

Extending Life of Downtown
Urban Renewal District
Brings Opportunity:

North 29th & 30th Streets
Two-Way Conversion

City Council Meeting
April 20th, 2020

TIF District Extension

- **Process**
 - Extend District Life by Bonding Project
 - Bond by June 30, 2020
- **Project Options**
 - Two-Way Street Conversion Selected
 - 29th & 30th Two-Way Conversion Project

District Life Timeline

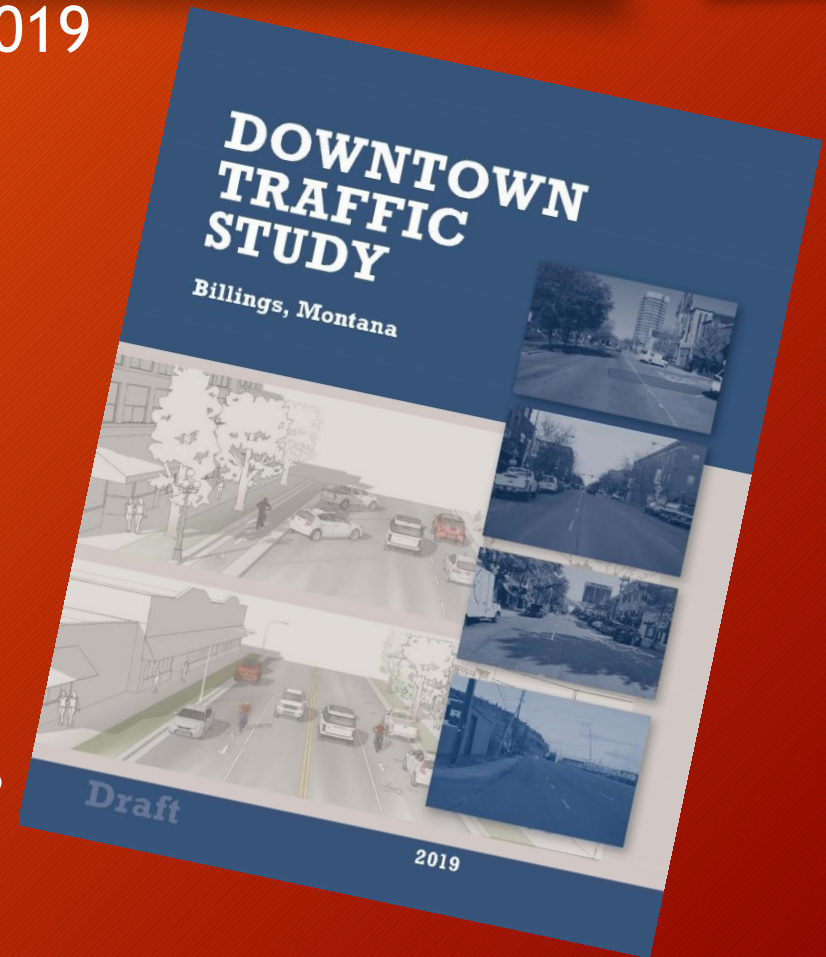
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17 -33	34	35	36	37	38	39									
Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022-2038	2039	2040	2041	2042	2043	2044									
Initial Life of a District	█																															
Empire Bonds/Current District Life										█																						
Potential Life of the District															█				█													

Two-Way Street Conversion Benefits

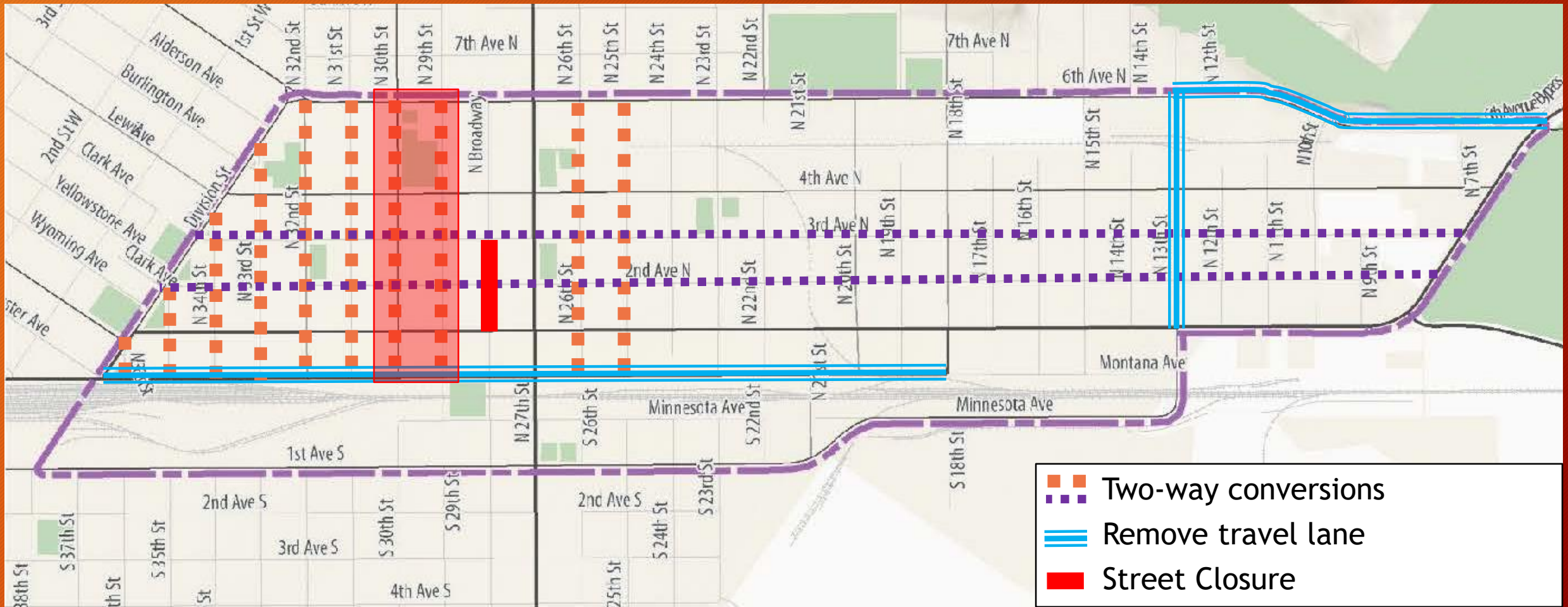
- **Two-way streets offer important advantages in commercial corridors:**
 - They facilitate an appropriate amount of traffic
 - Provide a safe environment for pedestrians
 - Support a good location for small business
 - Property values tend to rise at a faster rate on two-way streets than one-way streets
 - It is on these slower paced, two-way commercial streets that pedestrian shoppers, diners, and downtown visitors feel the safest and most comfortable.

Downtown Traffic Study recap

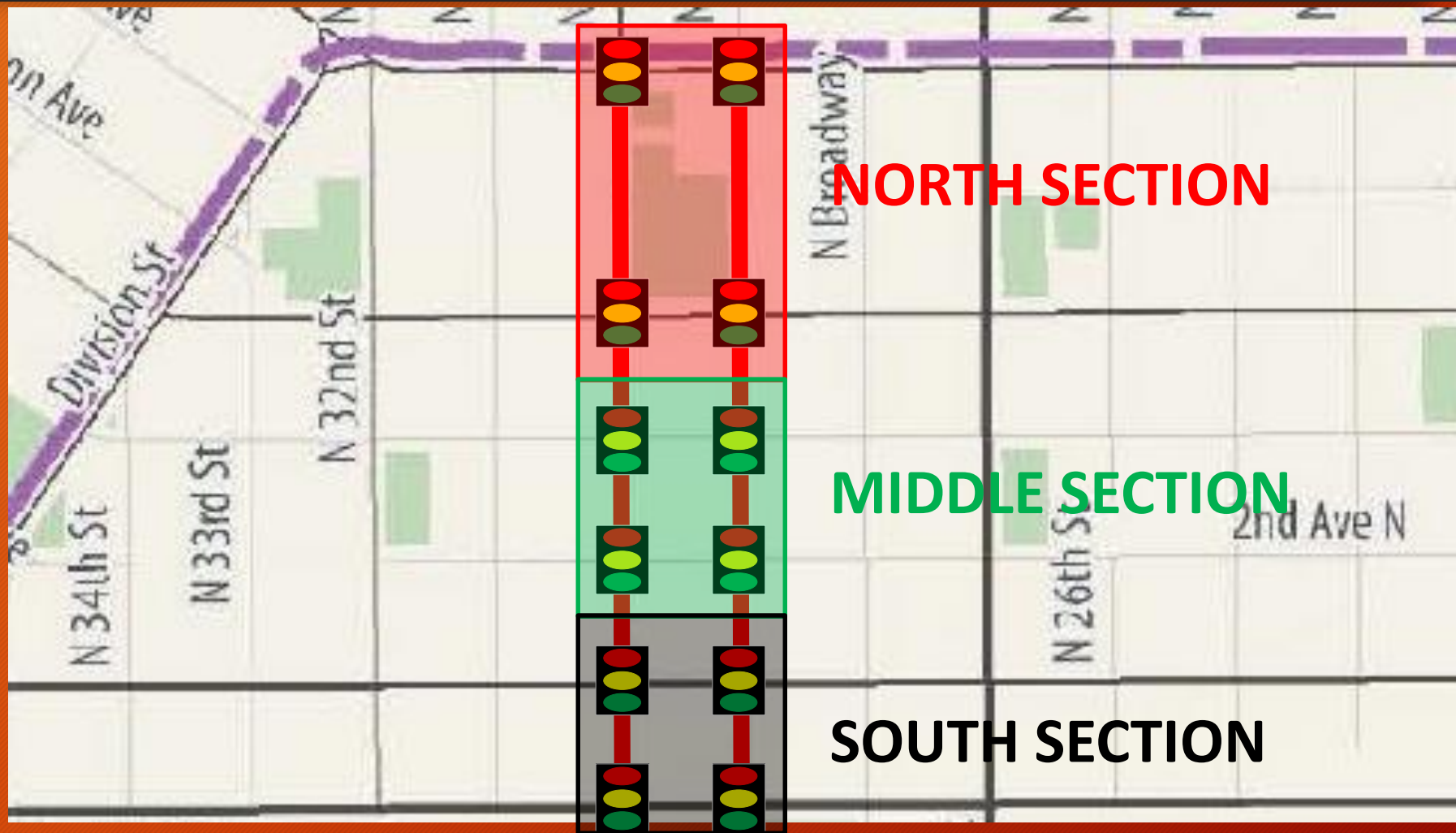
- Published and Presented to Council in Sept. 2019
- City Council Goal Adopted March 2020
- Analyzed 6 alternatives
 - N/S Two-way Conversions
 - E/W Two-way Conversions
 - 6th Avenue North lane reduction
 - Montana Avenue lane reduction
 - N. 13th Street lane reduction
 - Broadway closure to traffic
- All projects feasible singly or overlapped
- Allows us to move quickly as funding becomes available



DTS Alternatives



29th / 30th Project Limits



North Section Comments

- City owned & operated
- Old signal poles - complete reconstruction needed
- Parking impacts - particularly at Lincoln Center
 - 29th: Added one spot on west side
 - 30th: 5 on east side (at Lincoln Ctr), 1 on west side

North Section Comments



Middle Section Comments

- City owned & Operated
- New Signals, easy conversion
 - Rebuilt in 2010
 - Planned for future conversions
- Parking impacts
 - 29th: No impact
 - 30th: 4 lost on west side, one gained on east side



South Section Comments

- MDT Involvement
 - Montana Avenue
 - 1st Avenue North
 - Design review/system impacts
 - Coordination is underway (Trans. Plan Amendment and Commission process)
- New signals
 - Rebuilt last year
 - No plans for conversion
- Minimal parking impacts
 - 29th: Two lost on east side, but one gained on west side
 - 30th: No impact

Next Steps

- Design review under way for MDT signals
- Design completed in May provides estimate for District bonding
- Bring Trans. Plan Amendment through local process
- Prepare bonding process for action in June
- Open Bids on June 9th and Award June 22nd
- Receive MT Transportation Commission approval in June
- Long lead-time on signal poles/equipment, 4+ months from award
- Construction not likely until Spring 2021
- Allows us to schedule with 2021 Chip Seal

QUESTIONS?

