

# ONE-WAY CONVERSION STUDY - CONCLUSIONS

## Study Purpose

The Great Falls Business Improvement District (BID) asked the City to consider a proposal to convert two downtown, one-way couplets back to two-way streets. The couplets and segments in question are 5<sup>th</sup> and 6<sup>th</sup> Streets between 8<sup>th</sup> Avenue North and 10<sup>th</sup> Avenue South, and 1<sup>st</sup> and 2<sup>nd</sup> Avenues South between Park Drive and 15<sup>th</sup> Street.

## Analysis, Review and Public Input

To aid City decision-makers in their consideration of the proposal, the Great Falls Planning Department prepared an analysis of existing conditions and a summary of available information regarding one-way conversions in a document titled, “A Discussion Paper Regarding the Conversion of Downtown One-Way Streets Back to Two-Way Streets.” The stated purpose of the Discussion Paper was to “...provide relevant information to 1) assist open public discussion, 2) identify and frame the issues, and 3) weigh the question on whether to proceed with possible conversions.”

The Discussion Paper was made available for general public comment in June, 2007. In two subsequent work-session presentations before the City Commission, three main questions arose:

1. *Would non-city sources of funding be available?*
2. *How would the conversion impact 9<sup>th</sup> Street, especially from 2<sup>nd</sup> Avenue North to 8<sup>th</sup> Avenue North?*
3. *Is there neighborhood and business support for this?*

### 1. Funding

Investigation into non-city funding sources yielded few possibilities. One option is Federal-Aid transportation dollars. Although projects on the roadways are eligible for the use of Federal Urban transportation funds, the high cost of conversion and a long list of already established priorities for use of the same funds make the use of Urban funds an unlikely possibility.

Creation of a Special Improvement District is another possible funding method. However, based upon the survey of property owners in what would be the improvement district (see discussion of the survey below), support for creation of such a District would likely be low.

Business Improvement District funds could also be used for the improvement in areas within the District boundary. However, that funding source alone would not be enough to fund the conversions.

## **2. Impact on 9<sup>th</sup> Street**

The conversion was modeled using traffic modeling software, and the likelihood of impacts upon 9<sup>th</sup> Street was carefully considered by staff. Due to higher current traffic and higher levels of congestion during peak-hours on 9<sup>th</sup> Street, along with the fact that 5<sup>th</sup> and 6<sup>th</sup> Streets would continue to carry through-traffic even as two-way streets, there were no reasons to believe that 9<sup>th</sup> Street would attract additional trips as a result of the conversion. Drivers would continue to use 5<sup>th</sup> and 6<sup>th</sup> Streets as they always have, and would be unlikely to transfer trips to 9<sup>th</sup> Street since no time-savings would result. There would be no benefit for a driver to abandon a commonly traveled route for a more congested, higher-traffic route with similar characteristics.

## **3. Neighborhood and Business Support**

The Planning staff made presentations to both Neighborhood Council 7 on September 10, 2007, and the Council of Councils on October 30, 2007. The general comments from those sessions included concern over potential impact on 9<sup>th</sup> Street North and concern over the cost.

The Planning Department distributed an opinion survey to further determine the level of neighborhood and business support. The survey results are discussed in the following section.

## **Opinion Survey**

To more effectively and directly gauge area support or opposition to the conversion proposal, 589 surveys were mailed to those that would be most directly affected by the return to two-way streets.

Residents, businesses and property owners on 5<sup>th</sup> and 6<sup>th</sup> Streets between 8<sup>th</sup> Avenue North and 10<sup>th</sup> Avenue South, and on 1<sup>st</sup> and 2<sup>nd</sup> Avenues South between Park Drive and 15<sup>th</sup> Street, were mailed an opinion survey that included a series of eight statements. Respondents were asked to indicate their agreement or disagreement with each statement. One additional item allowed respondents to indicate support for partial conversions, or for other improvements. Finally, the survey allowed respondents to provide written comments. The Opinion Survey as it was mailed is attached as Exhibit A of Appendix A to this report.

The survey statements were developed from findings outlined in the Discussion Paper, with input from the Business Improvement District. The goals of the survey were to determine the level of support for, or opposition to, the proposed conversion, from people living, working or owning property adjacent to the subject roadways.

Although more detailed tabulations of the survey results can be found in the Exhibits B and C of Appendix A, some of the more significant findings are summarized below. Additionally, a summary of specific comments provided by survey respondents can be found in Appendix B. The comments are useful as they help to put a “voice” to the survey.

## **SURVEY SUMMARY**

Although respondents were allowed to mark whether they “strongly” or “slightly” disagreed or agreed with the survey statements, the survey tabulation combined them into Agree or Disagree for ease of comparison and analysis. The option of “No Opinion” was also included in the final analysis.

144 surveys were filled-out and returned, which equates to a healthy return rate of 24%. A surprising 59% of the respondents chose to provide additional comment, indicating a strong interest in the topic.

### **Utility of One-Ways**

Two of the survey statements addressed the utility of one-ways. One statement dealt with getting to and from downtown, while the second addressed the ease of downtown circulation. The majority of respondents felt that the one-ways helped customers get to and from downtown (75.4%) and did not make it more difficult to get to downtown businesses (71.5%).

### **Travel Speeds**

Another pair of statements allowed for an assessment of the respondents’ perception of existing travel speeds, along with their preference for smooth traffic flow versus slower travel speeds. There was a fairly even balance between those that felt vehicle travel speeds were too high on the one-ways: 45.5% thought they were, while 38.6% thought they were not. However, a majority felt that smooth traffic flow was more important than slowing traffic: 61.9% agreed with the statement that smooth traffic flow was more important, while only 22.3% felt it was not.

### **Partial Conversion Options**

One portion of the survey attempted to judge support for alternatives to full conversion. Respondents could choose either full or partial conversion of either the north/south one-way couplets or the east/west couplets. They could also support keeping the one-ways while installing improvements such as angle parking or landscaping. A final option was to indicate support for no changes.

Although given the opportunity to suggest segments of the streets for partial conversion, only a few of the respondents chose to make suggestions. Also, only a small percent (6%) of respondents thought they would support a partial conversion of 1<sup>st</sup>/2<sup>nd</sup> Avenues South, and only 3% indicated likely support for partial conversion of 5<sup>th</sup>/6<sup>th</sup> Streets South. This indicates that there is likely little support from the area for partial conversion. While slightly more respondents supported full conversion, support was not large. 17% supported full conversion of 5<sup>th</sup>/6<sup>th</sup> Streets, while 22% supported full conversion of 1<sup>st</sup>/2<sup>nd</sup> Avenues South.

Finally, there was slightly better support for retaining the one-ways but undertaking other improvements - 35% agreed that improvements such as landscaping and angle parking might help the one-ways more than a conversion to two-ways. However, a majority of respondents (53%) indicated they would not support any changes to the subject streets.

## **Other Improvements**

Through public discussion, some business owners commented on the lack of parking in some areas, and that angle parking would provide more spaces per block face. The Discussion Paper identified, as one conversion possibility, reducing the number of travel lanes and providing angle parking in the downtown areas while still retaining the one-way designations. A statement suggesting angle parking might be beneficial was included in the survey. Opinions on providing angle rather than parallel parking in the downtown portions of 1<sup>st</sup> and 2<sup>nd</sup> Avenues South were somewhat split, although a majority disagreed with the statement that parallel parking would be an improvement - 50% disagreed, 32.6% agreed, with the remaining 17.4% having no opinion. Responses to another statement indicated many agreed that other improvements that resulted in improved storefronts and attractive streets would help downtown more than one-way conversions - 62.1% agreed, while 20% disagreed and 17.9% had no opinion.

## **Residential vs. Business Areas**

The roadways in question traverse both residential and commercial districts. In acknowledgement that there are sometimes differences in transportation needs and impact perceptions between residential and business areas, two statements were included in the survey to help weigh possible differences in responses from the two types of areas. Somewhat surprisingly, the levels of agreement with the statements were nearly identical. A large percentage of respondents (65%) did not support the change in residential areas, while about the same amount (64.5%) did not support the change in business areas.

## **Survey Results by Area and Type**

Although the responses can be and have been tabulated by respondent type and location, the results show few significant differences. Although to varying degrees, the majority from each area and type responded the same as the overall respondent tabulation, with one exception: A majority of respondents from 5<sup>th</sup> Street (50%) as well as business owner (50.9%) and resident respondents (52.6%) felt that people did not drive too fast on the one-ways. Most respondents from the other areas and types thought that they did, although 6<sup>th</sup> Street respondents were evenly split between do and don't (47.4% either way). Graphs tabulating responses to each question, arranged by respondent area and type, are provided in Appendix C.

## **Survey Conclusions**

The survey results show that residents, business owners/operators and property owners on the subject streets are generally satisfied with the one-way streets. They feel some physical improvements to the roadways and to the adjoining properties could improve conditions, but converting the one-ways would be more of a detriment than an asset.

## **Conclusion**

The public comments, Neighborhood Council feedback, investigation into costs and the results of the opinion survey, all demonstrate there is little support for the conversion. Based on the above findings, staff recommends that all current efforts to convert the subject one-way streets and avenues to two-ways be suspended.

## APPENDIX A

# SURVEY RESULTS: SUMMARY EXHIBITS

**Contents:**

**Exhibit A – Survey Form**

**Exhibit B – Response Summary: Overall**

**Exhibit C – Response Summary: By Type & Location**

# One-Way Conversion Opinion Survey

**Share your opinions!** The Great Falls Business Improvement District has asked the City to look into changing four downtown, one-way streets back to two-way streets. The streets we're looking at are 5th and 6th Streets from 8<sup>th</sup> Avenue North to 10<sup>th</sup> Avenue South; and 1st and 2nd Avenues South from Park Drive to 15<sup>th</sup> Street. There are several alternatives being considered that range from keeping the current one-way streets, to full conversion of the one-ways into two-ways. **We want to hear what you think** – please take a few minutes and fill out this survey. The map on the back of this survey shows the streets being looked at – you may draw on it to give us more details about your thoughts. NOTE that 1<sup>st</sup> and 2<sup>nd</sup> Avenues North are not being looked at – they would stay one-ways.

*IF YOU RECEIVED MORE THAN ONE SURVEY, PLEASE ONLY FILL OUT AND RETURN ONE.*

If you have any questions or need help with this questionnaire, please contact Andrew Finch at 455-8434.

**Please check all that apply:**

I am a:

- Property Owner
- Business Owner
- Resident

My property is located next to:

- 1<sup>st</sup> Avenue South
- 2<sup>nd</sup> Avenue South
- 5<sup>th</sup> Street
- 6<sup>th</sup> Street
- None of the Above

**Please indicate your level of agreement or disagreement with the following statements.**

	Strongly Agree	Slightly Agree	No Opinion	Slightly Disagree	Strongly Disagree
1. One-ways make it harder to get to downtown businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. I would support the change to two-ways in residential areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. People drive too fast on the one-ways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5. The one-ways help customers get to and from downtown	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. I would support the change to two-ways in business areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. Smooth traffic flow is more important than slower traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Which alternative(s) would you likely support (if any)? Check all that apply.

<input type="checkbox"/>	Keep one-ways, but add improvements such as angle parking and landscaping to downtown
<input type="checkbox"/>	Full conversion of 1 <sup>st</sup> /2 <sup>nd</sup> Avenues South to two-ways
<input type="checkbox"/>	Partial conversion of 1 <sup>st</sup> /2 <sup>nd</sup> Avenues South to two-ways Which segment(s)? _____.
<input type="checkbox"/>	Full conversion of 5 <sup>th</sup> /6 <sup>th</sup> Streets to two-ways
<input type="checkbox"/>	Partial conversion of 5 <sup>th</sup> /6 <sup>th</sup> Streets to two-ways Which segment(s)? _____.
<input type="checkbox"/>	I would not support any changes to these streets

*(Continued on other side)*

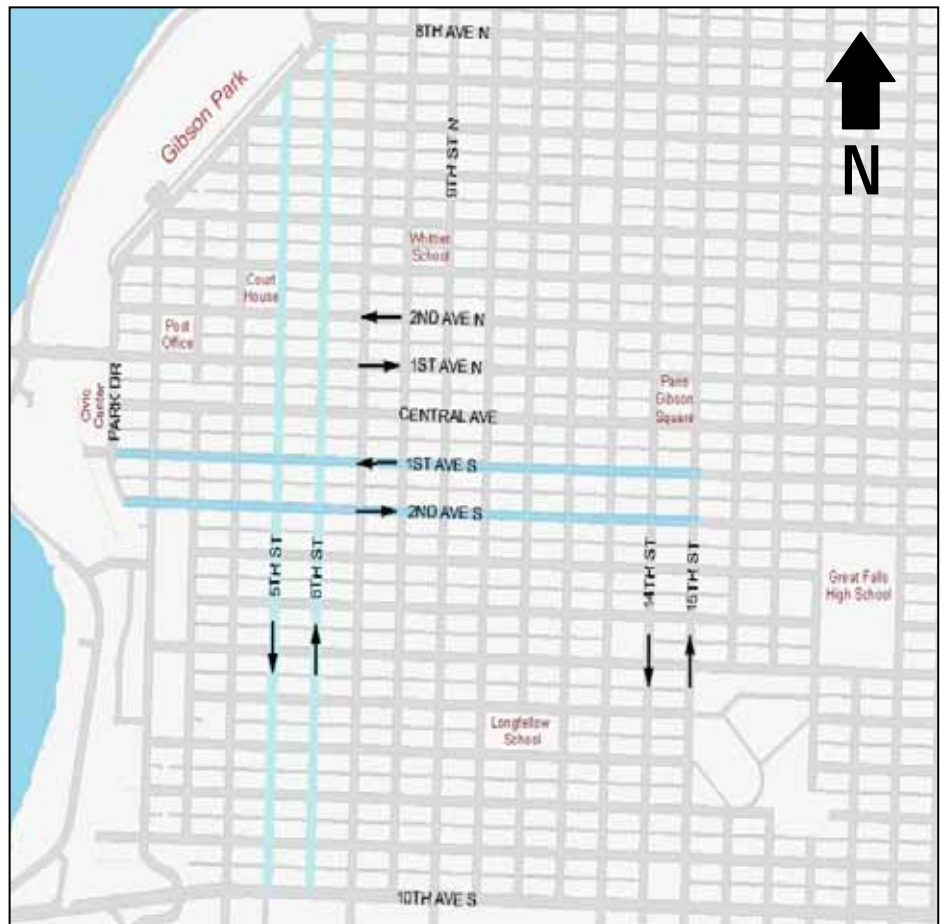
10. Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please mail your completed survey to: "Great Falls Planning Department, P.O. Box 5021, Great Falls, MT, 59403" by April 4, 2008.

You may also drop it by the Planning Department's office in the basement of the Civic Center, #2 Park Drive South.

*BID*

**Downtown Great Falls  
Showing One-Way Streets**  
(you may draw on the map to  
share your ideas or thoughts  
on the conversion proposals)



- End of Survey -

**ONE-WAY OPINION SURVEY RESPONSE SUMMARY - OVERALL**

**EXHIBIT B**

*(Note: respondents were asked to indicate their level of agreement or disagreement with statements 1-8)*

**Statements**

	Strongly Agree	Slightly Agree	No Opinion	Slightly Disagree	Strongly Disagree
1. One-ways make it harder to get to downtown businesses	16	14	9	21	77
2. I would support the change to two-ways in residential areas	26	13	9	16	73
3. People drive too fast on the one-ways	34	26	21	25	26
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	60	27	25	11	17
5. The one-ways help customers get to and from downtown	84	23	10	11	14
6. I would support the change to two-ways in business areas	23	17	9	16	73
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	20	25	24	14	55
8. Smooth traffic flow is more important than slower traffic	56	30	22	10	21

9. *(Note: respondents were asked to show which alternatives they would likely support - with multiple answers possible)*

	#	%*
Keep one-ways, but add improvements such as angle parking and landscaping to downtown	50	35%
Full conversion of 1 <sup>st</sup> /2 <sup>nd</sup> Avenues South to two-ways	31	22%
Partial conversion of 1 <sup>st</sup> /2 <sup>nd</sup> Avenues South to two-ways	9	6%
Full conversion of 5 <sup>th</sup> /6 <sup>th</sup> Streets to two-ways	25	17%
Partial conversion of 5 <sup>th</sup> /6 <sup>th</sup> Streets to two-ways	5	3%
I would not support any changes to these streets	76	53%

*\*percentage of all survey respondents who answered that they would likely support this option (#/144)*

**Suggestions from Partial Segment Supporters**

- 5th/6th - 8th Ave N to central continue one way to 10th Ave So.
- 5th/6th - make both two-way from 2nd Ave N, North
- 1st/2nd - Park Drive thru 9th Street
- 5th/6th - North of Central Ave
- 5th/6th - Park to 9th St
- 5th/6th - 6th Street To 15th Street
- 1st/2nd - From 9th Street through 15th Street on both
- 1st/2nd - 1st St to 9th St
- 5th/6th - Face Lift
- 1st/2nd- "1st St to 9th St"

**EXHIBIT B, Continued****SUMMARY BY PERCENTAGE**

<b>Statements</b>	<b>Strongly Agree</b>	<b>Slightly Agree</b>	<b>No Opinion</b>	<b>Slightly Disagree</b>	<b>Strongly Disagree</b>
1. One-ways make it harder to get to downtown businesses	11.7%	10.2%	6.6%	15.3%	56.2%
2. I would support the change to two-ways in residential areas	19.0%	9.5%	6.6%	11.7%	53.3%
3. People drive too fast on the one-ways	25.8%	19.7%	15.9%	18.9%	19.7%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	42.9%	19.3%	17.9%	7.9%	12.1%
5. The one-ways help customers get to and from downtown	59.2%	16.2%	7.0%	7.7%	9.9%
6. I would support the change to two-ways in business areas	16.7%	12.3%	6.5%	11.6%	52.9%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	14.5%	18.1%	17.4%	10.1%	39.9%
8. Smooth traffic flow is more important than slower traffic	40.3%	21.6%	15.8%	7.2%	15.1%

**SUMMARY BY PERCENTAGE - GROUPED**

<b>Statements</b>	<b>Strongly or Slightly Agree</b>	<b>No Opinion</b>	<b>Strongly or Slightly Disagree</b>
1. One-ways make it harder to get to downtown businesses	21.9%	6.6%	71.5%
2. I would support the change to two-ways in residential areas	28.5%	6.6%	65.0%
3. People drive too fast on the one-ways	45.5%	15.9%	38.6%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	62.1%	17.9%	20.0%
5. The one-ways help customers get to and from downtown	75.4%	7.0%	17.6%
6. I would support the change to two-ways in business areas	29.0%	6.5%	64.5%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	32.6%	17.4%	50.0%
8. Smooth traffic flow is more important than slower traffic	61.9%	15.8%	22.3%

# ONE-WAY OPINION SURVEY RESPONSE SUMMARY - BY TYPE AND LOCATION

## EXHIBIT C

RESPONDENTS WITH PROPERTY, BUSINESS OR LIVING ON 1ST AVE S Statements	Strongly	No	Strongly	TOTALS	Strongly	No	Strongly
	or Slightly Agree	Opinion	or Slightly Disagree		or Slightly Agree	Opinion	or Slightly Disagree
1. One-ways make it harder to get to downtown businesses	9	5	20	34	26.5%	14.7%	58.8%
2. I would support the change to two-ways in residential areas	10	2	22	34	29.4%	5.9%	64.7%
3. People drive too fast on the one-ways	16	8	11	35	45.7%	22.9%	31.4%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	24	8	2	34	70.6%	23.5%	5.9%
5. The one-ways help customers get to and from downtown	29	2	4	35	82.9%	5.7%	11.4%
6. I would support the change to two-ways in business areas	10	3	20	33	30.3%	9.1%	60.6%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	14	1	18	33	42.4%	3.0%	54.5%
8. Smooth traffic flow is more important than slower traffic	26	6	5	37	70.3%	16.2%	13.5%

RESPONDENTS WITH PROPERTY, BUSINESS OR LIVING ON 2ND AVE S Statements	Strongly	No	Strongly	TOTALS	Strongly	No	Strongly
	or Slightly Agree	Opinion	or Slightly Disagree		or Slightly Agree	Opinion	or Slightly Disagree
1. One-ways make it harder to get to downtown businesses	11	4	41	56	19.6%	7.1%	73.2%
2. I would support the change to two-ways in residential areas	15	4	36	55	27.3%	7.3%	65.5%
3. People drive too fast on the one-ways	28	5	22	55	50.9%	9.1%	40.0%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	33	10	14	57	57.9%	17.5%	24.6%
5. The one-ways help customers get to and from downtown	42	3	11	56	75.0%	5.4%	19.6%
6. I would support the change to two-ways in business areas	18	4	35	57	31.6%	7.0%	61.4%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	17	8	32	57	29.8%	14.0%	56.1%
8. Smooth traffic flow is more important than slower traffic	33	11	14	58	56.9%	19.0%	24.1%

**EXHIBIT C, Continued**

**RESPONDENTS WITH PROPERTY, BUSINESS OR LIVING ON 5TH ST**

<b>Statements</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree	<b>TOTALS</b>
1. One-ways make it harder to get to downtown businesses	2	1	20	23
2. I would support the change to two-ways in residential areas	7	1	16	24
3. People drive too fast on the one-ways	7	4	11	22
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	14	3	6	23
5. The one-ways help customers get to and from downtown	19	2	2	23
6. I would support the change to two-ways in business areas	5	2	16	23
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	6	7	9	22
8. Smooth traffic flow is more important than slower traffic	17	2	4	23

Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree
8.7%	4.3%	87.0%
29.2%	4.2%	66.7%
31.8%	18.2%	50.0%
60.9%	13.0%	26.1%
82.6%	8.7%	8.7%
21.7%	8.7%	69.6%
27.3%	31.8%	40.9%
73.9%	8.7%	17.4%

**RESPONDENTS WITH PROPERTY, BUSINESS OR LIVING ON 6TH ST**

<b>Statements</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree	<b>TOTALS</b>
1. One-ways make it harder to get to downtown businesses	5	0	11	16
2. I would support the change to two-ways in residential areas	4	2	12	18
3. People drive too fast on the one-ways	9	1	9	19
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	12	4	3	19
5. The one-ways help customers get to and from downtown	14	1	4	19
6. I would support the change to two-ways in business areas	4	1	13	18
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	7	4	8	19
8. Smooth traffic flow is more important than slower traffic	10	3	5	18

Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree
31.3%	0.0%	68.8%
22.2%	11.1%	66.7%
47.4%	5.3%	47.4%
63.2%	21.1%	15.8%
73.7%	5.3%	21.1%
22.2%	5.6%	72.2%
36.8%	21.1%	42.1%
55.6%	16.7%	27.8%

**EXHIBIT C, Continued**

**PROPERTY OWNER RESPONDENTS**

<b>Statements</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree	<b>TOTALS</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree
1. One-ways make it harder to get to downtown businesses	23	9	59	91	25.3%	9.9%	64.8%
2. I would support the change to two-ways in residential areas	31	6	55	92	33.7%	6.5%	59.8%
3. People drive too fast on the one-ways	49	14	31	94	52.1%	14.9%	33.0%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	57	19	18	94	60.6%	20.2%	19.1%
5. The one-ways help customers get to and from downtown	69	8	17	94	73.4%	8.5%	18.1%
6. I would support the change to two-ways in business areas	34	9	50	93	36.6%	9.7%	53.8%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	33	17	43	93	35.5%	18.3%	46.2%
8. Smooth traffic flow is more important than slower traffic	59	16	23	98	60.2%	16.3%	23.5%

**BUSINESS OWNER RESPONDENTS**

<b>Statements</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree	<b>TOTALS</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree
1. One-ways make it harder to get to downtown businesses	13	3	40	56	23.2%	5.4%	71.4%
2. I would support the change to two-ways in residential areas	12	7	38	57	21.1%	12.3%	66.7%
3. People drive too fast on the one-ways	15	12	28	55	27.3%	21.8%	50.9%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	40	10	6	56	71.4%	17.9%	10.7%
5. The one-ways help customers get to and from downtown	46	4	7	57	80.7%	7.0%	12.3%
6. I would support the change to two-ways in business areas	11	2	42	55	20.0%	3.6%	76.4%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	18	10	26	54	33.3%	18.5%	48.1%
8. Smooth traffic flow is more important than slower traffic	38	10	10	58	65.5%	17.2%	17.2%

**RESIDENT RESPONDENTS**

<b>Statements</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree	<b>TOTALS</b>	Strongly or Slightly Agree	No Opinion	Strongly or Slightly Disagree
1. One-ways make it harder to get to downtown businesses	3	0	17	20	15.0%	0.0%	85.0%
2. I would support the change to two-ways in residential areas	5	0	15	20	25.0%	0.0%	75.0%
3. People drive too fast on the one-ways	6	3	10	19	31.6%	15.8%	52.6%
4. Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways	13	4	3	20	65.0%	20.0%	15.0%
5. The one-ways help customers get to and from downtown	18	0	2	20	90.0%	0.0%	10.0%
6. I would support the change to two-ways in business areas	4	1	15	20	20.0%	5.0%	75.0%
7. Angle parking would be better than parallel parking on 1 <sup>st</sup> and 2 <sup>nd</sup> Avenues South in the downtown area	5	5	10	20	25.0%	25.0%	50.0%
8. Smooth traffic flow is more important than slower traffic	15	2	2	19	78.9%	10.5%	10.5%

## **APPENDIX B**

# **SURVEY RESULTS: WRITTEN COMMENTS**

**APPENDIX B  
ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

<b>RESPONDENT TYPE (see Key at end of Attachment)</b>	<b>COMMENT</b>
1B	I feel that a two way street would allow for slower traffic which would be safer as well as for better business. The roads should not be open to heavy weight trucks in the residential areas. We are starting to see more commercial trucks going down these streets in the residential areas. These one way streets are being used by motorists as race tracks in the evening. If a child gets hit then it will be too late.
2D	I don't see a problem with leaving the streets as-is - we just need angle parking & landscaping in downtown area
1/3AB	I have a daycare center on 2nd Ave So, Headstart is close and also Longfellow. It would be dangerous for school children to cross 1st or 2nd Ave S if they were made into two-ways. Traffic would be a mess for business people that are on one ways - how would people make a cross traffic turn without stopping traffic behind them. Please do not change the streets - it works fine now and it ain't broke!!!!
2D	I am not the least bit concerned about Phil Keiser's concern for assisting people to get to his business. Unless he wants to personally bankroll the change himself, leave things be.
2C	I feel that we need to save the "through" streets for smooth traffic flow. People avoid Central Avenue because of the number of stops, etc. I would rather someone go past my business at a higher speed than to not go by at all. The traffic counts should tell you what the general public prefers... People don't use 3rd Ave North or South instead of the one ways. Three lanes, all travelling in the same direction makes good sense to me. I located my office where I did simply because of the traffic flow. An attractive store front, visible to more traffic seems to make for good advertisement at no additional expense. Why would you slow traffic on 1st & 2nd Ave So, to benefit just a hand full of businesses who seem to think that less traffic means more business? I don't think so. Businesses on 10th Ave South have a lot more visibility because of more, faster moving traffic, and those businesses seem to thrive! Easily accessible, inexpensive parking, might be a better solution.
1B	Feel conversion would only benefit a minority
1C	I own properties on 5th St and 6th Ave So. This is where 3 lanes merge to 2 lanes. Everyone seems to drive faster at this point to be first at the merge point. There is a pedestrian crossing on this corner. Almost no one stops for foot traffic. It's almost best they don't because the cars in the other lane never stop or even slow down. there is a bus stop on the corner as well as many children from Longfellow school cross at this intersection. I see near misses almost every time I am at my property. Pedestrians don't have a chance!
2A	Leave 5th/6th Streets as one ways & convert 1st/2nd Ave So to 2 ways as we already have 1st/2nd Ave No as one ways
1/2B	Parking meters on 2nd Ave S are not needed. Take parking meters off of 1st and 2nd Ave South.
NONE	Opposed to changing one-ways at a cost of \$100,000's of dollars for little if any benefit
1	1. There is very light traffic on 5th & 6th streets between central & 10th. I think this is because the lights on tenth force most drivers to use ninth st; aka, lesser of evils. 2. I work down town. Many of my clients tell me that they avoid central whenever possible because the wait times on street lights are soo long. I agree with what people tell me. Ninth & central is especially bad, going east & west.

**APPENDIX B, Continued**  
**ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

<b>RESPONDENT TYPE</b> (see Key at end of Attachment)	<b>COMMENT</b>
1B	The intersections at 8 Ave N & 6th St and 5th St and Park Drive are very dangerous. On 2 Av So there too many small children and people drive too fast way over the posted speed limit, and large 18 wheelers also use one way even if posted "no trucks"
1/3A	Fix your problem. Speeding because this is not fixing anything. Downtown is look's very bad. There is not much there. Most stores are on 10th Ave and you really take your life in your hand's We came to great falls in 1958, you had stores You family I did all my shopping there Albertsons is the last store & it is closing that hurts a lot of people. then there is only offices left.
1A	I support converting one-ways to two-ways because it makes moving around easier. However, I would <u>not</u> support the conversion if my taxes are raised to fund the projects. The business community has the most to gain from the conversions - the home owner has the least (or no) to gain!!
B	They have already improved the looks of downtown - side walks and all - Remove meters that would help I never go down Town to shop - it is a mess - Baby sitting, meters, is the problems - I do not mind paying the meters - but I sure hate getting a ticket if I forgot to look at my watch I'll go where there is free parking
3AB	It works don't fix it it is not broken!
1/3B	I like everything as it is now. Carrol Nielsen ( <i>address provided</i> )
3B	I rather have more parking lots (areas) with a nominal fee for downtown shoppers. Finding a parking spot is very hard atime, If one parks in one of Park lot are to high for a short visit for Down Town shoppers. Increase parking is more important than change the one ways streets and avenues
1/2A	I see no problems with the one-ways. I believe they move traffic better and safer than two-ways.
1B	#1 Remove paid parking downtown and you will get more shoppers. #2 Making it pretty won't fill the empty space or make stores people will shop. You have created a great area for lawyers - we can't even keep a grocery store in operation! #3 The One Ways are exactly what they were designed to be A BYPASS #4 The speed on the oneways can be controlled with enforcement and if you want to slow them down raise the fines #5 and second only to the kind of stores - read #1 again - loose the paid parking. Leave the one ways the way they are currently, loose the meters.
3B	City officials should be studying ways to MOVE traffic, not slow it! Traffic signals (I.E.: Stopping devices) in this town are a mess. Maybe traffic engineers in this city should go to some larger cities and do a little studying to learn how to move traffic. I do believe a dam traffic signal on every corner is the effective way to do it. As far as the one-way issue is concerned, I believe that the one-ways actually help get people from A to B. If some down town business owner is wineing about lack of customers, maybe He or She should examine their product line or services because if they have something that people want those people will find them. I don't believe the driving situation will deter those customers. I know that applies to me.
1/2C	As a business owner I am sure that I would take a <u>huge!!</u> Value hit if the City did this. Traffic flow is very important to my business.
1/2/3ABD	Get Rid of Parking Meters!!!

**APPENDIX B, Continued  
ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

<b>RESPONDENT TYPE (see Key at end of Attachment)</b>	<b>COMMENT</b>
1B	People go the wrong way on my street, 2nd Ave So, between 14th & 15th street, a lot! We have had at least 4 bad car accidents on the corner of 2nd ave so. & 15th st. in the past year alone - The streets need something to make drivers pay more attention to one way signs
1A	The problem is not that people have trouble getting to downtown. It's more of a lack of need to go there. If the downtown area had more to offer then it would prosper. I think the Alive @ Five series shows this to be the case. Its not like it was in the 1960s when the downtown had specialty stores with no outside competition. Now days it is mostly office space which operates from 9am - 5pm. If the downtown area is to survive it's time to reinvent itself. No changes in traffic from one-ways to two-ways will be enough to make any difference at all.
1/3	I Live at 1018 1st Ave South and I do not want it to change to a two way street. I believe the best and safest way is the way they are now.
1/2A	One ways are very Important to businesses that deliver products, especially when trucks are utilized. The city bus system will become less efficient and trucks & busses will slow traffic more so than now. Why change a system that works very well to one that is inefficient. Changing the one ways will keep more people from comming to the down-town area because of slower traffic & difficulty in getting to & from other areas. People need to be encouraged to come to down town businesses through other methods.
1/2A	Lets encourage the few people who do shop downtown to use River Road, 14th & 15th St to shop the large stores on NW side & 10th Ave So, because it is no longer efficient to use 1st & 2nd So& 5th & 6th because of slower traffic & increased congestion, increased traffic accidents, etc. Perhaps using your energy to develope inovative ideas to bring "more" people downtown could be a better use of your time. Forward thinking people is what downtown needs. Keep the one ways - spend the money to revitalize 1st & 2nd, 5th & 6th!
1B	In my opinion I think 9th St is the problem. All traffic lites favor 9th, its always busy, it backs up traffic on 2nd Ave So. Bad in rush hour. As far as 1st Ave So, 2nd Ave So, 5th & 6th Sts So I believe work very well as they are. To make them into 2 ways would be a big wreck. Possibly widen 9th St to 4 lanes & up the speed limits to min 35 (except school zones) and over on all streets like Billings has done. If anything we need more 1 ways & less lites.
1/2E	If anything have parking only on one side of one ways
3B	You don't state whether or not the speed limit will be reduced if streets are made 2 way streets. Would speed limit be reduced to 25 mp on the two ways I could go along with that. I feel traffic would increase in front of my home if 2nd Ave S went to two way.
1/3A	People do drive somewhat faster on one ways that is what helps the traffic flow. If we change to 2 ways we will have to stop at a red light every 3 or 4 blocks. It works much better the way it is. It is hard enough to get around now. Don't take away our thoroughfares. If I want to go across town I will use a one way it is better than stop streets all over and I'm sure one way thoroughfares save time! Since we don't have to stop and idle at stoplights. If you drive the speed limit you don't ever have to stop on 1st and 2nd North. LEAVE THEM ALONE!!! 2nd Ave S is not wide enough for 2 way traffic the curbs would have to be moved to the sidewalk. I live on the highlighted block between 4 one way streets (1400 block of 1st ave s) and it has always worked just fine. LEAVE THEM ALONE.

**APPENDIX B, Continued**  
**ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

RESPONDENT TYPE (see Key at end of Attachment)	COMMENT
1CD	There is No problem the way they are. Leave as is. Thank You
1A	We live on the corner of 1st Ave South and the drivers go so fast I have seen small children almost get hit- Please change these Streets to two-way Streets. I would visit the downtown area more if it wasn't such a hassle to get where I am going.
1A	Keep the one-way streets the way they are! Just fix the roads on 1 & 2 Ave South, they are a disaster.
1/3D	To make changes in the streets at this time would be <u>too costly</u> . I'm not sure changing the one way streets to two way would make that much difference in the traffic flow. One way streets do <u>help considerably</u> to improve the traffic flow. Leave them alone!!
1/2A	for improvements let's take a look at the poor condition of curbs. In front of the O'Haire our curb is disintagrated. It looks awful. Last time (2 years) they paved 7th St, they created drainage problems with the installation of new asphalt. The curbs are awful. Why should I spend \$100,000.00 to improve my building & signs if the curbs look like that. <b>And quit street sweeping at 6 AM. It bothers hotel guests.</b> (question # 9 comments: crossed out "angle parking" and added "except improvements like new curbs".
1/2B	Landscaping and trash receptacle on 1st & 2nd Ave S & 5th & 6th Streets. Also widen 2nd Ave South to three lanes from 7th Street to 9th Street.
2BC	I am so sick of a few people with the loudest voices always causing trouble. If they would be less negative downtown would prosper but they are always trying to cut each others throats & spread Pessimism.
2CD	Meters turn so many customers off downtown parking ramps are too far from shopping too many years with the streets this way- older side of town with older drivers they're confused enough already change will cause more accidents than downtown customers.
NONE	My opinion would be leave 5th & 6th 1-way for easy access between 10th and downtown. Convert 1st to 2-way to improve business access.
1B	One-sided parking on oneways & the one ways are narrow it's hard to Drive side/side with cars parked on both sides. Mirrors and vehicles are always getting hit- Please have one side parking make one ways safer. - on 1 Ave 2 Ave So & No.
1D	Why Try to fix something that's not broken?
1/2A	Your concerns are appreciated, but are a bond are ?(word unreadable) Downtown Great Falls is becoming a blight area- we need major zoning and greenscape changes. Get rid of conjection, overcrowding, slumlords- we have lots of land in Great Falls!- spread out the density Then when the city is more like a garden then a slum the downtown will be ?(word unreadable). People will be healthier & happier then.
2D	One way parking good, traffic moves easy, Accident Rate Low- Safety- for walkers crossing streets, only one way to look, Fire and Ambulance Service better as Streets have traffic moving only one way. One ways move traffic Easier & faster.

**APPENDIX B, Continued**  
**ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

<b>RESPONDENT TYPE (see Key at end of Attachment)</b>	<b>COMMENT</b>
3D	I've lived in this same place before the streets were changed to one way. The one way streets are much better than 2 lane traffic. It has been a great improvement to our streets It was a costly change money wise- lets just leave them as they are today. It is quieter & far less dangerous as 2 way traffic is - Less Accidents & there are other ways to spend all that money again & tear up our streets. I will be very unhappy if they tear up this neighborhood with converting back to 2 lane traffic, Weeks of Noise - dirt & dust everywhere & - Please leave the Streets as They are Please Please (Comments from Question # 9: "No" to full conversion of 1st/2nd Ave; Partial conversion of 1st/2nd "Leave the streets and Ave as they are now"; "absolutely not" to full conversion of 5th/6th streets and ; "Neither Leave as they are" to Partial conversion of 5th/6th.)
3	I live in a apartment parking is bad now. Am I going to get to the apartment.
2A	1st and 2nd Avenue S. are very narrow even for one way traffic between 9th St and 15th St. Also, vehicles park on the street which makes even less room for traffic. It seems like two way traffic would be even more hazardous in this area.
1B	Absolutely <u>No Change</u> to 1st & 2nd Aves So. Or 1st & 2nd Aves. No. Don't care about 5th & 6th Sts. (Question # 9 Comment: Full conversion of 5th/6th Streets to two-ways "only change I would support")
1/2C	I like the idea of changing <u>some</u> of the streets to 2 way - especially 5th St. where we are.
1/3C	Better business downtown, keep Grocery Store Downtown too.
1/B	Two way travel on 2nd So would be undesirable because avenue is too narrow with residential cars parked on street. This is why we went "one way" long ago I think this is especially true from 5th to 15th. Please leave as is!!
1/3B	My Opinion is that changing the one-ways to two-ways would only cause more confusion & problems than it would be worth - I feel that most residents are used to the one-ways and they are comfortable with keeping them. I think that people drive just as fast on the two-way residential streets as they drive on the one-ways - TOO FAST! PLEASE KEEP THE ONE-WAYS! (smiley face)
3AB	We've lived here all our lives these streets help the flow of traffic go better at 5:00 o'clock Rush Hr. Instead of Decorating Central include 10th Ave So make Grt Falls look inviting make those guys in prerelease clean the streets & grounds that's a good idea they live for free there!
1/3B	Leave it as is The spent a lot of money to create the one ways - now we are accustomed to using them, don't take them out. Its so great to drive on one-ways especially at nite- Not having to face on-coming headlights- Please don't change them because of one businessman - I cant see how it will improve Bert & Earnies trade.
1/3A	Your combination of angle & parallel parking alternated on the North & South sides on Central Avenue was a bad idea. It makes a driver have to move left & right instead of traveling straight down the road. It also makes it hazardous for pedestrians who are waiting to cross Central Avenue - DON'T DO MORE OF THIS - IT WAS A REALLY BAD IDEA! Doing angle parking all on the same side would be alright (if the street is wide enough).
1D	These streets do need a rebuild but I like one ways for getting around & I don't see how they could ever hinder getting to downtown business. Eliminate parking meters would make more sense.

**APPENDIX B, Continued  
ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

RESPONDENT TYPE (see Key at end of Attachment)	COMMENT
1/3C	I have lived on 5th Street for twenty years and I'm really tired of having my house rattled apart by large trucks (specially the dairy trucks) hitting potholes. It's not so bad since they were redone two years ago. But will be a matter of time before the trucks destroy them again. There are others ways for the trucks from the dairy to get the major arteries. eg 2nd St south
1B	You never think of the homeowners. Most of us don't have enough parking as is and then you think of stupid ways to close down streets? your in construction - Downtown is dying because of other issues so please don't spend more tax payer money on this idea. I never shop downtown couldn't afford even if I wanted - A waste of money!!
1/3A	If it's not broke don't fix it
1/2A	No Changes regarding the oneways.
not marked	I feel just leave well enough alone. Any changes just adds confusion and cost.
3B	I realize this has nothing to do with the one-ways, however, I feel this needs to be addressed. -----9th St S. - leading into/on 10th Ave) I should have spoken sooner about the light Change.....2 lanes and lights LEFT, the 3rd lane is - straight ahead/right lane turn. I travel 9th St a great deal. There are always fewer left turn (2lanes) cars, then in the straight ahead/right, lane. The right turn lane used to be that.....WHY was it changed??? On any given day/hour, there are more cars in the extreme Right lane than the combined # in BOTH left lane turns. The middle light should indicate straight ahead or L turn. The extreme right lane should be Right Turn only! ( question # 9 comments: "NO" to Full conversion of 1st/2nd; "NO" to Partial conversion of 1st/2nd, "Partial conversion of any one-ways would only cause traffic slowdowns and confusion!"; "NO" to Partial conversion of 5th/6th.)
2B	It works! Don't "fix" it!
2C	We see no advantage to change the one ways. The traffic moves well from 10th Ave to downtown to the north side of town. Also 1st & 2nd Avenues North & South help the traffic to move. All Towns or Cities have one ways and they may have more than us. I believe this is one man's idea & I can't believe this request has got this far!! This idea involves way more than just his little business downtown.
1B	I live at 2nd Ave So. I am 76 years old and I still drive. I use one way streets whenever possible because they facilitate getting to my destinations and are much safer. I would definitely hate to see any of them eliminated.
D	6th St S and Central Ave is a busy inter-section and would be better served as 6th S. as a one way from 1st S. to 2nd N.
1B	Keep one ways as they are on 1st & 2nd Ave So. This was the wish of the tenants that I asked. I think the landscaping that has been done on Central Ave looks very nice. Nice landscaping adds to the Beauty of the City. I personally like the one way streets just as they are. I wouldn't want them turned back to 2 ways. (question # 9 comment: "not sure about angle parking").
1/2E	1st and 2nd Ave South should Both be improved & widened as much as possible from there beginning to 15th St.
1/3E	If you change the oneways to two ways you will have more traffic problems, especially during rush hours. People will not shop downtown because it will take too long to get back home. Sorry guys, but this is a really bad idea. Look at Bozeman. They took out their parking meters, looked for unique shops & gave them breaks. Down town is now very busy & I love to go there. We need more trees & plants as well as unique shops like Dragonfly & Pizazz & amazing toys. Businesses need to be creative too. Go visit thriving downtown areas in other cities & do as they do. (comment on map for 1st and 2nd Aves: "very busy in the am & pm very hot & boring streets cater to small shops that sell unique items")

**APPENDIX B, Continued  
ONE-WAY OPINION SURVEY – WRITTEN COMMENTS**

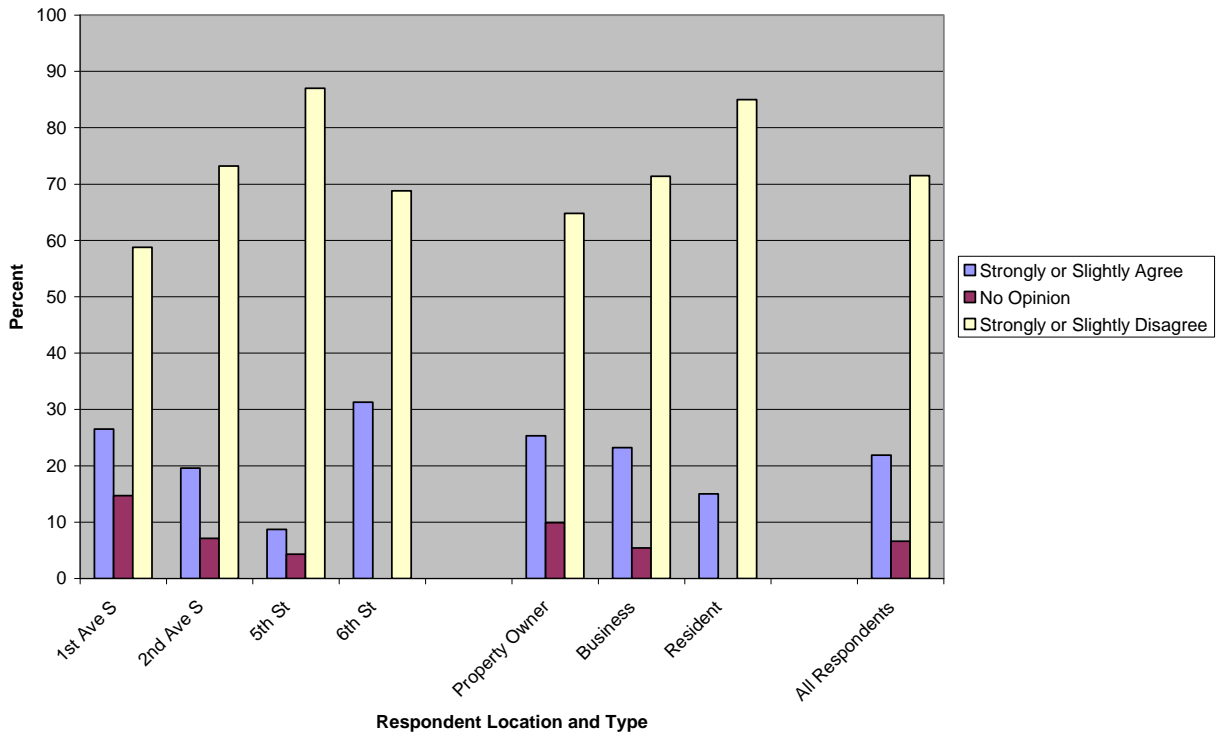
RESPONDENT TYPE (see Key at end of Attachment)	COMMENT
1/2/3/B	Changing the residential area to two ways will slow down traffic and reduce traffic through these residential areas. I believe it will make it safer.
2C	Access to downtown needs to be as easy as possible, if it slows down our lunch business will suffer with people on a time limit for lunch. Dinner is no problem because the streets are empty and there are no meters at night.
1/2B	Using the handicap transit van on the N side of 2nd Ave S & the S side of 1st Ave S is impossible because the handicap person has to get in by being out in the busy street.
3/B	LEAVE WELL ENOUGH ALONE. You've already messed up downtown by closing part of the street between DA Davidsons & putting "Charley & his Horse" etc there to "Beautify" downtown. I used that street a lot now it takes extra time & gas getting to the post office etal. The wonderful "rounded" street corners are also one large pain. I guess you probably know by now how I feel about changing those streets. Again, Leave well enough alone.
2AC	If it is not Broken, don't fix it!
2	The downtown is already attractive and landscaped - at least on Central and 1st Ave N. First Ave South needs some spiffing up. The parking meters more than anything impede shopping etc downtown (question # 4 comment: " the fronts are already attractive"),
1/3B	I believe it is important to have 5th & 6th Sts. And 1st & 2nd Ave South returned to 2 way traffic because of the negative affect they have on residential areas.
not marked	I oppose any "one ways" because I feel it hurts the value of all residential property located on them and will remain that way until all are removed in G.F.
1/2A	I like the one-ways. When I moved here years ago, I liked the way they facilitate traffic movement. I don't feel they detract from shopping and businesses
1D	Put more bold signs directing the no thru trucks as on live on 6th St and have for 34yrs. Years back it was some what addressed at putting 2-very small signs on 10th Ave So and could easily over looked. I now as also in the past to be fully taken care of this I feel is very important for my and others small children, but also for it will continue the up keep on the road, they need to us 2nd St for big trucks- freight truck @ Meadow Gold truck etc.
1/2/3C	The changes are a hairbrained idea - It's not broken - don't try to fix it
3B	Recommended you do not change 2nd Avenue South to a 2-way. It would really mess up the handicap parking and provide extreme hazards to the elderly and disabled that live on the Avenue.
1/2A	HELP DOWNTOWN? GET RID OF PARKING METERS
1B	Whatever the City Planning Department decides is best for the City in general we will support.
1B	I difinitely dislike the way Central Ave was changed with the angle parking alternating streets- It's like you have to weave you're way and most drivers are not sure where they should be stopping at the lights. I also find the bulb-outs to be a pedestrian danger!!! It seems pedestrians walk-right up to the edge and it is only inches from cars driving.

<b>KEY: Respondent Type</b>	
I am a	My property is located next to:
1 Property Owner	A 1st Avenue South
2 Business Owner	B 2nd Avenue South
3 Resident	C 5th Street
	D 6th Street
	E None of the Above

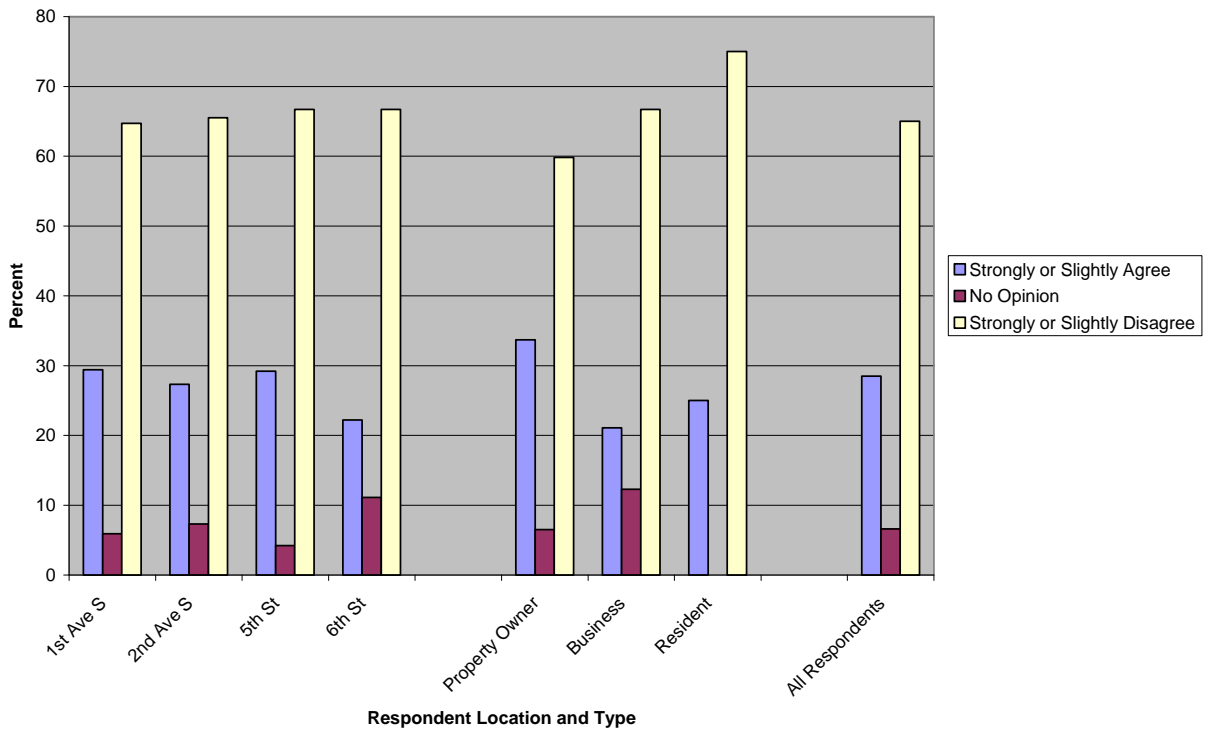
## **APPENDIX C**

# **SURVEY RESULTS: COMPARISON GRAPHS**

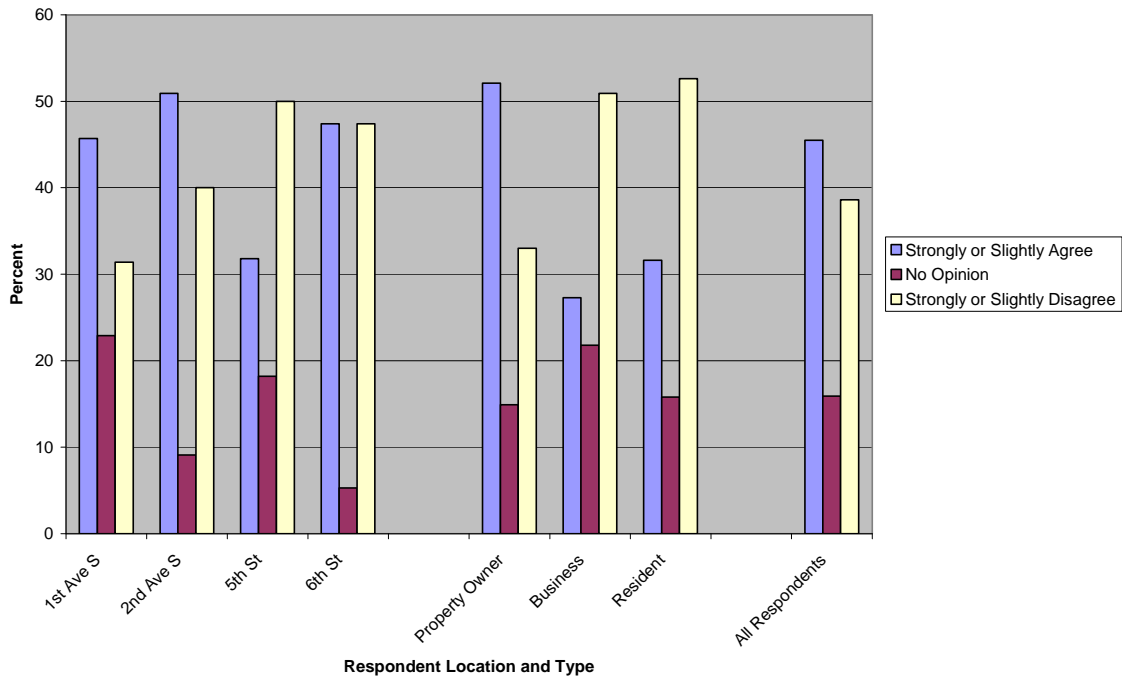
**Statement 1: One-ways make it harder to get to downtown businesses**



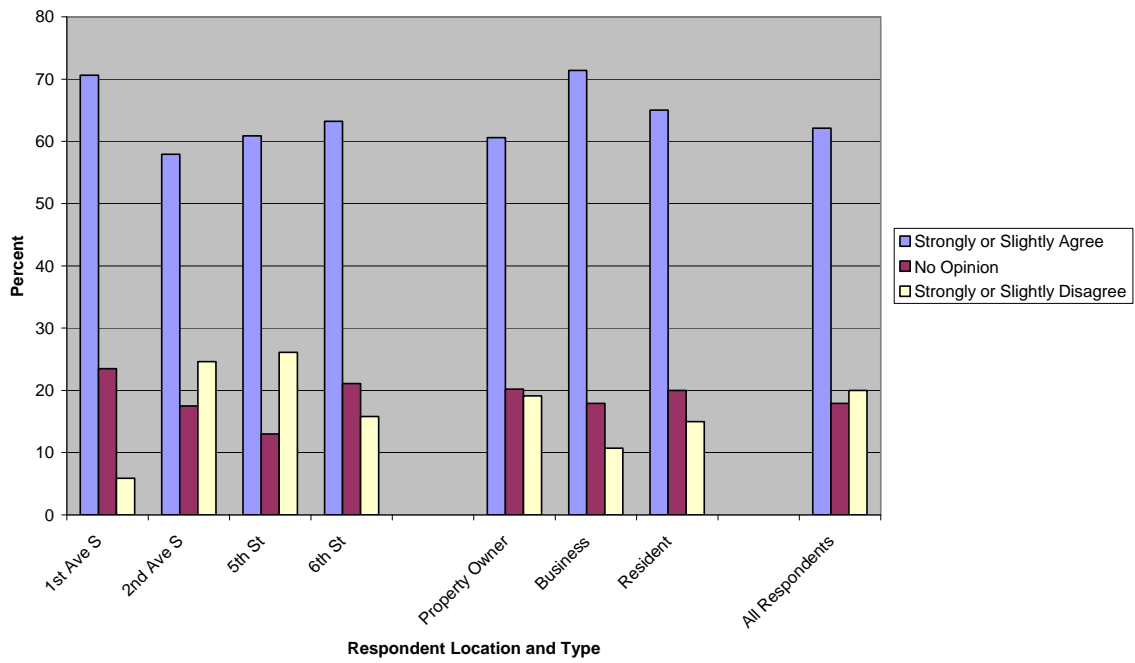
**Statement 2: I would support the change to two-ways in residential areas**



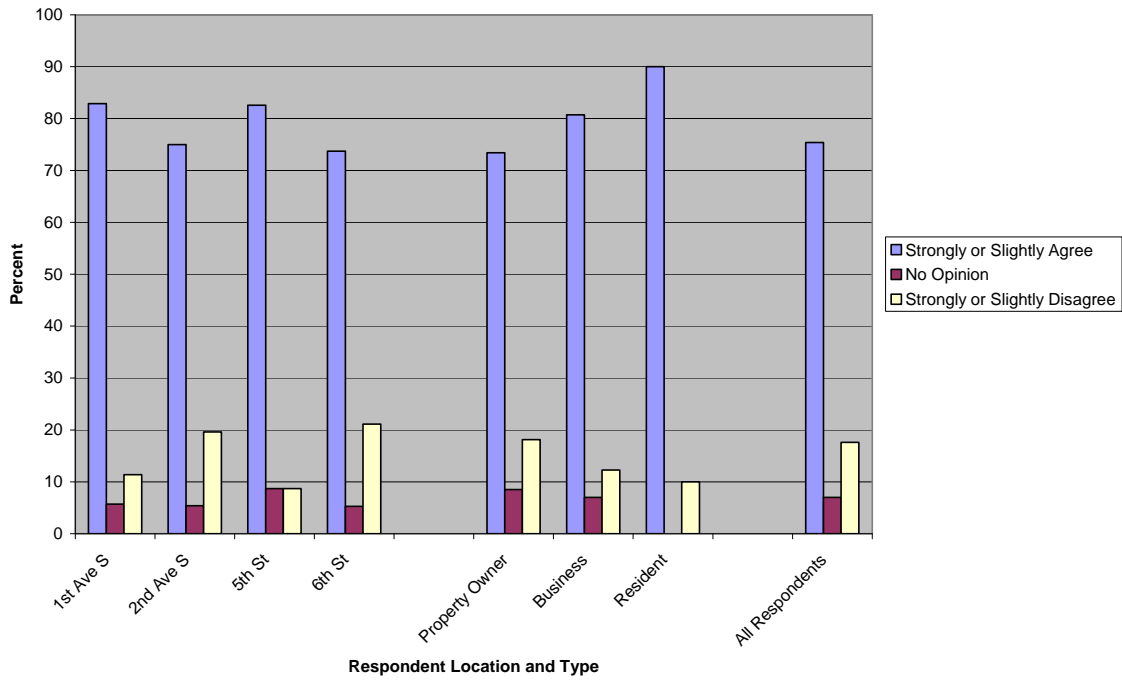
**Statement 3: People drive too fast on the one-ways**



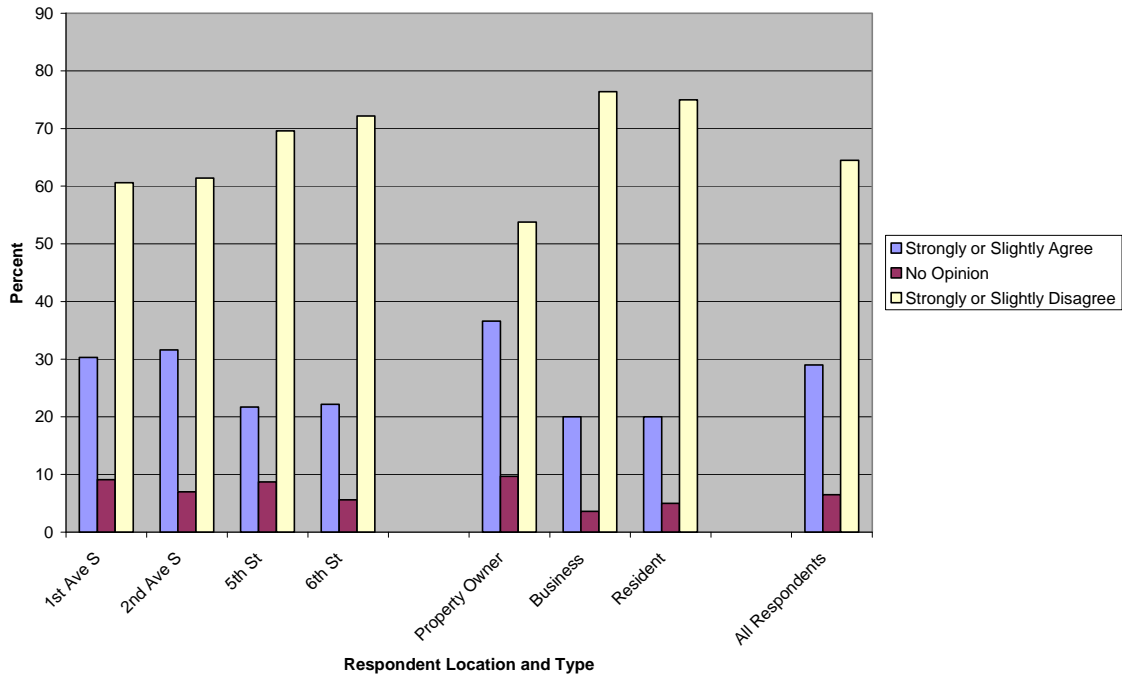
**Statement 4: Attractive streets and improved storefronts would help the downtown more than changing the streets to two-ways**



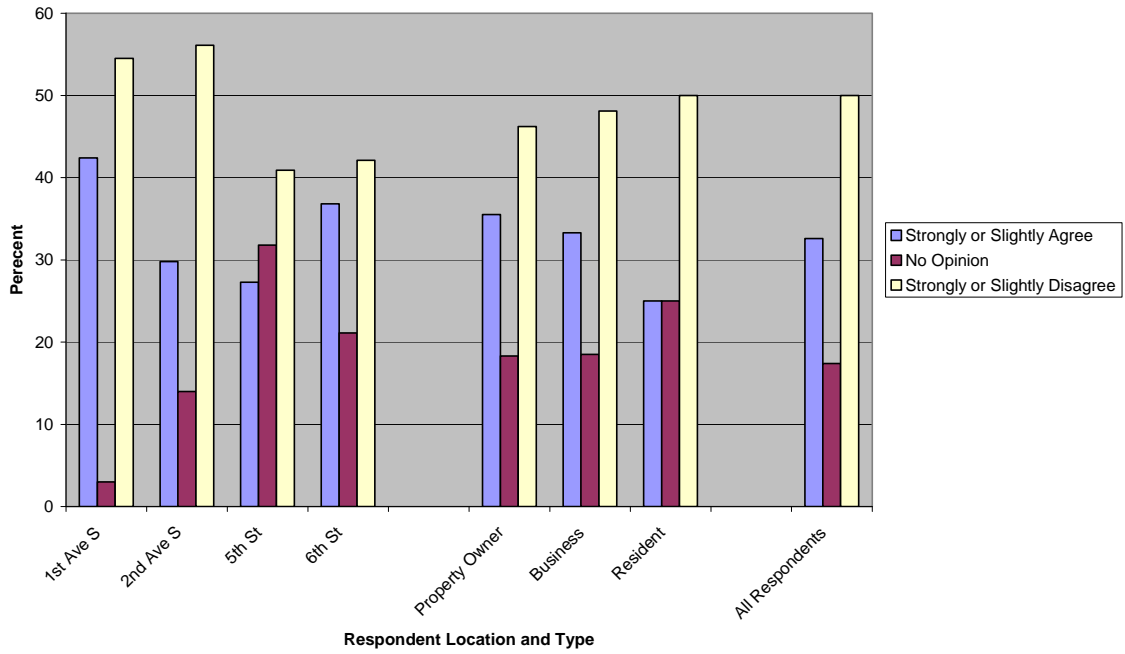
**Statement 5: The one-ways help customers get to and from downtown**



**Statement 6: I would support the change to two-ways in business areas**



**Statement 7: Angle parking would be better than parallel parking on 1st and 2nd Avenues South in the downtown area**



**Statement 8: Smooth traffic flow is more important than slower traffic**

