

# DCI BUDGET UPDATE

- Smart Streets
  - Economic Rationale
  - Phasing Plan
  - Budget
- Deconstruction



## METRO

South Bend Tribune, Monday, April 15, 1985 13

### Downtown counts on 2-way streets to get going

Downtown South Bend has become an exciting place. In walking across what used to be one-way streets, you can get hit by a car traveling in either direction.

"You dumb, stupid, jaywalking son of a..." A motorist cranks down his window to give me the message, gunning his engine to provide emphasis. "Next time, get yourself a waco case."

Step onto a downtown street and you don't know what's going to happen. Brakes screech. The street was one-way just yesterday. Dust then because it's used to traffic going one way. Purring cars lying around for a long time have similar problems. Put them here to head and sparks fly.

"Reconsideration is being given some of the traffic patterns downtown," explains Jim Hunt, director of South Bend Redevelopment. "I expect that gradually some of the old concepts will be discarded."

Not entirely, he says. Too much downtown urban renewal, which turned South Bend around, makes that impossible. But there will be changes.

River Bend Plaza Mall, dead as a St. Joseph River carp, is being given a little mouth-to-mouth resuscitation.

As a retail center, downtown expired years ago. But there's a faint pulse. Maybe by changing traffic patterns, life can be brought back in a different form.

Washington Avenue recently was made two-way, after years of being one-way. The same thing happened to Jefferson Boulevard. Old ladies with walkers, dottering old men with canes, young mothers pushing babies in strollers, get out of the way.

Now they're talking about Michigan Street.

"The jury's still out," says John Leszczynski, city engineer. "But a portion of it — the block nearest One Michigan Square — probably will be made one-way for cars by the end of the year."

Bums sleeping on park benches, young noon-time lovers trading gooie lites from Danny Mast sacks in front of empty, boarded-up storefronts will wonder what happened. Gone from beneath their feet will be some of the intri-



**GARD AT LARGE**

landscaping as much as possible," explains Leszczynski, talking about Michigan in front of Robertson's. "But no question, some of it will have to come out."

Trees, fountains, part of the overhead steel girder will be given the boot. Pedestrians there now walk all over the place. Freshers preach Bums parhanded.

All will have to be re-educated, or suffer the consequences. People rubbing from one side of the mall to the other for reasons unknown, could, in fact, be run over by cars.

That's not the problem now, since pedestrians can be counted on one hand.

But if ever a need arose for Sateville, a traffic safety training school, the future may create demands. Classes could be set up on Michigan.

No one has thought of traffic problems there for years. But shoppers soon will be skipping and hopping. Go on the green light. Stop on the red. Yellow means caution, or back to red again, in the form of your own blood.

"To make Michigan two-way the

first block north of One Michigan Square would be impractical," explains Leszczynski. "There would be a traffic tie-up with two sets of traffic lights."

Plans have not yet been adopted. They're in the think stage. The decisions, though, will have to be made by Hunt and Leszczynski, "for the betterment of downtown South Bend."

Previous planners spent money as if they didn't know what a dollar was. They blocked traffic. Strangled the face of business downtown turned the same color.

Now, if ideas proceed forward by the Downtown Technical Advisory Committee take shape, cars soon will drive on Michigan all the way from Western to Colfax.

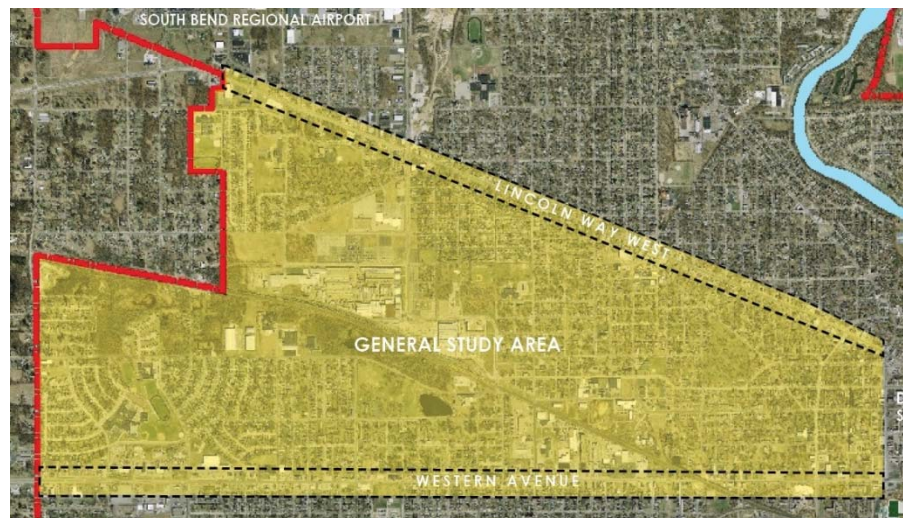
Michigan could even hook up with binning one-way vehicles on St. Joseph Street, except for the Violin Lady.

She's standing in the way. She's beautiful, say art lovers. Usually, she's standing alone, off to one side. Hardly anyone walks in that block of Michigan, out of respect.





# SMART STREETS



- Restore the role of the street as shared, enhanced public space – for pedestrians, cyclists, public transit and private vehicles to attract investment and residents.





# WHY SMART STREETS?

City	Population	Street	Year Completed	Project Costs	# Projects/ Total Investment
Lafayette / W. Lafayette, IN	50,000	Main Street	1994	N/A	N/A
Columbus, OH	810,000	Gay Street	2008	\$7.7M	\$137M
Wichita, KS	385,000	St. Francis Street	2012	\$2.3M	6 Projects/\$10.1M
Toledo, OH	323,000	Adams Street	1997	N/A	N/A

- **“Very big plus for retail”** – Dennis Carson, Dir of Economic Development, City of Lafayette
- **“Project area went from a 90% to 10% vacancy rate in just over 1 year.”** – Jason Gregory, Executive Vice President, Downtown, Wichita, KS
- “The project, which cost an estimated \$7.7M, is part of the City’s larger move to give downtown [Columbus] a neighborhood feel, one that cant be achieved with so many one-way streets” Mary Carran Webster, Assistant Director of Public Service, City of Columbus, OH
- “Two-way streets enhance neighborhood liveability,” Councilmember Maryellen O’Shaughnessy said, “and the resulting activity will improve the business climate and encourage more downtown living.” – Columbus, OH
- “The [street] conversion projects, coupled with other projects have brought an increased comfort level to residents, employees and visitors – downtown has a new feel.” Bill Thomas, Executive Director – Downtown Toledo Improvement District



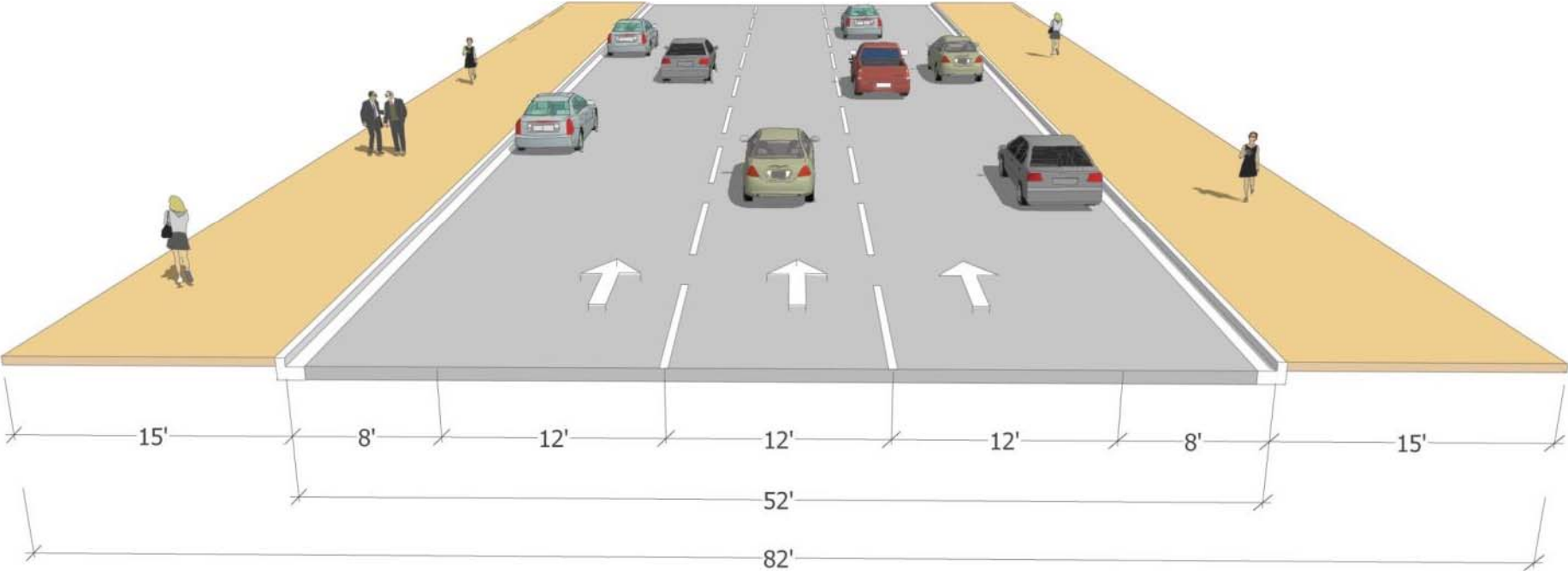
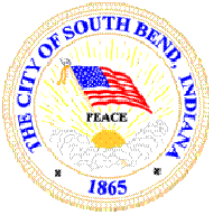


# SMART STREETS

- Phase I: Williams/Lafayette
  - Signal modification, restriping, street trees, two 'bulb out intersections'
- Phase IB: Jefferson Street (Niles to St. Peter)
  - Pavement markings, landscaping, drainage solutions
- Phase IC: Bartlett Street/N. Michigan
- Phase ID: Design details for Main/St. Joseph
- Phase II
  - Main/ St. Joseph Street



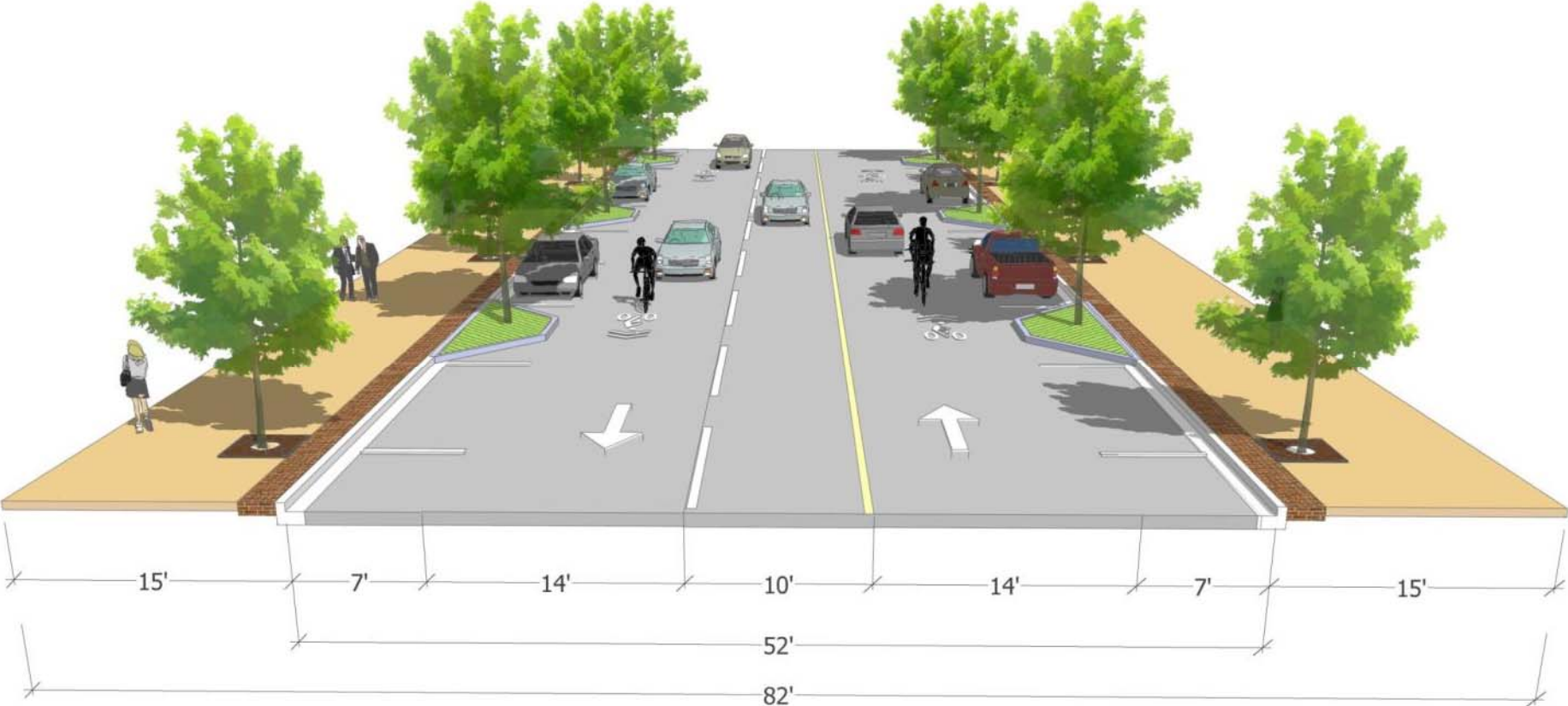
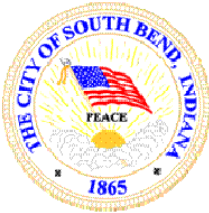
# CONCEPTUAL PLAN



Lafayette Street – 82' ROW (Before)



# CONCEPTUAL PLAN



Lafayette Street – 82' ROW (After)





# SMART STREETS

10/22/2013

SOURCE	Amount (\$)	USE	Amount (\$)
Fund 412 - Major Moves	\$4,500,000		
		Phase 1A: Williams/Lafayette	\$671,000
		Phase 1B: Jefferson Street	\$1,540,000
		Phase 1C: Barlett Street/N. Mich	\$1,006,500
		Phase 1D: Design & CDs: Main/St. Joe	\$700,000
		Contingency (~15%)	\$582,500
		<i>Sub-Total</i>	\$4,500,000
Fund 227 - Loss Recovery	\$2,500,000	Corridor Plan implementation	\$2,500,000
Fund 404 - COIT	\$720,000	Curbs and Sidewalks	\$720,000
<b>Total Appropriation</b>	<b>\$7,720,000</b>		<b>\$7,720,000</b>
Fund - 426 -CMDA TIF (1)	\$3,700,000	Memorial parking, Barlett Street access	\$3,700,000
TOTAL	\$11,420,000		\$11,420,000





# SMART STREETS

## ROI Model / Lafayette and Williams

All Figures Annual	Scenario A	Scenario B	Notes
Additional Tax Revenue Existing	\$40,805	\$40,805	
New Development Tax Revenue to City	-	\$37,300	
Signal Operating & Maintenance Savings	\$21,000	\$21,000	Removal of 7 signals
Total Additional Revenue and Savings	\$61,805	\$99,105	
Payback Period	10.9	6.8	

Scenario A: No new development on William or Lafayette

Scenario B: Williams: Development of parcels fronting Williams and Coyleski, and at Manor site. Lafayette: 2 mixed-use buildings, assessed at \$250,000 each







# DECONSTRUCTION

- Creation of 12 jobs through the deconstruction and recycling of 14 structures per year
- Chance for residents to become engaged
- Soft skills training initiative
- Create opportunities out of blight
- Potential partnerships with Youth Build, Habitat and Monroe Circle
- Development of architectural salvage retail store that will create additional jobs
- Lost cost materials for homeowner rehab projects

