




 N
 15 Minutes Parking
 Shared
 After Hours Shared
 Overflow Event Parking
 On-street Parking

Safe, convenient parking is essential to the success of every downtown shopping district. This has been a central issue throughout the planning process, with a variety of options considered. Safety, walkability, sidewalk amenities and walking distances were carefully studied and balanced. The design team consulted with TxDOT about on-street parking along SH 105 and FM 149. Key aspects of the recommended solution include:

- Easily accessed, attractive off-street parking, distributed throughout Downtown.
- Montgomery has a tradition of public-private cooperation. A shared-use parking system will provide ample spaces convenient to all. Comprehensive public-private parking strategies should be explored further.
- On-street parking will be available on secondary streets with low traffic volume. The design team determined that traffic volume on Liberty Street would cause safety and traffic flow problems if on-street parking was permitted. Parking along the street would also preempt sidewalk enhancements and gathering spaces.
- Remote large parking lots should be used for shuttle service for events. City to discuss with property owners and development agreements.

The Capital Improvement Plan is broken into three phases – Short-, Medium-, and Long-Term. While each phase may appear distinct, the projects may overlap. It is important to sequence projects in order to have the least disruption to the citizens and businesses, and for efficiency to be fiscally responsible.

Short-Term (1-3 Years)

- Downtown Master Drainage Plan – Drainage Improvement Projects should be identified as short-, medium-, and long-term.
- Develop public/private partnership parking agreements.
- Downtown Utility Master Plan. Utility Projects should be identified as short-, medium-, and long-term.
- McCown St. Reconstruction with Streetscape
- Jacob Lot Plaza and Parking

Short-Term (1-3 Years)	
Downtown Master Drainage Plan	\$50,000.00
Develop public/private partnership parking agreements	Staff Time and Consulting Fees (as needed)
Downtown Utility Master Plan	\$50,000.00 (City Funded)
McCown St. Reconstruction with Streetscape	\$1,000,000.00
Jacob Lot Improvements	\$450,000.00

Medium-Term (3-5 Years)

- Adams Lot Monument and Entry
- Relocate utilities along FM 149 to Pond St. and McCown St.
- John A Butler and Prairie Intersection Reconstruction – Including southern end of McCown
- Community Building Property Master Plan
- Maiden Ln. Reconstruction with Streetscape
- Prairie St. Reconstruction with Streetscape
- Parking Analysis and Assessment
- Wayfinding and Signage
- Clepper St. Reconstruction with Sidewalks and Walking/Biking Trail
- Pond Street Improvements

Medium-Term (3-5 Years)	
Adams Lot Monument and Park	\$500,000.00
John A Butler and Prairie Intersection Reconstruction	\$550,000.00
Community Building Property Master Plan	\$50,000.00
Master Plan Implementation Cost (Does not include building)	\$350,000.00
Maiden Ln. Reconstruction with Streetscape	\$630,000.00
Prairie St. Reconstruction with Streetscape	\$680,000.00
Parking Analysis and Recommendations	\$25,000.00
Wayfinding and Signage Study	\$50,000.00
Clepper St. Reconstruction	\$400,000.00
Pond Street Improvements	\$700,000.00

Long-Term (5-10 Years)

- FM 149 Reconstruction with Streetscape
- FM 149 / Liberty Roundabout
- SH 105 Improvements and Streetscapes – Including paving, median, infrastructure, drainage

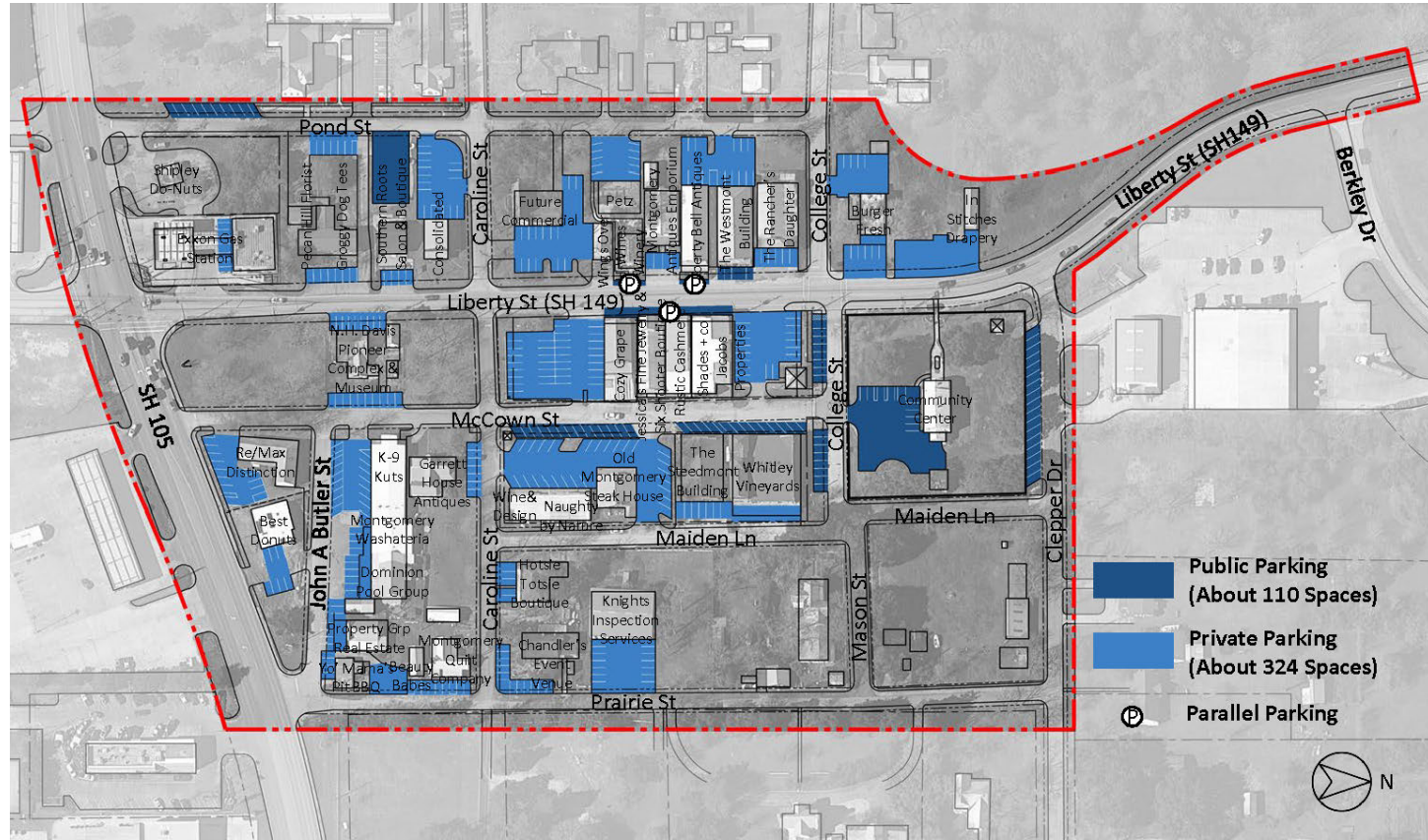
The medium- and long-term projects should be evaluated annually to determine if projects should be pursued sooner and look for alternate funding.

Long-Term (5-10 Years)	
FM 149 Reconstruction with Streetscape (Does not include ROW acquisition)	\$2,500,000.00
FM 149/Liberty Roundabout (Does not include ROW acquisition)	\$1,250,000.00
SH 105 Improvements and Streetscapes	\$2,000,000.00

Private Property Improvements	
McCown St - Ramps and Decks, etc.	\$500,000.00
Parking Lot (NE corner McCown St and Caroline St)	\$150,000.00
FM 149 Reconstruction with Streetscape	\$370,000.00

Notes:

The cost estimates are in 2021 dollars and an estimated 4%/year (average inflation cost) should be included when estimating for future budget cycles. Cost estimates were developed for the projects within the downtown area only. During design it is important to determine if the improvements should continue outside the downtown area for a cohesive design. Utilities and drainage improvements are not included in this plan and should be identified within the respective master plans. Storm sewer or open ditches are not included within. There is a potential for higher costs for projects within TxDOT right-of-way. This increase in cost may depend on the funding mechanism.



Opportunities:

- There are over 400 parking spaces in Downtown.
- Most businesses have private parking spaces.
- Montgomery has history of public-private cooperation.

Constraints:

- There is very limited public parking.
- Available parking is unclear to the new visitor arriving on SH 105 and SH 149.
- Public perception is that on-street parking is needed on SH 149.
- On-street parking is challenging on SH 149.

PARKING



Opportunities:

- There are over 400 parking spaces in Downtown.
- Most businesses have private parking spaces.
- Montgomery has history of public-private cooperation.

Constraints:

- There is very limited public parking.
- Available parking is unclear to the new visitor arriving on SH 105 and SH 149.
- Public perception is that on-street parking is needed on SH 149.
- On-street parking is challenging on SH 149.

PARKING



GOAL #1

ARRIVAL AND PARKING: Improve the arrival and parking experience for visitors.

OBJECTIVES:

- **Improve awareness** and visibility of Downtown
- **SH 105:**
 - Create a welcoming sense of entry along SH 105 culminating in an **iconic entry feature** at Liberty
 - Work with TxDOT to **integrate SH 105 into Historic Downtown** with streetscape improvements.
- **SH 149:**
 - **Create welcoming entry** at the north and south ends of Downtown.
 - **Address traffic speed and volume** to be compatible with Historic Downtown.
 - **Resolve the parking issue** along SH 149.
- Provide and identify **convenient parking** available to the public **through public/private cooperation**.

GOALS & OBJECTIVES



GOAL #2

PUBLIC STREETScape: Provide public improvements that create a unique, appropriate setting for businesses to attract customers.

OBJECTIVES:

- Create a unified, visible Historic Downtown **identity**.
- Create a setting that celebrates **Montgomery heritage**.
- Integrate **infrastructure and services** to support businesses.
 - Provide sustainable, attractive **drainage and utilities infrastructure**.
 - Provide access for **fire service, service/delivery trucks and garbage pickup** that is workable for businesses and customer-friendly.

GOALS & OBJECTIVES