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# C-1 | Reimagine Main Street Infrastructure and Streetscape

## DRI Funding Request/Total Project Cost

\$5,089,248/\$5,089,248

## Project Description

Cortland has had a one-way Main Street for the past 50 years. As part of its overall strategy to rethink and reimagine City transportation networks, the City commissioned a detailed study on the feasibility and impacts of redesigning the Main Street transportation network. This study was completed in early 2017 and focused on the traffic and economic impacts of changing traffic patterns. After meeting with local business owners to discuss various options for converting Main Street, the option presented herein was unanimously selected as the preferred option. This redesign integrates a two-way Main Street with back-in angle parking, pedestrian improvements including bump-outs and mid-block crosswalks, and other streetscape improvements. The overarching goal of the project is to increase traffic safety and accessibility to the downtown in order to support the vast array of commercial offerings along Main Street, while at the same time promoting walking as an alternate transportation option and further beautifying the downtown.



*Rendering of Main Street Infrastructure Improvements*

## Project Location/Address

Main Street between Clinton Avenue and Port Watson Street

## Sponsor

City of Cortland

## Strategies

- Create strong gateways, wayfinding and complete streets to strengthen connections between destinations and amenities and to make the downtown inviting and accessible to all;
- Enact the two-way Main Street conversion to allow for better circulation in the downtown especially for those not familiar with the City, and enhance access to Main Street businesses;
- Create an identity that will appeal to current and future generations; and
- Provide a connected, wireless downtown.

## Public Support

There is overwhelming public support for infrastructure improvements that create a safe and accessible walkable environment in the downtown. A meeting with a significant number of downtown business and property owners produced unanimous support of a two-way street Main Street conversion with enhanced pedestrian amenities. This project has the support of the Cortland County Business Development Corporation, Chamber of Commerce, Tourism, the Cortland Downtown Partnership, and NYSDOT. Additionally, this project had the highest public support of all of the Priority Projects presented at the third Public Open House, as evidenced by the results of the distributed public input sheets.

## Project Ownership

City of Cortland

## Project Partners

The proposed improvements are within the jurisdiction of government and will be financed by public funds. As such, they do not require formal approval by individual property owners. However, the City recognizes that to be successful a two-way Main Street needs public support – especially and most importantly from owners of businesses and buildings in the target area. Therefore, the City looks at these stakeholders as partners in this venture, which is why educating them and soliciting their support has been a priority. The City Council is also seen as a key partner as it represents the public at large. In addition to the general support of businesses, organizations representing them have also expressed support for this venture. Examples include the Cortland Building Development Center, Chamber of Commerce, Tourism and the Downtown Partnership as well as NYSDOT.

## Capacity

The City has the necessary jurisdiction to implement and maintain this project.



**Rendering of Main Street Infrastructure Improvements**

## Project Budget

\$5,089,248

### Budget Breakdown:

- Survey/Design - \$848,208;
- Water Supply/Drainage/Sanitary - \$358,000;
- Curb to Curb (road and bump-outs) - \$464,000;
- Road Striping/Markings - \$5,000;
- Intersections (signals/alignment) - \$550,000;
- Streetscape (behind curb- paving, trees, etc.) - \$1,782,000;
- General (erosion control, MPT, etc.) - \$375,000;
- Contingency - \$706,840.

## Funding Sources

This project will be fully funded through the DRI with the possibility of obtaining additional state funds at a later date (amount unknown at this time).

## Feasibility and Cost Justification

Cities across the country are successfully reverting to two-way Main Streets with positive results. This project will help the City accomplish the goals cited above and stimulate economic development. Combined with proposed improvements to infrastructure, this project is anticipated to have a major positive impact on the overall revitalization effort.

This project has evolved through the DRI process into a more defined and expanded scope of work. During the scoping of the Main Street infrastructure and streetscape project it was brought to light that the infrastructure located underneath Main Street was past its useful life and in imminent need of replacement. It was determined that this replacement work should be included in the scope of the Main Street conversion and streetscape work to eliminate the need to rip up the newly constructed roadway in the future. This work is essential to supporting the current private sector development investments and future private sector development investments along Main Street. The project budget breakdown includes all elements that were deemed important to the city including accessible walkways, bumpouts to reduce crossing distance across Main Street, and enhanced landscaping. This estimate also includes design costs and contingency, which were not considered in the original application.

## Regulatory Requirements

City Council approval

## Timeframe for Implementation and Project Readiness

Timeframe for implementation of this project may vary dramatically due to the outsourcing of the design work and some parts of the construction.

- City Council approval - 2 months;
- Requesting proposals from Engineering Firms and selecting a vendor - 2 months;
- Design - 3 months;
- Construction - 8 months.



**Historical (top) and current (bottom) images of Main Street**

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**Project Reporting**

Progress monitoring will be ongoing. Benefits can be measured by increased traffic economic activity and sales tax revenue.