

MAINSTREET PUBLIC INFRASTRUCTURE INITIATIVES FY2019



Engage People, Rebuild Places, Revitalize Economies



WHY PUBLIC INFRASTRUCTURE

Property owners and business owners are reluctant to make needed improvements to buildings or spaces when the public right-of-way through the commercial center has serious safety and infrastructure issues. Public Infrastructure leverages substantial private sector reinvestment and demonstrates visible improvements in downtown through upgrades to pedestrian safety and lighting, sidewalks, curbs, utilities, drainage, and landscape to create vital spaces for economic growth.

MainStreet programs directly engage local commercial property and business owners to:

- bring buildings up to date;
- support jobs, business expansions, entrepreneurial and business development;
- ensure that Public Infrastructure is a priority at the state and local level, to signal to entrepreneurs, residents and visitors that Main Street is “open for business.”

GREAT BLOCKS ON MAINSTREET

*Great Blocks on MainStreet (GBOM) upgrades two-to-three blocks in the core commercial district through an intensive design intervention that completes “shovel-ready” construction documents for public infrastructure finance and construction. Great Blocks provides assistance to rural New Mexico communities to compete for and receive public financing. Great Blocks public infrastructure projects use exemplary design and best practices to engage private reinvestment, building rehabilitation, and increase GRT and promote job creation. The program includes Complete Streets, which incorporates all modes in street design such as pedestrian, biking, and transit. The program also builds on and partners with the engineering and design work in progress with NMDOT in communities such as Carrizozo and Tularosa.***

Construction Ready Projects Pipeline FY2019

Total*

Artesia.....	\$ 1,300,000
Belen.....	\$ 800,000
Carrizozo.....	\$ 800,000
Farmington.....	\$ 3,700,000
Gallup.....	\$ 1,100,000
Las Vegas.....	\$ 2,100,000
Raton.....	\$ 1,200,000
Tucumcari.....	\$ 1,025,000
Tularosa.....	\$ 1,200,000
Zuni Pueblo.....	\$ 800,000
Total:	\$ 14,025,000

**Total construction cost needed to complete project(s)*

ARTESIA

Project: U.S. Hwy 285 Gateway to Downtown District, Landscaping and Beautification

Existing Conditions Hwy 285



Proposed Design Hwy 285



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Artesia MainStreet and the City of Artesia are partners in a landscaping project of a 1.3 mile right-of-way along U.S. Hwy 285. The property, previously owned by BNSF Railway, serves as an entryway into Artesia and the Downtown District. The project will enhance the appearance of the right-of-way, improve travelers' first impressions of the community and capitalize on the already revitalized streetscape and beautification of Main Street and surrounding areas within the Downtown District.

"No," is a very powerful word in a small community, but leaders of successful communities, especially Main Street communities, know that "yes" is a more powerful word. Yes, we can make this town a better place to live in, to look at, to work in, to visit."

Ed McMahon
President of the National Main Street Center
Board & Senior Staff at the Urban Land Institute

BELEN

Project: First and Becker St. Pedestrian Safety and Lighting Improvements

Existing Conditions First St.



Proposed Design First St.



The project is for creating great streets on three blocks in downtown Belen in front of the Harvey House Museum. The project seeks to make pedestrian safety and lighting improvements and enhance wayfinding to support jobs, entrepreneurial and business development, and stimulate private property reinvestments. The goal is for the area to draw substantial local and visitor retail traffic, and create linkages between the Belen Rail Runner Station, the Harvey House Museum, and Main Street.

CARRIZOZO

Project: 12th St. Pedestrian Safety and Street Lighting Improvements

Existing Conditions Central Ave. and 12th St.



Proposed Design Central Ave. and 12th St.



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The project contributes to the renewal of several blocks within the core of the town. The area includes the three blocks of Central Avenue/Highway 54 located between 13th St. and 4th Ave., E Ave. at Central and the two and a half blocks of 12th St. between Highway 54 and 4th Ave. The project will create a thriving locally-owned business environment; support a walkable, livable and healthy community; reinforce the identity as a ranching and railroad community; support a sense of security and identity; and enhance tourism and the economic vitality of downtown Carrizozo.

FARMINGTON

Project: Complete Streets Phase I on West Main Street, the first phase in a multi-phased redesign project for downtown Farmington

Existing Conditions Orchard Ave. and Main St.



Proposed Design Orchard Ave. and Main St.

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The Complete Streets Phase I project for Downtown Main Street consists of street improvements including the intersections at Miller Ave., Commercial Ave. and Orchard Ave. The improvements seek to reduce travel lanes, improve lighting and signage, increase on-street parking and enhance streetscape and pedestrian amenities to create a unique sense of place. Phase II to include Allen Ave. to Behrend Ave., and Phase III from Locke Ave. to Auburn Ave.

GALLUP

Project: Coal Ave. Event Street Improvements

Existing Conditions Coal Ave.



Proposed Design Coal Ave.



Coal Ave. between First and Third St. is the historic Main Street and will be enhanced to improve pedestrian access and walkability, guide building rehabilitation, and increase business activity. The space will also serve as an event space when the street is closed to traffic, such as for the regular ArtsCrawl. The segment of Coal Ave. is designed without curbs for a continuous surface that includes 12' wide sidewalks, and an 8' flex zone for parallel parking and/or community outdoor seating for restaurants using removable bollards, raised planters, and a distinctive pavement treatment. Other features include a raised intersection at Second St. and Coal Ave. and specialty paving at the intersections and crosswalks.

LAS VEGAS

Project: Great Blocks on MainStreet, Railroad Ave. and Lincoln St.

Existing Conditions Lincoln St.



Proposed Design Lincoln St.



Las Vegas will work on an infrastructure project on Railroad Ave. and Lincoln St. that includes the Railroad Multi-Modal Depot and the historic Castañeda Hotel. The project will revitalize the area by preserving and restoring existing building storefronts, creating pedestrian improvements, streetscape enhancements, and wayfinding signage.

LAS VEGAS

Project: Great Blocks on MainStreet, Railroad Ave. and Lincoln St.

Existing Conditions Railroad Ave.



Proposed Design Railroad Ave.



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The project will consist of historically appropriate design in the areas of façade improvements, lighting, public art, and seeks to create linkages with other commercial corridors within the MainStreet District.

RATON

Project: Great Blocks on MainStreet, Historic First St.

Existing Conditions Historic First St.



Proposed Design Historic First St.

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Raton has an excellent collection of historic and architecturally significant structures in a designated Historic Downtown District. The project design includes façade improvements, wayfinding, lighting, signage, street and pedestrian enhancements, and public art. The project will revitalize this area of the Historic/Arts & Cultural District by preserving and restoring the existing building storefronts. The project will support the adaptive reuse of the historic Raton Railroad Depot and the Multi-Modal Transportation Center.

TUCUMCARI

Project: Great Blocks on MainStreet, Main St. between First & Third St., and one block of Second St. from Main to Center St.

Existing Conditions Main St. and Second St.



Proposed Design Main St. and Second St.



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Tucumcari builds on its founding as a railroad community and connection to historic Route 66. The project is for Main St. between First and Third St., and one block of Second St. from Main to Center St. The comprehensive design includes exterior cleaning, maintenance and repair work, wayfinding and street lighting improvements, pedestrian enhancements, and public art in the area. The project will introduce and support positive examples of historic preservation and building renovation to increase downtown economic vitality.

TULAROSA

Project: Historic Granado St. Pedestrian Safety and Street Lighting Improvements (NMDOT-TAP)

Existing Conditions Granado St.



Proposed Design Granado St.

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The project seeks to improve historic street lighting, provide street trees with grates, corner extensions with ADA ramps, specialty paving crosswalks, on-street parallel parking and marked shared travel lanes, as well as create a wayfinding signage system for the Historic Granado Street District that considers vehicular on street parallel parking, shared travel lane marking, as well as pedestrian traffic. An old adobe structure at the northeast corner of the intersection of Granado and St. Francis is proposed to be redeveloped into a Visitors' Center with a cultural park.

ZUNI PUEBLO

Project: Zuni Four-Way Intersection Pueblo of Zuni, Pedestrian Safety Improvements

Existing Conditions Hwy 53 at Pia Mesa Rd/Pincion St.



Proposed Design Hwy 53 at Pia Mesa Rd/Pincion St.



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The project seeks to intersect commerce in the district and the traditional, sacred pathways of the people of Zuni Pueblo. The improvements will transform the four-way intersection into an exciting and functional community space and street with safety improvements for pedestrians and lighting, traffic calming, raised special paving, proper drainage, and cultural public art to create a special center of the Zuni Middle Village.

PROJECTS IDENTIFIED FOR STRATEGIC INVESTMENT:

"Rural community and economic prosperity depends on having the right infrastructure – and innovative solutions to providing that infrastructure are needed in rural places."

**The Aspen Institute's
Fourth Annual Conference
America's Rural Opportunity.**

New Mexico MainStreet works with communities to identify catalytic economic development projects in MainStreet districts that with adequate funding are positioned to be successful drivers of the local economy improving the appearance and functionality of the district, creating connectors, and creating a strong climate for new businesses. For FY2019, New Mexico MainStreet has identified more than \$20 million in strategic projects that require construction documents to move the projects

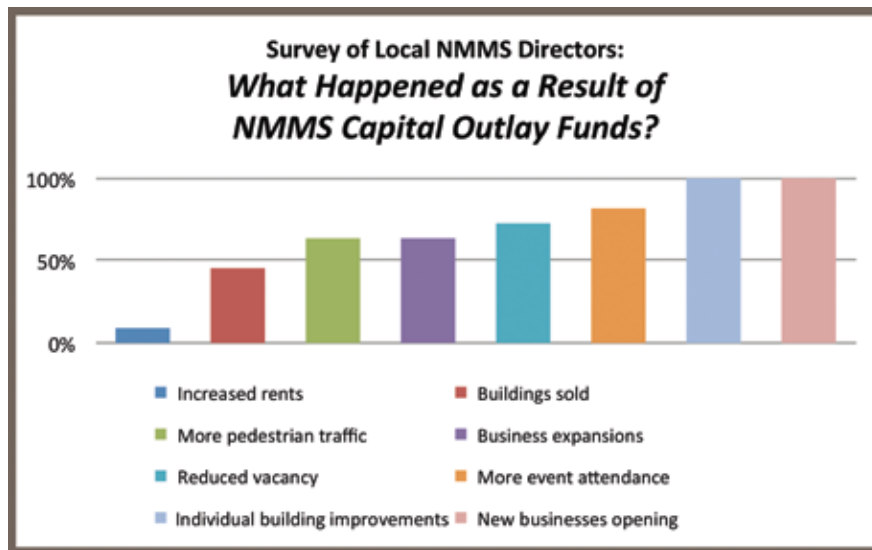
forward and improve the condition of the downtown districts. The investment of \$5 million of capital outlay for public infrastructure leverages private sector reinvestment into commercial buildings, new businesses, and increased tax revenue.

Alamogordo	<i>10th St. Pedestrian Safety and Lighting Improvements</i>	\$ 800,000
Albuquerque Barelás	<i>4th St. Improvements</i>	\$ 200,000
Albuquerque Nob Hill	<i>Pedestrian Safety Improvements</i>	\$ 250,000
Albuquerque South Valley	<i>Bridge Blvd. Pedestrian Safety and Amenity Improvements</i>	\$ 506,550
Carlsbad	<i>Main Street Pedestrian Safety and Alley Connections</i>	\$ 1,452,000
Clayton	<i>First St. Pedestrian Safety Improvements</i>	\$ 300,000
Clovis	<i>Main Street - Pedestrian Safety and Lighting Improvements</i>	\$ 1,500,000
Corrales	<i>Corrales Rd. Pedestrian Safety Pathways</i>	\$ 800,000
Deming	<i>Silver St. Pedestrian Safety Improvements</i>	\$ 1,000,000
Grants	<i>Santa Fe Ave. Pedestrian Safety Improvements</i>	\$ 1,000,000
Harding County	<i>Roy/Mosquero NM 39 Pedestrian Safety Improvements</i>	\$ 1,800,000
Las Cruces	<i>Pedestrian Safety Improvements</i>	\$ 1,500,000
Los Alamos	<i>Connector Streets Improvements</i>	\$ 500,000
Lovington	<i>Love St. Pedestrian Safety and Lighting Improvements</i>	\$ 800,000
Portales	<i>Main Street Pedestrian Safety and Lighting Improvements</i>	\$ 1,000,000
Silver City	<i>Bullard St. Pedestrian Safety and Alley Improvements</i>	\$ 900,000
Truth or Consequences	<i>Foch/Austin St. Pedestrian Safety Improvements</i>	\$ 3,200,000
Roswell	<i>Main Street Pedestrian Safety Improvements</i>	\$ 1,525,000
Questa	<i>NM 522 and 38 Pedestrian Safety Improvements</i>	\$ 1,800,000
Mountainair	<i>Broadway (NM 52) Pedestrian Safety Improvements</i>	\$ 1,000,000

Total: \$ 21,833,550

ECONOMIC IMPACT OF PUBLIC INFRASTRUCTURE IMPROVEMENTS

In a survey conducted by *PlaceEconomics* in 2013, New Mexico MainStreet programs that received NMMS Capital Outlay Funds indicated improvements on Main Street as a result of the Capital Outlay-funded project. Respondents reported both building improvements and new businesses opening as a result of the projects. More than half also reported increased pedestrian traffic, business expansions, greater attendance at downtown events, and reduced vacancy. For communities that received *NMMS Capital Outlay Funds*, three years after the project was completed, 54% of the communities had an increased number of building improvements. The rate of net new businesses was 23.3% greater than in the two years prior to the Capital Outlay project.



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In MainStreet Districts within two blocks of a finished Capital Improvement project funded through the MainStreet Capital Outlay Fund

- 60% more business expansions (retention/leakage)
- 95% more new business openings
- 70% reduction in building vacancies

“One of the major reasons that communities are concerned about their infrastructure is that it is necessary for successful economic development.”

Donovan Rypkema
PlaceEconomics

*** Of the 37 projects included in our survey, we were able to examine changes in employment in 11 places, and changes in business impacts, property values, and/or total private investment in 14 places. We found that employment levels rose after Complete Streets projects—in some cases, significantly. Communities reported increased net new businesses after Complete Streets improvements, suggesting that Complete Streets projects made the street more desirable for businesses. In eight of the ten communities with available data, property values increased after the Complete Streets improvements. And eight communities reported their Complete Streets projects were at least partly responsible for increased investment from the private sector.*

“Safer Streets, Stronger Economies” March 2015
Report of the National Complete Streets Coalition.



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NEW MEXICO MAINSTREET

Conceptual images provided by Chris Green, Consensus Planning Inc., Tucumcari; Hadley Yates, Tularosa; all others Lisa Flynn, Milagro Design.