

WELCOME

PUBLIC OPEN HOUSE MANHATTAN SQUARE PARK NOVEMBER 6, 2013



U.S. Department of Transportation
Federal Highway Administration



City of Rochester, NY



Maggie Brooks
County Executive

GENESEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



EXIT 1

**PROJECT
HISTORY
&
OVERVIEW**



PROJECT LOCATION



PROJECT LOCATION MAP

HISTORY & OVERVIEW



PAST



PRESENT



FUTURE

EXPRESSWAY HISTORY

- City population peaks in 1950 at over 330,000
- Built in the late 1950's and early 1960's
- Purpose was to distribute traffic around downtown
- Connection to I-490 and complete I-390 extension
- 149 parcels razed and street grid vanished
- NYS Route 940T – Federal Aid Principal Arterial
- 4 to 6 Travel Lanes
- Parallel 2 to 3 Lane Frontage Streets
- 4,430 feet in length or 0.84 mile
- Entrance and Exit Ramps
- Up to 12 travel lanes (355 feet wide)
- Traffic volumes per day range from 6,990 – 10,560
- South Union Street: 5,250 vehicles per day
- Pitkin Street: 2,050 vehicles per day
- Other nearby streets are serving:
 - Alexander Street (East Ave to Park Ave): 12,585
 - East Avenue (Alexander St to Union St): 13,921
 - Monroe Avenue (Union St to Inner Loop): 15,239
 - E. Main Street (East of Union St): 24,700
 - University Ave (East of Union St): 11,266
 - Broad Street (West of Union St): 3,294

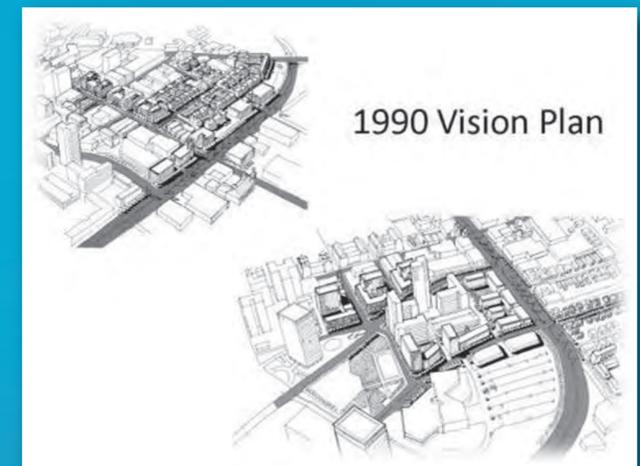
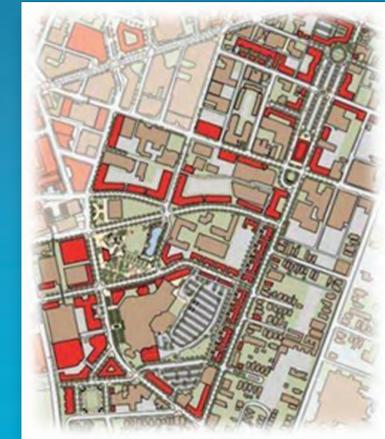


SUPPORTIVE PLANS & STUDIES

VISIONS OF THE INNER LOOP

- The Vision 2000 Plan
- The Neighbors Building Neighborhoods Program
- City of Rochester's Inner Loop Improvement Study 2001
- Center City Master Plan 2003
- Rochester Regional Community Design Center - Charrette- A Community Based Vision Plan for Downtown Rochester 2007
- The Renaissance 2010 Comprehensive Plan
- GTC Long Range Transportation Plan 2035
- Inner Loop East Scoping Document 2013

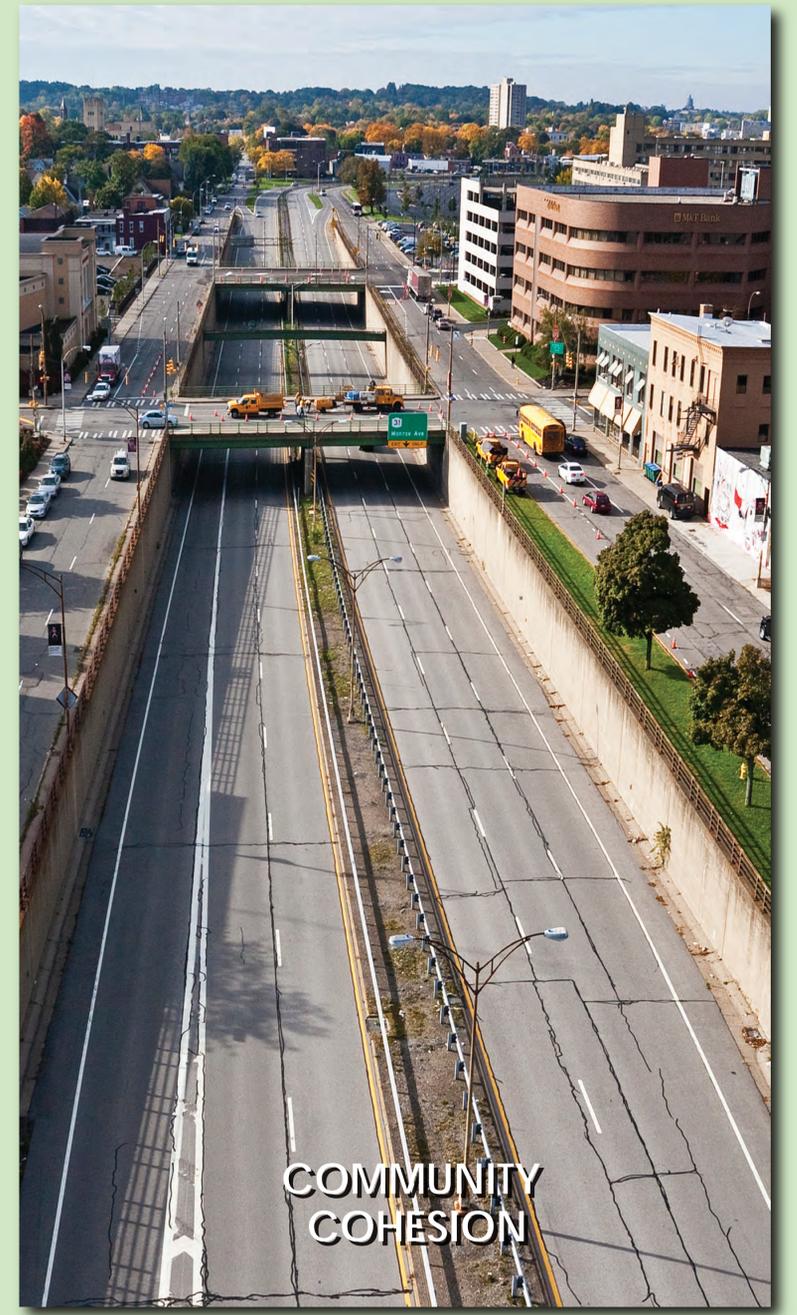
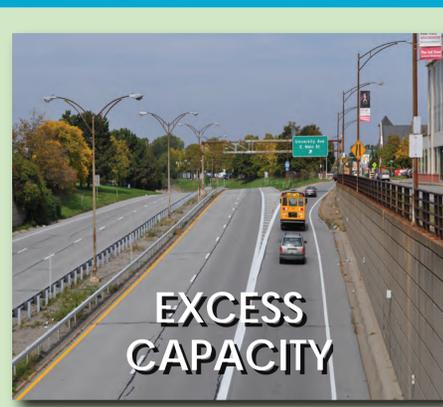
"We are building a city that encourages walking, biking and enjoying the environment. Replacing this section of the Inner Loop will demonstrate the city's commitment to fostering quality of life here in Rochester." - Mayor Richards



"Eliminating the southeast portion of the Inner Loop may be the single most transformational infrastructure project we could pursue at this time." - 2007 Downtown Charrette Report



EXISTING NEEDS



PROJECT GOALS

The transformation of this expressway into an at-grade “complete street” supporting bicycle and pedestrian traffic will create a more livable and walkable community, thus resulting in substantial social, health, fiscal and economic benefits!

Support or Enhance Community Quality of Life

- Enhance connectivity between Center City and adjacent neighborhoods.
- Reconnect the street grid system.
- Improve the visual built environment through context sensitive design.
- Encourage sustainable land use patterns.

Enhance Economic Opportunities

- Maintain or improve economic opportunities by addressing multi modal access.
- Create opportunity for new and infill development.
- Support local community land use plans.
- Improve transportation system efficiency, reliability and reduce travel costs.

Preserve or Enhance Environmental Health

- Minimize or maintain air quality and noise impacts on adjacent neighborhoods.
- Minimize impacts on designated community landmarks and historic resources.
- Minimize storm water impacts.
- Support local, regional and state environmental initiatives.

Enhance the Transportation Network

- Eliminate structural deficiencies or minimize future major investment.
- Improve geometric design.
- Improve connectivity for pedestrians and bicycles.
- improve or maintain peak period mobility.

Improve Public Safety

- Reduce accident occurrences.
- Improve safety of alternative transportation modes.



EXIT 2

**ALTERNATIVE
DEVELOPMENT
CONSIDERATIONS**



2009 INITIAL CONCEPT



PROPOSED COMPLETE STREET:

Wide sidewalks

Exclusive bike facilities

On-street Parking

Roundabouts

3-5 travel lanes

Center landscaped medians

Context Sensitive Design features

Two-way traffic operations

Reconnected City Streets

MONROE / CHESTNUT AREA ALIGNMENT OPTIONS



NORTH

- No traffic calming features.
- Does not provide suitable width for development on North side.
- Long pedestrian crossing distances.
- Conflicts with ramp traffic.
- Provides additional space for access and parking near Wadsworth Park.



PREFERRED

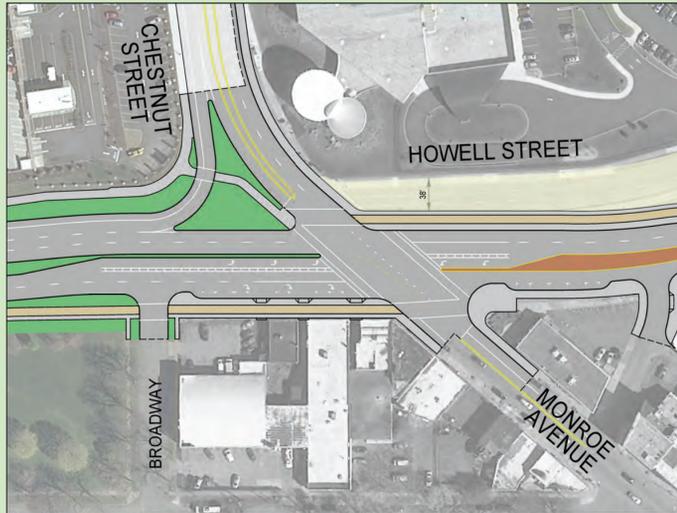
- Minimizes pedestrian crossing distances.
- Improves intersection skew for traffic calming.
- Provides additional greenspace adjacent to Wadsworth Park.
- Adds parking between Broadway and Monroe.
- Creates desirable developable parcels East of Monroe Avenue.



SOUTH

- Brings the road immediately adjacent to the businesses on the Southwest corner.
- Creates a larger development parcel on the northeast quadrant next to Strong Museum.
- Creates development parcel adjacent to ESL, but it would be without access.

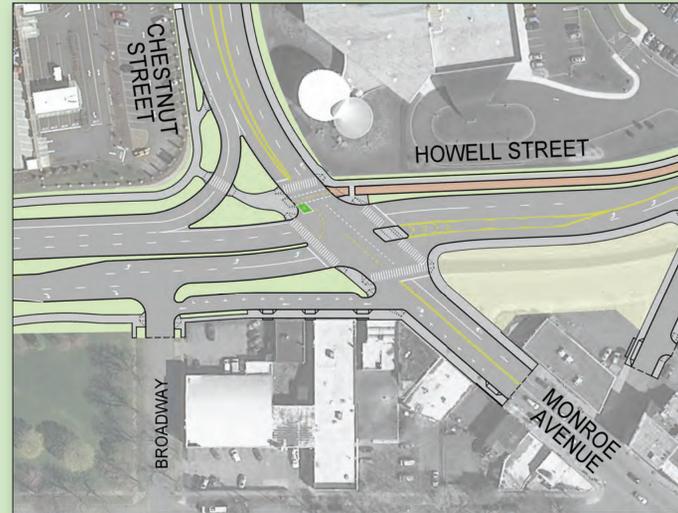
MONROE / CHESTNUT INTERSECTION OPTIONS



OPTION 1

TRADITIONAL INTERSECTION

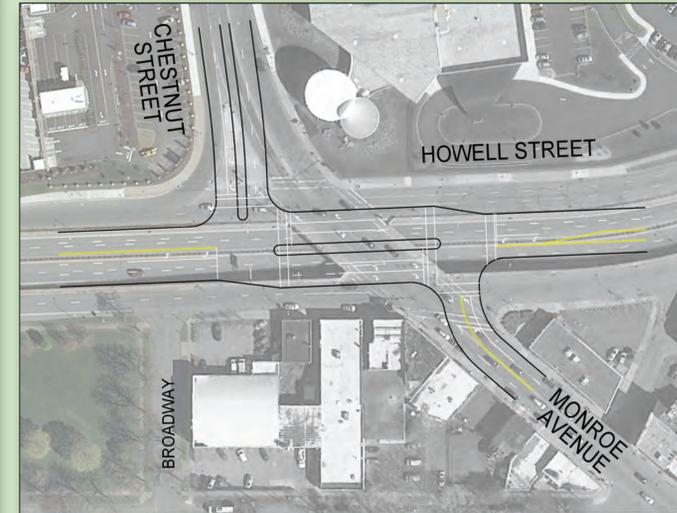
- Original concept layout
- 3-lanes on east-west approaches.
- Long north/ south pedestrian crossing distance.
- Provides little to no developable land or green space.
- Provides excess capacity and travel lanes.



OPTION 2

TRADITIONAL INTERSECTION - REDUCED GEOMETRY

- 2-lanes on east-west approaches.
- Shorter north/south pedestrian crossing distance.
- Provides pedestrian refuge island on east side of intersection.
- Greater intersection skew provides traffic calming.



OPTION 3

TWO OFFSET T-INTERSECTIONS

- 3-lanes on east-west approaches.
- 4-lanes on Monroe and Chestnut approaches.
- Very long pedestrian crossing distance.
- ROW impacts would occur along Monroe Avenue approach.

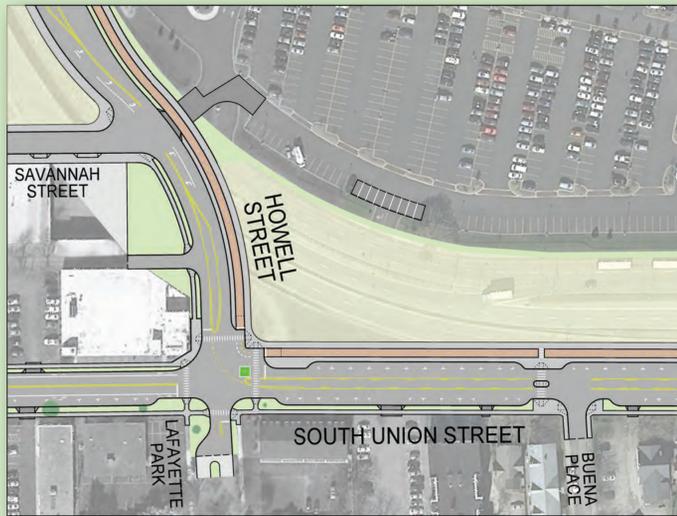


OPTION 4

ROUNDBOUT

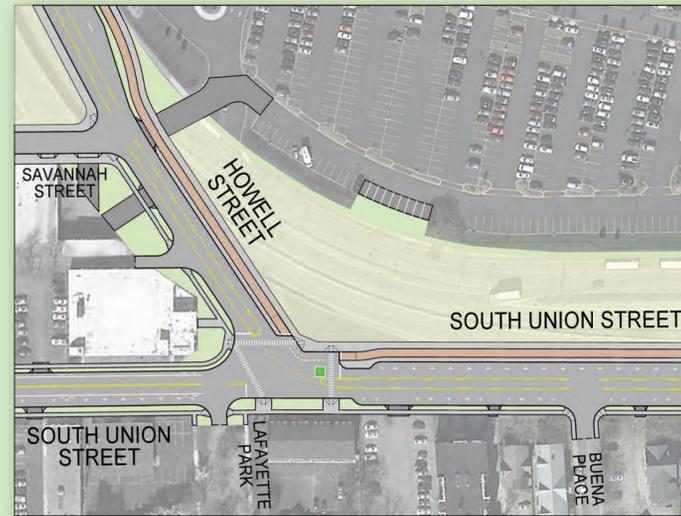
- Intersection skew would require an oval roundabout creating a large intersection footprint.
- Dual lane roundabout would be necessary to handle the volume.
- Very long pedestrian crossing distances.
- Little to no developable land would result.
- ROW impacts would occur on the Monroe Avenue approach.
- Impacts to private driveways and side streets.
- Impacts to on-street parking

HOWELL / S. UNION OPTIONS



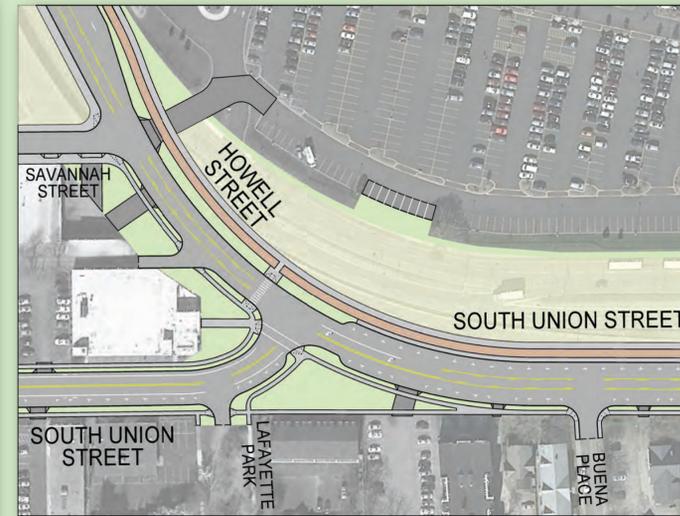
OPTION 1

- Recreates a true street grid system.
- 1-lane in each direction.
- Traffic signal control.
- Minimizes pedestrian crossing distances.
- Creates optimal developable parcel widths.
- Provides additional on-street parking.



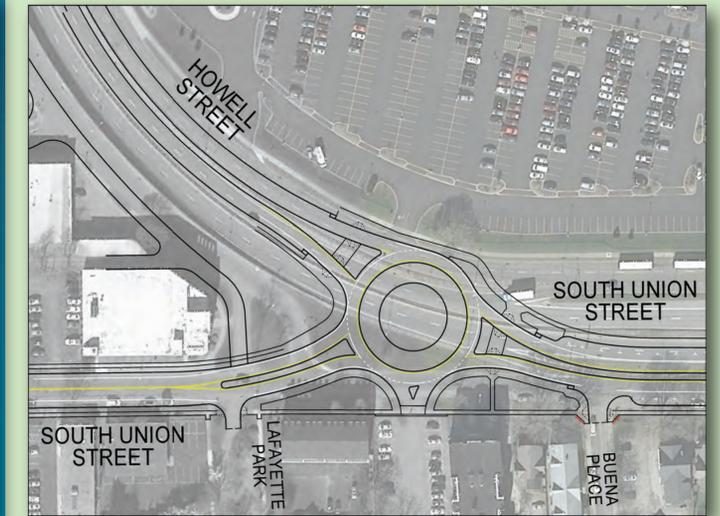
OPTION 2

- 2-travel lanes in each direction.
- Stop sign control on Howell Street.
- Provides a true terminus to expressway.
- Natural traffic calming effect.
- Offset intersection with Lafayette Pk.
- Skewed intersection increases pedestrian crossing distances.
- Difficult right turn from Howell.



OPTION 3

- Original concept layout with a sweeping curve.
- 2 travel lanes and a center left turn lane.
- Stop sign control on the S. Union Street approach.
- Long and narrow development parcels would result.
- Offers little to calm traffic.



OPTION 4

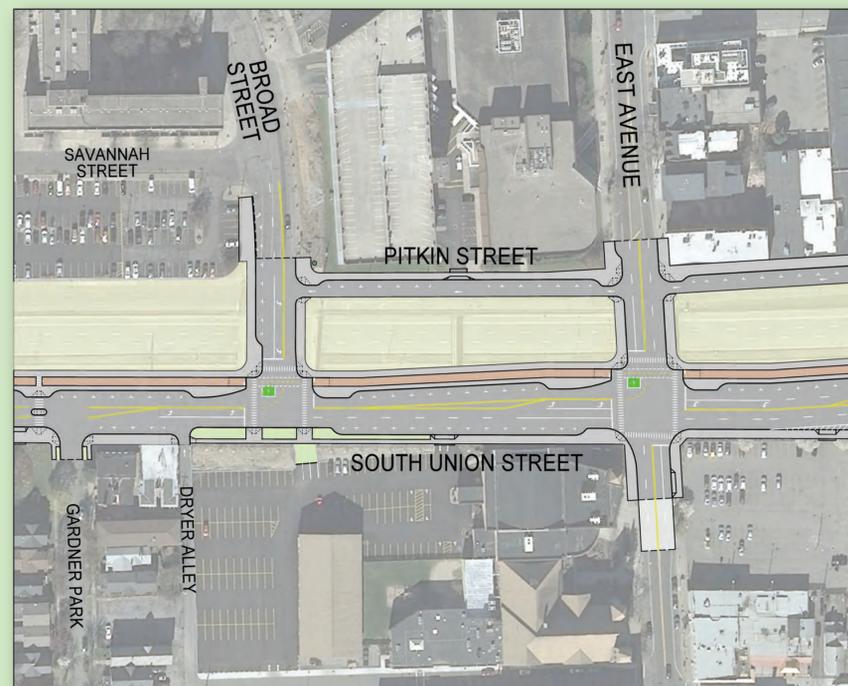
- 2009 Initial concept layout
- Single lane roundabout.
- Minimizes developable land.
- Significant right-of-way needs.
- Impacts to private driveways.
- Eliminates all on-street parking.
- Long pedestrian crossing distances.

BROAD STREET / EAST AVENUE AREA OPTIONS



PREFERRED

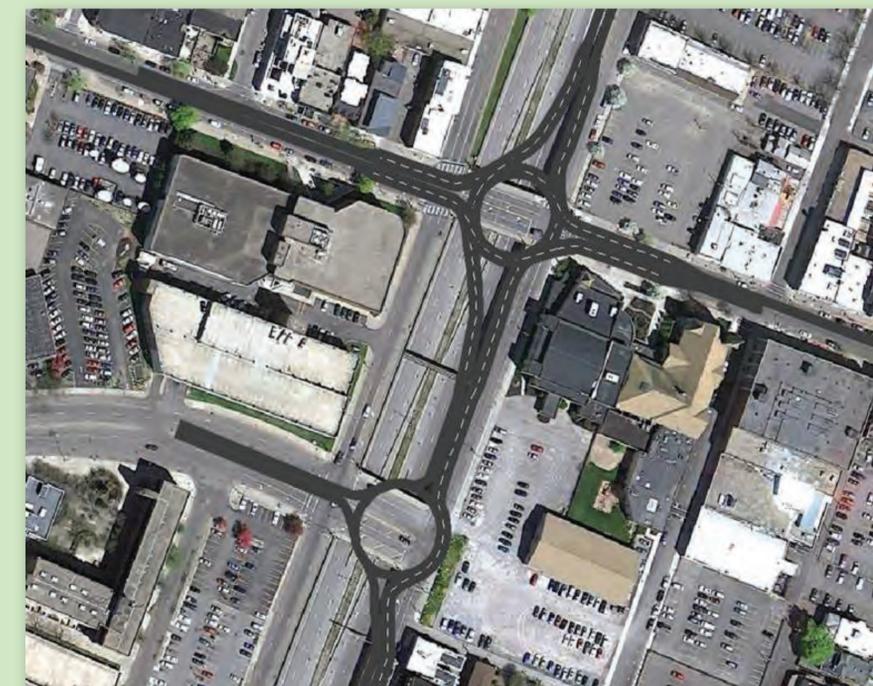
- 3-lanes on Broad Street.
- 3-lanes on East Avenue.
- 3 to 4-lanes on Union Street.
- Traffic signal control.
- Maximizes developable land parcels.
- Minimizes right-of-way needs.
- Minimizes pedestrian crossing distances.



POTENTIAL FUTURE OPTION

(BASED ON TRAFFIC CONDITIONS)

- Re-stripe East Avenue to 4-lane section.
- Restrict on-street parking along East Avenue.



Roundabout

- Single lane roundabout for Broad Street.
- Dual lane roundabout for East Ave, queuing would impact Broad Street.
- Long pedestrian crossing distances.
- Minimizes developable land.
- Maximizes right-of-way needs.
- Impacts to private driveways and side streets.
- Eliminates on-street parking.



NORTH TERMINUS OPTIONS



ROUNDBABOUT AT CHARLOTTE ST

- 2009 Initial Concept Layout for aesthetic treatment.
- One-way Union Street to East Main Street.
- Requires Pitkin Street to operate as one-way southbound.
- Minimizes developable land parcels and creates awkward parcels.
- Maximizes right-of-way needs.
- Maximizes pedestrian crossing distances.
- Impacts private driveways and side streets.
- Awkward access to Haags Alley and Richmond Street.
- Eliminates on-street parking.



TERMINUS AT CHARLOTTE STREET

- One-way Union Street to East Main Street.
- Requires Pitkin Street to operate as one-way southbound.
- Stop Sign control or traffic signal.
- Does not offer a traffic calming feature.
- Creates conflict points with pedestrian and cyclists.
- Off ramp traffic speed concerns.



TERMINUS AT RICHMOND STREET

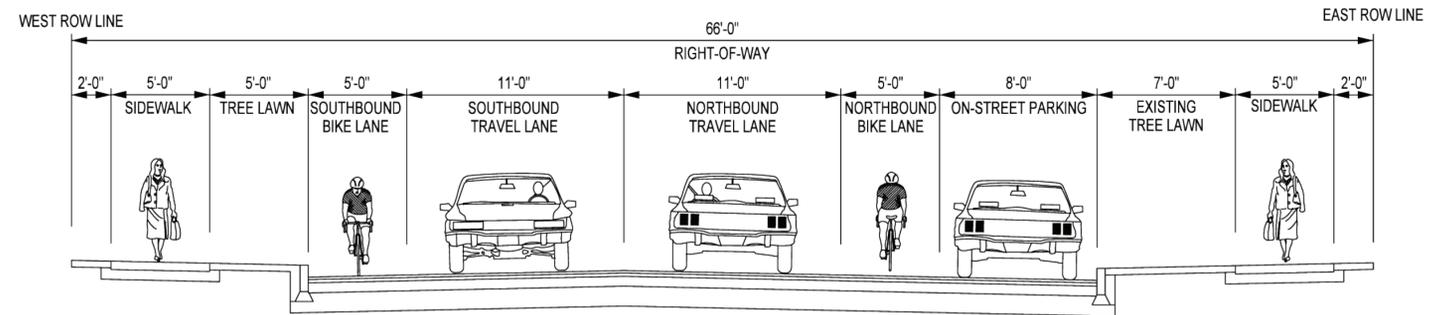
- Forms a four-way intersection at Richmond St.
- Two-way traffic to East Main Street.
- Stop sign control on east-west side streets.
- Pedestrian sidewalk and crossings.
- On street bike "sharrows" from Charlotte Street to East Main Street.
- On-street parking provided.

PROS AND CONS

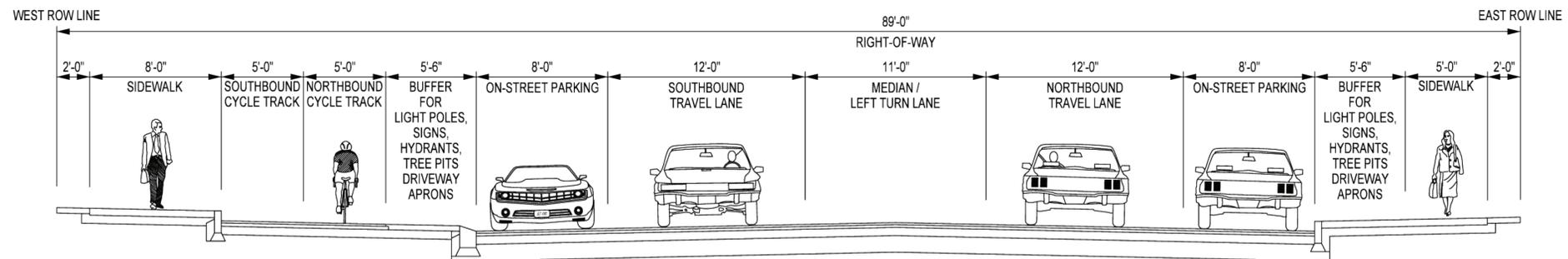
- Improved two-way circulation system on Union Street.
- May attract cut-through traffic along Richmond Street.
- Reduces size of state owned parking lot south of University Avenue.
- Notably reduces off-ramp traffic speeds.
- Reduces pedestrian/bicycle conflicts at Charlotte Street.



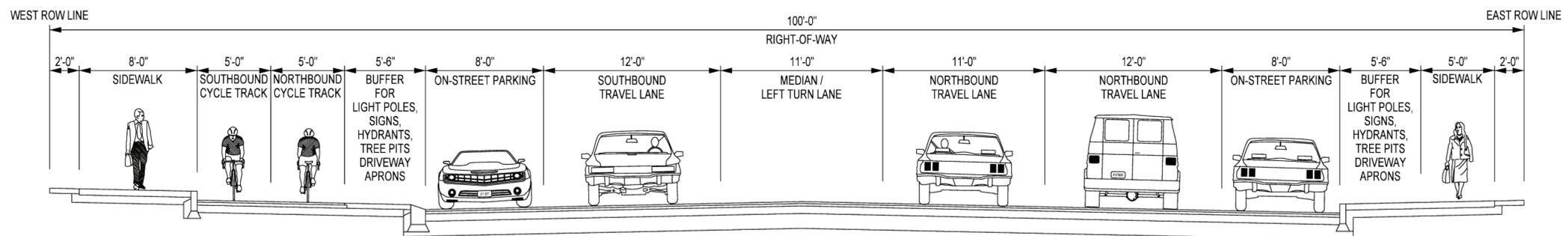
UNION STREET TYPICAL SECTIONS



2-LANE SECTION
Monroe Avenue to Howell Street



3-LANE SECTION
Howell Street to Broad Street



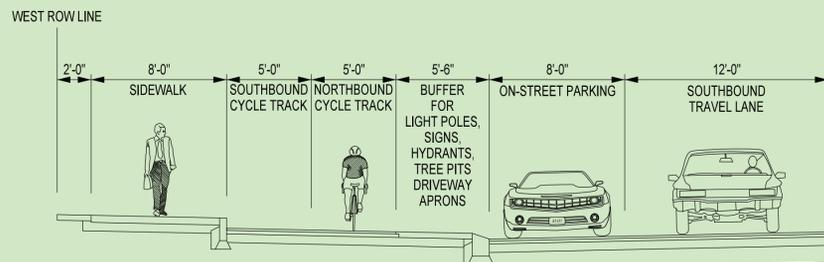
4-LANE SECTION
Broad Street to Richmond Street

EXIT 3

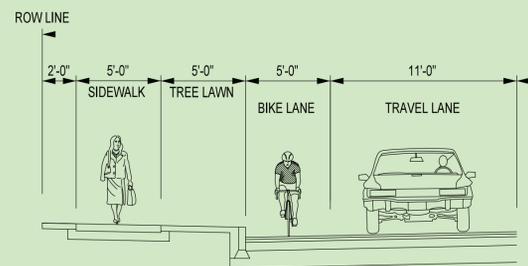
**PEDESTRIAN /
BIKE
CONSIDERATIONS**



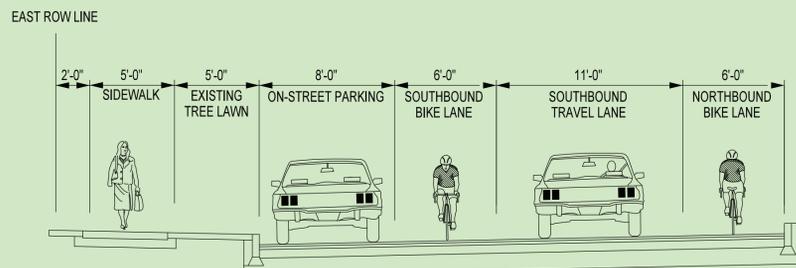
BICYCLE FACILITIES



CYCLE TRACK



BIKE LANE



CONTRA-FLOW



SHARED LANES

BIKE BOXES
Designate an area at signalized intersections for bikes to stop ahead of motor vehicles.



CYCLE TRACKS
are physically separated bike lanes that allow movement in both directions on one side of the street.

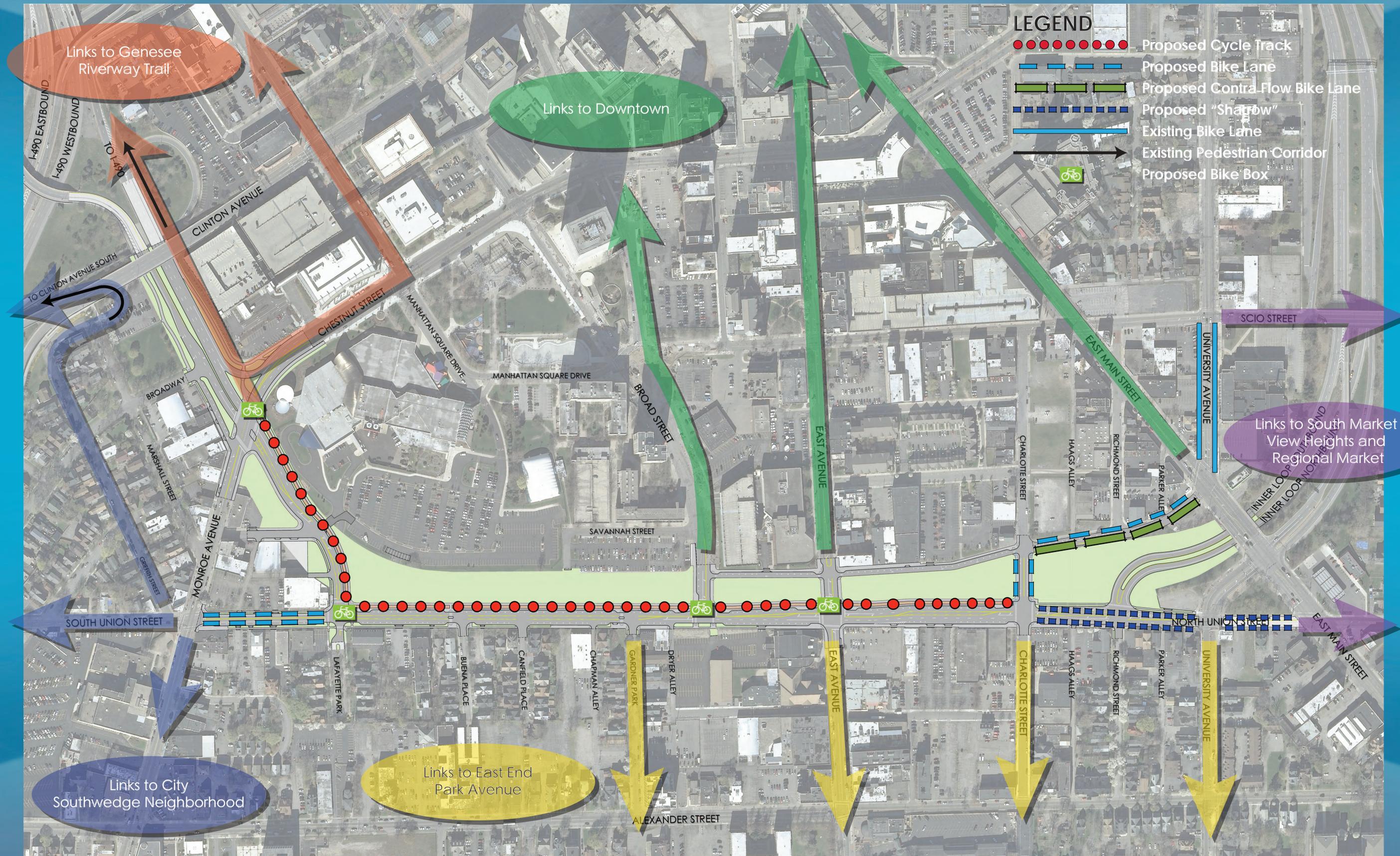


CONTRA-FLOW BIKE LANES
allow bicyclists to ride in opposite direction of motor vehicle traffic.



BIKE LANES
designate an exclusive space for bicyclists with pavement markings and signage.

CYCLE TRACK REGIONAL CONNECTIONS



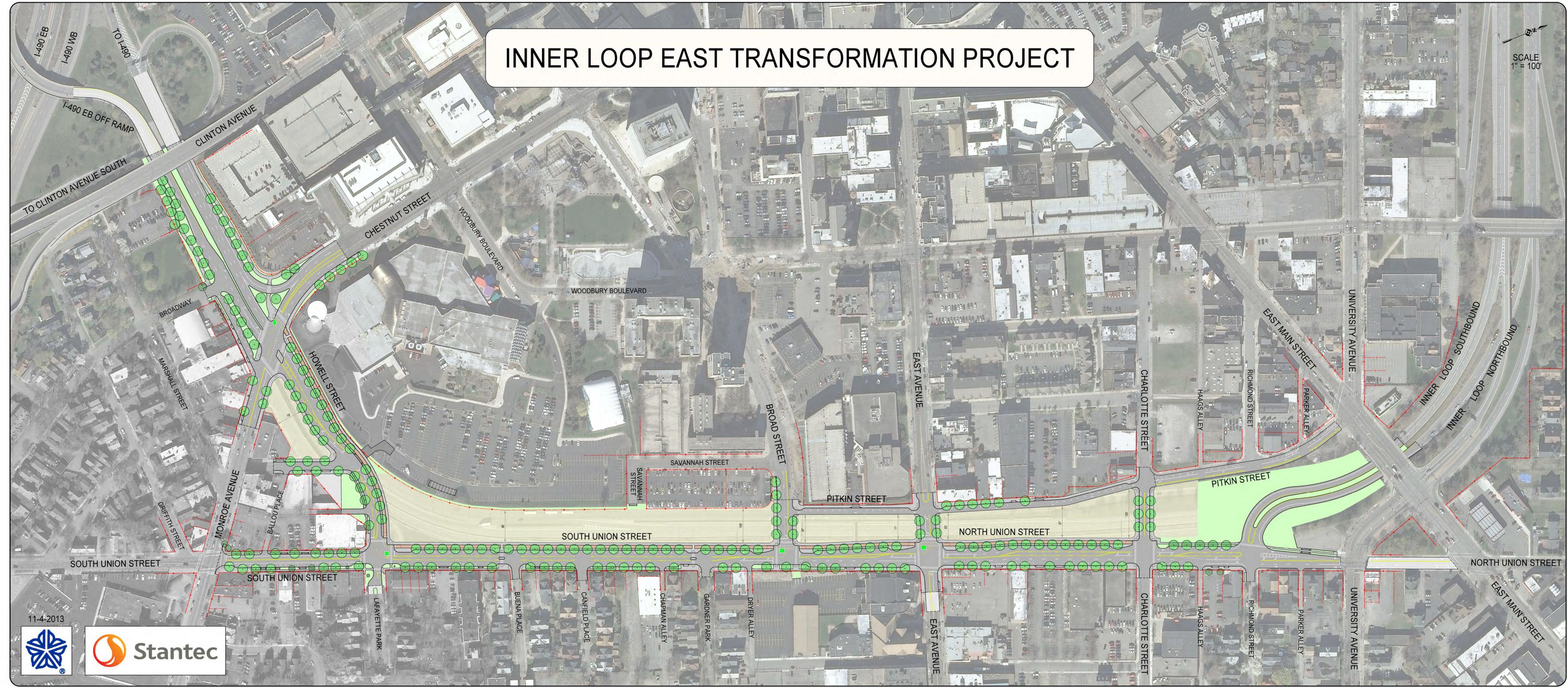
EXIT 4

**PREFERRED
CORRIDOR
ALTERNATIVE**



INNER LOOP EAST TRANSFORMATION PROJECT

SCALE
1" = 100'



11-4-2013



Stantec

ECONOMIC REDEVELOPMENT POTENTIAL

Real Estate Market Analysis Completed

- Considered the demographics of the area (Population trends, Household sizes, age distribution, income distribution, Educational Attainment).
- Evaluated economic trends (employment, employment by industry, emerging sectors, and unemployment rate).
- Evaluated the demand for residential, office, retail, and hotel uses.

Findings - Real Estate Development Potential:

- **Scenario 1:** 427,913 square feet
303 Residential units
54,000 square feet of Retail
72,000 square feet of Office space
- **Scenario 2:** 795,062 square feet
625 Residential units
89,000 square feet of Retail
85,000 square feet of Office space



EXIT 5

NEXT STEPS



THANK YOU FOR COMING

NEXT STEP

- Preliminary Engineering and Design/
Environmental Assessment – Winter 2013/2014
- Final Design – Spring 2014
- Construction Plans – June 30, 2014
- Construction - Fall 2014 through Fall 2017
- On-Going Public Input
- Public Meeting –December/Early January
- Neighborhood Groups

PROJECT WEBSITE

www.cityofrochester.gov/innerloopeast

- Project overview
- Project support letters
- Documents (Scoping Report, TIGER Grant Application)
- Multimedia and Press
- Public Participation Information

