



## INNER LOOP EAST TRANSFORMATION PROJECT

REMOVE ◦ RESTORE ◦ RECONNECT ◦ REVITALIZE

### Public Meeting/ Hearing

Bausch & Lomb Public Library  
Kate Gleason Auditorium  
February 4, 2014



City of Rochester, NY

## Public Meeting / Hearing

February 4, 2014

### AGENDA

6:00pm – Open House

6:30pm – Presentation

7:00 pm - Questions and Answers

7:30pm – Public Hearing

8:00pm – Open House

8:30pm – Closing

### CONTACT PERSON

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[www.cityofrochester.gov/innerloopeast/](http://www.cityofrochester.gov/innerloopeast/)

# Project Description

The above referenced project is a Locally Administered Federal Aid highway reconstruction project. The project is located in the City of Rochester, Monroe County, New York. The primary project corridor is the southeast portion of the Inner Loop that encloses the central business district and extends from Monroe Avenue to Charlotte Street and includes the connections at the south (I-490) and north (East Main Street). The project is approximately 1 mile in length and occupies a width ranging from 182 feet to 355 feet (curb to curb).

The Inner Loop East Transformation Project consists of the removal of an urban expressway known as the "Inner Loop" through the SE quadrant of the City of Rochester downtown area. The conceptual project originated in the early 1990s and has been part of the City of Rochester's comprehensive plan ever since. The project will remove excess highway infrastructure (replacing the existing 10-12 lane section with a 3-5 lane section) from Clinton Street South to East Main Street and provide a "complete Street" facility that is properly scaled to the regional and local needs. The "complete street" design approach incorporates balanced pedestrian, bicycle, and vehicle needs throughout the project corridor.

The project will incorporate innovative design concepts for pedestrian and bicyclist including a cycle track that will provide cyclists with their own designated travel way separated from vehicle traffic. The proposed roadway would be constructed along the existing street alignments (Union, Howell, and Pitkin Streets) and reestablish the original street grid network that provided connectivity between the adjoining neighborhoods and downtown that existed prior to the urbanization and construction of the expressway. As a secondary benefit, the removal of the excess highway infrastructure will provide the City with a unique opportunity to create additional land that could be developed within the downtown area. This potential development would be progressed in the future by the City of Rochester to fit the vision and character of the surrounding neighborhoods.

