

APPENDIX N

Public Involvement

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Public Information Meeting #1

**Public Information Meeting #1
Scoping Phase**

Inner Loop East Reconstruction Project

Date/Time: August 28, 2013 / 6:00 PM
Place: City Hall, Council Chambers
30 Church Street
Rochester NY 14614
Attendees: See Attached Sign-In Sheet
Absentees: Absentees
Distribution: Paul Way, COR
Erik Frisch, COR
Jim McIntosh, COR
Rick Papaj, NYSDOT
Jim Hofmann, Stantec

Item:

Action:

Introduction

Jim McIntosh (City Engineer) introduced the project team and Jim Hofmann (Consultant Project Manager) presented a power point presentation (attached) of the project. A handout was provided to those attending. Various display boards showing the preliminary concept layout and typical sections were located around the room. A comment card was also available for anyone who wanted to provide written comments

Comments – Main Street Intersection

Received several questions on the proposed improvements to the Main Street / University Ave intersections.

Response: The scoping document evaluated several alternatives at the Main Street / University Avenue intersections including at-grade and geometric realignment options. The report documents that connecting the Inner Loop directly would result in capacity issues requiring additional lanes. These options were dismissed from further consideration at this time due to their impacts. Upon completion of the proposed project further evaluation could be performed in the future to see if the redistribution of traffic would result in more favorable conditions.

Comment – Wadsworth Park

What impact will the project have on Wadsworth Park?

Response: The project would not impact the park. The proposed improvements would replace the existing sidewalk and curb along the north side on its existing alignment (or potentially moved farther to the north to allow for additional green space).

Comments – Proposed Land Use for Future Development

How and by whom will the future land use be determined for the reclaimed land created by the project?

Response: Once the parcels have been determined, the City of Rochester will issue a Request for Proposal from prospective interests. These proposals would be evaluated and awarded by the City based on conformance with the City's Master Plan and community cohesiveness.

How will the land be sold?

Response: The land would be sold at the appraised value, as part of the Request for Proposal process, to the most desirable applicant. Price will not be the determining factor in that decision process.

Statement received that the proposed land should not be used for additional parking, instead efforts to increase underutilized parking garages should be made.

Statement that the additional land next to the Strong museum should not be developed as an extension to their parking lot, but more effort should be directed at utilizing the nearby garages.

Response: Strong museum representative addressed this issue by stating their business is highly seasonal with approximately 600,000 visitors per year; and at times they don't have enough parking. Shuttles from nearby garages are utilized; however, visitors are reluctant to utilize this provision due to constraints caused by strollers. In addition employees are parked off site in an effort to meet the parking demands.

Could the vacant land be used as a park?

Response: The exact land use has not been determined at this time; however a park could be a possibility once a preferred alternative is determined.

Why does the City feel this land will be desirable for a developer when downtown has a surplus of vacant space available?

Response: A market study was conducted and is available on the webpage. The study concluded that there is a demand for mixed use (commercial/residential) property.

What would be the building to building width along Union Street?

Response: The exact width is not known at this time; however, preliminary concepts have utilized an 86' wide Right of Way.

Statement was made with concern for adequate parking to the new future businesses.

Statement that the proposed land should be redeveloped in a manner that will generate tax revenue.

Statement was made that commercial access is essential along Pitkin Street.

Statement that they are concerned about how the land will be redistributed.

Comments – Property Access During Construction

Received several questions on the impacts and limitations of access to both commercial business and residential properties during construction.

Response: The proposed construction phase will be approximately 2 to 3 years in duration. During this time access to properties and alleys will be maintained throughout the construction phase. It is the intent that S. Union Street would remain open during construction.

Comment – Current Inner Loop Closure

How long will the current closure on the Inner Loop be?

Response: The NYSDOT bridge project that closed the Inner Loop Ramps to I-490 should be completed in early September.

Comment – Traffic Signals at the Intersections

What traffic signals are being proposed?

Response: Currently, traffic signals are being evaluated at Monroe Ave. / Chestnut St., Howell St. / S Union, Broad / S Union, East Ave. / Union, Charlotte / Union and Union / University Ave. Each intersection will also be evaluated to determine if a roundabout would be a viable option. More definitive answers will be known upon completion of the evaluation during preliminary design.

Comment – Strong Access

How will access from the neighborhoods to the Strong Museum for pedestrians and bikes be improved?

Response: The removal of the Inner Loop barrier will greatly improve access to the property. The City will be coordinating with the Strong Museum throughout the design process.

Comment – Medians

Why are raised medians being proposed for the proposed alternative?

Response: The median shown in the proposed alternative is just an example and has not been determined to be the preferred treatment. Any median treatment will be evaluated during the preliminary design phase and presented to the public for input.

Comment – Road Name

What would the new roadway be called, Inner Loop?

Response: The roadway would be Union Street; the Inner Loop designation would be eliminated along this portion of the corridor.

Comment – Parking

Several statements on the need for parking in the project area, including a lack of parking near the intersection of Monroe Avenue especially for businesses.

Response: The City is aware of the parking demands throughout the entire project corridor. The proposed design will try and improve parking where possible.

Can you put parking under the Inner Loop?

Response: This was evaluated during the scoping phase. The existing Inner Loop profile is not consistently depressed in this section. The profile comes up to grade near Charlotte Street and S Union/Howell St. intersections. In addition future development would not be built in the same location, resulting in conflicts with building foundations.

Statement was made to the safety concerns of parking in existing parking garages and then walking to destinations.

Comment – Site Fill

How will the Inner Loop be filled in?

Response: The project will require additional fill. A portion of the required fill will come from the marina project in Charlotte. The exact order of operations will not be known until the preliminary design phase.

Comment – Pedestrian Facilities

Statement that there is a lack of pedestrian friendly access at the Monroe Avenue intersection.

Response: The project will evaluate all pedestrian facilities as part of the project and provide recommendations on improvements that can be made.

Statement that pedestrian improvements should be considered upfront as a priority and not as an afterthought.

Comment – Bicycle Facilities

Statement that project should seek to not only provide bicycle facilities as part of the project but also strive to provide the necessary connectivity to adjoining segments (river trail, public market, University Avenue) from the project to ensure their success.

Statement was made that the flow of bicycle traffic is critical and should be separated from vehicular traffic.

Response: The project provides the opportunity to create a significant segment in the City's continuing effort to improve bicycle accommodations within the City. This segment will connect to upgraded facilities along University Ave and provide another link to eventually connect to the Genesee Riverway Trail and the Rochester Public Market.

Comment – Proposed Beautification Efforts

Statement that the project should incorporate features to enhance the overall appearance through the project corridor.

Response: Although specific enhancements have not been determined at this time, the design will incorporate such features as part of the final design.

Comment – Future Roadway Connections (Woodbury & Alexander)

If a new roadway connection was made to Woodbury, would Strong Museum be willing to provide the property necessary?

Response: The City and Strong museum have discussed the potential for this future connection; although specific details have not been discussed. The Strong museum has expressed that this connection would be desirable.

What can be done to improve access from Alexander to Union Street?

Response: The City understands the lack of mobility between the two streets and continues to assess potential solutions; however, any solution would be part of a future project.

Statement was made that other barriers exist connecting Alexander to downtown such as existing developed blocks, incomplete alleys, fences and refuse making it undesirable.

Comment – Traffic Redistribution

How does the new development affect the future traffic demand?

Response: As part of the scoping phase a market study was conducted to determine what development would be most beneficial for the area. The future traffic demand was then assessed and is being incorporated into the project.

With the elimination of the Inner loop has traffic redistribution been looked at?

Response: Yes, as part of the scoping phase the City has coordinated with the Genesee Transportation Council and their regional traffic model to assess the changes in traffic patterns.

Comment – Project Costs

Did the project look at rehabilitation vs. reconstruction costs?

Response: As part of the TIGER grant application the project conducted a cost benefit analysis. The difference in the capital improvement costs was negligible.

Comment – Project Funding

How will the project move forward if funding is not procured?

Response: The preliminary and final design funding has already been allocated by the City. The construction funding is anticipated to be obtained from a TIGER grant application through the federal government. The City has made two applications for this funding and is optimistic that the current application or future applications will be successful.

Comment – Future Input on the Design

How does the City plan on receiving input from the community on the project in the future?

Response: There will be additional opportunity for public input during future public meetings on the project. The City has established a website with contact information where comments can be received at any time. In addition, as part of the future design phases, additional information meetings will be held. The City will coordinate with neighborhood and business associations and potentially could create a project specific taskforce similar to the group assembled for the Mt. Hope project.

Comment – Overall Project Opinion

Several statements were made endorsing the project going forward. Statements included the opinion that the project will reconnect the community by removing the Inner Loop barrier. Other comments were made noting that the street width (versus the highway) modification would provide a positive impact on businesses and street level activity. Also the new roadway will make people feel more comfortable.

Written Comments

Below is a summary of the written comments received: Original comments are attached.

Comment was received concerning the new developmental property attracting existing Monroe Avenue businesses to relocate to the new properties. (Comment #1)

Comment was received not in favor of a future Park Avenue Extension. (Comment #1)

Response: The project does not incorporate any connection to Park Avenue. Any future extension of Park Avenue would be progressed as a separate project.

Comment was received inquiring if the bicycle accommodations would connect to other trails. (Comment #1)

Response: Although this project would not directly connect to a trail system, the accommodations would provide connectivity to other bicycle facilities that do.

Comment was received requesting additional connectivity to I-490 near Clinton. (Comment #1)

Response: The reconfiguration of the Clinton Avenue exit to include an I-490 on-ramp was previously reviewed as part of the project scoping report and was dismissed from further consideration at this time.

Comment was received not in favor of the project due to existing favorable travel times the Inner Loop provides today. (Comment #2)

Response: The project will increase travel times for users of the Inner loop today however; the project will maintain connectivity while providing other benefits such as community cohesiveness, better pedestrian and bicycle facilities, reduced maintenance costs and additional tax revenue for the City.

Comment was received requesting additional street grid connectivity (Haags Alley). (Comment #3)

Response: The City's long term goal is to reestablish the original street grid to Main Street. As this time, additional connections such as Haags Alley and Richmond Street cannot be connected due to the need to maintain ramp access to the north portion of the Inner Loop.

Comment was received requesting that an advisory committee include advocacy groups (Comment #3)

Response: The City has, and will continue to include any advocacy group that wishes to participate in the development of the project.

Comment was received requesting that a parking garage be considered to address parking demands of the area. (Comment #4)

Response: Development plans will be coordinated by the City under a separate process.

Comment was received regarding parking under the Inner Loop. (Comment #5)

Response: Underground parking was evaluated during the scoping phase and dismissed due to the following considerations. Potential future property owners may evaluate underground parking option to satisfy their needs.

- *Access into and out of this underground area would be difficult.*
- *Ventilation requirements would be costly to install and maintain. The future buildings that would be built on top of these structures are currently unknown. As such the structural requirements to accommodate these buildings are unknown.*

Comment was received regarding filling in the Inner Loop. (Comment #5)

Response: The City of Rochester has developed numerous projects that have required substantial amounts of fill. With this particular project, the fill material will meet the most current New York States Department of Transportation Standard Specifications, leaving the site suitable for future development.

Comment was received regarding access to Lafayette park. (Comment #5)

Response: The project does not propose any change to access.

Comment was received regarding removing the center median. (Comment #5)

Response: The center median is required to facilitate left turns due to the high traffic volumes. Without a center median, vehicles turning left would block thru traffic resulting in considerable congestion.

Comment was received regarding realigning Howell Street with Lafayette Park. (Comment #5)

Response: This realignment would require the demolition of a four story building with no significant benefit.

Comment was received regarding the difficulty of pedestrian accommodations with roundabouts. (Comment #5)

Response: Several factors including pedestrians and bicycles will be evaluated in determining if a roundabout is the proper solution for intersection treatments. Roundabouts can be designed to accommodate pedestrians and bicyclists.

Comment was received in favor of the project. (Comment #6)

Comment was received regarding the bicycle accommodations and connectivity the project proposes. (Comment #7)

Response: The project will incorporate infrastructure improvements for all users including bicycle and pedestrians.

Comment was received noting that the future development parcels should not be used as additional parking. (Comment #8)

Response: The parcels would go through a public proposal process before a specific development is known. The City envisions mixed use development (residential/commercial) for the future parcels and not large scale parking lots. However, on-site parking areas for future developments may be required.



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The meeting adjourned at 9:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Services Inc.

A handwritten signature in black ink, appearing to read 'Kayle Stettner', written over a horizontal line.

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Attachment: Power Point Presentation
Meeting Handout
Sign In Sheet
Comment Sheets

INNER LOOP EAST

TRANSFORMATION PROJECT



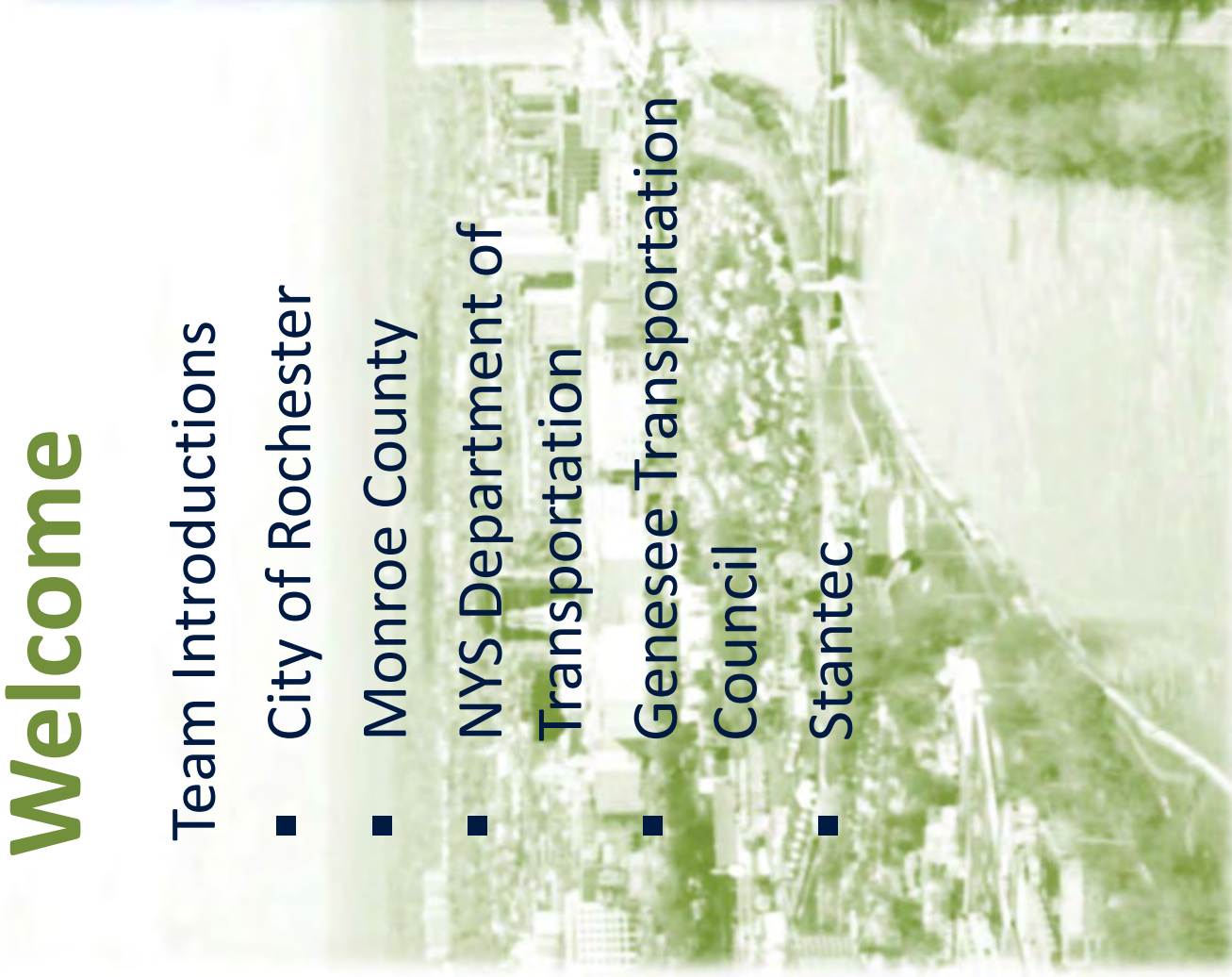
PUBLIC INFORMATION MEETING

August 28, 2013

Welcome

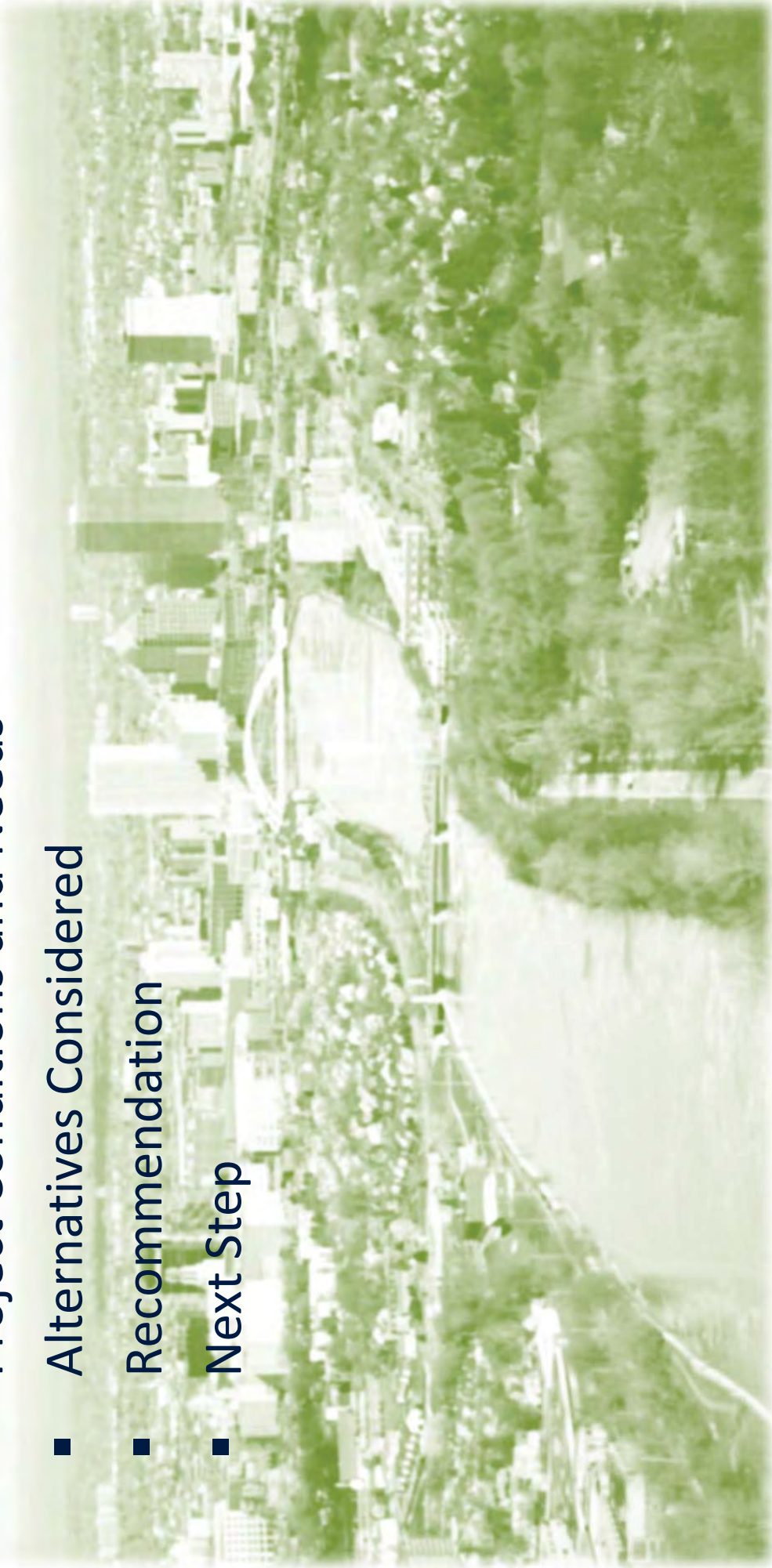
Team Introductions

- City of Rochester
- Monroe County
- NYS Department of Transportation
- Genesee Transportation Council
- Stantec



Agenda

- Background/History
- Project Conditions and Needs
- Alternatives Considered
- Recommendation
- Next Step

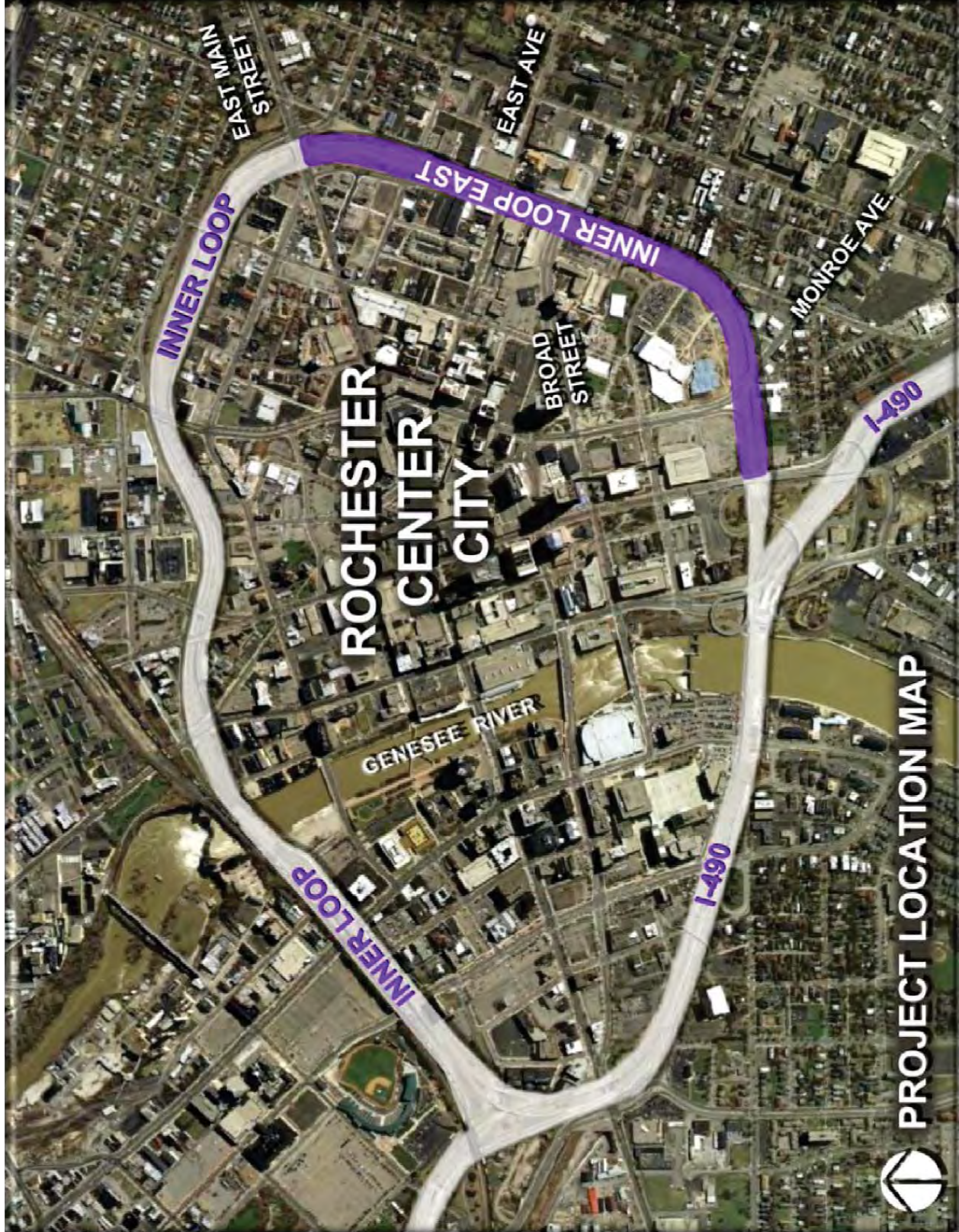


Why?

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



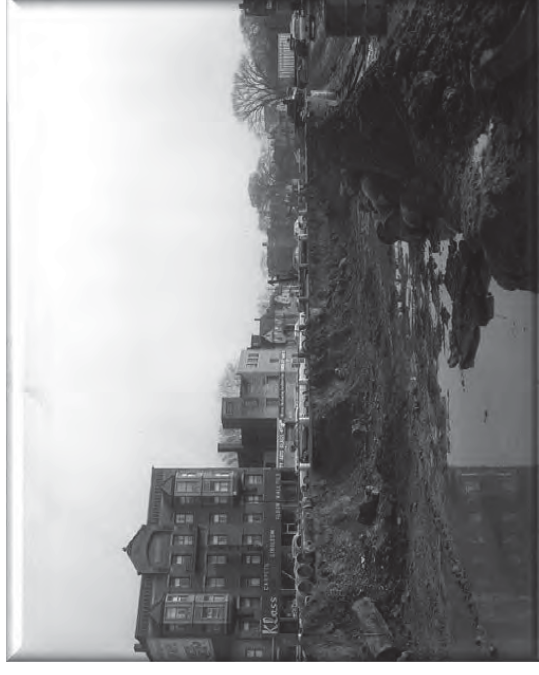
Orientation



PROJECT LOCATION MAP

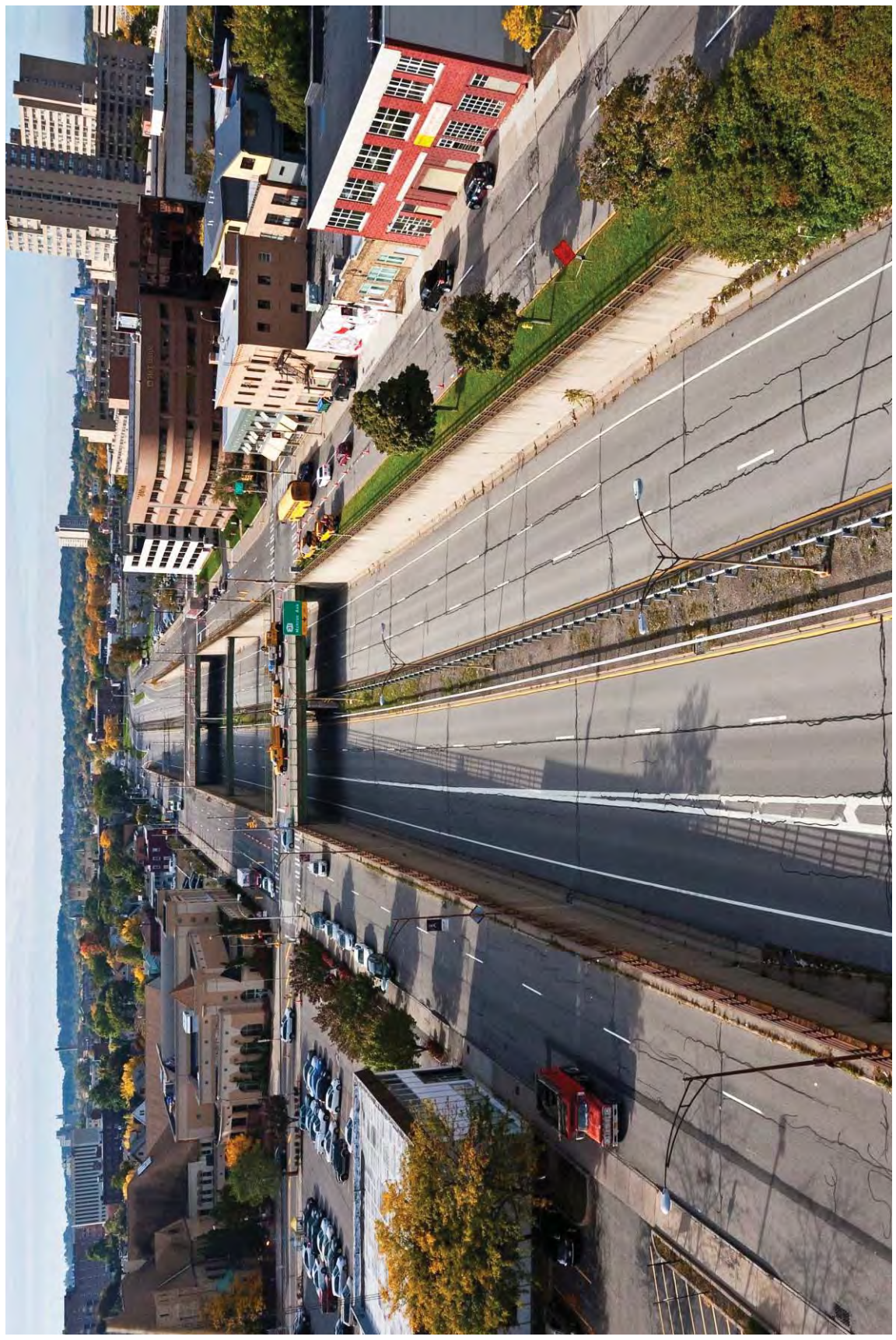
Inner Loop East – History

- City population peaks in 1950 at over 330,000
- Built in late 1950's and early 1960's
- Better Distribute Traffic Through and Around Downtown
- Connecting to I-490
- Ultimately complete I-390 extension
- 149 parcels razed



*Completion of the Inner Loop in mid 1960's
(looking east at Monroe Ave)*

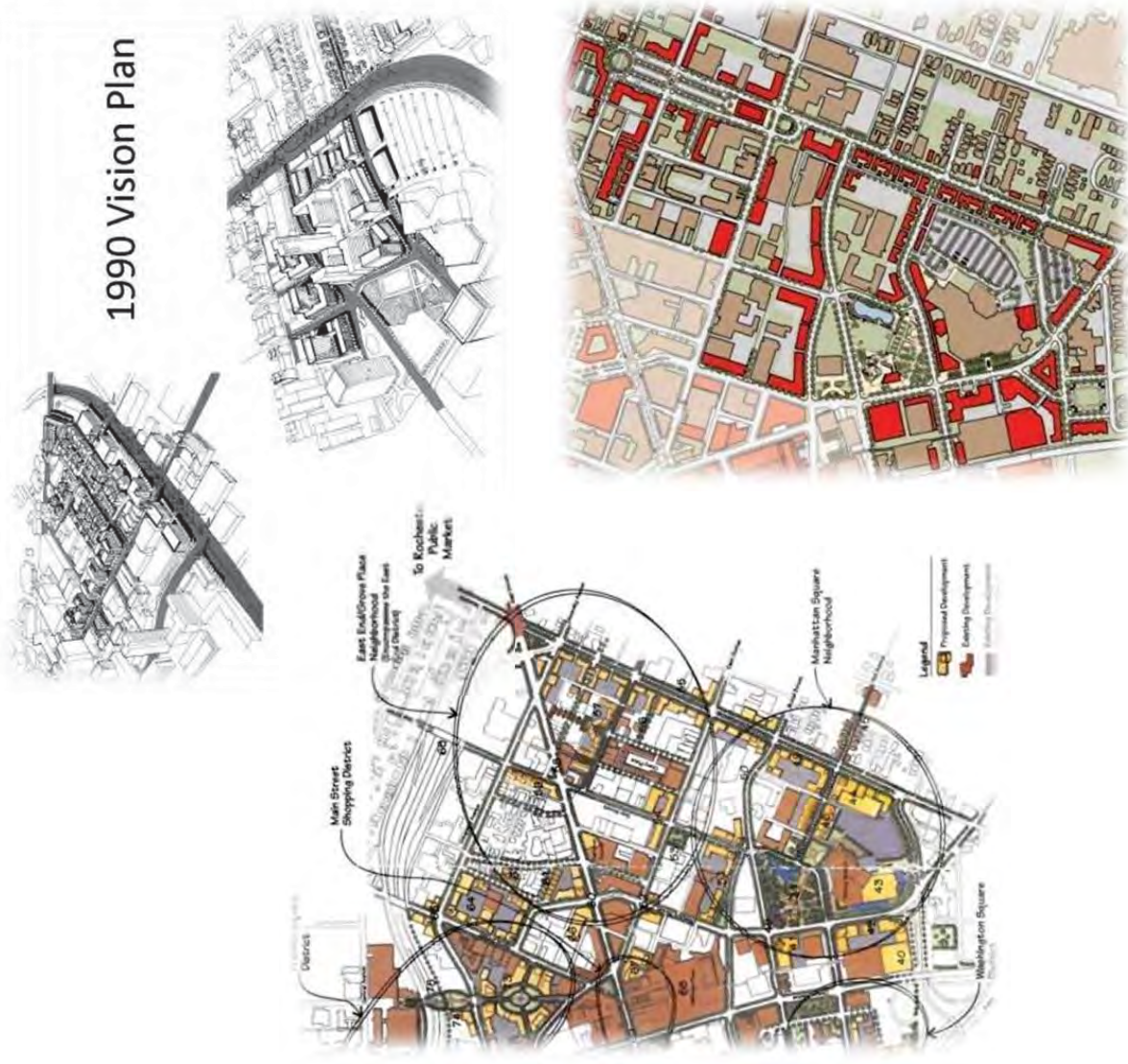
Inner Loop Today (Count the Vehicles)



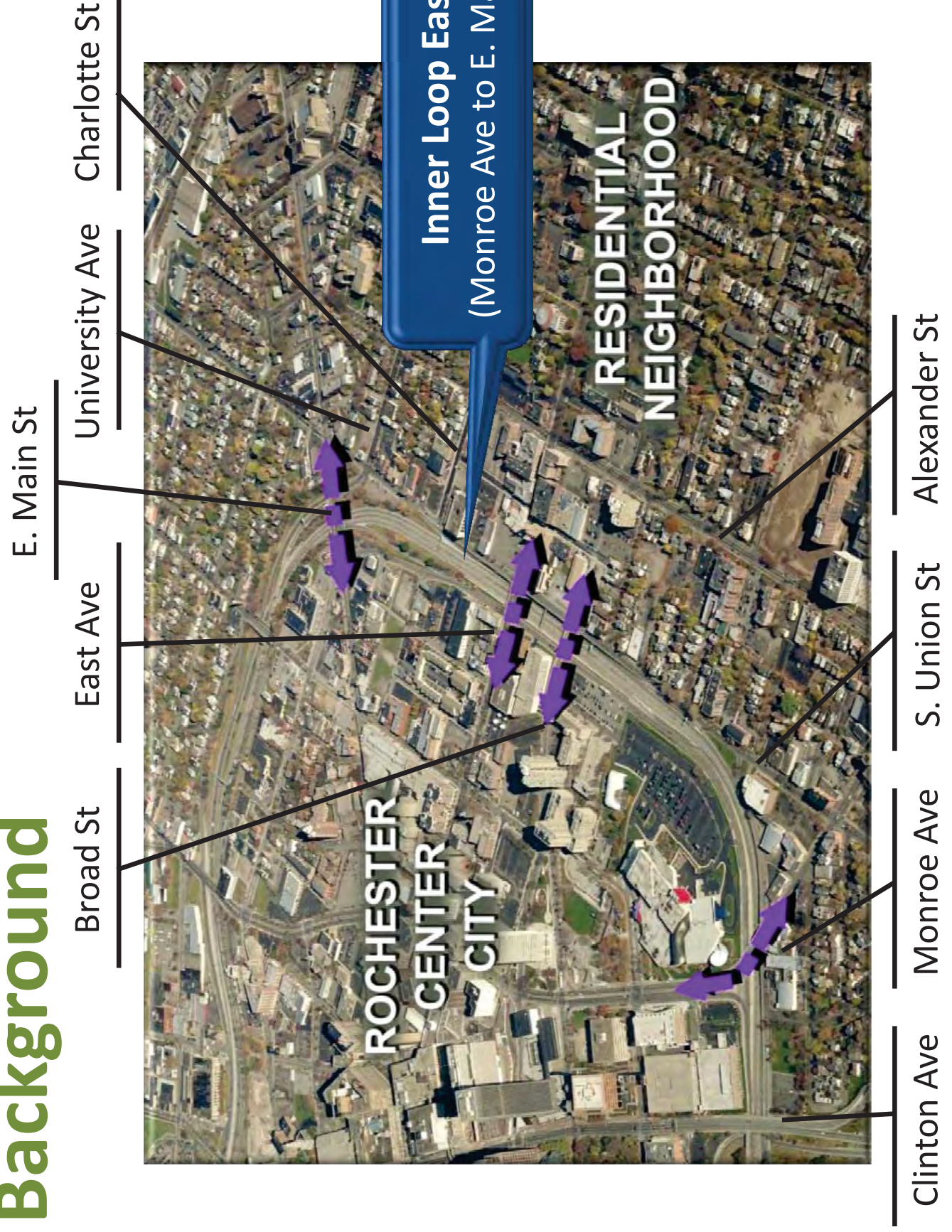
Inner Loop East – Studies

Visions of removal 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*
- *Scoping Document 2013*



Background



Background – Quick Facts

- NYS Route 940T – Federal Aid Principal Arterial
- 4 - 6 Travel Lanes
- Parallel 2 to 3 Lane Frontage Streets
- Entrance and Exit Ramps
- Up to 12 travel lanes (355 feet wide)
- 6,990 AADT(south end) – 10,560 AADT(north end)
- South Union Street: 5,250
- Pitkin Street: 2,050
- Alexander (East to Park): 12,585
- East (Alexander to Union): 13,921
- Monroe (Union to Inner Loop): 15,239



Project Conditions and Needs

Structural Issues: Four major bridge crossings, of which three (East Avenue, Broad Street and East Main Street) need continuous investment to maintain condition.

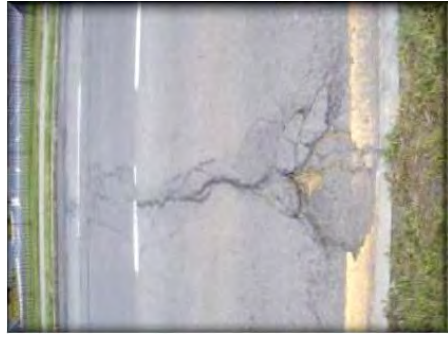


Project Conditions and Needs

Highway Design, Operations and Maintenance:

Geometric deficiencies (non-standard and non-conforming features) evident between past and present design standards.

- Non-standard design features: horizontal curvature, super elevation, sight distance and road widths (shoulders, medians and clearances) along the mainline.
- Non-conforming features: layout of the existing slip ramps.



Project Conditions and Needs

Safety: Inner Loop East crash rates are below the statewide average for similar interstate systems.

- Isolated intersection concerns
- Safety concerns attributable to: sight distance restrictions from adjacent buildings and bridge railings over the Inner Loop
- Severity of accidents along Inner Loop



Sight distance restrictions



Pedestrian running across Inner Loop.

Project Conditions and Needs

Capacity: Inner Loop East is operating well under capacity with traffic volumes reflecting arterial levels.

Nearby Expressways

I-490 (east of Inner Loop)

8,500 to 14,500 vehicles/day/lane

I-490 (west of Genesee River)

11,100 vehicles/day/lane

Inner Loop – North Section (west of River)

7,800 vehicles/day/lane

Inner Loop East (avg.)

2,100 vehicles/day/lane

Downtown Arterials

East Avenue

3,600 vehicles/day/lane

Lake Avenue

3,600 vehicles/day/lane

Mt. Hope Avenue

3,500 vehicles/day/lane

Monroe Avenue

2,900 vehicles/day/lane



Video of Existing Conditions



Project Conditions and Needs

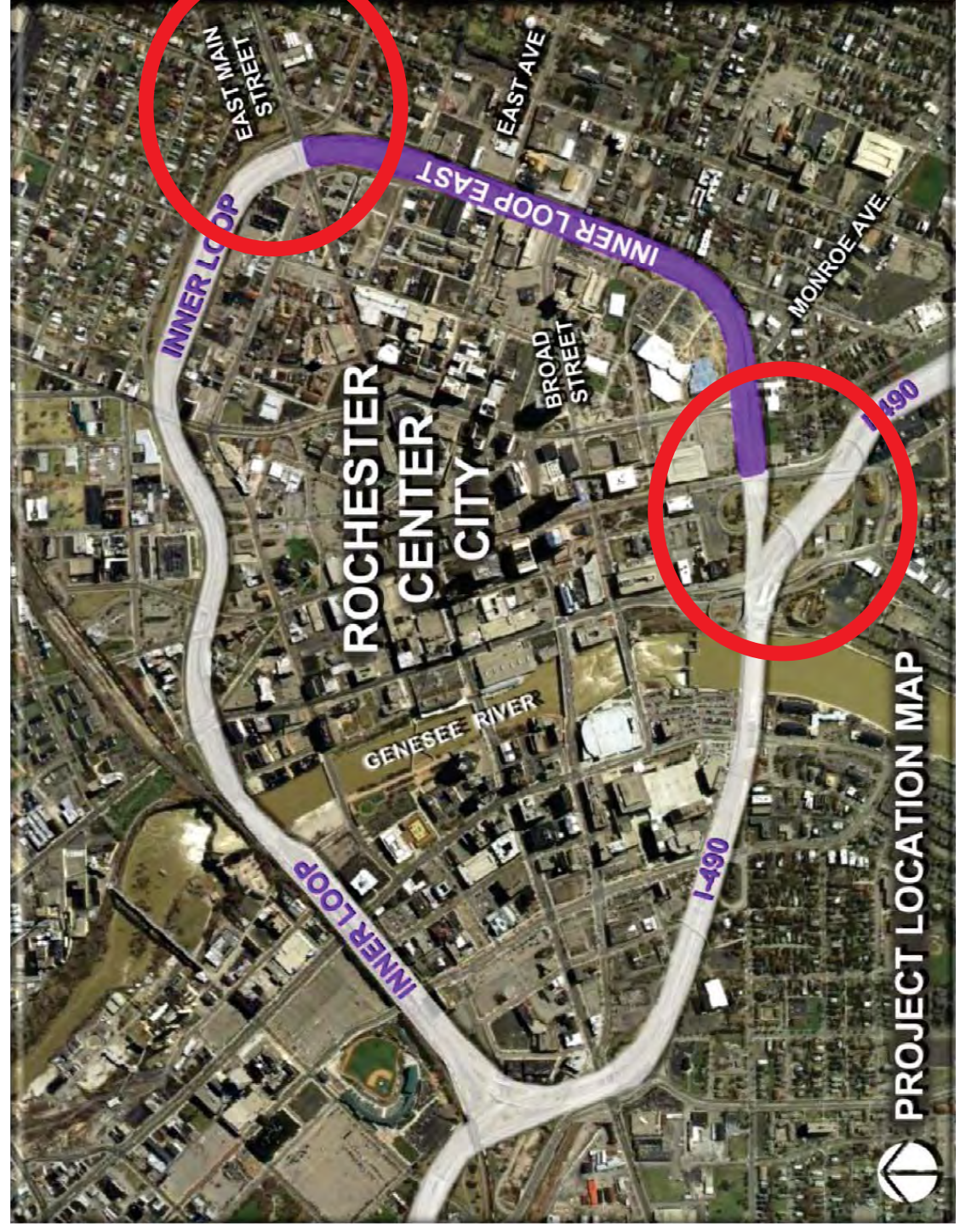
Community Cohesion:

- overcome the barrier effect
- break up the superblocks
- maximize development potential
- provide a seamless connection from downtown to neighborhoods
- create gateways and civic space
- Original Street Grid - 'right-size' the streets to complete the environment for pedestrians, bicyclists, transit and private vehicles.

Economic Growth:

- Center City revitalization efforts in the surrounding neighborhoods (East End, Upper East End, Midtown, NOTA, and Alexander Park).
- Rejuvenating districts, thus providing future economic development opportunities.

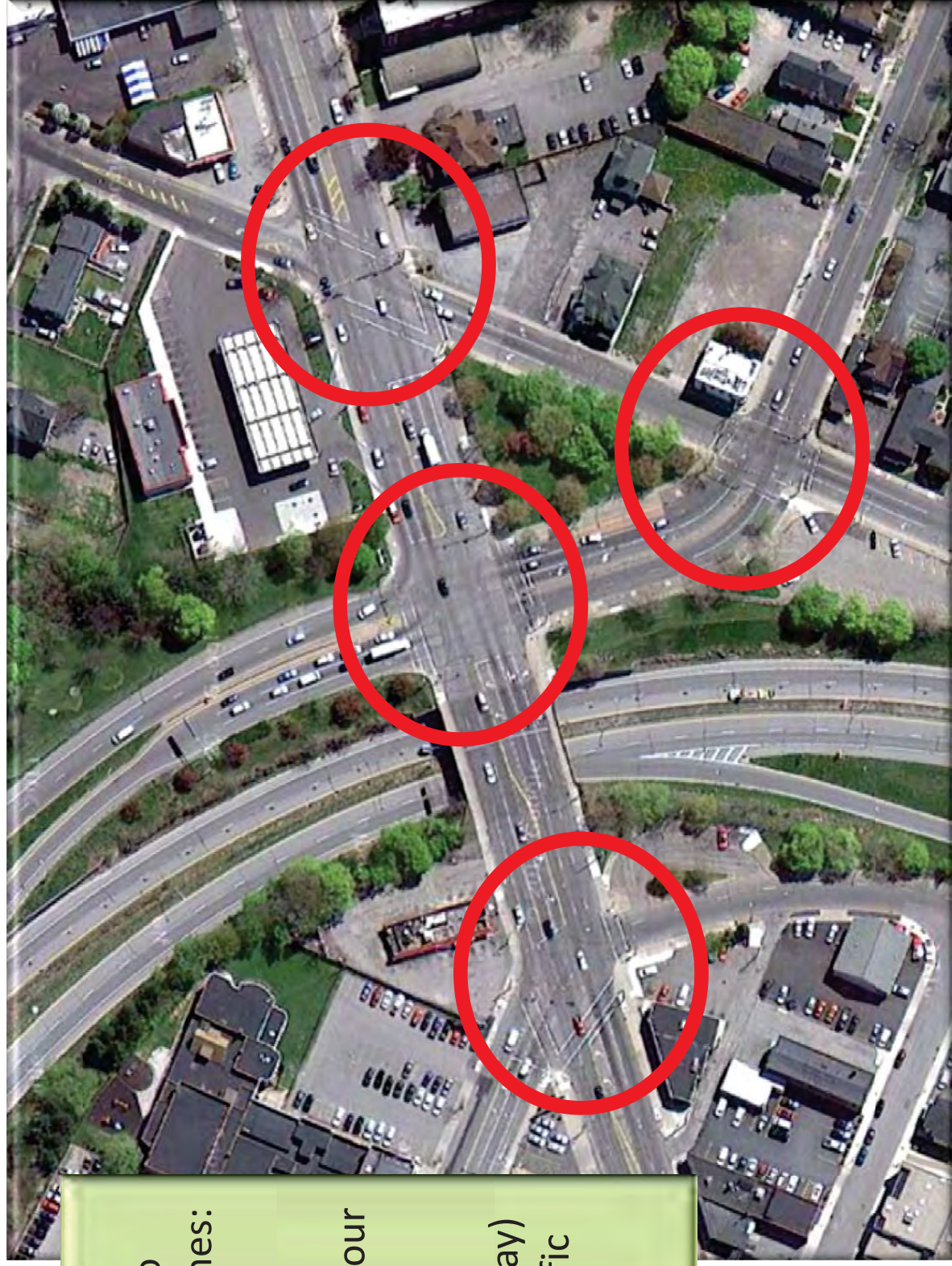
Alternatives Considered



**East Main
Street
Interchange**

**I-490
Interchange**

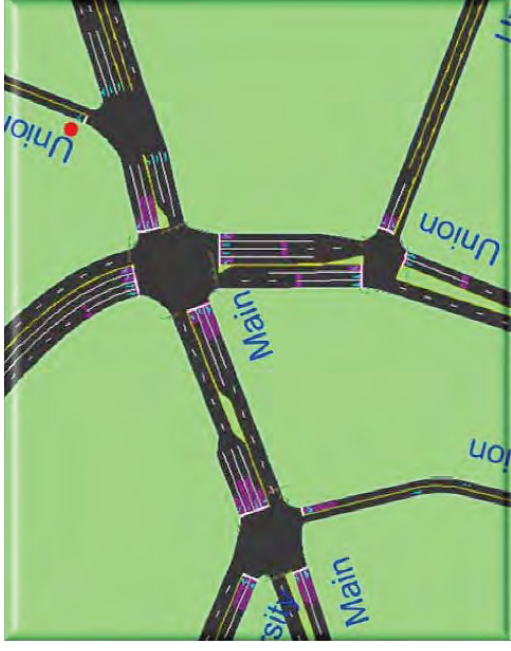
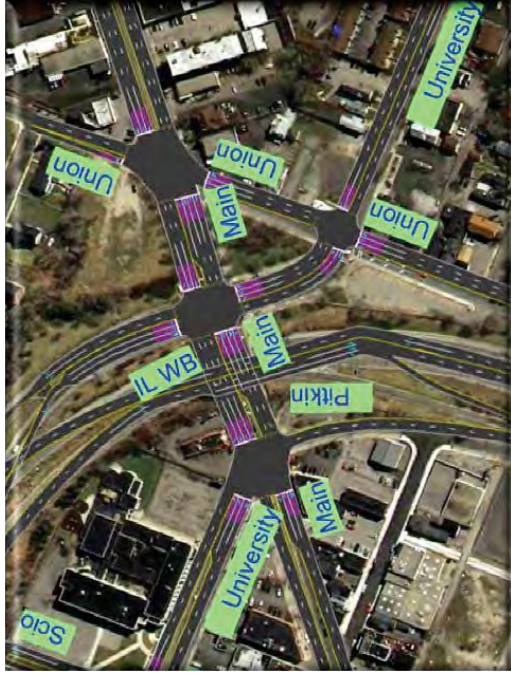
East Main Street



- Raising the Inner Loop East has two inevitable outcomes:
- add 600-700 vehicles per hour
 - South Union Street (two-way) increases traffic and turning movements

East Main Street

- A dozen alternatives evaluated; only three feasible.
- Impacts to adjacent properties (ROW, parcel access, etc.)
- Additional travel lanes - increase pedestrian exposure and conflicts.
- Intersection spacing causes queuing and driver confusion
- Traffic operations – volume to capacity ratios, lane utilization factors and storage a concern.
- Safety - did not address safety concerns and not approved by NYSDOT.
- Status – dropped from consideration pending future redistribution of traffic that may allow for improved operations.



I-490 Interchange

- **Partial Interchange** - No I-490 WB exit ramp to Inner Loop
- **New Ramp is feasible** – FHWA approval with non-standard features would be required.
- **Traffic & Operations** - would divert 3,000-4,500 ADT from other I-490 interchanges; impacts to Monroe Avenue intersection; and lane reduction on I-490 EB Off-ramp.
- **Investment** - \$2.3 Million (2010\$)
- **Status** – Non-essential to primary project, can be a stand alone project, not being advanced at this time.



Corridor Alternatives

- **General Alignment Options** – The Western Alignment (follow Pitkin Street), and the Eastern Alignment (follow South Union Street) were evaluated.
- **Intersection Types and Treatments**- intersection traffic control was considered to determine if a traffic signal control or a roundabout may be appropriate. We are required to evaluate roundabouts. Turn pockets will be incorporated as needed.
- **Minimum Geometric Requirements**- The majority of the South Union corridor will operate with one through lane in each direction. It is anticipated that both roundabouts will be single lane. Left turn lanes are recommended at the major signalized intersections of Broad Street and East Avenue.
- **Multi-modal Requirements**- designated bicycle lanes, pedestrian facilities and crossings, and transit amenities are recommended.
- **Other** – Park Ave Extension, on-street parking, median treatments, signing and landscaping will be detailed during the preliminary engineering phase.

Market Study

Real Estate Market Analysis:

- Demographics (Population trends, Household sizes, age distribution, income distribution, Educational Attainment),
- Economic Trends (employment, employment by industry, emerging sectors, unemployment rate),
- Residential, Office, Retail, and Hotel Overview

Real Estate Development Scenarios:

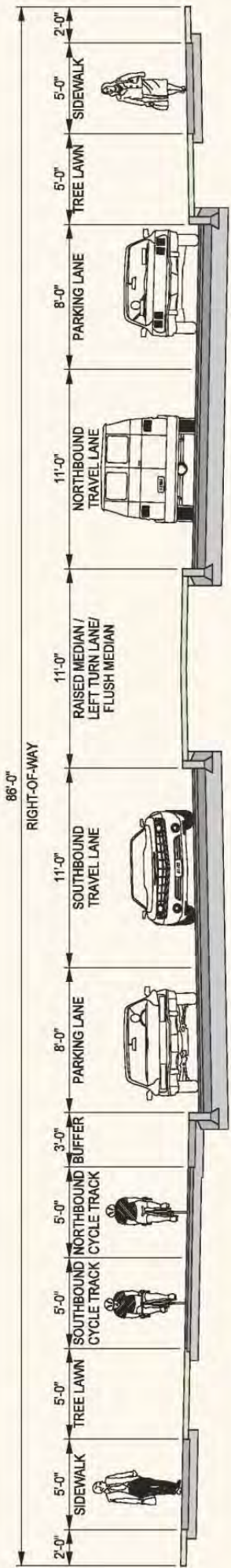
- Scenario 1: 427,913 square feet
Residential 303 units, Retail 54K sf, Office 72K sf
- Scenario 2: 795,062 square feet
Residential 625 units, Retail 89K sf, Office 85K sf

Recommendation

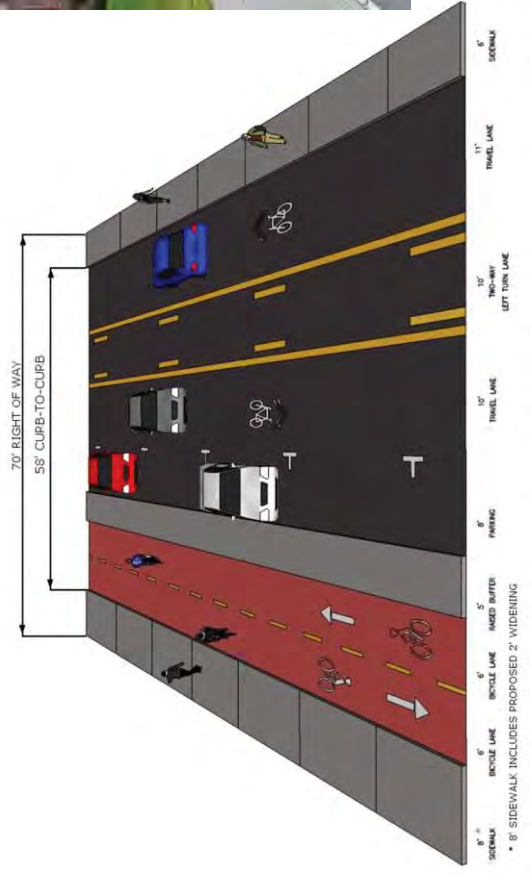
- Proposed Complete Street:
- Wide sidewalks
 - Exclusive bike facilities
 - On-street Parking
 - Roundabouts
 - 3-5 travel lanes
 - Center landscaped medians
 - Context Sensitive Design features
 - Two-way traffic operations
 - Reconnected City Streets



Typical Section Under Consideration



2-WAY CYCLE TRACK AT SIDEWALK LEVEL SECTION



Project Benefits

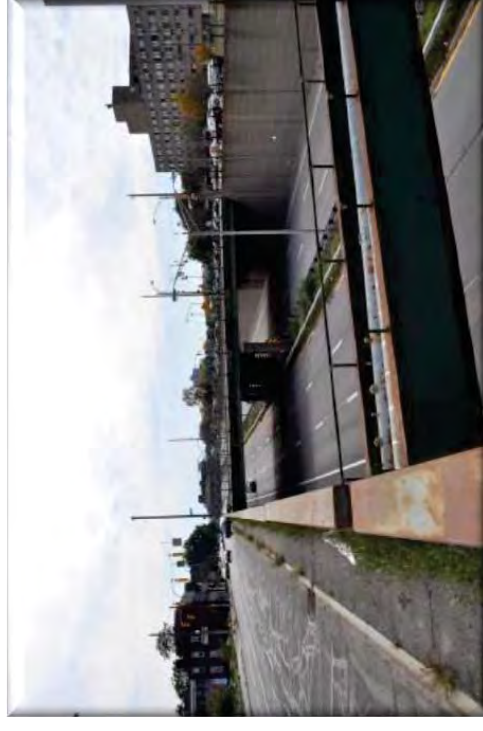
- **Jobs** – will create 319 construction jobs.
- **New Development** - Opens approximately 9 acres of land for new development
- **Land Use** - Could support 427,913 to 795,062 square feet of mixed use developments
- **Walkability/Bikeability** - Sidewalks and bicycle accommodations (e.g. cycle tracks).



Project Benefits

State of Good Repair – the project will eliminate the need to maintain, rehabilitate or replace the following mid 1960's infrastructure:

- Four (4+) lane miles of the Inner Loop Expressway
- Three (3) multi-span bridges
- 16,000 square feet of retaining walls; and,
- Other Highway appurtenances (e.g. guide rail, safety rail, expressway signs and traffic signals).



Project Benefits

- Sustainability** –
- restores historic street grid
 - reduces circuitous routing
 - enhances the attractiveness of alternative transportation modes
 - encourages sustainable growth patterns with mixed use development
 - creates job opportunities for nearby city residents dealing with above-average unemployment and high poverty rates.

- Livability** – new complete street will be:
- appropriate scale, size and configuration that meets the community's needs for access, neighborhood cohesion and land use.



Project Benefits

Safety – It is anticipated that:

- All of the expressway non-standard and non-conforming features will be eliminated from the network.
- Traffic Calming: reduces travel speeds and thus minimizes severe accident crashes that cause injuries.



Project Benefits

Sustainability - City has exercised fiscal responsibility by:

- minimizing costs (capital and O&M)
- ensuring the investment is cost effective
- Conversion to high quality interconnected city street will have positive benefits on air quality and energy use
- Green infrastructure practices will be integrated (i.e. porous materials, energy efficient lighting, innovative stormwater management, landscaping, etc.)

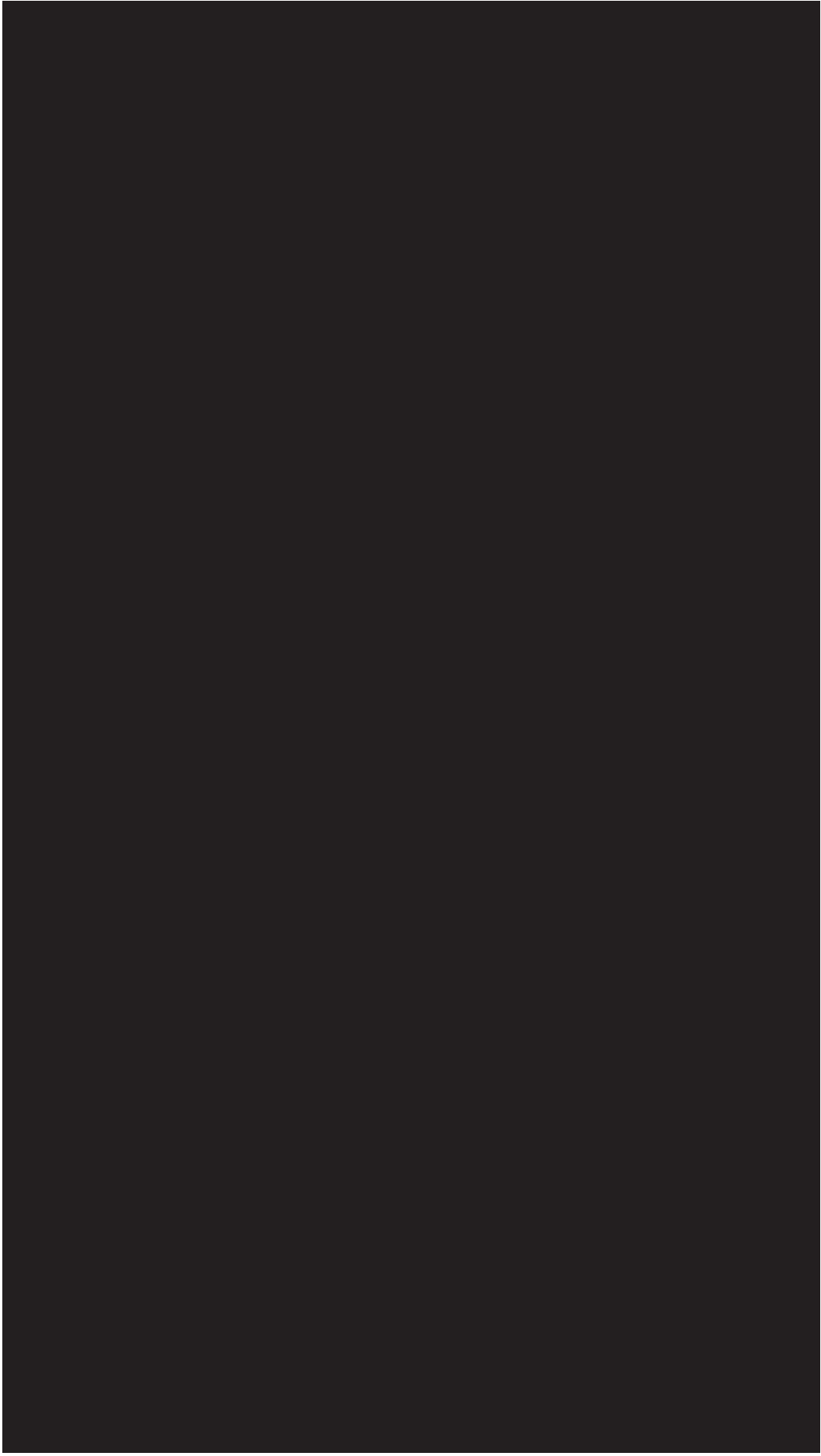


Vehicle Emission Reductions:

- VOC Emissions – 8% reduction
- CO2 Emissions – 8% reduction
- Nox Emissions – 6.5% reduction
- Energy consumption – 0.3% reduction



The Vision



Project Website

Contains:

- Project overview
- Project support letters
- Documents (Scoping Report and TIGER Grant Application)
- Multimedia and Press
 - 3D Simulation
 - Slide Show Project Overview
 - Rush Hour Video
- Public Participation Information

Support from the Community

The following are letters to United States Secretary of Transportation, Ray LaHood, in support of the City's Inner Loop East project. These letters were penned by local neighborhood associations, business associations, elected officials, property developers, and more. They illustrate the deep and varied community support that stands behind filling in the Inner Loop East.

Elected Officials

- City of Rochester Mayor Thomas Richards
- United States Senator Charles Schumer
- United States Senator Kirsten Gillibrand
- United States Representative Kathleen Hochul
- New York Senator Joseph Robach
- New York Senator James Alesi
- New York Assemblyman Joseph Morelle
- New York Assemblyman Harry Bronson
- Rochester City Council

Metropolitan Planning Organization

- Genesee Transportation Council, assurances and letter of support

Real Estate Developers Letters of Interest

- Buckingham Properties, a downtown real estate and property management company
- Christa Construction, a Rochester real estate development company
- Conifer, a Rochester real estate development company
- Flower City Development, a downtown real estate green development company
- Graywood, a Rochester construction and property management company



U.S. Senator Schumer visits Rochester to support the Inner Loop project.

www.cityofrochester.gov/innerloopeast

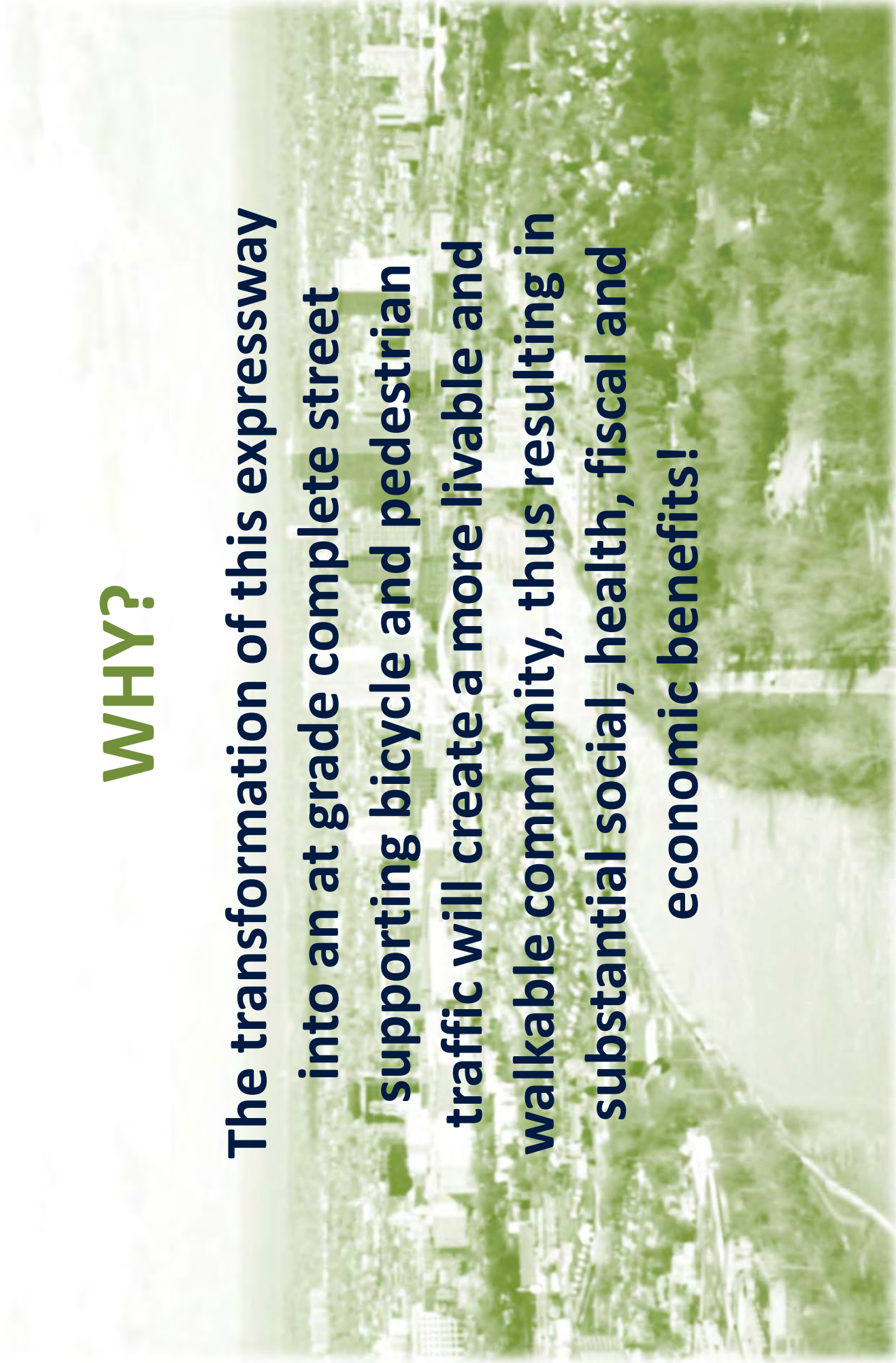
Next Step

- Preliminary Engineering and Design Phase initiated & NEPA (2013/2014)
- Finalize ROW transfer between NYSDOT and City
- Ascertain Funding (“TIGER”)
- Construction may begin as soon as Fall 2014 (depending on funding).



WHY?

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!





Questions/Open House

PUBLIC INFORMATION MEETING

AUGUST 28, 2013

AGENDA

1. Background/History
2. Project Conditions and Needs
3. Alternatives Considered
4. Recommendation
5. Next Step

PROJECT LIMITS

- Charlotte Street to Monroe Avenue

WHY?

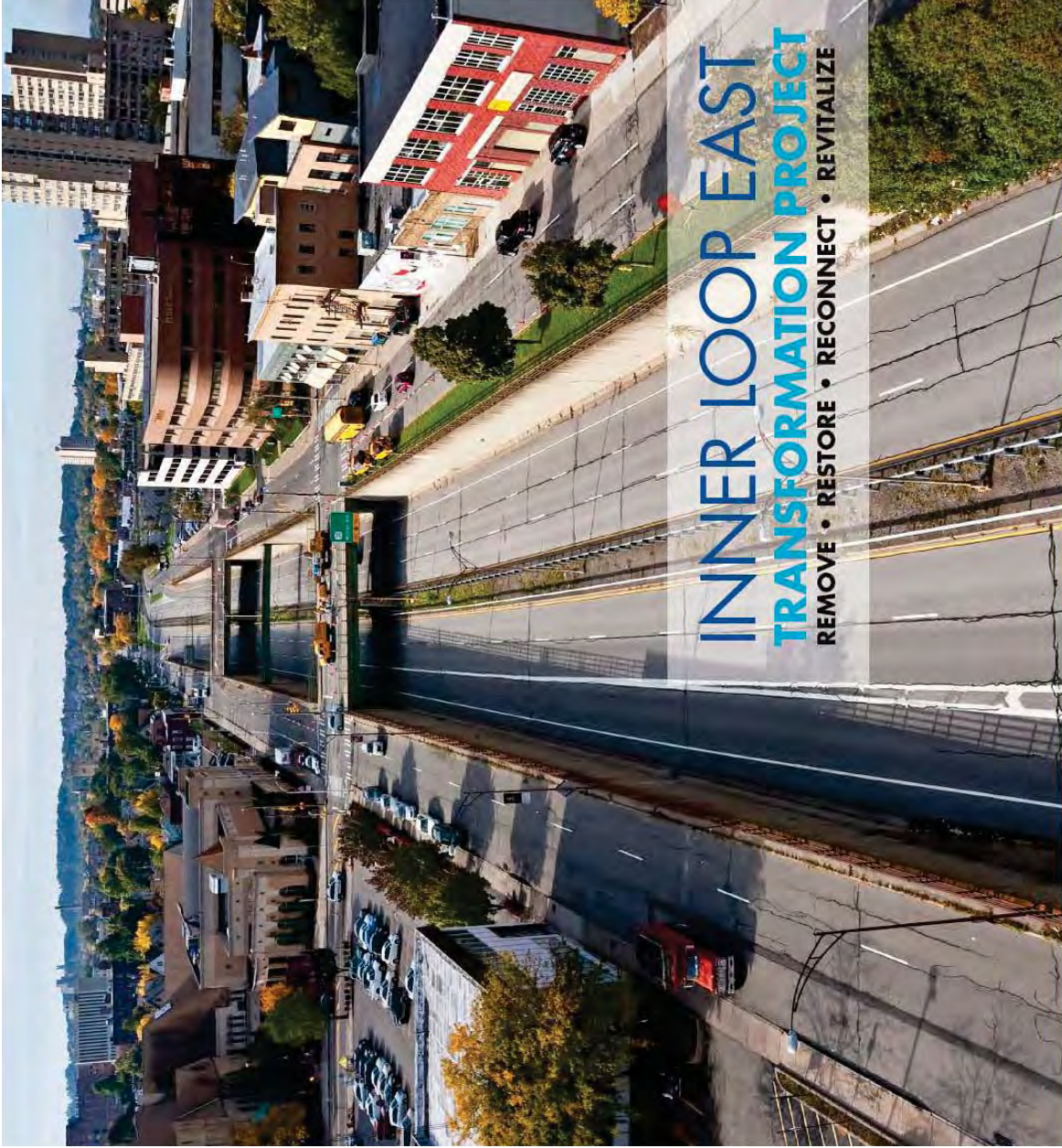
“We are building a city that encourages walking, biking, and enjoying the outdoor environment. Replacing this section of the Inner Loop will demonstrate the City’s commitment to fostering quality of life here in Rochester”

- Mayor Richards

CONTACT PERSON

- Erik Frisch, City of Rochester
(585) 428-6709
erik.frisch@cityofrochester.gov

www.cityofrochester.gov/innerloopeast/





Location

City Hall

Date

8/28/2013

Project

No.

192500295

Time

6:00 PM

Stantec

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Eric Randall	Randall West, 309 W. Green St. Buffalo, NY	607-252-6710	cjr@randall-west.com
Tom Schell	36 Brewster St Buffalo, NY	585-738-6696	Tom.Schell@RTI.edu
David Schwedlerich	22A Chestnut Dr Buffalo, NY	585-301-1019	boblenon@gmail.com
Ryan Green	100 Park Ave Buffalo, NY	716-391-5011	rpgreen@buffalo.gov
Frank Danczyk	149 Monroe Ave Buffalo, NY	585-262-4776	jadaracycompany@gmail.com
Jaime Dominguez	459 Meigs St Apt #5 Buffalo, NY	986-532-2493	jaime15956@live.com
Jack Spulter	63 Benton St. 14620 Buffalo, NY	585-271-0255	jspulter@gmail.com
Kill Collins	217 Alameda St MGRS Buffalo, NY	647-6850	alameda.junk@yahoo.com
Carlos Mercada	12 Vicks Park A 14607 Buffalo, NY	271-4844	cmmercada@rochester.rr.com
M. Andre Perkins *	15 Champaign Trace Buffalo, NY	209-0667	m.andre.perkins@rr.com
Elizabeth Murphy		224-3146	elizabethmurphy@ethsa.org
John Lam	606 South Ave 14620 Buffalo, NY	244-9745	jlam@ReconnectedRochester.org
RICHARD FERRIN	GENESSEE TRAILS, ONE 50 W. MAIN ST ROOM 14614 Buffalo, NY	585.232.6240	
SCOTT FEARING	GAY ALLIANCE - EAST MAIN Buffalo, NY	585-244-8640	scottgayalliance.org
Scott Wagner	Rochester Cycling Alliance / other bicycle groups Buffalo, NY	585-880-7643	scott.wagner.ny@gmail.com
John Ryan	24 Woodside Perfield Buffalo, NY	747 5844	j.m.r.28@hotmail.com
Aryeh Cohen-Wade	42 Vick Park B Apt C Buffalo, NY	973-699-3670	aryehc@bigmail.com
RICK PAPAN	NYS DOT Buffalo, NY		

Sign-In Sheet

Subject Inner Loop Transformation Project

Location City Hall

Date 8/28/2013

Time 6:00 PM

Project No. 192500295

Stantec



Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jim Combs	1 Highledge Dr. Penfield, NY	585 899 0688	jimpc2011@yahoo.com
PATY SPINELLI	85C St-56 S Union St Pac Brewing Co. 56 S. Union St. Each NY 14607	585 734 8042	mpspn@gmail.com
Chris Spinelli	Drily Record - 16 W. Union	585-734-2507	rochrevingco@gmail.com
Mike Murphy	City Council	232-6920	michael.murphy@nyfamilyrecorder.com
CRAIG JENSEN	CJS ARCHITECTS	244.3780	cjensen@csjarchitects.com
BOB BADEN	ROCHESTER SOFTWARE ASSOC.	327-7121	rb@rocsoft.com
OTTO VONDRAK	20 UPTON PK	820-2341	ovondrak@ysl.com
MIKE GEHL MD	19 EAGLE ST	730 4039	mbgdoc12@gmail.com
Alan Coburn	1127 Atlantic	224 0002	ALANCOBURN@AOL.COM
Allen Richards	Wadsworth Sq NA	230 6234	UNIVERSITY 840@aol.com
Paul Campbell	Resident		
Robert Williams	1088E Mt. Hope Ave Rochester, Rochester	281-2076	rjw8028@rochester.rr.com
John & Cindy Lidstrom	234 East Ave	747-1277	doctorcindy@lidstromfoods.com
Ed Cramp	10 Mt Pleasant Park 14608	-	cramp@per.rochester.edu
Michael Boumeester	212 Coniston Dr	-	mboun21@gmail.com
Jim DeLuca	62 MAESTRUS ST 14607	454-2667	jim@abundance.coop
Stephen Venturino	96 S. Union St.	585.705.3840	mry@rochester.rr.com

21



Location

City Hall

Date 8/28/2013

Project

192500295

Time 6:00 PM

No.

Stantec

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jim Hofmann	STANTEC, 61 Commercial St	475-1440	Jim.HOFMANN@STANTEC.COM
PAULA BELLWAY	STANTEC	"	PAULA.BELLWAY@STANTEC.COM
Paul Wey	City of Rochester Rm 3003	428-7383	Paul.Wey@CityofRochester.gov
MIKE GILBERT	473 SENECA PLAZA	370-5919	MIKE@PAZAZ.COM
Colin Hamm	The Stantec	410-67304	rcham@stantec.com
Jim Pond	Monroe County DOT	753-7755	jpond@monroecounty.gov
John Kennedy	Linden St. Boeking Alliance	914251477	JKennedy4@gmail.com
Stephen DeLuca	Riverway Ave	5854065559	sgdeuca@me.com
Michael Palumbo	25 Bithney St.	585-301-5268	michaelcmeandolney@gmail.com
*Mark Carmananda	34 S. Union St. Graham Creek Properties	585-362-7565	mark@grahamcreekproperties.com
Ronald Buc Kman	47 Brighton St	585-727-2496	ron@buckmanoxdl.com
PAUL HOLAHAN	CITY OF ROCHESTER	428-6855	pholhan@cityofrochester.com
Cody Gardner	1136 Clinton Ave S, Rochester 14620	315-576-6181	Cody.gardner@gmail.com
Randy Jank	1474 Middle Rd. Arden NY	585-334-7179	RJANK337@ARDEN.COM
Phillip Barrell	120 Cassline St, Rochester	470-1835	phillip.s.barrell@gmail.com
SEANIAN BARRIVA	RECDC		DESIGN@RECDC.ORG
Michael Smith	SBA	328-4977	
Burch Leah	10 W. Water St	325-3337	Burch.Gary@CityofRochester.com

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME:

Ronald Buckman

ADDRESS:

47 Brighton St. 14607

COMMENT:

- What is impact to Monroe Ave business. Has anyone studied the movement of business from Monroe to the new inner loop east?

There are currently empty buildings on Monroe Ave.

- Please do not expand Park Ave keep Park Ave as is.

- Would bridge connect to other trails?

- Please have access from 490 (near Clinton) directly to Inner Loop East. This will stop an increase of traffic on Monroe and East Ave.

INNER LOOP EAST TRANSFORMATION PROJECT

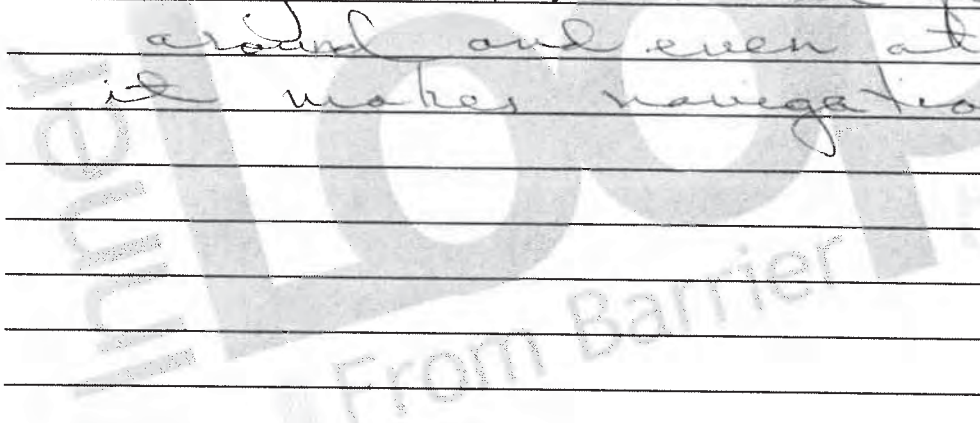
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

COMMENT SHEET

NAME: Alan Copenhagen 585-224-0002

ADDRESS: 1127 Atlantic Ave

COMMENT: I am against filling in the inner loop. I use the inner loop 3.5 times per week and believe it connects the city not divides the city. Please do not do this. Grant money or not do not ruin the city. It makes it quick to get around and even at drive times, it makes navigation a breeze.



INNER LOOP EAST TRANSFORMATION PROJECT

**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

COMMENT SHEET

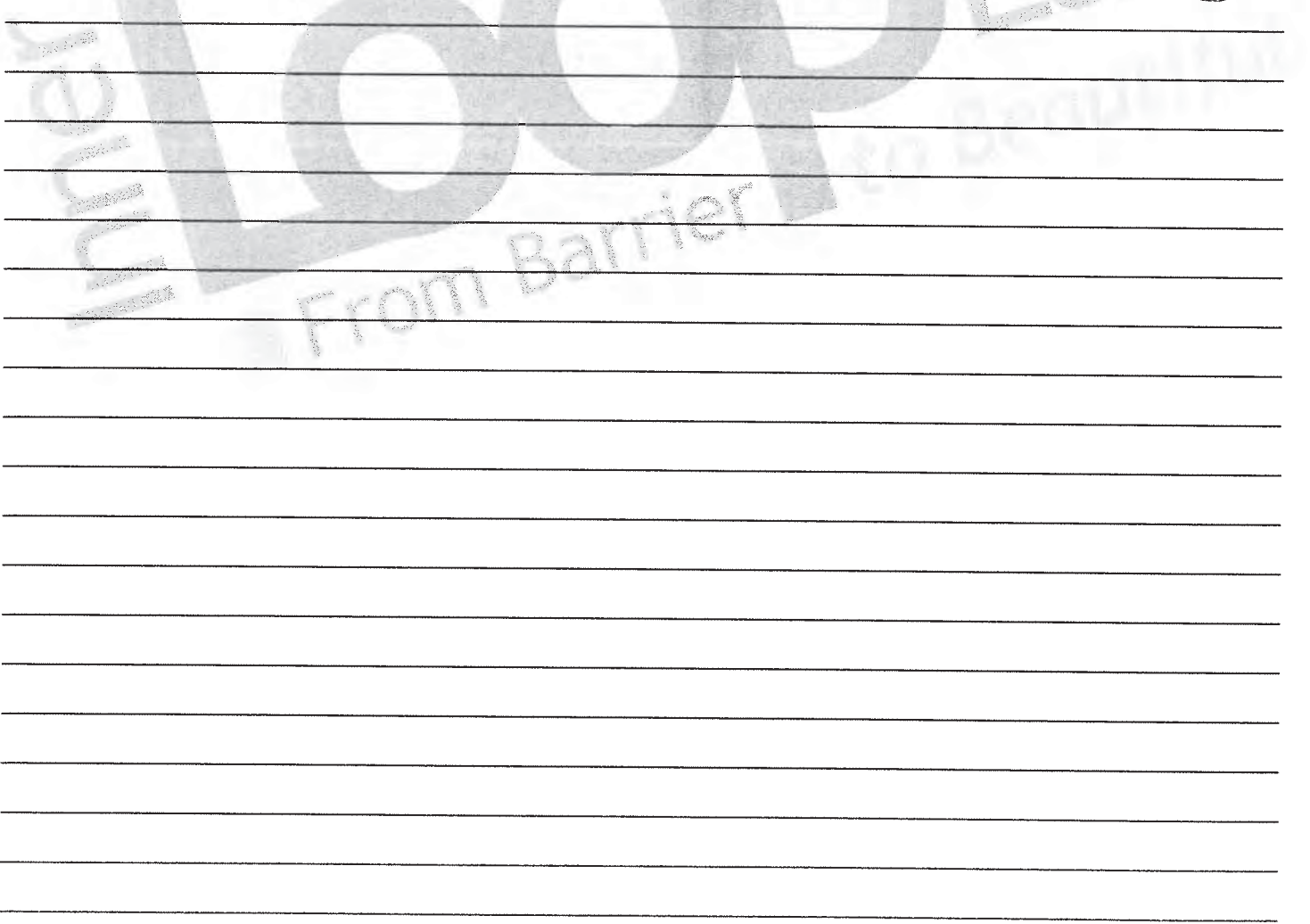
~~914 275 1471~~

914 275 1471

NAME: John Kennedy (Rochester Cycling Alliance) john@gradfly
ADDRESS: Linden St.

COMMENT: I would like to see block ~~size~~ reduced as much as possible. Have you considered including connections to smaller alleys such as Hagg St?

I also feel strongly that any advisory committee include representatives from advocacy groups such as the Rochester Cycling Alliance and the Center for Disability Rights.



INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME:

John Ryan

ADDRESS:

84 Woodside Dr. / j.m.r.28@hotmail.com

COMMENT:

I put forward a question concerning the use of the Inner Loop as a parking garage. The concern with this idea was that the section in question is not deep enough for a long enough stretch. While I understand the cost/benefit aspect of this answer, I think any way we can push the parking issue underground would benefit the area.

Please consider this suggestion a bit further. Thanks you.

Jean O'Rain

PROP. OWNER
↓

INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME: * CRAIG JENSEN (54/56 UNION LLC.) AND.
ADDRESS: 54 S. UNION ST. (CJS ARCHITECTS)

COMMENT:

1. ADJACENT TO EAST AVE, WITH INNER LOOP ~~WARRANT~~ DEPTH OF 20+ FEET PLEASE EXPLORE AN OPTION FOR BELOW GRADE STRUCTURE TO BE USED BY FUTURE DEVELOPER FOR PARKING RATHER THAN FILL AND THEN FUTURE RE EXCAVATION BY DEVELOPER TO GET REQUIRED BEARING PRESSURES AND NEEDED PARKING FOR RESIDENTIAL UNITS.
2. WHAT IS THE FILL MATERIAL, HOW WILL IT BE COMPACTED, HOW MUCH WILL IT SETTLE? FEET?
3. HOW WILL ENTRY AND EXIT WORK @ LAFAYETTE PARK INTERSECTION?
4. LOOK @ NO CENTER MEDIAN!
5. MOVE ROTARY TO ~~WARRANT~~ ALIGN W/ LAFAYETTE PARK.
6. ROTARY IS HARD FOR PEDESTRIANS TO CROSS, LOOK AT WAYS TO ELIMINATE THESE TRAFFIC CIRCLES.
7. INTERESTED IN SERVING ON TASK ~~MANAGEMENT~~ FORCE,

INNER LOOP EAST TRANSFORMATION PROJECT

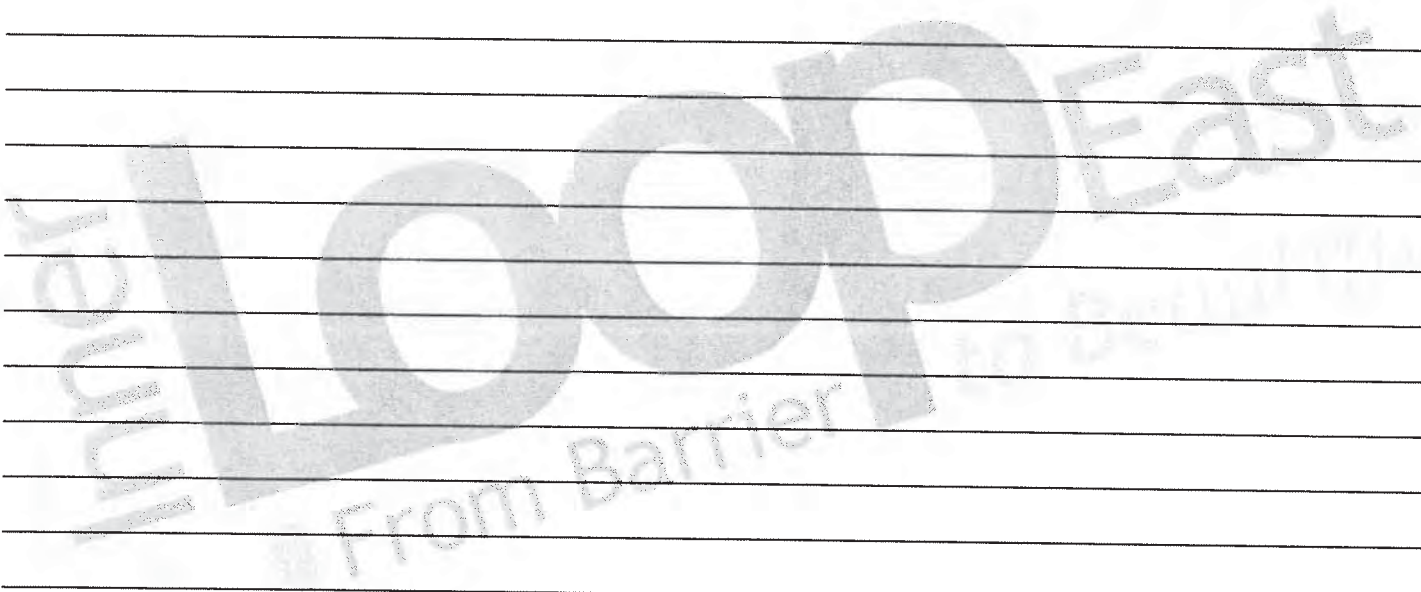
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

COMMENT SHEET

NAME: Aryeh Cohen-Wade

ADDRESS: 42 Vick Park B Apt. C

COMMENT: I support this project and think it will be a great thing for Rochester.



INNER LOOP EAST TRANSFORMATION PROJECT

PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013

COMMENT SHEET

NAME: SCOTT WAGNER scott.wagner.ny@gmail.com 585-880-7643
ADDRESS: 29 GLASGOW ST, APT 1, ROCHESTER NY 14608

COMMENT: OVERALL: Great ideas, very worthy project, well organized meeting
Thoughts:

1) As a bicycle commuter year-round, I greatly appreciate the emphasis on bicycle infrastructure in this project. Please implement this as a backbone for bicycle connectivity, making contiguous cycle routes throughout the east end and connecting to the Genesee Greenway.

2) I suggest using Boston's Southwest Corridor as a model. If the working group is interested, I have contacts who are/were key participants in development of the Southwest Corridor; I would be happy to tap their expertise.

3) I am interested in actively contributing my efforts to this process as a member of the task force and a representative of the cycling community.

INNER LOOP EAST TRANSFORMATION PROJECT

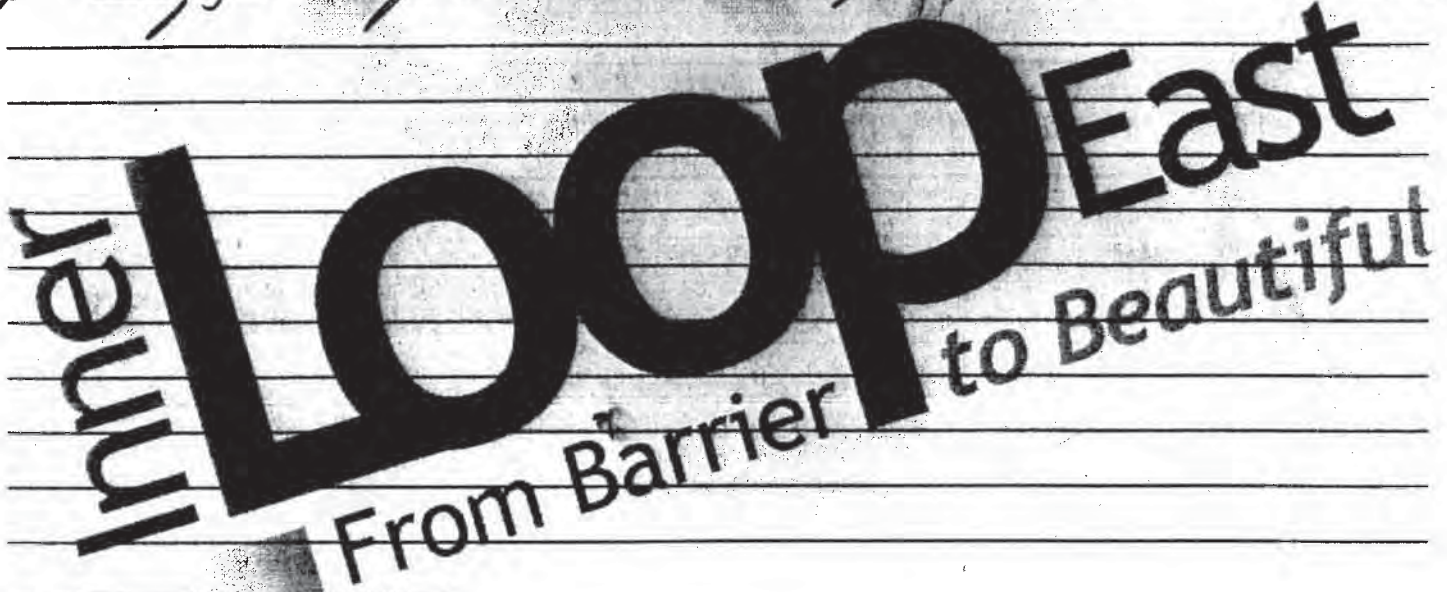
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

COMMENT SHEET

NAME: M. André Prins

ADDRESS: 15 Champney Terrace

COMMENT: I would like to attend further meetings as a stakeholder, you need to make strong guidelines for the new development, don't put in more parking, add pedestrian crosswalks,



Public Open House

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Public Open House #1

Inner Loop East Transformation Project

Date/Time: November 6, 2013 / 2:00PM to 4:00PM and 6:00 PM to 8:00 PM
Place: Manhattan Square Park
Attendees: See Attached Sign-in Sheet
Absentees:
Distribution: Paul Way, COR
Erik Frisch, COR
Jim McIntosh, COR
Rick Papaj, NYSDOT
Jim Hofmann, Stantec

Item:

Action:

Introduction

A Public Open House was held on November 6, 2013 at Manhattan Square Park to receive public input on the project. Stations were setup to allow the public to review the project history, alternatives, Ped/Bike considerations, preferred alternative and next steps in the design development process. Attendees were **encouraged to leave feedback at each station via markups and 'sticky notes'** which were captured and summarized. All comments will be reviewed by the project team and incorporated into the design development as appropriate.

A summary of the Open House is attached and includes the following information:

- Meeting Agenda
- Sign-in Sheets
- Project Display Boards
- RRCDC Display Boards
- Project Display Boards with **'sticky note'** public comments
- RRCDC Boards with public comments
- Open House Comment Summary
- Comment correspondence

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.



November 6, 2013
Public Open House #1
Page 2 of 2

Stantec Consulting Services, Inc.

A handwritten signature in blue ink that reads 'Jim R. Hofmann Jr.' with a stylized flourish at the end.

Jim Hofmann Jr., P.E.
Principal, Office Leader
Phone: (585) 413-5257
Fax: (585) 272-1814
Jim.hofmann@stantec.com

Attachment: As noted above

c. Distribution

**Public Open House
Outdoor Display and Meeting Agenda**

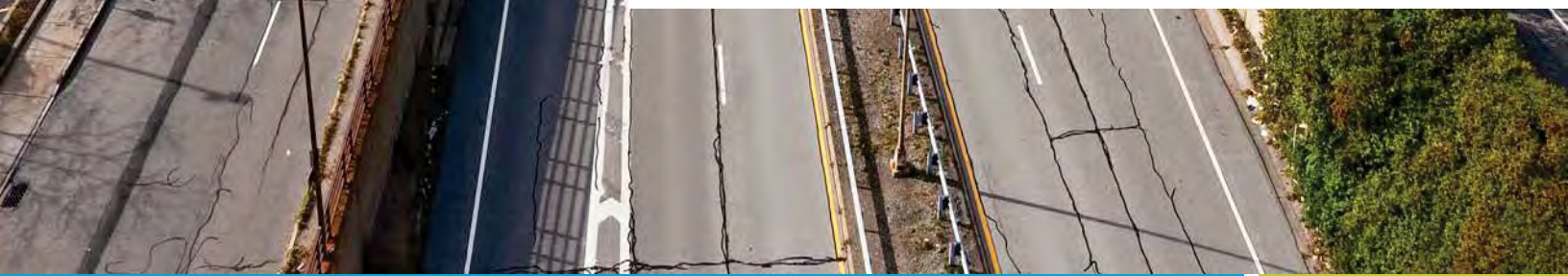
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INNER LOOP EAST

TRANSFORMATION PROJECT

REMOVE • RESTORE • RECONNECT • REVITALIZE



WELCOME

PUBLIC OPEN HOUSE

November 6, 2013

Inner Loop East
From Barrier to Beautiful



City of Rochester, NY

Public Open House

November 6, 2013

AGENDA

Station 1 – Project History & Overview

Station 2 – Alternative Development Considerations

Station 3 – Pedestrian and Bicycle Considerations

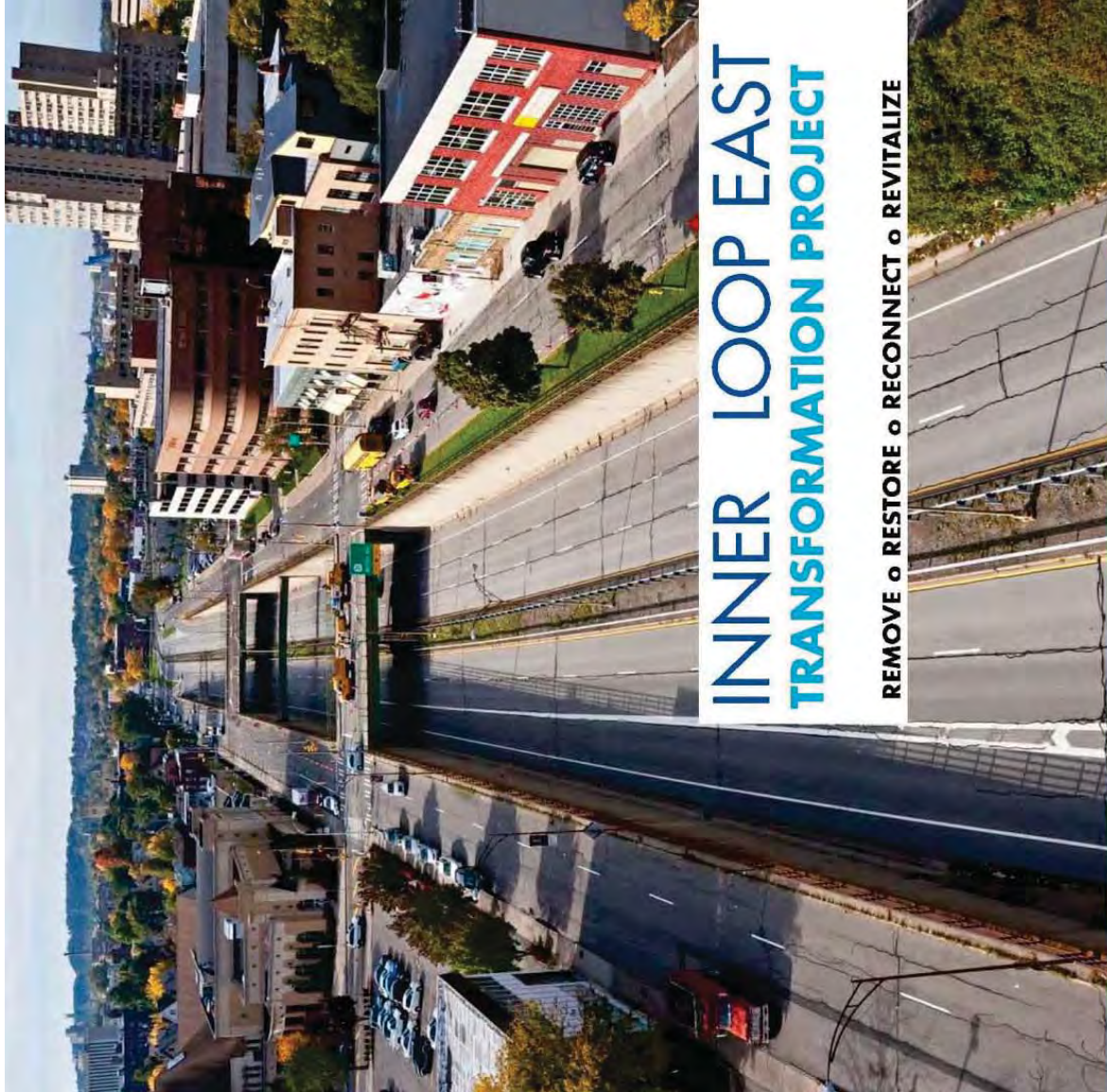
Station 4 – Preferred Corridor Alternative

Station 5 – Next Step

CONTACT PERSON

Paul Way, City of Rochester
(585) 428-7383
WayP@cityofrochester.gov

www.cityofrochester.gov/innerloopeast/



INNER LOOP EAST TRANSFORMATION PROJECT

REMOVE • RESTORE • RECONNECT • REVITALIZE

Public Open House

Manhattan Square Park
November 6, 2013



City of Rochester, NY

**Public Open House
Sign-in Sheets**

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Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project No. 192500295

Time 2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
RICH DESARVA	RCA		
HOWARD DECKER	RDC		
Sheila Driscoll	19th Ward C.A.	328-3288	
Kim Pond	COB VINDSOR ST	-	
Carol Santa	120 Lackline Dr 14618	241-3796	
Helen Richards	(Assembly member Henry Brinson) 840 University Ave	14607 430-6234	university840@uol.com
Heidi Zimmerman-Meyer	RDC	263-6950	hzm@joddc.org
Derek Suga	TOWNS EPT / 206 PARK	585 271 2400	FINONE @ DEERKUNION
JIM KEAF	TYLI	585 512-2000	



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time

2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Adam Driscoll	DHD Ventures	329-0232	adriscolledhdventures.com
Burch Graig	10 Withrop St	325-3337	Burch.Graig@gmail.com
Aime Kennedy	92 Richmond St.	355-3447	aimekennedy@yahoo.com
Dorothy Paige	82 Whitway St.		dpaige_ny@yahoo.com
Carol Kellogg	10-4 Seiden St	585 442-0539	ckkellogg@gmail.com
ANTHONY GORDANO	100 HOWARD ST. #2	585 756-3172	ANTHONYGORDANO@CTMCCOMM.COM
John Bero	81 Charlotte	262-2035	JohnBero24@hotmail.com
Julie Tolar	RBTA		jtolar@rgta.com
Dan Meavon	RTS		dmeavon@rgta.com
Dan Hallowell	NYSDOT	272-3318	dhallowell@dot.ny.us
Katherine Stathi's	194 Parkside Ave 14609		Stathiscope@hotmail.com
M Andre Drimis	62 N. Union St		m.andre.drimis@gmail.com
JAY PEVERA	1163 E. AVE	242-9088	J.Pevera@NUELLER.COM
LYNNE BACKMER	RECONNECT ROSTER		LEBLACKMERC@gmail.com



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time

2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Mitchell Bredsky	475 E. BROAD ST.	585 442-4300	
Pam DeLaney	City of Rochester		
Maria Barry	"	428-6858	
JASON HAREMZA	"	428-7761	jason.haremza@cityofrochester.gov
CRAG JENSEN	CJS ARCHITECTS	244 3700	CJENSEN@CJSARCHITECTS.COM
LOUIS VALUOTH	267 OXFORD ST	442-5449	
Jodie Venturino	96 S. Union St	585.705.3840	
CHRIS COSTANZA	62 W	2420501	
Tim Kraus	27 Gardiner Pk	828-4451	jnekraus@yahoo.com
Howard Ressel	148 Penhurst St Roch NY 1469	235 2584	hressel@frustrated.net
Mary Staropoli	147 Crawford St		mstaropoli@rddc.org
Rick Mizrahi	34 Gardiner Park Inc	313-9928	rgmizrahi@Rochester.com



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time 2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Ted Kidd (ted@EESNY.com)			



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time 2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Thomas Ferrara	158 Monroe Ave	362-8701	TFerrara@FerraraJerum.com
JIM MARTIN	10 SELDEN ST.	530-2073	JIMARTE@ROTHSTAR.RR.COM
Jim DeLuca	62 Marshall St	454-2667	jim@abundance.coop
Sandra Wright	109 UNIVERSITY	340-6480	SKDMW46+2@MAC.COM
DENNIS WRIGHT	109 UNIVERSITY	340-6480	"
Suzanne Mayes	121 University	442-9246	Suzanne.Mayes@rochester.ny.com
REBECCA WEBB	78 Nicholson	899-0972	becwebb@gmail.com
CLINT BATTISTA	263 Central Ave	232-5577	
STEPHEN MACAULAY	444 EAST MAIN ST	478-2755	stevem@rochester.ny.com
Roger Brown	RRDC 605 Castle St	461-2685	cbrown@rochester.ny.com
Jess Flynn	The Storey	410-6352	JFlynn@thestory.org
Carlos Marcano	RRDC / Bee Kirk	587-8778	Carlos@rochester.ny.com
Thomas Miller	LaBelle	295-6644	tmiller@labellepc.com
Dimitri Saneto	Jan Bus	288-8349	djaneto@msn.com
DAVID SANDFORD	584 EATONS RD	467-6133	DAVIDS@S@H@T@H@O.COM
Ryan Kelly	Home Propance	815-7320017	ryan.kel@homepropances.com
Tom HATEAC	79 HOWELL ST	423-6300	THY@TYELETRIC.COM
Danielle MAloy	ARCIS-UR	238-2918	dmaloy@mail.nyseid.gov



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time

2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Janice Gouldthorpe	Genesee Center for the Arts 715 Monroe Ave	244 1730	gcce@geneseearts.org
DAVID F. ANDRULIS	82 SOUTH UNION	580-4552	DAVEANDRULIS@YAHOO.COM
Darcy Padabach	94 Richmond St.	737-6322	dkdesign@frontier.net
TOM PADDOCK	"	354-4489	TRP TRP548@GMAIL.COM
First Line	Barkstrom & LaCross	262-9914	r.linder@barkstromlacroix.com
Dawn Williams - Fuller	86 South Union Street	507-7515	dwilliamsfuller@aol.com
Paul Wang	City of Rochester		
Ronald Williams	10-4 Selden		
MARINO MANOS	56 Boardman St.	585 461-2186	mmanijos56@hotmail.com
John Adams	The Stamp	410-6374 442-7246	
SPIRO P. JANEZOS	RORTA	654-0616	cbenjamin@nrtta.com
Crystal Benjamin	City of Roch/Dept of		
L.J.'s Burgess	96 South Union St	585-7053840	MREV@Rochester.RR.COM
Stephen Venturino	375 Lafayette Park	"	"
"	"	"	"
Edward Cramp	10 Mt Pleasant Park Apt #114608	-	ecramp@pas.rochester.edu



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time 2:00 PM - 4:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
DAN GOLDSTEIN	Buckingham Properties	287-5856	dgoldstein@buckprop.com
Thomas Hucht-Sensler	STA 263 Central	232-5577	SMITH@ssunlit.com
SEBASTIAN BAHUA	RRDC		DESIGN@RRDC.ORG
TIM RAYMOND	RRDC / WADSWORTH SQ	458-1556	TIMRAYMOND@FRONTIERNET.NET
John Lam	Reconnect Rochester	244-9745	jlam-1@rpa.net
Penal Lopez	Reconnect Rochester	334-7179	105ft333@yahoo.com
Jess Candler	Little Theatre	258-0262	jess@thlthtr.org
ANTHONY BELLOMO	T.Y. LIN INTERNATIONAL	512-2000	anthony.bellomo@TYLIN.COM
TERESA PARSONS	HOME PROPERTIES	262-9365	therespa@homeproperties.com
PETER L. MORSE	UNION CHAFFAYETTE	530-2230	Peter.L.Morse@aol.com
Griffing Gayd	Rochester Water Bureau	476-6679	gused@cityofrochster.gov
Carol Kramer	ACCES-VR + 19 Ward Comm Assn	838-2919	ckramer3@mail.nysed.gov
Joni Monroe	RRDC	271-0520	jmonroe@rrdc.ny
Jeff Rodgers	Rep Louise Slaughter	232-4850	jeffrey.rodgers@mail.house.gov
JOHN LOVENHEIM	GROVE PLACE ASSN	748-6221	THE_FUZBEAR@5mail.COM
JACK EISENBERG	GROVE PLACE ASSN	766-3067	jde5271@gmail.com
JACK HARLEY	ABUNDANCE CO-OP	544-0178	TRITURLEY@abundance.org
Jim Pond	Monroe County DOT	753-7755	jpond@monroecounty.gov

Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet



Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jan Frase	27 Evergreen St.	263-2665	
Henry Weber	Lafayette Park	309-2999	
Carl Zizzo	70 N. UNION ST.	738-7646	
TIM FORWARD	371 WINTON RD S	585-473-5729	
BEN DEVEL	41 PRIEM ST.	585-766-8267	
Thene Allen	315 Mt Hope Ave	585 2569822	
Jim Mayer	315 Mt. Hope Ave	256-9822	contact@pentastich.org
John Ryan	84 Woodside	-	(Given)
CHERYL AMATI MARTIN	418 BROADWAY	325-7469	
JEFF BABY	19,16,15, 20 Grand Ave 10 th St	482-4313	
Ed Spangberg	14 Lafayette PK	454-6847	
Cape Spangberg	"		
Michael Jackson	'bushwaker' salon	454-1090 (585)	
Michael GORWALE	9164 ST. PAUL	354-6232	mike@reconnectrochester.org
Noronica McVine	39 Woodstock Rd		
Jack Shroyer	149 Monroe Ave	262-4776	jadarcycompany@frontier.com
Eric Stendy	10 Green Terrace	943-5381	eric.stendy@btmail.com
Michael Bouwmeester	212 Coniston Dr		

Sign-In Sheet

Subject Public Open House - Inner Loop Transformation Project

Date 11/6/2013

Location Manhattan Square Park - Lodge

Project

No. 192500295

Time 6:00 PM - 8:00 PM



Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Nate Polselli	21 Vick Park, A	508-320-2096	NJPOLSELLI@gn.a.i.com
David Mayer	400 Broadway		dmayer@yaho.com
Susan Thidges	414 Broadway	585-514-3984	thidges@transcat.com
DAVID MATTHEWS	IN. SITE: ANCHORAGE	585 237 2614	dave@IN.SITE.ANCH.COM
Phillip Beiderbecke	1144 Elmwood Ave	244-7175	
SERGE SVANMAN	163 GRIFFITH ST	4178759881	@yandex.com
Aryeh Cohen-Walsh	42 Vick Park B Apt c		aryehc@ymail.com
Scott Zorn	Corona Street Management	585-313-6779	scott@gravesstreetmgmt.com
Bob DiPaola	65 Linson St		bob.d8614@yahoo.com
Jeff Singer	5 Thayer St		
Gareth Fitzgerald Barry	Rutgers St.		
BILL & MAEY ANNA TOWLER	Westview Street	214-9073	btowler@rochester.citynews.com
Linda Magi	Wadworth Sp. 45 1/2 Marshall St	454-1556	lindemagi@hotmail.com
MATT SHERWOOD	10 UNIMAN PL.	512-968-3335	Sher-woodandsteel@yahoo.com
Susan Bennett	340 Oxford St		Susanb@hca.ny.com
Robert J Williams	1082E Mt. Hope Ave		rob.williams@reconnectrochester.org
BRENDA PORTER			BRENDA.LPORTER@GMAIL.COM
Michael Quinn	90 Foxbourne Rd Ranfield	5852087562	mjquinn@pyramidebrokerage.com

Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet



Location Manhattan Square Park - Lodge

Date 11/6/2013

Project

No. 192500295

Time

6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Conrad Jane Green	400 Broadway	(685) 671-2704	zurcos22@yahoo.com
Lisa Reaser	220 Linden St	256-387	lisareaser@verizon.net
South Wedge Planning Committee	Housing & Structures		Engagement @ SouthWedge
JOE B. JANDO	62 S. UNION ST	585-703-6578	Wbioduro@kuchuku.RL.COM
John Van Kerckhove	Hickory St 14620		
Penny Haley	362 ALEXANDER ST	585-461-2378	phakyanach@frontier.net
Elizabeth Muehly	346 Maplewood Ave		elizabethmuehly@flhsq.org
Chris Konzell	78-80 North Union St	704-1400	Chris@unitedabstract.com
Sohn J	Wilson Rd		
Chris Altman	Sen Schuman	263-3113	chris-zeitman@che.com
Veneta Matten	439 Rockingham St	252 1511	
Susan Dretter	Meigs St	261-8824	susan.dretter@live.com
Rick Pappaj	WY SDOT	272-3417	RICHARD.PAPPAN@DOT.NC.GOV
Emily Miller	Boysat Plaza 75 Howell	35-3647	Emily@dotatplay.com
Julia Brenkel	Cornhill Pl	-	MSoblen@iebi.com
Sharon Banks			
Cuan Sr			
Alis M			



Subject Public Open House - Inner Loop Transformation Project

Sign-In Sheet

Location Manhattan Square Park - Lodge

Date 11/6/2013

Project No. 192500295

Time 6:00 PM - 8:00 PM

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
KENNETH KALETA	52 BEVERLY HTS 14615	585-663-3363	XKEN@QWARX1ST.COM

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**Public Open House
Project Display Boards**

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WELCOME

PUBLIC OPEN HOUSE
MANHATTAN SQUARE PARK
NOVEMBER 6, 2013



U.S. Department of Transportation
Federal Highway Administration

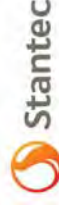


City of Rochester, NY



Magpie 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

- C
- 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

ISIO S O THE I ER OOP

- 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



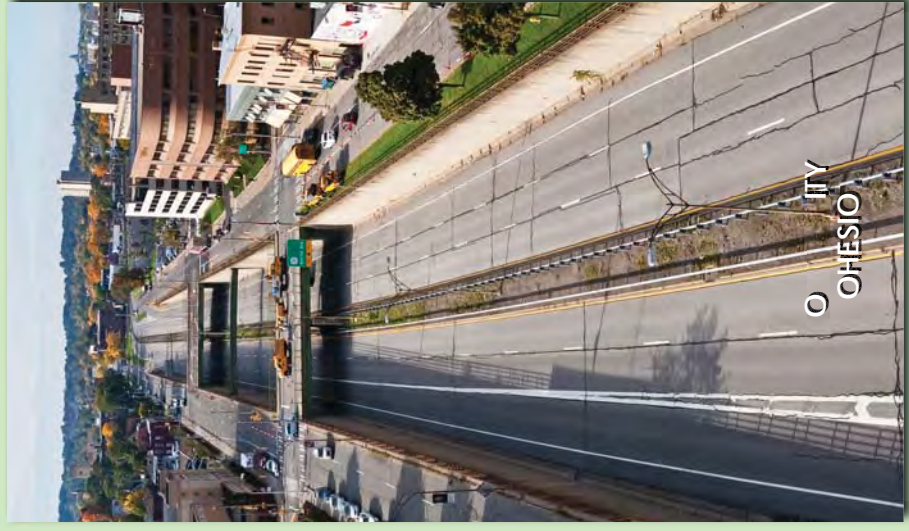
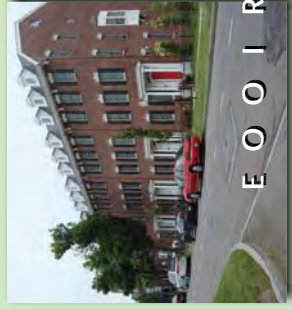
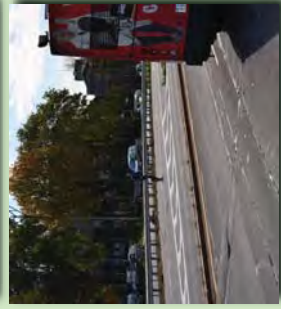
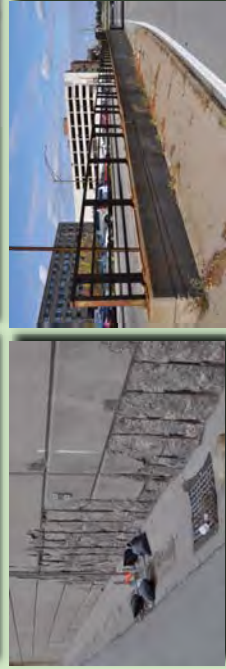
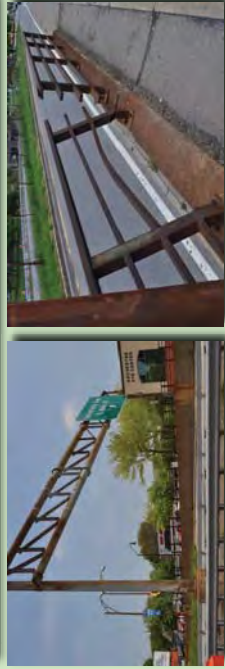
"We are building a city that encourages walking, biking and enjoying the environment. Replacing this section of the Inner Loop will demonstrate the city's commitment to fostering quality of life here in Rochester." - Mayor Richards



"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!

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EXIT 2

**ALTERNATIVE
DEVELOPMENT
CONSIDERATIONS**



2009 INITIAL CONCEPT



PROPOSED STREET

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MONROE / CHESTNUT AREA ALIGNMENT OPTIONS



ORTH

- N
- 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.



PRE ERRE

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



SO TH

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

MONROE / CHESTNUT INTERSECTION OPTIONS



OPTION 1
TRADITIONAL INTERSECTION

- O
- L
- P
- P



OPTION 2
TRADITIONAL INTERSECTION

- P
- P



OPTION 3
TWO SET INTERSECTION

- RO
- A



OPTION 4
ROUNDAUT

- I
- L
- RO
- A
- I
- Impacts to on-street parking



HOWELL / S. UNION OPTIONS



OPTION

- R
- T
- C
- P



OPTION

- N
- P
- L
- Offset intersection with Lafayette Pk.
- Skewed intersection increases
- Difficult right turn from Howell.



OPTION

- O
- L
- O



OPTION

- I
- I
- E
- Long pedestrian crossing distances.



BROAD STREET / EAST AVENUE AREA OPTIONS



PRE ERRE

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



POTENTIAL T RE 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



ROUNDBOUT 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.

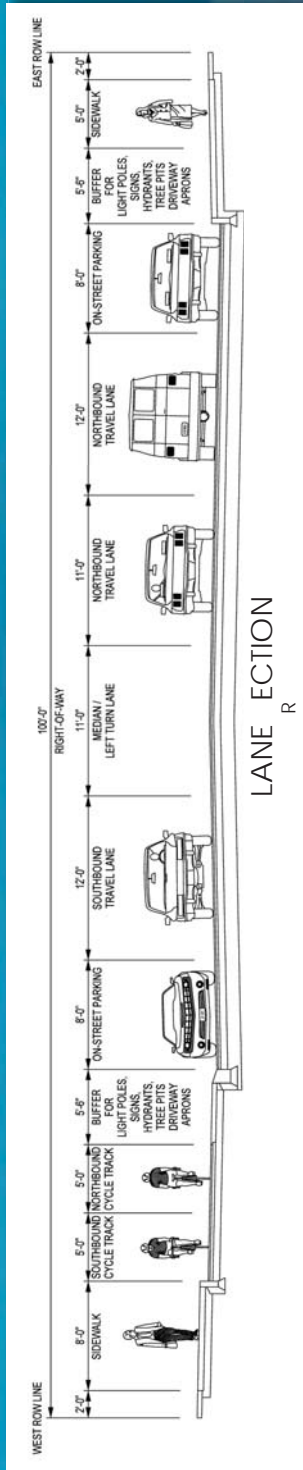
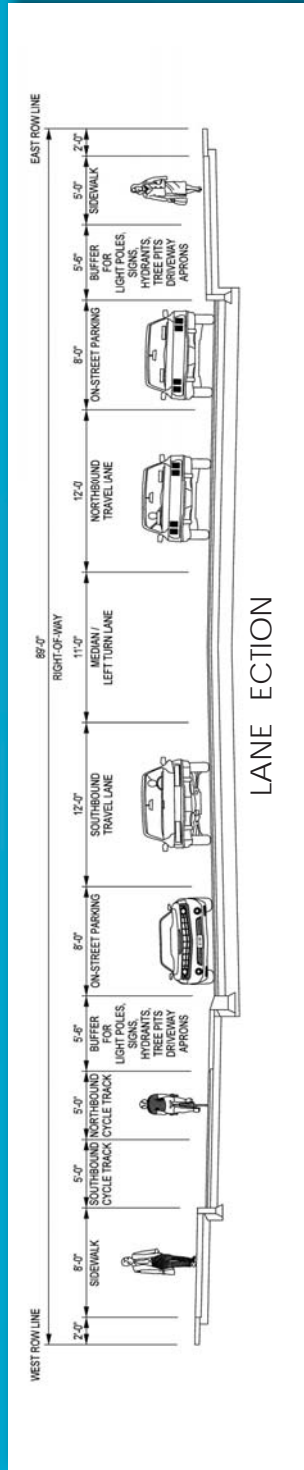
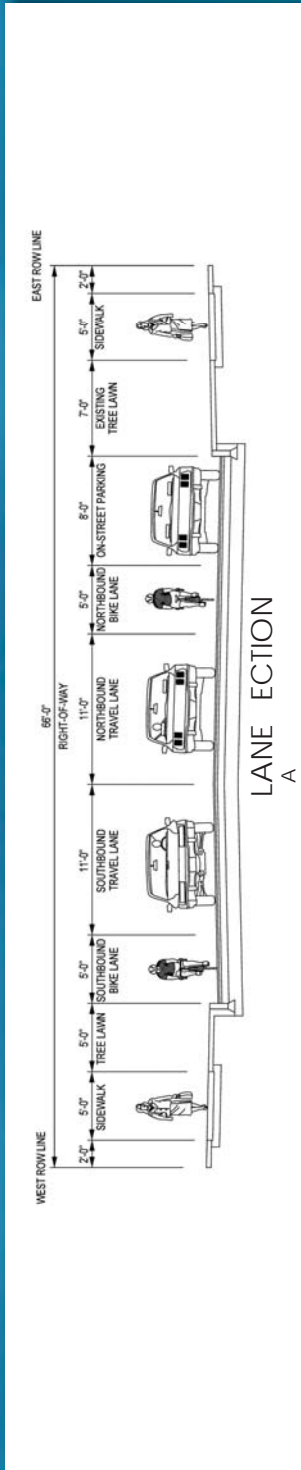


TERMINUS AT RICHMOND STREET

- 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**
- 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

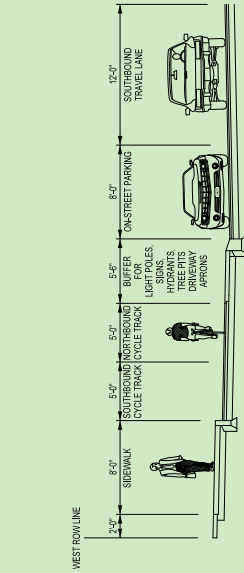


EXIT 3

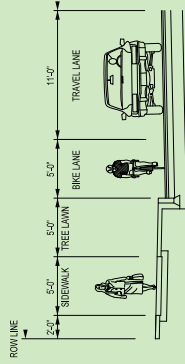
**PEDESTRIAN /
BIKE
CONSIDERATIONS**



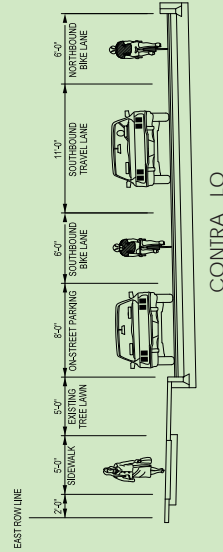
BICYCLE FACILITIES



C-Cycle Track



I-E Lane



Contraflow Lane



ARE LANE

I E O E



CONTRA FLOW I E LANE

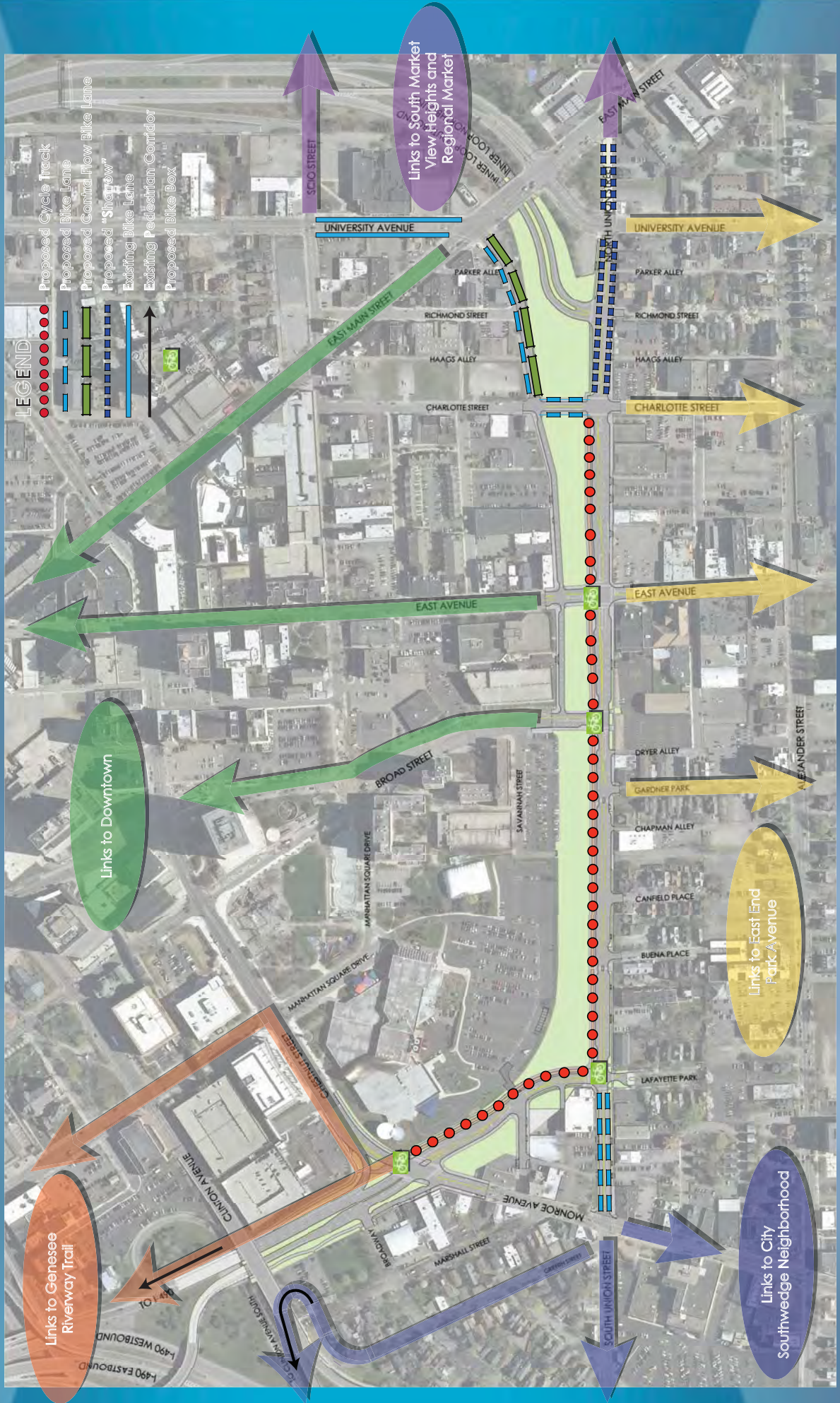


C-Cycle Track



I E LANE

CYCLE TRACK REGIONAL CONNECTIONS



EXIT 4

**PREFERRED
CORRIDOR
ALTERNATIVE**



INNER LOOP EAST TRANSFORMATION PROJECT



SCALE
1" = 100'



11-4-2013

ECONOMIC REDEVELOPMENT POTENTIAL

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- C
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- A
E

- E

R E

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- *Scenario 1*
R

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- *Scenario 2:*
R

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O



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



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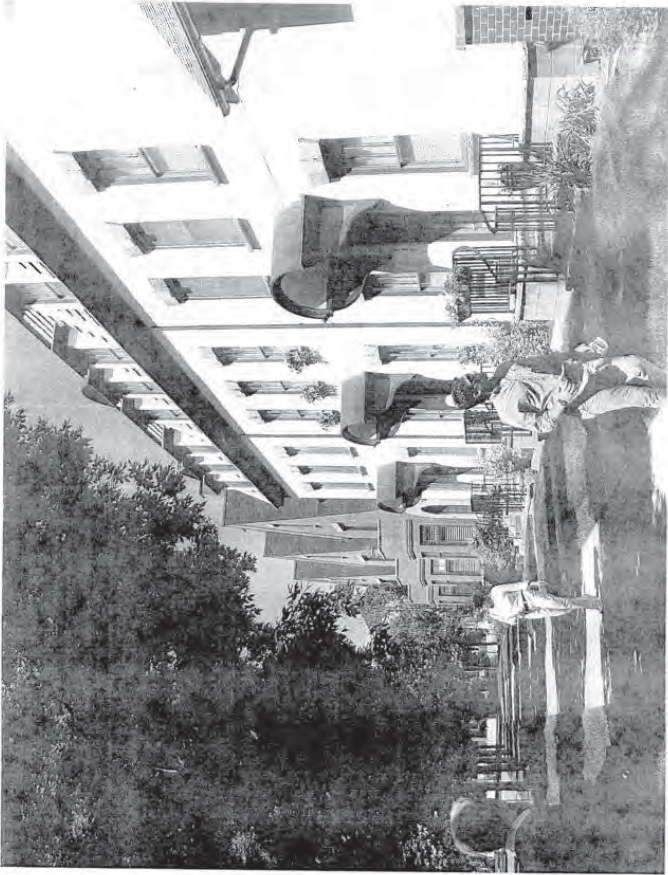
**Public Open House
RRCDC Display Boards**

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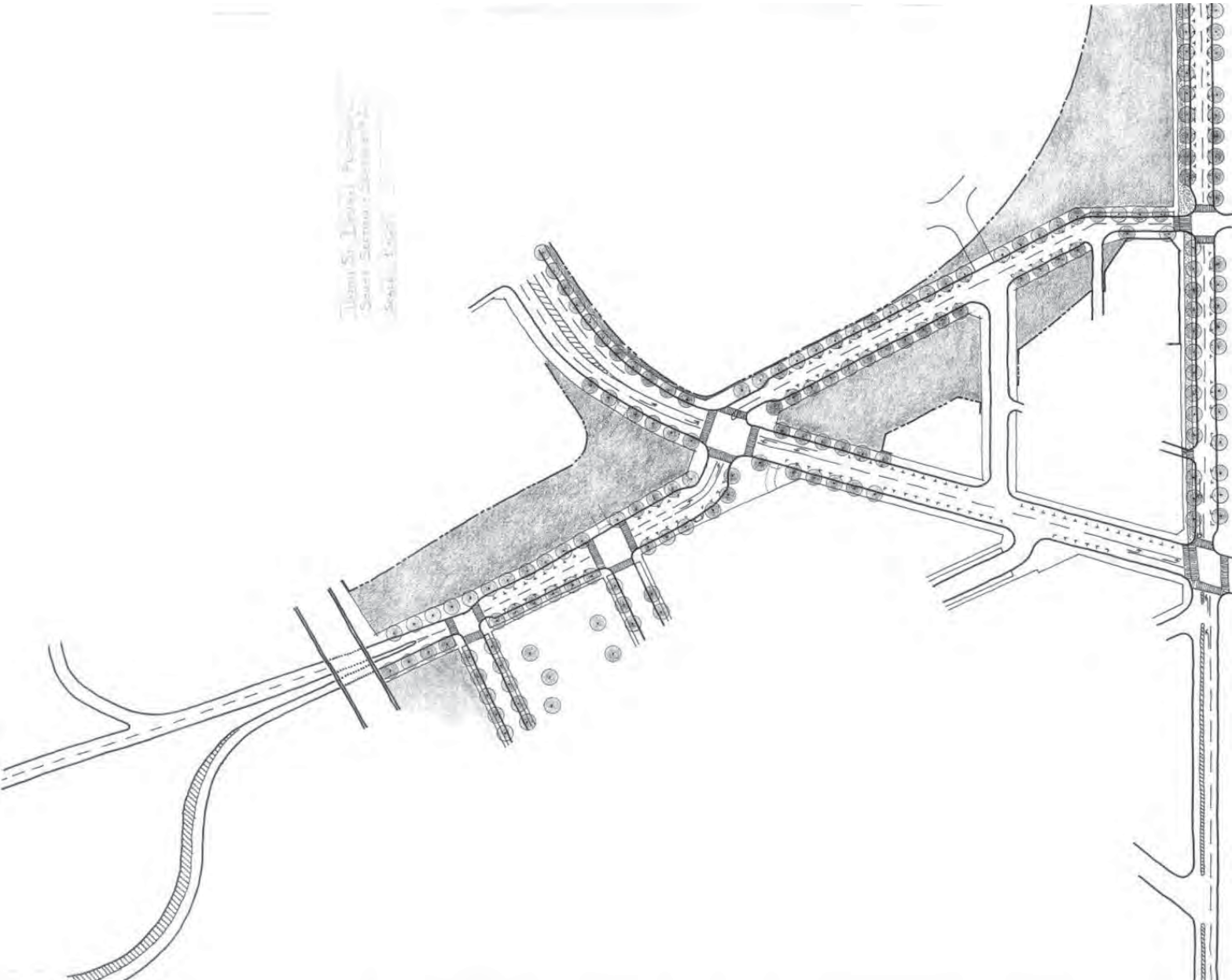
Design Alternatives to Consider

- Create Union Street as a "place" similar to Park Avenue in character, pedestrian focused
- Incorporate generously- tree lawns (8') with street trees @ 30' o.c.
- Vehicle travel lanes no greater than 11' & preferably 10' - two travel lanes is preferred over 3.
- Always separate the pedestrian from both bike & vehicles by 8' free lawn buffer
- Consider removing cycle track in favor of in-street striped lanes each side of roadway.
- If cycle track required, place next to roadway with 13' to 8' separator
- Incorporate pedestrian scale lighting
- Provide generous crosswalks @ intersections plus mid-block crossings.
- Design Alleys as one way tree lined narrow streets w/ sidewalks & street trees
- Create special zoning code for this area & street.

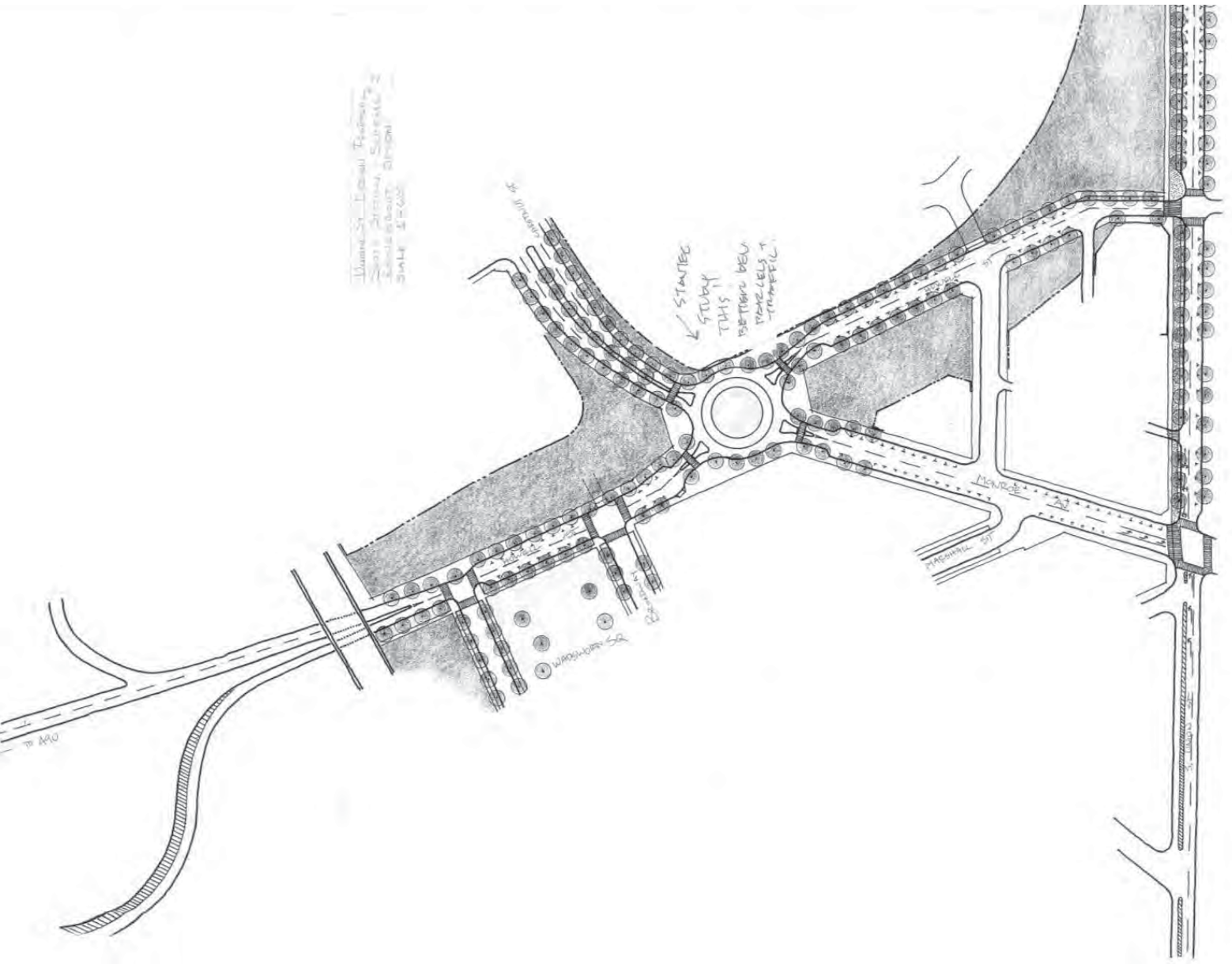




Thamir St. Interchange
South Section - Section 101
Scale: 1:500



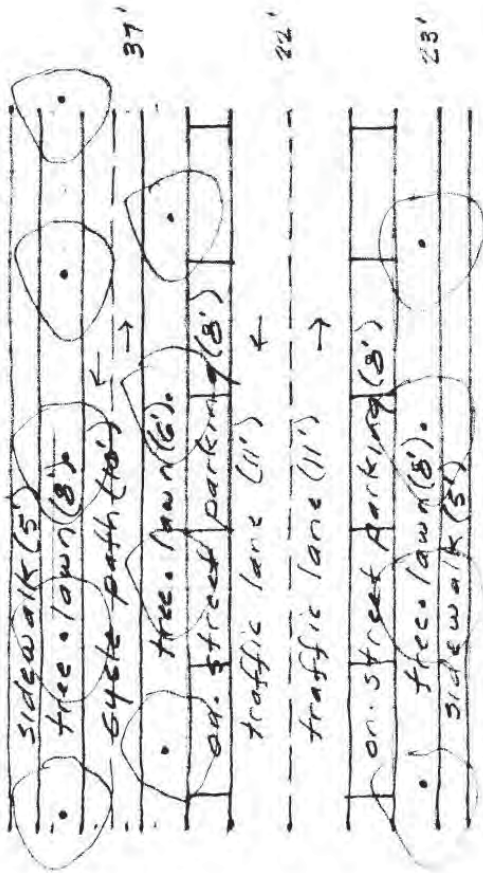
Wardens & Local Traffic
2000 Street, Surrey,
Surrey, British Columbia
Scale 1:200



Cycle Track Scheme #1

Features

- Pedestrian separated from cycle path by tree lawn (trees @ 30' o.c.)
- Cycle path separated from on-street parking by tree lawn
- Two traffic lanes

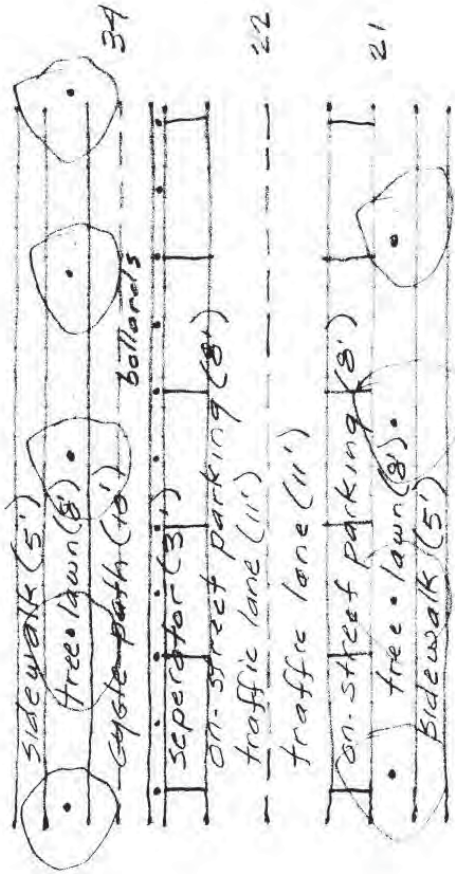


MARVIN WINDOWS ARE MADE TO ORDER.

Cycle Track Scheme #2

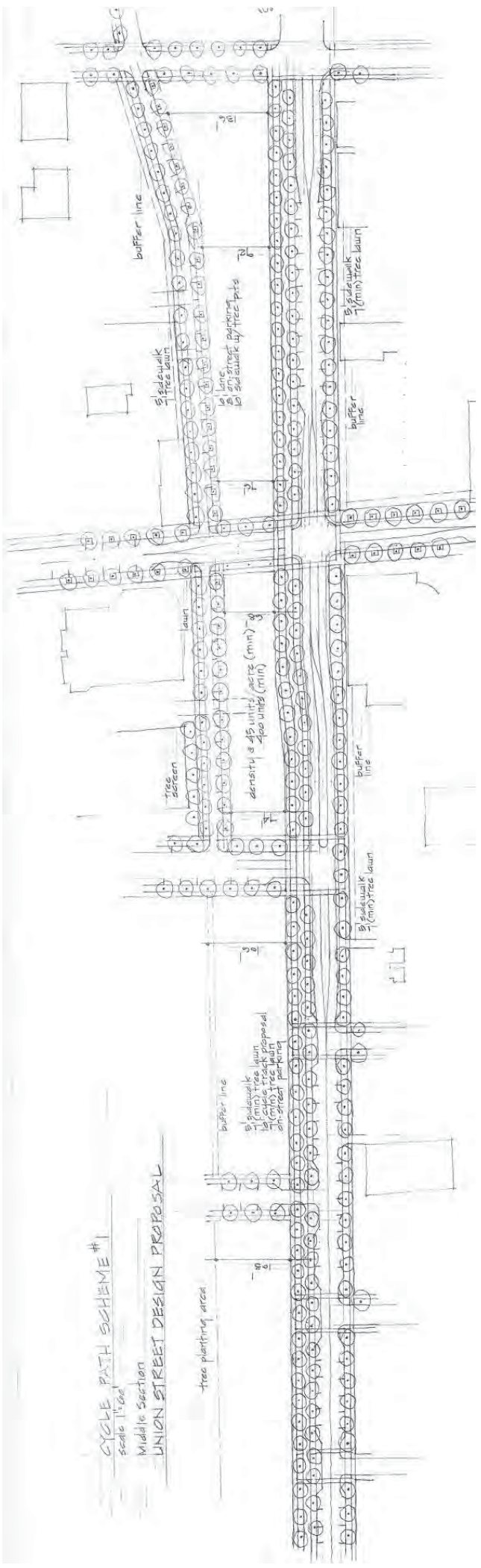
Features:

- Pedestrian separated from cycle path by tree lawn (trees @ 30' o.c.)
- Cycle path separated from on-street parking by 3 concrete separator
- Two traffic lanes

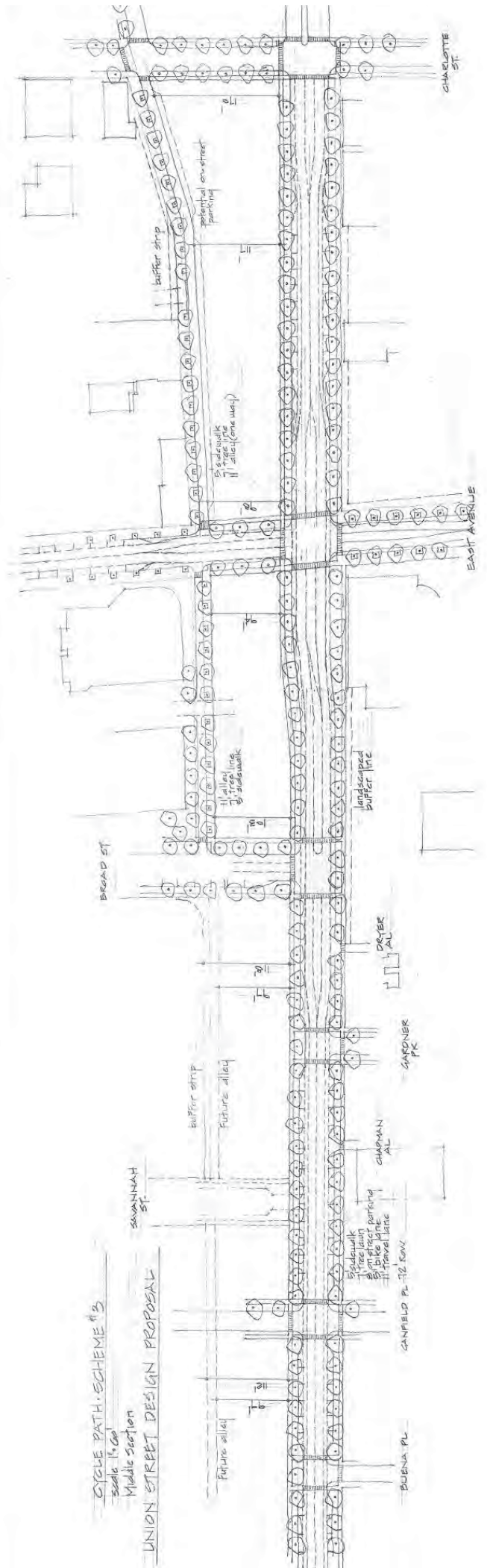


MARVIN WINDOWS ARE MADE TO ORDER.

CYCLE PATH SCHEME #1
 Scale 1:500
 Middle Section
 UNION STREET DESIGN PROPOSAL



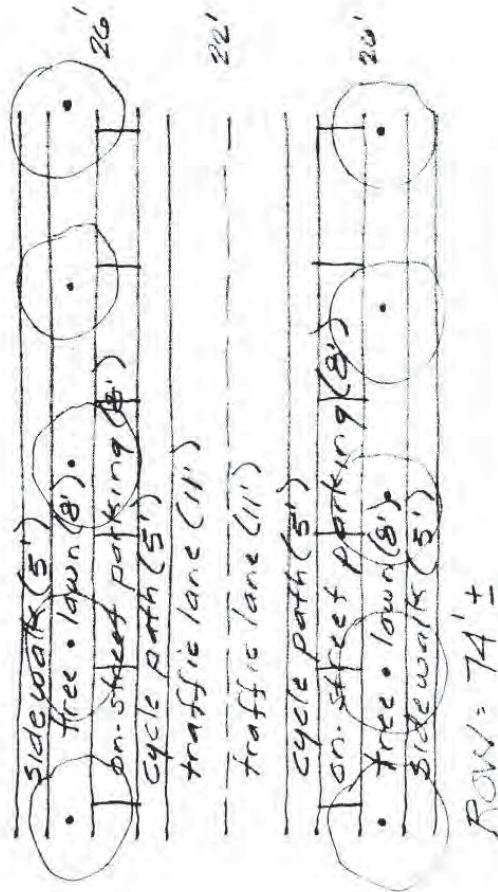
CYCLE PATH SCHEME #3
 Scale 1:500
 Middle Section
 UNION STREET DESIGN PROPOSAL



Cycle Track Scheme #3

Features

- Pedestrian separated from cars/cycles by tree lawn
- Narrow ROW
- Standard cycle paths common to typical Rochester layout

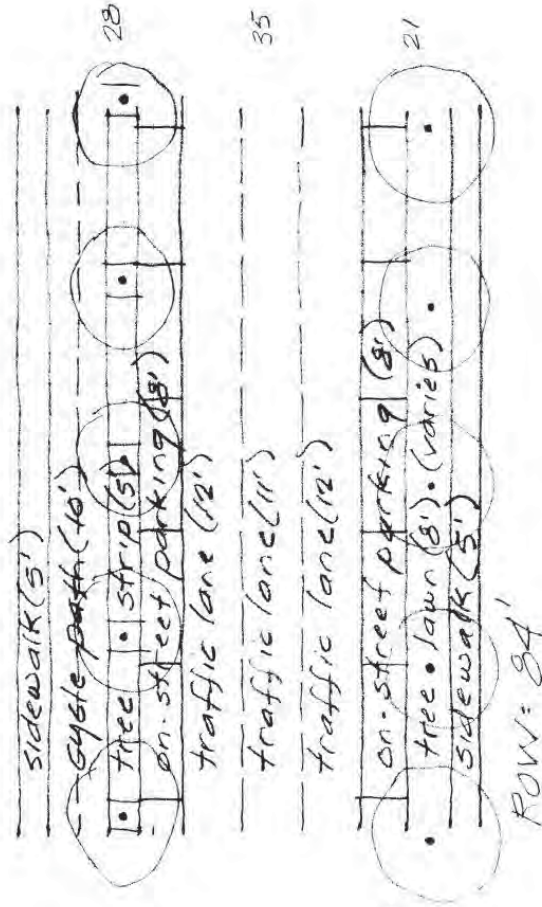


MARVIN WINDOWS ARE MADE TO ORDER.

Original Cycle Track Scheme

Negative Issues

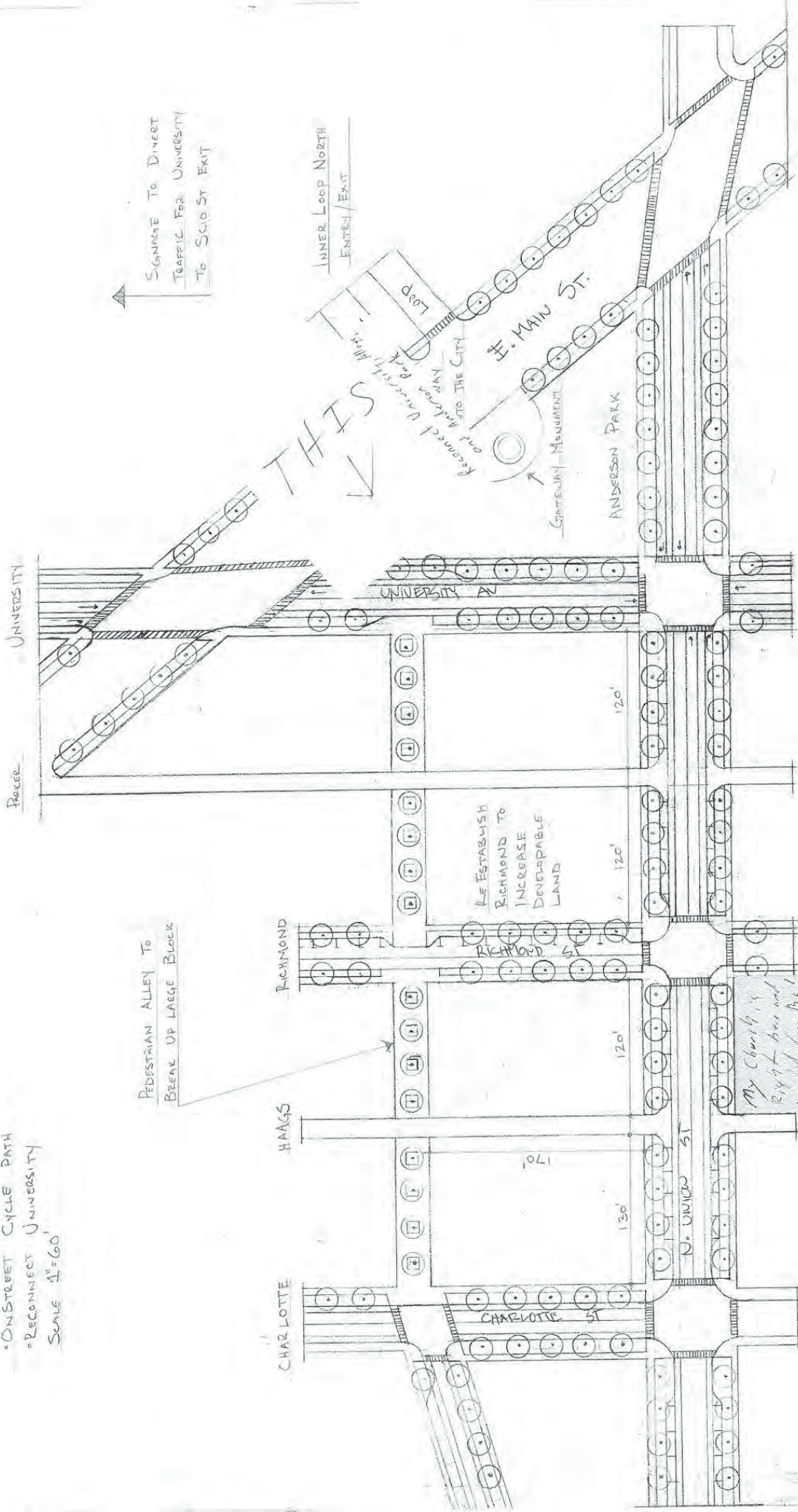
- 20' paving from curb (west side)
- no buffer separation between sidewalk and cycle path (poor pedestrian experience)
- 3 lanes of traffic (old scheme had 2)
- sometimes thin tree lawn on east side



MARVIN WINDOWS ARE MADE TO ORDER.

UNION ST DESIGN PROPOSAL
 NORTH SECTION - SCHEME #2
 • ON-STREET CYCLE PATH
 • RECONNECT UNIVERSITY
 SCALE 1"=60'

PEDESTRIAN ALLEN TO
 BREAK UP LARGE BLOCK



↑
 SIGNAGE TO DIRECT
 TRAFFIC FOR UNIVERSITY
 TO SLO ST EXIT

THIS ↓

INNER LOOP North
 ENTRY/EXIT

UNIVERSITY

UNIVERSITY

ROCKE

RICHMOND

HAAGS

CHARLOTTE

RE ESTABLISH
 RICHMOND TO
 INCREASE
 DEVELOPABLE
 LAND

My Charlotte is
 249 ft long and
 would have 15'
 sidewalks from B.S.

ANDERSON PARK

↑
 RECONNECT UNIVERSITY WITH
 AND THE CITY
 F. MAIN ST.

STANTON MONUMENT

UNIVERSITY AV

RICHMOND ST

CHARLOTTE ST

UNION ST

120'

120'

120'

170'

130'

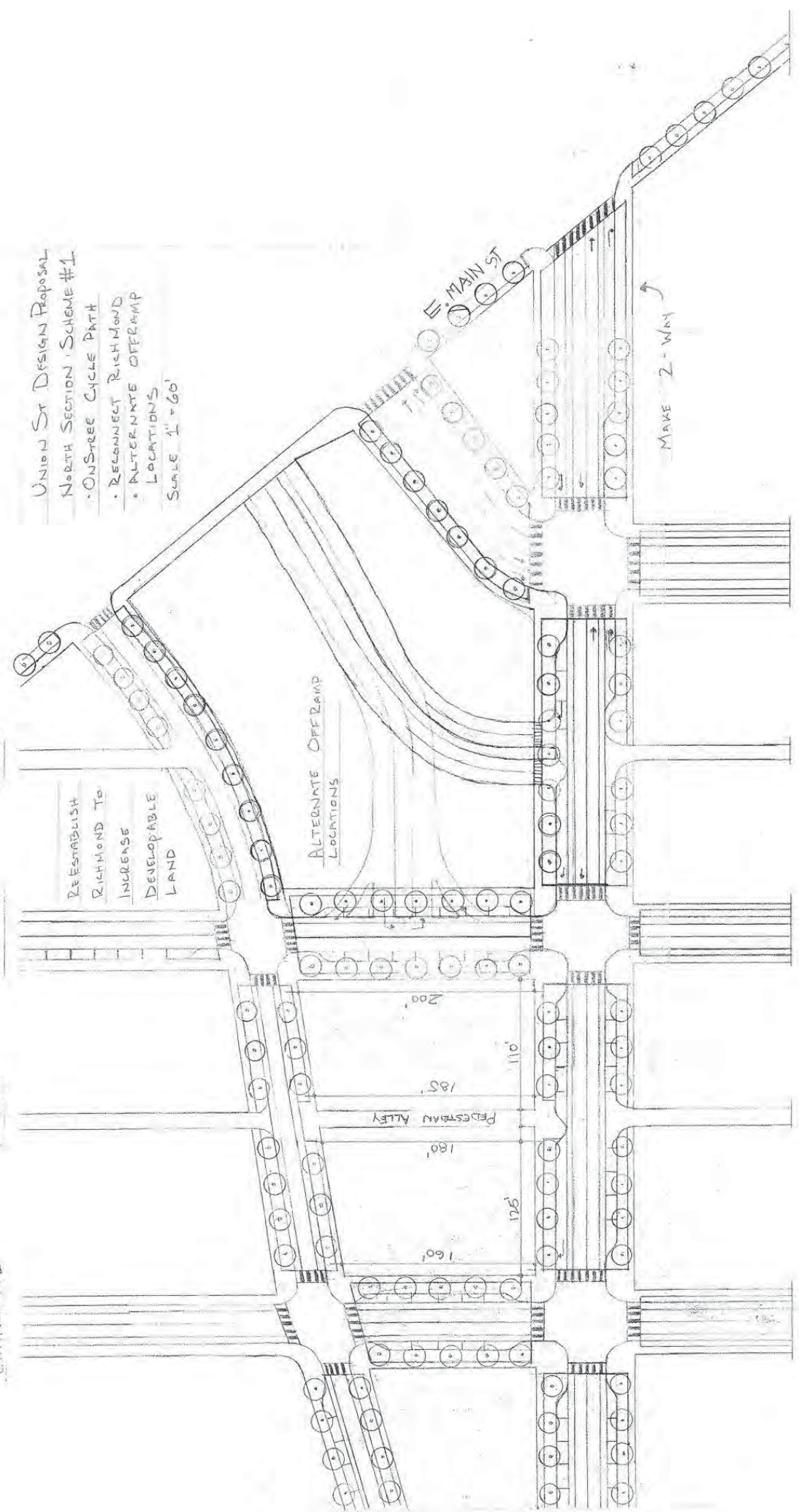
Union St Design Proposal
 North Section - Scheme #1
 • ON-STREET CYCLE PATH
 • RECONNECT RICHMOND
 • ALTERNATE OFFRAMP
 LOCATIONS
 SCALE 1" = 60'

PACKER

RICHMOND

HAAGS

CHARLOTTE



UNIVERSITY



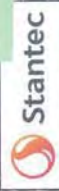
**Public Open House
Project Display Boards
with 'sticky note' comments**

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INNER LOOP EAST TRANSFORMATION PROJECT



INNER LOOP EAST TRANSFORMATION PROJECT

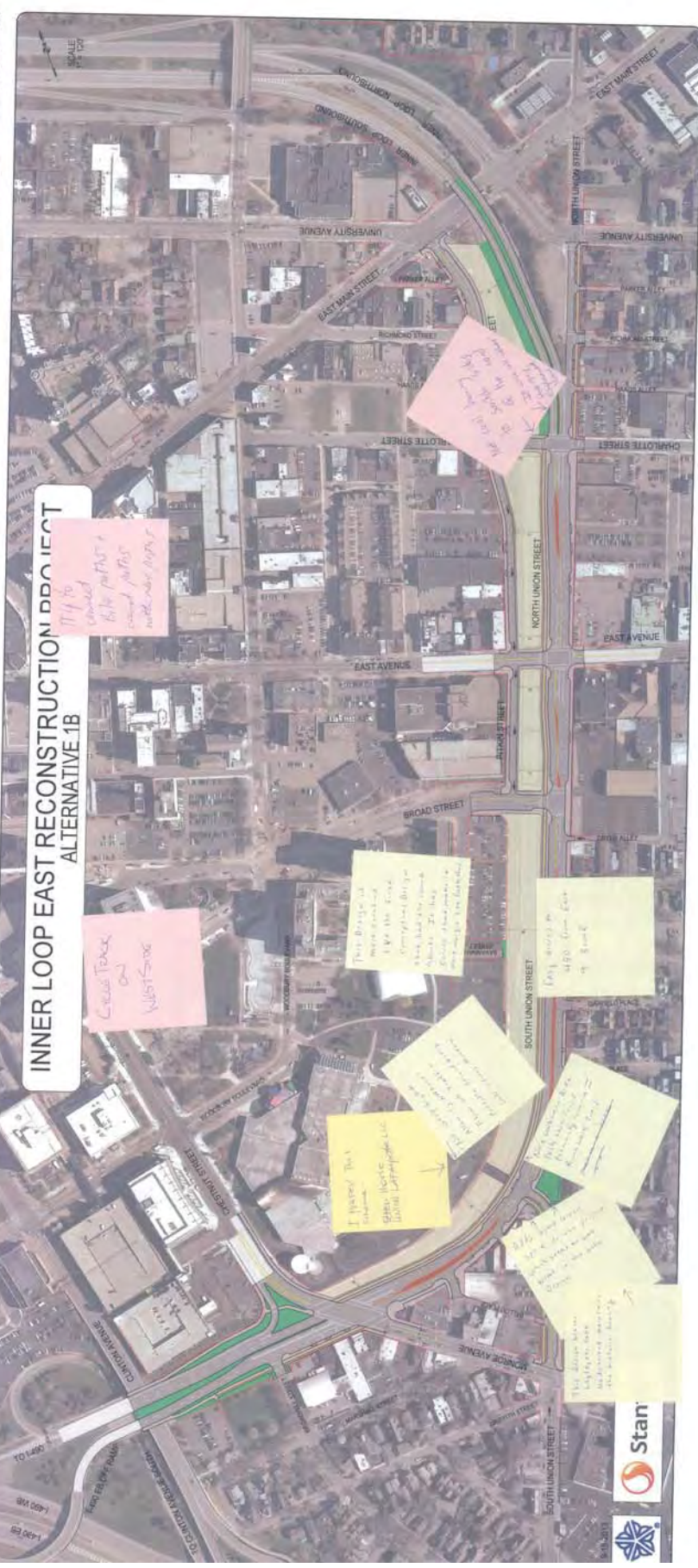


11-14-2013

INNER LOOP EAST RECONSTRUCTION PROJECT ALTERNATIVE 1A

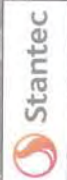


INNER LOOP EAST RECONSTRUCTION PROJECT ALTERNATIVE 1B



INNER LOOP EAST TRANSFORMATION PROJECT

SCALE
1" = 100'



11-4-2013

INNER LOOP EAST TRANSFORMATION PROJECT

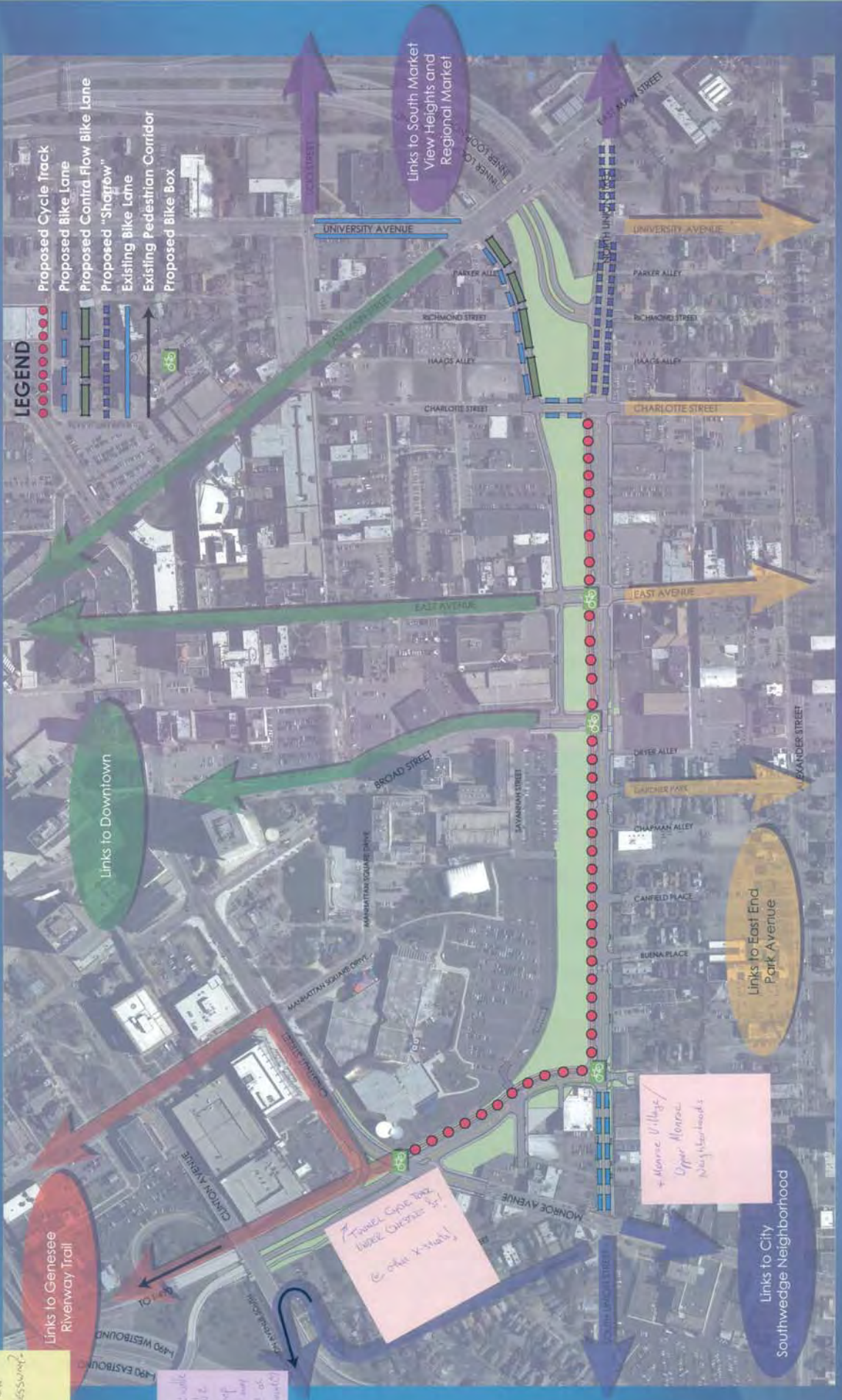


SCALE
1" = 100'



11-4-2013

CYCLE TRACK REGIONAL CONNECTIONS



Since when are bikes allowed on the Expressway?

There is a sidewalk on the westside of the Expressway to South Ave. It may be used by bicycles as well. (see map above)

Monroe Village / Upper Monroe Neighborhoods

Times Cycle Box, 10000 CHURCH ST, @ Oak X-Mobility

Links to Genesee Riverway Trail

Links to Downtown

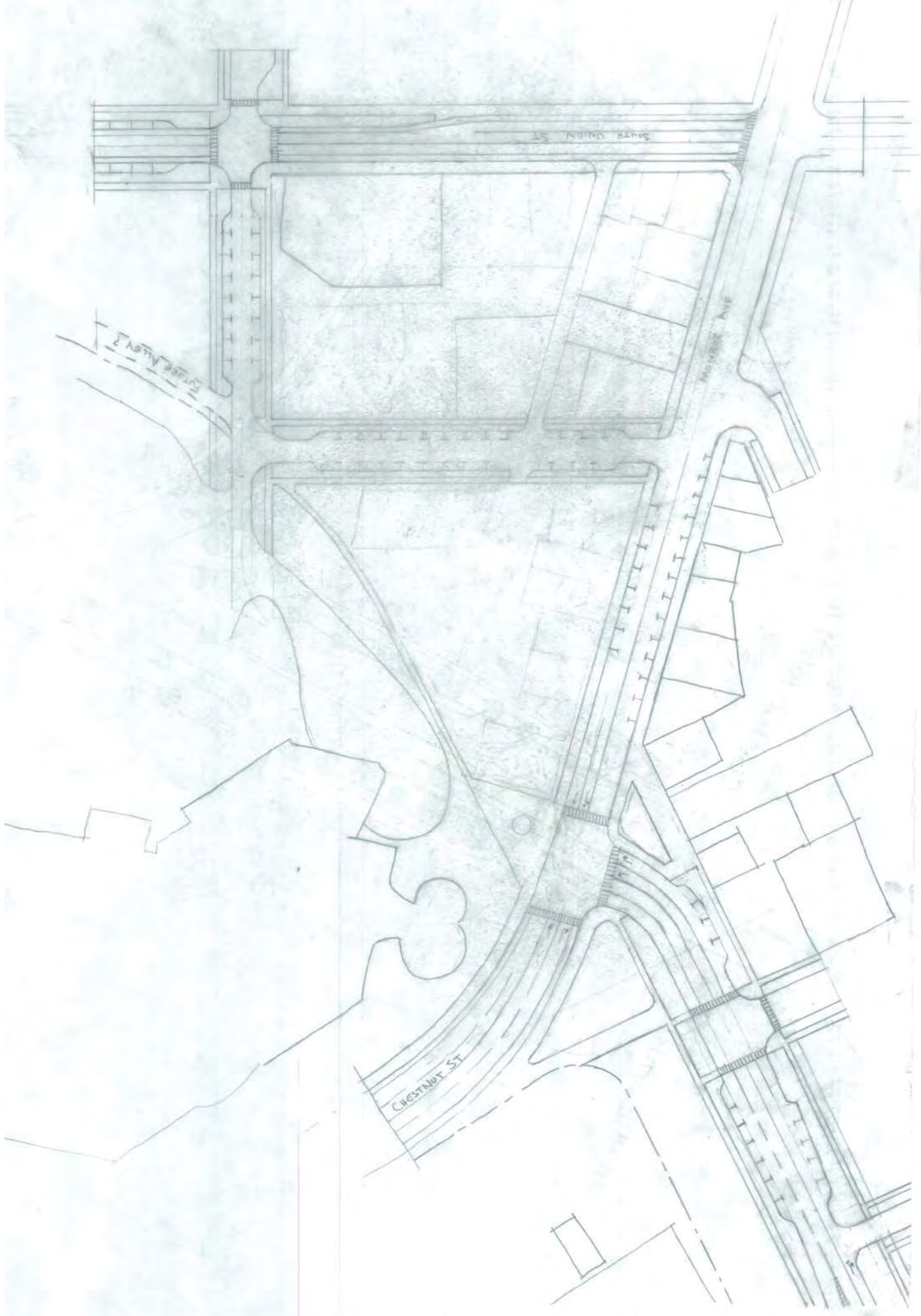
Links to South Market View Heights and Regional Market

Links to East End Park Avenue

Links to City Southwedge Neighborhood

**Public Open House
RRCDC Display Boards
with comments**

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WOODBURK

NUT STREET

CLINTON AVENUE

TO I-490

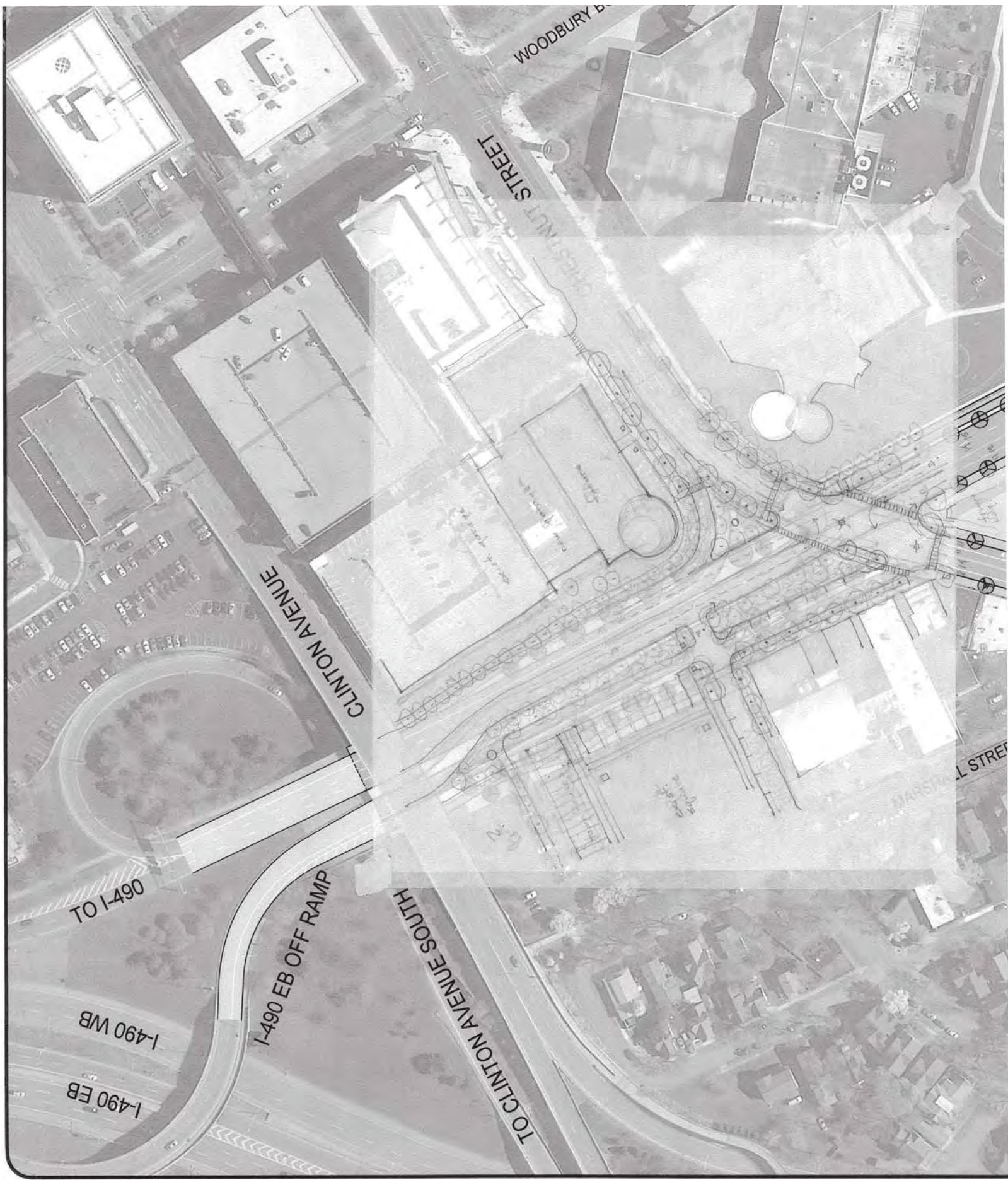
I-490 WB

I-490 EB

I-490 EB OFF RAMP

TO CLINTON AVENUE SOUTH

MARTIN STREET



WOODBURY B

CHESTNUT STREET

CLINTON AVENUE

TO I-490

I-490 WB

I-490 EB

I-490 EB OFF RAMP

TO CLINTON AVENUE SOUTH

MANSON STREET

CHARLOTTE

HARGIS

RICHMOND

PARKER

REESTABLISH
RICHMOND TO
INCREASE
DEVELOPABLE
LAND

ALTERNATE OFFRAMP
LOCATIONS

200'

185'

PEDESTRIAN ALLEY

180'

160'

175'

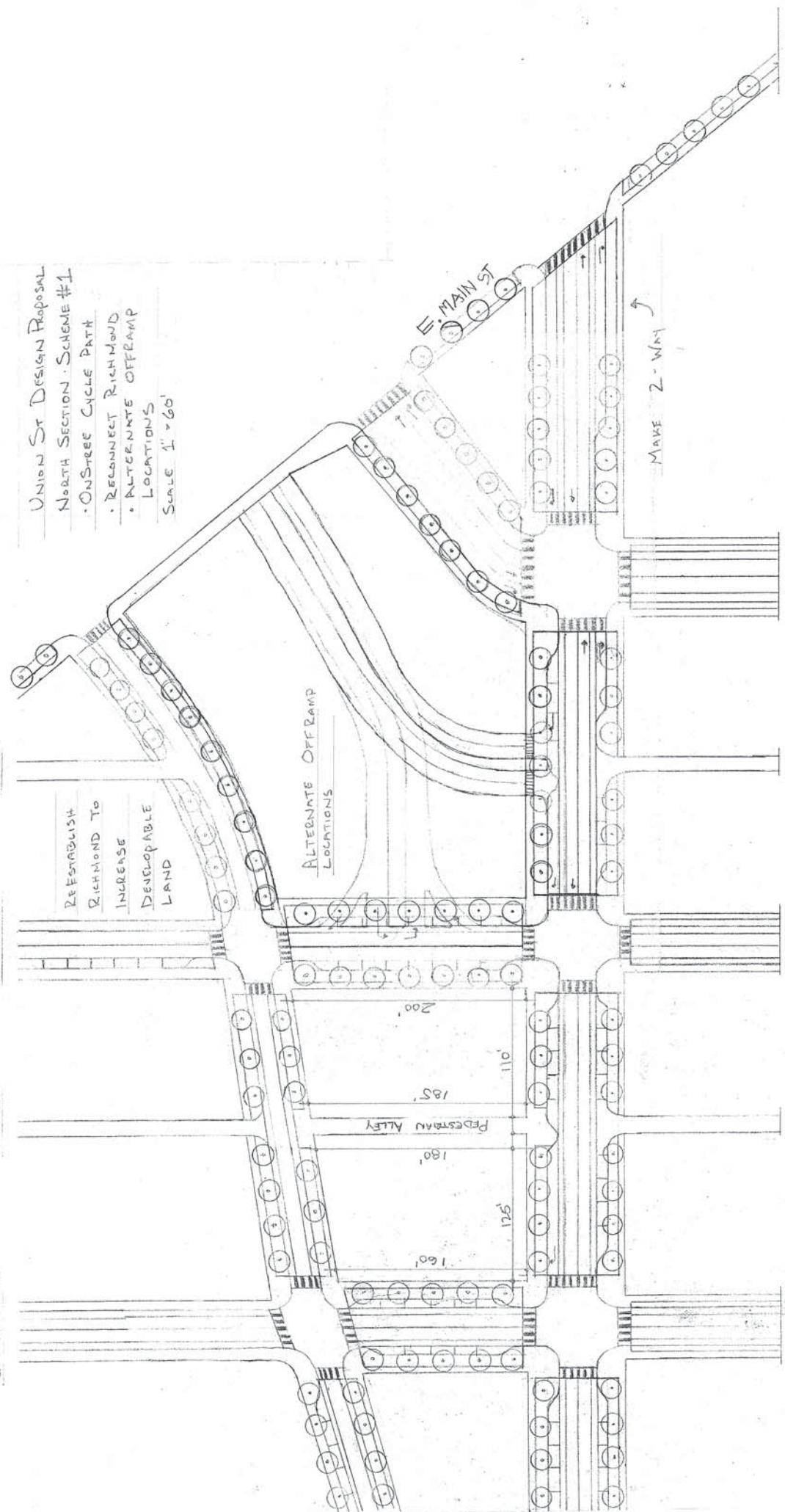
911'

E. MAIN ST

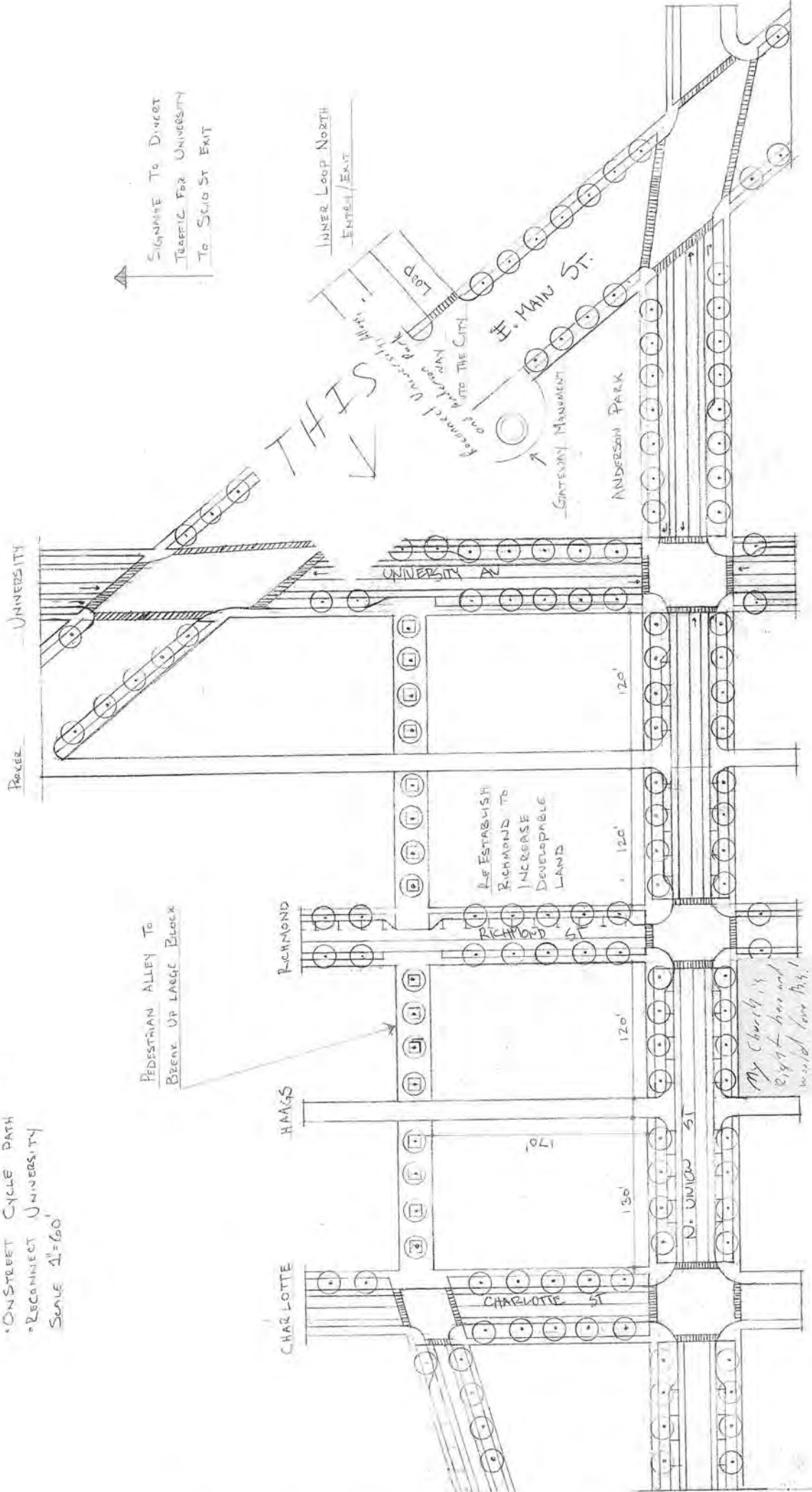
MAKE 2-WAY

UNIVERSITY

UNION ST DESIGN PROPOSAL
NORTH SECTION - SCHEME #1
ON-STREET CYCLE PATH
RECONNECT RICHMOND
ALTERNATE OFFRAMP
LOCATIONS
SCALE 1" = 60'



UNION ST DESIGN PROPOSAL
 NORTH SECTION - SCHEME #2
 • ON-STREET CYCLE PATH
 • RECONNECT UNIVERSITY
 SCALE 1"=160'

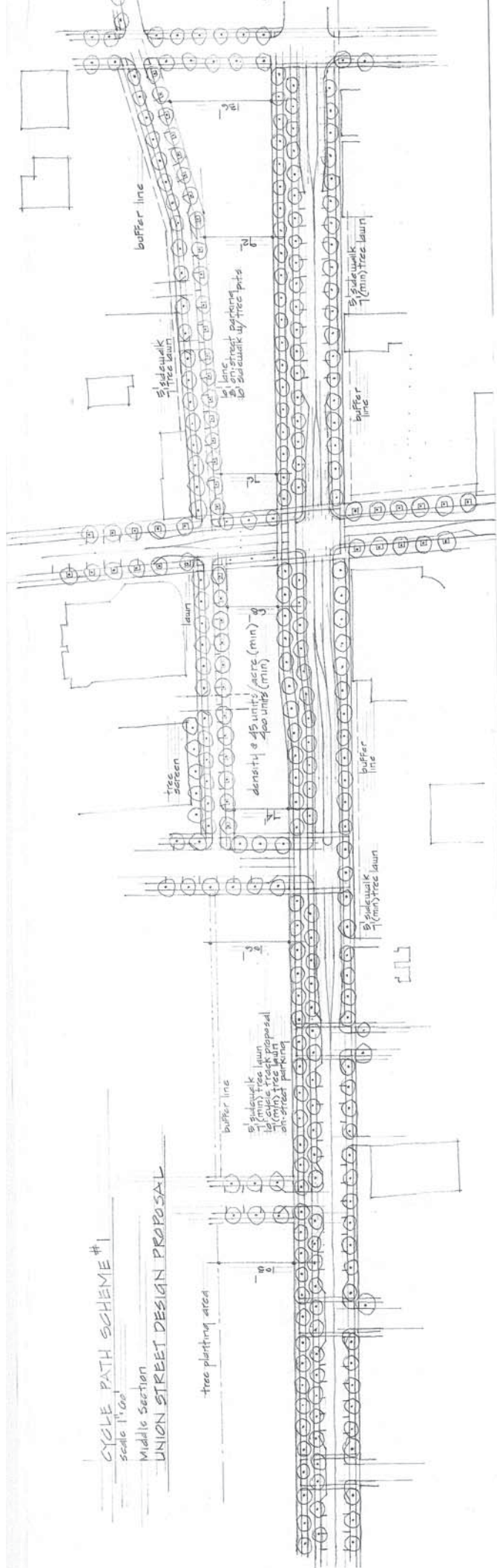


CYCLE PATH SCHEME #1

Scale 1"=60'

Middle Section

UNION STREET DESIGN PROPOSAL

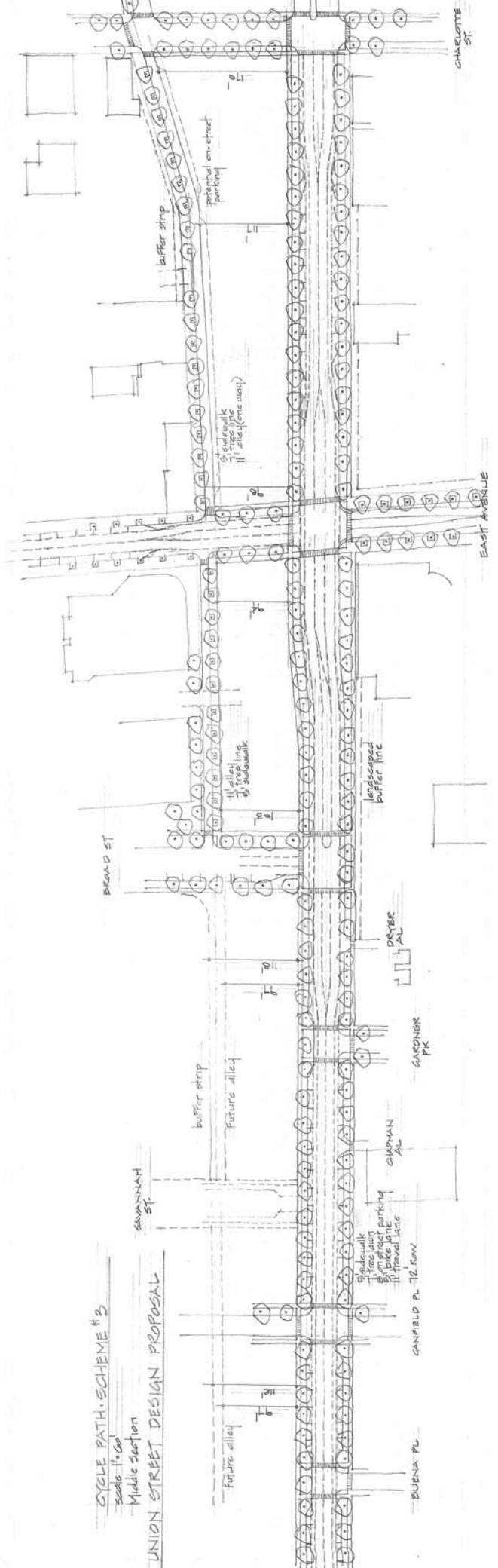


CYCLE PATH SCHEME #1'S

Scale: 1" = 60'

Middle Section

UNION STREET DESIGN PROPOSAL



BROAD ST

SAVANNAH ST

CHARLOTTE ST

EAST AVENUE

GARRISON PK

DRYER AL

CHAPMAN AL

GARFIELD PL - 1/2 ROW

BUENA PL

buffer strip

Future alley

Future alley

Future alley

Future alley

buffer strip

potential on-street parking

landscaped buffer line

tree line

tree line

sidewalk

tree line

sidewalk

tree line

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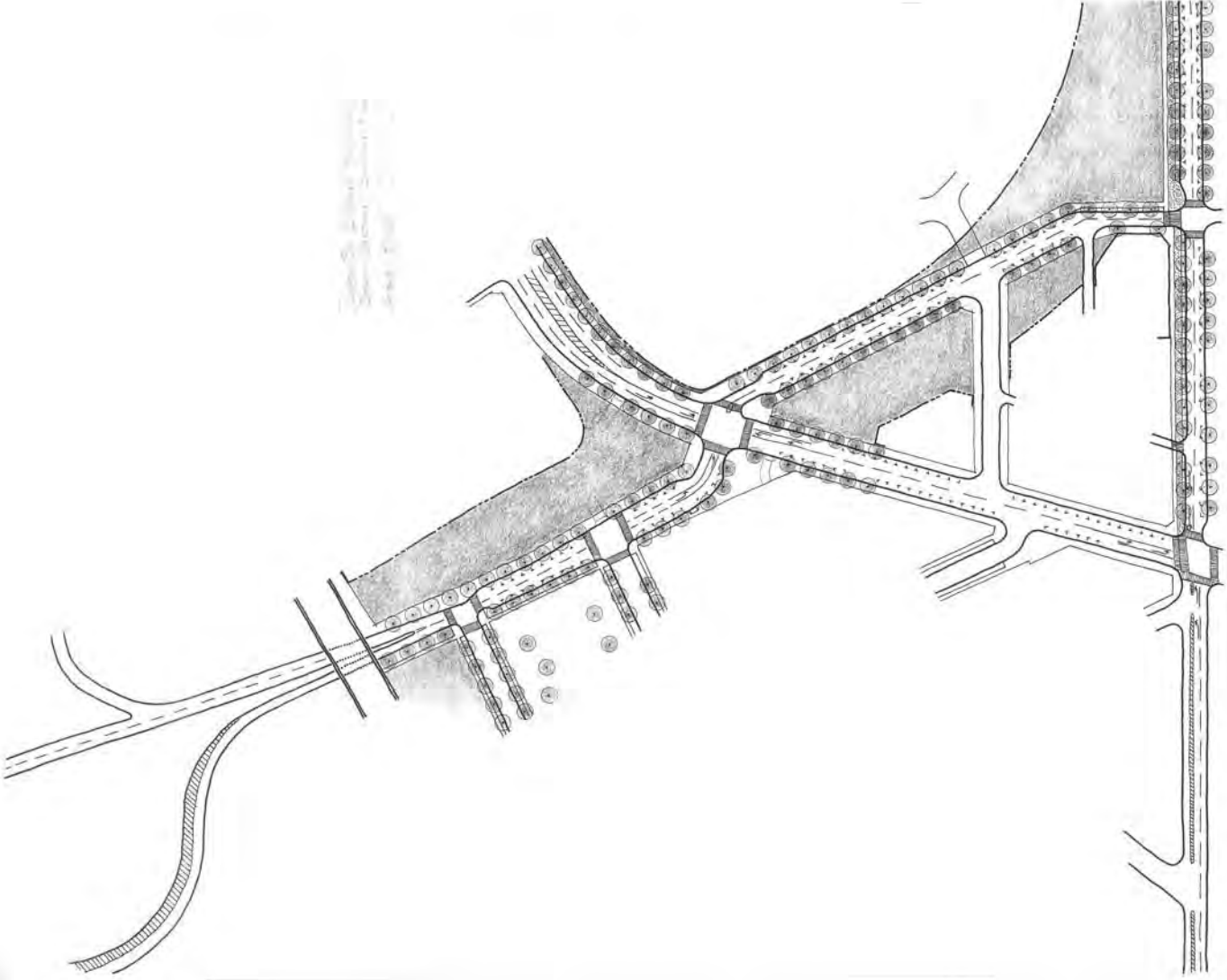
parking

tree line

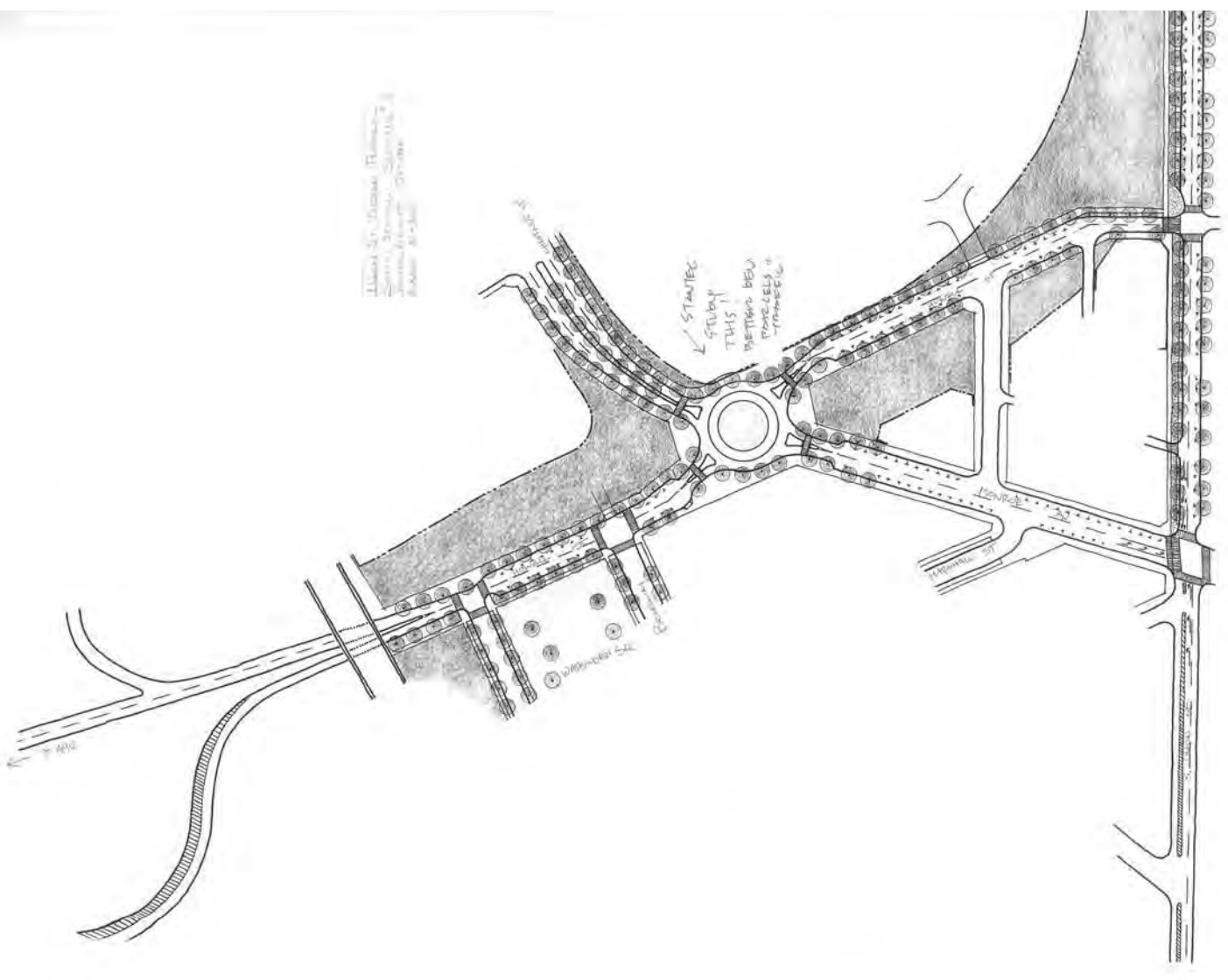
parking

tree line

parking



11/20/01
11/20/01
11/20/01
11/20/01



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Public Open House Comment Summary

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Benway, Paula

From: Benway, Paula
Sent: Thursday, November 14, 2013 1:34 PM
To: Hofmann, Jim; Stettner, Kayle
Subject: ILE Open House Comments
Attachments: Open House Comments combined.pdf

Jim and Kayle,

Attached are the raw comments received to date at the meeting and the on-line comments. We received approximately 143 individual comments that were relayed to us either through written comments (45), display comments (88), and on-line comments (10). The comments were organized by location or general overall comments. The following provides a quick overview:

Multi-Modal/Livability/Walkability (39 comments) – this category was the most popular with significant positive support for the cycle track and other multimodal components of the project. Connections to other locations and existing facilities were noted and encouraged. There were questions on how the cycle track will work and safety (bike detection, signals, bike boxes). Suggestion that cycle track should be in the middle to avoid conflicts and to build tunnel/bridges for the cycle track crossings were mentioned. Bike, pedestrian and transit amenities (bike locks, benches, awareness of transit) were also noted as needed.

Richmond Connection/North Terminus Area (28 comments) – notable opposition to alignment of the ILE ramps opposite Richmond and the impacts on the neighborhood street and adjacent streets/alleys. Concern with why the ramps are even needed at that location. Notable comments related to reconnecting University Avenue.

South Terminus/ Monroe/Chestnut Area (20 comments) – notable safety concerns noted with pedestrian/bike safety through the intersection due to speed and volume. There were questions related to the effects of roundabouts vs. traditional intersection. Concern with the number of lanes on the ILE ramps to I-490 as previously heard. The elimination of the Howell Street section between Monroe and Union was noted.

General Union Street Corridor (18 comments) – overall positive support for the preferred plan and the enhancements shown. There was expression for no turn lanes, too many lanes and no roundabouts. While the RRDC plans were referenced various times, overall comments were thankful the roundabouts were eliminated from the original plan.

Future Development Parcels (16 comments) – a lot of suggestions related to sustainable practices, solar orientation, LEED certifications, more cross connections (Park Ave) to ensure economic success, more open space, design controls, etc.

Misc/General Comments (10 comments) – included comments on the meeting format, digital comments, relationship to other projects, etc.

Howell/Union/Lafayette (8 comments) – Not too many comments with the majority comparing/contrasting the options but no definitive preference. Concerns with the LaFayette alignment by neighbors related to intruding traffic.

Project Purpose (5 comments) – Comments related to why are we doing the project?

Please feel free to read through the comments. I have highlighted in yellow those that may need to be considered as we refine the alternative.

Thanks, Paula

Stantec

Inner Loop Transformation Project - Public Open House

Wednesday, November 6, 2013

Comments Received

Project Purpose

Concerned that raising Innerloop removes a boundary that defines downtown Rochester. A boundary that gives instant definition to our Downtown. I am also not convinced that more developable land is needed in the center city, as there are plenty of parking lots and empty space that has yet to be developed. It is very easy to explain to people what/where our downtown area is. How would you do that w/ a city like Buffalo? We are removing this definition and opening up the potential of sprawl. I agree that the Inner-Loop is not functional as is, but a better use of the land may be a sunken park/pedestrian/bike corridor (i.e. NYS Highline Park).

Form

Why fill the Innerloop? The cost of filling the loop is very high w/ little, if any benefit. This city does not need more land to develop. It already has high vacancies and under developed areas. Why not, instead, use the Loop opportunity to create something truly unique to the city. Personally, I like the idea of not filling in Loop. By not filling in, we have the chance to create a dynamic, three-dimensional space/landscape, There can still be residential and commercial developments, but let that infrastructure rise out of the Loop. Surrounded by fountains, edible landscapes, community gardens, rock climbing, bike trails, etc. [diagram attached]

Form

Display

Why fill in? The negative and positive volume of space could be interesting

If the intent is to destroy what little business is left in the East End of downtown, then go ahead and fill in the inner loop. The convenient access to the East End for city and suburban dwellers alike is all that keeps the East End alive. Filling in the Inner Loop along Union and Pitkin streets will reduce the accessibility to the East End. It will also remove the physical barrier that keeps downtown desolation and crime from easily spreading into the East End. While there has been some small revitalization of the downtown core in recent months, it has all taken place at the edges adjoining the inner loop. The only other vibrant part of the downtown core is the two blocks of East Ave. inside the inner loop that reflect the benefit of both the nearness of the East End and the access provided by the loop. Removing the loop will endanger such long standing Rochester landmarks as The Little Theater, Arena's, and Spot

On-Line

(Hallman Chevrolet) Coffee.

Eric Stender

10 Crosman Terrace

Chris

Costanza

J. Matthew

124 Seager St.

Good

(owner occupant)

Kevin Yost
1474 Middle Road,
Rush, NY 14543

Needs to be done entirely differently. - Inner Loop between East Main Street and I-490 needs to be entirely done away with and filled in and put back on the tar rolls with buildings along Union, Pitken, and Howell. - University Avenue two sections need to be reconnected as do five side streets between University and Charlotte Street and Park Avenue connect to new roundabout at corner between Midown and Manhattan Square Park using existing side streets (can't currently name them off the top of my head now) - Only part of Inner Loop that should be made into a boulevard should be north of Main Street to a new roundabout connecting this new boulevard to Grope, Wilder, Maple, Silver, streets and Jefferson Avenue. - if current Inner Loop plan south of Charlotte Street must remain, then boulevard/parkway should be tied in with Pitkin and Howell Streets instead of Union Street, as Pitken and Howell follow the loop entirely, where as Union diverges for the loop near Monroe Avenue.

Form

Union Street Corridor - General

Form More Traffic Circles! (traffic circles work nicely for bikes. .

Tedd Kidd
Linda Magi
781 Harvard St
45 1/2 Marshall
Street, Wadsworth
Square

I have lived in Wadsworth Square for over 25 years and have walked through the Inner Loop, Howell, Monroe/Chestnut area extensively and know it very well, both as a pedestrian and a driver. I have also been involved in the Wadsworth Square Neighborhood Association and other planning efforts along Monroe Avenue. When ever people are asked about their vision for the area. Walkability and a pedestrian friendly connection to downtown and creating a walkable vibrant environment. The plans presented tonight are very disappointing. They are still primarily about moving cars. Continually I hear about NYSDOT standards and traffic counts. We need to think about our city differently. The worry about putting traffic into failure has put our city into failure. Right now I see cars scurrying out of downtown as fast as possible, contributing nothing to the city. We have to stop worrying about the car and start thinking about the people of the city. Our City Design Team need to start thinking differently and working with the NYSDOT and advocating for a different way of doing things - to build a city for people and not cars.

Form

I am very happy to see this move forward. I've been watching this project for several years. I like that the design has dropped the traffic circles.

Jim Mayer
315 Mt. Hope Ave,
Apt 601

Form

I like the latest design better than alternatives

Irene Allen

315 Mt. Hope Ave,

Form

If the plan is implemented, I like the idea and use of roundabouts to break-up the visual impact of staring down a corridor.

Eric Stender
10 Crosman Terrace

Form

The residents of Gordman Park (where I live) Buena Place, Canfield Place, Lafayette Park, and S. Union are eager to have our residential experience improved and enhanced.

Display

Two lanes for traffic on Union St. will not be enough room for future growth you proposed.

Display

Eliminate Turn Lane, Use Island.

Display

Add east side of Union St. to C.C.D.

Display

Lose the center lane! The street section should be compressed as much as possible. [Union St.]

Display

List the center lane now! You have lots of width w/ cycle track.

Display

Display Too many lanes for practically non-existent traffic [Howell]
 Display Go with RRDCDC Plan
 Display Thank you for no roundabouts!
 Form Limit Roundabouts and definitely no two lane roundabouts. Keep it simple! Keep S. Union a two lane road as much as possible - don't start the expressway too soon.
 Display Glad you got rid of roundabouts and made a grid
 As a whole, the plan is a huge step in the direction the city needs to be going. I think this will greatly benefit most of the surrounding areas, and the businesses in them.
 On-Line It is important to maintain current access to the commercial buildings on Pitkin St. These businesses use the area adjacent to the their buildings for pick and delivery of goods.
 on-line

Carol Kramer
 Home: 96 Rosalind St, 14619

[\[mailto:jeffsinger@gmail.com\]](mailto:jeffsinger@gmail.com)
jeffsinger.com

Jeff Singer
 Burch Craig

10 Winthrop St.
 Rochester, NY 14607

South Terminus Area

Display Ramp to S. Clinton from I-490 EB Off-Ramp?
 Display This is too wide! [Howell and 490 ramps]
 Display What's the point? No reduction in width, no gain in developable land [Howell and 490 ramps]
 Display Too many lanes here [Howell and 490 Ramps]
 Display The new Wyoming! Wide open spaces! [Howell and 490 ramps]
 Display Would love Howell to be 2 way to Broadway

Chestnut/Monroe Intersection

Form Monroe/Chestnut intersections options 1 + 2 preferred (traditional intersections, no roundabouts)
 The drawings for Monroe/Chestnut St area are all a bit confusing. I really think that the two options drawn by Rochester Community Design (Tim Raymond) seem much better. In particular the both all are 2 way traffic on Howell and Broadway which is highly desirable for my business.

Jason 414 Broadway
 Jim Deluca 62 Marshall Street

Form Lets Make Howell St two way traffic. Eliminate proposed median-center to allow ingress traffic - add parking provisions. Review Tim Raymond's Design for traffic circle on Monroe Ave. Less is more!
 Display Remove Howell from Monroe to Savannah
 I'm concerned about bike/pedestrian safety crossing here [chestnut/howell] especially because the cycle track leads here. Why not bring the curb out and get rid of the island to cars turning right onto the 490 West Ramp to come to a full stop and turn around a corner...?
 Display Cars speeding up for freeway hit cyclists and pedestrians? [chestnut/howell] Stop light?
 Display I'm worried about safety on this turn - no sharp angles to force cars to slow down. [chestnut/howell]
 Display Please study rotary per RRDCDC sketch @ this location! [chestnut/howell]

Tom Yatteau 79 Howell St / 62
 Marshall St

Display	This intersection is unacceptable - it would be better to do nothing - dangerous for pedestrians	
Display	Preferred plan for this intersection if with controlled by traffic signal turns provided. [Chestnut/Howell]	
Display	Concern with cut through traffic on Broadway from Goodman St. w/ congestion on Monroe.	
Display	Be careful w/ traffic control at this intersection. Will be lots more traffic. [Monroe/Union]	
Display	Will congestion occur with a signal vs. a roundabout?	
Display	Eliminate Howell?	
On-line	The concessions made for parking in front of the businesses near howell and roadway seem very strange.	Jeff Singer [mailto:jeffsinger@gmail.com]
On-line	I realize the Howell/Broadway/Monroe/Union intersection is high traffic, and complicated, however, is there anything that could be done to make the pedestrian crossing from Monroe to the opposite side of Chestnut is very, very far, and involves crossing the on ramp to 490 from Chestnut. Is a signal possible there?	Jeff Singer [mailto:jeffsinger@gmail.com]

Howell/Union/Lafayette

Option 1:	Alignment w/ Lafayette Park. Pros: two way traffic, light will slow traffic. Cons: Lacking visual, aesthetic value (unlike Alt. 1 that has curve) - like Park Ave. Grid system is common, boring and not a strong gateway into the city. Bicycle lane ends at corner of Howell, forcing bikes into the street and mixing w/ pedestrians (potential safety issue). It also prohibits right on red forcing traffic to back up on S. Union St. Cuts frontage in front of building on the corner of Howell and S. Union St. - often cars and delivery vehicles park in that space. Lafayette Park will lose privacy due to transient vehicles from Howell St.	Stephen and Jodie Venturino 96 S. Union - Owners of lots 3 & 5 of Lafayette Park
Inner Loop:	Alternative 1 (Curved Street). Pros: Unbroken bike path that could potentially connect w/ Riverwalk trail. Makes a "park" like atmosphere at the opening of Lafayette "Park". Added green space. No stop light. Easy access to 490. East exit Eastbound off-ramp form 490. Curved street is beautiful. Leaves Lafayette Park undisturbed maintaining its historic beauty. Possible 2nd entry into Strong from Union. Cons: Short stretch between light on Broad and Monroe where traffic speed isn't managed. Solution - add a light to one of the side streets intersecting S. Union. (Buena Place or at Strong Museum entrance onto Union)	Stephen and Jodie Venturino 96 S. Union - Owners of lots 3 & 5 of Lafayette Park
Howell/South Union Connection Options	Option 3: Like sweeping curve. Option 1: More on street parking for tenants/shoppers	David F. Androllis 82 South Union
Grid system	is common, boring, and not a strong gateway into this section of town. [Howell/Union]	
Lafayette Park	will lose privacy due to transient traffic.	
This is a charming quiet neighborhood street. Also a small one. The proposed traffic patterns are somewhat alarming. We will become a "turnaround" possibility. Could the main intersection be farther down Union St.? (Lafayette Park)		
Concern bikes will have to enter road and mix with pedestrian traffic. Option 2 curve avoids these two scenarios - Bike traffic will not allow right on red traffic will not have a natural flow [Howell/Union]		

Display Love the right angle [Howell/Union]

Richmond Connection/ North Terminus

Form I'm not wild about the ramps around University, but I do understand the constraints and why you are proposing this solution. Hopefully it will be less "temporary" than the Amtrak station. Good Job!

Jim Mayer 315 Mt. Hope Ave,
Apt 601

Suzanne 121 University Ave,
Mayer Rochester, NY 14605

Form Why put on/off ramp to Richmond Street?

Strongly oppose north terminus at Richmond St. We are trying to reduce traffic on Richmond St. to maintain and/or cultivate a quiet residential neighborhood. Support Scheme 2 [RRCDC] This project should not negatively impact existing residential neighborhoods.

Dary and 94 Richmond Street,
Tom Paddock 14607

Form

Please protect our neighborhood from speeders going from Alexander to the "ramps" at end of Richmond. Strongly against ramps at Richmond St. Charlotte is more "industrial" zoned, so that makes sense. If ramps at Richmond, strongly want Richmond St. to be one way. Traffic now zooms down at 45 MPH. One way for the whole length. Please consider also Hags Alley and Parker Alley. Although they are narrow, people still fly down these "one way" widths, please have these one way, or put traffic lights mid length down. If we lose what neighborhood quiet we have now (which at 5pm is nil) we would like some compensation to protect us. One way for all 3 of these streets please.

Ann Kennedy 92 Richmond Street

Form

I understand why this [Inner Loop Termination] is here, but it seems like a complete lack of usable space. I wish you could make this better without spending too much extra money.

Display

Sad you need to build these [Inner Loop Termination] ramps, but understand the need to make incremental steps.

Display

Drop these lanes [Inner Loop Termination]

Display

Out - In Sufficient [Inner Loop]

Display

Why two entrances to Inner Loop?

Display

Reconnect Haags-Richmond Parks

Display

Move exit over, reconnect Richmond

Display

Make this [Inner Loop Termination] a park, not a road.

Display

Leave this [Inner Loop Termination] alone and keep University Ave. as is.

Display

This is great! [Charlotte connection]

Display

How to protect residential neighborhoods? Hags Alley, Richmond St., Parker Alley need to be One Way

Display

Keep Inner Loop's ramps away from existing neighborhoods. This project should not damage what people have worked to protect. No ramps at Richmond St. Keep them off of Main St.

Display

Eliminate all lanes that go under E. Main St.

Display

Very people unfriendly [Inner Loop Termination]

Display

Display	No Ramps, enlarge the development parcels		
Display	This second entry is a waste of land [Inner Loop Termination]		
Display	Reconnect University, Alleys, and Anderson Park		
Form	Reconnect University Ave	Suzanne	121 University Ave,
Display	Reconnect University	Maver	Rochester, NY 14605
Display	Reconnect University Ave		
Display	Reconnect University!		
Display	Why not put roundabouts here? [University/Union]		
Display	Knock down two empty buildings and make a focal point at entrance to art area. [University]		
Display	Need N/S left turn lane [University/Union]		

Multimodal Transportation/Sustainability

Form	Great News - It's been a dream to reconnect the neighborhoods and street life for a long time. Focus on the pedestrian connections, multimodal transportation options, and all sustainable aspects.	David Mathews	Insite Architecture
Form	Please consider alternate and sustainable stormwater management as a part of streetscape.	David Mathews	Insite Architecture
Form	My input is to maximize walkability, easy crossing of streets. Increase retail and housing. Love the idea of more bike lanes. I'm not a biker but love cities which encourage this.	Sandra Wright	109 University, Rochester, 14605
Form	Remember team: this project must focus on city building, not traffic engineering. We need to end with new opportunities for walking and cycling, new opportunities for developing urban fabric and removing all bias towards automobiles.	Howard Decker	347 Cobbs Hill Drive
Form	I don't think the parameters of on and off requirements from DOT should over play need of city and walkable area. You are still designing for the car.	Suzanne Mayer	121 University Ave, Rochester, NY 14605
Form	Very pleased about focus on integrating pedestrian and bike ways. Glad bike ways will serve public market. Bicycle access to Public Market: If I bicycle to the PM, I need a bus with a bike rack to go home. I am carrying two pumpkins, eggs and lots of produce - too much for carrying on my bike. What about dedicated Public Market buses on public market days? Suggested route: Monroe Ave to Union Street entrance of market.	Rebecca Webb	78 Nicholson St, 14620
Form	Amtrack - Buses should go onto Amtrack property to front door. As it is, I have to walk up and down icy sidewalks and a hill to get to or from RTS bus. The best deal in Rochester is taking bus to Airport. Monroe Ave --> Downtown.	Maxino Manjos	56 Boardman Street
Form	Thurston Rd. bus to airport costs me \$1. More people need to know about this.	Maxino Manjos	56 Boardman Street

Like the cycle tracks. Like the idea of bringing Innerloop up to grade and redeveloping it. Like S. Union becoming 2 way street. Like entrance to 490 W.

Try to get Tom Robinson of EDR involved? Electric Car Parking/ Charging? Bypass cross streets for main bike loop with bridges/tunnels like Jackson Hole WY. Have porta potty's periodically like Jackson Hole WY. Tunnels for bikes - already filling.

How does bike traffic North on Union South of Lafayette/Howell get into cycle track? And from north of Howell transfer to Union

Pedestrian Crossing Lights - should not require me to push button. Default should be pedestrians okay.

Why does the cycle track end at Charlotte? It should be extended all the way to East Main!! (or University ay least!!!) or beyond, we need bike connection to the public inlet.

Connect to Market District

Bike Detection?

Consider potential for car NB on Union turning left on Broad St. Colliding with bike NB on cycle track. Bike Lanes alleviate this.

Signal light for NB cyclists on cycle track (they are on the opposite side of the road from the light for cars

Should Cyclists EB on Broad St. stop at white line or "bike box" to queue or turn left?

Bike Lock Stations and (for god sakes) Park Benches

Expressways have no place in down town redevelopment. People first, not cars.

Put cycle track in the middle and connect Union St. from Alexander St. to Main St. (or Averill Ave.)

Since when are bikes allowed on expressways (cycle track boards)

There is a sidewalk on the North side of Inner Loop to South Ave. It may be used by bicyclists as it is Inner Loop adjacent. (cycle track boards)

Tunnel cycle track under Chestnut Street! @ other x-streets (cycle track boards)

Monroe Ave also connects to Monroe Village / Upper Monroe Neighborhoods (cycle track boards)

ALT 1A (Ease side track) - Better Design! Keeps bike traffic on same side of road.

ALT 1A (east side track)- Shouldn't this be about making Rochester a livable city (i.e. people friendly and bike friendly) not about moving cars at the fastest speed possible?

ALT 1B (west side track) - Cycle track Try to connect bike paths and canal paths with new paths

ALT 1B (west side track) - Cycle track I prefer this scheme

ALT 1B (west side track)- Cycle track No stop light allowing natural flow of traffic. Possible second entry into Strong Museum.

ALT 1B (west side track) - Cycle track This design is more creative like the conceptual design that had the roundabouts. It has curves that make it more unique like Park Ave.

Display	ALT 1B (west side track)- Cycle track Not cool having to switch sides of the road. It was okay after the guy explained how.		
Display	ALT 1B (west side track) - Cycle track Easy access to 490 from East and Broad		
Display	ALT 1B (west side track) - Cycle track Nice unbroken bike path that could potentially connect with riverwalk trail		
Display	ALT 1B (west side track) - Cycle track Adds some green space to the project which seems to have none in the other design		
Display	ALT 1B (west side track) - Cycle track This design leaves Lafayette Park undisturbed maintaining the historic beauty.		
Display	Improve pedestrian (cycling?) connection through to Capton and South Ave. Improve alignment and add crosswalk at ramp to Clinton ave.		
Display	Trade cycle track for bike lanes both directions		
on-line	The city should make an effort to connect the new bike facilities with existing ones, including on University going east, Monroe, and down Woodbury to the Genesee Riverway trail.	Jeff Singer	[mailto:jeffsinger@gmail.com]
on-line	It would be great if the city could secure a pedestrian and bicycle right of way down canfield place to the intersection of alexander and Park Ave.	Jeff Singer	[mailto:jeffsinger@gmail.com]
on-line	A design that has been circulating uses roundabouts for vehicle traffic. While the concept is great for vehicle traffic it is a disaster for pedestrians. The new traffic circle at Broad and Broadway is a great example. The pedestrian crossing and signage are very clear yet many times I have observed vehicles failing to yield to pedestrians. I know from experience driving a car thru it that I am more focused on other cars and the pedestrian awareness come 2 nd . With traffic intersections and signalling devices the pedestrian is given a safer route to cross the street. So go with signaled intersections!	Burch Craig	10 Winthrop St. Rochester, NY 14607

Future Development Parcels

Form	When development starts planning for the new parcels - consider prime south facing solar orientation for passive use - Mathews It's such an easy move with the potential to decrease energy demand - If LEED certifications are possible - The team aspects and early focus on sustainable principals could lead to some great infill projects. "Make no small plans"! If you do not connect/extend Park Avenue to allow Park Ave to become a connecting point to the new development parcels, you will likely never be successful attracting or keeping retail development on the new parcels. If you extend Park Ave. to allow a connection to both Midtown area and Strong Museum, then the connectivity between these areas will be made possible and will effectively cross-promote both areas. This will allow Park Ave, Alexander Park, Midtown and Downtown to be accessible to each other.	David	Insite Architecture
Form		Dan Goldstein	Buckingham Properties

Form	Need to be intentional regarding open space. There should be "undeveloped/non-built" areas of public access. The idea of parklets is on that is attractive. Also to have outdoor, protected (covered) spaces to pass between buildings. This would allow outdoor activities through the seasons and promote people being outdoors.	Janice Gooldthrope	713 Monroe Ave
Form	Skate Park to sell plan to new administrators The creation of bike lanes down town is great. It's good for our community - it's good for business. However, I'd like to suggest bright, well lighted areas to park or lock bikes up in the evening. As a business downtown, we want to foster a sense of connection and if people feel like their bikes may be stolen if they leave it outside while they see a film - that's not fostering anything. Alley's that are unlit - and the general feel of the area can be enhanced by better places to park and lock bikes through out downtown are needed. Specifically, I'd like to see some of the development space used for this purpose. Trees, bike trees, and park benches will really make the area feel safer and cut down on the amount of bike thefts on East Ave and Union St.	Suzanne Jess Cayer	121 University Ave, 240 East Ave (Little Theater)
Form	We are the owners of 158 Monroe Avenue, adjacent to the "Parcel #3" that would ostensibly be created by the (excellent) project to fill the Inner Loop East. We are wondering if there has been any discussion about how the parcels will be sold. In the case of Parcel #3, we will be the only private landowner abutting the parcel. Will property abutters be given any preference or priority for purchasing the land created, especially in a situation such as ours where there are no other private property owners abutting the parcel? The ability to combine parcel #3 with our existing property would greatly increase the development options over what can be done on each one individually.	Douglas Jerum	339 East Avenue, suite 4320, Rochester, NY
On-Line	About 1/3 of the frontage to Union St that will remain is currently parking lots, and a big portion of the rest is businesses that face other streets. I only see a handful of new parcels being generated that are clearly going to be very desirable to developers (mostly those along East Ave). Is the city going to offer any incentives to developers? Will there be zoning requirements to have buildings that actually face the new union st rather than the cross streets?	Jeff Singer	[mailto:jeffsinger@gmail.com]
On-Line	One idea for a non-developed greenspace - an edible orchard park- give some land back to everyone and not a few developers		
Display	How much of the development parcel space you'd create will be set aside to be green space? Not all should be built on.		
Display	I disagree [in regards to "not all should be built on"] It should be urban. Make current park good and solve problem.		
Display	Please consider "design" controls to maximize compatible designs with S. Union St. homes		
Display	Green zone on both sides this area?		
Display	Does this provide enough room to do what we want reconnect East Ave to downtown 83'? Get rid of Pitkin		
Display	Add more green space to eliminate University Traffic		
Display	Add Trees Here [Inner Loop Term. Green Space]		
Display	Increase Green Space Opportunities. Decrease architecture square footage to have city connection.		

**Public Open House
Comment Correspondence**

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Ambassador Union Street, LLC
P.O. Box 25104
Rochester NY 14625
585-507-7515
dwilliamsfuller@aol.com

November 7, 2013

Paul Way, P.E., Project Manager
City Hall Room 300B
30 Church Street
Rochester NY 14614-1290

C: James R. McIntosh, P.E., City Engineer

Re: Inner Loop East Project & South Union St Resident On-Street Parking Needs

Dear Mr. Way,

It was a pleasure to meet you on Wednesday, November 6, 2013 at the Inner Loop East Transformation Project Public Open House. Thank you for taking the time to walk us through the new design drawing, **Inner Loop East Alternative 11-4-2013**.

As discussed, we are very pleased with this new design. It is aesthetically pleasing, yet provides the necessary parking for residents living on South Union Street and its side streets, between Lafayette Park and Canfield Place. This design is a significant improvement over the prior preliminary design which did not meet the critical parking needs of residents living in our neighborhood.

Our company, EthanMaya Development Corp, a residential real estate operations company focused on the acquisition, development and management of multifamily real estate, is the parent company of **Ambassador Union Street, LLC** that owns and manages the **Ambassador Apartments at 86 South Union Street**, Rochester New York.

The Ambassador Apartment Complex is a recently-renovated, 54-unit, multifamily complex that is home to more than 70 residents. We welcome the new neighborhood design. It shows a pedestrian-friendly, bike-friendly, beautiful tree-lined street, and gives weight and consideration to resident on-street parking needs, a critical design element for any successful urban neighborhood.

Thank you for the opportunity to share our support for this project. We would like to ensure that as design changes are made, the importance of on-street parking to residents in the South Union Street neighborhood is not overlooked. If you have any questions, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dawn Williams-Fuller", with a long horizontal flourish extending to the right.

Dawn Williams-Fuller
President, EthanMaya Development Corp, Member
Ambassador Union Street, LLC
(585) 507-7515

From: Burch Craig [<mailto:burch.craig@gmail.com>]

Sent: Wednesday, October 30, 2013 8:47 AM

To: Frisch, Erik L.

Subject: Inner Loop East Transformation Project - public comment

I have 2 comments for your public upcoming public meeting on November 6th and wish them to put on record.

1. It is important to maintain current access to the commercial buildings on Pitkin St. These businesses use the area adjacent to their buildings for pick and delivery of goods.
2. A design that has been circulating uses roundabouts for vehicle traffic. While the concept is great for vehicle traffic it is a disaster for pedestrians. The new traffic circle at Broad and Broadway is a great example. The pedestrian crossing and signage are very clear yet many times I have observed vehicles failing to yield to pedestrians. I know from experience driving a car through it that I am more focused on other cars and the pedestrian awareness comes 2nd. With traffic intersections and signaling devices the pedestrian is given a safer route to cross the street. So go with signaled intersections!

Burch Craig

www.craigautometrics.com

10 Winthrop St.

Rochester, NY 14607

Bosch Authorized Service

Google Voice [\(585\) 210-9301](tel:5852109301)

From: Jeff Singer [<mailto:jeffsinger@gmail.com>]

Sent: Wednesday, November 06, 2013 9:35 PM

To: Frisch, Erik L.

Subject: Inner Loop Feedback

I attended the information sessions earlier today, here are some thoughts:

1. As a whole, the plan is a huge step in the direction the city needs to be going. I think this will greatly benefit most of the surrounding areas, and the businesses in them.
2. The city should make an effort to connect the new bike facilities with existing ones, including on University going east, Monroe, and down Woodbury to the Genesee Riverway trail.
3. It would be great if the city could secure a pedestrian and bicycle right of way down canfield place to the intersection of alexander and Park Ave.
4. The concessions made for parking in front of the businesses near howell and broadway seem very strange.
5. I realize the Howell/Broadway/Monroe/Union intersection is high traffic, and complicated, however, is there anything that could be done to make the pedestrian crossing from Monroe to the opposite side of Chestnut is very, very far, and involves crossing the on ramp to 490 from Chestnut. Is a signal possible there?
6. About 1/3 of the frontage to Union St that will remain is currently parking lots, and a big portion of the rest is businesses that face other streets. I only see a handful of new parcels being generated that are clearly going to be very desirable to developers (mostly those along East Ave). Is the city going to offer any incentives to developers? Will there be zoning requirements to have buildings that actually face the new union st rather than the cross streets?

From: Doug Jerum [<mailto:djerum@ferrarajerum.com>]
Sent: Monday, October 07, 2013 3:46 PM
To: Frisch, Erik L.
Subject: Inner Loop question from the web

Dear Mr. Frisch,

We are the owners of 158 Monroe Avenue, adjacent to the "Parcel #3" that would ostensibly be created by the (excellent) project to fill the Inner Loop East. We are wondering if there has been any discussion about how the parcels will be sold. In the case of Parcel #3, we will be the only private landowner abutting the parcel. Will property abutters be given any preference or priority for purchasing the land created, especially in a situation such as ours where there are no other private property owners abutting the parcel? The ability to combine parcel #3 with our existing property would greatly increase the development options over what can be done on each one individually.

Thank you in advance for your time and consideration.

Douglas Jerum
Partner
339 East Avenue
Suite 4320
Rochester, NY 14604-2615
585.362.8702 direct
585.454.6991 main
ferrarajerum.com
[@FJIrealestate](#)



From: J. Matthew Good [<mailto:jmatthew.good@gmail.com>]
Sent: Friday, November 08, 2013 12:14 AM
To: Frisch, Erik L.
Subject: Inner Loop

If the intent is to destroy what little business is left in the East End of downtown, then go ahead and fill in the inner loop. The convenient access to the East End for city and suburban dwellers alike is all that keeps the East End alive. Filling in the Inner Loop along Union and Pitkin streets will reduce the accessibility to the East End. It will also remove the physical barrier that keeps downtown desolation and crime from easily spreading into the East End. While there has been some small revitalization of the downtown core in recent months, it has all taken place at the edges adjoining the inner loop. The only other vibrant part of the downtown core is the two blocks of East Ave. inside the inner loop that reflect the benefit of both the nearness of the East End and the access provided by the loop. Removing the loop will endanger such long standing Rochester landmarks as The Little Theater, Arena's, and Spot (Hallman Chevrolet) Coffee.

J. Matthew Good
124 Seager St. (owner occupant)
City of Rochester, 14620



Please consider the environment before printing this email.

From: Sue.Eliaszewskyj@lifethc.com [<mailto:Sue.Eliaszewskyj@lifethc.com>]

Sent: Friday, January 03, 2014 10:51 AM

To: Hofmann, Jim

Subject: 490 entrance ramp by ESL garage

Good morning Jim. I work for Excellus and am responsible for Facilities, parking etc. Late last fall, Steve Golding told me that you were looking for feedback from area property owners regarding the temporary closing of the access to 490 from Chestnut by the ESL garage. It was closed for repairs to a section of the bridge I believe.

That closing was a nightmare for our company and everyone who parks off of Woodbury including the folks that park in the Washington St garage. Since that entrance was closed, drivers chose to travel down Woodbury to get onto the highway. There was always a long queue of traffic waiting at the Woodbury and South Ave traffic light for the 490 E entrance ramp that often extended beyond S. Clinton. Our underground garage houses 525 cars which had difficulty exiting the building at many times during the day, not just rush hour. In addition our employees who park in the rented lot from St Mary's and the lot behind GEVA had difficulty crossing the street to get to those lots. It was a huge safety issue for those several months.

I hope you are not remotely thinking about eliminating that entrance ramp to 490 with the fill in of the portion of the Inner Loop. Please contact me if you need any additional feedback or information. Thank you. Sue

Susan Eliaszewskyj, Corporate VP Administrative Services
165 Court St, Rochester, NY 14647
phone 585.238.4262 fax 585.238.4224
sue.eliaszewskyj@lifethc.com

APPENDIX O

Correspondence

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Project Correspondence

Letter #	Date	Description
Endangered Species		
1	9/25/2008	United States Department of the interior, Division of Fish and Wildlife Service
2	9/29/2008	NYSDEC, Division of Fish, Wildlife and Marine Resources.
3	4/7/2009	National Marine Fisheries Service, Habitat Conservation Division.
State Historical Preservation		
4	4/25/2013	Project Initiation letter from NYSDOT to NYS Office of Parks, Recreation and Historic Preservation.
5	7/3/2013	NYSDOT to NYS Office of Parks, Recreation and Historic Preservation.



United States Department of the Interior

FISH AND WILDLIFE SERVICE

New York Field Office

3817 Luker Road

Corland, NY 13045

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo>



Project Number: 80735

To: Nancy Gillette

Date: Sep 25, 2008

Regarding: Imer Loop Study - Phase II, I-490 to East Main Street

Town/County: City of Rochester / Monroe County

We have received your request for information regarding occurrences of Federally-listed threatened and endangered species within the vicinity of the above-referenced project/property. Due to increasing workload and reduction of staff, we are no longer able to reply to endangered species list requests in a timely manner. In an effort to streamline project reviews, we are shifting the majority of species list requests to our website at <http://www.fws.gov/northeast/nyfo/es/section7.htm>. Please go to our website and print the appropriate portions of our county list of endangered, threatened, proposed, and candidate species, and the official list request response. Step-by-step instructions are found on our website.

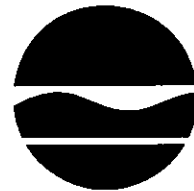
As a reminder, Section 9 of the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) prohibits unauthorized taking* of listed species and applies to Federal and non-Federal activities. Additionally, endangered species and their habitats are protected by Section 7(a)(2) of the ESA, which requires Federal agencies, in consultation with the U.S. Fish and Wildlife Service (Service), to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat. An assessment of the potential direct, indirect, and cumulative impacts is required for all Federal actions that may affect listed species. For projects not authorized, funded, or carried out by a Federal agency, consultation with the Service pursuant to Section 7(a)(2) of the ESA is not required. However, no person is authorized to "take"* any listed species without appropriate authorizations from the Service. Therefore, we provide technical assistance to individuals and agencies to assist with project planning to avoid the potential for "take," or when appropriate, to provide assistance with their application for an incidental take permit pursuant to Section 10(a)(1)(B) of the ESA.

Project construction or implementation should not commence until all requirements of the ESA have been fulfilled. If you have any questions or require further assistance regarding threatened or endangered species, please contact the Endangered Species Program at (607) 753-9334. Please refer to the above document control number in any future correspondence.

Endangered Species Biologist: Sandra Doran *Sandra Doran*

*Under the Act and regulations, it is illegal for any person subject to the jurisdiction of the United States to take (includes harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect; or to attempt any of these), import or export, ship in interstate or foreign commerce in the course of commercial activity, or sell or offer for sale in interstate or foreign commerce any endangered fish or wildlife species and most threatened fish and wildlife species. It is also illegal to possess, sell, deliver, carry, transport, or ship any such wildlife that has been taken illegally. "Harm" includes any act which actually kills or injures fish or wildlife, and case law has clarified that such acts may include significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, Albany, New York 12233-4757
Phone: (518) 402-8935 • FAX: (518) 402-8925



Alexander B. Grannis
Commissioner

September 29, 2008

Nancy S. Gillette
Ravi Engineering & Land Surveying
Blackwatch Office Park, Suite E-5
6605 Pittsford-Palmyra Road
Fairport, NY 14450

RECEIVED

OCT 01 2008

RAVI ENGINEERING, P.C.

Dear Ms. Gillette:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for the proposed Re-alignment Study - Inner Loop to East Main Street, Project 220 333, area as indicated on the map you provided located in the City of Rochester, Monroe County..


We have no records of known occurrences of rare or state-listed animals or plants, significant natural communities, or other significant habitats, on or in the immediate vicinity of your site.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain any information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. For these reasons, we cannot provide a definitive statement on the presence or absence of rare or state-listed species, or of significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, at the enclosed address.

Sincerely,


Tara Seoane, Information Services
NY Natural Heritage Program

Enc.

cc: Reg. 8, Wildlife Mgr.

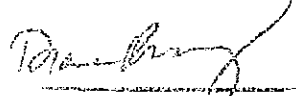
National Marine Fisheries Service
Habitat Conservation Division
Milford Field Office, 212 Rogers Avenue
Milford, Connecticut 06460

RECEIVED
APR 08 2009
RAVI ENGINEERING, P.C.

TO: Nancy S. Gillette, P.E.
Environmental Department Manager
Ravi Engineering & Land Surveying, P.C.
Blackwatch Office Park Suite E-5
6605 Pittsford-Palmyra Road
Fairport, New York 14450

DATE: 7 April 2009

SUBJECT: EFH and Fish and Wildlife Coordination Act Species Information Request;
Inner Loop Study - Phase 2; I-490 to East Main Street, Project No. 220333;
City of Rochester, Monroe County, NY


Diane Ruzanowsky
(Reviewing Biologist)

We have completed our review of the subject information request and offer the following preliminary comments pursuant to the Endangered Species Act, the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act:

Endangered and Threatened Species

- No endangered or threatened species under the jurisdiction of NOAA Fisheries Service in the immediate project area
- Endangered or threatened species under the jurisdiction of NOAA Fisheries Service's jurisdiction may be present in the project area.

For details regarding what coordination may be necessary, please contact:

Ms. Mary Colligan
ARA for Protected Resources
55 Great Republic Drive
Gloucester, MA 01930

Fish and Wildlife Coordination Act Species

- The following may be present in aquatic portions of the general project area: Diadromous and resident fish, forage and
centric species.

Habitat use by some species or life stages may be seasonal (e.g. over-wintering.)

Essential Fish Habitat

- Aquatic habitats in the project vicinity have been designated as Essential Fish Habitat (EFH) for one or more species. For a listing of EFH and further information, please go to our website at:
<http://www.nero.nmfs.gov/ro/doc/wabinro.html>.

- No EFH presently designated in the immediate project area.



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION FOUR
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161
www.dot.ny.gov

ROBERT A. TRAVER, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

April 25, 2013

Ms. Ruth Pierpont, Director
NYS Office of Parks, Recreation
and Historic Preservation
P.O. Box 189 – Peebles Island
Waterford, NY 12188

LOCALLY ADMINISTERED PROJECT

RE: PIN 4940.T7

Inner Loop East Reconstruction Project
CITY OF ROCHESTER, MONROE COUNTY

Dear Ms. Pierpont:

The City of Rochester is the sponsor of a Federally-funded transportation project on the Inner Loop East, in the City of Rochester, Monroe County. Please find enclosed for your information, a location map and description of the proposed project.

This information is provided to notify you of a new project subject to review under Section 106 of the National Historic Preservation Act (36 CFR Part 800). Based on initial assessment of project information, NYSDOT is recommending that the Local Project Sponsor conduct a Phase I Reconnaissance Survey. A copy of the survey report will be sent to the SHPO when completed. We would appreciate at this time receiving any preliminary comments or particular concerns about the project location.

Please contact myself, Chris Caraccilo, Regional Cultural Resources Coordinator, at 585-272-4833 or christopher.caraccilo@dot.ny.gov with any questions or comments. We look forward to consulting with your office as the project progresses.

Sincerely,

Christopher P. Caraccilo
Regional Cultural Resources Coordinator

Enclosures (Project Location Map & Project Description)

cc: Jonathan McDade, Federal Highway Administration
Paul Way, City of Rochester
Rick Papaj, Region 4 Local Project Liaison
Jim Hoffman, Stantec, Project Consultant
P. Dunleavy, Office of Environment, POD 4-1

PROJECT DESCRIPTION

This project is about capturing the opportunity to reconnect neighborhoods, spur economic development, and provide an appropriately-scaled urban boulevard by the elimination of a grade separated, access controlled expressway facility. This section of the Inner Loop, which creates a barrier between neighborhoods, has served its purpose and is now greatly underutilized as a transportation facility.

To accomplish this, the City proposes to rebuild the neighborhood connections that once existed, provide for economic opportunity in the approximately 9 acres that would be vacated by the expressway, and encourage a more sustainable and appropriately scaled transportation system.



MAP OF THE
STATE OF NEW YORK
SHOWING
REGIONS & LOCATIONS OF REGIONAL OFFICES
OF THE
STATE DEPARTMENT OF TRANSPORTATION

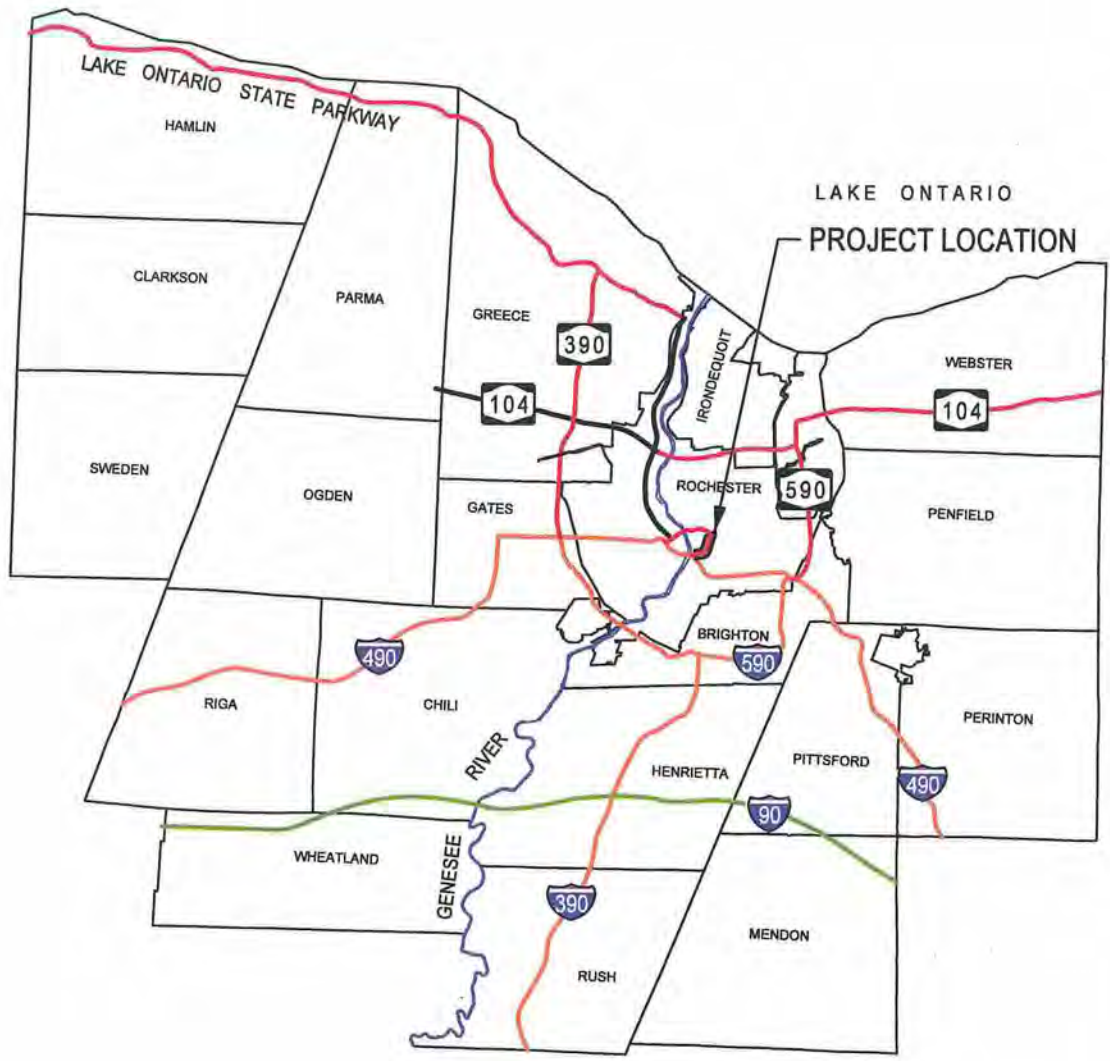
PROJECT LOCATION

THE INNER LOOP EAST RECONSTRUCTION PROJECT
EXTENDS FROM SOUTH CLINTON STREET TO
EAST MAIN STREET IN THE CITY OF ROCHESTER.



Stantec
61 Commercial Street
Rochester, NY 14614
(585) 475-1440
www.stantec.com

FIGURE 1
STATE LOCATION MAP
INNER LOOP EAST RECONSTRUCTION PROJECT
SOUTH CLINTON STREET TO EAST MAIN STREET
P.I.N. 4940.T7



MAP OF
MONROE COUNTY

FIGURE 2
MONROE COUNTY LOCATION MAP

INNER LOOP EAST RECONSTRUCTION PROJECT
SOUTH CLINTON STREET TO EAST MAIN STREET
P.I.N. 4940.T7



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Stantec
61 Commercial Street
Rochester, NY 14614
(585) 475-1440

www.stantec.com

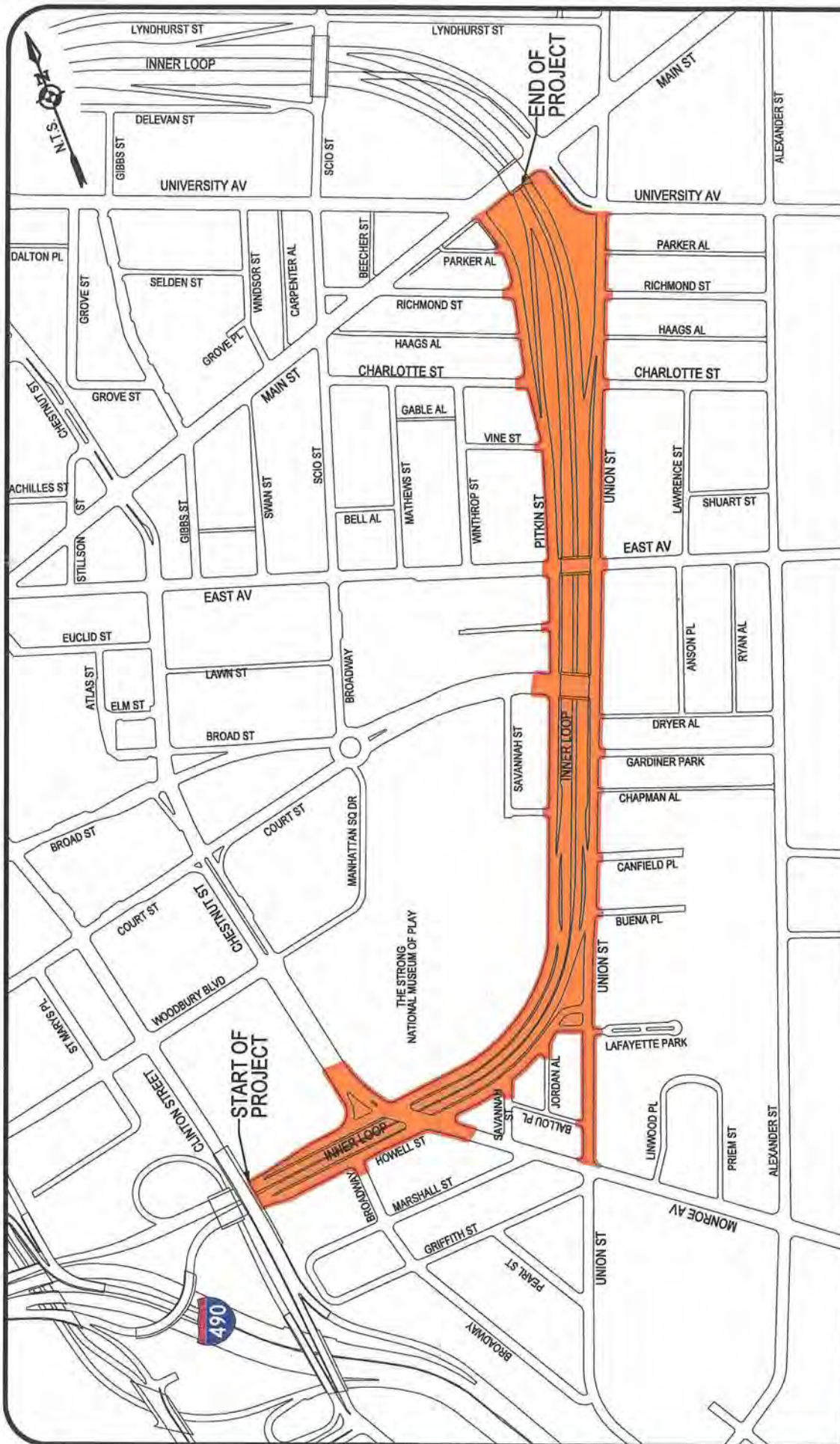


FIGURE 3
PROJECT LOCATION MAP

INNER LOOP EAST RECONSTRUCTION PROJECT
SOUTH CLINTON STREET TO EAST MAIN STREET
P.I.N. 4940.TT

Stantec
61 Commercial Street
Rochester, NY 14614
(585) 475-1440
www.stantec.com





STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
REGION FOUR
1530 JEFFERSON ROAD
ROCHESTER, NEW YORK 14623-3161
www.dot.ny.gov

ROBERT A. TRAVER, P.E.
ACTING REGIONAL DIRECTOR

JOAN MCDONALD
COMMISSIONER

July 3, 2013

Ms. Ruth Pierpont, Director
NYS Office of Parks, Recreation
and Historic Preservation
P.O. Box 189 – Peebles Island
Waterford, NY 12188

LOCALLY ADMINISTERED PROJECT

RE: PIN 4940.T7

Inner Loop East Reconstruction Project
CITY OF ROCHESTER, MONROE COUNTY
13PR3092

Dear Ms. Pierpont:

Enclosed is a Cultural Resources Survey Report (CRSR) prepared for the above referenced Locally Administered Federal Aid project. Based on our review of this CRSR, we concur with the report's findings and recommendations.

No response is necessary if the State Historic Preservation Office is in agreement with the eligibility recommendations in this report. Comments, including any requests for additional information, may be provided in writing within 45 days of receipt of this letter. If there is no response within 45 days, we will assume concurrence with these recommendations.

If you have any questions, comments or need additional information, please contact me at 585-272-4833 or christopher.caraccilo@dot.ny.gov. We look forward to consulting with your office as the project progresses.

Sincerely,

Christopher P. Caraccilo
Regional Cultural Resources Coordinator

Enclosure

cc: Jonathan McDade, Federal Highway Administration
Paul Way, City of Rochester
Rick Papaj, Region 4 Local Project Liaison
Jim Hoffman, Stantec, Project Consultant
P. Dunleavy, Office of Environment, POD 4-1

Letters of Support

Elected Officials

- [City of Rochester Mayor Thomas Richards](#)
- [United States Representative Louise Slaughter](#)
- [United States Senator Charles Schumer](#)
- [United States Senator Kirsten Gillibrand](#)
- [New York Senator Joseph Robach](#)
- [New York Senator Ted O'Brien](#)
- [New York Assemblyman Joseph Morelle](#)
- [New York Assemblyman Harry Bronson](#)
- [Rochester City Council](#)
- [Monroe County Legislator Carrie Andrews](#)
- [Monroe County Legislator John Lightfoot](#)



U.S. Senator Schumer visits Rochester to support the Inner Loop project.

Metropolitan Planning Organization

- [Genesee Transportation Council](#), assurances and letter of support

Real Estate Developers Letters of Interest

- [Buckingham Properties](#), a downtown real estate and property management company
- [Christa Construction](#), a Rochester real estate development company
- [Conifer](#), a Rochester real estate development company
- [Flower City Development](#), a downtown real estate green development company
- [Graywood](#), a Rochester construction and property management company

Project Area Stakeholders and Neighborhood/Business Associations

- [The Strong Museum of Play](#), a museum that attracts over 600,000 visitors annually
- [Rochester Downtown Development Corporation](#), a downtown development advocacy group
- [The University of Rochester](#), Rochester's largest employer
- [Wadsworth Square Neighborhood Association](#), a neighborhood adjacent to the project area
- [Upper East End Business Association](#), representing businesses in the project area
- [Sector 5](#), a downtown resident advocacy group
- [Xerox Rochester International Jazz Festival](#), a festival that attracts 200,000 visitors, held steps from the project area
- [ESL](#), a federal credit union that recently built its headquarters on the edge of the Inner Loop

Regional Associations/Organizations

- [UNICON, Unions and Business United in Construction](#), an organization supporting the construction industry
- [Rochester Business Alliance](#), the local chamber of commerce, representing 9 counties in the Greater Rochester area
- [Visit Rochester](#), Rochester's tourism promotion organization
- [Rochester Regional Community Design Center](#), a local urban planning advocacy group
- [Rochester Cycling Alliance](#), a local bicycling advocacy group
- [Reconnect Rochester](#), a local transit advocacy association

Other Interested businesses

- [Costanza Enterprises, Inc.](#), a downtown development company
- [Rochester Public Library](#), representing libraries in the city of Rochester and County of Monroe
- [Bergmann Associates](#), a downtown business
- [Excellus](#), a downtown business
- [Conifer](#), a downtown real estate development company
- [SWBR](#), a downtown business

**Letters of Support
Elected Officials**



May 31, 2013

The Honorable Raytheon LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am pleased to submit this application for FY 2013 TIGER Discretionary Grant Program funding to construct the visionary Inner Loop East Reconstruction Project. The requested \$17.7 million will complete the funding package for this regionally-significant \$23.6 million project that will quite literally redefine Downtown Rochester at a time when our city and region desperately need investment.

The City of Rochester and the Genesee-Finger Lakes Region are still feeling the effects of the 2001-2003 recession, during which more than 20,000 jobs were lost from our area. The Great Recession of 2007-2009 led to the loss of 15,000 additional jobs from the region. Despite notable economic successes in recent years, the number of jobs in our region remains well below Year 2000 levels. As of April 2013, unemployment in the City of Rochester remained above 9%, higher than the state and national rates.

A vibrant regional economy requires a vibrant center city. Accordingly, the City is aggressively investing in its downtown area, enhancing public infrastructure and attracting private investment. No project is more central to our revitalization strategy than this project. The requested TIGER funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway in Downtown Rochester and replace it with a new high quality complete street. This project will reconnect neighborhoods, remove structurally-deficient bridges, encourage walking and biking, and create more than nine acres of land for redevelopment that will generate jobs and leverage private investment. This innovative project meets all of the TIGER Long-Term Outcomes and has an overwhelmingly positive Benefit-Cost ratio.

Thank you for the opportunity to apply for TIGER funding. If you have any questions, please do not hesitate to contact me directly.

Sincerely,

Thomas S. Richards
Mayor





LOUISE M. SLAUGHTER
CONGRESS OF THE UNITED STATES
25TH DISTRICT, NEW YORK
May 29, 2013

The Honorable Ray LaHood, Secretary
Department of Transportation
1200 New Jersey Avenue Southeast
Washington, District of Columbia 20590-0001

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Ray,

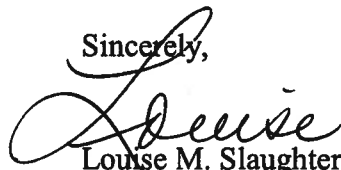
I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2013 TIGER Discretionary Grants Program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with an at-grade boulevard and more than nine acres of land for redevelopment.

In 2006 I secured funding for the design and environmental work related to this project understanding that traffic volumes no longer support the need for the Inner Loop. In fact, this expressway has become a physical barrier between downtown Rochester and adjacent thriving neighborhoods including the Neighborhood of the Arts.

I have long been a supporter of projects that improve access to downtown Rochester by multiple modes of transportation including mass transit, biking and walking. The Inner Loop East Reconstruction Project is another important step toward returning downtown Rochester and its surrounding neighborhoods to the vibrant urban center that it once was.

Rochester continues to be a leader in optics, imaging and health care with a unique history of innovation and entrepreneurship but in order to continue to be a global leader we must invest in our infrastructure at home. I am convinced that this strategic investment will lead to more people choosing Rochester as a place to live and work.

I appreciate your full consideration of this important project.

Sincerely,

Louise M. Slaughter
Member of Congress

LMS:md

United States Senate

WASHINGTON, DC 20510

COMMITTEES:
BANKING
DEMOCRATIC POLICY & COMMUNICATIONS
FINANCE
JUDICIARY
RULES

May 31, 2013

The Honorable Raymond H. LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary,

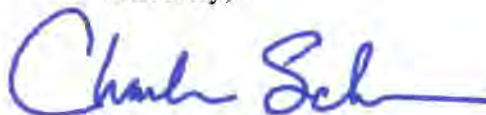
I am pleased to write in support of the \$17.7 million application submitted by the City of Rochester for funding under the *Transportation Investment Generating Economic Recovery Grant Program (TIGER V)*. Such funding will enable the City of Rochester to implement its Inner Loop East Reconstruction Project.

The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to attract new investments by reconnecting its downtown core to adjacent vibrant neighborhoods that are now effectively separated by the Inner Loop. The Inner Loop serves as a physical and psychological barrier, separating the downtown area from adjacent thriving neighborhoods, and discouraging walking and biking while hindering economic development.

This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street to spur economic development. This project will reconnect neighborhoods, remove two structurally-deficient bridges, right-size 50 year old outdated infrastructure to leverage private sector investment, and create more than nine acres of land for redevelopment. The construction phase would create or retain over 300 jobs while a total of over 1000 permanent jobs could be created or retained at full build-out. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features, and I applaud the City of Rochester for its foresight.

I sincerely hope the application meets with your approval and thank you for your consideration. If you need additional information, please do not hesitate to contact me or my Grants Director, Marissa Emanuel, in my Washington, DC office at 202-224-6542.

Sincerely,



Charles E. Schumer
U.S. Senator

United States Senate

WASHINGTON, DC 20510-3205

October 25, 2011

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
Washington, DC 20590

Dear Secretary LaHood,

I write in support of the City of Rochester's application for funding from the TIGER III Grant Program through the Department of Transportation. The funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality urban boulevard.

Rochester is the third largest city in New York State and serves as a state and regional economic hub. The City is successfully revitalizing its urban core through strategic investments that are reconnecting adjacent vibrant neighborhoods with downtown areas. The Inner Loop East Reconstruction project is central to this revitalization strategy.

The requested funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality urban boulevard that is easily accessible to bicyclists and pedestrians. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. This project will reconnect neighborhoods with the downtown, eliminate overbuilt and deteriorating infrastructure, and free up more than nine acres of land for redevelopment. Replacement of this expressway will significantly enhance Rochester's livability by reconnecting neighborhoods, encouraging more walking and biking, and stimulating private investment.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Andrew Usyk at (202) 224-4451.

Sincerely,



Kirsten E. Gillibrand
United States Senator

DEPUTY MAJORITY LEADER FOR POLICY
CHAIRMAN
LABOR
COMMITTEE MEMBER
AGING
CITIES
COMMERCE, ECONOMIC DEVELOPMENT
& SMALL BUSINESS
EDUCATION
ENERGY
FINANCE
HIGHER EDUCATION
TRANSPORTATION

THE SENATE
STATE OF NEW YORK



JOSEPH E. ROBACH
Senator, 56th District

ALBANY OFFICE:
ROOM 803
LEGISLATIVE OFFICE BUILDING
ALBANY, NY 12247
(518) 455-2909
FAX: (518) 426-6938

MONROE COUNTY OFFICE:
2300 WEST RIDGE RD.
ROCHESTER, NY 14626
(585) 225-3650
FAX: (585) 225-3661

INTERNET ADDRESS:
www.robach.nysenate.gov
robach@nysenate.gov

October 27, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

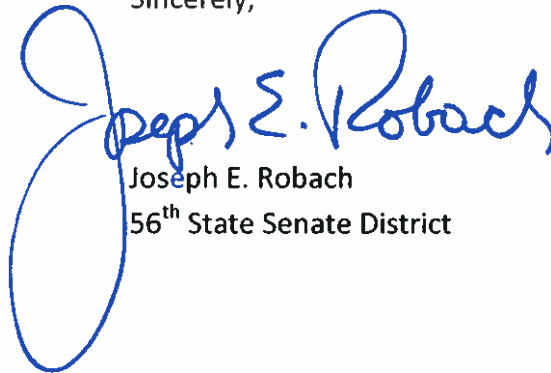
Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East

End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me directly at (585) 225-3650.

Sincerely,

A handwritten signature in blue ink that reads "Joseph E. Robach". The signature is stylized with large loops and a long vertical stroke on the left side.

Joseph E. Robach
56th State Senate District

JER:sw



JOSEPH D. MORELLE
Assemblyman 132ND District
Monroe County

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIRMAN
Committee on Insurance

COMMITTEE
Economic Development, Job Creation,
Commerce & Industry
Higher Education
Rules
Ways & Means

October 25, 2011

Secretary Raymond LaHood
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the 2011 TIGER Discretionary Grants program.

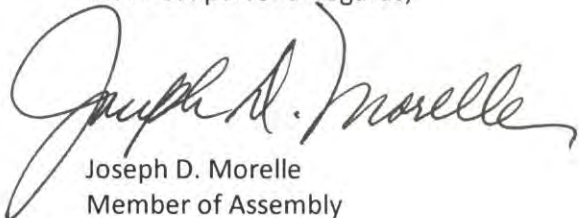
The City of Rochester is successfully revitalizing its downtown through investments in infrastructure, economic development, and housing. A key piece of this downtown revitalization strategy is to reconnect adjacent neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from thriving neighborhoods like the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. As such, it is widely seen as a physical and psychological barrier, discouraging walking and biking, and hindering economic development.

With the TIGER Discretionary Grant, the City will remove a deteriorated and underutilized section of the Inner Loop and replace it with a high-quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment. I believe this proposal meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

Thank you, in advance, for your careful consideration of this important project. If you have any questions or need additional information, please do not hesitate to contact me.

Warmest personal regards,



Joseph D. Morelle
Member of Assembly

JDM:ram



HARRY B. BRONSON
Assemblymember
131st District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COMMITTEES
Agriculture
Economic Development
Labor
Local Governments
Transportation

October 24, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

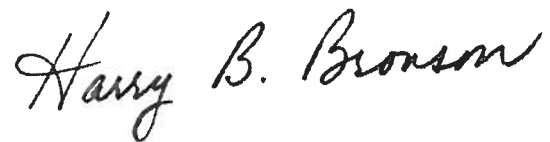
I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

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I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in black ink that reads "Harry B. Bronson". The signature is written in a cursive style with a large, prominent initial "H".

Harry B. Bronson
Member of Assembly



City of Rochester

Rochester City Council

Lovely A. Warren, President
Councilmember
Northeast District

Elaine M. Spaul, Vice President
Councilmember
East District

Carolee A. Conklin
Councilmember-at-Large

Matt Haag
Councilmember-at-Large

Adam C. McFadden
Councilmember
South District

Dana K. Miller
Councilmember-at-Large

Carla M. Palumbo
Councilmember
Northwest District

Jacklyn Ortiz
Councilmember-at-Large

Loretta C. Scott
Councilmember-at-Large

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

We are writing to express support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

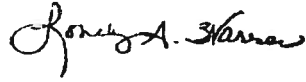
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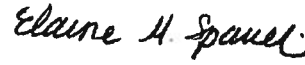


We would greatly appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact the City Council Office at (585) 428-7538.

Sincerely,



Lovely A. Warren
President
Northeast District



Elaine M. Spaul
Vice President
East District



Adam C. McFadden
South District



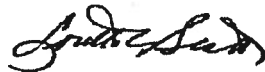
Dana K. Miller
At-Large



Carolee A. Conklin
At-Large



Carla M. Palumbo
Northwest District



Loretta C. Scott
At-Large



Jacklyn Ortiz
At-Large



Matt Haag
At-Large



Monroe County Legislature

CARRIE M. ANDREWS
DEMOCRATIC MINORITY LEADER

CARRIE M. ANDREWS
LEGISLATURE - DISTRICT 21
50 ROSEVIEW AVENUE
ROCHESTER, NEW YORK 14609
OFFICE: (585) 753-1940
E-MAIL: carrie_andrews@hotmail.com

May 31, 2013

Hon. Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2013 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

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I appreciate your full consideration of this important project. If you have any questions or concerns, please do not hesitate to contact me at (585) 753-1940.

Sincerely,

Carrie M. Andrews

Carrie M. Andrews
Democratic Leader

CMA/dmo



Monroe County Legislature

JOHN LIGHTFOOT
LEGISLATOR - DISTRICT 25

JOHN LIGHTFOOT
LEGISLATOR - DISTRICT 25
52 DR. SAMUAL MCCREE WAY
ROCHESTER, NEW YORK 14608
OFFICE: (585) 753-1940
FAX: (585) 753-1946
E-MAIL: legislator@lightfootjohn.com

May 31, 2013

Hon. Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

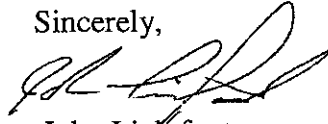
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I appreciate your full consideration of this important project. If you have any questions or concerns, please do not hesitate to contact me at (585) 753-1940.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Lightfoot', written in a cursive style.

John Lightfoot
Legislator – District 25

CMA/dmo

Letters of Support
MPO

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October 20, 2011

Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Re: Letter of support and certification for the City of Rochester Inner Loop East
Reconstruction Project TIGER Discretionary Grant Proposal**

Dear Secretary LaHood:

Per the Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments (TIGER Discretionary Grants Program) under the FY 2011 Continuing Appropriations Act as published in the August 12, 2011 edition of the *Federal Register*, this letter expresses the Genesee Transportation Council's strongest support for the City of Rochester's Inner Loop East Reconstruction Project as the Genesee-Finger Lakes Region's highest priority for the program.

On September 8, 2011, the Genesee Transportation Council (GTC) – as the designated metropolitan planning organization for the Genesee-Finger Lakes Region – endorsed the project as its highest priority for the TIGER Discretionary Grants Program. This endorsement was made in recognition of the significant improvement to economic development and quality of life (consistent with the program's desired Long-Term Outcomes and Job Creation and Near-Term Economic Activity) for the entire Rochester, New York Metropolitan Area and larger Genesee-Finger Lakes Region that would occur if the project is implemented.

This letter also certifies that the project is included as an illustrative project in the recently-adopted *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035* and would be added to the *2011-2014 Transportation Improvement Program* as soon as possible upon selection by the U.S. Department of Transportation to receive an award through the TIGER Discretionary Grants Program.

Thank you for your strong consideration of the City of Rochester's Inner Loop East Reconstruction Project for the TIGER Discretionary Grants Program.

Sincerely,



Richard Perrin, AICP

cc: Hon. Thomas Richards, Mayor – City of Rochester
Joan McDonald, Commissioner – New York State Department of Transportation
Mary Pat Hancock, Chairperson – Genesee Transportation Council

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 11-132 Endorsing the Inner Loop East Reconstruction Project as the Genesee-Finger Lakes Region's highest priority for the TIGER Discretionary Grants program

WHEREAS,

1. Division B of the Department of Defense and Full-Year Continuing Appropriations Act, 2011 (Pub L. 112-010) as enacted on April 15, 2011 appropriated \$526.944 million to be awarded for National Infrastructure Investments;
2. The U.S. Department of Transportation (USDOT) is referring to grants for National Infrastructure Investments under the FFY 2010 Appropriations Act as "Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grants";
3. TIGER Discretionary Grants will be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area, or a region;
4. The purpose of the Inner Loop East Reconstruction Project is to remove a deteriorating, underutilized 2/3-mile segment of the Inner Loop Expressway, roughly between Broadway and Charlotte Street, and replace it with a surface street along the existing Union Street alignment thereby reconnecting the Center City with adjacent neighborhoods, enhancing bicycle and pedestrian conditions, and creating up to nine acres of "shovel-ready" land for redevelopment.;
5. The Inner Loop East Reconstruction Project is wholly consistent with and will maximize the benefits of several other existing and planned highway, bridge, public transportation, bicycle, and pedestrian projects that have been or will be funded with local, state, and federal funds;
6. The Inner Loop East Reconstruction Project is included in the *Long Range Transportation Plan for the Genesee-Finger Lakes Region 2035*;

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council endorses the Inner Loop East Reconstruction Project as the Genesee-Finger Lakes Region's highest priority for the TIGER Discretionary Grants program;
2. That the Council supports the preparation and submittal of any and all necessary TIGER Discretionary Grants application materials by the City of Rochester for the Inner Loop East Reconstruction Project;

3. The Genesee Transportation Council will amend the *2011-2014 Transportation Improvement Program* at the earliest possible date to include TIGER Discretionary Grants funds if so awarded by USDOT;
4. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on September 8, 2011.

Date 9/15/2011

Robert A. Traver
ROBERT A. TRAVER, Secretary
Genesee Transportation Council

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**Letters of Support
Real Estate Developers**

Buckingham Properties LLC

1 SOUTH WASHINGTON STREET, SUITE 200 • ROCHESTER, NEW YORK 14614
(585) 295-9500 • FAX: (585) 295-9505 • www.buckprop.com

October ~~24~~ 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, New York - Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Buckingham Properties LLC is the largest and most diverse real estate development and property management company in the Rochester, NY area. Buckingham focuses on opportunistic development projects in the Greater Rochester region and takes pride in its combination of resourcefulness and significant experience to adapt to the needs of its diverse real estate portfolio. Buckingham's success has been driven by its ability to match the right real estate development project with the appropriate location and to efficiently execute the project to significantly reduce costs; thus providing a high end product at competitive market prices.

Currently, this segment of the Inner Loop creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

Buckingham Properties is currently developing a mixed-use project one block to the East of the proposed Inner Loop Project. Alexander Park is a mixed-use project that both the renovation of existing buildings and the new construction of approximately 100,000 square feet of commercial space. The project investment will exceed \$80 million. The proposed Inner Project will have beneficial impact for our project as well as for the City of Rochester as a whole.

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly created development parcels resulting from the Inner Loop East project as proposed.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

The Honorable Raymond LaHood

Page -2-

October 24 2011

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence Glazer". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Lawrence Glazer
Chief Executive Officer



October 24, 2011

119 Victor Heights Pkwy.
Victor, NY 14564-8938
Phone (585) 924-3101
Fax (585) 924-8149

Real Estate Development
Property Management

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, New York - Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Christa Development Corporation (CDC) is a full service real estate development company launched by Christa Construction in 1989. This subsidiary has developed and built over 3.0M SF of residential, commercial office and industrial space since its inception. CDC has retained ownership of over 1.0M SF of mixed-use office, flex, production and residential space.

Currently, this segment of the Inner Loop creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

Several years ago, CDC completed a new construction mixed-use condominium project (Sagamore on East) in downtown to the East of the proposed Inner Loop Project. CDC is also working with the City on an adaptive re-use project in the same vicinity of downtown. This project includes the complete renovation of a 17-story building for apartments and 100,000 square feet of commercial and retail space. Our investment in this project will exceed \$60 million. The proposed Inner Loop project will provide significant benefits to both of these projects.

Meeting Today's Demands for Business Space





conifer

a real estate development and management company

October 28, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new, high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 324-0524.

Sincerely,



Timothy D. Fournier
President & CEO

TDF/pls

g:\pspall\tim\correspondence\2011\lahood-2011oct28.docx

building opportunities, achieving dreams[®]

183 East Main Street, Suite 600
Rochester, NY 14604
585.324.0500
fax 585.324.0556
www.coniferllc.com



October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

As a second generation real estate developer in the City of Rochester, I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

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Our recent renovation projects in the City of Rochester over the last 10 years have added underutilized and underperforming properties to the city's tax role in addition to the many jobs they have created. The Inner Loop project would create the same opportunity for companies like ours as well as many others in the Rochester area.



Development
Management
Consulting

The Inner Loop project would create the same opportunity for companies like ours as well as many others in the Rochester area.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 647-6116.

Sincerely,



John Billone, Jr.
President



The Honorable Raymond LaHood

Page -2-

October 24, 2011

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly created development parcels resulting from the Inner Loop East project as proposed.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'David Christa', with a stylized, cursive flourish.

David Christa
Chief Executive Officer

October 21, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester, New York - Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Graywood and affiliated companies have been making significant investments in the downtown real estate market. We are currently constructing an \$8 M mixed use project consisting of 24 for sale row houses and a 15,000 SF three story office building. We own 64 rental units in the City and continue to purchase and renovate existing properties.

Currently, this segment of the Inner Loop creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

Graywood will be moving forward with a new \$20 Million residential development project in Downtown Rochester adjacent to the proposed project. This project will benefit our planned investment immensely. Not only will the Inner Loop reconstruction enhance the livability of our downtown, it will increase the desirability of the rental and for-sale units we will be creating.

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly created development and would gladly ask the City for a first right of refusal for some of the parcels resulting from the Inner Loop East project as proposed.



In closing, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

Sincerely,



Steve Trobe

President, Graywood Design

CC: Steve Golding, City of Rochester
Bret Garwood, City of Rochester



Graywood Design

1001 Lexington Ave Rochester NY

**Letters of Support
Project Stakeholders
Neighborhood/Business Associations**

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One Manhattan Square
Rochester, NY 14607

585-263-2700
www.thestrong.org

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We are pleased to submit this letter in support of the City of Rochester's application for financial assistance for engineering, design, and related work on its Inner Loop East Reconstruction Project.

The Strong—a world-class educational institution that is home to the National Museum of Play, National Toy Hall of Fame, and International Center for the History of Electronic Games—is the largest stakeholder in this section of the Inner Loop corridor, occupying more than 280,000 square feet of building space and more than a quarter-mile of frontage along the Inner Loop corridor.

As the biggest cultural attraction in Western New York, we welcome nearly 600,000 visitors—many from out of state—to downtown Rochester each year, and almost all park in our lots bordering on the corridor and exit via it. In its current condition, the corridor reflects negatively upon The Strong and upon the city itself and projects an image that is harmful to repeat business. Further, the Inner Loop, with its dozen lanes of traffic and deteriorating infrastructure inhibits pedestrian traffic in the vicinity, both in terms of safety concerns and in terms of aesthetics. In short, this segment of the Inner Loop is ugly and unsafe, and it is an impediment to both our potential future expansion and to the growth of this sector of downtown in general.

The Strong is unique in the world and serves a variety of popular and scholarly audiences nationally. We are the only collections-based museum anywhere solely devoted to the study of play and the ways in which play is essential to learning and human development. Since opening on this site in 1982, we have expanded twice—most recently in 2006 at an investment of \$37 million—and we have been exploring expanding a third time. To do so will require our attracting investment from outside the region and the state, and every time we bring a potential supporter here from out of town, we cringe when we have to traverse the Inner Loop corridor and park and exit our vehicles alongside it.

The Strong Play Partners

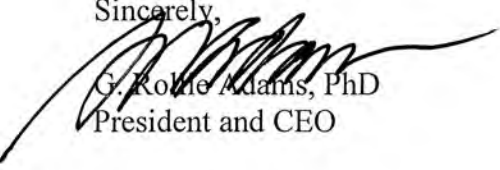


Secretary LaHood
October 28, 2011
Page 2

Removing this segment of the Inner Loop, bringing the corridor to grade, and creating a more functional and more visually appealing streetscape will not only solve the problems described above, it will also spur economic investment in downtown Rochester in general, thereby not only providing construction jobs, but providing long-term jobs through neighborhood enhancements such as new and appealing residential stock as well as hotel, office, and retail opportunities.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop Reconstruction Project.

Sincerely,



G. Rokie Adams, PhD
President and CEO



www.rochesterdowntown.com

October 26, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

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I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 263-6950.

Sincerely,

Heidi N. Zimmer-Meyer
President

ROCHESTER DOWNTOWN DEVELOPMENT CORPORATION

PRESIDENT

Joel Seligman

240 Wallis Hall
Rochester, NY 14627-0011
585.275.8356, 585.256.2473 fax
seligman@rochester.edu



October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood:

On behalf of the University of Rochester, please allow me to express my support for the City of Rochester's Inner Loop East Reconstruction project TIGER application. With funding, the City will revitalize this section of Downtown Rochester in a way that will allow for continued growth, not only for the University community, but for the City and the entire region.

The University of Rochester is one of the top research and higher education institutions in the world today. We are the largest employer in the region, the sixth largest private employer in the state, the major health care provider for the region, and generator of an increasing number of jobs and new businesses. The University has approximately 10,000 students and more than 20,000 employees spread over a number of campuses and facilities. Two of these locations, the Eastman School of Music and the Memorial Art Gallery, are located a half-mile apart in downtown Rochester. Despite their proximity, it is extremely challenging to travel between these campuses due to the Inner Loop, a sunken expressway which separates these facilities.

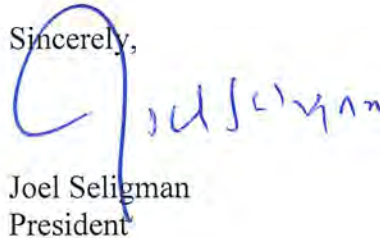
The Eastman School of Music is widely regarded as our nation's premier music school, boasting world-class faculty and teaching facilities right in the heart of downtown Rochester. Its Eastman Theatre attracts more than 300,000 annual visitors to historic Kodak Hall. The Eastman Theatre is also the epicenter of the Xerox Rochester International Jazz Festival, an acclaimed nine-day event, which draws nearly 200,000 visitors each year. The Memorial Art Gallery, a University-affiliated art gallery which also serves as a public art museum, hosts nearly 300,000 visitors annually. The presence and condition of the Inner Loop detracts from the area's vibrancy and gives the wrong first impression to visitors of these and other nearby attractions.

The Honorable Raymond LaHood, Secretary
October 26, 2011
Page Two

The University continues to make major investments in these regionally significant locations. A \$47 million renovation and expansion of the Eastman Theatre was completed in December 2010. Plans are currently under way for a University-led, mixed-use redevelopment of a surface parking lot adjacent to Eastman. A redesign of the Memorial Art Gallery grounds will result in Centennial Sculpture Park, a public sculpture garden featuring works by both national and local artists. Work on the park also coincides with the latest phase of ARTWalk, a public initiative to transform the neighborhood into an interactive outdoor museum that is sure to bring even more visitors to the area. The City's proposed Inner Loop East project will redefine this section of downtown Rochester and facilitate continued growth, not only for the University community, but for the City and region as a whole.

For these reasons, I fully support the Inner Loop East Reconstruction project and this request for funding through the TIGER program. Thank you for your consideration, and please feel free to contact me or our Office of Government and Community Relations if you have any questions.

Sincerely,



Joel Seligman
President

JS/km

Wadsworth Square Neighborhood Association

A Gateway Community

October 24, 2011

Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

On behalf of the families of the Wadsworth Square Neighborhood Association, I am please to write in support of the City of Rochester's Inner Loop East Reconstruction Project application through the FY 2011 TIGER Grant Program.

Wadsworth Square is a compact, densely populated neighborhood with a long and proud history. In 1835, it is said the Wadsworth family donated the land that today makes up most of the square, and was once used to graze cows, housed an elementary school and later the city's health department offices.

But, with the construction of the I-490 and Inner Loop project, the neighborhood has been isolated from the downtown Rochester by the barriers that were constructed. The square was paved-over, turned into a storage facility for automobiles, and stopped being used for a public purpose. Through the efforts of many dedicated citizens the half of the square was reclaimed for public use parkland, but the other half is still used as a parking lot. As you can see, the Inner Loop continues to a negative impact on the development and growth of Wadsworth Square and adjacent neighborhoods to this day.

The Inner Loop acts as an impediment to the commercial growth of Monroe Avenue. The sunken expressway is a physical and psychological barrier between Wadsworth Square neighborhood and downtown and discourages walking and biking as well as investment. The Inner Loop has created a dead zone in what is an otherwise vibrant densely populated urban center.

By removing the expressway and its "moat like" effect it creates, will increase the number of connection points between neighborhoods and downtown and will facilitate the economic investment that will help restore life to downtown and its adjacent neighborhoods.

I appreciate you consideration of Rochester's application and encourage favorable action by the Department of Transportation.

Sincerely,



Allan Richards, President
Wadsworth Square Neighborhood Association

23 Pearl Street, Rochester, New York 14607
585/230-6234



Rochester Regional Office

Union Place
30 North Union St. – Suite 302
Rochester, NY 14607
Phone: (585) 454-5550 ■ Fax: (585) 454-7711

Richard C. Iannuzzi, *President*
Andrew Pallotta, *Executive Vice President*
Maria Neira, *Vice President*
Kathleen M. Donahue, *Vice President*
Lee Cutler, *Secretary-Treasurer*

October 27, 2011

The Honorable Raymond LaHood,
Secretary United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Inner Loop East Reconstruction Project

Dear Secretary LaHood,

As President of the Upper East End Business Association and Superintendent of Union Place, an office building directly adjacent to the proposed City of Rochester's Inner Loop East Reconstruction Project, I want to express full support of this proposal through the FY 2011 Tiger Discretionary Grants program.

Aside from the general observation that this project will reconnect neighborhoods now divided by this underutilized "concrete moat," open up nine acres of land for redevelopment, remove 2 structurally-deficient bridges, and in many ways –psychologically and physically – unite the core City with several thriving neighborhoods (Neighborhood of the Arts, Upper East End Entertainment Area, Park Avenue, and Monroe Village), I feel I should relate several very substantive advantages this particular project would bring to the City and our neighborhood to give you a better focus.

First, the world-famous Rochester International Jazz Festival held every June along East Avenue is in fact divided by this "moat," in that it greatly limits pedestrian traffic to and from venues and precludes a more expansive area in which to plan this or other major events in the area. Secondly, the elimination of this sunken roadway will promote easier access to parking, restaurants, and entertainment businesses both day and night in our area.

In short, it is fair to say that this proposal is right for the City ("One City" is the local phrase most often used), right for adjacent businesses, residences, property owners, and places of worship, and offered at the right time to undertake construction. We strongly urge that you approve this project for Rochester and look forward to offering our group's support and input as the City moves this project forward to benefit everyone concerned.

Sincerely,

Carl O'Connell, President of Upper East End Business Association
Frances Paley, Resident
Murphy's Law
New Bethel Christian Fellowship
Isaac Heating and Air Conditioning
Heat Nightclub
Tim Tompkins, Resident
One Restaurant
Union Place, NYSUT
Doc Yaeger Tattoo
The Patriot Companies
Flower City Management

www.nysut.org

New York State United Teachers
... Affiliated with many others AFL-CIO



October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

As leader of Sector 5, a committee which advocates for the residents of downtown Rochester, and myself a downtown resident and office worker, I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. Removal of the eastern leg of the Inner Loop has long been a goal of downtown residents and users, but especially those in the East End, a downtown mixed-use neighborhood that is currently divided by the sunken Inner Loop roadway. The funding being requested would allow the sunken roadway to be filled, and replaced by an at-grade boulevard that will re-connect the two disparate pieces of the neighborhood. The East End is an extremely vibrant urban neighborhood that has seen a significant amount of private investment in the past several years. In addition to a growing residential population, the area is dense with offices, restaurants, and retail space. The funding being requested will allow the East End to continue to thrive by improving the aesthetics of the area, strengthening connectivity, and perhaps most importantly generating new parcels of land that will create opportunities for infill development and open space.

The City of Rochester has placed a significant focus on reinvesting in the downtown core, and as a result the quality of life for Center City residents has been substantially enhanced, and private development has followed. Replacement of the underutilized eastern segment of the Inner Loop with a properly scaled at-grade boulevard will be a tremendous compliment to the revitalization efforts already underway. Rather than spending a substantial amount of money rehabbing the Inner Loop East, which needs significant upgrades to its aging infrastructure, this money can be better spent by removing this outdated expressway in favor of creating a sustainable city street rooted in the practices of sound urban planning.

I appreciate your full consideration of this important project, and look forward with great optimism regarding this tremendous opportunity for our City.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anthony P. Bellomo', with a long horizontal flourish extending to the right.

Anthony P. Bellomo
Sector 5 Leader

October 27, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

This area is key to expansion of the annual Xerox Rochester International Jazz Festival (XRIJF), which has fast become one the nation's largest music events, attracting more than 181,000 people this year from more than 25 states and 15 countries. The festival has an estimated minimum \$8 million plus economic impact on the region annually. It has become Rochester's signature cultural arts event, showcasing the region and enhancing its status as a tourism destination.

As co-owner and producer of XRIJF, my business partner, John Nugent and I are interested in investing in growing the festival. But currently the festival is divided by the Inner Loop, which limits expansion and potential increased economic impact. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me.

Sincerely,

Marc Iacona
Producer / Executive Director
Xerox Rochester International Jazz Festival





VIA FACSIMILE

November 4, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express ESL Federal Credit Union's strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core and the Inner Loop East Reconstruction Project is central to achieving that objective.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

Our company's commitment to support the economic development of the community it serves and on which ESL depends for its future success and growth was reflected in our decision to build our \$58 million headquarters in the City of Rochester. We expect that projects such as the Inner Loop East Reconstruction Project will further validate our decision to invest in the future of this community.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 336-1222.

Sincerely,

A handwritten signature in black ink that reads "David L. Fiedler". The signature is written in a cursive style with a large, prominent "D" and "F".

David L. Fiedler
President and Chief Executive Officer

Letters of Support
Regional Association/Organizations

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Unions and Businesses
United in Construction

The Powers Building • 16 West Main Street, Suite 204 • Rochester, NY 14614
p: 585-288-3440 • f: 585-288-5480 • info@uniconrochester.com

www.uniconrochester.com

October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at 288-3440.

Sincerely,

A handwritten signature in blue ink that reads "Ken Warner".

Ken Warner,

Executive Director, Unions and Businesses United in Construction

DEDICATED TO BUILDING A BETTER COMMUNITY

Chair of the Board
Thomas F. Judson, Jr.
The Pike Company

Vice Chair and Secretary
Susan R. Holliday
Rochester Business Journal

Treasurer
David H. Klein
Excellus BlueCross BlueShield

*President and
Chief Executive Officer*
Sandra A. Parker

October 26, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: *City of Rochester Inner Loop East Reconstruction Project*

Dear Secretary LaHood,

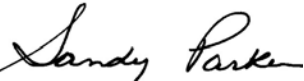
On behalf of the Rochester Business Alliance, a regional chamber of commerce that represents nearly 2,000 employers, I am writing today to express my support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

For these reasons, Rochester Business Alliance supports the reconstruction of the Inner Loop and asks that you give this significant project your full consideration.

Sincerely,



Sandra A. Parker
President & CEO



October 31, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester New York Inner Loop East Reconstruction Project

Dear Secretary LaHood:

We encourage your office's support and funding for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. This project is in line with VisitRochester's role to help create a vibrant, enticing and easily navigable core district of Rochester. This project will be especially important to those who view Rochester for the first time as visitors who may then consider the City as a place to live, learn or grow a business. While removing a deteriorated and underutilized section of the Inner Loop Expressway and replacing it with high quality city streets sounds fundamental, it is part of a major, positive transformation of Rochester. This project will reconnect neighborhoods, enhance pedestrian movement and create significant opportunity for redevelopment.

The lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Creating a new, context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. It will also aid visitors in their navigation and support a positive image of the community.

As its third largest city, Rochester is an internationally-significant economic center of New York State. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. This project is a critical component in the revitalization of Rochester and will have significant impact in the broader geographic area.

On behalf of the 476 business members of VisitRochester, we appreciate your full consideration of this important project. If you wish to have further information, please contact me at 585-279-8316.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Edward Hall".

T. Edward Hall
President



THE HUNGERFORD COMPLEX
1115 EAST MAIN STREET
ROCHESTER NY 14609
585.271.0520 | WWW.RRCDC.ORG

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

The Rochester Regional Community Design Center (RRCDC) is writing to express support for the City of Rochester's Inner Loop East Reconstruction Project through the FY 2011 TIGER Discretionary Grants program. The funding from this grant will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street which will reconnect the downtown to its surrounding neighborhoods on the southeast side. This project will also remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking and hindering economic development. Removal of the Inner Loop has been at the top of a list of 10 key recommendations recorded by citizens and stakeholders at Downtown Charrettes facilitated by the RRCDC in 2000 and 2007. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at 585-271-0520.

Sincerely,

A handwritten signature in black ink, appearing to read "Joni Monroe", written over a dark, textured vertical bar on the left side of the page.

Joni Monroe, AIA, CNU
Executive Director

October 25, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590



RE: City of Rochester Inner Loop East Reconstruction Project

Dear Secretary LaHood,

The Rochester Cycling Alliance, a bicycling advocacy group in Rochester, NY, supports the City of Rochester's Inner Loop East Reconstruction Project for funding through the FY 2011 TIGER Discretionary Grants Program. This funding will be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. This project will reconnect several neighborhoods that have been disconnected for over three decades, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The multi lanes of the Inner Loop and its frontage roads separate the downtown area from three adjacent thriving neighborhoods. The Inner Loop serves as a physical and psychological barrier, discourages walking, discourages bicycling and hinders economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect the three neighborhoods, promote walking, promote bicycling, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 461-5363.

Sincerely,

A handwritten signature in dark ink that reads "Richard DeSarra". The signature is fluid and cursive.

Richard DeSarra

President of the Rochester Cycling Alliance

www.rochestercyclingalliance.com



Reconnect Rochester
4164 Saint Paul Blvd
Rochester, NY 14617

September 13, 2011

Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Re: Inner Loop East Reconstruction Project, Rochester, NY
Request for TIGER Grant Assistance**

Dear Secretary LaHood,

As you review projects for TIGER III funding, please consider the Inner Loop East Reconstruction Project in Rochester, NY. This project exemplifies the purpose of the TIGER program and will be a showcase project for the program in the future, if provided the necessary funding. It will effectively leverage the grant money to create significant transportation, economic and environmental impacts in Rochester. The proposed design will provide a more balanced range of transportation options, fostering new levels of multi-modal connectivity and street-level activity. Where excess highway capacity currently sits, new development will arise in its place and bring together two previously separate neighborhoods into a single thriving corridor district.

The Inner Loop East Reconstruction Project will have a transformative effect on the landscape of the City of Rochester and its image nationwide. The improvements will be a major catalyst for the rejuvenation of downtown Rochester, a process that has been well underway for the past decade. For too long, the Inner Loop has served as a rift between downtown Rochester and its southeastern neighborhoods. Raising the depressed freeway to an at-grade boulevard will help reverse past mistakes and become a leading example for cities looking to reclaim their cityscapes from the highways that were placed through them.

Reconnect Rochester, a local transit advocacy organization and member of the Tri-State Transportation Campaign, unanimously stands behind the City of Rochester's proposal and asks for your support for the Inner Loop East Reconstruction Project. This is a critical project for the community and will help the continued rejuvenation of Rochester.

Very truly yours,

Michael J. Governale, and...

Roger Brown, AIA, CNU
Ed Donnelly
John Kennedy
Carlos Mercado
Robert J. Williams

Joshua Carlsen
DeWain Feller
Alex Kone
Paul Mills

Barbara Clarke
Douglas Fisher
Janet Laird
Jason Partyka

Howard Decker, FAIA
Michael Gilbert
John Lam
Volkan Turgut

CC: Thomas Richards, Mayor, City of Rochester
Charles E. Schumer, Senator, NY
Kirsten Gillibrand, Senator, NY
Louise Slaughter, Congresswoman, 28th District

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**Letters of Support
Other Interested Businesses**

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October 26, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,


I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

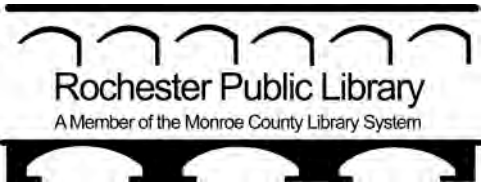
The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 232-3600.

Sincerely,



James A. Costanza
President



Director's Office

115 South Avenue, Rochester, NY 14604-1896

Phone: (585) 428-8046 ♦ Fax: (585) 428-8353 ♦ Patricia.Uttaro@libraryweb.org

October 27, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: City of Rochester's Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express strong support for a Fiscal Year 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

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I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 428.8045.

Sincerely,

Patricia Uttaro
Director
Rochester Public Library and Monroe County Library System

October 27, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood,

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 232-5135.

Sincerely,



Thomas C. Mitchell
President/CEO





November 1, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood:

I am writing to express our strong support for a FY 2011 TIGER Discretionary Grant for the City of Rochester's Inner Loop East Reconstruction Project. This funding would be used to remove a deteriorated and underutilized section of the Inner Loop Expressway and replace it with a new high quality city street. The project would reconnect neighborhoods, remove two structurally-deficient bridges, and create more than nine acres of land for redevelopment.

Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. No project is more central to this approach than the Inner Loop East Reconstruction project.

The ten to twelve lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project. If you have any questions, or desire further information, please do not hesitate to contact me at (585) 238-4262.

Sincerely,

A handwritten signature in cursive script that reads "Susan Eliazewsky".

Susan Eliazewsky
Corporate Vice President
Administrative Services



conifer

a real estate development and management company

October 28, 2011

The Honorable Raymond LaHood, Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Inner Loop East Reconstruction Project
City of Rochester, New York

Dear Secretary LaHood:

I am pleased to submit this letter in support of the City of Rochester's application to the U. S. Department of Transportation for financial assistance through the FY 2011 TIGER Discretionary Grant Program for the Inner Loop East Reconstruction Project.

Conifer Realty is a full service real estate company specializing in the development and management of high-quality, affordable housing communities. Since its inception, the company has developed over 200 properties and over 15,000 apartment units. Conifer concentrates its business in New York, New Jersey, Maryland and Pennsylvania. The company currently owns and manages over 11,000 apartment units throughout these regions.

Currently, the segment of the Inner Loop between Monroe Avenue and Charlotte Street creates a barrier between downtown and some of Rochester's most successful mixed-use districts, including the Park Avenue Neighborhood. It is our understanding that the proposed project will have a number of significant benefits including: pedestrian, bicycle, and vehicular re-connectivity to downtown; landscaping and beautification; narrowing of an underutilized highway; and most importantly, creation of development and investment opportunities for the private sector.

As a major investor in downtown real estate, both commercially and residentially, our company would be very interested in considering investing in and developing projects on newly-created development parcels resulting from the Inner Loop East project as proposed. Conifer Realty recently completed the \$18MM renovation of The Hamilton, a 202-unit structure located adjacent to Rochester's downtown. Conifer is currently under construction on the \$32MM Erie Harbor, a transformative project involving the development of 131 mixed-income housing units right next door to The Hamilton.

In summary, we enthusiastically support and urge funding for the City of Rochester's Inner Loop East Reconstruction Project.

Sincerely,

Allen Handelman
Vice-President

building opportunities, achieving dreams®

183 East Main Street, Suite 600
Rochester, NY 14604
phone: 585.324.0500
fax: 585.324.0556
www.coniferllc.com





S W
B R

S W B R A R C H I T E C T S

R O C H E S T E R N Y
387 East Main Street
Rochester NY 14604
Voice: 585.232.8300
S Y R A C U S E N Y
309 South Franklin Street
Syracuse NY 13202
Voice: 315.488.5635
w w w . s w b r . c o m

October 28, 2011

The Honorable Raymond LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: CITY OF ROCHESTER, Inner Loop East Reconstruction Project

Dear Secretary LaHood:

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Rochester is the third largest city in New York State and an internationally-significant economic center. The City of Rochester is successfully revitalizing its downtown area through strategic investments in infrastructure, economic development, and housing. A key piece of its downtown revitalization strategy is to reconnect adjacent vibrant neighborhoods with the downtown core. This project is central to this reconnection approach.

The numerous lanes of the Inner Loop and its frontage roads separate the downtown area from adjacent thriving neighborhoods including the Neighborhood of the Arts, Upper East End, Park Avenue, and Monroe Village. The Inner Loop serves as a physical and psychological barrier, discouraging walking and biking, and hindering economic development. Replacement of this outdated expressway with a context-sensitive complete street will reconnect neighborhoods, promote walking and biking, and encourage private investment. The proposed project meets all of the TIGER Long-Term Outcomes and incorporates multiple innovative features.

I appreciate your full consideration of this important project.

Sincerely,

David J. Beinetti, AIA
President

DJB/pav