

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**

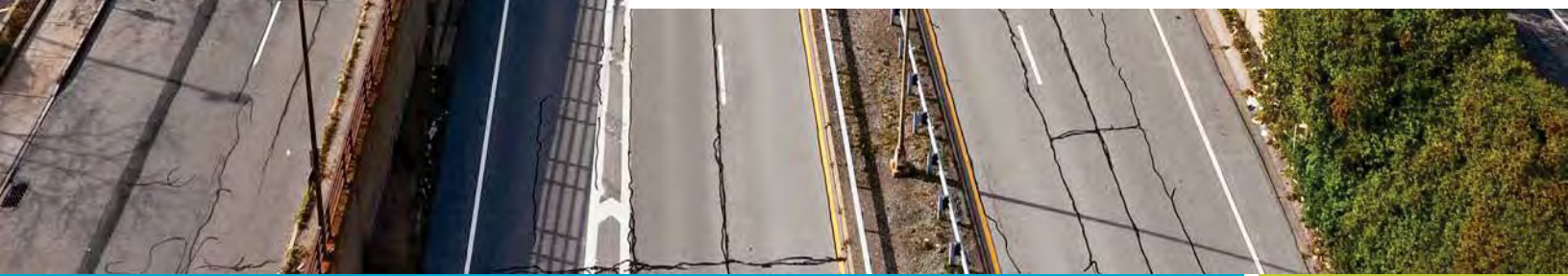
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INNER LOOP EAST

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
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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 DEJARA	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	14667 430-6234	university840@uol.com
Heidi Zimmerman-Meyer	RDC	263-6950	hzm@joddc.org
Derek Suga	TOWNS EOP / 206 Park	505 271 2400	FINONE @ DEERKING.COM
Jim Keefe	TYLI	585 512-2000	



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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Adam Driscoll	DHD Ventures	329-0232	adriscol@dhdventures.com
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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
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Julie Tolar	RBTA		jtolar@rgta.com
Dan Meavon	RTS		dmeavon@rgta.com
Dan Hallowell	NYSDOT	272-3318	dhalowell@dot.ny.us
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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



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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
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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 Box W/1169	235 2584	hressel@frustrated.net
Mary Staropoli	147 Crawford St		mstaropoli@rddc.org
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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Ted Kidd (@EESNY.com)			



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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
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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
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STEPHEN MACAULVER	444 EAST MAIN ST	478-2755	stevem@rochester.ny.com
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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Janice Gouldthorpe	Genesee Center for the Arts 715 Monroe Ave	244 1730	gcce@geneseearts.org
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TOM PADABACH	"	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
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SPIRO P. JANEZOS	RORTA	654-0616	cbenjamin@rorta.com
Crystal Benjamin	City of Roch/Dept of Public Works		
L.J.'s Burgess	96 South Union St	585-7053840	MREV@Rochester.RR.COM
Stephen Venturino	375 Lafayette Park	"	"
"	"	"	"
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DAN GOLDSTEIN	Buckingham Properties	287-5856	dgoldstein@buckprop.com
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SEBASTIAN BAHUA	RRDC		DESIGN@RRDC.ORG
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Penal Lopez	Reconnect Rochester	334-7179	105ft333@yahoo.com
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Carol Kramer	ACCES-VR + 19 Ward Comm Assn	838-2919	ckramer3@mail.nysed.gov
Joni Monroe	RRDC	271-0520	jmonroe@rrdc.ny
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JOHN LOVENHEIM	GROVE PLACE ASSN	748-6221	THE_FUZBEAR@5mail.COM
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Location Manhattan Square Park - Lodge

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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 DEUEL	41 PRIEM ST.	585-766-8267	
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Jim Mayer	315 Mt. Hope Ave	256-9822	contact@pentastich.org
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CHERYL AMATI MARTIN	418 BROADWAY	325-7469	
JEFF BABEY	19,16,15, 20 Grand Ave 10 th St	482-4313	
Ed Spangberg	14 Lafayette PK	454-6847	
Cape Spangberg	"		
La Jackson	'bushwaker' salon	454-1090 (585)	
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Noronica McVine	39 Woodstock Rd		
Jack Shroyer	149 Monroe Ave	262-4776	jadarcycompany@frontier.com
Eric Stendy	10 Green Terrace	943-5381	eric.stendy@hmc.edu
Michael Bouwmeester	212 Coniston Dr		



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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
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Gareth Fitzgerald Barry	Rutgers St.		
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Conrad Jane O'Brien	400 BROADWAY	(685) 671-2704	zurcos22@yahoo.com
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LORE B. JANDO	62 S. UNION ST	585-703-6578	Wbiodad@kuchuku.RL.COM
John Van Kerckhove	Hickory St 14C20		
Penny Haley	362 ALEXANDER ST	585-461-2378	phakyanach@frontier.net
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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.PAPPA@DOT.NC.GOV
Emily Miller	Boysat Plaza 75 Howell	35-3647	Emily@dotplay.com
Julia Brenkel	Cornhill Pl	-	MSoblen@iebi.com
Sharon Banks			
Cuan Sr			
Alis M			



Sign-In Sheet

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Location Manhattan Square Park - Lodge

Date 11/6/2013

Project No. 192500295

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Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
KENNETH KALETA	52 BEVERLY HTS 14615	585-663-3363	XKEN@QWARIK1ST.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



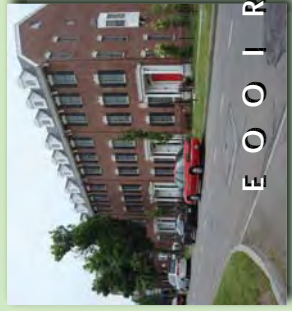
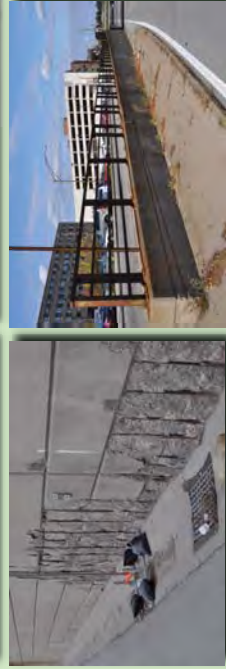
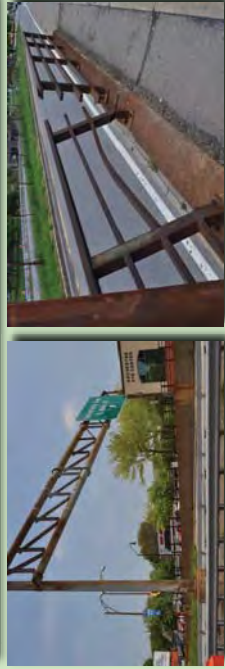
"We are building a city that encourages walking, biking and enjoying the environment. Replacing this section of the Inner Loop will demonstrate the city's commitment to fostering quality of life here in Rochester." - Mayor Richards



"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 TRADITIONAL INTERSECTION

- RO
- A



OPTION 4 ROUNDAABOUT

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



HOWELL / S. UNION OPTIONS



OPTION

- R
- T
- C
- P



OPTION

- N
- L
- O
- 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.

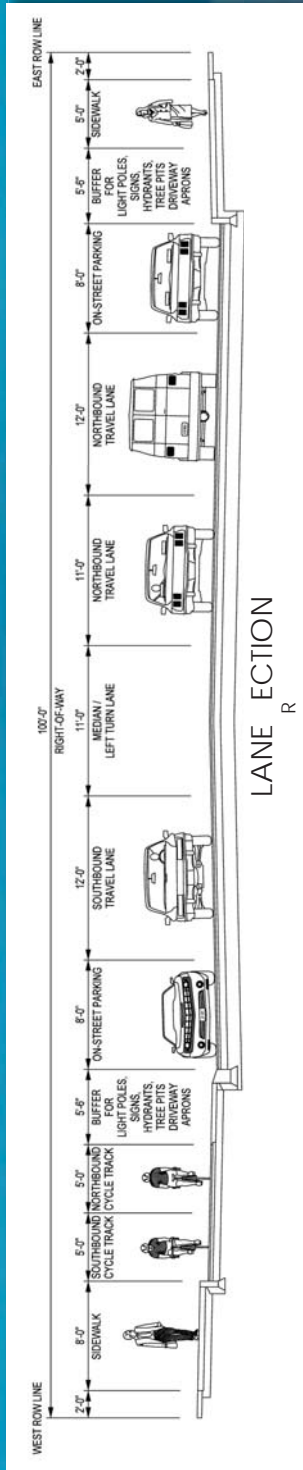
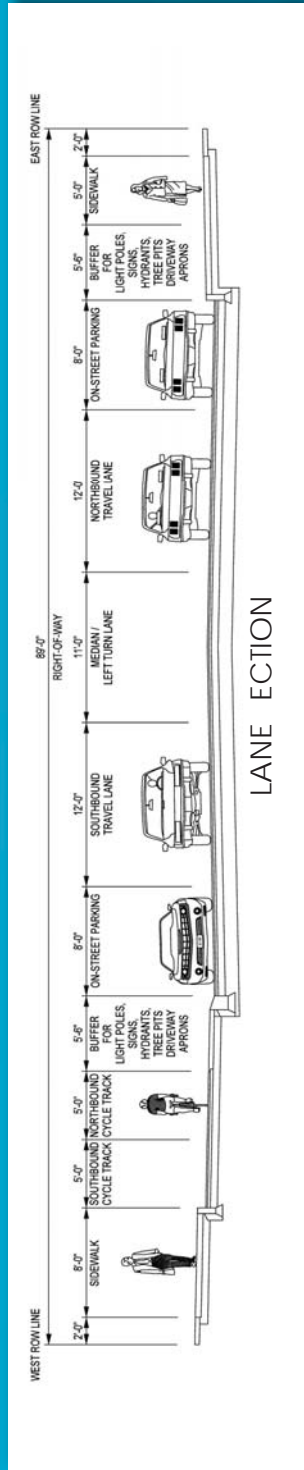
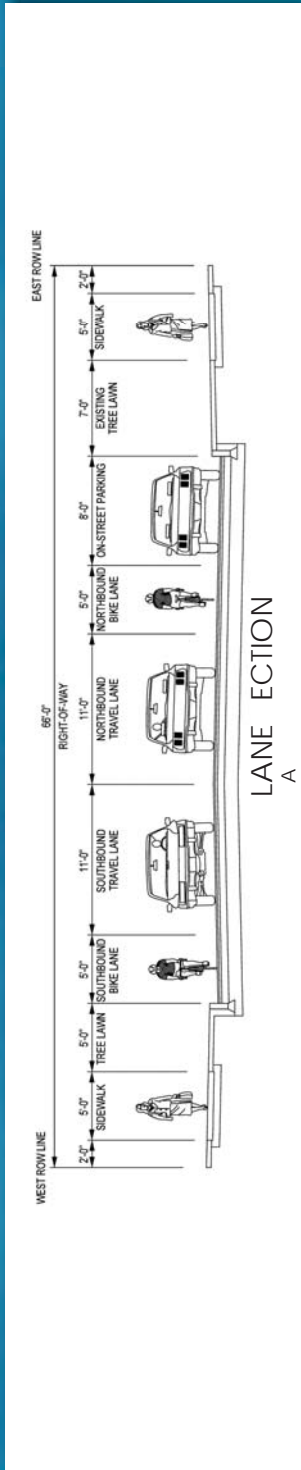


TERMINUS AT RICHMOND STREET

- 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

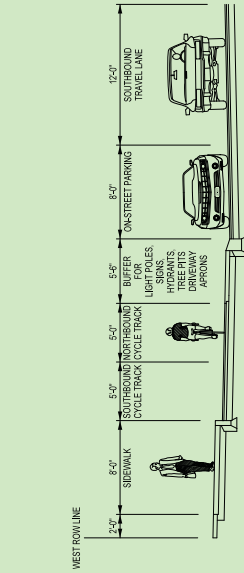


EXIT 3

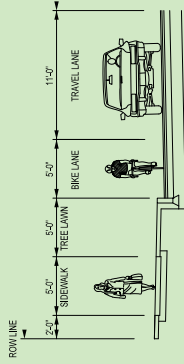
**PEDESTRIAN /
BIKE
CONSIDERATIONS**



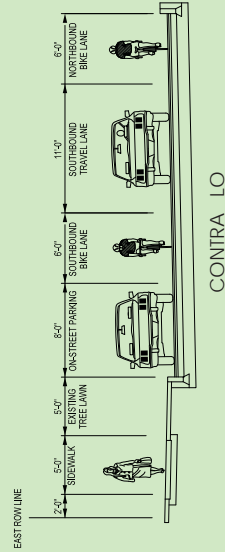
BICYCLE FACILITIES



C-Cycle Track



1-E Lane

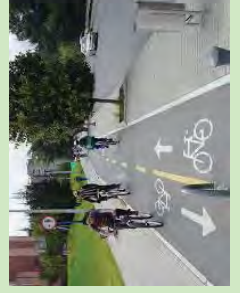


Contra-Flow



ARE LANE

I E O E



C-Cycle Track

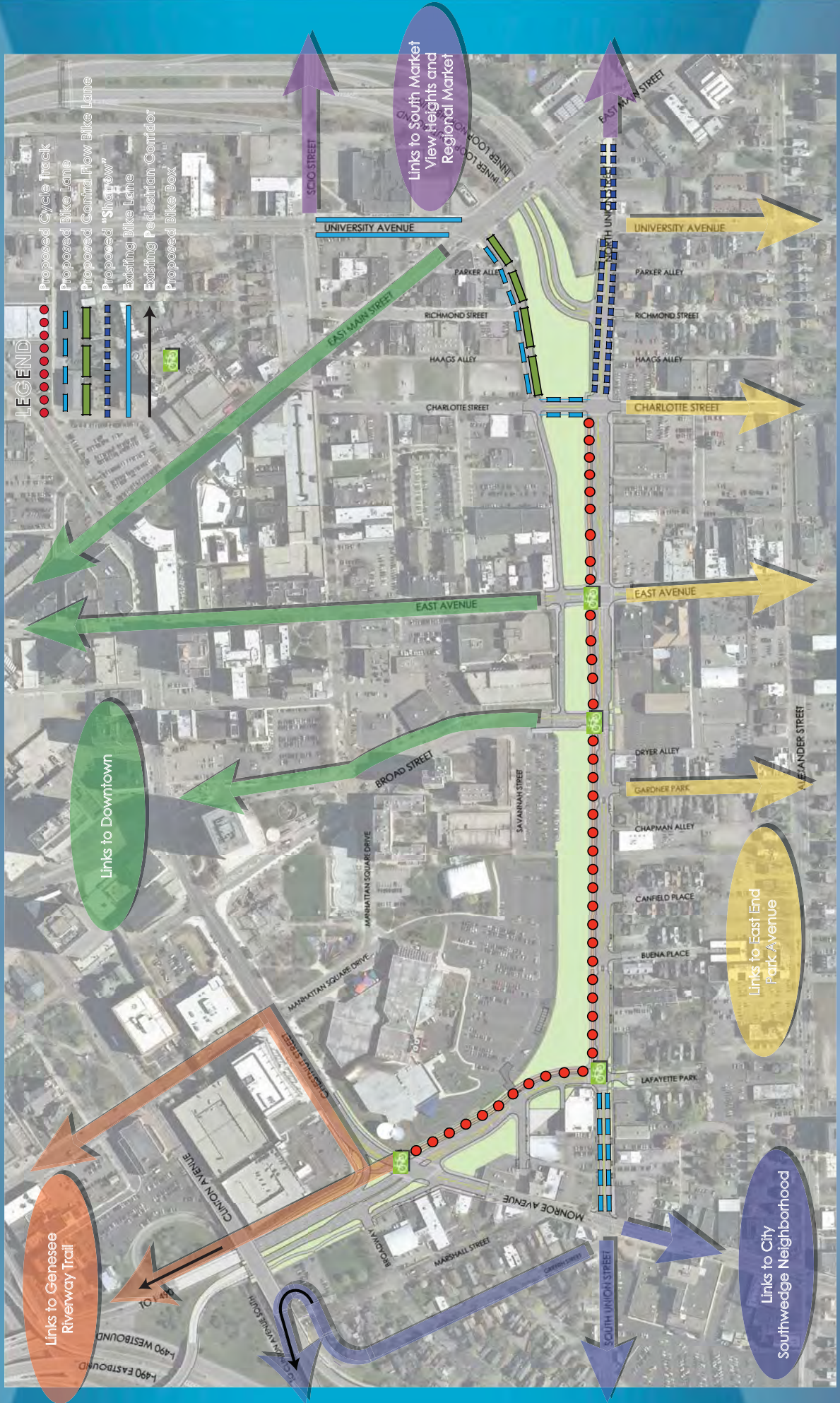


1-E Lane



CONTRA-Flow 1-E Lane

CYCLE TRACK REGIONAL CONNECTIONS



EXIT 4

**PREFERRED
CORRIDOR
ALTERNATIVE**



INNER LOOP EAST TRANSFORMATION PROJECT



11-4-2013

ECONOMIC REDEVELOPMENT POTENTIAL

R E A

- C
P

E

- A
E

- E

R E

P

- *Scenario 1*
R

R
O

- *Scenario 2:*
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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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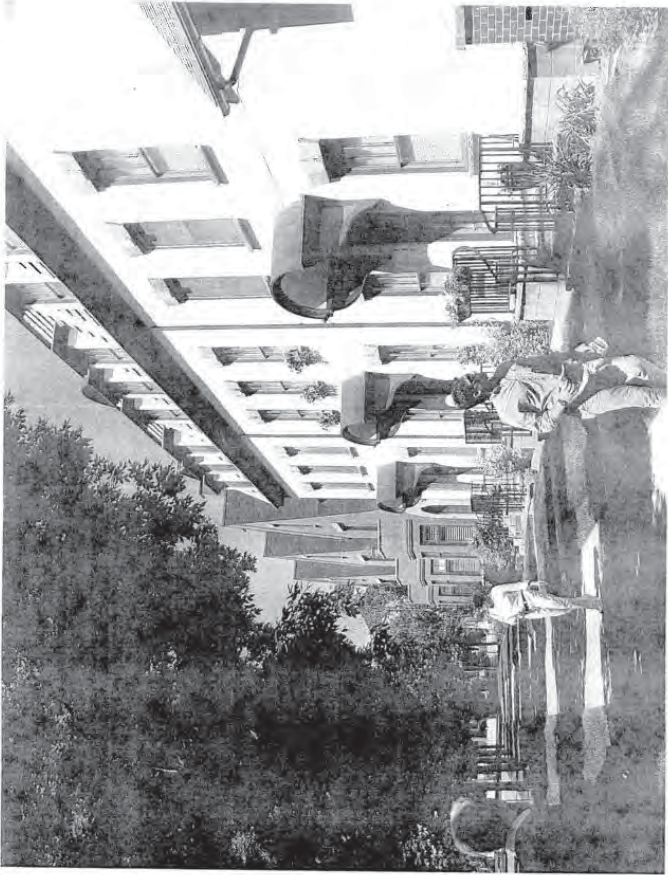
**Public Open House
RRCDC Display Boards**

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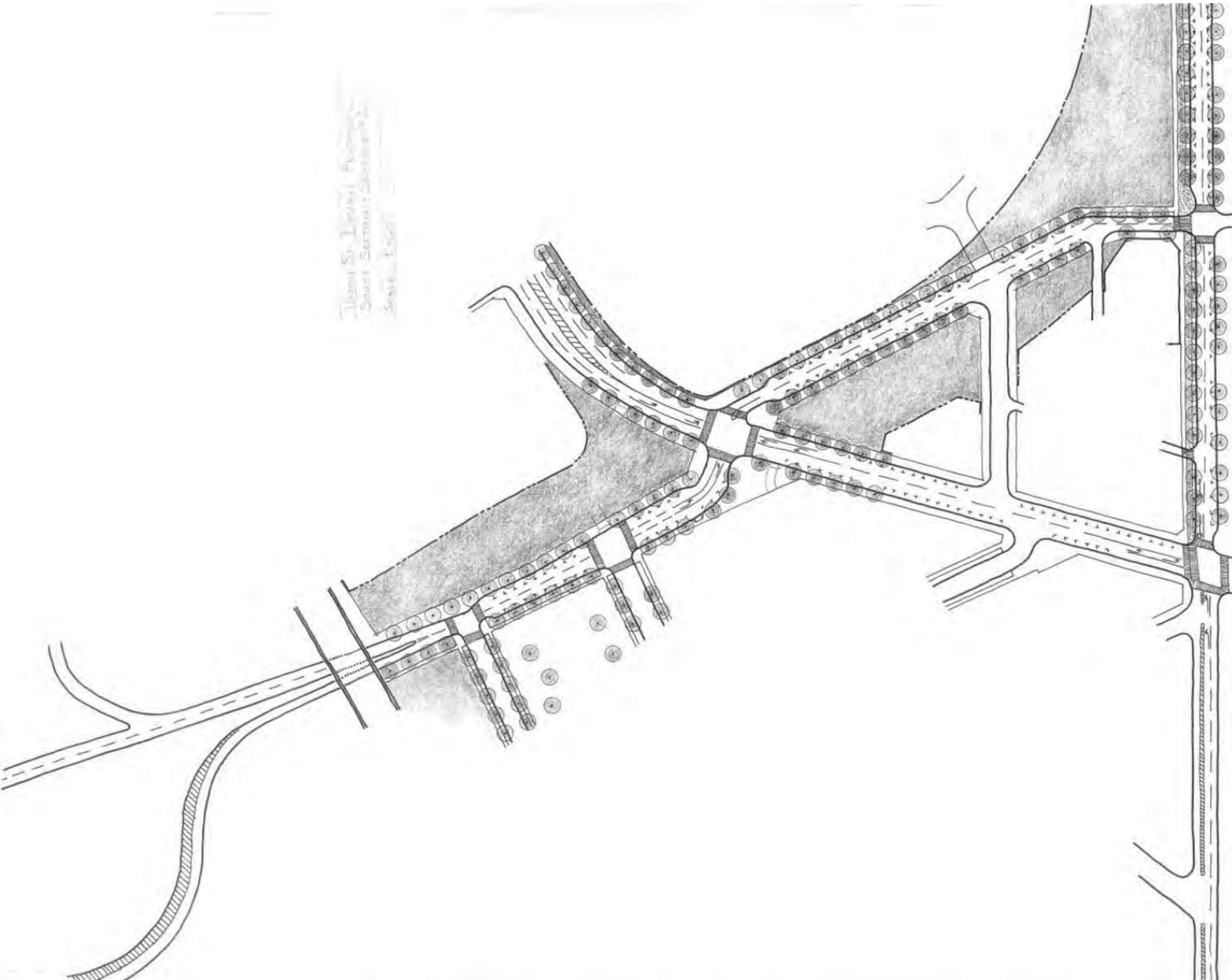
Design Alternatives to Consider

- 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.

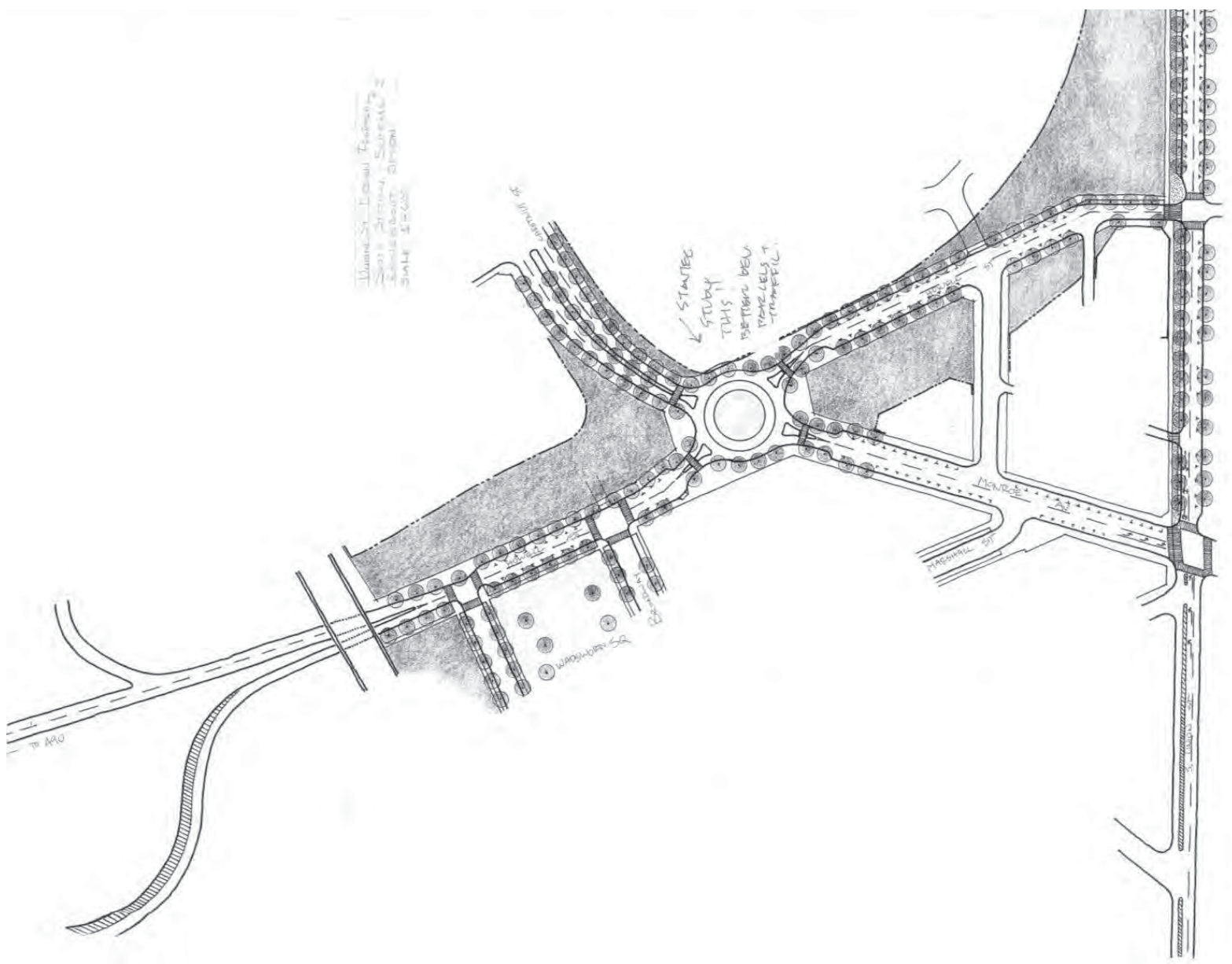




Thamir St. Interchange
South Section: Section 1/2
Scale: 1:500



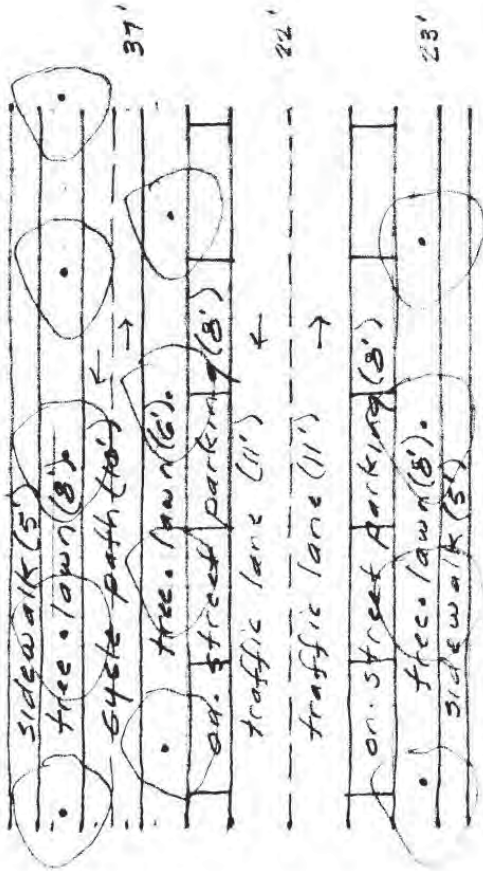
Ward 54 Local Traffic
2000 Street, Survey
Scale 1:200



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

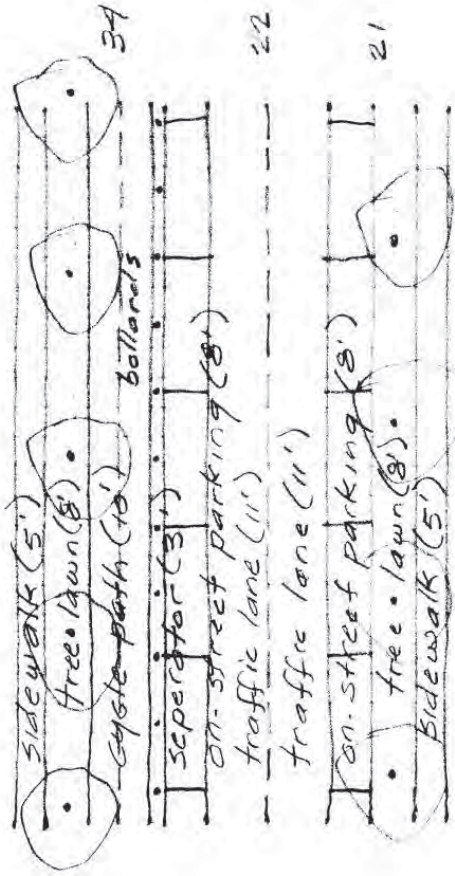


MARVIN WINDOWS ARE MADE TO ORDER.

Cycle Track Scheme #2

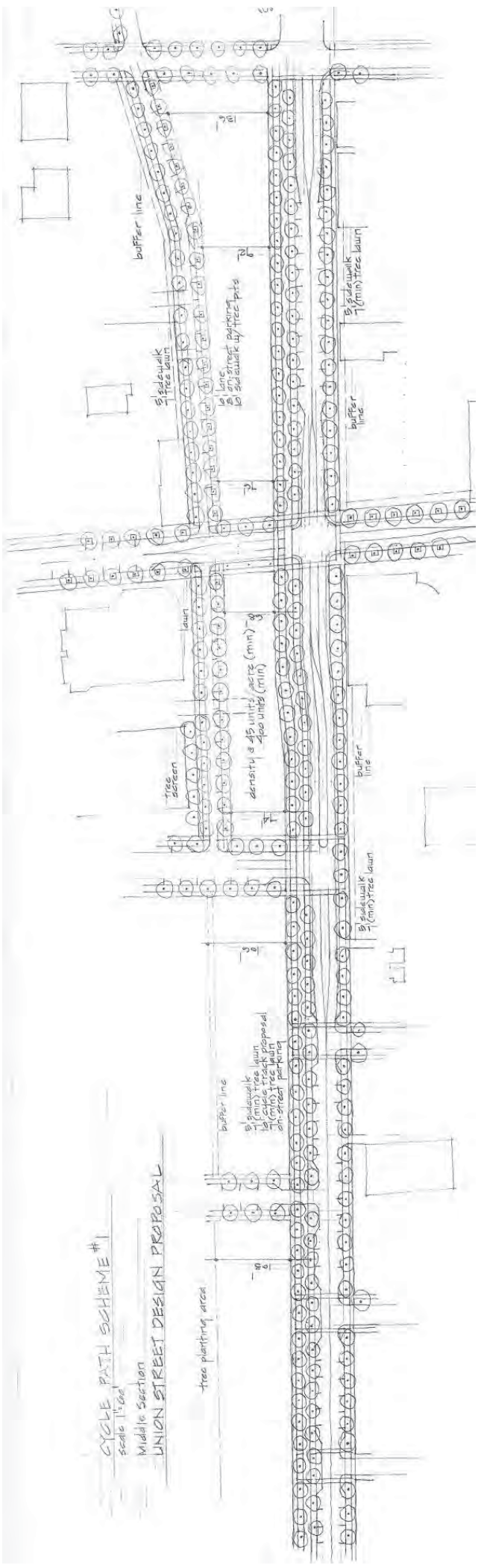
Features:

- 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

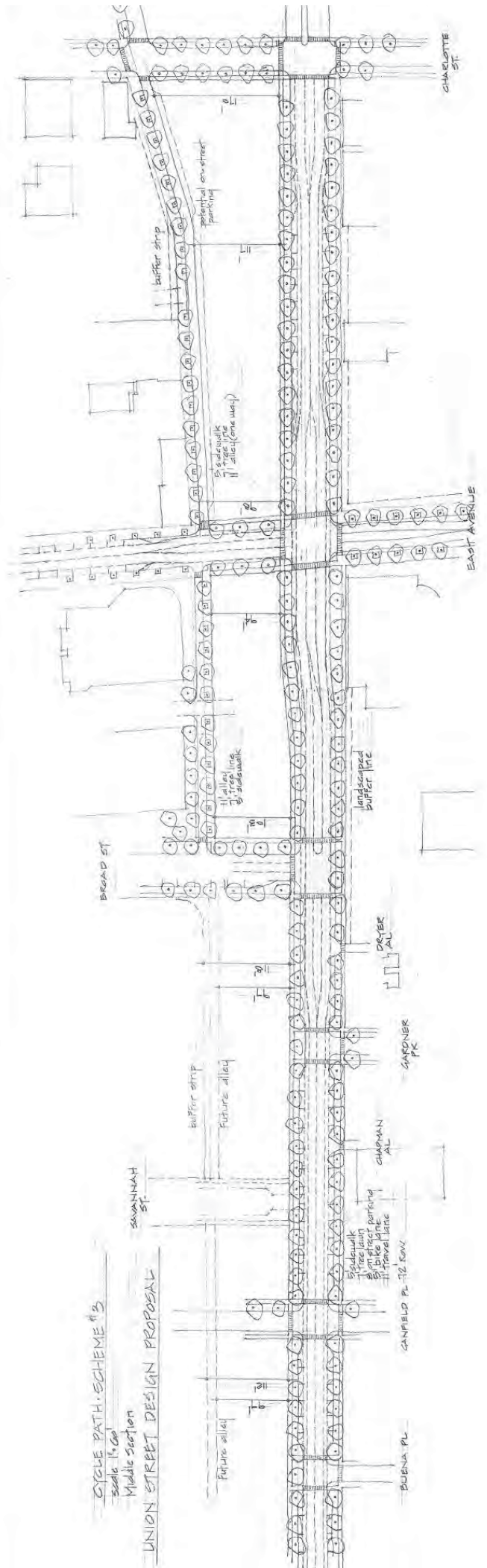


MARVIN WINDOWS ARE MADE TO ORDER.

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



tree planting area

buffer line

Sidewalk tree lawn

15 min street parking to sidewalk by tree pits

15 min street parking to sidewalk by tree pits

Sidewalk tree lawn

buffer

tree screen

lawn

density is 45 units/acre (min) & 400 units/acre (min)

buffer line

Sidewalk tree lawn

buffer line
 Sidewalk tree lawn
 15 min street parking on-screen planting

BROAD ST

SAVANNAH ST

buffer strip

future alley

DRYER AL

SARDNER PK

CHAMMAN AL

Sidewalk tree lawn
 15 min street parking to buffer line
 15 min street parking to buffer line

CAMPBELL PL 1/2 ROW

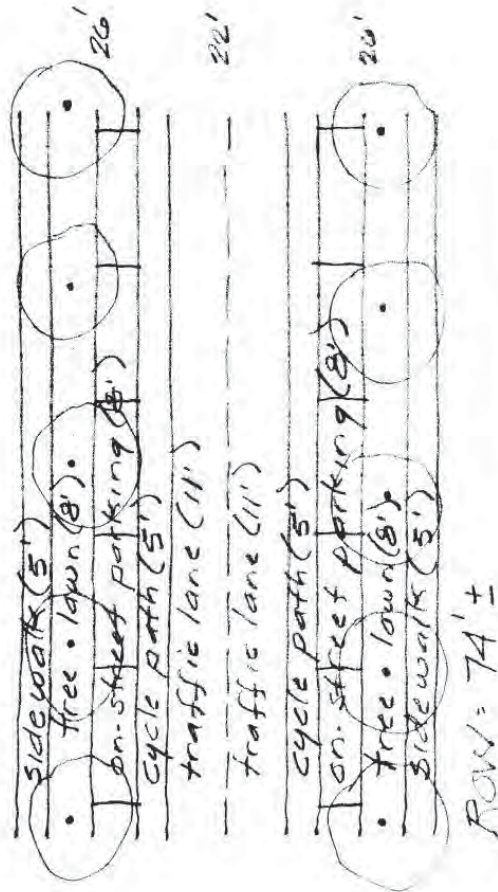
BUENA PL

CHARLOTTE ST

EAST AVENUE

Cycle Track Scheme #3 Features

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

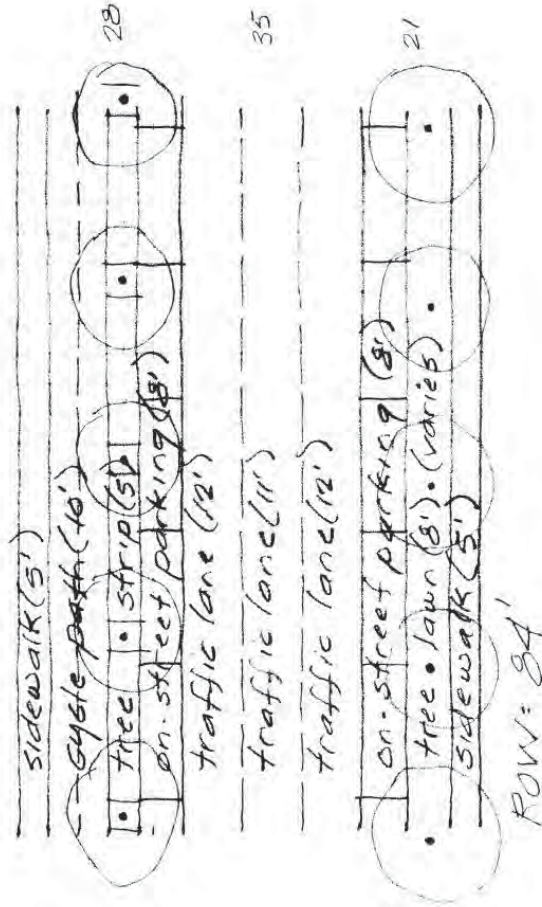


MARVIN WINDOWS ARE MADE TO ORDER.

Original Cycle Track Scheme

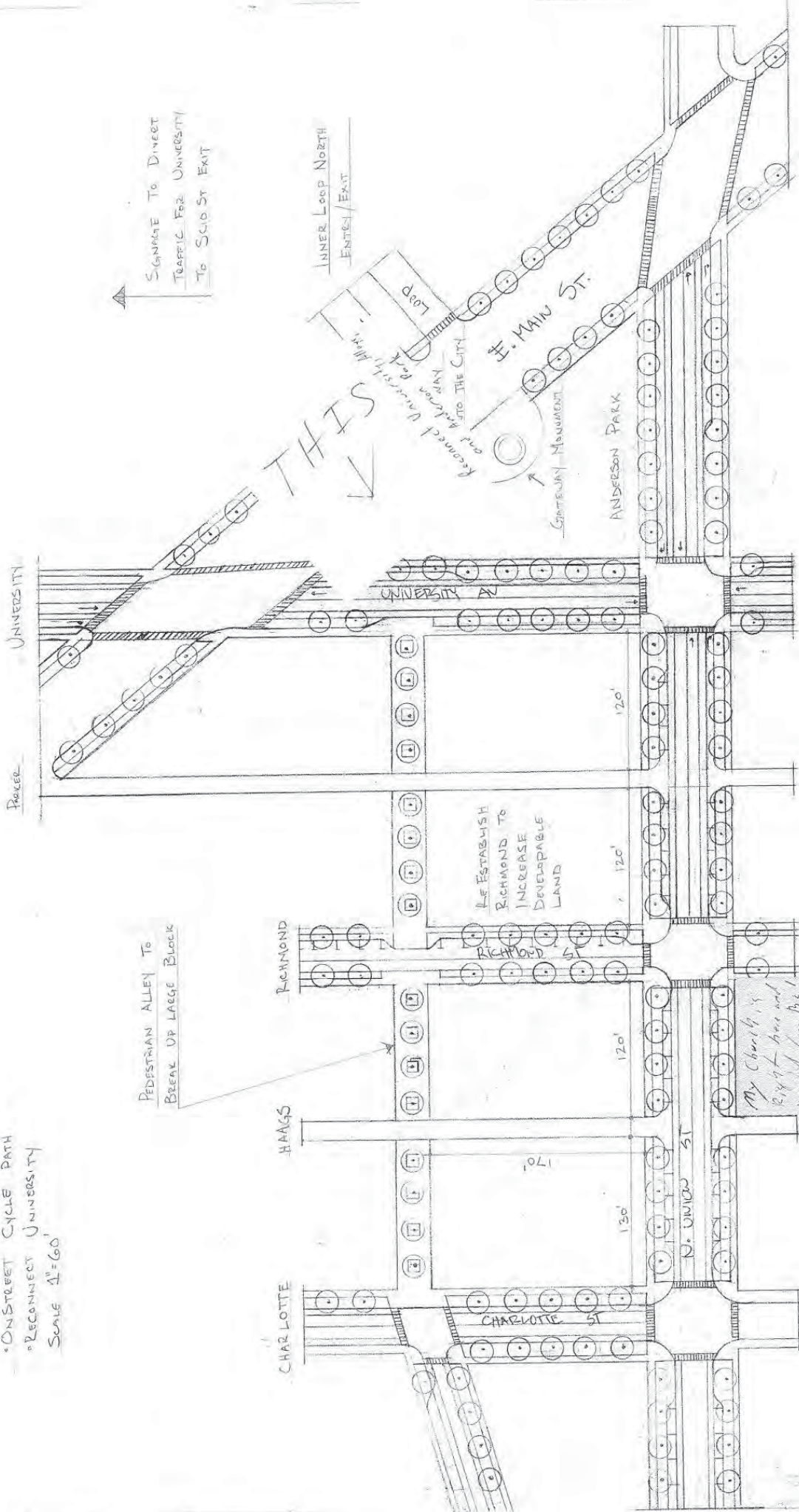
Negative Issues

- 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'



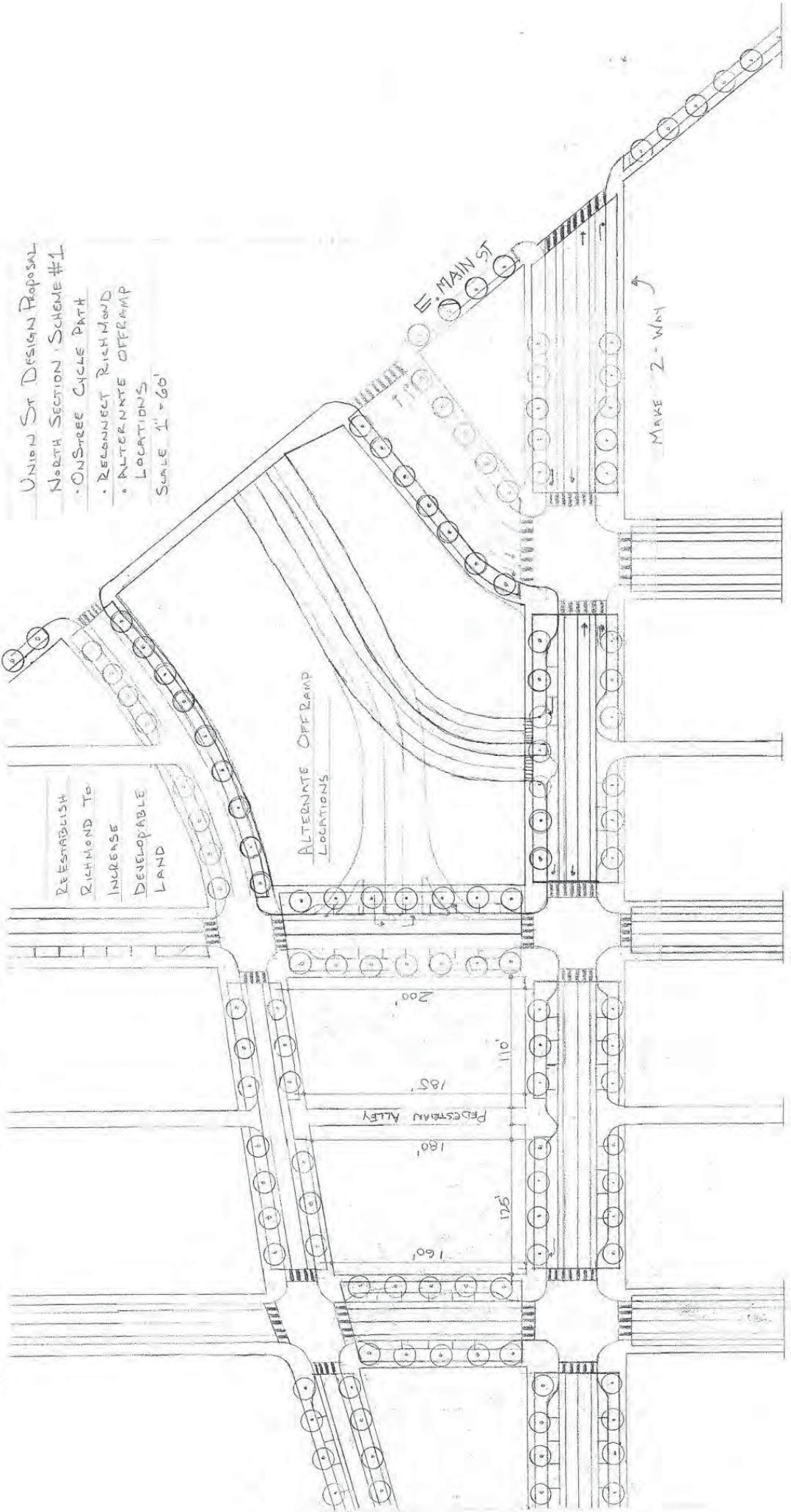
Union St Design Proposal
 North Section - Scheme #1
 • ON-STREET CYCLE PATH
 • RECONNECT RICHMOND
 • ALTERNATE OFFRAMP
 LOCATIONS
 SCALE 1" = 60'

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

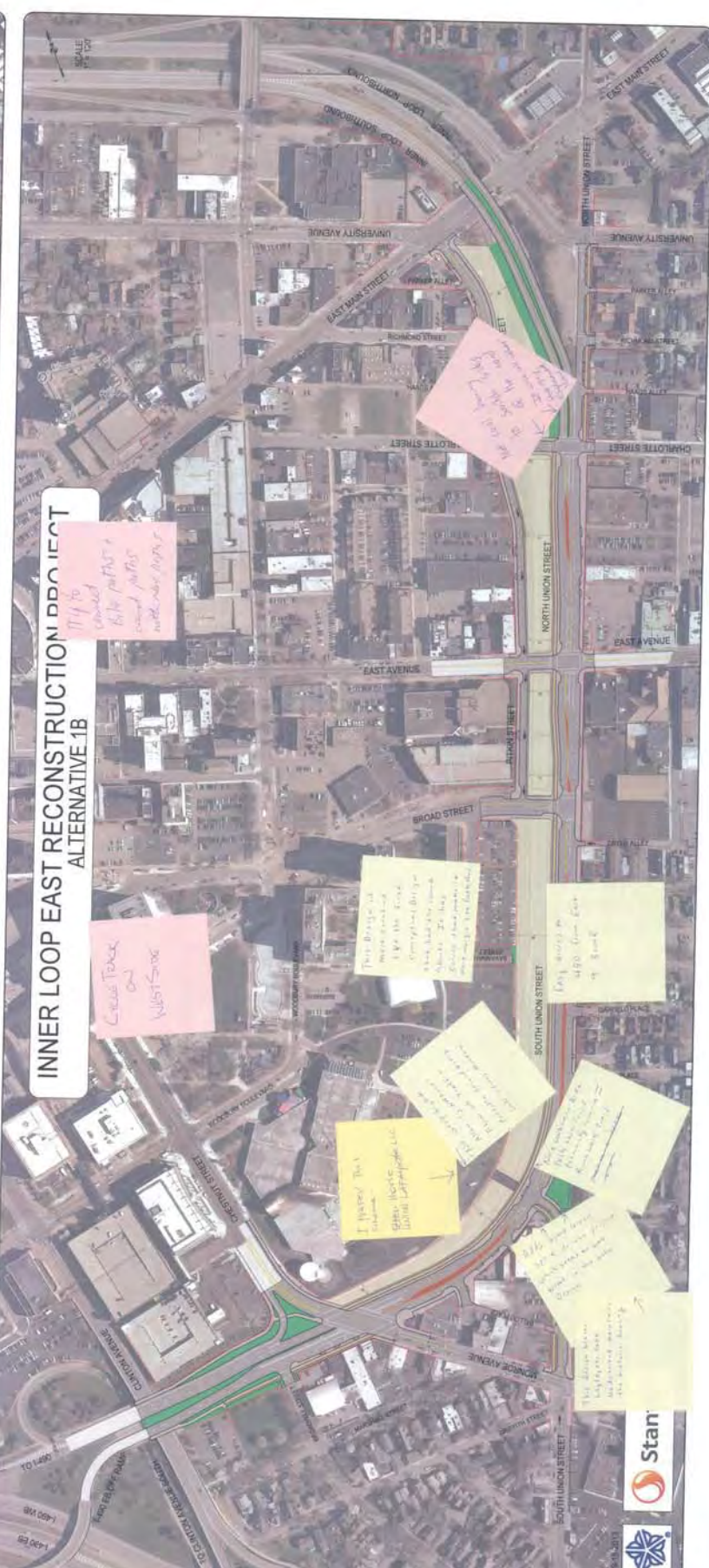


11-14-2013

INNER LOOP EAST RECONSTRUCTION PROJECT
ALTERNATIVE 1A

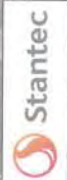


INNER LOOP EAST RECONSTRUCTION PROJECT
ALTERNATIVE 1B



INNER LOOP EAST TRANSFORMATION PROJECT

SCALE
1" = 100'



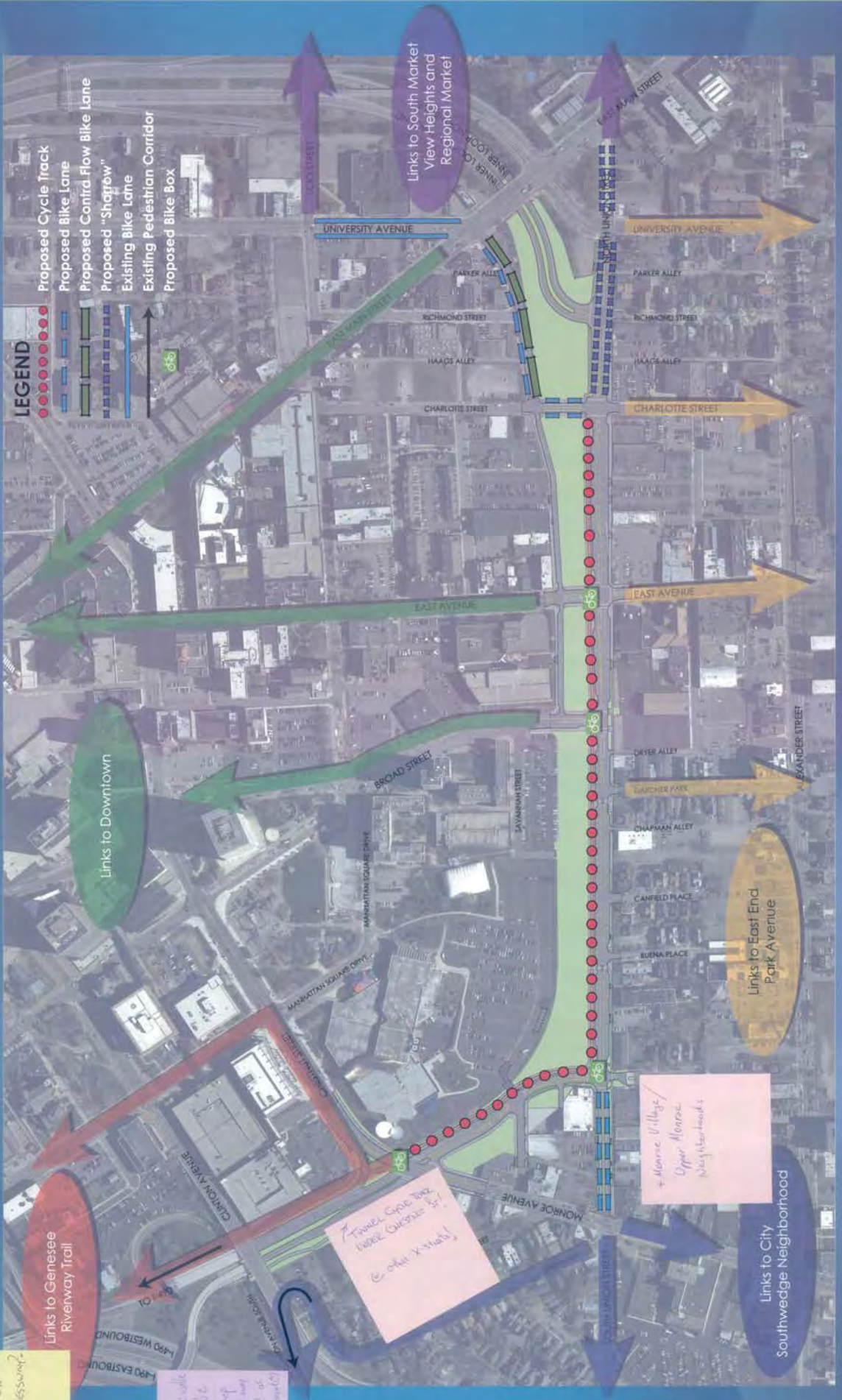
11-4-2013

INNER LOOP EAST TRANSFORMATION PROJECT



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

Time Cycle Box, lower cost? @ John X-Mark!

Links to City Southwedge Neighborhood

Links to Genesee Riverway Trail

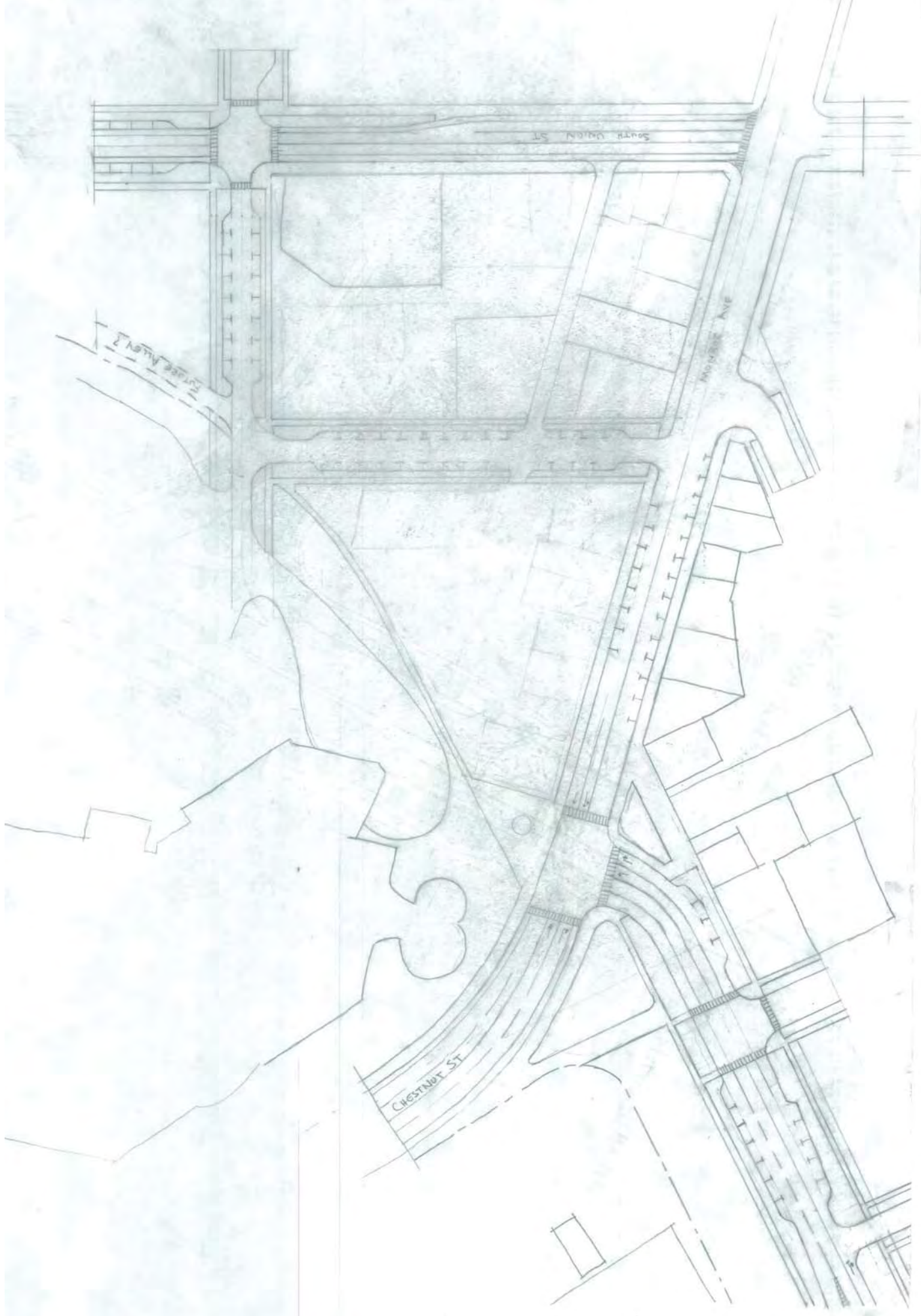
Links to Downtown

Links to East End Park Avenue

Links to South Market View Heights and Regional Market

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

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WOODBURK

NUT STREET

CLINTON AVENUE

TO I-490

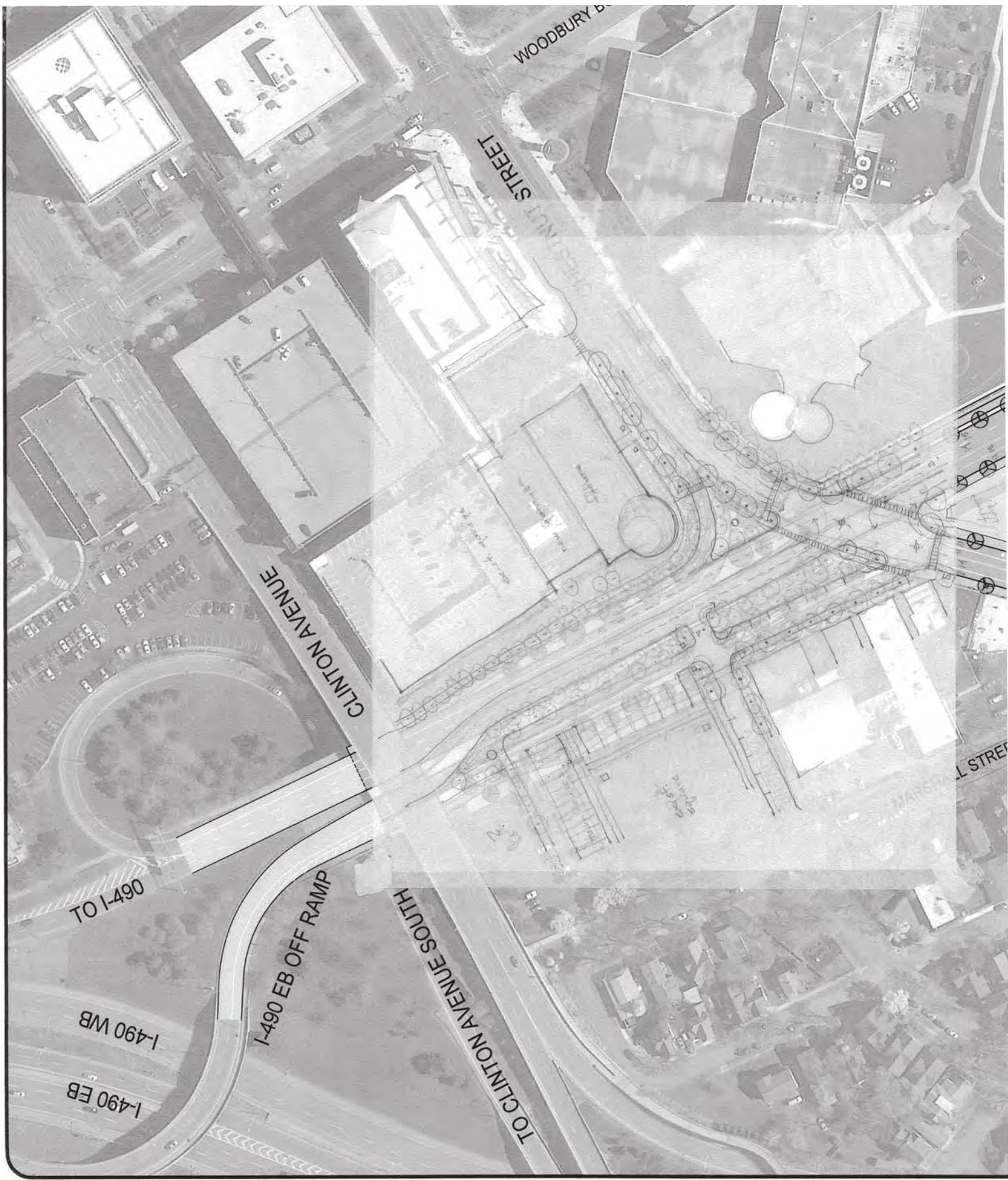
I-490 WB

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

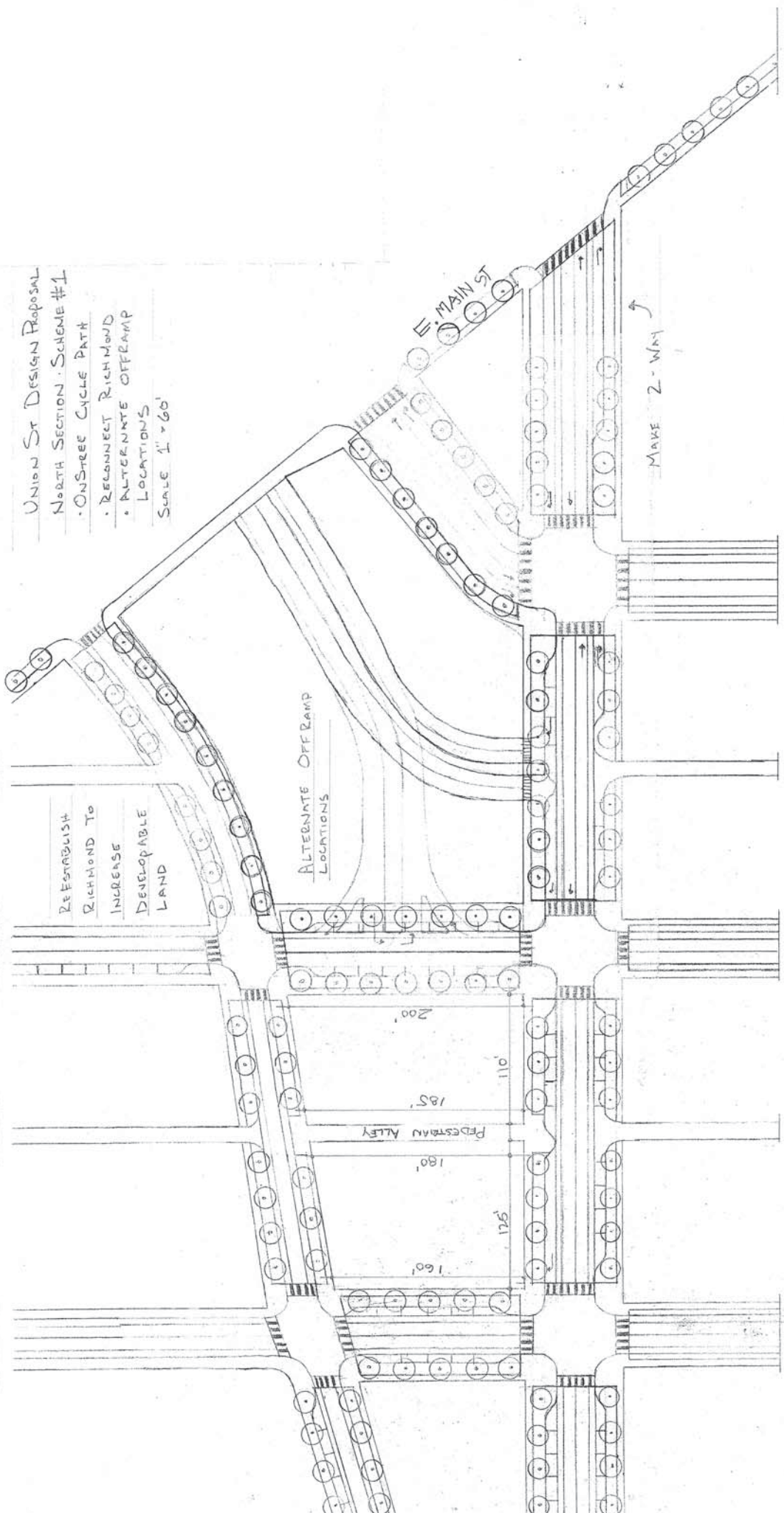
ALTERNATE OFFRAMP
LOCATIONS

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

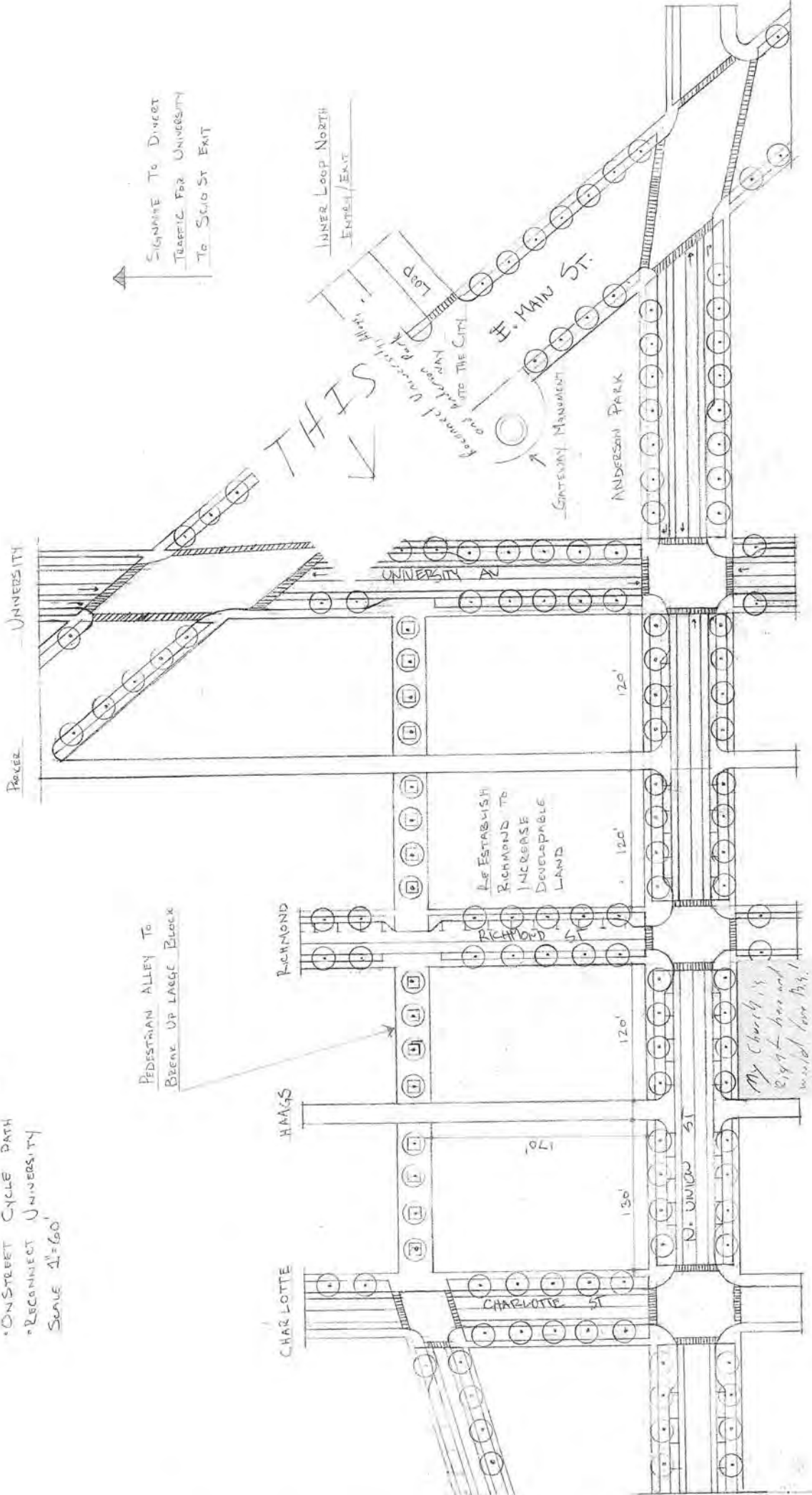
E. MAIN ST

MAKE 2-WAY

UNIVERSITY



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



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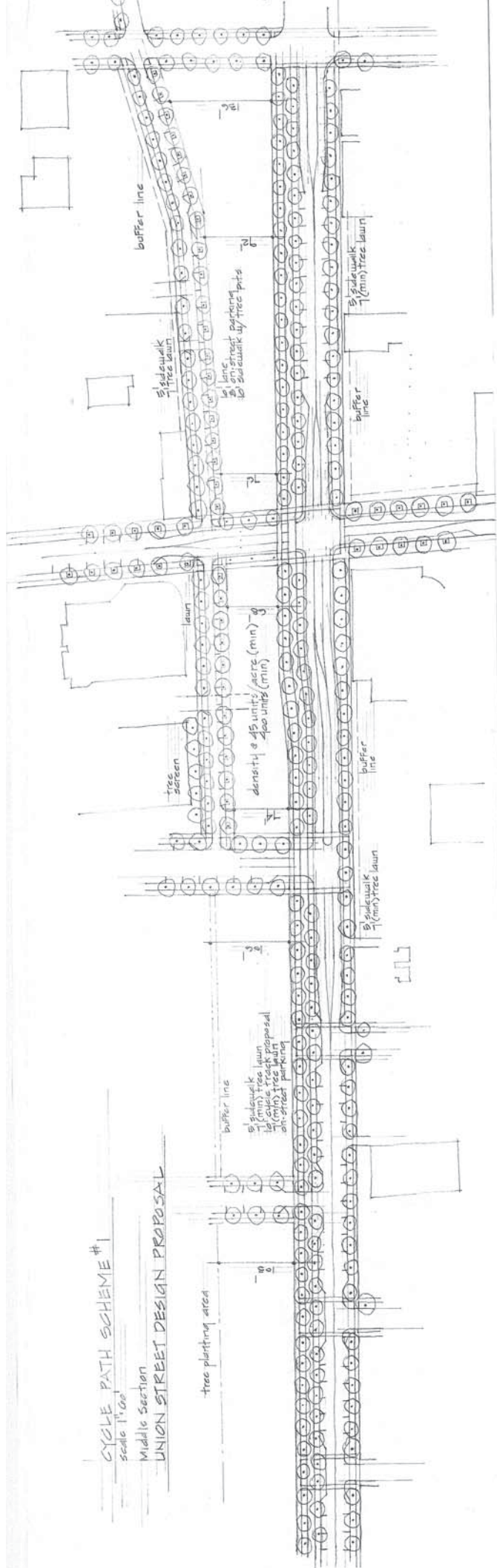
My Church is right here and would love this!

CYCLE PATH SCHEME #1

Scale 1"=60'

Middle Section

UNION STREET DESIGN PROPOSAL

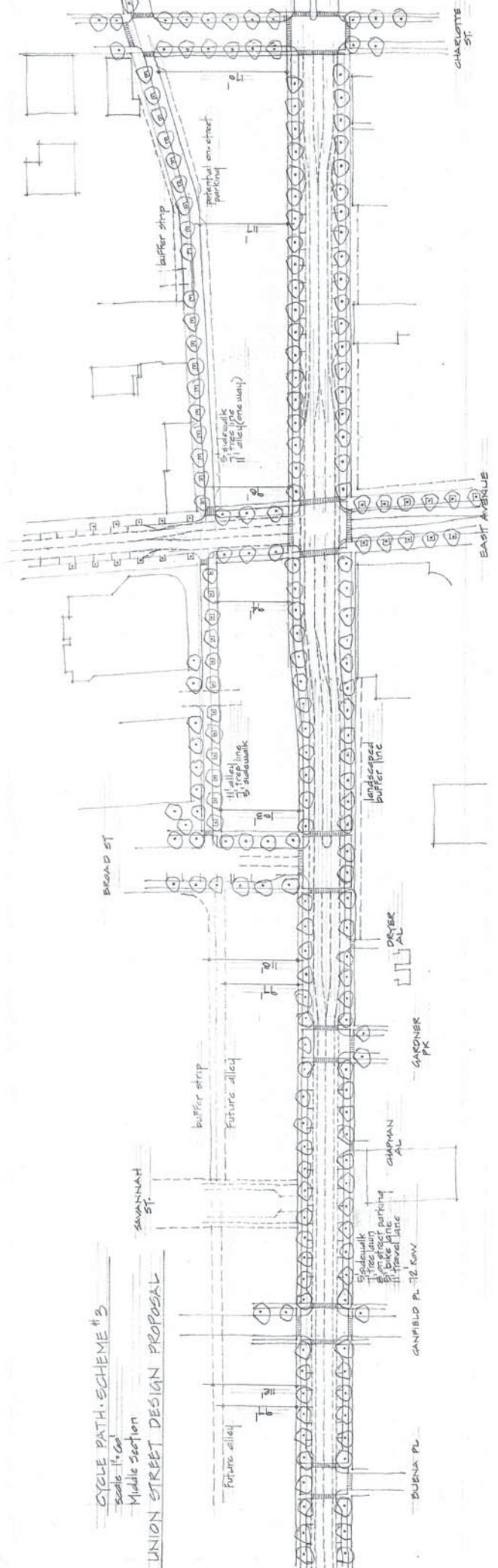


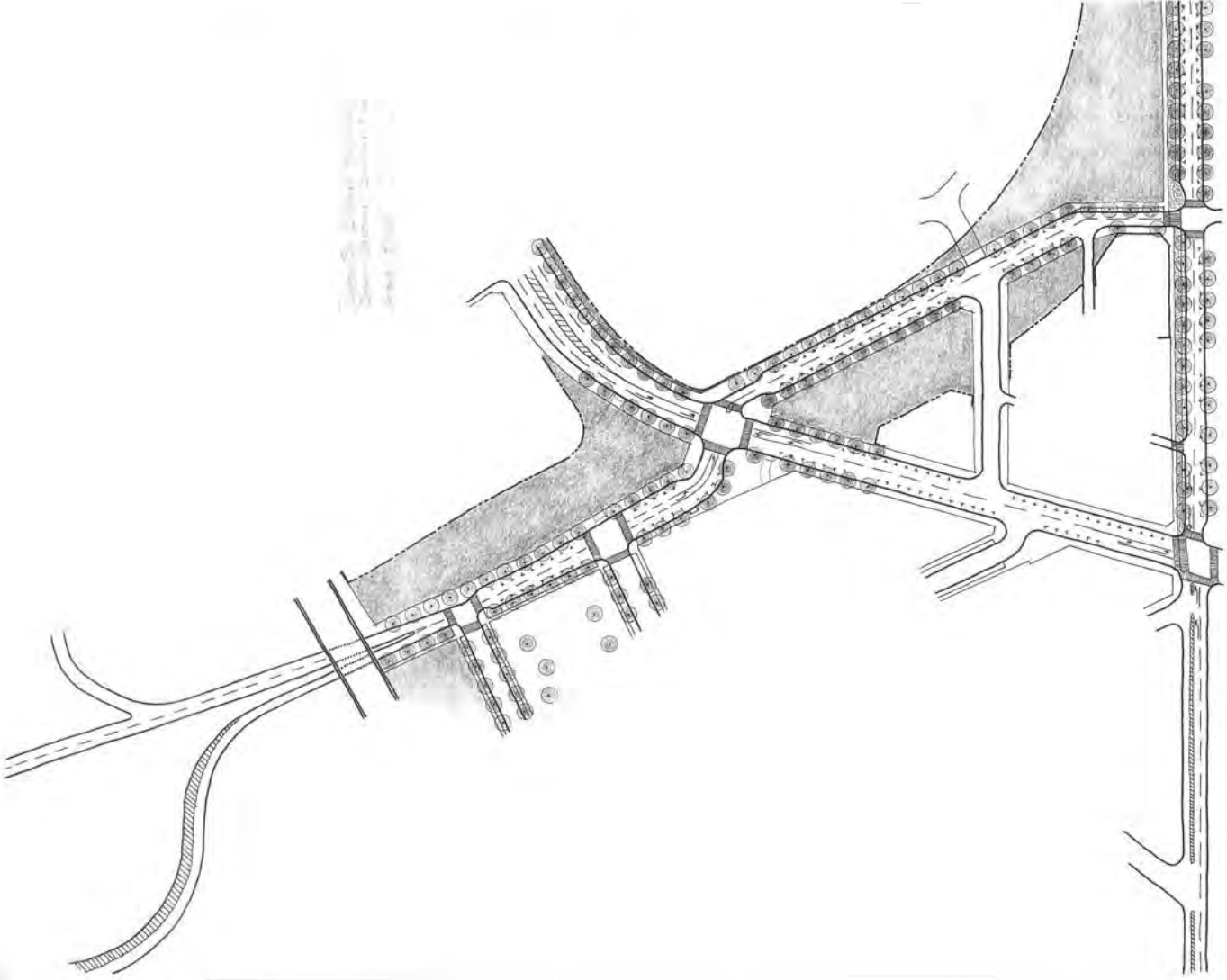
CYCLE PATH SCHEME #1'S

Scale: 1" = 60'

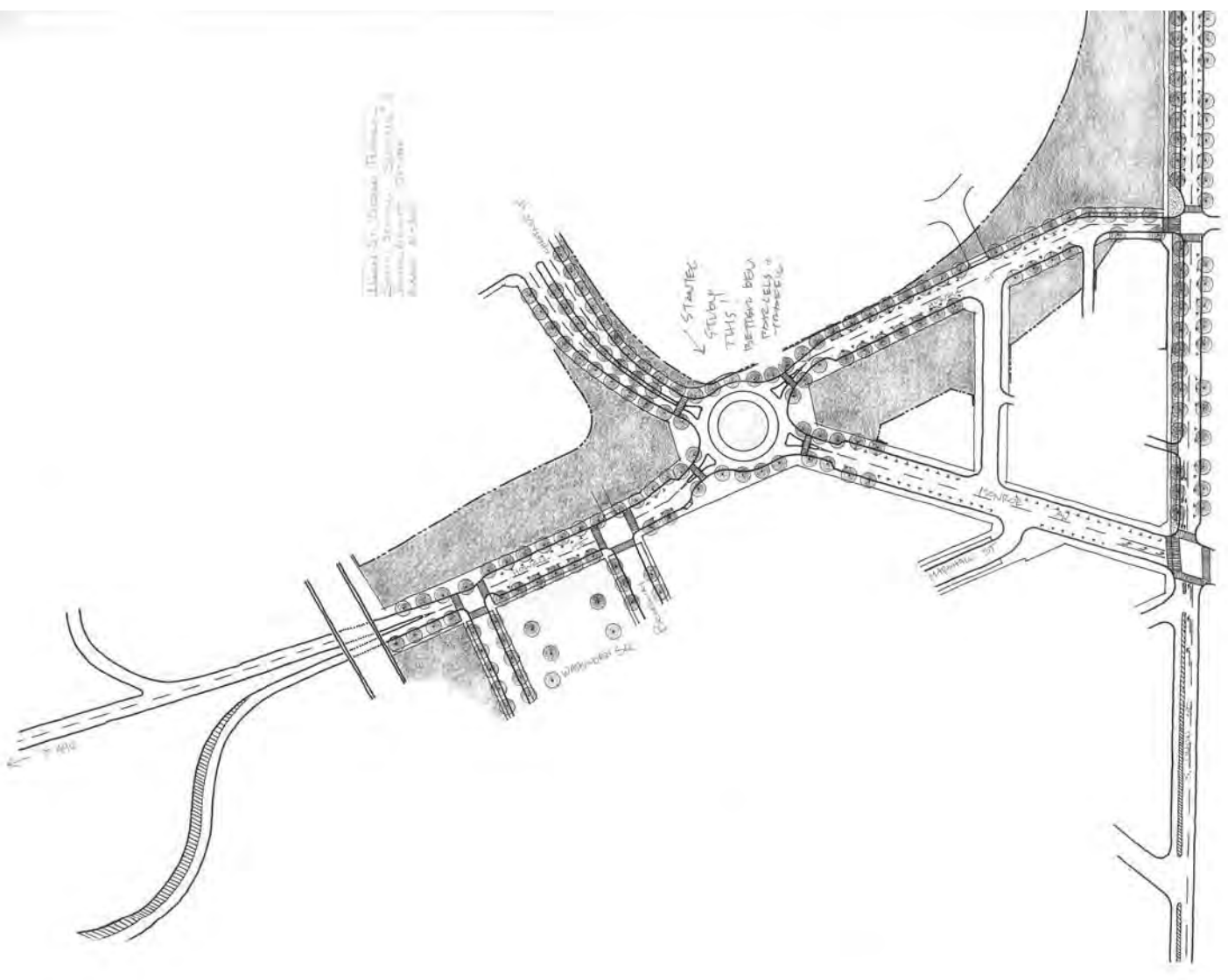
Middle Section

UNION STREET DESIGN PROPOSAL





11/20/01
STANTEC
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 (Hallman Chevrolet) Coffee.

On-Line

Eric Stender 10 Crosman Terrace

Chris Costanza

J. Matthew

124 Seager St.
(owner occupant)

Good

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.

Kevin Yost

1474 Middle Road,
Rush, NY 14543

Form

Union Street Corridor - General

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

Tedd Kidd

781 Harvard St

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.

Linda Magi

45 1/2 Marshall
Street, Wadsworth
Square

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

Display

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	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.	Carol Kramer Home: 96 Rosalind St, 14619
Display	Glad you got rid of roundabouts and made a grid	
On-Line	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.	Jeff Singer [mailto:jeffsinger@gmail.com]
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.	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)	Jason	414 Broadway
Form	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.	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!	Tom Yatteau	79 Howell St / 62 Marshall St
Display	Remove Howell from Monroe to Savannah		
Display	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]		

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
Display	Grid system is common, boring, and not a strong gateway into this section of town. [Howell/Union]	
Display	Lafayette Park will lose privacy due to transient traffic.	
Display	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)	
Display	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. peopole 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.

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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", followed by a long horizontal flourish.

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