INNER LOOP EAST

TRANSFORMATION PROJECT

PUBLIC INFORMATION MEETING / PUBLIC HEARING

February 4, 2014

Welcome – Jim McIntosh, City Engineer

Team Introductions

- City of Rochester
- NYS Department of Transportation
- US Department of Transportation, Federal Highway Administration
- Monroe County
- Genesee Transportation Council
- Stantec Consulting Inc.

Agenda

- Open House 6:00 to 6:30 PM
- Presentation 6:30 to 7:00 PM
  - Background/History
  - Project Conditions and Needs
  - Project Status
  - Alternatives Considered
  - Recommendation
  - Next Step
- Question and Answer 7:00 to 7:30 PM
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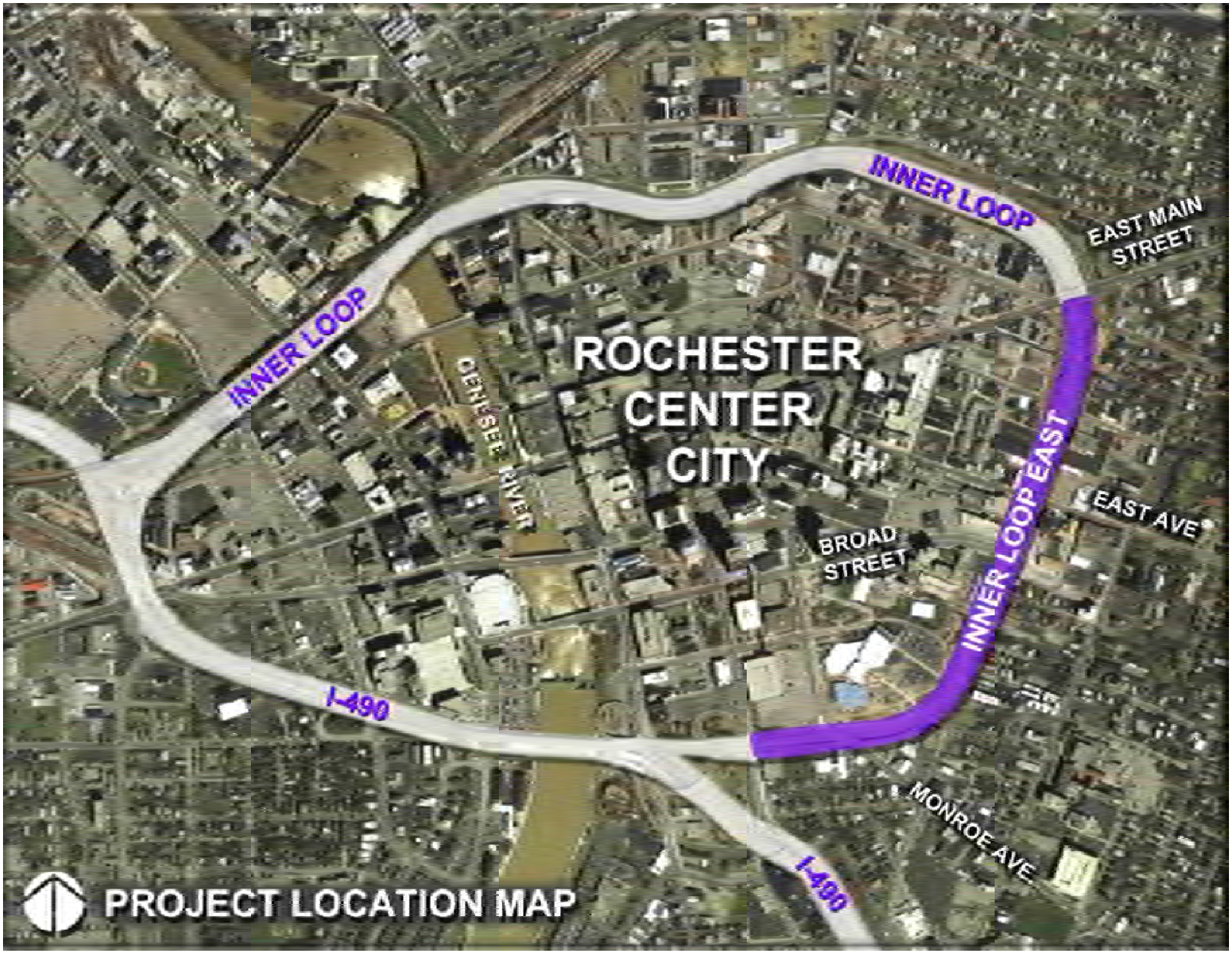
Orientation



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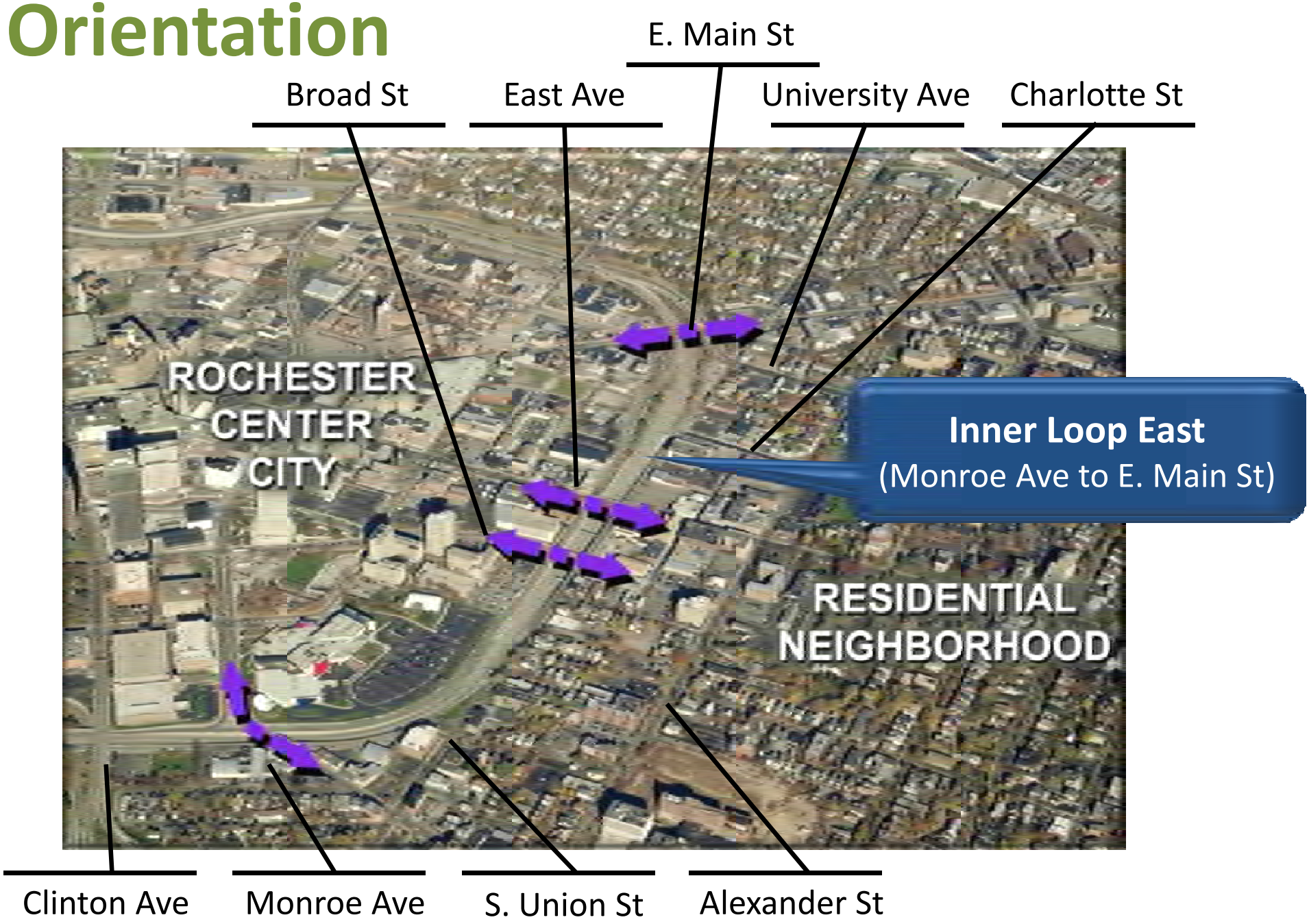
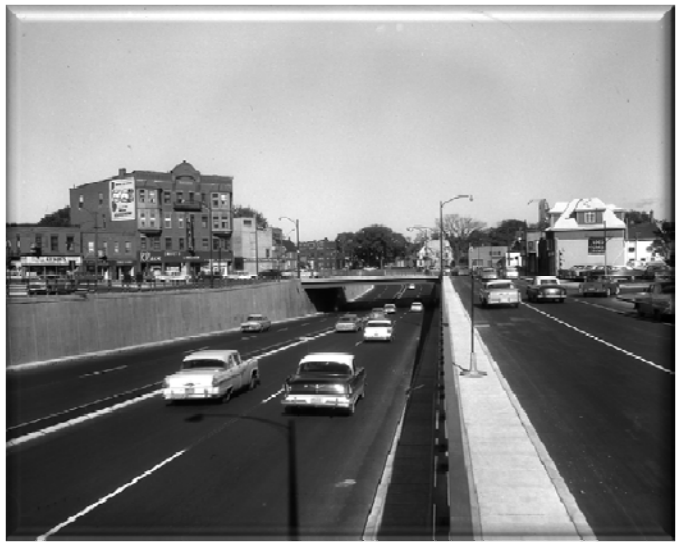


Inner Loop East – History

- 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
- 149 parcels razed



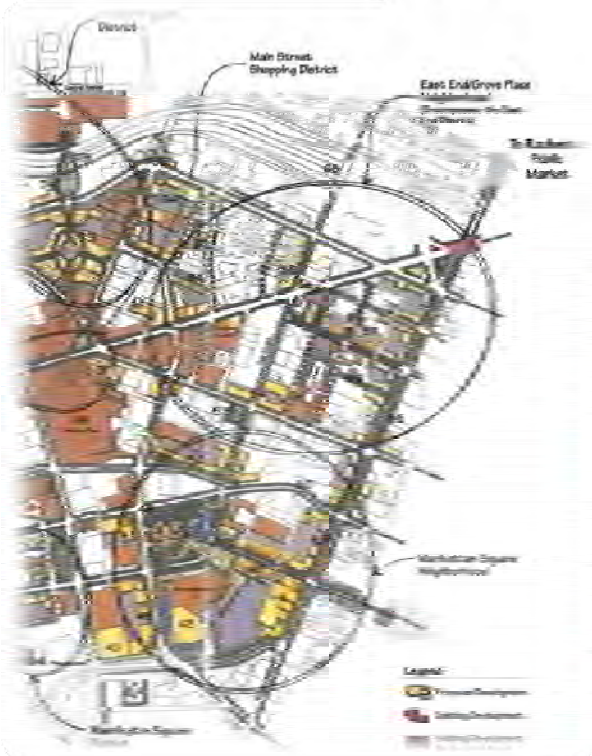
Completion of the Inner Loop in mid 1960's (looking east at Monroe Ave)

1990 - 2014

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*

1990 Vision Plan



2003 Master Plan

2007 Charrette

TIGER Funding – Late Summer 2013

Preliminary Design

- Functional Classification
- Control of Access
- Traffic Control Devices
- Intelligent Transportation Systems
- Traffic Volumes
- Level of Service and Mobility
- Safety Considerations, Accident History and Analysis
- Non-Standard Design Features
- Pavement and Shoulder Conditions
- Drainage Systems
- Geotechnical, Structures, Guiderails
- Utilities
- Existing Police, Fire Protection and Ambulance Access
- Parking Regulations
- Lighting
- Ownership and Maintenance Jurisdiction
- Pedestrians, Bicyclists, Transit
- Airports, Rail Stations
- Access to Recreation Areas
- Highway Geometry
- Landscaping
- Alternatives
- Design Criteria

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 Union Street: 5,250
- Pitkin Street: 2,050
- Adjacent Streets:
  - Alexander (East to Park): 12,585
  - East (Alexander to Union): 13,921
  - Monroe (Union to Inner Loop): 15,239

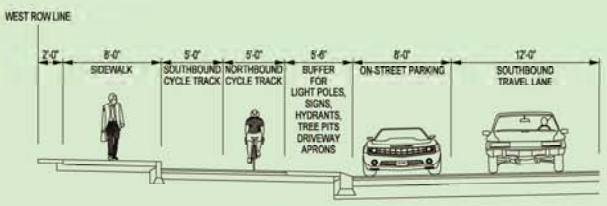
Project Conditions and Needs (50+ Years)

Project Need

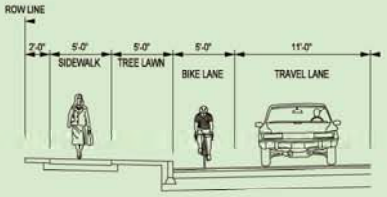
The existing Inner Loop is reaching 50 years of service and now is the time to:

- Rebuild neighborhood connections
- Encourage Economic Development
- Encourage a more sustainable/multi-modal transportation system

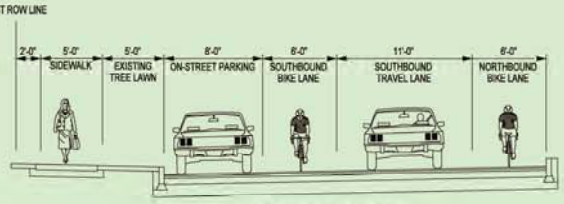
Alternatives Considered – Bicycle Facilities



CYCLE TRACK



BIKE LANE



CONTRA-FLOW

SHARED LANES

BIKE BOXES

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

CYCLE TRACKS

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

CONTRA-FLOW BIKE LANES

allow bicyclists to ride in opposite direction of motor vehicle traffic.

BIKE LANES

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

Alternatives Considered – Monroe/Chestnut Intersection Options

OPTION 1

TRADITIONAL INTERSECTION

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

OPTION 2

TRADITIONAL INTERSECTION - REDUCED GEOMETRY

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

OPTION 3

TWO OFFSET T-INTERSECTIONS

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

OPTION 4

ROUNDABOUT

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

Alternatives Considered – Howell / S. Union Options

OPTION 1

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

OPTION 2

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

OPTION 3

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

OPTION 4

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

Alternatives Considered – North Terminus Options

ROUNDABOUT AT CHARLOTTE ST

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

TERMINUS AT CHARLOTTE STREET

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

TERMINUS AT RICHMOND STREET

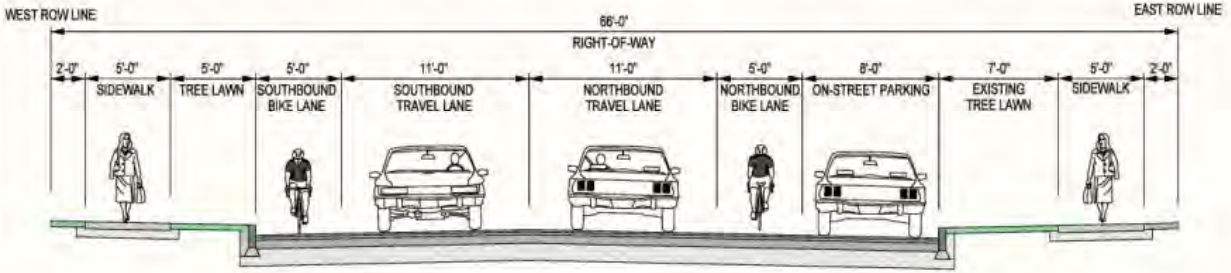
- Forms a four-way intersection at Richmond St.
- Two-way traffic to East Main Street.
- Stop sign control on east-west side streets.
- Pedestrian sidewalk and crossings.
- On street bike "sharrows" from Charlotte Street to East Main Street.
- On-street parking provided.

PROS AND CONS

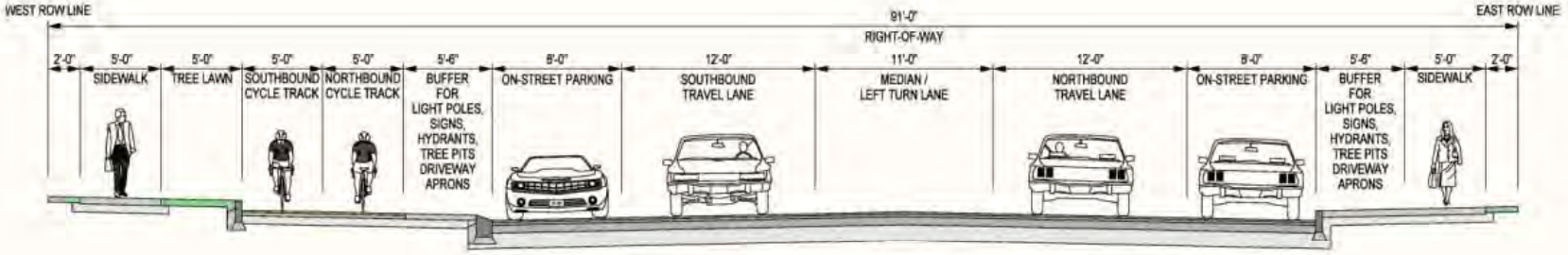
- Improved two–way circulation system on Union Street.
- May attract cut-through traffic along Richmond Street.
- Reduces size of state owned parking lot south of University Avenue.
- Notably reduces off-ramp traffic speeds.
- Reduces pedestrian/bicycle conflicts at Charlotte Street.

Preferred Alternative (2-way Union St.)

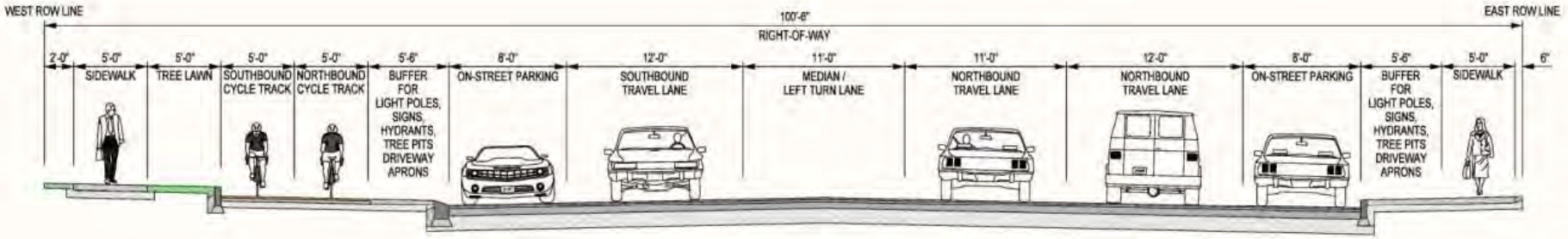
UNION STREET PROPOSED TYPICAL SECTIONS



UNION STREET - 2 LANE SECTION
MONROE AVENUE TO HOWELL STREET



UNION STREET - 3 LANE SECTION
HOWELL STREET TO BROAD STREET



UNION STREET - 4 LANE SECTION
BROAD STREET TO RICHMOND STREET

Preferred Alternative

S. Union Street

Looking North

Before

After

Laundry List of Environmental Studies and Evaluations:

- Parks and Recreational Resources
- Visual Resources
- Farmlands
- Air Quality
- Energy
- Noise
- Asbestos
- Hazardous Wastes and Contaminated Materials
- Wetlands
- Surface Waterbodies and Watercources
- Waters
- Floodplains
- Coastal Resources
- Groundwater
- Resources, Aquifers
- Stormwater Management
- General Ecology & Wildlife Resources
- Critical Environmental Areas
- Historic and Cultural Resources
- Construction Effects
- Indirect Secondary Effects
- Cumulative Effects

Environmental Review Process

- National Environmental Policy Act (NEPA) Class II - "Categorical Exclusion with Documentation"
- State Environmental Quality Review Act (SEQRA) Type 1 Action – Full EAF Parts 1 and 2
- Mayor, City of Rochester is Lead Agency
- Negative Declaration issued on December 23, 2013

❖ **No significant adverse environmental impacts have been identified to date.**

Public Participation

- Public Meeting, City Hall, August 28, 2013
- Public Open House, Manhattan Square Park, November 6, 2013
- RRCDC, Reconnect Rochester, Rochester Cycling Alliance, October 16, 2013
- City Council Meeting Update, October 17, 2013
- ESL Meeting, October, November 5, 2013
- East End Business Association Meeting, November 6, 2013
- RRCDC, November 15, 2014
- Wadsworth Neighborhood Meeting
- Richmond Street Neighborhood Meeting, December 5, 2013
- Numerous collaborative meetings with Monroe County DOT, NYSDOT, and FHWA

Future Meetings:

- Final Design Public Meeting
- Pre-Construction Public Meeting

Project Status/Schedule/Next Step

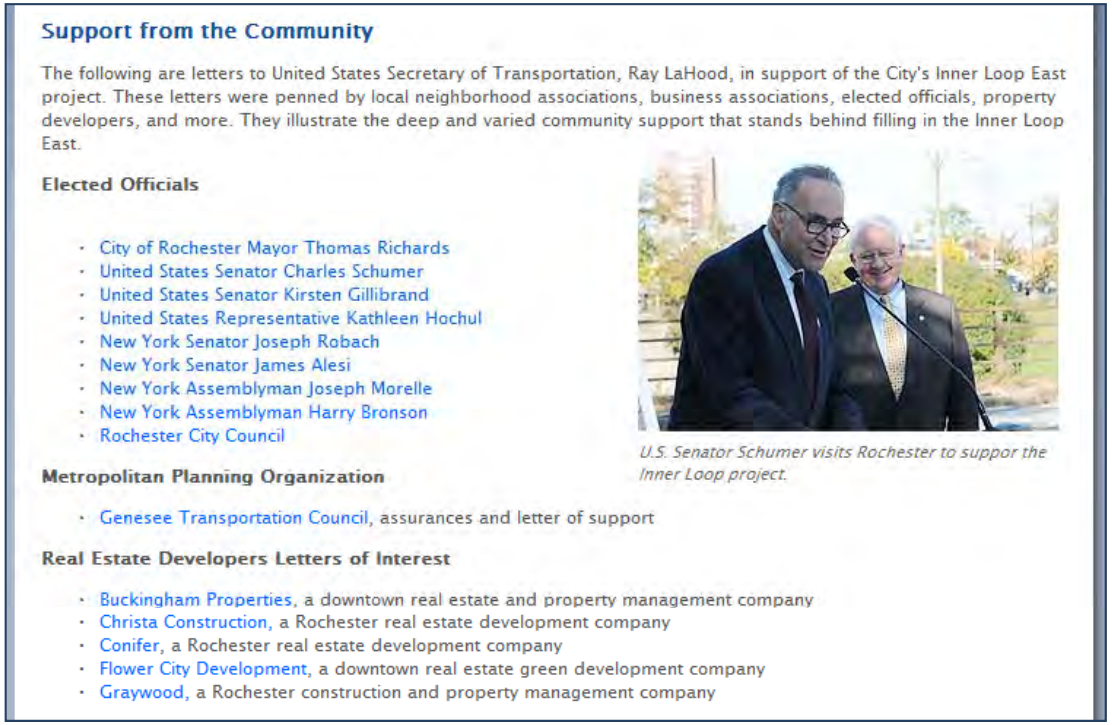
- Selected for "TIGER" Funding (Fall, 2013); ranked 3rd of 50 nationally
- Complete Preliminary Engineering Design Report **(End of February)**
  - Alternative Development
  - Environmental Studies
  - Public Participation
  - Complete SEQRA and NEPA per State and Federal Requirements

- Final Design **(Complete by End of May)**
- Bid **(Summer)**
- Start Construction **(Fall)**

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

www.cityofrochester.gov/innerloopeast

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!

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Public Hearing