INNER LOOP EAST
TRANSFORMATION PROJECT

NYSAMPO Conference
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Orientation
Inner Loop East – History

- City population peaked in 1950s at over 330,000
- Built in late 1950’s and early 1960’s
- Better Distribute Traffic Through and Around Downtown
- Connect to I-490
- Ultimately complete I-390 extension and Northern Expressways (never built)
- 149 parcels razed
Inner Loop East – History

1929 Bartholomew Street Plan

1951 Arterial Plan for City
Inner Loop East – History

Center City - 1930
Inner Loop East – History

Center City - 1961
Inner Loop East – History

Center City - 2014
Inner Loop East – History

Rush Hour – Circa 2014
Background

- NYS Route 940T – Federal Aid Principal Arterial Expressway
- 4 -6 Expressway Lanes
- Parallel 2-3 Lane Frontage Streets
- Entrance and Exit Ramps
- Up to 12 travel lanes (355 feet wide)
- 6,990 AADT (north end)
- 10,560 AADT (south end)
  - Union St – 3,515 AADT
  - Pitkin St – 3,353 AADT
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
Why?

• Reconnect Neighborhoods with Center City
• Create Mixed-Use Infill Development Sites
• Enhance Bicycle/ Pedestrian Environment
• Livability
• Remedy Mistake of Urban Renewal Era
Securing Funding - TIGER

- TIGER 2013 was third attempt
- Worked with Stantec (design consultants)
- $17.7 million request for $23.6 million project
- Notified August 30, 2013 that project was selected for full funding
- Third largest grant given during TIGER 2013 cycle
- Required quick turnaround – funds had to be obligated by June 2014
- http://www.advocacyadvance.org/media/blog/winning-tiger-6-funds
Final Design Recommendation

Proposed Complete Street:
• Wide sidewalks
• Two Way Cycle Track w/ Bike Lanes at approaches
• On-street parking
• Generous tree canopy
• 3-4 travel lanes
• Two-way traffic operations
• Reconnected City streets
Recommended Final Design
Recommended Final Design

Corridor will have bike boxes, two stage turn queue boxes, bike lanes, contraflow lanes, colored lanes, and a two-way cycle track.
Current Status

- Preliminary Design Complete February 2014
- Final Design Complete June 2014
- Construction Began December 2014
- Construction Complete Fall 2017
- First RFPs for Development – *Coming Soon*
Current Status – Looking West
Current Status – Looking East
Current Status
Current Status
Redevelopment

- SWBR completed Land Disposition Strategy for entire project area in early spring 2015
- Philip Michael Brown Studio completed Design Vision Report for core developable area in late spring 2015
- First Request for Proposals (RFPs) anticipated to be released in late-July 2015
- First development could break ground as soon as spring 2016 (must be coordinated with ongoing street construction)
Redevelopment

- Significant developer interest in these parcels
- Pending land availability has not stunted growth of downtown development – it is accelerating
- Property values are already increasing and investments are being made...
Redevelopment

1. Traditional Developer’s RFP

2. Sole Source RFP to The Strong/Partners; RFP if No Agreement

3. Sell to Adjacent Property Owners

4. Hold Until Resolution on Main Street Design; Interim Business Relocation
Redevelopment – Strong Area
Redevelopment – Strong Area
Redevelopment – East & Union
Redevelopment – East & Union
Redevelopment – Charlotte & Union
Redevelopment – Charlotte & Union
Inner Loop North (Phase 2+)

- Extend Highway Removal North and West
- Better Link Public Market with Center City
- Reconnect University Avenue
- Narrow East Main Street
- Additional Mixed-Use Infill Dev.
- Open Space
Inner Loop North (Phase 2+)

- Seeking $1 million Scoping study to examine feasibility, define project(s), and analyze benefits and costs
Federal & State Reviews

- Need new paradigm for urban transportation impact analyses
- Vehicle LOS should be de-emphasized on most urban/inner city projects
- Multi-Modal LOS
- Benefit-Cost
- Economic Development is Valid Purpose
Statewide Policy Approach

- New York State can be national leader in freeways-to-boulevards movement
  - All of our major cities have “Robert Moses disease”
- Create TIGER-like program in NYS
- Need more transportation investment at federal and state levels
For More Information

Project Website
- Project overview
- Plans and Simulation
- Documents (TIGER Grant Application, Scoping Report and Design Report)
- Multimedia and Press Information
- Public Participation Information

Questions?
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