Urban Freeways to Boulevards Summit
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Orientation

[Map showing the Inner Loop East with Rochester City Center highlighted]
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 Exwy
- 149 parcels razed
Inner Loop East – History

Center City - 1930
Inner Loop East – History

Center City - 1961
Inner Loop Today

Center City - 2014
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
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
Current Status

- Preliminary Design Complete February 2014
- **Final Design Complete June 2014**
- Construction Begins September 2014
- Construction Complete Fall 2017
- First RFPs for Development – *Coming Soon*
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
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
- Requires quick turnaround – funds must be obligated by June 2014
- [http://www.advocacyadvance.org/media/blog/winning-tiger-6-funds](http://www.advocacyadvance.org/media/blog/winning-tiger-6-funds)
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