

**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.

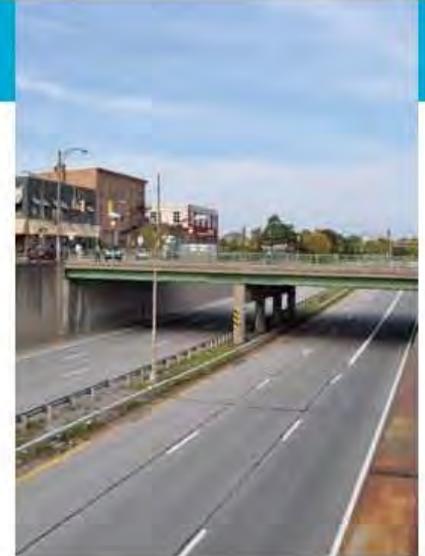
A handwritten signature in black ink, appearing to read 'Kayle Stettner', written over a horizontal line.

Kayle Stettner, PE
Senior Civil Engineer, Transportation
Phone: (585) 413-5263
Fax: (585) 272-1814
kayle.stettner@stantec.com

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

INNER LOOP EAST

TRANSFORMATION PROJECT



PUBLIC INFORMATION MEETING
August 28, 2013

Welcome

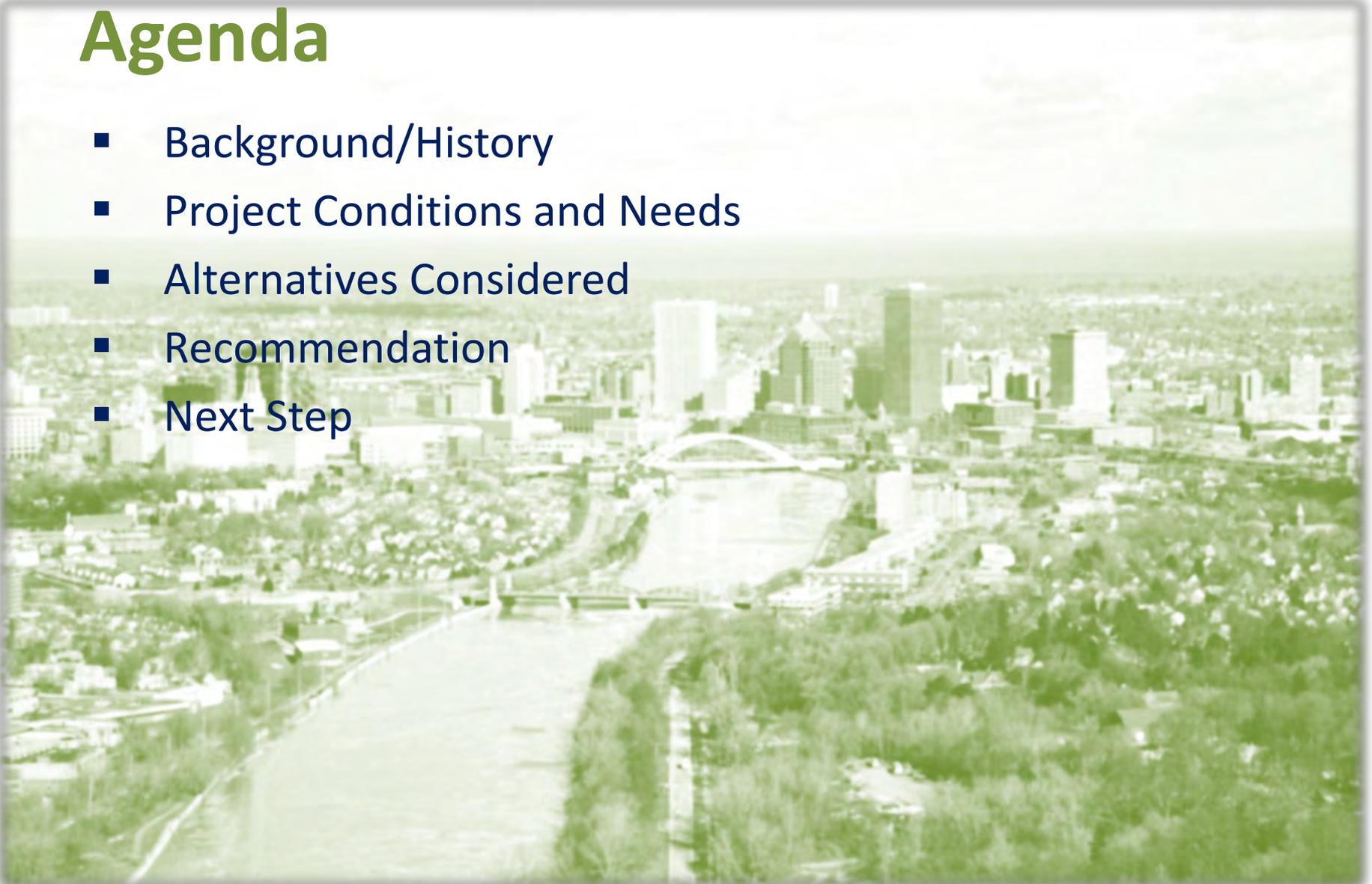
Team Introductions

- 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



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)



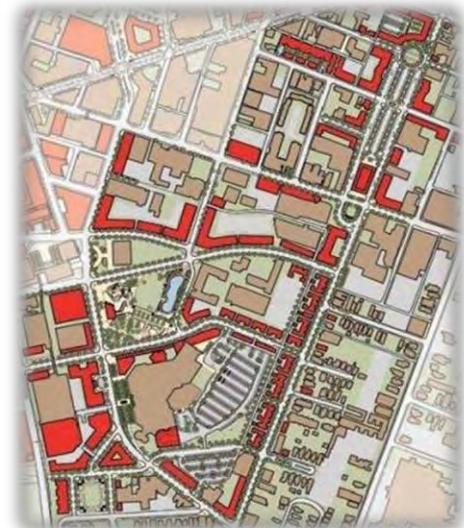
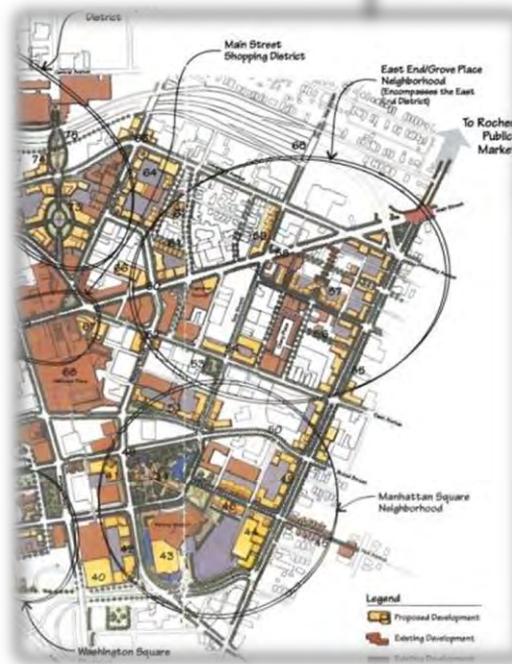
Inner Loop East – Studies

Visions of removal of the Inner Loop

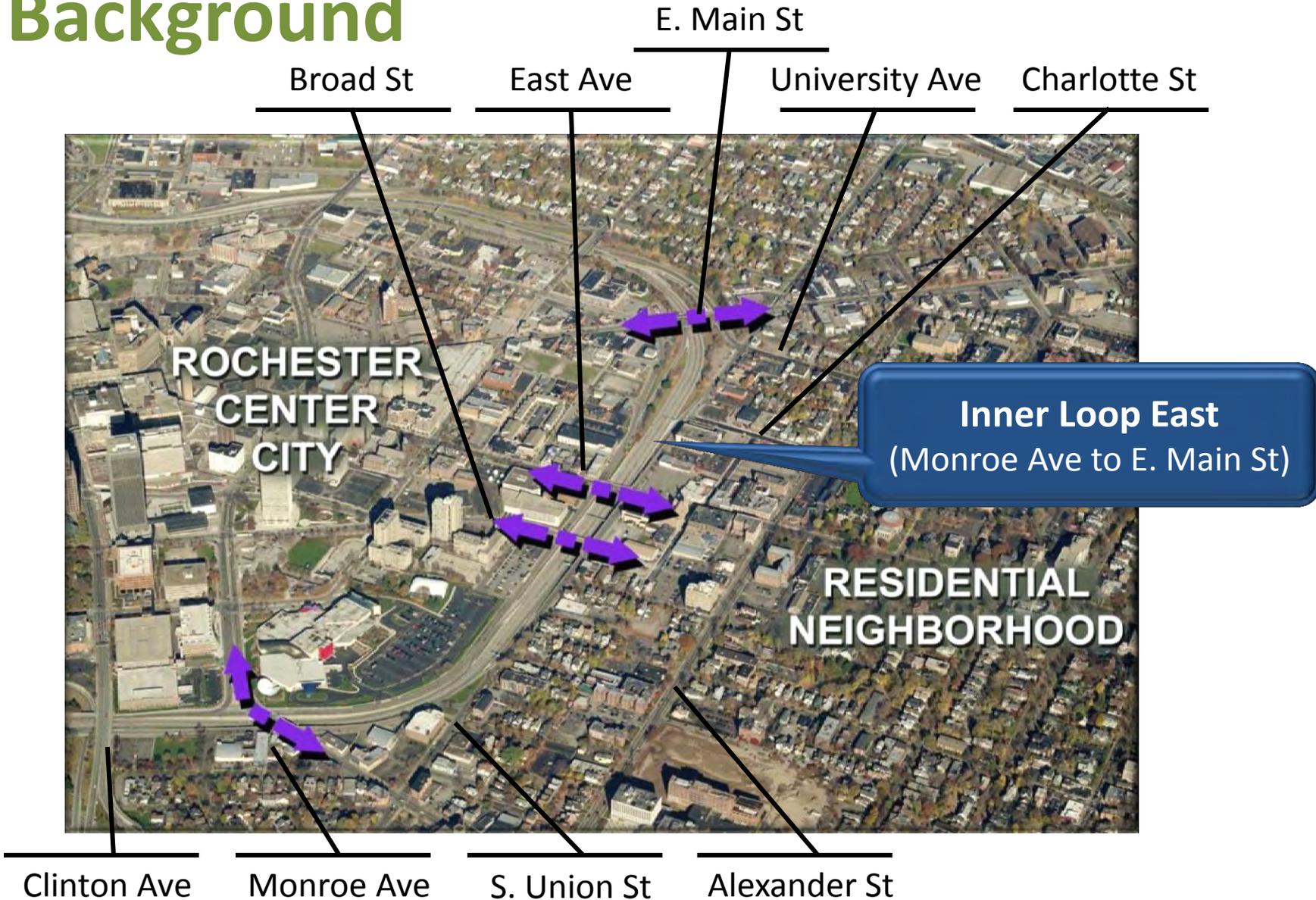
- *The Vision 2000 Plan*
- *The Neighbors Building Neighborhoods Program*
- *City of Rochester’s Inner Loop Improvement Study 2001*
- *Center City Master Plan 2003*
- *Rochester Regional Community Design Center – Charrette – A Community Based Vision Plan for Downtown Rochester 2007*
- *The Renaissance 2010 Comprehensive Plan*
- *GTC Long Range Transportation Plan 2035*
- *Scoping Document 2013*



1990 Vision Plan



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
<i>Inner Loop East (avg.)</i>	<i>2,100 vehicles/day/lane</i>

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

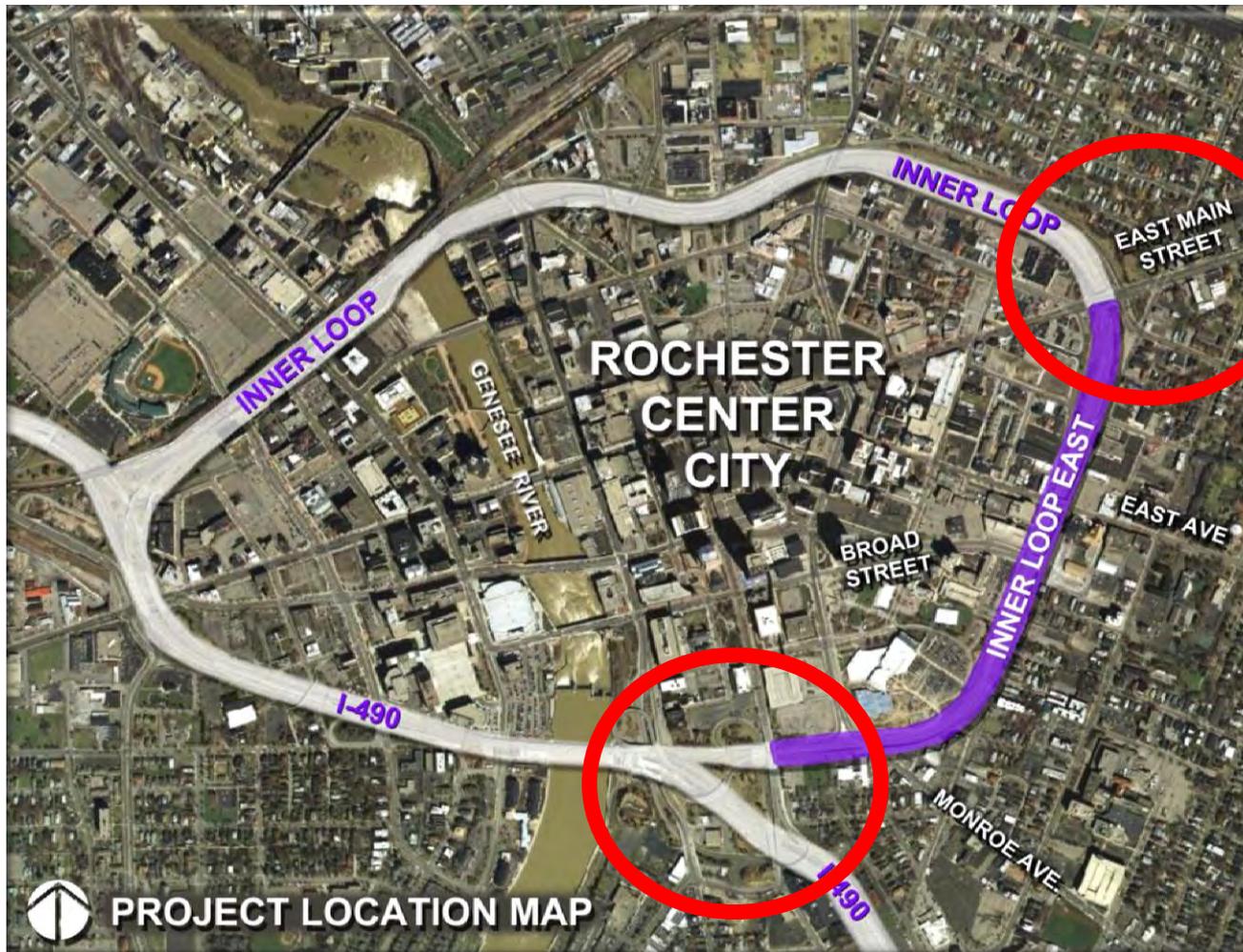
Community Cohesion:

- 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



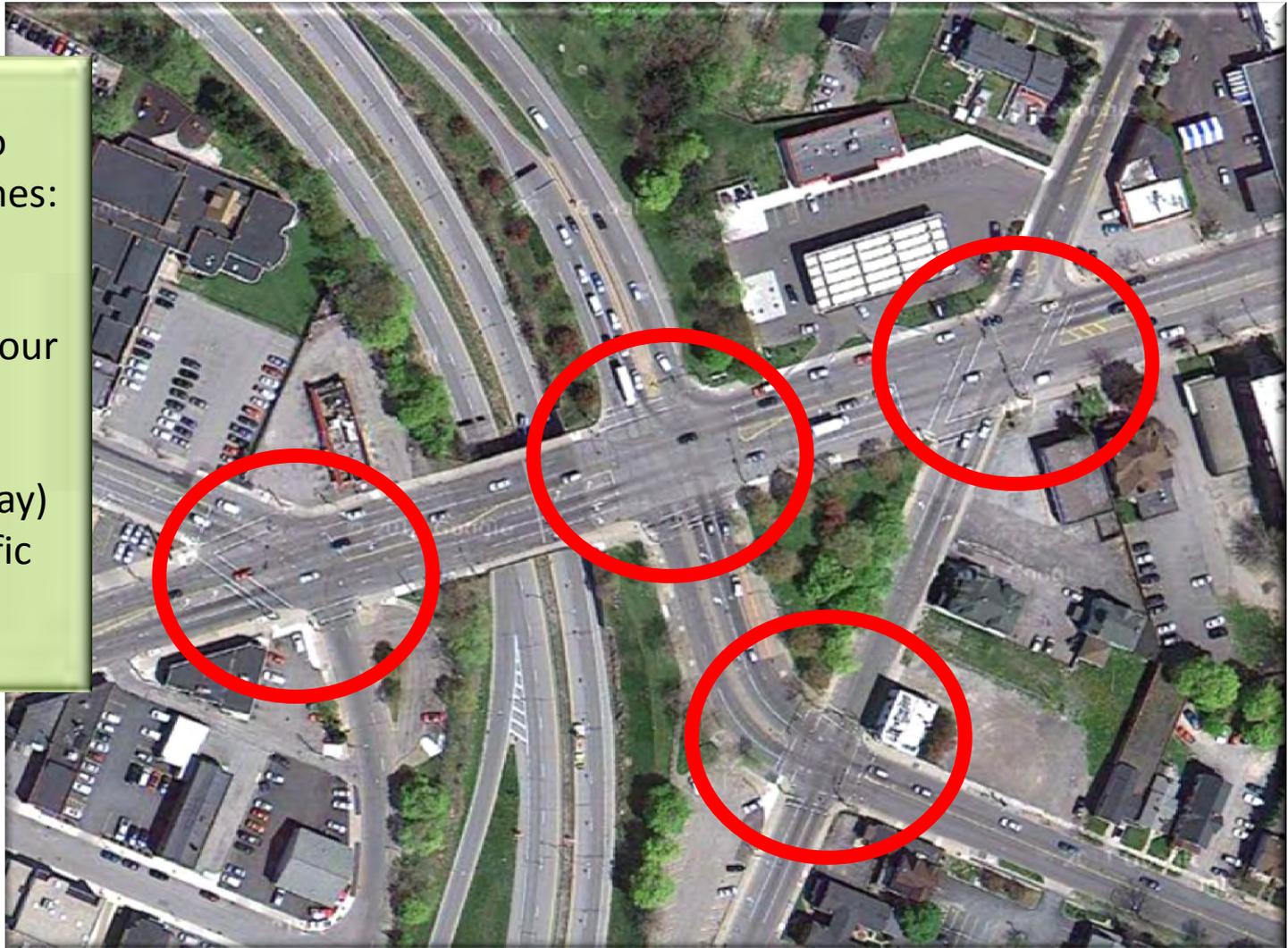
**East Main
Street
Interchange**

**I-490
Interchange**

East Main Street

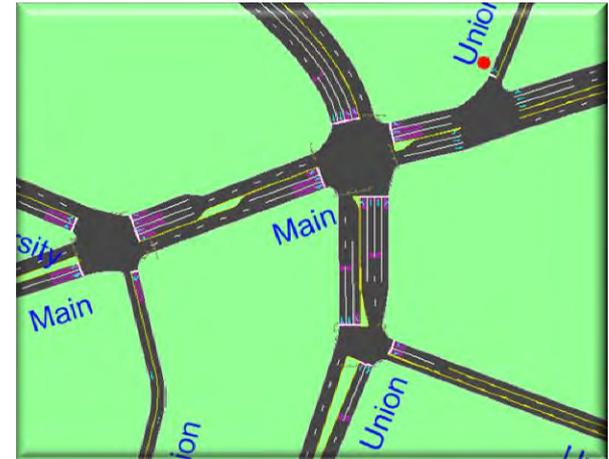
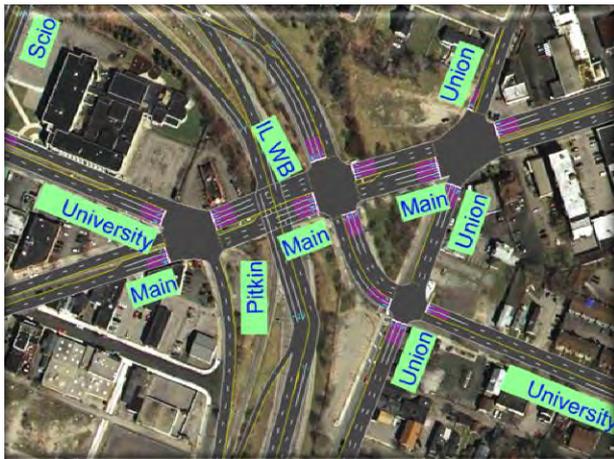
Raising the Inner Loop East has two inevitable outcomes:

- add 600-700 vehicles per hour
- South Union Street (two-way) increases traffic and turning movements



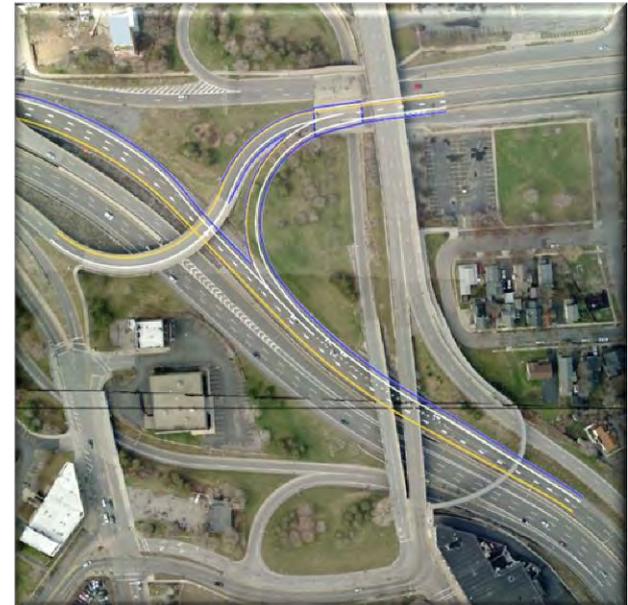
East Main Street

- 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

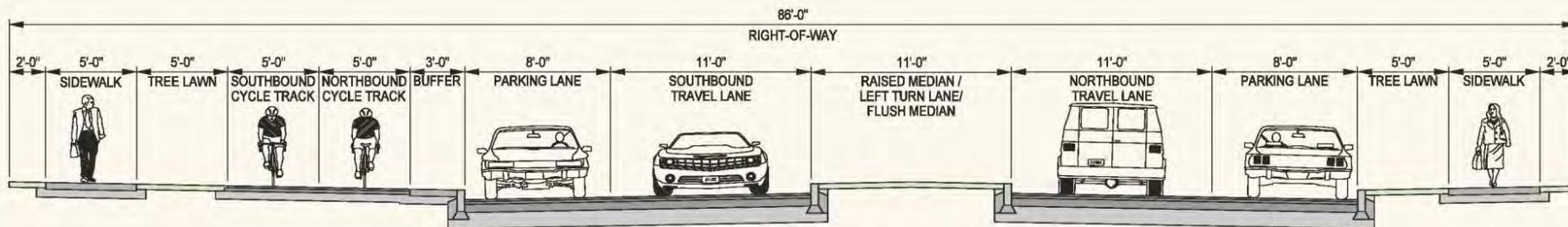
Recommendation



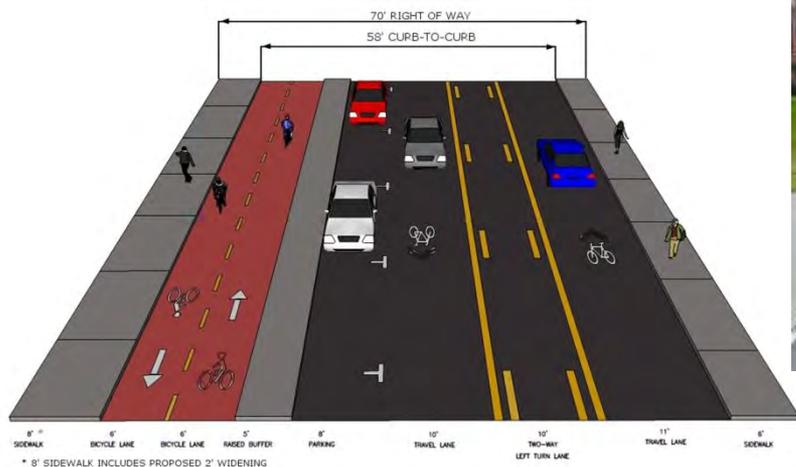
Proposed Complete Street:

- 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

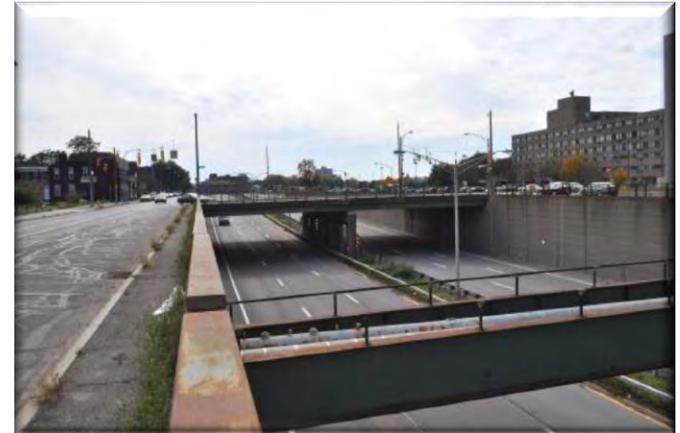
- **Jobs** – will create 319 construction jobs.
- **New Development** - Opens approximately 9 acres of land for new development
- **Land Use** - Could support 427,913 to 795,062 square feet of mixed use developments
- **Walkability/Bikeability** - Sidewalks and bicycle accommodations (e.g. cycle tracks).



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:

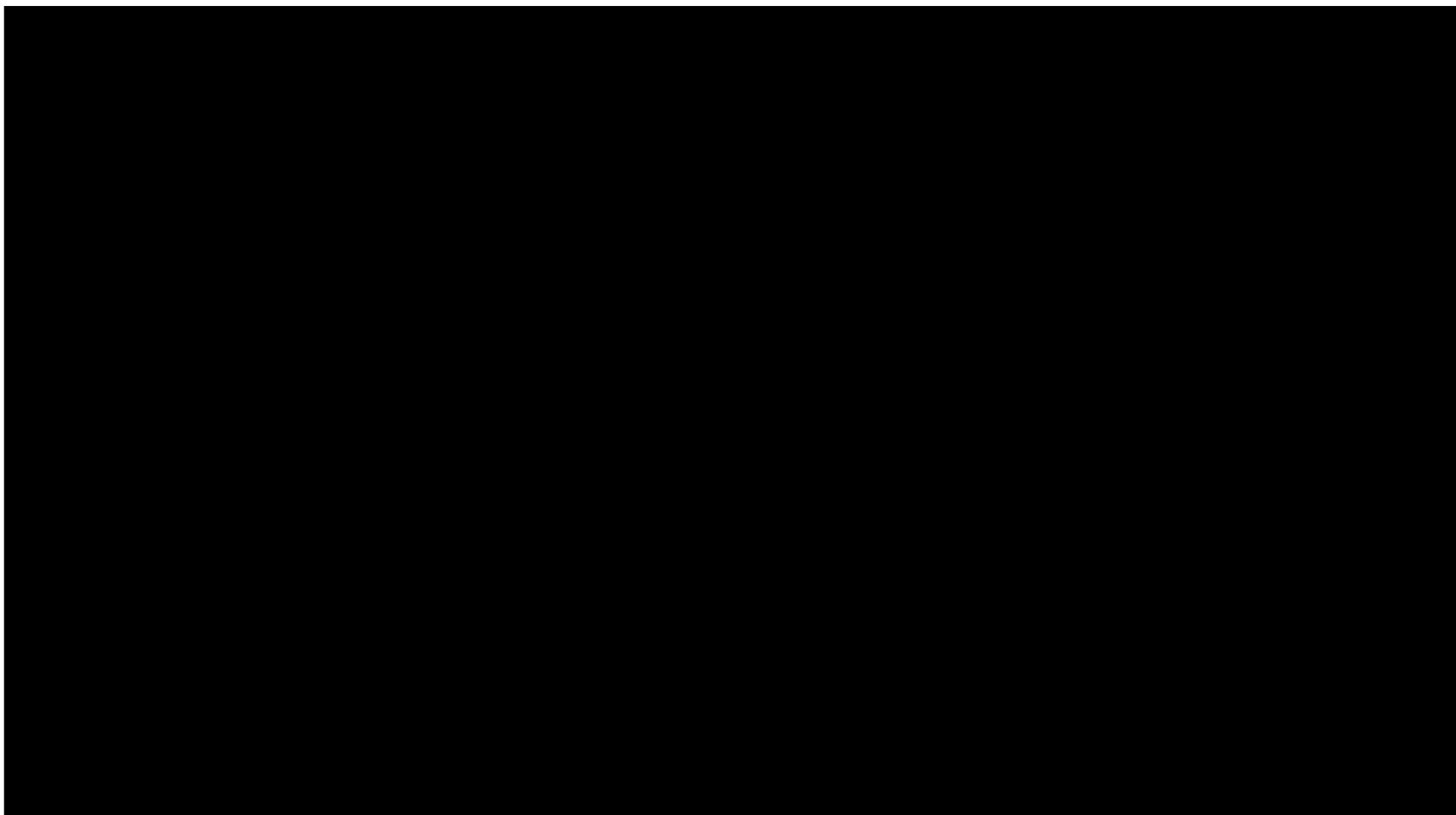
- minimizing costs (capital and O&M)
- ensuring the investment is cost effective
- Conversion to high quality interconnected city street will have positive benefits on air quality and energy use
- Green infrastructure practices will be integrated (i.e. porous materials, energy efficient lighting, innovative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



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

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?

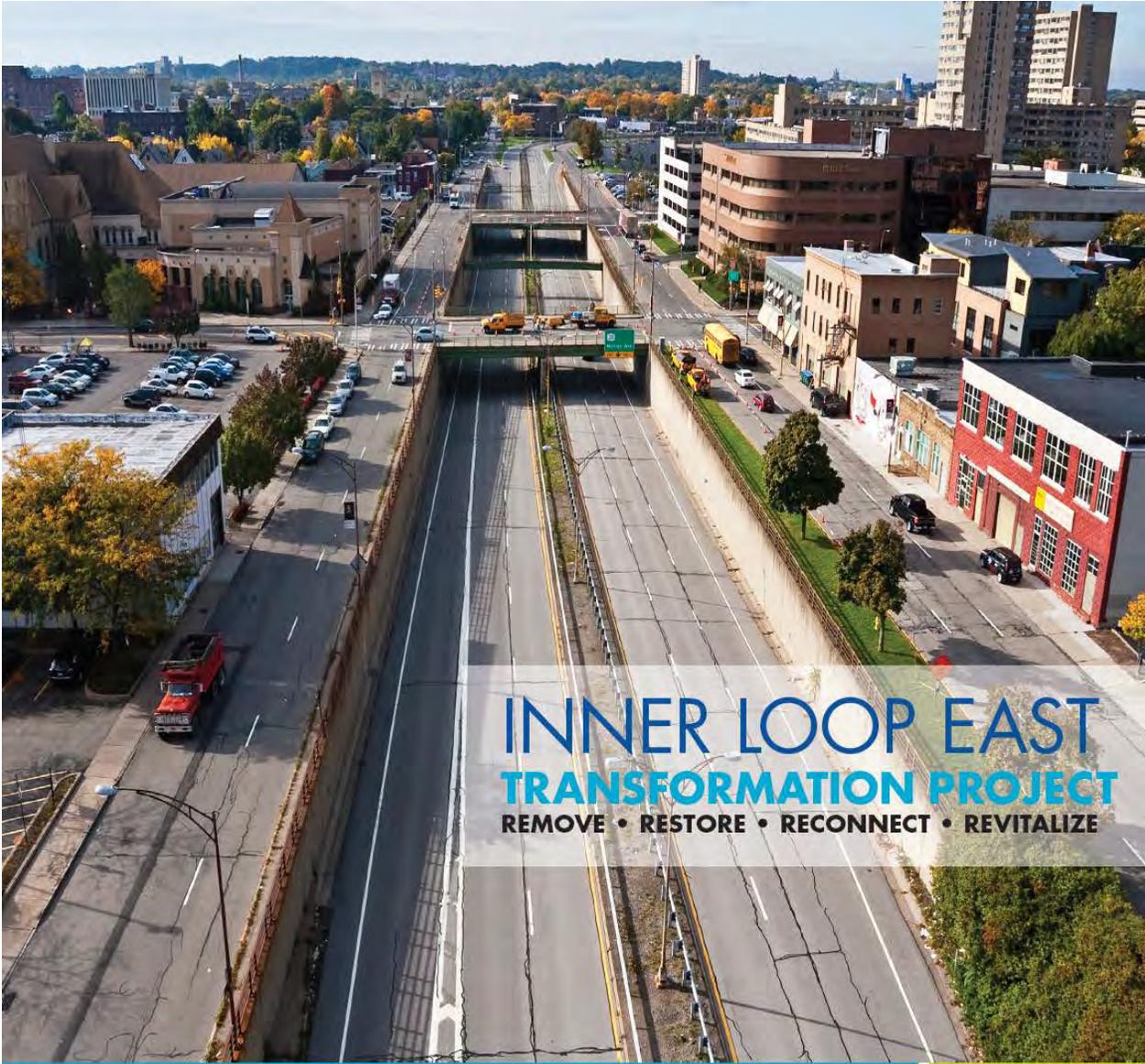
“We are building a city that encourages walking, biking, and enjoying the outdoor environment. Replacing this section of the Inner Loop will demonstrate the City’s commitment to fostering quality of life here in Rochester”

- **Mayor Richards**

CONTACT PERSON

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

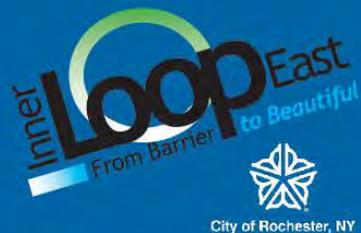
www.cityofrochester.gov/innerloopeast/



INNER LOOP EAST

TRANSFORMATION PROJECT

REMOVE • RESTORE • RECONNECT • REVITALIZE





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. Amherst, NY	607-252-6710	cjr@randall-west.com
John Schell	36 Brevard St Amherst, NY	585-238-6696	John.Schell@RTI.edu
David Schwedlerich	22A Chestnut Dr Buffalo, NY	585-3011019	bablenon@gmail.com
Ryan Greer	100 Park Ave Buffalo, NY	716-391-5011	rpgreer@buffalo.gov
John Schell	149 Monroe Ave Buffalo, NY	585-262-4776	jadaray@company.com
Jaime Dominguez	459 Meigs St Apt #5 Buffalo, NY	938-532-2493	jaime15956@meigs.com
Jack Spilar	63 Benton St. 14620 Buffalo, NY	585-271-0255	jbspilar@gmail.com
Kill Collins	217 Alameda St MGRS Buffalo, NY	647-6880	alameda.junk@yahoo.com
Carlos Mercada	12 Vick Park A 14607 Buffalo, NY	271-4844	cmmercada@rochester.rr.com
M. Andre Perkins *	15 Chappery Trace Buffalo, NY	209-0667	m.andre.perkins@rr.com
Elizabeth Murphy		224-3146	elizabeth.murphy@ethna.org
John Lam	606 South Ave 14620 Buffalo, NY	244-9745	jlam@ReconnectedRochester.org
RICHARD FERRIN	GENESEE TRAILS, ONE 50 W. MAIN ST PO BOX 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.org
RICK PAPAN	NYS DOT Buffalo, NY		

Sign-In Sheet

Subject Inner Loop Transformation Project

Location City Hall

Date 8/28/2013

Project No. 192500295

Time 6:00 PM



Stantec

Attendee (Please Print Clearly)	Representing/Address	Telephone	Email
Jim Combs	1 Highledge Dr. Penfield, NY	585 899 0688	jimpc2011@yahoo.com
PATY SPINELLI	850 S. Union St Pac Brewing Co. 56 S. Union St. Co. NY 14607	585 734 8042	mpspn@gmail.com
Chris Spinelli	Dr.ily Record - 16 W. Union	585-734-2507	rochrevingco@gmail.com
Mike Murphy	City Council	232-6920	michael.murphy@nydnityrecorder.com
CRAIG JENSEN	CJS ARCHITECTS	244.3780	c.jensen@csjarchitects.com
BOB BADEN	ROCHESTER SOFTWARE ASSOC.	327-7121	rb@rocsoft.com
OTTO VONDRAK	20 UPTON PK	820-2341	ovondrak@yale.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	clidstrom@lidstromfoods.com
Ed Cramp	10 Mt Pleasant Park 14608	-	cramp@per.rochester.edu
Michael Boumeester	212 Coniston Dr	-	mboun21@gmail.com
Jim DeLuca	62 MARSHALL ST 14607	454-2667	jim@abundance.coop
Stephen Venturino	96 S. Union St.	585.705.3840	mrv@rochester.rr.com

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Location

City Hall

Date 8/28/2013

Project

192500295

Time 6:00 PM

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 300B	428-7383	Paul.Wey@CityofRochester.gov
MIKE GILBERT	473 SENECA PLAZA	370-5919	MIKE@PAZAZ.COM
Colin Hamm	The Strand	410-67304	rchamm@thestrandny.com
Jim Pond	Monroe County DOT	753-7755	jpond@monroecountny.gov
John Kennedy	Linden St. Bookbinding Alliance	914-251-4171	JKennedy4@gmail.com
Stephen DeLuca	Riverway Ave	585-406-5559	sgdeuca@me.com
Michael Palandey	25 Bittner St.	585-301-5268	michaelc.palandey@gmail.com
*Mark Camamantha	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	pholahan@cityofrochester.com
Cody Gardner	1134 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, Fach	470-1835	phillip.s.barrell@gmail.com
SEANIAN BARRIA	RECDC		DESIGN@RECDC.ORG
Michael S. Burch	SBA Newburgh	328-4977	
Burch, Gary	10 W. Water St	325-3337	Burch, Gary@Embarq.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

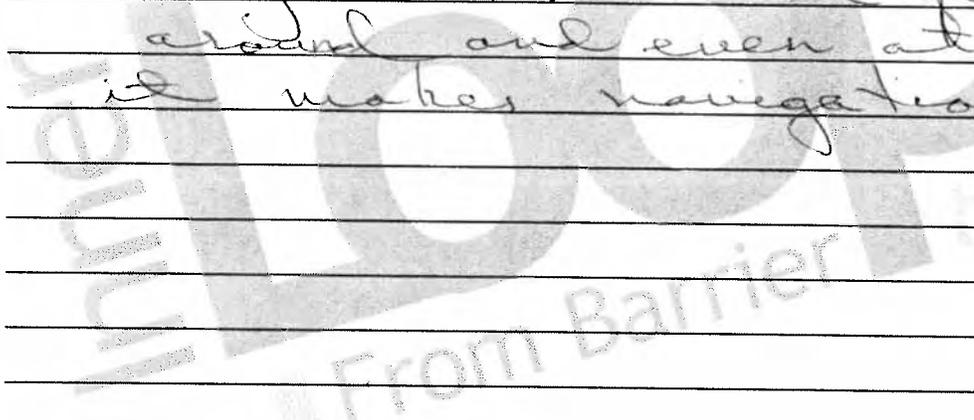
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

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

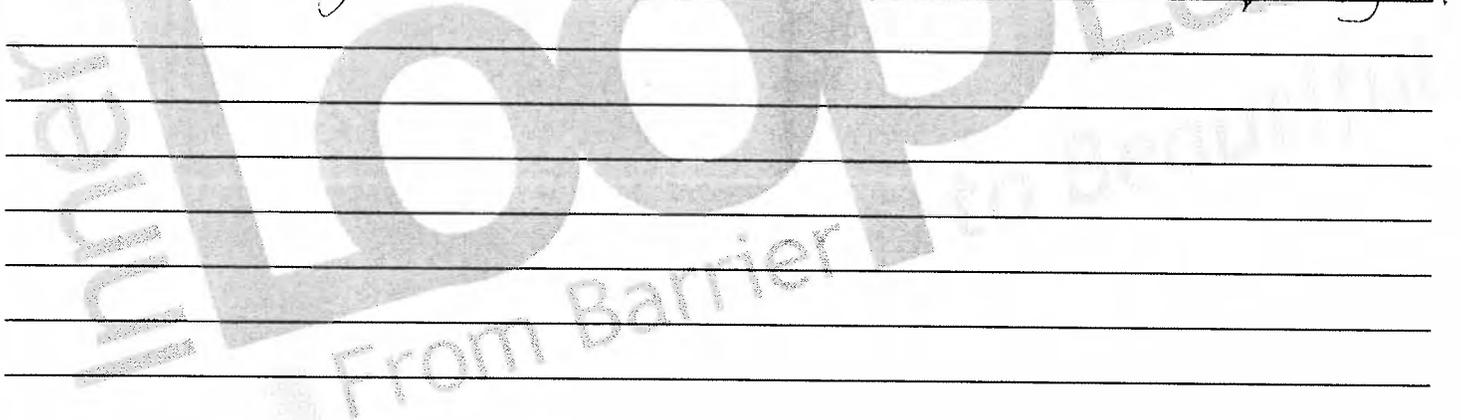
ADDRESS:

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'Hain

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 ~~WARRANTY~~ 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 ~~WARRANTY~~ ALIGN W/ LAFAYETTE PARK.
6. ROTARY IS HURD 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

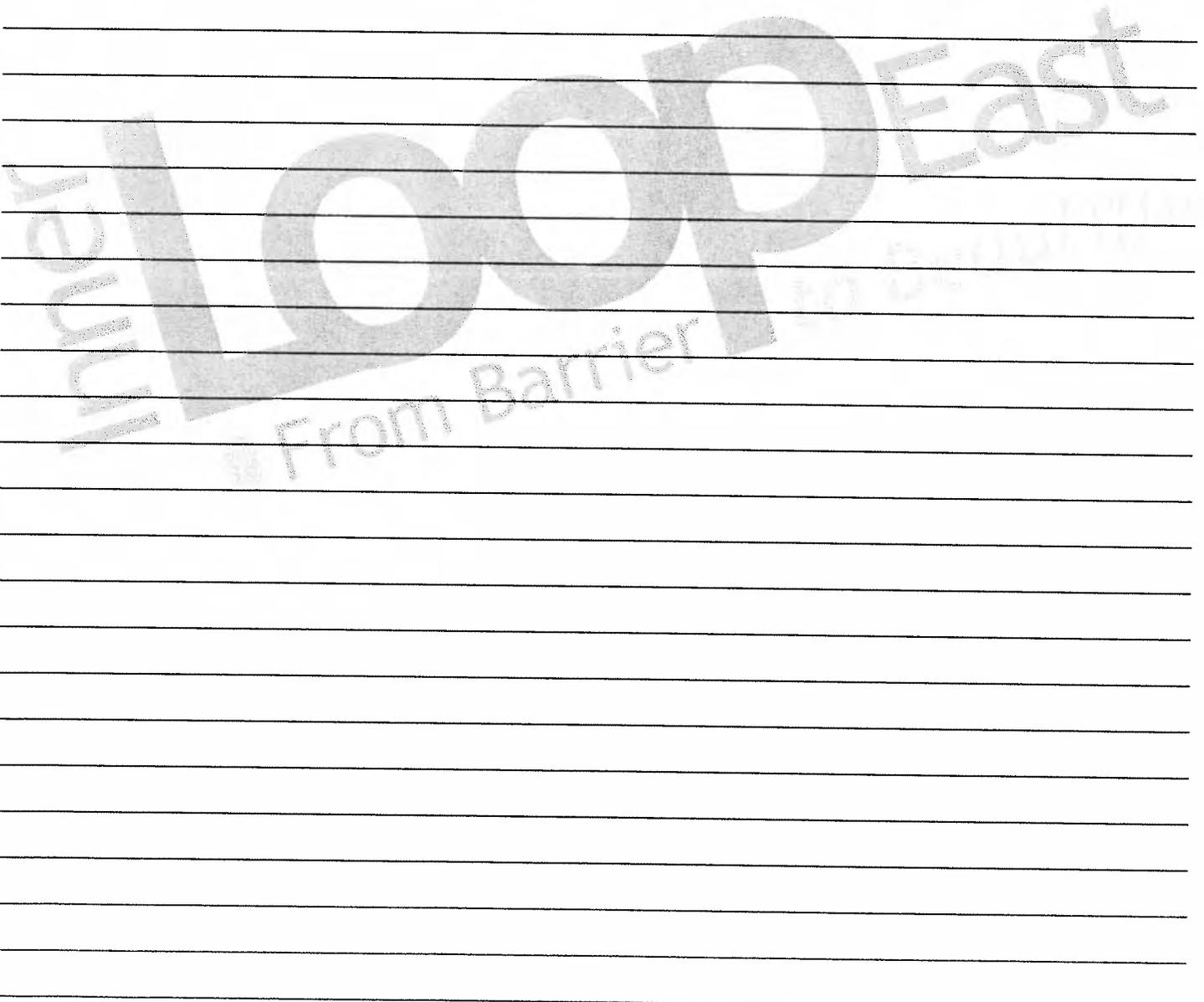
**PUBLIC INFORMATIONAL MEETING
WEDNESDAY, AUGUST 28, 2013**

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 Primus

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,

