



By ROY ELLIOTT

ROCHESTER is in the throes of a metamorphosis that should change its entire traffic nature largely, the result of the Inner Loop. It is expected to breathe new life into the city's downtown area. It will do that through affording the city an entirely new traffic setup which will permit persons who intend to do business with downtown firms and merchants to get into and out of the downtown section without difficulty.

Surveys have shown that as much as 60 percent of the traffic cluttering downtown Rochester is through traffic. Yet there is only one thoroughfare east and west—Main St. E. and W. From north to south there are only four through arteries, Clinton Ave. N. and S.; St. Paul St. and South Ave.; State and Exchange Sts., and Plymouth Ave. N. and S.

IN 1947 the city and state began cooperating on plans to alleviate the city's traffic jam through the Inner and Outer loops now under construction.

Of the overall right-of-way costs of around 13.5 million dollars for the Inner loop, the city will pay half. The state stands the rest of the right-of-way cost and the state and federal government share the cost of actual construction work.

Already work is progressing rapidly on that part of the Inner loop between the west end of Central Ave. bridge and Main St. W. That portion of the loop extends along Central Ave., over State St. on a new bridge, to Allen St., Plymouth Ave. N. to Main St. W. intersection or to leave it, three parts of the Inner loop have been planned.

This portion of the loop admittedly will have the most critical effect on the city's downtown district. It will eliminate a traffic bottleneck at the State, Allen, Central Ave. intersections where a 100-foot stretch of State St. carries more than 16 million vehicles annually.

Plans for the Inner loop there call for ramps starting from the State St. grade level to provide access to and egress from the modern roadway. Traffic signals will allow right and left turns to and from State on the ramps.

THIS one feature of the Inner loop alone is figured to dispose of a good portion of the more than 60 percent of traffic which is through-traffic which shouldn't enter the downtown section at all. But the rest of the loop plays its part.

From Main St. W. it will go south on Plymouth to Troup, where it will hit possibly the biggest part of the Inner loop project — the new Troup St. bridge across the Genesee River. It will involve something of a clover leaf at Plymouth and Troup but to reach the bridge from Main St. W.

Construction of the Troup St. bridge, at a cost of 2½ million dollars, definitely will begin this year. It will start at grade, just west of Fitzhugh, cross Exchange St. overhead, cut through the roof of the present Erie Railroad freight building, go over the Erie tracks, cross with its six traffic lanes about 20 feet above the river, the Lehigh Valley tracks and subway and come to grade at South Ave.

It is planned to extend the loop to a juncture with Union St. S. by pro-



INNER LOOP BRIDGE, State and Central, will speed up traffic. SUNDAY, JUNE 28, 1953

jecting the line of Howell St. to the northeast, passing under Monroe Ave. It will then turn northward on Union, crossing East Ave. and Main St. Thereafter it will switch westward from Union St. N. following a route roughly including Delevan St. and Joslyn Pl. to North and Cumberland Sts. where it will follow Cumberland to Central.

Roughly, the time elements set for construction of the various sectors of the Inner loop are: Central to Main St. W. and building of the new Troup St. bridge over the Genesee River, this year; sections from Main St. W. to new bridge and from South to Monroe and Union, next year; the section from Monroe to Cumberland, for 1955 and the section from North and Cumberland to Central at Front, in 1956.

EXPRESS highways and other semi-limited access arterials are planned to integrate Inner and Outer loop traffic ways into a comprehensive major street system for Rochester. The Clinton Ave. Expressway, Monroe Ave. Expressway, the Mt. Hope Arterial, the Union-Goodman-Clifford Arterial and possibly a northwesterly arterial generally paralleling the subway from the Inner loop to the Outer loop at Mt. Read and Driving Park Ave. are planned.

An arterial leading into the southwest part of the city from the Thruway is being studied by City and State planning agencies. Lake Ave. already has been completed from Ridge Rd. W. to State St. The Sea Breeze Expressway, extending north from the Outer loop, also has been completed.

Of virtually equal importance in solving downtown Rochester's traffic jam is the proposed Outer loop skirting the city and serving to divert through traffic still further from the city's center.

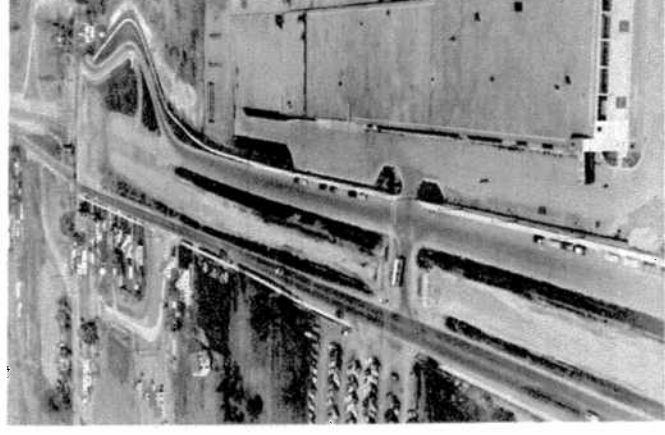
Roughly the Outer loop will be composed on the north by Ridge Rd. E. and W., the Memorial Bridge and the Keeler St. Expressway. The eastern part, after crossing the New York Central Railroad and East Ave. will be extended into Clover St. to Elmwood and then to the westerly side of the Genesee River. Its projection from this point will be contingent to a large extent on the location of the arterial in this southwest sector, now undergoing study.

On the west, a great portion of reconstruction of Mt. Read Blvd. has been accomplished, ultimately to give motorists straight swift passage between Buffalo Rd. and Ridge Rd. W.

THE city also is interested in major highway projects which, it is figured, will affect it enormously. They include links to the State's new Thruway and the Lake Shore Parkway development. Roughly, the eastern link to the Thruway will move from Bushnell's Basin, east of Pittsford, across Fairport Rd., in back of St. John Fisher College, and into the city on the old roadbed of the former Syracuse & Eastern Railway. Near Winton Rd. and East Ave. it will enter, or run parallel to the subway. There will be a connection with not only the Outer loop, but also the Inner loop near Clinton Ave. S. and Howell.

The Lakeshore Parkway now has been completed from Hamlin State Park to Manitou Rd. Eventually that highway is planned to be a scenic route from Rochester and, possibly, points East, to Niagara Falls. Plans call for it to cross Long Pond from Lowden Rd. on a bridge with two 24-foot traffic lanes to connect with the section eastward to Island Cottage.

Under consideration is an extension to Lake Ave., a plan originally set by the New York Park Commission in 1931 when the cost of the 24 miles was figured at 19 million dollars. It's higher now. The present plans, tentative, call for another bridge across the Genesee River, south of Stutson St., then southward on a new highway through Irondequoit and Seneca Park until it links with the Outer traffic loop at the Memorial Bridge Circle.

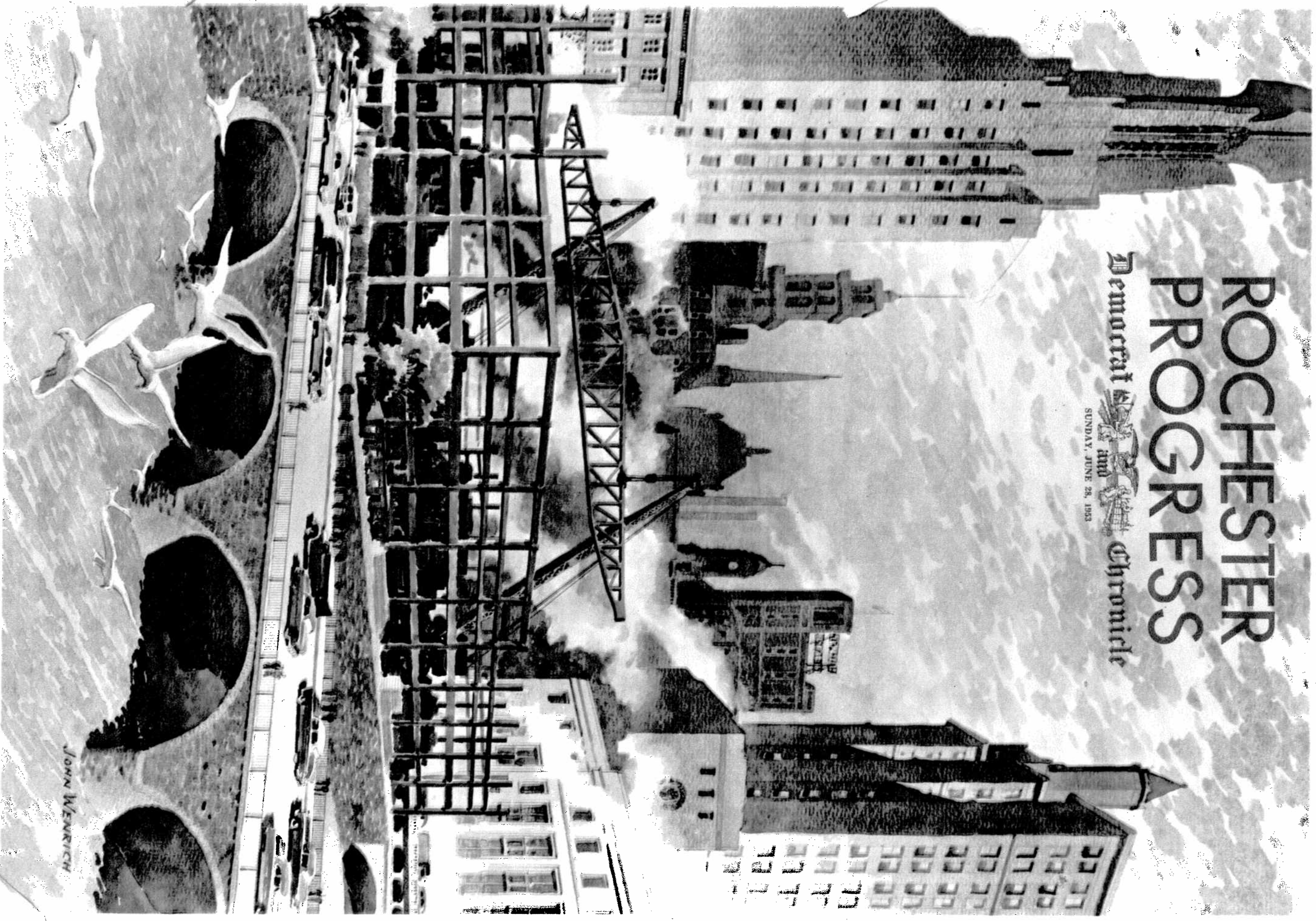


OUTER LOOP, westside portion.

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