

# Inner Loop North Transformation Project

Grove Place Association

March 26, 2023



 Malik D. Evans, Mayor



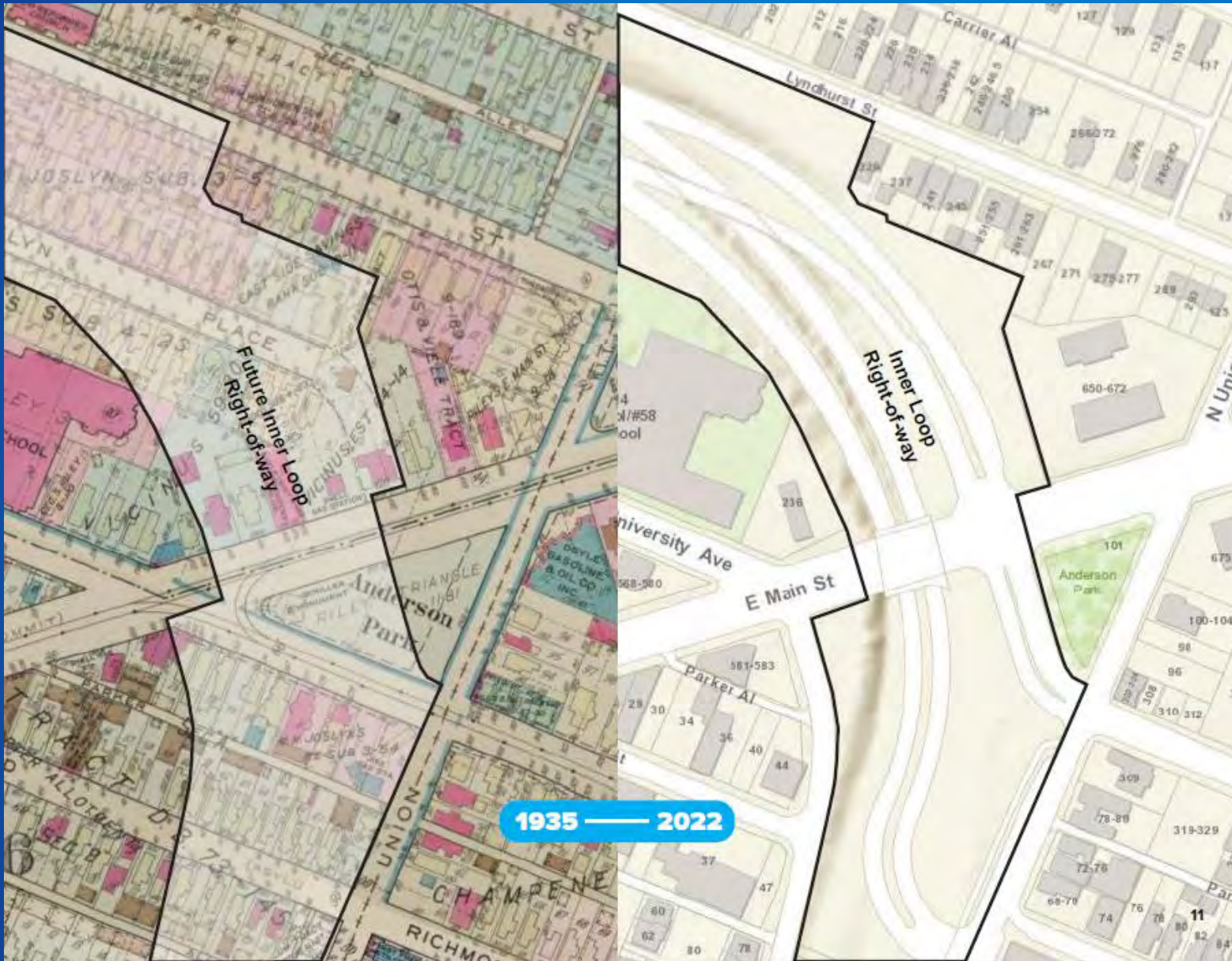
City of Rochester, NY  
Rochester City Council



Center City (Photo: 1951)  
Expressway construction: 1952 to 1965





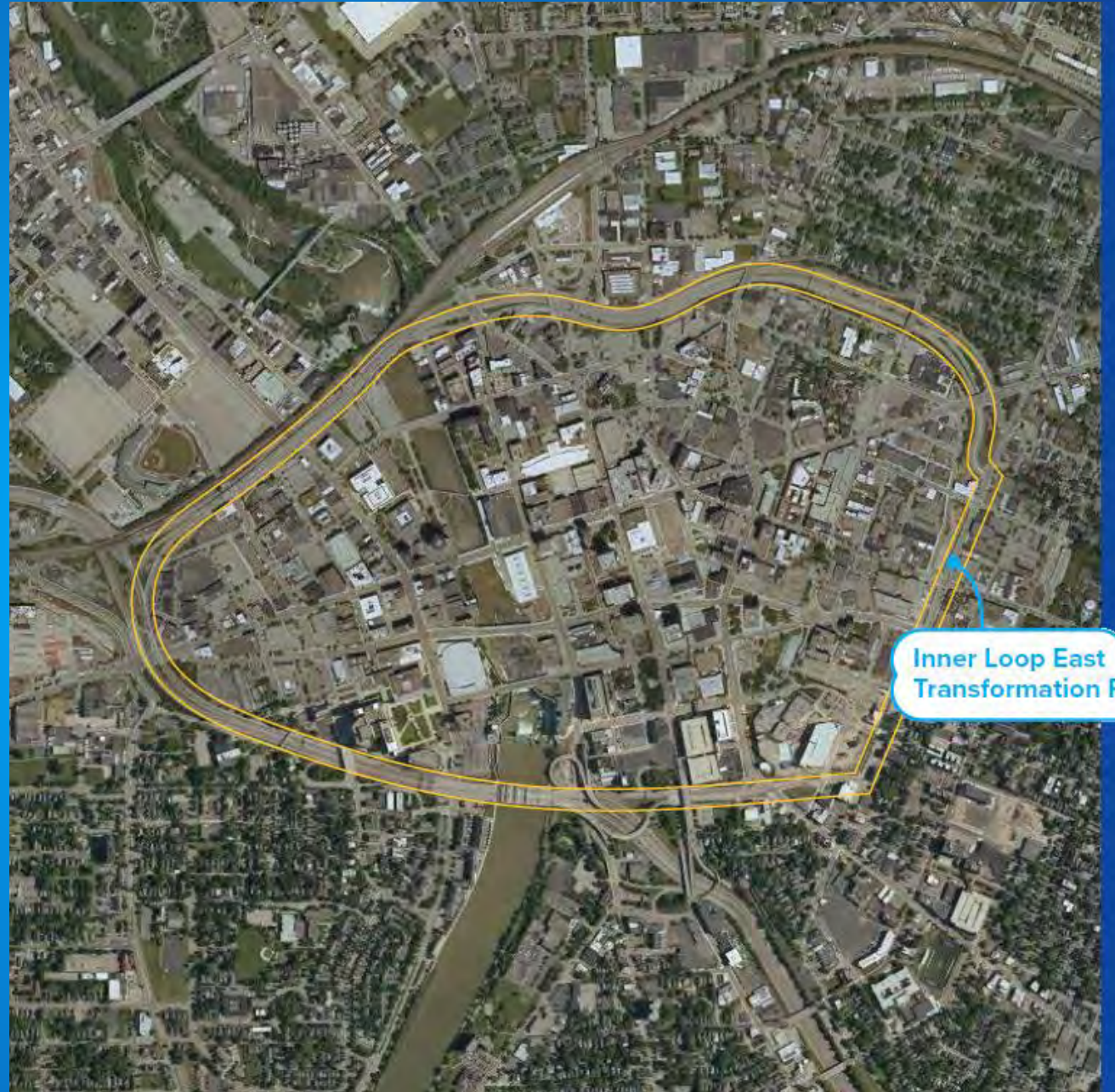


# Impact on our community

- Built through segregated Black and immigrant neighborhoods
- Demolished hundreds of homes and businesses
- Created a barrier between neighborhoods, downtown
- Disrupted urban fabric across acres of the City
- Since 1990, plans have called for partial or full removal



Center City (Photo: 2021)



Inner Loop East  
Transformation Project



# Inner Loop East Transformation

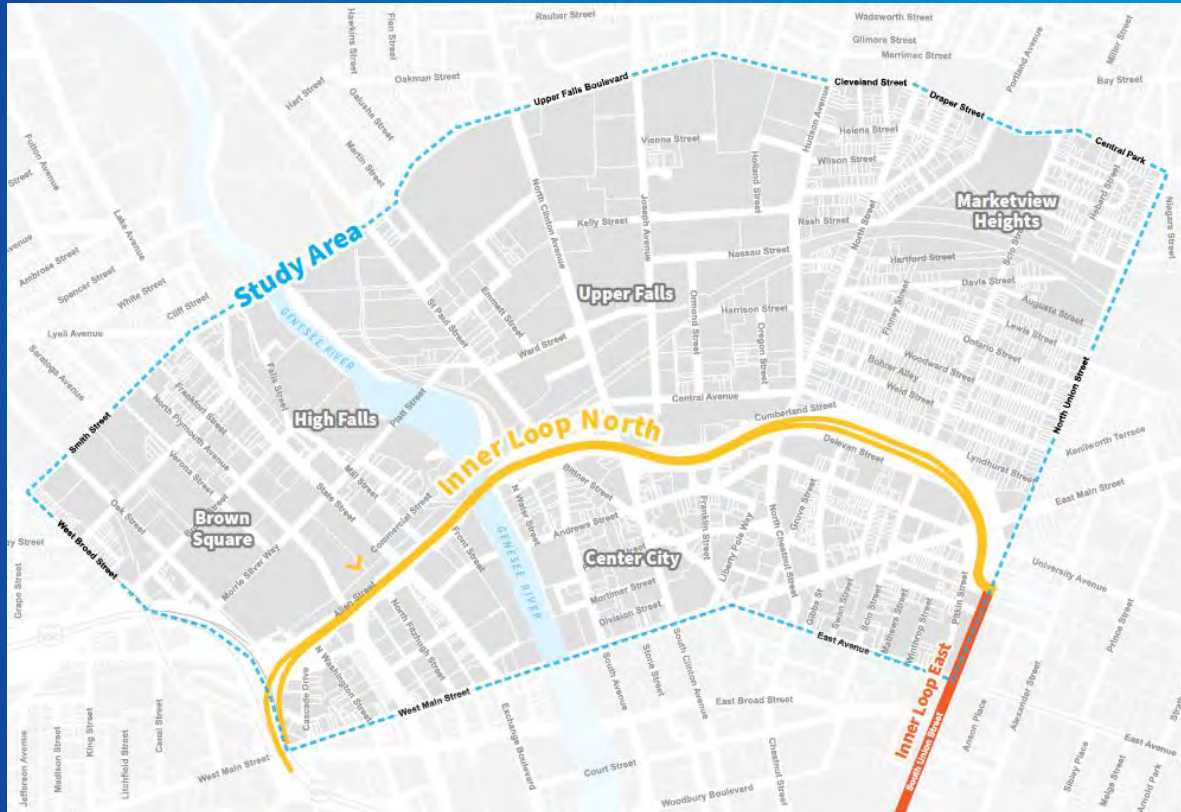
- 2014-2017
- Approximately 2/3 of a mile
- South Union Street from University to Monroe Avenue
- Nearly six acres for redevelopment
- Total cost: \$21M
- Private investment to date: \$400M+
- 500+ housing units created
- More than 60% of units for residents below area median income



Inner Loop East  
From Barrier to Beautiful



# Inner Loop North Transformation Project



- Planning Study completed in Fall 2022
- Key Elements of the Study:
  - Existing Conditions Analysis
  - Market Analysis
  - Multi-Modal Accessibility Analysis
  - Concept Alternatives
  - Housing, Development, and Green Space Opportunities
  - Implementation and Phasing
  - Traffic Analysis for Preferred Concept
  - Structures and Utilities Inventory

# Community Engagement

Community Advisory Committee (CAC): 50+ members

Racial Equity Subcommittee (RESC)

Technical Advisory Committee (TAC): 20+ content experts



# Key Findings

- Removing the expressway has potential to improve safety and connectivity
- Projected benefits outweigh anticipated costs of ongoing maintenance and repairs
- Residents are seeking varied types of development, including homeownership opportunities

**2.25** BCR  
**benefit-cost ratio**  
equivalent to \$30 million\* in net benefit to the community over the next 30 years



**+\$41 M**  
change in cost of regular maintenance and inspection



**+\$6 M**  
reduction in crashes, injury, and property damages



**-\$28 M**  
travel time delays due to reduced speeds



**+\$23 M**  
health benefits of improved pedestrian facilities



**+\$2 M**  
health and community benefits of restored parks



**-\$1 M**  
increase in combined VOC, NO<sub>x</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, and CO<sub>2</sub> emissions due to increased stopping and going\*\*



**+\$13 M**  
increase in property values



**+\$1 M**  
residual value of assets



**+\$9 M**  
health benefits of improved bicycle facilities



**+\$0.5 M**  
societal benefits of urban tree canopy



The increased prevalence, both now and in the future, of electric vehicles (EVs) and vehicles with stop-start systems (which automatically shut down the engine when the car is stopped to reduce time spent idling) will likely reduce vehicular emissions and some of the negative cost benefit associated with increased travel times and more stopping and going on the newly re-designed corridor.

\*\*The introduction of at-grade intersections and stoplights along the corridor is expected to slow travel times, increase time spent idling, and lead to more stopping and going which will likely result in an increase in vehicular emissions (including VOC, NO<sub>x</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, and CO<sub>2</sub>). However, as discussed on page 163, the preferred concept is expected to reduce the number of car trips on the Inner Loop North corridor compared to existing conditions and therefore reduce CO<sub>2</sub> emissions as a result. So, while the cars that do use the re-designed Inner Loop North corridor are expected to produce more emissions from increased travel times and more time spent idling, the reduction in total car trips on the corridor is expected to decrease overall CO<sub>2</sub> emissions in the project area over the long-term.



# Preferred Concept: City Grid Restoration

Concept 6  
features

490

connection to  
490 retained

2  
lanes

street  
width

22  
acres

total land  
reclaimed

14  
acres

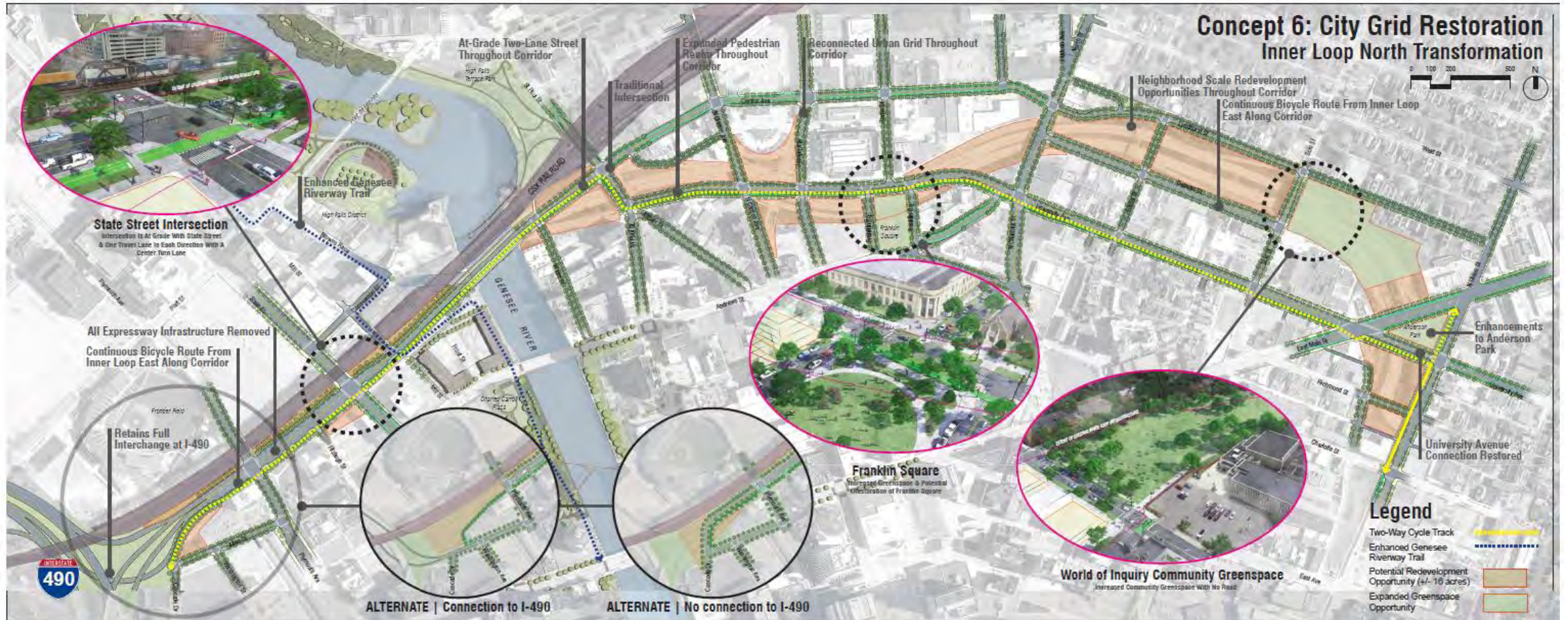
developable  
land created

8  
acres

green space  
created

\$95  
million

estimated cost  
(2026 dollars)





# What's Next: Tentative Project Milestones

- NYS Funding Commitment: March 2022
- Planning Study Published: September 2022
- Design Funding Committed: October 2022
- Design Consultant Procurement: Now thru Mid-2023
- Preliminary Design Process: Mid-2023 to Mid-2025
- Additional Land Use Planning: Parallel to Design Process
- Additional Community Engagement: Mid-2023 to Mid-2025
- Final Design Documents: Fall 2026
- Construction Bidding: Fall 2026
- Construction Start: Spring 2027
- Substantial Completion: Late 2028

*\* Schedule subject to change*



# Preliminary Design Process

- Design and preparation of a project scoping document and design report, inclusive of traffic and environmental studies



# Preliminary Design Highlights

## Joint Public Involvement / Agency Coordination Plan:

- Emphasis on outreach in BIPOC and low-income neighborhoods
- Extensive coordination with utilities and agencies anticipated
- Coordination with project TAC and CAC
- Coordination with land use planning efforts

# Preliminary Design Highlights

Traffic Study: Consultant to use a traffic microsimulation model to analyze impacts on traffic along Inner Loop North corridor, as well as adjoining systems and intersections.

- Analysis will be used to select feasible alternatives and associated improvements for further, more detailed analysis
- Consider revisions or refinements to preferred concept as needed to mitigate issues identified in Traffic Study



# Preliminary Design Highlights

Environmental Review: Consultant will conduct required environmental assessments, determinations of significance

- Consider environmental, social and economic impacts

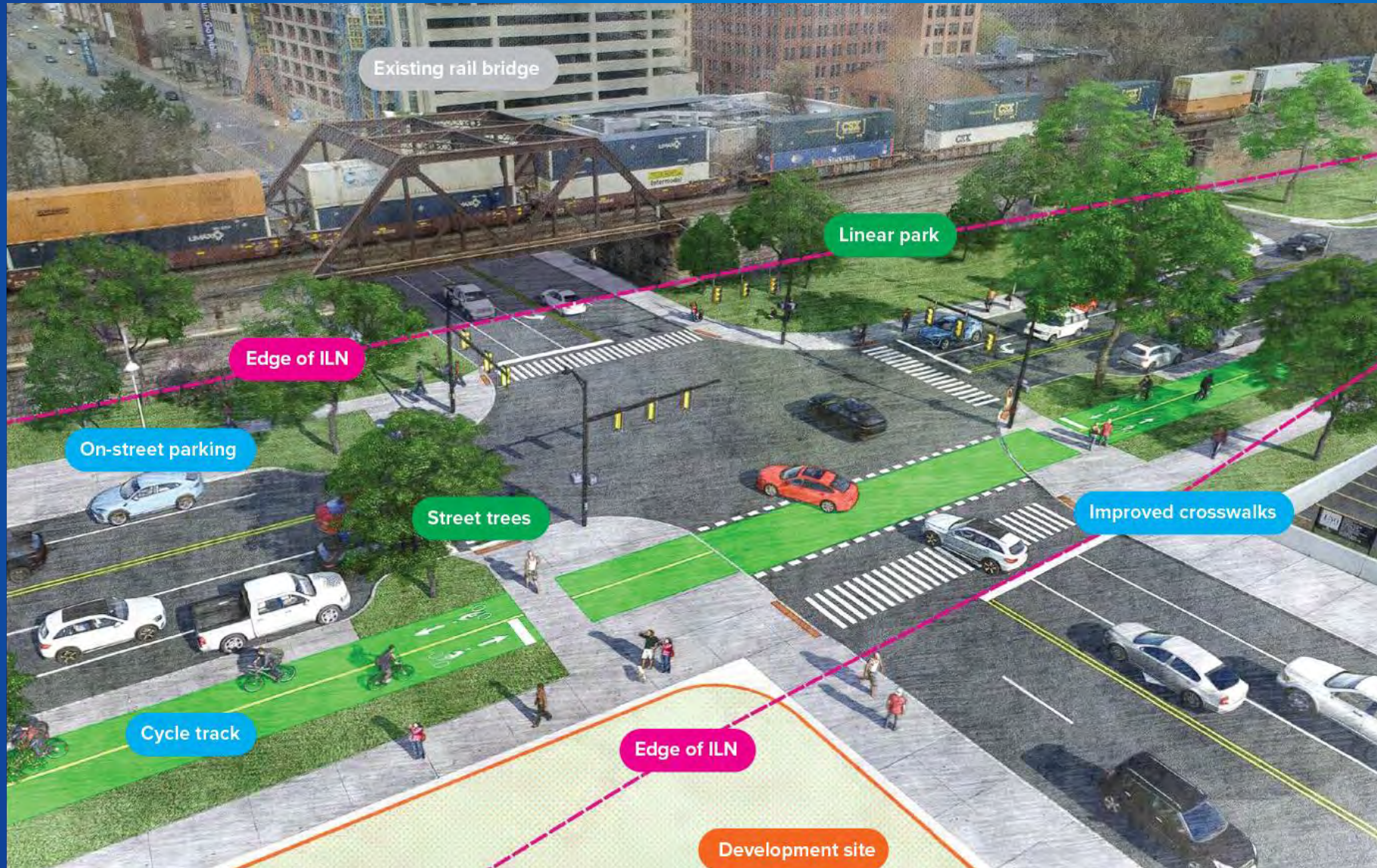
# Street Network



Existing: Inner Loop North at State Street



# Street Network



Concept: Inner Loop North at State Street



# Street Network



Existing: St. Paul  
Street at  
Cumberland  
Street



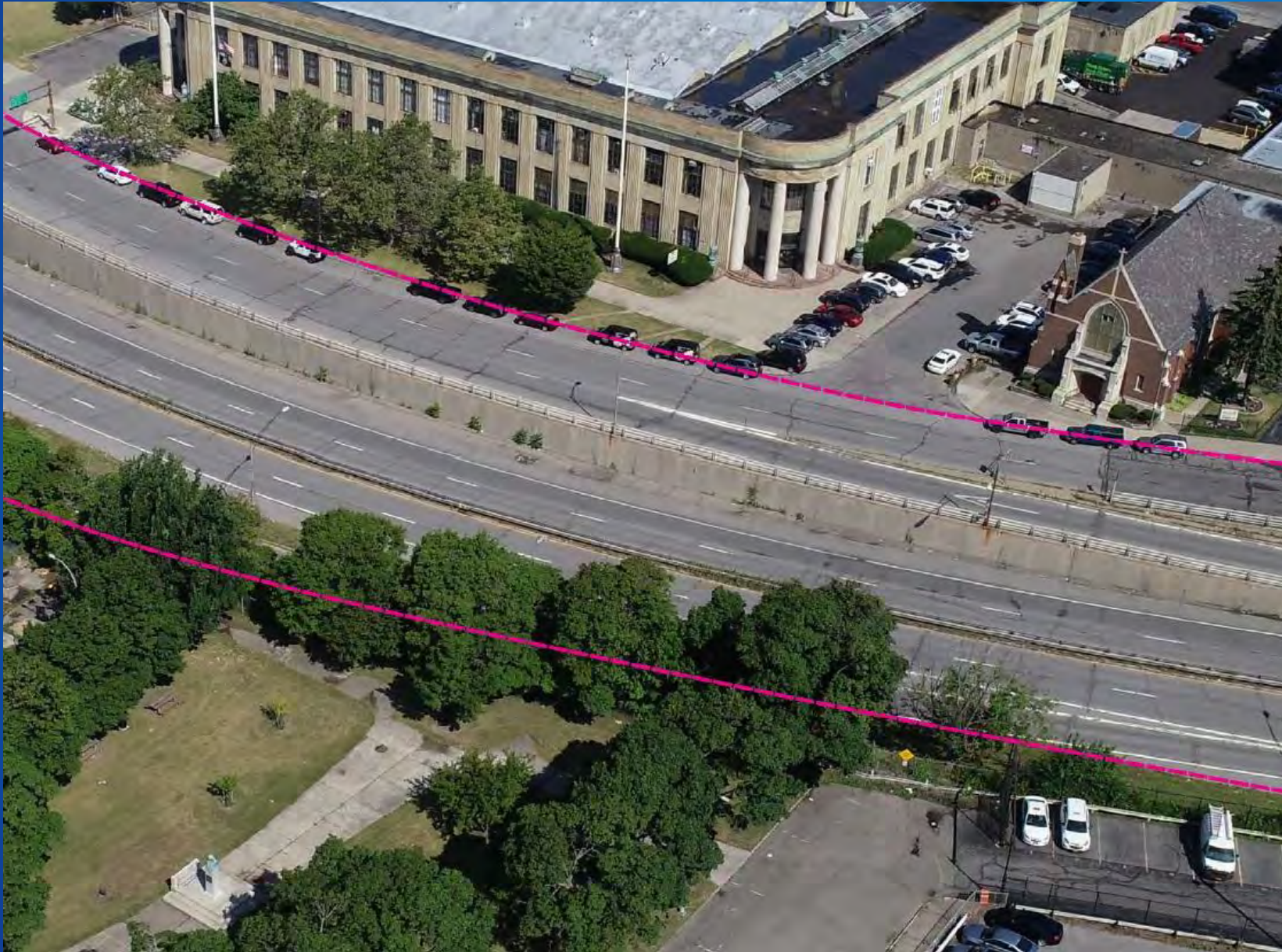
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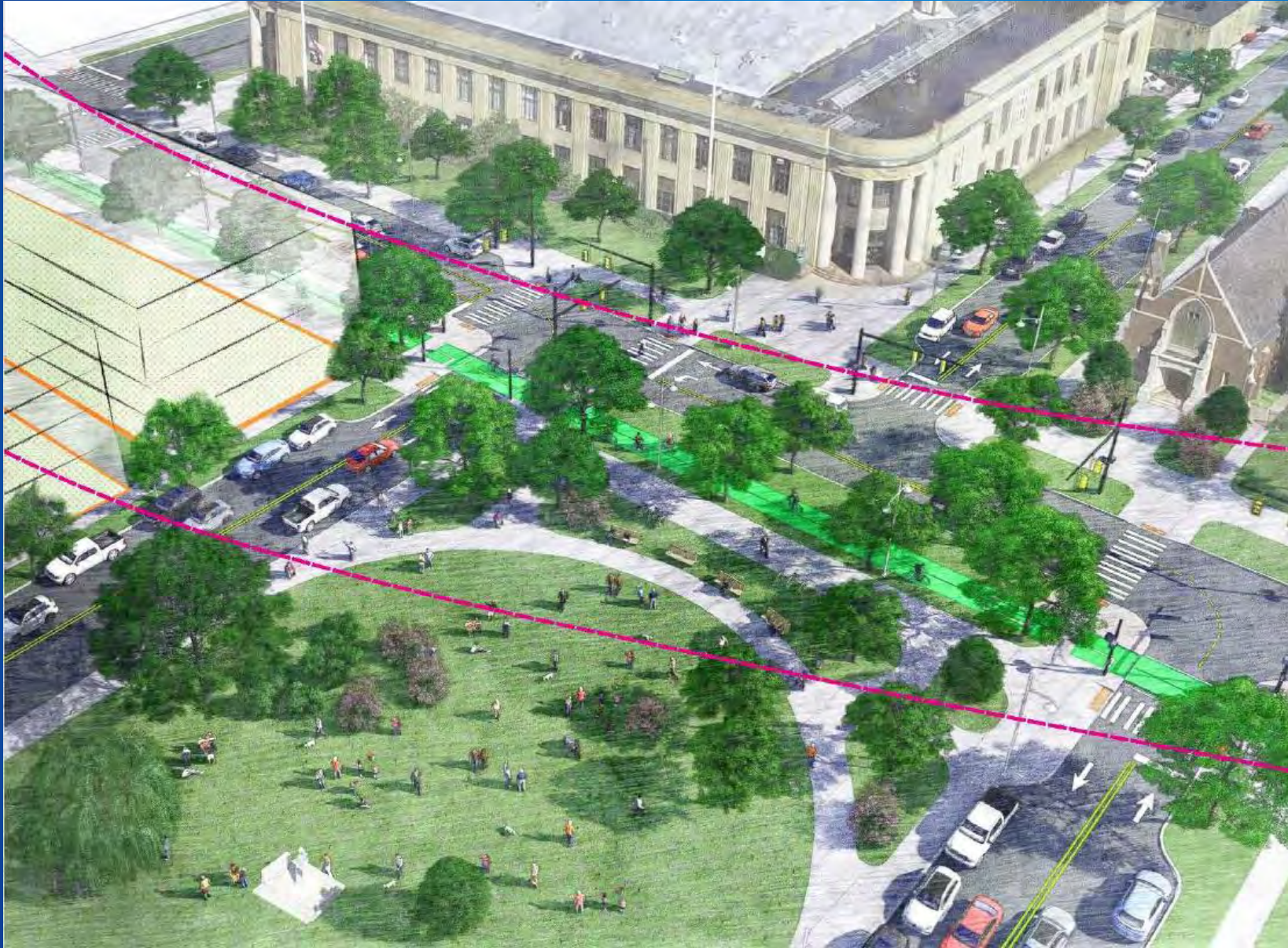
# Street Network



Existing: Inner Loop at Franklin Square Park and Post Office



# Street network



Concept: Inner Loop at Franklin Square Park and Post Office

## Communication:

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Project Manager  
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# Q&A

For more information and project documents, visit

[www.innerloopnorth.com](http://www.innerloopnorth.com)

[www.cityofrochester.gov/InnerLoopNorthRFP](http://www.cityofrochester.gov/InnerLoopNorthRFP)