

APPENDIX F
PUBLIC ENGAGEMENT

1 Overview

The City of Rochester and the New York State Department of Transportation (NYSDOT) received 20 comment submissions (amounting to 70 comments) during the public scoping comment period for the Inner Loop North (ILN) Transformation Project. The public had opportunities to submit comments in several ways throughout the comment period, which extended from August 17, 2024, to September 16, 2024. Written comments were accepted via email, through the project website, and/or using comment forms provided at in-person and virtual public meetings held on August 21, 2024, and August 22, 2024. Verbal comments were accepted during two public meetings and meetings of the Community Advisory Committee and Technical Advisory Committee. The City and NYSDOT have considered the comments received on the Project.

This appendix includes the following information:

- **Section 2** of this appendix contains summaries of the comments received and responses to those comments. Within the 20 comment submissions, there are a total of 70 comments, which are categorized into nine different topics. Comments are organized by topic.¹ Comments are considered substantive if they modify alternatives, develop and evaluate alternatives in a way not previously given attention, supplement or improve the analysis, or make factual corrections. Comments are not considered substantive if they are not relevant to the Project Scoping Report and process, if they present general statements that support or oppose the project, or if they are comments concerning information in the document that the reader overlooked.
- **Section 3** includes the Public Engagement Strategy and Environmental Justice Engagement Analysis.
- **Section 4** includes meeting notes from public meetings, CAC meetings, and Technical Advisory Committee meetings held during the Scoping Phase of the Project. All corresponding slide presentations can be found on the project website at www.innerloopnorth.com/meeting-summaries.

For additional information regarding public involvement, please refer to Section 7 of the Project Scoping Report.

¹ Comments are assigned a number starting with a “C” and a response starting with an “R.” It is noted that comment and response numbers may be out of sequence in the table below because comments are organized by topic rather than date. Each original comment document (email, memo, or comment card) was assigned a Document ID number.

2 Comments Log

Topic	Org Name	Comment Date	ID	Type	Comment Number	Response Number	Comment	Response
Traffic	None	8/29/2024	13	Website	C1-02	R1-02	Comment notes that the corner of Cumberland and North Clinton YWCA has unsafe sight lines and is concerned about access to the parking lot during peak hours.	Access management will be further evaluated as part of the Preliminary Design / Design Approval Document (DAD) phase.
Traffic	None	10/6/2024	15	Website	C1-03	R1-03	Comment asks how residents from the Northwest part of the city will travel safely to the city center.	Traffic analysis was conducted for the Scoping Report and will continue to be further evaluated and refined during the Preliminary Design / DAD phase in accordance with the Purpose and Needs statement for the project. The Purpose is to transform the underutilized, grade-separated expressway into an accessible and multi-modal urban street grid similar to what existed prior to construction of the Inner Loop Expressway. In addition, one of the goals of the project is to remove the Inner Loop as a barrier and reconnect Downtown Rochester to the communities surrounding the transportation corridor. Motorists traveling from the northwest area of the City will continue to have various options to access the City Center.
Traffic	None	8/31/2024	23	Email	C1-05	R1-05	Commenter expresses concern about traffic along North Plymouth Ave, noting that the design should address excessive speeds and acceleration onto North Plymouth, particularly near the music school.	Traffic analysis was conducted for the Scoping Report and will continue to be further evaluated and refined during the Preliminary Design/DAD phase in accordance with the Purpose and Needs statement for the project, which includes goals related to restoring a human-scale street grid and promoting pedestrian and bicycle access. Traffic-related concerns and comments will be evaluated as the analysis continues. Traffic calming is a priority for the Project.
Traffic	None	9/10/2024	35	Website	C1-08	R1-08	Comment is concerned about Saturday Public Market traffic, which backs up with people trying to reach the Inner Loop. The Inner Loop cuts down on the time it takes to get to I-490.	Traffic analysis was conducted for the Scoping Report and will continue to be further evaluated and refined during the Preliminary Design / DAD phase in accordance with the Purpose and Needs statement for the project, which includes goals related to restoring a human-scale street grid, and advancing multi-modal connectivity and accessibility throughout the Project area. Traffic-related concerns and comments will be evaluated as the analysis continues.
Traffic	Hinge Neighbors	9/16/2024	14	Email	C1-09	R1-09	Comment questions traffic projections, noting they are misstated for the following reasons: Comment cites National Institutes of Health, which suggests that remote working and telecommuting will reduce traffic volumes. Comment cites the National Bureau of Economic Research conclusions that enhanced public transportation will reduce VMT and congestion. Comment cites the Journal of Urban Technology, which concludes autonomous vehicles will reduce traffic volumes and congestion. Comment notes that the traffic discussion in the Scoping Report should state there is no "mode bias" in the study. Comment states that the traffic analysis should address the possibility of future light rail and its impact on reducing vehicle traffic. Comment questions the traffic analysis around School 58, stating they insufficiently consider the safety of students at bus and pick up times. Comment notes that the traffic study should address congestion pricing for downtown, as a policy to reduce congestion. Comment notes that the traffic analysis should address freight/truck traffic and its impacts to city streets. The design should ensure that truck traffic moves away from areas near Marketview Heights. Comment notes that traffic analysis should consider transit planning and service.	Specific traffic data points, section or page numbers are not referenced, though it can be concluded that Comment's intent was to draw attention to future trends that would result in lower traffic volumes than those projected in the Project Scoping Report. It is noted that the traffic growth rate used in the Traffic Analysis (0.5%) is considered the high range of potential traffic growth and was used during the Scoping phase to evaluate expressway conditions. A discussion of this growth rate as well as factors that may require adjustments to the growth rate (such as existing capacity of the street grid, population growth trends, and other factors) is included in Section 5.3.7 of the Project Scoping Report. Appendix C includes a description of population growth trends, which were factored into traffic growth projections. The traffic analysis will be ongoing through the Preliminary Design / DAD phase and will consider factors raised in this comment, including the impact of future land uses, future mode split, and other policy decisions around multi-modal transportation, autonomous vehicles and freight movement.
Traffic	Hinge Neighbors	9/16/2024	14	Email	C1-10	R1-10	Comment expresses belief that additional businesses and employers will reduce traffic. Employment opportunities should not be limited to project construction jobs.	See R1-09
Traffic	Grove Place Association	9/16/2024	38	Email	C1-11	R1-11	Comment states that the design should distribute traffic throughout the grid and not prioritize any one street, especially not University Ave or Cumberland.	Activating the street grid to distribute traffic to streets with capacity throughout the project area is consistent with the Purpose and Needs of the Project, as identified in Section 3.2 of the Project Scoping Report. Traffic calming is a priority for the project.
Traffic	None	9/16/2024	36	Email	C1-12	R1-12	Comment states that with this project, traffic generally would be worse, causing traffic jams and that access to the Public Market and Neighborhood of the Arts will be worse with this project.	Not Substantive
Traffic	None	9/16/2024	36	Email	C1-13	R1-13	Comment states that Concept 6A will cause travel time loss for people who use the Inner Loop as primary ingress and egress from the city.	Traffic analysis was conducted for the Scoping Report and will continue to be further evaluated and refined during the Preliminary Design / DAD phase. After the project is implemented, there will continue to be a variety of ways to access the City using motor vehicles via I-490 and the local street network. Traffic-related concerns and comments will be evaluated as the analysis continues.
Street and Intersection Design	None	8/27/2024	1	Email	C2-01	R2-01	Comment suggests modifying the WBI-490 on-ramp and creating a connection to Oak Street at Platt Street.	Street configuration and design will be evaluated during the Preliminary Design / DAD phase.
Street and Intersection Design	None	8/27/2024	1	Email	C2-01.1	R2-01.1	Comment suggests severing all connections to I-490	During the Planning Study Phase, some concepts proposed eliminating the I-490 connection. Connection to I-490 is important for some businesses throughout the corridor for freight access, which was one reason among many that the preferred design concept retained this connection. Connections to the west side of the City also are important, as the vast majority of trips using the Inner Loop today

Topic	Org Name	Comment Date	ID	Type	Comment Number	Response Number	Comment	Response
								are to and from the west. The Purpose of the project is to transform the underutilized, grade-separated expressway into an accessible and multi-modal urban street grid similar to what existed prior to construction of the Inner Loop Expressway. Goals of the project are to ensure multi-modal connectivity and accessibility. These goals will be addressed during the Preliminary Design/DAD phase.
Street and Intersection Design	Reconnect Rochester	9/14/2024	8	Email	C2-02	R2-02	Comment suggests/supports 10-foot wide travel lanes and a roundabout at the I-490 interchange. Comment advocates for two-way traffic, squaring up odd-angled intersections, restoring severed street connections, and curb corners designed with the minimum radius allowed to slow vehicle turning movements. Comment suggests bollards between the road and pedestrian spaces, and prohibiting right turn on red.	Traffic calming measures, lane widths, intersection types, intersection angles, and new street connections will be evaluated during the Preliminary Design / DAD phase. Traffic calming is consistent with the Purpose and Needs of the Project, as identified in Section 3.2 of the Project Scoping Report, including “advance multi-modal connectivity and accessibility throughout the Project area” and “enhance the street network for all modes of transportation.”
Street and Intersection Design	None	8/29/2024	13	Website	C2-05	R2-05	Comment asks if Bittner Street will become two-way? Are there plans to increase the height for trucks going under the St. Paul overpass?	Intersection types and design will be evaluated during the Preliminary Design/DAD phase. A desired outcome of the Project will be increased height clearance under the St. Paul Street railroad underpass. This will require coordination with CSX
Street and Intersection Design	None	9/1/2024	34	Website	C2-08	R2-08	Comment asked why there are two "T" intersections so close together at Bittner, Cumberland and St. Paul Streets. Comment suggests one intersection with a roundabout.	Intersection types and design will be evaluated during the Preliminary Design / DAD phase.
Street and Intersection Design	None	8/29/2024	13	Website	C2-09	R2-09	Are there plans to increase the height for trucks going under the St. Paul overpass?	The existing CSX railroad bridge over St. Paul Street (QC 371.03) has a non-standard vertical clearance. The existing posted vertical clearance is 11'-3". The required minimum vertical clearance without vertical clearance posting is 14'-0" and the preferred minimum vertical clearance is 14'-6" to include an allowance for future resurfacing. The bridge has had a history of bridge strikes, which impacts both vehicular and railroad traffic. This restrictive clearance also limits truck traffic to the Genesee Brewery to the north and is an impediment to traffic flow in the overall street network. Increasing the vertical clearance at the bridge could have significant benefits to both the City and CSX improving access for future business development and reducing the cost and impacts of bridge strikes. This will be evaluated further during the Preliminary Design / DAD phase.
Street and Intersection Design	Hinge Neighbors	9/16/2024	14	Email	C2-10	R2-10	Comment notes that speed controls and other traffic controls should be included in the design	Traffic controls will continue to be evaluated as part of the Preliminary Design / DAD phase. This will include consideration of traffic calming measures and access management planning.
Street and Intersection Design	Hinge Neighbors	9/16/2024	14	Email	C2-12	R2-12	Comment states there are no detailed plans for pedestrians and bikes in the study area.	The Project Scoping Report notes that goals of the project (and evaluation criteria used to select concepts) included a focus on multi-modal (bike and pedestrian) access, which is a priority for the City. The report discusses potential configurations of an extended Genesee Riverway Trail and the design concept shows a continuous cycle track through the project area. Details of these accommodations and others throughout the project area will be addressed during the Preliminary Design / DAD phase.
Street and Intersection Design	Hinge Neighbors	9/16/2024	14	Email	C2-13	R2-13	Comment states that Franklin Square and the streets that form the square should be restored to create an expanded public space.	The feasibility of this configuration will be considered during the Preliminary Design / DAD phase.
Street and Intersection Design	Hinge Neighbors	9/16/2024	14	Email	C2-14	R2-14	Comment states that the intersection of Central Avenue and Lyndhurst creates an anomalous small block advance to the buildings on North Street. Comment requests that a diagonal connection from Central Avenue to Delevan Street be designed to restore the original Lyndhurst intersection with North Street and protect Lyndhurst from traffic impacts.	The feasibility of this configuration will be considered during the Preliminary Design / DAD phase.
Street and Intersection Design	Hinge Neighbors	9/16/2024	14	Email	C2-15	R2-15	Comment notes the design should consider bike signals.	The feasibility of bike signals will be considered during the Preliminary Design / DAD phase.
Street and Intersection Design	None			Email	C2-16	R2-16	Comment requests that if Osmond Street does not extend from Central Avenue to Cumberland, then an additional north/south connection should be created between Joseph Avenue and North Street.	The feasibility of this configuration will be considered during the Preliminary Design / DAD phase.
Street and Intersection Design	Hinge Neighbors	9/16/2024	14	Email	C2-17	R2-17	Comment requests that the project uphold the historic street grid and not include any roundabouts.	The feasibility of this configuration will be considered during the Preliminary Design / DAD phase.
Street and Intersection Design	Marketview Heights Collective Action Project (CAP)	9/16/2024	37	Email	C2-17	R2-17	Comment states that increased vehicle traffic on University Avenue, Lyndhurst, and Scio Street will require speed controls and traffic calming, such as speed bumps and signals. Comment requests a traffic signal at Central Park and Scio Street, which is currently stop-controlled.	Specific traffic calming measures and signals will be evaluated during the Preliminary Design / DAD phase. Traffic calming is a priority for the City and is consistent with the Purpose and Needs of the Project, as identified in Section 3.2 of the Project Scoping Report, including “advance multi-modal connectivity and accessibility throughout the Project area” and “Enhance the street network for all modes of transportation.”

Topic	Org Name	Comment Date	ID	Type	Comment Number	Response Number	Comment	Response
Street and Intersection Design	Grove Place Association	9/16/2024	38	Email	C2-18	R2-18	Comment states the project should prioritize multi-modal transportation and reducing vehicle speeds.	Multi-modal access is a priority for the City and is consistent with the Purpose and Needs of the Project, as identified in Section 3.2 of the Project Scoping Report, including “advance multi-modal connectivity and accessibility throughout the Project area” and “Enhance the street network for all modes of transportation.” Traffic calming is a priority for the Project.
Street and Intersection Design	Grove Place Association	9/16/2024	38	Email	C2-19	R2-19	Comment states that street design elements should prioritize neighborhood vitality and bring residents to the neighborhood (not through).	Activating the street grid to bring activity and vitality to the neighborhood is consistent with the Purpose and Needs of the Project, as identified in Section 3.2 of the Project Scoping Report.
Street and Intersection Design	Grove Place Association	9/16/2024	38	Email	C2-20	R2-20	Comment notes concern about access to Grove Place townhouses via driveways onto University Avenue. Asks if gaps in traffic will be provided to help access.	Access management will be further evaluated as part of the Preliminary Design / DAD phase.
Street and Intersection Design	Grove Place Association	9/16/2024	38	Email	C2-21	R2-21	Comment states that major intersections along University Avenue should have traffic signals. Minor intersections should have stop signs.	Traffic controls will continue to be evaluated as part of the Preliminary Design / DAD phase. This will include consideration of calming measures and access management planning.
Street and Intersection Design	Grove Place Association	9/16/2024	38	Email	C2-22	R2-22	Comment states that the street design near Anderson Park is critical to facilitate use of this park, which is surrounded by streets.	Creating safe and convenient access to Anderson Park is a priority for the City and will be evaluated during the Preliminary Design / DAD phase.
Multi-Modal	Reconnect Rochester	9/14/2024	8	Email	C3-01	R3-01	Comment states that one-way protected bike lanes are preferred, followed by a bidirectional cycle track one side of the street. Comment asks for a more direct connection to the Union Street cycle track to eliminate the need to zig-sag through the area. Suggests coordination with RTS Bus Stop Improvement project	The feasibility of bike facilities such as one-way protected lanes will be evaluated during the Preliminary Design / DAD phase.
Off-site improvements	None	8/27/2024	1	Email	C4-01	R4-01	Comment advises against widening I-490 in case of future removal.	Any additional travel lanes, if designed and constructed, would be within the existing right-of-way and geometry of I-490. Concept 6A does not propose a widening of I-490's right-of-way.
Land Use	None	8/21/2024	2	Email	C5-01	R5-01	Comment described development on Inner Loop East as gaudy and expensive. Suggested the ILN focus on green spaces and truly affordable housing.	The City is undertaking a parallel study, referred to as the "Mobility and Development Strategy" which will develop a more detailed strategy for future land use along the ILN corridor, including opportunities for equitable redevelopment and green space. The City will consider input on land use as the strategy is developed. The team has received comments to date in favor of smaller-scale, affordable homeownership on the eastern end of the corridor. The concept plan also includes three major green spaces. For updates on the Mobility and Development Strategy, please visit www.cityofrochester.gov/innerloopnorth .
Land Use	Reconnect Rochester	9/14/2024	8	Email	C5-02	R5-02	Comment suggests careful consideration for uses of 186 Cumberland to ensure it is not used as overflow parking.	See R5-01
Land Use	None	8/23/2024	10	Website	C5-03	R5-03	Comment does not support development of single-family homes on the eastern section of the project, suggesting that Rochester replicate the dense urban development style seen in Philadelphia and Boston. Apartment buildings should have ground floor retail space.	See R5-01
Land Use	None	9/4/2024	16	Website	C5-04	R5-04	Comment notes that there would be owner-occupied housing types offered (such as condos). Rochester has few options for owner-occupied condos/apartments downtown.	See R5-01
Land Use	None	8/31/2024	23	Email	C5-06	R5-06	Comment states support for green space, but also states that a maintenance plan is necessary, pointing to other areas that are overgrown or not properly maintained.	See R5-01
Land Use	Marketview Heights CAP	9/16/2024	37	Email	C5-07	R5-07	Comments state preference to avoid development like the Inner Loop East Transformation Project. Pay special attention to zoning to avoid gentrification. Revise codes to address parcel size, greenery, RFP processes, and community participation. Comment refers to the need for owner-occupied housing, single-family, low density. Comment provides more information about home ownership and its benefits.	See R5-01
Land Use	Grove Place Association	9/16/2024	38	Email	C5-08	R5-08	Comment includes multiple points about land use, stating that development should not appear to be a "wall" as the development on Inner Loop East is perceived to be. Development should be 2-3 stories maximum. Comment states that grocery stores and pharmacies are key to address the current food desert. Prioritize mixed-use development. Do not reduce the size of greenspace near School 58 by adding parking or bus lanes. Compel rehabilitation of existing structures. Establish a design review committee with representatives of adjacent neighborhoods.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-11	R5-11	Comments suggest designing small block sizes.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-12	R5-12	Comment advocates for owner-occupied residential uses.	See R5-01

Topic	Org Name	Comment Date	ID	Type	Comment Number	Response Number	Comment	Response
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-13	R5-13	Comment notes importance of historic preservation.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-14	R5-14	Comment requests new parks and green spaces.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-15	R5-15	Comment requests small parcels for development and multiple different developers.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-16	R5-16	Comment suggests rehabilitation of existing structures.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-17	R5-17	Comment requests that the RFP process for land disposition be revised to include selection criteria that take into account the Scoping Report and desires of adjacent neighborhoods.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-18	R5-18	Comment suggests establishing a Design Review Committee with representatives of adjacent neighborhoods, including Hinge Neighbors.	See R5-01
Land Use	Hinge Neighbors	9/16/2024	14	Email	C5-19	R5-19	Comment includes a suggested Land Use Plan as an attachment, developed by Hinge Neighbors in 2021.	See R5-01
Land Use	Grove Place Association	9/16/2024	38	Email	C5-21	R5-01	Comment states that owner-occupied single-family homes should be prioritized and should be at least 20% of total number of new residential units located east of North Street.	See R5-01
Land Use	None	9/16/2024	36	Email	C5-22	R5-01	Comment disagrees that Franklin Park needs to be restored, stating that Parcel 5 and other parks Downtown are sufficient.	See R5-01
Scoping Report	None	9/4/2024	5	Email	C6-01	R6-01	Comment suggests adding language about creating and enhancing the public realm in conjunction with the new zoning code.	The project Purpose and Needs address aspects of the public realm, including pedestrian and bicycle access, improved trails, and an overall human-scale streetscape. Language specifically referring to an enhanced public realm is consistent with the project goals and has been added to section 3.3.1.
Scoping Report	None	9/16/2024	36	Email	C6-02	Not Substantive	Comment disagrees with the characterization that the ILN is a significant physical or visual barrier.	Not Substantive
Scoping Report	None	9/16/2024	36	Email	C6-03	R6-03	Comment disagrees with the Scoping Report's description of the original Inner Loop, specifically that it negatively impacted immigrant and Black residents. Comment states belief that the neighborhood was 100% white when the Inner Loop was planned and constructed. Comment states that there were zero Black residents in the path of the Inner Loop based on an analysis of the 1950 census. Comment states that 1,500 persons were displaced by the Inner Loop, of which 26 were Black.	The harm caused by the Inner Loop construction is well-documented and will be addressed in further detail as part of the Environmental Justice Analysis in the DAD. Construction of the Inner Loop displaced many residents and businesses of multiple races and ethnicities. The original Inner Loop construction project took 20+ years to plan and construct, the route was changed many times, and the timeframe corresponded to the post-war years and the Great Migration. While the race and ethnicity of the areas around the Inner Loop's northern section have shifted over time, the Seventh Ward was historically a place where immigrants and the economically disadvantaged settled, and who were discriminated against due to their ethnicity, race, and class. In the 1930s, the Seventh Ward was an Italian/Jewish/Black neighborhood. The ethnic and racial make-up of the area shifted over the course of the Inner Loop's construction. Many businesses were displaced in addition to residents.
Scoping Report	None	9/16/2024	36	Email	C6-04	R6-04	Comment disagrees with the characterization that the Inner Loop contributed to the decline of Rochester's population and disagrees with research citation, providing a citation to a study that was critical of the Baum-Snow research paper. https://www.researchgate.net/publication/46530633_Highway_Penetration_of_Central_Cities_Not_a_Maj_or_Cause_of_Suburbanization	Scoping Report language was changed to state that the decline in Rochester's population "correlated" with the construction of the Inner Loop.
Scoping Report	None	9/16/2024	36	Email	C6-05	Not Substantive	Comment disagrees that the Inner Loop created a barrier to upward mobility and wealth creation due to disconnections from Downtown. Comment states that bridges across the Inner Loop provide adequate connection and states that the Railroad is the real barrier.	The Inner Loop, with sunken grades and long blocks, poses a barrier to anyone traveling via non-motorized modes. In its current configuration, the Inner Loop also does not encourage investment along the corridor.
Scoping Report	None	9/16/2024	36	Email	C6-06	R6-06	Comment proposes a new Concept, which would be a variation of Concept 5. Concept 5a would terminate into a two-lane surface road, with no changes west of Joseph Avenue. Comment states this concept would work fine to distribute the majority of I-490 traffic and would be the least "climate-negative" because it is minimal build and would eliminate the diversions caused by Concept 6.	The alternate concept proposed does not meet the project goals of restoring the City's street grid and promoting multi-modal accessibility for all.
Scoping Report	None	9/16/2024	36	Email	C6-07	R6-07	Comment requested that weights be added to the criteria matrix.	The City of Rochester, NYSDOT, and FHWA have elected not to use weighting for the evaluation criteria.
Scoping Report	None	9/16/2024	36	Email	C6-08	R6-08	Comment states that Concept 6A would have negative impacts to climate change by making the transportation system less efficient. Diversions will create longer travel times. Comment states that the Greenhouse Gas Emissions study prepared for the Planning Study did not account for the 45% of traffic that would be diverted, or the impacts of new development.	An air quality study will be completed during the Preliminary Design phase and will evaluate the expected change in emissions as well as the impact of those changes (increase or decrease.) The Project will advance multi-modal connectivity and accessibility, improving lower-emission transportation options for non-motorized users, as well as potential for transit-oriented development.

Topic	Org Name	Comment Date	ID	Type	Comment Number	Response Number	Comment	Response
Scoping Report	None	9/16/2024	36	Email	C6-09	R6-09	Comment disagrees that the Inner Loop East was a success, stating that there is zero increased feeling of connectivity to downtown, that development is worse visually than the sunken expressway, that there has been no flourish of economic activity, that the street is abandoned of pedestrian traffic and the cycle track is underutilized.	The project has resulted in 530 units of mixed-income housing, nearly 200,000 square feet of commercial space, and has resulted in measurable increases in walking and cycling compared to conditions before the project.
Scoping Report	None	9/16/2024	36	Email	C6-10	Not Substantive	Comment disagrees with the timeline presented on Page 11, stating that the true end of the Inner Loop East and start of the ILN did not have a five-year gap, that ILN planning started before the Inner Loop East was completed.	Not Substantive
Scoping Report	None	9/16/2024	36	Email	C6-11	Not Substantive	Comment disagrees that the Inner Loop East was completed in 2017, stating that the streets were complete but everything else was dirt.	Not Substantive
Scoping Report	None	9/16/2024	36	Email	C6-12	Not Substantive	Comment states that the CAC meetings were not widely publicized for the Planning Study.	Not Substantive
Scoping Report	None	9/16/2024	36	Email	C6-13	Not Substantive	Comment questions why there was not a "no-build" alternative presented in the Planning Study.	Not Substantive
Scoping Report	None	9/16/2024	36	Email	C6-14	Not Substantive	Comment is not in support of the project, disagrees with the project goals and the entire premise of the project, stating that it is not necessary to restore or reconnect neighborhoods which stand on their own.	Not Substantive
Support/Not Support	Marketview Heights CAP	9/16/2024	37	Email	C7-01	Not Substantive	Comment expresses support for Concept 6A	Not Substantive
Support/Not Support	None	8/27/2024	1	Email	C7-02	Not Substantive	Comment supports design concept for the eastern section of the project.	Not Substantive
Support/Not Support	Reconnect Rochester	9/14/2024	8	Email	C7-04	Not Substantive	Comment supports Concept 6A, particularly importance given to multi-modal access.	Not Substantive
Support/Not Support	Reconnect Rochester	9/14/2024	8	Email	C7-05	Not Substantive	Comment supports both options for the Genesee Riverway Trail connection. Organization supports linking the trail from North Water Street to the High Falls Terrace via the St. Paul Street underpass.	Not Substantive
Support/Not Support	None	9/4/2024	16	Website	C7-06	Not Substantive	Comment is in full support of Concept 6A	Not Substantive
Support/Not Support	None	8/22/2024	19	Email	C7-07	Not Substantive	Comment expresses support for Concept 6A, noting greenspace at the World of Inquiry School is important.	Not Substantive
Other	Marketview Heights CAP	9/16/2024	37	Email	C9-01	R9-01	Comment expresses desire for City to continue outreach with Marketview Heights Collective Action Project.	Not Substantive. The City is committed to robust and ongoing outreach with all communication and neighborhood organizations in the project area.
Other	Grove Place Association	9/16/2024	38	Email	C9-09	R9-09	Comment states that Concept 6A should not adversely affect residents along University Avenue.	The project Purpose and Needs address aspects of the public realm, including residential pedestrian and bicycle access, improved trails, and an overall human-scale streetscape for residents and businesses. The intent is to improve the public realm for all users, including residents. Further, the City is committed to robust and ongoing outreach with all communication and neighborhood organizations in the project area.

3 Public Engagement Plan/Strategy

- Public Engagement Strategy



CITY OF ROCHESTER

INNER LOOP NORTH TRANSFORMATION PROJECT

PUBLIC ENGAGEMENT STRATEGY

October 2023

PURPOSE OF THE PUBLIC ENGAGEMENT STRATEGY

The Public Engagement Strategy (Strategy) is a guide to establishing protocols for coordination among the consultant team, agencies and stakeholders to foster diverse, meaningful public engagement and participation over the course of the City of Rochester Inner Loop North Transformation Project. This Strategy is not a checklist of required actions, but rather, it is a flexible framework that may be adapted as the design process unfolds. Our processes will provide opportunities for the public to take part in the conversation, to learn, to guide design decisions to the extent practicable and to work side by side with other stakeholders and decision-makers.

COMPONENTS OF THE PUBLIC ENGAGEMENT STRATEGY

The following methods and approaches will be used to foster conversation and information sharing as part of the overall project development. These proposed methods will also support the City's intent to proactively engage with underrepresented communities, as further defined in the Inner Loop North EJ Engagement Plan (see Appendix A).

- Technical Advisory Committee (TAC)
- Community Advisory Committee (CAC)
- Stakeholder Meetings
- "Go to Them" Engagement
- Pop-up Workshops
- Utility / Agency Coordination
- Public Workshops
- Youth Engagement
- Project Website and Social Media



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

PROJECT TEAM

The primary contacts for the project team leading engagement efforts, and their contact information, are listed below:

Organization	Primary Contact	Contact Information
City of Rochester	David Riley, Project Lead	david.riley@cityofrochester.gov
Stantec	Jim Hofmann, Project Manager Susan Charland, AICP	Jim.HofmannJr@stantec.com susan.charland@stantec.com
Colliers Engineering & Design (CED)	Kimberly Baptiste, AICP Kiernan Playford	kimberly.baptiste@collierseng.com kiernan.playford@collierseng.com
Highland Planning	Tanya Zwahlen, AICP	tanya@highland-planning.com
Mustard Seed World Group	Sandy White	mustardseedworldgroup@gmail.com

BRANDING

Branding for the Inner Loop North Transformation Project was created during the transformation study phase by the City of Rochester. Continued utilization of the branding guidelines will maintain a consistent and coherent identity for all public facing project materials.

LINES OF COMMUNICATION

A communication protocol enforcing the lines of communication will be vital during the project. Information sharing will come directly from members of the project team listed above. They will ensure clear and effective communication with members of TAC and CAC, stakeholders and the public.

COMMUNITY CONTACT LIST

The Project Team, in consultation with the City, will prepare, update, and maintain a community contacts list that includes the names, addresses, telephone numbers, and/or email addresses of individuals and organizations that are interested in becoming involved with the planning efforts. The list will to be used on a regular basis by the project team to notify community members of upcoming outreach opportunities and meeting dates.



MEETING PREPARATION AND DOCUMENTATION

The project team will be responsible for meeting preparation and facilitation, including the development of all meeting materials, including but not limited to agendas, sign-in sheets, PowerPoint presentations, boards, and other activities identified to fulfill the needs of the meeting. All documentation will be sent to the City for review prior to its distribution to the public.

The project team will be responsible for preparing a summaries following each meeting, and as applicable for public facing meetings, will ensure they are posted on the project website within two weeks of the meeting. The meeting summary will document the presentation and discussion that occurred at the meeting and will include any relevant photos and graphics used at the meeting. All summaries will be sent to the City for review prior to its distribution to the public.

SCHEDULE

Under separate cover.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

1. TECHNICAL ADVISORY COMMITTEE (TAC)

PURPOSE

Technical Advisory Committee (TAC) meetings provide an opportunity to discuss the current status of the design process, including a review of project deliverables, upcoming tasks, schedule, and any red flags, with the Project Team. The Project Team will also solicit feedback from the TAC, as well as request data and other pertinent information requests.

PARTICIPATION

The TAC consists of representatives from the City of Rochester, Monroe County, and a variety of regional entities such as the NYSDOT, Genesee Transportation Council, and Empire State Development. TAC members were selected based on technical knowledge about transportation, structural engineering, design, utilities, economic development, etc. These meetings will be attended by the primary contacts for the Project Team. Other agencies and organizations may also be asked to participate depending on the topic of discussion. These meetings are not open to the public.

A list of TAC members is provided in Appendix X.

NOTIFICATION

The TAC and Project Team will receive notification regarding the date, time, agenda, and any necessary preparation for these meetings from the City of Rochester or Project Manager in advance of the meeting.

SCHEDULE

TAC meetings will be held approximately every 8-12 weeks, estimating a total of **six (6)** meetings over the course of the project. Additional meetings may be scheduled as needed.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

2. COMMUNITY ADVISORY COMMITTEE (CAC)

PURPOSE

Community Advisory Committee (CAC) meetings provide an opportunity to discuss the current status of the planning process, with an emphasis on hearing from representatives from a wide range of community interests.

PARTICIPATION

The CAC is made up of representatives of local neighborhood groups, community organizations and businesses. CAC members were selected based on proximity to the project study area, and interest in the overall outcomes and design elements being considered as part of this project. These meetings are not open to the general public.

A list of CAC members is attached.

NOTIFICATION

The CAC will receive notification regarding the date, time, agenda, and any necessary preparation for CAC meetings from the City of Rochester or the Project Team at least two weeks in advance of the scheduled meeting.

SCHEDULE

Community Advisory Committee (CAC) meetings will be held throughout the duration of the project at key project milestones, with up to **six (6)** meetings anticipated over the course of the project. Additional meetings may be scheduled as needed.

Racial Equity Subcommittee

If desired by the CAC, the Project Team will attend Racial Equity Subcommittee meetings, which is a subset of the CAC. The Racial Equity Subcommittee meeting schedule will be determined by the subcommittee, but it is anticipated that they will occur every 4-8 weeks for the duration of the project, if desired.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

3. STAKEHOLDER MEETINGS

PURPOSE

Stakeholder Meetings are conducted to obtain information from individual stakeholders and/or small groups of interested individuals regarding specific project details and opportunities. These meetings may include in-person or telephone interviews.

PARTICIPATION

Stakeholder Meetings will be held by invitation only. Meetings will be 1-on-1 or topic-specific small group meetings. A list of targeted stakeholders and stakeholder groups will be identified through the planning process, intended to support targeted scope areas and ensure engagement of a diverse group of stakeholders and interests.

NOTIFICATION

Stakeholders will receive an interview invitation from the City of Rochester or Project Team.

SCHEDULE

Stakeholder Meetings will occur early in the engagement process and will reoccur as needed to ensure key stakeholder groups are informed of project progress.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

4. “GO TO THEM” NEIGHBORHOOD ENGAGEMENTS

PURPOSE

“Go to Them” Neighborhood Engagement broadens the ways that members of the public can provide comments and feedback to the project team. This is critical, particularly in communities that are skeptical or unsure of how the project will directly impact them. The intent of “Go to Them” engagement efforts is to bring project meetings to where residents and stakeholders are already convening and meeting. By going to stakeholders at locations and in settings where they are most comfortable, whether a business association meeting or coffee hour at a local church, we can begin the process of building trust, fostering dialogue and creating a continuous feedback loop. These meetings are intended to be in-person to the extent practicable.

PARTICIPATION

Go To Them engagement will be conducted with groups and in locations identified by the City, as well as through feedback elicited from the CAC. Meetings will be identified over the course of the project with participants ranging dependent on the group/organization.

NOTIFICATION

Communities will receive an invitation from the City of Rochester or the project team.

SCHEDULE

Go To Them engagement will occur over the duration of the design process on an as needed basis. The project team and the City will attend up to **eight (8)** meetings with neighborhood groups and other organizations as identified.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

5. POP-UP EVENTS

PURPOSE

Pop-up events are intended to inform the public about the design process and solicit feedback from the community in an informal and non-traditional manner as compared to a project-specific public workshop. These events are intended to “meet people where they are” to enhance authentic engagement, and will be held in conjunction with previously scheduled events, such as festivals (i.e. Puerto Rican Fest, Jazz Fest), sports events (i.e. Innovation Field), and other community events (i.e. YWCA, Lewis Street Center for Justice, Church events, Midday Lunch Bash, Reconnect Rochester events).

PARTICIPATION

All pop-up events are open to the public. The public will be strongly encouraged to attend and participate in each event. The project team, City, CAC and TAC members are also encouraged to have a strong, visible presence at these events.

NOTIFICATION

The project team will set up informational booths at a variety of venues in downtown Rochester and throughout the surrounding neighborhoods at events, venues and locations identified in collaboration with the City. In addition to general promotion by others associated with these events, our teams participation will be shared on the project website and through social media channels.

SCHEDULE

Pop-up events will occur at key points in the design process to provide the opportunity for the community to engage in dialogue about the project, inform community members about future engagement opportunities, and share important project information. The Project Team will facilitate pop-up events at key points in the design process.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

6. UTILITY / AGENCY REVIEW MEETINGS

PURPOSE

The Project Team will meet with utilities and other agencies that are critical to identifying a final design and understanding opportunities and constraints during the design process.

PARTICIPATION

Utility / Agency review meetings will be attended by the Project Team, Utility Agencies, and others as designated by the City of Rochester. The project team will prepare and distribute agendas and meeting minutes for each coordination meeting.

NOTIFICATION

Coordination with utility agencies will be led by the City of Rochester or project team.

SCHEDULE

Utility coordination meetings will be held on a regular, recurring basis as the project advances. It is anticipated that there will be at least **15** utility / agency coordination meetings. An agreed upon schedule of meetings will be determined by all involved parties as the project gets underway.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

7. PUBLIC WORKSHOPS

PURPOSE

Public Workshops are intended to inform the public about the current and on-going status of the design process and to gather feedback to inform final design direction.

PARTICIPATION

All Public Workshops will be open to the general public. The public will be strongly encouraged to attend and participate in these events. The selection of venues for the workshops will consider the accessibility options for those with physical and cognitive disabilities. The project team will incorporate adequate technologies to assist disabled or elderly attendees and will provide ASL interpreters and other language translation services as needed.

FORMAT

The Project Team will facilitate four Public Workshops during the planning process. The four meetings are anticipated to focus on the following topics, but are subject to change based on City and community feedback:

1. Public Workshop #1: Project Restart!
2. Public Workshop #2: Project Scoping Report
3. Public Workshop #3: Design Workshop
4. Public Workshop #4: Design Review
5. Public Workshop #5: Design Reveal

Each Public Workshop will utilize innovative approaches and non-traditional meeting formats to foster a collaborative, enjoyable, and engaging environment that encourages participation. Meeting formats may include open houses with interactive preference boards, informational sessions, and experiential engagement, such as walking tours. Specific, preferred formats for each Public Workshop will be determined with input from the TAC and CAC. The project team will prepare meeting materials including but not limited to project presentations, informational boards, interactive materials, surveys, and meeting summaries. Meeting materials will be available on the project website.



NOTIFICATION

Public Workshops will be widely advertised using a diversity of media to maximize participation. Public Workshops will be advertised at least two weeks in advance of the meeting date and the following strategies will be utilized to advertise each Workshop:

- City of Rochester website (www.cityofrochester.gov)
- The project website (www.innerloopnorth.com)
- Local media outlets and press releases
- Correspondence through handouts, flyers, and email newsletters
- The City of Rochester's social media (Instagram, Facebook, Twitter)

The City will assist with arranging the location of public workshops and any large-scale mailings associated with the advertisement of public workshops. The project team will assist with the development and distribution of meeting notifications, including coordination with the City of Rochester Communications team.

SCHEDULE

Four Public Workshops will be held over the course of the planning process. Exact times, dates, and locations will be identified with input from the City of Rochester. Tentative dates for the Public Workshops are as follows:

1. Public Workshop #1: Winter/Spring 2024
2. Public Workshop #2: Summer 2024
3. Public Workshop #3: Winter 2024
4. Public Workshop #4: Spring 2025
5. Public Workshop #5: Summer 2025



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

8. YOUTH ENGAGEMENT

PURPOSE

Including youth and student populations is crucial when planning for the future as these groups embody the City of Rochester's next generation. This engagement will provide an opportunity for students and youth to participate in planning exercises and express their opinions related to the development of the design of the project.

PARTICIPATION

The Project Team will work with students and leadership at the World of Inquiry (School No. 58) and other local schools proximate to the study area, with the goals of ensuring youth voices are integrated into the design process and using this process as a means to teach and educate students. Additional opportunities that may be explored include working with the Rochester Public Library's Teen Center and other youth programs, engaging with the City's R-Centers, and engaging the School for the Deaf. Rochester's youth from within the project area will be invited and encouraged to participate in all public engagement events as well as engagement events specifically targeting students.

FORMAT

The format, location, and date of targeted youth engagement will be determined by the Project Team, with feedback and direction from the CAC and the City of Rochester. Engagement opportunities include but are not limited to special sessions for students, in-class engagement, and design workshops.

NOTIFICATION

Coordination with the school district and/or existing youth programs will be led by the City of Rochester or project team.

SCHEDULE

Student / youth engagement will occur throughout the design process and will be determined based on youth availability and overall project schedule.



INNER LOOP NORTH TRANSFORMATION PROJECT | PUBLIC ENGAGEMENT STRATEGY

9. PROJECT WEBSITE AND SOCIAL MEDIA

PURPOSE

The project team will continue to maintain the project website (www.innerloopnorth.com). The website provides community members with access to project information and documents, meeting schedules and summaries, and general feedback.

Social Media will be used to strengthen the online presence and reach a broader audience in order to disseminate information related to the planning process, meeting notifications, and public engagement opportunities.

PARTICIPATION

The websites and social media accounts are available to the public. Twitter may require users to be logged into an account (which is free of charge). Updates and posts will be approved by the City before publication. Feedback received from the website and social media will be documented by the project team and shared with the City on a regular basis.

NOTIFICATION

The project team will provide information to regularly update the website, in conjunction with the City of Rochester.

The Project Team will support the City of Rochester Communications in developing content and graphics for social media.

Twitter: <https://twitter.com/InnerLoopNorth1> (need to be logged into an account to see the Twitter page)

Facebook: <https://www.facebook.com/InnerLoopNorth/>

Instagram: <https://www.instagram.com/innerloopnorthroc/>

SCHEDULE

Updates and posts will be published throughout the design phase on an as needed basis.

4 Meeting Summaries

- Public Meetings
- Pop-Ups
- TAC
- CAC



City of Rochester

Inner Loop North Transformation Project: Scoping and Preliminary Design Phase

Public Meeting #1

World of Inquiry School #58, 200 University Avenue

March 12, 2024 • 5:30pm –7:00pm

ATTACHMENTS

- [List of attendees](#)
- [Survey Responses](#)

SUMMARY OF WORKSHOP

This workshop included a formal presentation followed by an open-house format. A series of interactive stations was set up for attendees to circulate through at their own pace. Attendees had the opportunity to leave feedback at every station. City representatives and other project team members were present at each station to answer questions. Over 80 people attended this workshop in person, and over 40 attended the virtual component.

Presentation:

The project team gave a presentation at the start of the workshop to give attendees, in person and virtual, an overview of the project and an update on the scoping and preliminary design phase. The discussion started with a project overview describing the history of the Inner Loop and the purpose of the project. A recap of the Inner Loop North Transformation Planning Process was provided, followed by a summary of the current phase (scoping and preliminary design) and a breakdown of next steps and supporting studies and analyses that will be completed. The presentation concluded with an explanation of the immediate next steps for the project. A copy of the presentation is available [by clicking here](#).

Interactive Station Overview:

Four stations were set up around the meeting room, providing attendees an introduction to the project, an overview of identified community priorities and preferences, and the preferred design concept identified in the planning phase. Each of these stations provided opportunities for feedback and comment.

Station 1: Project Overview

This station described the Inner Loop North Transformation Project and its goals. It included a map of the study area. Information about accessing the project website and other social media pages to stay up to date on project news and upcoming community events was provided. Attendees were asked to interact by sticking a push pin where they live on a map of the area and were given the opportunity to provide general comments.

Station 2: Community Priorities



This station presented a summary of community priorities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members during the Planning Study Phase. Attendees were asked to prioritize these opportunities or to add new considerations. This station also had a list of stakeholders that the project team has previously interacted with. Attendees were asked to suggest additional stakeholders that the project team should engage.

Station 3: Segment-Specific Priorities

This station split the Inner Loop North project area into four segments based on existing land use character, and listed priorities for each segment such as development density and scale, the need for specific pedestrian and bike facilities, and streetscape amenities. Attendees were asked to choose their top priorities for each segment and to identify other priorities they felt should be considered during the design process.

Station 4: Concept Alternatives

This station presented Concept 6 for the redesign of the Inner Loop North corridor, the preferred concept identified during the Planning Study Phase. Attendees were asked to share their thoughts on Concept 6, both generally and directly on the map for specific comments.

Feedback from all stations and online feedback is summarized below.

Online Survey Results:

Virtual Attendees of the workshop were able to take a survey that replicated the content at the in-person meeting, prompting them to give their input and answer questions about the project. Sixty-six (66) online attendees took the survey, with approximately 68% residing in the City of Rochester, approximately 30% in Monroe County outside of the City, and the remaining 2% from outside Monroe County.



SUMMARY OF PUBLIC COMMENTS

Station 1: Community Priorities

At this station, attendees were presented with several opportunities and priorities for the Inner Loop North corridor and surrounding neighborhoods that had been identified by community members during the Planning Study Phase. Attendees were asked to share any additional priorities that should be considered, that were not already listed.

Draft Community Priorities are as follows:



Promoting Connectivity

linking schools, activity centers, businesses, the Riverfront, and other destinations together



Ensuring Accessibility

designing streets for users of all ages and abilities and for all modes of transportation



Public Health and Wellness

providing spaces and places to support community health and well-being



Advancing Equity

ensuring project outcomes support the needs of all existing and future residents



Providing Amenities

furnishing streets with benches, bike racks, lighting, and other amenities that create a safe and vibrant space



Creating Greenspace

creating green and open spaces for passive and action recreation along corridors



Economic Development

supporting small businesses and workforce development



Placemaking

reflecting the unique character and identity of the neighborhoods

Attendees' additional priorities, not listed above:

- Safety, corridor is safer for all users (especially kids, pedestrians, cyclists) from speeding cars.
- All users should feel safe and have access to amenities.
- Reduce overbuilt traffic infrastructure to make biking and walking safer.
- Require upgrades to ancient rail infrastructure.
- Road diets for motor vehicles. Crosswalks for pedestrians.
- Bike specific traffic lights for bike lanes at intersections with 3-sec lead time.
- School green space right here now.



List of Stakeholders

Stakeholders

The Inner Loop North Transformation Project is built upon a strong foundation of community collaboration. The Project Team wants to continue to build strong robust relationships with the community. This is who we're already talking to:

- Action for a Better Community
- Baden Street Settlement
- Black Girls Do Bike
- Center for Disability Rights
- City of Rochester
- Common Ground Public Health
- Community Design Center Rochester
- CONEA
- ESL Foundation
- Genesee Brewery
- Genesee Land Trust / Genesee River Alliance
- Genesee Transportation Council
- Genesee/Finger Lakes Regional Planning Council
- Greentopia
- Grove Place Neighborhood Association
- High Falls BID
- Hinge Neighbors
- Ibero-American Action League
- Jordan Health
- Lewis Street Center For Equity
- Marketview Heights Collective Action Project Inc.
- Monroe County
- New Bethel CME Church
- NYCLU (Genesee Valley)
- Prayer House Church of God by Faith
- Property Owners
- Reconnect Rochester
- RG&E
- RGRTA
- Rochester Area Community Foundation
- Rochester City School District
- Rochester Downtown Development Corp.
- Rochester Housing Authority
- Salem United Church of Christ
- University of Rochester
- Urban League of Rochester
- YWCA



We value your contributions to the transformation efforts. Is there anyone we're missing? Let us know below!



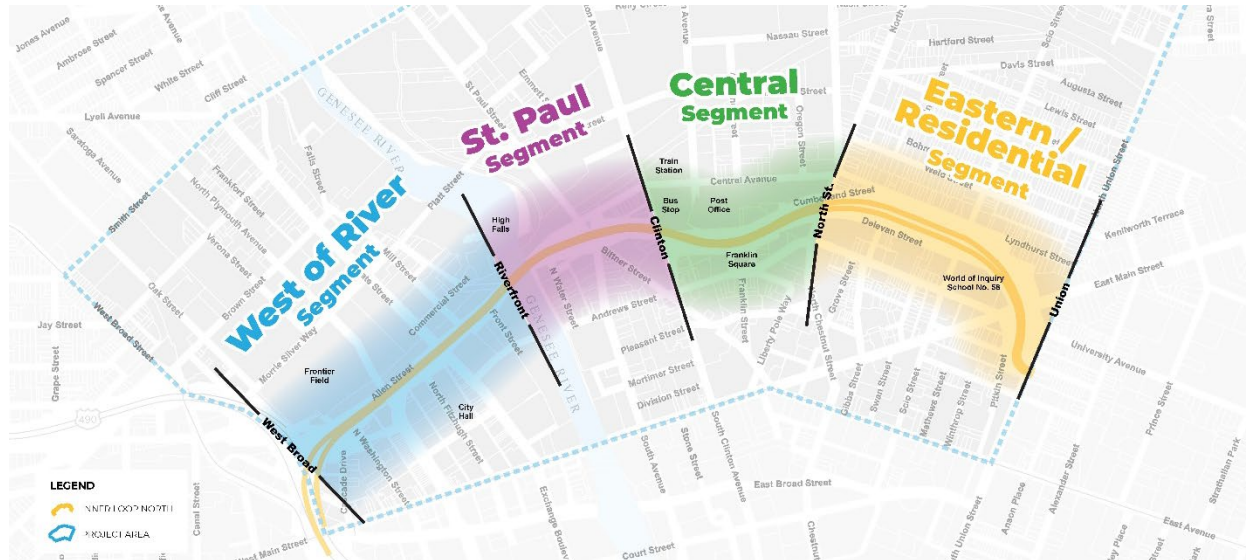
Additional Stakeholders Suggested:

- NOTA B
- United Way
- Willow Domestic Violence Center
- Miquel Powell, CMSW
- Reconnect Rochester
- Monroe St. Branch of Rochester Public Library
- RTS



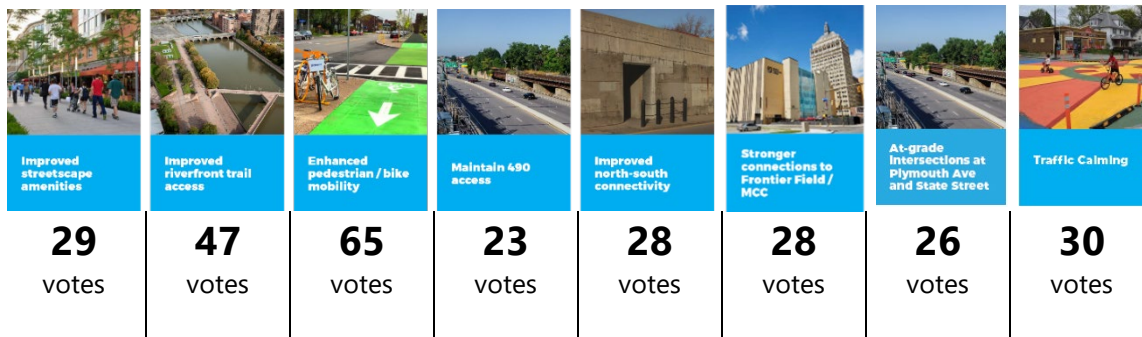
Station 2: Segment-Specific Opportunities

At this station, the Inner Loop North study area was split into four segment areas: (1) West of the River Segment; (2) St. Paul Segment; (3) Central Segment; and (4) Eastern/Residential Segment.



For each segment, attendees were asked to choose their top three priorities from a list of segment-specific opportunities. A summary of results is provided on the following pages.

West of the River Segment Priorities:



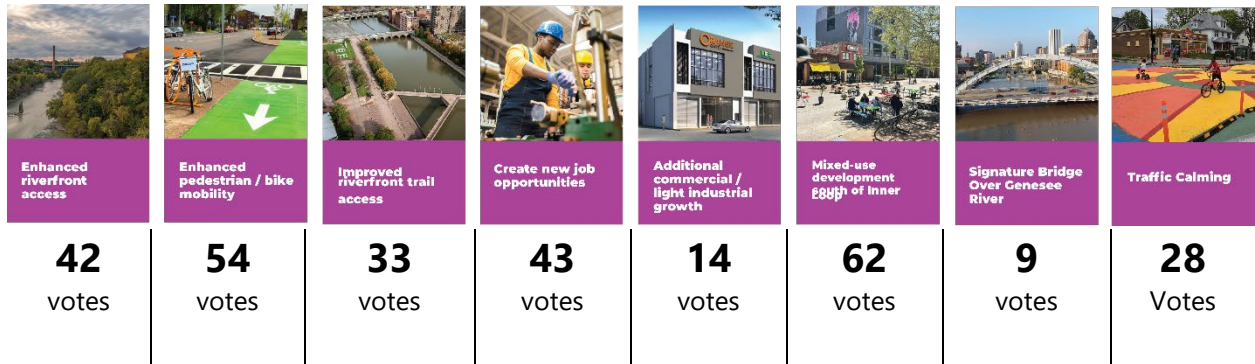
Additional Priorities Suggested:

- How are we going to safely route cars so that they still have access to businesses and not endanger bikes and pedestrians?
- Connect historic sites through signage- Susan B. Anthony House.
- Bike parking garage on the parking lot between WXXI and Frontier Field near MCC/Kodak!
- No parking! High density, minimum 7 stories!



- Connect all walking, biking, housing.

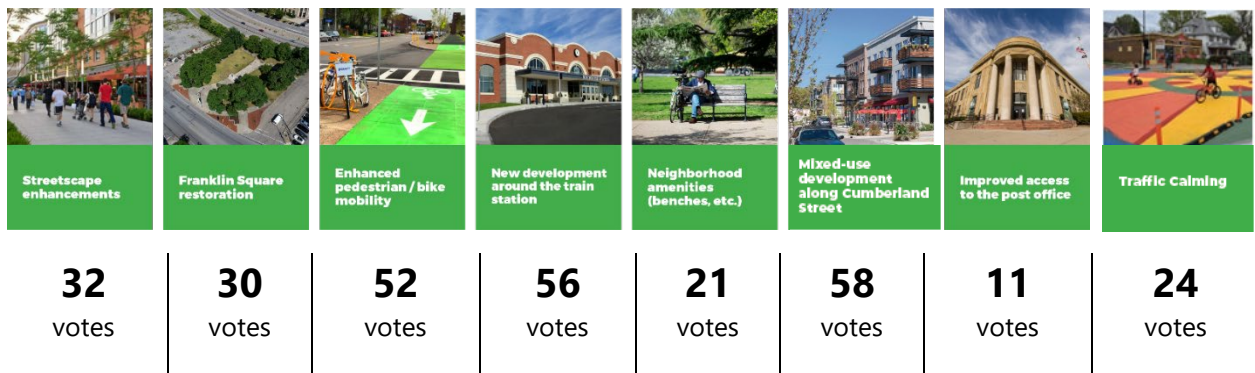
St. Paul Segment Priorities:



Additional Priorities Suggested:

- Mixed income, multi-family, development! – all housing is good housing! Mixed income here will prevent gentrification in the eastern segment.
- Transit, housing, more bike lanes.

Central Segment Priorities:

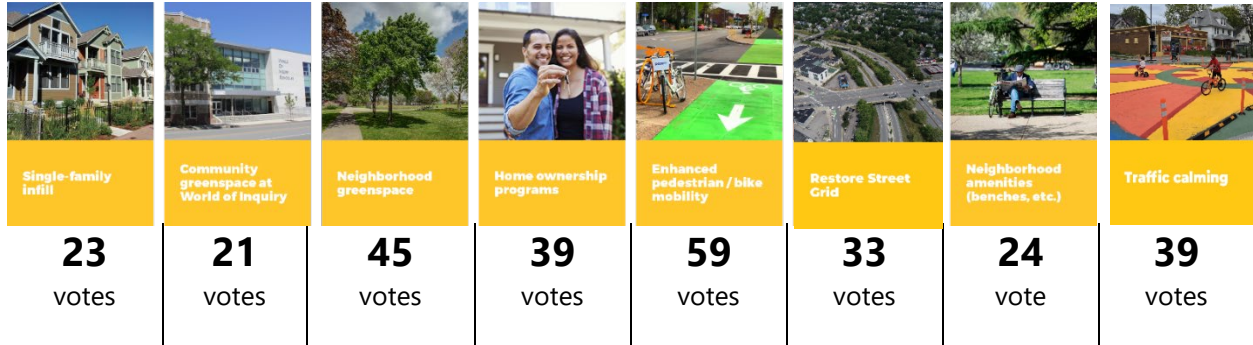


Additional Priorities Suggested:

- Mixed income, multi-family, development! – all housing is good housing!
- Mixed use affordable housing.



Eastern / Residential Segment Priorities



Additional Priorities Suggested:

- More fun!
- Density
- Not single-family infill. Multifamily mixed use etc. Real urbanism. This is not Henrietta.
- More density in the reconnected grid! No more single family only zoning!
- Single owner-occupied homes.
- Affordable housing.
- Rochester is already 87% single family. Last thing we need is more.
- University Ave traffic volume and speed. Walk and ride (bike-ability).

Station 3: Concept 6 – City Grid Restoration

Concept 6, the preferred alternative for the redesign of the Inner Loop North corridor as a result of the Planning phase, was presented at this station. Attendees were asked to describe what they liked and did not like about Concept 6.





COMMENTS ON CONCEPT 6 PREFERRED CONCEPT BOARD

City of Rochester responses are provided to some questions below; responses may apply to multiple questions on the same topic.

Bike/Ped Mobility

- Can we extend a safe bike path North on Union to the public market as part of the project? Or can we make it safe/separated through the intersection? Bike signals?
 - City response: Union Street north of Lyndhurst Street is outside the main project area; however, the City will consider other opportunities to improve existing streets that intersect with or are adjacent to the Inner Loop North corridor. These improvements will be dependent on available funding, street conditions, safety recommendations, and Citywide street maintenance needs, among other factors.
- How many minutes is this walk? And you add pedestrian cut-throughs to big blocks? (Scio St to Gibbs St on parcel between Delevan St and Lyndhurst St)
 - City response: The City can consider suggestions for pedestrian-specific routes during the Preliminary Design phase.
- Pedestrian only streets!
- Why not run the trail up St. Paul? (Andrew's St by river).
 - City response: St. Paul Street is one option under consideration to extend the Genesee Riverway Trail through the project area on the east side of the Genesee River.
- Could the bike network be separated from the road through Franklin Square Park?
 - City response: The bicycle network throughout the project area will be further developed during the Preliminary Design phase.
- Lots of talk of moving people, maybe consider more pedestrian only space/ a ped only street.
- Small adjustment, maybe extend the bike facilities down Plymouth to Frontier Field?

Land Use / Housing

- This should be a recreation center with a **pool** and after-school care, like a YMCA or City of Rochester Rec center. (Shaded parcel next to WOI School, across from Anderson Park.)
- The residential building should embrace colorful innovative design (???) corner courtyards that can give people a safe, pretty, place to meet- away from traffic. Give people large water features- calming effect. And pocket parks good design- not big boxy buildings. (Parcel on N. Union Street and University Avenue, across the street from Anderson Park.)
 - City response: The City will develop more detailed plans for potential land use along the Inner Loop North corridor in coordination with the ongoing design of transportation infrastructure. This work is anticipated to begin in mid-2024.
- No new parking and human-scale.
- Grocery Store! Centrally located.
- Restore church parking lot as when built 270 Cumberland Street.
- Please don't limit to single family zoning, we need dense housing with plenty of amenities.
- No new parking at west end! Build for density/height.
- Ensure western parcels are densely developed, connect High Falls/ Kodak/stadiums with downtown core *DENSITY*



- Balance affordable housing with market rate single family.
- More mixed-use and dense housing please (without massive parking lots)
- Development leads to higher property values and higher taxes. Is there a plan to guarantee affordable housing for current community members?
 - o ^Comment seconded.
 - o City response: The Inner Loop North Transformation Planning Study made clear the community's desire for affordable homeownership opportunities, especially in the eastern segment of the Inner Loop North corridor. The City will begin to develop more detailed plans for potential land use on the Inner Loop North corridor, including but not limited to housing, starting in mid-2024.
- We need density and human-scale development. Recreating the grid is good as long as re-development is dense and ped friendly.
- I would love to see some small parcel sizes to create fine grained development. I think that would lower the threshold for ownership for city residents and allow for a more organic and resilient community.
 - o I agree with this! Small-lot mixed-use is good for everyone.

Road Alignment / Traffic

- Carry Grove Place development from north to Lyndhurst (On University Avenue between Gibbs Street and Windsor Street.)
- How will this impact RFD respond times?
 - o City response: The Rochester Fire Department is represented on the Technical Advisory Committee for this project and will provide input on impacts to response times.
- I like the road diet which will be safer for all.
- Connect Mill Street to Andrews.
- Consider "protected" Dutch style intersections in this area. Also, ped islands would help to improve walkability, ROW 6 lanes wide. (Plymouth Avenue and Central Avenue.)
- Restoring the city grid is great, please go ahead with this.
- Make sure alleys behind properties are reinstalled!

Miscellaneous considerations

- Seating → South end of High Falls Terrace Park, across the pond.
- The great wall like Red Rock in Colorado this wall will bounce sound across river. (Wall across/in High Falls Park.)
- What can be done to reduce the visual and sound impact of the rail line?
 - o City response: This is subject to coordination with CSX, which owns the railroad.
- Like it. Extends open spaces of downtown/city center.
- Engage with R.I.T Architecture and Design depts- invite their involvement and input, they are a service we are not using. Or have a competition for them to design a decentralized large feature in a public square or green space- also a water feature.
- Already seems like it's not enough. Why try to go back instead of making new and better?

GENERAL PROJECT COMMENTS



Traffic

- Where does the traffic go?
 - City response: The City and consultant team are in the process of developing a state-of-the-industry VISSIM traffic model and traffic analysis for the Inner Loop North Transformation Project. Analysis of potential traffic impacts will inform the design of the transportation network, along with many other factors.
- Need to keep easy access from/to 490-St Paul St.
- Keeping access to 490 will make drivers treat the new street just like the Inner Loop... a rat run around downtown/ a bypass.
- As part of the traffic study will the baseball stadium x MCC be incorporated into the signal models to facilitate higher peak traffic x enough (??) x roadways are sized correctly to I-490?
- Speed limit 25 mph within the city.

Land Use

- o City response: The City will develop more detailed plans for potential land use along the Inner Loop North corridor in coordination with the ongoing design of transportation infrastructure. This work is anticipated to begin in mid-2024.
- Grocery Store
- Pharmacy
- Add playing field to School 58.
- Pocket parks use on any apartment building-green space between. No tenement looking like on the corner of East Ave and N Union.
- No new parking lots on potential green space for school 58!
- Build mixed use areas and affordable housing. The more affordable housing, the better.
- Missing middle housing, not just 5 over 1's or single family.
- Every new building west of the train station should be at least 7 stories tall *DENSITY*
- No new buildings above 3 stories.
- Allow for mixed use development, you should be able to live here and walk to basic amenities. Please limit on street parking.
- Build single affordable home/avoid gentrification. - Yes
- Open the YMCA again. - Yes
- Food store. - Ditto
- Green spaces
- Grocery store, pharmacy, and hardware store. - Yes
- Address the food and drug store accessibility.
- We need more single homes.
- We DO NOT want those huge apartment buildings running through Scio Street, we want single family homes!!
- Allow for the most housing possible, NO single-family only zoning. Let the market decide.
- Fresh food grocery store. - Ditto
- A grocery store like former Harts.
- A grocery store with fresh food!
- A housing program where state or city builds and manages single family and condo style apts. The rent payments act as down payments if occupant remains for a contracted time. Then deed is



passed to occupant. This would hopefully reduce displacement and create a variety of housing options in the long run.

- Transit oriented development!

Bike/Ped Mobility and Amenities

- City response: Multi-modal transportation is central to advancing the connectivity, accessibility and equity goals of this project.
- People deserve safe, separated bike lanes.
- Would like to see bike and ped traffic prioritized.
- More bike infrastructure is a must. Even better, separate it from peds and protect from street traffic.
- Street calming and road diet so it's safe for pedestrians and kids and raised crosswalks.
- Pedestrian first prioritize walkability car free and shared streets.
- University Ave concerned about traffic volume and speed. Bike lanes, pedestrian, walkability.
- Separated, high-comfort bike infrastructure that's safe for riders of all ages/ abilities and connect to union bike path.
- I want to see green infrastructure built like, green stormwater management and dark sky friendly lighting.
- Work with RTS to make good bus routes and connections.
- Bus stop, pedestrian crosswalks, bike lanes, road diets for motor vehicles.

Process/Meeting Related

- Will a CAC meeting schedule be published? Need future meeting dates.
 - City response: The City and consultant team are developing future Community Advisory Committee (CAC) meeting dates for this project. Dates will be provided well in advance to allow CAC members time to schedule.
- Will public questions and feedback be made transparent to the community i.e. Online?
 - City response: Presentations, boards, and meeting notes will be posted to the project website at innerloopnorth.com throughout the project.
- Will TAC meeting summaries be made available?
 - City response: Technical Advisory Committee meeting summaries will be posted to the project website at innerloopnorth.com.
- Who is paying for this and how much over budget will be finances thru local/state?
 - City response: The New York State Department of Transportation is funding the scoping and preliminary design phase of the project. New York State Gov. Kathy Hochul has committed \$100 million toward the Inner Loop North Transformation Project.
- Has the project reached out to RTS to envision how service may be improved due to the new density? Or said another way, how has public transit been considered here?
 - City response: Regional Transit Service (RTS) is represented on the Technical Advisory Committee for the project and will provide input on transit impacts and opportunities as design advances.
- Transparency is a must!



City of Rochester

Inner Loop North Transformation Project: Preliminary Design Phase

Public Meeting #2

Lewis Street YMCA Neighborhood Center

August 21, 2024 • 6:00 p.m. – 8:00 p.m.

ATTACHMENTS

- List of attendees

SUMMARY OF WORKSHOP

On Wednesday, August 21, 2024, a public meeting for the Inner Loop North Transformation Project Preliminary Design Phase was held from 6:00 PM to 8:00 PM at the Lewis Street YMCA Neighborhood Center, 53 Lewis St, Rochester, NY 14605.

This meeting was promoted through different channels, including an e-blast to the project mailing list, direct mailers to residents and stakeholders in the project area, flyers, and social media posts.

Approximately eighty (80) people were in attendance and American Sign Language (ASL) and Spanish interpreters were present.

The meeting began with a presentation and then transitioned into an open house format so participants could circulate through boards with information about a variety of presentation topics and discuss the project with members of the project team.

Presentation:

David Riley, AICP, Principal Transportation Specialist with the City of Rochester, convened the group and thanked the YMCA for hosting the event.

Richard Perrin, AICP, Environmental Services Commissioner with the City of Rochester, welcomed everyone, gave a brief background on the project, and explained the purpose of the meeting. He explained what a Scoping Report is and noted there is more information available on the City's project website (www.innerloopnorth.com). He noted this is not only a transportation project but an economic and community development project as well. Mr. Perrin noted that the project is iterative and will continue to be refined or updated as Preliminary Design progresses.

The YMCA Operations Manager welcomed everyone to the facility and described new programs available to the community. He encouraged everyone to check out their local YMCA location.

Mr. Riley then provided a presentation about the project. He explained that the [PowerPoint slides](#) and the [draft Scoping Report](#) are on the project website (www.innerloopnorth.com). He introduced the consultant team and recapped what was heard during the first public meeting (held in March 2024). Mr. Riley explained that this project must follow NYSDOT processes, consisting of three steps: the Planning Phase



(complete), Scoping and Preliminary Design (current), and Final Design and construction (future). He discussed the three goals of the project: equitable outcomes, neighborhood restoration, and connectivity and accessibility. The Project Scoping Report outlines in more detail the project purpose, project needs, and the evaluation of the concepts developed during the Planning Phase.

James Hofmann, P.E., Project Manager at Stantec, explained that the Draft Scoping Report is posted on the project website. The City is taking public comments until September 16, 2024. Comments will be incorporated into the Final Scoping Report. Mr. Hofmann then discussed what is included in the Project Scoping Report: project purpose and needs, existing conditions assessment, a screening of the social, economic, and environmental conditions and the six concepts from the Planning Phase, an updated cost estimate for the project, and public engagement already completed and what is planned for the Preliminary Design Phase.

Mr. Hofmann went on to explain that the consultant team slightly adjusted Concept 6 (from the Planning phase) to [Concept 6A](#), which was shown on one of the boards. The difference between Concept 6 and 6A is primarily how I-490 interchange (at the west end of the corridor) is handled. Concept 6A retains a partial I-490 interchange.

Jon Hartley, a Transportation Engineer at Stantec, presented information about the traffic analysis. He noted that the traffic analysis is an iterative process. He explained that further traffic analysis will be completed as Preliminary Design progresses. Mr. Hartley also explained that the traffic analysis would include an origin-destination (O&D) study, a look at peak traffic volumes and trip diversions, an analysis of the street capacity, level of service projections, and a crash analysis.

Mr. Hofmann then discussed the regulations and required processes for the project, which include National Environmental Policy Act (NEPA), State Environmental Quality Review Act (SEQRA), Section 106 (historic preservation), and Environmental Justice (EJ).

Mr. Hofmann also explained the elements of the Community Engagement Strategy for the project and reiterated the address for the website for the project: www.innerloopnorth.com.

Sean Hare, AICP, an Associate at MKSK, then discussed a related project, called the Inner Loop North Mobility and Development Strategy, which is analyzing the development potential of the area. Mr. Hare explained that the study will include multiple rounds of public engagement in the coming months and that this meeting is the very beginning of the process. The intended outcomes of the project will include: a land use and development strategy, mobility recommendations related to future land use, and implementation tools. Information on the study can be found on the City's website at www.cityofrochester.gov/innerloopnorth.

Mr. Hofmann discussed the next steps, saying the public comment period for Draft Scoping Report is open until September 16, 2024, and that the project team would incorporate the public comments into the Final Project Scoping Report. There will also be ongoing community outreach, ongoing traffic analysis, and preliminary design/environmental analysis.



Mr. Riley thanked everyone for attending and invited the attendees to visit the stations during the open house portion of the meeting.

There was one question asked during the presentation regarding lane changes on I-490 and whether that would constitute expanding the I-490 expressway. The project team clarified that any additional travel lanes, if designed and constructed, would be within the existing right-of-way and geometry of I-490.

The formal portion of the meeting then concluded, and the open house began. The boards from the open house portion of the meeting can be [viewed here](#).

Comments Received

- I am a homeowner on Woodward St. I would like to see more single-family homes where people can be homeowners.
 - Green areas with parks that people/kids with disabilities can have access
 - Lots of issues with crime come from people who are renting.
 - **City Response:** The Mobility and Development Strategy will develop a more detailed strategy for future land use along the Inner Loop North corridor. The City will consider input on land use as the strategy is developed. The team has received substantial comments to date in favor of smaller-scale, affordable homeownership on the eastern end of the corridor. For updates on the Mobility and Development Strategy, please visit www.cityofrochester.gov/innerloopnorth.

- One row of houses could be built on the north end of the proposed WOI (World of Inquiry School) greenspace if no housing is to be built on the orange parcel to the left [west of Scio Street].

- Make Bittner Street 2-way
 - **City Response:** The City will consider all input on streets during the Preliminary Design phase.

- Please connect the Genesee Riverway Trail along the river
 - **City Response:** The project team is evaluating opportunities to extend the Genesee Riverway Trail through the project area.

- Bike/ped connection from East side of river to West side
 - **City Response:** The project will include pedestrian and bicycle connections across the river.

- No parking lots for WOI in the new green space!
- Inner Loop East was over-built. Inner Loop North should be two lanes.
- Inner Loop East could have been more dense. Encourage more density for Inner Loop North, don't limit building heights.
- Providing greenspace at World of Inquiry School is very important.



- Could Franklin Square be restored to its original design?
- The eagle statue at the War Memorial at the Blue Cross Arena was originally at Franklin Square. The Schiller statue at Franklin/Schiller Square was previously at Anderson Park. Have we considered moving the statues back to their original locations?
 - **City Response:** The City will consider input on green space during both the Preliminary Design phase and the Mobility and Development Strategy.
- Concerned that we mentioned additional traffic on Central Avenue – attendee felt there already is substantial vehicle traffic there and was also concerned about traffic speeds.
 - **City Response:** The ongoing traffic analysis will help the project team understand any areas of potential concern. The City’s goal is to distribute motor vehicle traffic throughout the street grid and to incorporate traffic calming to discourage unsafe speeds.
- Attendee was supportive of the project but questioned the purpose and needs statements. If we’re not constructing new north-south streets, how is the project really improving connectivity/accessibility? How is it reconnecting communities?
 - **City Response:** The project will eliminate the Inner Loop North as a physical barrier, create new bike- and pedestrian-friendly intersections, create new segments of streets, and create opportunities for green space and equitable redevelopment to restore neighborhoods.
- Having a continuous Genesee Riverway Trail through downtown to High Falls is important; wanted to know more about how this project and others will achieve that.
- When will construction begin? How will it be phased? How will we minimize disruption to neighborhoods and to travel patterns?
 - **City Response:** Construction is tentatively expected to begin in 2027. It will be phased over multiple years to minimize disruption. More detailed phasing will be developed during the design phase.
- Ready to move on to the next phase – want to start looking at design.
- Would like to see detailed designs.
 - **City Response:** More detailed plans will be developed during Preliminary Design.
- Would like to see more density in development, taller buildings (referred to MKSK).
- Would like narrower streets than S Union, consider streets with “pretty” medians.
- Wants a commitment to physically separated bike facilities.
- \$220M sounds like a lot but it should be worth it.
- City should leverage history with Kodak as the birthplace of Hollywood, film archives, Bollywood, and music accompaniment with film to create be more of a tourist destination.
- Focus on lessons learned from Inner Loop East.
- Lives near Andrews, doesn’t see any traffic now.
- Wants a design that works with the buses at the Slaughter Station.
- Question/concern about the layout of Concept 6A at Liberty Pole Way and N. Chestnut and impact on private parking.



City of Rochester

Inner Loop North Transformation Project: Preliminary Design Phase

Public Meeting #2

Virtual

August 22, 2024 • 12:00 p.m.

ATTACHMENTS

- List of attendees

SUMMARY OF MEETING

The Inner Loop North Transformation Project held its second public meeting on August 21-22, 2024, to discuss the Draft Project Scoping Report and provide project updates. The virtual session was held via Zoom on August 22nd, 2024. The project aims to reconnect Downtown Rochester to surrounding communities, restore the urban street grid, improve corridor compatibility with adjacent land uses, open parcels for redevelopment and green space, advance multi-modal connectivity and accessibility, and ensure efficient transportation network operations.

The project team presented an overview of the Project Scoping Phase, which builds upon the previously completed planning study. The team discussed the content of the Draft Scoping Report, including the project's purpose and needs, existing conditions assessment, and screening of social, economic, and environmental conditions. The report also includes a screening of six conceptual designs based on project goals, community engagement, and traffic analysis.

After evaluating multiple concepts, the project team identified Concept 6A, "Restore the Grid," as the preferred alternative. This concept features an at-grade complete street with a new alignment that reestablishes a traditional street grid, includes cycle tracks and pedestrian amenities, and creates parcels with greater potential for redevelopment. It also maintains two connections to I-490 while removing two lesser-used on-and off-ramps to address weaving concerns.

The presentation included a summary of the traffic analysis conducted during the scoping phase, which involved data collection, modeling, and initial origin/destination studies. Key findings suggest that most Inner Loop users are regional commuters, and the surrounding street network has capacity to accommodate diverted traffic.

The project team outlined the regulatory processes involved, including compliance with the National Environmental Policy Act (NEPA), the State Environmental Quality Review Act (SEQRA), Section 106 for historic properties, and Environmental Justice considerations. They also discussed the ongoing community engagement strategy and introduced the **Mobility and Development Strategy** being developed in parallel with the project. More information about the Mobility and Development Strategy can be found here: <https://www.cityofrochester.gov/innerloopnorth>.



The estimated cost for the project is \$223 million (in 2028 dollars), which includes the city street grid reconstruction, utility work, I-490 improvements, and signature bridge elements. The team emphasized the importance of public feedback on the Draft Scoping Report, particularly regarding social, economic, and environmental considerations, and encouraged attendees to submit comments by September 16, 2024. The Draft Scoping Report can be viewed on the project website: www.innerloopnorth.com.

Moving forward, the project will enter the Preliminary Design phase, which will involve detailed street design, further analysis, environmental studies, and continued public engagement. The ultimate goal is to produce a Design Report, which requires approval from the New York State Department of Transportation.

Q&A

Q: Can we get more rationale for the I-490 connection? What's the difference between what's recommended and not having that connection and retaining more land?

- **A:** During the Planning Study Phase, some concepts eliminated I-490 connection. Connection to I-490 is very important for some businesses throughout the corridor for freight access. Connections to the west side are important due to the vast majority of trips coming from and going to the west.
- **A:** The same overall acreage of land would be reclaimed with or without the I-490 connection, but elimination of the interchange would create some additional development opportunities on the western end of the corridor.

Q: The Inner Loop was recently closed for paving. Was data collected on changes to local streets during that time? (there certainly was an increase:)

- **A:** We didn't collect data during this time, as a temporary closure is not a great comparison to what will ultimately be a new street grid with other connections.

Q: Is the concrete divider at the State Street exit on the Inner Loop that everyone loves to hit going to stay intact?

- **A:** That will likely stay because it is a pedestrian island and makes it more comfortable for pedestrians to cross State Street.

Q: Before the Inner Loop Study in October 2022, we tried numerous attempts to help keep the neighborhood safe and clean by assisting maintaining lot 21-22 Weld Street including purchase. What are the ways we can continue maintaining the lot to contribute beautifying the City of Rochester Inner Loop? We thank you all for taking the time to read this question.

- **A:** While not immediately within the scope of this project, David Riley offered to connect with this attendee to discuss further.

Q: Will the design/program of the green spaces be a part of this project, or will that be a future separate project?

- **A:** We're not getting into too much detail for the greens spaces as a part of the Preliminary Design as part of programming. We will get into that later into the project, and the Mobility and Development project will look at green spaces in more detail.



Q: What is date/year range(s) of traffic collection for the data that has been collected?

- **A:** Phase I started last fall (Fall 2023), and Phase II is Spring/Summer 2024

Q: How have changes in downtown uses (fewer offices and more residential) been considered in the plan?

- **A:** This is certainly something that we will look at during preliminary design. There has been a transition in uses, moving away from all office uses to more residential. There is a little less traffic moving in and out of downtown on a daily basis.

Q: Were special events such as baseball games taken into account in traffic diversion? It seems like this would create greater gridlock at the state street light on left turns and back the exit up even more than Exit 12

- **A:** The traffic analysis doesn't specifically look at events like this, but it will be considered during the Preliminary Design Phase. There are occasionally spikes in traffic during off-peak periods. NYSDOT manages those off-peak spikes.

Q: Are there plans to lower St Paul Street at the railroad overpass?

- **A:** Yes, we are looking at this as part of the project and conducting initial coordination with the railroad (CSX). We are looking at what we can do to increase the bridge clearance to make more space for vehicles and pedestrians.

Q: The Future Traffic Volumes section on Page 60 of the scoping report references an additional section discussing potential growth rate changes later in the process but this section (5.3.6.9) is missing from the report. Where could we find the section discussing this?

- **A:** Will take a look and will follow up.

Q: Can the aesthetics of University Avenue between North and Scio reflect the dominant use and development opportunities of University Avenue is residential?

- **A:** Design will reflect the surrounding community. We are looking to match the context of the neighborhoods we're working in. What we design is intended to reflect the design of the neighborhood.

Q: Newly constructed/reimagined streets need to be designed with walkability in mind. The new Union Street is great, but it is unnecessarily wide. The scale of Park Avenue should be the goal... it is a much more comfortable and walkable environment. Roadway designs need to incorporate transit amenities as well. Not just a sign marking a bus stop location.

- **A:** Walkability and pedestrian infrastructure are important. We are looking to meet the needs of everyone. One in 4 households in the City do not have access to a private vehicle. There are transit needs we need to meet. This will be critical during the design process. There is a separate project underway to improve bus stops.
- **A:** We will be looking at designing intersections themselves as this project moves forward.

Q: Regarding bike infrastructure - what has the City/project team learned since building the cycle track at Inner Loop East (and others throughout the city)? I'm thinking one-way vs two-way, materials, intersection treatments, etc.



- **A:** Lessons we learned are related to connectivity: making sure bike facilities are connected and helping cyclists reach their destinations. The complaints we hear, throughout the country, are related to the desire for more continuous, connected bike infrastructure. Building out our bike spine network is a priority for us and was identified in the City's Active Transportation Plan. Materials-wise, an asphalt facility tends to hold up better over time. We will be looking at one-way vs. two-way cycling lanes/tracks.

Q: I work in the Cascade District and ride down Cascade Drive on my bike every day. Can you talk about how the project will affect traffic in the Cascade District?

- **A:** When looking at bike connectivity, we are looking at a complete connection from the east side to the west side. We are hoping to get a bicycle connection to the Cascade District.

Q: As a homeowner and resident in Marketview Heights who is very concerned about flooding since the fancy catch basins and storm drains are not maintained by either the city or Monroe county. The one by my house even has a weed growing down inside the drain -- Monroe County tells me that they will get to it "someday." Will there be fancy catch basins and drains or regular ones that do not require maintenance?

- **A:** Drainage is something we will look at closely on new and existing streets. Making sure things will be graded so water will drain properly.
 - **Comment:** The catch basins in question are on Union Street and start up by the Public Market and the southernmost one is at Union and Weld. Ones that are not maintained by the local residents are full of trash and the one at Union and Weld even has a weed growing down inside the drain.

Q: Shared bikes, scooters are growing (and wonderful way for city movement with less "cars"). How is this huge new mode being considered into street design?

- **A:** Bike infrastructure is often used by people using e-bikes and scooters, too. Designing for all uses and incorporating space for parking scooters and bikes that doesn't conflict with pedestrians or users with disabilities.

Q: Can the intersection of Main Street, University Avenue, and Union Street consider a roundabout creating a significant feature to delineate entrance to downtown?

- **A:** A roundabout is not currently in the concept, but there will continue to be refinements and changes to the concept so the overall concept to restore the city street grid. Major elements will carry through, but we will continue to think about street alignments.
- **A:** As part of Inner Loop East, we considered a few roundabouts (south end and north end of Union Street)—we received a lot of comments not in favor of roundabouts due to concerns about walkability and bikeability.

Q: Land use: so exciting! What "best precedents" are being studied?

- **A:** Still a little early to answer this question. Stay tuned!

Q: Will the recommended land use and implementation strategies be taking into account a completed ZAP code (Zoning Alignment Project)?



- **A:** Yes. Any development won't be happening until at least 2028, so we will be well into the adoption of ZAP.

Q: Can you help us understand when to give what type of input, specific to SCOPING INPUT (ending 16 Sept), versus all our other thoughts and ideas for this project (Fall and Spring)?

- **A:** We welcome your input at any time. You can email David or use the contact form on the website. Specific to the scoping report, we'd like to receive feedback by Sept 16th. Does everything make sense? Specific questions or comments on any pieces of the report? Anything we haven't addressed? Those are the comments we're looking for. Input not specific to the scoping report is welcome at any time.

Q: Could you consider raised pedestrian crossings throughout the project, as well as protected bike turn lanes?

- **A:** Those are the things we are going to look at. The City is looking at raised crosswalks throughout the City, not limited to this project. We will actively evaluate the feasibility of this, along with protected bike lanes.
- **A:** Got it. Probably good to be more open about the Railroad (since it seems to be not discussed or recognized at most sharings and yet, of course it has to go through this project area.)

Q: It's just that going down to "street level" means lots of trains at road level?

- **A:** The existing railroad infrastructure will not be relocated as a part of this project and will remain as is.

Comments

Keeping the West in/out at I-490 is a good change (IMO). Just as explained: lots of need. East other options. AND for ECON DEV needed for "customers" and for the supply chain.

The East Main/University intersection will also have to consider the conversion to green space adjacent to WOI school.

Aspects that seem big for general scoping and maybe benefit from more info: 1) the major railroad through this area. 2) Our wonderful (and underutilized) waterfalls



CITY OF ROCHESTER

INNER LOOP NORTH TRANSFORMATION PROJECT

SUMMARY OF POP-UPS

March – September 2024

Overall Summary of all Pop-Ups

The community seeks a project that prioritizes inclusivity, safety, and sustainability while addressing the pressing need for affordable housing and local amenities. Key points from community feedback include:

- **Community Awareness & Engagement:** Many residents are aware of the project but are concerned about their feedback being ignored. There is a strong desire for more outreach, focus groups, and translation services for non-English speakers.
- **Housing Concerns:** A significant emphasis on the need for affordable housing, particularly single-family homes, mixed-use developments, and rental options. Residents want to prevent gentrification and displacement while also advocating for single-family homes and more green space.
- **Safety & Infrastructure:** Safety is a top concern, particularly for families and youth. Suggestions include improved traffic management, more bike lanes, better signage, and public safety features like police sub-stations and bright lighting.
- **Community Amenities:** Requests for recreational facilities, youth engagement programs, health initiatives, and public restrooms. Residents are also interested in supporting local businesses and ensuring economic development.
- **Environmental Considerations:** The community desires more greenery, including trees and gardens..
- **Feedback on Project Impact:** Concerns about how the project will affect local businesses, transportation, and community events were raised, alongside calls for preserving access to neighborhoods and improving public transportation options.
- **General Sentiment:** While there are positive reactions to community involvement, some residents are skeptical about the project, fearing it could disrupt the community and commute patterns.



Overall, while there is a generally positive reception towards the project, concerns about potential gentrification, displacement, and the impact on existing community structures, such as Peace Village and existing housing remain prevalent. Residents are eager to ensure their voices are heard and prioritized in shaping the future of their neighborhood, emphasizing the need for thoughtful development that respects local history and culture.

Individual Pop-Up Summaries

Date: 5/6/2024

Time: 5:30-7:30pm

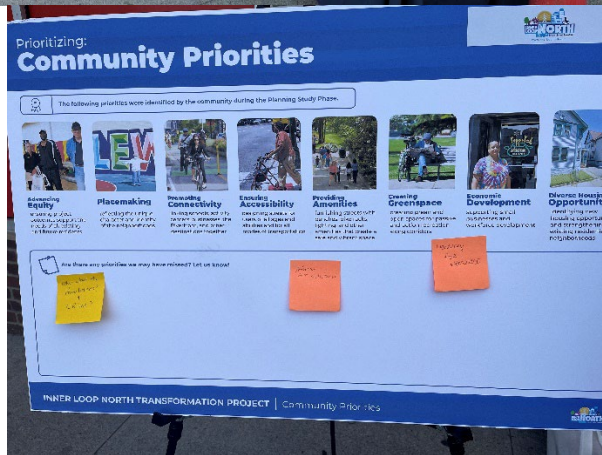
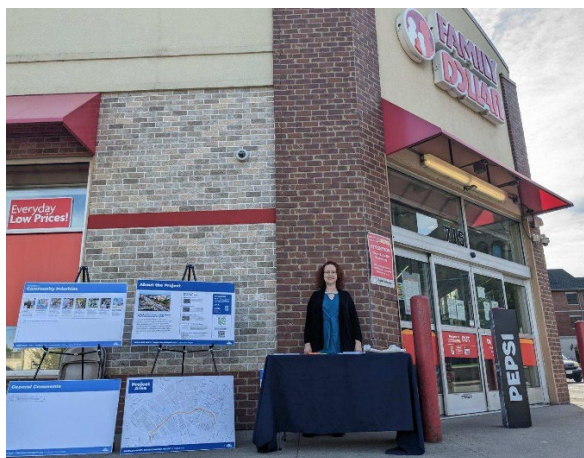
Location: Family Dollar, 715 West Main Street

Total Number of People Engaged: 23

Key Themes:

- Most people were already aware of the project
- Concerned that City already has a plan and feedback won't be included
- Concern over whether Peace Village would remain or if another area would be created for the unhoused
- Requested African art be included in the plan

Pictures (include boards and sign-in sheet):



Add to database:
Shamondrai Gibbs,
Dan Pressley, 14611

Date: 5/9/2024
Time: 6:00-7:30PM
Location: New Bethel Church, 270 Scio St.
Total Number of People Engaged: 9
Key Themes:

- Concern about housing, specifically a lack of single-family homes
- Include mixed-use areas with condos and single-family homes
- Question about whether New Bethel can be a part of land ownership with this project
- Concern about corporations coming in and not giving back to the community
- Question about if land will be available for small business to purchase
- Question about if single family homes will be available to rent instead of only to buy
- Mention of holding the next public meeting at a church like New Bethel



- A strong desire to hold more focus groups for outreach in a smaller setting to receive community feedback
- Mention of adding Bethel Christian Fellowship and Ethiopian Orthodox Tewahedo Church to outreach locations
- Mention of a strong need for a non-violence component in the project plans
 - Request for bright lighting throughout to increase security
 - Include police sub-stations
 - Program to award grants to churches for non-violence initiatives
- Request to include a recreation center
- A need for more youth engagement initiatives, especially to keep them away from violence/crime
- A strong desire to add health components such as trees, walking paths, and bike paths, to this project

Pictures (include boards and sign-in sheet):



Add to database:



Judie Myers-Gell, 14626

Everline Lee, 14619

Hilda Peterson, 14623

Denise Cummings-Clay, 14610

Date: 5/15/2024

Time: 6:00-7:00PM

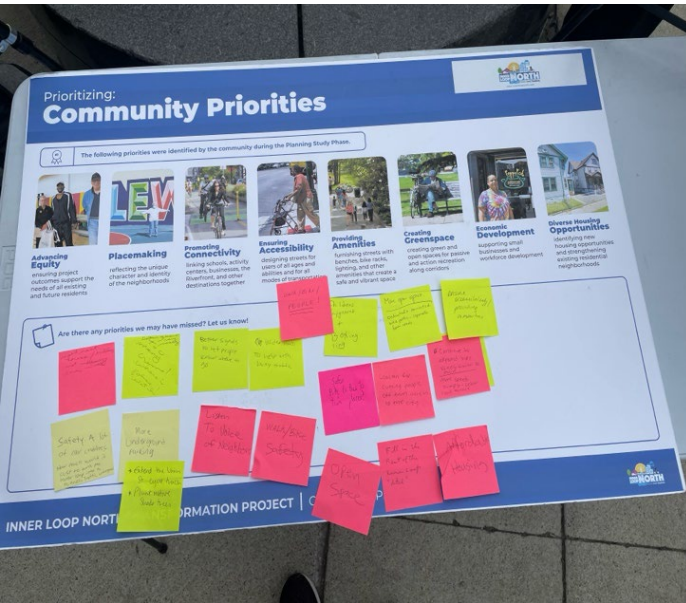
Location: Black Girls Do Bike Silent Ride (pre-event), Liberty Pole

Total Number of People Engaged: 20

Key Themes:

- Concern for prioritizing safety since there have been a lot of car crashes
- Suggestion to turn this portion of the inner loop into tunnel to allow for traffic underground and to create more underground parking
- Suggestion to extend the Union Street cycle track
- Suggestion to plant native shade trees along project area
- Strong desire to listen to voice of the neighbors
- Suggestion to improve transportation and traffic management by adding more speed bumps and better signs to direct traffic, continuing to widen roads to help with busy traffic, and expanding bike lanes similar to what was done on Main Street
- Continue to prioritize bike and pedestrian safety by creating more open space for dedicated and connected bike paths separate from the roads and safer bike to bus to train places
- A strong desire to ensure accessibility and providing amenities such as children's playgrounds and a boxing ring
- Concern for cutting people off from access to the city
- A strong need for affordable housing

Pictures (include boards and sign-in sheet):



Add to Database:
 Bryan Aguello, 14604
 Noah Masters, 14607
 Katie Dunn, 14607
 Mike Viterise, 14559
 Marita Smith, 14610
 John Migel, 14628



Date: 5/19/2024

Time: 12:00-2:00pm

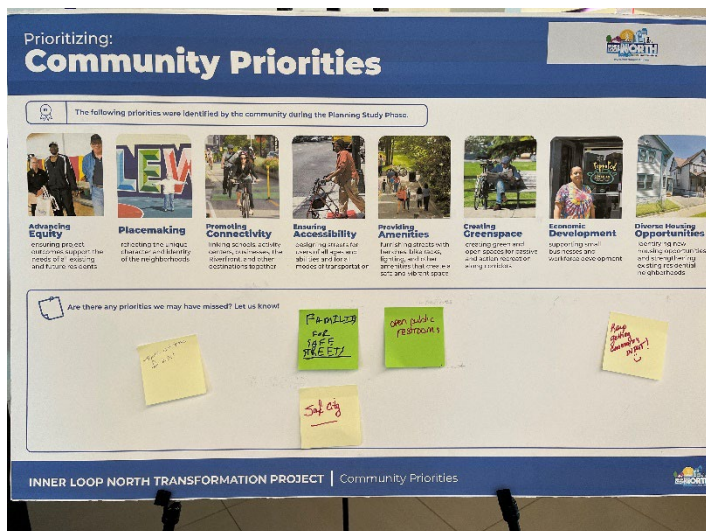
Location: Strong Museum of Play, 1 Manhattan Square Dr.

Total Number of People Engaged: 41

Key Themes:

- Concern for safety, especially for families
- Encouraged to keep getting more community input on the project
- Suggestion for open public restrooms
- Suggestion for art classes for children
- Many people stopped by the booth and didn't put any feedback on the board. Some took literature about the project

Pictures (include boards and sign-in sheet):





Add to Database: Gayle.

Date: 5/25/2024

Time: 8:00-10:00am

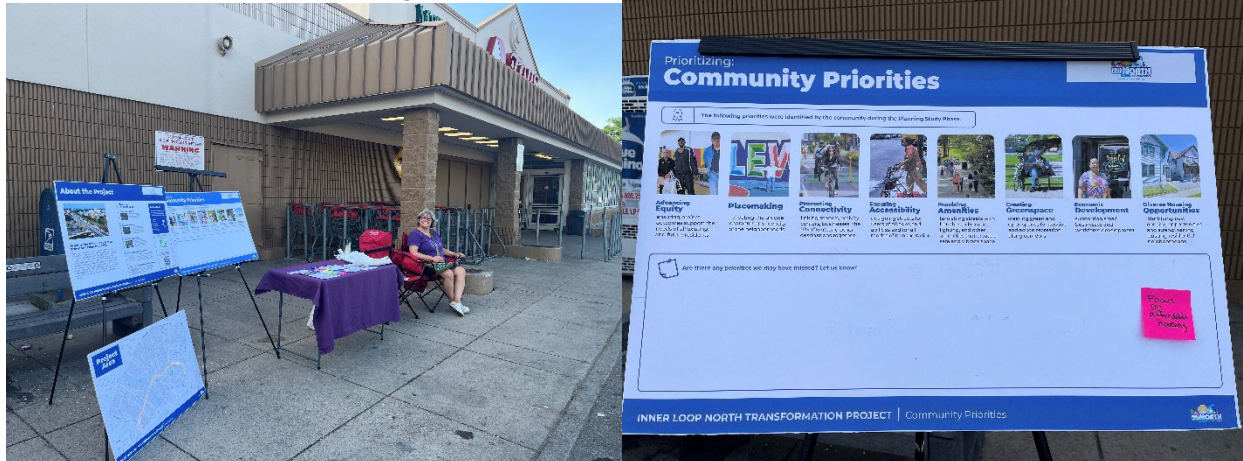
Location: Tops, 285 Upper Falls Blvd.

Total Number of People Engaged: 13

Key Themes:

- Need for affordable housing
- Concern for safety
- Many people stopped by the booth to inquire as to what was going on and took literature about the project

Pictures (include boards and sign-in sheet):



Nothing on Sign-In Sheet / Add to Database: None

Date: 6/2/2024

Time: 10:00a.m.-12:00p.m.

Location: Reconnect Rochester ROC'n'Roll Community Bike Ride, Railroad Street

Key Themes:

- Many people stopped by to ask for general project updates. Some said they were excited to see what happens next.

Pictures (include boards and sign-in sheet):



Nothing on Sign-In Sheet / Add to Database: None

Date: 6/16/2024

Time: 12:45-2:45pm

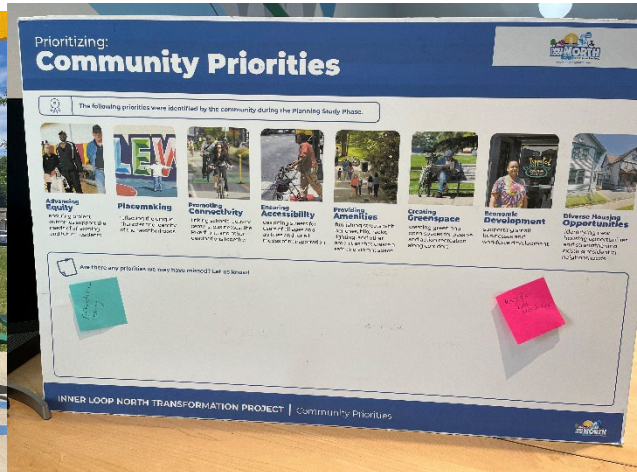
Location: International Plaza / La Marketa

Total Number of People Engaged: 10

Key Themes:

- Need for affordable housing
- City should incorporate things for youth – kids activities, rec centers, etc.
- Many people only spoke Spanish.

Pictures (include boards and sign-in sheet):



Add to Database:



Stephanie Snowden, 14607

Ernest Matimba

Jason Barber, 14605

Date: 6/19/2024

Time: 11:30am-3:00pm

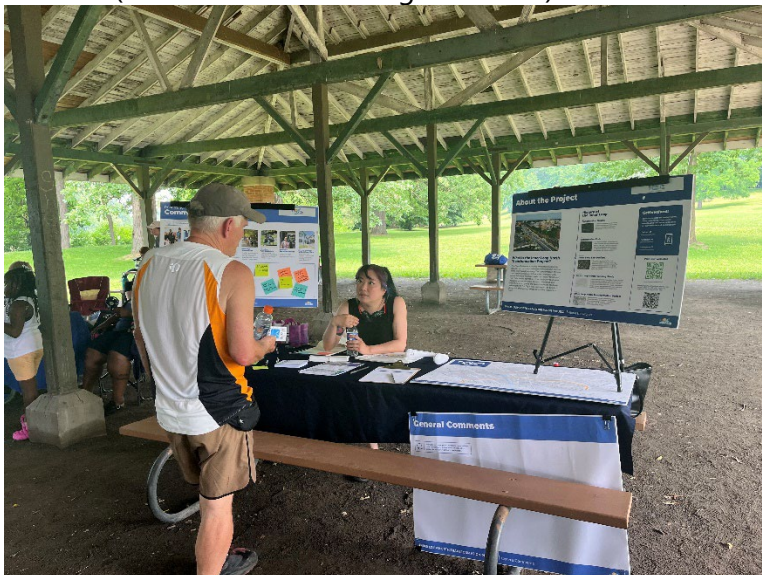
Location: ROC Juneteenth 5K Run/Walk (Spiritus Christi)

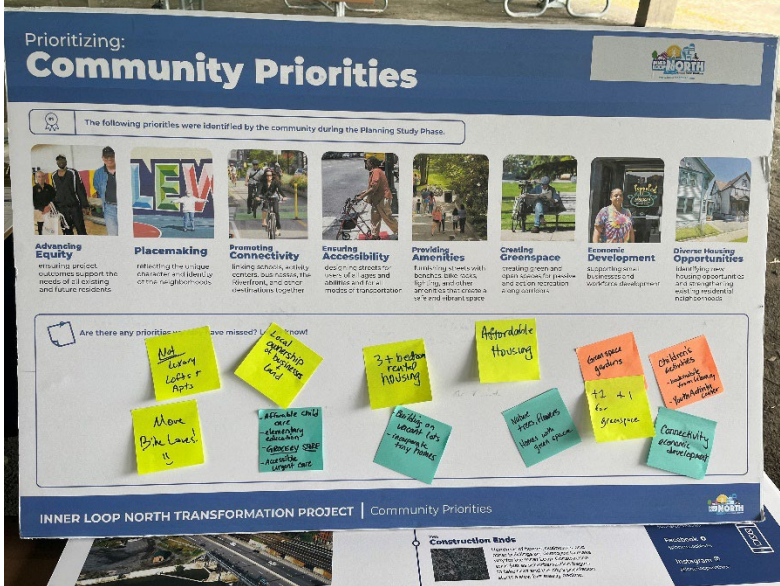
Total Number of People Engaged: 23

Key Themes:

- More bike lanes
- Local ownership of businesses & land
- Affordable childcare
- Elementary education
- Grocery Store
- Accessible Urgent Care
- NOT luxury lofts/apartments. Want affordable housing
- 3+ Bedroom rental housing
- Building on vacant lots
- Incorporation of tiny homes
- Green space, gardens, trees, flowers, nature, etc.
- Children's Activities like book mobile from library and Youth Advocacy Center
- Connectivity
- Economic Development

Pictures (include boards and sign-in sheet):





Add to Database:

Anthony Critelli, 14620

Date: 6/22/2024

Time: 9:00am - 12:00pm

Location: Public Market



Total Number of People Engaged: 20

Key Themes:

- Restore grid
- Encourage residential small businesses
- Affordable Housing
- Bike Access
- City should address the homelessness issue
- Design for people, not cars

Pictures (include boards and sign-in sheet):





Add to Database:

Daryl Odhner, 14624

Date: 6/25/2024

Time: 10:30am-12:00pm

Location: Salem Nutrition Center, 60 Bittner St

Total Number of People Engaged: 40

Key Themes:

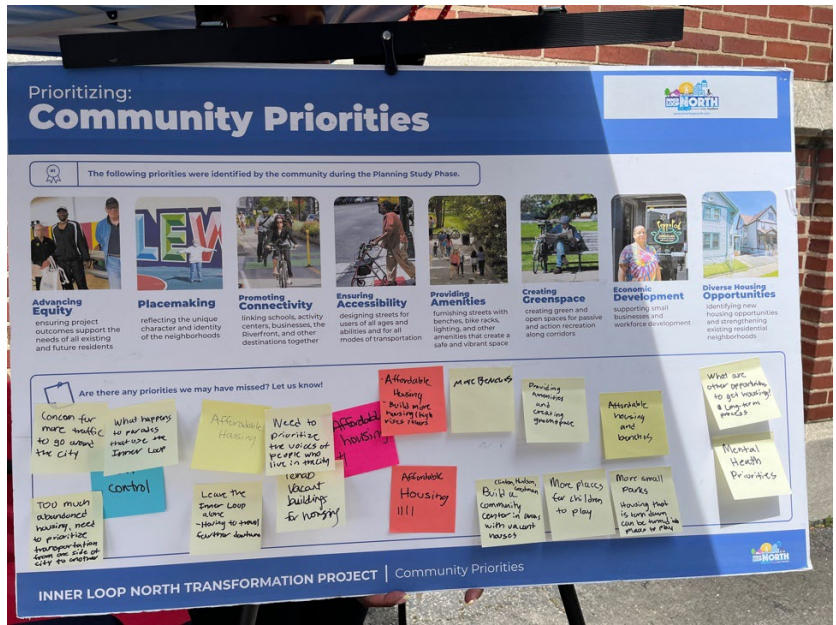


- Concern about what will happen to events such as parades and events that use the Inner Loop
- A Need to prioritize the voices of people who live in the city
- Build a community center in areas with vacant housing (Clinton, Hudson, Goodman)
- A need for more places for children to play
- More small parks (Housing that is torn down that can be turned into places to play)
- Mental Health priorities
- A need for other opportunities to get public housing (Right now the process is too long)
- A strong desire for affordable housing
- A strong need for more benches
- Providing amenities and creating greenspace (x1)
- Build more housing (need high rises with 7 floors)
- Rehab vacant buildings for housing
- Rent control
- Leave the Inner Loop alone, taking it out will increase commute times and cause people to travel farther downtown
- Too much abandoned housing, need to prioritize transportation from one side of the city to the other
- Concern for more traffic to go around the city

Pictures (include boards and sign-in sheet):







Add to Database:

M Kurtz, 14604

L. Blake

B Davis, 14607

Denise Jiggetts, city limits

Date: 6/26/2024

Time: 12:00p.m. – 2:00p.m.

Location: YWCA, 175 N Clinton Ave

Key Themes:

- Residents and employees were interested in learning about the project and took project literature
- Protected, comfortable, continuous bike lanes
- Safety for pedestrians and cyclists
- Traffic calming methods

Pictures (include boards and sign-in sheet):



Sign-In Sheet / Add to Database:

Gertrude W. Hamilton

Tiny Diaz

Nicole S. White

Date: 7/21/2024

Time: 12:00-2:00PM

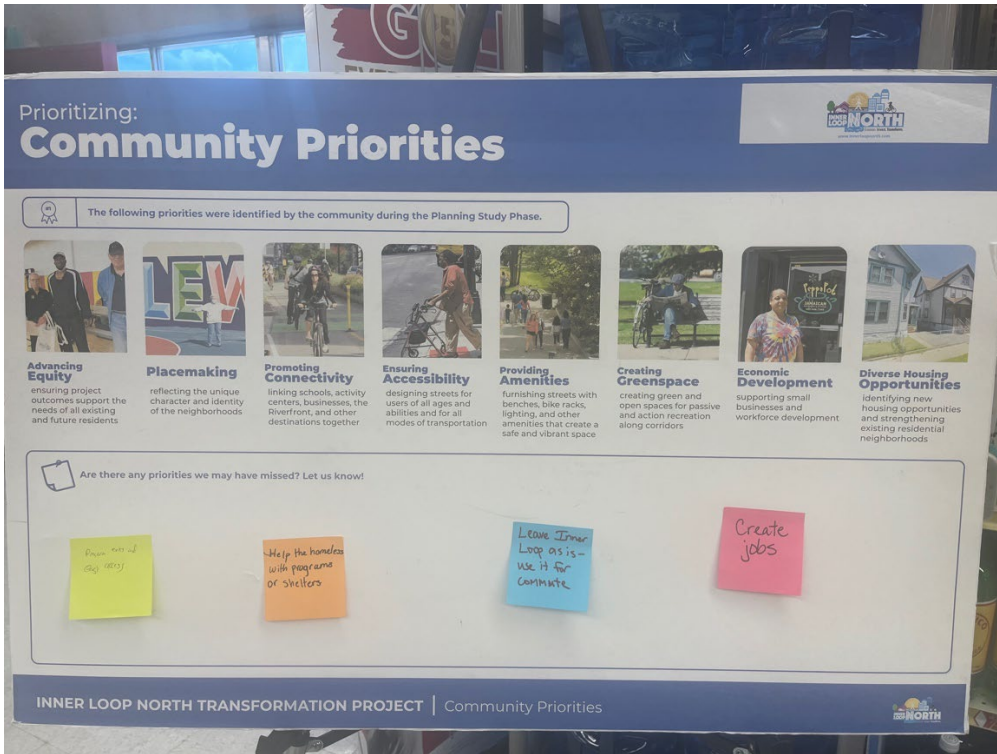
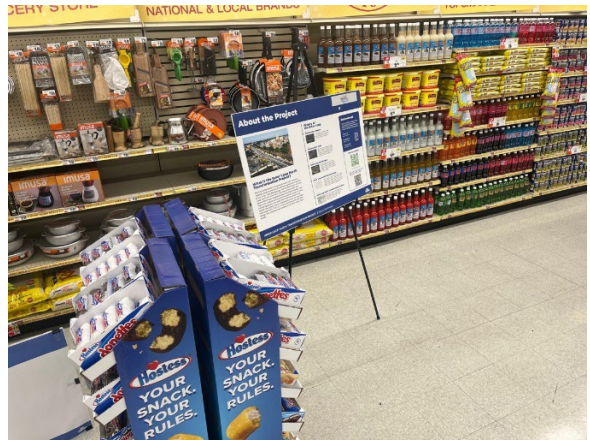
Location: Tops, Upper Falls Boulevard

Total Number of People Engaged: 15

Key Themes:

- Create jobs
- Leave Inner Loop as is- use it for commute
- Help the homeless with programs or shelters
- Preserve existing and easy access

Pictures (include boards and sign-in sheet):



Add to Database:

Avonnye Henderson , 14605

Vincent R. Felder, 14605

Date: 7/24/2024

Location: Midday Bash, Parcel 5

Time: 11:30 a.m.-1:30 p.m.



Location: Parcel 5

Key Themes:

- Many people stopped by to learn more about the project and took project literature
- Move the Goethe Statue from Library to other side of Schiller Park aka Franklin Square Park then add side statues: current population, Puerto Rican, etc.

Pictures (include boards and sign-in sheet):

N/A

Date: 7/27/2024

Time: 12:00-3:00PM

Location: Black Culture Fest, Parcel 5

Total Number of People Engaged: 35

Key Themes:

- Wanting Rochester to go back to how it was "50 years ago"
- Ownership of property- setting aside housing for Rochester locals
- Free parking for shops and businesses
- More public restrooms
- Walkability and bikeability
- Impact on local businesses- not just keep them informed but keep them involved
- Help businesses impacted by project with monetary compensation
- Green space
- Prevention of displacement and supporting current residents
- Engaging with fire department/police- construction may impact response times (this was a comment from a firefighter)

Pictures (include boards and sign-in sheet):





Add to Database:

Sherverne Blyden, 14615

Lesa Wright,, 14607

Richard Conway, 32207

Rosa Vocal,14604

De Lancey, 14615

Aries Jordan, 14621

Alison Meyers, 14604

Erin Skinner, ,14580

Date: 8/1/2024

Time: 5-7:30 p.m.

Location: Puerto Rican Festival, Parcel 5

Key Themes:

- Many people stopped by to learn more about the project and took project literature
- Police presence necessary to keep order / reduce crime

Pictures (include boards and sign-in sheet):



Add to Database

Dianne Edgar, 14650

Meikota Rigga, 14608

Melvin Tatum, melvin.tatum@cityofrochester.gov; 1461_

Alex Soto, 14526

Date: 8/3/2024

Time: 12:00-3:00PM

Location: Jordan Health Porch Fest

Total Number of People Engaged: 57

Key Themes:

- There were at least 4 people who were against the entire project
- Expressed unhappiness with changing commute- "Inner loop is convenient"
- There were a few people who stated they were completely unaware of the project
- Generally positive reactions



- Housing, specifically Affordable Housing came up in a lot- many people concerned about this (want more affordable housing)

Pictures (include boards and sign-in sheet):



Add to Database:

Tiffany Owens, , 14613

Vivica Smith, 14611



Date: 8/11/2024

Time: 11:30AM-12:30PM

Location: Downtown Presbyterian Church

Total Number of People Engaged: 23 (20 in person, 3 virtual)

Key Themes:

- Covered access over or under railroad between communities
- More greenspace and trees with 2 story housing/duplexes, not 4-5 story housing
- Fix the inner loop now
- Prevent housing displacement and gentrification
- School green space track etc. for WOI (World of Inquiry)
- Church Access especially on Sundays
- Allow for funding for existing residents and businesses and churches
- How will people access 490?
- Care most about the neighborhood
- Can we make High Falls more visible
- What about the Railroad Tracks?
- When there's a parade etc. on Sundays, people can get to church- has this been accounted for?
- WOI fields/ sports area give to school?
- Could DPC become a community center?
- Is funding already committed?
- Prioritize funding churches etc. to develop things//projects
- How to prevent more displacement?
- Is CSY uninvolved? RTS?
- Inner Loop is falling apart? What about in the meantime?

Pictures (include boards and sign-in sheet):





Prioritizing: Community Priorities

The following priorities were identified by the community during the Planning Study Phase.

<p>Advancing Equity Ensuring project outcomes support the needs of all existing and future residents.</p>	<p>Placemaking Reflecting the unique character and identity of the neighborhoods.</p>	<p>Promoting Connectivity Linking schools, activity centers, businesses, the boulevard, and other destinations together.</p>	<p>Ensuring Accessibility Developing plans for ensuring all ages and abilities and for all modes of transportation.</p>	<p>Providing Amenities Landscape streets with benches, bike racks, lighting, and other amenities that create a safe and vibrant space.</p>	<p>Creating Greenspace Creating green and open spaces for passive and active recreation along corridors.</p>	<p>Encouraging Development Supporting small businesses and a vibrant, resilient neighborhood.</p>	<p>Diverse Housing Opportunities Identifying new housing opportunities and encouraging diverse residential neighborhoods.</p>
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Are there any priorities we may have missed? Let us know!

Handwritten notes on sticky tabs:
 - Increase access to city services
 - Increase green space
 - Increase bike lanes
 - Increase public transit
 - Increase safety
 - Increase community events
 - Increase local businesses
 - Increase affordable housing
 - Increase public art
 - Increase green roofs
 - Increase water features
 - Increase outdoor seating
 - Increase public restrooms
 - Increase public art
 - Increase public art
 - Increase public art
 - Increase public art

INNER LOOP NORTH TRANSFORMATION PROJECT | Community Priorities



Add to Database:

Sam King, 14564

Sally Allison, 14612

David McDowell, 14526

Carl Snook, 14609

Eileen Dietsch, 14031

Christopher Matthews, 14604

Sarah Wheelers , 14467

Jim Parks, 14580

Bob Richard, bobrichard.org 14450

Cindy Hamlit, 14609

Nancy Simpson, 14450

Nancy Brawn, 14450

Marilyn Jerperning, 14624

Geraden R., 14624

Grancie B Marcus, 14618

Date: 8/12/2024

Time: 10:00AM-12:00PM

Location: Strong Museum

Total Number of People Engaged: 30

Key Themes: **No post-its to add**

Pictures (include boards and sign-in sheet):





Add to Database: **No Names to Add**



Date: 8/15/2024

Time: 6:30-8:15 p.m.

Location: Reconnect Rochester Multimodal Advocacy Meeting

Key Themes:

- Concerns about truck traffic and bike/ped conflicts
- Wondering about the traffic model and if it takes into account induced demand, future state park traffic
- Traffic calming mechanisms to calm traffic exiting 490
- Emphasized importance of building a connected street grid
- Want to know what traffic control will look like on new streets
- Want to make sure riverway trail is extended/smooth transitions
- Needs to be incorporated in Bike Spine Corridor
- Want to see investments in the train/bus station area
- Bike lanes on Central Ave—need to be protected
- Consider including traffic circles where appropriate
- Instead of cycle track, consider separate lanes on both side of the road, separated from the road and from sidewalks
 - Sightlines for cycle track create conflicts/issues
- Pilot alternatives for bikes
 - Elevated bikeway
 - Bike tunnel
 - Bollard/barriers so bike infrastructure is protected
 - Bike bump outs on East Ave/East Blvd
- East/West connection across river for bikes is important

Pictures (include boards and sign-in sheet):



Date: 8/17/2024

Time: 9:00AM-12:00PM

Location: Public Market

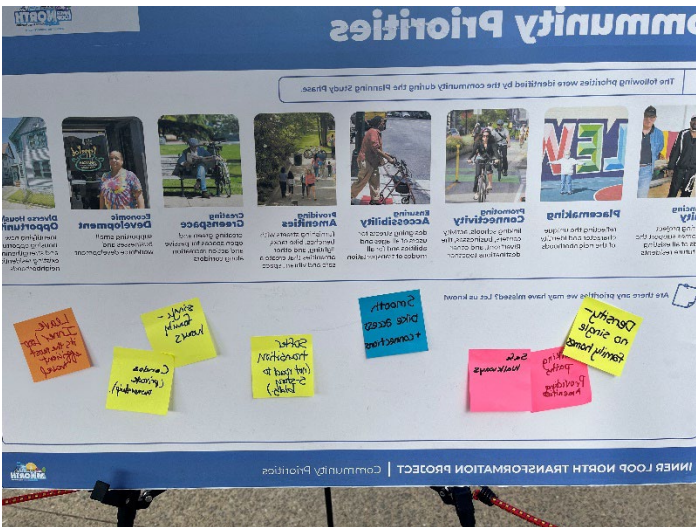
Total Number of People Engaged: 33

- Key Themes: Need for (smooth) bike access and connections,
- Provide safe walkways, walking paths and more amenities
- Various comments about housing: more single-family homes, more condos so residents can own them
- Others said create more density – no single-family homes
- Create a softer transition between road and buildings (don't build a 5-story building next to the road)
- Inner Loop is the most efficient way to move traffic – surface roads will create more greenhouse gas and negatively impact the climate

Pictures (include boards and sign-in sheet):

Add to Database:







Add to Database:

Mirtha Mercado,, 14609

Amy Parmalee, 14612

Date: 8/24/2024

Time: 2:00-5:00 PM

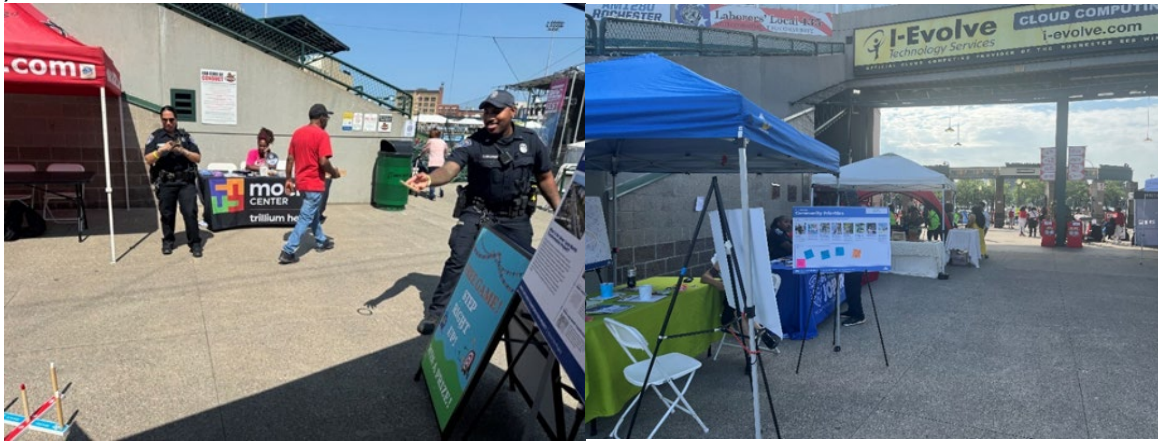
Location: Rochester Summer Soul Music Festival

Total Number of People Engaged: 30

Key Themes:

- Safety concerns, especially for bike lanes – separate bike lanes from roads
- Concerns for more traffic
- Concerns for how the construction will affect residents were mentioned a few times
- More small businesses
- NEW Affordable Housing
- Programs to teach people how to be a good citizen and/or how to maintain a home

Pictures (include boards and sign-in sheet):



Add to Database:

Shantell McPherson, 14608

Charles Dukes, 14608

Detrius Dixie, 14619.

Romanda Gibson-Stevenson, 14609

Tahlib Scott, 14609

Denice Sornell,

Date: 9/15/2024

Time: 12:30-3:00PM

Location: La Marketa/ International Plaza

Total Number of People Engaged: 28

Key Themes:

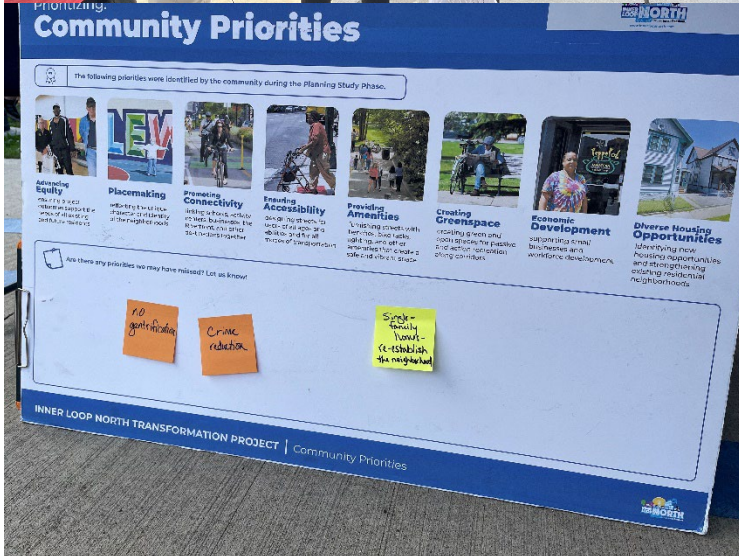
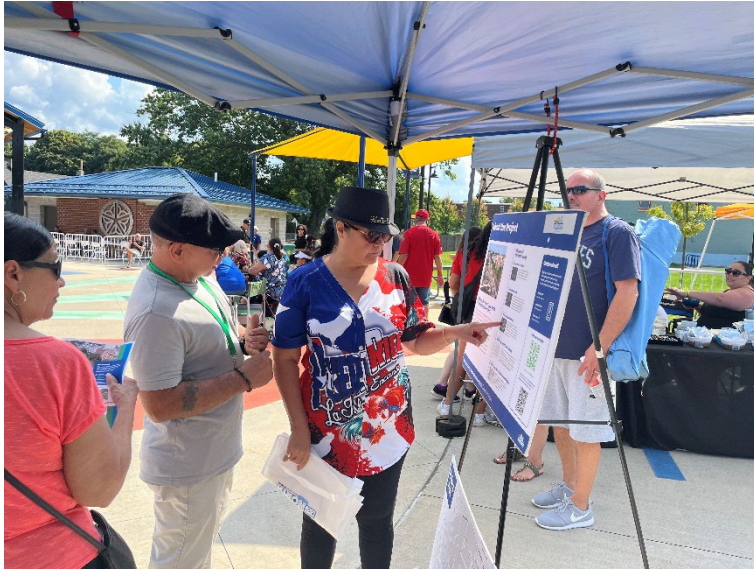


- Thanked us for being there/including them and bringing an interpreter
- Avoid gentrification
- Focus on crime reduction
- Build single-family homes
- Re-establish the neighborhood that was destroyed – single-family homes, stores, etc.

Pictures (include boards and sign-in sheet):







Add to Database:
Ires Alvarado

Technical Advisory Committee (TAC) Meeting #1

Project/File: Inner Loop North Transformation Project (PIN 4CR0.17)
Date/Time: March 7, 2024 / 3:00 pm
Location: Online
Attendees: See Attachment A

*For any questions or corrections to these minutes, please contact David Riley at:
david.riley@cityofrochester.gov.*

WELCOME

David Riley, Project Manager for the City of Rochester, convened the online meeting. He introduced Rich Perrin, Commissioner of Environmental Services, who welcomed the group.

Commissioner Perrin thanked everyone for coming and noted some of the important considerations relevant to the preliminary design process for the Inner Loop North Transformation Project (ILN). It will be important to address both community needs and technical needs for the project. That means the team needs to evaluate the environmental, social, economic and design conditions. We are looking not just at the infrastructure, but also the operational aspects of the corridor so that it serves all mobility needs in the future. The infrastructure itself is not the end customer: this project is for the community; the people who need to get to work and school. One in four households in Rochester do not have access to a private vehicle. This project will also create developable land, some of which will become new green space, community services, and private development.

David Riley led attendees through introductions. A full list of Technical Advisory Committee (TAC) members is included in Appendix A.

A copy of the meeting presentation is included in Attachment B.

AGENDA

Jon Hartley, Stantec, reviewed the meeting agenda:

- Design Team & TAC introductions
- Role of the TAC
- Recap of the ILN Planning Process and Community Outreach
- Overview of the Scoping and Preliminary Design
- Review of Technical Studies
- Next Steps

Jon noted the role of the TAC is to provide direction, review materials, provide technical feedback to the City and consultant team, assess design concepts against project goals, and assist with community engagement activities.

RECAP OF THE ILN PLANNING PROCESS

Kimberly Baptiste, Colliers, provided an overview of the ILN planning process, which included a variety of analyses (existing conditions, market conditions, transportation/traffic), as well as extensive community engagement and concept evaluation. She reviewed the project goals, which are: (1) Equitable outcomes; (2) Neighborhood restoration; and (3) Connectivity and accessibility. These goals, together with community outreach and technical analysis, led to the development of six different concepts for the Inner Loop corridor. Ultimately Concept 6 was recommended as the preferred concept to advance forward to Scoping and Preliminary Design.

OVERVIEW OF SCOPING AND PRELIMINARY DESIGN PHASES

Jon Hartley provided an overview of the Scoping and Preliminary Design phases of the ILN Project. He noted that both Scoping and Preliminary Design must follow New York State Department of Transportation (NYSDOT) process and procedures.

- Scoping is a procedural requirement to document the project needs, objectives, and environmental reviews as well as what issues need to be addressed during design. The deliverable for this phase is a Project Scoping Report (PSR).
- The Preliminary Design phase includes a variety of engineering studies that help refine the preferred concept and obtain design approval, which will allow the project to move forward into Final Design. The deliverable for this phase is a Design Approval Document (DAD).

Jon described the various types of data collection necessary for both Scoping and Preliminary Design, including traffic, survey, utility mapping, lighting, water/sewer, trees, structures, parks, soils, pavement, ecology, historic resources, hazardous waste, asbestos, noise, air quality, visual impacts, and others.

Jon provided a more detailed description of Concept 6, noting that many of the technical analyses discussed at this meeting are intended to evaluate Concept 6 in more detail. Concept 6 concept creates a street grid that would be similar to the one that existed before the Inner Loop was constructed (from I-490 to East Main Street). By contrast, some of the other concepts would bring the Inner Loop up to grade and split the existing right-of-way (ROW). At Main Street, Concept 6 creates lands for open space/green space behind the World of Inquiry School. This concept creates blocks that are similar to the original street blocks, creating opportunities for reestablishing residential development. Other key goals are to connect the Genesee Riverway Trail to the north side of the Inner Loop to maintain an area at State Street at grade, and provide connections to I-490.

Jon provided an overview of other technical analyses and tasks currently underway, including a survey, coordination with various agencies, review of structures (bridges), and analysis of Genesee Riverway Trail connections.

Regarding the Genesee Riverway Trail (GRT), David Riley added there are numerous constraints around the CSX bridge and High Falls. Anything off-street would require a lot of coordination with RG&E, which owns the dam and other infrastructure. Coordination would also be necessary with CSX. The City has begun coordination with both. Extensive coordination will be needed to determine how to address any impacts to their infrastructure. Regarding the GRT on the west side, trail connections off-street may not be feasible unless the bridge were raised. The team is looking at how that would impact the street network. We also need to consider safety for pedestrians and cyclists and consider whether people will feel comfortable going through a tunnel or underneath a large structure.

Kevin Kelley asked about the potential of the GRT crossings being at-grade (for both west and east side GRT)?

Jon noted that there is a challenge in lowering the grade due to potential conflicts with RG&E facilities. There is a space underneath the bridge that services their gates and operations there. The team is currently in discussions with RG&E. Lowering the bridge may not be feasible for that reason. As far as at-grade crossings, that is a possibility. We would prefer to provide something that is grade separated for safety reasons. But as David mentioned, there are some challenges with anything that crosses underneath the CSX bridge because that would have to be enclosed. In addition, the raceway needs to be considered. It is not currently watered. But there are plans to re-water the raceway. If there is water in there, how do we address that and make it safe? A transition from the current bridge height—or going higher could accommodate the trail connections.

David noted that doing an at-grade crossing at Mill Street or St. Paul may be less of a challenge relative to coordination with CSX and RG&E.

Clement Chung asked about new pedestrian crossings on the north side of the CSX tracks. Is that part of the scope of this project? There were some designs put forward a few years ago that showed a bridge at High Falls to allow views of the falls (or even one cantilevering off of CSX's existing piers).

Holley Barrett noted that those concepts were part of the original ROC the Riverway vision. The City won't be looking at that option as part of the Inner Loop North Transformation Project. But as part of the detailed design process, the City will be looking at ways to connect with the High Falls district. We won't preclude options related to the existing bridges.

TRAFFIC

Jon Hartley presented an overview of the traffic analysis completed to date, including preliminary findings and next steps. He noted that a key goal for the first phase of traffic analysis is to answer questions about how I-490 would operate under Concept 6.

While there was a lot of traffic analysis completed for the ILN planning study, the Genesee Transportation Council (GTC) has recently updated its Regional Travel Demand Model (TDM). For this model run, the team included assumptions about the Broad Street Bridge (showing that as being removed because that project is now being progressed) and South Avenue as a two-

way street. We want to be able to show these changes as they relate to potential diversions. The model can help evaluate and display changes in volumes for major changes in the transportation network. In the case of this project, those changes would be to the Inner Loop. GTC ran the model for all six concepts for this phase of the project, incorporating the changes to Broad Street and South Avenue with an updated model. The team is continuing to review these model runs with a focus on primary traffic diversions.

Jon reviewed the preliminary findings from traffic volume changes for each concept developed during the Planning Study. The project must satisfy requirements of NYSDOT related to operations on I-490. Concept 6, the preferred concept, causes less diversions on the west side of the Inner Loop than some of the other concepts, but is expected to create diversions on Union and Howell, which may be acceptable if there is capacity to accommodate. There are some concerns about the weave pattern at the I-490 ramp at Howell Street.

Jon concluded the traffic diversion overview by noting that the team has collected additional traffic data. Due to the extent of the traffic, the team is focusing on the I-490 ramps first (plus the intersections at the ramps). Remaining data collection will occur this Spring, which will include downtown Rochester and other areas in the vicinity of the Inner Loop corridor.

Suzanne Mayer asked how controls will be changed where traffic is diverted? If we can't have speed bumps (because they are not allowed on Major Collectors), what other speed controls would be allowed if you're trying to encourage multi-modal movement?

Jon answered that the discussion and analysis is focused on providing a connected street grid. As we provide a more connected and dense street grid, there will be new traffic signals, with potentially prioritized pedestrian signals. We may have advance walk signals (similar to what is used in other parts of the city) that give a four-second lead time to pedestrians. That will be giving some priority back to pedestrians and bicycles. Many of these features will calm traffic. In terms of traffic diversions, our estimates and models anticipate that diversions will increase traffic on some streets. Other streets may see a decrease. That may change how certain traffic control or safety measures are implemented. That will be part of the design process, which also needs to occur in consultation with plans for land development. For instance, on-street parking is a traffic calming device. Landscaping can also contribute to traffic calming. Many aspects of the design will cause drivers to slow down.

David Riley added that the highest priority is to make sure this is a multi-modal network and the design will be looking at options to slow down vehicle traffic. It may not be speed humps, but there are any other tools and complete streets features.

Suzanne asked if there would be a willingness to reevaluate street classifications in this area?

David noted that functional classifications of roadways is not the City's decision. That is NYSDOT and FHWA, who both use functional classification to determine eligibility for federal aid. We may not be able to change a Collector to a Neighborhood Street. But there are many other things we can do.

Thomas Polech asked, with all of these potential diversions, have you considered converting some of the two-way streets to one-way?

Jon answered that idea is on the table. Providing access to I-490 is a goal. But determining how many ramps and which directions is still part of the analysis.

Kevin Kelley added that the Street Typologies established during a previous planning study (CAMP) were adopted as part of Rochester 2034 and are a resource for good street design in the city.

Suzanne Mayer asked what “VISSIM” stands for.

Commissioner Perrin answered it is a German acronym that stands for a traffic simulation model (Verkehr In Städten - SIMulationsmodell).

NEXT STEPS

Jon noted that next steps in the Scoping and Preliminary Design process include a Public Workshop to be held on March 12, additional stakeholder engagement, and additional technical analysis.

David Riley and Commissioner Perrin closed the meeting and thanked TAC members for their attendance and questions.

For any questions or corrections to these minutes, please contact David Riley at david.riley@cityofrochester.gov.

ATTACHMENTS

- A – Meeting Attendees and TAC member list
- B – Meeting Presentation

ATTACHMENT A: TAC Membership and Meeting #1 attendance

(in alphabetical order by organization)

TAC 1 attendance	City of Rochester
Y	• Tomas Andino, P.E., DES, Senior Structural Engineer
Y	• Holly E. Barrett, P.E., DES, City Engineer
	• Jerrod Church, Fire Department, Lieutenant
Y	• Anne DaSilva Tella, NBD, Director of Development
Y	• Dominic Fekete, P.E., DES, Manager of Street Design
Y	• Erik Frisch, NBD, Deputy Commissioner of Neighborhood & Business Development
Y	• Dr. Shirley JA Green, Commissioner of Recreation and Human Services

Y	• Brent Irving, Planning, Senior Planner
Y	• Kevin Kelley, Planning, Manager of Planning
Y	• Tom Kicior, DES, City Planner
	• Arthur Kucewicz, Fire Department, Deputy Chief
	• Kurt Martin, NBD/B&Z, Director of Buildings and Compliance
	• Dana K. Miller, Commissioner of Neighborhood & Business Development
Y	• Jeff Mroczek, DES, Senior Landscape Architect
Y	• Elizabeth Murphy, NBD, Director of Policy & Strategic Initiatives
Y	• Richard J. Perrin, AICP, CSDM, Commissioner of Environmental Services
Y	• Darin Ramsay, DES, Assistant Transportation Specialist
	• Jon Rivers, RPD, Sergeant
	Genesee Transportation Council
	• Jodi Binnix, GTC, Deputy Director - Planning
Y (Joe Bovenzi)	• Jim Stack, Executive Director, GTC
	Monroe County
Y (Clem Chung)	• Michael J. Garland, P.E., Director of Environmental Services
Y	• Glenn Kaiser, MCDES, Sewer Collection Manager
Y	• Bill Putt, MCDES, Chief of Collection and Maintenance Operations
	• Thomas J. Frys, P.E., MCDOT, Director of Transportation
	• Dave Kubiak, P.E., MCDOT, Transportation Project Manager
Y	• Thomas Polech, P.E., MCDOT, Deputy Director
	NYSDOT
Y	• Craig Ekstrom, P.E., NYSDOT Region 4, Regional Local Projects Manager
	RGRTA
Y	• Dan Kenyon, RGRTA, Transportation Planner
Y	• Miguel Velazquez, RGRTA, CEO
	Community Advisory Committee Representatives
	• Joe Leathersich, CAC (NYSDOT Region 4)
Y	• Suzanne Mayer, CAC (Hinge Neighbors)

City and Consultant Team

- Kimberly Baptiste, Colliers
- Susan Charland, Stantec
- Jon Hartley, Stantec
- David Riley, City of Rochester

ATTACHMENT B: Meeting Presentation

Under Separate Cover

Technical Advisory Committee (TAC) Meeting #2

Project/File: Inner Loop North Transformation Project (PIN 4CR0.17)
Date/Time: September 9, 2024 / 2:00 pm
Location: Online
Attendees: See Attachment A

*For any questions or corrections to these minutes, please contact David Riley at:
david.riley@cityofrochester.gov.*

WELCOME

David Riley, Project Manager for the City of Rochester, convened the online meeting. He introduced Richard Perrin, Commissioner of Environmental Services, who welcomed the group.

Commissioner Perrin thanked everyone for coming and provided background on the importance of this project.

David Riley reviewed the agenda for the meeting, which included a review of the project timeline, CAC and TAC meetings scheduled over the next 6 months, review of Concept 6A and a recap of the Mobility and Development Strategy. The remainder of the meeting was devoted to discussion among TAC members.

A full list of Technical Advisory Committee (TAC) members in attendance is included in Attachment A.

A copy of the meeting presentation is included in Attachment B.

DISCUSSION

Jim Stack (GTC) asked for clarification about the idea of three lanes on I-490. Jim also mentioned that a long-standing waiver on the Section 106 4(f) process has expired. (Craig Ekstrom at NYDSOT Region 4 said he would look into that).

Jon Hartley said Concept 6A would retain three lanes on I-490 westbound through the area of the existing interchange with the Inner Loop. The off-ramp from the existing Inner Loop onto I-490 westbound would be reduced from two lanes to one, providing some of the space needed for the three-lane conversion.

Tom Frys (Monroe County) noted that the County is concerned about failing levels of service shown at two intersections in the Scoping Report.

David Riley said the City is committed to further analysis on levels of service. Jim Hofmann (Stantec) noted that the traffic analysis is an iterative process. The team is currently undertaking a second phase of data collection and analysis, including an expansion of the VISSIM model that focuses on additional data about city streets and modeling trips anticipated from future development. The team will be looking more closely at Concept 6A with that new information.

Commissioner Perrin confirmed the traffic analysis is an iterative process. Now that we are beginning Preliminary Design, we can measure actual traffic and prepare projections. This project is about moving people, including people inside and outside of cars. The traffic model will have a greater level of detail than the first phase. In the first phase, we needed to make sure Concept 6A would be able to handle traffic on the corridor. Now we can analyze the future layout and turning lanes and technology to mitigate any issues with traffic.

Tom Fry added that the County wants a responsible project and does not want to be handed a "loser." Now is the time to get the project right.

Commissioner Perrin noted "right" is relative, and that the City will need to set expectations for drivers who may be accustomed to traveling through the area on the expressway. Jim Hofmann noted that there is a lot of reserve capacity in the street network and the goal is to utilize that capacity while activating the street network.

Jon Hartley (Stantec) added that there were lingering questions from the Planning Study about how this concept would impact I-490. The analysis pushed traffic volumes to their highest in order to do a stress test for I-490. As we move forward, we will be analyzing where cars will go.

Gladys Pedraza-Burgos (Markeview Heights Collective Action Project) noted that the Scoping Report doesn't address how traffic will be calmed. Will diversions put more traffic on our streets? Will we see how this traffic will be calmed?

David Riley noted that traffic calming is a top priority for the City. Strategies for traffic calming won't be limited to traffic signals, but will likely also include other physical elements that will force drivers to go slower, such as raised crosswalks, curb bump-outs, and narrower streets.

Gladys added that she wants to make sure development near Marketview Heights is consistent with the existing residential character. The character may be different on the west end (i.e. higher intensity). David Riley said neighborhood organizations on the east end of the corridor have been clear about their preference for smaller-scale residential development.

Suzanne Mayer (Hinge Neighbors) provided comments on a few topics:

- The greenspace proposed at the World of Inquiry School needs to be protected (and not "ceded" to the school district for parking). Make sure that green space stays green space. Make sure it does not belong to the school district.
- Regarding future development surrounding the Inner Loop, noting that there are places where taller buildings are okay, but not in areas that border existing single-family residential neighborhoods.
- Is traffic analysis based on a 35 MPH limit? People can go 100 MPH at night on some of our streets. With more traffic, we will hopefully have slower traffic.

- We want to create opportunities for smaller developers, especially minority-owned development firms.
- For SEQR, what kind of environmental data will you be collecting?

David Riley answered that one of the City's priorities in its ROC Vision Zero initiative is to lower the speed limit city-wide to 25 MPH. Streets will be designed with that goal in mind. Regarding the greenspace at WOI, the school has expressed interested in this being a space shared with the community. The District does have parking concerns but is also enthusiastic about having green space, which is a priority.

Suzanne noted that the neighborhood is worried about the World of Inquiry School and would hate to see green space be devoted to parking.

David Riley added that a parallel study, Mobility and Development Strategy, will be looking more closely at land uses.

Suzanne noted it would be helpful to have all of the information for the Mobility and Development Strategy on the Inner Loop North website.

Davie Riley responded that the Inner Loop North website will have links to the City's page for the Mobility and Development Strategy (and visa versa) so it will be a seamless experience for users while allowing the projects to exist separately.

Jim Hofmann provided additional information about what topics would be addressed for SEQR. These are referred to as the Social, Economic, and Environmental Topics in the Scoping Report, and include things like stormwater, ecology and wildlife, visual resources, air quality, noise, hazardous waste/contaminated materials, and others.

Gladys Pedraza-Burgos asked who the team was working with at the World of Inquiry School. She offered to provide names of other contacts there.

David Riley noted the City is coordinating with the principal and the facilities manager for the Rochester City School District.

Anne DaSilva Tella noted that one topic to be reviewed is the idea of how to successfully attract small developers and minority developers. We have not been successful in other parts of the City in doing this. The closest we have come is with faith-based developers. We are trying to balance this goal with trying to build what is needed.

Suzanne Mayer asked if the RFP process would be changed to include more inclusion of smaller developers? This project should be one of inclusion, to right some of the wrongs that were done when the Inner Loop was built.

Kevin Kelley asked about the new street between Plymouth and St. Paul. What are we calling that street?

David Riley noted it's currently called Central Avenue, but that is not finalized.

Kevin Kelley asked if the existing ramp from I-490 eastbound to the Inner Loop would continue to split, allowing drivers to travel to either the new Central Avenue or Allen Street, or if traffic would be directed to the new Central Avenue only. David Riley said this is an open discussion; while the preference is to eliminate the connection to Allen Street, this is still under consideration as the project team looks more closely at the intersection at Plymouth Avenue.

Kevin said diverting all traffic exiting I-490 to Allen Street could potentially create a better development parcel at that location. If all traffic is diverted to Central Avenue, it may help to create opportunities to convert the existing Central Avenue into a neighborhood business corridor. There are potential upsides with both options.

Gladys Pedraza-Burgos asked about the status of the Racial Equity Subcommittee of the Community Advisory Committee (CAC). David said the subcommittee was established during the Planning Study, and the City will look to the CAC for direction on whether to reform the subcommittee and determine its focus if so.

Kevin added there may be blocks shown in the concept plan that are not necessary or feasible. For example, extending Ormond Street east of the Post Office may be infeasible. Some segments need a closer look both in terms of transportation needs and land use. We don't want a bunch of oddly shaped development parcels. The infrastructure design team and the Mobility and Development Strategy team should coordinate closely.

NEXT STEPS

David Riley closed the meeting and thanked TAC members for their attendance and questions.

For any questions or corrections to these minutes, please contact David Riley at david.riley@cityofrochester.gov.

ATTACHMENTS

- A – Meeting Attendees and TAC member list
- B – Meeting Presentation

ATTACHMENT A: TAC Membership and Meeting #1 and #2 attendance

(in alphabetical order by organization)

TAC 1 attendance	TAC #2 attendance	City of Rochester
Y		• Tomas Andino, P.E., DES, Senior Structural Engineer
Y	Y	• Holly E. Barrett, P.E., DES, City Engineer
		• Jerrod Church, Fire Department, Lieutenant
Y	Y	• Anne DaSilva Tella, NBD, Director of Development
Y		• Dominic Fekete, P.E., DES, Manager of Street Design

Y	Y	<ul style="list-style-type: none"> Erik Frisch, NBD, Deputy Commissioner of Neighborhood & Business Development
Y		<ul style="list-style-type: none"> Dr. Shirley JA Green, Commissioner of Recreation and Human Services
Y	Y	<ul style="list-style-type: none"> Brent Irving, Planning, Senior Planner
Y	Y	<ul style="list-style-type: none"> Kevin Kelley, Planning, Manager of Planning
Y	Y	<ul style="list-style-type: none"> Tom Kicior, DES, City Planner
		<ul style="list-style-type: none"> Arthur Kucewicz, Fire Department, Deputy Chief
		<ul style="list-style-type: none"> Kurt Martin, NBD/B&Z, Director of Buildings and Compliance
		<ul style="list-style-type: none"> Dana K. Miller, Commissioner of Neighborhood & Business Development
Y		<ul style="list-style-type: none"> Jeff Mroczek, DES, Senior Landscape Architect
Y		<ul style="list-style-type: none"> Elizabeth Murphy, NBD, Director of Policy & Strategic Initiatives
Y	Y	<ul style="list-style-type: none"> Richard J. Perrin, AICP, CSDM, Commissioner of Environmental Services
Y		<ul style="list-style-type: none"> Darin Ramsay, DES, Assistant Transportation Specialist
	Y	<ul style="list-style-type: none"> David Riley, Project Manager, Inner Loop North Transformation Project
		<ul style="list-style-type: none"> Jon Rivers, RPD, Sergeant
		Genesee Transportation Council
	Y	<ul style="list-style-type: none"> Jodi Binnix, GTC, Deputy Director - Planning
	Y	<ul style="list-style-type: none"> Jim Stack, Executive Director, GTC
Y	Y	<ul style="list-style-type: none"> Joe Bovenzi
		Monroe County
Y (Clem Chung)	Y	<ul style="list-style-type: none"> Michael J. Garland, P.E., Director of Environmental Services
Y	Y	<ul style="list-style-type: none"> Glenn Kaiser, MCDES, Sewer Collection Manager
Y	Y	<ul style="list-style-type: none"> Bill Putt, MCDES, Chief of Collection and Maintenance Operations
	Y	<ul style="list-style-type: none"> Thomas J. Frys, P.E., MCDOT, Director of Transportation
	Y	<ul style="list-style-type: none"> Dave Kubiak, P.E., MCDOT, Transportation Project Manager
Y	Y	<ul style="list-style-type: none"> Thomas Polech, P.E., MCDOT, Deputy Director
		NYSDOT
Y	Y	<ul style="list-style-type: none"> Craig Ekstrom, P.E., NYSDOT Region 4, Regional Local Projects Manager
		RGRTA
Y	Y	<ul style="list-style-type: none"> Dan Kenyon, RGRTA, Transportation Planner
Y	Y	<ul style="list-style-type: none"> Miguel Velazquez, RGRTA, CEO
		Community Advisory Committee Representatives
		<ul style="list-style-type: none"> Joe Leathersich, CAC (NYSDOT Region 4)
Y	Y	<ul style="list-style-type: none"> Suzanne Mayer, CAC (Hinge Neighbors)
	Y	<ul style="list-style-type: none"> Gladys Pedraza-Burgos (Marketview Heights)

City and Consultant Team

- Jim Hofmann, Stantec
- Susan Charland, Stantec
- Jon Hartley, Stantec
- Julie Boasi, Highland Planning
- Kimberly Baptiste, Colliers
- Kiernan Playford, Colliers

ATTACHMENT B: Meeting Presentation

Under Separate Cover



City of Rochester

Inner Loop North Transformation

Community Advisory Committee (CAC) Meeting No. 1 (In-person & Virtual)

November 14, 2023 • 4:00pm - 5:30pm

ATTACHMENTS

- List of attendees
- PowerPoint presentation

SUMMARY OF MEETING

David Riley (Project Manager, City of Rochester) opened the meeting by introducing himself and welcoming attendees. David introduced City of Rochester DES Commissioner Richard Perrin, who thanked attendees for participating and provided a high-level overview of the feasibility study phase of the project completed in 2022, including an overview of the preferred design concept identified during the previous phase. Commissioner Perrin stressed the importance of the project as truly being a community and economic development project, not merely a traditional transportation project.

David then reviewed the meeting agenda and facilitated introductions of CAC members, before turning the meeting over to Jim Hofmann (Project Manager, Stantec), who gave an overview of the meeting agenda and introduced the overall project team and structure.

A summary of key topics and discussion from the meeting is provided below:

WHERE HAVE WE BEEN?

Kimberly Baptiste (CED) discussed the role of the CAC before providing a summary of the previous planning phase of the project, including a description of the study area boundary, elements of the planning process, project goals, the role of community feedback in identifying evaluation criteria, the preferred concept, and the project timeline. Detailed content is available for review in the attached PowerPoint presentation.

WHERE ARE WE GOING, AND HOW DO WE GET THERE?

Jim Hofmann (Stantec) discussed current status and next steps in the design phase, and how the CAC and project team will be involved as the design phase advances through scoping and preliminary design. Jim addressed the following topics:

- The design phase includes both a Scoping Phase and Preliminary Design.
 - The scoping phase documents project needs, objectives, environmental laws, social, economic, and environmental considerations, screening of concepts, and other issues that will need to be addressed during design. Jim reiterated that the planning phase provided a solid foundation for the scoping document.



- Preliminary design advances the “preferred concept” through comprehensive engineering studies. Jim emphasized the importance and scale of data collection during the preliminary design phase. Data collection will include, but is not limited to, traffic, survey, utility mapping, street lighting, sewer, sidewalk & curb ramps, trees, parks, historic resources, air quality, and noise studies.

Jim also provided a brief overview of the project schedule.

TECHNICAL STUDIES & ANALYSES

Jim discussed the various technical studies and analyses required to advance the design of the Inner Loop North Transformation project, with an emphasis on the following in-progress studies:

- Survey: Survey work began on the western side of the project area and is currently underway in the High Fall area. The team is hopeful the weather stays cooperative so that survey work can be completed this winter (2023 – 2024).
- Traffic analysis, traffic counts and locations: The traffic analysis was recently started, with cameras, tube-counts, video, and drones being used to collect traffic data. The traffic analysis will help address NYSDOT questions raised in the planning phase regarding where traffic will go once the current highway is removed. A second phase of traffic counts will occur in Spring 2024.
- Structures: The project team will be looking at all of the existing structures, including the bridge over the Genesee River, to see how it can be transformed as part of the project to create an iconic gateway and to determine how multi-modal design elements, such as a cycle track, can be incorporated.

COMMUNITY CONVERSATIONS

Kimberly (CED) presented the community engagement strategy for the Inner Loop North Preliminary Design phase. Kimberly outlined the elements of the Community Engagement Strategy, emphasizing that the project team will pick up where the Planning Phase left off. Public engagement efforts will begin in early 2024.

Kimberly discussed each of the elements of the engagement strategy, noting that feedback and ideas from the CAC are desired to refine the overall approach:

- Technical Advisory Committee (TAC): This group is comprised of technical experts who will be asked to provide direction and feedback on technical studies, assess design concepts against project goals, and assist with providing data and information to inform preliminary design development.
- Kimberly noted that during the planning phase, a sub-committee of the CAC was formed, known as the Racial Equity Subcommittee (RESC), to discuss issues around equity in the design process. Kimberly inquired whether there was interest in maintaining this subcommittee, and if so, if there were any volunteers that would like to help co-lead future meetings. A member of the CAC and RESC from the planning phase expressed the importance and value of the RESC and encouraged the Project Team to look into working with people living in the neighborhood, and to get youth representatives engaged.



- Stakeholder & Neighborhood Outreach will look similar to engagement that occurred during the Planning Phase, which included participating in various meetings with neighborhood groups and organizations. CAC members were requested to reach out if they would like the project team to attend future meetings of their organizations.
- The Project Team will facilitate meetings with stakeholders at times and locations that are convenient to them. Kimberly noted examples from the planning phase, which included a meeting at the YWCA in the study area. Meetings like this ensure a diversity of perspectives are included in the planning and design process. In addition, the project team will also attend several pre-existing special events (“pop-ups”) to ensure the community is aware of the project and is provided an alternative means to provide feedback. In the planning phase these were held at a range of events, including the Public Market, a Red Wings game, events at parcel 5, and in conjunction with Hinge Neighbors. Kimberly stated that the Project Team is looking for suggestions from the CAC for pop-up opportunities and go-to-them meetings in the Spring.
- Kimberly noted there will be four (4), formal public workshops as part of the process, in addition to the meetings defined above. Kimberly noted that members of the CAC will be asked to help spread the word about future public meetings. A schedule of meetings will be refined and shared with the CAC.
- During the planning phase, there were a variety of methods used to solicit youth involvement including internships, student projects and sessions at local R-Centers. Additional opportunities will be explored in the design phase. Kimberly asked the CAC for additional youth engagement ideas / connections.
- Kimberly noted the existing project website (www.innerloopnorth.com) and social media profiles will be maintained for the duration of the project. The project team will also coordinate with NYSDOT and City Communications on future public-facing communications and project announcements.

NEXT STEPS

Kimberly Baptiste (CED) presented immediate next steps for public engagement;

- Public Workshop #1 – January / February 2024
- Stakeholder Engagement to begin January 2024

Jim Hofmann (Stantec) presented immediate next steps regarding technical analysis.

- Wrapping up initial traffic studies and models – January / February 2024
- Collecting as much data in the field as possible before first snowfall

COMMENTS AND QUESTIONS

A series of questions was presented to the project team during the meeting. Questions and responses are identified below:

1. *A CAC member asked if there is a reason topographical survey work cannot be completed in winter.*



Jim Hofmann answered field survey equipment operates better when there is no snow cover. The traffic counts are scheduled to occur during two different time frames (Winter and Spring) to provide more flexibility and account for higher numbers of pedestrians and cyclists in the Spring.

2. *A CAC member asked if there is a ballpark estimate for when preliminary designs will be available.*

Jim Hofmann answered the scoping will likely be completed by April. We'll be finalizing the survey by that point. Preliminary design should be done by Fall 2025 (estimated).

3. *A CAC member asked if new information will be shared at public or stakeholder meetings.*

Kimberly answered it depends on when the meeting(s) will be held, but the goal is to have some information from the ongoing technical studies available to share. Early meetings can also be introductory and informative to ensure people understand the process, how this builds upon the planning phase and what to expect next.

4. *A CAC member asked what the cutoff is for the neighborhoods included in the project area.*

Kimberly showed the project study map but said that the boundary is not set-in-stone, and we can meet with stakeholders who may be beyond the study area boundary, recognizing the impacts from the project extend beyond the selected boundary area.

5. *A CAC member asked if input from the TAC and CAC are weighted evenly.*

Kimberly clarified that the purpose of the TAC is largely to digest information from the community and identifying technical needs, whereas the CAC provides direct feedback from the community's perspective to the Project Team.

6. *Suzanne Mayer asked for a list of CAC members and offered to be a CAC representative on the TAC. Joe Leathersich offered the same.*

7. *Suzanne Mayer encouraged CAC members to review the Inner Loop North Transformation Study document and said she felt the CAC and community were listened to during that phase of the project.*

Conclusion

Jim Hofmann encouraged members of the CAC to review documents from the Inner Loop East project, where plans were influenced by community input, and thanked everyone for being involved in the CAC.

David Riley concluded the meeting at 5:40 PM.



City of Rochester

Inner Loop North Transformation

Community Advisory Committee (CAC) Meeting No. 2 (In-person & Virtual)

May 30th, 2024 • 4:30pm – 6:15pm

ATTACHMENTS

- PowerPoint Presentation

SUMMARY OF MEETING

David Riley (City of Rochester) opened the meeting by introducing himself and welcoming attendees. David introduced City of Rochester DES Commissioner Richard Perrin, who thanked attendees for participating. The rest of the project team introduced themselves then attendees were asked to introduce themselves and state their affiliated organization.

David reviewed the meeting agenda before turning the meeting over to Jim Hofmann (Project Manager, Stantec), who gave an overview of the meeting agenda and a recap of the project thus far.

A summary of key topics and discussion from the meeting is provided below:

Project Recap (What have we been up to)

Jim Hofmann (Stantec) gave a recap of the project, discussing what has been accomplished on the project to date. The first task is to complete a Project Scoping Report for New York State Department of Transportation approval, followed by preliminary engineering design. Completion and approval of the Scoping Report is anticipated in Summer 2024. An update on technical analysis was given, highlighting what is underway and left to do within the Preliminary Design Phase, with highlights noted below:

Underway:

- Field Survey (99% Complete) & Design Mapping (50% Complete)
- Initiated Environmental Analyses (Asbestos, Hazardous Waste, Cultural Resources, Air Noise)
- Extensive coordination with agencies (GTC, Monroe County, NYSDOT, FHWA, CSX, RG&E)

To Do:

- Existing Conditions Assessment
- Traffic Data Collection (Phase 2)
- Concept Design & Environmental Analyses
- Report Preparation

Jim Hofmann and Jon Hartley (Stantec) then went on to discuss the key findings from the traffic analysis. The goal of the traffic analysis was to determine the impact each concept (from the planning study) would have on the transportation network of the area, including both I-490 and local streets.



Jon noted that the traffic analysis is split into two phases. Phase 1 is being completed as part of the scoping report and is meant to uncover any fatal flaws. Phase 1 is focused on traffic volumes at major intersections and I-490, origins and destinations of ILN drivers, and modeling of where traffic may shift once project is complete. Phase 2 will occur during the preliminary design phase and will focus on the local street network and volumes, intersection movements, and ped/bike volumes. Most of the Phase 1 work is complete, however, the no build scenario (used as a point of comparison) and the preferred concept 6 traffic models are still in progress. Data collection for phase 2 is underway.

Jon spoke about potential trip diversions, or how vehicle trips may change when the project is completed, and what they look like for each concept plan. Key takeaways include:

- The level and extent of diversions is influenced by:
 - How many vehicles the proposed facility will service.
 - Connections to I-490
 - Surrounding network (City Street) congestion/travel times
 - Diversion trips are not limited to vehicles currently using the Inner Loop (Plymouth/State at-grade intersections may attract new vehicle trips)
- Diversions will be further refined during Preliminary Design
- Diversions have been estimated for concept 6.

The crash analysis was also reviewed with key takeaways as follows:

- Multiple intersections within the study area have crash frequencies above predicted.
- Intersections such as Broad St/Exchange St, N Union St/East Ave, State St/Lyell Ave, St. Paul St/Upper Falls Blvd, and Morrie Silver Way/State St.
- Impacts to “vulnerable” users – clusters within primary study area
- Limits and extent of diversions will define areas of further analysis.

Mobility/Development Strategy

Anne DaSilva Tella from the City of Rochester introduced herself and provided an update on the parallel land use study that will be completed to consider how future land area created as part of this project could be utilized. With the housing crisis in mind, the possibilities for new apartment buildings and/or homes were discussed while considering the needs of the community. Several CAC members expressed interest in opportunities for affordable homeownership in the project area. Concerns about pedestrian and bike safety were also brought up as part of the development discussion in terms of needs for infrastructure to support bike/peds. Planning for development is still in its very early stages, with opportunities for further community dialogue anticipated to begin over the summer.

Community Outreach Activity

Kimberly Baptiste (CED) gave an overview of what community engagement activities have occurred in support of the project. Since the last CAC meeting there have been a long list of outreach events including, ongoing city coordination meetings, Technical Advisory Committee (TAC) meeting #1, Public Workshop #1, stakeholder meeting coordination, “go to you” and pop-up event engagements. A list of other completed engagements was also presented. Kimberly shared a calendar of upcoming events which will be held over the summer months, which will allow the team to continue spreading awareness of the project, as well as receive feedback to inform final design.



Next Steps

The immediate next steps were reviewed:

- Ongoing community outreach of all types (TAC, CAC, Pop-Ups, Stakeholder, Agency)
- Phase 2 traffic, asbestos test, mapping, final scoping report, preliminary design phase
- Land use and development strategy kick-off.

Comments And Questions

Several questions were presented to the project team during the meeting. Questions and responses are identified below:

1. How can we work together to achieve the goals of the CONEA master plan for future of the neighborhood?

Project team members responded that plans which have been developed by community partners will be considered throughout the project. The project team will reach out to CONEA to learn more.

2. How do emergency responders get around with construction and reconfiguration of roads?

Jim noted that areas of congestion and the detours the team determines will help maintain the flow of traffic especially for emergency responders. Public safety agencies also will have input on street design decisions.

3. Should traffic flow and crash patterns be analyzed for how they align/affect one another?

Jim assured CAC members that traffic flow and crash patterns are being analyzed to understand the alignment and effect of one another.

4. Scio and University Street are dangerous- how do you handle the increase in traffic to those streets?

It was recognized this area includes 3 churches, 2 schools, etc. and the data needs to reflect these factors. These types of characteristics and uses will be considered as project analysis advances.

5. Can streets be constructed better or better classified to open options for traffic calming and pedestrians?

- a. Speed humps suggested.
- b. Would the city consider changing speed limits?

It was noted that various options will be considered.

6. Where do things stand with FHWA and DOT?

Coordination with both agencies is ongoing, and both are supportive of the project overall. DOT has been interested in impacts to I-490 that are being addressed.



7. Will the city manage properties or hire a developer?

The City does not manage or build - a developer or developers are selected to facilitate projects.

8. Will affordable housing be priority?

Yes, it has been and will continue to be.

9. There is a want/need for smaller-scale homes. Noted that no tall buildings are desired. Home ownership is needed. Tired of stacked buildings. (CONEA)

Comment noted and documented.

10. Need for housing for people with disabilities. Visibility-inclusiveness for people with disabilities.

Comment noted and documented.

11. Need to continue to reiterate there will be streets replacing ILN so traffic will have a place to go (to avoid rumors that say otherwise).

Comment noted and documented.

12. There should be a newsletter- need for more frequent communication about the project.

Comment noted and documented.



City of Rochester

Inner Loop North Transformation

Community Advisory Committee (CAC) Meeting No. 3 (Virtual)

August 28th, 2024 • 4:00pm – 5:30pm

ATTACHMENTS

- PowerPoint Presentation

SUMMARY OF MEETING

David Riley (City of Rochester) opened the meeting by introducing himself and welcoming attendees. David then introduced City of Rochester DES Commissioner Richard Perrin, who expressed his gratitude to CAC members for their participation. David provided an overview of the meeting agenda before turning things over to Jim Hofmann (Project Manager, Stantec), who gave a recap of the project process thus far.

A summary of key topics and discussion from the meeting is provided below:

Timeline Review

Jim Hofmann (Stantec) provided an overview of the project timeline, highlighting key milestones and the current status of the project. Jim detailed the progress made to date, including the completion of the Planning Phase in 2023, and noted that the project is now in the Scoping Phase. The Draft Scoping Report has been released and is available for public comment on the project website until September 16, 2024.

Jim added that the Preliminary Design Phase is currently underway and is expected to be completed by the summer of 2025. Following this, the Final Design Phase will take place from 2025 to 2026, with construction scheduled to begin in 2027.

Additionally, Jim discussed the project website, which provides information about the project, and highlighted the launch of the Project Newsletter in August 2024. This newsletter serves to keep CAC members informed about the project's ongoing progress and newsletters will be distributed periodically over the course of the project.

What We Heard

David Riley (City of Rochester) highlighted key feedback the project team received during Public Meetings #1 and #2. The questions and comments from Public Meeting #2 were categorized into three main areas: land use, traffic and design, and process. David provided an overview of some of the most significant questions raised during the meetings.

Questions and answers from the first meeting are available on the project website under the "Meeting Summaries" section, and the responses from Public Meeting #2 will be posted soon. The specific questions, comments, and concerns discussed in this section are detailed in the attached PowerPoint presentation.



Review of Concept 6A / Environmental

Jim Hofmann (Stantec) reviewed the preferred Concept 6A which will restore a grid system of roadways in place of the current Inner Loop North infrastructure. The following are the key features of Concept 6A:

- At-grade complete street
- New alignment - reestablishes a traditional street grid
- Traditional intersections
- Cycle track and pedestrian amenities
- Park restoration
- Creates parcels with greater potential for redevelopment
- Expanded open space/green space at World of Inquiry School No. 58 (WOIS)
- Maintains two connections to I-490: eastbound off-ramp and westbound on-ramp (compared to four connections in Concept 6)
- Two connections to I-490 are proposed to be removed (eastbound on-ramp, westbound off-ramp) to address weaving concerns
- Provides for enhanced operations at Plymouth Avenue

Jim went on to explain the existing features of I-490 and their changes in Concept 6A. I-490 in Concept 6A consists of the following:

- Widen I-490 WB from 2 lanes to 3 lanes between the off and on ramps.
- Inner Loop to I-490 WB ramp change from 2 lanes to 1 lane.
- Eliminate the I-490 WB off ramp and the I-490 EB on ramp.
- The I-490 WB bridge over the I-490 EB off ramp may require widening/replacement.

Jim briefly discussed the environmental review aspects of the project regarding NEPA, SEQRA, and Section 106. The National Environmental Policy Act (NEPA) is a law that requires agencies to look at environmental consequences of a proposed action. Jim explained that FHWA is the lead agency for the NEPA process, who will eventually approve the Preliminary Design.

The State Environmental Quality Review Act (SEQRA) process is expected to be led by the City of Rochester. The City will first complete an Environmental Assessment Form Part 1 and will make a Determination of Significance.

Section 106 focuses on the effects projects may have on historic properties above and below ground. Several historic properties have already been identified and additional properties will be investigated during the Design Report Phase. If any potential impacts are identified, the project team will explore ways to reduce or avoid harm to the historic properties and resources involved.

Jim expressed that Environmental Justice (EJ) will also be a key component of the Design report. Disproportionately adverse effects of the project on minority and low-income populations will be identified and addressed to achieve an equitable distribution of benefits and burdens. The project team will identify EJ populations that may be impacted then determine if the project will have a "disproportionately high and adverse effect on minority and/or low-income populations."



Mobility and Development Strategy

Sean Hare, a planner and associate from MKSK, introduced a study being undertaken parallel to the Inner Loop North project. The study is being conducted in partnership with the City of Rochester and the Genesee Transportation Council (GTC). Sean explained that the study is a next step in transforming the Inner Loop North corridor by thinking creatively about real estate development potential and multi-modal mobility. The goal of the study is to answer the question “what happens with the new land that is created after the Inner Loop is transformed?” Multiple opportunities for public input regarding the study will be available starting this fall and running through the spring of 2025. More information about the study and engagement opportunities will be available on the study’s webpage accessible via the City of Rochester’s website.

Sean gave an overview of some intended outcomes of the study, summarized below:

Land Use and Development Strategy

- Land use and development strategy broken down by sub-area
- Open space plans
- Development typologies and precedent examples
- Updated market data

Mobility Recommendations

- Analysis and recommendations on relationship of transportation and development
- Parking strategies
- Bicycle and pedestrian network in this corridor and connections to other facilities

Implementation Tools

- Land disposition strategy
- Phasing strategy
- Strategies to combat displacement and gentrification
- Development typologies examples

Sean went over a map showing potential development sites with new parcels that will potentially be created after the ILN is reconstructed. Sean noted although there is not a significant amount of land that will be created after the transformation there are still opportunities for meaningful development. City-owned parcels, parcels owned by NYS DOT, and parcels owned by RG&E were denoted on the map and described as areas that have high potential for development due to proximity to utilities, land availability, or opportunities to develop or expand park spaces.

CAC Discussion

David Riley (City of Rochester) provided a list of topics from Public Meeting #2 for CAC members to weigh in on, with regards which topics they would like to explore further. A poll was given to CAC members to vote on which topic to start the discussion with. Many CAC members voted to hear and speak more about the Concept 6A design.

The questions, comments, and concerns expressed during the discussion are documented in the ‘Comments and Questions’ section below.



Next Steps

The immediate next steps were reviewed:

- Public comment on Draft Scoping Report – open until September 16, 2024
- Incorporate public comments / finalize Project Scoping Report
- Preliminary Design Phase / Design Report
- Ongoing community outreach

Comments And Questions

Several questions were presented to the project team during the discussion. Questions, comments, and responses are identified below:

1. People in the Marketview Heights neighborhood are wondering if the green space at #58 School is something residents nearby will have access to and what does that look like? Is it just a park space? Are we talking recreational facilities, a track, things that will help them live healthier lives type of thing?

David Riley: That is the kind of thing we are going to start to delve into in this next phase of the project. I don't think we've worked through it yet. During the planning study it was made clear that the community sees this as space the community wants to have access to, and I think that is very reasonable so it is something we will keep in mind as we move forward with design decisions.

Jim Hofmann: I agree with David. If you look at some of the concepts that were developed during the Planning study, Colliers did a good job laying out some ideas there. It is that more space is opened for the community also, not just the school.

2. I live in Grove Place and some of the questions that have come up from our association were just how it would impact University. I think the concerns are alleviated because of the scoping report. Just understanding that the capacity of the streets right now is well above what's anticipated. As we look at where development opportunities are, is it fair to assume that everything or a lot of things are on the table? Especially as this is being aligned with the updated zoning plan. There are a lot of development opportunities. Cumberland west of North Street has a lot of development opportunities is that pretty much what's on the table and those are the design considerations to come?

David Riley: To clarify, the question is what types of land use we might consider on Cumberland.

Sean Hare: We are early in our process, but I do think we are interested in understanding these broader impacts. One thing that happened with the transformation/planning study is the scale of where it was looking much broader than just the corridor. It goes quite far out. Its helpful to get the context but as we get started, we are looking more at the orange on the concept 6A board. I'd love to get some downtown residents involved in the process to understand the impact on those who live here today.



David Riley: In general, we heard loud and clear during the Planning Study that neighborhoods would like to see development that's more consistent with the existing character of the neighborhood. That is a priority in the development and mobility strategy going forward as well.

3. Should the alignment at Central Ave be more to the south in connecting to Cumberland?

David Riley: I think you're talking about basically where it meets St. Paul, and it sort of splits it. It directs people either straight onto Central or you could turn down, onto Cumberland Street. I do know that during the planning study the idea there was to be one of a number of strategies to try to disperse vehicles throughout the street network without sort of overwhelming a particular street. But I can tell you we are actively looking at that alignment, throughout the project area.

Jim Hofmann: A lot of our focus has been high level, when we get to the preliminary design phase, we're going to be really looking much closer now at the street grid itself and the layout, and particularly location. We've gone through the phase one and traffic study as part of the scoping document, and now we've collected a lot more data. Which is now focused on the local street grid itself. It's been a very iterative process. We just keep adding more information to this project, we have a lot more traffic data now, in the vicinity of the corridor itself that will be incorporated into the design report and looking real closely at the alternatives, and how these all lay out.

4. Where will some of the traffic impacts hit some of the neighborhoods as things are built out and in regards to other ongoing projects?

David Riley: The second phase of traffic data collection is extensive, and it includes bikes and pedestrians. We can try to get a better handle on how people are moving, not just in the immediate Inner Loop corridor, but throughout the larger project area all the way up to Upper Falls Boulevard, to the north and down to Main Street, on the other end. We're trying to engage with all the different projects that are happening in the area to try to get a sense of what those impacts might be so certainly High Fall State Park. The design process is underway. We want to identify what the planning study is suggesting we need to keep in mind. We have a lot of City street projects going on adjacent to the project area. So, we're looking at those plans, bringing in those project managers to talk to them and bringing in whatever data they've collected as well. So, we're trying to get a holistic idea of what's going on, not just focus on Inner Loop.

5. I hope the land use portion of the Development and Mobility Study looks at all of the properties adjacent to the new and improved streets.

Sean Hare: I think that is something we need to look at. Admittedly, the trick is trying to understand how far, geographically we want to be. Looking at what's likely going to start running into privately owned parcels. Even if we do feel that they're underutilized. It can be potential issues for



implementation. If people know there's that the land that they own, even if they're not using it, is being targeted as a prime site for development. It can be a hindrance potentially to that process. We just need to navigate the appropriate way to have those conversations. But we certainly need to look and want to look at other relevant sites in the area to understand. Maybe there are more secondary impacts with development in the Inner Loop then there are opportunities for continued investment in the future.

6. Are the green spaces / land by the World of Inquiry School being considered with respect to healthy living, healthy lifestyles, and community use that will be available to the community? Have these conversations been had with the school district about when it comes time for development and regarding looking at using the land for athletic fields, track or soccer fields that can be utilized by both the school during the school day and the community during the evenings and weekends?

David Riley: I know that David from the District Facilities Department is on this committee. He has given me some concepts that he's put together for that space. It certainly did include some athletic fields and track facilities. That's something we want to look at. I think that's exactly what the planning study envisions.

7. Is there, in your opinion, going to be some evidence-driven pressure to keep that (Union Street) as wide as it currently is as part of the Inner Loop North Project with the thought that we need to be sure, we can disperse the traffic from the loss of Inner Loop? I'm wondering if the desire to correct that section of Union Street might bump into the realities of the traffic study for the interlude North.

Jon Hartley (Stantec): Union Street is definitely part of the study area for a number of reasons for removal of the ramps, so it certainly will see some changes relative to those ramp removals, and potential future development. Specific to the traffic volumes, we did have a spreadsheet table in the scoping report, specifically showing volumes at Union and East. What that spreadsheet or table was conveying is that the volumes that we observed last year on Inner Loop East are only about 50% of the levels that were expected at full build out, which full build out of Inner Loop East was 2035. We're still not there. We're still 11 years away, but almost all the development parcels have been accounted for on the corridor, except for some of the land that will be freed up by the removal of the ramps. Even with that we're seeing levels of traffic that are well below what was expected within the corridor. However, as part of this project, we are expecting to see some potential diversions from either folks that are using Main Street to access the Inner Loop or University, or even some of the neighborhoods that are adjacent to Union. There is the potential to see diversions on there but that is certainly something that can be looked at. But yes, you're right. We've got 2 lanes for a small segment of union that is 2 lanes in the northbound direction, and only a single lane in the southbound direction. That's certainly something we can look at more closely, but I think until we get those diversions tied down under preliminary design, we don't have an answer as far as what



the future needs are for that corridor based on the diversions that we anticipate from the Inner Loop North.

8. *When will Zoning really be coming more into focus for this project for both adjacent parcels and new parcels to be created? Or is that under the scope of work for the mobility and development strategy? Where does the future zoning conditions under ZAP kind of loom in this whole process?*

Thomas Kicior (City of Rochester): Through ZAP, we'll have the new different zoning designations. and then towards the end of the land use strategy we will have to be rezoning these sites as we're creating parcels. They can't be rezoned now, because the zoning boundaries would be crossing the right of way so it has to happen kind of more towards the end. But there's no reason why we can't align proposed zoning with what we want to build in this area.

David Riley: We will get input from the mobility and development strategy on what the disposition of the parcels might look like. That some may be smaller than you saw on the Inner Loop East project depending on the kind of development and kind of developers we want to attract.

Sean Hare: It's kind of the road design first leads to the parcel potential footprint, and then using those as best we can move forward.

9. *When do we start to address what we expect the character to be of these areas?*

David Riley: We're really going to start digging into that during the preliminary design phase.. Once we've received all the comments on the Draft Public Scoping Report, we're going to develop a new appendix to the report that will summarize the input we've gotten and how we intent to address it. The next phase is when we will start to dive in the design decision which will get into developing concepts for what individual streets and intersections will look like. We're looking to start having these conversations this coming fall.

Jim Hofmann: In the Preliminary Design Report, we will lay everything out. We will now have the opportunity to come out with drawings, show lanes, lane widths, sidewalk locations, and curbing. So, this next phase is really where we get into a lot of the details.

10. *When do things start to move from being Jello to something more after the Preliminary Design Phase?*

Jim Hofmann: The next six to eight months is when we're starting to lay things out, lay out the concepts and shape it. Refine it as we move through the process.

David Riley: we want to bring concepts to the CAC and start to get input from you and then take it back to the public to work through some of the concepts with the larger community and see what makes the most sense from their perspective. Understand what they think is missing and what elements people want to see. That is the overall approach, to start engagement over this next phase with the CAC and Technical Advisory Committee, to get input, then go to the larger public.



11. In terms of the vacant lots adjacent to the Inner Loop North, just like we're trying to combine efforts with Roc the Riverway and with the State Park, is there anything else the Neighborhood Association should be thinking about to add at this point?

David Riley: We are aware Marketview Heights has an Urban District Plan, the CONEA neighborhood has a master plan. Those are things we are taking into account along with thinking about what the land use will be. That is what Sean's team (MKS) is starting to look into, those kinds of documents to get an idea of the planning that has been done to date and what the community has already expressed.

Sean Hare: I've already met with some folks from the City that are involved with the State Park project, and we've been coordinating with the Transformation Study group as well. That leaves Roc the Riverway which we will keep meeting to stay updated on the ongoing initiatives. As far as adjacent neighborhood studies and their inputs, I've seen some of the work from Marketview Heights and I was the consultant who did the CONEA Neighborhood Master Plan so I'm familiar with it. A specific goal of our engagement process is having neighborhood involvement, to do whatever it takes to ensure we're meeting residents of the area. Development opportunities will bring other people to the area, but we need to primarily engage with the people who currently live in the area now. The engagement for the Development and Mobility Study will be more targeted and we will go to the neighborhood if attendance from residents is down.

Kimberly Baptiste: Some of the neighborhood groups are waiting for meetings to reconvene in the fall, trying to avoid some of the scheduling conflicts that arise in the summer. Those are on our radar for this fall. Over the summer, we've really been focusing on some of those informal interventions for outreach, so some of those pop-up efforts. We've probably done over a dozen over the course of the summer. Those will continue along with more formal outreach as we get back into the fall with some of those targeted groups and local organizations.

12. If you could nail down and select the date and time at the earliest moment possible and communicate that out, that allows us to do some things about make sure we can attend or have someone in as a backup. A firmer schedule earlier would be great.
13. Where will the fill dirt come from and what are the requirements for fill? A mix of soil and stain, chemical free, etc.?

Jim Hofmann: There is a New York State DOT specification that outlines the need for clean fill. It is material that will provide structural support for the road and the infrastructure. There is a very detailed outline of what's acceptable and what is not. We are not sure where it will come from yet. As part of the design process come up with the amount of fill that is required then it is up to the contractor to identify where to get it from. For Inner Loop East a lot of it came from other local municipalities that had excess material available. We will be looking more at fill in more detail in the design phase of the project.