

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