Project Updates

Inner Loop North Transformation Project – Preliminary Design Phase

TAC Meeting #3

January 14, 2025 (Virtual)

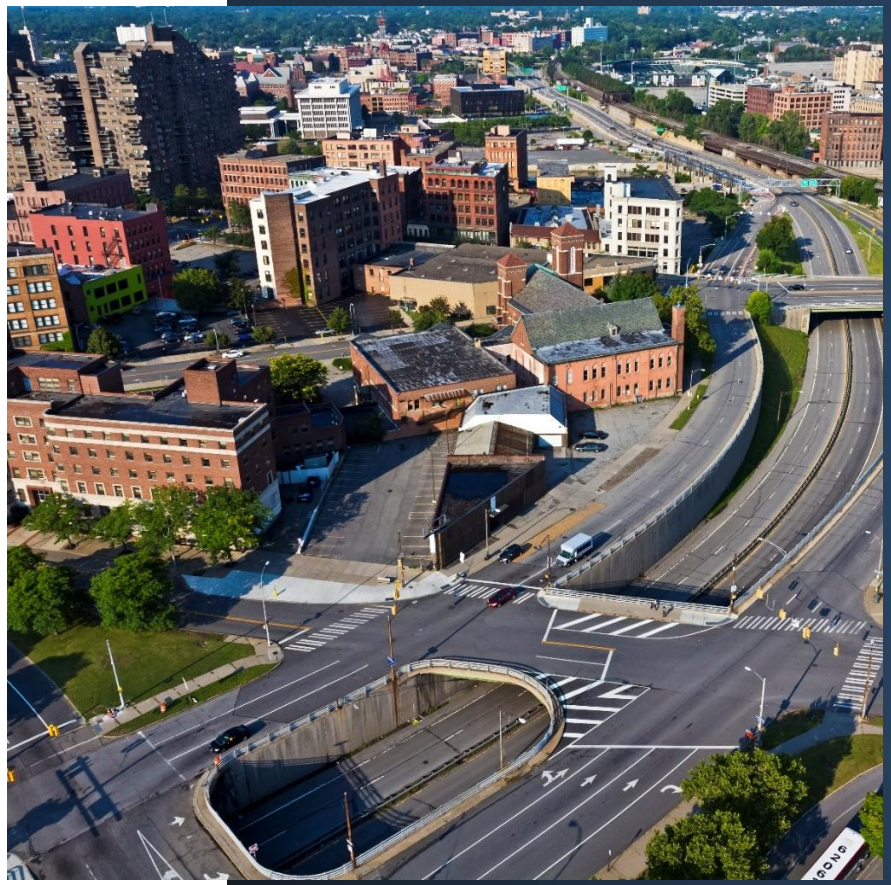
Welcome

Agenda

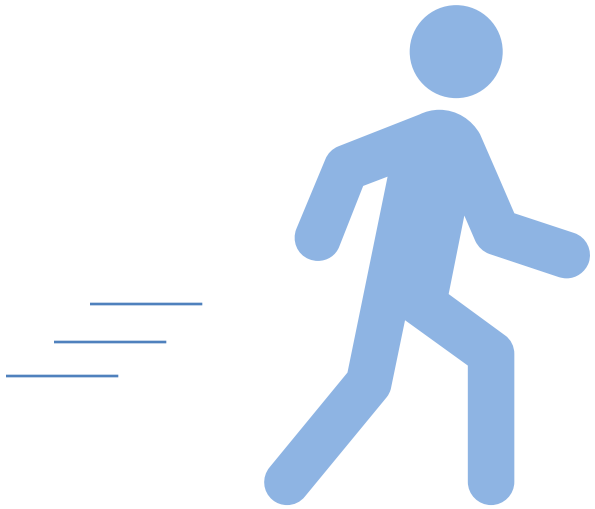
Project Updates

- **Funding**
- **Engagement & Coordination**
- **Traffic**
- **Design**
- **Environmental**
- **Mobility & Development Strategy**

Discussion & Next steps



Project Journey: Building Blocks



Construction Phase (Start in 2027)

Final Design Phase (2025-2026)

Preliminary Design Phase (2024-2025)

Scoping Phase (2023 – 2024 Complete)

Planning Phase (2020 – 2022 Complete)

Project Updates

Funding Update

WXXI NEWS npr

WXXI News
BBC Newshour

NEWSLETTER SCHEDULE CONNECTIONS: TALK SHOW SMART SPEAKERS NEWS ARTS NY PUBLIC NEWS

Local News

Say goodbye to the Inner Loop. Schumer secures $100 million for highway removal

WXXI News | By Brian Sharp
Published January 7, 2025 at 1:15 PM EST

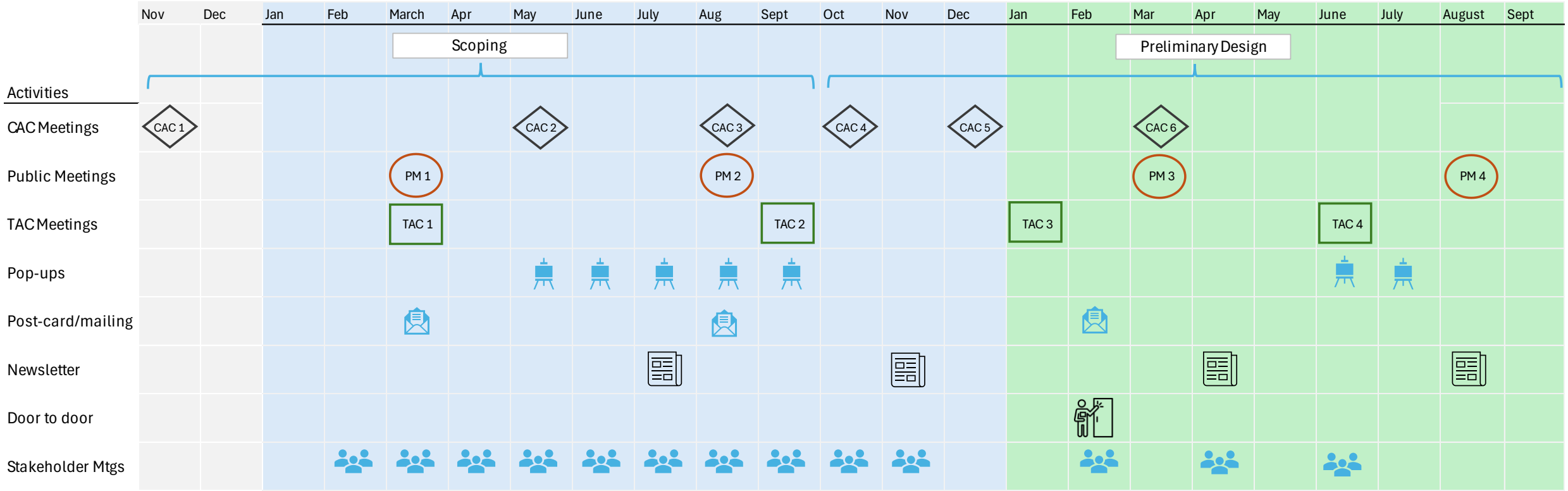
Max Schulte / WXXI News

The north section of the Inner Loop looking south from the Marketview Heights neighborhood.

Plans to remove the remaining Inner Loop stretch got a major boost Tuesday thanks to a $100 million federal grant announced by Senate Majority Leader Chuck Schumer.

Engagement & Coordination

Public Engagement



Community Advisory Committee (CAC)

- Meeting #4: October 22, 2024
  - Discussed eastern portion of the corridor
  - Reviewed various cross-section options for University, Delevan, Lyndhurst, Scio
- Meeting #5: December 10, 2024
  - Review updated cross-sections for University
  - Discuss central portion of the corridor
- Meeting #6: Date TBD – March 2025

Overview of Feedback from CAC

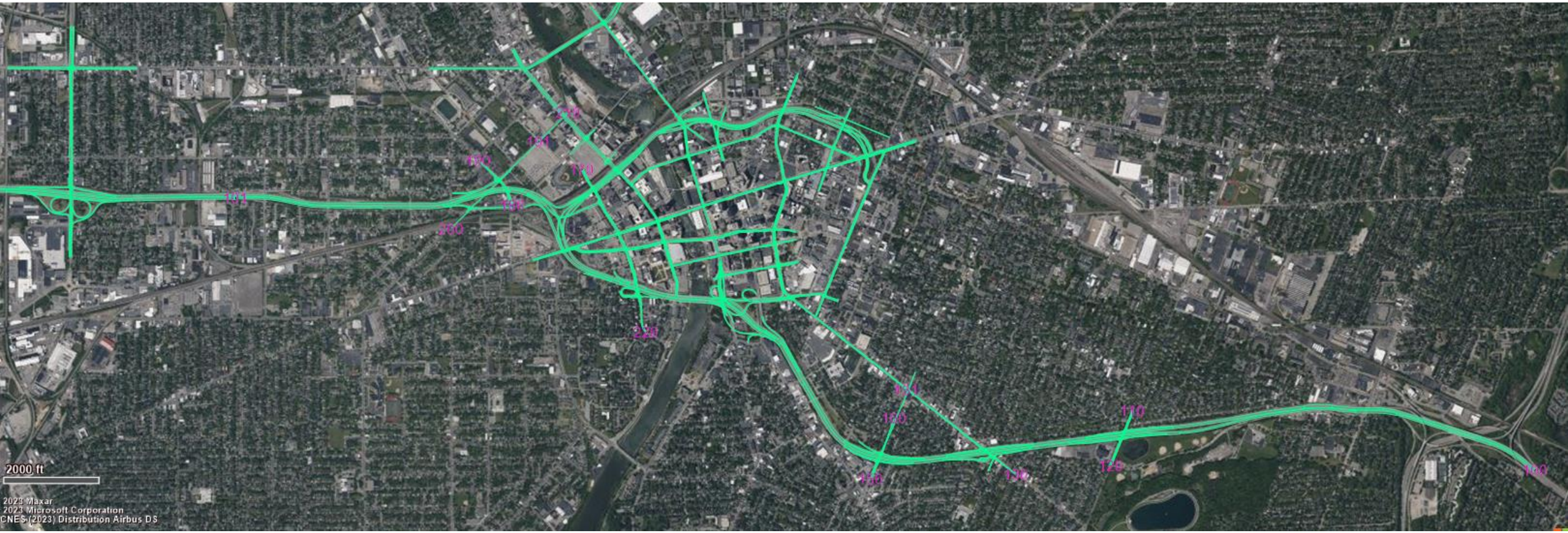
- Traffic calming
- Design features for accessibility (tactile warnings/directional indicators, accessible on-street parking, curb cuts etc.)
- One-way directional bike lanes
- Wider sidewalks where possible
- Additional north/south street connections where possible
- Discussion of Lyndhurst one-way/two-way (ongoing)
- Discussion of street layout/configuration of Lyndhurst and Delevan intersections at North street (ongoing)

Coordination

- RG&E – 9/19/24
- Empire State Development/High Falls State Park briefing & coordination – 10/21/24
- River Forum – Genesee Land Trust/multi-agency event – 11/17/24
- Site Tour with Senator Cooney's office – 11/25/24
- FHWA coordination meeting – 12/3/24
- Rochester Fire Department meeting – 12/18/24
- Assemblyman Bronson briefing – 1/10/25
- More to come (stakeholder group meetings, utilities, agencies)

Traffic

Traffic Overview



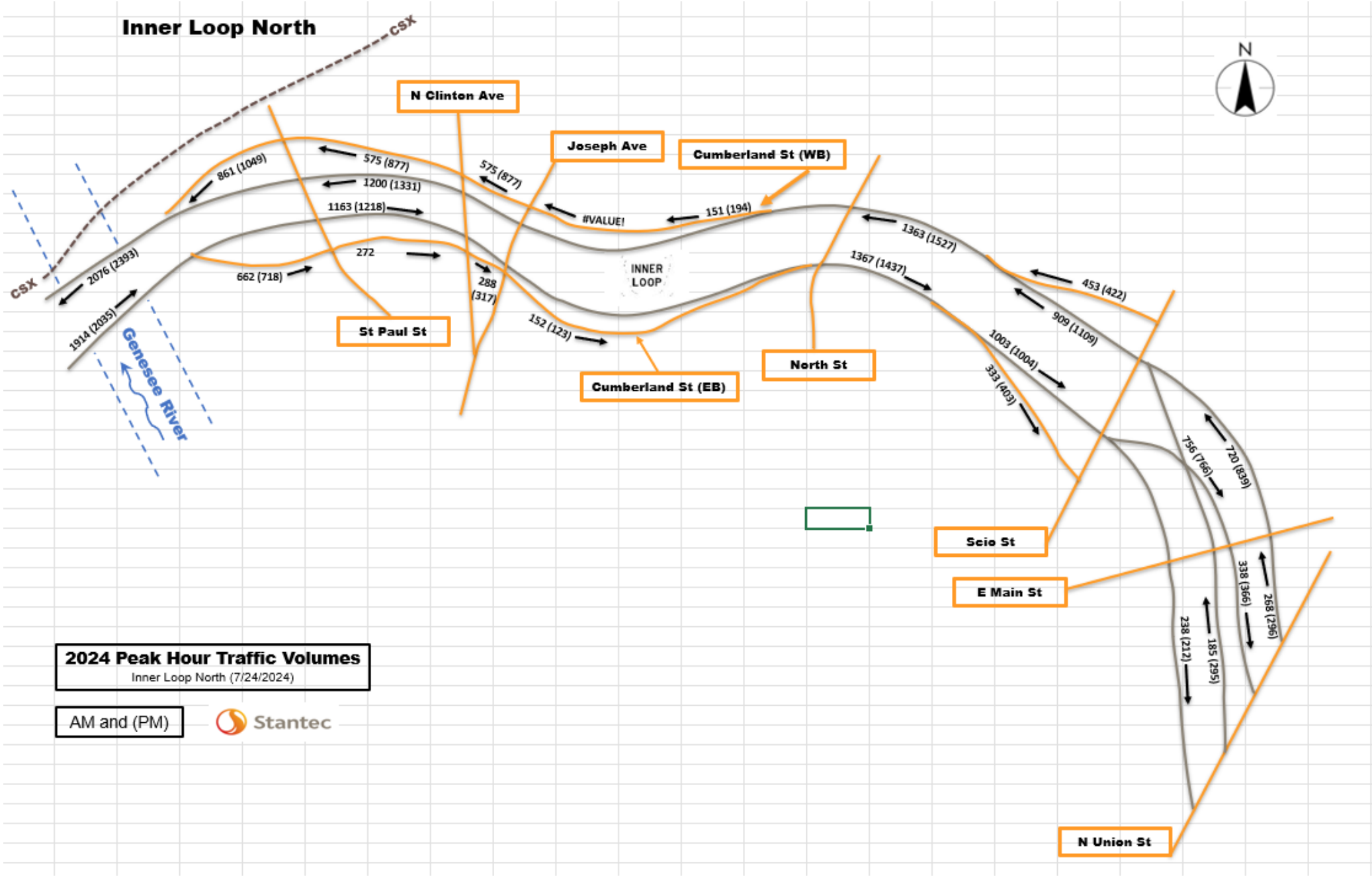
VISSIM Model Calibration

- The VISSIM model is calibrated to existing conditions against set criteria.
- Data collected includes travel time runs and queue measurements.
- Travel time runs were collected on I-490, Inner Loop and City Streets.
- Queue measurements were collected at multiple intersections.
- NYSDOT and FHWA will review of Calibration Summary Memo.

Criteria and Measures	Calibration Acceptance Targets
Sum of All Link Flows	Within 5% of sum of all link counts
Travel Times Within 60 seconds	>85% of cases
Intersection Approach Queue Lengths	Within 20% for queues > 1,500 ft Within 300 ft for queues < 1,500 ft
Corridor Travel Speeds	Within 10 mph
Visual Audit Visually Acceptable Speed-Flow Relationship Visually Acceptable Queuing	To satisfaction of project team

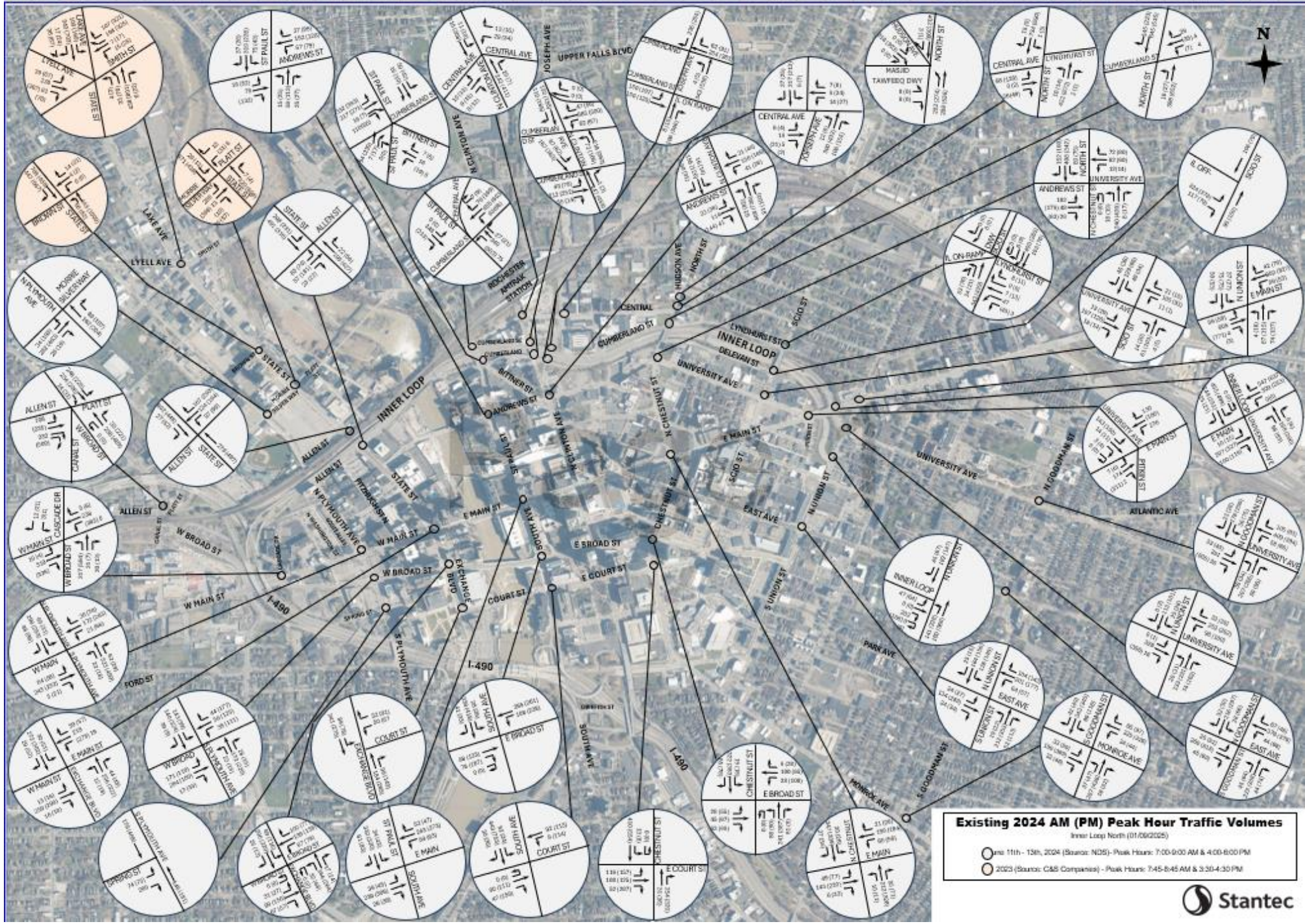
Volume Diagrams

(Expressways)



Volume Diagrams

(Intersections)

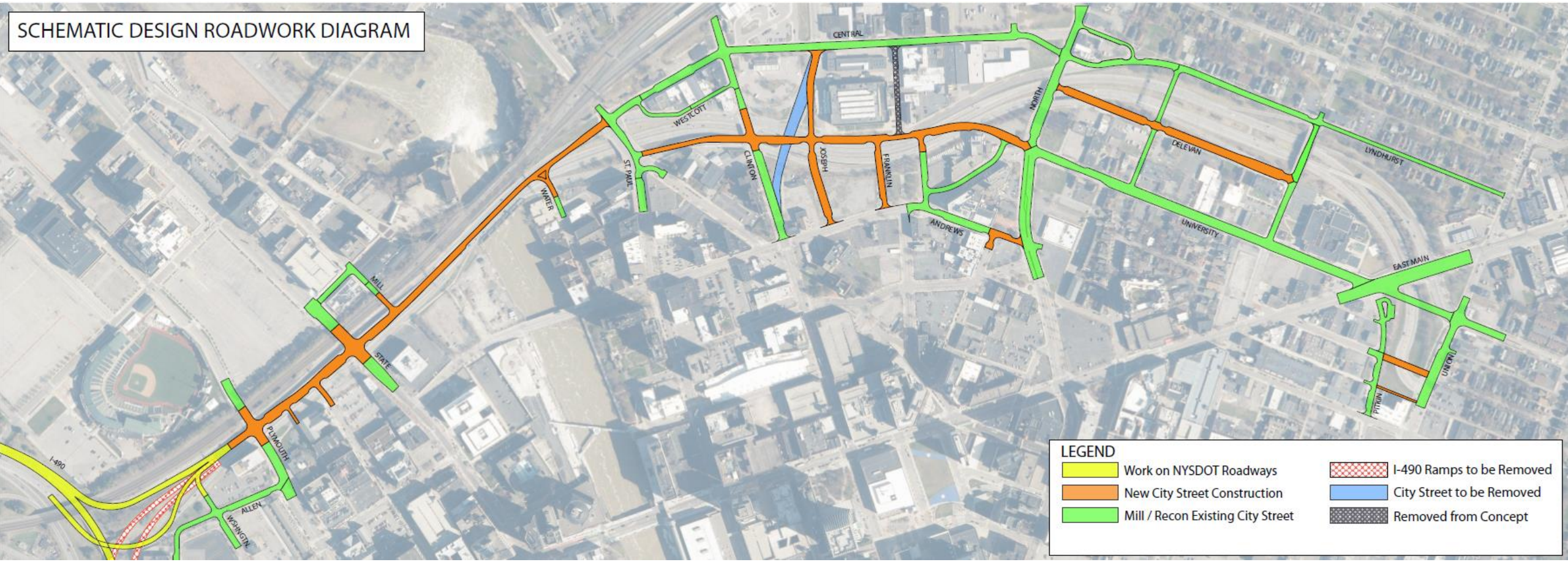


Traffic Status and Schedule

- All traffic volumes, travel times and queue measurements - **complete**.
- VISSIM model built for existing and build (concept based) - **complete**.
- Traffic Volumes balanced in the model - **complete**.
- Meet with FHWA to review calibration process/status - **January**.
- VISUM O-D pair matrices is underway. **January**.
- Calibration Memo to NYSDOT/FHWA. **February.**
- VISSIM import of O-D pair matrices. **February.**
- Existing (2024) and ETC Model results. **February/March.**

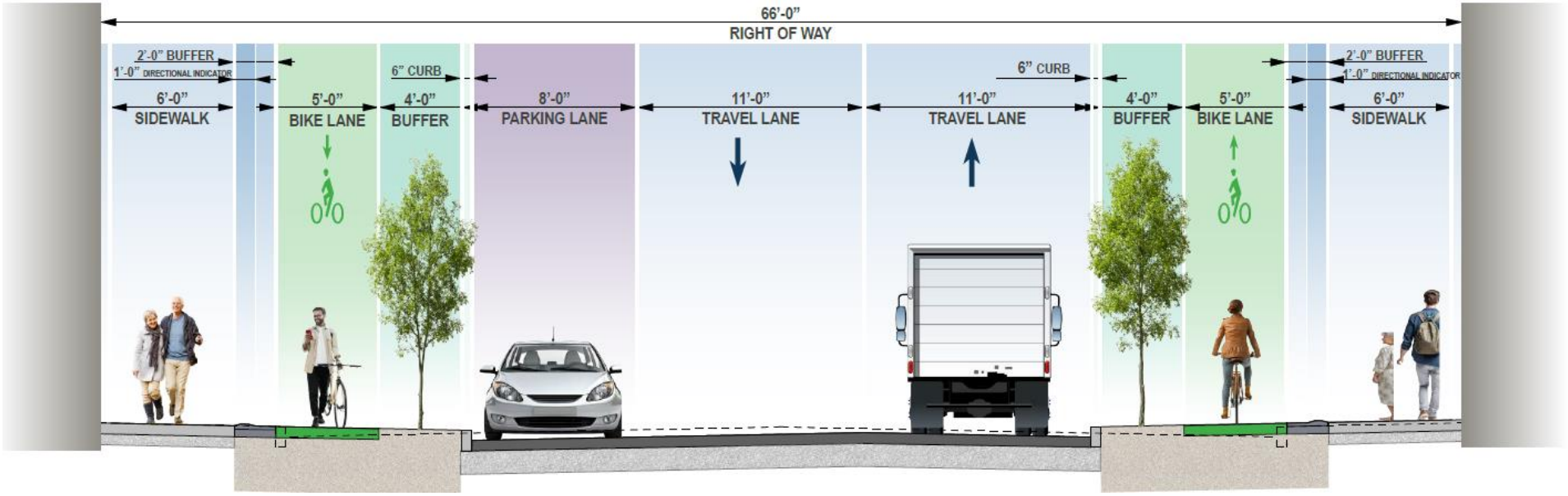
Design

Project Limits



Cross-Sections

- University Ave
- Delevan
- Lyndhurst



University Ave

St. Paul Intersection

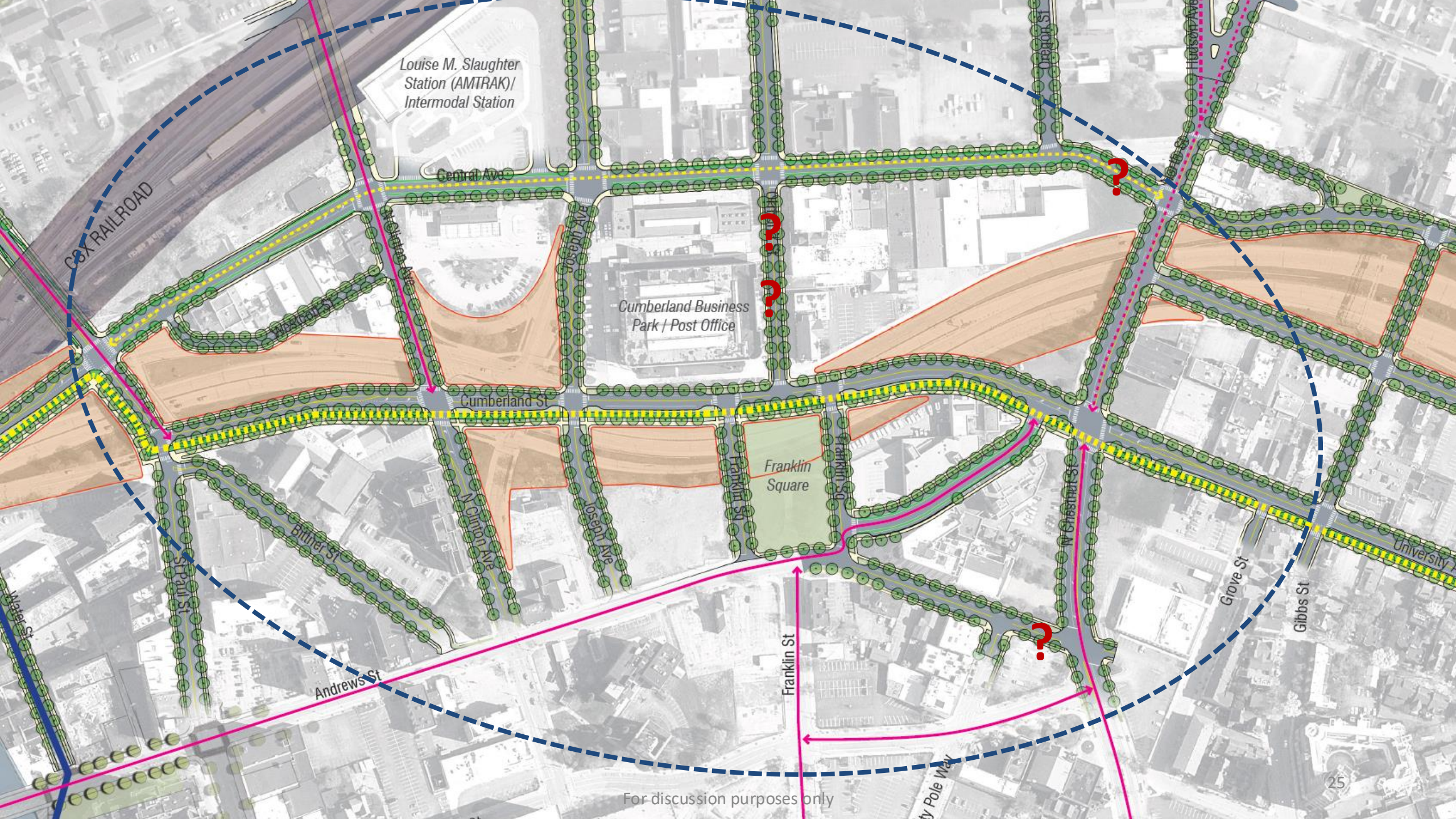

High Falls
Terrace Park
CSX RAILROAD
Central Ave
Cumberland St
Andrews St
Water St
St Paul St
Brither St
N Clinton Ave
Joseph Ave
GENESEE

St. Paul Underpass

- Reviewing/exploring profile options

Other design considerations

- Andrews Street/Liberty Pole way - at Franklin Square Park
- Cycle track (alignment, north/south side of street, type)
- Franklin Square Park (circulation, streets, access)
- As shown in concept, these alignments could impact private property:
  - Ormond Street
  - Liberty Pole Way
  - Central Ave & North Street
  - Joseph Ave alignment near old Post Office building



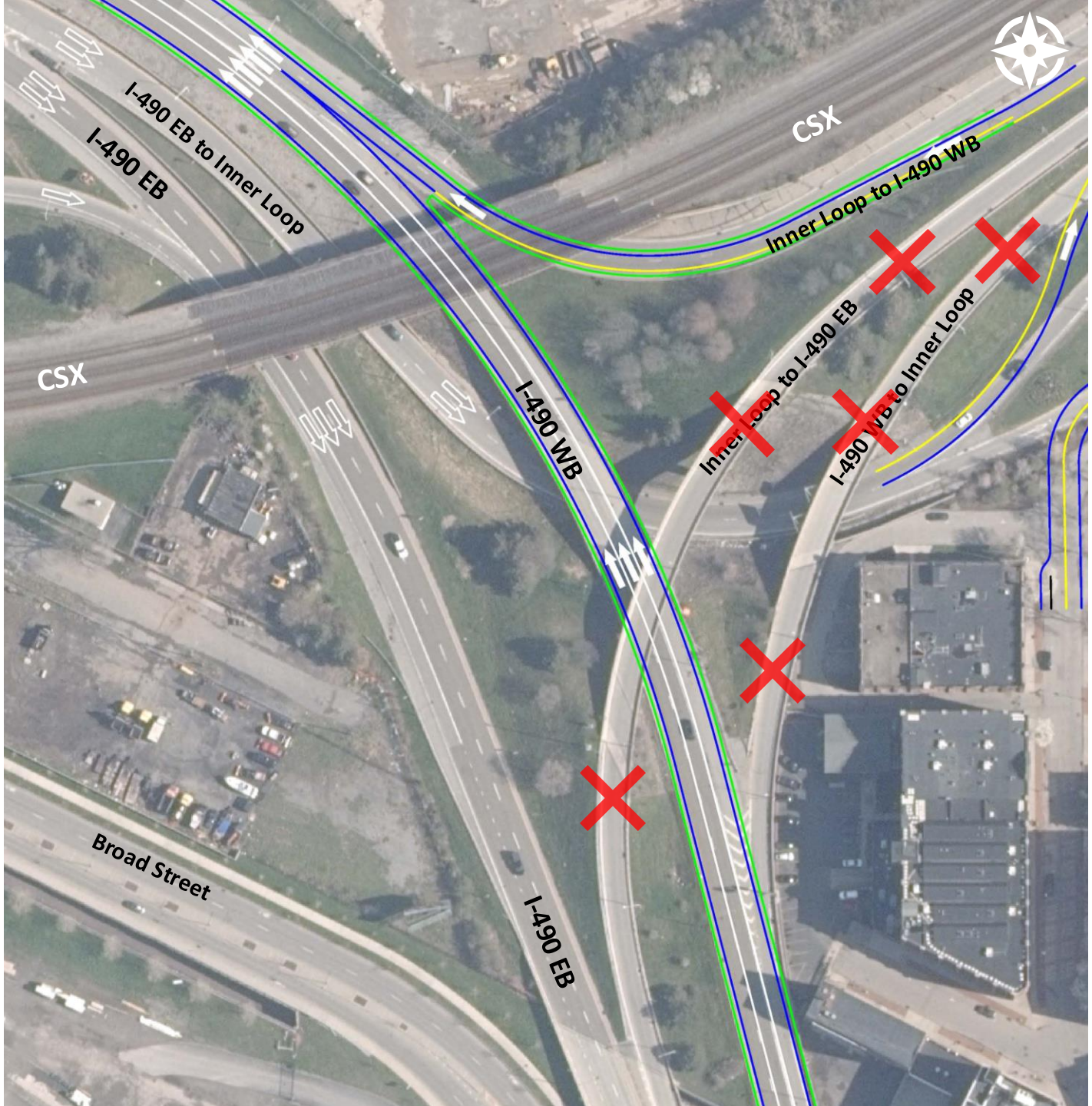
For discussion purposes only

I-490 Existing

- **I-490 WB** is currently **2 lanes** between the Inner Loop off and On-ramps.
- The **I-490 EB on ramp** is currently **2 lanes.**
- **I-490** has several short 2 lane segments while the expressway is primarily 3 lanes.

I-490 Concept 6A

- **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**.



Environmental

Social, Economic, Environmental Topics

Scoping determined the following topics should be evaluated further during Preliminary Design:

- Land Use
- Zoning
- Neighborhood and Community Cohesion
- Schools and Places of Worship
- Regional and Local Economies
- Stormwater
- Ecology and Wildlife
- Threatened/Endangered Species
- Historic/Cultural Resources
- Parks and Recreational Areas
- Visual Resources
- Air Quality
- Noise
- Asbestos/Hazardous Waste/Contaminated Materials
- Construction effects
- Indirect/Secondary/Cumulative Effects
- NEPA & SEQR (evaluating determinations)
- Environmental Justice
- Section 106 Review

No expected effects

- **Navigable waters**
- **Coastal Resources**
- **Floodplains**
- **Wetlands**
- **Surface water**
- **Groundwater Resources**
- **Land and Water Conservation Fund (LWCF) Resources**

Environmental Justice

- **Environmental Justice** (EJ): fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- Federal and state policy: goal is to ensure that transportation projects do not disproportionately impact minority and low-income populations.
- Analysis process for Inner Loop North:
  - Identify EJ populations via demographic analysis
  - Assess potential effects of the project.
  - Develop plan to avoid or mitigate any potential "adverse" effects (such as impacts during construction).
  - This analysis will be part of the Design Report.

New York State Department of Transportation EJ Guidance: https://www.dot.ny.gov/divisions/engineering/environmental-analysis/manuals-and-guidance/epm/repository/Environmental%20Justice%20Workbook.pdf

Mobility and Development Strategy

Updates

- Neighborhood and Business Development kicked off project in August 2024
- Team has held two PAC meetings, four stakeholder meetings, one public open house, additional meetings with interested parties and experts
- Consultants have reviewed existing conditions and previous studies
- Taking input to date, team is now creating development framework concepts for sub-areas along the project corridor
- Next PAC meeting: February or March 2025
- Public meeting: Spring 2025

Next Steps

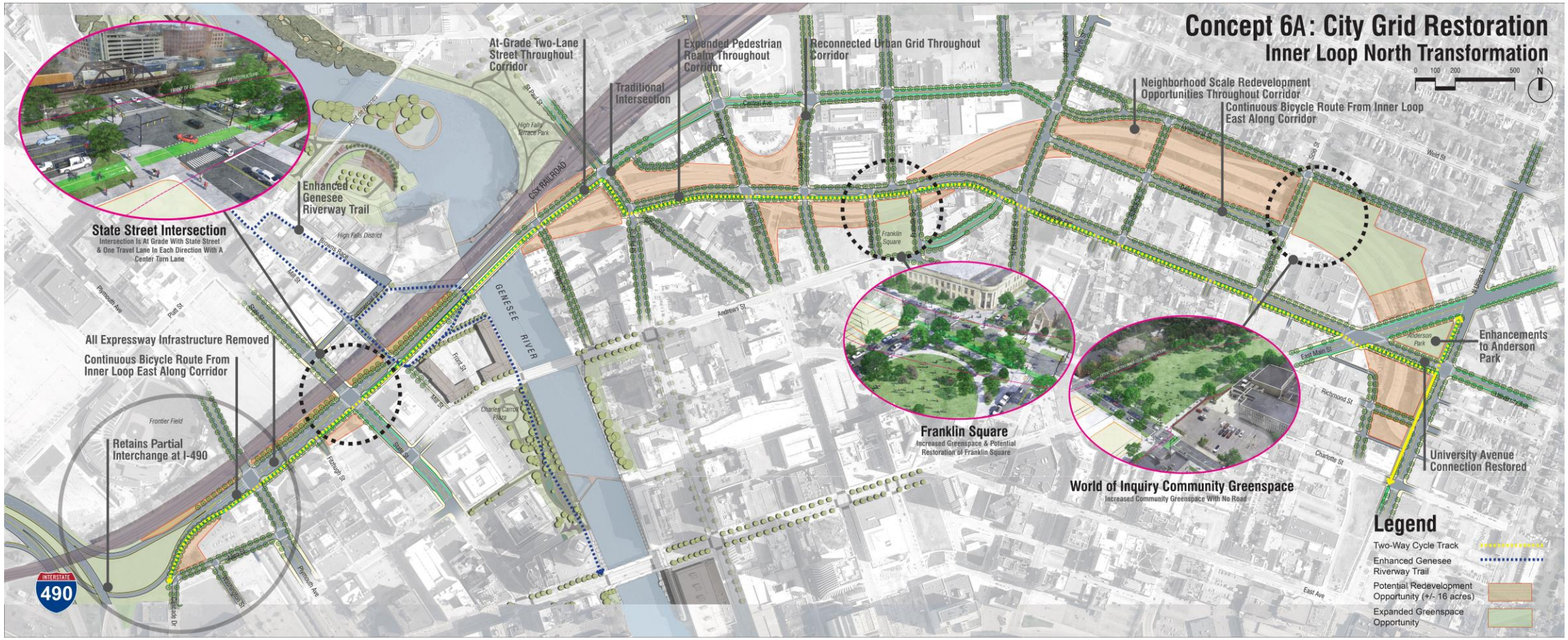
Next Steps for Q1

- Continue preliminary design
- Continue Design Report & environmental analyses
- Public Meeting – TBD March 2025
- CAC #6 – March 2025

Reference Slides

Origin-Destination (O-D) Pairs

- An Origin-Destination (O-D) Matrices is created to inform trip diversions.
- Existing Traffic Count Volumes are utilized in this process.
- O-D pairs (zones) are created at the entry and exit points of the model.
- A program called VISUM is being utilized to establish O-D pairs. VISUM is a macroscopic analysis program and compatible with VISSIM.
- First step uses the total approach or departure volumes at intersections. These volumes served as production and attraction inputs for the trip generation step of the OD matrices development.
- Next a gravity model is created to distribute trips between zones. The gravity model utilizes a travel time skim matrix to distribute traffic on the links and accounted for spatial separation and travel impedance.


Concept 6A: City Grid Restoration
Inner Loop North Transformation
0 100 200 500 N
At-Grade Two-Lane Street Throughout Corridor
Traditional Intersection
Expanded Pedestrian Realm Throughout Corridor
Reconnected Urban Grid Throughout Corridor
Neighborhood Scale Redevelopment Opportunities Throughout Corridor
Continuous Bicycle Route From Inner Loop East Along Corridor
Enhanced Genesee Riverway Trail
State Street Intersection
Intersection Is At Grade With State Street & One Travel Lane In Each Direction With A Center Turn Lane
All Expressway Infrastructure Removed
Continuous Bicycle Route From Inner Loop East Along Corridor
Retains Partial Interchange at I-490
Franklin Square
Increased Greenspace & Potential Restoration of Franklin Square
World of Inquiry Community Greenspace
Increased Community Greenspace With No Road
Enhancements to Anderson Park
University Avenue Connection Restored
CSX RAILROAD
GENESEE RIVER
Legend
Two-Way Cycle Track
Enhanced Genesee Riverway Trail
Potential Redevelopment Opportunity (+/- 16 acres)
Expanded Greenspace Opportunity

Preferred Concept
(Concept 6)