



Rochester's Inner Loop Transformation

ERIK FRISCH, DEPUTY COMMISSIONER

CITY OF ROCHESTER

DEPARTMENT OF NEIGHBORHOOD & BUSINESS DEVELOPMENT



Malik D. Evans, Mayor



City of Rochester, NY
Rochester City Council

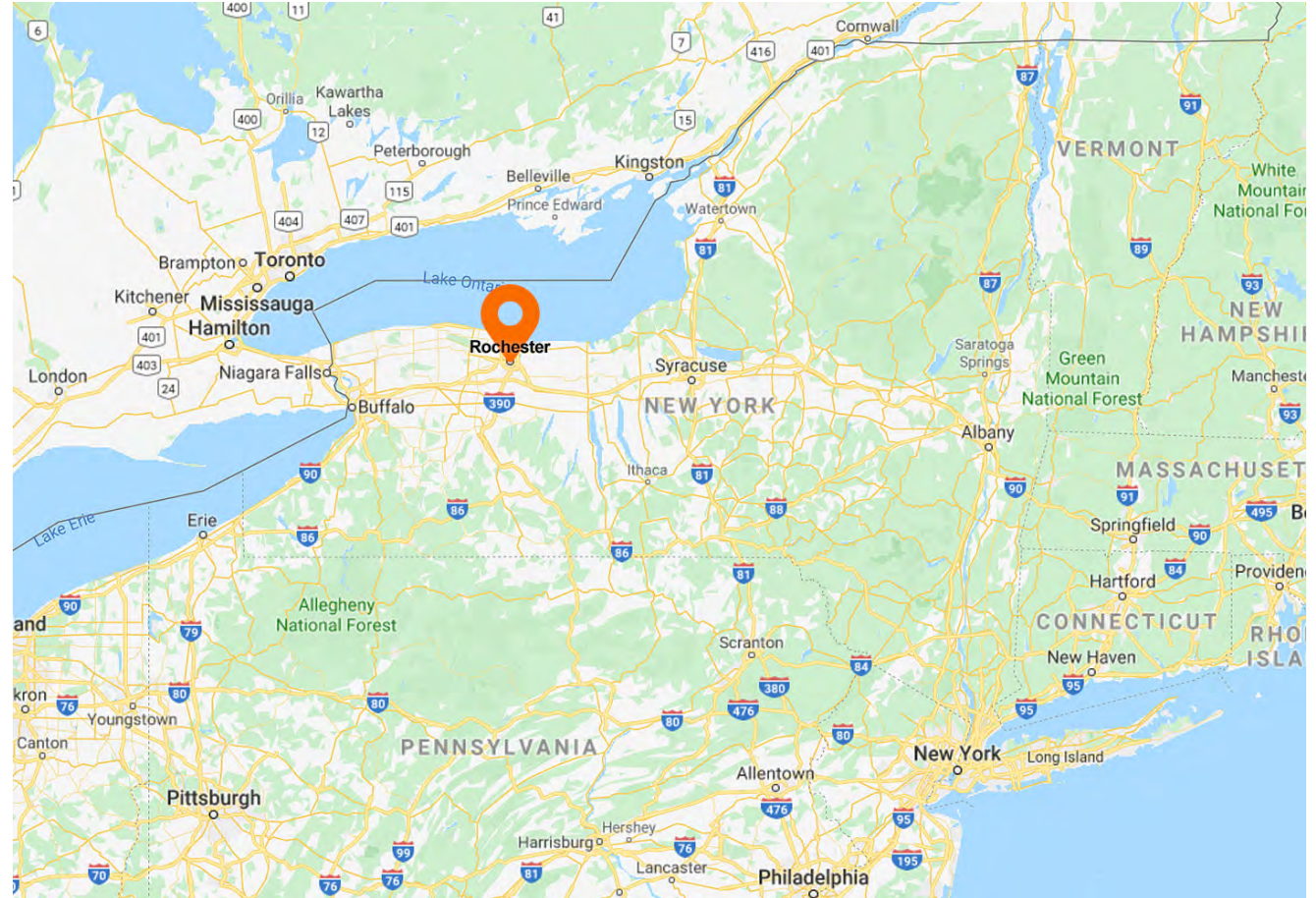
Rochester?

City Population: 211,000 (2020)
Peaked in 1950 at 332,000

Metro Population: 1.2 million

Lake Ontario

Closer to Toronto than NYC



Downtown Rochester – 1930 vs 1961



Background

Never Lived up to Expectations

Contributed to Suburbanization & Segregation

Walled off Downtown from Adjacent Neighborhoods

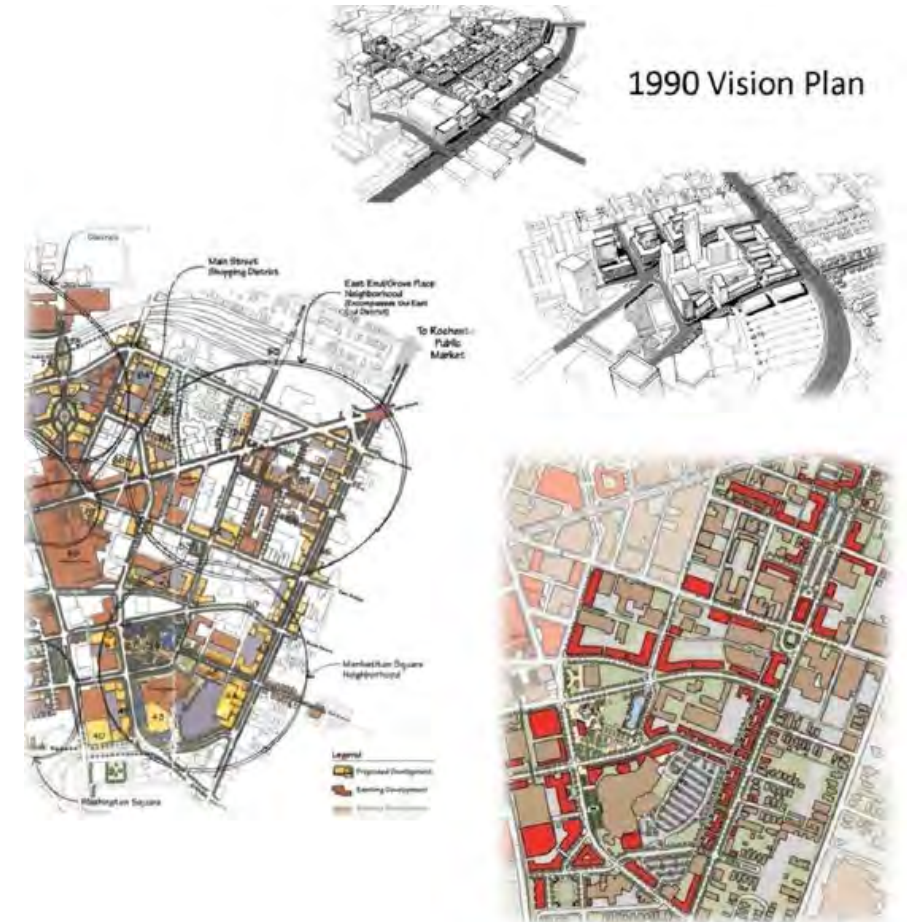
Depressed Property Values, Discouraged Growth

Safety, Noise, Quality of Life Impacts

Deteriorating Condition Exacerbated Negatives

First Appeared in 1990 Vision Plan for Downtown

Inner Loop Improvement Study - 2001



Why Highway Removal?

- Equitable Outcomes
- Right Size Overbuilt Infrastructure; Reduce Lifecycle Costs
- Reconnect Neighborhoods, Restore Historic Street Grid
- Enhance Walkability, Bike-ability of Urban Core
- Generate Investment, Economic Development
- Inner Loop East – Completed 2017; Inner Loop North – Planning Phase Nearly Complete



Inner Loop East

TIMELINE

- Planning Study – Completed 2001
- Scoping & Preliminary Design – 2009 to 2013
- Final Design – Summer 2013 to Spring 2014
- Bid & Award – Summer 2014
- Construction – Fall 2014 to Fall 2017
- Infill Development – Began Spring 2018 & Ongoing
 - ~6 acres new land leveraging over 500 housing units (>50% below AMI), hotel, commercial space

COST

- Design: ~\$3 million
- Construction: ~\$21 million

FUNDING

- Federal: \$~20 million
- State: \$3.5 million
- City: \$0.4 million

Downtown Rochester - 2015



Downtown Rochester - 2021



N Union St at Charlotte St - 2012



N Union St at Charlotte St - 2021



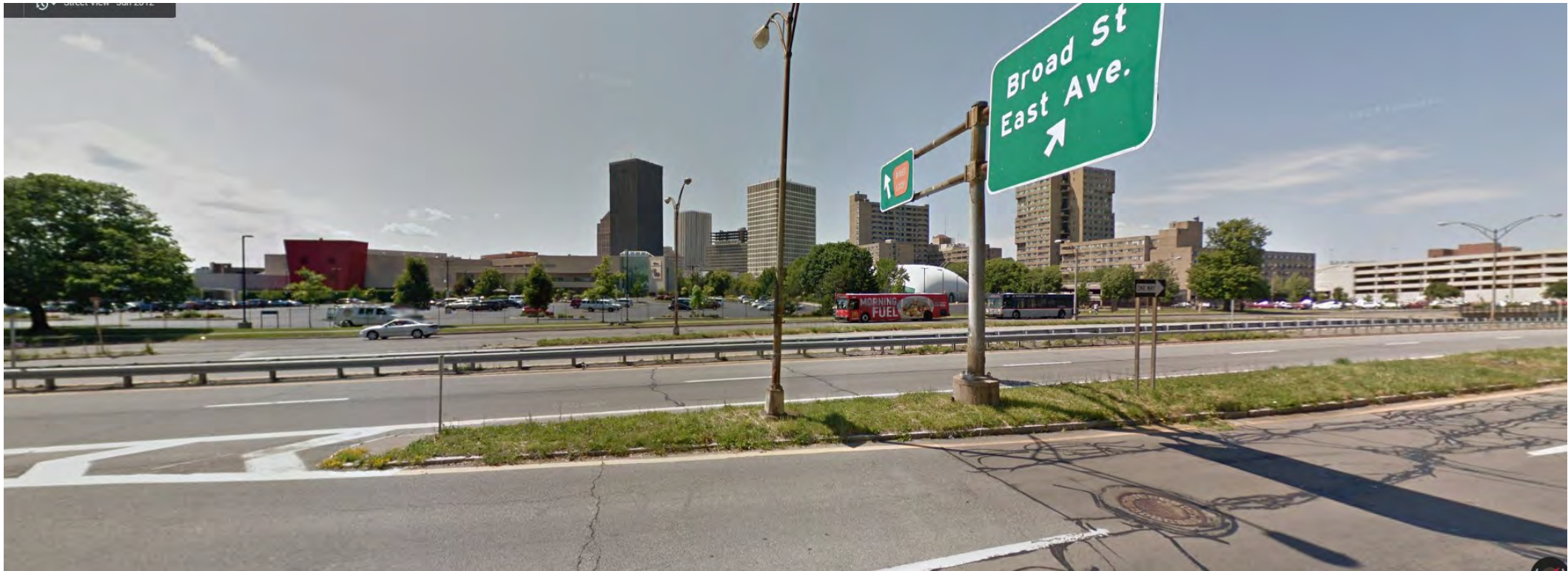
N Union St at Broad St - 2014



N Union St at Broad St - 2021



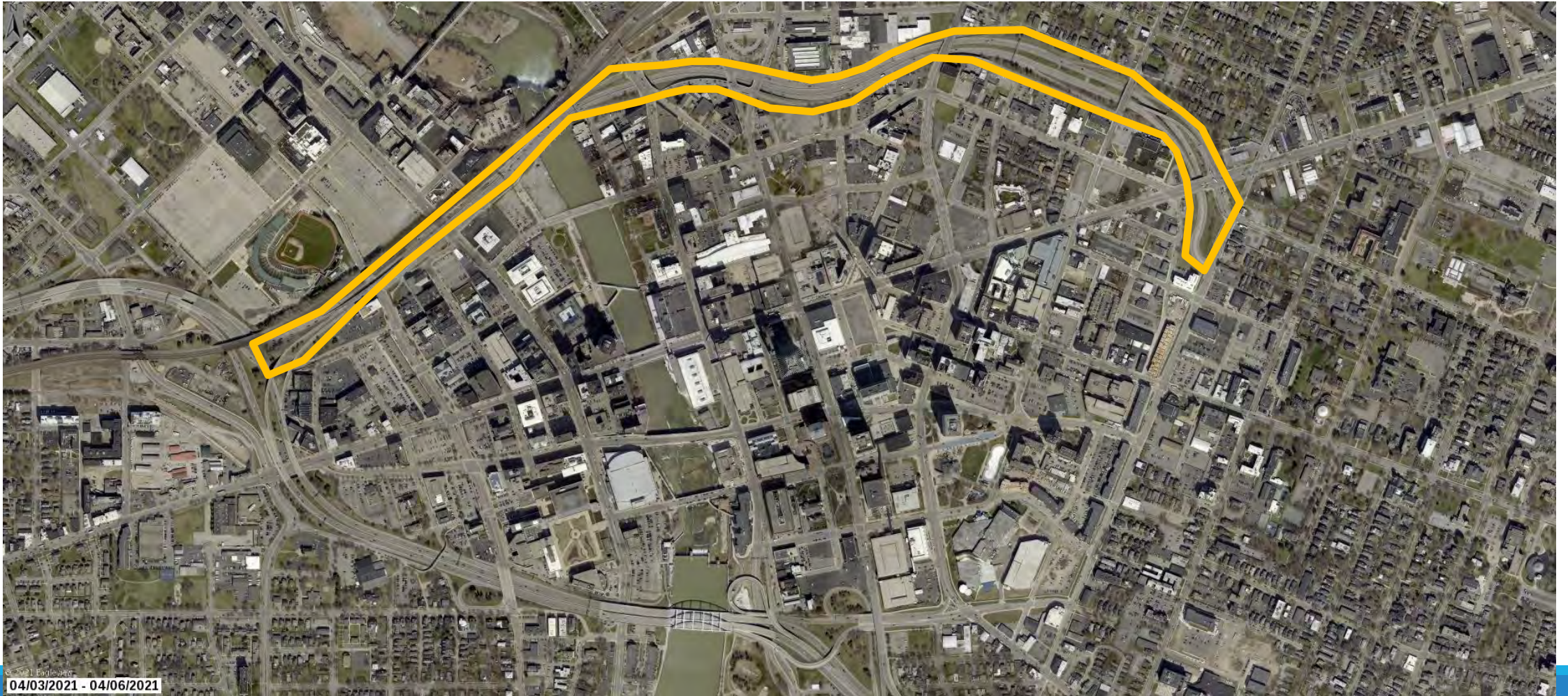
N Union St at Adventure Pl - 2012



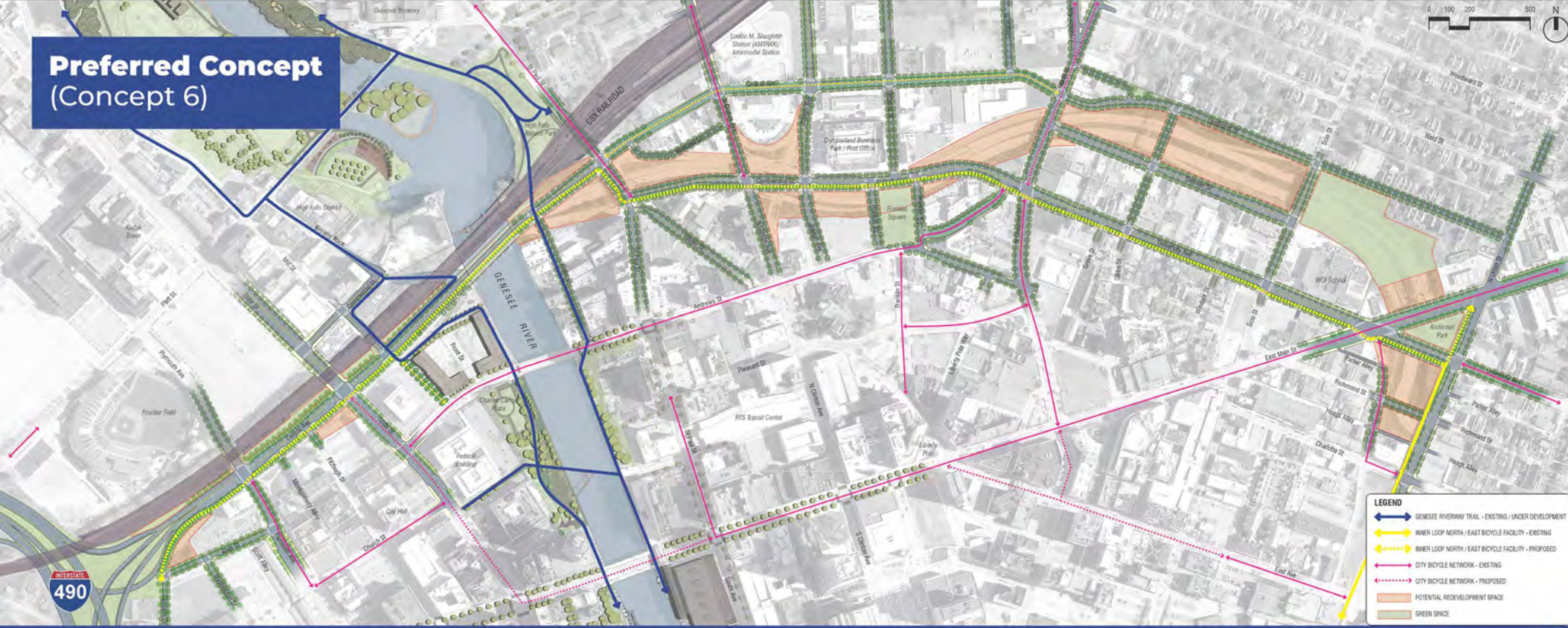
N Union St at Adventure Pl - 2021



Inner Loop North



Inner Loop North



Inner Loop North

TIMELINE

- Planning Study – Spring 2020 to Spring 2022
- Preliminary Design – Summer 2022 to Summer 2023
- Final Design – Summer 2023 to Spring 2024
- Bid & Award – Summer 2024
- Construction – Fall 2024 to Fall 2027
- Infill Development – Beginning Summer 2027
 - ~25 acres new land to be created

COST

- Design: ~\$8M
- Construction: ~\$90M

FUNDING

- State: \$1M for Planning Study

NOTE: Governor Hochul announced \$100M funding commitment through NYSDOT Five-Year Capital Plan on March 7.

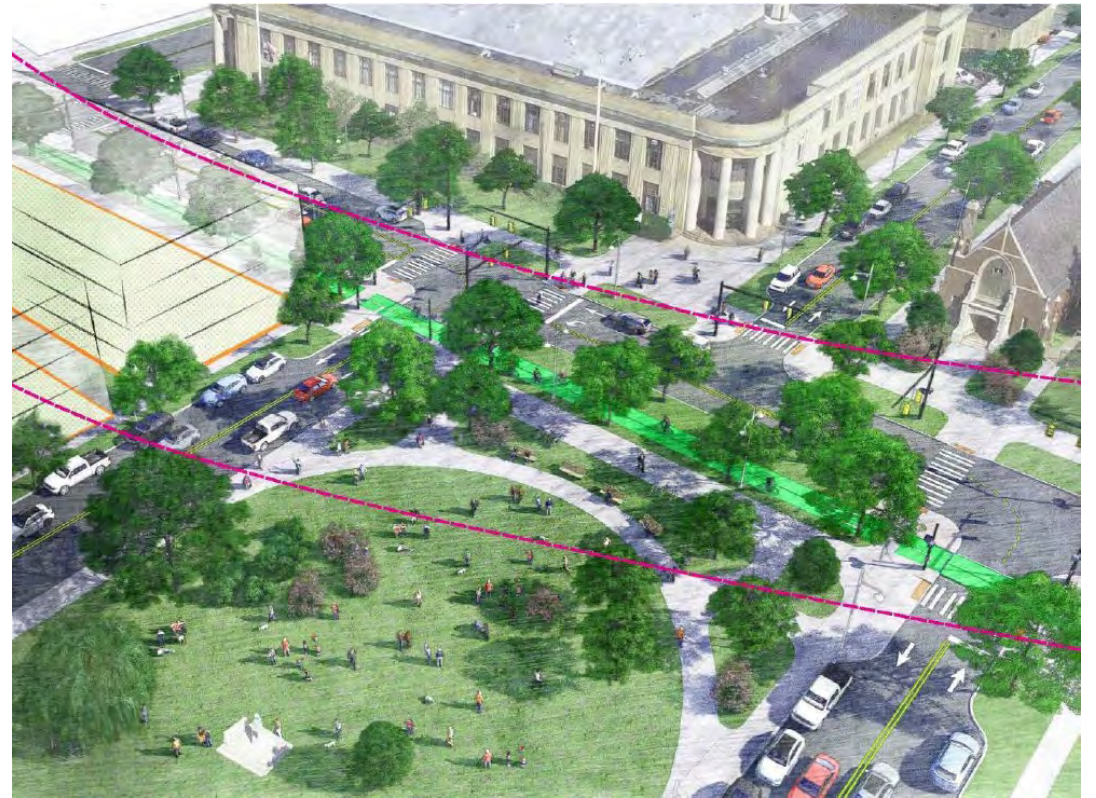
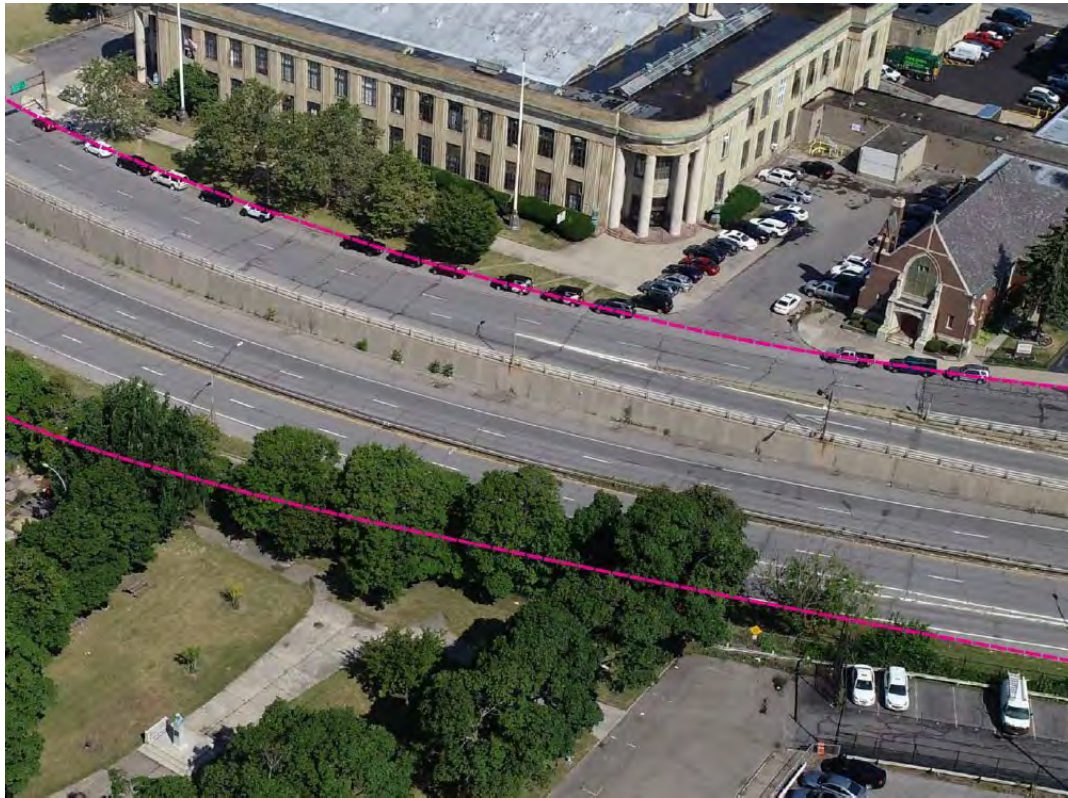
Inner Loop North



Inner Loop North



Inner Loop North



Reconnecting Communities

Highways to Boulevards Pilot Program

Federal Reconnecting Communities

Background

- Authorized in 2021 Infrastructure Investment and Jobs Act (IIJA)
- New, first-of-its-kind federally -funded program to reconnect communities divided by transportation infrastructure



Funding Availability

\$1B of discretionary program;
Anticipated spring 2022

Purpose

To reconnect communities divided by transportation infrastructure through planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address legacy impacts

Proposed State Pilot

Reconnecting Communities: Highways to Boulevards



State Transportation Budget Package

Pilot is part of the state's
larger transportation
budget package



Goals & Outcomes

Of program planning
and implementation



Eligible Project Types

To receive program
funding

Goals & Outcomes

Advance Health and Equity Outcomes

for underserved communities by removing health, safety, and access barriers associated with transportation infrastructure within communities

Improve Access to Opportunity

by improving travel options and reducing combined household transportation and housing costs for underserved communities

Create Opportunities for Affordable Housing

and affirmatively further fair housing

Avoid or Minimize Displacement

whether direct or indirect, from project implementation

Mainstream community-based transportation planning

Including strategies, processes, and procedures



Mandela Parkway, Oakland



Embarcadero, San Francisco

Eligible Project Types

Planning



Community
engagement

Leadership activities

Planning documents

Environmental documents

Interim design solutions

Eligible Project Types

Implementation



- Conversion or capping of an access-controlled state operated route
- Conversion of a conventional highway into a multimodal surface street
- A project that significantly enhances multi-modal connectivity along or across a state highway without conversion or capping
- Early action projects

Requirements for All Project Types

- ✓ Must be along or on the state highway or a state-operated route
- ✓ Must enhance accessibility for walking, biking, and transit
- ✓ Must demonstrate partnership agreement with the local Caltrans District
- ✓ Must demonstrate community leadership and involvement
- ✓ Must demonstrate leveraged match funds

Questions?

Contact Us!



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