

BUFFALO REPORT CARD

TRIP has assigned the following letter grades to the components comprising the Buffalo metro area highway system.

	GRADE	COMMENT
Roads	C-	<i>In 2003 (the latest year for which data is available), 17 percent of roads in the Buffalo metro area were rated in poor condition and an additional 23 percent were in mediocre condition. TRIP has provided a list of heavily traveled roads in the Buffalo area that have significant deterioration and are in need of repair.</i>
Bridges	C-	<i>More than two-fifths – 42 percent - of bridges (20 feet or longer) in the Buffalo area are in substandard condition. Four percent of bridges in the Buffalo area are rated as structurally deficient and 38 percent are functionally obsolete. TRIP has provided a list of the ten most structurally deficient, heavily traveled bridges in the Buffalo area.</i>
Congestion	B-	<i>Thirteen percent of urban arterials in the Buffalo area are considered congested because they carry more traffic than they were designed to handle, causing significant rush hour delays. TRIP has provided a list of ten sections of roadway in Buffalo that experience the highest level of traffic congestion.</i>
Safety	C-	<i>The Buffalo area has a traffic fatality rate of 7.5 fatalities per 100,000 people, which is higher than the statewide urban fatality rate and lower than the national urban fatality rate. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips can reduce traffic fatalities and serious accidents.</i>

Pavement conditions on Buffalo’s major roads are well below desirable standards, with nearly half of roads in the Buffalo metro area in substandard condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.

- Seventeen percent of Buffalo’s major roads are rated in poor condition, and an additional 23 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.
- Thirty-six percent of Buffalo’s major roads are in good condition. A desirable goal for state and local organizations that are responsible for road maintenance is to keep 75 percent of major roads in good condition.

The following is a list of 10 heavily traveled sections of road in the Buffalo area that have significant deterioration and are in need of repair:

Route Name	City, Town, Village	From	To	Length (Miles)	Work Needed	Daily Traffic	Lanes
NY 78	Cheektowaga, Lancaster, Clarence, Amherst, Erie Co.	CR 324, Aero Dr	NY 5, Main St	1.2	Reconstruct & Widen	44,100	4, 6
NY 5	Hamburg & Lackawanna, Erie Co.	NY 179, Milestrip Rd	Ridge Rd	2.7	Reconstruct & Widen	42,100	4, 5, 6
US 20	Hamburg & Orchard Park, Erie Co.	Amsdell Rd	NY 240 & NY 277	7.9	Reconstruct & Widen	22,000	4
NY 62	Wheatfield, Niagara Co.	North Tonawanda N City Line	Nash Rd	1.0	Reconstruct & Widen	20,200	2, 4
Wehrle Drive	Amherst, Erie Co.	Ellicott Creek	NY 78 (Transit Rd)	2.3	Reconstruct & Widen	16,600	2, 4
NY 240	Cheektowaga, Erie Co.	Genesee St	Saratoga Rd	1.6	Reconstruct & Widen	16,300	2, 4
Sweet Home Rd, Route 952T	Amherst, Erie Co.	Maple St.	Elicott Ck	1.0	Reconstruct & Widen	15,200	2
NY 5	Buffalo, Erie Co.	NY 198	Hertel Ave	1.6	Reconstruct	14,900	4
NY 384	Niagara Falls, Niagara Co	Tenth St	I-190	3.1	Reconstruct	9,400	4
NY 104	Niagara Falls, Niagara Co.	Ontario St	Niagara Falls N City Line	1.8	Multicourse overlay	3,350	2

A total of 42 percent of bridges in the Buffalo metro area are in substandard condition. This includes all bridges that are 20 feet in length or more and are maintained by state, local and federal agencies.

- Four percent of bridges in the Buffalo area are rated as structurally deficient, showing significant deterioration to decks and other major components.
- Thirty-eight percent of bridges in the Buffalo area are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane

widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.

- Bridge deficiencies have an impact on mobility and safety within the state. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid these bridges. Narrow bridge lanes, inadequate clearances and poorly aligned bridge approaches reduce traffic safety. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.

The following is a list of the 10 most heavily traveled bridges in the Buffalo metro area that are also structurally deficient:

City, Town, Village	Road Carried	Feature Crossed	Year Built	Work Needed	Daily Traffic	Lanes
W Seneca, Erie Co	NY 400	NY 240	1957	Replace	44,700	5
Niagara Falls, Niagara Co	I-190	Lockport Rd & CSX RR	1964	Replace	36,600	2
W Seneca & Elma, Erie Co	US 20	Cazenovia Ck	1929	Rehabilitate	21,800	4
Hamburg, Erie Co	US 20	Rush Ck	1937	Rehabilitate	21,800	4
Niagara Falls, Niagara Co	I-190	LaSalle Expressway	1964	Replace	21,300	3
Tonowanda, Erie Co	I-290	I-190	1965	Rehabilitate	19,800	2
Wheatfield, Niag Co	NY 62	Bergholz Ck	1931	Replace	19,100	4
Evans & Hamburg, Erie Co	NY 5	Eighteen Mile Ck	1931	Rehabilitate	13,700	4
Cheektowaga, Erie Co	Cleveland Drive	I-90 Thruway	1950	Rehabilitate & Widen	13,100	3
Buffalo, Erie Co	NY 62 Bailey Ave	Cazenovia Ck	1928	Replace	12,700	4

Increases in vehicle travel in the Buffalo area have led to rising levels of traffic congestion on the area’s major roads and highways.

- Thirteen percent of major highways and streets in the Buffalo area are considered congested, carrying levels of traffic that often result in delays during peak hours.
- The region’s major highways and streets are rated based on their level of service using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each level of service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

The following is a list of the state-maintained roadways in the Buffalo area that have the highest level of traffic congestion, based on level of service rating:

Route	City, Town, Village	From	To	Length (Miles)	Levels of Service	Daily Traffic
NY 78 Transit Rd	Amherst, Clarence, Erie Co	CR 247, Wolcott Rd	NY 263, Millersport Hwy	1.7	F	31,600
NY 277 Union Rd	Cheektowaga, Erie Co	Maryvale Dr	NY 33 Kensington Exp	0.3	F	26,100
I-90 NY Thruway	Cheektowaga, West Seneca, Erie Co	I-290 (Exit 50)	Ridge Rd (Exit 55)	9.3	E + F	131,500
I-190 NY Thruway	Cheektowaga, Buffalo, Tonawanda, Erie Co	I-90	Grand Island Br	14.3	E + F	77,300
NY 33 Kensington Exp	Buffalo, Cheektowaga, Erie Co	Humbolt Pky	I-90 NY Thruway	4.5	D + E + F	123,500
I-290 Youngmann Exp	Tonawanda, Amherst, Erie Co	NY 384	I-90 NY Thruway	9.7	D + E + F	110,500
NY 5 Hamburg Tpk & Fuhrmann Blvd	Hamburg, Lackawanna, Buffalo, Erie Co	Wanakah-Amsdell Rd	I-190 NY Thruway	10.8	D + E + F	42,100
NY 198 Scajaquada Exp	Buffalo, Erie Co	NY 384, Delaware Av	Parkside Ave	0.2	D	44,100
NY 20 Transit Rd	West Seneca, Elma, Erie Co	NY 400	NY 354	1.8	D	27,800
Sweet Home Rd, Rt 952T	Amherst, Erie Co	CR 192 Maple Rd	I-990 Lockport Exp	1.9	D	23,590

Improving safety features on Buffalo's roads and highways would result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- The Buffalo area has a traffic fatality rate of 7.5 fatalities per 100,000 population. This is higher than the statewide urban traffic fatality rate of 5.15 fatalities per 100,000 urban population, and lower than the national rate of 8.0 fatalities per 100,000 urban population.
- Highway improvements such as removing obstacles, adding or improving medians, wider lanes, wider and paved shoulders, upgrading roads from two lanes to four lanes and better road markings and traffic signals can reduce traffic fatalities and accidents while improving traffic flow to help relieve congestion.
- The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.