

## ROCHESTER REPORT CARD

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

	<b>GRADE</b>	<b>COMMENT</b>
<b>Roads</b>	<b>F</b>	<i>In 2003 (the latest year for which data is available), 36 percent of roads in the Rochester metro area were rated in poor condition and an additional ten percent were rated in mediocre condition. TRIP has provided a list of heavily traveled roads in the Rochester area that have significant deterioration and are in need of repair.</i>
<b>Bridges</b>	<b>D</b>	<i>More than half – 51 percent- of bridges (20 feet or longer) in the Rochester area are in substandard condition. Four percent of bridges in the Rochester area are rated as structurally deficient and 47 percent are functionally obsolete. TRIP has provided a list of the ten most structurally deficient, heavily traveled bridges in the Rochester area.</i>
<b>Congestion</b>	<b>C+</b>	<i>Fifteen percent of urban arterials in the Rochester 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 Rochester that experience the highest level of traffic congestion.</i>
<b>Safety</b>	<b>C</b>	<i>The Rochester area has a traffic fatality rate of 6.37 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 Rochester’s major roads are well below desirable standards, with nearly half of roads in the Rochester 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.**

- Thirty-six percent of Rochester’s major roads are rated in poor condition, and an additional ten 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.
- Forty-three percent of Rochester’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 Rochester 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
I-490	Rochester, Monroe Co	Exit 12	Gennesees River	1.3	Concrete Repair	120,100	6, 8
I-490	Rochester, Monroe Co	Erie Canal	Exit 12	2.3	Concrete Repair	99,600	8
NY 441	Brighton, Pittsford, Penfield, Monroe Co	Linden Ave	Penfield Rd	2.1	Reconstruct	34,500	2, 4
I-390	Avon & Rush, Livingston & Monroe Co	NY 5 & US 20	NY 251	7.1	Concrete Repair	28,100	4
NY 15, Mt Hope Blvd	Rochester, Monroe Co	South City Line	Elmwood Ave	0.9	Reconstruct	24,300	4
NY 590	Ironquoit, Monroe Co	Titus Ave	Durand Blvd	1.1	Reconstruct	20,000	4
Inner Loop, Route 940T	Rochester, Monroe Co	I-490	Main St	1.0	Reconstruct	15,600	4
NY 441	Penfield, Monroe Co	Dublin Rd	Wayne Co Line	2.9	Multi Course Overlay	14,500	2, 4
NY 153, Washington St	E Rochester, Monroe Co	NY 31F	Commercial St, Rt 940U	0.6	Reconstruct	12,800	2
NY 15A, E Henrietta Rd	Rochester, Monroe Co	South Av	NY 15, Mt Hope Blvd	0.4	Reconstruct	12,000	4

**More than half of bridges in the Rochester 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 Rochester area are rated as structurally deficient, showing significant deterioration to decks and other major components.
- Forty-seven percent of bridges in the Rochester 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 Rochester metro area that are also structurally deficient:*

City, Town, Village	Road Carried	Feature Crossed	Year Built	Work Needed	Daily Traffic	Lanes
Rochester, Monroe Co	I-490	Mount Read Blvd (940K)	1963	Replace	111,700	8
Pittsford, Monroe Co	I-490	Marsh Rd	1955	Replace	58,200	4
Gates, Monroe Co	NY 390	Trolley Blvd	1971	Rehabilitate	51,400	6
Rochester, Monroe Co	Inner Loop	Brown's Race	1963	Replace	49,300	6
Perinton, Monroe Co	I-490	Erie Canal	1955	Replace	42,800	4
Rochester, Monroe Co	Ridgeway Ave	Mt Read Blvd	1954	Replace	28,700	4
Perinton, Monroe Co	NY 31F	Irondequoit Ck	1931	Replace	19,900	4
Gates, Monroe Co	NY 31	NY 390	1963	Replace	19,700	6
Geneva, Ontario Co	NY 5	Norfolk Southern RR	1952	Replace	12,700	4
Gates, Monroe Co	Howard Rd, Rt 940L	CSX RR	1936	Replace	12,300	2

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

- Fifteen percent of major highways and streets in the Rochester 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 Rochester 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 590	Brighton to Ironedquiot, Monroe Co	I-490	NY 104	4.6	D + E + F	100,300
I-490	Gates to Perinton, Monroe Co	NY 531 (Exit 8)	NY 96 at Bushnel Basin (Exit 27)	16.7	D + E + F	95,300
I-590	Brighton, Rochester, Monroe Co	I-390	I-490	10.3	D + E + F	92,500
NY 390	Gates, Greece, Monroe Co	I-490 & I-390	NY 18	6.7	D + E + F	83,700
NY 31 (East of Rochester)	Brighton, Pittsford, Perinton, Monroe Co	I-590 outer loop	Wayne Co. Line	10.1	D + E + F	24,400
NY 31 (West of Rochester)	Sweeden, Ogden, Monroe Co	NY 31A	NY 531	5.4	D + E + F	22,700
NY 252	Henrietta, Pittsford, Monroe Co	CR 98 Winton Rd	Jct. NY 64 & NY 96	3.3	D + E + F	20,030
NY 386	Greece, Monroe Co	CR 111 Ridgeway Rd	NY 104	1.3	E	18,710
I-390	Rush to Gates, Monroe Co	NY 15 & NY 251 (Exit 11)	I-490	14.1	C + D	99,670
NY 531	Gates, Monroe Co	CR 208 Manitou Rd	I-490	2.1	C + D	52,810

**Improving safety features on Rochester'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 Rochester area has a traffic fatality rate of 6.37 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.