NEW YORK CITY METRO AREA REPORT CARD

TRIP has assigned the following letter grades to the components comprising the New York City metro area highway system.

	GRADE	COMMENT
Roads	**F**	*In 2003 (the latest year for which data is available), 45 percent of roads in the New York City metro area were rated in poor condition, and an additional 24 percent were rated in mediocre condition. TRIP has provided a list of heavily traveled roads in the New York City area that have significant deterioration and are in need of repair.*
Bridges	**D**	*A total of 61 percent of bridges (20 feet or longer) in the New York City area are in substandard condition. Six percent of bridges in the New York City area are rated as structurally deficient and 55 percent are functionally obsolete. TRIP has provided a list of the twenty most structurally deficient, heavily traveled bridges in the New York City area.*
Congestion	**D**	*Thirty-nine percent of urban arterials in the New York City 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 twenty sections of roadway in New York City that experience the highest level of traffic congestion.*
Safety	**B**	*The New York City area has a traffic fatality rate of 5.46 fatalities per 100,000 people, which is higher than the statewide 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.*

Pavement conditions on New York City's major roads are well below desirable standards, with more than two-thirds (69 percent) of roads in the New York City metro area in poor or mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.

- Forty-five percent of New York City's major roads are rated in poor condition, and an additional 24 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.

- Seventeen percent of New York City'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 20 heavily traveled sections of road in the New York City area that have significant deterioration and are in need of repair:

Route Name	City, Town, Village, Borough, Place	From	To	Length (Miles)	Work Needed	Daily Traffic	Lanes
I-95	New York City, Manhattan & Bronx	G. Washington Bridge	I-87	1.1	Reconstruct	299,600	8, 6
Grand Central Pkwy	New York City, Queens, Kew Gardens	I-678, Van Wyck Exp.	Jewel Ave	1.0	Reconstruct Concrete	172,900	6, 8
FDR Drive, Rte 907L	New York City, Manhattan	Pitt St	55th St	3.8	Concrete Repair	140,800	6
I-678, Van Wyck Exp	New York City, Queens, Kew Gardens	Queens Blvd	Jewel Ave	1.5	Reconstruct Concrete	128,700	6
I-87, Major Degan Exp	New York City, Bronx, Yankee Stadium	150th St	Jerome Ave	0.6	Reconstruct Concrete	118,500	6
I-287, Cross Westchester Expressway	White Plains (C), Harrison (T), Westchester Co	Bloomingdale Rd	NY 120	3.2	Multi Course Overlay	109,700	6
Interborough Pkwy, Rte 908B	New York City, Queens, Kew Gardens	Metropolitan Ave	I-678, Van Wyck Exp	1.0	Reconstruct Concrete	76,300	4
I-84	Kent (T), Patterson (T), Southeast (T), Putnam Co	Ludingtonville Rd	Connecticut	12.6	Single Course Overlay	75,880	4
I-684	North Salem (T), Westchester Co; Southeast (T), Putnam Co	Hardscrabble Rd	I-84	4.2	Multi Course Overlay	64,260	6
I-684	Bedford (T), Westchester Co	Harris Rd	NY 35	2.0	Multi Course Overlay	54,100	4, 6
NY 878, Nassau Expressway	New York City, Brooklyn, JFK Airport	Cross Bay Blvd	New York Blvd	4.4	Reconstruct	50,000	6
I-278, Bronx-Queens Expressway	New York City, Queens, West Leg	NY 25A, Northern Blvd	Grand Central Pky	1.2	Reconstruct Concrete	41,600	6
NY 25	Brookhaven (T), Suffolk Co	NY 347	Nicolls Rd	4.0	Reconstruct	39,300	4
Richmond Pkwy, Rte 909C	New York City, Staten Island	Outerbridge Crossing	Arthur Kill Rd	4.6	Multi Course Overlay	39,200	4

NY 25	**Village of the Branch (V) & Smithtown (T), Suffolk Co**	**NY 111**	**NY 347**	**2.8**	**Reconstruct & Widen**	**34,300**	**2, 3**
Saw Mill River Pkwy, Rte 987D	**New Castle (T), Mt. Kisco(T/V), Bedford (T), Westchester Co**	**NY 120**	**I-684**	**9.4**	**Multi Course Overlay**	**32,420**	**4**
NY 25	**Coram, Brookhaven (T), Suffolk Co**	**CR 83**	**Mt Sinai Rd**	**1.2**	**Reconstruct & Widen**	**31,100**	**2, 4**
NY 112	**Brookhaven (T), Suffolk Co**	**I-495**	**NY 25**	**3.2**	**Reconstruct**	**30,000**	**2**
NY 112	**Brookhaven (T), Suffolk Co**	**Old Town Rd**	**NY 347**	**4.5**	**Reconstruct & Widen**	**18,700**	**2, 4**
Palisades Interstate Pkwy, Rte 987C	**Clarkstown (T) Rockland County to Highlands (T) Orange Co**	**Exit 10 Midletown Rd, CR 33**	**US 9W**	**17.1**	**Reconstruct**	**15,800**	**4**

A total of 61 percent of bridges in the New York City metro area are deficient. This includes all bridges that are 20 feet in length or more and are maintained by state, local and federal agencies.

- Six percent of bridges in the New York City area are rated as structurally deficient, showing significant deterioration to decks and other major components.

- Fifty-five percent of bridges in the New York City 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 20 most heavily traveled bridges in the New York City metro area that are also structurally deficient:

City, Town, Village, Borough, Place	Road Carried	Feature Crossed	Year Built	Work Needed	Daily Traffic	Lanes
New York City, Queens, Kew Gardens	**I-678, Van Wyck Exp.**	**Grand Central Pkwy, Rte 908B**	**1963**	**Replace**	**156,200**	**2**
New York City, Brooklyn, Canarsie Beach	**Belt Pkwy, Rte 907C**	**Paerdegat Basin**	**1941**	**Rehabilitate**	**148,500**	**6**
New York City, Brooklyn, Bergen Beach	**Belt Pkwy, Rte 907C**	**Mill Basin**	**1941**	**Replace**	**148,500**	**6**
New York City, Brooklyn, Canarsie Beach	**Belt Pkwy, Rte 907C**	**Fresh Ck Basin**	**1941**	**Replace**	**145,400**	**6**
New York City, Brooklyn, Gerritsen	**Belt Pkwy, Rte 907C**	**Gerritsen Ck**	**1939**	**Rehabilitate**	**136,100**	**6**

New York City, Brooklyn, Sunset Park	**I-278, Gowanus Exp**	**6th Ave**	**1962**	**Rehabilitate**	**126,200**	**6**
New York City, Bronx, West Farms	**Bronx River Pkwy, Rte 907H**	**Amtrak & CSX RR**	**1951**	**Replace**	**125,900**	**6**
New York City, Bronx, West Farms	**Bronx River Pkwy, Rte 907H**	**E Tremont Ave**	**1951**	**Replace**	**125,900**	**6**
New York City, Bronx, West Farms	**Bronx River Pkwy, Rte 907H**	**Morris Park Ave**	**1951**	**Replace**	**125,900**	**6**
New York City, Bronx, West Farms	**I-95, Cross Bronx Exp.**	**I-895, Sheridan Exp**	**1951**	**Rehabilitate**	**122,600**	**6**
New York City, Bronx, Van Cortlandt Park	**I-87, Major Degan Exp.**	**Mosholu Pkwy, Rte 908F**	**1954**	**Rehabilitate**	**121,600**	**6**
New York City, Manhattan & Bronx	**I-95, Cross Bronx Exp.**	**Harlem River**	**1962**	**Rehabilitate**	**81,900**	**6**
New York City, Manhattan, High Bridge	**Ramp to US 1**	**Harlem River Dr Ramp**	**1961**	**Replace**	**76,000**	**2**
New York City, Manhattan	**H. Hudson Pkwy, Rte 907V**	**72nd St - 82nd St**	**1937**	**Rehabilitate**	**67,800**	**6**
Roslyn (V), Nassau County	**NY 25A**	**Hempstead Harbor**	**1949**	**Replace**	**36,567**	**4**
Mt Kisco (V), Westchester Co	**Saw Mill River Pkwy, Rte 987D**	**Kisco Ave**	**1951**	**Rehabilitate**	**31,800**	**4**
Peekskill (C), Westchester Co	**US 9**	**Central Ave**	**1932**	**Replace**	**31,000**	**4**
Clarkstown (T), Rockland Co	**NY 59**	**CR23, Sickletown Rd**	**1956**	**Replace**	**28,900**	**4**
White Plains (C) & Harrison (V), Westch Co	**NY 119**	**I-287 Cross Westchester Exp**	**1961**	**Replace**	**28,340**	**2**
Hempstead (T), Nassau Co	**Wantagh State Pkwy, Rte 908T**	**Goose Creek**	**1930**	**Replace**	**12,597**	**6**

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

- Thirty-nine percent of major highways and streets in the New York City 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 New York City area that have the highest level of traffic congestion, based on level of service rating:

Route	City, Town, Village, Borough, Place	From	To	Length (Miles)	Levels of Service	Daily Traffic
Southern State Pkwy, Rte 908M	**Suffolk Co**	**Nassau Co Line (Exit 32)**	**Robert Moses Causeway (Exit 40)**	**8.1**	**E + F**	**191,000**
I-495 Long Island Exp	**Nassau Co**	**Queens Co Line (Exit 33)**	**Nassau Co Line (Exit 47)**	**15.7**	**E + F**	**182,000**
Grand Central Pkwy, Rte 907M	**New York City, Queens**	**I-278 Brooklyn-Queens Exp**	**Nassau Co Line**	**13.8**	**E + F**	**178,000**
I-95 Cross Bronx Exp	**New York City, Manhattan**	**G. Washington Bridge (NJ State Line)**	**Alex. Hamilton Bridge (Bronx Line)**	**1.4**	**E + F**	**170,000**
I-495 Long Island Exp	**Suffolk Co, Nassau Co Line to Medford**	**Nassau Co Line (Exit 47)**	**CR 16, Horse Block Rd (Exit 65)**	**25.1**	**E + F**	**162,000**
Northern State Pky, Rte 908G	**Nassau Co**	**Queens Co Line (Exit 25)**	**Suffolk Co Line (Exit 38)**	**16.8**	**E + F**	**151,000**
I-495 Long Island Exp	**New York City, Queens**	**Mid-town Tunnel**	**Nassau Co Line**	**13.7**	**E + F**	**151,000**
Belt-Shore Pky, Rt 907C	**New York City, Brooklyn**	**Verrazano Bridge**	**Laurelton Pky, Rte 907B**	**13.4**	**E + F**	**145,000**
I-278 Staten Island Exp	**New York City, Staten Island**	**Goethals Br (NJ State Line)**	**Verrazano Bridge (Kings Co Line)**	**8.9**	**E + F**	**143,000**
Southern State Pky, Rte 908M	**Nassau Co**	**Cross Island Pky, Rte 907A**	**Suffolk Co Line. (Exit 32)**	**16.8**	**E + F**	**141,000**
I-678 Van Wyck Exp	**New York City, Queens**	**Whitestone Bridge (Bronx Co Line)**	**JFK Airport Entrance (end)**	**12.5**	**E + F**	**136,000**
I-278 Gowanus Exp & Brooklyn-Queens Exp	**New York City, Brooklyn**	**65th St**	**Queens Co Line (Koskousko Bridge)**	**10.5**	**E + F**	**122,000**
Meadowbrook State Pkwy, Rte 908E	**Nassau Co**	**Northern State Pky, Rte 908G**	**Merrick Rd**	**8.2**	**E + F**	**121,000**

Hutchinson River Pky, Rte 907W	**Westchester Co**	**Bronx Co Line**	**Connecticut State Line**	**14.3**	**E + F**	**89,000**
Sagtikos Pky, Rt 908K	**Suffolk Co**	**Southern State Pky, Rte 908M**	**Northern State Pky, Rte 908G**	**5.1**	**E + F**	**83,900**
Northern State Pky, Rte 908G	**Suffolk Co**	**Nassau Co Line (Exit 38)**	**Jct. Vets. Mem. Hwy**	**12.1**	**E + F**	**81,000**
NY 347 Vets. Mem. Hwy/ Nesconset Hwy	**Suffolk Co**	**Jct. Northern State Pky**	**Jct. NY 25A**	**14.5**	**E + F**	**66,100**
NY 110	**Suffolk Co**	**NY 27**	**NY 25**	**9.9**	**E + F**	**62,000**
NY 25 Jericho Tpk	**Suffolk Co**	**Nassau Co Line**	**NY 347**	**17.5**	**E + F**	**38,400**
NY 25 Northern Blvd	**New York City, Queens**	**Queensboro Br (NY Co Line)**	**Nassau Co Line**	**14.0**	**E + F**	**36,500**

Improving safety features on New York City'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 New York City area has a traffic fatality rate of 5.46 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.