

City of Rochester
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road

City of Rochester and Town of Greece
Monroe County
New York
Project ID 124464, UPWP Task No. 7574
Final Report


City of Rochester Department of Environmental Services

Bergmann
highlandplanning

Financial assistance for the preparation of this report was provided by the Federal Highway Administration through the Genesee Transportation Council. The City of Rochester is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

## En Español

El Consejo Genesee del Transporte asegura completa implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohibe la discriminación por motivo de raza, color de piel, origen nacional edad, género, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

Mount Read Boulevard Corridor Study

Our thanks to the members of the Project Advisory Committee

Erik Frisch, City of Rochester Department of Environmental Services
David Balestiere, City of Rochester Department of Economic Development
Zina Lagonegro, City of Rochester Planning and Zoning Department
Dave Goehring, New York State Department of Transportation
Jim Pond, Monroe County Department of Transportation
Scott Copey, Town of Greece
Joe Bovenzi, Genesee Transportation Council

## Table of Contents

Executive Summary ..... iv
Section 1: Introduction ..... 1-1
1.1 Introduction ..... 1-1
1.2 Study Corridor Location and Identification ..... 1-1
1.3 Project Need ..... 1-1
1.4 Project Purpose and Objectives ..... 1-2
1.5 Study Outline ..... 1-3
Section 2: Existing and Base Future Conditions ..... 2-1
2.1 Infrastructure ..... 2-1
2.1.1 Classification ..... 2-1
2.1.2 Ownership and Maintenance Jurisdiction ..... 2-3
2.1.3 Access Control ..... 2-4
2.1.4 Typical Sections ..... 2-4
2.1.5 Pavement ..... 2-8
2.1.6 Guiderail, Median Barriers, and Impact Attenuators ..... 2-9
2.1.7 Drainage Systems ..... 2-9
2.1.8 Structures ..... 2-10
2.1.9 Lane Geometry and Traffic Control ..... 2-12
2.1.10 Multimodal Considerations ..... 2-16
2.1.11 Lighting ..... 2-18
2.1.12 Utilities ..... 2-19
2.1.13 Railroads ..... 2-21
2.1.14 Geotechnical ..... 2-21
2.2 Traffic Volumes and Operations ..... 2-21
2.2.1 Traffic Volumes ..... 2-21
2.2.2 Traffic Operations ..... 2-23
2.3 Safety Considerations, Accident History, and Analysis ..... 2-26
2.4 Police, Fire, and Ambulance Access ..... 2-27
2.5 Land Use and Development ..... 2-28
2.5.1 General Land Use ..... 2-28
2.5.2 Frontage Land Use ..... 2-29
2.5.3 Land Use and Development Key Findings ..... 2-29
2.6 Environmental Considerations ..... 2-29
2.6.1 Aquatic Resources ..... 2-29
2.6.2 Historic Resources ..... 2-30
2.6.3 Visual Resources ..... 2-30
Section 3: Stakeholder and Community Participation ..... 3-1
3.1 Stakeholder and Community Participation Plan ..... 3-1
3.2 Project Partners ..... 3-2
3.3 Outreach Summaries ..... 3-3
3.3.1 Project Advisory Committee (PAC) Meetings ..... 3-3
3.3.2 Stakeholder Interviews ..... 3-4
3.3.3 Public Meeting Number 1 ..... 3-4
3.3.4 Focus Group Meetings ..... 3-5
3.3.5 Public Meeting Number 2 ..... 3-5
3.3.6 Meeting with General Motors (CM) Components Holdings, LLC ..... 3-6
3.3.7 Meeting with Gallina Development Corporation ..... 3-6
Section 4: Corridor Vision Plan ..... 4-1
4.1 Description of the Vision Plan ..... 4-1
4.1.1 Phase A: NYS Route 33 (Buffalo Road) Traffic Circle ..... 4-2
4.1.2 Phase B: NYS Route 33 (Buffalo Road) Traffic Circle to NYS Route 31 (Lyell Avenue) ..... 4-5
4.1.3 Phase C: NYS Route 31 (Lyell Avenue) Intersection ..... 4-7
4.1.4 Phase D: NYS Route 31 (Lyell Avenue) Intersection to Driving Park Avenue ..... 4-10
4.1.5 Phase E: Driving Park Avenue to NYS Route 104 (West Ridge Road) ..... 4-16
4.1.6 Phase F: NYS Route 104 (West Ridge Road) to Stone Road ..... 4-18
4.2 Multimodal Considerations ..... 4-20
4.2.1 Pedestrians ..... 4-20
4.2.2 Bicyclists ..... 4-21
4.2.3 Transit ..... 4-21
4.3 Land Use and Development ..... 4-22
4.4 Traffic Volumes and Operations ..... 4-22
4.4.1 Traffic Volumes ..... 4-22
4.4.2 Traffic Operations ..... 4-24
4.5 Structures ..... 4-26
4.6 Environmental Considerations ..... 4-26
4.6.1 Potential Environmental Studies and Impacts ..... 4-26
4.6.2 Interagency Coordination and Permitting ..... 4-27
Section 5: Conclusion ..... 5-1
5.1 Documented Deficiencies ..... 5-1
5.2 Highlights of the Corridor Vision Plan ..... 5-2
5.3 Anticipated Cost and Phasing ..... 5-3
5.4 Next Steps ..... 5-3

## Appendices

A. Study Area Maps and Plans
B. Traffic Information
C. Structures Information
D. Stakeholder and Community Participation
E. Corridor Vision Plan Documents
F. Future Land Use Projections

## Exhibits

| 1.1(1) | Study Location Map | Appendix A |
| :---: | :---: | :---: |
| 1.1(2) | Mount Read Boulevard Corridor Study Area | Appendix A |
| 2.1.1 | Identification and Classification Summary | 2-2 |
| 2.1.4(1) | Summary of Typical Sections along Mount Read Boulevard | 2-5 |
| 2.1.4(2) | Existing Conditions Plan | Appendix A |
| 2.1.5 | Pavement Condition Summary | 2-8 |
| 2.1.8 | Structures Summary | Appendix C |
| 2.1.10 | RGRTA Bus Routes | Appendix A |
| 2.2.1(1) | Existing and Future No Build Average Annual Daily Traffic Volume | es 2-22 |
| 2.2.1(2) | 2013 Existing Turning Movement Diagram | Appendix B |
| 2.2.1(3) | 2035 No-Build Turning Movement Diagram | Appendix B |
| 2.2.2 | Overall Intersection Level of Service Summary | 2-24 |
| 2.3 | Accident "Hot Spots" Diagram | Appendix B |
| 2.5 | Corridor Land Uses | Appendix A |
| 2.5.1 | Parcels within $1 / 2$ Mile of the Mount Read Boulevard Corridor | 2-28 |
| 2.5.2 | Parcels with Direct or Near-Direct Frontage | 2-29 |
| $\begin{aligned} & \text { 4.1(1) } \\ & 4.1(2) \end{aligned}$ | Corridor Vision Plan | Appendix E |
|  | Base Concept - Planning Level Opinion of Probable |  |
|  | Construction Cost | Appendix E |
| 4.1.4 | Alternate Corridor U-Turn Routes | Appendix E |
| 4.3(1) | Anticipated Development Locations | Appendix F |
| 4.3(2) | Mount Read Build Out Analysis | Appendix F |
| 4.4.1(1) | Traffic Growth Factors for Mount Read Boulevard |  |
|  | Intersections with Development | 4-23 |
| 4.4.1(2) | Future No Build and Build Average Annual Daily Traffic Volumes | 4-23 |
| 4.4.1(3) | 2035 Corridor Vision Conditions Turning Movement Diagram | Appendix B |
| 4.4.2 | Overall Intersection Level of Service Summary |  |
|  | Future No Build and Vision Plan (Build) Conditions in 2035 | 4-24 |
| 5.3 | Anticipated Cost and Phasing | 5-3 |
| 5.4 | Possible Future Timeline for Mount Read Boulevard Corridor Proje | ject(s) 5-4 |

## Executive Summary

Mount Read Boulevard, between Buffalo Road and Stone Road, was built in the 1950's and 60's as an industrial bypass. It was designed to carry traffic to and from growing areas on the City of Rochester's northwest side. By the time the corridor was filled with industrial and residential activity, the community saw the advent of the NYS Route 390 expressway just a few miles west. That roadway would eventually allow for quicker trips to more distant destinations, siphoning development, traffic, and activity away from Mount Read Boulevard. This reduced the corridor's attractiveness to residents, businesses, and industry. Recently the corridor has experienced a resurgence, with diminishing vacancy rates, increased employment, and interest in redevelopment.

The City of Rochester recognizes that the M ount Read Boulevard corridor will continue to play a pivotal role in the region's economy as home to both established businesses and fresh new ventures. The City also recognizes that an aging infrastructure and problematic design features could hamper the potential for future growth and investment. Therefore, it has partnered with the New York State Department of Transportation, Monroe County Department of Transportation, Town of Greece, and Genesee Transportation Council to contemplate a long term plan for the facility.

This study is the first step toward the eventual design and construction of transportation improvements that both address the corridor's needs and support the community's desires. It presents a cohesive plan, respectful of the different needs exhibited in different parts of this 4.4 mile long corridor. The plan was developed in close coordination with the New York State Department of Transportation and Monroe County Department of Transportation, the owners of the facility, to ensure viability of the proposed concepts. While it is reasonable to expect that the vision plan will evolve between now and the time a project is (or multiple projects are) implemented, this document presents a unified starting point.

Public outreach and community participation were integral components of the study. The City engaged its project partners, local business leaders, neighborhood groups, residents, and the public. A Project Advisory Committee (PAC) was formed, stakeholder interviews took place, focus group meetings were held, and the general public was given two separate opportunities to provide input and influence the study's direction.

Based upon the data collected and outreach activities, the objectives of a future project or projects would be to:

- Support continued economic growth by improving mobility, operations, safety, and aesthetics.
- Encourage the use of alternative modes of transportation, such as walking, bicycling, and transit by improving pedestrian and bicyclist connectivity and incorporating appropriate design features that provide safer, accessible crossing opportunities.
- Provide appropriately scaled, cost effective aesthetic improvements that can be maintained with a reasonable amount of future effort such that they will retain their value to the community.
- Establish a gateway between the City of Rochester and Town of Greece that announces the transition from an industrialized and commercial area to a suburban, residential community.

Notable deficiencies along the corridor include:

- Poor pavement surface conditions, particularly at the southern end of the corridor.
- Lighting, traffic signal systems, and guiderail that are beyond their useful service life.
- A lack of accessible pedestrian accommodations, including crossings of M ount Read Boulevard.
- Conditions that inhibit truck mobility (turns) to and from M ount Read Boulevard.
- Accident "hot spots" that result from complex combinations of geometry and traffic control.
- Traffic congestion at select locations during peak periods.

The corridor vision plan, illustrated in Exhibit E.1, suggests a set of solutions to address identified safety, operational, infrastructure, mobility, and multimodal deficiencies along the Mount Read Boulevard corridor. While there is great potential for new development and redevelopment along the corridor, particularly between Lexington Avenue and Driving Park Avenue, the capacity of the Mount Read Boulevard corridor to carry traffic will eventually become a limiting factor in the absence of other strategies including the development of alternate access, transportation demand management, public transit, etc.

Under the vision plan, no location along M ount Read Boulevard would have fewer than two through travel lanes in each direction. Peak hour traffic operations would be balanced with the accommodation of pedestrian and bicyclist traffic, where applicable. The majority of the proposed improvements would fit within the footprint of the existing facility. No bridge replacements are anticipated. Highlights include:

- Conversion of the NYS Route 33 (Buffalo Road) traffic circle into a modern roundabout to address accidents, confusing traffic control, and improve pedestrian accommodation.
- Removal of the existing concrete median between Buffalo Road and I-490 and between I-490 and NYS Route 31 (Lyell Avenue). Two concepts remain for further consideration. Both would reduce M ount Read Boulevard to two through travel lanes in each direction, include a 5 ft wide bicycle lane in each direction, and fit primarily within the footprint of the existing facility. The preferred concept would include a center two-way left turn lane for safer and more convenient access into adjacent properties. An alternate concept would trade that center turn lane for curb parking lanes that would accommodate on-street parking except where interrupted by driveways.
- Reconstruction of the curbing in the corners at Lyell Avenue to allow trucks to complete turns within their own lane. Pedestrian crossings would be highlighted. New traffic signal equipment would also be installed allowing greater flexibility to deal with changes in vehicular, bicyclist, and pedestrian flow that occur between peak and off-peak hours.
- Modification of Mount Read Boulevard from Lyell Avenue to Driving Park Avenue to remove troublesome Outer Drive connections at signalized intersections and enhance safety. Pedestrian, bicyclist, and transit accommodation would also be improved with new dedicated crossings and possibly bicycle lanes. Particularly between Lexington Avenue and Driving Park Avenue, transportation improvements alone will not be able to fully address all safety, access, and mobility concerns in this section of the corridor. This segment would benefit from a coordinated land use development and access plan.
- Modification of short on and off ramps found between Driving Park Avenue and the NYS Route 104 (West Ridge Road) interchange to improve safety. While there are different ways this could be accomplished, the common goal in each case would be to provide more room to maneuver safely without sacrificing accessibility.
- Changes to roadway character north of West Ridge Road that help signify entry into the Town of Greece. The median would be narrowed and sidewalks, landscaping, and lighting would be added to reinforce the change.
- Replacements and/ or upgrades to traffic signal equipment and lighting.

Varying levels of additional data collection, traffic study, property acquisition, environmental mitigation, utility relocation, and business coordination would be required to realize the improvements suggested in the corridor vision plan.

Given the scope of proposed changes, the plan is likely to be implemented in stages over the next 20 years. A total of 6 distinct possible stages have been identified. The actual order of the stages could vary depending on the prioritization of need and funding availability. A planning level opinion of probable construction cost was developed for each phase of the plan .These estimates include contingencies, but do not cover environmental mitigation or remediation, access modifications to adjacent properties, or detailed utility relocations as significantly more detail would be necessary to accurately forecast those costs. Engineering and other administrative costs are also not included in the figures cited here. The anticipated cost per construction stage is summarized below. The total estimated construction cost is $\$ 47.3$ million (M) dollars.
A. Buffalo Road Intersection (\$2.0 M)
B. Buffalo Road to Lyell Avenue ( $\$ 7.3 \mathrm{M}$ )
C. Lyell Avenue Intersection (\$3.5 M )
D. Lyell Avenue to Driving Park Avenue (\$22.9 M)
E. Driving Park Avenue to West Ridge Road (\$7.6 M)
F. West Ridge Road to Stone Road (\$4.0 M)

Possible funding sources, depending on the scope of improvements included in any given stage, might include the Federal Highway Administration's Highway Safety Improvement Program, Surface Transportation Program, or National Highway Performance Program. Public/Private/Partnerships could be another source of possible revenue as redevelopment continues to occur throughout the corridor.

At this time, there are no projects programmed for the corridor beyond routine maintenance activities. The next step would be to set priorities and program a project or projects on one of a variety of capital expenditure programs possibly including the Regional or Statewide Transportation Improvement Program (federally funded), New York State transportation funding (non-federally funded), the Monroe County Capital Improvement Program, and/or the City of Rochester's Capital Improvement Program. Typically scoping, preliminary design, detailed design, bidding, and construction phases would follow, although alternate forms of project delivery such as Design Build might also be considered.

It is likely that the New York State Department of Transportation and/ or M onroe County Department of Transportation, as primary owners of the facility, would lead any future project or projects. The City of Rochester would remain involved both as owner of the Outer Drives and as an advisor throughout any
future phases of project development. The Town of Greece, as owner of a short segment of Old M ount Read Boulevard at the northern end of the study corridor, might also opt to take on a leadership role for some part at some time. This study provides the City of Rochester and its project partners with the information necessary to shape the future of the M ount Read Boulevard Corridor.



EXHIBIT E. 1
MOUNT READ BOULEVARD CORRIDOR VISION PLAN
NYS Route 33 (Buffalo Road) to Stone Road
October 2014


EXHIBIT E. 1
MOUNT READ BOULEVARD CORRIDOR VISION PLAN
NYS Route 33 (Buffalo Road) to Stone Road
October 2014


## Section 1: Introduction

### 1.1 Introduction

The City of Rochester commissioned this study of the Mount Read Boulevard Corridor. Realizing that many infrastructure elements are reaching the end of their useful life, there are important safety and access concerns, and an opportunity exists to promote continued economic redevelopment, the City set forth toward a goal of producing a proactive, cohesive vision plan that will serve as a basis for the development of a future project or projects on Mount Read Boulevard. This study report is the culmination of that effort.

### 1.2 Study Corridor Location and Identification

The Mount Read Boulevard Corridor Study covers approximately 4.4 miles of unsigned New York State (NYS) Reference Route 940K and Monroe County Route 150 from the existing traffic circle at NYS Route 33 (Buffalo Road) in the City of Rochester to Stone Road in the Town of Greece, Monroe County. The urban arterial carries between 15,000 and 20,000 vehicles per day. A study location map and study area map are included as Exhibit 1.1(1) and 1.1(2) in Appendix A. The corridor is located on the City of Rochester's northwest side and in the southeast corner of the Town of Greece.

### 1.3 Project Need

Built in the 1950's and 60's as an industrial bypass highway, Mount Read Boulevard was designed to carry traffic to and from growing areas along the City of Rochester's northwest side. At the time of construction, it was considered a truly modern arterial. By the time the corridor was filled with industrial and residential activity, planners and engineers were looking a few


Corridor Study Limits miles west toward construction of the NYS Route 390 expressway. NYS Route 390 would eventually allow for quicker trips to more distant destinations and siphon development and traffic away from Mount Read Boulevard, which in turn reduced the corridor's attractiveness to homes and businesses.

Fortunately, the Mount Read Boulevard corridor has begun to experience resurgence, with diminishing vacancy rates and an increasing level of industrial and employment activity. It will continue to play a major role in the region's economy as it is home to many large manufacturers including General Motors Components Holdings, LLC and Eastman Kodak as well as small, growing firms such as Torvec and Arista Power. Further, the City of Rochester continues to invest in redevelopment projects along the corridor as exemplified at the former Photech site. The corridor is a manufacturing and distribution hub for the region. It is the site of vital residential neighborhoods and busy School No. 43. It is home to roughly 15,000 residents within $1 / 4$ mile. Mount Read Boulevard is also important to commuters and is an integral piece of Rochester's ground transportation network.

Aging infrastructure and problematic design features are hampering the potential for future growth and investment. As the City of Rochester, New York State Department of Transportation (NYSDOT), Monroe County Department of Transportation (MCDOT), Town of Greece, and Genesee Transportation Council (GTC) begin to contemplate the long-term outlook for the facility, they have recognized the necessity to identify the range of issues and opportunities present along the corridor. That is the first step toward the eventual design and construction of balanced transportation improvements to fit the community's needs. This study is intended as the initial step toward the identification of funds, advancement of a project (or projects) to the Transportation Improvement Program, and ultimately the design and construction of meaningful improvements that suit the corridor.


Mount Read Boulevard South of I-490

### 1.4 Project Purpose and Objectives

At this early stage of development, it is envisioned that the purpose of a future project or projects would be to address identified transportation deficiencies along the Mount Read Boulevard Corridor in a way that ensures continued mobility for goods producing industries and other employers along the corridor while enhancing neighborhood character and multimodal accommodation. The following are additional project objectives:
(1) Support continued economic growth by improving mobility, operations, safety, and aesthetics.
(2) Encourage the use of alternative modes of transportation, such as walking, bicycling, and transit by improving pedestrian and bicyclist connectivity and incorporating appropriate design features that provide safer, accessible crossing opportunities.
(3) Provide appropriately scaled, cost effective aesthetic improvements that can be maintained with a reasonable amount of future effort such that they will retain their value to the community.
(4) Establish a gateway between the City of Rochester and Town of Greece that announces the transition from an industrialized and commercial area to a suburban, residential community.

### 1.5 Study Outline

The study began with a reconnaissance and data collection effort covering the entire study corridor. Existing conditions are summarized in Section 2. The study process also involved a cooperative effort that brought together a Project Advisory Committee (PAC) comprised of representatives from the City, New York State Department of Transportation (NYSDOT) Monroe County Department of Transportation (MCDOT), Town of Greece, and Genesee Transportation Council. This group actively participated in the study process. Public outreach was also conducted, including two public meetings. The outreach process is described in Section 3. Section 4 of this document outlines the vision plan and provides information regarding geometry, traffic control, suggested phasing, cost, and potential funding opportunities. Section 5 summarizes the overall findings of the study.

For additional information regarding this study or potential future projects along Mount Read Boulevard, please contact Erik Frisch, Transportation Specialist, with the City of Rochester Department of Environmental Services. Please refer to this as the Mount Read Boulevard Corridor Study in all correspondence.

Mr. Erik Frisch<br>Transportation Specialist<br>City of Rochester Department of Environmental Services<br>City Hall, Room 300B<br>30 Church Street<br>Rochester, NY 14614<br>(585) 428-6709<br>Frische@CityofRochester.gov



The existing and base future conditions component of the Mount Read Boulevard Corridor Study provides information necessary to establish an initial understanding of the needs and opportunities within the corridor. This section of the report documents existing conditions along the study corridor while identifying issues, constraints, and elements in need of improvement. Available data were gathered from numerous sources including the City of Rochester, New York State Department of Transportation (NYSDOT), Monroe County Department of Transportation (MCDOT), Town of Greece, utility agencies, and other community representatives. This information was supplemented by field observations and studies within the scope and timeframe of this study. Appropriate assumptions have been made where necessary and are documented in this section along with recommendations for future data collection efforts to improve the quality and volume of information needed as a project (or projects) moves forward.

### 2.1 Infrastructure

### 2.1.1 Classification

The study corridor covers 4.4 miles of Mount Read Boulevard from NYS Route 33 (Buffalo Road) in the City of Rochester to Stone Road in the Town of Greece. Identification and classification data for Mount Read Boulevard vary along the study corridor and are summarized in Exhibit 2.1.1.

Mount Read Boulevard is NYS Reference Route 940K from NYS Route 33 (Buffalo Road) to Joanne Drive. NYS Reference Routes are roadways that are owned and maintained by the New York State Department of Transportation (NYSDOT) but not signed as a touring route for the traveling public. North of that point, Mount Read Boulevard is Monroe County Route (CR) 150. The City of Rochester owns and maintains the Outer Drives. The Town of Greece owns and maintains Old Mount Read Boulevard. See Section 2.1.2 for additional details on ownership and maintenance responsibilities. The name "Mount Read Boulevard" was first given to a roadway in this corridor during the 1920's when Nicholas Read donated land for what would become the northern part of the roadway. Its former name was Eddy Road.

Reference markers are small green signs that serve as location references. They are not mile markers, but are rather placed at roughly tenth of mile intervals along NYSDOT highways. The original purpose of the markers was to track accident history, but today they also help engineers and planners track or direct work along highways. Reference marker information is also used on accident reports. Reference marker numbers are assigned to Mount Read Boulevard within the section owned and maintained by the NYSDOT.

| Exhibit - 2.1.1 <br> Identification and Classification Summary |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Segment | NYS Route 33 <br> (Buffalo Road) to <br> I-490 | I-490 to Driving Park <br> Avenue | Driving Park Avenue <br> to <br> NYS Route 104 <br> (West Ridge Road) | NYS Route 104 <br> (West Ridge Road) to <br> Stone Road |
| Route Number | 940 K | 940 K | 940K | 940K and CR 150 |
| Reference Marker | 940 K 43011000 <br> to 43011002 | 940 K 43011002 to <br> 43011020 | 940 K 43011020 to <br> 43011036 | 940 K 43011036 to <br> $43012003^{*}$ |
| Functional Classification | Urban Minor <br> Arterial | Urban Principal <br> Arterial - Other | Urban Principal <br> Arterial - Other | Urban Minor <br> Arterial |
| NHS | No | Yes | Yes | No |
| Qualifying or Access <br> Highway | Access | Access | No | No |

Notes:

1. NYSDOT Reference Markers end just south of Joanne Drive where jurisdiction switches to the MCDOT.
2. The Outer Drives are urban local roads, not on the NHS, and not Qualifying or Access Highways.

The functional classification of Mount Read Boulevard changes from segment to segment. Roadways are classified according to the character of service and travel function they provide. For example, freeways such as Interstate 390 (I-390) and NYS Route 390, move large volumes of traffic at high speeds with limited local access. Local roads and streets provide a great deal of access to properties while encouraging lower volumes and speeds. Arterials and collectors serve a purpose in between. Functional classification describes the importance of a particular road to the overall system and is critical in assigning priorities to projects and establishing appropriate highway design standards. Functional classification is also used to determine which roads are eligible for federal transportation program funds administered by the Federal Highway Administration (FHWA).

Mount Read Boulevard's character changes significantly as one travels from south to north along the corridor. Regardless of its formal functional classification, it can be broken into four segments for the sake of this discussion. The segment from NYS Route 33 (Buffalo Road) to NYS Route 31 (Lyell Avenue) has the character of an urban arterial with multiple driveways and full side street access. Setbacks to neighboring buildings are generally small, lending to an urbanized feel.

North of Lyell Avenue, the facility transitions to that of an expressway (divided highway with partial control of access). Buildings are separated from the inner drives by the outer drives, divorcing the mainline from its surroundings and importing a wide open feel that encourages relatively high operating speeds.

Ramp connections, overhead guide signs, ground mounted exit signs and grade separated roadways move Mount Read Boulevard even closer to a freeway (fully controlled access) from just north of Driving Park Avenue through the NYS Route 104 (West Ridge Road) interchange.

North of West Ridge Road, Mount Read Boulevard transitions to a suburban arterial. Residential properties once again become part of the picture and their separation from the boulevard is less pronounced. A reduction in the width of the median and its eventual elimination near Stone Road completes the transition back to an urbanized, lower speed facility.

The United States Department of Transportation (USDOT) and FHWA have designated approximately 230,000 miles of roadways that are important to North America's economy, defense, and mobility. This group is collectively known as the National Highway System (NHS). Along with the Interstates, this system
includes roadways in rural and urban areas that connect ports, airports, public transportation facilities, military bases, and other intermodal transportation facilities. Development of the NHS system was a cooperative effort involving the USDOT, state and local officials, and metropolitan planning organizations. It was enhanced (miles added) by the Moving Ahead for Progress in the $21^{\text {st }}$ Century (MAP-21) legislation in 2012. Mount Read Boulevard is on the NHS between I-490 and NYS Route 104 (West Ridge Road) and it has been since 1996. No other segments are listed on the NHS.

In New York State, large trucks are required to travel on a network of highways that can physically accommodate them. This network consists of Qualifying and Access Highways. Special dimension vehicles, including tractor trailer combinations, auto carriers, etc., are allowed to travel on these highways. Mount Read Boulevard is classified as an Access Highway from NYS Route 33 (Buffalo Road) to Driving Park Avenue. Special dimension vehicles are allowed to use Mount Read Boulevard and its outer drives within these limits, but cannot travel beyond them (e.g., along intersecting roadways) for any distance unless that road is also an Access or Qualifying Highway.

### 2.1.2 Ownership and Maintenance Jurisdiction

Ownership and maintenance jurisdiction information was compiled from as-built drawings and correspondence with the NYSDOT, MCDOT, City of Rochester, and Town of Greece staff. More detailed research should be performed as a project (or projects) moves from the study stage into preliminary design.

Mount Read Boulevard is owned and maintained by the NYSDOT from NYS Route 33 (Buffalo Road) to Joanne Drive. State Highway numbers include 57-10, 50-5, 53-3P, 50-4, and 53-4P. All ramps, including those at the I-490 and NYS Route 104 (West Ridge Road) interchanges, are also owned and maintained by the NYSDOT. Mount Read Boulevard's outer drives are owned and maintained by the City of Rochester with one exception. Old Mount Read Boulevard from NYS Route 104 (West Ridge Road) to Medimount Drive along the west side of Mount Read Boulevard is owned and maintained by the Town of Greece. Mount Read Boulevard is owned and maintained by the MCDOT from Joanne Drive to Stone Road.

The l-490 bridge over Mount Read Boulevard, Mount Read Boulevard bridge over the CSX Railroad, Ridgeway Avenue bridge over Mount Read Boulevard, and NYS Route 104 (West Ridge Road) Bridge over Mount Read Boulevard are owned and maintained by the NYSDOT. The NYSDOT and Eastman Kodak Company share ownership and maintenance jurisdiction for the Mount Read Boulevard bridge over the Eastman Business Park Railroad. The Rochester and Southern Railroad owns the bridge carrying its tracks over Mount Read Boulevard. The City of Rochester owns and maintains the pedestrian bridge over Mount Read Boulevard at the Eastman Business Park within the highway boundaries. Eastman Kodak owns and maintains the remainder of the structure from the highway boundaries out. Eastman Kodak also owns and maintains its utility structure over Mount Read Boulevard.

The Lexington Avenue, Emerson Street, and Driving Park Avenue traffic signals are owned and maintained by the NYSDOT. All remaining signals, with the exception of the signal at Stone Road, are owned by the NYSDOT but maintained by the MCDOT. The Stone Road signal is both owned and maintained by the MCDOT.

Between Lyell Avenue and Medimount Drive the NYSDOT owns lighting poles, arms, foundations, pullboxes, and conduit while the MCDOT owns the fixtures and wiring. The MCDOT performs maintenance
on the system. The City of Rochester owns and maintains lighting along the outer drives and along mainline Mount Read Boulevard south of Lyell Avenue.

Sidewalks found along Mount Read Boulevard are owned and maintained by the City of Rochester.

### 2.1.3 Access Control

Highway boundaries (i.e. right-of-way lines) along Mount Read Boulevard are primarily classified as "with access." Driveways can be directly connected to the road, however permits must be obtained for new driveway access points. There are limited segments of highway boundary "without access" at the I-490 and NYS Route 104 (West Ridge Road) interchanges. Driveway connections are not permissible within or adjacent to the "without access" limits.

Today there are driveways to Mount Read Boulevard's mainline (inner drives) between NYS Route 33 (Buffalo Road) and I-490, between I-490 and NYS Route 31 (Lyell Avenue), and from just south of Joanne Drive to Stone Road. Driveways are only connected to the outer drives or adjacent local streets between NYS Route 31 (Lyell Avenue) and Joanne Drive. Access to Mount Read Boulevard's inner drives is restricted to Ferrano Street, Emerson Street, Lexington Avenue, Driving Park Avenue and ramps (Ridgeway Avenue and NYS Route 104) within those same limits.

### 2.1.4 Typical Sections

The cross section of Mount Read Boulevard changes as one travels from south to north along the corridor. The corridor can however, be characterized by several "typical" sections as described in Exhibit 2.1.4(1). Existing roadway edges and lane layouts are illustrated on Exhibit 2.1.4(2) in Appendix A. The lane and shoulder widths listed below have been estimated from as-built drawings and aerial mapping. No photogrammetric or topographic surveys were performed for this study. It is anticipated that those efforts would be completed at the preliminary design stage and supplemented as necessary during detailed design.

Exhibit - 2.1.4(1)
Summary of Typical Sections along Mount Read Boulevard


NYS Route 33 (Buffalo Road) to I-490 Interchange

- One 11 ft inside travel lane and two 10 ft outside travel lanes in each direction
- 6 ft median (painted or 4 ft raised concrete with 1 ft offsets)
- Curbed edges
- 5 ft curb lawns (each side)
- 5 ft sidewalks (each side)


## At the I-490 Interchange

- Two 11 ft travel lanes northbound
- Three 11 ft travel lanes southbound
- Painted median
- Curbed outside edges
- Curb lawns (each side) south of bridge
- 5 ft to 7 ft sidewalks



## I-490 Interchange to NYS Route 31 (Lyell Avenue)

- One 11 ft inside travel lane and two 10 ft outside travel lanes southbound.
- One 11 ft inside travel lane and one 10 ft outside travel lane northbound at Jay Street
- One 11 ft inside travel lane and two 10 ft outside travel lanes northbound from Jay Street to Lyell Avenue.
- No standing allowed in vicinity of Jay Street intersection.
- 4 ft raised concrete median with 1 ft offsets
- Curbed edges
- 5 ft curb lawns (each side)
- 5 ft sidewalks (each side), 7 ft at School No. 43



## Lexington Avenue to Driving Park Avenue

- One 12 ft left travel lane and one 13 ft right travel lane in each direction
- 7 ft left shoulders and 10 ft right shoulders
- +/- 16 ft grass median
- Variable width separation between inner and outer roadways. Includes median barrier and guiderail.
- 22 ft western outer roadway with concrete gutter on east side and curb on west side (two-way)
- Curb lawn or paved snow storage to west of western outer drive
- 5 ft sidewalk to west of western outer roadway
- 24 ft eastern outer drive limited to $+/-450 \mathrm{ft}$ south of Driving Park Avenue (two-way)



## Driving Park to Ridgeway

- One 12 ft left travel lane and one 13 ft right travel lane in each direction
- 7 ft left shoulders and 10 ft right shoulders
- +/- 16 ft grass median
- Variable width separation between inner and outer roadways. Includes median barrier and guiderail.
- 22 ft western outer drive with concrete gutter on east side and curb on west side (two-way)
- 26 ft eastern outer drive with curb on both sides (one-way northbound)
- Curb lawn and 4 ft sidewalk to the outside of each outer drive.


## Ridgeway to NYS Route 104 (West Ridge Road)

- One 12 ft left travel lane and one 13 ft right travel lane in each direction
- 7-8 ft left shoulders and 10-13 ft right shoulders
- Variable width grass median
- Variable width separation between inner and outer drives. Includes median barrier and guiderail. Includes fencing along Eastman Kodak.
- 22-24 ft western outer roadway (two-way). Some curb, shoulder, and parking lanes.
- 5-7 ft sidewalk on the west side of the western outer drive.


## NYS Route 104 (West Ridge Road) to Stone Road

- Two 11 ft lanes in each direction
- 7 ft left shoulders and 10 ft right shoulders south of Medimount Drive
- 1 ft left side curb offsets and 12 ft raised grass median north of Medimount Drive
- 16 ft grass separation between southbound inner drive and western outer drive (Old Mount Read Boulevard) (two-way operation). No eastern outer drive.
- Two lane, 20 ft wide outer drive on west side. Two foot shoulder along western side of outer drive.
- No sidewalk from NYS Route 104 to 215 ft north of Medimount Drive. 5 ft sidewalk along western side of Mount Read Boulevard from there to Stone Road.

A full analysis of features not meeting current NYSDOT highway design standards was not completed for this study. Existing elements such as lane width, shoulder width, weaving lengths, acceleration lane
lengths, deceleration lane lengths, and ramp radii appear deserving of review as part of a future project based on visual observations and engineering experience.

### 2.1.5 Pavement

Pavement surface condition scores and distress data documented in the NYSDOT 2010 Pavement Data Report are summarized in Exhibit 2.1.5 for the segments of Mount Read Boulevard owned and maintained by the NYSDOT. According to NYSDOT Records, the pavement on the inner drives consists of an asphalt overlay on a concrete base. Mount Read Boulevard was initially constructed in the form we see it today throughout the 1950's and 1960's. Since then, it has undergone a number of rehabilitation treatments. The most recent occurred in 2000-2001 and involved a 1 to $1 \frac{1}{2}$ inch asphalt overlay.

| Exhibit - 2.1.5 <br> Pavement Condition Summary |  |  |  |
| :--- | :--- | :--- | :--- |
| From | To | Surface Score | Dominant Distress |
| NYS Route 33 (Buffalo Road) | I-490 Interchange ${ }^{1}$ | Fair | General Alligator Cracking |
| I-490 Interchange | NYS Route 31 (Lyell <br> Avenue) | Fair to Poor | General Alligator Cracking |
| NYS Route 31 (Lyell Avenue) | Lexington Avenue | Fair | Isolated Alligator Cracking |
| Lexington Avenue | NYS Route 104 <br> (West Ridge Road) | Good | Isolated Alligator Cracking |
| NYS Route 104 <br> (West Ridge Road) | Joanne Drive | Fair to Poor | Isolated Alligator Cracking |
| Joanne Drive | Stone Road | Good to Excellent ${ }^{2}$ | Cracking along the edge $^{2}$ |

1. Segment at I-490 Interchange reconstructed as part of the Western Gateway Project
2. Based on field observation in 2013. Resurfaced in 2010.

The dominant type of distress documented in 2010 was alligator cracking. Alligator cracking typically results from the repeated application of traffic loads on an asphalt (flexible) or composite (asphalt overlay on concrete) pavement. While it may initially appear as a single crack in a wheel path, as distress increases in severity and extent, the cracks typically form a pattern resembling an alligator's hide. It is termed "isolated" when less than $20 \%$ of the affected roadway segment is affected and "general" otherwise. Visual observations in 2013 also noted the presence of wheel path rutting, particularly between Jay Street and NYS Route 31 (Lyell Avenue).

Pavement surface conditions along the Outer Drives vary from fair to good with various degrees of longitudinal and transverse cracking. No formal pavement maintenance records were available from the City of Rochester for these roadways.

Based on visual observation, the asphalt pavement surface along Mount Read Boulevard and its outer drive from Joanne Drive to Stone Road appears in good to excellent condition. This segment of Mount Read Boulevard was resurfaced in 2010. Pavement surface condition on the remainder of the outer drives varies widely throughout the corridor from good to poor. Where distressed, the surface exhibits cracking and potholes.

### 2.1.6 Guiderail, Median Barriers, and Impact Attenuators

There are no guiderail, barriers, or impact attenuators between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue). Between NYS Route 33 (Buffalo Road) and McGuckin Street and from north of Jay Street to NYS Route 31 (Lyell Avenue), Mount Read Boulevard has a unique median treatment that dates back to its original construction. The feature is a 4 foot wide "reflecting concrete mall." It consists of a concrete curb and median, coated with a white reflecting mortar in a scored pattern. Over the


Concrete Reflecting Mall years this feature has lost much of its reflective properties and serves only as a physical separation between the northbound and southbound travel lanes. It remains in fair condition south of McGuckin Street. The northern segment leading up to Lyell Avenue is severely deteriorated with broken and missing concrete.

North of NYS Route 31 (Lyell Avenue) the Mount Read Boulevard corridor includes weak post corrugated w-beam, box beam, and heavy post blocked-out corrugated beam guiderail and median barrier. This includes median barrier installed between the inner and outer drives. The barriers vary in condition from good to poor depending on location. Barriers were not checked for conformance with current standards, however median barriers with turned down end terminals rather than attenuating terminals were observed within the study limits. This condition would not meet current standards. There is one impact attenuator within the study corridor located at the southern end of the Mount Read Boulevard bridge over the Kodak Railroad. It is in excellent condition based on field conditions.


Various Barrier Treatments along Mount Read Boulevard

### 2.1.7 Drainage Systems

As of this time, there are no known specific drainage or flooding concerns along Mount Read Boulevard. Stormwater along Mount Read Boulevard is typically removed via a closed drainage system consisting of catch basins and underground storm sewer pipes. Based on record plan information, it appears that when constructed, many basins were connected to existing sewers which in turn means much of the system may be old and possibly in poor condition. North of NYS Route 31 (Lyell Avenue) the longitudinal storm sewers typically run either along one side of one of the outer roadways or down the median between the
inner roadways. There are also periodic sewer crossings at intersecting roadways. Based on record plan information, it appears that the locations of these facilities are reasonably well known. Additional exploration, including televising, may be helpful in determining the need for replacement of sewer trunk lines as part of any future project.

There are periodic field inlets in the median and island areas created by ramps at the Ridgeway Avenue and NYS Route 104 (West Ridge Road) interchanges. There are roadside ditches (segments of open drainage) along the eastern side of Mount Read Boulevard north of Joanne Drive. There are also concrete gutter sections with drop inlets along the west side of Mount Read Boulevard on approach to Stone Road and along the eastern edge of periodic segments of the western outer drive.

### 2.1.8 Structures

## Bridge Identification

There are a total of eight bridges along Mount Read Boulevard within the study corridor. Two of the bridges carry Mount Read Boulevard over features (railroads) and the other six carry various features over Mount Read Boulevard (3 roadways, 1 pedestrian, 1 railroad and 1 utility bridge). Below is a listing of the bridges along the corridor from south to north with the corresponding Bridge Identification Number (BIN) and original year of construction:
(a) BIN 1048729 - l-490 over Mount Read Boulevard (2009)
(b) BIN 1049759 - Mount Read Boulevard over the CSX Railroad (1954)
(c) BIN 7049760 - Rochester and Southern Railroad over Mount Read Boulevard (1954)
(d) BIN 7049770 - Ridgeway Avenue over Mount Read Boulevard (1954)
(e) BIN 1049789 - Mount Read Boulevard over the Kodak Railroad (2006)
(f) BIN 2063840 - Steam line over Mount Read Boulevard (1969)
(g) BIN 2052300 - Pedestrian Bridge over Mount Read Boulevard (1966)
(h) BIN 1036469 - NYS Route 104 (West Ridge Road) over Mount Read Boulevard (2003)

## Bridge Clearance

All but one of the six bridges over Mount Read Boulevard has vertical clearance from the low chord to the roadway which exceeds the NYSDOT minimum vertical clearance requirement of 14 ft per the NYSDOT Bridge Manual (Sections 2.4.1 and 2.4.2). The pedestrian bridge has a posted vertical clearance of 12'-2" which is less than the NYSDOT minimum standard of 15 ft .

Two of the bridges carry Mount Read Boulevard over railroads. Both of these bridges have vertical clearance from the low chord to top of rail that is less than the 22 ft minimum vertical clearance required by NYSDOT.

## Bridge Condition

NYSDOT Condition Ratings and FHWA Sufficiency Ratings were obtained from public websites and are included in Exhibit 2.1.8 in Appendix C. These ratings can be used to gauge the overall condition of the bridges.

For each bridge statewide, NYSDOT provides an overall New York State "Condition Rating" by combining the inspection ratings of individual components using a weighted average formula. This formula assigns greater weights to the ratings of the bridge elements having the greatest structural importance and lesser
weights for minor structural and non-structural elements. If a bridge has multiple spans, each element common to the spans is rated and the lowest individual span element rating is used in the condition rating formula.

NYSDOT defines a deficient bridge as one with a "Condition Rating" less than 5.0. A deficient condition rating indicates deterioration at a level that requires corrective maintenance or rehabilitation to restore the bridge to its fully functional, non-deficient condition. It does not mean that the bridge is unsafe.

FHWA "Sufficiency Ratings" are intended to indicate a measure of the ability of a bridge to remain in service. The ratings are used by the Federal Highway Administration to select candidate bridges for the Highway Bridge Program. Calculations for Sufficiency Ratings utilize a formula that includes various factors determined during the bridge field inspection and evaluation. The rating is calculated based $55 \%$ on the structural evaluation, $30 \%$ on the obsolescence of its design, and $15 \%$ on its importance to the public.

Ratings are on a scale of 1 to 100 , with 100 considered as an entirely sufficient bridge (usually new) while an entirely deficient bridge would receive a rating of 0 . A score of 80 or less is required for federal repair funding and 50 or less for federal replacement funding. Only bridges that carry vehicular traffic receive a Sufficiency Rating.

NYS "Condition Ratings" and FHWA "Sufficiency Ratings" are available for the five bridges under NYSDOT ownership. All but one of these bridges have ratings very near or greater than the threshold ratings for deficiency/needing of repair (e.g. Condition Rating greater than 5 and Sufficiency Rating greater than 80). The exception is the Ridgeway Avenue Bridge over Mount Read Boulevard (BIN 149770) which has a NYS Condition Rating of 4.08 and a Sufficiency Rating of 46.6 . This bridge however is undergoing rehabilitation in 2014.

The privately owned railroad bridge (BIN 7049760), the privately owned steam line bridge (BIN 2063840) and the City owned pedestrian bridge (BIN 2052300) do not have published "Condition or Sufficiency Ratings" however all three of these bridges were constructed in the 1950's and 60's and exhibit deterioration typical for 50+ year old bridges.

## Retaining Walls

Along the backside of the sidewalk under the I-490 Bridges over Mount Read Boulevard (BIN 1048729), segmental block walls retain the abutment slope fill. These walls were constructed with the bridge in 2009 and are in good condition.

Mount Read Boulevard is depressed below the Rochester and Southern Railroad Bridge however the sidewalk on both sides of the roadway is not. Short height concrete retaining walls with railing are present on both sides between the sidewalk and roadway. These walls are in poor condition with numerous areas of concrete spalling with exposed and corroded reinforcement.


Retaining Wall Deterioration

### 2.1.9 Lane Geometry and Traffic Control

## Lane Geometry

Existing lane geometry along the Mount Read Boulevard corridor from Buffalo Road (NYS Route 33) to Stone Road is illustrated in Exhibit 2.1.4(2) in Appendix A. Traffic control at each intersection and interchange was inventoried and is also shown on Exhibit 2.1.4(2).

## Traffic Signals

The intersections of the following roads with Mount Read Boulevard are signalized:

- NYS Route 33 (Buffalo Road)
- Maple Street
- I-490 Westbound Ramps
- Jay Street
- NYS Route 31 (Lyell Avenue)
- Emerson Street
- Lexington Avenue
- Driving Park Avenue
- Stone Road

The intersections of Mount Read Boulevard's outer drives with Ridgeway Avenue are also signalized. All signals are supported by spanwire and pole assemblies. Traffic signal equipment throughout the project limits, with the exception of that at the I-490 westbound ramps and Stone Road intersections, has been characterized by the NYSDOT and MCDOT as beyond its expected service life. Upgrades or replacements would be required to meet current Manual of Uniform Traffic Control Devices (MUTCD) standards for the number and placement of signal heads. Although the traffic signal equipment at the I-490 westbound ramps and Stone Road intersections is currently adequate, their condition could change in the future and signal equipment replacement may be needed. The existing signals between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue) are interconnected to facilitate traffic flow. To the north, the signals at Emerson Street, Lexington Avenue, and Driving Park Avenue are time based coordinated. Traffic signals across the corridor, with the exception of those from I-490 to NYS Route 31 (Lyell Avenue) and at the Stone Road intersection lack pedestrian accommodations including push buttons and separate pedestrian signals. The red lights on Mount Read Boulevard at NYS Route 31 (Lyell Avenue) southbound, Emerson Street and Driving Park Avenue (southbound) are photo enforced using camera equipment owned and operated by the City of Rochester. All remaining connections are either controlled by stop signs, yield signs, or are free flowing as indicated on Exhibit 2.1.4(2).

## Pavement Markings

As of the date of field observation in March of 2013, the pavement markings on Mount Read Boulevard were generally in good condition and visible. They are replaced on a regular cycle under NYSDOT and MCDOT pavement marking maintenance programs. Marking patterns generally appear to be in compliance with current MUTCD standards.

## Signing

Signing condition varies from poor to excellent depending on the age of the individual assembly. Signs are also periodically replaced as they become damaged or reach the end of their service life. It is apparent based on visual observation that some signs, including overhead signs on sign structures at the NYS Route

104 (West Ridge Road) interchange and several in the median have been replaced. Specific signing elements throughout the corridor require updates to fully meet current MUTCD standards.

## Intelligent Transportation Systems (ITS)

ITS features along Mount Read Boulevard are limited. There is an existing overhead CCTV camera at the intersection with NYS Route 31 (Lyell Avenue). Refer to the section on traffic signals for additional information on signal interconnection. There are no other ITS features along the corridor such as permanent count stations, weather information stations, motorist information system signs, or variable message signs.

There are ITS elements located outside the project study area and operated through the Regional Traffic Operations Center (RTOC) located adjacent to the Greater Rochester International Airport on NYS Route 383 (Scottsville Road) southwest of the Mount Read Boulevard corridor. The RTOC facility is jointly operated by the NYSDOT, MCDOT Monroe County Airport Authority and New York State Police. The facility serves as a centralized location to provide for complete detection and response capabilities for both the routine daily traffic as well as traffic incident management.

Contained within the facility is the Traffic Control Center where the majority of Monroe County's over 600 traffic signals can be monitored and controlled remotely via the Traffic Control System (TCS). The system measures and analyzes traffic conditions and automatically controls the timing of the traffic signals. Maintenance and dispatch of the existing signal system crews are also housed at the RTOC.

## Parking Regulations

Parking is regulated differently as one travels along Mount Read Boulevard. The Segment from NYS Route 33 (Buffalo Road) to the l-490 interchange is signed for "no standing any time." "No standing" means that vehicles may only be stopped while actually loading or unloading passengers. There are also "no standing" regulations along the west side of the road from Garland Avenue to Jay Street and along the east side just north of Jay Street. "No parking," allowing drivers to stop to load or unload both passengers and merchandise but the vehicle cannot be left unattended, is posted along the west side of Mount Read Boulevard just north of Jay Street. Parking is not restricted along the remainder of the roadway between Jay Street and NYS Route 31 (Lyell Avenue). Parked cars are sporadically seen within the curb lane.
"No standing" is posted along the east side of Mount Read Boulevard on approach to NYS Route 31 (Lyell Avenue). From the hatched shoulder to the fenced in yard just south of School No. 43 , the west side of the road is signed for " 15 minute parking between 1:30 PM and 2:30 PM, Monday through Friday with flashers required." Members of the public have suggested that double parking occurs within this area during peak pick-up and drop-off times at School No. 43, posing a safety concern and resulting in congestion. The segment of curb lane along the fenced in school yard is signed for "no parking any time." There are no other posted parking regulations along Mount Read Boulevard's inner roadway.

There is a short segment of "no parking" along the west side of the western outer drive just south of Emerson Street. There are also "no parking" regulations posted along the eastern outer drive along the Jasco Tools frontage. The shoulder of Mount Read Boulevard's northbound inner roadway along the frontage of the Eastman Business Park was recently signed for "no parking." There is a "no stopping any time" sign just south of the taper for the northbound off-ramp to NYS Route 104 (West Ridge Road). There are also "no parking" regulations posted along the west side of the western outer roadway near the pedestrian bridge.

## Speed

Measurements of operating speed were not made for this study. The posted speed limit along Mount Read Boulevard within the study corridor is as follows:

- NYS Route 33 (Buffalo Road) to NYS Route 31 (Lyell Avenue): 35 mph
- NYS Route 33 (Lyell Avenue) to NYS Route 104 (West Ridge Road): 45 mph
- NYS Route 104 (West Ridge Road to Stone Road: 35 mph

There is also a 25 mph posted speed limit along the western outer drive (Old Mount Read Boulevard) between the NYS Route 104 (West Ridge Road) interchange and its northern terminus.

## Intersection Specific Comments

The NYS Route 33 (Buffalo Road) intersection is a signalized traffic circle (refer to Exhibit 2.1.4(2), sheet 1, in Appendix A). It is not a roundabout as modern roundabouts do not include traffic signals. Instead, modern roundabouts employ geometric curvature on the entries to control speed and require entering traffic to yield to that within the circulatory roadway. The combination of signals, poor signing, and lack of lane use markings at the traffic circle fails to provide clear direction, also sometimes called positive guidance, to motorists. A lack of positive guidance can lead to congestion and accidents. This location has been cited as a source of confusion by the public and an element in need of improvement.

The traffic signal program (phasing) at the intersection of Mount Read Boulevard with NYS Route 31 (Lyell Avenue) includes protected only left turn movements for all four approaches. This means that left turns are only allowed to move on a green arrow and cannot proceed during the circular green indication. According to the NYSDOT, this was originally instituted as a measure to enhance the safety of pedestrians using the crosswalks, especially students from School No. 43. While safety is enhanced, this configuration was noted as a source of delay and


Lyell Avenue Traffic Signal congestion. Right turns on red are also prohibited between the hours of 8:00 AM and 4:00 PM on school days. The existing traffic signal control equipment does not allow for an alternative operation plan, including permissive left turn movements during portions of the day when students are not prevalent.

As previously noted in Section 2.1.1, Mount Read Boulevard is classified as an Access Highway through the Driving Park Avenue intersection. It therefore functions as a critical link for truck traffic, including tractor trailers. NYS Route 31 (Lyell Avenue) is also a truck access highway and therefore truck turning movements are to be expected. Small curb radii on all four corners of the intersection make it difficult for large tractor trailer combinations, including those pulling a 53 ft trailer (WB-67) to complete a turn within their designated lane (Refer to Exhibit 2.1.4(2), Sheet 4, Appendix A). In particular, northbound right turning trucks have been observed to need both northbound lanes to complete their move without hitting the curb. Unexpected truck encroachments present a safety concern for both motorists and pedestrians


Turning Trucks at Lyell Avenue Intersection at this location.

There is a median break at Ferrano Street, the access road to the City's Department of Environmental Services facilities, along the west side of Mount Read Boulevard (Refer to Exhibit 2.1.4(2), Sheet 5, Appendix A). This access has acceleration and deceleration (auxiliary) lanes on both northbound and southbound Mount Read Boulevard.

Mount Read Boulevard's outer drives are in extremely close proximity (within 50 ft center to center) to the inner drives at the Emerson Street, Lexington Avenue, and Driving Park Avenue intersections (Refer to Exhibit 2.1.4(2), Sheets $6,7, \& 9$, Appendix A). The outer drive approaches are controlled by stop signs while mainline Mount Read Boulevard and the side street approaches are controlled by the traffic signal. There are typically two sets of stop lines for the signals on the eastbound and westbound approaches, one on either side of the outer drives. The density of signage is high at each location. Drivers can see multiple messages, must determine which applies to them, and navigate properly while obeying the traffic signal indications and avoiding other traffic. This combination places a heavy load on drivers which can negatively impact safety and lead to accidents.


## Example of Complex Traffic Control at Lexington Avenue

Trucks use the outer drives to access the various municipal, commercial, and industrial buildings located along Mount Read Boulevard. There is ample space for tractor trailer combinations to turn on to and off of the inner drives, however those same vehicles have difficulty completing their movements to the outer drives because the roadways are so close to each other.

There are several locations along Mount Read Boulevard where short ramp connections link the outer and inner drive. Some connections are controlled by yield signs while others have acceleration lanes. In general, storage space between the two roadways is limited. The application of stop and yield control also varies from location to location. This, combined with various segments of one-way and two-way travel on the outer drives, results in a confusing system of access to neighboring properties. The potential for stop and start movements and the mixing of traffic with different speeds elevates the potential for accidents (Refer to Exhibit 2.1.4(2), Sheets 7-9 \& 11, Appendix A).

Ridgeway Avenue is indirectly connected to the inner drives of Mount Read Boulevard via the outer drives and short connector ramps except in the northeast quadrant. Access to northbound Mount Read

Boulevard from Ridgeway Avenue is provided by a direct on-ramp. In contrast, most connections between Mount Read Boulevard and NYS Route 104 (West Ridge Road) have the character of direct ramp roadways as the interchange takes the form of an urbanized cloverleaf. Only the ramps in the northwest quadrant are connected to an outer drive (Refer to Exhibit 2.1.4(2), Sheets 11, 13 \& 14, Appendix A).

There is a median break at the first residential property connected to Mount Read Boulevard north of NYS Route 104 near the Monroe County Water Authority facility (Refer to Exhibit 2.1.4(2), Sheet 15, Appendix A). Joanne Drive, Medimount Drive, and Rosecroft Drive intersect Mount Read Boulevard at unsignalized intersections. Vehicles on these side streets must stop at the northbound lanes and then cross the median to complete a left turn. There are exclusive left turn lanes for traffic on Mount Read Boulevard at the unsignalized intersections within this segment.


Multiple Stages of a Left Turn from Joanne Drive
Stone Road intersects Mount Read Boulevard at a 60 degree angle (Refer to Exhibit 2.1.4(2), Sheet 16, Appendix A). The skew of the intersection requires turning roadways outside the control of the traffic signal in both the southwest and northeast quadrants. Both turning roadways are controlled by a yield sign where they meet Mount Read Boulevard. The traffic signal also operates under split phasing (eastbound and westbound where one direction proceeds followed by the other with no overlap) because of the shallow angle.

### 2.1.10 Multimodal Considerations

## Pedestrians

The study area is fully developed with land uses including residential, commercial, industrial, and public development. Local generators of pedestrian traffic along Mount Read Boulevard include schools and commercial development, however pedestrian facilities are limited. Sidewalks exist along Mount Read Boulevard (inner and outer drives) at the following locations:

## West Side:

- NYS Route 33/Buffalo Road to Ferrano Street ( along Mount Read Boulevard
- Ferrano Street to Emerson Street (along the Outer Drive)
- Emerson Street to Lexington Avenue (along Mount Read Boulevard and the Outer Drive)
- Lexington Avenue to NYS Route 104/West Ridge Road (along the Outer Drive)
- Medimount Drive to Stone Road (along Mount Read Boulevard)

East Side:

- NYS Route 33/Buffalo Road) to Bergen Street (along Mount Read Boulevard)
- Bergen Street to Emerson Street (along the Outer Drive)
- Emerson Street to Lexington Avenue (along the Inner Drives and Outer Drive)
- Driving Park Avenue to Ridgeway Avenue (along the Outer Drive)
- Truesdale Street to NYS Route 104 (along Mount Read Boulevard)

Sidewalks along the outer drive are interrupted at the Rochester and Southern Railroad crossing between Emerson Street and Lexington Avenue. Sidewalk conditions vary from poor to good, with the large majority in the fair to poor range. Pedestrian crossing locations at the signal controlled intersections along the corridor are inventoried below:

- NYS Route 33 (Buffalo Road) - No marked crosswalks, curb ramps, or push buttons / signals.
- Maple Street - Marked crosswalks for E-W (south) and N-S (east). Push buttons and hand/man signals E-W (south). Curb ramps, some ADA compliant.
- I-490 Westbound - Marked crosswalks, ADA compliant curb ramps, and push buttons with hand/man signals for E-W (south) and N-S (west and east).
- Jay Street - Marked crosswalks, curb ramps, and push buttons with hand/man signals for E-W and N-S.
- NYS Route 31 (Lyell Avenue) - Marked crosswalks, curb ramps, and push buttons with hand/man signals for $\mathrm{E}-\mathrm{W}$ and $\mathrm{N}-\mathrm{S}$.
- Emerson Street - No marked crosswalks, curb ramps, or push buttons / signals.
- Lexington Avenue - No marked crosswalks or push buttons / signals. ADA compliant curb ramps exist only on the outer four (4) corners of intersection.
- Driving Park Avenue - No marked crosswalks, curb ramps, or push buttons / signals.
- Ridgeway Avenue - No marked crosswalks or push buttons / signals. Limited curb ramps.
- Stone Road - Marked crosswalks, ADA compliant curb ramps, and push buttons with hand/man signals for E-W and N-S.


Pedestrian and Bicyclist Activity at Lyell Avenue

The City of Rochester and Eastman Kodak jointly maintain a pedestrian bridge over Mount Read Boulevard between Ridgeway Avenue and NYS Route 104 (West Ridge Road). This bridge connects the Eastman Kodak complex on the east side of the road with an employee parking lot on the west side. Staircases are provided on both the west and east sides, connecting to the sidewalk system along Mount Read Boulevard.

Overall, Mount Read Boulevard acts as a physical barrier for pedestrians between NYS Route 31 (Lyell Avenue) and Stone Road. Available crossing locations are limited to major signalized intersections or overhead bridges given the existing roadway cross section. The intersections of Emerson Street, Lexington Avenue, and Driving Park Avenue lack basic pedestrian accommodations, refuge areas at the median, and signalization. The posted speed limit on Mount Read Boulevard, along with the lack of sufficient pedestrian connectivity, results in limited pedestrian use along the corridor.

Pedestrian volumes are limited along the corridor as observed during field investigations. Pedestrians crossing at uncontrolled locations typically yield to oncoming traffic. However, the lack of sufficient pedestrian accommodations increases the risk for a collision given the length of the crossings.

## Bicyclists

There are no restrictions on bicycle travel along Mount Read Boulevard, however there are also no dedicated bicycle facilities along Mount Read Boulevard within the study limits. Bicycles are expected to share the travel lanes with motor vehicles given the narrow shoulder width from NYS Route 33 (Buffalo

Road) to NYS Route 31 (Lyell Avenue) and from Emerson Street to Lexington Avenue. For the rest of Mount Read Boulevard from Lyell Avenue to Stone Road, the wider shoulder provides better accommodation for bicyclists. There are bicycle lanes on Driving Park Avenue that terminate just east of the corridor. There are also bicycle lanes on NYS Route 33 (Buffalo Road) just west of the corridor.

According to the City's Rochester Bicycle Master Plan, the bicycle level of service for the corridor varies from A to F. Mount Read Boulevard is scored at LOS E or F between NYS Route 33 (Buffalo Road) and Lexington Avenue. Mount Read Boulevard is scored at LOS A between Lexington Avenue and Driving Park Avenue. These scores are related to the existing roadway sections and shoulder conditions summarized above. Bicycle volume is limited along the corridor as observed during field investigations. Users were generally perceived to not be cycling enthusiasts, but rather destination bicyclists using the bicycle as their primary means of transportation.

## Transit

The Rochester Genesee Transportation Authority (RGRTA) operates transit services within the study area. The RGRTA, which oversees public transportation in eight Western New York counties, operates six Regional Transit Service (RTS) bus routes within the corridor. Bus routes within the corridor, including bus stops along and adjacent to Mount Read Boulevard, are shown on Exhibit 2.1.10 in Appendix A.


Corridor Bus Shelter

As shown, only bus route \#9 (Jay/Maple) has stops along Mount Read Boulevard. Stops are located between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue). Several of the stops directly adjacent to Mount Read Boulevard experience moderate daily ridership. These include the 2 stops on Lyell Avenue at Mount Read Boulevard. Bus shelters exist at several of these stops.

## Airports, Railroad Stations, and Ports

The Greater Rochester International Airport is located adjacent to I-390 southbound approximately 2 miles south of the I-390/I-490/NYS Route 390 interchange. No conflicts exist with the flight paths of aircraft using this airport. There are no railroad stations or port entrances within or in the vicinity of the study area.

## Access to Recreation Areas

There are no entrances to parks, waterways, or state lands within the study corridor.

### 2.1.11 Lighting

There are several different types of roadway and intersection lighting spread throughout the corridor. The NYS Route 33 (Buffalo Road) traffic circle is lit by cobra head luminaires mounted on truss arms connected to individual poles. There are also cobra head fixtures mounted to single arms and connected to traffic signal poles.

Cobra head luminaires are suspended from lighting arms bracketed to wooden poles between NYS Route 33 (Buffalo Road) and the l-490 interchange. At the interchange, there are pedestrian scale ornamental lights as well as cobra head luminaires suspended from bracket arms on standalone light poles. The standalone light poles are powder coated black to match the ornamental lighting. From the I-490 interchange north to the NYS Route 31 (Lyell Avenue)


Page 2-18
Bergmann hassocates highondplanning
intersection, Mount Read Boulevard is lit by cobra head luminaires suspended from bracket arms mounted to utility poles.


Typical Median Lighting

Lighting for the inner drives is provided by dual cobra head luminaires (one for each roadway) suspended from truss arms bracketed to individual poles running down the median from NYS Route 31 (Lyell Avenue) to Medimount Drive. The power feed for the existing lights runs overhead from pole to pole. This is both obsolete and visually unappealing. Anecdotal evidence suggests the power feed was run overhead to avoid time consuming and costly excavation in a relatively high rock table below the road. Adjacent to Medimount Drive there are a series of cobra head luminaires suspended from bracket arms attached to separate light poles along the outside edges of the roadway. As noted in Section 2.1.2 the NYSDOT owns the poles, arms, foundations, pullboxes, and conduit. The MCDOT owns the fixtures and wiring. The MCDOT performs all maintenance.

The remainder of the corridor is lit by cobra head lights suspended from bracket arms mounted to utility poles along the west side of the road and separate wooden light poles to the east. Not all segments of the outer drives have lighting. Where lighting is provided, it generally consists of cobra head luminaires suspended from bracket arms connected to utility poles. The City of Rochester owns and maintains the lighting system on the Outer Drives. The Town of Greece owns and maintains lighting along Old Mount Read Boulevard.

### 2.1.12 Utilities

Utilities within the project study area include underground water, gas, sanitary sewer, storm sewer, electric, and other communication lines. Many of these are reflected on available record plans. There are also overhead electric, telephone, cable, and other communication lines suspended from wooden utility poles. These are visible in the field. The following is a list of significant utility owners within the project limits:

- Monroe County Department of Transportation - traffic signal conduit, lighting
- City of Rochester DES - lighting
- Town of Greece - lighting
- NYSDOT - traffic signal conduit
- City of Rochester Water Bureau - water distribution and transmission mains
- Monroe County Pure Water Agency - storm and sanitary sewer
- Monroe County Water Authority - water distribution and transmission mains
- Rochester Gas and Electric - gas transmission mains, gas distribution mains, and laterals
- Rochester Gas and Electric - aerial and underground electric lines and services
- Time Warner Cable - overhead and underground cable lines
- Frontier - overhead and underground telephone lines
- AT\&T - none

The study team reached out to known utility owners within the corridor for general information regarding their existing facilities. A brief summary of the information provided by those that responded is summarized below.

## Water

The Rochester Water Bureau owns and maintains transmission and distribution water mains along Mount Read Boulevard from NYS Route 33 (Buffalo Road) to NYS Route 104 (West Ridge Road). Distribution mains vary in size and location along the corridor, connecting all of the adjacent streets and feeding the numerous residential, commercial, and industrial uses along the corridor. The transmission main along the corridor consists of a 30 inch pipe, starting on the east leg of the Buffalo Road traffic circle and heads north under the pavement to NYS Route 31 (Lyell Avenue). At Lyell Avenue, it transitions to a 36 inch pipe and continues north to Driving Park Avenue. Through this stretch, the water main is located in the median area between Mount Read Boulevard southbound and the western outer drive, except at the CSX Railroad Bridge where is crosses under the tracks to the west of Mount Read Boulevard. From Driving Park Avenue, a 48 inch pipe continues north from the 36 inch mains of both Mount Read Boulevard and Driving Park Avenue and ties into the Monroe County Water Authority's 48 inch pipe and a 24 inch pipe that heads to the east just north of NYS Route 104 (West Ridge Road).

The Monroe County Water Authority also owns and maintains transmission and distribution water mains along Mount Read Boulevard from NYS Route 104 (West Ridge Road) to the north of Stone Road. Distribution mains vary in size and location along the corridor, connecting all of the adjacent streets and feeding the numerous residential, commercial, and industrial uses along the corridor. The Water Authority owns and maintains a large pump station just west of Mount Read Boulevard, directly across from Joanne Drive. This facility is a critical feed for both County and City water supply and has extensive underground infrastructure adjacent to its facility. The transmission main along the corridor begins at the Rochester Water Bureau's 48 inch main just north of NYS Route 104 (West Ridge Road), hooks into the feeds coming from the pump station, and continues under the road to the north, outside the study limits. Additionally, a 42 inch pipe crosses Mount Read Boulevard after coming out the pump station and heads east, just south of Joanne Drive.

## Gas

Rochester Gas and Electric (RG\&E) owns and maintains natural gas distribution mains within the project limits. RG\&E plans to rehabilitate existing lines within the project limits in order to increase the operating pressure of several of these lines. This work includes the installation of a new distribution system north of Ridgeway Avenue. This improvement is necessary to handle significant growth and demand for natural gas throughout the surrounding area. High pressure mains within the corridor include a 20 inch main from NYS Route 33 (Buffalo Road) to Driving Park Avenue, a 16 inch main from Driving Park Avenue to Ridgeway Avenue, and a 12 inch main from Ridgeway Avenue to north of Stone Road. These mains are generally located within with pavement area of the outer drives. Distribution pressure mains vary in size and location along the corridor, connecting all of the adjacent streets and feeding the numerous residential, commercial, and industrial uses along the corridor.

### 2.1.13 Railroads

There are three railroad crossings of Mount Read Boulevard's inner drives within the study limits. All three crossings are grade separated. The first railroad passes under Mount Read Boulevard approximately 800 feet north of NYS Route 31 (Lyell Avenue). The bridge accommodates a single track of the Falls Road


Rochester \& Southern Railroad over Mount Read Boulevard Branch shortline. The line is owned and operated by CSX Transportation. This portion of the line is active and used to provide shipments to Klein Steel. The second crossing is approximately 870 feet north of Emerson Street where the Rochester and Southern Railroad passes over Mount Read Boulevard. The crossing accommodates a single, relatively low speed siding track. The third and final crossing is over the Eastman Business Park Railroad. Mount Read Boulevard passes over a single track approximately 1,525 feet north of Ridgeway Avenue.

There are no at-grade crossings within the study corridor. Mount Read Boulevard's outer drives are severed at each of the railroad crossings with the exception of the Eastman Business Park Railroad. In that case, the outer drives are carried over the railroad on the same structure as the inner drives.

### 2.1.14 Geotechnical

No subsurface investigations were performed as part of this study, however a review of available record plans and anecdotal evidence suggest that the rock is relatively close to the surface along the study corridor. This is an important consideration for the planning and design of future projects that might involve deep excavations.

### 2.2 Traffic Volumes and Operations

The following sub-sections summarize the traffic analysis of existing (2013) and projected future no-build (2035) conditions for the Mount Read Boulevard Corridor from NYS Route 33 (Buffalo Road) in the City of Rochester to Stone Road in the Town of Greece. This portion of the study establishes a baseline to allow for the development and comparison of conceptual improvements. The information provided does not however, comprise a complete set of traffic data of the quality necessary for follow-on design activities. New data should be collected across the entire corridor as the first of many steps in a future design project or projects.

### 2.2.1 Traffic Volumes

## Daily Traffic Volumes

Daily traffic data for Mount Read Boulevard's inner drives were drawn from a number of sources. Historic average annual daily traffic volumes (AADT) were obtained from past NYSDOT Traffic Volume Reports and their online tool, the New York State Traffic Data Viewer. AADT is the two-way volume that utilizes a roadway under average conditions each day throughout the year. The NYSDOT Local Traffic Volume Reports and MCDOT Traffic Count Summary were also culled for pertinent data. The most recent available historic counts generally come from the years 2007 to 2010. Copies of these counts are available in Appendix B. No new 24 -hour continuous traffic counts were taken as part of this study. In general, traffic
volumes along the corridor have showed little or no growth over the past 5 years. Trucks comprise anywhere from $3 \%$ to $10 \%$ of the daily volume depending on location. No daily traffic volumes are currently available for the outer drives.

To establish a study baseline, the AADT were extrapolated to the year 2013 using an average annual growth rate of $1.0 \%$. The MCDOT established this value for the City of Rochester and Town of Greece, including the Mount Read Boulevard Corridor as described in a memorandum included in Appendix B. Use of a $1.0 \%$ per year growth rate is appropriate as a conservative approach when planning long-term investments.

For the purposes of this study, it is assumed that all construction along Mount Read Boulevard would be complete by the year 2035. This would be the estimated time of completion (ETC). Please refer to Section 5 of this report for additional discussion of the anticipated project schedule. Resultant traffic forecasts for the Mount Read Boulevard corridor under existing (2013) and future no-build (ETC, 2035) conditions are summarized in Exhibit 2.2.1(1). The no-build condition assumes only routine maintenance would be performed along the corridor in the absence of major rehabilitation, reconfiguration, or reconstruction.

| Exhibit - 2.2.1(1) <br> Existing and Future No Build Average Annual Daily Traffic Volumes <br> (vehicles per day) |  |  |  |
| :--- | :--- | :---: | :---: |
| From | To | Existing <br> $(2013)$ | Future No Build <br> at ETC (2035) |
| NYS Route 33 (Buffalo Road) | I-490 Interchange | 15,000 | 18,700 |
| I-490 Interchange | NYS Route 31 (Lyell Avenue) | 20,000 | 24,900 |
| NYS Route 31 (Lyell Avenue) | Ridgeway Avenue | 16,500 | 20,600 |
| Ridgeway Avenue | NYS Route 104 (West Ridge <br> Road) | 16,000 | 20,000 |
| NYS Route 104 (West Ridge Road) | Stone Road | 15,500 | 19,300 |

As shown, the highest volumes are typically found between I-490 and NYS Route 31 (Lyell Avenue). The levels along the rest of the corridor are also fairly consistent. Using planning guidelines established by the NYSDOT, the existing and future volumes are of a level that can generally be supported by two travel lanes in each direction with additional turn lanes as needed at intersections.

Traffic for a major reconstruction project is typically estimated at both ETC and a point 20 years in the future (ETC+20), commonly known as the design year per the NYSDOT Project Development Manual. Assuming an ETC of 2035, the target design year for a reconstruction project along Mount Read Boulevard would then be 2055. Forecasting corridor traffic more than 40 years into the future generally requires a regional traffic simulation model of the type developed and maintained by the Genesee Transportation Council (GTC). Travel demand models use land use data, characteristics of residential development and employment, and information on committed transportation network improvements to estimate future traffic volumes. They also consider roadway attributes including speed, capacity, and number of lanes. Collaboration with the GTC to generate forecasts at that level of detail is beyond the scope of this study, therefore 2055 forecasts have not been developed. Travel demand modeling is likely to be needed during the next stage of project development. The overall construction of improvements along the corridor is likely to be broken into several phases. In that case, there may be multiple ETC and ETC+20 targets requiring analysis.

## Intersection Turning Movement Volumes

Intersection turning movement counts were also gathered from a number of available sources. Historic data were provided by the NYSDOT and MCDOT at several intersections. Counts were also adapted from traffic studies for recent nearby developments provided by the City of Rochester. This information was supplemented with 4 new turning movement counts scoped as part of this study. New turning movement counts were taken where Mount Read Boulevard intersects the following roads and streets:

- NYS Route 33 (Buffalo Road)
- Emerson Street
- Driving Park Avenue
- Joanne Drive

New turning movement counts were spread out across the corridor to provide a representative sample, update important counts, and close some remaining gaps in the existing data. They were taken while school was in session and covered both the inner and outer drive intersections with Emerson Street and Driving Park Avenue. The counts were taken between the hours of 7:00 a.m. and 9:00 a.m. and 4:00 p.m. and 6:00 p.m. on an average weekday. Counts were collected in 15 minute increments allowing identification of both morning and evening peak hour periods. Weekday morning and evening peak hour volumes are important, as they allow for the analysis of traffic operations during what are typically the periods of highest daily traffic. Based on the results, the weekday morning peak hour generally begins at 7:15 a.m. while the evening peak begins at 4:15 or 4:30 p.m. depending on location. Copies of the turning movement count data are contained in Appendix B.

Older count data were brought forward to the year 2013 using the established 1\% per year growth rate. They were then balanced, as appropriate, against the new turning movement counts to develop a baseline turning movement diagram for the entire study corridor. Note that there are still several locations where turning movement count data remains missing, including the I-490 eastbound ramps, Ferrano Street, Ridgeway Avenue ramp connections, and NYS Route 104 ramp connections. Though it was not possible to generate complete coverage of the Mount Read Boulevard corridor under this study, volumes were established for key intersections including NYS Route 33 (Buffalo Road), NYS Route 31 (Lyell Avenue), Emerson Street, Lexington Avenue, Driving Park Avenue, and Stone Road.

The resultant existing weekday morning and evening turning movement volumes for the corridor are presented in Exhibit 2.2.1(2). Turning movement volumes at ETC (2035) under no-build conditions were also estimated using the $1 \%$ per year annual growth rate and are presented in Exhibit 2.2.1(3). Both exhibits are available in Appendix B.

### 2.2.2 Traffic Operations

Existing and future no-build traffic operations were evaluated to establish a baseline for comparison during the development of conceptual improvements. Level of Service (LOS) is a qualitative measure describing motorist satisfaction with various factors influencing traffic congestion including travel time, speed maneuverability, and delay on an average day. The methodology for performing capacity analyses and determining level of service is documented in the Highway Capacity Manual (HCM). LOS ranges from A to F. LOS A describes conditions with free-flow operations at desirable travel speeds and little or no delay. LOS F denotes highly congested conditions with stop and go traffic, low speeds, significant congestion, and substantial delays. An explanation of how delay relates to level of service for both signalized and unsignalized intersections is provided in Appendix $B$.

Page 2-23

LOS for signalized and unsignalized intersections is determined from the average seconds of delay per vehicle (sec/veh). Signalized intersection analyses yield LOS for groups of lanes (those lanes shared by similar movements) on each approach and the intersection as a whole. Unsignalized intersection analyses result in LOS values for critical movements only. Critical movements are those that must yield or stop and give the right-of-way to other approaching vehicles. LOS D or better is generally considered desirable during peak commuter periods in urban areas such as the City of Rochester. LOS E (and even LOS F) may be deemed acceptable in certain situations.

To assess existing and future no-build conditions along the corridor, an analysis of the traffic control elements and their effect on overall traffic flow was performed. Synchro, Version 7.0, by Trafficware, was chosen to accomplish that task. Synchro implements the methods of the HCM for signalized and unsignalized intersection analyses. The intersections studied include those with volumes in Exhibits 2.2.1(2) and 2.2.1(3). Existing signal timing and phasing were obtained from the NYSDOT, MCDOT, and spot verified in the field. Detailed Synchro output is part of the project record and can be made available by the City of Rochester upon request. The results of the analyses for existing (2013) and no-build conditions (2035) are summarized in Exhibit 2.2.2.

Most intersections are currently operating at LOS D or better overall and would continue to do so in 2035 under no-build conditions. There are however, some specific lane groups and movements with capacity concerns worth noting as described below. At intersections involving both inner and outer drives, the issues documented involve the inner drives. Where data are available for the outer drives, the stop controlled approaches to each intersection operate with an acceptable level of service.

The westbound left turn from the I-490 westbound off ramp to Mount Read Boulevard southbound is currently operating at LOS E during the evening peak hour. This is anticipated to continue in 2035. The northbound left turn lane from Mount Read Boulevard to the l-490 westbound on-ramp is currently operating at LOS E during the evening peak hour. In 2035, it is projected that delays will increase and the quality of operation will degrade to LOS F . The same movement is projected to operate at LOS F during the morning peak hour in 2035. Despite these poor movements, the intersection does and would continue to operate with an acceptable level of service overall.

| Exhibit - 2.2.2 <br> Overall Intersection Level of Service Summary <br> Existing (2013) and Future No-Build (2035) Conditions |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Intersecting Street or Roadway | Existing (2013) (LOS/Delay) |  | No-Build (2035) (LOS/Delay) |  |
|  | AM | PM | AM | PM |
| NYS Route 33 (Buffalo Road) | B/16 | C/25 | B/18 | C/27 |
| Maple Street | A/3 | A/9 | A/4 | B/12 |
| I-490 Westbound Ramps | B/17 | C/25 | C/29 | D/40 |
| Jay Street | A/7 | B/20 | B/11 | E/68 |
| NYS Route 31 (Lyell Avenue) | C/34 | D/45 | D/43 | E/80 |
| Emerson Street | B/18 | C/21 | C/21 | C/23 |
| Lexington Avenue | C/32 | C/28 | E/77 | D/43 |
| Driving Park Avenue | B/16 | B/14 | C/20 | B/17 |
| Ridgeway Avenue at West Outer Drive | B/17 | B/13 | C/22 | B/16 |
| Ridgeway Avenue at East Outer Drive | B/14 | B/11 | B/17 | B/13 |
| West Outer Drive Access to West Inner Drive Near MCWA Facility ${ }^{1}$ | E/35 | D/26 | F/63 | E/47 |
| Joanne Drive ${ }^{1}$ | E/48 | F/190 | F/229 | F>300 |
| Stone Road | D/38 | C/29 | E/65 | D/39 |

Notes: 1. Unsignalized intersection. Results shown are for the stop controlled approach.

As shown, the intersection of Mount Read Boulevard and Jay Street would operate at LOS E overall during the evening peak hour in 2035. This would result from LOS F operations in the northbound lanes shared by through and right turn movements and the whole westbound approach.

All left turn lanes at the intersection of Mount Read Boulevard and NYS Route 31 (Lyell Avenue) currently operate at LOS E and F in the morning and evening peak periods, respectively. Field observations suggest that while the movements are congested, this does not typically lead to the full breakdown of traffic flow at the intersection. This trend is expected to continue in 2035 with no action taken. As previously noted, all four left turns move only on a green arrow (protected only operation). The westbound approach currently operates at LOS E during the evening peak hour and is expected to continue to do so in 2035. The northbound lanes shared by through and right turn movements are also projected to reach LOS F by 2035 in the evening peak hour.

The eastbound left turn from Emerson Street to Mount Read Boulevard northbound is currently operating at LOS E during the evening peak hour. This condition is projected to continue in 2035.


Morning Peak Traffic at Lexington Avenue

LOS F operation in the southbound lanes shared by through movements and right turns is projected to cause the overall LOS E at the Lexington Avenue intersection during the morning peak hour in 2035. In addition, the northbound left turn from Mount Read Boulevard to Emerson Street currently operates at LOS E. This is projected to continue in 2035. The northbound lanes shared by through movements and right turns are also projected to operate at LOS E in that timeframe.

The westbound left turn from Driving Park Avenue to Mount Read Boulevard southbound is currently operating at LOS E during the morning and evening peak periods. This condition is projected to continue throughout 2035 under no-build conditions. The northbound and southbound left turn lanes are also currently operating at LOS E during the evening peak hour. This condition is projected to continue in 2035 under no-build conditions.

The southbound lane shared by through movements and left turns at the intersection of Mount Read Boulevard's western outer drive with Ridgeway Avenue is currently operating at LOS E during the morning peak period. This condition is anticipated to continue in 2035 under no-build conditions. The same movement is projected to operate at LOS E during the evening peak in 2035.

The northbound lane shared by left turns and through movements at the intersection of Mount Read Boulevard's eastern outer drive with Ridgeway Avenue is currently operating at LOS E during the morning and evening peak periods. This condition is projected to continue in 2035 under no-build conditions.

The unsignalized approaches to Mount Read Boulevard at both the access near the Monroe County Water Authority (MCWA) facility and Joanne Drive currently experience LOS E and F conditions during peak periods. In the case of Joanne Drive, delays are more pronounced during the evening peak period. Delays are projected to increase during both peaks in 2035 under no-build conditions.

In 2013, only the westbound left turn from Stone Road to Mount Read Boulevard southbound is functioning poorly (LOS F) during the morning peak. In 2035, the westbound through lane is also projected to operate at LOS F. Those values are the primary contributing factors to the overall LOS E projected in 2035. Also in 2035, during the evening peak, the eastbound through, westbound through, and southbound left turn would operate at LOS E or F.

### 2.3 Safety Considerations, Accident History, and Analysis

As part of this study, accident records for a three year period from May 2009 to April 2012 were examined for the Mount Read Boulevard Corridor. Accident reports (MV-104 forms) were provided by the NYSDOT. A geographic information systems (GIS) database with information drawn from the Accident Location Information System (ALIS) was provided by the GTC. The two sources were indexed and compared to generate the data set for this study.

A total of 375 accidents were identified over the three year period. Of these, 225 (60\%) occurred at intersections and the remaining $150(40 \%)$ occurred at midblock locations. There were no accidents involving a fatality, however nearly 130 accidents (34\%) resulted in an injury to at least one person. The majority ( $67 \%$ ) of accidents occurred under dry conditions with $27 \%$ taking place under wet or snowy pavement conditions. The predominant collision types are noted below. A rear-end and right angle accident pattern is typical of an urban arterial with signalized intersections.

- Rear End - 33\%
- Right Angle - $15 \%$
- Overtaking - 14\%

Available accident location information was incomplete, therefore a full collision diagram showing accident locations and patterns could not be developed. However, the data were used to generate an accident "hot spot" diagram included as Exhibit 2.3 in Appendix B. This diagram identifies locations along the Mount Read Boulevard corridor where most of the accidents are taking place. This information helps identify where targeted safety improvements would yield the greatest return on investment.

As shown, the largest cluster of accidents occurred at the NYS Route 31 (Lyell Avenue) and Lexington Avenue intersections representing 50-60 accidents from the database each. These were followed by the NYS Route 33 (Buffalo Road), Jay Street, Emerson Street, and Stone Road intersections with 20 to 40 accidents each. The Driving Park Avenue intersection followed with 10 to 20 accidents. There was one segment of Mount Read Boulevard, between Jay Street and NYS Route 31 (Lyell Avenue) with a number of accidents significant enough to separate it from the others. This segment has three lanes in each direction, some parking in the curb lanes, and numerous driveways. Accident "hot spots" were absent between Driving Park Avenue and Stone Road.

In addition to the accident study, field observations were made to identify locations and conditions along the corridor that could have a potentially negative effect on overall safety. They include:

- Poor quality of signing and marking at the NYS Route 33 (Buffalo Road) traffic circle, potentially leading to driver confusion, rear end, and sideswipe accidents.
- Close proximity of the western outer drive intersection with NYS Route 31 (Lyell Avenue), now functioning as a driveway to the ABC Supply Company and the Lyell-Mount Read Shopping Center, to the signalized intersection of Mount Read Boulevard and Lyell Avenue.


Existing Signs at Traffic Circle

- Close proximity of the inner drive and outer drive intersections at Emerson Street, Lexington Avenue, and Driving Park Avenue. The inner drive and side street approaches are signal controlled while the outer drive approaches are stop controlled. There are numerous signs and markings at each location providing various messages to the driver. The combination of complex geometry, numerous signs, and traffic signals places a high demand on driver attention. These conditions elevate the potential for rear end and right angle accidents.
- Turned down guiderail and median barrier end sections that could potentially vault an errant vehicle.
- Driver confusion related to connectivity of the outer drives. Some segments are continuous while others have no outlet. Some segments carry two-way traffic while others are one-way.
- Short median openings between the outer drives and inner drives with limited storage space. The method of traffic control also varies from one location to another with some under yield control and others having free flow acceleration lanes.
- Sharp skew angles between ramps to and from the inner drives to the outer drives in the vicinity of Ridgeway Avenue and the Eastman Business Park. The sharp angles make it difficult, especially for elderly drivers, to turn their heads to see oncoming traffic. They also elevate the possibility of wrong-way entry.

Traffic control also varies from location to location where ramps connect the inner and outer drives. Some connections require a stop on the outer drives while others requiring the ramps to yield.


Stop Control on Outer Drive near Kodak

- The northern terminus of the western outer drive, adjacent to Medimount Drive, allows for multiple points of potential vehicular conflict and locations for possible wrong-way entry.


### 2.4 Police, Fire, and Ambulance Access

The Mount Read Boulevard corridor is jointly patrolled by Rochester Police Department (RPD) and Town of Greece Police Department. This roadway is also used by fire protection and ambulance response vehicles for various incidents. There is an active fire station in the southeast corner of the Mount Read Boulevard and Emerson Street intersection. Mount Read Boulevard is also used by the NYSDOT as a
designated alternative route to accommodate traffic during significant incidents (and construction) on NYS Route 390.

### 2.5 Land Use and Development

Land use within the study area was analyzed at two scales; within $1 / 2$ mile of the corridor and directly along the corridor. The following text summarizes the land use analysis and presents key findings likely to impact future land use and transportation decision-making along Mount Read Boulevard. Land uses within the study corridor are illustrated on Exhibit 2.5 in Appendix A.

### 2.5.1 General Land Use

Land use and development character within $1 / 2$ mile of the Mount Read Boulevard corridor varies significantly including pockets of well-defined residential neighborhoods and intensely developed industrial areas. Residential uses are the most prominent on a per-parcel basis, accounting for 8 in 10 lots within the study area over nearly 900 acres. Dense residential neighborhoods are located at the northern and southern ends of the corridor and dominate the corridor between I-490 and NYS Route 31 (Lyell Avenue). This segment also contains the highest population density along Mount Read Boulevard within the study area, as well as the highest driveway density along the corridor.


Mount Read Boulevard: Home to Industries

However, industrial uses account for the greatest acreage within the study area and visually dominate the corridor between Lexington Avenue and NYS Route 104 (West Ridge Road). This segment includes the General Motors Components Holdings, LLC facility and significant portions of the former Kodak Park, now the Eastman Business Park campus, which straddles the corridor. The Simcona Industrial Park and the Canalside Business Center are large industrial properties located between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue) on the west side of the corridor. These large industrial complexes, along with numerous smaller facilities, provide a significant number of jobs within the City of Rochester, making the Mount Read Boulevard corridor a major employment hub.

In addition to over 1,200 acres of industrial land uses, the study area also contains over 550 acres of commercial property, the majority of which is located between NYS Route 31 (Lyell Avenue) and NYS Route 104 (West Ridge Road). Approximately $21 \%$ of commercial properties are parking lots and an additional $12 \%$ are categorized as apartments per the New York State real property classification system.

| Exhibit - 2.5.1 <br> Parcels within $1 / 2$ Mile of the Mount Read Boulevard Corridor |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Land Use Classification | Parcels |  |  |  | Assessed Value/Acre |
| Residential | 3,474 | 82\% | 877 | 28\% | \$286,900 |
| Commercial | 367 | 9\% | 559 | 18\% | \$313,900 |
| Vacant | 220 | 5\% | 258 | 8\% | \$21,200 |
| Industrial | 97 | 2\% | 1,223 | 39\% | \$117,700 |
| Other | 60 | 1\% | 235 | 7\% | \$239,600 |
| Corridor Area Totals | 4,218 |  | 3,152 |  | \$200,800 |

### 2.5.2 Frontage Land Use

The Mount Read Boulevard Study corridor can be broken into several individual segments, each largely dominated by a singular land use type. Approximately $51 \%$ of all parcels with direct or near-direct frontage on the corridor are classified as residential uses, which occupy $32 \%$ of overall corridor frontage length as shown in Exhibit 2.5. While residential uses are the most prevalent in terms of the number, commercial uses occupy the largest aggregate portion of mainline frontage (39\%) while accounting for $32 \%$ of frontage parcels. Industrial uses account for only $10 \%$ of frontage parcels, yet consume $23 \%$ of the corridor length and nearly $3 / 4$ of the acreage for parcels with direct frontage. Remaining land uses with direct or neardirect frontage on the corridor mainline include vacant, commercial services, and public services.

| Exhibit - 2.5.2 <br> Parcels with Direct or Near-Direct Frontage |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Land Use Classification | Parcels |  | Acres | Frontage |  |
| Residential | 136 | $51 \%$ | 30 | $4 \%$ | $32 \%$ |
| Commercial | 85 | $32 \%$ | 135 | $17 \%$ | $39 \%$ |
| Industrial | 26 | $10 \%$ | 592 | $73 \%$ | $23 \%$ |
| Vacant | 17 | $6 \%$ | 18 | $2 \%$ | $6 \%$ |
| Other | 5 | $2 \%$ | 37 | $5 \%$ | $0 \%$ |
| Corridor Area Totals | $\mathbf{2 6 9}$ |  | $\mathbf{8 1 1}$ |  |  |

### 2.5.3 Land Use and Development Key Findings

Although a significant number of residential uses are located within the study area, the majority of these properties do not experience direct adverse impacts associated with traffic. The exceptions are residential properties with mainline frontage between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue) and small pockets of homes that front on an outer drive or have direct rear frontage on the corridor. Residential frontage properties between Buffalo Road and Lyell Avenue will continue to experience adverse impacts associated with their location due to the relatively high traffic volumes, including a large percentage of trucks if changes are not made to increase the buffer between building faces and the roadway.

The corridor also contains a noteworthy amount of underutilized property, which includes vacant land, parking lots, and underdeveloped land. Approximately $40 \%$ of frontage uses within the segment between Lexington Avenue and Ridgway Avenue are underutilized, offering a key opportunity for future, highvisibility redevelopment including commercial or industrial uses. Change is ongoing. For example, the City has committed to the redevelopment of sites including the former Photec property. Redevelopment of underutilized property along the corridor mainline would provide significant visual benefits, improve its appearance, and enhance the experience of corridor users.

### 2.6 Environmental Considerations

### 2.6.1 Aquatic Resources

A preliminary screening of environmental considerations was completed as part of the Mount Read Boulevard Corridor Study. Nearby streams are classified as Class C according to the New York State Department of Environmental Conservation (NYSDEC). Class C streams have waters that are suitable for fisheries and non-contact activities (e.g. swimming). The study area includes a checkzone for NYSDEC
designated wetlands south of Emerson Street along the west side of the corridor. There are two wetlands recognized by the National Wetlands Inventory (NWI). One includes the pond on the west side of the corridor between NYS Route 104 (West Ridge Road) and Stone Road while the other is a freshwater forested/shrub area located west of the MCWA facility. The study area is neither over an EPA sole source aquifer nor a NYSDEC primary aquifer. It is not located in a flood plain. The study area is in a New York State Department of State (NYSDOS) Local Waterfront Revitalization Plan Community but not in a coastal zone.

### 2.6.2 Historic Resources

A review of the State Historic Preservation Office (SHPO) files revealed no properties listed on the New York State or National Register of Historic Properties. The area is known to be archaeologically sensitive from approximately Driving Park Avenue to Rosecroft Drive, however the majority of the land adjacent to the corridor has been previously disturbed. There are no agricultural districts or park and recreation facilities with direct access to Mount Read Boulevard. There are no agency designated critical environmental areas immediately adjacent to the corridor. These are areas with exceptional or unique environmental character. Given the level of industrial activity along the corridor, hazardous waste and contaminated materials could be a concern in locations slated for significant excavation.

### 2.6.3 Visual Resources

This section focuses on the visual landscape character of the 4 mile long Mount Read Boulevard corridor. A site investigation was performed to assess the visual character and value of the existing roadside environment. Three landscape districts with distinct visual characteristics were identified within the study area. The visual character within each of these districts was noted.

The identification of landscape districts provides a framework for a visual assessment and the comparison of eventual concepts in context with the existing environment. It also provides a basis for identification of potential improvements to correct existing deficiencies or to mitigate proposed actions. The 3 identified landscape districts are as follows:

## Landscape District A - NYS Route 33 (Buffalo Road) to Lyell Avenue (NYS Route 31)

Landscape District A includes the NYS Route 33 (Buffalo Road) traffic circle at the southern end of the study area and extends north to NYS Route 31 (Lyell Avenue). The general character and feel of this segment of the study corridor is that of a well-worn, populated urban arterial. I-490 bisects the corridor with a newly upgraded overpass approximately midway between these two points. Although the underpass has been widened to increase visibility and pedestrian scale light poles have been added adjacent to the sidewalk to improve visual character and minimize the presence of the overpass, it still functions as a divider for this segment. Therefore, this district is best described in two halves.

South of the I-490 overpass visual character is marked by the presence of industrial properties on the west side of the corridor. Although not residential in use, the industrial buildings have a similar setback and height as the residential structures along the east side. The roadway section is wide ( 6 travel lanes) with a narrow, almost-flush median in places, narrow tree lawns, and sidewalks. Few trees exist within the corridor so that the structures themselves are the dominant visual feature of the corridor, second only to the expansive pavement. At Buffalo Road a vast, seemingly inaccessible industrial area extends to the east, south, and west. This end of the corridor is distinguished by its (old-fashioned) traffic circle at NYS Route 33 (Buffalo Road) which acts as a gateway having significant green space and large, mature trees.

North of I-490, this landscape district is flat and lined primarily with regularly spaced, 2 -story early to mid-century single family residences in average condition set close to the road with frequent driveway curb cuts, creating a well-defined edge and rhythm to the corridor that confines its views. At the northern end, School No. 43 is a major visual feature of the intersection with NYS Route 31 (Lyell Avenue). Its close proximity to the roadway and dark color makes the 3 -story structure appear even larger. The Lyell-Mount Read


School No. 43 Shopping Center is another prominent visual feature at this location.

## Landscape District B - NYS Route 31(Lyell Avenue) to West Ridge Road (NYS Route 104)

Landscape District B is a long stretch of corridor with a relatively similar landscape and visual environment extending from NYS Route 31 (Lyell Avenue) north to NYS Route 104 (West Ridge Road). Visual elements that define this section of the corridor include predominantly industrial buildings of various sizes, heights, materials, and setbacks, some positioned close to the road, others set far back with large parking lots, lawns, or a mix of both between the buildings and roadway. Other significant features include:

- Periodic underpasses and overpasses conveying roads and railroad;
- Moderately undulating topography consistent with the under and overpasses;
- An unpaved center median with drainage swales and light poles; and
- The western and eastern outer drives that run parallel to but are separate from the inner drives.


Large Building Setbacks

Due to the adjacent outer drives and deep setbacks to industrial or commercial buildings, this segment of the corridor has a wide open feel with expansive views to the east and west as well as to the north and south from the within the corridor itself. Landforms are the defining dominant character of this landscape district. They are present in the rolling profile of the mainline as it ascends over the CSX Railroad just north of NYS Route 31 (Lyell Avenue) and as it passes beneath Ridgeway Avenue and NYS Route 104 (West Ridge Road). North of Driving Park Avenue, the gentle vegetated side slopes of the inner drives also define the landscape and help balance the dominance of the roadway and heavy industrial land uses. Major vegetation in the form of street trees or trees that create edges or define space are lacking within this district. The green space present in the corridor is vegetated with ground cover (lawn) or small naturalized shrubs. No formal plantings occur within this landscape district. This segment of Mount Read Boulevard also has entrance and exit ramps north of Driving Park Avenue instead of signalized, at-grade intersections. It lacks sidewalks, contributing to the visual character of an automobile-centric, high-speed expressway.

## Landscape District C - NYS Route 104 (West Ridge Road) to Stone Road

Landscape District C covers an area from the NYS Route 104 (West Ridge Road) overpass north to Stone Road in the Town of Greece. The West Ridge Road overpass is a distinct marker between the two different landscape districts north and south of it. This landscape district is typified by its parkway-like character. The clover leaf entry and exit ramps at West Ridge Road are vegetated, as is the center median that extends the entire length, broken only for access to the western outer drive and occasional side street. The level, median-divided highway is bounded primarily by mid-century, two-story single family residential homes fronting the western outer drive, and undeveloped vegetated


City of Rochester
Mount Read Boulevard Corridor Study
open space parcels interspersed with multi-family structures to the east. The clover leaf, center median, and undeveloped parcels render this the most green and vegetated segment of the corridor. The center median in the Town of Greece has no swale and is curbed and landscaped, giving it a much cleaner and neater appearance as compared to its counterpart to the south.


## Section 3: Stakeholder and Community Participation

The City of Rochester administered this study of the Mount Read Boulevard corridor in conjunction with its project partners, local business leaders, neighborhood groups, residents, and the public. Public outreach and community participation were important components of the process. Stakeholders and the public were provided with several opportunities to offer input and ideas. The public outreach program personally engaged business and property owners along the corridor to solicit thoughts on how to improve Mount Read Boulevard, including its inner and outer drives, to best meet identified needs.

The information gathered as part of this study will inform future scoping and design activities. Outreach activities included collaboration with a Project Advisory Committee (PAC), stakeholder interviews, focus group meetings, and public meetings. These activities were designed to ensure both resident and business representation. Products included a stakeholder database and summaries of stakeholder input. In addition, the document itself served to ensure that the planning process was transparent to all stakeholders and other interested parties. Simply put, the objective of the outreach process was to establish and define a consistent understanding of the study's purpose, to gather input from the community on corridor needs, and to ensure that the public's concerns were heard and taken into account during the visioning process.

### 3.1 Stakeholder and Community Participation Plan

The study team developed a Stakeholder Participation Plan in February 2013. A copy of that plan is provided in Appendix D. The City of Rochester's objectives in gathering stakeholder input were:

1. To seek information and input from business owners in the Mount Read Boulevard corridor, which is one of the main distribution hubs in the region;


Exchanges of Information and Ideas
2. To solicit ideas on how to improve the Mount Read Boulevard corridor, including its intersection with NYS Route 31 (Lyell Avenue); and
3. To solicit input and feedback on specific corridor improvement concepts that will be developed as the study moves along.

The plan was officially put in motion with the first PAC meeting in March 2013. Next, stakeholder interviews were conducted involving business leaders from along the project corridor. The first of 2 public meetings was held in May 2013 to exchange information with the community at large. It was intentionally held early in the process to share background information on the study and seek public input pertinent to concept development. Focus group meetings were held with interested stakeholders in June 2013 to discuss three different sections of the corridor. The second public meeting, held in March 2014, presented conceptual improvements and gave the public an opportunity to provide additional input before finalizing those concepts. Subsequent to the public meeting, several key stakeholders, including General Motors (GM) Components Holdings, LLC and Gallina Development Corporation, met with representatives of the study team to discuss specific concerns regarding the proposed vision plan. Those comments were also addressed as part of the outreach process.

### 3.2 Project Partners

The City of Rochester had several study partners. Each partner had a different role and responsibility, depending on a variety of factors, such as the agency or constituency they represent or their role as a resident or business owner. Throughout the project, the study team worked to identify interested parties and engage numerous groups, including those that have not traditionally been involved in municipal projects. Project partners included the following:

- The City of Rochester was the study administrator and secured federal funding for the work through the local Metropolitan Planning Organization's Unified Public Work Program (UPWP). City staff members were continually involved in each step of study development. The Department of Environmental Services (DES), Department of Planning and Zoning, and Department of Neighborhood and Business Development (NBD) were each represented on the PAC and remained active throughout the study. The City developed and hosted a study specific website. Public meetings were advertised on that site. The final study report will be posted on that site once formally adopted.
- The Mount Read Boulevard Project Advisory Committee was charged with directing the overall vision of the plan and its recommendations. During its meetings, the committee reviewed and provided feedback on draft products and provided guidance to the study team regarding upcoming tasks. PAC members included the:

[^0]Participation by the NYSDOT and MCDOT was critically important to the success of this study as each owns and maintains a portion of Mount Read Boulevard. The concepts developed under this study ultimately had to meet with approval from these agencies if they were to have any chance of being carried forward as a future project.

The Town of Greece had an important stake in the project as well. Mount Read Boulevard is used by many Greece residents on a daily basis to travel to and from the City of Rochester. The Town also owns and maintains Old Mount Read Boulevard, the outer drive along the west side of Mount Read Boulevard north of NYS Route 104. In addition, a portion of the study corridor in the vicinity of Joanne Drive is considered by many as a gateway to their community.

The GTC, in its role as local Metropolitan Planning Organization (MPO), supports the economic vitality of the Greater Rochester metropolitan area and works to improve safety of the regional transportation system for motorized and non-motorized users. Additionally, it seeks to increase the accessibility and mobility options available to people and freight, promotes efficient system management and operations, and facilitates the planning and financing of transportation initiatives. Having that organization in on the "ground floor" of this study was strategically important to the prospect of future improvements. The GTC provided the federal planning funds used for this study.

- Mount Read Boulevard business owners were considered important partners in the development of the study. These individuals received special invitations to public meetings and many were directly invited to participate in one-on-one interviews and focus group meetings.
- The public, including adjacent residents, was given several opportunities to provide input via the public meetings and focus groups.


### 3.3 Outreach Summaries

### 3.3.1 PAC Meetings

The first PAC meeting was held on March 7, 2013. The purpose of this meeting was to introduce the members of the PAC to each other, discuss study plans and goals, and to solicit information from each of the PAC members that would prove useful for the study. The PAC and the study team also discussed the public outreach strategy for the project.

The focus of the second PAC meeting, held on September 12, 2013, was to review key findings from the study of existing conditions and the initial stages of the public outreach program. The group also offered comments on the initial draft sections of the project report and the earliest of concepts that would eventually evolve into the framework for the corridor vision plan.

A third PAC meeting was held on December 11, 2013 to perform an in-depth review of the corridor vision plan. The group also reviewed the concept level purpose, need, and objectives. Each segment of the corridor was reviewed in detail as the group reached consensus on what would ultimately be presented to the public.

Minutes from the each PAC meeting are published in Appendix D.

### 3.3.2 Stakeholder Interviews

In April 2013, the study team conducted 4 stakeholder interviews with project partners, including businesses and resident leaders from adjacent neighborhoods. The list of interviewees was developed in concert with the City of Rochester to include the business community, residents, and other stakeholders. Major findings from the stakeholder interviews include:

- There is a perception that Mount Read Boulevard functions well today.
- Some of the traffic lights appear to change too quickly.
- The NYS Route 33 (Buffalo Road) traffic circle is confusing.
- The outer drives are well utilized, but intersections that involve both the inner and outer drives are confusing and perceived as dangerous.
- The infrastructure is in a general state of disrepair. Improvements should not require a significant amount of maintenance, but should present a positive image for the corridor as a center of business and commerce.
- Traffic management strategies along the outer drives need improvement.
- Mount Read Boulevard is a barrier to pedestrians. A larger number of crossing opportunities and enhanced accommodations are needed.
- Additional green space is desirable if it will be maintained.

Additional information from the Stakeholder interviews is available in Appendix D.

### 3.3.3 Public Meeting Number 1

The purpose of the first public meeting, held on May 20, 2013, was to introduce the community to the study, provide data regarding existing conditions, and discuss the project schedule. The first meeting was intended to start a dialogue between the City, business community, and city residents. The format of the meeting included a brief presentation followed by breakout group discussions that aimed to determine (1) what issues need to be addressed currently and (2) what the community would envision if they were the project designers. Major comments received during the public meeting were:


A productive brainstorming session

- The NYS Route 31 (Lyell Avenue) intersection is difficult to maneuver for trucks and pedestrians.
- Mount Read Boulevard handles and should continue to handle a large volume of traffic.
- School No. 43 needs an alternate plan for pick-up and drop-offs that does not involve Mount Read Boulevard.
- A right turn lane may be desirable on Mount Read Boulevard southbound at the entrance to I490 westbound.
- The community is open to roundabouts at appropriate locations, including as a replacement for the NYS Route 33 (Buffalo Road) traffic circle.
- If bicycle facilities are included in the future design, they should be separated from vehicular traffic, especially given the high volume of truck traffic on Mount Read Boulevard.

Formal minutes from Public Meeting \#1 are available in Appendix D.

### 3.3.4 Focus Group Meetings

The study team planned and facilitated a series of 3 focus group meetings in late June 2013. Local stakeholders were invited to participate in one of the 3 focus groups depending on their area of interest related to the study process. The meetings covered three segments of the corridor including NYS Route 33 (Buffalo Road) to NYS Route 31 (Lyell Avenue), Lyell Avenue to Ridgeway Avenue, and Ridgeway Avenue to Stone Road. Formal minutes from each of the three focus groups are included in Appendix D. A summary of comments is included below:


One on One Interaction

- The outer drives serve a good purpose, but intersections where both the inner and outer drives are involved are confusing and difficult for trucks to navigate.
- The number of lanes should not be reduced to less than 2 in each direction.
- The NYS Route 33 (Buffalo Road) intersection should become a roundabout or signalized Tintersection.
- The goal of the project should be to improve safety and efficiency of the roadway, especially at major intersections, but not to slow traffic.
- The NYS Route 31 (Lyell Avenue) and Lexington Avenue intersections are perceived as the 2 most in need of immediate improvement.
- Any aesthetic improvements developed as part of the project should be "low maintenance."
- Bicyclists and pedestrians need more and improved east-west connections.
- The western outer drive between Lexington Avenue and Ridgeway Avenue has several confusing areas that should be addressed through signage and/or improved design.
- Any gateway treatment at the Town of Greece line should use geometry to slow speeds and indicate to the driver that Mount Read Boulevard will be transitioning to a local road.
- Lighting is old and should be replaced. Lights provide a low maintenance opportunity to unify and improve the aesthetics along the corridor.


### 3.3.5 Public Meeting Number 2



Taking time to listen

The second public meeting was held on March 20, 2014. The event took the form of an open house. All participants were provided a project information sheet and a comment card. Representatives from the City, consultant team, and the PAC were present to discuss graphics illustrating the vision plan, answer questions, and listen to comments and concerns.

Conversion of the Buffalo Road traffic circle to a roundabout was generally well received, as well as proposed improvements to the short on and off ramps, pavement rehabilitation, and the potential addition of a signal to the Joanne Drive intersection. Some concerns were raised over the elimination of the Outer Drive, the addition of bicycle lanes, and potential conflicts between bicyclists and large trucks. Meeting participants asked for improved signage, low maintenance surface treatments, consideration of a third lane where an Outer Drive might be eliminated, and keeping the roadway "driving friendly." The
public did not establish a clear consensus as to what part of the project they might like to see implemented first. Formal minutes from Public Meeting 2 are available in Appendix D.

### 3.3.6 Meeting with General Motors (GM) Components Holdings, LLC

Subsequent to the public meeting, representatives of GM Components Holdings, LLC requested a meeting with the City of Rochester and study team. Members of the consultant team and the NYSDOT attended this meeting along with the City. GM representatives provided an overview of the plant's operations and described future uses being considered for property that could potentially be impacted by the vision plan improvements as shown at the public open house. Of particular concern was a proposed jug handle that would impact the land currently used by Bob Johnson Chevrolet for the storage of vehicles and might be used in the near future for the installation of a solar power array. Information was also provided suggesting that construction in this area may have the potential to unearth contaminated material or groundwater.

After the meeting, the study team reviewed the conceptual improvements at the Driving Park Avenue intersection and developed an alternative that would minimize impacts to GM's property. Those revisions were reviewed with GM and ultimately incorporated into the base concept for the corridor vision plan. Minutes from this meeting are available in Appendix D.

### 3.3.7 Meeting with Gallina Development Corporation

The Gallina Development Corporation also requested a meeting with the City of Rochester and study team. An on-site meeting was attended by representatives from the City, NYSDOT, and consultant team. Chief among the corporation's concerns was a proposal in the original vision plan that would dead end the West Outer Drive adjacent to their property at 1425 Mount Read Boulevard. It was believed that this feature would encourage cut through traffic of the adjacent business park's parking lot.

In response to these concerns, the study team developed an alternative arrangement that would allow southbound traffic to continue to Lexington Avenue and then turn right. The right turn would need to be separated from the traffic signal at Mount Read Boulevard. Left turns and through movements would be restricted. A portion of the adjacent property would need to be acquired in order to construct this feature. If the West Outer Drive were eliminated in its entirety between Lexington Avenue and Driving Park Avenue in conjunction with development or other changes, all properties in this segment could potentially be reconnected to Mount Read Boulevard and the right turn roadway would not be necessary. The proposed concepts were reviewed with the Gallina Development Corporation and ultimately the right turn arrangement was incorporated into the base concept for the corridor vision plan.


This phase of the study focused on the development of transportation solutions to address identified safety, operational, infrastructure, mobility, and multimodal deficiencies along the M ount Read Boulevard corridor. The goal was to devise a cohesive plan that would act as a cornerstone for the effort to make Mount Read Boulevard a better place to live, work, and do business in the future.

Comments made by the Project Advisory Committee (PAC), stakeholders, business owners, and the public were considered during concept development. The City of Rochester also worked closely with representatives from the New York State Department of Transportation (NYSDOT), Monroe County Department of Transportation (MCDOT), and the Town of Greece to ensure that the vision plan could be backed by those entities as a viable starting point for future projects. The concepts continued to evolve, even after a public open house, as a result of special meetings requested by interested property owners and businesses. It is reasonable to expect that the vision plan presented in this document will continue to evolve between now and the time a project is (or multiple projects are) implemented. Regardless, it does present a unified starting point.

As noted in Section 2.1.1, the character of Mount Read Boulevard and its surroundings change as one travels from south to north along the corridor. Therefore it would be impractical to apply a "one size fits all" template for improvements along the entire 4.4 miles. In fact, interested residents, employees, business owners, and community members wanted the plan to remain respectful of the unique characteristics within each area. The concepts outlined in this document reflect those differences, however there is a common theme of continued traffic flow, access, and mobility for goods producing industries and other employers along the corridor.

### 4.1 Description of the Vision Plan

It is likely that improvements would be built in several phases over the next 20 years given the significant scope of change for the 4.4 mile corridor. The vision plan for Mount Read Boulevard has therefore been broken up into six (6) distinct segments, each relating to a suggested phase. The suggested phasing is illustrated on Exhibit 4.1(1) in Appendix E. The order of stages could vary depending on need, consensus, and funding availability.

Phases A through C cover the southern commercial-residential portion of the corridor from the NYS Route 33 (Buffalo Road) traffic circle to NYS Route 31 (Lexington Avenue). Phases D and E cover the more industrialized portion of the corridor from Lexington Avenue north to the NYS Route 104 (West Ridge Road) interchange. Phase F extends from the West Ridge Road interchange to Stone Road in the Town of Greece.

The corridor vision plan is illustrated in Exhibit 4.1(1) of Appendix E. Incorporated into Exhibit 4.1(1) are brief summaries of key elements and considerations. The graphic is also color coded to coincide with the suggested phasing. A brief description of specific concerns, summary of suggested improvements, description of projected benefits, and an indication of next steps is provided in the following sections. The sections are also color coded and labeled to correspond with each suggested phase.

An opinion of probable cost was developed to facilitate project planning activities. Construction cost estimates include a contingency for unknown or unforeseen elements of work and other foreseeable costs including work zone traffic control, survey, contractor mobilization, etc. Construction cost estimates do not cover environmental mitigation or remediation, access modifications for adjacent properties, detailed utility relocations, property acquisition, or engineering activities. In some cases those elements have been estimated separately. Where a significant amount of additional detail would be needed to accurately forecast those costs, this has been noted and they have been omitted. A tabulation of the planning level opinion of probable cost for each phase is provided in Exhibit 4.1(2) of Appendix E.

## A <br> 4.1.1 Phase A: NYS Route 33 (Buffalo Road) Intersection

Exhibit 4.1 (1), Sheet 1 of 6 , Appendix E
Goal
Improve guidance, safety, and multimodal connectivity.

## Concems

A combination of signals, poor signing, and lack of lane use markings at the traffic circle fails to provide clear direction to motorists. This location ranked in the second highest tier in the accident "hot spot" study. Accessible pedestrian and bicyclist facilities are lacking.

## Discussion

Conversion of the signalized traffic circle at Buffalo Road into a roundabout received strong support from the public, PAC, and NYSDOT throughout the visioning process. A roundabout is an alternative form of circular intersection. It is similar to a traffic circle, however in a roundabout, vehicles move counterclockwise around a raised, central island. Entering vehicles always yield to circulating vehicles.

The existing traffic circle has between 2 and 3 lanes on its approaches. The same is true of the circulatory roadway. M ovements are controlled by a traffic signal. Planning level traffic analyses suggest the two to three lane circulatory roadway could be reduced to a single lane. Likewise, no individual approach would need more than two lanes. Where two lanes are needed, one of those lanes would function as an exclusive right turn lane. The signals would be removed and all entering traffic would yield to circulating vehicles.

Despite fewer lanes, a single lane roundabout would have adequate capacity to handle future traffic volumes. A reduction in lanes, coupled with new pavement markings and signs, would improve the quality of guidance provided to motorists and eliminate weaving and merging movements. These changes are expected to reduce the number of accidents experienced and improve safety.


Illustration of the proposed roundabout at Mount Read Boulevard and NYS Route 33 (Buffalo Road)
Truck and bus mobility would be maintained. Buses would navigate the proposed intersection using the circulatory roadway. A truck apron would be installed along the inside of the circulatory roadway. This traversable feature would have a contrasting color and texture. It would also be slightly raised to discourage vehicles from driving on it with their front wheels. The function of a truck apron is to accommodate the rear wheels of a tractor trailer combination (WB-67 design vehicle) as it negotiates the circle.

Each entry and exit would be divided by a splitter island. Splitter islands would be curbed and designed with curves that slow entering traffic. Vehicles typically operate at speeds 20 miles per hour or lower through a roundabout. The existing traffic circle does not provide accessible crossing features for pedestrians or bicyclists. Under the proposed concept, pedestrians could cross each leg of the roundabout, one direction of traffic at a time, and would be afforded refuge from oncoming traffic within the raised splitter islands. Paths through the islands would be lowered to the same grade as the roadway to allow pedestrians, wheelchairs, strollers, and walked bicycles to pass through easily. All crossings would feature detectable warnings and slopes in accordance with Americans with Disabilities Act (ADA) requirements. Each crosswalk would be highlighted with high-visibility markings.

Experienced bicyclists would be able to share the roundabout with vehicular traffic. Less confident riders would have the option of dismounting their bicycle and utilizing the intersection as a pedestrian. The City of Rochester currently has a mix of bicycle lanes and shared lane markings (i.e. "sharrows") on Buffalo Road west of the intersection and plans to add bicycle lanes to the east under a resurfacing project in 2016.

Access to adjacent properties would be retained. The exact details of driveway location and size would be determined during future phases of design. The proposed roundabout would fit largely within the footprint of the existing traffic circle. New curb, drainage, sidewalks, curb lawns, landscaping, and ornamental lighting would complete the package. Significant utility relocations are not anticipated.

## Benefit

Conversion to a modern roundabout would improve overall safety for all users including motorists, bicyclists, and pedestrians. Removal of the traffic signals would promote energy efficiency. Aesthetic improvements would enhance this location's prominence as a gateway to the corridor.

## Probable Cost

The planning level opinion of probable construction cost for improvements at the Buffalo Road intersection is $\$ 2.0$ million. Estimating assumptions are summarized below.

- Work on all four (4) approaches.
- Full depth pavement reconstruction within the limits of the proposed roundabout
- Installation of new concrete sidewalks, ornamental street lighting, landscaping, closed drainage, marking, and signing.


## Next Steps

The New York State Department of Transportation (NYSDOT) has considered converting the Buffalo Road traffic circle to a roundabout in the past. It may be possible to convert the traffic circle to a functional roundabout by removing the signals, changing signs, modifying markings, and minor roadway and sidewalk work without fully reconstructing the intersection. Full reconstruction would improve the geometry of the approaches and control entry speeds, particularly on the eastbound approach. It would also help address any concerns regarding poor pavement. Pending the results of a full accident study, the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) may be a suitable source of funding for improvements at this location. New York State Transportation Program (non-federal aid) funds could also present a potential funding source.

### 4.1.2 Phase B: NYS Route 33 (Buffalo Road) to NYS Route 31 (Lyell Avenue)

Exhibit 4.1 (1), Sheet 1 of 6, Appendix E

## Goal

Improve pavement condition, safety, bicyclist accommodation, and neighborhood character.

## Concerns

Mount Read Boulevard has the character and feel of a "well-worn," populated urban arterial between Buffalo Road and NYS Route 31 (Lyell Avenue). This segment has a mix of established industrial, commercial, and residential land uses. The existing pavement surface, outside the I-490 interchange, is in fair to poor condition based on field observations. The existing 4 foot wide concrete reflecting mall (median) is also in poor condition. The Jay Street intersection ranked in the second highest tier of the accident "hot spot" study. The stretch of M ount Read Boulevard from Jay Street to Lyell Avenue was also considered a "segment of interest." The City of Rochester Bicycle M aster Plan rates the level of service provided to bicyclists between Buffalo Road and Lyell Avenue as poor (LOS E or F).

## Discussion

The vision plan would address poor pavement conditions by reconstructing the roadway. Reconstruction would offer an opportunity to improve the aging drainage systems beneath the pavement if determined necessary during design. The majority of this segment has 3 travel lanes in each direction. The concept involves a reduction from 3 to 2 travel lanes in each direction. The new travel lanes would be 12 feet wide to accommodate tractor trailer traffic. Future volumes, with background growth and development to the north, are projected to remain at a level that can be supported by two travel lanes in each direction (between intersections) based upon planning guidelines established by the NYSDOT. This change would also eliminate an existing northbound merge (left lane ends) on approach to the I-490 interchange which would reduce the potential for sideswipe accidents between M aple Street and the Interstate ramps.

The City of Rochester is always in search of short and long-range opportunities to improve its bicycling infrastructure. Removal of the deteriorated 4 foot wide concrete median, coupled with the change from 3 to 2 lanes, would open up additional pavement width for reallocation as a dedicated 5 foot wide bicycle lane in each direction. This would vastly improve bicycle level of service on this segment of the corridor, providing full connectivity between Buffalo Road and Lyell Avenue.

The remainder of the existing pavement width could be repurposed in two different ways. The base concept includes an 11 foot wide two-way center left turn lane. Two-way center left turn lanes typically appear in the middle of a roadway for use by vehicles making left turns in both directions from or into a roadway. This element could enhance safety by reducing the potential for rear-end collisions in the left hand lane. Benefits would be particularly felt in the segment between Jay Street and Lyell Avenue where there is a high density of residential driveways. Short and longterm parking however, would be eliminated under this concept as adding parking lanes to expand the pavement beyond its existing width was not considered desirable by the PAC.

A second concept (Option A) would include on-street parking lanes (as width permits) in lieu of the twoway left turn lane. The on-street parking lanes would be interrupted by driveways, therefore the entire length of parking lane would not be available for use. Assuming an average parking space length of 22 feet, the approximate usable percentage of parking between Buffalo Road and Lyell Avenue would be as follows:

- NYS Route 33 (Buffalo Road) to M aple Street: 75\% west side, 70\% east side
- Jay Street to NYS Route 31 (Lyell Avenue): $65 \%$ west side, $45 \%$ east side

An option that would provide parking without bicycle lanes was not considered because it would not satisfy the project objectives.

A new southbound right-turn lane would be added between Garland Avenue and the I-490 westbound on-ramp. This change, coupled with the proposed reduction in travel lanes, would reduce conflicts between through and turning vehicles and mitigate the potential for rear-end accidents at this location.

Neighborhood character would also be improved. Existing sidewalks would remain primarily in their existing location. Pedestrian crossings would be improved with ADA accessible curb ramps, detectable warnings, and high visibility crosswalks. Landscaping and ornamental lighting would be installed in the curb lawn to complete the package. Stakeholders and the public did not ask for a highly ornamented, landscaped median or curb lawn treatment. Modest, low-maintenance treatments were preferred. Significant utility relocations are not anticipated.


Illustration of the proposed corridor improvements at Mount Read Boulevard and Jay Street (Looking North)

## Benefit

The vision plan would transform M ount Read Boulevard into a "complete street." Complete streets are roadways planned and designed to consider the safe, convenient access and mobility for all roadway users of all ages and abilities including bicyclists, transit riders, and motorists. This would be readily accomplished within the existing roadway's footprint by reallocating use of the existing pavement and adding enhancements behind the curb. These changes would be consistent with New York State's Complete Streets Act which requires state, county, and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding.

## Probable Cost

The planning level opinion of probable construction cost for improvements between Buffalo Road and Lyell Avenue is $\$ 7.3$ million. Estimating assumptions follow.

- Full depth pavement reconstruction and new curb from Buffalo Rd to the l-490 eastbound ramps and from the I-490 westbound ramps to Lyell Ave.
- Mill and resurface M ount Read Blvd within limits of the I-490 interchange.
- New signalized intersections with pedestrian accommodations at M aple St and Jay St with minor signal improvements at the I-490 Westbound ramp intersection.
- A new closed drainage system, pavement markings, and signing.
- Installation of new concrete sidewalks, ornamental street lighting, and landscaping.


## Next Steps

The drainage system in this segment is old. Additional investigation and study is needed to determine the extent of repair or replacement that needs to be undertaken. If the need for repairs is minimal, the plan could be scaled back to involve spot drainage repairs in conjunction with milling and resurfacing.

The NYSDOT has suggested it may conduct a pavement maintenance project (milling and resurfacing) on this segment of Mount Read Boulevard in the relatively near future. That project represents an opportunity to integrate several of the street improvements (removal of the existing 4 foot wide "concrete reflecting mall," reallocation of travel lanes, and the integration of bicycle lanes) suggested in the vision plan. Surface Transportation Program (STP) funds or National Highway Performance Program (NHPP) funds (I-490 to Lyell Avenue only) might be sought for a larger scale project. New York State Transportation Program (non-federal aid) funds could also present a potential funding source.

## C

### 4.1.3. Phase C: NYS Route 31 (Lyell Avenue) Intersection

Exhibit 4.1 (1), Sheet 2 of 6, Appendix E

## Goal

Improve safety, congestion, truck accommodation, and pedestrian accommodation.

## Concems

The intersection of Lyell Avenue with M ount Read Boulevard ranked in the top tier of the accident "hot spot" study. Vehicles park along the right side of southbound M ount Read Boulevard during arrival and dismissal times for School No. 43. Tractor trailers encroach on multiple lanes when completing a right turn. The western outer drive intersects Lyell Avenue in close proximity to the signalized intersection. The intersection also suffers from peak hour congestion.

## Discussion

One of the most often mentioned concerns regarding the Lyell Avenue intersection revolved around on street pick up and drop off activity at School No. 43 just to the south. As described in Section 4.2.2, that segment of M ount Read Boulevard would be reconfigured to include 2 through lanes and a marked bicycle lane in each direction. The northbound approach to the intersection would feature a 450 foot long raised median to visually separate northbound and southbound traffic, define the left edge of the left turn lane, and prevent southbound left turns and U-turns as a safety measure.

During arrival and dismissal times at School No. 43, school buses routinely line the east side of Maltby Street while private vehicles form a queue along the west side of Mount Read Boulevard. Occasionally a line of private vehicles on Mount Read Boulevard was observed extending past the limits of the legal, short term, parking zone. When occupants open doors to exit or enter their vehicles on the driver side, they expose themselves to the possibility of being hit by a moving vehicle. Anecdotal evidence suggests that vehicles also occasionally "double park," elevating the potential for a rear end collision.

The base concept would eliminate the existing hatched area and 15 minute parking zone along the west side of M ount Read Boulevard, south of the Lyell Avenue intersection. Pick-up and drop-off activity would need to be relocated to another on or off site location. If elimination or relocation is not possible, an alternate approach might involve the creation of an 8 foot wide (minimum) recessed parking area, separated from the right hand, southbound travel lane by the 5 foot wide dedicated bicycle lane. Refer to page 2 of Exhibit 4.1(1) for an illustration of this alternate. The treatment would require alterations to the existing sidewalk in front of the school. It would not prevent motorists from opening their doors and stepping into traffic (motor vehicle or bicycle), but it would offer some measure of separation for these individuals from moving cars and trucks.

Tractor trailers encroach on multiple lanes when completing a right turn under existing conditions. The proposed concept would modify the curb radius in each corner allowing tractor trailers to stay in their departure lane as they swing from one road to the next. Additional property (corner acquisitions) would be required to construct the proposed improvements, however at the conceptual stage, it does not appear as though the entire Auto Junction or Auto Loft properties would be impacted.

The West Outer Drive intersects Lyell Avenue immediately west of the signalized intersection. The connection is not controlled by the signal. It allows all inbound movements but restricts exiting traffic to right turns only. The outer drive currently functions as a driveway to the Lyell Avenue Plaza and ABC Supply Company.

Based on guidance in the NYSDOT Highway Design M anual, the 14 ft wide entrance should lie at least 43 feet away from the edge of the closest southbound travel Iane on Mount Read Boulevard. These points are approximately 35 feet apart. In addition, the width of the island between the entry and exit should be at least 30 feet wide, however it measures only 9 feet across. If this access were designed today, it would not be considered acceptable on the basis of access and safety.

Removing the West Outer Drive connection would require coordination with the ABC Supply Company. Currently that business has access from the east side of their building, through their parking area, and out to Lyell Avenue near Dodge Street. That route could require upgrades or realignment to ensure continued functionality of their access and safety of those using their parking lot. Impacts to the Lyell Avenue Plaza should be minimal. That development currently has 3 other driveways to Lyell Avenue. If complete removal is not possible, consideration could be given to closure of the entrance and leaving the right-out exit intact.

Curb ramps would be brought up to meet ADA requirements in conjunction with the work in each corner. High visibility crosswalks would also be installed. Pedestrian signals would be upgraded to include countdown timers showing the amount of time available to cross the street during the flashing don't walk interval.

With businesses and School No. 43 occupying all four intersection corners, space is limited to expand the intersection. It simply isn't practical to add lanes to increase capacity to reduce congestion. Therefore, the conceptual improvements would retain the existing vehicular lanes on all approaches.

There is however, a potential to improve traffic flow during off peak periods in conjunction with the installation of new traffic signal equipment. For example, left turning traffic on all approaches to the Lyell Avenue intersection can only move when a green arrow is displayed. This is known as "protected only" operation. The existing signal heads and traffic signal control equipment (microcomputer) are not capable of allowing a different operation plan during other times of the day. If the signal were replaced with state of the art equipment, that system could allow for protected only turns during peak periods and permissive turns during other times of the day.

This could be accomplished using a flashing yellow arrow. The existing three section signal heads with a red arrow, yellow arrow, and green arrow would be replaced with a four section head that also has a flashing yellow arrow. Studies by the FHWA have demonstrated that left turn signals with flashing yellow arrows help prevent crashes, have the potential to move more traffic through an intersection, and provide additional traffic management flexibility. Flashing yellow arrows have been installed successfully nationwide. Locally, there is an installation at the intersection of NYS Route 441 and Linden Avenue. Another installation is planned for NYS Route 252 (Jefferson Road) at Brighton-Henrietta Town Line Road. In the case of the Lyell Avenue intersection, this type of operation might allow for a shorter cycle length and lesser delays on all approaches during off peak periods.


Flashing Yellow Arrow Indications - Source: Indiana Department of Transportation

Likewise, new controller equipment could allow for the incorporation of leading pedestrian intervals during selected times of the day such as arrival and dismissal at School No. 43. A leading pedestrian interval provides a few seconds of additional walk time to pedestrians before the concurrent (green) vehicular phase gets moving. This allows pedestrians to establish themselves in the crosswalk first, improving both their mobility and visibility to drivers.


Ornamental Lighting

It is anticipated that the ornamental lighting system would end at the Lyell Avenue intersection, signifying a change from an urban street to the highway environment extending northward. Pedestrian improvements would include the installation of high-visibility crosswalks and pedestrian countdown timers. Overhead and underground utilities may require relocation to accommodate construction of the proposed concept, especially given the proposed modifications in the corners of the intersection.

## Probable Cost

The planning level opinion of probable construction cost for improvements at the Lyell Avenue intersection is $\$ 3.5$ million. Estimating assumptions are summarized below.

- Full depth pavement reconstruction with new curb and a hardscape median on M ount Read Blvd.
- Full replacement of the existing traffic signal system.
- Replacement of the existing closed drainage system.
- New signing and marking.
- Installation of new concrete sidewalks, ADA compliant curb ramps, ornamental street lighting and landscaping.


## Next Steps

Continued outreach to affected businesses and institutions is recommended. Attempts were made to contact officials from School No. 43 to discuss the vision plan, however no response was received. Representatives of the school did not attend the public meetings or comment on presentation materials posted to the City's website. Regardless, on street parking in this area has been identified as a concern and changes are likely to be of significant interest to the school. The ABC Supply company should also be engaged in a discussion regarding their current access to Lyell Avenue and the benefits and drawbacks of possible alternate strategies.

Preliminary design activities are needed to determine the potential property impacts to the Auto Junction and Auto Loft properties (northeast and southeast quadrants). Before implementing a leading pedestrian interval, the allocation of additional time to pedestrians would should be studied further in order to determine the potential impact on vehicular operations.

Possible funding sources for improvements at the Lyell Avenue intersection might include the National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP). New York State Transportation Program (non-federal aid) funds could also present a potential funding source.

## D 4.1.4. Phase D: NYS Route 31 (Lyell Avenue) Intersection to Driving Park Avenue

Exhibit 4.1 (1), Sheet 3 of 6, Appendix E

## Goal

Improve traffic control and geometry at the closely spaced intersections involving Mount Read Boulevard's inner and outer drives at Lexington Avenue, Emerson Street, and Driving Park Avenue. Enhance accommodation and safety for crossing motorists, bicyclists, and pedestrians at each intersection. Improve the condition of the existing infrastructure.

## Concems

Stakeholders and the public were adamant that changes not erode the quality of operations, mobility, and access afforded to existing businesses and remain supportive of continued economic revitalization. There were no calls from the public for a lower speed limit. The outer drive intersections are controlled by stop signs while mainline Mount Read Boulevard and the side street approaches are controlled by signals. Complex traffic control at these locations places a heavy load on drivers which negatively impacts safety and leads to accidents. The Driving Park Avenue intersection ranked in the third highest tier of the accident "hot spot" study while the Lexington Avenue intersection was in the top tier. The existing lighting and traffic signal systems are in need of replacement.

## Discussion

A number of different possibilities were considered for intersection configurations within this segment of the corridor during the vision plan development process. For illustrative purposes, two are described below.

- Michigan Left: Would prohibit left turns from Mount Read Boulevard at signalized intersections and force them to do a U-turn downstream. From there, vehicles would reenter M ount Read Boulevard in the opposing direction and then head toward their intended destination via a right turn. The existing right-of-way along Mount Read


Michigan Left - Source: MichiganHighways.org Boulevard, inclusive of the Outer Drives, would not be wide enough to construct U-turn openings of sufficient size to safely accommodate full size (WB-67) tractor trailer turns. The difference in grade at the Rochester and Southern Railroad crossing would also present an issue between Emerson Street and Lexington Avenue.

- Superstreet Intersection: Would prohibit through movements on the crossing roadways (e.g. Lexington Avenue), forcing them to turn right on to M ount Read Boulevard, then make a U-turn, and then continue toward their intended destination via a right turn. Again, the existing right-of-way along Mount Read Boulevard would not be adequate to allow for WB-67 U-turns. In addition, prohibiting through movements across Mount Read Boulevard would significantly impede


Superstreet Intersection - Source: FHWA mobility and business accessibility.

In short, the width of the existing corridor, need to accommodate full size tractor trailer turns, and desire to maintain business and industry access led the study team and PAC in the direction of the improvements outlined in the vision plan. M any features are consistent throughout the entire segment of the corridor while others would be dedicated to specific intersections.

## Common Features

There are several vision plan features that would be common along the entire segment. They include the following:

- A minimum of two 12 foot wide travel lanes in each direction
- A wide turf median
- Sidewalks primarily on existing alignment
- A new coordinated traffic signal system
- A new standard (non-ornamental) lighting system


## Bicyclist Accommodation

The built-up nature of the corridor, coupled with a high density of access points, and the need to keep the facility wide enough to maintain truck mobility, limits the opportunity to create a continuous, separate shared use facility. Therefore, the base concept includes one 5 foot wide bicycle lane in each direction. Marked bicycle lanes would provide a direct connection from Lyell Avenue to Driving Park Avenue, enhancing accommodation for commuter bicyclists. However, one might expect limited use by recreational or less experienced cyclists due to the composition, speed, and volume of adjacent traffic.

During vision plan development, members of the public, including business owners whose driveways generate truck trips, questioned the placement of bicycle lanes along this segment of Mount Read Boulevard. Participants voiced concerns over potential conflicts involving bicyclists and large trucks. If 8 foot wide shoulders were constructed in lieu of marked bicycle lanes, this would provide accommodation for experienced cyclists and room for turning movements and breakdowns. Bicyclists would continue to have the use of local streets including Glide Street and Norman Street as an alternate route to Mount Read Boulevard between Lyell Avenue and Driving ParkAvenue. Bicyclists could also utilize any remaining portions of the Outer Drives, although because they do not provide continuous connectivity, they would be more appropriate for localized travel.

## Intersection Improvements

Conceptual improvements to each of the 3 signalized intersections in this segment of the corridor would facilitate crossing by vehicles, bicyclists, and pedestrians. Eliminating the Outer Drive connections would remove the need for multiple stop lines and signs, making each intersection simpler and easier to navigate. Simplifying each intersection would reduce competing demands for driver attention and in return, enhance safety. It would also simplify truck turn movements. High visibility crosswalks would be added with curb ramps meeting ADA requirements. Pedestrian refuge areas would be incorporated into each median. New signal systems would incorporate pedestrian push buttons, signals, and countdown timers.

## Lyell Avenue to Emerson Street

West Outer Drive - The West Outer Drive would be removed between Ferrano Street and Emerson Street and replaced with a third southbound through lane on M ount Read Boulevard. All driveways would be directly connected to M ount Read Boulevard.

East Outer Drive - The East Outer Drive would be disconnected from Mount Read Boulevard at Emerson Street. A turnaround would be constructed near the existing apartment complex. A driveway would be extended to the City of Rochester Fire Station.

U-Turns - A median break near Bergen Street would allow southbound tractor trailers to make a Uturn. This would maintain access to M ount Read Boulevard northbound for properties located along this segment's west side. In addition, northbound tractor trailer combinations would be permitted to make a U-turn at the Emerson Street intersection.

Other - The northbound left turn lane and acceleration lane at Ferrano Street would be reconfigured. Current access would be maintained.

## Emerson Street to Lexington Avenue

Outer Drives - In this segment, the Outer Drives would be converted into a one-way couple. The West Outer Drive would carry southbound traffic and the East Outer Drive would carry northbound traffic. Converting the East and West Outer Drives to a one-way couple would require two new signalized, at-grade railroad crossings of the Rochester \& Southern Railroad.

U-Turns - Northbound and southbound passenger cars would be able to make a U-turn at the Lexington Avenue intersection. Northbound tractor trailers would have to proceed to Driving Park Avenue to make a U-turn. Southbound trucks could make a U-turn at Emerson Street.

Both the northbound (East Outer Drive) and southbound (West Outer Drive) parts of the one-way couple in this segment would reconnect to M ount Read Boulevard in close proximity to the Emerson Street and Lexington Avenue signalized intersections. This would make it difficult for vehicles, especially tractor trailers, to reach the left turn lane and complete a U-Turn. Instead, these vehicles would need to negotiate a "corridor U-turn route" as illustrated on Exhibit 4.1.4 in Appendix E.

Other - Repairs would be made to the retaining walls beneath the Rochester \& Southern Railroad overpass.

## Lexington Avenue to Driving Park Avenue

West Outer Drive - Under the base concept, the northern end of the West Outer Drive would be realigned to meet an extended Driving Park Avenue, away from its signalized intersection with Mount Read Boulevard. The final location of the realigned drive and intersection would be determined during a future phase of design based on property and access considerations.

Two way traffic would be permitted up to 1425 M ount Read Boulevard. Initially, the West Outer Drive was to terminate at this point, however during vision plan development, the owner of 1425 Mount Read Boulevard approached the City of Rochester with concerns about traffic cutting through their parking area and the safety of persons entering and exiting their building. In response, the study team investigated and developed two potential options. The first option, now included in the base concept, would allow southbound traffic to continue from 1425 M ount Read Boulevard to Lexington Avenue. All vehicles would be required to turn right at Lexington Avenue. Through movements are allowed today, but would no longer be possible. Left turns are already restricted. Construction would require an acquisition from the adjacent property.

A second option could be considered viable in the event that dedicated bicycle lanes are not included in the proposed plan or property acquisition for the right turn at Lexington becomes problematic. In this case, the West Outer Drive would be eliminated in favor of a third southbound lane, similar to that proposed between Ferrano Street and Emerson Street. Driveways to neighboring properties would be connected to M ount Read Boulevard's southbound inner drive.

The western extension of Driving Park Avenue would provide access to adjacent redevelopment sites in the City of Rochester and Town of Greece. Pending development plans, a future roadway could be built along the back side of the existing parcels on M ount Read Boulevard's west side with a connection to Lexington Avenue. The new road could potentially serve both the redevelopment
site and buildings along Mount Read Boulevard if accesses can be reconfigured to come from the west (i.e. back lot). If this road were built and accesses reconfigured, the West Outer Drive and optional third lane could be eliminated from the plan.

U-Turns - Southbound passenger cars could make a U-turn at Lexington Avenue. Southbound tractor trailers would need to continue to Emerson Street to make a U-turn. Northbound passenger cars and trucks would both be able to make a U-turn at Driving Park Avenue. A bulb-out, similar to those found on West Ridge Road (NYS Route 104) near the Lowes Plaza, would be installed on the west side of M ount Read Boulevard just south of the intersection to facilitate the movement.

Other - M ount Read Boulevard would transition from a curbed roadway to one with shoulders north of Lexington Avenue. The inside (left hand) shoulder would be 4 feet wide in each direction while the outside (right hand) shoulder would be 8 feet wide.

The vision plan includes an extension of Driving Park Avenue to the west of M ount Read Boulevard. That spur would serve areas slated for redevelopment the west of the corridor. In conjunction with the extension, the vision plan includes the realignment of Driving Park Avenue to the east. This would eliminate what would otherwise become an offset intersection. Driveways to the GM Components facility and the UA Local 13 Plumbers \& Pipefitters Office/ M onro M uffler would be reconnected to Driving Park Avenue, assuring continued access and mobility for those establishments.

## Benefit

The vision plan for M ount Read Boulevard from Lyell Avenue to Driving Park Avenue would simplify traffic control, geometry, and operations at each of the three intersections in this segment of the corridor, thus enhancing overall safety. Accommodation for all modes of crossing traffic including pedestrians, bicyclists, and motorists would be improved thus making M ount Read Boulevard less of a barrier to eastbound and westbound traffic. Access to adjacent and abutting properties would be maintained, ensuring continued support for the corridor's economic revival. The physical condition of the infrastructure including roadway, retaining walls, signals, and lighting would also be improved.

## Probable Cost

The planning level opinion of probable construction cost for improvements between Lyell Avenue and Driving Park Avenue is $\$ 22.9$ million. Estimating assumptions are summarized below.

- Full depth pavement reconstruction (4 travel lanes with bicycle lanes or shoulders) with curb and median on M ount Read Boulevard from Lyell Avenue to north of Emerson Street.
- Milling and resurfacing of Mount Read Boulevard between Emerson Street and Lexington Avenue and from Lexington Avenue to Driving Park Avenue.
- Full depth shoulder reconstruction and curb installation on Mount Read Boulevard between Emerson Street and Lexington Avenue.
- Full depth reconstruction of shoulders on Mount Read Boulevard between Lexington Avenue and Driving Park Avenue.
- Full depth pavement reconstruction (2 travel lanes) on the East Outer Drive from Bergen Street to Emerson Street and from Emerson Street to Lexington Avenue.
- Full depth pavement reconstruction (2 travel lanes) on the West Outer Drive from Emerson Street to Lexington Avenue and Lexington Avenue to Driving Park Avenue.
- Installation of a new retaining wall along the west side of M ount Read Boulevard at Ferrano Street and rehabilitation of existing walls between Emerson Street and Lexington Avenue.
- Full depth reconstruction and new signalized intersections with turn lanes and pedestrian accommodations at Emerson Street, Lexington Avenue, and the realigned Driving Park Avenue.
- New at-grade railroad crossings on the East and West Outer Drives at the Rochester and Southern Railroad.
- Installation of new concrete sidewalks adjacent to full depth reconstruction areas, standard street lighting, modest landscaping, guiderail, closed and open drainage systems, signing, and pavement markings.


## Next Steps

The land-locked nature of parcels in the block formed by Emerson Street (south), Lexington Avenue (north), Stenson Street (west), and Norman Street (east) hampered the development of a concept that would completely eliminate Outer Drive access adjacent to the Emerson Street and Lexington Avenue intersections. The difference in elevation between M ount Read Boulevard's outer and inner drives at the Rochester and Southern Railroad crossing would require driveway slopes too steep to connect the adjacent parcels to the inner drives. Simply cutting these parcels off is not an option as that would severely affect business access, mobility, and viability. Likewise, removal of the railroad spur would be counterproductive to continued economic growth and development along the corridor. As a result, the current vision plan retains entering and exiting movements in reasonably close proximity to the intersections, although not ideal from a safety or operational standpoint.

Transforming the West and East Outer Drives into a one-way couple would require the creation of two new at-grade railroad crossings. While the Rochester and Southern Railroad is a relatively low speed, low volume spur, this would not change the process for approval. A compelling case would need to be made for these crossings on the basis of safety, operation, and economic development potential. It is likely that a Railroad Hearing would be required to obtain approval, which is held in the presence of an Administrative Law Judge. The approval process can be lengthy and involved. If the one-way couple concept were to move forward, ample time must be built into the project schedule. Alternative (e.g. "back lot") access to establishments in the northwest corner of the intersection of Mount Read Boulevard and Emerson Street would also need to be coordinated along with alternate access to the Jasco Tools loading dock.

In the end, the study team concluded that the issues facing this segment of the corridor cannot be solved by a transportation infrastructure solution alone. The scope of the best solution clearly exceeds that of this study. That however, does not mean that there is no path forward for improvement. Instead, advanced planning of future growth and redevelopment between Emerson Street and Lexington Avenue can help the community solve the safety, mobility, and access issues. M oving forward, a comprehensive land use development and access plan should be developed for this segment of the corridor by the City of Rochester, partner agencies, developers, and land owners. In that way, new transportation options can be developed hand in hand with building plans in a manner that realizes benefits for landholders, the community, and traveling public.

Subsequent to the second public meeting, the City of Rochester was contacted by and met with several individual property owners and business leaders in this segment of the corridor to discuss individual driveway, access, and property concerns. Given the scope of changes in access proposed by the vision plan between Lyell Avenue and Driving Park Avenue, it is recommended that a robust and targeted public outreach effort be integrated with any future design efforts to ensure that the needs of the business
community are met and this segment of Mount Read Boulevard continues to be seen as a prime location for business and industry.

Environmental screenings to determine what, if any impact the presence of contaminated material might have on the design and construction of the proposed improvements along with property acquisition activities would be an important step in the design process. Possible funding sources for improvements between Lyell Avenue and Driving Park Avenue might include the National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Public/Private/Partnerships (PPP) as redevelopment occurs. New York State Transportation Program (non-federal aid) funds could also present a potential funding source. 4.1.5. Phase E: Driving Park Avenue to NYS Route 104 (West Ridge Road)

Exhibit 4.1 (1), Sheets 4 and 5 of 6, Appendix E

## Goal

Improve the geometry, control, and safety of connections between Mount Read Boulevard's outer and inner drives.

## Concems

This segment of M ount Read Boulevard is more like a freeway than any other portion of the study corridor. In general, the public and stakeholders saw little need for changes along the inner drives but recognized that the connections between those roadways and the outer drives could be improved.

Short exit and entrance ramps require motorists to either decelerate in traffic or get up to speed quickly. Sharp angles between the roadways can require motorists to look back over their shoulder to observe oncoming traffic. This can be a difficult move to make, in particular for the elderly. The application of stop and yield signs also varies from location to location along the West Outer Drive. A lack of space to store stopped vehicles between the outer and inner drives requires unexpected stop signs on the West Outer Drive. The potential for stop and start movements, limited storage space, and the mixing of traffic with different speeds increases the potential for accidents. Eastman Kodak has also expressed concerns about vehicles parking along the shoulder of the East Outer Drive at their frontage.

## Discussion

## Common Features

The vision plan for Mount Read Boulevard between Driving Park Avenue and the West Ridge Road interchange would keep the inner drives essentially unchanged. The same would be true of the on ramp to M ount Read Boulevard (northbound) from Ridgeway Avenue. Routine maintenance activities including milling, resurfacing, marking replacement, and signing upgrades would keep the facility functioning well into the foreseeable future. Lighting replacements from the south would be continued up through this portion of the corridor.

## Driving Park Avenue to Ridgeway Avenue

The West Outer Drive would be removed from Driving Park Avenue to a point approximately $1 ⁄ 2$ mile south of Ridgeway Avenue. It would be replaced by an extended on-ramp and an acceleration lane. The driveway just south of the Torvec building would be connected directly to M ount Read Boulevard and modified to
allow for right turns only. The remaining segment of the West Outer Drive would continue to carry twoway traffic. Access to properties to the north, including Foodlink and the Ardda Animal Hospital, would stay unchanged. The short entrance ramp across from the Foodlink building would be eliminated along with the northbound stop sign on the Outer Drive. Foodlink traffic and that from parcels to the north would utilize the new on ramp.

A one-way northbound segment of East Outer Drive would be removed from Driving Park Avenue to just south of Holleder Parkway. Today, vehicles at the Holleder Parkway intersection with East Outer Drive can only make a right turn in or a right turn out, however the geometry at this location does little to discourage wrong way movements. Under the vision plan, minor reconstruction at this location would physically reinforce the proper traffic pattern. The remainder of East Outer Drive leading up to Ridgeway Avenue would remain as it is today.

## Ridgeway Avenue to West Ridge Road

Short entrance and exit ramps between West Outer Drive and M ount Read Boulevard are found north of Ridgeway Avenue (near Omni ID) and south of West Ridge Road (adjacent to a Kodak parking lot). In addition, the West Outer Drive and ramps connecting Mount Read Boulevard (southbound) with West Ridge Road (eastbound) intersect at a 50 degree angle and on a curve near Bob Johnson Chevrolet. As shown on Exhibit 2.1.4(2), each location has a unique combination of stop and yield signs. Two different options for improving geometry, standardizing traffic control, and enhancing safety were developed to upgrade these locations. In each case, full access to and from all properties along the West Outer Drive would be retained.

The base concept would relocate a portion of West Outer Drive between Omni ID and the Kodak Park Railroad. This would allow for longer on and off ramps between West Outer Drive and Mount Read Boulevard. The off ramp would be controlled by a stop sign and traffic on West Outer Drive would get the right of way.

These changes would be made in conjunction with others at the West Ridge Road interchange. The short existing off ramp from M ount Read Boulevard (southbound) to West Outer Drive near the Kodak parking lot would be removed. It and the existing off ramp from Mount Read Boulevard (southbound) to West Ridge Road (eastbound) would be replaced with a new deceleration lane and stop controlled off ramp. The existing on ramp to Mount Read (southbound) would also be eliminated along with the skewed intersection formed by the ramps and West Outer Drive. All traffic headed to southbound Mount Read Boulevard would travel along West Outer Drive and use a new on ramp just north of Ridgeway Avenue.

An alternate concept (Option B) would keep the West Outer Drive on its current alignment between Ridgeway Avenue and the Kodak Park Railroad in an effort to minimize property impacts. The existing yield controlled off ramp would remain as is, however the on ramp to Mount Read Boulevard (southbound) would be removed. Similar to the base concept, the short off ramp adjacent to the Kodak parking lot would be eliminated. A new deceleration lane and stop controlled off ramp would be built at the West Ridge Road interchange, however the West Outer Drive would be realigned to permit the construction of a new on ramp to Mount Read Boulevard (southbound) at the same location. Traffic destined for southbound Mount Read Boulevard could either utilize this new ramp or continue southbound on the West Outer Drive, across Ridgeway Avenue, and onto M ount Read Boulevard near the Foodlink building.

The base concept would require property acquisition between Ridgeway Avenue and the Kodak Park Railroad in order to realign the West Outer Drive. A lesser amount of property acquisition would be needed in the vicinity of the West Ridge Road interchange. Option B would minimize property acquisition between Ridgeway Avenue and the Kodak Park Railroad, but would impact existing properties north of the Kodak Parking lot more significantly.

## Benefit

Proposed access modifications would improve safety and operation on the West Outer Drive by standardizing traffic control. In all cases, traffic on new ramps from M ount Read Boulevard would stop or yield while vehicles on West Outer Drive would have the right of way. Eliminating short connections between the inner and outer drives would reduce the potential for rear end collisions. Extended ramps would provide additional storage space for queued vehicles. Longer acceleration and deceleration lanes would separate traffic moving at different speeds, also enhancing overall safety. Though access patterns would be slightly modified in each case, actual access and mobility for all adjacent properties would be retained.

## Probable Cost

The planning level opinion of probable construction cost for improvements between Driving Park Avenue and the West Ridge Road interchange is $\$ 7.6$ million. Estimating assumptions are summarized below.

- Milling and resurfacing of Mount Read Boulevard from north of Driving Park Avenue to the north side of the West Ridge Road interchange. All ramps to remain would also be milled and resurfaced.
- Full depth pavement reconstruction/new construction on the West Outer Drives and reconfigured ramps.
- Installation of new concrete sidewalks in reconstruction areas, standard street lighting, minor landscaping, drainage system reconstruction as needed, new pavement markings, and signing changes.


## Next Steps

Environmental screenings to determine what, if any impact the presence of contaminated material might have on the design and construction of the proposed improvements along with property acquisition activities will be an important step in the process. Possible sources of funding for the proposed improvements might include the National Highway Performance Program (NHPP), Surface Transportation Program (STP), and Highway Safety Improvement Program (HSIP). New York State Transportation Program (non-federal aid) funds could also present a potential funding source.

4.1.6. Phase F: NYS Route 104 (West Ridge Road) to Stone Road

Exhibit 4.1 (1), Sheets 5 and 6 of 6, Appendix E

## Goal

Develop a gateway treatment to highlight the transition between the City of Rochester and the Town of Greece. The selected treatment should also announce the change from a freeway-like facility to an arterial.

## Concerns

M ount Read Boulevard has a "town center" character north of Stone Road. From the onset of the study, Town of Greece representatives expressed a desire to slow the pace of traffic and encourage drivers to behave more appropriately for an urban commercial and residential district by the time they reach Stone Road. Traffic studies showed that vehicles approaching Mount Read Boulevard on Joanne Drive experience delays during peak commuter periods. In addition, Old M ount Read Boulevard meets M ount Read Boulevard at an unconventional, skewed intersection across from M edimount Drive.

## Discussion

The vision for the northernmost segment of the study corridor would introduce a narrower, raised median just south of Joanne Drive. The addition of curb, street trees, ornamental lighting, and sidewalk would signify a change from "highway" to "urban arterial." The Town of Greece is currently considering guidelines for the implementation of bicycle lanes. Though not included in the concept at this time, the vision plan would not preclude them from being discussed and added at a future time.


Illustration of the proposed corridor improvements at Mount Read Boulevard at Joanne Drive (Looking North)
Access to Old Mount Read Boulevard would be retained at Joanne Drive. Mount Read Boulevard and Joanne Drive would therefore continue to meet at a four way intersection. The vision plan may introduce a traffic signal at this location (if warranted). Other alternatives, including a roundabout, were suggested given the potential to act as a significant gateway. Since M ount Read Boulevard would have two lanes in each direction it follows that a multilane roundabout would be needed. Neither the M CDOT nor NYSDOT were in favor of a multilane roundabout at this location, therefore it was dropped from further consideration.

Planning level traffic analyses indicate that while a signal is not warranted today, it may be in the future given implementation of the vision plan and anticipated development. A signal would address safety concerns since vehicles turning left from Joanne Drive would no longer be able to do so in two stages given the reduced median width.

The urbanized typical section would continue along Mount Read Boulevard from Joanne Drive through M edimount Drive, eventually tying into the existing roadway at Rosecroft Drive. New curvature would be introduced to M ount Read Boulevard just north of M edimount Drive. This would allow Old Mount Read Boulevard to be separated. A turnaround would be installed at the northern end of Old Mount Read Boulevard to accommodate snow plows, local delivery trucks, and school buses.

## Benefit

The proposed changes would create the transition zone requested by the Town of Greece. A traffic signal at Joanne Drive would reinforce the change in roadway character and improve peak hour levels of service. Simplification of the M edimount Drive intersection and the separation of Old M ount Read Boulevard from Mount Read Boulevard would enhance overall safety and reduce cut through traffic on the northernmost portion of the old road.

## Probable Cost

The planning level opinion of probable construction cost for improvements between the West Ridge Road interchange and Stone Road is $\$ 4.0$ million. Estimating assumptions are summarized below.

- Full depth pavement reconstruction of all travel lanes, installation of new curb, and a narrower raised median from just south of Joanne Drive to just south of Stone Road.
- Milling and resurfacing of Old Mount Read Boulevard from the NYS Route 104 off ramp to Medimount Drive including construction of a turnaround on the northern end.
- Reconfiguration of the Mount Read Boulevard and Joanne Drive intersection with turn lanes and (the possible addition of) a traffic signal.
- Installation of new concrete sidewalks, ornamental street lighting, landscaping, closed drainage, pavement markings, and signing.


## Next Steps

The jurisdiction limit between the NYSDOT and MCDOT could be reviewed in the future in light of proposed improvements. Property acquisition would be required to realign a portion of Mount Read Boulevard north of Medimount Drive. Additional traffic studies should be performed to verify the need for a traffic signal at the intersection of M ount Read Boulevard and Joanne Drive. A possible sources of funding for the proposed improvements might be the Surface Transportation Program (STP), Monroe County, and the Town of Greece.

### 4.2 Multimodal Considerations

Multimodal enhancements along the Mount Read Boulevard corridor have the potential to not only improve conditions for existing uses, but to encourage others to take advantage of the facilities for both commuting and recreational purposes. As a package, these improvements would be supportive of the shift toward complete streets and society's general movement away from being solely dependent on motor vehicles for all types of travel.

### 4.2.1 Pedestrians

Conditions for pedestrians would be enhanced under the vision plan. In particular, the vision plan improvements would make the intersections with NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell

Avenue) more accessible and hospitable. Mount Read Boulevard itself would become less of a barrier to eastbound and westbound pedestrian travel with new crossings where they are missing today. The following improvements would benefit pedestrian travel throughout the corridor:

- Single lane, highlighted crossings with refuge islands at the proposed Buffalo Road roundabout
- New or repaired sidewalks along M ount Read Boulevard between Buffalo Road and Lyell Avenue
- Highlighted crossings and enhanced crossing signal features at the Lyell Avenue intersection
- New accessible, signalized, highlighted pedestrian crossings at Emerson Street, Lexington Avenue, and Driving Park Avenue
- Reconnection of sidewalk linkages along the Outer Drive at the proposed Rochester \& Southern Railroad crossing
- New or repaired sidewalks along the Outer Drives
- A new accessible, signalized, highlighted crossing at Joanne Drive
- New sidewalk along the east side of M ount Read Boulevard from Joanne Drive to Stone Road


### 4.2.2 Bicyclists

Under the vision plan, M ount Read Boulevard would become better integrated into the City of Rochester's growing network of bicycle friendly paths, streets, and roadways. M arked bicycle lanes would extend from the proposed Buffalo Road roundabout to Lyell Avenue. The possibility also remains open for the incorporation of marked bicycle lanes into the roadway's cross section from Lyell Avenue north to Driving Park Avenue. This would extend bicyclist connectivity to an existing marked bicycle facility on Driving Park Avenue. Bicyclists would also be able to use any remaining portions of the Outer Drives, although because they do not provide continuous connectivity, they would be most useful for localized travel. Even without the integration of marked bicycle lanes in this segment, experienced bicyclists would find the reenvisioned facility more conducive to travel given the incorporation of wide shoulders, simplified intersections, and bicycle friendly drainage features. Though not incorporated into the base plan at this time, the proposed reconfiguration north of NYS Route 104 (West Ridge Road) in the Town of Greece would not preclude the addition of marked bicycle lanes in the future, north of Joanne Drive.

### 4.2.3 Transit

In general, Rochester Genesee Transportation Authority (RGRTA) bus stops south of Lyell Avenue would not be impacted by the vision plan improvements. There is one existing bus stop in the southbound direction adjacent to School No. 43. If the on-street parking zone along the west side of Mount Read Boulevard were eliminated, buses would need to stop within the curb lane to maintain service. If a recessed parking area, separated from the southbound travel lane by the 5 foot wide dedicated bicycle lane were constructed, a portion of that lane could be dedicated as a bus stop.

RGRTA currently doesn't maintain any stops on Mount Read Boulevard north of Lyell Avenue, however the conceptual improvements would present new opportunities to add those accommodations where viable. Under the vision plan, conditions would be made more favorable for both pedestrian and bicyclist use. Discussions should be had with the RGRTA during future design stages in order to best incorporate transit friendly features in areas where both the transportation authority and transit users would realize the most benefit.

### 4.3 Land Use and Development

The M ount Read Boulevard corridor contains a notew orthy amount of underutilized property. As such, it has excellent potential to support continued growth as a commercial and industrial center for the City of Rochester. According to the New York State Department of Labor's Long Term Occupational Employment Projections 2010-2020, planning level forecasts for the greater Rochester region suggest that the area has experienced and will continue to experience an employment growth rate of $4 \%$ per year for the foreseeable future. Based upon that statistic, the entire Rochester M etropolitan Statistical Area (MSA) should see an increase of approximately 60,000 jobs by 2035. Monroe County typically accounts for approximately $80 \%$ of the Rochester MSA's growth and therefore should support approximately 48,000 of the anticipated jobs by 2035 (information drawn from the City of Rochester LYLAKS BOA Market Analysis). The M ount Read Boulevard corridor study area accounts for 13\% of M onroe County's assessed value and less than $1 \%$ of its geographic area, therefore this suggests approximately 6,250 jobs within. For conservatism, this estimate was discounted by about $50 \%$. The resulting forecast (i.e. "best guess estimate") is approximately 3,000 potential new jobs within the M ount Read Boulevard corridor by the year 2035.

The zone between Lexington Avenue and Ridgeway Avenue contains the highest concentration of underdeveloped parcels in the corridor and therefore offers the most significant potential for new development. A total of 12 possible redevelopment sites, in addition to the Eastman Business Park, were identified as illustrated in Exhibit 4.3(1) in Appendix F. Together these 13 locations could account for up to 160 acres of new development, around 2.25 million gross square feet of space, and just over 2,000 new jobs for the corridor. Assuming that the Eastman Business Park would account for 1 million gross square feet of manufacturing or warehouse development, the remaining 1.25 million gross square feet would be divided amongst the 12 remaining sites. A summary of a build out analysis, including assumptions made about geography, size, and type of use, is available in Exhibit 4.3(2) in Appendix F. Assumed uses include office space, research and development, manufacturing, warehousing, and retail.

### 4.4 Traffic Volumes and Operations

### 4.4.1 Traffic Volumes

The goal of the build conditions traffic analysis was to verify the ability of the vision plan to support continued growth and development along the Mount Read Boulevard corridor. If fully realized, the magnitude of new development described in Section 4.3 would generate a significant number of additional vehicular trips. Many of those trips would need to find their way onto the corridor. This would come in addition to the anticipated average annual background growth in traffic of $1.0 \%$.

The Institute of Transportation Engineers' publication Trip Generation, 9th Edition, was used to estimate the volume of traffic that could be generated by each of the 12 potential development sites identified in Exhibit 4.3(1) at full build out. The next step was to determine the proportion of total projected trips (entering and exiting) from each site that would utilize M ount Read Boulevard. This was done based upon knowledge of the adjacent roadway network and planning judgment. Once the total number of new trips entering the Lexington Avenue, Driving Park Avenue, and Ridgeway Avenue intersections were estimated, that figure was compared to the projected no build traffic. A growth factor (ratio) was developed for each intersection comparing the magnitude of anticipated traffic under no build conditions to the forecast
volumes assuming full development of the 12 potential sites. Growth ratios were then extrapolated for the remaining intersections along the corridor.

It is important to note that the projected capacity of the intersection of M ount Read Boulevard and Driving Park Avenue would effectively cap the amount of development that can be realized at the 12 sites to about $75-80 \%$ of their maximum potential. Increasing the capacity of the proposed intersection (e.g. providing a grade separated interchange) or developing alternative connections to the neighboring NYS Route 390 corridor via Ridgeway Avenue or Lexington Avenue as part of redevelopment could unlock the remaining development potential, however evaluation of those strategies was beyond the scope of this study. Estimated growth factors for intersections along the M ount Read Boulevard corridor as a result of new development at the 12 potential sites, within the capacity of the corridor vision plan, are summarized in Exhibit 4.4.1(1).

| Exhibit - 4.4.1(1)  <br> Traffic Growth Factors for Mount Read Boulevard Intersections with Development  |  |
| :--- | :---: |
| Intersection | Traffic Growth Factor |
| NYS Route 33 (Buffalo Road) | $4 \%$ |
| M aple Street | $4 \%$ |
| I-490 Westbound Ramps | $6 \%$ |
| Jay Street | $6 \%$ |
| NYS Route 31 (Lyell Avenue) | $6 \%$ |
| Emerson Street | $6 \%$ |
| Lexington Avenue | $7 \%$ |
| Driving Park Avenue | $8 \%$ |
| Ridgeway Avenue | $8 \%$ |
| Joanne Drive | $6 \%$ |
| Stone Road | $6 \%$ |

## Daily Traffic Volumes

Average Annual Daily Traffic (AADT) volumes were extrapolated for the year 2035 based upon the background traffic and development forecasts along the corridor. Projected AADT values are summarized in Exhibit 4.4.1(2). As shown, the largest volumes would still be found between the I-490 Interchange and NYS Route 31 (Lyell Avenue). However, in conjunction with potential development, the relative change between the no build and build volumes would be highest between Lexington Avenue and Ridgeway Avenue. In general, the volumes would remain at a level that could be supported by two travel lanes in each direction with additional turn lanes as needed at intersections.

| Future No Build and Build Average Annual Daily Traffic Volumes <br> (vehicles per day) |  |  |  |
| :--- | :--- | :---: | :---: |
| From | To | Future No Build <br> at ETC (2035) | Future Build <br> at ETC (2035) |
| NYS Route 33 (Buffalo Road) | I-490 Interchange | 18,700 | 19,000 |
| I-490 Interchange | NYS Route 31 (Lyell Avenue) | 24,900 | 26,100 |
| NYS Route 31 (Lyell Avenue) | Ridgeway Avenue | 20,600 | 22,700 |
| Ridgeway Avenue | NYS Route 104 (West Ridge Road) | 20,000 | 22,000 |
| NYS Route 104 (West Ridge Road) | Stone Road | 19,300 | 20,800 |

## Intersection Turning M ovement Volumes

Intersection turning movement counts were also forecasted based upon the background traffic and the anticipated impact of possible development. Projected 2035 weekday morning and evening turning movement volumes for the corridor are presented in Exhibit 4.4.1(3) of Appendix B. The same intersections examined under existing and no build conditions (Section 2.2.1) are shown for the projected build conditions.

### 4.4.2 Traffic Operations

Synchro, Version 7.0, by Trafficware, and SIDRA Intersection, Version 5.1, by Akcelik and Associates, were utilized to complete the traffic analysis of the vision plan. Detailed output from each piece of traffic software is part of the project record and can be made available by the City of Rochester upon request.

The analysis for the intersection of M ount Read Boulevard and NYS Route 33 (Buffalo Road) reflects the roundabout geometry and traffic control illustrated in the vision plan. The analyses for signalized intersections along the corridor reflect both geometric changes (where appropriate) from the vision plan and adjustments to signal phasing and timing. The signalized intersection analyses also reflect the inclusion of pedestrian intervals (e.g. walk, flashing don't walk, don't walk). No changes were anticipated at the Ridgeway Avenue intersections with the Outer Drives or M ount Read Boulevard at Stone Road. As with the existing and no build cases, future intersection conditions were again evaluated using overall (level of service) as a basis. The results of the analyses for intersections along the corridor are summarized in Exhibit 4.4.2.

| Exhibit - 4.4.2Overall Intersection Level of Service SummaryFuture No Build and Vision Plan (Build) Conditions in 2035 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Intersecting Street or Roadway | No-Build (2035) (LOS/ Delay) |  | Vision Plan (2035) (LOS/ Delay) |  |
|  | AM | PM | AM | PM |
| NYS Route 33 (Buffalo Road) ${ }^{1}$ | B/18 | C/27 | A/8 | A/8 |
| M aple Street | A/4 | B/12 | A/5 | A/8 |
| I-490 Westbound Ramps | C/29 | D/40 | B/18 | C/26 |
| Jay Street | B/11 | E/68 | B/16 | D/47 |
| NYS Route 31 (Lyell Avenue) | D/43 | E/80 | D/36 | D/45 |
| Emerson Street | C/21 | C/23 | C/23 | D/35 |
| Lexington Avenue | E/77 | D/43 | D/36 | C/27 |
| Driving Park Avenue | C/20 | B/17 | C/30 | C/29 |
|  |  |  |  |  |
| Ridgeway Avenue at West Outer Drive | C/22 | B/16 | C/26 | B/17 |
| Ridgeway Avenue at East Outer Drive | B/17 | B/13 | C/25 | B/14 |
| West Outer Drive Access to West Inner Drive Near M CWA Facility ${ }^{2}$ | F/63 | F/47 | - | - |
| Joanne Drive ${ }^{2}$ | F/229 | F>300 | - | - |
| Joanne Drive / W est Outer Drive Access ${ }^{3}$ | - | - | B/13 | A/9 |
| Stone Road | E/65 | D/39 | E/63 | D/38 |

[^1]As shown in Exhibit 4.4.2., nearly every intersection is projected to operate at LOS D or better overall during each peak period. The intersection of Mount Read Boulevard and Stone Road would effectively operate the same as under projected no build conditions with LOSE overall during the morning peak hour.

At a slightly higher level of detail, some specific lane groups and movements are may still exhibit capacity issues as described below. In some cases, specific movements are projected to operate at LOS E. This is however, not unexpected for a large facility with multiple lanes, long cycle lengths (necessary to accommodate pedestrian phases), and significant volume. Similar conditions are found locally on NYS Route 104 (West Ridge Road) in the Town of Greece today.

The westbound left turn from the I-490 westbound off ramp to Mount Read Boulevard southbound is projected to operate at LOSE during both peak hours in 2035 as opposed to during the evening peak hour alone under no build conditions. The increase in delay would be on the order of 20 seconds per vehicle. However, in return the northbound left turn movement would improve from LOS F to LOS D during both peaks. This would accompany adjusted split times and signal coordination from M aple Street to NYS Route 31 (Lyell Avenue).

Although overall operations at the intersection of Mount Read Boulevard and Jay Street are anticipated to improve from LOSE to LOS D during the evening peak hour, it is important to note that poor conditions (LOS F) would persist on the westbound approach, as under the no build scenario, during both peaks. Exclusive eastbound and westbound left turn lanes (to allow for protected phases) could not be easily added to the intersection without impacting adjacent residential and commercial properties.

Furthermore, while the northbound through and right turn movements at the Jay Street intersection would be improved to LOS D during the evening peak hour, the permitted southbound left turn is projected to operate at LOS F. This is would affect just over 40 vehicles per evening peak. Levels of service could be improved if the signal were allowed to run on a cycle one half as long as the others along the corridor, however this would not allow for adequate pedestrian crossing intervals. Per the vision plan, improvements to facilitate vehicular travel should be balanced with pedestrian safety and mobility enhancements.

As noted in Section 4.1.3, there isn't sufficient space to expand the intersection of M ount Read Boulevard and NYS Route 31 (Lyell Avenue) beyond its existing footprint without significant impacts to adjacent properties. As a result, changes under the vision plan have been limited to minor adjustments to corner radii. No new lanes would be added. Controller replacement and adoption of flashing yellow arrow operation could provide flexibility to run "permitted/protected" or "protected only" operation at appropriate times of the day thus improving intersection operations. The overall level of service provided to motorists during the peak traffic periods would improve slightly as would the level of service for individual movements. However, without the ability to add significant new capacity, it is anticipated that the eastbound left turn and westbound through movement would operate at LOS E during the evening peak.

The simplified Emerson Street intersection would see the westbound through, northbound left, and southbound left operate at LOS E during both the morning and evening peak periods. Eastbound through movements, northbound left turns, and southbound left turns would experience LOSE during the morning peak at the Lexington Avenue intersection. During the evening peak, the eastbound left turn, northbound left turn, and southbound left turn would operate at LOS E. The cornerstone intersection of M ount Read Boulevard at Driving Park Avenue would also have some movements operate at LOS E. These include the
westbound left turn and northbound left turn during the morning peak and the eastbound left turn, northbound left turn, and southbound left turn during the evening peak. In all cases, a lengthy signal cycle and long pedestrian clearance intervals would be the primary contributors to the projected delays.

The southbound lane shared by through movements and left turns at the intersection of Mount Read Boulevard's western outer drive with Ridgeway Avenue would continue to operate at LOS E during the morning peak period. The westbound left turn lane is also projected to operate at LOS E during the same period. These results differ slightly from, but are consistent with, the no-build conditions given anticipated changes to traffic patterns.

As no changes are proposed at the Stone Road intersection under the vision plan for the Mount Read Boulevard Corridor, anticipated delays under no-build and build conditions would be similar. The westbound through and left turn lanes are projected to operate at LOS F during the morning peak hour. During the evening peak, the eastbound through, westbound through, and southbound left turn would also continue to operate at LOS E or F .

### 4.5 Structures

Improvements proposed under the corridor vision plan would not require existing structures to be widened, therefore it is assumed that bridge replacements would not be necessary as a result of the plan. Based on the condition rating information summarized in Section 2.1.8, the existing bridges are sound, but will require rehabilitation to continue to serve the traveling public. For the purposes of this study it is assumed that those efforts would be handled separately as part of a dedicated set of capital improvement projects. The correction of vertical clearance issues where Mount Read Boulevard passes over the Falls Road Branch shortline (owned and operated by CSXT), over the Kodak Park Railroad, and under the Kodak Park pedestrian bridge should also be reviewed on a case by case basis in the future as conditions on and around those structures are addressed.

As noted in Section 4.1.4, it is anticipated that repairs would be made to the retaining walls beneath the Rochester \& Southern Railroad overpass as part of the vision plan.

### 4.6 Environmental Considerations

### 4.6.1 Potential Environmental Studies and Impacts

Along with the infrastructure, safety, operational, and development impacts of the vision plan, and as with any highway rehabilitation or reconstruction project, there is the potential for environmental concerns. Potential items of concern for a project or projects stemming from this study are listed below. M ore detailed study of these issues should take place during subsequent phases of planning and design, as necessary to satisfy the New York State Environmental Quality Review Act (SEQRA) and Federal National Environmental Policy Act (NEPA) processes. The extent of supplemental investigations that may be required to determine the impacts would be a function of the design and need for property acquisitions.

- Air Quality
- Noise
- Energy
- Visual Environment
- Cultural Resources

City of Rochester Mount Read Boulevard Corridor Study

### 4.6.2 Interagency Coordination and Permitting

The following is a list of permits that could potentially be required for the project. The need for permits would be further refined during future phases of project planning and design.

- New York State Highway Work Permit
- M onroe County Highway Work Permit
- NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity


The City of Rochester and its partners have studied the existing conditions along Mount Read Boulevard from the traffic circle at NYS Route 33 (Buffalo Road) within the City limits to Stone Road in the Town of Greece. A Project Advisory Committee, stakeholders, and the public were engaged in the process. As a result, concepts have been developed to help Mount Read Boulevard remain a primary manufacturing and distribution hub for the greater Rochester region. It would also become less of a barrier to pedestrians and bicyclists and more supportive of multi-modal travel. This balanced vision, developed with the consensus of project partners including the City of Rochester, New York State Department of Transportation (NYSDOT), Monroe County Department of Transportation (MCDOT), Town of Greece, and the Genesee Transportation Council (GTC), can act as a cornerstone for the effort to make Mount Read Boulevard a better place to live, work, and do business in the future.

### 5.1 Documented Deficiencies

Transportation deficiencies identified through scoping studies and public outreach activities include:

- Condition - Pavement surface and median conditions, particularly between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue), are fair to poor with the exception of the recently reconstructed Interstate 490 interchange. Pavement surface conditions are also fair along the outer drives. Lighting, traffic signal systems, and guiderail along the corridor are beyond their useful service life.
- Multimodal Accommodation - There is a lack of accessible pedestrian accommodations, including crossings of Mount Read Boulevard at the NYS Route 33 (Buffalo Road), Maple Street, Emerson Street, Lexington Avenue, and Driving Park Avenue intersections.
- Goods Movement - Conditions inhibit truck mobility (turns) at the intersection of Mount Read Boulevard and NYS Route 31 (Lyell Avenue) as well as where the inner and outer drives are close together at intersections with Emerson Street, Lexington Avenue, and Driving Park Avenue.
- Safety - Driver confusion and uncertainty result from a complex combination of geometry and traffic control at the NYS Route 31 (Lyell Avenue), Emerson Street, Lexington Avenue, and Driving Park Avenue intersections involving both inner and outer drives. There are notable clusters of accidents at intersections along the corridor and between Jay Street and Lyell Avenue. The NYS Route 33 (Buffalo Road) traffic circle has been identified as confusing to drivers, lacking the traffic control and geometric features necessary to provide positive guidance.
- Congestion - Traffic congestion, as indicated by poor levels of service, occurs at one or more locations during peak periods.


### 5.2 Highlights of the Corridor Vision Plan

The corridor vision plan suggests a possible set of solutions to address identified safety, operational, infrastructure, goods movement, mobility, and multimodal deficiencies along the Mount Read Boulevard corridor. Highlights include:

- Conversion of the NYS Route 33 (Buffalo Road) traffic circle into a modern roundabout to address accidents, confusing traffic control, and improve pedestrian accommodation.
- Removal of the existing concrete median between Buffalo Road and I-490 and between I490 and NYS Route 31 (Lyell Avenue). Two concepts remain for further consideration. Both would reduce Mount Read Boulevard to two through travel lanes in each direction, include a 5 ft wide bicycle travel in each direction, and fit primarily within the footprint of the existing facility. One concept would include a center two-way left turn lane for safer and more convenient access into adjacent properties. The second would trade that center turn lane for curb parking lanes that would accommodate on-street parking except where interrupted by driveways.
- Reconstruction of the curbing in the corners at Lyell Avenue to allow trucks to complete turns within their own lane. Pedestrian crossings would be highlighted. New traffic signal equipment would also be installed allowing greater flexibility to deal with changes in vehicular, bicyclist, and pedestrian flow that occur between peak and off-peak hours. Property would be needed in the corners. Future designers would need to work with adjacent property owners and businesses to address potential changes in access.
- Modification of the roadway from Lyell Avenue to Driving Park Avenue to remove troublesome Outer Drive connections at signalized intersections and enhance safety. Pedestrian, bicyclist, and transit accommodation would also be improved with new dedicated crossings and possibly, bicycle lanes. Particularly between Lexington Avenue and Driving Park Avenue, transportation improvements alone will not be able to fully address all safety, access, and mobility concerns in this section of the corridor. This segment would benefit from a coordinated land use development and access plan.
- Modification of short on and off ramps found between Driving Park Avenue and the NYS Route 104 (West Ridge Road) interchange to improve safety. While there are different ways this could be accomplished, the common goal in each case would be to provide more room to maneuver safely without sacrificing accessibility.
- Changes to roadway character north of NYS Route 104 (West Ridge Road) that help signify entry into the Town of Greece. The median would be narrowed and sidewalks, landscaping, and lighting would be added to reinforce the change.


### 5.3 Anticipated Cost and Phasing

The corridor vision plan is likely to be implemented in stages over the next 20 years. The actual order of the stages could vary depending on the prioritization of need and funding availability. A planning level opinion of probable cost was developed for each phase of the plan. These estimates include a contingency for unknown or unforeseen work elements as well as foreseeable project costs. They do not cover environmental mitigation or remediation, access modifications to adjacent properties, or detailed utility relocations as significantly more detail would be necessary to accurately forecast those costs. The anticipated cost per construction stage is illustrated below. The total estimated construction cost is $\$ 47.3$ million dollars (M).

Exhibit - 5.3
Anticipated Cost and Phasing

A. Buffalo Road Intersection (\$2.0 M)
B. Buffalo Road to Lyell Ave (\$7.3 M)
C. Lyell Ave Intersection (\$3.5 M)
D. Lyell Ave to Driving Park Avenue (\$22.9 M)
E. Driving Park Ave. to West Ridge Road (\$7.6 M)
F. West Ridge Road to Stone Road (\$4.0 M)

### 5.4 Next Steps

It is anticipated that this study will be formally accepted by the Project Advisory Committee and the City of Rochester by the fall of 2014. At this time, there are no projects programmed for the corridor beyond routine maintenance activities. It is likely that the City of Rochester will remain closely involved throughout any future scoping, design, and construction phases of any projects that may come as a result of this study in an advisory role. Any project or projects advanced through the Federal Aid process would require close consultation with the GTC. The NYSDOT, MCDOT, or City could assume a leadership role for one or more projects. Additional partners are likely to be brought on board as project development continues. Stakeholder and public input should continue to be solicited and the assessment of existing conditions updated when necessary.

A sample project schedule is outlined in Exhibit 5.4. As discussed in Section 5.3, it is anticipated that full realization of the corridor vision would take place across multiple projects and in multiple stages over time.

Exhibit - 5.4
Possible Future Timeline for Mount Read Boulevard Corridor Project(s)

## 2014 Accept Corridor Vision Document <br> 2016 Initiate Design Project(s) <br> 2020 Scoping and Preliminary Design Activities <br> 2030 Detailed Design Activities <br> 2035 <br> Construction of Project(s) Complete

This study is a first step. The next step would be to set priorities and program a project or projects on one of a variety of capital expenditure programs possibly including the City of Rochester Capital Improvement Program, Monroe County Capital Improvement Program, and/or the Regional or Statewide Transportation Improvement Program. Possible sources of funding include the Federal Highway Administration's (FHWA) Highway Safety Improvement Program, Surface Transportation Program, or National Highway Performance Program. Public/Private/Partnerships (PPP) could be another source of possible revenue as redevelopment continues to occur throughout the corridor. From there, the scoping, preliminary design, detailed design, and construction phases would typically follow. Alternate forms of project delivery such as Design Build might also be considered. This study provides the City of Rochester and its project partners with the information necessary to take continued steps toward the continued improvement and viability of the Mount Read Boulevard Corridor.

## Appendix A: Study Area Maps and Plans





EXHIBIT 1.1(2)
MOUNT READ BOULEVARD CORRIDOR STUDY AREA
NYS Route 33 (Buffalo Road) to Stone Road
August 2013


EXHIBIT 1.1(2)
MOUNT READ BOULEVARD CORRIDOR STUDY AREA
NYS Route 33 (Buffalo Road) to Stone Road
August 2013
Bergmann highlandplanning
NORTH - Wheatland Street to Stone Road



CITY OF ROCHESTER
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road










CITY OF ROCHESTER
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road



## CITY OF ROCHESTER

Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road


CITY OF ROCHESTER
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road





## CITY OF ROCHESTER

Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road

| Exhibit 2.5 <br> Corridor Land Uses |  |  |  |
| :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|} \hline \text { SHEET NO. } \\ 1 \text { of } \mathbf{1} \end{array}$ | N.T.S. | DATE 8/13 | PBergmannn |

## Appendix B: Traffic Information

## Traffic Count Hourly Report



|  |  | $\begin{gathered} 12 \\ \mathrm{TO} \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \\ \hline \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \mathrm{TO} \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  | DAILY |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | M |  |  |  |  |  |  |  |  |  |  |  |  | 683 | 676 | 745 | 814 | 1052 | 1135 | 502 | 360 | 275 | 254 | 192 | 178 |  |  |  |
| 16 | T | 117 | 77 | 54 | 39 | 74 | 193 | 507 | 716 | 705 | 655 | 521 | 552 | 684 | 721 | 822 | 863 | 1042 | 1162 | 630 | 426 | 320 | 303 | 174 | 193 | 11550 | 1162 | 17 |
| 17 | W | 110 | 84 | 81 | 43 | 68 | 208 | 445 | 645 | 675 | 709 | 595 | 641 | 750 | 713 | 780 | 919 | 1001 | 1220 |  |  |  |  |  |  |  |  |  |



| ROUTE \#:940K | ROAD NAME: Mount Read Blvd | FROM: JAY ST | TO: JCT RT 31 | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: |
| STATION: 430917 | STATE DIR CODE: 1 | PLACEMENT: 600 FT N OF JAY ST |  | DATE OF COUNT: | 11/15/201 |

## Traffic Count Hourly Report



|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \\ \hline \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \\ & \hline \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 14 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 15 | M |  |  |  |  |  |  |  |  |  |  |  |  | 591 | 687 | 731 | 797 | 759 | 724 | 410 | 326 | 222 | 155 | 187 | 152 |  |  |  |
| 16 | T | 118 | 74 | 60 | 53 | 74 | 154 | 515 | 1071 | 931 | 637 | 563 | 640 | 573 | 661 | 783 | 807 | 788 | 694 | 471 | 300 | 269 | 232 | 205 | 150 | 10823 | 1071 | 7 |
| 17 | W | 101 | 76 | 78 | 52 | 75 | 188 | 523 | 1145 | 1056 | 677 | 592 | 624 | 648 | 704 | 692 | 795 | 756 | 694 |  |  |  |  |  |  |  |  |  |



| ROUTE \#:940K | ROAD NAME: Mount Read Blvd | FROM: JAY ST | TO: JCT RT 31 | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: |
| STATION: 430917 | STATE DIR CODE: 2 | PLACEMENT: 600 FT N OF JAY ST |  | DATE OF COUNT: | 11/15/201 |





|  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
|  |  | New York State Department of Transportation <br> Speed Count Average Weekday Report |  |
| Sate: 10/15/2009 |  |  |  |



|  | New York State Department of Transportation |
| :--- | :--- | :--- | :--- | :--- |
| Speed Count Average Weekday Report |  |


| Speeds, mph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{aligned} & 0.0- \\ & 20.0 \end{aligned}$ | $\begin{aligned} & 20.1- \\ & 25.0 \end{aligned}$ | $\begin{gathered} 25.1-1- \\ 30.0 \end{gathered}$ | $\begin{gathered} 30.1- \\ 35.0 \end{gathered}$ | $\begin{array}{r} 35.1- \\ 40.0 \end{array}$ | $\begin{gathered} 40.1-1 \\ 45.0 \end{gathered}$ | $\begin{aligned} & 45.1- \\ & 5.0 \end{aligned}$ | $\begin{aligned} & 50.1- \\ & 5.0 \end{aligned}$ | $\begin{array}{r} 55.1- \\ 60.0 \end{array}$ | $\begin{aligned} & 60.1- \\ & 65.0 \end{aligned}$ | $\begin{gathered} 65.1- \\ 70.0 \end{gathered}$ | $\begin{gathered} 70.1-1- \\ 75.0 \end{gathered}$ | $\begin{gathered} 75.1- \\ 95.0 \end{gathered}$ | $\begin{gathered} \% \text { Exc } \\ 45.0 \end{gathered}$ | $\begin{array}{r} \% \text { Exc } \\ 50.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 55.0 \end{array}$ | $\begin{gathered} \% \text { Exc } \\ 60.0 \end{gathered}$ | $\begin{gathered} \text { \% Exc } \\ 65.0 \end{gathered}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 0 | 0 | 1 | 2 | 8 | 8 | 15 | 6 | 3 | 0 | 0 | 0 | 0 | 56\% | 21\% | 7\% | 0\% | 0\% | 43.8 | 45.9 | 52.2 | 43 |
| 2:00 | 0 | 0 | 1 | 2 | 5 | 7 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 50\% | 13\% | 3\% | 0\% | 0\% | 42.7 | 45.0 | 49.8 | 30 |
| 3:00 | 0 | 0 | 0 | 2 | 4 | 6 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 52\% | 28\% | 16\% | 0\% | 0\% | 44.5 | 45.5 | 55.4 | 25 |
| 4:00 | 0 | 0 | 0 | 1 | 3 | 4 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 73\% | 23\% | 3\% | 0\% | 0\% | 46.0 | 47.4 | 52.1 | 30 |
| 5:00 | 0 | 0 | 1 | 3 | 7 | 14 | 22 | 16 | 8 | 1 | 1 | 0 | 1 | 66\% | 36\% | 15\% | 4\% | 3\% | 46.4 | 47.8 | 55.0 | 74 |
| 6:00 | 1 | 0 | 0 | 11 | 32 | 57 | 114 | 77 | 22 | 6 | 1 | 1 | 0 | 69\% | 33\% | 9\% | 2\% | 1\% | 46.1 | 47.7 | 53.9 | 322 |
| 7:00 | 0 | 1 | 4 | 27 | 67 | 120 | 261 | 206 | 64 | 10 | 4 | 1 | 0 | 71\% | 37\% | 10\% | 2\% | 1\% | 46.7 | 48.2 | 54.2 | 765 |
| 8:00 | 2 | 2 | 12 | 48 | 112 | 180 | 444 | 456 | 164 | 35 | 3 | 1 | 0 | 76\% | 45\% | 14\% | 3\% | 0\% | 47.3 | 49.3 | 54.9 | 1459 |
| 9:00 | 2 | 3 | 11 | 30 | 96 | 127 | 220 | 248 | 94 | 16 | 3 | 0 | 0 | 68\% | 42\% | 13\% | 2\% | 0\% | 46.1 | 48.6 | 54.8 | 850 |
| 10:00 | 1 | 2 | 4 | 20 | 53 | 65 | 114 | 109 | 34 | 10 | 2 | 1 | 0 | 65\% | 38\% | 11\% | 3\% | 1\% | 45.4 | 47.8 | 54.4 | 415 |
| 11:00 | 2 | 1 | 4 | 16 | 40 | 61 | 122 | 88 | 33 | 4 | 1 | 0 | 0 | 67\% | 34\% | 10\% | 1\% | 0\% | 45.2 | 47.6 | 54.0 | 372 |
| 12:00 | 3 | 2 | 6 | 19 | 45 | 64 | 126 | 106 | 40 | 7 | 3 | 0 | 0 | 67\% | 37\% | 12\% | 2\% | 1\% | 45.0 | 47.9 | 54.4 | 421 |
| 13:00 | 1 | 0 | 7 | 21 | 58 | 73 | 158 | 129 | 44 | 7 | 2 | 0 | 0 | 68\% | 36\% | 11\% | 2\% | 0\% | 45.7 | 47.9 | 54.2 | 500 |
| 14:00 | 4 | 1 | 6 | 17 | 54 | 63 | 136 | 106 | 47 | 10 | 2 | 0 | 0 | 67\% | 37\% | 13\% | 3\% | 0\% | 45.1 | 47.9 | 54.7 | 446 |
| 15:00 | 1 | 2 | 5 | 27 | 52 | 77 | 143 | 131 | 54 | 15 | 5 | 1 | 0 | 68\% | 40\% | 15\% | 4\% | 1\% | 46.0 | 48.3 | 55.0 | 513 |
| 16:00 | 0 | 0 | 8 | 23 | 50 | 76 | 150 | 140 | 50 | 13 | 3 | 1 | 0 | 69\% | 40\% | 13\% | 3\% | 1\% | 46.4 | 48.4 | 54.7 | 514 |
| 17:00 | 2 | 2 | 8 | 23 | 51 | 70 | 140 | 122 | 48 | 11 | 3 | 1 | 0 | 68\% | 38\% | 13\% | 3\% | 1\% | 45.4 | 48.1 | 54.7 | 481 |
| 18:00 | 1 | 1 | 3 | 15 | 37 | 55 | 132 | 111 | 46 | 12 | 1 | 0 | 0 | 73\% | 41\% | 14\% | 3\% | 0\% | 46.7 | 48.6 | 54.9 | 414 |
| 19:00 | 0 | 0 | 3 | 10 | 35 | 52 | 119 | 110 | 36 | 8 | 2 | 1 | 0 | 73\% | 42\% | 13\% | 3\% | 1\% | 47.2 | 48.7 | 54.6 | 376 |
| 20:00 | 1 | 0 | 3 | 13 | 33 | 64 | 97 | 49 | 15 | 3 | 1 | 1 | 0 | 59\% | 25\% | 7\% | 2\% | 1\% | 44.6 | 46.4 | 52.8 | 280 |
| 21:00 | 1 | 0 | 1 | 12 | 30 | 67 | 71 | 34 | 5 | 1 | 0 | 0 | 0 | 50\% | 18\% | 3\% | 0\% | 0\% | 43.5 | 45.0 | 51.0 | 222 |
| 22:00 | 1 | 0 | 1 | 8 | 21 | 39 | 44 | 24 | 6 | 2 | 0 | 0 | 0 | 52\% | 22\% | 5\% | 1\% | 0\% | 43.5 | 45.4 | 52.2 | 146 |
| 23:00 | 0 | 1 | 1 | 5 | 17 | 32 | 38 | 23 | 4 | 2 | 0 | 0 | 0 | 54\% | 24\% | 5\% | 2\% | 0\% | 44.2 | 45.8 | 52.3 | 123 |
| 24:00 | 0 | 0 | 1 | 4 | 13 | 24 | 29 | 15 | 5 | 2 | 1 | 0 | , | 55\% | 24\% | 9\% | 3\% | 1\% | 44.7 | 45.9 | 53.0 | 94 |
| Avg. Daily Total | 23 | 18 | 91 | 359 | 923 | 1405 | 2727 | 2318 | 828 | 175 | 38 | 9 | 1 | 68.4 | 37.8 | 11.8 | 2.5 | 0.5 | 46.0 | 48.1 | 54.4 | 8915 |
| Percent | 0.3\% | 0.2\% | 1.0\% | 4.0\% | 10.4\% | 15.8\% | 30.6\% | 26.0\% | 9.3\% | 2.0\% | 0.4\% | 0.1\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 0.3\% | 0.5\% | 1.5\% | 5.5\% | 15.9\% | 31.6\% | 62.2\% | 88.2\% | 97.5\% | 99.5\% | 99.9\% | 100.0\% | 100.0\% | TR | AFFIC | FLOW | DIRE | CTION |  |  |  |  |
| Average hour | 1 | 1 | 4 | 15 | 38 | 59 | 114 | 97 | 34 | 7 | 2 | 0 | 0 |  |  |  |  |  |  |  |  | 371 |


|  |  | Speed | 50th\% Speed | 85th\% Speed |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| North |  | 47.9 | 48.9 |  | 55.6 |
| South |  | 46.0 | 48.1 |  | 54.4 |
| Peak Hour Data |  |  |  |  |  |
| Direction | Hour | Count | 2-way | Hour | Count |
| North | 18 | 1080 | A.M. | 8 | 1720 |
| South | 8 | 1459 | P.M. | 17 | 1504 |



## Traffic Count Hourly Report



|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PN |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | T |  |  |  |  |  |  |  |  |  |  |  | 1182 | 1361 | 1355 | 1543 | 1896 | 1885 | 1672 | 950 | 617 | 546 | 390 | 276 | 199 |  |  |  |
| 7 | W | 109 | 92 | 70 | 45 | 93 | 319 | 823 | 1488 | 1269 | 994 | 1015 | 1209 | 1085 | 1138 | 1427 | 1574 | 1651 | 1328 | 732 | 565 | 474 | 401 | 290 | 233 | 18424 | 1651 | 16 |
| 8 | T | 128 | 120 | 85 | 61 | 124 | 325 | 969 | 1489 | 1416 | 1295 | 1261 | 1452 | 1341 | 1336 | 1533 | 1907 | 1741 | 1580 | 962 | 661 | 563 | 481 | 297 | 239 | 21366 | 1907 | 15 |
| 9 | F | 112 | 105 | 97 | 73 | 157 | 357 | 997 | 1641 | 1532 | 1533 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$$
\|
$$

FROM: RT 33
REC. SERIAL \#: 6068
PLACEMENT: @Reference Marker ADDL DATA:
COUNT TYPE: VEHICLES

TO: MAPLE ST
FUNC. CLASS: 16
NHS: no
CC Stn:
BATCH ID: R04-R04RO4RMWW45

COUNT TAKEN BY: ORG CODE: LIV INITIALS: RM
$\begin{array}{lllllll}1209 & 1085 & 1138 & 1427 & 1896 & 1885 & 1672 \\ 1651 & 1328\end{array}$ 732
962 $\begin{array}{lll}565 & 474 & 401 \\ 661 & 563 & 481\end{array}$ 290 $\begin{array}{ll}233 & 18424 \\ 239 & 1366\end{array}$ 1651
1907 16
15 $\begin{array}{llllllllll}128 & 120 & 85 & 61 & 124 & 325 & 969 & 1489 & 1416 & 1295 \\ 112 & 105 & 97 & 73 & 157 & 357 & 997 & 1641 & 1532 & 1533\end{array}$

$$
\begin{array}{ll}
11 & 5 \\
12 & N \\
13
\end{array}
$$

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

| DAYS | HOURS | WEEKDAYS WEEKDAY Counted Hours | AVERAGE WEEKDAY |  | Axle Adj. Factor | Seasonal/Weekday Adjustment Factor | ESTIMATED |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Counted | Counted |  | High Hour | \% of day |  |  |  |
| 4 | 71 | $4 \quad 71$ | 1792 | 9\% | 1.000 | 1.025 | AADT |
|  |  |  |  |  |  |  | 19970 |

## Traffic Count Hourly Report



|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | T |  |  |  |  |  |  |  |  |  |  |  |  | 684 | 657 | 681 | 896 | 875 | 798 | 455 | 357 | 286 | 249 | 186 | 140 |  |  |  |
| 11 | W | 97 | 44 | 69 | 35 | 43 | 151 | 357 | 593 | 589 | 563 | 570 | 614 | 665 | 656 | 647 | 831 | 885 | 805 | 446 | 396 | 302 | 312 | 239 | 173 | 10082 | 885 | 16 |
| 12 | T | 119 | 75 | 67 | 32 | 47 | 156 | 358 | 609 | 582 | 560 | 525 | 655 | 694 | 687 | 699 | 968 | 908 | 843 | 461 | 372 | 263 | 287 | 227 | 174 | 10368 | 968 | 15 |
| 13 | F | 103 | 65 | 59 | 53 | 50 | 147 | 317 | 551 | 562 | 614 | 612 | 671 | 712 | 688 | 848 | 926 |  |  |  |  |  |  |  |  |  |  |  |



| ROUTE \#:940K | ROAD NAME: Mount Read Blvd | FROM: MAPLE ST | TO: RT 490I IS OVER W CONN | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: |
| STATION: 430943 | STATE DIR CODE: 1 | PLACEMENT: 20' $\mathbf{N}$ of Maple St |  | DATE OF COUNT: | 07/10/2007 |

## Traffic Count Hourly Report



|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | DAILY | DAILY <br> HIGH | DAILY <br> HIGH |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | T |  |  |  |  |  |  |  |  |  |  |  |  | 678 | 672 | 662 | 780 | 640 | 581 | 443 | 271 | 259 | 235 | 193 | 117 |  |  |  |
| 11 | W | 83 | 40 | 33 | 34 | 75 | 195 | 621 | 967 | 821 | 635 | 615 | 597 | 681 | 666 | 694 | 775 | 684 | 660 | 351 | 314 | 301 | 229 | 215 | 165 | 10451 | 967 | 7 |
| 12 | T | 98 | 65 | 37 | 39 | 76 | 214 | 619 | 1005 | 755 | 646 | 563 | 769 | 735 | 632 | 743 | 838 | 721 | 586 | 413 | 321 | 310 | 247 | 218 | 184 | 10834 | 1005 | 7 |
| 13 | F | 83 | 52 | 45 | 52 | 73 | 188 | 612 | 934 | 758 | 677 | 563 | 650 | 701 | 706 | 702 | 824 |  |  |  |  |  |  |  |  |  |  |  |



| ROUTE \#:940K | ROAD NAME: Mount Read Blvd | FROM: MAPLE ST | TO: RT 490I IS OVER W CONN | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: |
| STATION: 430943 | STATE DIR CODE: 2 | PLACEMENT: 20' $\mathbf{N}$ of Maple St |  | DATE OF COUNT: | 07/10/2007 |

## Traffic Count Hourly Report




| ROUTE \#:940K | ROAD NAME: Mount Read Blvd | FROM: RT 4901 IS OVER W CONN | TO: JAY ST | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: |
| STATION: 430944 | STATE DIR CODE: 1 | PLACEMENT: 40' $\mathbf{N}$ of 490I |  | DATE OF COUNT: | 07/10/2007 |

## Traffic Count Hourly Report



|  |  | $\begin{gathered} 12 \\ \mathrm{TO} \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \\ \hline \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \\ \hline \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | T |  |  |  |  |  |  |  |  |  |  |  |  | 903 | 859 | 975 | 1331 | 1043 | 914 | 644 | 453 | 438 | 410 | 352 | 249 |  |  |  |
| 11 | W | 152 | 92 | 93 | 69 | 101 | 286 | 818 | 1228 | 1098 | 740 | 822 | 883 | 901 | 927 | 1051 | 1132 | 1081 | 921 | 593 | 510 | 490 | 417 | 358 | 296 | 15059 | 1228 | 7 |
| 12 | T | 158 | 88 | 87 | 89 | 118 | 280 | 849 | 1316 | 1050 | 879 | 833 | 933 | 953 | 883 | 1007 | 1176 | 1090 | 953 | 678 | 502 | 456 | 390 | 347 | 288 | 15403 | 1316 | 7 |
| 13 | F | 168 | 79 | 115 | 108 | 106 | 250 | 746 | 1131 | 1004 | 832 | 816 | 1007 | 1001 | 996 | 1024 | 1265 |  |  |  |  |  |  |  |  |  |  |  |



## Traffic Count Hourly Report

| ROUTE \#: | 940K | ROAD NAME: Mount Read Blvd | FROM: JCT RT 31 | TO: EMERSON ST | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION: | Northbound | FACTOR GROUP: 30 | REC. SERIAL \#: 0429 | FUNC. CLASS: 14 | CITY: | ROCHESTER |
| STATE DIR CODE: |  | WK OF YR: 28 | PLACEMENT: 800' S o fEmerson | NHS: yes | BIN: | 1049759 |
| DATE OF COUNT: | 07/10/2007 |  | @ REF MARKER: 940K43011013 | JURIS: NYSDOT | RR CROSSING: |  |
| NOTES LANE 1: NB | Two Lanes | 45 MPH | ADDL DATA: | CC Stn: | HPMS SAMPLE: |  |
|  |  |  | COUNT TYPE: AXLE PAIRS | BATCH ID: R04-R04RO4TSWW28 |  |  |

## COUNT TAKEN BY: ORG CODE: R04 INITIALS: TST

COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R04 INITIALS: RHC

|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | T |  |  |  |  |  |  |  |  |  |  |  |  |  | 664 | 690 | 874 | 907 | 908 | 491 | 380 | 372 | 313 | 261 | 183 |  |  |  |
| 11 | W | 121 | 76 | 62 | 72 | 58 | 205 | 443 | 572 | 525 | 530 | 485 | 593 | 651 | 631 | 675 | 766 | 868 | 1003 | 488 | 399 | 380 | 339 | 295 | 182 | 10419 | 1003 | 17 |
| 12 | T | 118 | 83 | 83 | 53 | 54 | 194 | 458 | 556 | 501 | 493 | 511 | 584 | 699 | 625 | 680 | 820 | 889 | 964 | 557 | 382 | 346 | 311 | 313 | 197 | 10471 | 964 | 17 |
| 13 | F | 117 | 109 | 81 | 50 | 78 | 187 | 436 | 542 | 493 | 523 | 535 | 629 | 710 | 652 | 774 | 867 | 721 |  |  |  |  |  |  |  |  |  |  |
| 14 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Traffic Count Hourly Report



## COUNT TAKEN BY: ORG CODE: R04 INITIALS: TST PROCESSED BY: ORG CODE: R04 INITIALS: RHC

|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  | DAILY | DAILY |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | T |  |  |  |  |  |  |  |  |  |  |  |  |  | 590 | 612 | 725 | 683 | 556 | 410 | 330 | 281 | 243 | 201 | 155 |  |  |  |
| 11 | W | 103 | 60 | 54 | 53 | 63 | 177 | 516 | 964 | 838 | 509 | 540 | 615 | 565 | 530 | 607 | 688 | 618 | 529 | 392 | 348 | 286 | 275 | 227 | 194 | 9751 | 964 | 7 |
| 12 | T | 101 | 62 | 46 | 59 | 67 | 179 | 542 | 1002 | 756 | 569 | 524 | 603 | 626 | 538 | 643 | 744 | 647 | 558 | 456 | 308 | 265 | 234 | 238 | 189 | 9956 | 1002 | 7 |
| 13 | F | 94 | 52 | 62 | 74 | 60 | 144 | 526 | 879 | 711 | 616 | 571 | 604 | 657 | 619 | 658 | 793 | 523 |  |  |  |  |  |  |  |  |  |  |




## Traffic Count Hourly Report




ROUTE \#: 940 K
STATION: $\quad 4309$

## Traffic Count Hourly Report




| 72 | 33 | 33 | 47 | 59213 | AVERAGE <br> 4991074 | E WEEI | $\begin{array}{r} \text { KDAY } \\ 505 \end{array}$ | $\begin{aligned} & \text { Y HOURS } \\ & 5 \quad 510 \end{aligned}$ | $\begin{gathered} \text { S (Axle } \\ 569 \end{gathered}$ | Fact 597 | tored, 550 | $\begin{gathered} \text { Mon 6A } \\ 653 \end{gathered}$ | $\begin{gathered} M \text { to } \\ 713 \end{gathered}$ | $\begin{array}{r} \text { Fri No } \\ 3 \quad 663 \end{array}$ | 565 | 381 | 310 | 265 | 222 | 175 | 176 | $\begin{aligned} & \text { ADT } \\ & 9786 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DAYS | HOURS Counted |  |  | WEEKDAYS WEEKDA Counted Hours |  |  | AVERAGE WEEKDAY |  |  |  |  |  | Axle Ad Factor |  | Seasonal/Weekday Adjustment Factor |  |  |  | ESTIMATED (one way) |  |  |  |
| Counted |  |  |  |  |  |  | High Hour |  | \% of day |  |  |  |  |  |  |  |  |  |
| 5 | 93 |  |  | 5 | 93 |  | 1128 |  |  | 11\% |  |  | 0.952 |  |  |  |  |  | 0.995 |  |  |  |  | AADT |  |  |

ROUTE \#: 940 K
STATION: $\quad 4309$

## Traffic Count Hourly Report



COUNT TAKEN BY: ORG CODE: TST INITIALS: TST

| 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO |  | DAILY | DAILY |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | DAIL | HIGH | HIGH |



|  |  |  |  |  |  |  |  |  |  |  | 564 | 616 | 641 | 748 | 889 | 952 | 949 | 578 | 398 | 341 | 304 | 226 | 241 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 132 | 51 | 60 | 49 | 47 | 166 | 416 | 470 | 503 | 474 | 469 | 590 | 626 | 611 | 658 | 953 | 938 | 984 | 560 | 481 | 410 | 350 | 245 | 205 |


| 111 | 78 | 62 | 50 | 50 | 174 | 398 | 463 | 468 | 471 | 455 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 131 | 81 | 90 | 56 | 64 | 172 | 396 | 426 | 460 | 430 | 494 |
| 120 | 96 | 79 | 46 | 74 | 158 | 374 | 417 | 416 | 465 | 497 |
| 163 | 88 | 116 | 81 | 47 | 80 | 97 | 147 | 236 | 274 | 356 |
| 135 | 115 | 129 | 71 | 32 | 44 | 69 | 98 | 122 | 211 | 234 |

$\begin{array}{rrrrrrr}590 & 626 & 611 & 658 & 953 & 938 & 984 \\ 597 & 653 & 575 & 716 & 968 & 961 & 959 \\ 577 & 632 & 593 & 778 & 864 & 988 & 986 \\ 588 & 707 & 652 & 724 & 1005 & 962 & 960 \\ 472 & 505 & 443 & 480 & 484 & 452 & 383 \\ 320 & 339 & 372 & 369 & 343 & 380 & 358\end{array}$
$\begin{array}{lllllll}578 & 398 & 341 & 304 & 226 & 241 & \\ 560 & 481 & 410 & 350 & 245 & 205 & 10448 \\ 573 & 439 & 420 & 351 & 243 & 202 & 10437\end{array}$
M

COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: TGB
ROM. EXINGTON AVE
REC. SERIAL \#: 7429
PLACEMENT: . 25 M N ofLexington Ave
@ REF MARKER: 940K43011021

FUNC CLAS
NHS: yes
CC Stn:
BATCH ID: DOT-r4contractorww32
$\begin{array}{ccccccccc}12 & 1 & 2 & 3 & 4 & 5 & 6 & 7 & 8 \\ \text { TO } & \text { TO } & \text { TO } & \text { TO } & \text { TO } & \text { TO } & \text { TO } & \text { TO } & \text { TO } \\ 1 & 2 & 3 & 4 & 5 & 6 & 7 & 8 & 9\end{array}$

## Traffic Count Hourly Report



COUNT TAKEN BY: ORG CODE: TST INITIALS: TST
COUNT TYPE: VEHICLES
PROCESSED BY: ORG CODE: DOT INITIALS: TGB


| DATE | DAY | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { DAILY } \\ & \text { TOTAL } \end{aligned}$ | $\begin{gathered} \text { HIGH } \\ \text { COUNT } \\ \hline \end{gathered}$ | $\begin{aligned} & \text { HIGH } \\ & \text { HOUR } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 | M |  |  |  |  |  |  |  |  |  |  |  | 488 | 519 | 520 | 579 | 634 | 483 | 492 | 376 | 332 | 274 | 249 | 222 | 129 |  |  |  |
| 14 | T | 53 | 52 | 30 | 50 | 91 | 256 | 645 | 1052 | 679 | 462 | 450 | 469 | 503 | 519 | 593 | 585 | 531 | 472 | 404 | 348 | 305 | 217 | 208 | 131 | 9105 | 1052 | 7 |
| 15 | W | 65 | 58 | 34 | 45 | 96 | 258 | 626 | 1057 | 690 | 486 | 442 | 498 | 510 | 503 | 568 | 624 | 557 | 503 | 402 | 351 | 265 | 223 | 181 | 151 | 9193 | 1057 | 7 |
| 16 | T | 74 | 49 | 38 | 52 | 89 | 235 | 617 | 999 | 708 | 473 | 455 | 480 | 506 | 467 | 634 | 579 | 573 | 492 | 389 | 315 | 323 | 242 | 217 | 180 | 9186 | 999 | 7 |
| 17 | F | 73 | 47 | 35 | 54 | 95 | 257 | 574 | 962 | 659 | 488 | 485 | 574 | 531 | 558 | 600 | 603 | 581 | 528 | 439 | 328 | 266 | 258 | 221 | 183 | 9399 | 962 | 7 |
| 18 | S | 121 | 64 | 55 | 47 | 59 | 113 | 171 | 206 | 249 | 352 | 376 | 399 | 421 | 376 | 380 | 387 | 361 | 348 | 322 | 301 | 274 | 238 | 216 | 179 | 6015 | 421 | 12 |
| 19 | S | 100 | 82 | 53 | 39 | 29 | 32 | 82 | 89 | 135 | 201 | 236 | 284 | 281 | 301 | 340 | 273 | 312 | 294 | 280 | 263 | 251 | 206 | 186 | 109 | 4458 | 340 | 14 |
| 20 | M | 61 | 52 | 35 | 53 | 90 | 258 | 599 | 956 | 601 | 446 | 426 | 474 | 538 | 545 | 526 | 585 | 556 | 414 | 343 | 284 | 235 | 215 | 208 | 99 | 8599 | 956 | 7 |
| 21 | T | 64 | 53 | 33 | 50 | 80 | 261 | 616 | 966 | 691 | 442 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |




| Station: | 430947 |
| :--- | :---: |
| Route \#: | 940K Road name: Mount Read Blvd |
| From: | LEXINGTON AVE |
| To: | DRIVING PARK AVE |
| Direction: | North |
| Lanes: 1,2 |  |


| Count duration: | 358 hours |
| :--- | :--- |
| Functional class: | 14 |
| Factor group: | 30 |
| Batch ID: | DOT-r4contractorww32 |
| Count taken by: | Org: TST Init: TST |
| Processed by: | Org: DOT Init: TGB |


|  |  |  |  |  |  |  |  | ds, mp |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{gathered} 0.0- \\ 20.0 \end{gathered}$ | $\begin{array}{r} 20.1- \\ 25.0 \end{array}$ | $\begin{array}{r} 25.1- \\ 30.0 \end{array}$ | $\begin{array}{r} 30.1- \\ 35.0 \end{array}$ | $\begin{array}{r} 35.1- \\ 40.0 \end{array}$ | $\begin{array}{r} 40.1- \\ 45.0 \end{array}$ | $\begin{array}{r} 45.1- \\ 50.0 \end{array}$ | $\begin{array}{r} 50.1- \\ 55.0 \end{array}$ | $\begin{array}{r} 55.1- \\ 60.0 \end{array}$ | $\begin{array}{r} 60.1- \\ 65.0 \end{array}$ | $\begin{gathered} 65.1- \\ 70.0 \end{gathered}$ | $\begin{array}{r} 70.1- \\ 75.0 \end{array}$ | $\begin{array}{r} 75.1- \\ 95.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 45.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 50.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 55.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 60.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 65.0 \end{array}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 0 | 0 | 0 | 0 | 5 | 22 | 43 | 33 | 11 | 3 | 2 | 0 | 1 | 77.5 | 41.7 | 14.2 | 5.0 | 2.5 | 48.7 | 48.9 | 54.9 | 120 |
| 2:00 | 0 | 0 | 0 | 1 | 3 | 15 | 26 | 19 | 5 | 3 | 0 | 0 | 0 | 73.6 | 37.5 | 11.1 | 4.2 | 0.0 | 47.7 | 48.3 | 54.3 | 72 |
| 3:00 | 0 | 0 | 0 | 0 | 3 | 12 | 24 | 17 | 8 | 3 | 2 | 1 | 1 | 78.9 | 45.1 | 21.1 | 9.9 | 5.6 | 49.5 | 49.3 | 57.8 | 71 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 12 | 18 | 11 | 4 | 2 | 1 | 0 | 0 | 70.6 | 35.3 | 13.7 | 5.9 | 2.0 | 47.8 | 48.0 | 54.8 | 51 |
| 5:00 | 0 | 0 | 0 | 0 | 5 | 11 | 18 | 14 | 6 | 2 | 0 | 0 | 0 | 71.4 | 39.3 | 14.3 | 3.6 | 0.0 | 47.7 | 48.4 | 54.9 | 56 |
| 6:00 | 0 | 0 | 0 | 2 | 5 | 28 | 63 | 40 | 20 | 5 | 2 | 0 | 0 | 78.8 | 40.6 | 16.4 | 4.2 | 1.2 | 48.5 | 48.8 | 55.6 | 165 |
| 7:00 | 1 | 0 | 0 | 0 | 6 | 52 | 145 | 114 | 50 | 17 | 4 | 1 | 1 | 84.9 | 47.8 | 18.7 | 5.9 | 1.5 | 49.4 | 49.8 | 56.5 | 391 |
| 8:00 | 1 | 0 | 1 | 1 | 9 | 52 | 153 | 138 | 66 | 20 | 5 | 1 | 0 | 85.7 | 51.5 | 20.6 | 5.8 | 1.3 | 49.6 | 50.3 | 56.9 | 447 |
| 9:00 | 1 | 0 | 0 | 0 | 11 | 58 | 153 | 137 | 66 | 15 | 5 | 0 | 0 | 84.3 | 50.0 | 19.3 | 4.5 | 1.1 | 49.4 | 50.0 | 56.5 | 446 |
| 10:00 | 1 | 0 | 0 | 0 | 7 | 69 | 171 | 128 | 56 | 14 | 4 | 2 | 0 | 83.0 | 45.1 | 16.8 | 4.4 | 1.3 | 49.1 | 49.4 | 55.8 | 452 |
| 11:00 | 1 | 0 | 0 | 2 | 10 | 68 | 174 | 140 | 59 | 16 | 3 | 0 | 0 | 82.9 | 46.1 | 16.5 | 4.0 | 0.6 | 49.0 | 49.5 | 55.6 | 473 |
| 12:00 | 1 | 0 | 0 | 1 | 15 | 91 | 230 | 154 | 65 | 15 | 2 | 0 | 0 | 81.2 | 41.1 | 14.3 | 3.0 | 0.3 | 48.6 | 48.9 | 54.9 | 574 |
| 13:00 | 1 | 0 | 0 | 1 | 16 | 106 | 253 | 175 | 68 | 14 | 4 | 2 | 0 | 80.6 | 41.1 | 13.8 | 3.1 | 0.9 | 48.6 | 48.9 | 54.8 | 640 |
| 14:00 | 1 | 0 | 0 | 2 | 18 | 116 | 229 | 157 | 55 | 14 | 3 | 1 | 0 | 77.0 | 38.6 | 12.2 | 3.0 | 0.7 | 48.1 | 48.6 | 54.5 | 596 |
| 15:00 | 1 | 0 | 0 | 1 | 16 | 113 | 283 | 216 | 77 | 16 | 3 | 0 | 1 | 82.0 | 43.1 | 13.3 | 2.8 | 0.6 | 48.7 | 49.2 | 54.8 | 727 |
| 16:00 | 2 | 0 | 0 | 5 | 19 | 147 | 362 | 274 | 83 | 24 | 4 | 1 | 0 | 81.2 | 41.9 | 12.2 | 3.1 | 0.5 | 48.4 | 49.0 | 54.6 | 921 |
| 17:00 | 1 | 0 | 0 | 1 | 16 | 148 | 389 | 287 | 87 | 18 | 3 | 1 | 1 | 82.6 | 41.7 | 11.6 | 2.4 | 0.5 | 48.7 | 49.0 | 54.5 | 952 |
| 18:00 | 2 | 0 | 0 | 1 | 14 | 114 | 376 | 322 | 119 | 23 | 4 | 1 | 0 | 86.6 | 48.1 | 15.1 | 2.9 | 0.5 | 49.3 | 49.8 | 55.1 | 976 |
| 19:00 | 1 | 0 | 0 | 1 | 3 | 49 | 184 | 204 | 92 | 22 | 4 | 1 | 1 | 90.4 | 57.7 | 21.4 | 5.0 | 1.1 | 50.5 | 51.1 | 57.0 | 562 |
| 20:00 | 1 | 0 | 0 | 0 | 4 | 46 | 149 | 145 | 67 | 13 | 3 | 2 | 2 | 88.2 | 53.7 | 20.1 | 4.6 | 1.6 | 50.0 | 50.6 | 56.7 | 432 |
| 21:00 | 1 | 0 | 0 | 1 | 12 | 78 | 150 | 90 | 35 | 5 | 3 | 1 | 1 | 75.6 | 35.8 | 11.9 | 2.7 | 1.3 | 47.8 | 48.3 | 54.4 | 377 |
| 22:00 | 1 | 0 | 0 | 1 | 10 | 76 | 138 | 70 | 26 | 4 | 1 | 0 | 1 | 73.2 | 31.1 | 9.8 | 1.8 | 0.6 | 47.2 | 47.8 | 53.8 | 328 |
| 23:00 | 1 | 0 | 0 | 1 | 12 | 50 | 97 | 52 | 22 | 4 | 1 | 0 | 1 | 73.4 | 33.2 | 11.6 | 2.5 | 0.8 | 47.2 | 48.0 | 54.3 | 241 |
| 24:00 | 1 | 0 | 1 | 0 | 8 | 37 | 89 | 53 | 22 | 5 | 2 | 1 | 1 | 78.6 | 38.2 | 14.1 | 4.1 | 1.8 | 47.9 | 48.6 | 54.9 | 220 |
| Avg. Daily Total | 20 | 0 | 2 | 22 | 230 | 1570 | 3917 | 2990 | 1169 | 277 | 65 | 16 | 12 | 82.1 | 44.0 | 15.0 | 3.6 | 0.9 | 48.8 | 49.3 | 55.0 | 10290 |
| Percent | 0.2\% | 0.0\% | 0.0\% | 0.2\% | 2.2\% | 15.3\% | 38.1\% | 29.1\% | 11.4\% | 2.7\% | 0.6\% | 0.2\% | 0.1\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 0.2\% | 0.2\% | 0.2\% | 0.4\% | 2.7\% | 17.9\% | 56.0\% | 85.0\% | 96.4\% | 99.1\% | 99.7\% | 99.9\% | 100.0\% |  |  |  |  |  |  |  |  |  |
| Average hour | 1 | 0 | 0 | 1 | 10 | 65 | 163 | 125 | 49 | 12 | 3 | 1 | 0 |  |  |  |  |  |  |  |  | 429 |


|  | Avg. Speed | 50th\% Speed | 85th\% Speed |  |
| :--- | ---: | ---: | ---: | ---: |
| North | 48.8 | 49.3 | 55.0 |  |
| South |  | 48.6 | 49.2 |  |
|  |  |  |  | 55.3 |
|  |  | Peak Hour Data |  |  |
|  |  |  |  |  |
| Direction | Hour | Count | -way | Hour |
| North | 18 | 976 | A.M. | 8 |
| South | 8 | 999 | P.M. | 16 |



| Station: | 430947 |  |
| :--- | :---: | :---: |
| Route \#: | 940K Road name: Mount Read Blvd |  |
| From: | LEXINGTON AVE |  |
| To: | DRIVING PARK AVE |  |
| Direction: | South |  |
| Lanes: 1,2 |  |  |


| Count duration: | 358 hours |
| :--- | :--- |
| Functional class: | 14 |
| Factor group: | 30 |
| Batch ID: | DOT-r4contractorww32 |
| Count taken by: | Org: TST Init: TST |
| Processed by: | Org: DOT Init: TGB |


| Speeds, mph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{gathered} 0.0- \\ 20.0 \end{gathered}$ | $\begin{array}{r} 20.1- \\ 25.0 \end{array}$ | $\begin{array}{r} 25.1- \\ 30.0 \end{array}$ | $\begin{array}{r} 30.1- \\ 35.0 \end{array}$ | $\begin{array}{r} 35.1- \\ 40.0 \end{array}$ | $\begin{array}{r} 40.1- \\ 45.0 \end{array}$ | $\begin{array}{r} 45.1- \\ 50.0 \end{array}$ | $\begin{array}{r} 50.1- \\ 55.0 \end{array}$ | $\begin{array}{r} 55.1- \\ 60.0 \end{array}$ | $\begin{array}{r} 60.1- \\ 65.0 \end{array}$ | $\begin{array}{r} 65.1- \\ 70.0 \end{array}$ | $\begin{array}{r} 70.1- \\ 75.0 \end{array}$ | $\begin{array}{r} 75.1- \\ 95.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 45.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 50.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 55.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 60.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 65.0 \end{array}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 0 | 0 | 0 | 1 | 5 | 12 | 26 | 14 | 5 | 2 | 0 | 0 | 0 | 72.3 | 32.3 | 10.8 | 3.1 | 0.0 | 47.1 | 47.8 | 54.1 | 65 |
| 2:00 | 0 | 0 | 0 | 1 | 5 | 11 | 20 | 9 | 3 | 1 | 1 | 0 | 0 | 66.7 | 27.5 | 9.8 | 3.9 | 2.0 | 46.4 | 47.2 | 53.6 | 51 |
| 3:00 | 0 | 0 | 0 | 0 | 1 | 9 | 12 | 8 | 2 | 1 | 0 | 1 | 0 | 70.6 | 35.3 | 11.8 | 5.9 | 2.9 | 48.0 | 48.0 | 54.4 | 34 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 9 | 15 | 15 | 6 | 2 | 0 | 0 | 0 | 77.6 | 46.9 | 16.3 | 4.1 | 0.0 | 48.9 | 49.6 | 55.6 | 49 |
| 5:00 | 0 | 1 | 0 | 1 | 3 | 16 | 24 | 27 | 10 | 6 | 1 | 0 | 1 | 76.7 | 50.0 | 20.0 | 8.9 | 2.2 | 48.7 | 50.0 | 57.3 | 90 |
| 6:00 | 0 | 0 | 0 | 1 | 8 | 42 | 94 | 68 | 28 | 10 | 2 | 0 | 0 | 79.8 | 42.7 | 15.8 | 4.7 | 0.8 | 48.8 | 49.1 | 55.4 | 253 |
| 7:00 | 1 | 0 | 0 | 2 | 13 | 88 | 222 | 176 | 81 | 22 | 6 | 2 | 1 | 83.1 | 46.9 | 18.2 | 5.0 | 1.5 | 49.2 | 49.6 | 56.3 | 614 |
| 8:00 | 1 | 0 | 0 | 2 | 28 | 155 | 364 | 306 | 112 | 26 | 4 | 1 | 0 | 81.4 | 44.9 | 14.3 | 3.1 | 0.5 | 48.8 | 49.4 | 54.9 | 999 |
| 9:00 | 1 | 0 | 0 | 1 | 24 | 96 | 223 | 216 | 84 | 21 | 4 | 0 | 0 | 81.8 | 48.5 | 16.3 | 3.7 | 0.6 | 49.0 | 49.8 | 55.6 | 670 |
| 10:00 | 2 | 0 | 1 | 3 | 16 | 81 | 168 | 129 | 53 | 11 | 2 | 0 | 0 | 77.9 | 41.8 | 14.2 | 2.8 | 0.4 | 47.9 | 48.9 | 54.9 | 466 |
| 11:00 | 1 | 0 | 0 | 1 | 19 | 82 | 154 | 127 | 50 | 13 | 3 | 1 | 1 | 77.2 | 43.1 | 15.0 | 4.0 | 1.1 | 48.3 | 49.0 | 55.1 | 452 |
| 12:00 | 1 | 0 | 0 | 2 | 18 | 84 | 174 | 143 | 56 | 14 | 4 | 0 | 0 | 78.8 | 43.8 | 14.9 | 3.6 | 0.8 | 48.5 | 49.2 | 55.0 | 496 |
| 13:00 | 1 | 0 | 0 | 1 | 16 | 78 | 189 | 150 | 64 | 13 | 3 | 1 | 1 | 81.4 | 44.9 | 15.9 | 3.5 | 1.0 | 48.8 | 49.3 | 55.4 | 517 |
| 14:00 | 2 | 0 | 0 | 2 | 19 | 91 | 182 | 138 | 57 | 14 | 3 | 1 | 0 | 77.6 | 41.8 | 14.7 | 3.5 | 0.8 | 48.1 | 48.9 | 55.0 | 509 |
| 15:00 | 1 | 1 | 1 | 4 | 17 | 101 | 223 | 155 | 56 | 16 | 5 | 0 | 0 | 78.4 | 40.0 | 13.3 | 3.6 | 0.9 | 48.1 | 48.7 | 54.7 | 580 |
| 16:00 | 1 | 0 | 0 | 3 | 23 | 101 | 211 | 169 | 69 | 17 | 4 | 1 | 1 | 78.7 | 43.5 | 15.3 | 3.8 | 1.0 | 48.5 | 49.1 | 55.2 | 600 |
| 17:00 | 1 | 1 | 0 | 2 | 11 | 89 | 191 | 159 | 65 | 16 | 3 | 0 | 1 | 80.7 | 45.3 | 15.8 | 3.7 | 0.7 | 48.7 | 49.4 | 55.4 | 539 |
| 18:00 | 0 | 0 | 0 | 2 | 5 | 71 | 164 | 138 | 70 | 18 | 5 | 1 | 0 | 83.5 | 48.9 | 19.8 | 5.1 | 1.3 | 49.7 | 49.9 | 56.7 | 474 |
| 19:00 | 0 | 0 | 0 | 0 | 8 | 43 | 125 | 125 | 53 | 20 | 6 | 1 | 2 | 86.7 | 54.0 | 21.4 | 7.6 | 2.3 | 50.4 | 50.7 | 57.4 | 383 |
| 20:00 | 1 | 0 | 0 | 1 | 8 | 43 | 109 | 99 | 43 | 17 | 3 | 1 | 2 | 83.8 | 50.5 | 20.2 | 7.0 | 1.8 | 49.4 | 50.1 | 57.0 | 327 |
| 21:00 | 1 | 0 | 0 | 2 | 13 | 58 | 108 | 65 | 24 | 6 | 1 | 1 | 0 | 73.5 | 34.8 | 11.5 | 2.9 | 0.7 | 47.3 | 48.1 | 54.3 | 279 |
| 22:00 | 0 | 0 | 0 | 1 | 8 | 55 | 93 | 47 | 18 | 4 | 1 | 1 | 0 | 71.9 | 31.1 | 10.5 | 2.6 | 0.9 | 47.5 | 47.7 | 54.0 | 228 |
| 23:00 | 0 | 0 | 0 | 1 | 9 | 46 | 82 | 44 | 17 | 5 | 1 | 1 | 1 | 72.9 | 33.3 | 12.1 | 3.9 | 1.4 | 47.8 | 47.9 | 54.4 | 207 |
| 24:00 | 0 | 0 | 0 | 2 | 8 | 30 | 48 | 34 | 11 | 3 | 1 | 1 | 1 | 71.2 | 36.7 | 12.2 | 4.3 | 2.2 | 47.6 | 48.1 | 54.5 | 139 |
| Avg. Daily Total | 15 | 3 | 2 | 36 | 287 | 1491 | 3221 | 2561 | 1037 | 278 | 63 | 15 | 12 | 79.7 | 44.0 | 15.6 | 4.1 | 1.0 | 48.6 | 49.2 | 55.3 | 9021 |
| Percent | 0.2\% | 0.0\% | 0.0\% | 0.4\% | 3.2\% | 16.5\% | 35.7\% | 28.4\% | 11.5\% | 3.1\% | 0.7\% | 0.2\% | 0.1\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 0.2\% | 0.2\% | 0.2\% | 0.6\% | 3.8\% | 20.3\% | 56.0\% | 84.4\% | 95.9\% | 99.0\% | 99.7\% | 99.9\% | 100.0\% |  |  |  |  |  |  |  |  |  |
| Average hour | 1 | 0 | 0 | 2 | 12 | 62 | 134 | 107 | 43 | 12 | 3 | 1 | 0 |  |  |  |  |  |  |  |  | 376 |


| North |  | Speed 48.8 | 50th\% Speed 49.3 | 85th\% Speed |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| South |  | 48.6 | 49.2 |  | 55.3 |
| Peak Hour Data |  |  |  |  |  |
| Direction | Hour | Count | 2-way | Hour | Count |
| North | 18 | 976 | A.M. | 8 | 1446 |
| South | 8 | 999 | P.M. | 16 | 1521 |




| ROUTE \#940K | ROAD NAME: Mount Read Blvd | FROM: DRIVING PARK AVE | MO: RIDGEWAY OVER WICONN |
| :--- | :--- | :--- | :--- |
| STATION: $\mathbf{4 3 0 9 4 8}$ | STATE DIR CODE: $\mathbf{1}$ | PLACEMENT: $\mathbf{0 . 1} \mathbf{~ m i ~ N ~ o f ~ D r i v i n g ~ P a r k ~ A v ~}$ |  |
| DATE OF COUNT: | 11/05/2010 |  |  |



| ROUTE \#940K | ROAD NAME: Mount Read Blvd | FROM: DRIVING PARK AVE | TO: RIDGEWAY OVER WICONN |
| :--- | :--- | :--- | :--- |
| STATION: $\mathbf{4 3 0 9 4 8}$ | STATE DIR CODE: $\mathbf{2}$ | PLACEMENT: 0.1 mi N of Driving Park Av |  |
| DATE OF COUNT: | 11/05/2010 |  |  |




|  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
|  |  | New York State Department of Transportation <br> Speed Count Average Weekday Report |  |
| Date: 12/20/2010 |  |  |  |


| Speeds, mph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{aligned} & 0.0- \\ & 20.0 \end{aligned}$ | $\begin{array}{r} 20.1- \\ 25.0 \end{array}$ | $\begin{array}{r} 25.1- \\ 30.0 \end{array}$ | $\begin{aligned} & 30.1- \\ & 35.0 \end{aligned}$ | $\begin{gathered} 35.1- \\ 40.0 \end{gathered}$ | $\begin{array}{r} 40.1- \\ 45.0 \end{array}$ | $\begin{array}{r} 45.1- \\ 50.0 \end{array}$ | $\begin{array}{r} 50.1- \\ 55.0 \end{array}$ | $\begin{array}{r} 55.1- \\ 60.0 \end{array}$ | $\begin{array}{r} 60.1- \\ 65.0 \end{array}$ | $\begin{array}{r} 65.1- \\ 70.0 \end{array}$ | $\begin{array}{r} 70.1- \\ 75.0 \end{array}$ | $\begin{array}{r} 75.1- \\ 95.0 \end{array}$ | $\begin{gathered} \text { \% Exc } \\ 45.0 \end{gathered}$ | $\begin{gathered} \text { \% Exc } \\ 50.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 55.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 60.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 65.0 \end{array}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 0 | 0 | 0 | 1 | 9 | 35 | 51 | 44 | 15 | 4 | 1 | 1 | 0 | 72\% | 40\% | 13\% | 4\% | 1\% | 47.9 | 48.5 | 54.7 | 161 |
| 2:00 | 0 | 0 | 0 | 1 | 6 | 22 | 44 | 31 | 8 | 3 | 2 | 0 | 0 | 75\% | 38\% | 11\% | 4\% | 2\% | 47.9 | 48.4 | 54.3 | 117 |
| 3:00 | 0 | 0 | 0 | 0 | 3 | 13 | 20 | 13 | 6 | 2 | 0 | 0 | 0 | 72\% | 37\% | 14\% | 4\% | 0\% | 47.9 | 48.2 | 54.8 | 57 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 10 | 22 | 15 | 6 | 2 | 0 | 0 | 0 | 78\% | 40\% | 14\% | 3\% | 0\% | 48.3 | 48.7 | 54.8 | 58 |
| 5:00 | 0 | 0 | 0 | 1 | 3 | 8 | 13 | 9 | 6 | 2 | 1 | 0 | 0 | 72\% | 42\% | 21\% | 7\% | 2\% | 48.0 | 48.7 | 57.2 | 43 |
| 6:00 | 0 | 0 | 0 | 1 | 3 | 7 | 12 | 8 | 4 | 1 | 1 | 0 | 0 | 70\% | 38\% | 16\% | 5\% | 3\% | 47.4 | 48.2 | 55.6 | 37 |
| 7:00 | 0 | 0 | 0 | 1 | 7 | 17 | 30 | 25 | 8 | 2 | 0 | 0 | 0 | 72\% | 39\% | 11\% | 2\% | 0\% | 47.5 | 48.4 | 54.4 | 90 |
| 8:00 | 0 | 0 | 0 | 1 | 13 | 38 | 55 | 40 | 16 | 5 | 1 | 0 | 0 | 69\% | 37\% | 13\% | 4\% | 1\% | 47.4 | 48.0 | 54.6 | 169 |
| 9:00 | 0 | 0 | 0 | 2 | 14 | 55 | 94 | 80 | 33 | 8 | 2 | 1 | 0 | 75\% | 43\% | 15\% | 4\% | 1\% | 48.4 | 49.0 | 55.1 | 289 |
| 10:00 | 0 | 0 | 0 | 3 | 11 | 53 | 99 | 91 | 40 | 12 | 2 | 1 | 0 | 79\% | 47\% | 18\% | 5\% | 1\% | 48.9 | 49.5 | 56.1 | 312 |
| 11:00 | 0 | 0 | 0 | 1 | 18 | 66 | 130 | 110 | 39 | 9 | 2 | 0 | 0 | 77\% | 43\% | 13\% | 3\% | 1\% | 48.4 | 49.0 | 54.8 | 375 |
| 12:00 | 0 | 0 | 0 | 3 | 17 | 69 | 131 | 105 | 42 | 10 | 2 | 1 | 0 | 77\% | 42\% | 14\% | 3\% | 1\% | 48.3 | 48.9 | 55.0 | 380 |
| 13:00 | 0 | 0 | 0 | 2 | 14 | 68 | 146 | 130 | 55 | 15 | 3 | 1 | 0 | 81\% | 47\% | 17\% | 4\% | 1\% | 49.1 | 49.6 | 55.9 | 434 |
| 14:00 | 0 | 0 | 0 | 3 | 17 | 72 | 164 | 151 | 66 | 17 | 3 | 0 | 0 | 81\% | 48\% | 17\% | 4\% | 1\% | 49.1 | 49.8 | 56.0 | 493 |
| 15:00 | 0 | 0 | - | 1 | 14 | 75 | 146 | 135 | 58 | 15 | 3 | 1 | 0 | 80\% | 47\% | 17\% | 4\% | 1\% | 49.1 | 49.6 | 55.9 | 448 |
| 16:00 | 0 | 0 | 0 | 2 | 17 | 80 | 191 | 168 | 80 | 22 | 4 | 1 | 0 | 82\% | 49\% | 19\% | 5\% | 1\% | 49.4 | 49.9 | 56.4 | 565 |
| 17:00 | 0 | 0 | 0 | 1 | 23 | 104 | 244 | 254 | 110 | 25 | 4 | 1 | 1 | 83\% | 51\% | 18\% | 4\% | 1\% | 49.6 | 50.3 | 56.2 | 767 |
| 18:00 | 0 | 0 | 0 | 4 | 32 | 164 | 360 | 286 | 86 | 16 | 2 | 1 | 0 | 79\% | 41\% | 11\% | 2\% | 0\% | 48.4 | 48.9 | 54.4 | 951 |
| 19:00 | 0 | 0 | 0 | 9 | 66 | 257 | 424 | 263 | 64 | 8 | 2 | 0 | 0 | 70\% | 31\% | 7\% | 1\% | 0\% | 46.9 | 47.6 | 53.3 | 1093 |
| 20:00 | 0 | 0 | 0 | 2 | 24 | 117 | 213 | 132 | 41 | 8 | 2 | 0 | 0 | 73\% | 34\% | 9\% | 2\% | 0\% | 47.6 | 48.0 | 53.9 | 539 |
| 21:00 | 0 | 0 | 0 | 1 | 15 | 71 | 122 | 82 | 23 | 5 | 1 | 0 | 0 | 73\% | 35\% | 9\% | 2\% | 0\% | 47.6 | 48.0 | 53.9 | 320 |
| 22:00 | 0 | 0 | 0 | 1 | 16 | 63 | 101 | 66 | 22 | 5 | 1 | 0 | 1 | 71\% | 34\% | 11\% | 3\% | 1\% | 47.5 | 47.9 | 54.1 | 276 |
| 23:00 | 0 | 0 | 0 | 2 | 12 | 50 | 82 | 56 | 16 | 4 | 2 | 0 | 0 | 71\% | 35\% | 10\% | 3\% | 1\% | 47.4 | 48.0 | 54.0 | 224 |
| 24:00 | 0 | 0 | 0 | 1 | 8 | 28 | 56 | 42 | 14 | 4 | 1 | 0 | 1 | 76\% | 40\% | 13\% | 4\% | 1\% | 48.2 | 48.7 | 54.7 | 155 |
| Avg. Daily Total | 0 | 0 | , | 44 | 365 | 1542 | 2950 | 2336 | 858 | 204 | 42 | 9 | 3 | 76.6 | 41.3 | 13.4 | 3.1 | 0.6 | 48.3 | 48.8 | 54.8 | 8353 |
| Percent | 0.0\% | 0.0\% | 0.0\% | 0.5\% | 4.4\% | 18.5\% | 35.3\% | 28.0\% | 10.3\% | 2.4\% | 0.5\% | 0.1\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 0.0\% | 0.0\% | 0.0\% | 0.5\% | 4.9\% | 23.4\% | 58.7\% | 86.6\% | 96.9\% | 99.4\% | 99.9\% | 100.0\% | 100.0\% | TRAFFIC FLOW BY DIRECTION 348 |  |  |  |  |  |  |  |  |
| Average hour | 0 | 0 | 0 | 2 | 15 | 64 | 123 | 97 | 36 | 8 | 2 | 0 | 0 |  |  |  |  |  |  |  |  |  |



|  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
|  |  | New York State Department of Transportation <br> Speed Count Average Weekday Report |  |
| Date: 12/20/2010 |  |  |  |


| Speeds, mph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{gathered} 0.0- \\ 20.0 \end{gathered}$ | $\begin{gathered} 20.1- \\ 25.0 \end{gathered}$ | $\begin{array}{r} 25.1- \\ 30.0 \end{array}$ | $30.1 \text { - }$ | $\begin{array}{r} 35.1- \\ 40.0 \end{array}$ | $40.1 \text { - }$ | $\begin{array}{r} 45.1- \\ 50.0 \end{array}$ | $\begin{array}{r} 50.1- \\ 55.0 \end{array}$ | $\begin{array}{r} 55.1- \\ 60.0 \end{array}$ | $\begin{array}{r} 60.1- \\ 65.0 \end{array}$ | $\begin{array}{r} 65.1- \\ 70.0 \end{array}$ | $\begin{array}{r} 70.1- \\ 75.0 \end{array}$ | $\begin{array}{r} 75.1- \\ 95.0 \end{array}$ | $\begin{gathered} \% \text { Exc } \\ 45.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 50.0 \end{array}$ | $\begin{gathered} \text { \% Exc } \\ 55.0 \end{gathered}$ | $\begin{gathered} \text { \% Exc } \\ 60.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 65.0 \end{array}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 0 | 0 | 0 | 1 | 6 | 15 | 27 | 19 | 6 | 1 | 0 | 0 | 0 | 71\% | 35\% | 9\% | 1\% | 0\% | 47.0 | 47.9 | 53.9 | 75 |
| 2:00 | 0 | 0 | 0 | 0 | 2 | 7 | 15 | 9 | 3 | 1 | 0 | 0 | 0 | 76\% | 35\% | 11\% | 3\% | 0\% | 47.8 | 48.2 | 54.2 | 37 |
| 3:00 | 0 | 0 | 0 | 0 | 2 | 8 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 66\% | 31\% | 10\% | 3\% | 0\% | 47.0 | 47.3 | 53.9 | 29 |
| 4:00 | 0 | 0 | 0 | 0 | 3 | 8 | 8 | 8 | 4 | 1 | 0 | 0 | 0 | 66\% | 41\% | 16\% | 3\% | 0\% | 47.4 | 48.2 | 55.3 | 32 |
| 5:00 | 0 | 0 | 0 | 1 | 4 | 9 | 14 | 10 | 4 | 2 | 0 | 0 | 0 | 68\% | 36\% | 14\% | 5\% | 0\% | 47.0 | 47.9 | 54.8 | 44 |
| 6:00 | 0 | 0 | 0 | 1 | 6 | 27 | 54 | 42 | 16 | 4 | 2 | 0 | 0 | 78\% | 42\% | 14\% | 4\% | 1\% | 48.5 | 48.9 | 55.0 | 152 |
| 7:00 | 0 | 0 | 0 | 2 | 13 | 66 | 125 | 106 | 42 | 10 | 3 | 0 | 0 | 78\% | 44\% | 15\% | 4\% | 1\% | 48.6 | 49.2 | 55.0 | 367 |
| 8:00 | 0 | 0 | 1 | 5 | 30 | 115 | 250 | 228 | 102 | 23 | 4 | 1 | 0 | 80\% | 47\% | 17\% | 4\% | 1\% | 48.9 | 49.6 | 55.8 | 759 |
| 9:00 | 0 | 0 | 1 | 4 | 22 | 101 | 292 | 346 | 166 | 38 | 6 | 1 | 0 | 87\% | 57\% | 22\% | 5\% | 1\% | 50.2 | 51.0 | 57.0 | 977 |
| 10:00 | 0 | 0 | 0 | 3 | 18 | 65 | 150 | 193 | 109 | 32 | 5 | 1 | 0 | 85\% | 59\% | 26\% | 7\% | 1\% | 50.4 | 51.4 | 57.8 | 576 |
| 11:00 | 0 | 0 | 0 | 1 | 14 | 56 | 115 | 110 | 49 | 14 | 2 | 0 | 0 | 80\% | 48\% | 18\% | 4\% | 1\% | 49.2 | 49.8 | 56.2 | 361 |
| 12:00 | 0 | 0 | 0 | 2 | 13 | 55 | 105 | 101 | 44 | 12 | 3 | 0 | 0 | 79\% | 48\% | 18\% | 4\% | 1\% | 49.0 | 49.7 | 56.0 | 335 |
| 13:00 | 0 | 0 | 0 | 3 | 11 | 56 | 114 | 112 | 49 | 12 | 2 | 1 | 0 | 81\% | 49\% | 18\% | 4\% | 1\% | 49.2 | 49.9 | 56.1 | 360 |
| 14:00 | 0 | 0 | 0 | 2 | 13 | 53 | 124 | 116 | 49 | 12 | 3 | 0 | 0 | 82\% | 48\% | 17\% | 4\% | 1\% | 49.2 | 49.8 | 55.9 | 372 |
| 15:00 | 0 | 0 | 0 | 3 | 16 | 64 | 126 | 110 | 51 | 14 | 3 | 1 | 0 | 79\% | 46\% | 18\% | 5\% | 1\% | 48.9 | 49.5 | 56.1 | 388 |
| 16:00 | 0 | 0 | 0 | 3 | 21 | 76 | 135 | 106 | 54 | 14 | 4 | 1 | 0 | 76\% | 43\% | 18\% | 5\% | 1\% | 48.5 | 49.0 | 56.1 | 414 |
| 17:00 | 0 | 0 | 0 | 4 | 23 | 90 | 140 | 121 | 52 | 13 | 1 | 0 | 0 | 74\% | 42\% | 15\% | 3\% | 0\% | 48.1 | 48.8 | 55.0 | 444 |
| 18:00 | 0 | 0 | 1 | 3 | 22 | 88 | 131 | 98 | 32 | 6 | 2 | 0 | 0 | 70\% | 36\% | 10\% | 2\% | 1\% | 47.3 | 48.0 | 54.2 | 383 |
| 19:00 | 0 | 0 | 0 | 2 | 16 | 72 | 118 | 76 | 22 | 4 | 1 | 0 | 0 | 71\% | 33\% | 9\% | 2\% | 0\% | 47.3 | 47.8 | 53.8 | 311 |
| 20:00 | 0 | 0 | 0 | 2 | 16 | 54 | 92 | 58 | 19 | 3 | 2 | 0 | 0 | 71\% | 33\% | 10\% | 2\% | 1\% | 47.2 | 47.8 | 53.9 | 246 |
| 21:00 | 0 | 0 | 0 | 1 | 10 | 50 | 72 | 40 | 13 | 3 | 0 | 0 | 0 | 68\% | 30\% | 8\% | 2\% | 0\% | 46.9 | 47.4 | 53.5 | 189 |
| 22:00 | 0 | 0 | 0 | 1 | 12 | 40 | 55 | 37 | 10 | 4 | 0 | 0 | 0 | 67\% | 32\% | 9\% | 3\% | 0\% | 46.9 | 47.5 | 53.7 | 159 |
| 23:00 | 0 | 0 | 0 | 2 | 9 | 28 | 48 | 28 | 11 | 3 | 0 | 0 | 0 | 70\% | 33\% | 11\% | 2\% | 0\% | 47.0 | 47.7 | 54.1 | 129 |
| 24:00 | 0 | 0 | 0 | 1 | 9 | 27 | 37 | 21 | 6 | 2 | 0 | 0 | 0 | 64\% | 28\% | 8\% | 2\% | 0\% | 46.4 | 47.0 | 53.3 | 103 |
| Avg. Daily Total | 0 | 0 | 3 | 47 | 311 | 1230 | 2357 | 2101 | 915 | 229 | 43 | 6 | 0 | 78.0 | 45.5 | 16.5 | 3.8 | 0.7 | 48.7 | 49.4 | 55.6 | 7242 |
| Percent | 0.0\% | 0.0\% | 0.0\% | 0.6\% | 4.3\% | 17.0\% | 32.5\% | 29.0\% | 12.6\% | 3.2\% | 0.6\% | 0.1\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 0.0\% | 0.0\% | 0.0\% | 0.7\% | 5.0\% | 22.0\% | 54.5\% | 83.5\% | 96.2\% | 99.3\% | 99.9\% | 100.0\% | 100.0\% | TR | AFFIC | LOW | Y DIRE | CTION |  |  |  |  |
| Average hour | 0 | 0 | 0 | 2 | 13 | 51 | 98 | 88 | 38 | 10 | 2 | 0 | 0 |  |  |  |  |  |  |  |  | 302 |


| North |  | $\begin{array}{r} \text { Speed } \\ 48.3 \end{array}$ | 50th\% Speed | 85th\% Speed |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| South |  | 48.7 | 49.4 |  | 55.6 |
| Peak Hour Data |  |  |  |  |  |
| Direction | Hour | Count | 2-way | Hour | Count |
| North | 19 | 1093 | A.M. | 9 | 1266 |
| South | 9 | 977 | P.M. | 19 | 1404 |



## Traffic Count Hourly Report

| ROUTE \#: | 940K | ROAD NAME: Mount Read Blvd | FROM: RIDGEWAY OVER WICONN | TO: ROUTE 104 IS OVER W CONN | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION: | Northbound | FACTOR GROUP: 30 | REC. SERIAL \#: 9557 | FUNC. CLASS: 14 | CITY: | ROCHESTER |
| STATE DIR CODE: |  | WK OF YR: 46 | PLACEMENT: 300' N of Ridgeway Ave | NHS: yes | BIN: | 1049789 |
| DATE OF COUNT: | 11/13/2007 |  | @ REF MARKER: 940K43011033 | JURIS: NYSDOT | RR CROSSING: |  |
| NOTES LANE 1: NB | Two Lanes | 45 MPH | ADDL DATA: | CC Stn: | HPMS SAMPLE |  |
|  |  |  | COUNT TYPE: AXLE PAIRS | BATCH ID: R04-R04RO4TSW |  |  |

COUNT TAKEN BY: ORG CODE: TST INITIALS: TST
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R04 INITIALS: RHC

|  |  | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ | $\begin{gathered} 12 \\ \text { TO } \\ 1 \end{gathered}$ | $\begin{gathered} 1 \\ \text { TO } \\ 2 \end{gathered}$ | $\begin{gathered} 2 \\ \text { TO } \\ 3 \end{gathered}$ | $\begin{gathered} 3 \\ \text { TO } \\ 4 \end{gathered}$ | $\begin{gathered} 4 \\ \text { TO } \\ 5 \end{gathered}$ | $\begin{gathered} 5 \\ \text { TO } \\ 6 \end{gathered}$ | $\begin{gathered} 6 \\ \text { TO } \\ 7 \end{gathered}$ | $\begin{gathered} 7 \\ \text { TO } \\ 8 \end{gathered}$ | $\begin{gathered} 8 \\ \text { TO } \\ 9 \end{gathered}$ | $\begin{gathered} 9 \\ \text { TO } \\ 10 \end{gathered}$ | $\begin{aligned} & 10 \\ & \text { TO } \\ & 11 \end{aligned}$ | $\begin{aligned} & 11 \\ & \text { TO } \\ & 12 \end{aligned}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DATE | DAY |  |  |  |  |  | AM |  |  |  |  |  |  |  |  |  |  |  | PM |  |  |  |  |  |  | TOTAL | COUNT | HOUR |
| 1 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 | W |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | T |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | F |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | S |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | M |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 | T |  |  |  |  |  |  | 263 | 436 | 426 | 465 | 463 | 565 | 709 | 632 | 716 | 1023 | 1134 | 1176 | 655 | 456 | 326 | 254 | 195 | 205 |  |  |  |
| 14 | W | 114 | 50 | 45 | 44 | 43 | 133 | 233 | 458 | 426 | 432 | 446 | 575 | 645 | 564 | 707 | 999 | 1149 | 1172 | 644 | 429 | 314 | 297 | 209 | 200 | 10328 | 1172 | 17 |
| 15 | T | 127 | 55 | 49 | 32 | 35 | 115 | 248 | 386 | 423 | 409 | 448 | 563 | 626 | 569 | 732 | 1024 | 1119 | 1264 | 635 | 432 | 327 | 290 | 189 | 211 | 10308 | 1264 | 17 |
| 16 | F | 138 | 59 | 53 | 39 | 51 | 135 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



## Traffic Count Hourly Report

| ROUTE \#: | 940K | ROAD NAME: Mount Read Blvd | FROM: RIDGEWAY OVER WICONN | TO: ROUTE 104 IS OVER W CONN | COUNTY: | Monroe |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION: | Southbound | FACTOR GROUP: 30 | REC. SERIAL \#: 9557 | FUNC. CLASS: 14 | CITY: | ROCHESTER |
| STATE DIR CODE: |  | WK OF YR: 46 | PLACEMENT: 300' N of Ridgeway Ave | NHS: yes | BIN: | 1049789 |
| DATE OF COUNT: | 11/13/2007 |  | @ REF MARKER: 940K43011033 | JURIS: NYSDOT | RR CROSSING: |  |
| NOTES LANE 1: SB | Two Lanes | 45 MPH | ADDL DATA: | CC Stn: | HPMS SAMPLE: |  |
|  |  |  | COUNT TYPE: AXLE PAIRS | BATCH ID: R04-R04RO4TSW |  |  |

COUNT TAKEN BY: ORG CODE: TST INITIALS: TST
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: R04 INITIALS: RHC

|  | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO | TO |  | DAILY |  |
|  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | DAILY | HIGH | $\mathrm{HIGH}$ |
| DATE DAY |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | TOTAL | COUNT | HOUR |





| ROUTE \#.940K | ROAD NAME: Mount Read Blvd | FROM: RIDGEWAY OVER WICONN | TO: ROUTE 104 IS OVER W CONN | COUNTY: |
| :---: | :---: | :---: | :---: | :---: |
| STATION: 430949 | STATE DIR CODE: 2 | PLACEMENT: 300' N of Ridgeway Ave |  | DATE OF COUNT: |



| ROUTE \#940K | ROAD NAME: Mount Read Blvd | FROM: TOWN OF GREECE | Monroe |  |
| :--- | :--- | :--- | :--- | :--- |
| STATION: $\mathbf{4 3 0 9 5 0}$ | STATE DIR CODE: $\mathbf{1}$ | PLACEMENT: 100' $\mathbf{S}$ of Joanne Dr | TO: JOANN DRIVE |  |


| ROUTE \#: | 940K | ROAD NAME: Mount Read Blvd |
| :--- | :--- | :--- |
| DIRECTION: | Southbound | FACTOR GROUP: 30 |
| STATE DIR CODE: 2 | WK OF YR: | 46 |

DATE OF COUNT: 11/12/2010
NOTES LANE 1: Wk46-SB-Trave
NOTES LANE 2: Wk46-SB-Pass
COUNT TAKEN BY: ORG CODE: TST INITIALS: GNL

FROM: TOWN OF GREECE REC. SERIAL \#: 2636 PLACEMENT: 100' S of Joanne Dr @ REF MARKER: 940K43011038 ADDL DATA:
COUNT TYPE: VEHICLES PROCESSED BY: ORG CODE: DOT INITIALS: TGB

TO: JOANN DRIVE
FUNC. CLASS: 16 NHS: no
JURIS: NYSDOT CC Stn:
BATCH ID: RR CROSSING:
BATCH ID: DOT-r4-10contractor46HPMS SAMPLE: 30081000


|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 499 | 447 | 405 | 257 | 181 | 168 | 145 | 104 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 59 | 35 | 29 | 37 | 37 | 100 | 139 | 210 | 285 | 332 | 407 | 407 | 462 | 380 | 385 | 400 | 395 | 358 | 312 | 222 | 171 | 147 | 130 | 121 | 5560 | 462 | 12 |
| 65 | 58 | 35 | 23 | 22 | 62 | 71 | 106 | 194 | 247 | 299 | 332 | 364 | 307 | 306 | 339 | 337 | 247 | 202 | 197 | 145 | 122 | 107 | 71 | 4258 | 364 | 12 |
| 25 | 18 | 14 | 38 | 65 | 330 | 609 | 1320 | 694 | 381 | 361 | 388 | 426 | 417 | 518 | 529 | 408 | 378 | 296 | 175 | 154 | 145 | 137 | 72 | 7898 | 1320 | 7 |
| 40 | 22 | 26 | 38 | 76 | 326 | 687 | 1284 | 656 | 396 | 380 | 404 | 463 | 440 | 414 | 456 | 379 | 332 | 296 | 198 | 159 | 153 | 120 | 68 | 7813 | 1284 | 7 |
| 26 | 23 | 18 | 32 | 94 | 333 | 668 | 1304 | 720 | 400 | 364 | 380 | 452 | 375 | 451 | 438 | 385 | 355 | 326 | 225 | 167 | 138 | 107 | 75 | 7856 | 1304 | 7 |
| 43 | 21 | 30 | 42 | 79 | 339 | 670 | 1290 | 696 | 389 | 354 | 387 | 451 | 451 | 492 | 428 | 444 | 394 | 325 | 226 | 180 | 147 | 113 | 78 | 8069 | 1290 | 7 |
| 43 | 27 | 22 | 33 | 70 | 322 | 680 | 1192 | 708 | 434 | 368 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| ROUTE \#940K | ROAD NAME: Mount Read Blvd | FROM:TOWN OF GREECE | Monroe |
| :--- | :--- | :--- | :--- |
| STATION: $\mathbf{4 3 0 9 5 0}$ | STATE DIR CODE: $\mathbf{2}$ | PLACEMENT: 100' $\mathbf{S}$ of Joanne Dr | TO: JOANN DRIVE |



|  | New York State Department of Transportation |
| :--- | :---: | :--- | :--- |
| Speed Count Average Weekday Report |  |


| Speeds, mph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{aligned} & 0.0- \\ & 20.0 \end{aligned}$ | $\begin{array}{r} 20.1- \\ 25.0 \end{array}$ | $\begin{gathered} 25.1- \\ 30.0 \end{gathered}$ | $\begin{array}{r} 30.1- \\ 35.0 \end{array}$ | $\begin{gathered} 35.1- \\ 40.0 \end{gathered}$ | $\begin{gathered} 40.1- \\ 45.0 \end{gathered}$ | $\begin{array}{r} 45.1- \\ 50.0 \end{array}$ | $\begin{array}{r} 50.1- \\ 55.0 \end{array}$ | $\begin{gathered} 55.1- \\ 60.0 \end{gathered}$ | $\begin{array}{r} 60.1- \\ 65.0 \end{array}$ | $\begin{aligned} & 65.11 \\ & 70.0 \end{aligned}$ | $\begin{gathered} 70.1- \\ 75.0 \end{gathered}$ | $\begin{gathered} 75.1- \\ 95.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 45.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 50.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 55.0 \end{array}$ | $\begin{gathered} \text { \% Exc } \\ 60.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 65.0 \end{array}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 10 | 6 | 1 | 3 | 18 | 30 | 21 | 7 | 3 | 0 | 0 | 0 | 0 | $31 \%$ | 10\% | 3\% | 0\% | 0\% | 33.5 | 42.0 | 48.9 | 99 |
| 2:00 | 6 | 4 | 0 | 2 | 10 | 13 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 33\% | 12\% | 4\% | 0\% | 0\% | 32.4 | 41.6 | 49.2 | 52 |
| 3:00 | 5 | 4 | 0 | 2 | 9 | 16 | 10 | 6 | 2 | 0 | 0 | 0 | 0 | 33\% | 15\% | 4\% | 0\% | 0\% | 34.0 | 42.2 | 50.0 | 54 |
| 4:00 | 2 | 1 | 0 | 2 | 8 | 10 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 39\% | 18\% | 5\% | 0\% | 0\% | 37.9 | 43.0 | 51.4 | 38 |
| 5:00 | 4 | 2 | 0 | 2 | 1 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 36\% | 9\% | 0\% | 0\% | 0\% | 29.0 | 42.0 | 49.0 | 22 |
| 6:00 | 6 | 2 | 0 | 2 | 11 | 19 | 14 | 7 | 2 | 1 | 0 | 0 | 0 | 38\% | 16\% | 5\% | 2\% | 0\% | 35.2 | 42.9 | 50.3 | 64 |
| 7:00 | 14 | 5 | 1 | 11 | 34 | 52 | 44 | 19 | 4 | 1 | 1 | 0 | 0 | 37\% | 13\% | 3\% | 1\% | 1\% | 36.0 | 42.7 | 49.7 | 186 |
| 8:00 | 20 | 11 | 4 | 7 | 38 | 82 | 82 | 39 | 12 | 4 | 1 | 1 | 0 | 46\% | 19\% | 6\% | 2\% | 1\% | 37.3 | 44.3 | 51.6 | 301 |
| 9:00 | 16 | 25 | 7 | 6 | 37 | 69 | 83 | 42 | 13 | 2 | 0 | 0 | 0 | 47\% | 19\% | 5\% | 1\% | 0\% | 36.7 | 44.3 | 51.5 | 300 |
| 10:00 | 22 | 28 | 8 | 8 | 46 | 96 | 95 | 43 | 13 | 3 | 1 | 0 | 0 | 43\% | 17\% | 5\% | 1\% | 0\% | 36.2 | 43.7 | 50.7 | 363 |
| 11:00 | 28 | 37 | 10 | 11 | 49 | 100 | 103 | 47 | 13 | 2 | 0 | 0 | 0 | 41\% | 16\% | 4\% | 1\% | 0\% | 35.0 | 43.3 | 50.3 | 400 |
| 12:00 | 43 | 44 | 12 | 13 | 63 | 125 | 122 | 60 | 13 | 1 | 0 | 0 | 0 | 40\% | 15\% | 3\% | 0\% | 0\% | 34.0 | 43.0 | 50.0 | 496 |
| 13:00 | 34 | 50 | 12 | 11 | 63 | 154 | 154 | 69 | 17 | 4 | 1 | 0 | 0 | 43\% | 16\% | 4\% | 1\% | 0\% | 36.1 | 43.8 | 50.5 | 569 |
| 14:00 | 32 | 44 | 12 | 10 | 58 | 125 | 125 | 66 | 17 | 6 | 0 | 0 | 0 | 43\% | 18\% | 5\% | 1\% | 0\% | 35.7 | 43.7 | 51.2 | 495 |
| 15:00 | 38 | 57 | 19 | 11 | 64 | 174 | 169 | 80 | 20 | 4 | 1 | 0 | 0 | 43\% | 16\% | 4\% | 1\% | 0\% | 35.9 | 43.8 | 50.6 | 637 |
| 16:00 | 58 | 76 | 28 | 30 | 109 | 243 | 230 | 105 | 22 | 2 | 0 | 0 | 0 | 40\% | 14\% | 3\% | 0\% | 0\% | 35.3 | 43.1 | 49.9 | 903 |
| 17:00 | 82 | 92 | 33 | 40 | 172 | 326 | 246 | 78 | 18 | 2 | 0 | 0 | 0 | 32\% | 9\% | 2\% | 0\% | 0\% | 34.1 | 42.0 | 48.7 | 1089 |
| 18:00 | 118 | 82 | 48 | 52 | 219 | 369 | 240 | 64 | 9 | 1 | 0 | 0 | 0 | 26\% | 6\% | 1\% | 0\% | 0\% | 32.7 | 41.2 | 47.8 | 1202 |
| 19:00 | 52 | 38 | 19 | 15 | 92 | 209 | 164 | 46 | 10 | 2 | 1 | 0 | 0 | 34\% | 9\% | 2\% | 0\% | 0\% | 34.7 | 42.6 | 48.9 | 648 |
| 20:00 | 35 | 32 | 8 | 7 | 51 | 105 | 96 | 33 | 9 | 2 | 0 | 0 | 0 | 37\% | 12\% | 3\% | 1\% | 0\% | 33.7 | 42.7 | 49.4 | 378 |
| 21:00 | 35 | 33 | 10 | 8 | 38 | 89 | 75 | 32 | 9 | 1 | 0 | 0 | 0 | 35\% | 13\% | 3\% | 0\% | 0\% | 32.4 | 42.4 | 49.6 | 330 |
| 22:00 | 27 | 18 | 4 |  | 35 | 76 | 64 | 28 | 4 | 1 | 1 | 0 | 0 | 37\% | 13\% | 2\% | 1\% | 0\% | 33.6 | 42.8 | 49.6 | 264 |
| 23:00 | 16 | 11 | 1 | 2 | 24 | 42 | 38 | 16 | 5 | 2 | 0 | 0 | 0 | 39\% | 15\% | 4\% | 1\% | 0\% | 33.8 | 43.0 | 50.0 | 157 |
| 24:00 | 16 | 10 | 2 | 6 | 26 | 42 | 37 | 10 | 2 | 0 | 0 | 0 | 0 | 32\% | 8\% | 1\% | 0\% | 0\% | 32.9 | 41.9 | 48.6 | 151 |
| Avg. Daily Total | 719 | 712 | 239 | 267 | 1275 | 2571 | 2237 | 908 | 221 | 41 | 7 | 1 | 0 | 37.1 | 12.8 | 2.9 | 0.5 | 0.1 | 34.6 | 42.7 | 49.6 | 9198 |
| Percent | 7.8\% | 7.7\% | 2.6\% | 2.9\% | 13.9\% | 28.0\% | 24.3\% | 9.9\% | 2.4\% | 0.4\% | 0.1\% | 0.0\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 7.8\% | 15.6\% | 18.2\% | 21.1\% | 34.9\% | 62.9\% | 87.2\% | 97.1\% | 99.5\% | 99.9\% | 100.0\% | 100.0\% | 100.0\% | TR | AFFIC | LOW | Y DIRE | TION |  |  |  |  |
| Average hour | 30 | 30 | 10 | 11 | 53 | 107 | 93 | 38 | 9 | 2 | 0 | 0 | 0 |  |  |  |  |  |  |  |  | 383 |


| North |  | $\begin{array}{r} \text { Speed } \\ 34.6 \end{array}$ | 50th\% Speed | 85th\% Speed |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| South |  | 42.5 | 45.2 |  | 51.8 |
| Peak Hour Data |  |  |  |  |  |
| Direction | Hour | Count | 2-way | Hour | Count |
| North | 18 | 1202 | A.M. | 8 | 1579 |
| South | 8 | 1278 | P.M. | 18 | 1567 |



|  |  |  |  |
| :--- | :---: | :--- | :--- |
|  |  | New York State Department of Transportation <br> Speed Count Average Weekday Report |  |
| Date: 12/20/2010 |  |  |  |


| Speeds, mph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | $\begin{aligned} & 0.0- \\ & 20.0 \end{aligned}$ | $\begin{gathered} 20.1- \\ 25.0 \end{gathered}$ | $\begin{gathered} 25.1- \\ 30.0 \end{gathered}$ | $\begin{array}{r} 30.1-1 \\ 35.0 \end{array}$ | $\begin{gathered} 35.1- \\ 40.0 \end{gathered}$ | $\begin{aligned} & 40.1- \\ & 45.0 \end{aligned}$ | $\begin{aligned} & 45.1- \\ & 5.0 \end{aligned}$ | $\begin{array}{r} 50.1- \\ 55.0 \end{array}$ | $\begin{array}{r} 55.1- \\ 60.0 \end{array}$ | $\begin{aligned} & 60.1- \\ & 65.0 \end{aligned}$ | $\begin{aligned} & 65.11 \\ & 70.0 \end{aligned}$ | $\begin{gathered} 70.1- \\ 75.0 \end{gathered}$ | $\begin{gathered} 75.1- \\ 95.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 45.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 50.0 \end{array}$ | $\begin{array}{r} \text { \% Exc } \\ 55.0 \end{array}$ | $\begin{gathered} \text { \% Exc } \\ 60.0 \end{gathered}$ | $\begin{array}{r} \text { \% Exc } \\ 65.0 \end{array}$ | Avg | 50th\% | 85th\% | Total |
| 1:00 | 0 | 0 | 0 | 4 | 6 | 10 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 46\% | 14\% | 3\% | 0\% | 0\% | 42.8 | 44.3 | 49.8 | 37 |
| 2:00 | 0 | 0 | 1 | 2 | 4 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 35\% | 9\% | 0\% | 0\% | 0\% | 41.3 | 42.9 | 48.8 | 23 |
| 3:00 | 0 | 0 | 0 | 3 | 4 | 7 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 42\% | 17\% | 0\% | 0\% | 0\% | 42.4 | 43.6 | 50.6 | 24 |
| 4:00 | 0 | 0 | 2 | 4 | 7 | 10 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 34\% | 11\% | 0\% | 0\% | 0\% | 40.6 | 42.3 | 49.3 | 35 |
| 5:00 | 1 | 1 | 2 | 7 | 10 | 22 | 20 | 11 | 4 | 2 | 0 | 0 | 0 | 46\% | 21\% | 8\% | 3\% | 0\% | 41.6 | 44.4 | 52.3 | 80 |
| 6:00 | 4 | 2 | 7 | 18 | 38 | 90 | 100 | 53 | 15 | 2 | 1 | 0 | 0 | 52\% | 22\% | 5\% | 1\% | 0\% | 42.6 | 45.4 | 52.1 | 330 |
| 7:00 | 4 | 1 | 9 | 31 | 54 | 172 | 229 | 119 | 33 | 8 | 2 | 0 | 0 | 59\% | 24\% | 6\% | 2\% | 0\% | 44.3 | 46.4 | 52.7 | 662 |
| 8:00 | 9 | 4 | 12 | 47 | 89 | 261 | 432 | 319 | 91 | 12 | 1 | 1 | 0 | 67\% | 33\% | 8\% | 1\% | 0\% | 45.3 | 47.6 | 53.7 | 1278 |
| 9:00 | 8 | 6 | 11 | 41 | 48 | 151 | 225 | 146 | 48 | 9 | 2 | 0 | 0 | 62\% | 29\% | 8\% | 2\% | 0\% | 43.7 | 46.9 | 53.5 | 695 |
| 10:00 | 7 | 5 | 9 | 26 | 52 | 108 | 116 | 58 | 15 | 3 | 0 | 0 | 0 | 48\% | 19\% | 5\% | 1\% | 0\% | 41.3 | 44.7 | 51.4 | 399 |
| 11:00 | 7 | 4 | 7 | 25 | 39 | 108 | 113 | 46 | 11 | 3 | 0 | 0 | 0 | 48\% | 17\% | 4\% | 1\% | 0\% | 41.2 | 44.7 | 50.7 | 363 |
| 12:00 | 7 | 4 | 7 | 22 | 49 | 119 | 122 | 47 | 7 | 4 | 1 | 0 | 0 | 47\% | 15\% | 3\% | 1\% | 0\% | 41.4 | 44.5 | 50.1 | 389 |
| 13:00 | 6 | 6 | 10 | 22 | 52 | 132 | 146 | 55 | 15 | 2 | 0 | 1 | 0 | 49\% | 16\% | 4\% | 1\% | 0\% | 41.9 | 44.9 | 50.6 | 447 |
| 14:00 | 9 | 4 | 9 | 29 | 47 | 124 | 121 | 58 | 15 | 2 | 0 | 0 | 0 | 47\% | 18\% | 4\% | 0\% | 0\% | 41.0 | 44.5 | 51.1 | 418 |
| 15:00 | 8 | 6 | 8 | 31 | 53 | 135 | 144 | 63 | 14 | 6 | 1 | 1 | 0 | 49\% | 18\% | 5\% | 2\% | 0\% | 41.6 | 44.8 | 51.2 | 470 |
| 16:00 | 6 | 4 | 7 | 26 | 58 | 139 | 138 | 63 | 16 | 3 | 1 | 0 | 0 | 48\% | 18\% | 4\% | 1\% | 0\% | 42.1 | 44.7 | 51.1 | 461 |
| 17:00 | 5 | 3 | 6 | 27 | 51 | 130 | 114 | 54 | 10 | 2 | 0 | 0 | 0 | 45\% | 16\% | 3\% | 0\% | 0\% | 41.8 | 44.2 | 50.6 | 402 |
| 18:00 | 2 | 2 | 7 | 22 | 65 | 126 | 98 | 34 | 6 | 3 | 0 | 0 | 0 | 39\% | 12\% | 2\% | 1\% | 0\% | 41.8 | 43.4 | 49.5 | 365 |
| 19:00 | 4 | 3 | 7 | 23 | 53 | 111 | 82 | 23 | 4 | 1 | 0 | 0 | 0 | 35\% | 9\% | 2\% | 0\% | 0\% | 40.5 | 43.0 | 48.9 | 311 |
| 20:00 | 5 | 2 | 6 | 16 | 30 | 78 | 51 | 15 | 2 | 1 | 0 | 0 | 0 | 33\% | 9\% | 1\% | 0\% | 0\% | 39.5 | 42.9 | 48.8 | 206 |
| 21:00 | 3 | 1 | 3 | 12 | 27 | 60 | 43 | 13 | 2 | 0 | 0 | 0 | 0 | 35\% | 9\% | 1\% | 0\% | 0\% | 40.3 | 43.0 | 48.9 | 164 |
| 22:00 | 2 | 2 | 2 | 12 | 21 | 51 | 39 | 14 | 2 | 0 | 0 | 0 | 0 | 38\% | 11\% | 1\% | 0\% | 0\% | 40.7 | 43.3 | 49.3 | 145 |
| 23:00 | 1 | 1 | 4 | 7 | 13 | 43 | 34 | 13 | 3 | 0 | 0 | 0 | 0 | 42\% | 13\% | 3\% | 0\% | 0\% | 41.7 | 43.9 | 49.8 | 119 |
| 24:00 | 1 | 0 | 0 | 6 | 10 | 22 | 22 | 9 | 2 | 0 | 0 | 0 | 0 | 46\% | 15\% | 3\% | 0\% | 0\% | 42.0 | 44.4 | 50.2 | 72 |
| Avg. Daily Total | 99 | 61 | 136 | 463 | 880 | 2217 | 2421 | 1227 | 316 | 63 | 9 | 3 | 0 | 51.2 | 20.5 | 5.0 | 0.9 | 0.2 | 42.5 | 45.2 | 51.8 | 7895 |
| Percent | 1.3\% | 0.8\% | 1.7\% | 5.9\% | 11.1\% | 28.1\% | 30.7\% | 15.5\% | 4.0\% | 0.8\% | 0.1\% | 0.0\% | 0.0\% |  |  |  |  |  |  |  |  |  |
| Cum. Percent | 1.3\% | 2.0\% | 3.7\% | 9.6\% | 20.8\% | 48.8\% | 79.5\% | 95.0\% | 99.1\% | 99.8\% | 100.0\% | 100.0\% | 100.0\% | TR | AFFIC | LOW | Y DIRE | TION |  |  |  |  |
| Average hour | 4 | 3 | 6 | 19 | 37 | 92 | 101 | 51 | 13 | 3 | 0 | 0 | 0 |  |  |  |  |  |  |  |  | 329 |


| North |  | Speed | 50th\% Speed | 85th\% Speed |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| South |  | 42.5 | 45.2 |  | 51.8 |
| Peak Hour Data |  |  |  |  |  |
| Direction | Hour | Count | 2-way | Hour | Count |
| North | 18 | 1202 | A.M. | 8 | 1579 |
| South | 8 | 1278 | P.M. | 18 | 1567 |




| ROAD \#: $\mathbf{1 5 0 0}$ | ROAD NAME: MT READ BLVD | FROM: ROCH CITY LINE | Monroe |
| :--- | :--- | :--- | :--- |
| STATION: $\mathbf{4 3 8 0 7 7}$ | STATE DIR CODE: $\mathbf{1}$ | PLACEMENT: 550 Ft. N. Joanne Dr. | TO: LANE CHNG |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study
Buffalo Rd to Stone Rd
File Name : 13-03-26 Buffalo AM-PM
Site Code : 1
Start Date: 3/26/2013
Page No : 1

Groups Printed- Cars - Trucks / Buses

|  | Mt. Read Blvd From North |  |  |  |  | Buffalo Rd From East |  |  |  |  | Driveway From South |  |  |  | Buffalo Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| 07:00 AM | 63 | 0 | 23 | 0 | 86 | 17 | 11 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 22 | 63 | 85 | 199 |
| 07:15 AM | 73 | 1 | 49 | 1 | 124 | 33 | 17 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 1 | 38 | 68 | 107 | 281 |
| 07:30 AM | 84 | 1 | 57 | 0 | 142 | 39 | 26 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 40 | 67 | 107 | 314 |
| 07:45 AM | 70 | 1 | 53 | 1 | 125 | 46 | 26 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 53 | 93 | 146 | 343 |
| Total | 290 | 3 | 182 | 2 | 477 | 135 | 80 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 1 | 153 | 291 | 445 | 1137 |


| $08: 00$ AM | 99 | 2 | 55 | 0 | 156 | 32 | 18 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 39 | 70 | 109 | 315 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| $08: 15 \mathrm{AM}$ | 67 | 0 | 46 | 0 | 113 | 28 | 22 | 0 | 0 | 50 | 0 | 1 | 0 | 1 | 0 | 27 | 63 | 90 | 254 |
| $08: 30 \mathrm{AM}$ | 65 | 0 | 30 | 0 | 95 | 41 | 25 | 0 | 0 | 66 | 0 | 0 | 1 | 1 | 0 | 20 | 62 | 82 | 244 |
| $08: 45 \mathrm{AM}$ | 99 | 0 | 31 | 1 | 131 | 43 | 15 | 0 | 0 | 58 | 1 | 1 | 0 | 2 | 1 | 17 | 56 | 74 | 265 |
| Total | 330 | 2 | 162 | 1 | 495 | 144 | 80 | 0 | 0 | 224 | 1 | 2 | 1 | 4 | 1 | 103 | 251 | 355 | 1078 |

*** BREAK ***

| 04:00 PM | 103 | 0 | 51 | 0 | 154 | 78 | 29 | 0 | 2 | 109 | 0 | 0 | 0 | 0 | 1 | 40 | 98 | 139 | 402 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 79 | 0 | 40 | 0 | 119 | 80 | 30 | 0 | 0 | 110 | 0 | 2 | 0 | 2 | 0 | 33 | 87 | 120 | 351 |
| 04:30 PM | 60 | 0 | 37 | 0 | 97 | 102 | 40 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 36 | 105 | 141 | 380 |
| 04:45 PM | 82 | 0 | 46 | 0 | 128 | 64 | 41 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 34 | 85 | 119 | 352 |
| Total | 324 | 0 | 174 | 0 | 498 | 324 | 140 | 0 | 2 | 466 | 0 | 2 | 0 | 2 | 1 | 143 | 375 | 519 | 1485 |
| 05:00 PM | 123 | 0 | 41 | 0 | 164 | 74 | 47 | 0 | 1 | 122 | 0 | 0 | 0 | 0 | 0 | 43 | 104 | 147 | 433 |
| 05:15 PM | 80 | 0 | 43 | 0 | 123 | 63 | 40 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 24 | 90 | 114 | 340 |
| 05:30 PM | 81 | 0 | 35 | 0 | 116 | 63 | 35 | 0 | 0 | 98 | 0 | 1 | 0 | 1 | 0 | 24 | 56 | 80 | 295 |
| 05:45 PM | 47 | 0 | 13 | 1 | 61 | 66 | 21 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 17 | 40 | 57 | 205 |
| Total | 331 | 0 | 132 | 1 | 464 | 266 | 143 | 0 | 1 | 410 | 0 | 1 | 0 | 1 | 0 | 108 | 290 | 398 | 1273 |

# Bergmann Associates 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-26 Buffalo AM-PM
Site Code : 1
Start Date : 3/26/2013
Page No :2

Groups Printed- Cars - Trucks / Buses

|  | Mt. Read Blvd From North |  |  |  |  | Buffalo Rd From East |  |  |  |  | Driveway From South |  |  |  | Buffalo Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{r} \text { Righ } \\ \mathrm{t} \end{array}$ | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Grand Total | 1275 | 5 | 650 | 4 | 1934 | 869 | 443 | 0 | 3 | 1315 | 1 | 5 | 1 | 7 | 3 | 507 | 1207 | 1717 | 4973 |
| Apprch \% | 65.9 | 0.3 | 33.6 | 0.2 |  | 66.1 | 33.7 | 0 | 0.2 |  | 14.3 | 71.4 | 14.3 |  | 0.2 | 29.5 | 70.3 |  |  |
| Total \% | 25.6 | 0.1 | 13.1 | 0.1 | 38.9 | 17.5 | 8.9 | 0 | 0.1 | 26.4 | 0 | 0.1 | 0 | 0.1 | 0.1 | 10.2 | 24.3 | 34.5 |  |
| Cars | 1153 | 5 | 607 | 4 | 1769 | 790 | 415 | 0 | 3 | 1208 | 1 | 4 | 1 | 6 | 2 | 486 | 1104 | 1592 | 4575 |
| \% Cars | 90.4 | 100 | 93.4 | 100 | 91.5 | 90.9 | 93.7 | 0 | 100 | 91.9 | 100 | 80 | 100 | 85.7 | 66.7 | 95.9 | 91.5 | 92.7 | 92 |
| Trucks / Buses | 122 | 0 | 43 | 0 | 165 | 79 | 28 | 0 | 0 | 107 | 0 | 1 | 0 | 1 | 1 | 21 | 103 | 125 | 398 |
| \% Trucks / Buses | 9.6 | 0 | 6.6 | 0 | 8.5 | 9.1 | 6.3 | 0 | 0 | 8.1 | 0 | 20 | 0 | 14.3 | 33.3 | 4.1 | 8.5 | 7.3 | 8 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name: 13-03-26 Buffalo AM-PM
Site Code : 1
Start Date : 3/26/2013
Page No : 3

|  | Mt. Read Blvd From North |  |  |  |  | Buffalo Rd From East |  |  |  |  | Driveway From South |  |  |  | Buffalo Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | $\begin{array}{r} \text { Righ } \\ \mathrm{t} \end{array}$ | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 73 | 1 | 49 | 1 | 124 | 33 | 17 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 1 | 38 | 68 | 107 | 281 |
| 07:30 AM | 84 | 1 | 57 | 0 | 142 | 39 | 26 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 40 | 67 | 107 | 314 |
| 07:45 AM | 70 | 1 | 53 | 1 | 125 | 46 | 26 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 53 | 93 | 146 | 343 |
| 08:00 AM | 99 | 2 | 55 | 0 | 156 | 32 | 18 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 39 | 70 | 109 | 315 |
| Total Volume | 326 | 5 | 214 | 2 | 547 | 150 | 87 | 0 | 0 | 237 | 0 | 0 | 0 | 0 | 1 | 170 | 298 | 469 | 1253 |
| \% App. Total | 59.6 | 0.9 | 39.1 | 0.4 |  | 63.3 | 36.7 | 0 | 0 |  | 0 | 0 | 0 |  | 0.2 | 36.2 | 63.5 |  |  |
| PHF | . 823 | . 625 | . 939 | . 500 | . 877 | . 815 | . 837 | . 000 | . 000 | . 823 | . 000 | . 000 | . 000 | . 000 | . 250 | . 802 | . 801 | . 803 | . 913 |
| Cars | 285 | 5 | 197 | 2 | 489 | 124 | 75 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 1 | 160 | 256 | 417 | 1105 |
| \% Cars | 87.4 | 100 | 92.1 | 100 | 89.4 | 82.7 | 86.2 | 0 | 0 | 84.0 | 0 | 0 | 0 | 0 | 100 | 94.1 | 85.9 | 88.9 | 88.2 |
| Trucks / Buses | 41 | 0 | 17 | 0 | 58 | 26 | 12 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 10 | 42 | 52 | 148 |
| \% Trucks / Buses | 12.6 | 0 | 7.9 | 0 | 10.6 | 17.3 | 13.8 | 0 | 0 | 16.0 | 0 | 0 | 0 | 0 | 0 | 5.9 | 14.1 | 11.1 | 11.8 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-26 Buffalo AM-PM
Site Code : 1
Start Date : 3/26/2013
Page No : 4

|  | Mt. Read Blvd From North |  |  |  |  | Buffalo Rd From East |  |  |  |  | Driveway From South |  |  |  | Buffalo Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | $\begin{array}{r} \text { Righ } \\ t \end{array}$ | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 04:15 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:15 PM | 79 | 0 | 40 | 0 | 119 | 80 | 30 | 0 | 0 | 110 | 0 | 2 | 0 | 2 | 0 | 33 | 87 | 120 | 351 |
| 04:30 PM | 60 | 0 | 37 | 0 | 97 | 102 | 40 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 36 | 105 | 141 | 380 |
| 04:45 PM | 82 | 0 | 46 | 0 | 128 | 64 | 41 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 34 | 85 | 119 | 352 |
| 05:00 PM | 123 | 0 | 41 | 0 | 164 | 74 | 47 | 0 | 1 | 122 | 0 | 0 | 0 | 0 | 0 | 43 | 104 | 147 | 433 |
| Total Volume | 344 | 0 | 164 | 0 | 508 | 320 | 158 | 0 | 1 | 479 | 0 | 2 | 0 | 2 | 0 | 146 | 381 | 527 | 1516 |
| \% App. Total | 67.7 | 0 | 32.3 | 0 |  | 66.8 | 33 | 0 | 0.2 |  | 0 | 100 | 0 |  | 0 | 27.7 | 72.3 |  |  |
| PHF | . 699 | . 000 | . 891 | . 000 | . 774 | . 784 | . 840 | . 000 | . 250 | . 843 | . 000 | . 250 | . 000 | . 250 | . 000 | . 849 | . 907 | . 896 | . 875 |
| Cars | 313 | 0 | 162 | 0 | 475 | 300 | 154 | 0 | 1 | 455 | 0 | 2 | 0 | 2 | 0 | 143 | 367 | 510 | 1442 |
| \% Cars | 91.0 | 0 | 98.8 | 0 | 93.5 | 93.8 | 97.5 | 0 | 100 | 95.0 | 0 | 100 | 0 | 100 | 0 | 97.9 | 96.3 | 96.8 | 95.1 |
| Trucks / Buses | 31 | 0 | 2 | 0 | 33 | 20 | 4 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 17 | 74 |
| \% Trucks / Buses | 9.0 | 0 | 1.2 | 0 | 6.5 | 6.3 | 2.5 | 0 | 0 | 5.0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 3.7 | 3.2 | 4.9 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study
File Name : 13-03-26 Emerson AM-PM
Site Code : 2
Start Date: 3/26/2013
Page No : 1

Groups Printed- Cars - Trucks - Buses

|  | Mt. Read Blvd From North |  |  |  | Emerson St From East |  |  |  | Mt. Read Blvd From South |  |  |  | Emerson St From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| 07:00 AM | 12 | 131 | 10 | 153 | 5 | 35 | 17 | 57 | 17 | 58 | 23 | 98 | 14 | 43 | 6 | 63 | 371 |
| 07:15 AM | 19 | 239 | 11 | 269 | 11 | 24 | 13 | 48 | 23 | 83 | 27 | 133 | 23 | 23 | 3 | 49 | 499 |
| 07:30 AM | 12 | 256 | 22 | 290 | 20 | 22 | 22 | 64 | 14 | 99 | 24 | 137 | 12 | 31 | 9 | 52 | 543 |
| 07:45 AM | 49 | 227 | 19 | 295 | 15 | 27 | 18 | 60 | 28 | 109 | 27 | 164 | 21 | 22 | 6 | 49 | 568 |
| Total | 92 | 853 | 62 | 1007 | 51 | 108 | 70 | 229 | 82 | 349 | 101 | 532 | 70 | 119 | 24 | 213 | 1981 |
| 08:00 AM | 50 | 202 | 13 | 265 | 19 | 34 | 23 | 76 | 18 | 98 | 20 | 136 | 19 | 35 | 5 | 59 | 536 |
| 08:15 AM | 23 | 188 | 13 | 224 | 13 | 26 | 20 | 59 | 21 | 84 | 8 | 113 | 13 | 31 | 6 | 50 | 446 |
| 08:30 AM | 4 | 133 | 15 | 152 | 16 | 23 | 19 | 58 | 15 | 76 | 17 | 108 | 12 | 24 | 6 | 42 | 360 |
| 08:45 AM | 4 | 151 | 14 | 169 | 13 | 25 | 14 | 52 | 36 | 83 | 14 | 133 | 14 | 23 | 3 | 40 | 394 |
| Total | 81 | 674 | 55 | 810 | 61 | 108 | 76 | 245 | 90 | 341 | 59 | 490 | 58 | 113 | 20 | 191 | 1736 |

*** BREAK ***

| 04:00 PM | 1 | 137 | 24 | 162 | 26 | 42 | 34 | 102 | 26 | 202 | 15 | 243 | 21 | 42 | 12 | 75 | 582 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 10 | 123 | 20 | 153 | 24 | 32 | 24 | 80 | 27 | 196 | 15 | 238 | 18 | 32 | 13 | 63 | 534 |
| 04:30 PM | 6 | 123 | 9 | 138 | 34 | 58 | 27 | 119 | 25 | 223 | 16 | 264 | 33 | 37 | 19 | 89 | 610 |
| 04:45 PM | 8 | 129 | 21 | 158 | 28 | 47 | 9 | 84 | 19 | 211 | 20 | 250 | 19 | 39 | 9 | 67 | 559 |
| Total | 25 | 512 | 74 | 611 | 112 | 179 | 94 | 385 | 97 | 832 | 66 | 995 | 91 | 150 | 53 | 294 | 2285 |
| 05:00 PM | 5 | 161 | 11 | 177 | 25 | 46 | 16 | 87 | 23 | 200 | 9 | 232 | 30 | 37 | 18 | 85 | 581 |
| 05:15 PM | 4 | 120 | 8 | 132 | 30 | 29 | 16 | 75 | 24 | 256 | 20 | 300 | 19 | 26 | 5 | 50 | 557 |
| 05:30 PM | 4 | 116 | 18 | 138 | 20 | 31 | 18 | 69 | 20 | 232 | 13 | 265 | 14 | 26 | 8 | 48 | 520 |
| 05:45 PM | 1 | 92 | 17 | 110 | 19 | 15 | 11 | 45 | 16 | 153 | 12 | 181 | 9 | 26 | 5 | 40 | 376 |
| Total | 14 | 489 | 54 | 557 | 94 | 121 | 61 | 276 | 83 | 841 | 54 | 978 | 72 | 115 | 36 | 223 | 2034 |

# Bergmann Associates 

## Mt. Read Blvd Corridor Study

 Buffalo Rd to Stone RdFile Name : 13-03-26 Emerson AM-PM
Site Code : 2
Start Date : 3/26/2013
Page No : 2

|  | Mt. Read Blvd From North |  |  |  | Emerson St From East |  |  |  | Mt. Read Blvd From South |  |  |  | Emerson St From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Grand Total | 212 | 2528 | 245 | 2985 | 318 | 516 | 301 | 1135 | 352 | 2363 | 280 | 2995 | 291 | 497 | 133 | 921 | 8036 |
| Apprch \% | 7.1 | 84.7 | 8.2 |  | 28 | 45.5 | 26.5 |  | 11.8 | 78.9 | 9.3 |  | 31.6 | 54 | 14.4 |  |  |
| Total \% | 2.6 | 31.5 | 3 | 37.1 | 4 | 6.4 | 3.7 | 14.1 | 4.4 | 29.4 | 3.5 | 37.3 | 3.6 | 6.2 | 1.7 | 11.5 |  |
| Cars | 164 | 2386 | 222 | 2772 | 318 | 516 | 301 | 1135 | 352 | 2363 | 280 | 2995 | 259 | 424 | 112 | 795 | 7697 |
| \% Cars | 77.4 | 94.4 | 90.6 | 92.9 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 89 | 85.3 | 84.2 | 86.3 | 95.8 |
| Trucks | 26 | 48 | 4 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 3 | 15 | 93 |
| \% Trucks | 12.3 | 1.9 | 1.6 | 2.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 2 | 2.3 | 1.6 | 1.2 |
| Buses | 22 | 94 | 19 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 63 | 18 | 111 | 246 |
| \% Buses | 10.4 | 3.7 | 7.8 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10.3 | 12.7 | 13.5 | 12.1 | 3.1 |


|  | 164 2386 222 <br> 26 48 4 <br> 22 94 19 <br> 212 2528 245 <br>  Right Thru |  |
| :---: | :---: | :---: |
|  |  <br> North <br> 3/26/2013 07:00 AM <br> 3/26/2013 05:45 PM <br> Cars <br> Trucks <br> Buses |  |
|  |  |  |

# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

## Mt. Read Blvd Corridor Study

 Buffalo Rd to Stone RdFile Name : 13-03-26 Emerson AM-PM
Site Code : 2
Start Date : 3/26/2013
Page No : 3

|  | Mt. Read Blvd From North |  |  |  | Emerson St From East |  |  |  | Mt. Read Blvd From South |  |  |  | Emerson St From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for En | tire Inte | section | egins | at 07:15 A |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 19 | 239 | 11 | 269 | 11 | 24 | 13 | 48 | 23 | 83 | 27 | 133 | 23 | 23 | 3 | 49 | 499 |
| 07:30 AM | 12 | 256 | 22 | 290 | 20 | 22 | 22 | 64 | 14 | 99 | 24 | 137 | 12 | 31 | 9 | 52 | 543 |
| 07:45 AM | 49 | 227 | 19 | 295 | 15 | 27 | 18 | 60 | 28 | 109 | 27 | 164 | 21 | 22 | 6 | 49 | 568 |
| 08:00 AM | 50 | 202 | 13 | 265 | 19 | 34 | 23 | 76 | 18 | 98 | 20 | 136 | 19 | 35 | 5 | 59 | 536 |
| Total Volume | 130 | 924 | 65 | 1119 | 65 | 107 | 76 | 248 | 83 | 389 | 98 | 570 | 75 | 111 | 23 | 209 | 2146 |
| \% App. Total | 11.6 | 82.6 | 5.8 |  | 26.2 | 43.1 | 30.6 |  | 14.6 | 68.2 | 17.2 |  | 35.9 | 53.1 | 11 |  |  |
| PHF | . 650 | . 902 | . 739 | . 948 | . 813 | . 787 | . 826 | . 816 | . 741 | . 892 | . 907 | 869 | . 815 | . 793 | . 639 | . 886 | . 945 |
| Cars | 104 | 879 | 61 | 1044 | 65 | 107 | 76 | 248 | 83 | 389 | 98 | 570 | 59 | 92 | 13 | 164 | 2026 |
| \% Cars | 80.0 | 95.1 | 93.8 | 93.3 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 78.7 | 82.9 | 56.5 | 78.5 | 94.4 |
| Trucks | 16 | 32 | 2 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 55 |
| \% Trucks | 12.3 | 3.5 | 3.1 | 4.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.7 | 2.7 | 0 | 2.4 | 2.6 |
| Buses | 10 | 13 | 2 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 16 | 10 | 40 | 65 |
| \% Buses | 7.7 | 1.4 | 3.1 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 14.4 | 43.5 | 19.1 | 3.0 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-26 Emerson AM-PM
Site Code : 2
Start Date : 3/26/2013
Page No : 4

|  | Mt. Read Blvd From North |  |  |  | Emerson St From East |  |  |  | Mt. Read Blvd From South |  |  |  | Emerson St From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:30 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:30 PM | 6 | 123 | 9 | 138 | 34 | 58 | 27 | 119 | 25 | 223 | 16 | 264 | 33 | 37 | 19 | 89 | 610 |
| 04:45 PM | 8 | 129 | 21 | 158 | 28 | 47 | 9 | 84 | 19 | 211 | 20 | 250 | 19 | 39 | 9 | 67 | 559 |
| 05:00 PM | 5 | 161 | 11 | 177 | 25 | 46 | 16 | 87 | 23 | 200 | 9 | 232 | 30 | 37 | 18 | 85 | 581 |
| 05:15 PM | 4 | 120 | 8 | 132 | 30 | 29 | 16 | 75 | 24 | 256 | 20 | 300 | 19 | 26 | 5 | 50 | 557 |
| Total Volume | 23 | 533 | 49 | 605 | 117 | 180 | 68 | 365 | 91 | 890 | 65 | 1046 | 101 | 139 | 51 | 291 | 2307 |
| \% App. Total | 3.8 | 88.1 | 8.1 |  | 32.1 | 49.3 | 18.6 |  | 8.7 | 85.1 | 6.2 |  | 34.7 | 47.8 | 17.5 |  |  |
| PHF | . 719 | . 828 | . 583 | . 855 | . 860 | . 776 | . 630 | . 767 | . 910 | . 869 | . 813 | . 872 | . 765 | . 891 | . 671 | . 817 | . 945 |
| Cars | 20 | 493 | 44 | 557 | 117 | 180 | 68 | 365 | 91 | 890 | 65 | 1046 | 98 | 124 | 48 | 270 | 2238 |
| \% Cars | 87.0 | 92.5 | 89.8 | 92.1 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 97.0 | 89.2 | 94.1 | 92.8 | 97.0 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| \% Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Buses | 3 | 40 | 5 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 3 | 21 | 69 |
| \% Buses | 13.0 | 7.5 | 10.2 | 7.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.0 | 10.8 | 5.9 | 7.2 | 3.0 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-27 Driving Park AM-PM
Site Code : 3
Start Date : 3/27/2013
Page No :1

Groups Printed- Cars - Trucks \& Buses

|  | Mt. Read Blvd From North |  |  |  | Driving Park Ave From East |  |  |  | Mt. Read Blvd From South |  |  |  | Driving Park Ave From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| 07:00 AM | 1 | 217 | 18 | 236 | 7 | 2 | 24 | 33 | 39 | 57 | 1 | 97 | 1 | 0 | 0 | 1 | 367 |
| 07:15 AM | 5 | 248 | 29 | 282 | 10 | 0 | 17 | 27 | 47 | 58 | 3 | 108 | 0 | 0 | 1 | 1 | 418 |
| 07:30 AM | 25 | 328 | 28 | 381 | 12 | 3 | 29 | 44 | 48 | 66 | 2 | 116 | 0 | 0 | 0 | 0 | 541 |
| 07:45 AM | 30 | 252 | 41 | 323 | 13 | 0 | 22 | 35 | 57 | 58 | 4 | 119 | 0 | 0 | 0 | 0 | 477 |
| Total | 61 | 1045 | 116 | 1222 | 42 | 5 | 92 | 139 | 191 | 239 | 10 | 440 | 1 | 0 | 1 | 2 | 1803 |
| 08:00 AM | 15 | 193 | 28 | 236 | 16 | 0 | 15 | 31 | 55 | 74 | 6 | 135 | 0 | 0 | 0 | 0 | 402 |
| 08:15 AM | 11 | 200 | 9 | 220 | 14 | 0 | 12 | 26 | 54 | 55 | 4 | 113 | 0 | 2 | 0 | 2 | 361 |
| 08:30 AM | 15 | 160 | 16 | 191 | 6 | 0 | 26 | 32 | 39 | 66 | 3 | 108 | 1 | 1 | 0 | 2 | 333 |
| 08:45 AM | 9 | 119 | 12 | 140 | 22 | 0 | 18 | 40 | 34 | 72 | 0 | 106 | 0 | 1 | 1 | 2 | 288 |
| Total | 50 | 672 | 65 | 787 | 58 | 0 | 71 | 129 | 182 | 267 | 13 | 462 | 1 | 4 | 1 | 6 | 1384 |

*** BREAK ***

| 04:00 PM | 6 | 132 | 17 | 155 | 27 | 0 | 38 | 65 | 57 | 210 | 1 | 268 | 1 | 3 | 1 | 5 | 493 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 4 | 131 | 13 | 148 | 34 | 0 | 33 | 67 | 55 | 190 | 0 | 245 | 1 | 2 | 0 | 3 | 463 |
| 04:30 PM | 6 | 117 | 14 | 137 | 32 | 0 | 38 | 70 | 59 | 232 | 0 | 291 | 0 | 4 | 4 | 8 | 506 |
| 04:45 PM | 2 | 96 | 25 | 123 | 30 | 0 | 35 | 65 | 66 | 231 | 2 | 299 | 4 | 3 | 1 | 8 | 495 |
| Total | 18 | 476 | 69 | 563 | 123 | 0 | 144 | 267 | 237 | 863 | 3 | 1103 | 6 | 12 | 6 | 24 | 1957 |
| 05:00 PM | 2 | 124 | 14 | 140 | 49 | 1 | 37 | 87 | 67 | 239 | 0 | 306 | 3 | 2 | 1 | 6 | 539 |
| 05:15 PM | 4 | 102 | 10 | 116 | 45 | 0 | 33 | 78 | 37 | 218 | 4 | 259 | 2 | 1 | 3 | 6 | 459 |
| 05:30 PM | 2 | 101 | 13 | 116 | 24 | 0 | 33 | 57 | 38 | 173 | 3 | 214 | 1 | 3 | 3 | 7 | 394 |
| 05:45 PM | 4 | 107 | 13 | 124 | 22 | 0 | 20 | 42 | 37 | 141 | 0 | 178 | 1 | 2 | 0 | 3 | 347 |
| Total | 12 | 434 | 50 | 496 | 140 | 1 | 123 | 264 | 179 | 771 | 7 | 957 | 7 | 8 | 7 | 22 | 1739 |

# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-27 Driving Park AM-PM
Site Code : 3
Start Date : 3/27/2013
Page No : 2

Groups Printed- Cars - Trucks \& Buses

|  | Mt. Read Blvd From North |  |  |  | Driving Park Ave From East |  |  |  | Mt. Read Blvd From South |  |  |  | Driving Park Ave From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Grand Total | 141 | 2627 | 300 | 3068 | 363 | 6 | 430 | 799 | 789 | 2140 | 33 | 2962 | 15 | 24 | 15 | 54 | 6883 |
| Apprch \% | 4.6 | 85.6 | 9.8 |  | 45.4 | 0.8 | 53.8 |  | 26.6 | 72.2 | 1.1 |  | 27.8 | 44.4 | 27.8 |  |  |
| Total \% | 2 | 38.2 | 4.4 | 44.6 | 5.3 | 0.1 | 6.2 | 11.6 | 11.5 | 31.1 | 0.5 | 43 | 0.2 | 0.3 | 0.2 | 0.8 |  |
| Cars | 141 | 2627 | 300 | 3068 | 339 | 4 | 356 | 699 | 716 | 2092 | 29 | 2837 | 15 | 24 | 15 | 54 | 6658 |
| \% Cars | 100 | 100 | 100 | 100 | 93.4 | 66.7 | 82.8 | 87.5 | 90.7 | 97.8 | 87.9 | 95.8 | 100 | 100 | 100 | 100 | 96.7 |
| Trucks \& Buses \% Trucks \& Buses | 0 | 0 | 0 | 0 | 24 | 2 | 74 | 100 | 73 | 48 | 4 | 125 | 0 | 0 | 0 | 0 | 225 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-27 Driving Park AM-PM
Site Code : 3
Start Date : 3/27/2013
Page No : 3

|  | Mt. Read Blvd From North |  |  |  | Driving Park Ave From East |  |  |  | Mt. Read Blvd From South |  |  |  | Driving Park Ave From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 07:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:15 AM | 5 | 248 | 29 | 282 | 10 | 0 | 17 | 27 | 47 | 58 | 3 | 108 | 0 | 0 | 1 | 1 | 418 |
| 07:30 AM | 25 | 328 | 28 | 381 | 12 | 3 | 29 | 44 | 48 | 66 | 2 | 116 | 0 | 0 | 0 | 0 | 541 |
| 07:45 AM | 30 | 252 | 41 | 323 | 13 | 0 | 22 | 35 | 57 | 58 | 4 | 119 | 0 | 0 | 0 | 0 | 477 |
| 08:00 AM | 15 | 193 | 28 | 236 | 16 | 0 | 15 | 31 | 55 | 74 | 6 | 135 | 0 | 0 | 0 | 0 | 402 |
| Total Volume | 75 | 1021 | 126 | 1222 | 51 | 3 | 83 | 137 | 207 | 256 | 15 | 478 | 0 | 0 | 1 | 1 | 1838 |
| \% App. Total | 6.1 | 83.6 | 10.3 |  | 37.2 | 2.2 | 60.6 |  | 43.3 | 53.6 | 3.1 |  | 0 | 0 | 100 |  |  |
| PHF | . 625 | . 778 | . 768 | . 802 | . 797 | . 250 | . 716 | . 778 | . 908 | . 865 | . 625 | . 885 | . 000 | . 000 | . 250 | . 250 | . 849 |
| Cars | 75 | 1021 | 126 | 1222 | 45 | 2 | 59 | 106 | 182 | 244 | 14 | 440 | 0 | 0 | 1 | 1 | 1769 |
| \% Cars | 100 | 100 | 100 | 100 | 88.2 | 66.7 | 71.1 | 77.4 | 87.9 | 95.3 | 93.3 | 92.1 | 0 | 0 | 100 | 100 | 96.2 |
| Trucks \& Buses \% Trucks \& Buses | 0 | 0 | 0 | 0 | 6 | 1 | 24 | 31 | 25 | 12 | 1 | 38 | 0 | 0 | 0 | 0 | 69 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-27 Driving Park AM-PM
Site Code : 3
Start Date : 3/27/2013
Page No : 4

|  | Mt. Read Blvd From North |  |  |  | Driving Park Ave From East |  |  |  | Mt. Read Blvd From South |  |  |  | Driving Park Ave From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for Entire Intersection Begins at 04:15 PM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:15 PM | 4 | 131 | 13 | 148 | 34 | 0 | 33 | 67 | 55 | 190 | 0 | 245 | 1 | 2 | 0 | 3 | 463 |
| 04:30 PM | 6 | 117 | 14 | 137 | 32 | 0 | 38 | 70 | 59 | 232 | 0 | 291 | 0 | 4 | 4 | 8 | 506 |
| 04:45 PM | 2 | 96 | 25 | 123 | 30 | 0 | 35 | 65 | 66 | 231 | 2 | 299 | 4 | 3 | 1 | 8 | 495 |
| 05:00 PM | 2 | 124 | 14 | 140 | 49 | 1 | 37 | 87 | 67 | 239 | 0 | 306 | 3 | 2 | 1 | 6 | 539 |
| Total Volume | 14 | 468 | 66 | 548 | 145 | 1 | 143 | 289 | 247 | 892 | 2 | 1141 | 8 | 11 | 6 | 25 | 2003 |
| \% App. Total | 2.6 | 85.4 | 12 |  | 50.2 | 0.3 | 49.5 |  | 21.6 | 78.2 | 0.2 |  | 32 | 44 | 24 |  |  |
| PHF | . 583 | . 893 | . 660 | . 926 | . 740 | . 250 | . 941 | . 830 | . 922 | . 933 | . 250 | . 932 | . 500 | . 688 | . 375 | . 781 | . 929 |
| Cars | 14 | 468 | 66 | 548 | 139 | 1 | 132 | 272 | 230 | 883 | 2 | 1115 | 8 | 11 | 6 | 25 | 1960 |
| \% Cars | 100 | 100 | 100 | 100 | 95.9 | 100 | 92.3 | 94.1 | 93.1 | 99.0 | 100 | 97.7 | 100 | 100 | 100 | 100 | 97.9 |
| Trucks \& Buses \% Trucks \& Buses | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 17 | 17 | 9 | 0 | 26 | 0 | 0 | 0 | 0 | 43 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

## Mt. Read Blvd Corridor Study

 Buffalo Rd to Stone RdFile Name: 13-03-27 Joanne AM-PM
Site Code : 4
Start Date : 3/27/2013
Page No : 1

|  | Mt. Read Blvd From North |  |  |  | Joanne Dr From East |  |  |  | Mt. Read Blvd From South |  |  |  | Mt. Read Blvd Service Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| 07:00 AM | 0 | 230 | 9 | 239 | 10 | 0 | 21 | 31 | 2 | 64 | 0 | 66 | 0 | 0 | 3 | 3 | 339 |
| 07:15 AM | 0 | 283 | 6 | 289 | 13 | 0 | 30 | 43 | 6 | 76 | 1 | 83 | 1 | 0 | 1 | 2 | 417 |
| 07:30 AM | 2 | 343 | 14 | 359 | 12 | 0 | 32 | 44 | 7 | 69 | 0 | 76 | 1 | 0 | 2 | 3 | 482 |
| 07:45 AM | 0 | 263 | 9 | 272 | 9 | 0 | 32 | 41 | 9 | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 395 |
| Total | 2 | 1119 | 38 | 1159 | 44 | 0 | 115 | 159 | 24 | 282 | 1 | 307 | 2 | 0 | 6 | 8 | 1633 |
| 08:00 AM | 1 | 202 | 12 | 215 | 7 | 0 | 20 | 27 | 10 | 68 | 1 | 79 | 1 | 0 | 3 | 4 | 325 |
| 08:15 AM | 4 | 176 | 11 | 191 | 11 | 0 | 19 | 30 | 10 | 58 | 1 | 69 | 1 | 0 | 2 | 3 | 293 |
| 08:30 AM | 2 | 118 | 6 | 126 | 11 | 0 | 21 | 32 | 9 | 57 | 2 | 68 | 0 | 0 | 4 | 4 | 230 |
| 08:45 AM | 2 | 107 | 7 | 116 | 12 | 0 | 15 | 27 | 9 | 82 | 2 | 93 | 1 | 0 | 7 | 8 | 244 |
| Total | 9 | 603 | 36 | 648 | 41 | 0 | 75 | 116 | 38 | 265 | 6 | 309 | 3 | 0 | 16 | 19 | 1092 |

*** BREAK ***

| 04:00 PM | 0 | 123 | 16 | 139 | 26 | 0 | 11 | 37 | 37 | 225 | 3 | 265 | 0 | 0 | 9 | 9 | 450 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04:15 PM | 0 | 67 | 17 | 84 | 19 | 0 | 9 | 28 | 21 | 254 | 3 | 278 | 3 | 0 | 11 | 14 | 404 |
| 04:30 PM | 1 | 93 | 18 | 112 | 17 | 0 | 9 | 26 | 28 | 238 | 3 | 269 | 1 | 0 | 12 | 13 | 420 |
| 04:45 PM | 1 | 60 | 15 | 76 | 6 | 0 | 8 | 14 | 42 | 245 | 8 | 295 | 2 | 0 | 10 | 12 | 397 |
| Total | 2 | 343 | 66 | 411 | 68 | 0 | 37 | 105 | 128 | 962 | 17 | 1107 | 6 | 0 | 42 | 48 | 1671 |
| 05:00 PM | 2 | 85 | 26 | 113 | 10 | 0 | 7 | 17 | 33 | 307 | 3 | 343 | 0 | 0 | 7 | 7 | 480 |
| 05:15 PM | 0 | 74 | 26 | 100 | 15 | 0 | 19 | 34 | 42 | 260 | 4 | 306 | 2 | 0 | 6 | 8 | 448 |
| 05:30 PM | 3 | 74 | 10 | 87 | 16 | 0 | 15 | 31 | 26 | 209 | 3 | 238 | 0 | 0 | 9 | 9 | 365 |
| 05:45 PM | 0 | 91 | 15 | 106 | 12 | 0 | 16 | 28 | 31 | 171 | 1 | 203 | 2 | 0 | 13 | 15 | 352 |
| Total | 5 | 324 | 77 | 406 | 53 | 0 | 57 | 110 | 132 | 947 | 11 | 1090 | 4 | 0 | 35 | 39 | 1645 |

# Bergmann Associates 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-27 Joanne AM-PM
Site Code : 4
Start Date : 3/27/2013
Page No : 2

|  | Mt. Read Blvd From North |  |  |  | Joanne Dr From East |  |  |  | Mt. Read Blvd From South |  |  |  | Mt. Read Blvd Service Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Grand Total | 18 | 2389 | 217 | 2624 | 206 | 0 | 284 | 490 | 322 | 2456 | 35 | 2813 | 15 | 0 | 99 | 114 | 6041 |
| Apprch \% | 0.7 | 91 | 8.3 |  | 42 | 0 | 58 |  | 11.4 | 87.3 | 1.2 |  | 13.2 | 0 | 86.8 |  |  |
| Total \% | 0.3 | 39.5 | 3.6 | 43.4 | 3.4 | 0 | 4.7 | 8.1 | 5.3 | 40.7 | 0.6 | 46.6 | 0.2 | 0 | 1.6 | 1.9 |  |
| Cars | 18 | 2334 | 211 | 2563 | 201 | 0 | 278 | 479 | 319 | 2394 | 35 | 2748 | 15 | 0 | 98 | 113 | 5903 |
| \% Cars | 100 | 97.7 | 97.2 | 97.7 | 97.6 | 0 | 97.9 | 97.8 | 99.1 | 97.5 | 100 | 97.7 | 100 | 0 | 99 | 99.1 | 97.7 |
| Trucks \& Buses \% Trucks \& Buses | 0 | 55 | 6 | 61 | 5 | 0 | 6 | 11 | 3 | 62 | 0 | 65 | 0 | 0 | 1 | 1 | 138 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

Mt. Read Blvd Corridor Study Buffalo Rd to Stone Rd

File Name : 13-03-27 Joanne AM-PM
Site Code : 4
Start Date : 3/27/2013
Page No : 3

|  | Mt. Read Blvd From North |  |  |  | Joanne Dr From East |  |  |  | Mt. Read Blvd From South |  |  |  | Mt. Read Blvd Service Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for En | tire Inte | ection | egins | at 07:00 A |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 07:00 AM | 0 | 230 | 9 | 239 | 10 | 0 | 21 | 31 | 2 | 64 | 0 | 66 | 0 | 0 | 3 | 3 | 339 |
| 07:15 AM | 0 | 283 | 6 | 289 | 13 | 0 | 30 | 43 | 6 | 76 | 1 | 83 | 1 | 0 |  | 2 | 417 |
| 07:30 AM | 2 | 343 | 14 | 359 | 12 | 0 | 32 | 44 | 7 | 69 | 0 | 76 | 1 | 0 | 2 | 3 | 482 |
| 07:45 AM | 0 | 263 | 9 | 272 | 9 | 0 | 32 | 41 | 9 | 73 | 0 | 82 | 0 | 0 | 0 | 0 | 395 |
| Total Volume | 2 | 1119 | 38 | 1159 | 44 | 0 | 115 | 159 | 24 | 282 | 1 | 307 | 2 | 0 | 6 | 8 | 1633 |
| \% App. Total | 0.2 | 96.5 | 3.3 |  | 27.7 | 0 | 72.3 |  | 7.8 | 91.9 | 0.3 |  | 25 | 0 | 75 |  |  |
| PHF | . 250 | . 816 | . 679 | . 807 | . 846 | . 000 | . 898 | . 903 | . 667 | . 928 | . 250 | . 925 | . 500 | . 000 | . 500 | . 667 | . 847 |
| Cars | 2 | 1101 | 35 | 1138 | 42 | 0 | 114 | 156 | 24 | 260 | 1 | 285 | 2 | 0 | 6 | 8 | 1587 |
| \% Cars | 100 | 98.4 | 92.1 | 98.2 | 95.5 | 0 | 99.1 | 98.1 | 100 | 92.2 | 100 | 92.8 | 100 | 0 | 100 | 100 | 97.2 |
| Trucks \& Buses \% Trucks \& Buses | 0 | 18 | 3 | 21 | 2 | 0 | 1 | , | 0 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 46 |



# Bergmann Associates <br> 200 First Federal Plaza <br> 28 East Main Street <br> Rochester, NY 14614 

## Mt. Read Blvd Corridor Study

 Buffalo Rd to Stone RdFile Name : 13-03-27 Joanne AM-PM
Site Code : 4
Start Date : 3/27/2013
Page No : 4

|  | Mt. Read Blvd From North |  |  |  | Joanne Dr From East |  |  |  | Mt. Read Blvd From South |  |  |  | Mt. Read Blvd Service Rd From West |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour for En | tire Inte | ection | egins | at 04:30 P |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 04:30 PM | 1 | 93 | 18 | 112 | 17 | 0 | 9 | 26 | 28 | 238 | 3 | 269 | 1 | 0 | 12 | 13 | 420 |
| 04:45 PM | 1 | 60 | 15 | 76 | 6 | 0 | 8 | 14 | 42 | 245 | 8 | 295 | 2 | 0 | 10 | 12 | 397 |
| 05:00 PM | 2 | 85 | 26 | 113 | 10 | 0 | 7 | 17 | 33 | 307 | 3 | 343 | 0 | 0 | 7 | 7 | 480 |
| 05:15 PM | 0 | 74 | 26 | 100 | 15 | 0 | 19 | 34 | 42 | 260 | 4 | 306 | 2 | 0 | 6 | 8 | 448 |
| Total Volume | 4 | 312 | 85 | 401 | 48 | 0 | 43 | 91 | 145 | 1050 | 18 | 1213 | 5 | 0 | 35 | 40 | 1745 |
| \% App. Total | 1 | 77.8 | 21.2 |  | 52.7 | 0 | 47.3 |  | 12 | 86.6 | 1.5 |  | 12.5 | 0 | 87.5 |  |  |
| PHF | . 500 | . 839 | . 817 | . 887 | . 706 | . 000 | . 566 | . 669 | . 863 | . 855 | . 563 | . 884 | . 625 | . 000 | . 729 | . 769 | . 909 |
| Cars | 4 | 308 | 85 | 397 | 48 | 0 | 43 | 91 | 145 | 1040 | 18 | 1203 | 5 | 0 | 35 | 40 | 1731 |
| \% Cars | 100 | 98.7 | 100 | 99.0 | 100 | 0 | 100 | 100 | 100 | 99.0 | 100 | 99.2 | 100 | 0 | 100 | 100 | 99.2 |
| Trucks \& Buses \% Trucks \& Buses | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 14 |



Department of Transportation Monroe County, New York

Maggie Brooks
County Executive

Terrence J. Rice, P.E.
Director

## MEMORANDUM

TO: Terrence J. Rice, P.E., Director of Transportation
FROM: James R. Pond, P.E., PTOE, Associate Traffic Engineer 2 ZP
DATE: December 1, 2010
RE: MONROE COUNTY TRAFFIC VOLUME TRENDS

To help us in identifying appropriate traffic volume growth rates for traffic studies on County roads and City streets, we have evaluated historical traffic volume trends based on the Monroe County Traffic Summary Average Daily Traffic (ADT) counts taken in 2000 through 2009. The calculated traffic volume trends for each Town and the City of Rochester over this time period are listed in Table 1.

The percent per year trend shown in Table 1 was calculated based on a linear regression through the 2000-2009 ADT counts taken at each of our program count stations. The earliest available count during this time period was used as the base. The table has been sorted in descending order of trend by town, with the overall City/County values at the bottom.

In general, the data in Table 1 reflects a County-wide decline in traffic volume on County roads and City streets in every location except the Town of Pittsford. Possible reasons for this decline include the shrinking of Rochester's largest manufacturing sector employers, the recent economic downturn, an aging population, and spikes in gas prices. Also, much of the latest volume data was taken in 2009, when travel was down significantly nationwide even in high growth areas.

Because the longer term trend has been one of vehicular travel consistently increasing over time, the decreasing volume trend that we found is considered to be a short term occurrence that is not likely to continue into the future. Therefore, although the data shown in Table 1 reflects a generally decreasing trend, we used the information as a way to predict future growth by location. To do this, we first assigned each locality to a "Growth Category" which serves to group together the locations that experienced similar volume trends. Growth Category 1 was assigned to locations that either gained or lost less than $0.5 \%$ of volume. Growth Category 2 was assigned to locations that lost from $0.5 \%$ to $1.5 \%$ of volume. Growth Category 3 was assigned to locations that lost from $1.5 \%$ to $3.0 \%$ of volume. Finally, Growth Category 4 was assigned to locations that lost more than $3.0 \%$ of volume.

| Table 1 - Historical Traffic Volume Growth By Locality |  |  |
| :---: | :---: | :---: |
| Locality | Traffic Volume Trend (\% per year) | Assigned Growth Category (see explanation below) |
| Town of Pittsford | 0.6 | 1 |
| Town of Clarkson | -0.1 | 1 |
| Town of Brighton | -0.2 | 1 |
| Town of Henrietta | -0.2 | 1 |
| Town of Ogden | -0.8 | 2 |
| Town of Wheatland | -0.9 | 2 |
| Town of Gates | -1.0 | 2 |
| Town of Penfield | -1.1 | 2 |
| Town of Greece | -1.2 | 2 |
| City of Rochester | -1.3 | 2 |
| Town of Perinton | -1.3 | 2 |
| Town of Parma | -1.4 | 2 |
| Town of Riga | -1.6 | 3 |
| Town of Hamlin | -1.8 | 3 |
| Town of Mendon | -1.9 | 3 |
| Town of Webster | -2.0 | 3 |
| Town of Chili | -2.1 | 3 |
| Town of Sweden | -2.2 | 3 |
| Town of Rush | -2.6 | 3 |
| Town of Irondequoit | -3.6 | 4 |
| W7 | 16 |  |
| City Only | -1.3 | 2 |
| County Only (All Towns) | -1.4 | 2 |
| City + County Combined | -1.3 | 2 |

The "Growth Category" indicates which locations either grew or had relatively small declines, as compared to others which declined faster. They are defined as follows:

- Growth Category 1 is assigned to locations that either gained or lost less than $0.5 \%$ of volume.
- Growth Category 2 is assigned to locations that lost from $0.5 \%$ to $1.5 \%$ of volume.
- Growth Category 3 is assigned to locations that lost from $1.5 \%$ to $3.0 \%$ of volume.
- Growth Category 4 is assigned to locations that lost more than $3.0 \%$ of volume.


## MONROE COUNTY TRAFFIC VOLUME TRENDS

December 1,2010

## Page 3

The next step was to assign a representative linear growth rate for each category. A conservative value often used in the past was $1.5 \%$ of growth per year. We assigned this value to each location in Growth Category 1, where the volumes held steady during a period of general decline. For the remaining locations with declines, we assumed that the future growth would be increasingly less where the declines were increasingly greater. Values of $1.0 \%$ per year, $0.5 \%$ per year, and $0.5 \%$ per year were assigned to Growth Categories 2,3 , and 4 respectively. Note that a $0.0 \%$ growth rate would not allow for any additional vehicles, and a value of less than $0.0 \%$ should never be used for a design because the facility would not have enough capacity when it is built.

The resulting recommended annual growth rates, in alphabetical order by locality name, are shown in Table 2. These growth rates are straight rates, and are not intended to be compounded.

Table 2 - Recommended Future Annual Growth Rates By Locality

| Locality | Assigned <br> Growth Category <br> (from Table 1) | Recommended Annual <br> Straight Growth Rate <br> (\% per year) |
| :--- | :---: | :---: |
| Town of Brighton | 1 | 1.5 |
| Town of Chili | 3 | 0.5 |
| Town of Clarkson | 1 | 1.5 |
| Town of Gates | 2 | 1.0 |
| Town of Greece | 2 | 1.0 |
| Town of Hamlin | 3 | 0.5 |
| Town of Henrietta | 1 | 1.5 |
| Town of Irondequoit | 4 | 0.5 |
| Town of Mendon | 3 | 0.5 |
| Town of Ogden | 2 | 1.0 |
| Town of Parma | 2 | 1.0 |
| Town of Penfield | 2 | 1.0 |
| Town of Perinton | 2 | 1.0 |
| Town of Pittsford | 1 | 1.5 |
| Town of Riga | 3 | 0.5 |
| City of Rochester * | 2 | $1.0 *$ |
| Town of Rush | 3 | 0.5 |
| Town of Sweden | 3 | 0.5 |
| Town of Webster | 3 | 0.5 |
| Town of Wheatland | 2 | 1.0 |

* Judgment is needed when selecting an annual growth rate for City streets within the City of Rochester. Instead of using a uniform $1.0 \%$ per year rate throughout the City, the growth rate of the nearest adjacent suburb may be more appropriate. For areas on the south and southeast side, including the area around the University of Rochester, Brighton's $1.5 \%$ per year may be appropriate. For areas on the northeast side, Irondequoit's $0.5 \%$ per year may be appropriate. $1.0 \%$ per year is suitable for the other areas within the City, including the CBD.

The recommended annual growth rates shown in Table 2 are appropriate for projecting future traffic volumes on County roads and City streets when more specific growth data is not available. As noted in the discussion above, they should be applied as straight annual growth rates and not compounded.

## JRP/dph

cc: T. Rice
R. Kozarits
S. Leathersich
H. Herdzik
T. Frelier
T. Frys
B. Penwarden
R. Perrin, GTC
B. Mansouri
D. Goehring, NYSDOT
K. Cox

H:IShared\SubjectITITRAFFIC SUMMARYMMonroe County traffic volume trends summary memo.doc

Level of Service Definitions

## Unsignalized LOS

| LOS | Density Range <br> $(\mathbf{p c / m i} /$ /lane $)$ |
| :---: | :---: |
| A | $\leq 10$ |
| B | $>10-15$ |
| C | $>15-25$ |
| D | $>25-35$ |
| F | $>35-50$ |
| F | $>50$ |

Signalized LOS

| LOS | Density Range <br> (pc/mi/lane) |
| :---: | :---: |
| A | $\leq 10$ |
| B | $>10-20$ |
| C | $>20-35$ |
| D | $>35-55$ |
| E | $>55-80$ |
| F | $>80$ |






## Appendix C: Structures Information

Structures Summary


Structures Summary


Notes:

1. S.D. = Structurally Deficient
2. Bridge Data compiled from the following sources:
http://muw. dot.ny.gov//isapapss/posted-bridges
http://www.dot.ny.gov/main bridgedata/repository/monroebridgedata.rit
hitp:/nationa
WiNBOLTS

## Appendix D: Stakeholder and Community Participation

## City of Rochester Mount Read Boulevard Corridor Study <br> Stakeholder Participation Plan 2/26/13

## I. Introduction \& Purpose

The purpose of the City of Rochester Mount Read Boulevard Corridor Study is to develop a conceptual design for M ount Read Boulevard from NYS Route 33 (Buffalo Road) to Stone Road in the Town of Greece. The City of Rochester Stakeholder Participation Plan for the M ount Read Boulevard Corridor Study is intended to provide City staff, partner agencies, the consultant team and project stakeholders with readily accessible and easily understandable guidelines for ensuring that the public has meaningful opportunities to participate in the development of the study.

This document is a starting point developed in February 2013 at the project commencement. Some elements of the plan may change as the planning process unfolds. Other opportunities for public engagement, not identified in this plan, may be implemented at later stages of the study. Based upon a December 2012 conversation with City of Rochester staff, the objectives for stakeholder input are to:

1. Seek information and input from business owners in the M ount Read corridor, which is one of the main distribution hubs in the region.
2. Solicit ideas on how to improve the Mount Read Boulevard and Lyell Avenue intersection.
3. Solicit input and feedback about the specific corridor alternatives that are developed as part of this study.

## a. Stakeholder Participation Plan Guidelines

The following guidelines related to public outreach have been developed for this study:

1. Convene a project advisory committee (PAC) of stakeholders to guide and direct the study. The City, as project sponsor, in consultation with other member agencies, will develop the advisory committee.
2. Hold two public meetings throughout the course of the study. The first public meeting will be held early in the process to provide study background and seek public input on the concept development. The second public meeting will present conceptual designs and give the public the opportunity to provide input before finalizing a concept.
3. Identify interested parties prior to conducting the public meetings. Engage groups that have not traditionally been involved in municipal projects. Be cognizant of the impact the study has on minority and low-income populations.
4. Identify effective outlets for advertising public meetings in the study area, such as the City's web site, community newsletters, weekly newspapers, etc.
5. Advertising for the public meetings must be in compliance with the New York State Open M eetings Law.
6. Provide study-related information through the City's web site.

## II. Partners

This section of the Stakeholder Participation Plan describes the specific roles for each partner. There are several categories of partners who are necessary to make this study successful. Each partner will have different roles and responsibilities, depending on a variety of factors such as the agency or constituency they represent or their role as a resident or business owner. The focus of this section is to understand relationships and how each group will be involved.
a. The City of Rochester is the project administrator. The City will manage this study and have the contractual relationship with the consultant team. City staff will be heavily involved in each step of the study development. Public meetings will be advertised on the City website and the final product will be posted there as well.
b. The Mount Read Boulevard Project Advisory Committee is charged with directing the overall vision of the plan and its recommendations. During each of four meetings, the committee will review and provide feedback on draft products and provide guidance to the consultant team regarding upcoming tasks. PAC members are listed in Appendix A.
c. Mount Read Boulevard business owners will be considered important partners in the study development. They will receive individual outreach for each public meeting. They will also be contacted for in-person interviews and focus groups.
d. The public will have an opportunity to provide valuable input into the development of the streetscape concept. Two public meetings are planned, as detailed in the next section.

## III. Stakeholder Participation Methods

The methods used throughout the study development will be aimed at developing and maintaining a key contact list for project communication, identifying participants, maximizing participant exchange by asking meaningful questions and keeping an accurate and timely record of participant input.
a. The purpose of Project Advisory Committee meetings will be to present, discuss, and receive direction on upcoming study tasks, as well as to discuss and resolve comments resulting from review of study documents and coordination with other agencies. This

Committee is the primary group guiding the preparation of the study, functioning as the lead in its detailed development.

Participants will include PAC members, or their designees, as listed in Appendix A. Email notification of Steering Committee meetings will be sent by Erik Frisch. M eetings are to be held four times over the course of the study development. Meeting locations will be City Hall.

M eeting attendance will be recorded for each meeting. The format of the meetings will be:

1. Introduce/review study progress to date
2. Review completed work and receive comments
3. Questions/Discussion
4. Next steps

A meeting summary will document discussion and major decisions of each committee meeting. Refer to Appendix C (Project Schedule) for anticipated Steering Committee meeting dates.
b. The consultant team will conduct up to five stakeholder interviews with project partners, including businesses and resident leaders of adjacent neighborhoods. The list of interviewees will be developed in concert with the City of Rochester to include the business community, residents, and other stakeholders. All of these interviews will occur in M arch 2013.
c. There will be three focus group meetings. Focus groups could be scheduled to coincide with annual meetings, luncheons, brown bag sessions, or piggybacked on continuing education opportunities held by trade associations and professional organizations, rather than being scheduled as standalone events. Potential focus group topics are:

1. By geography
a. Northern
b. Central
c. Southern
2. Transportation, including traffic calming, curb cuts, traffic signal coordination/removal
3. Business

The consultant will invite local stakeholders to participate in one of the three focus groups depending on their area of interest related to the study process.

All three focus groups will occur in April 2013. Specific dates and locations for each meeting will be selected in consultation with the steering committee. The proposed
outcome will be in-depth feedback and insights regarding existing needs, as well as proposed solutions to existing issues.
d. There will be two public meetings scheduled for this study. M eetings will be held on or near the study corridor at accessible locations and near public transportation routes. M eetings will be held after 6PM, which is a time that is convenient for business owners and residents. Attendees will be notified by flyers, emails to resident and business associations, web site posting and press releases.

The purpose of the first public meeting will be to introduce participants to the study, provide data regarding existing conditions, and discuss the project schedule. The first meeting is intended to start a dialogue between the City, the business community and city residents. The format of the meeting will be a brief presentation followed by breakout group discussions that aim to determine (1) what issues need to be addressed currently and (2) what the community would envision if they were the project designers.

The second public meeting will be conducted after the release of conceptual designs. The purpose of the meeting will be to review the concepts and seek input from the public about how to refine the design.

The first public meeting is tentatively scheduled for Thursday, April 25, 2013. The second public meeting will be held in Fall 2013. The specific date, time, and location for the meeting will be determined as the study progresses, in consultation with the PAC.

The City will be responsible for obtaining an appropriate meeting venue and providing the required media technology (e.g. screen, extension cords, microphone, etc.). M eeting refreshments will be provided and coordinated by Highland Planning. Presentation materials will be provided by the consultant team.

Information gathered from these events will be summarized and distributed to the PAC within two weeks of the meeting date.

## II. Stakeholder Outreach Tools

Several different tools will be employed to organize information, document input and evaluate the stakeholder participation process.
a. The consultant team will develop a stakeholder database with the name, title, agency, address, phone number, and email address of each person involved in the development of the study. The City will provide initial information to populate the database, and additional information will be gathered through the outreach process. The database will track the involvement of each member and categorize stakeholders by their participation level (i.e. Steering Committee member, focus group participant, public
meeting attendee). Some stakeholders will be involved in multiple activities. The format of the database is included in Appendix B.
b. Meeting materials for the PAC meetings and public meetings will consist of email invitations for meetings, meeting agendas, and meeting summaries. The consultant will provide all of these materials to the City in a timely manner for posting on the web site. Outreach materials for the public meetings will consist of media releases, renderings, graphics, and PowerPoint presentations.
c. Public meetings will be announced by media release to television stations, radio stations and weekly/daily general circulation newspapers. PAC members will also be encouraged to forward the public meeting notifications to the respective network of stakeholders and known interested parties.
d. All meeting notices will provide the City's web site address as well as contact information to enable access to more study information upon request.
e. The consultant team will collect verbal public comments at each public meeting. Written public comments may also be submitted up to two weeks after the public meetings through the City of Rochester web site. Emails will be directed to Erik Frisch.
f. At the conclusion of each public meeting, a stakeholder outreach evaluation will be distributed to meeting participants to solicit feedback on the effectiveness of public outreach. Input will be considered and incorporated into the outreach process as the study progresses.

## Appendix A: M ount Read Boulevard Corridor Study Project Advisory Committee

Erik Frisch, City of Rochester Department of Environmental Services
David Balestiere, City of Rochester Department of Neighborhood and Business Development
M arguerite Parrino, City of Rochester, Department of Planning and Zoning
David Goehring, NYSDOT
Scott Leathersich, M onroe County Department of Transportation
Scott Copey, Town of Greece
Tony Favro, Genesee Transportation Council

## Appendix B: Stakeholder Database Format (as of February 2013)

| Name | Organization | Address | Email | Phone | PAC? | Focus Group? | Public Meeting? |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| TBD | UNITE |  |  |  |  |  |  |
| TBD | LARC |  |  |  |  |  |  |
| TBD | Town of Greece |  |  |  |  |  |  |
| TBD | Maplewood |  |  |  |  |  |  |

City of Rochester M ount Read Boulevard Corridor Study Draft Stakeholder Participation Plan [February 2013]

## Appendix C: Project Schedule

City of Rochester Mout Read Boulevard Corridor Study UPWP Task No. 7574
City Project Number 124464


City of Rochester

SCHEDULE (as of $2 / 18 / 13$ )

| PHASE/ MILESTONES | Begin | Weeks | 2012 |  |  | 2013 |  |  |  |  |  |  |  |  |  |  |  | 2014 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | oot | Nov | Doo | Jan | Fab | Mx | Apr | May | Jun | Jut | Aug | sopt | oot | Nor | Doo | Jan | Fob | Mar |
| Kickoff Meeting with City | 12-Dea-12 | 0 |  |  | $\checkmark$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Notice to Proceed | 14Nan-13 | 0 |  |  |  | - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Project Advisory Committee (PAC) Meetings |  | 41 |  |  |  |  |  | $\bigcirc$ |  | $\diamond$ |  |  | $\diamond$ |  |  |  | $\checkmark$ |  |  |  |
| Public Outreach Program Meetings |  | 22 |  |  |  |  |  |  | $\vartheta$ |  |  |  |  | $\bullet$ |  |  |  |  |  |  |
| Analyze Existing and No-Action Conditions |  | 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Compile Interim Report \#1 (Existing and Future No-Action Conditions) |  | 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Submit Interim Report\#1 | 7, Jun-13 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PAC Review of Interim Report \#1 |  | 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Address PAC Comments on Interim Report \#1 |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Submit Revised Interim Report \#1 (Existing and No-Action Conditions) | 12-Jul-13 | 0 |  |  |  |  |  |  |  |  |  | $\rangle$ |  |  |  |  |  |  |  |  |
| Alternative Development, Traffic Analysis, and Cost Estimates |  | 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Compile Interim Report \#2 (Alternatives) |  | 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Submit Interim Report \#2 | 25-0ct-13 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PAC Review of Interim Report \#2 |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Address PAC Comments on Interim Report \#2 |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Submit Revised Interim Report \#2 (Alternatives) | 27-Nov-13 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  | , |  |  |  |  |
| Compile Draft Final Report |  | 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Submit Draft Final Report | 17-גan-14 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | ) |  |  |
| PAC Review of Draft Final Report |  | 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Address PAC Comments on Final Report |  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Publish Final Report/ Project Completion | 25-Feb-14 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | $\checkmark$ |  |

407 Calendar Day Study Duration

## City of Rochester Mount Read Boulevard Corridor Study

## NY S Route 33(Buffalo Road) to StoneRoad

The City of Rochester is conducting a study of the Mount Read Boulevard Corridor in conjunction with a Project Advisory Committee made up of representatives from the City, NYSDOT, Monroe County DOT, Town of Greece, and Genesee Transportation Council. The study will develop ideas to improve condition, operation, safety, and pedestrian/bicycle accommodation while maintaining access to commercial buildings, industrial facilities, and homes along this 4 mile long corridor from the NYS Route 33 (Buffalo Road) traffic circle to Stone Road.

Built in the 1960's Mount Read Boulevard was designed to carry traffic to and from growing areas along Rochester's northwest side. At the time of construction it was considered a truly modern arterial. By the time the corridor was filled with industrial and residential activity, some were already looking a few miles west toward construction of the NYS Route 390 expressway. Route 390 would eventually allow for quicker trips to more distant destinations and siphon development and traffic away from Mount Read Boulevard, which in turn reduced the corridor's attractiveness to homes and businesses.

Fortunately, the Mount Read Boulevard corridor has begun to experience a resurgence, with diminishing vacancy rates and an increasing level of industrial and employment activity. It is also home to vital residential neighborhoods and busy School No. 43. However, an aging infrastructure and problematic design features are hampering the potential for future growth and investment. The Mount Read Boulevard Corridor Study is the first step toward the eventual design and construction of a balanced transportation solution to fit the community's needs.

The study, expected to be complete in the spring of 2014, will include several opportunities for stakeholders and the public to provide input and ideas. The public outreach program will engage business and property owners along the corridor, which is a primary manufacturing and distribution hub for the greater Rochester area, solicit ideas on how to improve the corridor including its frontage roads and intersections, and obtain feedback on conceptual improvements.

For additional information or to offer comments, please contact:
Mr. Erik Frisch
Transportation Specialist
City Hall, Room 300B
30 Church Street
Rochester, NY 14614
(585) 428-6709

Frische@CityofRochester.gov

The City looks forward to collaborating with you to improve the quality of this significant local transportation resource.

The City of Rochester has retained consulting firm Bergmann Associates, in conjunction with their partner Highland Planning, to complete the Mount Read Boulevard Corridor Study.

## MEETING MINUTES

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464 <br> UPWP Task No. 7574

## Project Advisory Committee (PAC) Meeting \#1

Thursday March 7, 2013@ 10:00 AM
City Hall, Conference Room 223B

## In Attendance:

## NAME

| Erik Frisch | City of Rochester DES |
| :--- | :--- |
| Zina Lagonegro | City of Rochester Planning \& Zoning |
| David Balestiere | City of Rochester NBD |
| Dave Goehring | NYSDOT Region 4 |
| Jim Pond | MCDOT |
| Scott Copey | Town of Greece |
| Tony Favro | Genesee Transportation Council |
| Mike Croce | Bergmann Associates |
| Tanya Zwahlen | Highland Planning |

Cc. Bergmann Mount Read Boulevard Corridor Study Team

## Summary:

The purpose of this meeting was to introduce the members of the PAC to each other, discuss study plans and goals, and to solicit information from each of the PAC members that would prove useful for the study. The following text summarizes highlights of the discussion.

## Public Outreach Strategies:

- A suggestion was made to engage large industrial developers in the outreach process. This could be done as part of the one-on-one interview series. This could involve Flaum Management, Buckingham Properties, McGuire, 1999 Mount Read, etc.
- Surveys could be considered as an outreach tool in lieu of one-on-one interviews.
- The Maplewood Neighborhood Association is interested in the study. Mount Read Boulevard forms the western boundary of their association from Driving Park Avenue up to NYS Route 104 (West Ridge Road). Consider grouping the MNA with the Town of Greece for outreach activities.
- Consider outreach to the bicycle, pedestrian, and transit advocacy groups as one unit.
- Reach out directly to the fire house in the south east quadrant of Mount Read Boulevard and Emerson Street regarding thoughts on the corridor and access at Emerson Street.
- The Town of Greece does not currently have any long range plans for a connector from Joanne Drive to Stoneridge Drive, although this is an idea that could be reconsidered in the future. Listen during the public outreach process to see if there is a desire on the part of the public for a vehicular, pedestrian, or bicycle connection in this area.


## Economic \& Development Considerations:

- Mount Read Boulevard is considered a major transportation corridor serving residential, commercial, and industrial interests. Mount Read Boulevard also carries daily commuter (through) traffic.
- Access issues are important to the commercial and industrial entities that the City of Rochester Neighborhood and Business Development (NBD) works with on a daily basis. Holleder Technology Park at Mount Read Boulevard and Ridgeway was specifically mentioned.
- Left turn movements at the intersection of Mount Read Boulevard and NYS Route 31 (Lyell Avenue) are of concern. Today movements are fully protected at all times (only allowed to move on a green arrow) due to the presence of School No. 43 (pedestrian safety), to avoid driver confusion, and the age/inability of the existing signal equipment to allow for different control strategies during different times of the day.
- The Photech site is planned for conversion to an industrial park and could potentially generate up to 200 employees.
- The Monro Muffler warehouse recently expanded its operation and serves as a hub for tire distribution. Approximately \$4M has been invested in this site.
- Future development may also involve strip buildings along the frontage of larger industrial developments. This type of development should be considered in the evaluation of future land use scenarios.
- Most of the corridor is zoned M1. The Maple and Lyell areas are zoned R1. The area between NYS Route 31 (Lyell Avenue) and Emerson Street is also zoned R1. It is anticipated that the R1 zones will remain zoned R1 into the future.
- There are lots of owner occupied single family units in the southern portion of the corridor.
- Ridgeway Avenue also provides access to the Kodak Park South Brownfield Site which could be the site of additional future development.
- The former Valeo site has been redeveloped by Maguire Properties and is now known as the Canal Side Business Center.


## General corridor information:

- Mount Read Boulevard was the original outer loop of the City of Rochester in 19301940. The design of the current facility therefore emphasizes relatively high speed traffic.
- Mount Read Boulevard is owned and maintained by the NYSDOT. It is NYSDOT Reference Route 940K from NYS Route 33 (Buffalo Road) to Joanne Drive. Mount Read Boulevard is owned and maintained by the MCDOT north of Joanne Drive.
- The roadways leading up to Ridgeway Avenue may be owned and maintained by the City. The signals at Ridgeway Avenue are owned and maintained by the MCDOT.
- The Lexington Avenue, Emerson Street, and Driving Park Avenue signals are owned and maintained by the NYSDOT. The remaining signals, except the signal at Stone Road, are owned by the NYSDOT but maintained by the MCDOT. The Stone Road signal is owned and maintained by the MCDOT.
- The MCDOT owns and maintains existing highway lighting on the Mount Read Boulevard mainline between Lyell Avenue and Medimount Drive. The City of Rochester owns and maintains lighting along the frontage roads and along the mainline south of Lyell Avenue. All of the highway lighting and traffic signals are beyond their useful life today.
- It was suggested that pedestrians and bicyclists are currently prohibited from using Mount Read Boulevard north of NYS Route 31 (Lyell Avenue) or Driving Park Avenue. There may be signs posted to that effect at Driving Park Avenue northbound (to be field verified by BA). The functional classification of the roadway does not explicitly prohibit them (i.e. it is not classified as a freeway or expressway).
- Pedestrian and bicyclist accommodation, particularly between NYS Route 31 (Lyell Avenue) and Stone Road should be considered. There are destinations along both sides of the corridor, but it functions as a barrier. The question was asked, "Is this the right place for pedestrian and bicyclist users to be?"
- Mount Read Boulevard functions as a primary bypass corridor for incidents and construction on NYS Route 390.
- It is believed that the right-of-way from Lyell Avenue to north of NYS Route 104 is currently termed as "without access" (i.e. does not allow for direct driveway connections). This should be verified using available as-built or record drawings and could be adjusted as part of a future project, if desired.
- There is a NYSDOT project taking place on the Ridgeway Avenue bridge (overpass) in 2013.
- Right turns at the Driving Park Avenue intersection were cited as a safety concern.
- The NYSDOT added left turn lanes at Jay Street and the l-490 interchange area circa 1990 by restriping the road to remove one of the northbound lanes.
- Potential cut-through traffic on Jay Street from the Canal Side Business Center or to bypass the traffic signal at NYS Route 31 (Lyell Avenue) has been noted by the public in the recent past. Visual observations made after the meeting by the MCDOT suggest that the former Valeo gate is not currently used.
- Cut through traffic on Glide Street was mentioned. This is, however deemed appropriate as it is classified as an urban collector.
- Neighborhood speeds were studied by the City of Rochester on Planet/Polaris upon request by neighborhood residents and were found to be acceptable.
- Parallel parking on Mount Read Boulevard during pick-up and drop-off times at School No. 43 along were mentioned as a potential need. Double parking during dismissal is an existing concern.
- Kodak has expressed a concern related to parking along Mount Read Boulevard. A number of employees were recently moved to that facility from Elmgrove. Kodak asked the City for parking restrictions. The NYSDOT has indicated it is a legally designated parking area but suggested they would work with the City to implement restrictions if desired.


## Corridor suggestions for future consideration:

- Consider a 5-lane section (two through lanes in each direction and a center two-way left turn lane) in the southern segment of the corridor.
- Consider the potential need/desire for parking along one side of Mount Read Boulevard between I-490 and NYS Route 31 (Lyell Avenue) - Particularly near School No. 43.
- Consider revised access control with limited breaks to better serve property owners along the corridor.
- Possibly push mainline Mount Read Boulevard out on to the footprint of the existing service roads and use the increased "median" space to accommodate left turns.
- Consider the possible extension of Mount Read Boulevard southward across the CSX Railroad right-of-way to Cairn Street. This was envisioned in the past and was perceived to have benefits for industrial access and as a bypass for the regional expressway system.
- Consider the applicability/time of day use of a flashing yellow arrow treatment for left turns at Mount Read Boulevard and NYS Route 31 (Lyell Avenue). This treatment is currently being used within the region at NYS Route 441 and Linden Oaks/Linden Avenue to allow permissive turns during portions of the day.
- Possibly eliminate access from the eastern service road, south of Emerson Street, which primarily serves a residential neighborhood. That area would have alternate access to Emerson Street via Abbott Street. Consider the effect on the adjacent fire house.
- Assuming that different portions of the corridor (e.g. south, central, north) will have different concept designs, consider the proper place to transition from a larger facility to the two-lane facility found north of Stone Road. It was perceived that people really begin to slow down north of Medimount Drive.
- Review Roosevelt Boulevard in northeastern Philadelphia, PA as an example of a facility that is similar to Mount Read Boulevard as it exists today.
- Review Memorial Boulevard in Metairie, LA (a suburb of New Orleans, LA) as an example of what Mount Read Boulevard could look like if the mainline were pushed out toward the existing frontage roads.
- Consider whether or not linear buildings can be supported on Mount Read Boulevard between Route 104 and Stone Road. If so, consider accommodations that should be made for this potential development.


## Next Steps:

A. Data Collection (March 2013 - Please assist with information gathering as soon as possible)
B. Public Outreach (March 2013)
C. Public Meeting \#1 (May2, 2013 - Tentative)
D. PAC Meeting \#2 (May 15, 2013 - Tentative)
E. Draft Interim Report \#1 (June 7, 2013 - Tentative)

## Action Items:

DES - Provide information on ownership and maintenance jurisdiction for the service roads between NYS Route 31 (Lyell Avenue) and the City line.

DES - Provide information/plans for this year's rehabilitation of the Ridgeway Avenue bridge over Mount Read Boulevard. Copies of record plans and inspection reports would also be helpful. Please advise if the City cannot provide these and they need to be requested from the NYSDOT.

DES - Provide a copy of current (through 2012) Pictometry aerial imagery for the corridor.

DES - Provide copies of studies on neighborhood (cut-through) traffic. One area mentioned was Fairgate/Wetmore/Campbell

DES - Provide a copy of a Traffic Impact Study completed for the Photech site completed by Clough Harbour, if available. Provide any other available TIS copies.

DES - $\quad$ Provide study/plans for shared use path through Eastman Business Park.
DES - Provide a copy of the School No. 43 walking routes map.
DES - Provide passenger loading data for transit in cooperation with RGRTA
NBD - Provide names, phone numbers, and e-mails for outreach coordination
NYSDOT - Verify if pedestrians and bicyclists are prohibited from using Mount Read Boulevard north of Lyell Avenue or Driving Park Avenue.

NYSDOT - Assemble available as-built and record drawings for the study corridor from NYSDOT records. (Note that BA can personally pick up copies or plans to be copied and returned.)

NYSDOT - $\quad$ Search for and provide any additional traffic data (ADT, turning movements) that may be available for the project corridor. Specific areas of need include Maple Street (just south of I-490) and the NYS Route 104 (West Ridge Road) interchange.

NYSDOT - Provide a copy a recent Traffic Impact Study for the Waste Management Facility. Also provide copies of any other applicable TIS documents.

MCDOT - Advise the study team on availability/timing of turning movement count data for the intersection of Mount Read Boulevard and Stone Road. Provide a copy of the counts if available.

TOG - Provide contact information for industries in the Town of Greece
TOG - $\quad$ Provide LiDAR mapping of the project corridor.
TOG - Provide information on ownership and maintenance jurisdiction for the service roads from the City line north to Stone Road.

GTC - Provide input on an applicable background traffic growth rate for the Mount Read Boulevard Corridor.

BA - Prepare a 1 page overview (summary) of the study that could be distributed to describe the project to stakeholders and the public.

BA - Determine if the CSX tracks beneath Mount Read Boulevard are currently active. Ask if there are any future plans for these tracks.

BA - $\quad$ Verify if there are signs to prohibit pedestrian and bicycle traffic anywhere on Mount Read Boulevard.

BA - Data collection and summary.

| HP - | Update the Draft Stakeholder Participation Plan per comments received at <br> PAC Meeting \#1. |
| :--- | :--- |
| HP - | Start public outreach activities. |

DES - City of Rochester Department of Environmental Services
PZ - City of Rochester Department of Planning and Zoning
NBD - City of Rochester Neighborhood and Business Development
NYSDOT - New York State Department of Transportation Region 4
MCDOT - Monroe County Department of Transportation
TOG - Town of Greece
GTC - Genesee Transportation Council
BA - Bergmann Associates
HP - Highland Planning

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within 5 business days.

Best regards,

## BERGMANN ASSOCIATES



Michael T. Croce, P.E.
Project Manager
cc: $\quad$ All in Attendance, BA Project file

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464 <br> UPWP Task No. 7574

Project Advisory Committee (PAC) Meeting \#2
Thursday September 12, 2013@ 10:00 AM
City Hall, Conference Room 300B
In Attendance:
NAME REPRESENTING

| Erik Frisch | City of Rochester DES |
| :--- | :--- |
| Zina Lagonegro | City of Rochester Planning \& Zoning |
| Dave Goehring | NYSDOT Region 4 |
| Jim Pond | MCDOT |
| Scott Copey | Town of Greece |
| Mike Croce | Bergmann Associates |
| Tanya Zwahlen | Highland Planning |

COMMITTEE MEMBERS NOT IN ATTENDANCE:
David Balestiere City of Rochester DED
Tony Favro Genesee Transportation Council
Cc. Bergmann Mount Read Boulevard Corridor Study Team

## Summary:

The purpose of this meeting was to review key findings from the study of existing conditions and public outreach program, review major comments on Interim Report \#1, build consensus around a statement of why a project is needed, and obtain feedback from the PAC on the results of very early concept development efforts.

## Discussion of Key Findings:

- Refer to attached "Key Findings Summary" document.
- Complete Streets legislation dictates that the needs and accommodation of all users (pedestrians, bicyclists, transit users, and motorists) be considered as part of any planning, design, or reconstruction project.
- In discussing the Buffalo Road Traffic Circle, the question was asked of the study team, "Why was it designed as a circle in the first place?" It was explained that the intersection was likely designed to carry heavy volumes of traffic that would be going to and coming from l-490 when it was under construction and ended at Mount Read Boulevard. Over time, signals were likely added to address congestion and/or safety concerns. However, as documented, the combination of design, marking, signing, and signalization do not meet today's standards for a modern roundabout.
- The study team should contact Andy Wheatcraft (Facilities Planner) with regard to pickup and drop-off at School No. 43. Multiple attempts have been made to contact other individuals at the school. Each has proven unsuccessful.
- During the outreach process, some members of the public identified confusion related to the existence of multiple curb cuts at the Lyell Avenue Shopping Center as an issue.
- There may be a public perception that the pedestrian phases at the Mount Read Boulevard and NYS Route 31 (Lyell Avenue) intersection are too short. Pedestrian countdown timers currently exist on all approaches. The perception of inadequate time may be related to the number of lanes that have to be crossed and/or misunderstanding of the purpose of the "walk" and "flashing don't walk" intervals.
- While the existing railroads within the study limits may not be highly utilized today, they are assets to the community and could become busier again in the future in support of continued industrial growth. Recycling centers, the food industry, and the agricultural industry generally find rail sidings attractive and useful.
- The segment of Old Mount Read Boulevard north of NYS Route 104 (West Ridge Road) is owned and maintained by the Town of Greece.
- The open area north of NYS Route 104 (West Ridge Road) and between Old Mount Read Boulevard and Stone Road is now for sale. Some form of future redevelopment is likely.
- The MCDOT Stone Road project has been re-scoped to become a milling and resurfacing project.


## Review of Draft Interim Report \#1:

- PAC members were asked to provide their comments in writing to Erik Frisch and Mike Croce via e-mail after the meeting. The draft report will be modified in response to those comments.
- There may be some confusion introduced into the document related to the discussion of different project elements using different segments of the corridor instead of staying with one consistent set of segments. They study team will consider and address this comment as appropriate.


## Concept Level Purpose and Need and Objectives:

- Refer to attached "Concept Level Purpose \& Need Statement"
- Refer to attached "Concept Level Objectives"
- A "Concept Level Purpose and Need" was developed to help set the stage for future design projects. It is meant to be a useful outcome of the study phase, created with input from the PAC and community. The same is true of the "Concept Level Objectives"
- Members of the PAC were asked to review the "Concept Level Purpose and Need Statement" and "Concept Level Objectives" after the meeting and provide any written comments via e-mail to Erik Frisch and Mike Croce. The documents will be revised prior to presentation at Public Meeting \#2.


## Initial Concept Review Comments:

- The concept for a roundabout at Mount Read Boulevard and NYS Route 33 (Buffalo Road) was well received. It was noted that safe and efficient operations at a modern roundabout are heavily dependent on proper design.
- While pedestrian accommodation is enhanced at single lane roundabouts where individuals need only cross one direction of traffic at a time, the intersection configuration may also increase the amount of time it takes to complete a crossing by virtue of a longer travel path as compared to a conventional signalized intersection.
- The PAC members present advised the City to consider the application of bicycle lanes along Mount Read Boulevard between NYS Route 33 (Buffalo Road) and NYS Route 31 (Lyell Avenue) during concept development.
- Consider the application of on-street parking lanes along Mount Read Boulevard between NYS Route 33 (Buffalo Road) and NYS Route 33 (Lyell Avenue) during concept development.
- The Jay Street signal and turn lanes were installed after the original construction of Mount Read Boulevard as a safety improvement. They should be retained in the concepts.
- It would be preferable, from the NYSDOT's position, to have pick-up and drop-off activities for School No. 43 removed from School No. 43.
- Radii improvements at the NYS Route 31 (Lyell Avenue) intersection should strive to strike a balance between pedestrian accommodation and truck accommodation.
- The PAC asked whether a raised divider is necessary south of NYS Route 31 (Lyell Avenue). Group consensus was that it was beneficial to prevent left turns into east side properties in close proximity to the intersection. In any case, it would be advisable to pull the median back from the pedestrian crossings unless it can be made wide enough to serve as a legitimate pedestrian refuge.
- Consider alternative access to ABC Supply that would allow for removing the right-in and right-out (outer drive) access to NYS Route 31 (Lyell Avenue) immediately west of Mount Read Boulevard. This access may have once served a post office located in the adjacent plaza which has since been closed. The need to discuss access agreements with the adjacent property owners during future phases of design should be noted in the study report.
- Look at the possibility of connecting the Outer Drives between Emerson and Lexington Avenue. This would require new at-grade crossings of the Rochester \& Southern Railroad.
- Jamestown Container currently has access to the Outer Drive and its trucks make a Uturns at Emerson Street.
- MCDOT and NYSDOT representatives on the PAC both indicated that their respective agencies are approaching dual lane roundabouts with caution and would not advocate them as an appropriate element along the northernmost segment of the Mount Read Boulevard study corridor, especially not if they were proposed solely for the purpose of gateway creation.
- The study team might consider developing a "functional gateway" that changes the number of lanes, uses a change in alignment, or moves the change in median width south toward Joanne Drive to highlight the transition between the City of Rochester and Town of Greece. The extension of sidewalks, lighting, narrowing shoulders, and introduction of curb and street plantings should also be considered as ways to help change the character of the roadway.
- The study team should look at what possibilities exist if the segment of "Old Mount Read Boulevard" is or is not retained.
- The question was asked if the Stone Road intersection could potentially operate with concurrent left turn movements. Is the existing split phasing needed for either geometric (due to intersection skew) or capacity reasons?


## Next Steps:

A. Complete development scenarios for traffic projection (September 2013)
B. Advanced concept development (September-October 2013)
C. Review of advanced concepts with PAC (October 2013)
D. Public Meeting \#2 (November-December 2013)

## Action Items:

HP - Contact Andy Wheatcraft regarding pick-up and drop-off at School No. 43.
BA - Continued concept development.
DES - City of Rochester Department of Environmental Services
PZ - City of Rochester Department of Planning and Zoning
DED - City of Rochester Department of Economic Development
NYSDOT - New York State Department of Transportation Region 4
MCDOT - Monroe County Department of Transportation
TOG - Town of Greece
GTC - Genesee Transportation Council
BA - Bergmann Associates
HP - Highland Planning

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within 5 business days.

Best regards,

## BERGMANN ASSOCIATES



Michael T. Croce, P.E. Project Manager
cc: $\quad$ All in Attendance, BA Project file

MEETING MINUTES

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464 <br> UPWP Task No. 7574

Project Advisory Committee (PAC) Meeting \#3
Wednesday December 11, 2013 @ 10:00 AM
City Hall, Conference Room 321B

## In Attendance:

## NAME

Erik Frisch Joe Bovenzi Dave Goehring Jim Pond Scott Copey
Mike Croce
Tom Detrie
Tanya Zwahlen

REPRESENTING
City of Rochester DES
Genesee Transportation Council
NYSDOT Region 4
MCDOT
Town of Greece
Bergmann Associates
Bergmann Associates
Highland Planning

COMMITTEE MEMBERS NOT IN ATTENDANCE:
David Balestiere City of Rochester DED
Zina Lagonegro City of Rochester Planning \& Zoning
Cc. Bergmann Mount Read Boulevard Corridor Study Team

## Summary:

The purpose of this meeting was to review recent updates to the conceptual alternatives and build consensus with the Project Advisory Committee prior to scheduling the next public meeting.

## General:

- The NYSDOT has suggested it can extend the life of the existing pavement section on Mount Read Boulevard for a minimum of 10 years given a regular cycle of appropriate maintenance (resurfacing and milling/resurfacing). Other elements along the corridor including the signals and lighting have reached or surpassed their expected service lives.
- The second public meeting will be held in an open house format with displays and project personnel available to answer questions. The Union Hall near Driving Park Avenue was discussed as a potential location.


## Concept Level Objectives Document:

- Add a mention of transit to bullet item \#2. Where the outer drives are removed one might see an increased demand for transit stops along the main roadways. Transit should also be mentioned to promote multi-modalism and sustainability.


## Concept Level Objectives Document:

- No additional comments were provided by the PAC.


## Buffalo Road (NYS Route 33) Intersection:

- The concept remained essentially unchanged from the last PAC meeting. There were no additional comments on the modern roundabout concept by the PAC.


## Buffalo Road (NYS Route 33) to Lyell Avenue (NYS Route 31):

- The PAC discussed the idea of showing dedicated left turn lanes at both signalized and unsignalized intersections. After discussion, it was decided that the two-way left turn lane would be kept on approaches to the unsignalized side streets and dedicated left turn lanes would be illustrated at signalized locations. Dave Goehring noted that this is consistent with NYSDOT practice.
- The five-lane (base) concept essentially fits within the footprint of the existing roadway and sidewalks. This is advantageous and improves the potential ease of implementation. The concept could be designed into a future resurfacing or rehabilitation project as a safety and multi-modal mobility enhancement.
- The five-lane (base) concept would eliminate parking areas and therefore school pickup and drop-off activities would not continue on Mount Read Boulevard south of Lyell Avenue. Other school area parking options were discussed including parking on both sides without a two-way left turn lane (negates safety benefits of the center two-way left turn lane), parking on the east side of Mount Read Boulevard only (requires additional pedestrian crossings), parking on the west side only (continues to encourage the practice), use of an alternate street for these activities, and on-site changes to facilitate the operation.
- Efforts to reach School No. 43 have been unsuccessful. The PAC recommended continued efforts to discuss this potential impacts with the school and to ensure that the administration is aware of the upcoming public open house.


## Lyell Avenue (NYS Route 31) Intersection:

- The raised island south of Lyell Avenue has been extended per comments received at the last PAC meeting. The remainder of the concept remained unchanged. No additional comments were provided by the PAC.
- An effort should be made to ensure that the ABC Supply company is made aware of the upcoming public open house. The conceptual improvements would impact their access.


## Lyell Avenue (NYS Route 31) to Driving Park Avenue:

- The raised island south of Lyell Avenue has been extended per comments received at the last PAC meeting. The remainder of the concept remained unchanged. There were no additional comments provided by the PAC.


## Buffalo Road (NYS Route 33) to Lyell Avenue (NYS Route 31):

- A right-in and right-out connection at Otis Street was discussed. This connection would be difficult to make given the difference in grade between Otis Street and Mount Read Boulevard. This was dropped from further consideration at this time.
- The PAC discussed the potential for moving access to the City of Rochester DES building north across from Bergen Street and creating a new 4-legged signalized intersection. The current layout of the DES site would not lend itself easily to a change in access. Space for turns and storage west and east of Mount Read Boulevard would be limited. This was dropped from further consideration at this time.
- The MCDOT questioned the length of the third southbound through lane as shown in the current concept. The third lane provides space for deceleration and acceleration at driveways which would be directly connected to Mount Read Boulevard. It also provides accommodation for southbound traffic coming off the southbound (West) Outer Drive at Emerson Street. The length of this lane could be refined during a future design phase based on an in depth examination of prevailing operational, safety, and land use considerations.
- The PAC discussed a southbound deceleration lane for the U-turn located north of Ferrano Street. The median, as shown, would not be wide enough to accommodate a truck U-turn from a deceleration lane. If the third southbound lane was eliminated and the median widened, this suggestion could potentially be revisited during a future design phase.
- The southbound left turn at Emerson Street could be restricted forcing traffic to use the U-Turn to the south (similar to a Michigan Left).
- The PAC noted that homes along the East Outer Drive between Bergen Street and Emerson Street may see a slight increase in emergency response time if the direct connection were removed at Emerson Street as shown in the (base) concept. The potential for a right-in and right-out connection at Bergen Street was briefly discussed. Room for vehicles to stop and turn between the existing East Outer Drive and Mount Read Boulevard would be limited. This was dropped from further consideration at this time.
- Renewed discussion was held regarding ways to bring the proposed northbound and southbound Outer Drives between Emerson Street and Lexington Avenue into Mount

Read Boulevard at a near right angle to improve sight lines. Existing development patterns and topography make this difficult. The two new at-grade railroad crossings shown in the (base) concept would need to provide exceptional access and mobility benefits to gain approval. The issues facing this segment of the corridor cannot be easily solved by a transportation infrastructure solution alone along Mount Read Boulevard. A Comprehensive land use development and access plan should be pursued by the City of Rochester, appropriate agencies, businesses, and land owners for this segment of the corridor. The actual build alternative for this segment of the corridor could do away with the Outer Drives if land use patterns and alternate access were set up to permit that in the future.

- Signal pre-emption for emergency vehicles should be mentioned in the study document.
- The bicycle lane on northbound Mount Read Boulevard at Driving Park Avenue should follow the "jug handle" ramp.
- Additional development north of Driving Park Avenue, west of Mount Read Boulevard and the Eastman Business Park, may include LiDestri Foods. The company recently purchased additional property in the Town of Greece.
- An access management concept that would potentially allow for the elimination of the West Outer Drive between Lexington Avenue and Driving Park Avenue as shown on the (base) concept will be discussed in the study's summary document. The planning and design of access management will need further discussion and consideration by the City of Rochester, Town of Greece, and developers as plans unfold.
- The City of Rochester will be marking bicycle lanes on Emerson Street west of Mount Read Boulevard in the future.


## Driving Park Avenue to Ridgeway Avenue:

- The southbound acceleration lane, where the West Outer Drive connects to Mount Read Boulevard south of Ridgeway Avenue, should merge prior to the development of the southbound right turn lane for Driving Park Avenue.


## Ridgeway Avenue to the West Ridge Road (NYS Route 104) Interchange:

- The shoulder area used for parking adjacent to Kodak could be signed to discourage parking (allowing for pick up and drop off only).
- New traffic counts would be needed to fully evaluate the projected future operations at the West Ridge Road interchange.


## West Ridge Road (NYS Route 104) Interchange to Stone Road:

- Review projected operations at the proposed Joanne Drive intersection. Elimination of the wider median would eliminate the ability to complete a westbound left turn in 2
steps. If there is a significant issue, the access could potentially be moved to Medimount Drive, however this is also adjacent to the proposed curves.
- The Town of Greece is currently developing a Bicycle and Pedestrian Master Plan and is exploring the possibility of a design standard whereby multi-lane roads with a 14 ft wide curb lane would be restriped to have a 10 ft travel lane and 4 ft shoulder. The 4 ft shoulder would be available for bicyclist travel. The current concept for Mount Read Boulevard would not preclude that treatment.


## Next Steps:

A. Public Meeting \#2 (February 2014)
B. Complete Analyses and Review with PAC (March 2014)
C. Publish final report (spring 2014)

## Action Items:

HP - $\quad$ Continue attempts to reach out to School No. 43.

DES/BA/HP - Coordinate and Prepare for Public Meeting \#2.
DES - City of Rochester Department of Environmental Services
PZ - City of Rochester Department of Planning and Zoning
DED - City of Rochester Department of Economic Development
NYSDOT - New York State Department of Transportation Region 4
MCDOT - Monroe County Department of Transportation
TOG - Town of Greece
GTC - Genesee Transportation Council
BA - Bergmann Associates
HP - Highland Planning

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within 5 business days.

Best regards,

## BERGMANN ASSOCIATES



Michael T. Croce, P.E.
Project Manager

[^2]City of Rochester
Mount Read Boulevard Corridor Study Stakeholder Interview Summaries

## Michael Palumbo

## Chief Operating Officer

Flaum Management Company, Inc.
4/ $15 / 13$

M ount Read Boulevard functions very well today. Some of the light cycles for turn lanes are too fast. The Buffalo Road "roundabout" is dangerous. Consider a jug handle at some of the busier intersections, which would eliminate turn lanes and queue cars away from fast moving traffic.

## David Scalen

Vice President and General Manager

## Regional Distributors, Inc.

## 4/15/13

M ount Read Boulevard functions relatively well today. However, several changes could help improve the ability of Regional Distributors to conduct business:

- Improve the Buffalo Road intersection, which is very confusing
- Improve the road infrastructure, which is aging and looks worn, especially the median, the curbs and lights
- Expand the I-490 interchange updates on M ount Read Boulevard, which look excellent
- Remove the rail bridge between Lexington and Emerson
- Improve intersection control at Lexington Avenue and M ount Read Boulevard
- Remove wires at Ridgeway and Ridge
- Improve traffic management at service roads; trucks navigate service roads differently than cars because they are bigger
- Southbound traffic onto M ount Read from the west side access roads is very difficult at Lexington Avenue. Traffic should be redirected through the intersection.


## Bill Collins

## Maplewood Neighborhood Association

4/24/13

The M aplewood Neighborhood Association (MNA) is a very active organization. It is currently working on the City's waterfront redevelopment plan, park improvements, health initiatives, safety initiatives, code violations, house tours, festivals and musical events.

Today, M ount Read handles north/south traffic very well. However, it also acts as a barrier between industrial zone to the west and the residential to the east. That is a double edge sword. It's a barrier for both pedestrians and bicycles. It also is for cars. East/west traffic is difficult for Driving Park, Lexington, Emerson because the lights along M ount Read wait is long. North of Ridge, it's a barrier. There are few crossings.

East/W est car traffic could work better. North/south bicycle and east/west pedestrian crossings could work better. North of Driving Park it's illegal for bikes to be on M ount Read and that's a major issue, especially given the City and State's Complete Streets legislation. Buffalo Road traffic circle is difficult. Mr. Collins was knocked off his bike at that traffic circle. It's a challenge for cars and especially for bicycles.

What would you change or add to the street if you were the project designer?

- Better and legal bike access for the length. North/south and east/west
- East/west pedestrian access, especially Lexington or Driving Park
- It would be nice to see that space greened up. Anyway to include linear park on the east side, to use some of that space in a way that adds value to eastern neighborhoods, that would be great. Trees, amenities, etc. The neighborhoods to the east of neighborhood have no parks in that area. Linear park would really benefit those neighborhoods.

Regarding the unique, local geographic, cultural, historic or visual concepts that we could incorporate into the design, where did the name Mount Read come from? Was there a mountain? What was it named after? Let's find out.

## Catherine D'Amico

## Chief Financial Officer

## Monro Muffler Brake Inc.

## 4/25/13

M onro moved to its current location in 1995, and received some nice incentive from the City and County. The location provides easy access to expressway. M onro ships from this warehouse to our 900 store chains. M ount Read acts are the company's primary warehouse. M onro added a big addition this year and received additional incentives from the City to do so. They delivered more jobs and growth than anticipated in 1995, and we plan to stay a long time. Today, there are 200-300 employees on M ount Read and 6,000 with the company.

M s. Damico spoke with M onro's facilities director and his assistant. Both are happy with the way M ount Read works today. The access roads work well. It's a little difficult to get to Ridgeway, but access onto M ount Read was most important and it works well.

Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
City of Rochester Project ID\# 124464
UPWP Task No. 7574
A bike path is not a good idea, because it's industrial and business traffic. Traffic trailers would be slowed or be dangerous.

M onro M uffler is not fancy. Our vendors and investors don't care about the presentation of the street. We invest in our stores, and it doesn't bother us at all to have aging infrastructure on M ount Read. People are impressed by the industrial park. Roads are maintained and it is clear this is a working area.

Mount Read Boulevard Corridor Study<br>NYS Route 33 (Buffalo Road) to Stone Road<br>City PC \# 124464<br>UPWP Task No. 7574<br>Public Meeting \#1<br>Monday May 20, 2013 6:00-8:00PM<br>School 43 Cafeteria, 1305 Lyell Avenue, Rochester, NY 14606

## Summary:

Erik Frisch (City of Rochester) welcomed meeting participants to the meeting. Mike Croce (Bergmann Associates) provided an overview of the study goals and objectives. The purpose of this meeting was to discuss the purpose of the project, the study area, the study goals, existing conditions, and to solicit information from the public that will be useful for the study.

## Study Area

The study area covers Mount Read Boulevard from NYS Route 33 (Buffalo Road Traffic Circle) to Stone Road. The length of the corridor is 4.4 miles and includes portions of the City of Rochester and the Town of Greece. The land use in the area is a mix of commercial, industrial, and residential.

## Study Goal

The goal of the study is to develop a vision for the Mount Read Boulevard Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation while maintaining access to commercial buildings, industrial facilities, and neighborhoods.

## Desired Outcomes

Desired outcomes for the project could include:

- Support continued economic growth
- Enhance neighborhood character
- Improve safety
- Encourage appropriate speeds
- Address congestion \& operational issues
- Improve pedestrian, bicyclist, \& transit accommodation
- Maintain or improve business access
- Continue to accommodate trucks
- Improve infrastructure conditions and aesthetics
- Eliminate confusion associated with service roads


## Current Schedule

The current schedule includes a study of existing conditions and public outreach to be conducted in spring 2013, future conditions forecasting and concept development that will take place during the summer of 2013, a review of the concept by the PAC and the public that will occur in fall 2013, and the production of a corridor vision document by spring 2014. As of today, the next phases (further study and design) are not programmed. However, it is possible that preliminary design and environmental studies could be initiated by 2016 , detailed design could begin in 2030, and a project could be constructed by 2035 . The overall project could also be broken up into several smaller increments for an optimized, phased approach.

## Existing Conditions

Today, infrastructure conditions are fair. There is some pavement cracking and rutting at the Jay and Lyell intersections. There are potholes and cracking on the service roads. The curbs, gutters, signs and guiderails are at the end of their useful life. Signals and lighting are older and outdated. Bridges are in fair to good condition.

Corridor traffic volumes are relatively stable. Trucks make up 3-10\% of all vehicles on the road (depending on location). The Monroe County Department of Transportation (MCDOT) forecasts a growth rate of 1\% per year for the study area. Today, traffic volumes range from 15,000-20,000 per day, with the busiest segment being l-490 to Lyell Avenue.

There are 11 signalized intersections and numerous stop or yield controlled and uncontrolled ramps. Service roads provide access to businesses \& residents from Lyell Avenue to Joanne Drive. The service roads provide connectivity, but can be confusing.

The Lyell Avenue intersection operates at capacity during the evening peak hour. Most intersections currently have one movement at capacity.

The study team reviewed accident data records from May 2009 - April 2012. There were a total of 375 accidents, $60 \%$ of which were at intersections and $40 \%$ were midblock. One third involved rear end collisions. Accident hot spots include the Lyell Avenue and Lexington Avenue intersections.

There are numerous RGRTA Bus Routes and stops on the corridor. Lyell Avenue and points south are the most heavily used areas for transit.

Bicycles are not restricted or prohibited from Mt. Read today, however there are no separate facilities and few suitable crossings. There are few bicyclists or pedestrians on Mount Read Blvd today due to the number of trucks and vehicle speeds. Comfort is also a factor in the low rate of bicycles and pedestrians observed. The majority of the study area lacks ADA accessible ramps or crosswalks.

## Demographic Data

In 2010, the population in the corridor was 29,542 . Nearly $24 \%$ of population is under age 18. Approximately $30 \%$ of the households leave for work before 7 am, compared to $26 \%$ across the City of Rochester and 25\% across Monroe County. Approximately 82\% of households commute less than 25 minutes. Only $12 \%$ commute less than 10 minutes; therefore, few residents work within the general study area.

The median household income was $\$ 42,000$ in 2010 , showing there is a strong segment of middle income households. There was a $7 \%$ vacancy rate, which is lower than the City of Rochester rate of $10 \%$ and just higher than the Monroe County vacancy rate of $6 \%$.

The average assessed value of homes ranges from $\$ 49,000$ to $\$ 97,000$.

## Land Use

Approximately $73 \%$ of the frontage (within 200 feet) has industrial use. Only $2 \%$ of the area within 200 feet of Mount Read Boulevard is vacant. There are nearly 3,500 residential parcels within $1 / 2$ mile.

The National Park Service recommends a ratio of parkland to population at 6.25 acres per 1,000 persons. Today, there are 64 acres or 2.2 acres per 1,000 people within and around the study area.

The study area has undergone a recent resurgence in development, with Holleder Technology Park, the expansion of Monro Muffler/Brake, the redevelopment of the Canalside Business Center (Old Valeo), Foodlink, and JC Fibers. There is also the potential for additional future redevelopment at Eastman Business Park and other sites in the area.

There are approximately 18 acres of vacant industrial land in the corridor. Conversion of this vacant land to industrial uses could conservatively equate to:

- 250,000 to 300,000 SF of new construction
- $\quad \$ 1.3$ million in additional assessed value
- $\quad 150$ to 300 new jobs
- $\quad \$ 5$ million to $\$ 13$ million in new wages


## Public Outreach

To date, the City has held one Project Advisory Committee (PAC) meeting. The study team has conducted $4-5$ interviews with stakeholders. The City sent notices to 500 residences and businesses along the corridor to advertise the public meeting, emailed 35+ businesses, and developed a project web site at http://www.cityofrochester.gov/mtreadblvdcorridorstudy.

To date, we've heard the following comments from stakeholders:

- Buffalo Road traffic circle is confusing
- Infrastructure looks worn away from I-490
- Congestion and pedestrian accommodation are issues at the Lyell Avenue intersection
- Traffic management at the service road intersections needs improvement
- Future development could include linear buildings in front of the large industrial developments
- Mount Read Boulevard is needed as a bypass corridor for incidents or construction on Route 390
- Mount Read Boulevard acts as a barrier between industries to the west and residences to the east
- Bicycle and pedestrian accessibility needs improvement, but be thoughtful about how it would mix with industrial traffic
- Green it up! Consider a linear park.


## Breakout Groups:

The final segment of the meeting involved the formation of three breakout groups. Each group was facilitated by a member of the study team and asked to discuss a series of corridor related questions. The results of the session were summarized and presented just before the conclusion of the meeting. Results of the breakout group sessions are summarized below:

1. What works well?

- Adequate capacity overall with lots of lanes and handles volume well
- Speed limit
- Timing of lights... until Lyell
- Industrial hub of the region
- Snow removal, because there is lots of space
- Not much diversion off Mount Read into neighborhoods
- Continuous thoroughfare
- U-turns at median breaks (Jay to Lyell)
- Service roads - industrial/residential
- Alternative to NYS Route 390
- Mount Read gets motor vehicles northbound and southbound
- Two lanes in each direction carry traffic well
- Tractor trailer access
- Access control (left turns aren't allowed at every driveway or access point)
- The NYS Route 104 interchange

2. What could work better?

- Trucks run over the curbs; need better turning radii at Lyell
- Better maintenance of medians (garbage, grass)
- More space to have a breakdown safely (southern segment of the corridor)
- Make the light shorter when turning westbound from Lyell on to Mount Read southbound
- Stop trucks from running lights
- Traffic cameras
- Pedestrians need more time to cross at Lyell and throughout the corridor
- Bike lanes or wayfinding to side streets.
- Fix the lane by the school; Students need more room for drop-off and pick-ups
- Accidents at Lyell and Mount Read Plaza; traffic needs to be slowed and there is no safe lane out
- Stop people from driving faster than the speed limit
- Pedestrian signal at Lyell isn't working
- Maltby has cut through traffic; might need a traffic light at Lyell.
- The Mount Read and Driving Park intersection could be improved to reduce congestion caused by heavy truck traffic
- The Lexington and Mount Read intersection could be made less confusing and congested
- A coordinated traffic light system with different weekday and weekend settings is needed; reduce the number of times you hit a red light - especially where red light cameras are in place
- Better consistency of traffic control at intersections
- Wider the service roads
- Facilitate vehicle, bicycle, and pedestrian traffic across Mount Read Boulevard
- Improved truck access; more room to easily complete turning maneuvers
- General maintenance
- Stop instead of yield at NB/SB service roads north of Driving Park
- Service road interaction with ramps
- Building the road like an expressway
- Pedestrian walk signs
- Sidewalks, connectivity for kids to school, especially in winter
- Better bicycle facilities, separate from pedestrians
- Better pedestrian facilities, north/south and east/west; promote crossing and business traffic
- Understanding of the corridor's purpose. Is it a commuter route or a destination?
- Make the "second" turn easier (after you turn off of Mount Read and on to a service road)

3. What would you add or change if you were the project designer?

- Remove service roads implement u-turns
- Roundabouts
- Better signage
- Traffic calming features
- Encourage slower travel speeds
- Mount Read SB to I-490 WB needs a right turn lane
- Right turn lanes throughout the corridor
- Better signage, especially on the service road SB to Ridgeway because it's two-way traffic and that is not always understood
- Slow lane needed to help decelerate at Ridgeway
- Longer stacking lane and longer light for left turn lane at Lyell Avenue
- Reduce three lanes to two lanes, add bike/pedestrian accommodations (not everyone agreed)
- Get rid of Buffalo Road traffic circle; some were open to a roundabout
- Cosmetic improvements like grass median and trees; try to make it less commercial feeling, like Oxford Street.
- Move the roadway into the center and add more green space on the outsides rather than installing a median no one will maintain
- Maintain u-turns from Lyell to I-490
- Roundabout at Buffalo Road, Emerson, Driving Park?
- Encourage restaurant, drug store, residential services
- Improve pedestrian accommodation and safety
- No [need for] bike accommodations in the middle area.
- Separate facility for improved pedestrian and bicyclist mobility
- Sound barrier for homes north of railroad
- Lyell intersection needs pedestrian refuge areas, wider sidewalks, better aesthetics, medians (only if well maintained)
- Remove Ridge Road ramps or install signals at Mount Read
- North of Lyell, squish traffic into the middle and add green to the outside, on one side add linear park and on the other, add curves
- Maintain Mount Read as a viable emergency response route
- T intersection at Buffalo Road traffic circle

4. What unique local, cultural, geographic, visual, or historical concepts could we incorporate into the design?

- Why is it called Mount Read?
- Something easy to maintain and graffiti proof
- Highlight Mount Read Plaza
- Green Lexington, watch for brownfields
- Historic signs at:
- Haloid Street, where Xerox started
- Avery Street, the first Ragu sauce made
- General Otis on Lyell
- First bowling alley in area
- Former Aquinas stadium on Mount Read at Ridgeway

Erik Frisch encouraged meeting participants to take comment sheets, and either hand them in or mail them to frische@cityofrochester.gov. Attendees were advised they could visit the project website for more information and submit additional comments by May 30, 2013.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within 5 business days.

Best regards,
Highland Planning LLC


Tanya Mooza Zwahlen, AICP
Public Outreach Coordinator
cc: BA Project file

CITY OF ROCHESTER NEW YORK

MEETING MINUTES

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464

UPWP Task No. 7574

## Focus Group \#1

Monday June 24, 2013 8:30-10AM
Northwest Quadrant NSC, 1099 Jay Street Building D, Suite 200 Rochester, NY 14611

## Participants:

Erik Frisch, City of Rochester
Ms. Lee, property owner
Patrick Ho, Rochester Optical
Tanya Zwahlen, Highland Planning
Jennifer Topa, Highland Planning

## Introduction

Tanya Zwahlen welcomed focus group participants to the meeting and reviewed the agenda. After introductions, Tanya provided an overview of the study to date and set objectives for the focus group.

The goal of the study is to develop a vision for the Mount Read Boulevard Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation while maintaining access to commercial buildings, industrial facilities, and neighborhoods. The current schedule includes a study of existing conditions and public outreach to be conducted in spring/summer 2013, future conditions forecasting and concept development that will take place during the summer of 2013, a review of a proposed concept in fall 2013, and the production of a corridor vision document by spring 2014. The next phases (further study and design) are not programmed. However, it is possible that preliminary design and environmental studies could be initiated by 2016, detailed design could begin in 2030, and a project could be constructed by 2035. The overall project could also be broken up into several smaller increments for an optimized, phased approach.

To date, the City has held one Project Advisory Committee (PAC) meeting. The study team has conducted $4-5$ interviews with stakeholders. The City sent notices to 500 residences and businesses along the corridor to advertise the public meeting, emailed $35+$ businesses, and developed a project web site at http://www.cityofrochester.gov/mtreadblvdcorridorstudy. The first public meeting was held at School \#43 on May 20, 2013.

## Focus Group Summary

1. What do you think about replacing the signalized traffic circle with a roundabout (e.g. Buffalo Road)? What about a signalized T-intersection?

Participants commented that the traffic circle either needs to be developed into a true roundabout or changed back to a signalized intersection. Participants were favorable about a roundabout as long as necessary signage was provided to help drivers understand which lane they need to be in. If a roundabout is designed for this area, the traffic light should be removed.
2. How does the interchange with l-490 work? We heard there was a need for a southbound right turn lane to Westbound I-490 at the public meeting.

At the light before the I-490 entrance, a queue forms if someone stops at the light and does not turn right. It can cause a large back up at certain times of the day. A "Right Turn Only" designation would alleviate this issue.
3. There is lots of pavement ( 6 lanes) between I-490 and Lyell. Assuming it became twolanes in each direction, how would you rather see the left over space used? A center two way turn lane? A wider median? Green/hardscaped? Wider green curb lawns? Bicycle lanes? On-street parking?

It would be "a total disaster" if the lanes were reduced from 6 lanes to 4 lanes. The preference was for future design to make the roadway as simple as possible. Green space will need maintenance, and that may not be provided regularly by the city or state. Participants are concerned about weeds growing in the median today and the current lack of maintenance by the state. A new design should require less maintenance. The first priority for this project should be safety and movement of vehicles, as opposed to creating more green space. The City can develop space for green space elsewhere. A concrete divider median would suffice on Mount Read.
4. The intersection at Lyell was a big topic of discussion at the public meeting. We heard there is a need for longer left-turn light cycle, pedestrian refuge areas, wider sidewalks, better aesthetics, and medians. Do you agree? What would your priorities be if we had to pick and choose order?

This was the most talked about topic at the focus group. The group expressed that the left hand turn lane is very dangerous because of the tractor trailer traffic. Safety should be the first concern. There should be a yield/right lane turn to help with the traffic queue on Mount Read that is turning onto Lyell Avenue. It was also suggested that the road could be widened to help with this issue.
5. Are there established groups who could maintain medians? Or could we create a special tax assessment district to pay for City extra maintenance?

It is unlikely that residents would maintain a median. Those present would prefer that maintenance be conducted by the City or the State. It was suggested that perhaps the City and State could come to an agreement to allow the City to maintain this area, as they have with plowing.
6. If no one stood up to take ownership of them, would you be okay with a hard scape?

Hardscape would be acceptable. The less maintenance required the better.
7. We heard issues about business access right up near Lyell Avenue. Are there things that would make that better?

It is difficult and sometimes dangerous for vehicles leaving the Lyell Avenue parking lots. NB and SB right turn lanes should be created to help the flow of traffic at the Mt. Read/Lyell intersection. It would be helpful to reduce traffic stopping at the red light by creating a yield or right turn only lane. There may be too many curb cuts right now with the residential area. One possibility for the long-term would be to rezone the stretch of Mount Read Boulevard between I-490 and Lyell Avenue as commercial and to work toward reducing the number of curb cuts onto Mount Read.
8. Are there issues on Mount Read Boulevard associated with School \#43 pick-up and dropoff? How could we make that better?

Double parked cars on Mount Read in front of the school at drop-off and pick-up are problematic. A nearby side street might be safer for drop-off and pick-up at School \#43. Alternatively, a portion of the parking lot or playground could be converted into a drop-off zone to get cars off of Mt. Read Boulevard. Tanya will speak to the principal about their modernization plan.

## 9. Additional Comments

Currently, pot holes are dangerous and undesirable. The median on Lyell near Mt. Read has been driven over so many times that it is all broken down. The new design should include either a center turn lane or areas that can be driven or crossed over.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,

## Highland Planning LLC



Tanya Mooza Zwahlen, AICP
Public Outreach Coordinator

CITY OF ROCHESTER NEW YORK

MEETING MINUTES

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464 <br> UPWP Task No. 7574

## Focus Group \#2: Lyell to Ridgeway

Monday June 24, 2013 4:00-5:30PM
Northwest Quadrant NSC, 1099 Jay Street Building D, Suite 200 Rochester, NY 14611

## Participants:

Ed Anachino
John Yaeckel
Mike Visconte, Lyell-Otis Neighborhood Association
Andreas Ryan, Maplewood Neighborhood Association
Lynn Jones, Resident
Tanya Zwahlen, Highland Planning

## Introduction

Tanya Zwahlen welcomed focus group participants to the meeting and reviewed the agenda. After introductions, Tanya provided an overview of the study to date and set objectives for the focus group.

The goal of the study is to develop a vision for the Mount Read Boulevard Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation while maintaining access to commercial buildings, industrial facilities, and neighborhoods. The current schedule includes a study of existing conditions and public outreach to be conducted in spring/summer 2013, future conditions forecasting and concept development that will take place during the summer of 2013, a review of a proposed concept in fall 2013, and the production of a corridor vision document by spring 2014. The next phases (further study and design) are not programmed. However, it is possible that preliminary design and environmental studies could be initiated by 2016, detailed design could begin in 2030, and a project could be constructed by 2035. The overall project could also be broken up into several smaller increments for an optimized, phased approach.

To date, the City has held one Project Advisory Committee (PAC) meeting. The study team has conducted $4-5$ interviews with stakeholders. The City sent notices to 500 residences and businesses along the corridor to advertise the public meeting, emailed $35+$ businesses, and developed a project web site at http://www.cityofrochester.gov/mtreadblvdcorridorstudy. The first public meeting was held at School \#43 on May 20, 2013.

## Focus Group Summary

## 1. How do the outer drives work? Do you find them confusing?

The outer drives help with congestion, but they are confusing at the major intersections. Drivers "overshoot" signage. That being said, we don't need more signs. The area has a need for green space. Perhaps Mt. Read can be taken away entirely and it can be filled in with low maintenance green space. Truck traffic is prevalent, and the group expressed that the road should not be decreased or downsized.
2. What would you think about removing the outer drives if businesses had direct access back to Mount Read? What if U-turns were needed because left turns weren't allowed?

Mt. Read is more commercial now than it was in the 1980's. Speeds are high, especially during the PM peak hour. This project should focus on improving traffic flow. The group discussed the possibility of rezoning the area between I-490 and Lyell Avenue as commercial. However, there was a concern that rezoning might attract more undesirable businesses.
3. Are there opportunities to replace a signal with a roundabout (e.g. Emerson) if they were at least two lanes in the circulatory roadway and provided enough pavement to accommodate tractor trailers?

This is a good idea, as long as capacity on Mt. Read is maintained. Slower traffic is not good. In fact, several participants voiced their desire to see speed increased to 45MPH.
4. We heard at the public meeting that the Lyell intersection needs pedestrian refuge areas, wider sidewalks, better aesthetics, and well maintained medians. Do you agree? Are there established groups who could maintain these medians? Or could we create a special tax assessment district to pay for extra maintenance? If no one stood up to take ownership of them, would you be okay with a hardscape?

The group unanimously agreed that the project should not build anything that that will not be maintained. Traffic signals should be changed today to allow longer time for trucks to turn and longer time for pedestrians to cross. Future design should accommodate tractor trailers at the intersections between Buffalo to Stone.
5. Are transit upgrades opportunities needed? What kind? If they existed would you use them?

No.
6. There is a lack of pedestrian crossing opportunities at the intersections. What would make those crossings better? If they existed would you use them? Where are the most important places to add more pedestrian crossings?

Pedestrians traveling east to west need a longer pedestrian signal at Lyell. Trucks also need a longer signal to turn. Today, trucks have a wide turning radius. There are lots of cars entering and exiting the Lyell Avenue plaza. A near term solution might be to take out the median and reduce curb cuts on Lyell in front of plaza.
7. How do you feel about the on and off ramps near Ridgeway? Do they work? Any safety concerns?

Ridgeway, in general, lacks signage. The outer drives, in general, are confusing. However, the north/south outer drive on the west side of Mount Read is particularly confusing south of Ridgeway.
8. Do you think speeds on Mount Read Boulevard are appropriate? Should they be slower? If so, how slow?

Speeds should not be slowed. However, the traffic lights should accommodate pedestrians. Speed bumps are needed on Sherman Street to discourage cut through traffic in residential neighborhoods.
9. How do you feel about safety on the corridor as a motorist? Where are the spots you feel the least safe? Ideas on what would make them better?
a) The west side outer drive between Ridgeway to Lexington has several points of conflict.
b) The intersection of Mount Read and Lexington is problematic and could be improved by more signage further down on both Lexington and Mt. Read.
c) The intersection with Driving Park is confusing.
d) Lyell and Mount Read should be improved for pedestrian safety and for trucks turning.
10. Are two or three lanes of traffic needed?

Three lanes are needed. The group was unanimous.
11. Should the design incorporate aesthetic improvements like grass median, trees, ornamental light poles?

Do not incorporate a grass median because it will require maintenance. Rochester is shrinking, and Mount Read is an industrial corridor, not a shopping district.
12. What would you like to be able to do on Mt. Read Blvd. that you can't do today?
a) Drive faster.
b) Cross Mount Read eastbound or westbound as a pedestrian with a reliable pedestrian crossing system that provides enough time on well-marked crosswalks.
c) See trucks turn without taking additional lanes or driving over curbs.
d) Easily and safely navigate intersections of Mount Read and the outer drives.
e) Drive without fear of pot holes.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,
Highland Planning LLC


Tanya Mooza Zwahlen, AICP
Public Outreach Coordinator

CITY OF ROCHESTER NEW YORK

MEETING MINUTES

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464 <br> UPWP Task No. 7574

## Focus Group \#3: Ridgeway to Stone

Monday June 25, 2013 4-5:30PM
Northwest Quadrant NSC, 1099 Jay Street Building D, Suite 200 Rochester, NY 14611

## Participants:

Scott DeHollander, Town of Greece, Deputy Commissioner of Engineering
Scott Copey, Town of Greece, Planning
Jim Pond, Monroe County Transportation
Karen St. Aubin, City of Rochester DES
Tanya Zwahlen, Highland Planning

## Introduction

Tanya Zwahlen welcomed focus group participants to the meeting and reviewed the agenda. After introductions, Tanya provided an overview of the study to date and set objectives for the focus group.

The goal of the study is to develop a vision for the Mount Read Boulevard Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation while maintaining access to commercial buildings, industrial facilities, and neighborhoods. The current schedule includes a study of existing conditions and public outreach to be conducted in spring/summer 2013, future conditions forecasting and concept development that will take place during the summer of 2013, a review of a proposed concept in fall 2013, and the production of a corridor vision document by spring 2014. The next phases (further study and design) are not programmed. However, it is possible that preliminary design and environmental studies could be initiated by 2016, detailed design could begin in 2030, and a project could be constructed by 2035. The overall project could also be broken up into several smaller increments for an optimized, phased approach.

To date, the City has held one Project Advisory Committee (PAC) meeting. The study team has conducted 4-5 interviews with stakeholders. The City sent notices to 500 residences and businesses along the corridor to advertise the public meeting, emailed 35+ businesses, and developed a project web site at http://www.cityofrochester.gov/mtreadblvdcorridorstudy. The first public meeting was held at School \#43 on May 20, 2013.

## Focus Group Summary

1. How are the outer drives working today? Is there a need for additional signage? Where? What type of signage?

The confusion at the outer drives is not a signage issue, it needs to be solved with engineering. The intersections with the outer drives are confusing. Consider roundabouts at Emerson, Lexington and Lyell. There are 17,000 cars per day on Latta Road, but it operates without service roads. Perhaps they are not needed. That being said, the state may not allow driveways on Mount Read. A bike path would have issue with the rail lines cutting across. There is one very dangerous spot near Ridgeway on the west side, with an on/off combination onto a two way street.
2. What would a gateway treatment look like for the Town of Greece and/or City of Rochester?

The gateway opportunity at Stone or Medimont should use geometry to slow speeds and indicate to the driver that Mount Read transitions to a local road.
3. How do the Ridge Road ramps work? Would a signalized intersection be better at Mount Read?

Is a signal on Mt. Read possible? Consider taking some, but not all, ramps away. You could add two signals on Mt. Read and create space for additional development. This would also be friendlier for bicyclists/pedestrians. On the other hand, it would mean more stops for vehicles and it would also change the character of the road for the northbound traffic.
4. Is the parking along the service road near Kodak necessary?

Yes, if it makes the building more vital. It could be designed better. It should not be expanded. Tanya will call Kodak to receive input directly from them on this matter.
5. How do the ramp connections around Ridgeway work (stopslyields)? Do you have any safety concerns about that area?

There have been spot improvements, but this area is reminiscent of the Inner Loop. The conventional expressway and older ramps create conflicts. The Study Team should review the safety records here. The design should transition, be one or the other.
6. Would the residents along the side road, west of Mt. Read just south of Stone, be okay if they were reconnected with Mt. Read?

Probably not.
7. How do you feel about safety on the corridor as a motorist? Where are the spots you feel the least safe? Ideas on how to make them better?

The three least safe locations are:
a) The outer drives, south of Ridge
b) Interchanges between the outer drives and Mt. Read.
c) Where there are breaks in the median.
8. Is there a need for better pedestrian or bicyclist accommodation in this area?

This area is not friendly for bikes or pedestrians, but the group was not sure if it needs to be. Bike/pedestrian accommodations could be incorporated into the outer drives if they are kept.
9. Is more transit access needed? Where? Would you use it if it were available?

No.
10. Do you think speeds on Mount Read Boulevard are appropriate? Should they be slower? If so how slow?

People want to go faster. Design the road to complement speeds. Don't try to make it move more slowly.
11. How does the Stone Road intersection work? Anything that could improve upon it?

Real estate is tight for roundabout. There is heavy volume north/south. The MCDOT Stone Road project created a split phase because of the shallow angle.
12. Throughout the corridor, are two or three lanes of traffic needed?

The decision should be functioned based.
13. Should the design incorporate aesthetic improvements like grass median, trees, and ornamental light poles?

The light poles are old. Light should serve the road's function. Lights do provide the opportunity to make an aesthetic improvement with low maintenance. One participant wondered if the road needs lights at all.
14. What would you like to be able to do on Mt. Read Blvd. that you can't do today?

Nothing. It works well.
15. What elements of local history or culture could be integrated into the design for the corridor that would make it a more interesting place to drive/walk/bike?

There may be an opportunity to celebrate the small businesses that are located on Mount Read and show off what some of the businesses are doing. For example, there is a green energy company and perhaps they could install a windmill.
16. How does the existing lighting work?

It is old. See Jim Pond's drawing.

## 17. Other Comments

a) City DES access at intersections is biggest issue. DES access is tricky, left out of operations, heavy equipment. Traffic is heavy at rush hour.
b) Traffic signals should be linked. They are not today. Consider a flashing yellow at Lyell.
c) Do not include grass medians. They are hard to maintain. The "appropriate" road section may not need median if there is hardscape.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,
Highland Planning LLC


Tanya Mooza Zwahlen, AICP
Public Outreach Coordinator


## City of Rochester

Mount Read Boulevard Corridor Study
City of Rochester Project ID \#124464
UPWP Task No. 7574
Public Meeting \#2 Meeting Summary
DATE:
March 20 ${ }^{\text {th }}, 2014 ;$ 6:00 pm - 8:00 pm
LOCATION: UA Local 13, 1850 Mt . Read Boulevard

## I. Meeting Overview

Meeting participants were welcomed and asked to sign-in. A list of meeting attendees is included as Appendix A. Meeting participants were given a project information sheet and a comment card (included as Appendix B and C, respectively). Representatives from the City of Rochester, Monroe County DOT, Town of Greece, Genesee Transportation Council, Bergmann Associates, and Highland Planning facilitated an open comment session. Concept plans and graphics for the corridor study were displayed throughout the room (Appendix D and E). Meeting participants had the opportunity to review and discuss the concepts and plans with the project team. Questions or concerns were documented and, if possible, addressed during one-on-one discussions with City or consultant staff.

## II. Comments Received

A compilation of comments received during the public meeting is included below.

## 1. What did you see in the concept plans and graphics for Mount Read Boulevard that you liked?

- Cleaning up the circle at Buffalo Rd would be a great improvement. The overall concept looks great and is an improvement towards the right direction to entice high tech manufacturing companies into the area.
- The improvement of the traffic circle at Buffalo Rd.
- Widen and more gradual exit on / off entrances are well thought out.
- Adding traffic signal at Joanne Drive (and left turn lane) is a good idea - much safer than the present.
- Project is basically good to go, just remember traffic flow and possible congestion.
- Making turns more gradual, increased access to Holden Park, simplifications of traffic flows.
- Resurfacing projects needed.
- Resurfacing access roads.
- Center turn lanes seem like a good idea but unfortunately people don't use them properly and they are rendered useless. Twenty-seven years of driving (20 commercially) tells me this.


## 2. What things you didn't like?

- Nothing really.
- Closing off old Mount Read Boulevard.
- Not sure how the proposed base concept on / off ramp from southbound Mount Read onto Outer drive between Ridgeway Ave and Railroad is really going to function.
- Don't do away with W Outer Dr between Lexington and Ridgeway, will cause more problems than needed.
- Elimination of Outer Dr parallel to Mount Read southbound, between ridgeway and Lexington, will reduce capacity for vehicles, which avoid Mount Read southbound now.
- Bike lanes - not the place for them. Have they brought any truckers into the picture to get their opinion?
- Concept level objectives as stated cater to demands that don't exist while existing insufficiencies do not appear to be addressed adequately.
- No access to Lexington west side service road.
- Reducing driving lanes, providing bike lanes, making things "pedestrian friendly."


## 3. What would you change about or add to the current concepts for Mount Read Boulevard if you were the project designer?

- Possible road design like what was done at Winton Rd and 590 seems that it could make sense at Lexington and Mount Read.
- Bigger signs and lettering for signs at major roads.
- Add a north arm to jog handle at Driving Park to allow through traffic. West Outer drive from Lexington north is quite heavily trafficked and should be continued through and not stopped. A thought is to use south jog handle exclusively for traffic turning onto to Driving Park; and leave W Outer Dr to continue through undivided to Ridgeway.
- No grass or trees will end up catching trash.
- Why not model the road more like Ridge Road with U-turn lanes? Why not eliminate service roads west Outer Drive for example all together? Allow for three or four lanes N in either direction in high traffic areas.
- Three lanes of traffic each direction. Achieved by removal of service roads.
- Keep it, or make it more "driving friendly" (cars, trucks, etc.) with lots of lanes and more frequent and longer duration green lights for Mt. Read (north or south).


## 4. What parts of the plan would you like to see implemented first?

- Lyell to Route 104 , this is the main point of entry for most coming off the expressway for business purposes from Lexington.
- Traffic circle - This is an accident waiting to happen on a daily basis.
- Option B, drawing 4 of 6
- Easy parts of the project first
- Phase D should be last. This is the most expensive phase and the one that is least associated in the objectives.
- Residential sections.
- Driving friendly, with lots of lanes and longer green light time on Mount Read.


## 5. Do you have any feedback about the meeting location, time, format, or facilitation that would help us improve future project meetings?

- No problem.
- Was thinking there would be someone speaking.
- Evening is generally good.
- This was a good meeting location. Should have been publicized better.
- This worked fine.
- This seems like a lot of money spent for no reason.
- Good location and time!
- Needs to be more formal.
- Everything was good.


## 6. Please share any additional comments or thoughts.

- There is zero bike and pedestrian traffic between Lyell and Ridgeway along Mount Read Boulevard. There is massive heavy industrial traffic in that section. Current design seems to do little to expedite this type of traffic or facilitate access to local businesses. In fact, access to West Outer Drive between Lexington and Driving Park will be cut in half. Phase D is by far the most expensive and should be concerned the least in concept level objectives as outlined. Any plans of aesthetic improvements, especially in industrial areas, are ignoring the character of the area. Not to mention, the City and Town of Greece have shown many many times over their lack of dedication to maintaining the green space they create. We would be better off with more lanes of traffic and less trees and grass that will be overgrown or dead before all phases of the project are even completed.


## III. Next Steps

Meeting participants were thanked for their attendance and participation. The presentation boards from the meeting will be available through the City's website. Comments will be accepted through post, email, or by phone for up to two weeks after this meeting date.
highlandplanning

## Appendix A: Meeting Attendees

Jim McIntosh, City of Rochester<br>Erick Frisch, City of Rochester<br>Dan McCuskor, NYSDOT<br>Jim Pond, Monroe County DOT<br>Joe Bovenzi, Genesee Transportation Council<br>Scott Copey, Town of Greece<br>Tom Detrie, Bergmann Associates<br>Mike Croce, Bergmann Associates<br>Anna Liisa Keller, Highland Planning<br>Tanya Zwahlen, Highland Planning<br>Bob Barbarick<br>John Bartolotto, Rochester Optical<br>Marianne S. Beaton<br>Chris Buscemi<br>Eric Buscemi<br>Joseph Catalle<br>Tony Ciorott<br>Tom Cottrone<br>Charlie Ennis

Marsha Enright
Tom Giannone, Monro Muffler
Debbie Giordano
Cindy Kalen
Jules Lowe
Jean McElligott
Christopher Oliveri
Dianne Ostrander
Ron Penders
Alan Priebe
Lisa Priebe
Andreas Rau, Maplewood Neighborhood Association
Richard Reed
Lorraine Robinson
Dale Saladyga, General Motors
David Scanlon, Regional Distributors, Inc.
Rick Shcheen, Shcheen Managment
Steve Stafford
Jim White, Maplewood Neighborhood Association
highlandplanning

MEETING MINUTES

## Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road <br> City PC \# 124464 <br> UPWP Task No. 7574

GM Components Holdings, LLC Meeting
Friday March 28, 2014 @ 9:00AM
GM Components Conference Room

## In Attendance:

## NAME

Erik Frisch
Dave Goehring
Mike Croce
Robert Randazzo
Neal Evans GM Components Holdings, LLC
Cc. Bergmann Mount Read Boulevard Corridor Study Team

## Summary:

The purpose of this meeting was to listen to concerns from GM Components Holdings, LLC regarding concepts presented at the public open house and to obtain information from the company regarding the proposed future use of existing parking areas on site.

- R. Randazzo began the meeting with a history and overview of the plant and its history.
- 1100 employees
- \$150 M investment in the plant within the last calendar year
- Plant produces 10 M injectors per year in addition to several other vehicle components
- Bob Johnson Chevrolet utilizes a portion of the existing parking lot for vehicle storage
- The footprint of the former eastern outer drive along the frontage of the building was acquired by GM in the 1970's.
- E. Frisch provided a summary of the study's background. The study seeks to develop alternatives that work for neighboring businesses and to position the corridor for continued growth.
- N. Evans noted that the site of the proposed roadway improvements is under a NYSDEC Consent Order. Contaminated groundwater is pumped daily.
- The facility's main receiving gate (with scales, guard house, and rolling gates) is located on the driveway immediately adjacent to the proposed jug handle. This driveway services over 40 tractor trailers per day. GM recently invested \$300 thousand in the driveway.
- GM is considering installing a solar array on one of the parking areas to the north of the building. One proposal would site the array at the location of the proposed jug handle where Bob Johnson currently stores its vehicles.
- M. Croce indicated that access to the driveway and gate can be maintained. He also explained that the purpose of the jug handle is to serve northbound tractor trailer U turns.
- M. Croce asked D. Goehring if the NYSDOT would consider a truck turning bulb-out similar to those found on West Ridge Road (NYS Route 104) near the Lowes plaza. D. Goehring concurred that this would be an appropriate treatment for this corridor.


## Next Steps:

A. Production of the study summary document (spring 2014)
B. Complete Analyses and Review with PAC (spring 2014)
C. Publish final report (summer 2014)

## Action Items:

BA - Develop an alternative concept for accommodating northbound tractor trailer U-turns and submit to the City and NYSDOT for review.
DES - Forward the alternative concept to GM Components for review and comment after BA completes any revisions and addresses City/NYSDOT comments.

DES - City of Rochester Department of Environmental Services NYSDOT - New York State Department of Transportation Region 4
BA - Bergmann Associates

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within 5 business days.

Best regards,

## BERGMANN ASSOCIATES



Michael T. Croce, P.E.
Project Manager
cc: $\quad$ All in Attendance, BA Project file

## Appendix E: Corridor Vision Plan Documents




Base Concept



CITY OF ROCHESTER
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road




| LEGEND |
| :---: |
| $\square$ |
| $\square$ |


| CITY OF ROCHESTER |  |  |  |
| :---: | :---: | :---: | :---: |
| Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road |  |  |  |
| Exhibit 4.1(1) Corridor Vision Plan |  |  |  |
| $\begin{aligned} & \text { SHEET No. } \\ & 5 \text { of } 6 \end{aligned}$ | $\begin{gathered} \text { SCALE } \\ \mathbf{1 "}^{\prime \prime}=300^{\prime} \end{gathered}$ | Date | PBergmann |



```
NYS Route 104 (West Ridge Road) To Stone Road:
1. Disconnect Old Mount Read Boulvarad from Mount Read Boulverard at Medimount
Retain access to Old Mount Read Boulevard at Joanne Dive
3. Introucee a narower, rased median at Joanne Drive.
4. Introduce curvatur, ust north of Medimunt Drive.
5. Add curb, sidevalks, lighting, and street trees noth of Joanne Drive to
signity a change foom the
highway signify a change
character (notrin)
```



Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
City of Rochester, NY
Planning Level Opinion of Probable Construction Cost
Base Concept
Exhibit 4.1(2)
/Bergmann


| Summary of Probable Construction Costs (2014 Dollars) ${ }^{5}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Phase | Construction Cost (2014) ${ }^{1}$ | Scoping and Engineering ${ }^{2}$ | Construction Phase <br> Engineering Services ${ }^{3}$ | ROW Acquisition ${ }^{4}$ | Total Cost |
| Phase A <br> (Buffalo Road Roundabout) | \$1,980,000 | \$228,000 | \$277,200 | \$75,000 | \$2,560,200 |
| Phase B <br> (Buffalo Road to Lyell Avenue) | \$7,315,000 | \$771,500 | \$1,024,100 | \$150,000 | \$9,260,600 |
| Phase C <br> (Lyell Avenue Intersection) | \$3,520,000 | \$392,000 | \$492,800 | \$100,000 | \$4,504,800 |
| Phase D <br> (Lyell Avenue to Driving Park Avenue) | \$22,880,000 | \$2,348,000 | \$3,203,200 | \$2,800,000 | \$31,231,200 |
| Phase E <br> (Driving Park Avenue Through West Ridge Road Interchange) | \$7,590,000 | \$799,000 | \$1,062,600 | \$1,000,000 | \$10,451,600 |
| Phase F <br> (West Ridge Road Interchange to Stone Road) | \$3,960,000 | \$436,000 | \$554,400 | \$200,000 | \$5,150,400 |
| Total All Phases | \$47,245,000 | \$4,974,500 | \$6,614,300 | \$4,325,000 | \$63,158,800 |

Notes:
1 Construction Cost includes incidentals, contingencies, and other percentage based items (WZTC, Survey, Incidentals, Contingency, etc).
2 Assume $10 \%$ of Construction Cost for Engineering plus an additional allowance for project Scoping
3 Assume 14\% of Construction Cost for Construction Support and Inspection Services.
4 Based upon anticipated impacts of the base concept on approximate highway boundary locations. Does not include acquisitions necessary for property access modifications.
5 Cost Estimate does not include the following items:

- Structure Repair, Rehabilitation, or Reconstruction except Retaining Walls

Property Access Modifications
Utility Relocations except Minor Water Main / Hydrant Relocations
Environmental Mitigation including Hazardous Waste / Contaminated Materials Remediation
Pavement Treatments outside of the proposed conceptual improvement limits


## Appendix F: Future Land Use Projections



Exhibit 4.3(2)
Mount Read Boulevard Corridor Study
Build Out Analysis
Acres of Development
155.9 Between Lexington and Route 104

|  | Acres | SF/Acre | Dev SF | SF/Job | Jobs |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Office | 17.6 | 12,000 | 211,500 | 300 | 705 |
| R\&D | 37.4 | 12,000 | 449,040 | 500 | 898 |
| Manufacturing* | 36.3 | 16,000 | 581,280 | 2000 | 291 |
| Warehouse* | 63.1 | 16,000 | 1,010,000 | 5000 | 202 |
| Retail | 1.4 | 10,000 | 14,000 | 500 | 28 |
|  | 155.9 |  | $\begin{gathered} \mathbf{2 , 2 6 5 , 8 2 0} \\ (1,000,000) \end{gathered}$ |  | 2,12 |
|  |  |  | $\begin{aligned} & 1,265,820 \\ & 2,265,820 \end{aligned}$ |  |  |

AM Trip Generation PM Trip Generation

| 349 | 316 |
| :---: | :---: |
| 480 | 459 |
| 453 | 438 |
| 295 | 262 |
| 100 | 56 |
| 1677 | 1531 |
|  |  |
|  |  |
|  |  |
|  |  |
|  | 2,230 |

LUC 710 760 760
140 140
150 150
826
826

$$
\begin{array}{rlrl}
\ln (T)=0.80 \ln (X)+1.57 & T & =1.12 \mathrm{X}+78.45 \\
\ln (\mathrm{~T}) & =0.87 \ln (\mathrm{X})+0.86 & \ln (\mathrm{~T}) & =0.83 \ln (\mathrm{X})+1.06 \\
\mathrm{~T} & =0.83 \mathrm{X}-29.52 & \mathrm{~T} & =0.78 \mathrm{X}-15.97 \\
\ln (\mathrm{~T}) & =0.55 \ln (\mathrm{X})+1.88 & \ln (\mathrm{~T}) & =0.64 \ln (\mathrm{X})+1.14
\end{array}
$$ 100

PM Trip Generation Equation $\begin{aligned} \ln (T) & =0.64 \ln (X)+1.14 \\ \mathrm{~T} & =2.4 \mathrm{X}+21.48\end{aligned}$
*Assume 1M SF of Manufacturing/Warehouse available at Eastman Business Park


| Site $2 \times 13.5$ |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Land Use | Acres | SF/Acre | Dev SF | SF/Job | Jobs | AM Trip Generation | PM Trip Generation |
| Office | 0\% | 0 | 12,000 | - | 300 | 0 | 0 | 0 |
| R\&D | 0\% | 0 | 12,000 | - | 500 | 0 | 0 | 0 |
| Manufacturing* | 0\% | 0 | 16,000 | - | 2000 | 0 | 0 | 0 |
| Warehouse* | 100\% | 13.5 | 16,000 | 216,000 | 5000 | 43 | 127 | 98 |
| Retail | 0\% | 0 | 10,000 | - | 500 | 0 | 0 | 0 |
|  | 100\% | 13.5 |  | 216,000 |  | 43 | 127 | 98 |




Mount Read Boulevard Corridor Study
Build Out Analysis

| Site 5 |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Land Use | Acres | SF/Acre | Dev SF | SF/Job | Jobs | AM Trip Generation | PM Trip Generation |
|  | Office | 100\% | 4.1 | 12,000 | 49,200 | 300 | 164 | 109 | 134 |
|  | R\&D | 0\% | 0 | 12,000 | - | 500 | 0 | 0 | 0 |
|  | Manufacturing* | 0\% | 0 | 16,000 | - | 2000 | 0 | 0 | 0 |
|  | Warehouse* | 0\% | 0 | 16,000 | - | 5000 | 0 | 0 | 0 |
|  | Retail | 0\% | 0 | 10,000 | - | 500 | 0 | 0 | 0 |
|  |  | 100\% | 4.1 |  | 49,200 |  | 164 | 109 | 134 |
| Site 6 | 4.2 |  |  |  |  |  |  |  |  |
|  |  | Land Use | Acres | SF/Acre | Dev SF | SF/Job | Jobs | $\begin{array}{cc}\text { AM Trip Generation } & \text { PM Trip Generation } \\ 64 & 107\end{array}$ |  |
|  | Office | 50\% | 2.1 | 12,000 | 25,200 | 300 | 84 |  |  |
|  | R\&D | 50\% | 2.1 | 12,000 | 25,200 | 500 | 50 | 40 | 43 |
|  | Manufacturing* | 0\% | 0 | 16,000 | - | 2000 | 0 | 0 | 0 |
|  | Warehouse* | 0\% | 0 | 16,000 |  | 5000 | 0 | 0 | 0 |
|  | Retail | 0\% | 0 | 10,000 | - | 500 | 0 | 0 | 0 |
|  |  | 100\% | 4.2 |  | 50,400 |  | 134 | 104 | 150 |


| Site 7 | 7.2 |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Land Use | Acres | SF/Acre |  | SF/Job | Jobs | AM Trip Generation | PM Trip Generation |
|  | Office | 0\% | 0 | 12,000 |  | 300 | 0 | 0 | 0 |
|  | R\&D | 0\% | 0 | 12,000 |  | 500 | 0 | 0 | 0 |
|  | Manufacturing* | 0\% | 0 | 16,000 |  | 2000 | 0 | 0 | 0 |
|  | Warehouse* | 100\% | 7.2 | 16,000 |  | 5000 | 23 | 90 | 66 |
|  | Retail | 0\% | 0 | 10,000 |  | 500 | 0 | 0 | 0 |
|  |  | 100\% | 7.2 |  |  |  | 23 | 90 | 66 |
| Site 8 | 5 |  |  |  |  |  |  |  |  |
|  |  | Land Use | Acres | SF/Acre | Dev SF $\begin{gathered}\text { 24,000 } \\ 36,000 \\ \\ - \\ - \\ \\ \mathbf{6 0 , 0 0 0}\end{gathered}$ | SF/Job | Jobs | AM Trip Generation | PM Trip Generation |
|  | Office | 40\% | 2 | 12,000 |  | 300 | 80 | 62 | 106 |
|  | R\&D | 60\% | 3 | 12,000 |  | 500 | 72 | 54 | 57 |
|  | Manufacturing* | 0\% | 0 | 16,000 |  | 2000 | 0 | 0 | 0 |
|  | Warehouse* | 0\% | 0 | 16,000 |  | 5000 | 0 |  | 0 |
|  | Retail | 0\% | 0 | 10,000 |  | 500 | 0 | 0 | 0 |
|  |  | 100\% | 5 |  |  |  | 152 | 116 | 163 |




## Exhibit 4.3(2)

Mount Read Boulevard Corridor Study
Build Out Analysis



[^0]:    o City of Rochester Department of Environmental Services (DES)
    o City of Rochester Department of Neighborhood and Business Development (NBD)
    o New York State Department of Transportation (NYSDOT Region 4)
    o Monroe County Department of Transportation (MCDOT)
    o Town of Greece
    o Genesee Transportation Council (GTC)

[^1]:    Notes: 1. No-Build is signalized traffic circle, build condition is a roundabout.
    2. Unsignalized intersection. Results shown are for the stop controlled approach.
    3. Signalized intersection.

[^2]:    cc: $\quad$ All in Attendance, BA Project file

