



Mount Read Boulevard Corridor Study

NYS Route 33 (Buffalo Road) to Stone Road

City of Rochester and Town of Greece

Monroe County

Project ID 124464, UPWP Task No. 7574

CONCEPT LEVEL PURPOSE & NEED STATEMENT

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 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 and Eastman Kodak as well as small, growing firms such as Torvec and Arista Power. Further, the City continues to invest in brownfield redevelopment projects along the corridor as exemplified at the former Phototech 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 ¼ mile. Mount Read Boulevard also remains 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, Monroe County Department of Transportation, Town of Greece, and Genesee Transportation Council 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 as the first step toward the eventual design and construction of balanced transportation improvements that fit the corridor's and community's needs. Identified transportation deficiencies include:

- Condition – Pavement surface and median conditions, particularly between NYS Route 33 (Buffalo Road) and NYS Route 31 (Luell Avenue), are poor with the exception of the recently reconstructed Interstate 490 interchange. Pavement surface conditions are also poor 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 accommodation, including a lack of crossings at the NYS Route 33 (Buffalo Road), NYS Route 31 (Luell Avenue), Emerson Street, Lexington Avenue, and Driving Park Avenue intersections.



- Goods Movement - Conditions inhibit truck mobility (turns) at the intersections of Mount Read Boulevard with NYS Route 31 (Lyell Avenue), Emerson Street, Lexington Avenue, and Driving Park Avenue.
- Safety - Driver confusion and uncertainty result from complex geometry and traffic control at the NYS Route 31 (Lyell Avenue), Emerson Street, Lexington Avenue, and Driving Park Avenue intersections. There are 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, lacking sufficient traffic control and adequate geometry to promote safe operations.
- Congestion - Traffic congestion, as indicated by poor levels of service, occurs at one or more locations during peak periods.

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 to support goods producing industries and other employers along the corridor while enhancing neighborhood character in residential areas.