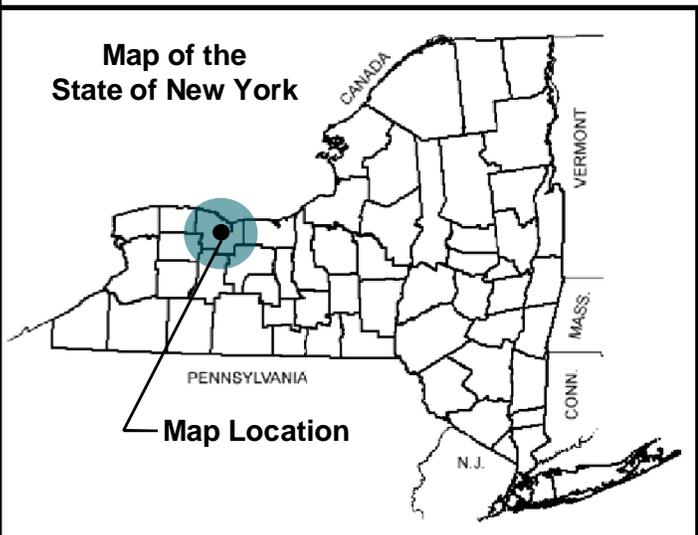
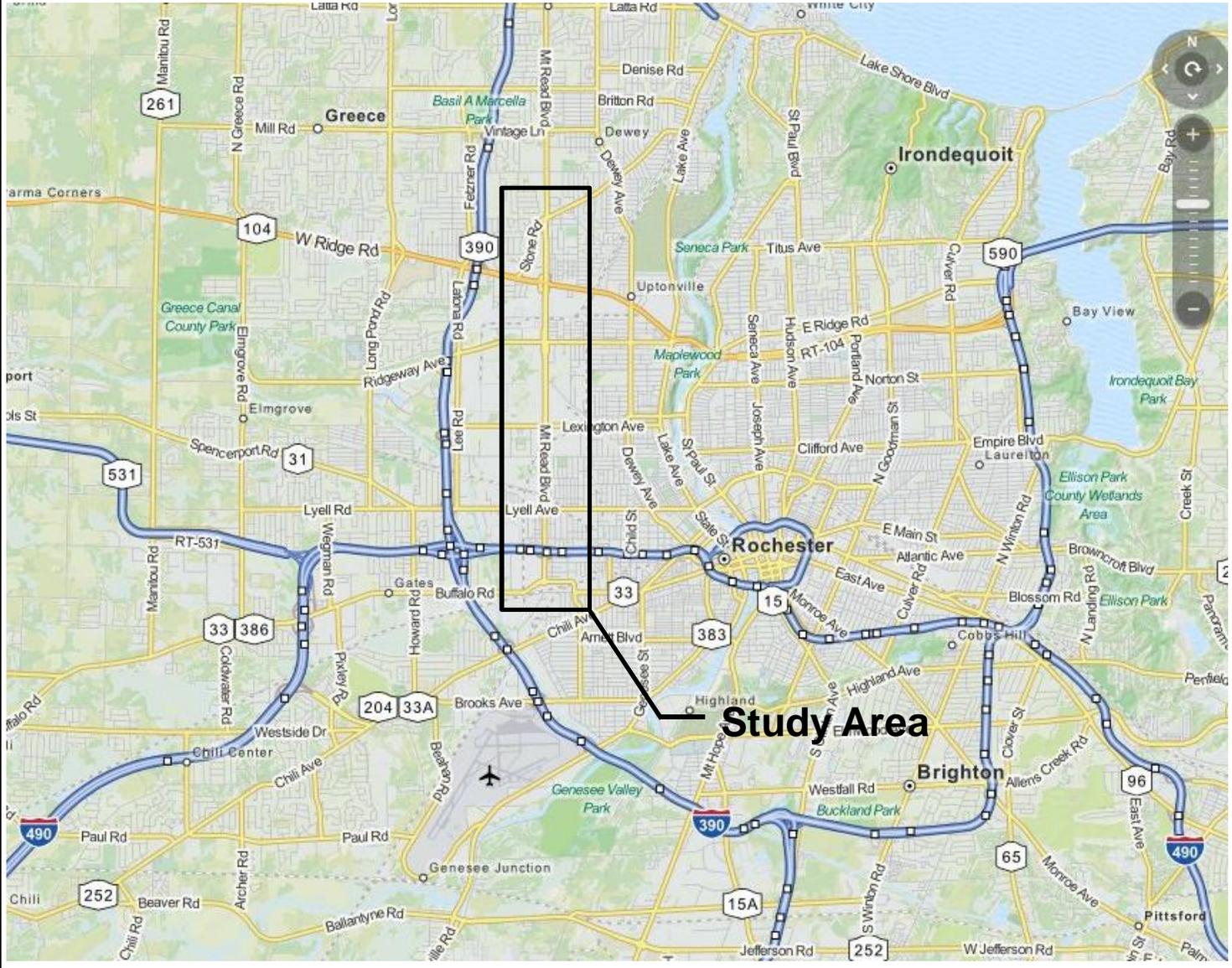




Appendix A: Study Area Maps and Plans



 CITY OF ROCHESTER			
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road			
Exhibit 1.1(1) Study Location Map			
SHEET NO. 1 of 1	SCALE N.T.S.	DATE 8/13	

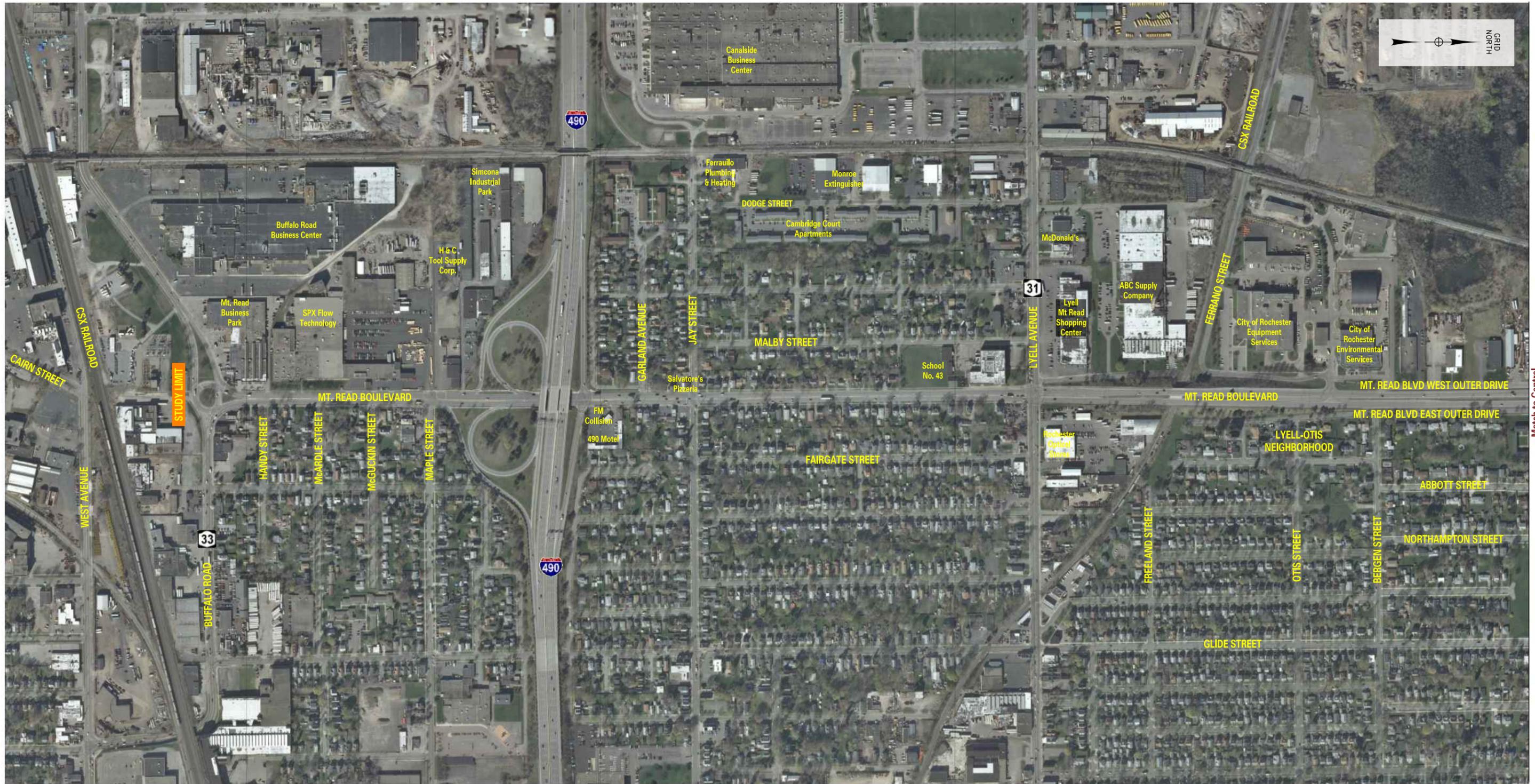
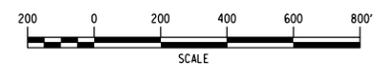


EXHIBIT 1.1(2)
MOUNT READ BOULEVARD CORRIDOR STUDY AREA
 NYS Route 33 (Buffalo Road) to Stone Road
 August 2013

SOUTH - NYS Route 33 (Buffalo Road) to Bergen Street



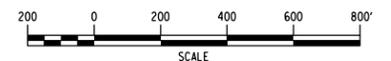


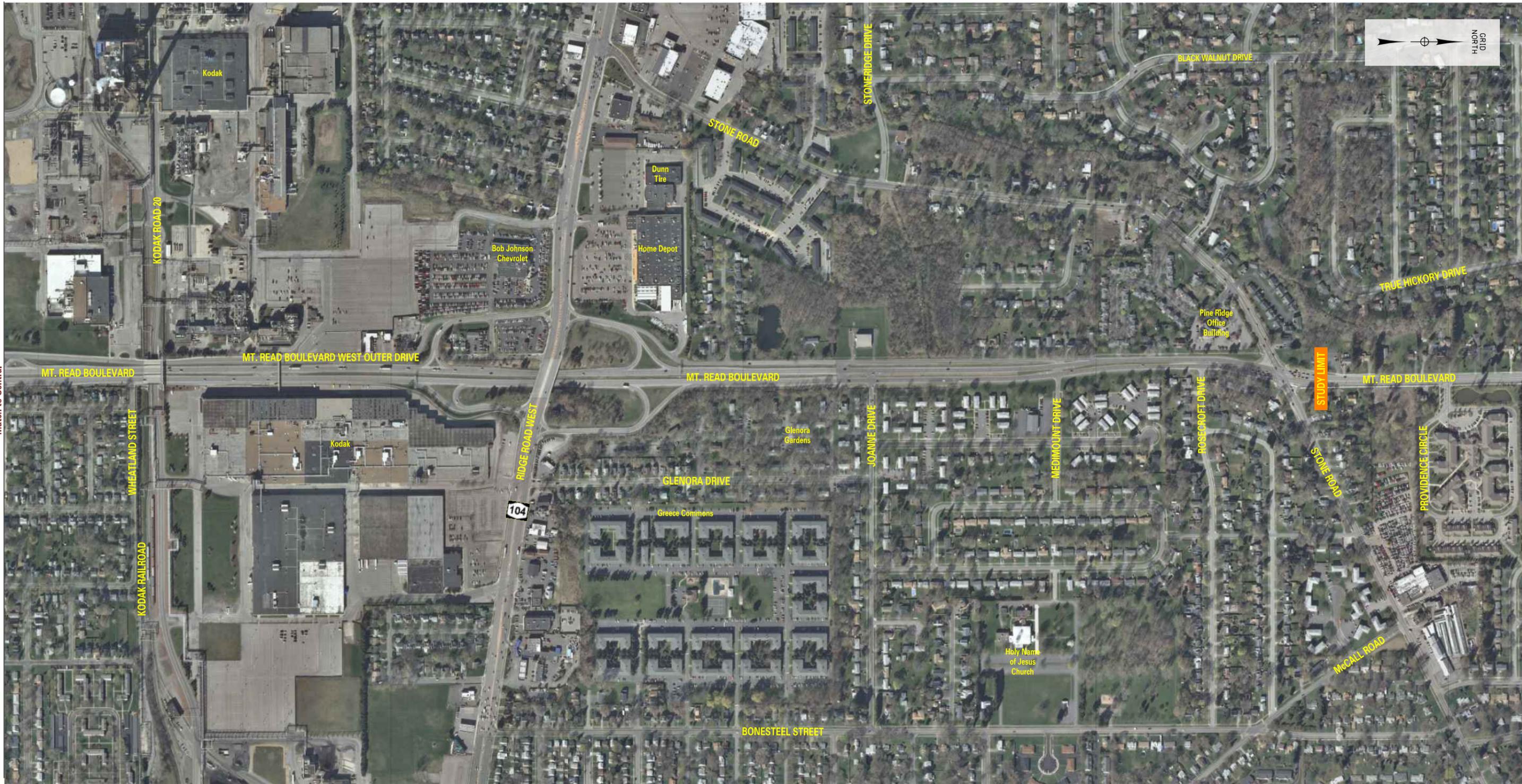
Match to South

Match to North

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

CENTRAL - Emerson Street to Ridgeway Avenue





Match to Central

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

NORTH - Wheatland Street to Stone Road





MATCH TO SHEET NO. 2

954200_CPH_CNP_01.DGN

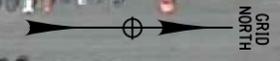
BUFFALO ROAD (NYS ROUTE 33)

HANDY STREET

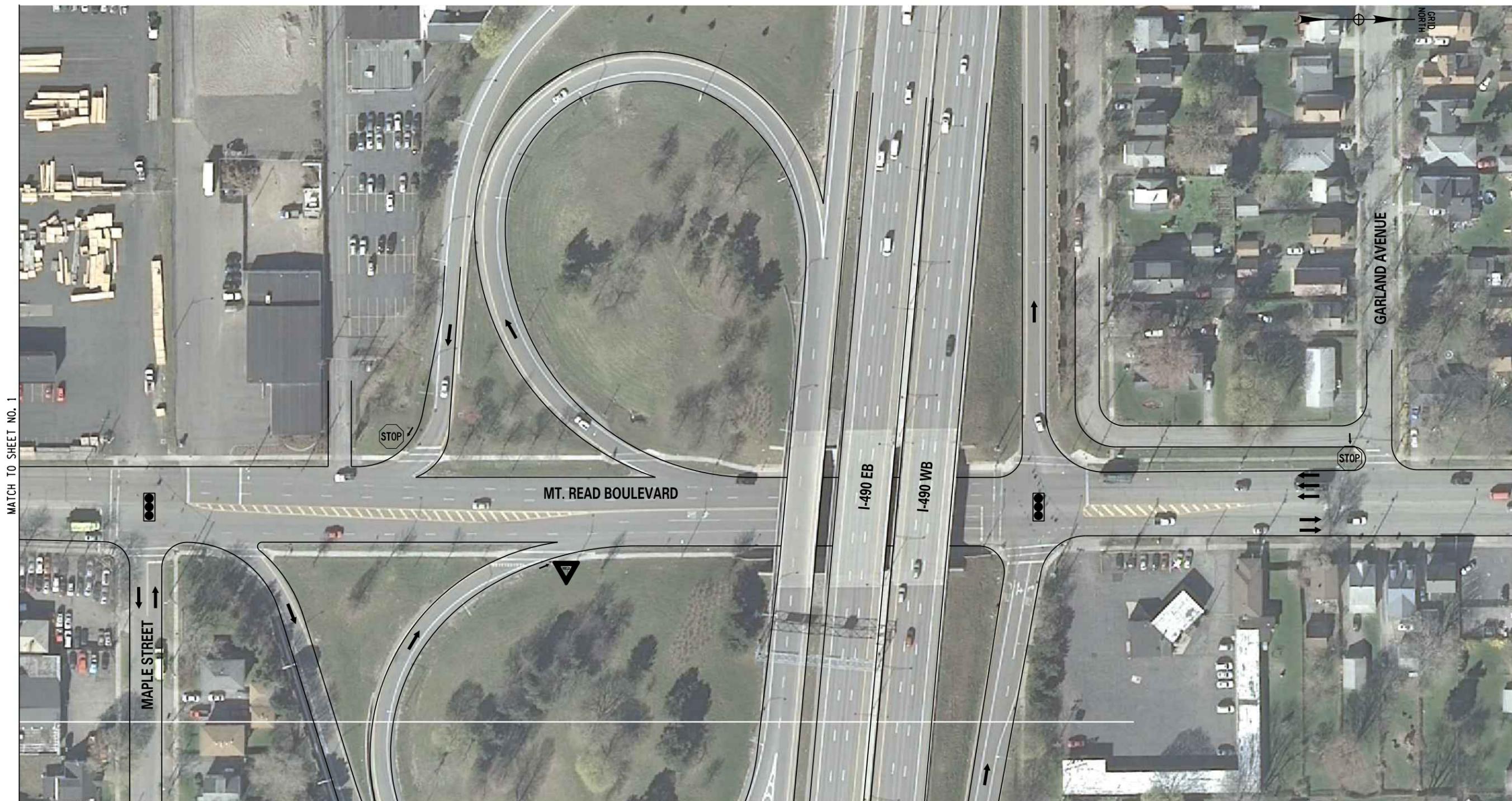
McCARDLE STREET

McGUCKIN STREET

MT. READ BOULEVARD

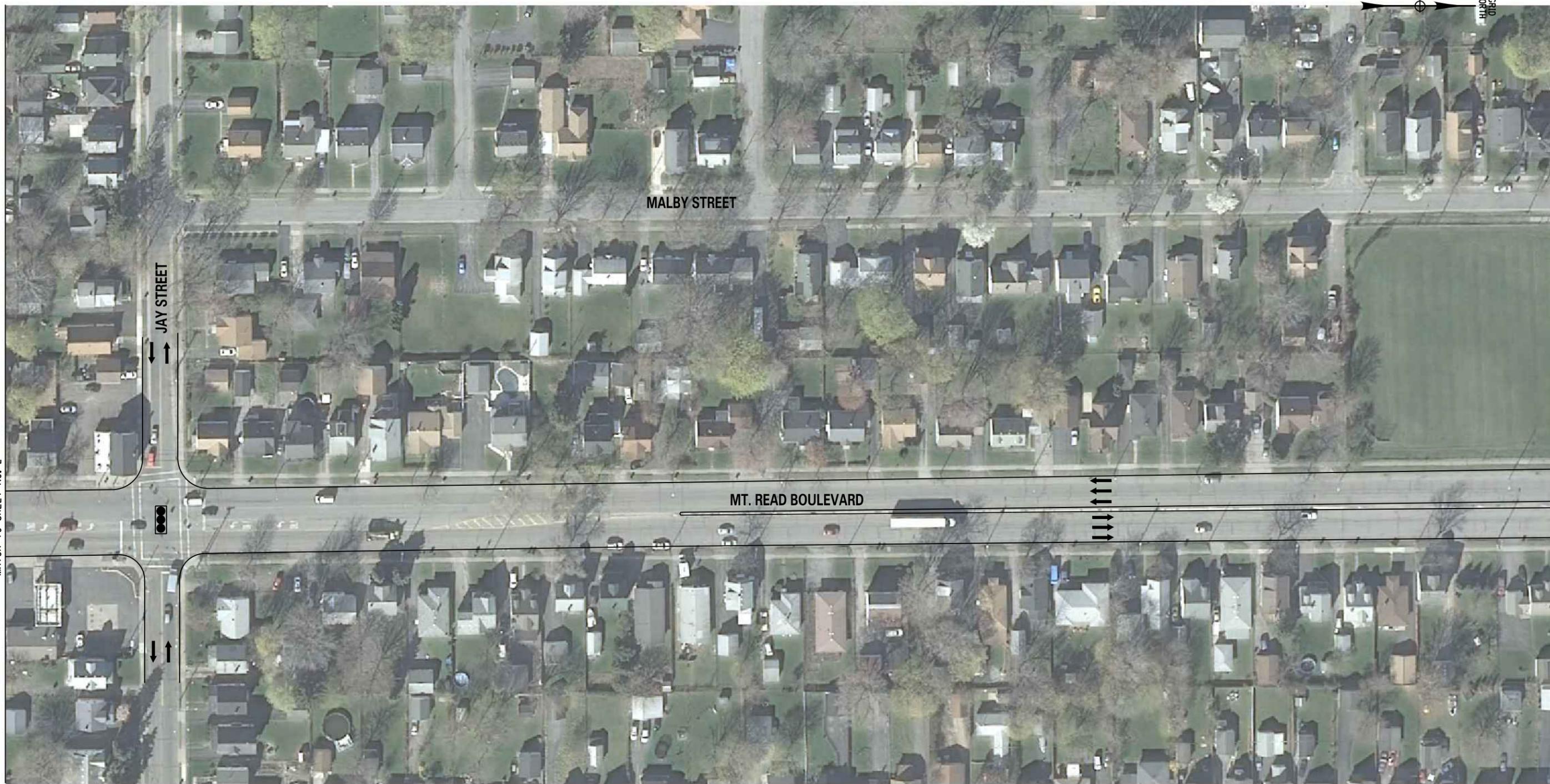


 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.4(2) Existing Conditions Plan		
SHEET NO. 1	SCALE 1" = 100'	DATE 8/13
		



954200_CPH_CNP_02.DGN

 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.4(2) Existing Conditions Plan		
SHEET NO.	SCALE	DATE
2	1" = 100'	8/13
		



MATCH TO SHEET NO. 2

MATCH TO SHEET NO. 4



CITY OF ROCHESTER

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

Exhibit 2.1.4(2)
 Existing Conditions Plan

SHEET NO.
 3

SCALE
 1" = 100'

DATE
 8/13



MATCH TO SHEET NO. 3



MATCH TO SHEET NO. 5

● : RED LIGHT PHOTO ENFORCED



CITY OF ROCHESTER

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

Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.
4

SCALE
1" = 100'

DATE
8/13



GRID
NORTH



MATCH TO SHEET NO. 4

MATCH TO SHEET NO. 6

954200_CPH_CNP_05.DGN



CITY OF ROCHESTER

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

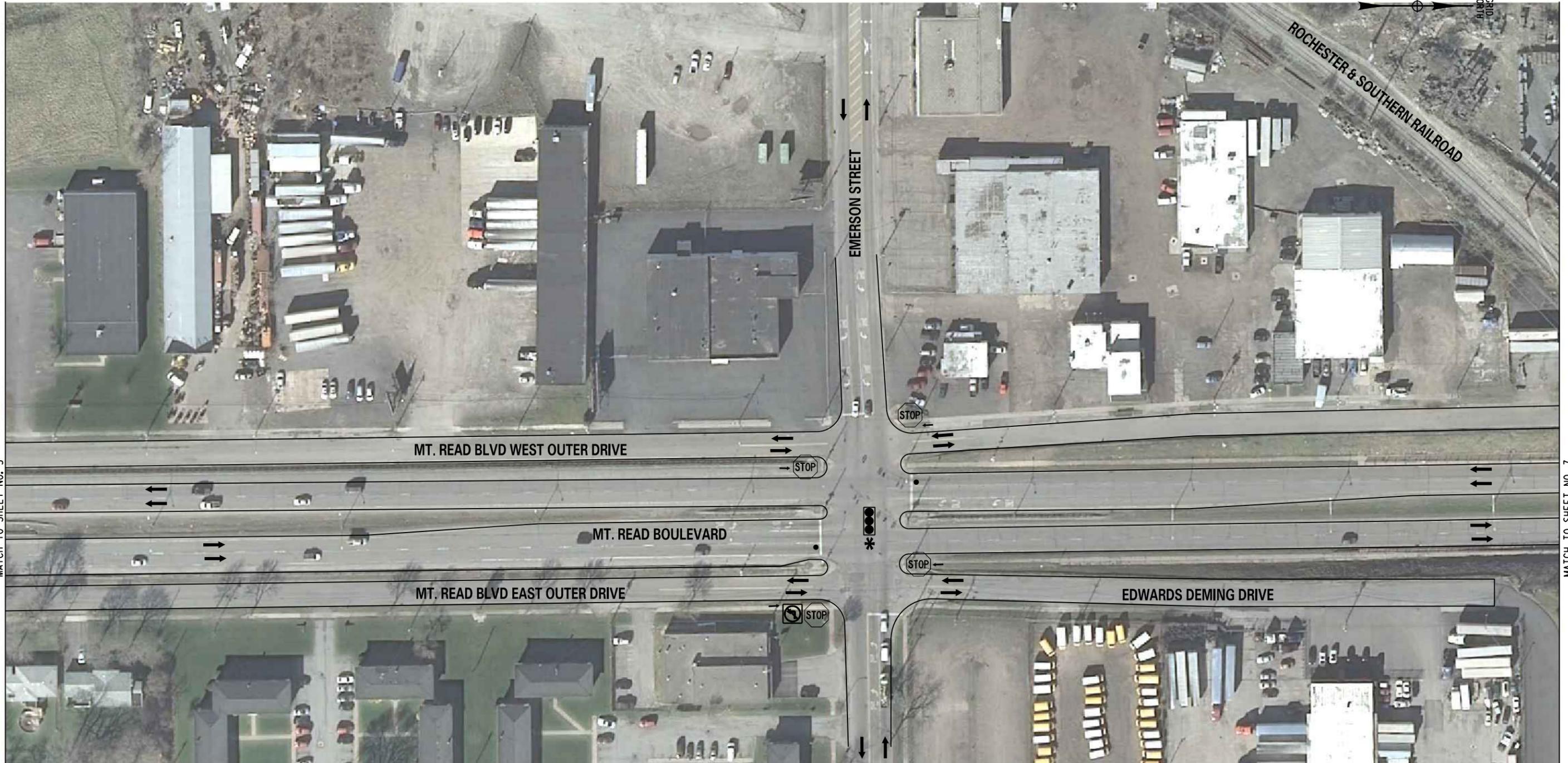
Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.
5

SCALE
1" = 100'

DATE
8/13





MATCH TO SHEET NO. 5

MATCH TO SHEET NO. 7

- : RED LIGHT PHOTO ENFORCED
- * : SIGNAL CONTROL INCLUDES EASTBOUND AND WESTBOUND EMERSON STREET

CITY OF ROCHESTER			
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road			
Exhibit 2.1.4(2) Existing Conditions Plan			
SHEET NO.	SCALE	DATE	
6	1" = 100'	8/13	



MATCH TO SHEET NO. 6

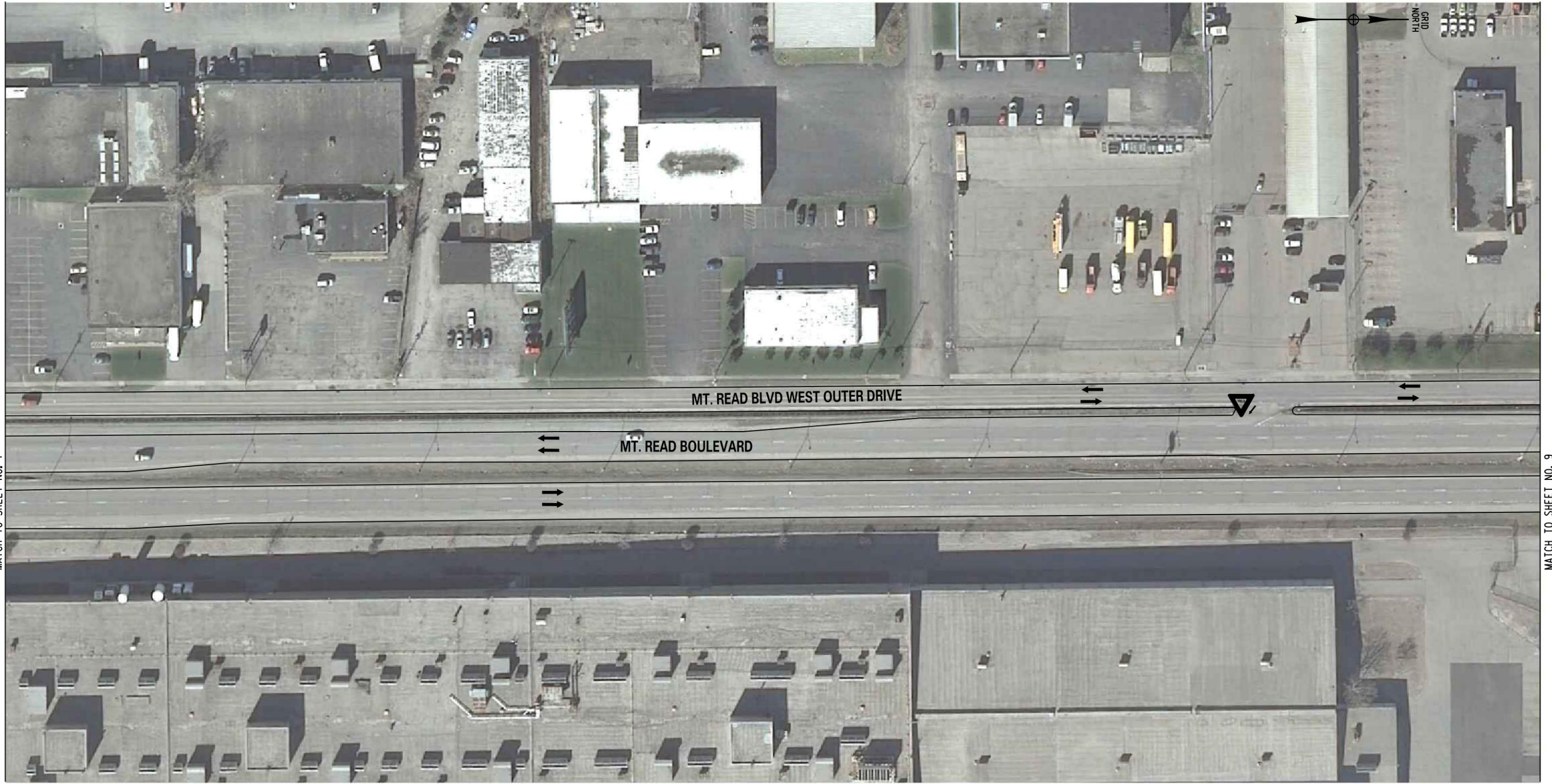
MATCH TO SHEET NO. 8

* : SIGNAL CONTROL INCLUDES EASTBOUND AND WESTBOUND LEXINGTON AVENUE

 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.4(2) Existing Conditions Plan		
SHEET NO.	SCALE	DATE
7	1" = 100'	8/13
		

MATCH TO SHEET NO. 7

MATCH TO SHEET NO. 9



954200_CPH_CNP_08.DGN



CITY OF ROCHESTER

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

Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.
8

SCALE
1" = 100'

DATE
8/13



MATCH TO SHEET NO. 8



MATCH TO SHEET NO. 10

- : RED LIGHT PHOTO ENFORCED
- * : SIGNAL CONTROL INCLUDES EASTBOUND AND WESTBOUND DRIVING PARK AVENUE

 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.4(2) Existing Conditions Plan		
SHEET NO.	SCALE	DATE
9	1" = 100'	8/13
		



MATCH TO SHEET NO. 9

MATCH TO SHEET NO. 11

954200_CPH_CNP_10.DGN

 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.4(2) Existing Conditions Plan		
SHEET NO.	SCALE	DATE
10	1" = 100'	8/13
		



MATCH TO SHEET NO. 10

MATCH TO SHEET NO. 12

954200_CPH_CNP_11.DGN



CITY OF ROCHESTER

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

Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.	SCALE	DATE
11	1" = 100'	8/13



MATCH TO SHEET NO. 11

MATCH TO SHEET NO. 13



CITY OF ROCHESTER

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

**Exhibit 2.1.4(2)
Existing Conditions Plan**

SHEET NO.	SCALE	DATE
12	1" = 100'	8/13





954200_CPH_CNP_13.DGN



CITY OF ROCHESTER

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

Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.	SCALE	DATE
13	1" = 100'	8/13





MATCH TO SHEET NO. 13

MATCH TO SHEET NO. 15

MT. READ BOULEVARD



CITY OF ROCHESTER

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

Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.	SCALE	DATE
14	1" = 100'	8/13





MATCH TO SHEET NO. 14

MATCH TO SHEET NO. 16

* SIGNED DO NOT ENTER

 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.4(2) Existing Conditions Plan		
SHEET NO.	SCALE	DATE
15	1" = 100'	8/13
		



* SIGNED LOCAL TRAFFIC ONLY



CITY OF ROCHESTER

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

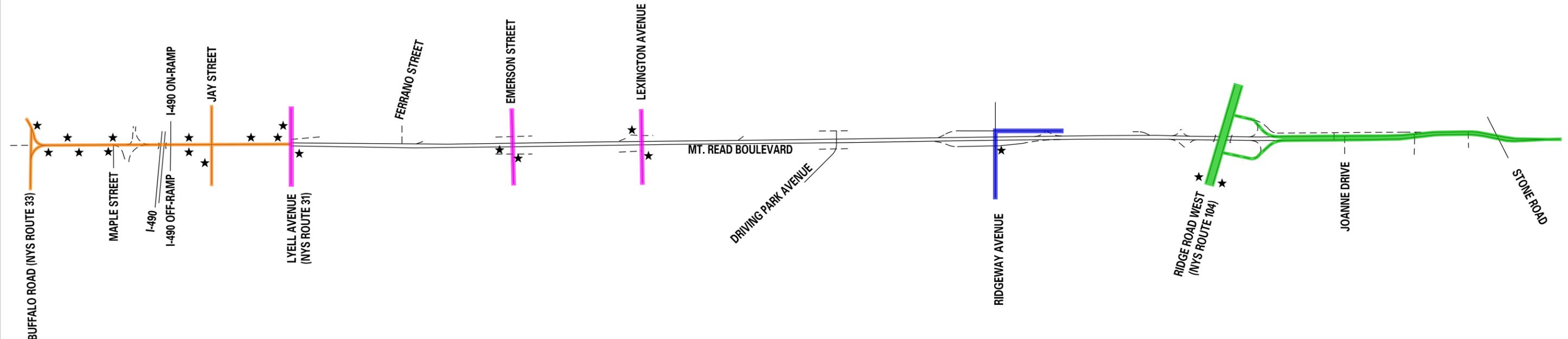
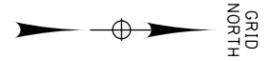
Exhibit 2.1.4(2)
Existing Conditions Plan

SHEET NO.
16

SCALE
1" = 100'

DATE
8/13

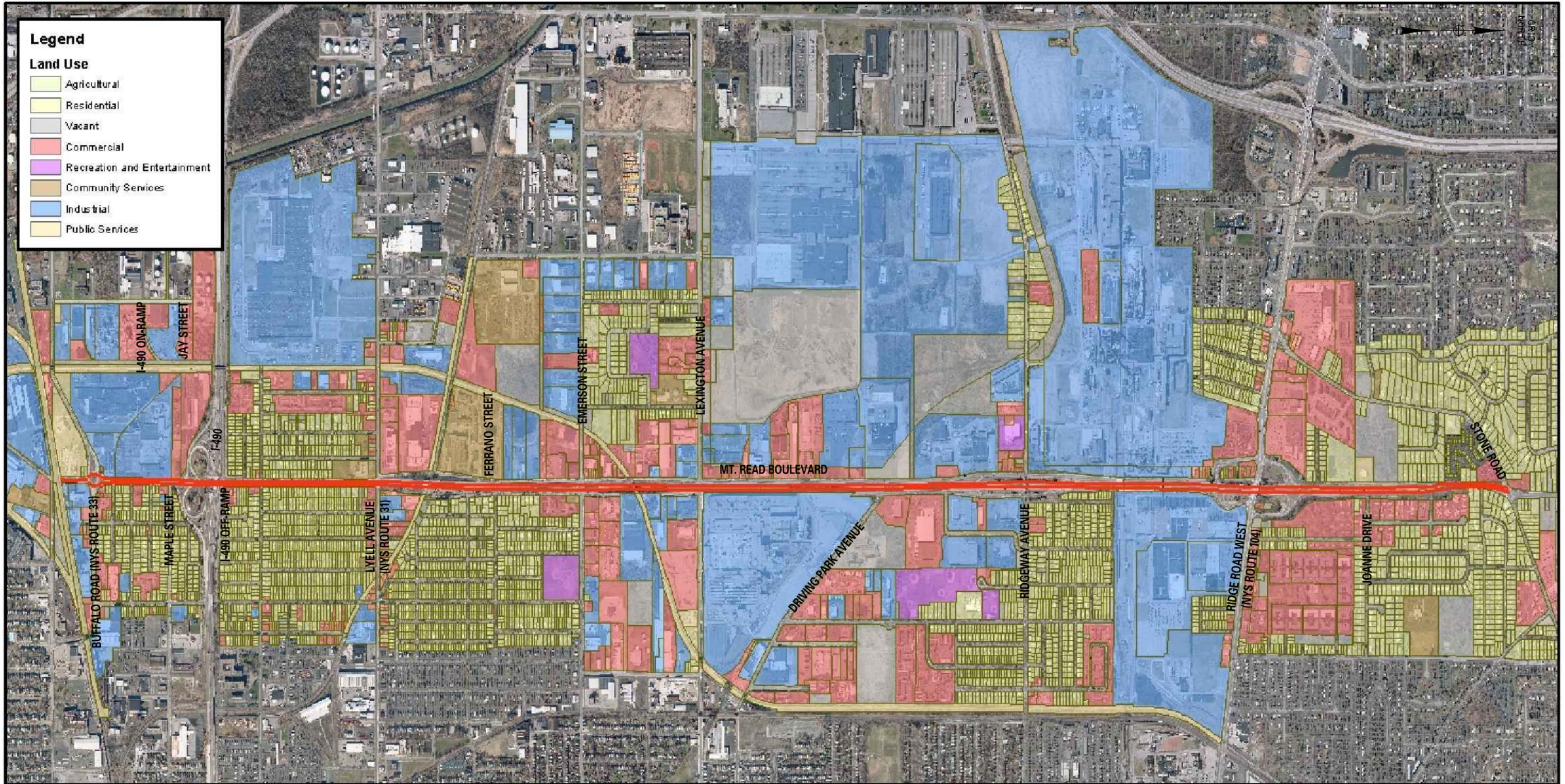




LEGEND

	UNSIGNALIZED INTERSECTION
	SIGNALIZED INTERSECTION
	BUS ROUTE NO. 3
	BUS ROUTE NO. 9
	BUS ROUTE NO. 15
	BUS ROUTE NO. 16
	BUS STOPS

CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 2.1.10 RGRTA Bus Routes		
SHEET NO. 1 of 1	SCALE N.T.S.	DATE 8/13



Legend

Land Use

- Agricultural
- Residential
- Vacant
- Commercial
- Recreation and Entertainment
- Community Services
- Industrial
- Public Services

CITY OF ROCHESTER			
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road			
Exhibit 2.5 Corridor Land Uses			
SHEET NO.	SCALE	DATE	
1 of 1	N.T.S.	8/13	



Appendix B: Traffic Information

**New York State Department of Transportation
Traffic Count Hourly Report**

ROUTE #: 940K	ROAD NAME: Mount Read Blvd	FROM: JAY ST	TO: JCT RT 31	COUNTY: Monroe
DIRECTION: Northbound	FACTOR GROUP: 30	REC. SERIAL #: 0032	FUNC. CLASS: 14	CITY: ROCHESTER
STATE DIR CODE: 1	WK OF YR: 47	PLACEMENT: 600 FT N OF JAY ST	NHS: yes	LION#:
DATE OF COUNT: 11/15/2010		@ REF MARKER:	JURIS: NYSDOT	BIN:
NOTES LANE 0: WK 47 NB		ADDL DATA:	CC Stn:	RR CROSSING:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-DOTR04TRIWW47	TRMS SAMPLE:

COUNT TAKEN BY: ORG CODE: DOT INITIALS: --- PROCESSED BY: ORG CODE: DOT INITIALS: DRJ

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
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																											
16	T	117	77	54	39	74	193	507	716	705	655	521	552	683	676	745	814	1052	1135	502	360	275	254	192	178			
17	W	110	84	81	43	68	208	445	645	675	709	595	641	750	713	780	919	1001	1220	630	426	320	303	174	193	11550	1162	17
18	T																											
19	F																											
20	S																											
21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT												
110	78	66	40	69	194	461	659	669	661	541	578	684	681	758	838	1000	1136	548	381	289	269	177	180	11067
<u>DAYS Counted</u>	<u>HOURS Counted</u>		<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>		<u>AVERAGE WEEKDAY % of day</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED (one way)												
3	54		3	54	1136		10%		0.969	1.030		AADT 10745												

**New York State Department of Transportation
Traffic Count Hourly Report**

ROUTE #: 940K	ROAD NAME: Mount Read Blvd	FROM: JAY ST	TO: JCT RT 31	COUNTY: Monroe
DIRECTION: Southbound	FACTOR GROUP: 30	REC. SERIAL #: 0030	FUNC. CLASS: 14	CITY: ROCHESTER
STATE DIR CODE: 2	WK OF YR: 47	PLACEMENT: 600 FT N OF JAY ST	NHS: yes	LION#:
DATE OF COUNT: 11/15/2010		@ REF MARKER:	JURIS: NYSDOT	BIN:
NOTES LANE 0: WK 47 SB		ADDL DATA:	CC Str:	RR CROSSING:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-DOTR04TRIWW47	TRMS SAMPLE:
COUNT TAKEN BY:	ORG CODE: DOT	INITIALS: ---	PROCESSED BY: ORG CODE: DOT	INITIALS: DRJ

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
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																											
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									
18	T																											
19	F																											
20	S																											
21	S																											
22	M																											
23	T																											
24	W																											
25	T																											
26	F																											
27	S																											
28	S																											
29	M																											
30	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)												ADT	
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)				ADT	
3	54	3	54	1074	10%	0.969	1.030	AADT				10229	

New York State Department of Transportation
Classification Count Average Weekly Data Report

ROUTE #: 940K ROAD NAME: Mount Read Blvd YEAR: 2009 STATION: 430918
 COUNTY NAME: Monroe MONTH: September
 REGION CODE: 4
 FROM: ROUTE 104 IS OVER W CONN
 TO: TOWN OF GREECE
 REF-MARKER: 940K43011039
 END MILEPOINT: 0110367 NO. OF LANES: 4
 FUNC-CLASS: 14 HPMS NO: 4
 STATION NO: 0918 LION#:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: ---
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB BATCH ID: DOT-r4contractor9-38

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	8823	8907	17730
NUMBER OF AXLES	17744	18050	35793
% HEAVY VEHICLES (F4-F13)	2.68%	4.27%	3.47%
% TRUCKS AND BUSES (F3-F13)	17.08%	22.06%	19.58%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	1	73	12	0	1	0	0	0	0	0	0	0	87
	2:00	1	48	4	0	1	0	0	0	0	0	0	0	54
	3:00	0	50	6	0	1	0	0	0	0	0	0	0	57
	4:00	0	29	3	0	0	0	0	1	0	0	0	0	33
	5:00	0	17	3	0	0	0	0	0	0	0	0	0	20
	6:00	0	62	9	0	1	0	0	0	0	0	0	0	72
	7:00	0	121	29	7	6	6	0	1	0	0	0	0	170
	8:00	1	196	41	7	11	2	0	2	1	0	0	0	261
	9:00	1	221	60	2	15	2	0	2	1	0	0	0	304
	10:00	1	271	63	2	12	2	0	2	0	0	0	0	353
DIRECTION	11:00	2	293	68	2	10	2	0	2	1	0	0	0	380
North	12:00	1	378	79	2	12	1	0	2	0	0	0	0	475
	13:00	2	446	92	1	11	1	0	2	1	0	0	0	556
	14:00	1	394	67	1	8	1	0	1	0	1	0	0	474
	15:00	1	517	99	2	12	1	0	1	0	0	0	0	633
	16:00	4	727	155	4	13	1	0	2	1	0	0	0	907
	17:00	8	848	148	1	11	0	0	4	0	0	0	0	1020
	18:00	3	942	124	0	9	0	0	1	0	0	0	0	1079
	19:00	2	495	72	0	8	0	0	1	0	0	0	0	578
	20:00	1	365	44	0	5	0	0	0	1	0	0	0	416
	21:00	1	273	32	0	2	0	0	0	0	0	0	0	308
	22:00	2	215	25	0	2	0	0	0	1	0	0	0	245
	23:00	1	153	18	0	1	0	0	0	0	0	0	0	173
	24:00	2	146	19	0	1	0	0	0	0	0	0	0	168
TOTAL VEHICLES	36	7280	1272	31	153	19	0	23	8	1	0	0	0	8823
TOTAL AXLES	72	14560	2544	78	306	57	0	80	40	6	0	0	0	17744
ENDING HOUR	1:00	1	36	6	0	1	0	0	0	0	0	0	0	44
	2:00	1	23	5	0	1	0	0	0	0	0	0	0	30
	3:00	0	19	5	0	1	0	0	0	0	0	0	0	25
	4:00	0	21	9	0	1	0	0	0	0	0	0	0	31
	5:00	2	53	18	0	0	1	0	0	0	0	0	0	74
	6:00	3	243	68	0	7	0	0	1	0	0	0	0	322
	7:00	6	585	154	2	13	1	0	1	1	0	0	0	763
	8:00	3	1190	228	6	20	2	0	4	2	0	0	0	1455
	9:00	2	676	137	7	18	4	1	4	4	0	0	0	853
	10:00	2	302	73	12	17	4	0	2	4	0	0	0	416
	11:00	1	270	74	6	12	1	0	3	3	0	0	0	370
	12:00	2	306	84	8	12	2	0	4	2	0	0	0	420
	13:00	3	377	92	6	12	3	0	5	2	0	0	0	500
DIRECTION	14:00	2	333	86	7	11	2	0	2	1	0	0	0	444
South	15:00	3	383	91	7	17	5	0	2	2	0	0	0	510
	16:00	2	386	94	7	15	5	1	4	1	0	0	0	515
	17:00	1	359	91	5	13	4	0	3	4	0	0	0	480
	18:00	1	328	71	2	7	1	0	2	2	0	0	0	414
	19:00	3	299	66	1	5	0	0	1	1	0	0	0	376
	20:00	2	238	35	0	4	0	0	1	0	0	0	0	280
	21:00	0	176	40	0	3	1	0	1	1	0	0	0	222
	22:00	1	118	23	0	2	0	0	0	1	0	0	0	145
	23:00	2	103	18	0	0	0	0	1	1	0	0	0	125
	24:00	0	75	17	0	1	0	0	0	0	0	0	0	93
TOTAL VEHICLES	43	6899	1585	76	193	36	2	41	32	0	0	0	0	8907
TOTAL AXLES	86	13798	3170	190	386	108	8	144	160	0	0	0	0	18050
GRAND TOTAL VEHICLES	79	14179	2857	107	346	55	2	64	40	1	0	0	0	17730
GRAND TOTAL AXLES	158	28358	5714	268	692	165	8	224	200	6	0	0	0	35794

VEHICLE CLASSIFICATION CODES:

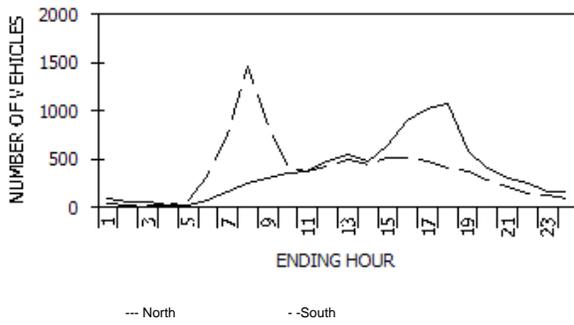
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
North	18	1716		8	1716
South	8	1455		17	1500

SOURCE: NYS DOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 430918
Route #: 940K Road name: Mount Read Blvd
From: ROUTE 104 IS OVER W CONN
To: TOWN OF GREECE
Direction: North
Lanes: 1, 2

Start date: Wed 09/23/2009 16:00
End date: Tue 09/29/2009 17:45
County: Monroe
Town: ROCHESTER
Speed limit: 45
LION#:

Count duration: 146 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-r4contractor9-38
Count taken by: Org: TST Init: ---
Processed by: Org: DOT Init: TGB

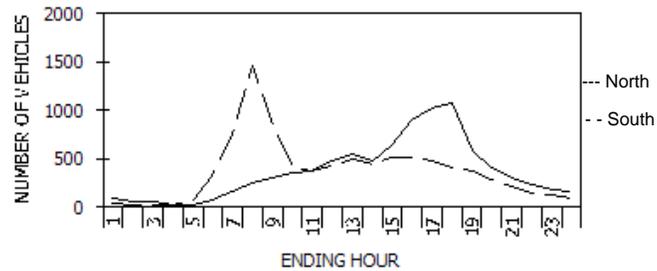
Hour	Speeds, mph															Avg	50th%	85th%	Total			
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0					% Exc 55.0	% Exc 60.0	% Exc 65.0
1:00	3	0	0	0	6	24	30	15	7	2	0	0	0	62%	28%	10%	2%	0%	43.1	46.8	53.7	87
2:00	1	0	0	1	5	14	21	9	4	1	1	0	0	63%	26%	11%	4%	2%	44.4	46.8	53.6	57
3:00	1	0	0	0	3	16	20	12	4	1	0	0	0	65%	30%	9%	2%	0%	45.0	47.2	53.6	57
4:00	0	0	0	0	2	10	14	5	2	0	0	0	0	64%	21%	6%	0%	0%	46.3	46.7	52.1	33
5:00	0	0	0	0	3	5	6	5	2	0	0	0	0	62%	33%	10%	0%	0%	46.3	47.1	53.9	21
6:00	0	0	0	1	7	20	23	15	3	3	0	0	0	61%	29%	8%	4%	0%	46.2	46.8	53.4	72
7:00	2	0	0	2	14	42	54	38	14	3	1	0	0	65%	33%	11%	2%	1%	45.5	47.4	54.1	170
8:00	1	0	0	2	16	56	85	58	32	9	2	0	0	71%	39%	16%	4%	1%	47.4	48.3	55.7	261
9:00	2	0	0	2	17	68	96	77	31	8	3	0	0	71%	39%	14%	4%	1%	47.0	48.3	54.8	304
10:00	2	0	0	2	20	72	124	88	34	9	2	0	0	73%	38%	13%	3%	1%	47.1	48.3	54.6	353
11:00	2	0	0	2	22	80	139	85	40	10	1	0	0	72%	36%	13%	3%	0%	47.1	48.1	54.7	381
12:00	5	0	0	1	21	98	158	116	57	14	4	0	0	74%	40%	16%	4%	1%	47.0	48.6	55.4	474
13:00	2	0	3	5	19	95	189	148	70	22	4	0	0	78%	44%	17%	5%	1%	48.1	49.1	55.9	557
14:00	3	0	0	1	13	93	161	122	62	15	3	1	0	77%	43%	17%	4%	1%	48.0	49.0	55.8	474
15:00	3	0	0	1	20	101	219	172	84	27	6	1	1	80%	46%	19%	6%	1%	48.6	49.4	56.5	635
16:00	4	0	0	2	22	124	286	276	140	40	10	2	1	83%	52%	21%	6%	1%	49.3	50.3	57.1	907
17:00	4	0	0	1	18	146	316	312	168	48	6	2	2	83%	53%	22%	6%	1%	49.5	50.5	57.2	1023
18:00	4	1	0	2	23	148	383	309	165	39	4	1	1	84%	48%	19%	4%	1%	49.0	49.8	56.5	1080
19:00	1	0	0	2	23	119	195	154	64	17	3	1	0	75%	41%	15%	4%	1%	48.1	48.8	55.0	579
20:00	2	0	0	2	25	94	157	89	38	6	3	1	0	71%	33%	12%	2%	1%	46.8	47.8	54.2	417
21:00	2	0	0	3	23	81	105	66	22	5	1	0	0	65%	31%	9%	2%	0%	45.9	47.2	53.7	308
22:00	0	0	0	1	12	56	88	57	21	7	1	0	0	72%	35%	12%	3%	0%	47.7	48.0	54.4	243
23:00	1	0	0	1	12	47	57	39	14	2	1	0	1	65%	33%	10%	2%	1%	46.3	47.4	54.0	175
24:00	1	0	0	0	9	45	59	36	12	4	2	0	1	67%	33%	11%	4%	2%	46.7	47.6	54.2	169
Avg. Daily Total	46	1	3	34	355	1654	2985	2303	1090	292	58	9	7	76.3	42.5	16.5	4.1	0.8	47.9	48.9	55.6	8837
Percent	0.5%	0.0%	0.0%	0.4%	4.0%	18.7%	33.8%	26.1%	12.3%	3.3%	0.7%	0.1%	0.1%									
Cum. Percent	0.5%	0.5%	0.6%	1.0%	5.0%	23.7%	57.5%	83.5%	95.9%	99.2%	99.8%	99.9%	100.0%									
Average hour	2	0	0	1	15	69	124	96	45	12	2	0	0									368

TRAFFIC FLOW BY DIRECTION

Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
North	18	1080		8	1720
South	8	1459		17	1504

Direction	Avg. Speed	50th% Speed	85th% Speed
North	47.9	48.9	55.6
South	46.0	48.1	54.4

Peak Hour Data



**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 430918
Route #: 940K Road name: Mount Read Blvd
From: ROUTE 104 IS OVER W CONN
To: TOWN OF GREECE
Direction: South
Lanes: 1, 2

Start date: Wed 09/23/2009 16:00
End date: Tue 09/29/2009 17:45
County: Monroe
Town: ROCHESTER
Speed limit: 45
LION#:

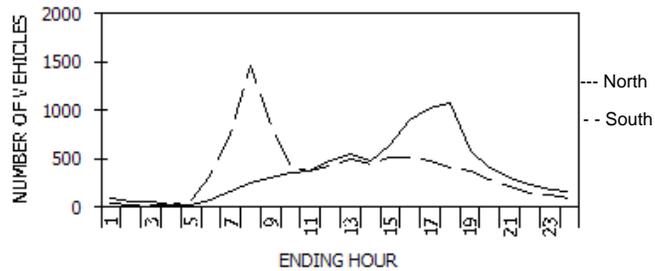
Count duration: 146 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-r4contractor9-38
Count taken by: Org: TST Init: ---
Processed by: Org: DOT Init: TGB

Hour	Speeds, mph															Avg	50th%	85th%	Total			
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0					% Exc 55.0	% Exc 60.0	% Exc 65.0
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	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%									
Average hour	1	1	4	15	38	59	114	97	34	7	2	0	0									371

TRAFFIC FLOW BY DIRECTION

Direction	Avg. 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
North	18	1080	A.M.
South	8	1459	P.M.



New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: 940K	ROAD NAME: Mount Read Blvd	FROM: MAPLE ST	TO: RT 490I IS OVER W CONN	COUNTY: Monroe
DIRECTION: Northbound	FACTOR GROUP: 30	REC. SERIAL #: 1018	FUNC. CLASS: 14	CITY: ROCHESTER
STATE DIR CODE: 1	WK OF YR: 28	PLACEMENT: 20' N of Maple St	NHS: no	BIN:
DATE OF COUNT: 07/10/2007		@ REF MARKER: 940K43011002	JURIS: NYS DOT	RR CROSSING:
NOTES LANE 0: NB Three Lanes 35 MPH		ADDL DATA:	CC Stn:	HPMS SAMPLE:
		COUNT TYPE: AXLE PAIRS	BATCH ID: R04-R04RO4TSWW28	
COUNT TAKEN BY:	ORG CODE: R04 INITIALS: TST	PROCESSED BY:	ORG CODE: R04 INITIALS: RHC	

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W	97	44	69	35	43	151	357	593	589	563	570	614	684	657	681	896	875	798	455	357	286	249	186	140			
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	10082	885	16
13	F	103	65	59	53	50	147	317	551	562	614	612	671	712	688	848	926											
14	S																											
15	S																											
16	M																											
17	T																											
18	W																											
19	T																											
20	F																											
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT										
102	59	63	39	45	146	332	564	558	559	549	624	657	644	652	867	858	786	438	362	274	273	209	156	9816
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	ESTIMATED (one way)																
4	76	4	72	867	9%	0.965	1.105	AADT 8883																

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: 940K	ROAD NAME: Mount Read Blvd	FROM: RT 490I IS OVER W CONN	TO: JAY ST	COUNTY: Monroe
DIRECTION: Northbound	FACTOR GROUP: 30	REC. SERIAL #: 0643	FUNC. CLASS: 14	CITY: ROCHESTER
STATE DIR CODE: 1	WK OF YR: 28	PLACEMENT: 40' N of 490I	NHS: yes	BIN:
DATE OF COUNT: 07/10/2007		@ REF MARKER: 940K43011005	JURIS: NYS DOT	RR CROSSING:
NOTES LANE 0: NB Two Lanes 35 MPH		ADDL DATA:	CC Str:	HPMS SAMPLE:
		COUNT TYPE: AXLE PAIRS	BATCH ID: R04-R04RO4TSWW28	
COUNT TAKEN BY: ORG CODE: R04 INITIALS: TST		PROCESSED BY: ORG CODE: R04 INITIALS: RHC		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W	152	91	89	84	87	342	746	878	818	695	697	823	928	934	948	1099	1047	994	620	535	475	394	328	262			
12	T	163	97	86	74	81	308	706	795	764	714	747	844	903	921	959	1087	1123	1082	613	513	429	424	367	268	14036	1152	17
13	F	156	136	110	73	93	291	704	786	755	744	734	870	913	971	1080	1101									14068	1123	16
14	S																											
15	S																											
16	M																											
17	T																											
18	W																											
19	T																											
20	F																											
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT										
152	104	92	74	84	303	694	791	752	693	701	816	862	885	916	1020	1041	1038	591	510	441	414	330	246	13550
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	ESTIMATED (one way)																
4	76	4	72	1041	8%	0.965	1.105	AADT																
														12262										

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: 940K	ROAD NAME: Mount Read Blvd	FROM: RT 490I IS OVER W CONN	TO: JAY ST	COUNTY: Monroe
DIRECTION: Southbound	FACTOR GROUP: 30	REC. SERIAL #: 4801	FUNC. CLASS: 14	CITY: ROCHESTER
STATE DIR CODE: 2	WK OF YR: 28	PLACEMENT: 40' N of 490I	NHS: yes	BIN:
DATE OF COUNT: 07/10/2007		@ REF MARKER: 940K43011005	JURIS: NYSDOT	RR CROSSING:
NOTES LANE 0: SB Three Lanes 35 MPH		ADDL DATA:	CC Stn:	HPMS SAMPLE:
		COUNT TYPE: AXLE PAIRS	BATCH ID: R04-R04RO4TSWW28	

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

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12
1	S																											
2	M																											
3	T																											
4	W																											
5	T																											
6	F																											
7	S																											
8	S																											
9	M																											
10	T																											
11	W	152	92	93	69	101	286	818	1228	1098	740	822	883	903	859	975	1331	1043	914	644	453	438	410	352	249			
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	15059	1228	7
13	F	168	79	115	108	106	250	746	1131	1004	832	816	1007	1001	996	1024	1265											
14	S																											
15	S																											
16	M																											
17	T																											
18	W																											
19	T																											
20	F																											
21	S																											
22	S																											
23	M																											
24	T																											
25	W																											
26	T																											
27	F																											
28	S																											
29	S																											
30	M																											
31	T																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT										
153	83	95	86	104	262	776	1182	1014	788	795	908	887	859	976	1171	1034	896	616	471	445	392	340	268	14601
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>		<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>		<u>% of day</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED (one way)												
4	76	4		72	1182		8%		0.965	1.105		AADT 13214												

New York State Department of Transportation 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:	1	WK OF YR:	28	PLACEMENT:	800' S o fEmerson	NHS:	yes	BIN:	1049759
DATE OF COUNT:	07/10/2007			@ REF MARKER:	940K43011013		JURIS:	NYS DOT	
NOTES LANE 1:	NB Two Lanes 45 MPH			ADDL DATA:		CC Stn:		RR CROSSING:	
				COUNT TYPE:	AXLE PAIRS		BATCH ID:	R04-R04RO4TSWW28	
COUNT TAKEN BY:	ORG CODE: R04 INITIALS: TST			PROCESSED BY:	ORG CODE: R04 INITIALS: RHC				

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR																						
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12																				
1	S																																															
2	M																																															
3	T																																															
4	W																																															
5	T																																															
6	F																																															
7	S																																															
8	S																																															
9	M																																															
10	T																																															
11	W	121	76	62	72	58	205	443	572	525	530	485	593	651	631	675	766	868	1003	491	380	372	313	261	183																							
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	10419	1003	17																				
13	F	117	109	81	50	78	187	436	542	493	523	535	629	710	652	774	867	721																														
14	S																																															
15	S																																															
16	M																																															
17	T																																															
18	W																																															
19	T																																															
20	F																																															
21	S																																															
22	S																																															
23	M																																															
24	T																																															
25	W																																															
26	T																																															
27	F																																															
28	S																																															
29	S																																															
30	M																																															
31	T																																															

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT	
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)							
4	76	4	71	924	9%	0.965	1.105	<div style="font-size: 24pt; font-weight: bold; margin: 0;">AADT</div> <div style="font-size: 24pt; font-weight: bold; margin: 0;">9134</div>							

STATION: **430946**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: 940K	ROAD NAME:	FROM: EMERSON ST	TO: LEXINGTON AVE	COUNTY: Monroe
DIRECTION: Southbound	FACTOR GROUP: 30	REC. SERIAL #: 8409	FUNC. CLASS: 14	CITY: ROCHESTER
STATE DIR CODE: 2	WK OF YR: 18	PLACEMENT: 100' N of Emerson St	NHS: yes	BIN: 1049759
DATE OF COUNT: 04/25/2005		@ REF MARKER: 940K43011017	JURIS: State	RR CROSSING:
NOTES LANE 1: SB Two Lanes 45 MPH		ADDL DATA:	CC Str:	HPMS SAMPLE:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-R04TSVW17	
COUNT TAKEN BY: ORG CODE: R04 INITIALS: TST		PROCESSED BY: ORG CODE: R04 INITIALS: rhc		

DATE	DAY	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO			
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T	52	35	30	46	53	226	519	1185	1196	501	507	605	597	535	654	752	702	600	393	313	271	242	196	205	10415	1196	8
27	W	85	39	30	50	62	222	531	1097	903	534	522	572	636	627	716	795	690	602	424	374	287	211	181	159	10349	1097	7
28	T	89	29	35	42	66	231	526	1148	883	553	560	613	649	571	687	757	724	581	406	347	314	247	197	198	10453	1148	7
29	F	78	38	45	59	68	216	518	1084	808	530	553	603															
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)								
5	93	5	93	1128	11%	0.952	0.995	AADT								
								9835								

ROUTE #: 940K	ROAD NAME:	FROM: EMERSON ST	TO: LEXINGTON AVE	COUNTY: Monroe
STATION: 430946	STATE DIR CODE: 2	PLACEMENT: 100' N of Emerson St		DATE OF COUNT: 04/25/2005

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	940K	ROAD NAME:	Mount Read Blvd	FROM:	LEXINGTON AVE	TO:	DRIVING PARK AVE	COUNTY:	Monroe
DIRECTION:	Northbound	FACTOR GROUP:	30	REC. SERIAL #:	7429	FUNC. CLASS:	14	CITY:	ROCHESTER
STATE DIR CODE:	1	WK OF YR:	32	PLACEMENT:	.25 M N of Lexington Ave	NHS:	yes	BIN:	
DATE OF COUNT:	08/06/2007			@ REF MARKER:	940K43011021			JURIS:	NYS DOT
NOTES LANE 1:	NB Travel Lane 45 MPH			ADDL DATA:				CC Str:	
NOTES LANE 2:	NB Passing lane 45 MPH			COUNT TYPE:	VEHICLES			BATCH ID:	DOT-r4contractorww32
COUNT TAKEN BY:	ORG CODE: TST INITIALS: TST			PROCESSED BY:	ORG CODE: DOT INITIALS: TGB			HPMS SAMPLE:	35000650

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR																						
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12																				
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																																															
14	T	132	51	60	49	47	166	416	470	503	474	469	590	626	611	658	953	938	984	560	481	410	350	245	205	10448	984	17																				
15	W	111	78	62	50	50	174	398	463	468	471	455	597	653	575	716	968	961	959	573	439	420	351	243	202	10437	968	15																				
16	T	131	81	90	56	64	172	396	426	460	430	494	577	632	593	778	864	988	986	596	453	387	373	262	258	10547	988	16																				
17	F	120	96	79	46	74	158	374	417	416	465	497	588	707	652	724	1005	962	960	589	433	358	335	298	268	10621	1005	15																				
18	S	163	88	116	81	47	80	97	147	236	274	356	472	505	443	480	484	452	383	368	360	333	291	288	223	6767	505	12																				
19	S	135	115	129	71	32	44	69	98	122	211	234	320	339	372	369	343	380	358	392	268	291	260	215	125	5292	392	18																				
20	M	108	57	48	43	35	160	393	434	403	437	449	541	602	566	740	926	910	1002	503	388	328	268	223	191	9755	1002	17																				
21	T	110	59	63	52	54	158	365	477	438	426																																					
22	W																																															
23	T																																															
24	F																																															
25	S																																															
26	S																																															
27	M																																															
28	T																																															
29	W																																															
30	T																																															
31	F																																															

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

121	73	71	51	58	166	390	448	448	450	473	576	626	597	728	920	950	976	562	432	377	329	240	219	10281
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>		<u>Average Weekday % of day</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED													
9	191	6	125	976		9%		1.000	1.111		AADT 9254													

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	940K	ROAD NAME:	Mount Read Blvd	FROM:	LEXINGTON AVE	TO:	DRIVING PARK AVE	COUNTY:	Monroe
DIRECTION:	Southbound	FACTOR GROUP:	30	REC. SERIAL #:	0312	FUNC. CLASS:	14	CITY:	ROCHESTER
STATE DIR CODE:	2	WK OF YR:	32	PLACEMENT:	.25 M N of Lexington Ave	NHS:	yes	BIN:	
DATE OF COUNT:	08/06/2007			@ REF MARKER:	940K43011021			JURIS:	NYS DOT
NOTES LANE 1:	SB Travel Lane 45 MPH			ADDL DATA:				CC Str:	
NOTES LANE 2:	SB Passing Lane 45 MPH			COUNT TYPE:	VEHICLES			BATCH ID:	DOT-r4contractorww32
COUNT TAKEN BY:	ORG CODE: TST INITIALS: TST			PROCESSED BY:	ORG CODE: DOT INITIALS: TGB			HPMS SAMPLE:	35000650

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR																							
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10				10 TO 11	11 TO 12																					
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																																						
22	W																																																
23	T																																																
24	F																																																
25	S																																																
26	S																																																
27	M																																																
28	T																																																
29	W																																																
30	T																																																
31	F																																																

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

66	52	34	50	90	253	613	999	671	466	452	497	515	511	580	601	540	475	383	326	280	229	207	138	9028	ADT		
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>		<u>Average Weekday % of day</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED			AADT 8126													
9	191	6	125	999		11%		1.000	1.111																		

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: 940K
COUNTY NAME: Monroe
REGION CODE: 4
FROM: LEXINGTON AVE
TO: DRIVING PARK AVE
REF-MARKER: 940K43011021
END MILEPOINT: 0110245
FUNC-CLASS: 14
STATION NO: 0947
COUNT TAKEN BY: ORG CODE: TST INITIALS: TST
PROCESSED BY: ORG CODE: DOT INITIALS: TGB

ROAD NAME: Mount Read Blvd

YEAR: 2007
MONTH: August

STATION: 430947

NO. OF LANES: 4
HPMS NO: 35000650

BATCH ID: DOT-r4contractorww32

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	10288	9023	19311
NUMBER OF AXLES	21254	18686	39941
% HEAVY VEHICLES (F4-F13)	7.38%	7.44%	7.41%
% TRUCKS AND BUSES (F3-F13)	22.72%	25.49%	24.01%
AXLE CORRECTION FACTOR	0.97	0.97	0.97

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	1	109	9	0	1	0	0	0	1	0	0	0	121
	2:00	1	61	8	0	1	0	0	0	2	0	0	0	73
	3:00	1	62	6	0	0	0	0	1	0	0	0	0	70
	4:00	0	44	3	0	1	1	0	0	1	0	0	0	50
	5:00	1	46	7	0	1	1	0	0	2	0	0	0	58
	6:00	2	123	31	0	3	1	0	1	3	0	0	0	164
	7:00	3	291	57	5	18	9	0	2	5	0	1	0	391
	8:00	4	312	75	10	24	9	0	5	8	0	0	0	447
	9:00	2	292	87	14	26	10	0	7	9	0	0	0	447
	10:00	2	285	94	10	37	6	0	7	8	0	0	0	449
DIRECTION	11:00	2	317	93	10	25	7	0	10	9	0	0	0	473
North	12:00	4	414	96	8	27	8	0	10	9	0	0	0	576
	13:00	4	465	110	9	28	9	0	6	8	0	0	0	639
	14:00	5	426	103	10	29	8	0	7	10	0	0	0	598
	15:00	5	542	118	9	26	8	0	8	11	0	0	0	727
	16:00	10	687	161	6	28	6	0	12	8	1	0	0	920
	17:00	9	757	140	7	15	4	0	10	8	0	0	0	950
	18:00	4	818	123	4	15	1	0	5	6	0	0	0	976
	19:00	5	462	72	4	10	1	0	4	3	0	0	0	561
	20:00	6	360	55	1	5	1	0	2	2	0	0	0	432
	21:00	5	320	44	1	4	1	0	0	3	0	0	0	378
	22:00	4	284	34	1	4	1	0	1	2	0	0	0	331
	23:00	2	206	24	0	3	1	0	1	3	0	0	0	240
	24:00	2	184	28	1	1	0	0	0	1	0	0	0	217
TOTAL VEHICLES		84	7867	1578	110	332	93	0	98	123	1	1	0	10288
TOTAL AXLES		168	15734	3156	275	664	279	0	343	615	6	5	0	21254
ENDING HOUR	1:00	1	53	9	1	0	0	0	0	1	0	0	0	65
	2:00	1	41	8	0	0	0	0	0	2	0	0	0	52
	3:00	0	25	8	0	0	0	0	0	0	0	0	0	33
	4:00	0	35	11	1	2	0	0	0	2	0	0	0	51
	5:00	1	68	17	1	2	1	0	0	1	0	0	0	91
	6:00	5	180	55	1	12	0	0	0	0	0	0	0	253
	7:00	7	447	128	3	14	6	0	2	5	0	0	0	612
	8:00	6	777	167	7	19	7	1	5	9	0	0	0	998
	9:00	3	490	121	10	25	6	0	6	10	0	0	0	671
	10:00	4	308	96	11	23	6	1	8	9	0	0	0	466
	11:00	3	299	95	9	22	7	1	5	10	0	0	0	451
DIRECTION	12:00	5	330	103	7	26	6	0	7	11	0	0	0	495
South	13:00	4	356	104	9	22	4	1	8	11	0	0	0	519
	14:00	3	345	107	7	27	6	1	6	9	0	0	0	511
	15:00	4	404	113	10	23	8	1	8	9	0	0	0	580
	16:00	4	439	106	5	20	8	0	8	10	0	0	0	600
	17:00	3	398	98	6	15	6	1	7	6	0	0	0	540
	18:00	5	372	72	2	8	4	0	6	5	0	0	0	474
	19:00	6	296	61	4	8	1	0	4	3	0	0	0	383
	20:00	5	265	45	1	6	1	0	1	3	0	0	0	327
	21:00	2	231	38	0	3	0	0	2	2	0	1	0	279
	22:00	2	195	27	1	1	1	0	0	1	0	0	0	229
	23:00	4	169	28	0	3	0	0	0	2	0	0	0	206
	24:00	2	120	12	0	1	0	0	0	2	0	0	0	137
TOTAL VEHICLES		80	6643	1629	96	282	78	7	83	123	0	1	1	9023
TOTAL AXLES		160	13286	3258	240	564	234	28	290	615	0	5	6	18686
GRAND TOTAL VEHICLES		164	14510	3207	206	614	171	7	181	246	1	2	1	19311
GRAND TOTAL AXLES		328	29020	6414	515	1228	513	28	634	1230	6	10	6	39940

VEHICLE CLASSIFICATION CODES:

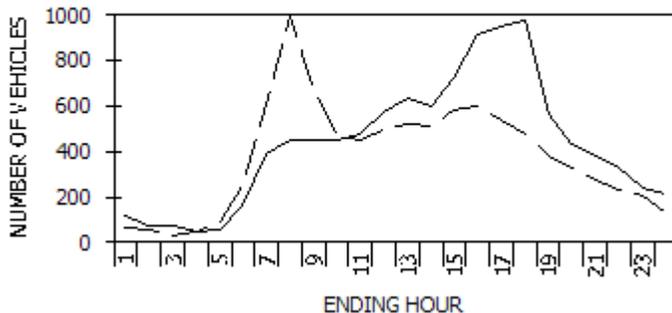
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	18	976	A.M.	8	1445
South	8	998	P.M.	16	1520

SOURCE: NYSDOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

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

Start date: Mon 08/06/2007 12:00
End date: Tue 08/21/2007 09:45
County: Monroe
Town: ROCHESTER
Speed limit: 45

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

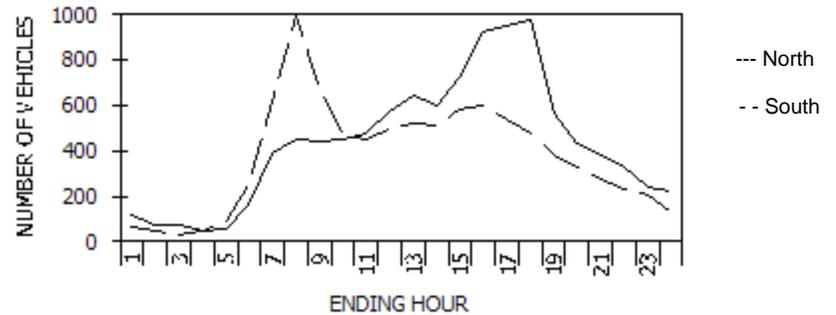
Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	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

TRAFFIC FLOW BY DIRECTION

	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	2-way A.M.	Hour	Count
North	18	976		8	1446
South	8	999		16	1521



**New York State Department of Transportation
Speed Count Average Weekday Report**

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

Start date: Mon 08/06/2007 12:00
End date: Tue 08/21/2007 09:45
County: Monroe
Town: ROCHESTER
Speed limit: 45

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

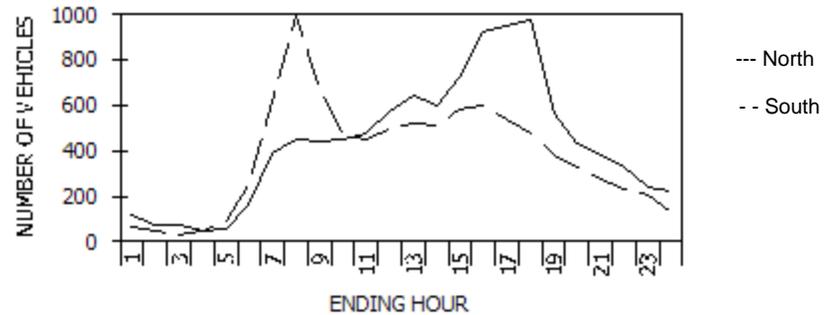
Speeds, mph

Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	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

TRAFFIC FLOW BY DIRECTION

	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	2-way A.M.	Hour	Count
North	18	976		8	1446
South	8	999		16	1521



New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: 940K ROAD NAME: Mount Read Blvd
 COUNTY NAME: Monroe
 REGION CODE: 4
 FROM: DRIVING PARK AVE
 TO: RIDGEWAY OVER W/CONN
 REF-MARKER: 940K43011026
 END MILEPOINT: 0110290
 FUNC-CLASS: 14 NO. OF LANES: 4
 STATION NO: 0948 HPMS NO: 35000650
 COUNT TAKEN BY: ORG CODE: TST INITIALS: GNL
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB

YEAR: 2010
 MONTH: November

STATION: 430948

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	8352	7250	15602
NUMBER OF AXLES	16889	14683	31571
% HEAVY VEHICLES (F4-F13)	3.69%	3.68%	3.69%
% TRUCKS AND BUSES (F3-F13)	18.64%	16.92%	17.84%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

BATCH ID: DOT-r4-10contractor46b

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	144	16	0	2	0	0	0	0	0	0	0	162
	2:00	0	102	12	0	1	0	0	0	0	0	0	0	115
	3:00	0	53	4	0	0	0	0	1	0	0	0	0	58
	4:00	0	51	8	0	0	0	0	0	0	0	0	0	59
	5:00	0	38	4	0	0	0	0	0	0	0	0	0	42
	6:00	0	29	5	1	0	1	0	0	1	0	0	0	37
	7:00	0	78	7	1	2	1	0	0	2	0	0	0	91
	8:00	0	116	25	7	15	5	0	0	1	0	0	0	169
	9:00	0	214	52	7	11	3	0	2	2	0	0	0	291
	10:00	0	226	61	4	13	3	0	2	2	0	0	0	311
DIRECTION	11:00	0	280	68	4	14	5	1	2	2	0	0	0	376
North	12:00	0	282	69	5	11	5	0	4	3	0	0	0	379
	13:00	1	332	76	5	11	3	0	3	2	0	0	0	433
	14:00	1	382	84	6	13	3	0	2	2	0	0	0	493
	15:00	0	340	78	9	13	3	0	2	2	0	0	0	447
	16:00	1	446	96	4	10	3	0	2	2	0	0	0	564
	17:00	1	615	133	2	9	3	0	3	1	0	0	0	767
	18:00	2	793	143	2	11	1	0	1	1	0	0	0	954
	19:00	2	941	138	1	9	0	0	1	1	0	0	0	1093
	20:00	1	464	66	0	6	1	0	1	0	0	0	0	539
	21:00	0	275	40	1	4	0	0	0	0	0	0	0	320
	22:00	0	243	29	0	2	0	0	0	0	0	0	0	274
	23:00	0	203	22	0	1	0	0	0	0	0	0	0	226
	24:00	0	139	13	0	0	0	0	0	0	0	0	0	152
TOTAL VEHICLES	9	6786	1249	59	158	40	1	25	25	0	0	0	0	8352
TOTAL AXLES	18	13572	2498	148	316	120	4	88	125	0	0	0	0	16889
ENDING HOUR	1:00	0	68	6	0	0	0	0	0	0	0	0	0	74
	2:00	0	34	2	0	0	0	0	0	0	0	0	0	36
	3:00	0	26	2	0	0	0	0	0	0	0	0	0	28
	4:00	0	26	5	0	1	0	0	0	0	0	0	0	32
	5:00	0	38	5	0	0	0	0	0	0	0	0	0	43
	6:00	0	122	28	0	2	0	0	0	1	0	0	0	153
	7:00	1	290	70	1	4	1	0	0	1	0	0	0	368
	8:00	1	632	107	6	10	1	0	0	2	0	0	0	759
	9:00	1	831	123	3	13	2	0	2	2	0	0	0	977
	10:00	0	466	80	9	14	3	0	2	2	0	0	0	576
DIRECTION	11:00	0	281	57	4	10	4	0	2	3	0	0	0	361
South	12:00	0	262	52	4	9	3	0	2	3	0	0	0	335
	13:00	1	288	53	3	7	4	0	2	2	0	0	0	360
	14:00	0	300	52	4	8	2	0	4	2	0	0	0	372
	15:00	1	310	55	4	9	5	0	3	2	0	0	0	389
	16:00	1	331	58	6	10	5	1	3	2	0	0	0	417
	17:00	1	366	56	6	9	2	0	2	2	0	0	0	444
	18:00	0	320	46	4	7	2	0	2	1	0	0	0	382
	19:00	1	272	32	1	4	1	0	1	1	0	0	0	313
	20:00	0	219	23	0	2	0	0	0	0	0	0	0	244
	21:00	0	172	18	0	1	0	0	0	0	0	0	0	191
	22:00	0	146	13	0	1	0	0	0	0	0	0	0	160
	23:00	0	119	10	0	2	0	0	0	1	0	0	0	132
	24:00	0	96	7	0	1	0	0	0	0	0	0	0	104
TOTAL VEHICLES	8	6015	960	55	124	35	1	25	27	0	0	0	0	7250
TOTAL AXLES	16	12030	1920	138	248	105	4	88	135	0	0	0	0	14683
GRAND TOTAL VEHICLES	17	12801	2209	114	282	75	2	50	52	0	0	0	0	15602
GRAND TOTAL AXLES	34	25602	4418	285	564	225	8	175	260	0	0	0	0	31572

VEHICLE CLASSIFICATION CODES:

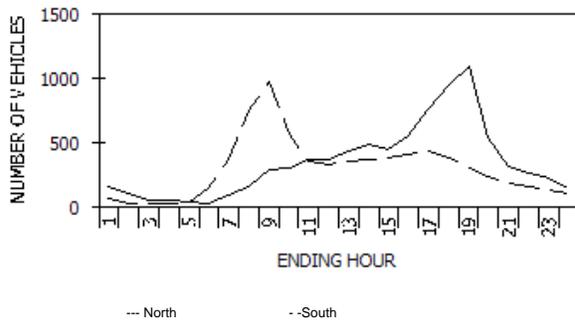
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
North	9	1093		9	1268
South	9	977		19	1406

SOURCE: NYS DOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Station: 430948
Route #: 940K Road name: Mount Read Blvd
From: DRIVING PARK AVE
To: RIDGEWAY OVER W/CONN
Direction: North
Lanes: 1, 2

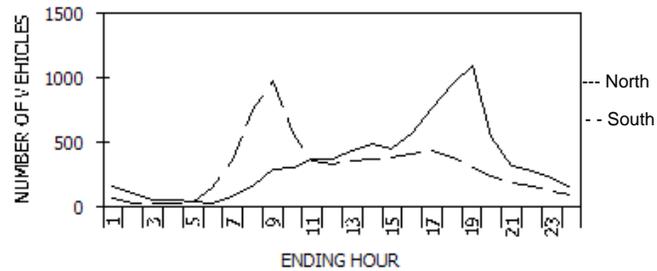
Start date: Fri 11/05/2010 16:00
End date: Fri 11/19/2010 12:45
County: Monroe
Town: ROCHESTER
Speed limit: 45
LION#:

Count duration: 333 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-r4-10contractor46b
Count taken by: Org: TST Init: GNL
Processed by: Org: DOT Init: TGB

Hour	Speeds, mph															Avg	50th%	85th%	Total			
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0					% Exc 55.0	% Exc 60.0	% Exc 65.0
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	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	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%									
Average hour	0	0	0	2	15	64	123	97	36	8	2	0	0									348

TRAFFIC FLOW BY DIRECTION

Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
North	19	1093		9	1266
South	9	977		19	1404



**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 430948
Route #: 940K Road name: Mount Read Blvd
From: DRIVING PARK AVE
To: RIDGEWAY OVER W/CONN
Direction: South
Lanes: 1, 2

Start date: Fri 11/05/2010 16:00
End date: Fri 11/19/2010 12:45
County: Monroe
Town: ROCHESTER
Speed limit: 45
LION#:

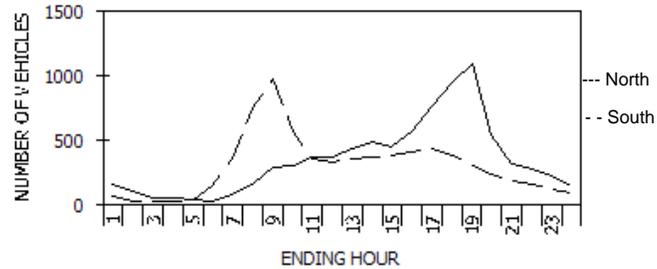
Count duration: 333 hours
Functional class: 14
Factor group: 30
Batch ID: DOT-r4-10contractor46b
Count taken by: Org: TST Init: GNL
Processed by: Org: DOT Init: TGB

Hour	Speeds, mph																Avg	50th%	85th%	Total		
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0					% Exc 60.0	% Exc 65.0
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	0	1	14	56	115	110	49	14	2	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%									
Average hour	0	0	0	2	13	51	98	88	38	10	2	0	0									302

TRAFFIC FLOW BY DIRECTION

Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
North	19	1093		9	1266
South	9	977		19	1404

Direction	Avg. Speed	50th% Speed	85th% Speed
North	48.3	48.8	54.8
South	48.7	49.4	55.6



New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: 940K	ROAD NAME: Mount Read Blvd	FROM: RIDGEWAY OVER W/CONN	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: 2	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-R04RO4TSWW46	

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

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR						
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12									
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																																	
14	W	39	27	12	42	92	302	756	1191	817	502	406	400	480	463	551	536	527	414	325	254	210	162	152	92	8582	1238	7						
15	T	42	35	20	38	75	267	713	1252	842	459	391	387	497	508	525	488	465	427	359	272	218	177	134	112	8703	1252	7						
16	F	45	28	30	46	91	298																											
17	S																																	
18	S																																	
19	M																																	
20	T																																	
21	W																																	
22	T																																	
23	F																																	
24	S																																	
25	S																																	
26	M																																	
27	T																																	
28	W																																	
29	T																																	
30	F																																	

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

41	29	20	41	83	279	709	1184	790	449	378	378	482	468	509	493	472	394	327	249	204	165	141	100	8385
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	ESTIMATED (one way)																
4	72	4	72	1184	14%	0.965	1.025	AADT 8180																

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #: 940K ROAD NAME: Mount Read Blvd YEAR: 2010 STATION: 430950
 COUNTY NAME: Monroe MONTH: November
 REGION CODE: 4
 FROM: TOWN OF GREECE
 TO: JOANN DRIVE
 REF-MARKER: 940K43011038
 END MILEPOINT: 0110400 NO. OF LANES: 4
 FUNC-CLASS: 16 HPMS NO: 30081000
 STATION NO: 0950 LION#:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: GNL
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB BATCH ID: DOT-r4-10contractor46b

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	9194	7905	17099
NUMBER OF AXLES	18471	15895	34366
% HEAVY VEHICLES (F4-F13)	2.94%	3.02%	2.98%
% TRUCKS AND BUSES (F3-F13)	20.94%	17.95%	19.56%
AXLE CORRECTION FACTOR	1.00	0.99	1.00

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	86	12	0	0	0	0	0	0	0	0	0	98
	2:00	0	46	6	0	0	0	0	0	0	0	0	0	52
	3:00	0	46	8	0	0	0	0	0	0	0	0	0	54
	4:00	0	32	6	0	2	0	0	0	0	0	0	0	40
	5:00	0	18	4	0	0	0	0	0	0	0	0	0	22
	6:00	0	54	7	0	2	0	0	0	0	0	0	0	63
	7:00	0	125	40	6	10	5	0	0	0	0	0	0	186
	8:00	1	217	60	8	11	2	0	2	1	0	0	0	302
	9:00	0	214	69	5	12	1	0	1	0	0	0	0	302
	10:00	0	260	82	3	14	1	0	1	1	0	0	0	362
DIRECTION	11:00	0	295	83	2	14	1	1	2	2	0	0	0	400
North	12:00	1	379	93	2	16	2	0	2	1	0	0	0	496
	13:00	2	435	115	2	13	2	0	1	0	0	0	0	570
	14:00	1	379	96	3	12	1	0	1	1	0	0	0	494
	15:00	1	494	123	4	12	1	0	1	0	0	0	0	636
	16:00	2	706	174	3	16	0	0	1	0	0	0	0	902
	17:00	2	876	190	3	16	0	0	2	0	0	0	0	1089
	18:00	1	1004	181	2	12	0	0	1	0	0	0	0	1201
	19:00	1	534	103	1	8	0	0	0	0	0	0	0	647
	20:00	0	308	63	0	7	0	0	0	0	0	0	0	378
	21:00	0	274	51	0	4	0	0	0	0	0	0	0	329
	22:00	0	219	40	0	4	0	0	0	1	0	0	0	264
	23:00	0	130	24	0	1	0	0	0	0	0	0	0	155
	24:00	0	126	25	0	1	0	0	0	0	0	0	0	152
TOTAL VEHICLES	12	7257	1655	44	187	16	1	15	7	0	0	0	0	9194
TOTAL AXLES	24	14514	3310	110	374	48	4	52	35	0	0	0	0	18471
ENDING HOUR	1:00	0	35	3	0	0	0	0	0	0	0	0	0	38
	2:00	0	21	2	0	0	0	0	0	0	0	0	0	23
	3:00	0	20	3	0	1	0	0	0	0	0	0	0	24
	4:00	0	29	6	0	0	0	0	0	0	0	0	0	35
	5:00	0	61	17	0	1	0	0	0	0	0	0	0	79
	6:00	0	263	62	0	4	0	0	0	0	0	0	0	329
	7:00	0	521	134	0	6	0	0	1	0	0	0	0	662
	8:00	2	1073	175	7	17	1	0	2	1	0	0	0	1278
	9:00	1	575	92	4	18	1	0	3	1	0	0	0	695
	10:00	2	302	68	8	18	1	0	1	1	0	0	0	401
DIRECTION	11:00	1	296	54	1	8	2	0	1	1	0	0	0	364
South	12:00	0	312	61	2	11	1	0	2	2	0	0	0	391
	13:00	0	362	71	1	10	1	0	2	1	0	0	0	448
	14:00	0	329	71	2	14	2	0	2	1	0	0	0	421
	15:00	0	376	69	4	14	3	0	1	0	0	0	0	467
	16:00	0	379	66	2	11	3	0	1	0	0	0	0	462
	17:00	1	330	58	4	11	0	0	0	0	0	0	0	404
	18:00	0	309	46	2	6	1	0	0	0	0	0	0	364
	19:00	0	272	35	0	3	0	0	0	0	0	0	0	310
	20:00	0	180	22	0	3	0	0	0	0	0	0	0	205
	21:00	0	143	22	0	1	0	0	0	0	0	0	0	166
	22:00	0	123	20	0	2	0	0	0	1	0	0	0	146
	23:00	0	104	14	0	2	0	0	0	0	0	0	0	120
	24:00	0	64	9	0	0	0	0	0	0	0	0	0	73
TOTAL VEHICLES	7	6479	1180	37	161	16	0	16	9	0	0	0	0	7905
TOTAL AXLES	14	12958	2360	92	322	48	0	56	45	0	0	0	0	15895
GRAND TOTAL VEHICLES	19	13736	2835	81	348	32	1	31	16	0	0	0	0	17099
GRAND TOTAL AXLES	38	27472	5670	202	696	96	4	108	80	0	0	0	0	34366

VEHICLE CLASSIFICATION CODES:

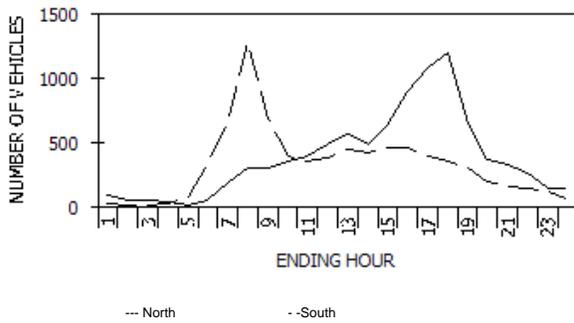
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | RURAL | URBAN | SYSTEM |
|-------|-------|-------------------------------|
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |

TRAFFIC FLOW BY DIRECTION



--- North --South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY A.M.	HOUR	COUNT
North	18	1201		8	1580
South	8	1278		18	1565

SOURCE: NYS DOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 430950
Route #: 940K Road name: Mount Read Blvd
From: TOWN OF GREECE
To: JOANN DRIVE
Direction: North
Lanes: 1, 2

Start date: Fri 11/12/2010 16:00
End date: Fri 11/19/2010 11:45
County: Monroe
Town: GREECE
Speed limit: 35
LION#:

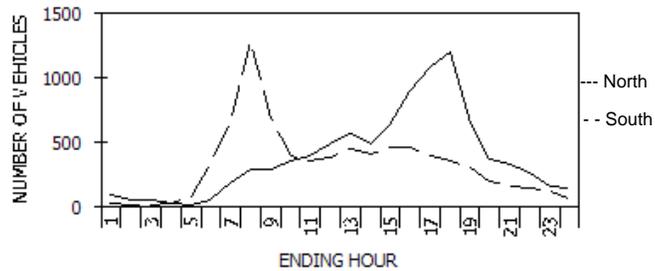
Count duration: 164 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r4-10contractor46b
Count taken by: Org: TST Init: GNL
Processed by: Org: DOT Init: TGB

Hour	Speeds, mph															Avg	50th%	85th%	Total			
	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0					% Exc 55.0	% Exc 60.0	% Exc 65.0
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	6	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%									
Average hour	30	30	10	11	53	107	93	38	9	2	0	0	0									383

TRAFFIC FLOW BY DIRECTION

Direction	Avg. Speed	50th% Speed	85th% Speed
North	34.6	42.7	49.6
South	42.5	45.2	51.8

Peak Hour Data					
Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
North	18	1202		8	1579
South	8	1278		18	1567



**New York State Department of Transportation
Speed Count Average Weekday Report**

Station: 430950
Route #: 940K Road name: Mount Read Blvd
From: TOWN OF GREECE
To: JOANN DRIVE
Direction: South
Lanes: 1, 2

Start date: Fri 11/12/2010 16:00
End date: Fri 11/19/2010 11:45
County: Monroe
Town: GREECE
Speed limit: 35
LION#:

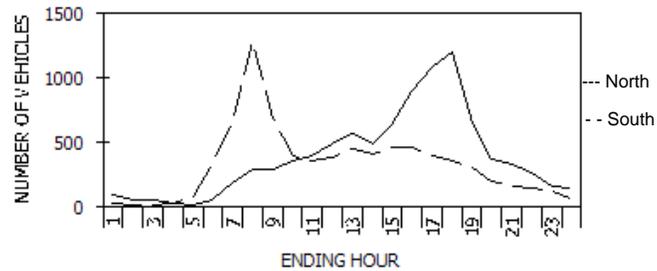
Count duration: 164 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-r4-10contractor46b
Count taken by: Org: TST Init: GNL
Processed by: Org: DOT Init: TGB

Hour	Speeds, mph															Avg	50th%	85th%	Total			
	0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0					% Exc 55.0	% Exc 60.0	% Exc 65.0
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%									
Average hour	4	3	6	19	37	92	101	51	13	3	0	0	0									329

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
North	34.6	42.7	49.6
South	42.5	45.2	51.8

Peak Hour Data					
Direction	Hour	Count	2-way A.M. P.M.	Hour	Count
North	18	1202		8	1579
South	8	1278		18	1567



STATION: **438077**

**New York State Department of Transportation
Traffic Count Hourly Report**

Page 2 of 2

ROAD #: **CR 1500** ROAD NAME: **MT READ BLVD** FROM: **ROCH CITY LINE** TO: **LANE CHNG** COUNTY: **Monroe**
 DIRECTION: **Southbound** FACTOR GROUP: **30** REC. SERIAL #: **3038** FUNC. CLASS: **16** TOWN: **GREECE**
 STATE DIR CODE: **2** WK OF YR: **31** PLACEMENT: **550 Ft. N. Joanne Dr.** NHS: **no** LION#:
 DATE OF COUNT: **08/02/2009** @ REF MARKER: JURIS: **County** BIN:
 NOTES LANE 0: **Week 31 South Bound** ADDL DATA: CC Str: RR CROSSING:
 COUNT TAKEN BY: **ORG CODE: TST INITIALS: ---** PROCESSED BY: **ORG CODE: DOT INITIALS: RHC** BATCH ID: **R04-DOTR04TSWW31HPMS SAMPLE:**

DATE	DAY	AM										PM										DAILY TOTAL	DAILY HIGH	DAILY HIGH HOUR				
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8				8 TO 9	9 TO 10	10 TO 11	11 TO 12
1	S																											
2	S																											
3	M	24	30	19	27	66	245	504	911	574	391	382	405	468	443	448	415	434	446	361	296	304	215	115	93	7616	911	7
4	T	46	24	34	32	64	243	535	912	603	354	420	414	502	455	438	435	435	430	344	330	298	210	120	91	7769	912	7
5	W	43	29	21	23	66	246	565	863	601	381	362	383	461	425	444	484	428	439	372	313	285	241	149	97	7721	863	7
6	T	45	26	22	23	67	231	531	866	584	378	364	413	481	452	460	484	427	412	344	296	287	204	169	100	7666	866	7
7	F	55	31	29	22	50	235	483	838	605	425																	
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M																											
18	T																											
19	W																											
20	T																											
21	F																											
22	S																											
23	S																											
24	M																											
25	T																											
26	W																											
27	T																											
28	F																											
29	S																											
30	S																											
31	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT		
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)								
6	118	4	100	860	11%	0.980	1.096	AADT 6873								

ROAD #: **1500** ROAD NAME: **MT READ BLVD** FROM: **ROCH CITY LINE** TO: **LANE CHNG** COUNTY: **Monroe**
 STATION: **438077** STATE DIR CODE: **2** PLACEMENT: **550 Ft. N. Joanne Dr.** DATE OF COUNT: **08/02/2009**

Bergmann Associates

200 First Federal Plaza
28 East Main Street
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

Start Time	Mt. Read Blvd From North					Buffalo Rd From East					Driveway From South				Buffalo Rd From West				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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 AM	67	0	46	0	113	28	22	0	0	50	0	1	0	1	0	27	63	90	254
08:30 AM	65	0	30	0	95	41	25	0	0	66	0	0	1	1	0	20	62	82	244
08:45 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

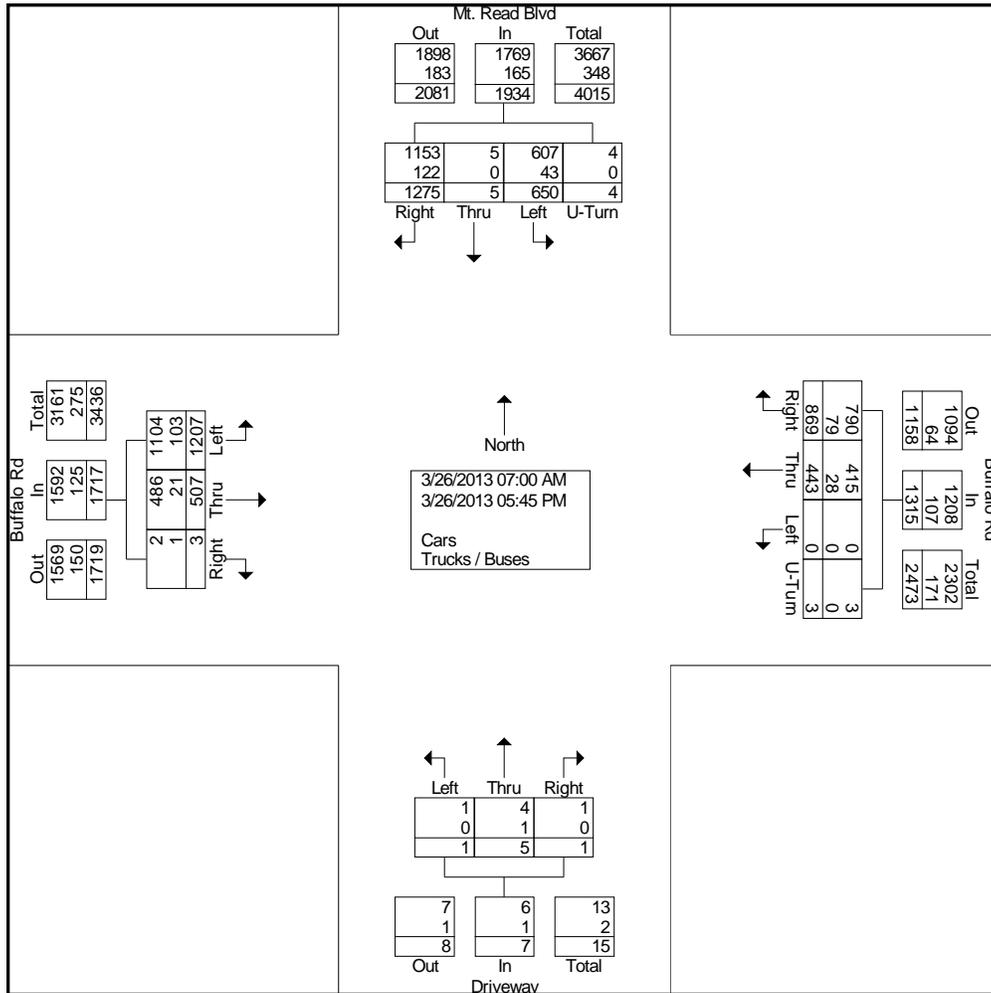
200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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 : 2

Groups Printed- Cars - Trucks / Buses

	Mt. Read Blvd From North					Buffalo Rd From East					Driveway From South				Buffalo Rd From West				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	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



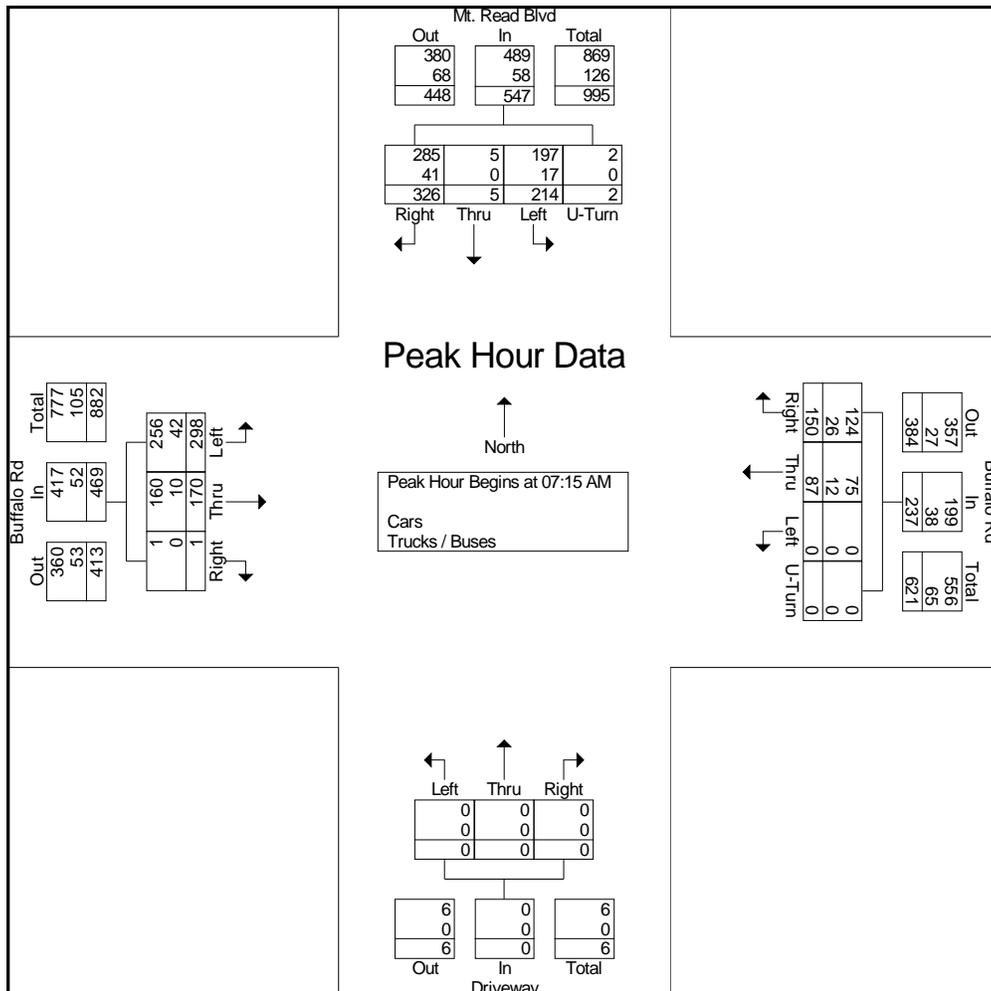
Bergmann Associates

200 First Federal Plaza
28 East Main Street
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

Start Time	Mt. Read Blvd From North					Buffalo Rd From East					Driveway From South				Buffalo Rd From West				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	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

200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

Mt. Read Blvd Corridor Study
Buffalo Rd to Stone Rd

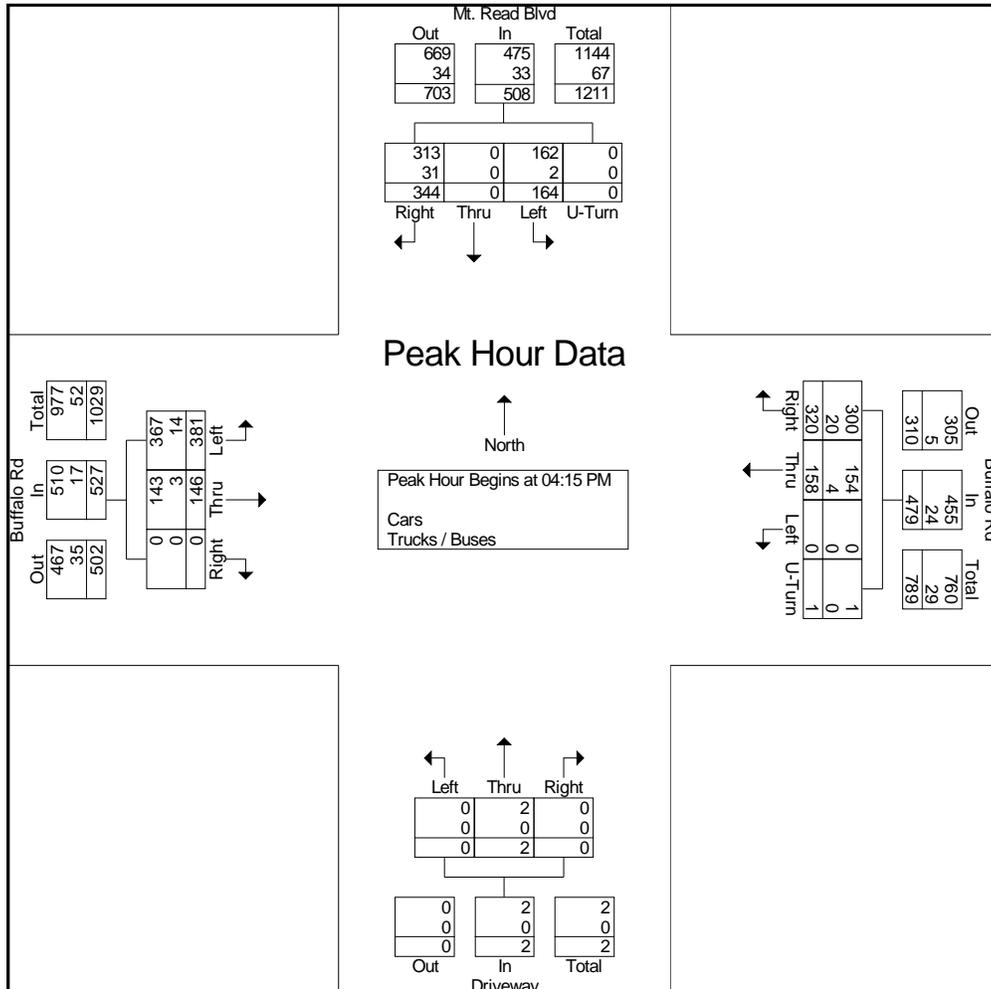
File Name : 13-03-26 Buffalo AM-PM
Site Code : 1
Start Date : 3/26/2013
Page No : 4

Start Time	Mt. Read Blvd From North					Buffalo Rd From East					Driveway From South				Buffalo Rd From West				Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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

200 First Federal Plaza
28 East Main Street
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 : 1

Groups Printed- Cars - Trucks - Buses

Start Time	Mt. Read Blvd From North				Emerson St From East				Mt. Read Blvd From South				Emerson St From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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

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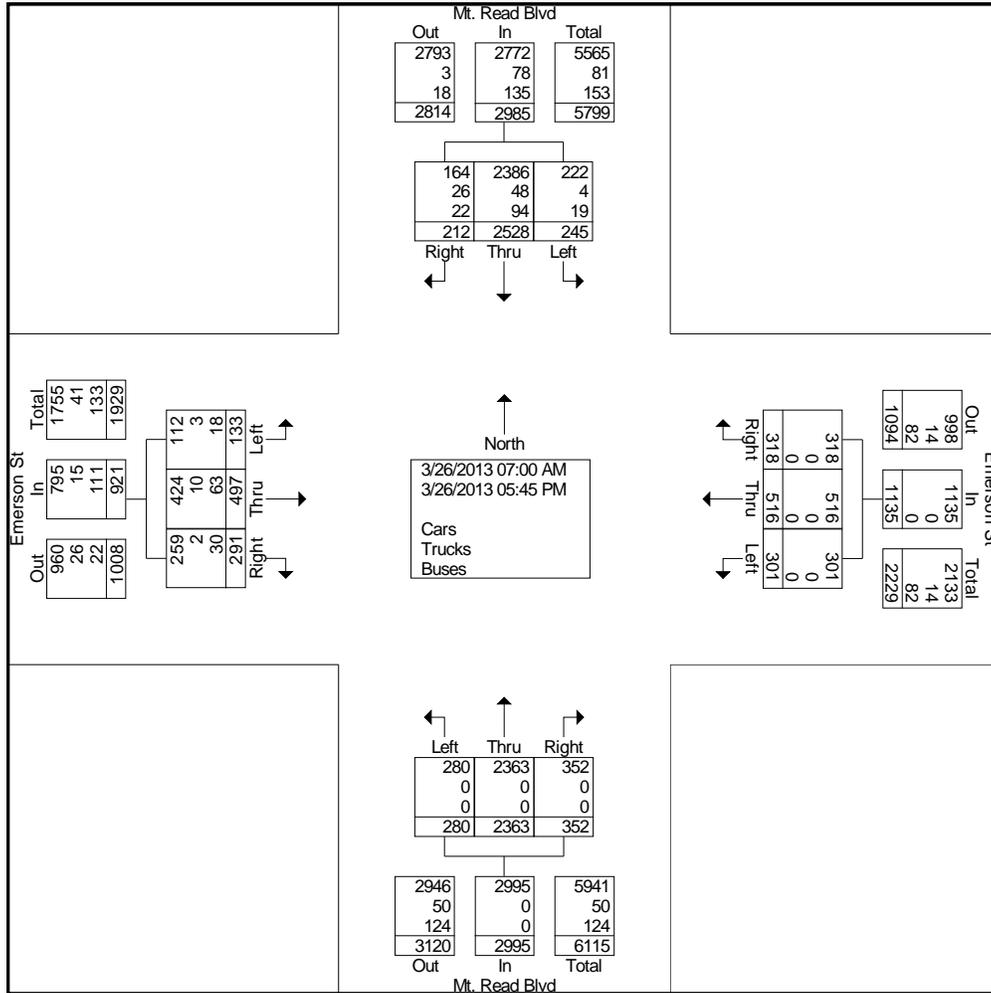
200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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 : 2

Groups Printed- Cars - Trucks - Buses

	Mt. Read Blvd From North				Emerson St From East				Mt. Read Blvd From South				Emerson St From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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



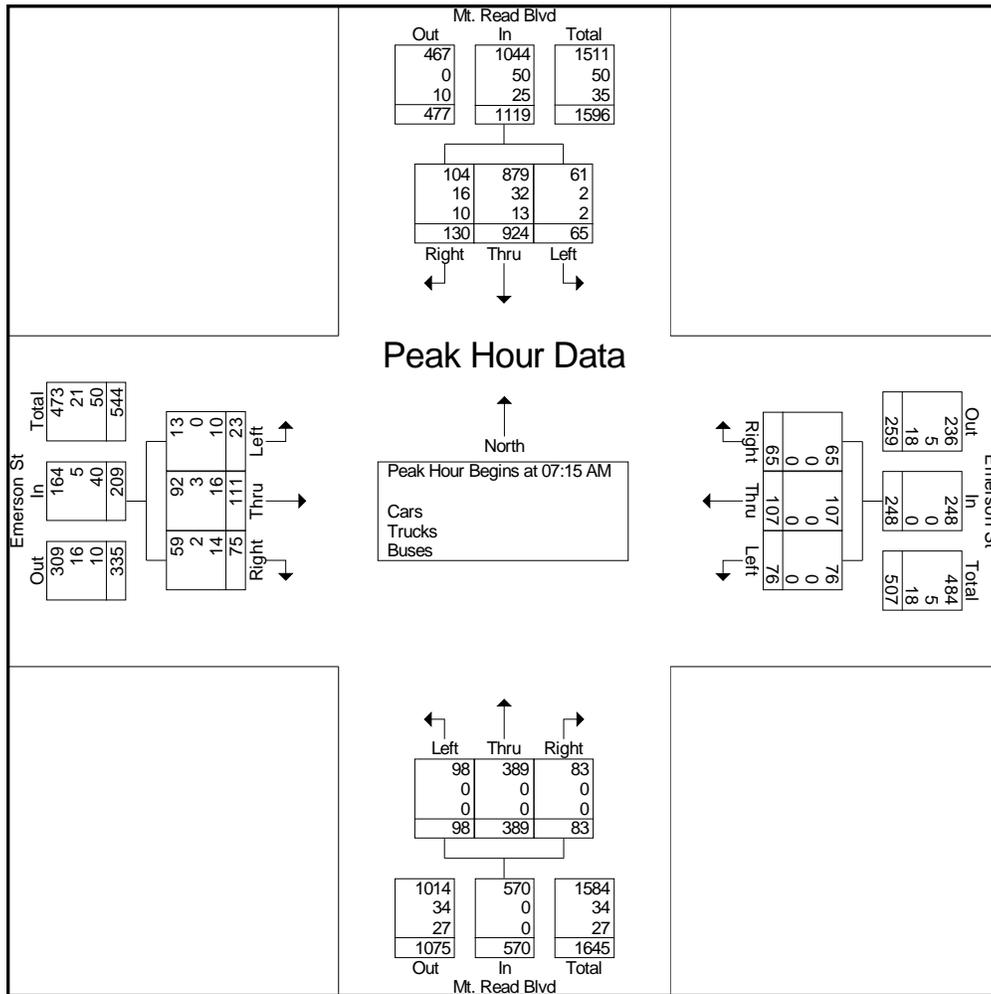
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200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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 : 3

Start Time	Mt. Read Blvd From North				Emerson St From East				Mt. Read Blvd From South				Emerson St From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	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



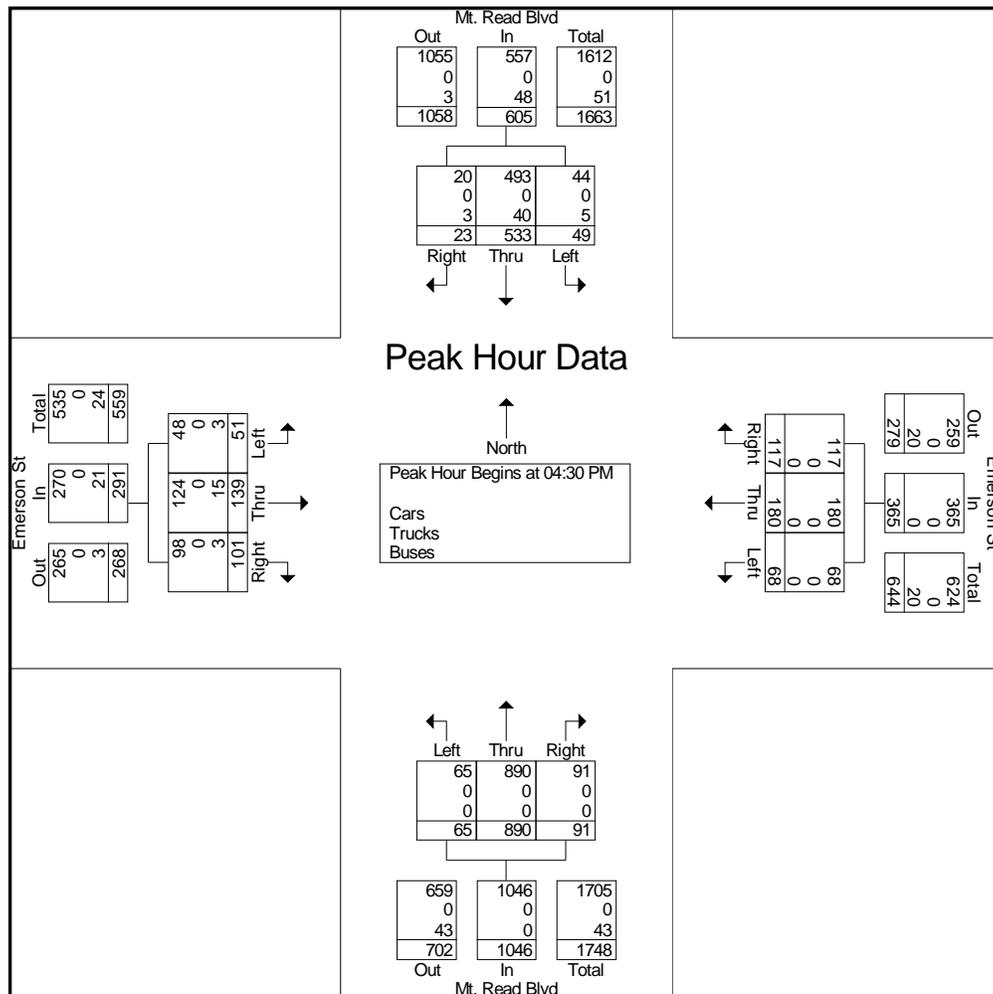
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200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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

Start Time	Mt. Read Blvd From North				Emerson St From East				Mt. Read Blvd From South				Emerson St From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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



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200 First Federal Plaza
28 East Main Street
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

Start Time	Mt. Read Blvd From North				Driving Park Ave From East				Mt. Read Blvd From South				Driving Park Ave From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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

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200 First Federal Plaza
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Rochester, NY 14614

Mt. Read Blvd Corridor Study
Buffalo Rd to Stone Rd

File Name : 13-03-27 Driving Park AM-PM

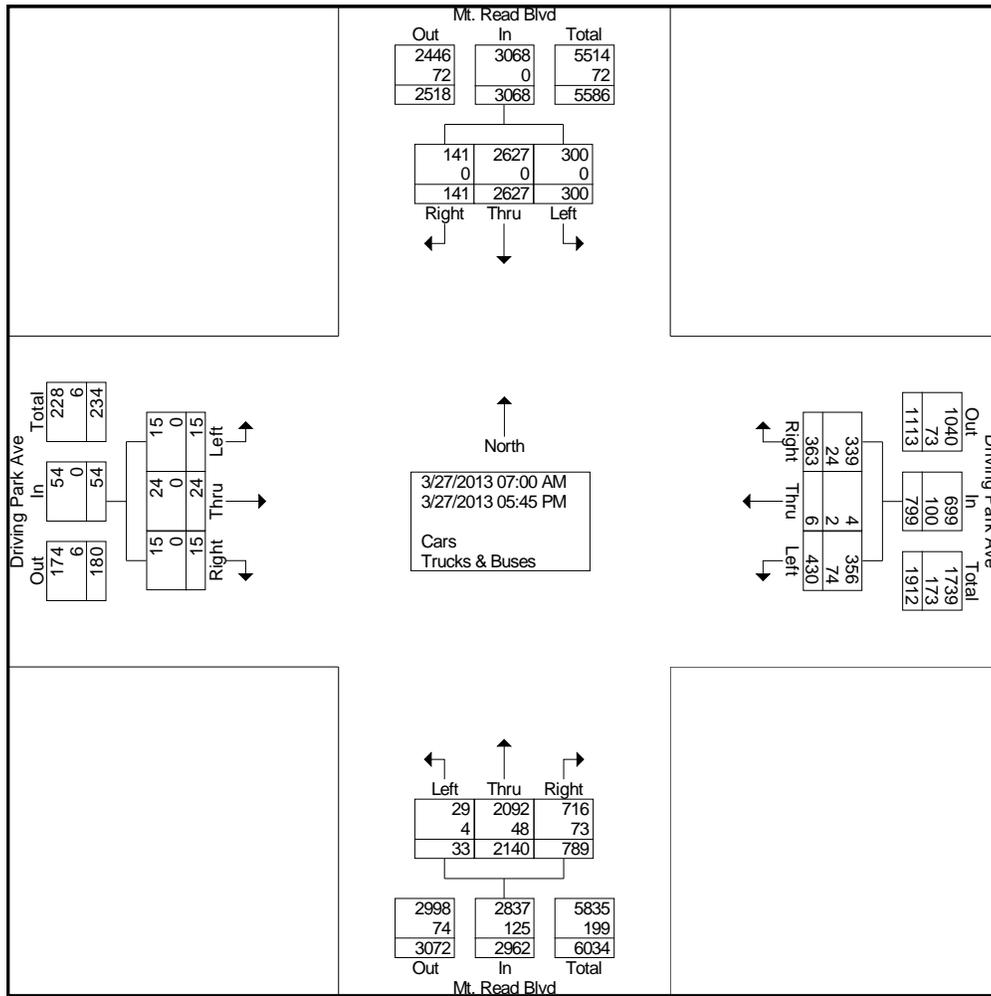
Site Code : 3

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				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	0	0	0	0	24	2	74	100	73	48	4	125	0	0	0	0	225
% Trucks & Buses																	



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200 First Federal Plaza
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Mt. Read Blvd Corridor Study
Buffalo Rd to Stone Rd

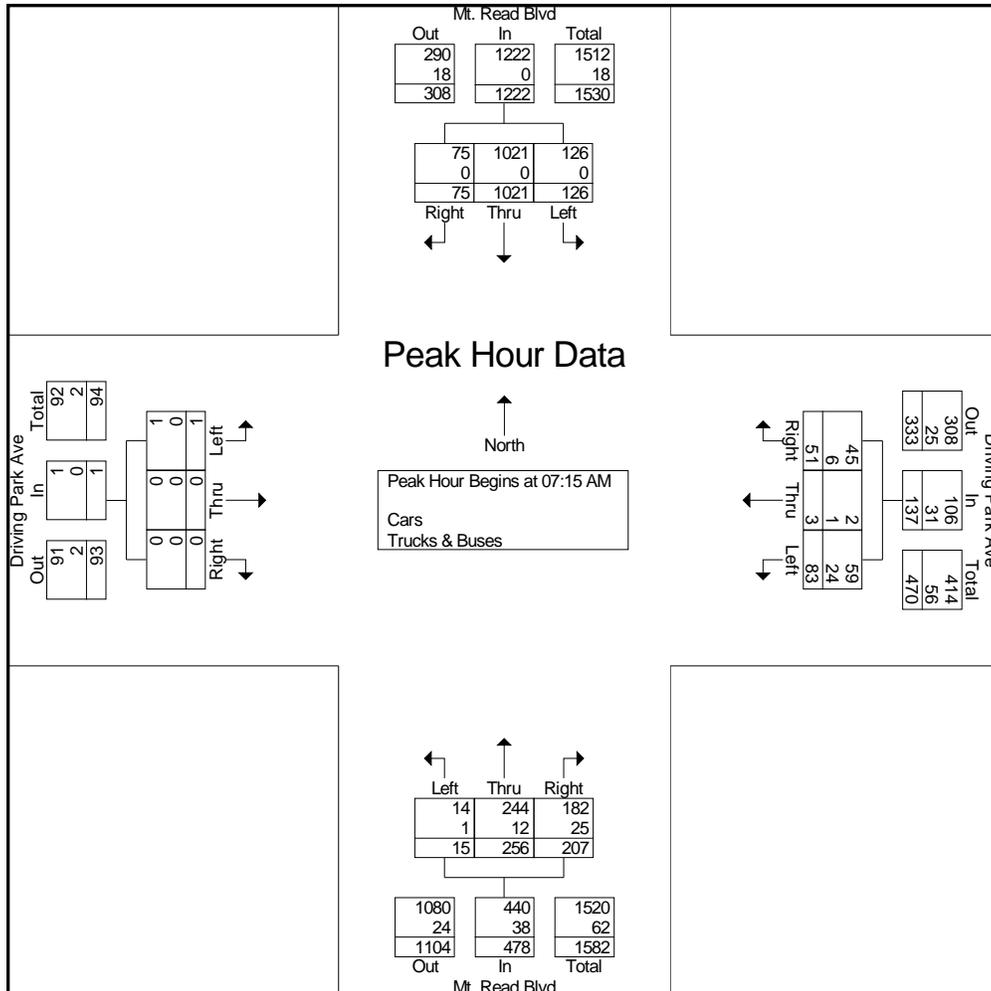
File Name : 13-03-27 Driving Park AM-PM

Site Code : 3

Start Date : 3/27/2013

Page No : 3

Start Time	Mt. Read Blvd From North				Driving Park Ave From East				Mt. Read Blvd From South				Driving Park Ave From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	0	0	0	0	6	1	24	31	25	12	1	38	0	0	0	0	69
% Trucks & Buses																	



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200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

Mt. Read Blvd Corridor Study
Buffalo Rd to Stone Rd

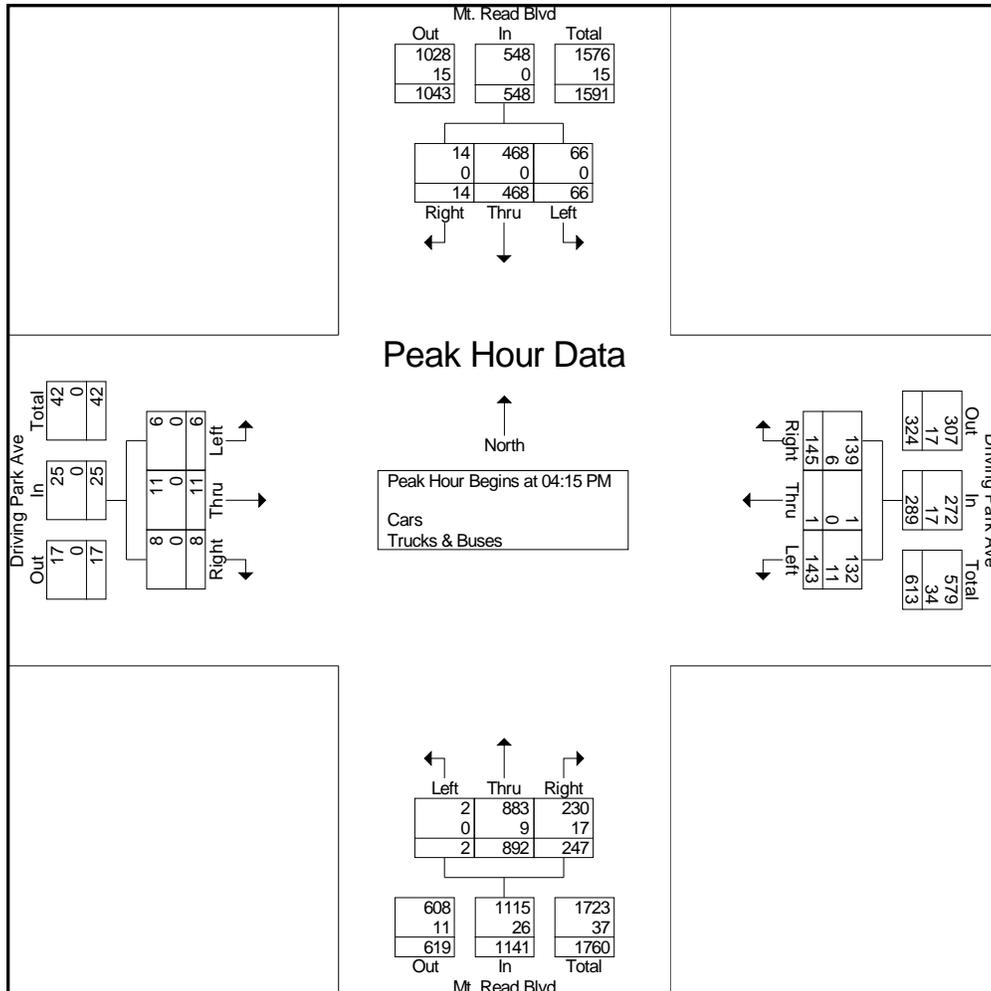
File Name : 13-03-27 Driving Park AM-PM

Site Code : 3

Start Date : 3/27/2013

Page No : 4

Start Time	Mt. Read Blvd From North				Driving Park Ave From East				Mt. Read Blvd From South				Driving Park Ave From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	0	0	0	0	6	0	11	17	17	9	0	26	0	0	0	0	43
% Trucks & Buses																	



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200 First Federal Plaza
28 East Main Street
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 : 1

Groups Printed- Cars - Trucks & Buses

Start Time	Mt. Read Blvd From North				Joanne Dr From East				Mt. Read Blvd From South				Mt. Read Blvd Service Rd From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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

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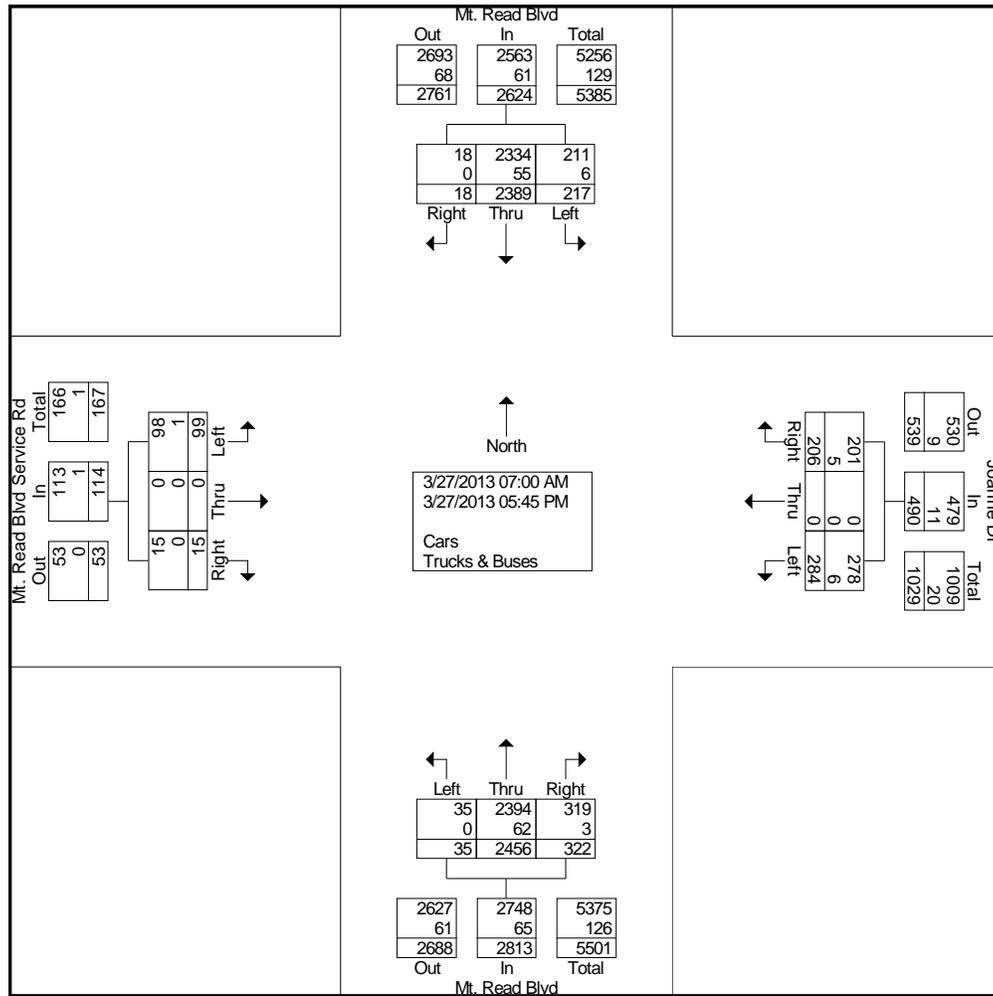
200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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 : 2

Groups Printed- Cars - Trucks & Buses

	Mt. Read Blvd From North				Joanne Dr From East				Mt. Read Blvd From South				Mt. Read Blvd Service Rd From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	0	55	6	61	5	0	6	11	3	62	0	65	0	0	1	1	138
% Trucks & Buses																	



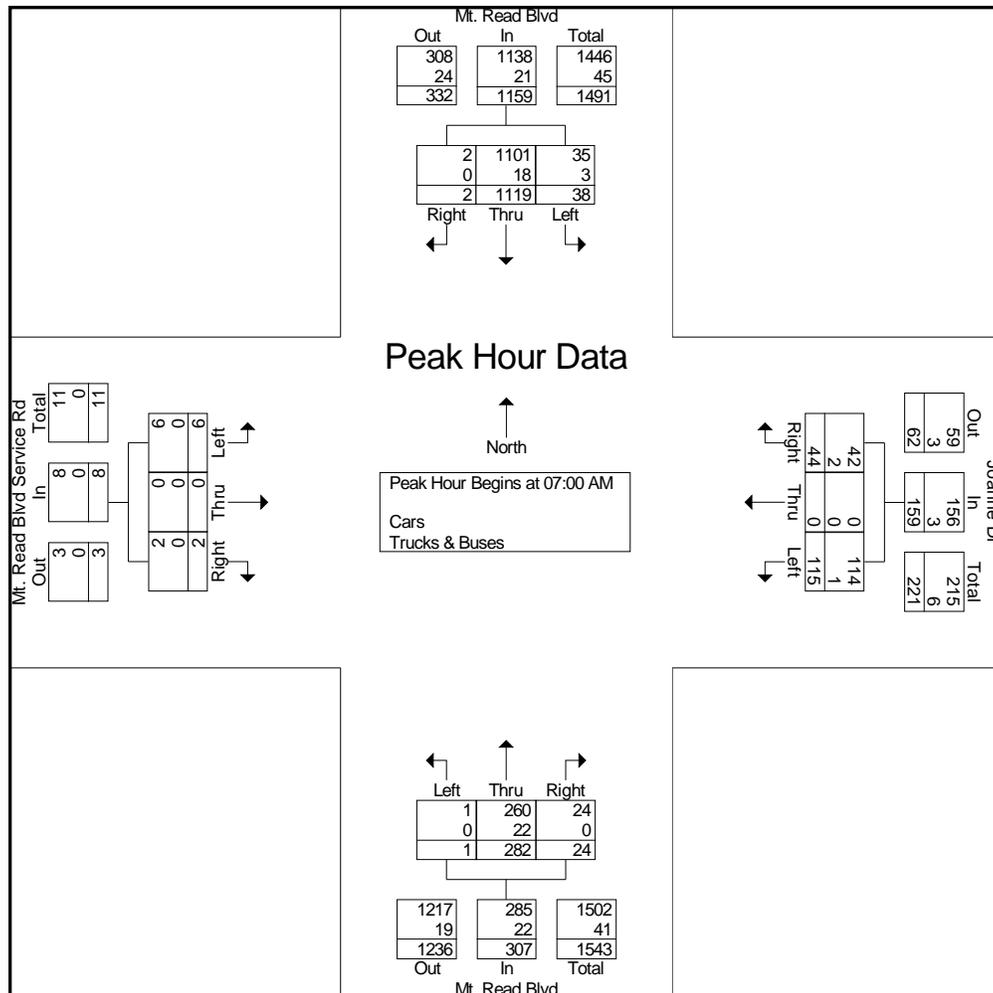
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200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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

Start Time	Mt. Read Blvd From North				Joanne Dr From East				Mt. Read Blvd From South				Mt. Read Blvd Service Rd From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
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 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	0	18	3	21	2	0	1	3	0	22	0	22	0	0	0	0	46
% Trucks & Buses																	



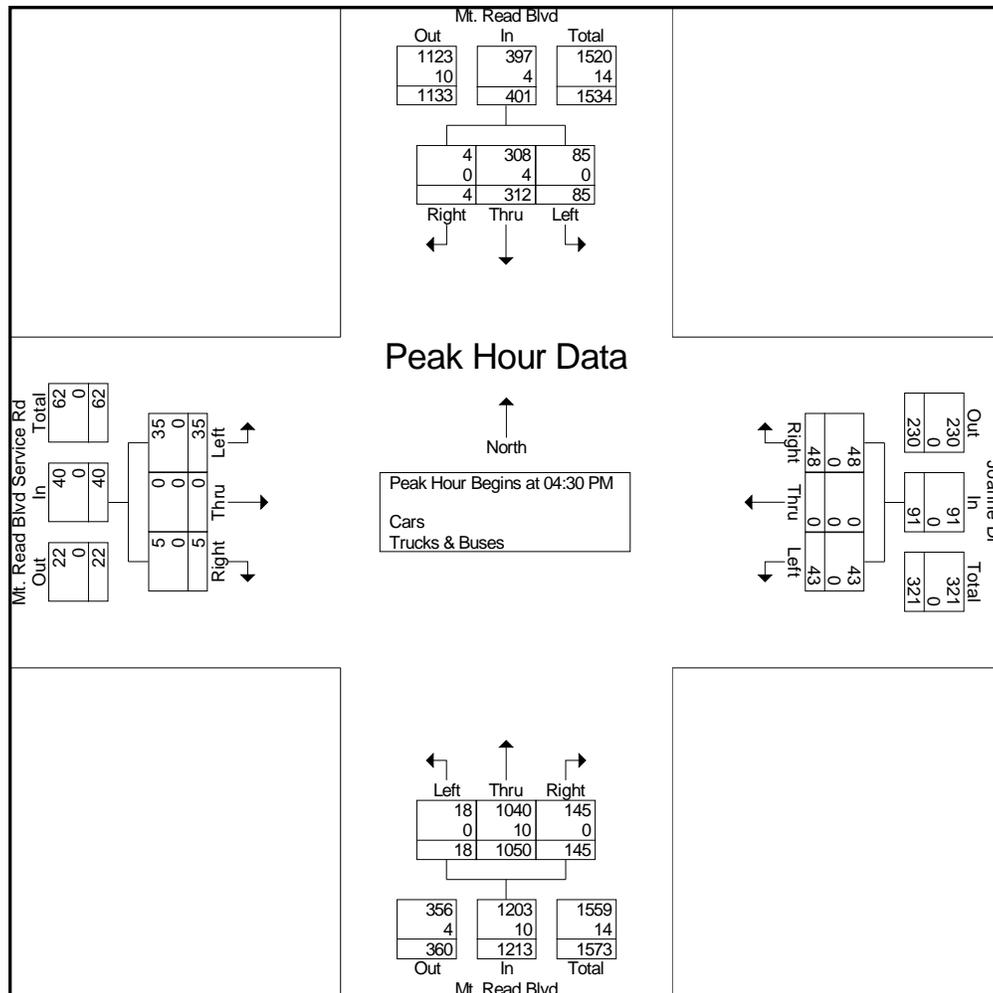
Bergmann Associates

200 First Federal Plaza
28 East Main Street
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 : 4

Start Time	Mt. Read Blvd From North				Joanne Dr From East				Mt. Read Blvd From South				Mt. Read Blvd Service Rd From West				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. 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	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	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
% Trucks & Buses																	





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 *JRP*

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.

MONROE COUNTY TRAFFIC VOLUME TRENDS

December 1, 2010

Page 2

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
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 Growth Category (from Table 1)	Recommended Annual Straight Growth Rate (% 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.

MONROE COUNTY TRAFFIC VOLUME TRENDS

December 1, 2010

Page 4

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
S. Leathersich
T. Frelier
B. Penwarden
B. Mansouri
K. Cox

R. Kozarits
H. Herdzik
T. Frys
R. Perrin, GTC
D. Goehring, NYSDOT

H:\Shared\Subject\T\TRAFFIC SUMMARY\Monroe County traffic volume trends summary memo.doc

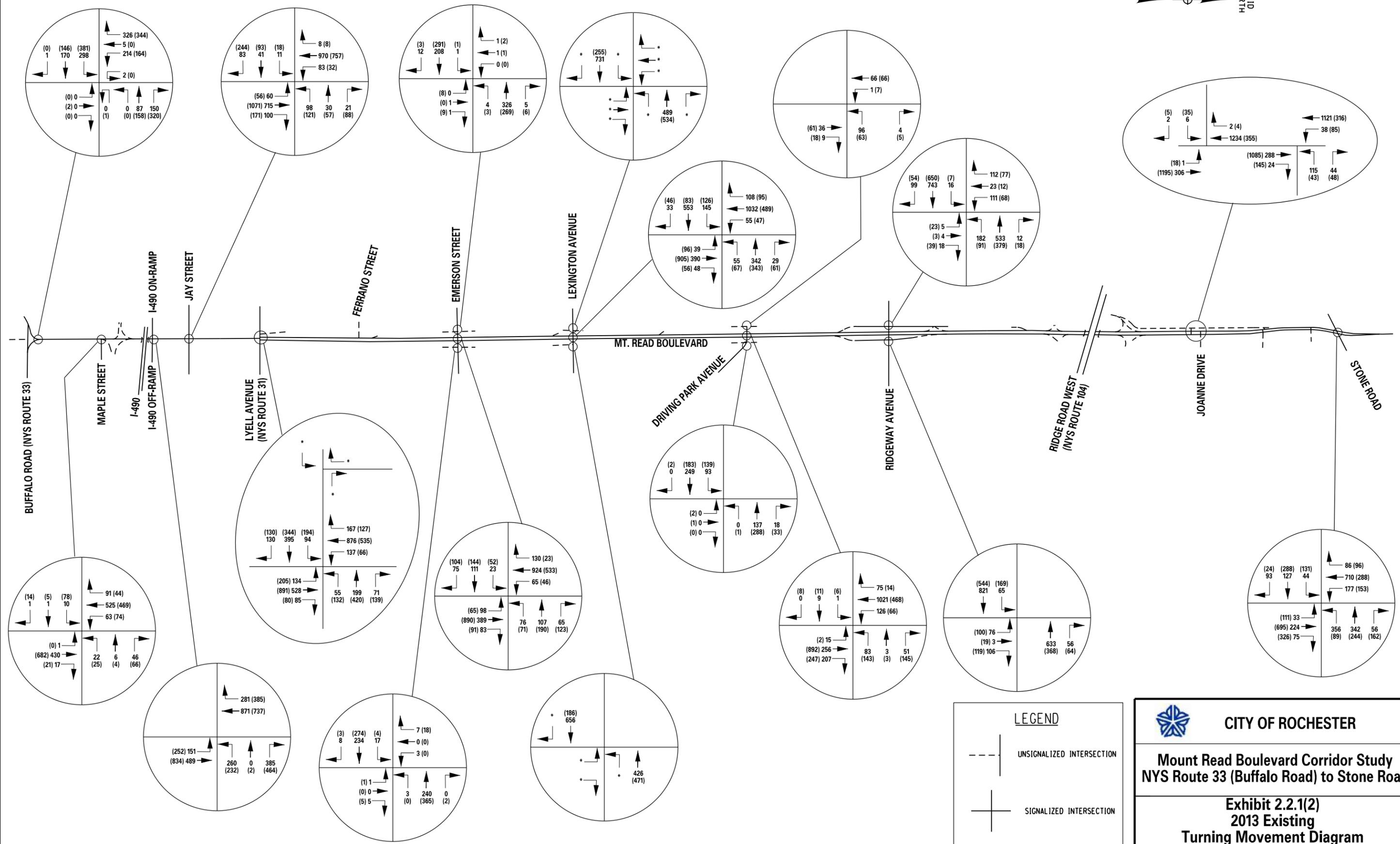
Level of Service Definitions

Unsignalized LOS

LOS	Density Range (pc/mi/lane)
A	≤ 10
B	$> 10 - 15$
C	$> 15 - 25$
D	$> 25 - 35$
E	$> 35 - 50$
F	> 50

Signalized LOS

LOS	Density Range (pc/mi/lane)
A	≤ 10
B	$> 10 - 20$
C	$> 20 - 35$
D	$> 35 - 55$
E	$> 55 - 80$
F	> 80



LEGEND

- UNSIGNALIZED INTERSECTION
- SIGNALIZED INTERSECTION
- XXX (XXX) AM VOLUMES (PM) VOLUMES

* - DATA NOT AVAILABLE

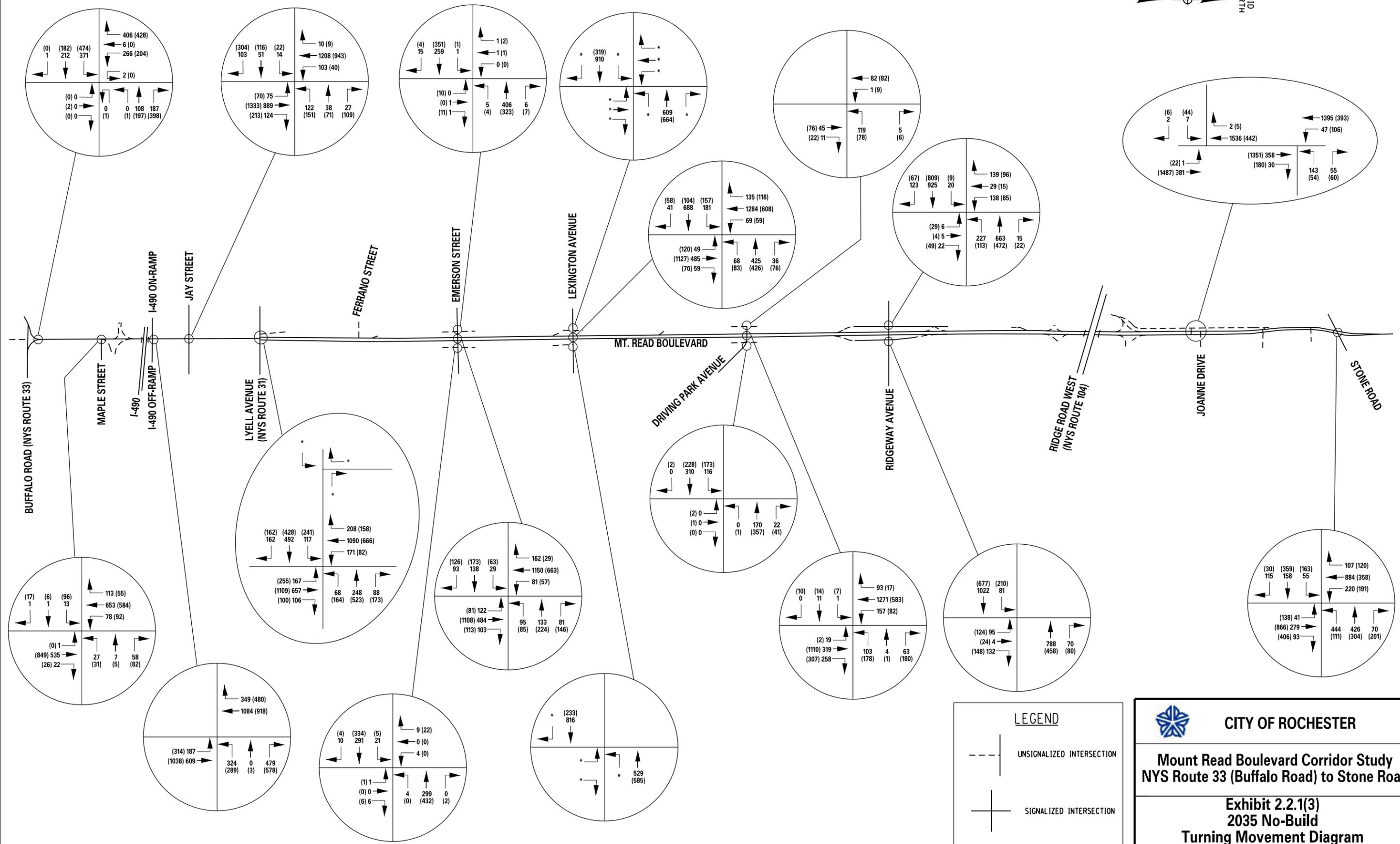
CITY OF ROCHESTER

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

**Exhibit 2.2.1(2)
2013 Existing
Turning Movement Diagram**

SHEET NO. 1 of 1	SCALE N.T.S.	DATE 8/13	
---------------------	-----------------	--------------	--

954200_STU_TRF_TURN_MOVEMENTS_2035_NO_BUILD.DGN



LEGEND

- UNSIGNALIZED INTERSECTION
- SIGNALIZED INTERSECTION
- XXX AM VOLUMES
- (XXX) (PM) VOLUMES

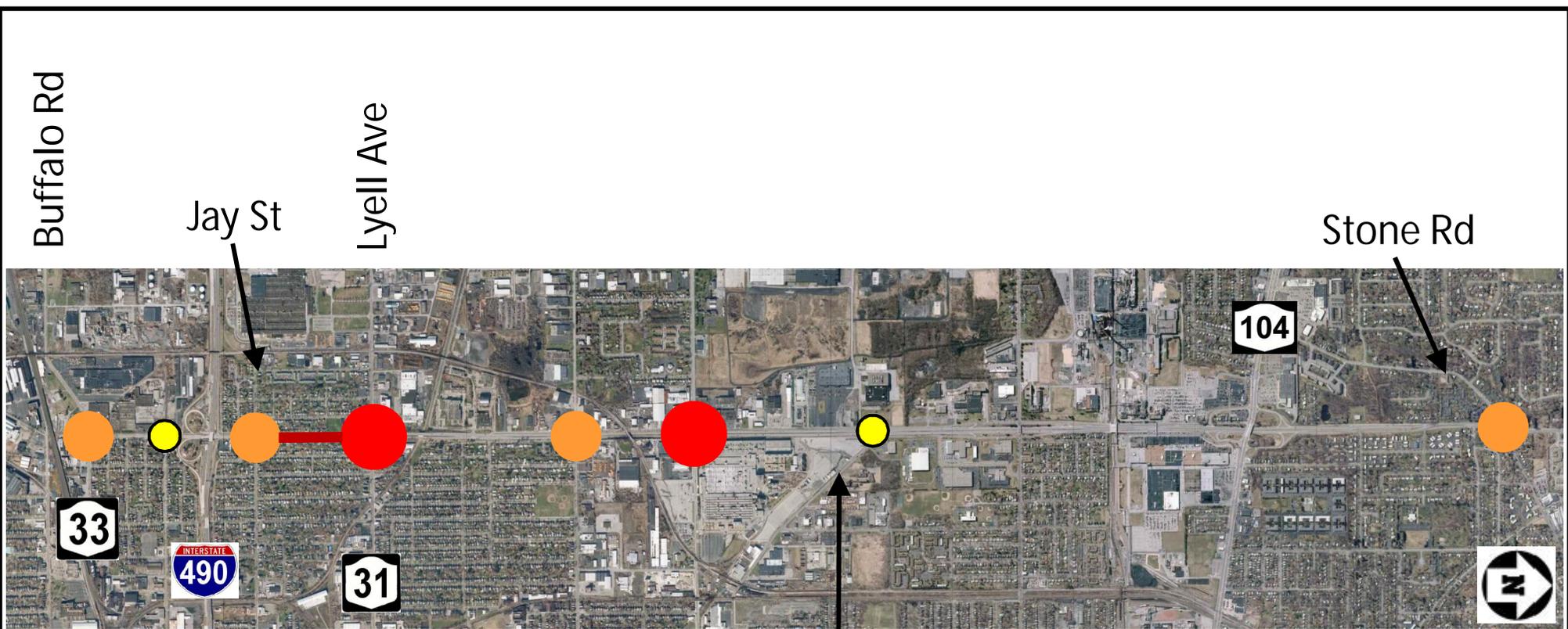
* - DATA NOT AVAILABLE

CITY OF ROCHESTER

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

**Exhibit 2.2.1(3)
2035 No-Build
Turning Movement Diagram**

SHEET NO. 1 of 1	SCALE N.T.S.	DATE 8/13	
---------------------	-----------------	--------------	--



Buffalo Rd

Jay St

Lyell Ave

Stone Rd

Emerson St

Lexington Ave

Driving Park Ave

Ridgeway Ave

West Ridge Rd

Legend:

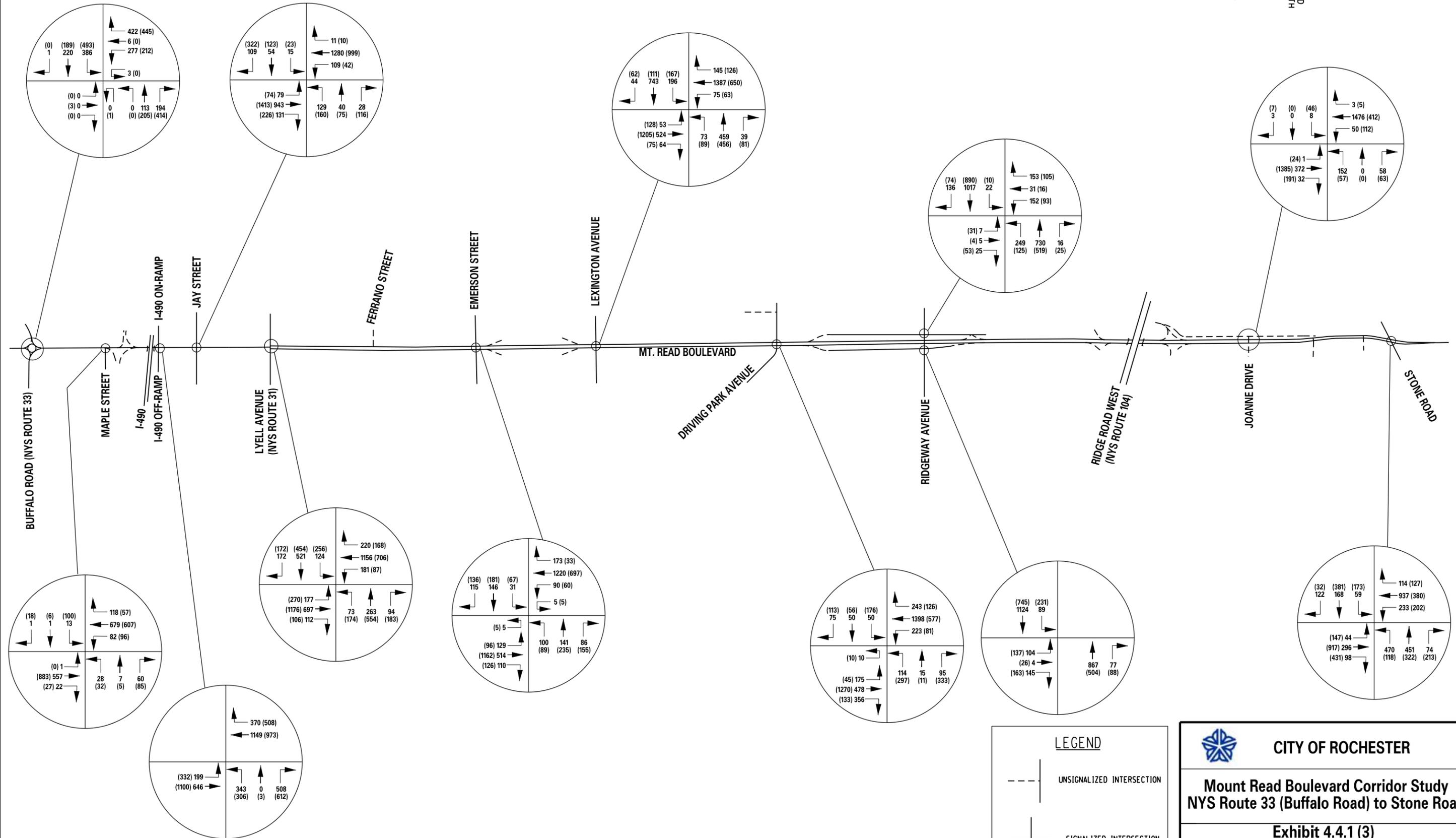
-  50-60 Accidents
-  20-40 Accidents
-  10-20 Accidents
-  Segment of Interest

 **CITY OF ROCHESTER**

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

Exhibit 2.3
 Accident "Hot Spots" Diagram

SHEET NO. 1 of 1	SCALE N.T.S.	DATE 8/13	
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954200_STU_TRF_TURN_MOVEMENTS_2035_BUILD.DGN

LEGEND

---|--- UNSIGNALIZED INTERSECTION

—|— SIGNALIZED INTERSECTION

XXX (XXX) AM VOLUMES
(XXX) (XXX) PM VOLUMES

 **CITY OF ROCHESTER**

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

**Exhibit 4.4.1 (3)
2035 Corridor Vision Conditions
Turning Movement Diagram**

SHEET NO. 1 of 1	SCALE N.T.S.	DATE 7/14	
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Appendix C: Structures Information

**Exhibit 2.1.8
 Structures Summary**

Image	BIN	Feature Carried	Feature Crossed	Primary Owner	Primary Maintenance	Year Constructed	Year of Last Rehab	Span / Structure Type	Curb-to-Curb Width	Vertical Clearance Under	Condition Data				Comments
											NYS Condition Rating Yr.	NYS Condition Rating	FHWA Sufficiency Rating Yr.	FHWA Sufficiency Rating	
	1048729	I-490 EB & WB	Mt. Read Blvd.	NYSDOT	NYSDOT	2009	NA	1-span / Steel multi-girder	165'-0"	14'-9"	2011	7.00	2013	78.0	
	1049759	Mt. Read Blvd.	CSX Falls Branch	NYSDOT	NYSDOT	1954	1965	1-span / Concrete Frame	66'-0"	21'-11"	2012	5.11	2013	85.1	
	7049760	Rochester and Southern Railroad	Mt. Read Blvd.	Railroad	Railroad	1954	NA	2-Span/ Steel Through Girder and Floorbeam System	25'-9"	14'-2"	NA	NA	NA	NA	Approximately 730 feet of retaining wall located on both sides of project area exhibits extensive concrete spalling.
	1049770	Ridgeway Avenue	Mt. Read Blvd.	NYSDOT	NYSDOT	1954	1969	2-span / Steel multi-girder	40'-0"	14'-1"	2012	4.08	2013	46.6	2013 / 2014 corrective maintenance project anticipated to repair known deficiencies.
	1049789	Mt. Read Blvd.	Kodak Railroad	NYSDOT	NYSDOT	2006	NA	1-span / Steel multi-girder	92'-9"	15'-11"	2011	6.45	2013	95.4	

**Exhibit 2.1.8
 Structures Summary**

	BIN	Feature Carried	Feature Crossed	Primary Owner	Primary Maintenance	Year Constructed	Year of Last Rehab	Span / Structure Type	Curb-to-Curb Width	Vertical Clearance Under	Condition Data				Comments
											NYS Condition Rating Yr.	NYS Condition Rating	FHWA Sufficiency Rating Yr.	FHWA Sufficiency Rating	
	2063840	Steamline	Mt. Read Blvd.	Private - Industrial	Private - Industrial	1969	NA	3-span / Steel multi-girder	11'-7"	16'-1"	NA	NA	NA	NA	
	2052300	Pedestrian Bridge	Mt. Read Blvd.	City	City	1966	Unknown	4-span / Steel multi-girder	5'-10"	Posted 12'-2"	NA	NA	NA	NA	
	1036469	NYS Route 104	Mt. Read Blvd.	NYSDOT	NYSDOT	2003	NA	2-span / Steel multi-girder	78'-8"	14'-11"	2011	6.52	2013	89.3	

Notes:

1. S.D. = Structurally Deficient
 2. F.O. = Functionally Obsolete
2. Bridge Data compiled from the following sources:
<http://www.dot.ny.gov/gisapps/posted-bridges>
<http://www.dot.ny.gov/main/bridgedata/repository/monroebridgedata.rtf>
<http://nationalbridges.com>
 WINBOLTS



Appendix D: Stakeholder and Community Participation



City of Rochester
Mount Read Boulevard Corridor Study
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 Mount 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 Mount 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 Mount 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 Meetings 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. Meetings are to be held four times over the course of the study development. Meeting locations will be City Hall.

Meeting 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 March 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. Meetings will be held on or near the study corridor at accessible locations and near public transportation routes. Meetings 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.). Meeting 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: Mount 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
Marguerite Parrino, City of Rochester, Department of Planning and Zoning
David Goehring, NYSDOT
Scott Leathersich, Monroe 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 Mount Read Boulevard Corridor Study

NYS Route 33 (Buffalo Road) to Stone Road

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
City PC # 124464
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	REPRESENTING
Erik Frisch	City of Rochester DES
Zina Lagonegro	City of Rochester Planning & Zoning
David Balestiere	City of Rochester NBD
Dave Goehring	NYS DOT 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 1930-1940. 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 I-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 (May 2, 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 - 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 - 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 - 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 - 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 PAC Meeting #1.
- HP - Start public outreach activities.

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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: All in Attendance, BA Project file



MEETING MINUTES

Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
City PC # 124464
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 I-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 pick-up 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. The 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 U-turns 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.

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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: All in Attendance, BA Project file



MEETING MINUTES

Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
City PC # 124464
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	REPRESENTING
Erik Frisch	City of Rochester DES
Joe Bovenzi	Genesee Transportation Council
Dave Goehring	NYSDOT Region 4
Jim Pond	MCDOT
Scott Copey	Town of Greece
Mike Croce	Bergmann Associates
Tom Detrie	Bergmann Associates
Tanya Zwahlen	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 pick-up 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 - Continue attempts to reach out to School No. 43.
DES/BA/HP - Coordinate and Prepare for Public Meeting #2.

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DED – City of Rochester Department of Economic Development
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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: All in Attendance, BA Project file



City of Rochester
Mount Read Boulevard Corridor Study
Stakeholder Interview Summaries

Michael Palumbo
Chief Operating Officer
Flaum Management Company, Inc.
4/15/13

Mount 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

Mount 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 Mount Read Boulevard, which look excellent
- Remove the rail bridge between Lexington and Emerson
- Improve intersection control at Lexington Avenue and Mount 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 Mount 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 Maplewood 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, Mount 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 Mount Read wait is long. North of Ridge, it's a barrier. There are few crossings.

East/West 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 Mount 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

Monro moved to its current location in 1995, and received some nice incentive from the City and County. The location provides easy access to expressway. Monro ships from this warehouse to our 900 store chains. Mount Read acts are the company's primary warehouse. Monro 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 Mount Read and 6,000 with the company.

Ms. Damico spoke with Monro's facilities director and his assistant. Both are happy with the way Mount Read works today. The access roads work well. It's a little difficult to get to Ridgeway, but access onto Mount 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.

Monro Muffler 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 Mount Read. People are impressed by the industrial park. Roads are maintained and it is clear this is a working area.



MEETING MINUTES

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

Public Meeting #1
Monday May 20, 2013 6:00-8:00PM
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 I-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 7am, 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 ½ 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
- \$1.3 million in additional assessed value
- 150 to 300 new jobs
- \$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

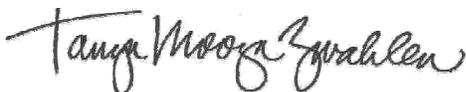
- Cosmetic improvements like grass median and trees; try to make it less commercial feeling, like Oxford Street.
 - Move the roadway into the center and add more green space on the outsides rather than installing a median no one will maintain
 - Maintain u-turns from Lyell to I-490
 - Roundabout at Buffalo 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



MEETING MINUTES

**Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
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 I-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 two-lanes 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 drop-off? 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



MEETING MINUTES

**Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
City PC # 124464
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



MEETING MINUTES

**Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road
City PC # 124464
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 (stops/yields)? 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 20th, 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.

Appendix A: Meeting Attendees

Jim McIntosh, City of Rochester
Erick Frisch, City of Rochester
Dan McCuskor, NYSDOT
Jim Pond, Monroe County DOT
Joe Bovenzi, Genesee Transportation Council
Scott Copey, Town of Greece
Tom Detrie, Bergmann Associates
Mike Croce, Bergmann Associates
Anna Liisa Keller, Highland Planning
Tanya Zwahlen, Highland Planning
Bob Barbarick
John Bartolotto, Rochester Optical
Marianne S. Beaton
Chris Buscemi
Eric Buscemi
Joseph Catalle
Tony Ciorott
Tom Cottrone
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



MEETING MINUTES

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

GM Components Holdings, LLC Meeting
Friday March 28, 2014 @ 9:00AM
GM Components Conference Room

In Attendance:

NAME	REPRESENTING
Erik Frisch	City of Rochester DES
Dave Goehring	NYSDOT Region 4
Mike Croce	Bergmann Associates
Robert Randazzo	GM Components Holdings, LLC
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

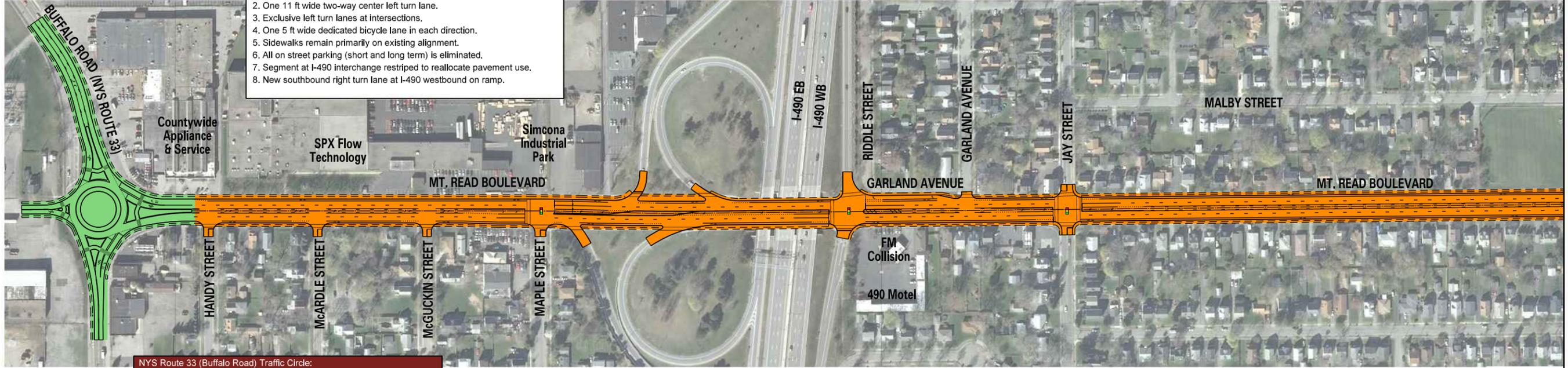
cc: All in Attendance, BA Project file



Appendix E: Corridor Vision Plan Documents

NYS Route 33 (Buffalo Road) Traffic Circle to NYS Route 31 (Lyell Avenue) - Base Concept:

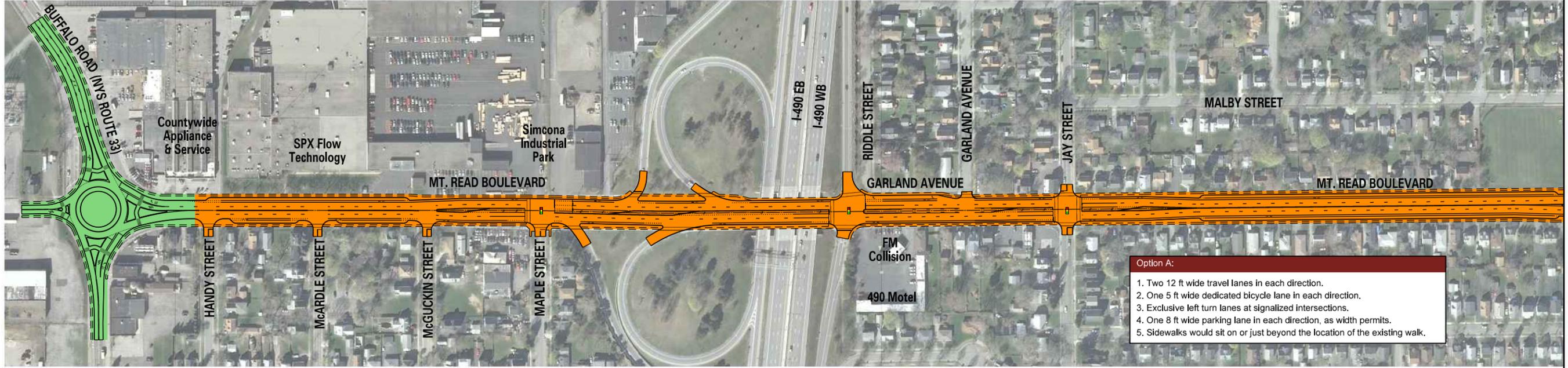
1. Two 12 ft wide travel lanes in each direction.
2. One 11 ft wide two-way center left turn lane.
3. Exclusive left turn lanes at intersections.
4. One 5 ft wide dedicated bicycle lane in each direction.
5. Sidewalks remain primarily on existing alignment.
6. All on street parking (short and long term) is eliminated.
7. Segment at I-490 interchange restriped to reallocate pavement use.
8. New southbound right turn lane at I-490 westbound on ramp.



Base Concept - 5 Lane Section with Two-Way Center Left Turn Lane

NYS Route 33 (Buffalo Road) Traffic Circle:

1. Conversion to a single-lane modern roundabout.
2. Connects to the new three-lane section on NYS Route 33 (Buffalo Road).
3. Improved pedestrian connectivity and accommodation overall.
4. Fits within the footprint of the existing traffic circle.



Option A - 4 Lane Section with On-Street Parking

- Option A:**
1. Two 12 ft wide travel lanes in each direction.
 2. One 5 ft wide dedicated bicycle lane in each direction.
 3. Exclusive left turn lanes at signalized intersections.
 4. One 8 ft wide parking lane in each direction, as width permits.
 5. Sidewalks would sit on or just beyond the location of the existing walk.

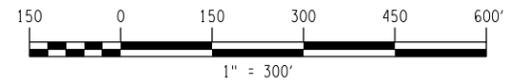
LEGEND

- PHASE A: BUFFALO ROAD ROUNDABOUT
- PHASE B: BUFFALO ROAD TO LYELL AVENUE

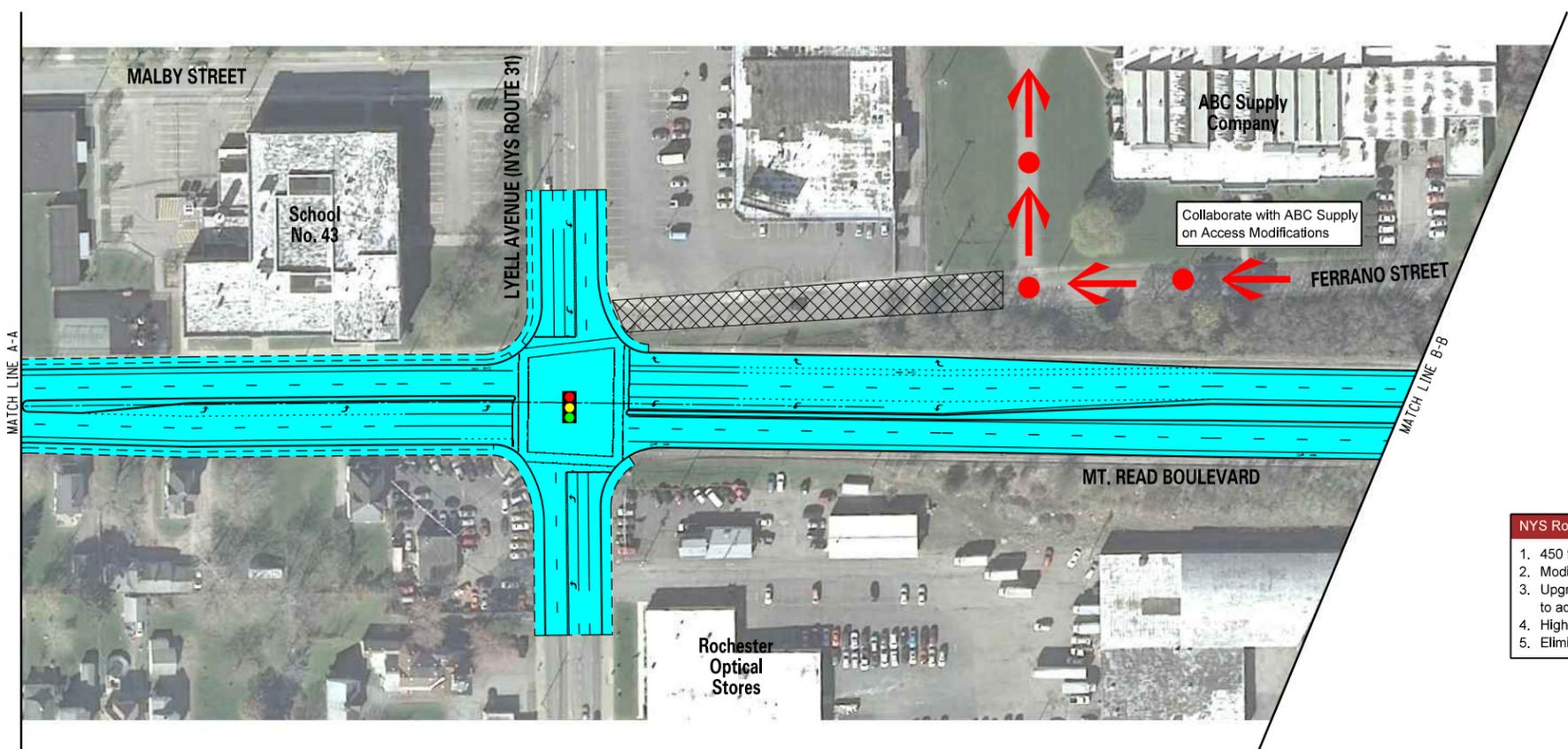


**Mount Read Boulevard Corridor Study
NYS Route 33 (Buffalo Road) to Stone Road**

**Exhibit 4.1(1)
Corridor Vision Plan**

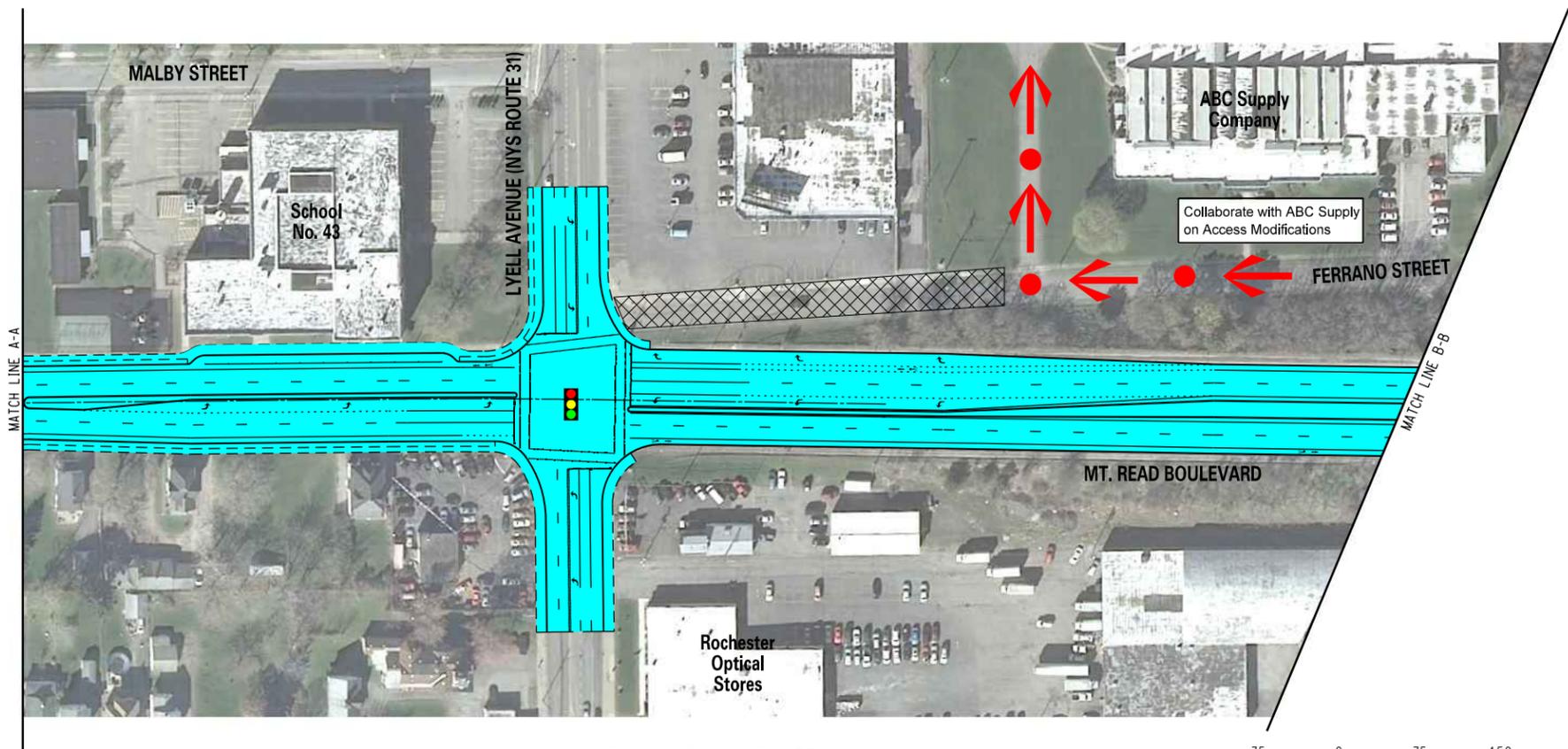


SHEET NO. 1 of 6	SCALE 1" = 300'	DATE 7/14	
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- NYS Route 31 (Lyell Avenue) Intersection**
1. 450 ft long raised median on the north approach to prevent crossing.
 2. Modified curb radii to accommodate tractor-trailer turns in their proper lane.
 3. Upgraded traffic signal hardware and software, allowing for greater flexibility to adapt to different traffic patterns during the different times of the day.
 4. High visibility pedestrian crosswalks, curb ramps, detectable warning, etc.
 5. Eliminate the West Outer Drive Connection immediately west of the intersection.

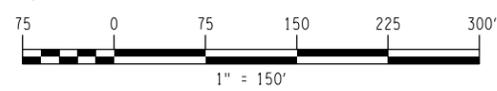
Base Concept



Recessed Parking at School #43

LEGEND

PHASE C: LYELL AVENUE INTERSECTION



CITY OF ROCHESTER

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

**Exhibit 4.1(1)
Corridor Vision Plan**

SHEET NO. 2 of 6	SCALE 1" = 150'	DATE 7/14	
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NYS Route 31 (Lyell Avenue) to Ridgeway Avenue:

Common Features:

1. Two 12 ft wide travel lanes in each direction.
2. Wide grass median.
3. Sidewalks remain primarily on existing alignment.

NYS Route 33 (Lyell Avenue) to Emerson Street:

1. One 5 ft wide dedicated bicycle lane in each direction.
2. Reconfigured northbound left turn lane and median break at Ferrano Street.
3. Median break for southbound to northbound tractor-trailer U-turns near Bergen Street.
4. West Outer Drive eliminated between Ferrano Street and Emerson Street.
5. East Outer Drive disconnected from the Emerson Street intersection.
6. Northbound and southbound tractor-trailers may make a U-turn at Emerson Street.

Emerson Street to Lexington Avenue:

1. Southbound tractor-trailers may make a U-turn at Emerson Street. Northbound tractor-trailers would continue to Driving Park Avenue to make a U-turn.
2. Northbound passenger cars may make a U-turn at Lexington Avenue.
3. One 5 ft wide dedicated bicycle lane in each direction.
4. East and West Outer Drives converted to a one-way couple.

*See Note 1.

*See Note 2

Lexington Avenue to Driving Park Avenue:

1. Southbound passenger cars may make a U-turn at Lexington Avenue. Southbound tractor-trailers would continue to Emerson Street to make a U-turn.
2. One 5 ft wide dedicated bicycle lane in each direction up to Driving Park Avenue.
3. One 4 ft wide inside shoulder in each direction.
4. One 8 ft wide outside shoulder in each direction.
5. West Outer Drive disconnected from Lexington Avenue intersection.
6. New indirect tractor-trailer U-turn via a "jug handle" at Driving Park Avenue.
7. Realign Driving Park Avenue east of Mount Read Boulevard with a new road to the west.

*See Note 1

LEGEND

 PHASE D: LYELL AVE TO DRIVING PARK AVENUE

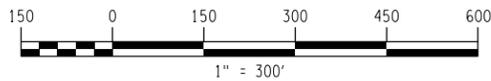
Notes:

1. The area between Emerson St and Lexington Ave would benefit from a comprehensive land use redevelopment and access management plan to help address transportation operation and safety concerns.
2. This segment of Outer Drive could potentially be eliminated if access to connected properties could be established from the west in conjunction with a planned open space redevelopment project.



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

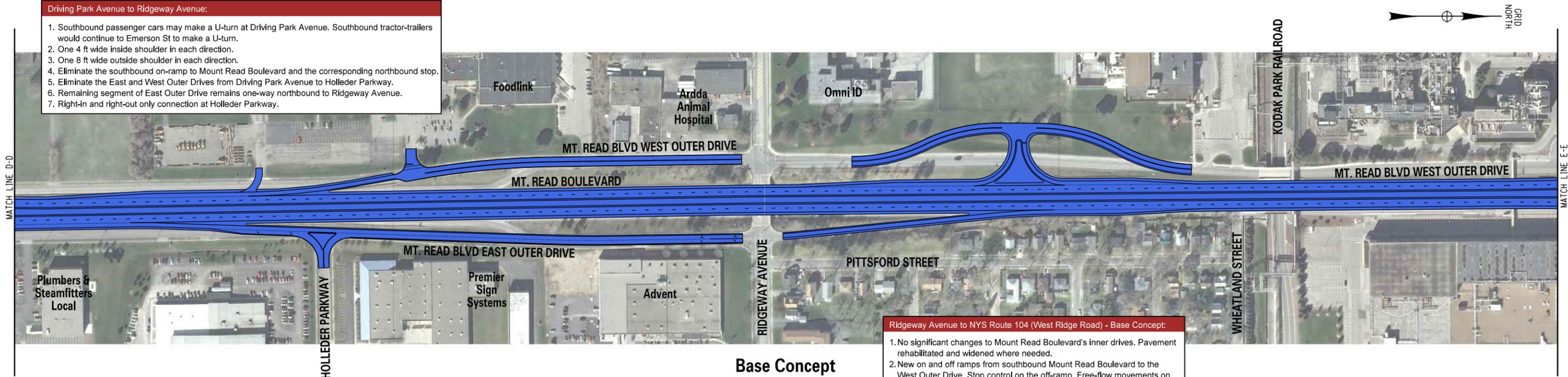
**Exhibit 4.1(1)
Corridor Vision Plan**



SHEET NO.	SCALE	DATE	
3 of 6	1" = 300'	7/14	

Driving Park Avenue to Ridgeway Avenue:

1. Southbound passenger cars may make a U-turn at Driving Park Avenue. Southbound tractor-trailers would continue to Emerson St to make a U-turn.
2. One 4 ft wide inside shoulder in each direction.
3. One 8 ft wide outside shoulder in each direction.
4. Eliminate the southbound on-ramp to Mount Read Boulevard and the corresponding northbound stop.
5. Eliminate the East and West Outer Drives from Driving Park Avenue to Holleder Parkway.
6. Remaining segment of East Outer Drive remains one-way northbound to Ridgeway Avenue.
7. Right-in and right-out only connection at Holleder Parkway.



Base Concept

Ridgeway Avenue to NYS Route 104 (West Ridge Road) - Base Concept:

1. No significant changes to Mount Read Boulevard's inner drives. Pavement rehabilitated and widened where needed.
2. New on and off ramps from southbound Mount Read Boulevard to the West Outer Drive. Stop control on the off-ramp. Free-flow movements on the West Outer Drive.
3. Realignment of the West Outer Drive to accommodate the new access ramps.



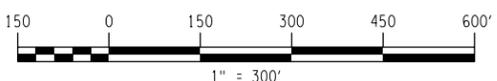
Option B - Alternate Access

Ridgeway Avenue to NYS Route 104 (West Ridge Road) - Option B:

1. Do not realign West Outer Drive just north of Ridgeway Avenue.
2. Yield sign for the off-ramp from Mount Read Boulevard Southbound.
3. Eliminate the on-ramp from Mount Read Boulevard Southbound.

LEGEND

PHASE E: DRIVING PARK AVENUE THROUGH WEST RIDGE ROAD INTERCHANGE

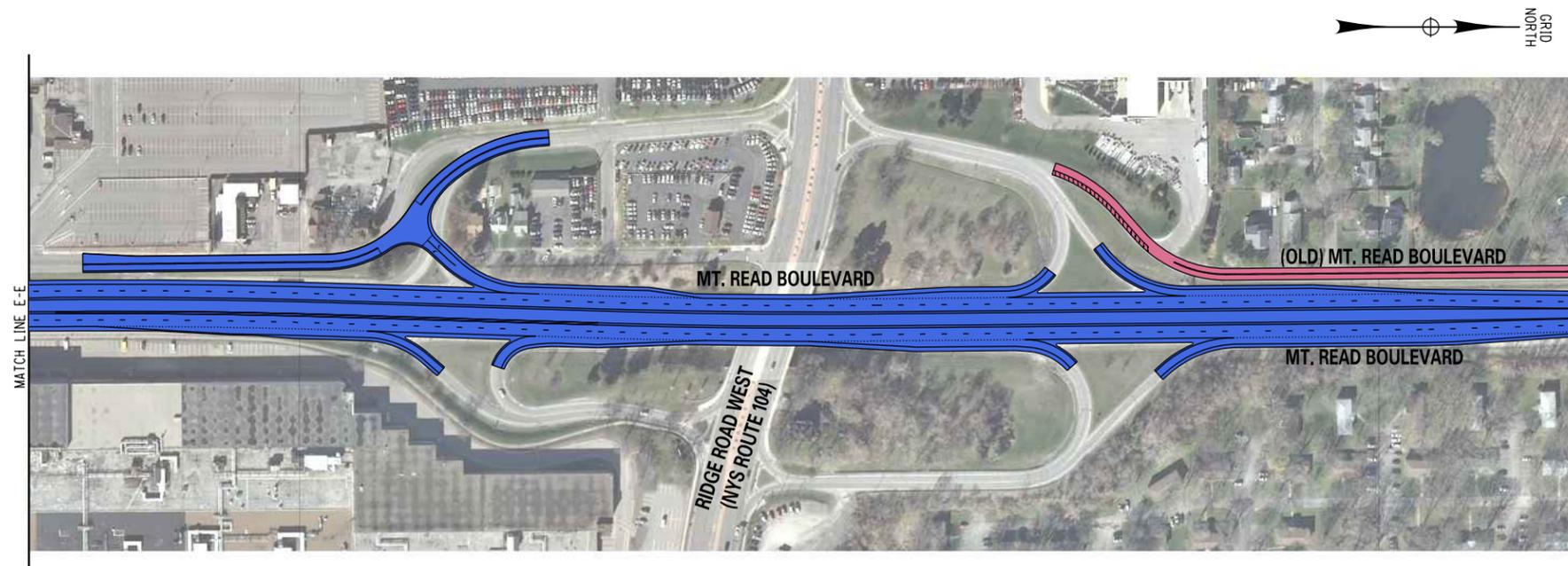


CITY OF ROCHESTER

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

**Exhibit 4.1(1)
Corridor Vision Plan**

SHEET NO. 4 of 6	SCALE 1" = 300'	DATE 7/14	
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Base Concept

Ridgeway Avenue to NYS Route 104 (West Ridge Road) - Base Concept:

1. Eliminate the short southbound off-ramp to the West Outer Drive at Kodak.
2. Combine access to West Outer Drive and West Ridge Road via a new stop controlled off-ramp from Mount Read Boulevard.
3. Use curvature to avoid adjacent commercial parcels.



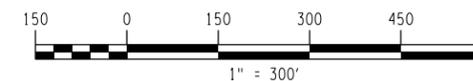
Option B - Alternate Access

Ridgeway Avenue to NYS Route 104 (West Ridge Road) - Option B:

1. Eliminate the short southbound off-ramp to the West Outer Drive at Kodak.
2. Combine access to West Outer Drive and West Ridge Road via a new stop controlled off-ramp from Mount Read Boulevard.
3. New entrance to Mount Read Boulevard Southbound at the West Ridge Road interchange. The space needed to construct this feature would involve impacts to adjacent commercial parcels.

LEGEND

- PHASE E: DRIVING PARK AVENUE THROUGH WEST RIDGE ROAD INTERCHANGE
- PHASE F: WEST RIDGE ROAD INTERCHANGE TO STONE ROAD



 **CITY OF ROCHESTER**

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

**Exhibit 4.1(1)
Corridor Vision Plan**

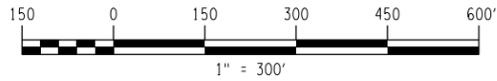
SHEET NO.	SCALE	DATE	
5 of 6	1" = 300'	7/14	



- NYS Route 104 (West Ridge Road) To Stone Road:**
1. Disconnect Old Mount Read Boulevard from Mount Read Boulevard at Medimount Drive.
 2. Retain access to Old Mount Read Boulevard at Joanne Drive.
 3. Introduce a narrower, raised median at Joanne Drive.
 4. Introduce curvature, just north of Medimount Drive.
 5. Add curb, sidewalks, lighting, and street trees north of Joanne Drive to signify a change from the "highway" character (south) to the "urban arterial" character (north).

LEGEND

 PHASE F: WEST RIDGE ROAD INTERCHANGE TO STONE ROAD



 CITY OF ROCHESTER		
Mount Read Boulevard Corridor Study NYS Route 33 (Buffalo Road) to Stone Road		
Exhibit 4.1(1) Corridor Vision Plan		
SHEET NO. 6 of 6	SCALE 1" = 300'	DATE 7/14
		

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

Exhibit 4.1(2)



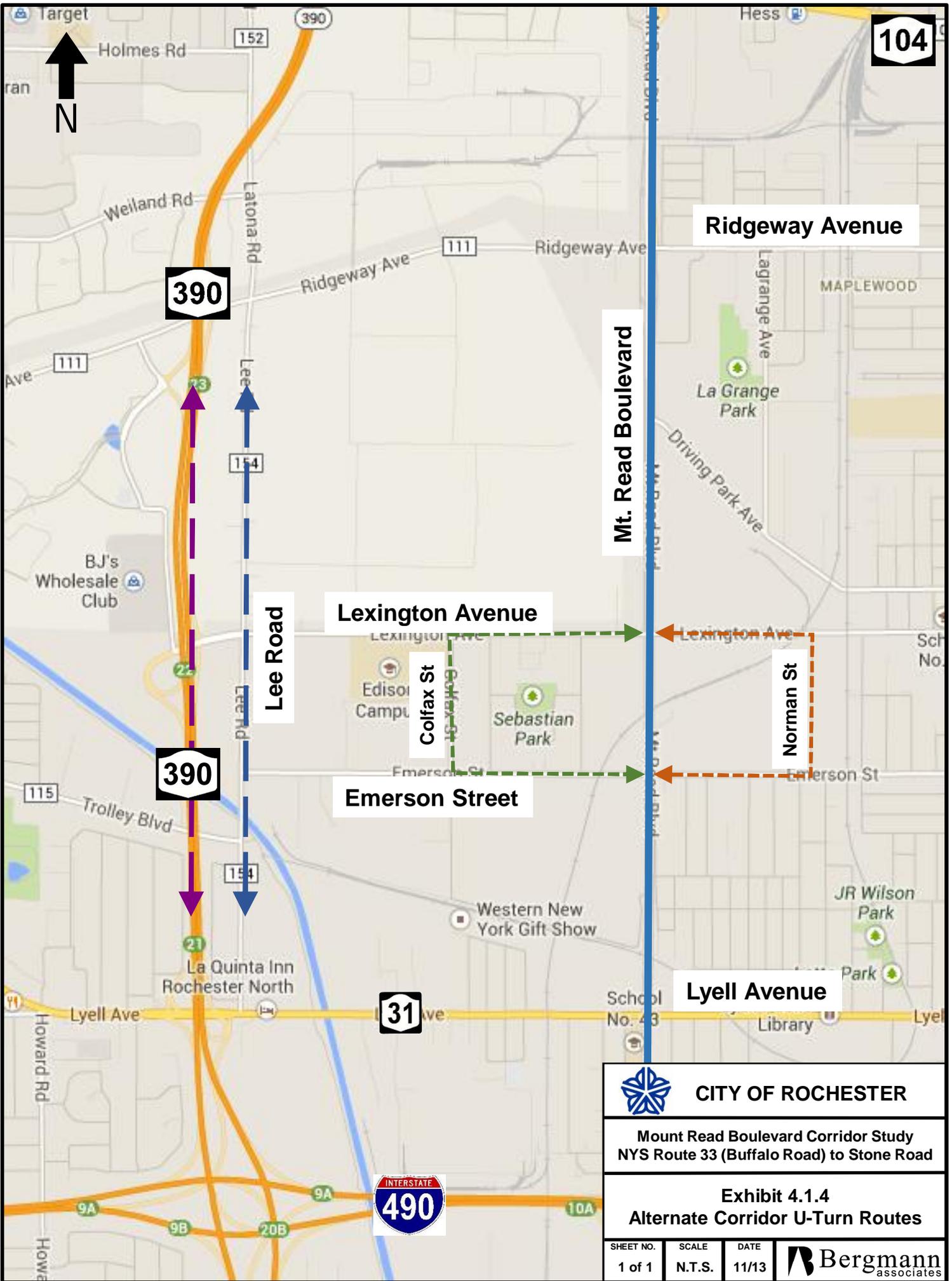
February 6, 2014

Planning Level Opinion of Probable Construction Cost
Base Concept

Summary of Probable Construction Costs (2014 Dollars) ⁵					
Phase	Construction Cost (2014) ¹	Scoping and Engineering ²	Construction Phase Engineering Services ³	ROW Acquisition ⁴	Total Cost
Phase A (Buffalo Road Roundabout)	\$1,980,000	\$228,000	\$277,200	\$75,000	\$2,560,200
Phase B (Buffalo Road to Lyell Avenue)	\$7,315,000	\$771,500	\$1,024,100	\$150,000	\$9,260,600
Phase C (Lyell Avenue Intersection)	\$3,520,000	\$392,000	\$492,800	\$100,000	\$4,504,800
Phase D (Lyell Avenue to Driving Park Avenue)	\$22,880,000	\$2,348,000	\$3,203,200	\$2,800,000	\$31,231,200
Phase E (Driving Park Avenue Through West Ridge Road Interchange)	\$7,590,000	\$799,000	\$1,062,600	\$1,000,000	\$10,451,600
Phase F (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



Ridgeway Avenue

Mt. Read Boulevard

Lexington Avenue

Lee Road

Colfax St

Norman St

Emerson Street

Lyell Avenue



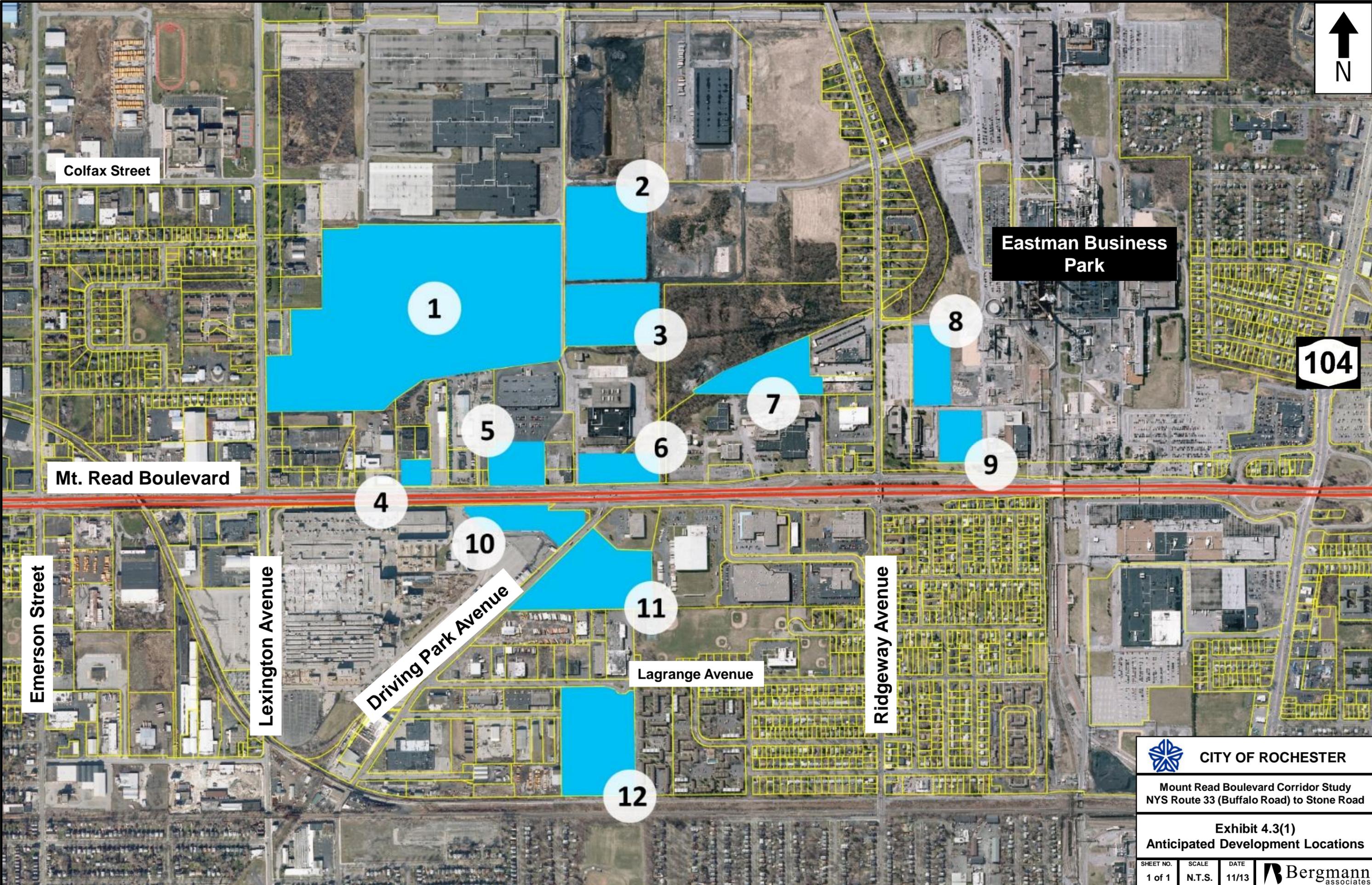
CITY OF ROCHESTER

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

Exhibit 4.1.4
Alternate Corridor U-Turn Routes



Appendix F: Future Land Use Projections



CITY OF ROCHESTER

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

Exhibit 4.3(1)
Anticipated Development Locations

SHEET NO. 1 of 1	SCALE N.T.S.	DATE 11/13	
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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	AM Trip Generation	PM Trip Generation	LUC	AM Trip Generation Equation	PM Trip Generation Equation	Unit
Office	17.6	12,000	211,500	300	705	349	316	710	$\ln(T) = 0.80\ln(X) + 1.57$	$T = 1.12X + 78.45$	SF (1000)
R&D	37.4	12,000	449,040	500	898	480	459	760	$\ln(T) = 0.87\ln(X) + 0.86$	$\ln(T) = 0.83\ln(X) + 1.06$	SF (1000)
Manufacturing*	36.3	16,000	581,280	2000	291	453	438	140	$T = 0.83X - 29.52$	$T = 0.78X - 15.97$	SF (1000)
Warehouse*	63.1	16,000	1,010,000	5000	202	295	262	150	$\ln(T) = 0.55\ln(X) + 1.88$	$\ln(T) = 0.64\ln(X) + 1.14$	SF (1000)
Retail	1.4	10,000	14,000	500	28	100	56	826	100	$T = 2.4X + 21.48$	SF (1000)
155.9			2,265,820		2,124	1677	1531				
			* (1,000,000)								
			1,265,820								
			2,265,820			2,230	2,297				

*Assume 1M SF of Manufacturing/Warehouse available at Eastman Business Park

Site 1		74.5									
	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	40%	29.8	12,000	357,600	500	715	394	380			
Manufacturing*	40%	29.8	16,000	476,800	2000	238	367	356			
Warehouse*	20%	14.9	16,000	238,400	5000	48	134	104			
Retail	0%	0	10,000	-	500	0	0	0			
	100%	74.5		1,072,800		1,001	895	840			

Site 2		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			

Site 3		9.7									
	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*	50%	4.85	16,000	77,600	2000	39	35	45			
Warehouse*	50%	4.85	16,000	77,600	5000	16	72	51			
Retail	0%	0	10,000	-	500	0	0	0			
	100%	9.7		155,200		54	107	96			

Site 4		1.4									
	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*	0%	0	16,000	-	5000	0	0	0			
Retail	100%	1.4	10,000	14,000	500	28	100	56			
	100%	1.4		14,000		28	100	56			

Exhibit 4.3(2)
Mount Read Boulevard Corridor Study
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Site 5									
4.1									
	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	AM Trip Generation	PM Trip Generation	
Office	50%	2.1	12,000	25,200	300	84	64	107	
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	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%	7.2	16,000	115,200	5000	23	90	66	
Retail	0%	0	10,000	-	500	0	0	0	
	100%	7.2		115,200		23	90	66	

Site 8									
5									
	Land Use	Acres	SF/Acre	Dev SF	SF/Job	Jobs	AM Trip Generation	PM Trip Generation	
Office	40%	2	12,000	24,000	300	80	62	106	
R&D	60%	3	12,000	36,000	500	72	54	57	
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%	5		60,000		152	116	163	

Site 9									
4.2									
	Land Use	Acres	SF/Acre	Dev SF	SF/Job	Jobs	AM Trip Generation	PM Trip Generation	
Office	40%	1.68	12,000	20,160	300	67	54	102	
R&D	60%	2.52	12,000	30,240	500	60	46	49	
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		128	100	151	

Site 10									
5.6									
	Land Use	Acres	SF/Acre	Dev SF	SF/Job	Jobs	AM Trip Generation	PM Trip Generation	
Office	20%	1.12	12,000	13,440	300	45	39	94	
R&D	0%	0	12,000	-	500	0	0	0	
Manufacturing*	30%	1.68	16,000	26,880	2000	13	-8	5	
Warehouse*	50%	2.8	16,000	44,800	5000	9	54	36	
Retail	0%	0	10,000	-	500	0	0	0	
	100%	5.6		85,120		67	85	135	

Exhibit 4.3(2)
Mount Read Boulevard Corridor Study
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Site 11									
12.8									
	Land Use	Acres	SF/Acre	Dev SF	SF/Job	Jobs	AM Trip Generation	PM Trip Generation	
Office	25%	3.2	12,000	38,400	300	128	89	122	
R&D	0%	0	12,000	-	500	0	0	0	
Manufacturing*	0%	0	16,000	-	2000	0	0	0	
Warehouse*	75%	9.6	16,000	153,600	5000	31	105	79	
Retail	0%	0	10,000	-	500	0	0	0	
	100%	12.8		192,000		159	194	201	

Site 12									
13.7									
	Land Use	Acres	SF/Acre	Dev SF	SF/Job	Jobs	AM Trip Generation	PM Trip Generation	
Office	25%	3.425	12,000	41,100	300	137	94	125	
R&D	0%	0	12,000	-	500	0	0	0	
Manufacturing*	0%	0	16,000	-	2000	0	0	0	
Warehouse*	75%	10.275	16,000	164,400	5000	33	109	82	
Retail	0%	0	10,000	-	500	0	0	0	
	100%	13.7		205,500		170	203	207	