

All Locations

TOWN	STREET	LOCATION	LENGTH	MAX VOL	COMMENTS	Status
CITY	ALEXANDER ST	BROADWAY TO MONROE	0.16	203	Narrowing would help HS and curve area SW of Monroe	R
CITY	ALEXANDER ST	CLINTON TO BROADWAY	0.11	206	Complete 2007	C
CITY	ALLEN ST	BROWN TO I-490 (one way to east)	0.19	225	One way; Brown to Broad reduced from 4 lanes to 2 lanes in 2012	C
CITY	ANDREWS ST	CLINTON TO NORTH/CHESTNUT	0.26	246	University to the East; scheduled 2014	R
CITY	ANDREWS ST	STATE TO CLINTON	0.36	210	1 lane on the bridge due to parking	R
CITY	BAUSCH/SMITH ST	LAKE AV TO ST PAUL ST	0.37	534	Volume/lane over 500 vphpl	NR
CITY	BROAD ST E	BROADWAY TO CHESTNUT	0.10	247	One way WB, 3 lanes across; narrowed under BCC project.	C
CITY	BROAD ST E	BROADWAY TO UNION	0.19	145	Raised Median, 84' Width; narrowed under BCC project.	C
CITY	BROAD ST E	CHESTNUT TO STONE	0.17	520	Volume/lane over 500 vphpl, one way portion; proposed for two-way by downtown conversion study	FS
CITY	BROAD ST E	W MAIN TO WASHINGTON	0.12	318	Volume/lane under 450 vphpl	C
CITY	BROAD ST E	WASHINGTON TO STONE	0.51	483	Volume/lane btw 450 and 500 vphpl, high friction environment	FS
CITY	BROAD ST W	ALLEN ST TO BROWN ST	0.18	302	Closely spaced signals	NR
CITY	BROAD ST W	MAIN TO N OF ALLEN	0.27	354	Broad St Tunnel Project converted to 1 lane SB and 2 lanes NB with median	C
CITY	BROADWAY	S GOODMAN TO UNION	0.54	264	One Way Street; COR plans eventual conversion to two-way	R
CITY	BROOKS AV	W CITY LINE TO GENESEE PK	0.20	410	Done 2009	C
CITY	BROWN ST	STATE TO ALLEN	0.35	520	One Way St (3 Lanes); Volume/lane over 500 vphpl; COR M&R design 2015	NR
CITY	BROWNCROFT BV	MERCHANTS TO E CITY LINE	0.26	667	Volume/lane over 500 vphpl; newcastle/ECL COR M&R design 2015	NR
CITY	BUFFALO RD	W CITY LINE TO MT READ BLVD	0.67	281	complete 2013	C
CITY	BYRON ST	MT HOPE/SOUTH TO CLINTON	0.11	374	Reviewed in 2010, no real opportunities for lane changes	NR
CITY	CHESTNUT ST	COURT TO MAIN	0.26	278	COR thinks this part of Chestnut could be converted	R
CITY	CHESTNUT ST	MAIN TO UNIVERSITY/ANDREWS	0.22	344	Closely spaced signals and queuing space needs	NR
CITY	CHESTNUT ST	S INNER LOOP TO COURT	0.22	438	Road narrowed under Broad/Court/Chestnut project.	C
CITY	COURT ST	CHESTNUT TO BROADWAY	0.12	194	Road narrowed under Broad/Court/Chestnut project.	C
CITY	COURT ST	S CLINTON TO CHESTNUT	0.12	334	One Way Street; high friction environment	NR
CITY	COURT ST	SOUTH TO CLINTON	0.13	232	High Friction Environment; Queuing	NR
CITY	CRITTENDEN BLVD	KENDRICK TO MT HOPE	0.49	359	Raised Median; COR M&R design 2014	R
CITY	CULVER RD	MONROE TO NORRIS/HINSDALE	0.38	260	Stripe LT lanes N/S at Hinsdale and transition to 4 lanes N/O Norris; pkg changes can happen short term but a resurfacing project is needed for changes at Norris	R
CITY	CUMBERLAND ST	ST PAUL TO JOSEPH	0.14	226	One Way Street	NR
CITY	DEWEY AV	DRIVING PARK TO S/O RIDGEWAY	0.83	355-487	from S/O Ridgeway to N/O Driving Pk	C
CITY	DEWEY AV	MCCALL TO N CITY LINE	0.47	443		R
CITY	DEWEY AV	N/O RIDGEWAY TO RIDGE	0.39	292	5 lanes at Ridgeway and at Ridge	C
CITY	DEWEY AV	RIDGE TO MCCALL	0.75	546	Volume/lane over 500 vphpl	NR

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CITY	DRIVING PARK AV	MT READ TO NEWBURY	0.47	144	complete 2013	C
CITY	E HENRIETTA RD	S CITY LINE TO SOUTH AV	0.44	740	Volume/lane over 500 vphpl	NR
CITY	EAST AV	BROADWAY TO GOODMAN	0.64	475	Volume btw 450 and 500 vphpl, and decreasing. Complete 2010.	C
CITY	EAST AV	GOODMAN TO CULVER	0.87	421	Complete 2010	C
CITY	EAST AV	MAIN ST E TO BROADWAY	0.22	291		R
CITY	EAST AV	UNIVERSITY TO E CITY LINE	0.29	450	State Highway to East; close together signals for I490; COR M&R design 2014	NR
CITY	EAST AV	WINTON TO PROBERT	0.19	375	Wegmans expansion converted it for on-street pkg, signal moved to Wegmans dwy/Country Cub Diner	C
CITY	EAST AV	WINTON TO UNIVERSITY	0.13	323	restriping proposed by M&T development; COR to M&R	R
CITY	ELMWOOD AV	GENESEE TO LATTIMORE	1.17	859	Volume/lane over 500 vphpl'	NR
CITY	ELMWOOD AV	LATTIMORE TO MT HOPE	0.60	442	Divided roadway	NR
CITY	ELMWOOD AV	MT HOPE TO SOUTH	0.15	622	Volume/lane over 500 vphpl'	NR
CITY	ELMWOOD AV	SOUTH TO E CITY LINE	0.52	687	Volume/lane over 500 vphpl'	NR
CITY	EMERSON ST	LEE RD TO MT READ BLVD	1.08	239	Done 2005;4 lanes to 2 lanes + TWLTL	C
CITY	EXCHANGE BV	FORD TO PLYMOUTH	0.47	442	Done 2013, two travel lanes made one travel lane+a bike lane in each direction	C
CITY	EXCHANGE ST	COURT TO E MAIN	0.18	324	High Friction Enviornment	NR
CITY	EXCHANGE ST	PLYMOUTH TO COURT	0.32	285	Done 2007; Corn Hill Lndg narrowed	C
CITY	FORD ST	W/O S PLYMOUTH TO E/O S PLYMOUTH	0.12	537	Portions narrowed near Plymouth Avenue for roundabout	C
CITY	FORD ST	W/O S PLYMOUTH TO W MAIN	0.60	224	Raised Median	R
CITY	FRANKLIN ST	LIBERTY POLE WAY TO PLEASANT	0.10	99	Converted as part of COR 2011 MRR	C
CITY	HUDSON AV	ROUTE 104 TO N CITY LINE	0.22	485	Volume/lane btw 450 and 500 vphpl; 2 lanes NB/1 lane SB (getting edgeline 2010)	FS
CITY	INNER LOOP W	CLINTON TO ST. PAUL	0.14	349	One Way Street	NR
CITY	KENDRICK RD	ELMWOOD TO LATTIMORE	0.38	420	Narrowed in 2001 under Lattimore Road project	C
CITY	LAKE AV	EASTMAN TO MERRILL	0.20	602	Volume/lane over 500 vphpl; complete 2013	C
CITY	LAKE AV	LOSP TO LAKELAND	0.40	640	Volume/lane over 500 vphpl'	NR
CITY	LAKE AV	MERRILL TO STONEWOOD	1.81	602	Volume/lane over 500 vphpl	NR
CITY	LAKE AV	STONEWOOD TO LOSP	1.40	353	Port development may increase volumes in the future	R
CITY	LAKE AV	W. RIDGE TO EASTMAN	0.49	333	Vol <450 vphpl if 2 lanes NB & SB w/ TWLTL; made 2 lanes each way Redwood to Merrill	C
CITY	LEE RD	CITY PORTION NEAR EMERSON	0.51	226	Needs to be coordinated with County Sections to N/S	R
CITY	LEXINGTON AV	MT READ BLVD TO WREN ST	0.64	346	Reconstructed in 2005; 4 lanes to 2 lanes+Auxiliary lanes	C
CITY	LEXINGTON AV	ROUTE 390 TO MT READ BLVD	1.23	450	Volume/lane btw 450 and 500 vphpl	FS
CITY	LYELL AV	BROAD TO DEWEY	0.10	487	Volume/lane btw 450 and 500 vphpl	FS

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CITY	LYELL AV	MT READ TO GLIDE	0.27	368	Study of Lyell/Sherman and Lyell Glide/Dewey revealed benefits of MLC	R
CITY	LYELL AV	W CITY LINE TO MT READ	0.79	469	Volume/lane btw 450 and 500 vphpl; COR M&R design 2014; also a PIL	FS
CITY	MAIN ST E	CHESTNUT ST TO INNER LOOP	0.31	220	Bus lanes to east and west, but not through here; COR M&R design 2015	R
CITY	MAIN ST E	INNER LOOP TO N GOODMAN	0.76	476	Volume/lane btw 450 and 500 vphpl; COR M&R design 2015	FS
CITY	MAIN ST E	N GOODMAN TO CULVER	0.88	278	Converted to 3 lanes across in 2008	C
CITY	MAIN ST E	STATE TO CHESTNUT	0.53	344	Clinton/Chestnut COR M&R design 2015; COR will make 3 lanes when bus lanes are removed	FS
CITY	MAIN ST W	CHILI AVENUE TO FORD ST	0.82	569	Volume/lane over 500 vphpl	NR
CITY	MAIN ST W	FORD ST TO STATE ST	0.52	259	High Friction Environment; Queuing	NR
CITY	MAPLEWOOD DR	KEEHL TO LAKE AVE	0.41	461	Conversion evaluated in 2011, not practical or necessary to reduce the number of lanes.	NR
CITY	MONROE AV	CULVER RD TO E CITY LINE	0.24	464	Volume btw 450 and 500 vphpl; also depends on what the State does with their portion of Monroe Avenue in Brighton	FS
CITY	MORRIE SILVER WAY	PLYMOUTH TO STATE	0.08	270	1 Way St, 3 Lns,too short; COR M&R design 2015	NR
CITY	MORTIMER ST	ST PAUL TO CLINTON	0.13	86	To be converted to one way EB under bus terminal project	R
CITY	MT HOPE AV	CRITTENDEN TO COOK ST	0.65	707	Volume/lane over 500 vphpl	NR
CITY	MT HOPE AV	FORD ST TO SOUTH AV	0.72	284	Mt Hope Streetscape Project complete 2010	C
CITY	MT HOPE AV	S CITY LINE TO CRITTENDEN	0.33	464	Volume/lane btw 450 and 500 vphpl; nearby construction may have suppressed the volumes on the latest count	FS
CITY	N CLINTON AV	E MAIN TO INNER LOOP	0.36	552	Volume/lane over 500 vphpl	NR
CITY	N GOODMAN ST	NORTON TO N CITY LINE	0.03	410	Converted through 2010 paving project	C
CITY	NORTH ST	UNIVERSITY TO HUDSON	0.16	416	Capacity/queuing needs at Central	NR
CITY	PITKIN ST	E MAIN TO MONROE	0.75	157	One Way Street; Inner Loop removal project will narrow and terminate at East Ave	R
CITY	PLEASANT ST	CLINTON TO CHESTNUT	0.21	134	Converted as part of COR 2010-11 MRR	C
CITY	PLYMOUTH AV	INNER LOOP TO PLATT	0.15	186	2 lanes NB, 1 lane SB; complete 2013	C
CITY	PLYMOUTH AV	PLATT TO BROWN	0.11	239	1 Way, 3 Lanes; complete 2013	C
CITY	PLYMOUTH AV	SMITH TO LYELL	0.11	290	3 lanes NB; complete 2013	C
CITY	PLYMOUTH AV	TROUP TO INNER LOOP	0.45	469	Vol/ln btw 450 and 500 vphpl; 5 lanes across now + pkg lanes	FS
CITY	PORTLAND AV	S OF NORTON TO N CITY LINE	0.27	487	Vol/ln btw 450 and 500 vphpl; 5 lanes across now; COR M&R design 2014	FS
CITY	RIDGEWAY AV	W CITY LINE TO LILY ST	0.85	447	Weiland/Ramona converted 2008	C
CITY	S CLINTON AV	BROAD TO E MAIN	0.15	591	One Way Street; to be made two-way by downtown conversion	R
CITY	S CLINTON AV	I-490 RAMP TO BROAD	0.30	593	One Way Street; Volume/lane over 500 vphpl	NR

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CITY	SCOTTSVILLE RD	S CITY LINE TO GENESEE ST	0.36	388	Lane Continuity (ties to four lane State road at City Line)	NR
CITY	SOUTH AV	E MAIN TO I-490 RAMPS	0.36	455	Volume/lane btw 450 and 500 vphpl; One Way Street with volumes not equally distributed between lanes	FS
CITY	SOUTH AV	ELMWOOD TO RESERVOIR	0.47	383	2 lanes NB, 1 lane SB now; Highland Trail project will restripe at Highland with N/S LT lane with 1 TH lane N/S	R
CITY	ST PAUL ST	AVE E TO NORTON	0.29	568	1 lane NB, 2 lanes SB (peak volume is SB); partially complete, SB could be reduced to one lane	R
CITY	ST PAUL ST	BAUSCH TO RIVERBANK PL	0.78	428	Lowell to Riverbank Pl done 2011	C
CITY	ST PAUL ST	E MAIN TO INNER LOOP	0.39	338	One Way Street; to be made two-way by downtown conversion	R
CITY	ST PAUL ST	INNER LOOP TO BAUSCH	0.49	416		R
CITY	ST PAUL ST	RIVERBANK PL TO AVE E	0.31	352	complete 2013	C
CITY	ST PAUL ST	TYLER TO N CITY LINE	0.64	379	complete 2013	C
CITY	STATE ST	INNER LOOP TO LYELL	0.61	599	Volume/lane over 500 vphpl	NR
CITY	STATE ST	W MAIN TO INNER LOOP	0.23	415	High friction S/O Inner Loop	NR
CITY	UNION ST	BROADWAY TO MONROE	0.16	230	One Way Street; mostly 2 lanes with parking	C
CITY	UNION ST	MONROE TO E MAIN	0.72	204	One Way Street; becoming two-way Monroe to Main	R
CITY	UNIVERSITY AV	CHESTNUT TO E MAIN	0.33	147	Only need 1 lane WB, make WB curb lane RT only; City M&R 2012	C
CITY	UNIVERSITY AV	CULVER TO EAST BLVD	0.16	451	Converted to 3 lanes by Price Rite	C
CITY	UNIVERSITY AV	E MAIN TO GOODMAN	0.50	401	converted 2013 via University project; Main/Union COR M&R design 2015	C
CITY	UNIVERSITY AV	EAST BLVD TO BLOSSOM	0.16	451	Volume btw 450 and 500 vphpl; Complete by COR MRR 2010	C
CITY	UNIVERSITY AV	GOODMAN TO ATLANTIC	0.12	353	converted 2013 via University project.	C
CITY	UNIVERSITY AV	PROBERT TO WINTON	0.17	313	converted by Wegman's project	C
CITY	UNIVERSITY AV	WINTON TO I-490	0.10	493	Raised median; COR M&R design 2014	NR
CITY	UPPER FALLS BV	ST PAUL TO HUDSON	0.91	365	If WB approach converted to a LT only and TH/RT, also convert EB approach, adjust centerline to line up the LT lanes; eliminates the short EB lane drop outbound, centerline adjustment would allow for a "pork chop" treatment for WB LT pocket; a 3 lane section (1 TH ea way plus TWLTL) could be carried farther W along Upp Flls to the median; EB lane drop would be needed btw the E end of the divided section and the Hudson intersection approach.	R
CITY	WEST AV	BUFFALO TO E OF GARDINER	0.10	301	Complete 2013	C
CITY	WEST AV	W/O AMES ST TO MAIN/CHILI INT	0.38	343	need 2 lanes EB Algonquin/Chili; could open NS to pkg as well	R
CITY	WESTFALL RD	MT HOPE TO E HENRIETTA	0.32	261	4 lanes made 3 lanes + shoulders	C

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CITY	WINTON RD	ATLANTIC AVE TO MERCHANTS RD	0.23	373	Converted in 2011 as part of Culver Rd project (on detour route)	C
CITY	WINTON RD	HIGHLAND TO NORRIS	0.55	463	Converted from 4 lanes to 2 lanes in 2002; COR M&R design 2014	C
CITY	WINTON RD	NORRIS TO N OF UNIVERSITY	0.18	401	Closely spaced signals, need queuing space; Norris/East COR M&R design 2014	NR
CITY	WOODBURY BV	SOUTH TO CHESTNUT	0.23	226	no good pkg opportunities; scheduled 2014	R

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