

Executive Summary

Overview

The Genesee-Finger Lakes Diversion Route Initiative identifies the most suitable diversion routes for Principal Arterial roads in the nine-county Genesee-Finger Lakes Region. These diversion routes will minimize disruptions to and improve safety for the traveling public when isolated events result in temporary road or bridge closures. This project identified diversion routes that could be used by truck traffic and motorists who may not be familiar with this region.

Diversion Routes

Diversion routes are a traffic management technique used to mitigate the impacts of road closures on traffic operations. A diversion route provides a designated path for traffic to follow in the event of a road closure. They begin at a specific point, typically at an interchange or intersection, on a certain road and end at another specific point on the same road. They allow traffic to bypass the road closure with minimum disruption to travel times. Diversion routes may be implemented in response to traffic incidents, non-traffic incidents, emergencies, planned special events, and road work activities. Diversion routes are one means of providing temporary relief to the traveling public, including freight carriers, from travel delays resulting from one or more of the aforementioned events. They help maintain reliable travel times and safeguard lives and property.

Detour routes are related to but different from diversion routes. Detour routes includes signs at every decision point to guide motorists along the entire route until they return to the original road. Because of their short term nature and the variety of possible combinations, diversion routes are not signed in this manner.

Diversion Route Identification Process

A Steering Committee consisting of representatives from the New York State Department of Transportation, New York State Thruway Authority, New York State Police, Monroe County Department of Transportation, Monroe County Sheriff, and the City of Rochester was established to oversee the diversion route identification process. The Steering Committee met to discuss the diversion route identification methodology, provide input on issues and concerns regarding potential diversion routes, and review and comment on draft and final diversion route maps.

The following considerations were used to identify the regional diversion routes mapped in this report:

- Roads running parallel to and with similar operating characteristics as the closed road were preferred for designation as diversion routes. Nearby parallel routes help minimize the additional time and distance that motorists have to travel as a result of a road closure.
- Ease of access to and from the diversion route.
- Principal and/or minor arterials were preferred for use as diversion routes because these roads typically have the closest operating characteristics to other principal arterials. If no principal or minor arterials were available, collectors were selected.
- The use of local roads for diversions was avoided whenever possible; however, in some locations, local roads were used to link different sections of a diversion route where an arterial or collector was not available.
- Bridge height and weight limits were considered when selecting diversion routes that can accommodate truck traffic.
- Roads equipped with Intelligent Transportation System (ITS) field devices such as synchronized traffic signals, traffic cameras and Dynamic Message Signs were preferred for diversion routes because ITS deployments can be used to monitor and manage traffic operations when the diversion is in effect.
- Unique operational characteristics of specific roadways that would either prohibit or encourage their use as diversions.
- The NYS Thruway (I-90) is the only toll road in the region. As such, it was not designated as a diversion route because not all motorists may be willing or prepared to pay the required tolls.
- The role of expressway frontage roads was given special consideration when identifying diversion routes. Frontage roads often make the optimum choice for diversion routes because of their proximity and access to the expressway mainline. However, given this proximity and the potential exposure of frontage roads to the impacts of a major incident with an extensive debris field, using them for diversion routes may not always be possible. In such situations other roads running parallel to the expressway mainline should be used.

Diversion Route Maps

This report includes 79 maps that depict the region’s diversion routes. Using the above considerations as a guide, draft diversion routes were identified and a set of draft maps were prepared for Steering Committee review and comment. The draft maps were revised based on Steering Committee input to produce the final set of maps included in this report.

Due to their length, several principal arterials were divided into multiple segments for clarity of mapping. For example, NYS Route 104 crosses the entire region from west to east. It was split into eighteen segments and each segment was mapped separately. However, the diversion routes for each segment are designed to link together so that if the need arises for a continuous diversion, one can be implemented that covers multiple segments.

A sample diversion route table and map are shown on the following pages. Each diversion route table provides key information about the diversion routes, such as the roads used for the diversion route, the diversion length, and driving directions. The maps are designed for clarity and ease of use. In addition to identifying the diversion route, they identify access routes which can be used for limited diversions, critical interchanges and intersections where motorists have to be guided through the diversion, the location of height- and weight-restricted bridges that could impact the diversion route, and traffic cameras that can be used to monitor conditions on the diversion route.

Diversion Route Map Review and Update

This report is intended to be periodically reviewed and updated to ensure the continued viability of the regional diversion routes. Changes to the design or condition of transportation infrastructure, such as modifications to bridge height, weight restrictions, or intersection reconfigurations that eliminate certain turning movements, could impact the diversion routes identified in this report. Certain changes may necessitate the alteration of diversion routes and revision of the maps to reflect new routes.

Example Diversion Route Table

Key information about each diversion route is provided in a table, such as the one below, that accompanies each diversion route map. The table is intended to provide a readily accessible profile of the diversion route with key information that transportation and emergency management agencies can use when implementing and managing a diversion route.

The length (in miles) of both the closed road and the diversion route are provided.

The roads that the planned diversion route follows are listed out for quick reference.

Segment 9
Arterial: NYS Route 204 (I-490 to I-390)
Segment Length: 3.3 miles
Start Point: I-490 (Exit 6)
End Point: I-390 (Exit 18)
Diversion Route Description: I-490, I-390.
Diversion Route Length: 6.3 miles
Driving Directions:
Eastbound: From I-490 East at Exit 6, continue on I-490 East to I-390 South, enter I-390 South (Exit 9), exit I-390 South at Brooks Avenue (Exit 18).
Westbound: From NYS Route 204 (Brooks Avenue) West at I-390 (Exit 18), enter I-390 North, enter I-490 West (Exit 20), exit I-490 at NYS Route 204 (Exit 6).
Access Routes: NYS Route 33 (Buffalo Road), Howard Road, NYS Route 33A (Chili Avenue).
Notes:
<ul style="list-style-type: none"> I-390 and I-490 are classified as principal arterials.

Driving directions are provided for both directions (northbound and southbound or eastbound and westbound) of the diversion route.

The "Notes" section identifies the Functional Class of the roads that the diversion route follows and where necessary provides additional details about the diversion route.

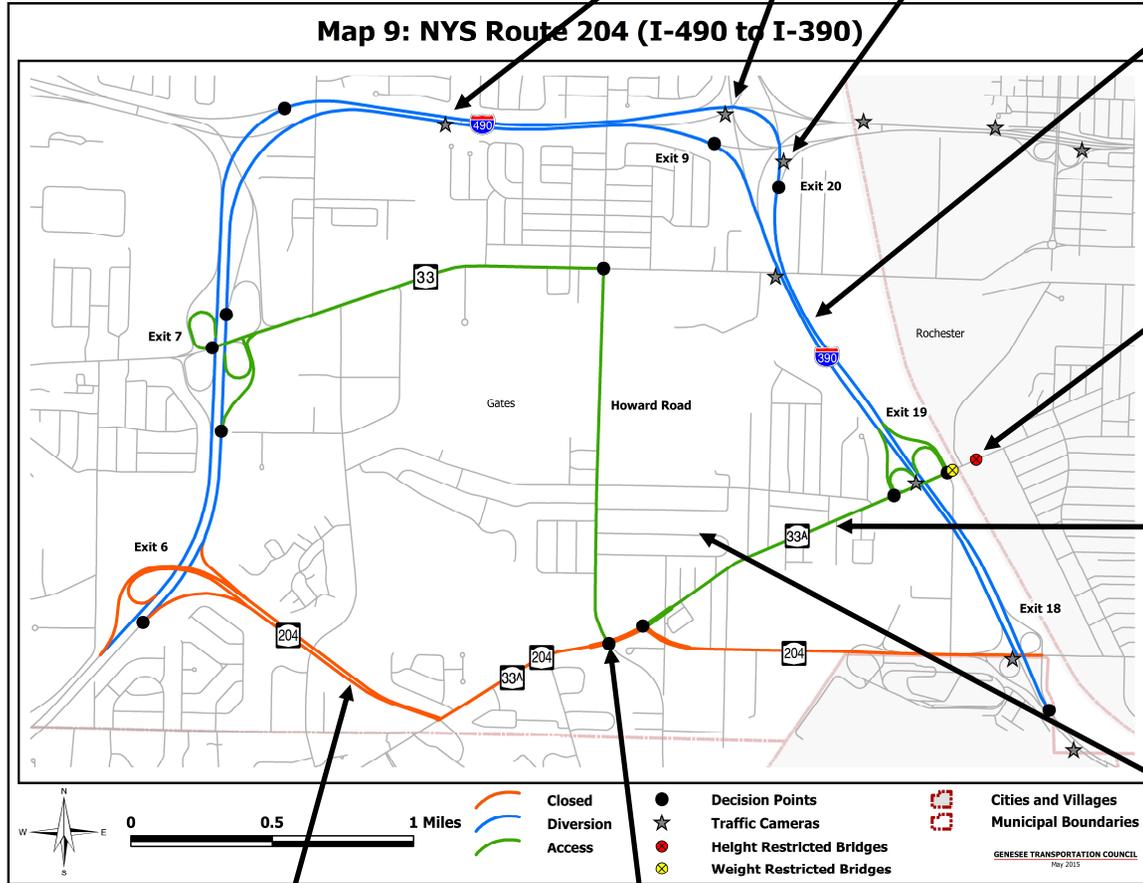
The Access Routes are listed out for quick reference.

Example Diversion Route Map

Regional diversion routes are depicted on maps such as the example on this page.

CCTV Traffic Cameras are shown by the grey stars. These cameras can be used to monitor traffic on the diversion route.

The diversion route is shown in blue. This is the recommended route for traffic that is diverted from the closed section of road to follow.



Height and weight-restricted bridges are shown by the red (Height) and yellow (weight) circles. If these bridges impact the diversion or access routes, a note on the map explains how.

Access routes are shown in green. Access routes may be used for limited diversions when it is not necessary to close an entire road. They provide increased flexibility for implementing and managing diversion routes.

Local streets, shown in light grey, are mapped for reference.

The closed road section is shown in orange.

The black circles identify Decision Points, which are the key interchanges/intersections where motorists require guidance to follow a diversion route.