FREQUENTLY ASKED QUESTIONS

BAY ROAD MILLING & RESURFACING PROJECT

1. What work is being planned for Bay Road?

Bay Road (between Route 104 and Lake Road) is scheduled to be milled and re-paved in 2026. In advance of construction, MCDOT has analyzed the traffic and determined that two lanes in each direction are not required and that a "road diet" could be implemented in order to reduce to a 3-lane section.

2. What is a "road diet"?

A "road diet" is a technique is to reduce the number of lanes on a roadway cross-section. In this case, a 4-lane section is converted into a 3-lane section with a single travel lane in each direction, a center turning lane, and wider shoulders.

3. How can a road with fewer lanes carry the same traffic?

When a vehicle has to stop in an active travel lane to turn left, it causes congestion, blind spots, unsafe lane changes, sudden changes in vehicle speeds, and rear end accidents. In a three-lane system there is always one lane in each direction for driving, one lane for making left turns, and a shoulder space for pedestrians, bicyclists, deliveries, and trash pick-up. This makes for a more efficient way to move traffic.

4. What is the traffic volume on Bay Road when the Irondequoit Bay outlet bridge (IBOB) is closed?

Traffic counts on Bay Road, just north of 104, show the following:

-March 2025 (IBOB open): 14,699 vehicles per day
-May 2025 (IBOB closed): 14,967 vehicles per day

5. Have road diets been used before in Monroe County?

Monroe County DOT has been implementing road diets successfully for many years; many on roads with similar or higher traffic volumes than Bay Road:

-Elmwood Avenue (Town of Brighton) (13,498 vehicles per day)
-Brighton-Henrietta Townline Road (Towns of Brighton & Henrietta) (16,485 vehicles per day)
-St Paul Blvd (City line to Thomas Ave - Town of Irondequoit) (14,457 vehicles per day)
-Culver Road (City line to 104: *2025 construction*) (Town of Irondequoit) (17,268 vehicles per day)

6. Will this affect speeds?

"Road diets" are considered a traffic calming measure. Studies have shown that the character/feel of the roadway has a much greater influence on vehicle speeds as compared to the posted speed limit signs. Implementation of road diets has been shown to reduce speeding by 3-5mph which enhances safety.

7. Will this affect accidents?

Over a 3-year period, this section of Bay Road had 45 total accidents. According to the federal highway administration, the history of road diets indicates a 19 to 47 percent reduction in overall accidents.

8. Will this impact my travel time?

As mentioned above, vehicle speeds will be slightly reduced, however since there will be a center turning lane for left turning vehicles, traffic will be able to move unimpeded by left turners. Overall, any changes in travel time will be insignificant. Note that there will be no changes to the number of lanes at the Route 104/Bay Road traffic signal.

9. Why spend tax money to make this change?

Due to the pavement condition, Bay is scheduled to be milled and re-paved in 2026. Re-striping from a 4-lane section to a 3-lane section will not add any costs to the project.

10. Are bike lanes being installed on Bay Road?

Dedicated bike lanes are not being marked on Bay Road, rather a wider should section is being installed which can be used be a variety of users; including pedestrians, bicyclists, deliveries, and trash pick-up.

11. Will sidewalks be installed on Bay Road?

Sidewalks on County roads are owned and maintained by the individual Towns. The Town of Webster is investigating the feasibility of installing sidewalks along Bay Road, however that work would not be part of this MCDOT paving project.

12. How will I be able to turn left from my side street onto Bay Road?

Currently in order to make a left turn from a side street, a motorist would need to navigate across 3-4 lanes of through traffic. By implementing a road diet, there would only be two lanes of through traffic to navigate across (one lane in each direction). Judging available gaps and the speed of oncoming vehicles would be easier. Previously implemented road diets have shown that sufficient gaps in traffic will be available for turning movements.