

The Cost of Urban Road Decay

By [Go By Truck News+](#)



Driving on deteriorated urban roads costs motorists as much as \$1,025 annually, according to a new report that evaluates pavement conditions in the nation's large (500,000+ population) and mid-sized (200,000-500,000 population) urban areas and calculates the additional costs passed on to motorists as a result of driving on rough roads. Driving on roads in disrepair increases consumer costs by accelerating vehicle deterioration and depreciation while increasing needed maintenance, fuel consumption and tire wear.

| 500K+ URBAN AREA | POOR | 500K+ URBAN AREA | VOC |
|---------------------------|------|---------------------------|----------|
| San Francisco--Oakland | 71% | Oklahoma City | \$ 1,025 |
| LA--Long Beach--Santa Ana | 60% | Tulsa | \$ 998 |
| San Jose | 59% | San Francisco--Oakland | \$ 978 |
| Detroit | 56% | LA--Long Beach--Santa Ana | \$ 892 |
| Milwaukee | 56% | Detroit | \$ 865 |
| Bridgeport--Stamford | 55% | San Jose | \$ 863 |
| Omaha | 54% | Milwaukee | \$ 861 |
| Oklahoma City | 53% | Omaha | \$ 852 |
| Grand Rapids | 52% | Bridgeport--Stamford | \$ 797 |
| Tulsa | 49% | San Antonio | \$ 791 |
| Honolulu | 49% | Denver--Aurora | \$ 753 |
| Cleveland | 49% | Cleveland | \$ 748 |
| Seattle | 47% | Honolulu | \$ 745 |
| New Haven | 47% | Grand Rapids | \$ 742 |
| San Diego | 46% | New Haven | \$ 728 |
| Denver--Aurora | 45% | Chicago | \$ 727 |
| Chicago | 44% | San Diego | \$ 722 |
| Baltimore | 43% | Baltimore | \$ 708 |
| New York--Newark | 42% | Albuquerque | \$ 703 |
| Akron | 42% | Salt Lake City | \$ 698 |
| San Antonio | 41% | Seattle | \$ 695 |
| Springfield | 39% | Akron | \$ 690 |
| Philadelphia | 38% | Boston | \$ 680 |
| Boston | 38% | New York--Newark | \$ 666 |
| Hartford | 38% | Springfield | \$ 665 |

These findings were released today by TRIP, a national transportation research group based in Washington, D.C. The report, "[Bumpy Roads Ahead: America's Roughest Rides and Strategies to make our Roads Smoother](#)," examines urban pavement conditions, transportation funding, travel trends and economic development. Pavement condition and vehicle operating costs for urban areas with populations of 200,000 or greater can be found in the report and [appendices](#). The charts here detail large and mid-sized urban areas with the highest share of pavements on major locally and state-maintained roads and highways in poor condition and the highest vehicle operating costs.

In 2014 nearly one-third (32 percent) of the nation's major urban roads, including Interstates, freeways and other arterial routes, had pavements that were in substandard condition and provided an unacceptably rough ride to motorists, costing the average driver \$523 annually. The nationwide annual cost of driving on deteriorated roads totals \$112 billion.

| 200-500K URBAN AREA | POOR | 200-500K URBAN AREA | VOC |
|-------------------------------------|------|-------------------------------------|---------|
| Concord | 75% | Concord | \$1,014 |
| Madison | 66% | Madison | \$ 974 |
| Victorville--Hesperia--Apple Valley | 61% | Antioch | \$ 883 |
| Antioch | 60% | Jackson | \$ 862 |
| Flint | 56% | Victorville--Hesperia--Apple Valley | \$ 854 |
| Peoria | 51% | Flint | \$ 825 |
| Colorado Springs | 51% | Colorado Springs | \$ 776 |
| Canton | 50% | Canton | \$ 770 |
| Stockton | 46% | Peoria | \$ 738 |
| Jackson | 44% | Fort Wayne | \$ 734 |
| Scranton | 42% | Savannah | \$ 729 |
| Davenport | 40% | Stockton | \$ 711 |
| Savannah | 39% | Des Moines | \$ 705 |
| Baton Rouge | 38% | Baton Rouge | \$ 698 |
| Des Moines | 38% | Davenport | \$ 696 |
| Reading | 38% | Santa Rosa | \$ 663 |
| Fort Wayne | 38% | Shreveport | \$ 661 |
| Spokane | 37% | Scranton | \$ 650 |
| Shreveport | 36% | Provo--Orem | \$ 646 |
| Santa Rosa | 36% | Reading | \$ 641 |
| Thousand Oaks | 35% | South Bend | \$ 637 |
| Trenton | 35% | Thousand Oaks | \$ 629 |
| Youngstown | 33% | Trenton | \$ 629 |
| Modesto | 32% | Huntsville | \$ 619 |
| South Bend | 31% | Lubbock | \$ 613 |

"This important TRIP report highlights the need for federal leadership to address the nation's infrastructure deficit. With both presidential candidates highlighting the importance of rebuilding America's infrastructure, the time is now to address this critical issue," stated United States Chamber of Commerce Executive Director of Transportation Infrastructure Ed Mortimer.

Road conditions could get even worse in the future as the rate of vehicle travel continues to increase and local and state government find themselves unable to adequately fund road repairs.

With vehicle travel growth rates returning to pre-recession levels and large truck travel anticipated to grow significantly, mounting wear and tear on the nation's urban roads and highways is expected to increase the cost of needed highway repairs. Vehicle travel in the U.S. increased by 15 percent from 2000 to 2015. U.S. vehicle travel during the first eight months of 2016 increased 3.1 percent from the same period in 2015. Travel by large commercial trucks in the U.S. increased by 26 percent from 2000 to 2014 and is anticipated to increase by approximately 72 percent from 2015 to 2030, putting greater stress on the nation's roadways.

"With state and local governments struggling to fund needed road repairs and with federal surface transportation funding falling short of the amount needed to make needed improvements, road conditions are projected to get even worse," said Will Wilkins, TRIP's executive director. "Without adequate investment at the local, state and federal levels, our nation's crumbling pavements will be more than just a nuisance for drivers: They'll be a roadblock to economic growth and quality of life."

Source: [TRIP](#)