

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](#)