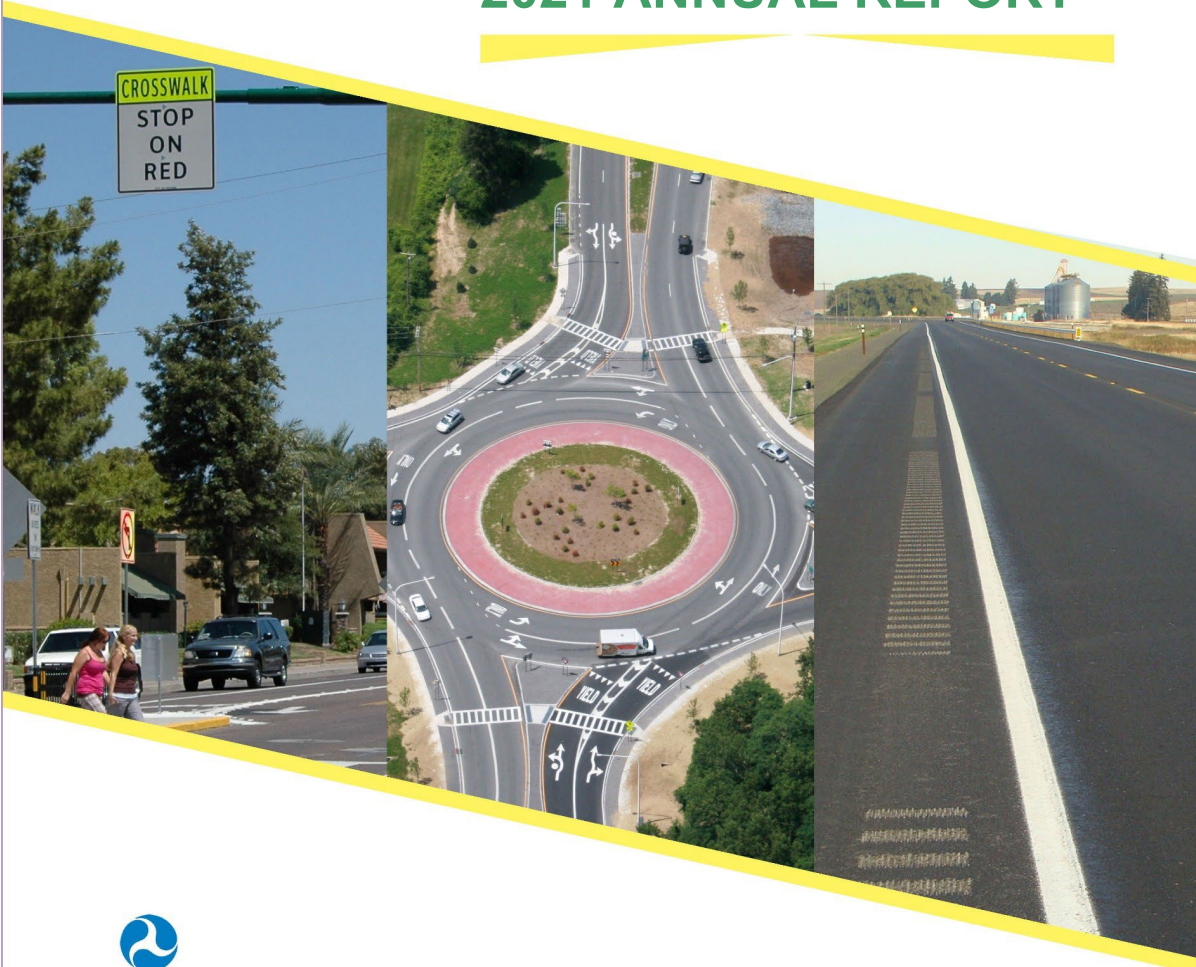




NEW YORK

# HIGHWAY SAFETY IMPROVEMENT PROGRAM 2021 ANNUAL REPORT



U.S. Department of Transportation  
Federal Highway Administration

Photo source: Federal Highway Administration

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## **Disclaimer**

### ***Protection of Data from Discovery Admission into Evidence***

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

## Executive Summary

This report is intended to satisfy reporting requirements under Section 148 of the Title 23, United States Code (23 U.S.C. 148) regulated under 23 CFR 924. MAP-21 and the FastAct reinforce the importance of the Highway Safety Improvement Program (HSIP). The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

### Emphasis Areas

The New York State Department of Transportation continues to concentrate on the emphasis areas outlined in the 2017 Strategic Highway Safety Plan (SHSP). The emphasis areas in the plan include intersections, lane departures, driver behavior, vulnerable users, speed and older and younger drivers. The plan also emphasizes emergency response, data and automated/connected vehicles as cross cutting issues that affect all crash types. Site specific projects at high accident locations and systemic improvement projects are being implemented to meet crash goals.

The first ever statewide New York State Pedestrian Safety Action Plan (PSAP) was released in June 2016 and provides funds to improve pedestrian safety in urban areas. The PSAP adds pedestrian locations to the state's annual regional work program; implements pedestrian improvements at approximately 2,400 signalized intersections and 1,350 uncontrolled crosswalks and provides for pedestrian improvements on 5 pedestrian corridors. The PSAP also includes statewide pedestrian education and enforcement initiatives. The PSAP is a 5 year program scheduled for completion at the end of 2021.

The New York State Department of Transportation contracted with VHB to develop a new safety system called CLEAR (Crash Location Engineering, Analysis and Reporting). The CLEAR system will replace the existing legacy systems that are used to manage and analyze crash data. The systems to be replaced include: Safety Information Management Systems (SIMS), Accident Location Information System (ALIS) and the Post Implementation Evaluation System (PIES). The new system is scheduled for production by the end of 2021.

The State is also in the process of developing a Roadway Departure Implementation Plan to decrease serious crashes due to Roadway Departures.

### HSIP Fund Administration

NYS DOT is using a hybrid approach to manage the Highway Safety Improvement Program funds. Approximately half of the funds are provided to the NYS DOT regions according to a formula that includes crashes, population and center line miles. The remaining funds are administered centrally and used to fund a periodic call for projects program, the statewide Pedestrian Safety Action Plan (PSAP) and other statewide safety initiatives that support the emphasis areas in the Strategic Highway Safety Plan. Since FFY13 the statewide call for projects program has funded 113 state and local projects for a total of approximately \$273M in HSIP funds. In 2018, the local call for PSAP projects funded 38 local projects for a total of approximately \$40M in HSIP funds. The Pedestrian Safety Action Plan included approximately \$110M in HSIP funds to improve pedestrian safety at locations in New York State outside of New York City.

### All Public Roads

The mandate to address the safety of all public roads has broadened the scope of work of the Department of Transportation and our partners, requiring a greater focus on emphasis areas in order to meet crash goals. The following initiatives support the "all public roads" mandate:

- Projects on locally owned and state-owned roads are eligible for the call for projects programs.

## 2021 New York Highway Safety Improvement Program

- Crash data on the local system is available through New York's Safety Information Management Systems (SIMS).
- A local GIS route system was developed.
- The new CLEAR application will enhance the state's ability to analyze crash data on the local system.
- Additional traffic counts are being taken on local roads.
- The PSAP program funded approximately \$40M in local pedestrian projects.

### Safety Performance Management

- The FHWA assessment of the 2018 safety targets found that New York State met or made significant progress towards achieving the safety performance targets.
- The FHWA assessment of the 2019 safety targets found that New York State did not make significant progress towards achieving the safety performance targets.

The required HSIP Implementation Plan was submitted to FHWA in June 2021.

- Preliminary 2020 data indicates that New York will not make significant progress towards meeting the 2020 safety performance targets.

## **Introduction**

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

## **Program Structure**

### ***Program Administration***

#### **Describe the general structure of the HSIP in the State.**

Approximately 50% of the HSIP funds in New York State are provided to the Regions according to a formula that includes crashes, miles and population. The remaining funds are administered by the Main Office for the implementation of statewide safety programs.

#### **Where is HSIP staff located within the State DOT?**

Operations

#### **How are HSIP funds allocated in a State?**

- Formula via Districts/Regions
- SHSP Emphasis Area Data
- Other-Periodic Call for Safety Projects

#### **Describe how local and tribal roads are addressed as part of HSIP.**

All public roads in New York State are eligible for HSIP funds including local roads and roads on tribal lands. The regions work with the Metropolitan Planning Organizations to determine which state and local HSIP projects to include in the capital program. A portion of the Region 11 allocation is provided to New York City for safety projects on local roads owned by New York City. The statewide call for safety projects has awarded HSIP funding to 40 local projects to be let between FFY13 - FFY20 for a total of about \$91.6M in HSIP funding. The pedestrian safety action plan also provided \$40M in HSIP funding for local municipalities to implement systemic treatments that improve safety for pedestrians.

All crashes on public roads, regardless of ownership are included in New York's crash data systems and are available for review and analysis. High crash locations on the state system are identified via an annual network screening process. Improvements to New York's crash data systems are underway and will provide enhanced analysis capabilities to identify high crash locations and perform systemic analysis on local roads.

#### **Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.**

- Design
- Districts/Regions
- Local Aid Programs Office/Division



## ***Program Methodology***

### **Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?**

Yes

This manual is currently being rewritten to be consistent with the new Safety Management system called CLEAR.

### **Select the programs that are administered under the HSIP.**

- Bicycle Safety
- Horizontal Curve
- Intersection
- Local Safety
- Low-Cost Spot Improvements
- Pedestrian Safety
- Right Angle Crash
- Roadway Departure
- Rural State Highways
- Safe Corridor
- Sign Replacement And Improvement
- Skid Hazard
- Wrong Way Driving

### **Program: Bicycle Safety**

***Date of Program Methodology:1/1/2010***

### ***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

### ***What is the funding approach for this program?***

Competes with all projects

### ***What data types were used in the program methodology?***

#### **Crashes**

- All crashes
- Other-Priority Investigation Locations (PILS)

#### **Exposure**

- Volume

#### **Roadway**

- Functional classification
- Roadside features

### ***What project identification methodology was used for this program?***

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Relative severity index



**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes

**Are local road projects identified using the same methodology as state roads?**

No

**Describe the methodology used to identify local road projects as part of this program.**

Local road projects are typically identified via local municipalities and the MPO planning process.

**How are projects under this program advanced for implementation?**

- Other-The Priority Investigation Location process mentioned above.
- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

**Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

**Program: Horizontal Curve**

**Date of Program Methodology:11/1/1989**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area

**What is the funding approach for this program?**

Competes with all projects

**What data types were used in the program methodology?**

**Crashes**

- All crashes
- Other-Priority Locations

**Exposure**

- Investigation
- Volume

**Roadway**

- Median width
- Horizontal curvature
- Roadside features

**What project identification methodology was used for this program?**

- Crash frequency



**What project identification methodology was used for this program?**

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Relative severity index

**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes

**Are local road projects identified using the same methodology as state roads?**

No

**Describe the methodology used to identify local road projects as part of this program.**

Local road projects are typically identified via local municipalities and the MPO planning process.

**How are projects under this program advanced for implementation?**

- Other-The Priority Investigation Process mentioned above.
- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

**Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

**Program: Local Safety**

**Date of Program Methodology:1/1/2013**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area

**What is the funding approach for this program?**

Competes with all projects

**What data types were used in the program methodology?**

Crashes

Exposure

Roadway



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- Other-Priority Investigation Locations (PILS)
- Functional classification
- Roadside features

### ***What project identification methodology was used for this program?***

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Other-A project review and windshield survey is conducted as required by the SAFETAP program. Qualified staff decide upon the safety work to be done before, during and after construction to ensure safety is incorporated into maintenance projects.
- Other-Low cost spot improvements are often recommended as a result of a highway safety investigation.
- Relative severity index

### ***Are local roads (non-state owned and operated) included or addressed in this program?***

Yes

### ***Are local road projects identified using the same methodology as state roads?***

No

### ***Describe the methodology used to identify local road projects as part of this program.***

Local road projects are typically identified via local municipalities or through the MPO planning process.

### ***How are projects under this program advanced for implementation?***

- Other- Many nominal safety improvements are incorporated into maintenance work
- Other-The Priority Investigation Location process mentioned above.
- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

#### **Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

### **Program: Pedestrian Safety**

***Date of Program Methodology:11/1/1989***

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area

**What is the funding approach for this program?**

Funding set-aside

**What data types were used in the program methodology?**

**Crashes**

- Other-Crashes involving pedestrians
- Other-Priority Investigation Locations (PILS)

**Exposure**

- Volume

**Roadway**

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Intersection features; crosswalk features; pedestrian islands etc.

**What project identification methodology was used for this program?**

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Other-Risk factors
- Relative severity index

**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes

**Are local road projects identified using the same methodology as state roads?**

No

**Describe the methodology used to identify local road projects as part of this program.**

Local road projects are typically identified via local municipalities or through the MPO planning process. A local call for projects in 2018 provided \$40M in HSIP funding for pedestrian improvements under this program.

**How are projects under this program advanced for implementation?**

- Other-The Priority Investigation Location process mentioned above.
- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

**Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

**Program: Right Angle Crash**

***Date of Program Methodology:1/1/1989***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Competes with all projects

***What data types were used in the program methodology?***

**Crashes**

- All crashes
- Other-Priority Investigation Locations (PILS)

**Exposure**

- Volume

**Roadway**

- Functional classification
- Other-Intersection features; speed limit etc.

***What project identification methodology was used for this program?***

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Relative severity index

***Are local roads (non-state owned and operated) included or addressed in this program?***

Yes

***Are local road projects identified using the same methodology as state roads?***

No

***Describe the methodology used to identify local road projects as part of this program.***

Local road projects are typically identified via local municipalities and the MPO planning process.

***How are projects under this program advanced for implementation?***

- Other-The Priority Investigation Location process mentioned above.
- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.***







**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes

**Are local road projects identified using the same methodology as state roads?**

No

**Describe the methodology used to identify local road projects as part of this program.**

Local road projects are typically identified via local municipalities and the MPO planning process.

**How are projects under this program advanced for implementation?**

- Other-The Priority Investigation Location process mentioned above.
- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

**Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

**Program: Safe Corridor**

**Date of Program Methodology:1/1/2012**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area

**What is the funding approach for this program?**

Competes with all projects

**What data types were used in the program methodology?**

**Crashes**

- All crashes
- Other-Priority Investigation Locations (PILS)

**Exposure**

- Volume

**Roadway**

- Functional classification

**What project identification methodology was used for this program?**

- Crash frequency

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- Crash rate
- Excess proportions of specific crash types
- Relative severity index

**Are local roads (non-state owned and operated) included or addressed in this program?**

Yes

**Are local road projects identified using the same methodology as state roads?**

No

**Describe the methodology used to identify local road projects as part of this program.**

Local road projects are typically identified via local municipalities and the MPO planning process.

**How are projects under this program advanced for implementation?**

- Other-The Priority Investigation Location process mentioned above.
- selection committee

**Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).**

**Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

**Program: Sign Replacement And Improvement**

**Date of Program Methodology:1/1/1995**

**What is the justification for this program?**

- Addresses SHSP priority or emphasis area

**What is the funding approach for this program?**

Competes with all projects

**What data types were used in the program methodology?**

**Crashes**

- All crashes
- Other-Priority Investigation Locations (PILS)

**Exposure**

- Volume

**Roadway**

- Functional classification

***What project identification methodology was used for this program?***

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Other-Signs needing improvement can be identified during a SAFETAP review or a Highway Safety Investigation. Some regions have implemented a replacement program where signs are replaced on a defined schedule.
- Relative severity index

***Are local roads (non-state owned and operated) included or addressed in this program?***

Yes

***Are local road projects identified using the same methodology as state roads?***

No

***Describe the methodology used to identify local road projects as part of this program.***

Local road projects are typically identified via local municipalities and the MPO planning process.

***How are projects under this program advanced for implementation?***

- Other-The Priority Investigation Location process mentioned above.
- selection committee

***Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).***

**Rank of Priority Consideration**

Ranking based on B/C:2

Available funding:1

Cost Effectiveness:2

**Program: Skid Hazard**

***Date of Program Methodology:1/1/1995***

***What is the justification for this program?***

- Addresses SHSP priority or emphasis area

***What is the funding approach for this program?***

Competes with all projects





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In 2020, approximately 36% of the HSIP funds were used on systemic improvements. This percentage can change from year to year.

### **What process is used to identify potential countermeasures?**

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

### **Does the State HSIP consider connected vehicles and ITS technologies?**

Yes

### **Describe how the State HSIP considers connected vehicles and ITS technologies.**

The future vision is that Connected Vehicle and Automated Vehicle technology will provide the opportunity to dramatically improve safety by decreasing the number and severity of crashes caused by human error and environmental factors on New York State roads. While guidance, testing, standards, legislation and best practices continue to evolve, it is important for transportation operating agencies to be involved in the national issues and take advantage of the technology as it is deployed.

New York State strategies noted in the 2017 SHSP include:

1. Remain involved in national activities that support the development of CAV technologies, standards and best practices, including the National Pooled Fund Study Group.
2. Express support for the pending NHTSA Notice of Proposed Rule Making for V2V communications utilizing 5.9 GHz dedicated short range communications for light vehicles.
3. Urge NHTSA to follow up with a similar Notice of Proposed Rule Making for heavy vehicles.
4. Support, encourage and participate in the development of a New York State legislative and regulatory framework that allows for the testing and deployment of Connected and Autonomous Vehicles.
5. Support the development of national regulations for both light and heavy vehicles.
6. Continue the networking of existing traffic signals and other roadside systems in a flexible, standardized framework.
7. Improve and standardize GIS mapping and spatial capabilities using the New York State GIS Platforms.
8. Continue to develop an understanding of the technology and short term and long term implications.
9. Support the fusion of the latest generation of automobile based sensor systems that provide advanced safety features such as automated braking, driver attention detection, forward collision warning, blind spot warning, lane departure assistance, etc. with V2V real time communications between vehicles to increase the vehicle's situational awareness.

### **Does the State use the Highway Safety Manual to support HSIP efforts?**

Yes

### **Please describe how the State uses the HSM to support HSIP efforts.**

- The State's Safety Information Management System (SIMS) is used to identify High Accident Locations on the state system every year.
- The Highway Safety Manual is an additional source of information when performing highway safety investigations and conducting evaluations.







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- Empire State Trail: Under a Governor Cuomo initiative NYSDOT is partnering with the Hudson River Valley Greenway to progress the Empire State Trail. The trail when completed in 2020 will be the largest statewide multi-use trail in the nation. The state will develop 350 miles of new trail to create a 750 mile trail spanning from the New York Harbor to the Canadian Border and from Lake Erie along the Erie Canal to Albany. The trail will involve work by 6 NYSDOT Regions 1, 2, 3, 4, 5, 7, and 8 and cover over 220 miles of on-road connections.
- Update of the NYS Pedestrian and Bicycle Master Plan
- Updating the complete streets checklist to ensure bike/ped concerns are being addressed during the design process.
- Considering revisions to Chapter 18 of the Highway Design Manual for selection of crosswalks.
- Planning an update to the 1997 Bicycle and Pedestrian Masterplan

### **Age Related**

The SHSP identifies young drivers as those that are 20 and younger. Drivers that are 65 and older represent the older driver group. Preliminary data from 2020 show that 26.95% of fatal and serious injury crashes involved a young or older driver. Decreasing the number of age-related fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating engineering designs to accommodate users of all ages as well as education and enforcement initiatives.

### **Road User Behavior and Speed**

As advancements in vehicle and roadway design continue to improve safety, human behavior continues to be the biggest variable in crash risk. Creating a culture of responsible road users is essential to making a significant impact in the reduction of crashes, fatalities, and injuries. New York will implement roadway improvements that decrease the incidence of distracted and drowsy driving such as flashing beacons, and center-line and edge-line rumble strips as well as improvements that influence driver speed such as signing and speed feedback devices, roundabouts, complete streets and road diets. Education and enforcement efforts are most important to build awareness and promote safer driving habits.

### **Emergency Response and Traffic Incident Management**

A traffic incident is any non-recurring event (such as a vehicle crash, a vehicle breakdown, work zone, or a special event) that causes a reduction in roadway capacity or an abnormal increase in traffic demand that disrupts the normal operation of the transportation system. Traffic incidents are an important concern in New York State because they can result in a safety issue and are a significant cause of congestion delays. In response to this problem, NYSDOT has fostered the development of a Statewide Traffic Incident Management (TIM) Program. A TIM Steering Committee was formed to guide the advancement of the statewide TIM Program in New York State. This Committee has been meeting regularly for 10 years to foster relationships among agencies, determine issues of statewide significance relating to TIM, and to develop training and guidelines for the emergency responder community to use in their everyday efforts to keep themselves and the public safe. The TIM Steering Committee assisted in the advancement of the Move Over law and also provided education on the law to executives and safety stakeholders. The Committee will continue to support similar efforts in the future.

### **Improvements to Data**

#### Status of Crash Data

This report is based on crash data from the Fatality Accident Reporting System (FARS), NYSDOT's Safety Information System (SIMS) and NYSDMV's Accident Information System (AIS). Crash records and roadway characteristics are analyzed to identify Priority Investigation Locations (PILs). A highway safety investigation is

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conducted at 20% of the state PILs annually. Crash data has traditionally included fatal, injury, property damage crashes over \$1,000 (reportable) and property damage accidents under \$1,000 (non-reportable). Additional factors used in developing the PIL list are traffic volumes, divided or undivided and the number of travel lanes. All PILs studied are on the State system with the exception of some New York City locations.

The Department continues to partner with the NYS Department of Motor Vehicles (NYSDMV), the Governor's Traffic Safety Committee, State Police and other key stakeholders to mutually re-engineer the accident and traffic violation records systems to address safety data information needs. The State continues to use a strategic planning approach to improve its various information systems as articulated in the Traffic Safety Information Systems Strategic Plan. The status of improvements that directly affect the Safety Information Management System (SIMS) are:

### Crash Records

The fatal, injury, and electronically submitted Property Damage Only (PDO) crash data is complete through 1/31/2021. The policies surrounding the processing of PDO crashes have changed from year to year. Therefore, it is not possible to compare PDO crash data from year to year.

The change in the MMUCC definition of serious injuries has affected the serious injury trend in New York State.

### Traffic and Criminal Software (TraCS)

Use and Dissemination Agreements for use of the software have been signed by more than 500 different police agencies across the state in 57 counties. This represents more than one-third of all law enforcement agencies in NYS who have committed to using the software. As of June 2021, 514 agencies are transmitting data through the TraCS system. The software reduces the workload at NYSDMV decreasing the time it takes to process each crash report.

### CLEAR (Crash Location Engineering and Analysis Repository)

A new safety data transfer process that transfers data from NYSDMV to NYSDOT has been designed. The transfer process is phase one of a project to replace NYSDOT's legacy safety data systems with a new system called CLEAR. CLEAR will utilize the new safety data warehouse, integrate with the other NYSDOT enterprise systems, and enhance NYSDOT's ability to perform safety planning, analysis and evaluation on all public roads. Implementation is planned for the end of 2021.

### Traffic Counts

Traffic count AADTs are required to develop crash rates for the state and local system. The Department has complete traffic volume data for almost 44,000 miles of the approximately 117,000 miles of highway in New York. The remaining 73,000 miles are primarily local streets. The Department and counties continue to partner in a statewide county traffic count program designed to capture traffic volume data on county owned roads. In 2020, the Department took 2,149 traffic counts on 2,801.59 miles of non-federal aid roads.

### Local Highway Route System

The local roads LRS build was completed and included in its entirety to the FHWA with the June 2018 HPMS submission. The Department continues to identify roadways and reverse directions that can be added to the State LRS.

## Project Implementation

### Funds Programmed

#### Reporting period for HSIP funding.

State Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	\$114,933,104	\$115,774,852	100.73%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$0	\$0	0%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$0	\$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	\$0	\$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	\$104,810,286	\$103,974,438	99.2%
State and Local Funds	\$39,990,915	\$39,794,062	99.51%
<b>Totals</b>	<b>\$259,734,305</b>	<b>\$259,543,352</b>	<b>99.93%</b>

**How much funding is programmed to local (non-state owned and operated) or tribal safety projects?**

\$15,980,851

**How much funding is obligated to local or tribal safety projects?**

\$15,949,851

**How much funding is programmed to non-infrastructure safety projects?**

\$1,856,592

**How much funding is obligated to non-infrastructure safety projects?**

\$1,856,592

**How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?**

\$0

**How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?**

\$0

**Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.**

Impediments to obligating HSIP funds include project delays for reasons not limited to safety projects such as environmental approvals, right of way/easement issues, community issues, other funding needs, resource issues, historic issues, NYS permit issues etc. The complicated process required to implement projects that use federal aid including HSIP can also be an impediment, especially for local governments. In addition, the Federal Obligation Limitation that exists on all federal funding also serves as an impediment to obligating safety funds. The following describes some of the approaches used to overcome those obstacles for HSIP projects.

**Statewide Call for Projects**

The application process for the statewide HSIP call for projects requires an applicant to identify all potential barriers to a timely implementation. The barriers are one of the factors taken into consideration during the project selection process. Thus, a project with good safety benefits but significant impediments to a timely implementation may be denied funding in favor of another safety project with less risk.

**Design Services Agreement**

Design resources are sometimes limited at the regional level especially for larger projects. The department has a statewide design services agreement that can be used to fund contract services to assist with design or other urgent safety project needs. The contract is funded via HSIP dollars specifically set aside for that purpose. HSIP funded design services agreements are also being used for Highway Safety Investigations, PSAP field assessments and design.

**Marchiselli**

The department will continue to support programs such as the Marchiselli Highway Improvement Program which provides funding assistance to local municipalities for approved projects. The Marchiselli program requires state and local governments to share in the cost of approved local projects. The projects are typically funded in shares of 80% Federal, 15% State and 5% local.

**Low Cost Counter Measures**

The NYSDOT is encouraging and implementing more low cost and systemic safety counter measures which typically have less impediments to a timely implementation and are often easier for local municipalities to implement.

**Toll Credits**

Toll credits have been used for the local match for many HSIP projects. Using toll credits can assist local governments that don't have access to funds for the required federal match.

**General Listing of Projects**

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
See attached for project list										0					

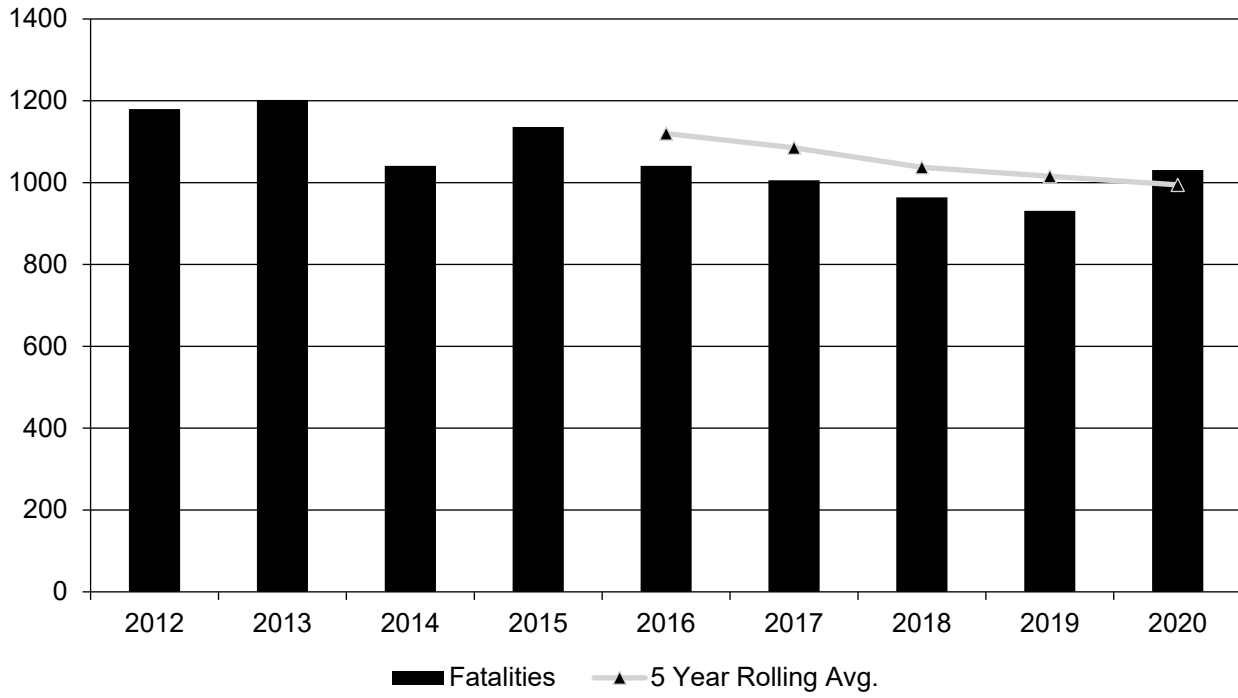
## Safety Performance

### *General Highway Safety Trends*

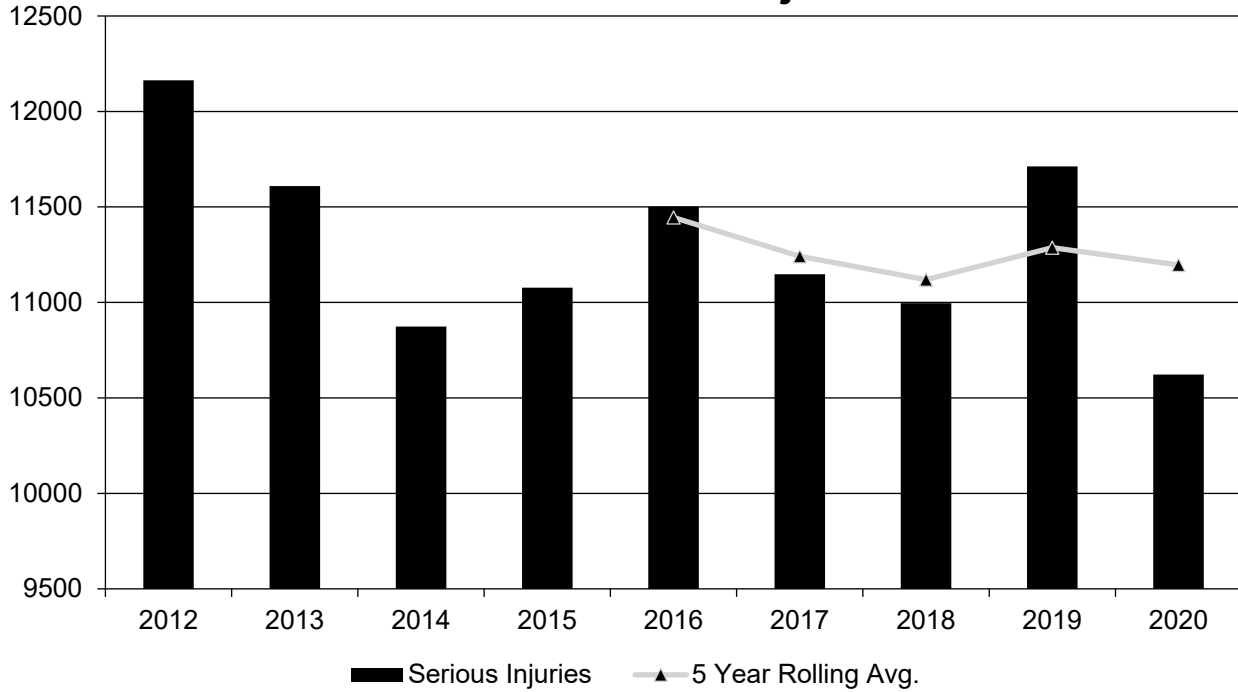
Present data showing the general highway safety trends in the State for the past five years.

<b>PERFORMANCE MEASURES</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fatalities	1,180	1,202	1,041	1,136	1,041	1,006	964	931	1,031
Serious Injuries	12,163	11,609	10,874	11,077	11,501	11,148	10,996	11,712	10,622
Fatality rate (per HMVMT)	0.960	0.967	0.840	0.933	0.853	0.815	0.781	0.749	1.006
Serious injury rate (per HMVMT)	9.896	9.335	8.770	9.102	9.427	9.028	8.903	9.425	10.369
Number non-motorized fatalities	353	382	314	353	357	297	298	314	295
Number of non-motorized serious injuries	2,725	2,696	2,378	2,240	2,407	2,261	2,309	2,540	2,245

### Annual Fatalities

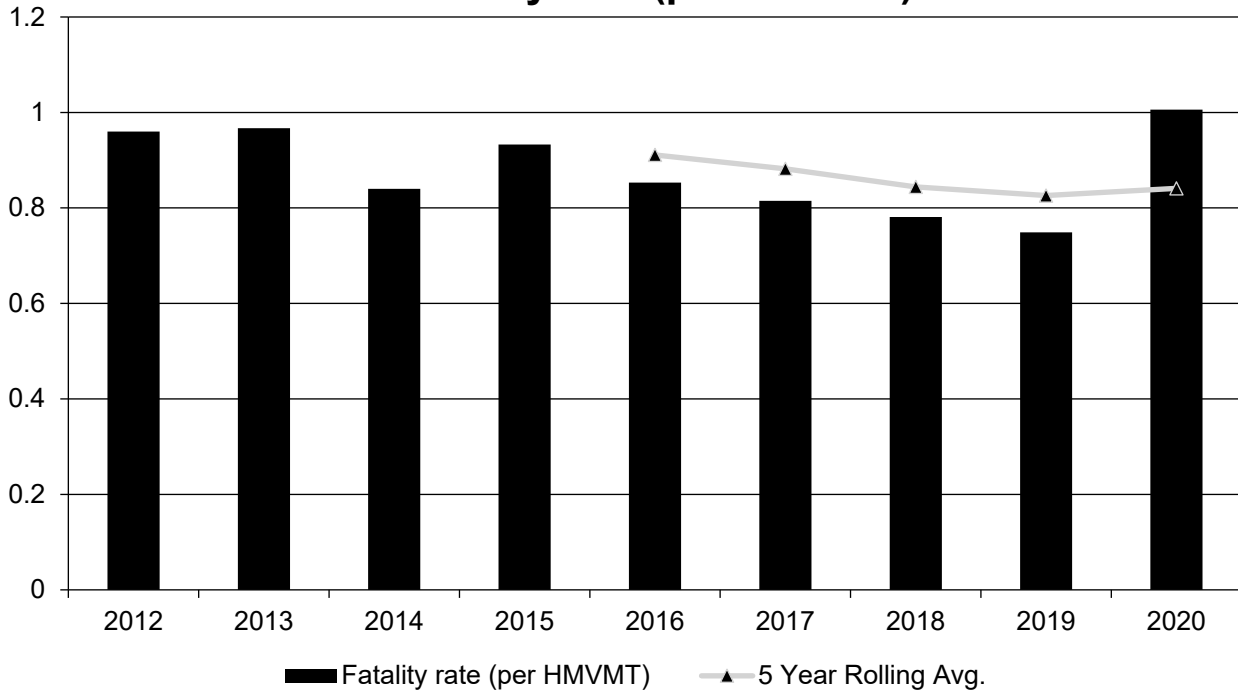


### Annual Serious Injuries

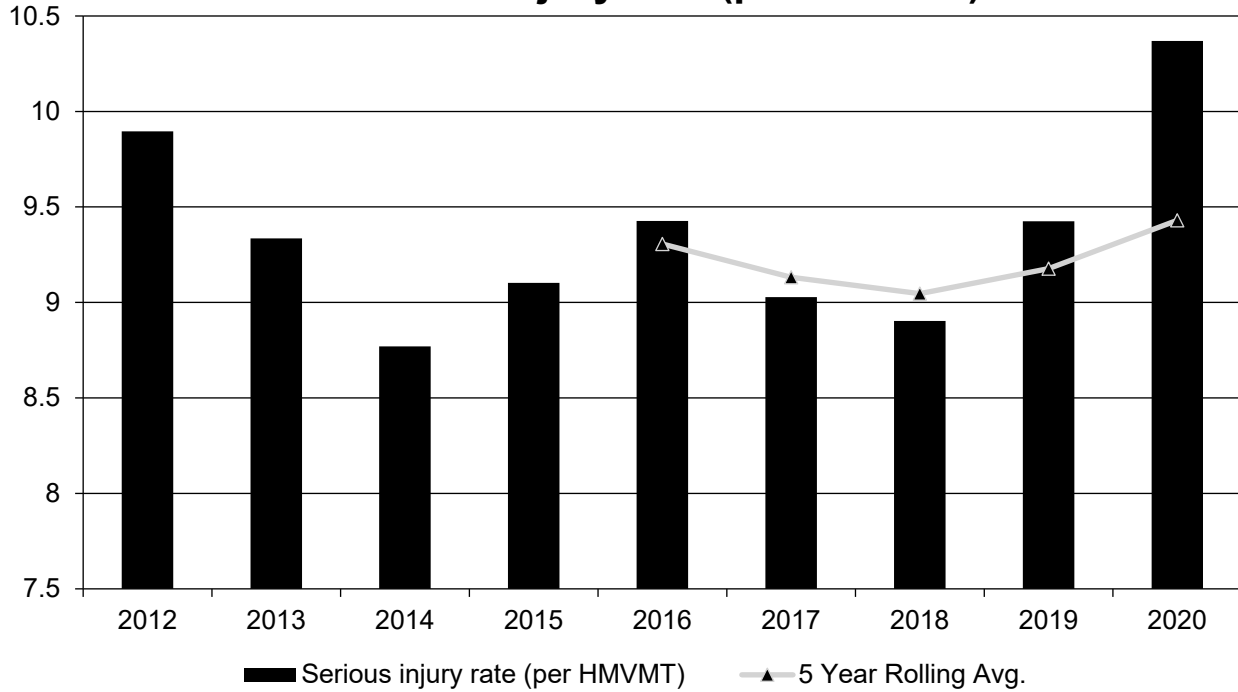




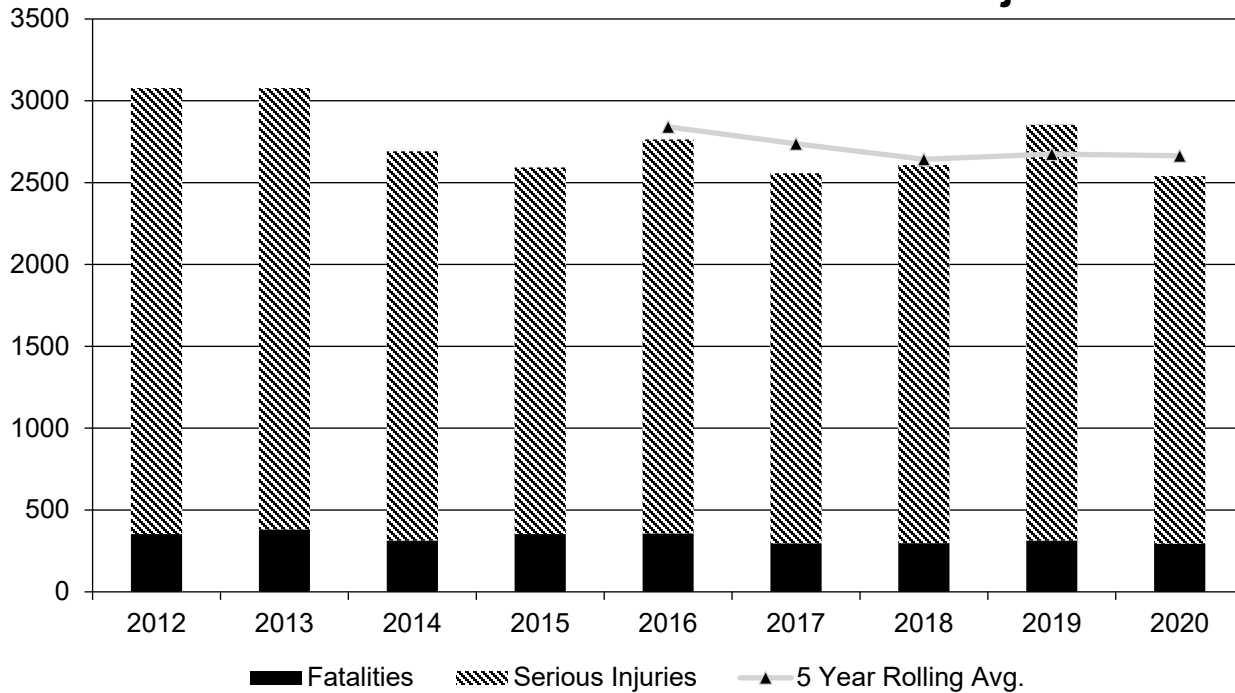
### Fatality rate (per HMVMT)



### Serious injury rate (per HMVMT)



### Non Motorized Fatalities and Serious Injuries



2020 are preliminary numbers

**Describe fatality data source.**

FARS

The fatalities data source for 2016-2019 is FARS.

The fatalities data source for 2020 is the New York State Traffic Safety Statistical Repository (TSSR) system. FARS data was not available for 2020 at the time this report was written.

**To the maximum extent possible, present this data by functional classification and ownership.**

**Year 2020**

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	14.8	114.4	0.01	0.1
Rural Principal Arterial (RPA) - Other Freeways and Expressways	4.4	28.2	0	0.02
Rural Principal Arterial (RPA) - Other	43.2	312.8	0.04	0.26
Rural Minor Arterial	41.8	304.8	0.03	0.26

2021 New York Highway Safety Improvement Program

<b>Functional Classification</b>	<b>Number of Fatalities (5-yr avg)</b>	<b>Number of Serious Injuries (5-yr avg)</b>	<b>Fatality Rate (per HMVMT) (5-yr avg)</b>	<b>Serious Injury Rate (per HMVMT) (5-yr avg)</b>
Rural Minor Collector	47.8	351	0.04	0.31
Rural Major Collector	47.8	417	0.04	0.33
Rural Local Road or Street	47.6	389.6	0.04	0.33
Urban Principal Arterial (UPA) - Interstate	59.2	643.8	0.05	0.54
Urban Principal Arterial (UPA) - Other Freeways and Expressways	72.8	578.8	0.06	0.48
Urban Principal Arterial (UPA) - Other	192.4	2,155.8	0.16	1.82
Urban Minor Arterial	198.2	2,403.8	0.17	2.03
Urban Minor Collector				
Urban Major Collector	85.2	1,139.8	0.07	0.96
Urban Local Road or Street	118	1,699	0.1	1.44

## 2021 New York Highway Safety Improvement Program

### Year 2020

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	378.4	3,366.8	0.32	2.83
County Highway Agency	198.4	1,680.6	0.17	1.42
Town or Township Highway Agency	106.6	1,049	0.09	0.88
City or Municipal Highway Agency	264.6	4,184.4	0.23	3.54
State Park, Forest, or Reservation Agency	0.8	4.4	0	0
Local Park, Forest or Reservation Agency	0.2	3	0	0
Other State Agency	0.8	5	0	0
Other Local Agency	0	1.4	0	0
Private (Other than Railroad)				
Railroad				
State Toll Authority	21.4	223.2	0.02	0.17
Local Toll Authority	0.8	16.6	0	0.01
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation	1	9.6	0	0.01

### ***Safety Performance Targets***

#### **Safety Performance Targets**

#### **Calendar Year 2022 Targets \***

***Number of Fatalities:1005.4***

***Describe the basis for established target, including how it supports SHSP goals.***

The following method was used to define the target: 1) Estimated the existing trend by using a linear trend line which is a clear, straightforward method and recommended by FHWA. The 5 year moving averages were used

## 2021 New York Highway Safety Improvement Program

as the data point for each year. 2) The 2021 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 1% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

### ***Number of Serious Injuries:11173.9***

#### ***Describe the basis for established target, including how it supports SHSP goals.***

The following method was used to define the target: 1) Estimated the existing trend by using a linear trend line which is a clear, straightforward method and recommended by FHWA. The 5 year moving averages were used as the data point for each year. 2) The 2021 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 1% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

### ***Fatality Rate:0.818***

#### ***Describe the basis for established target, including how it supports SHSP goals.***

The following method was used to define the target: 1) Estimated the existing trend by using a linear trend line which is a clear, straightforward method and recommended by FHWA. The 5 year moving averages were used as the data point for each year. 2) The 2021 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 1% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

### ***Serious Injury Rate:9.084***

#### ***Describe the basis for established target, including how it supports SHSP goals.***

The following method was used to define the target: 1) Estimated the existing trend by using a linear trend line which is a clear, straightforward method and recommended by FHWA. The 5 year moving averages were used as the data point for each year. 2) The 2021 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 1% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

### ***Total Number of Non-Motorized Fatalities and Serious Injuries:2644.1***

#### ***Describe the basis for established target, including how it supports SHSP goals.***

The following method was used to define the target: 1) Estimated the existing trend by using a linear trend line which is a clear, straightforward method and recommended by FHWA. The 5 year moving averages were used as the data point for each year. 2) The 2021 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 1% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

#### **Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.**

NYSDOT communicates regularly with the Metropolitan Planning Organizations and the Governors Traffic Safety Committee. NYSDOT produces a fact sheet for the MPOs that identifies the targets and describes the process used to set them.

**Does the State want to report additional optional targets?**

No

**Describe progress toward meeting the State’s 2020 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.**

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	1040.4	994.6
Number of Serious Injuries	11017.0	11195.8
Fatality Rate	0.826	0.841
Serious Injury Rate	8.709	9.430
Non-Motorized Fatalities and Serious Injuries	2626.8	2664.6

Based on preliminary data for 2020, it appears as if New York State will not make significant progress towards meeting the serious injury or serious injury rate or non-motorized fatality and serious injury targets in 2020.

- Rates were negatively impacted by an 18% decrease in VMT due to COVID-19 between 2019 and 2020.
- While its not possible to tell how much of the increase in serious injuries was due to a change in the serious injury definition, several factors related to the definition of serious injuries and the processing of crash data had the potential to negatively affect the serious injury trends in NY beginning in 2018.
  - The following changes were made to the police report in 2018 to be compliant with the new MMUCC definition of serious injuries:
    - Severe lacerations, crush injuries, and paralysis were added to the ‘type of physical complaint’ attribute
    - The definition of "Fracture - Dislocation" was changed to include "Fracture / Distorted / Dislocation
    - Eye injuries were removed from the serious injury definition
  - 1,160 serious injuries were coded to the changed values above in NYC alone in 2019 and 3,196 serious injuries were coded to the changed values statewide. It is not known how the crashes would have been coded before the change to the police report.
  - An unexplained increase in crashes coded as internal injuries occurred resulting in a serious injury level crash. Training has been provided to ensure internal injury crashes are coded correctly.
  - New York City began processing cases electronically during this 5 year timeframe.

***Applicability of Special Rules***

**Does the HRRR special rule apply to the State for this reporting period?**

No

The fatality rate for rural collectors and local roads in 2017 is 1.731 (5 year moving average)  
 The fatality rate for rural collectors and local roads in 2019 is 1.698 (5 year moving average)  
 The rate between 2017 and 2019 (most recent FARS data) decreased, therefore the HRRR does not apply.

## 2021 New York Highway Safety Improvement Program

2020 data is not yet available.

**Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.**

<b>PERFORMANCE MEASURES</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Number of Older Driver and Pedestrian Fatalities	232	201	217	200	213	213	203
Number of Older Driver and Pedestrian Serious Injuries	1,130	1,036	1,090	1,095	1,068	1,208	1,246

2020 data is not yet available.

## Evaluation

### *Program Effectiveness*

#### How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Other-target crashes

#### Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The fatality rate in New York has been under 1.0 per 100M VMT since 2007. The number of fatalities and the fatality rate were on a downward trend at a time when many states were experiencing an increase. The number of serious injuries and serious injury rates were on a downward trend but increased in 2019. Some of the increase in serious injuries was due to a change in the MMUCC definition of serious injuries which was implemented in New York State at the end of 2018.

The Novel Coronavirus (COVID-19) pandemic also affected safety results in NY due to the unprecedented changes in both traffic volumes and the number and severity of crashes during calendar year 2020. While the impacts of this public health crisis have been experienced nationwide, New York State has endured a disproportionate impact of these changes in travel patterns and behavior.

#### What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- # miles improved by HSIP
- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- More systemic programs

### *Effectiveness of Groupings or Similar Types of Improvements*

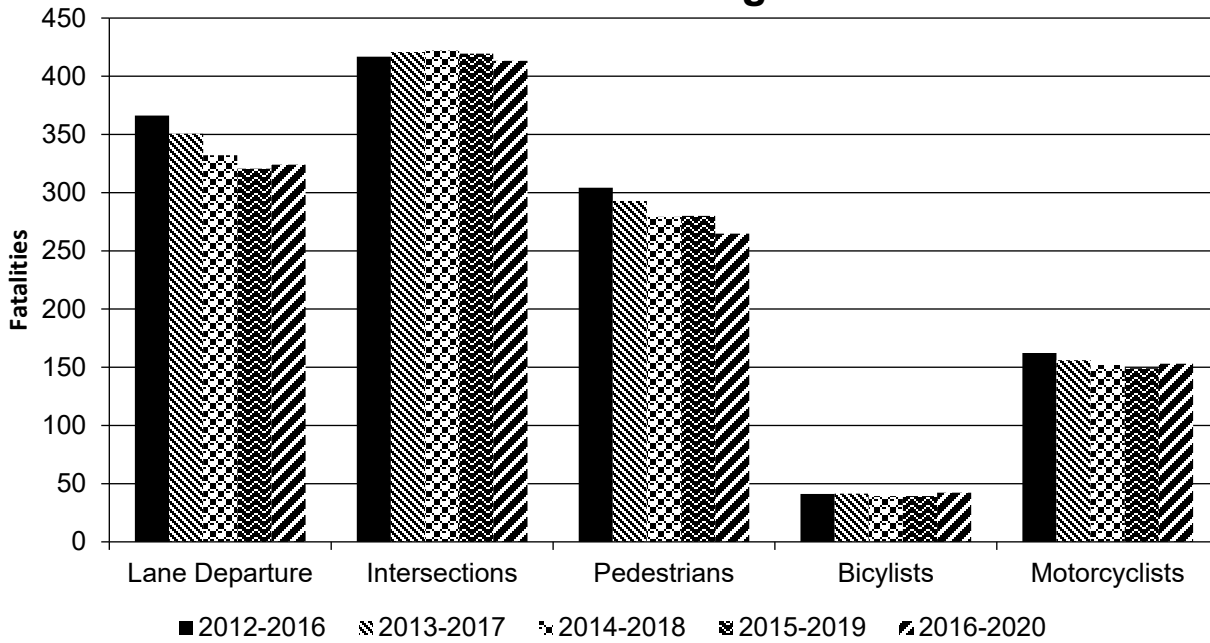
#### Present and describe trends in SHSP emphasis area performance measures.

##### Year 2020

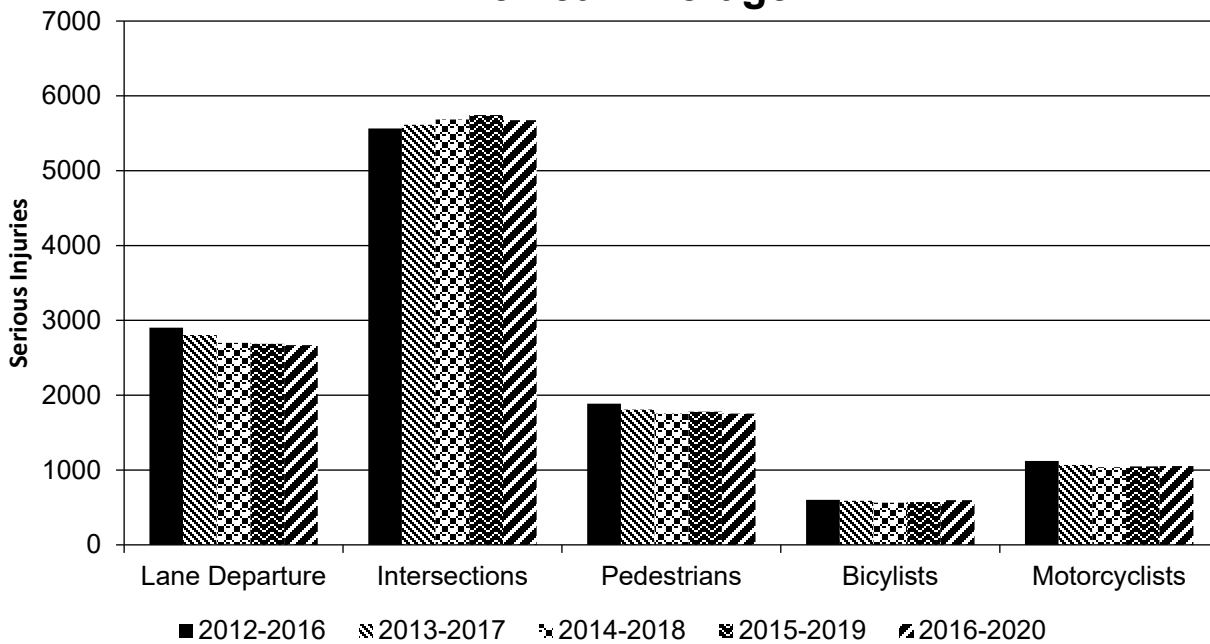
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	Fixed object	324	2,668.4	0.28	2.25
Intersections	Intersections	413.2	5,675.4	0.35	4.79
Pedestrians	All	264.8	1,754.4	0.22	1.47
Bicyclists	All	42.2	596.4	0.04	0.51
Motorcyclists	All	153	1,053.4	0.13	0.89



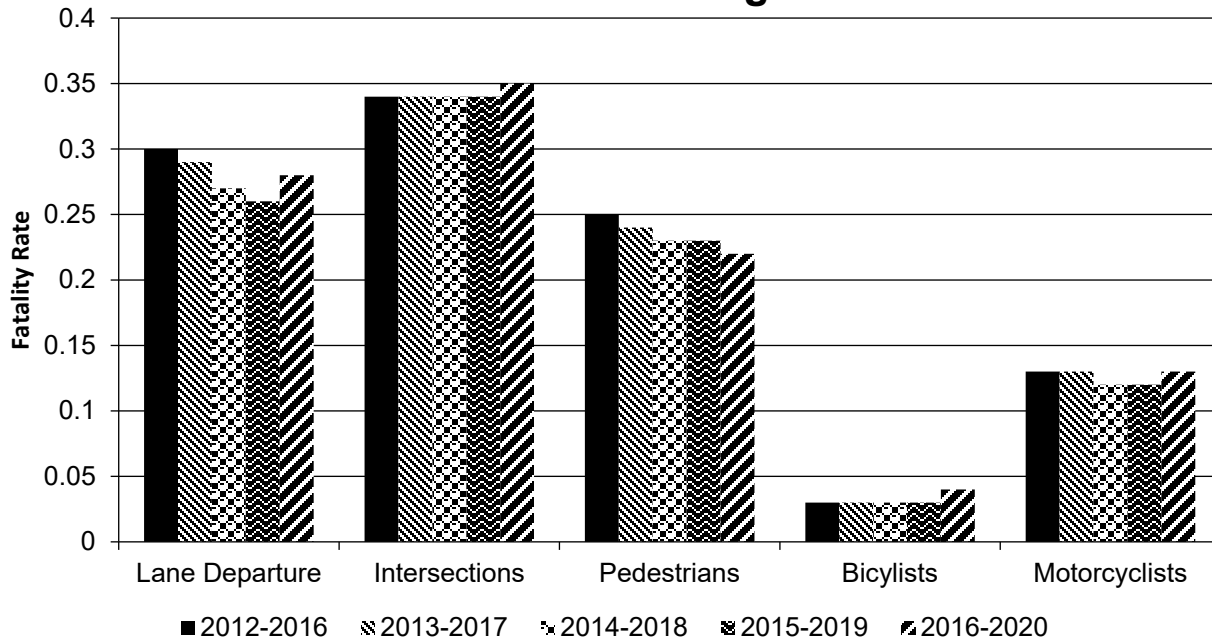
### Number of Fatalities 5 Year Average



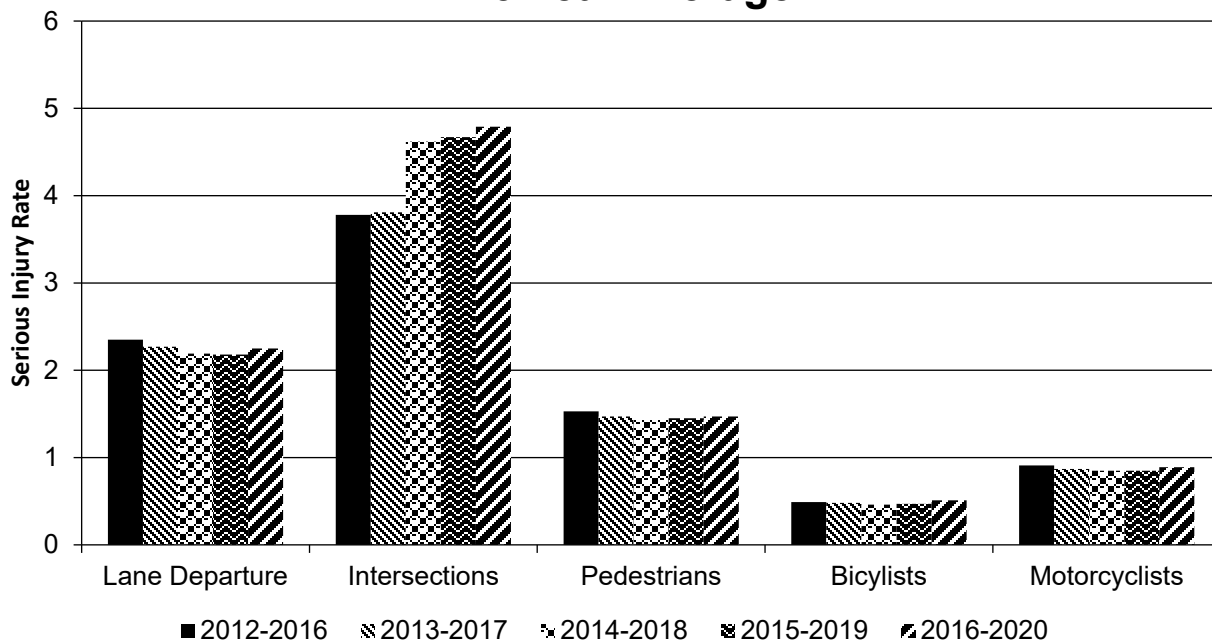
### Number of Serious Injuries 5 Year Average



### Fatality Rate (per HMVMT) 5 Year Average



### Serious Injury Rate (per HMVMT) 5 Year Average



2020 numbers are preliminary

**Has the State completed any countermeasure effectiveness evaluations during the reporting period?**

No

## 2021 New York Highway Safety Improvement Program

The State evaluated several HSIP projects during the reporting period. See question # 46

**Project Effectiveness**

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
State Route 13 and State Route 31 intersection, in the Town of Lenox, Madison County.		Intersection traffic control	Modify control – Modern Roundabout	17.00	14.00					8.00	2.00	25.00	16.00	
Add left turn lane in each direction of Route 5 at the Hamilton Road intersection in the Town of Elbridge		Intersection geometry	Add/modify auxiliary lanes	17.00	11.00					5.00		22.00	11.00	
reconstruction of the intersection of Routes 28 and 357 in the Town of Franklin, Delaware County.		Intersection geometry		17.00	11.00					5.00		22.00	11.00	
Pedestrian safety and operational improvements including widening existing marked crosswalks, installing new crosswalks at signalized intersections, n		Pedestrians and bicyclists	Pedestrian signal - other	17.00	11.00					5.00		22.00	11.00	

Injuries in the All Other Injuries columns include all injuries (a,b,c on the kabco scale).

## Compliance Assessment

**What date was the State’s current SHSP approved by the Governor or designated State representative?**

06/13/2017

**What are the years being covered by the current SHSP?**

From: 2017 To: 2022

**When does the State anticipate completing it’s next SHSP update?**

2022

**Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.**

\*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	100	100					100	100	100	100
	Route Number (8) [8]	100	100								
	Route/Street Name (9) [9]	100	100								
	Federal Aid/Route Type (21) [21]	100	100								
	Rural/Urban Designation (20) [20]	100	100					100	100		
	Surface Type (23) [24]	100	100					95.2	99.98		
	Begin Point Segment Descriptor (10) [10]	100	100					100	100	100	100
	End Point Segment Descriptor (11) [11]	100	100					100	100	100	100
	Segment Length (13) [13]	100	100								
	Direction of Inventory (18) [18]	100	100								
Functional Class (19) [19]	100	100					100	100	100	100	

2021 New York Highway Safety Improvement Program

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	99.9	98.8								
	Access Control (22) [23]	100	100								
	One/Two Way Operations (91) [93]	100	100								
	Number of Through Lanes (31) [32]	100	100					100	100		
	Average Annual Daily Traffic (79) [81]	99.4	85.3					18.9	17.3		
	AADT Year (80) [82]	99.4	85.3								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
	<b>INTERSECTION</b>	Unique Junction Identifier (120) [110]			100	100					
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]			100	100						
	Intersection/Junction Traffic Control (131) [131]			100	100						
	AADT for Each Intersecting Road (79) [81]			90	83						
	AADT Year (80) [82]			90	83						
	Unique Approach Identifier (139) [129]										
<b>INTERCHANGE/RAMP</b>	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

2021 New York Highway Safety Improvement Program

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					100	100				
	Ramp Length (187) [177]					100	100				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					100	100				
	Roadway Type at End Ramp Terminal (199) [189]					100	100				
	Interchange Type (182) [172]					100	100				
	Ramp AADT (191) [181]					92.4	41.7				
	Year of Ramp AADT (192) [182]					92.4	41.7				
	Functional Class (19) [19]					100	100				
	Type of Governmental Ownership (4) [4]					100	100				
<b>Totals (Average Percent Complete):</b>		<b>99.93</b>	<b>98.30</b>	<b>60.00</b>	<b>58.25</b>	<b>98.62</b>	<b>89.40</b>	<b>90.46</b>	<b>90.81</b>	<b>100.00</b>	<b>100.00</b>

\*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

**Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.**

New York State Department of Transportation is currently working on several Enterprise projects that will capture, maintain, and utilize MIRE segment, ramp and junction data elements. Current project design efforts are focusing on identifying official sources of data, data fields needed by different program areas, and version control. The intersection and ramp data reported in question #49 has been collected and will be available in the production environment when the CLEAR application goes live in end 2021.

For segments, a new Enterprise application for roadway data called SEE is in development. The new application will allow the program area to manage data for dual carriageways and will improve the workflow of integrating with mile-point LRS. Additional local roads are being built to help the safety program locate crashes and meet Federal requirements to map all public roads. The Traffic and Safety program is also developing a new Enterprise safety application. The "Crash Location and Engineering Analysis" (CLEAR) project will implement Transcend Spatial's Intersection analyzer application to add additional MIRE elements captured from the roadway data and calculate an MEV value for crash rate analysis. The Integration of all these elements through multiple enterprise systems with different business needs is no small task and the New York State Department of Transportation is working to ensure we have the most accurate and up to date data.

## **Optional Attachments**

Program Structure:

RED BOOK Highway\_Safety\_Improvement\_Program Procedures\_\_Techniques.pdf

Project Implementation:

NYS DOT HSIP Project List SFY 2020.pdf

Safety Performance:

Evaluation:

Compliance Assessment:



## Glossary

**5 year rolling average:** means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

**Emphasis area:** means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

**Highway safety improvement project:** means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

**HMVMT:** means hundred million vehicle miles traveled.

**Non-infrastructure projects:** are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

**Older driver special rule:** applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

**Performance measure:** means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

**Programmed funds:** mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

**Roadway Functional Classification:** means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

**Strategic Highway Safety Plan (SHSP):** means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

**Systematic:** refers to an approach where an agency deploys countermeasures at all locations across a system.

**Systemic safety improvement:** means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

**Transfer:** means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.