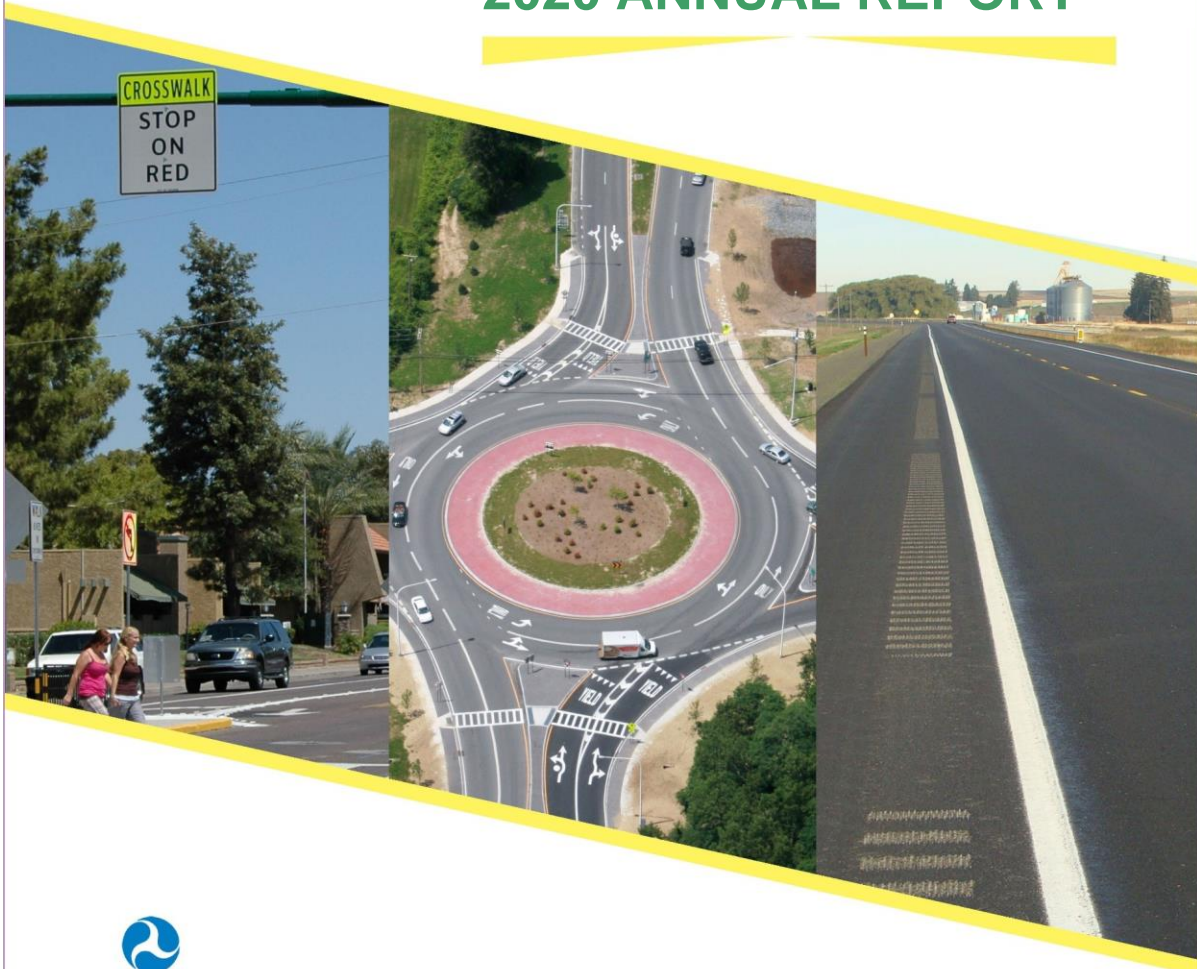




NEW YORK

HIGHWAY SAFETY IMPROVEMENT PROGRAM 2020 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 in mid 2021.

HSIP Fund Administration

NYSDOT is using a hybrid approach to manage the Highway Safety Improvement Program funds. Approximately half of the funds are provided to the NYSDOT regions according to a formula that includes crashes, population and center line miles. The remaining funds are administered centrally by the NYSDOT Main Office and the Safety and System Optimization (SSO) team. The centrally managed funds are used to fund a 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 includes 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.
- Crash data on the local system is available through New York's Safety Information Management Systems (SIMS).

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- 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.

Safety Performance Management

The FHWA assessment of the 2018 safety targets found that New York State has met or made significant progress towards achieving its 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

HSIP Administrators are located in the Safety Programs Management Bureau within the Office of Traffic Safety and Mobility in the Main Office. There are traffic offices in both the Main Office in Albany and in each of the 11 regional offices throughout New York State. The regional traffic offices are responsible for program delivery.

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
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

Describe coordination with internal partners.

The New York State Department of Transportation formed a Safety System and Optimization team (SSO) with expertise in highway safety and system optimization. The multi disciplinary team is comprised of members from various Division and Regional Offices including Safety Programs Management and Coordination Bureau, System Optimization Bureau, Local Programs Bureau, Office of Modal Safety and Security, Policy and Planning Division, Office of Transportation Maintenance and Office of Design. The SSO team is responsible for the following:

- Providing long term guidance on safety and system optimization to ensure consistency with program update strategies;
- Providing clarification and guidance to the 11 NYSDOT regions;
- Developing technical guidance for safety strategies described in the program update;
- Developing support materials for NYSDOT Regions in preparing safety program proposals;
- Reviewing safety program proposals and prioritizing capital program projects; and
- Monitoring regional programs over the life of the program to ensure safety and optimization goals are met.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency
- Other-New York State Department of Health

Describe coordination with external partners.

New York State coordinates regularly with external partners on safety initiatives. For example:

- New York's 2017 Strategic Highway Safety Plan was developed in coordination with local, state, federal, tribal and private organizations throughout the state.
- NYSDOT coordinates with the Governors Traffic Safety Committee on safety target setting.
- Conference calls are regularly held with MPO Directors, an MPO Safety Working Group and a Safety Working Group to coordinate and communicate ongoing safety efforts.
- The core team that developed the statewide Pedestrian Safety Action Plan included members from NYSDOT, FHWA, GTSC, DOH and the MPOs. The Roadway Departure Action Plan team currently in

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development also includes members from NYSDOT, FHWA, GTSC, DOH, local governments and the MPOs.

- The GTSC, FHWA, MPO's, local agencies and law enforcement are participating in the design of a new safety management system called CLEAR.

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	Exposure	Roadway
<ul style="list-style-type: none">• All crashes• Other-Priority Locations (PILS)	<ul style="list-style-type: none">Investigation<ul style="list-style-type: none">• Volume• Population	<ul style="list-style-type: none">• Functional classification• Roadside features

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: 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
- 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: Intersection

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

Exposure

Roadway

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- All crashes
- Other-Priority Locations (PILS)
- Investigation
- Volume
- Functional classification

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

- All crashes

Exposure

- Volume

Roadway

What project identification methodology was used for this program?

- Crash frequency

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?

- 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: Low-Cost Spot Improvements

Date of Program Methodology:1/1/1999

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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- All crashes
- Other-Priority Locations (PILS)
- Investigation
- Volume
- Median width
- Horizontal curvature
- 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	Exposure	Roadway
<ul style="list-style-type: none">• Other-Crashes involving pedestrians• Other-Priority Investigation Locations (PILS)	<ul style="list-style-type: none">• Volume• Population	<ul style="list-style-type: none">• 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?

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- 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: Roadway Departure

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

- Median width
- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess proportions of specific crash types
- Other- CARDS are recommended for projects that will put ≥ 40 mm of asphalt and meet the following: 1) there is no raised median or TWLTL, 2) the CARD quantity is $\geq 1500'$; 3) the posted speed ≥ 45 mph; 4) the AADT $\geq 2,000$; and 4) the roadway width $\geq 13'$.
- Other-High risk factors for roadway departure crashes were identified in a statewide systemic analysis. Additional systemic programs will be investigated in the upcoming years to decrease roadway departures.
- 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-Centerline and shoulder rumblestrips (CARDS and SHARDS) are approved systemic treatments.
- 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: Rural State Highways

Date of Program Methodology:1/1/2010

What is the justification for this program?

- Other-The State of New York's evaluation of HRRR aligns with 23 USC 148 (a)(1) and defines significant safety risks as having 'an accident rate per mile above the average crash rate per mile established for the region'

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

What project identification methodology was used for this program?

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- 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: 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

Exposure

- Volume

Roadway

- Functional classification

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- Other-Priority Investigation Locations (PILS)

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: 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

What data types were used in the program methodology?

Crashes	Exposure	Roadway
<ul style="list-style-type: none">• All crashes• Other- Locations are identified where the percentage of wet road accidents is twice the normal proportion for the same county and facility type.• Other-Priority Investigation Locations (PILS)	<ul style="list-style-type: none">• Volume	<ul style="list-style-type: none">• Functional classification

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?

No

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

How are projects under this program advanced for implementation?

- Other-Locations with \geq twice the normal percentage of wet road crashes are identified and friction tested. Tested locations which demonstrate one or more low friction test numbers (FN40 of 32) are treated.

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

Other-Locations with low friction test numbers (FN40 of 32) require treatment.:1

Program: Wrong Way Driving

Date of Program Methodology:4/1/2019

What is the justification for this program?

- Other-Benefit Cost Analysis > 1

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

Exposure

Roadway

- All crashes

What project identification methodology was used for this program?

- Crash frequency

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

No

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

How are projects under this program advanced for implementation?

- Other-new minimum standards for exit ramp termini

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

Available funding:1

Incremental B/C:2

Cost Effectiveness:2

What percentage of HSIP funds address systemic improvements?

70

HSIP funds are used to address which of the following systemic improvements?

- Add/Upgrade/Modify/Remove Traffic Signal
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Other-Pedestrian Countdown Timers
- Other-Pedestrian Improvements identified in Pedestrian Safety Action Plan
- Rumble Strips
- Wrong way driving treatments

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.
- The CLEAR application once in production, will be consistent with HSM methods.

Describe other aspects of the HSIP methodology on which the State would like to elaborate.

The vision and mission statements as stated in the 2017 New York State Strategic Highway Safety Plan are:

Vision: Roads in New York will be safer to travel for all users.

Mission: New York safety partners will advocate for those who travel by any mode, and deliver data driven safety programs to decrease the number of injuries and fatalities that occur on public roads in New York state. Together we will work to ensure safety is a top priority in all engineering, education, enforcement and emergency medical service activities.

The 2017 Strategic Highway Safety Plan includes the following emphasis areas and cross cutting issues: Intersections, Lane Departures, Vulnerable Users, Age-related (older and younger drivers), Road User Behavior, Speed, Emergency response, Improvements to Data and Automated and Connected Vehicles

Intersections

From 2011-2015, 46 percent of fatalities and serious injuries in New York State were intersection-related. New York will take a multifaceted approach to solving intersection-related issues that considers the intersection design, accommodates users from all modes, and implements improvements both systemically and at intersections with a crash history. Examples of strategies include developing an Intersection Safety Action Plan, implementing intersection treatments systemically, improving the enforcement of traffic laws at intersections and supporting the use of technology and traffic incident management to improve safety at intersections. In 2019 intersection related fatalities were 41.7 percent of total fatalities.

Roadway Departures

Lane departure fatalities and serious injuries made up almost one-fourth of the total fatalities and serious injuries in New York (24 percent) between 2011-2015. To address the wide array of contributing factors to lane departure crashes, New York will take an approach that considers both site-specific and systemic countermeasures, as well as opportunities for education and enforcement. Strategies include the development of a Roadway Departure Action Plan which is currently under development, and the implementation of systemic improvements that decrease the number and severity of lane departure crashes. In 2019, lane departure fatalities were 32.7% of total fatalities.

Centerline Audible Roadway Delineators (CARDS)

Engineering Instruction EI-13-021 lays out the framework and criteria for installing centerline rumble strips on eligible roads across the state. Any project that places at least 0.75" of asphalt and meets the

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geometric/operating criteria is required to install CARDS as part of the project. Because of the low cost and proven effectiveness of centerline rumble strips, this new policy is an important tool in reducing both head-on and run-off road crashes. As of March 2020, approximately 4,322 miles of CARDS have been installed.

Skid Accident Reduction Program (SKARP)

The SKARP program incorporates safety considerations into pavement maintenance activities. SKARP identifies sections of pavement experiencing an unusually high proportion of wet road accidents; friction tests them and schedules treatment for sections experiencing both high wet road accidents and low friction numbers. The frictional quality of NYSDOT owned pavements has improved since the program's inception. A summary of PIL testing from 1996 through 2019 shows a decline in the number of sites requiring treatment, from 91 sites in 1996 to 15 sites in 2019.

Safety Appurtenance Program (SAFETAP)

The SAFETAP program is designed to ensure that roadside safety considerations are incorporated in the Departments preventive maintenance single course overlay projects. Under SAFETAP, a team of agency experts conduct a project review of preventive maintenance paving project sites to decide upon simple, low cost safety improvements to be implemented at the time of construction, or soon after construction. Over 8,300 safety recommendations have been made since SFY14/15 and over 3,800 of the recommendations were completed by the end of SFY18-19.

Vulnerable Users

Vulnerable users include pedestrians, bicyclists, motorcyclists, and those who work on the roadway. New York will consider infrastructure improvements, as well as opportunities to enhance education, enforcement, emergency response, and data processes in its approach to reduce fatalities and serious injuries of vulnerable users of the roadway network. In June of 2016, NYSDOT announced its first ever statewide Pedestrian Safety Action Plan. The plan includes Engineering, Education and Enforcement measures to improve pedestrian safety. Engineering improvements include the implementation of systemic countermeasures at thousands of signalized intersections and mid-block crosswalks in urban areas between 2016 and 2021.

Pedestrian locations were also added to NYSDOT's annual regional work program where the NYSDOT regions study 20% of the identified Priority Investigation Locations (PILs) each year to determine what improvements can be made to improve pedestrian safety.

Safer Corridors for Pedestrians:

In 2012 NYSDOT developed a process to evaluate corridors to improve pedestrian safety. To maximize effectiveness, the process emphasizes coordination among the Department and other local, state and federal partners. Solutions involve not only engineering measures, but also enforcement campaigns and educational efforts. The PSAP includes pedestrian improvements at the following 5 pedestrian corridors:

- 1) Erie Boulevard, City Syracuse and Town DeWitt, Onondaga county
- 2) US 62 Niagara Falls Boulevard, Town of Amherst, Town of Tonawanda, Erie county
- 3) US 11, Village of Malone, Franklin county
- 4) Route 59/45, Spring Valley, Rockland county
- 5) Route 25A, Town of Huntington, Town of Brookhaven, Suffolk county

Complete Streets

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On a statewide basis, the New York State Department of Transportation continues to apply Complete Street provisions in its project planning, programming and delivery processes.

Pedestrian/Bicycle Unit

The Pedestrian Bicycle Unit (the unit) has two main areas of responsibilities. The first one is coordination and outreach both internally and externally. The second area is specific projects in developing policy and providing technical guidance for capital projects. The unit is working on the following initiatives:

- Development of Bicycle and Pedestrian Counting Protocol
- Creating an electronic map of the NYSDOT Bike Touring Routes and then expanding that mapping to capture all of the NYSDOT bicycle assets. This work was used to prepare a NYSDOT Bike Routes App which is now available both internally and externally.
- 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
- Pedestrian Countdown Timers: Pedestrian crashes account for about 25% of all fatal crashes in New York and remain an emphasis area in New York State's Strategic Highway Safety Plan. As of the end of September 2019, countdown timers have been installed at approximately 2,770 (85.9%) of the 3,225 eligible signals.

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. From 2011-2015, 7,881 drivers in both age groups were killed or seriously injured in a motor vehicle crash. During the 5-year period, 28 percent 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

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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 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 almost complete through 12/31/2019. 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.

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 2020, 508 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 middle 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

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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 2019, the Department took 2,872 traffic counts on 3055.42 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)	\$117,842,727	\$110,585,809	93.84%
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)	\$63,739,019	\$62,937,459	98.74%
State and Local Funds	\$34,868,243	\$28,028,151	80.38%
Totals	\$216,449,989	\$201,551,419	93.12%

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

\$11,975,002

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

\$11,438,696

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

\$593,600

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

\$593,600

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 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
NY231 SAFETY IMPVTS @ NSP INTCHNG	Alignment				\$498600	\$554000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
NY27 PED SAFETY IMPVTS NYC LINE - N NIAGARA	Pedestrians and bicyclists				\$249689.36	\$277432.63	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Pedestrians	
NY25 PEDESTRIAN IMPROVEMENTS	Pedestrians and bicyclists				\$10640797.99	\$10640797.99	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
NY27 M&F QUEENS/NASS - BROADWAY	Roadway				\$593	\$658.89	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PED SAFETY ACTION PLAN - PHASE 2	Roadway delineation				\$5894000.01	\$6619700.01	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	
NY110 PED SAFETY & OPER IMPVTS	Pedestrians and bicyclists				\$18824.12	\$20915.69	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
SC - PSAP - PED SIGNAL SAFETY IMPVTS.	Pedestrians and bicyclists				\$915000	\$915000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Pedestrians	
BROOKHAVEN TOWN - PSAP - PED SAFETY SIGNAL IMPVT	Pedestrians and bicyclists				\$60000	\$60000	HSIP (23 U.S.C. 148)	Urban	N/A	0		Other Local Agency	Systemic	Pedestrians	
PIL & HSI SAFETY STUDIES					\$593600	\$649000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0			Spot	Data	
SAFETY IMPROVEMENTS	Alignment				\$0	\$100000	State and Local Funds	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	
SAFETY IMPROVEMENTS	Alignment				\$383400	\$426000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
HSIP, ROUTE 146, CARMAN ROAD SAFETY ENHANCEMENTS, GUILDERLAND	Roadway				\$414462.84	\$460514.27	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
NY 146/NY 146A INTERSECTION: SAFETY IMPROVE, CLIFTON PARK	Roadway				\$126907	\$178470.97	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	

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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
RT.146 SAFETY PROJECT, TOWN OF CLIFTON PARK, SARATOGA COUNTY	Roadway				\$450000	\$500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
RT. 4/I-90 INTERSECTION SAFETY IMPROVEMENTS	Roadway				\$262800	\$292000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
NYS PEDESTRIAN SAFETY ACTION PLAN: PHASE TWO	Pedestrians and bicyclists				\$3050125	\$3050125	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
BALLSTON AVE, UNION ST. TO HAMILTON ST., RECONSTRUCTION	Roadway				\$113185.24	\$142956.64	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Spot	Roadway Departure	
MADISON AVE MILL-FILL FROM NEW SCOTLAND TO LARK ST., ALBANY	Roadway				\$154	\$171.11	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Spot	Roadway Departure	
HSIP CARDS AND DURABLE PAVEMENT MARKINGS INSTALLATION SFY 19	Roadway delineation				\$44329	\$437504.3	State and Local Funds	Multiple/Varies	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
TRAFFIC SIGNALS REBUILD SFY19	Roadway signs and traffic control				\$10800	\$35000	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Principal Arterial-Other	0		State Highway Agency		Intersections	
ADA COMPLIANCE SFY19	Pedestrians and bicyclists				\$142264	\$2356369.86	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Major Collector	0		State Highway Agency	Systemic	Pedestrians	
PAVEMENT CORRECTIVE MAINTENANCE SFY19 2ND PROJECT	Roadway				\$150908	\$13132322.42	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
SAFETY PROJECT 14, RT 365A: RTE 5 TO RTE 365, CITY OF ONEIDA	Roadway signs and traffic control				\$271764.9	\$301961	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
BAGG'S SQUARE/HARBOR POINT PEDESTRIAN WAY	Pedestrians and bicyclists				\$1244967	\$4991598.27	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Bicyclists	

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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
RT 13 @ RT 31 INTERSECTION SAFETY IMPROV, TOWN OF LENOX	Intersection traffic control				\$661789.22	\$735321.36	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
PEDESTRIAN SAFETY ACTION PLAN (PSAP), PHASE I, CONTRACT 2	Pedestrians and bicyclists				\$3618721	\$3618721	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
UTICA PEDESTRIAN SAFETY ACTION PLAN (PSAP)	Pedestrians and bicyclists				\$80277.78	\$80277.78	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Pedestrians	
RT 5S: SAFETY PROJECT, CITY OF UTICA	Roadway				\$5992.2	\$6658	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Pedestrians	
ROUTE 30/30A SAFETY PROJECT	Roadway				\$43985.26	\$220703.15	State and Local Funds	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	
SR 5:PAVE REHAB AND SAFETY IMPROVE: STROUD ST TO HUBBARD PL	Alignment				\$426214.95	\$3568595.92	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
RTE 26 AND 26/365 OVERLAP: SAFETY AND PM PAVING, C/ROME	Roadway				\$136800	\$152000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	
RT 11 AT RT 49 SAFETY IMP, VIL OF CENTRAL SQUARE	Alignment				\$548100	\$609000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	
I-481 KIRKVILLE RD INTERCHANGE OFF-RAMP REALIGNMENT	Alignment				\$450083	\$500092.23	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Spot	Roadway Departure	
RT 13 AT TRUMBULLS CORNERS RD, TOWN OF NEWFIELD, TOMPKINS CO	Alignment				\$31500	\$35000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
RT 5 AT HAMILTON RD INTERSECTION IMPROVEMENTS	Alignment				\$229432	\$254924.44	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
RT 5 WEST OF CHAMBERLIN DR TO EAST OF SUNVIEW DR. ELBRIDGE	Roadway				\$198535.77	\$198536.77	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PEDESTRIAN SAFETY ACTION PLAN, PHASE 1	Pedestrians and bicyclists				\$3913429.46	\$3913429.46	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	

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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
ERIE BLVD PSAP PROJECT, BRIDGE ST TO GENESEE ST	Roadway				\$90000	\$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
RT 481 INTERSECTION W/CR 45, OSWEGO CO	Alignment				\$192385.8	\$213762	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
ROUTE 370 AT JOHN GLENN BLVD SAFETY PROJECT	Intersection traffic control				\$2745941.17	\$4457559.49	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
CARDS INSTALLATION PROJECT, ONONDAGA COUNTY	Roadway				\$98540	\$98540	HSIP (23 U.S.C. 148)	Multiple/Varies	Local Road or Street	0		Other Local Agency	Systemic	Roadway Departure	
ROUTE 11 SAFETY SIDEWALK INSTALLATION PROJECT	Pedestrians and bicyclists				\$253577.11	\$281752.35	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
PIL 2015 I-690 OVER JOHN GLENN BLVD SAFETY PROJECT	Roadway				\$55800	\$62000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Spot	Roadway Departure	
NY 5 INTERSECTION ENHANCEMENT AT SOUTH AVE	Pedestrians and bicyclists				\$225000.18	\$250000.2	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
RT 5 & 20 SAFETY (RT 247 & MIDDLE CHESHIRE RD INTERSECTIONS)	Roadway signs and traffic control				\$5400	\$6000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
RT 15 CORRIDOR OPERATION ENHANCEMENT PROJECT, PHASE 1	Pedestrians and bicyclists				\$135000	\$150000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Pedestrians	
RT 31 FROM RT 19 TO WEST OF SALMON CREEK	Roadway					\$67000	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	N/A	0		State Highway Agency	Systemic	Roadway Departure	
RT 77 @ LEDGE ROAD INTERSECTION SAFETY ENHANCEMENT PROJECT	Roadway				\$499221.91	\$554691.01	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
NY 96 INTERSECTION SAFETY ENHANCEMENT AT LYNAUGH RD	Roadway				\$3994456.78	\$4469864.2	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
PEDESTRIAN SAFETY ACTION PLAN	Pedestrians and bicyclists				\$-2326576	\$-2326576	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	

2020 New York Highway Safety Improvement Program

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
PEDESTRIAN SAFETY ACTION PLAN PHASE II	Pedestrians and bicyclists				\$6366706.01	\$6366706.01	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
RT 104 PAVEMENT MBC, POUND RD TO ROTTERDAM RD AND SAFETY ENHANCEMENTS AT KNICKERBOCKER RD	Roadway				\$179253.01	\$2742013.62	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
RT 252 FROM LOWENTHAL RD TO MARKETPLACE DR MBC	Roadway				\$178459	\$5854622.92	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
NY 286 @ 5 MILE LINE RD INTERSECTION SAFETY ENHANCEMENTS	Roadway				\$157500	\$175000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
RIDGEWAY AVE SAFETY IMPROVEMENTS	Roadway				\$661914	\$793105.01	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		Other Local Agency	Spot		
MONROE CO. REFLECTIVE BACKPLATE PROJECT	Roadway signs and traffic control				\$36000	\$59527.56	HSIP (23 U.S.C. 148)	Multiple/Varies	Local Road or Street	0		Other Local Agency	Systemic	Intersections	
CR 23 INTERSECTION IMPROVEMENT AT MCIVOR RD/FORT HILL RD	Roadway				\$2110464	\$2723906	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Spot	Intersections	
CR 28 AT SHORTSVILLE RD INTERSECTION IMPROVEMENTS	Intersection geometry				\$1985907	\$3220471.33	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Other Local Agency	Spot	Intersections	
RT 93 (DYSINGER RD); NORTH SIDE SIDEWALK REPLACEMENT	Pedestrians and bicyclists				\$222667.89	\$267993.31	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
RT 104 & RT 93 INTERSECTION	Roadway				\$45000	\$50000	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Spot	Intersections	
PEDESTRIAN SAFETY ACTION PLAN (PSAP), PHASE IIA	Pedestrians and bicyclists				\$966531	\$966531	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
PSAP - PHASE IIB; ERIE & NIAGARA COS	Pedestrians and bicyclists				\$5016666.1	\$5342671.1	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	
PSAP - PHASE IIB; CATTARAUGUS & CHAUTAUQUA COS	Pedestrians and bicyclists				\$2907416	\$2907416	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	

2020 New York Highway Safety Improvement Program

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
RT 277 (UNION RD) @ RT 33 RAMPS	Roadway signs and traffic control				\$18000	\$110000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
ROUTE 179: ABBOTT RD TO US 20	Roadway				\$1639416	\$4694294.07	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
NY 187 (TRANSIT RD) @ MILESTRIP RD	Roadway				\$36000	\$40000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Roadway Departure	
RT 400 @ RT 16 TRAFFIC CALMING	Intersection geometry					\$12000	State and Local Funds	Urban	N/A	0		State Highway Agency	Spot	Intersections	
I-290 WB EXIT RAMP TO US 62, AND REHABILITATION OF CULVERTS CA00285 AND C530088	Roadway				\$1147723.44	\$1549070.77	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Spot	Roadway Departure	
JJ AUDUBON PKY/ELLICOTT CRK; BRIDGE SUPERSTRUCTURE REPLACE	Roadway				\$360935	\$5205022.64	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
WALMORE RD; RT 62 - LOCKPORT RD, NIAGARA COUNTY	Roadway				\$574200	\$3426000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	0		Other Local Agency	Systemic	Roadway Departure	
HWY LIGHTING ON NIAG. FALLS BLVD; I-290 TO NIAGARA CO LINE	Lighting				\$-2546	\$77171.11	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		Other Local Agency	Spot	Older Drivers	
CITY OF NORTH TONAWANDA PSAP; 3 SIG	Roadway signs and traffic control				\$323000	\$323000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Pedestrians	
ADA COMPLIANCE PROJECT; ERIE & NIAGARA COS	Pedestrians and bicyclists				\$22471	\$231964.53	State and Local Funds	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
ADA COMPLIANCE & PEDESTRIAN SIGNAL UPGRADES; VARIOUS	Pedestrians and bicyclists				\$410113	\$1718836.12	Other Federal-aid Funds (i.e.	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	

2020 New York Highway Safety Improvement Program

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
ROUTES; ERIE & NIAGARA COS							STBG, NHPP)								
RT 20 @ RT 60; INTERSECTION IMPROVEMENTS	Roadside				\$282355.73	\$315028.59	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
RT 5; RT 62 - I290	Roadway				\$837517	\$4468013.19	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PMI - RT 39; CLARK ST - NEWMAN ST	Roadway				\$-18151	\$-139403.97	State and Local Funds	Urban	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
PMI - RT 62; RT 265 - PACKARD	Roadway				\$-10391	\$758385.7	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PMI - NY 430, RT 952P & RT 954K, CITY OF JAMESTOWN	Roadway				\$408136	\$2981644.45	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
PMI - NY 324; NY 78 - NY 5	Roadway				\$52165	\$47193.61	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PMI - NY 266; NY 325 - TONAWANDA CITY LINE	Roadway				\$1093219	\$3166864.45	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
PMI - NY 75; SOUTH OF SUNSET DR - BIN 1029910 & US 20 - NY 5	Roadway				\$97572	\$870489.33	State and Local Funds	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PMI - NY 265; US 62 TO NY 182	Roadway				\$199961	\$1891081.39	State and Local Funds	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PMI - NY 5; BIG TREE RD - KANE ST	Roadway				\$219125	\$7729155.26	State and Local Funds	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
ADA COMPLIANCE PROJECT; CATT & CHAUT COS	Pedestrians and bicyclists				\$18209	\$187838.22	State and Local Funds	Multiple/Varies	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	

2020 New York Highway Safety Improvement Program

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
ADA COMPLIANCE & PEDESTRIAN SIGNAL UPGRADES; VARIOUS LOCATIONS; CATTARAUGUS, CHAUTAUQUA & ERIE COS	Pedestrians and bicyclists				\$220206	\$1091330.83	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Variations	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
PEDESTRIAN SAFETY ACTION PLAN PHASE II	Roadway delineation				\$3395377	\$3395377	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	
ELMIRA URBAN AREA PEDESTRIAN SAFETY PROJECT	Pedestrians and bicyclists				\$175000	\$175000	HSIP (23 U.S.C. 148)	Urban	N/A	0		Other Local Agency	Systemic	Pedestrians	
PAVEMENT MARKINGS, MULTIPLE LOCATIONS	Roadway delineation				\$407700	\$1844999.17	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Variations	N/A	0		State Highway Agency	Systemic	Roadway Departure	
RT 190 HIGHWAY RECONSTRUCTION	Shoulder treatments				\$245225.18	\$1309805.01	Other Federal-aid Funds (i.e. STBG, NHPP)	Rural	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
CITY OF WATERTOWN PEDESTRIAN SIGNAL IMPROVEMENT PROJECT	Pedestrians and bicyclists				\$100000	\$100000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Pedestrians	
CITY OF PLATTSBURGH CROSSING SIGNAL IMPROVEMENTS	Pedestrians and bicyclists				\$41000	\$41000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Pedestrians	
PEDESTRIAN SAFETY ACTION PLAN PHASE 2	Pedestrians and bicyclists				\$280000	\$280000	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Systemic	Pedestrians	
PEDESTRIAN SAFETY ACTION PLAN - RT 11 (MALONE)	Pedestrians and bicyclists				\$280000	\$280000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
D&H CANADIAN MAIN, GREEN ST. X-ING	Railroad grade crossings				\$0	\$-0.219999999986612				0		Railroad	Spot		
RT 172 @ RT 117 INTERSECTION IMPROVEMENT	Alignment				\$17883.02	\$19870.02	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
ROUTE 312 @ I84 RAMPS	Roadway signs and traffic control				\$160679	\$196814.3	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	

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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
I-84 ITS: PENNSYLVANIA - CONNECTICUT STATE LINE	Advanced technology and ITS				\$17061.3	\$529356.88	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Principal Arterial-Interstate	0		State Highway Agency	Spot		
ROUTE 17 SLOATSBURG COMPLETE STREETS/INFRASTRUCTURE IMPROVEMENT	Roadway				\$2414567.41	\$11944448.31	Other Federal-aid Funds (i.e. STBG, NHPP)	Multiple/Varies	Minor Arterial	0		State Highway Agency	Systemic	Roadway Departure	
REGION 8 PEDESTRIAN SAFETY ACTION PLAN	Pedestrians and bicyclists				\$7172209	\$7529854	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Systemic	Pedestrians	
REGION 8 PEDESTRIAN SAFETY ACTION PLAN CONTRACT #3	Pedestrians and bicyclists				\$3715069.6	\$3715069.6	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Systemic	Pedestrians	
REGION 8 PEDESTRIAN SAFETY ACTION PLAN CONTRACT #5	Roadway signs and traffic control				\$2660321.65	\$2660321.65	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Systemic	Pedestrians	
RTE 22 PMI PAVING SCARSDALE FROM EASTCHESTER TO WHITE PLAINS	Roadway				\$82326	\$552029.58	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
RT. 376 @ ROBINSON LANE/LAKE WALTON RD INTERSECTION	Roadway				\$89999.99	\$299324.94	State and Local Funds	Urban	Major Collector	0		State Highway Agency	Spot	Intersections	
RTE 202 @ PIP INNOVATIVE INTERSECTION RECONFIGURATION	Roadway				\$3607525.99	\$3607525.99	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
CITY OF BEACON PEDESTRIAN SIGNAL DEVELOPMENT	Roadway signs and traffic control				\$328000	\$328000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Other Local Agency	Systemic	Pedestrians	
TOWN OF RAMAPO PEDESTRIAN SAFETY IMPROVEMENTS	Pedestrians and bicyclists				\$70000	\$70000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Other Local Agency	Systemic	Pedestrians	
CITY OF KINGSTON PEDESTRIAN SAFETY IMPROVEMENTS	Pedestrians and bicyclists				\$59000	\$59000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		Other Local Agency	Systemic	Pedestrians	
LOWER HUDSON TRANSIT LINK -ROUTE 59 SAFETY IMPROVEMENTS					\$498001.73	\$553335.26	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Spot	Pedestrians	

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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
RT 42 AT COUNTY ROADS 52 & 53, SAFETY IMPROVEMENTS	Intersection geometry				\$137240.88	\$152489.87	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		State Highway Agency	Spot	Intersections	
RTE 28 AND RTE 357 INTERSECTION RECONSTRUCTION	Alignment				\$124382.98	\$138203.31	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	
RTE 10 TOWN OF WALTON SAFETY IMPROVEMENTS	Alignment				\$92926.69	\$103251.88	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Roadway Departure	
SOUTHSIDE ONEONTA SAFETY AND MOBILITY IMPROVEMENTS	Intersection geometry					\$200000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	N/A	0		State Highway Agency	Spot	Pedestrians	
PEDESTRIAN SAFETY ACTION PLAN (PSAP), CITY OF BINGHAMTON	Pedestrians and bicyclists				\$111000	\$111000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Other Local Agency	Systemic	Pedestrians	
PEDESTRIAN SAFETY ACTION PLAN (PSAP), VILLAGE OF ENDICOTT	Pedestrians and bicyclists				\$75000	\$75000	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Pedestrians	
SIGNAL REQUIREMENTS - BROOME, OTSEGO, & TIOGA COUNTIES	Roadway signs and traffic control				\$176932	\$196591.11	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Systemic	Intersections	
REGION 9 PEDESTRIAN SAFETY IMPROVEMENTS	Pedestrians and bicyclists				\$678577.82	\$753975.36	HSIP (23 U.S.C. 148)	Multiple/Variations	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
GUIDERAIL UPGRADE ON GCP BETWEEN 31ST ST & NASSAU CO. LINE	Roadside				\$359999.98	\$1179999.98	State and Local Funds	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
SAFETY IMPROVEMENTS ON GCP B/W FRANCIS LEWIS & 188TH ST	Shoulder treatments				\$3690000	\$8795000	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
OCEAN PKWY SAFETY IMPROVEMENTS. KINGS CO, NYC	Pedestrians and bicyclists				\$64423.41	\$71581.57	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
SAFETY IMPROV ON HARLEM RVR DR (131ST ST - 166TH ST) , NYC	Roadside				\$34187.42	\$37986.02	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	

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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
REALIGNMENT OF THE BRONX RIVER PKWY AT GUN HILL RD. BX, NYC	Alignment				\$492462.49	\$580773.7	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
SAFETY IMPROVEMENTS ON LONG ISLAND EXPRESSWAY	Intersection geometry				\$1912500	\$2125000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Intersections	
GRAND CONCOURSE PEDESTRIAN SAFETY IMPROVEMENTS, PH.3	Roadway				\$623600	\$692888.89	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Spot	Pedestrians	
COUNTDOWN PEDESTRIAN SIGNALS	Roadway signs and traffic control				\$2900000	\$3222222.22	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Other Local Agency	Systemic	Pedestrians	
SAFETY IMPROVEMENTS ON VARIOUS HIGHWAYS	Roadside				\$2501131	\$2779034.44	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		State Highway Agency	Spot	Roadway Departure	
SAFETY IMPROVEMENTS AT EXIT RAMPS AT VARIOUS LOCATIONS	Intersection geometry				\$180000	\$200000	HSIP (23 U.S.C. 148)	Urban	N/A	0		State Highway Agency	Systemic	Roadway Departure	

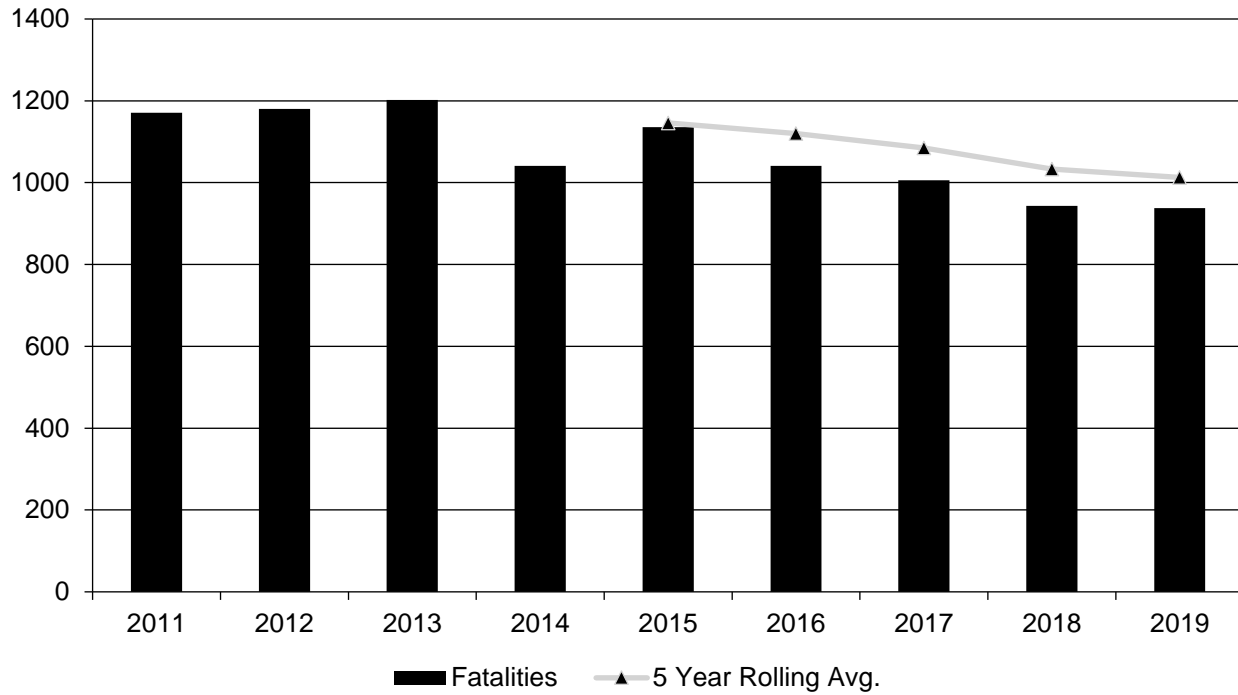
Safety Performance

General Highway Safety Trends

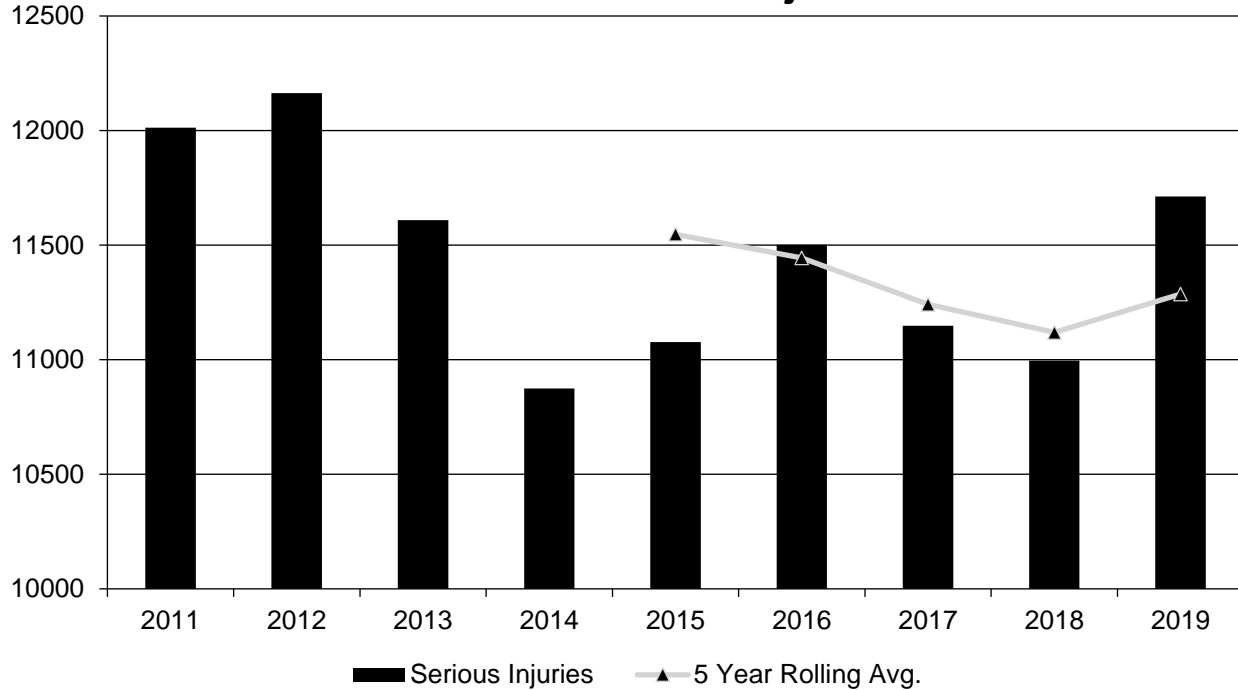
Present data showing the general highway safety trends in the State for the past five years.

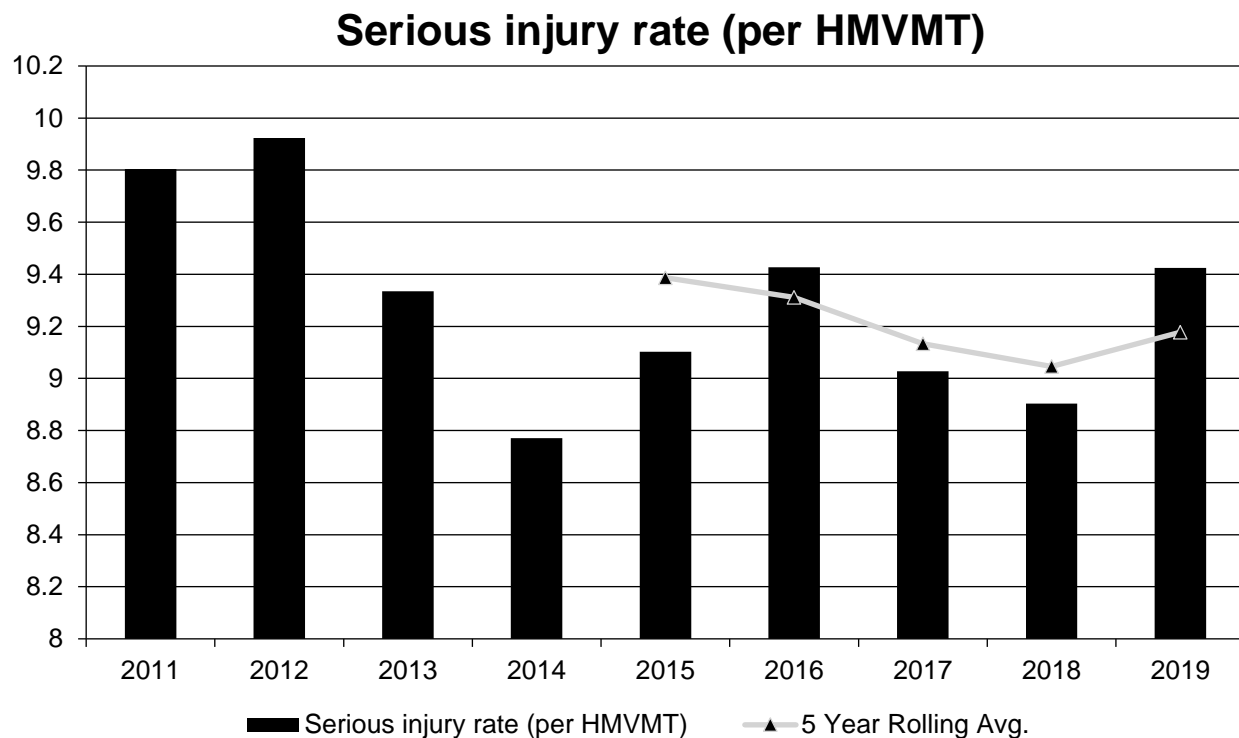
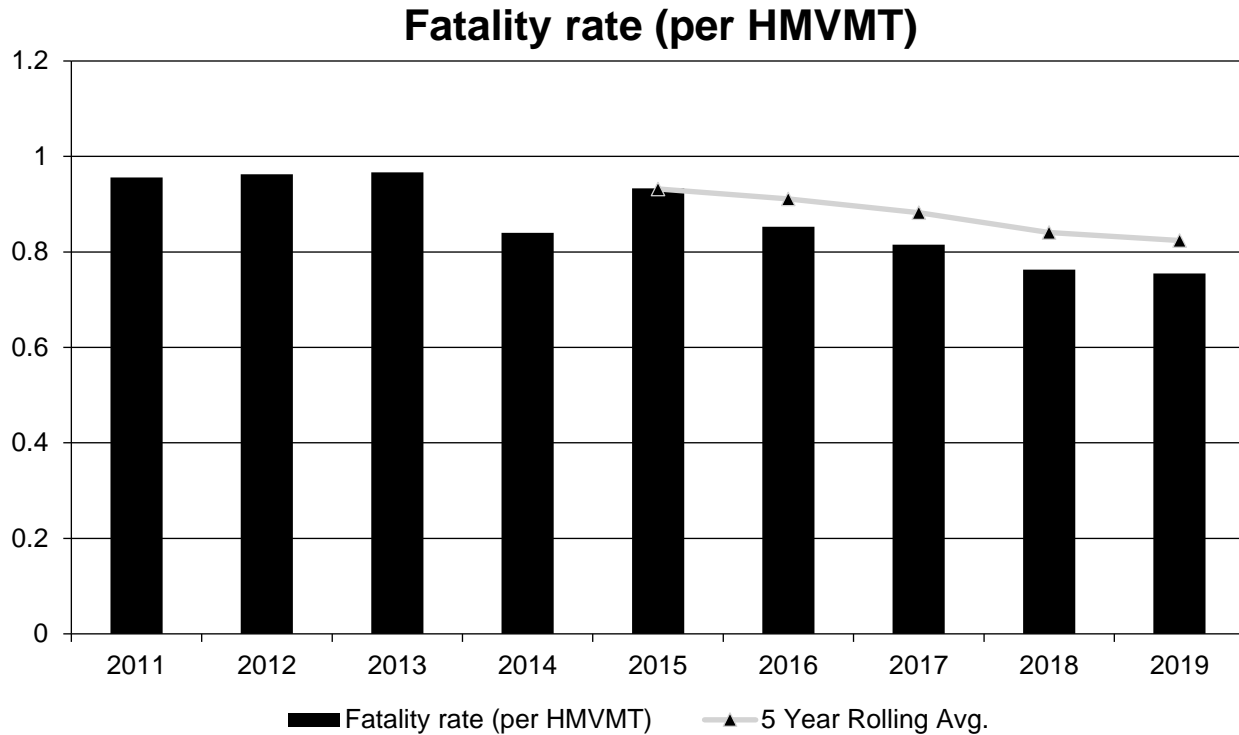
PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities	1,171	1,180	1,202	1,041	1,136	1,041	1,006	943	938
Serious Injuries	12,012	12,163	11,609	10,874	11,077	11,501	11,148	10,996	11,712
Fatality rate (per HMVMT)	0.956	0.963	0.967	0.840	0.933	0.853	0.815	0.763	0.755
Serious injury rate (per HMVMT)	9.804	9.924	9.335	8.771	9.102	9.427	9.028	8.903	9.425
Number non-motorized fatalities	350	353	382	314	353	357	297	294	335
Number of non-motorized serious injuries	2,599	2,725	2,696	2,378	2,240	2,407	2,261	2,309	2,540

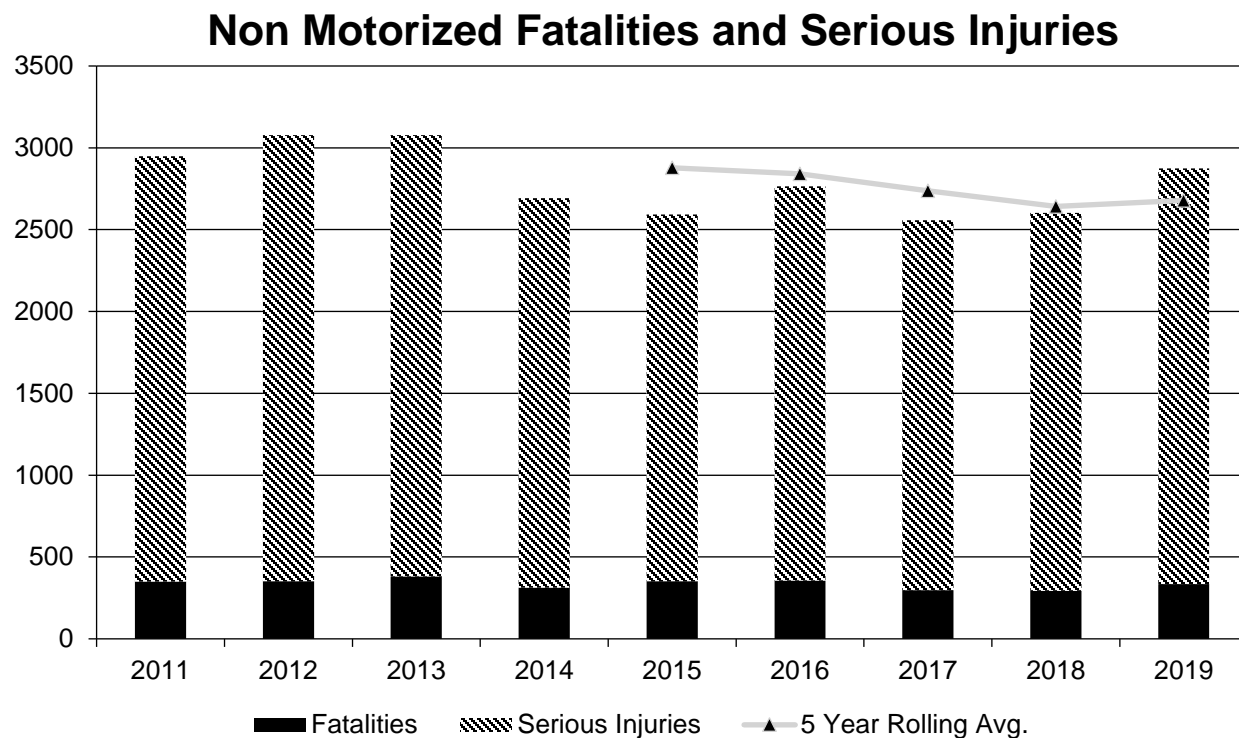
Annual Fatalities



Annual Serious Injuries







Describe fatality data source.

FARS

2019 fatalities are preliminary and sourced from the TSSR (NYS Traffic Safety Statistical Repository). Fatalities prior to 2019 are sourced from NHTSA's Fatality Accident Reporting System (FARS).

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

Year 2019

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	16.2	118.8	0.01	0.1
Rural Principal Arterial (RPA) - Other Freeways and Expressways	5.2	25.6	0	0.02
Rural Principal Arterial (RPA) - Other	46.6	316.6	0.04	0.26
Rural Minor Arterial	42.2	304.6	0.03	0.25
Rural Minor Collector	44.4	365.8	0.04	0.3

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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 Major Collector	49.6	420.6	0.04	0.34
Rural Local Road or Street	37	272.4	0.03	0.25
Urban Principal Arterial (UPA) - Interstate	56.8	648.2	0.05	0.53
Urban Principal Arterial (UPA) - Other Freeways and Expressways	67	578.4	0.05	0.47
Urban Principal Arterial (UPA) - Other	207.2	2,244.2	0.17	1.83
Urban Minor Arterial	210.6	2,452	0.17	1.99
Urban Minor Collector				
Urban Major Collector	89.2	1,197.2	0.07	0.97
Urban Local Road or Street	96.6	1,409.8	0.08	1.14

2020 New York Highway Safety Improvement Program

Year 2019

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	391.6	3,484.4	0.32	2.83
County Highway Agency	202	1,691	0.17	1.38
Town or Township Highway Agency	94.8	933.6	0.08	0.76
City or Municipal Highway Agency	258.8	4,022.2	0.21	3.27
State Park, Forest, or Reservation Agency	0	3.4	0	0
Local Park, Forest or Reservation Agency	0.2	1.4	0	0
Other State Agency	0.4	4.6	0	0
Other Local Agency	0	2.6	0	0
Private (Other than Railroad)				
Railroad				
State Toll Authority	19.4	228.6	0.02	0.19
Local Toll Authority	0.8	17.6	0	0.01
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation	0.8	8.8	0	0.01

Safety Performance Targets

Safety Performance Targets

Calendar Year 2021 Targets *

Number of Fatalities:1012.7

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.

2020 New York Highway Safety Improvement Program

3) The forecast was adjusted for reasonability by reviewing external factors and applying a 2% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

Number of Serious Injuries:10896.8

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 2% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

Fatality Rate:0.824

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 2% cap. The targets are consistent with the goals identified in the 2017 Strategic Highway Safety Plan.

Serious Injury Rate:8.865

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 2020 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 2% 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:2583.5

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 2020 forecast was generated using the FORECAST function in Excel. 3) The forecast was adjusted for reasonability by reviewing external factors and applying a 4% 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 2019 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	1072.1	1012.8
Number of Serious Injuries	10987.0	11286.8
Fatality Rate	0.858	0.824
Serious Injury Rate	8.620	9.177
Non-Motorized Fatalities and Serious Injuries	2726.0	2678.6

Preliminary data suggests NY will meet its targets for fatalities, fatality rate and non-motorized fatalities and serious injuries. The serious injury and serious injury rates increased in 2019 and it does not appear as if the State will meet those targets in 2019. Fatality numbers are draft since 2019 data is not yet available in FARS.

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 2016 is 1.786 (5 year moving average).
The fatality rate for rural collectors and local roads in 2018 is 1.676 (5 year moving average).
The rate between 2016 and 2018 (most recent FARS data) decreased, therefore the HRRR does not apply.

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

PERFORMANCE MEASURES	2013	2014	2015	2016	2017	2018	2019
Number of Older Driver and Pedestrian Fatalities	232	201	211	196	211	210	0
Number of Older Driver and Pedestrian Serious Injuries	1,130	1,036	1,090	1,095	1,068	1,208	0

2019 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 was under 1.0 in 2018 and has been below 1.0 per 100M VMT since 2007. The number of fatalities and the fatality rate have continued on a downward trend in New York at a time when many states are experiencing an increase. The number of serious injuries and the serious injury rates were on a downward trend but the annual numbers were up in 2019.

Center-line Audible Roadway Delineators Evaluation (CARDS): An evaluation of the CARDS program was conducted in 2019. Statistically significant results showed a reduction in the number of run-off-the-road crashes by 22 percent, head-on/sideswipe crashes by 37 percent and head-on/sideswipe injury crashes by 42 percent where CARDS were installed.

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
- Increased focus on local road safety
- More systemic programs
- Policy change

Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

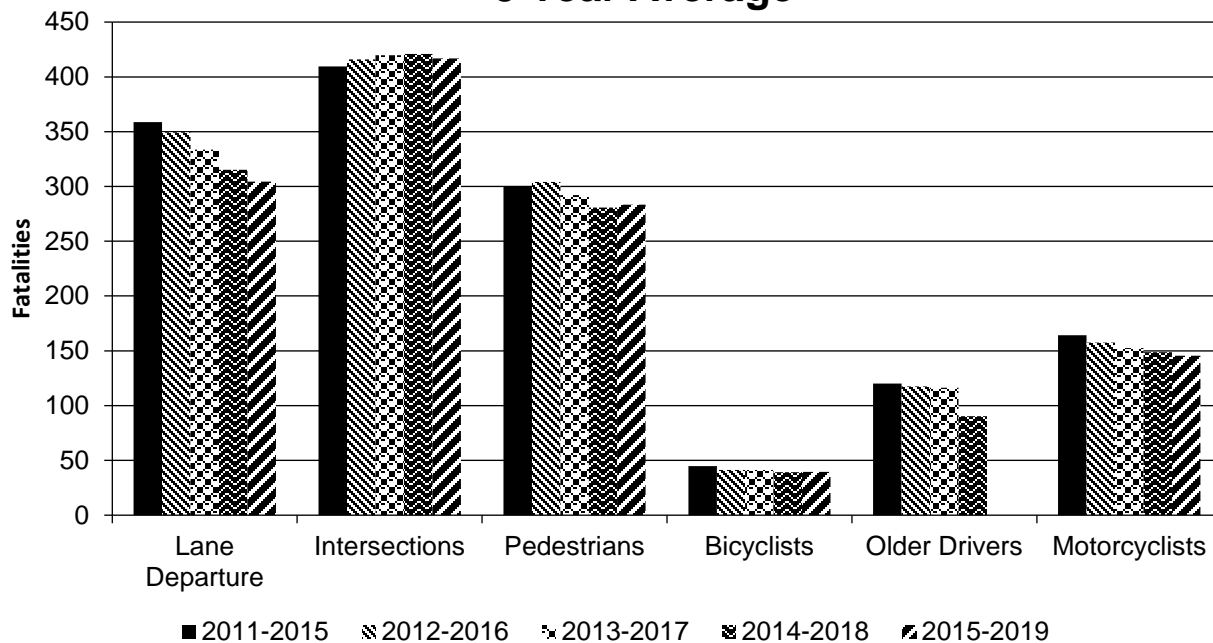
Year 2018

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		315.2	2,588.2	0.26	2.11
Intersections		420.8	5,673.8	0.34	4.62
Pedestrians		280.8	1,755	0.23	1.43
Bicyclists		39.2	564	0.03	0.46

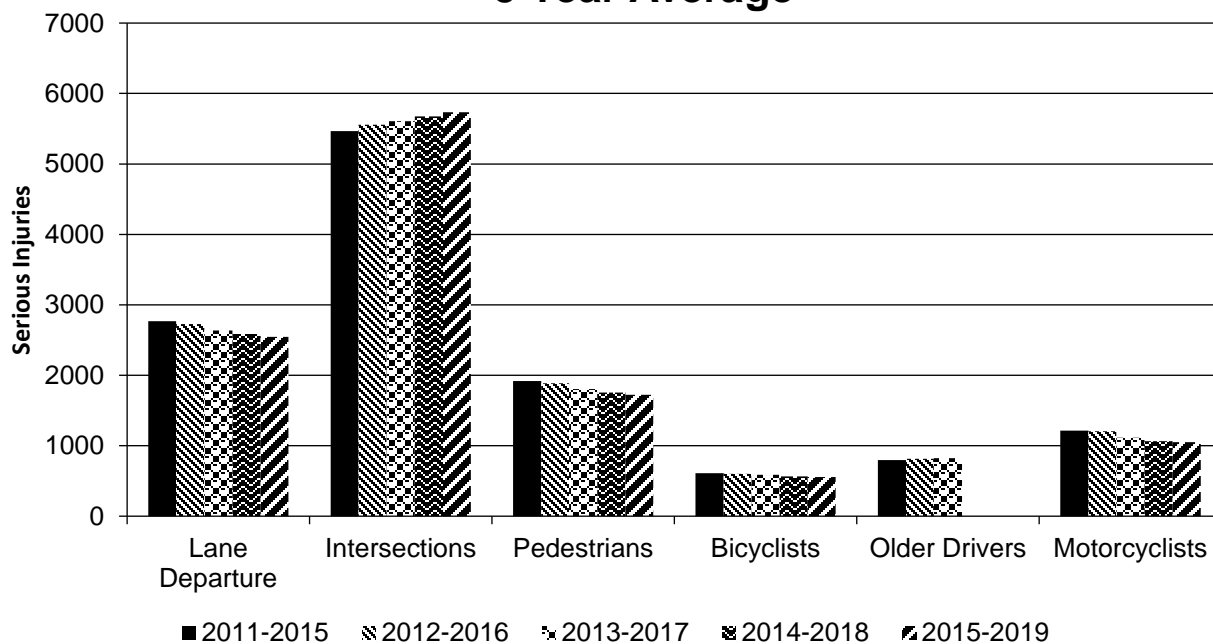
2020 New York Highway Safety Improvement Program

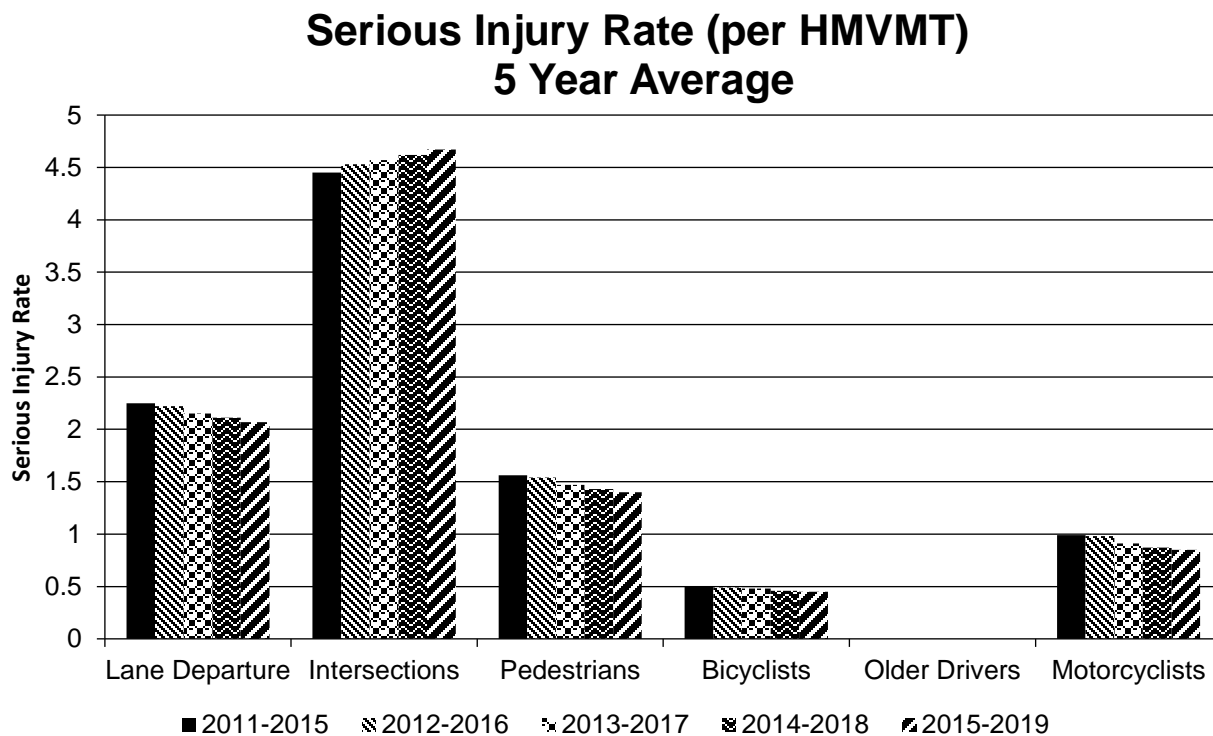
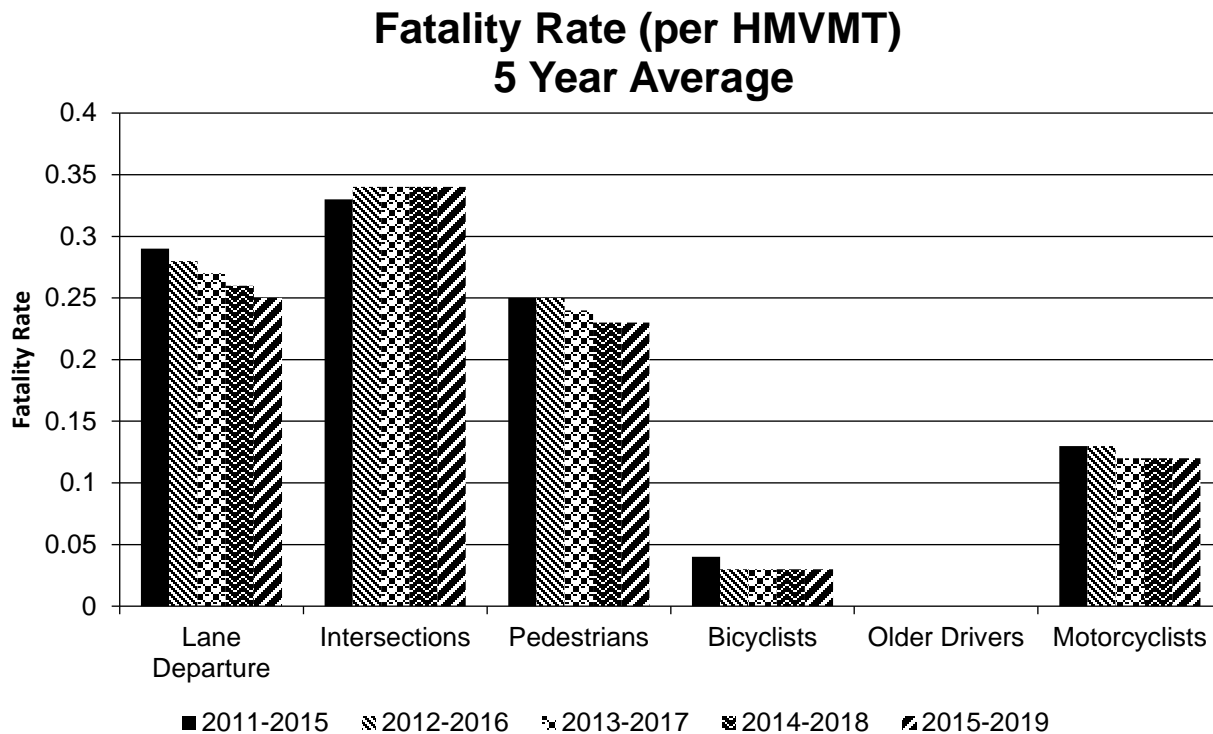
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Older Drivers		90.4			
Motorcyclists		148.6	1,064	0.12	0.87

Number of Fatalities 5 Year Average



Number of Serious Injuries 5 Year Average





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

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	Centerline Audible Roadway Delineators
Description:	The study evaluated the safety effectiveness of the systemic implementation of center-line audible roadway delineators (CARDS) on New York State owned roads. The effect of CARDS on head-on, sideswipe (HO/SS), run-off-road (ROR), injury crashes, and fatal crashes were analyzed. 2-4 years of before/after was used depending on the year of installation.
Target Crash Type:	
Number of Installations:	
Number of Installations:	
Miles Treated:	590.1
Years Before:	
Years After:	
Methodology:	Before/after using comparison group
Results:	CMF for Run-Off-Road crashes – a CMF of 0.774 (expected reduction of 22.6%) in all ROR crashes. CMF for Head-On/Sideswipe (HO/SS) crashes – a CMF of 0.623 (expected reduction of 37.7%) in HO/SS total crashes, and a CMF of 0.572 for HO/SS injury crashes (expected reduction of 42.8% in injury HO/SS crashes).
File Name:	Hyperlink

Project Effectiveness

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

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					95.5	100		
	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

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	84.4					17.6	16.9		
	AADT Year (80) [82]	99.4	84.4								
	Type of Governmental Ownership (4) [4]	100	100					100	100	100	100
INTERSECTION	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]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					100	100				
	Location Identifier for Roadway at					100	100				

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				
Totals (Average Percent Complete):		99.93	98.20	60.00	58.25	98.62	89.40	90.34	90.77	100.00	100.00

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]
The 90% and 83% of intersections with AADT is related to intersections where both intersecting roads are non-local.

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.

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 the milepoint 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:

Safety Performance:

Evaluation:

NYCARDS_Evaluation_2020.pdf

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.