NEW YORK

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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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.”

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Executive Summary

This report is intended to satisfy reporting requirements under Section 148 of Title 23, United States Code (23 U.S.C. 148) regulated under 23 CFR Part 924. The Bipartisan Infrastructure Law (BIL) signed in 2021 emphasized the importance of Vulnerable Road User safety as part of the HSIP. The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads leading toward Zero Fatalities and serious injuries in New York State.

Emphasis Areas

The New York State Department of Transportation is focused on the emphasis areas outlined in the 2023 Strategic Highway Safety Plan (SHSP). The emphasis areas in the plan include intersections, roadway departures, road user behaviors, vulnerable road users, alternate road vehicles and commercial vehicles, age-related crashes and aggressive driving. The plan also emphasizes safer vehicles, post-crash care and data improvements as additional safety opportunities that affect all crash types. Site specific projects at high accident locations and systemic improvement projects are being implemented to meet safety goals.

Roadway departures were identified as an emphasis area for New York State in both the 2017 and 2023 Strategic Highway Safety Plans. To address this issue, NYSDOT published the Roadway Departure Safety Action Plan in July of 2024. Release of the plan will be followed by a local call for projects.

The New York State Department of Transportation has released it’s new safety system called CLEAR (Crash Location Engineering, Analysis and Reporting). The CLEAR system replaced the existing legacy systems that are used to manage and analyze crash data. The systems replaced include Safety Information Management System (SIMS), Accident Location Information System (ALIS) and the Post Implementation Evaluation System (PIES). The new system is now live and in use by NYSDOT and its safety partners.

HSIP Fund Administration

NYSDOT is using a hybrid approach to manage the Highway Safety Improvement Program funds. A new formula has been developed to move a portion of the funds traditionally retained by NYSDOT for local calls for projects into the Regional allocation but with a specific percentage of those funds targeted for local projects. This is in response to analysis that compares fatal and serious injury crashes on State and Local roads.

All Public Roads

The mandate to address the safety of all public roads has broadened the scope of work of the NYS 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 local call for projects.

-- A local GIS route system was developed.

-- The new CLEAR application is available to local safety partners to analyze crash data on the local system with parity to the State process.

-- The CLEAR Network screening process was used to analyze all public roads for locations with Potential for Safety Improvement (PSI) for Vulnerable Road Users (VRU) in support of the Strategic Highway Safety Plan VRU analysis.

-- Additional traffic counts are being taken on local roads and an estimate process is being developed to provide additional local road AADT for analysis.

Safety Performance Management

The FHWA assessment of the 2022 safety performance targets found that New York State did not meet or make significant progress towards achieving the safety performance targets.

The required HSIP Implementation Plan was submitted to FHWA in June 2024.

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 NYSDOT regions according to a formula that includes crashes, lane miles, and population. The remaining funds are administered by Main Office for the implementation of statewide safety programs.

Where is HSIP staff located within the State DOT?

Operations

How are HSIP funds allocated in a State?

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

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

All public roads in New York State are eligible for HSIP funds including local roads and roads on tribal lands. The regions work with the Metropolitan Planning Organizations to determine which state and local HSIP projects to include in the capital program. A portion of the Region 11 allocation is provided to New York City for safety projects on local roads owned by New York City. The state completed a Roadway Departure Safety Action Plan which includes a Call for Projects available to local municipalities and Tribal Nations. A plan to develop an Intersection Safety Action Plan (ISAP) is being discussed to determine the best timing and approach for the plan. The state has also updated the Regional amounts of HSIP funding available with a 25% target for local projects.

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 continue as the CLEAR system is used and additional feedback is received.

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.

NYSDOT has a Safety and System Optimization (SSO) team with expertise in highway safety and system optimization. The multidisciplinary team is comprised of members from various areas within the Department. 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 the NYSDOT Regions in preparing safety program proposals.
- Prioritizing capital program projects.
- Monitoring programs and projects to ensure safety 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.

NYSDOT's work would not be possible without the invaluable support of its external safety partners. NYSDOT coordinates the following activities:

-- Updates the Strategic Highway Safety Plan (SHSP) with guidance from local, state, federal, tribal, and private stakeholders.

-- Sets annual safety performance targets in collaboration with the NYS Governor’s Traffic Safety Committee.

-- Participates in the NYSMPO Safety Working Group (SWG), the NYMTC Safety Advisory Working Group (SAWG), the New York State Partnership for Drowsy Driving (NYPDD), and the New York Traffic Records Coordinating Committee (TRCC).

-- Provides Crash Location and Engineering Analysis Repository (CLEAR) access, technical support, and training to all NYS government employees.

Describe HSIP program administration practices that have changed since the last reporting period.

To ensure compliance with federal reporting requirements, NYSDOT is now reporting based on the federal fiscal year (FFY). NYSDOT also changed its HSIP allocations to add funding for local projects outside of the local call. Approximately $30 million will be shifted from the Main Office allocation to the regional allocation assuming that 25% is obligated to local projects.

Program Methodology

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

Yes

An updated Highway Safety Improvement Program manual (aka 'Red Book') has been developed to align with the new safety management system called CLEAR. See attached document.

Select the programs that are administered under the HSIP.

- Horizontal Curve
- Intersection
- Local Safety
- Low-Cost Spot Improvements
- Roadway Departure
- Skid Hazard
- Vulnerable Road Users

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?

Other-Regional allocation

What data types were used in the program methodology?

Crashes		Exposure	Roadway
• All crashes • Other-Priority Locations	Investigation	• Volume	• Median width • Horizontal curvature • Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Level of service of safety (LOSS)
- 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-Implementation depends on the delivery method

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

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency with the EB adjustment
- Expected crash frequency with EB adjustment
- 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.

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

Rank of Priority Consideration

Ranking based on B/C:2
Available funding:1
Cost Effectiveness:2

Program: Local Safety

Date of Program Methodology:1/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Volume	

What project identification methodology was used for this program?

- Crash frequency
- Excess expected crash frequency with the EB adjustment
- Level of service of safety (LOSS)

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
• All crashes • Other-Priority Investigation Locations (PILS)	• Volume	• Median width • Horizontal curvature • Functional classification • Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Level of service of safety (LOSS)
- 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: Roadway Departure

Date of Program Methodology:7/1/2024

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 (PILS)

Investigation

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 expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Level of service of safety (LOSS)
- 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 >=1500'; 3) the posted speed >=45 mph; 4) the AADT >=2,000; and 4) the roadway width >=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

NYSDOT published the Roadway Departure Safety Action Plan (RwDSAP) in July 2024. It can be found at the following website: https://www.dot.ny.gov/divisions/operating/osss/highway/rwdsap.

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

- 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)

Exposure

- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency with the EB adjustment
- Excess proportions of specific crash types
- Level of service of safety (LOSS)
- 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 >= 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: Vulnerable Road Users

Date of Program Methodology:1/1/2023

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes

- All crashes
- Other-PILS

Exposure

- Volume

Roadway

- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency with the EB adjustment
- Level of service of safety (LOSS)
- Other-Climate Act Disadvantaged Communities
- Other-Climate and Economic Justice Screening Tool,
- Other-Federally Recognized Tribe

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?

- Competitive application process

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

NYSDOT was one of the first states to complete the Vulnerable Road User Safety Assessment (VRUSA) as part of the SHSP update. It can be found at the following website: https://www.dot.ny.gov/divisions/operating/osss/highway/strategic-plan.

What percentage of HSIP funds address systemic improvements?

15

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 Action Safety Plan
- Rumble Strips
- Wrong way driving treatments

The following projects were obligated using HSIP funds in FFY 2023 and address systemic improvements:

-- PIN 181006: Traffic Signals Rebuild SFY 18
-- PIN 181016: Traffic Signals Rebuild SFY22
-- PIN 181029: ADA Compliance SFY19
-- PIN 360310: MBC And PSAP Work - Rt 5 Bridge St To Rt 92 & PSAP Sidewalk And Signal Work Various Locations in Onondaga and Cortland Counties
-- PIN 380794: Regional SHARDS Project, Cayuga, Cortland, Onondaga, Oswego, Seneca And Tompkins Counties
-- PIN 40PS02: Pedestrian Safety Action Plan Phase II
-- PIN 50PS02: Pedestrian Safety Action Plan (PSAP), Phase IIA
-- PIN 50PS03: PSAP - Phase IIB; Erie & Niagara Counties
-- PIN 576269: Town Of Cheektowaga PSAP; 9 Signalized Intersections
-- PIN 680603: Pavement Markings - SFY 2022/23
-- PIN 70PS04: Pedestrian Safety Action Plan Phase 2
-- PIN 780700: Special Pavement Markings / CARDS / MIARDS
-- PIN 807419: Route 45 Complete Streets Improvements
-- PIN 881527: Signal Improvements: Rockland And Westchester
-- PIN 9TGD23: Guide Rail Upgrade Contract, Delaware, Otsego & Sullivan Counties
-- PIN 00PS02: Ped Safety Action Plan - Phase 2

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.

Connected vehicles are equipped with wireless technology to communicate with other vehicles and transportation infrastructure. The communication technology involving connected vehicles has, in the last five years, migrated from a dedicated short-range communication standard to cellular-based connectivity. Cellular-based connectivity of vehicles continues to advance, making it a viable solution for communication for several new vehicles that can access cellular networks. Advances that allow vehicles and infrastructure to communicate with one another can impact safety. One vehicle could alert another if it strays from its lane, or a traffic signal could warn drivers of another vehicle that may run a red light. Connected vehicles and infrastructure would increase safety by allowing more shared information to and from a vehicle and the system it utilizes; this can increase the amount of time available to vehicles and drivers to make decisions before facing a dangerous situation.

New York State strategies noted in the 2023 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. 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.
3. Support the development of national regulations for both light and heavy vehicles.
4. Continue the networking of existing traffic signals and other roadside systems in a flexible, standardized framework.
5. Improve and standardize GIS mapping and spatial capabilities using the New York State GIS platforms.
6. Continue to develop an understanding of the technology and short-term and long-term implications.
7. 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 new Crash Location and Engineering Analysis and Reporting (CLEAR) system offers features which encompass the six-step HSM methodology.
- The Site Analysis and Network Screening modules utilize Safety Performance Functions (SPF) and Crash Modification Factors (CMF).

Describe program methodology practices that have changed since the last reporting period.

In order to meet the goals for reducing/eliminating Vulnerable Road User crashes, the Annual Regional Work Program for 2024 requires that 15% of its locations be studied in bicycle or pedestrian hot spots or high-risk areas defined in the Strategic Highway Safety Plan.

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

The New York State Strategic Highway Safety Plan (SHSP) for 2023 adopts the “Towards Zero Deaths” vision. To achieve this goal, NYSDOT and its safety partners implement the Safe System Approach developed by FHWA.
The 2023 SHSP includes the following emphasis areas and cross cutting issues that will be the focus of safety projects and analysis for the next 5 years: Intersections, Roadway Departures, Vulnerable

Users, Road User Behavior, Age-Related, Aggressive Driving, Emergency Response, Improvements to Data and Automated and Connected Vehicles.

Intersections

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 (ISAP), 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.

Roadway Departures

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 Safety Action Plan, and the implementation of systemic improvements that decrease the number and severity of lane departure crashes. Implementation of projects to update all curve warning signs on the state system is now being implemented.

Centerline Audible Roadway Delineators (CARDS)

Engineering Instruction 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 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 a crucial tool in reducing both head-on and run-off road crashes. As of March 2022, approximately 5,101 miles of CARDS have been installed.

Skid Accident Reduction Program (SKARP)

SKARP 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 SKARP testing from 1996 through 2021 shows a decline in the number of sites requiring treatment, from 91 sites in 1996 to 4 sites in 2021.

Safety Appurtenance Program (SAFETAP)

SAFETAP ensures that roadside safety considerations are incorporated in the Department’s 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. The State is currently running a pilot in one of the regions to change the method for SAFETAP reviews. CLEAR can track these reviews and any low-cost maintenance improvements recommended to improve safety, but this is new functionality and it will take time to build sufficient data to review the process.

Vulnerable Users

Vulnerable users include pedestrians, bicyclists, 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. NYSDOT included the Vulnerable Road User Assessment in the 2023 SHSP. That analysis will drive several efforts related to outreach and safety improvements. Coordination with the Governor’s Traffic Safety Committee will be key for this effort.

Complete Streets

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

Active Transportation

Development of the Active Transportation Strategic Plan (ATSP) is underway. The Safety programs will be working closely with this program to develop procedures that incorporate safety while improving facilities and access for all users.

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 State has adopted the “Towards Zero Deaths (TZD)” vision to reflect this culture of safety in all future projects. New York will implement roadway improvements that decrease the incidence of distracted and drowsy driving such as flashing beacons, and centerline 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. NYSDOT has fostered the development of a Statewide Traffic Incident Management (TIM) Program. A TIM Steering Committee guides the statewide TIM program in New York State. This Committee has been meeting regularly for 10 years to foster relationships among agencies, determine issues of statewide significance relating to TIM, and to develop training and guidelines for the emergency responder community to use in their everyday efforts to keep themselves and the public safe. The TIM Steering Committee helped in the advancement of the Move Over law and provided education on the law to executives and safety stakeholders. The Committee continues to make improvements to the data and systems.

Improvements to Data

Status of Crash Data

This report is based on crash data from the Fatality Accident Reporting System (FARS), Crash Location and Engineering Analysis Repository (CLEAR) 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 5% of the state PILs annually. The new network screening analysis in CLEAR that produces the PIL list is now focused on fatal and serious injury crashes. CLEAR now provides the tools to perform the same analysis on local roads.

Local roads and HSIP funding

NYSDOT is currently engaged in discussions with the MPOs regarding the best approach to provide funding in an equitable, data driven way. This includes possible set-asides for proven safety countermeasures on local roads, annual funding for the main SHSP emphasis areas to facilitate long-term planning efforts, Local Road Safety Plans, or increasing the funding to each region and having the region direct the additional amount to the locals. Main Office is currently developing a term agreement, funded with HSIP that could provide needed engineering services for local projects. Project prioritization and selection will depend on the type of project but would be based on Benefit Cost Ratio, consideration of equity, and impact on safety.

The Department continues to partner with the NYS Department of Motor Vehicles (NYSDMV), the Governor’s Traffic Safety Committee, NYS Police, and other key stakeholders to mutually re-engineer the crash and traffic violation records systems to address safety data information needs. Notable changes to data include:

Crash Records

The change in the MMUCC definition of serious injuries has affected the serious injury trend in New York State. CLEAR will have new data values and data elements when DMV upgrades the AIS database.

Traffic and Criminal Software (TraCS)

Use and Dissemination Agreements for use of the software have been signed by 554 agencies in 60 counties. This is more than one-third of all law enforcement agencies in NYS who use the software. New York State Troopers are currently evaluating a new crash reporting system called NicheRMS. Local agencies will continue to use TraCS.

CLEAR (Crash Location Engineering and Analysis Repository)

CLEAR is now in production. A new safety data transfer process that transfers data from NYSDMV to NYSDOT is under development at DMV. The transfer process will incorporate new data elements from the updated police crash report (MV-104P)

Traffic Counts

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

Local Highway Route System

The local roads LRS 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.

Federal 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)	$99,317,842	$99,317,842	100%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$19,256,781	$38,101,799	197.86%
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))	$1,060,689	$1,060,689	100%
Other Federal-aid Funds (i.e. STBG, NHPP)	$23,333,701	$23,333,701	100%
State and Local Funds	$28,543,059	$28,543,059	100%
Totals	$171,512,072	$190,357,090	110.99%

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

$16,265,812

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

$16,265,812

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

$3,722,000

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

$3,722,000

Funding programmed to non-infrastructure safety projects:

Priority Investigation Location studies (PIN X80730) = $3,222,000
CLEAR Safety Management System Data Transfer (PIN CLR023) = $500,000

Funding obligated to non-infrastructure safety projects

X80730 = $3,222,000
CLR023 = $500,000

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.

The ability for locals to obligate HSIP funds continues to be a challenge. With the success of PSAP in terms of programming local projects, the state is considering adapting its strategy for publishing “Action Plans” to be an ongoing process that can continually deliver systemic improvements with minimal local resources. This strategy could include annual network screenings for each emphasis area to provide up to date Hot Spots for projects as well. Details will be discussed with state and local partners to develop the strategy.

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PIN 108540: HSIP, ROUTE 146, CARMAN ROAD SAFETY ENHANCEMENTS, GUILDERLAND	Roadway	Pavement surface - other	3	Miles	$157500	$175000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,513	40	State Highway Agency	Spot	Intersections	
PIN 108552: INTERSECTION SAFETY ENHANCEMENTS, RT 9 AT RT 146, TOWN OF HALFMOON, SARATOGA COUNTY	Roadway	Pavement surface - other	1	Miles	$750000	$750000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	20,643	45	State Highway Agency	Spot	Intersections	
PIN 181006: TRAFFIC SIGNALS REBUILD SFY 18	Intersection traffic control	Modify traffic signal – modernization/replacement	25	Signal heads	$41503	$285042	Other Federal-aid Funds (i.e. STBG, NHPP)			0		State Highway Agency	Systemic	Intersections	
PIN 181016: TRAFFIC SIGNALS REBUILD SFY22	Intersection traffic control	Modify traffic signal – modernization/replacement	5	Signal heads	$234000	$326359	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Intersections	
PIN 181029: ADA COMPLIANCE SFY19	Pedestrians and bicyclists	ADA curb ramps	22	Ramps	$166797	$1020798	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Pedestrians	
PIN 201680: Route 12 Boonville Safety Project	Roadway delineation	Roadway delineation - other	2	Miles	$134100	$149000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	4,635	55	State Highway Agency	Spot	Intersections	
PIN 204712: Route 921C (N. Genesee St) Safety Project	Intersection traffic control	Modify traffic signal – modernization/replacement	6	Signal heads	$202849	$351366	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,143	35	State Highway Agency	Spot	Intersections	
PIN 208806: SR 921W/Burrstone Rd. Safety Project T/New Hartford	Roadway delineation	Roadway delineation - other	2	Miles	$86000	$86000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,303	35	State Highway Agency	Spot	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PIN 280621: RTE 26 AND 26/365 OVERLAP: SAFETY AND PM PAVING, C/ROME	Roadway	Pavement surface - other	7	Miles	$540000	$600000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	2,633	55	State Highway Agency	Spot	Roadway Departure	
PIN 303771: NYSDOT HSIP 16-20, RT 31 PAVING AND INTERSECTION IMPROVEMENTS, TOWN OF CICERO	Roadway	Pavement surface - other	3	Miles	$6655601	$10232915	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	6,416	30	State Highway Agency	Spot	Roadway Departure	
PIN 360310: MBC and PSAP - Rt 5 Bridge St to Rt 92 & PSAP sidewalk and signal work	Roadway	Pavement surface - other	5	Miles	$733308	$994787	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PIN 380794: REGIONAL SHARDS PROJECT, CAYUGA, CORTLAND, ONONDAGA, OSWEGO, SENECA AND TOMPKINS COUNTIES	Roadway	Rumble strips – edge or shoulder	800	Miles	$368910	$409900	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Roadway Departure	
PIN 393298: RAILROAD CROSSING IMPROVEMENTS FGLK, RT 5 AND 20 ARTERIAL, CITY OF AUBURN, CAYUGA COUNTY	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$2172891	$2806860	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,626	30	Railroad	Spot	Intersections	
PIN 401828: Rt 18 (Latta Rd) at North Greece Rd Intersection Safety Enhancements	Intersection geometry	Intersection geometry - other	1	Locations	$2668579	$2992951	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	5,602	35	State Highway Agency	Spot	Intersections	
PIN 403173: Rt 31 from Rt 19 to Transit Way Pavement PM and	Roadway	Pavement surface - other	7	Miles	$2731566	$3150073	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Safety Enhancements															
PIN 403633: Rt 36/Perry Rd Intersection Safety Enhancements	Interchange design	Interchange design - other	1	Locations	$18000	$20000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		State Highway Agency	Spot	Intersections	
PIN 40N005: COUNTY ROAD 4 & COUNTY ROAD 20 INTERSECTION IMPROVEMENTS	Roadway	Pavement surface - other	0	Miles	$4555826	$5147929	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	0		County Highway Agency	Spot	Roadway Departure	
PIN 40PS02: PEDESTRIAN SAFETY ACTION PLAN PHASE II	Pedestrians and bicyclists	Install sidewalk	242	Miles	$5535797	$5942724	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	
PIN 433209: Rt 332 Corridor High Visibility Signal Safety Enhancements	Intersection traffic control	Modify traffic signal – modernization/replacement	8	Signal heads	$9000	$10000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	11,360	40	State Highway Agency	Spot	Intersections	
PIN 439096: I-390 AT RT 383 (SCOTTSVILLE RD) INTERCHANGE SAFETY ENHANCEMENTS	Pedestrians and bicyclists	Install sidewalk	1	Miles	$3793404	$4229893	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	15,271	30	State Highway Agency	Spot	Pedestrians	
PIN 449057: I-490 from Bridge over Garnsey Rd to I-90	Roadway	Pavement surface - other	21	Miles	$2404801	$2544026	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	50,484	65	State Highway Agency	Spot	Roadway Departure	
PIN 503714: NY 31 (WEST AVE); PARK AVE - NY 78 & UPPER MTN RD; NY 31 - RR BRIDGE OVERPASS	Roadway	Pavement surface - other	3	Miles	$51196	$2250350	State and Local Funds	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PIN 504527: NY 104 @ NY 93 (LOCKPORT JUNCTION-WARRENS CRN) INTERSECTION	Roadway	Pavement surface - other	1	Locations	$648900	$721000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	3,442	55	State Highway Agency	Spot	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PIN 505115: N GRAND ISLAND BRIDGE UNDERPASS OHVD SYSTEMS NY ROUTE 31 (S.H. 57-20 & 54-10) FROM PARK AVE. TO NY	Advanced technology and ITS	Over height vehicle detection	3	Miles	$1371960	$1361256	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	40,840	55	State Highway Agency	Spot	Alternate Road Vehicles and Commercial Vehicles	
PIN 508631: NY 324; US 62 (NFB) - NY 240 (HARLEM ROAD)	Roadway	Pavement surface - other	12	Miles	$0	$8044258	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PIN 50PS02: PEDESTRIAN SAFETY ACTION PLAN (PSAP), PHASE IIA	Pedestrians and bicyclists	Install new crosswalk	18	Locations	$179647	$179647	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	
PIN 50PS03: PSAP - PHASE IIB; ERIE & NIAGARA COS	Pedestrians and bicyclists	Pedestrian signal - other	114	Locations	$907740	$1133588	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	
PIN 513141: NY 277 (UNION RD); FRENCH RD - WALDEN AVE	Roadway	Pavement surface - other	10	Miles	$262297	$11328627	State and Local Funds	Urban	Principal Arterial-Other	12,573	40	State Highway Agency	Spot	Roadway Departure	
PIN 513452: NY RT5 @ BARNUM ROAD INTERSECTION	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Signal heads	$112500	$150000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,374	55	State Highway Agency	Spot	Intersections	
PIN 556815: NY 263 (MILLERSPORT HWY) @ HOPKINS RD INTERSECTION	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Signal heads	$2392623	$3323830	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	7,306	40	State Highway Agency	Spot	Intersections	
PIN 576269: TOWN OF CHEEKTOWAGA PSAP; 9 SIG	Intersection traffic control	Modify traffic signal – modernization/replacement	9	Signal heads	$259800	$259800	HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Intersections	
PIN 581348: NIAGARA ST & JOHN B DALY BLVD	Roadway	Pavement surface - other	1	Miles	$40526	$878976	State and Local Funds	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PIN 581362: US 20/NY 78 (TRANSIT RD); FRENCH - NY 130 (BROADWAY)	Roadway	Pavement surface - other	12	Miles	$370524	$411693	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PIN 581439: NY 240/277; US 20 - NY 952J (NEW ARMOUR DUELLS) & NY 20A; FREEMAN RD - BIN 1016070 & 1016060	Roadway	Pavement surface - other	10	Miles	$287388	$9194780	State and Local Funds	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PIN 581441: NY 61 (HYDE PARK BLVD); LOCKPORT RD - NY 104	Roadway	Pavement surface - other	7	Miles	$30728	$488835	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PIN 593451: MAPLE AVE/NSRR	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$16708	$18564	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0		State Highway Agency	Spot	Intersections	
PIN 593701: WAYNE ST/WNYPRR	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$368	$368288	RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	Urban	Minor Arterial	0		Railroad	Spot	Intersections	
PIN 593711: WHEELER ST/CSX	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$701400	$760200	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	0		Railroad	Spot	Intersections	
PIN 593713: MAIN ST/US-62/WNYP	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$17000	$17000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Railroad	Spot	Intersections	
PIN 593714: FIRST ST/WNYP; TOWN OF ALLEGANY; CATTARUAGUS CO	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$17000	$17000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		Railroad	Spot	Intersections	
PIN 593715: TELEGRAPH RD/FRR; TOWN OF ROYALTON; NIAGARA CO	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$624750	$624750	HSIP (23 U.S.C. 148)	Rural	Minor Collector	0		Railroad	Spot	Intersections	
PIN 593716: SOUTH PARK AVE/BSOR;TOWN OF	Railroad grade crossings	Railroad grade crossings - other	1	Locations	$30000	$30000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		Railroad	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
HAMBURG;ERIE CO															
PIN 675521: ELMIRA URBAN AREA PEDESTRIAN SAFETY PROJECT	Access management	Access management - other	58	Locations	$1074137	$1026137	HSIP (23 U.S.C. 148)			0		County Highway Agency	Spot	Pedestrians	
PIN 680603: PAVEMENT MARKINGS - SFY 2022/23	Roadway delineation	Roadway delineation - other	750	Miles	$242427	$2576931	Other Federal-aid Funds (i.e. STBG, NHPP)			0		State Highway Agency	Systemic	Roadway Departure	
PIN 70PS04: PEDESTRIAN SAFETY ACTION PLAN PHASE 2	Access management	Access management - other	96	Ramps	$180133	$180133	HSIP (23 U.S.C. 148)			0		State Highway Agency	Systemic	Pedestrians	
PIN 714341: RT 11, NORTHPOLE SAFETY IMPROVEMENTS	Intersection geometry	Intersection geometry - other	1	Miles	$490500	$545000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Roadway Departure	
PIN 780700: SPECIAL PAVEMENT MARKINGS / CARDS / MIARDS	Roadway delineation	Roadway delineation - other	100	Miles	$649938	$1629338	Other Federal-aid Funds (i.e. STBG, NHPP)			0		State Highway Agency	Systemic	Roadway Departure	
PIN 780715: NY 3 & NY 178 (ASPINWALL CORNERS)	Roadway	Pavement surface - other	1	Miles	$280800	$312000	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	801	55	State Highway Agency	Spot	Roadway Departure	
PIN 780716: NY 37 & NY 411 (OSTRANDERS CORNERS)	Roadway	Pavement surface - other	0	Miles	$90000	$100000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,271	55	State Highway Agency	Spot	Roadway Departure	
PIN 807419: ROUTE 45 COMPLETE STREETS IMPROVEMENTS	Pedestrians and bicyclists	Install sidewalk	72	Ramps	$315000	$350000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0		State Highway Agency	Systemic	Pedestrians	
PIN 814168: ROUTE 44/55 AT BRUYNSWICK ROAD (CR 7) INTERSECTION SIGNALIZATION,	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Signal heads	$477363	$530403	HSIP (23 U.S.C. 148)	Rural	Major Collector	0		State Highway Agency	Spot	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
TOWN OF GARDINER															
PIN 848041: RTE 202: ROSMAN ROAD TO OAKLEY BOULEVARD	Intersection traffic control	Modify traffic signal – modernization/replacement	1	Signal heads	$450378	$450378	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	914	55	State Highway Agency	Spot	Intersections	
PIN 876208: VILLAGE OF PORT CHESTER PEDESTRIAN SAFETY IMPROVEMENTS	Pedestrians and bicyclists	Install sidewalk	8	Ramps	$500	$500	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	0		County Highway Agency	Spot	Pedestrians	
PIN 881349: ACCIDENT INVESTIGATION	Miscellaneous	Road safety audits	175	Locations	$1800000	$2000000	HSIP (23 U.S.C. 148)			0			N/A		
PIN 881397: SST PAVEMENT SAFETY IMPROVEMENT: HRP & CCP	Roadway	Pavement surface – high friction surface	7	Miles	$4383761	$6317798	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
PIN 881527: SIGNAL IMPROVEMENTS: ROCKLAND AND WESTCHESTER	Intersection traffic control	Modify traffic signal – modernization/replacement	10	Signal heads	$49500	$60000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	10,620	30	State Highway Agency	Systemic	Pedestrians	
PIN 9TGD23: GUIDE RAIL UPGRADE CONTRACT, DELAWARE, OTSEGO & SULLIVAN COUNTIES	Roadside	Roadside - other	16	Miles	$2003192	$2345769	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	0		State Highway Agency	Systemic	Roadway Departure	
PIN 004243: NY25 Intersection Improvement at Coram/Mt. Sinai Rd.	Intersection geometry	Intersection geometry - other	2	Locations	$820400	$820400	HSIP (23 U.S.C. 148)			11,176	45	State Highway Agency	Spot	Intersections	
PIN 00PS02: Ped Safety Action Plan - Phase 2	Intersection traffic control	Modify traffic signal – modernization/replacement	80	Signal heads	$617596	$686218	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Systemic	Intersections	
PIN 051654: NSP Ramp Safety Enhancement at	Pedestrians and bicyclists	ADA curb ramps	7	Ramps	$89915	$99905	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Pedestrians	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Glen Cove Rd/NY25															
PIN 081000: Safety Improvements	Roadway	Pavement surface - other	1	Miles	$711918	$791020	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
PIN 081001: Safety Enhancements	Intersection geometry	Intersection geometry - other	0	Miles	$11802634	$13174338	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	0		State Highway Agency	Spot	Intersections	
PIN 081002: Safety Enhancements	Interchange design	Interchange design - other	1	Locations	$54900	$61000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	25,439	40	State Highway Agency	Spot	Intersections	
PIN X05172: SAFETY IMPROVEMENTS ON GCP B/W FRANCIS LEWIS & 188TH ST	Roadside	Roadside - other	1	Miles	$650879	$1540828	Other Federal-aid Funds (i.e. STBG, NHPP)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
PIN X05174: SAFETY AND MOBILITY IMPROVEMENTS ON EASTBOUND GRAND CENTRAL PARKWAY AT LIE INTERCHANGE	Roadway	Pavement surface - other	5	Miles	$450000	$500000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
PIN X72039: REHAB OF MDE BETWEEN W.161 ST. & HIGHBRIDGE INT BRONX CO, NY	Interchange design	Acceleration / deceleration / merge lane	1	Locations	$895868	$1759522	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	0		State Highway Agency	Spot	Roadway Departure	
PIN X77311: SAFETY IMPROVEMENTS ON 4TH AVENUE IN BROOKLYN	Pedestrians and bicyclists	Install sidewalk	2	Miles	$8866800	$9852000	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Principal Arterial-Other	0		City or Municipal Highway Agency	Spot	Pedestrians	
PIN X80730: PIL STUDIES	Miscellaneous	Road safety audits	50	Locations	$99000	$110000	HSIP (23 U.S.C. 148)			0			N/A		

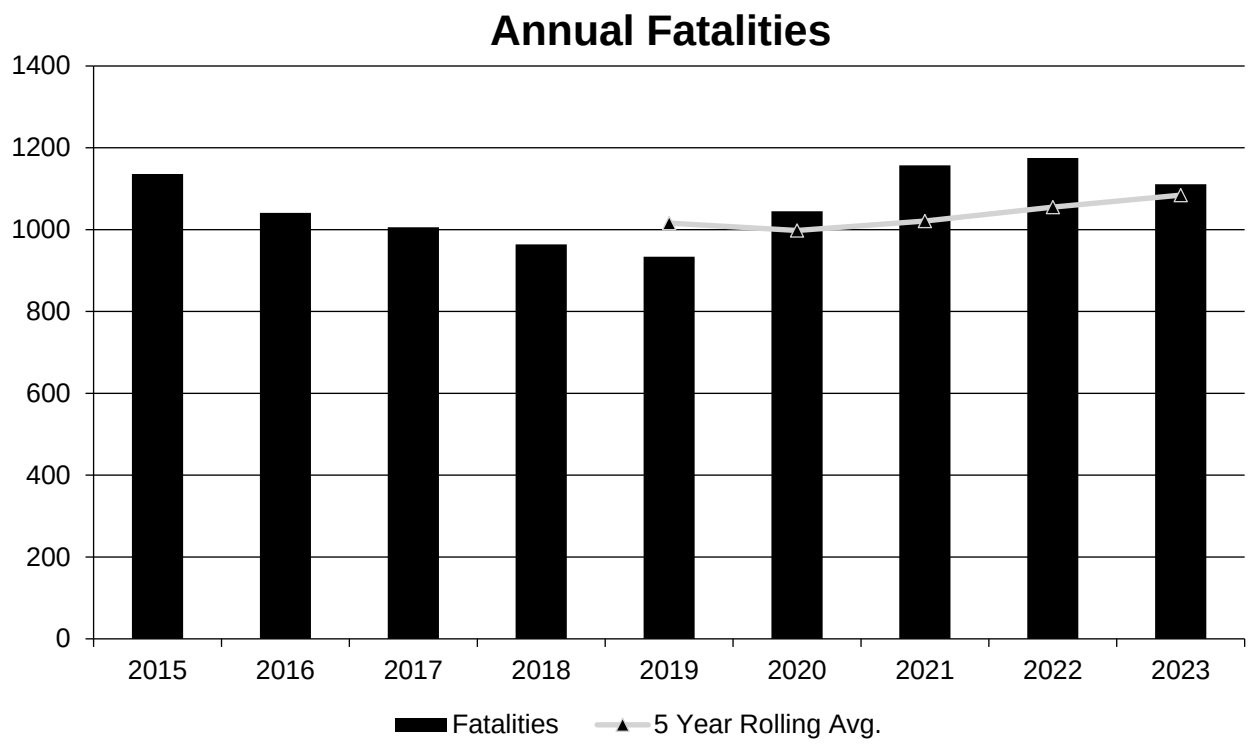
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
PIN X80738: SAFETY AND OPERATIONAL IMPROVEMENTS ON JACKIE ROBINSON PKWY B/W JAMAICA AVE & HIGHLAND BLVD	Roadside	Roadside - other	1	Miles	$1165500	$1295000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other Freeways & Expressways	0		State Highway Agency	Spot	Roadway Departure	
PIN CLR023: CLEAR (CRASH LOCATION & ENGINEERING ANALYSIS REPOSITORY) SAFETY MANAGEMENT SYSTEM DATA TRANSFER	Miscellaneous	Data analysis	1	Web application	$500000	$500000	HSIP (23 U.S.C. 148)			0			N/A	Data	

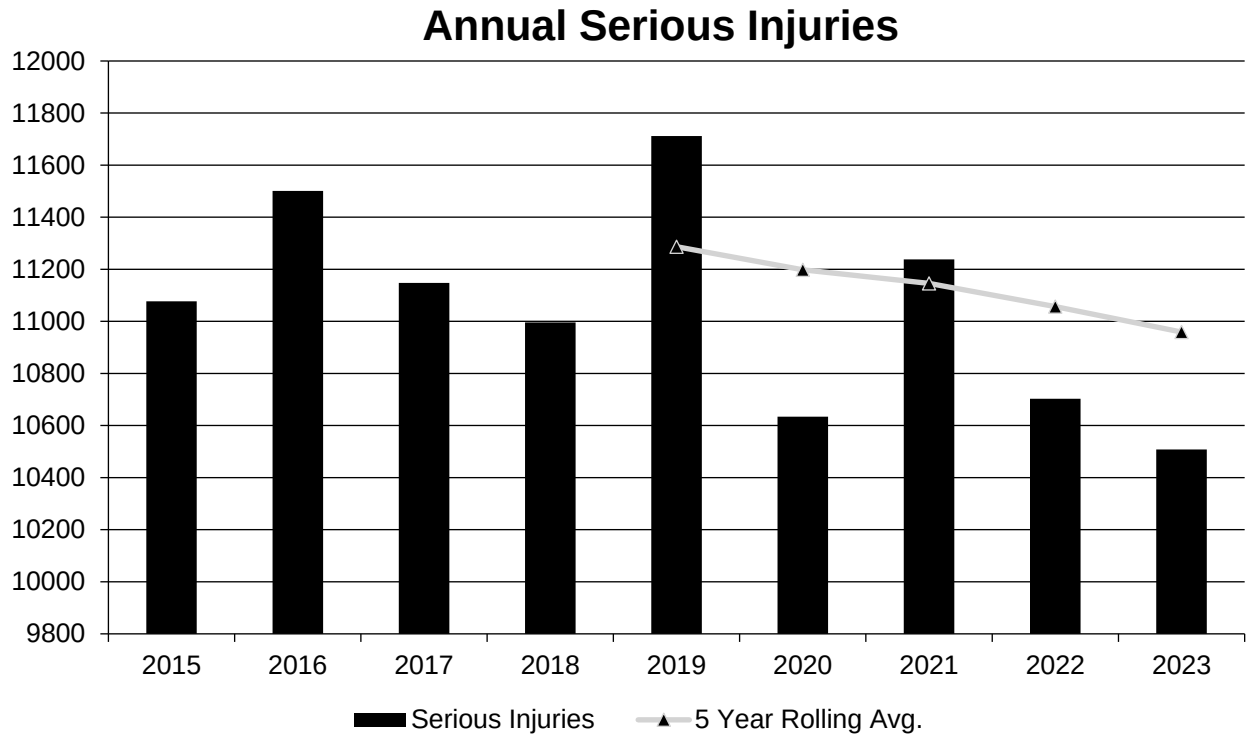
Safety Performance

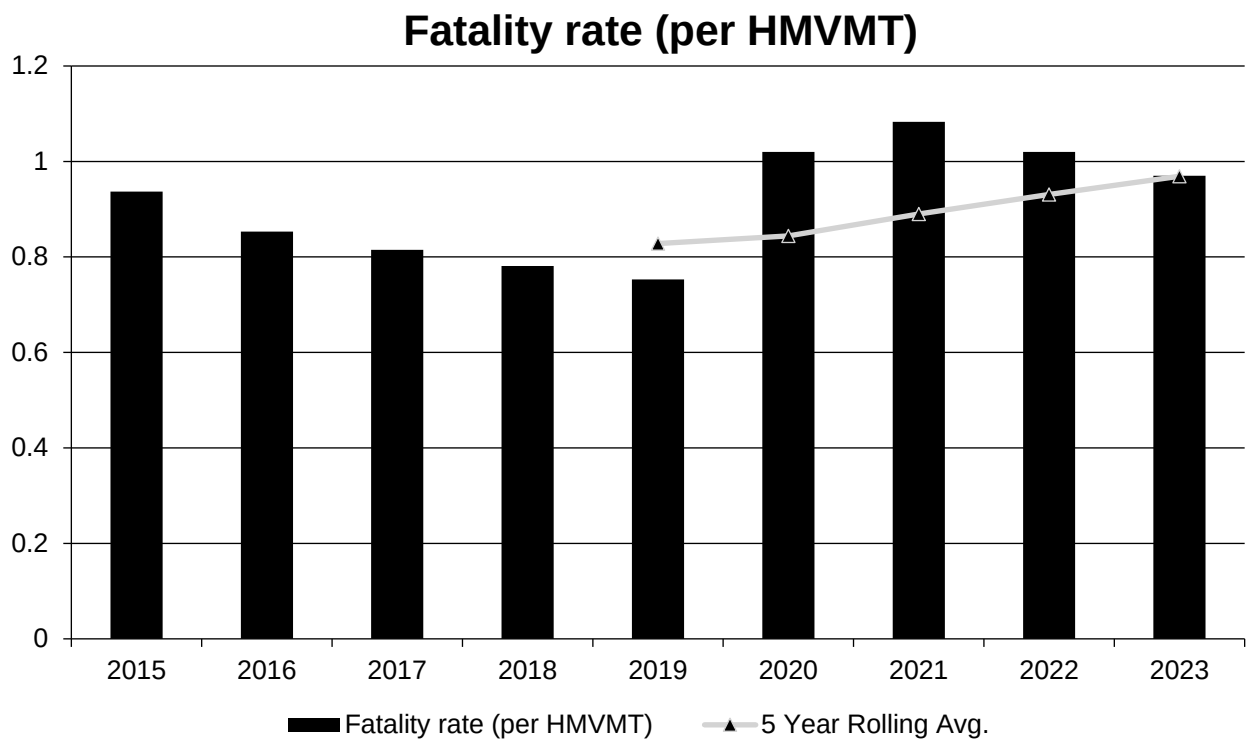
General Highway Safety Trends

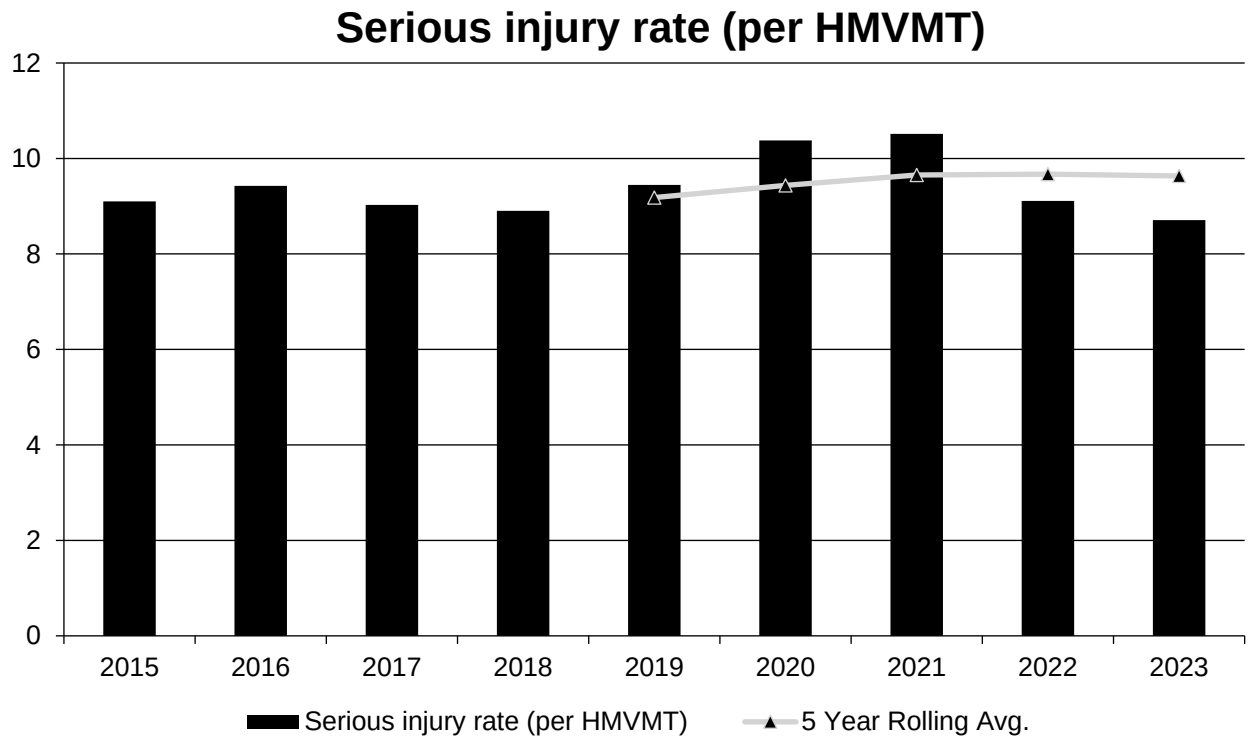
Present data showing the general highway safety trends in the State for the past five years.

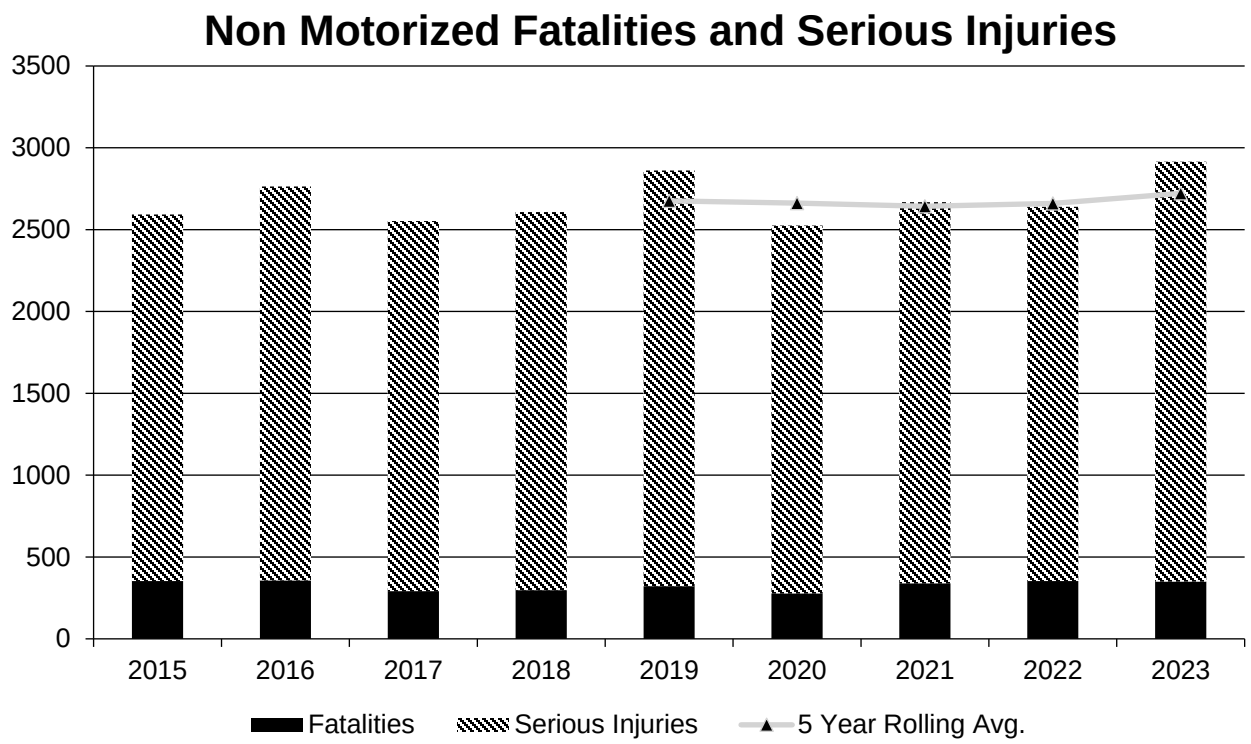
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	1,136	1,041	1,006	964	934	1,045	1,157	1,175	1,111
Serious Injuries	11,077	11,501	11,148	10,996	11,712	10,634	11,238	10,703	10,508
Fatality rate (per HMVMT)	0.937	0.853	0.815	0.781	0.753	1.020	1.083	1.020	0.970
Serious injury rate (per HMVMT)	9.102	9.427	9.028	8.903	9.446	10.377	10.516	9.112	8.709
Number non-motorized fatalities	353	357	292	298	322	278	340	353	350
Number of non-motorized serious injuries	2,240	2,407	2,261	2,309	2,540	2,247	2,328	2,287	2,565


Annual Fatalities
1400
1200
1000
800
600
400
200
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
12000
11800
11600
11400
11200
11000
10800
10600
10400
10200
10000
9800
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

FARS

The fatalities data source for 2017 through 2022 is FARS.

The fatalities data source for 2023 is the Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles.

FARS data for 2023 is not available at the time this report was written.

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

Year 2023

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	13.4	115.4	0.01	0.1
Rural Principal Arterial (RPA) - Other Freeways and Expressways	3.8	32.6	0	0.03
Rural Principal Arterial (RPA) - Other	45.8	331.2	0.04	0.29
Rural Minor Arterial	44.4	329.4	0.04	0.29
Rural Minor Collector	47.6	302.8	0.04	0.27
Rural Major Collector	56.8	427.4	0.05	0.37
Rural Local Road or Street	51.6	414.6	0.05	0.36
Urban Principal Arterial (UPA) - Interstate	82.4	733.4	0.07	0.65
Urban Principal Arterial (UPA) - Other Freeways and Expressways	93.2	652.6	0.08	0.57
Urban Principal Arterial (UPA) - Other	254.6	2,597.8	0.22	2.28
Urban Minor Arterial	190.6	2,217.8	0.17	1.95
Urban Minor Collector	2.2	18.4	0	0.02
Urban Major Collector	66.4	919.6	0.06	0.8
Urban Local Road or Street	103	1,591.6	0.09	1.39

Year 2023

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	482	4,079.6	0.42	3.58
County Highway Agency	188	1,505.6	0.17	1.32
Town or Township Highway Agency	92	898.2	0.08	0.79
City or Municipal Highway Agency	259.6	3,883	0.23	3.41
State Park, Forest, or Reservation Agency	4.6	36.2	0	0.03
Local Park, Forest or Reservation Agency	0.4	1.6	0	0
Other State Agency	0.6	6	0	0.01
Other Local Agency	0.6	3.8	0	0
Private (Other than Railroad)	0.2	6	0	0.01
Railroad	0	0	0	0
State Toll Authority	20	221	0.02	0.19
Local Toll Authority	2.4	18.2	0	0.02
Other Public Instrumentality (e.g. Airport, School, University)	6.8	75.4	0.01	0.06
Indian Tribe Nation	3.8	8.4	0	0.01

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:1011.0

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

A key factor in setting the targets used in the HSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. A 1.5% reduction goal for these common measures was set for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025.

Number of Serious Injuries:11034.1

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

A key factor in setting the targets used in the HSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. A 1.5% reduction goal for these common measures was set for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025.

Fatality Rate:0.881

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

A key factor in setting the targets used in the HSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. A 1.5% reduction goal for these common measures was set for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025.

Serious Injury Rate:9.557

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

A key factor in setting the targets used in the HSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. A 1.5% reduction goal for these common measures was set for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025.

Total Number of Non-Motorized Fatalities and Serious Injuries:2615.2

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

A key factor in setting the targets used in the HSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. A 1.5% reduction goal for these common measures was set for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025.

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 Governor's Traffic Safety Committee. NYSDOT produces a fact sheet for the MPOs that identifies the safety performance 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 2023 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	988.2	1084.4
Number of Serious Injuries	11086.2	10959.0
Fatality Rate	0.836	0.969
Serious Injury Rate	9.337	9.632
Non-Motorized Fatalities and Serious Injuries	2633.4	2722.0

New York State did not make significant progress towards meeting the fatalities, fatality rate, or serious injury rate in 2022. The State submitted the 2024 HSIP Implementation Report.

NYSDOT continues to evolve the safety analysis methods and safety programs with the implementation of CLEAR. The impact of the switch to focus on fatal and severe injury crashes in our annual network screening process that supports the Annual Work Plan has yet to be seen. As sites are identified through this new process and investigated, safety recommendations made, and projects programmed, we hope to see these trends start to change.

Our efforts to support the local system through analysis tools and funding opportunities, including $10M for Local Road Safety plans in the RwDSAP, will hopefully have the same effect on the trends for those roadways.

Applicability of Special Rules

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

No

Does the VRU Safety Special Rule apply to the State for this reporting period?

Yes

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	213	213	200	181	209	225	205
Number of Older Driver and Pedestrian Serious Injuries	1,068	1,208	1,246	944	1,081	1,282	1,341

2017-2022 fatalities are from FARS and 2017-2022 serious injuries are from AIS. 2023 fatalities and serious injuries are from AIS, and are preliminary (as of 7/11/2024, provided by ITSMR 8/5/2024).

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.

New York State Department of Transportation reviewed the trends for all the safety performance targets included in the state's HSIP Program as part of the Strategic Highway Safety Plan update that was approved in November of 2023. This year was the second complete year that CLEAR was in production and crash analysis performed using the new HSM based network screening. A "Main Office Program" field was added to the Capital Project information to allow for automated tracking of any Main Office Program going forward. It will take time to accumulate statistically significant data using the new program codes to perform program level analysis. PSAP projects that had been delayed are near completion and NYSDOT is currently evaluating the overall program effectiveness. Other ongoing programs include SKARP and SAFETAP. These programs were also affected by the cutover to CLEAR and new evaluation procedures are being developed for all programs.

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

The state uses multiple sources to determine the effectiveness of the HSIP program. The main indicator is obviously crash data and the 5 year rolling averages of our emphasis area crash types and additional crash types we track in our Bi-Annual Report. Preliminary reports on pedestrian and Bicycle trends are received from ITSMR and help identify trends early on. Social media is often a good source of qualitative feedback on safety projects or specific treatments and helps understand how the public views the safety enhancements that are implemented. With the introduction of CLEAR and many new processes and data sets, we are developing additional metrics that can be tracked over time including average PSI, number of Wet Road PIL sites, # of investigations resulting in recommendations. CLEAR also has an Evaluation module that allows for post evaluation of a site, a safety recommendation, a project, or a program. This process is reliant on some of the new data elements in CLEAR so it will not have sufficient data for a while. There is an additional task in upcoming contracts to recalibrate the Safety Performance Functions used in CLEAR to ensure they accurately reflect the crash frequencies on New York State roads. This will potentially improve the sites identified in the network screening process and would confirm the effectiveness of the treatments being implemented.

Describe significant program changes that have occurred since the last reporting period.

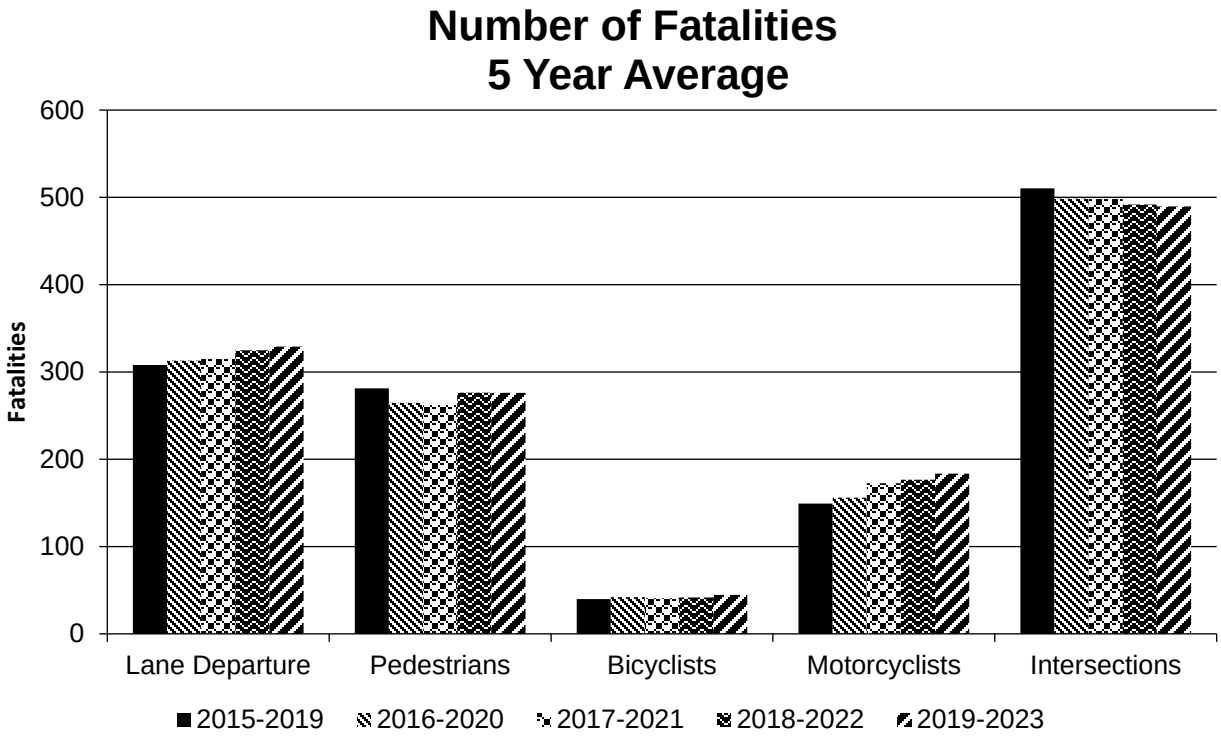
While CLEAR Safety launched last year, the cutover began the previous year with the data conversion and migration. There were changes to the data structure, data analysis procedures as well as changes to the definitions of some categories such as intersection crashes. Intersection crashes now include three values; at intersection, near intersection (within 100 ft of an intersecting street), and not at intersection. CLEAR continues to be updated with new modules and tools to help users evaluate safety.

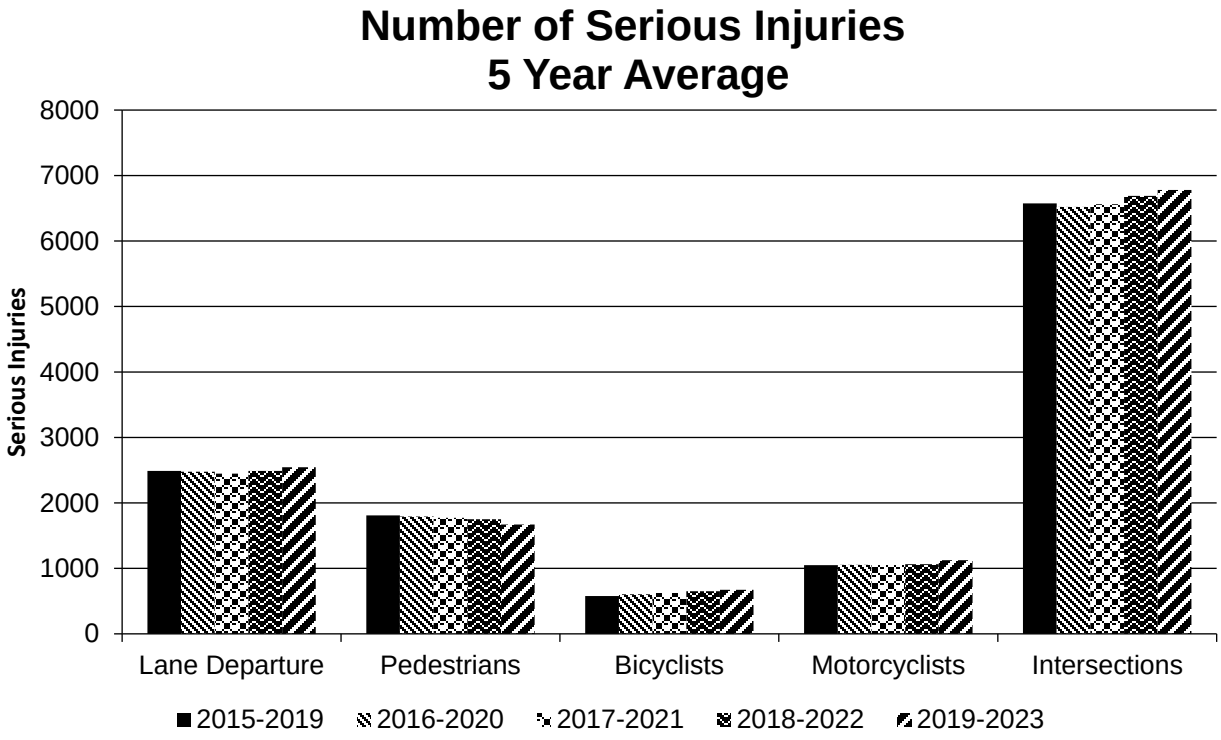
Effectiveness of Groupings or Similar Types of Improvements

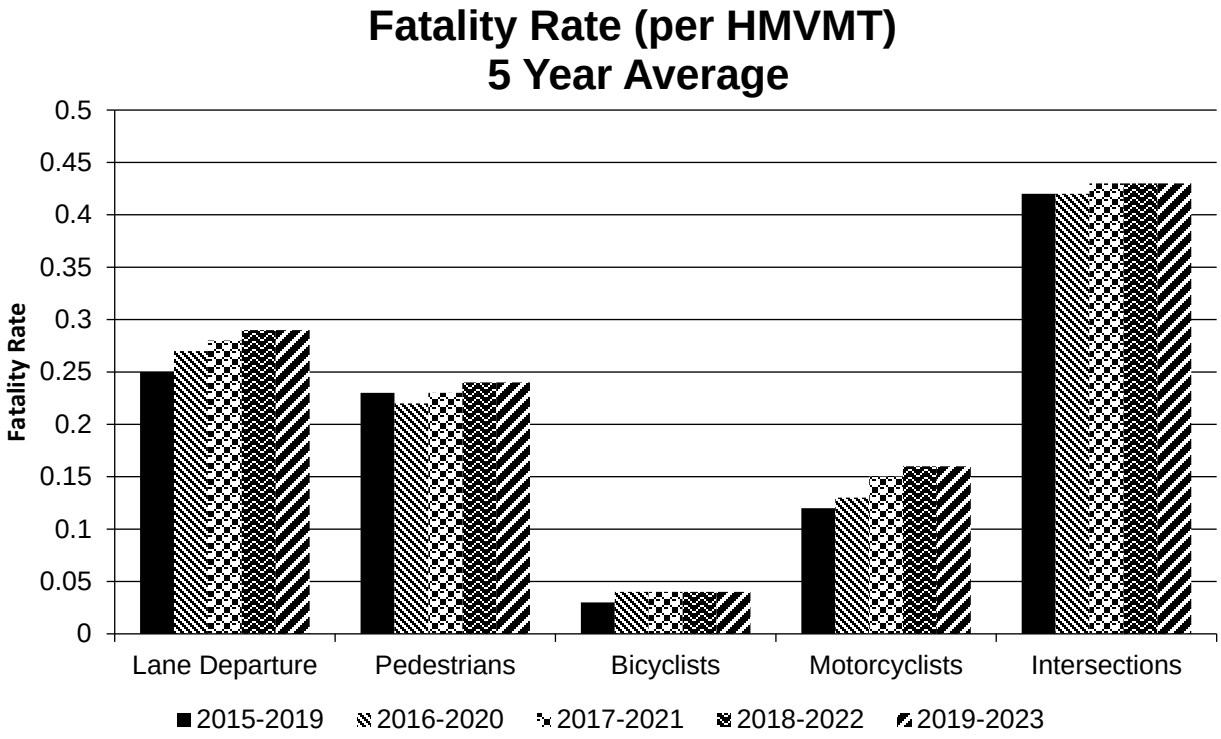
Present and describe trends in SHSP emphasis area performance measures.

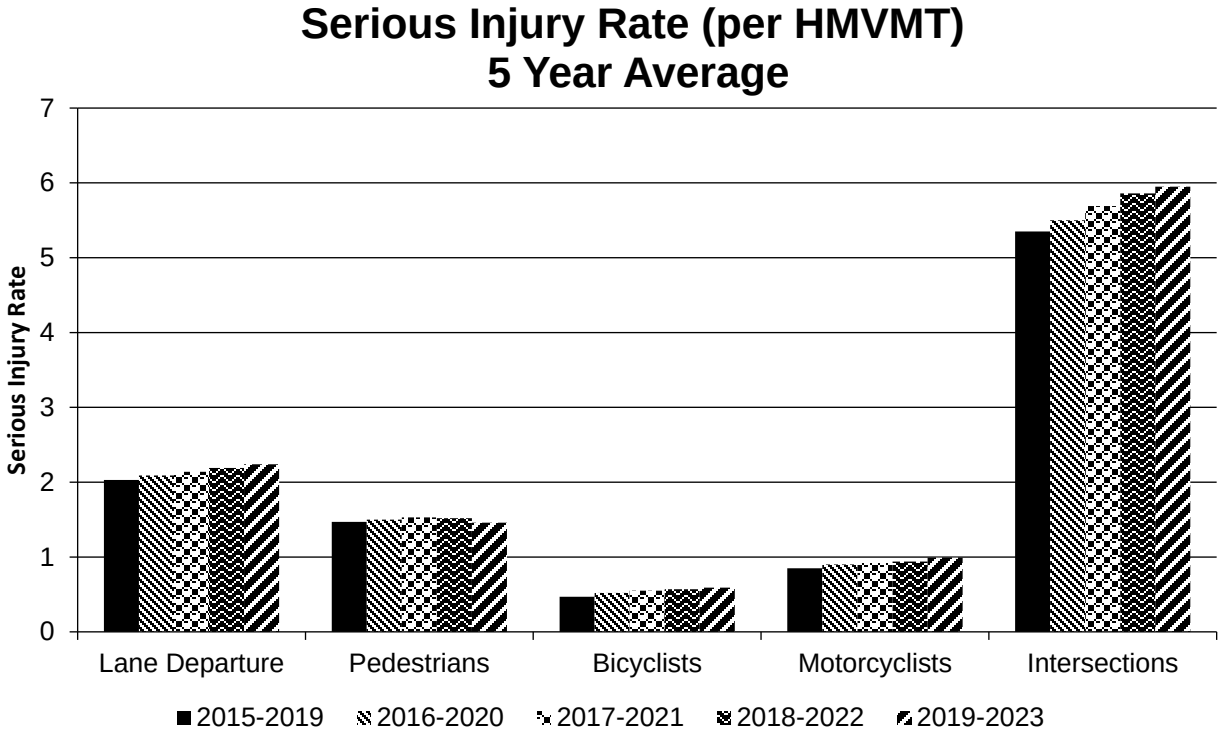
Year 2023

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		329	2,544.2	0.29	2.24
Pedestrians		276	1,669.2	0.24	1.46
Bicyclists		44.6	672.6	0.04	0.59
Motorcyclists		183.6	1,124.2	0.16	0.99
Intersections		489.6	6,780.4	0.43	5.95


Number of Fatalities
5 Year Average
Fatalities
600
500
400
300
200
100
0
Lane Departure
Pedestrians
Bicyclists
Motorcyclists
Intersections
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
8000
7000
6000
5000
4000
3000
2000
1000
0
Lane Departure
Pedestrians
Bicyclists
Motorcyclists
Intersections
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023





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

No

An Evaluation module is currently under development for CLEAR, designed to evaluate projects, countermeasures, and programs that address site-specific or systemic safety concerns.

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
PIN 40PS.01, Region 4, 67 signalized intersections and 189 uncontrolled crosswalks	Multiple/Varies	Pedestrians and bicyclists	Pedestrians and bicyclists – other	5.00	2.00	2.00		32.00	32.00			39.00	34.00	
PIN 5813.52, NY324 from NY78 to NY5 in Town of Clarence, Erie County	Urban Principal Arterial (UPA) - Interstate	Roadway	Pavement surface - other	106.00	73.00		1.00	37.00	25.00			143.00	99.00	
PIN 8480.41, NY202 at Rosman Rd, Oakley Blvd and Main St, Haverstraw, Rockland County	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Systemic improvements – signal-controlled	128.00	84.00			38.00	23.00			166.00	107.00	
PIN 5580.52, I-290 WB Exit Ramp to US-62, Amherst, Erie County	Urban Principal Arterial (UPA) - Interstate	Intersection traffic control	Intersection signing –other	34.00	18.00			15.00	15.00			49.00	33.00	
PIN 8058.12, NY-312 at I-84 interchange, Southeast, Putnam County	Urban Minor Arterial	Interchange design	Interchange improvements	90.00	80.00			24.00	18.00			114.00	98.00	
PIN 1085.53, NY146 and NY146A, Clifton Park, Saratoga County	Urban Principal Arterial (UPA) - Other	Intersection geometry	Intersection geometry - other	111.00	114.00			37.00	7.00			148.00	121.00	

PIN 40PS.01 (Systemic Pedestrian Safety Improvements in Region 4, Phase 1) results pertain exclusively to pedestrian crashes. PIN 8058.12 (Route 312 at I-84 ramps, Town of Southeast) successfully reduced rear end crashes from 46 before the project to 36 afterward.

Compliance Assessment

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

11/30/2023

What are the years being covered by the current SHSP?

From: 2023 To: 2027

When does the State anticipate completing its next SHSP update?

2027

The NYS Strategic Highway Safety Plan can be found here: https://www.dot.ny.gov/divisions/operating/osss/highway/strategic-plan

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]	1	1					1	1	1	1
	Route Number (8) [8]	0.9169	0.0697								
	Route/Street Name (9) [9]	0.9852	0.9884								
	Federal Aid/Route Type (21) [21]	0.9427	0.981								
	Rural/Urban Designation (20) [20]	0.9427	0.981					1	0.981		
	Surface Type (23) [24]	1	1					1	1		
	Begin Point Segment Descriptor (10) [10]	1	1					1	1	1	1
	End Point Segment Descriptor (11) [11]	1	1					1	1	1	1
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	1								
	Functional Class (19) [19]	0.9427	0.981					1	0.981	1	0.9997

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]	1	1								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	0.1728	0.0717								
	Number of Through Lanes (31) [32]	1	1					1	1		
	Average Annual Daily Traffic (79) [81]	0.8324	0.8166					0.1716	0.8166		
	AADT Year (80) [82]	0.8324	1								
	Type of Governmental Ownership (4) [4]	1	0.981					1	0.981	1	0.9997
INTERSECTION	Unique Junction Identifier (120) [110]			0.9	0.8						
	Location Identifier for Road 1 Crossing Point (122) [112]			0.9	0.8						
	Location Identifier for Road 2 Crossing Point (123) [113]			0.9	0.8						
	Intersection/Junction Geometry (126) [116]			0.9	0.8						
	Intersection/Junction Traffic Control (131) [131]			0.9	0.8						
	AADT for Each Intersecting Road (79) [81]			0.9	0.8						
	AADT Year (80) [82]			0.9	0.8						
	Unique Approach Identifier (139) [129]			0.9	0.8						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					0.9	0.8				
	Location Identifier for Roadway at					0.9	0.8				

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]					0.9	0.8				
	Ramp Length (187) [177]					0.9	0.8				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					0.9	0.8				
	Roadway Type at End Ramp Terminal (199) [189]					0.9	0.8				
	Interchange Type (182) [172]					0.9	0.8				
	Ramp AADT (191) [181]					0.9	0.8				
	Year of Ramp AADT (192) [182]					0.9	0.8				
	Functional Class (19) [19]					0.9	0.8				
	Type of Governmental Ownership (4) [4]					0.9	0.8				
Totals (Average Percent Complete):		**0.92**	**0.88**	**0.90**	**0.80**	**0.90**	**0.80**	**0.91**	**0.97**	**1.00**	**1.00**

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

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

NYSDOT Highway Data Services Bureau (HDSB) continues to build the local road network and collect traffic counts. NYSDOT is working with NYS Office of Information Technology Services to create a process to integrate the data from HDSB into the CLEAR screening segments.

Optional Attachments

Program Structure:

RedBook.pdf
Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

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

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

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

HMVMT: means hundred million vehicle miles traveled.

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

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

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

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

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

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

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

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

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