



Department of Transportation

ANDREW M. CUOMO
Governor

MATTHEW J. DRISCOLL
Commissioner

SAM ZHOU, P.E.
Regional Director

Mr. Michael Franchini
Executive Director
Capital District Transportation Committee
One Park Place, Main Floor
Albany, NY 12205-2676

February 9, 2017

RE: NYSDOT PINS 10PS.01 (NYS PEDESTRIAN SAFETY ACTION PLAN: PHASE ONE, Region Wide) and 10PS.02 (NYS PEDESTRIAN SAFETY ACTION PLAN: PHASE TWO, Region Wide).

Dear Mr. Franchini:

We are submitting the proposed amendment to the 2016-2021 CDTC TIP for consideration by the Planning Committee at its next scheduled meeting.

TIP PROJECT NUMBERS: TBD

The amendment is proposed due to the following:

- Scope Change
- Cost Change
- Schedule Change
- New Projects**
- Other

PROVIDE EXPLANATION FOR CHANGE:

In June of 2016, Governor Andrew M. Cuomo announced New York State's first-ever comprehensive pedestrian safety plan. The five-year, multi-agency initiative provides \$110 million to improve safety for pedestrians through infrastructure improvements, public education efforts, and enforcement across Upstate and Long Island.

The New York State Pedestrian Safety Action Plan will run through 2021 and is being implemented cooperatively by the New York State Department of Transportation focusing on engineering improvements, the New York State Department of Health conducting public education and awareness campaigns, and the Governor's Traffic Safety Committee coordinating increased law enforcement.

This amendment request reflects the total Region One program cost across all eight counties. It is anticipated that 90% of the locations identified for review will be within the four county CDTC area with the majority of the remainder being in the two county AGFTC area. All projects will be 100% funded with Statewide HSIP funds with the match being provided through the use of toll credits.

The initiative will review needs along State Facilities and provide for installation of basic sign and pavement marking countermeasure treatment packages at all uncontrolled marked crosswalks. Examples of improvements include high-visibility crosswalks; double posted pedestrian crossing signs with a fluorescent yellow-green background; advance pedestrian crossing signs; retro reflective sign posts, and; a yield line with a 'yield here to pedestrian sign at mid-block locations'. Enhanced countermeasure treatment packages at an estimated 20% of the uncontrolled crosswalk locations including some or all of the following additional features: yield lines; raised pedestrian refuge areas; signalization options and parking restrictions.

Signalized intersection improvements including one or more features at about 50% of the locations. Examples include traffic signal head backplates with retro reflective borders, high visibility crosswalk markings, advance cross street name signs, countdown pedestrian indications, latching pushbuttons, accessible pedestrian signals, overhead standard or blank-out no turn on red signs with optional plaques, new pedestrian signals, signal ahead signs, turning vehicle yield to pedestrian and moving regulatory signs overhead.

CURRENT TIP DATA

PROPOSED TIP DATA

PIN	AMOUNT	FUND SOURCE	PHASE	FFY	AMOUNT	FUND SOURCE	PHASE	FFY
10PS.01	0.000	HSIP	P	N/A	0.045	HSIP	P	16-17
TBD	0.000	HSIP	D	N/A	0.045	HSIP	D	16-17
	0.000	HSIP	C	N/A	2.889*	HSIP	C	16-17

CURRENT TIP DATA

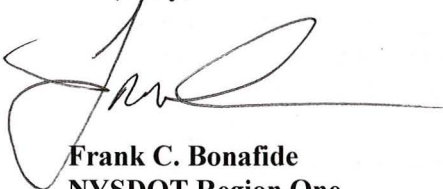
PROPOSED TIP DATA

PIN	AMOUNT	FUND SOURCE	PHASE	FFY	AMOUNT	FUND SOURCE	PHASE	FFY
10PS.02	0.000	HSIP	P	N/A	0.045	HSIP	P	16-17
TBD	0.000	HSIP	D	N/A	0.045	HSIP	D	17-18
	0.000	HSIP	C	N/A	2.889*	HSIP	C	18-19

*Includes Construction Inspection Cost

If you have any questions about this request, please call Bryan Cross at 417-6595 or Greg Wichser at 485-7324.

Sincerely,



Frank C. Bonafide
NYS DOT Region One
Regional Planning & Program Manager