

2020 Onondaga County Safety Assessment

Syracuse Metropolitan Transportation Council



Final Report

September 23, 2020

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Executive Summary

Onondaga County Department of Transportation (OCDOT) wants to reduce fatal and serious injury crashes on its road network. Additionally, OCDOT hopes to improve its ability to secure Highway Safety Improvement Program funds and funds from the New York State Department of Transportation (NYSDOT)-sponsored solicitations from emphasis area Action Plans to allocate towards safety improvement projects. OCDOT requested that the Syracuse Metropolitan Transportation Council (SMTC) develop a data-driven process to identify ‘hot spots’ and ‘systemic emphasis areas’ along its road network.

As part of the 2018-2019 Unified Planning Work Program (UPWP), the SMTC agreed to complete the 2020 Onondaga County Safety Assessment for OCDOT. SMTC developed a scope in November 2018 in consultation with OCDOT representatives. SMTC initiated the study in April 2019 and formed a Study Advisory Committee (SAC) with representatives from the City of Syracuse (City), NYSDOT, OCDOT, the Onondaga County Legislature, and the Syracuse-Onondaga County Planning Agency (SOCPA). SMTC used the NYSDOT Accident Location Information System (ALIS) to analyze crashes between January 1, 2015 and December 31, 2017. The KABCO Scale is used as a part of this analysis, consistent with the data provided in ALIS. For each event, ALIS lists the number of fatalities (K), the number of serious injuries (A), the number of injuries (B and C), and other (O).

Hot Spot Assessment

OCDOT’s road network includes approximately 800 miles of roadways (which it divides into 722 road segments), 113 signalized intersections, and hundreds of County-to-County unsignalized intersections. SMTC reviewed approximately 8,000 crashes that occurred during the 3-year period (’15, ’16, ’17) and developed an approach to identify ‘hot spots’ and ‘emphasis areas’ based on fatal and serious injury crash patterns. As a first step, SMTC identified focus areas that include: 50 segments, 42 intersections. Next, SMTC used additional screening criteria to sort the focus areas into three Special Mention (Tier I-III) categories, and identified 7 ‘hot spot’ intersections and 5 ‘hot spot’ segments.

Intersection ‘Hot Spots’:

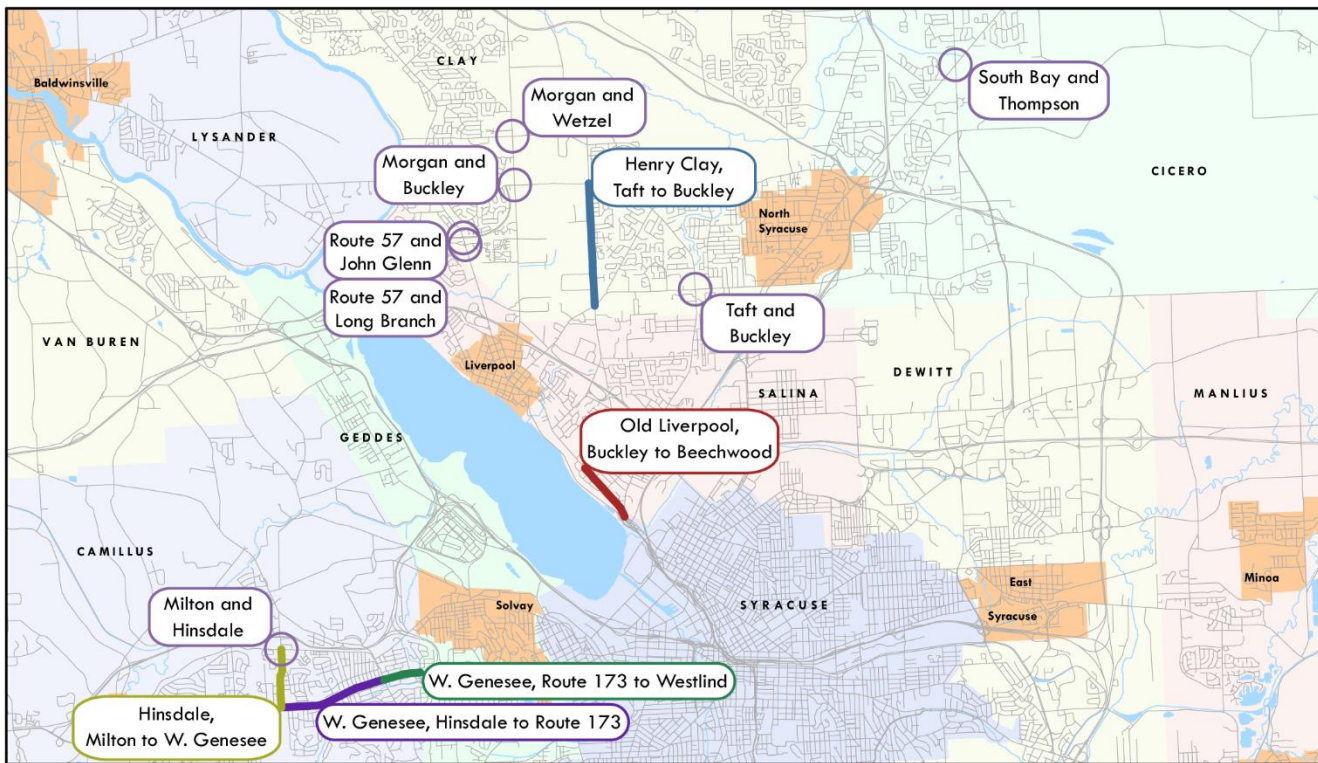
Milton Ave./Hinsdale Rd.
Morgan Rd./Buckley Rd.
Morgan Rd./Wetzel Rd.
Oswego Rd./John Glenn Blvd.
Oswego Rd./Long Branch Rd./Belmont Dr.
South Bay Rd./Thompson Rd.
W. Taft Rd./Buckley Rd.

Segment ‘Hot Spots’:

Henry Clay Boulevard *Taft Rd. to Buckley Rd.*
Hinsdale Road *W. Genesee St. to Milton Ave.*
Old Liverpool Road *Buckley Rd. to Beechwood Ave.*
West Genesee Street *Hinsdale Rd. to Onondaga Rd.*
West Genesee Street *Onondaga Rd. to Westlind Rd.*

Figure A – shows the location of the ‘hot spot’ segments and intersections. SMTC provides a summary of crash patterns and contributing factors for each ‘hot spot’ location. Additionally, given the length of the segments, SMTC provides an additional crash summary of collisions that occur within the general vicinity of fatal and serious injury crashes to compare against segment crash patterns.

Figure A – Segment and Intersection ‘Hot Spot’ Locations



NYSDOT continues to develop emphasis area action plans, such as the Pedestrian Safety Action Plan, and occasionally, is able to solicit requests from local road owners to fund systemic safety improvements. Action plans identify systemic safety improvements that are widely implemented and target high-risk roadways correlated with particular crash types, rather than crash frequency. Currently, NYSDOT is developing a Lane Departure Action Plan and anticipates completion by mid-2020.

Since NYSDOT encourages local road owners to implement systemic safety improvements across road networks, SMTC also developed an approach to identify ‘local’ emphasis areas by categorizing crashes by crash type and severity. SMTC identified fatal and serious injury crashes for the following six emphasis areas: ‘Intersections’, ‘Lane Departure’, ‘Vulnerable Users’, ‘Speed’, ‘Age-Related’, and ‘Driver Behavior’ - consistent with the New York State Strategic Highway Safety Plan (SHSP).

SMTC cross-referenced roadway attributes at fatal and serious injury crash locations to identify ‘high risk’ roads unique to each emphasis area. High-risk roads suggest where to invest systemic safety improvements to prevent fatal and serious injury crashes. SMTC developed a map for each emphasis area that shows ‘high risk’ road locations to support funding applications and guide decisions about where to invest systemic safety improvements.

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Image 1 – Morgan Road/Buckley Road Intersection

Attachments *(Electronic Files – available upon request)*

Attachment A – Crash Data Assessment Tables *[Selected tables included at the end of this document as Appendix]*

Attachment Figure 1 – Segments with above/below average crash rates and fatal/serious injury crashes

Attachment Figure 2 – Intersections with at least one fatal and/or serious injury crash

Attachment Figure 3 – Priority Tier (‘Hot Spot’) and Special Mention Tier I-III Locations

Attachment Figure 4 – Henry Clay Boulevard Crash Attributes

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1 - Introduction

The Onondaga County Department of Transportation (County) seeks insight into fatal and serious injury crash events on their roads to inform investment decisions best suited to reduce fatalities and serious injuries. Each year, thousands of crashes occur on hundreds of miles of County-owned roads. The County requested that the Syracuse Metropolitan Transportation Council (SMTC) establish a data-driven process to assess crash events across its expansive road network.

In years past, the County provided a list of ten locations for SMTC to analyze. This assessment is different. SMTC developed a data-driven process for Onondaga County to identify ‘hot spot’ locations and ‘systemic safety emphasis areas’ based on fatal crash and serious injury crash patterns. Using the New York State Department of Transportation’s (NYSDOT) Accident Location Information System (ALIS), SMTC planners analyzed nearly 8,000 crashes that occurred during a three-year period. The macro-level analysis categorized groups of fatal and serious injury ‘hot spot’ crash locations into priority tiers for further site-specific analysis to identify (e.g., micro-level¹) safety improvements. Additionally, SMTC’s analysis correlated fatal and serious injury crashes with particular crash types and categorized them into emphasis areas². Emphasis area findings inform decisions pertaining to systemic safety improvement³ investments.

Overall, safety assessment findings inform where to focus limited resources⁴ to reduce fatal crashes and crash severity. Informed decision making will position the County to seek solutions that may be eligible for Highway Safety Improvement Program (HSIP) funds. Identifying final projects is an engineering-related task that is beyond the scope of this macro planning-level assessment⁵.

¹ e.g., Requires site-specific engineering assessment and design by a licensed engineer; possible need for a site-specific Road Safety Audit (RSA) that involves a multi-disciplinary team conducting site visits; etc., to further analyze individual crash events, and site conditions at a level of detail beyond the scope of a macro-level analysis.

² The New York State Department of Transportation 2017-2022 *Strategic Highway Safety Plan* (SHSP) identifies six state-wide emphasis areas: intersections, lane departure, vulnerable users, age-related, road user behavior, and speed. The SMTC assessed the County road network to determine local emphasis areas.

³ Per 23 U.S.C. 148, the term “systemic safety improvement” means an improvement that is widely implemented based on high-risk roadway features that are correlated with particular crash types, rather than crash frequency.

⁴ “Limited resources” include not only financial constraints, but also time constraints; data, equipment and technology constraints; the need to balance various priorities (e.g., deciding between rebuilding a bridge or installing high-friction pavement on a roadway to reduce run-off-the-road crashes); multi-disciplinary staff due to limited agency budgets.

⁵ The SMTC will not select final solutions nor complete cost-benefit analysis (i.e., TE 164a, TE 204a forms). Final solutions require identification and design by a licensed engineer.

2 – Part I Assessment - Fatal and/or Serious Injury Crash Locations

2.1 Onondaga County Road Network

The County road network consists of approximately 800 miles of roads, 113 county-owned signalized intersections⁶, and 289 unsignalized County-to-County -road intersections⁷. Onondaga County’s traffic count program divides the County’s road network into 722 road segments.

2.2 Fatal and Serious Injury Crash Location Assessment

The SMTC used the ALIS to analyze crashes during 2015, 2016, and 2017. Attachment A documents Part I crash data assessment tables. SMTC sorted intersection crashes – i.e., those that occur within 10 meters of the center of an intersection – separately from crashes that occurred along a road segment⁸. Table 1 summarizes total crashes and fatal/serious injury crashes that occurred along road segments and at intersections⁹.

Table 1 - Crashes at Study Area Segments & Intersections

	Fatal		Serious Injury		All	
	#	%	#	%	#	%
Corridor						
<i>Segments</i>	20	91%	169	78%	6316	79%
Intersection						
<i>Signalized</i>	0	0%	31	14%	1274	16%
<i>Unsignalized</i>	2	9%	17	8%	360	5%
TOTAL	22	100%	217	100%	7949	100%

The analysis found that the 239 fatal and serious injury crashes occurred at 178 locations (i.e., some locations had multiple fatal and/or serious injury crashes). These locations involve: 136 segments, 25 signalized intersections, and 17 unsignalized intersections. Subsequent assessment reviewed the 178 locations to identify ‘hot spots’ and systemic emphasis areas.

⁶ The County does not own or control intersections that involve a state-owned road. Therefore, SMTC excluded crashes that occur at an intersection (signalized or unsignalized) with a state-owned road.

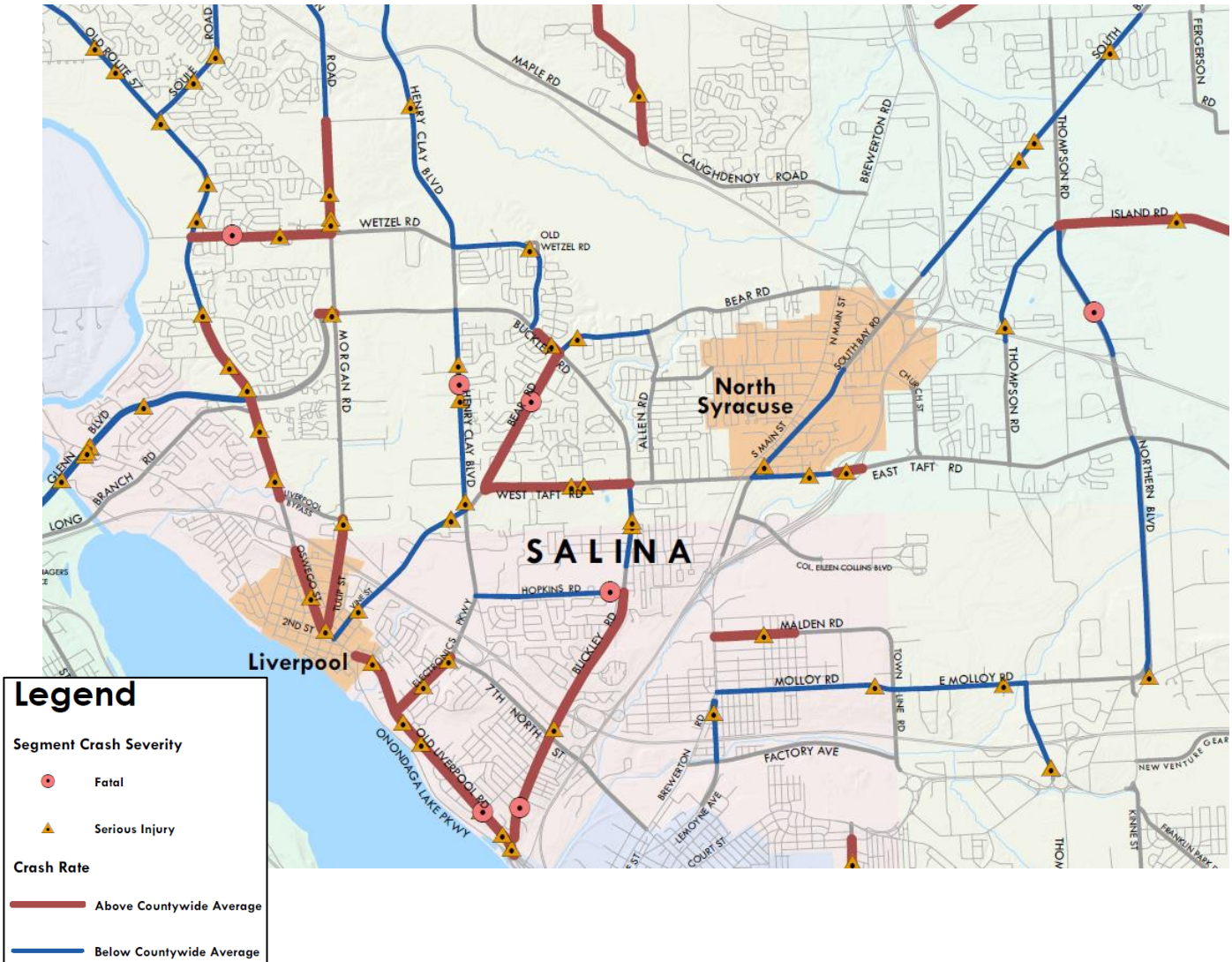
⁷ For the purpose of this assessment, an unsignalized intersection involves a County road with a County road only. It does not include a County road with a private-, local-, or state-owned road.

⁸ Road segment crashes include crashes that occurred at County-to-local road and County-to-private road intersections.

⁹ Onondaga County requested that SMTC focus on road segments and signalized intersections only. No fatal crashes occurred at signalized intersections. However, two fatal crashes occurred at unsignalized intersections. SMTC included unsignalized county-to-county intersections in the assessment.

SMTC calculated crash rates (Attachment A) for the 136 segments¹⁰ to identify those that experienced a rate above the County’s weighted average of 3.0446 crashes per million vehicles miles traveled (MVMT). As shown in the Figure 1 example, it is possible to show location of the 136 segments with above (or below) average crash rates as well as fatal/serious injury crash locations. (Not all 136 segments are shown in the following figure. A high-resolution electronic PDF of Figure 1 that shows all 136 locations is included in Attachment - Figure 1.)

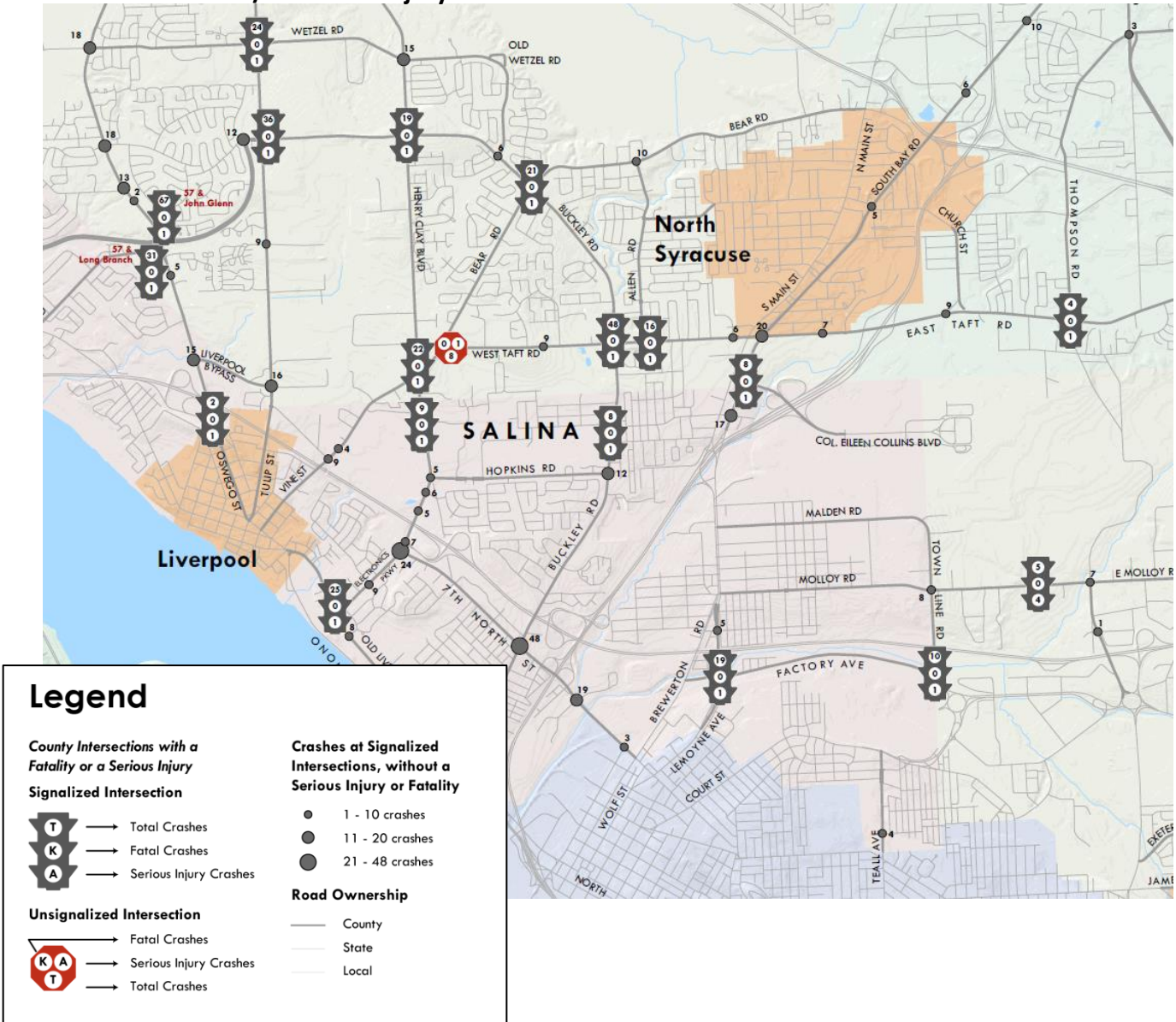
Figure 1 – Example representation of segments with above/below average crash rates and Fatal / Serious Injury Crashes



¹⁰ SMTC used existing Annual Average Daily Traffic (AADT) counts to calculate segment crash rates. For segments without existing AADT counts, NYSDOT provided the SMTC with Vehicle Miles Traveled (VMT) data estimates to approximate AADT for calculating crash rates. Segment crash rates are based on million vehicle miles traveled (MVMT).

As shown in the Figure 2 example, it is possible to show the location of the 25 signalized and 17 unsignalized intersections that experienced at least one fatal or serious injury crash. (Not all 25 signalized and 17 unsignalized intersection locations are shown in Figure 2. A high-resolution electronic PDF of Figure 2 that shows all 25 locations is included in Attachment - Figure 2.)

Figure 2 - Example representation of signalized and unsignalized intersections that experienced at least one fatal and/or serious injury crash



Due to limited existing traffic count data, SMTC was not able to calculate a county average crash rate for signalized and unsignalized intersections. However, SMTC acquired existing data to calculate crash rates for the 25 signalized intersections and sorted them from high-to-low for comparison purposes.

2.3 Fatal Crash and Serious Injury Crash Takeaways

SMTC used the Part I assessment findings as inputs into the Part II assessment. The Part II assessment identifies focus segments and intersections and groups them by priority tier based on several screening criteria. The following takeaways highlight key findings from the Part I assessment:

General (Part I Assessment) Takeaways

- 87% of fatal crashes and 67% of serious injury crashes occurred on segments
- No more than one fatal crash occurred at a segment or intersection
- No fatal crashes occurred at a signalized intersection or within 250 feet from the center of a signalized intersection
- Four fatal crashes involved a pedestrian, seven serious injury crashes involved a pedestrian, and five serious injury crashes involved a bicyclist (no fatal crashes involved a bicyclist).

Segment Takeaways

- Crash rates for all 136 segments with fatal and/or serious injury crashes range from 0.260 to 21.445; the County's weighted average crash rate is: 3.0446 crashes per MVMT
- 52% of the segments with fatal and/or serious injury crashes (71 of 136) have crash rates above the County's weighted average crash rate
- 136 out of 722 segments experienced at least one fatal and/or serious injury crash
 - 11 segments experienced 1 fatal crash
 - 6 segments experienced 1 fatal crash and 1 serious injury crash
 - 1 segment experienced 1 fatal crash and 2 serious injury crashes
 - 1 segment experienced 1 fatal crash and 3 serious injury crashes
 - 1 segment experienced 1 fatal crash and 4 serious injury crashes
 - 8 segments experienced 3 serious injury crashes
 - 22 segments experienced 2 serious injury crashes
 - 86 segments experienced 1 serious injury crash.

Signalized Intersection Takeaways

- 25 out of 113 signalized intersections experienced at least one serious injury crash
 - 1 signalized intersection experienced 4 serious injury crashes
 - 1 signalized intersection experienced 3 serious injury crashes
 - 1 signalized intersection experienced 2 serious injury crashes
 - 22 signalized intersections experienced 1 serious injury crash
- Fatal crashes did not occur at signalized intersections; nor within 250 feet of the intersection
- Crash rates for the 25 signalized intersections range from 0.078 to 1.374.

Unsignalized Intersection Takeaways

- 17 out of 289 unsignalized intersections experienced at least one fatal or serious injury crash
 - 2 unsignalized intersections experienced 1 fatal crash
 - 1 unsignalized intersection experienced 3 serious injury crashes
 - 14 unsignalized intersections experienced 1 serious injury crash
- Two unsignalized intersections experienced a fatal crash; neither involved a serious injury crash.

3 – Part II Assessment – Categorize Priority & Special Mention Tiers I-III

3.1 Identification Methodology

SMTC applied the following criteria to identify priority tier (i.e., ‘hot spot’ locations) and special mention (tier I-III) locations from the 136 segments and 42 intersections (178 total locations) that experienced a fatal and/or serious injury crash:

Step 1 – Screen the 178 locations into ‘focus’ segments and intersections

- Focus segments: at least one fatal crash or two or more serious injury crashes (= 50 segments)
- It is reasonable to advance all intersections as focus intersections (= 42 intersections).

Step 2 – Sort the focus segments and intersections into tiers: ‘priority’ and ‘special mention I-III’

- Filter the 92 locations using the following six yes/no questions:
 - 1) Does the location involve a fatal and a serious injury crash?
 - 2) Does the location involve a fatal crash?
 - 3) Does it involve 3 or more serious injury crashes (for segments); 2 or more serious injury crashes (for intersections)?
 - 4) When sorting the Focus Segments/Focus (Signalized) Intersections, does it fall within the top ten highest locations for crash rate?
 - 5) When sorting the Focus Segments/Focus Intersections, does it fall within the top ten highest locations for injury crashes? (note: injury crash only - not serious injury)
 - 6) When sorting the Focus Segments/Focus Intersections, does it fall within the top ten highest locations for total crashes?
- Categorize the filtered locations by tier based on the number of ‘yes’ responses:

Priority Tier

Segments (4 + yes responses)

Intersections (3 + yes responses)

Tier I - Special Mention

Segments (3 yes responses)

Intersections (2 yes responses)

Tier II - Special Mention

Segments (1-2 yes responses)

Intersections (1 response)

Tier III - Special Mention

Segments (0 yes responses)

Intersections (0 yes responses).

- ‘Priority Tier’ segments and intersections are deemed ‘hot spot’ locations for fatal and serious injury crashes. Conduct additional assessment on priority tier locations.

3.2 Categorizing Priority Tier ('Hot Spot') and Special Mention Tier I-III Locations

SMTC applied the Step 1 criteria and identified 50 'focus segments' and 42 'focus intersections'. In step two, SMTC filtered and categorized the focus segments and intersections as follows: 12 Priority Tier, 8 Tier I, 35 Tier II, and 37 Tier III. Table 2 and Table 3 show the final results of filtering the 50 focus intersections and 42 focus segments (respectively) into the priority tier and special mention tiers (I-III). Attachment A documents Part II crash data assessment tables.

Table 2 - Focus Intersections grouped by "Priority" & "Special Mention Tier I-III" criteria

Focus Intersection	Does it include at least:			Is it listed in highest ten (out of 42) Focus Intersections for:			
	Fatal and Serious Injury Crash	Fatal Crash	Two Serious Injury Crashes	Crash Rate	Injury Crashes	Total Crashes	
Milton Ave./Hinsdale Rd.			Yes	Yes		Yes	Priority
Morgan Rd./Buckley Rd.				Yes	Yes	Yes	
Morgan Rd./Wetzel Rd.				Yes	Yes	Yes	
Oswego Rd./John Glenn Blvd.				Yes		Yes	
Oswego Rd./Long Branch Rd./Belmont Dr.			Yes	Yes		Yes	
South Bay Rd./Thompson Rd.				Yes	Yes	Yes	
W. Taft Rd./Buckley Rd.				Yes	Yes	Yes	Tier I
Henry Clay Blvd./W. Taft Rd./Vine St.					Yes	Yes	
LeMoynes Ave./Factory Ave.				Yes	Yes		
Old Liverpool Rd./Electronics Pkwy.				Yes		Yes	Tier I
Pendergast Rd./Lamson Rd.			Yes		Yes		
Buckley Rd./Bear Rd.						Yes	Tier II
E. Molloy Rd.			Yes				
Henry Clay Blvd./Buckley Rd.					Yes		
Lake Shore Rd./Whiting Rd.			Yes				
Milton Ave./Warners Rd./N. Onondaga Rd.				Yes			
Onondaga Blvd./Bellevue Ave.			Yes				
Sixty Rd./Hencle Blvd./W. Entry Rd.					Yes		
Buckley Rd./Bailey Rd.							Tier III
Bonstead Rd./Morgan Rd.							
Coon Hill Rd./Shamrock Rd.							
Downer St. Rd./Sun Meadows Way/Crego Rd.							
E. Taft Rd./Thompson Rd./General Irwin Blvd.							
Factory Ave./Townline Rd.							
Falls Rd./Frank Gay Rd.							
Henry Clay Blvd./Metropolitan Park Dr.							
Kirkville Rd./North Manlius Rd.							
Lee Mulroy Rd./Bishop Hill Rd.							
Morgan Rd./Fairway Dr. E./Millstream Dr.							
Newport Rd./Canal Rd.							
Onondaga Blvd./Fay Rd./Terry Rd.							
Onondaga Blvd./Wegmans Drwy./Western Lights Drwy.							
Oswego Rd./I-90 Ramps							
Plainville Rd./Tater Rd.							
Pratts Falls Rd./Sweet Rd.							
River Rd./West Bridge St.							
Route 57/Ver Plank Rd.							
South Bay Rd./Col Eileen Collins Blvd.							
Thompson Rd./Warners Rd.							
Warners Rd./Bennetts Corners Rd.							
West Taft Rd./Allen Rd.							
West Taft Rd./Bear Rd.							

Note: Focus intersections include intersections that had a fatal crash and/or one or more serious injury crashes.

Table 3 - Focus Segments grouped by “Priority” & “Special Mention Tier I-III” criteria

Focus Segment	Does it include at least:			Is it listed in highest ten (out of 50) Focus Segments for:			
	Fatal and Serious Injury Crash	Fatal Crash	3-4 Serious Injury Crashes	Crash Rate	Injury Crashes	Total Crashes	
Henry Clay Boulevard Taft Rd. to Buckley Rd.	Yes	Yes	Yes		Yes	Yes	Priority
Hinsdale Road W. Genesee St. to Milton Ave.		Yes		Yes	Yes	Yes	
Old Liverpool Road Buckley Rd. to Beechwood Ave.	Yes	Yes	Yes		Yes	Yes	
West Genesee Street Hinsdale Rd. to Onondaga Rd.	Yes	Yes		Yes	Yes	Yes	
Onondaga Rd. to Westlind Rd.			Yes	Yes	Yes	Yes	
Cedarvale Road Pleasant Valley Rd. to NYS 175			Yes	Yes	Yes		Tier I
New Seneca Turnpike US 20 to Rickard Rd.	Yes	Yes		Yes			
Route 57 Wetzel Rd. to Soule Rd.			Yes		Yes	Yes	
West Taft Road Bear Rd. to Buckley Rd.			Yes		Yes	Yes	
Apulia Road US 20 to Eager Rd.		Yes					Tier II
Bear Road Taft Rd. to Buckley Rd.		Yes					
Buckley Road Old Liverpool (ramps) 7th North St.		Yes					
Hamilton Road Jordan Rd. to NYS 5			Yes				
Henneberry Road Pratts Falls Rd. to Broadfield Rd.		Yes					
Hopkins Road Henry Clay Blvd. to Buckley Rd.		Yes					
John Glenn Boulevard (EB) Farrell Rd. to NYS 370	Yes	Yes					
Jones Road I-690 EB Ramp to I-690 WB Ramp				Yes			
Kasson Road Corporal Welch Rd. to West Genesee St.		Yes					
Lamson Road Sixty Rd. to Pendergast Rd.	Yes	Yes					
McDonald Road Velasko Rd. to Syracuse City Line				Yes			
Morgan Road Wetzel Rd. to Waterhouse Rd.			Yes				
Waterhouse Rd. to NY 31			Yes				
North Kirkville Road Kirkville Rd. to County Line		Yes					
Northern Boulevard (NB) I-481 NB ramp to		Yes					
Old Liverpool Road Beechwood to Electronics Pkwy.					Yes		
Old Seneca Turnpike NYS 321 to N. W. Town Line Rd.	Yes	Yes					
Oran Delphi Road US 20 to Indian Hill Rd.				Yes			
River Road Patchett Rd. to NYS 321	Yes	Yes					
Route 57 Liverpool Bypass to John Glenn Blvd.					Yes	Yes	
John Glenn Blvd. to Blackberry Rd.					Yes	Yes	
South Bay Road East Circle Dr. to Thompson Rd.						Yes	
Split Rock Road Harris Rd. to NYS 173				Yes			
Velasko Road NYS 175 to NYS 173		Yes					
Ver Plank Road Henry Clay Blvd. to Caughdenoy Rd.		Yes					
West Genesee Street Knowell Rd. to Kasson Rd.				Yes			
Wetzel Road Route 57 to Morgan Rd.	Yes	Yes					
Whiting Road Whiting Road Ext. to Fikes Rd.			Yes				
Buckley Road Bailey Rd. to Taft Rd.							Tier III
Cedarvale Road Howlett Hill Road to Harris Road							
Eager Road Reidy Hill Rd. to Coye Rd.							
Electronics Parkway Old Liverpool Rd. to 7th North St.							
Island Road Fergerson Rd. to Eastwood Rd.							
John Glenn Boulevard Route 57 to Route 370							
Kirkville Road I-481 NB Off Ramp to Fremont Rd.							
McDonald Road NYS 173 to Velasko Rd.							
North Burdick Street Cedar Bay Rd. to NYS 290							
Soule Road Route 57 to Fairway East							
Van Buren Road NYS 690 NB Ramps to NYS 48							
Warners Road Airport Rd. to Bennetts Corners Rd. Bennetts Corners Rd. to West Sorrell Hill Rd.							

Note: Focus Segments include segments that had a fatal crash and/or two or more serious injury crashes.

3.3 'Hot Spot' Locations

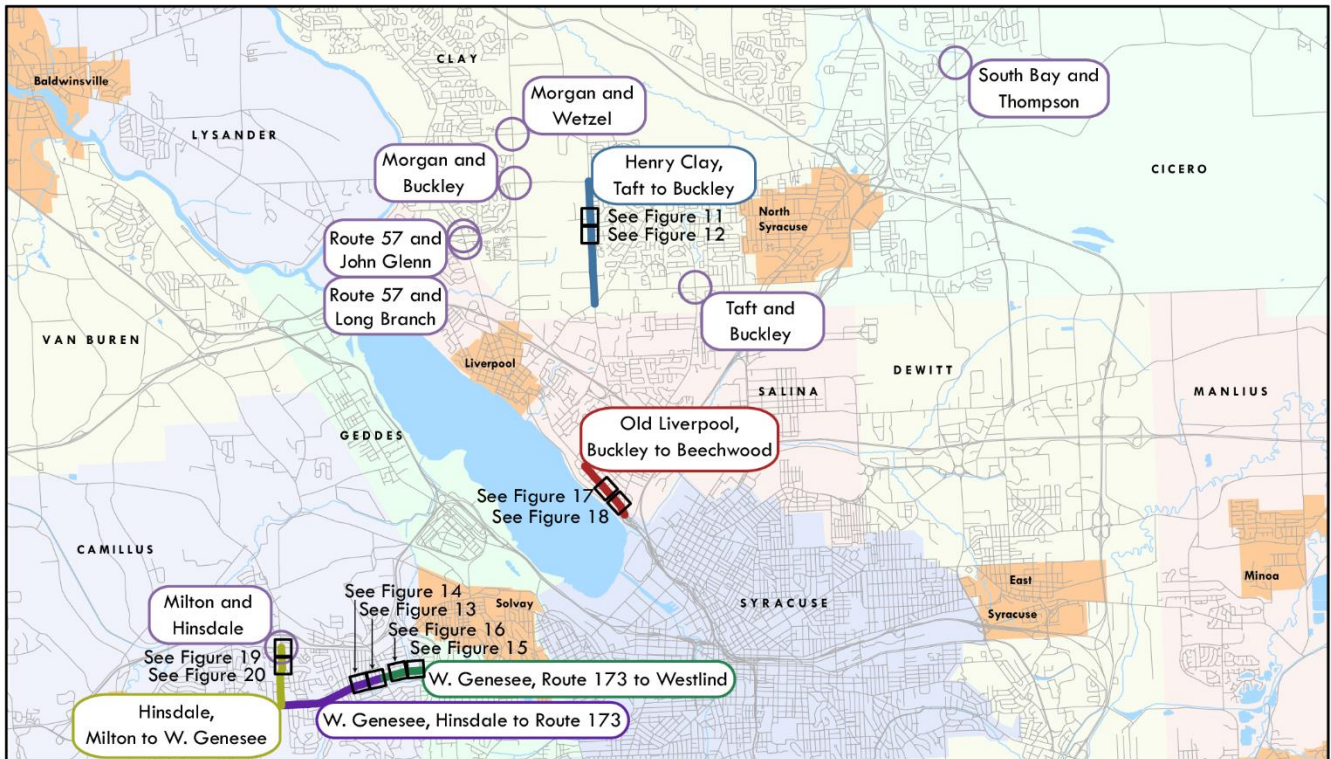
The Part II assessment identified 12 priority tier ('hot spot') locations. Table 4 lists the seven intersections and five segments deemed 'hot spot' locations for fatal and serious injury crashes.

Table 4 – Fatal Crash and Serious Injury Crash Priority Tier ('Hot Spot') Locations

Intersection 'Hot Spot' Locations:	Segment 'Hot Spot' Locations:
Milton Ave./Hinsdale Rd.	Henry Clay Boulevard <i>Taft Rd. to Buckley Rd.</i>
Morgan Rd./Buckley Rd.	Hinsdale Road <i>W. Genesee St. to Milton Ave.</i>
Morgan Rd./Wetzel Rd.	Old Liverpool Road <i>Buckley Rd. to Beechwood Ave.</i>
Oswego Rd./John Glenn Blvd.	West Genesee Street
Oswego Rd./Long Branch Rd./Belmont Dr.	<i>Hinsdale Rd. to Onondaga Rd.</i>
South Bay Rd./Thompson Rd.	<i>Onondaga Rd. to Westlind Rd.</i>
W. Taft Rd./Buckley Rd.	

Figure 3 shows the location of the seven intersections and five segments identified as 'hot spots'. It also references Figure 4 to Figure 20 subsection boundary locations. (A high-resolution electronic PDF that shows all priority tier and special mention tier I-III locations is included in Attachment - Figure 3.)

Figure 3 - 'Hot Spot' Locations for Fatal and Serious Injury Crashes



3.4 'Hot Spot' Assessment Findings

SMTC assessed 'hot spot' locations and summarized findings in several summary narratives and figures. Figure 4 to Figure 20 accompany the narratives. Narrative descriptions are supplemental to the County's collection of existing highway plan documents.

The County was reconstructing several 'hot spot' locations when SMTC staff conducted site visits, which made it difficult to confirm roadway features. Image 1 shows an example of work underway at the Morgan Road/Buckley Road intersection. Roadway and intersection feature descriptions are based on observations and may differ from figure illustrations. SMTC presents this information for general informational purposes only and does not guarantee its accuracy or completeness.

The length of 'hot spot' segments are up 1.6 miles long and crash patterns differ throughout the corridor. As such, SMTC summarized crash patterns within the general vicinity of a fatal and/or serious injury crash – as shown in Figure 11 to Figure 20 – to compare with segment crash patterns.¹¹ Crash locations – shown as dots - are approximate. Where dots overlapped, SMTC made adjustments to illustrate one dot per crash. (High-resolution PDFs that show crash attributes for each segment are provided in Attachment Figure 4 to Attachment Figure 8.)



Image 1 – Morgan Road/Buckley Road Intersection – repaving, restriping, and pedestrian facilities under construction.

¹¹ As mentioned, Figure 3 shows the boundaries of Figure 4 to Figure 20. Figures 11 through Figure 20 show the crash patterns within the general vicinity of fatal and/or serious injury crashes along 'hot spot' segments.

Milton Ave./Hinsdale Rd.

The Milton Ave./Hinsdale Rd. intersection is signalized. Table 5 provides a summary of crash patterns.

Commercial land uses exist along Milton Avenue and Hinsdale Road and residential uses exist on adjoining side streets. Township 5 was built off of Hinsdale Road during the past several years. Additionally, a senior housing complex with 119 units was recently constructed on Milton Avenue west of the intersection.

As shown in Figure 4, the Finger Lakes Railroad crosses the intersection’s southbound approach, which includes a left-turn lane, a thru lane, and a right-turn lane. Shoulders do not exist. The other approaches include a left-turn lane and a thru/right-turn lane. Shoulders vary three-to-five feet wide.

Pedestrian and bicycle facilities do not exist within or adjacent to the intersection, nor at the railroad crossing. A signed Centro bus stop exists at the intersection’s northeast corner adjacent to the railroad tracks. There is no curb-cut to access the bus stop, so people must stand within the shoulder to wait for the bus. A six-foot high embankment extends along Milton Ave at the intersection’s southwest corner. Dense plantings exist at the southeast corner (Sunoco Gas Station). A large structure (likely a control panel for the railroad) exists at the northeast corner.

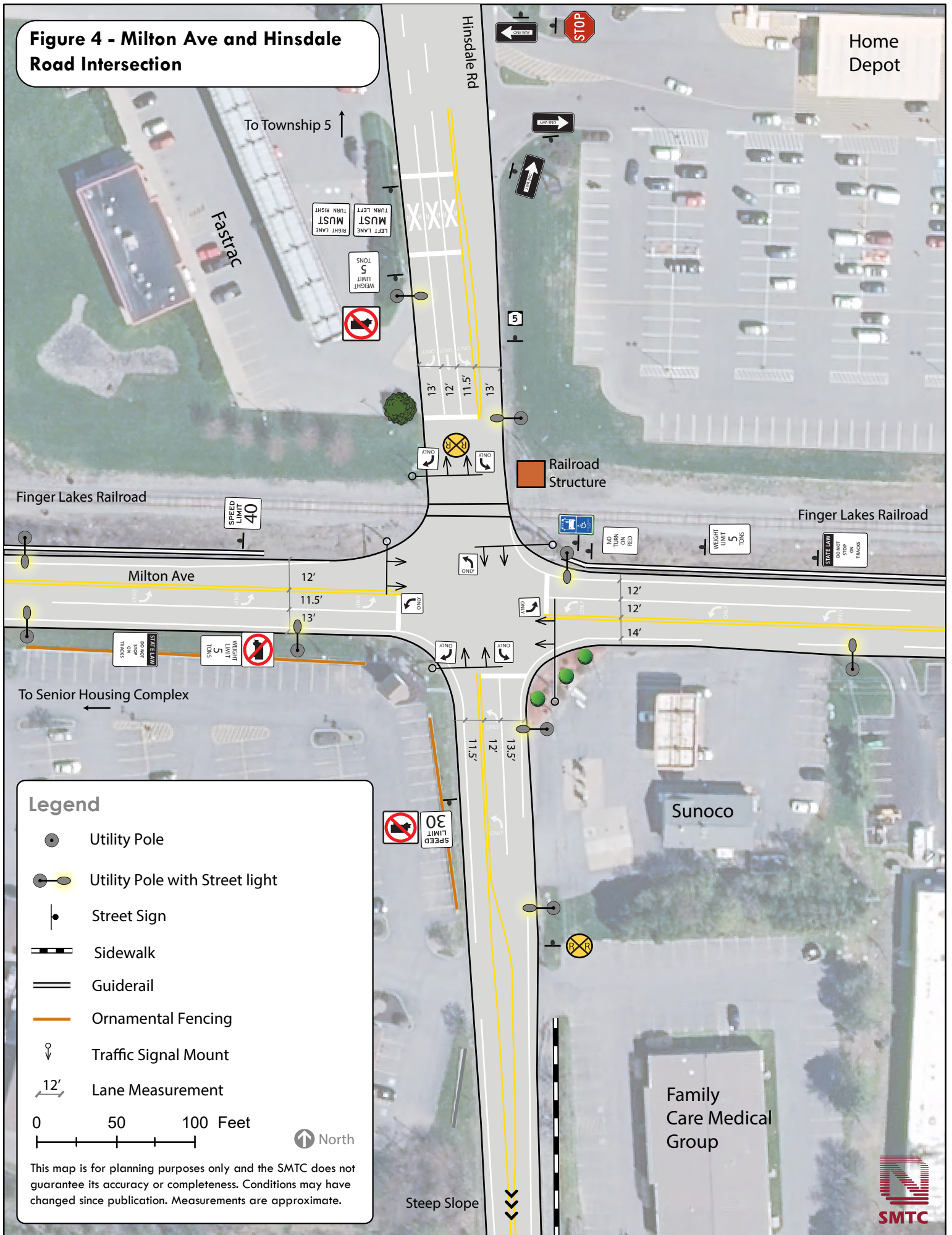
Milton Avenue is functionally classified as a Major Collector and serves as an east-west route with 40 MPH posted speed limits. Hinsdale Road is functionally classified as a Minor Arterial and serves as a north-south route with 30 MPH posted speed limits. Milton Ave. has no truck - “Weight Limit 5 Tons” signs posted in both directions, and Hinsdale Rd. also has a similar sign at the southbound approach. Despite these signs, staff observed buses and heavy trucks at the intersection.

The northbound approach has a down-slope grade of up to 8%; the other three approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 23,250 vehicles per day and has a calculated crash rate of 1.1784 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 5 – Milton Ave./Hinsdale Rd. Crashes

Crash Attributes	#	% Total
Intersection Crashes	30	100%
Crash Type		
<i>Collision with Fixed Object</i>	1	3%
<i>Collision with Motor Vehicle</i>	28	93%
<i>Other / Not Entered / Unknown</i>	1	3%
Collision Type		
<i>Head On</i>	2	7%
<i>Left Turn (Against Other Car)</i>	1	3%
<i>Left Turn (with Other Car)</i>	2	7%
<i>Other</i>	2	7%
<i>Overtaking</i>	5	17%
<i>Rear End</i>	10	33%
<i>Right Angle</i>	6	20%
<i>Unknown</i>	2	7%
Light Conditions		
<i>Dark-Road Lighted</i>	5	17%
<i>Dawn</i>	1	3%
<i>Daylight</i>	21	70%
<i>Unknown</i>	3	10%
Weather Conditions		
<i>Clear</i>	18	60%
<i>Cloudy</i>	3	10%
<i>Rain</i>	4	13%
<i>Snow</i>	2	7%
<i>Unknown</i>	3	10%
Severity		
<i>Serious Injury Crash</i>	2	7%
<i>Injury Crash</i>	4	13%
<i>Other</i>	24	80%
Apparent Factors		
<i>Backing Unsafely</i>	1	3%
<i>Driver Inattention</i>	3	10%
<i>Failure to Keep Right</i>	1	3%
<i>Failure to Yield Right of Way</i>	8	27%
<i>Following too Closely</i>	8	27%
<i>Not Entered</i>	6	20%
<i>Passing or Lane Usage Improperly</i>	1	3%
<i>Traff. Cont. Dev. Impropr./Non-Work</i>	1	3%
<i>Unsafe Speed</i>	1	3%
Hour of Crash		
<i>7 AM through 9 AM</i>	2	7%
<i>10 AM - 3 PM</i>	13	43%
<i>4 PM - 8 PM</i>	10	33%
<i>10 PM through 6 AM</i>	5	17%
Month of Crash		
<i>Spring (Mar. - May)</i>	7	23%
<i>Summer (June - Aug.)</i>	9	30%
<i>Autumn (Sept. - Nov.)</i>	9	30%
<i>Winter (Dec. - Feb.)</i>	5	17%

Figure 4 - Milton Ave and Hinsdale Road Intersection



Legend

- Utility Pole
- Utility Pole with Street light
- Street Sign
- Sidewalk
- Guidrail
- Ornamental Fencing
- Traffic Signal Mount
- Lane Measurement

0 50 100 Feet

North

This map is for planning purposes only and the SMTC does not guarantee its accuracy or completeness. Conditions may have changed since publication. Measurements are approximate.

Morgan Rd./Buckley Rd.

The Morgan Rd./Buckley Rd. intersection is signalized and was under construction at the time of the site visit. Table 6 provides a summary of crash patterns.

Some of the observed features may not have been in existence during the three-year crash assessment period. Intersection land use includes two gas stations, a bank, and a video rental store. The Bayberry neighborhood exists to the west and industrial uses exist to the south.

There are slight differences regarding the layout of lanes/pavement markings shown in Figure 5 and what was observed during the site visit. The observed southbound approach includes a left-turn lane, two thru lanes, and a right-turn lane. The other approaches include a left-turn lane, a thru lane, and a thru/right-turn lane. Shoulders do not exist at the intersection.

The County was installing pedestrian facilities across the southbound, westbound, and northbound approaches. Observed facilities included curb-cuts with detectable warnings and ladder-style crosswalks. These pedestrian facilities may not have existed during the three-year crash assessment period. Staff did not observe sidewalks, bicycle facilities, push buttons/count down timers, or signed Centro bus stops at the intersection. Staff observed pedestrians walking east along Buckley Road and crossing Morgan Road at the southeast to southwest corner. (Signed bus stops exist along Morgan Road.) Center median rumble strips exist within the westbound and southbound approaches.

Morgan Road is functionally classified as a Minor Arterial and serves as a north-south route with 45 MPH posted speed limits. Buckley Road is functionally classified as a Principal Arterial (Other) and serves as an east-west route with 45 MPH posted speed limits.

All approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 34,740 vehicles per day and has a calculated crash rate of 0.9464 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 6 – Morgan Rd./Buckley Rd. Crashes

Crash Attributes	#	% Total
Intersection Crashes	36	100%
Crash Type		
<i>Collision with Motor Vehicle</i>	36	100%
Collision Type		
<i>Left Turn (Against Other Car)</i>	2	6%
<i>Other</i>	2	6%
<i>Overtaking</i>	6	17%
<i>Rear End</i>	21	58%
<i>Right Angle</i>	3	8%
<i>(Sideswipe)</i>	1	3%
<i>Unknown</i>	1	3%
Light Conditions		
<i>Dark-Road Lighted</i>	6	17%
<i>Daylight</i>	30	83%
Weather Conditions		
<i>Clear</i>	13	36%
<i>Cloudy</i>	14	39%
<i>Rain</i>	4	11%
<i>Snow</i>	5	14%
Severity		
<i>Serious Injury Crash</i>	1	3%
<i>Injury Crash</i>	8	22%
<i>Other</i>	27	75%
Apparent Factors		
<i>Alcohol Involvement</i>	1	3%
<i>Backing Unsafely</i>	1	3%
<i>Brakes Defective</i>	1	3%
<i>Driver Inattention</i>	6	17%
<i>Failure to Keep Right</i>	1	3%
<i>Failure to Yield Right of Way</i>	2	6%
<i>Following too Closely</i>	15	42%
<i>Not Entered</i>	4	11%
<i>Passing or Lane Usage Improperly</i>	1	3%
<i>Pavement Slippery</i>	1	3%
<i>Unsafe Lane Change</i>	1	3%
<i>Unsafe Speed</i>	2	6%
Hour of Crash		
<i>7 AM through 9 AM</i>	9	25%
<i>10 AM - 3 PM</i>	15	42%
<i>4 PM - 8 PM</i>	9	25%
<i>10 PM through 6 AM</i>	3	8%
Month of Crash		
<i>Spring (Mar. - May)</i>	9	25%
<i>Summer (June - Aug.)</i>	10	28%
<i>Autumn (Sept. - Nov.)</i>	8	22%
<i>Winter (Dec. - Feb.)</i>	9	25%

Figure 5 - Morgan Road and Buckley Road Intersection



Hiram's Tire and Service Center

Stewart's Shops

Empower Federal Credit Union

Buckley Rd

Morgan Rd

Sunoco

Family Video

SPEED LIMIT 45

SPEED LIMIT 45

DO NOT ENTER

DO NOT ENTER

RIGHT TURN ENDS

LEFT LANE MUST TURN LEFT

13'
11'
10'
7'
11'
10'
12'
13'

13'
11'
18.5'
10'
13'
14'

13.5'
10.5'
13.5'
10.5'
7'
10.5'
12'

11.5'
10.5'
10.5'
12'
13.5'

Morgan Rd./Wetzel Rd.

The Morgan Rd./Wetzel Rd. intersection is signalized. Table 7 provides a summary of crash patterns.

Surrounding land uses include residential, a church, a wooded lot, and a cemetery. SMTC is not aware of any significant changes in land use in the general area during the past several years.

As shown in Figure 6, the southbound and northbound approaches include a left-turn lane, a thru lane, and a thru/right-turn lane. The westbound approach has a left-turn lane and a thru/right lane whereas the eastbound approach has a left-turn lane, a right-turn lane and a thru lane. Each approach contains shoulders that range from two to eight feet wide.

Pedestrian facilities were incorporated recently within the past few years, so intersection features may have been different during the three-year accident assessment period. Pedestrian facilities exist across the southbound, westbound, and eastbound approaches. Observed facilities include push buttons with countdown timers and ladder-style crosswalks. Staff did not observe sidewalks, curb ramps/curb cuts, bicycle facilities, or signed Centro bus stops at the intersection. Signed bus stops do exist elsewhere along Morgan Road.

Morgan Road is functionally classified as a Minor Arterial and serves as a north-south route with 45 MPH posted speed limits. Wetzel Road is functionally classified as a Major Collector west of Morgan Road with 30 MPH speed limits (20 MPH in the school zone), and a Local Road east of Morgan Road with 35 MPH speed limits.

All approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 23,660 vehicles per day and has a calculated crash rate of 0.9264 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 7 – Morgan Rd./Wetzel Rd. Crashes

Crash Attributes	#	% Total
Intersection Crashes	24	100%
Crash Type		
<i>Collision with Fixed Object</i>	1	4%
<i>Collision with Motor Vehicle</i>	23	96%
Collision Type		
<i>Head On</i>	3	13%
<i>Left Turn (Against Other Car)</i>	4	17%
<i>Left Turn (with Other Car)</i>	1	4%
<i>Other</i>	3	13%
<i>Overtaking</i>	4	17%
<i>Rear End</i>	5	21%
<i>Right Angle</i>	4	17%
Light Conditions		
<i>Dark-Road Lighted</i>	5	21%
<i>Dark-Road Unlighted</i>	2	8%
<i>Dawn</i>	1	4%
<i>Daylight</i>	16	67%
Weather Conditions		
<i>Clear</i>	13	54%
<i>Cloudy</i>	7	29%
<i>Rain</i>	4	17%
Severity		
<i>Serious Injury Crash</i>	1	4%
<i>Injury Crash</i>	8	33%
<i>Other</i>	15	63%
Apparent Factors		
<i>Backing Unsafely</i>	1	4%
<i>Driver Inattention</i>	1	4%
<i>Failure to Yield Right of Way</i>	8	33%
<i>Following too Closely</i>	3	13%
<i>Passing or Lane Usage Improperly</i>	1	4%
<i>Pavement Slippery</i>	1	4%
<i>Traff. Cont. Dev. Disregarded</i>	3	13%
<i>Turning Improper</i>	1	4%
<i>Unknown</i>	1	4%
<i>Unsafe Speed</i>	3	13%
<i>View Obstructed/Limited</i>	1	4%
Hour of Crash		
<i>7 AM through 9 AM</i>	3	13%
<i>10 AM - 3 PM</i>	6	25%
<i>4 PM - 8 PM</i>	12	50%
<i>10 PM through 6 AM</i>	3	13%
Month of Crash		
<i>Spring (Mar. - May)</i>	4	17%
<i>Summer (June - Aug.)</i>	8	33%
<i>Autumn (Sept. - Nov.)</i>	8	33%
<i>Winter (Dec. - Feb.)</i>	4	17%

Figure 6 - Morgan Road and Wetzel Road Intersection



Oswego Rd./John Glenn Blvd.

The Oswego Rd./John Glenn Blvd. intersection is signalized. Table 8 provides a summary of crash patterns. John Glenn Blvd. is a divided highway. The intersection was being restriped during the time of the site visit. Observed intersection features may not have been in existence during the three-year crash assessment period.

Surrounding land uses primarily include commercial. SMTC is not aware of any significant changes in land use in the general area during the past several years. This intersection is also located approximately 500 feet away from the Oswego Rd./Long Branch Rd./Belmont Dr. intersection. Figure 7 shows pre-existing features of both intersections. There are slight differences between what is shown in Figure 7 and what was observed during the site visit. Based on observation, the westbound approach includes a left-turn lane, a thru lane, and a thru/right-turn lane. The eastbound approach includes two left-turn lanes, a thru lane, and a thru/right-turn lane. The northbound and southbound approaches include a right-turn lane, a left-turn lane, and two thru lanes. Shoulders (up to 11-foot wide) are sporadic and do not exist at some approaches.

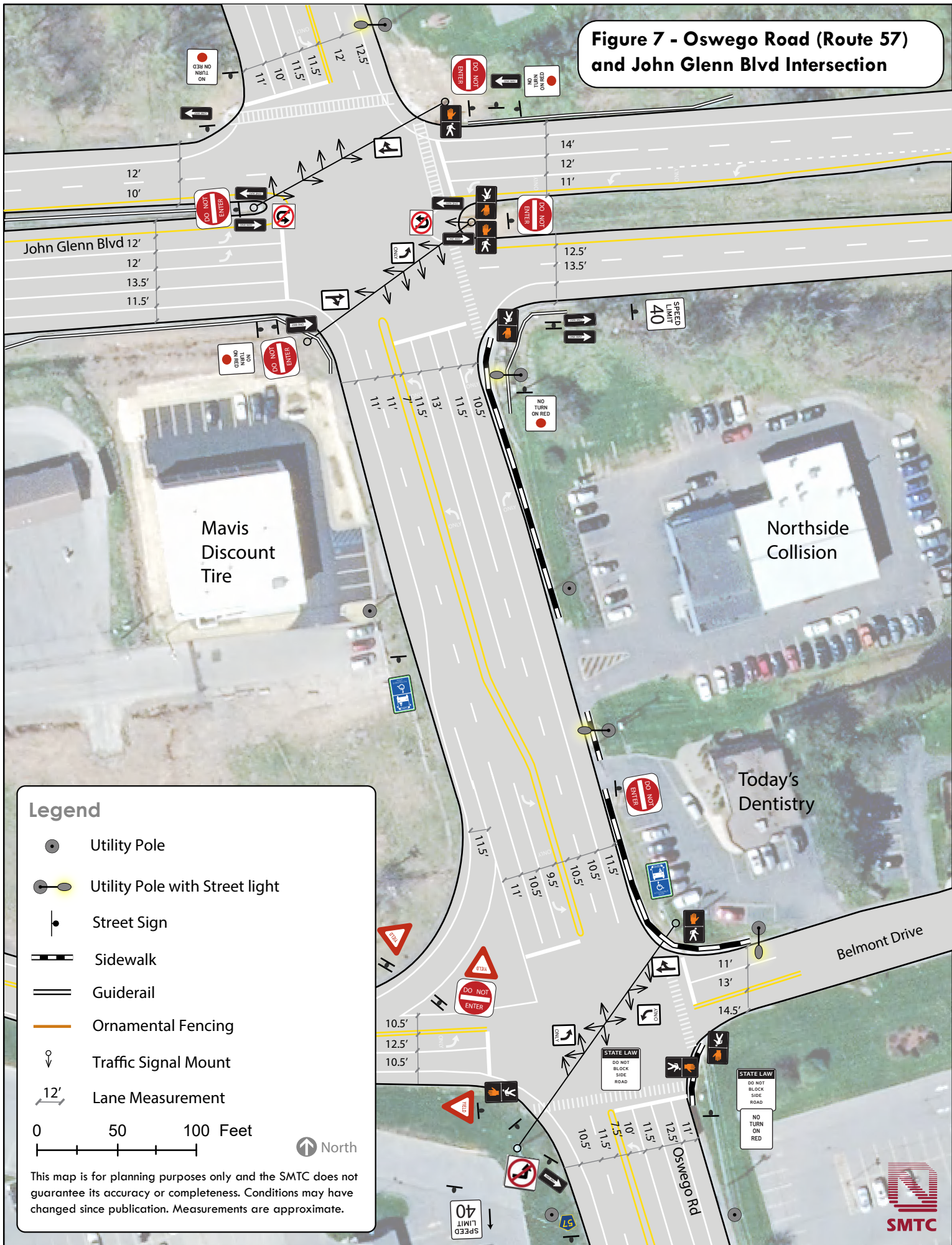
Pedestrian facilities exist across the southbound and westbound approaches. Observed facilities include push buttons with countdown timers and ladder-style crosswalks. Previously, a crosswalk existed at the westbound approach, but it's not clear what facilities – if any – existed during the three-year crash assessment period. A center pedestrian refuge island exists between the westbound lanes on John Glenn Blvd. - staff observed pedestrians using this crosswalk. Curb ramps and curb cuts with detectable warnings exist at each crosswalk (except the intersection's northwest corner). Staff observed a small sidewalk segment on the eastern side of Oswego Rd. between John Glenn and Belmont Dr. Staff did not observe bicycle facilities or signed Centro bus stops.

John Glenn Blvd. is a Principal Arterial (Non-interstate expressway) and serves as an east-west route with 45 MPH posted speed limits west of Oswego Rd. and 40 MPH posted speed limits east of Oswego Rd. Oswego Rd. is functionally classified as a Principal Arterial (Other) with 40 MPH posted speed limits. All approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 44,540 vehicles per day and has a calculated crash rate of 1.3738 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 8 – Oswego Rd./John Glenn Blvd. Crashes

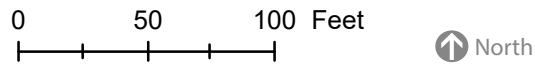
Crash Attributes	#	% Total
Intersection Crashes	67	100%
Crash Type		
Collision with Animal	1	1%
Collision with Bicyclist	2	3%
Collision with Fixed Object	1	1%
Collision with Motor Vehicle	63	94%
Collision Type		
Left Turn (Against Other Car)	3	4%
Left Turn (with Other Car)	4	6%
Other	6	9%
Overtaking	3	4%
Rear End	34	51%
Right Angle	15	22%
(Sideswipe)	1	1%
Unknown	1	1%
Light Conditions		
Dark-Road Lighted	11	16%
Dark-Road Unlighted	3	4%
Daylight	48	72%
Dusk	1	1%
Unknown	4	6%
Weather Conditions		
Clear	27	40%
Cloudy	24	36%
Rain	7	10%
Snow	5	7%
Unknown	4	6%
Severity		
Serious Injury Crash	1	1%
Injury Crash	21	31%
Other	45	67%
Apparent Factors		
Aggressive Driving/Road Rage	1	1%
Backing Unsafely	1	1%
Cell Phone (Hand Held)	1	1%
Driver Inattention	10	15%
Driver Inexperience	1	1%
Failure to Yield Right of Way	5	7%
Following too Closely	20	30%
Glare	1	1%
Not Applicable	1	1%
Not Entered	4	6%
Pavement Slippery	1	1%
Reaction to Other Uninvolved. Vehicle	1	1%
Traff. Cont. Dev. Disregarded	12	18%
Turning Improper	1	1%
Unknown	3	4%
Unsafe Lane Change	1	1%
Unsafe Speed	3	4%
Hour of Crash		
7 AM through 9 AM	12	18%
10 AM - 3 PM	25	37%
4 PM - 8 PM	22	33%
10 PM through 6 AM	8	12%
Month of Crash		
Spring (Mar. - May)	11	16%
Summer (June - Aug.)	16	24%
Autumn (Sept. - Nov.)	22	33%
Winter (Dec. - Feb.)	18	27%

Figure 7 - Oswego Road (Route 57) and John Glenn Blvd Intersection



Legend

- Utility Pole
- Utility Pole with Street light
- Street Sign
- ▬ Sidewalk
- ▬▬ Guiderail
- ▬ Ornamental Fencing
- ⬇ Traffic Signal Mount
- 12' Lane Measurement



This map is for planning purposes only and the SMTC does not guarantee its accuracy or completeness. Conditions may have changed since publication. Measurements are approximate.



Oswego Rd./Long Branch Rd./Belmont Dr.

The Oswego Rd./Long Branch Rd./Belmont Dr. intersection is signalized. Table 9 provides a summary of crash patterns.

Surrounding land uses primarily include commercial and residential (off of Belmont Drive). SMTC is not aware of any significant changes in land use in the general area during the past several years.

A portion of the intersection (at Belmont Road) was being restriped during the time of the site visit. As mentioned, this intersection is located approximately 500 feet away from the Oswego Rd./John Glenn Blvd. intersection. Figure 8 shows the pre-existing features of both intersections. Observed intersection features may not have been in existence during the three-year crash assessment period.

Based on observation, the eastbound approach includes a left-turn lane, a thru/right-turn lane, and 5-foot shoulders. The eastbound approach includes two left-turn lanes, a thru lane, and a thru/right turn lane. The southbound approach includes a left-turn lane, two thru lanes, and a right-turn slip ramp. Shoulders do not exist along the lane leading to the slip ramp. The northbound approach includes a left-turn lane, two thru lanes, and a thru/right-turn lane. Shoulders and sidewalks do not exist along the northbound travel lane. The westbound approach includes a left-turn lane and a thru/right-turn lane. Shoulders do not exist along Belmont Dr.

Pedestrian facilities exist across the northbound and westbound approaches. Observed facilities include push buttons with countdown timers and continental-style crosswalks. As mentioned, a sidewalk exists on the eastern side of Oswego Rd. between Belmont Dr. and John Glenn. Curb ramps and curb cuts with detectable warnings exist at Belmont Dr. only. Staff did not observe bicycle facilities. Bus stops exist along Oswego Rd. (northbound and southbound lanes) north of Belmont.

Oswego Rd. is a Principal Arterial (Other) with 40 MPH posted speed limits. Long Branch is functionally classified as a Major Collector with 45 MPH posted speed limits. Belmont Dr. is a Local Road with 30 MPH speed limits. All approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 37,420 vehicles per day and has a calculated crash rate of 0.7566 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 9 – Oswego / Long Branch / Belmont

Crash Attributes	#	%
Intersection Crashes	31	100%
Crash Type		
<i>Collision with Fixed Object</i>	1	3%
<i>Collision with Motor Vehicle</i>	30	97%
Collision Type		
<i>Left Turn (Against Other Car)</i>	3	10%
<i>Left Turn (with Other Car)</i>	3	10%
<i>Other</i>	5	16%
<i>Overtaking</i>	2	6%
<i>Rear End</i>	12	39%
<i>Right Angle</i>	5	16%
<i>Unknown</i>	1	3%
Light Conditions		
<i>Dark-Road Lighted</i>	10	32%
<i>Daylight</i>	19	61%
<i>Dusk</i>	1	3%
<i>Unknown</i>	1	3%
Weather Conditions		
<i>Clear</i>	11	35%
<i>Cloudy</i>	10	32%
<i>Fog/Smog/Smoke</i>	1	3%
<i>Rain</i>	5	16%
<i>Snow</i>	3	10%
<i>Unknown</i>	1	3%
Severity		
<i>Serious Injury Crash</i>	3	10%
<i>Injury Crash</i>	3	10%
<i>Other</i>	25	81%
Apparent Factors		
<i>Alcohol Involvement</i>	1	3%
<i>Driver Inattention</i>	3	10%
<i>Failure to Yield Right of Way</i>	3	10%
<i>Following too Closely</i>	9	29%
<i>Glare</i>	1	3%
<i>Lane Markg Impropr./Inadequate</i>	1	3%
<i>Not Applicable</i>	1	3%
<i>Not Entered</i>	1	3%
<i>Passing or Lane Usage Improper</i>	1	3%
<i>Pavement Slippery</i>	3	10%
<i>Traff. Cont. Dev. Disregarded</i>	4	13%
<i>Unsafe Lane Change</i>	1	3%
<i>Unsafe Speed</i>	2	6%
Hour of Crash		
<i>7 AM through 9 AM</i>	4	13%
<i>10 AM - 3 PM</i>	11	35%
<i>4 PM - 8 PM</i>	11	35%
<i>10 PM through 6 AM</i>	5	16%
Month of Crash		
<i>Spring (Mar. - May)</i>	5	16%
<i>Summer (June - Aug.)</i>	6	19%
<i>Autumn (Sept. - Nov.)</i>	7	23%
<i>Winter (Dec. - Feb.)</i>	13	42%

South Bay Rd./Thompson Rd.

The South Bay Rd./Thompson Rd. is a skewed signalized intersection. Table 10 provides a summary of crash patterns.

Surrounding land uses include low density commercial surrounded by residential. SMTC is not aware of any significant changes in land use during the past several years. The intersection was recently repaved and restriped. Observed features may not have existed during the three-year crash assessment period.

Figure 9 shows pre-existing intersection features. Thompson Rd. is oriented north-south, while South Bay Rd. is oriented on a northeast/southwest axis. Based on observation, the northbound and southbound approaches include a thru/left-turn lane and a right-turn lane. The northeast and southwest approaches include a left-turn lane and a thru-right turn lane.

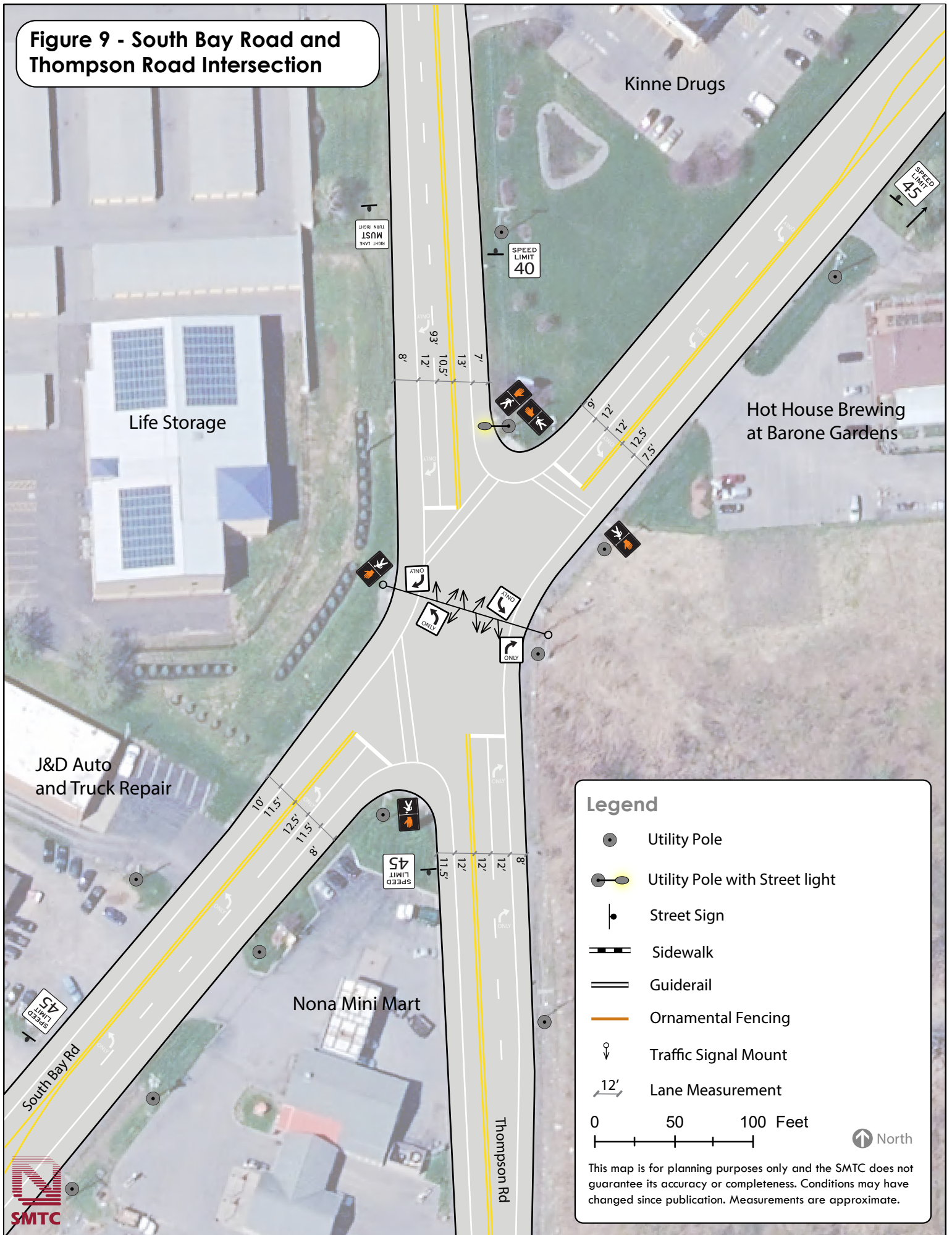
Shoulders exist throughout the intersection and are typically 8-foot wide or greater. Pedestrian facilities exist across the southbound, eastbound, and westbound approaches. Observed pedestrian facilities include push buttons with countdown timers and parallel bar-style crosswalks. Curb ramps and curb cuts with detectable warnings exist at each crosswalk – however, crosswalks did not align with the detectable warnings. Sidewalks and bicycle facilities were not observed. Staff observed NYS Bike Route 11 signs along Thompson Rd. Two cyclists and two pedestrians were observed along Thompson Rd. north of South Bay Rd. Additionally, staff noticed at least one storm sewer grate seated several inches below the pavement level – i.e., not flush with the road surface. Staff did not observe any signed Centro bus stops.

South Bay Rd. is a Minor Arterial with a 45 MPH speed limit (heading northwest) and a 30 MPH speed limit (heading southeast). Thompson Rd. is functionally classified as a Minor Arterial with a 40 MPH speed limits north of South Bay Rd. and 45 MPH speed limits south of South Bay Rd. All approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 21,260 vehicles per day and has a calculated crash rate of 1.2028 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 10 – South Bay Rd./Thompson Rd. Crashes

Crash Attributes	#	% Total
Intersection Crashes	28	100%
Crash Type		
Collision with Bicyclist	1	4%
Collision with Fixed Object	1	4%
Collision with Motor Vehicle	26	93%
Collision Type		
Left Turn (Against Other Car)	2	7%
Left Turn (with Other Car)	2	7%
Other	2	7%
Overtaking	1	4%
Rear End	12	43%
Right Angle (Sideswipe)	8	29%
1	4%	
Light Conditions		
Dark-Road Lighted	4	14%
Dark-Road Unlighted	1	4%
Daylight	21	75%
Dusk	1	4%
Unknown	1	4%
Weather Conditions		
Clear	23	82%
Cloudy	2	7%
Snow	2	7%
Unknown	1	4%
Severity		
Serious Injury Crash	1	4%
Injury Crash	5	18%
Other	22	79%
Apparent Factors		
Alcohol Involvement	1	4%
Backing Unsafely	2	7%
Driver Inattention	3	11%
Failure to Keep Right	1	4%
Failure to Yield Right of Way	11	39%
Following too Closely	6	21%
Not Applicable	1	4%
Not Entered	1	4%
Passing or Lane Usage Improperly	1	4%
Unsafe Speed	1	4%
Hour of Crash		
7 AM through 9 AM	4	14%
10 AM - 3 PM	9	32%
4 PM - 8 PM	14	50%
10 PM through 6 AM	1	4%
Month of Crash		
Spring (Mar. - May)	5	18%
Summer (June - Aug.)	6	21%
Autumn (Sept. - Nov.)	9	32%
Winter (Dec. - Feb.)	8	29%

Figure 9 - South Bay Road and Thompson Road Intersection



Legend

- Utility Pole
- Utility Pole with Street light
- Street Sign
- Sidewalk
- Guiderail
- Ornamental Fencing
- Traffic Signal Mount
- Lane Measurement

0 50 100 Feet

North

This map is for planning purposes only and the SMTC does not guarantee its accuracy or completeness. Conditions may have changed since publication. Measurements are approximate.



W. Taft Rd./Buckley Rd.

Table 11 provides a summary of crash patterns. The W. Taft Rd./Buckley Rd. intersection is signalized. Surrounding land uses primarily include commercial surrounded by residential. The intersection and the Buckley Road corridor were being completely reconstructed at the time of the field visit. The roadway was being milled and staff were unable to make detailed observations. SMTC is not aware of any significant changes in land use in the general area during the past several years.

Figure 10 shows pre-existing intersection features. W. Taft Rd. is oriented east-west and Buckley Road is oriented north-south. According to a General Plan dated April 2019 provided by the county (PIN 3744.79 2R Paving Project), the completed project includes ladder crosswalks with pushbuttons and countdown timers as well as curb cuts with detectable warnings across the northbound, southbound, and westbound approaches. Also, the northbound, southbound, and westbound approaches include a left-turn lane, a thru lane, and a thru/right-turn lane. The eastbound approach include a left-turn lane, right-turn lane, and two thru lanes.

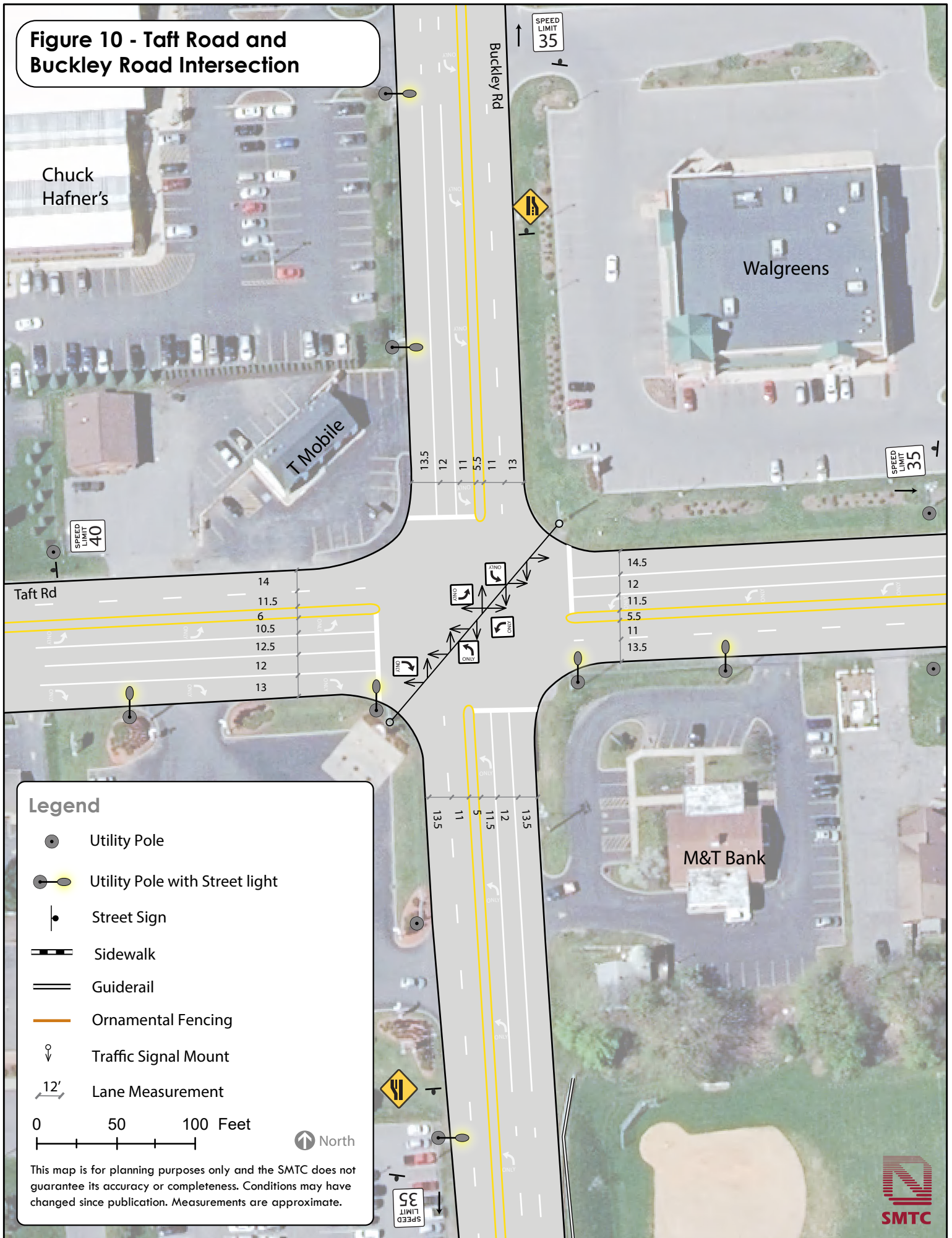
W. Taft Rd. is functionally classified as a Principal Arterial (Other) and with a 35 MPH speed limit. Buckley Road is functionally classified as a Minor Arterial with a 35 MPH speed limits.

All approaches are at a level grade. The estimated average daily entering vehicles (DEV) at this intersection is 34,600 vehicles per day and has a calculated crash rate of 1.2669 crashes per million entering vehicles (MEV). The statewide average crash rate for similar facilities is 0.23 / MEV.

Table 11 – W. Taft Rd./Buckley Rd. Crashes

Crash Attributes	#	%
Intersection Crashes	48	100%
Crash Type		
<i>Collision with Fixed Object</i>	1	2%
<i>Collision with Motor Vehicle</i>	47	98%
Collision Type		
<i>Left Turn (Against Other Car)</i>	1	2%
<i>Left Turn (with Other Car)</i>	1	2%
<i>Other</i>	2	4%
<i>Overtaking</i>	5	10%
<i>Rear End</i>	26	54%
<i>Right Angle</i>	10	21%
<i>Right Turn (Against Other Car)</i>	1	2%
<i>(Sideswipe)</i>	2	4%
Light Conditions		
<i>Dark-Road Lighted</i>	3	6%
<i>Dark-Road Unlighted</i>	1	2%
<i>Daylight</i>	44	92%
Weather Conditions		
<i>Clear</i>	24	50%
<i>Cloudy</i>	13	27%
<i>Rain</i>	7	15%
<i>Snow</i>	4	8%
Severity		
<i>Serious Injury Crash</i>	1	2%
<i>Injury Crash</i>	11	23%
<i>Other</i>	36	75%
Apparent Factors		
<i>Backing Unsafely</i>	3	6%
<i>Driver Inattention</i>	12	25%
<i>Failure to Yield Right of Way</i>	9	19%
<i>Following too Closely</i>	13	27%
<i>Not Applicable</i>	1	2%
<i>Pavement Defective</i>	1	2%
<i>Physical Disability</i>	1	2%
<i>Traff. Cont. Dev. Disregarded</i>	5	10%
<i>Turning Improper</i>	1	2%
<i>Unsafe Lane Change</i>	1	2%
<i>Unsafe Speed</i>	1	2%
Hour of Crash		
<i>7 AM through 9 AM</i>	11	23%
<i>10 AM - 3 PM</i>	24	50%
<i>4 PM - 8 PM</i>	11	23%
<i>10 PM through 6 AM</i>	2	4%
Month of Crash		
<i>Spring (Mar. - May)</i>	12	25%
<i>Summer (June - Aug.)</i>	12	25%
<i>Autumn (Sept. - Nov.)</i>	14	29%
<i>Winter (Dec. - Feb.)</i>	10	21%

Figure 10 - Taft Road and Buckley Road Intersection



Legend

- Utility Pole
- Utility Pole with Street light
- Street Sign
- ▬ Sidewalk
- ▬ Guiderail
- ▬ Ornamental Fencing
- ⏚ Traffic Signal Mount
- ↔ 12' Lane Measurement

0 50 100 Feet ↑ North

This map is for planning purposes only and the SMTC does not guarantee its accuracy or completeness. Conditions may have changed since publication. Measurements are approximate.



As mentioned, several ‘hot spot’ segments are over a mile in length and crash patterns differ throughout the corridor. Table 12 provides a general overview of corridor features and attributes for each segment. This information is presented as supplemental data to assist with planning and engineering. Table 13 summarizes segment crash patterns. Figure 11 to Figure 20 show crash patterns and additional road features within the general vicinity of fatal crashes and serious injury crashes. Crash patterns shown in Figure 11 to Figure 20 are presented for comparison purposes against segment crash patterns (Table 13).

Table 12 – A General Overview of ‘Hot Spot’ Segment Features

Segment Attributes	Henry Clay Blvd. <i>from Taft Rd. to Buckley Rd.</i>	West Genesee St. <i>from Hinsdale Rd. to Onondaga Rd.</i> <i>from Onondaga Rd. to Westlind Rd.</i>		Old Liverpool Rd. <i>from Buckley Rd. to Beechwood Ave.</i>	Hinsdale Rd. <i>from Milton Rd. to W. Genesee St.</i>
	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Urban Principal Arterial	Urban Minor Arterial
Functional Class	Urban Principal Arterial	Urban Minor Arterial	Urban Minor Arterial	Urban Principal Arterial	Urban Minor Arterial
AADT	20,527	24,070	24,070	15,898	12,862
Approximate					
<i>Length of Corridor Segment</i>	1.6 miles	1.4 miles	2500 feet	3900 feet	4000 feet
<i>Number of Lanes</i>	Varies (typically 4 to 5)	Varies (typically 4 to 5)	Varies (typically 4 to 5)	4	2 (except endpoints)
<i>Lane width</i>	Varies (typically 10'-13')	Varies (typically 10'-14')	Varies (typically 9'-14')	Varies (typically 12'-14')	Varies (typically 11'-12')
<i>Shoulder width</i>	Varies (7'-11')	Varies (0' to 10')	Varies (5' to 9')	Varies (4' to 7')	Varies (4' to 8')
Curbed	No	Northside (Partially), Southside (Completely)	Western end (Completely), Eastern end (Non-Existent)	No	No
Lit/Unlit					
<i>Cobra</i>	Very few exist	Western half of segment	Yes	Yes	Yes
<i>Pedestrian-scale</i>	-	Eastern half of segment	-	-	-
Pedestrian Facilities					
<i>Sidewalks</i>	None	Yes	Yes - Sporadic	No	No
<i>Crosswalks</i>	None	Yes	Yes - Sporadic	No	Minimal at Hinsdale Rd. & W. Genesee St.
<i>Curb-cuts</i>	NE corner of Buckley & Henry Clay Intersection	Yes	Yes - Sporadic	No	Minimal at Hinsdale Rd. & W. Genesee St.
<i>Pedestrian Signals</i>	Buckley & Henry Clay Intersection	Yes	Yes - Minimal	No	Minimal at Hinsdale Rd. & W. Genesee St.
Transit (Bus Stops)	Yes	Yes	Yes	Yes	No
Land Use	Eastside (Commercial/Industrial) Westside (Residential)	Commercial (Businesses)	Commercial (Retail)	Northern & Southern Ends (Mainly Commercial) Middle (Mainly Residential)	Residential
5% or greater slopes?	No	Yes, near Yorkshire Blvd. and at Onondaga Rd. intersection	Yes, at Onondaga Rd. intersection	Yes, along School Road at intersection, and near I-81 and Buckley Rd. ramps	Yes, north of Dunning Drive to the Milton intersection, slope ranges from 4% to greater than 8%
Crash Rate					
<i>Segment Rate</i>	1.7425	6.7713	18.8518	3.3258	6.3131
<i>Above/Below Avg. County Rate?</i>	Below	Above	Above	Above	Above
<i>Statewide Average on Similar Facilities</i>	5.81	5.81	5.81	5.81	3.54
Posted Speed Limit	45 MPH	35 MPH	35 MPH	40 MPH	30 MPH
Within SMTC Pedestrian Priority Zone per the SMTC Pedestrian Demand Model (see SMTC 2014 Sustainable Streets report)?	Low Pedestrian Demand - Not in a Priority Zone.	Majority of Segment is in a Priority Zone.	Entire Segment is in a Priority Zone.	Medium Pedestrian Demand - Not in a Priority Zone.	Northern half of segment has medium pedestrian demand - Not in a Priority Zone. Southern half of segment is in a Priority Zone.
Identified in SMTC's 2013 Bicycle Commuter Corridor Study as a potential bike commuter corridor?	No	No	No	Yes (Majority of segment)	Yes

Table 13 – ‘Hot Spot’ Segment Crash Pattern Summary Table

Segment Crash Attributes	Henry Clay Blvd. <i>from Taft Rd. to Buckley Rd.</i>		West Genesee St. <i>from Hinsdale Rd. from Onondaga Rd. to Onondaga Rd. to Westlind Rd.</i>				Old Liverpool Rd. <i>from Buckley Rd. to Beechwood Ave.</i>		Hinsdale Rd. <i>from Milton Rd. to W. Genesee St.</i>	
	#	% Total	#	% Total	#	% Total	#	% Total	#	% Total
Segment Crashes	63	100%	148	100%	141	100%	48	100%	68	100%
Crash Type										
<i>Collision with Animal</i>	5	8%	15	10%	0	0%	0	0%	4	6%
<i>Collision with Bicyclist</i>	0	0%	1	1%	0	0%	1	2%	0	0%
<i>Collision with Fixed Object</i>	12	19%	12	8%	4	3%	10	21%	4	6%
<i>Collision with Motor Vehicle</i>	43	68%	119	80%	134	95%	36	75%	59	87%
<i>Collision with Pedestrian</i>	3	5%	1	1%	2	1%	0	0%	0	0%
<i>Non-Collision</i>	0	0%	0	0%	1	1%	1	2%	1	1%
Collision Type										
<i>Head On</i>	1	2%	3	2%	0	0%	2	4%	0	0%
<i>Left Turn (Against Other Car)</i>	5	8%	6	4%	11	8%	3	6%	0	0%
<i>Left Turn (with Other Car)</i>	3	5%	3	2%	5	4%	1	2%	1	1%
<i>Other</i>	21	33%	46	31%	10	7%	13	27%	16	24%
<i>Overtaking</i>	7	11%	10	7%	15	11%	7	15%	5	7%
<i>Rear End</i>	8	13%	49	33%	45	32%	9	19%	38	56%
<i>Right Angle</i>	15	24%	25	17%	46	33%	9	19%	5	7%
<i>Right Turn (Against Other Car)</i>	0	0%	1	1%	3	2%	0	0%	0	0%
<i>Right Turn (With Other Car)</i>	1	2%	1	1%	3	2%	0	0%	1	1%
<i>(Sideswipe)</i>	1	2%	4	3%	1	1%	1	2%	2	3%
<i>Unknown</i>	1	2%	0	0%	2	1%	3	6%	0	0%
Light Conditions										
<i>Dark-Road Lighted</i>	10	16%	30	20%	19	13%	20	42%	6	9%
<i>Dark-Road Unlighted</i>	8	13%	2	1%	0	0%	1	2%	0	0%
<i>Dawn</i>	2	3%	2	1%	1	1%	1	2%	0	0%
<i>Daylight</i>	41	65%	107	72%	115	82%	24	50%	56	82%
<i>Dusk</i>	2	3%	7	5%	6	4%	2	4%	6	9%
Weather Conditions										
<i>Clear</i>	28	44%	78	53%	79	56%	24	50%	33	49%
<i>Cloudy</i>	21	33%	43	29%	47	33%	12	25%	15	22%
<i>Fog/Smog/Smoke</i>	0	0%	0	0%	0	0%	1	2%	0	0%
<i>Rain</i>	6	10%	13	9%	10	7%	4	8%	8	12%
<i>Sleet/Hail/Freezing Rain</i>	1	2%	1	1%	0	0%	0	0%	2	3%
<i>Snow</i>	7	11%	13	9%	5	4%	7	15%	10	15%
Severity										
<i>Fatal Crash</i>	1	2%	1	1%	0	0%	1	2%	1	1%
<i>Serious Injury Crash</i>	3	5%	1	1%	3	2%	4	8%	0	0%
<i>Injury Crash</i>	13	21%	32	22%	25	18%	12	25%	10	15%
<i>Other</i>	46	73%	114	77%	113	80%	31	65%	57	84%
Most Significant Apparent Factors										
<i>Alcohol Involvement</i>	1	2%	3	2%	2	1%	2	4%	0	0%
<i>Animal's Action</i>	5	8%	15	10%	0	0%	0	0%	4	6%
<i>Backing Unsafely</i>	1	2%	13	9%	7	5%	6	13%	1	1%
<i>Driver Inattention</i>	4	6%	30	20%	24	17%	1	2%	11	16%
<i>Failure to Yield Right of Way</i>	21	33%	24	16%	57	40%	4	8%	5	7%
<i>Following Too Closely</i>	5	8%	32	22%	28	20%	6	13%	24	35%
<i>Pavement Slippery</i>	2	3%	3	2%	0	0%	3	6%	9	13%
<i>Turning Improper</i>	3	5%	1	1%	3	2%	2	4%	1	1%
<i>Unsafe Lane Change</i>	5	8%	7	5%	6	4%	5	10%	0	0%
<i>Unsafe Speed</i>	5	8%	4	3%	0	0%	4	8%	7	10%
<i>View Obstructed/Limited</i>	2	3%	2	1%	0	0%	0	0%	0	0%
<i>Other (25 possible categories)</i>	9	14%	14	9%	14	10%	15	31%	6	9%
Hour of Crash										
<i>7 AM through 9 AM</i>	6	10%	15	10%	8	6%	4	8%	6	9%
<i>10 AM through 3 PM</i>	25	40%	71	48%	78	55%	17	35%	39	57%
<i>4 PM through 8 PM</i>	22	35%	51	34%	48	34%	10	21%	20	29%
<i>9 PM through 6 AM</i>	10	16%	11	7%	7	5%	17	35%	3	4%
Month of Crash										
<i>Spring (Mar. - May)</i>	11	17%	33	22%	36	26%	12	25%	11	16%
<i>Summer (June - Aug.)</i>	13	21%	28	19%	32	23%	10	21%	17	25%
<i>Autumn (Sept. - Nov.)</i>	14	22%	46	31%	33	23%	11	23%	15	22%
<i>Winter (Dec. - Feb.)</i>	25	40%	41	28%	40	28%	15	31%	25	37%

Figure 11 - Henry Clay Boulevard, Subsection I

Subsection Crashes: 12

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

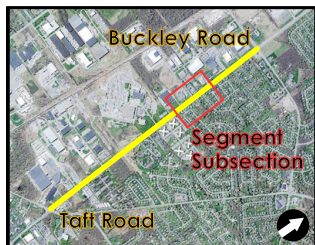
Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	0
Segment Serious Injury	3
Subsection Serious Injury	1



Crash Type	Subsection Total	Subsection K	Subsection A	Segment Total
Collision with Animal	-	-	-	5
Collision with Bicyclist	-	-	-	-
Collision with Fixed Object	4	-	-	12
Collision with Motor Vehicle	6	-	1	43
Collision with Pedestrian	2	-	-	3
Non-Collision	-	-	-	-
Other	-	-	-	-

Collision Type	Subsection Total	Subsection K	Subsection A	Segment Total
Head On	-	-	-	1
Left Turn Against Other Car	1	-	-	5
Left Turn With Other Car	1	-	-	3
Other	7	-	-	21
Overtaking	-	-	-	7
Rear End	2	-	-	8
Right Angle	-	-	1	15
Right Turn Against Other Car	-	-	-	-
Right Turn With Other Car	-	-	-	1
Sideswipe	-	-	-	1
Unknown	1	-	-	1

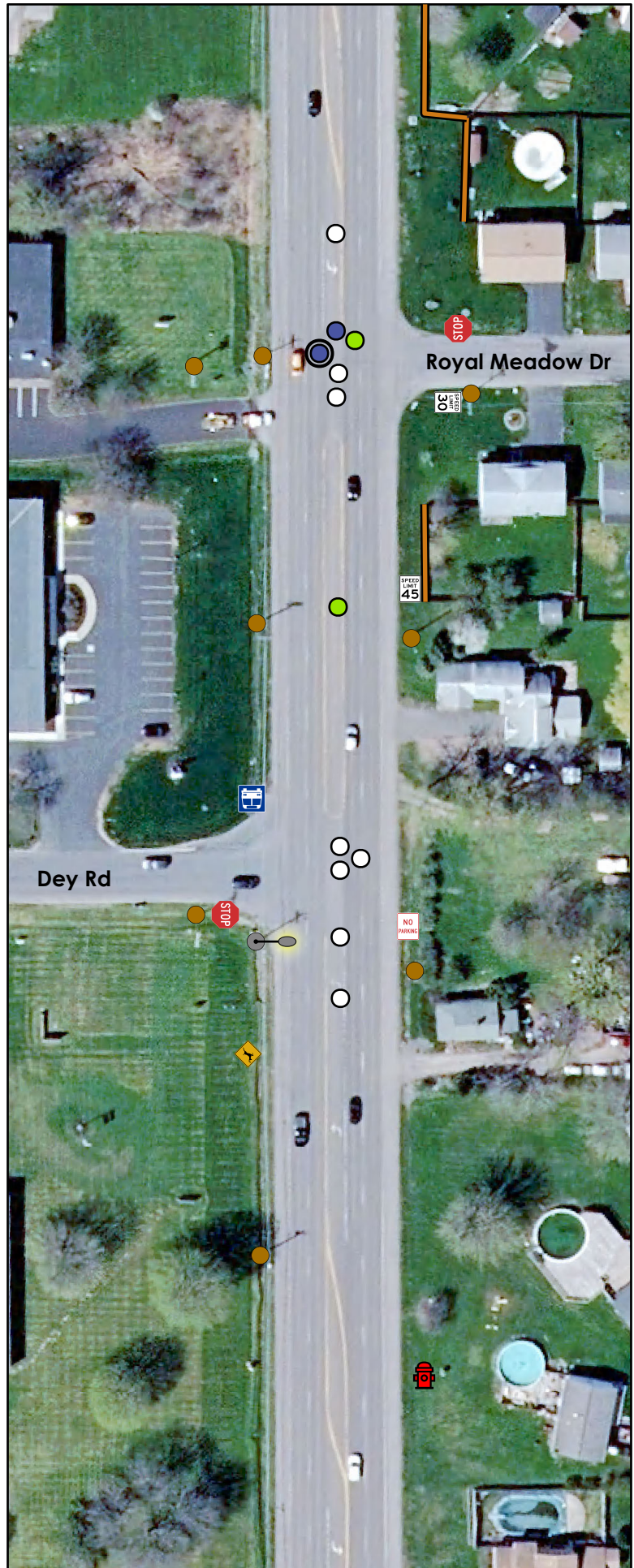
Light Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Dark Road, Lighted	1	-	-	10
Dark Road, Unlighted	3	-	1	8
Dawn	2	-	-	2
Daylight	6	-	-	41
Dusk	-	-	-	2
Unknown	-	-	-	-

Weather Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Clear	3	-	-	28
Cloudy	6	-	-	21
Fog/Smog/Smoke	-	-	-	-
Rain	2	-	1	6
Sleet/Hail/Freezing Rain	-	-	-	1
Snow	1	-	-	7
Unknown	-	-	-	-

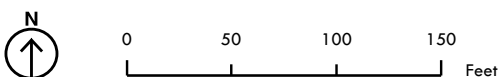
Road Surface Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Dry	7	-	-	40
Slush	-	-	-	-
Snow/Ice	1	-	-	9
Unknown	4	-	-	-
Wet	2	-	1	14

Apparent Factor*	Subsection Total	Subsection K	Subsection A	Segment Total
Alcohol Involvement	1	-	-	1
Animal's Action	1	-	-	5
Backing Unsafely	-	-	-	1
Driver Inattention	1	-	-	4
Failure to Yield Right of Way	4	-	1	21
Following Too Closely	-	-	-	5
Pavement Slippery	-	-	-	2
Turning Improper	-	-	-	3
Unsafe Lane Change	-	-	-	5
Unsafe Speed	-	-	-	5
View Obstructed/Limited	1	-	-	2
Other (25 Possible Categories)	4	-	-	9

* Vehicle 1 Only



This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Source: SMTC, NYSDOT ALIS 2015-2017



Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 12 - Henry Clay Boulevard, Subsection II

Subsection Crashes: 11

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

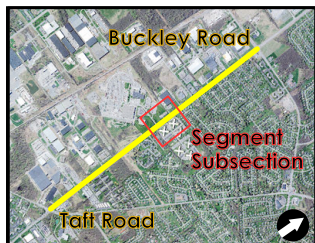
Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	1
Segment Serious Injury	3
Subsection Serious Injury	1



Crash Type

Collision with Animal	-	-	-	5
Collision with Bicyclist	-	-	-	-
Collision with Fixed Object	4	-	-	12
Collision with Motor Vehicle	7	1	1	43
Collision with Pedestrian	-	-	-	3
Non-Collision	-	-	-	-
Other	-	-	-	-

Collision Type

Head On	1	1	-	1
Left Turn Against Other Car	-	-	-	5
Left Turn With Other Car	-	-	-	3
Other	4	-	-	21
Overtaking	-	-	-	7
Rear End	1	-	-	8
Right Angle	3	-	1	15
Right Turn Against Other Car	-	-	-	-
Right Turn With Other Car	1	-	-	1
Sideswipe	1	-	-	1
Unknown	-	-	-	1

Light Conditions

Dark Road, Lighted	2	-	-	10
Dark Road, Unlighted	1	1	-	8
Dawn	-	-	-	2
Daylight	7	-	1	41
Dusk	1	-	-	2
Unknown	-	-	-	-

Weather Conditions

Clear	7	1	-	28
Cloudy	1	-	-	21
Fog/Smog/Smoke	-	-	-	-
Rain	1	-	1	6
Sleet/Hail/Freezing Rain	-	-	-	1
Snow	2	-	-	7
Unknown	-	-	-	-

Road Surface Conditions

Dry	7	1	-	40
Slush	-	-	-	-
Snow/Ice	2	-	-	9
Unknown	-	-	-	-
Wet	2	-	1	14

Apparent Factor*

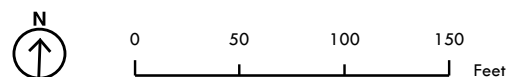
Alcohol Involvement	-	-	-	1
Animal's Action	-	-	-	5
Backing Unsafely	-	-	-	1
Driver Inattention	1	-	-	4
Failure to Yield Right of Way	3	-	1	21
Following Too Closely	1	-	-	5
Pavement Slippery	1	-	-	2
Turning Improper	1	-	-	3
Unsafe Lane Change	-	-	-	5
Unsafe Speed	2	-	-	5
View Obstructed/Limited	-	-	-	2
Other (25 Possible Categories)	2	1	-	9

* Vehicle 1 Only

Subsection Total
Subsection K
Subsection A
Segment Total



This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Source: SMTC, NYSDOT ALIS 2015-2017



Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 13 - West Genesee Street, Subsection I

Subsection Crashes: 36

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

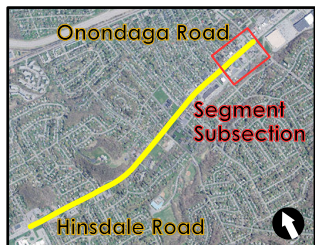
Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	1
Segment Serious Injury	1
Subsection Serious Injury	1



Crash Type	Subsection Total	Subsection K	Subsection A	Segment Total
Collision with Animal	-	-	-	15
Collision with Bicyclist	-	-	-	1
Collision with Fixed Object	3	-	-	12
Collision with Motor Vehicle	32	-	-	119
Collision with Pedestrian	1	1	-	1
Non-Collision	-	-	-	-
Other	-	-	-	-

Collision Type	Subsection Total	Subsection K	Subsection A	Segment Total
Head On	1	-	-	3
Left Turn Against Other Car	3	-	-	6
Left Turn With Other Car	-	-	-	3
Other	7	1	1	46
Overtaking	2	-	-	10
Rear End	15	-	-	49
Right Angle	7	-	-	25
Right Turn Against Other Car	1	-	-	1
Right Turn With Other Car	-	-	-	1
Sideswipe	-	-	-	4
Unknown	-	-	-	-

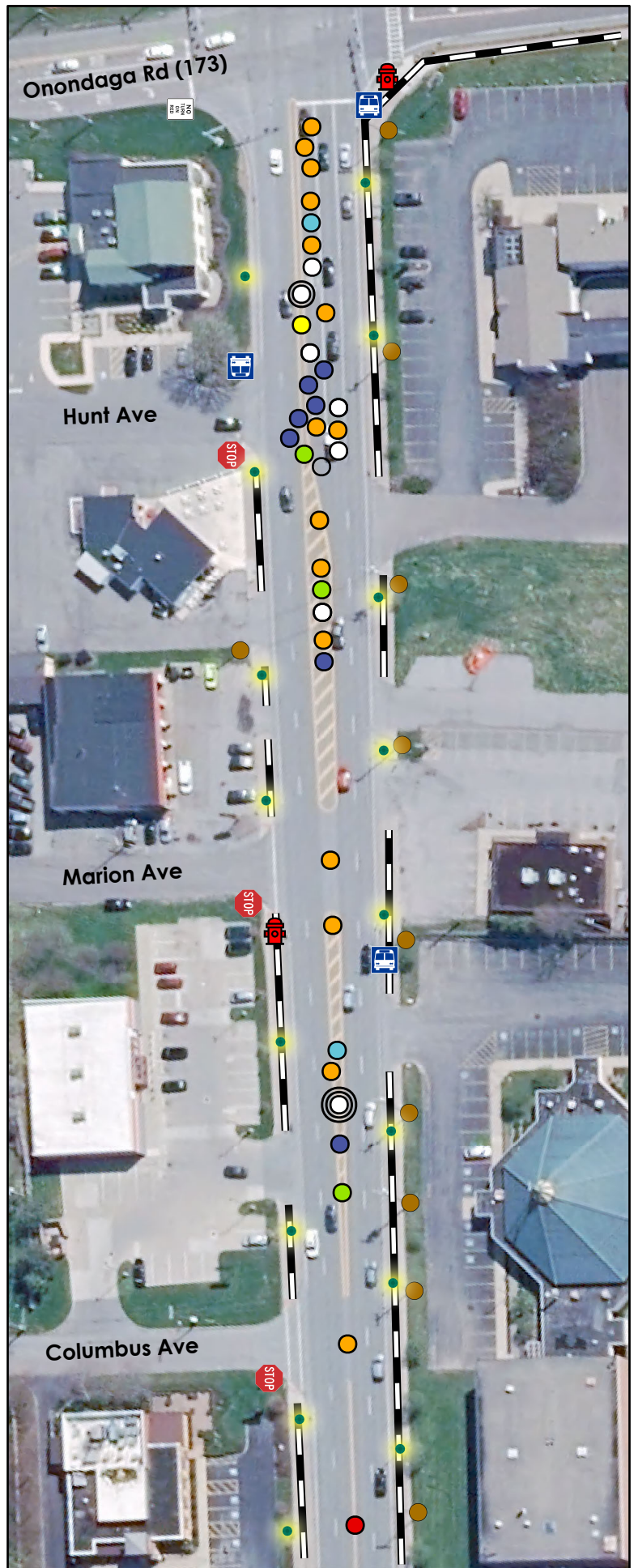
Light Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Dark Road, Lighted	10	1	1	30
Dark Road, Unlighted	-	-	-	2
Dawn	-	-	-	2
Daylight	26	-	-	107
Dusk	-	-	-	7
Unknown	-	-	-	-

Weather Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Clear	14	-	-	78
Cloudy	10	-	-	43
Fog/Smog/Smoke	-	-	-	-
Rain	6	-	1	13
Sleet/Hail/Freezing Rain	1	1	-	1
Snow	5	-	-	13
Unknown	-	-	-	-

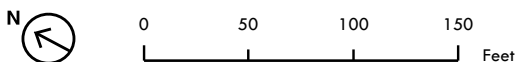
Road Surface Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Dry	21	-	-	-
Slush	-	-	-	-
Snow/Ice	5	-	-	-
Unknown	-	-	-	-
Wet	10	1	-	-

Apparent Factor*	Subsection Total	Subsection K	Subsection A	Segment Total
Alcohol Involvement	1	-	-	3
Animal's Action	-	-	-	15
Backing Unsafely	3	-	-	13
Driver Inattention	8	-	-	30
Failure to Yield Right of Way	7	-	-	24
Following Too Closely	10	-	-	32
Pavement Slippery	1	-	-	3
Turning Improper	-	-	-	1
Unsafe Lane Change	2	-	-	7
Unsafe Speed	-	-	-	4
View Obstructed/Limited	2	1	-	2
Other (25 Possible Categories)	2	-	1	14

* Vehicle 1 Only



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Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 14 - West Genesee Street, Subsection II

Subsection Crashes: 22

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

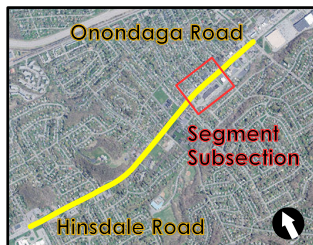
Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	0
Segment Serious Injury	1
Subsection Serious Injury	0



Crash Type

Collision with Animal	-	-	15
Collision with Bicyclist	-	-	1
Collision with Fixed Object	1	-	12
Collision with Motor Vehicle	21	-	119
Collision with Pedestrian	-	-	1
Non-Collision	-	-	-
Other	-	-	-

Collision Type

Head On	1	-	3
Left Turn Against Other Car	1	-	6
Left Turn With Other Car	-	-	3
Other	5	-	46
Overtaking	1	-	10
Rear End	7	-	49
Right Angle	7	-	25
Right Turn Against Other Car	-	-	1
Right Turn With Other Car	-	-	1
Sideswipe	-	-	4
Unknown	-	-	-

Light Conditions

Dark Road, Lighted	2	-	30
Dark Road, Unlighted	-	-	2
Dawn	-	-	2
Daylight	19	-	107
Dusk	1	-	7
Unknown	-	-	-

Weather Conditions

Clear	15	-	78
Cloudy	6	-	43
Fog/Smog/Smoke	-	-	-
Rain	1	-	13
Sleet/Hail/Freezing Rain	-	-	1
Snow	-	-	13
Unknown	-	-	-

Road Surface Conditions

Dry	20	-	-
Slush	-	-	-
Snow/Ice	-	-	-
Unknown	-	-	-
Wet	2	-	-

Apparent Factor*

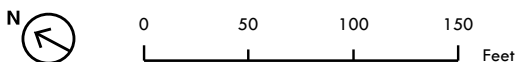
Alcohol Involvement	-	-	3
Animal's Action	-	-	15
Backing Unsafely	4	-	13
Driver Inattention	4	-	30
Failure to Yield Right of Way	5	-	24
Following Too Closely	7	-	32
Pavement Slippery	-	-	3
Turning Improper	-	-	1
Unsafe Lane Change	1	-	7
Unsafe Speed	-	-	4
View Obstructed/Limited	-	-	2
Other (25 Possible Categories)	1	-	14

* Vehicle 1 Only

Subsection Total
Subsection K
Subsection A
Segment Total



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Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 15 - West Genesee Street, Subsection III

Subsection Crashes: 43

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

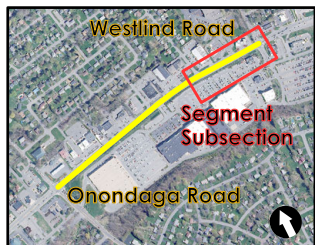
Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	0
This Subsection Fatal	0
Segment Serious Injury	3
Subsection Serious Injury	2



Crash Type

Collision with Animal	-	-	-	-
Collision with Bicyclist	-	-	-	-
Collision with Fixed Object	2	-	-	4
Collision with Motor Vehicle	40	-	2	134
Collision with Pedestrian	1	-	-	2
Non-Collision	-	-	-	1
Other	-	-	-	-

Collision Type

Head On	-	-	-	-
Left Turn Against Other Car	5	-	-	11
Left Turn With Other Car	2	-	-	5
Other	3	-	-	10
Overtaking	7	-	-	15
Rear End	9	-	-	45
Right Angle	14	-	2	46
Right Turn Against Other Car	2	-	-	3
Right Turn With Other Car	1	-	-	3
Sideswipe	-	-	-	1
Unknown	-	-	-	2

Light Conditions

Dark Road, Lighted	9	-	-	19
Dark Road, Unlighted	-	-	-	-
Dawn	-	-	-	1
Daylight	33	-	2	115
Dusk	1	-	-	6
Unknown	-	-	-	-

Weather Conditions

Clear	21	-	-	79
Cloudy	18	-	1	47
Fog/Smog/Smoke	-	-	-	-
Rain	3	-	1	10
Sleet/Hail/Freezing Rain	-	-	-	-
Snow	1	-	-	5
Unknown	-	-	-	-

Road Surface Conditions

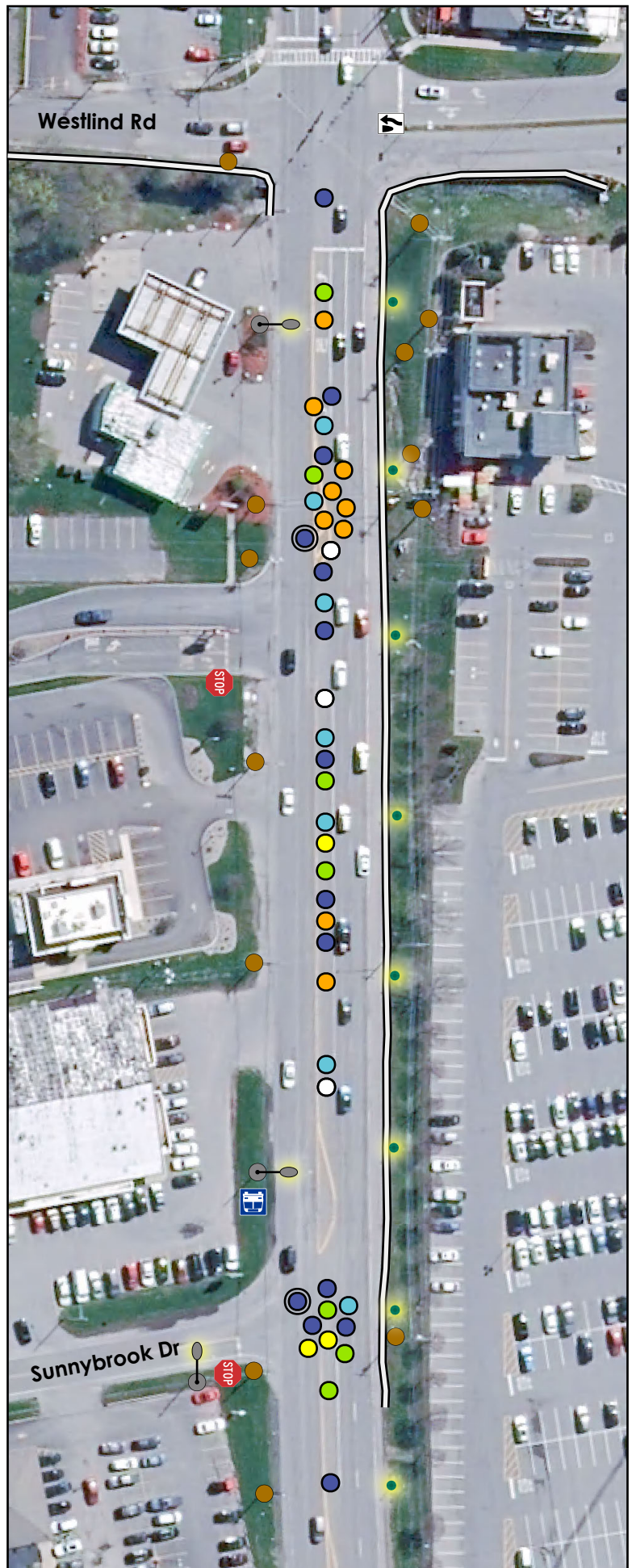
Dry	32	-	1	102
Slush	-	-	-	1
Snow/Ice	1	-	-	8
Unknown	10	-	-	-
Wet	-	-	1	30

Apparent Factor*

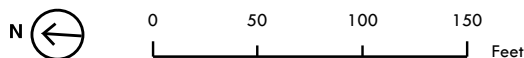
Alcohol Involvement	-	-	-	2
Animal's Action	-	-	-	-
Backing Unsafely	1	-	-	7
Driver Inattention	11	-	-	24
Failure to Yield Right of Way	17	-	2	57
Following Too Closely	4	-	-	28
Pavement Slippery	-	-	-	-
Turning Improper	2	-	-	3
Unsafe Lane Change	1	-	-	6
Unsafe Speed	-	-	-	-
View Obstructed/Limited	-	-	-	-
Other (25 Possible Categories)	7	-	-	14

* Vehicle 1 Only

Subsection Total
Subsection K
Subsection A
Segment Total



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Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 16 - West Genesee Street, Subsection IV

Subsection Crashes: 54

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

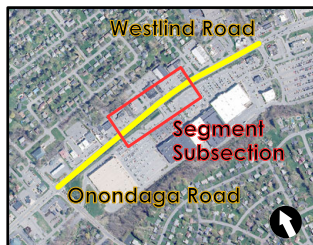
Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal: 0
 This Subsection Fatal: 0
 Segment Serious Injury: 3
 Subsection Serious Injury: 1



Crash Type

Collision with Animal	-	-	-
Collision with Bicyclist	-	-	-
Collision with Fixed Object	2	-	4
Collision with Motor Vehicle	51	-	134
Collision with Pedestrian	-	-	2
Non-Collision	1	-	1
Other	-	-	-

Collision Type

Head On	-	-	-
Left Turn Against Other Car	4	-	11
Left Turn With Other Car	2	-	5
Other	4	-	10
Overtaking	4	-	15
Rear End	22	-	45
Right Angle	14	-	46
Right Turn Against Other Car	-	-	3
Right Turn With Other Car	2	-	3
Sideswipe	1	-	1
Unknown	1	-	2

Light Conditions

Dark Road, Lighted	7	-	19
Dark Road, Unlighted	-	-	-
Dawn	-	-	1
Daylight	44	-	115
Dusk	3	-	6
Unknown	-	-	-

Weather Conditions

Clear	35	-	79
Cloudy	13	-	47
Fog/Smog/Smoke	-	-	-
Rain	2	-	10
Sleet/Hail/Freezing Rain	-	-	-
Snow	4	-	5
Unknown	-	-	-

Road Surface Conditions

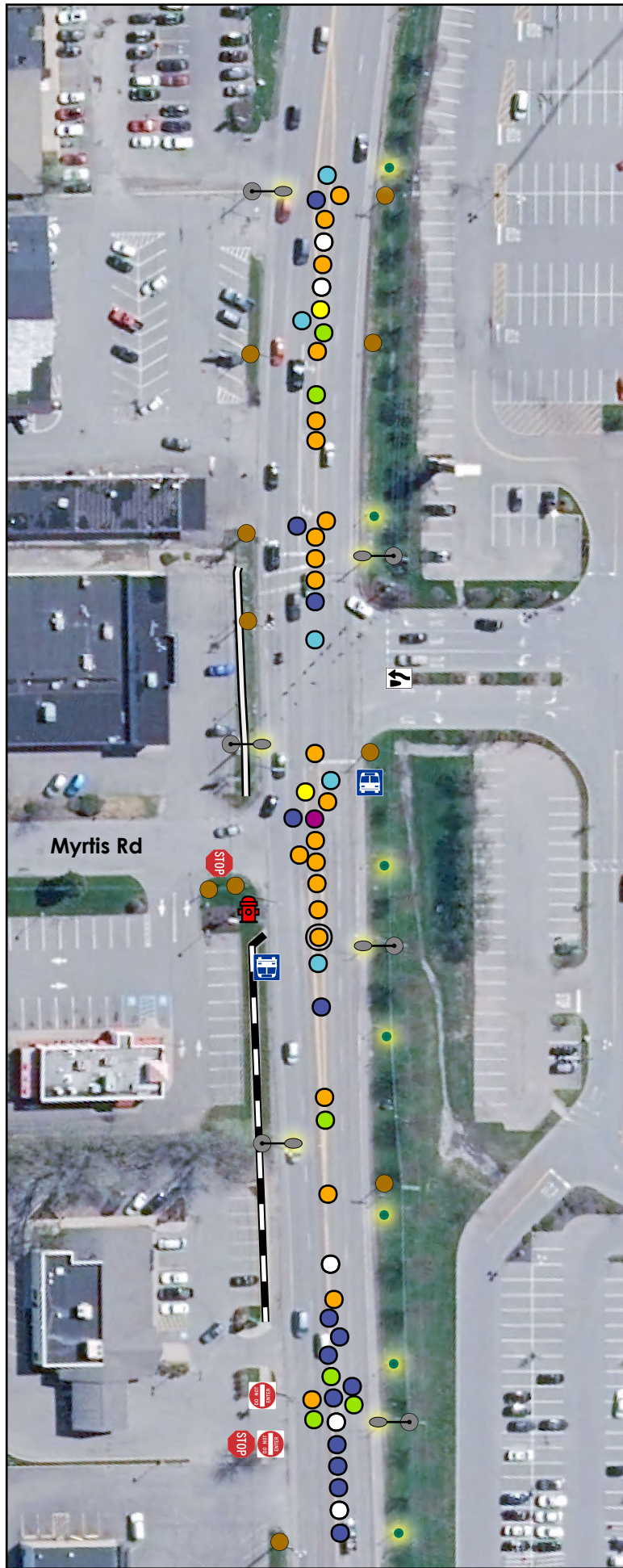
Dry	42	-	102
Slush	-	-	1
Snow/Ice	5	-	8
Unknown	-	-	-
Wet	7	-	30

Apparent Factor*

Alcohol Involvement	1	-	2
Animal's Action	-	-	-
Backing Unsafely	4	-	7
Driver Inattention	6	-	24
Failure to Yield Right of Way	22	-	57
Following Too Closely	14	-	28
Pavement Slippery	-	-	-
Turning Improper	-	-	3
Unsafe Lane Change	3	-	6
Unsafe Speed	-	-	-
View Obstructed/Limited	-	-	-
Other (25 Possible Categories)	4	-	14

* Vehicle 1 Only

Subsection Total
 Subsection K
 Subsection A
 Segment Total



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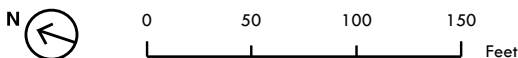


Figure 17 - Old Liverpool Road, Subsection I

Subsection Crashes: 17

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	1
Segment Serious Injury	4
Subsection Serious Injury	2



Crash Type

Collision with Animal	-	-	-
Collision with Bicyclist	1	-	1
Collision with Fixed Object	2	-	10
Collision with Motor Vehicle	14	1	36
Collision with Pedestrian	-	-	-
Non-Collision	-	-	1
Other	-	-	-

Collision Type

Head On	1	1	2
Left Turn Against Other Car	1	-	3
Left Turn With Other Car	1	-	1
Other	4	-	13
Overtaking	-	-	7
Rear End	7	1	9
Right Angle	2	1	9
Right Turn Against Other Car	-	-	-
Right Turn With Other Car	-	-	-
Sideswipe	-	-	1
Unknown	1	-	3

Light Conditions

Dark Road, Lighted	7	1	1	20
Dark Road, Unlighted	-	-	-	1
Dawn	1	-	1	1
Daylight	8	-	-	24
Dusk	1	-	-	2
Unknown	-	-	-	-

Weather Conditions

Clear	9	1	2	24
Cloudy	2	-	-	12
Fog/Smog/Smoke	-	-	-	1
Rain	3	-	-	4
Sleet/Hail/Freezing Rain	-	-	-	-
Snow	3	-	-	7
Unknown	-	-	-	-

Road Surface Conditions

Dry	9	1	1	31
Slush	-	-	-	-
Snow/Ice	4	-	1	10
Unknown	-	-	-	-
Wet	4	-	-	7

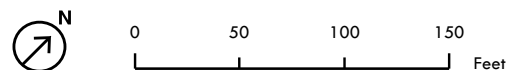
Apparent Factor*

Alcohol Involvement	-	-	-	2
Animal's Action	-	-	-	-
Backing Unsafely	-	-	-	6
Driver Inattention	1	-	-	1
Failure to Yield Right of Way	-	-	-	4
Following Too Closely	5	-	1	6
Pavement Slippery	2	-	1	3
Turning Improper	1	-	-	2
Unsafe Lane Change	2	-	-	5
Unsafe Speed	1	-	-	4
View Obstructed/Limited	-	-	-	-
Other (25 Possible Categories)	5	1	-	15

* Vehicle 1 Only



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Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 18 - Old Liverpool Road, Subsection II

Subsection Crashes: 12

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	0
Segment Serious Injury	4
Subsection Serious Injury	1



Crash Type

Collision with Animal	-	-	-
Collision with Bicyclist	-	-	1
Collision with Fixed Object	3	-	10
Collision with Motor Vehicle	9	-	36
Collision with Pedestrian	-	-	-
Non-Collision	-	-	1
Other	-	-	-

Collision Type

Head On	1	-	2
Left Turn Against Other Car	1	-	3
Left Turn With Other Car	-	-	1
Other	3	-	13
Overtaking	5	-	7
Rear End	-	-	9
Right Angle	1	-	9
Right Turn Against Other Car	-	-	-
Right Turn With Other Car	-	-	-
Sideswipe	-	-	1
Unknown	1	-	3

Light Conditions

Dark Road, Lighted	7	-	20
Dark Road, Unlighted	-	-	1
Dawn	-	-	1
Daylight	5	-	24
Dusk	-	-	2
Unknown	-	-	-

Weather Conditions

Clear	5	-	24
Cloudy	4	-	12
Fog/Smog/Smoke	-	-	1
Rain	1	-	4
Sleet/Hail/Freezing Rain	-	-	-
Snow	2	-	7
Unknown	-	-	-

Road Surface Conditions

Dry	9	-	31
Slush	-	-	-
Snow/Ice	2	-	10
Unknown	1	-	-
Wet	-	-	1

Apparent Factor*

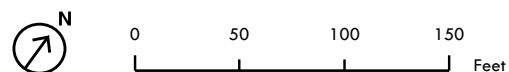
Alcohol Involvement	2	-	2
Animal's Action	-	-	-
Backing Unsafely	1	-	6
Driver Inattention	-	-	1
Failure to Yield Right of Way	1	-	4
Following Too Closely	-	-	6
Pavement Slippery	-	-	3
Turning Improper	1	-	2
Unsafe Lane Change	3	-	5
Unsafe Speed	2	-	4
View Obstructed/Limited	-	-	-
Other (25 Possible Categories)	2	-	15

* Vehicle 1 Only

Subsection Total
Subsection K
Subsection A
Segment Total



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Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 19 - Hinsdale Road, Subsection I

Subsection Crashes: 28

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- Fatal (K)
- Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal	1
This Subsection Fatal	0
Segment Serious Injury	0
Subsection Serious Injury	0



Crash Type

Collision with Animal	-	-	-	4
Collision with Bicyclist	-	-	-	-
Collision with Fixed Object	2	-	-	4
Collision with Motor Vehicle	26	-	-	59
Collision with Pedestrian	-	-	-	-
Non-Collision	-	-	-	1
Other	-	-	-	-

Collision Type

Head On	-	-	-	-
Left Turn Against Other Car	-	-	-	-
Left Turn With Other Car	1	-	-	1
Other	4	-	-	16
Overtaking	2	-	-	5
Rear End	15	-	-	38
Right Angle	3	-	-	5
Right Turn Against Other Car	-	-	-	-
Right Turn With Other Car	1	-	-	1
Sideswipe	2	-	-	2
Unknown	-	-	-	-

Light Conditions

Dark Road, Lighted	4	-	-	6
Dark Road, Unlighted	-	-	-	-
Dawn	-	-	-	-
Daylight	20	-	-	56
Dusk	4	-	-	6
Unknown	-	-	-	-

Weather Conditions

Clear	14	-	-	33
Cloudy	6	-	-	15
Fog/Smog/Smoke	-	-	-	-
Rain	3	-	-	8
Sleet/Hail/Freezing Rain	-	-	-	2
Snow	5	-	-	10
Unknown	-	-	-	-

Road Surface Conditions

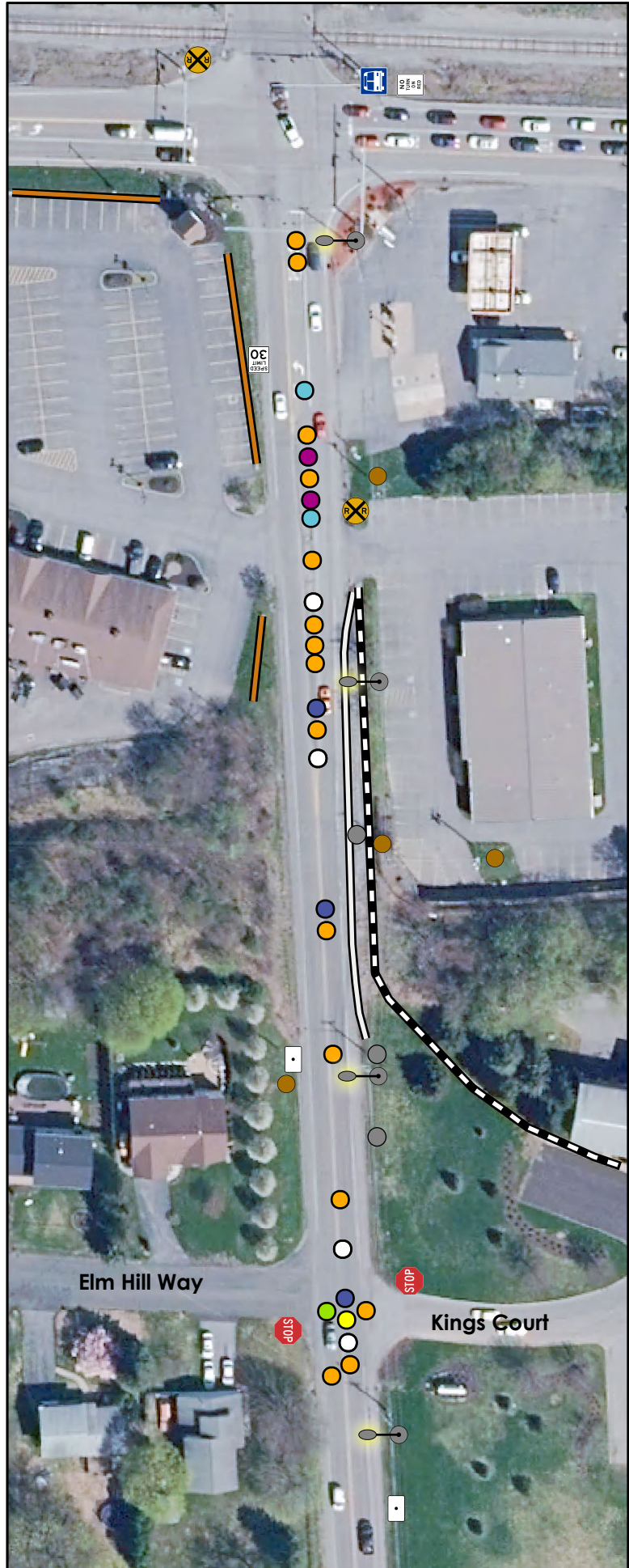
Dry	16	-	-	40
Slush	-	-	-	-
Snow/Ice	7	-	-	14
Unknown	-	-	-	-
Wet	5	-	-	14

Apparent Factor*

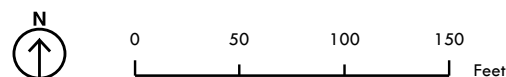
Alcohol Involvement	-	-	-	-
Animal's Action	-	-	-	4
Backing Unsafely	1	-	-	1
Driver Inattention	5	-	-	11
Failure to Yield Right of Way	3	-	-	5
Following Too Closely	7	-	-	24
Pavement Slippery	4	-	-	9
Turning Improper	1	-	-	1
Unsafe Lane Change	-	-	-	-
Unsafe Speed	4	-	-	7
View Obstructed/Limited	-	-	-	-
Other (25 Possible Categories)	3	-	-	6

* Vehicle 1 Only

Subsection Total
Subsection K
Subsection A
Segment Total



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Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

Figure 20 - Hinsdale Road, Subsection II

Subsection Crashes: 16

Collision Type

- Head On
- Rear End
- Right Turn
- Left Turn
- Overtaking
- Right Angle
- Sideswipe
- Other

Roadway Features

- Utility Pole
- Other Pole
- Ornamental Lighting
- Cobra Lighting
- Reflective Marker
- Fence
- Guide Rail
- Other
- Sidewalk

Crash Severity (KABCO Scale)

- ◎ Fatal (K)
- ◎ Serious Injury (A)
- Injury (B, C)
- Other (O)

Segment Fatal: 1
 This Subsection Fatal: 1
 Segment Serious Injury: 0
 Subsection Serious Injury: 0



Crash Type	Subsection Total	Subsection K	Subsection A	Segment Total
Collision with Animal	-	-	-	4
Collision with Bicyclist	-	-	-	-
Collision with Fixed Object	1	-	-	4
Collision with Motor Vehicle	14	-	-	59
Collision with Pedestrian	-	-	-	-
Non-Collision	1	1	-	1
Other	-	-	-	-

Collision Type	Subsection Total	Subsection K	Subsection A	Segment Total
Head On	-	-	-	-
Left Turn Against Other Car	-	-	-	-
Left Turn With Other Car	-	-	-	1
Other	5	1	-	16
Overtaking	-	-	-	5
Rear End	11	-	-	38
Right Angle	-	-	-	5
Right Turn Against Other Car	-	-	-	-
Right Turn With Other Car	-	-	-	1
Sideswipe	-	-	-	2
Unknown	-	-	-	-

Light Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Dark Road, Lighted	1	1	-	6
Dark Road, Unlighted	-	-	-	-
Dawn	-	-	-	-
Daylight	14	-	-	56
Dusk	1	-	-	6
Unknown	-	-	-	-

Weather Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Clear	7	1	-	33
Cloudy	4	-	-	15
Fog/Smog/Smoke	-	-	-	-
Rain	2	-	-	8
Sleet/Hail/Freezing Rain	1	-	-	2
Snow	2	-	-	10
Unknown	-	-	-	-

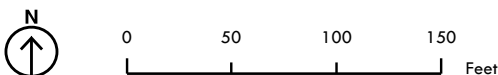
Road Surface Conditions	Subsection Total	Subsection K	Subsection A	Segment Total
Dry	8	1	-	40
Slush	-	-	-	-
Snow/Ice	3	-	-	14
Unknown	-	-	-	-
Wet	5	-	-	14

Apparent Factor*	Subsection Total	Subsection K	Subsection A	Segment Total
Alcohol Involvement	-	-	-	-
Animal's Action	-	-	-	4
Backing Unsafely	-	-	-	1
Driver Inattention	2	-	-	11
Failure to Yield Right of Way	-	-	-	5
Following Too Closely	10	-	-	24
Pavement Slippery	1	-	-	9
Turning Improper	-	-	-	1
Unsafe Lane Change	-	-	-	-
Unsafe Speed	3	1	-	7
View Obstructed/Limited	-	-	-	-
Other (25 Possible Categories)	-	-	-	6

* Vehicle 1 Only



This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Source: SMTC, NYSDOT ALIS 2015-2017



Note: Crash locations and selected features as indicated here are approximate and may have been altered for cartographic purposes.

3 – Part III Assessment – Systemic Emphasis Areas

3.1 HSIP and Action Plan Fund Solicitations – Enhancing Competitiveness

The New York State Department of Transportation (NYSDOT) *2017-2022 Strategic Highway Safety Plan (SHSP)* assessed fatal and serious injury crash patterns on state-owned highways and identified the following six emphasis area categories:

- ‘intersection’, ‘lane departure’, ‘vulnerable users’, ‘speed’, ‘age-related’, and ‘behavior’.¹²

Additionally, NYSDOT continues to develop emphasis area ‘action plans,’ (e.g., Pedestrian Safety Action Plan (PSAP), Lane Departure Action Plan, etc.). Action plans identify systemic safety improvement treatments¹³ to implement wherever roadways are correlated with particular crash types. In recent years, NYSDOT solicited requests from local road owners to fund widespread pedestrian safety improvements at uncontrolled intersections and mid-block locations. As NYSDOT develops new action plans, it is possible they may solicit other requests for funds from local road owners.

The Part III Assessment screens the County road network to determine if similar emphasis areas exist to those identified in the SHSP. Assessment findings position Onondaga County to explore applicable systemic safety improvement solutions that may be eligible for HSIP funds and/or future action plan funds. Identifying final systemic safety improvement solutions is an engineering task that is beyond the scope of this planning-level assessment.

3.2 Systemic Emphasis Area Screening

SMTC sorted fatal crashes and serious injury crashes into the SHSP emphasis area categories. Crashes may fit into more than one emphasis area. For example, a speeding-related crash may also involve a lane departure and thus be assigned to both categories. So, emphasis area crashes may not add to the number of total crashes on County roads. Likewise, some percentages may not total 100.

¹² SMTC used the ALIS data attributes to review local emphasis area categories. SMTC used the ‘at intersection’ field to identify intersection crashes. Lane departures include any collision (e.g., collision with tree) that indicates the vehicle departed the lane. Vulnerable users include: bicyclists, pedestrians, motorcyclists (there were no road construction worker fatalities during the three-year period). Age related include drivers younger than 20 and older than 65 years old. Driver behavior include any collision involving a distracted driving attribute (e.g., texting) noted in ALIS. Speed included any unsafe speed attribute noted in ALIS.

¹³ As previously mentioned, per 23 U.S.C. 148, the term ‘systemic safety improvement’ means an improvement that is widely implemented based on high-risk roadway features that are correlated with particular crash types, rather than crash frequency. NYSDOT is developing a Lane Departure Action Plan that will identify related systemic safety improvements. NYSDOT also developed the Pedestrian Safety Action Plan and solicited funding requests for systemic safety improvements from local road owners.

Unlike the ‘hot spot’ assessment, emphasis area intersection crashes include County to local road intersections in addition to County to County road intersections.¹⁴ As such, the emphasis area assessment includes a greater number of intersection crashes.

Table 14 shows the total and the percent of total of all crashes for each emphasis area on County roads. It also shows the total and the percent of total of fatal and serious injury crashes.

Table 14 - Crashes per SHSP Emphasis Area

All Crashes vs. Fatal & Serious Injury Crashes	Intersection	Lane Departure	Vulnerable User	Speed	Age Related	Behavior
All Crashes	3080	1777	150	567	2665	1470
<i>Percent of Total*</i>	39%	22%	2%	7%	34%	18%
Fatal & Serious Injury Crashes	101	90	24	34	89	45
<i>Percent of Total**</i>	42%	38%	10%	14%	37%	19%

* Out of 7950 crashes

** Out of 239 fatal and serious injury crashes

SMTC also identified the number of fatal crashes and the number of serious injury crashes for each emphasis area. Table 15 provides a total and percent of total of fatal crashes and serious injury crashes.

Table 15 - Fatal Crash & Serious Injury Crashes per Emphasis Area

Crash	Intersection	Lane Departure	Vulnerable User	Speed	Age Related	Behavior
Fatal	6	15	5	1	8	5
Serious Injury	95	75	19	33	81	40
Percent Total						
<i>Fatal*</i>	27%	68%	23%	5%	36%	23%
<i>Serious Injury**</i>	44%	35%	9%	15%	37%	18%

* Out of 22 fatal crashes.

** Out of 217 serious injury crashes.

As shown in Table 14, the percent of total fatal and serious injury crashes is higher for each category than the percent of total of all crashes. Also, the top three emphasis areas based on the percent of total fatal and serious injury crashes include: Intersection, Lane Departure, and Age Related. According to Table 15, nearly 70% of all fatal crashes include attributes associated with the Lane Departure emphasis area crashes (68%), and nearly half of all serious injury crashes (44%) include attributes associated with the Intersection crashes.

¹⁴ As previously mentioned, due to the number of County to local road intersections, the ‘hot spot’ assessment considered County road to local road intersection crashes as segment crashes.

3.3 Emphasis Area Roadway Attributes

SMTC spatially referenced roadway attribute data at fatal and serious injury crash locations to identify high-risk attributes unique to each emphasis area.

Functional classification, number of lanes, and speed limit describe linear stretches of roadway, not intersections. SMTC referenced these features to identify ‘high risk’ attributes for corridors. Since intersections may involve different roads converging at a single point, SMTC referenced traffic control type (e.g., signal, stop sign, none, etc.) to identify ‘high risk’ attributes for intersections.

Table 16 identifies the number of fatal and/or serious injury crashes that occur at intersections based on traffic control type. As shown in Table 16, the percentage of fatal and serious injury crashes occurring at ‘stop sign’ and ‘other’ controlled intersections are greater than the percentage found in the Total Crashes over the 3-year period analyzed in this assessment.

Table 16 – Intersection Emphasis Area by Traffic Control Type

Traffic Control Type	Total Crashes	Total (%) *	Fatal	% Fatal **	Serious Injury	% Serious Injury ***	Fatal and Serious Injury	% Fatal and Serious Injury ****
Signal	1,142	14%	0	0%	26	12%	26	11%
Stop Sign	636	8%	1	5%	27	12%	28	12%
Other	138	2%	2	9%	9	4%	11	5%
Unknown	71	1%	0	0%	2	1%	2	1%
None	1,093	14%	3	14%	31	14%	34	14%
Total	3,080	39%	6	27%	95	44%	101	42%

* Out of 7950; ** Out of 22; *** Out of 217; **** Out of 239

SMTC identified high-risk roads for the other five emphasis area categories. As mentioned, road attribute data include: functional classification, number of lanes, and speed limit. Additionally, although not used in this assessment as a road attribute, percent slope data are provided as well in Attachment Figure 9.¹⁵

Table 17 identifies the number of fatal and/or serious injury crashes for each emphasis area, and the crash rate per mile for each road category. Categories with rates at least twice the total emphasis area rate are deemed high risk roads. Table 17 includes a column that indicates ‘yes’ for categories that exceed this threshold. A listing of road segments for the five identified emphasis areas is provided in the attachments.

SMTC mapped high risk roads that are unique to each emphasis area in Figure 21 to Figure 25.

¹⁵ SMTC referenced existing data from its Geographical Information System (GIS) database.

Table 17 – Emphasis Area High Risk Road Summary Table

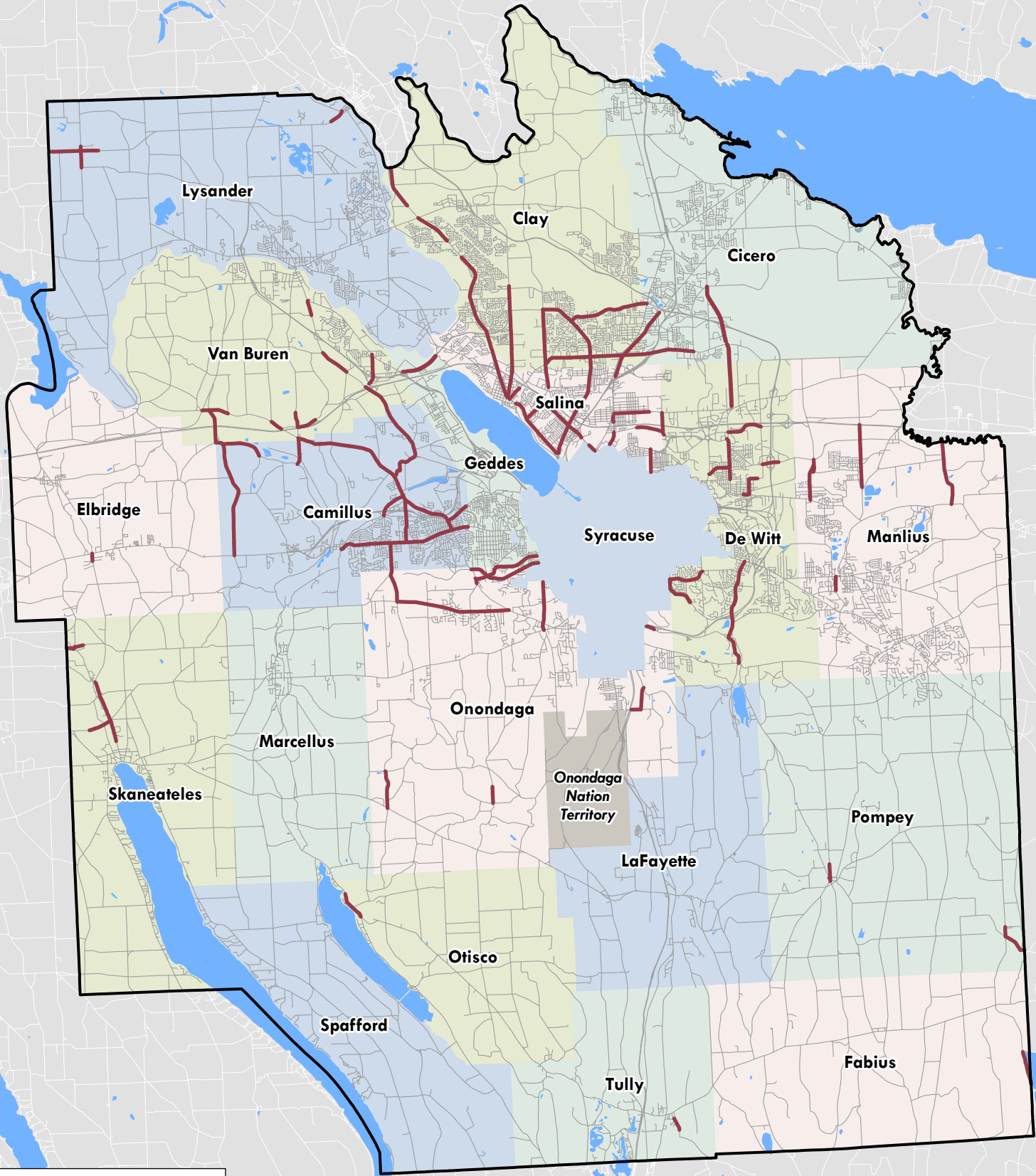
Road Category	Lane Departure					Vulnerable User					Unsafe Speed					Age Related					Driver Behavior					
	> or =					> or =					> or =					> or =					> or =					
	K	A	Tot	Rate per Mile	2X total rate?	K	A	Tot	Rate per Mile	2X total rate?	K	A	Tot	Rate per Mile	2X total rate?	K	A	Tot	Rate per Mile	2X total rate?	K	A	Tot	Rate per Mile	2X total rate?	
RURAL (2-Lane)	High Speed Collector (87.76 miles)	2	5	7	0.08	-	-	2	2	0.02	-	-	3	3	0.03	-	-	4	4	0.05	-	-	2	2	0.02	-
	Med. Speed Collector (31.47 miles)	-	3	3	0.10	-	-	1	1	0.03	-	-	1	1	0.03	-	-	-	-	-	-	-	2	2	0.06	Yes
	Low Speed Collector (25.95 miles)	2	3	5	0.19	Yes	-	-	-	-	-	-	-	-	-	-	1	1	2	0.08	-	-	1	1	0.04	-
	No Speed Collector (18.83 miles)	-	2	2	0.11	-	-	-	-	-	-	-	1	1	0.05	-	-	-	-	-	-	-	1	1	0.05	-
	No Speed Local (338.84 miles)	2	18	20	0.06	-	-	-	-	-	-	-	9	9	0.03	-	2	10	12	0.04	-	-	3	3	0.01	-
	Other (5.22 miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
URBAN (2-Lane) (3-Lane) (4-Lane) (5-Lane)	High Speed Arterial (12.12 miles)	2	-	2	0.17	Yes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	0.08	Yes
	Med. Speed Arterial (30.92 miles)	1	1	2	0.06	-	1	2	3	0.10	Yes	-	3	3	0.10	Yes	1	5	6	0.19	Yes	2	1	3	0.10	Yes
	Low Speed Arterial (42.83 miles)	1	7	8	0.20	Yes	-	-	-	-	-	-	1	1	0.02	-	1	5	6	0.15	Yes	-	2	2	0.05	-
	High Speed Collector (18.88 miles)	-	1	1	0.05	-	1	-	1	0.05	Yes	-	-	-	-	-	-	-	-	-	-	-	1	1	0.05	-
	Med. Speed Collector (32.44 miles)	-	2	2	0.06	-	-	-	-	-	-	-	2	2	0.06	Yes	-	1	1	0.03	-	-	1	1	0.03	-
	Low Speed Collector (50.75 miles)	1	4	5	0.10	-	1	2	3	0.06	Yes	-	1	1	0.02	-	-	6	6	0.12	Yes	-	3	3	0.06	Yes
	No Speed Local (56.51 miles)	-	2	2	0.04	-	-	1	1	0.02	-	-	3	3	0.05	-	-	-	-	-	-	-	-	-	-	-
	(3-Lane) Low-Speed Arterial (1.04 miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	0.96	Yes	-	-	-	-	-
	(4-Lane) Medium Speed Arterial (17.39 miles)	1	3	4	0.23	Yes	-	1	1	0.06	Yes	-	3	3	0.17	Yes	-	7	7	0.40	Yes	-	2	2	0.12	Yes
	(4-Lane) Low Speed Arterial (10.67 miles)	-	2	2	0.19	Yes	1	1	2	0.19	Yes	-	-	-	-	-	-	4	4	0.37	Yes	-	4	4	0.37	Yes
(5-Lane) High Speed Collector (1.03 miles)	-	1	1	0.97	Yes	-	-	-	-	-	-	-	-	-	-	-	1	1	0.97	Yes	-	-	-	-	-	
(5-Lane) Med. Speed Arterial (0.64 miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1.56	Yes	-	-	-	-	-	
Other (14.32 miles)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Grand Total (797.61 miles)	12	54	66	0.08	0.16	4	10	14	0.02	0.04	0	27	27	0.03	0.06	5	46	51	0.06	0.12	3	23	26	0.03	0.06	

Notes: "K" represents fatal crashes, "A" represents serious injury crashes, "Tot." = total, and "> or = 2X" means greater than or equal to two times the total rate
 "High Speed" = 50 MPH, 55 MPH; "Medium Speed" = 40 MPH, 45 MPH; "Low Speed" = 25 MPH, 30 MPH, 35 MPH

As shown in Table 17, the assessment findings show that:

- six road categories (approximately 14% of all roads) meet the threshold for high risk roadways for the *Lane Departure* emphasis area
- five road categories (approximately 16% of all roads) meet the threshold for high risk roadways for the *Vulnerable User* emphasis area
- three road categories (approximately 10% of all roads) meet the threshold for high risk roadways for the *Unsafe Speed* emphasis area
- eight road categories (approximately 19% of all roads) meet the threshold for high risk roadways for the *Age Related* emphasis area
- six road categories (approximately 19% of all roads) meet the threshold for high risk roadways for the *Driver Behavior* emphasis area.

Figure 21: Lane Departure High-Risk Roadways



 **High-Risk Roadways**

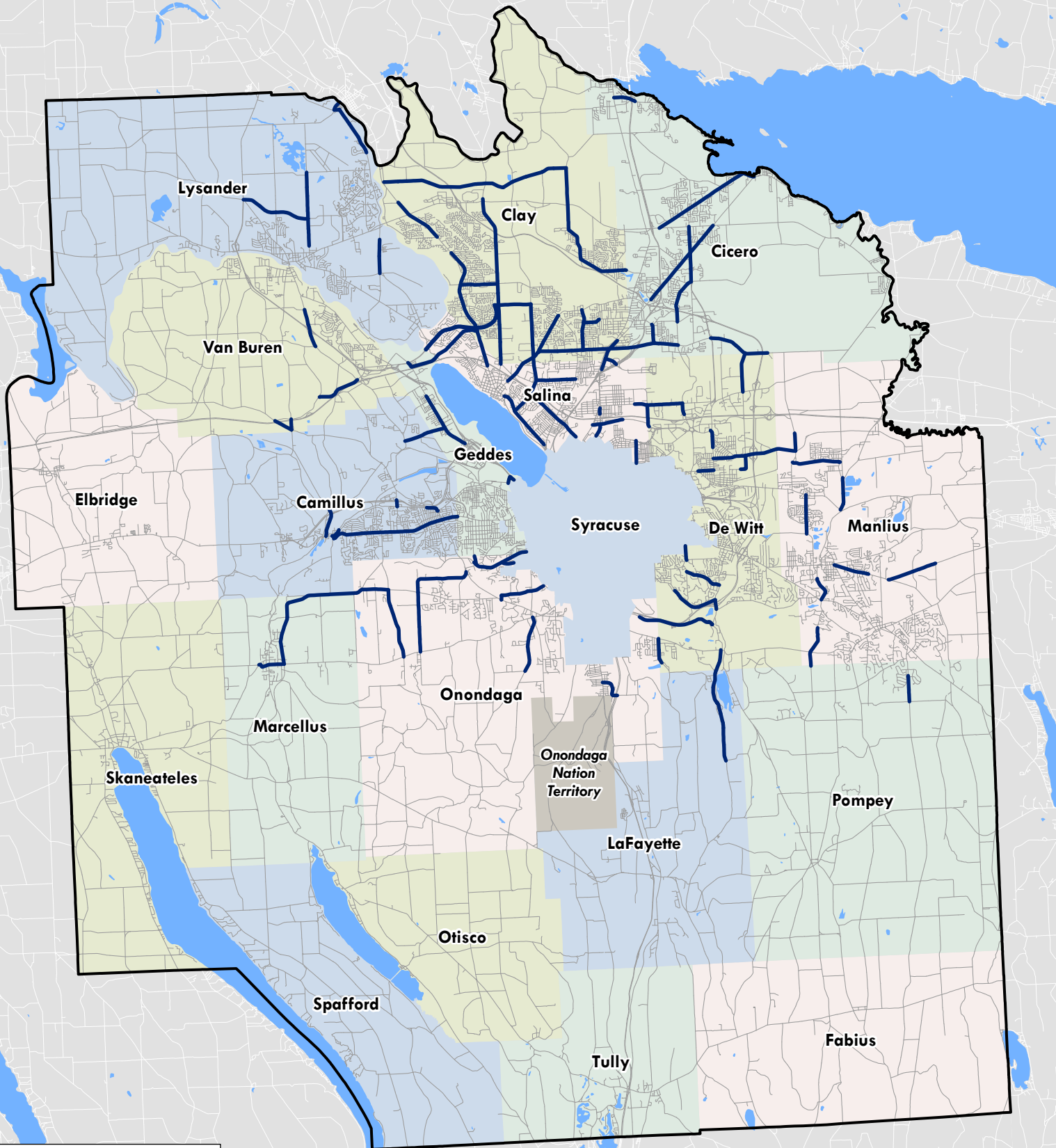
This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Inventory data of roadway features has NOT been field verified and may be inaccurate.



0 2½ 5 7½ 10 Miles



Figure 22: Vulnerable User High-Risk Roadways



— High-Risk Roadways

This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Inventory data of roadway features has NOT been field verified and may be inaccurate.



0 2½ 5 7½ 10 Miles



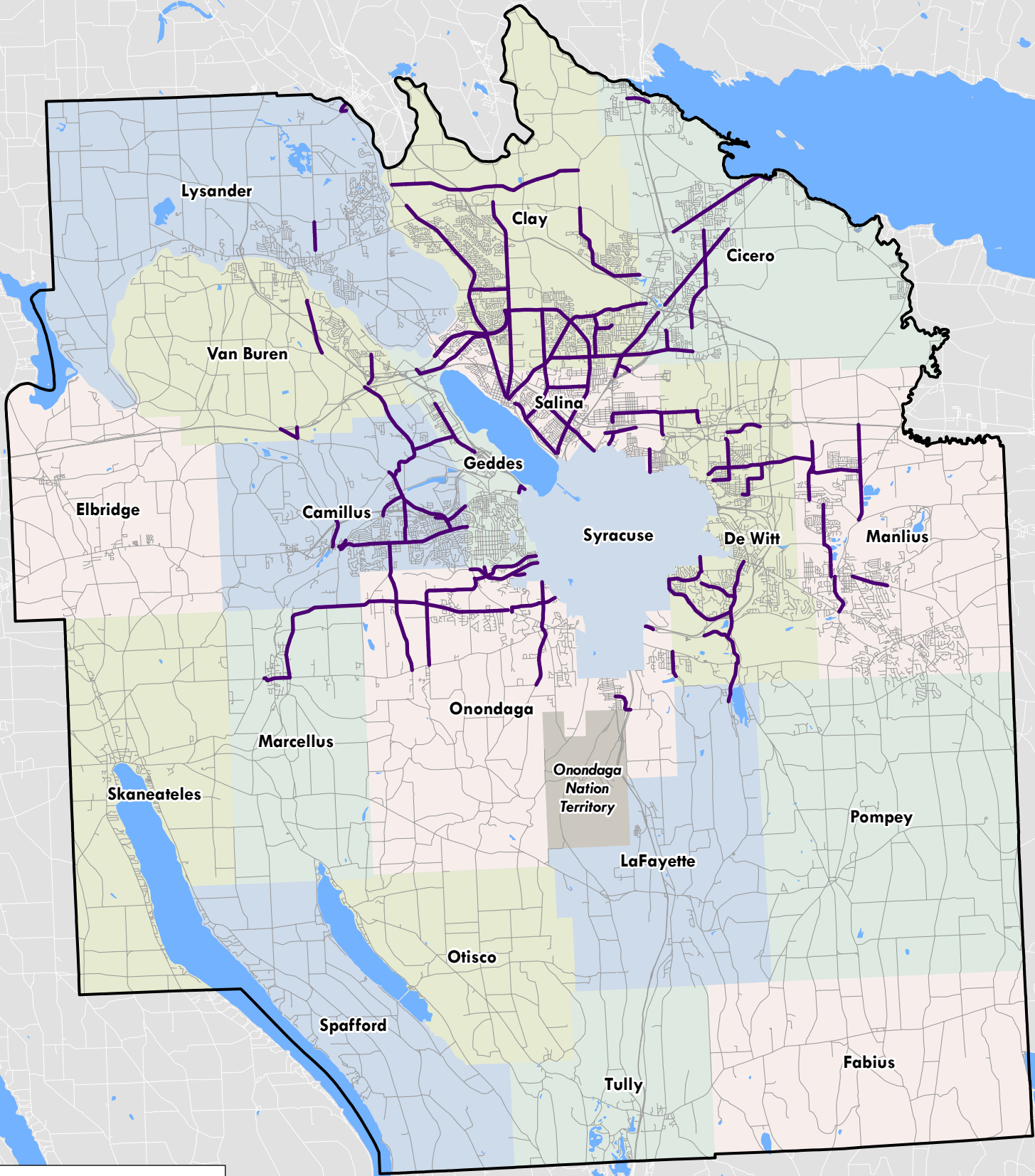
Figure 23: Speed High-Risk Roadways



This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Inventory data of roadway features has NOT been field verified and may be inaccurate.



Figure 24: Age Related High-Risk Roadways



High-Risk Roadways

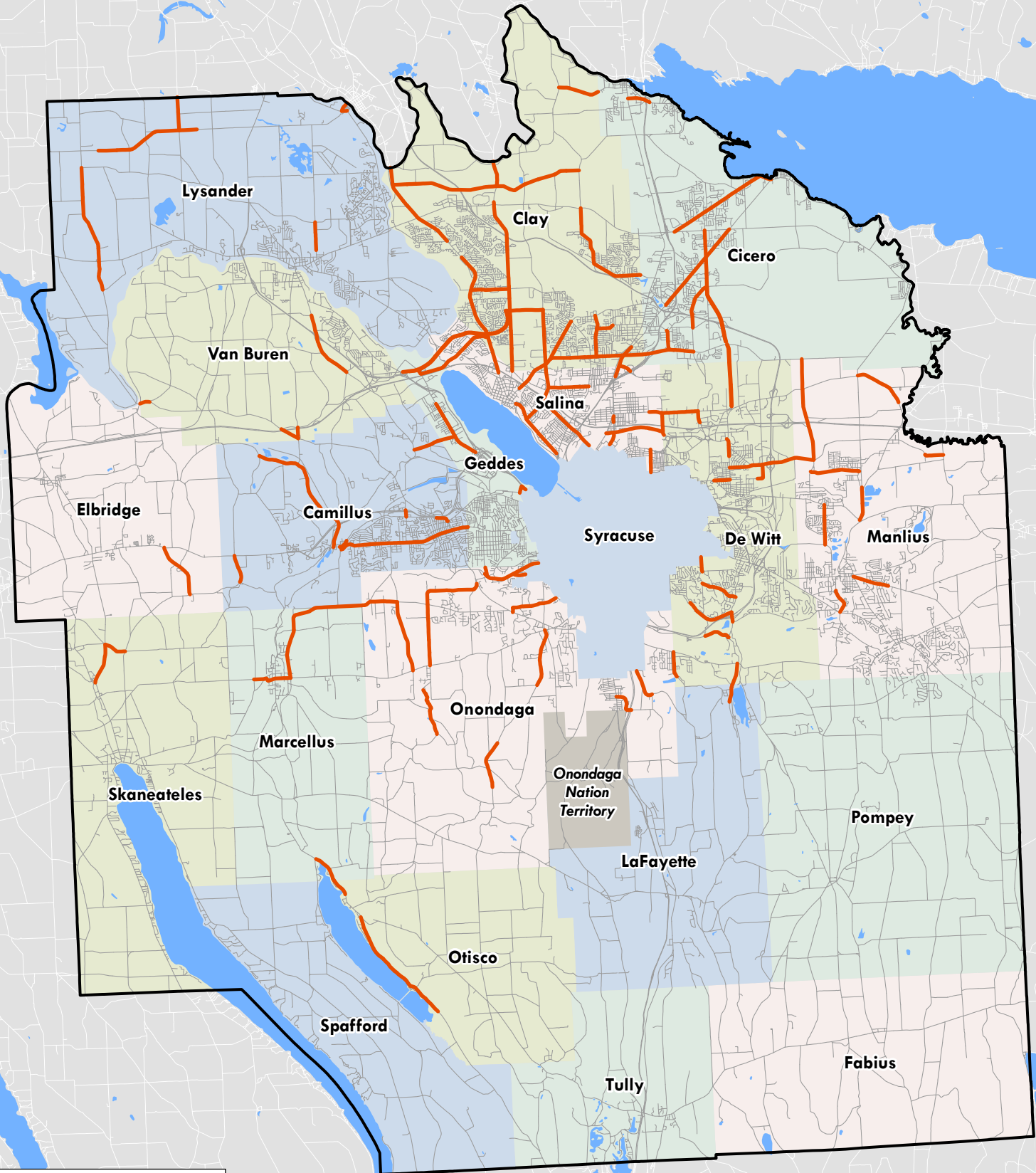
This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Inventory data of roadway features has NOT been field verified and may be inaccurate.



0 2½ 5 7½ 10 Miles



Figure 25: Behavior High-Risk Roadways



— High-Risk Roadways

This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this information. Inventory data of roadway features has NOT been field verified and may be inaccurate.



0 2½ 5 7½ 10 Miles



3.4 Additional Emphasis Area Takeaways

High-risk road locations identified for each emphasis area are where fatal and serious injury crashes are most likely to occur.¹⁶ Knowing these locations will improve competitiveness when seeking HSIP funds and NYSDOT-sponsored action plan funds (e.g., PSAP). In addition to the identification of high-risk roads, SMTC offers the following additional takeaways for consideration:

Lane Departure

- Fatal crashes tend to occur on Rural Collectors and Urban Minor Arterials
- Serious injury crashes tend to occur on Rural Local and Rural Collector roads
- Fatal crashes tend to occur on roads with shoulders wider than 5 feet, whereas serious injury crashes tend to occur on roads with shoulders that are less than five feet wide
- Most fatal crashes tend to occur at speed limits of 35-55 MPH, whereas most serious injury crashes tend to occur at speed limits of 35-45 MPH and where no speed data are available.

Vulnerable user

- Fatal crashes tend to occur on Urban Minor Arterials and Urban Collectors
- Serious injury crashes tend to occur on Rural and Urban Collectors and Urban Principal Arterials

Speed

- No fatal crashes were attributed to speed during the three-year period
- Serious injury crashes tend to occur at speed limits of 35-45 MPH and where no speed data are available.

Age Related

- Fatal crashes tend to occur on Urban Minor Arterials, Rural Local Roads and Rural Collectors whereas serious injury crashes tend to occur on Urban Principal Arterials, Urban Minor Arterials, Urban Collectors, and Rural Local Roads.

Behavior

- Fatal crashes tend to occur on Urban Minor Arterials whereas serious injury crashes tend to occur on Urban Minor Arterials and Urban Collectors, and Rural Collectors
- Fatal crashes tend to occur on roads with shoulders wider than five feet, whereas serious injury crashes tend to occur on roads with shoulders less than five feet wide
- Fatal and serious injury crashes tend to occur at speed limits of 35-45 MPH.

Although not an emphasis area, SMTC discovered that 1,168 deer/animal-related crashes occurred, which represents nearly 15% of total crashes. Four serious injury crashes (no fatal crashes) resulted from a collision with an animal. Since drivers tend to swerve to avoid animal collisions, it is possible that collisions or near collisions with animals contribute to lane departure crashes.

¹⁶ The NYSDOT is developing the Crash Location and Engineering Analysis Repository (CLEAR) system, which should be complete in late 2020. Local road owners have access to CLEAR and can use it to supplement existing roadway characteristic data and other planning and evaluation efforts.

Appendix

Appendix Attachment A.1 – Segment Crash Rate Table

Appendix Attachment A.2 – Intersection Crash Rate Table

Appendix Attachment A.3 – Focus Segment Information Table

Appendix Attachment A.4 – Focus Intersection Information Table

Appendix Attachment A.5 – Selected Comparison of Segment Crash Rates to Statewide Crash Rates

Appendix Attachment A.6 – Selected Comparison of Intersection Crash Rates to Statewide Crash Rates

Appendix Attachment A.7 – Priority Tier Locations Comparison with Statewide Crash Rates

Appendix Attachment A.8 – Emphasis Area Road Inventory Data

Appendix Attachment A.1 - Segment Crash Rate Table

Segment	Crash Rate	Above County Average of 3.0446 crashes per million vehicles miles traveled (yes/no)?	Fatal Crashes	Serious Injury Crashes	Number of Injury Crashes	Total Crashes
Henry Clay Boulevard Taft Rd. to Buckley Rd.	1.7425	No	1	3	13	63
Hinsdale Road W. Genesee St. to Milton Ave.	6.3131	Yes	1	0	10	68
Old Liverpool Road Buckley Rd. to Beechwood Ave.	3.3258	Yes	1	4	12	48
West Genesee Street						
Hinsdale Rd. to Onondaga Rd.	6.7713	Yes	1	1	32	148
Onondaga Rd. to Westlind Rd.	18.8518	Yes	0	3	25	141
Cedarvale Road Pleasant Valley Rd. to NYS 175	11.5038	Yes	0	3	10	27
New Seneca Turnpike US 20 to Rickard Rd.	12.8257	Yes	1	1	4	18
Route 57 Wetzel Rd. to Soule Rd.	1.9755	No	0	3	14	64
West Taft Road Bear Rd. to Buckley Rd.	4.2138	Yes	0	3	15	82
Apulia Road US 20 to Eager Rd.	2.6466	No	1	0	1	6
Bear Road Taft Rd. to Buckley Rd.	3.3589	Yes	1	0	5	22
Buckley Road Old Liverpool (ramps) 7th North St.	4.0751	Yes	1	0	8	35
Hamilton Road Jordan Rd. to NYS 5	4.6759	Yes	0	3	4	14
Henneberry Road Pratts Falls Rd. to Broadfield Rd.	2.8925	No	1	0	0	5
Hopkins Road Henry Clay Blvd. to Buckley Rd.	1.5193	No	1	0	4	9
John Glenn Boulevard (EB) Farrell Rd. to NYS 370	2.7515	No	1	2	7	37
Jones Road I-690 EB Ramp to I-690 WB Ramp	6.8996	Yes	0	2	1	4
Kasson Road Corporal Welch Rd. to West Genesee St.	3.1130	Yes	1	0	6	32.5
Lamson Road Sixty Rd. to Pendergast Rd.	4.4476	Yes	1	1	7	25
McDonald Road Velasko Rd. to Syracuse City Line	18.0897	Yes	0	2	4	16
Morgan Road						
Wetzel Rd. to Waterhouse Rd.	4.1135	Yes	0	3	7	38
Waterhouse Rd. to NY 31	1.6869	No	0	3	4	31
North Kirkville Road Kirkville Rd. to County Line	2.2265	No	1	0	0	2
Northern Boulevard (NB) I-481 NB ramp to Thompson Rd.	1.5002	No	1	0	5	8
Old Liverpool Road Beechwood to Electronics Pkwy.	3.4173	Yes	0	2	17	40
Old Seneca Turnpike NYS 321 to N. W. Town Line Rd.	4.2627	Yes	1	1	5	38
Oran Delphi Road US 20 to Indian Hill Rd.	6.3087	Yes	0	2	4	43
River Road Patchett Rd. to NYS 31	3.7527	Yes	1	1	4	26
Route 57						
Liverpool Bypass to John Glenn Blvd.	3.3097	Yes	0	2	25	79
John Glenn Blvd. to Blackberry Rd.	3.9876	Yes	0	2	25	85
South Bay Road East Circle Dr. to Thompson Rd.	2.2458	No	0	2	9	50
Split Rock Road Harris Rd. to NYS 173	8.1877	Yes	0	2	1	5
Velasko Road NYS 175 to NYS 173	1.9752	No	1	0	0	3
Ver Plank Road Henry Clay Blvd. to Caughdenoy Rd.	1.9806	No	1	0	0	5
West Genesee Street Knowell Rd. to Kasson Rd.	6.0370	Yes	0	2	2	13
Wetzel Road Route 57 to Morgan Rd.	5.3153	Yes	1	1	6	33
Whiting Road Whiting Road Ext. to Fikes Rd.	3.5075	Yes	0	3	0	4
Buckley Road Bailey Rd. to Taft Rd.	2.9301	No	0	2	7	36
Cedarvale Road Howlett Hill Road to Harris Road	4.1677	Yes	0	2	4	25
Eager Road Reidy Hill Rd. to Coye Rd.	2.5782	No	0	2	1	4
Electronics Parkway Old Liverpool Rd. to 7th North St.	3.1267	Yes	0	2	7	31
Island Road Fergerson Rd. to Eastwood Rd.	3.3219	Yes	0	2	1	4
John Glenn Boulevard Route 57 to Route 370	1.4694	No	0	1	2	22
Kirkville Road I-481 NB Off Ramp to Fremont Rd.	1.6166	No	0	2	8	32
McDonald Road NYS 173 to Velasko Rd.	5.3037	Yes	0	2	2	21
North Burdick Street Cedar Bay Rd. to NYS 290	1.7140	No	0	2	7	30
Soule Road Route 57 to Fairway East	1.7673	No	0	2	2	13.5
Van Buren Road NYS 690 NB Ramps to NYS 48	3.3790	Yes	0	2	3	20
Warners Road						
Airport Rd. to Bennetts Corners Rd.	3.4404	Yes	0	2	2	10
Bennetts Corners Rd. to West Sorrell Hill Rd.	2.2565	No	0	2	1	8
Amber Road US 20 to Stevens Road	2.5112	Yes	0	1	1	8
Apulia Road NY 80 to US 20	4.0981	No	0	1	5	25
Bartell Road I-81 NB Ramps to Oneida Shores Park Entrance	1.0240	Yes	0	1	1	8
Bear Road Buckley Rd. to Allen Road	2.0865	No	0	1	6	20
Beef Street NYS 175 to Howlett Hill Road	2.7291	No	0	1	0	10
Benson Road Heifer Road to NYS 41A	4.6905	Yes	0	1	2	17
Berwyn Road Collins Road to US 20	4.4460	Yes	0	1	1	5

Segment	Crash Rate	Above County Average of 3.0446 crashes per million vehicles miles traveled (yes/no)?	Fatal Crashes	Serious Injury Crashes	Number of Injury Crashes	Total Crashes
Bonstead Road <i>Horseshoe Island Road to Morgan Road</i>	3.2622	Yes	0	1	0	3
Broadfield Road <i>Watervale Road to Pompey Center Road</i>	21.4450	Yes	0	1	1	13
Buckley Road <i>John Glenn Boulevard to Morgan Road</i>	6.1566	Yes	0	1	1	12
Buckley Road <i>Seventh North Street to Hopkins Road</i>	3.7294	Yes	0	1	15	70
Buckley Road <i>Bear Road to Wetzel Road</i>	3.3084	Yes	0	1	4	8
Canton Street <i>Conners Road to Baldwinsville Village Line</i>	3.0609	Yes	0	1	0	3
Caughdenoy Road <i>Maple Road to NYS 31</i>	4.9530	Yes	0	1	5	16
Cold Brook Road <i>Onondaga County Line to Willowdale Road</i>	1.0164	No	0	1	2	5
DeRuyter Road <i>Onondaga County Line to Dam Road</i>	0.9189	No	0	1	1	4
East Molloy Road <i>Town Line Road to Thompson Road</i>	1.9006	No	0	1	2	21
East Taft Road <i>South Bay Road to I-81 SB Ramp</i>	2.6947	No	0	1	8	34
East Taft Road <i>I-81 SB Ramp to I-81 NB Ramp</i>	5.7457	Yes	0	1	5	22
Hamilton Road <i>Barker Road to Brutus Road</i>	6.4179	Yes	0	1	1	4.5
Henry Clay Boulevard <i>Wetzel Road to NYS 31</i>	1.5583	No	0	1	7	32
Hicks Road <i>NYS 370 to Patchett Road</i>	3.1156	Yes	0	1	1	7
Hinsdale Road <i>Milton Avenue to NYS 5 EB On Ramp</i>	14.7065	Yes	0	1	7	39
Howlett Hill Road <i>Sheehan Road to Falls Road</i>	1.8427	No	0	1	0	4
Island Road <i>Northern Boulevard to Ferguson Road</i>	5.8154	Yes	0	1	3	8
Jamesville Road <i>Quintard Road to Randall Road</i>	2.3144	No	0	1	2	9
John Glenn Boulevard (WB) <i>Rt. 57 to NYS 370</i>	2.1694	No	0	2	6	32
John Glenn Boulevard (WB) <i>NYS 370 to Farrell Road</i>	1.6465	No	0	1	1	21
Kimber Road <i>Tecumseh Road to Syracuse City Line</i>	6.1429	Yes	0	1	1	7
Kirkville Road <i>Franklin Park Drive to Fly Road</i>	2.7975	No	0	1	2	12
Kirkville Road <i>Fremont Road to Minoa/Schepps Corners Road</i>	3.0468	Yes	0	1	6	27
Kirkville Road <i>North Manlius Road to North Kirkville Road</i>	1.6139	No	0	1	2	7
Laird Road <i>Whiting Road to Peru Road</i>	5.8947	Yes	0	1	1	4
Lakeshore Road <i>NYS 31 to Weaver Road</i>	3.9590	Yes	0	1	2.5	23
Lamson Road <i>NYS 48 to Sixty Road</i>	1.9503	No	0	1	1	15
Lamson Road <i>Onondaga County Line to Plainville Road</i>	3.0192	No	0	1	0	2
Lemoyne Avenue <i>Factory Avenue to US 11</i>	0.2598	No	0	1	0	2
Makyes Road <i>Griffin Road to NYS 175</i>	7.9965	Yes	0	1	3	28
Malden Road <i>US 11 to Florida Road</i>	3.6295	Yes	0	1	5.5	19.5
Milton Avenue <i>Warners Road to Solvay Village Line</i>	6.9063	Yes	0	1	3	34
Molloy Road <i>US 11 to Townline Road</i>	2.5946	No	0	1	8	19
Morgan Road <i>NYS 31 to Ver Plank Road</i>	1.6092	No	0	1	0	9
Morgan Road <i>Commerce Boulevard to Liverpool Bypass</i>	4.2975	Yes	0	1	3	9.5
Naughton Road <i>US 20 to Webb Road</i>	3.0313	No	0	1	0	2
North Burdick Street <i>NYS 5 (Genesee St) to Cedar Bay Road</i>	3.0518	Yes	0	1	7	47
North Cross Lake Road <i>Cross Lake Road to Sprague Road</i>	1.7529	No	0	1	0	1
North Road <i>NYS 80 to US 11</i>	3.6758	Yes	0	1	1	10
Northern Boulevard (SB) <i>Taft Road to NYS 298</i>	0.6747	No	0	1	1	12
Nottingham Road <i>Waring Road to East Colvin Street</i>	4.5281	Yes	0	1	0	10.5
Oak Orchard Road <i>Henry Clay Boulevard to Caughdenoy Road</i>	1.8354	No	0	1	0	6
Old Liverpool Road <i>Electronics Parkway to NYS 370</i>	4.8522	Yes	0	1	5	39
Old Seneca Turnpike <i>Onondaga County Line to Jordan Road</i>	3.5290	Yes	0	1	4	23
Onondaga Boulevard <i>Whedon Road to NYS 173</i>	7.0002	Yes	0	1	1	5
Oswego Street <i>Tulip Street to Thruway Interchange</i>	3.9181	Yes	0	1	10	43
Otisco Road <i>NYS 80 to Woodmancy Road</i>	4.8576	Yes	0	1	0	5
Otisco Valley Road <i>Otisco Road to Oak Hill Road</i>	3.0436	No	0	1	0	6
Rickard Road <i>US 20 to Lee Mulroy Road</i>	4.8699	Yes	0	1	0	2
River Road <i>NYS 370 to Patchett Road</i>	1.6325	No	0	1	3	16
Rock Cut Road <i>I-481 NB On Ramp to Jamesville Road</i>	0.5599	No	0	1	0	2
Route 57 <i>Blackberry Road to Wetzel Road</i>	1.0841	No	0	1	4	21
Route 57 <i>Soule Road to Gaskin Road</i>	1.5732	No	0	1	6	20
Route 57 <i>Gaskin Road to NYS 31</i>	1.5678	No	0	1	6	25
Salt Springs Road <i>NYS 257 to Duguid Road</i>	2.5765	No	0	1	3	20
Soule Road <i>Fairway East to NYS 481 On Ramp</i>	1.5724	No	0	1	2	16.5
South Bay Road <i>Taft Road to Church Street</i>	2.2593	No	0	1	6	23
South Bay Road <i>Thompson Road to NYS 31</i>	1.5148	No	0	1	5	16
Stump Road <i>Vinegar Hill Road to NYS 321</i>	0.9050	No	0	1	0	1
Teall Avenue <i>Syracuse City Line to Arterial Road</i>	8.8049	Yes	0	1	6	53
Thompson Road <i>Carrier Circle to East Molloy Road</i>	2.8382	No	0	1	7	25

Segment	Crash Rate	Above County Average of 3.0446 crashes per million vehicles miles traveled (yes/no)?	Fatal Crashes	Serious Injury Crashes	Number of Injury Crashes	Total Crashes
Thompson Road <i>Hamilton Road to Northern Boulevard</i>	1.3812	No	0	1	0	4
Troop K Road <i>Sweet Road to NYS 173</i>	1.0356	No	0	1	1	9
Tulip Street <i>Oswego Street to Commerce Boulevard</i>	4.1045	Yes	0	1	4	34.5
Tully Farms Road <i>NYS 80 to Otisco Road</i>	2.8511	No	0	1	0	6
Van Buren Road <i>Brickyard Road to Peck Road</i>	4.7472	Yes	0	1	0	8
Vine Street <i>Oswego Street to Commerce Boulevard</i>	1.3432	No	0	1	2	12
Vine Street <i>Commerce Boulevard to Henry Clay Boulevard</i>	2.0038	No	0	1	5	23
Walters Road <i>Winchell Road to State Fair Boulevard</i>	0.9455	No	0	1	0	5
Warners Road <i>Hinsdale Road to NYS 5 WB On Ramp</i>	1.8206	No	0	1	2	8
Warners Road <i>East Sorrell Hill Road to Brickyard Road</i>	3.5668	Yes	0	1	1	4
Watervale Road <i>US 20 to Gates Road</i>	2.9455	No	0	1	2	8
Webb Road <i>US 20 to US 11</i>	4.5953	Yes	0	1	0	7
West Genesee Street <i>Kasson Road to Hinsdale Road</i>	10.0494	Yes	0	1	7	72
West Main Street <i>Old Seneca Turnpike to North Street</i>	3.9643	Yes	0	1	2	6
West Valley Road <i>Sawmill Road to Churchill Road</i>	3.6369	Yes	0	1	2	4
Wetzel Road <i>Henry Clay Boulevard to Buckley Road</i>	1.0356	No	0	1	5	16

Appendix Attachment A.2 - Intersection Crash Rate Table

Crash Rate for signalized intersections with serious injury crashes (2015-2017)

Signalized Intersection	Crash Rate	Fatal Crashes	Serious Injury Crashes	Number of Injury Crashes	Total Crashes
Milton Ave./Hinsdale Rd.	1.1784	0	2	4	30
Morgan Rd./Buckley Rd.	0.9464	0	1	8	36
Morgan Rd./Wetzel Rd.	0.9264	0	1	8	24
Oswego Rd./John Glenn Blvd.	1.3738	0	1	21	67
Oswego Rd./Long Branch Rd./Belmont Dr.	0.7566	0	3	3	31
S. Bay Rd./Thompson Rd.	1.2028	0	1	5	28
W. Taft Rd./Buckley Rd.	1.2669	0	1	11	48
Henry Clay Blvd./W. Taft Rd./Vine St.	0.6574	0	1	5	22
LeMoyne Ave./Factory Ave.	1.2000	0	1	5	19
Old Liverpool Rd./Electronics Pkwy.	1.0478	0	1	3	25
Buckley Rd./Bear Rd.	0.7119	0	1	2	21
E. Molloy Rd.	0.2726	0	4	0	5
Henry Clay Blvd./Buckley Rd.	0.6251	0	1	5	19
Milton Ave./Warners Rd./N. Onondaga Rd.	0.8285	0	1	4	18
Buckley Rd./Bailey Rd.	0.3574	0	1	0	8
Downer St. Rd./Sun Meadows Way/Crego Rd.	0.4895	0	1	1	7
E. Taft Rd./Thompson Rd./General Irwin Blvd.	0.2214	0	1	1	4
Factory Ave./Townline Rd.	0.6551	0	1	3	10
Henry Clay Blvd./Metropolitan Park Dr.	0.3696	0	1	1	9
Morgan Rd./Fairway Dr. E./Millstream Dr.	0.2458	0	1	1	4
Onondaga Blvd./Fay Rd./Terry Rd.	0.6726	0	1	4	13
Onondaga Blvd./Wegmans Drwy./Western Lights Drwy.	0.5596	0	1	1	5
Oswego Rd./I-90 Ramps	0.0782	0	1	1	2
South Bay Rd./Col Eileen Collins Blvd.	0.4689	0	1	1	8
West Taft Rd./Allen Rd.	0.6771	0	1	4	16

Appendix Attachment A.3 - Focus Segment Information Table

Focus Segment	Number of:			Crash Rate	Number of Injury Crashes	Total Crashes	
	Fatal and Serious Injury Crashes	Fatal Crashes	Serious Injury Crashes				
Henry Clay Boulevard <i>Taft Rd. to Buckley Rd.</i>	4	1	3	1.7425	13	63	Priority
Hinsdale Road <i>W. Genesee St. to Milton Ave.</i>	1	1	0	6.3131	10	68	
Old Liverpool Road <i>Buckley Rd. to Beechwood Ave.</i>	5	1	4	3.3258	12	48	
West Genesee Street							
<i>Hinsdale Rd. to Onondaga Rd.</i>	2	1	1	6.7713	32	148	
<i>Onondaga Rd. to Westlind Rd.</i>	3	0	3	18.8518	25	141	
Cedarvale Road <i>Pleasant Valley Rd. to NYS 175</i>	3	0	3	11.5038	10	27	Tier I
New Seneca Turnpike <i>US 20 to Rickard Rd.</i>	2	1	1	12.8257	4	18	
Route 57 <i>Wetzel Rd. to Soule Rd.</i>	3	0	3	1.9755	14	64	
West Taft Road <i>Bear Rd. to Buckley Rd.</i>	3	0	3	4.2138	15	82	
Apulia Road <i>US 20 to Eager Rd.</i>	1	1	0	2.6466	1	6	
Bear Road <i>Taft Rd. to Buckley Rd.</i>	1	1	0	3.3589	5	22	Tier II
Buckley Road <i>Old Liverpool (ramps) 7th North St.</i>	1	1	0	4.0751	8	35	
Hamilton Road <i>Jordan Rd. to NYS 5</i>	3	0	3	4.6759	4	14	
Henneberry Road <i>Pratts Falls Rd. to Broadfield Rd.</i>	1	1	0	2.8925	0	5	
Hopkins Road <i>Henry Clay Blvd. to Buckley Rd.</i>	1	1	0	1.5193	4	9	
John Glenn Boulevard (EB) <i>Farrell Rd. to NYS 370</i>	3	1	2	2.7515	7	37	
Jones Road <i>I-690 EB Ramp to I-690 WB Ramp</i>	2	0	2	6.8996	1	4	
Kasson Road <i>Corporal Welch Rd. to West Genesee St.</i>	1	1	0	3.1130	6	32.5	
Lamson Road <i>Sixty Rd. to Pendergast Rd.</i>	2	1	1	4.4476	7	25	
McDonald Road <i>Velasko Rd. to Syracuse City Line</i>	2	0	2	18.0897	4	16	
Morgan Road							
<i>Wetzel Rd. to Waterhouse Rd.</i>	3	0	3	4.1135	7	38	
<i>Waterhouse Rd. to NY 31</i>	3	0	3	1.6869	4	31	
North Kirkville Road <i>Kirkville Rd. to County Line</i>	1	1	0	2.2265	0	2	
Northern Boulevard (NB) <i>I-481 NB ramp to Thompson Rd.</i>	1	1	0	1.5002	5	8	
Old Liverpool Road <i>Beechwood to Electronics Pkwy.</i>	2	0	2	3.4173	17	40	
Old Seneca Turnpike <i>NYS 321 to N. W. Town Line Rd.</i>	2	1	1	4.2627	5	38	
Oran Delphi Road <i>US 20 to Indian Hill Rd.</i>	2	0	2	6.3087	4	43	
River Road <i>Patchett Rd. to NYS 31</i>	2	1	1	3.7527	4	26	
Route 57							
<i>Liverpool Bypass to John Glenn Blvd.</i>	2	0	2	3.3097	25	79	
<i>John Glenn Blvd. to Blackberry Rd.</i>	2	0	2	3.9876	25	85	
South Bay Road <i>East Circle Dr. to Thompson Rd.</i>	2	0	2	2.2458	9	50	
Split Rock Road <i>Harris Rd. to NYS 173</i>	2	0	2	8.1877	1	5	
Velasko Road <i>NYS 175 to NYS 173</i>	1	1	0	1.9752	0	3	
Ver Plank Road <i>Henry Clay Blvd. to Caughdenoy Rd.</i>	1	1	0	1.9806	0	5	
West Genesee Street <i>Knowell Rd. to Kasson Rd.</i>	2	0	2	6.0370	2	13	
Wetzel Road <i>Route 57 to Morgan Rd.</i>	2	1	1	5.3153	6	33	
Whiting Road <i>Whiting Road Ext. to Fikes Rd.</i>	3	0	3	3.5075	0	4	
Buckley Road <i>Bailey Rd. to Taft Rd.</i>	2	0	2	2.9301	7	36	Tier III
Cedarvale Road <i>Howlett Hill Road to Harris Road</i>	2	0	2	4.1677	4	25	
Eager Road <i>Reidy Hill Rd. to Coye Rd.</i>	2	0	2	2.5782	1	4	
Electronics Parkway <i>Old Liverpool Rd. to 7th North St.</i>	2	0	2	3.1267	7	31	
Island Road <i>Ferguson Rd. to Eastwood Rd.</i>	2	0	2	3.3219	1	4	
John Glenn Boulevard <i>Route 57 to Route 370</i>	2	0	2	2.1694	6	32	
Kirkville Road <i>I-481 NB Off Ramp to Fremont Rd.</i>	2	0	2	1.6166	8	32	
McDonald Road <i>NYS 173 to Velasko Rd.</i>	2	0	2	5.3037	2	21	
North Burdick Street <i>Cedar Bay Rd. to NYS 290</i>	2	0	2	1.7140	7	30	
Soule Road <i>Route 57 to Fairway East</i>	2	0	2	1.7673	2	13.5	
Van Buren Road <i>NYS 690 NB Ramps to NYS 48</i>	2	0	2	3.3790	3	20	
Warners Road							
<i>Airport Rd. to Bennetts Corners Rd.</i>	2	0	2	3.4404	2	10	
<i>Bennetts Corners Rd. to West Sorrell Hill Rd.</i>	2	0	2	2.2565	1	8	

Note: Focus Segments include segments that had a fatal crash and/or two or more serious injury crashes.

Appendix Attachment A.4 - Focus Intersection Information Table

Focus Intersection	Number of:			Crash Rate	Number of Injury Crashes	Total Crashes	
	Fatal and Serious Injury Crashes	Fatal Crashes	Serious Injury Crashes				
Milton Ave./Hinsdale Rd.	2	0	2	1.1784	4	30	Priority
Morgan Rd./Buckley Rd.	1	0	1	0.9464	8	36	
Morgan Rd./Wetzel Rd.	1	0	1	0.9264	8	24	
Oswego Rd./John Glenn Blvd.	1	0	1	1.3738	21	67	
Oswego Rd./Long Branch Rd./Belmont Dr.	3	0	3	0.7566	3	31	
South Bay Rd./Thompson Rd.	1	0	1	1.2028	5	28	
W. Taft Rd./Buckley Rd.	1	0	1	1.2669	11	48	
Henry Clay Blvd./W. Taft Rd./Vine St.	1	0	1	0.6574	5	22	Tier I
LeMoyne Ave./Factory Ave.	1	0	1	1.2000	5	19	
Old Liverpool Rd./Electronics Pkwy.	1	0	1	1.0478	3	25	
Pendergast Rd./Lamson Rd.	3	0	3	n/a	6	15	
Buckley Rd./Bear Rd.	1	0	1	0.7119	2	21	Tier II
E. Molloy Rd.	4	0	4	0.2726	0	5	
Henry Clay Blvd./Buckley Rd.	1	0	1	0.6251	5	19	
Lake Shore Rd./Whiting Rd.	1	1	0	n/a	1	3	
Milton Ave./Warners Rd./N. Onondaga Rd.	1	0	1	0.8285	4	18	
Onondaga Blvd./Bellevue Ave.	1	1	0	n/a	2	5	
Sixty Rd./Hencle Blvd./W. Entry Rd.	1	0	1	n/a	5	9	
Buckley Rd./Bailey Rd.	1	0	1	0.3574	0	8	Tier III
Bonstead Rd./Morgan Rd.	1	0	1	n/a	0	3	
Coon Hill Rd./Shamrock Rd.	1	0	1	n/a	0	1	
Downer St. Rd./Sun Meadows Way/Crego Rd.	1	0	1	0.4895	1	7	
E. Taft Rd./Thompson Rd./General Irwin Blvd.	1	0	1	0.2214	1	4	
Factory Ave./Townline Rd.	1	0	1	0.6551	3	10	
Falls Rd./Frank Gay Rd.	1	0	1	n/a	1	4	
Henry Clay Blvd./Metropolitan Park Dr.	1	0	1	0.3696	1	9	
Kirkville Rd./North Manlius Rd.	1	0	1	n/a	0	5	
Lee Mulroy Rd./Bishop Hill Rd.	1	0	1	n/a	1	7	
Morgan Rd./Fairway Dr. E./Millstream Dr.	1	0	1	0.2458	1	4	
Newport Rd./Canal Rd.	1	0	1	n/a	0	1	
Onondaga Blvd./Fay Rd./Terry Rd.	1	0	1	0.6726	4	13	
Onondaga Blvd./Wegmans Drwy./Western Lights Drwy.	1	0	1	0.5596	1	5	
Oswego Rd./I-90 Ramps	1	0	1	0.0782	1	2	
Plainville Rd./Tater Rd.	1	0	1	n/a	0	1	
Pratts Falls Rd./Sweet Rd.	1	0	1	n/a	1	2	
River Rd./West Bridge St.	1	0	1	n/a	1	2	
Route 57/Ver Plank Rd.	1	0	1	n/a	1	4	
South Bay Rd./Col Eileen Collins Blvd.	1	0	1	0.4689	1	8	
Thompson Rd./Warners Rd.	1	0	1	n/a	0	2	
Warners Rd./Bennetts Corners Rd.	1	0	1	n/a	0	2	
West Taft Rd./Allen Rd.	1	0	1	0.6771	4	16	
West Taft Rd./Bear Rd.	1	0	1	n/a	2	8	

Note: Focus Intersections include intersections that had a fatal crash and/or one or more serious injury crashes.

Appendix Attachment A.5 - Selected Comparison of Segment Crash Rates to Statewide Crash Rates

Focus Segment	Crash Rate	Statewide Average Crash Rate for Similar Facilities†	Facility Description (NYS DOT Categories)*
Henry Clay Boulevard <i>Taft Rd. to Buckley Rd.</i>	1.74	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
Hinsdale Road <i>W. Genesee St. to Milton Ave.</i>	6.31	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Old Liverpool Road <i>Buckley Rd. to Beechwood Ave.</i>	3.33	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
West Genesee Street <i>Hinsdale Rd. to Onondaga Rd.</i> <i>Onondaga Rd. to Westlind Rd.</i>	6.77	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
	18.85	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
Cedarvale Road <i>Pleasant Valley Rd. to NYS 175</i>	11.50	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
New Seneca Turnpike <i>US 20 to Rickard Rd.</i>	12.83	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
Route 57 <i>Wetzel Rd. to Soule Rd.</i>	1.98	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
West Taft Road <i>Bear Rd. to Buckley Rd.</i>	4.21	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
Apulia Road <i>US 20 to Eager Rd.</i>	2.65	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
Bear Road <i>Taft Rd. to Buckley Rd.</i>	3.36	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Buckley Road <i>Old Liverpool (ramps) 7th North St.</i>	4.08	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Hamilton Road <i>Jordan Rd. to NYS 5</i>	4.68	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
Henneberry Road <i>Pratts Falls Rd. to Broadfield Rd.</i>	2.89	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
Hopkins Road <i>Henry Clay Blvd. to Buckley Rd.</i>	1.52	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
John Glenn Boulevard (EB) <i>Farrell Rd. to NYS 370</i>	2.75	2.12	Urban, Partial Control of Access, Divided, 4 Lanes
Jones Road <i>I-690 EB Ramp to I-690 WB Ramp</i>	6.90	4.76	Urban, Free Access Controlled, Undivided, 3 Lanes
Kasson Road <i>Corporal Welch Rd. to West Genesee St.</i>	3.11	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Lamson Road <i>Sixty Rd. to Pendergast Rd.</i>	4.45	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
McDonald Road <i>Velasko Rd. to Syracuse City Line</i>	18.09	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Morgan Road <i>Wetzel Rd. to Waterhouse Rd.</i> <i>Waterhouse Rd. to NY 31</i>	4.11	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
	1.69	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
North Kirkville Road <i>Kirkville Rd. to County Line</i>	2.23	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes

Focus Segment	Crash Rate	Statewide Average Crash Rate for Similar Facilities†	Facility Description (NYSDOT Categories)*
Northern Boulevard (NB) <i>I-481 NB ramp to Thompson Rd.</i>	1.50	1.7	Urban, Partial Control of Access, Divided, 6 Lanes
Old Liverpool Road <i>Beechwood to Electronics Pkwy.</i>	3.42	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
Old Seneca Turnpike <i>NYS 321 to N. W. Town Line Rd.</i>	4.26	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
Oran Delphi Road <i>US 20 to Indian Hill Rd.</i>	6.31	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes
River Road <i>Patchett Rd. to NYS 31</i>	3.75	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Route 57 <i>Liverpool Bypass to John Glenn Blvd.</i> <i>John Glenn Blvd. to Blackberry Rd.</i>	3.31	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
	3.99	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
South Bay Road <i>East Circle Dr. to Thompson Rd.</i>	2.25	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Split Rock Road <i>Harris Rd. to NYS 173</i>	8.19	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Velasko Road <i>NYS 175 to NYS 173</i>	1.98	4.76	Urban, Free Access Controlled, Undivided, 3 Lanes
Ver Plank Road <i>Henry Clay Blvd. to Caughdenoy Rd.</i>	1.98	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
West Genesee Street <i>Knowell Rd. to Kasson Rd.</i>	6.04	5.81	Urban, Free Access Controlled, Undivided, 4 Lanes
Wetzel Road <i>Route 57 to Morgan Rd.</i>	5.32	3.54	Urban, Free Access Controlled, Undivided, 2 Lanes
Whiting Road <i>Whiting Road Ext. to Fikes Rd.</i>	3.51	2.66	Rural, Free Access Controlled, Undivided, 2 Lanes

* Based on SMTTC Staff interpretation of this document: <https://www.dot.ny.gov/divisions/operating/oss/highway-repository/AverageAccidentRates2018.pdf>

† For "Mainline and Juncture Accidents"

Appendix Attachment A.6 - Selected Comparison of Intersection Crash Rates to Statewide Crash Rates

Focus Intersection	Crash Rate	Statewide Average Crash Rate for Similar Facilities†	Facility Description (NYSDOT Categories)*
Milton Ave./Hinsdale Rd.	1.18	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Morgan Rd./Buckley Rd.	0.95	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Morgan Rd./Wetzel Rd.	0.93	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Oswego Rd./John Glenn Blvd.	1.37	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Oswego Rd./Long Branch Rd./Belmont Dr.	0.76	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
South Bay Rd./Thompson Rd.	1.20	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
W. Taft Rd./Buckley Rd.	1.27	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Henry Clay Blvd./W. Taft Rd./Vine St.	0.66	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
LeMoyne Ave./Factory Ave.	1.20	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Old Liverpool Rd./Electronics Pkwy.	1.05	0.17	Urban, 3-Legged, Signal w/o Left Turn, 5 or More Lanes
Pendergast Rd./Lamson Rd.	n/a	0.15	Urban, 4-Legged, Sign w/ 4 or More Lanes
Buckley Rd./Bear Rd.	0.71	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
E. Molloy Rd.	0.27	0.15	Urban, 3-Legged, Signal w/ Left Turn, 5 or More Lanes
Henry Clay Blvd./Buckley Rd.	0.63	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Lake Shore Rd./Whiting Rd.	n/a	0.18	Urban, 4-Legged, Sign w/ 1-3 Lanes
Milton Ave./Warners Rd./N. Onondaga Rd.	0.83	0.23	Urban, 4-Legged, Signal w/ Left Turn, 5 or More Lanes
Onondaga Blvd./Bellevue Ave.	n/a	0.15	Urban, 4-Legged, Sign w/ 4 or More Lanes
Sixty Rd./Hencle Blvd./W. Entry Rd.	n/a	0.15	Urban, 4-Legged, Sign w/ 4 or More Lanes

* Based on SMTC Staff interpretation of this document: <https://www.dot.ny.gov/divisions/operating/oss/highway-repository/AverageAccidentRates2018.pdf>

† Chosen based on total entering lanes

Appendix Attachment A.7 – Priority Tier Locations Comparison with Statewide Crash Rates (2017-2018)*

Intersection	NYS DOT Intersection Type†	Crash Rate (per MEV)	Statewide Average for Similar Intersections	Times Higher than State Average
Milton and Hinsdale	Urban, Signal w/ Left Turn, 5 or More Lanes	1.18	0.23	5.12
Morgan and Buckley	Urban, Signal w/ Left Turn, 5 or More Lanes	0.95	0.23	4.11
Morgan and Wetzel	Urban, Signal w/ Left Turn, 5 or More Lanes	0.93	0.23	4.03
John Glenn and 57	Urban, Signal w/ Left Turn, 5 or More Lanes	1.37	0.23	5.97
Long Branch and 57	Urban, Signal w/ Left Turn, 5 or More Lanes	0.76	0.23	3.29
South Bay and Thompson	Urban, Signal w/ Left Turn, 5 or More Lanes	1.20	0.23	5.23
Taft and Buckley	Urban, Signal w/ Left Turn, 5 or More Lanes	1.27	0.23	5.51

Segment	NYS DOT Facility Type	Crash Rate (per MVMT)	Statewide Average for Similar Facilities‡	Times Higher than State Average
Henry Clay, Taft to Buckley	Urban, Free Access Controlled, Undivided, 4 Lanes	1.74	5.81	0.30
Hinsdale, Genesee to Milton	Urban, Free Access Controlled, Undivided, 2 Lanes	6.31	3.54	1.78
Old Liverpool, Buckley to Beechwood	Urban, Free Access Controlled, Undivided, 4 Lanes	3.33	5.81	0.57
West Genesee, Hinsdale to 173	Urban, Free Access Controlled, Undivided, 4 Lanes	6.77	5.81	1.17
West Genesee, 173 to Westlind	Urban, Free Access Controlled, Undivided, 4 Lanes	18.85	5.81	3.24

* Based on SMTC Staff interpretation of this document: <https://www.dot.ny.gov/divisions/operating/osss/highway-repository/AverageAccidentRates2018.pdf>

† Chosen based on total entering lanes

‡ For "Mainline and Juncture Accidents"

Appendix Attachment A.8 - Emphasis Area Road Inventory Data

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.301	2010	78	AIRPORT BLVD EB	SOUTH BAY RD	NODE 7912 (INT 81 RAMP)	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.070	2030	78	AIRPORT BLVD EB	NODE 7912 (INT 81 RAMP)	NODE 7909 (S SERVICE RD)	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.269	6020	100	AIRPORT RD	WARNERS RD	DUPREY RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.603	6030	100	AIRPORT RD	DUPREY RD	HUDSON LA	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.332	6040	100	AIRPORT RD	HUDSON LA	ARMSTRONG RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.281	5	205	ALLEN RD	W TAFT RD	BUTTERFIELD CIR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.395	10	205	ALLEN RD	BUTTERFIELD CIR	BOXTON ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.552	15	205	ALLEN RD	BOXTON ST	BEAR RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.486	5100	44	AMBER RD	HOLMES RD	CEDARVALE RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.223	5010	44	AMBER RD	US RT 20	CURTIS RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.417	5020	44	AMBER RD	CURTIS RD	NODE 17247	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.476	5030	44	AMBER RD	NODE 17247	COLLINS RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.488	14150	1	APULIA RD	PALLADINO RD	NODE 18190	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.509	14160	1	APULIA RD	NODE 18190	NODE 18188	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.448	14170	1	APULIA RD	NODE 18188	NODE 18187	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.382	14180	1	APULIA RD	NODE 18187	COOK FARMS RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.452	14190	1	APULIA RD	COOK FARMS RD	NODE 18183	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.641	3000	2	APULIA RD	TOWN BOUNDARY	NYS RT 173	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.525	14200	1	APULIA RD	NODE 18183	TOWN BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.638	6060	106	ARMSTRONG RD	VAN BUREN RD	NODE 7393	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.215	6070	106	ARMSTRONG RD	NODE 7393	TOWN BOUNDARY (NODE 7392)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.423	7010	106	ARMSTRONG RD	STATE FAIR BLVD	TOWN BOUNDARY (NODE 7392)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.406	105070	198	BARKER HILL RD	OLD BARKER HILL RD	BEADLE DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.339	105080	198	BARKER HILL RD	BEADLE DR	NYS RT 173	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.257	1070	166	BARTELL RD	RT 81 RAMP	KATHAN ST/MILLER RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.404	1080	166	BARTELL RD	KATHAN ST/MILLER RD	US RT 11	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.423	25	191	BEAR RD	W TAFT RD	PALOMINO RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.426	30	191	BEAR RD	PALOMINO RD	THUNDERBIRD RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.405	35	191	BEAR RD	THUNDERBIRD RD	BUCKLEY RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.385	40	191	BEAR RD	BUCKLEY RD	DAPHNE DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.373	45	191	BEAR RD	DAPHNE DR	ALLEN RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.251	50	191	BEAR RD	ALLEN RD	SANDY LANE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.320	55	191	BEAR RD	SANDY LANE	WELLINGTON RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.470	60	191	BEAR RD	WELLINGTON RD	RICHARDSON DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.395	65	191	BEAR RD	RICHARDSON DR	TOWN BOUNDARY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.163	1900	191	BEAR RD	TOWN BOUNDARY	US 11	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.362	5140	101	BELLEVUE AVE	ONONDAGA BLVD	CITY BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.149	6100	190	BENNETT RD	KNOWELL RD	RMP TO NY RT 5	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.715	6110	190	BENNETT RD	RMP TO NY RT 5	WARNERS RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.442	6130	66	BENNETTS CORNERS RD	NY RT 321/FORWARD RD	NODE 15739	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.372	6140	66	BENNETTS CORNERS RD	NODE 15739	OLD ROUTE 5	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.380	6150	64	BENNETTS CORNERS RD	OLD ROUTE 5	NODE 15738	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.435	6160	64	BENNETTS CORNERS RD	NODE 15738	NODE 15737	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.538	6170	64	BENNETTS CORNERS RD	NODE 15737	NODE 15736	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.497	6180	64	BENNETTS CORNERS RD	NODE 15736	BITTERS RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.537	6190	66	BENNETTS CORNERS RD	BITTERS RD	HALL RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.498	6200	66	BENNETTS CORNERS RD	HALL RD	NODE 15260	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.536	6210	66	BENNETTS CORNERS RD	NODE 15260	CANAL RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.213	6220	66	BENNETTS CORNERS RD	CANAL RD	WHITING RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.434	8200	64	BENNETTS CORNERS RD	NODE 16296	WARNERS RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.358	8210	64	BENNETTS CORNERS RD	SWEETS CROSS. - RRXING	NODE 16296	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.213	8220	67	BENNETTS CORNERS RD	WHITING RD	SWEETS CROSS. - RRXING	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.561	8040	118	BRICKYARD RD	N. BRICKYARD RD	PECK RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.750	8050	118	BRICKYARD RD	PECK RD	VAN BUREN RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.574	8020	118	BRICKYARD RD	CANTON ST	NODE 155667	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.326	155	45	BUCKLEY RD	RR OVERPASS (NODE 1469)	HENRY CLAY BLVD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.722	160	161	BUCKLEY RD	HENRY CLAY BLVD	WETZEL RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.238	165	161	BUCKLEY RD	WETZEL RD	BEAR RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.400	170	161	BUCKLEY RD	BEAR RD	MILBROOK RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.329	175	161	BUCKLEY RD	MILBROOK RD	WAXWOOD CIRCLE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.514	180	161	BUCKLEY RD	WAXWOOD CIRCLE	WEST TAFT RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.210	181	161	BUCKLEY RD	WEST TAFT RD	DOLSHIRE DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.286	2040	48	BUCKLEY RD	OLD LIVERPOOL RD	RIDGE AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.412	2050	48	BUCKLEY RD	RIDGE AVE	DREXLER ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.242	2060	48	BUCKLEY RD	DREXLER ST	ELWOOD DAVIS RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.263	2070	48	BUCKLEY RD	ELWOOD DAVIS RD	SHERWOOD LA	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.268	2080	48	BUCKLEY RD	SHERWOOD LA	LORIAN DR (S)	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.401	2090	48	BUCKLEY RD	LORIAN DR (S)	HOMEVIEW DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.312	2100	48	BUCKLEY RD	HOMEVIEW DR	HOPKINS RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.324	2110	48	BUCKLEY RD	HOPKINS RD	NANCY DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.227	2120	48	BUCKLEY RD	NANCY DR	TOWN BOUNDARY (NODE 7817)	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.116	2130	48	BUCKLEY RD	TOWN BOUNDARY (NODE 7817)	DOLSHIRE DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.128	145	46	BUCKLEY RD EB	JOHN GLEN BLVD/BLUEBERRY RD	MORGAN RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.646	150	46	BUCKLEY RD EB	MORGAN RD	RR OVERPASS (NODE 1469)	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.734	106020	138	CANAL RD	GILLIBROOK RD	BREED RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.439	106030	138	CANAL RD	BREED RD	INTSEC NEWPORT RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.520	106000	138	CANAL RD	BENNETTS CORNERS RD	NODE 15259	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.724	106010	138	CANAL RD	NODE 15259	GILLIBROOK RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.322	8060	31	CANTON ST	WARNERS RD (S)	BRICKYARD RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.439	8070	31	CANTON ST	BRICKYARD RD	NODE 15565	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.824	200	49	CAUGHDENROY RD	HWY #31	NODE 10211	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.291	205	49	CAUGHDENROY RD	NODE 10211	VERPLANK RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.223	182	49	CAUGHDENROY RD	TOWN BOUNDARY	LAWTON RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.329	183	49	CAUGHDENROY RD	LAWTON RD	BOXFORD LANE	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.472	184	49	CAUGHDENROY RD	BOXFORD LANE	STEARNS RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.442	185	49	CAUGHDENROY RD	STEARNS RD	MAPLE RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.410	186	49	CAUGHDENROY RD	MAPLE RD	NODE 01119	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.372	190	49	CAUGHDENROY RD	NODE 01119	NODE 01120	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.492	195	49	CAUGHDENROY RD	NODE 01120	NODE 01121	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.509	197	49	CAUGHDENROY RD	NODE 01121	HWY #31	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.372	5160	43	CEDARVALE RD	AMBER RD	NODE 17457	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.585	5170	43	CEDARVALE RD	NODE 17457	CORNWALL RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.358	5180	43	CEDARVALE RD	CORNWALL RD	ROHE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.475	5190	43	CEDARVALE RD	ROHE RD	NY 175	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.386	5200	39	CEDARVALE RD	NY 175	NODE 17341	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.375	5210	39	CEDARVALE RD	NODE 17341	NODE 17340	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.656	5220	39	CEDARVALE RD	NODE 17340	MONTGOMERY LA	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.382	5230	39	CEDARVALE RD	MONTGOMERY LA	HOWLETT HILL RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.375	5620	39	CEDARVALE RD	HOWLETT HILL RD	SMORAL RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.854	4030	245	CENTRAL AVE	FREMONT RD	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.404	4040	245	CENTRAL AVE	VILLAGE BOUNDARY	EDGEWOOD PL	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.197	4050	245	CENTRAL AVE	EDGEWOOD PL	WILLARD ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.502	310	205	CHESTNUT ST	ALLEN RD	TOWN BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.530	3010	76	CHRYSLER DR/NEW VENTURE GEAR DR	NY RT 298	NODE 1311	Other Urban Collector	Yes	No	No	Yes	No
0.527	3020	76	CHRYSLER DR/NEW VENTURE GEAR DR	NODE 1311	FLY RD	Other Urban Collector	Yes	No	No	Yes	No
0.245	1110	20	CHURCH ST	EAST TAFT RD	BELLWOOD DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.320	1120	20	CHURCH ST	BELLWOOD DR	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.037	116490	12	DE RUYTER RD	NODE 19005	INTERSECTION	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.498	116500	12	DE RUYTER RD	INTERSECTION	NODE 18939	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.436	116510	12	DE RUYTER RD	NODE 18939	DAM RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.729	115155	125	DELPHI FALLS RD	ORAN DELPHI RD	CARDNER RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.542	8150	92	DOWNER ST	RMP IN690	TOWN BOUNDARY	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.149	10010	40	DUBLIN RD	NEW SENECA	MAPLE ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.469	10020	40	DUBLIN RD	MAPLE ST	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.642	10060	40	DUNBAR WOODS RD	HOWLETT HILL RD (NODE 15784)	HOWLETT HILL RD (NODE 15786)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.173	3030	77	E MANLIUS ST	NY RT 290 (BRIDGE ST)	NODE 4507 (HARTWELL AVE)	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.451	3391	71	E MOLLOY RD	TOWN LINE RD	MOORE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.615	3392	71	E MOLLOY RD	MOORE RD	THOMPSON RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.483	109210	180	E MUD LAKE RD	LAMSON RD	RABBIT LANE	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.496	109220	180	E MUD LAKE RD	RABBIT LANE	COUNTY BOUNDARY	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.399	1260	19	E TAFT RD	N BLVD NB	TAFT PARK RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.410	1270	19	E TAFT RD	TAFT PARK RD	NODE 3611	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.362	1280	19	E TAFT RD	NODE 3611	TOWN BOUNDARY	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.682	1290	18	E TAFT RD	TOWN BOUNDARY	BASTABLE RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.209	1170	19	E TAFT RD	SOUTH BAY RD	PAULA DR	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.470	1180	19	E TAFT RD	PAULA DR	RT 81 RAMP	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.206	1190	19	E TAFT RD	RT 81 RAMP	RT 81 RAMP	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.358	1200	19	E TAFT RD	RT 81 RAMP	KREISHER RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.394	1210	19	E TAFT RD	KREISHER RD	LEROY RD S	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.444	1220	19	E TAFT RD	LEROY RD S	THOMPSON RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.330	2140	148	ELECTRONICS PKWY	OLD LIVERPOOL	SUNFLOWER DR	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.296	2150	148	ELECTRONICS PKWY	SUNFLOWER	SEVENTH NORTH ST	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.104	2151	148	ELECTRONICS PKWY NB	SEVENTH NORTH ST	NODE 7720	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.190	2152	148	ELECTRONICS PKWY NB	NODE 7720	NODE 7721	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.238	2153	148	ELECTRONICS PKWY NB	NODE 7721	HENRY CLAY BLVD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.231	2160	93	FACTORY AVE	US RT 11	LEMOYNE AVE	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.318	2170	93	FACTORY AVE	LEMOYNE AVE	GORDON AVE	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.375	2180	93	FACTORY AVE	GORDON AVE	NODE 8067	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.365	2190	93	FACTORY AVE	NODE 8067	NODE 3636	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.414	2200	93	FACTORY AVE	NODE 3636	TOWN LINE RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.505	5256	39	FAY RD	NY 173	ONONDAGA BLVD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.176	5260	39	FAY RD	ONONDAGA BLVD	BELLEVUE AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.240	5264	39	FAY RD	BELLEVUE AVE	GRAND AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.357	3080	77	FLY RD	CHRYSLER DR/NEW VENTURE GEAR DR	TEMPLE DR	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.418	3090	77	FLY RD	TEMPLE DR	NY RT 298	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.472	3100	251	FLY RD	NY RT 298	BADGLEY RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.717	3110	251	FLY RD	BADGLEY RD	EAST TAFT RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.553	3040	77	FLY RD	VILLAGE BOUNDARY	KIRKVILLE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.408	3111	181	FRANKLIN PARK DR	KINNE ST	STILLWELL CIR	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.505	3112	181	FRANKLIN PARK DR	STILLWELL CIR	KIRKVILLE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.477	4100	136	FREMONT RD	NODE 4020	MEYERS RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.271	4110	136	FREMONT RD	MEYERS RD	E MEYERS RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.841	4120	136	FREMONT RD	E MEYERS RD	NY RT 298	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.891	4130	136	FREMONT RD	NY RT 298	E TAFT RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.531	4090	136	FREMONT RD	KIRKVILLE RD	NODE 4020	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.375	4060	136	FREMONT RD	NY RT 290	W RICHMOND RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.469	4070	136	FREMONT RD	W RICHMOND RD	CENTRAL AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.586	4080	136	FREMONT RD	CENTRAL AVE	KIRKVILLE RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.060	4140	115	FYLER RD	N MANLIUS RD	BRIDGE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.654	5252	174	GRAHAM RD	SENTINEL HEIGHTS	LAFAYETTE RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.340	7020	39	GRAND AVE	FAY RD	HILLCREST RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.373	7030	39	GRAND AVE	HILLCREST RD	GRASTON AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.467	7040	39	GRAND AVE	GRASTON AVE	HILLSIDE AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.093	7050	39	GRAND AVE	HILLSIDE AVE	CITY BOUNDARY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.330	100325	152	GUY YOUNG RD	CAUGHDENROY RD	ATHONY RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.437	100330	152	GUY YOUNG RD	ATHONY RD	NODE 10117	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.447	100335	152	GUY YOUNG RD	NODE 10117	TOWN BOUNDARY	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.607	12000	107	HALFWAY RD	NYS RT 5	CAMPBELL RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.542	12002	107	HALFWAY RD	CAMPBELL RD	RR CROSSING	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.536	12004	107	HALFWAY RD	RR CROSSING	NYS RT 321	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.465	3120	77	HARTWELL AVE	NODE 4507 (E MANLIUS ST)	JAMES ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.234	3130	77	HARTWELL AVE	JAMES ST	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.559	9010	95	HENCLE BLVD	NY RT 48	NODE 20768	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.538	9020	95	HENCLE BLVD	NODE 20768	SMOKEY HOLLOW RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.160	9030	95	HENCLE BLVD	SMOKEY HOLLOW RD	RR CROSSING	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.447	9040	95	HENCLE BLVD	RR CROSSING	NODE 21043	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.402	9050	95	HENCLE BLVD	NODE 21043	SIXTY RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.247	370	121	HENRY CLAY BLVD	WETZEL RD	RR TRACKS	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.396	375	121	HENRY CLAY BLVD	RR TRACKS	NODE 01977	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.477	380	121	HENRY CLAY BLVD	NODE 01977	WATERHOUSE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.533	385	121	HENRY CLAY BLVD	WATERHOUSE RD	HWY #481	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.573	390	121	HENRY CLAY BLVD	HWY #481	NODE 01107	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.506	395	121	HENRY CLAY BLVD	NODE 01107	RD #31	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.542	345	45	HENRY CLAY BLVD	NODE 07796	WINCHESTER RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.523	350	45	HENRY CLAY BLVD	WINCHESTER RD	NORSTAR BLVD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.398	355	45	HENRY CLAY BLVD	NORSTAR BLVD	ECHO PARK RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.321	360	45	HENRY CLAY BLVD	ECHO PARK RD	BUCKLEY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.515	2202	45	HENRY CLAY BLVD	ELECTRONICS PKWY	TOWN BOUNDARY (NODE 07796)	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.464	9060	157	HICKS RD	NY370	CAMERONDALE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.384	9070	157	HICKS RD	CAMERONDALE RD	PATCHETT RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.743	4160	109	HIGH BRIDGE ST	SWEET RD	AUDUBON RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.411	4170	109	HIGH BRIDGE ST	AUDUBON RD	NY RT 5	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.454	6240	209	HINSDALE RD	OLD ROUTE 5	EDWARDS DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.311	6250	209	HINSDALE RD	EDWARDS DR	MILTON AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.298	6260	209	HINSDALE RD	RMP NY 5	WARNERS RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.201	6255	209	HINSDALE RD	MILTON AVE	RMP NY 5	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.519	2210	148	HOPKINS RD	ELECTRONICS PKWY	FLAGSTONE DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.671	2220	148	HOPKINS RD	FLAGSTONE DR	BUCKLEY RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.316	5270	40	HOWLETT HILL RD	TOWN BOUNDARY	CITY VIEW DRIVE	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.364	5280	40	HOWLETT HILL RD	CITY VIEW DRIVE	BEEF ST RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.393	5290	40	HOWLETT HILL RD	BEEF ST RD	KASSON RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.366	10030	40	HOWLETT HILL RD	VILLAGE BOUNDARY	ROMAN AVE	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.465	10040	40	HOWLETT HILL RD	ROMAN AVE	FALLS RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.406	10050	40	HOWLETT HILL RD	FALLS RD	DUNBAR WOODS RD (NODE 15784)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.403	10070	40	HOWLETT HILL RD	DUNBAR WOODS RD (NODE 15786)	FRANK GAY RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.313	10080	40	HOWLETT HILL RD	FRANK GAY RD	NODE 15794	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.707	10090	40	HOWLETT HILL RD	NODE 15794	TOWN BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.470	5300	40	HOWLETT HILL RD	KASSON RD	NODE 15835	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.568	5310	40	HOWLETT HILL RD	NODE 15835	CEDARVALE RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.572	5320	110	HOWLETT HILL RD	CEDARVALE RD	WESTVIEW DRIVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.369	5330	110	HOWLETT HILL RD	WESTVIEW DR	COPPERFIELD RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.431	5340	110	HOWLETT HILL RD	COPPERFIELD RD	N. FIELD RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.584	5350	110	HOWLETT HILL RD	N. FIELD RD	MANOR HILL RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.342	5360	110	HOWLETT HILL RD	MANOR HILL RD	NY 173	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.471	3140	53	JAMES ST	NY RT 290	KINNE ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.481	3150	7	JAMESVILLE RD	NORTH ST	WOODCHUCK HILL RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.474	3170	7	JAMESVILLE RD	NOTTINGHAM RD	QUINTARD RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.387	3180	7	JAMESVILLE RD	QUINTARD RD	ADDISON DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.414	3190	7	JAMESVILLE RD	ADDISON DR	MORTON RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.299	3200	7	JAMESVILLE RD	MORTON RD	NY RT 92	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.283	3160	7	JAMESVILLE RD	WOODCHUCK HILL	NOTTINGHAM RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.478	3230	103	JAMESVILLE TOLL RD	TOWN BOUNDARY	NODE 5179	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.512	3240	103	JAMESVILLE TOLL RD	NODE 5179	RAMSGULCU	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.567	5366	103	JAMESVILLE TOLL RD	INT 481 RAMP	TOWN BOUNDARY	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.244	5364	103	JAMESVILLE TOLL RD	BRIGHTON RD	INT 481 RAMP	Other Urban Collector	Yes	No	No	Yes	No
0.330	2250	81	JOHN GLENN BLVD EB	TOWN BOUNDARY	NY RT 370	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.434	2260	81	JOHN GLENN BLVD EB	NY RT 370	KINGS PARK DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.633	2270	81	JOHN GLENN BLVD EB	KINGS PARK DR	TOWN BOUNDARY	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.252	7051	81	JOHN GLENN BLVD EB	RR CROSSING	FARRELL RD	Urban 2-Lane High Speed Arterial	Yes	No	No	Yes	Yes
0.677	7052	81	JOHN GLENN BLVD EB	FARRELL RD	TOWN BOUNDARY	Urban 2-Lane High Speed Arterial	Yes	No	No	Yes	Yes
0.404	415	81	JOHN GLENN BLVD WB	OLD ROUTE 5	TOWN BOUNDARY	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.242	416	81	JOHN GLENN BLVD WB	1500' E OLD ROUTE 57	OLD ROUTE 5	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.539	417	81	JOHN GLENN BLVD WB	SUNRISE BLVD	1500' E OLD ROUTE 57	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.306	418	81	JOHN GLENN BLVD WB	BUCKLEY RD	SUNRISE BLVD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.392	415	81	JOHN GLENN BLVD WB	OLD ROUTE 5	TOWN BOUNDARY	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.247	416	81	JOHN GLENN BLVD WB	1500' E OLD ROUTE 57	OLD ROUTE 5	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.551	417	81	JOHN GLENN BLVD WB	SUNRISE BLVD	1500' E OLD ROUTE 57	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.308	418	81	JOHN GLENN BLVD WB	BUCKLEY RD	SUNRISE BLVD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.323	2320	81	JOHN GLENN BLVD WB	NY RT 370	BRIDGE (TOWN BNDRY)	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.441	2330	81	JOHN GLENN BLVD WB	KINGS PARK DR	NY RT 370	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.627	2340	81	JOHN GLENN BLVD WB	TOWN BOUNDARY	KINGS PARK DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.437	7053	81	JOHN GLENN BLVD WB	FARRELL RD	RR CROSSING	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.679	7054	81	JOHN GLENN BLVD WB	TOWN BOUNDARY	FARRELL RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.544	8180	28	JONES RD	IN690 RAMP	PECK RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.354	8190	28	JONES RD	PECK RD	NY RT 48	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.638	11030	22	JORDAN RD	VILLAGE BOUNDARY	OLD SENECA TPK	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.367	11040	22	JORDAN RD	OLD SENECA TPK	ONEIL RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.352	11050	22	JORDAN RD	ONEIL RD	FROST ST	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.488	11060	22	JORDAN RD	FROST ST	VINEGAR HILL RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.222	12120	122	JORDAN RD	VILLAGE BOUNDARY	NY RT 5	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.411	5370	179	KASSON RD	NY 175	NODE 17336	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.539	5380	179	KASSON RD	NODE 17336	NODE 17335	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.651	5390	179	KASSON RD	NODE 17335	NODE 17817	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.498	5400	179	KASSON RD	NODE 17817	HOWLETT HILL RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.433	5410	155	KASSON RD	HOWLETT HILL RD	NODE 15840	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.510	5420	155	KASSON RD	NODE 15840	TOWN BOUNDARY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.405	6270	155	KASSON RD	TOWN BOUNDARY	OAK RIDGE DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.423	6280	155	KASSON RD	OAK RIDGE DR	W GENESE ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.433	3270	6	KIMBER RD	TECUMSEH RD	CITY BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.355	3280	53	KINNE ST	JAMES ST	KIRKVILLE RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.339	3290	86	KINNE ST	KIRKVILLE RD	ALTMONT DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.329	3300	86	KINNE ST	ALTMONT DR	FRANKLIN PARK DR	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.198	3310	86	KINNE ST	FRANKLIN PARK DR	NY RT 298	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.551	4270	53	KIRKVILLE RD	BREWER RD	N KIRKVILLE RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.522	4190	53	KIRKVILLE RD	FREMONT RD	OLD KIRKVILLE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.759	4200	53	KIRKVILLE RD	OLD KIRKVILLE RD	NODE 4086	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.503	4210	53	KIRKVILLE RD	NODE 4086	MINOA*SCHEPPS COR RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.448	4220	53	KIRKVILLE RD	MINOA*SCHEPPS COR RD	BRIDGE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.414	4230	53	KIRKVILLE RD	BRIDGE	N MANLIUS RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.276	4240	53	KIRKVILLE RD	N MANLIUS RD	S GURTHA RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.470	4250	53	KIRKVILLE RD	S GURTHA RD	NODE 2796	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.446	4260	53	KIRKVILLE RD	NODE 2796	BREWER RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.263	3350	53	KIRKVILLE RD	KINNE ST	WEMBRIDGE DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.389	3360	53	KIRKVILLE RD	WEMBRIDGE DR	FRANKLIN PARK DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.326	3370	53	KIRKVILLE RD	FRANKLIN PARK DR	FLY RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.490	3390	53	KIRKVILLE RD	ROBERT ST	GIRDEN TOWN LINE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.572	4180	53	KIRKVILLE RD	GIRDEN TOWN LINE RD	FREMONT RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.288	3330	53	KIRKVILLE RD	THOMPSON RD	CALHOUN ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.387	3340	53	KIRKVILLE RD	CALHOUN ST	KINNE ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.480	3380	53	KIRKVILLE RD	FLY RD	ROBERT ST	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.548	5422	112	LAFAYETTE RD	CITY BOUNDARY	GRAHAM RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.381	5424	112	LAFAYETTE RD	GRAHAM RD	DAVE TILDEN RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.682	1400	123	LAKESHORE RD	NY RT 31	BEL NOR DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.359	1410	123	LAKESHORE RD	BEL NOR DR	OSBORNE DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.431	1420	123	LAKESHORE RD	OSBORNE DR	BUTTON RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.434	1430	123	LAKESHORE RD	BUTTON RD	NODE 10459	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.341	1440	123	LAKESHORE RD	NODE 10459	MUD MILL RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.223	1450	123	LAKESHORE RD	MUD MILL RD	WHITING RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.625	1460	123	LAKESHORE RD	WHITING RD	NODE 10514	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.269	1470	15	LAKESHORE RD	NODE 10514	SOUTH BAY RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.542	9110	30	LAMSON RD	NODE 9367	NODE 9366	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.364	9120	30	LAMSON RD	NODE 9366	PRIME RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.604	9130	30	LAMSON RD	PRIME RD	FENNER RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.375	9140	30	LAMSON RD	FENNER RD	LAMSON RD E	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.678	9150	30	LAMSON RD	LAMSON RD E	E MUD LAKE RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.520	9160	29	LAMSON RD	E MUD LAKE RD	NODE 9382	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.294	9254	29	LAMSON RD	PENDERGAST	COUNTY LINE (BRIDGE)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.243	9080	34	LAMSON RD	TOWN BOUNDARY	AVERY RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.638	9090	34	LAMSON RD	AVERY RD	PLAINVILLE RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.515	9100	30	LAMSON RD	PLAINVILLE RD	NODE 9367	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.383	2370	219	LEMOYNE AVE	SERVICE RD	FACTORY AVE	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.176	2390	219	LEMOYNE AVE NB	BOULEVARD ST	US RT 11	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.179	2400	219	LEMOYNE AVE SB	US RT 11	BOULEVARD ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.312	425	35	LONG BRANCH RD	TOWN BOUNDARY	BELMONT DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.573	2430	35	LONG BRANCH RD	TOWN BOUNDARY	NY RT 370	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.318	2440	35	LONG BRANCH RD	NY RT 370	MARLTON CIR W	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.443	2450	35	LONG BRANCH RD	MARLTON CIR W	TOWN BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.346	7056	35	LONG BRANCH RD	JOHN GLENN BLVD EB	STINSON ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.548	7057	35	LONG BRANCH RD	STINSON ST	BRIDGE	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.552	5440	129	MAKYES RD	NODE 17982	TANNER RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.456	5450	129	MAKYES RD	TANNER RD	ABBEY RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.421	5460	129	MAKYES RD	ABBEY RD	NODE 17472	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.576	5510	129	MAKYES RD	TUCKER RD	NODE 17734	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.493	5520	129	MAKYES RD	NODE 17734	COUNTRYSIDE DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.310	5530	129	MAKYES RD	COUNTRYSIDE DR	LINDA DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.328	5540	129	MAKYES RD	LINDA DR	NY 175	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.489	5430	129	MAKYES RD	NY RT 80	NODE 17982	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.422	5550	222	MCDONALD RD	NY 173	BALL RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.649	5560	222	MCDONALD RD	BALL RD	VELASKO RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.388	5570	222	MCDONALD RD	VELASKO RD	CITY BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.489	6300	190	MILTON AVE	VILLAGE BOUNDARY	NODE 16119	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.404	6310	190	MILTON AVE	NODE 16119	NODE 16118	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.483	6320	190	MILTON AVE	NODE 16118	BENNETT RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.471	6330	190	MILTON AVE	BENNETT RD	EAGLE LA	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.195	6340	190	MILTON AVE	EAGLE LA	HINSDALE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.507	6350	190	MILTON AVE	HINSDALE RD	GORDON PKWY	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.387	6360	190	MILTON AVE	GORDON PKWY	MACKAY AVE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.289	6290	190	MILTON AVE	NY RT 5	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.384	6370	190	MILTON AVE	MACKAY AVE	WARNERS RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.268	6380	63	MILTON AVE	WARNERS RD	JONES ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.297	6390	63	MILTON AVE	JONES ST	HORAN RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.126	6395	63	MILTON AVE	HORAN RD	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.183	4280	54	MINOA~SCHEPPS COR R	NY RT 290	NODE 3343	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.324	4290	54	MINOA~SCHEPPS COR R	NODE 3343	NODE 3342	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.475	4300	54	MINOA~SCHEPPS COR R	NODE 3342	N MANLIUS SPUR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.216	4310	54	MINOA~SCHEPPS COR R	MANLIUS SPUR	HULBURT ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.376	4320	54	MINOA~SCHEPPS COR R	HULBURT ST	WILLARD ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.535	4330	54	MINOA~SCHEPPS COR R	WILLARD ST	VILLAGE LMT	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.270	4340	54	MINOA~SCHEPPS COR R	VILLAGE LMT	KIRKVILLE RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.444	4350	54	MINOA~SCHEPPS COR R	KIRKVILLE RD	BRIDGE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.379	2530	69	MOLLOY RD	TEALL AVE	TOWN LINE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.393	2500	69	MOLLOY RD	US RT 11	WRIGHT AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.335	2510	69	MOLLOY RD	WRIGHT AVE	WESTWOOD AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.311	2520	69	MOLLOY RD	WESTWOOD AVE	TEALL AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.746	515	46	MORGAN RD	VERPLANK RD	NODE 10304	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.478	510	46	MORGAN RD	NODE 01088	VERPLANK RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.287	485	46	MORGAN RD	HERITAGE DR	RR TRACKS	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.532	490	46	MORGAN RD	RR TRACKS	WATERHOUSE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.643	495	46	MORGAN RD	WATERHOUSE RD	END OF BRIDGE	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.614	500	46	MORGAN RD	END OF BRIDGE	AMBLEWOOD LANE	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.518	505	46	MORGAN RD	AMBLEWOOD LANE	NODE 01088	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.277	455	47	MORGAN RD	COMMERCE TULIP ST	HERALD PL	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.394	460	47	MORGAN RD	HERALD PL	NODE 08111	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.520	465	47	MORGAN RD	NODE 08111	PICCADILLY SQ	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.594	470	47	MORGAN RD	PICCADILLY SQ	BUCKLEY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.363	475	46	MORGAN RD	BUCKLEY RD	FOREST BROOK DR	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.358	480	46	MORGAN RD	FOREST BROOK DR	HERITAGE DR	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.361	105390	168	N. E. TOWNLINE RD	NYS RT 175	ARIZONA WAY	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.355	105400	168	N. E. TOWNLINE RD	ARIZONA WAY	NODE 17326	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.323	105410	168	N. E. TOWNLINE RD	NODE 17326	NODE 17328	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.526	105420	168	N. E. TOWNLINE RD	NODE 17328	FALLS RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.533	105430	168	N. E. TOWNLINE RD	FALLS RD	HOWLETT HILL RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.362	10210	41	NEW SENECA TPK	VILLAGE BOUNDARY	SOUTH ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.435	10220	41	NEW SENECA TPK	SOUTH ST	DUBLIN RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.696	6450	36	NEWPORT RD	DEVOE RD	NODE 15750	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.516	6460	36	NEWPORT RD	NODE 15750	NODE 15749	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.482	6470	36	NEWPORT RD	NODE 15749	NODE 15266	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.431	6480	36	NEWPORT RD	NODE 15266	CANAL RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.330	6430	36	NEWPORT RD	NY RT 5	VILLAGE BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.505	6440	36	NEWPORT RD	VILLAGE BOUNDARY	DEVOE RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.308	6490	36	NEWPORT RD	CANAL RD	BENTLY RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.455	6500	36	NEWPORT RD	BENTLY RD	WARNERS RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.322	4390	94	NORTH BURDICK ST	NY RT 5	N MALL ENTRANCE	Other Urban Arterial	No	No	No	Yes	No
0.714	4400	94	NORTH BURDICK ST	N MALL ENTRANCE	CEDAR BAY RD	Other Urban Arterial	No	No	No	Yes	No
0.314	4410	94	NORTH BURDICK ST	CEDAR BAY RD	BOWMAN RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.397	4420	94	NORTH BURDICK ST	BOWMAN RD	SALMONSEN PKWY	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.467	4430	94	NORTH BURDICK ST	SALMONSEN PKWY	NY RT 290	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.670	4440	53	NORTH KIRKVILLE RD	NY RT 290	CANAL BRIDGE	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.401	4450	53	NORTH KIRKVILLE RD	CANAL BRIDGE	POOLS BROOK RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.336	4460	5	NORTH KIRKVILLE RD	POOLS BROOK RD	RR CROSSING	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.619	4470	53	NORTH KIRKVILLE RD	RR CROSSING	COUNTY BOUNDARY	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.518	4510	115	NORTH MANLIUS RD	BRIDGE	PECK RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.392	4520	115	NORTH MANLIUS RD	PECK RD	NODE 2759	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.446	4530	115	NORTH MANLIUS RD	NODE 2759	NODE 2758	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.185	4540	115	NORTH MANLIUS RD	NODE 2758	NY RT 298	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.508	4480	115	NORTH MANLIUS RD	KIRKVILLE RD	NY 90 BRIDGE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.424	4490	115	NORTH MANLIUS RD	NY 90 BRIDGE	FYLER RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.332	4500	115	NORTH MANLIUS RD	FYLER RD	BRIDGE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.323	3400	6	NORTH ST	NY RT 173	STAWASSIA ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.555	3410	6	NORTH ST	STAWASSIA ST	JAMESVILLE RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.524	1495	82	NORTHERN BLVD NB	TOWN BOUNDARY	EAST TAFT RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.723	1510	82	NORTHERN BLVD NB	WHETLEY RD	EASTMAN RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.457	1520	82	NORTHERN BLVD NB	EASTMAN RD	INTSEC N BLVD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.252	1530	82	NORTHERN BLVD NB	INTSEC N BLVD	TOTMAN RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.306	1540	82	NORTHERN BLVD NB	TOTMAN RD	THOMPSON RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.641	3420	82	NORTHERN BLVD NB	NODE 3554 (E MOLLOY RD)	NODE 3553	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.668	3430	82	NORTHERN BLVD NB	NODE 3553	TOWN BOUNDARY	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.523	1545	82	NORTHERN BLVD SB	EAST TAFT RD	TOWN BOUNDARY	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.723	1560	82	NORTHERN BLVD SB	EASTMAN RD	WHETLEY RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.451	1570	82	NORTHERN BLVD SB	INTSEC N BLVD	EASTMAN RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.304	1580	82	NORTHERN BLVD SB	TOTMAN RD	INTSEC N BLVD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.257	1590	82	NORTHERN BLVD SB	THOMPSON RD	TOTMAN RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.626	3450	82	NORTHERN BLVD SB	NODE 3559	NODE 3558 (E MOLLOY RD)	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.665	3460	82	NORTHERN BLVD SB	TOWN BOUNDARY	NODE 3559	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.507	3510	6	NOTTINGHAM RD	DRUMLINS TERR S	PECK HILL RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.192	3520	6	NOTTINGHAM RD	PECK HILL RD	OLD STONEHOUSE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.765	3524	274	NOTTINGHAM RD	OLD STONEHOUSE RD	JAMESVILLE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.278	3480	6	NOTTINGHAM RD	TECUMSEH RD	LEWISTON DR	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.341	3490	6	NOTTINGHAM RD	LEWISTON DR	WALDORF PKWY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.434	3500	6	NOTTINGHAM RD	WALDORF PKWY	DRUMLINS TERR S	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.399	2540	137	OLD LIVERPOOL RD	ONON LAKE PKWY	HIRAM AVE	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.352	2550	137	OLD LIVERPOOL RD	HIRAM AVE	EYNSFORD RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.445	2560	137	OLD LIVERPOOL RD	EYNSFORD RD	KELLARS LA	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.424	2570	137	OLD LIVERPOOL RD	KELLARS LA	SALTMAKERS RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.314	2580	137	OLD LIVERPOOL RD	SALTMAKERS RD	BUCKLEY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.290	108320	84	OLD ROUTE 31	RIVER RD	KINGDOM RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.371	6510	98	OLD ROUTE 5	RR CROSSING	MUNRO RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.396	6520	98	OLD ROUTE 5	MUNRO RD	BARCLAY RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.400	6530	98	OLD ROUTE 5	BARCLAY RD	CAMILLUS DR	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.205	6540	98	OLD ROUTE 5	CAMILLUS DR	KNOWELL RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.596	6550	98	OLD ROUTE 5	KNOWELL RD	HINSDALE RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.365	6560	98	OLD ROUTE 5	HINSDALE RD	MANSFIELD DR	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.369	6570	98	OLD ROUTE 5	MANSFIELD DR	YORKSHIRE BLVD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.379	6580	98	OLD ROUTE 5	YORKSHIRE BLVD	SCOTT AVE	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.306	6590	98	OLD ROUTE 5	SCOTT AVE	NY 173	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.485	6600	98	OLD ROUTE 5	NY 173	WESTLIND RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.339	660	91	OLD ROUTE 57	SOULE RD	CALDER CT	Other Urban Arterial	No	No	No	Yes	No
0.302	665	91	OLD ROUTE 57	CALDER CT	REDWING DR	Other Urban Arterial	No	No	No	Yes	No
0.485	676	91	OLD ROUTE 57	NYS RT 31	LINDA LANE	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.192	677	91	OLD ROUTE 57	LINDA LANE	NODE 21039	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.566	678	91	OLD ROUTE 57	NODE 21039	VERPLANK RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.515	679	91	OLD ROUTE 57	VERPLANK RD	MAIDER RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.607	595	91	OLD ROUTE 57	TULIP ST	MEYERS RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.158	600	91	OLD ROUTE 57	MEYERS RD	RAMP 190 (NODE 8124)	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.369	605	91	OLD ROUTE 57	RAMP 190 (NODE 8124)	LIVERPOOL BYPASS	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.287	610	91	OLD ROUTE 57	LIVERPOOL BYPASS	TOWN BOUNDARY (NODE 8127)	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.442	615	91	OLD ROUTE 57	TOWN BOUNDARY (NODE 8127)	BELMONT DR	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.184	620	91	OLD ROUTE 57	BELMONT DR	LAUREL LANE	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.354	625	91	OLD ROUTE 57	LAUREL LANE	ELMCREST RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.314	630	91	OLD ROUTE 57	ELMCREST RD	BLACKBERRY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.366	635	91	OLD ROUTE 57	BLACKBERRY RD	WILLOWBROOK DR	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.311	640	91	OLD ROUTE 57	WILLOWBROOK DR	WETZEL RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.452	645	91	OLD ROUTE 57	WETZEL RD	GETTMAN RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.227	650	91	OLD ROUTE 57	GETTMAN RD	PINE HOLLOW DR	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.454	655	91	OLD ROUTE 57	PINE HOLLOW DR	SOULE RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.422	670	91	OLD ROUTE 57	REDWING DR	NODE 1023	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.680	675	91	OLD ROUTE 57	NODE 1023	NYS RT 31	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.327	10250	133	OLD SENECA TPK	GYPSY RD	NEW SENECA TPK	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.462	11240	133	OLD SENECA TPK	NODE 16876	MILL RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.227	11250	133	OLD SENECA TPK	MILL RD	JORDAN RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.460	5580	240	ONONDAGA BLVD	NY 173	WOLF HOLLOW RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.087	5590	240	ONONDAGA BLVD	WOLF HOLLOW RD	GRAND AVE / FAY RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.831	5600	240	ONONDAGA BLVD	GRAND AVE / FAY RD	BELLEVUE AVE	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.806	5610	240	ONONDAGA BLVD	BELLEVUE AVE	CITY BOUNDARY	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.283	15030	5	ORAN DELPHI RD	DELPHI FALLS RD	FAIRPORT RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.366	10290	124	OTISCO VALLEY RD	TOWN BOUNDARY	SLATE HILL RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.505	10300	124	OTISCO VALLEY RD	SLATE HILL RD	NYS RT 174	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.502	13140	24	OTISCO VALLEY RD	NODE 19691	NODE 19692	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.485	13150	24	OTISCO VALLEY RD	NODE 19692	OTISCO RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.392	13160	24	OTISCO VALLEY RD	OTISCO RD	NODE 19871	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.393	13170	24	OTISCO VALLEY RD	NODE 19871	NODE 19870	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.501	13180	24	OTISCO VALLEY RD	NODE 19870	NODE 19869	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.422	13190	24	OTISCO VALLEY RD	NODE 19869	NODE 19868	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.330	13200	24	OTISCO VALLEY RD	NODE 19868	NODE 19867	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.227	13210	124	OTISCO VALLEY RD	NODE 19867	NODE 19866	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.443	13220	124	OTISCO VALLEY RD	NODE 19866	OAK HILL RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.524	13250	124	OTISCO VALLEY RD	NODE 17172	TOWN BOUNDARY	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.368	13230	124	OTISCO VALLEY RD	OAK HILL RD	AMBER RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.476	13240	124	OTISCO VALLEY RD	AMBER RD	NODE 17172	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.621	9262	189	PENDERGAST RD	PENDERGAST RD	NODE 9853	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.504	9264	189	PENDERGAST RD	NODE 9853	LAMSON ST	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.159	9266	189	PENDERGAST RD	LAMSON ST	LAMSON RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.456	9350	32	PLAINVILLE RD	GATES RD	NODE 9460	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.395	9360	32	PLAINVILLE RD	NODE 9460	NY 370	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.436	9370	30	PLAINVILLE RD	NY 370	NODE 9436	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.566	9380	30	PLAINVILLE RD	NODE 9436	NODE 9435	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.510	9390	30	PLAINVILLE RD	NODE 9435	DOG HARBOR RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.398	9400	30	PLAINVILLE RD	DOG HARBOR RD	SWAMP RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.479	9410	30	PLAINVILLE RD	SWAMP RD	NODE 9407	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.490	9420	30	PLAINVILLE RD	PLAINVILLE RD	CHURCH RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.629	9430	30	PLAINVILLE RD	CHURCH RD	LAMSON RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.467	4665	10	POMPEY CENTER RD	TOWN BOUNDARY	NYS RT 92	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.432	15370	10	POMPEY CENTER RD	NODE 18586	TOWN BOUNDARY	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.358	15350	10	POMPEY CENTER RD	INDIAN HILL RD	NODE 18587	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.424	15360	10	POMPEY CENTER RD	NODE 18587	NODE 18586	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.375	3530	227	QUINTARD RD	PECK HILL RD	WETHERSFIELD RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.508	3540	227	QUINTARD RD	WETHERSFIELD RD	TERESE TERR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.212	3550	227	QUINTARD RD	TERESE TERR	JAMESVILLE RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.949	9500	37	RIVER RD	NODE 9774	POTTER RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.141	9510	37	RIVER RD	POTTER RD	CRAMER RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.087	9520	37	RIVER RD	CRAMER RD	MELVIN RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.619	9530	37	RIVER RD	MELVIN RD	NODE 20928	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.389	9540	38	RIVER RD	NODE 20928	NODE 20927	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.356	9560	38	RIVER RD	WOODS RD	NODE 20925	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.158	9590	38	RIVER RD	PATCHETT RD	PATCHETT RD SPUR	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.594	9600	38	RIVER RD	PATCHETT RD SPUR	NODE 20898	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.635	9610	38	RIVER RD	NODE 20898	DOYLE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.476	9620	38	RIVER RD	DOYLE RD	HIGHLAND RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.250	9630	38	RIVER RD	HIGHLAND RD	NY 370	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.532	9470	37	RIVER RD	LAMSON RD	NODE 9842	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.468	9480	37	RIVER RD	NODE 9842	NODE 9841	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.545	9490	37	RIVER RD	NODE 9841	NODE 9774	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.497	9570	38	RIVER RD	NODE 20925	NODE 20924	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.521	9580	38	RIVER RD	NODE 20924	PATCHETT RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.602	3250	6	ROCKCUT RD	RAMSGULCU	OLGE RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.174	3260	6	ROCKCUT RD	OLGE RD	JAMESVILLE RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.562	105570	174	ROCKWELL RD	KENNEDY RD	SMITH RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.196	105580	174	ROCKWELL RD	SMITH RD	US RT 11	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.277	105560	174	ROCKWELL RD	GRAHAM RD	KENNEDY RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.379	4710	132	SALT SPRINGS RD	DUNN HILL RD	DUGUID RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.244	4720	132	SALT SPRINGS RD	DUGUID RD	EAGLE VILLAGE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.781	4730	132	SALT SPRINGS RD	EAGLE VILLAGE RD	TOWNSEND RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.724	4740	132	SALT SPRINGS RD	TOWNSEND RD	MCCLINTON RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.422	4680	132	SALT SPRINGS RD	NY RT 257	HUNTLEIGH DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.385	4690	132	SALT SPRINGS RD	HUNTLEIGH DR	DAWLEY RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.262	4700	132	SALT SPRINGS RD	DAWLEY RD	DUNN HILL RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.311	2630	45	SEVENTH NORTH ST	TERMINAL RD	RR BRIDGE	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.240	2640	45	SEVENTH NORTH ST	RR BRIDGE	US RT 11	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.424	2590	45	SEVENTH NORTH ST	ELECTRONICS PKWY	ELWOOD DAVIS RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.359	2600	45	SEVENTH NORTH ST	ELWOOD DAVIS RD	MAYER ST	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.247	2610	45	SEVENTH NORTH ST	MAYER ST	BUCKLEY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.193	2615	45	SEVENTH NORTH ST	BUCKLEY RD	GRAY AVE	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.224	2620	45	SEVENTH NORTH ST	GRAY AVE	LUTHER AVE	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.114	2625	45	SEVENTH NORTH ST	LUTHER AVE	TERMINAL RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.684	9670	140	SIXTY RD	W ENTRY RD	NODE 21041	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.267	9680	140	SIXTY RD	NODE 21041	NODE 9745	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.449	9690	140	SIXTY RD	NODE 9745	POTTER RD	Urban 2-Lane High Speed Collector	No	Yes	No	No	No

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.513	9650	140	SIXTY RD	TOWN BOUNDARY	RR CROSSING	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.308	9660	140	SIXTY RD	RR CROSSING	W ENTRY RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.511	680	96	SOULE RD	HWY #57	RR TRACKS	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.656	685	96	SOULE RD	RR TRACKS	BURNINGTREE RD (S) (NODE 1888)	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.469	690	96	SOULE RD	BURNINGTREE RD (S) (NODE 1888)	RAMP HWY #481	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.745	1750	208	SOUTH BAY RD	NY RT 31	WHITING RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.429	1760	208	SOUTH BAY RD	WHITING RD	NODE 10480	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.402	1770	208	SOUTH BAY RD	NODE 10480	OWASCO RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.347	1780	208	SOUTH BAY RD	OWASCO RD	LAKEHORE RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.638	1690	208	SOUTH BAY RD	FRONTAGE RD	HAROLD RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.542	1700	208	SOUTH BAY RD	HAROLD RD	COBBLESTONE DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.399	1710	208	SOUTH BAY RD	COBBLESTONE DR	GILLETTE RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.259	1720	208	SOUTH BAY RD	GILLETTE RD	THOMPSON RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.564	1730	208	SOUTH BAY RD	THOMPSON RD	BRADFORD RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.507	1740	208	SOUTH BAY RD	BRADFORD RD	NY RT 31	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.524	710	208	SOUTH BAY RD	PLEASANT AVE	WELLS AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.290	715	208	SOUTH BAY RD	WELLS AVE	CHURCH ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.498	720	208	SOUTH BAY RD	CHURCH ST	BEAR RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.326	700	208	SOUTH BAY RD	AIRPORT BLVD	EAST TAFT RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.331	705	208	SOUTH BAY RD	EAST TAFT RD	PLEASANT AVE	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.350	695	208	SOUTH BAY RD	HWY #11	AIRPORT BLVD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.172	10260	83	SOUTH ST (RT 174)	VILLAGE BOUNDARY	BISHOP HILL RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.431	10270	83	SOUTH ST (RT 174)	BISHOP HILL RD	BRIDGE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.266	10280	83	SOUTH ST (RT 174)	BRIDGE	NYS RT 175	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.226	5630	39	SPLITROCK RD	SMORAL RD	WRIGHT RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
1.167	5640	39	SPLITROCK RD	WRIGHT RD	HARRIS RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.173	5650	39	SPLITROCK RD	HARRIS RD	NY 173	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.421	7060	80	STATE FAIR BLVD	RMP C080	MOHEGAN ST	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.557	7120	80	STATE FAIR BLVD	NODE 7359	WILLIS AVE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.411	7070	80	STATE FAIR BLVD	MOHEGAN ST	CONKLIN ST	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.437	7080	80	STATE FAIR BLVD	CONKLIN ST	PLEASANT BEACH RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.466	7090	80	STATE FAIR BLVD	PLEASANT BEACH RD	SMEKOFF RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.579	7100	80	STATE FAIR BLVD	SMEKOFF RD	NINEMILE CREEK	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.651	111380	176	STUMP RD	VINEGAR HILL RD	NYS RT 321	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.286	11135	176	STUMP RD	COUNTY LINE	JORDAN RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.263	111360	176	STUMP RD	JORDAN RD	SCHOOL ST	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.373	4800	109	SWEET RD	LIMBERLOST LA	DOGWOOD LA	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.171	4810	109	SWEET RD	DOGWOOD LA	TROOP K RD	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.341	4820	109	SWEET RD	TROOP K RD	HIGH BRIDGE ST	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.424	4775	109	SWEET RD	TOWN BOUNDARY	NYS RT 173	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.393	4780	109	SWEET RD	NY RT 173	NODE 18236	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.406	4790	109	SWEET RD	NODE 18236	LIMBERLOST LA	Urban 2-Lane High Speed Collector	No	Yes	No	No	No
0.534	15380	109	SWEET RD	NYS RT 91	NODE 18427	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.303	2650	228	TEALL AVE	CITY BOUNDARY	SHORT ST	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.373	2660	228	TEALL AVE	SHORT ST	NY RT 298	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.483	3560	6	TECUMSEH RD	NOTTINGHAM RD	WARING RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.408	3570	6	TECUMSEH RD	WARING RD	PECK HILL RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.200	3580	6	TECUMSEH RD	PECK HILL RD	KIMBER RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.255	5660	75	TERRY RD	ONONDAGA BLVD	TOWN BOUNDARY	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.387	1810	13	THOMPSON RD	SMITH RD	SUNSET DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.418	1820	13	THOMPSON RD	SUNSET DR	PATCH MARK LA	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.457	1830	13	THOMPSON RD	PATCH MARK LA	PINEGROVE RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.119	1840	13	THOMPSON RD	PINEGROVE RD	ISLAND RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.389	1850	14	THOMPSON RD	ISLAND RD	COBBLESTONE DR	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.486	1860	14	THOMPSON RD	COBBLESTONE DR	SOUTH BAY RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.392	1870	14	THOMPSON RD	SOUTH BAY RD	NODE 2439	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.396	1880	14	THOMPSON RD	NODE 2439	NY RT 31	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.339	3600	13	THOMPSON RD	EASTERN AVE	EAST MOLLOY RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.146	3610	70	TOWN LINE RD	GM CIRCLE	BRIDGE, LEY CREEK	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.518	3620	70	TOWN LINE RD	BRIDGE, LEY CREEK	EAST MOLLOY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.398	4830	196	TROOP K RD	SWEET RD	APPLETREE RIDGE	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.394	4840	196	TROOP K RD	APPLETREE RIDGE	NODE 3155	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.269	4850	196	TROOP K RD	NODE 3155	NODE 18647	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.470	4860	196	TROOP K RD	NODE 18647	NY RT 173	Urban 2-Lane Medium Speed Collector	No	No	Yes	No	No
0.372	117150	175	TRUXTON RD	RR CROSSING	VILLAGE BOUNDARY	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.398	2665	47	TULIP ST	OSWEGO ST	SIXTH ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No

Miles	Section Short	Co Rt Number	Street Name	From Street	To Street	Road Category (SMTC)	Emphasis Area Category				
							Lane Departure	Vulnerable User	Unsafe Speed	Age Related	Driver Behavior
0.387	2670	47	TULIP ST	SIXTH ST	COMMERCE BLVD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.431	8360	159	VAN BUREN RD	CONNERS RD	RAMP NY690 (SB)	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.272	8370	159	VAN BUREN RD	RMP NY690 (SB)	VILLAGE BLVD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.459	8380	159	VAN BUREN RD	VILLAGE BLVD	ELLSWORTH RD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.435	8340	159	VAN BUREN RD	PECK RD	NODE 15559	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.470	8350	159	VAN BUREN RD	NODE 15559	CONNERS RD	Urban 2-Lane High Speed Arterial	Yes	No	No	No	Yes
0.200	6660	106	VAN BUREN RD	ARMSTRONG RD	WINCHELL RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.363	6670	106	VAN BUREN RD	WINCHELL RD	PAUL AVE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.473	6680	106	VAN BUREN RD	PAUL AVE	ARMSTRONG RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.542	6690	106	VAN BUREN RD	ARMSTRONG RD	TOWN BOUNDARY	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.291	8300	106	VAN BUREN RD	TOWN BOUNDARY	WALTERS RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.368	8310	106	VAN BUREN RD	WALTERS RD	HERMAN RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.170	8320	194	VAN BUREN RD	HERMAN RD	JONES RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.451	8390	159	VAN BUREN RD	ELLSWORTH RD	NY RT 48	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.210	5670	130	VELASKO RD	NY 175	NY 173	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.604	5680	130	VELASKO RD	NY 173	MCDONALD RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.617	5690	130	VELASKO RD	MCDONALD RD	GLENWOOD RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.426	100735	141	VERPLANK RD	GASKIN RD	NODE 9716 (RR CROSSING)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.261	100740	141	VERPLANK RD	NODE 9716 (RR CROSSING)	BENNETT RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.686	100745	141	VERPLANK RD	BENNETT RD	NODE 9871	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.637	100750	141	VERPLANK RD	NODE 9871	NODE 10194 (BRIDGE/W OF RT481)	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.291	100755	141	VERPLANK RD	NODE 10194 (BRIDGE/W OF RT481)	NODE 10192	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.412	100760	141	VERPLANK RD	NODE 10192	NODE 10191	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.400	100765	141	VERPLANK RD	NODE 10191	MORGAN RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.552	100770	141	VERPLANK RD	MORGAN RD	NODE 10305	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.337	100775	141	VERPLANK RD	NODE 10305	HENRY CLAY BLVD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.436	100780	141	VERPLANK RD	HENRY CLAY BLVD	NODE 10205	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.505	100785	141	VERPLANK RD	NODE 10205	VAN HUSEN RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.373	100790	141	VERPLANK RD	VAN HUSEN RD	NODE 10208	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.377	100795	141	VERPLANK RD	NODE 10208	CAUGHDENY RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.370	810	51	VINE ST	TOWN BOUNDARY	HENRY CLAY BLVD	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.700	2680	51	VINE ST	SIXTH ST	TOWN BOUNDARY	Urban 2-Lane Medium Speed Arterial	No	Yes	Yes	Yes	Yes
0.428	2675	51	VINE ST	OSWEGO ST	SIXTH ST	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.659	11340	142	VINEGAR HILL RD	JORDAN RD	NODE 16897	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.533	11350	142	VINEGAR HILL RD	NODE 16897	STUMP RD	Rural 2-Lane Medium Speed Collector	No	No	No	No	Yes
0.461	9260	29	W BRIDGE ST	RIVER RD	EAST END	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.311	830	48	W TAFT RD	ALLEN RD	DORMAR DR	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.319	835	48	W TAFT RD	DORMAR DR	NODE 08014	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.174	838	48	W TAFT RD	NODE 08014	SOUTH BAY RD	Urban 4-Lane Low Speed Arterial	Yes	Yes	No	Yes	Yes
0.229	20	51	W TAFT RD	HENRY CLAY BLVD	BEAR RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.573	815	51	W TAFT RD	BEAR RD	CARRIAGE PKWY	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.432	820	51	W TAFT RD	CARRIAGE PKWY	HOLLYWOOD RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.157	825	51	W TAFT RD	HOLLYWOOD RD	BUCKLEY RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.182	828	48	W TAFT RD	BUCKLEY RD	ALLEN RD	Urban 4-Lane Medium Speed Arterial	Yes	Yes	Yes	Yes	Yes
0.563	8470	64	WARNERS RD	CANTON ST	BRICKYARD RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.193	6700	57	WARNERS RD	CANTON ST	TOWN BOUNDARY	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.497	6710	57	WARNERS RD	TOWN BOUNDARY	VAN ALSTINE RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.347	6720	57	WARNERS RD	VAN ALSTINE RD	PECK RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.504	6730	57	WARNERS RD	PECK RD	NODE 15208	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.525	6740	57	WARNERS RD	NODE 15208	NODE 15207	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.569	6750	57	WARNERS RD	NODE 15207	POTTERY RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.427	6760	57	WARNERS RD	POTTERY RD	THOMPSON RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.205	8420	204	WARNERS RD	E DEAD CREEK RD	OLD RT 31	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.576	8430	64	WARNERS RD	SHEET RD	E DEAD CREEK RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.364	8460	64	WARNERS RD	BRICKYARD RD	E SORRELL HILL RD	Rural 2-Lane Low Speed Collector	Yes	No	No	No	No
0.408	6770	63	WARNERS RD	THOMPSON RD	WILLOW WOOD LA	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.538	6780	63	WARNERS RD	WILLOW WOOD LA	HINSDALE RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.544	6790	63	WARNERS RD	HINSDALE RD	OAKLEY RD	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.723	6800	63	WARNERS RD	OAKLEY RD	NY RT 5 RAMP (NODE 12048)	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.106	6810	63	WARNERS RD	NY RT 5 RAMP (NODE 12048)	RR BRIDGE	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.373	6820	63	WARNERS RD	RR BRIDGE	OLD ROUTE 5	Urban 2-Lane Low Speed Arterial	Yes	No	No	Yes	No
0.312	840	252	WETZEL RD	OLD ROUTE 57	SAGAMORE DR	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.398	845	252	WETZEL RD	SAGAMORE DR	ORION PATH	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.412	850	252	WETZEL RD	ORION PATH	MORGAN RD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.094	7180	85	WILLIS AVE	VILLAGE BOUNDARY	RR BRIDGE	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes
0.264	7190	85	WILLIS AVE	RR BRIDGE	STATE FAIR BLVD	Urban 2-Lane Low Speed Collector	No	Yes	No	Yes	Yes