

New York

Performance: Improved in 3 / Worsened in 4 Categories



New York was only able to improve on three measures of its highways between 1989 and 2008. It got worse on four. The percentage of roads in poor condition increased across the board, as road conditions deteriorated on rural interstates, urban interstates and rural arterials. In addition, the amount of narrow lanes on rural primary roads increased considerably. On the flip side, urban congestion in New York actually decreased, and the state managed to reduce its number of deficient bridges and lower its fatality rate.

More specifically, the number of rural interstates in poor condition increased by 6.1 percentage points, the second biggest deterioration in the country for that category. The percentage of narrow lanes on rural primary roads rose by 10.5 percentage points, the second worst score in the country. On the other hand, urban interstate congestion fell by 15.1 percentage points, far better than the national average of 4 percentage points.

| Category | Rank Showing Most Improvement 1989–2008 |
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| Overall Performance and Spending Efficiency | 48 |
| State-Administered Highway Mileage (ranked largest to smallest based on system size in 2008) | 16 |
| Rural Interstate in Poor Condition..... | 47 |
| Rural Arterials in Poor Condition | 44 |
| Rural Arterials with Narrow Lanes | 49 |
| Urban Interstates in Poor Condition..... | 46 |
| Urban Interstate Congestion..... | 10 |
| Deficient Bridges..... | 26 |
| Fatality Rate | 8 |
| Total Disbursements Per Mile (1=biggest spending increase, 50=biggest spending decrease)..... | 17 |