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**Statement of AAA New York State  
Joint Legislative Public Hearing  
2023-2024 Executive Budget Proposal for Transportation  
February 6, 2022**

My name is Lauren Paterno, Government Affairs Representative for AAA New York State, an association of the five independent, not-for-profit AAA clubs in New York that collectively serve a membership of 2.9 million drivers. AAA Northeast appreciates the opportunity to provide a statement to the Joint Legislative Hearing on Transportation for the 2023-2024 Executive Budget.

**Stop Secondary Crashes, Part P**

**AAA New York State strongly supports Stop Secondary Crashes, Part P of the Transportation, Economic Development and Environmental Conservation (TED) bill** which will prevent secondary crashes and allow for motorists to move their vehicle out of traffic in the event of a crash involving no personal injury or death. New York is one of only 8 states which have yet to adopt a “steer it or clear it” provision under state law. Aside from volume, congestion has 3 major contributors - traffic incidents, bad weather and work zones. Federal Highway Administration officials estimate stalled vehicles, traffic stops, highway debris, and crashes are examples of traffic incidents that account for about one-third of all traffic delays. By reducing the duration of incidents, we will improve the flow of traffic.

The concept of quick clearance after a minor crash has been strongly supported by the members of the NYS Traffic Incident Management Committee for many years. Part P will help to improve incident management response times and enhance mobility by allowing drivers to quickly move their vehicles to a safe location. It is time for New York to pass a “steer it or clear it” law to help improve traffic flow and reduce crashes on our roadways.

**Triborough Bridge and Tunnel Authority Speed Cameras, Part B**

AAA supports automated enforcement that is supplemented with engineering measures, educational campaigns, and traditional law enforcement, provided a thorough evaluation is regularly conducted and disclosed to the public. The proposed Triborough Bridge and Tunnel Authority (TBTA) program has a few important first steps to begin a transparent and safety minded program, such as posted signs and published reporting. Below are a few additional recommendations to strengthen the program:

## **Annual Reports**

While the proposed language requires reporting, AAA recommends reporting on an annual basis to compare results year-over-year to ensure camera locations can be altered based on prior year's crash data to prioritize safety.

## **Public Education & Warning Period**

Prior to beginning camera enforcement, the TBTA should conduct campaigns to inform the public and to discourage unsafe driving behaviors. Each program should also include a probationary period (e.g. 30-60 days) for each new camera location when only warnings are provided. Enshrining a warning period in law ensures community and driver awareness across all camera locations.

## **Fund Traffic Safety Initiatives with Camera Revenue**

Many entities reap sizable profits from camera programs – but to fully prioritize safety, and to ensure that automated enforcement isn't considered an easy way to raise revenue, New York should require that net revenue fund traffic safety initiatives, which are often underfunded. By statute, Pennsylvania and Texas direct excess revenue to trauma care centers or traffic safety programs.

AAA greatly appreciates the opportunity to submit testimony.

Thank you,

Lauren Paterno  
Government Affairs Representative  
AAA New York State  
lpaterno@aaanortheast.com