

# STATE OF NEW YORK

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4932

2017-2018 Regular Sessions

## IN SENATE

March 3, 2017

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Introduced by Sens. DIAZ, HAMILTON -- read twice and ordered printed,  
and when printed to be committed to the Committee on Transportation

AN ACT to amend the transportation law and the public authorities law,  
in relation to the study and examination of the state's roadways and  
the thruway in reducing certain motor vehicle risks

The People of the State of New York, represented in Senate and Assem-  
bly, do enact as follows:

1 Section 1. Section 14 of the transportation law is amended by adding  
2 a new subdivision 36 to read as follows:

3 36. To study and examine the performance of the state's roadways in  
4 reducing the risk of motor vehicles departing the travel lane and over-  
5 turning, or colliding with fixed objects, or colliding with motorized or  
6 non-motorized vehicles or pedestrians, or leaving the roadway. Such  
7 study and examination shall include, but not be limited to, segments of  
8 the state's roadways with a high number of fatal crashes, and segments  
9 of roadway with hazardous features such as steep slopes, embankments,  
10 cliffs, drop-offs or deep bodies of water. The commissioner shall submit  
11 a report on lane departures, utilizing existing data whenever possible,  
12 beginning no later than August thirty-first, two thousand eighteen and  
13 annually thereafter, to the governor and the legislature which report  
14 shall include but shall not be limited to: (a) the number and type of  
15 travel lane departure crashes on the state's roadways including, but not  
16 limited to, fixed object, head-on, cross-over, rollover and sideswipe  
17 crashes, roadway departures, and those involving non-motorized vehicles  
18 and pedestrians; (b) the extent to which the department has analyzed  
19 crash data and identified and considered the safety needs of the state's  
20 roadways including but not limited to high-fatality segments and  
21 segments with hazardous features such as steep slopes, embankments,  
22 cliffs, drop-offs or deep bodies of water; and (c) the measures and  
23 strategies that the department has undertaken, or plans to undertake, to

EXPLANATION--Matter in italics (underscored) is new; matter in brackets  
[-] is old law to be omitted.

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1 improve roadway performance and reduce the risk of motor vehicle travel  
2 lane departures and crashes.

3 § 2. Section 361 of the public authorities law is amended by adding a  
4 new subdivision 3 to read as follows:

5 3. The authority shall study and examine the performance of the thru-  
6 way in reducing the risk of motor vehicles departing the travel lane and  
7 overturning, or colliding with fixed objects, or colliding with motor-  
8 ized or non-motorized vehicles or pedestrians, or leaving the thruway.  
9 Such study and examination shall include, but not be limited to,  
10 segments of the thruway with a high number of fatal crashes, and  
11 segments with hazardous features such as steep slopes, embankments,  
12 cliffs, drop-offs or deep bodies of water. The authority shall submit a  
13 report on lane departures, utilizing existing data whenever possible,  
14 beginning no later than August thirty-first, two thousand eighteen and  
15 annually thereafter, to the governor and the legislature which report  
16 shall include but shall not be limited to: (a) the number and type of  
17 travel lane departure crashes on the thruway including, but not limited  
18 to, fixed object, head-on, cross-over, rollover and sideswipe crashes,  
19 roadway departures, and those involving non-motorized vehicles and  
20 pedestrians; (b) the extent to which the authority has analyzed crash  
21 data and identified and considered the safety needs of the thruway  
22 including but not limited to high-fatality segments and segments with  
23 hazardous features such as steep slopes, embankments, cliffs, drop-offs  
24 or deep bodies of water; and (c) the measures and strategies that the  
25 authority has undertaken, or plans to undertake, to improve thruway  
26 performance and reduce the risk of motor vehicle travel lane departures  
27 and crashes.

28 § 3. This act shall take effect on the sixtieth day after it shall  
29 have become a law.