



THE COUNCIL OF THE CITY OF NEW YORK

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**MAYOR SIGNS BILL BY COUNCIL MEMBERS CHIN, RODRIGUEZ, AND VAN
BRAMER TO REQUIRE NEW VISION ZERO TRAFFIC STUDY**

*Local Law Will Require Comprehensive Study of
Truck Routes, Tolling and Pedestrian and Cyclist Safety*

New York, NY—Today, Mayor Bill de Blasio signed into law legislation (Intro 641) by Council Members Margaret Chin and Ydanis Rodriguez, Chair of the Transportation Committee, and Majority Leader Jimmy Van Bramer. Intro 641 will require the New York City Department of Transportation (DOT) to conduct a comprehensive study of pedestrian and cyclist safety along the city's truck routes.

“It’s time for our city to reexamine its transportation policies when it comes to encouraging heavy thru-traffic on streets used by pedestrians and bicyclists,” **said Council Member Margaret Chin**. “In my district, we have already seen too many fatal collisions. I thank the Mayor for signing this important legislation, which will enable our city to take a systemic look at the underlying transportation policies in our city and develop new strategies to improve safety and save lives in our neighborhoods.”

“In order to truly understand how trucks use and abuse our roadways our city must understand the impacts of tolling policies among other issues on trucks navigating both designated and non-designated truck routes,” **said Transportation Chairman Ydanis Rodriguez**. “My and Council member Chin's legislation will ensure that we arm our city with the information necessary to make changes to better alleviate heavily congested roadways and understand what causes them. I could not be more pleased with the enactment of this legislation and look forward to evaluating the findings of this study come 2016.”

“Unruly truck traffic continues to plague our neighborhood streets putting the lives of children, seniors and cyclists in danger,” **said Council Majority Leader Jimmy Van Bramer**. “This law will enable our City to secure detailed data about our most dangerous truck routes allowing us to develop a comprehensive strategy to protect New Yorkers and ensure our residential streets and neighborhoods are safe from excessive and reckless truck driving. I am proud to have worked

alongside Transportation Chair Ydanis Rodriguez and Council Member Margaret Chin to get this transformative bill passed and thank my colleagues for supporting our efforts to enhance our City's Vision Zero initiative.”

Alongside transportation and community leaders, the Council Members hailed the enactment of the legislation as a serious step forward for traffic safety policy. Designated truck routes like Canal Street in Lower Manhattan, represented by Council Member Chin, and Queens Boulevard in Council Member Van Bramer's district, have been plagued with pedestrian and bicyclist fatalities and injuries. Trucks make up over 3.6 percent of vehicles on city streets, but account for 32 percent of cyclist fatalities and 12.3 percent of pedestrian deaths. The presence of heavy thru-traffic in an area utilized by pedestrians can also potentially contribute to congestion and dangerous conditions. In 2014, two pedestrians were killed along Canal Street.

Intro 641 requires a comprehensive study that includes but is not limited to:

- The impact of tolling policies and truck route designation on the use of truck routes within the city
- The number and types of crashes involving pedestrians and bicyclists on truck routes in the last five years
- A review of policies and strategies utilized by the city to increase safety on truck routes
- Recommendations for improving safety on truck routes

(The complete list of reporting requirements can be found in [the text of the legislation](#))

A study of truck routes is overdue: despite having more than 1,000 miles of truck routes, the last time the DOT released any comprehensive study regarding truck routes was in 2007. The comprehensive study is required to be submitted no later than June 30, 2016.

“It's essential for DOT to study these truck routes because big commercial vehicles have been responsible for 30 deaths and more than a thousand injuries over the past three years alone,” **said Paul Steely White, Executive Director of Transportation Alternatives**. “Most of the city's truck routes are on wide streets, where the majority of traffic deaths and serious injuries occur, even though these corridors make up only 15% of our total road network. A DOT study would help the city as it moves forward with its pledge to rebuild dangerous streets across the five boroughs. Mayor de Blasio recognizes that Council Member Chin's legislation is an important part of the Vision Zero effort, and we thank him for signing this bill.”

“We applaud Council Member Chin's leadership on this important issue and commend Mayor de Blasio for directing the DOT to conduct a study on cyclist safety along our City's truck routes,” **said Alex Matthiessen, campaign director for Move NY**. “More and more New Yorkers are jumping on their bikes to get around town, and this study will provide invaluable information on how to make our streets safer for both cyclist and trucker.”

“Families for Safe Streets applauds Mayor de Blasio for signing Council Member Chin's legislation mandating study of the city's truck routes,” **said Hsi-Pei Liao, an advocate with Families for Safe Streets**. “Trucks are a major hazard to pedestrians and cyclists, and a DOT study of the city's trucking routes and tolling policies will advance street safety. The analysis

provided for in this bill is an essential step toward redesigning the city's most dangerous streets as we work toward the Vision Zero goal of eliminating traffic fatalities and serious injuries.”

“Intro 641 will quantify the threat posed by traffic, and especially trucks, to the health and safety of New Yorkers,” **said Catherine McVay Hughes, chair of Manhattan Community Board 1.** “This is a critical step to prepare for changes to improve public safety, reduce congestion, improve business conditions and bring us cleaner air. Canal Street connects Manhattan Bridge and the Holland Tunnel and it is an extreme example of the many dangers and health impacts that you get when you mix high-density residential and commercial neighborhoods with a high-volume truck route. The data that Intro 641 will bring us will show how the traffic decisions of 50 and 100 years ago pose a clear and present danger today to us all.”

“With over 30 million vehicles, mostly of trucks of all shapes and sizes, barreling through Canal Street each year (and with so many pedestrians hit or killed in our area last year) we welcome any proposal that can improve the safety and provide better protection for our children, seniors as well as for the public-at-large,” **said Wellington Chen, executive director of the Chinatown Partnership Local Development Corporation.**

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