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Reducing Dangerous Truck Travel for Safer Streets Memo in Support of Intro. 495

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Wednesday, January 28, 2014

Transportation Alternatives is New York City's advocate for safe streets, biking, walking and public transportation. **We are pleased to support Intro. 495 which will make our streets safer by reducing dangerous truck travel.**

Intro. 495 will reduce the extreme concentration of private-sector waste facilities in three low-income communities of color, which handle almost 75% of New York City's waste. The bill will mandate modest reductions to the daily tonnages of garbage and construction waste trucked through these communities and will cap the share of waste handled by any other single community district in New York City, protecting other neighborhoods from future clustering of truck-intensive waste facilities. This will reduce dangerous truck travel, making our streets safer throughout the city.

STATEMENT IN SUPPORT:

Crashes involving a truck are far more likely to result in death than those involving cars: according to the mayor's office, trucks account for less than 4% of vehicles in NYC but cause 32% of cyclist fatalities and 12% of pedestrian deaths. This includes dozens of pedestrians and cyclists who have been killed by garbage trucks in recent years. Indeed, **the first cyclist death this year was caused by a private trash hauler.**

More than 9,000 heavy-duty diesel trucks collect New York City's waste and haul it to waste transfer stations. This system creates safety risks for pedestrians and cyclists throughout New York City, and most severely affects residents that live along truck routes and near waste transfer facilities concentrated in North Brooklyn, the South Bronx, and Southeast Queens.

In these neighborhoods, many truck routes are near bike lanes, on public transit corridors, next to dense residential housing, and public schools – creating a major public safety risk to these communities.

Intro 495 will reduce truck travel, making our streets safer for everyone, particularly in neighborhoods that are now disproportionately at risk to dangerous trucks.

For these reasons, Transportation Alternatives supports Intro. 495.