

been required for school buses since the 1970s; and

Whereas, While the State legislation defines a large truck as weighing 26,000 pounds, the Insurance Institute for Highway Safety-Highway Loss Data Institute defines a large truck as one that weighs over 10,000 pounds; and

Whereas, According to the legislative history of the 2011 State law, commercial trucks have been a major contributor to pedestrian accidents and deaths in New York City because of the “blind spot” that exists in front of the truck; and

Whereas, The legislative history also cites to a 2005 United States Department of Transportation study that shows that 71 percent of pedestrians killed by large trucks were killed in frontal collisions; and

Whereas, Streetsblog NYC, which operates the website streetsblog.org, documents at least three cases in New York City in recent years when people were killed by trucks, including one small child; and

Whereas, While requiring heavy trucks to have a convex mirror will help prevent deaths like this in the City, exempting lighter trucks raises questions about whether the law should be strengthened; and

Whereas, Proponents of closing this loophole argue that the lighter trucks are similar to heavier trucks and have the same blind spots that do not allow them to see pedestrians crossing in front of the truck; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the New York State Legislature to pass, and the Governor to sign, legislation to expand the number of trucks covered under the 2011 crossover mirror law.

LS#4525
5/28/2013
GZ