



June 9, 2026

Commissioner Mike Flynn  
NYC Department of Transportation  
55 Water Street  
New York, NY 10041

Dear Commissioner Flynn,

I am writing to express our support for the NYC Truck Route Network Redesign. Long Island City is a major beneficiary of the Truck Routes to keep our streets safe and moving. As shown by our businesses complying 93% according to the Truck Route Redesign Report, the highest city-wide, industrial businesses heavily rely on these corridors to deliver their goods and services to the rest of NYC.

The Long Island City Partnership's mission is to advocate for economic development that benefits LIC's industrial, commercial, science and technology, cultural, tourism, and residential sectors. We aim to attract new businesses, retain those already here, engage residents and visitors, and promote a vibrant and authentic mixed-use community. We also operate the LIC Business Improvement District, which has newly expanded into the Industrial Business Zone (IBZ) east of Sunnyside Yards.

With over 2,100 businesses and 28,500 industrial sector jobs, Long Island City sits at the center of the city's movement of goods. Long Island City is one of the highest truck-traffic origin-destination zones in the city, highlighted in the Truck Route Redesign report. The truck route network is the foundation that allows for businesses to access three boroughs and Long Island through four bridges, a tunnel, and three highways that define LIC as a central hub for industrial businesses to support NYC's economy.

NYC heavily relies on trucks to move goods to residents, businesses, construction sites, and more, both within and out of NYC. In DOT's Truck Route Network Redesign report, it states that trucks move more than 89% of goods in and out of NYC, and notes a surge to an average of 2.3 million daily residential packages delivered citywide, up from 1.8 million before the pandemic.

When designated corridors are unclear, poorly signed, or inadequate for large vehicles, drivers take the path of least resistance — often through neighborhoods, school zones, and streets that were never designed for heavy freight. This creates unnecessary risk for pedestrians, cyclists, and residents in the absence of Truck routes

We encourage DOT to take the Truck Route Redesign a step further by establishing clear **street improvement toolkit guidelines** that every designated truck route must meet. Designating a street

as a truck route is an implicit commitment that the street is safe and suitable for trucks to use. Too often, that commitment is not kept. Many NYC streets have significant safety and infrastructure deficiencies that are incompatible with heavy freight use:

- **Pavement condition:** Potholes, deteriorating crossings, and uneven surfaces destabilize loads and impair driver control. Designated truck routes must be maintained to a standard that reflects their function.
- **Geometric adequacy:** Turn radii, lane widths, and overhead clearances must accommodate the vehicle sizes permitted on each route. Where geometry falls short, either the designation should be reconsidered or capital improvements should be programmed.
- **Signage and wayfinding:** All redesignated routes must receive updated, standardized signage — and digital navigation platforms must be updated to match, so drivers are consistently guided onto approved corridors.
- **Route continuity:** A truck route that abruptly ends, shifts to an inadequate street, or lacks clear wayfinding at complex intersections forces dangerous last-minute decisions. Routes must be continuous and logically connected to highway access points.

Long Island City is a uniquely mixed-use environment, where industrial businesses sit alongside residential buildings, hotels, restaurants, and schools. This density of competing uses on the same streets creates inherently high-risk conditions: a loading dock next to a school pickup zone, a truck corridor that doubles as a cycling commute route, a delivery street that becomes a pedestrian thoroughfare during shift changes. Without designated freight corridors and a clear streetscape toolkit, these conflicts are left to resolve in real time - and the consequences fall on the most vulnerable road users. Trucks navigating ambiguous routes through this mixed environment are forced into situations where a wrong turn, a blocked loading zone, or an unmarked intersection can quickly become a serious safety incident. Designated truck routes, paired with physical street design interventions, are not optional enhancements in a place like Long Island City. They are the minimum necessary infrastructure to manage a street network that is being asked to serve too many competing demands at once.

We encourage DOT to reconsider the existing truck route on Vernon Boulevard South of 44<sup>th</sup> Drive. With the addition of 44<sup>th</sup> Drive, nearly every major street in LIC is a truck route. As portions of LIC have become densely populated with residents and retail, specifically around Vernon Boulevard, south of 44<sup>th</sup> Drive, the high concentration of trucks has caused challenges due to the width of the street. We recommend that DOT consider directing trucks off this portion of Vernon and use the newly added 44<sup>th</sup> Drive as a connector.

Long Island City's businesses are committed partners in making NYC's streets safer and more efficient. A redesigned truck route network - with clear corridors, safe street design, and infrastructure that meets the demands of modern freight - will benefit businesses, workers, residents, and every New Yorker who depends on the goods we move every day.

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Thank you for the opportunity to comment.

**Sincerely,**

A handwritten signature in cursive script, appearing to read "Laura Rothrock", enclosed in a light gray rectangular box.

Laura Rothrock  
President  
Long Island City Partnership