

**DISTRICT OFFICE**

4417 4<sup>th</sup> AVE  
BROOKLYN, NY 11220  
TEL: (718) 439-9012

**LEGISLATIVE OFFICE**

250 BROADWAY, SUITE 1774  
NEW YORK, NY 10007  
TEL: (212) 788-7372

E-MAIL: [District38@council.nyc.gov](mailto:District38@council.nyc.gov)



THE COUNCIL  
OF  
THE CITY OF NEW YORK

**Alexa Avilés**

COUNCIL MEMBER  
38<sup>th</sup> DISTRICT, BROOKLYN

COMMITTEES

ECONOMIC DEVELOPMENT  
FINANCE  
GENERAL WELFARE  
IMMIGRATION  
LAND USE: SUBCOMMITTEE ON LANDMARKS, PUBLIC  
SITINGS, RESILIENCY AND DISPOSITIONS

June 9, 2026

**Comments re: DOT Proposed Amendment of Rules Relating to Citywide Truck Routes**

As the New York City Council Member for District 38, I am providing comment on the Department of Transportation's (DOT) proposed redesign of the truck route network.

The city's truck route network has not been redesigned since the 1970s. In the decades since, our city has seen major changes to our streetscape, from the rise of the e-commerce to changes in neighborhood composition from industrial to residential. Our residents have seen heavy-duty trucks drive through their neighborhoods, blocking intersections, contributing to traffic, and damaging vehicles.

As the Council Member who proposed the legislation that requires DOT to update to the citywide truck route, I believe any redesign of the truck network should reduce truck traffic on local roads, improve pedestrian and cyclist safety, and reduce pollution — not just changes to the truck route itself, but also a commitment to street safety enhancements and concrete plans for enforcement.

My comments below detail my office's views on the plan. Our comments first address in-district changes to the truck route network, including 1) DOT's proposal to complete the New Utrecht Avenue truck route, 2) the addition of 2<sup>nd</sup> Avenue to the city's truck route network, and 3) the omission of Red Hook from the truck network redesign and leaving the status quo. Last, I describe the need for more clarity regarding street safety improvements and enforcement of the proposed truck route network.

First, DOT's proposed redesign of the truck route adds additions to the New Utrecht Avenue truck route in my district. This addition codifies a portion of the truck route that has essentially already been used as a truck route, and we have indication from Brooklyn Community Board 11 that they support this addition. For this reason, I support this proposed change to the truck route network, and urge improvements to truck route enforcement, which I outline in later portions of my comments.

Second, DOT's proposed redesign also includes adding 2<sup>nd</sup> Avenue from 29<sup>th</sup> to 58<sup>th</sup> Streets as a truck route. This stretch of 2<sup>nd</sup> Avenue route includes sensitive land uses, including the NYU Langone Medical Campus. Furthermore, the DOT report does not address the planned addition to the Brooklyn Greenway that will run along 2<sup>nd</sup> Avenue from 29<sup>th</sup> to 39<sup>th</sup> Streets once the Greenway is implemented, and how the addition of a truck route on 2<sup>nd</sup> Avenue would impact cyclists' safety. Moreover, the plan maintains the existing truck route on 3<sup>rd</sup> Avenue – meaning there would be two parallel truck routes immediately next to one another. Given concerns regarding traffic, safety, and air quality, I oppose putting two parallel truck routes right next to each other. DOT should remove 3<sup>rd</sup> Avenue as a truck route. Furthermore, to avoid complications with the medical campus, DOT should reconsider the stretch of 2<sup>nd</sup> Avenue that runs along the NYU medical campus. For example, a truck route could run on 2<sup>nd</sup> Avenue between 65<sup>th</sup> and 58<sup>th</sup> Streets, turn west on 58<sup>th</sup> Street, run along 1<sup>st</sup> Avenue through 39<sup>th</sup> Street, and then resume on 2<sup>nd</sup> Avenue between 39<sup>th</sup> and 29<sup>th</sup> Streets.

Third, I also want to raise concerns regarding the omission of Red Hook in the Department's redesign proposal. Red Hook is a hotspot for last-mile facilities: more than 20 percent of vehicles on Red Hook streets are trucks and commercial vans. Currently, Van Brunt Street is a truck route with many conflicting uses of the road: there is a school bus route, an MTA bus route, a shared bike lane, and a main business corridor for the neighborhood. This plan does nothing to address these conflicting uses of a main thoroughfare in this neighborhood. I urge the DOT to examine the proliferation of last-mile facilities and deliveries in Red Hook, consider the role of blue highways in shaping our city's truck network, and make sure this community is included in redesign of the truck route network.

Last, I urge DOT to include concrete plans to improve street safety infrastructure and enforcement in current and proposed truck routes. Any changes to the truck route will require an expansion of street safety infrastructure, including improvements to traffic signals, street lighting, crosswalks, and daylighting design. I would like to see more from DOT about how these street safety infrastructure components will be included in the redesign of the truck route. While the report states the DOT has these tools at their disposal, the Department does not commit to how these tools will be used on proposed routes. Each proposed route should have a corresponding commitment around street safety infrastructure. This will not only improve street safety, but will also build trust in communities who have dealt with unsafe streets for far too long.

I also would like to see more from DOT regarding the role of enforcement. The DOT's report shows a decrease in enforcement regarding truck route violations across the city over the last decade. The report also makes mention of the Department's new Department of Sustainable Delivery (DSD), and its role in improving route compliance. Furthermore, as mentioned above, some of the streets being proposed for truck routes already function as truck routes – suggesting that enforcement of the truck network has been an issue for DOT and NYPD. Moving forward, we want to understand more about how DOT's DSD will play a role in enforcing the truck route network, including the timeline when key elements of enforcement will be activated, including independent ticketing authority of DSD. We also want to know more about the siting of Target Enforcement Zones as outlined in the DOT report, how the DOT and NYPD plan to enforce those zones, and what levels of staffing will be required for enforcement by borough.

This is a moment to think creatively and comprehensively about how we use our city's streets. This current proposal from DOT falls short of that vision. Without key elements like safety enhancements and enforcement plans included in DOT's proposal, communities may be hesitant to support these proposed changes. I urge DOT to keep in mind the goals of reducing traffic in local roads, improving pedestrian and cyclists safety, and reducing pollution when considering the redesign of our city's truck network.

I remain a partner in this work, and look forward to the continued discussion as my legislation is implemented.

Council Member Alexa Avilés  
District 38, Brooklyn