

0:00

Good morning everyone.

0:01

Today is Tuesday, June 9th, 2026.

0:05

It's 10 O 5:00 AM My name is Steven Solecki, Deputy Director of the Freight Corridor Initiatives and Operations team, and I'd like to welcome you to the New York City Department of Transportation's virtual hearing on its proposed rule amending for citywide truck wraps.

0:23

Today's hearing will be conducted in accordance with the Charters Citywide Administrative Procedure Act, or Kappa.

0:31

Kappa requires all agencies to conduct public hearings on proposed rules for the purpose of collecting comments for from the public.

0:39

Such hearings must take place no sooner than 30 days after the initial notice of opportunity to comment appears in the City Record.

0:47

The notice of opportunity to comment on the rule presented for consideration today was first published in the City Record on May 4th, 2026.

0:57

Notice was also provided via e-mail to the Speaker of the City Council, all Council members, all Community Board manager, members of the news media, and relevant civic organizations.

1:09

In addition, dot provided a copy of notice to the New York City Rules website and posted on the Department's website.

1:17

dot has been accepting written comments on this proposed rule since publication of the notice in the City record and will continue to do so until 5:00 PM today.

1:27

You may provide written comments by e-mail at [rules@dot.nyc.gov](mailto:rules@dot.nyc.gov) or through the NYC Rules website.

1:37

As a reminder, today's hearing will provide an opportunity for the public to provide feedback on the proposed rule.

1:43

As such, dot officials in attendance will not answer any questions that are posed at this hearing.

1:51

The department will, however, carefully consider all written and oral comments it receives on this proposed rule.

1:57

Following such consideration, dot will issue a final rule by submitting a Notice of Adoption in the City record.

2:05

The rule will go into effect 30 days from the date of publication.

2:10

If you wish to provide verbal testimony on the rule, we will call your name based on the names we received in advance of today's hearing and then anyone who uses the Raise Hand feature on Zoom.

2:22

We ask that you limit your comments to 3 minutes.

2:25

If you have any additional comments, please e-mail or post them through the NYC Rules website.

2:31

Once we call your name, you will be unmuted so you can provide your name and affiliation.

2:37

Please speak slowly and clearly so that your statement can be accurately recorded.

2:42

And thank you in advance for your cooperation.

2:47

All right.

2:48

And that being said, we can get started with our first speaker and that would be Council Member Brooks Powers.

3:10

I don't think the Council member is here right now, so let's go on to the second speaker.

3:18

All right, our second speaker is Brendan Gibbons.

3:27

Hi, everyone.

3:27

Hi, Steve.

3:28

Thanks for hearing us today.

3:31

So I just want to start off by saying that the State Street Block Association, we stand together with our Bay Ridge neighbors who are also opposing a truck route in their area.

3:47

The problem is on 3rd Ave.

3:50

And it's interesting that they're dealing with this on 3rd Ave.

3:54

many miles from us and we're dealing it with 3rd Ave.

3:58

here in Downtown Brooklyn.

4:00

So we stand in support of them hopefully where a lesson to them of what happens when a truck route goes directly through your community and they can learn from us and we can work together.

4:15

But I just wanted to lead off by saying that we support them and stand with them.

4:20

So my name is Brendan Gibbons.

4:24

I filed a comment on the record.

4:27

I'm from the 405 Hundred State Street Block Association, and we're located in Boerum Hill.

4:34

So what are our problems?

4:36

3rd Ave.

4:37

N between Atlantic and Skimmerhorn has two lanes.

4:42

Many, most of the time it's narrow just to one lane.

4:46

And we have major construction projects, one of the biggest projects in the city on this corner that's going to be, I think it's like 1800 feet tall or 1500 feet tall.

4:57

It's a skyscraper, so on top of that we regularly document 53 foot long tractor trailers here, which are prohibited.

5:07

We have a neighbor who looks up the permits because every 53 foot long truck has ADOT number on the side.

5:16

When he looks them up, he finds that they do not have a permit to be on our street.

5:21

Whether that's a perfect system, I don't know, but we have not been able to find permits for these trucks to be on our street.

5:28

We have photographs and videos of these trucks hitting cars and not stopping.

5:35

So I don't drive in the city, but if I did and a truck destroyed my car and kept driving, I'd be very upset about that.

5:43

We also have photographs of a truck.

5:47

We don't have a photograph of it happening, but dot visited our area and installed a sign that said local trucks only or you know, I think it did say local trucks only.

6:01

And that day a 53 foot truck ran it over.

6:06

So because the 53 foot trucks have to mount the sidewalk in order to get through our area, they really have no other way to get on to get through 3rd Ave.

6:19

to get to Scramblehorn Street, to get to Flatbush without mounting the sidewalk.

6:24

And that's why that sign was destroyed.

6:26

Kind of ironic or or whatever you want to call it.

6:29

Another issue is that Fire Engine 226 is on State Street.

6:33

They cannot get through when the 53 foot trucks are in our area.

6:39

So our alternative, our alternative is a different route and I'll quickly tell you why.

6:47

I used to live for many years on the corner of State and Borum and Borum Place has almost no traffic.

6:57

It has 5 northern bound lanes that connects it to Tillery St.

7:05

and to the points N There's really hardly ever any traffic there because it's a very odd kind of T-bone.

7:12

It stops at Atlantic Ave.

7:14

It has the right radius, it has the right number of lanes, it has a center planted concrete median.

7:22

It has all of these things that Third Ave.

7:24

does not have.

7:26

So instead of making four turns to get through our area, a truck could make three turns.

7:33

Take Atlantic, turn on Borum, turn on Tillery.

7:38

Brendan, I am sorry it's been 3 minutes, so if you have any additional comments, feel free to e-mail them or post them on the NYC Rules website.

7:47

I'm going to put a message in for everyone.

7:49

I'm reminding everyone of where they can e-mail their comments.

7:54

OK, thank you.

7:55

I was almost done.

7:56

Anyway, did you want me to finish my thought or just end if you could wrap it up in the next like 10 seconds just because we have other people to get to.

8:11

Of course, thank you for thank you for keeping the timer on me.

8:14

I'll only add that Council Member Lincoln Ressler filed a letter in support.

8:19

He's in favor of this.

8:21

We have two schools on this corner.

8:23

They're in favor of it.

8:25

And the Brooklyn Borough President's office is looking into it.

8:28

Downtown Brooklyn is looking into it.

8:30

So we have a lot of people in favor of this.

8:32

Thank you for hearing us today.

8:34

Good luck everybody.

8:42

All right.

8:42

Our next speaker is John Deluper.

8:45

All right, thank you.

8:52

Good morning.

8:52

My name is John Deluper.

8:53

I live between 2nd and 3rd Ave.

8:55

in Sunset Park, Brooklyn.

8:57

Under Local Law 171, dot is mandated to redesign the truck route network to enhance safety, increase visibility, and reduce the burden of heavy vehicles on residential neighborhoods.

9:08

dot must balance freight movement with community well-being and actively avoid narrow, primarily residential streets.

9:14

I'm here to say that the plan before us today does not do that for my neighborhood and instead chooses to deepen the legacy of danger and environmental damage to our community.

9:23

Dot states the truck routes should actively avoid areas with primarily residential uses, but 8 streets of the newly added portion are more than half residential, as are several other blocks on the existing 3rd Ave.

9:35  
portion.

9:37  
dot report notes that there's virtually no enforcement of issues related to trucks such as oversized trailers, sidewalk and crosswalk parking, truckers parking overnight, and trucks cutting through residential streets.

9:48  
Any re examination of the truck routes must address this with real infrastructure like day lighting, concrete curb extensions, and trees or greenery to help address our flood problems.

9:57  
Furthermore, Second and 3rd Ave.

9:58  
are increasingly becoming high pedestrian conflict zones due to facilities like Industry City and Urban Air, which regularly brings hundreds of kids to 2nd Ave.

10:07  
In spite of this, across 2nd Ave.

10:09  
many blocks mark or lack marked pedestrian crossings and some lack curb ramps at all, forcing pedestrians to cross into oncoming traffic where they can't be seen between all the parked vehicles.

10:20  
This plan is also routing heavy freight directly past NYU Langone Brooklyn Hospital.

10:26  
Adding more trucks to this area 1 where ambulances routinely double park and there's a bus route can make congestion worse and possibly risk lives.

10:33  
I also want to say that this proposal does nothing to address the problems on 3rd Ave.

10:36  
which dot seeks to continue having as a truck route in your report in from between 2017 to 2023 dot studied the dangers of all the truck routes and I want to note that during that.

10:49  
We lost at least five neighbors to truck truck related crashes on 3rd Ave.

10:54  
alone.

10:56

But but after stringing us along with promises of safety plan, dot has disappeared and failed to even show the full plan they promised the local Community Board in 2023.

11:05

Failing to implement 3rd Ave.

11:07

St.

11:07

improvement plan highlights that there's an equity gap in this planning.

11:11

In Bay Ridge, the community's been promised mitigation measures such as concrete curb extensions near their new elementary school.

11:17

We have an intersection as part of the truck route, 60th St.

11:20

and 3rd Ave.

11:21

which has four schools and a daycare center.

11:23

But we haven't even been given the opportunity to see the additional safety possibilities for that intersection because of lack of progress on the 3rd Ave.

11:32

St.

11:32

improvement plan.

11:33

dot has actually even let conditions get worse there at that very intersection.

11:38

Lights under the Gowanus Expressway from 59th St.

11:40

all the way to 63rd St.

11:41

have been out entirely since January, which makes this crossing even more dangerous between all the children and trucks in addition to other school.

11:50

Projects like the safety plan at 65th Street are only partially complete.

11:55

My opinion, dot is really failing our community on this, but you can do better.

11:59

We need you to complete the infrastructure we need.

12:01

Return to the Community Board and show the full 3rd Ave.

12:04

St.

12:04

improvement plan, then implement that immediately.

12:07

Paint all the missing crosswalks on 2nd Ave., Add day lighting on 2nd and 3rd Ave.

12:11

wherever possible, and place measures like bollards or granite blocks to park to stop parking on sidewalks.

12:18

Also add tools like diverters and reconfigure some of the residential streets in that area into the low traffic neighborhood style in order to protect the people who live on those streets from trucks cutting through it.

12:28

Now I understand the Sunset Park is really important for our freight network, but inviting more trucks without fixes and dangers our community and deepens existing inequities.

12:37

Please come back and finish the 3rd Ave.

12:38

St.

12:39

improvement plan and Add all these other improvements so that our children and neighbors do not pay for the city's logistical efficiency with their lives.

12:47

Thank you.

12:51

All righty, thank you for your comment.

12:53

Our next speaker is Gloria Boyce Charles.

12:56

Well, just saying we have to amend it because of good morning.

13:03

My name is Gloria Boyce Charles and I am a long time active member of the Southeast Queens Brookville community.

13:11

Thank you for the opportunity to testify.

13:13

And just as an aside, the Council member, Brooks Powers, is on her way.

13:19

Local Law 171 requires that the New York City Department of Transportation redesign the city's truck route network to facilitate efficient and safe truck traffic with a view to reducing the negative effects of freight deliveries on surrounding communities and encouraging truck compliance with weight and size limitations.

13:41

The agency was required to consult with community stakeholders in the process.

13:47

Our SE Queens community is host to the JFK Airport and air cargo facilities and an industrial business zone.

13:56

As such, we are Ground Zero for a thriving air cargo industry.

14:02

Yet, other than the dissemination of a truck survey portal, there was no effort on the part of the dot to reach out and consult with acknowledged civic associations and environmental stewards in our community.

14:17

The resulting rules proposed by dot reflect more of an effort to facilitate the trucking priorities of the air cargo industry and contain no relief for the burdens placed on the surrounding communities.

14:32

Specifically, by adding Farmers Blvd.

14:35

As a through truck route, the dot exposes the homes, churches, a school, shelters and businesses near and around that area to increase truck traffic and diesel fuel emissions.

14:49

The rules do nothing to address the disruptive and dangerous threat posed by 53 foot and other Class 7 and 8 trucks that traverse and park illegally on our local streets.

15:02

These heavy duty trucks do not belong in our communities.

15:06

They pose safety, health and quality of life hazards.

15:10

They park illegally, sideswipe cars, emit toxic diesel fumes, pull down overhead wires and shake our homes and damage our streets.

15:22

dot can act now to redress these harms, just as Local Law 171 mandated them to do we.

15:30

We know that trucks must move through our communities to support the air cargo industry, but dot can work with Port Authority to require heavy duty trucks to offload their cargo onto smaller trucks at the airport before accessing our local streets.

15:48

dot can collaborate with community to identify and designate limited truck routes that would restrict truck size and weight on our residential streets.

15:59

Such routes have long been in use since Staten Island.

16:03

Some of our most vulnerable areas are streets bordering the IBC streets with medians.

16:09

These streets are too narrow to accommodate heavy trucks and neighborhoods located outside of the IBC that contain M1 zoned warehouses.

16:20

As we all know, M1 zoned businesses are for light, low impact operations and there's nothing light or low impact about the 53 foot diesel fueled semi trucks that are currently coming in and out of our of their parking bays.

16:38

Finally, dot can create an office that is responsible for implementation and oversight of a fair and effective truck management infrastructure.

16:49

This would add add a measure of accountability.

16:53

The role would prioritize coordination of community engagement to inform identification of limited truck routes and development and placement of signage, education of the NYPD on monitoring and enforcement impacts, and ongoing program assessment and remediation.

17:15

In closing, our SE Queens communities bear the brunt of the burdens of a JFK Air cargo business that generates billions of dollars in economic activity annually.

17:29

The proposed revised truck network does nothing to care for these burdens.

17:36

It will only add to them and it will further compromise our communities.

17:41

SE Queens deserves better.

17:45

Thank you.

17:50

Thank you for your comment.

17:52

Our next speaker is Lou Venich.

18:01

Thank you Lou Venich in Sunnyside, Queens.

18:04

I'll sum up written comments to follow.

18:07

This is not just a technical exercise.

18:09

It supports 2 key goals.

18:12

First, it helps meet the challenge of improving all the modes in the transportation network and balance our varied mobility needs.

18:19

Trucks are a vital part of that mix.

18:21

Second, we should support the firms that make things, build things and deliver the goods and services New Yorkers rely on and the jobs they provide at all skill levels.

18:31

This proposal overall supports both goals.

18:34

It's a long overdue effort to assure safer, more efficient trucking, along with other city efforts to better manage its vehicular network and promote ways to reduce our dependence on conventional trucking.

18:46

dot should approve these comprehensive changes to truck routes, though feedback in this process will warrant some adjustments.

18:54

The additions and deletions of route segments follow a well done data-driven analysis.

19:00

Trucks are an essential transportation resource in our city.

19:03

Even innovations like cargo bikes, micro hubs, blue highways and more use of rail freight more often than not include truck trips to carry goods to and to motor transfer points.

19:15

It's time to update the 70s vintage truck route maps and recognize change, land uses and logistics.

19:22

The proposed new routes don't create more truck trips.

19:25

They aim to guide safer and more direct truck operations.

19:29

Just as importantly, dot report also recommends improvements in signing enforcement, St.

19:35

design and other strategies for safer truck operations.

19:39

dot should step up these efforts as you're hearing today.

19:43

These proposed route changes also advance the strategy in the Planning Department's recent Citywide Industrial Plan.

19:49

That plan highlights the vitality of the city's industrial sector despite the pressures of the real estate market and traffic challenges.

19:57

Its survey of manufacturers shows that 8 out of 10 plan to maintain or expand their operations here, provided they have affordable space, good Rd.

20:06

access and improved conditions in the areas where they're clustered.

20:10

As others will know, the revisions are especially needed in the most concentrated industrial areas.

20:16

Sunset Park, Staten Island.

20:18

Maspeth in the South Bronx.

20:20

More attention is due in Long Island City.

20:23

Following the massive one lic up zoning there, similarly more proposed route changes around JFK should be studied to align with ongoing airport redevelopment.

20:33

Access to a planned multi use Brooklyn Marine terminal must be addressed as well.

20:39

The truck route redesign can't be a one and done for the next 50 years.

20:44

It should spur more supportive and careful management of truck routing on par with the city's energetic efforts to add exclusive bus lanes and bicycle routes and to improve St.

20:54  
design.

20:55  
New Yorkers need all of these elements to work well and work together safely.

21:00  
We need the trucking activity that makes it possible to live and work in our city.

21:05  
Thank you.

21:08  
Thank you for your comment.

21:10  
Our next speaker is Natalie Vina.

21:20  
Good morning, I am an assistant professor in the Department of Urban Studies at Queen's College, CUNY.

21:26  
Today, Class 7 and Class 8 heavy duty commercial vehicles, including 53 foot tractor trailers, terrorize the black and brown neighborhoods adjacent to John F Kennedy Airport.

21:39  
Residents of Springfield Gardens have shown me videos of heavy duty trucks sideswiping parked cars, breaking tree branches and pulling down telephone wires as they squeeze onto residential streets lined with single and two family homes.

21:54  
The trucks pound asphalt into potholed rubble as they bang down the street.

21:59  
Class 7 and Class 8 trucks crack the foundations of homes that manifest hard fought intergenerational wealth.

22:07  
Combusted diesel fuel poisons the air breathed by children and seniors, cardiac patients and city workers, including those eligible for 911 related healthcare in Springfield Gardens.

22:19  
Residents and community leaders have long pleaded with dot for relief from the heavy duty trucks inundating their blocks.

22:27

The truck route redesign is an is an opportunity to rectify profound injustice.

22:33

However, the proposed rules threatened to compound environmental racism by failing to shield Black and brown SE Queens communities from the myriad dangers posed by heavy duty trucking run amok.

22:47

The southern end of Farmers Blvd.

22:49

should not be converted into a local truck route.

22:52

The conversion would increase truck traffic down a stretch of farmers that host churches, numerous residences in an elementary school serving children with special needs.

23:04

Furthermore, any redesign must be accompanied by DO TS promise to protect SE Queens residents from trucks in Springfield Gardens.

23:12

The air cargo industry fuels truck traffic.

23:16

The city should therefore require heavy duty trucks to offload their goods onto smaller vehicles at the airport before transport to the air cargo warehouses that are wrongly located amid single and two family homes.

23:31

Dot should also restrict truck access on Southeast Queens neighborhood streets by establishing limited local truck routes that, inexplicably, the agency has only cited in Staten Island.

23:44

Moreover, dot must regularly and meaningfully engage with SE Queens leaders to identify where to post much needed signage alerting alerting truck drivers of permissible and prohibited routes, as well as parking restrictions.

24:00

dot can make the trucking landscape of southeast Queens less dire and more just.

24:06

I implore the agency to listen to affected residents and redesign the city's truck routes in a way that prioritizes human health, safety, and dignity over commercial interests.

24:18

Thank you.

24:22

Thank you for your comments.

24:23

Our next speaker is Henry Smith.

24:31

Hi, my name is Henry Smith.

24:33

I am the Director of Economic Development at the Long Island City Partnership.

24:37

Thank you for the opportunity to speak on the New York City truck route redesign.

24:41

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%.

24:50

According to the Truck Route Redesign Report, the highest citywide industrial businesses heavily rely on this quarter to deliver their goods and services to the rest of NYC.

24:59

Long Island City Partnership's mission is to advocate for economic development that benefits Lic's industrial, commercial, science and technology, cultural residential sectors.

25:09

We operate the Business Improvement District and are the industrial business service provider for Western Queens with over 2100 businesses and 28,500 industrial jobs just in Long Island City.

25:22

It's trucks and the movement of goods are heavily important to the businesses and employees that operate those trucks at Long Island City.

25:33

The Truck Route Network is the foundation that allows for businesses to be in Long Island City and access 3 boroughs and Long Island through our four bridges and a tunnel and three highways that define LIC as a central hub for the industrial businesses.

25:50

New York City heavily relies on trucks to move goods for residents, businesses, construction sites, and and everyone in it.

25:59

We encourage dot to look at other avenues of moving freight, but that's 89% of the goods as reported as shown in the report are moved through trucks with a big increase post pandemic.

26:13

We also hope dot takes this truck route redesign a step further in increasing safety through adding a street improvement toolkit guidelines to really further make these truck routes safe for pedestrians, cyclists and trucks and, and, and all other vehicles.

26:33

Too often, you know, there's too many safety and, and hazardous conflicts that are on truck routes and we hope that there can be further clarity there.

26:44

Long Island City is an example of this very mixed-use neighborhood, and there's a lot of competing interests in our streetscape.

26:52

We also encourage dot to reconsider the existing truck route on Vernon Blvd.

26:57

South of 44th Drive.

26:59

That portion is quite skinny and with the addition of 44th Drive in this plan, we hope that the trucks can be directed off of that more residential and retail focus corridor to other wider streets.

27:15

Thank you for the opportunity to comment on this and I'll be submitting your written testimony.

27:22

Thank you for the comments.

27:24

And before we move on, just as a reminder, if anyone else that is not signed up would like to testify, please do use the raise hand feature and your hand will be lowered after we add you to the list so no one will be forgotten.

27:37

Just as a reminder, you can use the raise hand function.

27:40

If you would like to testify, we will lower it and make sure we add you to the list.

27:46

Our next speaker is James Vavis.

27:55

Good morning.

27:56

Thank you for the opportunity to speak this this morning.

27:59

My name is James Vavis and I'm the President of the Merchants of 3rd Ave.

28:02

Civic Improvement Association.

28:04

On behalf of the Merchants of 3rd Ave.

28:06

Civic Improvement Association, the 86th Street Business Improvement District, the Bay Ridge 5th Ave.

28:14

Business Improvement District, Brooklyn Community Board 10, and on behalf of a vast majority of residents of Bay Ridge.

28:21

We have submitted comments in opposition to two specific proposed additions to the local truck route network, the extension of 3rd Ave.

28:29

between 65th St.

28:30

and 86th St.

28:33

and the extension of 86th St.

28:35

between 3rd Ave.

28:36

and Fort Hamilton Parkway.

28:38

We ask that the dot sever and withdraw these two Bay Ridge segments before adoption.

28:43

These two adoptions affect the commercial and residential corridors these organizations have served for decades.

28:49

The designations are unsupported by the analysis Local Law 171 requires.

28:54

These requires where designated through a process that bypasses the consultation the local law mandates and rests on an assertion of local authority.

29:05

The local law does not provide each defect we believe is independently sufficient to require severance.

29:12

Together, they leave no basis on which these designations could withstand review.

29:17

Section 1043 of the City Charter requires VOT to publish a final statement on basis final statement of basis and propose the and propose that response to the substantive comments.

29:31

We respectfully ask that the agency's adoption statement address each point raised in the letter and comments that were posted specifically on June 4th at 5:15 on the Rules website.

29:41

It should also be noted that State Senator Andrew Gonardis and New York City Council Member Kayla Santosuoso have both have both publicly opposed these proposed changes.

29:51

Thank you for your time.

29:55

Thank you for the comments.

29:56

Our next speaker is Erika Morales.

30:02

Hello, I just want to confirm you can hear me.

30:08

Yes.

30:09

OK, awesome.

30:11

Respectfully, I oppose the proposal designating 3rd Ave.

30:16

and Bay Ridge between 65th and 86th St.

30:18

as a local truck route.

30:20

3rd Ave.

30:21

serves as a major corridor through the heart of residential neighborhood and is heavily utilized by family, children, seniors, local businesses, commuters, pedestrian cyclists, you name it.

30:33

Increasing truck traffic along this corridor would likely worsen noise, air pollution, congestion, and safety concerns, while also diminishing the quality of life of the residents who call Bay Ridge home.

30:48

This proposal would create a logistical nightmare for a neighborhood that already experiences significant traffic congestion, particularly along roads leading to the Verrazano Narrows Bridge.

30:59

Residents regularly contend with heavy traffic volumes, and introducing additional truck traffic onto 3rd Ave.

31:08

would not alleviate these conditions.

31:10

Instead, it would likely worsen existing bottlenecks, increasing delays, and place further strain on local streets that are already heavily traveled.

31:20

Beyond traffic concerns, numerous studies have demonstrated that communities exposed to higher levels of truck traffic experience increased air pollution and greater health risks associated with diesel emissions.

31:34

Increased truck activity has been linked to higher rates of respiratory illness, including asthma, as well as cardiovascular concerns.

31:42

These impacts are especially troubling in a neighborhood where families, children, seniors live, work and attend school and spend times outdoors.

31:51  
3rd Ave.

31:52  
is surrounded by homes, schools, playgrounds, houses of worship, and local businesses that serve the community everyday.

31:59  
Increasing the volume of large commercial vehicles along this route would create additional safety risk for pedestrians and cyclists, particularly children traveling to and from school or recreational activities.

32:15  
It would also increase noise pollution and further erode the residential character that makes beverage such a desirable place to live.

32:23  
This proposal is not an effective traffic solution and would only create additional problems for residents and local streets.

32:30  
The benefits of this designation do not outweigh the cost of public safety, public health and neighborhood quality of life.

32:39  
Bay Ridge is a family oriented community and transportation planning decision should not prioritize the well-being of those who live here.

32:48  
We do not want this proposal because it would harm our children's and families, increase safety risk, worsen congestion, and make our neighborhood less livable.

32:58  
For these reasons, I strongly urge the Department of Transportation to reject the proposed truck route designation along 3rd Ave.

33:07  
and pursue alternative solutions that better balance freight movement with the needs of the community.

33:14  
Thank you.

33:14  
All right.

33:23

I think now it looks like Council Member Brooks Powers has joined us.

33:27

So we would like to give the floor to her to provide comment at this time.

33:36

Good morning, everyone.

33:37

Can you hear me?

33:39

Yes, OK, So good morning.

33:42

My name is Sylvina Brooks Powers and I represent New York City's 31st Council District.

33:48

I appreciate the Department of Transportation's efforts to comply with Local Law 171 and undertake A comprehensive review of the city's truck route network.

33:59

As part of this process, my office has convened several community meetings with residents, civic leaders, and environmental advocates to review the proposed changes and gather feedback.

34:12

While residents understand the importance of freight movement and and the economic role of truck truck traffic, they also expressed serious concerns about the disproportionate burden already placed on communities surrounding JFK Airport.

34:26

The message from residents was clear.

34:28

Their greatest concern is the movement of large Class 7 and Class 8 trucks through residential neighborhoods.

34:36

These oversized vehicles create safety risks, damage our local roads, generate excessive noise and worsen air quality in our communities.

34:45

Our proposal that generated particular concern.

34:49

One proposal, excuse me, that generated particular concern is the designation of Farmers Blvd.

34:54

as a through truck route.

34:57

Farmers Blvd.

34:58

is not simply a transportation corridor.

35:01

It is home to residences, schools, houses of worship, small businesses and community institutions that serve thousands of Southeast Queens residents every day.

35:12

As dot considers any expansion of truck routes into residential communities, including along Farmers Blvd.

35:19

I urge the agency to evaluate the use of limited local truck routes as a mitigation strategy.

35:26

This tool will, which is currently used in Staten Island, restricts larger trucks while still allowing freight access to smaller vehicles.

35:35

Communities like SE Queens deserve the same consideration.

35:39

Additionally, if New York City GOT proceeds with any expansion of truck routing in Southeast Queens, robust mitigation measures must accompany those changes.

35:53

These should include clear and highly visible truck route signage to reduce off route truck activity and illegal truck parking.

36:02

Enhance enforcement in partnership with the NYPD to ensure compliance with the designated truck routes.

36:09

Ongoing monitoring and public reporting of track truck traffic volumes, route compliance and community impact along corridors such as Farmers Blvd.

36:18  
and surrounding streets.

36:20  
Continue consultation with residents, civic organizations, and local stakeholders as implementation moves forward.

36:29  
Designation of a dedicated New York City dot office or point person responsible for coordinating community engagement, education, monitoring, enforcement efforts with local stakeholders and the NYPD.

36:43  
Education and training of NYPD officers, warehouse operators, and the general public regarding truck route regulations and the environmental and health impacts associated with heavy truck traffic in residential neighborhoods.

36:58  
The success of this redesign should not be measured solely by efficiency of freight movement, but also by its ability to protect public safety, improve quality of life and reduce environmental burdens.

37:11  
So thank you for the opportunity to testify.

37:16  
Thank you, Council member.

37:19  
All right.

37:19  
Our next speaker is Amelia McKenzie.

37:29  
Hi, good morning everyone.

37:32  
My name is Amelia McKenzie.

37:33  
I'm the parent coordinator at PS456.

37:36  
I'm here with our school leadership, Malika Johnson Willis.

37:41

We just wanted to come in as a last minute effort and voice our concern with the truck route on 3rd Ave.

37:51

which conflicts with our building here on State Street.

37:55

Unlike many DOE schools, we don't have children that are taking school buses.

38:00

We don't have any general education buses, which leads State Street to be an intersection for families that are commuting with strollers, by bicycles, with scooters.

38:11

Some of our youngest children are just two years old as we do have a 3K program in place.

38:17

We also do have many students with disabilities here in the school that are receiving door to door busing which obviously is another safety concern for for our most vulnerable students that are here.

38:32

When families are trying to cross the street with scooters and small children, 3rd Ave.

38:36

becomes a very difficult task as many families sometimes have complained that they have to wait multiple lights due to trucks blocking the intersection on both sides unable to cross with the scooter not being seen by truck.

38:50

Traffic that is going through It also has become an even more chaotic intersection due to the fact that there is ongoing construction at the buildings next door which now has taken part of the laneage on 3rd Ave.

39:04

also on State Street making traffic extremely tight.

39:10

There are signs posting that says that this is no, no trucks can come down this this street.

39:15

However, the sign goes up in the same day.

39:18

It is not right back down by a truck turning on the street, going up on the sidewalk as you can from that.

39:25

That is very unsafe for our families that are using the sidewalk to come into our building.

39:32

We understand that trucks need to move things around the city that they are a big part of what helps keep our city going and goods and things that families and everyone in the city needs to receive.

39:44

However, this is not a suitable option and we are just here to voice our concern and see if there is a comparable solution that everyone can come up with.

39:54

Thank you so much.

39:57

Thank you for your comments.

39:59

Our next registered or speaker that signed up or raised their hand is Bill.

40:06

If you can just identify your full name and affiliation.

40:11

Before speaking.

40:11

That would be appreciated.

40:14

Thanks.

40:15

My name is Bill Stein and I'm with the Fulton Ferry Landing Association.

40:24

We object to the continued existence of Furman St.

40:29

and Old Fulton St.

40:31

as part of the local route network.

40:35

15 years ago when Brooklyn Bridge Park was came into existence and there were no longer any working peers from Pier One to Pier 6, the community liaison from dot informed us that Furman St.

40:52

would be removed from the local truck truck network, which it hasn't happened and it's still not occurring.

41:01

And ever since the weight in motion sensors were installed on the BQE Cantilever section, we've got overweight trucks coming down through the neighborhood, this dark neighborhood of Fulton Ferry when they're illegally because they're supposed to, I believe they're supposed to exit at Tillery and take Tillery to Adams, to Atlantic, but they come down here instead and there's a minimal enforcement by NYPD.

41:30

So what has occurred is that the found there are cracks in the foundations of the circa 1850 buildings at 8 Old Fulton St.

41:41

and 2 Water St.

41:43

because of the overweight trucks now coming barreling through the neighborhood.

41:47

And we insist on Furman St.

41:50

and Old Fulton St.

41:51

to be removed from the network.

41:54

Furman St.

41:55

does not need to be there as I said it.

41:57

There are no longer working peers there and the truck route at Furman St.

42:03

is duplicated by the BQE above and by the other detour for the overweight trucks that I mentioned.

42:11

Thank you.

42:14

Thank you for your comment.

42:16

All right, we have one last registered speaker at this point.

42:21

And just as a reminder, if anybody else would like to provide testimony at this point and you have not registered in advance, you can raise your hand and we can add you to our list and would more than welcome you to speak.

42:37

Right.

42:37

So our last speaker at this point, it looks like Jay Felly.

42:42

If you can just provide your full name and affiliation, that would be much appreciated.

42:54

You're on mute.

43:00

Can you hear me now?

43:02

Yes, my name is John Felicetti and I'm a resident of Northern Great Kills and I'm requesting that the final stretch of Arthur Kill Rd.

43:14

which extends from Richmond Ave.

43:17

to Amboy Rd.

43:19

be removed as a potential truck route.

43:22

It is strictly residential and along that route from Richmond Ave.

43:28

to Amboy Rd., Any outlet is also strictly residential.

43:34

There are no suitable roads for any truck traffic to move past Richmond Ave.

43:42

There there is a project undergoing which is going to widen N the Kill Rd.

43:46

However, when it terminates at Clark Ave., which is the block before Richmond Road, there is no suitable turn for any truck traffic because all of those streets are too narrow for anything over a panel truck.

44:04

We're constantly subjected to tremendous amounts of traffic when larger trucks attempt to make turns onto those already very populated areas.

44:17

There are 7000 families in this one mile and a corridor section of Arthur Kill Rd.

44:23

It was determined or denoted to be a truck route probably about 60 years ago and has never been changed.

44:33

Over that period of time the area has evolved into a strictly residential area.

44:39

There are no businesses except for one block past Richmond Ave.

44:45

Past that, everything else is strictly residential.

44:51

Thank you.

44:53

Thank you for your comment.

44:55

And our last speaker, it looks like, is Victoria Hagmann Alexander.

45:05

Hello.

45:05

I don't have anything prepared, but I'm Victoria Alexander from Resilient Red Hook in the community of Red Hook, Brooklyn.

45:11

I just want to point out that this report was supposed to reduce truck traffic and it's expanding.

45:17

That was the mandate and that we are already from a 2023 Consumer Reports article that was done on here.

45:25

We are overwriting this, already overburdened and the city is about to take the Brooklyn Marine terminal that is 122 week report that manages 80% of our banana delivery offline and cut it in half and do massive work and turn it into residential luxury housing.

45:43

We need to be thinking about how we should be expanding a port that is right here in the city, in Brooklyn to make sure that it can handle the massive freight that Nimitic says will expand by 2045.

45:54

Freight is supposed to increase by 45% throughout the state and 68% in the city.

46:00

We need to be expanding the port and making sure that we are moving products by the waterway and not continuing to add trucks to our streets and overburdening communities.

46:09

There is a way to deal with this problem.

46:11

It is not by taking away waterborne freight possibilities.

46:16

It we should be thinking about that site as a massive white to take trucks off the road.

46:21

So I'm looking forward to you guys addressing that in your plan and talking to the city and state officials working to reduce that port size from 122 acres to 60 acres so that we can build out luxury housing on the waterfront.

46:36

Thank you.

46:42

Thank you for your comment.

46:45

Looks like we have some more folks that have raised their hands to testify.

46:49

Our next speaker can be Carolina Pereira.

47:09

Carolina, Hello, can you hear me?

47:22

Yes, hi, my name is Carolina Pineda.

47:25

I am a parent commuting via bike to PS4561 of the two schools that's on State Street and I just wanted to share my parent perspective of commuting from Crown Heights via Bergen to 3rd Ave.

47:40

The stretch from Atlantic to Lafayette does feel very congested and unsafe for the parents commuting.

47:48

In my case, I have two small children, ages four and six on the back of the bicycle.

47:53

We do feel unsafe and doesn't feel like the street is designed with our safety in mind.

48:00

So I just wanted to share the parent perspective and thank you for taking our consideration or our experience into consideration while you come up with the solutions for 3rd.

48:11

Thank you very much.

48:15

Thank you for your comment.

48:20

All right.

48:21

So at this point, this concludes all the speakers who have signed up to testify.

48:26

We will keep the hearing open until 11.

48:31

Sorry, I just have a question.

48:33

Is this meeting in compliance with the open meetings law because it's exclusively online and I think that public meetings are supposed to at least have a hybrid element.

48:46

Naomi, are you able to answer that question or Yeah, we this, we are not required to have an in person component or hybrid, but we can speak about this offline.

48:59

But this meeting has been recorded and it can be accessed by the public.

49:07

And also everyone does have the opportunity to comment here.

49:13

Also there is a phone call in option, you can e-mail, you can mail which was provided in the notice of public hearing.

49:25

So there's been every effort that has been made to ensure that everyone can submit their comments in one form or another.

49:34

OK thanks.

49:35

I've also reached out to the committee on open government to ask them if it is allowed for this to be hybrid or to be exclusively online because I don't think it is, but I will check with them and they'll let us know.

49:49

And I also just don't understand why the chat has been disabled because it inhibits people from communicating with you and with each other during the online hearing, which a public forum at a public in person forum would have allowed with all due.

50:04

OK, thank you.

50:05

All right, so as a reminder, at this point, anyone could submit written comments until 5:00 PM today by emailing rules at dot.nyc.com or posting on the New York City rules website.

50:33

This information will also be added into the chat, and again, we will keep the hearing open until 11 if anybody else wishes to raise their hand and provide testimony.

50:47

Yeah.

51:20

Can you post the e-mail address in the chat again?

51:24

Yes, we can.

54:01

Steve, hi.

54:05

I have my hand up.

54:06

This is Gloria Boyce.

54:07

Charles.

54:11

Yes, How can we?

54:12

OK.

54:13

I just wanted to know, can people, how can people access the video, the replay of the hearing?

54:22

Yeah, absolutely.

54:23

We will post it online at the conclusion of this hearing.

54:27

It won't be immediate because we have to, you know, I don't know, upload it.

54:33

I don't know all the technical parts of it, but we can.

54:39

What I would do is if you e-mail [rules@dot.nyc.gov](mailto:rules@dot.nyc.gov), we can let you know when that's up or we will likely be able to post it to the Rules website, which is in the chat.

55:01

So e-mail the rules the same place I went to register e-mail.

55:08  
Correct.

55:09  
Exactly.

55:09  
And is there any consideration of extending the comment period so that people can have a chance to hear that testimony and maybe have 24 hours like City Council hearings they give you?

55:24  
What is it, you know, 72 hours or something like that after the hearing, the close of the hearing to respond.

55:31  
So I'm just wondering is it feasible to extend that comment period so people who didn't get to come today might have an opportunity to listen and then get written response?

55:45  
I put it out there for your consideration.

55:47  
Thank you.

55:53  
Sorry, yeah, we'll take it under advisement at this point.

55:56  
We have posted this notice of public hearing over a month ago.

56:04  
And so, you know, following the Kappa procedure, you know, at 5:00 PM today is when we would, you know, stop taking comments on this proposed rule, but understand where you're coming from, and we'll take it under advisement.

56:25  
Thank you so much for your consideration.

56:27  
We all know that deadlines don't always get met, right?

56:30  
We all need some grace.

56:31  
Thank you so much.

57:31

All right, it is now eleven O 3.

57:34

So this concludes the hearing on DOT's proposed rule amending citywide truck routes.

57:40

If you'd like to submit a comment in addition to anything that may have been stated today, please do so by 5:00 PM today.

57:48

Comments can be emailed to [rules@dot.nyc.gov](mailto:rules@dot.nyc.gov) or they can be posted online at the NYC Rules website.

57:56

Thank you everybody for attending today and your participation.

58:02

Thank you.