



EQA

Eastern Queens Alliance, Inc.

A Federation of Civic Associations
in Southeast Queens

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June 8, 2026

Comments: New York City Truck Route Redesign in Response to Local Law 171 of 2023

The Eastern Queens Alliance, Inc. (EQA), a federation of civic associations in Southeast Queens, is submitting these comments re: the *NYC Truck Route Redesign* in agreement with the basic objectives as outlined in the opening statement of the document which are to “enhance safety, increase visibility, reduce congestion, reduce vehicle miles traveled, ... better align with Vision Zero goals, support industrial and commercial needs, and reduce the burden of truck traffic in residential neighborhoods where possible.” **We consider that critical among these is to reduce the burden of truck traffic on residential communities.**

Most of our communities are located immediately adjacent to/just north of JFK International Airport and its huge air cargo industry, the IBZ Gateway JFK as well as various air cargo facilities not contiguous to the IBZ but embedded in neighborhoods like Brookville, Rosedale and Springfield Gardens, all in R3-2, R3-1 and lower residential zones. Proximity to this burgeoning air cargo industry has caused tremendous stress on our residential communities with trucks barreling along the narrow streets that barely accommodate two-way car traffic as it is. The streets are ill-equipped to handle the heavy duty trucks that have trouble turning corners to go down narrow streets, swiping parked cars, knocking down power lines, and spewing forth unhealthy diesel fumes as they move to and from the cargo zones. Many of these trucks are 53 footers which, as noted in your redesign response and in DOT Regulations, legally should not be on NYC streets. This is a burden to which residents of our communities should not be subjected. There must be a balance between freight movement and community well-being and quality of life.

We are, therefore, strongly advocating for the following:

- **Require/Designate Limited Truck Routes** (local routes that prohibit Class 7 and 8 trucks limited to two axles and six tires) in the Southeast Queens communities adjacent to the airport. These are low-density communities of one and two family homes with mostly narrow two-way streets and low hanging utility lines. Heavy duty trucks don't belong on them.
- **Farmers Boulevard Truck Route--We do not** recommend changing Farmers Boulevard into a truck route. It is primarily lined with and runs through a neighborhood of one and two family homes. The trucks that traverse it are doing so illegally as with many of our streets. If you are considering converting any of Farmers to a truck route, it should only be the southern most portion, south of 147th Avenue which runs through Gateway JFK. If it is deemed necessary to convert it, it should be designated a **Limited Truck Route** as requested with the rest of our communities, i.e., Brookville, Rosedale, Laurelton, Springfield Gardens.
 - **53' Trucks** (Class 8) permitted to enter JFK Airport via the Van Wyck Expressway should be required to leave via the Van Wyck Expressway. A system of monitoring must be established to guarantee that this happens. Right now, once these trucks go into the airport, they are able to leave through any exit and end up in our communities on our local streets, parking illegally on them as well.
 - **Off Loading or Micro Hubs** be designed to provide for large Class 7 and 8 trucks to transfer packages at the Airport and Gateway JFK to smaller trucks where the goods are then moved out on to local truck routes and, when required, community streets.
 - **Signage improvement for truck route wayfinding.** Signage needs to be direct. In some instances, there need to be clear “No Truck” signs. Signage needs to be placed so that drivers know what to do early enough to actually honor the sign. Some of the signs in our community don't provide for this.
 - **Collaboration Between DOT and NYPD.** There needs to be training of law enforcement on truck route regulations and usage so that they can support DOT rules.
 - **Consider Blue Highway** for JFK Airport using a Jamaica Bay route to reduce the transportation of goods that now must come into air cargo by truck.
 - **Implement the Indirect Source Rule** to reduce emissions from trucks going to and from warehouses and through our streets.

Respectfully submitted,

Barbara E. Brown, Chairperson