



# City of New York Brooklyn Community Board 7

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June 6, 2026

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

Dear Commissioner Flynn,

We write to you on behalf of Brooklyn Community Board 7's Transportation Committee to express our deep frustration and strong objection regarding the New York City Department of Transportation's (DOT) proposed truck route redesign, as required by Local Law 171. Our Transportation Committee met and voted unanimously to oppose the current draft network plan, and our full board is expected to vote on June 17th to take a position on this as well.

The Transportation Committee felt that DOT's proposed truck route redesign unacceptably forces our neighborhood to absorb massive commercial truck traffic increases without corresponding safety protection for members of our community, even as nearby Community Board 10 has been given a comprehensive draft mitigation and safety infrastructure plan.

While we understand that Local Law 171 mandates a citywide freight overhaul, the current proposal adds an official truck route designation onto Second Avenue while keeping the existing Third Avenue truck route entirely untouched. Forcing a single community to shoulder two parallel truck routes running through adjacent corridors is unfair to a neighborhood that has historically faced so many environmental and street safety challenges.

Compounding our anger, DOT has continued to delay implementation of the Third Avenue Street Improvement plan putting our neighbors' lives in danger.

At the meeting, members expressed several concerns:

1. **Lack of action on the Third Avenue Street Improvement Plan:** Over two years ago, CB7 approved DOT's framework for a Third Avenue Street Improvement plan, one which would incorporate features such as a road diet, bus accessibility upgrades, and bike lanes designed to address a corridor structurally built for dangerous "super speeders." The DOT has utterly failed to respond to or advance this agreed-upon model. We demand the immediate implementation of the Third Avenue Street Improvement Plan as a precondition to any truck network adjustments. If Third Avenue is maintained as a heavy commercial route, it must be physically

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**Julio Peña III**  
Chairperson

**Vacant**  
District Manager

reconstructed with robust pedestrian infrastructure and a road diet.

2. **Concerns about the Second Avenue Extension:** Second Avenue is a narrow corridor relative to other avenues, and directly borders NYU Langone's Brooklyn Medical Campus, operating 15 active ambulances that handle upwards of 150 daily emergency 911 calls. Designating a truck route on Second Avenue encourages heavy commercial traffic in front of this facility, creating potentially catastrophic safety conflicts, blocking emergency services, and severely endangering patients and staff. We also note that representatives from NYU expressed concern that the DOT failed to seek input from either NYU Langone or the FDNY.
3. **Protection for Cyclists on the Waterfront Greenway:** The proposed Second Avenue truck route directly overlaps with planned and in-construction expansions of the Brooklyn Waterfront Greenway. CB7 members felt that DOT cannot simultaneously promote active multi-modal transit while routing heavy freight trucks onto the exact same pathways used by cyclists, meaning that DOT must create absolute continuity and physical segregation for the greenway.
4. **Commitment to Immediate Interim Safety Measures and Enforcement:** DOT's Truck Route report reveals that citywide truck route enforcement, especially in Brooklyn has precipitously declined over the last decade. In Sunset Park, off-route trucks routinely make illegal turns onto narrow residential side streets, endangering pedestrians, damaging parked vehicles, and cracking the structural foundations of residential homes. DOT also fails to maintain some of the most dangerous streets along the existing truck route, such as 60th St and 65th St, where there are both longstanding problems that have not been addressed.

We demand a localized, aggressive enforcement strategy, coordinated with the 72nd Precinct and the Office of Sustainable Delivery to address issues such as . Additionally, the DOT must commit to universal daylighting at all truck-route intersections and resolve its persistent multi-month neglect of existing infrastructure, such as the under-highway lighting from 59th to 63rd Streets which has been completely dark since January.

Community Board 7 has historically borne a profoundly disproportionate environmental and public health burden due to our proximity to the Gowanus and Prospect Expressways. Our children already suffer from elevated rates of respiratory illness driven by fine particulate matter and localized air pollution. The DOT's current proposal merely puts lines on a map to codify high-volume truck delivery patterns without providing the accompanying crosswalks, curb extensions, signal timings, and structural street safety interventions required to protect our families.

Please be advised that this position is tentative and will be formally presented to our Full Board for ratification at our upcoming public meeting on June 17, 2026, after which we will transmit our final, binding resolution. However, given that the public comment portal closes tomorrow, we expect the DOT to immediately register this emphatic objection and meet with Community Board 7 to provide us with a concrete timeline for local mitigation and the reinstatement of the Third Avenue Street Improvement Plan.

We look forward to your prompt response.

Sincerely,

A handwritten signature in black ink, appearing to be 'Julio Peña III', with a long horizontal flourish extending to the right.

Julio Peña III

Chairperson