



The best way to ensure a safe and efficient truck route network is not to reduce the options for truck drivers to take but to provide them with the tools that they need, such as overnight truck parking neighborhood loading zones, curbside access, well-maintained roads, and stronger signage in and around the 21 IBZs throughout the city. It is also in the best interest of all New Yorkers that we keep the truck route network and bike lane network separate as much as possible. Too often we have seen bike lanes placed right in front of freight terminals, which creates the potential for unnecessary conflict.

We also must give credit to civic groups such as the Queens Community Task Force for Solutions to Illegal Truck Parking in their quest to solve the overnight truck parking shortage, seeks to ensure that traffic flows and delivery patterns are factored into provide both easier access to truck drivers, and safer streets for communities. We appreciate both the City Council and Adams Administration's dedication to solving the overnight truck parking shortage and are supportive of Int 0806. This common sense legislation will ensure our hard working truck drivers will have a safe place to park, and our communities will have safer, clearer streets. Not only that, but it will help to facilitate even greater sustainable and efficient initiatives such as off-hour deliveries, micro distribution centers, and electric vehicle charging hubs, all of which need infrastructure to succeed and are major goals for both DOT and TANY.

Lastly, we are happy to see an emphasis placed on daylighting at intersections adjacent to the truck route network. In providing info on the app, the City is providing a valuable resource for truck drivers. Thank you for your leadership on this issue. I look forward to working with you on this and other transportation issues.