



June 9, 2026

New York City Department of Transportation
Freight Corridor Initiatives & Operations
55 Water Street
New York, NY 10041

RE: Comments on Proposed Amendments to New York City Truck Route Network Pursuant to Local Law 171 of 2024

On behalf of UPROSE, we write to express our strong opposition to the New York City Department of Transportation's proposed amendments to the City's Truck Route Network.

As Brooklyn's oldest Latino community-based organization, UPROSE has spent decades fighting for environmental justice, public health, climate resilience, and equitable economic development in Sunset Park. Throughout that history, our community has disproportionately borne the burdens of regional infrastructure, freight movement, industrial activity, and environmental pollution while generating immense economic value for New York City. The proposed truck route redesign continues that pattern.

Local Law 171 directed the Department to redesign the truck route network in a manner that supports safety, sustainability, and more equitable freight movement. DOT has stated that the redesign seeks to better align with Vision Zero goals, support industrial and commercial needs, and reduce the burden of truck traffic on residential neighborhoods where possible. The proposed redesign fails to achieve those goals in Sunset Park.

Instead, it would increase truck traffic along corridors that are already among the most congested, polluted, and dangerous in our neighborhood. Most concerning, the proposal would further burden Third Avenue while introducing a new truck route along Second Avenue, concentrating additional freight activity in a community that already bears an outsized share of New York City's freight infrastructure.

This proposal is particularly troubling given DOT's history on Third Avenue. Four years ago, DOT conducted an extensive community engagement process regarding the future of Third Avenue. Following Community Board 7's vote on what was presented as the safest design alternative, the Department committed to returning with a comprehensive redesign that would improve pedestrian safety, enhance crossings, increase lighting, improve transit accessibility, and incorporate green infrastructure improvements. That redesign never materialized.

In the years since, Sunset Park residents have continued to live with the consequences of inaction. Last summer, two more community members lost their lives on Third Avenue. Yet instead of advancing long-promised safety improvements, the Department is now proposing a truck route redesign that would place even greater pressure on the corridor.

The proposal is also inconsistent with the community vision established through the Green Resilient Industrial District (GRID) 2.0 Plan. Developed through years of community engagement

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and planning, GRID 2.0 calls for transportation justice, alignment of infrastructure investments with community priorities, prioritization of pedestrian access and safety, and increased use of alternative, non-polluting transportation and freight options. The plan explicitly seeks to reduce environmental health disparities and align transportation investments with a just transition for Sunset Park.

Adding truck traffic to Third Avenue and establishing additional truck routes through Sunset Park moves the neighborhood further away from these objectives. It increases exposure to diesel emissions in a community already facing significant environmental health burdens. It undermines efforts to create safer streets. And it reinforces a longstanding pattern in which Sunset Park is expected to absorb the impacts of citywide freight demand without receiving corresponding investments in safety, public health, or environmental mitigation.

Sunset Park is not opposed to industry. Our community has consistently fought to preserve maritime and industrial uses, good union jobs, and working waterfront infrastructure. Indeed, GRID 2.0 recognizes the critical role that industrial and maritime activity will play in New York City's clean energy transition. But a just transition requires that freight planning be guided by environmental justice principles and community well-being—not simply by the movement of goods.

We therefore urge the Department to reject the proposed truck route expansions affecting Sunset Park, remove the proposed new truck route along Second Avenue, and reconsider changes that would increase truck traffic along Third Avenue. We further urge DOT to fulfill its outstanding commitment to the community by advancing the long-promised Third Avenue safety redesign and to align future freight planning efforts with the transportation justice goals established through GRID 2.0 and other community-led planning initiatives.

For too long, Sunset Park has been asked to shoulder a disproportionate share of the City's polluting infrastructure and transportation burdens. The truck route redesign presents an opportunity to chart a different course. Unfortunately, the current proposal repeats mistakes of the past rather than advancing the equitable, community-centered future that New Yorkers have been promised.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ahmad Perez', with a large, sweeping flourish at the end.

Ahmad Perez
Infrastructure Coordinator

UPROSE