





**sections in the city that cannot accommodate larger vehicles. But there are plenty of places along the truck route network, particularly in the IBZs that can. Given that many of the vehicles that service the IBZs come from outside New York and 53 foot trailers are the industry standard. Initiatives such as daylighting can safely help larger vehicles maneuver city streets. This is a safe way to create a stronger culture of compliance throughout the network.**

**Lastly, to ensure that trucks don't needlessly drive through neighborhoods and local roads, we must maintain NYC's highway network. That does not mean that community-based improvements should not be part of the urban highway design, but it does mean that maintaining freight access is non-negotiable.**

**By doing all this, we will create a living network to meet current demand while providing the**