



JESSICA CHAIT
Chair

JESSE R. BODINE
District Manager

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

424 West 33 Street, Suite #580
New York, NY 10001
tel: 212-736-4536
www.nyc.gov/mcb4

October 22, 2024

Marie Therese Dominguez, Esq.
Commissioner
NYS Department of Transportation
One Hunters Point Plaza
47-40 21st Street
Long Island City, NY 11101

Re: Pedestrian Mitigation Strategy during Construction at Pier 94

Dear Commissioner Dominguez,

At its October 1, 2024 meeting, by a vote of 37 in favor, 0 opposed, 1 abstaining, and 0 present but not eligible to vote, Manhattan Community Board 4 (“MCB4”) writes to express its concerns regarding the pedestrian mitigation strategy currently in effect as a result of the construction at Pier 94.

Due to construction by Vorndao at Pier 94, the pedestrian walkway has been removed between West 52nd Street and West 54th Street, leaving only the bike lane. It is our understanding that to mitigate this issue, the State DOT instructed Vornado to redirect pedestrians away from the bike lane by posting signage indicating that pedestrians should: (a) cross nine lanes of the West Side Highway; (b) traverse north or south for two blocks on the east side of the West Side Highway; and then (c) cross nine lanes of the West Side Highway back to Hudson River Park.

Unsurprisingly, very few (if any) pedestrians are heeding the signage, and they are therefore traversing in the bike lane instead, creating a dangerous situation for all users.

This is not an acceptable mitigation strategy. The State DOT needs to work with Vornado to implement better alternatives, including options such as: (1) using western-most lane of the West Side Highway for pedestrian access;¹ (2) redirecting pedestrians along the west side of the blue dividers that separate the bike path from the cruise terminal vehicle lane from West 54th Street to West 52nd Street; and/or (3) removing the barricade and fencing separating the bike lane from the Cruise Terminal sidewalk.

Even without the current construction, this section of the Hudson River Greenway is the most unsafe and unpleasant stretch of the entire 12.9-mile route. Since the removal of access to the waterfront at the Cruise Ship Terminal long ago, pedestrians have been forced to use a narrow shoulder next to the bike lane between West 47th Street and West 53rd Street.

Finally, Vornado must have more full-time staff on the ground dedicated to guiding pedestrians and ensuring biker and pedestrian safety.

Sincerely,



Jessica Chait
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Jesse Greenwald
Co-Chair
Transportation Planning Committee

Cc: Hon. Brad Hoylman-Sigal, NYS Senator
Hon. Linda Rosenthal, NYS Assembly Member
Hon. Erik Bottcher, NYC Council Member

¹ Borough President Mark Levine has long called for repurposing a lane of motor vehicle traffic from the highway to improve the Hudson River Greenway, and this location is an ideal spot to pilot this idea.

Hon. Mark Levine, Manhattan Borough President
Andrew Kimball, President & CEO, Economic Development Corporation
Steven Roth, CEO, Vornado Realty Trust