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MANHATTAN COMMUNITY BOARD FOUR

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August 20, 2025

Andrew Kimball
President & CEO
NYC Economic Development Company
One Liberty Plaza
New York, NY 10006

Re: Manhattan Cruise Terminal Community Traffic Mitigation Plan

Dear Mr. Kimball,

At its July 23, 2025 meeting by a vote of 40 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote, Manhattan Community Board 4 (“MCB4”) writes to express the following comments and concerns regarding EDC’s Manhattan Cruise Terminal Community Traffic Mitigation Plan (hereinafter the “Traffic Mitigation Plan”).

MCB4 understands that EDC has developed the Traffic Mitigation Plan according to Local Law 54, which requires a “plan, developed in consultation with the Department of Transportation and the Police Department, that outlines proposed measures to reduce private or for hire vehicle usage and encourage use of public transportation in a neighborhood where a cruise terminal is located in order to address traffic congestion and other disruptions resulting from the loading or unloading of cruise ships or similar vessels at a cruise terminal.” MCB4 further understands that the Manhattan Cruise Terminal (MCT) is still developing its long-term Traffic Mitigation Plan, and that those solutions presented to MCB4 are part of its “short-term” and “medium-term” proposals. However, MCB4 is concerned that there is insufficient attention for the safety and accessibility of local residents, pedestrians and cyclists in this proposal.

As presented to MCB4, there are currently three main traffic issues caused by the MCT: (1) conflicts with pedestrians on the Greenway; (2) pedestrian congestion at the crosswalks caused by MCT passengers; and (3) traffic congestion backing up onto the West Side Highway (12th Avenue). MCB4 generally supports several of the short-term and medium-term fixes to these problems, including deploying traffic managers at the Greenway crossings and to help facilitate efficient use of the drop-off zones, adding additional wayfinding signage for MCT passengers, and extending signal timing for pedestrians to cross 12th Avenue.

MCB4 is particularly concerned about MCT's proposal to divert traffic onto West 55th, West 56th, and West 57th Streets during certain times in order to alleviate traffic congestion on 12th Avenue. Although we acknowledge that MCT's plan to divert traffic onto these local streets would not occur until a certain "threshold" of congestion on 12th Avenue is met, we cannot support a plan that would create additional congestion on residential streets. MCB4 also urges a post-Congestion Pricing traffic study be completed before making any changes.

Likewise, MCB4 encourages MCT to consider the following proposals:

- Remove or move the gates that currently abut the greenway, which is the main cause of pedestrian congestion;
- Step up your efforts to eliminate trucks idling while waiting to deliver goods to the MCT, and ensure that they arrive on time and not early;
- Require cruise ship operators to publicize and emphasize public transportation alternatives, and to increase shuttle activity to/from hotels and transit hubs;
- Coordinate with the cruise ship operators to change timing of cruise ship loading/unloading to avoid peak travel times in New York City;
- Charge private vehicles for dropping off or picking up at the MCT; and
- Create incentives for yellow cabs and other for-hire vehicles to use the second floor of the MCT.

Sincerely,



Jessica Chait
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Jesse Greenwald
Co-Chair
Transportation Planning
Committee