



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD No. 4

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LESLIE BOGHOSIAN MURPHY
Chair

JESSE BODINE
District Manager

February 19, 2026

Jeanny Pak
Interim President & CEO
NYC Economic Development Corporation
1 Liberty Plaza
165 Broadway, 14th Floor
New York, NY 10006

Danielle Zuckerman
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Fl.
New York, NY 10038

Re: Blue Highways Pilot Program at Pier 79

Dear Interim President Pak & Borough Commissioner Zuckerman,

At its February 4, 2026 meeting, by a vote of 36 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible to vote, Manhattan Community Board 4 (“MCB4”) writes to the New York City Department of Transportation (“DOT”) and the New York City Economic Development Corporation (“EDC”) in strong support of the proposed Blue Highways pilot program at Pier 79, with the following reservations and recommendations.

MCB4 is enthusiastic about the Blue Highways initiative and the vision laid out in the Blue Highways Action Plan. We are excited by the potential of this pilot to shift freight off congested streets and onto our waterways, reduce emissions and truck traffic, and improve safety and quality of life in dense neighborhoods such as ours. We also believe this program positions New

York City as a global leader in innovative, climate-forward urban freight and logistics, demonstrating how a world city can leverage its waterfront to meet 21st-century transportation and sustainability goals.

MCB4 also wishes to express its support for the labor and safety standards associated with this pilot. We appreciate that delivery drivers involved in the program are classified as W-2 employees, paid hourly, and not treated as independent contractors or incentivized to rush deliveries in ways that could compromise safety. We further support the vendor's stated commitment to ensuring that its drivers follow all applicable rules of the road, and the deployment of technology to ensure they follow specific routes — an approach that aligns with our community's priorities around street safety, accountability, and responsible freight operations. We were also pleased that the cargo loading activity is not expected to encroach on the Hudson River Park public area.

At the same time, we wish to express some disappointment that MCB4 was not able to coordinate more closely with DOT and EDC earlier in the planning process for the Pier 79 pilot. Pier 79 sits squarely within our district, and the success of this pilot will depend not only on water-side operations, but also on thoughtful, neighborhood-scale landside planning. Our board and committees have deep, on-the-ground knowledge of local conditions, constraints, and opportunities that we believe would be valuable to incorporate at an early stage.

Accordingly, before any increase in the volume of cargo bikes operating on Pier 79 takes place, we would like to plan with DOT and EDC to address the following landside operational issues:

- Identifying and prioritizing which nearby bike lanes require widening or other upgrades to safely and efficiently accommodate commercial cargo bikes associated with the pilot;
- Determining the most appropriate locations for micro hubs, staging areas, and cargo bike corrals, with an emphasis on keeping sidewalks clear and prioritizing pedestrian safety;
- Ensuring that any charging infrastructure needed to support electric cargo bikes or related equipment is thoughtfully sited and explicitly not located on sidewalks;
- Addressing routing, traffic calming, and curb management strategies so that landside operations complement, rather than disrupt, existing neighborhood uses;
- Ensuring that deliveries originating from Pier 79 operations remain essentially local with limited range;
- Resolving issues (if any) related to the crossing of the greenway and the use of pedestrian crossing to cross the West Side Highway as the volumes increase.

To that end, MCB4 asks DOT and EDC to convene regular monthly meetings in a dedicated task force or working group — comprised of representatives from the various divisions of DOT , EDC, Community Board 4, and other relevant stakeholders — to support the rollout of the Pier 79 pilot and to help ensure it becomes a model for how Blue Highways can be successfully integrated into dense, mixed-use neighborhoods.

We are eager to partner with DOT and EDC to make this pilot a success for the City and for our community. We look forward to continued dialogue, including next steps for establishing a working group, and collaboration as the Blue Highways program moves forward.

Sincerely,



Leslie Boghosian Murphy
Chair
Manhattan Community Board 4



Christine Berthet
Co-chair
Transportation Planning Committee



Jesse Greenwald
Co-chair
Transportation Planning Committee