

Manhattan Cruise Terminal Master Plan

Community Board 4
Transportation Update
January 21, 2026

NYC/EDC HATCH



Agenda

01 MCT Today

02 State of the Practice

03 The Plan

04 Next Steps



MCT Today

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- + With over 60 million people living within 300 miles of New York City, **1 million passengers** sailed from MCT in 2024
- + Approximately 85% of lower berths calling at the terminal are homeporting, making it North America's **5th largest homeport**
- + NYC serves as a gateway for major global cruise regions, including the Caribbean/Bahamas, Bermuda, Transatlantic, and Canada/New England
- + The cruise industry is estimated to generate **\$500 million annually** in economic activity for NYC
 - Passengers arriving at the terminal spend nearly \$300 each, a figure that doubles to \$600 for those staying overnight
 - NYC cruise market is estimated to generate nearly 3,000 local jobs, of which over 2,000 are within tourism-adjacent industries

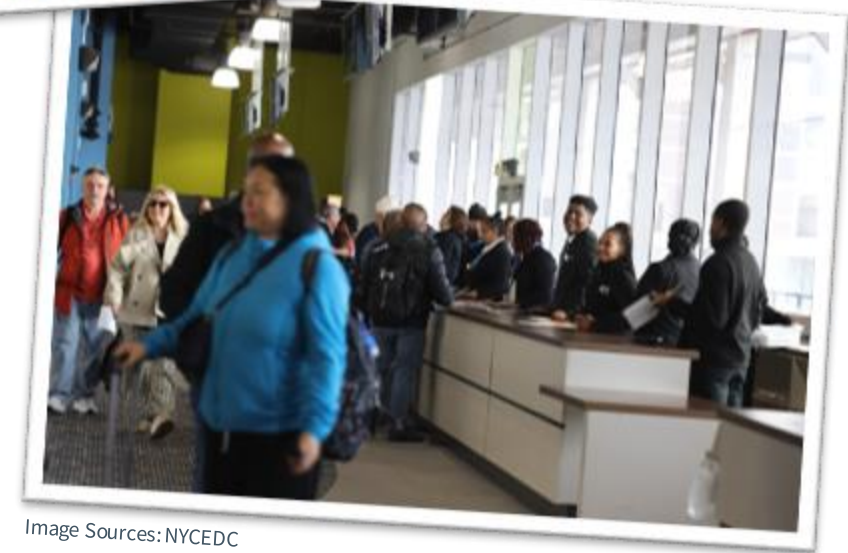
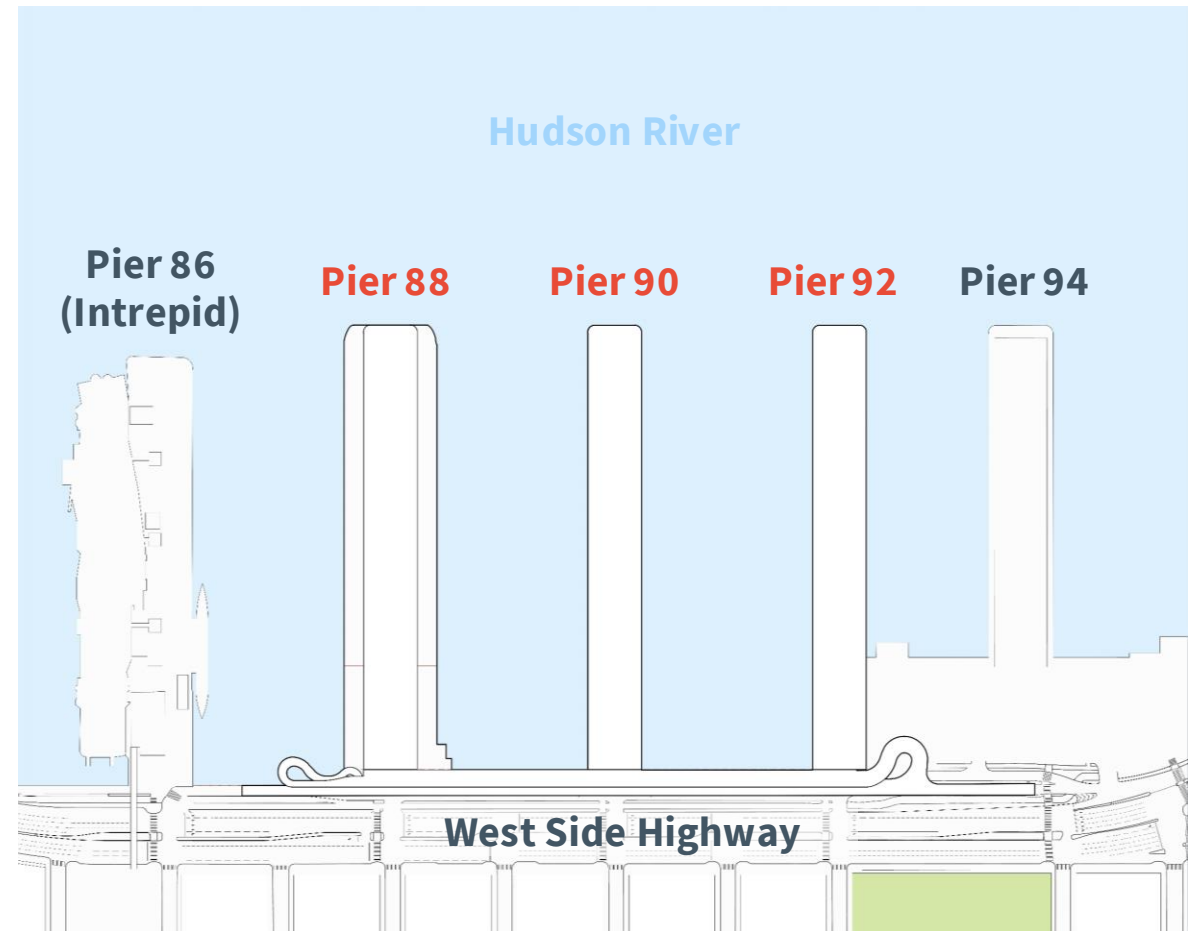


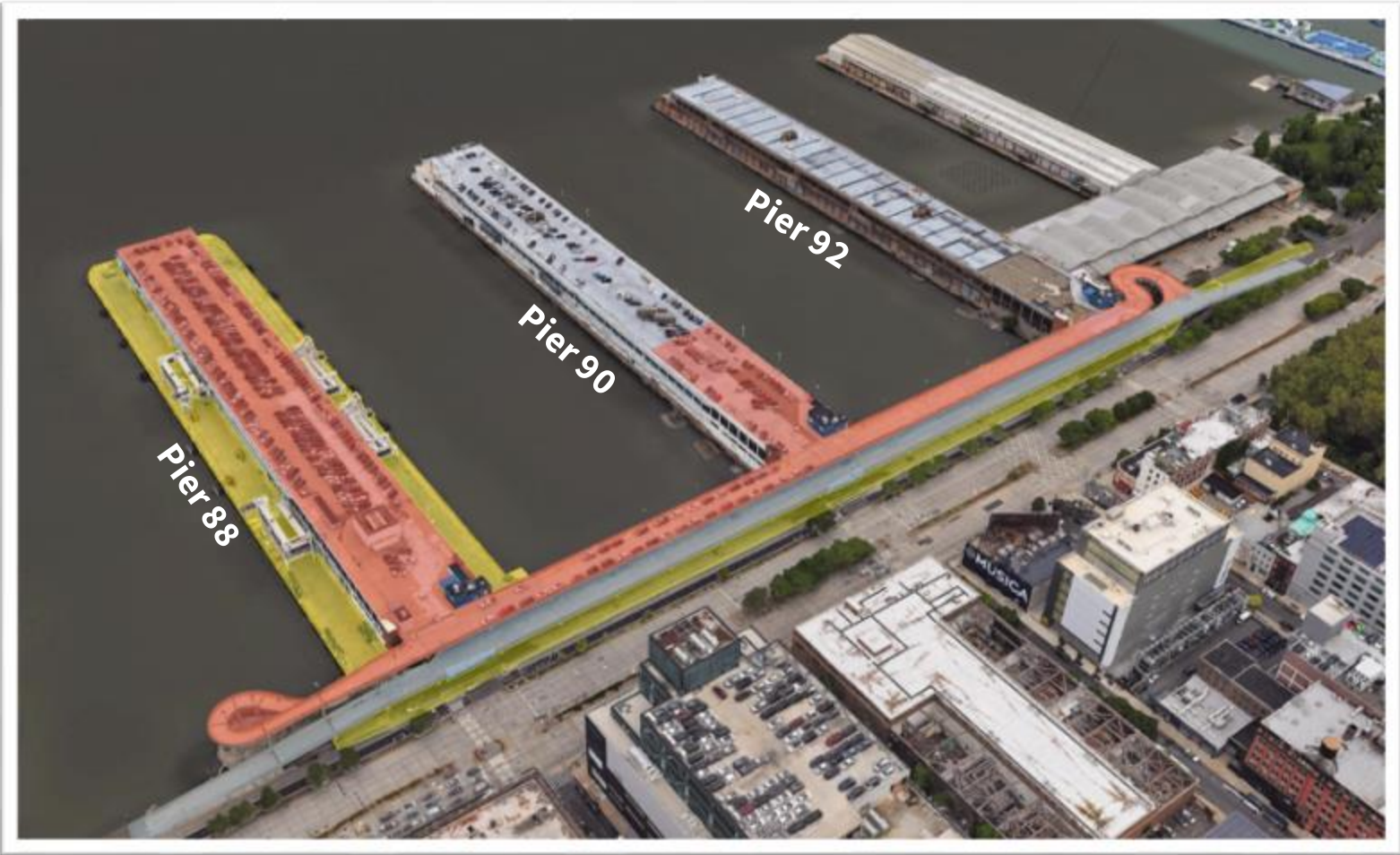
Image Sources: NYCEDC

Existing Condition

- Infrastructure is reaching the end of its useful life
- Pier condition and configuration makes shore power extremely difficult
- Waterfront access is highly restricted, with security fencing and viaduct isolating the terminal
- Greenway is narrow and creates pedestrian/cyclist conflicts with cruise passengers
- Passenger and provisioning traffic congestion impact quality of life for surrounding community
- Terminal is undersized for current operations and cannot accommodate modern vessels
- Piers not appropriately sized to handle modern vessel sizes and passenger volumes
- Facility does not meet FEMA flood elevation requirements



MCT Existing Traffic Configuration



Level 1 – Coaches, Limos, and Provisioning Vehicles

Level 2 – Privately Owned Vehicles (POV) and For Hire Vehicle Drop-off/Pick-up

Level 3 – POV Parking

MCT Existing Traffic Configuration

- + The **ground level** handles motorcoaches, trucks, and limos
- + On the **second level** of the viaduct, privately owned vehicles (POVs) and taxis drop passengers and baggage off curbside
- + On the **third level**, POVs can access parking on rooftops of Pier 88 and Pier 90 (limited)



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Community Board 4 Feedback

In an April 11, 2025 letter from CB4 to NYCEDC, you told us:

Shore Power

- “Shore power at this location, for all aprons hosting cruise ships, is our foremost priority”

Public Access and Open Space

- “Master Plan must include opening the area for public, riverfront access including pedestrian and green spaces”
- “MCB4 encourages a pedestrian overpass be built connecting DeWitt Clinton Park... to the pedestrian greenway”
- “...widen both the bicycle and pedestrian lanes of the greenway”
- “Reactivate the small, open, riverfront area just south of Pier 88

Sustainability

- “...ensure every aspect of this project adheres to green, eco-friendly blueprint...”
- “...explore the prospects of solar panels and solar energy...”

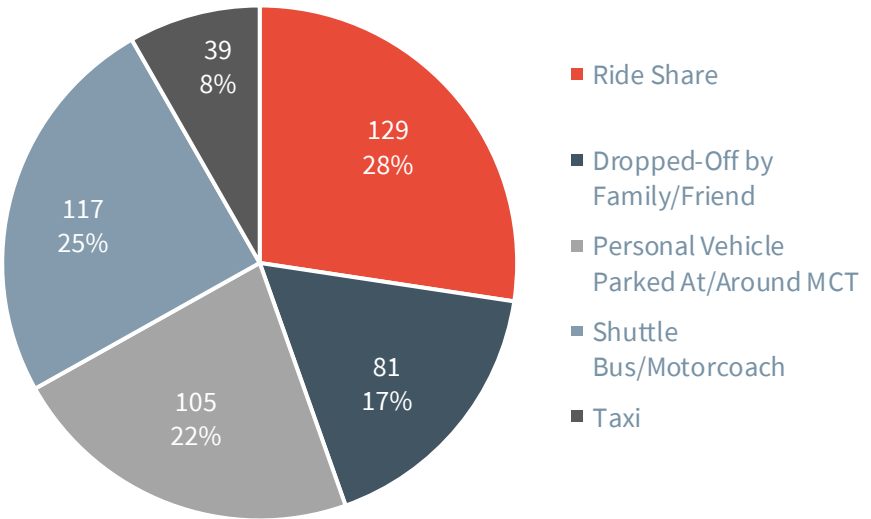
Transportation

- “All loading and unloading of passengers should be within the MCT. Create a space within the MCT footprint to house ride shares, shuttles, private buses, and taxis.”
- “Locate all trucks servicing the ships within the footprint of MCT”
- “Explore opportunities for the docking of smaller ships for the flexibility of multiple users”

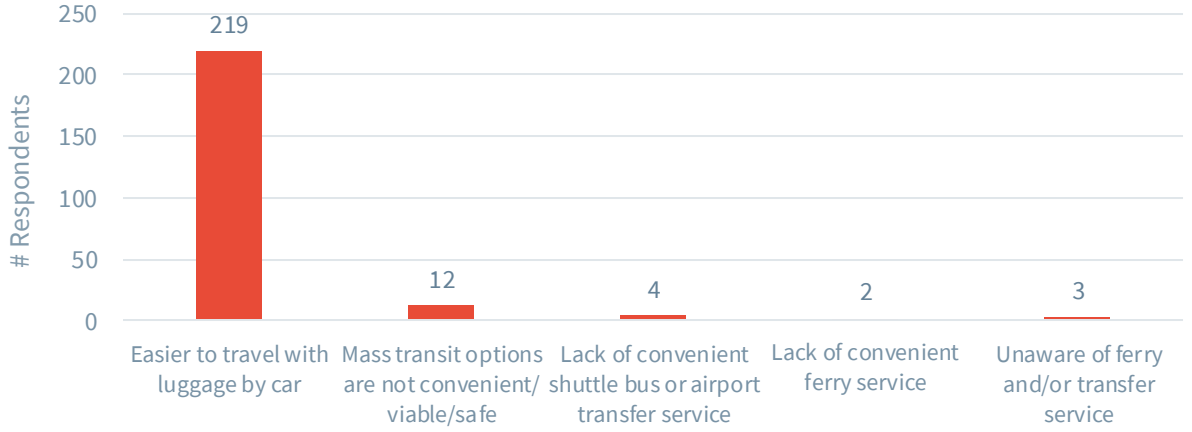
Passenger Survey Results


- + A passenger survey was conducted over four vessel calls throughout November 2024, collecting a total of 692 responses
- + We asked about passengers' mode of travel to MCT and the reasons behind their choice

How did you arrive at MCT Today?



If you arrived by car, what was your reason for using this mode?

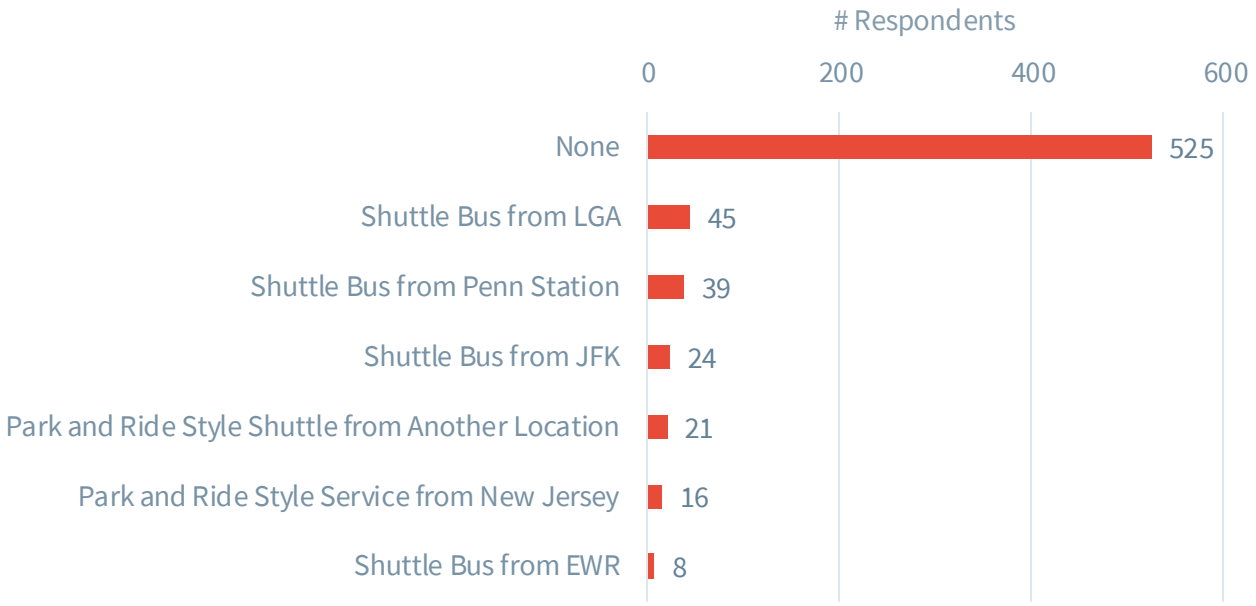


 Unlike air travel, cruise passengers typically have no baggage maximums. On average, passengers brought over 2.5 pieces of large luggage.

Passenger Survey Results

- + We also inquired whether passengers would be open to alternative transportation methods, if they became available
- + We found passengers are generally resistant to alternative forms of travel
- + Future transportation options to the terminal must focus on convenience for travel groups with lots of luggage, while minimizing disruption to surrounding communities

For future cruises, would you use any of these options to travel to MCT?





State of the Practice

Ground Transportation Area (GTA) Planning

- + Design of GTAs is driven by passenger and baggage movements to/from the terminal
 - Coaches require more time and space to load passengers and baggage
 - As proportion of rideshare increases, it is more common to handle them separately from taxis and POVs
 - Best practice for curbside drop-off and pick-up lanes to include at least two passing lanes
- + The GTA at MCT is ~2 acres across three berths
- + Minimum recommended GTA for a typical homeport operation for a single cruise berth is 3 acres
 - ~1.5 acres for coaches
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Example of an effective GTA at the Mauritius Cruise Terminal



Image Sources: Bermello Ajamil

Vessel Provisioning

- + For the ~85% of calls at MCT that are full turns, waste from the vessel must be taken off, while food, water, and other goods must be loaded
- + For a typical call at MCT, provisioning for each vessel includes:
 - 18 full-size tractor/trailers (7 hotel and 11 provisioning per vessel)
 - 10 box trucks per vessel (mix of dry and provisioning)
 - Two tanker trucks per vessel for waste removal
 - Off-load of 50 pallets and 12 containers of waste

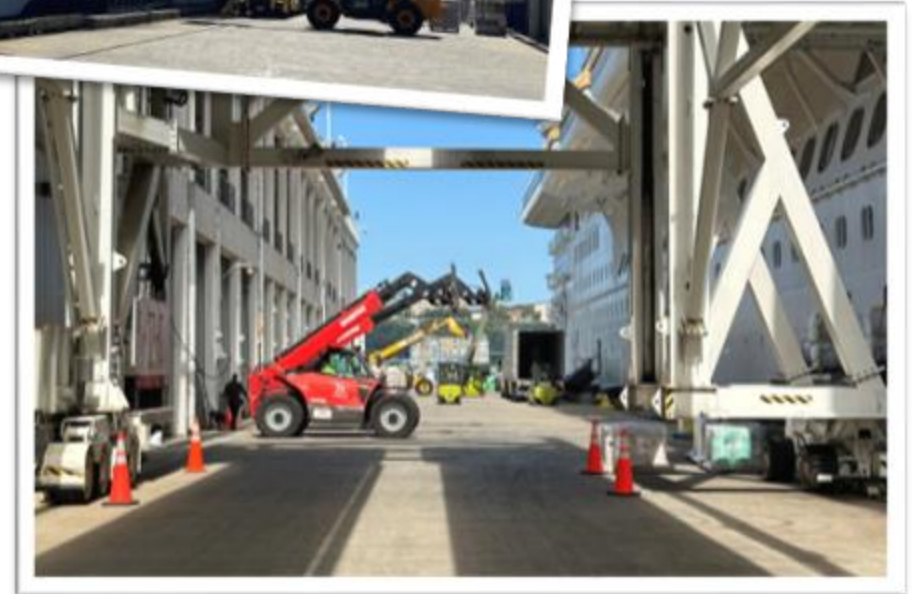


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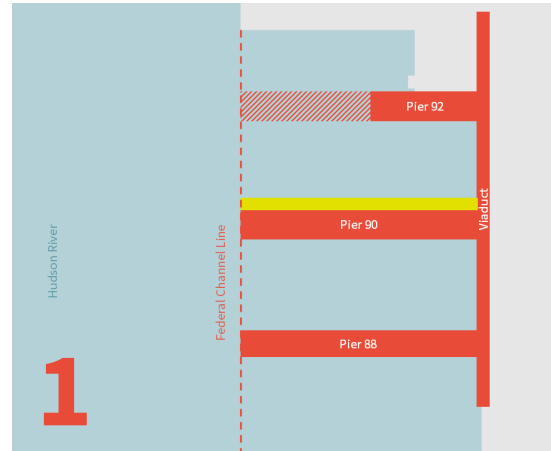


The Plan

Reviewed Pier Configurations

Configuration 1

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- Increases maintenance costs and limits service life
- Limits space to incorporate public access, dedicated GTA, and shore power
- Limits berthing of modern vessels

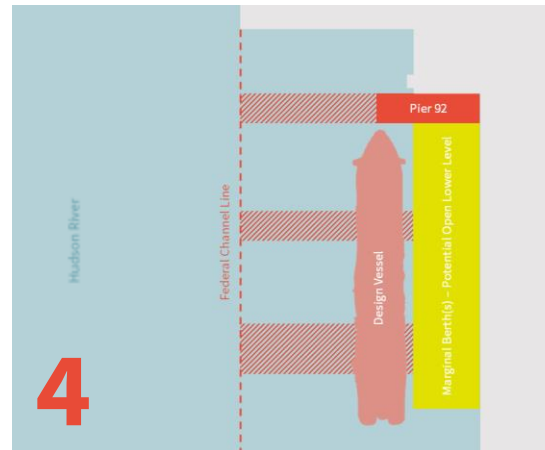
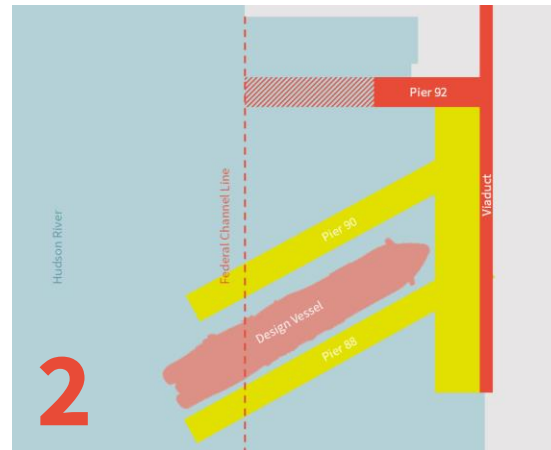


Configuration 3

- Angled piers create challenges for safe navigation
- Extends into Federally Authorized Channel
- Underserves economic development by not accommodating market demand

Configuration 2

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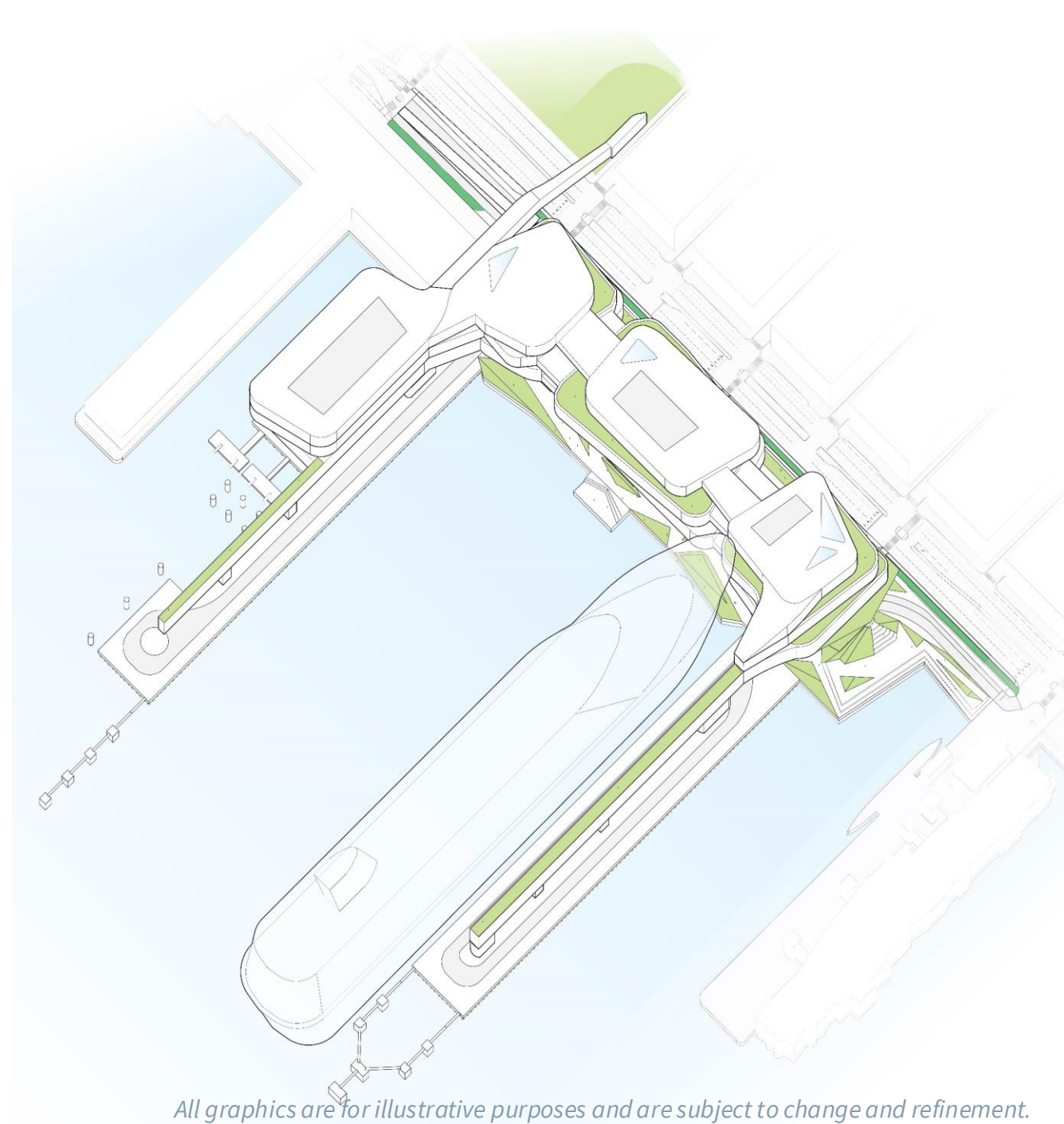


Configuration 4

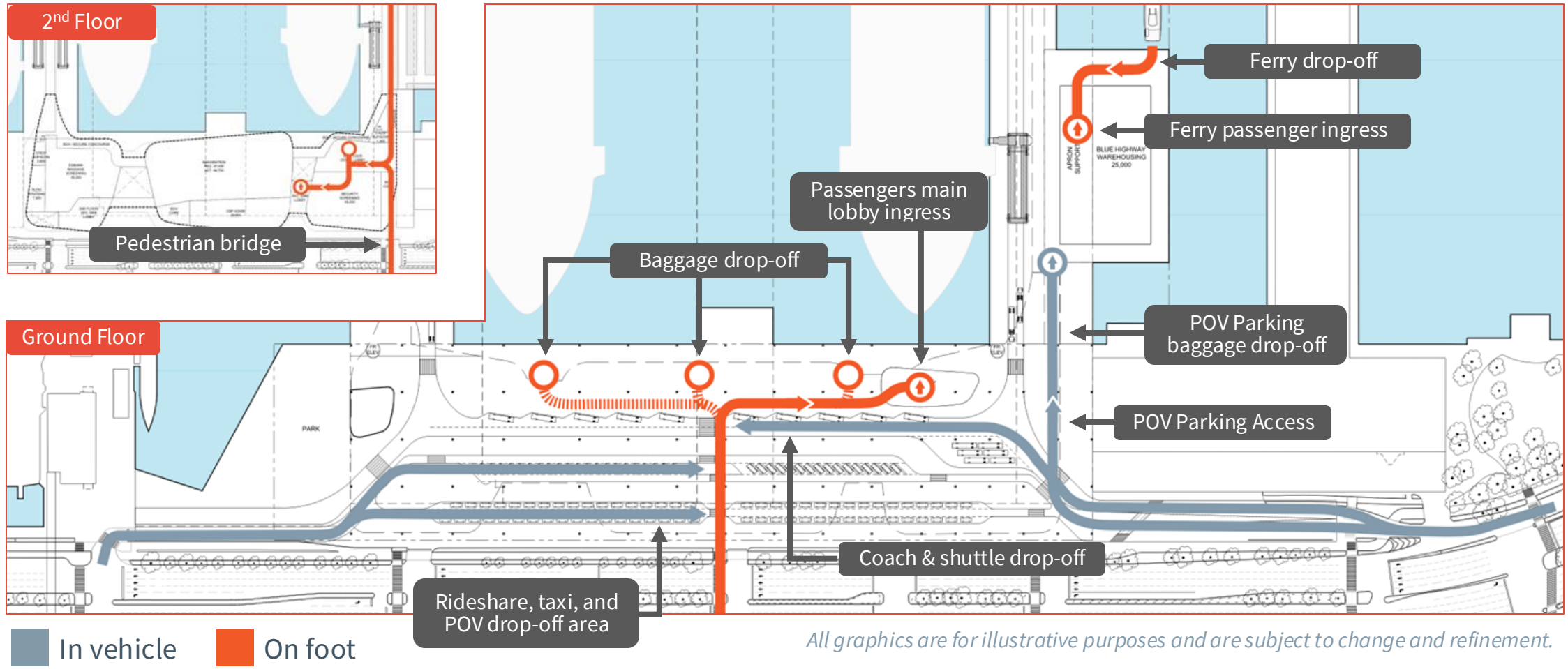
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The Plan

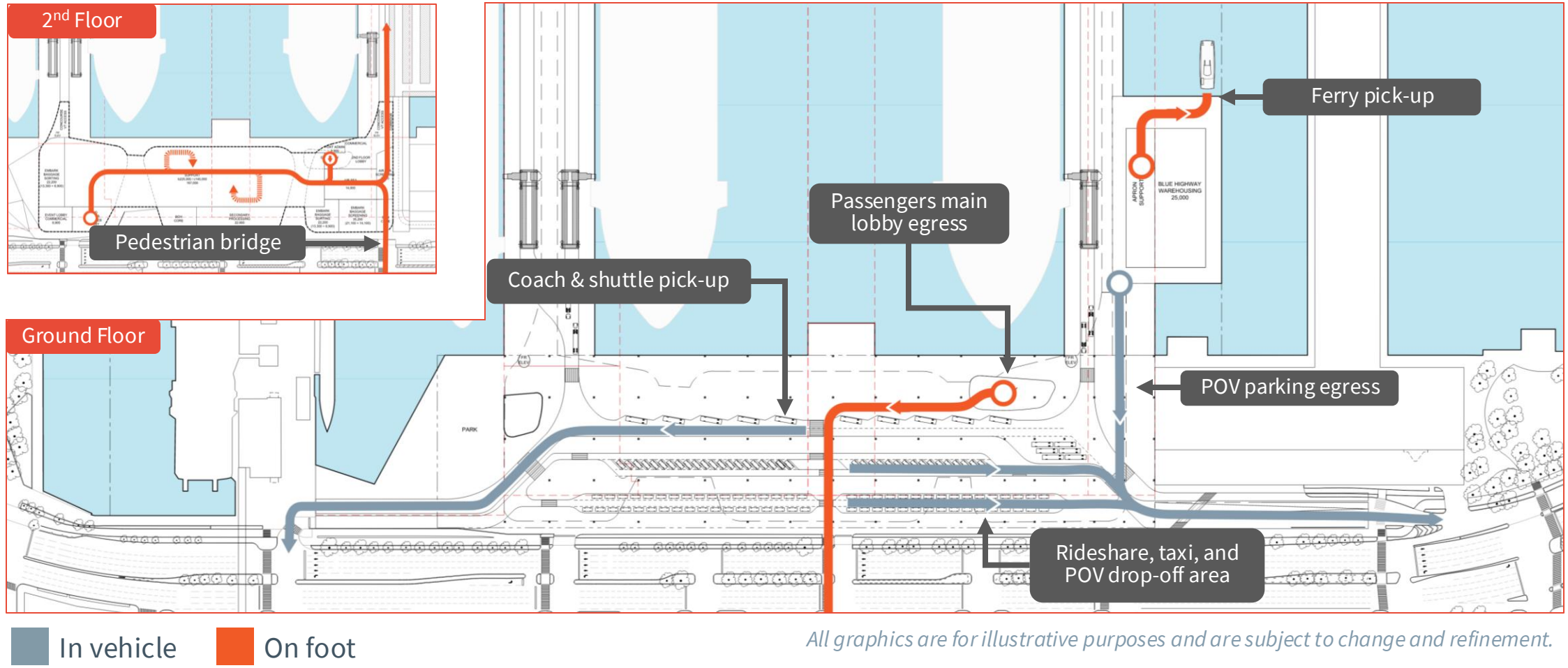
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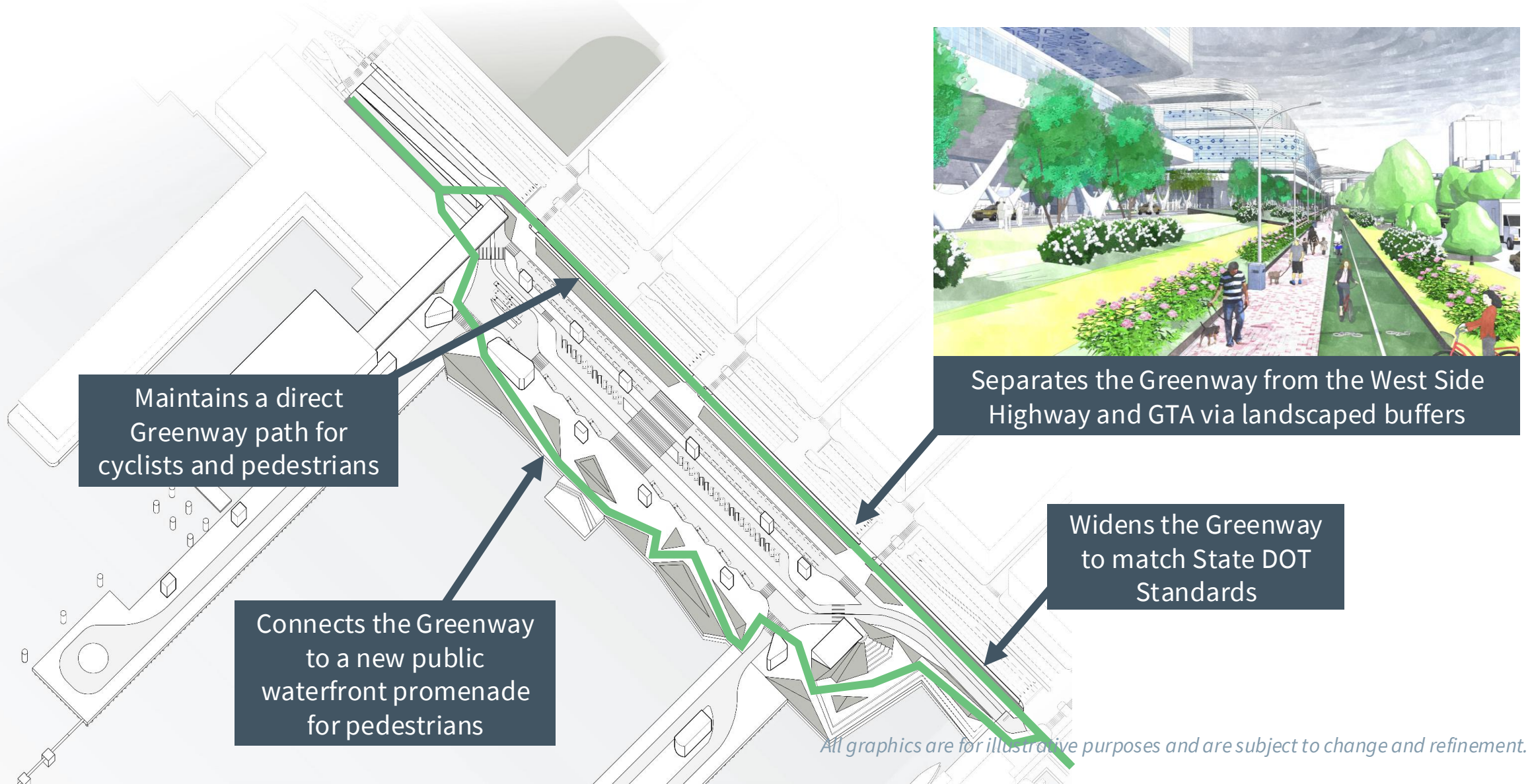
Embark Circulation



Debark Circulation



Improved Hudson River Greenway



Maintains a direct Greenway path for cyclists and pedestrians

Connects the Greenway to a new public waterfront promenade for pedestrians



Separates the Greenway from the West Side Highway and GTA via landscaped buffers

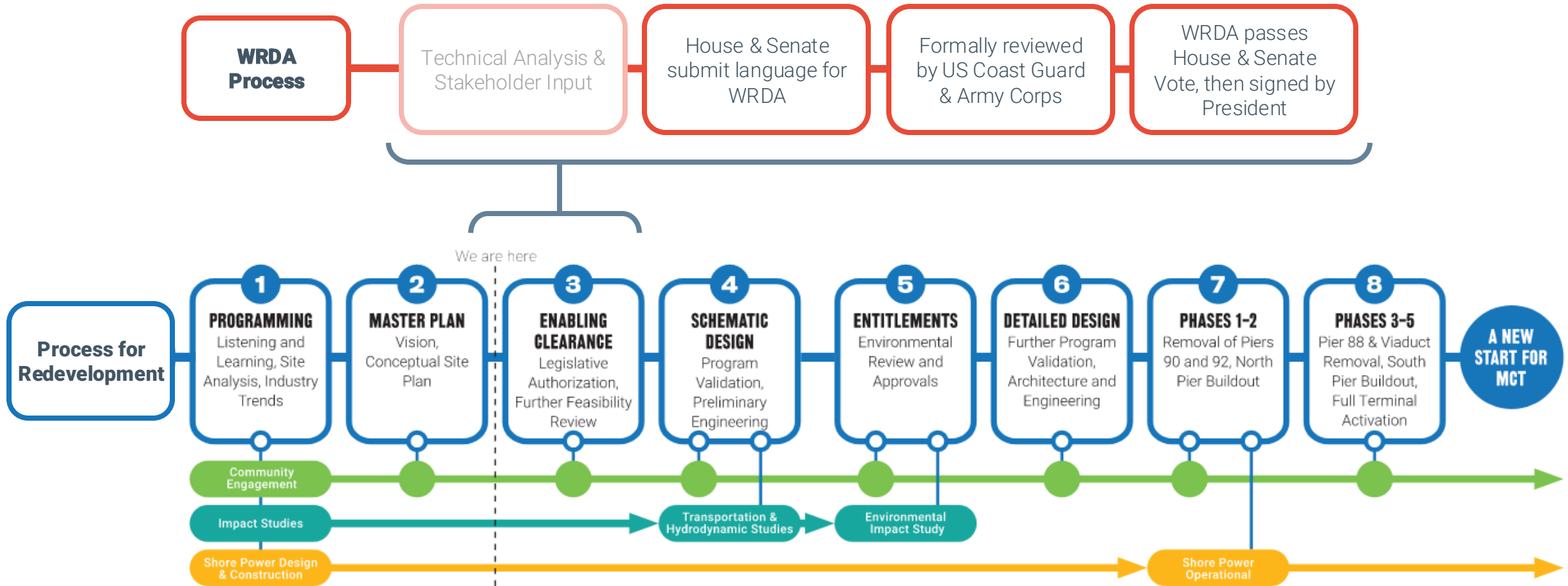
Widens the Greenway to match State DOT Standards

All graphics are for illustrative purposes and are subject to change and refinement.



Next Steps

What's Next?



Next Steps

Partnership

- + NYCEDC will maintain alignment with DOTs, DCP, and other relevant entities to meet regulatory and planning standards and integrate with parallel City/State projects (e.g., Route 9A Study, Blue Highways).
- + Continue meaningful **stakeholder engagement** with the community.

NYCEDC will

- + Utilize City's \$20M commitment to bring power to property line as a first step to **fully electrifying the site**.
- + Continue to engage private partners to **seek capital support** for project development in a public-private partnership.

With WRDA passing, NYCEDC will

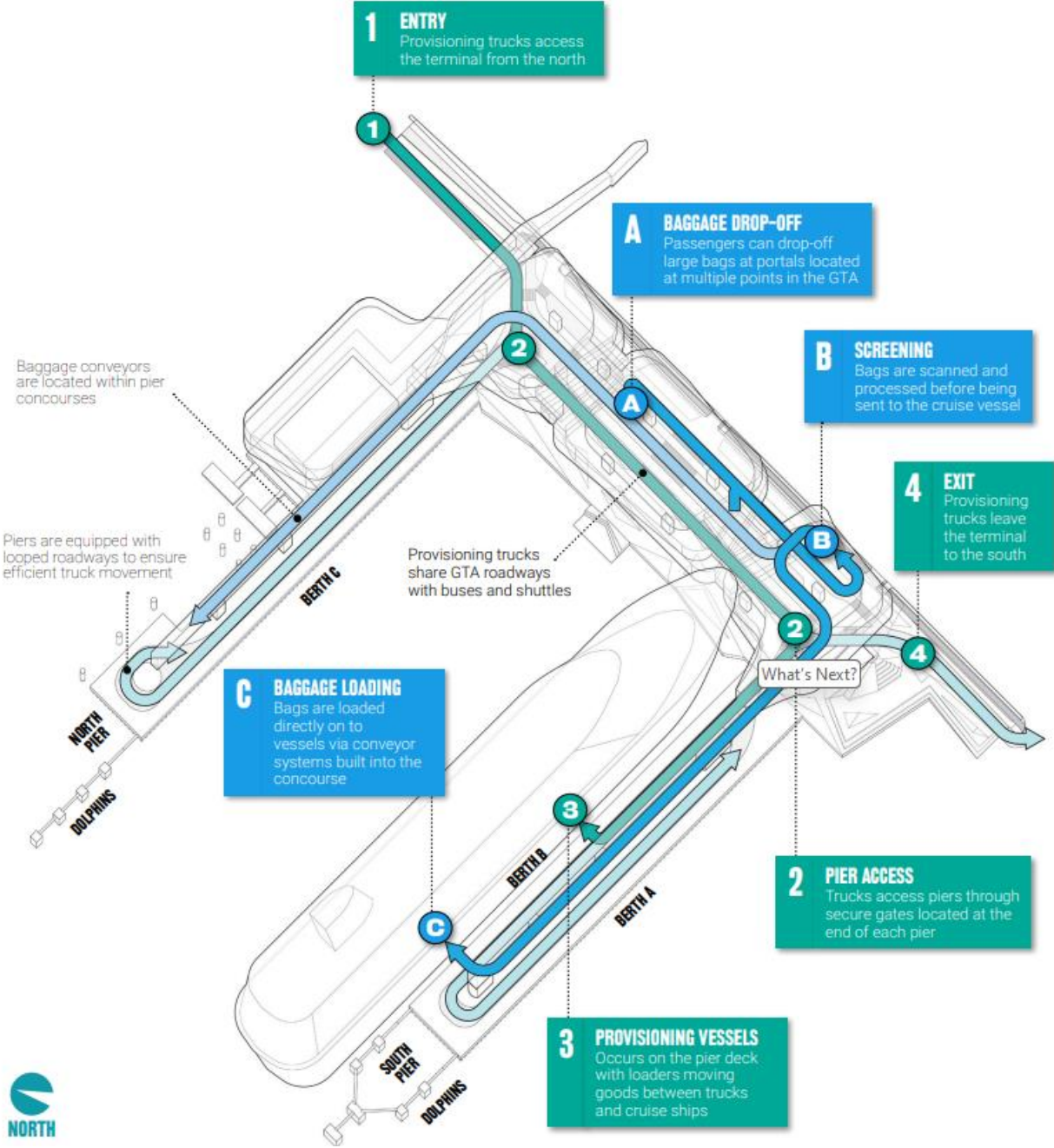
- + Begin advancing the project with schematic design and refining project concepts with greater detail, incorporating further feedback from stakeholders and technical teams.
- + Perform full traffic and transportation studies including intersection performance, multimodal impacts, and safety assessments as part of the EIS and to inform design development, specifically **traffic engineering and planning**.
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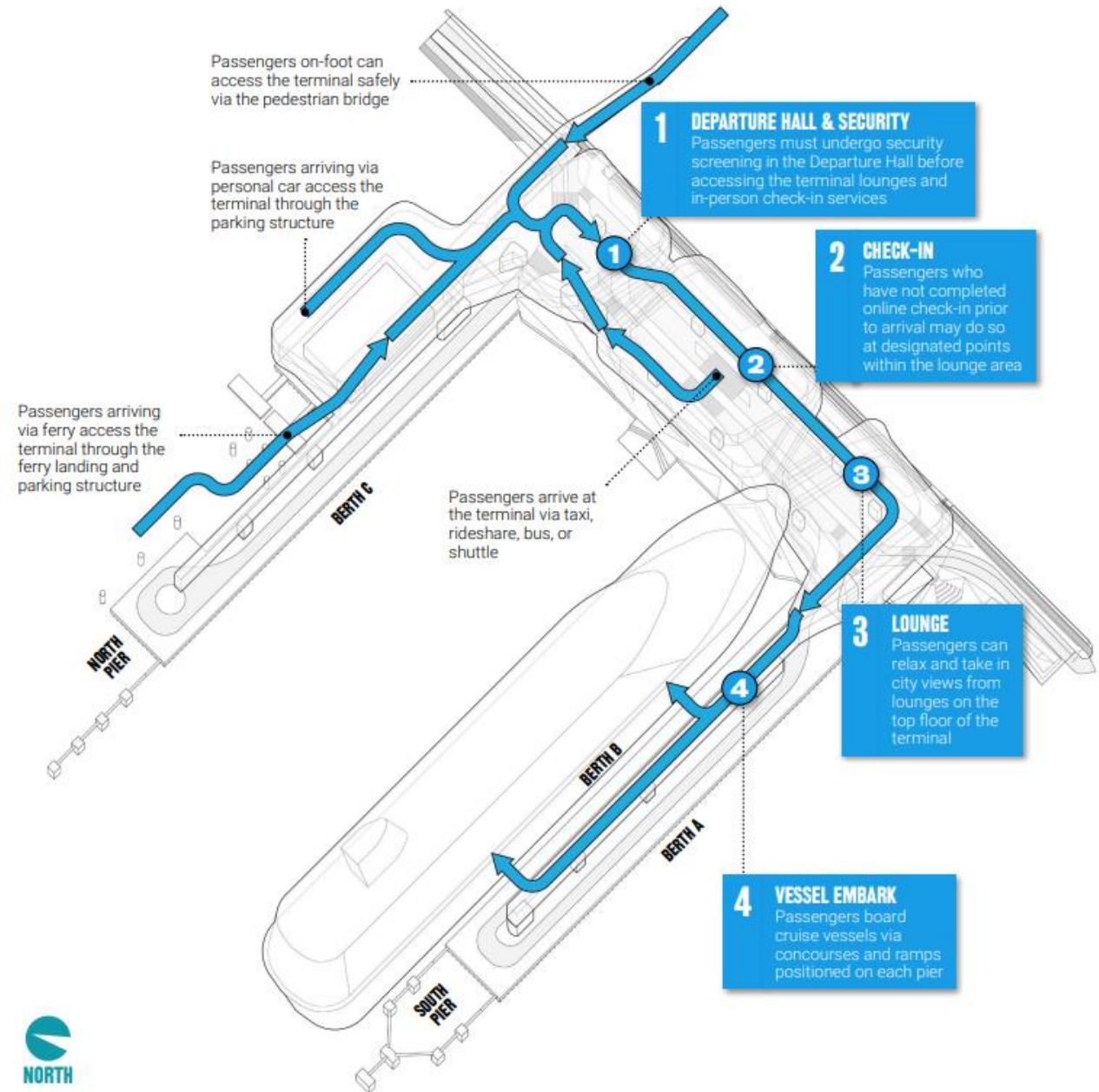
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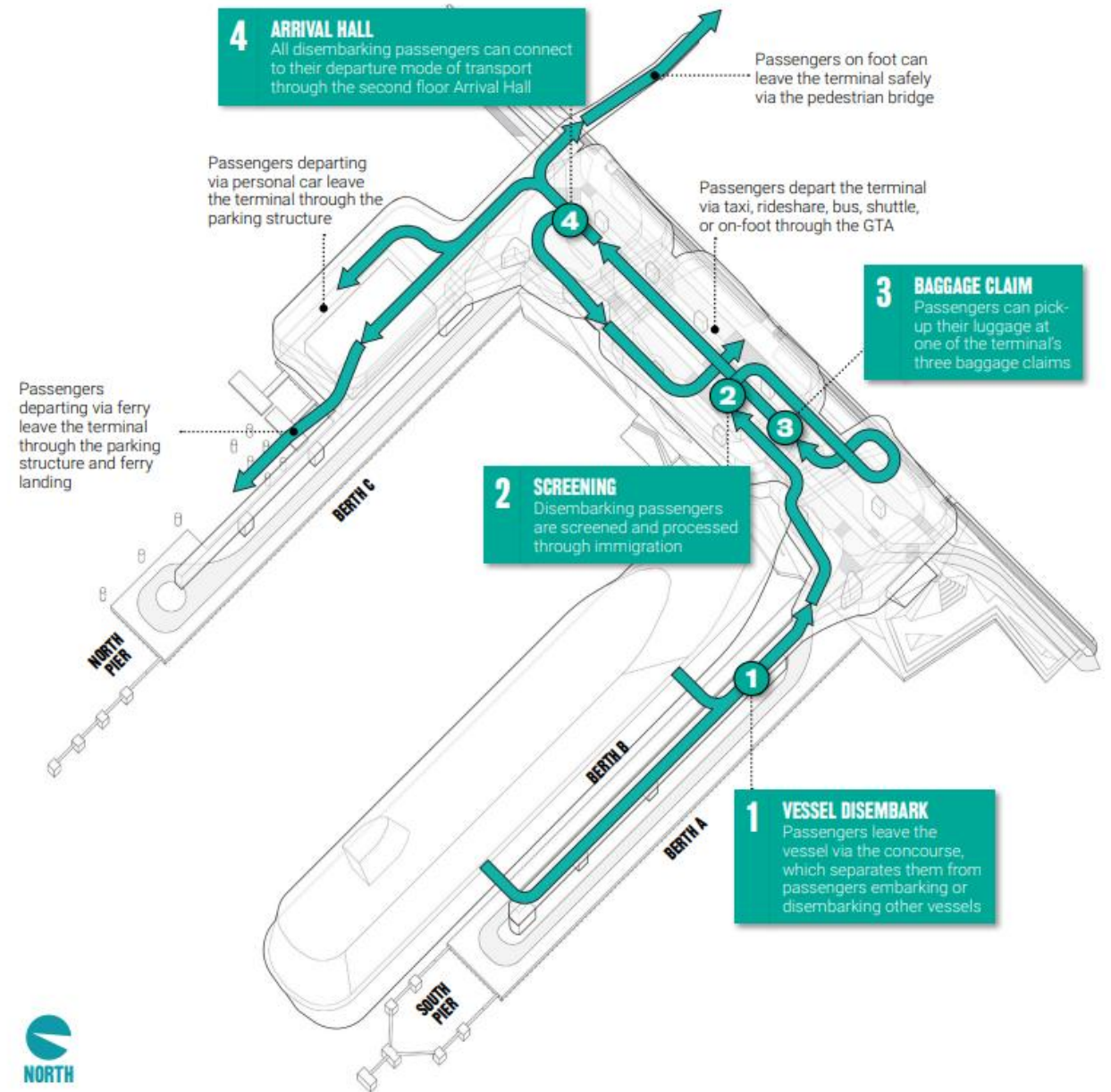
Provisioning and Baggage Flows



Embark Flows



Disembark Flows



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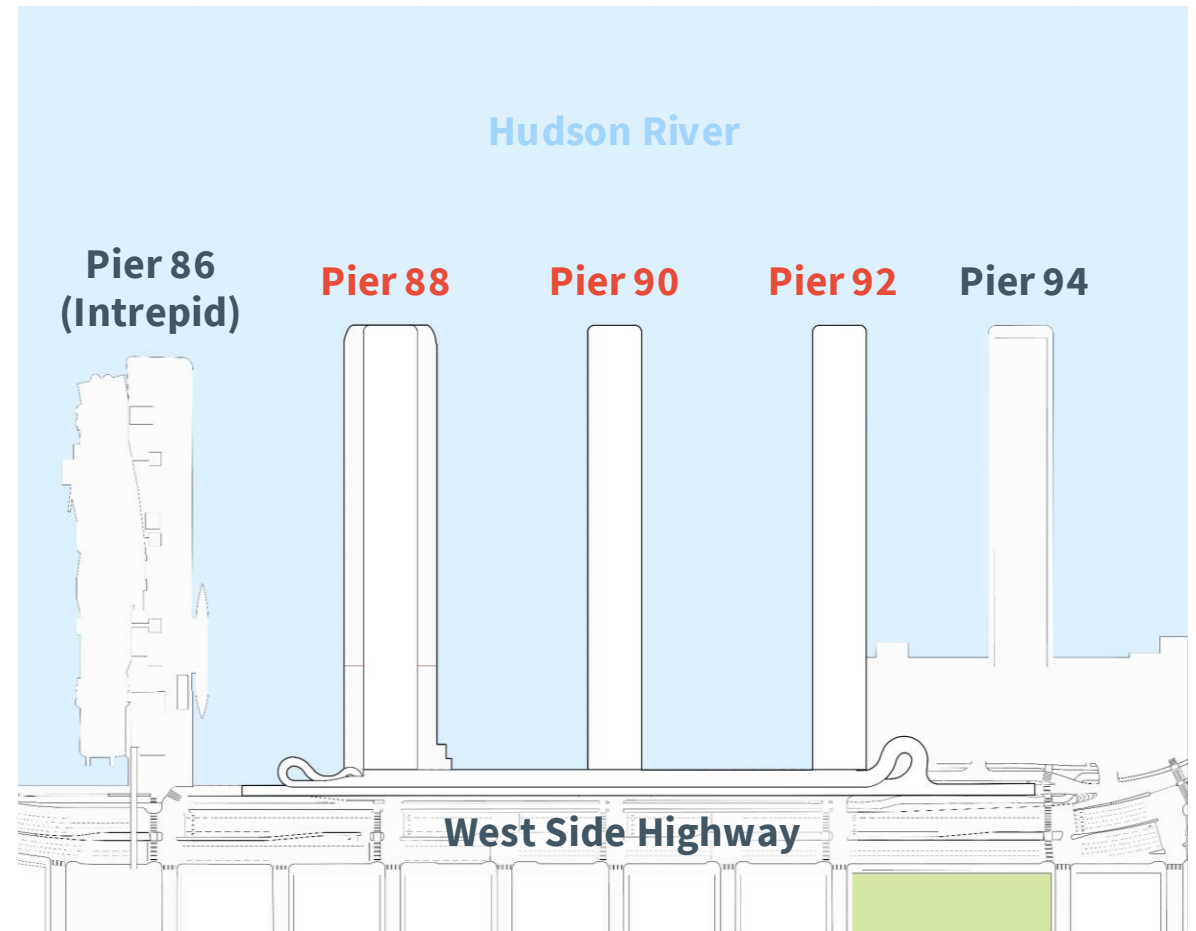
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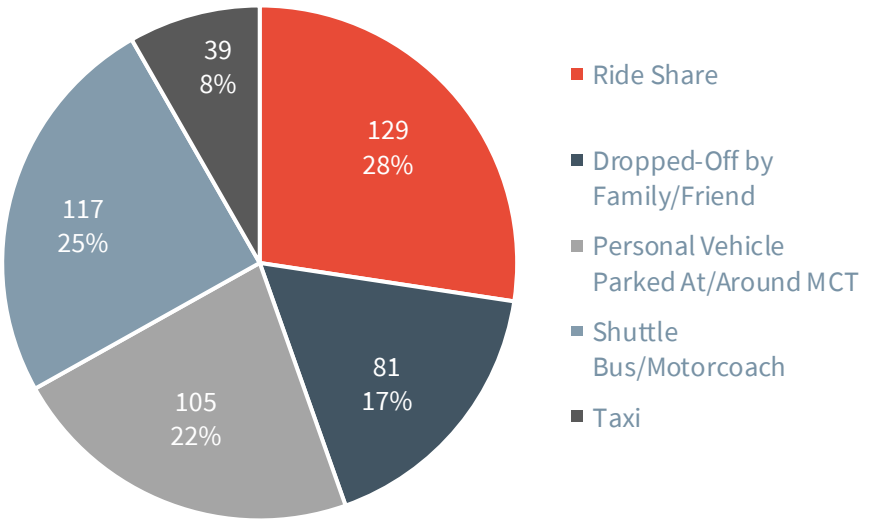
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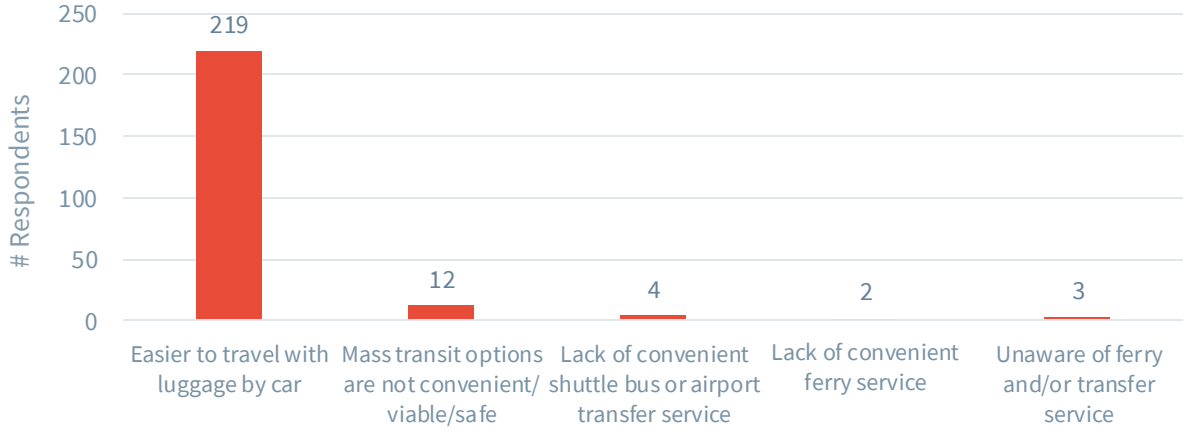
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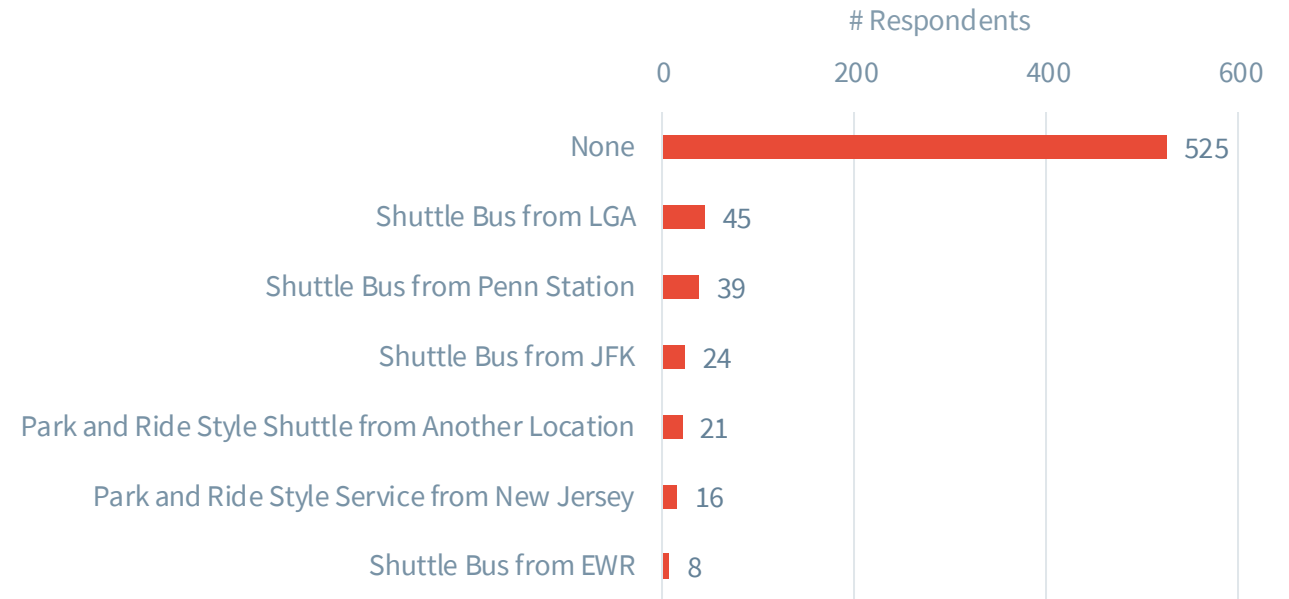


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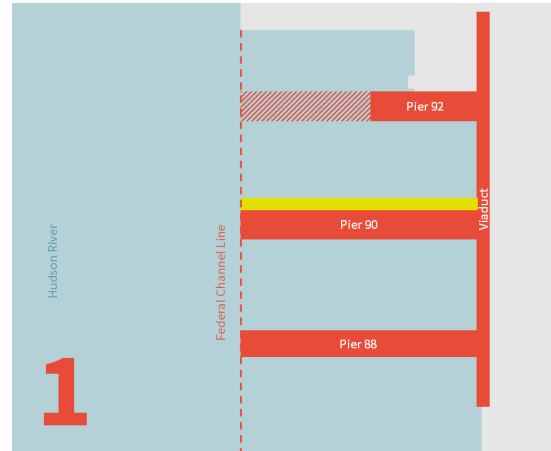


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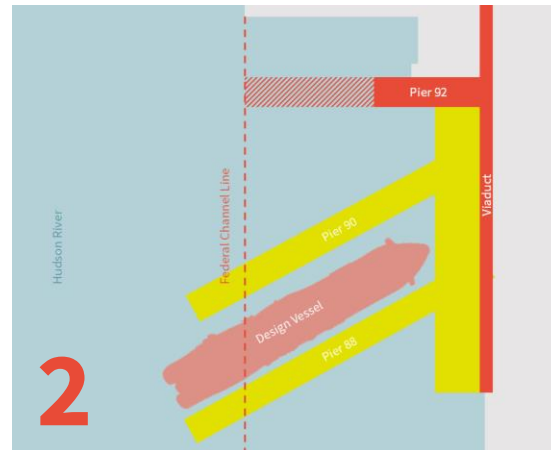
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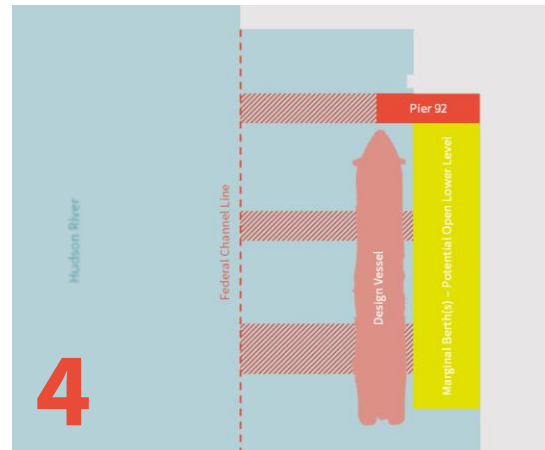
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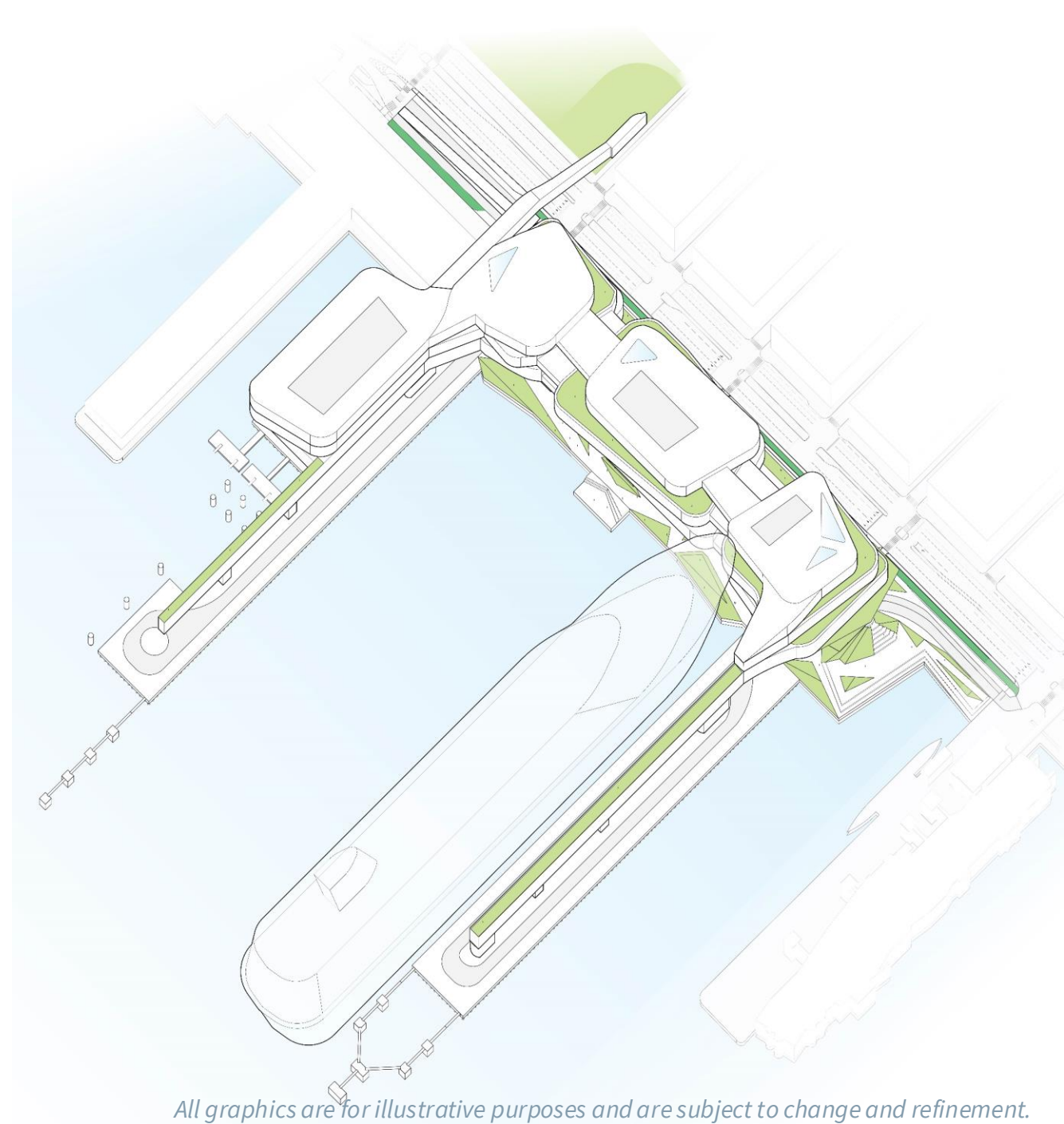


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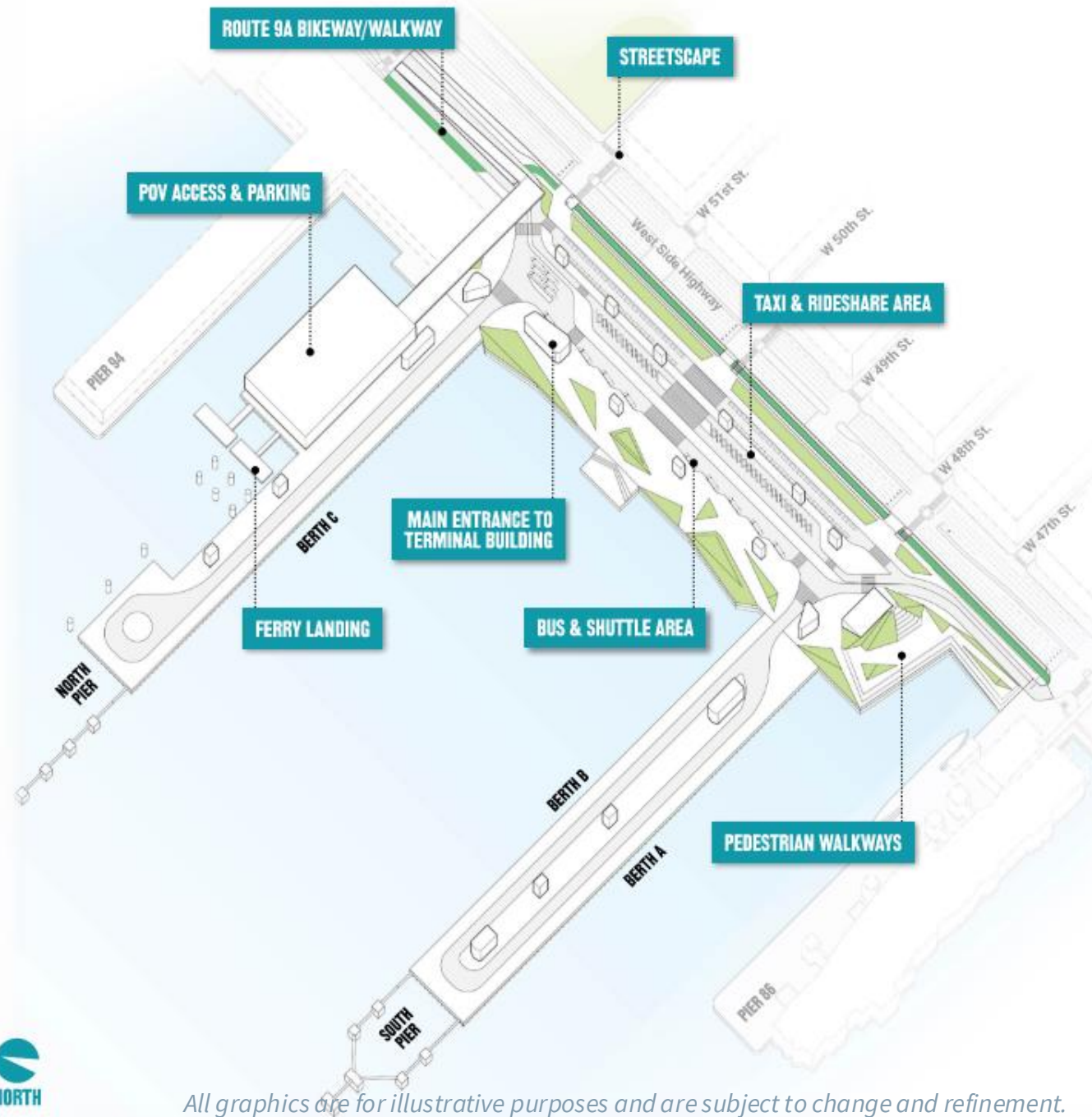
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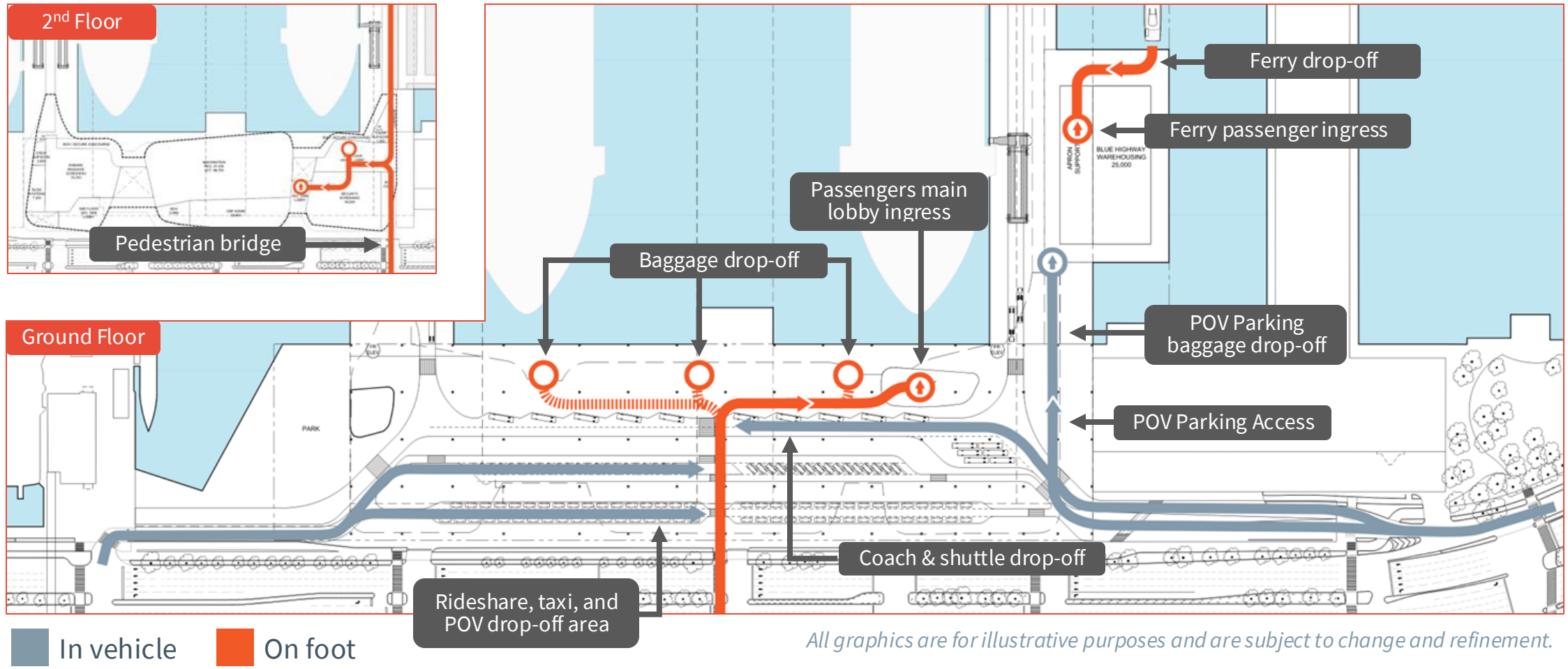


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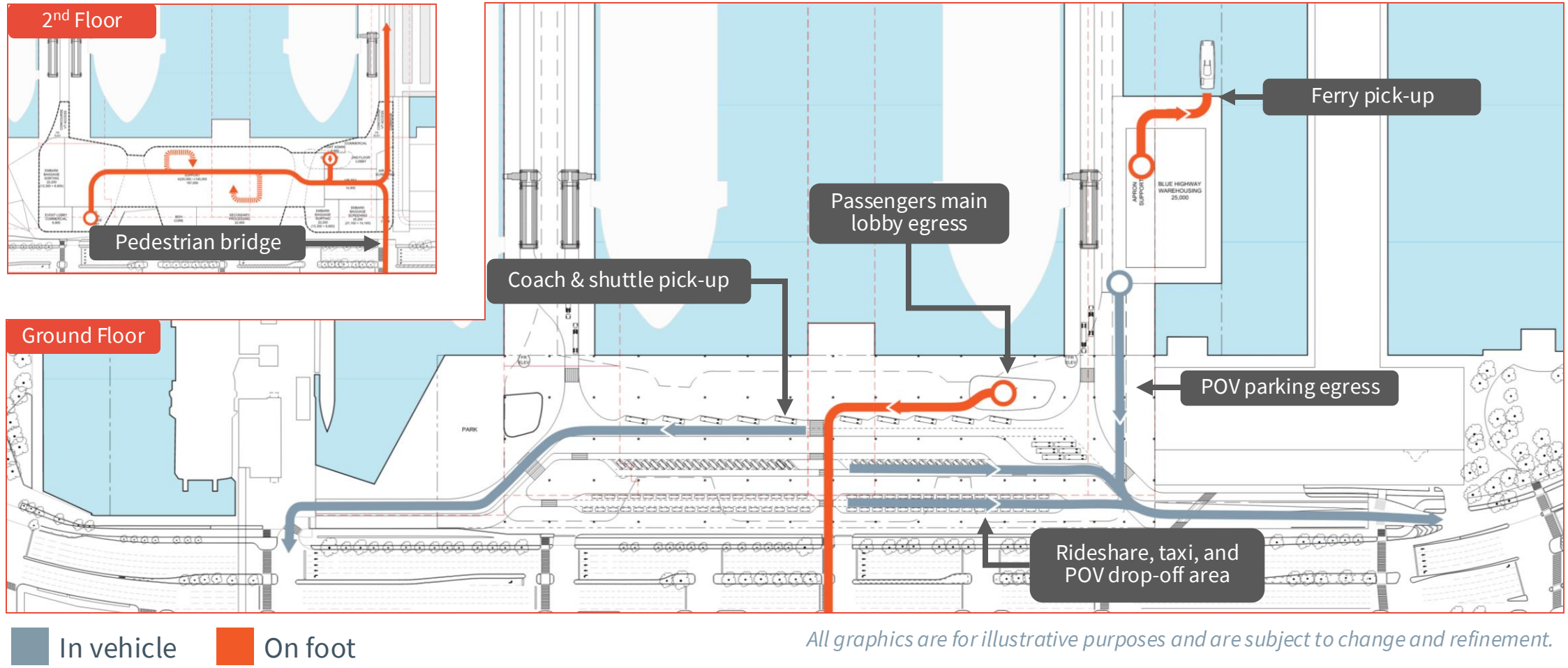
- + A new at-grade Ground Transportation Area (GTA) accommodates a range of transportation modes including shuttle buses, taxis, privately owned vehicles, and ferries
- + A parking facility on the North Pier provides direct access for personal vehicles
- + Provisioning vehicles can queue directly on the pier decks, while refrigerated vehicles can plug into power and turn off their engines



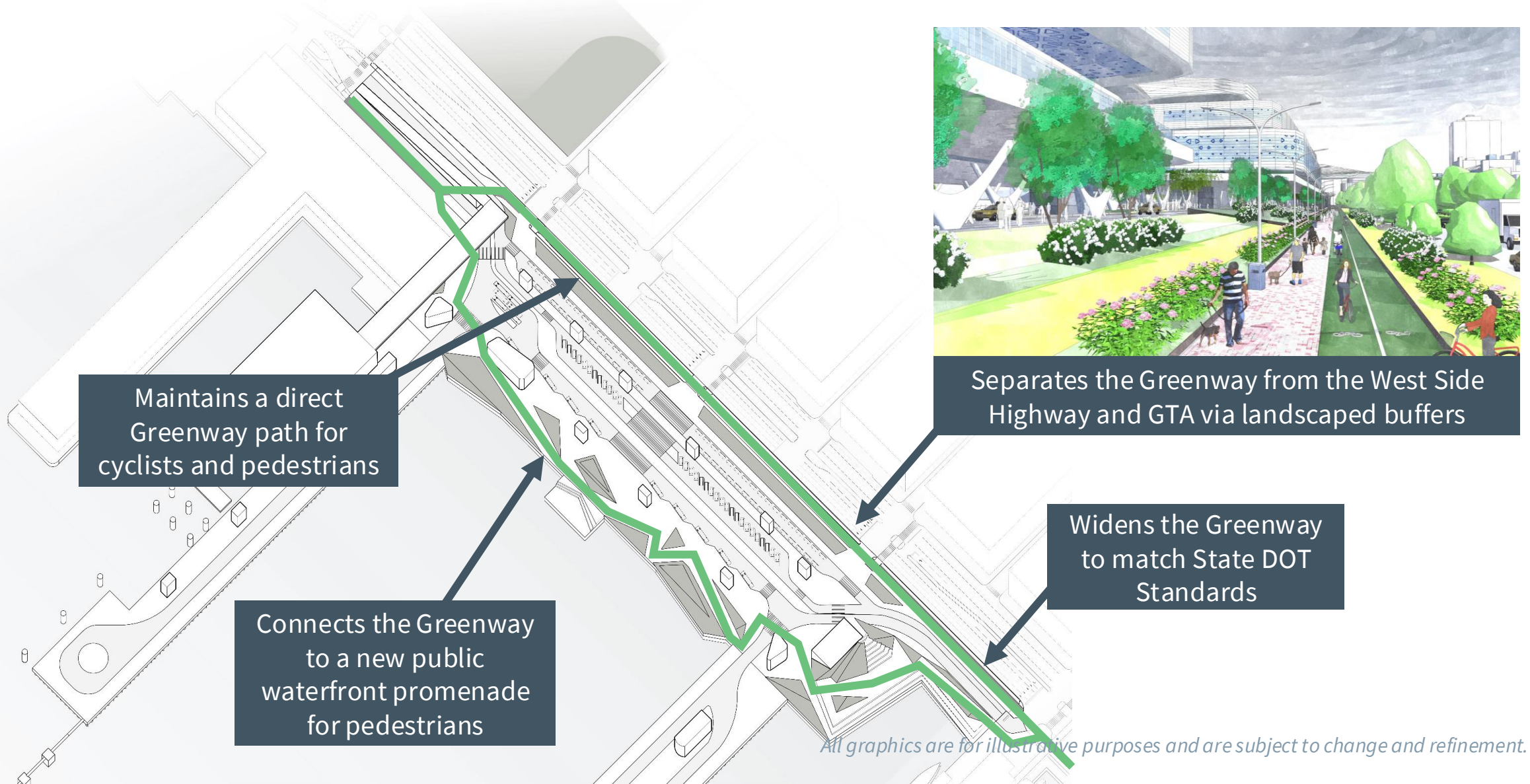
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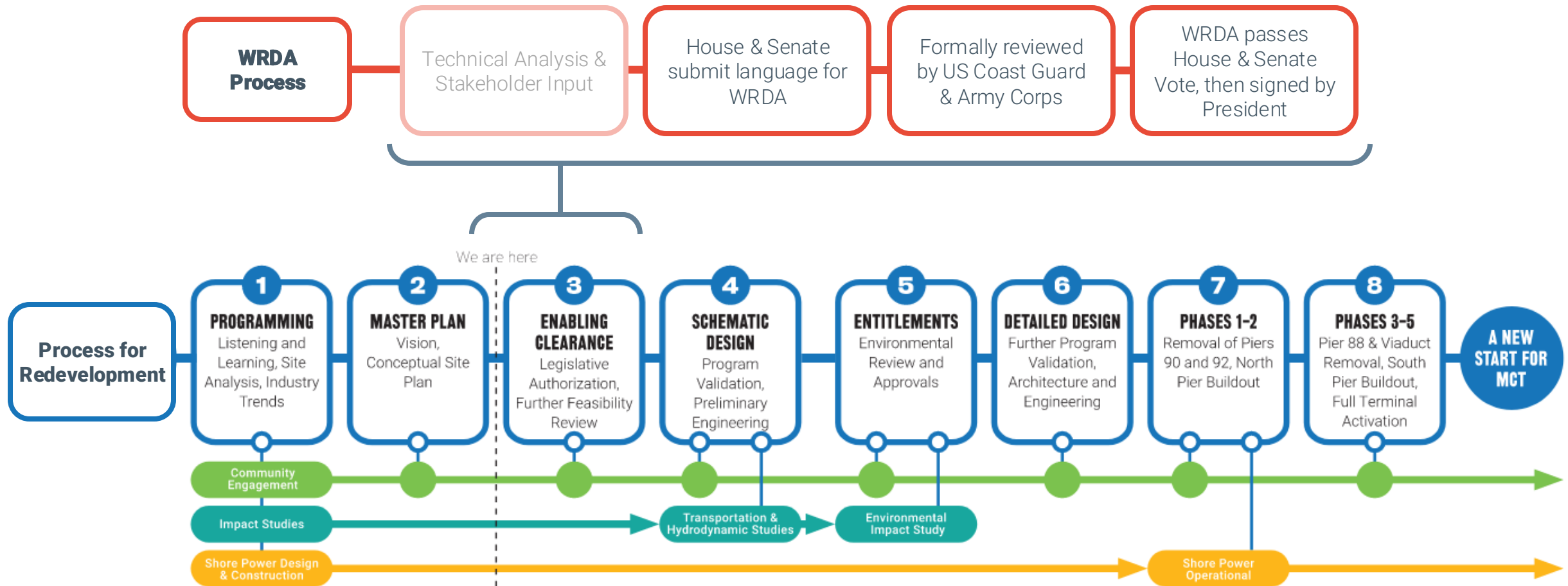
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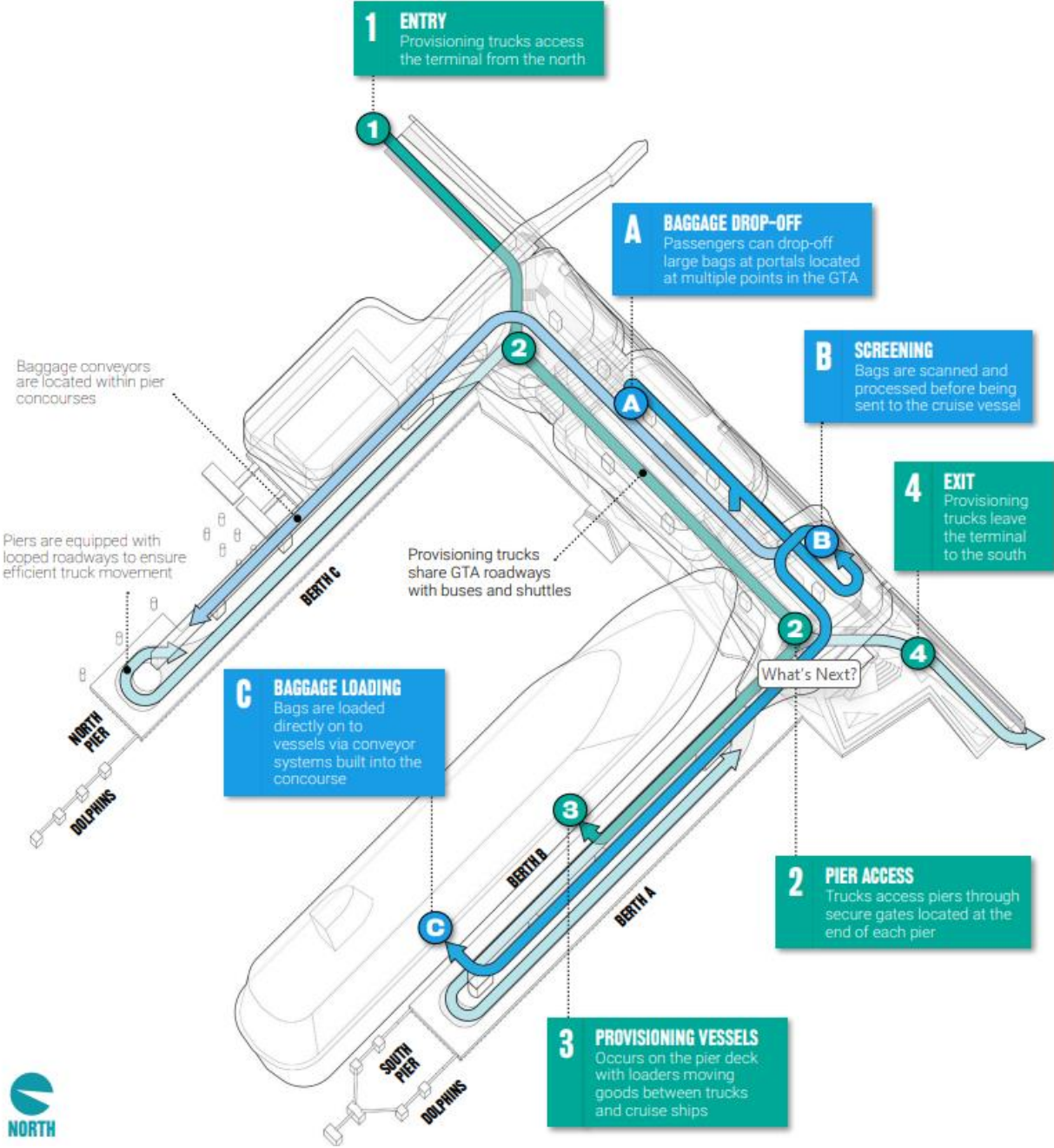
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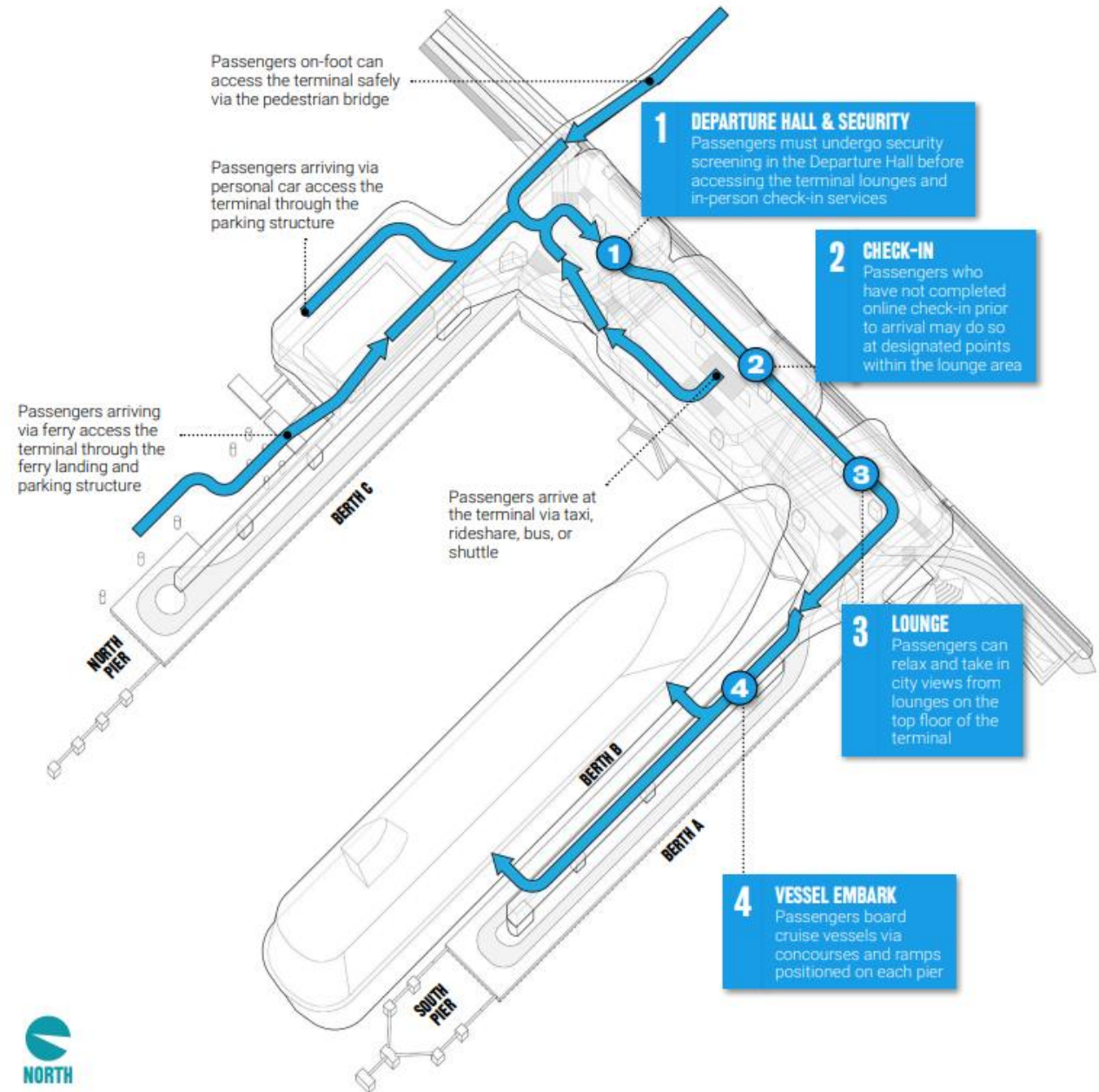
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