

Brooklyn Cruise Terminal

Community Traffic Mitigation Plan



Executive Summary	3
Background	4
Work Accomplished & Ongoing	4
What to Expect This Year	6
Public Comment	8
Cruise Traffic Management Stakeholders	9
Next Steps	9
Glossary.....	10

Executive Summary

Following the arrival of the 5,000-passenger MSC Meraviglia to Brooklyn Cruise Terminal in 2023, the Red Hook neighborhood experienced heavy traffic on local roads that negatively impacted residents and businesses on cruise days. The following year, the City passed Local Law 54, part of which requires New York City Economic Development Corporation (NYCEDC) to work with residents, New York Police Department (NYPD), and New York Department of Transportation (NYC DOT) on a Community Traffic Mitigation Plan (CTMP). The plan, updated annually on July 1, “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 as a cruise terminal.”

In July 2025, NYCEDC published its first report identifying traffic challenges and mitigation strategies. In coordination with the Red Hook community, traffic engineering consultant WSP, Cruise Operator Ports America, NYPD, and NYC DOT, the report found ways to reduce private vehicle usage, mitigate the impacts of private and for-hire vehicles, and leverage public transportation and mass transit like ferries and bus shuttles, to address ongoing concerns of traffic impacts to the neighborhood. Interventions spanned two main categories: congestion management of vehicles within the terminal and on the local street network; and offering public transportation alternatives (NYC Ferry shuttle service) and private shared transit (Cruise Line airport shuttles) to reduce vehicle volumes.

As of April 19, 2026, the MSC Meraviglia no longer calls at Brooklyn Cruise Terminal. This will result in a 60% drop in vessel calls for Fiscal Year 2027 compared to Fiscal Year 2026, which is expected to greatly reduce cruise-related traffic. The largest ship scheduled in Fiscal Year 2027 is Majestic Princess, which carries an average of 3,500 passengers compared to Meraviglia’s average of 5,000, and no single ship will call as frequently as the Meraviglia did (weekly, year-round). A full cruise schedule with passenger numbers is provided at cruise.nyc.

What we expect will have a greater impact on traffic this year is Department of Design and Construction (DDC)’s Red Hook Coastal Resiliency Project (RHCR) –a critical step toward ensuring a more resilient Red Hook community in the face of future extreme weather and a changing climate. Ongoing construction as part of this effort may involve closing the main entrance to the Cruise Terminal at Imlay Street and Bowne Street for a certain period in late 2027. While detailed schedules and work plans have not been finalized, NYCEDC and DDC are closely coordinating to identify strategies to mitigate additional traffic concerns this may cause in the neighborhood and ensure safe access to the cruise terminal and waterfront greenway.

Given the sharp drop in passenger volumes and the success of prior years’ traffic interventions, the traffic mitigation strategy for this upcoming year will focus on congestion relief on neighborhood streets and additional ferry services to Wall Street/Pier 11 from Atlantic Basin (BCT) for a convenient travel alternative to Manhattan.

Two congestion-mitigation and vehicle-reduction measures will continue this year:

- 1) Deploy traffic enforcement agents (TEAs) at key intersections to assist with traffic flow
- 2) Provide complimentary and direct NYC Ferry service between BCT and Wall Street/Pier 11, offering a more convenient travel option and reducing vehicle traffic to BCT by encouraging cruise passengers to use mass transit to Manhattan instead of personal vehicles, taxis, or ride-share vehicles.

Background

Brooklyn Cruise Terminal (BCT) opened in the Red Hook neighborhood of Brooklyn in April 2006. The 13-acre BCT sits on what was previously the Atlantic Basin Iron Works and is located within the 122-acre Brooklyn Marine Terminal (BMT). The site was initially owned by the Port Authority of New York and New Jersey (PANYNJ), and in 2024 an agreement was reached to transfer ownership to the City of New York.

Currently, BCT serves as one of three cruise ports for the greater New York City region, the other two being the Manhattan Cruise Terminal (MCT) on the West Side of Manhattan and the Cape Liberty Cruise Port located in Bayonne, New Jersey. There are multiple cruise companies that operate out of BCT. Table 1 presents projected landings for 2026. The Cunard Line and Princess Cruises have operated at BCT since its initial opening. In spring 2023, MSC Cruises began operations at BCT, bringing both larger vessels as well as weekly landings throughout the year that introduced higher levels of cruise passenger-related vehicle traffic in Red Hook. As of April 2026, MSC no longer calls in New York, which will significantly reduce cruise passenger-related traffic.

Table 1: BCT Cruise Calls (2026)

Cruise Line	Ship	Capacity (passengers)	Ship Calls	Cruise Season
Carnival/ Cunard/ Princess	Queen Mary II	2,700	16	Year-round (with higher levels May – November)
	MS Zuiderdam	1,900	1	July
	Majestic Princess	3,500	6	October – November
	Sapphire Princess	2,600	1	November
	Seabourn Ovation	450	1	September
MSC	MSC Meraviglia	5,000	16	Last call April 2026
NCL	Oceania Vista	1,200	1	October
Viking	Viking Mars	928	1	September
Virgin	Valiant Lady	2770	10	April – October

Work Accomplished & Ongoing

In 2023 and 2024, NYCEDC gathered data and worked with stakeholders to understand traffic conditions and develop short-term solutions, along with long-term plans to reduce vehicle trips. The following table summarizes the main traffic challenges identified for residents and businesses, and associated interventions. For details on traffic challenges, data collection methodology, and how interventions were chosen, see the 2025 BCT Community Traffic Mitigation Plan at cruise.nyc/brooklyn-terminal.

Several interventions involved one-time upgrades to infrastructure that remain in place today, such as a restriped crosswalk and opening an additional travel lane. Other interventions were more operational in nature and were regularly deployed on cruise days. These include having traffic enforcement agents (TEAs) at key intersections, and offering complimentary NYC Ferry shuttles between Red Hook and Wall Street/Pier 11—two strategies that have proved successful and will continue this year. To reduce vehicle volumes further, NYCEDC and terminal operator Ports America worked with MSC to run shuttle buses to transport passengers from transit hubs to popular destinations and piloted a park-and-ride shuttle bus program between BCT and Weehawken, NJ.

Table 2: BCT Cruise Traffic Challenges and Interventions Status Update

Type	Challenge	Intervention	Current Status
One-Time Fix (Completed)	Bottleneck at BCT Entrance (Bowne St.)	Re-striped internal roadway to establish additional travel and queue lane	Complete
	Unclear pedestrian path from entrance to terminal	Re-striped, painted internal path and crosswalk	Complete
	Inefficient pick-up/drop-off area, leading to traffic back-up into local streets	Improved flow and capacity by reconfiguring pick-up/drop-off zones, doubling capacity for pick-up	Complete
	Overlap between passengers arriving and leaving BCT caused higher peak volume of cars on local streets	Shifted cruise departure times later to reduce the overlap of arriving and departing passengers	Complete Only needed for MSC
	Bottleneck at Van Brunt St. and Bowne St. for cars turning into BCT	Installed No Standing regulations on parts of Van Brunt St. to free up a lane for vehicles turning onto Bowne St.	Complete
	Inaccurate routing in GPS and ride-share apps	Worked with GPS vendors and ride-share companies to correct drop-off point, directing traffic to Bowne St. entrance	Complete
Continuously Deployed	Gridlock on local streets	Traffic enforcement agents and flaggers deployed at key intersections to facilitate turns	Ongoing
	Heavy congestion on Van Brunt St. in particular	Temporary traffic diversions direct cars on Van Brunt St. to the Bowne St. entrance	Deployed in 2025 Traffic diversion plan developed to deploy as needed
	Lack of convenient and alternate mode of travel to BCT	Complimentary Ferry shuttle to Wall St./Pier 11 from June to November	Ongoing
	Vehicles parked along “no standing” regulation on Bowne St., blocking entry traffic flow	Work with NYPD to improve parking enforcement in the area	Deployed in 2025 Deployable as needed
	Cruise passengers being picked-up/dropped-off onto bike lane (Conover St. / Pioneer St.)	Place cones to delineate protected bike lane, active enforcement with traffic managers	Deployed in 2025 Deployable as needed
Ongoing Refinement	Lack of convenient and alternate mode of travel to BCT	Airport transfers and shuttle buses	Deployed in 2025, deprioritized in 2026 due to decreased traffic volumes
		Park-and-ride shuttles pilot	Piloted in 2025, deprioritized in 2026 due to decreased traffic volumes

The completed, continuously implemented, and in-refinement strategies have greatly improved congestion management and neighborhood conditions impacted by cruise-related traffic flow. The peak time for traffic reduced from a ~five-hour span of slow and at times stagnant congestion to what is now a 1.5-hour period of continued movement. We have also witnessed improvements in the reduction of individual vehicles, which will continue to be a primary focus of ongoing refinement and pilot development for park-and-ride, shuttle routing and policies, and ferry shuttle service.

What to Expect This Year

Coordination with Construction Work

NYC Department of Design and Construction (DDC) is undertaking the Red Hook Coastal Resiliency Project (RHCR) as a critical step toward ensuring a more resilient Red Hook community in the face of future extreme weather and a changing climate. The work consists of 1.5 miles of interconnected floodwalls, gates, and roadway/sidewalk improvements that will wrap around the neighborhood from Summit Street to Columbia Street. Construction has already begun, with a tentative completion date of Q3 2028. Ongoing construction as part of this effort may involve closing the main entrance to the Cruise Terminal at Imlay Street and Bowne Street for a certain period in late 2027. While detailed schedules and work plans have not been finalized, NYCEDC and DDC are closely coordinating to identify strategies to mitigate additional traffic concerns this may cause in the neighborhood and ensure safe access to the cruise terminal and waterfront greenway.

NYCEDC is also building a new wharf at south end of Brooklyn Cruise Terminal to add berthing capacity to accommodate a wider range of vessels, including the new Ollis Class ferry, that can be used in an emergency. Construction is expected to run from Q3 2026 to Q3 2027.

Depending on traffic volumes and any bottlenecks that construction may cause, NYCEDC may open the Sullivan Street gate on cruise days as an additional egress from the parking lot. That said, MSC's departure means that, absent any construction, all traffic will enter and exit out of Imlay and Bowne as usual.

NYCEDC will closely coordinate with NYC DOT on any longer-term capital projects in the area including the Columbia Street improvements (expected FY29) and Woodhull Street plan as they progress.

Additional NYC Ferry Service

The NYC Ferry's South Brooklyn route provides a direct connection between Wall Street/Pier 11 and Red Hook, stopping at Atlantic Basin next to BCT. Following the success of the NYC Ferry Shuttle in 2024 and 2025, NYCEDC will continue to offer cruise passengers complimentary ferry shuttle service between Red Hook and Wall Street/Pier 11. This service will be offered from June to December 2026 for all cruise calls that bring over 2,000 passengers (26 out of 30 cruise days). During weekend ship call days, an additional vessel will run between Red Hook Atlantic Basin and Pier 11 / Wall Street, departing every 20 minutes. On weekday mornings when cruise passengers may intersect with commuting ferry riders, a large-capacity NYC Ferry vessel will run and there will be added upland staff support for crowd and queuing control. Providing complimentary service will reduce the number of pick-ups and drop-offs at BCT by providing a direct, and scenic alternative to allow cruise passengers to travel to Manhattan.

A detailed ferry schedule is provided below.

Table 3: 2026 NYC Ferry Shuttle Schedule | Red Hook to/from Wall Street/Pier 11

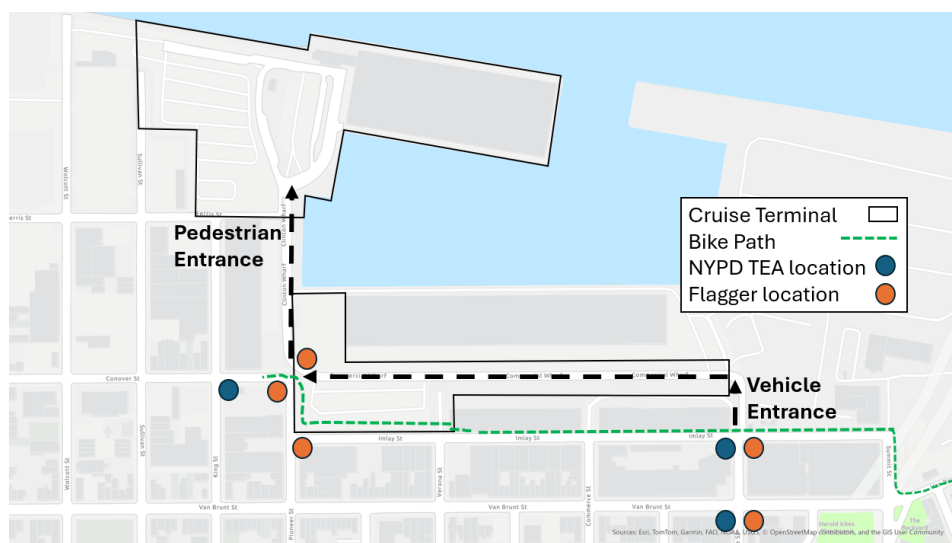
Day of Week	Date	Vessel	Total Passengers	Ferry shuttle offered
Wednesday	6/17/2026	Queen Mary 2	4,625	Yes
Friday	7/3/2026	Queen Mary 2	4,625	Yes

Thursday	7/9/2026	MS Zuiderdam	2,400	Yes
Friday	7/10/2026	Queen Mary 2	4,625	Yes
Tuesday	7/28/2026	Queen Mary 2	4,625	Yes
Tuesday	8/18/2026	Queen Mary 2	4,625	Yes
Saturday	9/12/2026	Queen Mary 2	4,625	Yes
Sunday	9/13/2026	Seabourn Ovation	500	No
Saturday	9/19/2026	Valiant Lady	5,540	Yes
Wednesday	9/23/2026	Viking Mars	700	No
Saturday	9/26/2026	Queen Mary 2	4,625	Yes
Sunday	9/27/2026	Valiant Lady	5,540	Yes
Friday	10/2/2026	Valiant Lady	8,540	Yes
Saturday	10/3/2026	Majestic Princess	6,300	Yes
Tuesday	10/6/2026	Oceania Vista	1,320	No
Wednesday	10/7/2026	Valiant Lady	5,540	Yes
Saturday	10/10/2026	Majestic Princess	6,300	Yes
Sunday	10/11/2026	Queen Mary 2	4,625	Yes
Tuesday	10/13/2026	Valiant Lady	5,540	Yes
Saturday	10/17/2026	Majestic Princess	6,300	Yes
Monday	10/19/2026	Valiant Lady	5,540	Yes
Saturday	10/24/2026	Majestic Princess	6,300	Yes
Friday	10/30/2026	Queen Mary 2	4,625	Yes
Saturday	10/31/2026	Majestic Princess	6,300	Yes
Sunday	11/1/2026	Sapphire Princess	5,340	Yes
Monday	11/2/2026	Sapphire Princess	5,340	Yes
Saturday	11/7/2026	Majestic Princess	6,300	Yes
Tuesday	11/17/2026	Queen Mary 2	4,625	Yes
Saturday	11/28/2026	Queen Mary 2	4,625	Yes
Saturday	12/19/2026	Queen Mary 2	4,625	Yes

Traffic Enforcement Agent (TEA) Deployment

NYCEDC collaborates with NYPD to strategically deploy TEAs at key locations around BCT on ship call days. Through ongoing evaluation, the deployment plan is refined to maximize efficiency, with optimal locations shared between NYPD and private traffic managers. This strategy can be adjusted accordingly (e.g. with higher or lower TEA counts and a shift in location) to ensure smooth traffic movement in Red Hook. Based on initial assessment of the traffic conditions, a deployment plan for TEAs and traffic agents was developed to prioritize vehicle movement of key intersections and streets (Figure 1). With input from the community regarding additional interest areas such as Sullivan Street and its intersection with Van Brunt Street, as well as Imlay Street, NYCEDC will continue to refine deployment plans in partnership with NYPD to ensure safety and efficient use of the streets for all road users.

Figure 1: Traffic Manager and NYPD TEA Deployment Plan on Cruise Days



Public Comment

Rather than setting a time-limited window for public feedback on the Community Traffic Mitigation Plan before it's published, NYCEDC will collect public comments on a rolling basis for the remainder of 2026 via an [online form](#) on the NYCEDC Cruise website. The intention is for the public to have continuous access to an input mechanism so that changes to the Community Traffic Mitigation Plan can be considered in real time over the course of the year.

Since the timing of DDC's RHCR construction work is still to be determined, the Community Traffic Mitigation Plan will remain open to public input after July 1 to give residents time to experience/witness the traffic impacts of the Cruise and DDC work. At the end of each calendar year, NYCEDC will revise the official Community Traffic Mitigation Plan to memorialize public comment collected over summer and fall.

The public may offer comments via the online portal here:
[Brooklyn Cruise Terminal Operations & Contact | Cruise NYC](#)

Cruise Traffic Management Stakeholders

Effective coordination between industry and public sector stakeholders is critical to successfully manage the traffic conditions at BCT and the surrounding streets impacted in the Red Hook Neighborhood. The following are the key stakeholders that coordinate on an ongoing basis to reduce traffic impacts on the community. Weekly coordination with stakeholders for the past three years has informed this plan.

- New York City Economic Development Corporation (NYCEDC) serves as the leaseholder of BCT, which occupies the southernmost portion of the BMT (Brooklyn Marine Terminal).
- Ports America serves as the operator of BCT. Ports America provides terminal management and stevedoring services for the facility. They are also responsible for traffic management within the facility, including frontage operations and pedestrian assistance. They also coordinate with cruise companies to ensure traffic disruptions are reduced to a minimum during cruise days.
- Multiple cruise companies have operations at BCT. The largest of these are MSC Cruises and Carnival Corporation (through their subsidiaries the Cunard Line and Princess Cruises). Most of the cruise companies operate private shuttle and transfer services to and from key origins and destinations of the city and surrounding areas including nearby airports, hotels, and train stations, providing a convenient alternative to personal vehicles to and from BCT.
- The New York City Department of Transportation (NYC DOT) oversees the operation of the roadways surrounding BCT, including determination of parking regulations and direction of traffic flow.
- The New York Police Department (NYPD) is responsible for traffic management on the public roadways outside BCT. Per an agreement with NYCEDC, the NYPD provides traffic enforcement agents (TEAs) who manage traffic operations at key locations during peak periods. These TEAs work in conjunction with private traffic and pedestrian managers that are contracted by NYCEDC.
- Logistics Companies that operate out of warehouses in Red Hook add traffic volume via delivery trucks. Coordinating with these companies to stagger delivery times with cruise embarking and disembarking helps reduce overlap of delivery vehicle dispatch and cruise traffic.

Next Steps

Cruise Traffic Trends

Cruise ship schedules and call frequencies are influenced by seasonal trends, market demand, and operational adjustments made by the cruise lines. Based on our current and future projections, the size and gross tonnage of vessels calling at our terminals are expected to remain stable over the next five years, ensuring consistent passenger capacity and manageable traffic flow. This stability helps minimize potential impacts on local communities while maintaining operational efficiency. We continue to collaborate with cruise line partners and stakeholders to monitor their deployment patterns and address any changes effectively.

Brooklyn Marine Terminal Development Efforts

Since NYCEDC took over management of the Brooklyn Marine Terminal (Piers 7 – 12) from the Port Authority, we have led an active planning process to redesign the entire 122-acre site. Upgrades to the cruise terminal will improve operations and traffic circulation to minimize congestion on neighborhood streets.

Glossary

- Community Traffic Mitigation Plan: As defined by Local Law 54 of 2024, *“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.”*
- Cruise Terminal: Manhattan Cruise Terminal located at 711 12th Avenue, New York, NY and Brooklyn Cruise Terminal located at 210 Clinton Wharf, Brooklyn, NY 11231.
- Ferry shuttle: Complimentary NYC Ferry service offered to cruise passengers every ~20 minutes between Red Hook Cruise Terminal and Wall Street/Pier 11.
- For-Hire Vehicles (FHVs): Vehicles providing pre-arranged transportation for a fee, including app-based services such as Lyft and Uber.
- Local Law (LL): Municipal regulation or statute passed by the City Council that affects the day-to-day lives of people living in, working in, or visiting New York City.
- Operator: Terminal Operator is Ports America for both cruise terminals.
- Queue: Line in which vehicles stack up while waiting at intersections or entrances.
- Ship call: The act of a cruise ship berthing at and departing from a cruise terminal.
- Shuttle Bus: A bus service designed to transport people between set destinations.
- Traffic Enforcement Agents (TEA): Agents within a division of NYPD who enforce traffic laws and have the ability to override traffic signal indications.
- Traffic Managers (TM): Also called “flaggers,” privately hired staff that ensure safe passage for pedestrians at busy intersections.