

HRPK AC Meeting 6/1/21 MINUTES

Chair Jeffrey LeFrancois began the meeting at 6:02p with an announcement for all to fill in the attendance form previously distributed via email and available in the Zoom chat.

A motion was adopted to approve the May 2021 minutes. Minutes passed unanimously.

A motion was adopted to approve the May 2021 agenda. The agenda was approved.

The first item on the agenda was Little Island. Trish Santini and Michael Wiggins provided an update. The summary included the tremendous early success of LI, which has delighted the creators of the arts island. Safety was discussed, with no incidents reported thus far. It was noted that 30% of the tickets for events are available online, with the rest offered at discounts to arts affiliated groups like TDF and local partners like the Door, Westbeth, Hudson Guild, Greenwich House. The tickets available to the public at full price sold out within minutes.

Programming begins on June 14th, and the local partners have planned participation.

There was a query about where to park bikes. Trish assured the council that bike rack opportunities were in the works to make it easier to access Little Island via the Greenway. There are also other plans in the works to make it safer to access the island via 13th Street, with more prominent markings to slow down traffic so pedestrians can cross 10th Avenue and 13th Street. LI is also working with state and city DOT to mitigate speeding cycle traffic on the Greenway.

Tickets for entry to LI are not needed before 12p (recently changed to 10a) or after 10p. The park is open same as HRPK, or 1am. Tickets are available online for up and can be reserved up to 4 weeks in advance.

There have been issues of Illegal vending. Staff has mitigated any incidents.

Additional questions arose about getting access via for hire vehicles. Currently there are no Uber drop-offs near LI. The AC recommended a defined a drop-off location, such as 13th and 10th because 10th is a wide Avenue with minimal traffic.

There also was a request to update GPS applications such as Waze, Google Maps, and Apple Maps to best define routes to LI. Some routes, such as lower east side, take cyclists directly through Washington Square Park.

It was also mentioned that Frying Pan could use a drop off spot.

The next agenda item centered on Park Tenants to get more information on trends for these businesses. Are customers back? What's it like being a business that operates in the park?

Graeme from Downtown Community Boathouse spoke first. 100 people visited the boathouse on Monday. They know how to manage crowds and are utilizing timed entry. There are issues, however, with no water currently on the dock. Update: this issue was recently corrected. Graeme is expecting an "extremely insane season". The boathouse does not require a mask if you are vaccinated.

For the volunteers, vaccinations is a very passionate issue. Currently there is a low percentage of people keeping masks on before getting on boat. It's hard to demand mask wearing if volunteers are not wearing them.

Currently, DMBH can offer up to 1000 boaters a day in HRPK with the reservation system in place.

Gov Island is set to open in a couple weeks, and a new building for hygiene is needed.

Frying Pan has picked up with guests returning to Pre-Covid levels.

Chelsea Piers is slowly reopening. CP is in recovery mode. Check out their free pilates class outdoors; Also, there are job posts active at Chelsea Piers.

The Intrepid is seeing visitation uptick. Local and domestic visitor visitation to the museum are trending higher. The museum is allowing people to go maskless at outdoor spaces if vaccinated.

The Village Community Boathouse is opening for community rowing beginning June 13th. VCB will require masks in boathouse and then it's up to crew to decide mask wearing. Popular youth rowing program happens on Fridays.

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Pier 76 will be open to public in the next week or so. The structure will attract photographers with its dappled light and skylight architecture.

Currently there is an ugly sign out front of Pier 76 which is huge and not in scope with the rest of park signage. HRPK is aware and it will be addressed. For now, NY State is handling construction. After construction is completed, then park takes over maintenance.

Once HRP Trust takes over, environmental programming will be a key component to Pier 76.

Committee updates followed the Pier 76 discussion.

Diversity and Inclusion committee is led by Little Island's Michael Wiggins. Two meetings were held, essentially a meet and greet and one more substantive meeting.

Ultimately, the committee is looking to developing a transportation initiative to get NYers from other neighborhoods to Little Island. The High Line has done a great job incorporating it's existence into the essential NY landscape. Little Island aspires to do the same.

There has been a fair amount of criticism directed at Little Island's construction in one of NY's most exclusive neighborhoods. Michale Kimmelman's article connected elitism with Little Island. Little Island's response: everybody deserves beautiful things, a beautiful park, everyone should feel entitled to it; comes from an invitation, from intention and the heart. Push for decisions that represent love, not elitism. The goal is to make the island a diverse Mecca for all New Yorkers.

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A report from from the Trust followed.

Great to get NYT press on Pier 76. As mentioned before, Pier 76 slated to open soon. Everyone who passes Gansevoort probably notices the huge mound that will become the elevated soccer field. North and south edge of Gansevoort construction was discussed. These are Phase 1 construction plans. Other construction updates included Chelsea Waterside and its extension of field

space, a comfort station, repurposing of existing stone, a staging area in the center. Areas are being worked on separately to minimize offline status.

Pier 97 - A Transportation Alternatives grant to address north south mobility is in play. Phase 1 contracts to be awarded next board meeting towards the Transportation Alternatives TAP grant for Bikeway/Greenway.

Many light poles (80) were in need of repair. Not easy to address, because both State and city approvals are needed. Got the work done quickly. HRPT maintains the bikeway but does not enforce bikeway violations. 80 signs promoting illegal use of the bikeway were installed enforcing message that eBikes and electric vehicles are not permitted on the bikeway. There has been a noticeable increase in illegal eBike and other electric vehicle use on the Greenway. Enforcement requires targeted policing details.

HRPT is monitoring Little Island to Pier 57 and is adding safety measures to make the bikeway work for both pedestrians and cyclists. Some measures include permanent security presence and there is a high curb at 57 that mitigates separating pedestrians from cyclists.

The water features in the park are on. All jersey barriers will remain in place throughout the park.

Given safety on the bikeway is a constant concern for the AC, and little has been done over nearly a decade of complaints, and the situation continues to get worse year in and year out, the park is trying to do what it can.

Denis is in constant communication with the precincts. PEP officers are not required to ride bikes so they are ineffective at policing fast moving cycles. They work under well defined contracts. Recent training with HRP officers included transportation through the park on cycles. The idea is to make the officers more nimble on the bikeway.

Ultimately, its a resource thing; not enough officers to make a difference. Not a priority for local precincts or the state. Frustrating for HRPT.

The park saw increased attendance over the past months which included graduations, birthday parties, and other group events in the park, events happening virtually and in person.

The River Programs are mostly held virtually through Facebook live to educate the public about science in the park. One such program investigates fish traps and interesting organisms, like seahorses, that thrive in the Hudson.

Programs showcase the Pier 26 tide decks. Still working on registration system, and the wetlands program opens in July,

Trust is currently in the public comment period for the ESMP. See below:

A map resource on potential environmental justice communities in NY state by DEC that may be a helpful resource / of interest.

https://www.arcgis.com/home/webmap/viewer.html?url=https://services6.arcgis.com/DZHaqZm9cxOD4CWM/ArcGIS/rest/services/Potential_Environmental_Justice_Area__PEJA__Communities/FeatureServer&source=sd

And here are more details on this spatial info

<https://www.dec.ny.gov/public/911.html>

<https://hudsonriverpark.org/activities/esmp/>

HRPT is sensitive to how users of the park connect with the river.

Conversations with the human powered boating community came together with boating operators like Hornblower captains to discuss ways to work together.

Get the captains on a kayak to experience the fears boaters feel when fast moving, wake creating boats disrupt boating lanes for human powered boats.

Key focus is “How does a kayaker feel on the Hudson River understanding that the waters are shared with commercial operators. Traffic will only increase as NYC ferry routes will start this summer;

HRPT has received commitments from ferry operators to observe the 100 yard safety zone away from piers. Operators who participated include NY waterway, Hornblower. A DOT automatic transmission system will work with navigation system of water vessels to enforce the 100 foot distance.

Historic fireboat will be docking on Pier 25. 2021 marks Lilac’s 88th birthday. Check out the cool art installation; all 4 boathouses, water trail, Martin Sweeney, Graeme participated.

Other items include working with Chelsea Piers on a new lease. Currently in the negotiation phase and includes the costly repairs to piles below CP. Federal

partners with gateway tunnel is restarting. An EIS was recently published but is still under review.

Meeting adjourned 8p.