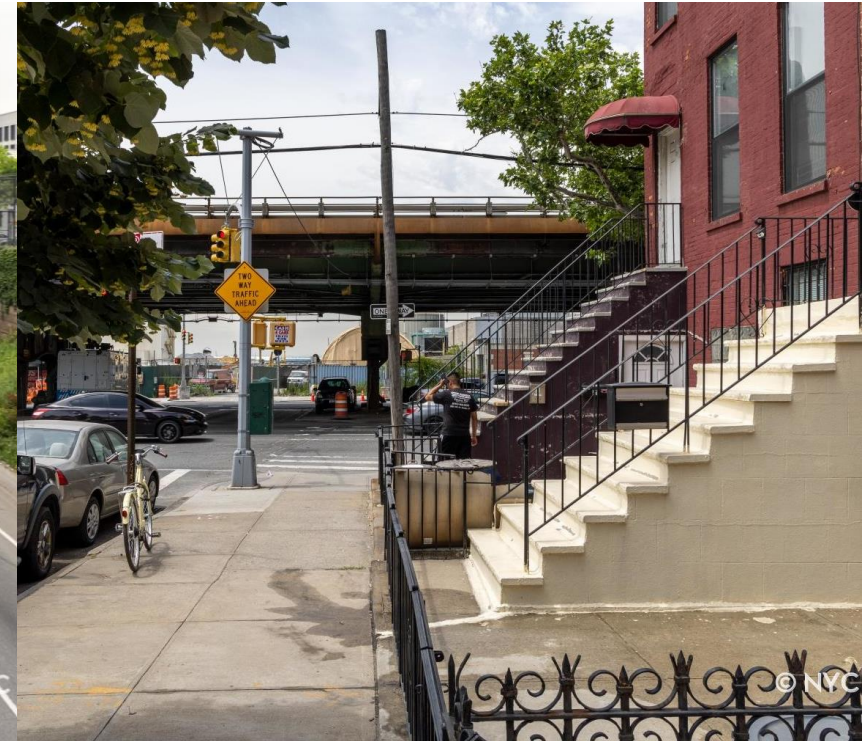




Corridor Vision Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



Corridor-Wide Kick-Off

September 28, 2022



Corridor-Wide Kick-Off

Presentation Overview

- Background
- Corridor-wide Approach
 - BQE Central
 - BQE North and South
- Q & A

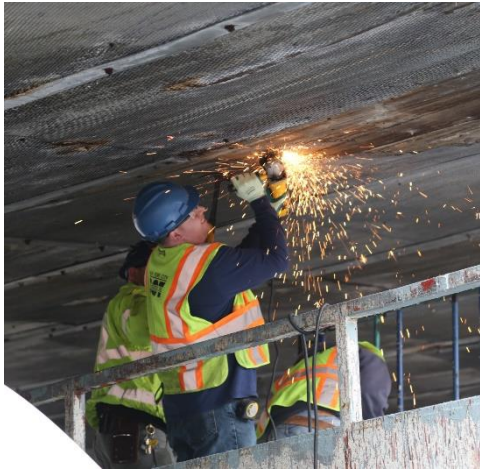


Adams Administration Strategy

A Corridor-Wide Approach

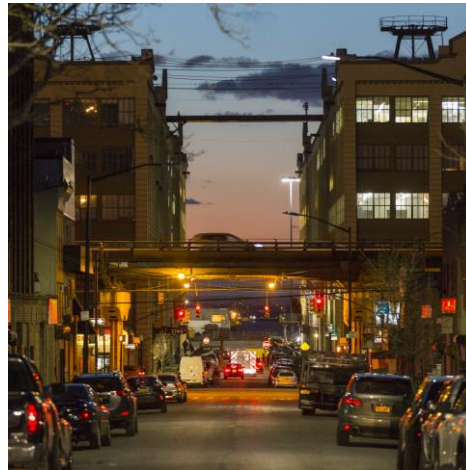
Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design



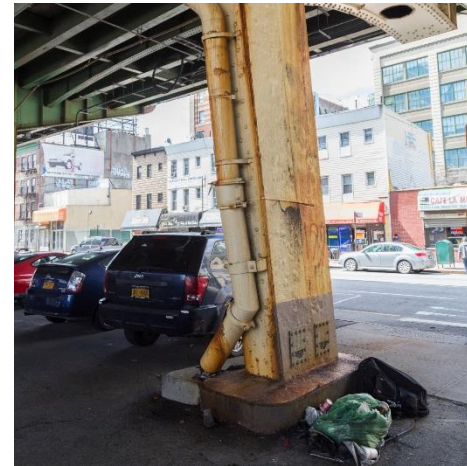
Equity

Invest in communities along the full BQE corridor, not just higher income City section



Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact



Stakeholder Involvement

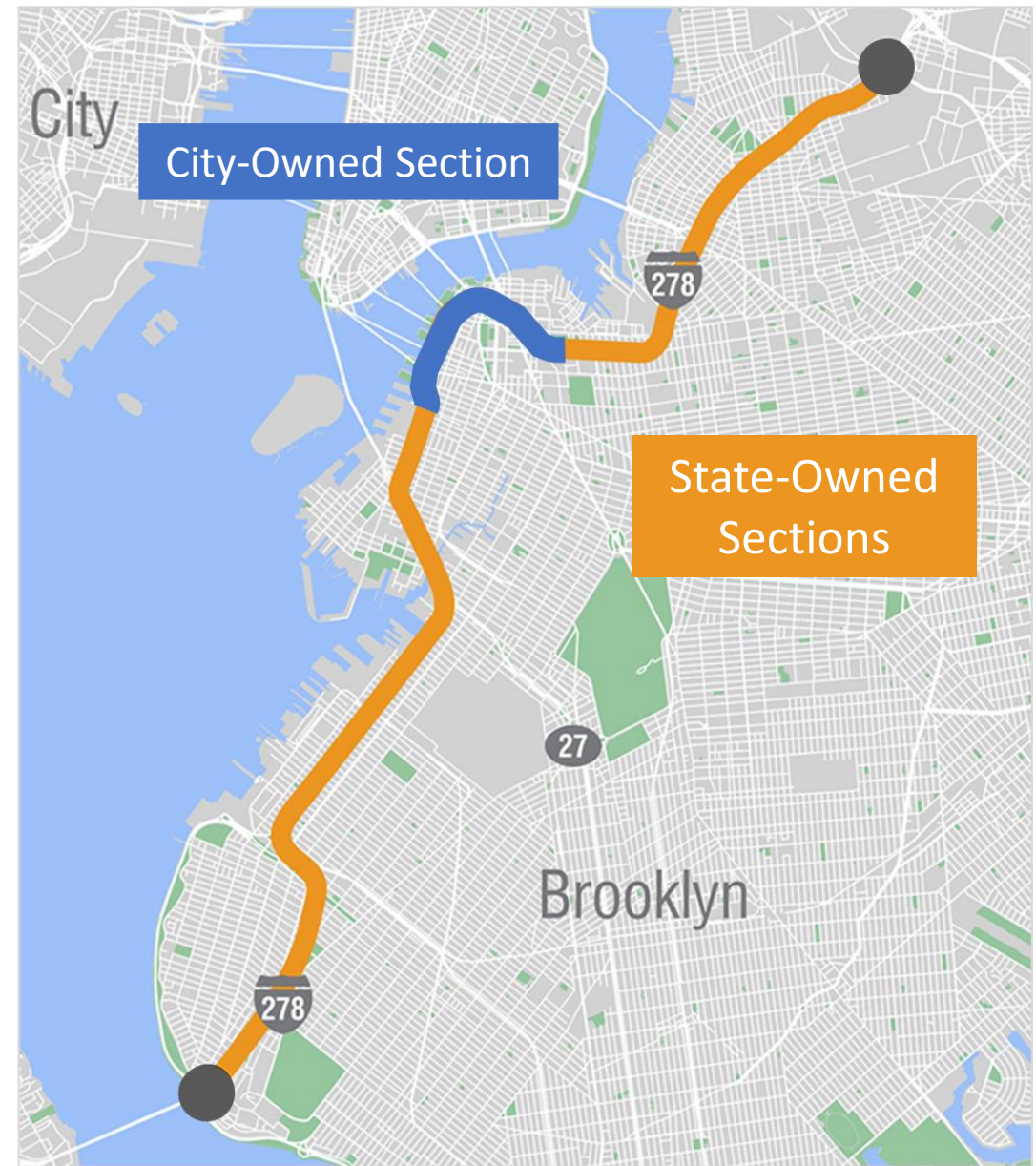
Work with elected officials and communities to develop BQE vision and move project forward



BQE Overview

City and State Ownership

- NYC owns 1.5 miles of BQE in Brooklyn (12%)
- NYS owns 10.6 miles of BQE in Brooklyn (88%)



BQE Sections

City-Owned

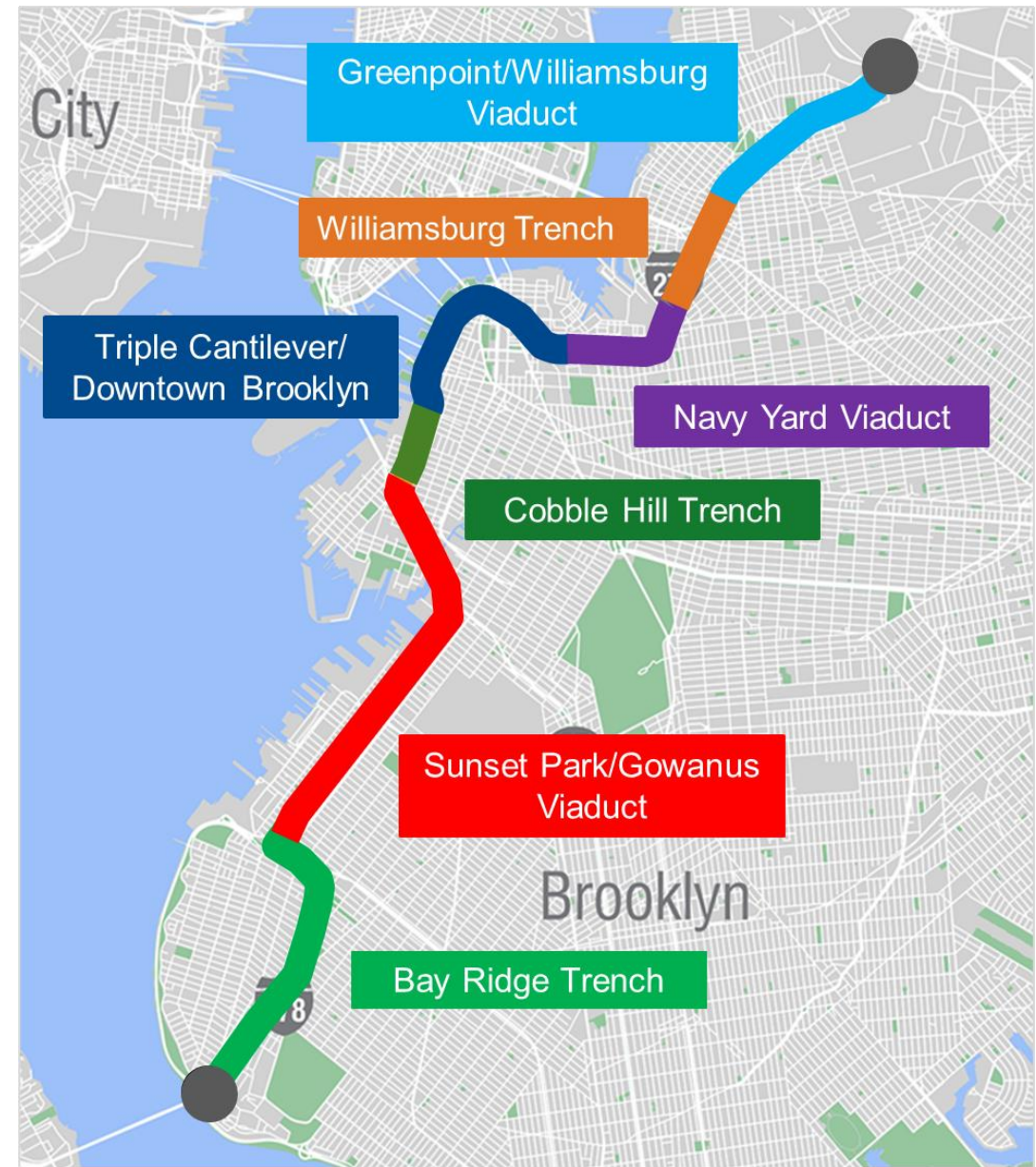
Beyond design life

- Triple cantilever around Brooklyn Heights
- Bridges and elevated highway through Downtown Brooklyn

State-Owned

Structure divides communities

- Trench: Highway is below street level
- Viaduct: Highway is on a structure above the street



City-Owned Section

History

- BQE built 1937-64
- City-owned section built 1944-48
- Safe and under continuous monitoring, but beyond design life

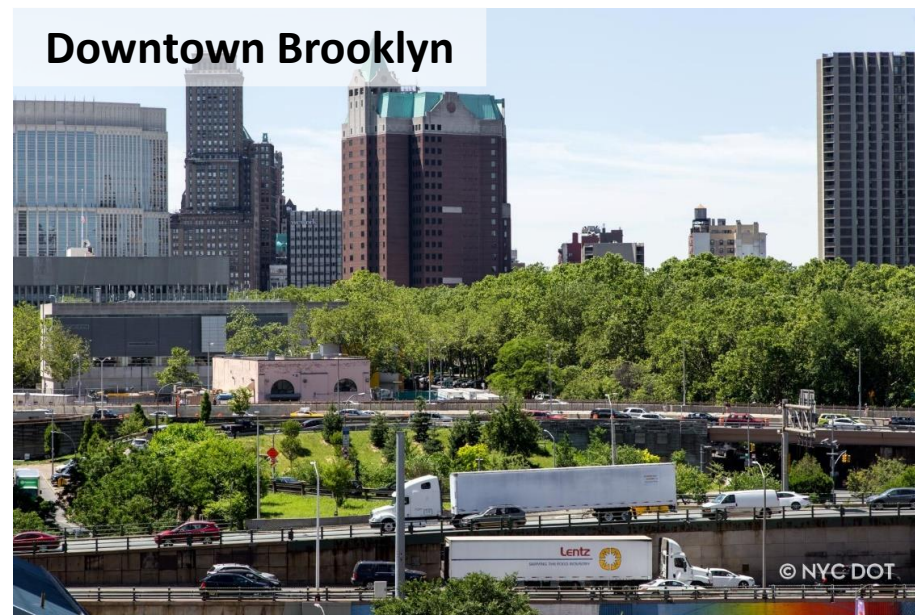
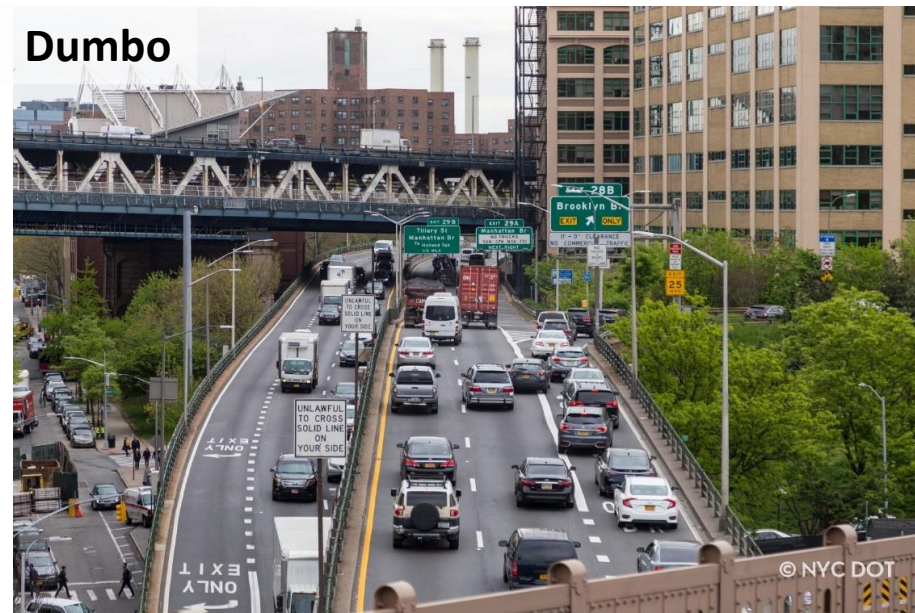
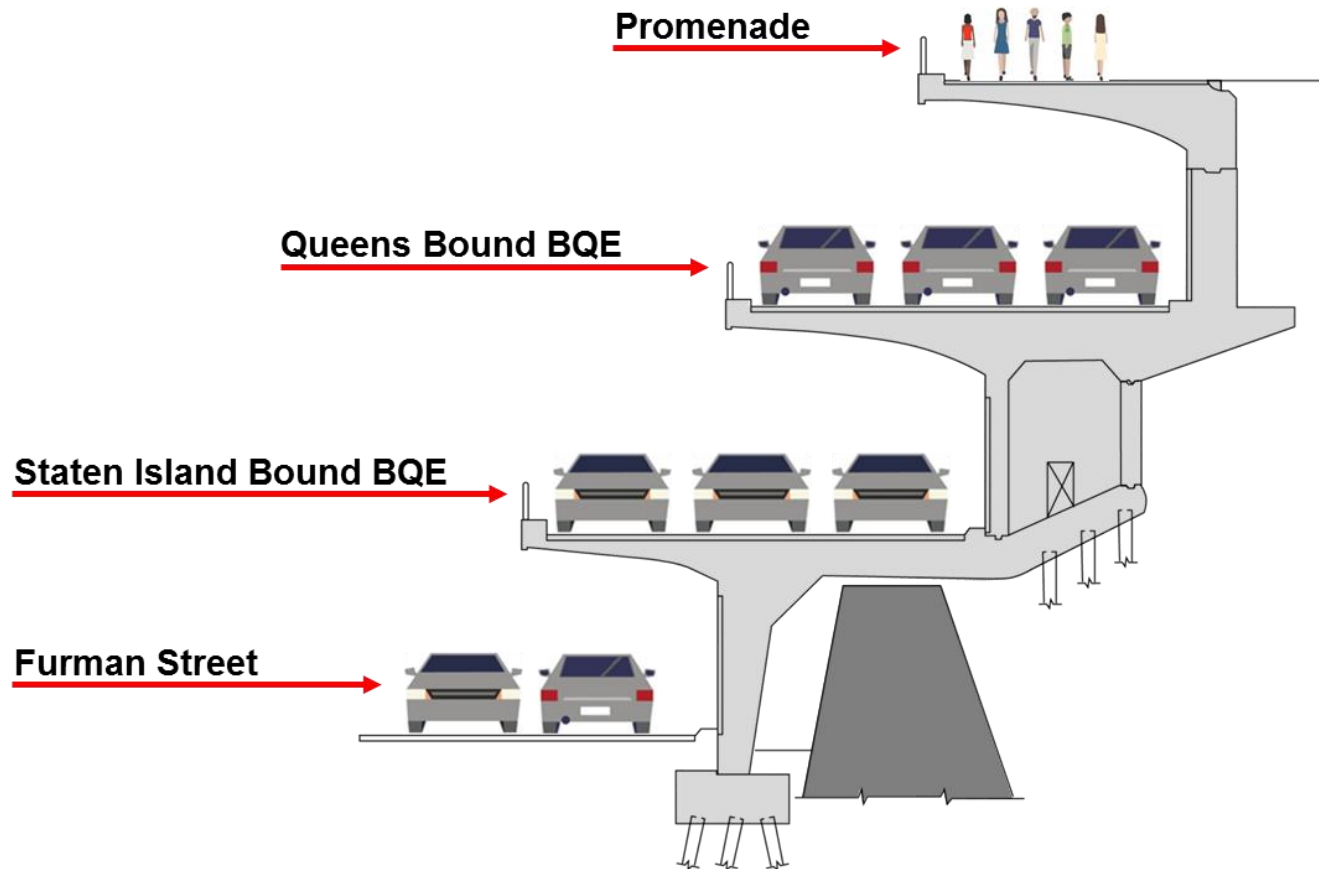
Travel Patterns

- > 130,000 daily vehicles, including 13,000 trucks
- Vital freight corridor for region
- Many trips within Brooklyn
- Many Manhattan commuting trips
- Some regional trips

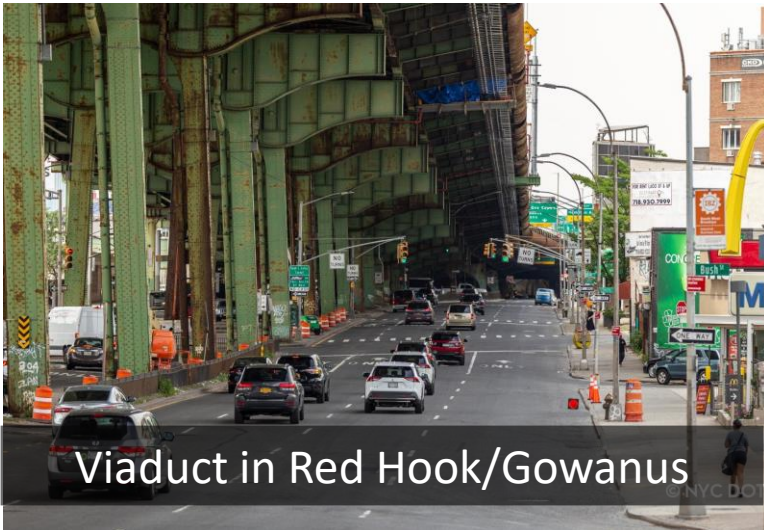


City-Owned Section

Triple Cantilever



State-Owned Sections



State-Owned Sections

Reconnecting Communities

The BQE's viaducts and trenches cut through many low-income and working-class neighborhoods where most residents are people of color

- Divides communities
- Leads to disinvestment
- Limits access to jobs and other needed resources, like health care
- Increases noise and air pollution
- Decreases safety

3rd Ave is one of the highest crash corridors in Brooklyn
10 fatalities, 606 injuries in last 5 years

*NYC DOT is initiating studies of Gowanus and Red Hook
that will be integrated with this process*



Sustainable, Resilient, Cutting-Edge Design

Sustainability

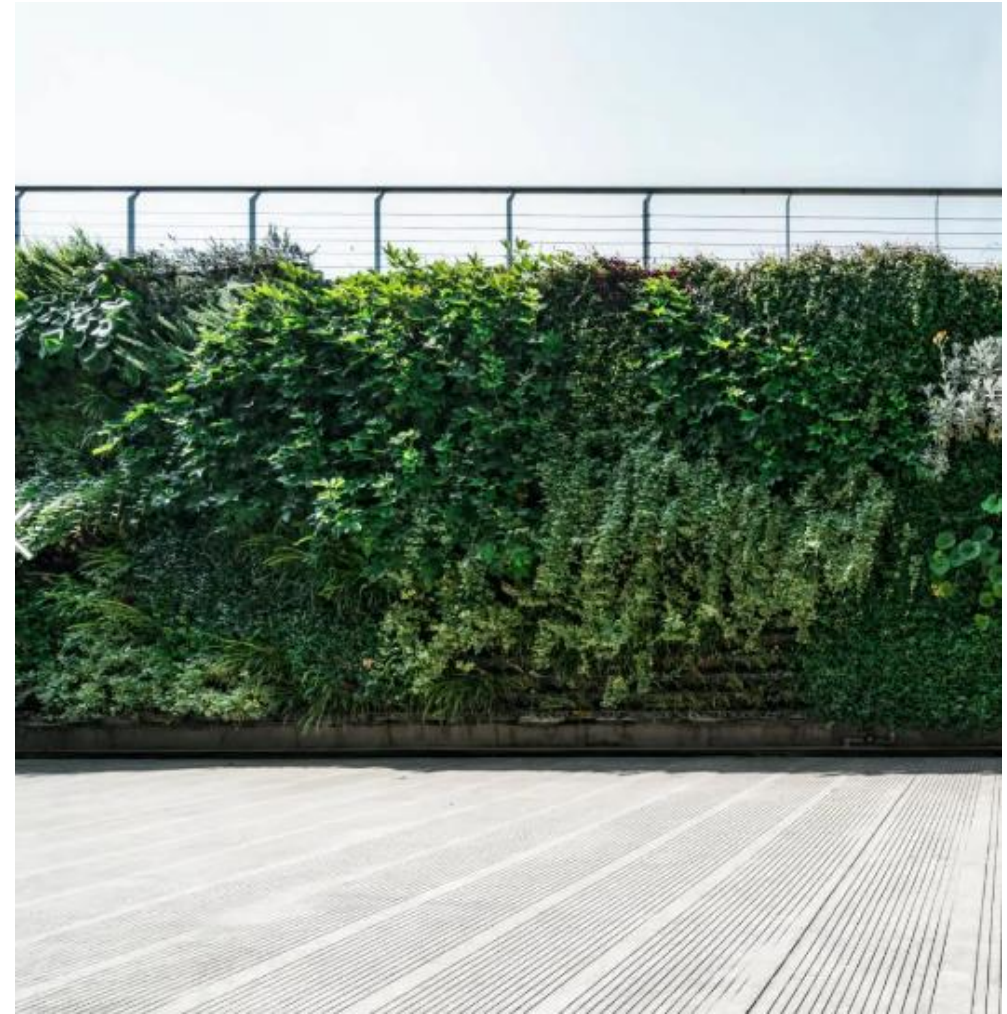
- Recycled concrete and steel
- Marine delivery of construction materials

Resiliency

- Storm water management
- Green walls or other sustainable elements

Design Strategies

- Engage top firms to present a variety of new concepts, responsive to community input
- Update existing analyses of design elements
- Design-build project delivery method will also yield thoughtful concepts



Corridor-Wide Strategy

1

BQE Central

- Move forward on long-term fix
- Prepare for environmental review process
- Capitalize on Federal funding opportunities

2

BQE North and South

SHORT-TERM

Improve public space, safety, and mobility along the BQE corridor in Brooklyn

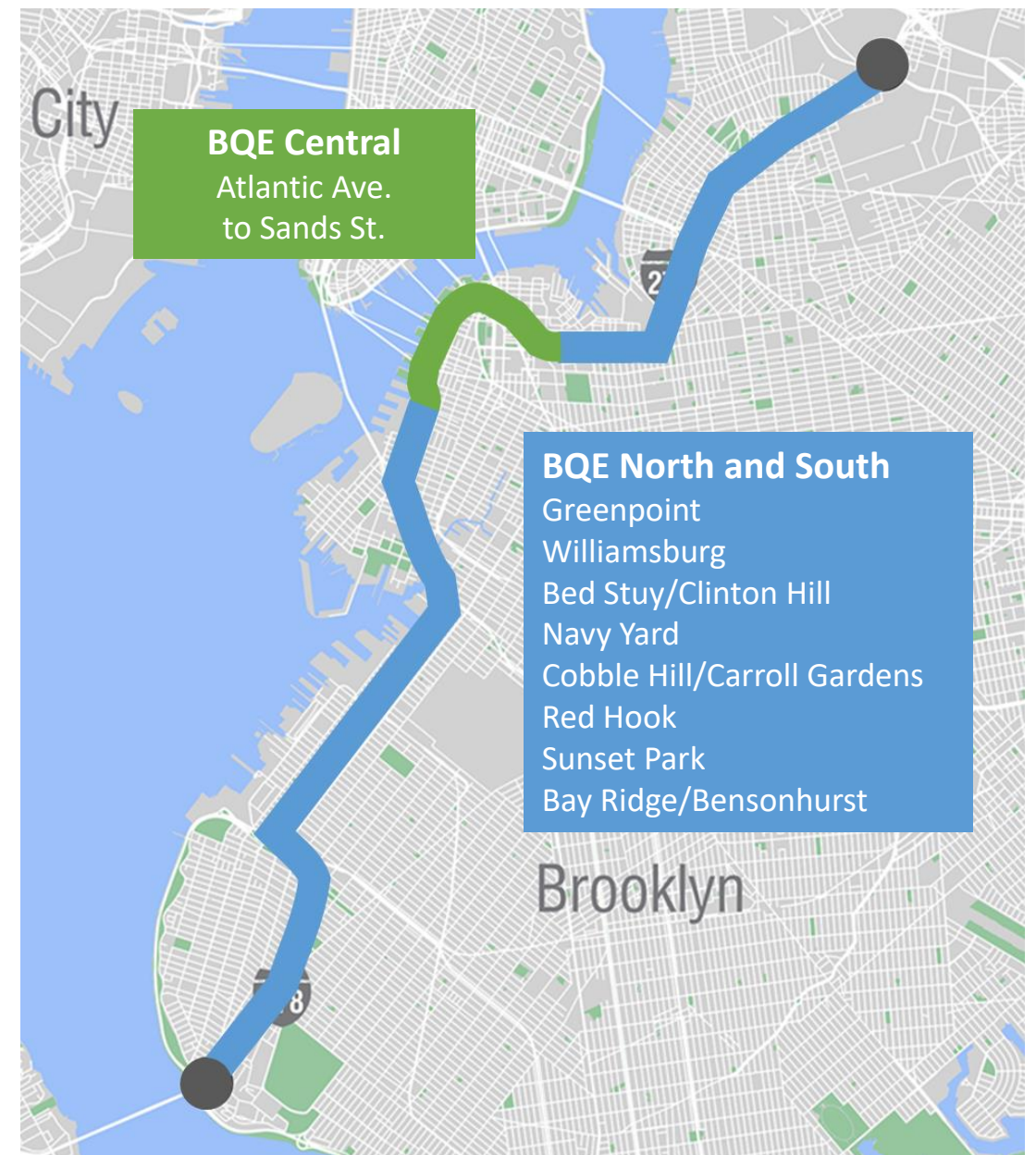
LONG-TERM

Design and implement vision to reconnect communities

3

Freight Diversion

- Interagency planning and implementation to divert trucks from local streets



Engagement Approach

Inclusive, Transparent, Consistent

Community engagement will guide Mayor Adams' and DOT's decisions about the future of the full Brooklyn BQE Corridor.

To hear from as many people as possible, we will offer a variety of ways to provide input, both on-line and in-person, at various times to accommodate varying schedules and preferences.

Engagement methods will include, but not be limited to:

- Public Workshops (in-person, virtual options)
First Round Oct. 13 to Nov. 10
- Regular Community Visioning Council Meetings
Initial meetings in October
- Online Platforms for Community Input
- Community Pop-Up Events
- Collaboration with Community Partners



Community Visioning Council

Guides Engagement Process

- Will include representatives such as elected officials, civic and tenant associations, industry, small business organizations, environmental justice and transportation advocates.
- Members will act as ambassadors from their communities to NYC DOT to advise on the engagement process and support communication between NYC DOT and broader constituencies
- Advisors, not final decisionmakers: all community input will be valued equally
- CVC will meet regularly throughout the process, including meetings of geographic and topically-focused subgroups

**Deadline
Extended**

Apply by
October 3rd
at nyc.gov/bqe



Community Partners

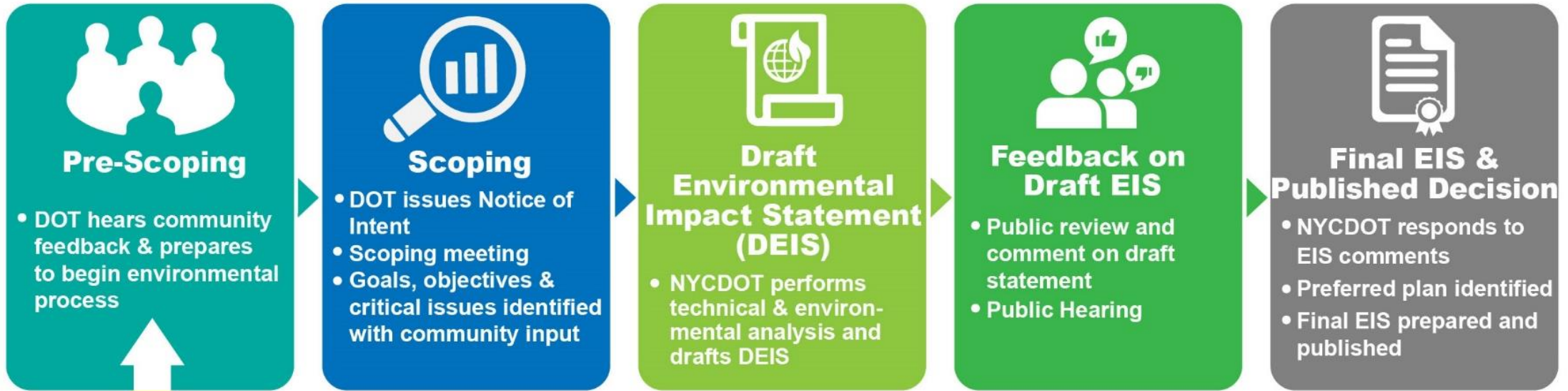
Help Lead Grassroots Engagement

- Engagement resources for community-based organizations to prioritize:
 - Equitable access to visioning through tailored events and activities
 - Momentum-building and individual supports for participation in visioning processes, including for childcare, food, and transportation
 - Grassroots information-sharing and feedback
- Priority for groups with meaningful community ties and demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity.
- Application process will launch next week



BQE Central

Anticipated Environmental Review (Beginning March 2023)



- Project anticipated to require an **Environmental Impact Statement**
- Current engagement is part of the **Pre-Scoping** phase
- Start the **Scoping** phase in Spring 2023 to help secure federal funding for the project
- There are ongoing opportunities for public input throughout environmental review

BQE Central

Engagement to Prepare for Environmental Review

3 Rounds of Engagement

- Community Visioning Council meetings
- On-the-ground Engagement
- In-person and virtual workshops



Engagement Round 1

*Community Needs,
Preferences,
Priorities*

Oct. 2022



Engagement Round 2

*Community
Feedback on Initial
Concepts*

Nov. to Dec. 2022



Engagement Round 3

*Community
Feedback on
Refined Concepts*

Jan. to Mar. 2023



**Initiate
Environmental
Review Process**
*Additional Ongoing
Engagement*

Spring 2023

BQE North and South

Engagement to Identify Potential Projects

3 Rounds of Engagement

- Community Visioning Council meetings
- On-the-ground Engagement
- In-person and virtual workshops



Engagement Round 1

*Community Needs,
Preferences,
Priorities*

Fall/Winter 2022



Engagement Round 2

*Community
Feedback on Initial
Concepts*

*Begin planning and
implementation of short-term
projects*

Winter/Spring 2023



Engagement Round 3

*Community
Feedback on
Refined Concepts*

Summer/Fall 2023



Release Vision Plan

*Present to
Community*

*Begin planning and
implementation of
long-term projects*

Spring 2024

BQE North and South

Role of the City and State

- NYC will coordinate with NYS on BQE North and South engagement process and proposals
- Proposed projects will include a range of recommendations for the highway as well as City-owned adjacent streets, including:

NYC DOT projects on City-owned streets



Other City-led projects on City-owned streets

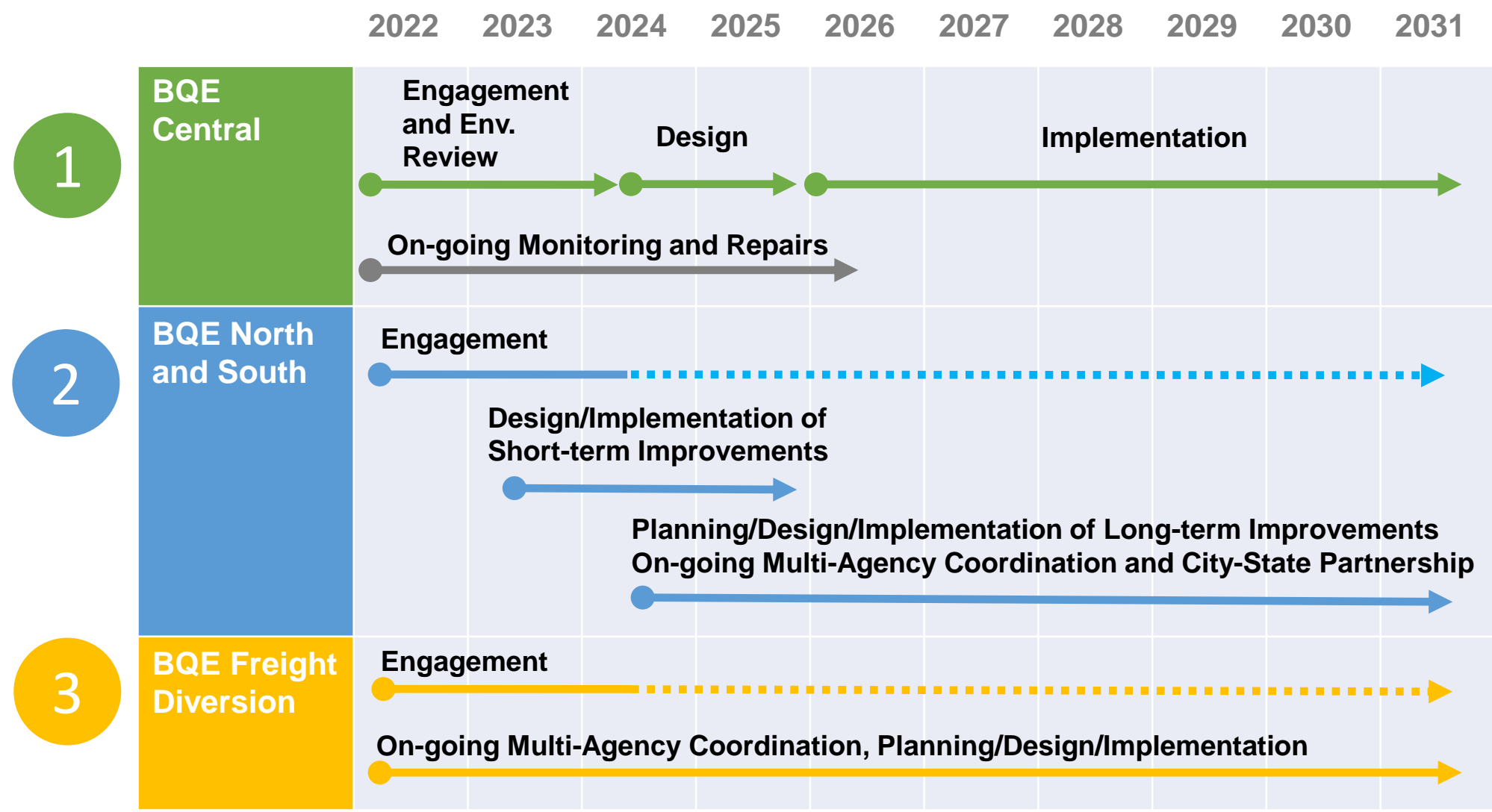


NYS DOT projects on the highway that require coordination with the State



- Multi-agency effort will explore viable **alternative routes and means for freight** to reduce truck traffic on the BQE, such as maritime rail solutions.

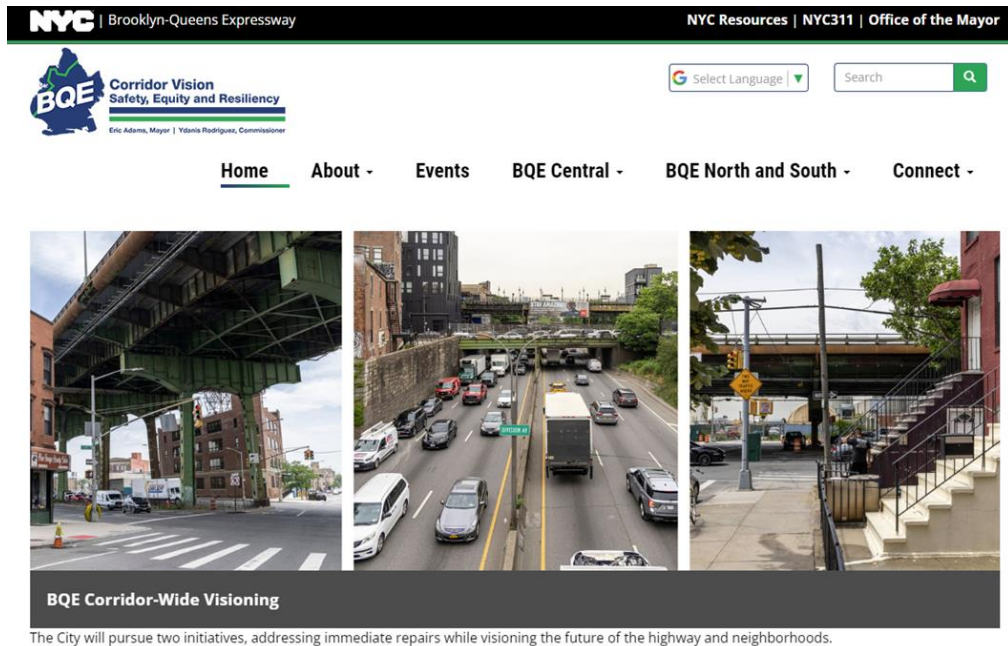
Anticipated Timeline



Thank you!

Questions?

Visit www.nyc.gov/bqe for updates



Upcoming Meetings and Workshops

Corridor-Wide

Thursday, October 6: BQE Engagement Corridor-Wide Kick-Off 2

BQE Central

Thursday, October 13: BQE Central Workshop 1 (in-person)

Tuesday, October 18: BQE Central Workshop 1 (virtual)

BQE North and South

Thursday, November 3: BQE North and South Workshop 1 (virtual)

Monday, November 7: BQE South Workshop 1 (in-person)

Thursday, November 10: BQE North Workshop 1 (in-person)

**All meetings and workshops held from 6:30-8:30 p.m.*



nyc.gov/bqe