



Corridor Vision

BQE NORTH



Visioning Goals

A Corridor-Wide Approach | The BQE is a vital part of our transportation system and our economy. We can and must immediately start working on a community-driven plan for the safe, modern, resilient roadway we need.



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 projects forward.

Who's Involved?



Community Visioning Council

... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice and transportation advocates



Community Partners

... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity

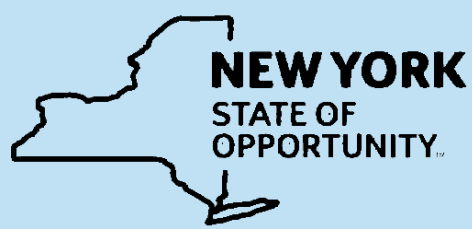


Topical Working Groups

... Facilitate Focussed Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

Local, State, & Federal Agencies



Department of Transportation

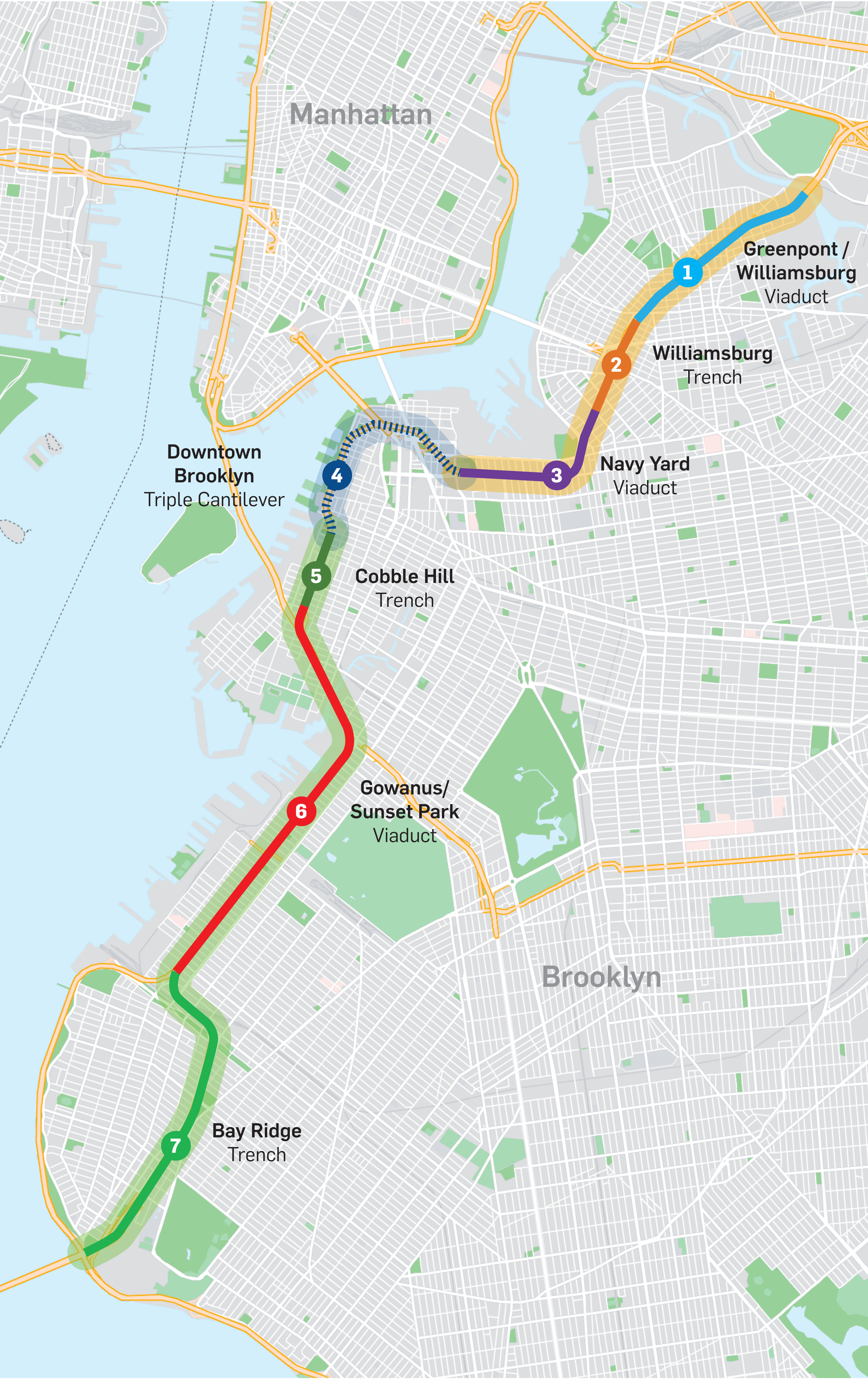


U.S. Department of Transportation
Federal Highway Administration

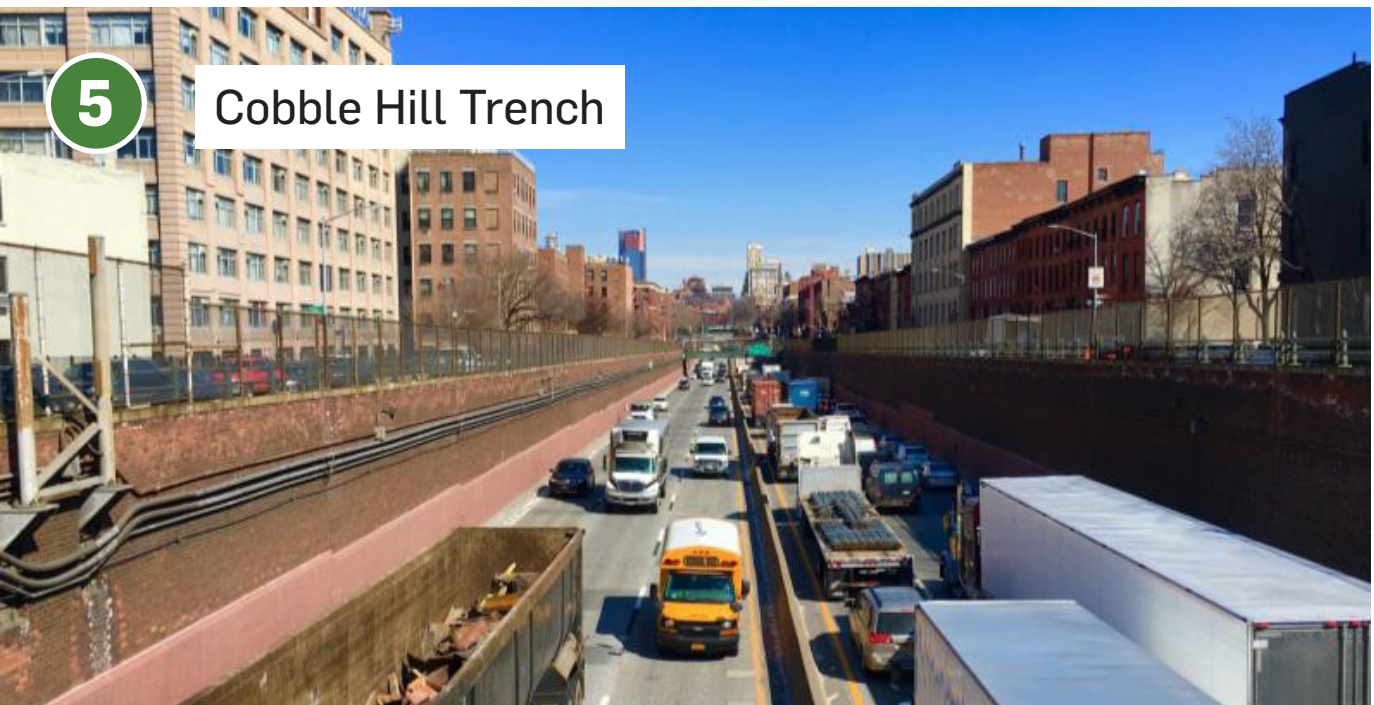




BQE Corridor Vision: Focus Areas



- BQE-North
- BQE-Central
- BQE-South
- City-Owned
- State-Owned





Engagement Approach

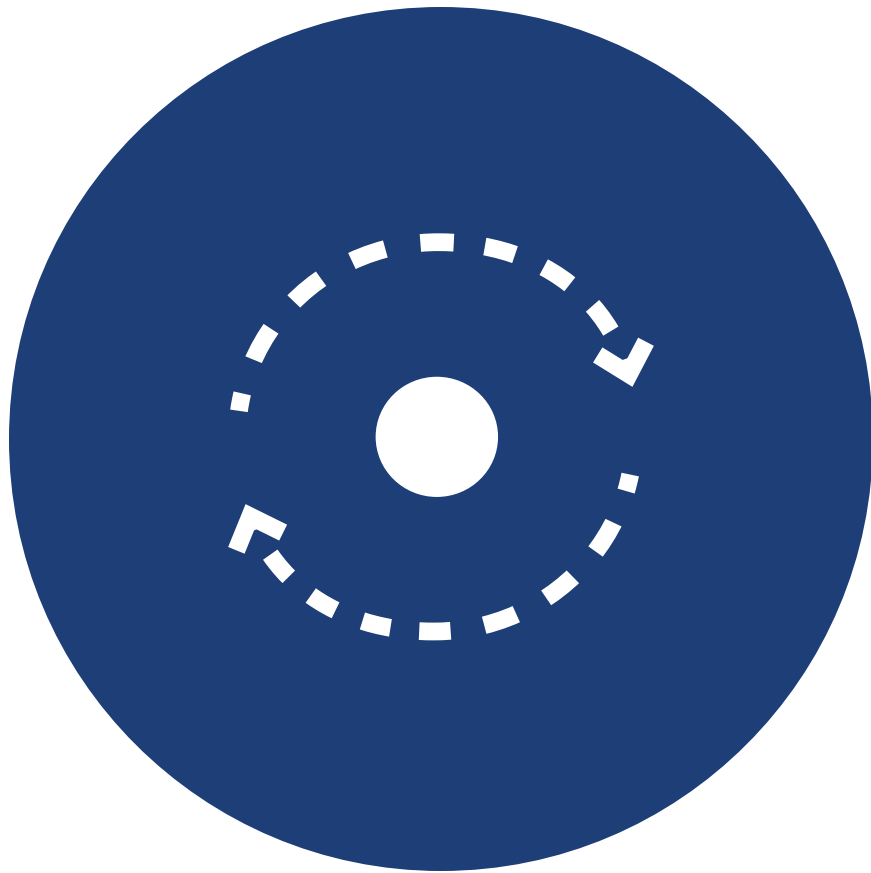
Community engagement will guide Mayor Adams' and DOT's decisions about the future of the full Brooklyn BQE Corridor.



Inclusive



Transparent



Consistent

Anticipated Timelines

Upcoming Engagement Workshops

BQE Central

Tuesday, October 18, 2022
BQE Central Workshop 1 (virtual)

November/December 2022:
Date forthcoming

January-March 2023:
Date forthcoming

BQE North and South

Thursday, November 3, 2022
BQE North and South Workshop 1 (virtual)

Monday, November 8, 2022
BQE South Workshop 1 (in-person)

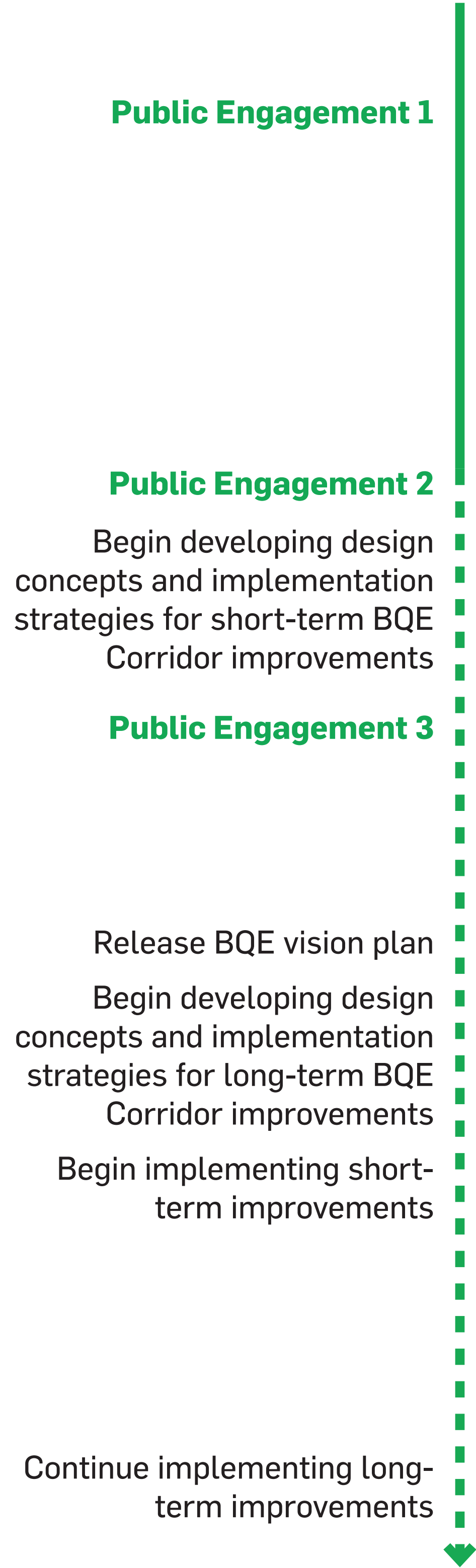
Thursday November 10, 2022
BQE North Workshop 1 (in-person)

**All workshops will be held from 6:30-8:30 p.m.*

Visit

www.bqevision.com for updates.

BQE North & South



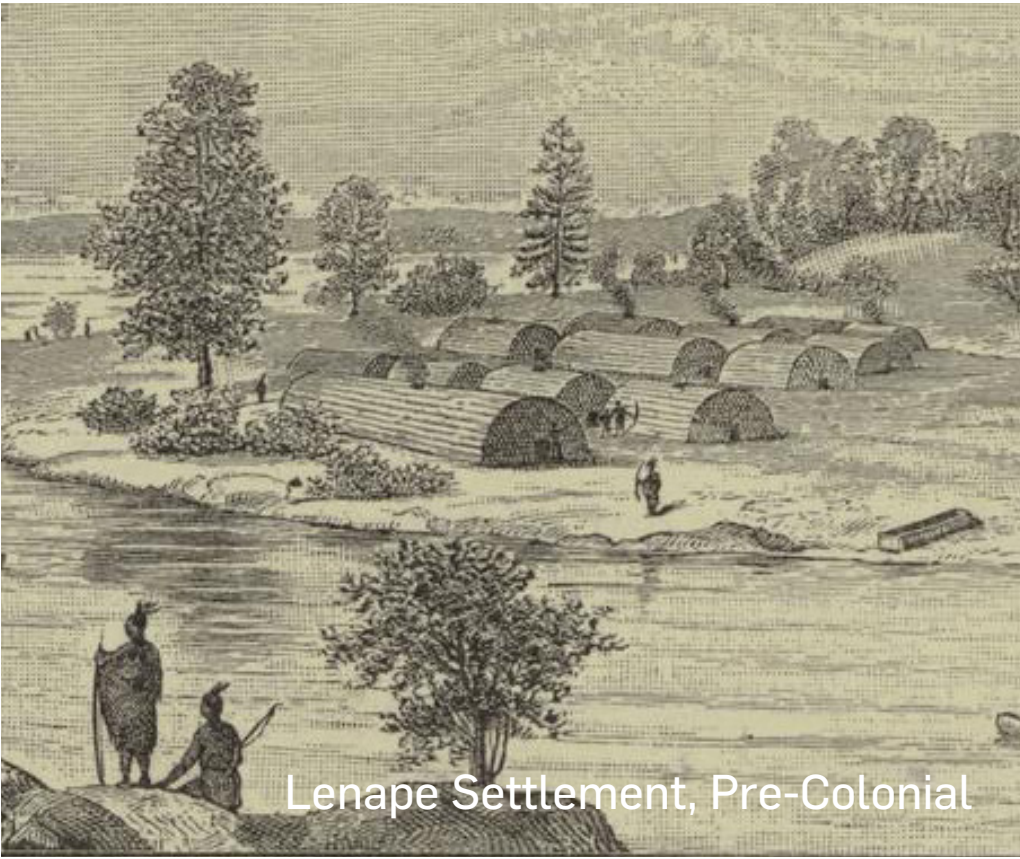
BQE Central



Construction



BQE North History



Lenape Settlement, Pre-Colonial



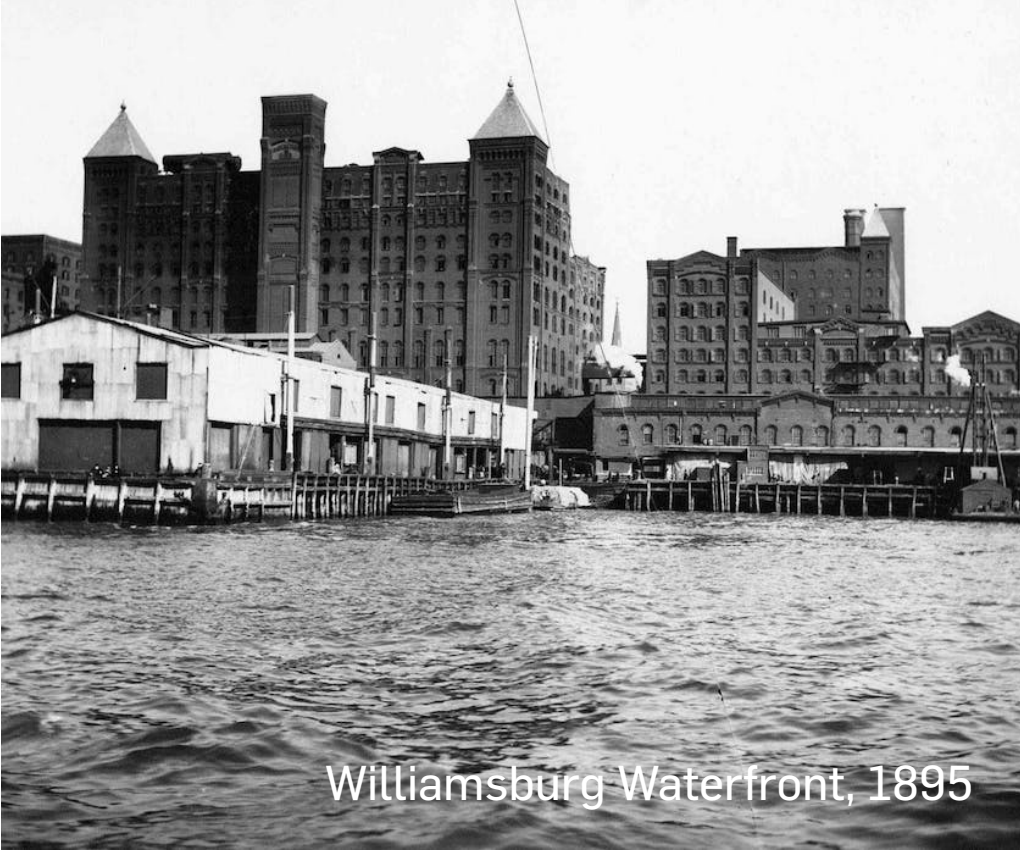
Greenpoint Map, Pre-1800



Greenpoint Waterfront, 1851



Brooklyn Navy Yard Docks, 1890



Williamsburg Waterfront, 1895



Greenpoint and Newtown Creek Map, 1896

Glacial Topography

In its retreat to the north, the Laurentide Ice Sheet cleaves current-day Brooklyn into two halves: a hilly Manhattan-oriented area to the north, and a broad, flat landscape to the south.

Indigenous Habitation

A group of American Indians who called themselves the Lenape, live in settlements scattered throughout modern-day Brooklyn, including in and around the Williamsburg area.

“Breuckelen”

The Dutch West India Company charts the Town of Boswijck, including land that would later become Williamsburg.

Shaping North Brooklyn

President Adams authorizes the establishment of the Brooklyn Navy Yard.

Real estate speculator Richard M. Woodhull commissions Colonel Jonathan Williams, a U.S. Engineer, to survey his property, and later names the 13 acres of land Williamsburgh in his honor.

The Fulton Ferry becomes the first steam ferry to connect Brooklyn to Manhattan at Fulton Street, on either side of the East River.

The Williamsburgh Turnpike Company completes the Williamsburgh and Jamaica Turnpike, known as Metropolitan Avenue today, to connect Williamsburgh and Jamaica (now in Queens).

On April 14, 1827, Williamsburgh is incorporated as the Village of Williamsburgh within the Town of Bushwick.

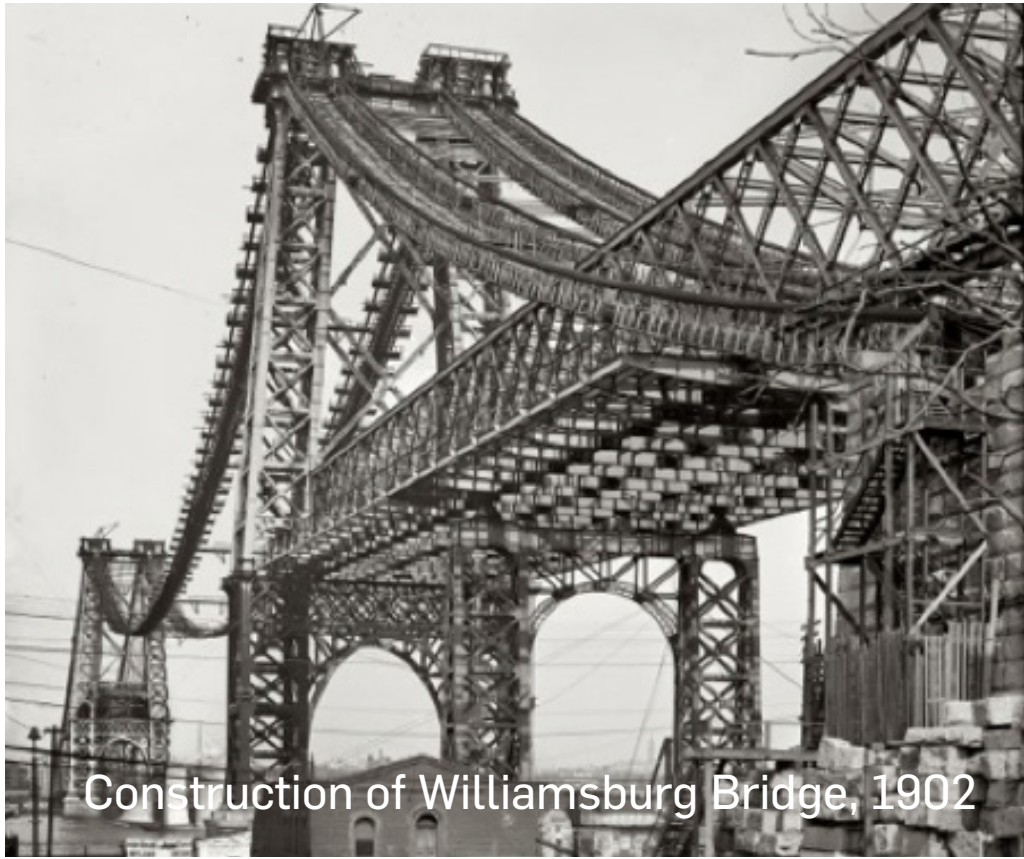
Entrepreneur Neziah Bliss acquires current day Greenpoint.

Neziah Bliss opens a public turnpike along what is now Franklin Street.

Williamsburgh becomes the City of Williamsburg and organizes into three wards: the First Ward to the south side; the Second Ward to the north side; and the Third Ward to the east (now called East Williamsburg).

The Havemeyer, Townsend & Co. Refinery, later known as Domino Sugar Refinery, moves to the waterfront in Williamsburg.

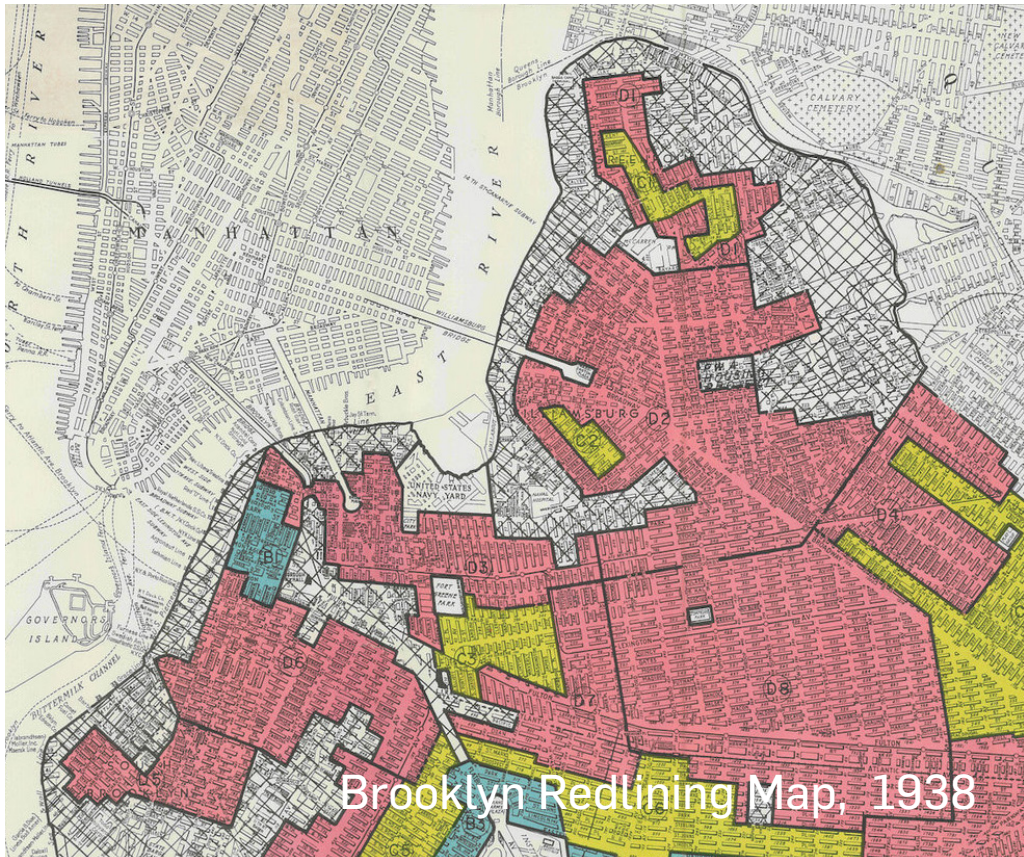
By the 1880s, Greenpoint's waterfront is Brooklyn's manufacturing hub, serving the shipbuilding, glass-making and porcelain industries.



Construction of Williamsburg Bridge, 1902



Manhattan Avenue, 1910



Brooklyn Redlining Map, 1938



Kosciuszko Bridge, 1939



Williamsburg Trench, 1958



Greenpoint and Newtown Creek, 1960

A Connected Brooklyn

1883

On May 24, 1883, the Brooklyn Bridge opens, becoming the first structure to physically connect Brooklyn and New York City.

1894

The Meeker Avenue Bridge opens in the fall of 1894 as the main link from Greenpoint, Brooklyn to Sunnyside, Queens via Meeker Avenue.

1890s

In the late 19th century, immigrants from Russia, Hungary, Slovakia, and Poland begin moving to Greenpoint, eventually earning the neighborhood the nickname Little Poland.

1903

The Williamsburg Bridge is completed, prompting thousands of Lower East Side residents who were living in tenements to cross the river for a better life in Williamsburg.

1933

Greenpoint gains access to the New York City Subway, when the IND Crosstown Line (modern day G train) opens.

1934

The Federal Housing Administration and the Home Owner's Loan Coalition begin redlining New York. Among the neighborhoods that were redlined are parts of Dumbo, Williamsburg and Greenpoint.

Creating the BQE

1936

The Regional Plan Association recommends the construction of a link known as the “Brooklyn-Queens Connecting Highway” between the newly proposed Gowanus Parkway and the Triborough Bridge.

1939

The new Meeker Avenue Bridge opens as the first section of the Brooklyn-Queens Connecting Highway, and, one year later, is officially renamed Kościuszko Bridge after a Polish General in the Revolutionary War.

1940

New York City arterial coordinator Robert Moses recommends that the BQE (initially known as the Brooklyn-Queens Connecting Highway) “should be filled immediately as an aid to the national defense.”

1940s

Refugees from war-torn Europe begin to stream into Brooklyn during and after World War II, including the Hasidim, whose populations had been devastated in the Holocaust.

1948

Demolition in Williamsburg to prepare for BQE construction slashes through the business district on Broadway, displacing 5,000 people and dividing communities of Orthodox Jews, Italians, Poles, Slavs, and Russians.

1960

The final portion of the BQE is completed by the Brooklyn Navy Yard.



Greenpoint, 1982



Domino Park, 2017



Kosciuszko Bridge, 2019

Redevelopment of North Brooklyn

1970s

The areas surrounding the BQE in North Brooklyn begin garnering the nickname 'Asthma Alley', as residents experience traffic-related pollution.

1980s

Starting in the mid-1980s, NYSDOT begins rehabilitating the Brooklyn-Queens Expressway to match Interstate standards.

2005

The New York City Council passes a large-scale rezoning of the Williamsburg and Greenpoint waterfront to accommodate mixed-use high density residential buildings with land set-aside for public park space.

2017

Domino Park opens on the ruins of the old Domino Sugar Refinery.

2019

The new Kosciuszko suspension bridge replaces the 1939 truss bridge, adding five Brooklyn-bound lanes and allowing the first span to be dedicated solely to Queens-bound traffic.

2021

Under The K Bridge Park opens on land used by the old Kosciuszko Bridge, allowing public use of the Newtown Creek waterfront.

2022

Mayor Adams announces public engagement process to accelerate long-term fix for the BQE and reconnect communities throughout the Brooklyn corridor.



North Brooklyn, 1924



North Brooklyn, 2022



Past Concepts and Ongoing Projects: BQE North

A great deal of work has already been done over many years by NY State, New York City, elected officials, and civic groups, including the ideas here. As we enter the engagement process for the BQE Corridor Vision, NYC DOT looks forward to discussing the community's ideas, and what is feasible for the future.



BQ Green

Designer // DLANDstudio + Sasaki

Type // Proposal **Date** // Ongoing

Notes // BQ Green reconnects neighborhoods divided by the construction of the BQE in Williamsburg. Creating a 3.5-acre green space would improve air quality in a park-poor area where asthma rates are double NYC's average.



Under the K Bridge Park

Designer // Public Work

Type // Built project **Date** // 2019-2021

Notes // In Greenpoint, seven acres of disused space below the Kosciuszko Bridge/ BQE became a public park with landscaping, seating, play spaces, and space for programming and performances.



Silent Lights

Designer // Red Hook Initiative, Brooklyn Arts Council, NYC DOT

Type // Installation **Date** // 2013

Notes // This installation converts traffic noise from the BQE near the Navy Yard into peaceful lighted pathway, with colorful and engaging lights responding to changes in sound.



Meeker Avenue Re-Imagining

Designer // NYC DOT

Type // Campaign; built and ongoing projects

Date // 2015-ongoing

Notes // Make Meeker Move, a coalition of residents and activists, have inspired bike and pedestrian safety improvements along Meeker.



Park Avenue Pedestrian Safety Plan

Creator // Myrtle Avenue BID, NYC DOT

Type // Built project **Date** // 2009-ongoing

Notes // A design proposal led to several safety upgrades along Park Avenue in Clinton Hill, including daylighting and street lights.

Ongoing NYC DOT Street Improvement Projects Along the BQE

McGuinness Boulevard

Planned pedestrian and bike improvements (Ash Street to Meeker Avenue)

Meeker Avenue

Planned pedestrian and bike improvements (Apollo Street to Metropolitan Avenue)

Myrtle Ave & Ryerson Ave raised crosswalk

Ashland Place, Navy Street, Hanson Place

Planned bike improvements (Flushing Street to Hanson Place)

Third Avenue

Safety study (Hamilton Avenue to 65th Street)

Red Hook Traffic and Truck Study

Additional Studies

Reimagining the BQE Report, Regional Plan Association

The Future of the BQE Report, New York City Council

BQE Expert Panel Report

Regional Freight Land Use Study (MTA)

Bus Network Redesign (MTA, NYC DOT)

Governing Green Experiential Toolkit (Cary Institute)

Microhubs RFEI (NYC DOT)

BQE Tunnel 3D Feasibility Study (NYC DOT)

Delivering Green sustainable freight report (NYC DOT, NYC EDC)

Blue Highways Program (NYC DOT, NYC EDC)

El-Space Toolkit (Design Trust for Public Space, NYC DOT)

Red Hook Brownfield Opportunity Area study

Red Hook Brownfield Opportunity Area study

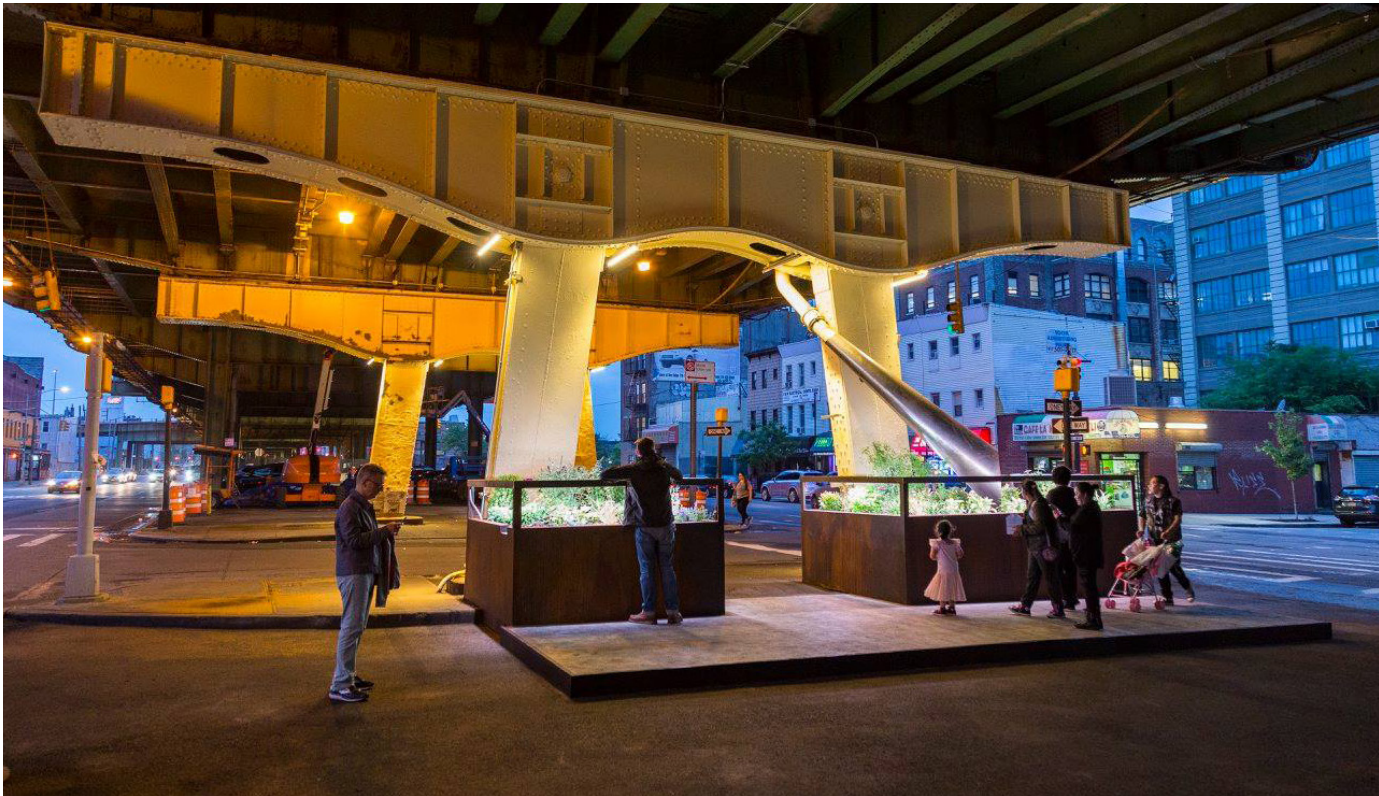
Various studies about air quality, pollution, and health related to highways

To Be or Not to BQE, Institute for Public Architecture



Past Concepts and Ongoing Projects: BQE South

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Sunset Park El-Space

Designer // Design Trust for Public Space

Type // Pilot project **Date //** 2018

Notes // This design features new LED lighting on the underside of the BQE, low-light plantings that capture stormwater via downspouts, organized parking spaces, and a central walkway for pedestrians.

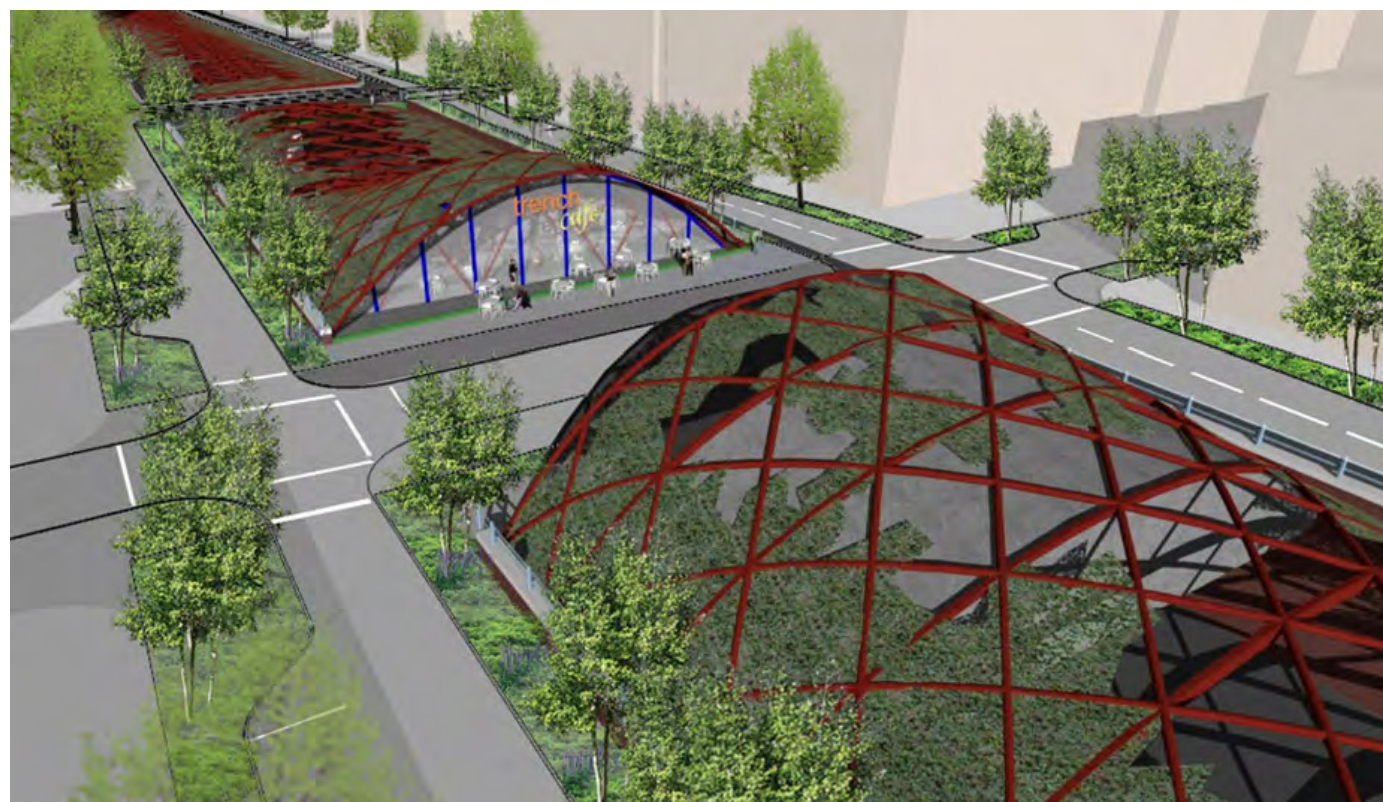


BQE Trench Study

Designer // DLANDstudio

Type // Study **Date //** 2010

Notes // This plan proposes a park constructed over the trench in Cobble Hill, Carroll Gardens, and Red Hook that reconnects separated neighborhoods and adds green walls and street trees.

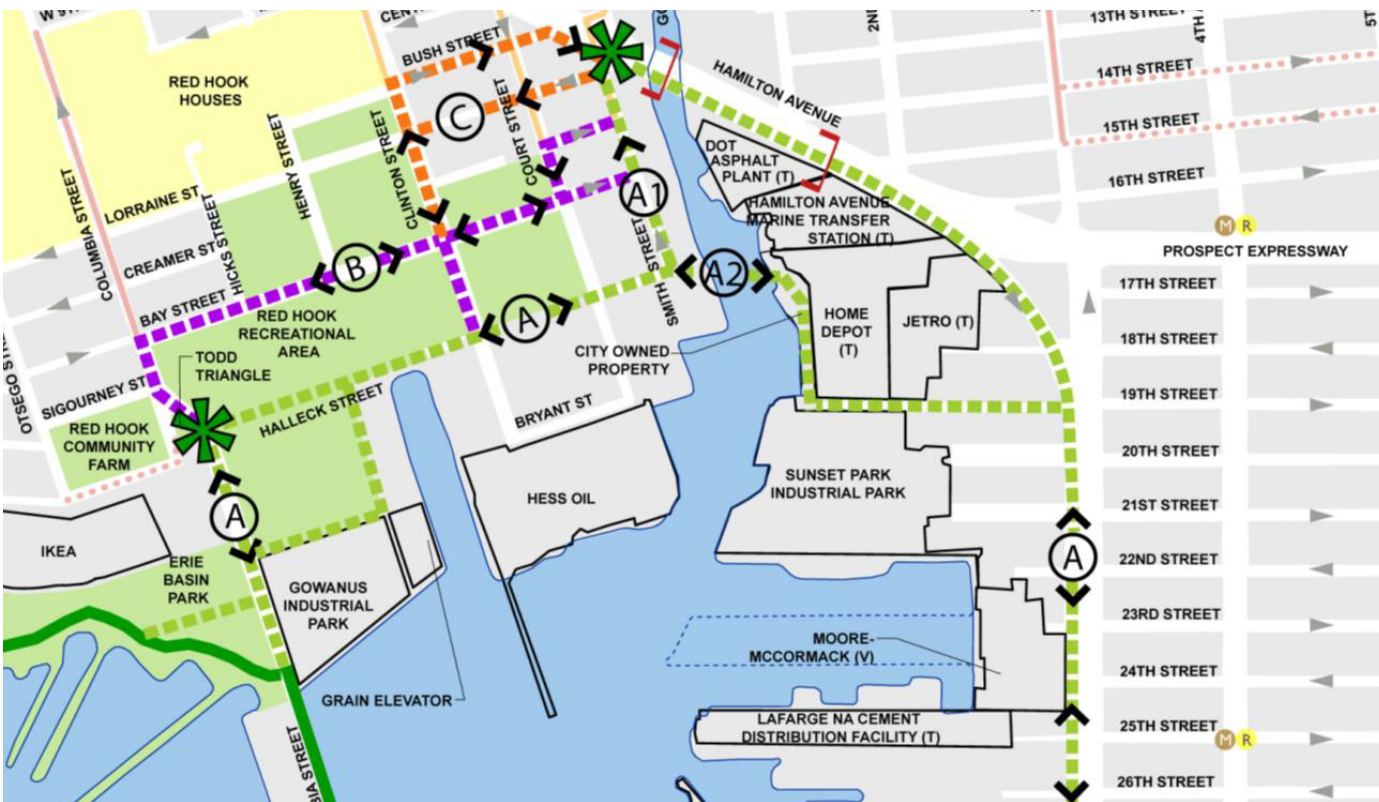


Fix the Ditch

Designer // NYC EDC, Starr Whitehouse, Kiss + Cathcart Architects

Type // Study **Date //** 2010

Notes // This design proposes covering the Cobble Hill BQE trench with a lightweight lattice structure that supports greenery and sound-absorbing and photovoltaic panels.

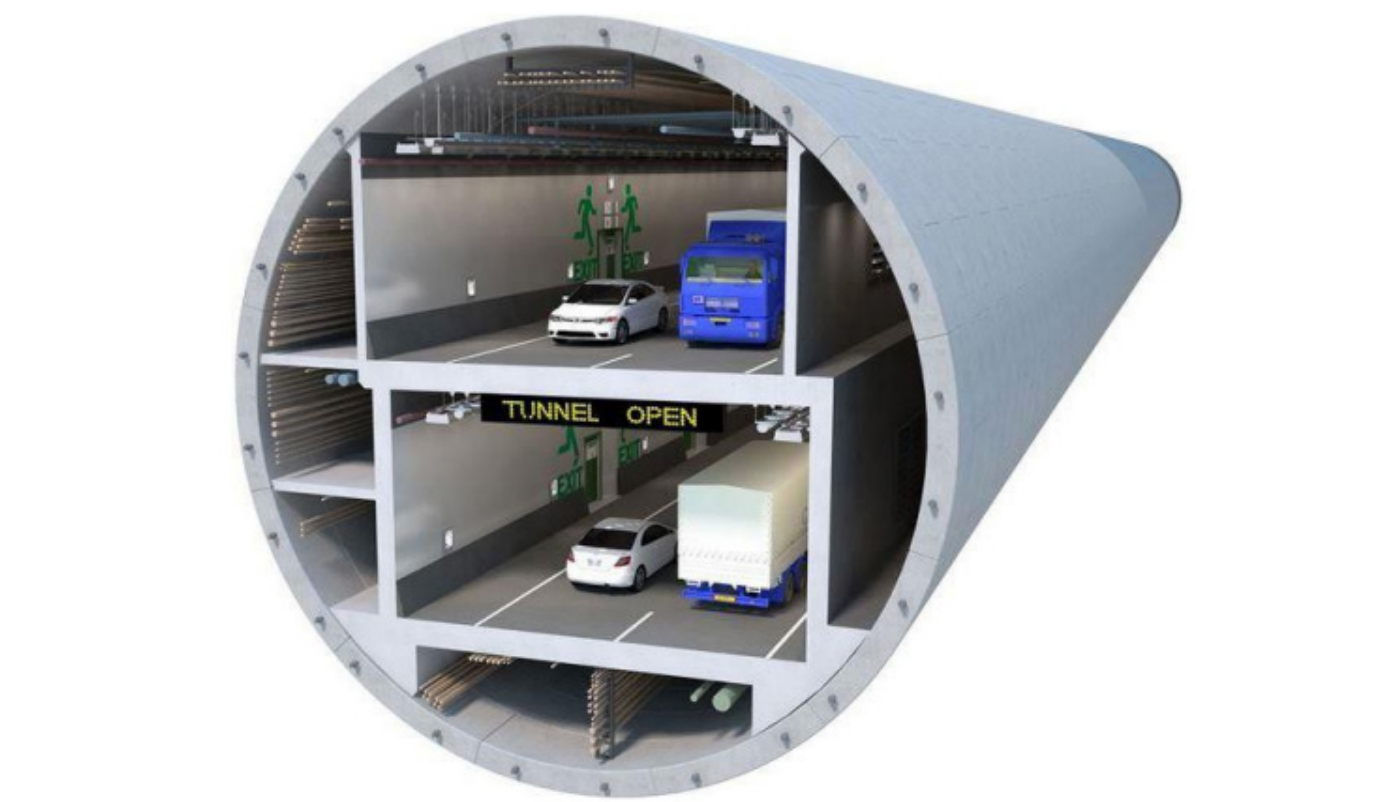


Brooklyn Waterfront Greenway

Designer // NYC DOT, NYS DOT

Type // Study **Date //** 2014-2017

Notes // This plan would connect the broader Brooklyn Waterfront Greenway along the Hamilton Avenue /Gowanus Connector section of the BQE in Gowanus, improving pedestrian and bike safety through a dedicated path.



Bypass Tunnel

Designer // NYC DOT with Henningson, Durham and Richardson Architecture and Engineering, P.C

Type // Study **Date //** 2016

Notes // NYCDOT studied the feasibility of tunnels as an alternative to the current roadway for six tunnel locations between Gowanus and the Navy Yard.

Ongoing NYC DOT Street Improvement Projects Along the BQE

BQE NORTH

McGuinness Boulevard (Ash to Meeker)
Planned pedestrian and bike improvements

Meeker Ave
Planned pedestrian and bike improvements (Apollo Street to Metropolitan Avenue)

Myrtle Ave & Ryerson Ave raised crosswalk

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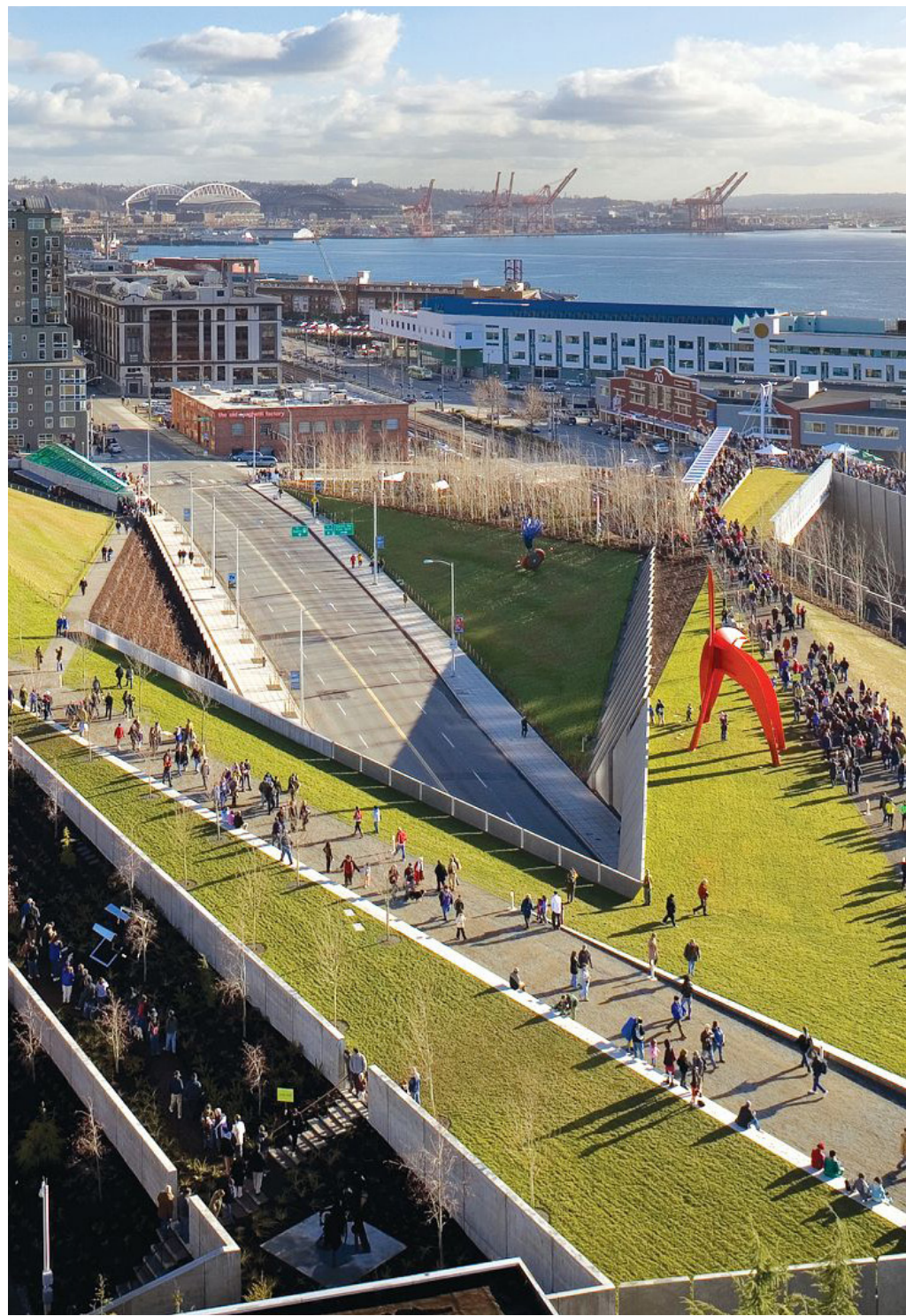
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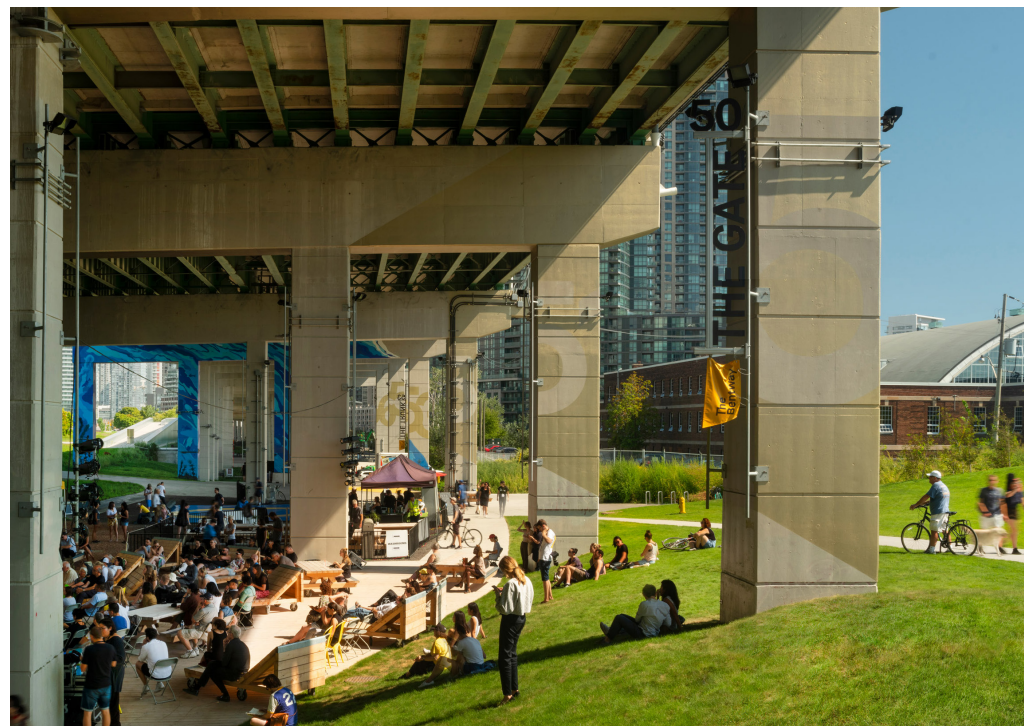
Inspirations: Ideas from Other Cities



Klyde Warren Park (Dallas, TX)
A trenced highway converted into parkland, local roads, and below grade parking



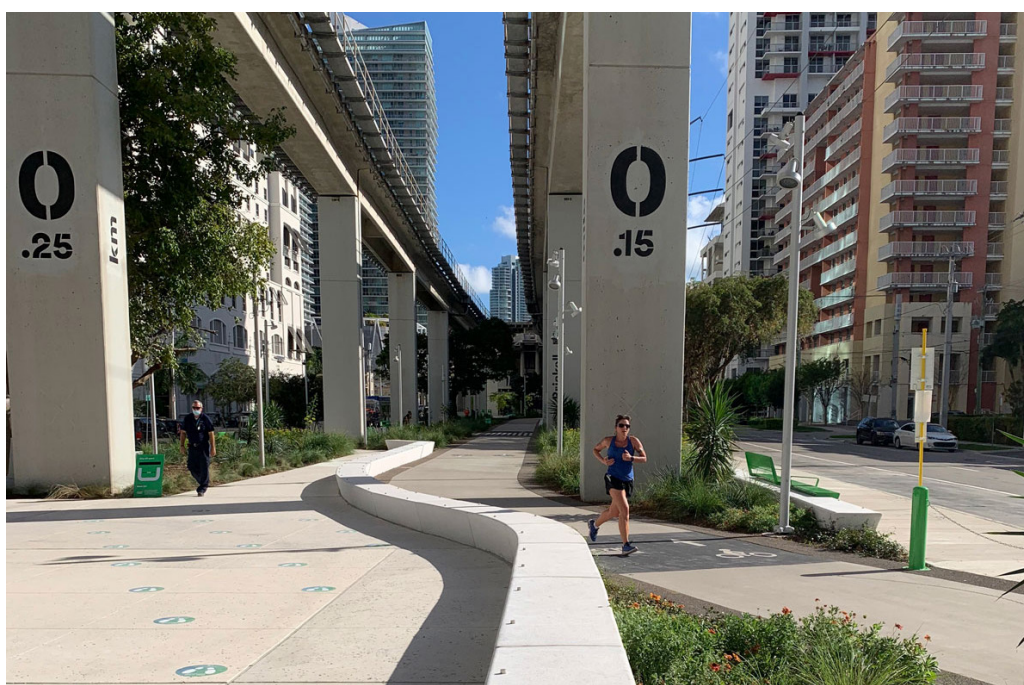
Seattle Olympic Sculpture Park (Seattle, WA)
A public park spanning over a highway to connect to the waterfront



The Bentway (Toronto, Canada)
A one-mile linear park under the Gardiner Expressway



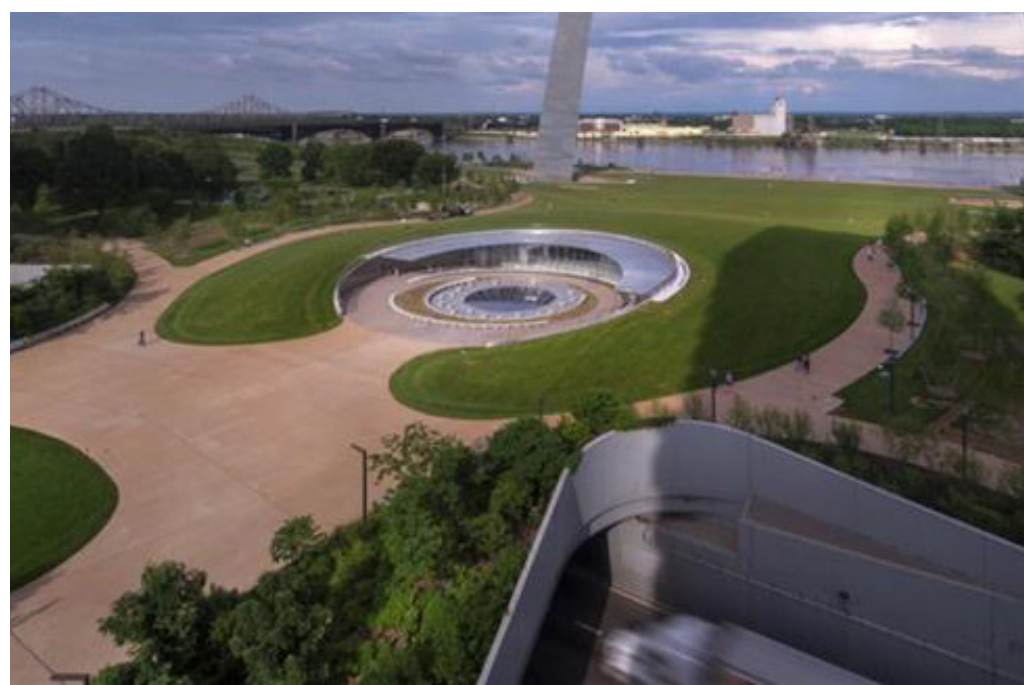
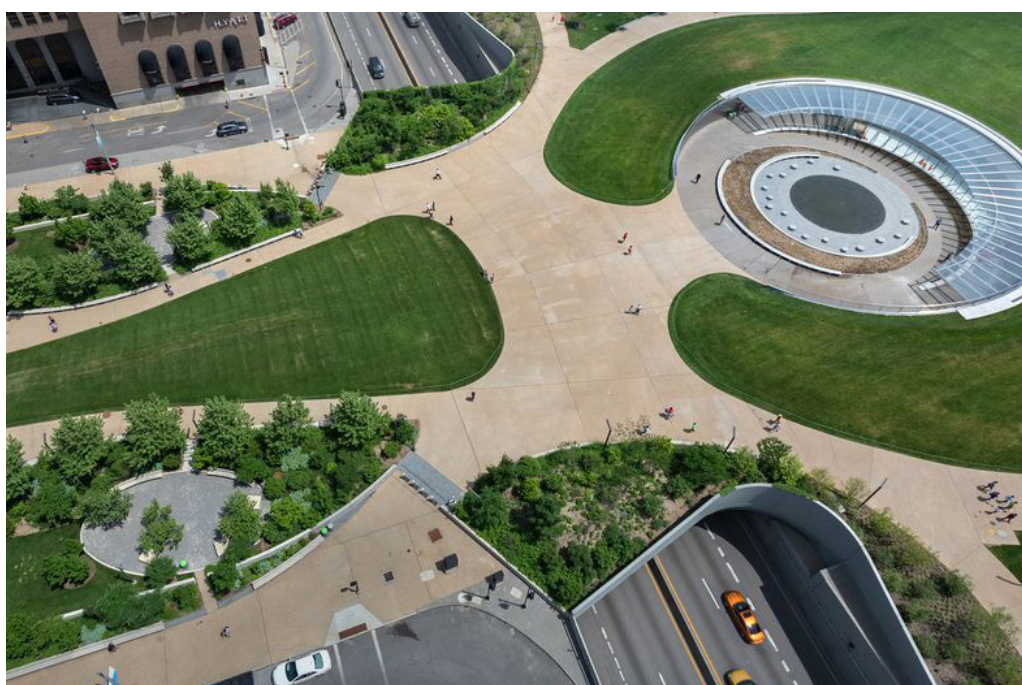
Embarcadero (San Francisco, CA)
A freeway-to-boulevard conversion along the downtown waterfront



Underline Park (Miami, Florida)
An in-development, 10-mile park underneath elevated Metrorail tracks



East River Greenway (New York City)
A multi-use path and linear park under the FDR highway



Gateway Arch Park Renovation (St. Louis, MO)
A public park spanning over a highway to connect to the waterfront

Place a sticker next to ideas that inspire you!



Corridor Vision

BQE NORTH