



Corridor Vision

**BQE
SOUTH**



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

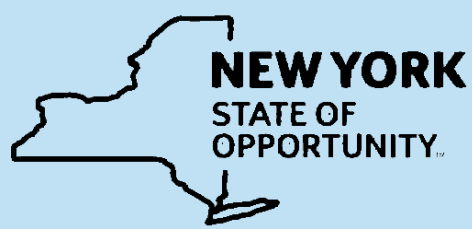


Topical Working Groups

... 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

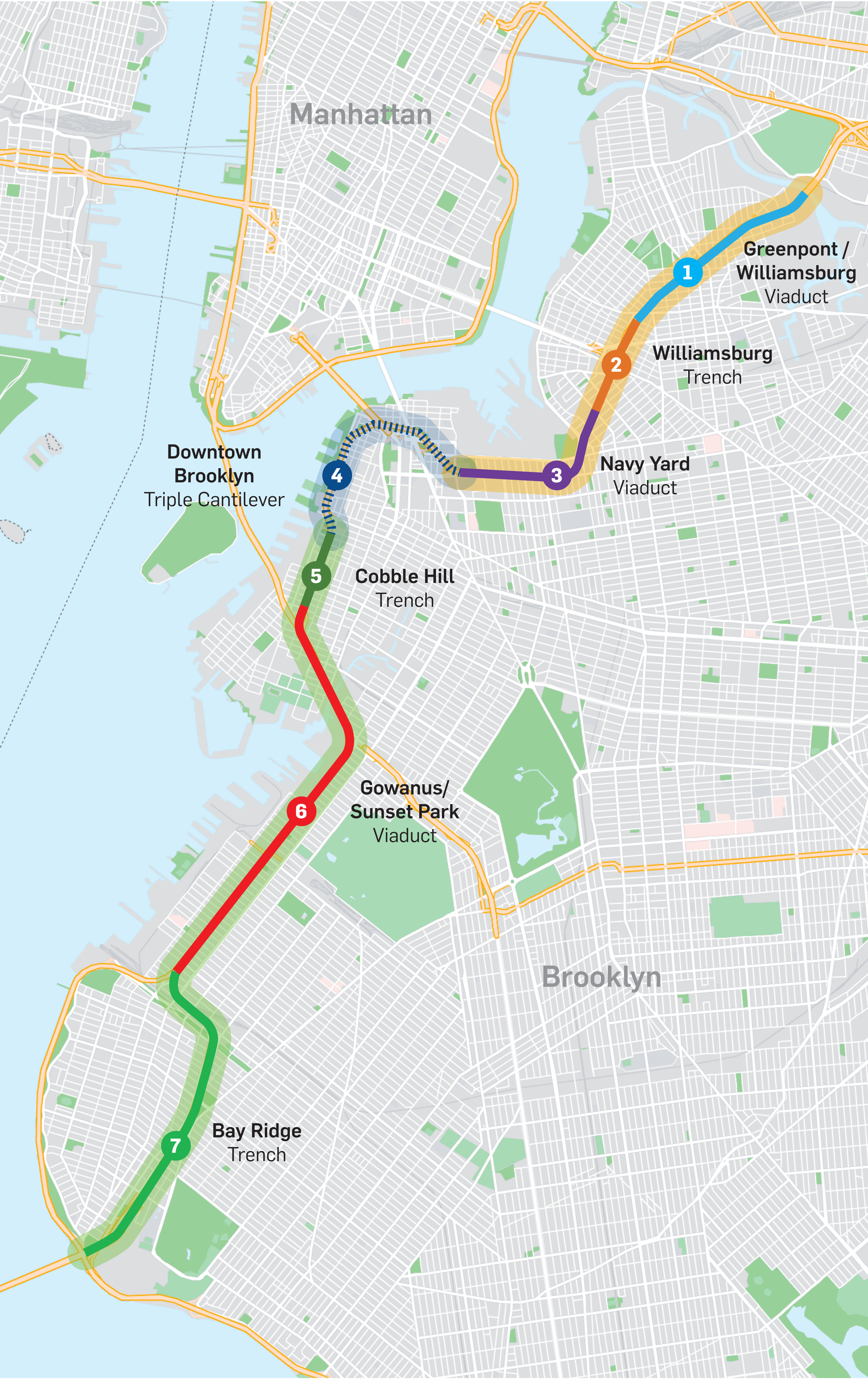


U.S. Department of Transportation
Federal Highway Administration

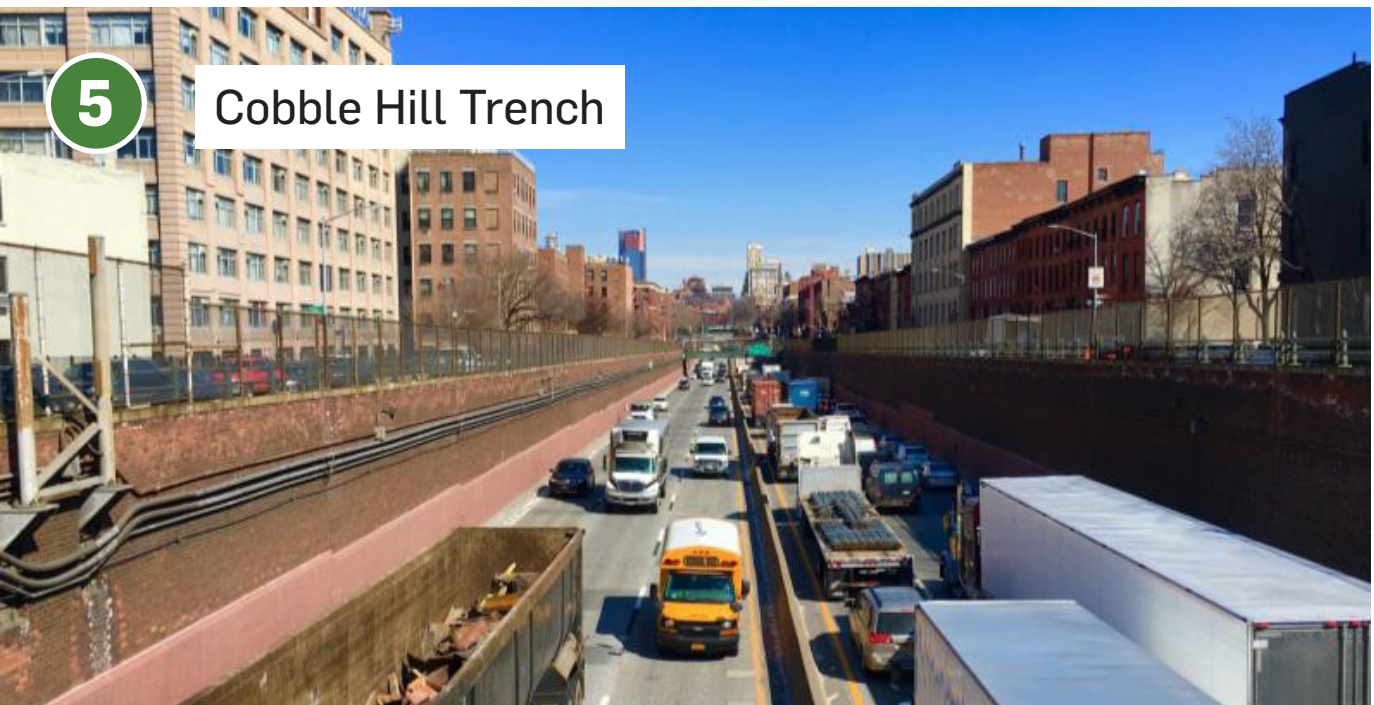




BQE Corridor Vision: Focus Areas



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





Engagement Approach

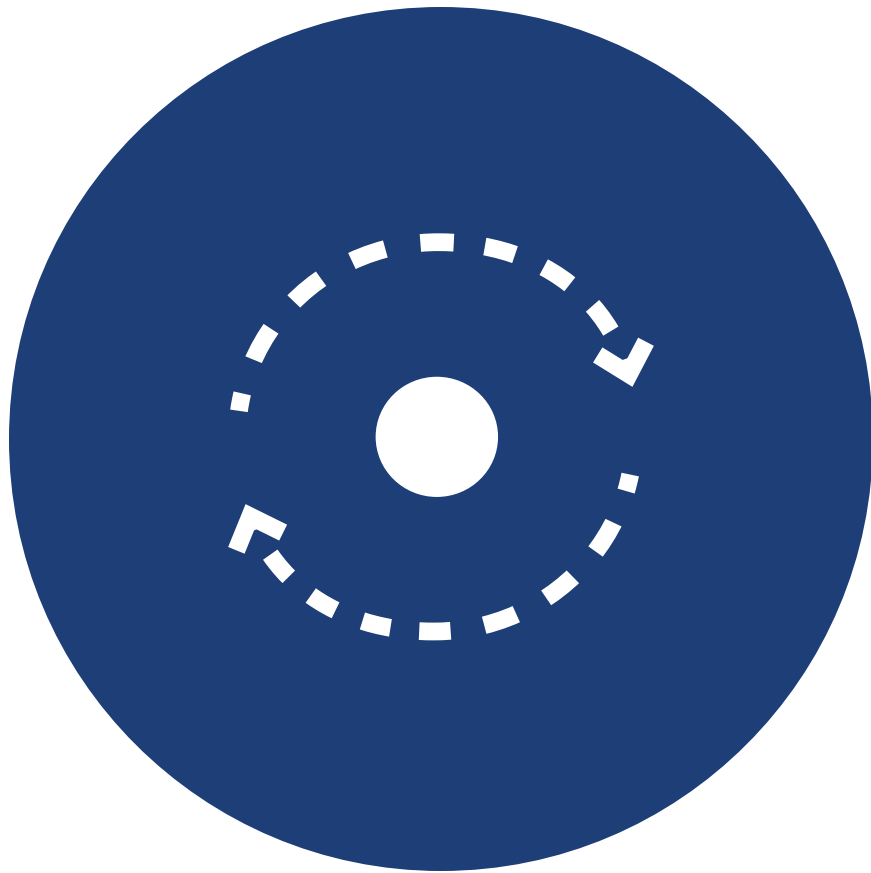
Community engagement will guide Mayor Adams' and DOT's decisions about the future of the full Brooklyn BQE Corridor.



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)

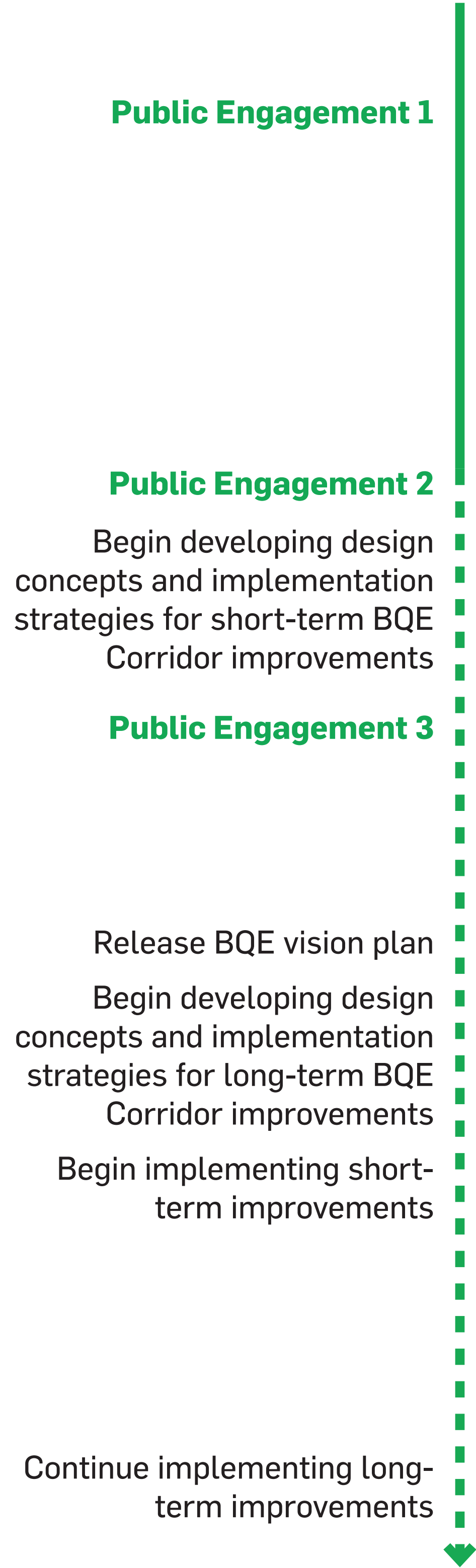
Thursday November 10, 2022
BQE North Workshop 1 (in-person)

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

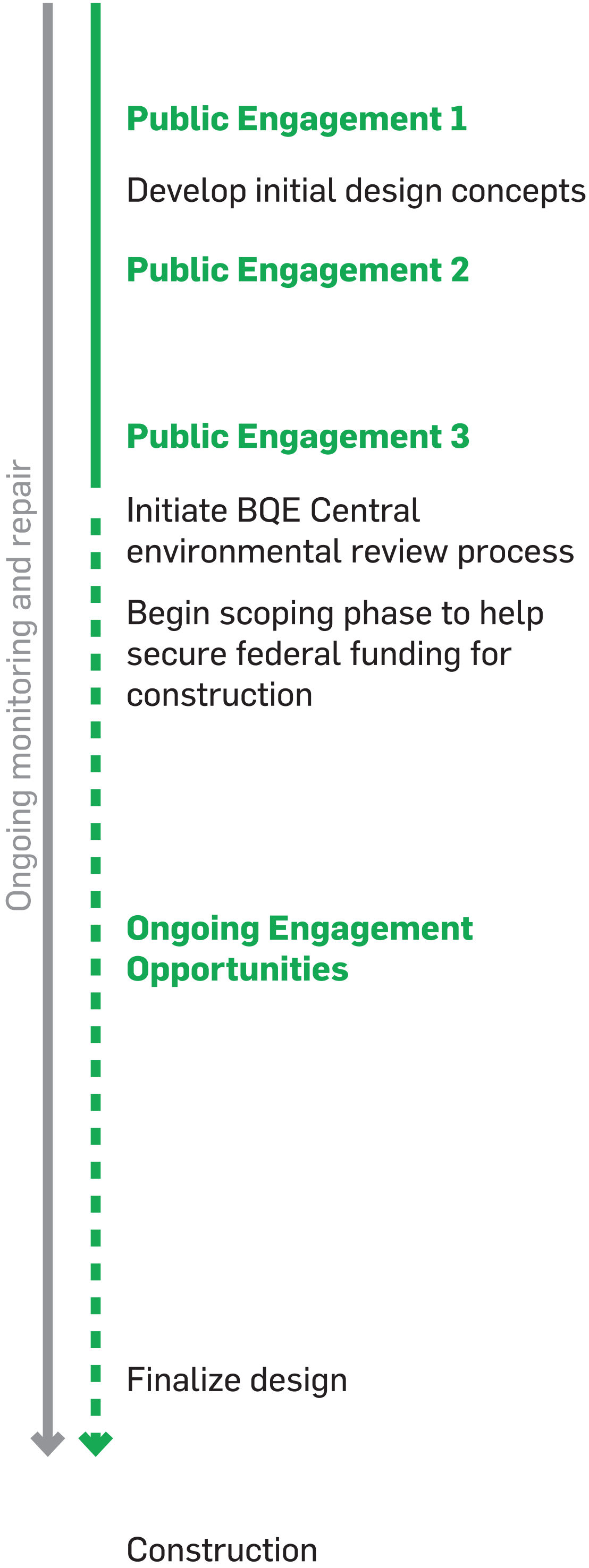
Visit

www.bqevision.com for updates.

BQE North & South

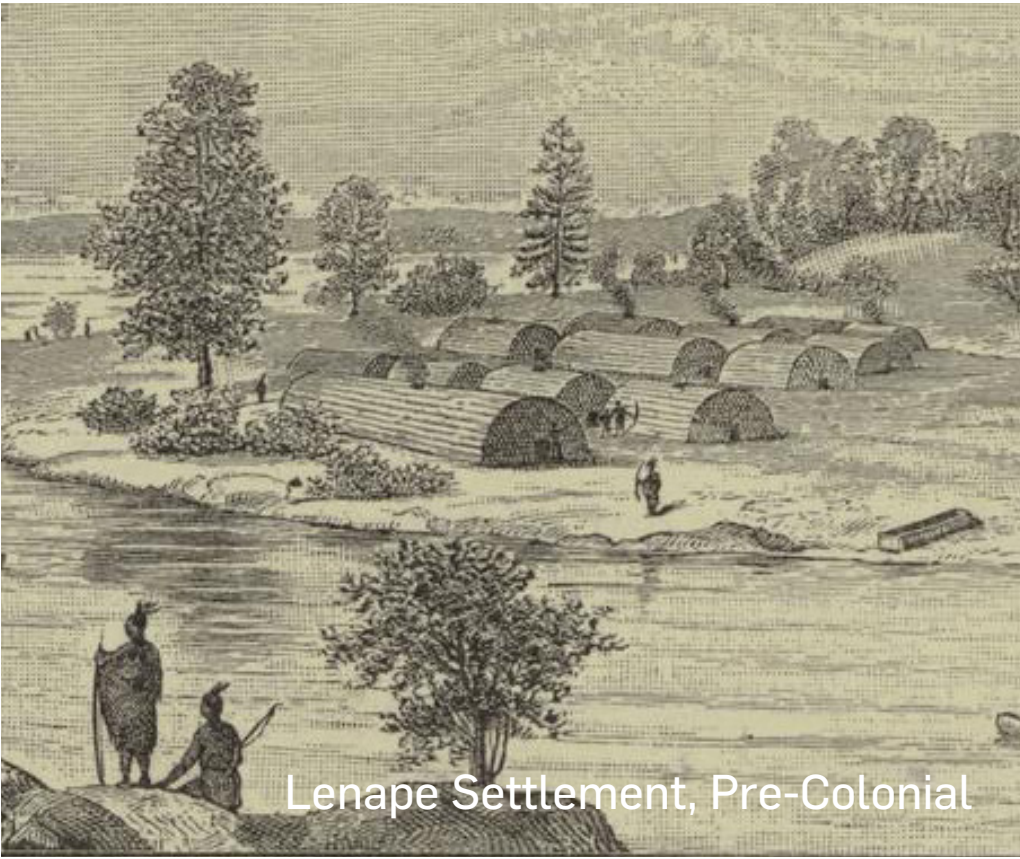


BQE Central





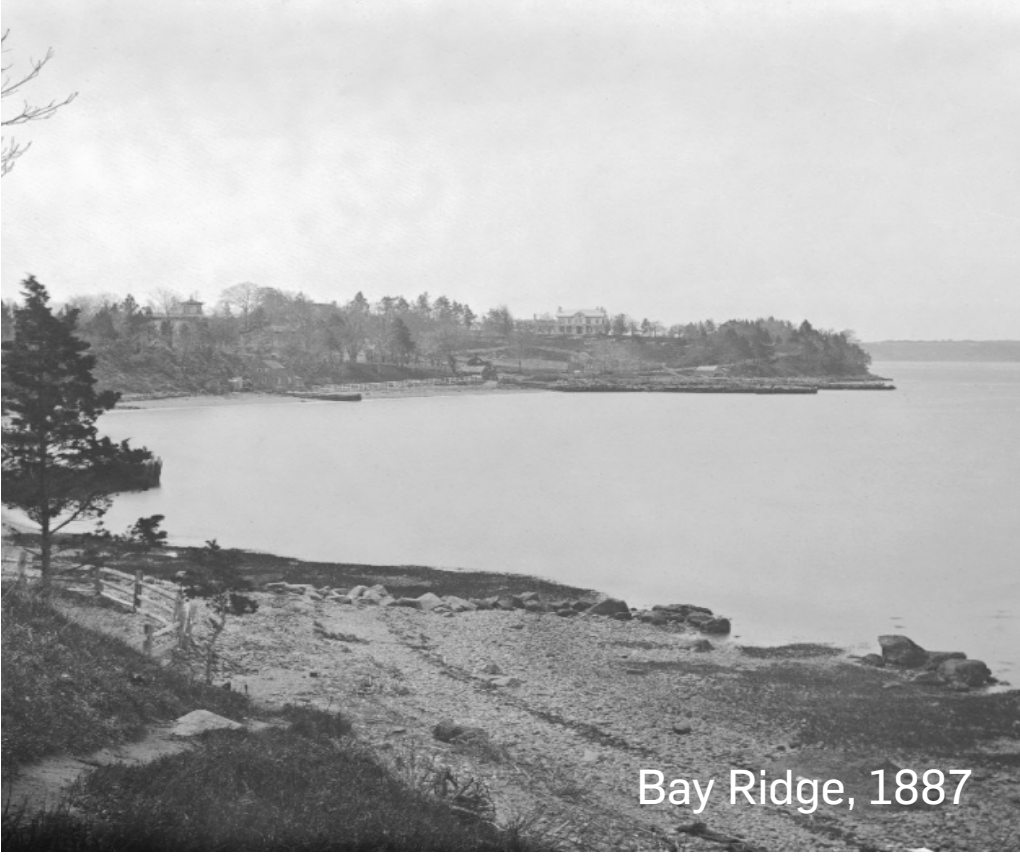
BQE South History



Lenape Settlement, Pre-Colonial



Red Hook, 1875



Bay Ridge, 1887



Bush Terminal, 1910



Sunset Park, 1923



Third Avenue Elevated, 1940

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 Boerum Hill and the Gowanus Estuary.

“Breuckelen”

The Dutch settle in Manhattan in the early 1600s, and found the five villages of Bushwick, Brooklyn, Flatbush, Flatlands, and New Utrecht, with Gravesend, a sixth village, founded later.

The village of Roode Hoek, named for its red clay soil and hook shape, is established by the Dutch established in 1636.

Shaping South Brooklyn

The federal government builds several forts at the Narrows to defend the city, including Fort Hamilton, where a small village develops.

Green-Wood Cemetery, South Brooklyn’s the first major development opens near South Brooklyn and Yellow Hook (modern-day Bay Ridge).

A wave of Irish immigrants begins populating South Brooklyn, soon followed by Scandinavian, Italian, and East European populations.

To avoid associations with yellow fever, the leading citizens of Yellow Hook rename their community Bay Ridge for the excellent views of the New York Bay from the ridge, that soon attract wealthy mercantile elites.

The Atlantic and Erie Basins open, setting Red Hook on the path to becoming one of the world’s major commercial ports.

Sunset Park is created and praised as having “one of the finest views in the city”. The park prompts the surrounding area’s moniker of “Sunset Park”.

Third Avenue Elevated, an extension of the Fifth Avenue Elevated to Fort Hamilton, opens to 65th Street.

In 1895, Irving T. Bush—working under his family’s company, the Bush Company—organizes six warehouses and one pier on the waterfront of South Brooklyn as a freight-handling terminal known as Bush Terminal.

By 1929, there are multiple proposals for a crossing between the Battery Park in lower Manhattan and the Red Hook section of Brooklyn.



Red Hook Houses, 1940



Gowanus Parkway, 1944



Construction of the BQE, 1948



Brooklyn-Battery Tunnel

Red Hook, 1950



South Brooklyn, 1950s



The Verrazzano-Narrows Bridge, 1964

The BQE and the Gowanus Expressway

The Federal Housing Administration and the Home Owner's Loan Coalition begin redlining New York, including parts of Red Hook and Sunset Park, effectively rooting racial and socioeconomic segregation into the fabric of the Brooklyn neighborhoods.

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.

In January 1939, after the failure to allocate federal funds to the tunnels, Moses proposed the Brooklyn–Battery Bridge as a cheaper, faster, and more efficient alternative to building a tunnel.

Red Hook becomes home to one of the first and largest Federal Housing projects in the country, built to house the burgeoning population of stevedores, longshoremen, dockworkers, and their families.

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.”

The Belt Parkway opens on June 29, 1940, with most of the Cross Island, Southern, and Shore Parkway sections completed.

The Gowanus Parkway divides Red Hook, causing neighborhoods including Carroll Gardens, Gowanus and Cobble Hill to take on distinct characters.

Construction of the BQE begins in the fall of 1946.

Newspapers begin calling Bush Terminal “Industry City” - a reference to Bush Terminal becoming one of the first industrial parks post WWII.

An Interconnected Brooklyn

The Brooklyn–Battery Tunnel opens to traffic and physically separates Red Hook from the rest of the borough.

The Triborough Bridge and Tunnel Authority recommend widening the Gowanus Parkway to accommodate six lanes of traffic.

The Gowanus Parkway becomes the Gowanus Expressway when it extends to connect the Brooklyn-Battery Tunnel and the Prospect Expressway.

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

The Gowanus Expressway Extension, connecting the highway to the Verrazzano-Narrows Bridge, demolishes 800 buildings and displaces 7,500 people after bisecting the Bay Ridge neighborhood.



Brooklyn Army Terminal, 1983



South Brooklyn Ferry, 2017



Industry City, 2022

Redevelopment of South Brooklyn

1969

Cobble Hill is designated as a historic district.

1973

The Carroll Gardens Historic District is created by the New York City Landmarks Preservation Commission in 1973.

1981

By the 1980s, the city government agrees to buy the Brooklyn Army Terminal and renovate it for manufacturing use.

mid 1980s

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

2010s

Industry City undergoes redevelopment to support a new innovation economy for local businesses.

2012

Bush Terminal Piers Park opens as part of the Brooklyn Waterfront Greenway, a 14-mile off-street path.

2017

NYC Ferry's South Brooklyn Route starts running on June 1, 2017, stopping at Bay Ridge, Brooklyn Army Terminal, and Red Hook.

2022

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



South Brooklyn, 1924

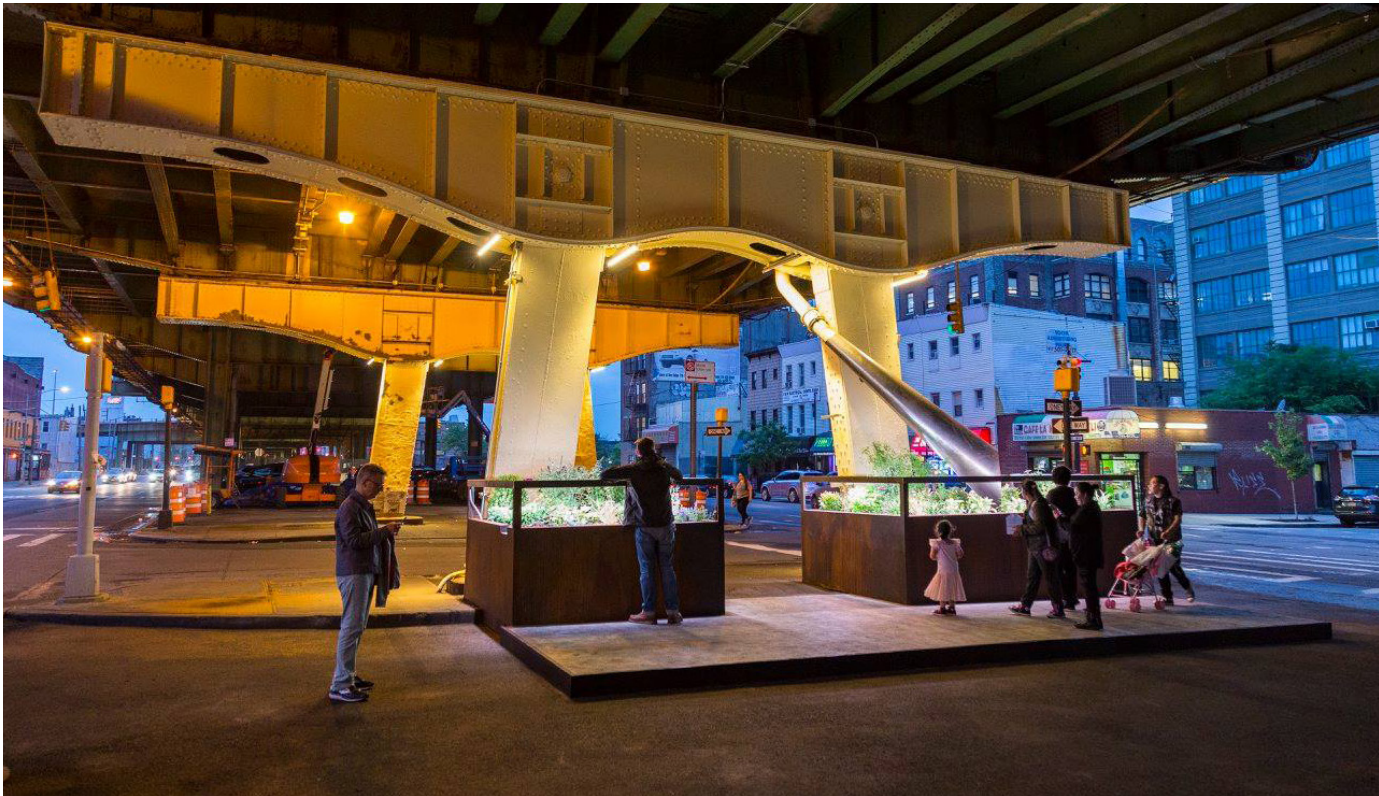


South Brooklyn, 2022



Past Concepts and Ongoing Projects: BQE South

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.



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.

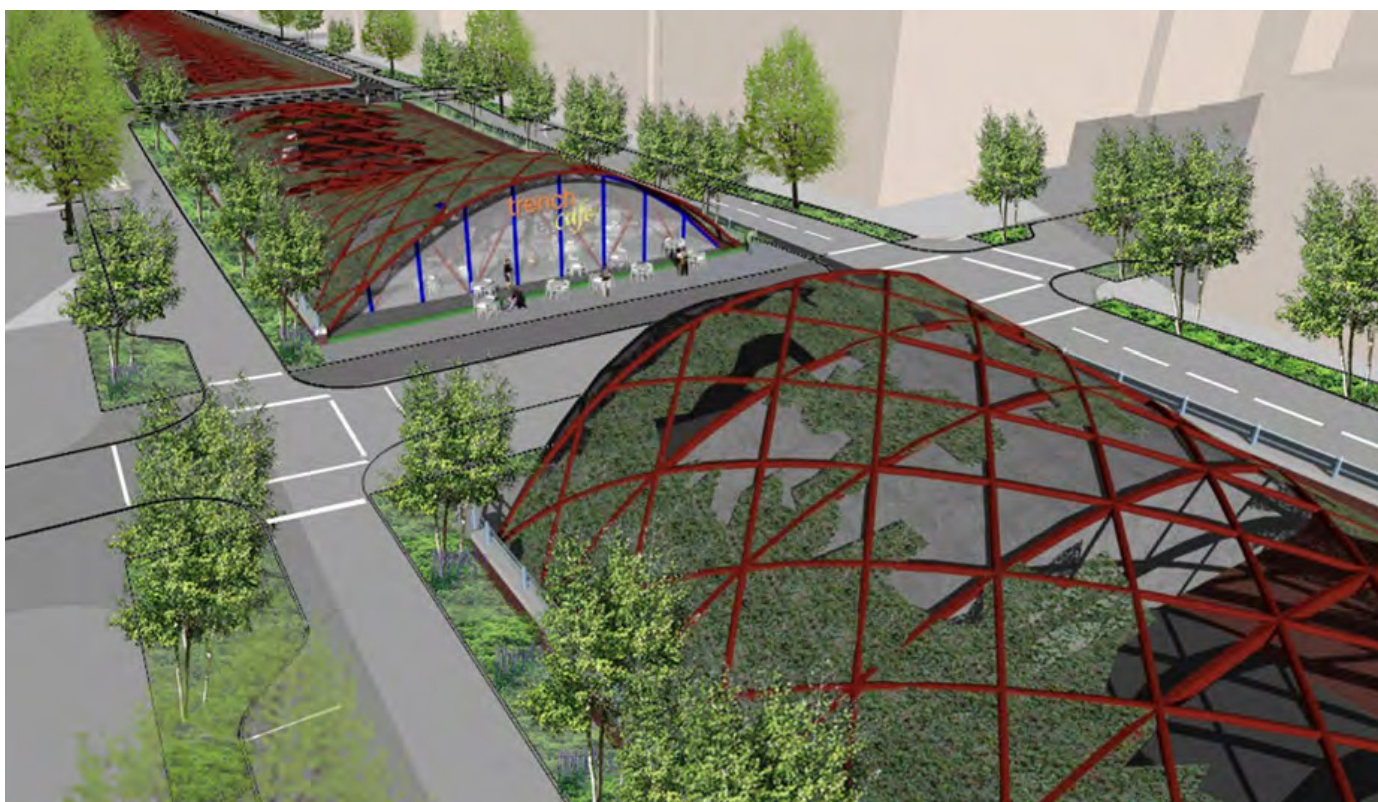


BQE Trench Study

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.

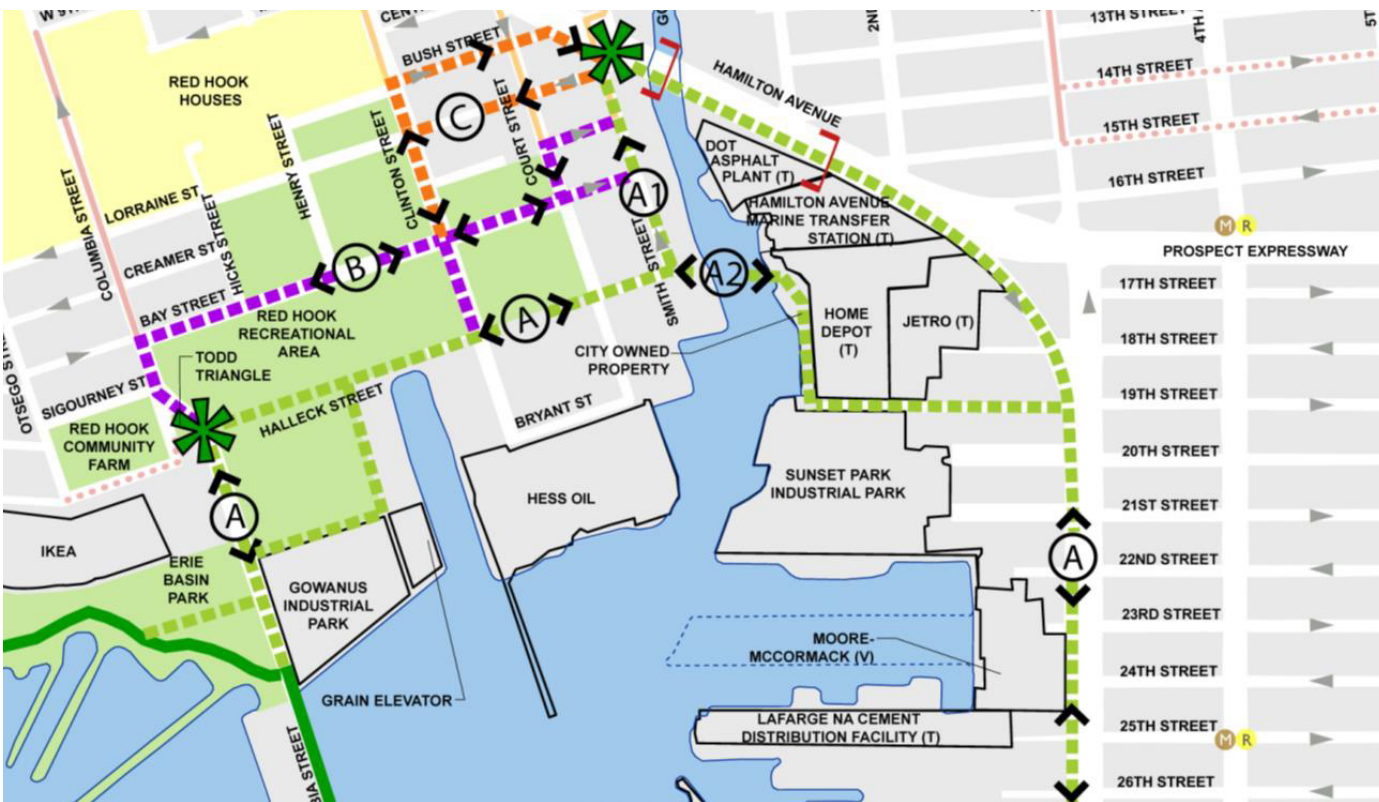


Fix the Ditch

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.

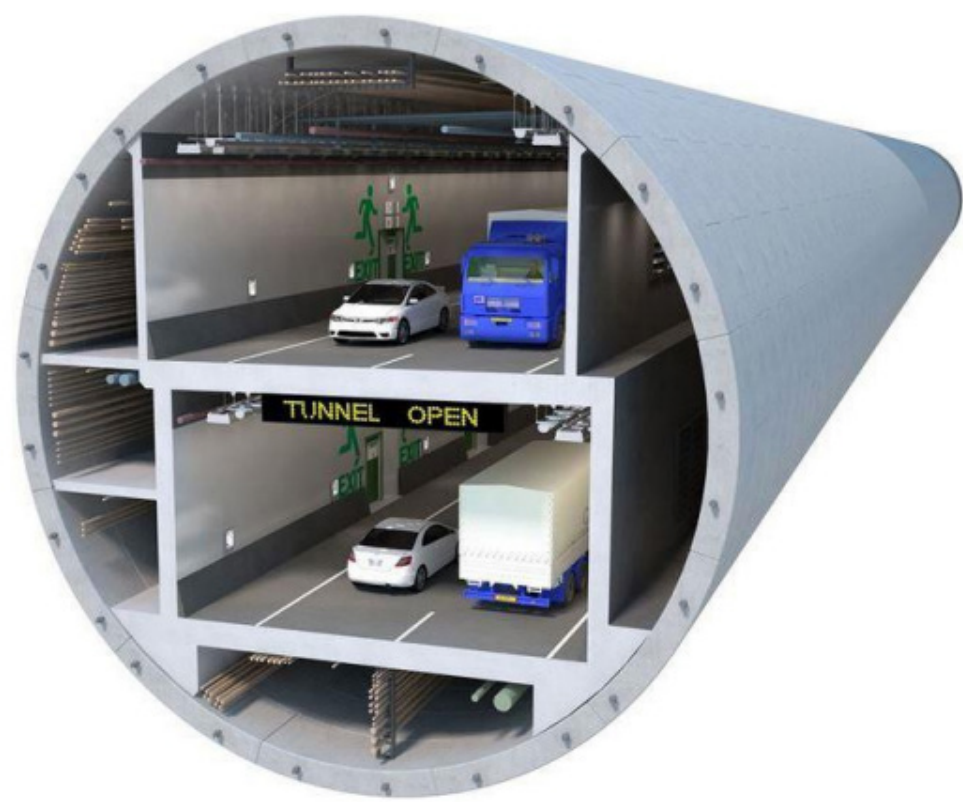


Brooklyn Waterfront Greenway

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

Ashland Pl, Navy St, Hanson Pl
Planned bike improvements (Flushing Street to Hanson Place)

Third Ave
Safety study (Hamilton Ave to 65th St)

Red Hook Traffic and Truck Study

Additional Studies

- BQE SOUTH
- 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 area study

Sunset Park brownfield area study

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

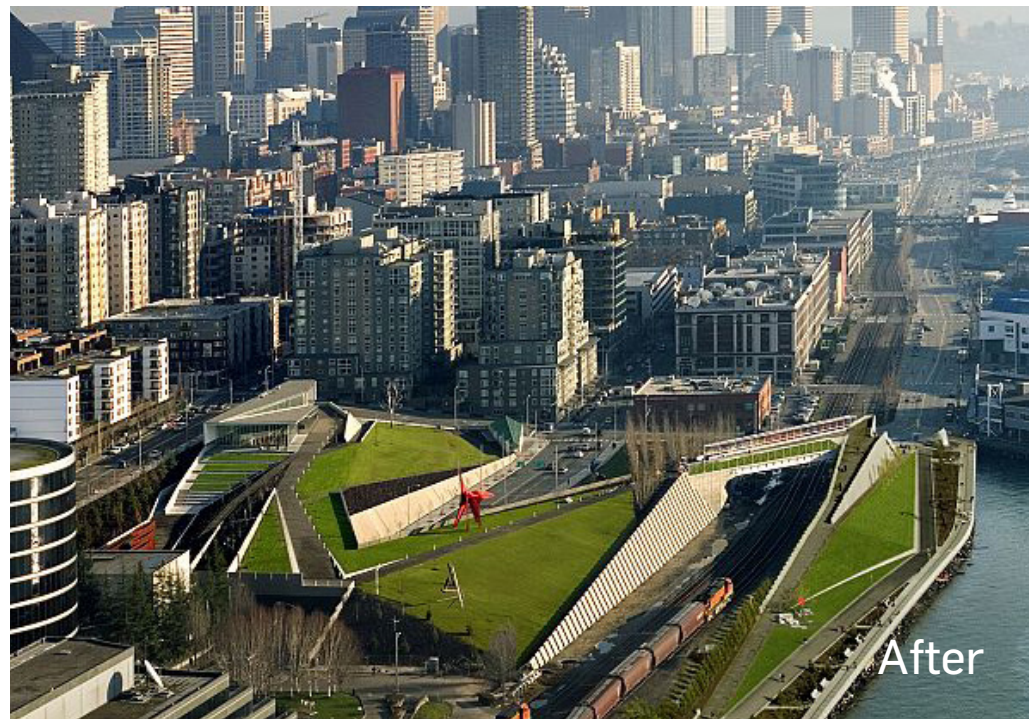
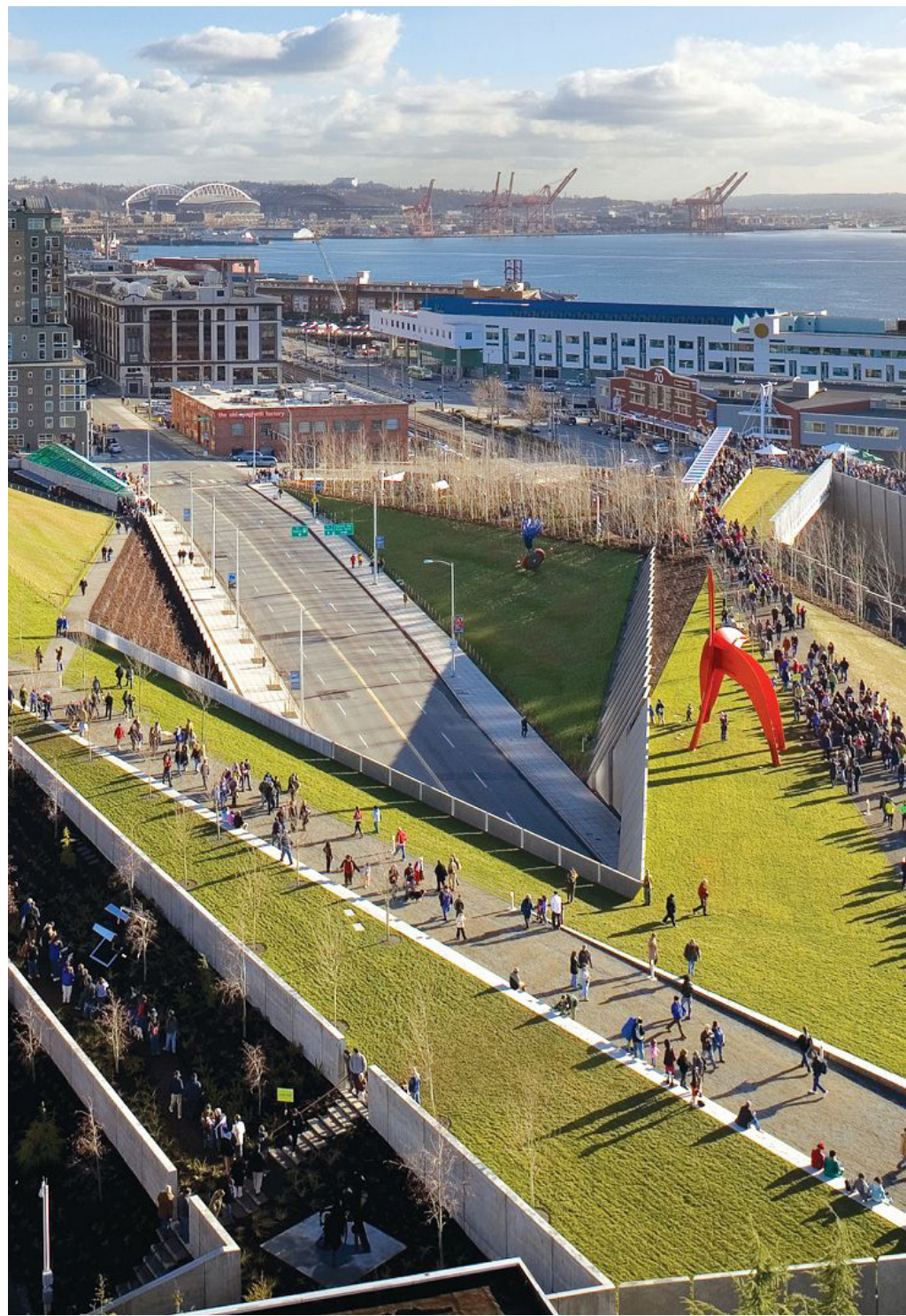
To Be or Not to BQE, Institute for Public Architecture



Inspirations: Ideas from Other Cities



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

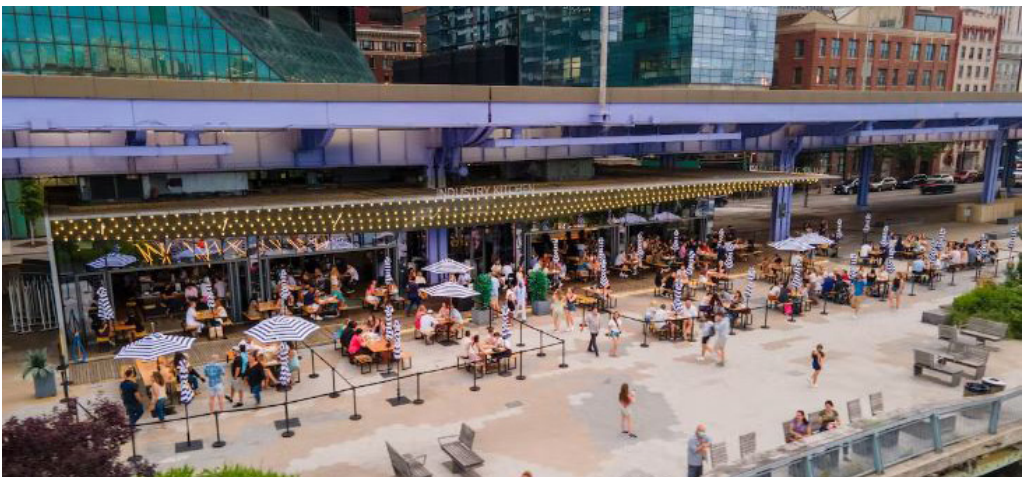


The Bentway (Toronto, Canada)
A one-mile linear park under the Gardiner Expressway



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

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



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

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

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!



Traffic & Freight



As the only interstate highway in Brooklyn, the BQE is a key piece of the roadway and freight network of New York. Even if you personally don't use the BQE, chances are most of the things you buy do.



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