



## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Central Round 3 Update: Refining the Vision

April 2023



# Refining the Vision

The New York City Department of Transportation (NYC DOT) received important feedback from the Round 3 BQE Central workshops. Some of the main feedback themes include:

- New green space opportunities were viewed positively, with a desire to see even more greening where possible
- Excitement about creating new access points to Brooklyn Bridge Park, with strong support for multiple spread-out access points, rather than concentrating or funneling access in any one area
- Continued concern about the number of lanes on the BQE, with significant, though not universal, support for two lanes rather than three lanes; there was also a desire to better understand the potential traffic effects under different lane options and concept designs
- Need a greater understanding of the long-term maintenance and jurisdiction for newly-created spaces, including winter weather management, storm response, park and other maintenance, and litter removal
- Clearer information on costs, and structural and design element trade-offs, like how drainage would differ between concepts and how lifecycle of concepts could differ
- Desire for breakdown of how construction impacts, timelines, delay risks, and environmental impacts differ between each concept

## Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE Central engagement process will identify potential alternatives for the City-owned structure from the Atlantic Avenue interchange to the Sands Street interchange. Concurrently, the BQE North and South engagement process will identify potential short and long-term projects for the State-owned sections of the BQE north of Sands Street to the Kosciuszko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, as well as within the surrounding neighborhoods. New Federal funds, available through the Bipartisan Infrastructure Law and Inflation Reduction Act, provide an exciting opportunity to address long-standing concerns regarding the BQE for the 21st Century.



About 90 members of the public joined the workshop at the Brooklyn Friends School.

## BQE Central Round 1 and 2 Recap

Engagement for the BQE Corridor Vision began in September 2022. Rounds 1 and 2 of BQE Central engagement included several workshops, Community Visioning Council (CVC) meetings, and other stakeholder engagement, which helped inform the ideas shown in Round 3 of engagement. [Round 1](#) and [Round 2](#) engagement efforts have been summarized in previous reports which can be found on the project website at <https://bqevision.com/central/materials>.

## BQE Central Survey

A BQE Central survey was launched on December 13, 2022 and remained open until January 17, 2023. The survey was promoted at the Round 2 workshops in December, distributed through email blasts and posts on NYC DOT's Twitter and Facebook pages, and by Community Partners and the CVC. The survey received nearly 1,900 responses. Of those respondents, 93% reported a zip code within New York City, with an additional 3% coming from zip codes outside of New York City.

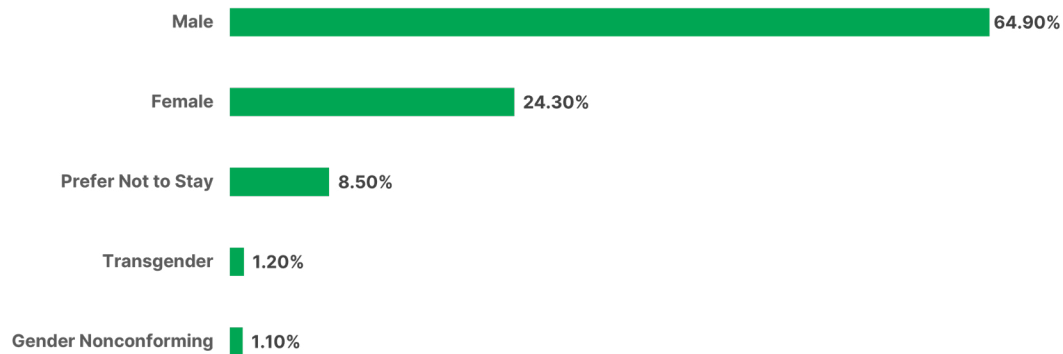
In the survey, respondents were asked questions regarding their experiences with the Central portion of the BQE. An open response box was included to allow respondents to leave additional comments at the end of the survey. In these comments, respondents expressed concerns about traffic congestion, general traffic safety, bike and pedestrian safety concerns, noise and air pollution, and resiliency.

For example:

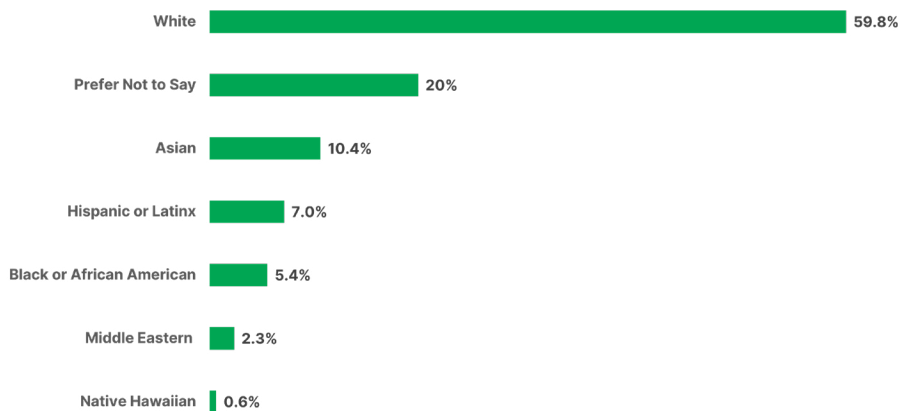
- 11% of respondents cited traffic safety concerns with the BQE
- 10% of respondents mentioned air and noise pollution as issues
- 34% of respondents requested a third lane be added/restored
- 20% requested reducing the number of lanes or closing the BQE entirely

Additional data from the survey is depicted in the following visuals. A full breakdown of the responses by zip code and respondents' primary BQE transportation modal usage split is available in [Appendix A](#).

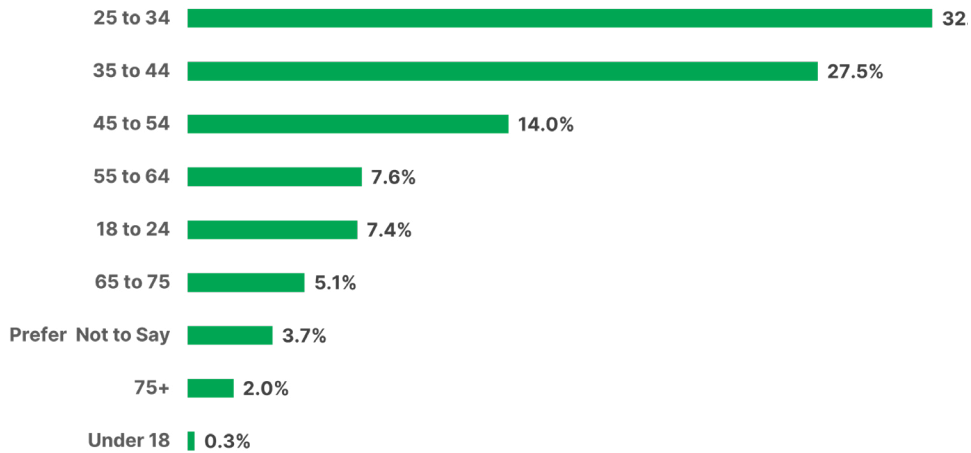
## Gender Identity



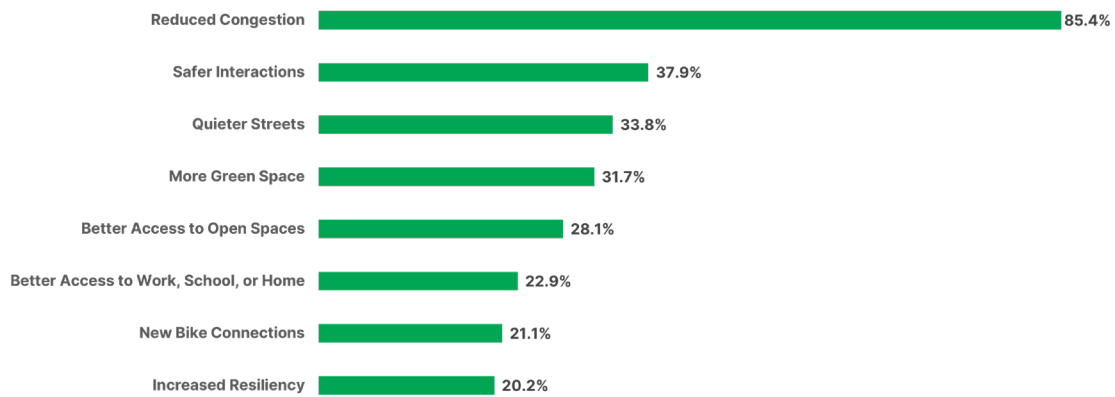
## Race & Ethnicity



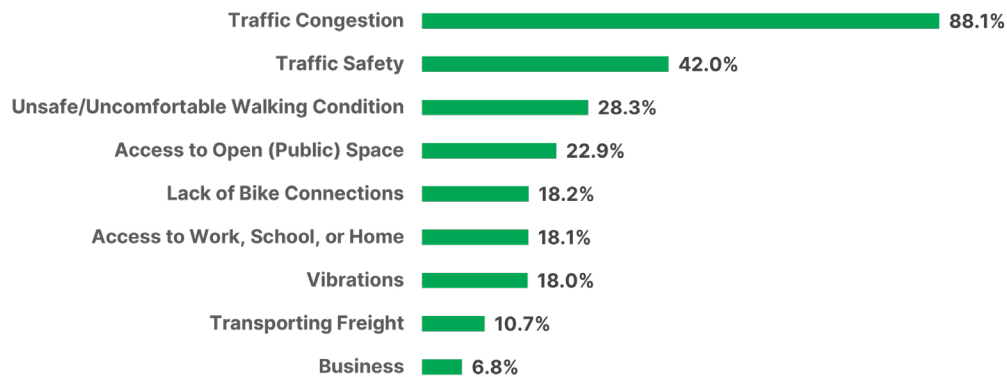
## Age Group



## Which community benefit(s) would you most like to see come out of the BQE Corridor Vision process?



## Which of the following conditions along the BQE central corridor currently affect your daily life?







# Focus Groups

In January and February 2023, NYC DOT and its consultant team hosted four different topical Focus Groups to hone in on specific questions with issue-area experts. These included:

- Safety, Transportation, Traffic, and Mobility
- Connectivity, Accessibility, and Public Realm
- Land Use and Economic Development
- Environmental Justice

Information gathered in these Focus Groups has been summarized on the project website at: <https://bqevision.com/sites/default/files/2023-02/bqe-corridor-vision-focus-group-update-feb-2023.pdf>

## BQE Central Round 3 Engagement Context

NYC DOT and the consultant team launched BQE Central Round 3 with an in-person workshop on February 28, 2023, and a virtual meeting on March 2, 2023. The in-person workshop was held at the Brooklyn Friends School with approximately 90 attendees, and the virtual meeting had approximately 160 attendees. Translation services were offered in Arabic, Cantonese, Mandarin, and Spanish. The CVC previously requested that demographic data be collected in these engagements, so voluntary survey data was collected at the virtual workshop. The results are included in [Appendix B](#).



**Physical models of the BQE Central area and the three Triple Cantilever section concepts were available to help explain and contextualize the concepts.**

A meeting of the BQE Central CVC was held on February 23, 2023, and meetings were also held with local elected officials.

Participants were given a high-level overview of the proposed public workshop format, and an overview of the City's freight network and freight initiatives. Feedback from these meetings helped inform and improve how information was presented at the public workshops. You can learn more about the CVC at <https://bqevision.com/connect/community-visioning-council>.



**Attendees joined location-focused breakout groups of their choosing for facilitated conversations about the concepts (pictured: Dumbo & Manhattan Bridge Parks group).**

Community Partners also began their parallel grassroots engagement efforts in January 2023, with emphasis on serving underrepresented communities and those whose primary language is not English. Additional information on Community Partners can be viewed at <https://bqevision.com/community-partner>.

## **BQE Central Round 3 Workshops**

Both workshops included a recap and overview of the overall BQE Corridor Vision process, a summary of feedback received in Round 1 and Round 2 of BQE Central engagement, information on design concept considerations, and a walkthrough of the refined design concepts for feedback. There was an opportunity for facilitated questions and answers before moving into location-focused breakout groups.

The full set of materials can be viewed online at <https://bqevision.com/central/materials>.



# Feedback from Participants

Feedback has been synthesized across broad/overall feedback and several geographic subgroups.

## Overall BQE Central

- Provide some high-level summary on how each concept may change neighborhood character (such as effect on pedestrian traffic flows), and consideration for crowd management planning as part of this effort
- Improved lighting all along the project area continued to be a high priority
- Desire to see resiliency and sustainability more focal to concept planning and evaluation
- Multiple requests to make the BQE only for commercial vehicles
- Desire to see less concrete and more grass and trees, and to center creating shade and other efforts to cool the area

## Dumbo & Manhattan Bridge Parks

- Need for deeper information and focus on this area, with a desire to see more details such as ramp height and configuration
- Request for further explanation of ramp changes, as well as information on traffic implications of the Manhattan Bridge connection
- Need for improved crossings and safer cyclist and pedestrian access across the area, particularly along Sands Street
- Designs should incorporate storm water management and other resiliency measures
- Desire for a linear connection between new green spaces and Farragut Houses and Cadman Plaza, as well as connecting the Greenway from Nassau Street to the Navy Yard
- Concern that new green spaces around the on and off-ramps may not be useful for recreation, given their proximity to the roadway
- Green space and recreational programming should be done in close consultation with the community, particularly Farragut Houses, with a focus on local community priorities
- Concern about the impacts of unpermitted double-parking and placard abuse, and overall limited parking availability

## Anchorage Plaza & Old Fulton

- Need to better balance pedestrian traffic flow and increase pedestrian safety across the area
- Request for solutions to tourism-related pedestrian and vehicular congestion, including tourist buses
- Desire to see park space development and programming that reflect more passive neighborhood-oriented uses, rather than tourist destinations

## Columbia Heights & Adjacent Parks

- Concepts should focus on maximizing the amount of the roadway that is covered; too much of the roadway is exposed under current concepts
- Concerns about the proximity of ramps to recreational space
- Desire to see a lighter, simpler touch more in line with current historic character - participants largely relayed that this was better reflected in Concept 2 over Concept 1
- Expanded access and accessibility to Squibb Park and other green spaces in the area was viewed as an asset, but those green spaces themselves should not undergo significant changes and any programming should be neighborhood-oriented
- Pro-pedestrian and cyclist safety elements, like the raised curbless street and integration of CitiBike docks, were viewed as an asset
- Need for more information on the future of the Fruit Street Sitting Area, and the necessity of replacing the Columbia Heights Bridge, including concern about raising the height



## Triple Cantilever & Brooklyn Heights Promenade

### Broad Comments

- Desire to see more bike paths and connections reflected across concepts; some participants noted that even though Brooklyn Bridge Park has bike paths, they are for recreational use, so expanding commuter-oriented bike paths along Furman Street or nearby would serve a different audience
- Need to shorten the length of accessible paths and make connections more direct where possible; also support for looking at ways to make the paths themselves more enjoyable and usable, particularly for people with disabilities, such as accessible amenities and other features along the paths; there was also some support for integrating an elevator from Brooklyn Heights to Brooklyn Bridge Park somewhere in this project
- Need clearer information on ventilation, including where and how ventilation could be placed, as well as clear information on how pollutants may concentrate at openings
- Participants felt it was important to recognize the Promenade as an access point to the view; amenities (like benches) need to be placed such that people can still use them to enjoy an unobstructed view
- Adding parking on Furman Street under the BQE was received poorly, with concerns about best use of public space and the impact on congestion and double parking
- Desire to see more complete information on partial replacement versus full replacement, and the trade-offs in each concept in terms of overall structural longevity, noise, and vibrations
- The lack of concrete retaining wall remaining on Furman Street under the full replacement concepts was viewed as a positive



**Given the complexity and extensive public interest in the Triple Cantilever, multiple breakout groups were dedicated to discussion of those concepts.**

## The Terraces

- Despite additional entry access points from the Promenade, there was concern that this concept ultimately funnels pedestrians through a single new primary access point for Brooklyn Bridge Park; some participants suggested additional direct access points to the park could be added in this concept
- Support for the larger amount of roadway coverage, with some feedback that people felt even more was desirable
- This concept's closer proximity to 360 Furman raised concerns, and participants questioned whether two rather than three lanes in each direction would allow greater distance
- The built-out spaces in the green space areas of this concept were popular because they better separate areas and uses - suggested integrating that into other concepts

## The Lookout

- The emphasis of this concept on expanding and making more open space accessible was well-received
- Strong support for the more direct and numerous access points to Brooklyn Bridge Park under this concept

## The Stoop

- Concern about how the design concentrates access to Brooklyn Bridge Park, particularly with the highway configuration around the Promenade's transition to the Park
- Some participants raised concerns about expanding the Promenade space; others supported the expansion but thought this depiction was barren and too expansive, requiring greater activation with programming and/or further design elements

## Atlantic Avenue Interchange & Van Voorhees Park

- *Note: Due to the complex nature of this intersection and feedback received on previous concepts, the Atlantic Avenue Interchange and Van Voorhees Park concepts were not shared at this meeting. Instead, a stand-alone virtual meeting will be held in the spring to share updated concepts and solicit feedback.*



Jamboards were used at the virtual workshop to solicit feedback through stickies on the various concepts (pictured: Old Fulton Street & Anchorage Plaza Jamboard with feedback).

### Old Fulton Street & Anchorage Plaza

**Potential Plan**

**Weaknesses**

- 3 Weaknesses (Red circles)
- Edit me
- Edit me

**Strengths**

- 3 Strengths (Green circles)
- Edit me
- Edit me

**Ideas**

- 3 Ideas (Yellow triangles)
- Edit me
- Edit me

**Map Feedback:**

- This plan is not geared to residents, but to the BID. We shouldn't be doing anything to make it more appealing to visitors because it doesn't help those who live here.
- Expanded Pedestrian Priority Area
- Water St
- Front St
- would trade the direct connection for any other improvements in this area
- Correct Front St direction
- New Pedestrian Plaza
- Brooklyn Bridge
- Front St
- preference for passive uses / less tourist oriented uses in anchorage plaza
- Open Streets 7-Days a Week is difficult for residents.
- New connections below BQE appreciated
- Designate space for tourist buses to park, or ban them
- Enhanced Bike Network
- Reopened Ash Alley
- Activated Anchorage Plaza
- Improved Pedestrian Crossing
- Exit from Bridge near Cadman Plaza: Watch out for pedestrian safety in this area
- York St

**Legend:**

- New Vehicular Connections
- New Pedestrian Connections
- Pedestrian - Oriented Street
- Bike Connections

### Triple Cantilever and Brooklyn Heights Promenade - Lookout & Stoop

**360 Furman**

**Weaknesses**

- 3 Weaknesses (Red circles)
- Edit me

**Strengths**

- 3 Strengths (Green circles)
- Edit me
- Edit me

**Ideas**

- 3 Ideas (Yellow triangles)

**Map Feedback:**

- Integrate under highway lighting
- The open structure is better than the wall
- is it possible to (let lead) box the elevated highway in and (if possible) create a "highline" above?
- challenges may arise from large open space underneath viaduct
- This is too close to the building.
- Plants, trees, bioswales
- New Roadway Structure
- 360 Furman
- Brooklyn Bridge Park Headquarters

View from 360 Furman Facing South

Given the proximity of residences at 360 Furman Street, the concepts were also depicted in relation to the building and feedback was collected (pictured: Triple Cantilever Lookout & Stoop at 360 Furman Street Jamboard with sticky note feedback).

Multiple virtual workshop groups were dedicated to the Triple Cantilever concepts (pictured: Triple Cantilever Terraces Jamboard with sticky note feedback).

### Triple Cantilever and Brooklyn Heights Promenade - The Terraces

**Weaknesses**

- 3 Weaknesses (Red circles)
- Edit me
- Edit me

**Strengths**

- 3 Strengths (Green circles)
- Edit me
- Edit me

**Ideas**

- 3 Ideas (Yellow triangles)
- Edit me
- Edit me

**Map Feedback:**

- Anything that makes BBP more interesting would be great. I see these options as a way to reimagine the park as greener, more interesting. It is such a missed opportunity as it is now
- Brooklyn
- 2/3, R, & 4/5 Trains
- NEED better access to Brooklyn Bridge Park. Not ADA accessible. Like elevator idea.
- Grace Ct- keen interest in complete replacement due to vibration impacts.
- Promenade - shaded & intimate/narrow. BBP too open. Prefer Promenade as cool space/better in hot weather
- Arrival Plaza
- Pier 2
- Crabtree Street
- Accessible Paths

**Triple Cantilever and Brooklyn Heights Promenade - The Lookout**

**Weaknesses**

- Red circles: Edit me

**Strengths**

- Green circles: Edit me

**Ideas**

- Yellow triangles: Edit me

**Multiple virtual workshop groups were dedicated to the Triple Cantilever concepts (pictured: Triple Cantilever Lookout Jamboard with sticky note feedback).**

# Lessons Learned

Following the last round of BQE Central engagement, NYC DOT asked the CVC if they would prefer to have in-person workshops before or after virtual workshops. The CVC preferred in-person workshops first, so that ordering has been adopted for the remainder of BQE Vision engagement.

The CVC and others also shared a desire to have additional small, facilitated conversations to share concept-specific questions and feedback. Additionally, there was a desire for more time to engage with the concepts at the workshop, given the complexity and large amount of information. In response, NYC DOT and its consultants extended both of the BQE Central workshops by half an hour, and also increased the number of break-out groups and facilitators.

The CVC and local elected officials also shared additional feedback on specific slide content, such as lane configuration depictions, which was incorporated into the final version of the presentation.

# What's Next

The Community Partners' first round of engagement is expected to conclude in late March. Community Partners will be sharing their own synthesis of feedback received from their efforts, which will be combined with the feedback received from NYC DOT's engagement to help inform continued improvements and advancement of BQE Vision concepts. Round 2 of Community Partner engagement is expected to begin in Spring 2023.



On March 21, 2023, Round 2 of BQE North and South engagement began, focused on “Shaping A Vision” for BQE North and South. This includes sharing preliminary ideas for community feedback, and discussion of NYC DOT’s choices in moving forward with these preliminary ideas.

Two additional virtual workshops will be hosted in the spring as well. The first will be a webinar on the environmental review process and other general hot topics. The second will be an Atlantic Avenue-focused virtual workshop to hone in on concepts for that area which were not yet fully defined at the time of the BQE Central Round 3 workshops. Both dates will be announced in the coming weeks.

In order to effectively incorporate the desire to see two and three-lane options considered in the environmental review process, and to allow more time to survey Brooklyn Bridge Park users, NYC DOT will be moving the commencement of the anticipated environmental review process to as early as Fall 2023. This will be an approximately two-year process, with multiple opportunities for additional public engagement. Under this revised schedule, it is expected that design will be finalized and construction will commence in 2027. More information on the process will be shared later this year.

#### **Upcoming public meetings:**

- Spring Hot Topics and Environmental Review Process Virtual Session (Date TBA)
- Spring Atlantic Avenue-focused Virtual Workshop (Date TBA)

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings, opportunities for engagement, methods to share feedback, and contains project materials.

*Note: This document reflects the feedback from the meetings in summary format and is not a full transcription of feedback received.*

# Appendix

## Appendix A: BQE Central Survey Regional and Primary BQE Utilization Modal Split Data

The table below presents the findings of the BQE Central Survey on transportation mode shares for various zip codes across New York City. It is important to note the percentages displayed for each mode of transportation (Drive, Walk, Biking, and Public Transit) are calculated based on the total number of self-reported survey responses within each individual zip code. The percentages do not represent a grand total across all zip codes.

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11201	Downtown Brooklyn	19.04%	58.90%	77.70%	26.80%	16.10%
11219	Borough Park	6.53%	99.10%			5.30%
11218	Kensington/Windsor Terrace	6.20%	90.00%	20.00%	10.90%	20.00%
11231	Carroll Gardens/Red Hook	4.93%	72.70%	69.30%	38.60%	20.50%
11206	Bushwick and Williamsburg	4.65%	100.00%	3.80%	5.10%	12.70%
11209	Bay Ridge	3.87%	94.30%	10.00%	10.00%	11.40%
11205	Wallabout/Clinton Hill	3.87%	87.00%	18.80%	13.00%	13.00%
11211	Greenpoint	3.76%	94.00%	9.00%	6.00%	14.90%
11204	Borough Park	3.43%	100.00%			5.00%
11249	Bushwick and Williamsburg	3.32%	96.70%	1.70%	1.70%	6.70%
11215	South Slope	2.88%	71.20%	34.60%	34.60%	23.10%
11228	Dyker Heights	2.27%	97.50%	5.00%	2.50%	
11217	Boerum Hill	2.05%	45.90%	73.00%	56.80%	40.50%
11238	Prospect Heights	1.66%	33.30%	73.30%	70.00%	43.30%
11220	Sunset Park	1.66%	100.00%	16.70%	10.00%	3.30%
11230	Borough Park	1.38%	92.00%	12.00%	8.00%	16.00%

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
10314	Mid-Island	1.22%	100.00%			
11226	Flatbush	1.11%	80.00%	40.00%	25.00%	30.00%
11222	Greenpoint	1.11%	84.20%	36.80%	26.30%	21.10%
11229	Homecrest/Sheepshead Bay	1.05%	100.00%	11.10%	16.70%	5.60%
11214	Bensonhurst	1.00%	100.00%			11.10%
11223	Bensonhurst	0.94%	100.00%			
11216	Bedford Stuyvesant	0.77%	42.90%	71.40%	64.30%	21.40%
11210	Flatbush	0.66%	100.00%			9.10%
11235	Sheepshead Bay	0.66%	100.00%	8.30%		
10306	South Shore	0.66%	100.00%			
10305	Stapleton and St. George	0.66%	100.00%			
10309	South Shore	0.61%	100.00%			
11377	Woodside	0.61%	100.00%	9.10%	9.10%	
11221	Bushwick and Williamsburg	0.55%	80.00%	20.00%	40.00%	20.00%
11234	Canarsie and Flatlands	0.55%	100.00%	11.10%	11.10%	11.10%
10304	Stapleton and St. George	0.55%	100.00%			
11232	Sunset Park	0.55%	80.00%	30.00%	10.00%	30.00%
11225	Flatbush	0.50%	33.30%	66.70%	55.60%	55.60%
11385	Glendale	0.50%	100.00%	11.10%	11.10%	
10312	South Shore	0.50%	100.00%			
10301	Stapleton and St. George	0.50%	100.00%	11.10%		
11237	Bushwick and Williamsburg	0.44%	25.00%	50.00%	62.50%	12.50%
10003	Lower East Side	0.44%	37.50%	62.50%	50.00%	50.00%
11101	Sunnyside	0.44%	100.00%	25.00%	12.50%	12.50%

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11374	West Central Queens	0.44%	62.50%	37.50%	25.00%	
11365	Auburndale	0.33%	100.00%			16.70%
11372	Jackson Heights	0.33%	100.00%			
10002	Lower East Side	0.33%	83.30%		16.70%	
11105	Steinway	0.33%	100.00%			
11224	Coney Island	0.28%	100.00%			
11373	Elmhurst	0.28%	100.00%			
11375	Forest Hills	0.28%	80.00%		20.00%	20.00%
10038	Lower Manhattan	0.28%	100.00%			
10019	Chelsea and Clinton	0.22%	100.00%			
10302	Port Richmond	0.22%	100.00%			
10308	South Shore	0.22%	100.00%			
10024	Upper West Side	0.22%		75.00%	25.00%	100.00%
11203	Flatbush	0.17%	66.70%	66.70%	33.30%	33.30%
10016	Gramercy Park and Murray Hill	0.17%	33.30%	100.00%	100.00%	66.70%
11103	Long Island City	0.17%	33.30%	66.70%	33.30%	33.30%
10009	Lower East Side	0.17%	100.00%	33.30%		
11354	Murry Hill	0.17%	100.00%			
7036	Outside NYC	0.17%	100.00%			
10977	Outside NYC	0.17%	100.00%			
10303	Port Richmond	0.17%	100.00%			
10307	South Shore	0.17%	100.00%			33.30%
11370	Steinway	0.17%	100.00%			
11104	Sunnyside	0.17%	66.70%	33.30%	33.30%	33.30%
11236	Canarsie and Flatlands	0.11%	100.00%	50.00%		
11213	Crown Heights	0.11%	100.00%			50.00%

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11362	Douglaston	0.11%	100.00%			
10029	East Harlem	0.11%	100.00%			
10012	Greenwich Village and Soho	0.11%	50.00%	50.00%		50.00%
11434	Jamaica	0.11%	100.00%			
10463	Kingsbridge and Riverdale	0.11%	100.00%			
10007	Lower Manhattan	0.11%	100.00%	50.00%		
11379	Middle Village	0.11%	100.00%			
11233	Ocean Hill	0.11%	100.00%			
7016	Outside NYC	0.11%	100.00%			
10952	Outside NYC	0.11%	100.00%			
11205	Outside NYC	0.11%	100.00%			
11787	Outside NYC	0.11%	100.00%			
10310	Port Richmond	0.11%	100.00%			
11691	Rockaways	0.11%	100.00%			
11694	Rockaways	0.11%	100.00%			
10466	Wakefield	0.11%	100.00%			
11357	Whitestone	0.11%	100.00%			
11426	Bellerose Manor	0.06%	100.00%			
10467	Bronx Park and Fordham	0.06%	100.00%			
10460	Bronx Park South/West Farms	0.06%	100.00%			100.00%
11212	Brownsville	0.06%	100.00%			
11239	Canarsie and Flatlands	0.06%	100.00%			
10001	Chelsea and Clinton	0.06%				100.00%
10473	Clason Point	0.06%		100.00%	100.00%	100.00%

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11207	East New York and New Lots	0.06%	100.00%			
10022	Gramercy Park and Murray Hill	0.06%	100.00%			
10013	Greenwich Village and Soho	0.06%	100.00%			100.00%
10014	Greenwich Village and Soho	0.06%		100.00%	100.00%	100.00%
10451	High Bridge and Morrisania	0.06%	100.00%			
10452	High Bridge and Morrisania	0.06%	100.00%			
11423	Hollis	0.06%	100.00%			100.00%
10474	Hunts Point and Mott Haven	0.06%	100.00%			
10031	Inwood and Washington Heights	0.06%		100.00%		
10034	Inwood and Washington Heights	0.06%		100.00%	100.00%	100.00%
11415	Kew Gardens	0.06%	100.00%			
10471	Kingsbridge and Riverdale	0.06%	100.00%			
11414	Lindenwood	0.06%	100.00%			
11102	Long Island City	0.06%	100.00%			
11106	Long Island City	0.06%	100.00%			
11109	Long Island City	0.06%	100.00%			
10004	Lower Manhattan	0.06%	100.00%		100.00%	
11378	Maspeth	0.06%	100.00%			
11358	Murry Hill	0.06%	100.00%		100.00%	
11368	North Corona	0.06%	100.00%			
7002	Outside NYC	0.06%				
7060	Outside NYC	0.06%	100.00%			



Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
7065	Outside NYC	0.06%	100.00%			
7069	Outside NYC	0.06%	100.00%			
7302	Outside NYC	0.06%	100.00%			
7305	Outside NYC	0.06%	100.00%			
8046	Outside NYC	0.06%	100.00%			
8755	Outside NYC	0.06%	100.00%			
8801	Outside NYC	0.06%	100.00%			
8817	Outside NYC	0.06%	100.00%			
10010	Outside NYC	0.06%	100.00%			
10552	Outside NYC	0.06%	100.00%			
10567	Outside NYC	0.06%	100.00%	100.00%	100.00%	
10598	Outside NYC	0.06%	100.00%			
10603	Outside NYC	0.06%	100.00%			
10930	Outside NYC	0.06%	100.00%			
10950	Outside NYC	0.06%				
10978	Outside NYC	0.06%	100.00%			
11201	Outside NYC	0.06%	100.00%	100.00%		
11210	Outside NYC	0.06%	100.00%			
11219	Outside NYC	0.06%	100.00%			
11227	Outside NYC	0.06%	100.00%			
11230	Outside NYC	0.06%	100.00%			
11249	Outside NYC	0.06%	100.00%			
11501	Outside NYC	0.06%	100.00%			
11557	Outside NYC	0.06%	100.00%			
11559	Outside NYC	0.06%	100.00%			
11565	Outside NYC	0.06%	100.00%			

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11590	Outside NYC	0.06%	100.00%			
11722	Outside NYC	0.06%	100.00%			
11731	Outside NYC	0.06%	100.00%			
11762	Outside NYC	0.06%	100.00%			
11779	Outside NYC	0.06%	100.00%			
11780	Outside NYC	0.06%	100.00%			
11851	Outside NYC	0.06%	100.00%			
12226	Outside NYC	0.06%	100.00%			
12721	Outside NYC	0.06%	100.00%			
70002	Outside NYC	0.06%	100.00%			
11417	Ozone Park	0.06%	100.00%			
10462	Parkchester	0.06%				
10469	Pelham Gardens	0.06%	100.00%			
11428	Queens Village	0.06%	100.00%			
11693	Rockaways	0.06%	100.00%			
11419	South Richmond Hill	0.06%	100.00%			
11413	Springfield Gardens	0.06%	100.00%			
10023	Upper West Side	0.06%		100.00%	100.00%	
10025	Upper West Side	0.06%	100.00%			
10069	West Side	0.06%	100.00%	100.00%		
11421	Woodhaven	0.06%	100.00%			

Please note percentages for each transportation mode share are specific to the individual zip code's survey responses and should not be aggregated to calculate a grand total for all neighborhoods.

## Appendix B: Survey Results from March 2, 2023 Virtual Workshop

### 1. How do you typically interact with the BQE? (select all that apply)

Row Labels	Count	Percentage
Other (please place in the chat)	4	1.8%
To commute to work	9	3.9%
Work nearby	13	5.7%
Advocacy, policy, or other work related to the BQE	24	10.5%
Bike nearby/along	25	11.0%
To commute to social or personal activities	35	15.4%
Walk nearby/crossing	50	21.9%
Live nearby	68	29.8%
<b>Grand Total</b>	<b>228</b>	<b>100.0%</b>

### 2. Have you attended a BQE Corridor Vision event before? (Select all that apply)

Row Labels	Count	Percentage
Yes - other / not listed here	8	6.6%
Yes - a BQE North or South workshop (virtual or in person)	17	13.9%
No - this is my first time attending a BQE Corridor Vision event	36	29.5%
Yes - a BQE Central Workshop (virtual or in person)	61	50.0%
<b>Grand Total</b>	<b>122</b>	<b>100.0%</b>

- 17 attended both Central and North or South workshops
- 4 attended both Central workshop and some other event

**3. Which of the following best describes your race or ethnicity?  
(select all that apply)**

<b>Race/Ethnicity</b>	<b>Count</b>	<b>Percentage</b>
Other	1	1.0%
Two or more races	1	1.0%
Black	2	1.9%
Arab/Middle Eastern	7	6.7%
Latin(x)/Hispanic	9	8.7%
I prefer not to say	15	14.4%
White	69	66.3%
<b>Grand Total</b>	<b>104</b>	<b>100.00%</b>

**4. What is your age?**

<b>Age</b>	<b>Count</b>	<b>Percentage</b>
18-24	1	1.0%
25-34	13	12.9%
35-44	19	8.8%
45-54	18	17.8%
55-65	24	23.8%
Over 65	26	25.7%
<b>Grand Total</b>	<b>101</b>	<b>100.0%</b>

## 5. What neighborhood do you live in?

Neighborhood	Count	Percentage
Carroll Gardens	1	1.0%
Downtown Brooklyn	2	2.0%
Boerum Hill	5	5.0%
Cobble Hill	7	6.9%
DUMBO/Vinegar Hill	16	15.8%
Other	22	21.8%
Brooklyn Heights	48	47.5%
<b>Grand Total</b>	<b>101</b>	<b>100.0%</b>