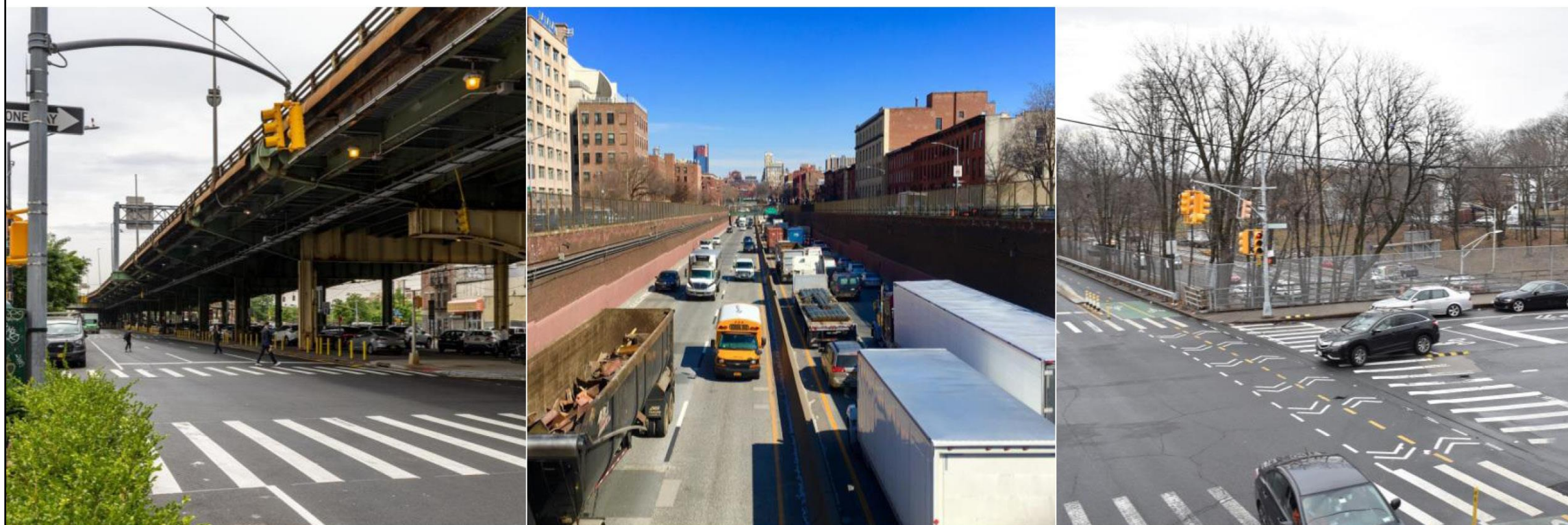
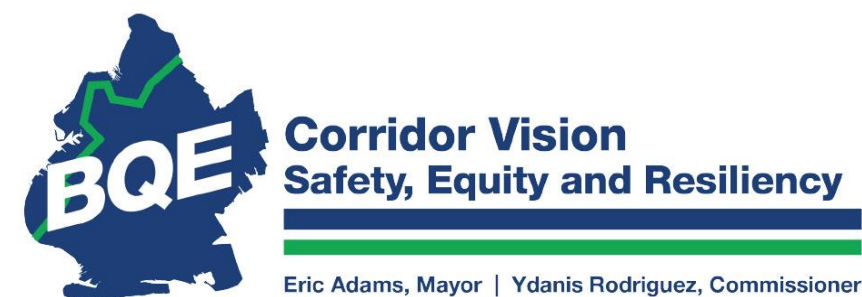


# BQE Vision Workshop #2



## Shaping a Vision BQE North and South Round 2 March 2023



# BQE Vision Workshop #2

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1. Project Introduction



2. Design Process



3. Framing a Vision for the BQE



4. What We Heard in Round 1



5. BQE Corridor Vision Toolbox



6. Workshop Structure



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# BQE Vision Workshop #2

## Project Introduction

1





# BQE Vision Workshop #2

When Mayor Adams took office, he asked DOT and Commissioner Rodriguez to take a fresh look at the BQE corridor, with an eye toward equity. That resulted in a BQE Vision process that doesn't just focus on the City-owned section of the BQE, including the Triple Cantilever, but centers equity and includes communities in BQE South from Atlantic Ave to the Verrazzano Bridge, and BQE North, from Sands Street to the Kosciuszko Bridge.

## BQE Vision Overview

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



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# BQE Vision Workshop #2

We are focusing on the urgency of maintaining a safe City-owned section while reimagining the entire corridor with consideration for sustainable design, and centering equity. Moreover, we have a once-in-a-generation opportunity to address historical inequity and leverage federal dollars to make these needed improvements. And most importantly, this project only succeeds through a community-driven process: one that is inclusive, transparent, and consistent.

## Project Focus & Engagement 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 projects forward.

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



### Inclusive



### Transparent



### Consistent



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# BQE Vision Workshop #2

Here are parallel schedules for BQE North and South and BQE Central.

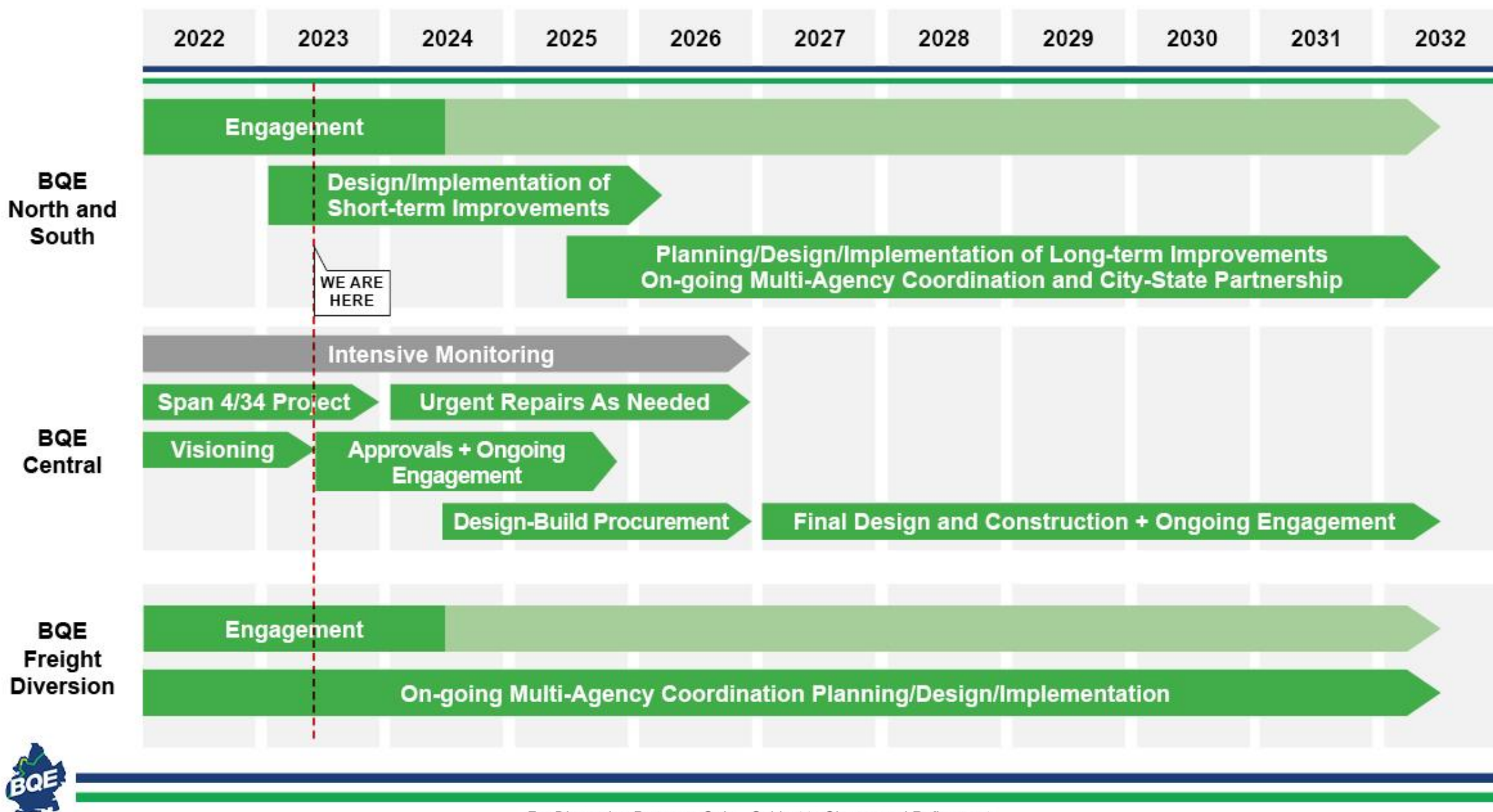
BQE Central has moved on a faster timeline in recognition of its urgent repair needs, and the need for more extensive engagement on BQE North and South, which have been left out of BQE conversations far too often. In spring 2023, NYC DOT will host a corridor-wide webinar to discuss the environmental review process for BQE Central and to answer any questions.

NYC DOT and its sister agencies remain laser-focused on delivering safety and public space improvements on City owned property all along the full BQE vision area beginning this year, and will apply for related federal grants in 2023.

On freight diversion planning efforts, City Hall has kicked-off a multi-agency effort to explore viable alternative routes for freight to reduce truck traffic, including on the BQE, such as maritime, last mile, and rail solutions.

## Project Timeline

### BQE Corridor Vision Anticipated Timeline



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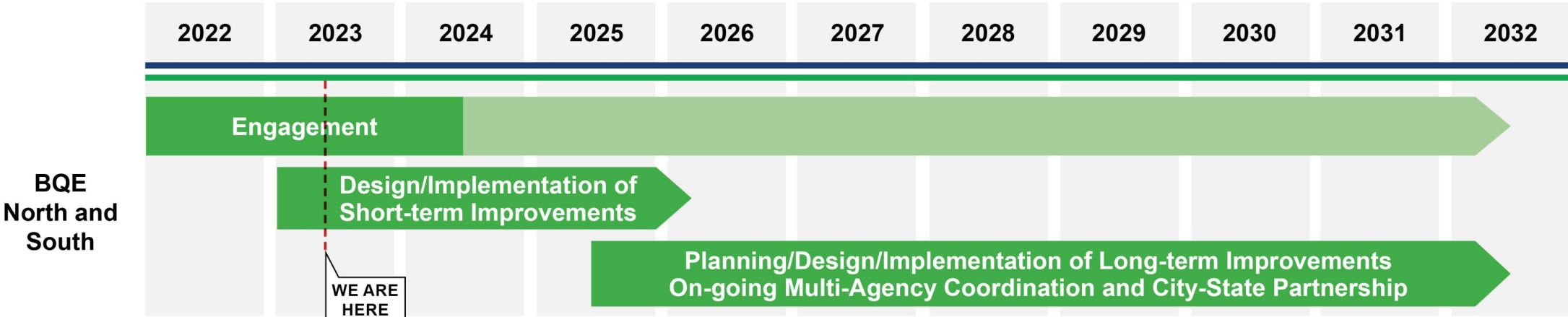


# BQE Vision Workshop #2

NYC DOT is on track with BQE North and South engagement. In November, there was a first round of workshops and stakeholder meetings.

## Project Timeline


### BQE Corridor Vision Anticipated Timeline



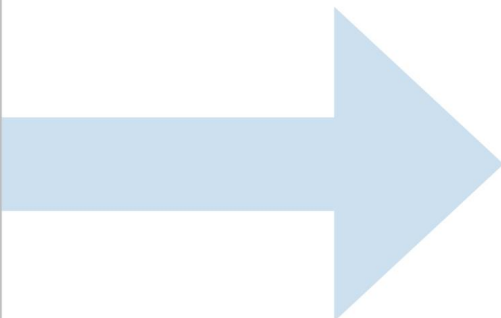
**BQE North and South Virtual Workshop Round 1**  
Thursday, November 3, 2022



**BQE South In-Person Workshop Round 1**  
Monday, November 7, 2022



**BQE North In-Person Workshop Round 1**  
Thursday, November 10, 2022



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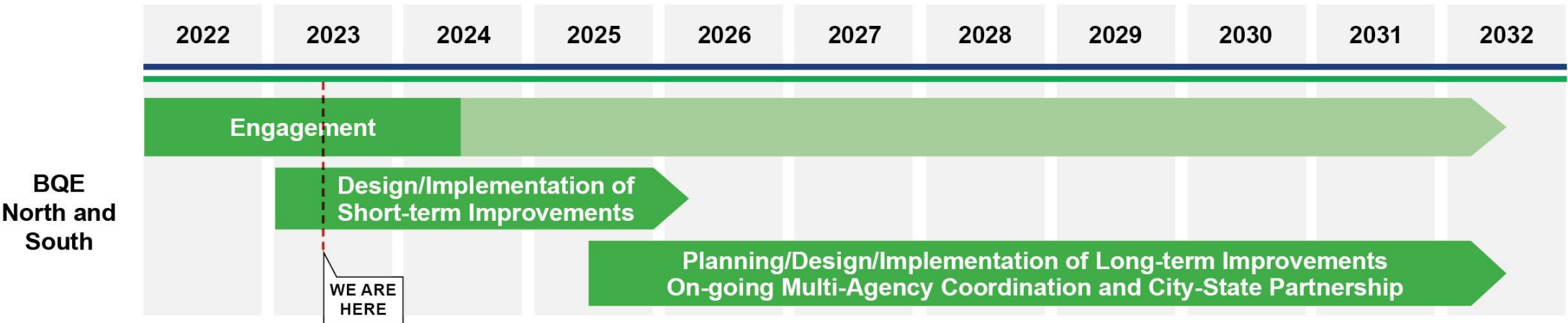


# BQE Vision Workshop #2

Round 2 of engagement is focused on community feedback about how the ideas in a BQE Corridor Vision toolbox resonate with or correspond to your community priorities. NYC DOT will use the feedback from Round 2 workshops as well as from all of our various stakeholder sources to inform Round 3 of workshops.

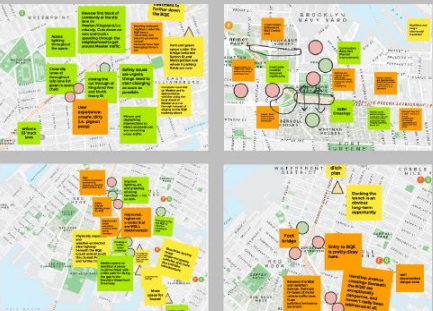
## Project Timeline

### BQE Corridor Vision Anticipated Timeline



#### BQE North and South Virtual Workshop Round 1

Thursday, November 3, 2022



#### BQE South In-Person Workshop Round 1

Monday, November 7, 2022



#### BQE North In-Person Workshop Round 1

Thursday, November 10, 2022



#### BQE North and South Workshop Round 2

##### Preliminary Conceptual Designs

##### In-person

Tuesday, March 21, 2023 (S)  
Thursday, March 23, 2023 (N)

##### Virtual

Monday, March 27, 2023 (N)  
Thursday, March 30, 2023 (S)

Apply for Grants beginning  
Fall 2023



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# BQE Vision Workshop #2

This process has included a multi-prong outreach effort, including our Community Visioning Council, or CVC. The CVC is made up of organizations and advocates along the BQE Corridor in Brooklyn, and has been instrumental in highlighting ways to improve our engagement efforts and how we share information.

Community Partners are funded through our consultants to conduct their own grass-roots engagement, with emphasis on communities often left out of engagement processes, and those for whom English is not a primary language.

NYC DOT also launched a topical focus group effort with subject matter experts to discuss significant policy questions related to:

- Safety, traffic, transportation, and mobility;
- Connectivity, accessibility, and the public realm;
- Environmental justice; and
- Land use and economic development

Focus groups explored the deeper policy trade-offs and opportunities that need to be explored in this process and helped us understand how to reframe the BQE from a multi-disciplinary perspective. A summary of findings can be found at [nyc.gov/bqe](http://nyc.gov/bqe).

## 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 Focused 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



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# BQE Vision Workshop #2

The community partners initiative recognizes the expertise of the broad variety of community, civic, and advocacy organizations along this corridor. This effort has also allowed organizations to provide direct support to their members to help increase and improve engagement, such as childcare and language support. Community partners recently wrapped up Round 1 of their engagement, and NYC DOT will incorporate the feedback they've gathered into planning efforts moving forward. Community partners will also begin Round 2 of their outreach efforts in Spring 2023, informed by BQE Corridor Vision Round 2 workshop content.

## Who's Involved? BQE North

- The Community Partners Program includes **18 community-based organizations**
- In addition to English, Partners have ability to do **engagement in 23 languages/dialects**
- Partner events began in January, and **over 45 activities have occurred** so far
- Activities included: listening sessions, workshops, walking tours, surveys, pop-ups/tabling, virtual workshops, learning circles, open houses
- Partners are providing **equitable access to the process** through support such: childcare, real-time translation, transportation support, visual iconography, and other approaches to meet people where they are
- Partners will continue parallel engagement efforts throughout the full Visioning process



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# BQE Vision Workshop #2

The community partners initiative recognizes the expertise of the broad variety of community, civic, and advocacy organizations along this corridor. This effort has also allowed organizations to provide direct support to their members to help increase and improve engagement, such as childcare and language support. Community partners recently wrapped up Round 1 of their engagement, and NYC DOT will incorporate the feedback they've gathered into planning efforts moving forward. Community partners will also begin Round 2 of their outreach efforts in Spring 2023, informed by BQE Corridor Vision Round 2 workshop content.

## Who's Involved? BQE South

- The Community Partners Program includes **18 community-based organizations**
- In addition to English, Partners have ability to do **engagement in 23 languages/dialects**
- Partner events began in January, and **over 45 activities have occurred** so far
- Activities included: listening sessions, workshops, walking tours, surveys, pop-ups/tabling, virtual workshops, learning circles, open houses
- Partners are providing **equitable access to the process** through support such: childcare, real-time translation, transportation support, visual iconography, and other approaches to meet people where they are
- Partners will continue parallel engagement efforts throughout the full Visioning process



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# BQE Vision Workshop #2

In early 2023, NYC DOT launched a BQE North & South survey. The survey was available for nearly seven weeks and garnered over 2,600 responses.

Greenpoint, Sunset Park, Bay Ridge, and Carroll Gardens and Red Hook represented over half of the respondents, with other North/South communities also registering high levels of participation.

The New Yorkers who responded to the survey were largely white; while notable numbers of respondents identified as Latino, Asian, Black, or other identifications.

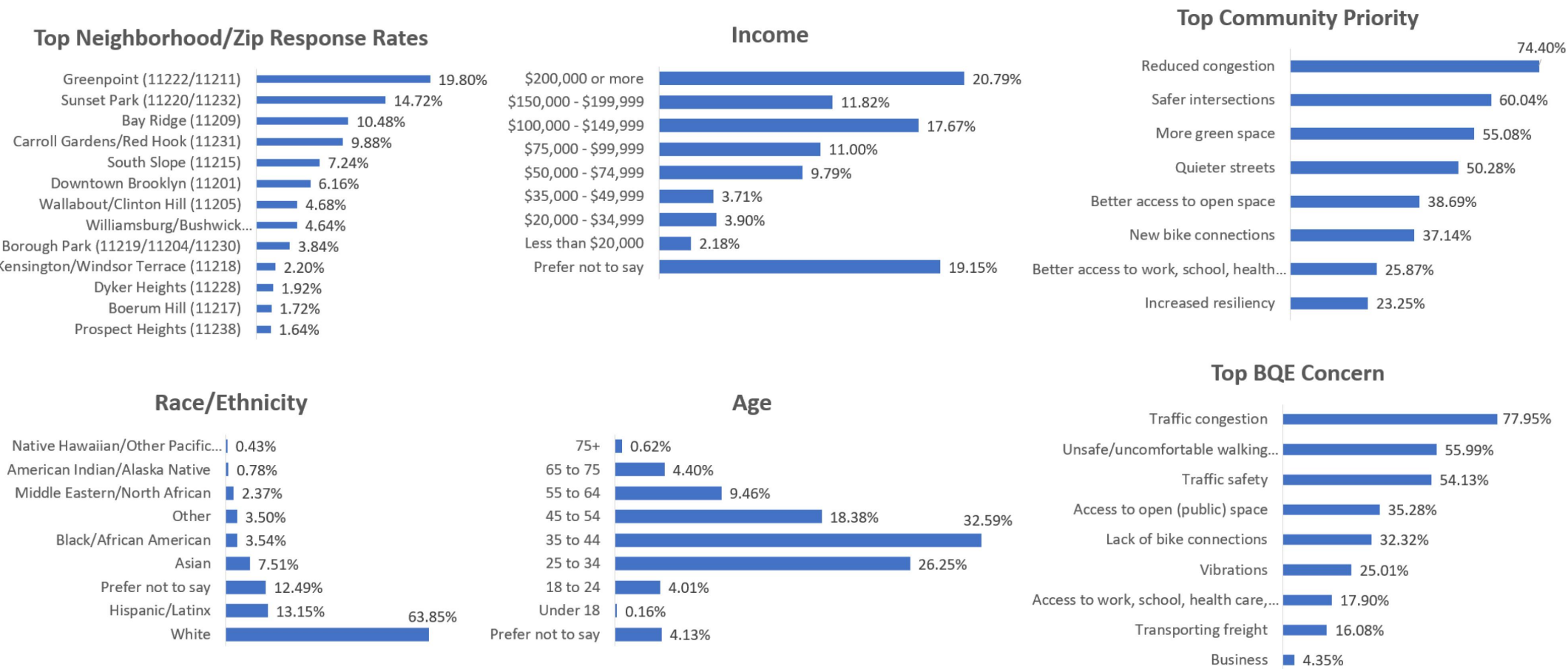
There was a wide spread of age among survey respondents.

High-income and middle-income earners were most highly represented, though many chose not to provide income information.

Congestion was both the top community priority and top concern about the BQE, with safety and walkability a close second. More green space was the third highest community priority, and traffic safety was the third highest BQE concern.

## Survey Says...

The BQE North & South survey received over **2,600 responses** on the feedback portal over a nearly 7-week period. Some topline on response include:



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# BQE Vision Workshop #2

**Design Process**

**2**

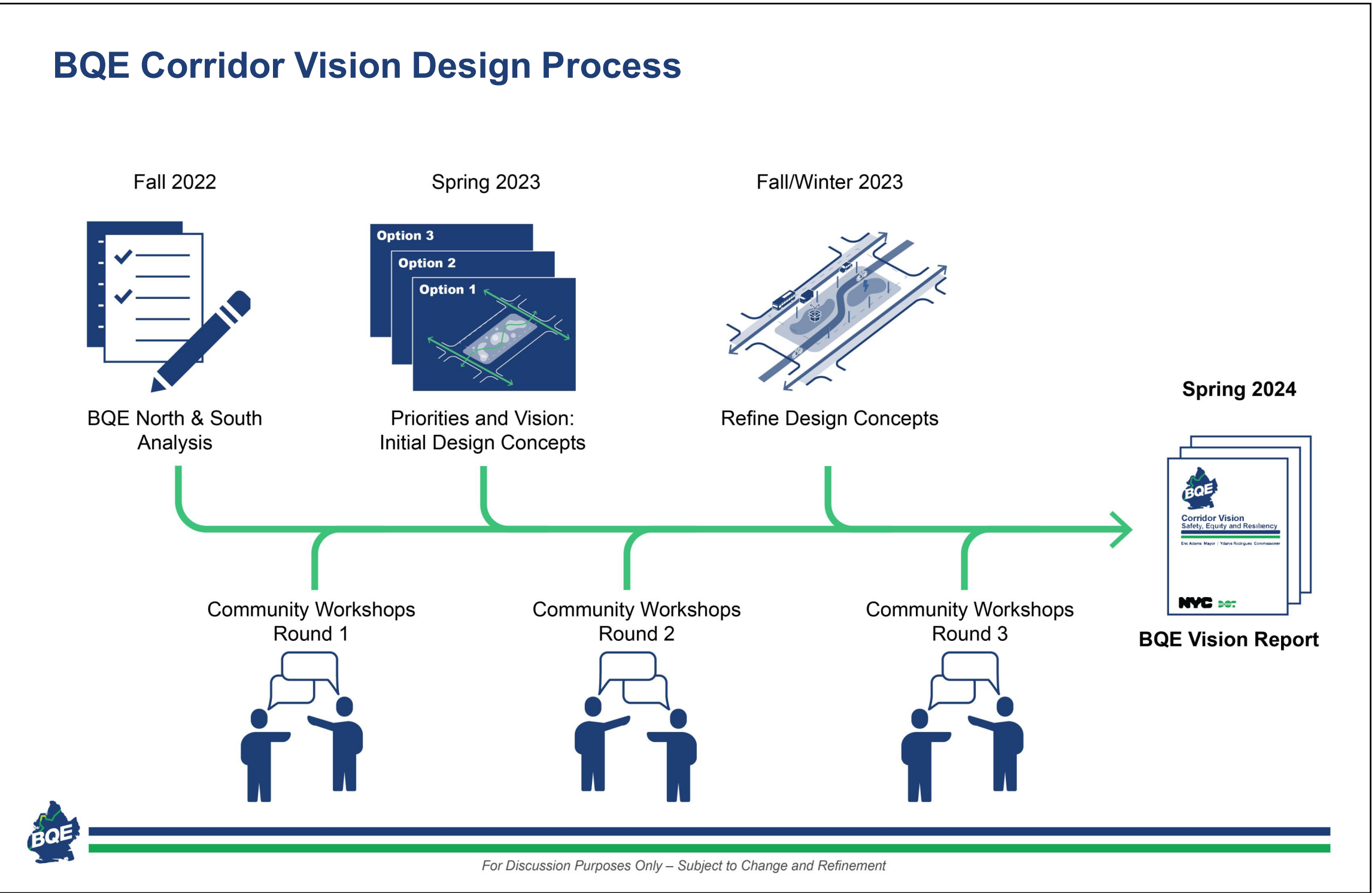


# BQE Vision Workshop #2

Community workshops and input is pivotal to this process. It's only through feedback from community workshops, paired with feedback from community partners, focus groups, elected officials, and other stakeholders that we are able to move forward an inclusive BQE Corridor Vision.

There will be a third and final round of BQE North and South community workshops in late 2023 before publishing a Vision Report next year, in 2024. Workshop dates will be announced in the coming months.

Community Partners will also continue their work this year as a critical source of feedback, gathering input and providing guidance through each step of the process.





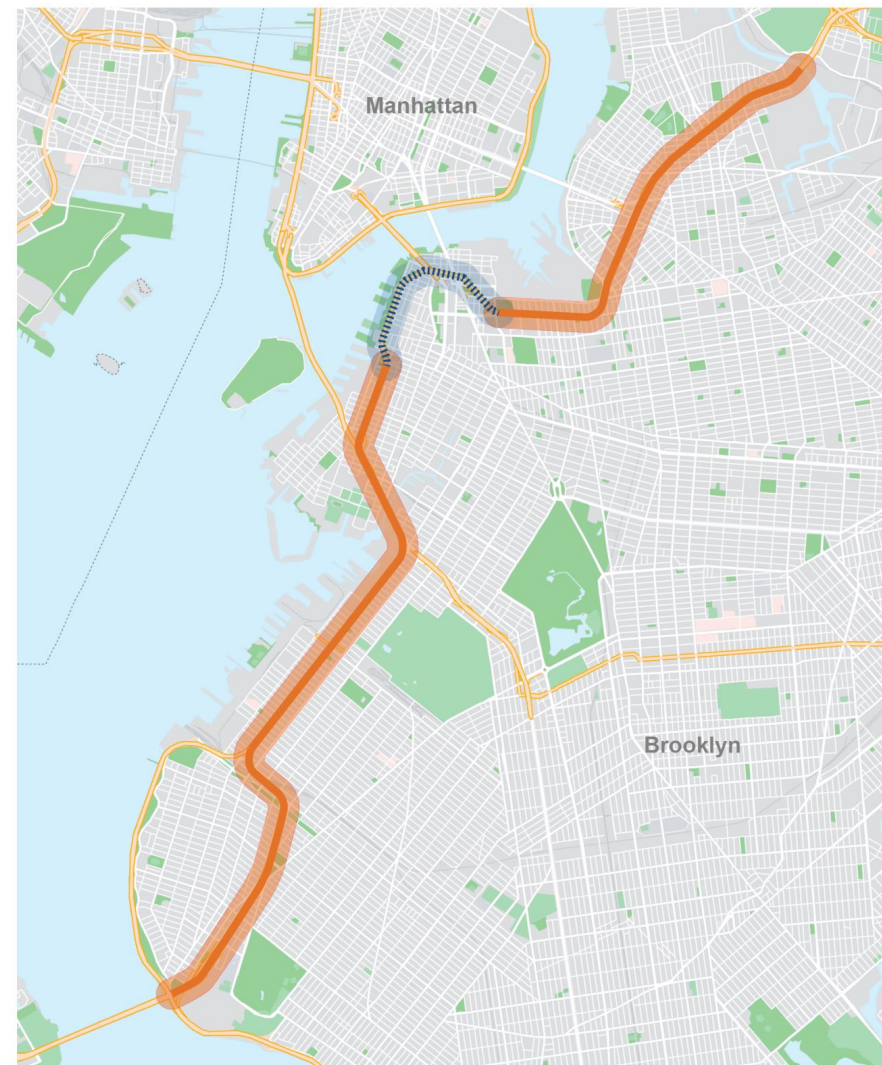
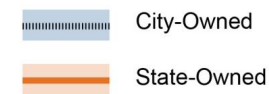
# BQE Vision Workshop #2

This process has generated many questions about what is and isn't possible in this effort, and much of that has to do with the complicated ownership and jurisdiction of the BQE

New York City DOT owns BQE Central, the area near Brooklyn Heights from Atlantic Avenue to Sands Street.

In Brooklyn, the BQE from Sands Street to the Kosciuszko Bridge (NQE North) and from Atlantic Ave to the Verrazzano Bridge (BQE South), the BQE structure is owned by New York State DOT.

## BQE Ownership



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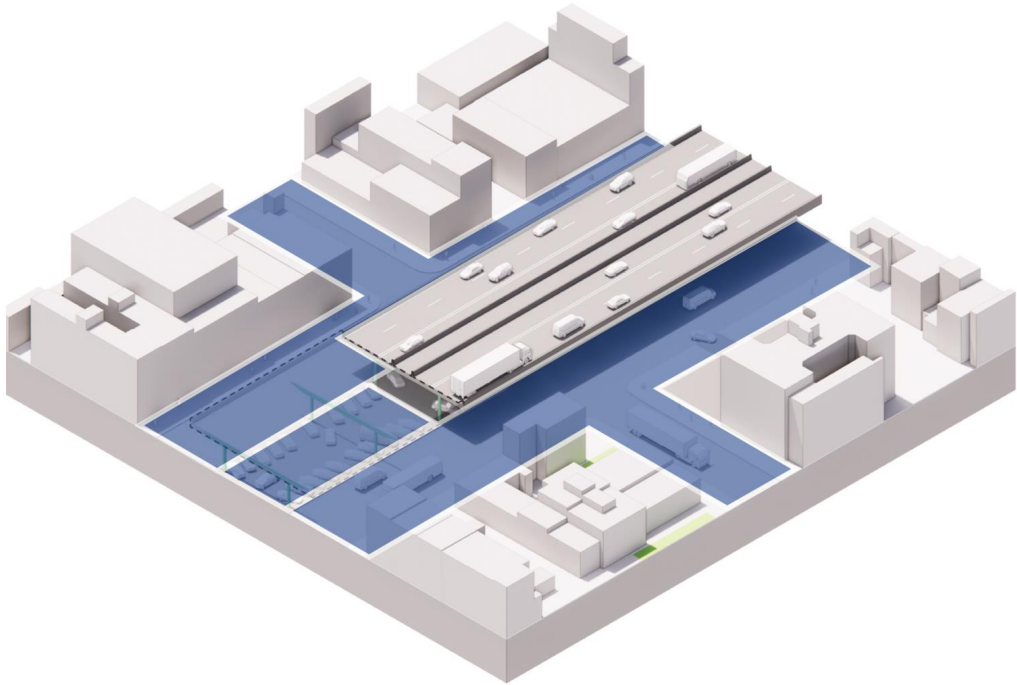


# BQE Vision Workshop #2

Generally, with some caveats and nuances, NYC DOT or other NYC agencies have jurisdiction over most of the surface streets and public space next to and under the BQE.

## New York City Jurisdiction

 City-Owned



*General applicability and jurisdictional boundaries may vary throughout BQE Corridor.*



*For Discussion Purposes Only – Subject to Change and Refinement*





# BQE Vision Workshop #2

New York State generally has jurisdiction on the actual BQE structure in BQE North and South, whether it's a trench or a viaduct. For the viaduct, the state owns the whole structure (columns, underside, etc.). For the trench, the State typically owns the retaining walls.

Designs that touch or change the structures in BQE North and South (such as decking over trenched segments) require extra coordination with the State.

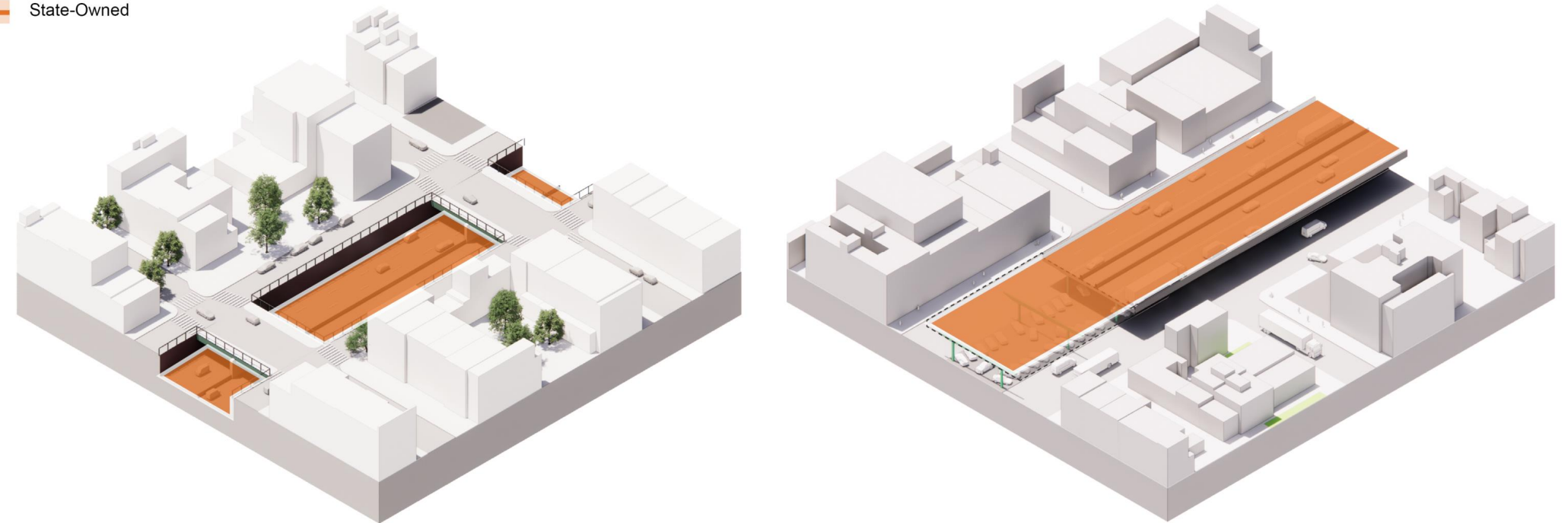
New York State DOT has indicated they will continue to monitor the engagement process for North & South, but do not have plans at this time to reconstruct their portions of the BQE, but NYC DOT is continuing the conversation with them to deliver valuable solutions to reconnect communities.

NYC DOT manages the City streets below and adjacent to the BQE structure, and can make meaningful interventions to improve street safety and public space.

Big ideas are welcome during the BQE Corridor Vision process, and NYC DOT will continue to discuss them with the State.

## New York State Jurisdiction

State-Owned



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# BQE Vision Workshop #2

NYC DOT has the ability to implement meaningful, significant projects in our communities responsive to many of the community priorities raised during this process. NYC DOT will install new and upgraded pedestrian ramps which include a red or white detectable warning surface to help guide people with visual disabilities, and provide access for wheelchair users, strollers, and carts across the city, including many locations across the BQE Vision area.

NYC DOT is working to expand and develop new freight and congestion management strategies, like creating neighborhood and commercial loading zones (NLZ), and working with commercial partners to move freight off-hours (OHD).

NYC DOT looks forward to continuing to prioritize community projects that we hear are important to communities, and to applying for related federal planning and implementation dollars.

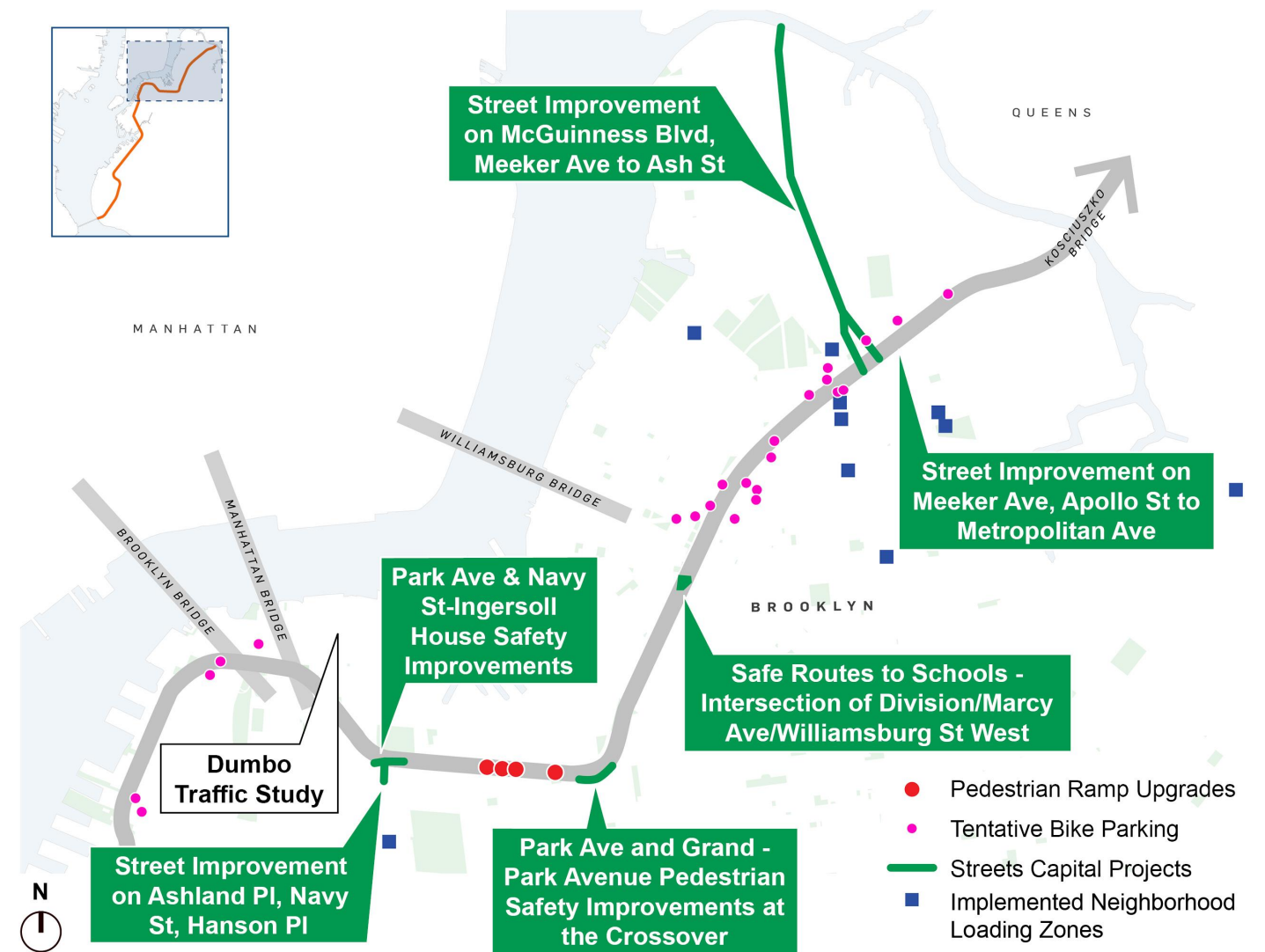
## NYC DOT 2023 Planned Projects: BQE North

### Freight improvements:

- **NLZ and Commercial Loading Zone expansion:** DOT is prioritizing loading needs in neighborhoods along the BQE, which will include the expansion of NLZs as well as other loading zones.
- **OHD Focus Areas:** Downtown Brooklyn is a focus area for OHD expansion, DOT will continue to work with partners to expand OHD in this neighborhood and citywide, including the launch of an incentive program later this year.
- **Microhubs:** DOT is planning to launch some local delivery microhub in 2023, including possible locations along and under the BQE.
- **Clean Truck Program:** Red Hook, Sunset Park, and Brooklyn Navy Yard IBZs are all areas of focus for the Clean Truck Program expansion.

### Sanitation:

- **Under the BQE:** DSNY is proactively targeting locations under viaducts along the BQE corridor, typically home to dumping and other challenges with cleanliness.



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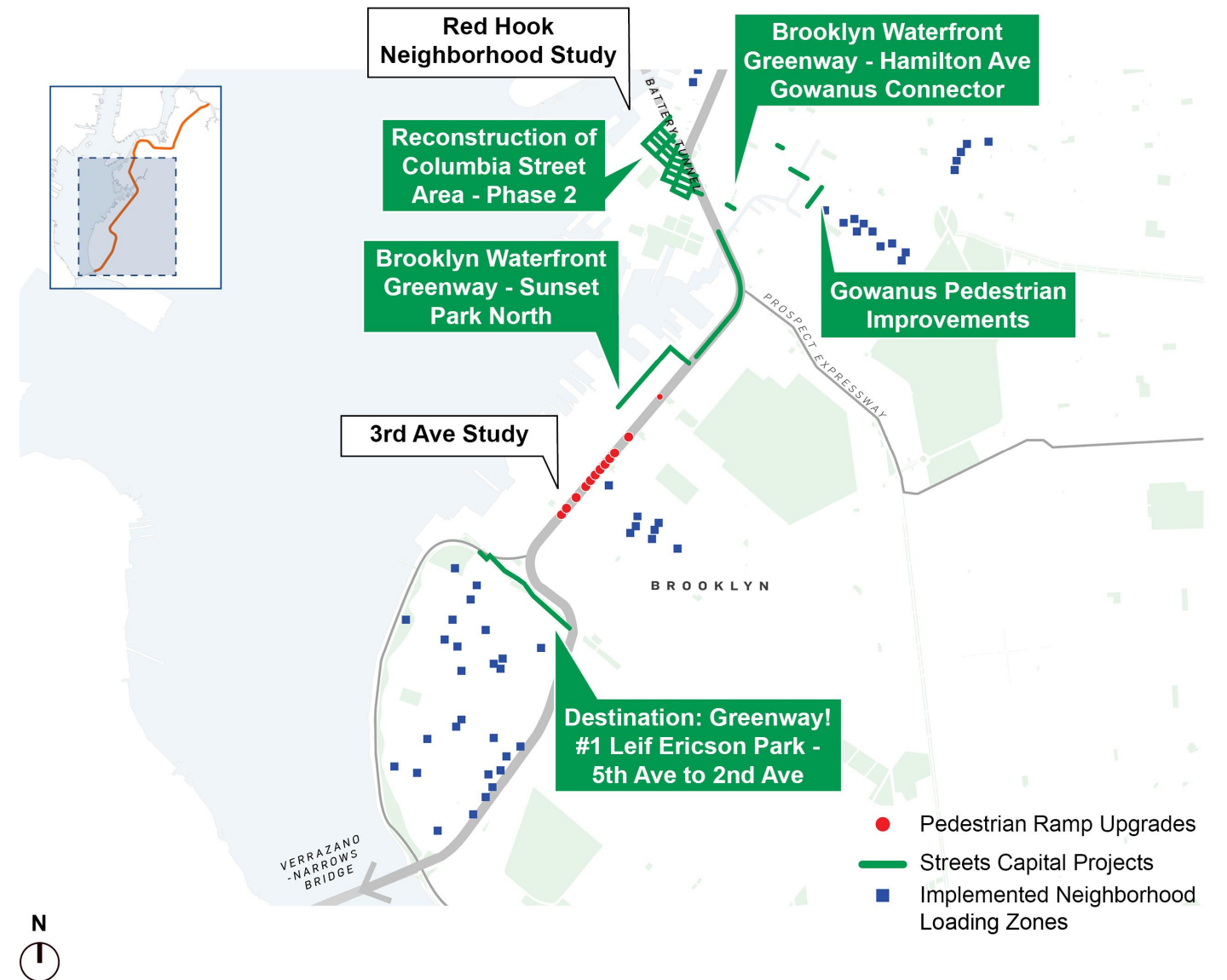
## NYC DOT 2023 Planned Projects: BQE South

### Freight improvements:

- **NLZ and Commercial Loading Zone expansion:** DOT is prioritizing loading needs in neighborhoods along the BQE, which will include the expansion of NLZs as well as other loading zones.
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# BQE Vision Workshop #2

## Framing a Vision for the BQE

3





# BQE Vision Workshop #2

Cities around the world are reimagining their highways and infrastructure in ways that reconnect communities and address historic divisions between people and neighborhoods. These highway transformations are seen from Dallas to San Francisco to Rochester to right here in New York City: under the FDR Drive in Manhattan and along the Sheridan Expressway in the Bronx.

## Reconnecting Communities



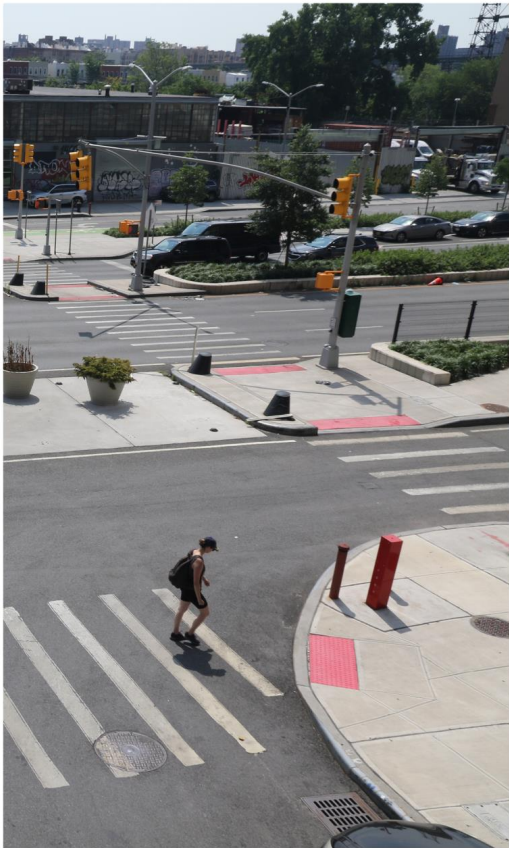
Under the FDR, NYC



The Bentway, Toronto



Klyde Warren Park, Dallas



Sheridan Expressway Bronx, NYC

**Cities around the world are reimagining their highway infrastructure and reconnecting communities.**



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# BQE Vision Workshop #2

As the BQE Corridor Vision process envisions the future of the BQE corridor throughout Brooklyn, we want to think about the BQE’s role beyond its function as a highway that moves traffic.

We want to explore how a highway can enhance or encourage options for sustainable, multi-modal travel and more innovative mobility solutions.

We want to leverage the highway’s potential as a connector of jobs, services, and goods.

And we want to use this infrastructure to connect, and in many cases reconnect, people and communities.

## The BQE as a Multi-Functional Infrastructure

*How can we reimagine the BQE's role in ...*



**Enhancing  
Sustainable  
Multi-Modal Options**



**Connecting to  
Opportunities  
& Moving Goods**



**Connecting People  
& Communities**



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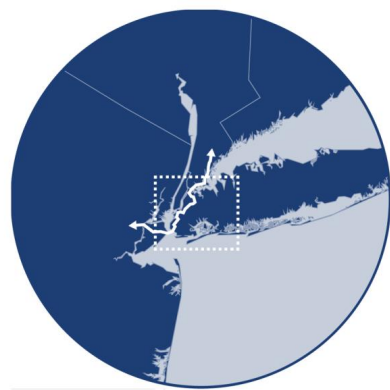




# BQE Vision Workshop #2

Today, the BQE needs to balance many needs. It's a critical segment in a wider regional network for transporting people and goods across the Northeast. At the same time, the BQE also needs to function at the neighborhood scale, for people living in neighborhoods that the highway runs through. As we look at the BQE with fresh eyes, we increasingly need to reimagine the highway as a piece of infrastructure that connects people and neighborhoods, in addition to traffic and goods. And we need to better plan and understand the BQE through the eyes of pedestrians, bus riders, cyclists, and more.

## The BQE as a Balance between Local and Regional Needs



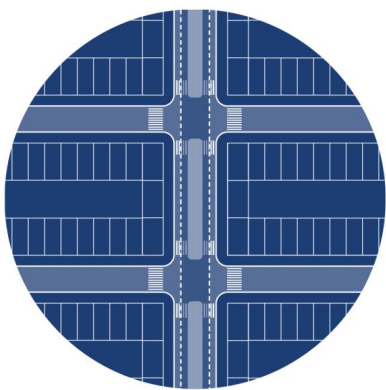
Region



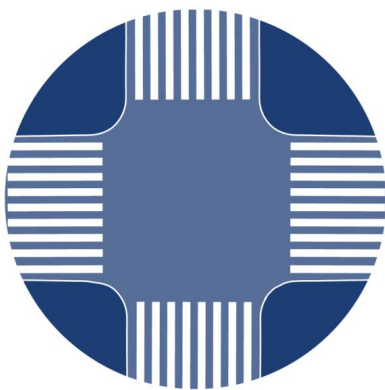
City



Neighborhood



Street



Block



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# BQE Vision Workshop #2

The BQE is the primary route connecting people and freight between New Jersey, Long Island, and Upstate New York. 130,000 vehicles go on the BQE daily, and 10% of those are truck trips. Because many north-south highways in New York City are parkways that restrict truck traffic, the BQE is a critical artery for regional and local freight.

## The BQE as a Regional Link

The BQE is a critical segment in a wider regional network for transporting people and goods across the Northeast.

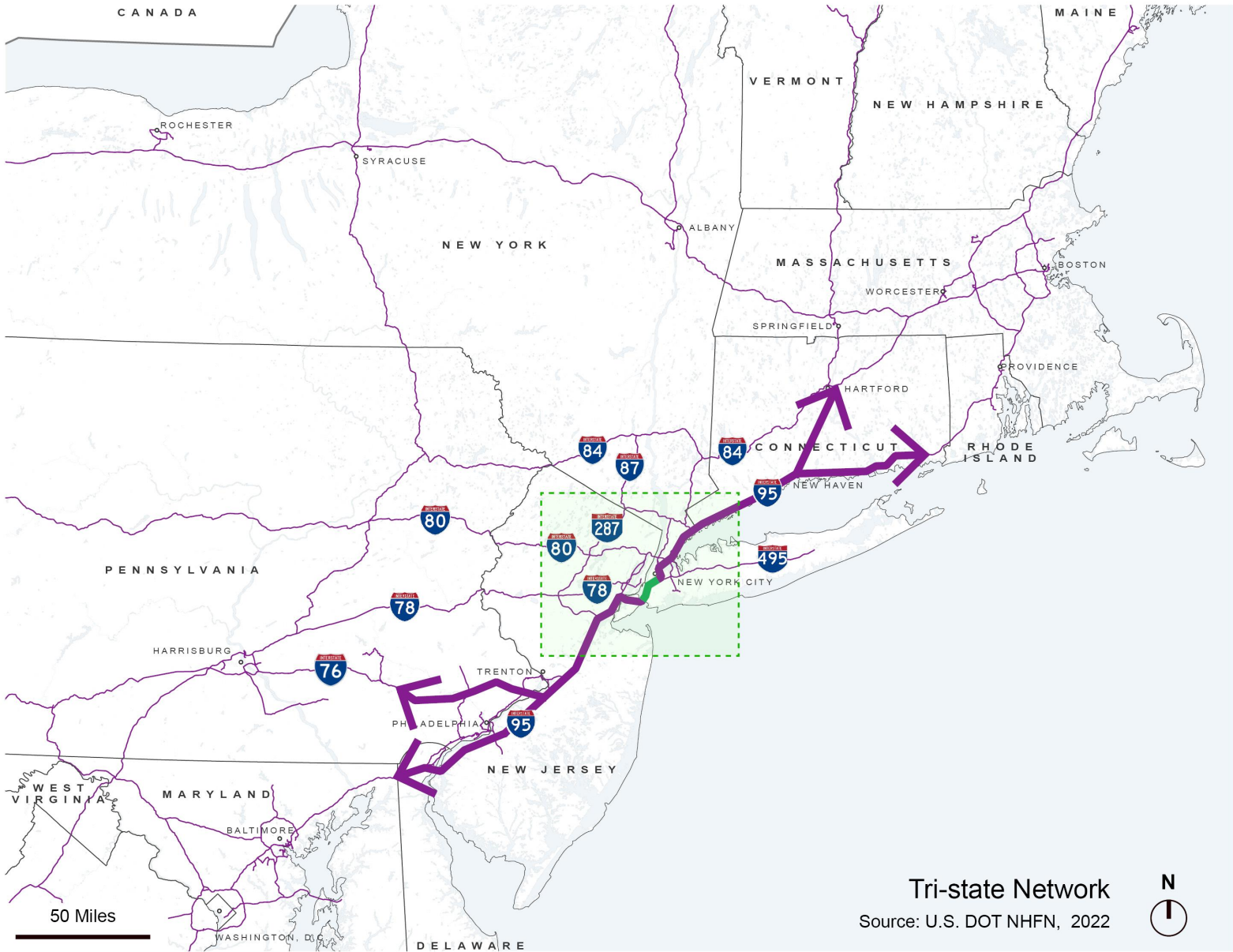
130k

vehicle trips daily \*

13k

truck trips daily \*

\*Information for BQE Central



Tri-state Network  
Source: U.S. DOT NHFN, 2022



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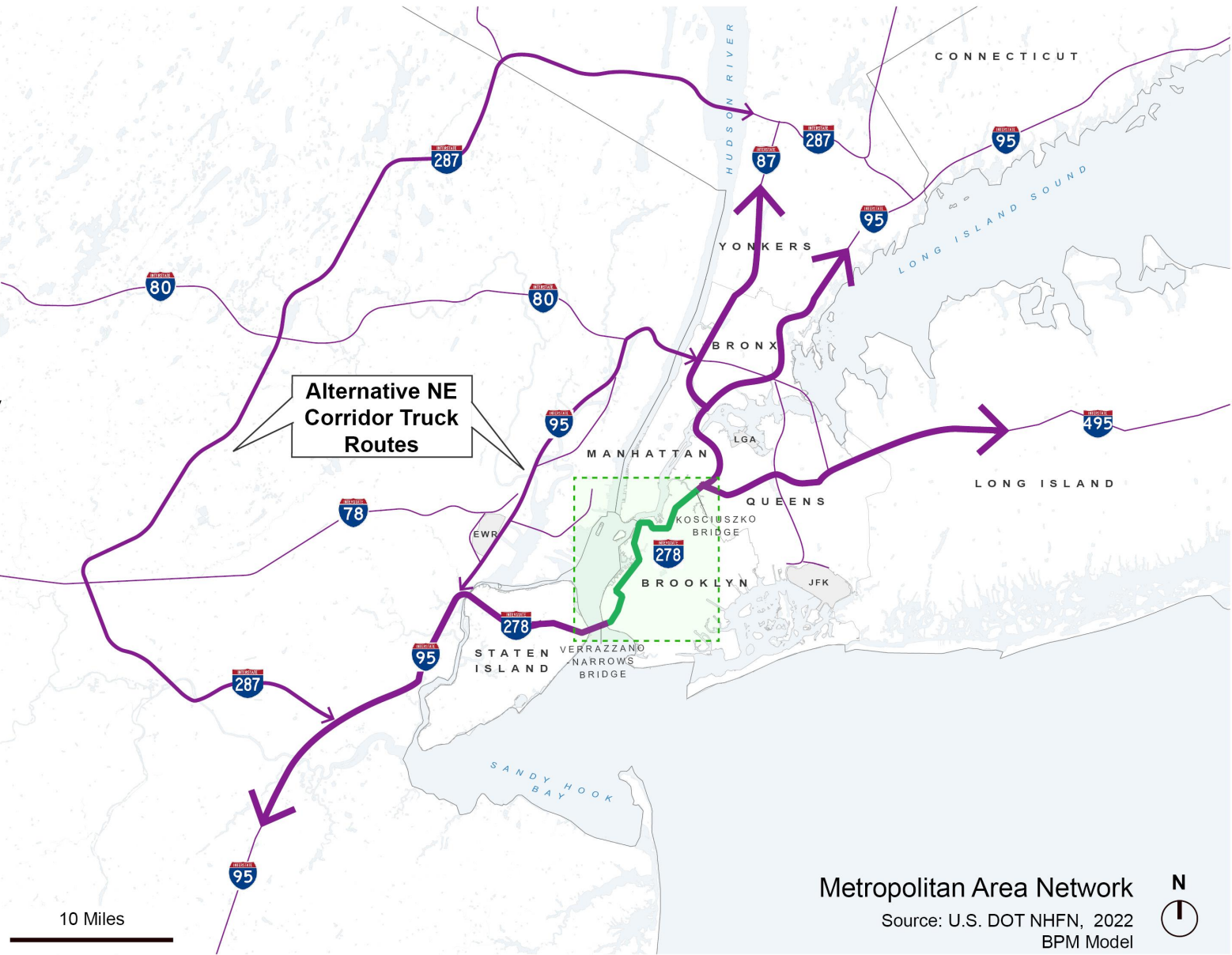
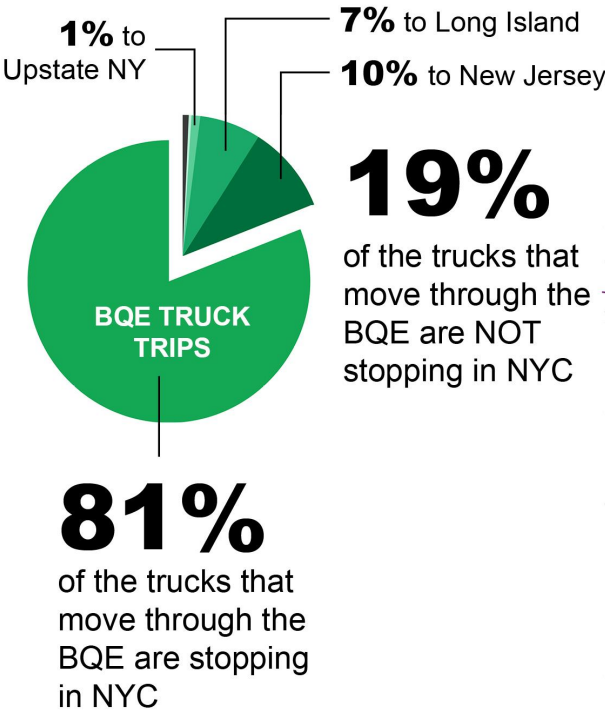


# BQE Vision Workshop #2

The BQE also serves an important role as a local traffic route: it's not just people coming from out of town, driving the full length of the BQE, and leaving New York — over 80% of trucks that are on the BQE every day stop somewhere in the city. This means that much of the traffic on the BQE is New York City-bound.

## The BQE as a Regional Link

The BQE is the primary route connecting freight and people between New Jersey, Long Island, and Upstate NY.



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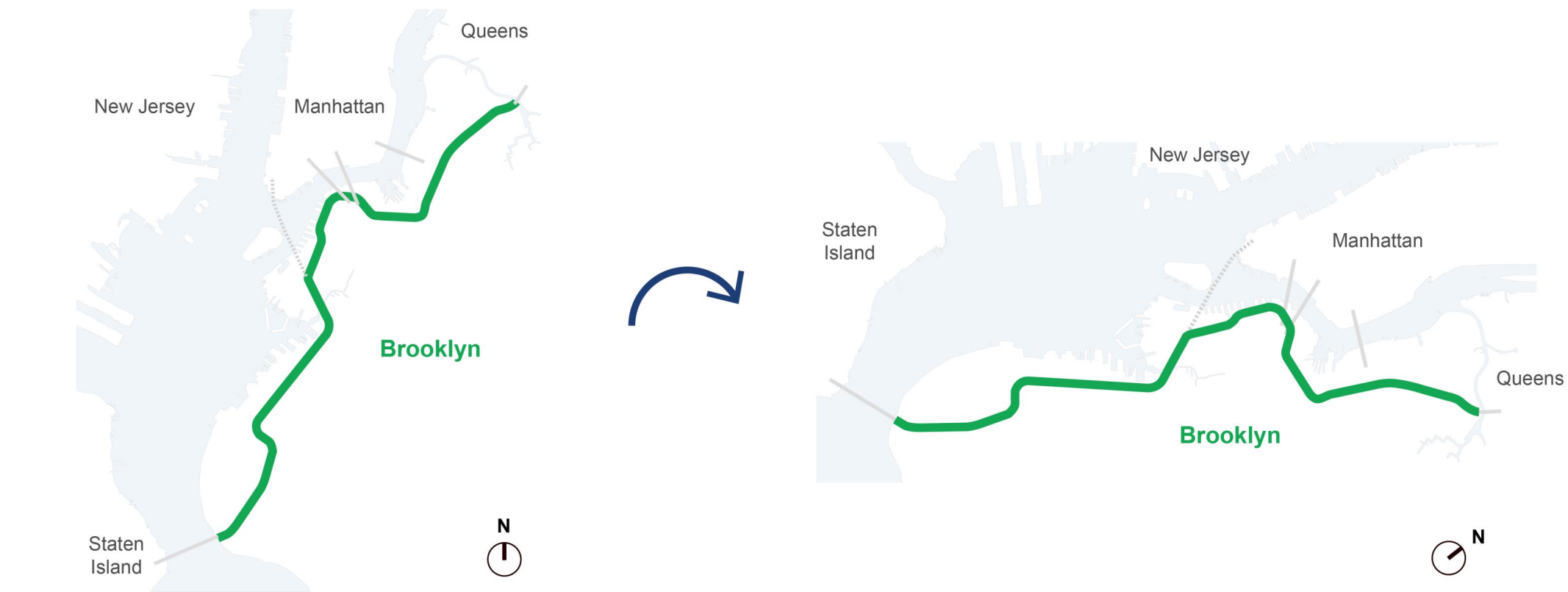


# BQE Vision Workshop #2

In the process of re-envisioning the role of BQE, the design team found that conventional perspectives and maps that show the highway often emphasize its role as a regional traffic and vehicular corridor.

For this presentation and for the BQE Corridor Vision process, it's important to reframe the BQE from Brooklyn's point of view and present a perspective of the highway that emphasizes it as a corridor that people move across, as much as one they move along.

## Reframing the BQE from Brooklyn

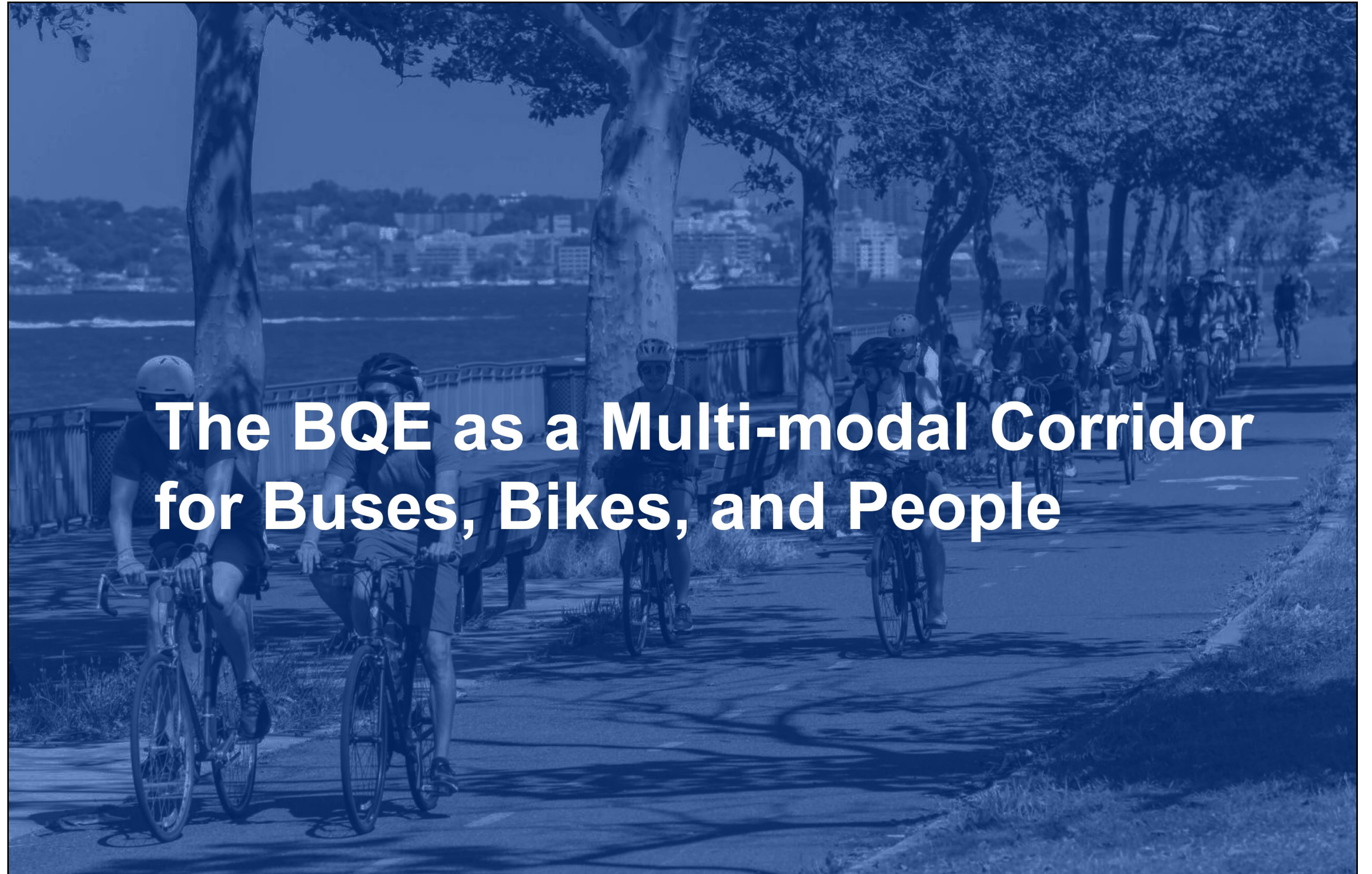


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## BQE Vision Workshop #2



# BQE Vision Workshop #2

Today, the BQE presents a barrier to accessing the Brooklyn Waterfront Greenway and other waterfront open spaces, cutting off much of Brooklyn’s population. Many of the bike connections along the corridor are incomplete, unprotected, or split up by complex intersections.

## The BQE as a Multi-modal Corridor for Buses, Bikes, and People



**More Connected Bike & Pedestrian Networks**



**Enhancing Transit Access & Networks**



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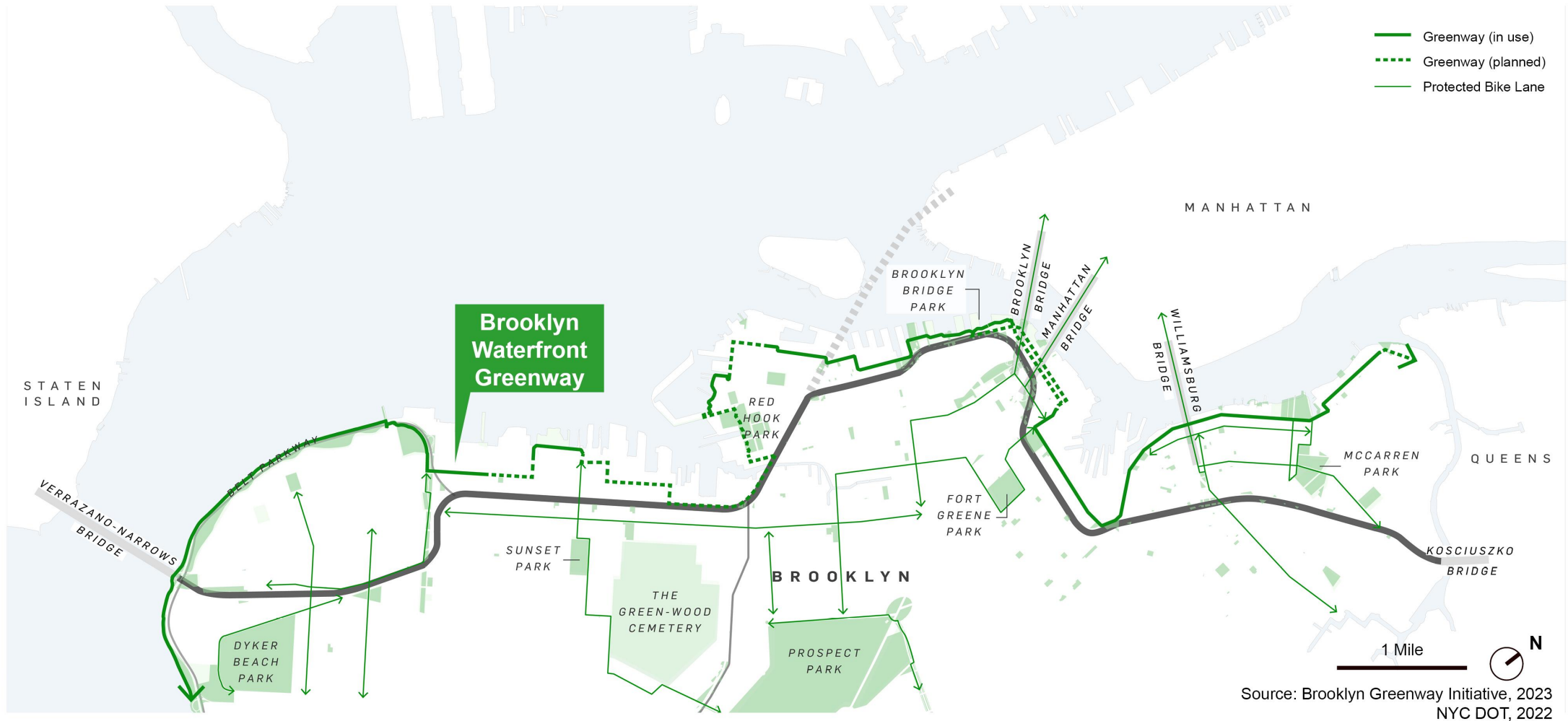




# BQE Vision Workshop #2

Today, the BQE presents a barrier to accessing the Brooklyn Waterfront Greenway and other waterfront open spaces, cutting off much of Brooklyn's population. Many of the bike connections along the corridor are incomplete, unprotected, or split up by complex intersections.

## The BQE and the Brooklyn Waterfront Greenway



**The BQE divides Brooklyn's waterfront greenway and open spaces from the borough's neighborhoods and population centers.**



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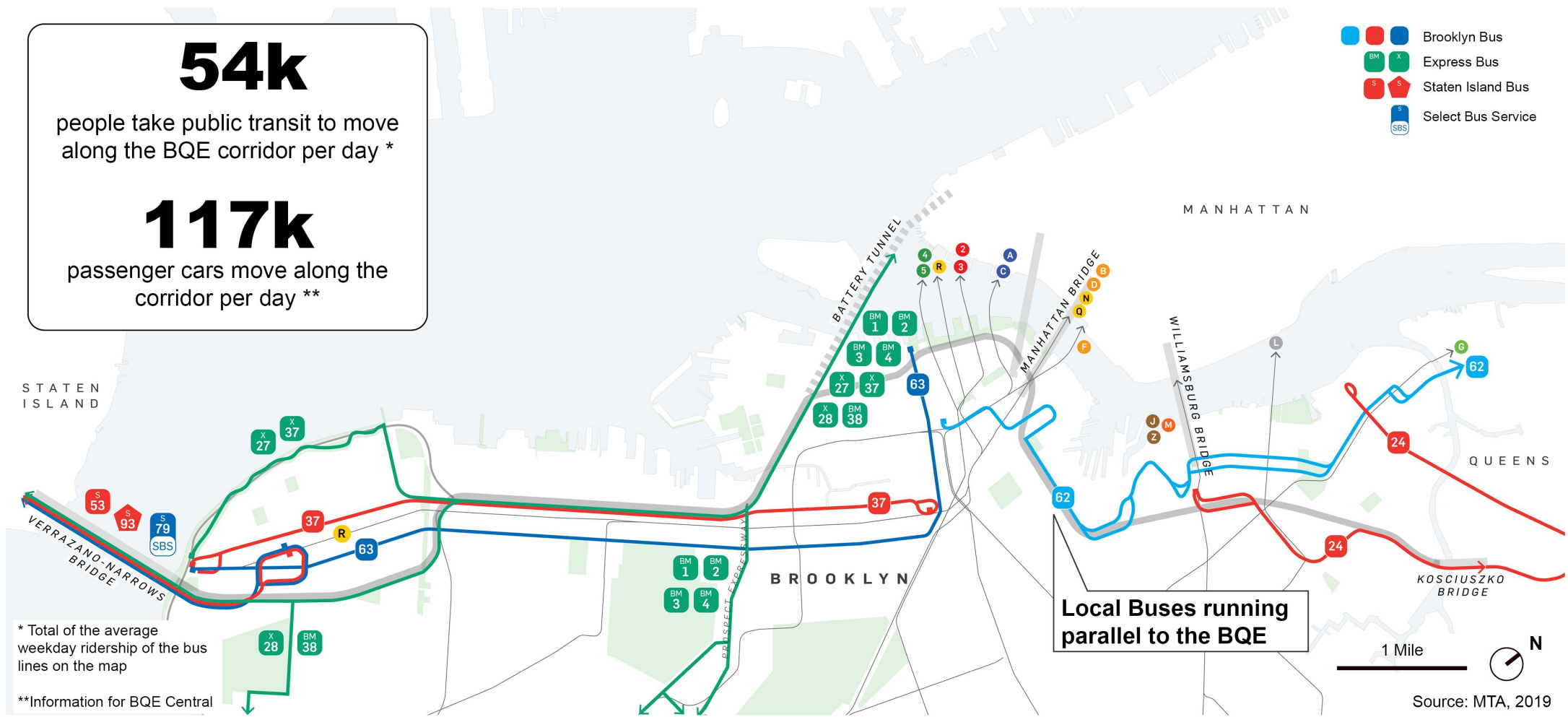
# BQE Vision Workshop #2

The BQE runs through transit-rich areas that are highly populated. There are multiple bus routes running on and near the highway, and multiple subway lines run nearby the BQE in different areas. Over 50,000 people take buses along the BQE corridor every day

## Public Transit Around the BQE

**54k**  
people take public transit to move along the BQE corridor per day \*

**117k**  
passenger cars move along the corridor per day \*\*



The BQE runs through a transit-rich area, with multiple bus routes running on and near the highway.



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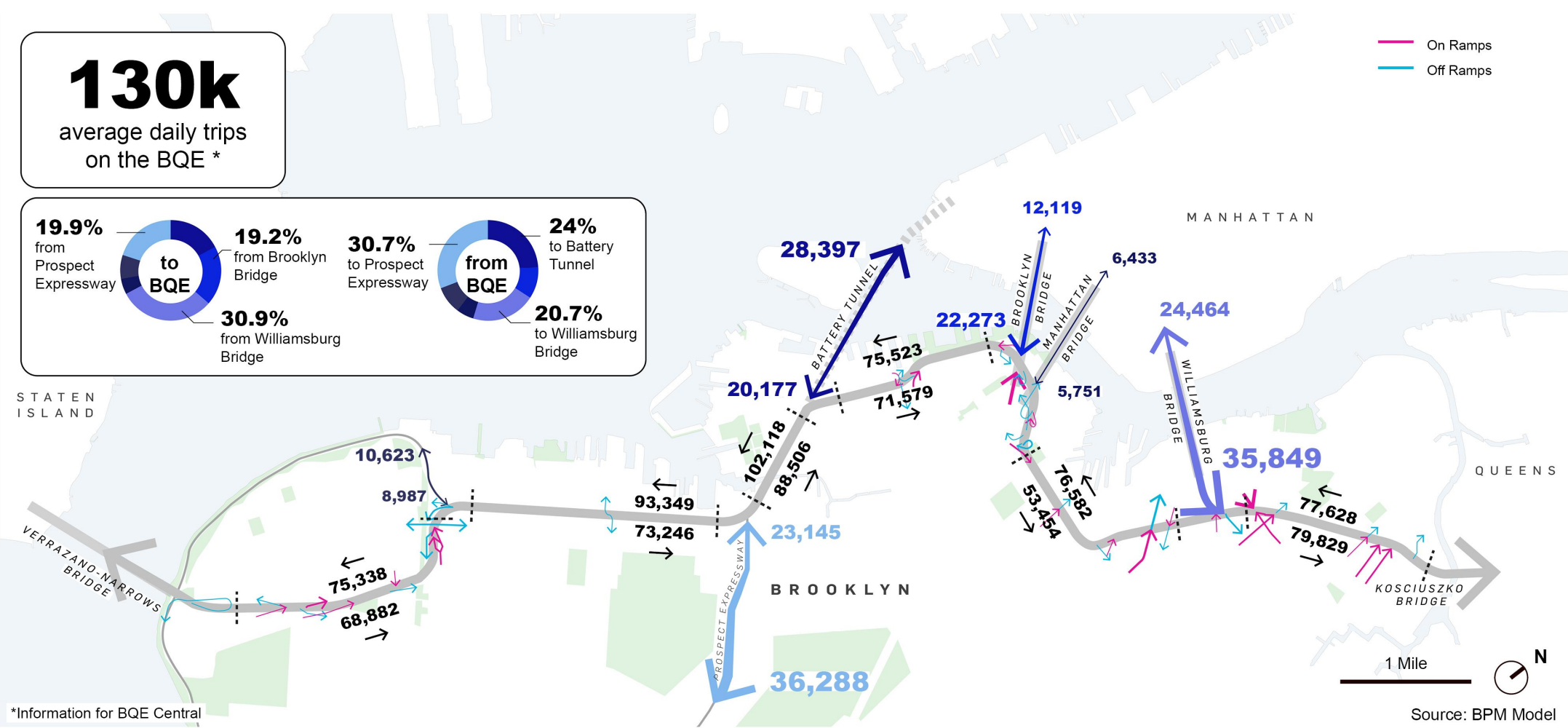




# BQE Vision Workshop #2

This is a breakdown of how the BQE funnels trips on and off multiple other roads, like the Prospect Expressway; the Brooklyn, Manhattan, and Williamsburg Bridges; and the Battery Tunnel.

## Traffic on the BQE and Connecting Highways



The BQE funnels trips on and off multiple segments, including the Brooklyn Bridge, Williamsburg Bridge, Battery Tunnel, and Prospect Expressway.



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# BQE Vision Workshop #2





# BQE Vision Workshop #2

The BQE funnels goods locally and in the region, connects jobs and opportunities for employment, and links business districts.

## The BQE as a Connector of Jobs, Services & Goods



**Funnels  
Goods Locally  
and Regionally**



**Connects People  
to Jobs**



**Links Neighborhood  
Business Districts**

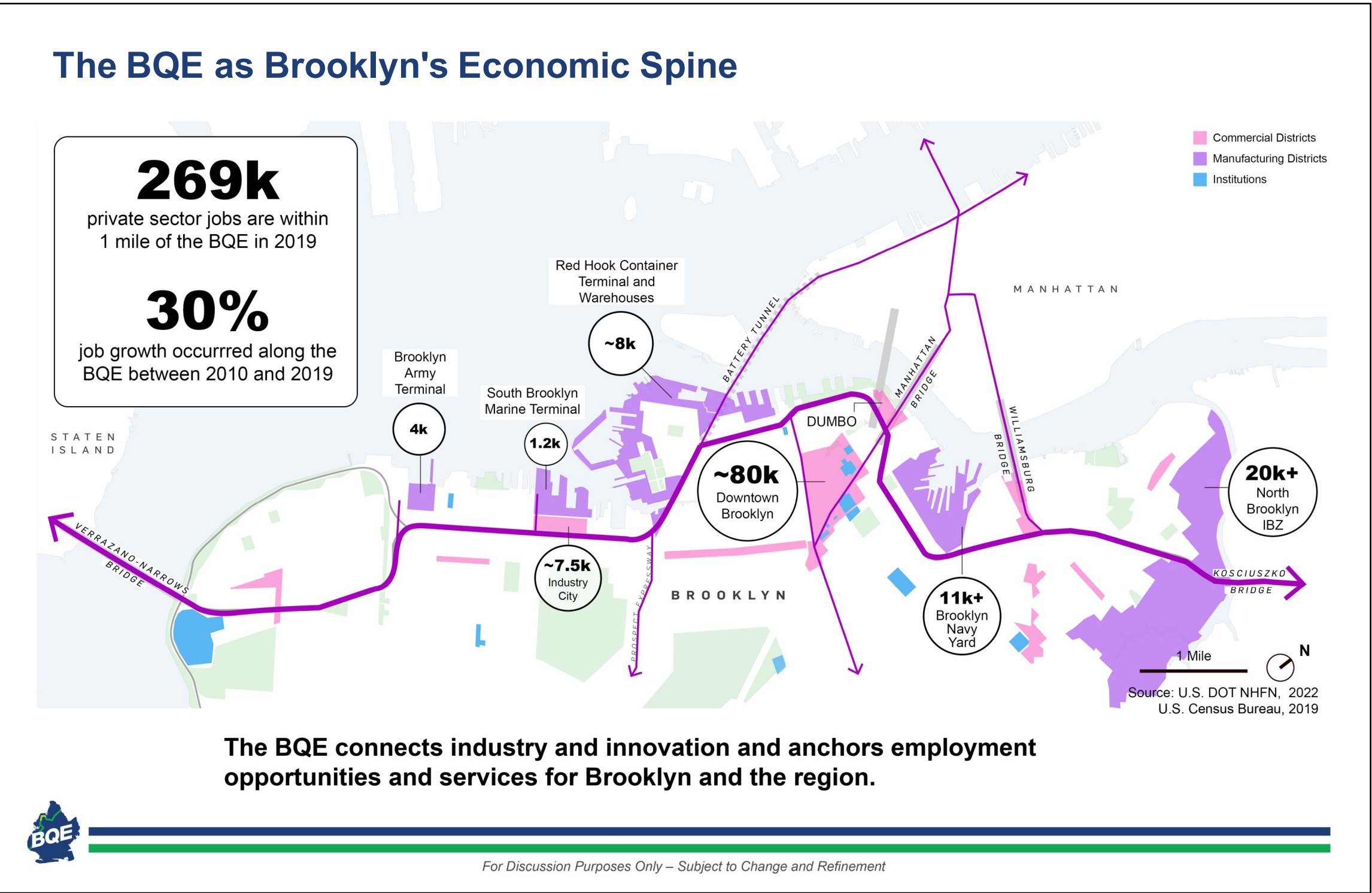


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# BQE Vision Workshop #2

The BQE is Brooklyn’s economic spine. It connects industries and innovation centers, and it anchors services and employment opportunities for Brooklyn and for the region.





# BQE Vision Workshop #2

## The BQE at the Intersection of People and Communities



# BQE Vision Workshop #2

The BQE acts as social and community infrastructure, in that it connects residential neighborhoods along the highway, connects community facilities, and has big impacts on health and safety.

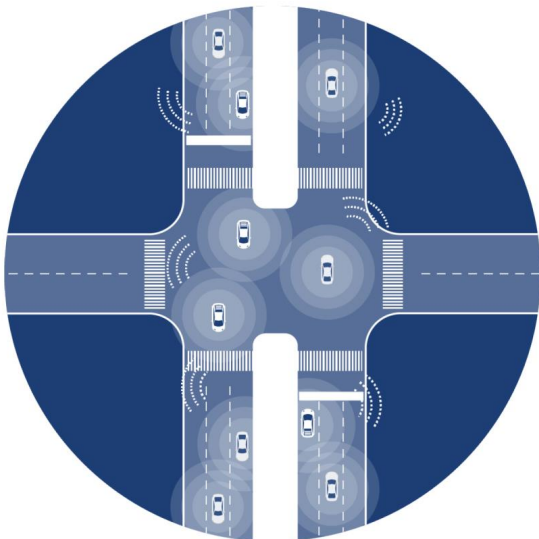
## The BQE at the Intersection of People & Communities



**Dense Residential  
Neighborhoods  
along the Highway**



**Social  
Infrastructure &  
Community Facilities**



**Road Safety &  
Environmental Health**



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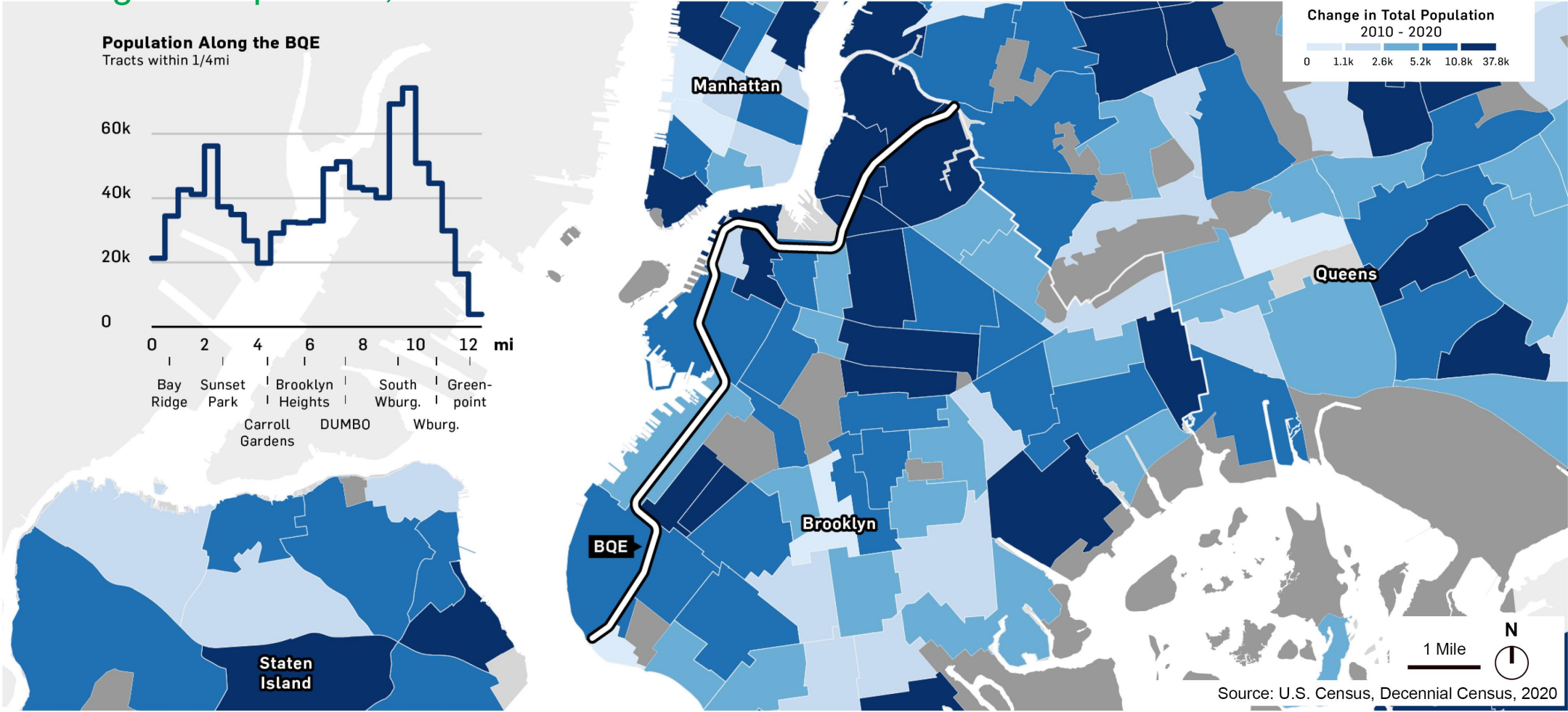




# BQE Vision Workshop #2

The BQE runs through several of the fastest-growing neighborhoods in the city, and neighborhoods along the BQE are highly populated – meaning that many people live near the highway.

## Communities Along the BQE Change in Population, 2010-2020



Many neighborhoods along the BQE are highly populated and are among the fastest-growing in NYC.



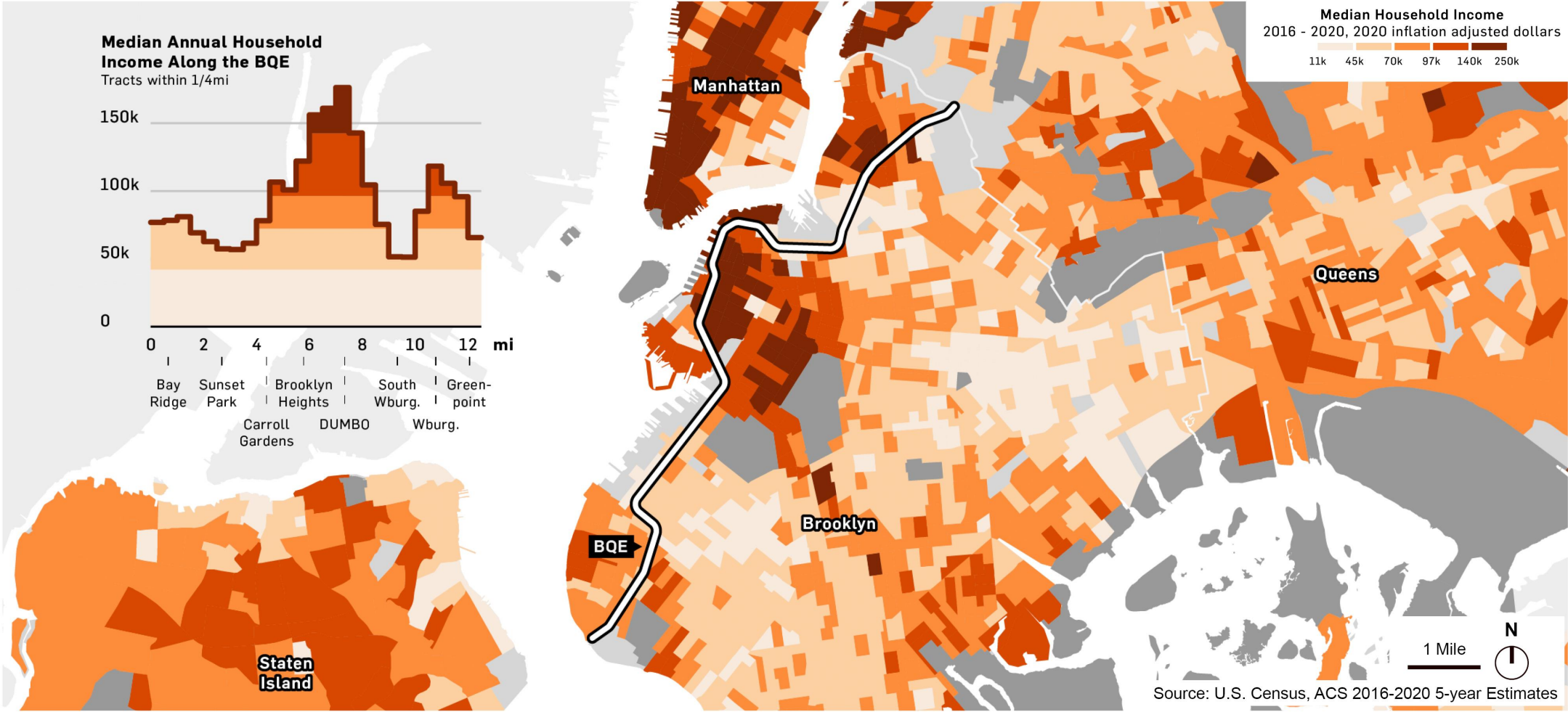
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# BQE Vision Workshop #2

Households along the BQE have a range of incomes, with the darker sections being the highest earners, on average, and the lighter areas being the lowest household income, on average.

## Communities Along the BQE Median Household Income



Households along the BQE are characterized by socioeconomic diversity.



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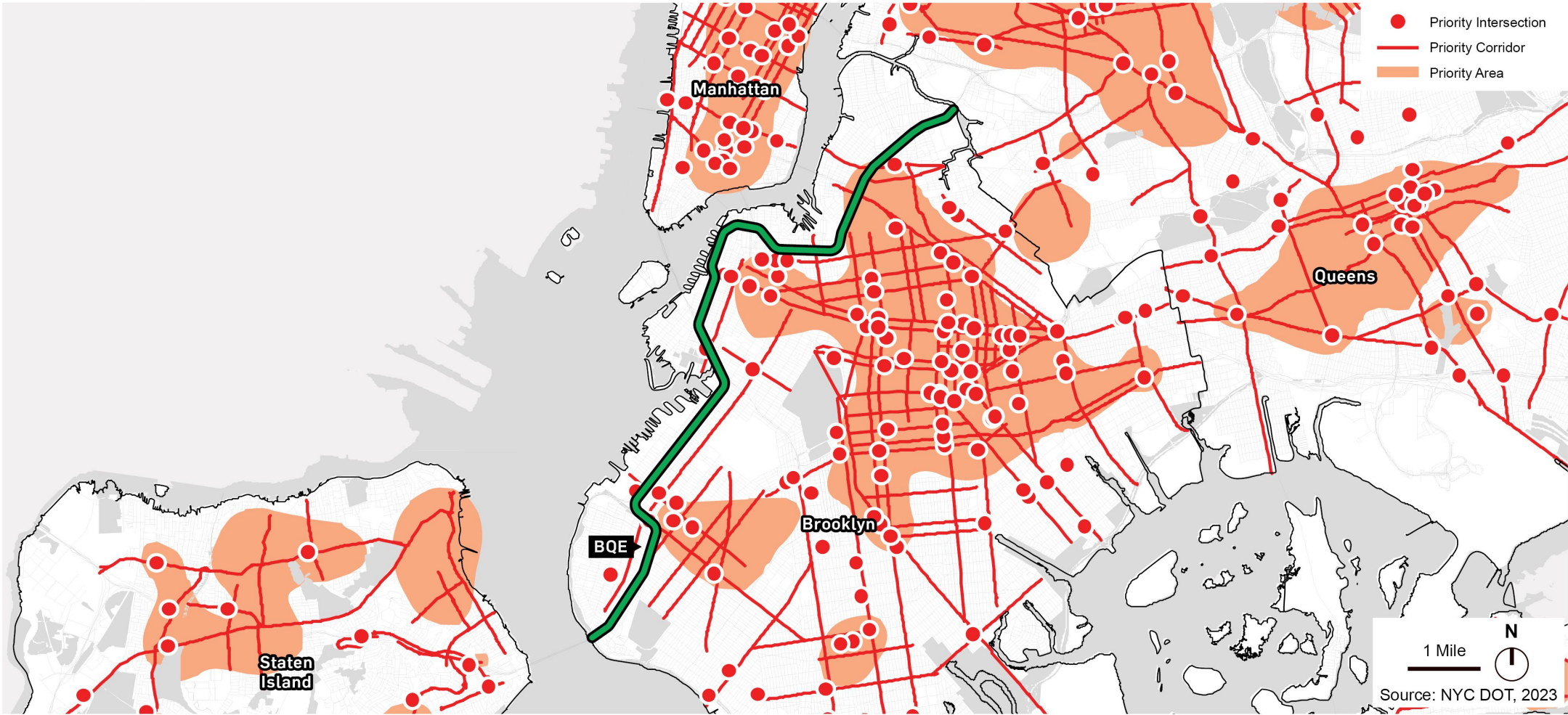


# BQE Vision Workshop #2

Vehicles moving on and off the BQE present safety concerns for people on local streets. Areas under and along the BQE, as well as on and off ramps, have recorded high rates of injuries and fatalities.

In this map, the red dots are priority intersections, red lines are priority corridors, and orange areas are priority areas for NYC DOT's Vision Zero program.

## Vision Zero Priority Intersections, Corridors, and Areas



Certain areas under and along the BQE, as well as on and off ramps, have recorded high rates of injuries and fatalities, particularly in South Williamsburg, and along Third Avenue and the Gowanus segments.



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# BQE Vision Workshop #2

**What We Heard in Round 1**

**4**





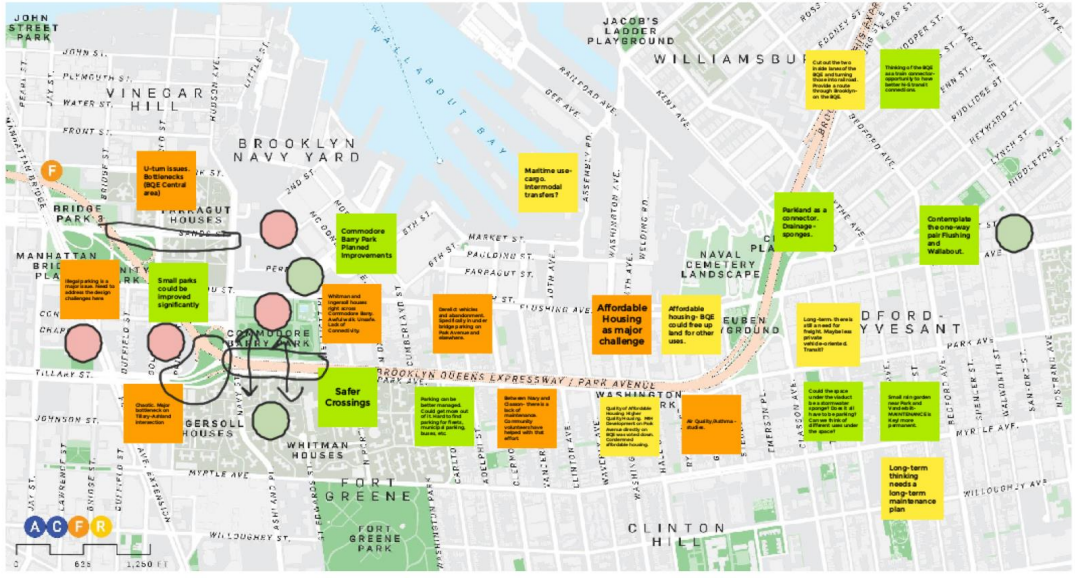
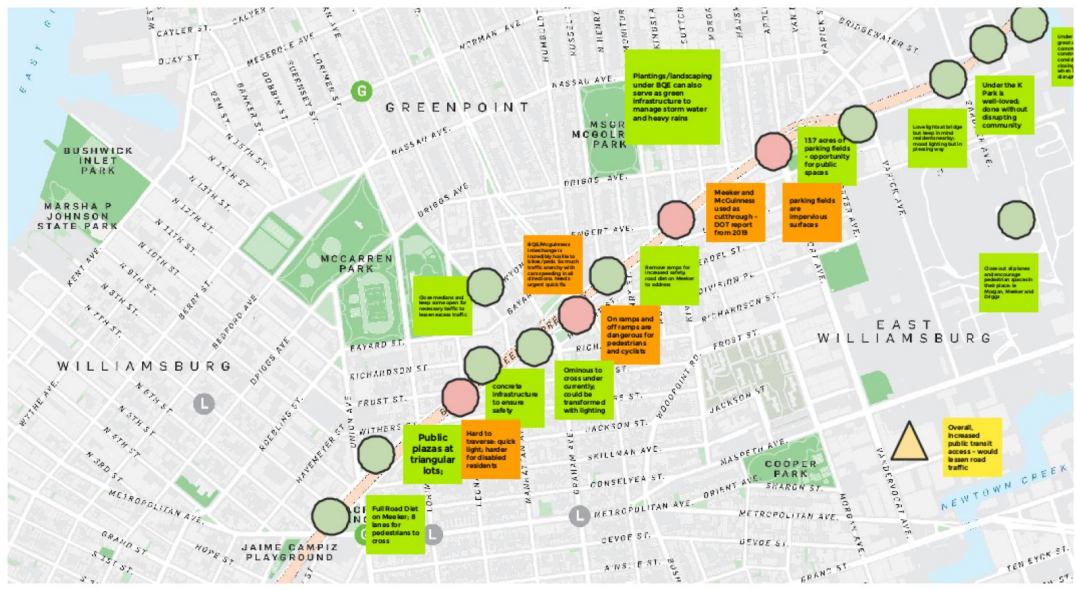



# BQE Vision Workshop #2

These are images from BQE Corridor Vision Round 1 in-person and virtual workshops in November 2023. These workshops focused on gathering feedback from the community about issues and opportunities in neighborhoods along the BQE, and Round 2 workshops focus on gathering feedback around initial design concepts.

## What We Heard: BQE North







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# BQE Vision Workshop #2

These are images from BQE Corridor Vision Round 1 in-person and virtual workshops in November 2023. These workshops focused on gathering feedback from the community about issues and opportunities in neighborhoods along the BQE, and Round 2 workshops focus on gathering feedback around initial design concepts.

## What We Heard: BQE South



**Short Term Opportunities**

- Safety upgrades
- Active
- Amenities
- Connections to 4th ave bike lane
- Protected Bike Lanes
- Lighting
- Lighting
- Curb Extensions
- Seating
- Retail
- Markets
- Murals
- Events & Performances
- Bike Share
- Comfort Stations
- Landscaping
- Fitness Space
- Bike Repair Station

**BQE**

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# BQE Vision Workshop #2

In Round 1 workshops, communities along the BQE talked about street safety: about intersections and crossings that are challenging for people walking and biking. Communities also talked about how the BQE divides neighborhoods and amenities, making it hard to use local services or run errands. And communities discussed climate resiliency, environmental justice, and centering impacted communities, with concerns of air pollution and flooding and hopes for green infrastructure to mitigate these risks. Also of concern in community conversations were congestion and the impact of freight on streets near the BQE; connections to public transit, or lack thereof; and parks and open space, particularly how the BQE blocks access to or chops up nearby open spaces.

## Throughout This Process, We've Heard ...



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# BQE Vision Workshop #2

## BQE Corridor Vision Toolbox

5



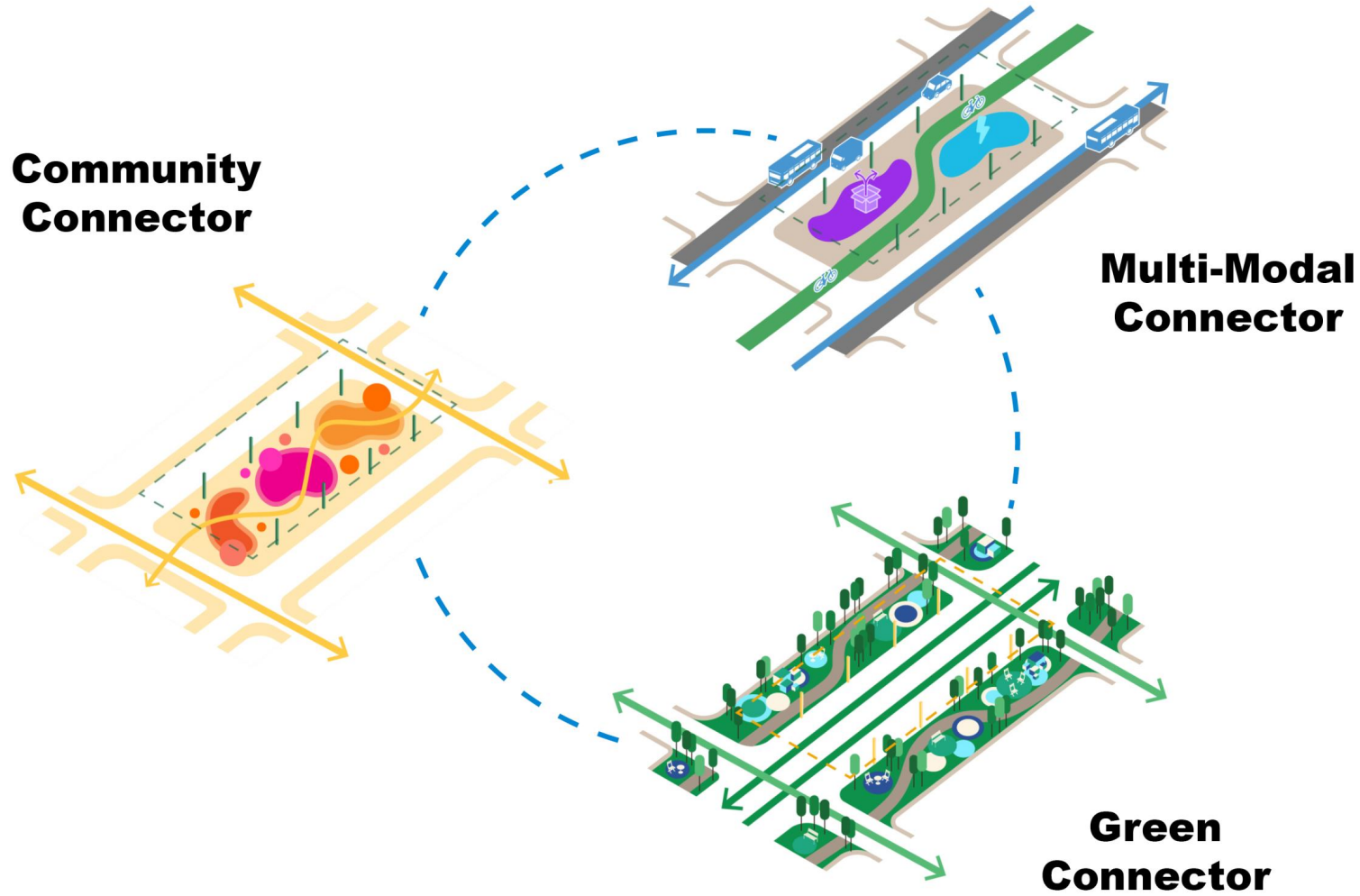


# BQE Vision Workshop #2

This presentation shows three major themes of design ideas based on community feedback: the BQE as a Community Connector, a Multi-Modal Connector, and a Green Connector.

These toolkit approaches are presented here individually, but the idea is to mix and match them.

## The BQE as a Connector



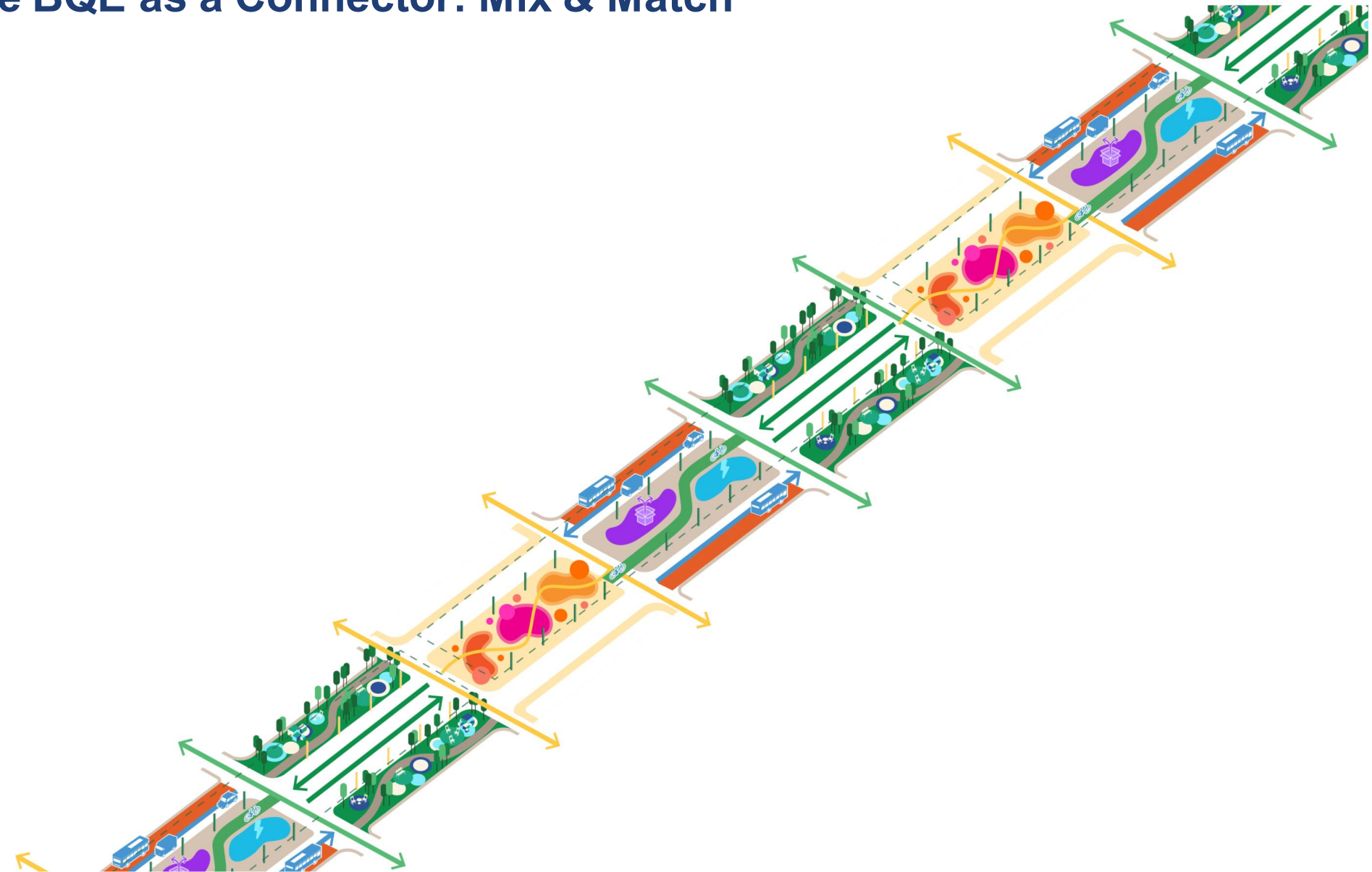
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# BQE Vision Workshop #2

The BQE Corridor Vision toolkit is intended for mixing and matching these different concepts throughout communities and through different blocks, rather than choosing between single concepts.

## The BQE as a Connector: Mix & Match



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# BQE Vision Workshop #2

The Community Connector would emphasize improved crossings under and over the BQE to reknit communities safely, and focus on spaces under and around the BQE for community amenities.

Much of this is fully within City jurisdiction, and this could happen in a shorter-term or pilot phase and be a long-term design solution through capital upgrades.

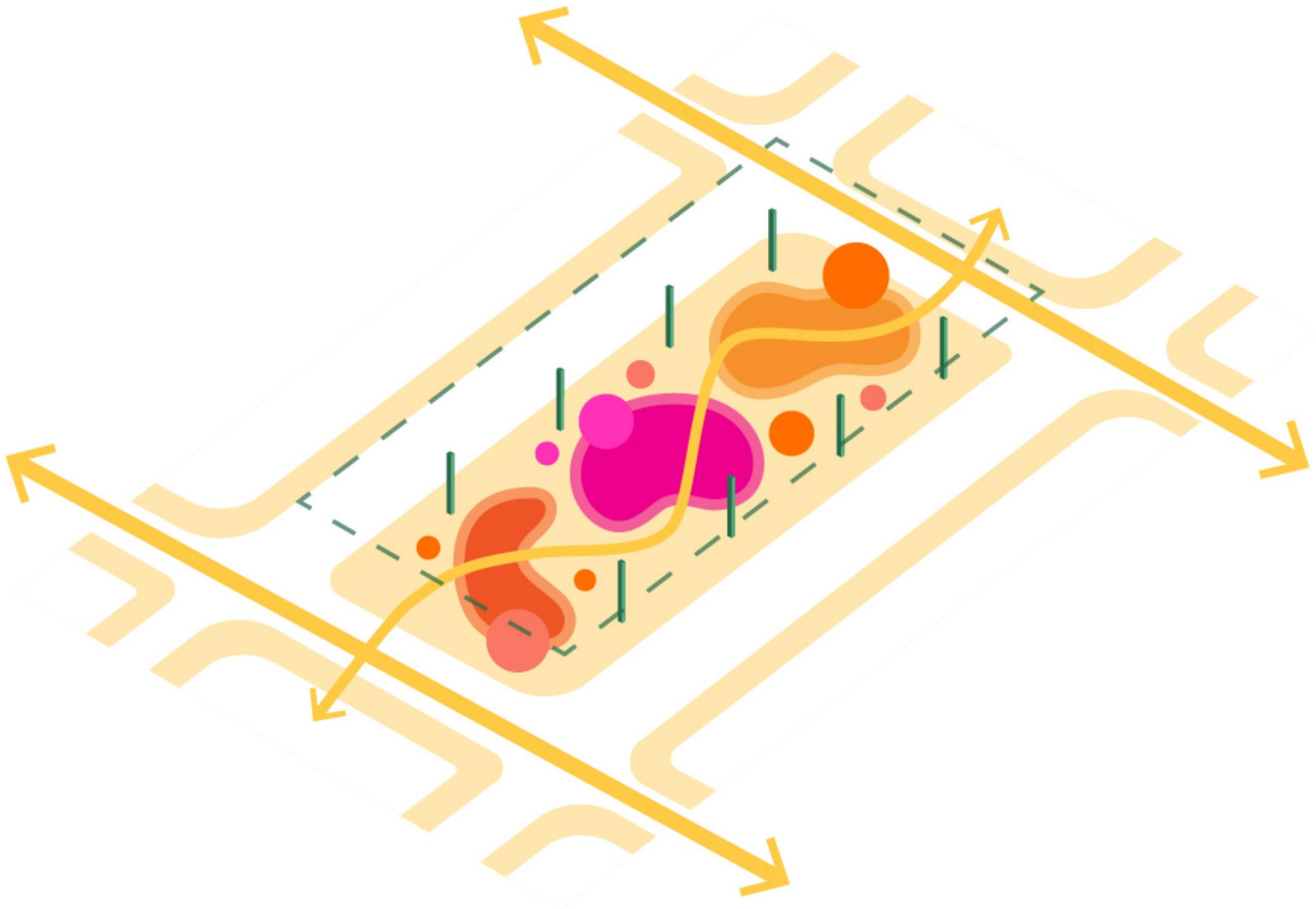
## Community Connector

Focus on how the spaces under and around the BQE can become safer, more active, and connected.

Emphasize intersection safety upgrades, space activation under the structure, and linkages across the BQE that reconnect communities.

**Timeline:**  
Short-term to long-term

**Jurisdiction:**  
NYC



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# BQE Vision Workshop #2

Here are examples of toolkit items that could for a Community Connector: seating, comfort stations, programming and events, fitness stations and skate parks, markets, murals, and more.

## Community Connector - Toolkit



Seating



Events & Performances



Fitness Stations



Murals



Comfort Stations



Landscaping



Skate Parks



Markets

*For conversation purposes only:  
final plans subject to design for safety.  
Uses under bridge will be evaluated for  
overhead protection*



*For Discussion Purposes Only – Subject to Change and Refinement*





# BQE Vision Workshop #2

This is a typical existing view of the BQE. This is not a location-specific view, but rather a general representation of what a pedestrian sees.

## Existing



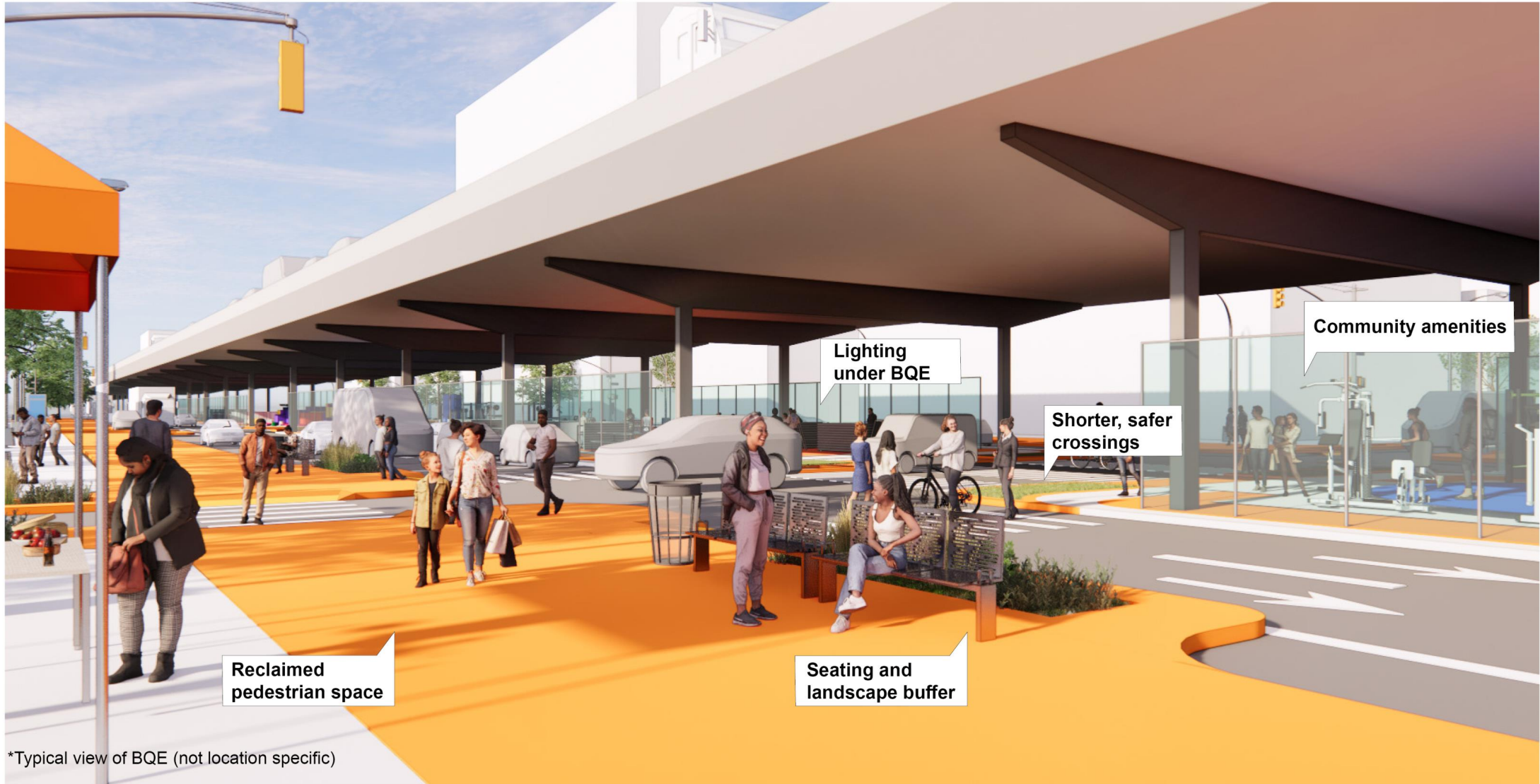
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# BQE Vision Workshop #2

Using the Community Connector toolkit, this area could incorporate reclaimed space for pedestrians, seating and landscaping, lighting, safety improvements at intersections, community amenities, and more.

## Community Connector – Potential Toolkit Implementation



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# BQE Vision Workshop #2

The Multi-Modal Connector digs into the BQE as a corridor for transit and mobility, and expands options for multi-functional spaces under the highway and on its surrounding streets.

In areas where the BQE is a viaduct, this idea would reclaim space under the BQE as multi-functional public space.

The Multi-Modal connector is about multi-modal choices both near the BQE and a little further out, e.g., streets parallel to the BQE that make the most sense to support community needs.

Many of these tools can be implemented by NYC DOT in the short-term, but there are elements that would require multi-agency coordination, e.g. with the MTA or NYSDOT.

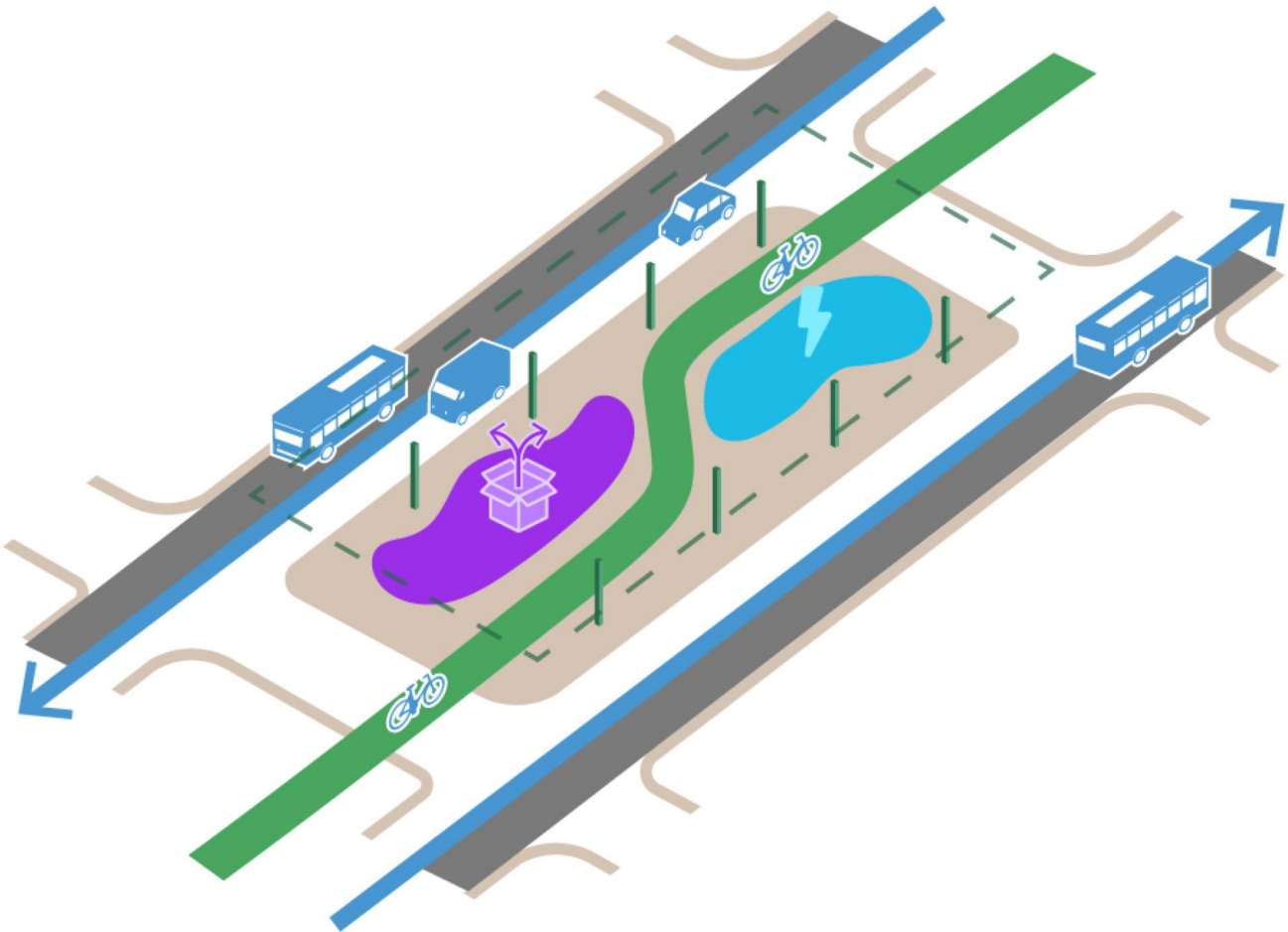
## Multi-Modal Connector

Reimagine the BQE and surrounding streets for potential multi-modal uses.

Reclaim spaces under and around the BQE as multi-functional public spaces.

**Timeline:**  
Short-term to long-term

**Jurisdiction:**  
NYC



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# BQE Vision Workshop #2

Here are examples of toolkit items that could for a Multi-Modal Connector: improved infrastructure and amenities for pedestrians, bus riders, cyclists, freight, and electric vehicles, and more.

## Multi-Modal Connector



Bikeways



Dedicated Bus Lanes



EV Charging Stations



Micro-Distribution



EV Lanes



Street Safety Upgrades



Bike Share



Bike Repair Stations

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Uses under bridge will be evaluated for  
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# BQE Vision Workshop #2

This is a typical existing view of the BQE. This is not a location-specific view, but rather a general representation of what a pedestrian sees.

## Existing



For Discussion Purposes Only – Subject to Change and Refinement



# BQE Vision Workshop #2

Using the Multi-Modal Connector toolkit, this area could incorporate improved infrastructure for pedestrians, bus riders, cyclists, freight, and electric vehicles.

The Multi-Modal Connector is not only focused on transit right next to the BQE, but could also extend thinking around transit, such as bus routes, further out from the BQE Corridor.

Many of these Multi-Modal Connector tools can be implemented by NYC DOT in the short-term, but there are elements that would require multi-agency coordination, for example with the MTA or NYSDOT.

## Multi-Modal Connector – Potential Toolkit Implementation



\*Typical view of BQE (not location specific)



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# BQE Vision Workshop #2

The Green Connector envisions new open spaces throughout the BQE corridor by unlocking possible spaces under and on either side of the structure. This approach could also be achieved through capping.

This would selectively add parks and other community amenities next to and over the BQE on a block-by-block basis.

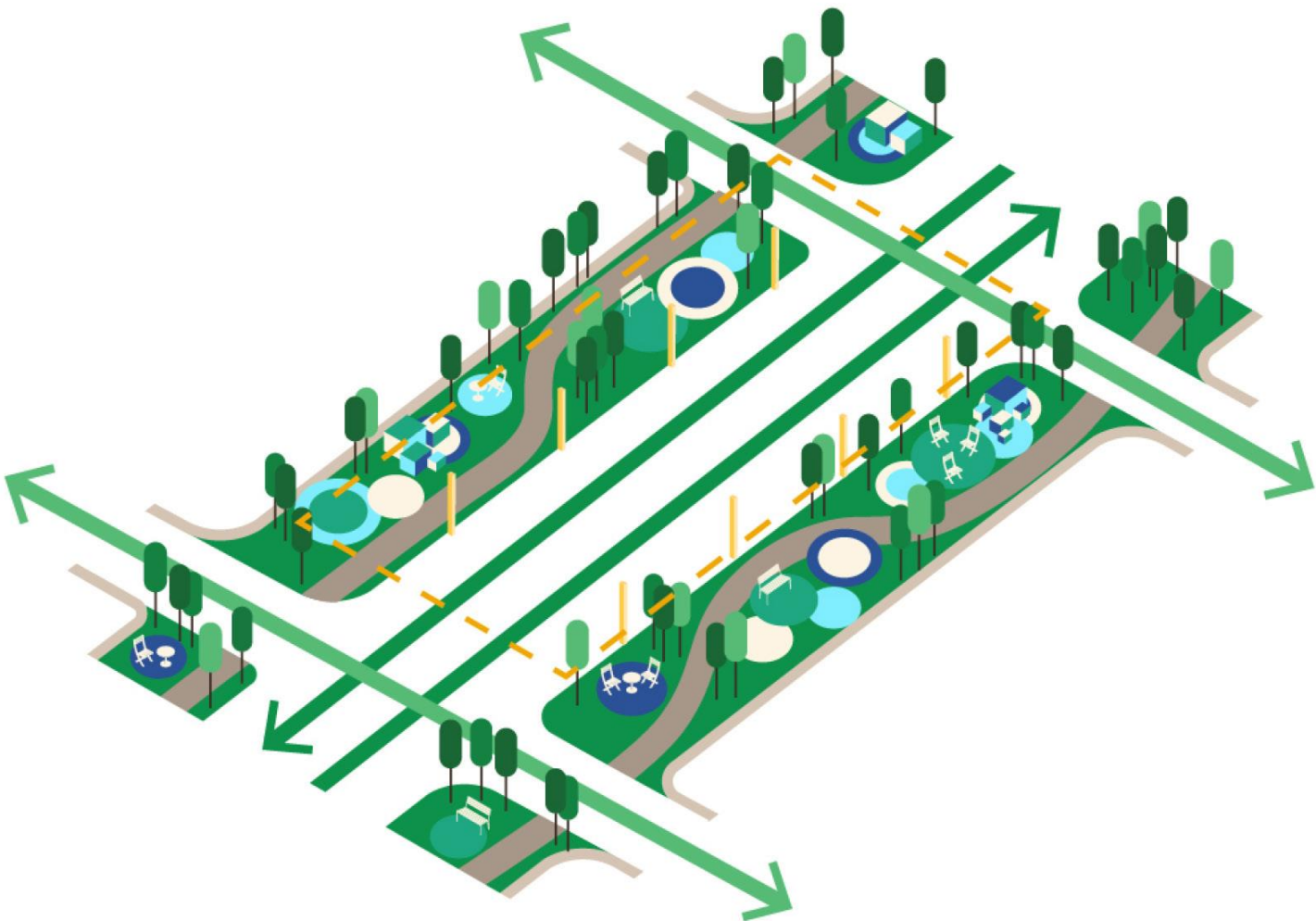
## Green Connector

Enhance open spaces by consolidating traffic under the viaduct, unlocking extended blocks and sidewalks. This approach could also be achieved through capping.

Selectively introduce parks and other community amenities throughout the corridor, while exploring broader land use changes.

**Timeline:**  
Long-term

**Jurisdiction:**  
NY State + NYC



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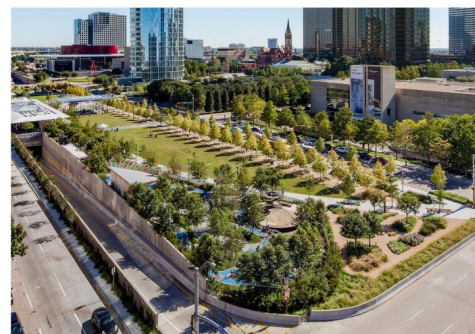




# BQE Vision Workshop #2

Here are examples of toolkit items that could for a Green Connector: adding parks and open space under and next to viaduct structures, capping trench sections of the highway, and more.

## Green Connector



Highway Cap



Elevated Highway Conversion



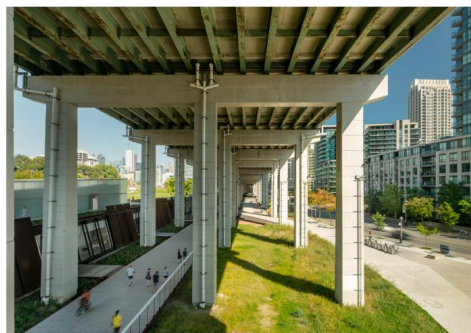
Park Under Viaduct



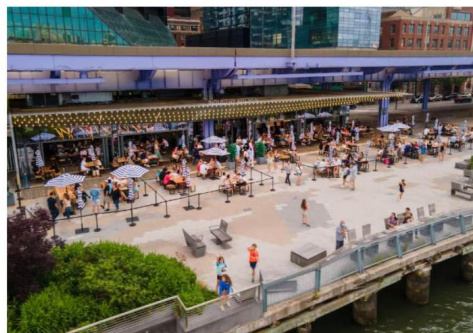
Partial Cap



Highway Cap



Park Under Viaduct



Resiliency Planning



Elevated Highway Conversion

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# BQE Vision Workshop #2

This is a typical existing view of the BQE. This is not a location-specific view, but rather a general representation of what a pedestrian sees.

## Existing



\*Typical view of BQE (not location specific)



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# BQE Vision Workshop #2

Using the Green Connector toolkit, NYC DOT could examine whether vehicular traffic could potentially move under the BQE viaduct. Large sidewalk extensions on former vehicular lanes could create new pedestrianized or park areas running the length of the block, integrating community amenities, park space, stormwater management infrastructure, and more.

## Green Connector – Potential Toolkit Implementation



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# BQE Vision Workshop #2

Q&A



# BQE Vision Workshop #2

## Workshop Structure

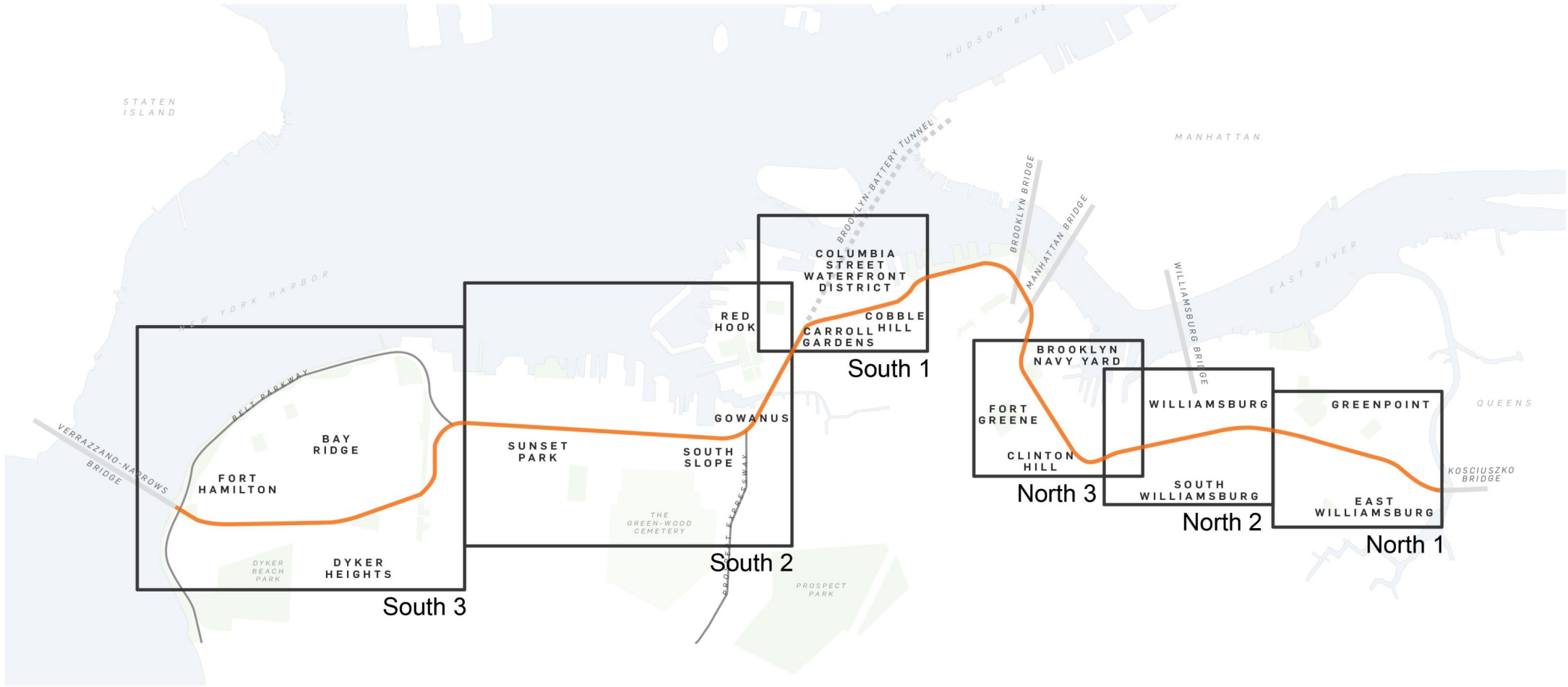
6





# BQE Vision Workshop #2

## Focus Areas



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# BQE Vision Workshop #2

## Workshop Structure



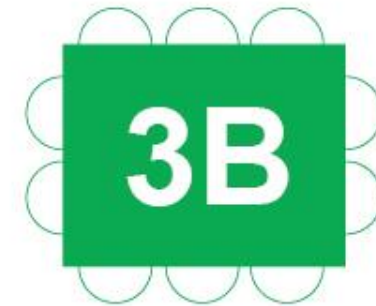
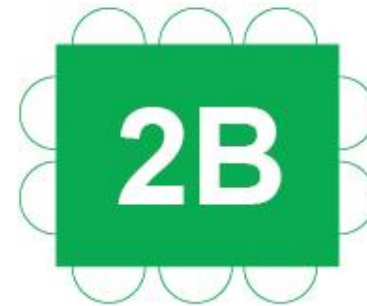
North 1



North 2



North 3



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# BQE Vision Workshop #2

## Workshop Structure



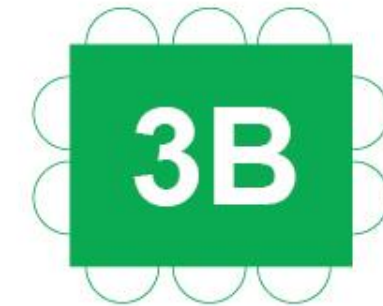
South 1



South 2



South 3



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# BQE Vision Workshop #2

