



Corridor Vision BQE North and South

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North and South Round 2 Update: Shaping a Vision

May 2023



Shaping a Vision

The New York City Department of Transportation (NYC DOT) received important feedback from the Round 2 BQE North and South workshops. Some of the main feedback themes included:

- Participants liked the flexibility of the toolkit and the ability to mix-and-match concepts, with a desire to have a better understanding of how implementation would need to change in specific geographies or conditions (such as interaction with truck routes or areas with a high number of left turns)
- Safety, particularly for pedestrians and cyclists, continues to be a concern
- Addressing environmental inequity, pollution, and green infrastructure continued to be major focuses
- Attendees repeatedly prioritized making the BQE and nearby areas more welcoming, and noted that it is important that any new open or green spaces or other public amenities are pleasant places to use, which necessitates noise mitigation, addressing safety concerns, sufficient lighting, clear maintenance responsibility and sanitation schedules, and methods to reduce impacts of pollution/nearby vehicle exhaust
- Green space investment was viewed as a positive, particularly in terms of creating new shade and cleaner air, but it should be planned so that it can thrive around the BQE
- Concern was expressed that short and mid-term improvements should be pursued in parallel to longer-term planning

Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE North and South engagement process will develop a vision for potential future improvements to communities surrounding the State-owned sections of the BQE corridor north of Sands Street to the Kosciuszko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, including potential changes to adjacent streets. BQE North and South will evaluate potential short-term projects to address community concerns, as well as larger-scale, longer-term projects to reconnect communities that have been divided by the structure. Concurrently, the BQE Central engagement process will develop and implement a permanent solution for the City-owned structure from the Atlantic Avenue interchange to the

Sands Street interchange. 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.

BQE North and South Engagement Round 1

Engagement for the BQE Corridor Vision began in September 2022. Round 1 of BQE North and South engagement occurred in November 2022 and included several workshops, Community Visioning Council (CVC) meetings, and other stakeholder engagement, which helped inform the ideas shown in Round 2 of engagement. Round 1 engagement has been summarized in [a previous report](#) which can be found on the project website, along with engagement materials, at <https://bqevision.com/north-south/materials>.

BQE North and South Survey

A BQE North and South survey was launched on January 17, 2023 and remained open until March 5, 2023. The survey was promoted at workshops, focus groups, and CVC meetings. It was also distributed through email blasts and posts on NYC DOT's Twitter and Facebook pages, and by Community Partners and the CVC.

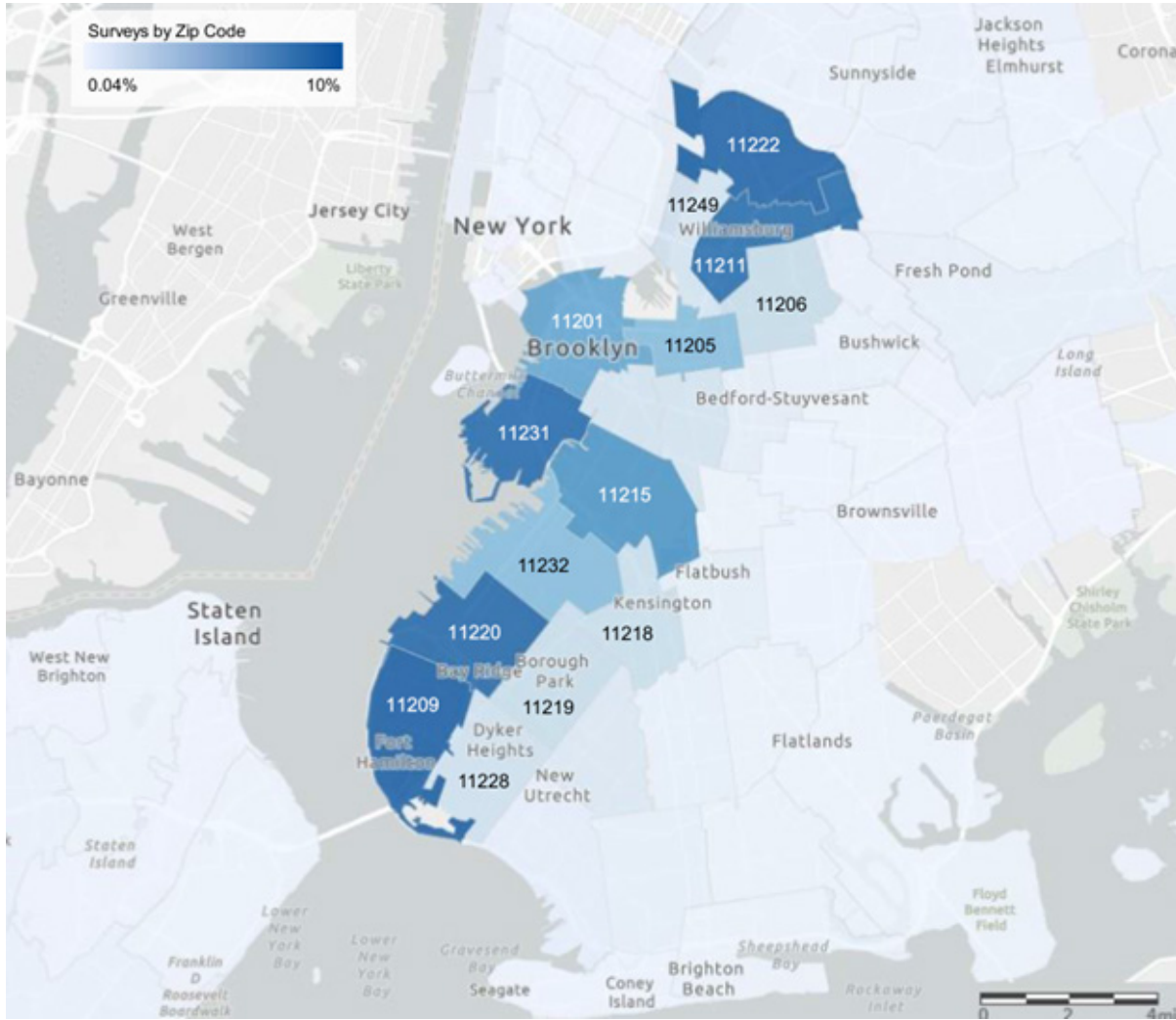
The survey garnered nearly 2,600 responses, of which approximately 2,500, or 96%, were from residents within NYC zip codes, while the remaining 4% originated from locations beyond New York City. In the survey, respondents were asked questions regarding their overall experiences with the Northern and Southern segments of the BQE. An open response box was included to allow participants 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:

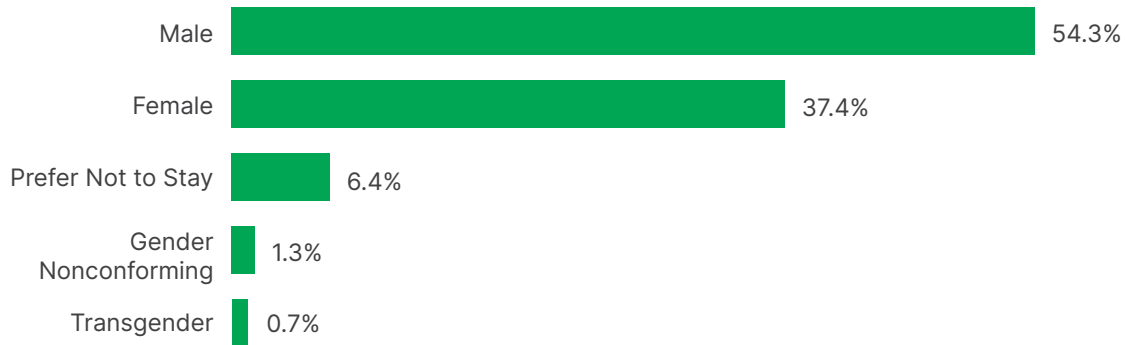
- 16% of respondents cited pedestrian safety concerns as a top BQE priority
- 16% of respondents mentioned air and noise pollution as issues
- 16% of respondents requested a third lane be added/restored
- 14% of respondents requested reducing the amount of lanes or closing the BQE entirely

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

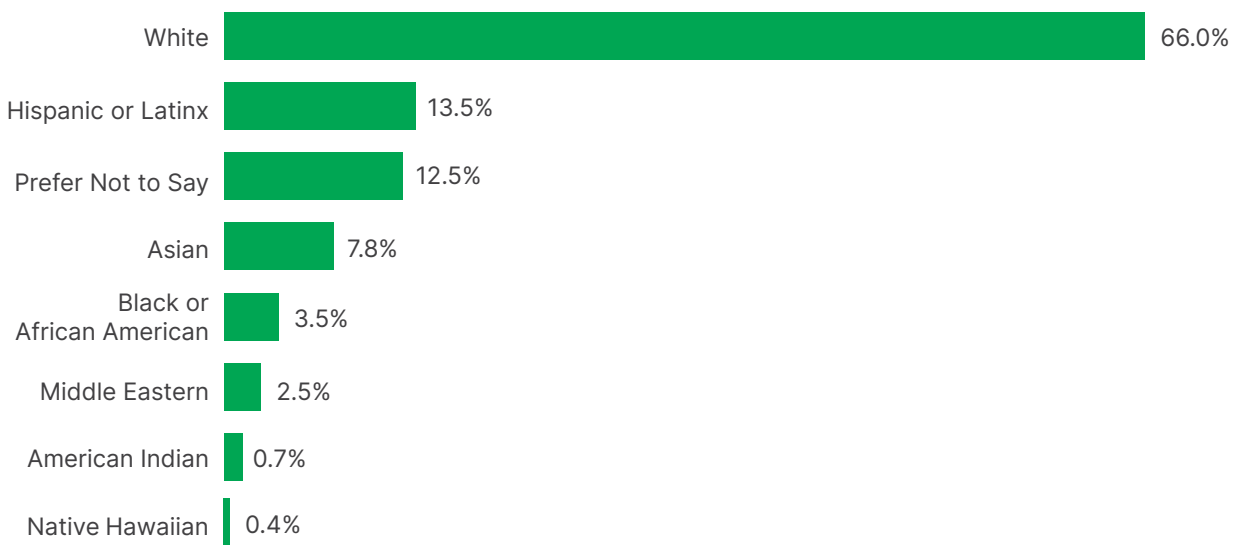
Neighborhood Heat Map



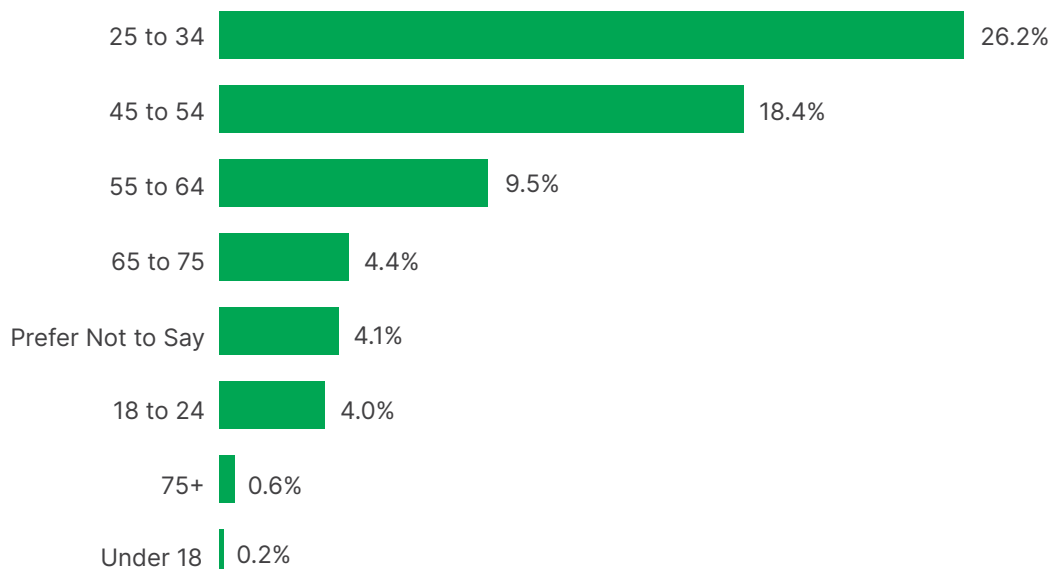
Gender Identity



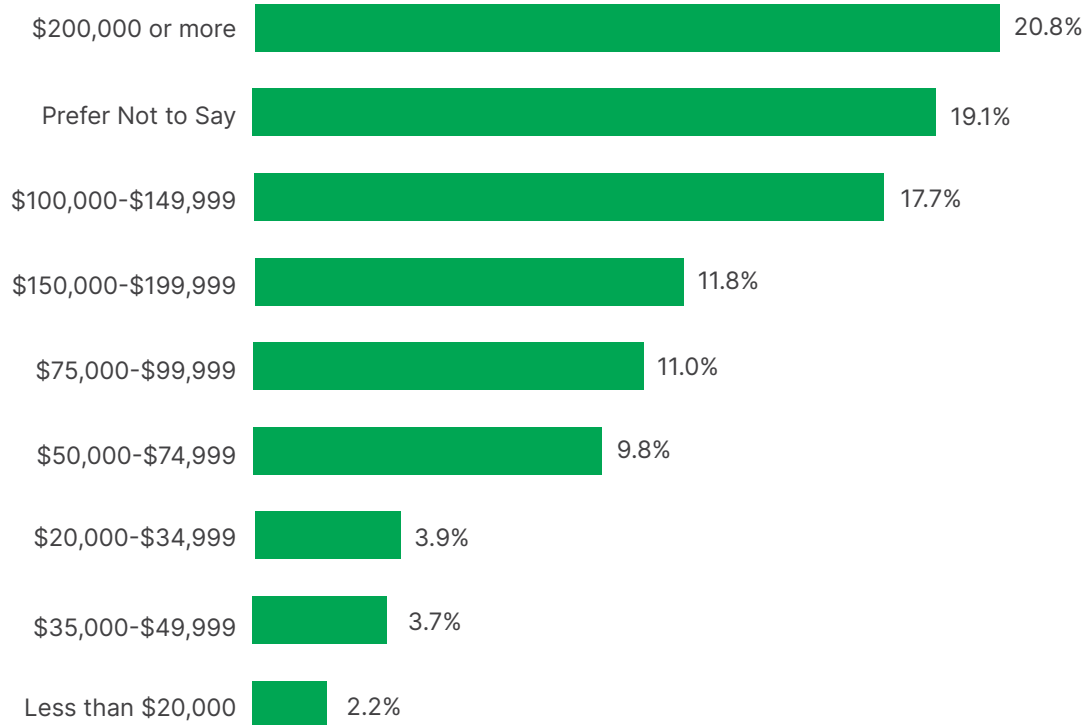
Race & Ethnicity



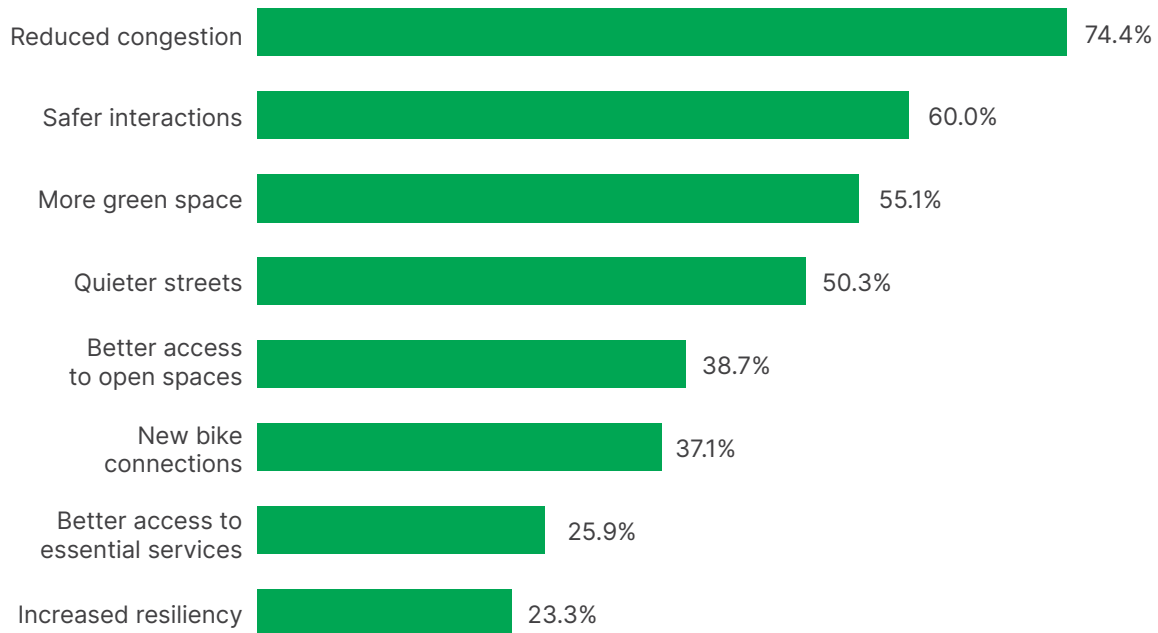
Age Group



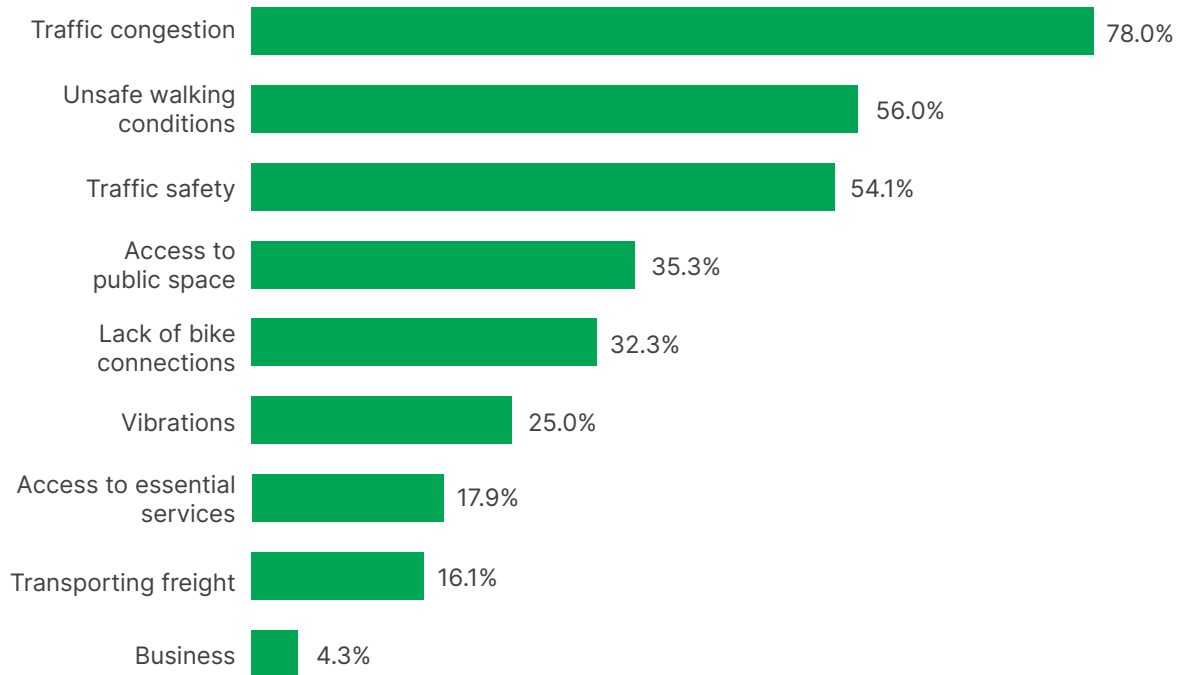
Income



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 North/South corridor currently affect your daily life?



Transportation Mode Shares

Zip Code	Neighborhood(s)	Responses	Drive %	Walk %	Public Transit %	Bike %
11209	Bay Ridge	10.4%	86.1%	27.8%	32.4%	14.7%
11222	Greenpoint	10.0%	68.2%	71.0%	18.8%	32.2%
11220	Sunset Park	9.8%	67.9%	58.1%	42.7%	17.1%
11231	Carroll Gardens/ Red Hook	9.7%	70.2%	69.4%	23.7%	30.6%
11211	Greenpoint/Williamsburg	9.5%	58.6%	74.1%	20.9%	33.1%
11215	South Slope	7.1%	67.0%	54.7%	29.1%	34.6%
11201	Brooklyn Heights/ Downtown Brooklyn	6.1%	64.5%	71.6%	28.4%	34.2%
11232	Sunset Park	4.7%	63.6%	72.9%	36.4%	28.0%
Total		100%	71.1%	52.3%	26.6%	26.7%

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>.

Community Partners

Community Partners are community-based organizations that are leading additional grassroots engagement to gather community input, with emphasis on organizations serving underrepresented communities and those serving constituents whose primary language is not English. Community Partners were announced in mid-December 2022 and began their first round of engagement in January 2023, which concluded in late March 2023.



Participants had an opportunity to ask questions before moving into facilitated breakout groups (pictured: BQE North workshop).

There are a total of 18 Community Partners and they have held dozens of self-led engagements of different formats over their first round of engagement, with support from NYC DOT and its consultant team. You can learn more about the Community Partners, and a summary of their Round 1 engagement will be posted at <https://bqevision.com/community-partner>.

BQE North and South Round 2 Engagement Context

NYC DOT and their consultant team launched BQE North and South Round 2 workshops with an in-person BQE South workshop on March 21, 2023 at P.S. 24 in Sunset Park, and an in-person BQE North workshop on March 23, 2023 at John Ericsson M.S. 126 in Greenpoint. The South in-person workshop was attended by about 70 members of the public, and the North in-person workshop had about 15 attendees.

A BQE North virtual workshop was held on March 27, 2023 with about 50 attendees. A BQE South virtual workshop was held on March 30, 2023 with about 70 attendees. The Community Visioning Council had previously requested that demographic data be collected in these engagements, so voluntary survey data was collected at the virtual workshops. The results are included in [Appendix B](#).

For both BQE South workshops, translation services were offered in Spanish, Arabic, Mandarin, and Cantonese. For both BQE North workshops, translation services were offered in Spanish, Yiddish, and Polish.



Before moving into facilitated breakout groups, participants listened to a presentation on the concepts, feedback heard so far, and other design considerations.

A meeting of the BQE South CVC was held on March 15, 2023, and the BQE North CVC on March 16, 2023. Meetings were also held with local elected officials. CVC participants were given a high-level overview of the expected 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>.



Participants shared feedback in facilitated conversations (pictured: Greenpoint Viaduct and Meeker Avenue group).

BQE North and South Workshops

Both sets of workshops included a recap and overview of the overall BQE Corridor Vision process, a summary of feedback received in Round 1 of engagement, information on design considerations, and introduction to the design toolkit. 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/north-south/materials>.

Feedback from Participants

Feedback has been synthesized across broad/overall feedback and several geographic subgroups. More granular/location-specific feedback has also been shared with the BQE Vision design team. While feedback below is primarily from the public workshops, it is also inclusive of some comments received over email, including some from Community Boards:

BQE North: Greenpoint Viaduct & Meeker Avenue

- Consider creating access to more green space for recreational uses including play and gardening; greenery needs to be able to thrive in challenging conditions; refer to successful El-Space green spaces and gardens nearby for best practices

- Ensure new green spaces, bus lanes, and other new features are safely accessible and not contributing to congestion
- Enhance alternative transit connections, focusing on pedestrian and bicycle infrastructure as well as creating a transit connection to the NYC Ferry
- Look for ways to implement bicycle and pedestrian infrastructure to create safer, more prominent connections in an area where vehicular traffic has historically dominated the landscape; this infrastructure needs to be fully protected/hardened (like fully protected bike lanes)
- Focus on creating spaces that bring the community together and provide social and economic opportunities, including communal spaces for markets and local businesses, cultural and historical programming, local artists, and schools; ensure those spaces are sturdy and actually usable in terms of noise levels and access
- Explore ways to address noise issues caused by vehicular traffic; noise abatement should be a priority
- Consider the phased Meeker Avenue road diet proposal from Brooklyn Community Board One's Transportation Committee, inclusive of elements such as lane reductions, roadway design changes, daylighting, lighting improvements, increased enforcement, and creation of new public spaces



All workshops included translation services – pictured here, a participant utilizes those services.

BQE North: Williamsburg Trench

- Explore the creation of new public/green space through decking and use that space for community facilities or amenities
- Look for ways to develop or improve public amenities, including public restrooms, deliverista rest stations, phone chargers, e-bike chargers, and farming and urban agriculture spaces

- Consider how freight movement is incorporated into design and programming, how it works alongside bike infrastructure to safely manage and distribute deliveries (i.e. curbside management, off-hours deliveries, loading zones in bike lanes)
- Find solutions to address the abundance of air and noise pollution that seeps into adjacent neighborhoods, both for health and environmental/climate concerns
- Explore how to physically and visually separate BQE structural elements from any new open spaces or community facilities
- Better implement Greenway connections with local parks and green spaces



Facilitated breakout groups were divided by sub-region (pictured: Navy Yard Viaduct and Park Avenue group), and allowed attendees to share their feedback in facilitated conversation.

BQE North: Navy Yard Viaduct & Park Avenue

- Look for ways to increase lighting (especially through innovative approaches) throughout the corridor and underneath the structure
- Expand access to restrooms and water fountains; green investments need to be able to thrive under/next to the BQE and should emphasize shade creation where possible
- Ensure new spaces are usable, and find ways to protect from noise and pollution
- Explore new and improve existing pedestrian crossings around the Navy Yard, and consider more significant pedestrianization, especially around Commodore Barry Park
- Look at ways to create safer bike infrastructure, including protected (potentially grade-separated) bike lanes along Park Avenue, bike racks, bikeshare, and other strong buffers against vehicular traffic; address conflicts between different modal uses, including ideas like separate e-bike lanes

- Address sanitation issues like abandoned cars and litter; add trash and recycling cans; have ongoing maintenance plans
- Look for ways to better develop and incorporate East/West connections, especially for bikes and the Greenway

BQE South: Cobble Hill Trench & Gowanus Expressway

- Enhance alternative forms of transit (increased bus service, dedicated bus lanes, access to protected bike infrastructure) to mitigate dependence on private vehicles
- Explore ways to create greater visibility and safety for pedestrians and bikers in areas where vehicular travel makes crossing the street unsafe, including Van Brunt Street and Hamilton Avenue, Henry Street and 3rd and 4th Places, Dimattina Playground, Hicks Street, and Atlantic Avenue to Brooklyn Bridge Park
- Look at ways to integrate fully protected bike lanes, including under or crossing the BQE
- Replace or improve the concrete wall of the viaduct and safety fencing at street level for better aesthetics and functionality, potentially with green berms
- Focus on designs and programming to effectively manage freight traffic that contributes significantly to noise and air pollution, as well as dangerous traffic conditions
- See if other options can address significant air and noise pollution, potentially by capping



Workshop participants utilized sticky notes, stickers, and pens/markers to share feedback on the concepts (pictured: Cobble Hill Trench and Gowanus Expressway breakout group).

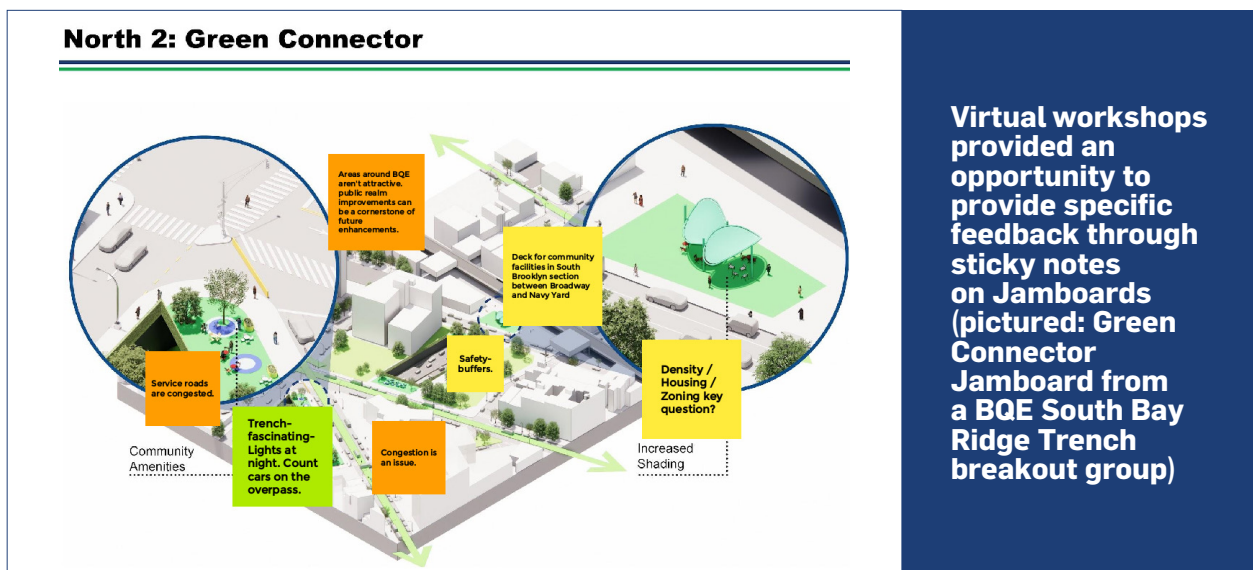
- Emphasis on reconnection, including Red Hook/Carroll Gardens, and providing communal spaces and physical connections over the trench to enhance social and economic opportunities

BQE South: Third Avenue Viaduct

- Explore strategies to reduce traffic and improve safety, especially along 3rd Avenue, with emphasis on the new schools that have opened in recent years, and high-traffic areas, like near Costco; ensure that new amenities and public spaces do not create or exacerbate congestion or safety concerns
- Enhance connections to the waterfront for residents with community connectors for recreational use, ferry access, and commerce
- Find ways to address poor air quality, pollution, and noise pollution caused by traffic, including sound dampening materials
- Improve cleanliness, sanitation, ongoing maintenance, and access to public trash cans
- Focus on enhancing alternative forms of transit, including improving pedestrian infrastructure, protected bike lanes free from double parking and freight vehicles, and strategies to slow down traffic around the BQE on Atlantic Avenue, Van Brunt Street, and the Hamilton exit
- Look to expand space for recreational activities, including through creating indoor-like spaces under the viaduct, as well as restrooms, water fountains, increased tree plantings, rain gardens, dog parks, and permeable surfaces to collect run off and prevent flooding
- Concerns about the utility and safety of creating public spaces under the viaduct segments and high congestion areas
- Desire to see conflicts between trucks and other road users addressed, particularly reducing opportunities for truck/pedestrian interaction; need clearer information on how these concepts could work on truck routes
- Consider ways to maintain some parking for local and industrial businesses, though also concerns about balancing different public uses for public property

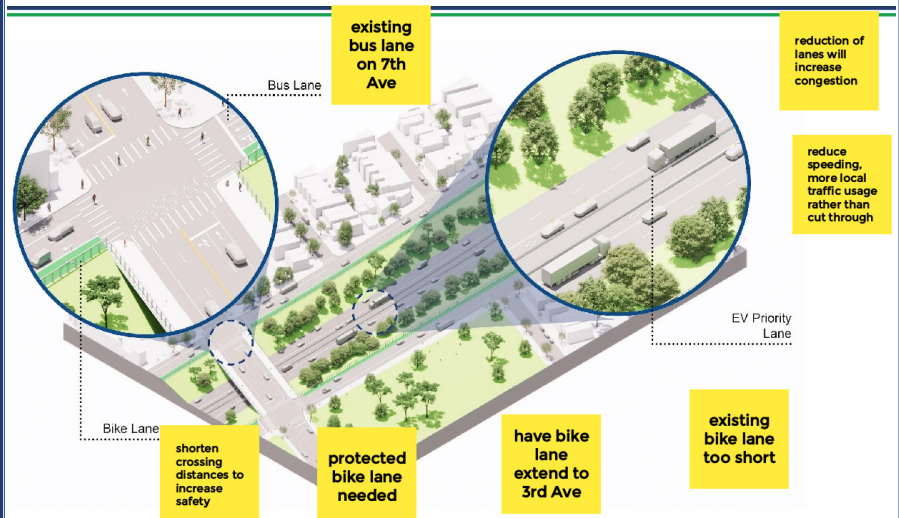
BQE South: Bay Ridge Trench

- Enhance bike infrastructure by exploring new bike lanes and better protecting existing lanes, establish more bikeshare racks; extend 4th Avenue bike lane and adjacent connections to the greater bike network, including through Bay Ridge to 107th Street/Verrazzano-Narrows Bridge; create areas for deliveristas
- Emphasize connecting different communities, potentially through improved signage and wayfinding, especially Bay Ridge and Sunset Park
- Find ways to prioritize safety, especially for pedestrians and cyclists; shorten crossing lengths for pedestrians; Exit 31 onto the Belt Parkway is poorly designed and may need roadway maintenance
- Address concerns about congestion, with many participants expressing concern that any past or future reductions of lanes along the BQE has or would exacerbate these conditions
- Focus on climate change and resiliency efforts, including emission capture and reduction, and implement enhanced drainage in trench areas to handle runoff

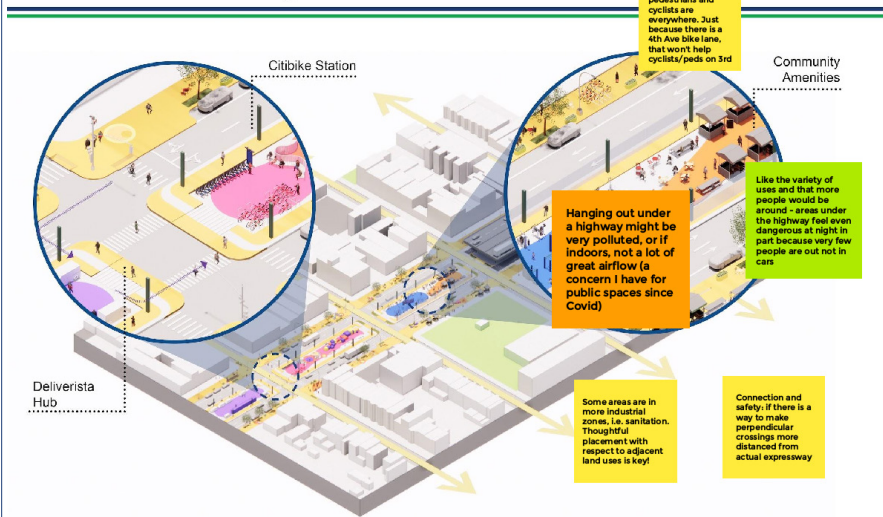


Virtual workshops provided an opportunity to provide specific feedback through sticky notes on Jamboards (pictured: Multi-Modal Connector Jamboard from a BQE South Bay Ridge Trench breakout group)

South 3: Multi-Modal Connector



South 2: Community Connector



Virtual workshops provided an opportunity to provide specific feedback through sticky notes on Jamboards (pictured: Community Connector Jamboard from a BQE South Third Avenue Viaduct breakout group)

Lessons Learned

Following the last round of BQE 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 first, so that ordering was 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. In response, NYC DOT and its consultants increased the number of break-out groups and facilitators at this round of workshops.

What's Next

Round 2 of Community Partner engagement is expected to begin in May 2023 and last through Summer 2023. Feedback from this effort will be combined with the feedback received from NYC DOT's engagement to help inform continued improvements and advancement of BQE Vision concepts. Round 3 of NYC DOT BQE North and South workshops are expected to be held in Fall/Winter 2023, with Community Partners proceeding with Round 3 of engagement thereafter.

On May 2, 2023, NYC DOT hosted an educational webinar on the environmental review process. BQE Central completed Round 3 of engagement in March 2023. Later this Spring, there 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. NYC DOT will be moving the commencement of the anticipated environmental review process for BQE Central 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 that process will be shared later this year.

Upcoming public meetings:

- BQE Central Atlantic Avenue-focused Virtual Workshop (Date TBA)
- Fall/Winter 2023: BQE North and South Round 3 Workshops (Dates TBA)

The project website 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 North and South Survey Regional and Primary BQE Utilization Modal Split Data

The table below presents the findings of the BQE North and South 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 %
11209	Bay Ridge/Fort Hamilton	263	223	72	84	38
11222	Greenpoint	254	167	174	46	79
11220	Sunset Park	249	167	143	105	42
11231	Carroll Gardens/Red Hook	247	172	170	58	75
11211	Greenpoint/Williamsburg	241	140	177	50	79
11215	South Slope	181	120	98	52	62
11201	Brooklyn Heights/Downtown Brooklyn	155	100	111	44	53
11232	Sunset Park	119	75	86	43	33
11205	Wallabout/Clinton Hill	118	83	62	17	43
11206	Bushwick and East Williamsburg	60	44	28	17	12
11219	Borough Park	58	50	1	5	1
11218	Kensington/Windsor Terrace	55	48	21	19	14
11228	Dyker Heights	48	44	9	7	5
11217	Boerum Hill	43	24	25	12	18
11238	Prospect Heights	41	18	20	12	20
11249	Williamsburg	40	31	9	6	6

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11204	Borough Park	29	28	3	5	1
11216	Bedford Stuyvesant	17	5	12	8	11
11226	Flatbush	15	9	5	6	7
11214	Bensonhurst	13	11	1	3	1
11223	Bensonhurst	11	10	1	1	
11385	Glendale	11	9	4	3	4
11221	Bushwick and Williamsburg	9	2	7	3	5
11230	Borough Park	9	7	2	3	1
11101	Sunnyside	8	6	5	3	2
11377	Woodside	8	3	4	2	5
10306	South Shore	7	6	1	1	
10314	Mid-Island	7	5	1	2	
11237	Bushwick and Williamsburg	7	1	5	4	6
11372	Jackson Heights	7	3	3		3
11378	Maspeth	7	5	2	1	2
11210	Flatbush	6	6		1	
11225	Flatbush	6	1	4	4	4
11229	Homecrest/Sheepshead Bay	6	4	2	1	1
11235	Sheepshead Bay	6	6			
10011	Chelsea and Clinton	5	4	2	2	2
10312	South Shore	5	4		2	
10009	Lower East Side	4	2	2	1	1
10305	Stapleton and St. George	4	4		1	
11104	Sunnyside	4	3	1	1	1

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11233	Ocean Hill	4	1	2	2	3
10002	Lower East Side	3	3			
10012	Greenwich Village and Soho	3	2	1		
10022	Gramercy Park and Murray Hill	3	3			
10025	Upper West Side	3	1	1	1	3
10128	Upper East Side	3	1	2	1	1
10301	Stapleton and St. George	3	3	2		
10302	Port Richmond	3	3	1		
11102	Long Island City	3	3	1	1	
11234	Canarsie and Flatlands	3	2	1		1
11375	Forest Hills	3	2		1	1
11379	Middle Village	3	3			
10001	Chelsea and Clinton	2	1		1	1
10005	Lower Manhattan	2	1	1	1	1
10010	Gramercy Park and Murray Hill	2	2			
10013	Greenwich Village and Soho	2	2	1		2
10014	Greenwich Village and Soho	2		2	2	
10023	Upper West Side	2		2	1	2
10026	Central Harlem	2	1	1	1	1
10027	Central Harlem	2		2	2	2
10308	South Shore	2	1		1	
10309	South Shore	2	2		1	
10977	Outside NYC	2	2			
11103	Long Island City	2	1	1	1	1

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11105	Steinway	2	2	2	1	1
11203	Flatbush	2	2	1		
11212	Brownsville	2		1	2	1
11213	Crown Heights	2	2	1	1	
11224	Coney Island	2	2			
11366	Fresh Meadows	2	2			
11369	East Elmhurst	2	1			
11373	Elmhurst	2	2			
11374	West Central Queens	2	2			
11417	Ozone Park	2	1			1
11598	Outside NYC	2	2			
11692	Rockaways	2	2			
11693	Rockaways	2	2	1		
30144	Outside NYC	2	2			
6850	Outside NYC	1		1	1	1
7008	Outside NYC	1	1			
7017	Outside NYC	1	1	1		
7646	Outside NYC	1	1			
7702	Outside NYC	1	1			
7735	Outside NYC	1	1			
8820	Outside NYC	1				
10003	Lower East Side	1		1	1	1
10004	Lower Manhattan	1		1		1
10007	Lower Manhattan	1	1	1		
10016	Gramercy Park and Murray Hill	1		1	1	1

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
10019	Chelsea and Clinton	1	1			
10021	Upper East Side	1	1			
10024	Upper West Side	1	1			
10028	Upper East Side	1	1	1		
10030	Central Harlem	1				1
10031	Inwood and Washington Heights	1		1	1	1
10040	Inwood and Washington Heights	1	1		1	1
10044	Upper East Side	1	1	1		
10065	Upper East Side	1	1			
10278	Financial District	1	1			
10304	Stapleton and St. George	1	1			
10310	Port Richmond	1			1	
10451	High Bridge and Morrisania	1	1	1		
10455	Hunts Point and Mott Haven	1	1			
10458	Bronx Park and Fordham	1	1			
10461	Westchester Square	1	1			
10463	Kingsbridge and Riverdale	1	1			
10467	Bronx Park and Fordham	1	1			
10470	Wakefield	1	1			
10509	Outside NYC	1	1			
10550	Outside NYC	1	1			
10707	Outside NYC	1	1			
10950	Outside NYC	1	1			
11004	Glen Oaks	1	1			
11106	Long Island City	1	1			

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11207	East New York and New Lots	1	1			
11208	East New York and New Lots	1	1			
11244	Outside NYC	1	1			
11295	Outside NYC	1	1	1		
11333	Outside NYC	1	1	1		
11354	Murray Hill	1	1			
11357	Whitestone	1	1			
11361	Bayside	1	1			
11362	Douglaston	1	1			
11365	Auburndale	1	1			
11367	Fresh Meadows	1	1			
11370	Steinway	1				1
11418	Richmond Hill	1	1	1	1	
11430	Outside NYC	1	1			
11432	Jamaica	1	1			
11542	Outside NYC	1	1			
11553	Outside NYC	1	1			
11590	Outside NYC	1	1			
11691	Rockaways	1	1			
11697	Rockaways	1	1			
11701	Outside NYC	1	1			
11717	Outside NYC	1	1			
11719	Outside NYC	1	1			
11756	Outside NYC	1	1			
11757	Outside NYC	1	1			

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11771	Outside NYC	1	1			
11801	Outside NYC	1	1		1	
12205	Outside NYC	1	1	1		1
12219	Outside NYC	1	1			
14905	Outside NYC	1				1
19130	Outside NYC	1	1			
32259	Outside NYC	1	1			
60106	Outside NYC	1	1			

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 Virtual Workshops

March 27, 2023 BQE North Virtual Workshop

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

Row Labels	Count	Percentage
Work nearby	4	6.6%
Bike nearby/along	6	9.8%
To commute to work	6	9.8%
Advocacy, policy, or other work related to the BQE	9	14.8%
To commute to social or personal activities	11	18.0%
Walk nearby/crossing	12	19.7%
Live nearby	13	21.35%
Grand Total	61	100.0%

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

Row Labels	Count	Percentage
No - this is my first time attending a BQE Corridor Vision event	5	14.3%
Yes - a BQE Central Workshop (virtual or in person)	11	31.4%
Yes - a BQE North or South workshop (virtual or in person)	10	28.6%
Yes - a Corridor-wide Kick-off	6	17.1%
Yes - other / not listed here	3	8.6%
Grand Total	35	100.0%

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

Race/Ethnicity	Count	Percentage
Asian/Pacific Islander	1	5.3%
Black	1	5.3%
Latin(x)/Hispanic	3	15.8%
White	14	73.7%
Grand Total	19	100.00%

4. What is your age?

Age	Count	Percentage
25-34	4	21.1%
35-44	7	36.8%
45-54	4	21.1%
55-65	2	10.5%
Over 65	1	5.3%
Under 18	1	5.3%
Grand Total	19	100.0%

5. What neighborhood do you live in?

Neighborhood	Count	Percentage
Downtown Brooklyn	1	2.0%
South Williamsburg	1	5.26%
Fort Greene	1	5.26%
Greenpoint	2	10.53%
Williamsburg	2	10.53%
Clinton Hill	3	15.79%
Other	9	47.37%
Grand Total	19	100.0%

March 30, 2023 BQE North 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)	1	0.79%
Work nearby	7	5.51%
To commute to work	10	7.87%
Advocacy, policy, or other work related to the BQE	12	9.45%
Bike nearby/along	13	10.24%
To commute to social or personal activities	27	21.26%
Walk nearby/crossing	28	22.05%
Live nearby	29	22.83%
Grand Total	127	100.0%

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

Row Labels	Count	Percentage
Yes - other / not listed here	6	7.9%
Yes - a Corridor-wide Kick-off	11	14.5%
Yes - a BQE North or South workshop (virtual or in person)	16	21.1%
Yes - a BQE Central workshop (virtual or in person)	18	23.7%
No - this is my first time attending a BQE Corridor Vision event	25	32.9%
Grand Total	76	100.0%

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

Race/Ethnicity	Count	Percentage
Other	1	2.0%
Arab/Middle Eastern	1	2.0%
I prefer not to say	4	8.0%
Black	4	8.0%
Asian/Pacific Islander	6	12.0%
Latin(x)/Hispanic	8	16.0%
White	26	52.0%
Grand Total	50	100.00%

4. What is your age?

Age	Count	Percentage
18-24	6	12.5%
25-34	13	27.1%
35-44	11	22.9%
45-54	3	6.3%
55-65	6	12.5%
Over 65	9	18.8%
Grand Total	48	100.0%