

North 1

North 1 | Focus Area Principles



STITCH

Create safe and active connections at key intersections along the BQE between Williamsburg and Greenpoint



CONNECT

Enhance major corridors with expanded sidewalks, bikeways, and other amenities that prioritize bicyclists and pedestrians

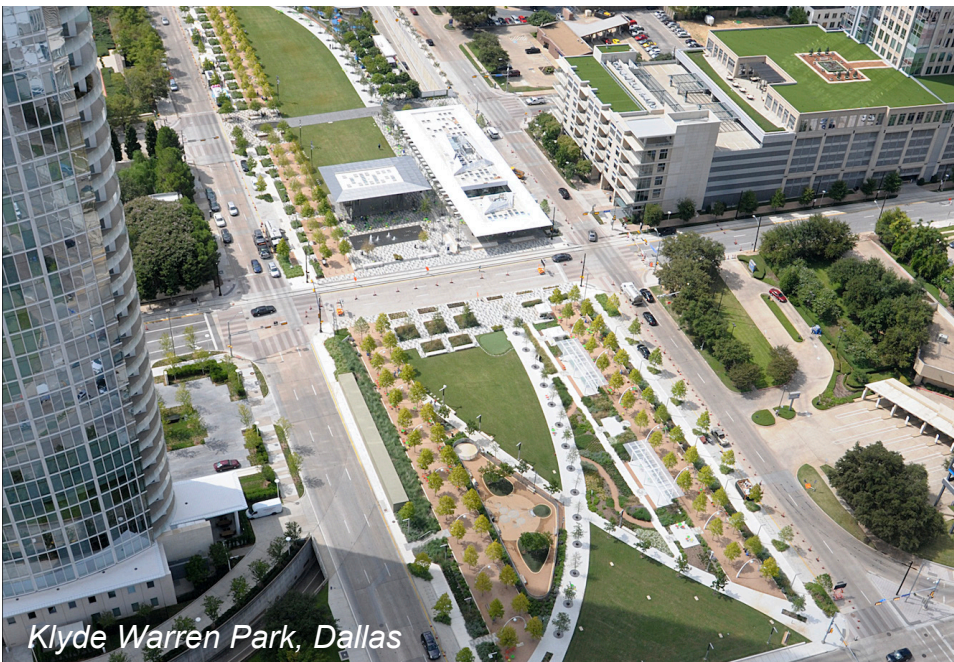


REPURPOSE

Activate parking lots under the BQE for markets, recreational opportunities, and other community amenities



BQE North | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

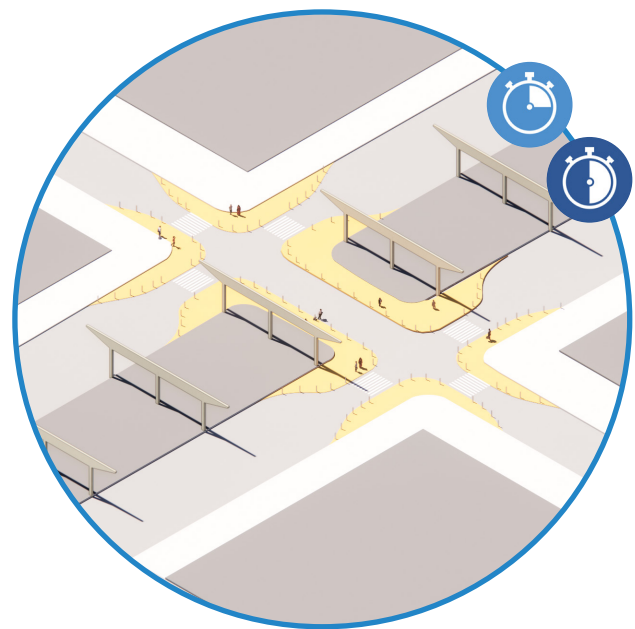
Lead: City, State, and Federal partnerships

Capital projects beyond the conventional scope of NYCDOT work including partial and full highway capping, BQE corridor-wide interventions, etc.

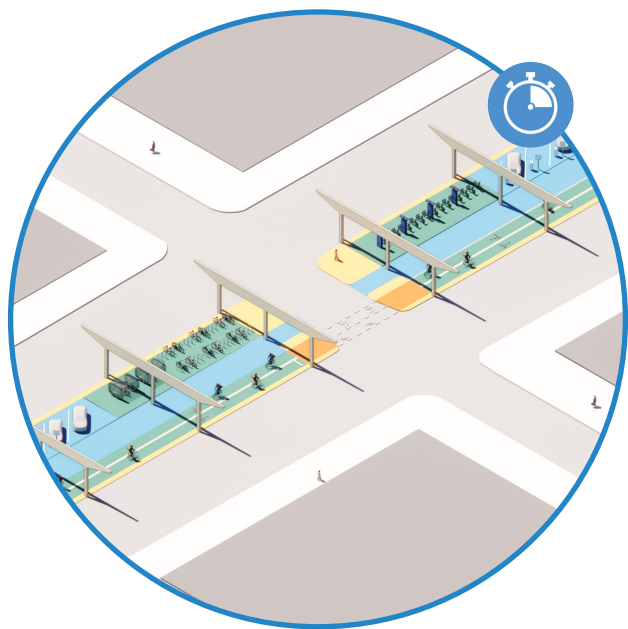
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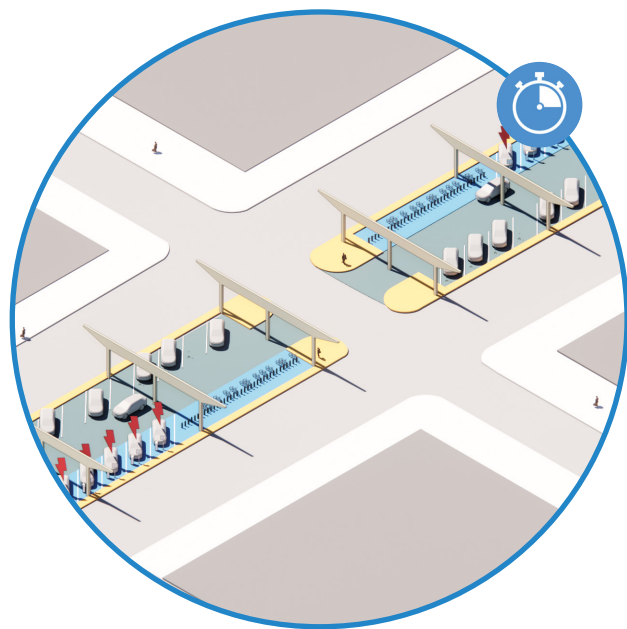
North 1 | Toolkits



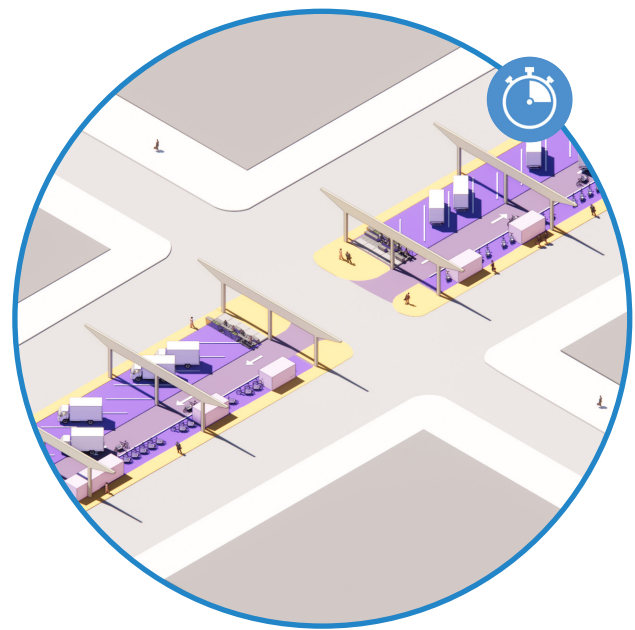
Improved Pedestrian Crossings



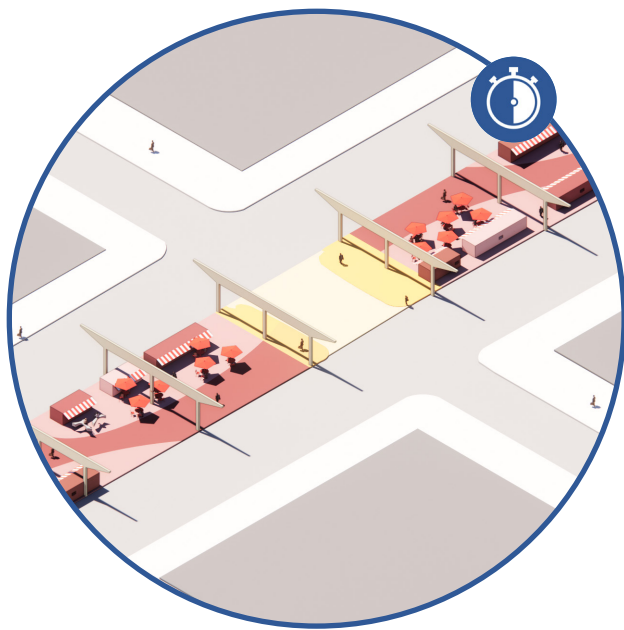
Bike Infrastructure



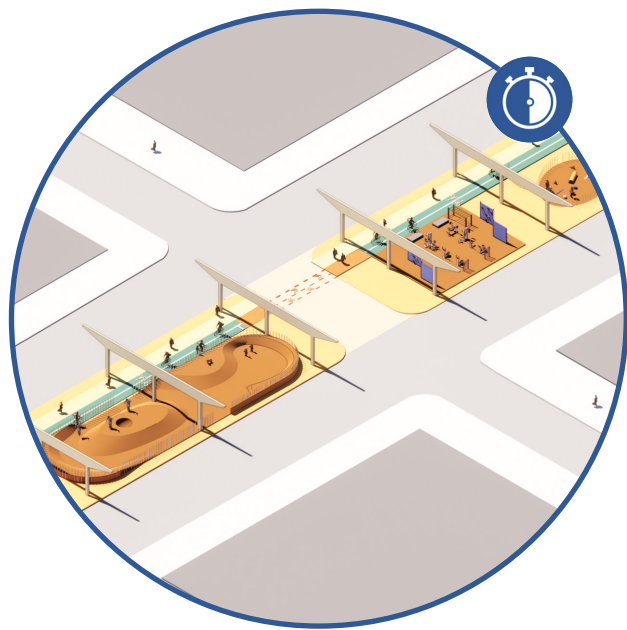
Managed Parking & Charging Infrastructure



Microhubs



Market



Active Recreation



Near Term



Medium term

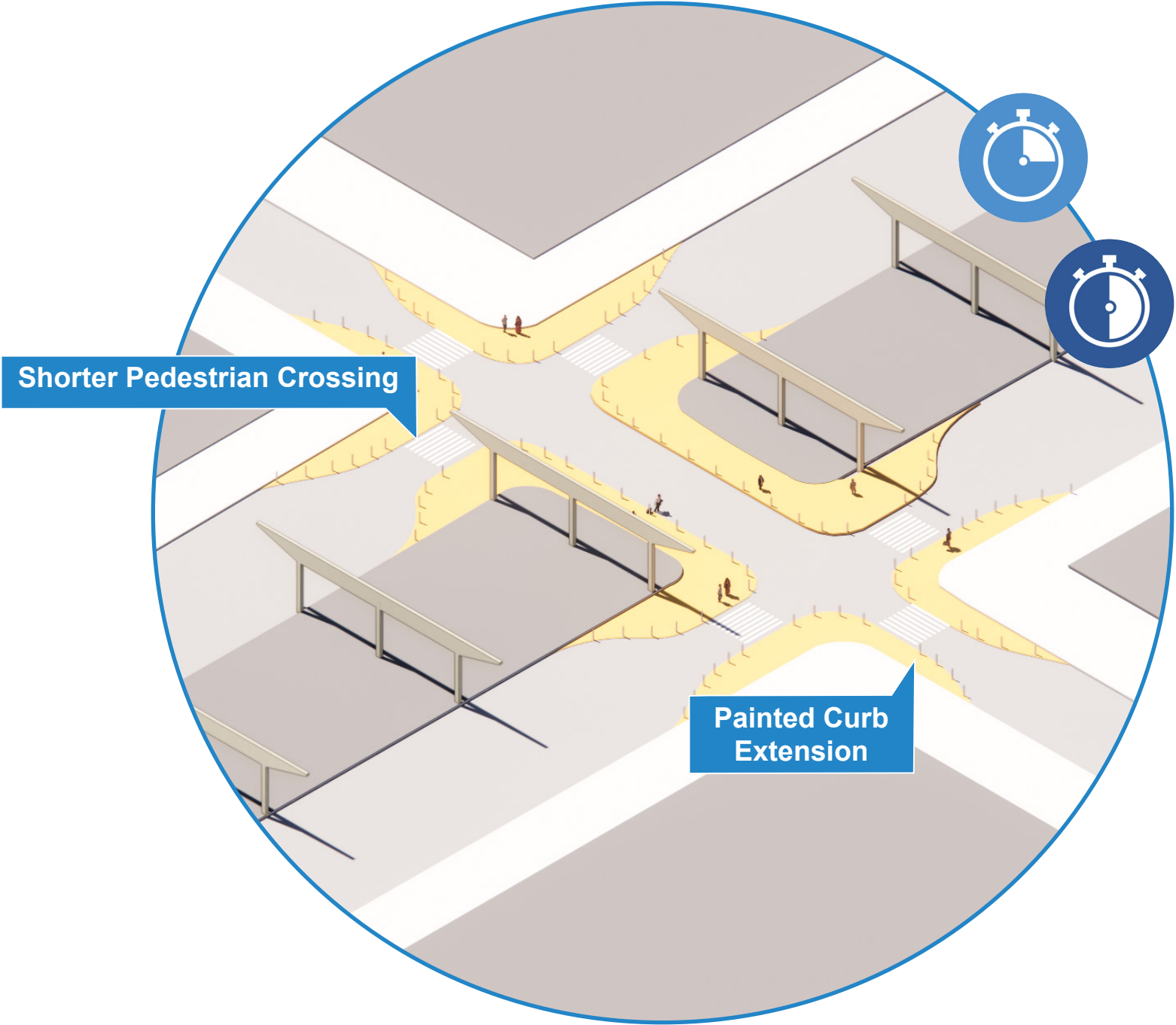


Long Term



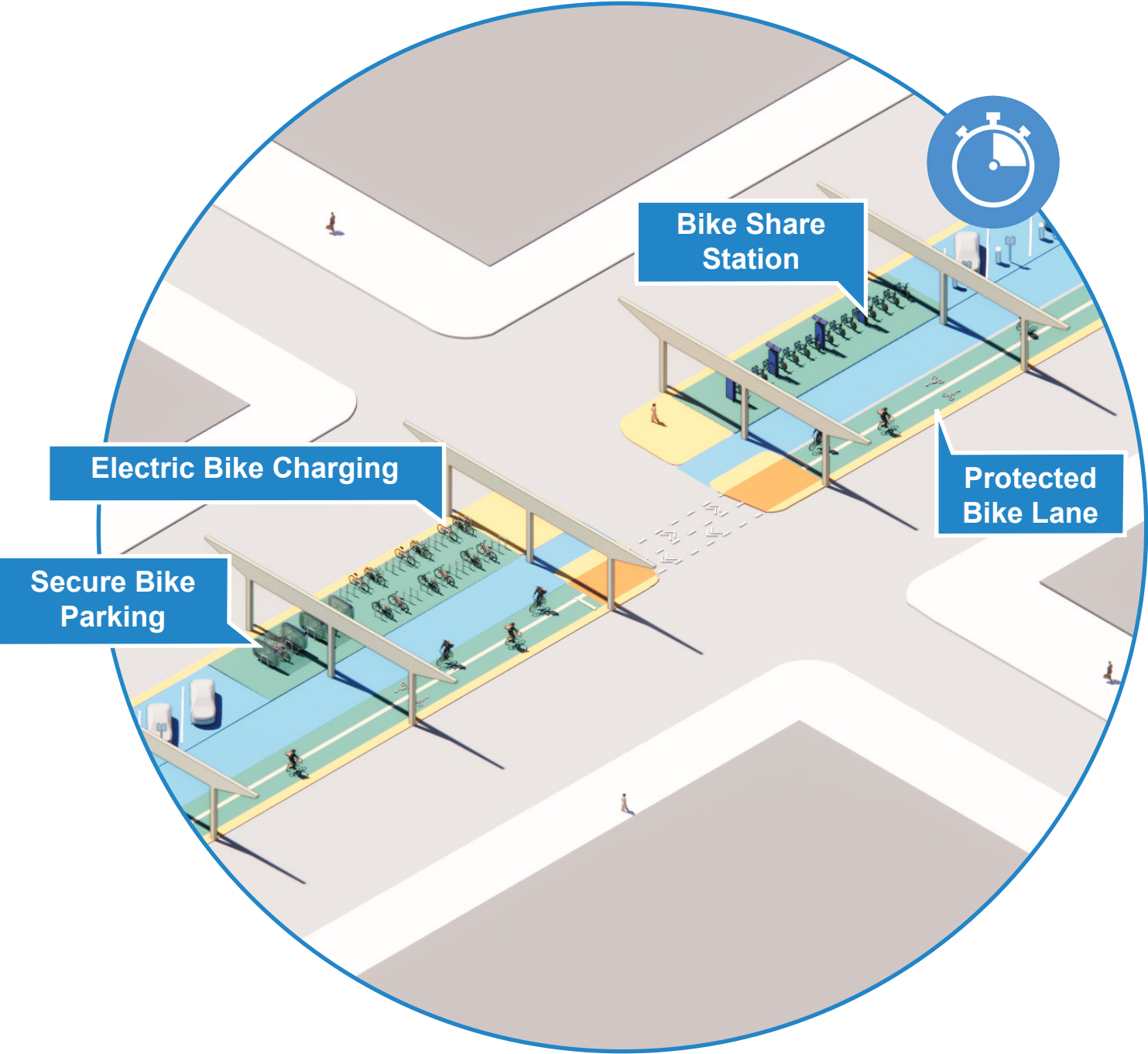
North 1 | Toolkits

Improved Pedestrian Crossings



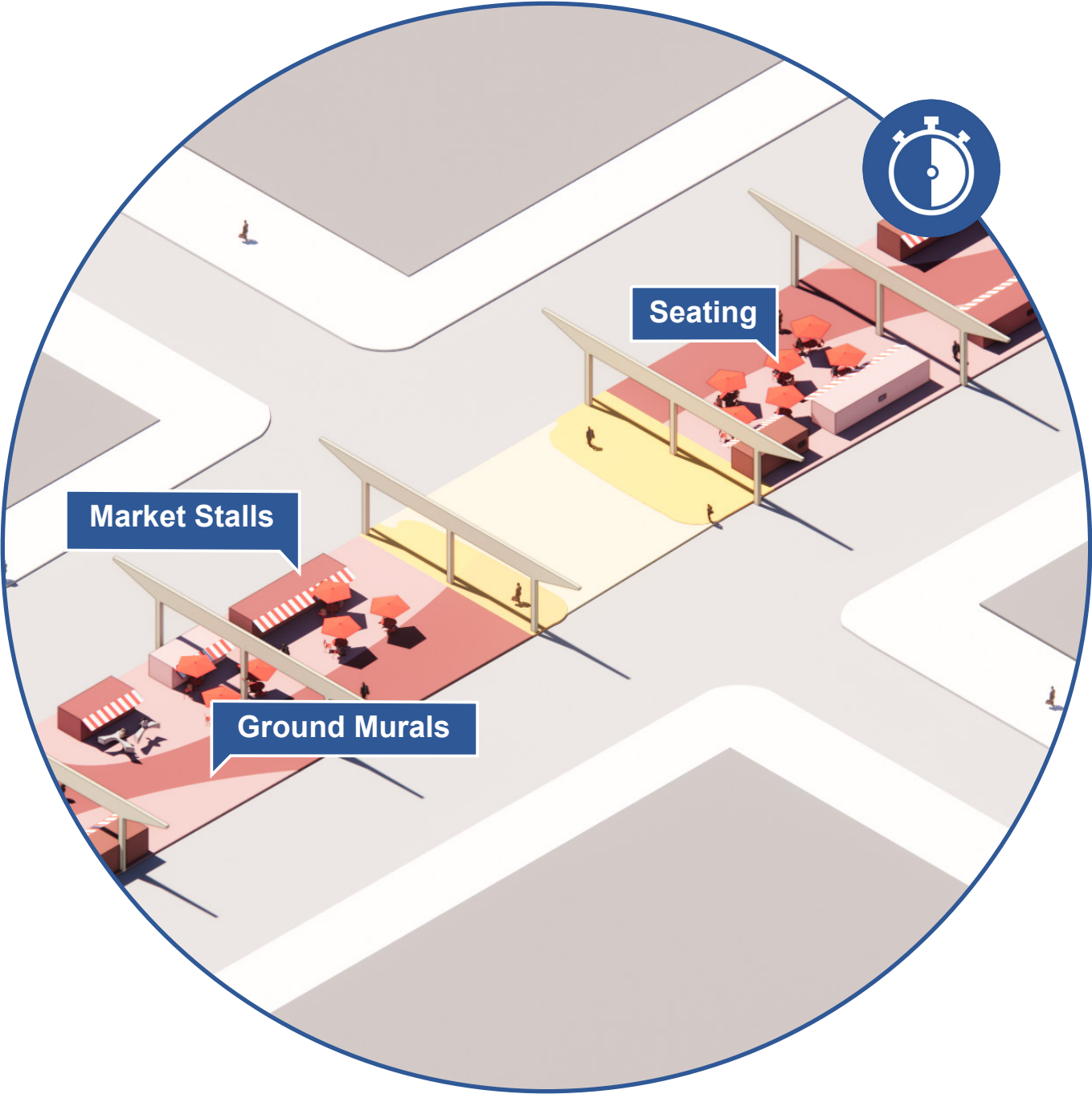
North 1 | Toolkits

Bike Infrastructure



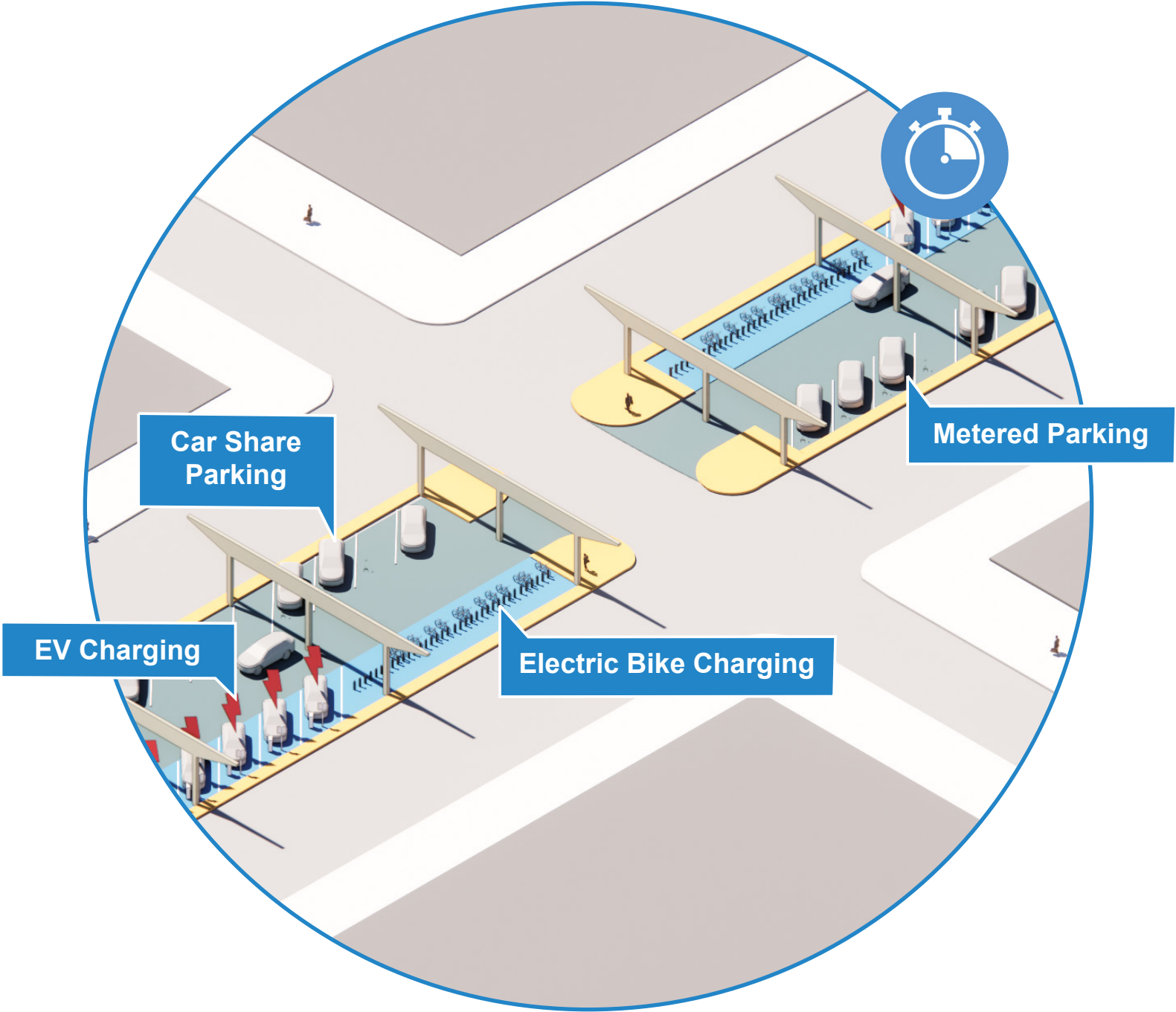
North 1 | Toolkits

Market



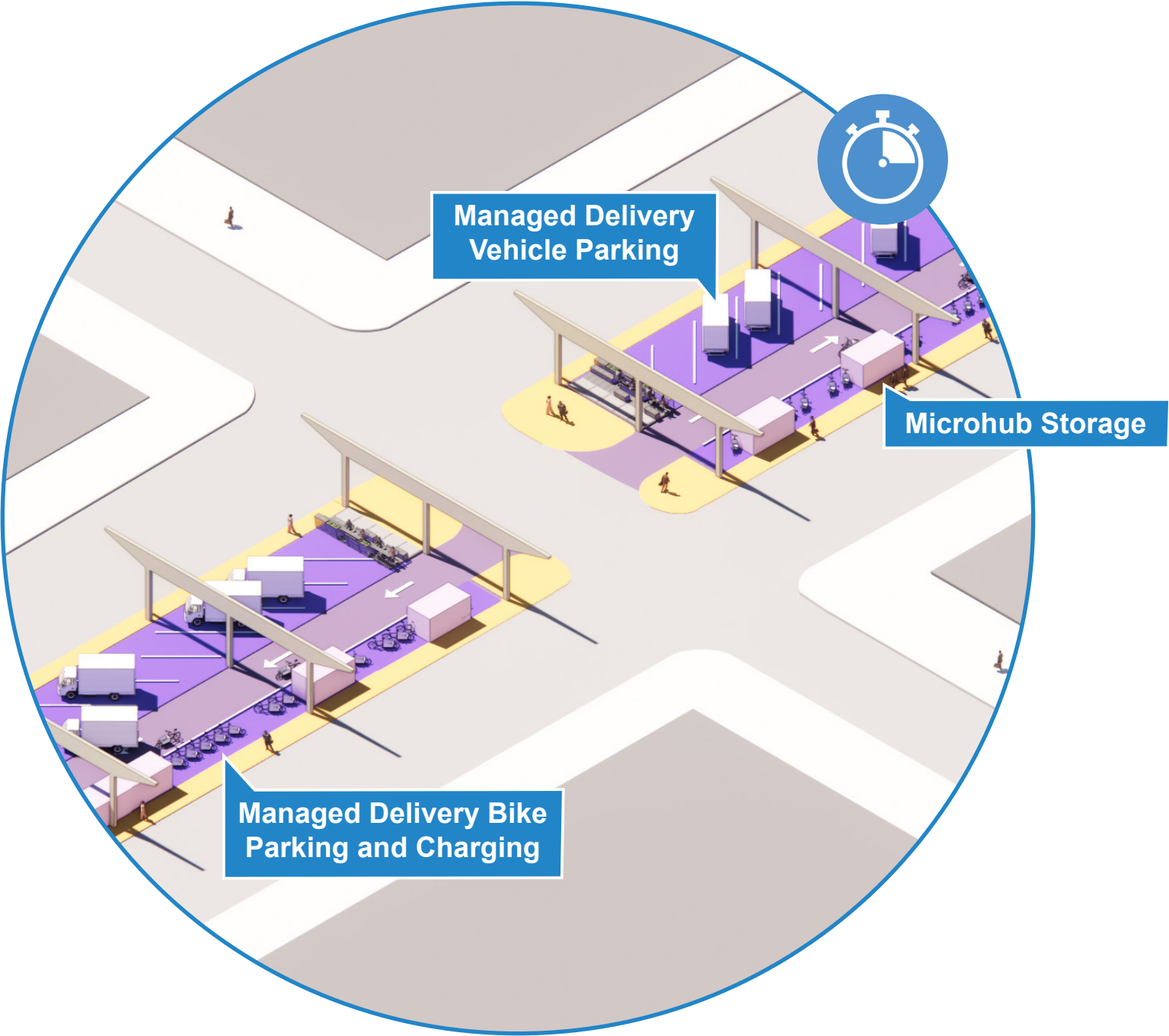
North 1 | Toolkits

Managed Parking & Charging Infrastructure



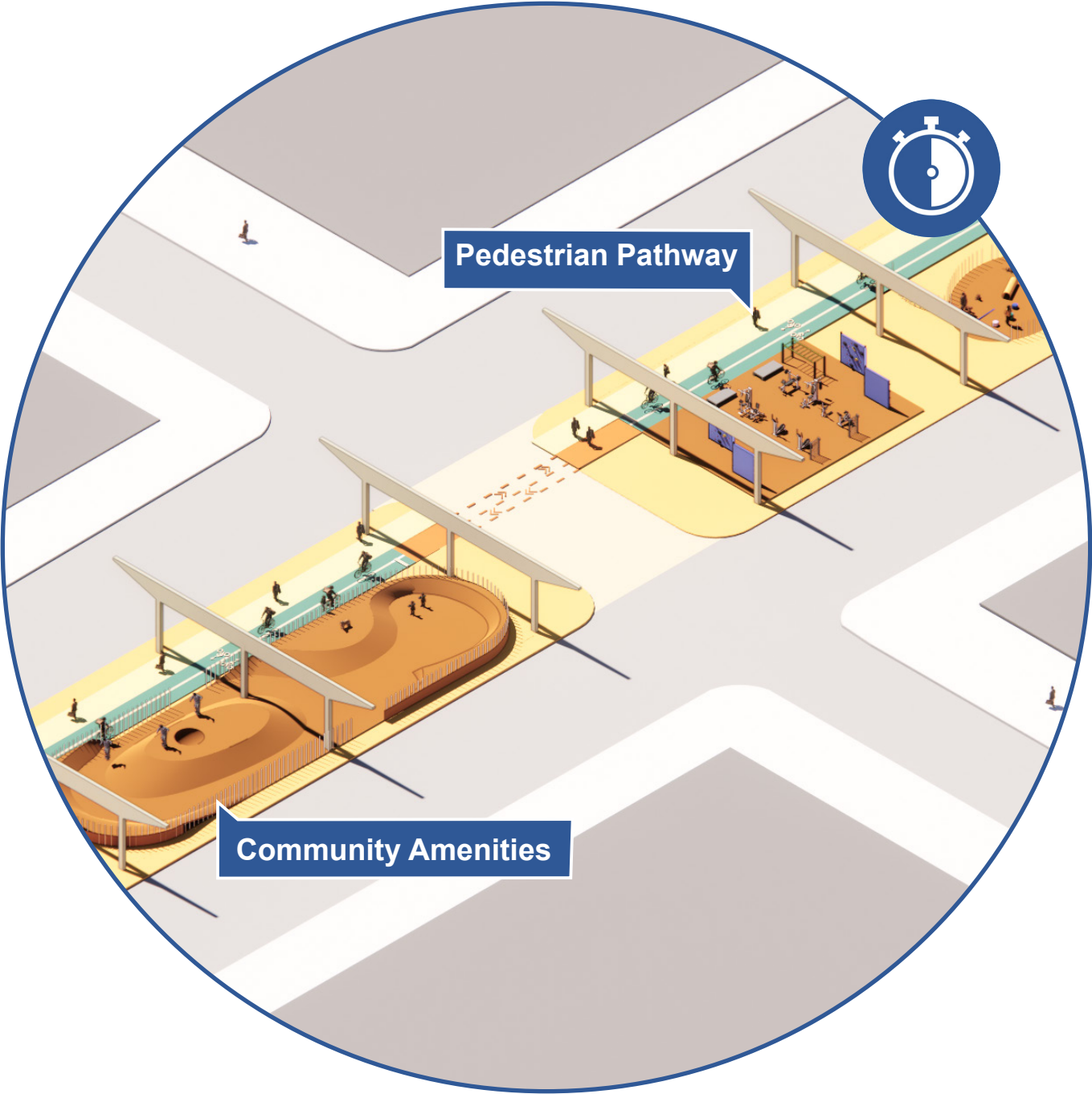
North 1 | Toolkits

Microhubs



North 1 | Toolkits

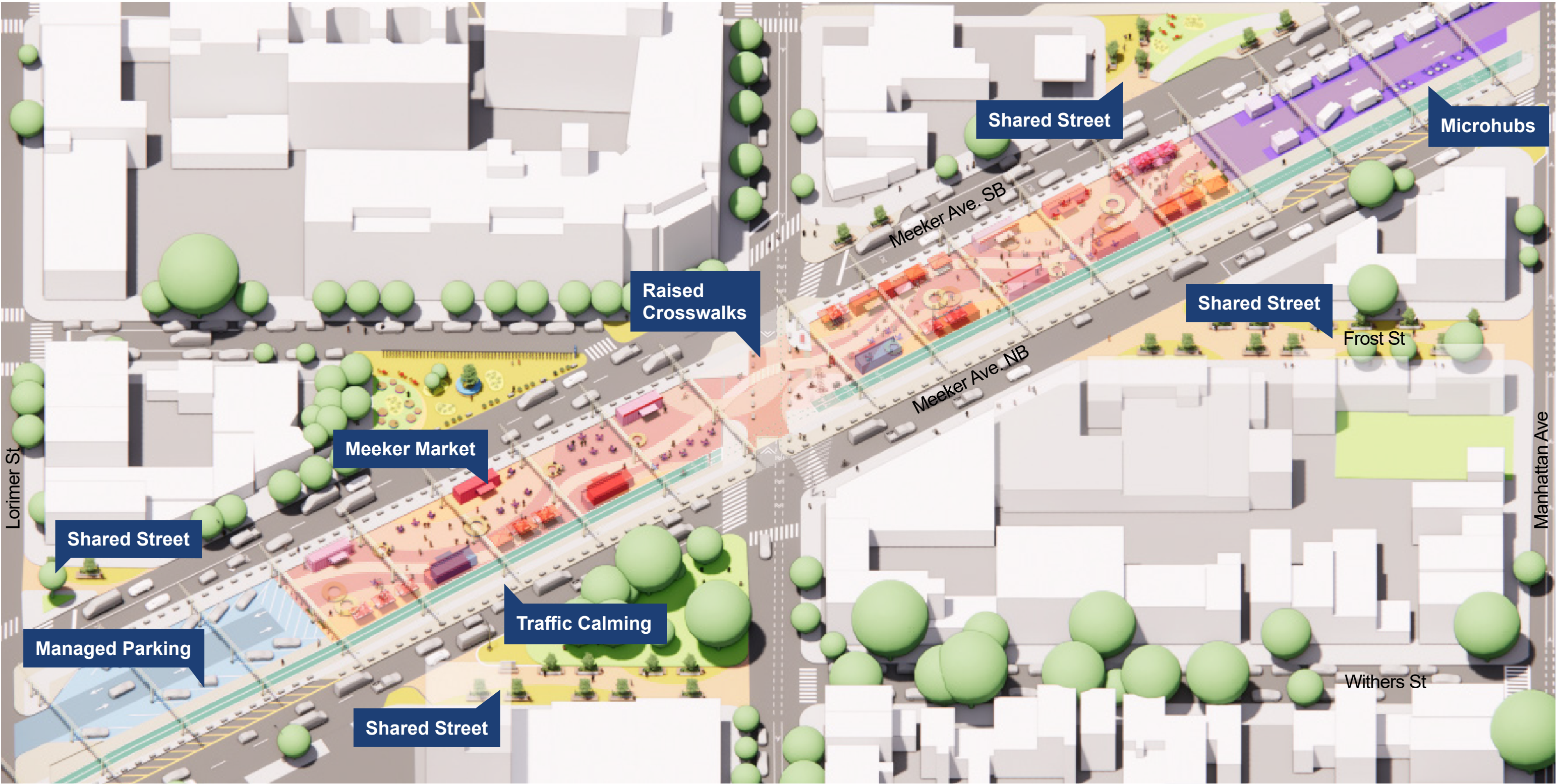
Active Recreation



North 1 | Typical Block - Existing



North 1 Vision | Typical Block - The Meeker Under: Pop-Up Market



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.

DRAFT



North 1 | Existing



Uninviting Pedestrian Crossings

Parking Below the BQE



North 1 | Near Term | The Meeker Under



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.



North 1 | Medium Term | The Meeker Under: Pop-Up Market



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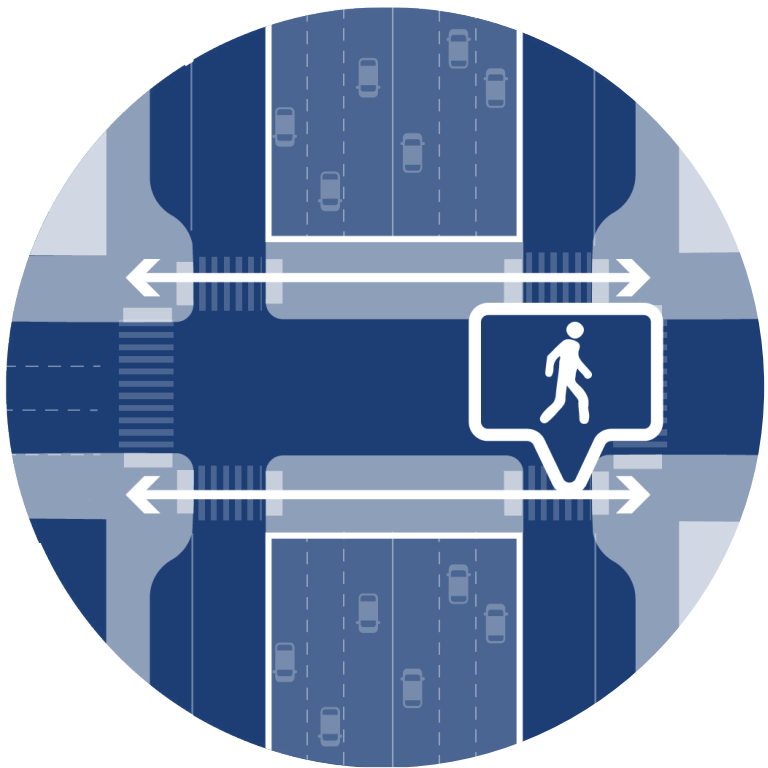
North 2

North 2 | Focus Area Principles



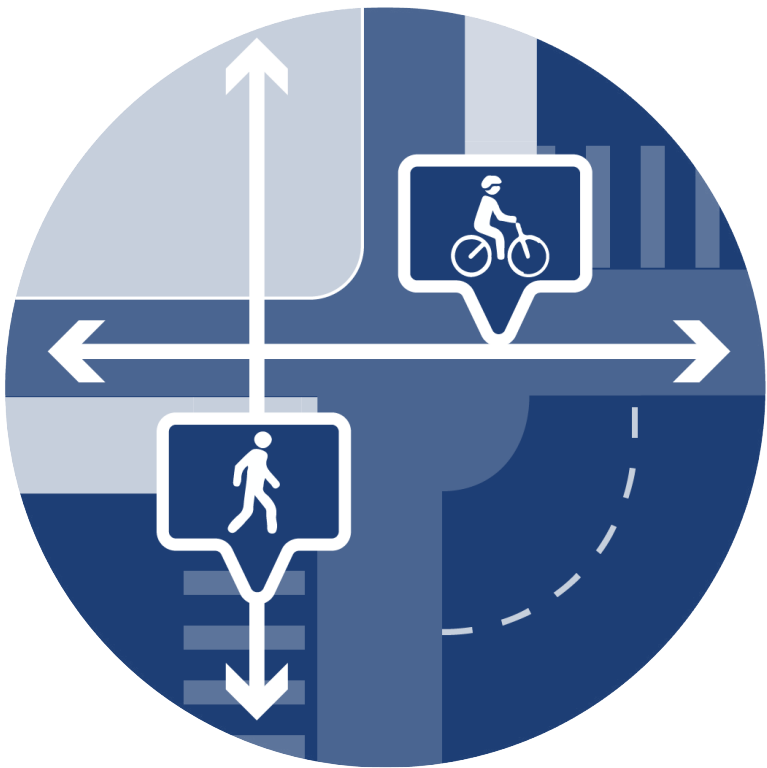
INTEGRATE

Build on existing linear park spaces with strategic caps for new community amenities and programming



MANAGE

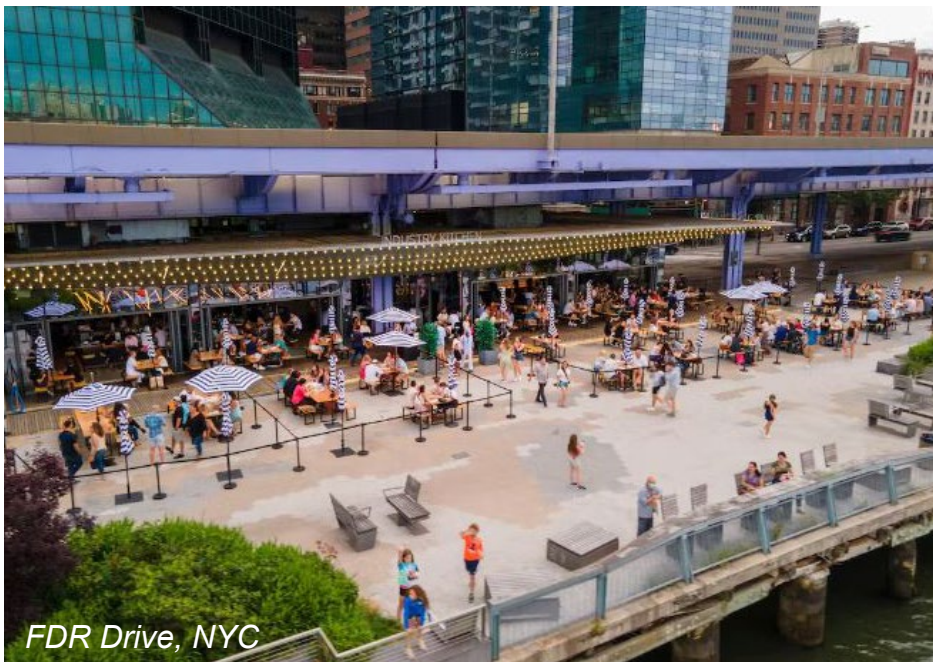
Improve road safety all along Williamsburg Street East and West



CONNECT

Enhance key neighborhood connections and complex intersections where bikes, pedestrians, and transit converge

BQE North | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

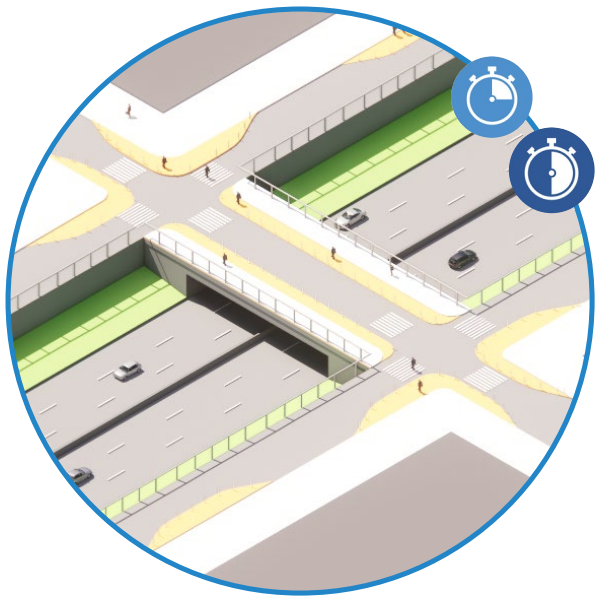
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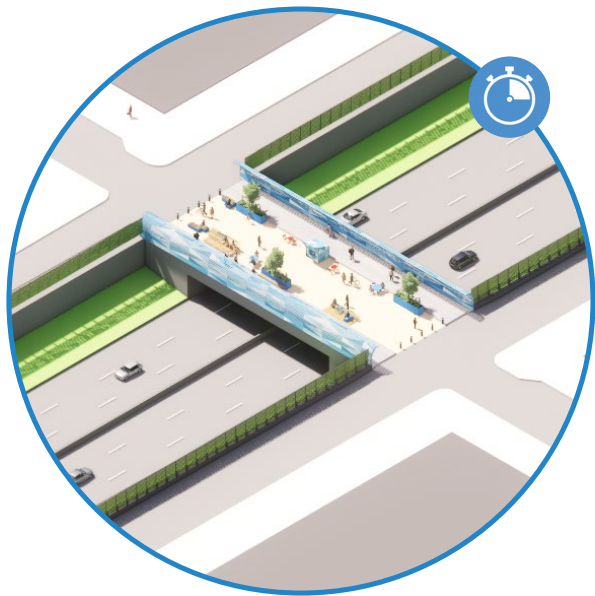
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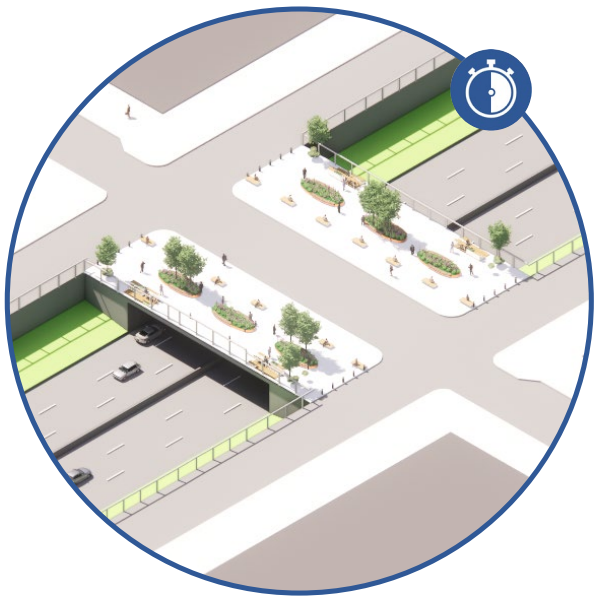
North 2 | Toolkits



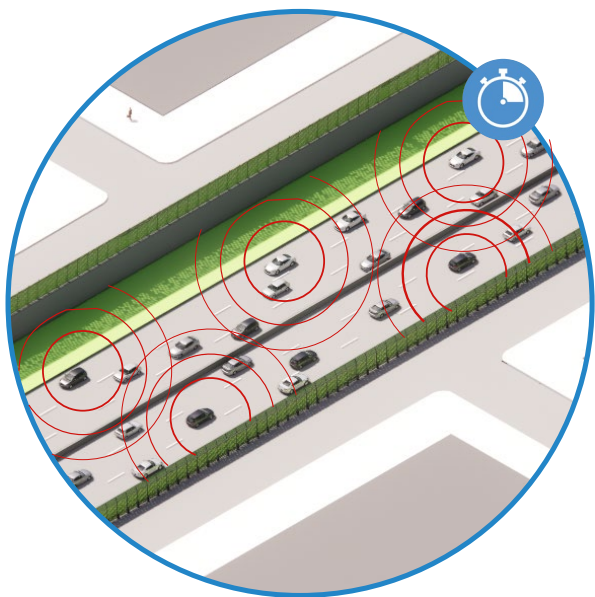
Pedestrian Safety Enhancements



Pedestrian Plaza



Partial Highway Cap



Noise Attenuation Barrier



Full Highway Cap with Open Space



Full Highway Cap with Community-oriented Development



Near Term



Medium term

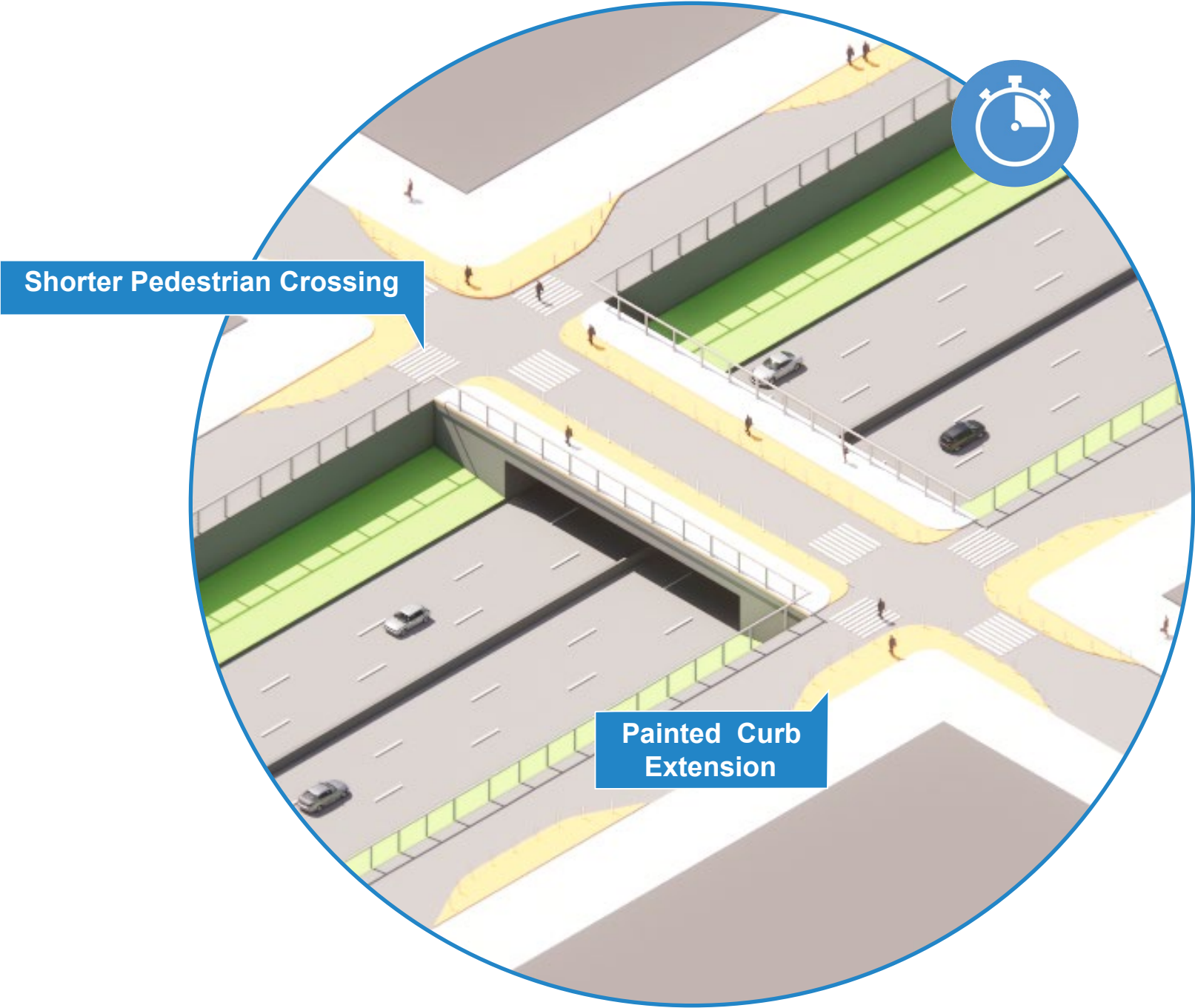


Long Term



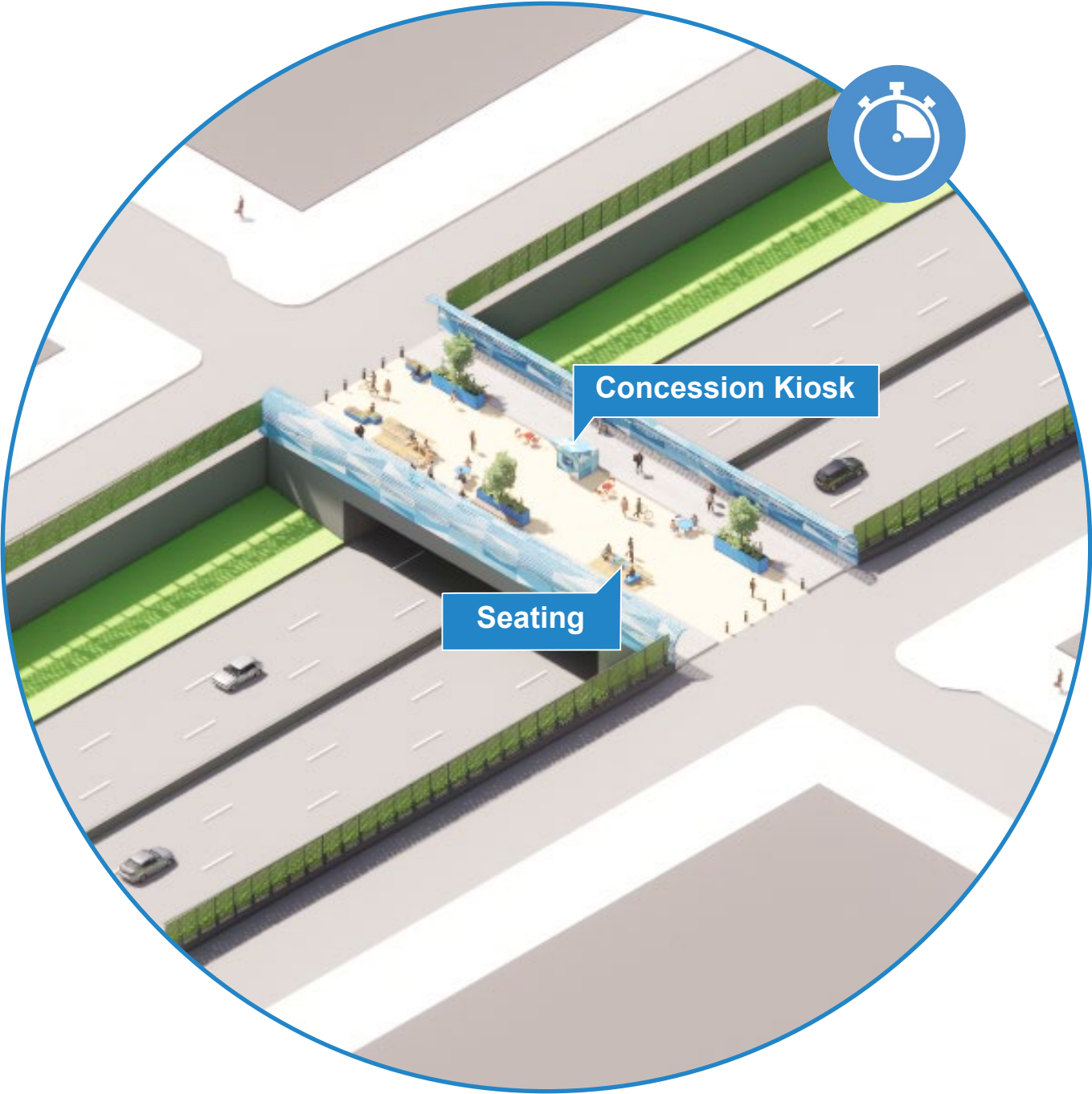
North 2 | Toolkits

Pedestrian Safety Enhancements



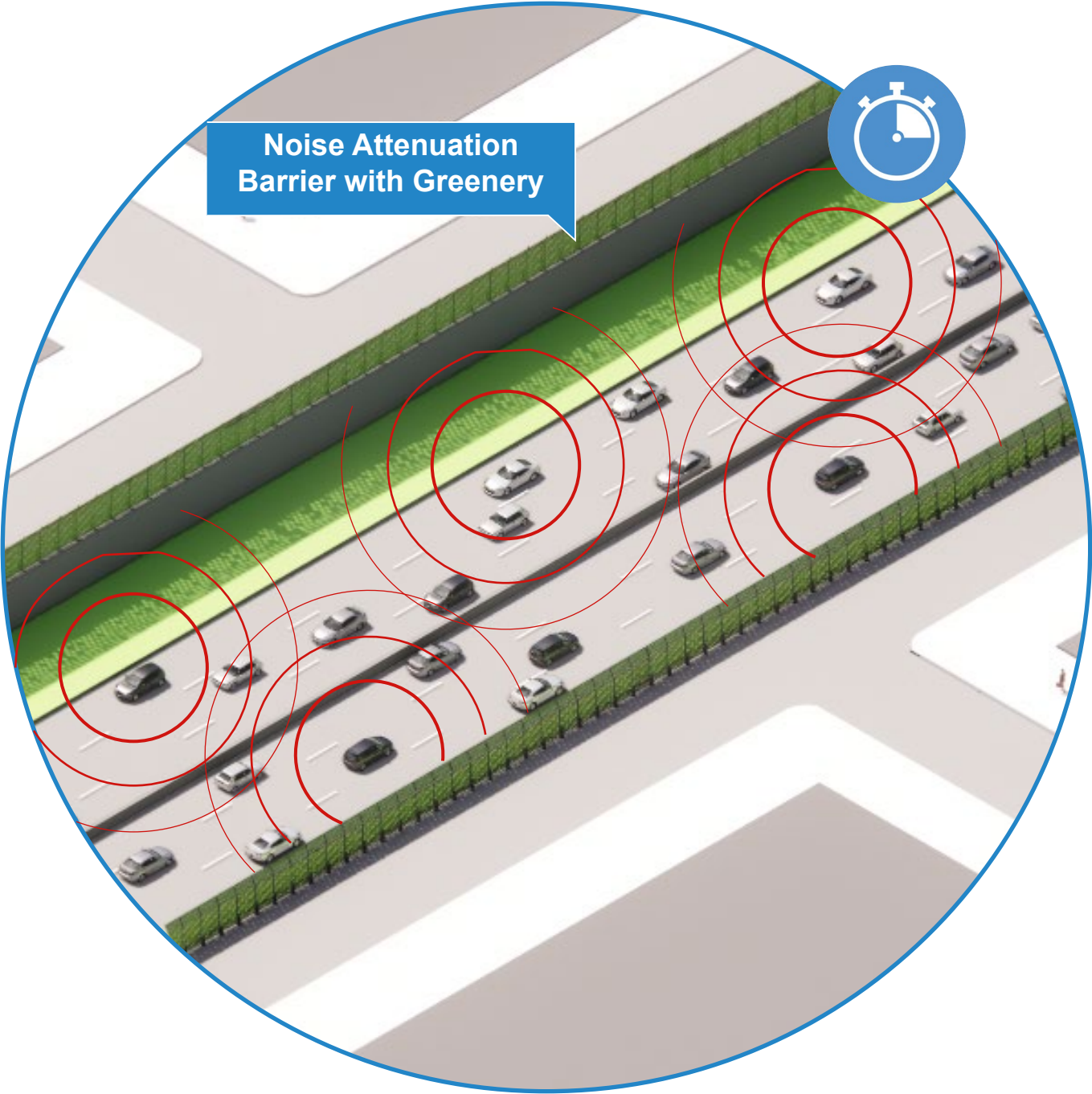
North 2 | Toolkits

Pedestrian Plaza



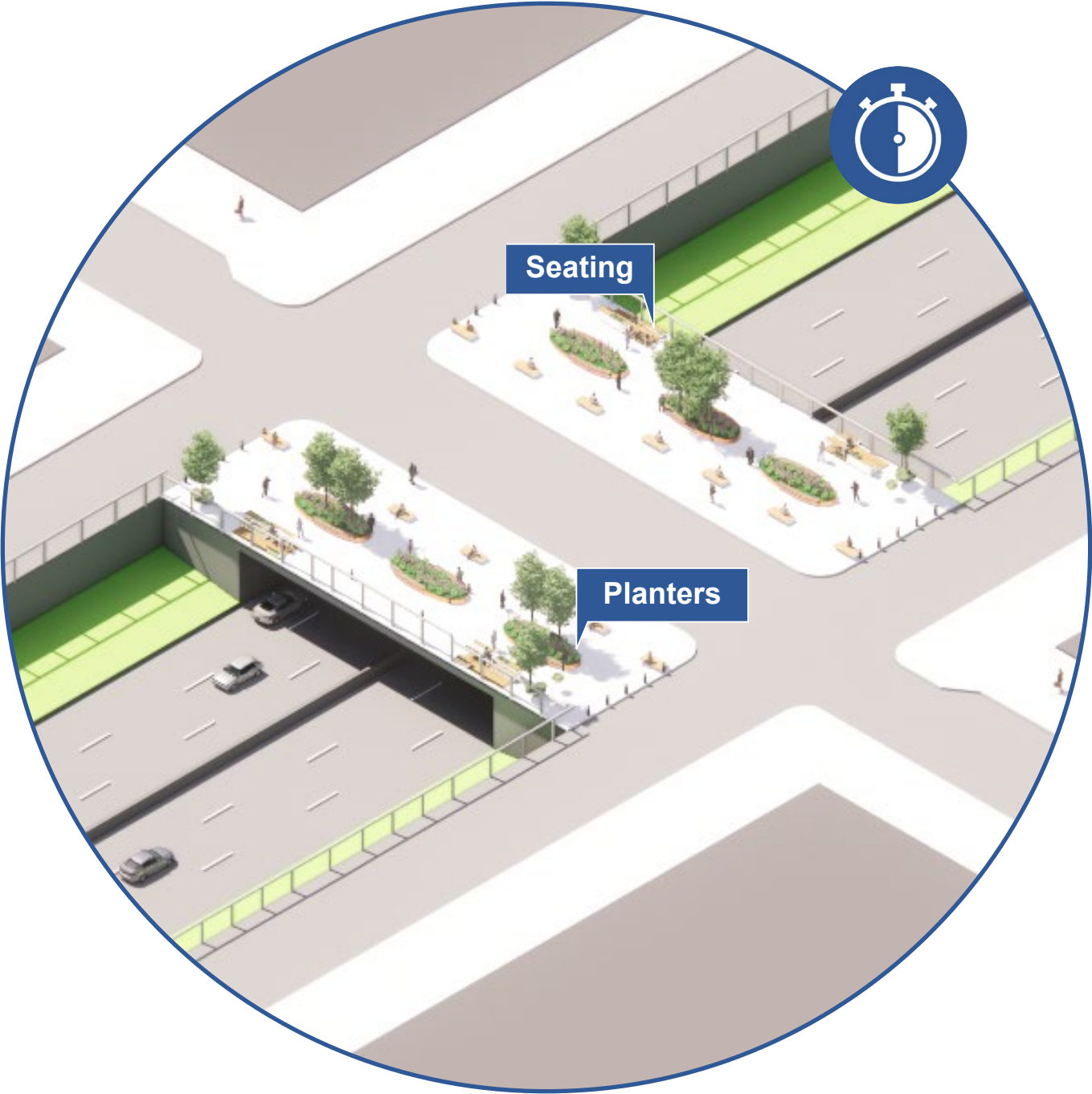
North 2 | Toolkits

Noise Attenuation Barrier



North 2 | Toolkits

Partial Highway Cap



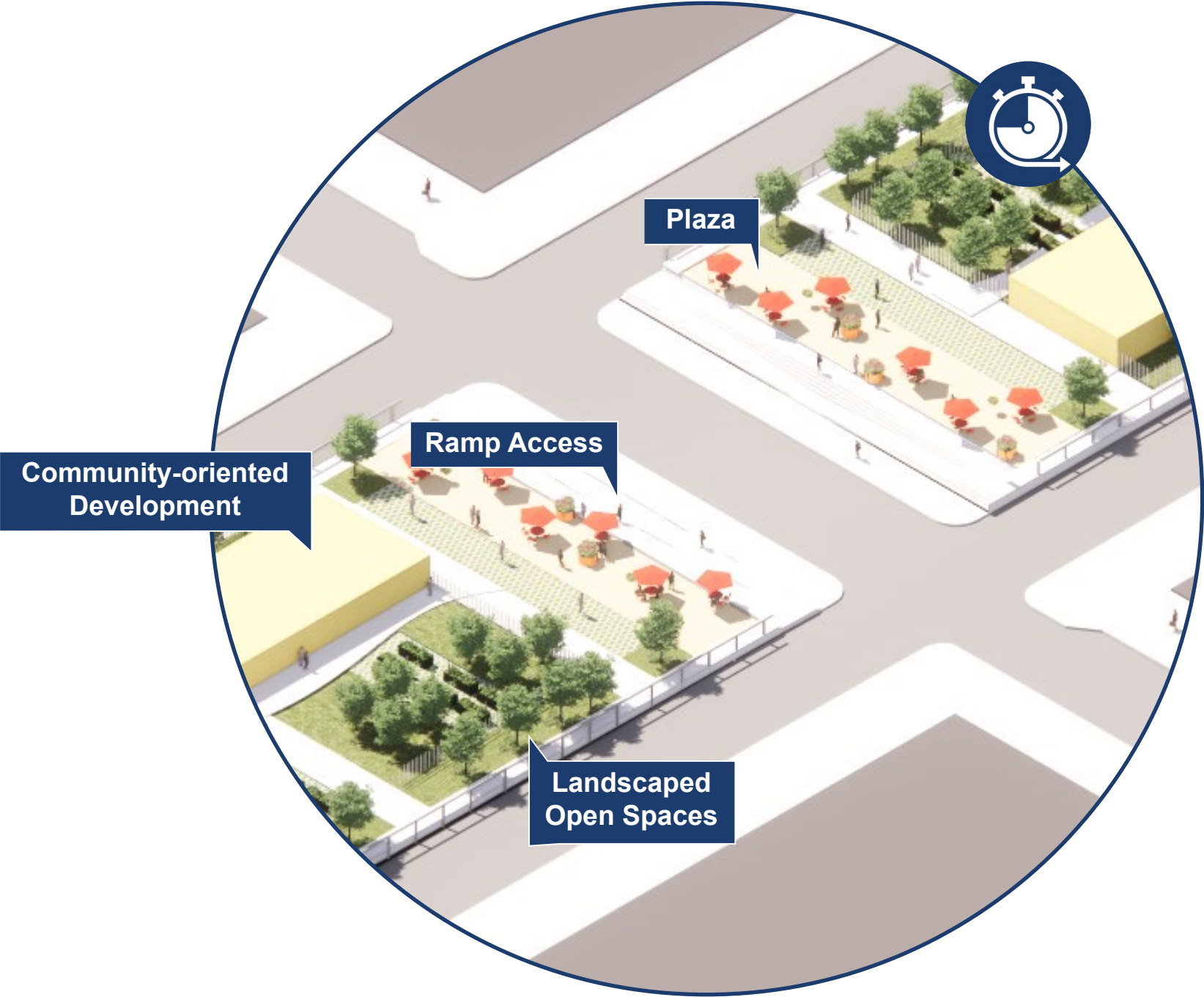
North 2 | Toolkits

Full Highway Cap with Open Space



North 2 | Toolkits

Full Highway Cap with Community-oriented Development



North 2 | Typical Block - Existing



North 2 Vision | Typical Block - Marcy Green



Capping would need to be developed in coordination with NYSDOT. Vent structures, designed to meet federal highway standards, would be built throughout the park as required. NYCDOT will prioritize partnerships with local organizations to maintain these spaces.



North 2 | Existing





North 2 | Long Term | Street View - Marcy Green



Capping would need to be developed in coordination with NYSDOT. Vent structures, designed to meet federal highway standards, would be built throughout the park as required. NYCDOT will prioritize partnerships with local organizations to maintain these spaces. Market use will be a limited duration pop-up.



North 3

North 3 | Focus Area Principles



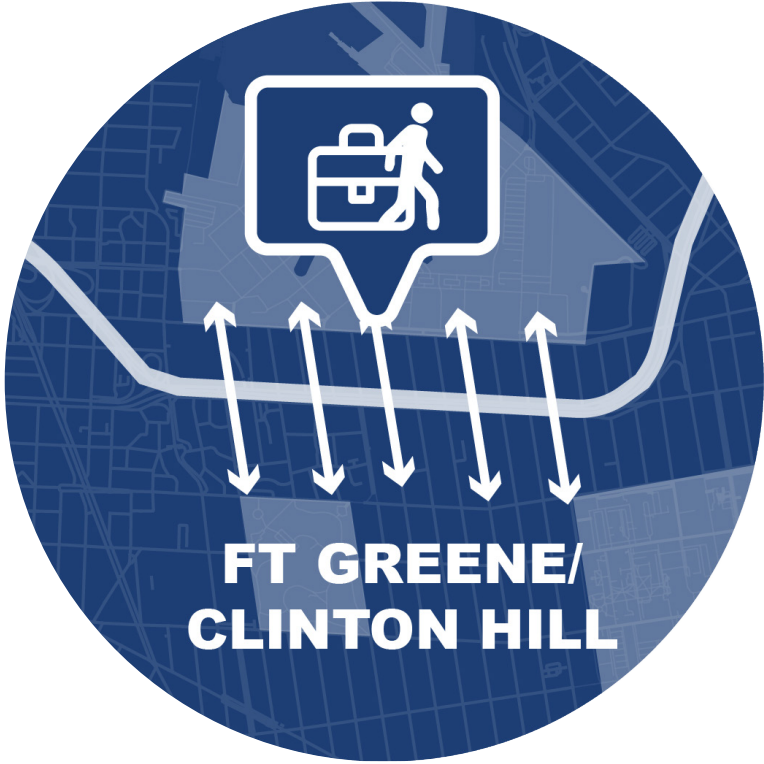
CONNECT

Improve connections across neighborhoods, including the Ingersoll and Whitman Houses, and local parks across the BQE



REPURPOSE

Maximize the utility of spaces under the BQE with improvements like organized parking and sanitation improvements

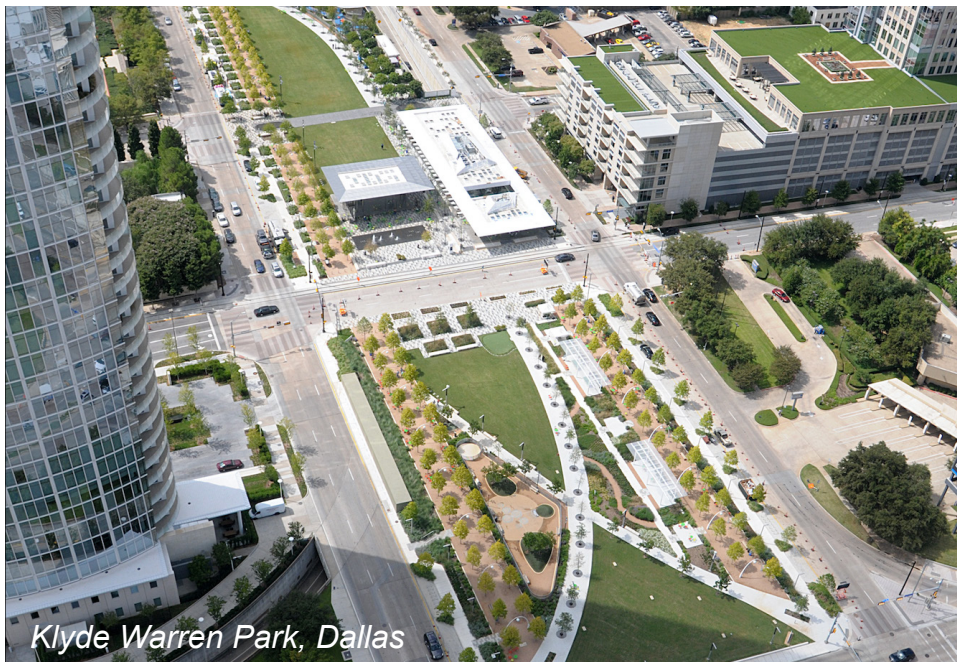


STITCH

Create safer and greener connections across Park Avenue to connect residential areas with the Brooklyn Navy Yard and other job centers



BQE North | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

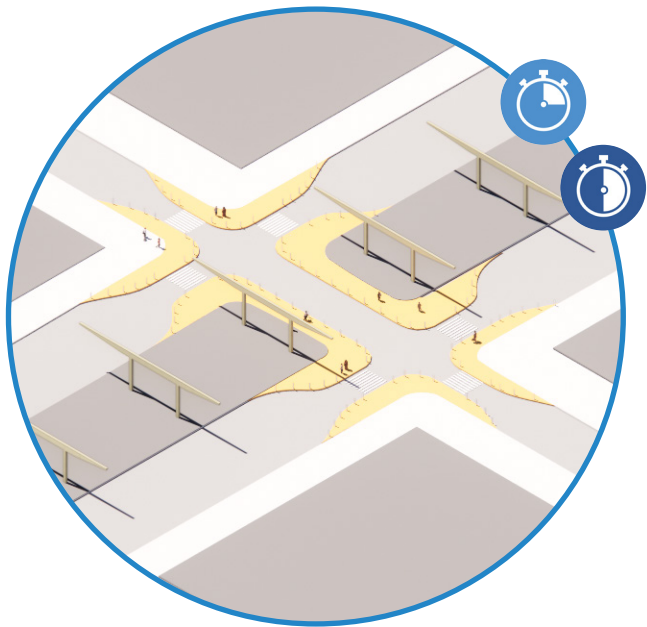
Lead: City, State, and Federal partnerships

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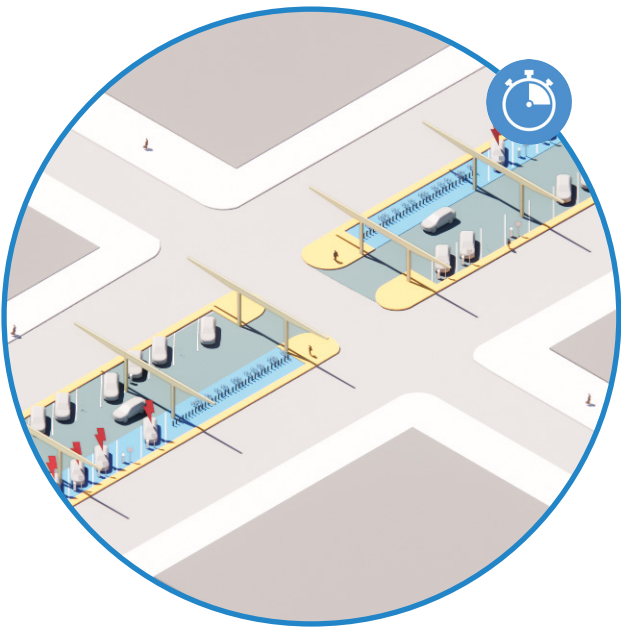
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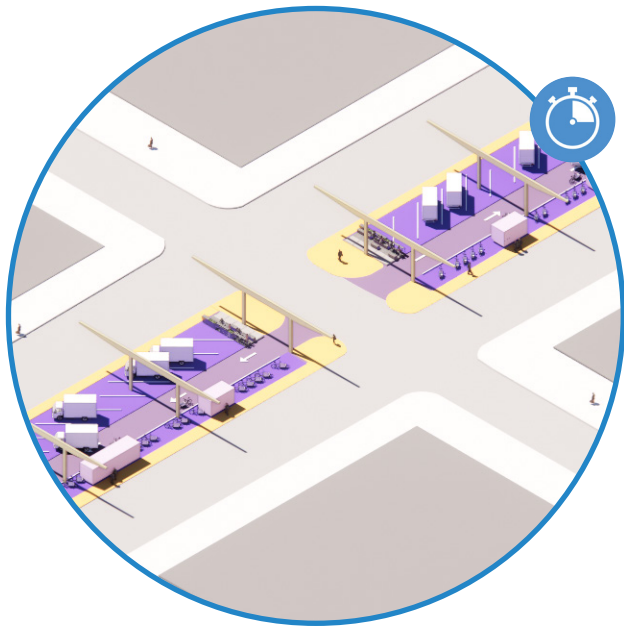
North 3 | Toolkits



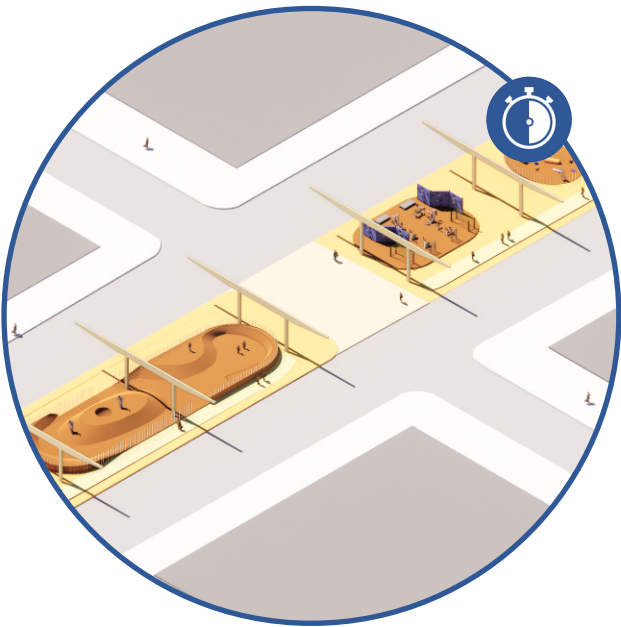
Improved Pedestrian Crossings



Managed Parking & Charging Infrastructure



Microhubs



Active Recreation



Near Term



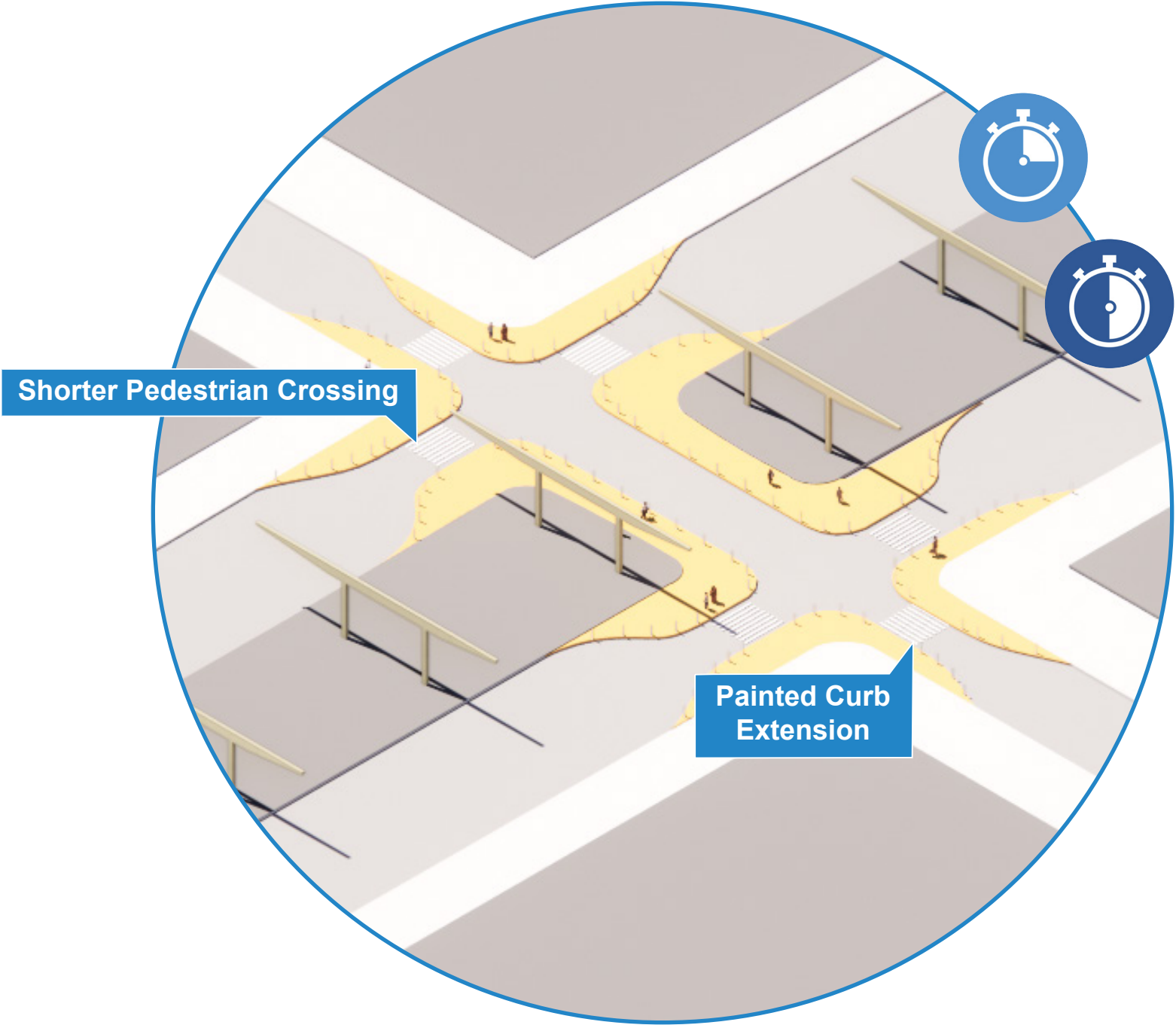
Medium term



Long Term

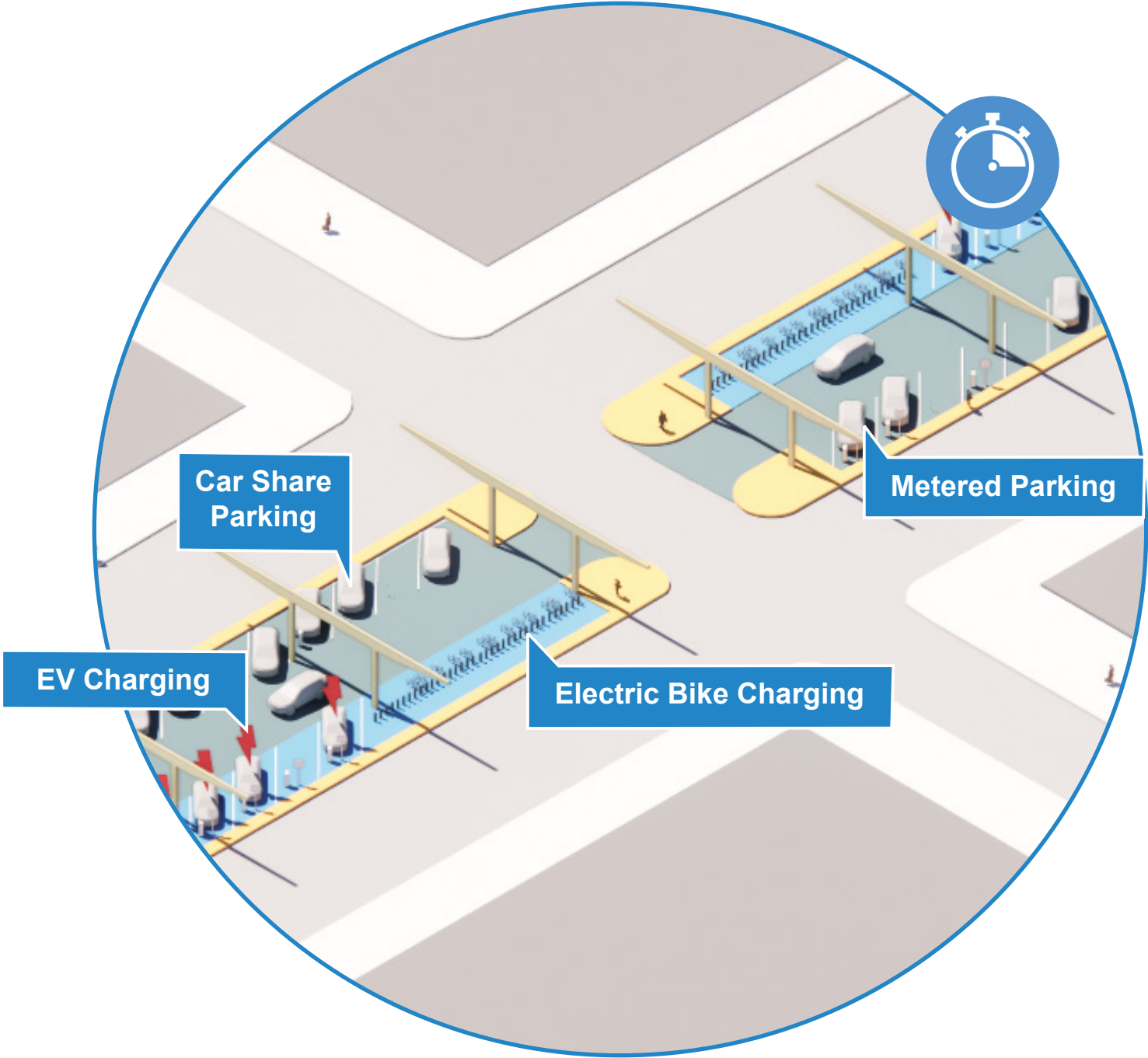
North 3 | Toolkits

Improved Pedestrian Crossings



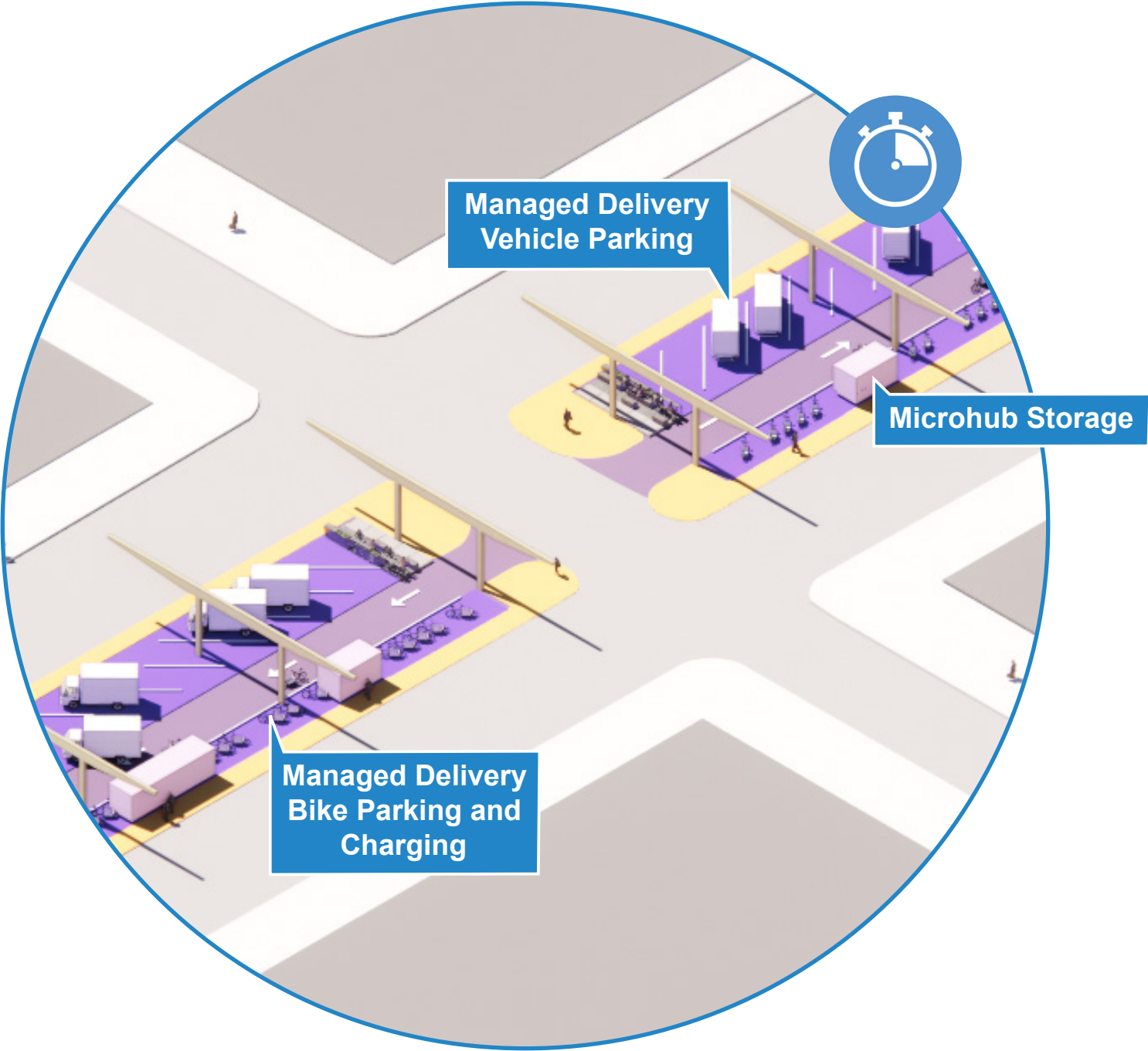
North 3 | Toolkits

Managed Parking & Charging Infrastructure



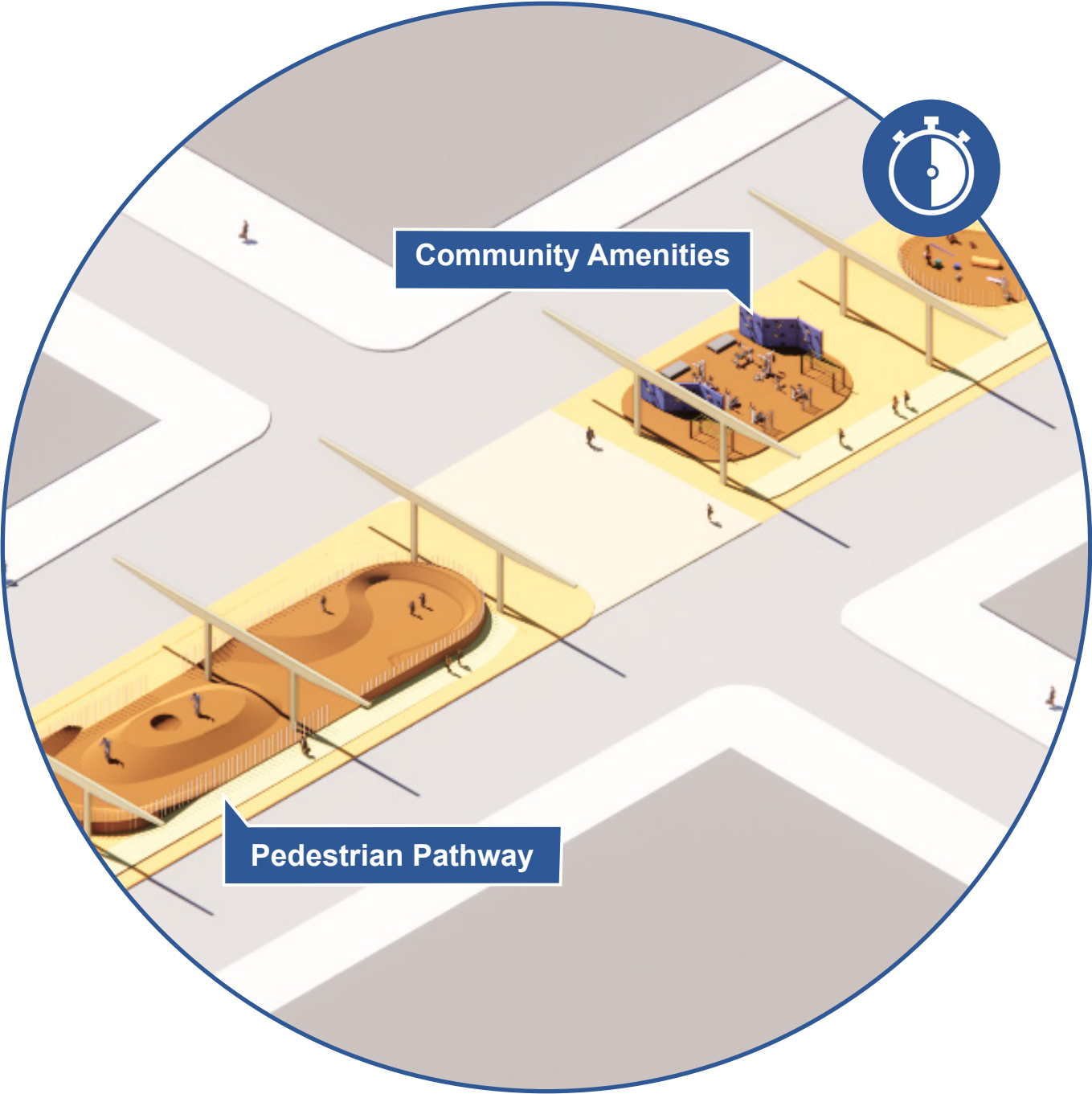
North 3 | Toolkits

Microhubs

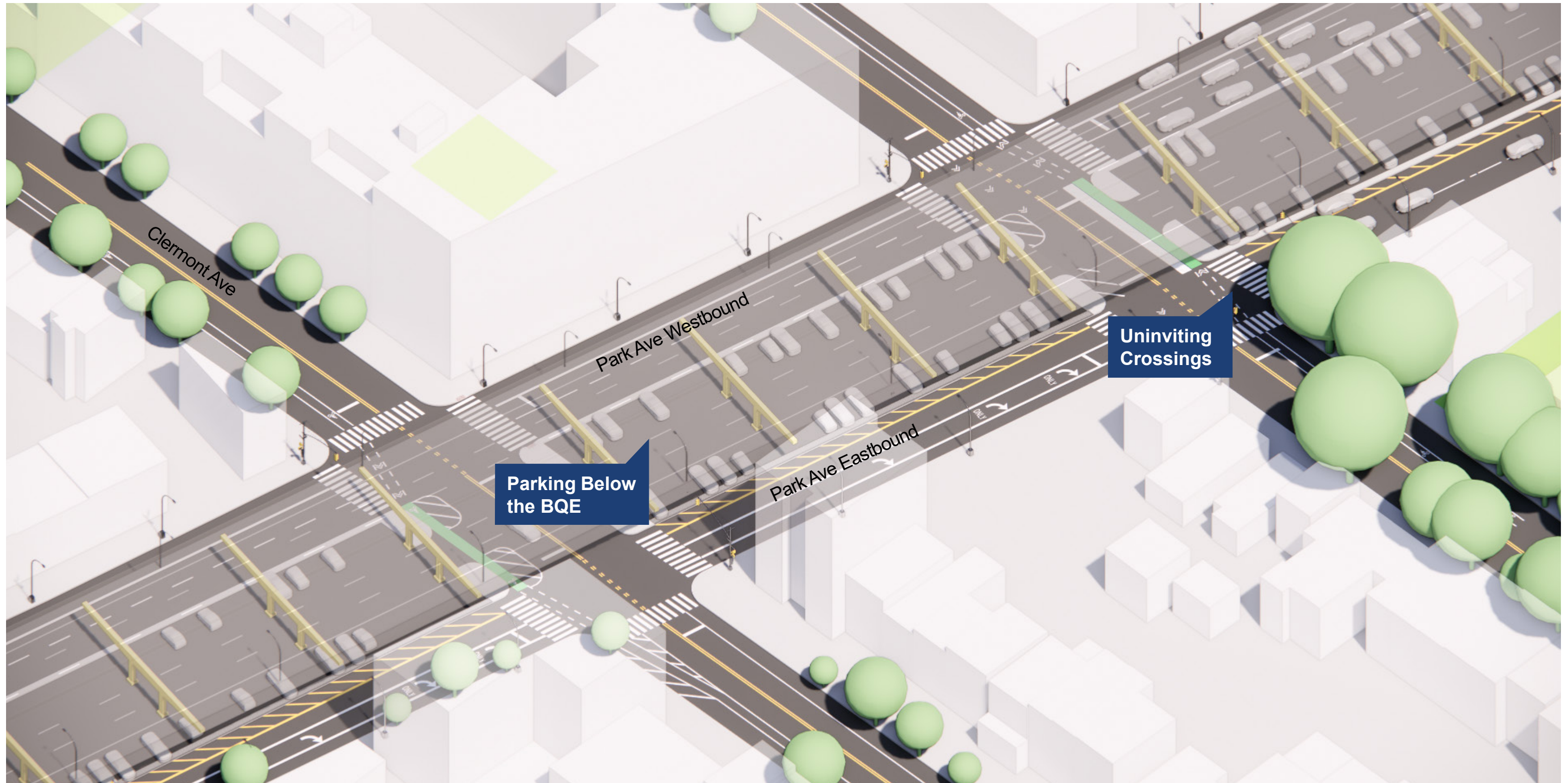


North 3 | Toolkits

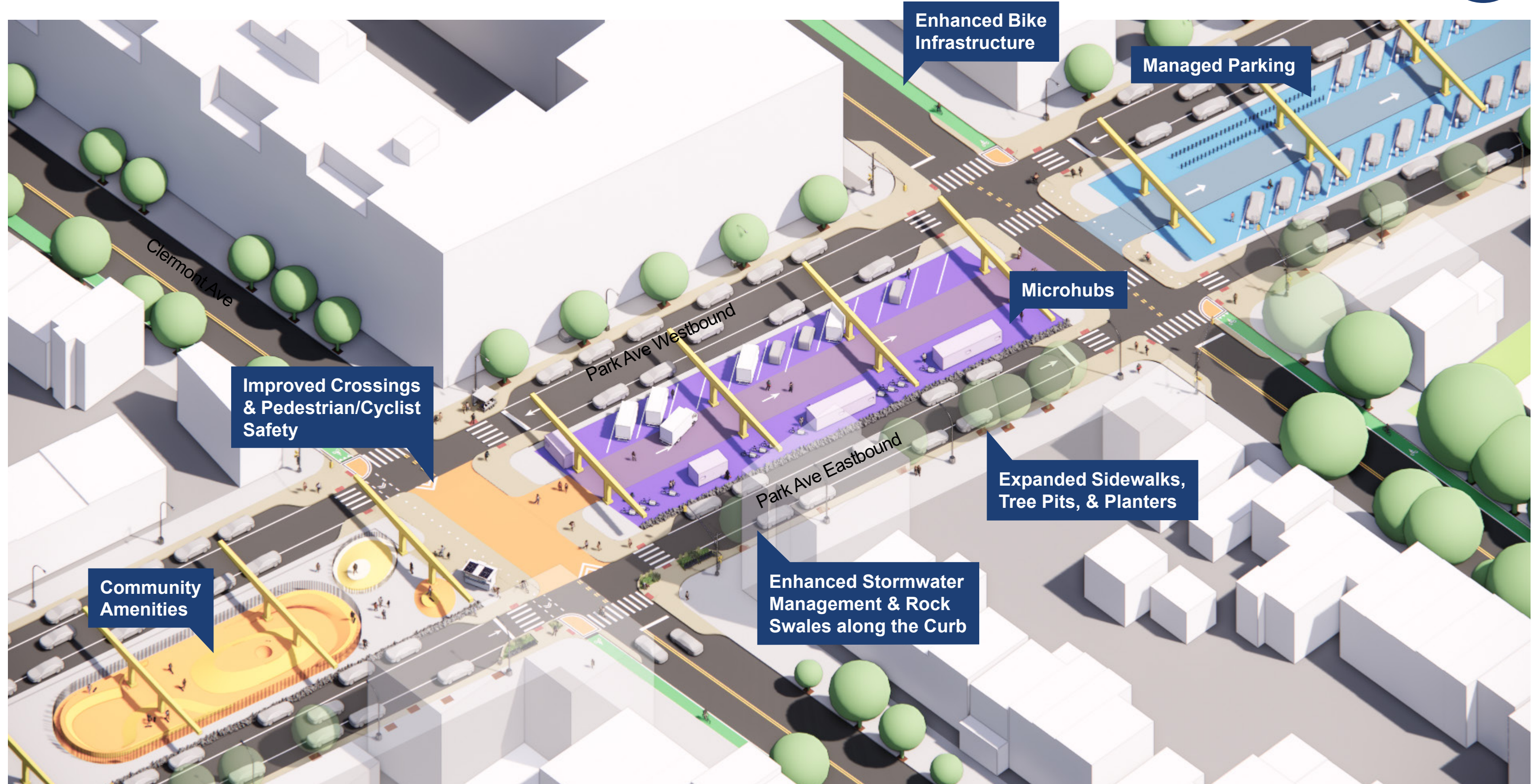
Active Recreation



North 3 | Typical Block - Existing



North 3 Vision | Typical Block - Park Avenue Activation



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces.



North 3 | Existing



North 3 | Near Term | Park Avenue Crossings



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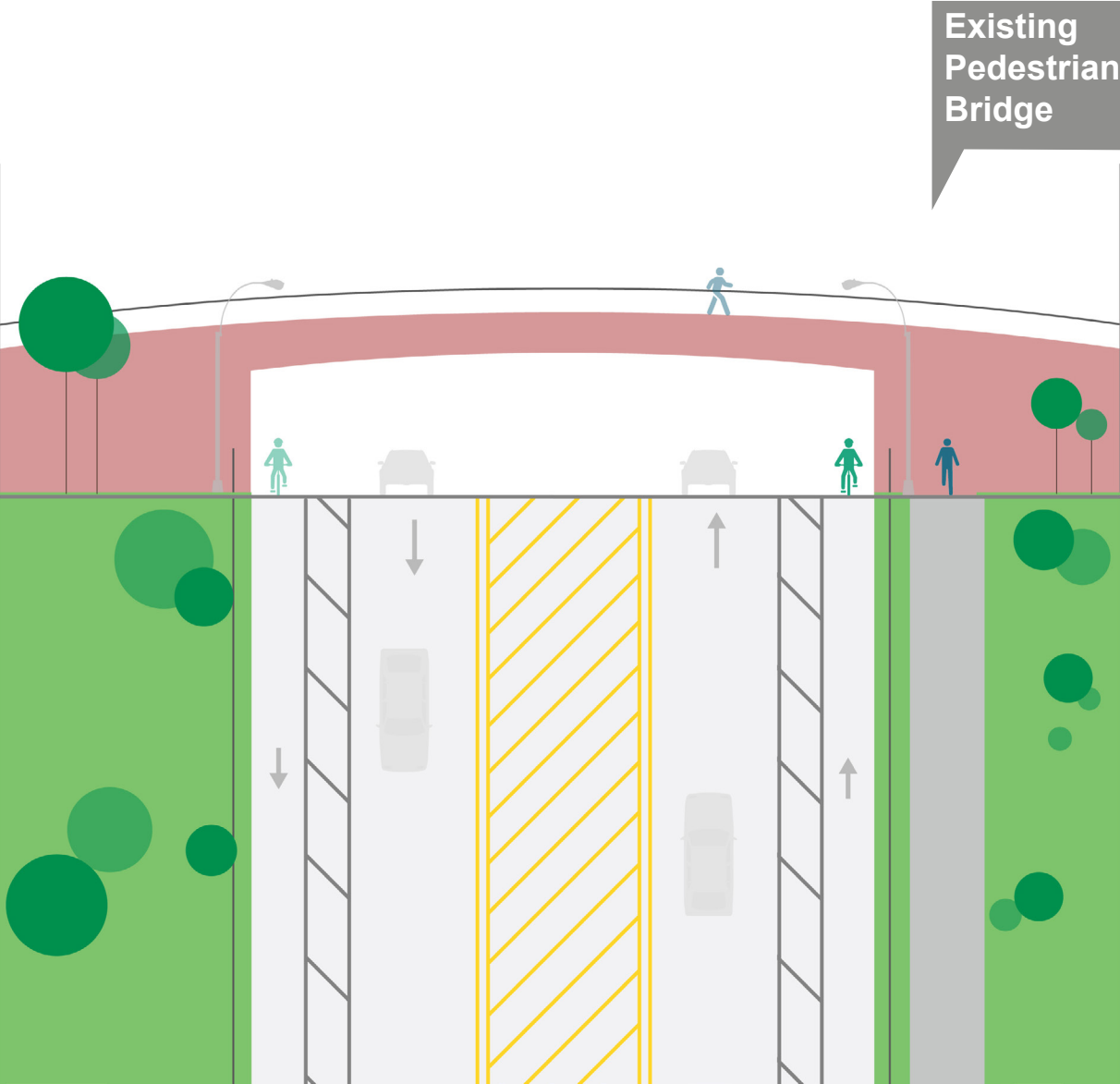


North 3 | Medium Term | Park Avenue Improved Streetscape

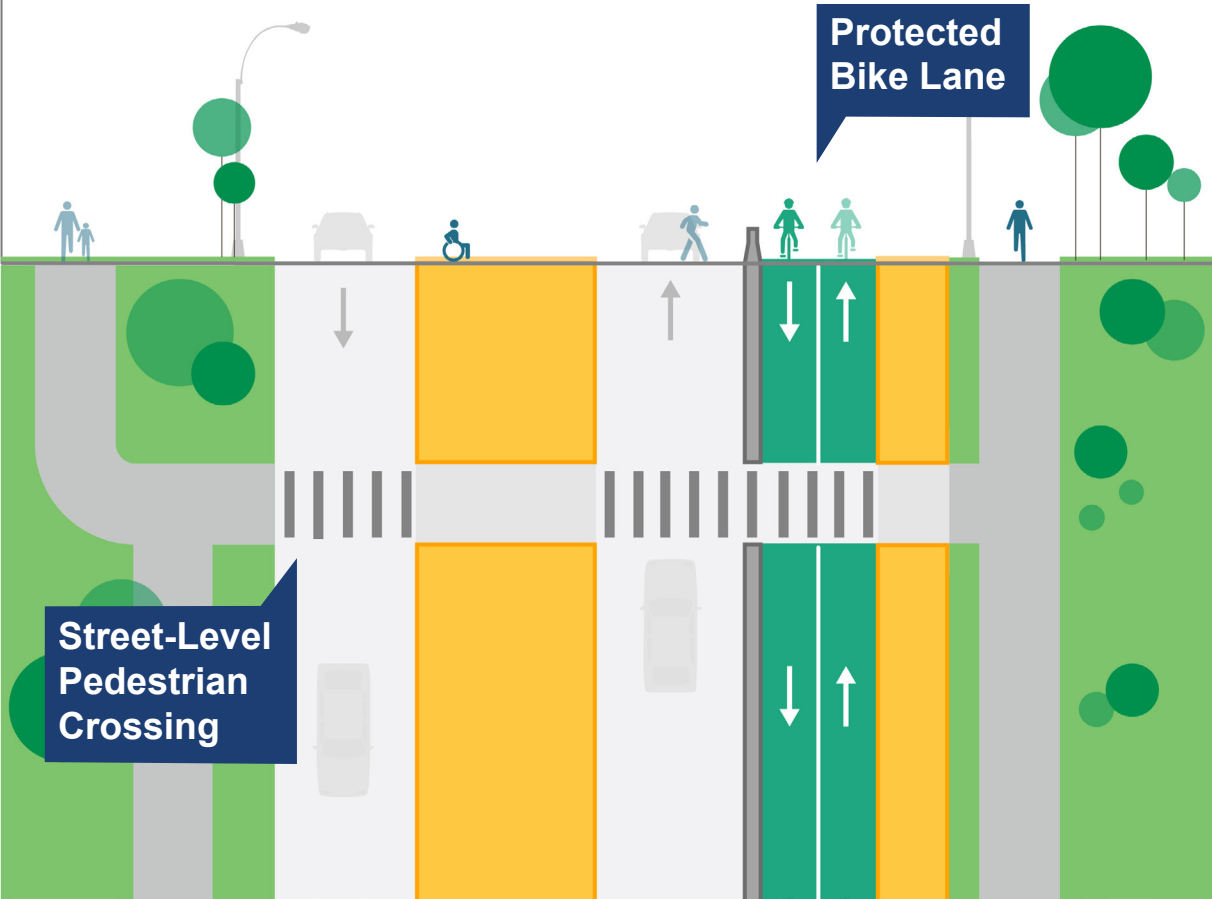


Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces.





Before



After

South 1

South 1 | Focus Area Principles



STITCH

Improve connectivity and expand community amenities along Hicks St. through improved crossings and pedestrian space



INTEGRATE

Strategically cap sections of the BQE in Carroll Gardens and Cobble Hill for new open space and community-oriented uses



CONNECT

Improve safety and ADA accessibility at key crossings over the BQE



BQE South | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

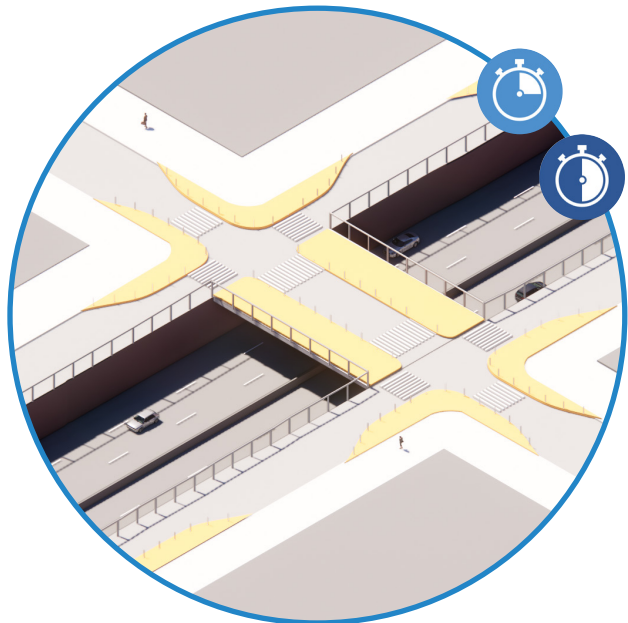
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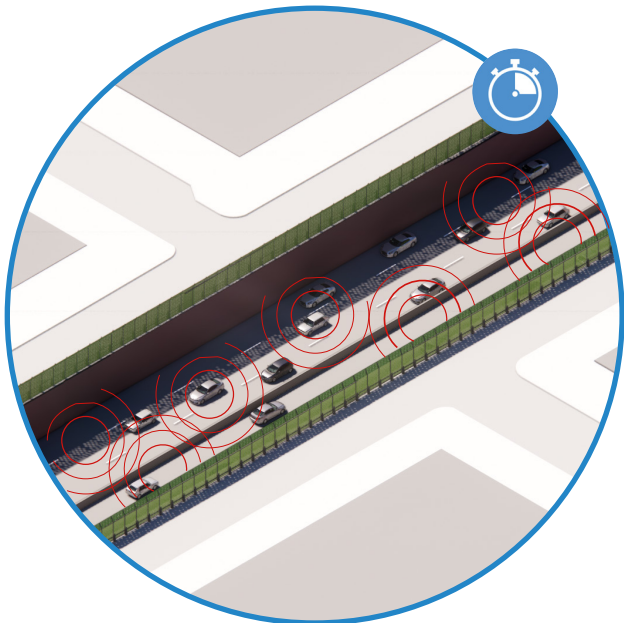
South 1 | Toolkits



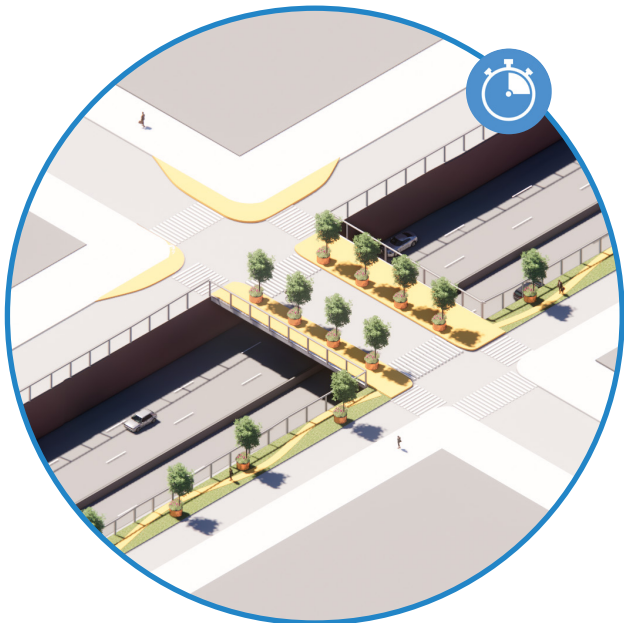
Pedestrian Safety Enhancements



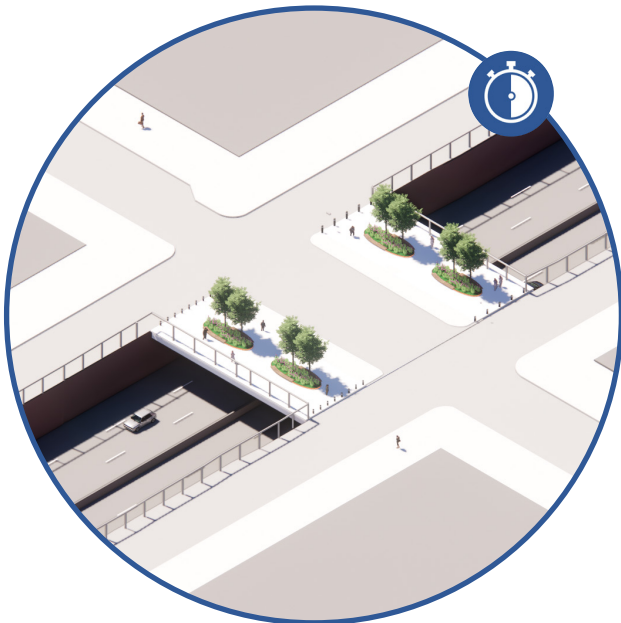
Pedestrian Plaza



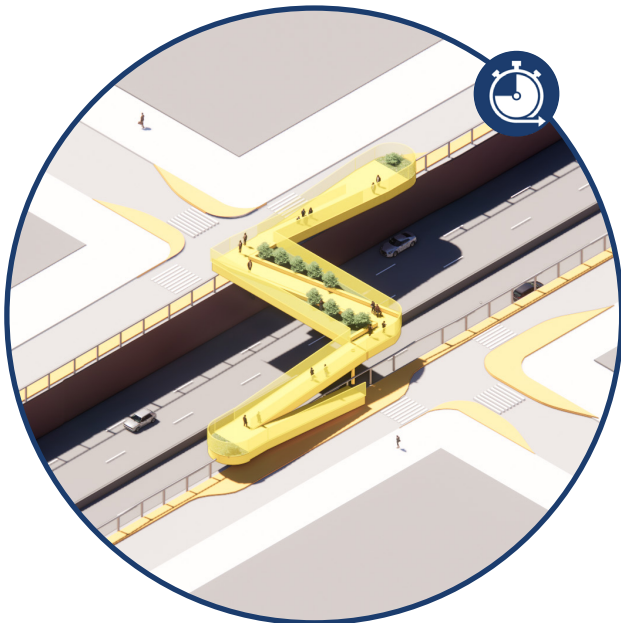
Noise Attenuation Barrier



Greenway along Service Road



Partial Highway Cap with Pocket Parks



Accessible Pedestrian Ramp



Full Highway Cap with Open Space



Near Term



Medium term

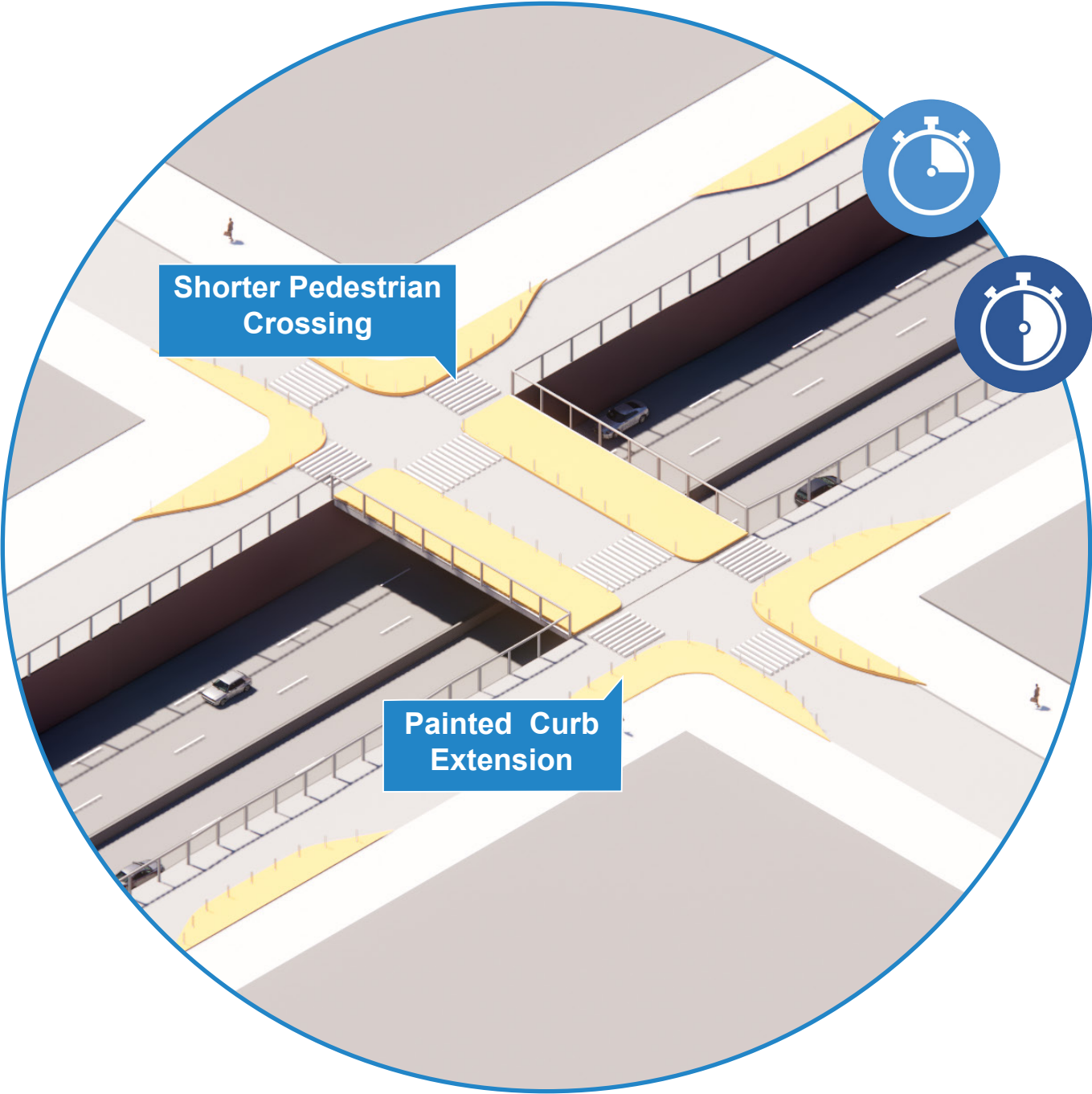


Long Term



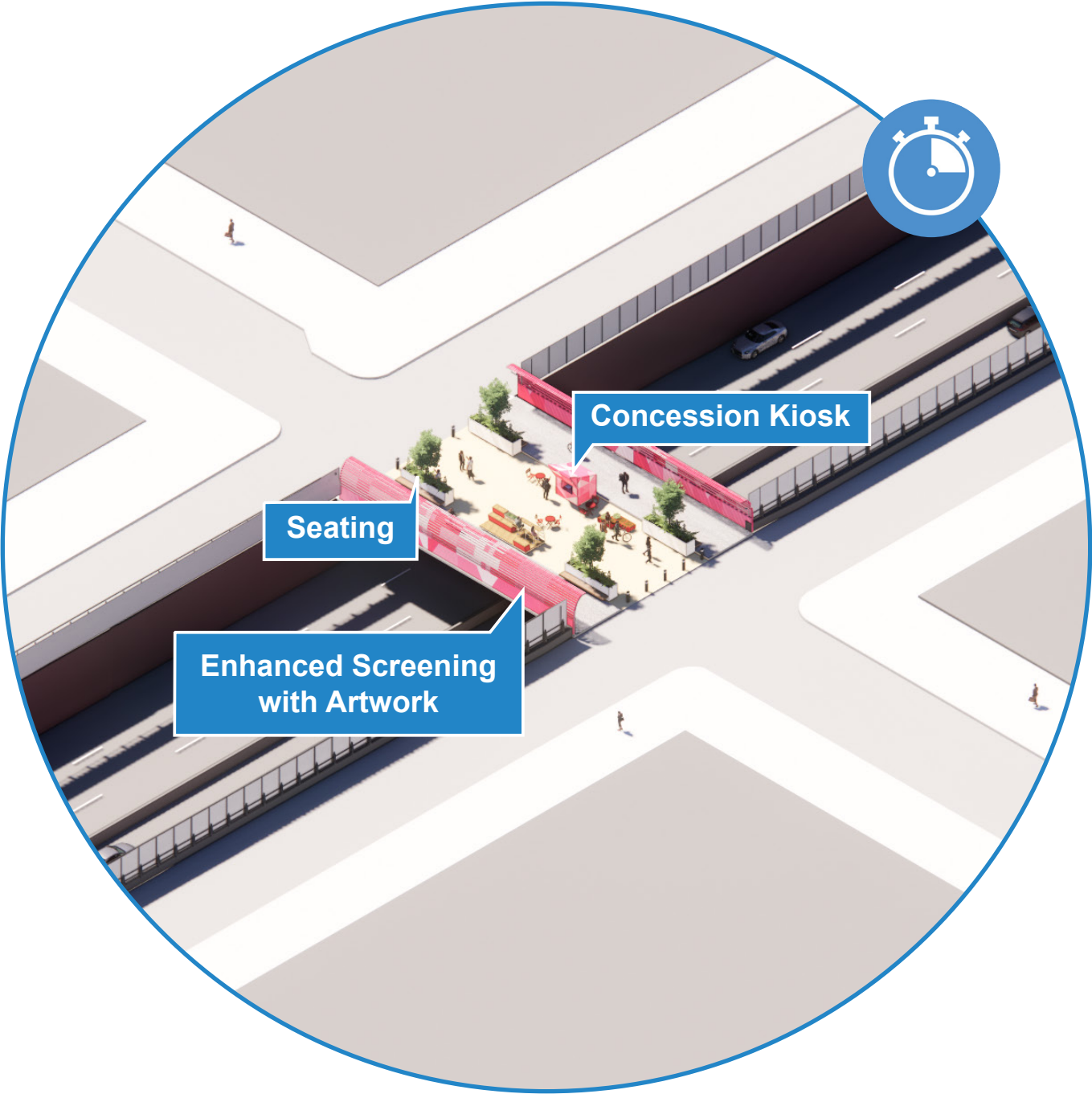
South 1 | Toolkits

Pedestrian Safety Enhancements



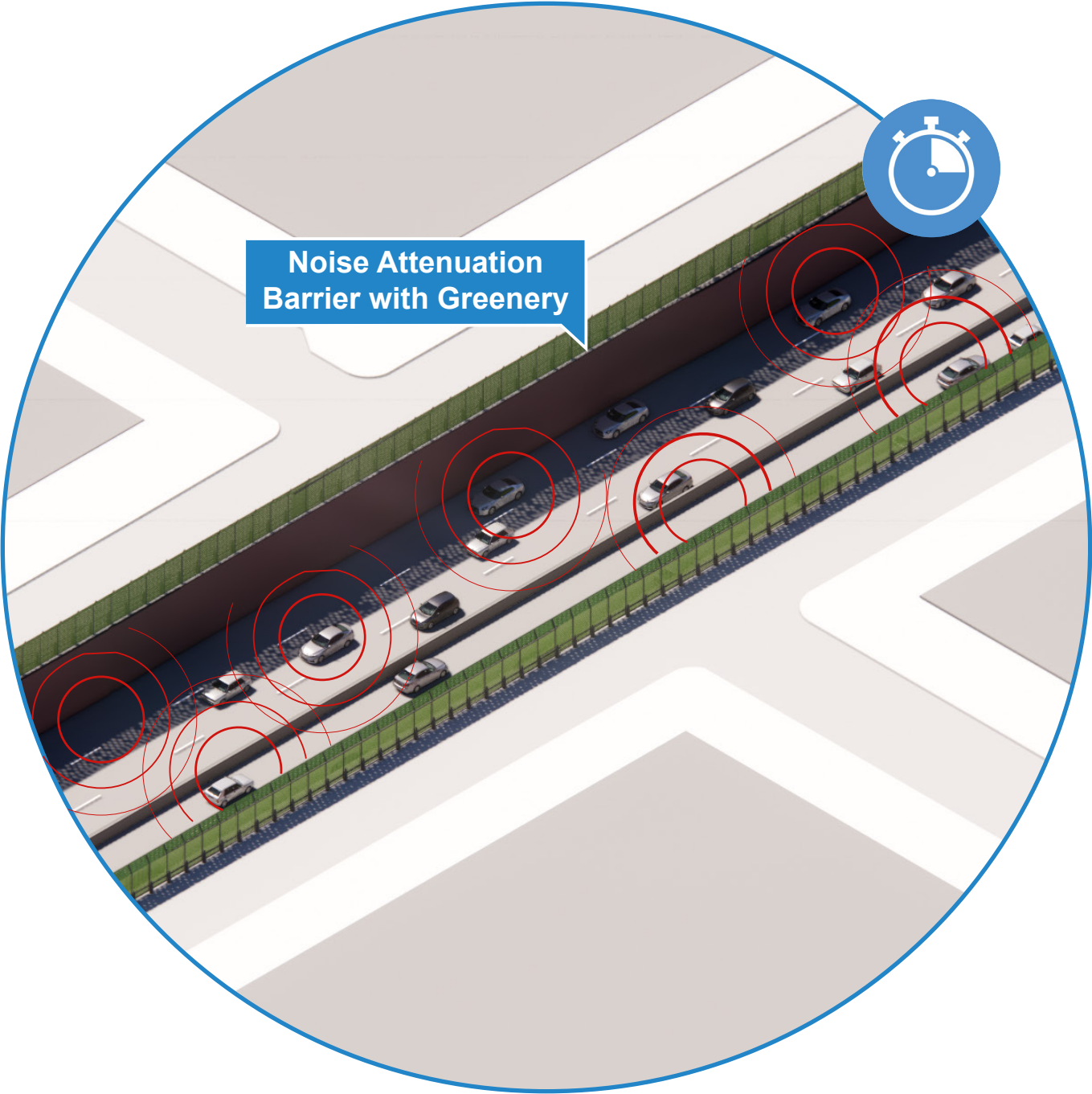
South 1 | Toolkits

Pedestrian Plaza



South 1 | Toolkits

Noise Attenuation Barrier



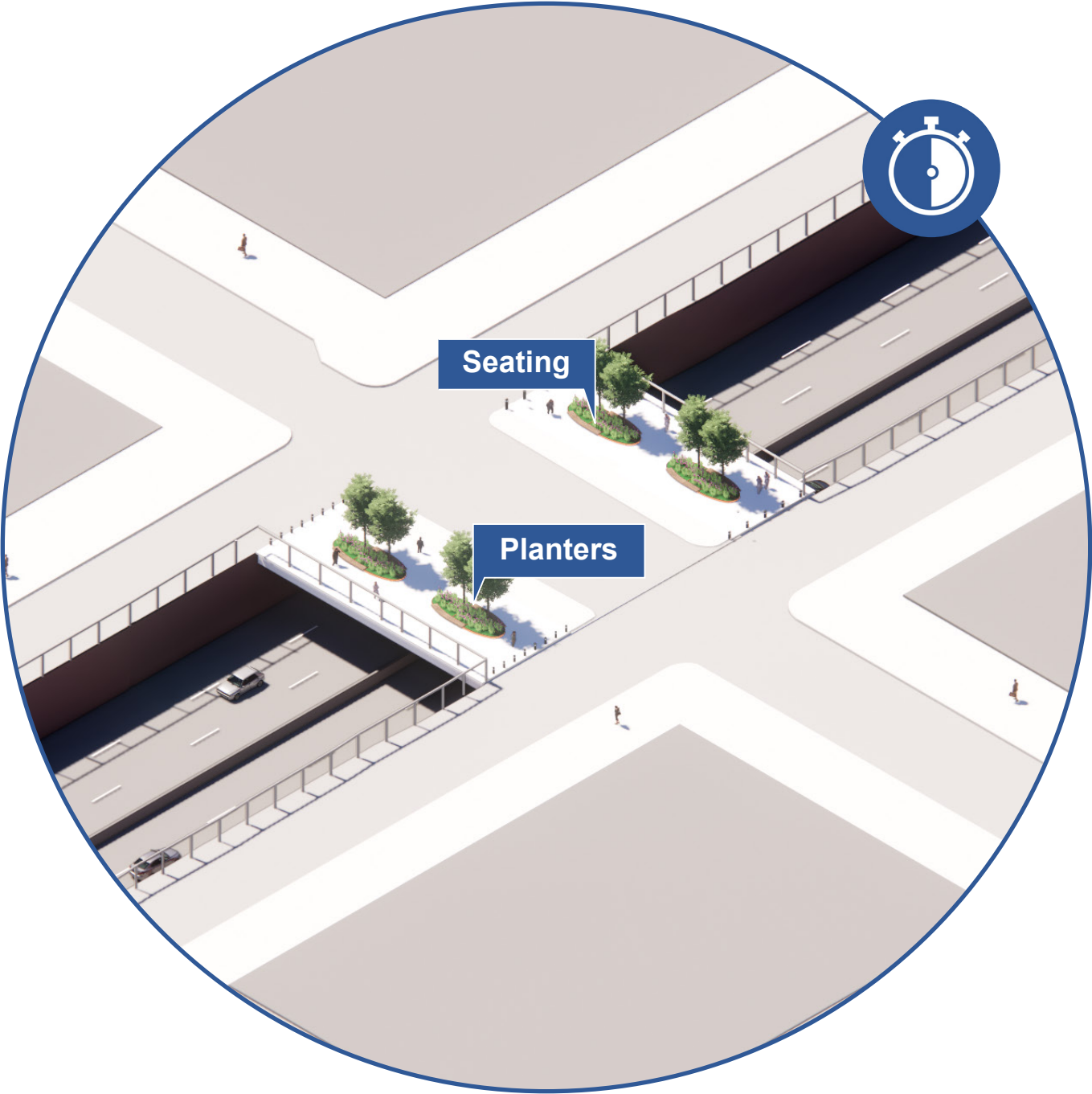
South 1 | Toolkits

Greenway along Service Road



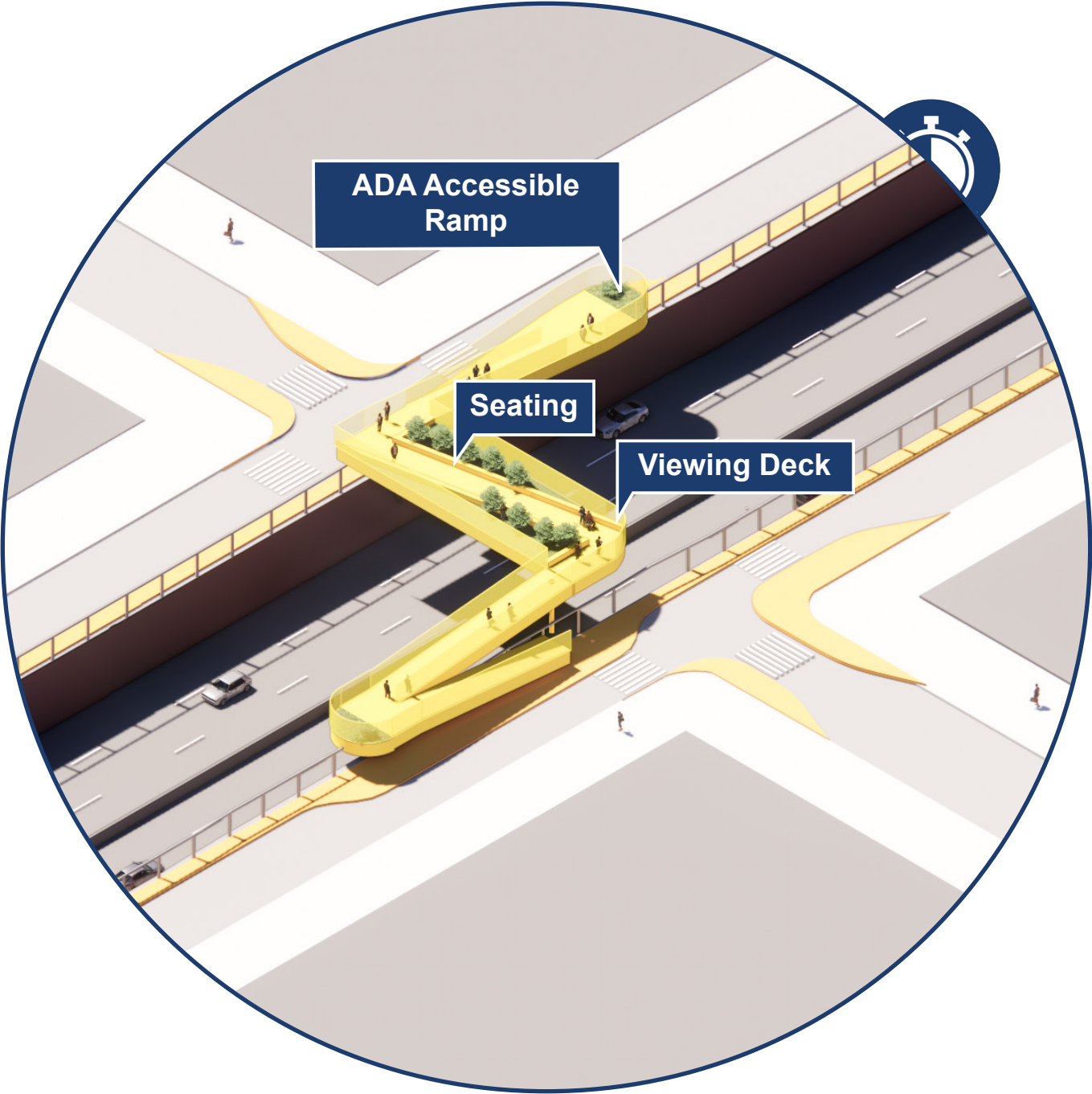
South 1 | Toolkits

Partial Highway Cap with Pocket Parks



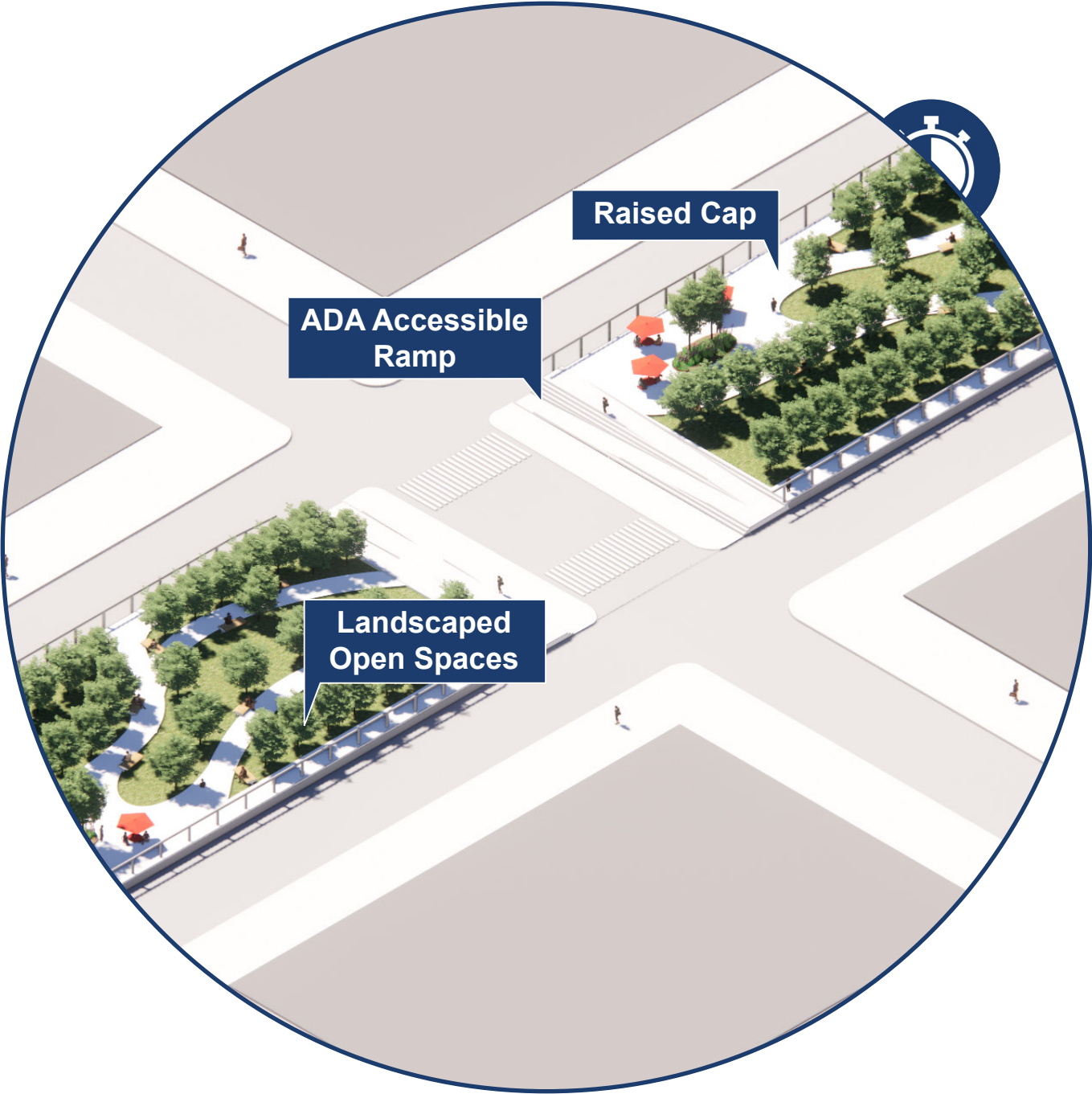
South 1 | Toolkits

Accessible Pedestrian Ramp

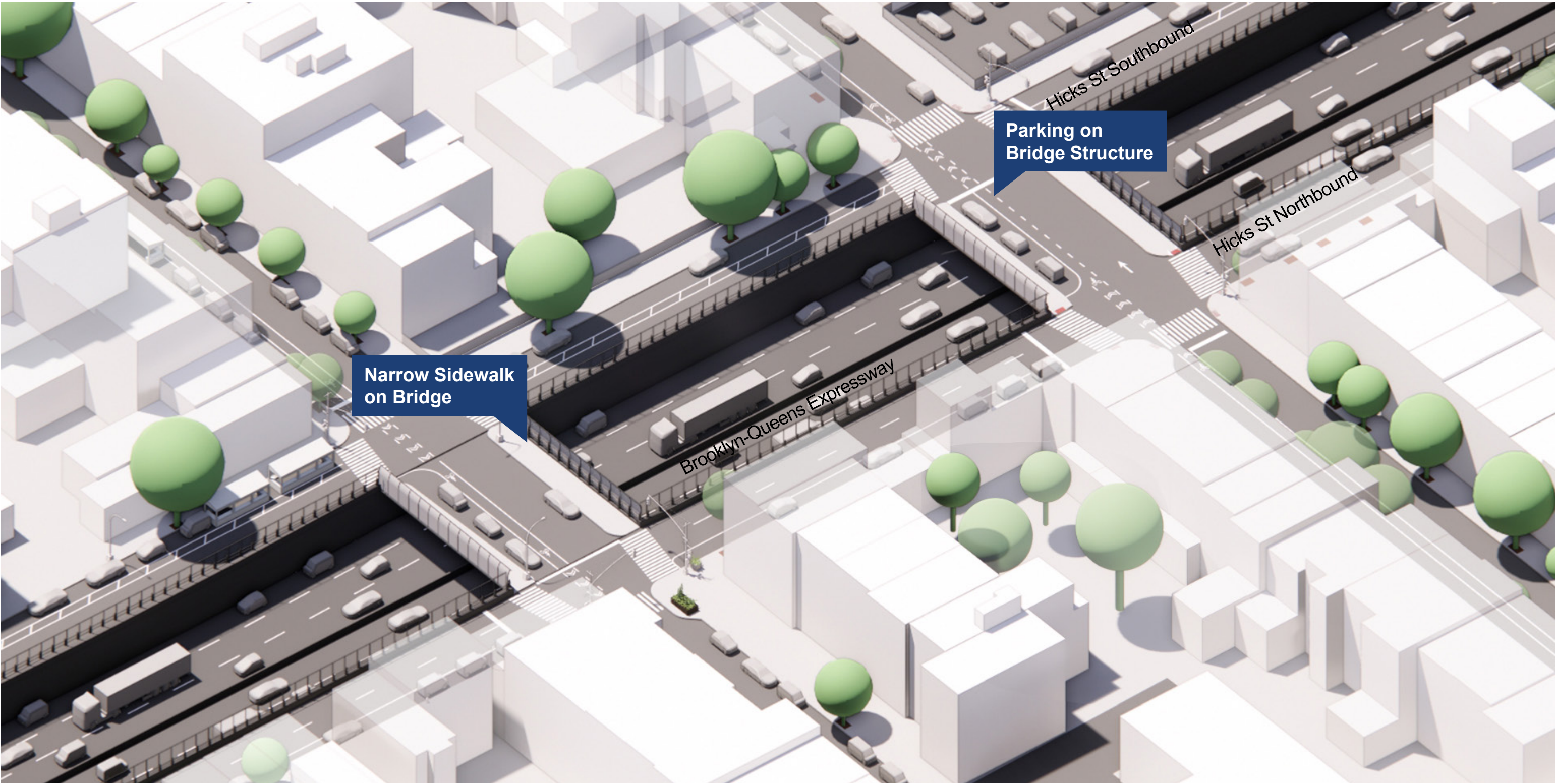


South 1 | Toolkits

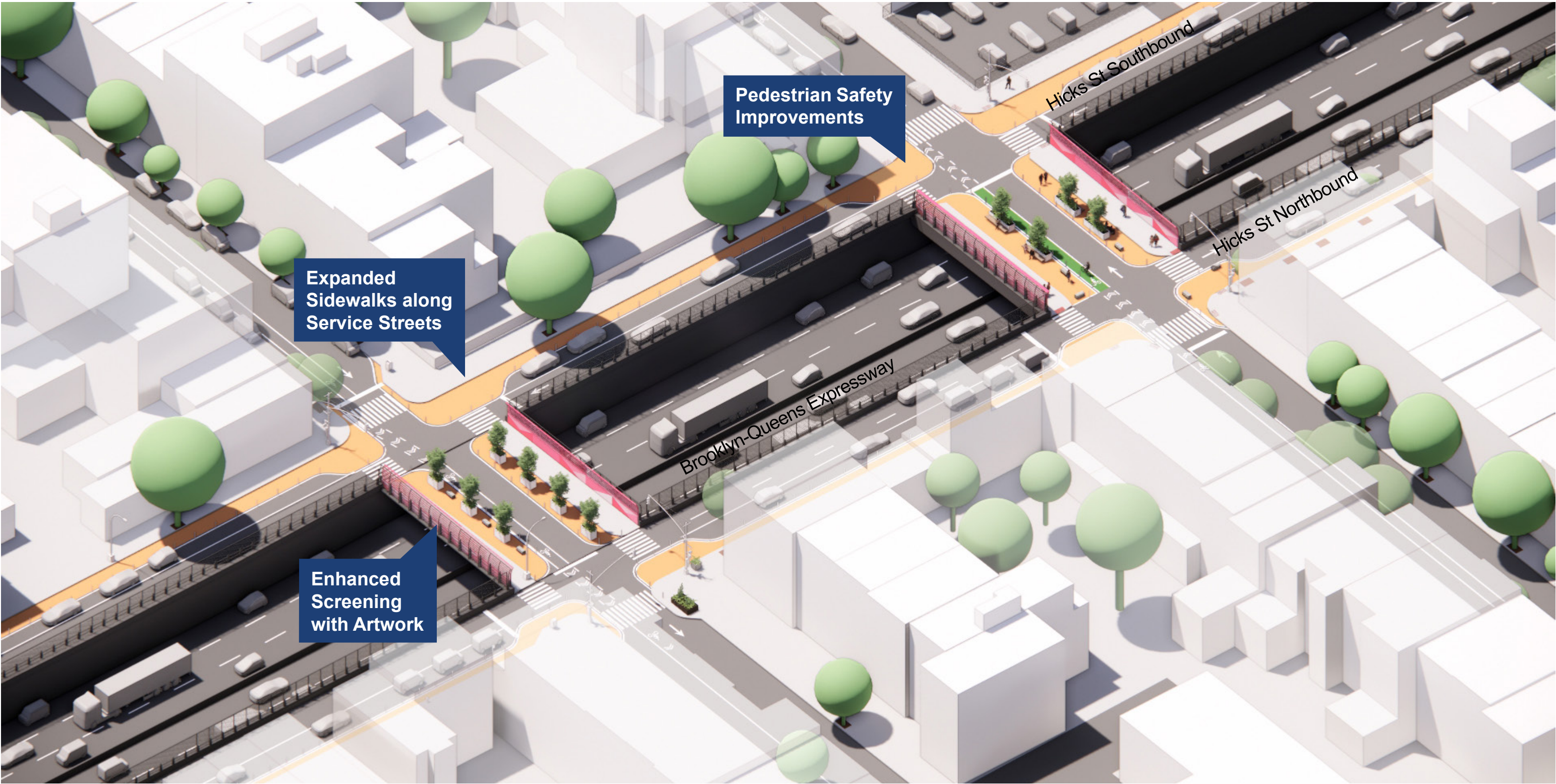
Full Highway Cap with Open Space



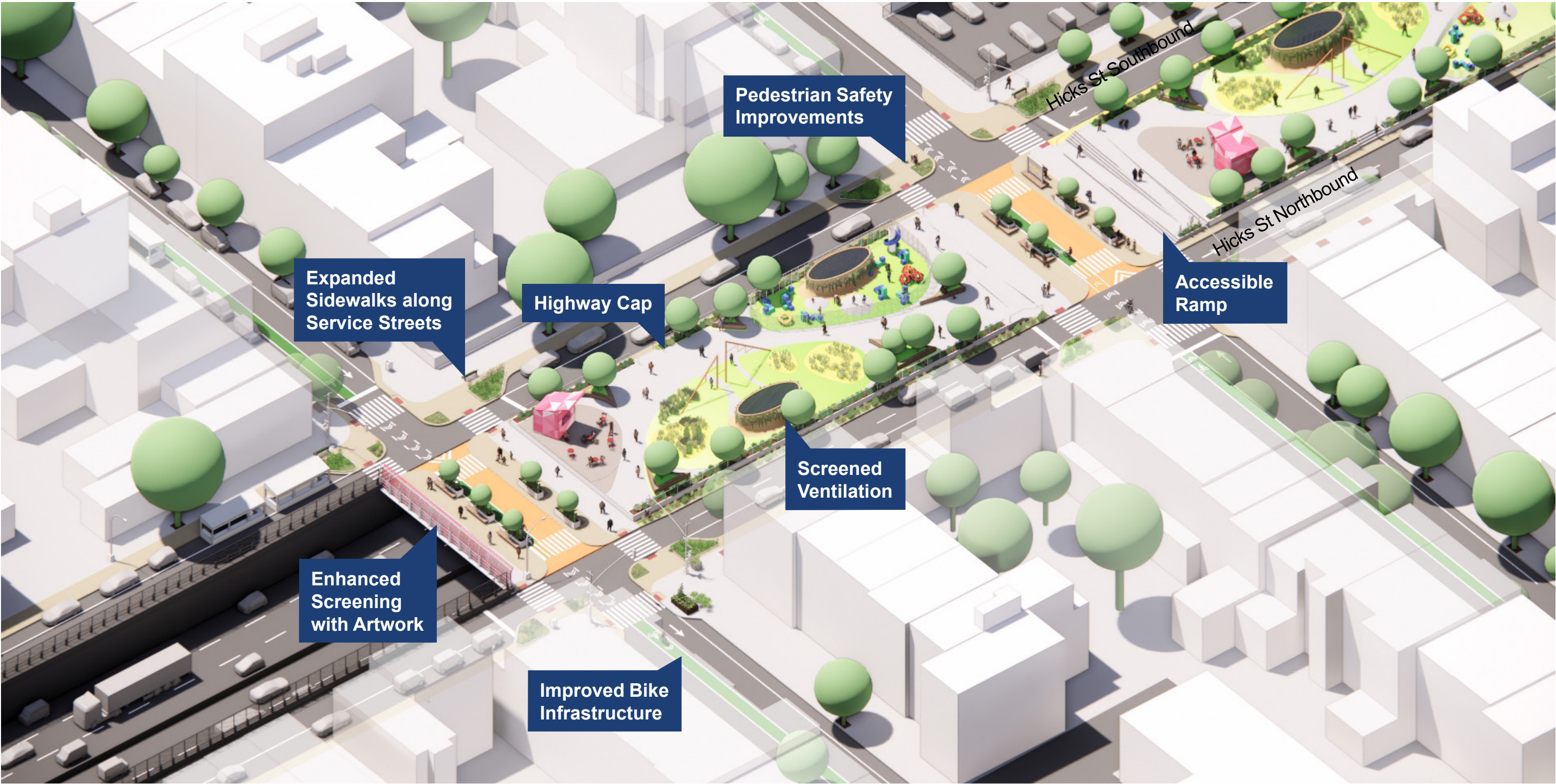
South 1 | Typical Block - Existing



South 1 Near-Term | Typical Block - Community Bridge



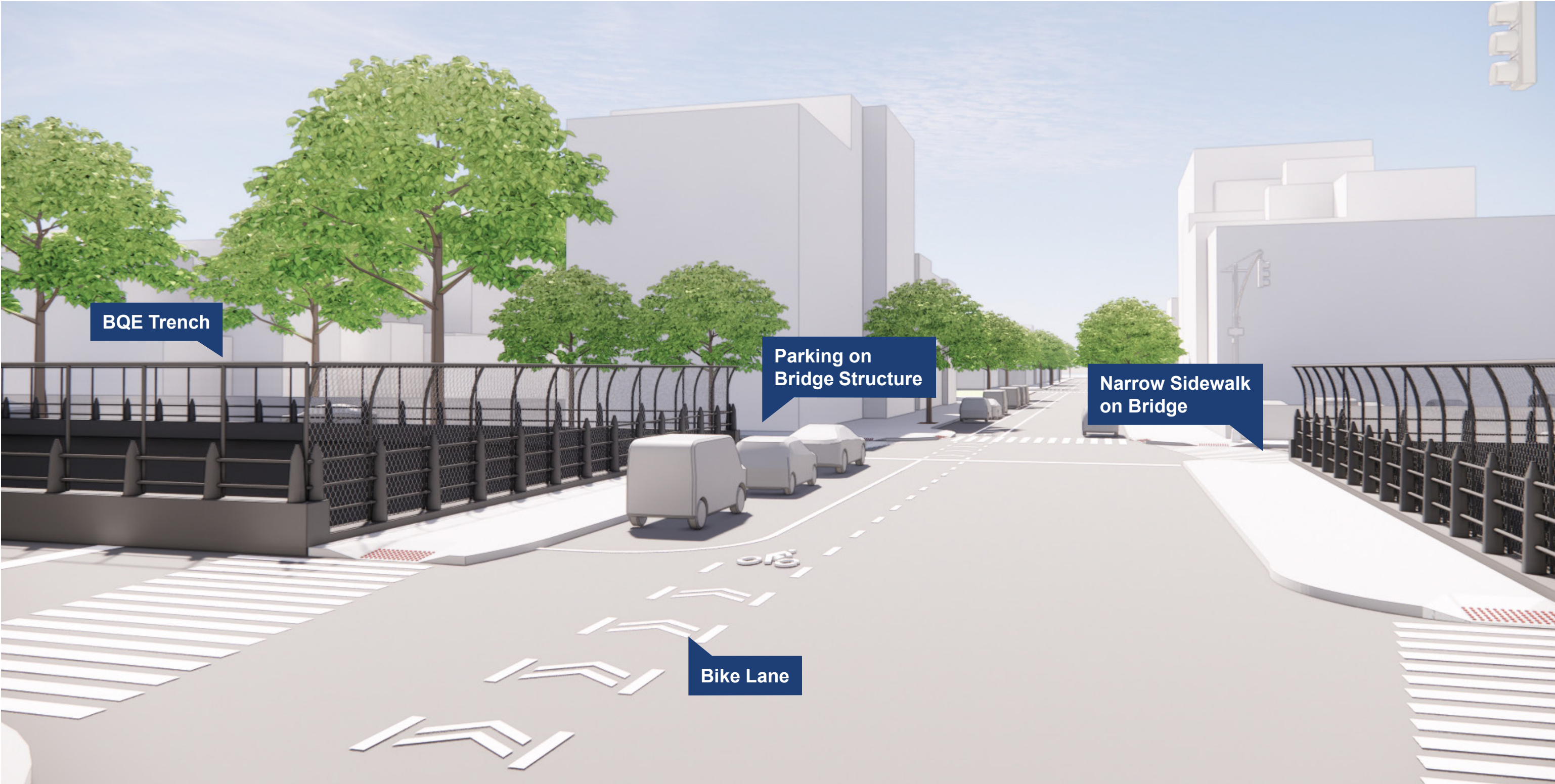
South 1 Vision | Typical Block - Park Overbuild



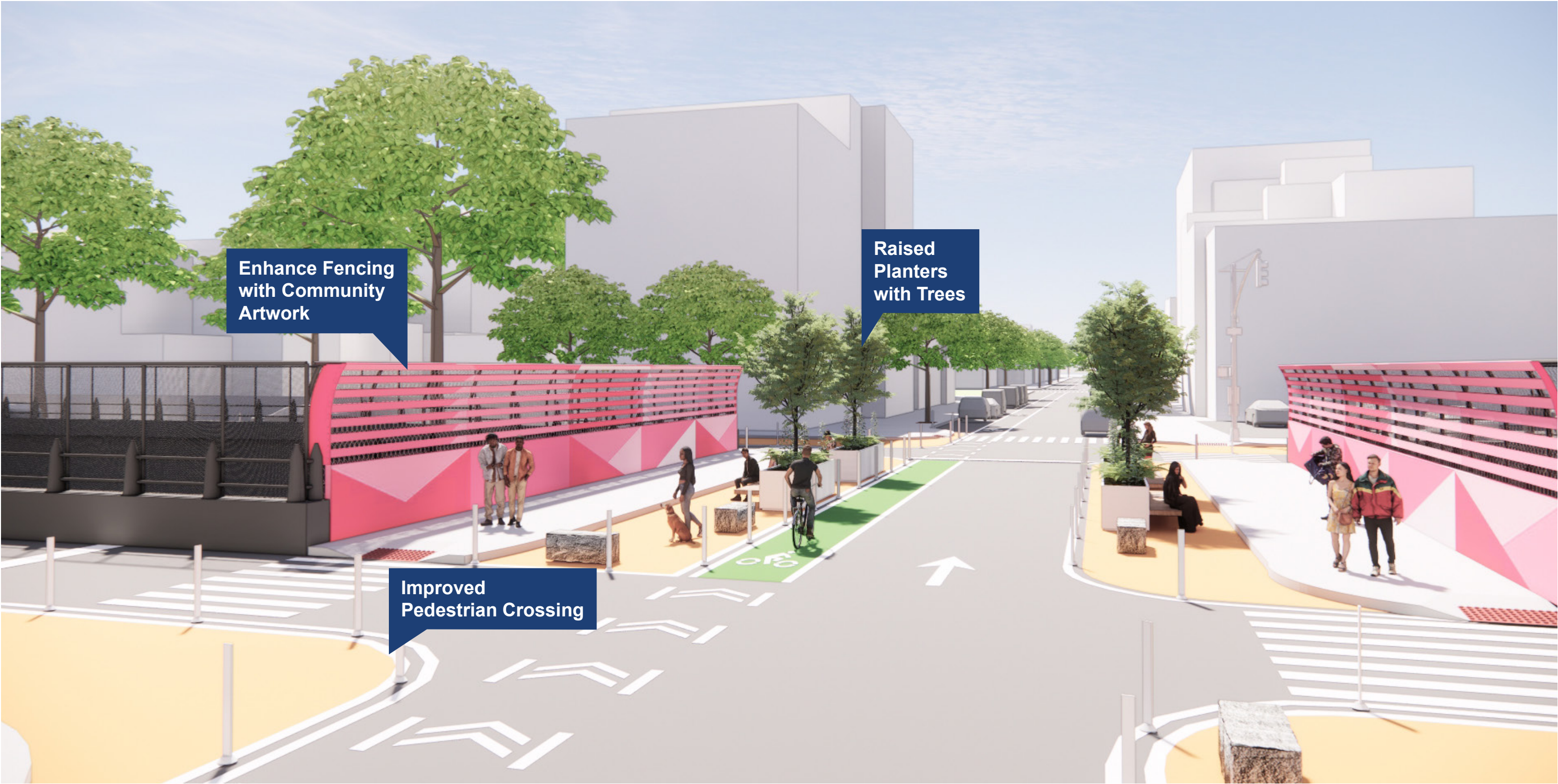
Capping would need to be developed in coordination with NYSDOT. Vent structures, designed to meet federal highway standards, would be built throughout the park as required. NYCDOT will prioritize partnerships with local organizations to maintain these spaces.



South 1 | Existing



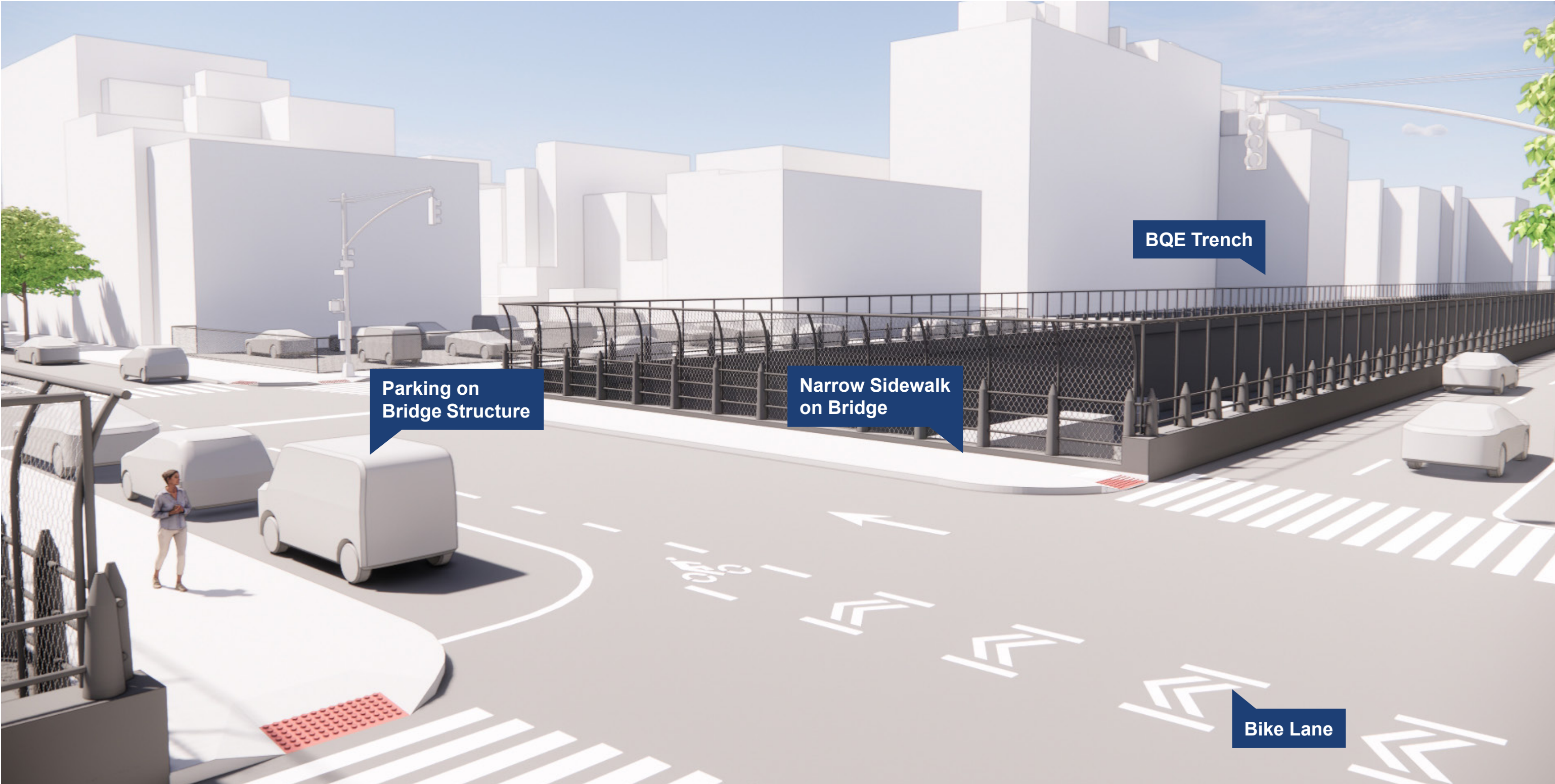
South 1 | Near Term | Kane Street Community Bridge



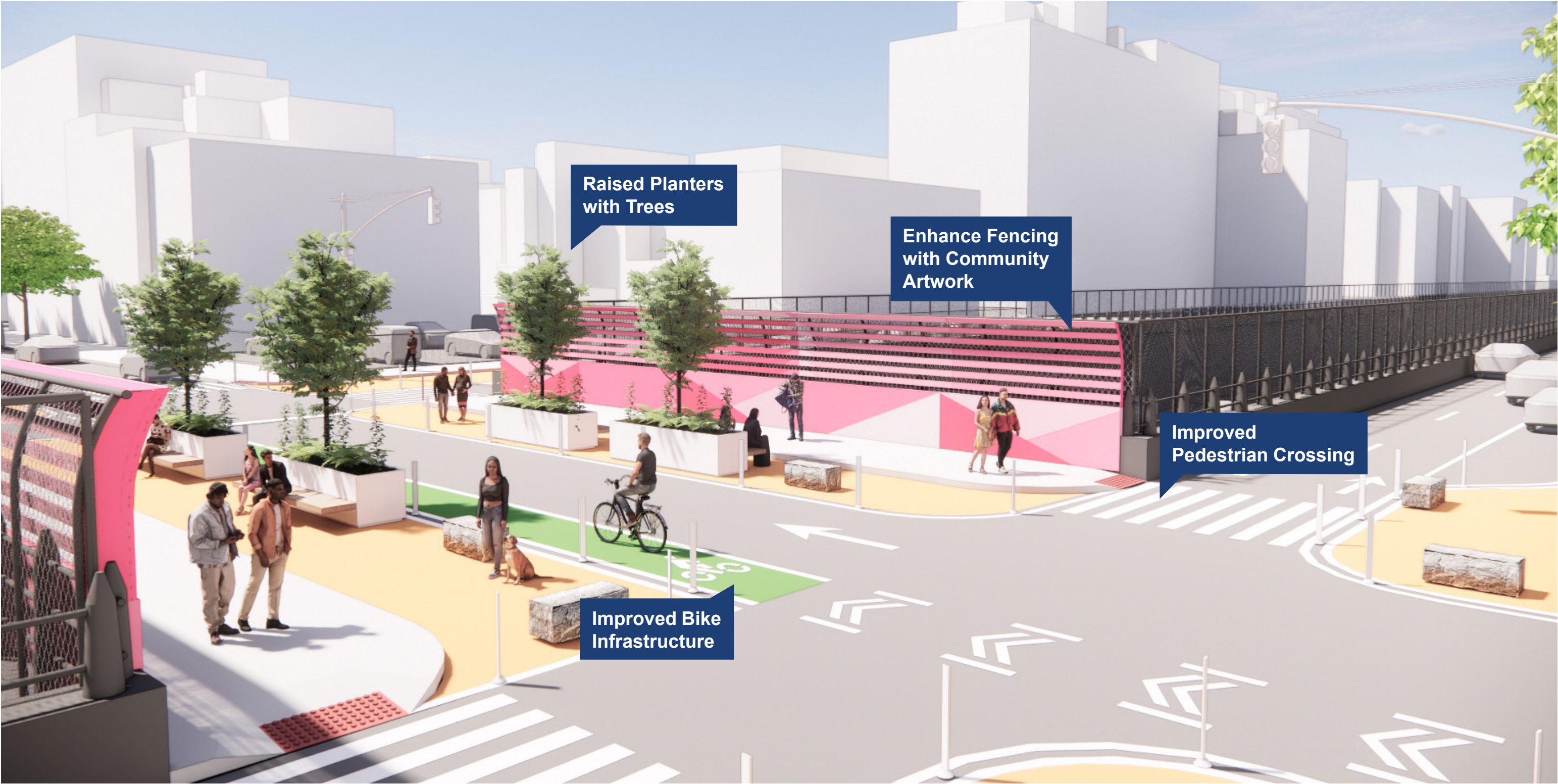
South 1 | Long Term | Highway Cap with Park



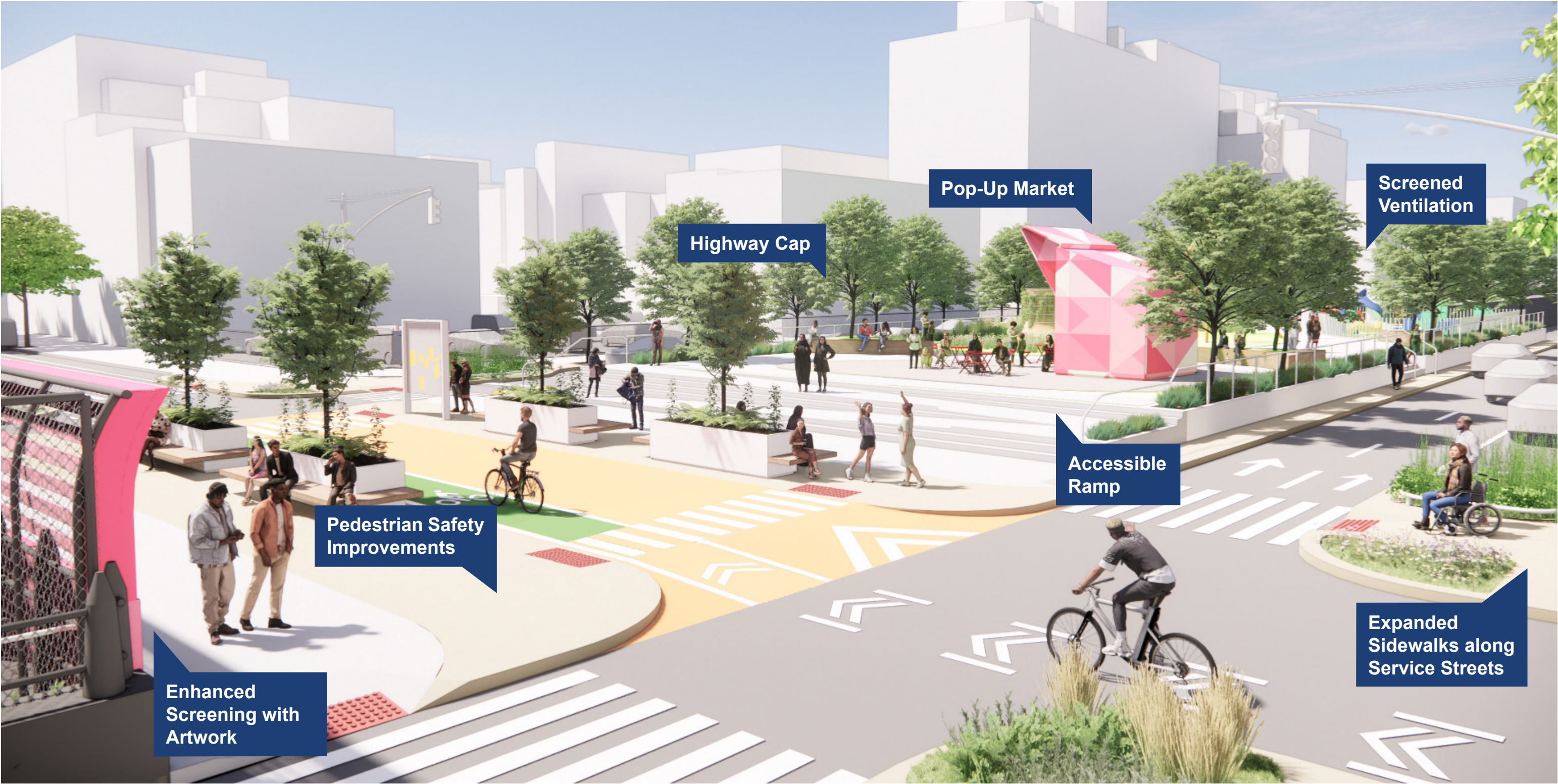
South 1 | Existing



South 1 | Near Term | Community Bridge



South 1 | Long Term | Union & Sackett Park Overbuild



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South 2

South 2 | Focus Area Principles



STITCH

Encourage safe cross-BQE connections between Red Hook, Gowanus, Carroll Gardens, and the Columbia Street Waterfront District



REPURPOSE

Highlight the unique Gowanus Viaduct with improved medians that stitch Red Hook and Carroll Gardens together



CONNECT

Ameliorate complex intersections at key interchanges with safety and public realm improvements



BQE South | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

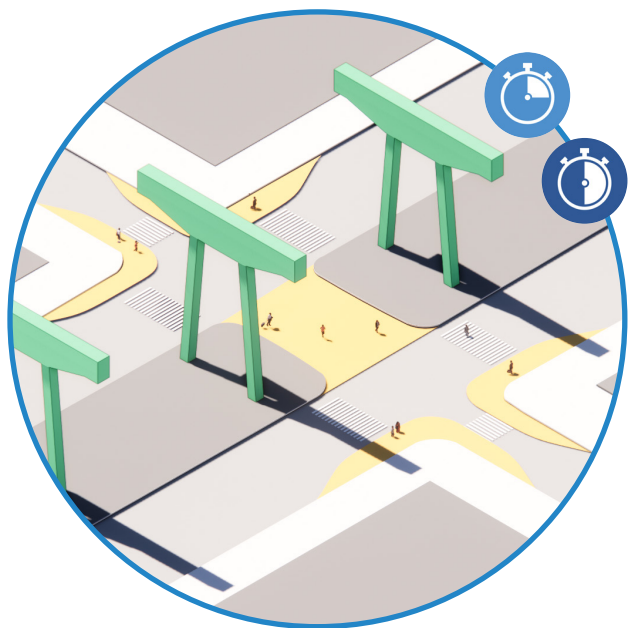
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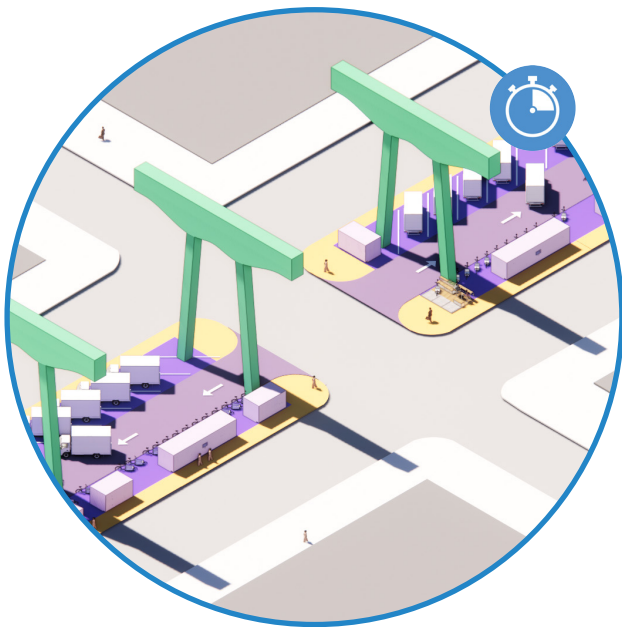
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South 2 | Toolkits



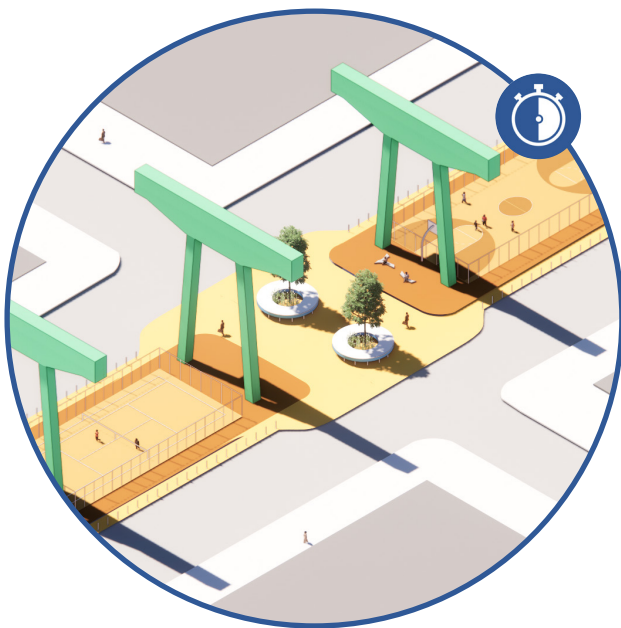
Improved Pedestrian Crossing



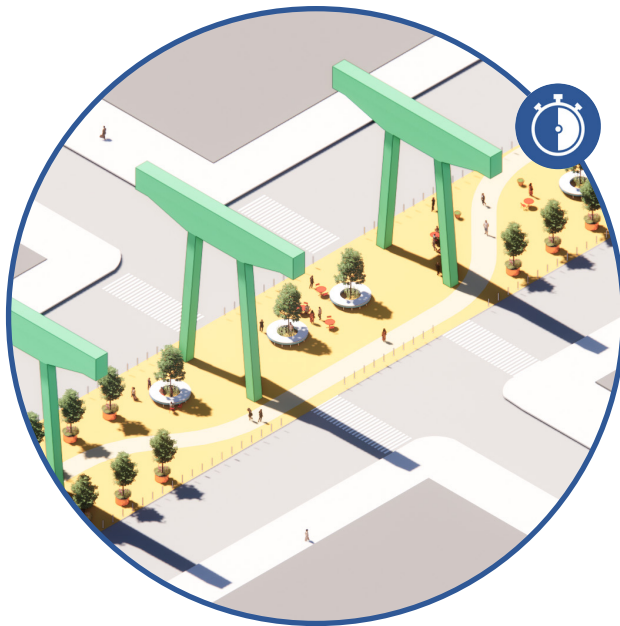
Microhubs



Curb Extensions with Planting on Adjacent Roads



Median with Active Programming



Pedestrian Median with Bikeway



Near Term



Medium term

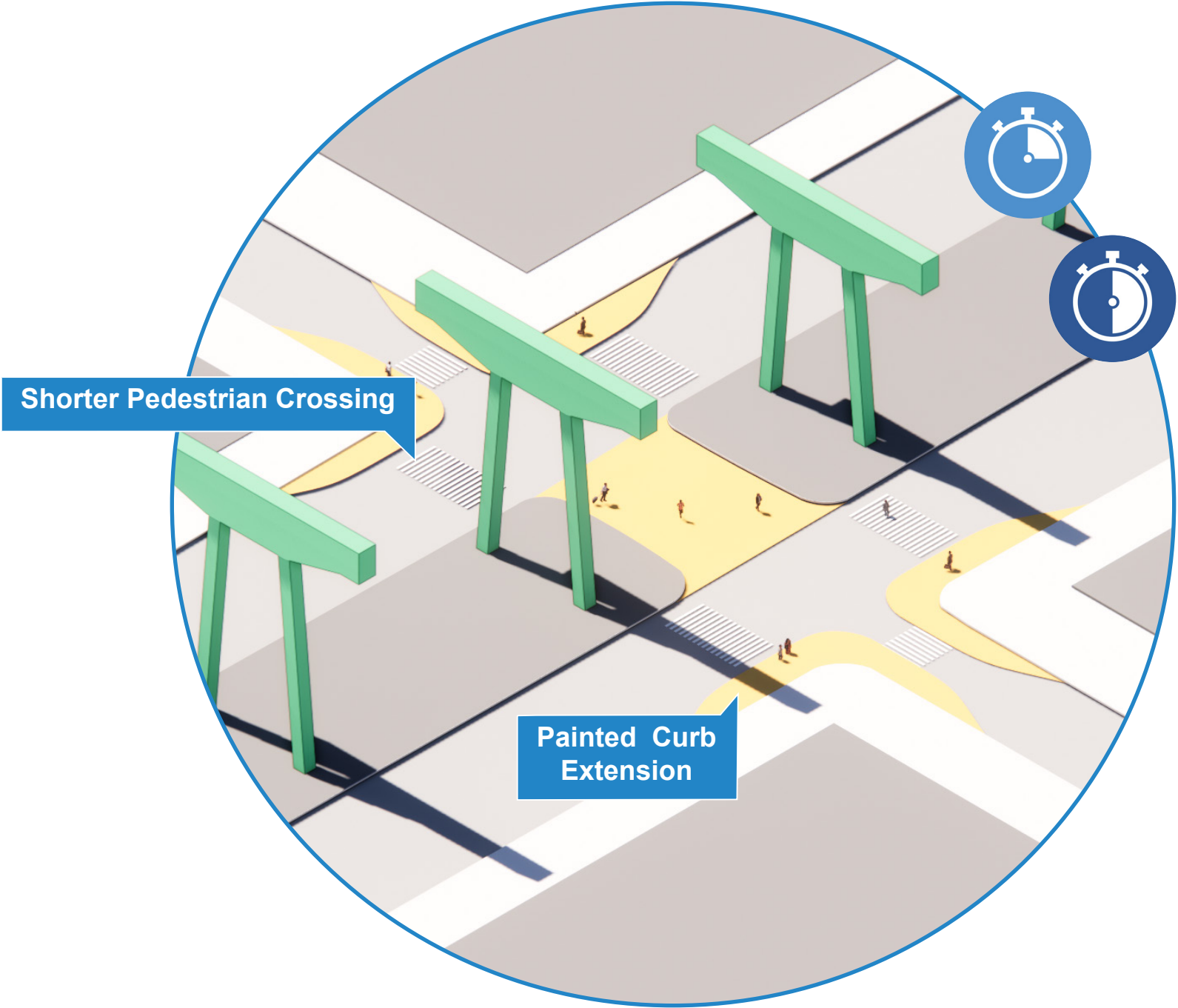


Long Term



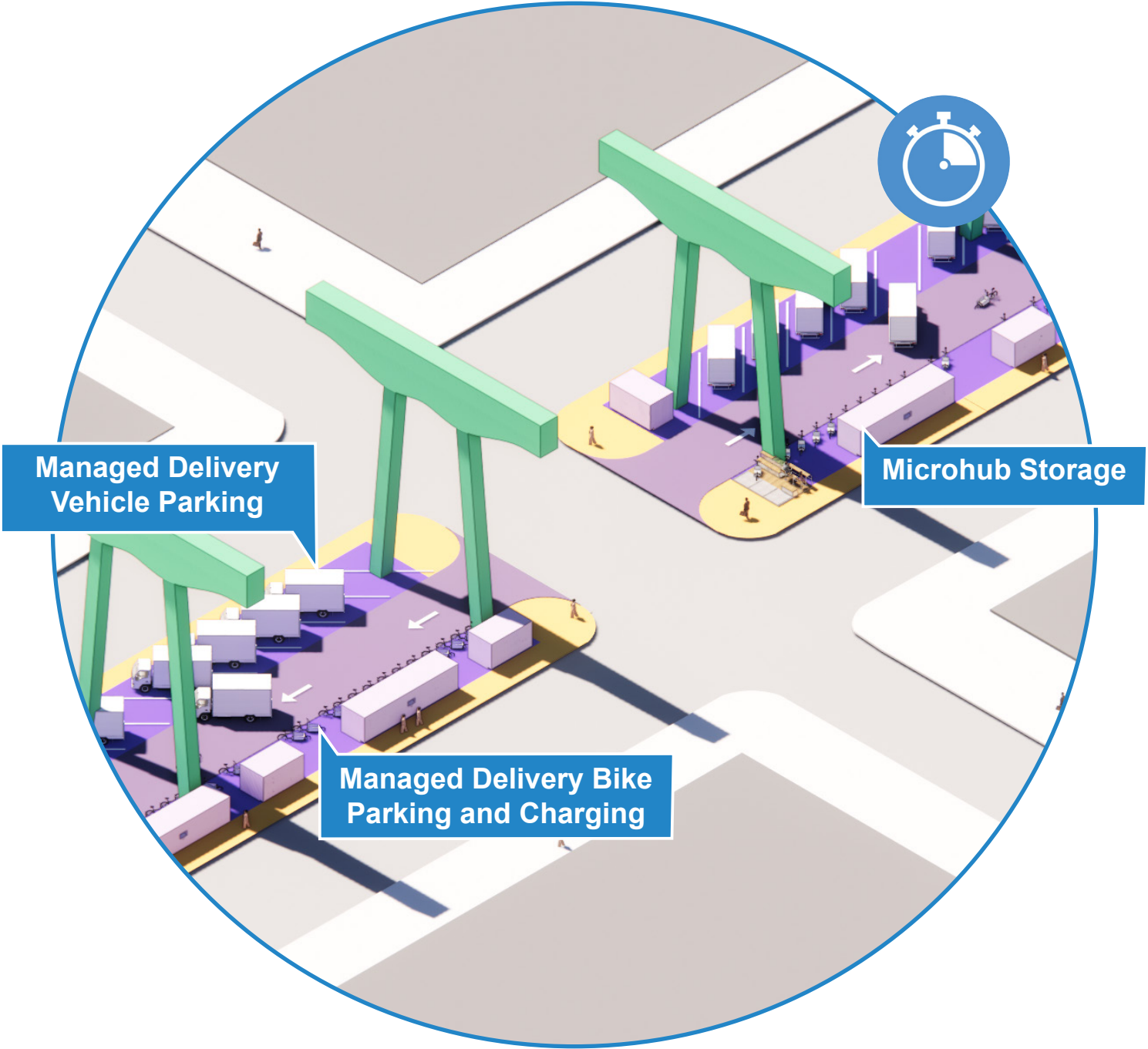
South 2 | Toolkits

Improved Pedestrian Crossing



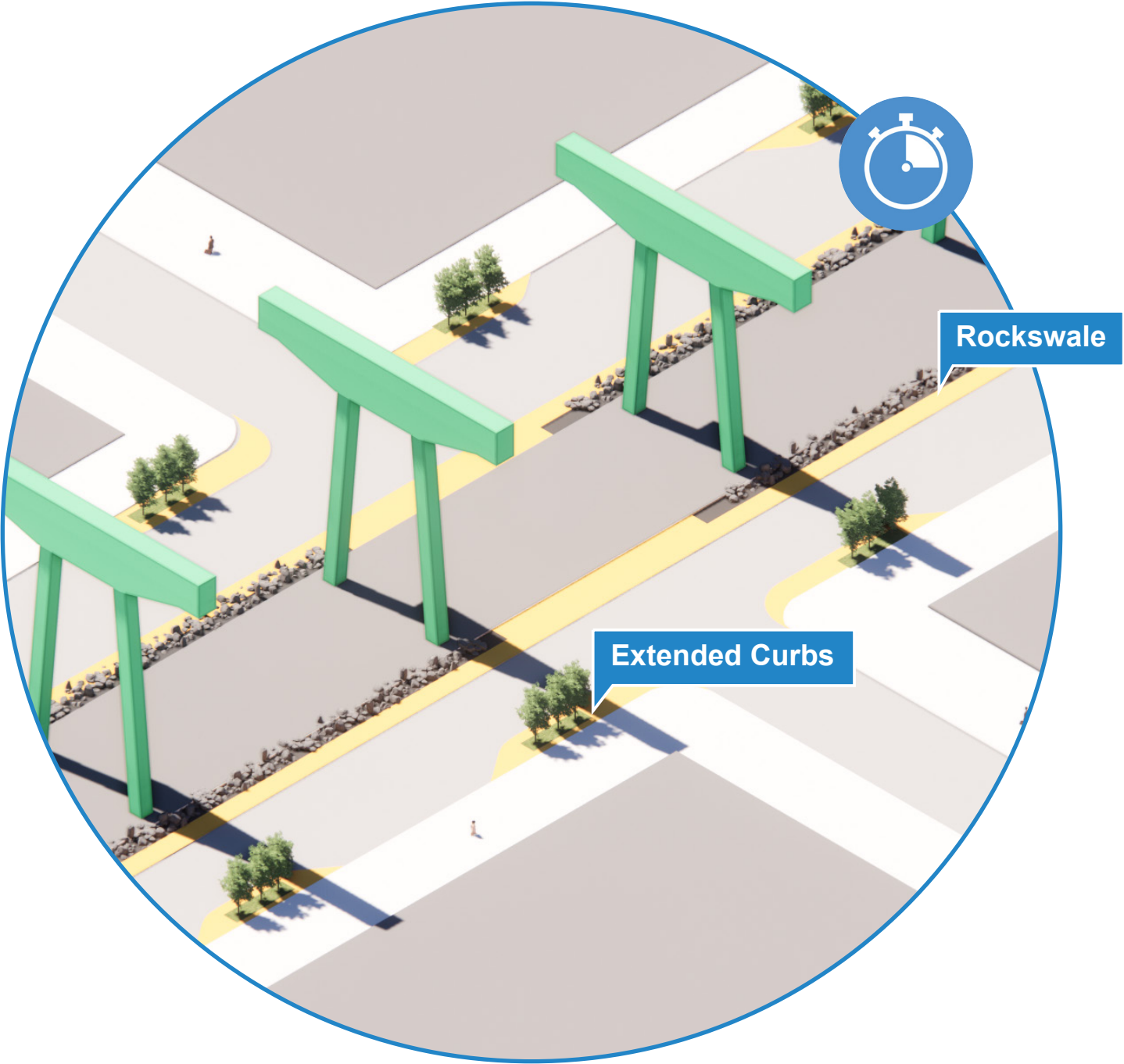
South 2 | Toolkits

Microhubs



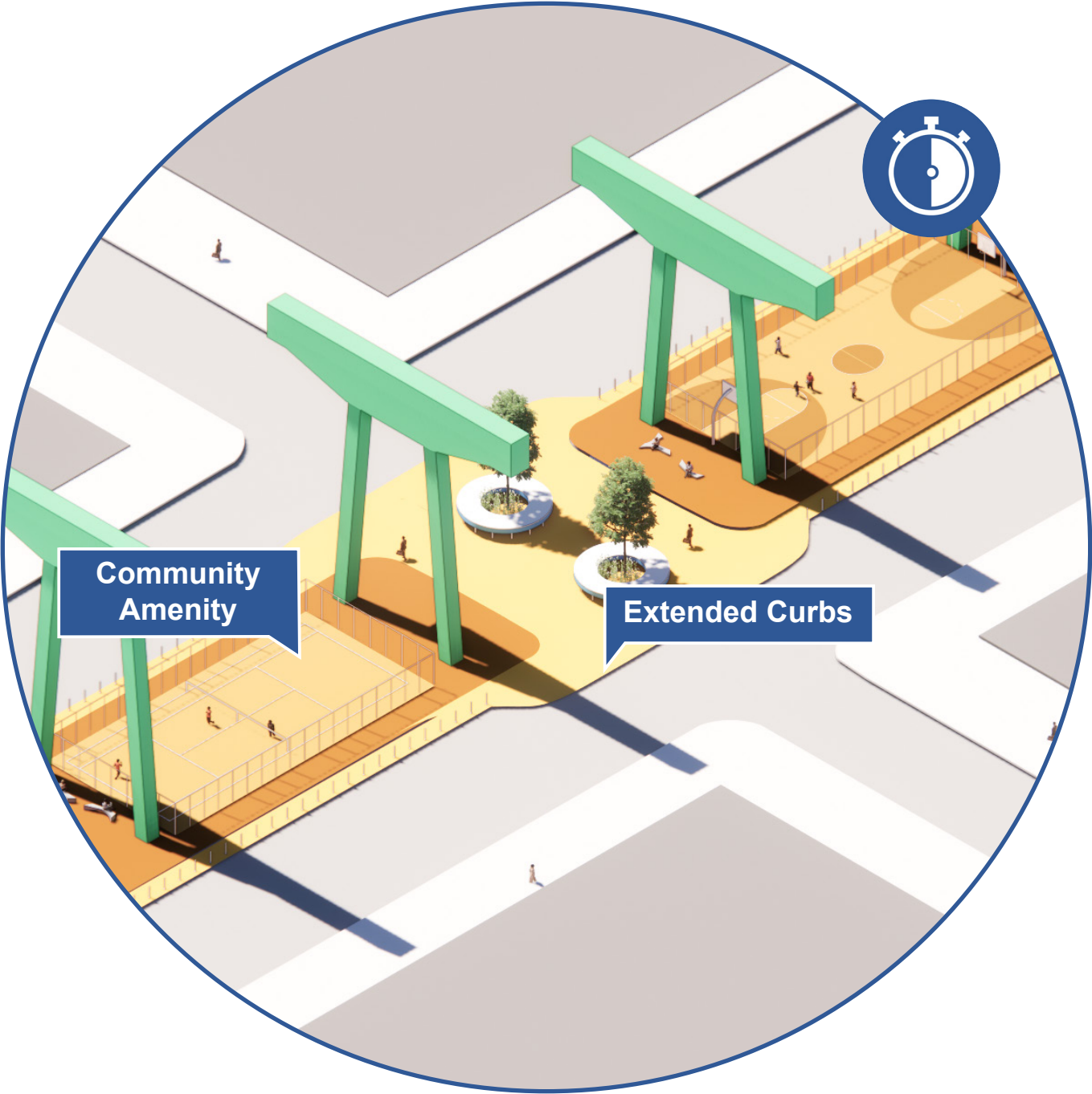
South 2 | Toolkits

Curb Extensions with Planting on Adjacent Roads



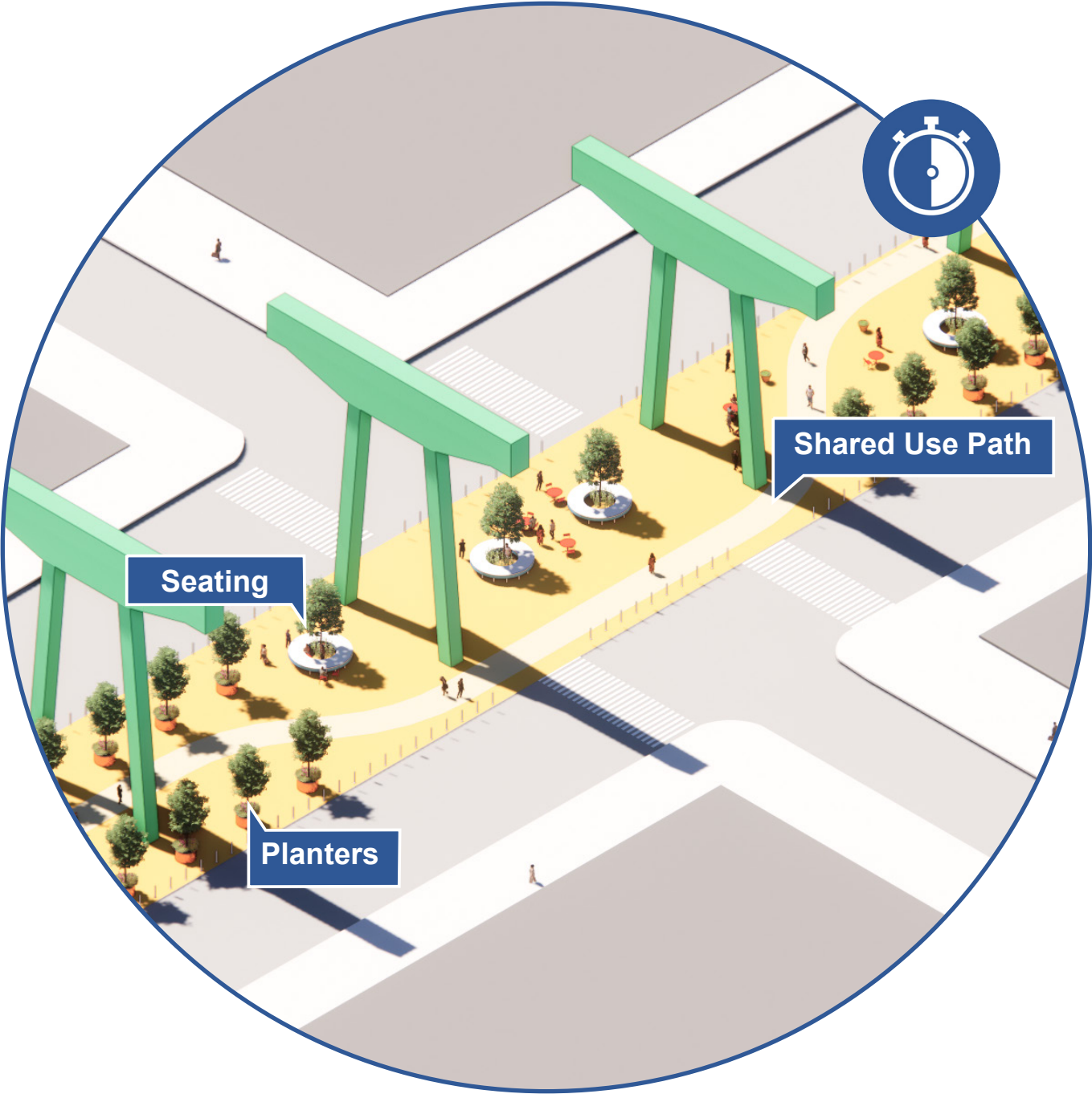
South 2 | Toolkits

Median with Active Programming

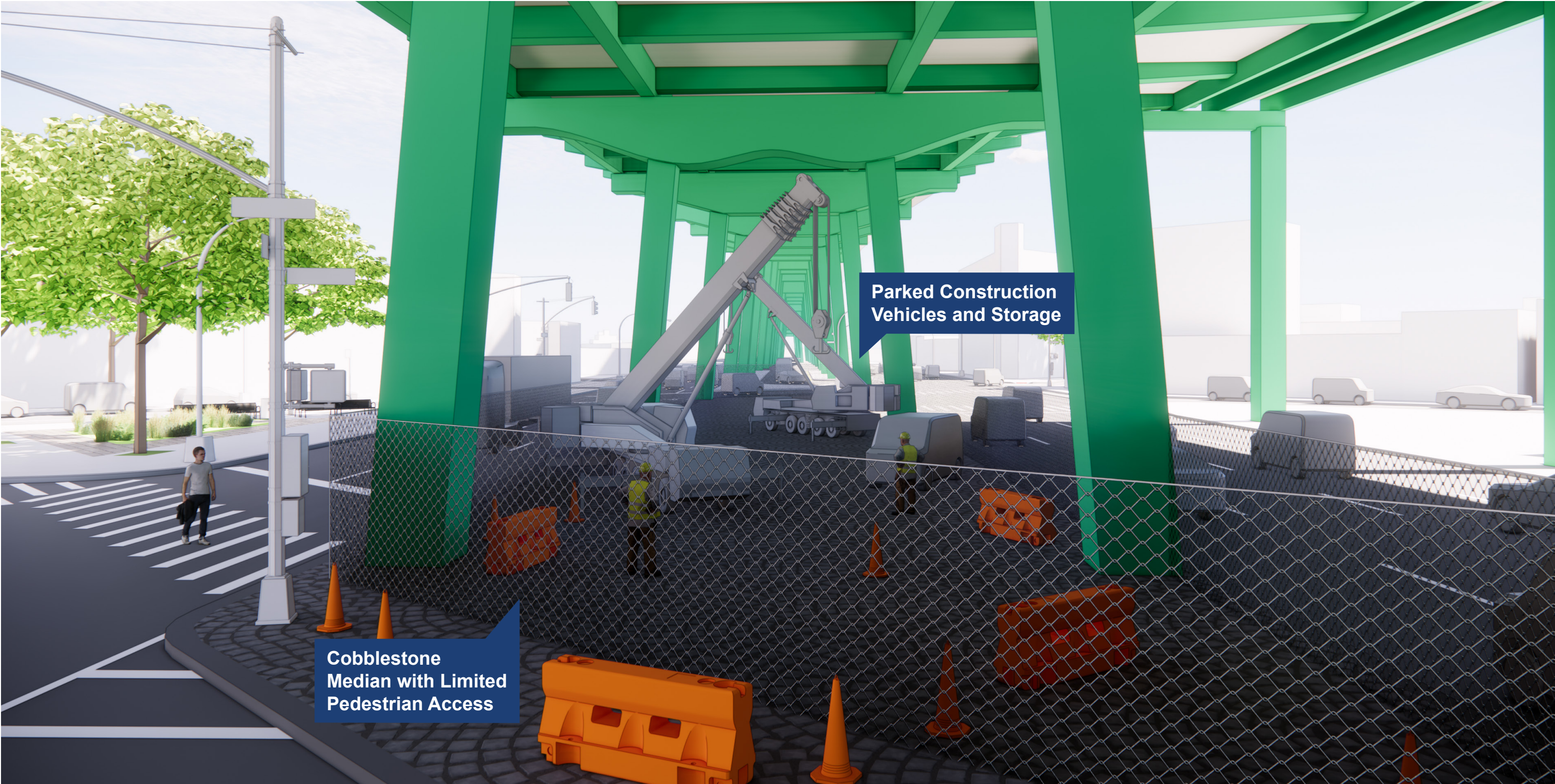


South 2 | Toolkits

Pedestrian Median with Shared Use Path



South 2 | Existing





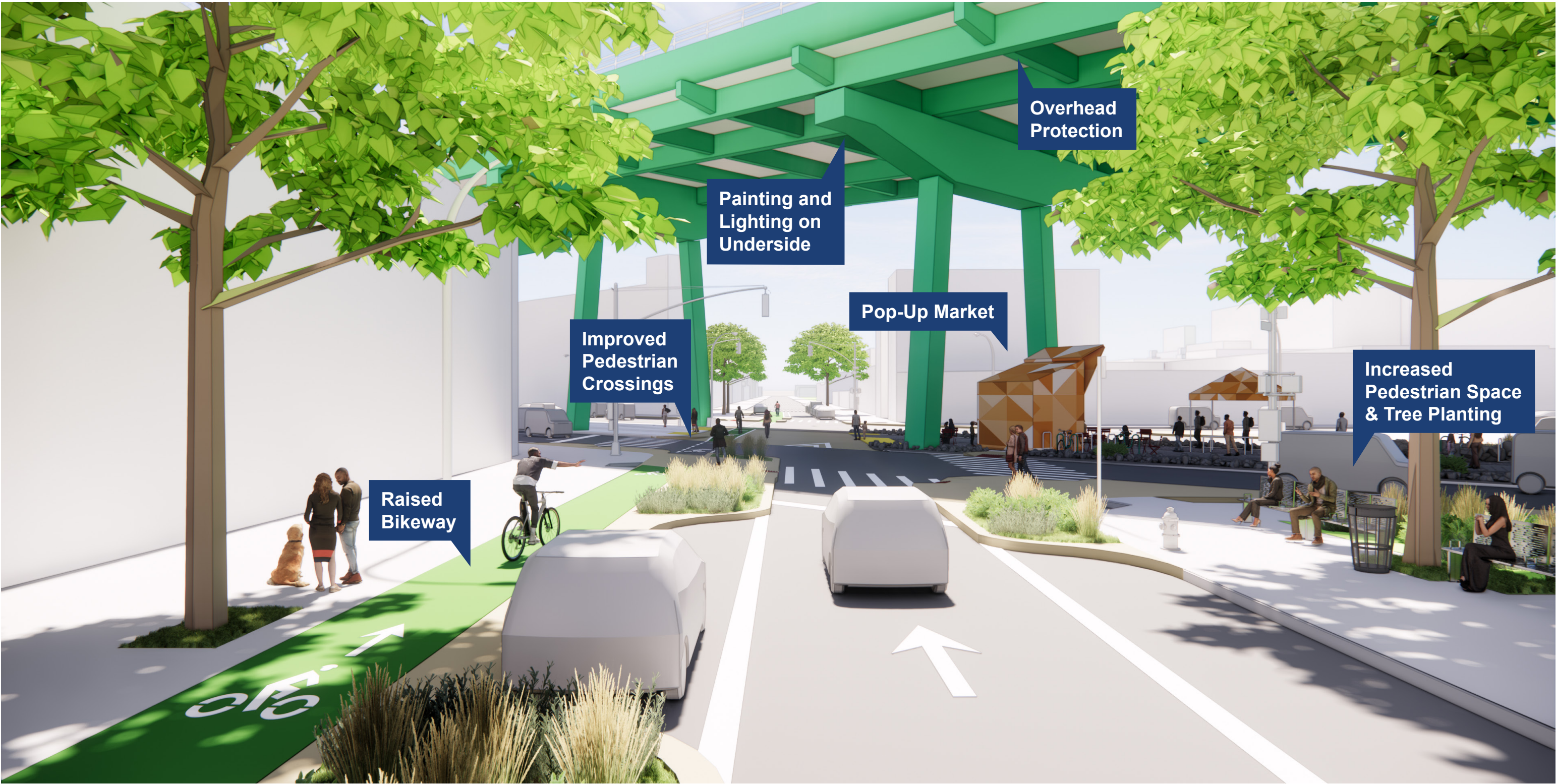
Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.



South 2 | Existing



South 2 | Medium Term | Safety Improvements & Greening



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.



South 3

South 3 | Focus Area Principles



STITCH

Enhance connections across the BQE for pedestrians and cyclists and transit users to neighborhood destinations from Sunset Park to the industrial waterfront



GREEN

Green 3rd Avenue through plantings and increased pedestrian space



MANAGE

Explore managed parking, freight and microhubs under the 3rd Avenue viaduct



BQE South | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

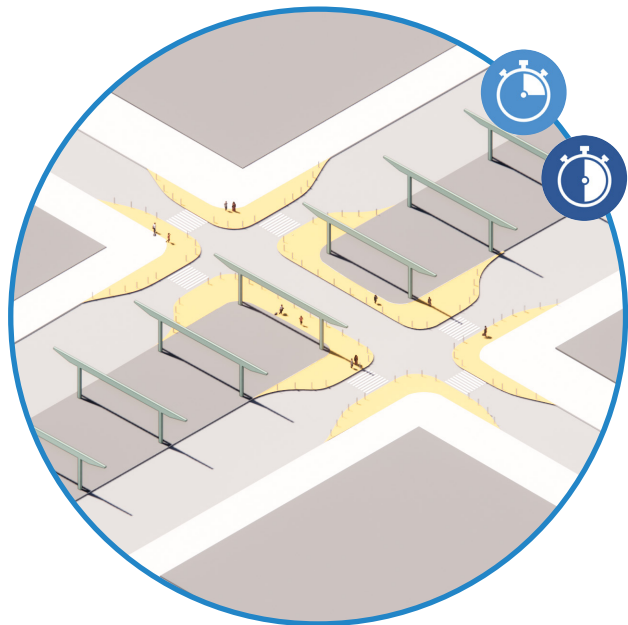
Lead: City, State, and Federal partnerships

Capital projects beyond the conventional scope of NYCDOT work including partial and full highway capping, BQE corridor-wide interventions, etc.

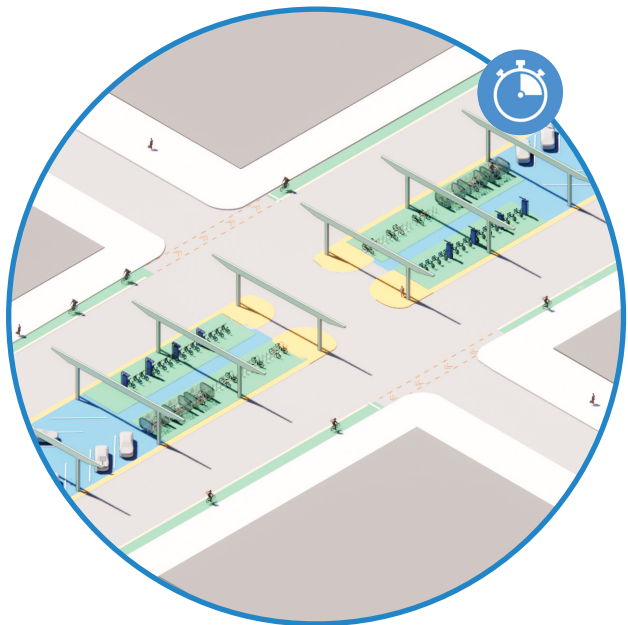
All proposal timeframes are intended to suggest an approximate duration of the entire project's process. Infrastructure project timeframes vary depending on project type, funding source, and implementation considerations.



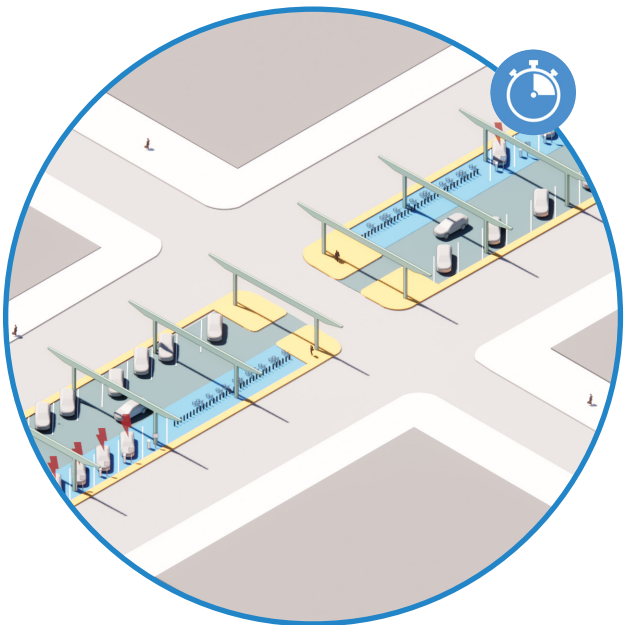
South 3 | Toolkits



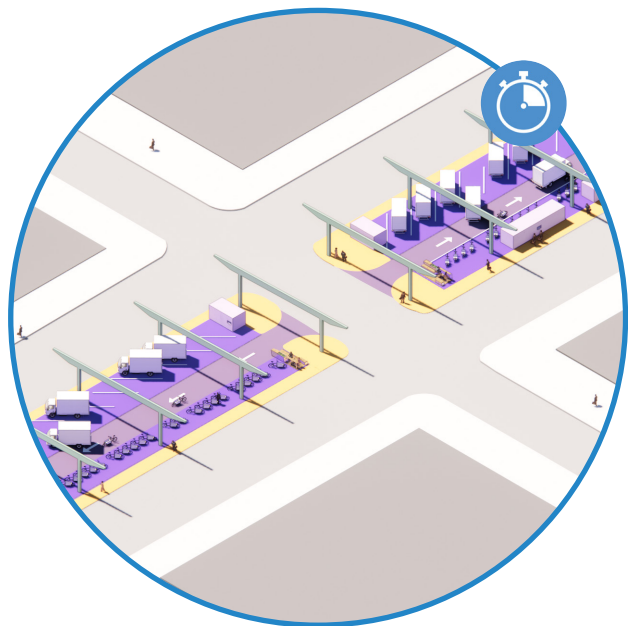
Improved Pedestrian Crossings



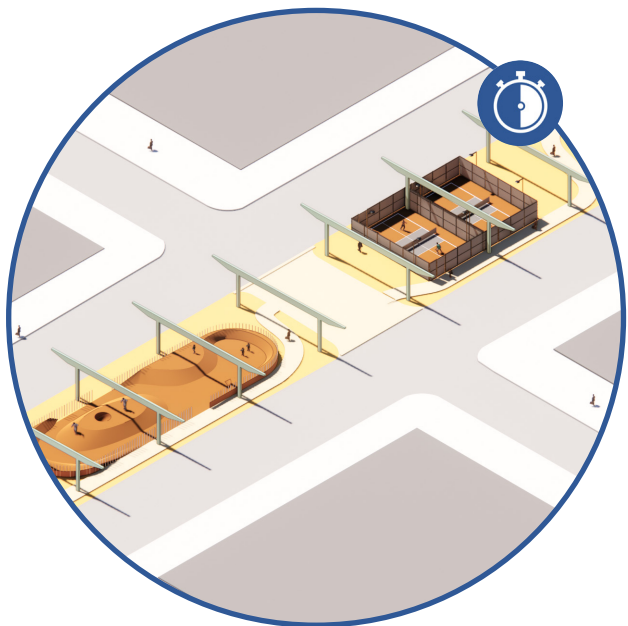
Bike Infrastructure



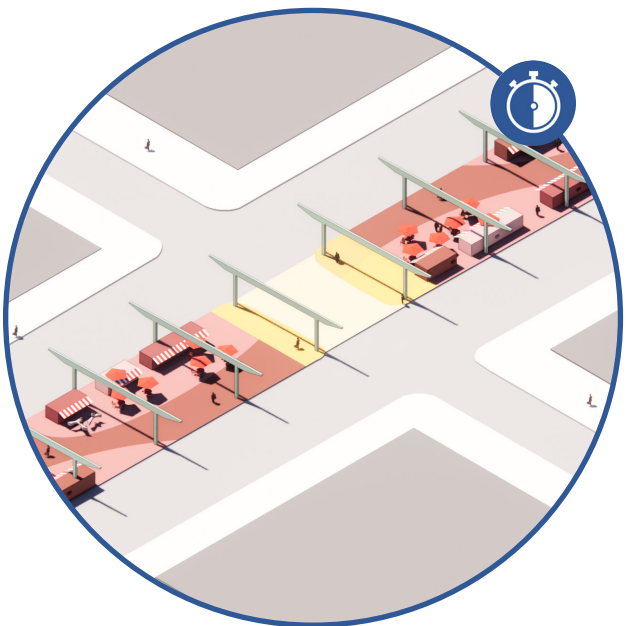
Managed Parking & Charging Infrastructure



Microhubs



Active Recreation



Market



Near Term



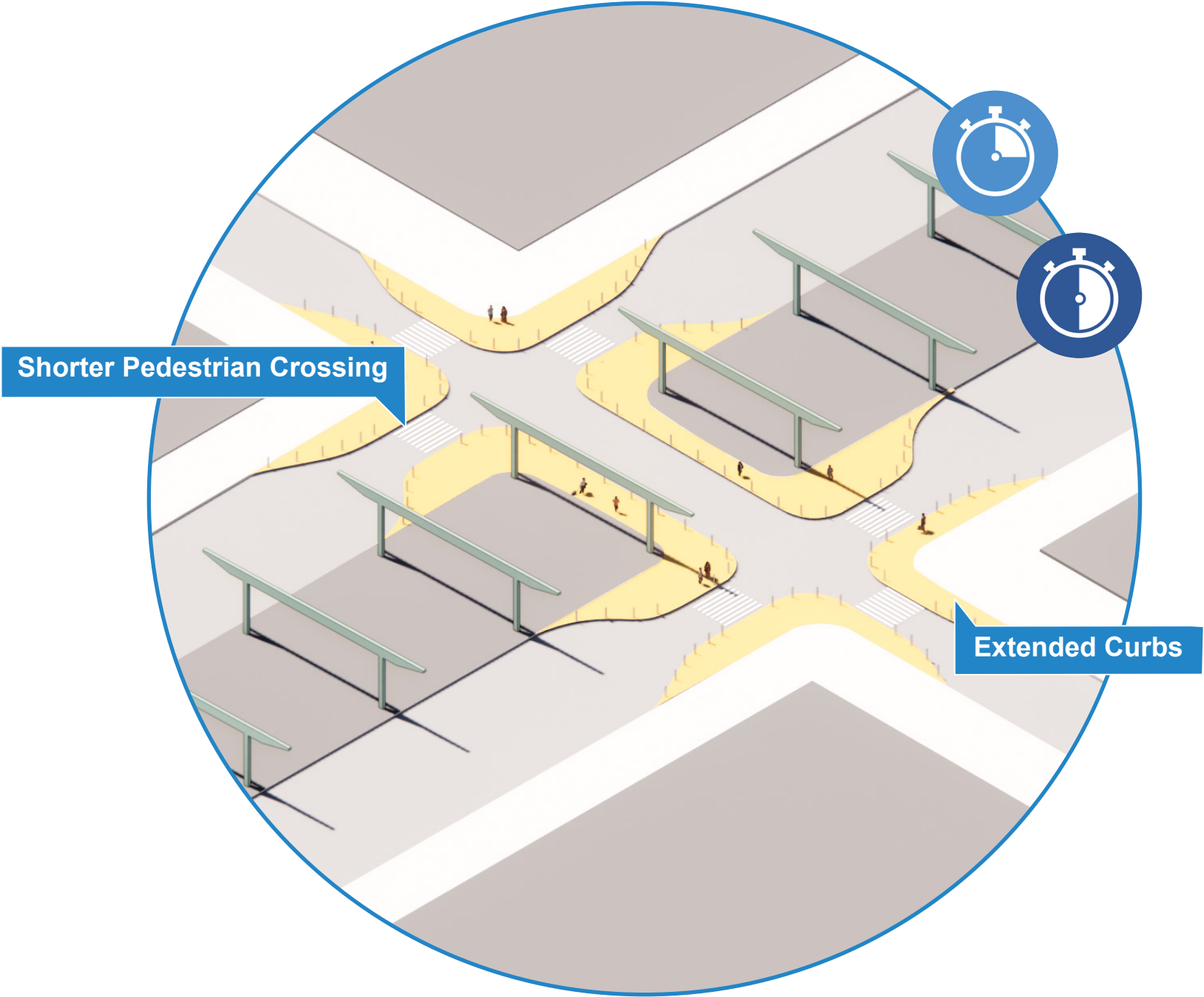
Medium term



Long Term

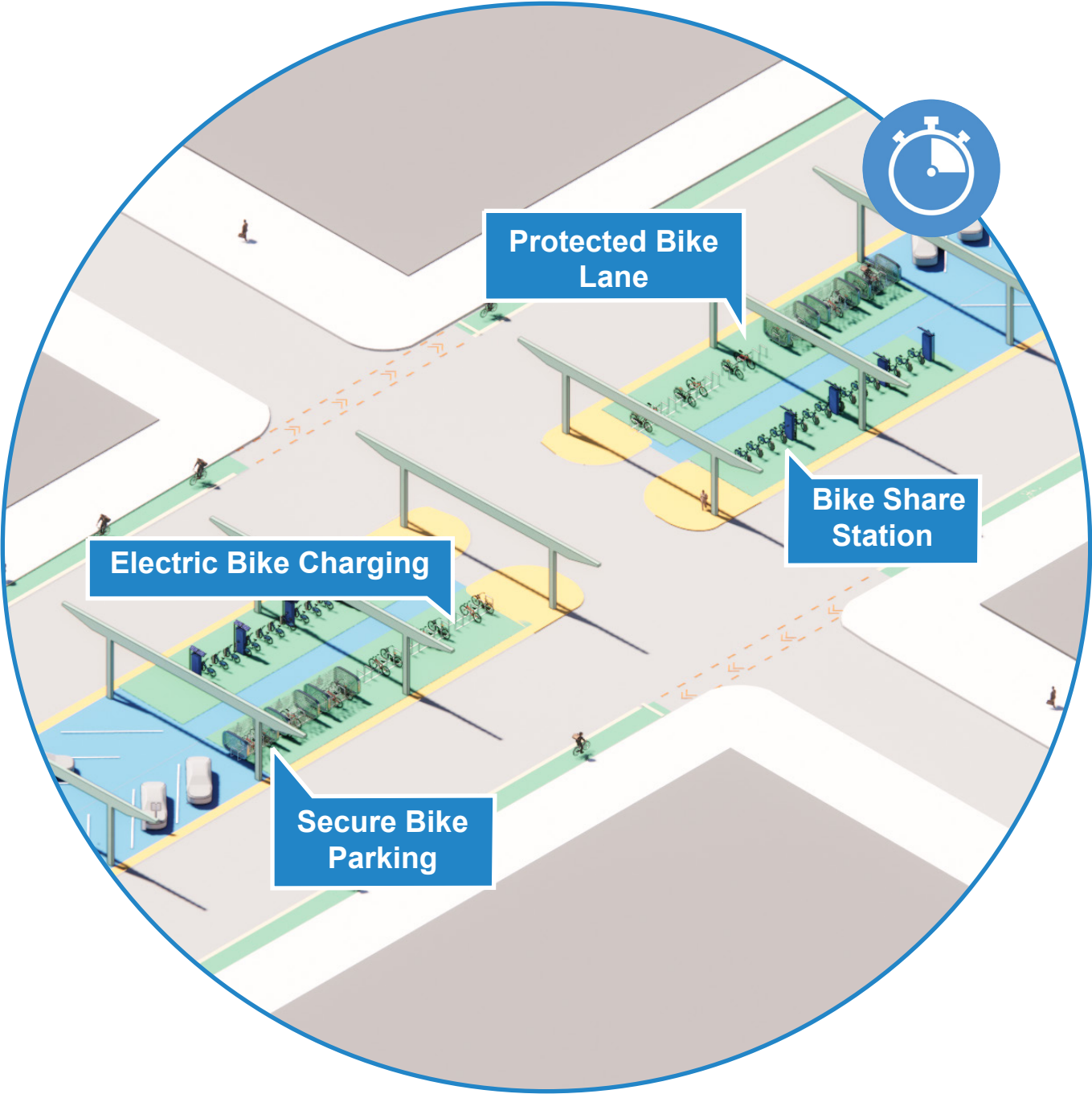
South 3 | Toolkits

Improved Pedestrian Crossings



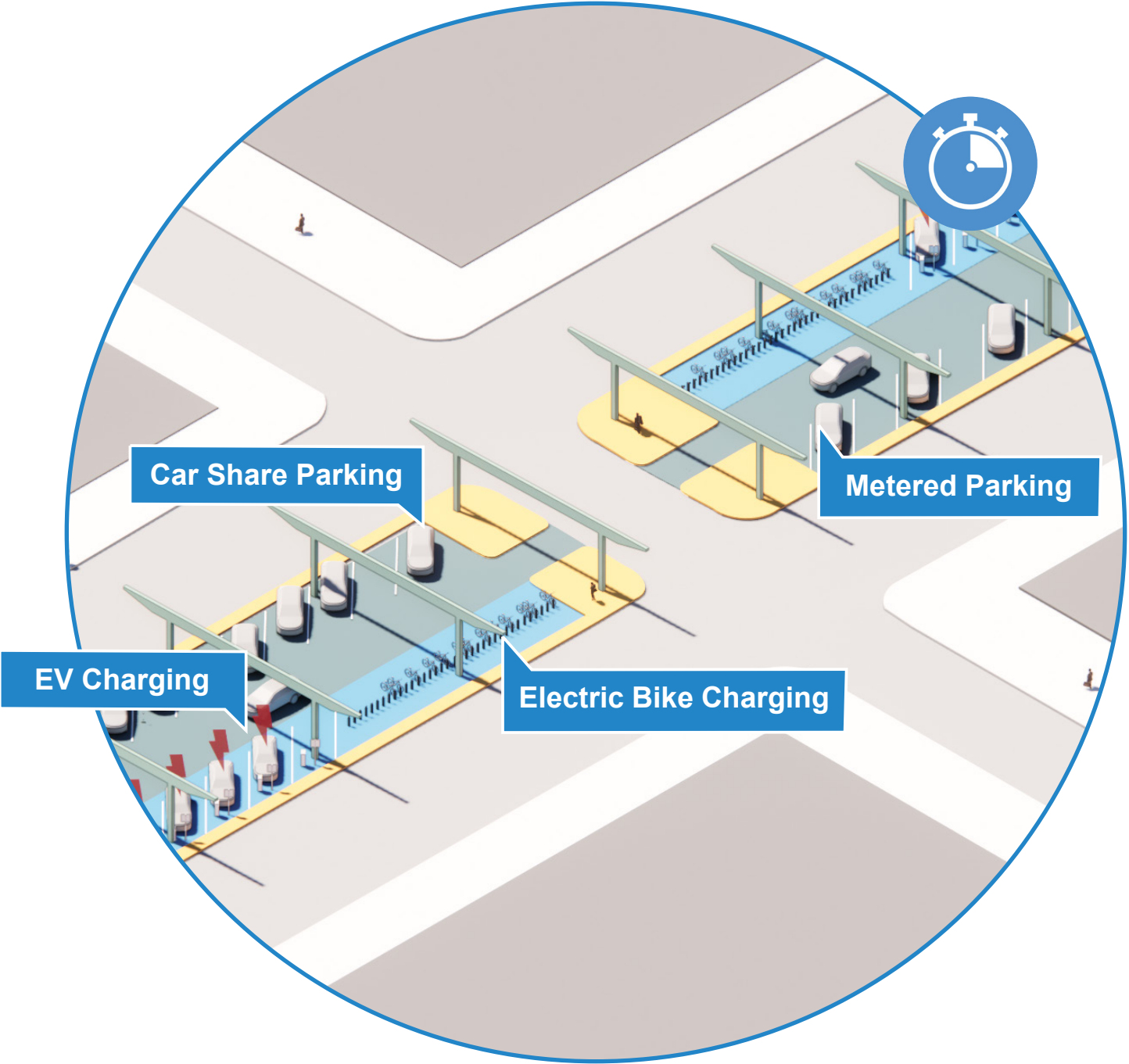
South 3 | Toolkits

Bike Infrastructure



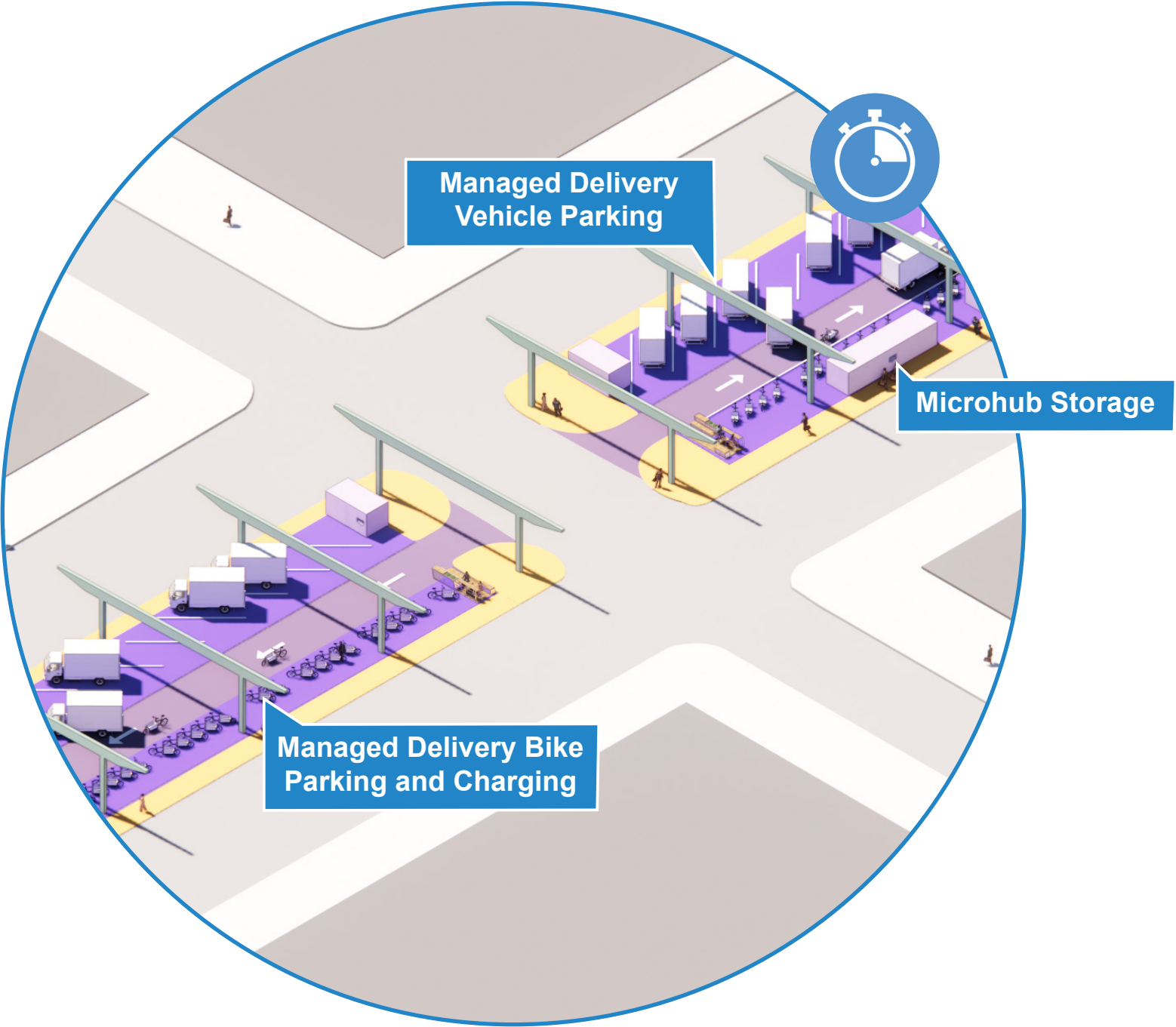
South 3 | Toolkits

Managed Parking & Charging Infrastructure



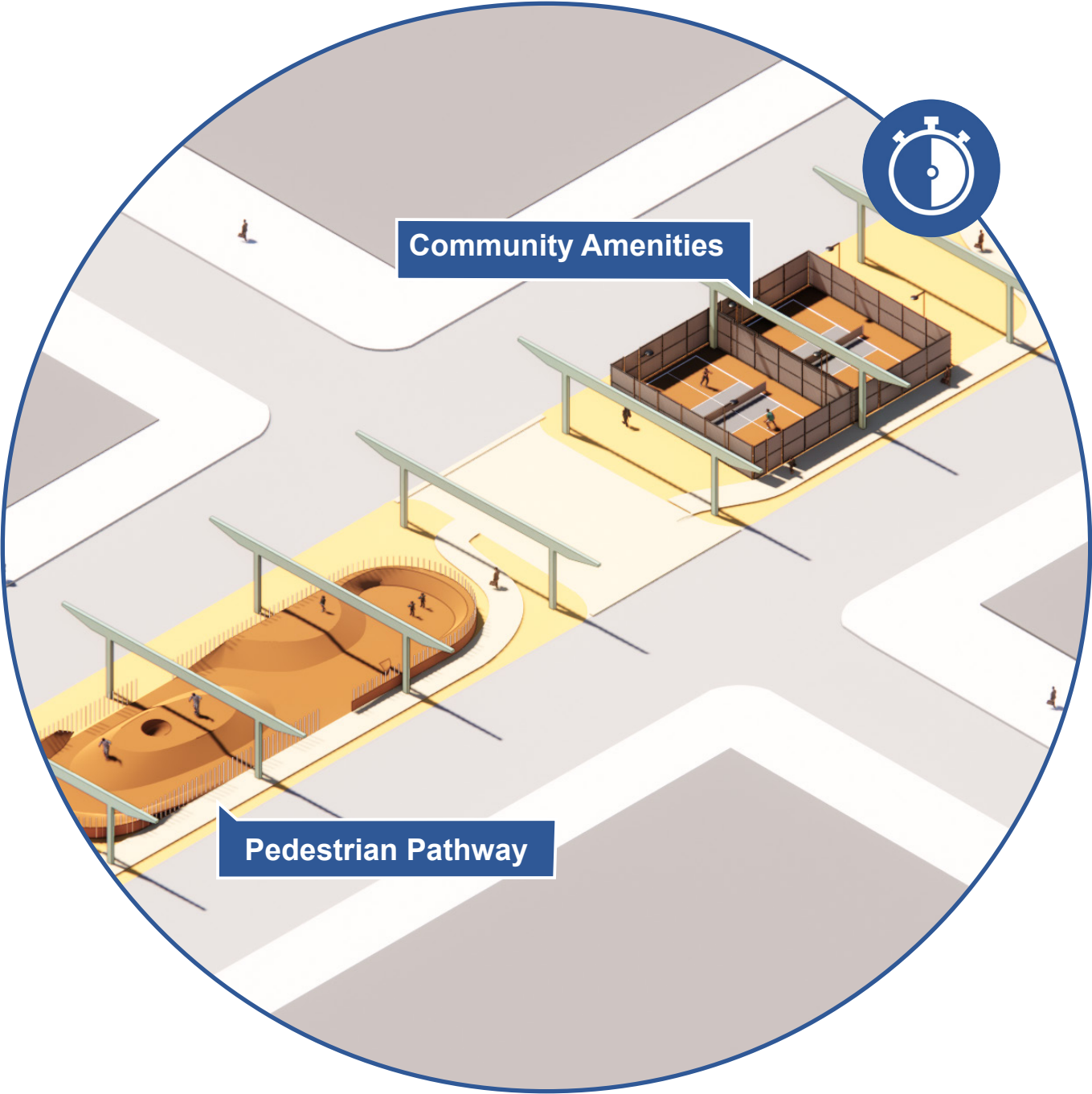
South 3 | Toolkits

Microhubs



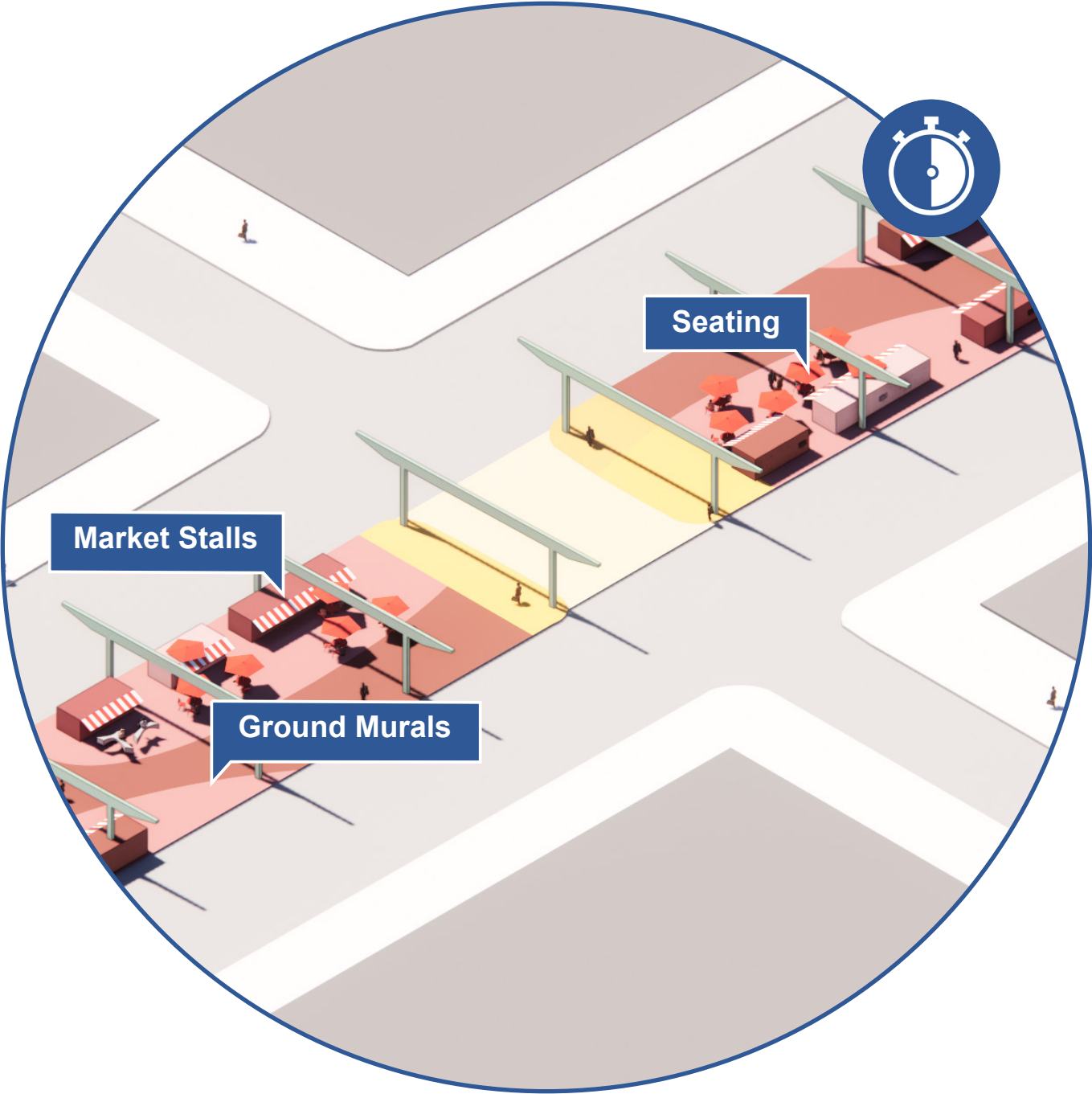
South 3 | Toolkits

Active Recreation

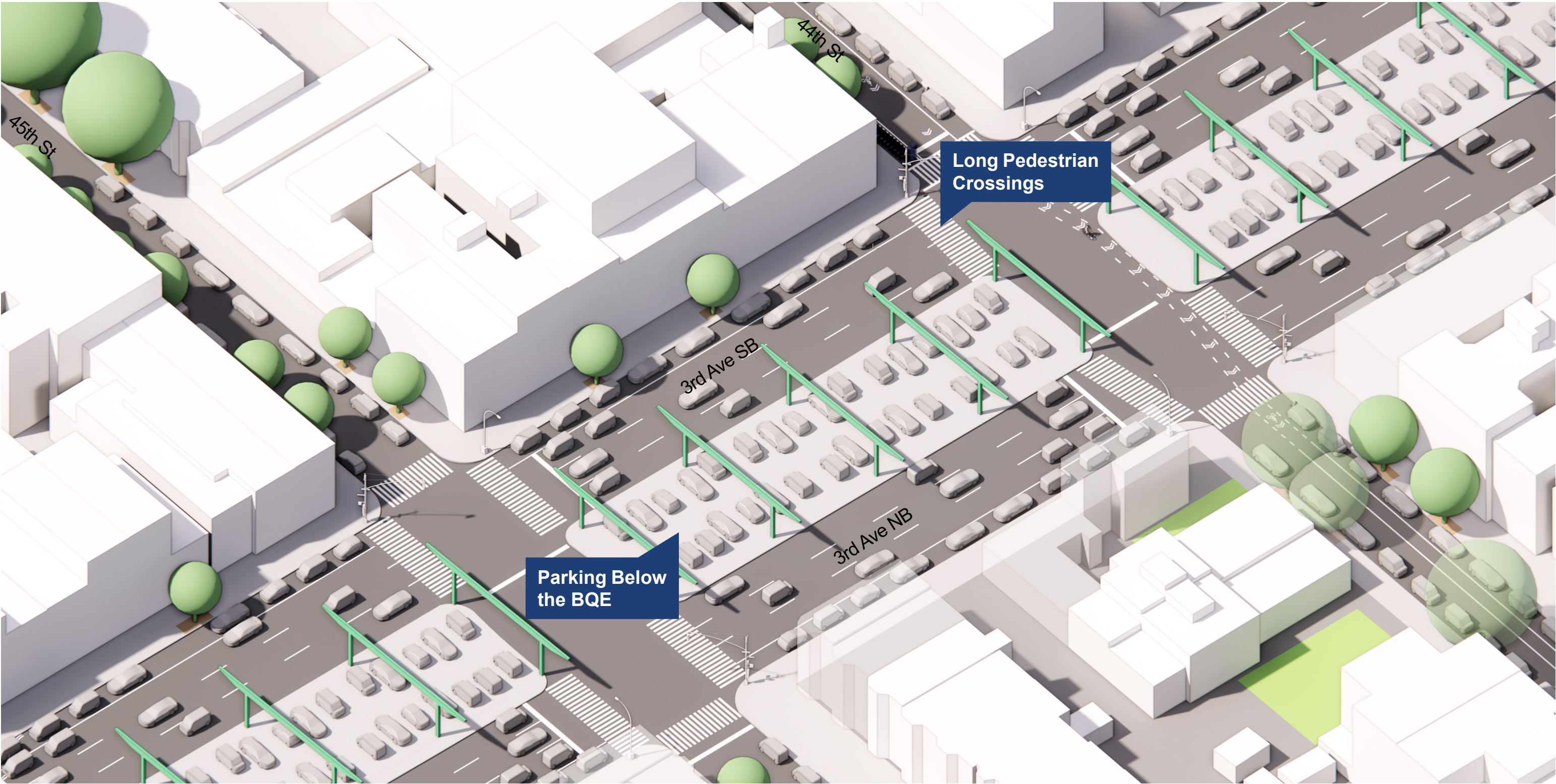


South 3 | Toolkits

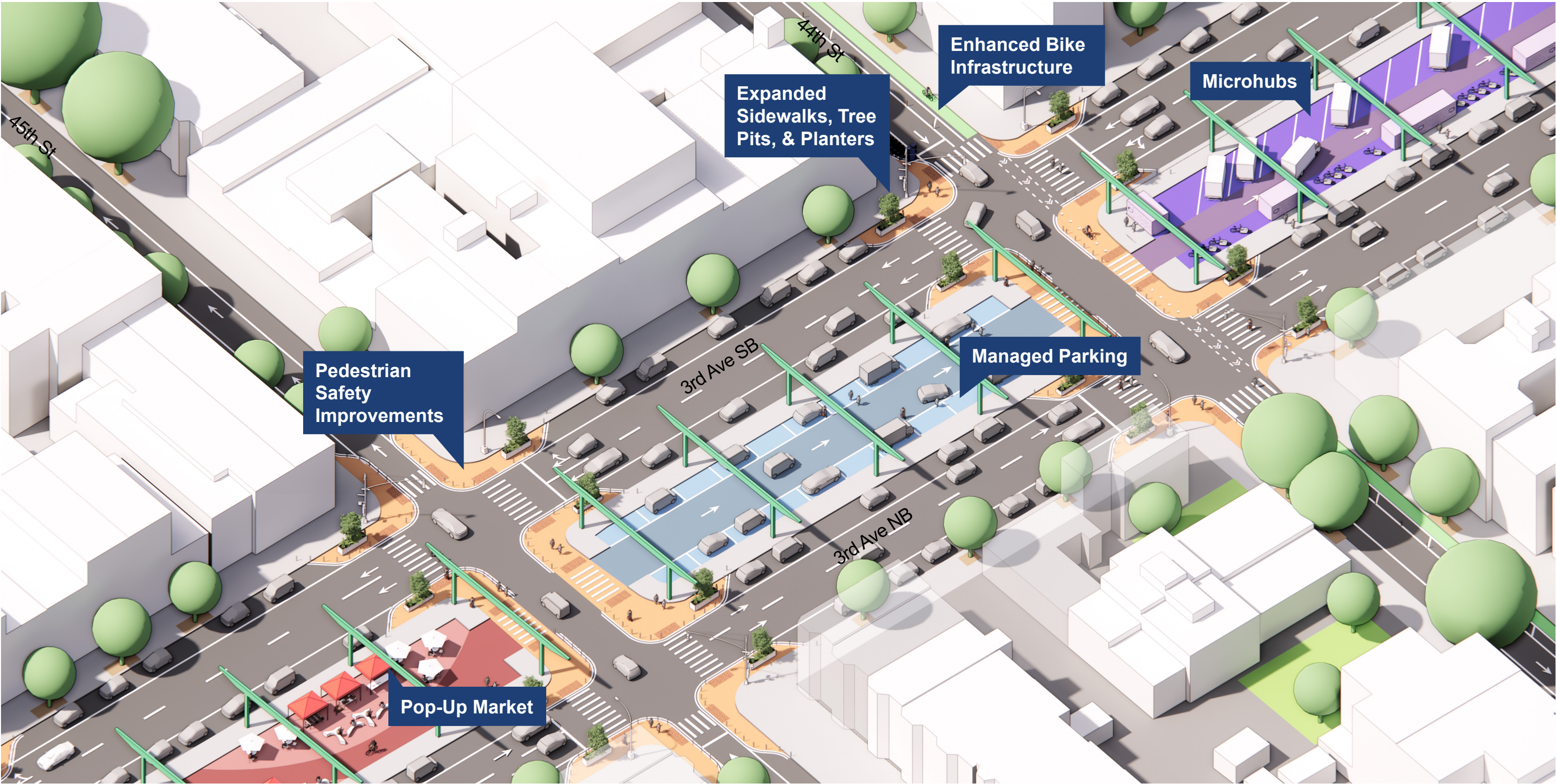
Market



South 3 | Typical Block - Existing



South 3 | Near Term | Third Avenue Enhanced Streetscape



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.



NYC DOT 3rd Ave Project

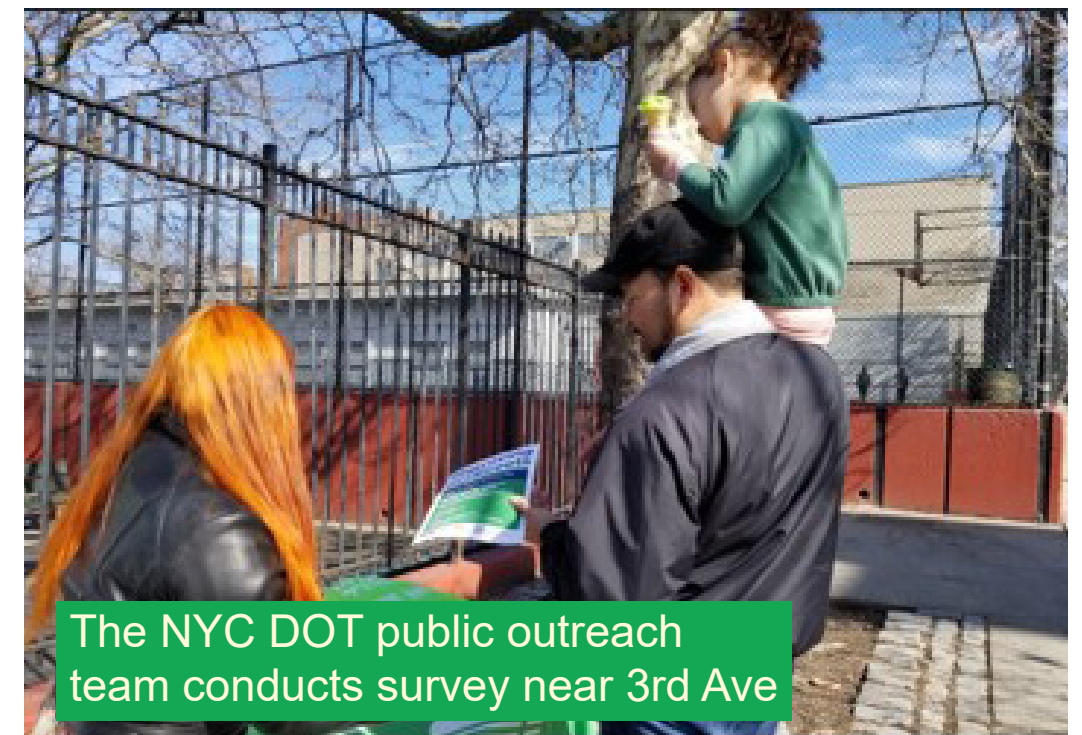
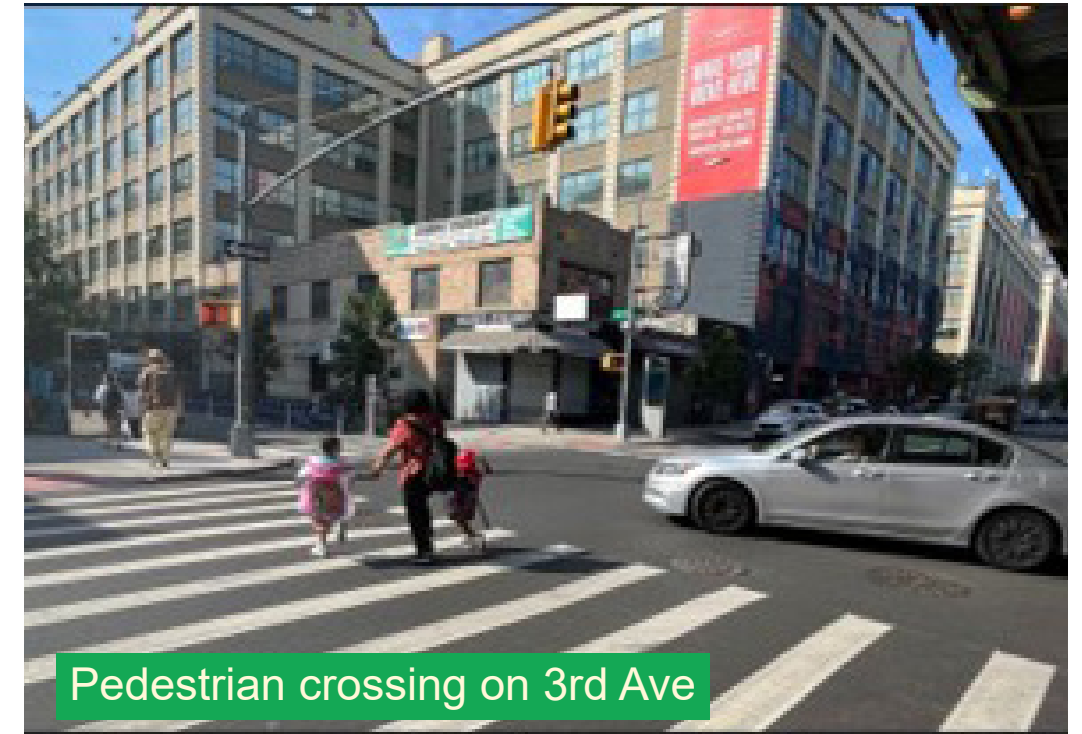
NYC DOT is developing a safety focused **Street Improvement Project on 3rd Ave**, Brooklyn (Prospect Ave to 62nd St):

Project Updates:

- Spring/Summer 2023: Conducted outreach, including surveys and three public workshops
- Presented three preliminary design options to Community Board 7 in early November

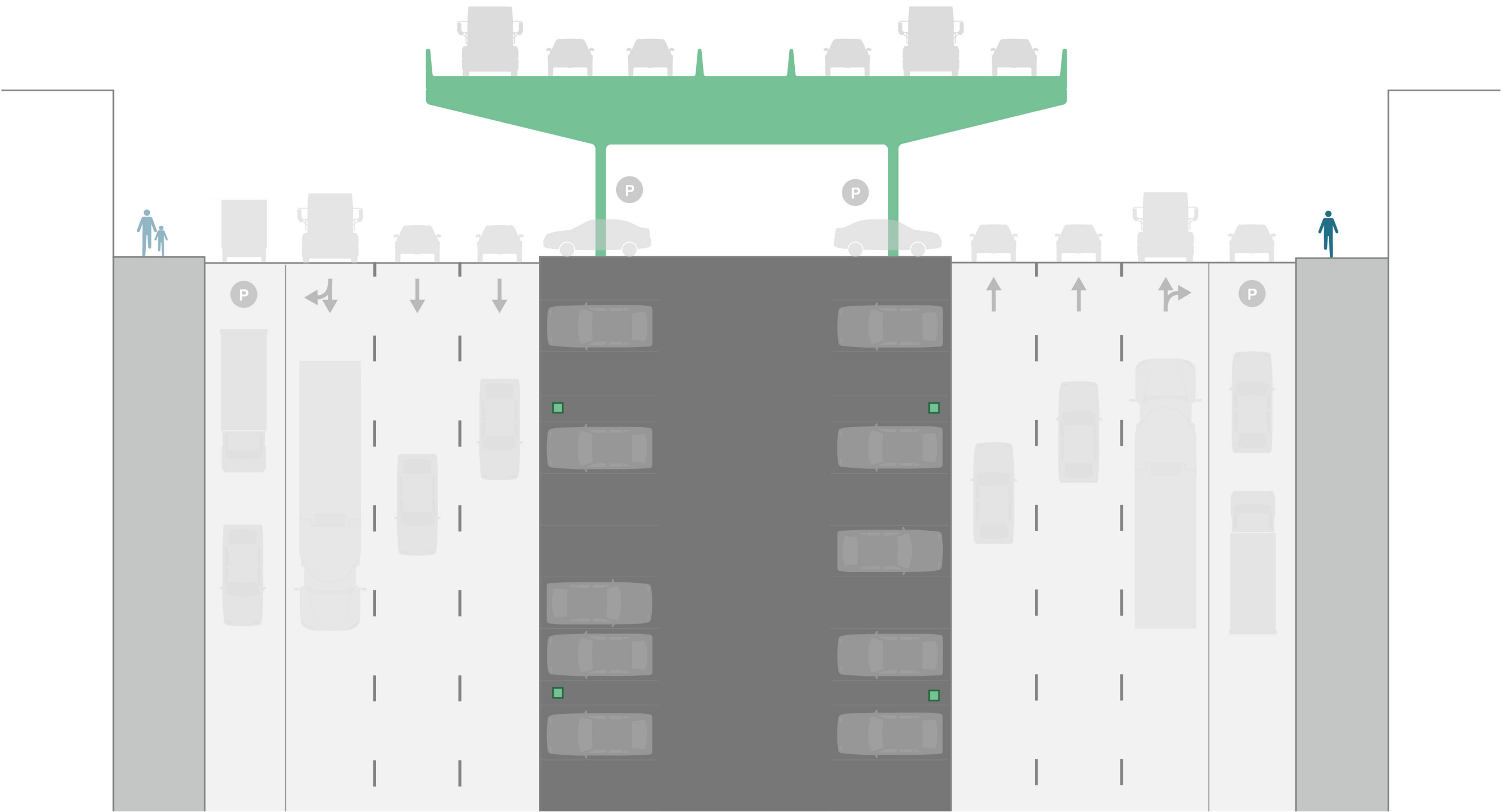
Next Steps:

- Continue to gather feedback on preliminary design options
- Develop design and perform additional analysis
- Present project proposal (Spring 2024)



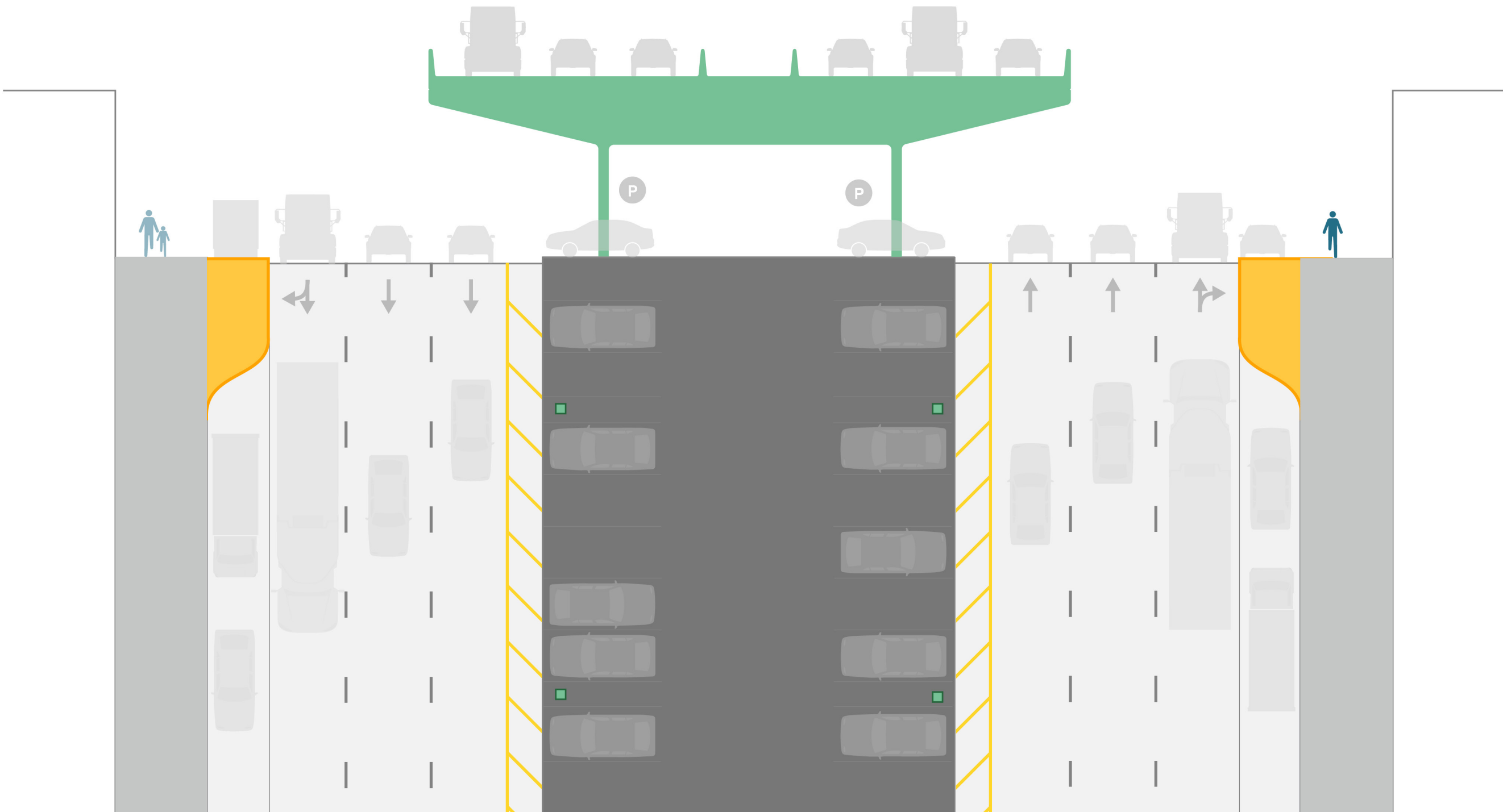
South 3 | DOT Third Avenue Study

Existing



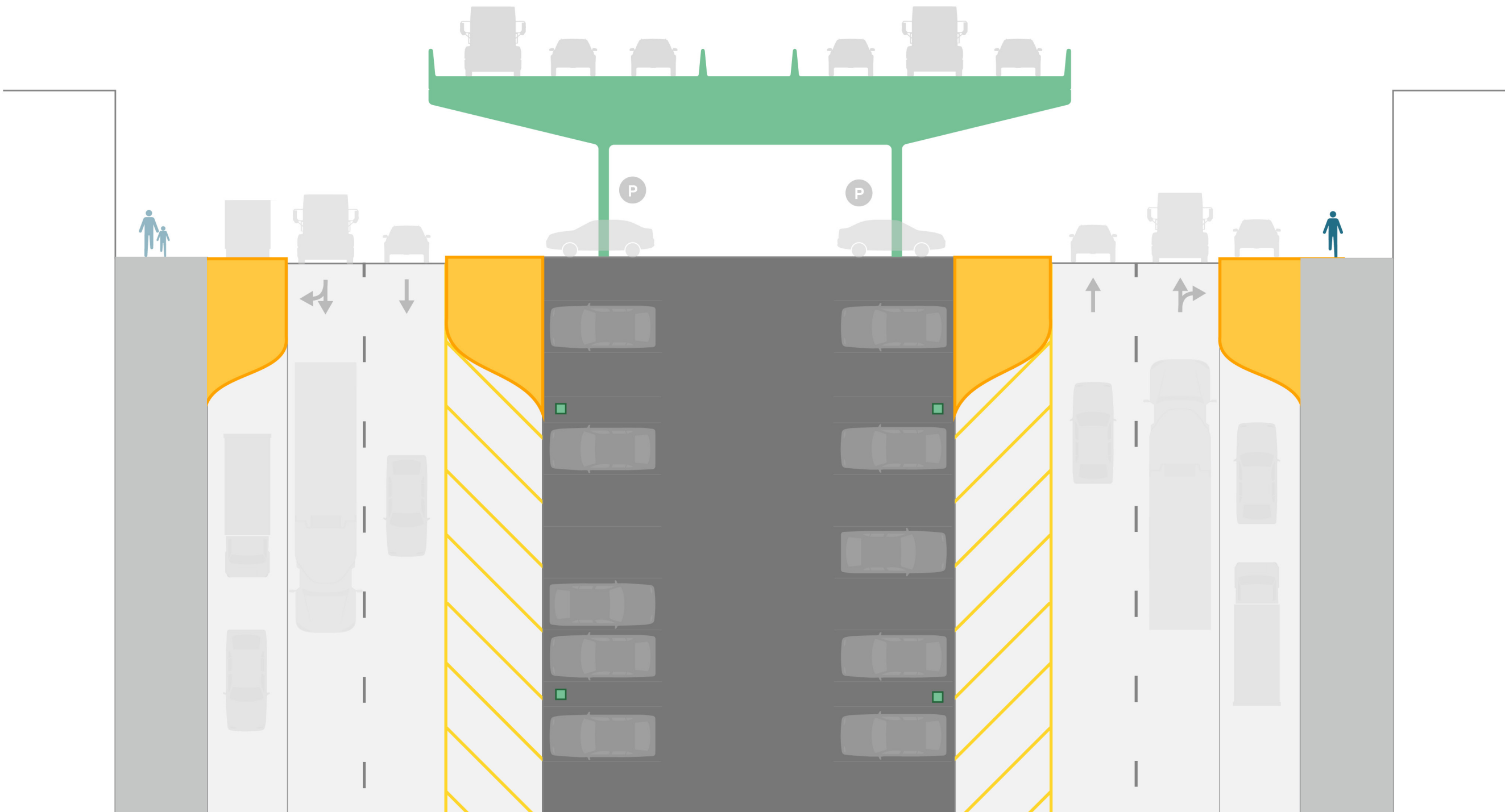
South 3 Near-Term | DOT Third Avenue Study

Curb Extensions



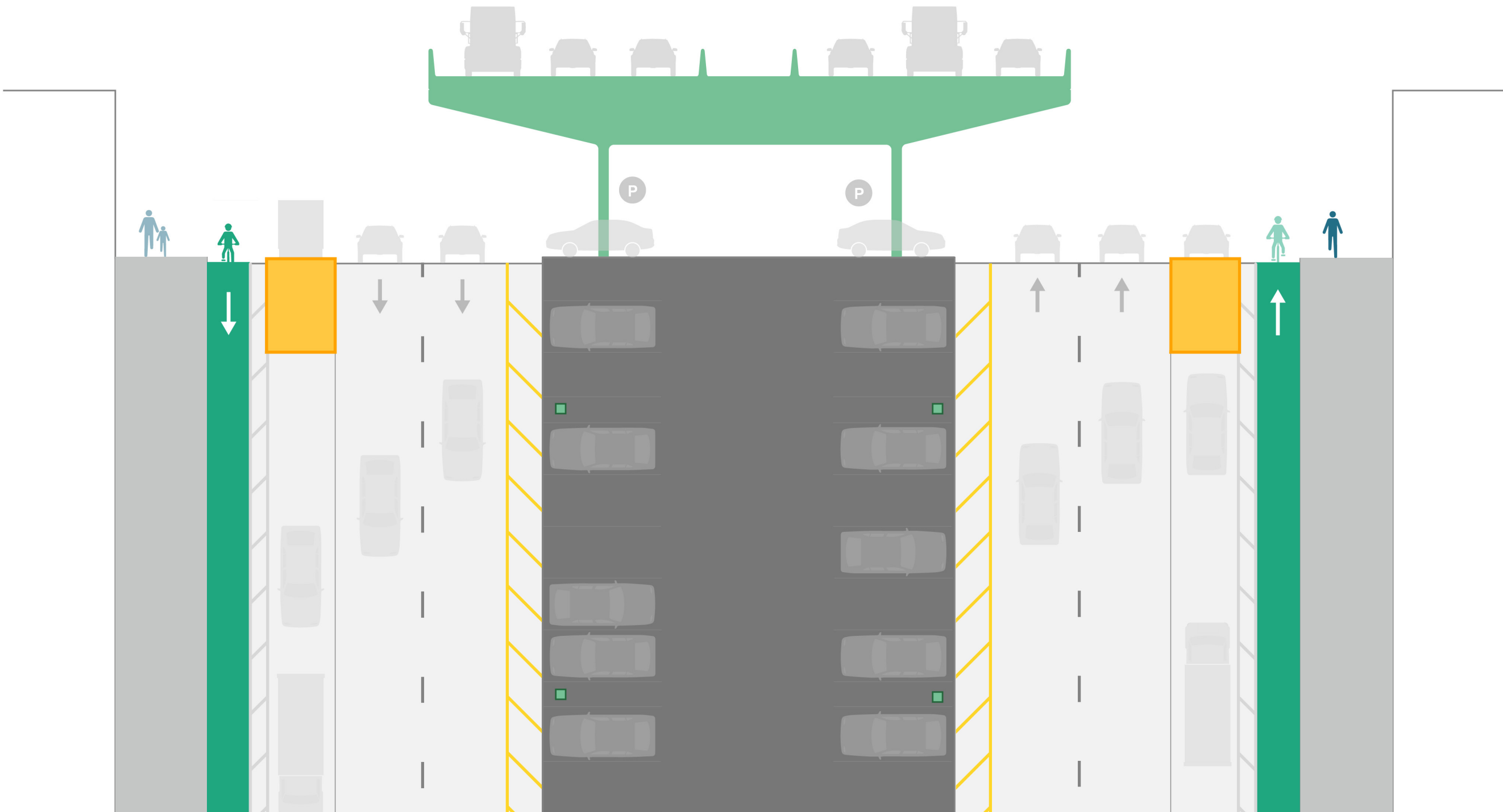
South 3 Near-Term | DOT Third Avenue Study

Medians & Curb Extensions



South 3 Near-Term | DOT Third Avenue Study

Curbside Bike Lanes



South 3 | Existing



Parking Below
the BQE

Long Pedestrian
Crossings



South 3 | Near Term | Third Avenue Activations



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.



South 3 | Medium Term | Third Avenue Activations



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces. Market use will be a limited duration pop-up.



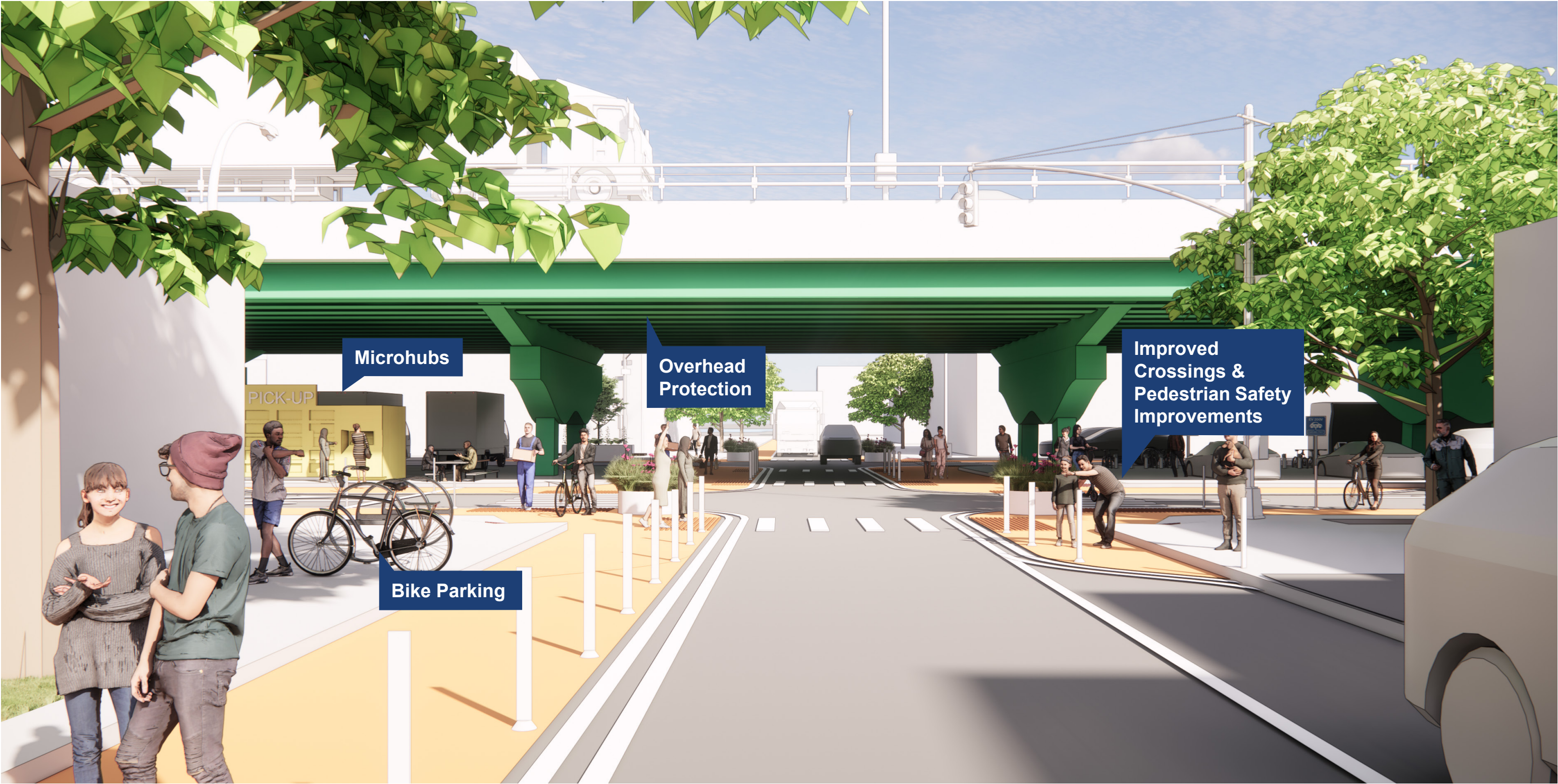
South 3 | Existing



Parking
below BQE



South 3 Near-Term | Transit to Waterfront Connections



Partnerships with NYS DOT is required for open space, recreation, and market activations; overhead protections will be considered to ensure a safe environment. NYC DOT will also prioritize partnerships with local organization to maintain these spaces.



South 4

South 4 | Focus Area Principles



CONNECT

Improve safety for pedestrians, cyclists, and drivers along 7th Avenue



INTEGRATE

Explore opportunities for additional park space and community amenities along the BQE trench



STITCH

Strategically connect key park, greenways and pedestrian spaces currently divided by the BQE



BQE South | Concepts Timeline



Near Term

Lead: City agencies

Street improvement projects like street striping, plazas, planters, and other safety enhancements



Medium Term

Lead: City agencies with State coordination

Capital projects like modifications to curbs and sidewalks, in ground planting, etc.



Long Term

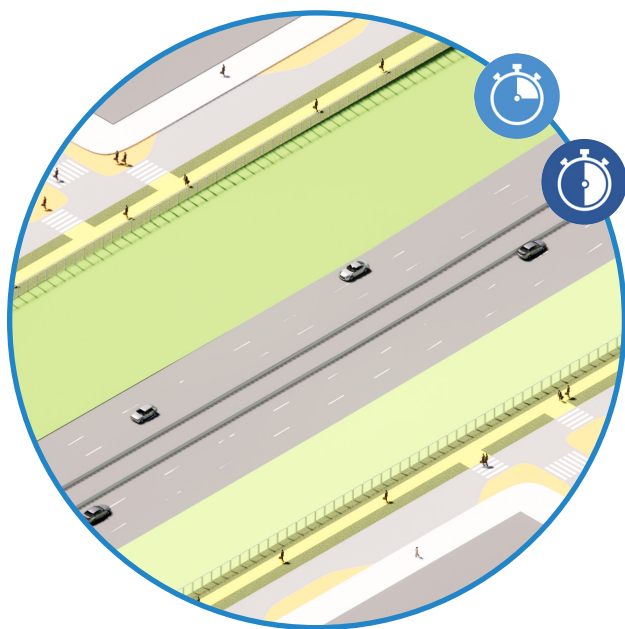
Lead: City, State, and Federal partnerships

Capital projects beyond the conventional scope of NYCDOT work including partial and full highway capping, BQE corridor-wide interventions, etc.

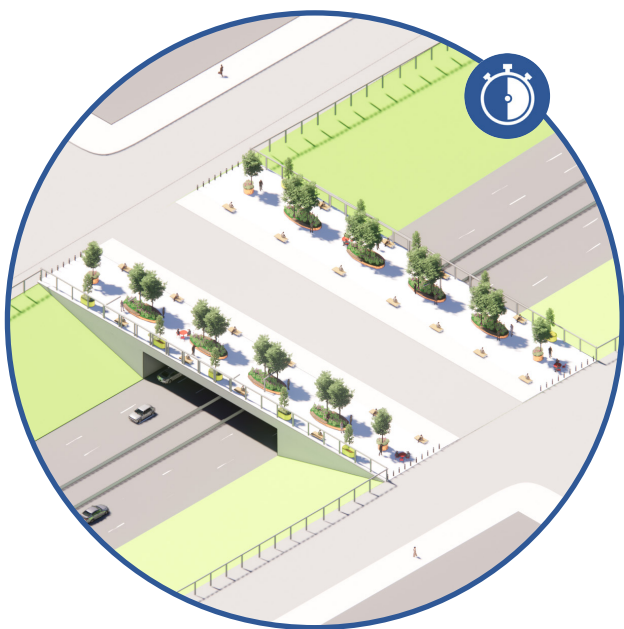
All proposal timeframes are intended to suggest an approximate duration of the entire project's process. Infrastructure project timeframes vary depending on project type, funding source, and implementation considerations.



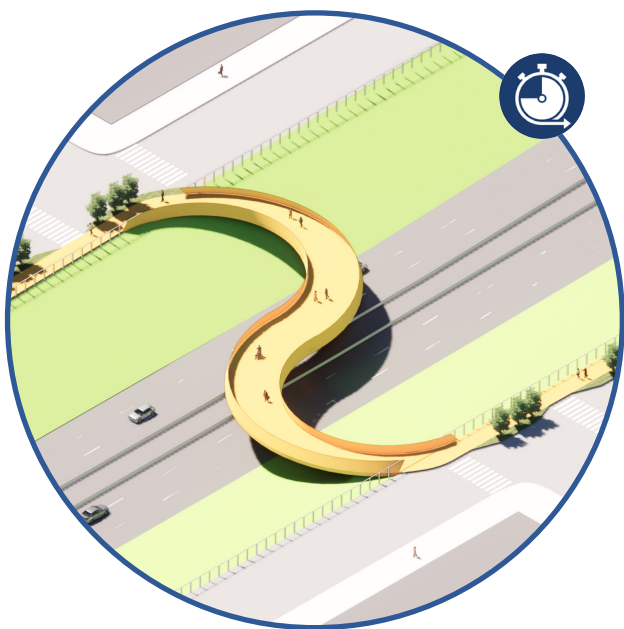
South 4 | Toolkits



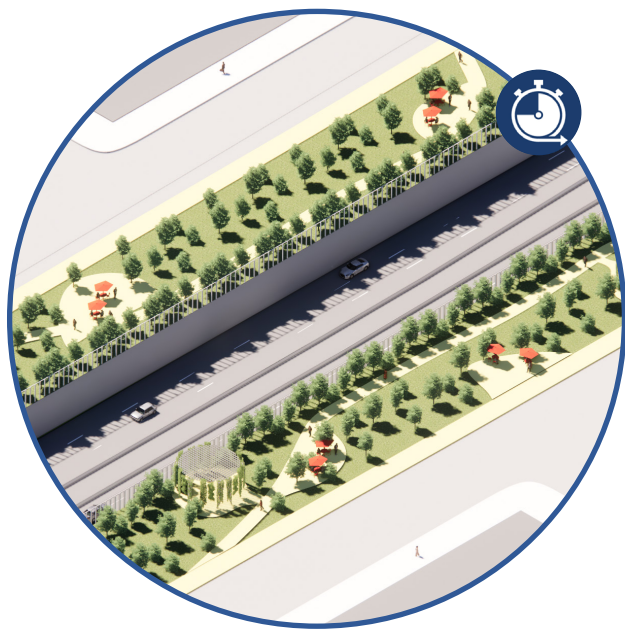
Improved Pedestrian Corridors



Partial Highway Cap with Landscape



Pedestrian Bridge



Park Infill on Embankment



Community-oriented Development
on Embankment



Full Highway Cap with Park



Near Term



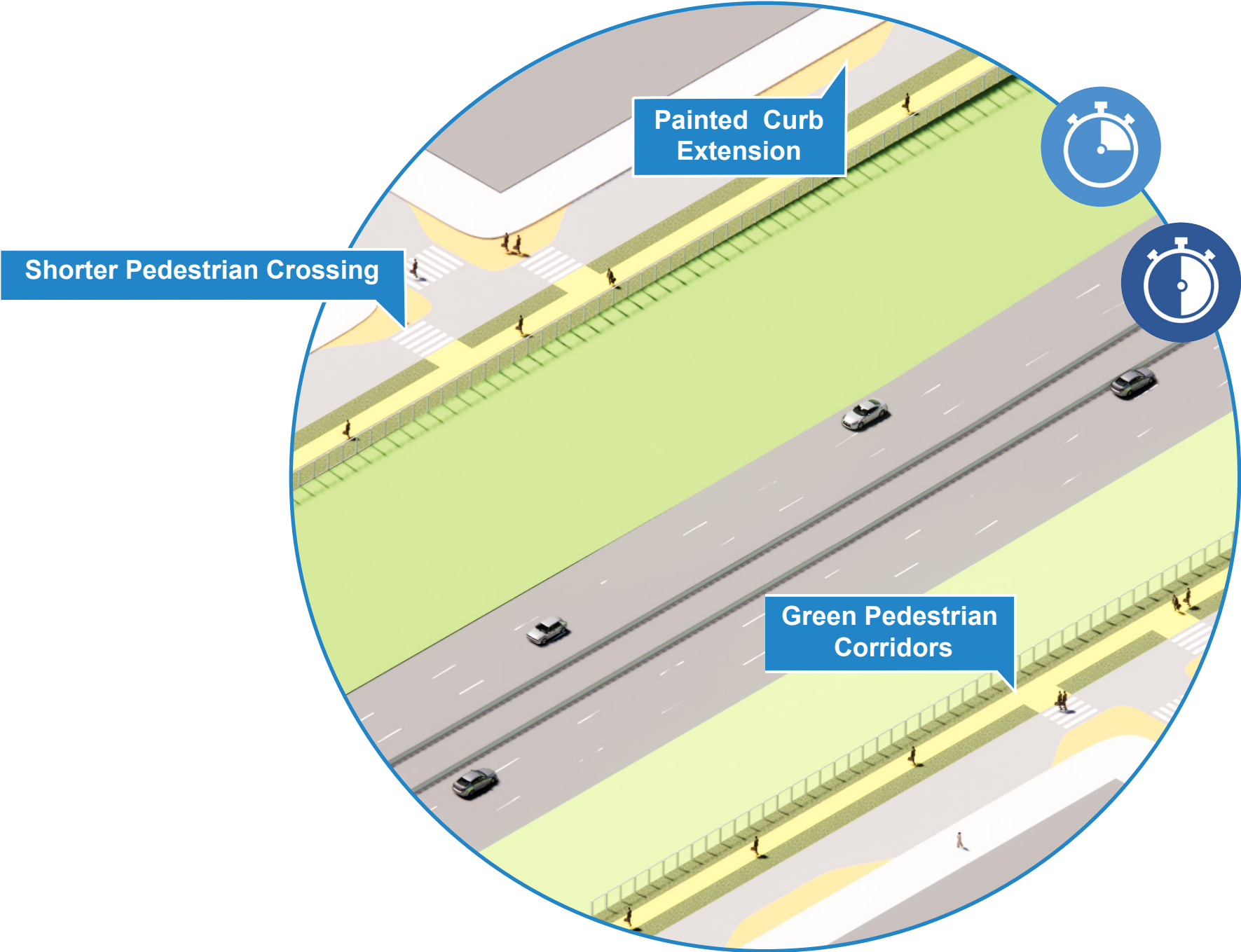
Medium term



Long Term

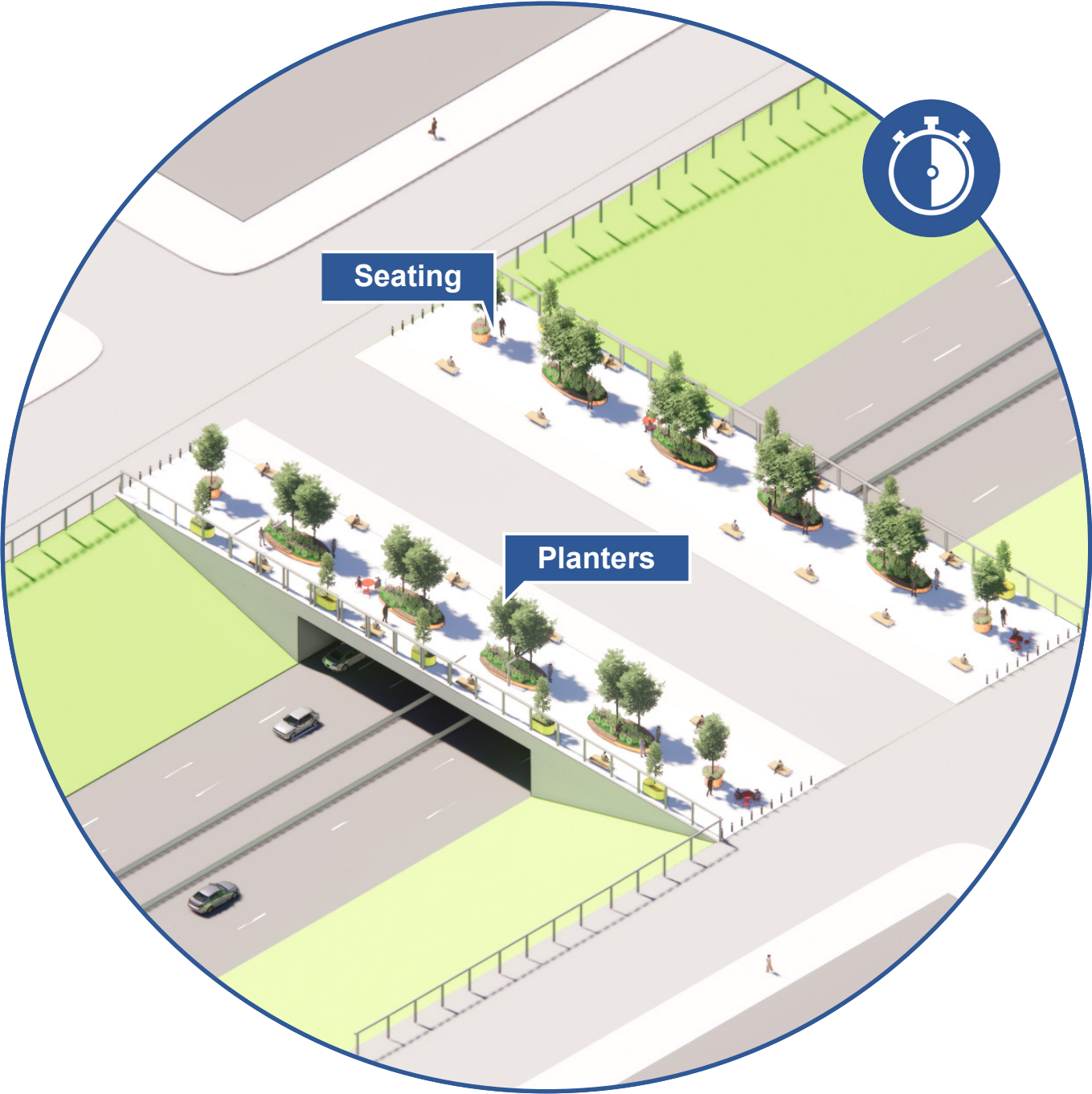
South 4 | Toolkits

Improved Pedestrian Corridors



South 4 | Toolkits

Partial Highway Cap with Landscape



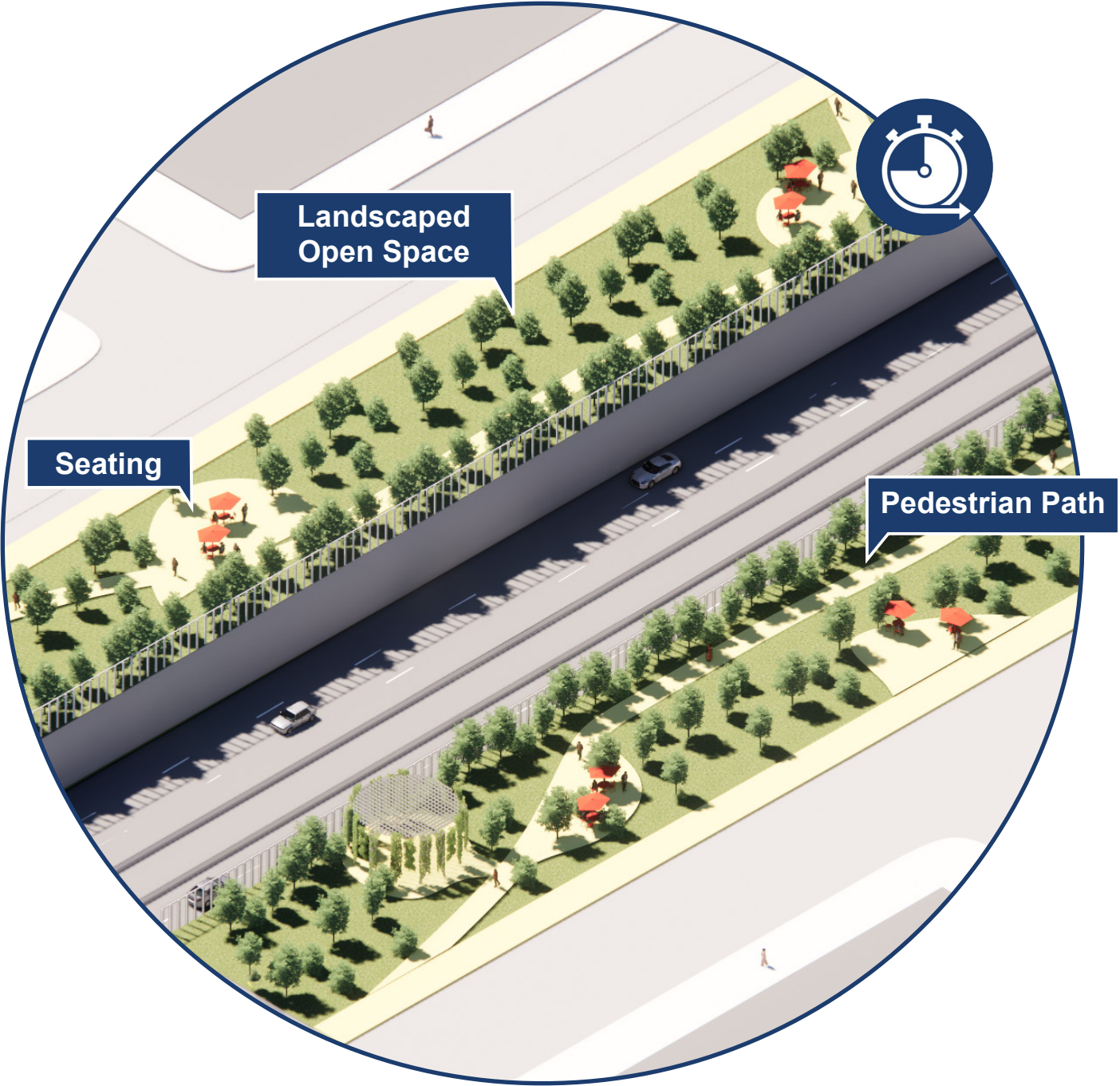
South 4 | Toolkits

Pedestrian Bridge



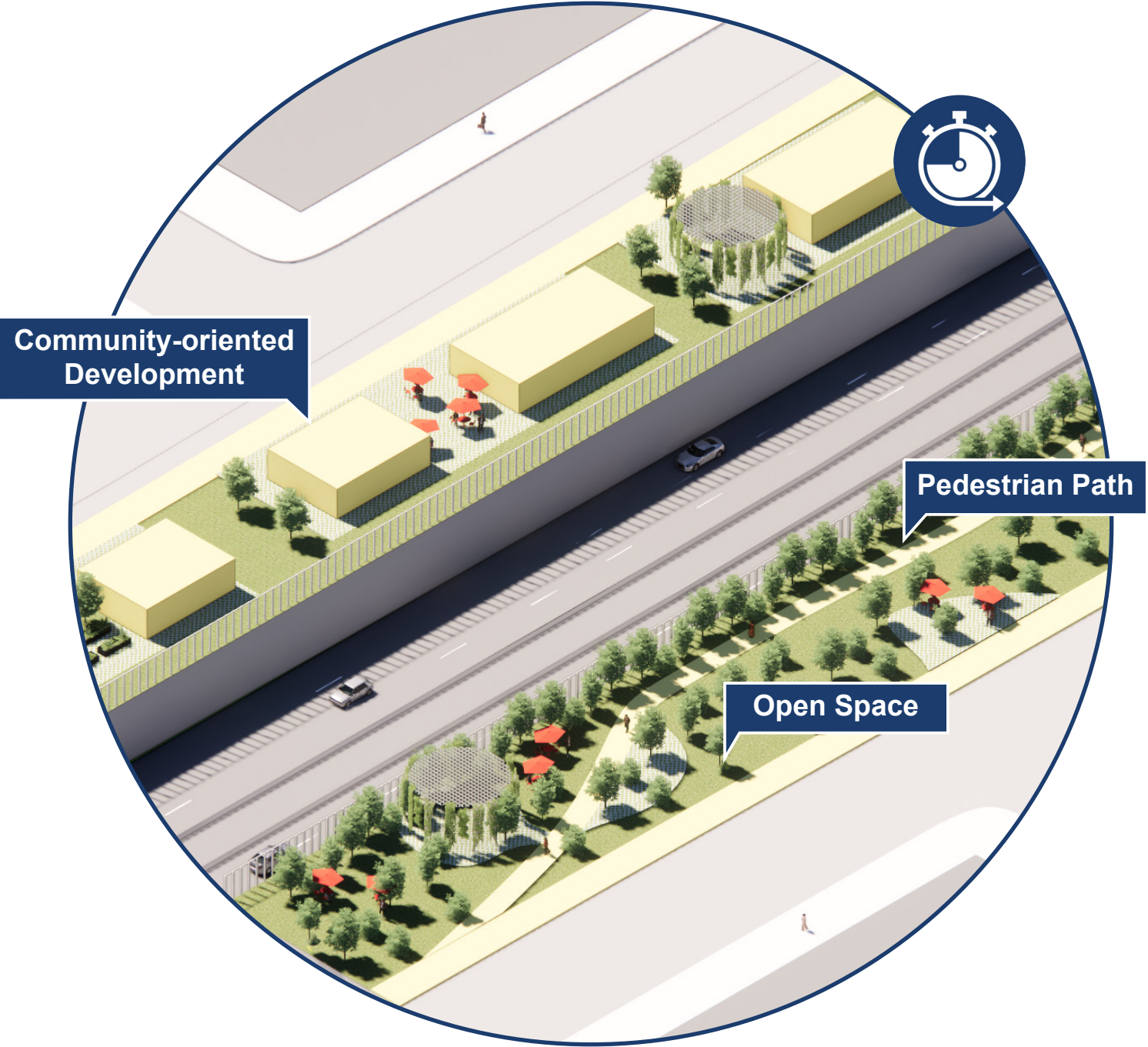
South 4 | Toolkits

Park Infill on Embankment



South 4 | Toolkits

Community-oriented Development on Embankment



South 4 | Toolkits

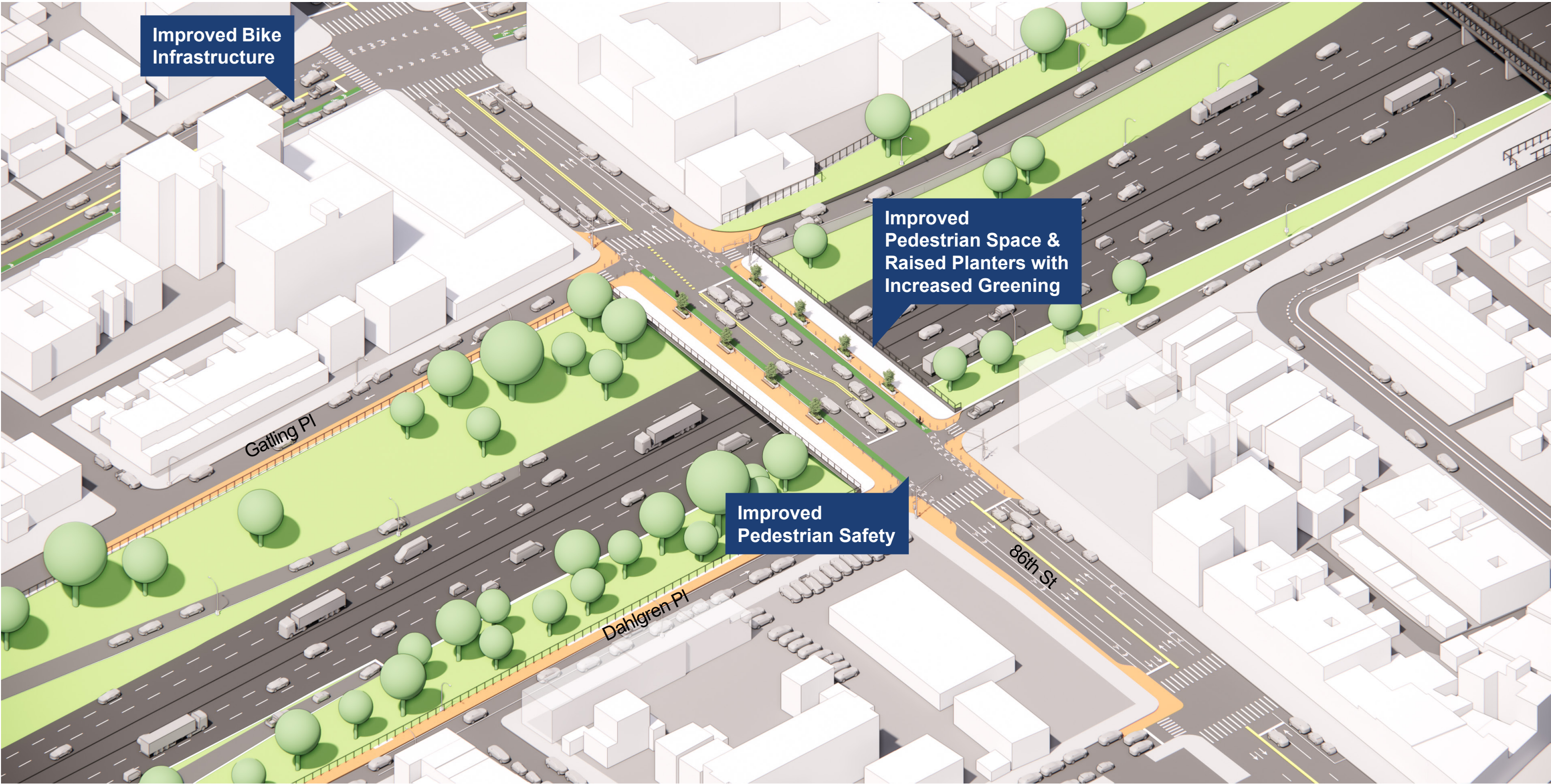
Full Highway Cap with Park



South 4 | Typical Block - Existing



South 4 | Near Term | Typical Block - 86th Street Crossing



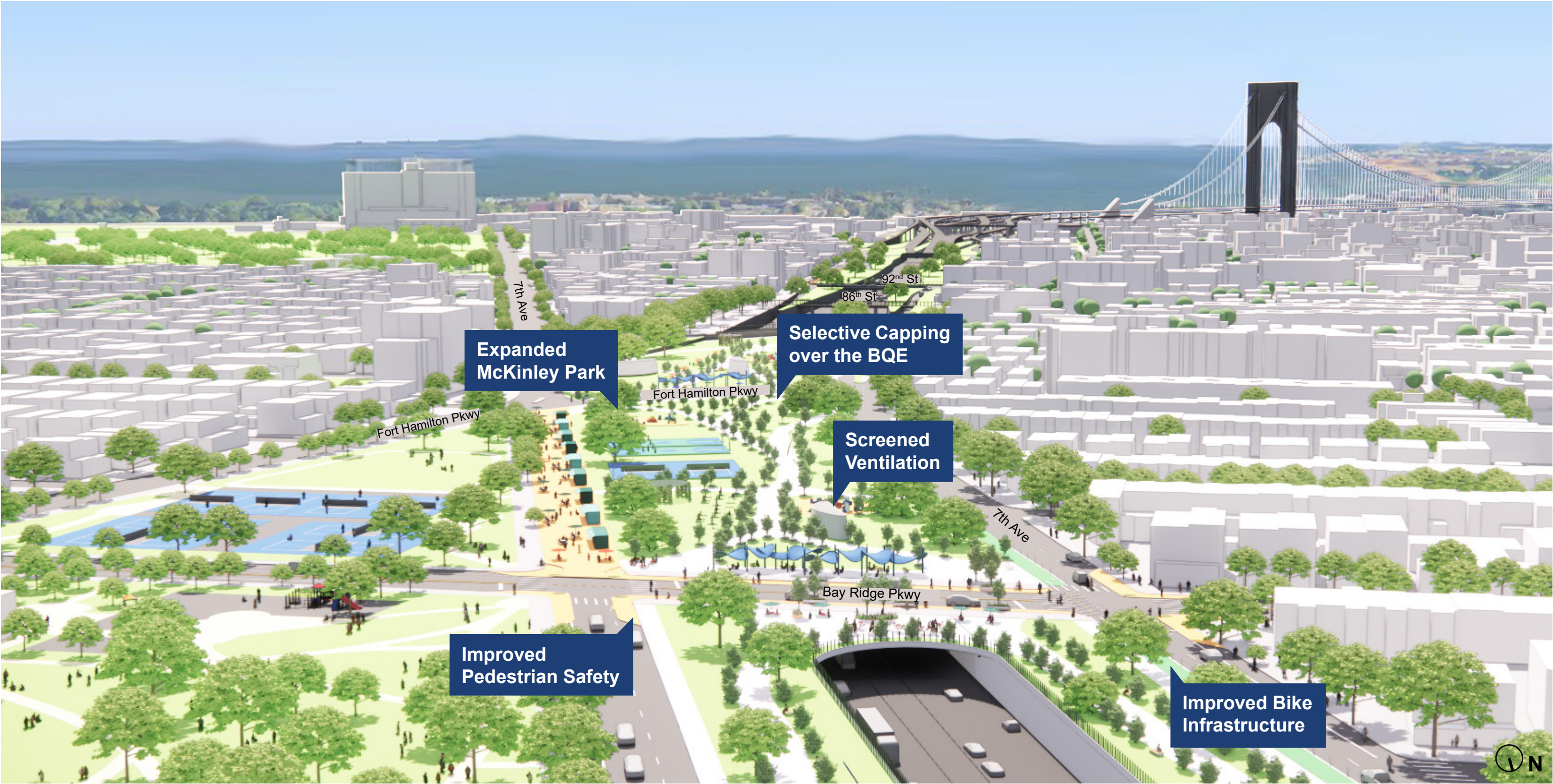
South 4 | Existing



South 4 | Near Term | Bay Ridge Parkway Crossing



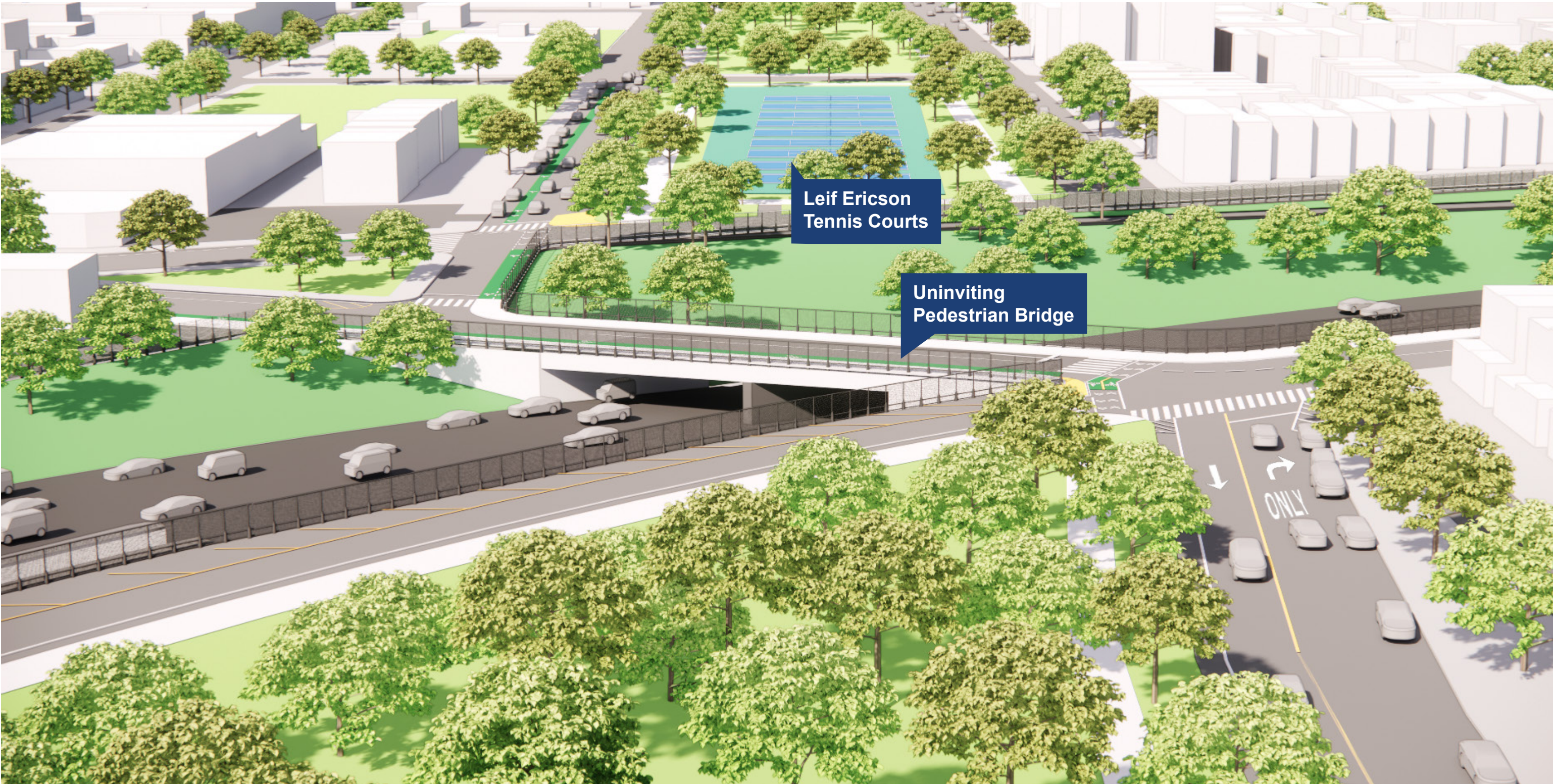
South 4 | Long Term | McKinley Park Overbuild



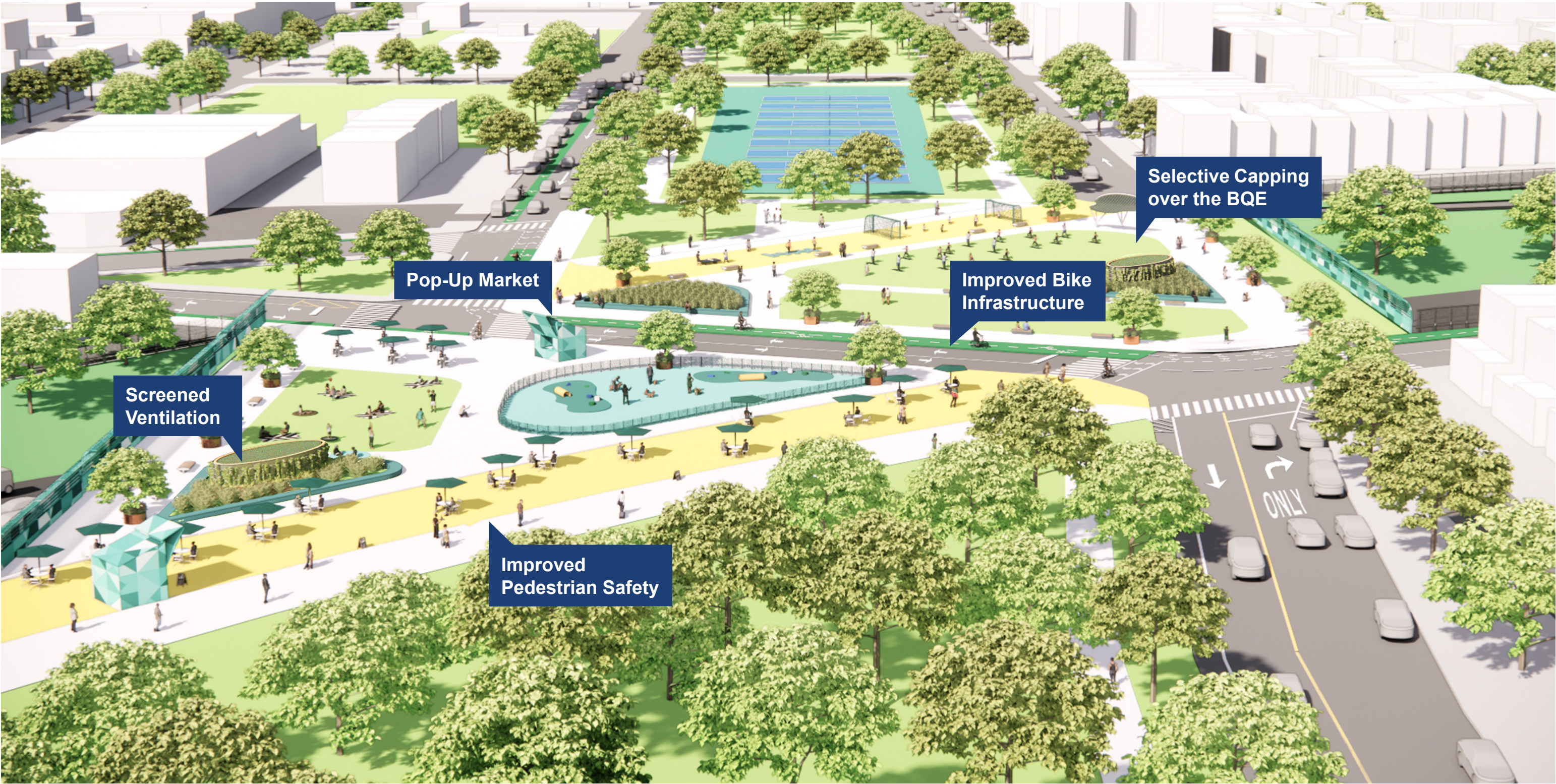
Capping would need to be developed in coordination with NYSDOT. Vent structures, designed to meet federal highway standards, would be built throughout the park as required. NYCDOT will prioritize partnerships with local organizations to maintain these spaces. Market use will be a limited duration pop-up



South 4 | Existing



South 4 | Long Term | Leif Ericson Park Cap



Capping would need to be developed in coordination with NYSDOT. Vent structures, designed to meet federal highway standards, would be built throughout the park as required. NYCDOT will prioritize partnerships with local organizations to maintain these spaces. Market use will be a limited duration pop-up

