

BQE Vision Workshop #3



Corridor Vision
Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



BQE North & South Vision, Round 3 Workshops
Refining a Vision
October/November 2023





BQE Vision Workshop #3

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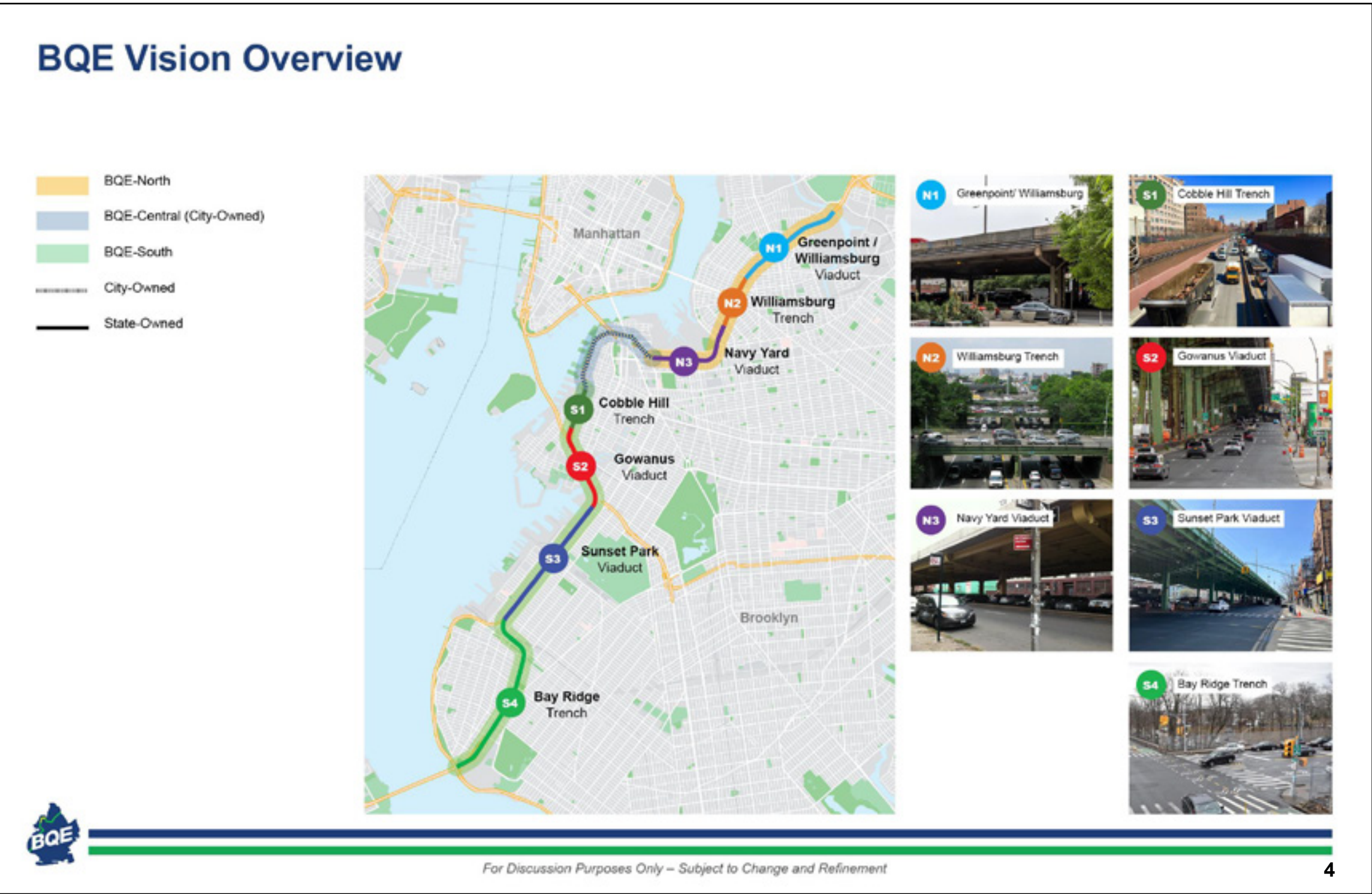
The BQE Corridor Vision Project

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BQE Vision Workshop #3

When Mayor Adams took office, he asked DOT 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 from Sands Street to Atlantic Ave, but also includes communities in BQE South from Atlantic Ave to the Verrazzano Bridge, and BQE North, from Sands Street to the Kosciuszko Bridge.



BQE Vision Workshop #3

We are focusing on the urgency of maintaining a safe City-owned section while reimagining the entire corridor with consideration for sustainable design, and notably, we have a once-in-a-generation opportunity to correct historical inequity and leverage federal dollars to make these needed improvements.

Importantly, this project only succeeds through a community-driven process: one that is inclusive, transparent, and consistent.

BQE Corridor Vision Focus and 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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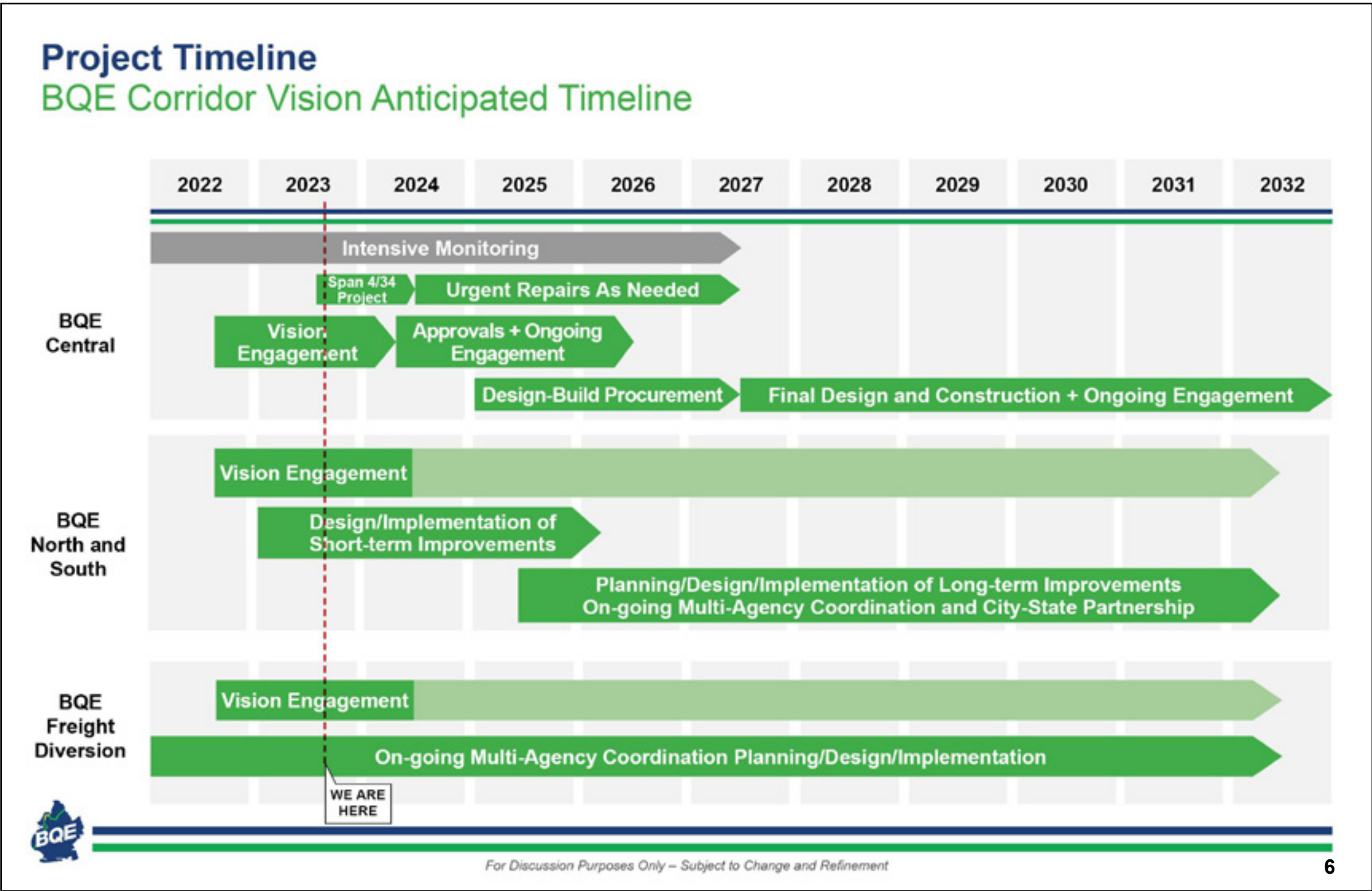


BQE Vision Workshop #3

This is a parallel schedule for BQE North and South and BQE Central.

BQE Central has moved on a faster timeline in recognition of its urgent repair needs and we are currently working with federal and state government partners to prepare for environmental review next year. This includes traffic modeling and engineering to refine plans and secure funding.

On freight diversion planning efforts, City Hall is leading 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.

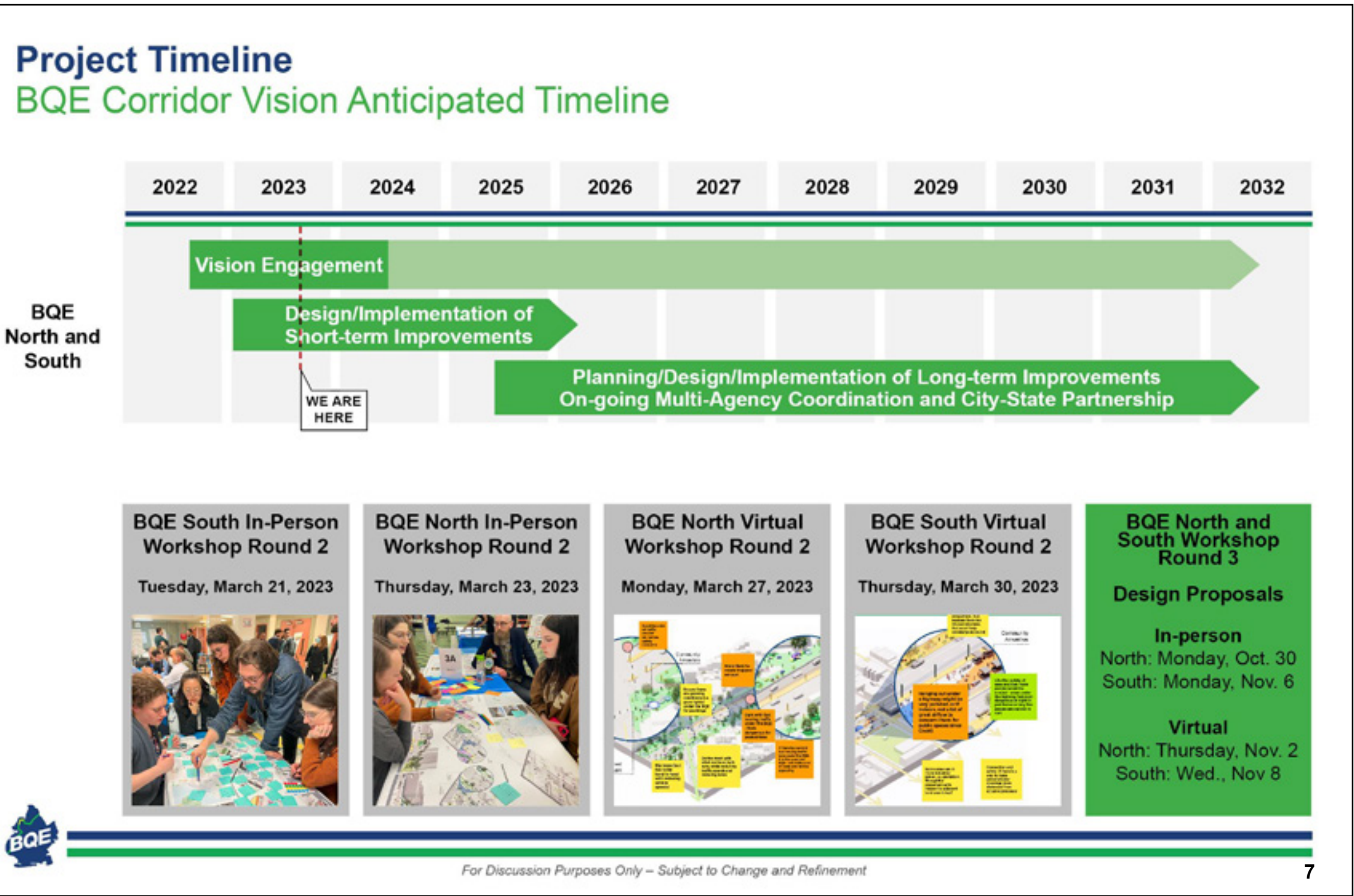


BQE Vision Workshop #3

In November 2022, NYC DOT completed the first round of workshops and meetings, and this past March, NYC DOT held the second round of workshops.

With this presentation, NYC DOT is holding Round 3 of engagement for BQE North and South. NYC DOT here to listen to your feedback about how these concepts resonate with or correspond to your community priorities.

NYC DOT will use the feedback from Round 3 workshops, as well as from all of our various stakeholder groups to inform the final BQE North and South report to be released in 2024.



BQE Vision Workshop #3

This process has included a multi-pronged outreach effort, including the 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 focus on community priorities.

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

NYC DOT also held topical focus group effort with subject matter experts to discuss significant policy questions related to topics such as safety, connectivity, land use, and environmental justice.

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



NYC Parks



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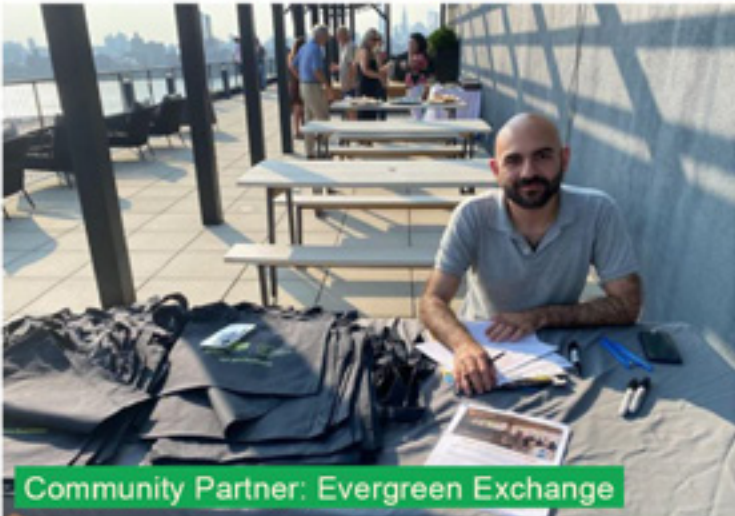
Community Partners provide equitable access to the visioning process using their meaningful community ties.

Through Rounds 1 and 2, Community Partners held about 100 unique events. Round 2 saw a wide variety of activities, including, in-person and virtual workshops, tabling and survey events, focus groups, afterschool youth activities, social media engagement, English-language learner conversational engagement, walking tours, business interviews, one-on-one interviews, and more.

The report that summarizes the Community Partners-led Round 2 engagement is on NYC DOT's BQE website, bqevision.com.

Who's Involved? | BQE North

- Community Partners are **community-based organizations leading additional grassroots BQE engagement** to gather community input
- During Rounds 1 and 2, Community Partners have held about **100 different engagements events** and activities
- Round 2 saw a **wide variety of activities**, including in-person and virtual workshops, tabling events, social media engagement, English-language learner conversational engagement, after-school youth engagement, focus groups, listening sessions, pop-ups, walking tours, business interviews, street surveying, one-on-one interviews, and community meetings
- Partners are providing **equitable access to the process** through individualized supports such as facilitation in dozens of languages, childcare, transportation support, specialized visuals and other approaches to meet people where they are



Community Partner: Evergreen Exchange



Community Partner: United Jewish Organization of Williamsburg



Community Partner: Women's Empowerment Coalition of NYC



Community Partner: Transportation Alternatives



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BQE Vision Workshop #3

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The report that summarizes the Community Partners-led Round 2 engagement is on NYC DOT's BQE website, bqevision.com.

Who's Involved? | BQE South

- Community Partners are **community-based organizations** leading **additional grassroots BQE engagement** to gather community input
- During Rounds 1 and 2, Community Partners have held about **100 different engagements events** and activities
- Round 2 saw a **wide variety of activities**, including in-person and virtual workshops, tabling events, social media engagement, English-language learner conversational engagement, after-school youth engagement, focus groups, listening sessions, pop-ups, walking tours, business interviews, street surveying, one-on-one interviews, and community meetings
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BQE North and South Vision Process

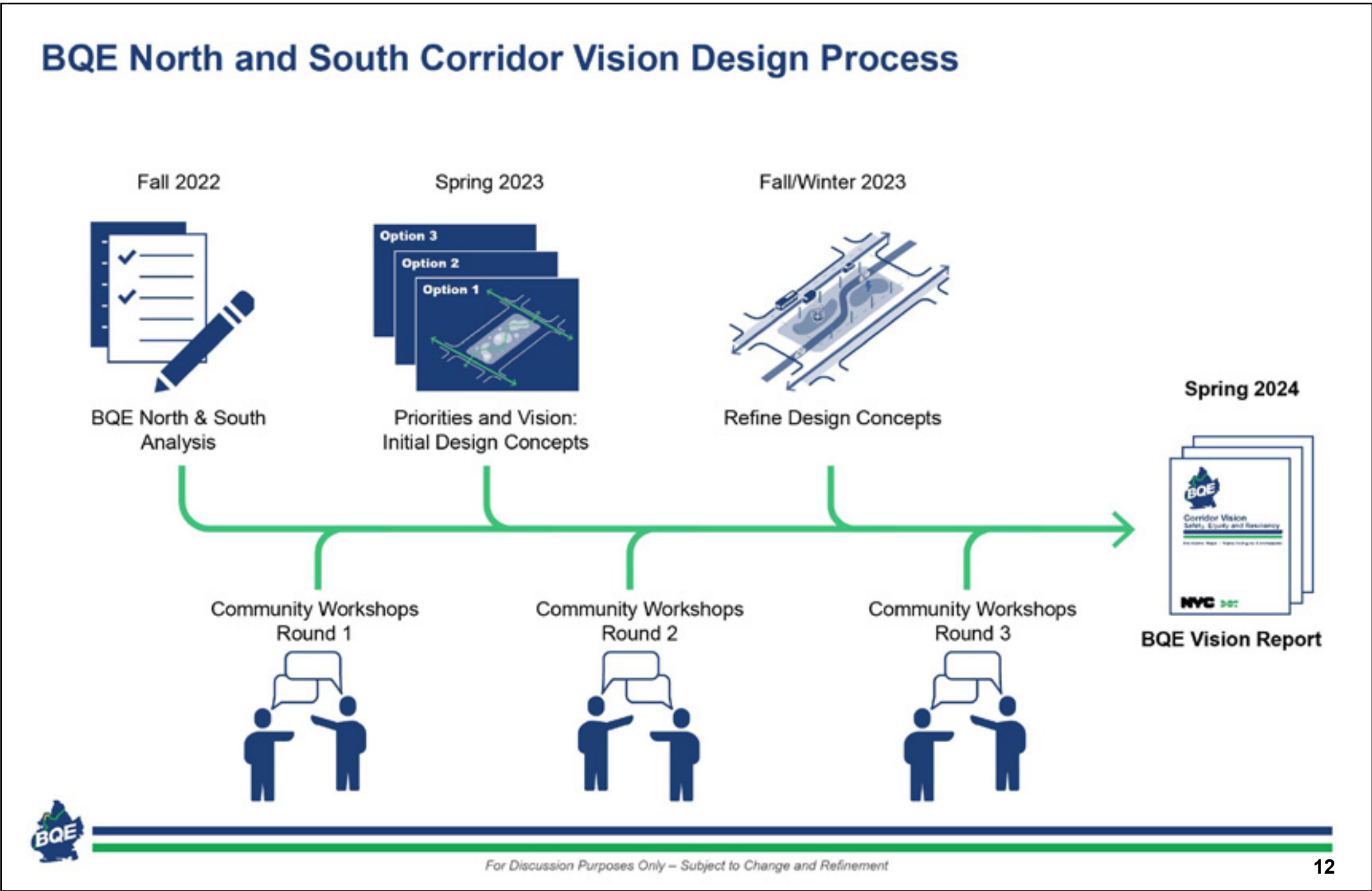
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BQE Vision Workshop #3

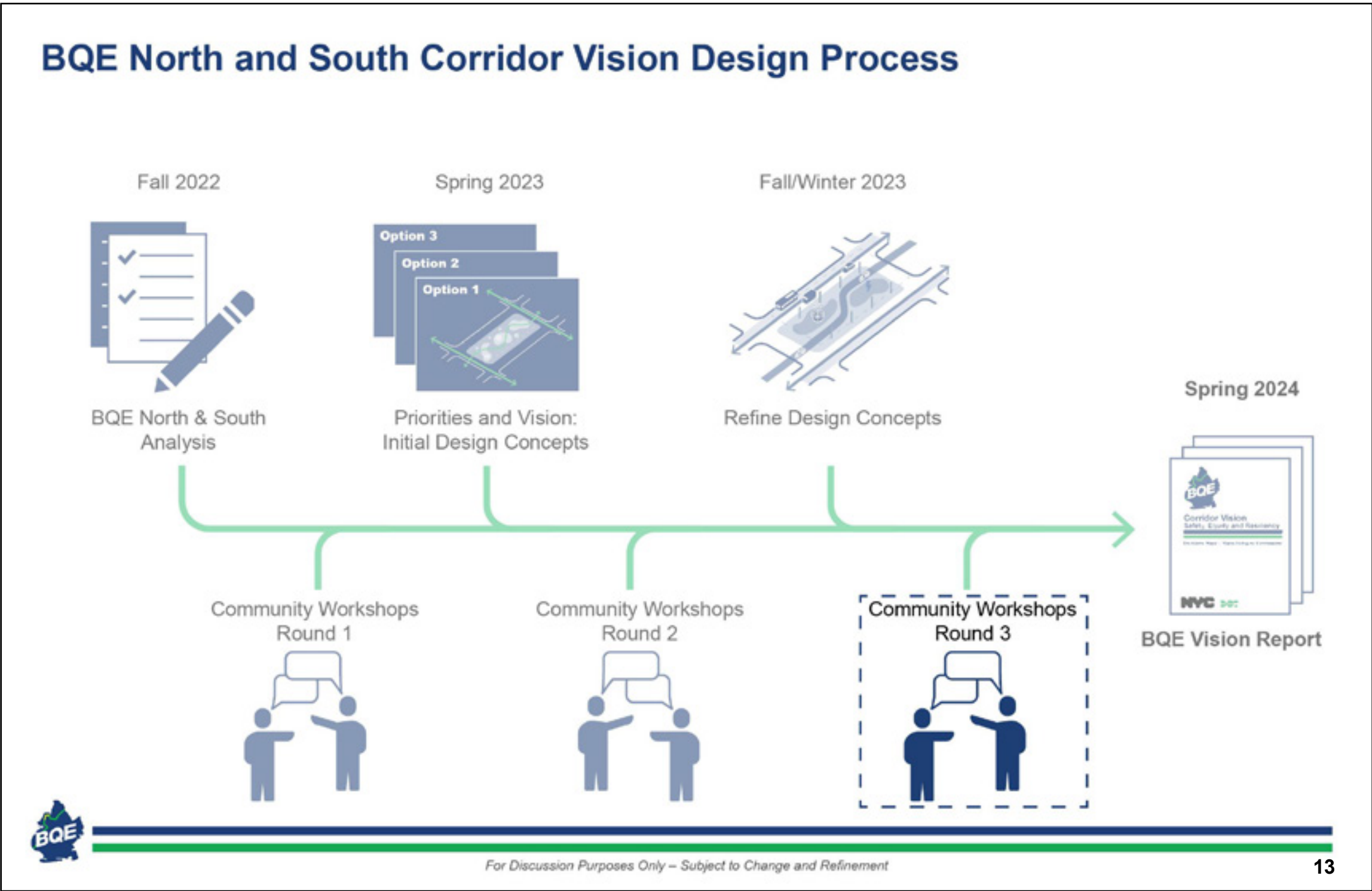
Community input is pivotal to this process. It's only through feedback from workshops like this one, paired with what we learn from community partners, focus groups, elected officials, and other stakeholders that NYC DOT is able to move forward an inclusive BQE Corridor Vision.

Our Community Partners will continue their engagement through early next year as a critical source of feedback, gathering input and providing guidance through each step of the process.



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All of this engagement is leading towards the BQE Corridor Vision Report: NYC DOT will come back to the community to share the outcomes in the spring.

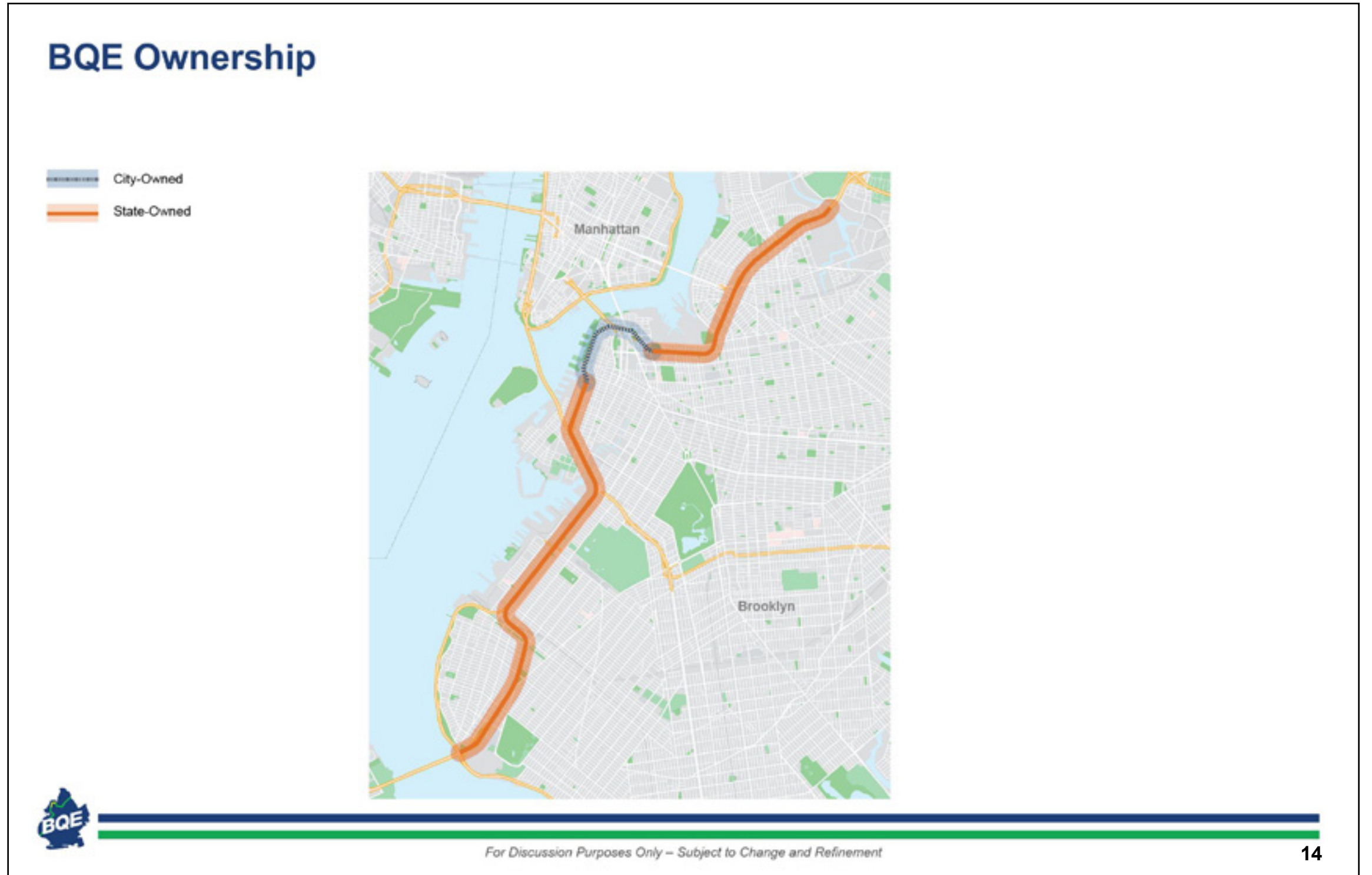


BQE Vision Workshop #3

NYC DOT gets a lot of questions about what is and isn't possible in this effort, and a lot of that has to do with the complicated ownership and jurisdiction of the BQE.

NYC DOT owns BQE Central (the area near Brooklyn Heights from Atlantic Avenue to Sands Street and highlighted in blue in the graphic).

However, the focus of this presentation is on the state-owned BQE structures, depicted here in orange. This includes BQE North (Sands Street north to the Kosciuszko Bridge), and BQE South (Atlantic Ave south to the Verrazzano Bridge).



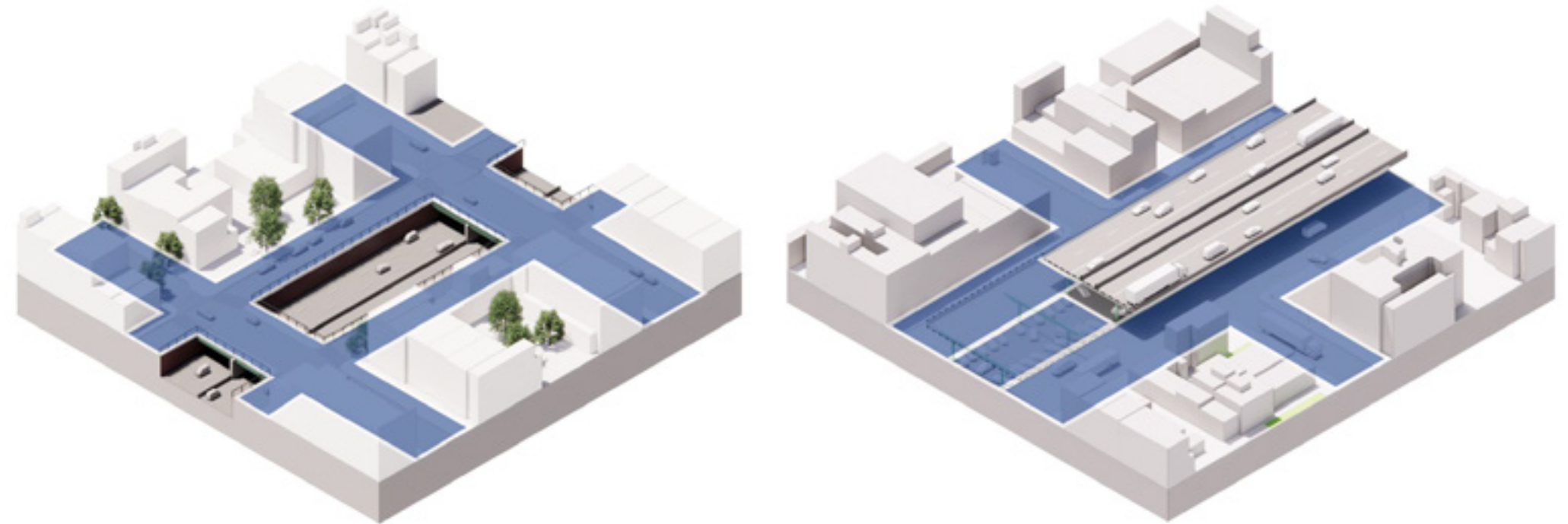
BQE Vision Workshop #3

Generally speaking, NYC DOT or other City agencies have jurisdiction over most of the surface streets and public space next to and under the BQE. That is the area represented in blue in the graphics.

The image on the left shows the “trenched” or “sunken” portions of the BQE, which is the highway running below street-level. The image on the right shows the “elevated viaduct” structure, where the highway running above street level.

New York City Jurisdiction

City-Owned



General applicability and jurisdictional boundaries may vary throughout BQE Corridor.



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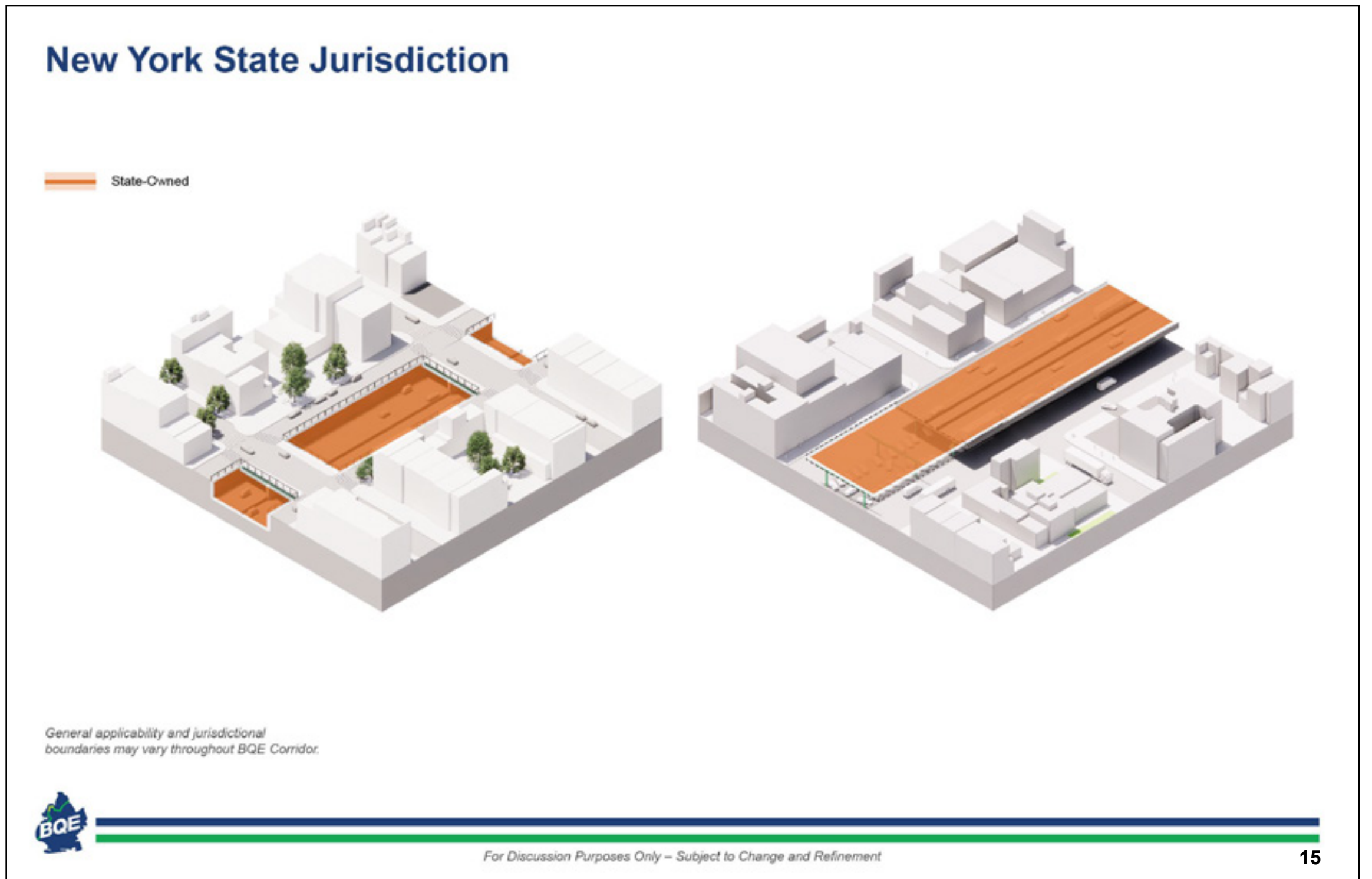


BQE Vision Workshop #3

New York State generally has jurisdiction on the actual BQE structure in BQE North and South, whether it's a sunken or elevated highway. That is the area in orange in the graphics. For a sunken highway, the State typically owns the retaining walls (the image on the left). When elevated, the state typically owns the whole structure – the columns and the underside (the image on the right). Designs that touch or change the structures in BQE North and South (such as decking or capping over sunken sections) require extra coordination with New York State DOT (NYSDOT).

Over the past decade, NYSDOT has worked to bring BQE North and South to a state of good repair, including projects on the Gowanus Expressway and the replacement of the Kosciuszko Bridge. As such, NYSDOT has indicated that they do not have plans at this time to reconstruct their portions of the BQE.

NYSDOT is monitoring the engagement process and we are in regular communication with them about the BQE Corridor Vision. With federal funding available, the City and State have the opportunity to work together on project proposals to deliver valuable solutions to reconnect communities.



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In Fall 2023, NYC DOT and NYSDOT submitted a joint application for a federal Reconnecting Communities and Neighborhoods planning grant to advance ambitious, community-driven proposals along BQE North and South.

Working together, the agencies will review projects identified through the current BQE North and South Corridor Vision process for feasibility and alignment with Reconnecting Communities objectives.

Then, the agencies will prioritize a minimum of two projects (at least one in BQE North and at least one in BQE South) to advance to conceptual design.

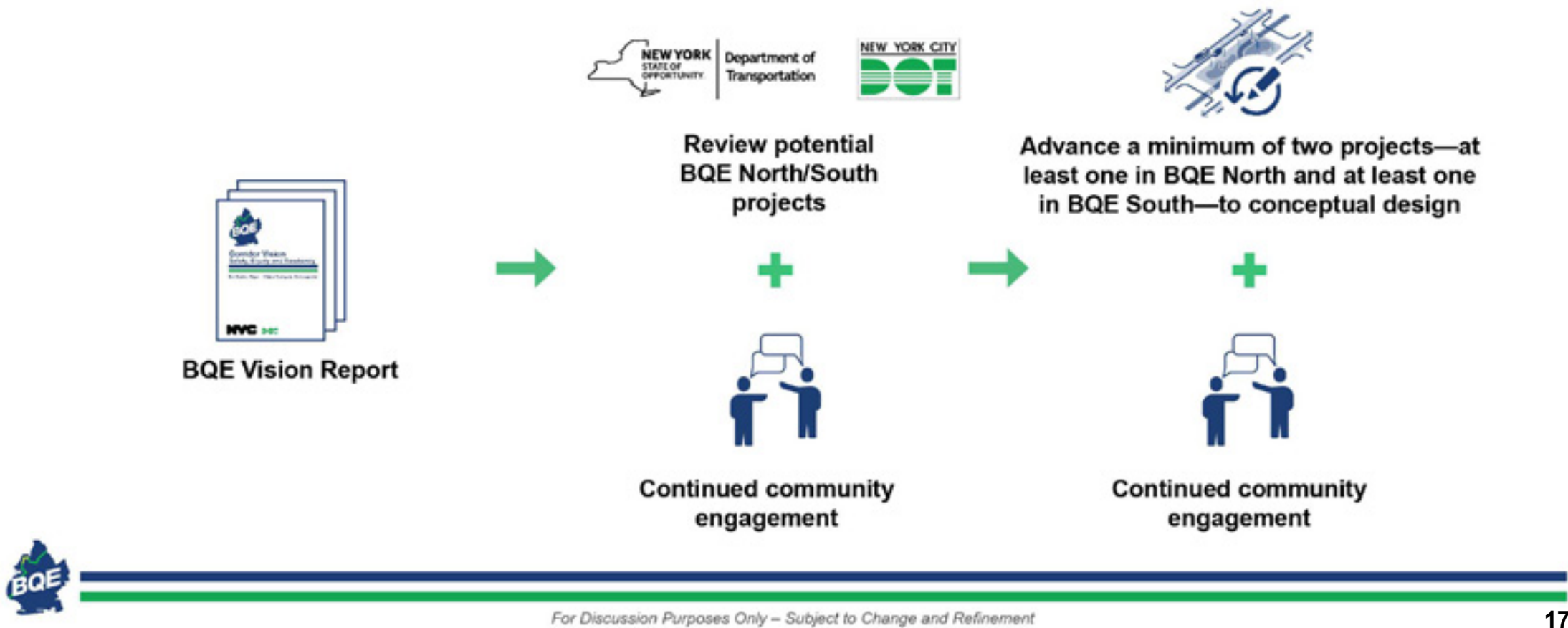
Projects studied via this grant will be those that require City-State partnership. NYC DOT will be able to pursue other projects on local streets on its own.

NYC DOT expects to hear about grant awards in Spring 2024.

Reconnecting Communities Grant Application

The **Reconnecting Communities and Neighborhoods (RCN) Program** is led by USDOT and focuses on improving walkability & safety, mitigating negative impacts on the environment, and restoring community connectivity through redesign of infrastructure.

NYC DOT and NYSDOT submitted a joint application for planning grant funds to advance ambitious, community-driven proposals along BQE North and South and anticipates award news in Spring 2024.



BQE Vision Workshop #3

Design concepts for different areas of the BQE will be framed based on timelines: what's feasible in the near, medium, or longer term.

Each design concept slide includes a clock icon that reflects whether a project could be completed in the near, medium, or long term.

NYC DOT specifically did not attach timeframes to each of these terms because project timelines would vary depending on project type, funding source, and implementation considerations.

BQE North and 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.

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A near term project is one that can be implemented in the next few years and is led by NYC DOT and City agencies. These projects are within NYC DOT's typical work and include street improvement projects such as bike lanes, striping and repaving, pedestrian plazas, planters, and other safety enhancements.

BQE North and South | Corridor-Wide Design Toolkit | Near Term

Safety & Operational Upgrades



Slip Lane Closures



Bike Lanes



Lighting



Curb Extensions

Activation



Seating



Markets



Murals



Events & Performances

Amenities



Bike Share



Pop-Up Play Spaces



Fitness Stations



Bike Repair Stations



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Medium term projects would take longer to complete and would likely be led by the City, with limited State coordination. These could look like capital projects built in concrete or other permanent materials, like moving the curb line to create a wider sidewalk, adding rain gardens and street trees, or building out a new plaza with lighting, benches, and other amenities.

BQE North and South | Corridor-Wide Design Toolkit | Medium Term

Safety & Operational Upgrades



Bus Stop Improvements



Separated Protected Bike Lanes



Street Medians



Pedestrian Streets

Activation



Seasonal Programming



Permanent Seating



Play Areas



Skate Parks & Sports Fields

Amenities



EV Charging



Rain Garden



Microhubs



Wifi and Phone Charging



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Long term projects are capital projects beyond the conventional scope of NYC DOT, and require City, State, and Federal partnerships.

BQE North and South | Corridor-Wide Design Toolkit | Long Term



Big
Moves



Full Trench Cover



Partial Trench Cover



Pedestrian Bridge



Boulevard Conversion



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NYC DOT is not waiting for this visioning process to finish to pursue projects now that are responsive to community priorities.

For example: this spring, NYC DOT in partnership with Council Member Gutierrez, hosted a community workshop to better understand connectivity and safety challenges along Grand St., Metropolitan Ave. and Morgan Ave. Based on the feedback we received, DOT is now developing recommendations to improve pedestrian and cyclist infrastructure along these corridors.

NYC DOT has also been installing new and upgraded pedestrian ramps throughout the corridor. These are red or white detectable warning surfaces that help guide people with visual disabilities, and also provide access for wheelchair users, and people pushing strollers or carts.

NYC DOT looks forward to continuing to prioritize community projects that are important to communities.

For more information, visit the NYC DOT Projects website- nyc.gov/dotprojects

NYC DOT 2023 Planned Projects | BQE North



BQE Vision Workshop #3

NYC DOT is not waiting for this visioning process to finish to pursue projects now that are responsive to community priorities.

For example: NYC DOT is in the process of developing a community-driven street safety improvement plan for 3rd Avenue from Prospect Avenue to 62nd St. Over the spring and summer, DOT conducted outreach, including surveys and three public workshops to understand the challenges along the corridor.

NYC DOT has also been installing new and upgraded pedestrian ramps throughout the corridor. These are red or white detectable warning surfaces that help guide people with visual disabilities, and also provide access for wheelchair users, and people pushing strollers or carts.

NYC DOT looks forward to continuing to prioritize community projects that are important to communities.

For more information, visit the NYC DOT Projects website- nyc.gov/dotprojects

NYC DOT 2023 Planned Projects | BQE South

- 1 Red Hook Traffic and Truck Study
- 2 Reconstruction of Columbia Street Area - Phase 2
- 3 4th Ave Safety Improvements
- 4 3rd Ave Corridor Study and Pedestrian Ramp Improvements
- 5 9th Street, Smith Street to 3rd Avenue Protected Bike Lane
- 6 Brooklyn Queens Waterfront Greenway Connections:
 - Hamilton Ave Gowanus Connector
 - Sunset Park North
- 7 Sunset Park South Brooklyn Queens Waterfront Greenway Connection Study
- 8 "Destination: Greenway!": Improvements Leif Ericson Park - 5th Ave to 2nd Ave
- 9 Red Hook Coastal Resiliency Project

DOT has ongoing plans to install EV chargers, secure bike parking, and e-bike charging and amenities along the BQE corridor



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BQE North and South Corridor Design Principles

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BQE Vision Workshop #3

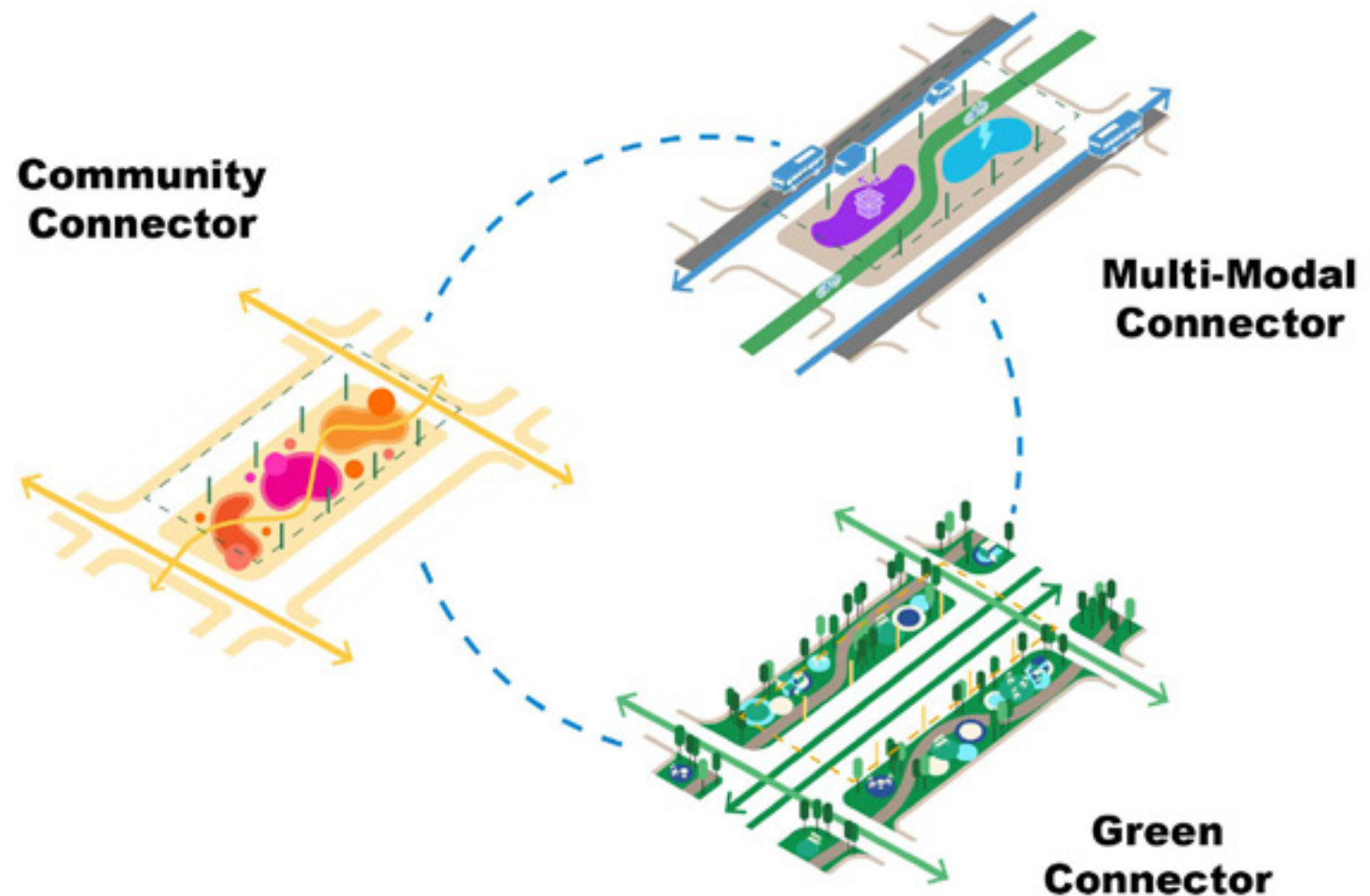
In the previous round of workshops, design concepts focused on the potential for the BQE to serve as infrastructure that connects communities, rather than infrastructure that divides them. With this overarching theme in mind, NYC DOT illustrated three big ideas and translated those ideas across different geographies along the BQE.

The Community Connector emphasized improved crossings under and over the BQE to reknit communities safely between key destinations like subways, schools, and parks. Round 2 participants welcomed this concept's focus on pedestrian safety, lighting, and community amenities.

The Multi-Modal Connector looked at the BQE as a critical corridor for moving people and goods and explored how changes in the design of streets and spaces running under the highway could improve the experience of transit riders, cyclists, pedestrians, and drivers. Participants appreciated the potential of this concept to expand transportation accessibility.

The Green Connector envisioned the potential to unlock new public spaces and create more green infrastructure under and along the BQE. This concept also looked at areas where the highway could potentially be capped. Workshop participants supported adding parks and open space and noted how critical it is for these spaces to also address noise and pollution concerns.

Round 2 Design Concepts: BQE as a Connector



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BQE Vision Workshop #3

Building on the feedback NYC DOT heard in the last round of engagement, six principles were established to guide BQE North and South design visioning. These principles are woven throughout the concepts.

BQE North and South Principles



STITCH

Reconnect neighborhoods divided by the highway to promote equity and environmental justice



CONNECT

Improve multi-modal safety, connectivity, and accessibility along and across the BQE



GREEN

Enhance environmental resiliency and environmental services along the BQE



MANAGE

Explore opportunities to better manage parking, freight, and curb use under and along the BQE



REPURPOSE

Repurpose underutilized spaces under, over, and adjacent to the BQE as community amenities



INTEGRATE

Integrate streetscape and transportation planning with land use and economic development goals



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BQE Vision Workshop #3

Throughout the process, NYC DOT has heard people talk about how the BQE divides neighborhoods, and how we should prioritize ways to weave back together areas divided by the highway during the 1950s.

The first principle for the BQE North/South Vision is STITCH, which focuses on reconnecting neighborhoods divided by the BQE to promote equity and environmental justice.

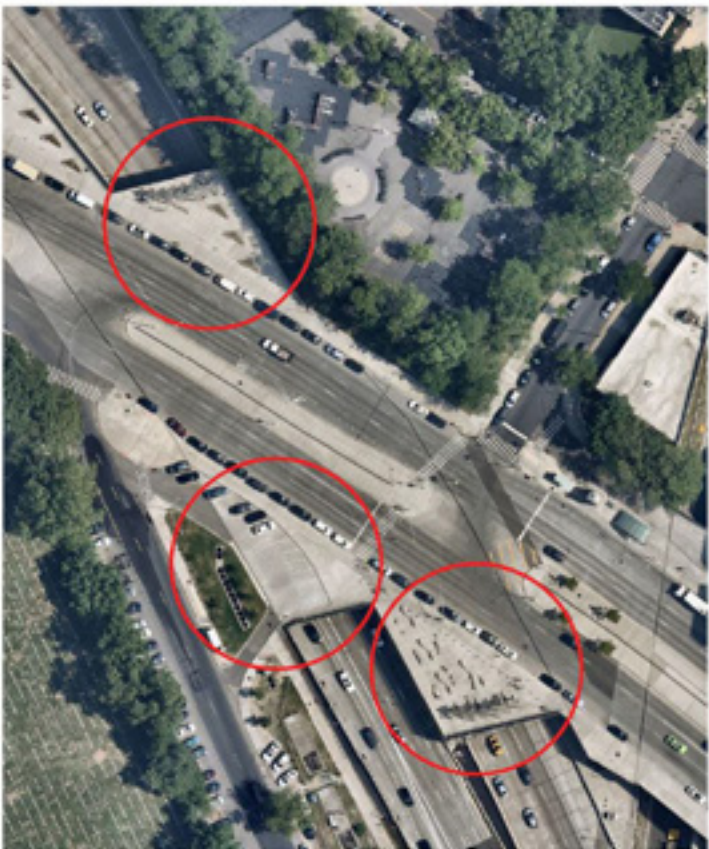
BQE North and South Principles | STITCH



STITCH
Reconnect neighborhoods divided
by the highway to promote equity
and environmental justice



Near Term Example
Public space improvements (Gun Hill Road, Bronx)



Long Term Example
Partial capping over a highway (Queens Blvd over the Van Wyck Expressway, Queens)



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BQE Vision Workshop #3

The second principle is CONNECT. Throughout this process, we have consistently heard a desire to see more bicycle and pedestrian infrastructure that balances the needs of drivers with those of more vulnerable users in and around the BQE.

CONNECT focuses on improving safety, connectivity, and accessibility for all users throughout the BQE corridor.

And as more New Yorkers shift from driving to walking, biking, and taking transit, we can further reduce reliance on modes of transportation that pollute our air.

BQE North and South Principles | CONNECT



CONNECT
Improve multi-modal safety,
connectivity, and accessibility along
and across the BQE



Near Term Example
Protected bike lane and safety improvements (4th Avenue, Brooklyn)



Long Term Example
Street redesign (Grand Concourse, Bronx)



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BQE Vision Workshop #3

Our third principle is GREEN: NYC DOT has consistently heard a call for strategies that curb pollution and integrate climate resiliency, including more trees, rain gardens, rainwater runoff collection, flooding prevention, and noise mitigation barriers. The BQE can and should play a role in enhancing environmental resiliency and fostering urban ecosystems.

BQE North and South Principles | GREEN



GREEN
Enhance environmental resiliency
and environmental services
along the BQE



Near Term Example
NYC Clean Truck Program (Hunts Point, Bronx)



Long Term Example
Bioswale (Prospect Heights, Brooklyn)



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BQE Vision Workshop #3

NYC DOT wants to explore opportunities to better MANAGE parking, freight, and logistics in spaces under and around the BQE. By better managing and organizing spaces, sanitation issues like litter and abandoned cars can be addressed, while creating revenues for ongoing maintenance.

BQE North and South Principles | MANAGE



MANAGE

Explore opportunities to better manage parking, freight, and curb use under and along the BQE



Near Term Example
Managed parking (Sunset Park, Brooklyn)



Long Term Example
Blue highways: activating waterways for the sustainable movement of goods (London, UK)



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BQE Vision Workshop #3

NYC DOT also wants to REPURPOSE underutilized spaces under, over, and adjacent to the BQE as community amenities.

In workshops, NYC DOT was asked to focus on creating spaces that bring the community together and provide social and economic opportunities, including communal spaces for markets or local businesses, cultural programming, and more public amenities.

BQE North and South Principles | REPURPOSE



REPURPOSE

Repurpose underutilized spaces under, over, and adjacent to the BQE as community amenities



Near Term Example
Meeker Avenue Bike Lane (Greenpoint, Brooklyn)



Near Term Example
InPost Packstation (Warsaw, Poland)



Medium Term Example
Under FDR Drive (Manhattan)



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BQE Vision Workshop #3

Finally, NYC DOT wants to INTEGRATE streetscape and transportation planning with broader land use planning and economic development goals.

Changes to the BQE, especially in areas that have suffered from displacement, need to be coordinated with creating opportunities for affordable housing, small business growth, and access to jobs.

BQE North and South Principles | INTEGRATE



INTEGRATE
Integrate streetscape and transportation planning with land use and economic development goals



Near Term Example
Open Street (Dyckman Street, Manhattan)



Long Term Example
Street redesign as part of neighborhood rezoning (Brooklyn)



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BQE Vision Workshop #3

Each concept in this presentation responds to the community feedback that NYC DOT has heard through the BQE North and South Corridor Vision process. The images in this presentation are meant to illustrate the types of improvements which could be considered. Implementing these concepts requires further design, funding, and in some cases, partnership with NYSDOT and other City agencies.

Design Concepts: Introduction



BQE Vision Workshop #3

North 1



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BQE Vision Workshop #3

The focus area called North 1 covers the elevated section of the BQE running through Greenpoint and Williamsburg (Kosciuszko Bridge to Metropolitan Avenue).

BQE Vision Corridor | North 1



N1 Greenpoint/ Williamsburg

Manhattan

Greenpoint / Williamsburg Viaduct

Brooklyn

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

BQE

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BQE Vision Workshop #3

In previous workshops, discussions of North 1 focused on:

- Ways to reunite neighborhoods divided by the BQE
- Street safety and traffic calming measures
- Creating a more efficient and connected bike network
- Improved conditions under the highway, including sanitation and maintenance

For North 1 proposed concepts, NYC DOT focused on STITCH, CONNECT, and REPURPOSE.

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



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BQE Vision Workshop #3

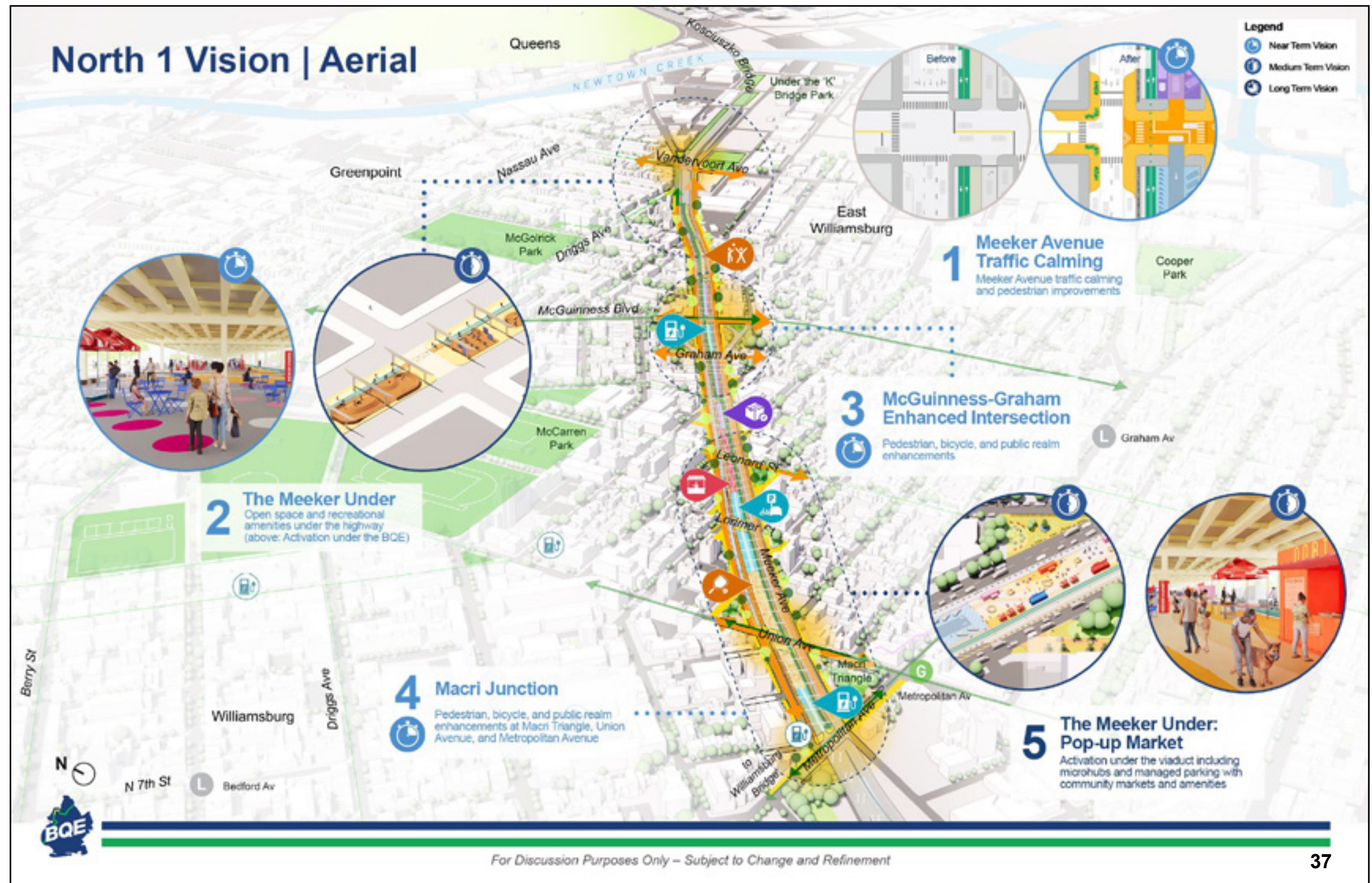
This bird's eye view shows all of the concepts NYC DOT is exploring.

Concept 1:
NYC DOT is exploring near term traffic calming and safety improvements along Meeker Avenue

Concept 2:
Closest to the Kosciuszko Bridge, "The Meeker Under" could build on the success of Under the K Bridge Park, repurposing space under the highway to host recreation uses. This use is needed in the area due to the lack of park space that exists today.

Concepts 3 and 4:
Near term safety improvements could be considered at the McGuinness-Graham Intersection and the area around Macri Park to support safe connections.

Concept 5:
Between roughly Metropolitan Avenue and Leonard Streets, where Meeker Avenue crosses a series of vibrant commercial areas, NYC DOT sees the potential for a "Meeker Under: Pop-up Market" that could link the commercial hubs by activating the area under the highway with space for vendors. Microhubs and managed parking could also be considered for this area.



BQE Vision Workshop #3

The presentation will zoom into Concepts 2 and 5 to highlight possibilities for “The Meeker Under” activations.

The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website:
<https://bqevision.com/north-south/materials>



BQE Vision Workshop #3

Today, many areas below the BQE are dominated by car parking. In this neighborhood, some crossings for streets below the BQE are uninviting to pedestrians. We know that this graphic is not reflective of all sections of the BQE in North 1 area since the Meeker Ave bike lane Phase 1 was installed between Apollo St and Graham Ave.

North 1 | Existing



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BQE Vision Workshop #3

In the near term, lighting could be improved and some areas below the BQE could have active temporary uses like the pop-up market and outdoor fitness area shown here. Delivery lockers could also be installed as part of NYC DOT's new Locker NYC Pilot.

Partnership with New York State DOT is required for open space, recreation space, and markets. Both near and long term design opportunities will need to accommodate ongoing maintenance of the BQE and plan for pedestrian safety under an active highway. In some cases where people are using spaces more intensively, overhead protection might be needed.

Across all of these proposals, NYC DOT will explore potential partnerships with local organizations that could help maintain and activate these spaces.

North 1 | Near Term | The Meeker Under



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In the medium term, more significant transformations could take place. Streets could be rebuilt for seamless and safer connections across and below the BQE and the pop-up market and seating could be built with heavy-duty materials. Together, these spaces could create a new destination below the BQE, linking the Williamsburg and Greenpoint communities, while adding much-needed open space between them.



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North 2

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BQE Vision Workshop #3

North 2 is the Williamsburg section where the BQE is in a trench (roughly Metropolitan Ave to Kent Ave).

BQE Vision Corridor | North 2



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Previous feedback for North 2 included:

- Wanting more green and open space, and advocating for ideas like BQGreen, which recommends capping over portions of the BQE
- Opportunities for creating new community amenities, such as seating or markets
- Improving road safety and curb management on Williamsburg Street East and West

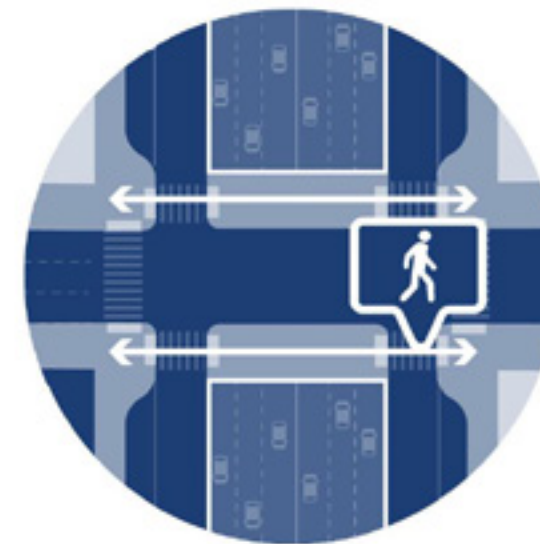
For North 2 proposed concepts, NYC DOT is focusing on INTEGRATE, MANAGE, and CONNECT.

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



For Discussion Purposes Only – Subject to Change and Refinement

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BQE Vision Workshop #3

Concept 1

In the near term, safety improvements are envisioned at the Wythe and Williamsburg intersection.

Concept 2 and 3

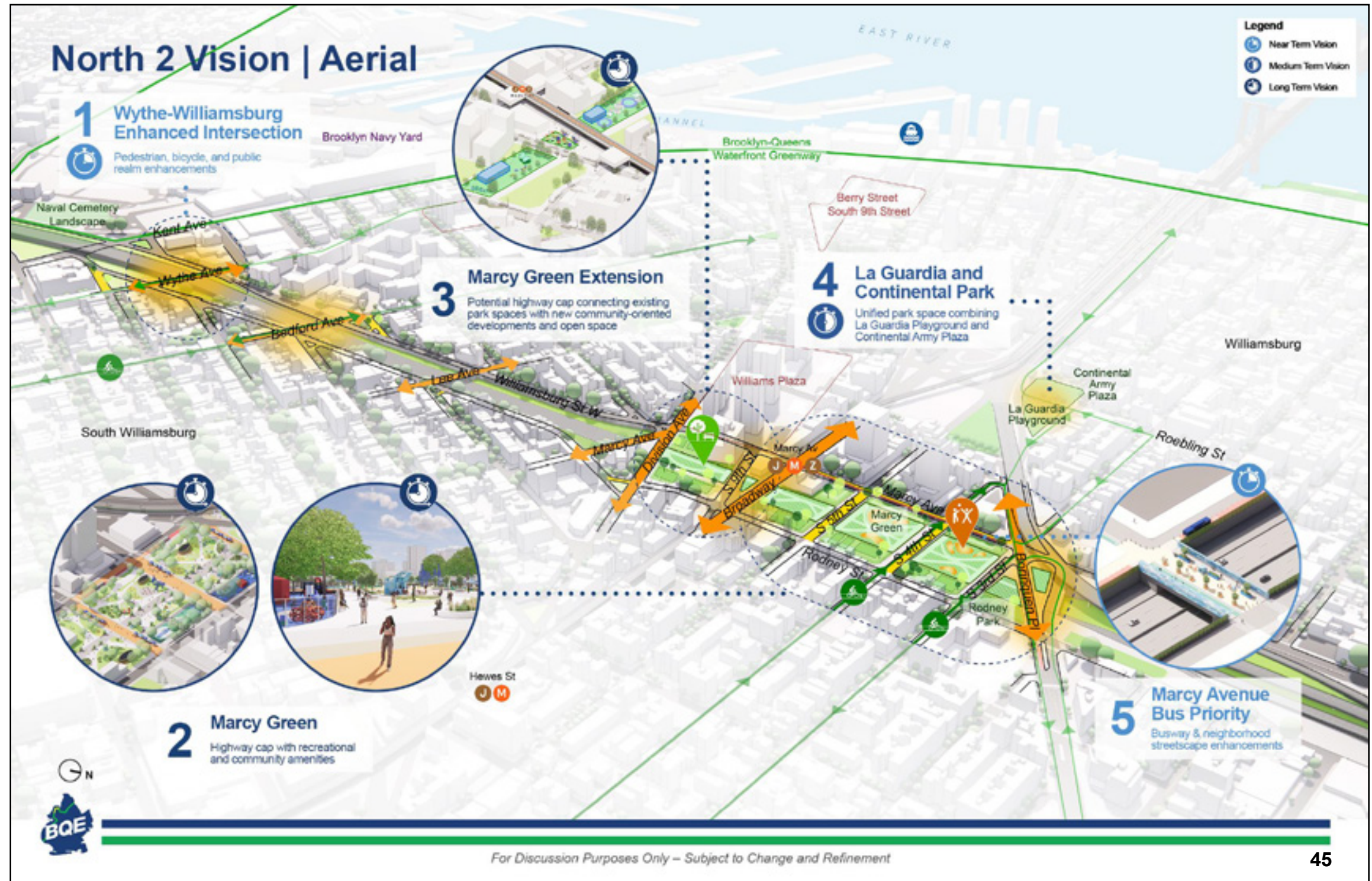
“Marcy Green” is a long term concept modeled on the ambitious community-generated concept of BQGreen. A cap over the highway from Borinquen Place to Broadway could unify the small parks running alongside the BQE and create a more connected open space that serves as a public commons for South Williamsburg and stitches together the north and south sides of the neighborhood.

Concept 4

Although this is further away from the other proposals near the BQE mainline, NYC DOT is looking into potential improvements at Roebling St between Continental Army Plaza and LaGuardia Playground. During previous rounds of engagement, we’ve received feedback from community stakeholders to close the street permanently and turn it into an extended plaza space that connects the two existing public spaces. This requires additional investigation and coordination with NYC Parks.

Concept 5

Along Marcy Avenue between Borinquen Place and Broadway, bus priority could enhance transit operations by providing dedicated space for buses and improving transit connections in the neighborhood.



BQE Vision Workshop #3

The presentation will zoom into a portion of the Marcy Green area to illustrate how it might evolve in the near term, medium term and long term.

The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website: <https://bqevision.com/north-south/materials>



BQE Vision Workshop #3

This view shows a typical view of Marcy Green and Rodney Parks, which today are connected intermittently by bridges over the BQE.

There are parks next to the BQE. While they are popular spaces, they are exposed to the traffic noise and pollution of the BQE. Today, several of the bridges have narrow sidewalks which can make for an unpleasant experience for pedestrians.

North 2 | Existing



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

In the near to medium term, parking along the bridge could be removed and replaced with planters and pedestrian space, shown in orange. This separates pedestrians from passing traffic.

Screens designed by local artists could be added which gives an opportunity to show local art and helps screen views to the BQE beneath.

Within the parks, new pedestrian connections could be created to better link the parks to one another.

North 2 | Medium Term | Street View - Marcy Green



For Discussion Purposes Only – Subject to Change and Refinement

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BQE Vision Workshop #3

In the long term, this portion of the BQE could be fully or partially capped. Capping this area would create larger and continuous park space that could connect existing parks and playgrounds and mitigate noise and pollution from the highway.

This concept, along with any proposed highway caps, would require partnership with New York State DOT to design and build the structure.

For a full highway cap, vent structures designed to meet federal highway standards would need to be built throughout the park. The length of the cap over the highway will be determined through further study of ventilation and life and safety requirements during the design process. Ventilation would likely be required for any partial tunnel greater than 300' in length.

These structures could be seamlessly built into the landscape and designed to limit impacts of the highway on the surrounding community.

North 2 | Long Term | Street View - Marcy Green



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BQE Vision Workshop #3

North 3

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BQE Vision Workshop #3

The North 3 focus area includes Park Ave between Navy St and Kent Ave.

BQE Vision Corridor | North 3



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Previous feedback for North 3 included:

- Exploring ways to improve bike infrastructure
- Addressing sanitation issues under the highway
- Prioritizing new pedestrian crossings accessing the Navy Yard and near Commodore Barry Park

For North 3 proposed concepts, NYC DOT is focusing on CONNECT, REPURPOSE, and STITCH.

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



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BQE Vision Workshop #3

Concept 1:

In the near term, traffic calming and pedestrian and bicyclist safety improvements can be considered along Park Avenue

Concept 2:

Under the highway and along Park Avenue, space can be repurposed and community amenities can be considered such as metered parking, electric vehicle charging, and microhubs.

Concept 3

The “Navy Street Connector” builds off of the bike lanes DOT recently added to Navy St. and imagines improving street-level crossings across Navy St. in the medium term.

Concept 4:

This concept focuses on improving connections across Park Avenue for pedestrians and cyclists. Near term improvements at intersections along Park Avenue could create safer neighborhood connections between the Navy Yard, nearby NYCHA campuses and residential areas, and Commodore Barry Park, which is currently undergoing a \$30M capital upgrade.

Concept 5:

In what NYC DOT is calling the “Wallabout Bend” concept, safety improvements can be explored where the BQE turns north into Williamsburg at Kent Avenue, supporting more direct connections between destinations throughout Brooklyn and calming area with uninviting traffic conditions.



BQE Vision Workshop #3

The presentation will zoom into a typical intersection with the BQE along Park Ave.

The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website:
<https://bqevision.com/north-south/materials>



BQE Vision Workshop #3

Today, the area below the BQE is primarily used for parking.

Park Avenue is largely a two lane road, with a mixture of commercial and industrial uses to the east and housing and parks to the west.

North 3 | Existing



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

In the near term at street intersections, painted curb extensions can create more pedestrian space. This will reduce the distance to cross the street and help slow vehicles on Park Ave. Park Avenue's sidewalks can be enhanced with raised planters.

During NYC DOT's outreach, many community members expressed a desire to maintain parking under the BQE in certain areas. Parking could continue to serve the neighborhood along Park Avenue and can be coordinated with other uses like microhubs and secure bike parking and e-bike charging, which could also support e-bike delivery workers.

Traffic calming can also be explored along Park Avenue with lane narrowing and curb extensions near intersections.

North 3 | Near Term | Park Avenue Crossings



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BQE Vision Workshop #3

In the medium term, accessible curb extensions at intersections could be fully constructed.

Green infrastructure, like the rock swale and rain garden here, could be introduced to help slow and absorb rainwater runoff from the hard surfaces of the highway.

North 3 | Medium Term | Park Avenue Improved Streetscape



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BQE Vision Workshop #3

South 1

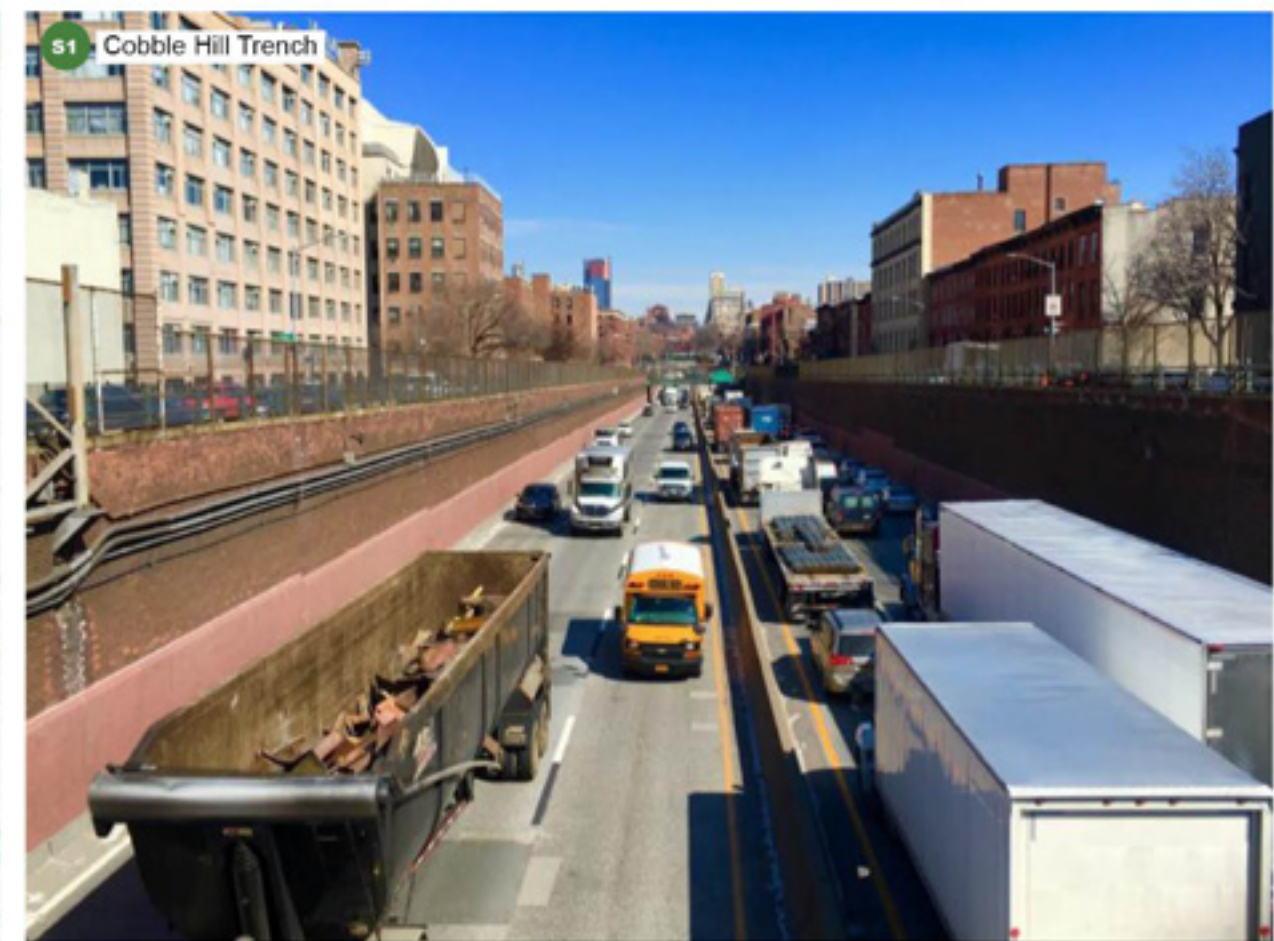
58



BQE Vision Workshop #3

South 1 is the sunken portion of the BQE which runs along Cobble Hill, Carroll Gardens, and the Columbia Street waterfront.

BQE Vision Corridor | South 1



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Previous feedback for South 1 included:

- Interest in capping over the BQE to connect neighborhoods to the waterfront
- And providing communal spaces that make the experience of crossing the highway more inviting

For South 1 proposed concepts, NYC DOT is focusing on STITCH, INTEGRATE, and CONNECT.

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



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BQE Vision Workshop #3

Concept 1

Exploring an improved and ADA-accessible pedestrian bridge connections at Summit Street

Concept 2

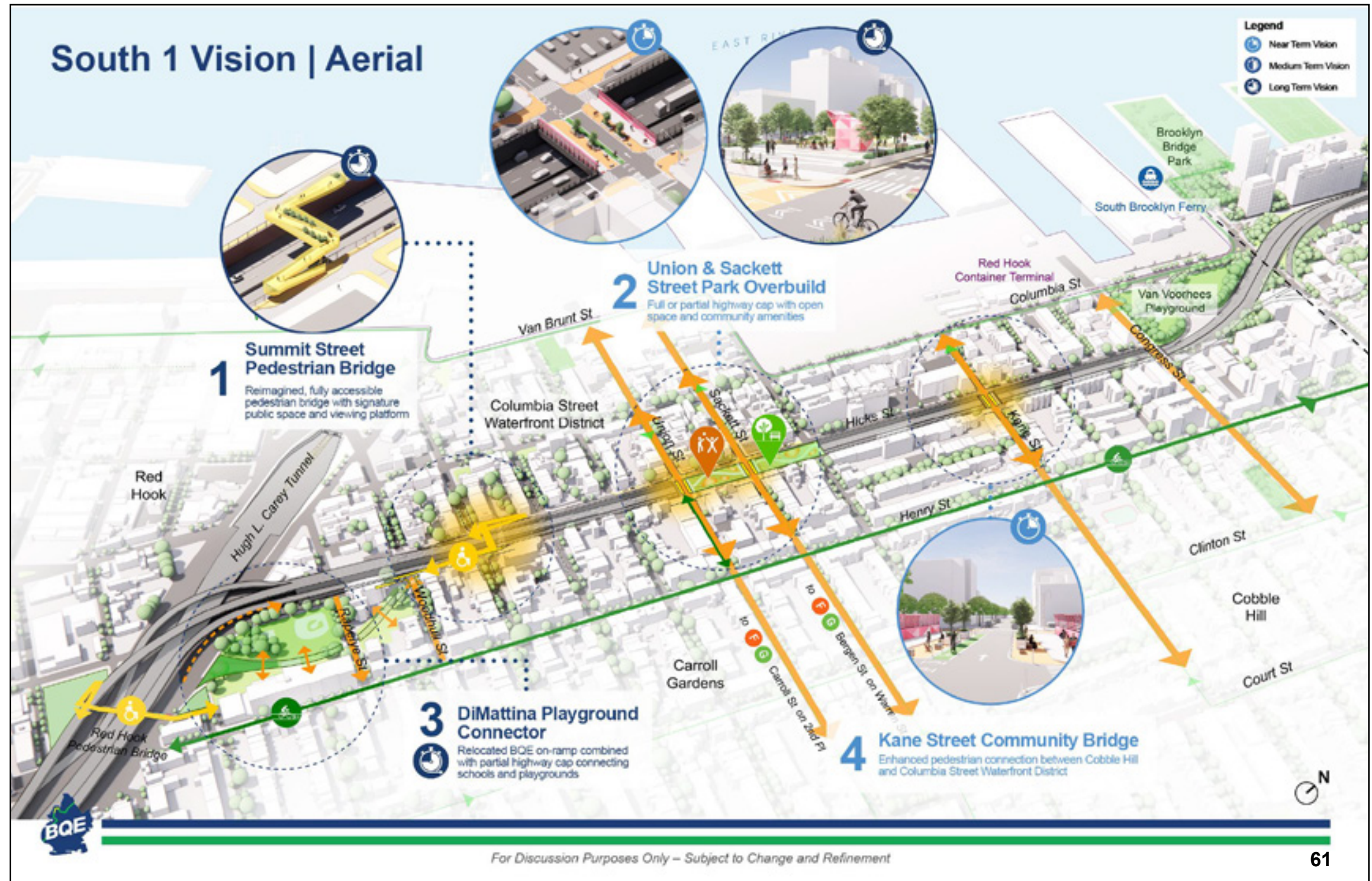
At Union and Sackett Street, in the near term we can include public art activations and pedestrian and cyclist safety improvements. In the long term, DOT is exploring partial or full-block caps at Union Street and Sackett Street, which could create park space over the highway along with other community amenities and help stitch together neighborhoods across the BQE.

Concept 3

DiMattina Playground Connector is a long-term concept proposing to expand the playground by capping over the highway at a BQE on-ramp

Concept 4

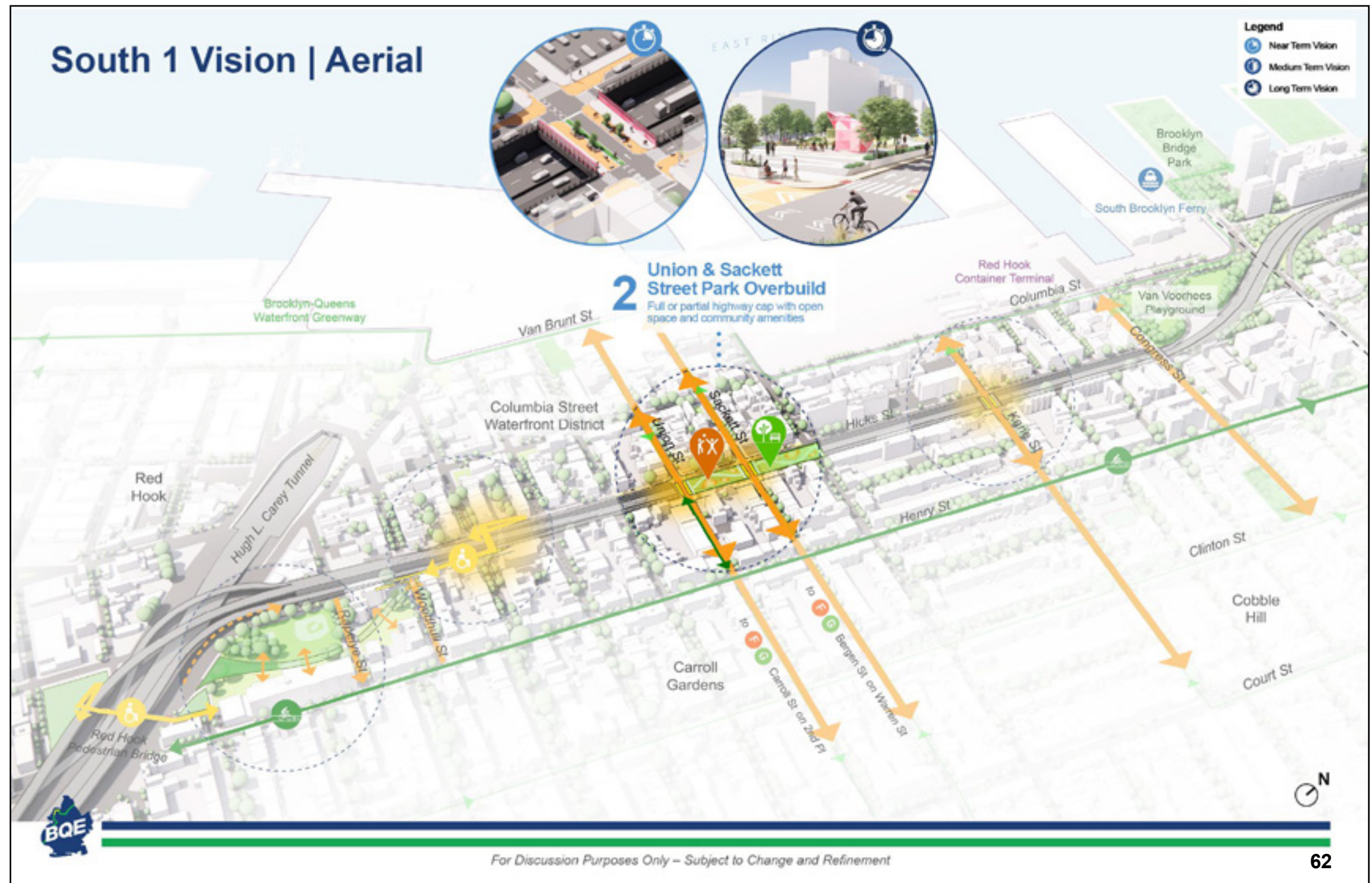
Kane Street Community bridge, in the near term we could offer similar pedestrian and cyclist safety improvements as the near-term improvements at Union and Sackett



BQE Vision Workshop #3

The presentation will zoom into an intersection, looking here at Sackett Street.

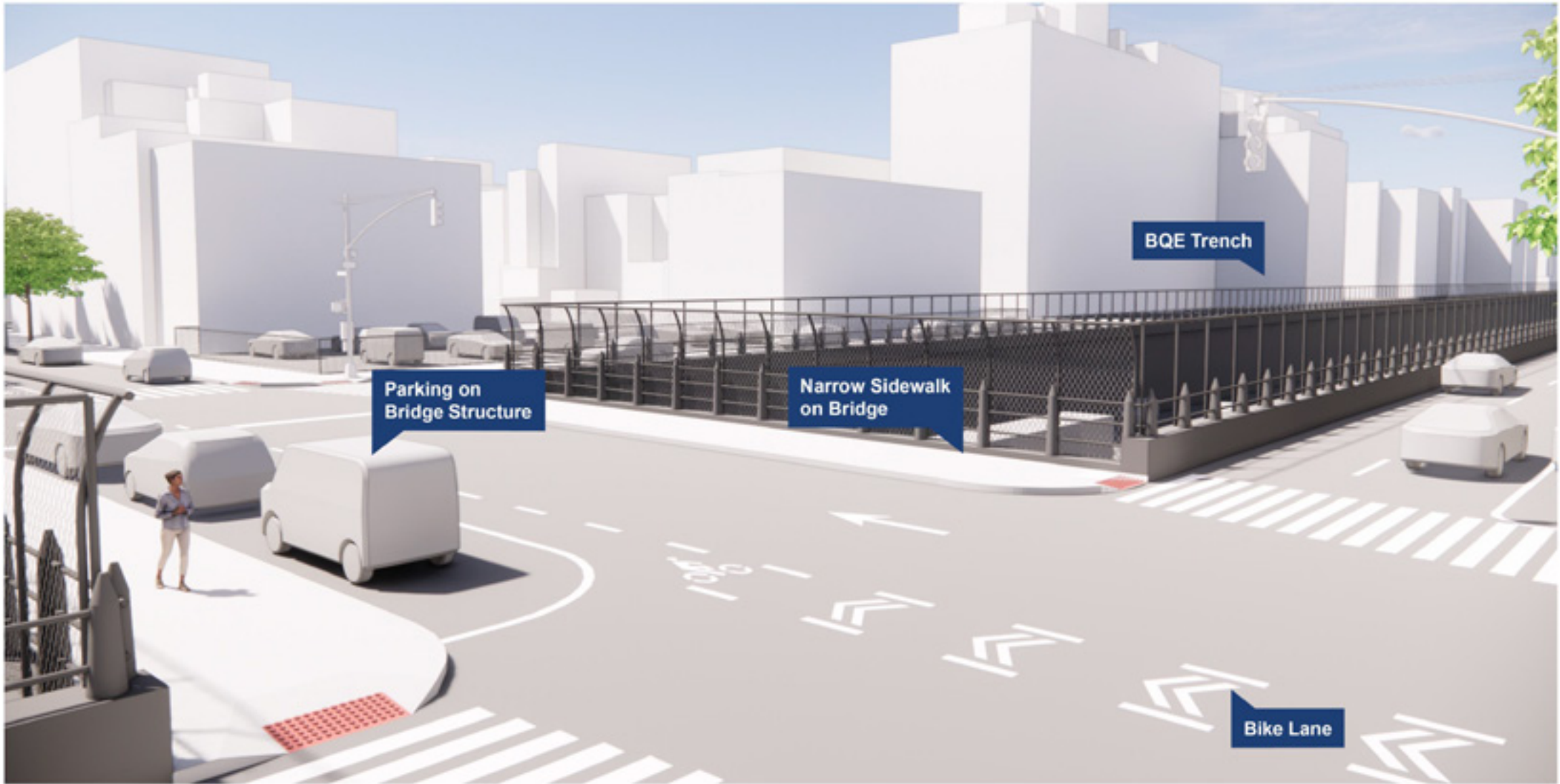
The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website:
<https://bqevision.com/north-south/materials>



BQE Vision Workshop #3

Today, Hicks St and the side streets that cross over the BQE along this section of the highway have long crossings and narrow sidewalks, exposing pedestrians to the noise and pollution of the BQE. Cars currently park along a portion of this stretch.

South 1 | Existing



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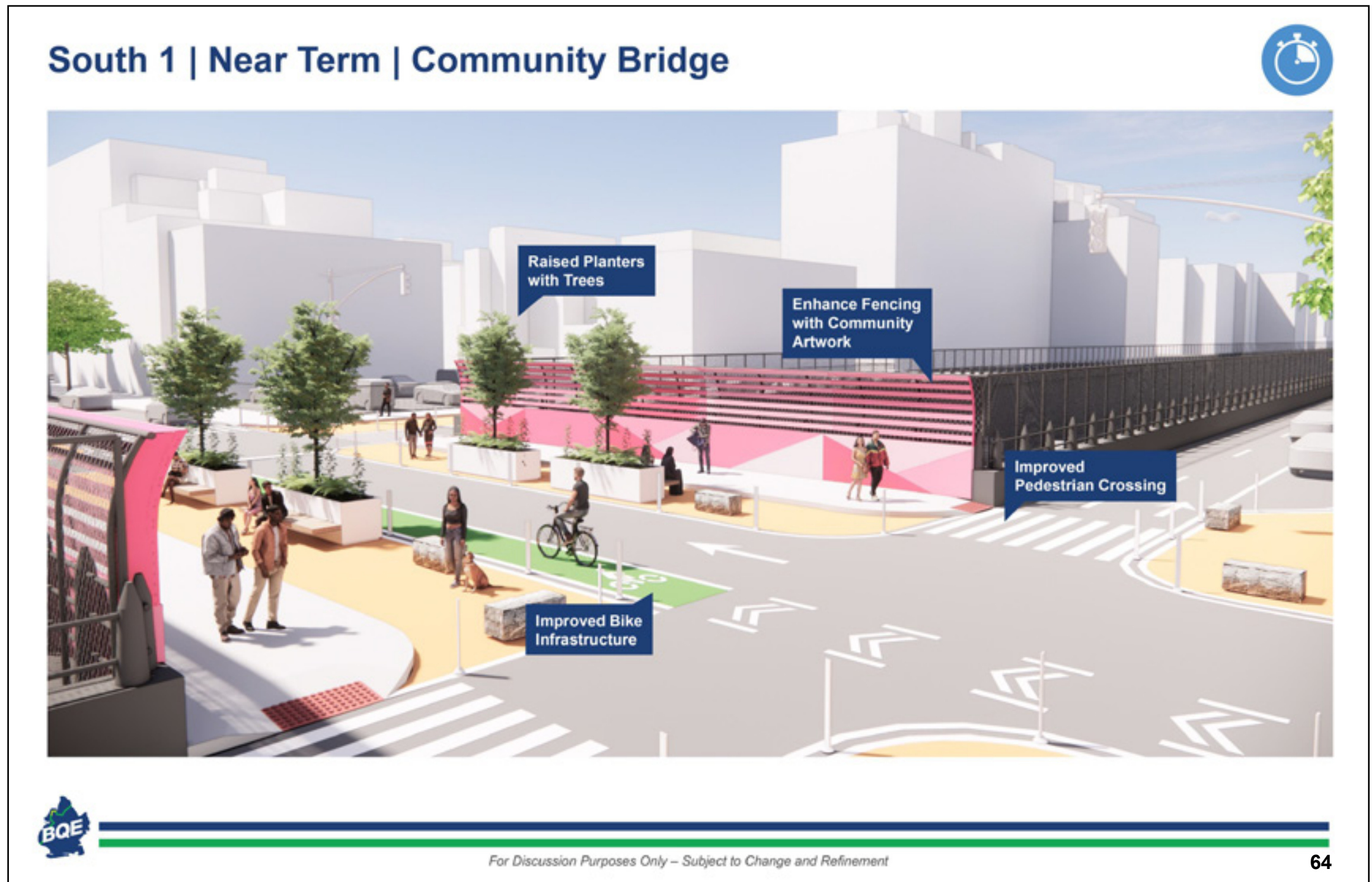


BQE Vision Workshop #3

In the near term, parking spaces on these bridges could be removed, and replaced with above ground planters with trees and seating.

The bridge's fence overlooking the highway could be screened with community artwork, helping to create gateways between the neighborhoods could serve as a visual barrier to the BQE below.

Running parallel to the BQE on Hicks Street, painted curb extensions could be added to reduce crossing distances, slow cars, and improve pedestrian safety.



BQE Vision Workshop #3

In the long term, NYC DOT is exploring the possibility of selectively capping portions of the BQE in this area and activating the cap with park and community space. This potential park space would need to be raised slightly above the existing street level to accommodate the structure and clearance required to cover the BQE below. These parks could be accessed by ramps and stairs at the existing bridges that cross over the BQE.

The streets crossing over the BQE could be transformed into pedestrian or shared streets to link these highway caps together. This concept, along with any proposed highway caps, would require partnership with New York State DOT to design and build the structure.

For a full highway cap, vent structures designed to meet federal highway standards would need to be built throughout the park. The length of the cap over the highway will be determined through further study of ventilation and life and safety requirements during the design process. Ventilation would likely be required for any partial tunnel greater than 300' in length.

These structures could be seamlessly built into the landscape and designed to limit impacts of the highway on the surrounding community.

On Hicks St, temporary curb extensions could be transformed into fully built curbs with enhanced planting. In exploring these design concepts, understanding how these spaces will be maintained, operated, and activated is paramount. As we continue this work, we will be looking closely at how to foster effective partnerships between the State, City, and local community organizations to support ambitious projects like these.

South 1 | Long Term | Highway Cap with Park



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BQE Vision Workshop #3

South 2

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BQE Vision Workshop #3

South 2 is the Red Hook and Gowanus area, above Hamilton Avenue.

BQE Vision Corridor | South 2



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Previous feedback for South 2 included:

- Emphasis on improving connections between Red Hook and Carroll Gardens
- Interest in exploring pedestrian and bike safety improvements to cross under the BQE
- Creating public space that can be appealing and usable

For South 2 proposed concepts, NYC DOT is focusing on STITCH, REPURPOSE, and CONNECT.

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 iconic 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



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BQE Vision Workshop #3

Concept 1

In the long term, NYC DOT can explore how to create safe and accessible connections to the Red Hook Pedestrian Bridge, including it as part of a 2026 project to update the water tunnel infrastructure in the area.

Concept 2

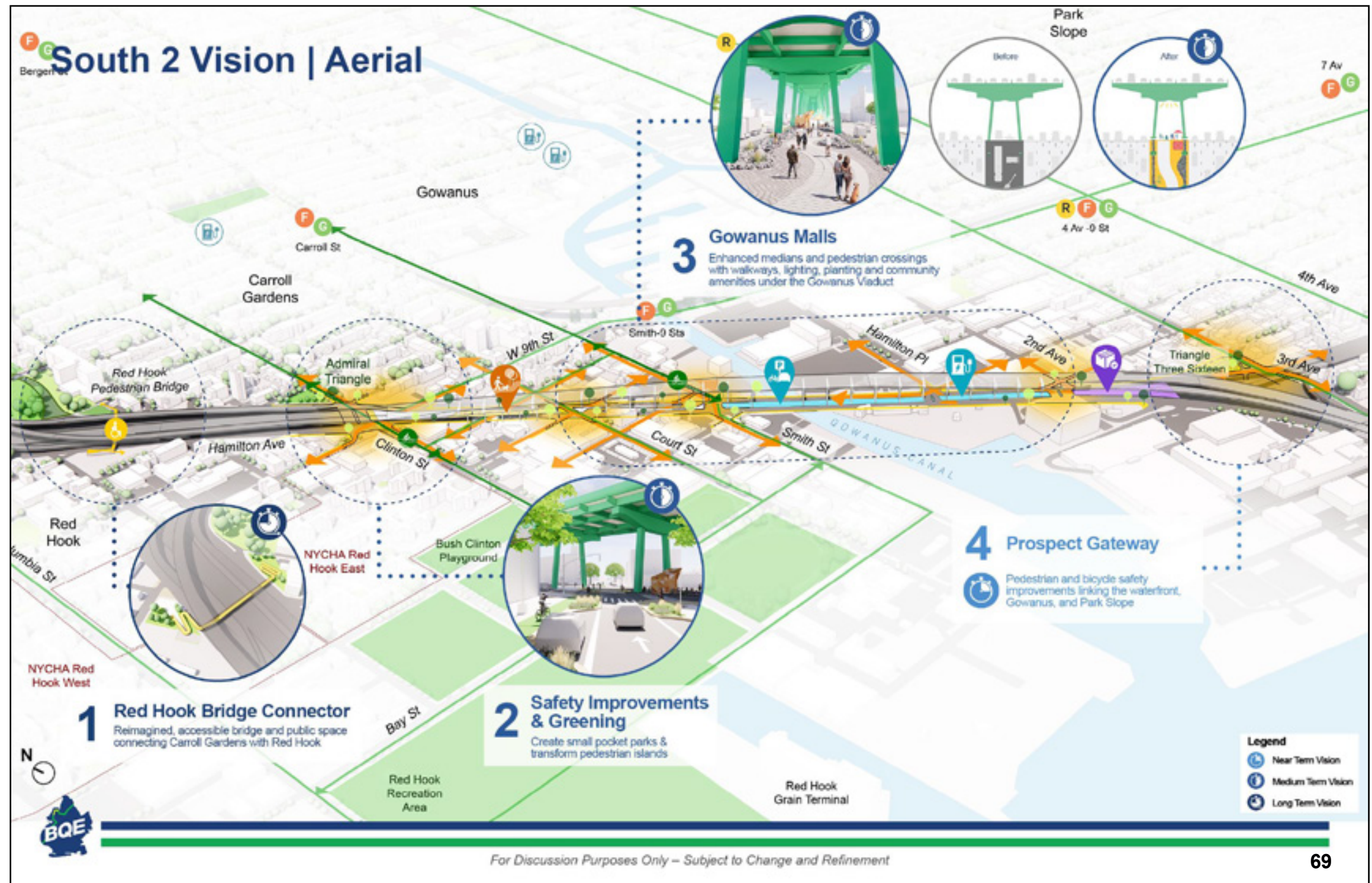
In the medium term, NYC DOT can implement safety treatments such as improving the unwelcoming crossing at W 9th Street and Hamilton Ave. This has been a long-standing community request and will create safer connections with green spaces and pedestrian islands.

Concept 3

The Gowanus Malls concept highlights the unique Gowanus BQE structure by, in the medium term, repurposing the space under the structure into an accessible pedestrian pathway underneath with significantly improved lighting and community amenities.

Concept 4

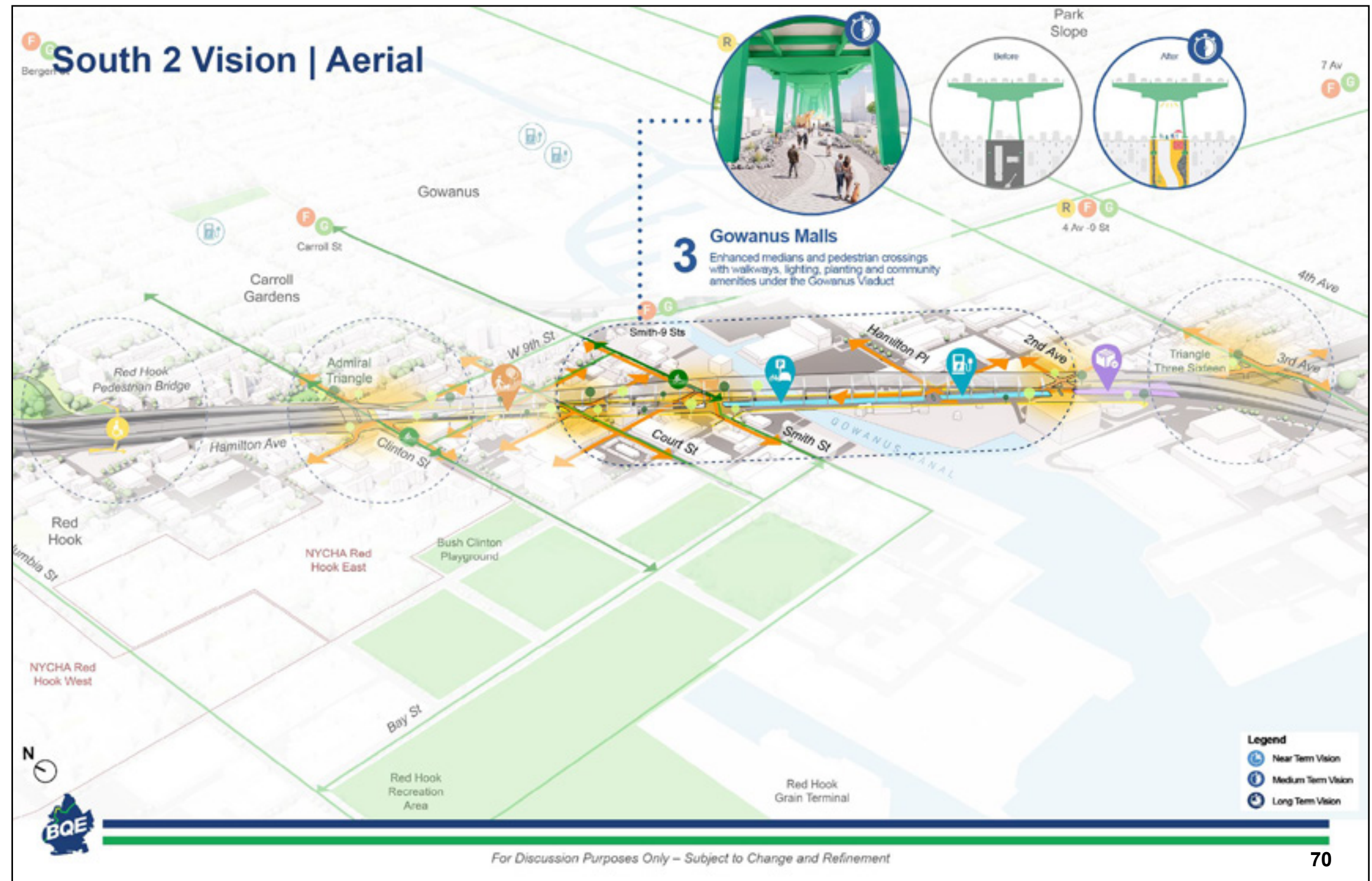
NYC DOT is exploring pedestrian and bike safety improvements at the intersection of Hamilton Ave and 3rd Ave.



BQE Vision Workshop #3

The presentation will take a closer look at the Gowanus Malls concept.

The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website:
<https://bqevision.com/north-south/materials>

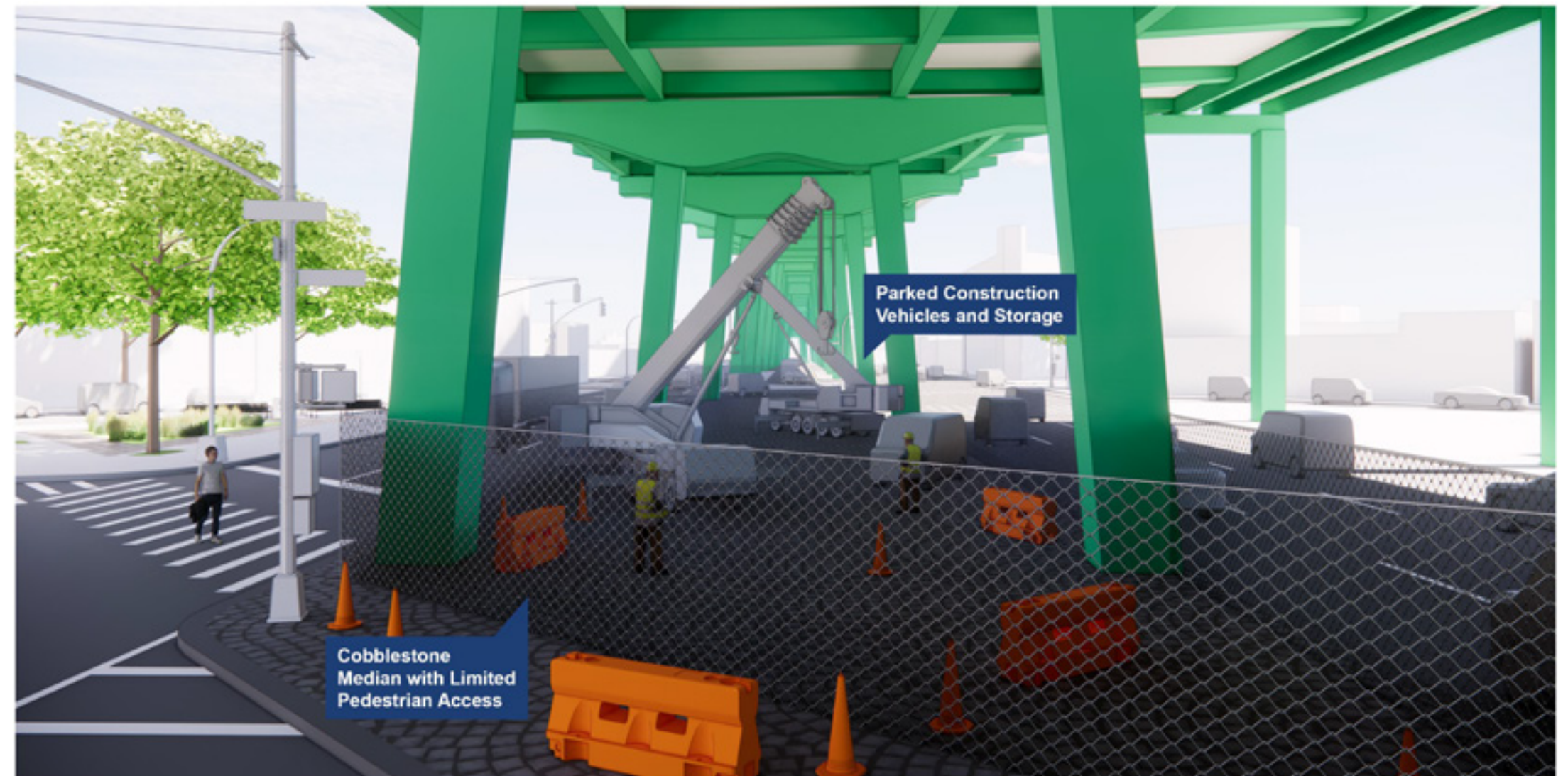


BQE Vision Workshop #3

This is what the area below the Gowanus elevated highway looks like today. This section of the BQE is higher than other elevated sections. It was originally designed to allow ships to enter the Gowanus Canal. Today, the median has limited pedestrian access and is broken up by turning lanes that prevent continuous pedestrian access under the highway.

Over the past decade, NYSDOT has made investments to increase safety on and under BQE North and South sections. Because of these improvements, medians under elevated sections of the BQE in Red Hook and Sunset Park are often occupied by construction vehicles or materials.

South 2 | Existing



For Discussion Purposes Only – Subject to Change and Refinement

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BQE Vision Workshop #3

In the medium term, space under the Gowanus elevated highway could be transformed into a pedestrian space with a path running along the center. This space could be enhanced with new amenities like lighting, seating, and bioswales, which are low-maintenance landscaping that can help slow and absorb rainwater runoff from the hard surfaces around the highway.

Large areas closer to intersections could provide additional space for temporary uses like pop-up markets, as illustrated further down the path in this graphic.

Partnership with New York State DOT is required for open space, recreation space, and markets. Both near and long term design opportunities will need to accommodate the state's ongoing maintenance and prioritize pedestrian safety under an active highway. In some cases, we might need overhead protections where people are using spaces more intensively.

Across all of these proposals, NYC DOT will explore potential partnerships with local organizations that could help maintain and activate these spaces.



BQE Vision Workshop #3

South 3

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BQE Vision Workshop #3

South 3 is the elevated section of the BQE running along Third Avenue.

BQE Vision Corridor | South 3



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Previous feedback for South 3 included:

- Focus on safety, including better lighting under the viaduct
- Support for regular maintenance of areas under the BQE
- Support for protected bike lanes
- Desire for more pleasant and functional spaces, especially if these can be coordinated with safety improvements
- Improvements to also support industrial uses in the area

For South 3 proposed concepts, NYC DOT is focusing on STITCH, GREEN, and MANAGE.

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 micro-hubs under the 3rd Avenue viaduct



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Concept 1:

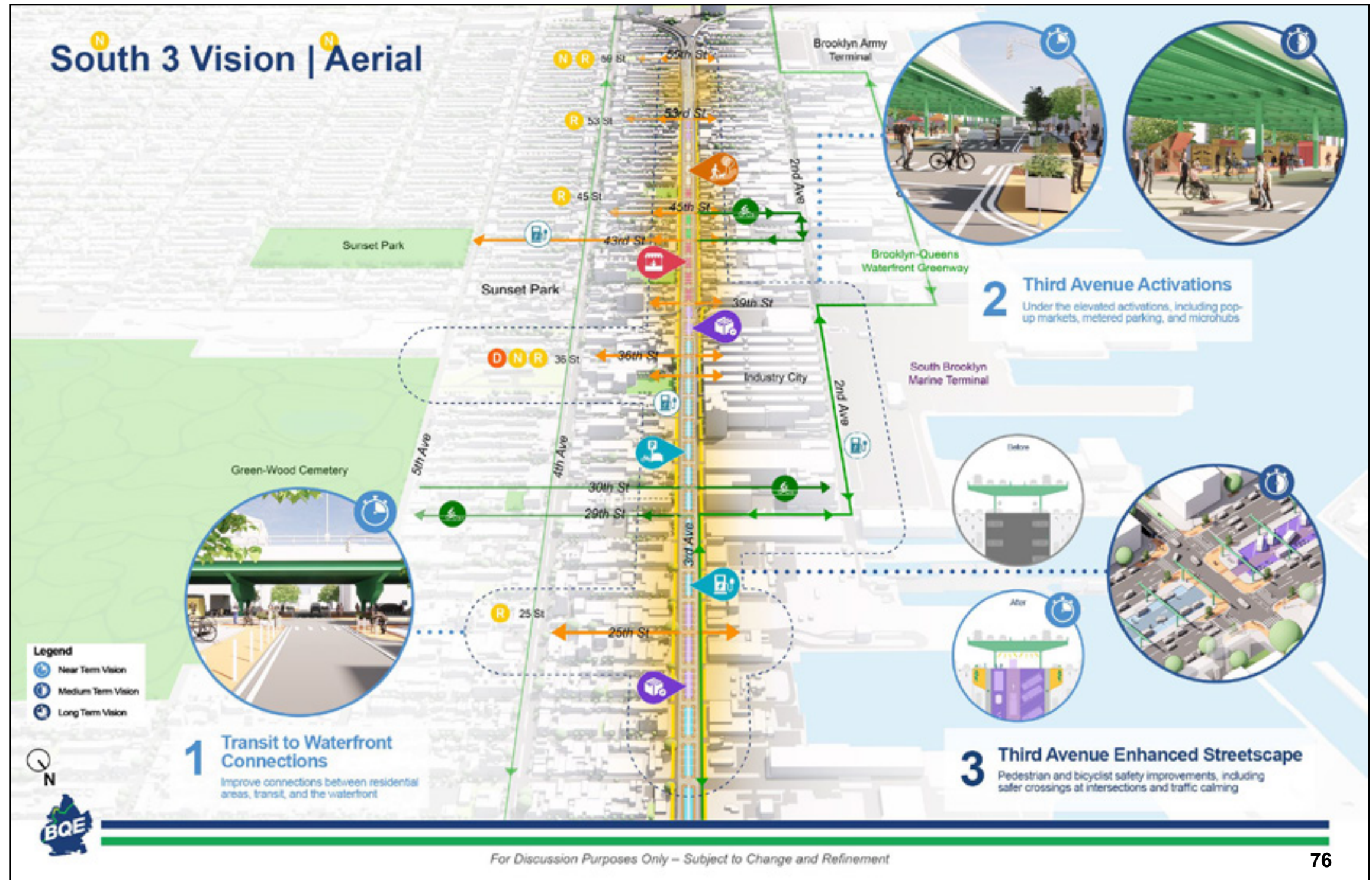
Transit to Waterfront Connections
Near term projects to emphasize safety improvements on the cross streets along 3rd Ave, stitching together the primarily residential areas to the east and the Sunset Park Industrial Business Zone along the Brooklyn waterfront.

Concept 2:

In the upper right corner and in the near to medium term, Third Avenue Activations considers how the areas under the BQE can be repurposed with managed space for community amenities like space for pop-up markets, metered parking, and microhubs. Microhubs are local delivery hubs where delivery trucks can unload items onto smaller, low-emissions vehicles.

Concept 3:

DOT is currently leading a Third Avenue safety improvement plan which is exploring pedestrian and bicyclist safety improvements, including safer crossings at intersections and traffic calming.



BQE Vision Workshop #3

The presentation will zoom into a typical section under the BQE and explore how the space could be repurposed.

The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website:
<https://bqevision.com/north-south/materials>



BQE Vision Workshop #3

Today, residents need to cross three lanes of traffic on either side of Third Ave and cross under the BQE to get from one side of Sunset Park to the other. In this area, the pedestrian space below the BQE often has narrow sidewalks, inconsistent ADA curb cuts, and is dominated by parking.

South 3 | Existing



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

In the near term, we are proposing improved pedestrian safety and reduced crossing distances as you can see with the painted curb extensions noted in orange. Planters could also be added for additional greening in this area.

Lighting could be improved and some areas below the BQE could have active temporary uses like the pop-up market shown here. Delivery lockers could also be installed as part of NYC DOT's new Locker NYC Pilot. Given the industrial uses in the area, we have heard that parking is important to this community. Enhancing the existing parking infrastructure could be explored including adding electric vehicle charging stations.

Similar to South 2, partnership with New York State DOT is required for open space, recreation space, and markets. Both near and long term design opportunities will need to accommodate the State's ongoing maintenance and in some cases, overhead protections might be needed to prioritized pedestrian safety under the highway.

South 3 | Near Term | Third Avenue Activations



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BQE Vision Workshop #3

In the medium term, painted curb extensions could be transformed into permanent curb extensions built out of concrete, with added seating, rain gardens, and trees.

The pop-up market and seating could be built with heavy-duty materials. Secure bike parking and e-bike charging could be added to support all cyclists, including e-bike delivery workers.



BQE Vision Workshop #3

South 4

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BQE Vision Workshop #3

South 4 is the the Bay Ridge Section:
roughly 65th Street to the Verrazano Bridge.

BQE Vision Corridor | South 4



For Discussion Purposes Only – Subject to Change and Refinement



BQE Vision Workshop #3

Previous feedback for South 4 included support for:

- Bike infrastructure improvements, including upgrading current lanes to have more protection
- Connecting communities, such as Bay Ridge and Sunset Park
- Prioritizing safety, especially for pedestrians and cyclists

For South 4 proposed concepts, NYC DOT is focusing on CONNECT, INTEGRATE, and STITCH.

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



For Discussion Purposes Only – Subject to Change and Refinement

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BQE Vision Workshop #3

Concept 1:

In the longer term, building on to the the sloped embankments—or edges—on either side of the BQE could integrate street-level space for parks and community-oriented development into the neighborhood.

Concept 2:

On the 86th St Bridge, safety improvements could be added in the near term to support crossings over the BQE for pedestrians and bicyclists.

Concept 3:

In the middle of the screen and also in the long term, the “McKinley Park Overbuild” explores capping over the BQE next to McKinley Park.

Concept 4:

The Leif Ericson Park cap could stitch together and unify Leif Ericson Park in the long term which today is disrupted by the BQE.

Concept 5:

On the bottom of the slide and in the medium term, expanded bicycle infrastructure along 7th Ave could create a more seamless connection to the Beltway Greenway

Concept 6:

This concept considers near term pedestrian and cyclist safety improvements along 4th Ave.



BQE Vision Workshop #3

The presentation will zoom in on McKinley Park and the potential overbuild in this area.

The remainder of the concepts are available under “BQE North & South Workshop Round 3: Boards” on NYC DOT’s BQE website:
<https://bqevision.com/north-south/materials>



BQE Vision Workshop #3

Today, McKinley Park sits adjacent to 7th Ave and an embankment (or edge) of the BQE. McKinley Park serves residents on either side of the BQE in Bay Ridge. For those that live on the west side of the neighborhood, park access requires crossing the bridge at 75th St which has narrow sidewalks or crossing the pedestrian bridge at 72nd St.

South 4 | Existing



For Discussion Purposes Only – Subject to Change and Refinement

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BQE Vision Workshop #3

In the near term, NYC DOT proposes turning the portion of 7th Ave between the BQE and McKinley Park into a shared street. This will help to slow vehicles in the area, and create more open space for community programming and events.

Additionally, this type of programming would help discourage the existing illegal truck parking that is a persistent issue in the area by repurposing the space for active use.

On the Bay Ridge Parkway Bridge, pedestrian space with planters could be added to create safer, more enticing pedestrian access.

On the west side of 7th Ave, the existing infrastructure could be improved with a wider, planted buffer between cyclists and car traffic.

South 4 | Near Term | Bay Ridge Parkway Crossing



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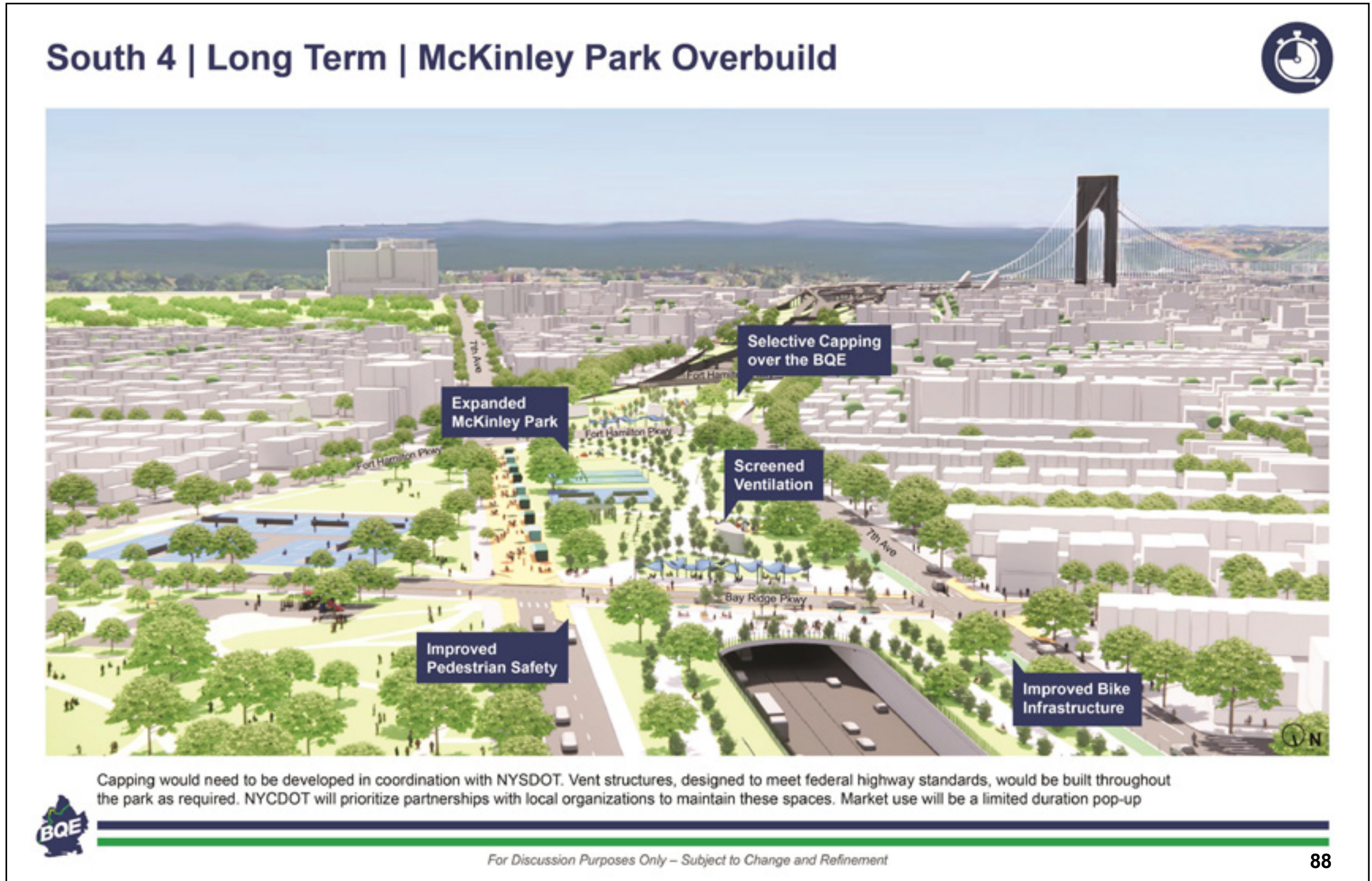


BQE Vision Workshop #3

In the long term, NYC DOT envisions a cap over a portion of the BQE adjacent to McKinley Park. This could allow an opportunity to expand the park and increase access for residents east of the BQE. It could help to mitigate noise, and provide new opportunities for outdoor programming and public uses.

Similar to South 1, this concept, along with any proposed highway caps, would require partnership with State DOT to design and build the structure. For a full highway cap, vent structures designed to meet federal highway standards would need to be built throughout the park. The length of the cap over the highway will be determined through further study of ventilation and life and safety requirements during the design process. Ventilation would likely be required for any partial tunnel greater than 300' in length. These structures could be seamlessly built into the landscape and designed to limit impacts of the highway on the surrounding community.

Along the embankment, new trees could be planted, with lighter vegetation over the existing roadway or additional community amenities for this space could be considered.



BQE Vision Workshop #3

Workshop Structure

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BQE Vision Workshop #3

Breakout Groups | BQE North

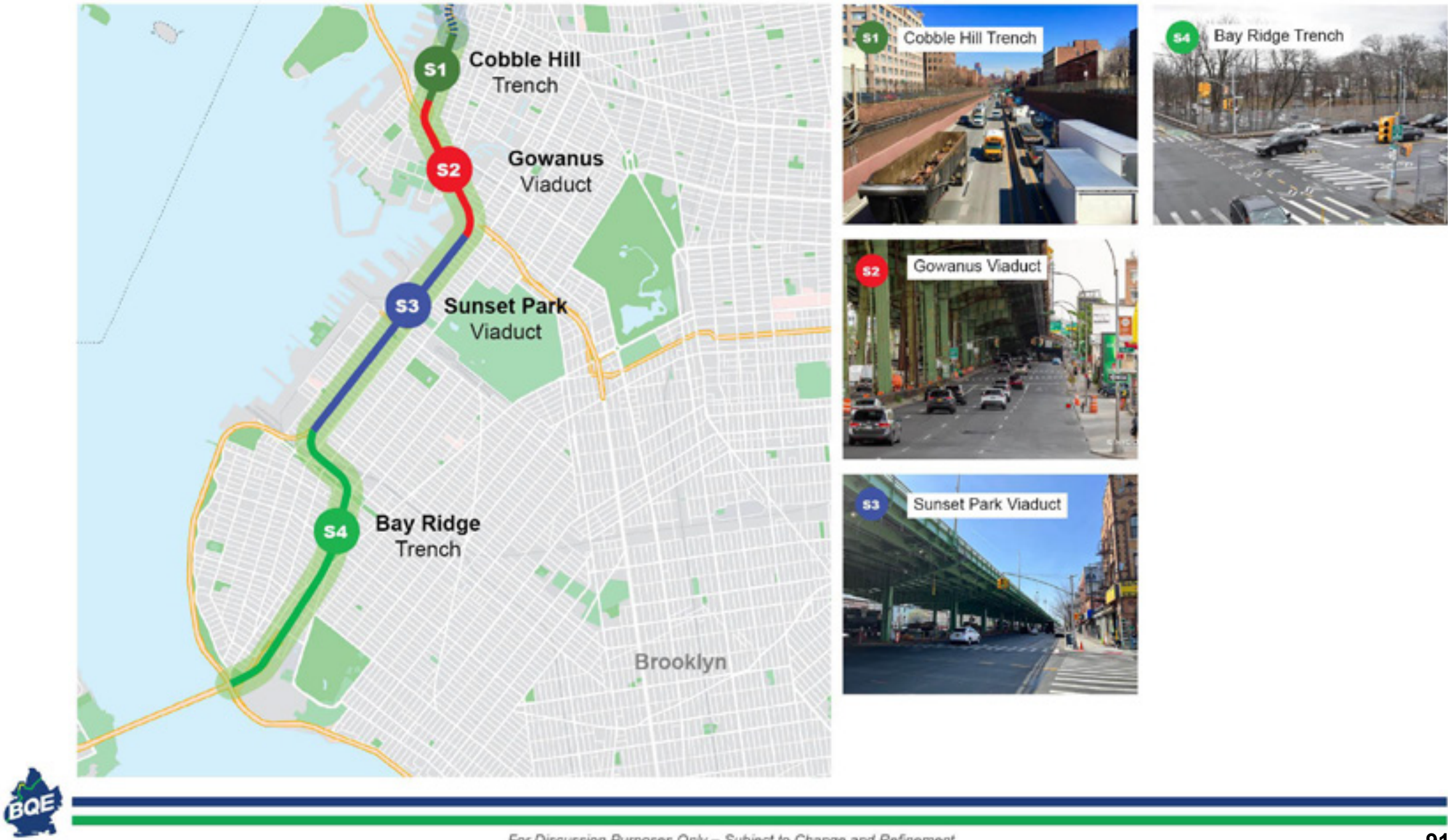


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BQE Vision Workshop #3

Breakout Groups | BQE South



BQE Vision Workshop #3

Q&A

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Visit www.nyc.gov/bqe for updates or to share additional feedback

Thank You!

