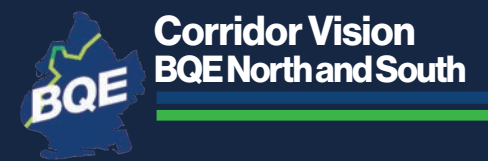


BQE NORTH & SOUTH

Safe, Sustainable, Connected

BQE Corridor Vision
October 2024



BQE North and South Report

Acknowledgments This report presents design concepts, including streetscape improvements, intersection redesigns, repurposed space under the highway, and public spaces on local streets and over the highway trenches along BQE North and South. These design concepts incorporate community input and reflect an overarching vision for BQE North and South that enables community members along the BQE corridor to access jobs, healthcare, educational and cultural institutions, and recreational destinations more safely and comfortably.

BQE Key Terms

BQE North	Term referring to the State-owned portion of the BQE, between Sands St. and the Kosciuszko Bridge, and the immediately surrounding streets.
BQE South	Term referring to the State-owned portion of the BQE, between Atlantic Ave. and the Verrazzano Bridge, and the immediately surrounding streets.
BQE Central	Term referring to the City-owned portion of the BQE, between Atlantic Ave. and Sands St., and the immediately surrounding streets.

Key Acronyms

AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
BQE	Brooklyn Queens Expressway
CVC	Community Visioning Council
IBZ	Industrial Business Zone
MTA	Metropolitan Transportation Authority
NYC EDC	New York City Economic Development Corporation
NYC DEP	New York City Department of Environmental Protection
NYC DOT	New York City Department of Transportation
NYCHA	New York City Housing Authority
NYSDOT	New York State Department of Transportation
RCN	Reconnecting Communities and Neighborhoods Grant Program



NYC Department of Transportation



WSP USA, Inc.



WXY



3 x 3

Community Partners

Arab American Association of New York	North Brooklyn Parks Alliance
Bay Ridge Community Development Center	Red Hook Initiative
Brooklyn Chinese-American Association	Southwest Brooklyn Industrial Development Corporation
Chinese-American Planning Council	St. Nicks Alliance
El Puente	Transportation Alternatives
Evergreen Exchange	United Jewish Organizations of Williamsburg
Fifth Avenue Committee	Women’s Empowerment Coalition of NYC
Mixteca	Yemeni American Merchants Association



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A blue-tinted photograph of a skateboarder in a park. The skateboarder is wearing a camouflage hoodie and pants, and is captured in a dynamic pose as they ride a ramp. In the background, there is a black metal fence, a street with parked cars, and a brick building with large windows. The scene is framed by a dark, overhanging structure at the top.

01

Executive Summary



Dear friends,

Revitalizing the BQE is a generational challenge. Today we're closer than ever, thanks to unprecedented collaboration between City, State, and Federal governments.

The information in these pages is rooted in decades of advocacy; recently, that's taken the form of hundreds of hours of meetings with communities and elected officials across BQE North and South in Brooklyn. Many of our fellow New Yorkers participated in this process for the first time, resulting in the most robust community participation in the project's history.

For all who participated, thank you for your unfiltered feedback. Through consistent communication we can build projects that put the people who live and work around Brooklyn's only interstate highway first. We must knit together communities and make the areas around the BQE more strollable and safe. At the same time, the BQE must continue to get people where they need to go and support the landscape of goods that our modern lives require.

We're not the first administration to embark on fixing the BQE. This progress is on the shoulders of previous Departments of Transportation, the BQE Expert panel, and most of all the tireless neighborhood leaders who advocated for change and recommended solutions to bridge the highway divide.

But we must be the last.

A critical feature of the Biden Administration's Bipartisan Infrastructure Law, the 'Reconnecting Communities' grant, gives localities a generational opportunity to address the past's discriminatory transportation choices.

In March 2024 NYC and NYS were awarded \$5.6 million to help turn the community ideas in these pages into reality. It is an encouraging co-sign on our work from our federal partners, and evidence that our momentum is building.

We will get shovels in the ground. When we do, one long chapter will end, and a new one will begin: a connected BQE.

Meera Joshi
Deputy Mayor of Operations



Dear Fellow New Yorker:

When Mayor Eric Adams took office, he asked the New York City Department of Transportation to take a fresh look at the Brooklyn-Queens Expressway (BQE) corridor across Brooklyn. As Borough President prior to City Hall, the Mayor personally knew the traffic, environmental justice, and engineering challenges created by a roadway built in the middle of the last century.

Despite supporting so much of the City's commerce on its 12 miles, the BQE in Brooklyn bisects, severs, or completely isolates several low-income, minority neighborhoods. The Mayor has made clear that for any planning around NYC to address historic inequities, a few core values should guide us. First, change must always make communities safer and more sustainable. And that change must not come top-down but be grounded in engaged communities' desires for their own future.

That is why the Adams administration created an unprecedented BQE Corridor Vision process, with an eye toward equity. That resulting process did not only focus

on the City-owned section of the BQE in downtown Brooklyn but also prioritized vital communities in "BQE South" from Atlantic Ave. to the Verrazzano Bridge, and "BQE North," from Sands St. to the Kosciuszko Bridge. In the near-term, NYC DOT has proposed that we address many of the on-street challenges this report outlines, and in the longer term, working with our partners at New York State DOT, we will tackle larger, more transformative projects.

We were therefore thrilled when in March, the Biden Administration awarded New York City and State a federal planning grant of \$5.6 million to support critical projects along the BQE. We are proud that the U.S. DOT Reconnecting Communities grant will allow us to build on the 15 months of creative hard work summarized in this report, all to improve Brooklynites' access to jobs, services and green space.

Putting our design concepts into positive action can connect these Brooklyn communities once and for all.

Ydanis Rodriguez
Commissioner, NYC DOT

About the BQE Corridor Vision

The Brooklyn-Queens Expressway (BQE) is a critical freight and mobility corridor. However, this infrastructure has come at the expense of communities and neighborhoods alongside the highway.

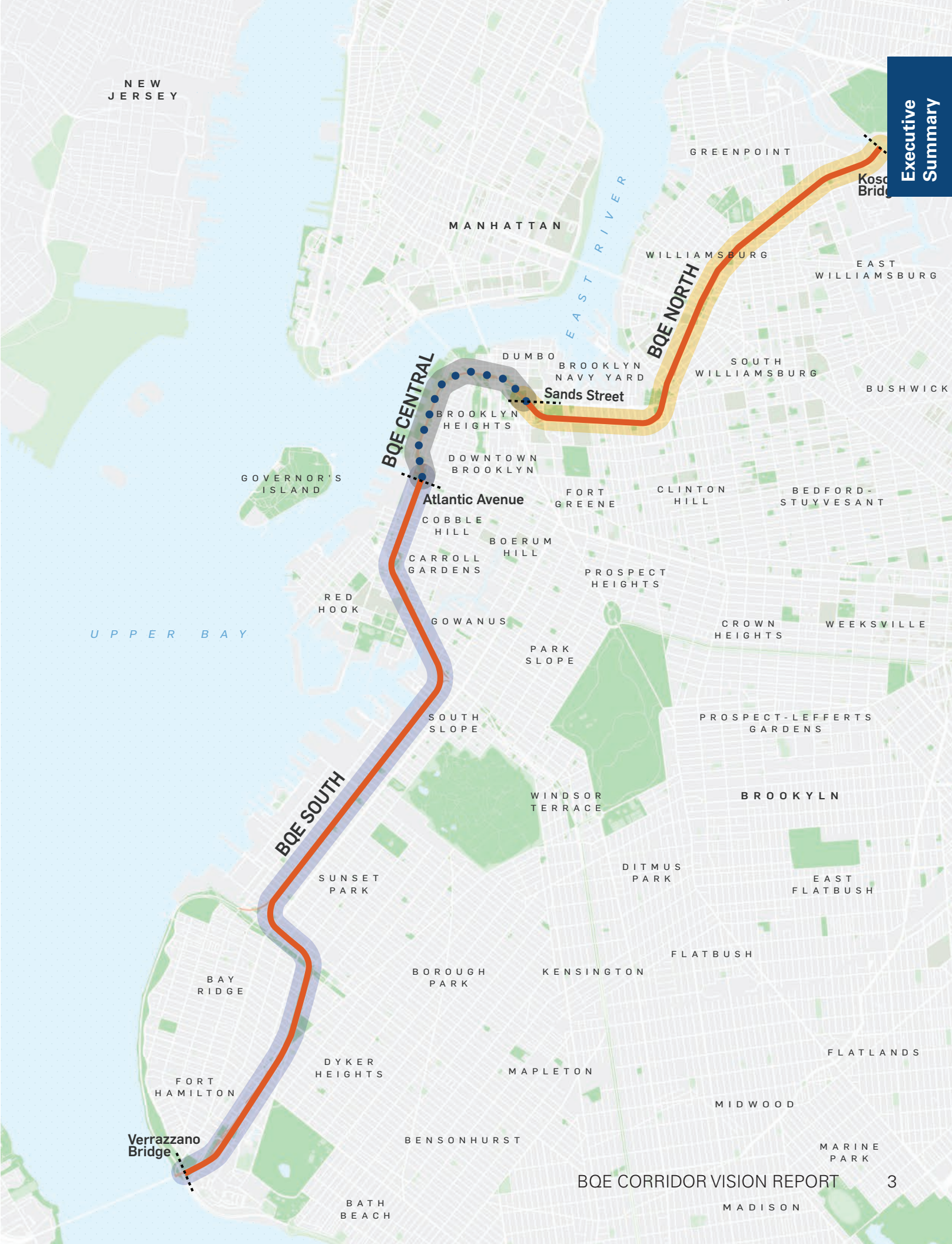
NYC DOT is unlocking possibilities along the BQE corridor to create safer, more sustainable connections and reclaim spaces to enrich communities rather than divide them.

About the BQE Corridor Vision

NYC DOT led the BQE Corridor Vision, focused on the 12.1-mile stretch of the BQE in Brooklyn to advance the City’s goals of equity, safety, and sustainability. This report addresses BQE North, from the Kosciuszko Bridge to Sands Street, and BQE South, from Atlantic Avenue to the Verrazzano Bridge. Together, BQE North and South represent 10.6 miles of the BQE Corridor in Brooklyn. (BQE Central, from Atlantic Avenue to Sands Street in Downtown Brooklyn, is considered a separate project.) Beginning in 2022, the BQE North and South Study included a comprehensive community engagement process to develop design concepts throughout BQE North and South.

Critical Role of the BQE

The Brooklyn-Queens Expressway is a critical freight and mobility corridor between New Jersey, Long Island, and Upstate New York. Each day, over 150,000 vehicles travel on the BQE’s North and South sections. During daytime hours, 3% to 14% of vehicles on the BQE are trucks delivering goods to people and businesses within New York City. The highway plays a major role in moving people and goods, and keeping a substantial level of traffic off local streets. However, the BQE’s infrastructure has come at the expense of communities and neighborhoods alongside the highway: it acts as a physical barrier, divides neighborhoods, and limits connections for pedestrians and bicyclists. The highway poses challenges to the safety, accessibility, and environment of the communities it traverses.





REPORT HIGHLIGHTS

NYC DOT developed design concepts in coordination with extensive community engagement. Some concepts could be implemented quickly, while others need further study and coordination with multiple governmental agencies. This page shows a selection of BOE North and South concepts. For more details, see Chapter 4.

1 The Meeker Under

Introduce active uses under the BOE, such as a pop-up market.
-See page 28-29

2 Marcy Green

Cap over a portion of the BOE to create continuous public space and connect existing parks.
-See page 34-35

3 Park Ave. Enhanced Streetscape

Improve crossings for pedestrians and bicyclists, and introduce new uses under the BOE.
-See page 40-41

4 Union and Sackett St. Park Cap

Cap over a portion of the BOE to create public space and strengthen connections to neighborhoods and the waterfront.
-See page 47-48

5 Clinton/West 9th St. Pedestrian Enhancement

Enhance safe connections; expand space for pedestrians and cyclists.
-See page 56

6 Third Ave. Enhanced Streetscape

Calm traffic, improve connections for pedestrians and bicyclists, and introduce new uses under the BOE.
-See page 62

7 McKinley Park Cap

Cap over a portion of the BOE to expand park and public space.
-See page 70

Executive Summary

Community Engagement

Beginning in Fall 2022, NYC DOT spearheaded a comprehensive outreach initiative with three rounds of public engagement, to imagine, shape, and refine a vision for BQE North and South. In total, NYC DOT hosted 13 in-person and virtual public workshops.

NYC DOT initiated the agency’s first Community Partners program, which supported local organizations along the corridor in conducting their own grassroots engagement. Community Partners received funding for their work and organized over 400 engagement activities, emphasizing communities often left out of the engagement process, including those whose primary language is not English.

A Community Visioning Council (CVC) of stakeholders and advocates along the BQE corridor, primarily in Brooklyn, guided engagement efforts and highlighted priorities; a public survey with nearly 2,600 respondents and topical focus groups with subject matter experts helped NYC DOT dig into issues of safety, connectivity, land use, and environmental justice.

This report is based on community input as part of the BQE North and South public processes. Feedback from public outreach was refined into Community Priorities to holistically guide the development of design concepts.



In-person public workshop



Community Partner workshop

Community Priorities



Street Safety

Enhance safety for all road users, especially at intersection crossings.



Community Connections

Reconnect communities by making the areas under and around the BQE more inviting and accessible.



Parks and Public Space

Unify disconnected parks and create new public spaces.



Freight and Traffic

Reduce congestion and truck trips, especially on local streets.



Public Transit

Strengthen connections to bus stops, subway stations, and ferry landings.



Climate Resiliency and Environmental Justice

Address air and noise pollution and incorporate green infrastructure.

Executive Summary

What's Next?

This vision is just the start of many initiatives along BQE North and South, as concepts discussed in this report require additional study and funding to implement. With valuable community input collected at the outset of this process, this report marks a substantial first step toward that implementation. Using this report as a roadmap, NYC DOT will begin advancing these concepts through further analysis and stakeholder engagement.

In March 2024, the US Department of Transportation (USDOT) awarded NYC DOT \$5.6 million to evaluate the cost and feasibility of ambitious, community-driven concepts, in partnership with The New York State Department of Transportation (NYSDOT). This funding will initiate the next phase of work in BQE North and South and comes through USDOT's Reconnecting Communities and Neighborhoods (RCN) Program. The RCN program provides funding for projects focused on improving walkability and safety, mitigating negative environmental conditions, and restoring community connectivity through redesign of infrastructure.

Community input remains key for the success of this work and will continue through the planning and implementation of design concepts discussed in this report.

Right: Transportation Alternatives' BQE Walk attendees gathered under the Gowanus elevated structure

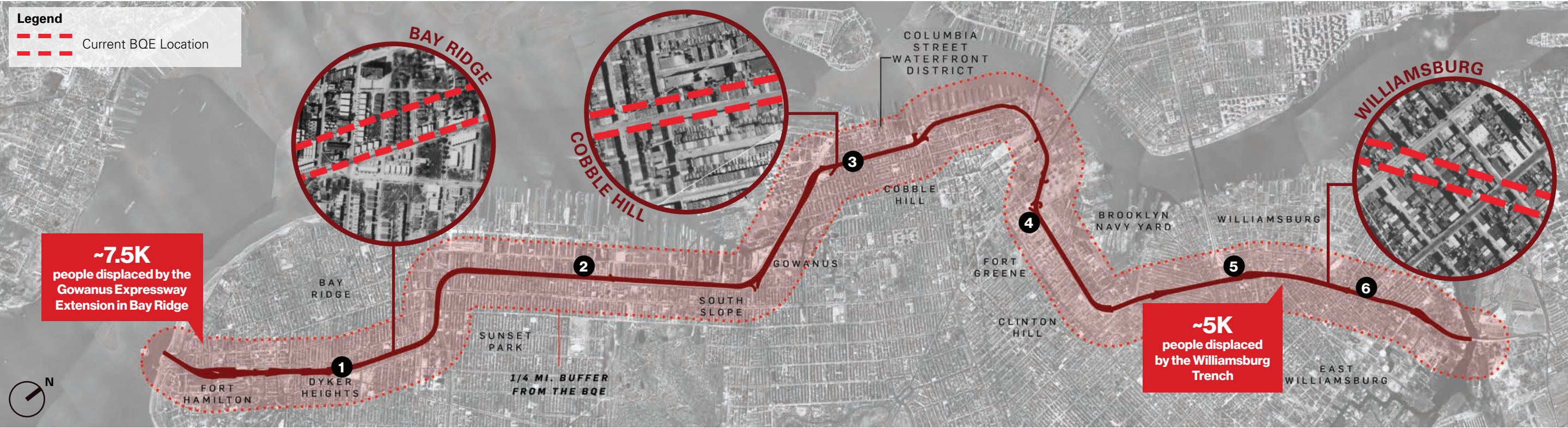




02

Context

BQE History and Effect



Composite map of Brooklyn, 1924

Source: NYCmaps Now & Then, 1924

History of the BQE Corridor

The BQE was constructed during the Robert Moses era in the 1940s and 1950s to provide a connecting roadway between the new east-west thoroughfares nearing completion in Brooklyn and Queens. Unlike the City’s parkways, it was designed to accommodate both passenger vehicles and trucks. The BQE was intended to relieve congestion on local streets and support local industry and business by shortening transportation time between the boroughs. However, the highway’s construction tore through existing buildings and blocks in predominantly lower-income neighborhoods, and displaced tens of thousands of people in Brooklyn and Queens, dividing and isolating neighborhoods.

See more in Appendix Ch 6.3 for details about the historical effect of the BQE in each focus area

Previous: Pedestrians crossing under the Gowanus elevated structure at Court St. and Hamilton Ave.

Before BQE Construction (1946-1960)



Today (2023)



Bay Ridge Pkwy. and Seventh Ave.

Third Ave. and 40th St.

Hicks St. and Summit St.

Park Ave. and Vanderbilt Ave.

South 5th St. and Marcy Ave.

Richardson St. and Graham Ave.

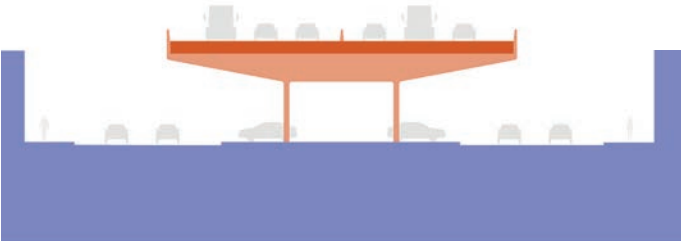
BQE North and South Structure Types



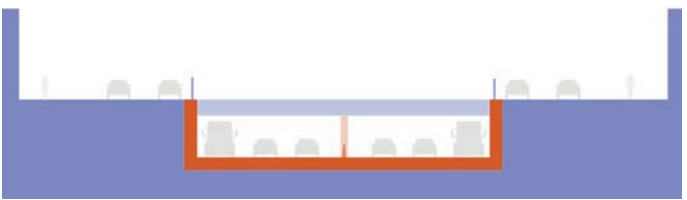
BQE North and South Structure

This report focuses on addressing safety, connectivity, and environmental challenges in BQE North and South. BQE North covers the area of the BQE from the Kosciuszko Bridge to Sands Street, while BQE South extends from Atlantic Avenue to the Verrazzano Bridge. In these sections, the BQE features two structural typologies: an elevated

structure and a trench structure. Each typology presents distinct opportunities and challenges for potential projects. The ownership of the BQE structure in Brooklyn is split between NYC DOT and NYSDOT. This unique joint-ownership affects the types of solutions New York City can pursue on its own.



Typical State (orange) and City (blue) ownership around elevated areas



Typical State (orange) and City (blue) ownership of trench areas

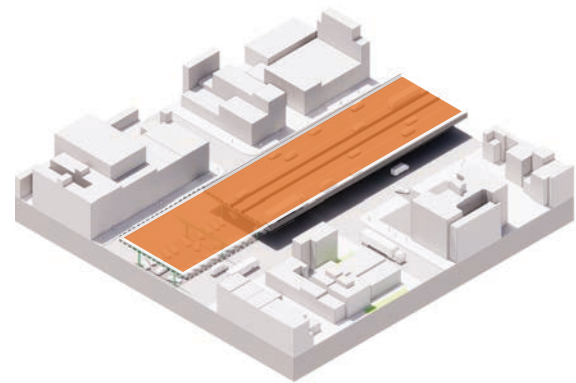
Elevated Structure

The elevated structure, also called the viaduct, spans multiple sections in Brooklyn. The elevated structure allows vehicles to travel above street level and preserves the opportunity for additional uses underneath. Today, these spaces are primarily used for metered and unmetered parking. Areas with long-term unmetered parking often experience garbage dumping, creating an uninviting environment for pedestrians.

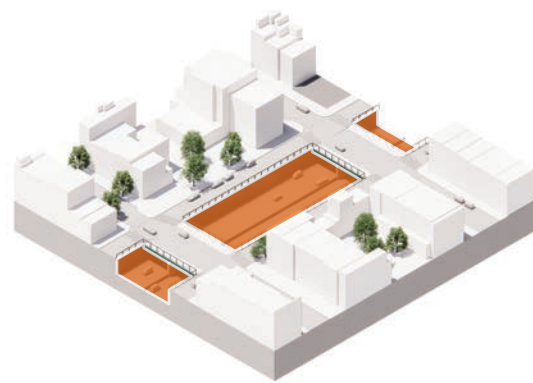
Trench Structure

The trench structure, or sunken section of the BQE, spans across multiple neighborhoods. The trench structure allows for local and regional vehicle travel below street level, as local streets and bridges run along and across the highway. However, the trench cuts through communities, offers limited overpass crossings over the BQE, and takes up substantial space in neighborhoods.

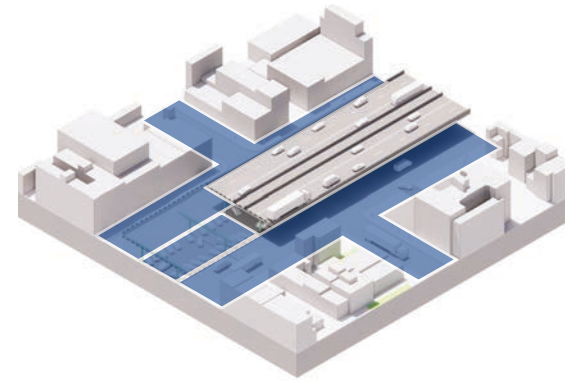
Ownership of BQE North and South Structure



State-owned elevated structure



State-owned trench structure



City-owned streets under elevated structure



City-owned streets over trench structure

State-Owned Structure

NYSDOT owns the trenched and elevated BQE North and South structure.

In the trenched sections, NYSDOT owns the roadway and retaining walls. In the elevated sections, NYSDOT owns the columns, roadway structure, ramps, and some bridges. Any design concept that affects or modifies the structure in BQE North and South requires partnership with NYSDOT.


NYC DOT received several pieces of feedback that are excluded from this report as they fall outside the stated focus area and involve changes to BQE highway capacity or its fundamental structure. Examples include tearing down the BQE, replacing the existing BQE structure with an underground tunnel, integrating high occupancy vehicle and truck lanes, and reconfiguring on- and off-ramps. Over the past decade, NYSDOT has invested over \$1.2 billion in maintaining the highway and currently has no plans to remove it.

City-Owned Infrastructure

In the trenched sections, NYC DOT owns the streets and sidewalks next to the BQE and maintains the streets that cross the highway; in elevated sections, NYC DOT owns most of the streets and sidewalks under and next to the highway. Areas beneath the elevated structure are mainly used for parking and storing maintenance vehicles and materials, though in some places they also accommodate bike lanes and pedestrian space.

New York City owns BQE Central, the section of the BQE from Sands St. to Atlantic Ave., which includes the “triple cantilever” section: three cantilevered reinforced concrete structures in a vertically stacked configuration that carries Queens Bound and Staten Island traffic lanes as well as the historic Brooklyn Heights promenade. This portion of the BQE spans 1.5 miles and incorporates several bridge structures (including the 0.4-mile-long triple cantilever), ramps, and retaining walls along the interstate corridor. The City actively monitors and performs interim repairs when necessary, while advancing an independent project for its reconstruction.

General applicability and jurisdictional boundaries may vary throughout the BQE Corridor

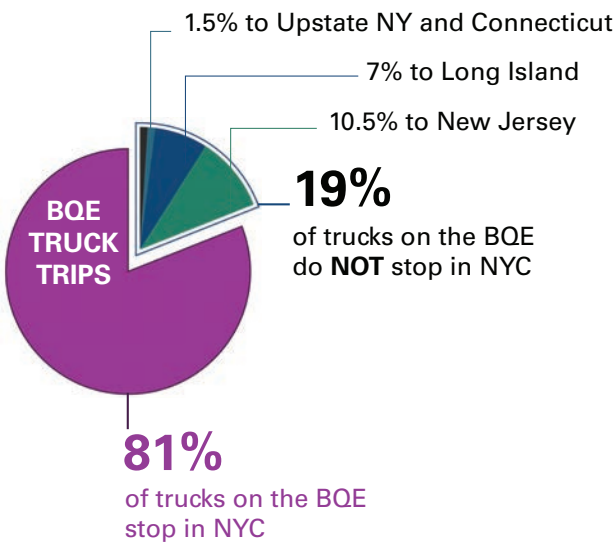
 See more in Appendix Ch 6.6 for details about BQE Central

The BQE Corridor Today: a Regional Link

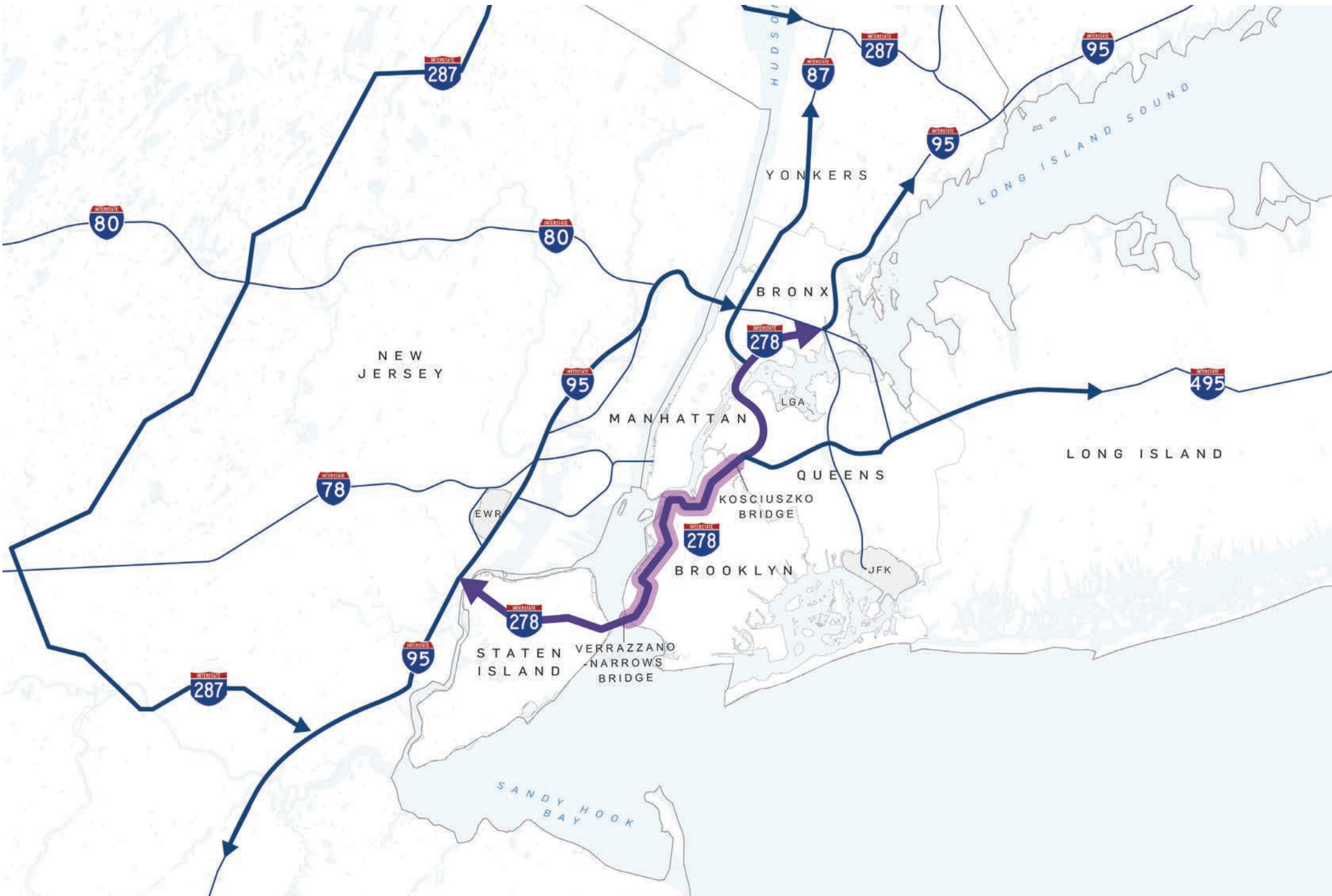
The BQE in the Northeast

The BQE is the major interstate for people and freight traveling between New Jersey, Long Island, and Upstate New York. This connection is critical for the economic vitality of the New York City metropolitan area. Every day, over 150,000 vehicles, including 11,500 trucks, travel on the BQE North and South sections. Trucks and commercial vehicle operators use the BQE to transport goods between the ports, warehouses, retail outlets, and residences across the region.

This map shows key truck routes to New York City in blue. Since many north-south highways in New York City are parkways that restrict truck traffic, the BQE is a critical artery for regional and local freight traveling throughout the Northeast. During daytime hours, 81% of trucks on the BQE stop somewhere in the city, many traveling from local ports within the tri-state area.

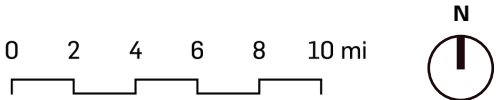


See more about data sources in Appendix Ch 6.7



Major Freight Routes

- BQE Corridor Vision study area
- I-278
- Alternative Truck Routes



Metropolitan Area Network
Source: U.S. DOT NHFN, 2022 BPM Model



Source: NYC DOT, 2023

Prioritizing Vision Zero in Communities along the BQE

The presence of the BQE creates unique challenges in neighborhoods along the BQE. As vehicles move on and off the highway and into local streets, the BQE promotes higher speeds on local roads and presents safety concerns for pedestrians, cyclists, motorists, and other road users. Areas under and along the BQE, as well as its on- and off-ramps, have recorded high rates of injuries and fatalities. For example, Third Ave. is one of the highest crash corridors in Brooklyn, with 14 fatalities since 2016 and over 600 injuries in the last five years of available crash data.

Guided by Vision Zero, an approach combining engineering, enforcement, and education, NYC DOT projects and programs aim to bring New York City closer to zero deaths and serious injuries. NYC DOT identifies intersections, corridors, and areas where severe pedestrian injuries and fatalities are concentrated, as Vision Zero Priority locations. These locations, present in every neighborhood along the BQE corridor, are prioritized for life-saving improvements to reduce the number of crashes. Through the concepts in this report, NYC DOT recommends on-street treatments in these areas to enhance safety for all road users.

Select Vision Zero Priority Locations



60th St. and Third Ave.



Court St. and Hamilton Ave.



03

Engagement Process + Community Priorities



NYC DOT Workshop



Women's Empowerment Coalition of NYC



Outreach Approach and Efforts

Local communities along the BQE have long advocated for street safety, better air quality, and new parks and public spaces. BQE capping proposals like 'BQGreen' in Williamsburg and 'Fix the Ditch' in Carroll Gardens and Cobble Hill encapsulate these efforts. In 2020, the BQE Expert Panel recommended a corridor-wide vision with the goals of minimizing traffic growth, maximizing public transit usage, providing alternatives for local freight trips, protecting the environment, and promoting quality of life in adjacent communities.

Beginning in Fall 2022, and building on this previous advocacy, community engagement for the BQE North and South Study was held in three rounds. Participants shared big-picture thinking about the future of the BQE and its role in their community, utilized a toolkit to suggest different project types along the BQE, and provided feedback on preliminary design concepts.

See more in Appendix Ch 6.5 for full list of CVC members and additional engagement information

Previous: Residents notating issues and opportunities on site maps at NYC DOT Round 1 North In-Person Workshop

NYC DOT led a multi-pronged outreach effort resulting in feedback from thousands of participants:

NYC DOT-led **workshops** included in-person and virtual options and featured breakout groups for discussion of location-specific feedback. Each workshop included interpreters for regionally appropriate languages.

A BQE North and South **survey** received nearly 2,600 responses in early 2023. The survey was promoted widely and made available in 10 languages.

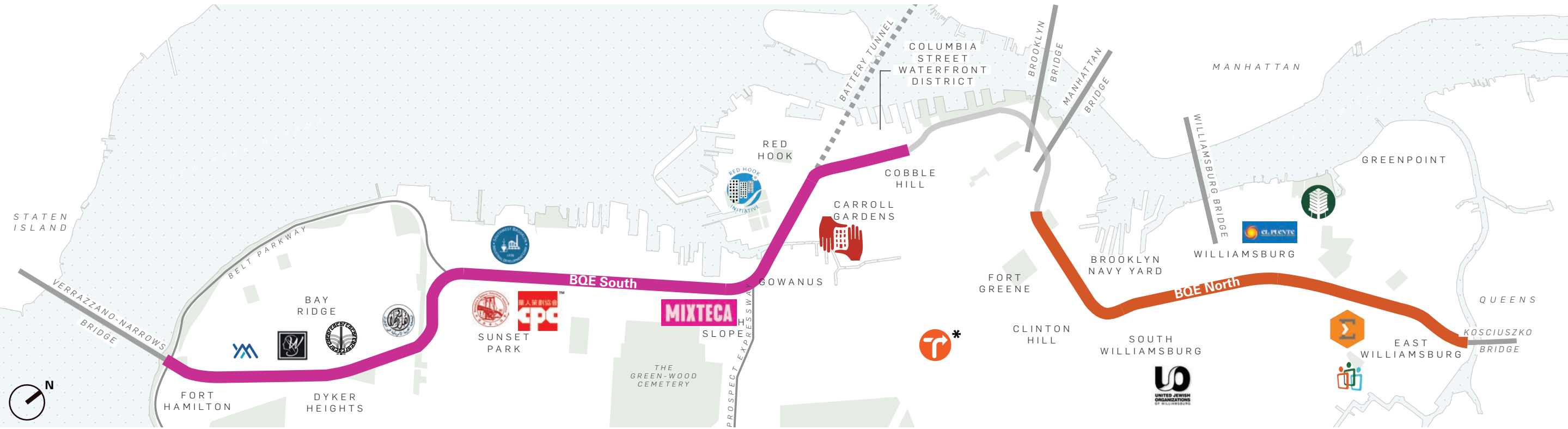
Members of the **Community Visioning Council (CVC)** acted as community ambassadors to advise on the engagement process and support communication with their constituencies. The CVC met before each round of engagement, and at other key points in the study.

Topical Focus Groups convened experts in subjects including:

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

A first-of its-kind initiative for NYC DOT, **Community Partner** organizations received financial support to lead additional grassroots engagements, with emphasis on organizations serving underrepresented communities and those whose primary language is not English. Community Partners held nearly 400 engagement activities and events with capacity in dozens of languages.

















Community Partners



Primary geographic focus of BQE Community Partners

Community Partners

NYC DOT partnered with 16 community-based organizations to actively engage communities along the BQE. These Community Partners expanded on NYC DOT-led engagements by working with their local constituencies to gather input through educational and interactive activities.

- **Arab American Association of New York**
arabamericanny.org
- **Bay Ridge Community Development Center**
brcdc.org
- **Brooklyn Chinese-American Association**
bca.net
- **Chinese-American Planning Council**
cpc-nyc.org
- **El Puente**
elpuente.us
- **Evergreen Exchange**
evergreenexchange.org
- **Fifth Avenue Committee**
fifthave.org
- **Mixteca**
mixteca.org
- **North Brooklyn Parks Alliance**
nbkparcs.org
- **Red Hook Initiative**
rhicenter.org
- **Southwest Brooklyn Industrial Development Corporation**
sbidc.org
- **St. Nicks Alliance**
stnicksalliance.org
- **Transportation Alternatives**
transalt.org
*Transportation Alternatives focused on engagement throughout the BQE Corridor Vision study area
- **United Jewish Organizations of Williamsburg**
unitedjewish.org
- **Women's Empowerment Coalition of NYC**
wecnyc.org
- **Yemeni American Merchants Association**
yamausa.org

Community Partner Snapshots

Community Partner Events

Community Partners held over 400 grassroots engagement activities in languages including Arabic, Cantonese, Mandarin, English, Spanish, Yiddish, and Russian. They were equipped with outreach materials, resources, and the flexibility to design activities that met the diverse needs of their communities. To make events more accessible, some Community Partners provided resources such as childcare, food, and informational videos. Community Partner-led events included workshops, open houses, focus groups and interviews, town halls, walking tours, business outreach, surveys, and community dinners.



El Puente



Mixteca



Arab American Association of New York



Bay Ridge Community Development Center



United Jewish Organizations of Williamsburg Chinese-American Planning Council



North Brooklyn Parks Alliance

See more in Appendix Ch 6.7 for Community Partner snapshots and reports

Community Priorities Lead to Design



Street Safety

Safety for all road users was the most consistent concern across the BQE North and South sections. Participants cited addressing traffic violence and congestion as the foundation of many goals for their communities.



Parks and Public Space

Participants supported unifying disconnected parks and creating new public space by repurposing some vehicular spaces and capping trenched sections of the BQE. There was broad consensus on the need for consistent maintenance and clear jurisdiction.

Today, NYC DOT partners with local organizations to maintain public spaces such as plazas and Open Streets. As BQE design concepts progress toward implementation, NYC DOT will continue to seek partnerships to support the operations and maintenance of these public spaces.



Community Connections

A recurrent theme across the corridor was the desire to reconnect communities divided by the BQE, especially where public housing residents and lower-income New Yorkers are disconnected from amenities like parks and public transit. Broadly, there was a desire to make areas under and around the BQE more inviting and accessible.



Freight and Traffic

Congestion remained a key safety and quality-of-life concern for participants. The BQE has a long history supporting Brooklyn’s industrial waterfront and must continue meeting the needs of both industry and residents. Participants emphasized the importance of air quality and noise remediations, along with strategies to reduce trucks on local streets.

Encouraging a shift to sustainable passenger and freight travel modes is NYC DOT’s primary tool to address air quality and noise. BQE design concepts expand pedestrian and bike connections and EV charging stations, and coordinate with NYC DOT’s freight management programs.



Public Transit

Workshop participants regularly raised access to public transit, including calls for better connections to bus stops, subway stations, and ferry landings, which could support quality-of-life improvements for community members and reduce dependence on private vehicles.



Climate Resiliency and Environmental Justice

Participants called for decisive actions to correct environmental justice inequities and address climate change. They expressed a desire to see infrastructure throughout the BQE to reduce exposure to air and noise pollution and manage stormwater.

NYC DOT integrates green infrastructure into many capital projects to meet NYC’s Unified Stormwater Rule requirements. Green infrastructure tools are incorporated into BQE design concepts and discussed on page 112.

See more in Appendix Ch 6.1 for design concept alignment with Community Priorities and in Appendix Ch 6.2 for NYC DOT projects related to these Community Priorities.




04

Design Vision
+ Concepts

BQE North and South Focus Areas



 BQE Central, the section between Sands St. and Atlantic Ave. in downtown Brooklyn, is a distinct project and separate from this study. See Appendix Ch 6.6 for details.

N1 North 1



Kosciuszko Bridge to Metropolitan Ave.
Adjacent neighborhoods: Greenpoint, East Williamsburg, and Williamsburg

N2 North 2



Metropolitan Ave. to Kent Ave.
Adjacent neighborhoods: Williamsburg and South Williamsburg

N3 North 3



Kent Ave. to Sands St.
Adjacent neighborhoods: Clinton Hill, Fort Greene, and Brooklyn Navy Yard

C Central*



Sands St. to Atlantic Ave.
Adjacent neighborhoods: Downtown Brooklyn, DUMBO, Fulton Ferry and Brooklyn Heights

S1 South 1



Atlantic Ave. to Hamilton Ave.
Adjacent neighborhoods: Cobble Hill, Columbia Street Waterfront District, and Carroll Gardens

S2 South 2



Hamilton Ave. to 19th St.
Adjacent neighborhoods: Gowanus and Red Hook

S3 South 3



19th St. to 65th St.
Adjacent neighborhoods: Sunset Park

S4 South 4



65th St. to the Verrazzano Bridge
Adjacent neighborhoods: Dyker Heights, Bay Ridge, Fort Hamilton, and Bensonhurst

Near Term Toolkit



Near Term

Concepts are categorized by implementation time frames to explain how quickly a project can be delivered based on the level of review, intergovernmental coordination, planning, engineering, and funding required.

A near term design concept could be implemented in the next few years by NYC DOT and other City agencies. These concepts align with NYC DOT’s standard work and could be implemented using paint and surface installations.

Lead: NYC DOT and other City agencies

Maintenance: City agencies manage the maintenance of near term infrastructure, sometimes with the support of an external maintenance partner.



Lighting



Mural



Seating and planters



Painted pedestrian and bike improvements



Pop-up Markets



Bike parking corral with planter

Near term safety and operational upgrades include lighting, repaving, as well as painted curb extensions, street medians, bike lanes, and bus lanes.

Near term activations include seating, public art by local artists, markets, microhubs, bike parking, bike share stations, electric vehicle (EV) charging, and metered parking.

See more in Appendix Ch 6.2 for a description of microhubs (See page 109)

Medium Term Toolkit



Medium Term

Medium term concepts include capital projects built in concrete or projects which feature semi-permanent structures. These concepts also include green infrastructure and stormwater improvements such as rain gardens, street trees, infiltration basins, and porous pavement to manage stormwater during heavy rain.

Lead: City agencies with State coordination where necessary

Maintenance: Maintenance of medium term infrastructure is typically managed by City agencies and an external maintenance partner organization.



Concrete median and curb extensions



Plaza kiosk



Rain gardens



Grade-separated bike lane

Safety and operational upgrades include concrete street medians, curb extensions, and grade-separated bike lanes.



Seasonal programming

In some cases, overhead protection may be necessary to facilitate activities under the BOE structure and is considered a medium term tool.



Street closure and pedestrian plaza

Under the BOE, medium term activations include sports facilities and pop-up markets with semi-permanent structures. On streets and sidewalks, tools include green infrastructure and pedestrian plazas.

Long Term Toolkit

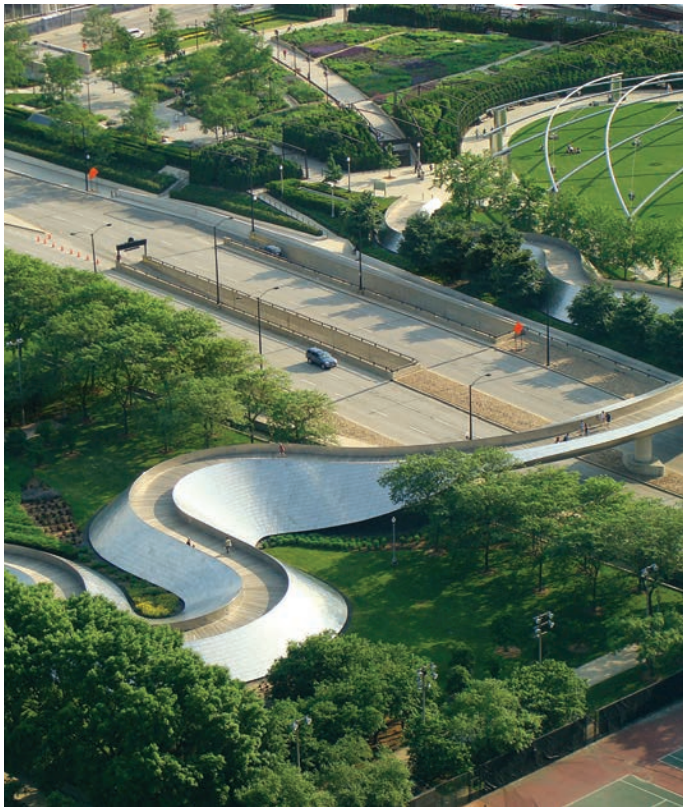


Long term design concepts are capital projects that require substantial construction. City and State partnership is necessary to implement these concepts as they interact with the State-owned BQE structure. Long term concepts would not change vehicle capacity of the BQE and could require Federal environmental review or funding.

Full and partial caps require additional engineering study and planning for ventilation and stormwater drainage systems, and the structure’s weight capacity. In some cases, these constraints may limit the types of uses, vegetation, and structures which can be placed on a cap. For longer caps, below-surface ventilation infrastructure and ventilation structures on top of the cap may be necessary.

Lead: City, State, and Federal partnerships

Maintenance: Maintenance of long term infrastructure is typically managed by a combination of City and State agencies and maintenance partner organizations. For partial and full trench caps, green spaces or other activations must be designed to accommodate maintenance of the structure.



Pedestrian bridge

Pedestrian bridges focus on safe pedestrian connections across the highway.



Partial trench cover

Partial trench caps focus on expanding crossings over the highway and may include some greenspace.



Full trench cover

Full trench caps expand crossings over the highway and offer space for community amenities such as open space, recreational facilities, and seasonal activities.

Transit and Freight Initiatives along BQE North and South



R train arriving at subway station

Create Reliable Subway Service

The MTA is replacing signals on the G line with a modern Communications-Based Train Control (CBTC) system, with completion scheduled in 2027, to increase reliability and efficiency on the line. In 2023, the MTA increased the frequency of N and R line services to every 8 minutes during midday and evening hours, benefiting the 180,000 customers who ride those lines during the week.



DHL delivery worker transporting packages from cargo boat (London, UK)

Move Freight onto Water

The City is promoting the use of NYC’s waterways for moving goods into and around the city by activating marine facilities to support freight and package deliveries. The initiative seeks to reduce truck-related traffic congestion and air pollution by modernizing existing marine infrastructure and developing a sustainable last-mile delivery model with minimal effect on neighboring communities.



B35 bus at Church Ave. in Brooklyn

Strengthen Bus Connections

The Brooklyn Bus Network Redesign, led by the MTA, reimagines current Brooklyn bus routes, stops, and frequencies to meet the needs of current and future customers. Key benefits of the redesigned network include a simplified network to decrease travel times, improved intra- and inter-borough connections, and increased frequencies.



NYC DOT Commercial Cargo Bike Program

Use Sustainable Delivery Modes

Microhubs provide dedicated space to shift goods to more sustainable final delivery modes such as hand carts, cargo bikes, and smaller EVs. The City’s Commercial Cargo Bicycle Program encourages companies to use cargo bikes for local deliveries. The program aims to boost cargo bike use among major delivery companies and small businesses, with the goals of reducing double parking, enhancing traffic safety, and lowering greenhouse gas emissions.



New accessible elevator at Livonia Ave. subway station

Enhance Access to Transit

The MTA is committed to increasing accessibility throughout the system and reached a legal agreement last year to make 95% of all stations accessible by 2055. Accessibility upgrades along the BQE are currently in progress at 36 St. (D/N/R), Classon Ave. (G), and Bay Ridge-95 St. (R) stations, and have been completed at Lorimer St. (L), Metropolitan Ave. (G), 59th St. (N/R), and 86th St. (R).



NYC Clean Truck Program (Hunts Point, Bronx)

Support Transition to Cleaner Trucks

The NYC Clean Trucks Program provides incentives to local truck owners to replace medium- and heavy-duty trucks with zero emission trucks. The program focuses on Industrial Business Zones located near Environmental Justice communities that have historically received a disproportionate amount of diesel exhaust emissions.

See more in Appendix Ch 6.2 for ongoing NYC DOT projects and programs

BQE North and South Design Concepts Overview

- N1 North 1**
See pages 25-30
- N2 North 2**
See page 31-36
- N3 North 3**
See page 37-43
- S1 South 1**
See Pages 44-50
- S2 South 2**
See page 51-57
- S3 South 3**
See page 58-65
- S4 South 4**
See page 66-72



North 1

East Williamsburg

Greenpoint

Williamsburg

From Kosciuszko Bridge to Metropolitan Ave.

Neighborhood Context



North 1 context map

- 1 Bushwick Inlet Park
- 2 Greenpoint/Williamsburg Industrial Business Zone (IBZ)
- 3 McCarren Park
- 4 Brooklyn Public Library Greenpoint Branch
- 5 Msgr. McGolrick Park
- 6 Jaime Campiz Playground
- 7 Macri Triangle
- 8 NYCHA Cooper Park Houses
- 9 Cooper Park
- 10 Sgt. William Dougherty Playground
- 11 Under the 'K' Bridge Park
- 12 North Brooklyn IBZ

See more in Appendix Ch 6.2 for a description of microhubs (See page 109), Ch 6.3 for context and history about North 1, Ch 6.7 for all data sources

East Williamsburg, Greenpoint, Williamsburg

The North 1 section includes the Greenpoint and Williamsburg neighborhoods, where the BQE runs as an elevated structure. This section includes a growing residential population, commercial corridors, and industrial areas. Between 2010 and 2020, the area around the BQE experienced the highest rate of population growth of any BQE North and South section. Commercial corridors include Franklin St., McGuinness Blvd., Metropolitan Ave., and Greenpoint Ave. The North Brooklyn Industrial Business Zone (IBZ) is home to many industrial businesses including construction, distribution, and wholesale companies.

Within 1/4 Mile of the BQE*



Demographics

31.3K
residents

Between 2010
and 2020:

+73%
increase in median
household income to
\$129,000

+36%
population growth



Employment

7K
jobs

39%
jobs in industrial
sectors



Schools

11
K-12
schools



Public housing

1.5K
NYCHA residents in
Cooper Park Houses



Parks

26.8 **37.4**
acres **ft² per**
person



Public transit

G L
subway lines

34
bus
stops

What We Heard



Community connections

- Include social spaces that support community gathering, such as open-air markets and recreation amenities
- Implement bike infrastructure to create safer connections
- Improve transit connections to and from subway stops



Street safety

- Prioritize pedestrian safety with shorter pedestrians crossings
- Calm traffic and explore improvements to on- and off- ramps
- Improve lighting under the BQE



Parks and public space

- Increase public spaces along and around Meeker Ave.
- Expand tree cover
- Include plans for ongoing maintenance of public spaces



Freight and traffic

- Add microhubs under the BQE
- Maintain parking for business and industrial needs

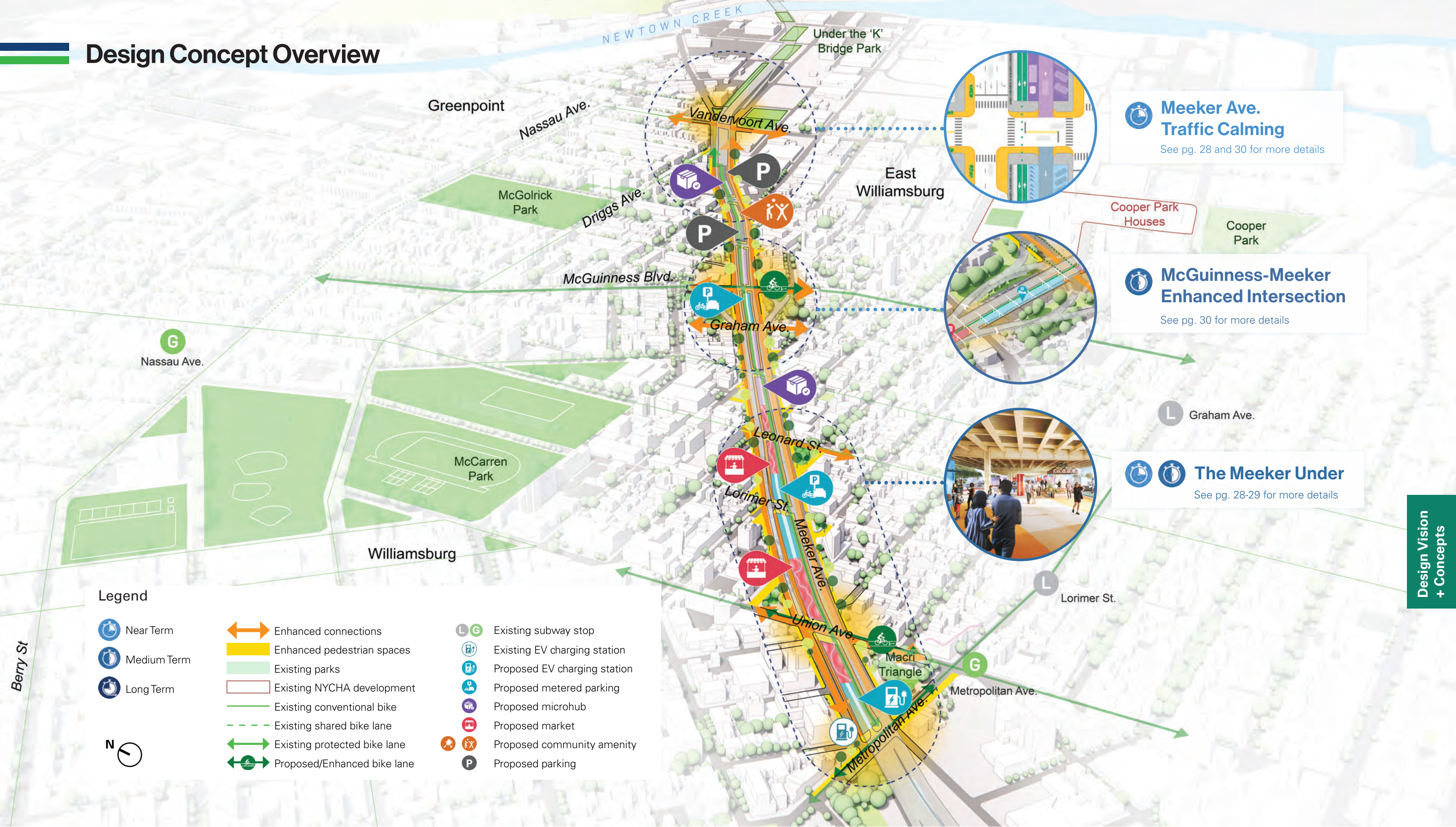


Climate resiliency and environmental justice

- Address air and noise pollution near the BQE

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

Design Concept Overview



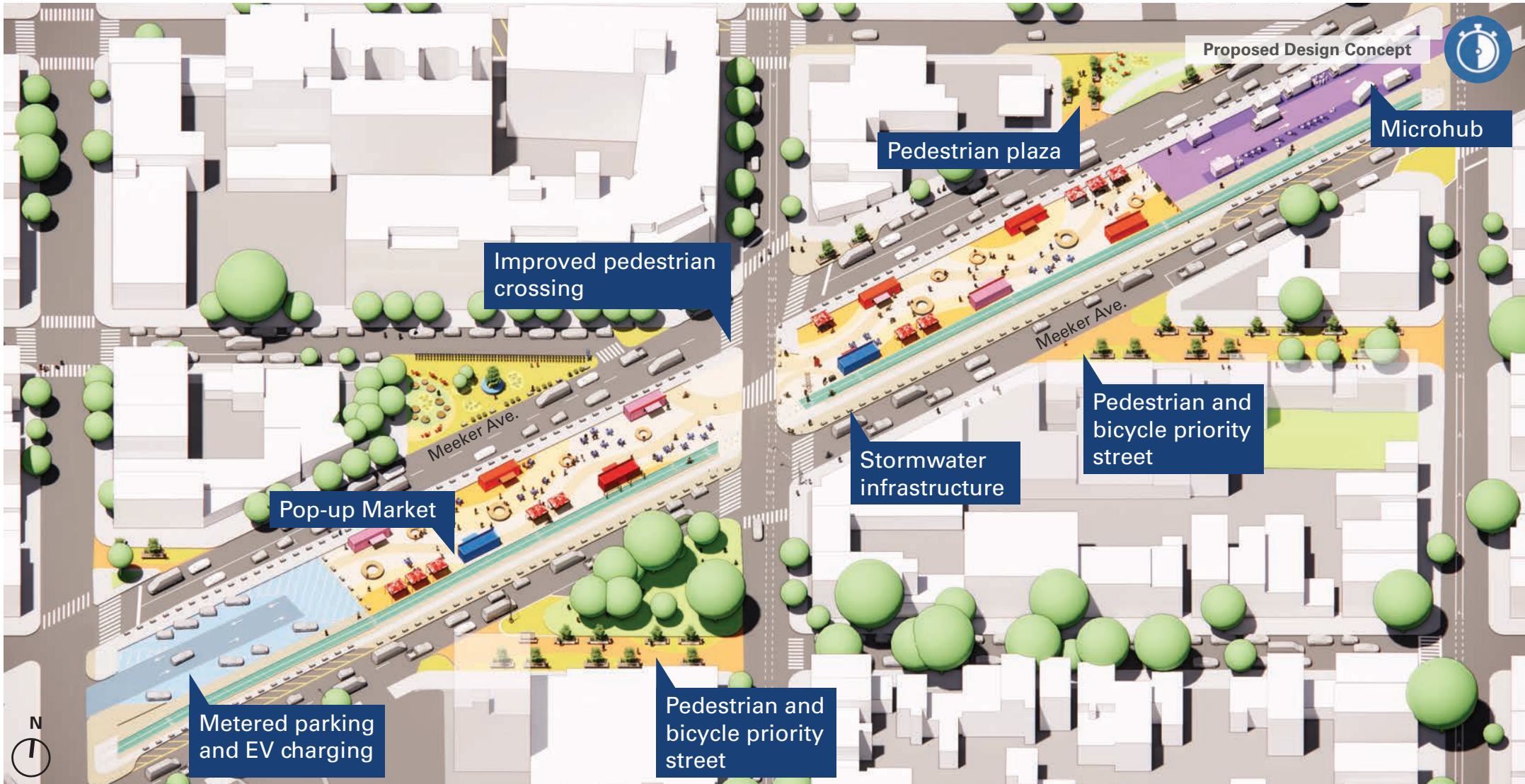
Design Concepts

Typical Block: Meeker Ave

Today, NYC DOT maintains metered parking under the BQE between Morgan Ave. and Metropolitan Ave. Community Partners noted that preserving some parking is important to support workers who commute to businesses in the North Brooklyn IBZ. In 2023, NYC DOT installed a two-way bike lane and pedestrian path along Meeker Ave. and under the BQE between Apollo St. and Metropolitan Ave. Many community members expressed interest in building on this to introduce new uses under the BQE including public space, microhubs, pop-up markets and recreation spaces. A maintenance partner may be required to support these operations.




Existing conditions

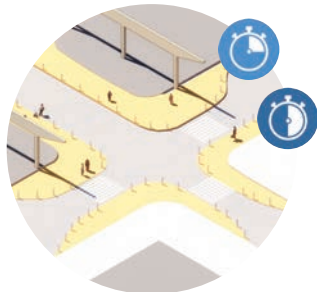


Medium term concept

North 1 Toolkit

North 1 concepts focus on safety for all street users and on activations under the elevated BQE.

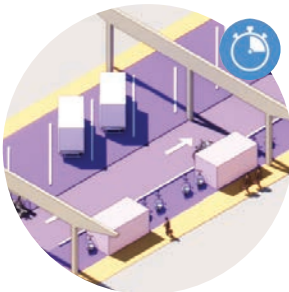
-  Near Term
-  Medium Term
-  Long Term



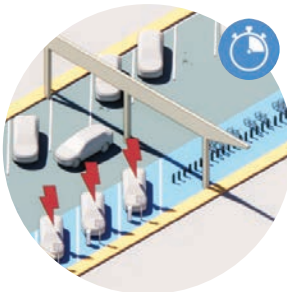
Improved pedestrian crossings



Bike infrastructure



Microhub



Metered parking and charging infrastructure



Market and community services



Active recreation

Design Concepts

The Meeker Under

The Meeker Under builds on the success of NYC DOT's recently implemented two-way bike lane under the BOE, as well as Under the K Bridge Park by NYSDOT, which opened in 2021 under the Kosciuszko Bridge.

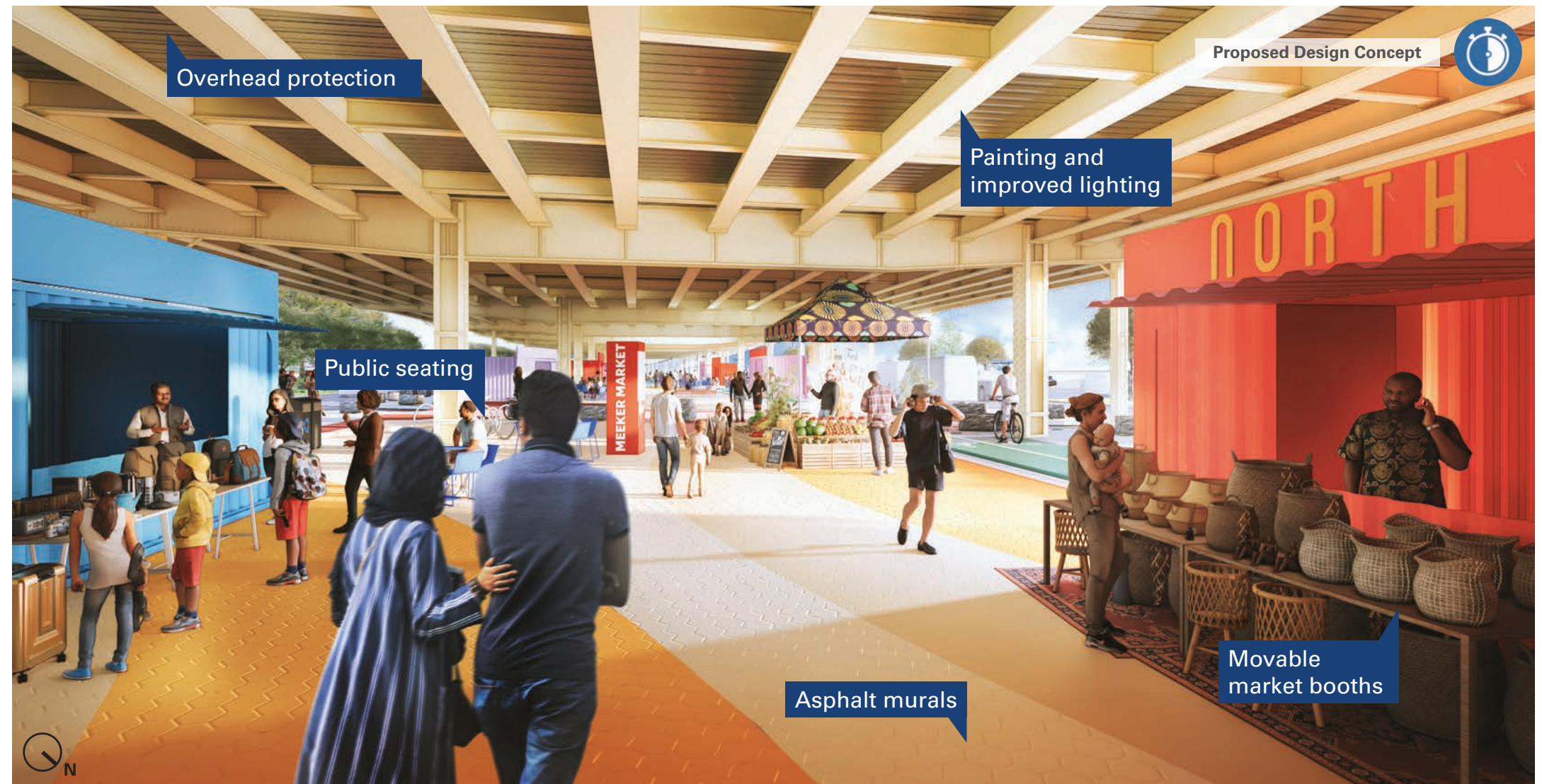
1 Near Term Concept

NYC DOT has recently partnered with BK Flea to launch 'BQ Flea,' a weekly pop-up market pilot under the BOE. The market will operate on Sundays, beginning in fall 2024 and continuing through 2025, between Union Ave. and Lorimer St. This site was suggested by community members for its high foot traffic and proximity to the Metropolitan Ave. and Lorimer St. subway stations. When the market is not in operation, the space will revert to metered parking. The market will feature local vendors, makers, and artists, with the potential to grow into a permanent program.

In the near term, in areas where parking is maintained full-time, additional uses such as car-share parking, secure bike parking, and EV charging could be introduced to support greener transportation options and those without personal vehicles.

2 Medium Term Concept

The medium term concept envisions a more permanent market built out with heavy-duty materials like kiosks. Permanent intersection redesigns could be built out for more seamless pedestrian connections under and across the BOE. Together, these spaces could create a new destination below the BOE, link the Williamsburg and Greenpoint communities, and add public space.



2 Medium term concept



Existing conditions of Meeker Ave.



0 Existing conditions

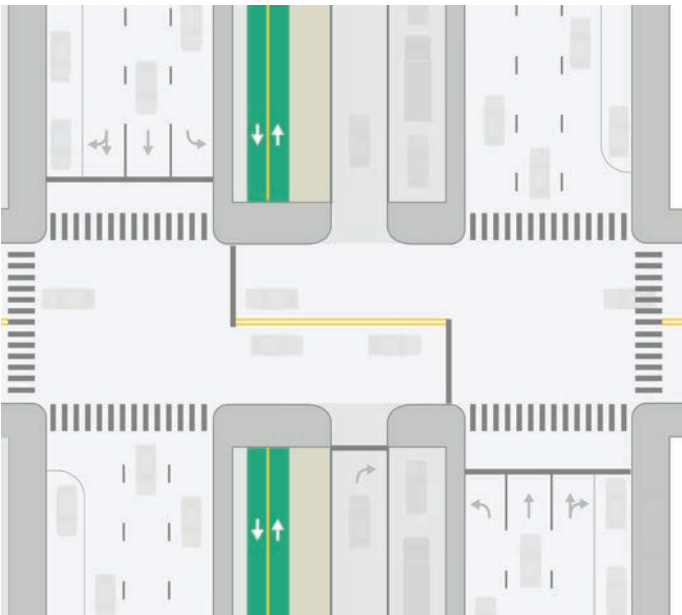


1 Near term concept

Design Concepts

Meeker Ave. Traffic Calming

Today, Meeker Ave. has two vehicle travel lanes in each direction. However, some approaches have an additional left turn bay to support the operation of newly-installed bike and pedestrian path along the center median, allowing users to safely cross the street. Some Community Partners expressed interest in reducing lanes along Meeker Ave. Pending analysis of traffic capacity, a road diet from two vehicle travel lanes to one could be considered. This concept suggests traffic calming and pedestrian enhancements along and across Meeker Ave. In the near term, painted curb extensions and planters could create additional pedestrian space, shorter and more visible crossings, and provide a buffer with greenery between pedestrians and vehicles. In the medium term, these could be constructed with permanent materials, like concrete, and include green infrastructure such as rain gardens.



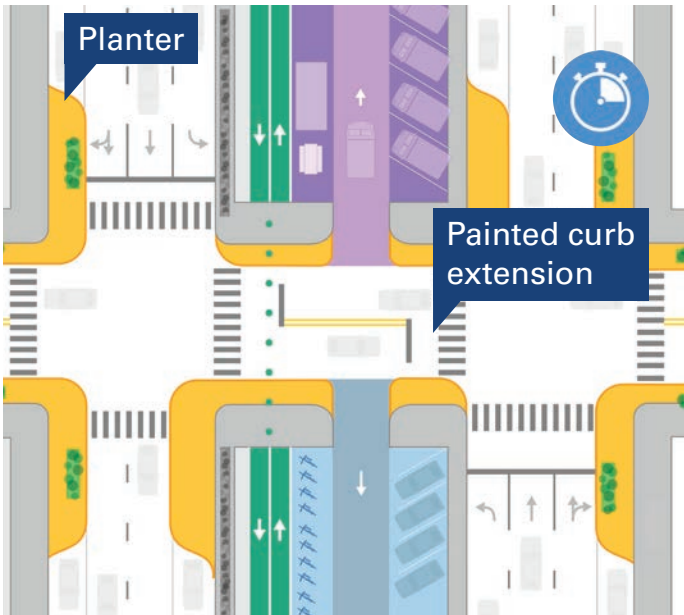
Existing conditions



Existing conditions



Existing conditions



Near term concept

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE

McGuinness-Meeker Enhanced Intersection

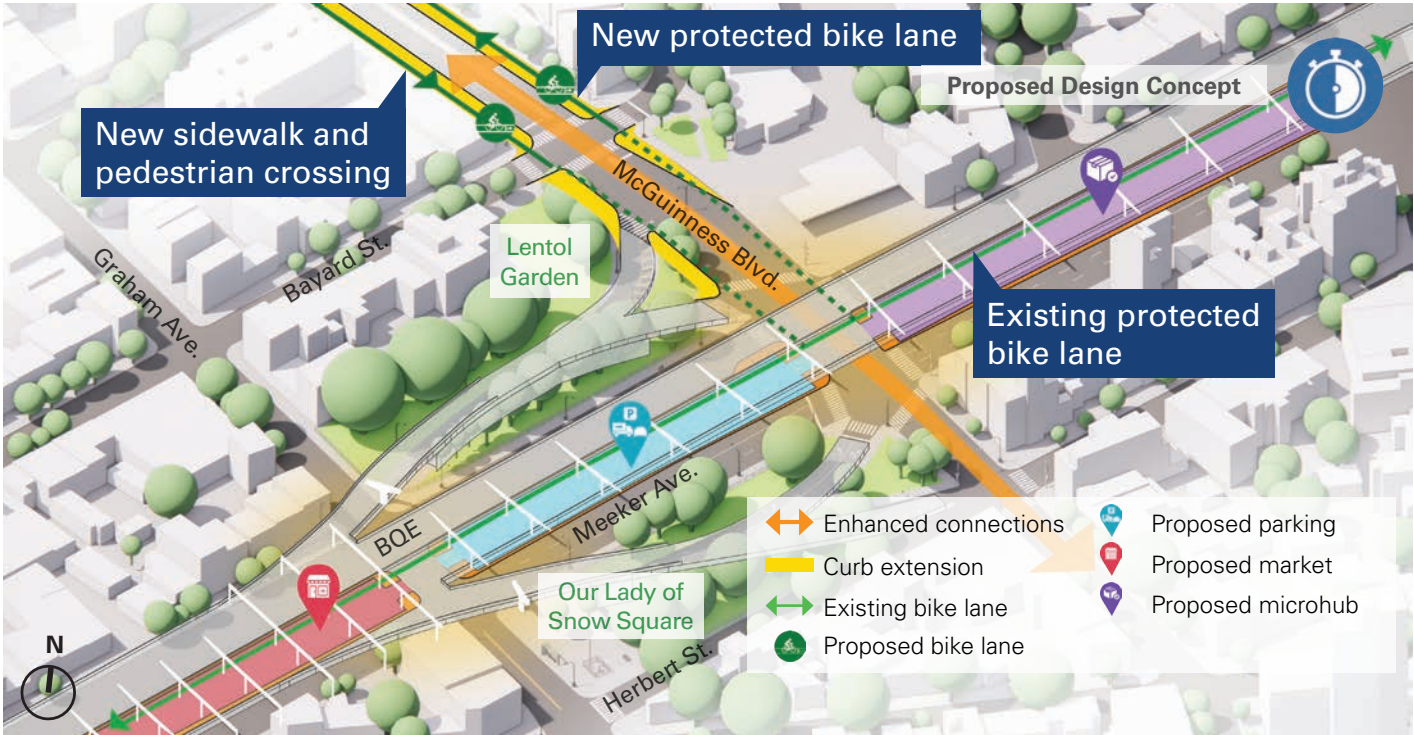
In 2023, NYC DOT installed a new bike lane on McGuinness Blvd. between the Pulaski Bridge and Calyer St. This year, NYC DOT intends to complete the bike lane connection between Meeker Ave. and Calyer St. and create new pedestrian space along McGuinness Blvd. between Meeker Ave. and Bayard St., which currently does not have a sidewalk on the southern side. In the medium term, this concept suggests constructing these improvements using permanent materials, such as concrete. As a capital project is developed in consultation with the community, additional elements could be explored, including modifications to the on- and off-ramps.



Meeker Ave. and Humboldt St.



Meeker Ave. bike path



Near term concept

North 2

Williamsburg

South Williamsburg

From Metropolitan Ave. to Kent Ave.

Neighborhood Context



North 2 context map

- 1 South Williamsburg Ferry Landing
- 2 Bedford Playground
- 3 NYCHA Taylor-Wythe Houses
- 4 NYCHA Independence Towers
- 5 Roebling Playground
- 6 NYCHA Williams Plaza
- 7 Continental Army Plaza
- 8 Williamsburg Bridge Plaza
- 9 Marcy Green North and South
- 10 Rodney Park North and South
- 11 Brooklyn Public Library Williamsburg Branch
- 12 Classon Playground
- 13 Brooklyn Navy Yard Ferry Landing
- 14 Brooklyn Navy Yard

See more in Appendix Ch 6.3 for context and history about North 2 and Ch 6.7 for all data sources

Williamsburg, South Williamsburg

The North 2 section includes the Williamsburg and South Williamsburg neighborhoods, where the BQE is a trench structure. This section is primarily residential and has the densest residential population along the BQE North and South. Local commercial corridors include Broadway, Division Ave., Berry St., and Bedford Ave. Five subway lines run within a quarter mile of the BQE in this section; however, stations are located north of Marcy Ave.; Bedford Ave. and Lee Ave. remain key bus corridors in South Williamsburg.

Within 1/4 Mile of the BQE*

Demographics

51K
residents

Between 2010
and 2020:

+71%
increase in median
household income to
\$72,000

+4.5%
population growth

Employment

19K
jobs

9%
jobs in industrial
sectors

Schools

33
K-12
schools

Public housing

3.9K
NYCHA residents

Parks

26.8 **37.4**
acres **ft² per**
person

Public transit

50
bus
stops

G L M J Z
subway lines

What We Heard

Community connections

- Integrate community amenities such as markets, space for local events, movable seating, and workout equipment into new public spaces
- Connect La Guardia Playground and Continental Army Plaza and close Roebling St. to vehicles
- Improve transit connections to and from the Marcy Ave subway stop

Street safety

- Prioritize safety upgrades near on- and off-ramps and at intersections
- Prioritize pedestrian safety with intersection improvements and traffic calming

Parks and public space

- Create new public space through capping over the BQE
- Include plans for ongoing maintenance of public spaces

Climate resiliency and environmental justice

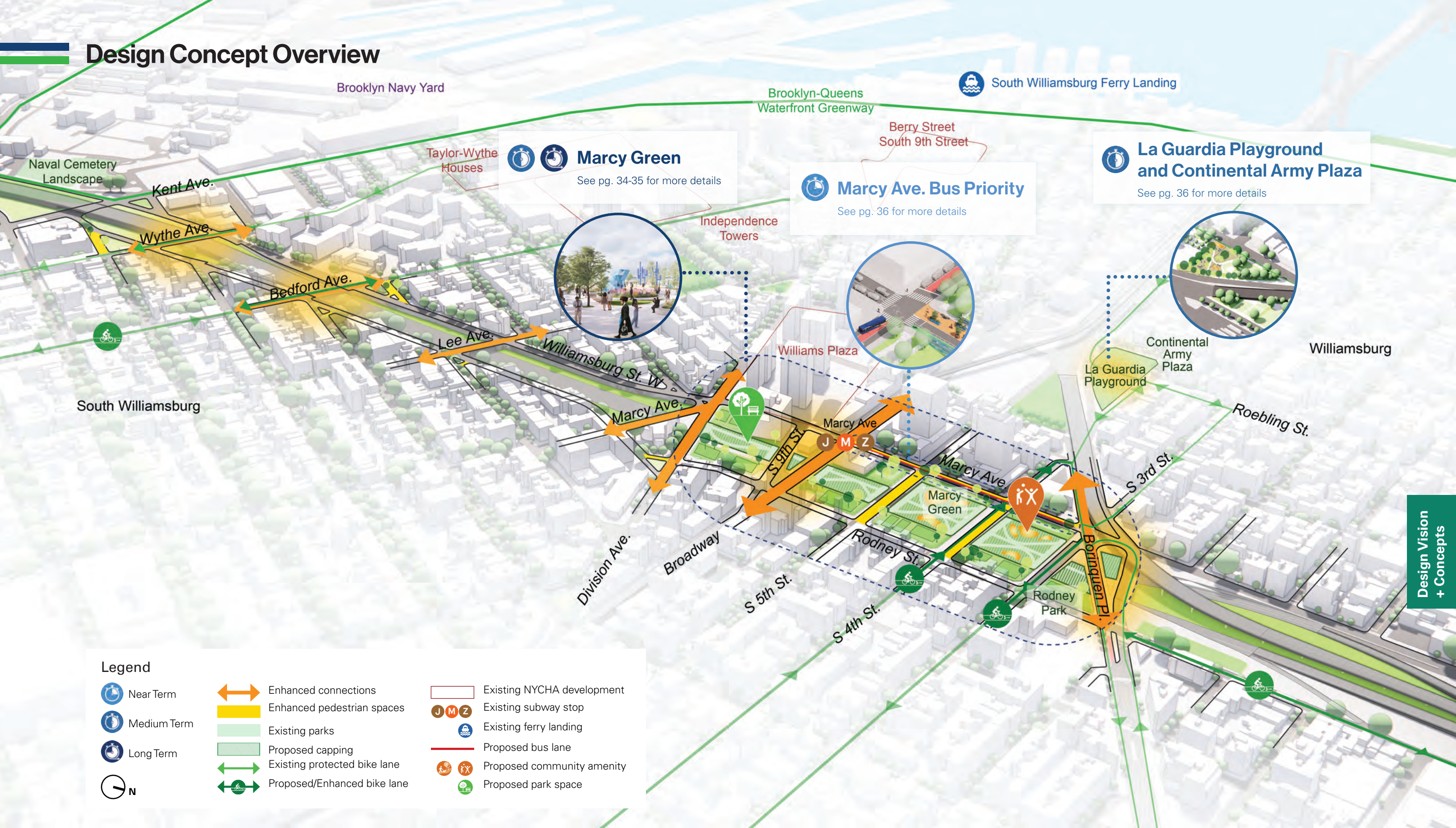
- Address air and noise pollution near the BQE

Freight and traffic

- Limit large truck traffic on local streets
- Reduce speeding near off-ramps

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

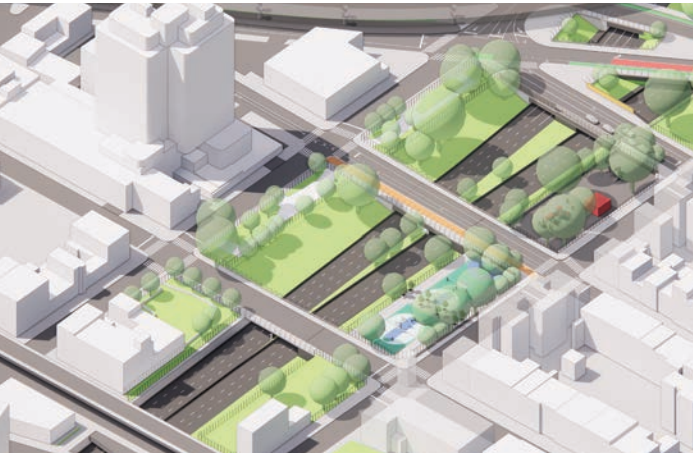
Design Concept Overview



Design Concepts

Marcy Green

Marcy Green explores a cap over the BQE trench to reconnect neighborhoods divided by the highway and introduce new public space, parks, and amenities to the area. This concept builds on the grassroots ‘BQGreen’ proposal, long advocated for by the community, including some BQE Community Partners. The South 3rd, S 4th, and S 5th St. cross streets could be reimagined to support connections along and across the cap, prioritizing pedestrians, bicyclists, and transit users.



Existing Conditions



Long Term Concept

North 2 Toolkit

North 2 Concepts focus on street safety for all users, increased pedestrian space, and new public space through capping.

-  Near Term
-  Medium Term
-  Long Term



Improved pedestrian crossings



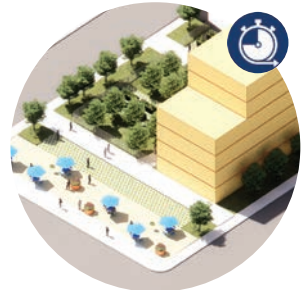
Pedestrian plaza



Partial highway cap



Highway cap with public space



Development on highway cap

Design Concepts

Marcy Green

Currently, Marcy Green and Rodney Park are small linear parks adjacent to the BOE trench and divided by local streets. Park users are exposed to the negative effects of the highway, including traffic noise and pollution.

1 Medium Term Concept

The Marcy Green medium term concept suggests curb extensions and planters along the S 3rd St., S 4th St., and S 5th St. bridges for added pedestrian space and greenery. Implementing these changes would require the removal of some curbside parking. Community artwork could be installed on bridge fences to visually separate pedestrians from the BOE below.

2 Long Term Concept

The long term concept explores a possible cap over the BOE trench between Division Ave. and Borinquen Pl. The cap could connect Marcy Green and Rodney Parks, address noise and vehicle emissions from the highway, and introduce new public space to the neighborhood. Air ventilation structures may need to be built throughout the park. These structures could be built into the landscape and designed to limit effects of the highway on the surrounding community.



2 Long term concept



View from S 5th St. looking North



0 Existing conditions



1 Medium term concept

Design Concepts

Marcy Ave. Bus Priority

Along Marcy Ave. between Borinquen Pl. and Broadway, a bus priority lane could upgrade transit operations by providing dedicated space and signal priority for buses. This would support transit connections in the neighborhood and to the bus plaza at Washington Plaza/ Williamsburg Bridge Plaza. The bus priority lane would pair with pedestrian safety treatments, such as curb extensions, along the South 3rd St., S 4th St., and S 5th St. bridges to create shorter pedestrian crossings over Marcy Ave.



Marcy Ave. and S 3rd St.



Marcy Ave. and S 4th St.

La Guardia Playground and Continental Army Plaza

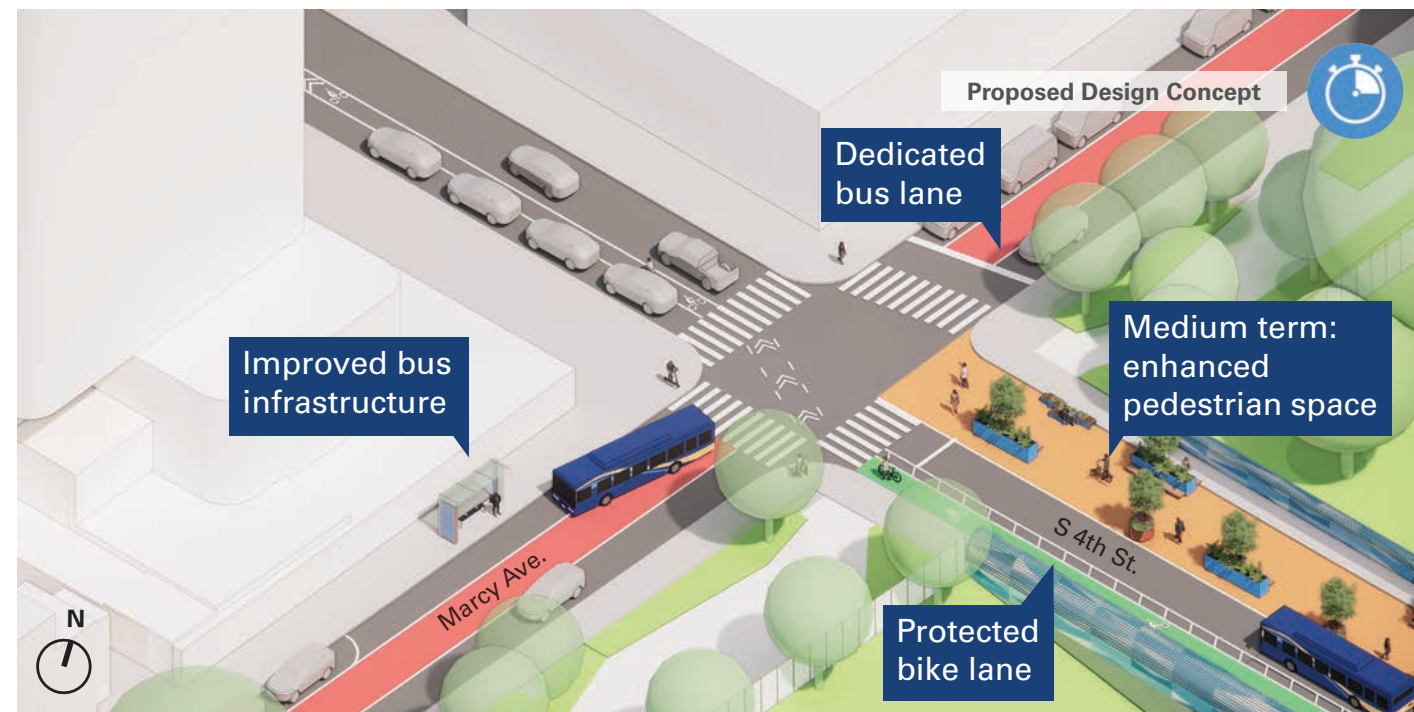
Building on feedback from the community engagement process, pedestrian priority enhancements on Roebling St. between South 4th St. and the Williamsburg Bridge on-ramp could connect Continental Army Plaza and the newly renovated La Guardia Playground. Potential treatments include creating a pedestrian plaza, extending park landscaping, removing fencing, and rerouting vehicle access to the Williamsburg Bridge.



Roebling St. and S 4th St.



Continental Army Plaza



Near Term Concept



Medium Term Concept

North 3

Brooklyn Navy Yard

Clinton Hill

Fort Greene

From Kent Ave. to Sands St.

Neighborhood Context



North 3 context map

- 1 NYCHA Farragut Houses
- 2 Golconda Skate Park and Playground
- 3 Commodore Barry Park
- 4 NYCHA Ingersoll Houses
- 5 Brooklyn Public Library Walt Whitman
- 6 NYCHA Whitman Houses
- 7 Fort Greene Park
- 8 Brooklyn Navy Yard Ferry Landing
- 9 Brooklyn Navy Yard
- 10 Naval Cemetery Landscape
- 11 Steuben Playground
- 12 Classon Playground
- 13 Penn Triangle

See more in Appendix Ch 6.3 for context and history about North 3 and Ch 6.7 for all data sources

Fort Greene and Clinton Hill

The North 3 section lies east of Downtown Brooklyn and includes the Fort Greene and Clinton Hill neighborhoods, where the BQE runs as an elevated structure. Local commercial corridors include Myrtle Ave., Dekalb Ave., and Fulton St. The Brooklyn Navy Yard, north of the BQE, is home to over 500 modern industrial businesses. Three higher educational institutions are located in or just outside the North 3 area: Long Island University, Pratt Institute and St. Joseph's University. Collectively, these campuses enroll 14,000 students.

Within 1/4 Mile of the BQE*

Demographics

43.9K
residents

Between 2010
and 2020:

+39%
increase in median
household income to
\$59,000

+33%
population growth

Employment

9K
jobs

32%
jobs in industrial
sectors

Schools

12
K-12
schools

Public housing

8K
NYCHA residents in
Whitman and Ingersoll
Houses

Parks

26.5
acres

26.3
ft² per
person

Public transit

50
bus
stops

no subway stations
within a 1/4 mile of
the BQE

What We Heard

Community connections

- Activate spaces under the BQE
- Expand pedestrian spaces and prioritize access to seating
- Improve connections to Brooklyn Navy Yard and Commodore Barry Park
- Include plans for ongoing maintenance of public spaces

Street safety

- Shorten pedestrian crossings to address safety concerns at intersections
- Increase lighting under the BQE
- Address sanitation issues such as abandoned cars and litter under the BQE

Parks and public space

- Improve connections to the Brooklyn Waterfront Greenway

Climate resiliency and environmental justice

- Address air and noise pollution near the BQE

Freight and traffic

- Limit large truck traffic on local streets
- Preserve some parking under the BQE

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

Design Concept Overview

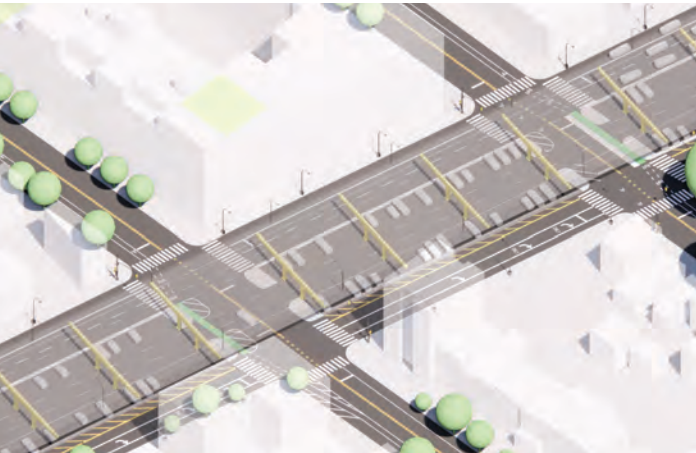


Design Vision
+ Concepts

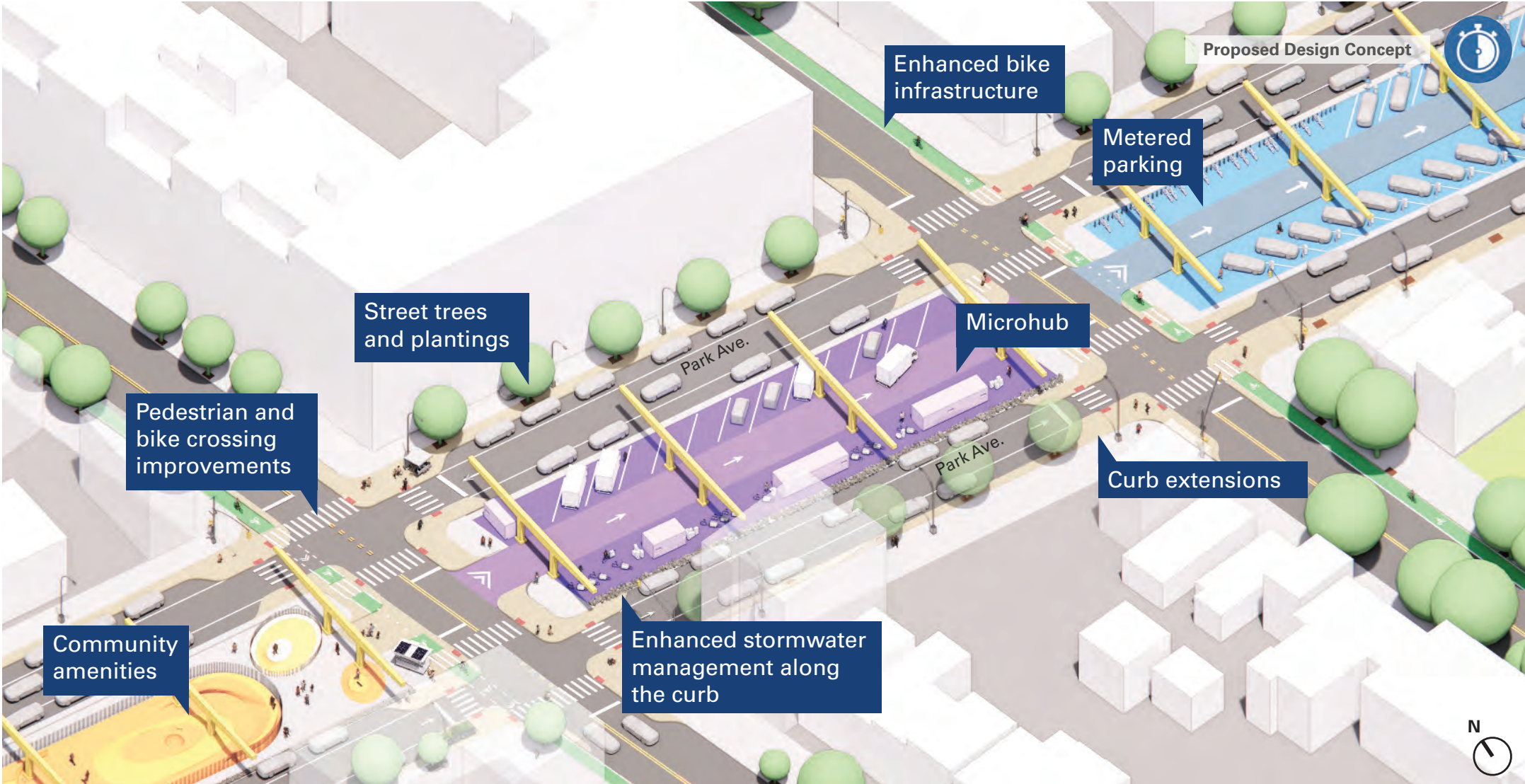
Design Concepts

Park Ave. Activations

Today, many blocks below the BQE along Park Ave. are used for unmetered parking and experience issues with garbage dumping. Potential new uses under the highway could include metered parking, EV charging, secure bike parking, and public realm programming. NYC DOT plans to test a microhub under the BQE at Washington Ave. which will provide space to shift goods from trucks onto smaller and more sustainable final delivery vehicles, like cargo bikes. A maintenance partner may be required to support the operations of any new use in this area.





Existing conditions




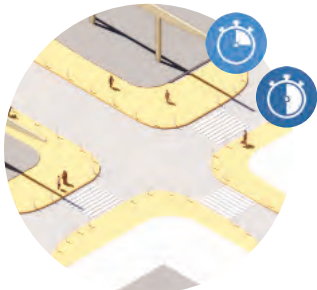
Medium term concept

North 3 Toolkit

North 3 concepts focus on street safety for all users and on activations under the BQE.

-  Near Term
-  Medium Term
-  Long Term

 See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE and a description of microhubs (See page 109)



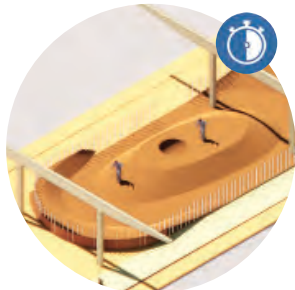
Improved pedestrian crossings



Metered parking and electric vehicle charging infrastructure



Microhub



Active recreation

Design Concepts

Park Ave. Enhanced Streetscape

NYC DOT is currently in the design phase for several permanent improvements along the west end of Park Ave. These improvements include permanently closing the slip lane, currently marked with paint, at the Park Ave. and Navy St. intersection, and adding grade-separated bike lanes on Navy St. that will connect to the protected lanes further south. Additionally, a more pedestrian-friendly crossing will be created at Park Ave. and St. Edwards St., improving access for Ingersoll Houses residents to Commodore Barry Park.

This concept builds on NYC DOT's current project and proposes strengthened connections and a greener streetscape along and across Park Ave. to improve access to the Brooklyn Navy Yard, Fort Greene Park, and neighboring residential areas.

1 Near Term Concept

Treatments like painted curb extensions with planters and flexible bollards could reduce crossing distances, slow vehicle speeds, and create additional pedestrian space.

2 Medium Term Concept

Treatments at intersections could be permanently constructed in concrete. Stormwater drainage and management treatments could be constructed to help absorb rainwater runoff from the hard surfaces of the highway and street. A mix of uses such as metered parking, microhubs, and secure bike parking could be located under the BQE.

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE and a description of microhubs (See page 109)

NORTH 3 | Kent Ave. to Sands St.



2 Medium term concept



Park Ave.



0 Existing conditions



1 Near term concept

Design Concepts

Park Ave. Crossings

Throughout Park Ave., intersections could be redesigned to create shorter and more comfortable crossings. Planters could provide a buffer between pedestrians and vehicles and provide additional greenery. Additionally, traffic calming measures, such as narrowing vehicle lanes, could be considered along Park Ave.



Existing conditions at Park Ave.



Existing conditions at Park Ave.

Navy St. Connector

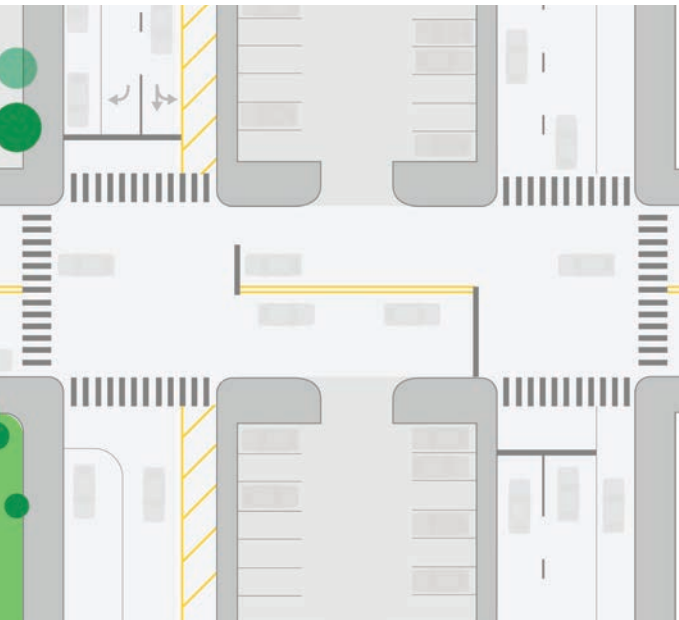
In 2023, NYC DOT implemented a two-way protected bike lane on Navy St. and Ashland Pl., from Flushing Ave. to Lafayette Ave. The Navy St. Connector concept builds on this work and envisions a pedestrian-oriented Navy St. with traffic calming measures, pedestrian space on both sides, and a new street-level crosswalk. Further analysis and community engagement would be required to determine the best location for this crosswalk, and to ensure visibility for pedestrians and vehicles given the street's curve.



Existing pedestrian bridge between Ingersoll Houses



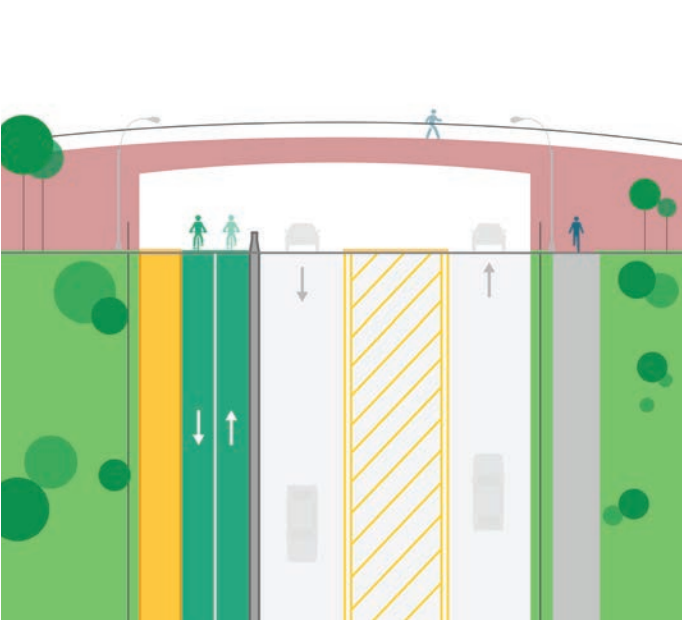
Existing conditions at Navy St.



Existing conditions



Near term concept



Existing conditions



Medium term concept

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE

Design Concepts

Wallabout Bend Enhanced Intersection

This concept recommends a series of traffic calming measures and slip lane closures near the BOE on- and off- ramps that connect with Flushing Ave.

Park Ave., at Grand Ave., passes under the BOE and divides two adjacent spaces that are currently used for unmetered parking. NYC DOT plans to close this stretch of Park Ave. to vehicles, expanding pedestrian crossing space and creating an NYC DOT storage facility.

In the spaces under the BOE at Flushing Ave. and Kent Ave., street-level crossings, lighting, and murals could be added to enhance the pedestrian experience. At the Kent Ave. and Williamsburg St. intersection, a series of slip lane closures could create new public spaces.

In the long term, NYC DOT could consider designs for Emerson Pl., a street off of Park Ave., to become a shared street that connects two adjacent small green spaces, currently fenced off, to create a larger and more usable community amenity space.



Medium term concept



Park Ave. and Grand Ave.



Flushing Ave. and Williamsburg St. W



Kent Ave. and Williamsburg St. W

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BOE

South 1

Carroll Gardens

Cobble Hill

Columbia Street Waterfront District

From Atlantic Ave. to Hamilton Ave.

Neighborhood Context



South 1 context map

- 1 Red Hook Ferry Landing
- 2 Southwest Brooklyn Industrial Business Zone
- 3 Van Voorhees Park
- 4 Brooklyn Bridge Park Pier 6 Ferry Landing
- 5 Cobble Hill Park
- 6 NYCHA Gowanus Houses
- 7 Carroll Park
- 8 DiMattina Playground

Carroll Gardens, Cobble Hill, Columbia Street Waterfront District

The South 1 trench section includes Carroll Gardens, Cobble Hill, and the Columbia Street Waterfront District. These neighborhoods are primarily residential with local commercial corridors including Atlantic Ave., Court St., and Smith St. Waterfront space is dedicated to industrial uses and is part of the Southwest Brooklyn Industrial Business Zone. This working waterfront has helped grow local industrial jobs.

Within 1/4 Mile of the BQE*



Demographics

24.3K
residents

Between 2010
and 2020:

+45%
increase in median
household income to
\$161,000

+23%
population growth



Schools

4
K-12
schools



Parks

5.4
acres

9.7
ft² per
person



Employment

3K
jobs

19%
jobs in industrial
sector



Public transit

9
bus
stops

no subway stations
within a 1/4 mile of
the BQE

What We Heard



Community connections

- Ensure all public spaces are accessible
- Improve safety fencing on bridges for better aesthetics and functionality



Street safety

- Prioritize pedestrian safety and enhance visibility at intersections
- Extend safe bike and pedestrian connections across the BQE



Parks and public space

- Explore landscaping and greenery to address air quality and noise pollution
- Cap over the BQE and create new public space
- Cap over the on-ramp at DiMattina Playground
- Include plans for ongoing maintenance of public spaces



Climate resiliency and environmental justice

- Address air and noise pollution near the BQE



Freight and traffic

- Address traffic congestion

See more in Appendix Ch 6.3 for context and history about South 1 and Ch 6.7 for all data sources

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

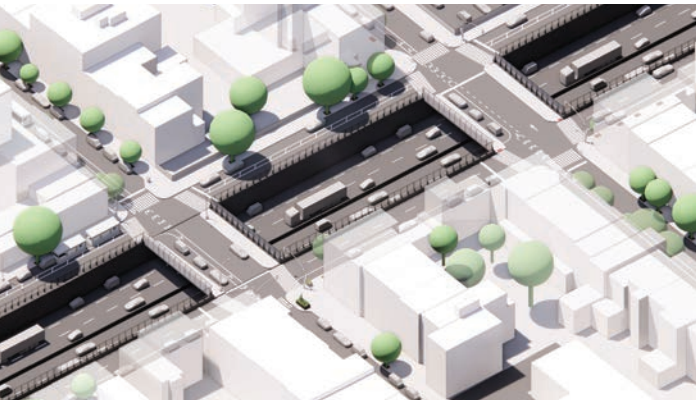
Design Concept Overview



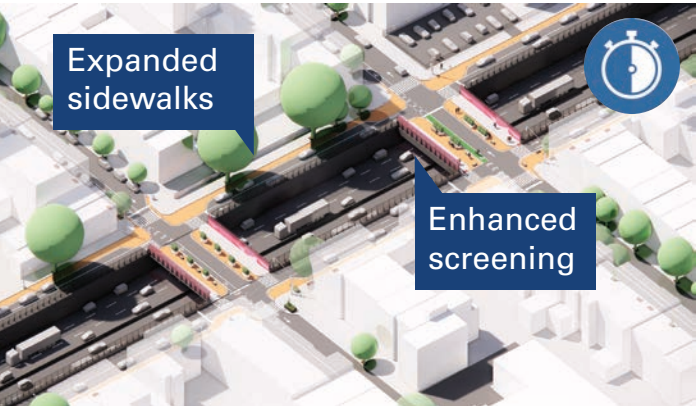
Design Concepts

Hicks St. Park Cap

This concept suggests a cap over the BOE trench along Hicks St. and between Union St. and Degraw St., as well as connections across Hicks St. for pedestrians and bicyclists.



Existing conditions



Near term concept

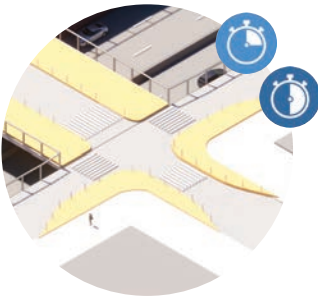


Long term concept

South 1 Toolkit

South 1 concepts focus on enhancements for pedestrians and bicyclists, new public spaces, and capping over the BOE trench.

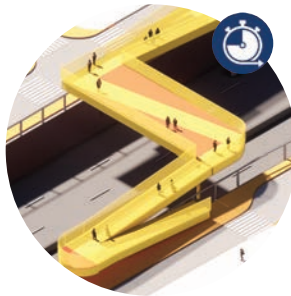
- Near Term
- Medium Term
- Long Term



Improved pedestrian crossings



Pedestrian plaza



Accessible pedestrian ramp



Partial or full highway cap with public space



Development on full highway cap

Design Concept

Union and Sackett St. Park Cap

Currently, most of the space on the bridges over the BQE trench is used for vehicle travel lanes and parking, leaving the bridges exposed to the highway below.

1 Medium Term Concept

The medium term concept suggests replacing some parking spaces with planters and seating, and adding painted curb extensions to shorten crosswalks. Community artwork could be used to screen the fence overlooking the highway, creating a visual barrier.

2 Long Term Concept

The long term concept envisions a cap to create new public space and community amenities. A cap in this area would need to be elevated to accommodate the clearance required to cover the BQE below and could be accessed via ramps or stairs. Curb extensions and pedestrian spaces implemented with paint in the medium term could be built in concrete. Additionally, air ventilation structures may need to be built throughout the park to support highway operations below.



2 Long term concept



Sackett St. and Hicks St.



0 Existing conditions



1 Medium term concept

Design Concept

Kane St. Community Bridge

Similar to the Union St. and Sackett St. bridges, today, most of the space on the Kane St. bridge is used for vehicle travel lanes and parking, leaving the bridges and pedestrians exposed to the BQE trench below.

1 Medium Term Concept

Expanded pedestrian space with planters and seating could replace some parking spaces, while community artwork could screen the fence overlooking the highway to improve the crossing. Together, these changes would support the transition to the long-term concept.

2 Long Term Concept

The long term concept proposes a partial cap over the BQE to expand public space on the Kane St. crossing. The cap would need to be elevated to meet the required clearance for covering the BQE below and could be accessed via ramps or stairs. On Hicks St., painted curb extensions could be upgraded to fully built curbs with inground planters.



1 Medium term concept



Kane St. and Hicks St.



0 Existing conditions



2 Long term concept

Design Concepts

Summit St. Pedestrian Bridge

Today, the Summit St. pedestrian bridge is not ADA accessible, and pedestrians must climb stairs to cross the BOE trench. Community feedback included concern about the landing on the east side of Hicks St., where there is low visibility for pedestrians accessing the bridge and vehicles traveling on Hicks St. This concept suggests a new ADA-accessible pedestrian bridge paired with intersection enhancements along Hicks St. to create a more seamless connection across the BOE trench.



Existing Summit St. pedestrian bridge



BOE trench view from bridge

DiMattina Playground Connector

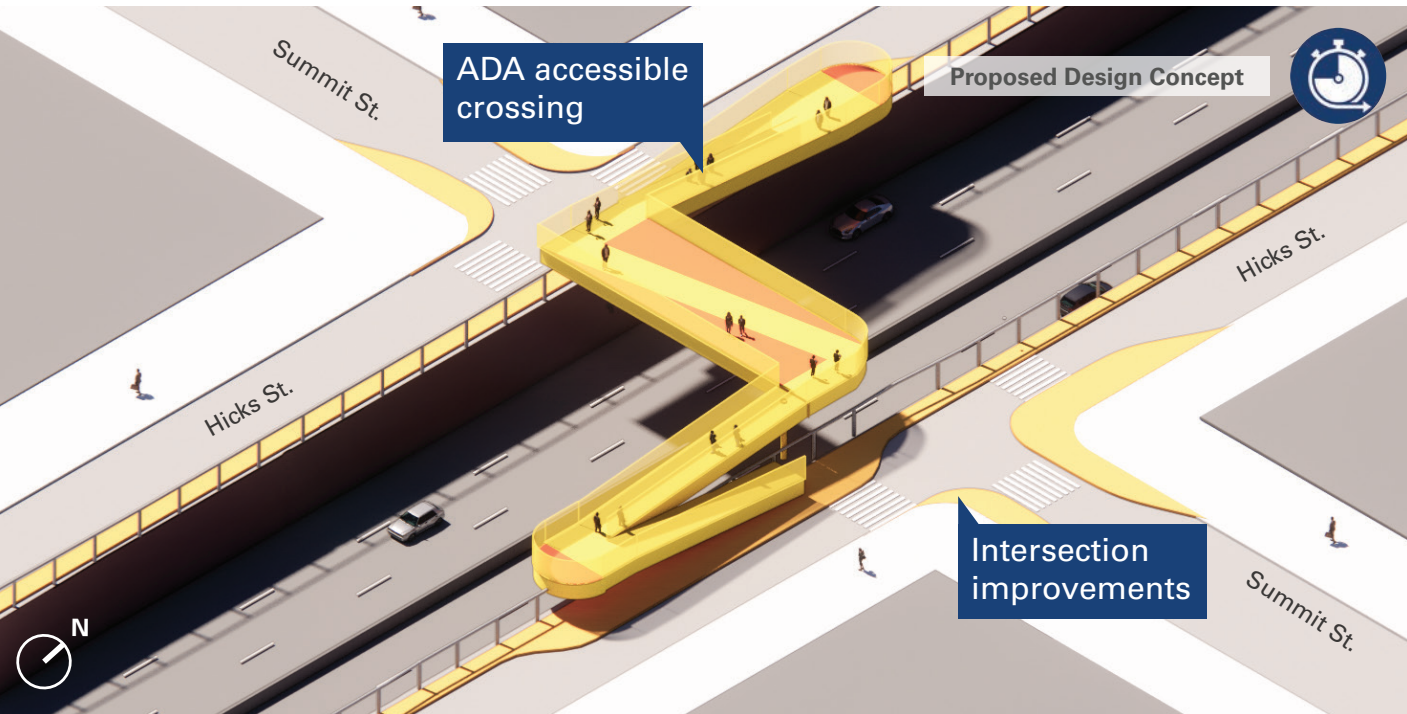
Today, a BOE on-ramp runs as a trench between DiMattina Playground and nearby schools, including PS 146 and Brooklyn Collaborative Studies. This year, Rapelye St., between Hicks St. and Henry St., will be included in NYC DOT's Open Street program. The DiMattina Playground Connector builds on the Open Streets programming to propose connecting the schools, public spaces, and Red Hook Footbridge with a cap over the BOE on-ramp. This cap could create new public space and provide a more seamless connection for learning and play.



On-ramp at Rapelye St./Exit 26

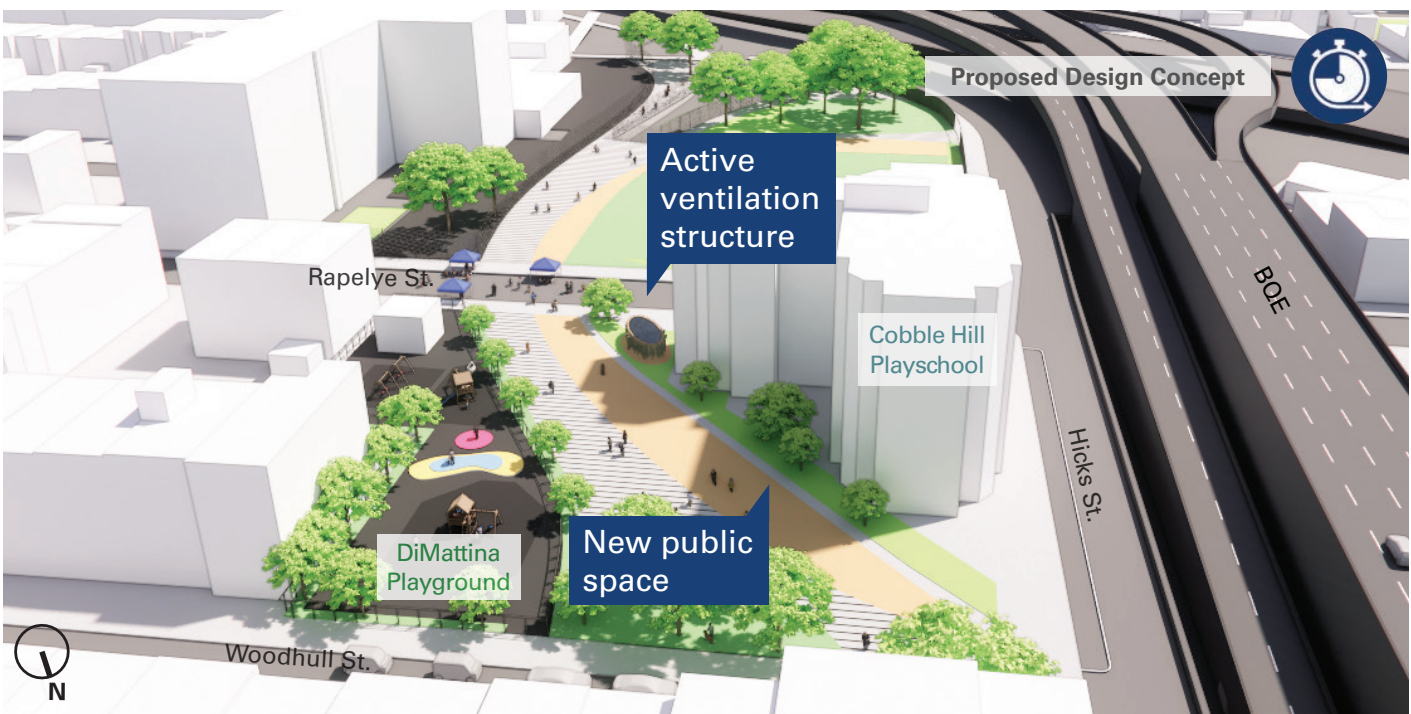


DiMattina Playground



Long term concept

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BOE



Long term concept

South 2

Gowanus

Red Hook

From Hamilton Ave. to Prospect Ave.

Neighborhood Context



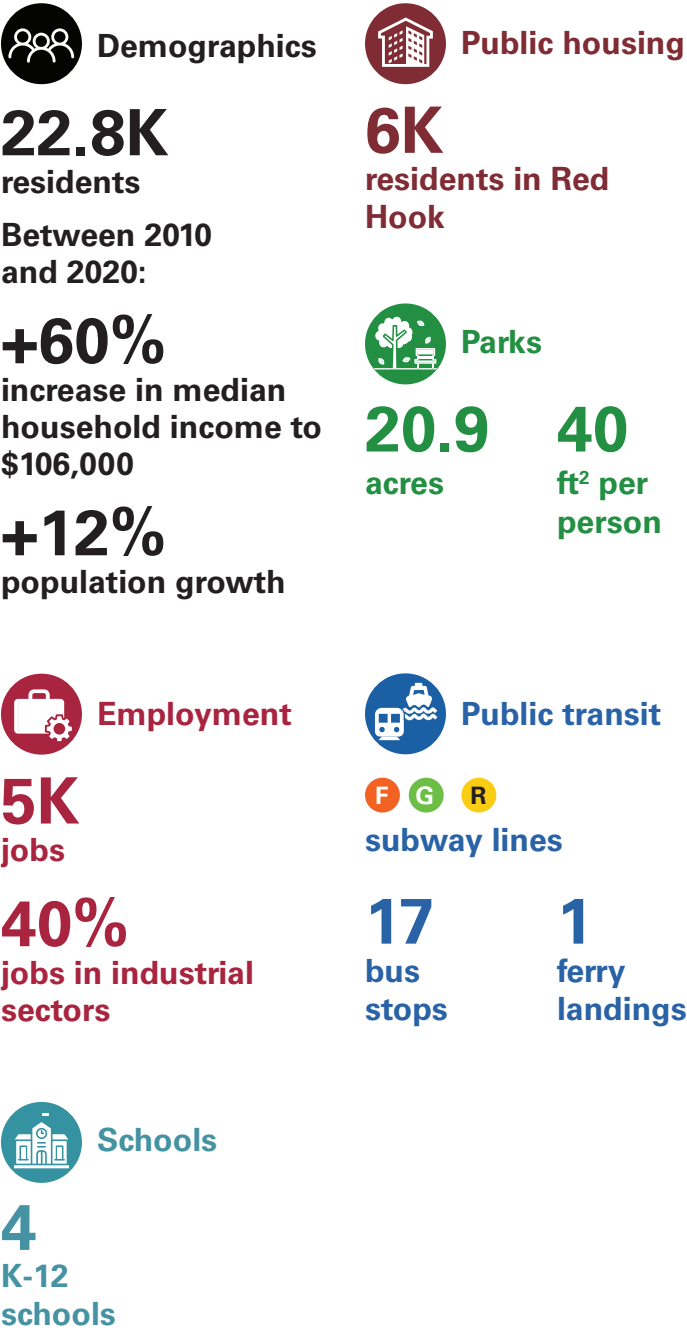
South 2 context map

- 1 Coffey Park
- 2 NYCHA Red Hook West Houses
- 3 NYCHA Red Hook East Houses
- 4 Red Hook Recreation Area
- 5 Admiral Triangle
- 6 Cough Triangle
- 7 Southwest Brooklyn Industrial Business Zone (IBZ)

Gowanus and Red Hook

Red Hook and Gowanus were historically industrial areas; this stretch of the BQE was originally designed with extra height to allow ships to enter the Gowanus Canal. Today, the neighborhoods host a mix of industrial and residential land uses. The BQE remains a barrier for Red Hook residents, who must pass under it to leave the neighborhood, including when walking to the subway or school. Commercial hubs near this section of the BQE include Court St. and a large vehicle-oriented shopping area east of the Gowanus Canal.

Within 1/4 Mile of the BQE*



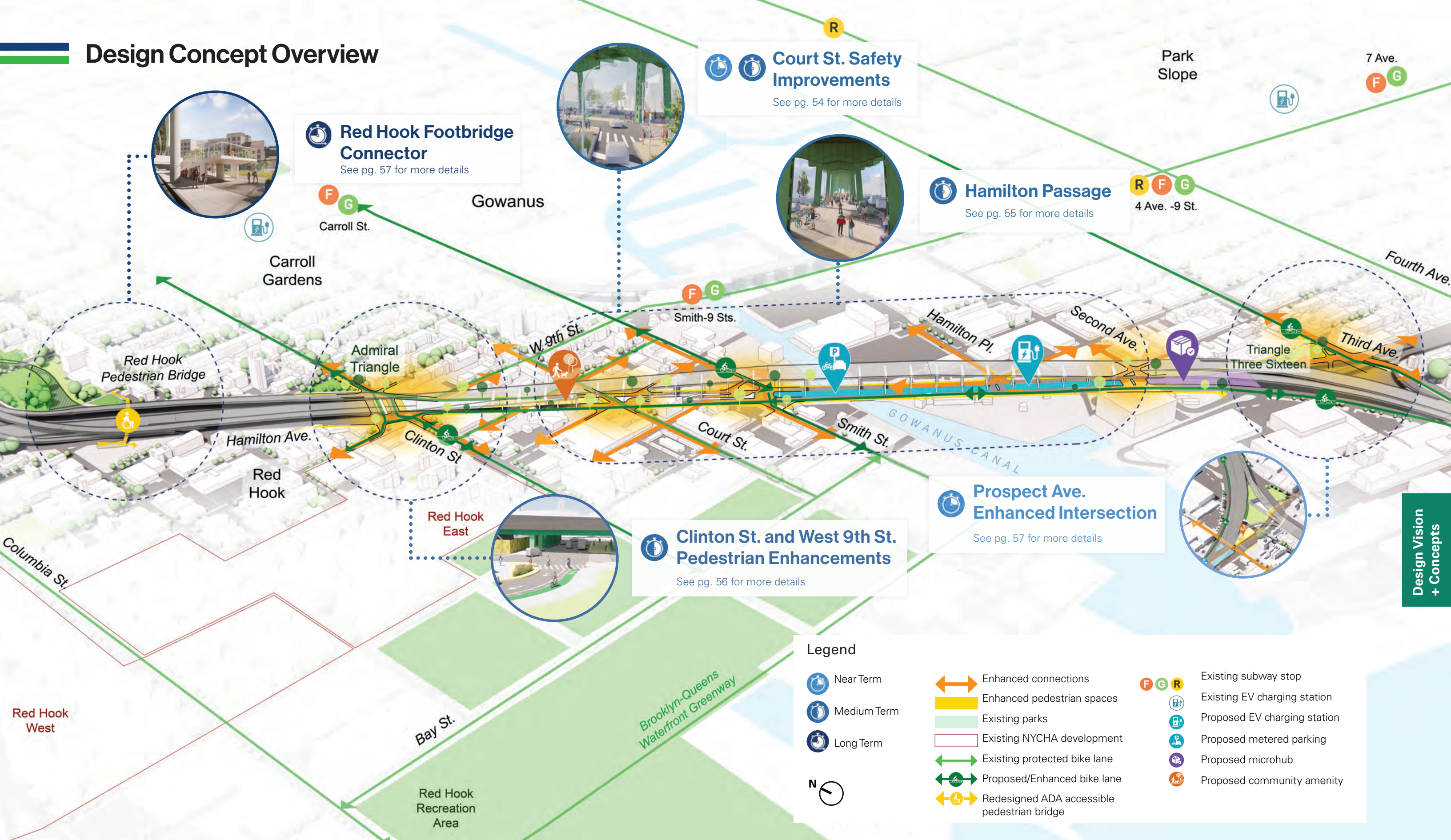
What We Heard

- Community connections**
 - Improve pedestrian, bicycle, and transit connection between Red Hook and surrounding neighborhoods
 - Ensure all areas are ADA accessible and improve wayfinding
 - Add space for community and recreational activities
 - Ensure existing community and businesses are reflected and prioritized in new activations and art
- Street safety**
 - Consider ways to make spaces under the BQE feel safer and more inviting
 - Improve lighting underneath the BQE
- Parks and public space**
 - Prioritize bike parking, e-bike charging, and repair stations
 - Include plans for ongoing maintenance of public spaces
- Climate resiliency and environmental justice**
 - Address air and noise pollution near the BQE
- Freight and traffic**
 - Reduce truck idling
 - Reduce speeding

See more in Appendix Ch 6.3 for context and history about South 2 and Ch 6.7 for all data sources

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

Design Concept Overview



Design Concepts

Court St. Safety Improvements

Community members prioritized safe connections under the BQE between Red Hook and Carroll Gardens for pedestrians, bicyclists, and motorists. The Hamilton Ave. intersections at Mill St., Garnet St., and Court St. were noted as unwelcoming for pedestrians and bicyclists. NYC DOT plans to implement curb extensions along the median and install new crosswalks across Hamilton Ave. The near term BOE concept builds on these improvements.

1 Near Term Concept

Pedestrian and bike enhancements such as painted curb extensions, bike lanes, and crosswalks could shorten crossings across Hamilton Ave. and its cross-streets.

2 Medium Term Concept

In the medium term, treatments from the near term could be built using permanent materials. Curb extensions could include in-ground plantings and rain gardens. Bike infrastructure could be enhanced with a separated and protected bike lane.

Community Partners in this area emphasized that vending and kiosks under the BQE should be considered after safety and traffic calming improvements are implemented.

A new design at this intersection may affect traffic at the West 9th St., Clinton St., and Huntington St. intersection, as well as the Hamilton Ave. turnaround at Woodhull St. Due to this complexity, further engineering review and design is required. However, this rendering reflects the goals articulated by the community during engagement.



2 Medium term concept



Garnet St. and Hamilton Ave.



0 Existing conditions



1 Near term concept

Design Concepts

Hamilton Passage

Today, the median beneath the BQE has limited pedestrian access, is broken up by turning lanes, and is often used to store construction vehicles or materials.

1 Medium Term Concept

The Hamilton Passage explores transformative pedestrian enhancements under the BQE and along Hamilton Ave. The area under the BQE could be reimagined as a pedestrian space with a path running along the center and new lighting, seating, expanded pedestrian space, and stormwater drainage improvements. A maintenance partner organization would likely be needed to support operations and maintenance.

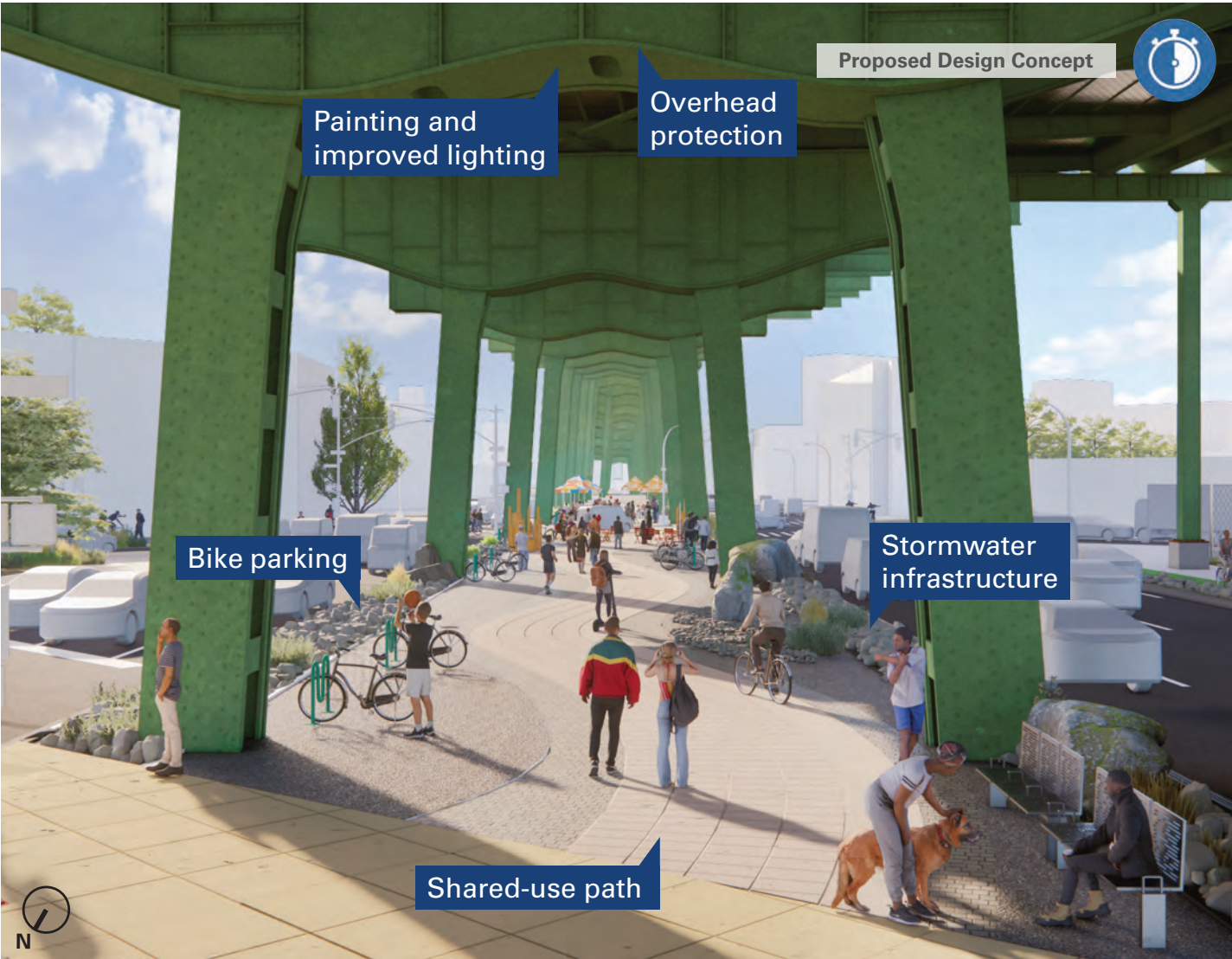
NYC DOT is currently installing a section of the Brooklyn Waterfront Greenway along Hamilton Ave. east of Smith St. A two-way protected bike lane could be explored along Hamilton Ave. west of Smith St. to extend the bike connection.



Garnet St. and Hamilton Ave. W



0 Existing conditions



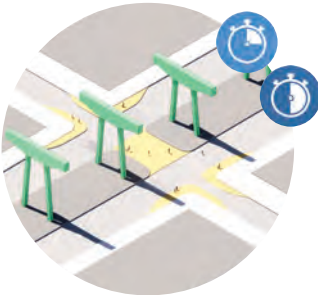
1 Medium term concept

South 2 Toolkit

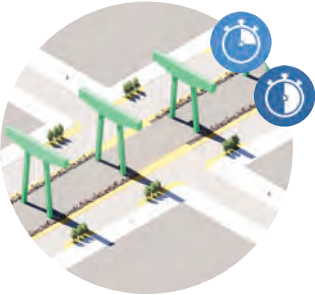
South 2 concepts focus on safety treatments for all users and reutilizing under-BQE space for pedestrian paths and recreation.

- Near Term
- Medium Term
- Long Term

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE and a description of microhubs (See page 109)



Improved pedestrian crossings



Curb extensions



Microhub



Recreation plaza



Pop-up community amenities



Pedestrian path

Design Concepts

Clinton/West 9th St. Pedestrian Enhancements

Community feedback strongly supported pedestrian enhancements at the Hamilton Ave. intersection with West 9th St., Clinton St., and Huntington St. Here, the entrance to the Hugh L. Carey Tunnel splits off from the BOE, and the intersection under the BOE is adjacent to an embankment wall. Currently, pedestrians must cross several travel lanes to traverse Hamilton Ave., and the median is often used to store construction materials.

1 Medium Term Concept

This concept aims to enhance safe pedestrian and bike connections across Hamilton Ave. between Red Hook and Carroll Gardens. Curb extensions along Hamilton Ave. could shorten pedestrian crossings and a new pedestrian crossing at West 9th St. would expand pedestrian space into an area currently used for vehicle travel lanes. A two-way protected bike lane along Hamilton Ave. could connect to the Brooklyn Waterfront Greenway. Guided by community input and following design and engineering standards, permanent bollards could be considered for pedestrian areas for additional protection. This concept would restrict left turns for motorists from westbound Hamilton Ave. onto southbound West 9th St. and Clinton St.

A new design at this intersection may affect traffic at the Court St. and Hamilton Ave. intersection, as well as the Hamilton Ave. turnaround at Woodhull St. The design would also need to consider the effect of any nearby development. Due to this complexity, further engineering review and design are required. However, this rendering reflects the goals articulated by the community during engagement.

See more in Appendix Ch 6.2 for details on EI-space initiatives (See page 113)



Huntington St. and Hamilton Ave.



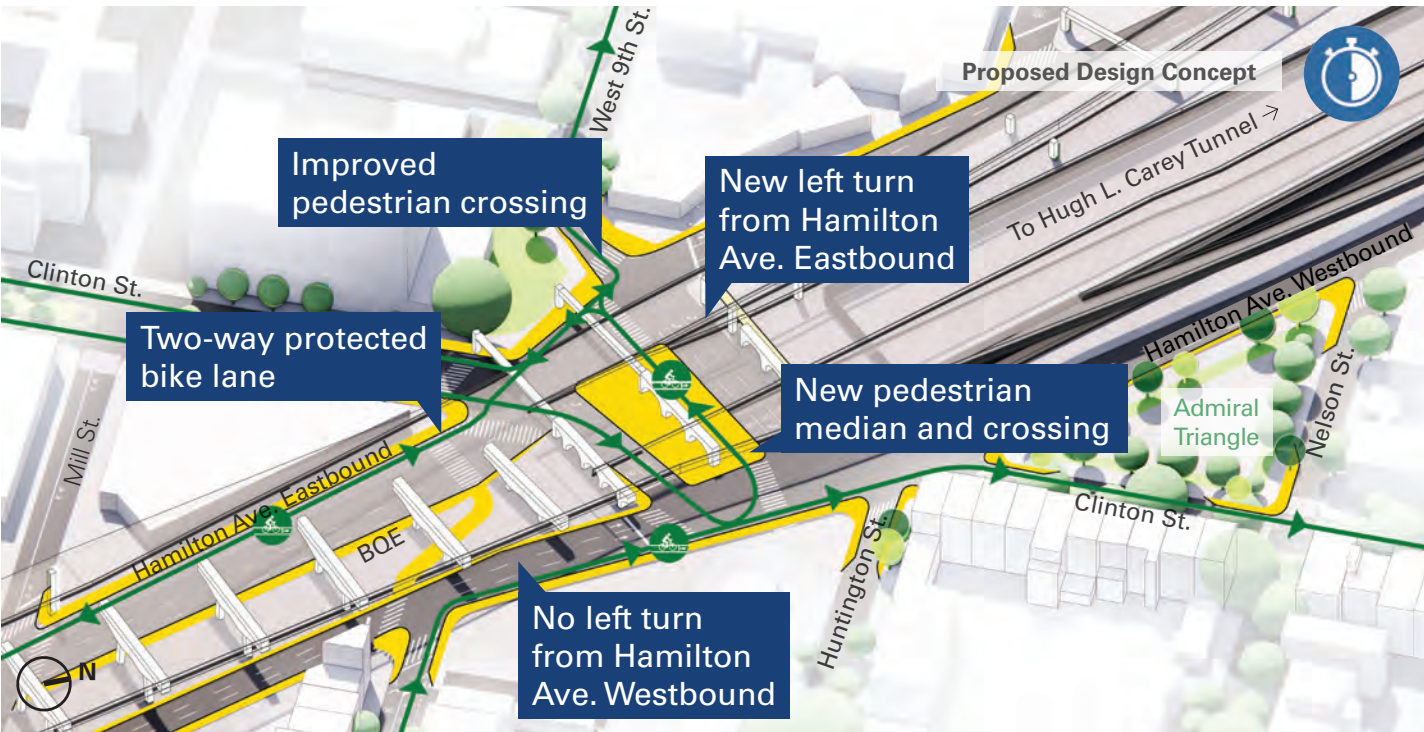
West 9th St. and Hamilton Ave.



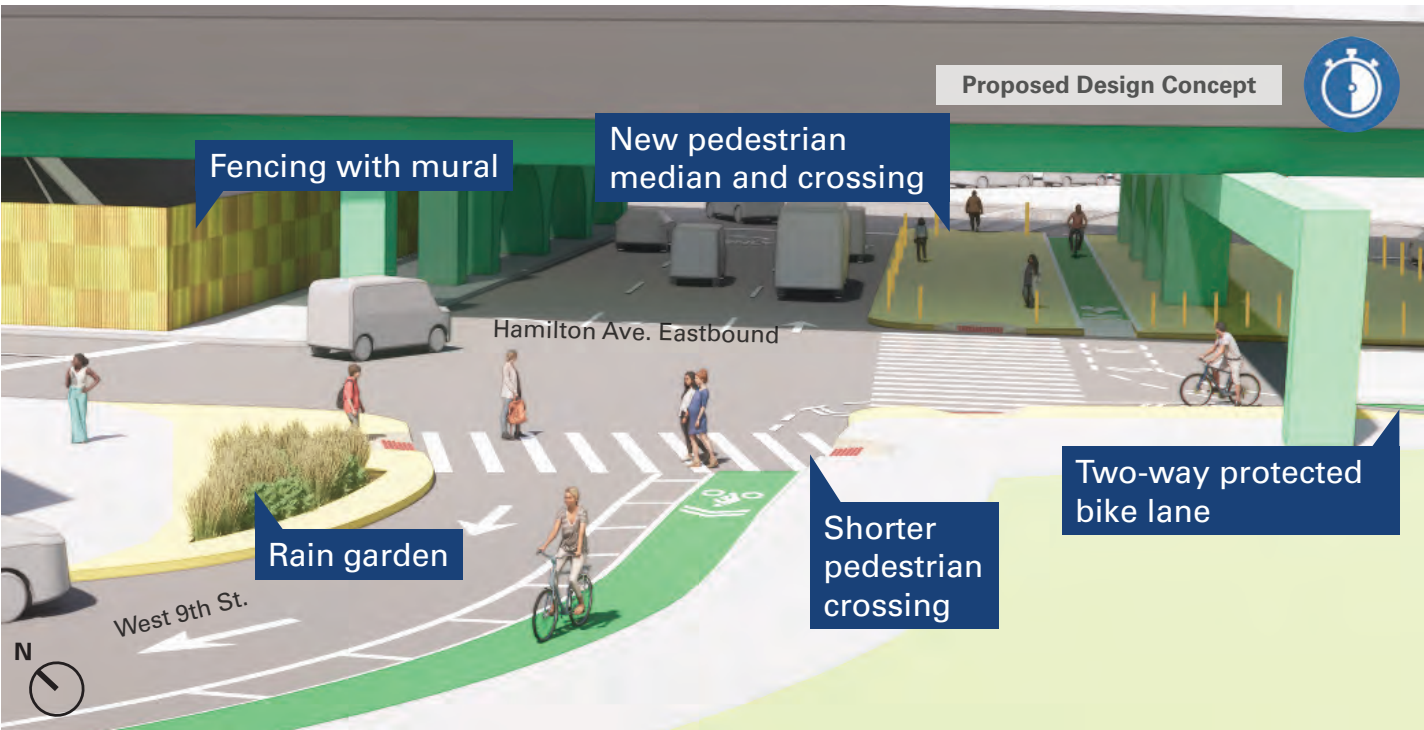
Existing dead-end pedestrian crossing across Hamilton Ave.



0 Existing conditions



1 Medium term concept



1 Medium term concept at West 9th St. in Red Hook, looking North

Design Concepts

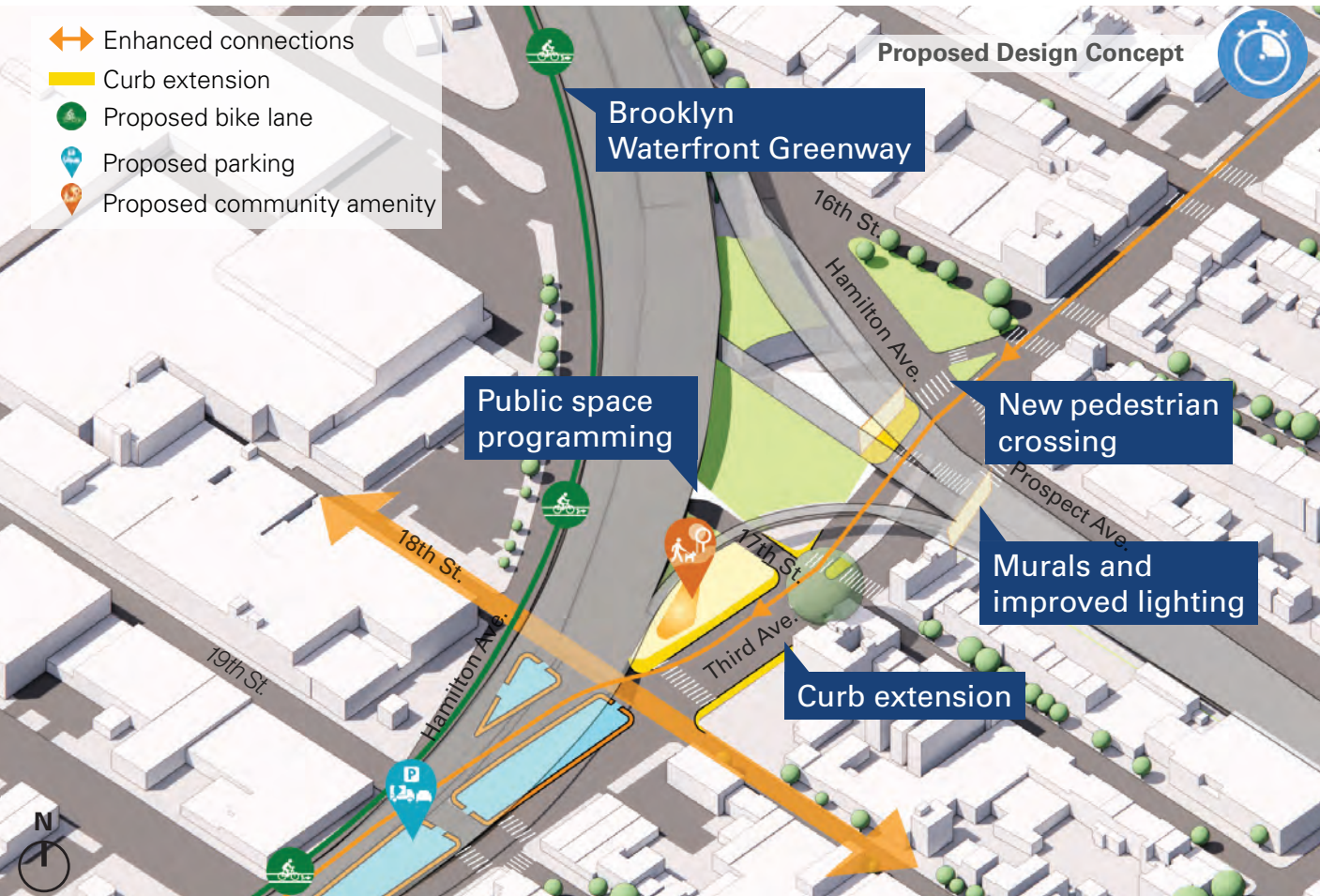
Prospect Ave Enhanced Intersection

Today, NYC DOT is installing the Brooklyn Waterfront Greenway along the west side of Hamilton Ave. This project also includes expanded sidewalks and new plantings.

The Prospect Ave. concept builds on the Greenway project by suggesting painted curb extensions along Third Ave. between Prospect Ave. and 18th St. to shorten crossings and expand pedestrian space. Additionally, a new crosswalk across Prospect Ave. at Third Ave. could link existing sidewalks on the west side of Third Ave. to 16th St.



Existing pedestrian crossing at 17th St. and Third Ave.



Near term concept

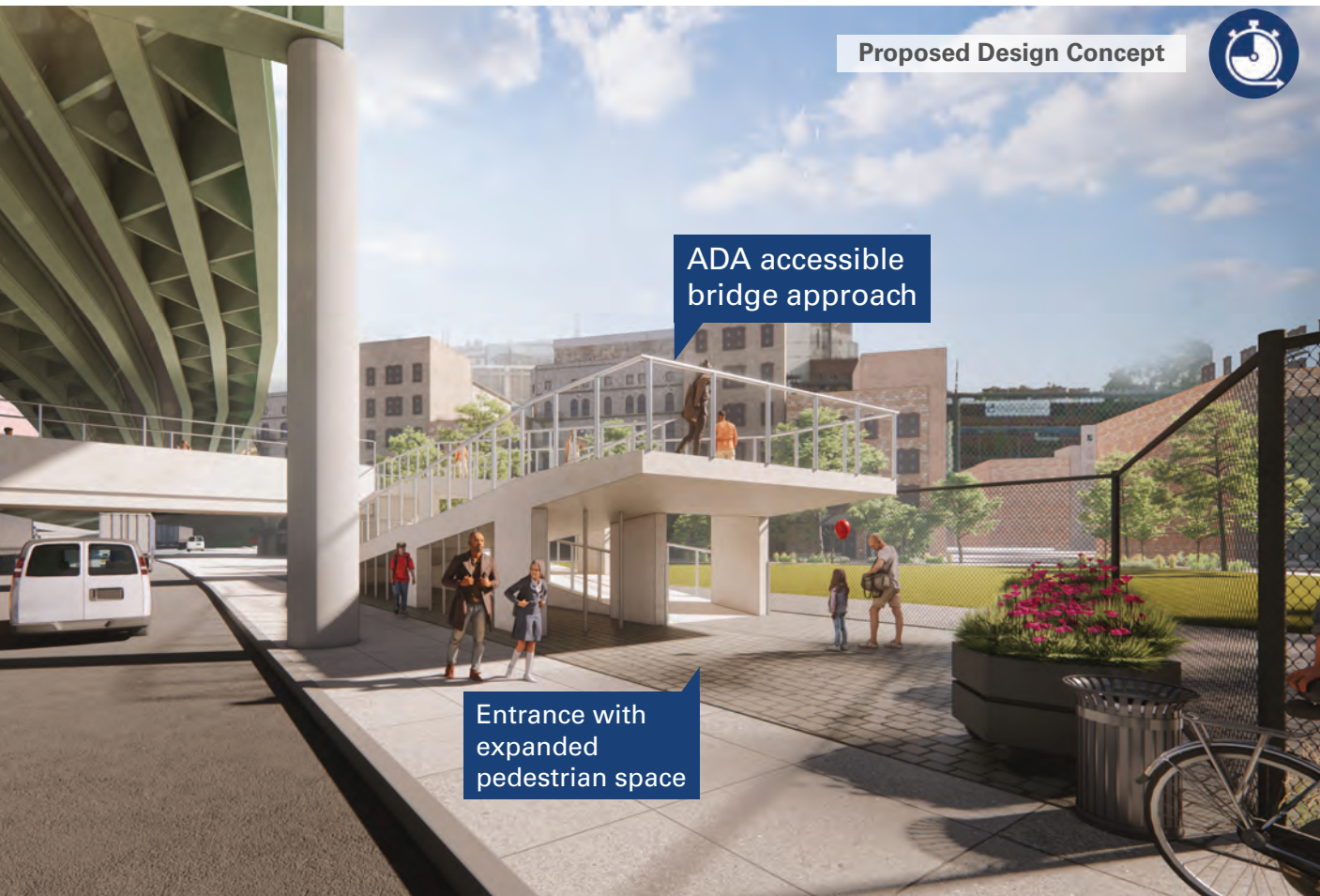
See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BOE

Red Hook Footbridge Connector

The Footbridge between Red Hook and Carroll Gardens is currently not ADA compliant. As part of an upcoming NYC DEP project, the bridge approach on the Red Hook side will be reconstructed for ADA compliance, with the entrance relocated closer to Hicks St. Public realm improvements like wayfinding, art, seating, and landscaping may also be considered near each approach. Although there are currently no plans to replace the structure, the bridge could be redesigned in the long term for complete compliance with ADA requirements.



View of existing Red Hook Footbridge from Hamilton Ave.



Long term concept

South 3

Sunset Park

From Prospect Ave. to 65th St.

Neighborhood Context



South 3 context map

- 1 Bush Terminal Piers Park
- 2 Southwest Brooklyn Industrial Business Zone
- 3 NYU Langone Hospital Brooklyn
- 4 Brooklyn Public Library Sunset Park Branch
- 5 Pena Herrera Playground
- 6 Sunset Park
- 7 Gonzalo Plasencia Playground
- 8 Industry City
- 9 D'Emic Playground
- 10 Greenwood Cemetery

See more in Appendix Ch 6.3 for context and history about South 3 and Ch 6.7 for all data sources

Sunset Park

The South 3 study area is located within the Sunset Park neighborhood where the BQE runs as an elevated structure. Sunset Park features an active industrial waterfront, including the Brooklyn Army Terminal, which spans over 55 acres, supports more than 100 businesses, and includes an active ferry landing. West of the BQE, land use is primarily industrial with some residential blocks, while east of the BQE, the area is mostly residential, with commercial corridors along Third Ave., Fourth Ave., and Fifth Ave.

Within 1/4 Mile of the BQE*

Demographics

38.8K
residents

Between 2010
and 2020:

+37%
increase in median
household income to
\$61,500

+0.9%
population growth

Employment

33K
jobs

30%
jobs in industrial
sectors

Schools

10
K-12
schools

In Brooklyn Army Terminal

100+
businesses

55+
acres of industrial
campus and
waterfront space

Parks

4
acres*

4.6
ft² per
person

*Bush Terminal Piers Park
(22 ac) and Sunset Park (24.5
ac), lie outside the 1/4 mi
radius.

Public transit

R N D

subway lines

40
bus
stops

What We Heard

Community connections

- Enhance pedestrian, bike, and transit connections to the waterfront and subway stations
- Prioritize existing communities in new activations and art
- Integrate uses such as metered parking and bike parking under the BQE to support multi-modal transportation

Street safety

- Prioritize pedestrian safety, especially at intersections and crossings under the BQE
- Address dumping and litter under the BQE
- Improve lighting under the BQE

Parks and public space

- Activate areas under the BQE with public space
- Improve connections to local parks
- Include plans for ongoing maintenance of public spaces

Climate resiliency and environmental justice

- Address air and noise pollution
- Incorporate green infrastructure to support stormwater drainage

Freight and traffic

- Interest in reducing truck trips on local streets
- Maintain parking, particularly for business and industrial needs

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

Design Concept Overview

Enhanced Intersections near the Belt Pkwy. Split
See pg. 65 for more details

Third Ave. Activations
See pg. 61 for more details

Third Ave. Community Hub
See pg. 61-63 for more details

Pedestrian Connections Near Ramps
See pg. 64 for more details

Legend

- Near Term
- Medium Term
- Long Term

- Enhanced connections
- Enhanced pedestrian spaces
- Existing parks
- Existing conventional bike
- Existing shared bike lane
- Existing protected bike lane
- Proposed/Enhanced bike lane
- Potential bike lane (study)
- Existing subway stop
- Existing EV charging station
- Proposed EV charging station
- Proposed metered parking
- Proposed microhub
- Proposed market
- Proposed community amenity



Design Concepts

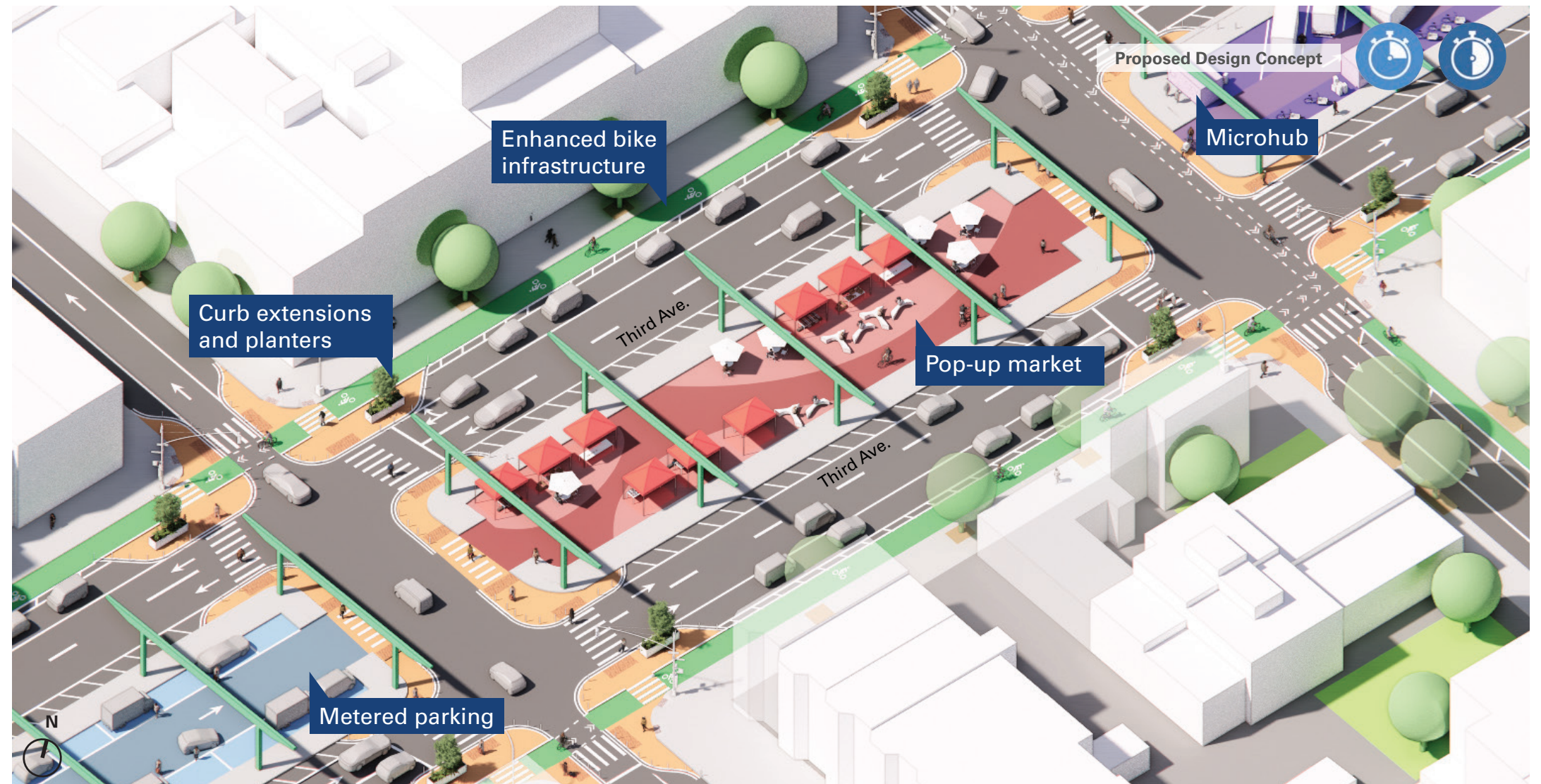
Typical Block: Third Ave. Activations

Community feedback along Third Ave. prioritized the installation of safety treatments and more comfortable crossings for pedestrians and bicyclists before considering public realm activations. This concept envisions a redesigned Third Ave. with streetscape improvements and new uses under the BOE structure.

Blocks under the BOE could be reimaged to include public spaces, recreation areas, pop-up markets, microhubs, and metered parking and EV charging infrastructure. A maintenance partner may be needed to support the operations and upkeep of these activations.




Existing conditions




Near term concept


South 3 Toolkit

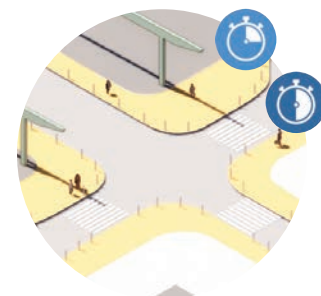
South 3 concepts focus on safety for all users and on activations under the BOE.

 Near Term

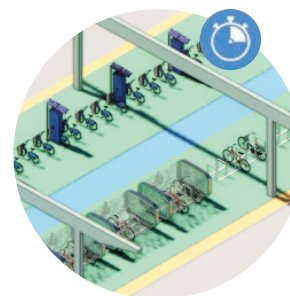
 Medium Term

 Long Term

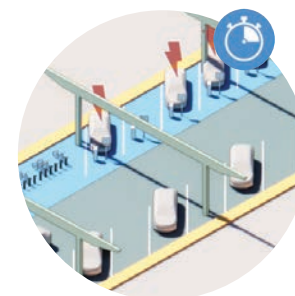
 See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BOE and a description of microhubs (See page 109)



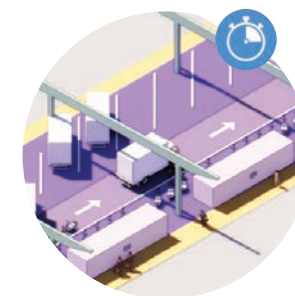
Improved pedestrian crossings



Bike parking and charging



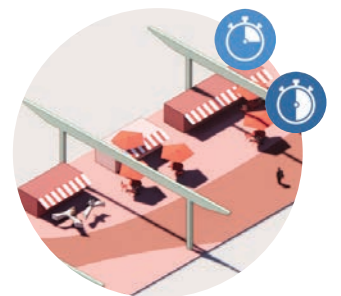
Metered parking and charging infrastructure



Microhubs



Active recreation



Market and community services

Design Concepts

Third Ave. Enhanced Streetscape

Today, Third Ave. has three vehicle lanes in each direction and is a critical local freight route, especially for businesses located in the Southwest Brooklyn IBZ. Pedestrians must also cross the center median, where many sidewalks are narrow and inaccessible. Currently, NYC DOT is constructing missing sidewalks and ADA-compliant pedestrian ramps at median crossings along Third Ave.

1 Near Term Concept

NYC DOT is planning a redesign for this section of Third Ave. One concept under consideration removes a vehicle travel lane and installs a protected bike lane along the curb, along with painted pedestrian and bus boarding islands near intersections. NYC DOT continues to engage with local community members and businesses to inform the redesign. Building on the redesign, this concept also suggests new lighting and enhancements to existing parking infrastructure, such as additional metered parking, car share spaces, secure bike parking, and more EV charging stations.

2 Medium Term Concept

Painted pedestrian islands and bus boarding islands could be rebuilt in concrete to provide pedestrian refuge and more visibility for motorists turning onto cross streets. Community members have advocated for permanent bollards along Third Ave. Guided by engineering standards, additional bollards or barriers could be considered for pedestrian areas. Additionally, green infrastructure like drainage improvements under the BOE, along with rain gardens and street trees, could be added along the curb.

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BOE and a description of the LockerNYC program (See page 109)

SOUTH 3 | Prospect Ave. to 65th St.



2 Medium Term Concept



Third Ave.



0 Existing Conditions



1 Near Term Concept

Design Concepts

Third Ave. Community Hub

Today, most blocks under the BQE are dedicated to long-term or metered parking.

1 Near Term Concept

The near term concept suggests a pop-up market on select blocks under the BQE. The market could operate regularly and revert to another use, like metered parking, when not in operation. It could include space for community organizations, local vendors, and other amenities, with the support of a maintenance partner organization. Community members emphasized that public realm activations under the BQE, like the Third Ave. Community Hub, should only be considered after streetscape safety enhancements are installed.

2 Medium Term Concept

In the medium term, the market could feature semi-permanent materials, such as small vendor structures. Seamless and accessible pedestrian connections under the BQE could be built with concrete.



1 Medium term concept



Third Ave. and 39th St.



0 Existing conditions



1 Near term concept

Design Concepts

Pedestrian Connections Near Ramps

Currently, NYC EDC is wrapping up implementation of a project that closes the slip lane at Third Ave. and 39th St., expands public spaces, and shortens pedestrian crossings. The project also adds greenery, lighting, and seating. This design concept builds on the NYC EDC project by introducing similar treatments at Third Ave. and 38th St., such as shortened crosswalks, lighting, and planters. Together, these pedestrian improvements could create safer connections across the BQE, providing better access to shopping destinations and places like Bush Terminal Piers Park and Sunset Park.



39th St. and Third Ave.



Slip lane closure on 39th St.

Transit to Waterfront Connections

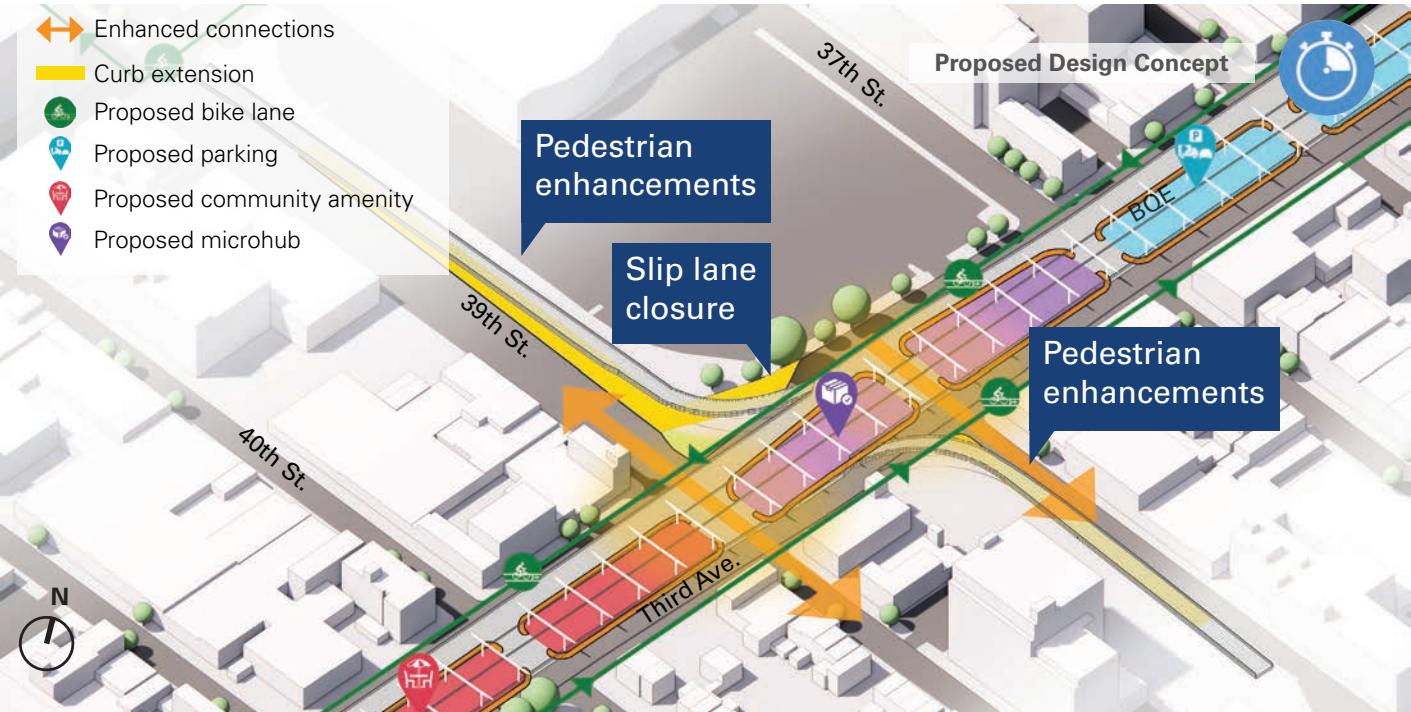
Improved intersections along Third Ave. can connect the primarily residential areas east of the BQE with Sunset Park Industrial Business Zone destinations, such as Bush Terminal Piers Park and Brooklyn Army Terminal, located along the Brooklyn waterfront west of the BQE. Potential improvements include daylighting, which involves removing a vehicle parking spot near an intersection to increase pedestrian visibility. In some cases, planters and bike parking could be added to the daylighting area.



Third Ave. elevated structure

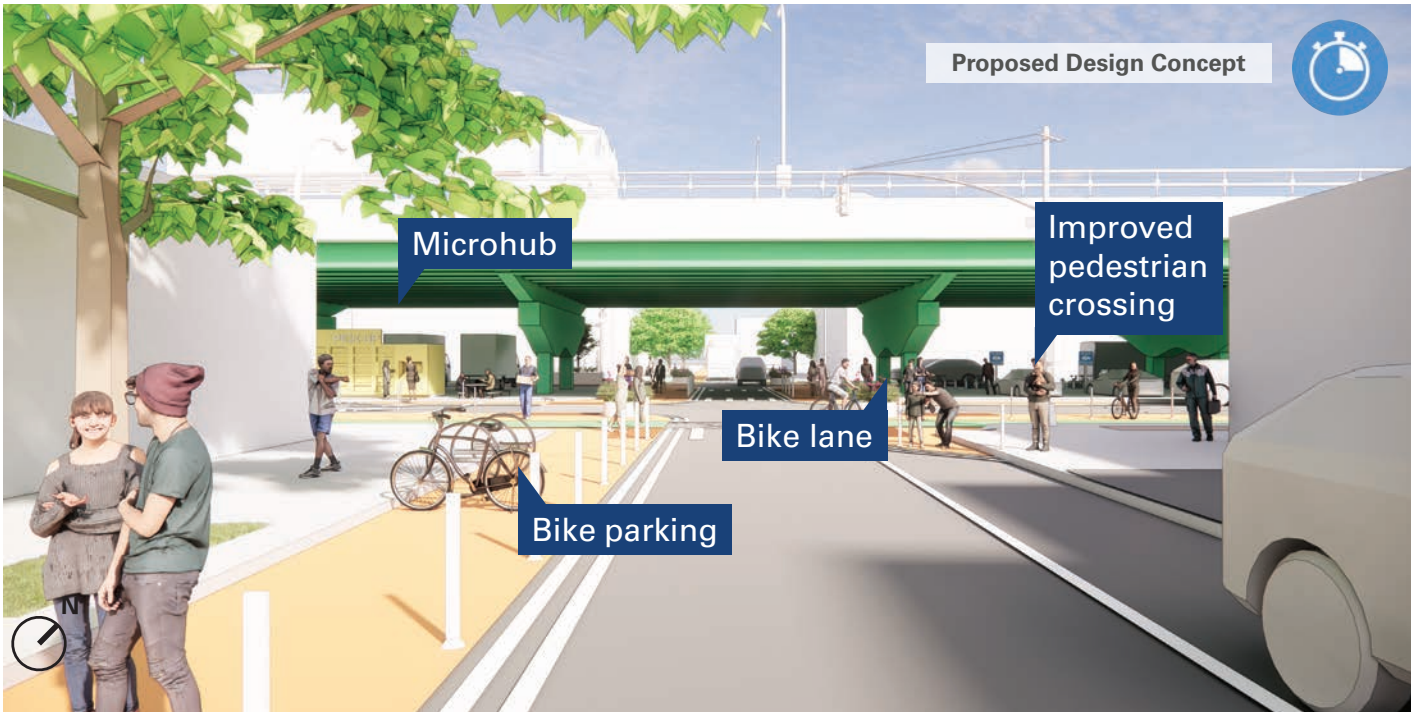


Access to Bush Terminal Park from First Ave.



Near term concept

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE and a description of microhubs (See page 109)



Near term concept

Design Concepts

Enhanced Intersections near the Belt Pkwy. Split

Safety and park space could be enhanced along the BOE as it transitions between the Sunset Park elevated structure and the Bay Ridge trench. NYC DOT recently installed an all-way stop at the southbound Third Ave. and 64th St. intersection to improve pedestrian access to John Allen Payne Playground. This concept also explores additional pedestrian and traffic-calming elements along Third Ave. including curb extensions and a new greenway crossing at Leif Ericson Park.

On Fourth Ave., new lighting could be installed at pedestrian crossings under the BOE, and the Fourth Ave. protected bike lane in Sunset Park could be extended south.

Shore Rd., between Fourth Ave. and the dead-end at Fifth Ave., could be closed to create more public space in Leif Ericson Park. This closure would also complement NYC DOT's and NYC Park's upcoming project, Destination: Greenways!, which will refurbish a greenway bike path through the park. Additionally, NYC DOT plans to rehabilitate the Fifth Ave. bridge over the railroad tracks, including new lighting and stormwater drainage improvements to support the connection between Sunset Park and Bay Ridge.



Long term concept



65th St. and Fourth Ave.



66th St. and Fourth Ave.



65th St. and Fourth Ave.

South 4

Bay Ridge

Dyker Heights

From 65th St. to Verrazzano-Narrows Bridge

Neighborhood Context



South 4 context map

- 1 Fort Hamilton
- 2 Dyker Beach Park
- 3 John J. Carty Park
- 4 Brooklyn Public Library Fort Hamilton Branch
- 5 John Paul Jones Park
- 6 Shore Head Park
- 7 Brooklyn Public Library Bay Ridge Branch
- 8 Bay Ridge Ferry Landing
- 9 Owl's Head Park
- 10 Brooklyn Army Terminal
- 11 Leif Ericson Park
- 12 McKinley Park
- 13 Brooklyn Public Library Dyker Branch

Bay Ridge and Dyker Heights

The South 4 section includes the Bay Ridge and Dyker Heights neighborhoods, where the BQE runs as a trench. Both neighborhoods are primarily residential, with commercial corridors along Third, Fourth and Fifth Avenues. Of all BQE North and South sections, South 4 has the most park space, including Dyker Beach Park, Leif Ericson Park, Shore Road Park, and the Brooklyn Waterfront Greenway.

Within 1/4 Mile of the BQE*



Demographics

59K
residents

Between 2010
and 2020:

+22%
increase in median
household income to
\$72,000

+1.7%
population growth



Employment

10K
jobs

-7%
jobs in industrial
sectors



Schools

14
K-12
schools



Parks

66
acres

48.7
ft² per
person



Public transit

N R

subway lines

68
bus
stops

What We Heard



Community connections

- Cap over the BQE to create new space for community amenities
- Incorporate artwork and murals into the neighborhood



Street safety

- Prioritize pedestrian safety, especially at intersections
- Enhance existing bike infrastructure and explore new bike connections



Parks and public space

- Expand Leif Ericson Park and playground, with more space for recreational activities
- Include plans for ongoing maintenance of public spaces



Climate resiliency and environmental justice

- Address air and noise pollution concern near the BQE



Freight and traffic

- Divert freight onto the Belt Pkwy.

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

Design Concept Overview



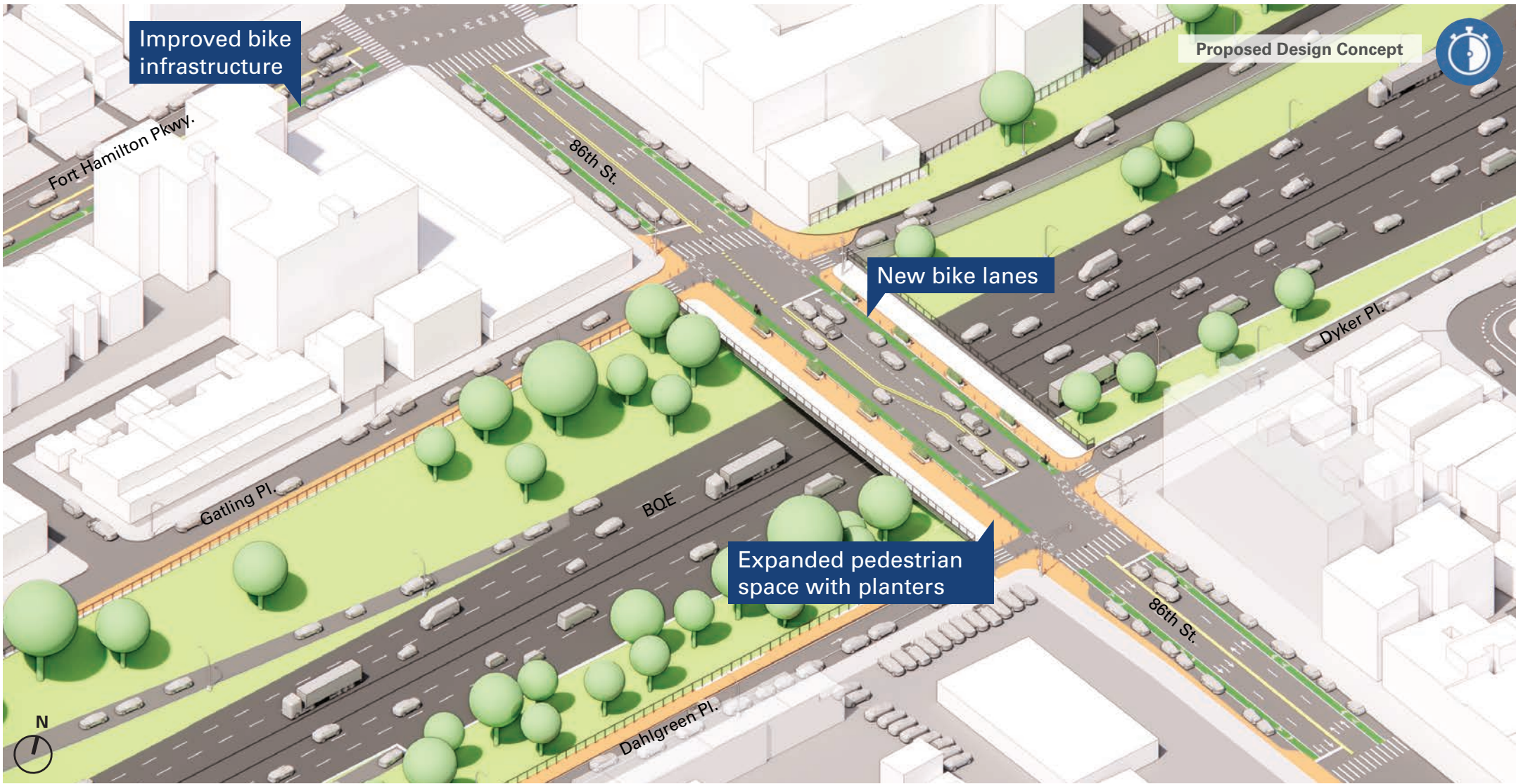
Design Concepts

86th St. Crossing

Today, most of the space on the 86th St. Bridge is used for vehicle travel lanes and parking. This concept suggests curb extensions at intersections and along the bridge to create more space for pedestrians. Planters and flexible bollards could be installed to add greenery and provide a buffer between pedestrians and vehicles. The 86th St. bike lane, which currently runs between Shore Rd. and Third Ave., could be extended to cross the bridge and connect with Dyker Beach Park.



Existing conditions

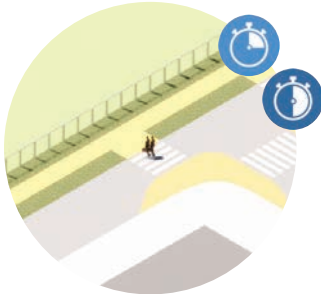


Near term concept

South 4 Toolkit

South 4 concepts focus on safety for all users and new public space through capping and infill of BQE embankments.

-  Near Term
-  Medium Term
-  Long Term



Enhanced pedestrian connections



Partial highway cap with landscaping



Park on infilled BQE embankment



Development on infilled BQE embankment



Highway cap with park



Development on highway cap

Design Concepts

McKinley Park Cap

Today, McKinley Park serves residents on both sides of the BQE trench. However, residents west of the BQE must cross the bridges at 75th St. or Fort Hamilton Pkwy. to access the park.

1 Near Term Concept

This concept suggests a pedestrian and bike priority street along Seventh Ave. between 73rd St. and Bay Ridge Pkwy. Traffic calming measures, like curb extensions, lane narrowing, and shorter crosswalks could slow traffic and create a more welcoming environment for pedestrians and cyclists. Treatments like this could discourage illegal truck parking which often occurs along Seventh Ave. in this section.

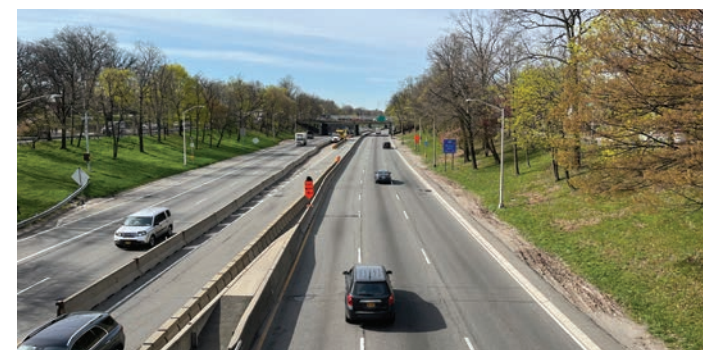
2 Long Term Concept

The long term concept explores a cap over the BQE trench and extension of McKinley Park. This would increase park access for residents on the west side of the BQE, expand public space, and create new opportunities for outdoor programming and recreational uses. Community members expressed support for public spaces dedicated to youth soccer fields, public restrooms, and seating areas.

Similar to other capping concepts along the BQE, air ventilation structures may need to be built throughout the cap. These structures could be built into the landscape and designed to limit the effects of the highway on the surrounding community.



2 Long term concept



BQE trench adjacent to McKinley Park



0 Existing conditions



1 Near term concept

Design Concepts

Leif Ericson Park Cap

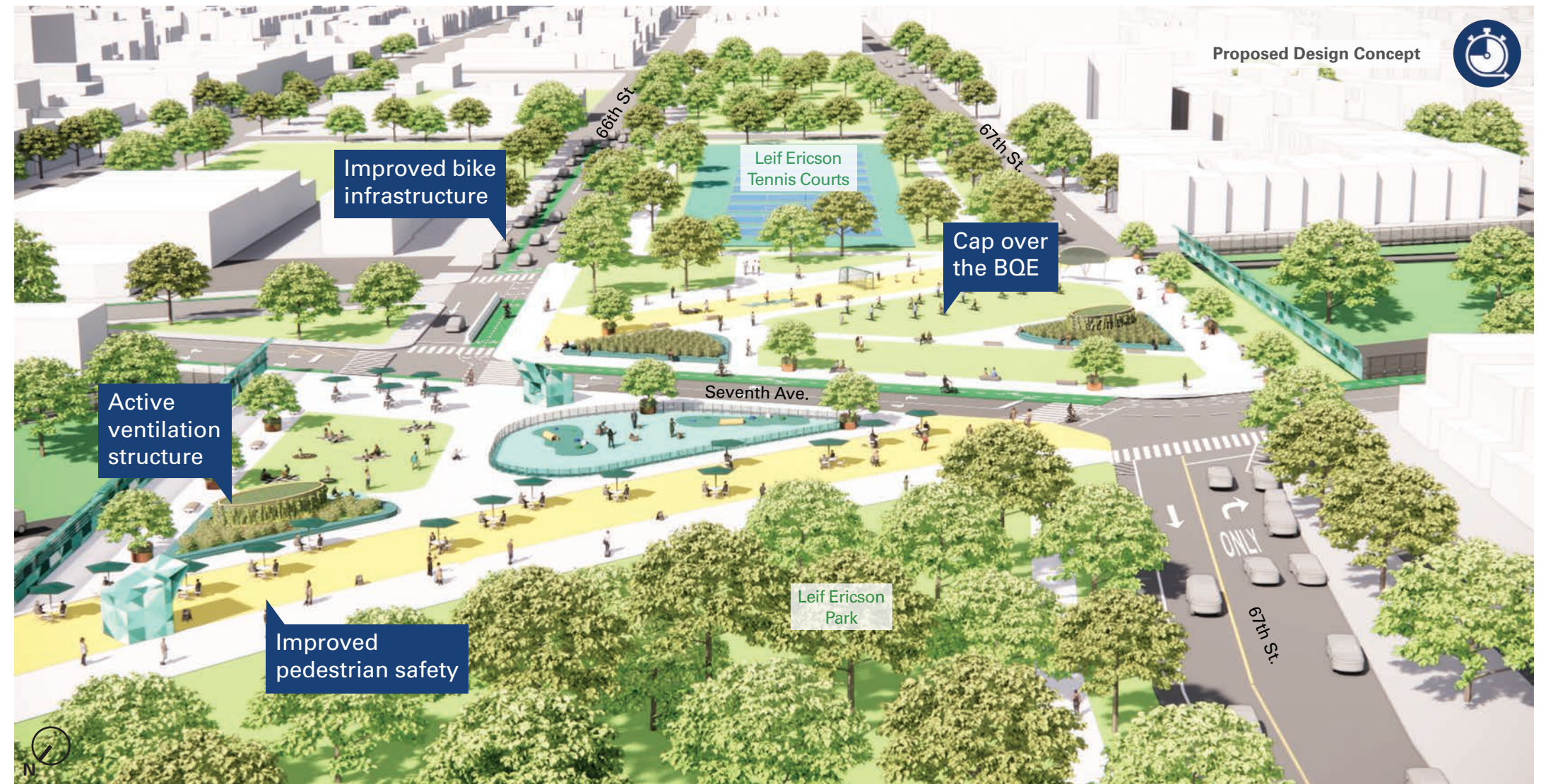
Leif Ericson Park is an eight-block linear park divided by local streets and the BQE. Today, park users must cross the Seventh Ave. Bridge over the BQE trench to access both sides of the park.

1 Long Term Concept

This concept explores constructing a cap over the BQE trench between 66th St. and 67th St. to connect Leif Ericson Park and strengthen links between Sunset Park, Bay Ridge, and Dyker Heights. The Leif Ericson Park cap could include a protected bike lane on Seventh Ave. Additionally, pedestrian and bike priority streets with shorter crossings and improved lighting could be considered on Seventh Ave., 66th St., and 67th St.

On the cap, community amenities such as additional park space, pop-up kiosks with local businesses, and recreation facilities, could be explored.

Like other capping concepts along the BQE, air ventilation structures for the highway below may need to be integrated into the cap. These structures could be incorporated into the landscape and designed to limit the effects of the highway on the surrounding community.



1 Long term concept



Seventh Ave. adjoining Leif Ericson Park



0 Existing conditions

See more in Appendix Ch 6.2 for details about all NYC DOT ongoing projects along the BQE

Design Concepts

Community Amenities on Trench Embankments

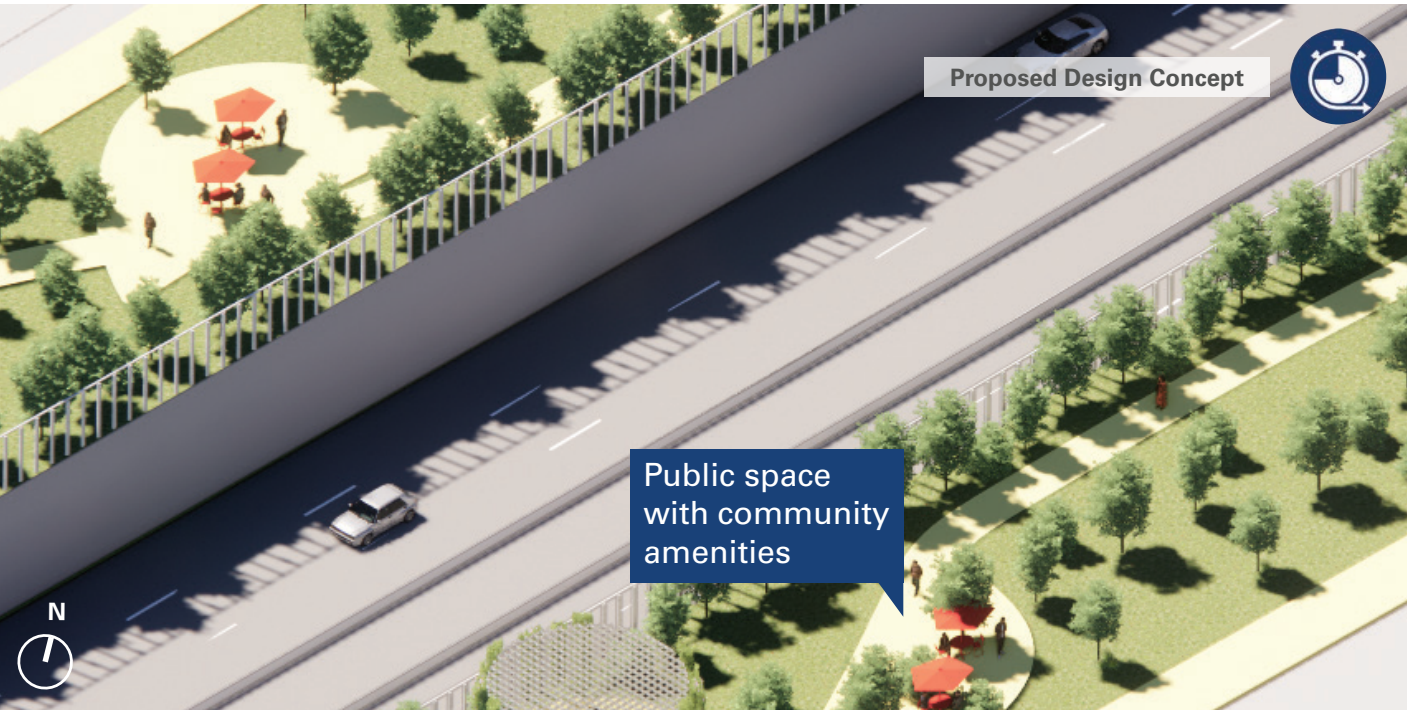
Currently, sloped, grassy embankments line both sides of the BOE trench in Bay Ridge. This concept explores infilling these embankments to create at-grade, neighborhood-level spaces, which could be developed with public spaces, housing, or other types of buildings. More planning and analysis are needed to assess the feasibility of developing buildings on the BOE embankments in this area.



Bay Ridge Pkwy. bridge looking north over the BOE



90th St. and Gatling Pl. looking north over the BOE



Long term concept

Verrazzano Bridge Enhanced Intersection

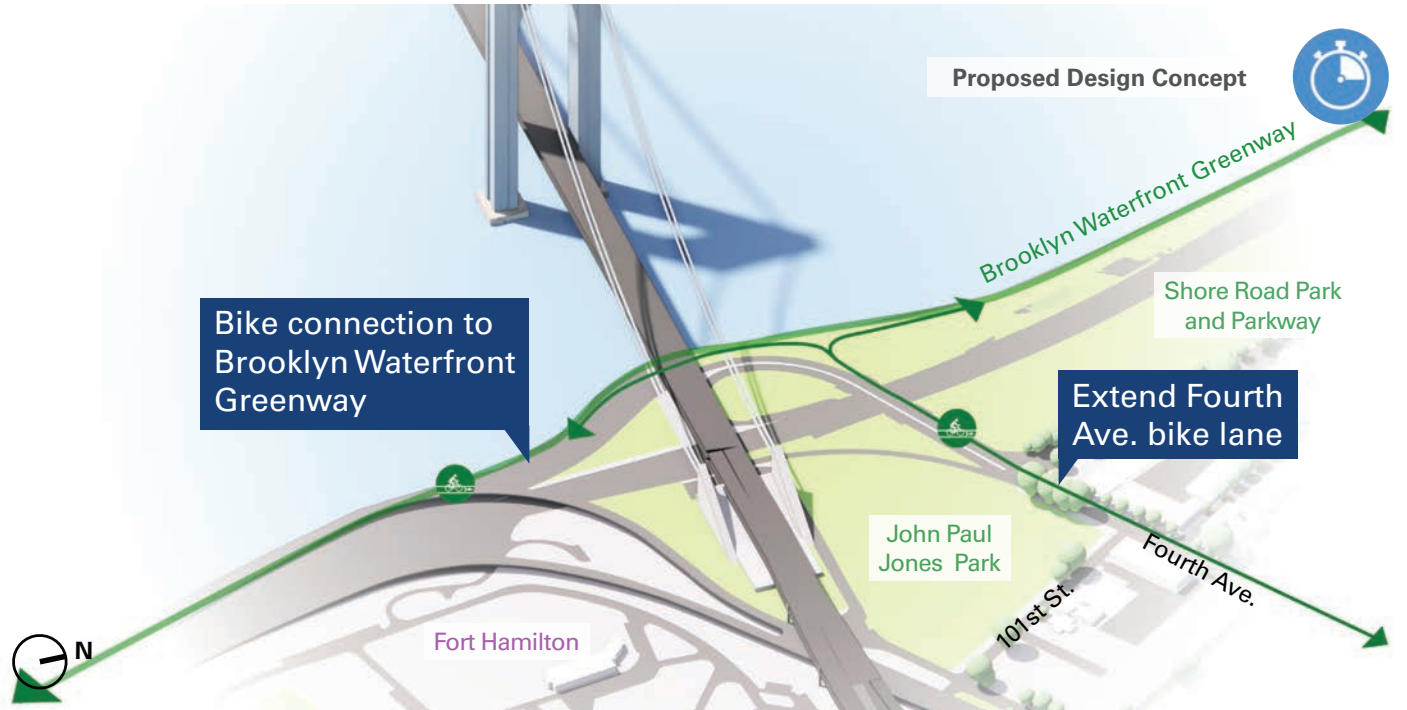
This concept suggests installing protected bike lanes in each direction on the Fourth Ave. Bridge over Belt Pkwy. to create a safer and more direct connection to the Brooklyn Waterfront Greenway. These bike lanes could connect with the shared vehicle and bike lane on Marine Ave. and a potential future extension of the bike lane on Fourth Ave.



Fourth Ave. looking south towards Belt Pkwy.



Shore Pkwy. looking south towards Bay Ridge Promenade



Near term concept



05

Next Steps

Project Implementation Process

Typical Process

This report offers a range of design concepts, for which implementation processes may vary. Each of these concepts requires further study and community engagement to explore feasibility and refine details. Additional considerations include maintenance of public spaces and funding. In addition to local, state, and federal funding sources, tolling, value capture, and public-private partnerships (PPPs) should be explored to finance projects.



Potential City, State, and Federal Agencies Involved

NYC DOT would be involved in the further design and implementation of all proposed concepts and may collaborate or partner with various agencies depending on the project. Multiple city, state, and federal agencies may need to be involved in planning, design, and implementation, depending on the project’s complexity and the jurisdiction of each government agency.

See more in Appendix Ch 6.1 for a full list of potential partner agencies for each design concept



New York City Department of Transportation (NYC DOT)



New York City Department of City Planning



New York City Economic Development Corporation



Mayor’s Office for People with Disabilities



New York City Department of Sanitation



New York State Department of Transportation (NYSDOT)



New York City Department of Design and Construction



New York City Department of Environmental Protection



Office of Management and Budget



Fire Department of New York (FDNY)



New York City Department of Parks and Recreation



Department of Citywide Administrative Services



New York City Department of Health and Mental Hygiene



Public Design Commission



Federal Highway Administration

Previous: Pedestrians traveling underneath the BOE along 34th St.

Project Implementation Process

Implementation Types

Throughout this report, design concepts are categorized by implementation time frames: near term, medium term, and long term. Some concepts could be implemented quickly using NYC DOT in-house resources, while others could require a longer timeline due to the coordination needed among multiple government agencies



Protected bike and pedestrian barrier at 111th St. and Corona Ave. (Queens, NY)

NYC DOT In-House Projects

Design concepts identified as “near term” include projects undertaken on NYC DOT infrastructure with the agency’s in-house resources, using paint, barriers, and other materials to redesign the street and expand public space. Because these projects do not require extensive capital construction, they can be completed on a faster timeline than more complex projects.



Diversity Plaza, a permanent pedestrian plaza (Queens, NY)

NYC DOT Capital Projects

Medium and long term design concepts could include capital projects developed by NYC DOT and built by other City agencies such as NYC Department of Design and Construction. Capital projects involve more intensive construction undertaken by contractors, and typically require a longer timeline. Depending on project details, capital project designs can often be partially implemented using NYC DOT’s in-house resources in advance of capital construction.



Full highway cap (Dallas, TX)

Multi-Jurisdictional Projects

For concepts that span both city and state jurisdictions, such as the capping and reconstruction of pedestrian bridges, city, state, and federal agencies would need to be involved in the planning, design, and implementation of the projects.

Reconnecting Communities

Reconnecting Communities and Neighborhoods

The Reconnecting Communities and Neighborhoods (RCN) Program is led by the US Department of Transportation (USDOT). It provides funding for projects with a focus on improving walkability and safety, mitigating negative effects on the environment, and restoring community connectivity through redesign of infrastructure.

In March 2024, USDOT announced that NYC DOT and NYSDOT’s joint application would receive \$5.6M in funding to support planning for community-driven concepts along BQE North and South.

With the grant funding and the concepts in this report as a guide, a minimum of two projects—at least one in BQE North and at least one in BQE South—will be further evaluated through planning and community engagement.



Highway tunnel with open space (Boston, MA)



Under-highway activations (Toronto, Canada)



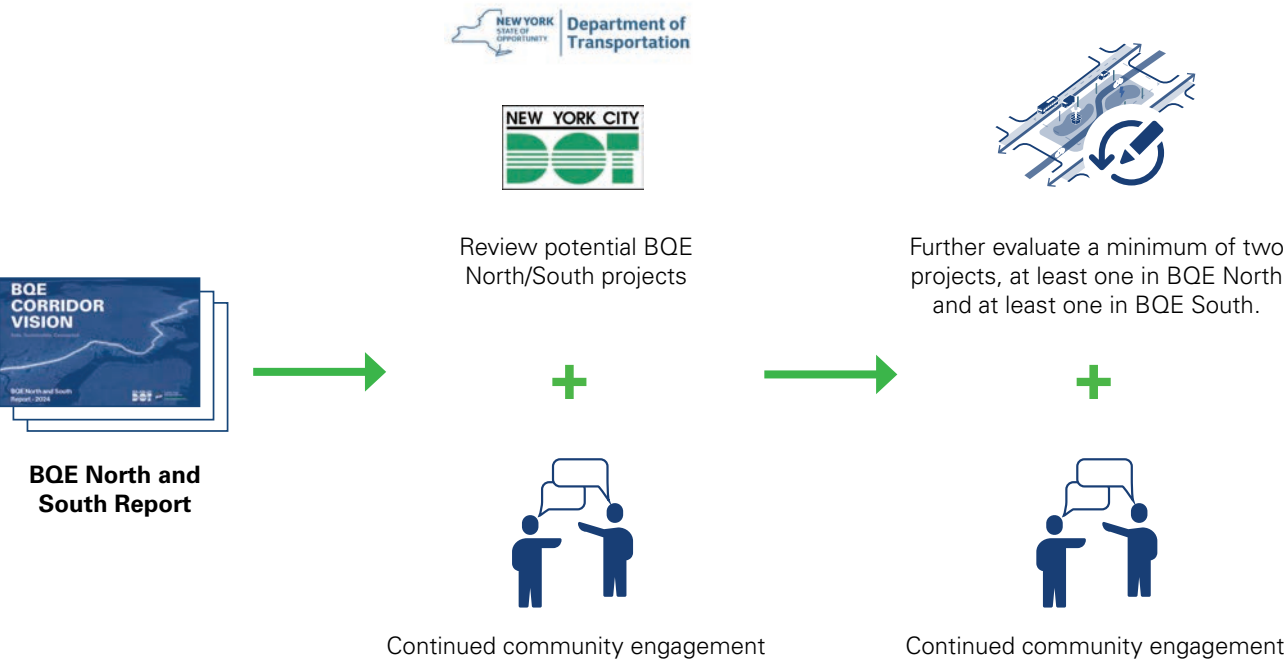
Acoustic barrier (Adelaide, Australia)



FDR Pedestrian Bridge (Manhattan)



Partial highway cap (St Louis, MO)

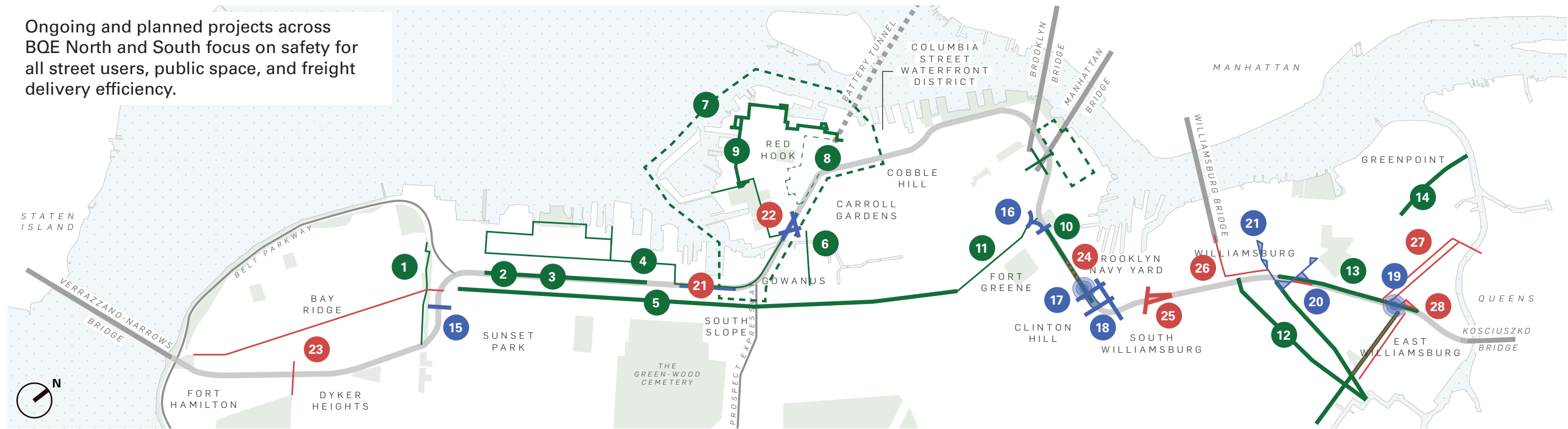


RCN Program Process

Potential Project Types

Projects Along the BQE Corridor

Ongoing and planned projects across BQE North and South focus on safety for all street users, public space, and freight delivery efficiency.



Source: NYC DOT

NYC DOT Programs

- Ongoing Projects (#1-14): Ongoing projects discussed during BQE North and South engagement
- Recently Announced NYC DOT Ongoing Projects (#15-20): Projects and milestones recently announced and not included in BQE North and South engagement materials
- Potential Upcoming NYC DOT Projects (#21-28): Areas of interest for future NYC DOT projects

See more in Appendix Ch 6.2 for ongoing NYC DOT projects and programs

- 1 “Destination: Greenways!” Leif Ericson Park Upgrades, in partnership with NYC Parks
- 2 Third Ave. Pedestrian Ramp Improvements
- 3 Third Ave. Corridor Safety Improvements
- 4 Brooklyn Waterfront Greenway
- 5 Fourth Ave. Corridor Safety Improvements, Atlantic Ave. to 64th St.
- 6 9th St. Protected Bike Lane Upgrades on Smith St. and Third Ave.
- 7 Red Hook Traffic and Truck Study
- 8 Reconstruction of Columbia Street Area
- 9 Red Hook Coastal Resiliency Project
- 10 Park Ave. Pedestrian Ramp Improvements
- 11 Ashland Pl. and Navy St. Protected Bike Lane
- 12 Grand St, Metropolitan Ave. and Morgan Ave. Street Improvements
- 13 Street Improvement Projects on Meeker Ave. from Apollo St. to Metropolitan Ave.
- 14 Street Improvement Project on McGuinness Blvd.
- 15 Reconstruction of the Fifth Ave. Bridge
- 16 Park Ave. - Ingersoll Houses Pedestrian Safety Improvements
- 17 Microhub pilot under the BQE
- 18 Park Ave. Pedestrian Safety Improvements at the Crossover
- 19 Establish permanent public realm enhancements in Williamsburg
- 20 BQ "Flea" under the elevated structure in Williamsburg
- 21 Implement metered parking under the BQE
- 22 Create safer and shorter pedestrian crossings along Hamilton Ave.
- 23 Create new bike connections in Bay Ridge
- 24 Install new electric vehicle chargers under the BQE along Park Ave.
- 25 Safety Improvements at the Wallabout St. and Franklin Ave. intersection
- 26 Complete the bike network connection between K Bridge Park and the Williamsburg Bridge
- 27 Connect the Meeker Ave. bike lane in Greenpoint and East Williamsburg
- 28 Create a public plaza at Driggs Ave. and Meeker Ave.

Corridor-wide Initiatives



Source: MTA, 2019; Brooklyn Greenway Initiative, Inc., 2023

Improved Subway Service

The MTA is committed to increasing accessibility, enhancing reliability, and improving safety by installing elevators at subway stations and upgrading subway service. Accessibility upgrades are currently underway at 36 St. (D/N/R), Classon Ave. (G), Lorimer St. (L), Metropolitan Ave. (L/G), and Bay Ridge-95 St. (R) along the BQE. In August 2023, the MTA increased the frequency of N and R line services to every 8 minutes during midday and evening hours, benefiting the 180,000 daily riders. Additionally, the MTA is replacing signals on the G line with a modern Communications-Based Train Control (CBTC) system, scheduled for completion in 2027.

Brooklyn Bus Network Redesign

The MTA's Brooklyn Bus Network Redesign reimagines current bus routes, stops, and frequencies to better align with customer priorities and meet the needs of both current and future riders. Among the four routes running parallel to the BQE, the B62 could see the most significant route change. The redesign also proposes a new interborough route, the B53.

Interborough Express (IBX)

The IBX is a rapid transit project, led by the MTA, that will connect currently underserved areas of Brooklyn and Queens along an existing 14-mile freight line that extends from Bay Ridge to Jackson Heights. It will substantially lessen travel times, reduce congestion, and expand economic opportunities for the people who live and work in the surrounding areas.

Blue Highways

Activating marine facilities for freight will reduce traffic congestion and air pollution caused by our over-reliance on trucks, and is a key part of the City's broader greenhouse gas emissions reduction strategy. The City aims to modernize existing marine infrastructure, expand access to the waterfront, and develop a sustainable model for last mile delivery.

Bike Infrastructure

New York City is home to the largest bicycle network in North America, with over 1,375 miles of bike routes. To accelerate the growth of safe cycling, NYC DOT is expanding and enhancing greenways, on-street bike lanes, Citi Bike bike share, and secure bike parking. Adding more and safer bike infrastructure can lead to mode shift to cycling.

Off-Hour Delivery (OHD) Program

The OHD program encourages delivery during off-peak hours, 7:00 pm to 6:00 am, to decrease congestion and truck emissions, specifically in areas of Brooklyn where there are high pedestrian volumes and limited curb space. OHD provides greater scheduling flexibility and the ability to have products on shelves before opening.

Microhubs

Local delivery hubs, known as microhubs, aim to reduce growing delivery truck traffic in dense residential neighborhoods to meet the demands of e-commerce. They will provide dedicated curbside or off-street space to shift goods from trucks to smaller, more sustainable final delivery modes such as hand carts, cargo bikes, and small EVs.

See more in Appendix Ch 6.2 for ongoing NYC DOT projects and programs

Opportunities for Future Study

Several opportunities for future study were identified from community feedback. These ideas are excluded from the BQE North and South concepts as they affect BQE highway capacity and structure.

Tolling

Tolling individual roadways, such as tunnels and bridges, or charging for entry into high-congestion areas aims to reduce traffic and fund transit and transportation infrastructure. Reducing the number of vehicles, especially single-occupancy vehicles, may help ease congestion and reduce the negative environmental effects of highway infrastructure.



Rose Kennedy Greenway (Boston, MA)

Tunneling

Replacing the BQE with a tunnel would be a substantial and expensive undertaking and is a decision within New York State jurisdiction. Tunneling could require taking private property along the highway for tunnel portals and emergency egress shafts. Private property takings are not being considered.

On- and Off-ramp Reconfiguration

Reconfiguring ramps to enhance safety and reduce congestion’s negative environmental effects can be a complex undertaking and may affect highway capacity. Less disruptive alternatives to reconfiguring ramps are discussed throughout this report. They include improving traffic signal timing at the intersections next to the ramps, restriping lanes, and introducing barriers to better organize traffic flow.



The Sheridan Expressway (The Bronx, NY)

Tearing Down the BQE

Demolishing the BQE might seem like a straightforward solution to address traffic congestion and its negative effects on communities. However, the BQE North and South sections carry over 150,000 vehicles each day and serve as a crucial arteries for commuters and commercial traffic. Comprehensive alternatives for transit and freight would be necessary to prevent gridlock on surrounding local streets and congestion in Brooklyn and beyond.



BQE off-ramp at Wythe Ave. (Williamsburg, Brooklyn)

HOV and Truck Lanes

Dedicated lanes for high-occupancy vehicles (HOV), buses, and trucks can incentivize carpooling and bus ridership, leading to fewer vehicles on the road and faster travel times for everyone, including those not using the HOV lane. However, constant enforcement is needed to ensure that only eligible vehicles use these dedicated lanes.

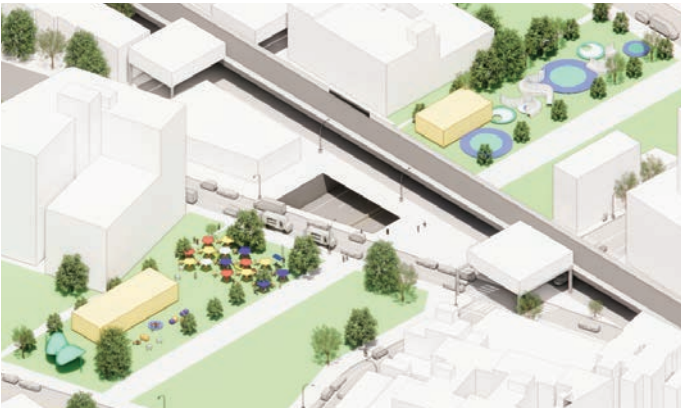


Illustration showing developments on caps

Residential and Community Development

Development of affordable housing and other community amenities on BQE embankments and future highway caps was advocated for during community engagement. This idea requires further study in coordination with other City agencies to determine the feasibility of the structure, size and shape of buildings, and community uses.



HOV lane on the BQE (Bay Ridge, Brooklyn)

06

Appendix

- 6.1 BQE North and South Concept Matrix**
- 6.2 Ongoing and Upcoming Projects**
- 6.3 The BQE in Context: Yesterday and Today**
- 6.4 Reimagining the Role of the BQE**
- 6.5 Additional BQE Vision Engagement Information**
- 6.6 BQE Central**
- 6.7 References**

01







BQE North + South Concept Matrix



Marcy Green North, Williamsburg

Community Priorities and Design Concepts

Community priorities and design concepts for the BQE North and South were informed and refined by the invaluable feedback received from local residents, Community Partners, and stakeholders. With this feedback, NYC DOT created six community priorities that were used to inform and guide design concepts, including:

-  Parks and Public Space
-  Community Connections
-  Street Safety
-  Public Transit
-  Freight and Traffic
-  Climate Resiliency and Environmental Justice

The BQE and Environmental Justice

Many of the BQE North and South concepts are located within an Environmental Justice (EJ) Area defined by the NYS Department of Environmental Conservation.



Source: NYS Department of Environmental Conservation, Disadvantaged Communities Criteria, 2023.

Design Concept Summary and Matrix




The following pages summarize and describe design concepts, including:

- Where the concept is located
- Potential implementation timeline (near, medium, long term)
- Overlap with confirmed NYC DOT Projects
- Relationship with ongoing City initiatives
- Relationship to each of the six Community Priorities.



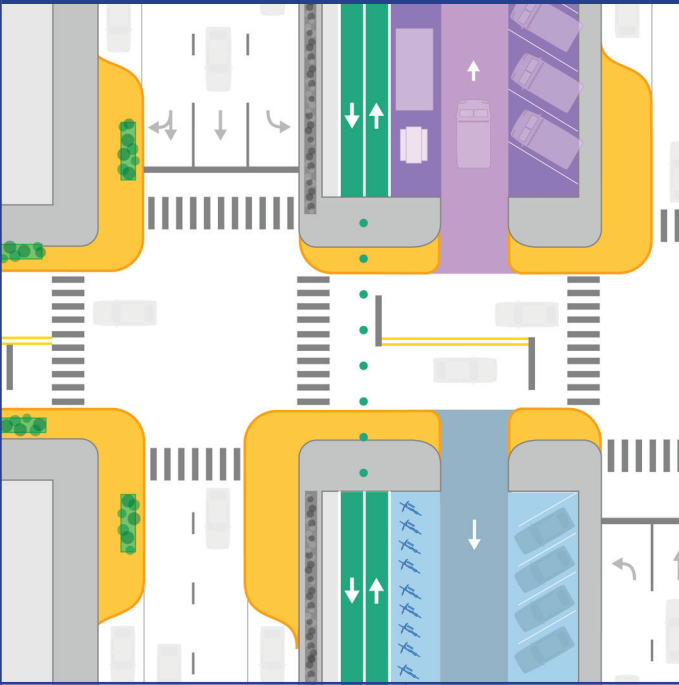

Using the community priorities, NYC DOT created design concepts that could holistically address residents' concerns about how the BQE affects their neighborhoods.

In general, all design concepts address multiple Community Priorities; however, not all priorities are addressed on the same level.

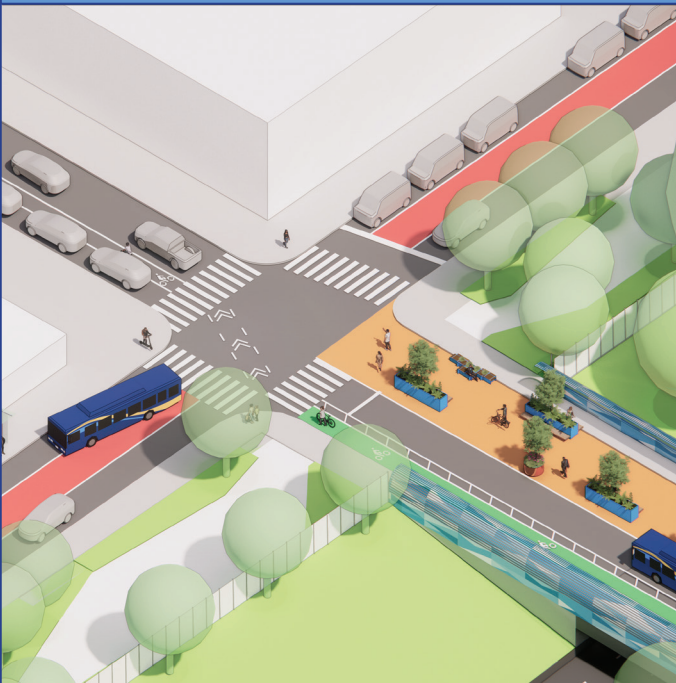



Alignment with Community Priorities

-  Priority is fully addressed
-  Priority is partially addressed
-  Priority is lightly or not addressed

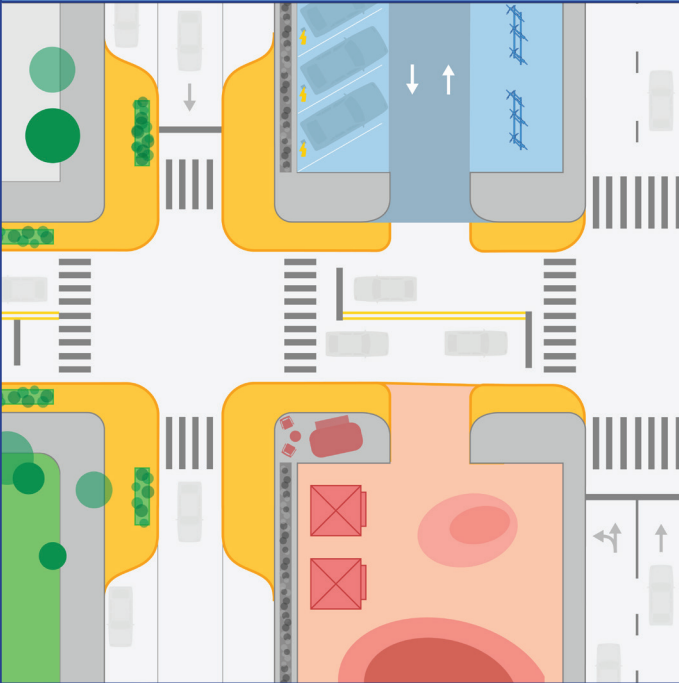





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 1				
	<p>The Meeker Under</p> <p>Areas below the BOE could have active temporary uses, such as a pop-up market and outdoor fitness area, combined with lighting and other improvements.</p>	28-29	<ul style="list-style-type: none">12 Grand St., Metropolitan Ave. and Morgan Ave. Street Improvements13 Street Improvement Projects on Meeker Ave. from Apollo St. to Metropolitan Ave.19 Establish permanent public plazas enhancements in Williamsburg20 BQ "Flea" under the elevated structure in Williamsburg	<ul style="list-style-type: none">• El-Space Toolkit
				
	<p>Meeker Ave. Traffic Calming</p> <p>Intersection enhancements along Meeker Ave. could support safe connections.</p>	28, 30	<ul style="list-style-type: none">12 Grand St., Metropolitan Ave. and Morgan Ave. Street Improvements13 Street Improvement Projects on Meeker Ave. from Apollo St. to Metropolitan Ave19 Establish permanent public plazas enhancements in Williamsburg27 Connect the Meeker Ave. bike lane in Greenpoint and East Williamsburg28 Create a public plaza at Driggs Ave. and Meeker Ave	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Green Infrastructure• El-Space Toolkit
				





























Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 2				
	<p>Marcy Ave. Bus Priority</p> <p>Along Marcy Ave. between Borinquen Pl. and Broadway, a bus priority lane could enhance transit operations by providing dedicated space for buses alongside improved bus stops.</p>	36	<div>12</div> Grand St, Metropolitan Ave. and Morgan Ave. Street Improvements	<ul style="list-style-type: none">Brooklyn Bus Network RedesignGreen Infrastructure
				
North 3				
	<p>Park Ave. Enhanced Streetscape</p> <p>Treatments like painted curb extensions could reduce crossing distances across Park Ave, slow vehicles, and create additional pedestrian space.</p>	40-41	<div>10</div> Park Ave. Pedestrian Ramp Improvements	<ul style="list-style-type: none">Microhubs Pilot ProgramLockerNYC Pilot ProgramTruck Route Network UpdateNYC Clean Trucks ProgramMetered ParkingElectric Vehicle ChargingCar ShareEI-Space Toolkit
				







Concept Description and Alignment with Community Priorities	Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 3			
<div></div> <div><p>Park Ave. Crossings</p><p>Intersections along Park Ave. could be enhanced to create shorter and more comfortable crossings.</p></div> <div><div></div></div>	40, 42	<div><div>10</div> Park Ave. Pedestrian Ramp Improvements</div>	<ul style="list-style-type: none">• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Green Infrastructure• EI-Space Toolkit
South 2			
<div></div> <div><p>Court St. Safety Enhancements</p><p>Pedestrian and bike enhancements such as painted curb extensions, bike lanes, and crosswalks could shorten crossings across Hamilton Ave. and its cross-streets.</p></div> <div><div></div></div>	54	<div><div>7</div> Red Hook Traffic and Truck Study</div> <div><div>8</div> Reconstruction of Columbia St. Area</div> <div><div>22</div> Create safer and shorter pedestrian crossings along Hamilton Ave</div>	<ul style="list-style-type: none">• Green Infrastructure• EI-Space Toolkit





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 2				
	<p>Prospect Gateway Enhanced Intersection</p> <p>Intersection modifications could include pedestrian safety elements, enhanced lighting under the BQE structure at crossings, and murals along embankment walls.</p> <div> </div>	57	<div><div>4</div> Brooklyn Waterfront Greenway</div> <div><div>7</div> Red Hook Traffic and Truck Study</div> <div><div>21</div> Implement metered parking under the BQE</div>	<ul style="list-style-type: none">• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Car Share• Green Infrastructure• El-Space Toolkit• Brooklyn Waterfront Greenway
South 3				
	<p>Third Ave. Activations</p> <p>Blocks under the elevated structure could be reimaged with new uses, such as public space and recreation, pop-up markets, microhubs, and metered parking and charging.</p> <div> </div>	61	<div><div>2</div> Third Ave. Pedestrian Ramp Improvements</div> <div><div>3</div> Third Ave. Corridor Safety Improvements</div> <div><div>21</div> Implement metered parking under the BQE</div>	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Car Share• Green Infrastructure• El-Space Toolkit







Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 3				
	<p>Third Ave. Community Hub The space under the BOE could be reimagined to host a pop-up market on select blocks, with space for vendors, community amenities, and community organizations.</p> <div></div>	61-63	<div>2</div> Third Ave. Pedestrian Ramp Improvements <div>3</div> Third Ave. Corridor Safety Improvements	<ul style="list-style-type: none">• El-Space Toolkit
	<p>Third Ave. Enhanced Streetscape A curbside protected bike lane along both sides of Third Ave. could create dedicated space for bikes and remove a vehicle travel lane. Additionally, lighting under the BOE, curb extensions along Third Ave, and parking infrastructure enhancements could be explored.</p> <div></div>	61, 62	<div>2</div> Third Ave. Pedestrian Ramp Improvements <div>3</div> Third Ave. Corridor Safety Improvements	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Car Share• Green Infrastructure• El-Space Toolkit• Brooklyn Waterfront Greenway



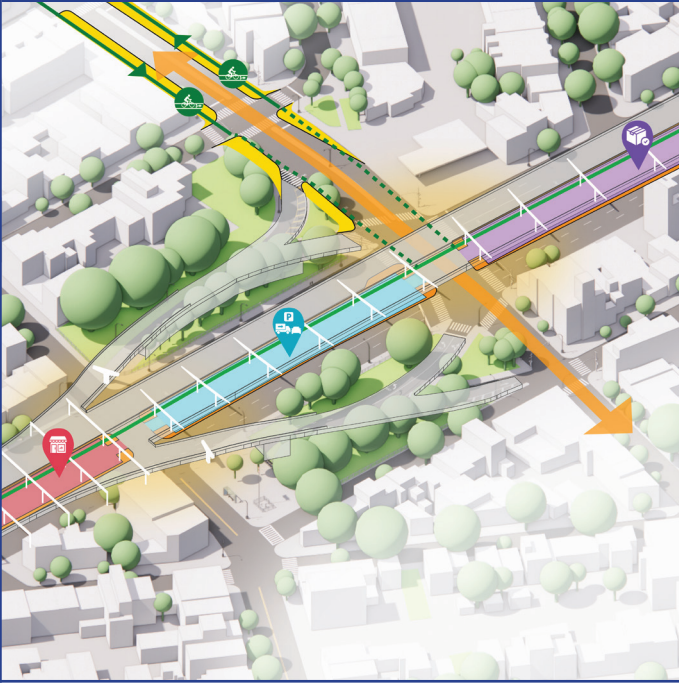



Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 3				
	<p>Pedestrian Connections Near Ramps</p> <p>Pedestrian safety enhancements could be integrated into intersections by the on- and off-ramps at Third Ave. and 38th and 39th Sts.</p>	64	<div>2</div> Third Ave. Pedestrian Ramp Improvements <div>3</div> Third Ave. Corridor Safety Improvements <div>5</div> Fourth Ave. Corridor Safety Improvements, Atlantic Ave. to 64th St.	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Car Share• Green Infrastructure• El-Space Toolkit
	<p>Transit to Waterfront Connections</p> <p>Safety elements, such as traffic calming and shorter pedestrian crossings, can create safer intersections along Third Ave.</p>			

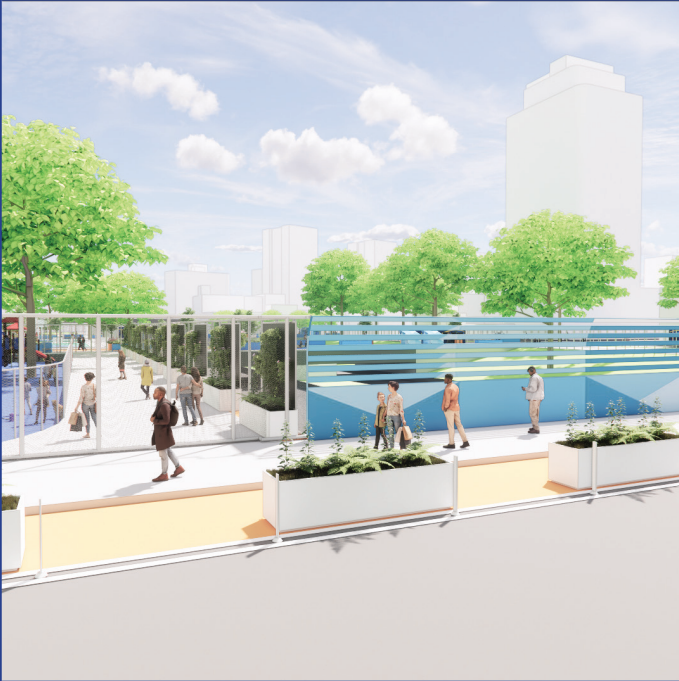







Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 4				
	<p>McKinley Park Shared St.</p> <p>Seventh Ave. adjacent to McKinley Park, between Bay Ridge Pkwy. and 78th St., could become a shared street, creating more public space for community programming.</p>	70		<ul style="list-style-type: none">Green Infrastructure
				
	<p>Verrazzano Bridge Enhanced Intersection</p> <p>A new two-way protected bike lane on the Fourth Ave. bridge over Belt Pkwy. could create a safe and direct connection to the Brooklyn Waterfront Greenway.</p>	72	<div>23</div> Create new bike connections in Bay Ridge	
				







Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 1				
	<p>The Meeker Under: Meeker Market</p> <p>Introducing a new weekly market under the BOE and new uses such as car-share parking, secure bike parking, and EV charging in areas where parking is maintained full-time.</p>	28-29	<div>12</div> Grand St, Metropolitan Ave. and Morgan Ave. Street Improvements	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Green Infrastructure• EI-Space Toolkit
				
	<p>McGuinness-Meeker Enhanced Intersection</p> <p>Pedestrian and cyclist safety enhancements could include adding sidewalks and crossings at BOE on-/off-ramps at McGuinness Blvd.</p>	30	<div>12</div> Grand St, Metropolitan Ave. and Morgan Ave. Street Improvements	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Green Infrastructure• EI-Space Toolkit
				

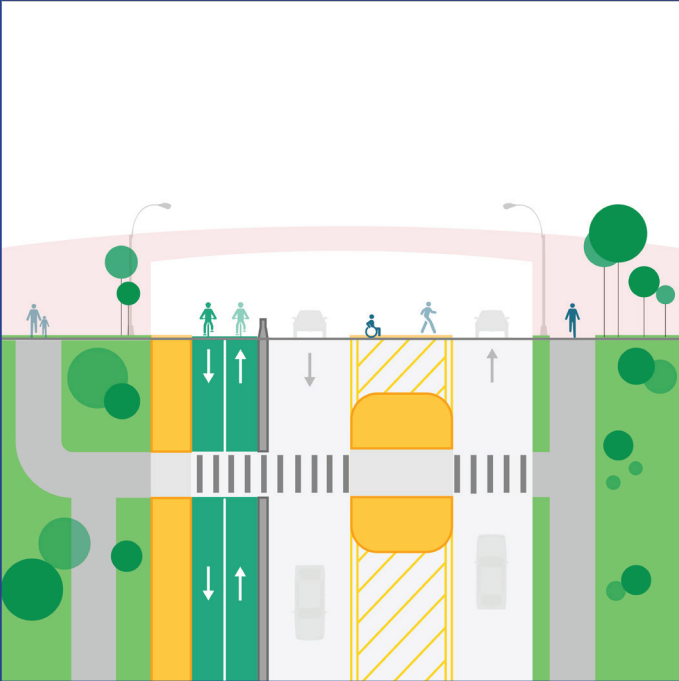



Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 2				
	<p>Marcy Green</p> <p>Curb extensions and planters could add additional pedestrian space along the S 3rd St, S 4th St, and S 5th St. bridges; some parking along these bridges could be removed.</p> <div> </div>	34-35		<ul style="list-style-type: none">Green Infrastructure
	<p>La Guardia Playground and Continental Army Park</p> <p>Roebling St. between St. 4th St. and the Williamsburg Bridge on-ramp could close to vehicular traffic to unite Continental Army Plaza and La Guardia Playground.</p> <div> </div>	36	<div>26</div> Complete the bike network connection between K Bridge Park and the Williamsburg Bridge	<ul style="list-style-type: none">Truck Route Network UpdateGreen Infrastructure





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 3				
	<p>Park Ave. Activations</p> <p>Activating spaces along Park Ave. could include new community amenities such as EV chargers, microhubs, and public realm programming.</p>	40	<div>17</div> Microhub pilot under the BQE <div>24</div> Install new electric vehicle chargers under the BQE along Park Ave	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Car Share• Green Infrastructure• El-Space Toolkit
				
	<p>Park Ave. Enhanced Streetscape</p> <p>Treatments at intersections along Park Ave. could be permanently constructed in concrete, and could include traffic calming and shorter pedestrian crossings. A mix of metered parking, microhubs, and secure bike parking uses could be located under the BQE.</p>	40-41	<div>10</div> Park Ave. Pedestrian Ramp Improvements <div>17</div> Microhub pilot under the BQE <div>24</div> Install new electric vehicle chargers under the BQE along Park Ave	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• Car Share• Green Infrastructure• El-Space Toolkit
				







Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 3				
	<p>Navy St. Connector</p> <p>A pedestrian-oriented Navy St. could include traffic-calming through an added street-level crosswalk to help reunite the two halves of the NYCHA Ingersoll campus divided by Navy St.</p>	42	<div>11</div> Ashland Pl. and Navy St. Protected Bike Lane	
	<div>17</div> Park Ave. - Ingersoll Houses Pedestrian Safety Improvements			
	<p>Wallabout Bend Enhanced Intersection</p> <p>Traffic calming measures and slip lane closures could improve pedestrian safety and increase community amenity space near Park Ave, Grand Ave, Williamsburg St, and Kent Ave.</p>	43	<div>18</div> Park Ave. Pedestrian Safety Improvements at the Crossover	





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 1				
	<p>Union and Sackett St. Community Bridge</p> <p>Parking could be removed from the Union and Sackett St. bridges over the BOE to improve street safety and create new public space.</p>	47-48	<div>7</div> Red Hook Traffic and Truck Study	<ul style="list-style-type: none">Green Infrastructure
	<p>Kane St. Community Bridge</p> <p>Parking could be removed from the Kane St. bridges over the BOE to improve street safety and create new public space.</p>	47, 49		





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 2				
	<p>Hamilton Passage</p> <p>The space under the Gowanus elevated highway could be transformed into a pedestrian space with community amenities such as a pedestrian path, additional lighting, and seating.</p>	55	<div>7</div> Red Hook Traffic and Truck Study	<ul style="list-style-type: none">Green InfrastructureEl-Space ToolkitBrooklyn Waterfront Greenway
				
	<p>Court St. Safety Enhancements</p> <p>Safety improvements at intersections could create a new protected bike lane, slow vehicular speeds, and shorter pedestrian crossings.</p>	54	<div>7</div> Red Hook Traffic and Truck Study	<ul style="list-style-type: none">Green InfrastructureBrooklyn Waterfront Greenway
				





























Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 2				
	<p>Clinton/W 9th St. Pedestrian Enhancements</p> <p>Pedestrian and bike connections across Hamilton Ave. could be enhanced through a new crossing, curb extensions along Hamilton Ave. A two-way protected bike lane could be considered along Hamilton Ave. and connect to the Brooklyn Waterfront Greenway.</p>	56	<div>7</div> Red Hook Traffic and Truck Study <div>8</div> Reconstruction of Columbia Street Area	<ul style="list-style-type: none">Green InfrastructureEl-Space Toolkit
South 3				
	<p>Third Ave. Community Hub</p> <p>The market and seating could be built with heavy-duty materials, combined with lighting and other modifications to the space below the BQE.</p>	61-63	<div>2</div> Third Ave. Pedestrian Ramp Improvements <div>3</div> Third Ave. Corridor Safety Improvements	<ul style="list-style-type: none">El-Space Toolkit














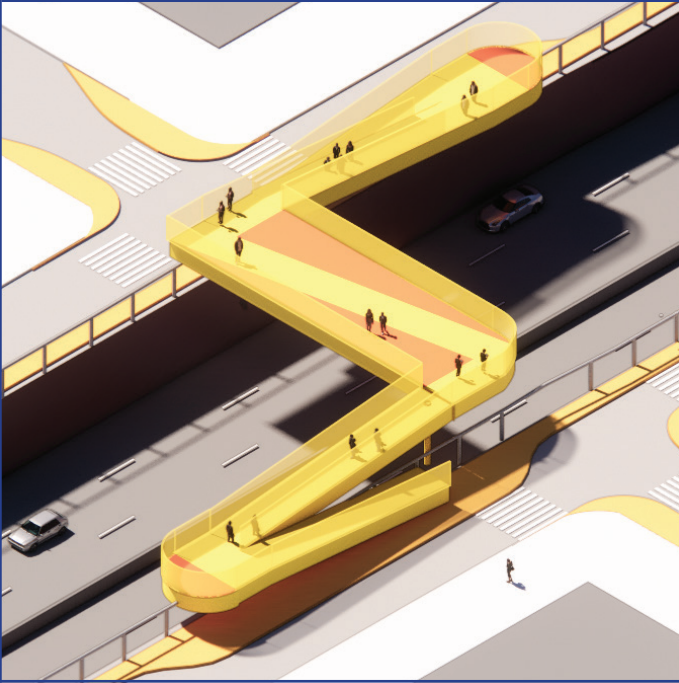














Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 3				
	<p>Third Ave. Enhanced Streetscape</p> <p>Painted bike lanes and curb extensions could be transformed into permanent enhancements built out of concrete, with added amenities. Pedestrian safety could be improved through shorter pedestrian crossings and improved lighting.</p>	61, 62	<div>2</div> Third Ave. Pedestrian Ramp Improvements <div>3</div> Third Ave. Corridor Safety Improvements	<ul style="list-style-type: none">• Microhubs Pilot Program• LockerNYC Pilot Program• Truck Route Network Update• NYC Clean Trucks Program• Metered Parking• Electric Vehicle Charging• El-Space Toolkit
South 4				
	<p>86th St. Crossing</p> <p>Safety elements could be added to support safer crossings for pedestrians and bicyclists.</p>	69	<div>23</div> Create new bike connections in Bay Ridge	





























Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
North 2				
	<p>Marcy Green</p> <p>Between Borinquen PI and Broadway, the BQE could be fully or partially capped to create a continuous park space connecting existing parks and playgrounds.</p>	34-35		
<div><div></div><div></div></div>				
South 1				
	<p>Union and Sackett St. Park Cap</p> <p>A cap over the BQE could create new space for parks and community amenities, combined with traffic calming on Hicks St.</p>	47-48		<ul style="list-style-type: none">Green Infrastructure
<div><div></div><div></div></div>				





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 1				
	<p>Kane St. Community Bridge</p> <p>Full or partial caps over the BOE could create new space for parks and community amenities, combined with traffic calming on Hicks St.</p>	47, 49		
	<div></div> <div></div>			
	<p>Summit St. Pedestrian Bridge</p> <p>The bridge could be replaced with an ADA-accessible pedestrian bridge, with raised intersections and traffic-calming on both sides of Hicks St.</p>	50		
	<div></div> <div></div>			

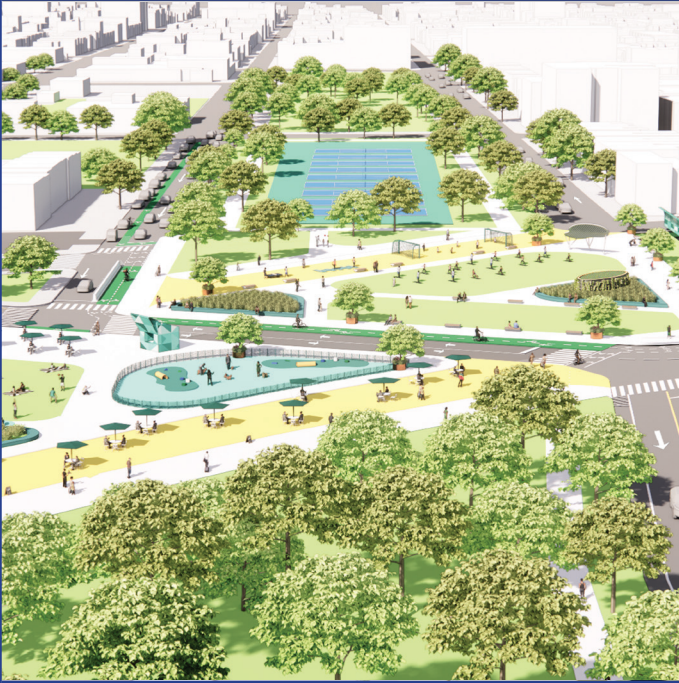





Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 1				
	<p>DiMattina Playground Connector</p> <p>Capping the BQE on-ramp on Hamilton Ave. near the Carey Tunnel could unify parks and playgrounds that are currently divided by this ramp's trench.</p>	50	<div>7</div> Red Hook Traffic and Truck Study	<ul style="list-style-type: none">Open Streets
<div><div></div><div></div></div>				
South 2				
	<p>Red Hook Footbridge Connector</p> <p>The Footbridge approach on the Red Hook side will be rebuilt to be ADA-accessible as part of an upcoming NYC DEP project, with additional pedestrian space at the Red Hook landing. Enhancements could also be made to the pedestrian space on the Carroll Gardens side.</p>	57	<div>7</div> Red Hook Traffic and Truck Study <div>8</div> Reconstruction of Columbia Street Area	<ul style="list-style-type: none">Green Infrastructure
<div><div></div><div></div></div>				



Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 3				
	<p>Enhanced Intersections near the Belt Pkwy. Split</p> <p>Safety and park space could be enhanced along and near the BOE, with improved neighborhood connectivity, including pedestrian enhancements under the BOE at Fourth Ave., a street-level Shore Rd. crossing at Third Ave., and unifying Leif Ericson Park.</p>	65	<div><div>1</div>"Destination: Greenways!" Leif Ericson Park Upgrades</div> <div><div>5</div>Fourth Ave. Corridor Safety Improvements, Atlantic Ave. to 64th St.</div> <div><div>15</div>Reconstruction of the Fifth Ave. Bridge</div> <div><div>23</div>Create new bike connections in Bay Ridge</div>	
South 4				
	<p>McKinley Park Cap</p> <p>A cap could be built over the BOE adjacent to McKinley Park to expand park space and public use.</p>	70		<ul style="list-style-type: none">Green Infrastructure



Concept Description and Alignment with Community Priorities		Pages	Overlap with Confirmed NYC DOT Projects (See pg. 104-107)	Relationship with NYC DOT Programs (See pg. 108-113)
South 4				
	<p>Leif Ericson Park Cap</p> <p>Leif Ericson Park could be unified through a cap from 66th St. to 67th St. to create continuous park space and enhance neighborhood connections.</p>	71	1 “Destination: Greenways!” Leif Ericson Park Upgrades	<ul style="list-style-type: none">Green Infrastructure
				
	<p>Community Amenities on Trench Embankments</p> <p>The unusable, sloped embankments lining the BOE trench could be infilled to create neighborhood-level linear parks with space for community amenities.</p>	72		<ul style="list-style-type: none">Green Infrastructure
				

62

Ongoing +
Upcoming
NYC DOT
Projects

BQE Corridor NYC DOT Projects

DOT Project Phases

- *Planning:* NYC DOT is collecting and analyzing data and engaging with the community to develop the project
- *Design:* NYC DOT is designing the project and creating an implementation plan
- *Implementation:* The project is being installed or under construction
- *Recently implemented:* The project was implemented within the last year

Ongoing NYC DOT Projects (#1-16):
Ongoing projects discussed during BQE North and South engagement

Recently Announced NYC DOT Ongoing Projects (#17-23):
Projects and milestones recently announced and not included in BQE North and South engagement materials

Potential Upcoming NYC DOT Projects (#24-30):
Areas of interest for future NYC DOT projects



Pedestrian walking across textured ramp

2 Third Ave. Pedestrian Ramp Improvements

Construction of missing sidewalks at median crossings along Third Ave. Installation of ADA compliant pedestrian ramps with detectable surfaces to provide access for people with visual disabilities, wheelchair users and people pushing strollers or carts.

Project Phase: Implementation



Proposed greenway section in Leif Ericson Park

1 “Destination: Greenways!” Leif Ericson Park Upgrades, in partnership with NYC Parks Department

Bicycle and pedestrian improvements along the greenway path through Leif Ericson Park between Second Ave. and Seventh Ave.

Project Phase: Design

Associated BQE Corridor Vision design concepts: Fourth Ave. Enhanced Intersection (See pg. 67), Leif Ericson Park Cap (See pg. 71)

3 Third Ave. Corridor Safety Improvements

Pedestrian and bicyclist safety improvements along Third Ave. from Prospect Ave. to 62nd St., including intersection improvements and traffic calming for passenger vehicles and trucks.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: Third Ave. Activations (See pg. 61), Third Ave. Community Hub (See pg. 61-63), Third Ave. Enhanced Streetscape (See pg. 61 and 62), Pedestrian Connections Near Ramps (See pg. 64), Transit to Waterfront Connections (See pg. 64)



Proposed greenway on Second Ave. between 37th St. and 39th St.

4 Brooklyn Waterfront Greenway

Hamilton Ave. Gowanus Section:

Implementation of over 1.5 miles of the greenway from Red Hook to Sunset Park, on Hamilton Ave. and Third Ave. from Smith St. to 29th St. The greenway will be a two-way bike path separated from vehicle lanes, with a widened sidewalk and new planters.

Project Phase: Implementation

Sunset Park North Section: Construction of the greenway as a two-way bike path raised and separated from vehicle travel lanes along 29th St. between Third Ave. and Second Ave. and on Second Ave. between 29th St. and 39th St. in Sunset Park.

Project Phase: Design

Sunset Park South Connection Study: Study to determine the Greenway route from 39th St. to 58th St.

Project Phase: Planning

Sunset Park Infrastructure: Construction of the Brooklyn Waterfront Greenway led by NYC Economic Development Corporation (EDC) on 39th St. from Second Ave. to the waterfront and safety improvements at intersections, including closure of the slip lane at Third Ave. and 39th St.

Project Phase: Implementation

Associated BQE Corridor Vision design concepts: Hamilton Passage (See pg. 55), Prospect Gateway Enhanced Intersection (See pg. 59)

BQE Corridor NYC DOT Projects

5 Fourth Ave. Corridor Safety Improvements, Atlantic Ave. to 64th St.

Construction of landscaped, raised medians (Phase A), concrete islands, other safety and accessibility upgrades to improve safety for pedestrians and cyclists on Fourth Ave. (Phase B).

Project Phase: Implementation of Phase A and Design of Phase B

Associated BQE Corridor Vision design concepts: Pedestrian Connections Near Ramps (See pg. 57), Transit to Waterfront Connections (See pg. 57), Fourth Ave. Enhanced Intersection (See pg. 67)



Proposed planting and flood wall at Erie Basin Park

9 Red Hook Coastal Resiliency Project

Construction of an integrated coastal protection system that will reduce the risk of coastal flooding, maintain access to the waterfront, and improve public spaces. The Red Hook section of the Brooklyn Waterfront Greenway will be constructed as part of this project.

Project Phase: Design



Cyclist on 9th St. protected bike lane

6 9th St. Protected Bike Lane Upgrades on Smith St. and Third Ave.

Upgrade of the 9th St. bike lane to protect cyclists from vehicle travel lanes and extend the protected bike lane network between Prospect Park and Gowanus.

Project Phase: Recently implemented

10 Park Ave. Pedestrian Ramp Improvements

Construction of missing sidewalks at median crossings along Park Ave. Installation of ADA compliant pedestrian ramps, which include a red or white detectable surface to help guide people with visual disabilities and provide access for wheelchair users and people pushing strollers or carts.

Project Phase: Implementation

Associated BQE Corridor Vision design concepts: Park Ave. Enhanced Streetscape (See pg. 40-41), Park Ave. Crossings (See pg. 40 and 42)

7 Red Hook Traffic and Truck Study

The Red Hook Traffic and Truck Study will evaluate current and future traffic conditions with emphasis on truck traffic, host public engagement, then develop strategies to address community concerns, reduce congestion, and improve safety.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: Union and Sackett St. Park Cap (See pg. 47-48), DiMattina Playground Connector (See pg. 50), Hamilton Passage (See pg. 55), Court St. Safety Enhancements (See pg. 54), Clinton/W 9th St. Pedestrian Enhancements (See pg. 56), Prospect Gateway Enhanced Intersection (See pg. 57), Red Hook Bridge Connector (See pg. 57), Transit to Waterfront Connections (See pg. 64)



Cyclists using protected bike lane on Navy St.

11 Ashland Pl. and Navy St. Protected Bike Lane

Two-way protected bike lane on Ashland Pl. and Navy St. from Lafayette Ave. to Flushing Ave. Additional work at Ashland Pl. and Park Ave. planned in a future capital project.

Project Phase: Recently implemented

Associated BQE Corridor Vision design concepts: Navy St. Connector (See pg. 42)

8 Reconstruction of Columbia St. Area

Full roadway reconstruction with pedestrian safety and accessibility improvements in coordination with water and sewer upgrades. This project includes streets south of Hamilton Ave: Van Brunt St, Columbia St, Richard St, Hicks St. and Henry St. up to W 9th St, and the surrounding streets.

Project Phase: Design

Associated BQE Corridor Vision design concepts: Hamilton Passage (See pg. 55), Court St. Safety Enhancements (See pg. 54), Clinton/W 9th St. Pedestrian Enhancements (See pg. 56), Red Hook Bridge Connector (See pg. 57)

BQE Corridor NYC DOT Projects

12 Grand St., Metropolitan Ave. and Morgan Ave. Street Improvements

In partnership with Council Member Gutierrez, NYC DOT hosted a community workshop in Spring 2023 to better understand connectivity and safety challenges along Grand St., Metropolitan Ave., and Morgan Ave., with a focus on improving pedestrian and cyclist travel on these corridors.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: The Meeker Under (See pg. 57-58), Meeker Ave. Traffic Calming (See pg. 57 and 58), McGuinness-Meeker Enhanced Intersection (See pg. 57), Marcy Ave. Bus Priority (See pg. 57)



Cyclist using Meeker Ave.'s protected bike lane

13 Street Improvement Projects on Meeker Ave. from Apollo St. to Metropolitan Ave.

Corridor safety improvements to create safer bicycle and pedestrian connections, including to the new Under the 'K' Bridge Park bike and pedestrian path.

Project Phase: Implementation

Associated BQE Corridor Vision design concepts: The Meeker Under (See pg. 57-58), Meeker Ave. Traffic Calming (See pg. 57 and 58), McGuinness-Meeker Enhanced Intersection (See pg. 57)



New bike lane on McGuinness Blvd.

14 Street Improvement Project on McGuinness Blvd.

In 2023, NYC DOT installed a new bike lane on McGuinness Blvd. between the Pulaski Bridge and Calyer St. NYC DOT intends to complete the bike lane connection between Meeker Ave. and Calyer St., and create new pedestrian space along McGuinness Blvd. between Meeker Ave. and Bayard St.

Project Phase: Implementation

Associated BQE Corridor Vision design concepts: McGuinness-Meeker Enhanced Intersection (See pg. 57)

16 Park Ave. - Ingersoll Houses Pedestrian Safety Improvements

This project will permanently close the slip lane, currently marked with paint, at the Park Ave. and Navy St. intersection, and add grade-separated bikes lane on Navy St. that will connect to the protected lanes further south. Additionally, the project will create a more pedestrian-friendly crossing at Park Ave. and St. Edwards St., improving access for Ingersoll Houses residents to Commodore Barry Park.

Project Phase: Design

Associated BQE Corridor Vision design concepts: Navy Street Connector (See pg. 57)

17 Microhub Pilots under the BQE

NYC DOT has proposed two pilot microhub locations under the BQE: one at Park Ave. and Washington Ave, and one at Meeker Ave. and Kingsland Ave. The pilot will test how well microhubs improve safety and delivery efficiency, and provide environmental benefits by reducing truck trips in the surrounding neighborhood. The pilot locations under the BQE are close to neighborhoods with high delivery demand and will provide weather-protected space for workers to load goods onto sustainable modes away from street traffic.

Project Phase: Implementation

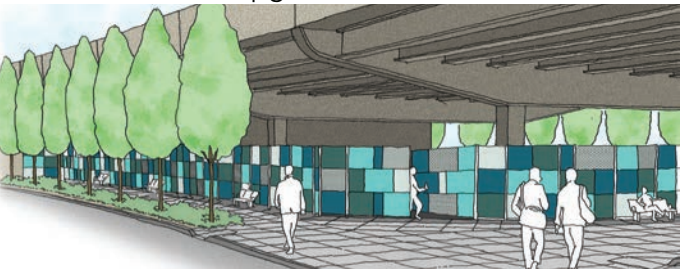
Associated BQE Corridor Vision design concepts: Park Ave. Activations (See pg. 57), Park Ave. Enhanced Streetscape (See pg. 40-57)

18 Park Ave. Pedestrian Safety Improvements at the Crossover

This project will install a new intersection at Park Ave. and Grand Ave. This reconstruction unlocks space under the BQE for pedestrian access and an NYC DOT storage facility.

Project Phase: Design

Associated BQE Corridor Vision design concepts: Wallabout Bend Enhanced Intersection (See pg. 57)



Park Ave. Crossover proposal

15 Reconstruction of the Fifth Ave. Bridge

NYC DOT will rehabilitate the Fifth Ave. Bridge over the Long Island Railroad and the N subway line to enhance the pedestrian connection between Sunset Park and Bay Ridge communities. The bridge structure will be reinforced, and the bridge roadway and sidewalk will be reconstructed. Stormwater drainage and lighting improvements will be incorporated into the design.

Project Phase: Design

Associated BQE Corridor Vision design concepts: Fourth Ave. Enhanced Intersection (See pg. 67)

19 Establish permanent public realm enhancements in Williamsburg

NYC DOT intends to upgrade a series of public plazas and pedestrian spaces throughout Williamsburg by reconstructing these spaces with permanent materials. Plaza locations could include the Roebling St., N 5th St., and Union Ave. Plazas. Expanded sidewalks and pedestrian crossing improvements on Union Ave. between Keap St. and Metropolitan Ave. and around the Sonsire Triangle at the southwest corner of McCarren Park are also being considered.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: The Meeker Under (See pg. 57-58), Meeker Ave. Traffic Calming (See pg. 57 and 58)

BQE Corridor NYC DOT Projects

20 BQ "Flea" under the elevated structure in Williamsburg

NYC DOT has recently partnered with BK Flea to launch 'BQ Flea,' a weekly pop-up market pilot under the BQE. The market will operate on Sundays between Union Ave. and Lorimer St. and feature local vendors, makers, and artists. When the market is not in operation, the space will revert to metered parking.

Associated BQE Corridor Vision design concepts: The Meeker Under (See pg. 57-58)

24 Install new electric vehicle chargers under the BQE along Park Ave.

NYC DOT intends to install a fast-charging hub on Park Ave., between Clinton and Vanderbilt St. This hub would include EV fast chargers capable of charging a passenger vehicle in under 45 minutes. These new EV fast chargers would also support the PlaNYC goal to ensure that all New Yorkers are within 2.5 miles of a fast charger by 2035.

Associated BQE Corridor Vision design concepts: Park Ave. Activations (See pg. 57)

25 Safety Improvements at the Wallabout St. and Franklin Ave. intersection

NYC DOT plans to install a turn calming treatment for lefts turns onto eastbound Wallabout St. and southbound Franklin Ave. NYC DOT is also studying traffic circulation and parking in this area to guide future safety and congestion improvements.

21 Implement metered parking under the BQE

NYC DOT intends to implement metered parking under the elevated BQE structure on Third Ave. between 20th St. and 28th St. Metered parking in this area would support parking turnover and increase parking availability, allowing more people to park during the day for shopping, work, and deliveries. Metering the existing unmanaged parking under the elevated structure would facilitate regular sanitation and maintenance to address cleanliness under the BQE.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: Prospect Gateway Enhanced Intersection (See pg. 57), Third Ave. Activations (See pg. 57)

26 Complete the bike network connection between K Bridge Park and the Williamsburg Bridge

NYC DOT is exploring a new bike connection between Metropolitan Ave. and Borinquen PI to build on the recently implemented bike lane along Meeker Ave. between Apollo St. and Metropolitan Ave. This new connection would create continuous two-way bike access between the Williamsburg Bridge and K Bridge Park.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: The Meeker Under (See pg. 57-58), Meeker Ave. Traffic Calming (See pg. 57 and 58), La Guardia Playground and Continental Army Park (See pg. 57)

22 Create safer and shorter pedestrian crossings along Hamilton Ave.

NYC DOT is exploring Hamilton Ave. pedestrian crossing enhancements at Mill St., Garnet St., and Court St. Elements could include sidewalk extensions, new crosswalks, new sidewalks in the Hamilton Ave. median, and longer pedestrian crossing signals.

Project Phase: Planning

Associated BQE Corridor Vision design concepts: Hamilton Passage (See pg. 57), Court St. Safety Enhancements (See pg. 57)

27 Connect the Meeker Ave. bike lane in Greenpoint and East Williamsburg

To build on the recently implemented Meeker Ave. bike lane, NYC DOT is exploring new bike connections north of the BQE along Monitor St. and Kingsland Ave. to improve the connection between the Greenpoint Ave. bridge and Meeker Ave. New bike connections on Morgan Ave. and Vandervoort Ave. are also being explored to improve connectivity between Meeker Ave. and Grand St. bike routes.

Associated BQE Corridor Vision design concepts: Meeker Ave. Traffic Calming (See pg. 57 and 58)

23 Create new bike connections in Bay Ridge

NYC DOT is exploring a new Fourth Ave. bike connection in Bay Ridge to extend the current Fourth Ave. bike lane which ends at 65th St. A new bike connection along 86th St. is also being considered which could connect Dyker Beach Park to the existing Seventh Ave. bike lane and improve connectivity to the west side of the BQE trench.

Associated BQE Corridor Vision design concepts: Fourth Ave. Enhanced Intersection (See pg. 72), Verrazzano Bridge Enhanced Intersection (See pg. 57), 86th St. Crossing (See pg. 57)

28 Create a public plaza at Driggs Ave. and Meeker Ave.

NYC DOT is exploring a plaza activation and closure of the Driggs Ave. slip lane. Closing the slip lane would reduce the number of crossings for pedestrians and provide public space with tables and chairs or other amenities.

Associated BQE Corridor Vision design concepts: Meeker Ave. Traffic Calming (See pg. 57 and 58)

Ongoing NYC DOT Initiatives



Open Street on 58th St. and Fifth Ave. in Sunset Park

Open Streets

New York City's Open Streets program transforms streets into public space open to all. These transformations allow for a range of activities that promote economic development, support schools, facilitate pedestrian and bike mobility, and provide new ways for New Yorkers to enjoy cultural programming and build community.

There are three types of Open Streets. Limited Local Access streets are designed for pedestrian and cyclist use and enjoyment and allow slow local vehicle traffic. Full Closure streets temporarily close to vehicles allowing for a range of activities for the public to gather. Lastly, the full Closure:

Schools program partners with local schools to support drop-off and pick-up operations, recess, and outdoor learning.

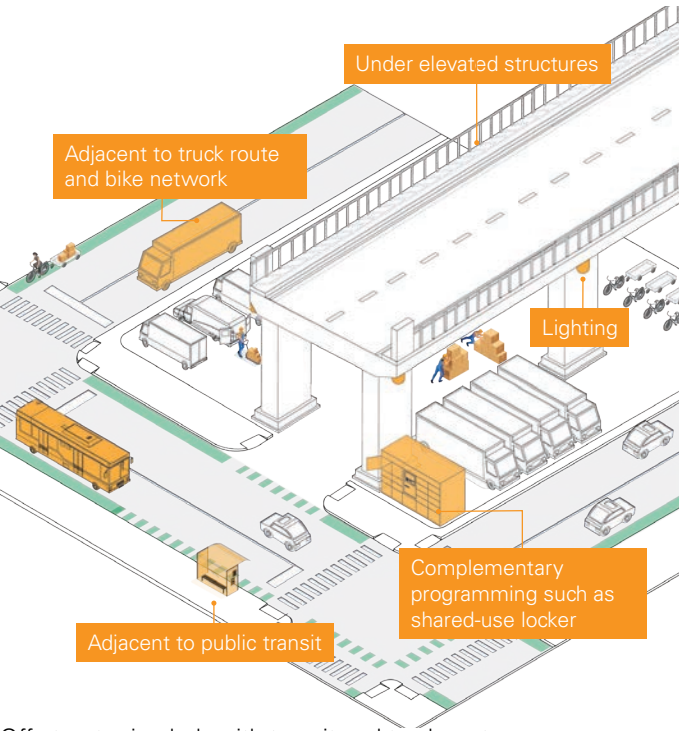
Open Streets in the BOE North and South geographies include:

- Berry St. from Broadway to North 12 St.
- Banker St.
- Hall St. from Park Ave. to Myrtle Ave.
- Rapelye St. from Hicks St. to Henry St.
- Summit St. from Henry St. to Hicks St.
- Columbia St. from Woodhull St. to Hamilton Ave.
- West 9 St. from Henry St. to Hicks St.

Ongoing NYC DOT Initiatives: Freight

NYC DOT Freight Initiatives

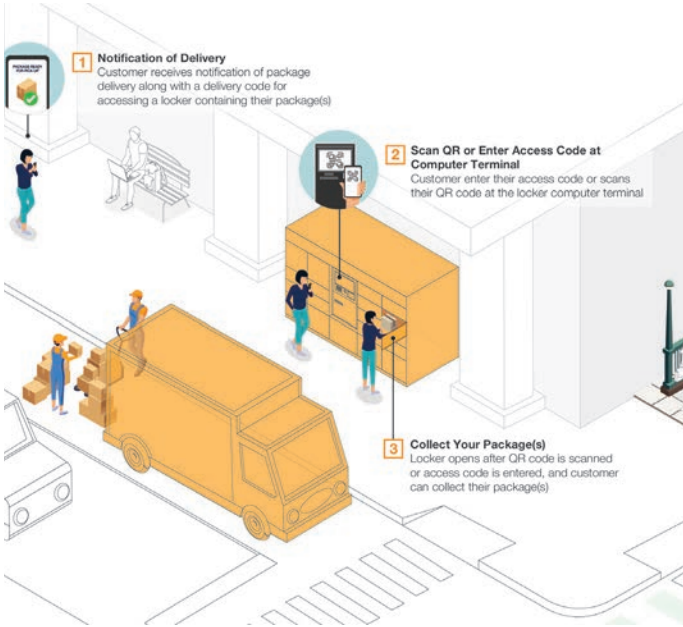
NYC DOT’s freight initiatives seek to move freight safely and efficiently and support the shift to moving freight via smaller and low emissions vehicles. Together, these programs improve the sustainability of goods movement and mitigate the adverse effects of truck traffic on communities.



Off-street microhub with transit and truck route access

Microhubs Pilot Program

The pilot aims to reduce growing delivery truck traffic in dense residential neighborhoods by providing dedicated space to shift goods from trucks to more sustainable final delivery modes such as hand carts, cargo bikes, and smaller EVs.



Secure LockerNYC on public sidewalk

LockerNYC Pilot Program

The pilot allows New Yorkers to receive and send packages using secure lockers located on sidewalks, in order to reduce package theft and truck trips on residential and congested commercial corridors. Lockers will be available 24/7.



Worker unloading packages at night in Manhattan

Off-Hour Deliveries (OHD)

The OHD program will soon provide monetary incentives to support deliveries to businesses during off-peak hours, 7:00 pm to 6:00 am. The OHD program offers greater scheduling flexibility for businesses, while decreasing congestion and truck emissions.



Delivery trucks causing congestion in Sunset Park

Truck Route Network Update

NYC DOT is evaluating the city’s truck route network, including identifying potential truck route additions and removals. Additionally, NYC DOT will seek to improve safety, reduce congestion and emissions, and decrease truck vehicle miles traveled.

Ongoing NYC DOT Initiatives: Freight



Electric truck charging at a station

NYC Clean Trucks Program

The City supports the transition to zero emission truck fleets, increasing the adoption of commercial cargo bikes for last-mile deliveries, and other sustainable last-mile delivery approaches. DOT is also actively working to expand the Clean Truck Program to Industrial Business Zones citywide by offering incentives to truck owners to replace their old polluting vehicles with cleaner new ones. DOT and NYCEDC are developing a citywide electrification strategy, examining locations to install a network of up to 100 publicly accessible chargers to support the transition to electric trucks by 2026.



DHL delivery worker transporting packages from cargo boat (London, UK)

Blue Highways

NYC DOT and the NYCEDC are committed to encouraging the use of NYC’s waterways to move goods into and around the City. Activating our marine facilities for freight will reduce traffic congestion and air pollution caused by our over-reliance on trucks, and is a key part of the City’s broader greenhouse gas emissions reduction strategy. The City is interested in modernizing existing marine infrastructure, expanding access to the waterfront, and helping to develop a sustainable model for last mile delivery that minimally affects neighboring communities.



Right: Elevated BOE Structure looking south towards Williamsburg

Ongoing NYC DOT Initiatives: Passenger Vehicle Management



Metered parking along Meeker Ave. from Morgan Ave. to Graham Ave.

Metered Parking

NYC DOT manages parking meters on streets and in municipal parking facilities. On-street, metered parking encourages shorter parking sessions so that space can open up for other users, increasing parking availability in high demand areas. Off-street, metered parking can draw in motorists and free up space in other high demand areas, while still encouraging turnover. Metered parking allows more people to park during the day for shopping and deliveries, reducing double parking and congestion, while improving safety. Metered parking locations can be found under the elevated sections of the BQE on Meeker Ave. between Morgan Ave. and Metropolitan Ave., and on Third Ave. between 28th St. and 43rd St.



EV charging pilot site at Third Ave. and 34th St.

Curbside Level 2 EV Charging Pilot

NYC launched a citywide Curbside Level 2 Electric Vehicle Charging Pilot to provide 100 public on-street (EV) chargers. NYC DOT selected curbside locations based on projected demand for charging, geographic diversity, and input from local elected officials and community stakeholders. NYC DOT also collected input from the public on where chargers should be installed. Two EV charging locations can be found under the BQE: near the Meeker Ave. and Rodney St. intersection and on Third Ave. at 34th St.



Zipcar reserved Car Share parking on Congress St. and Hicks St.

Car Share

NYC DOT's Carshare Program designates curbside parking spaces for eligible carshare organizations, providing access to a vehicle without the responsibility of ownership. Carshare spaces are located at curbside locations and in municipal parking facilities citywide. The Carshare Program aims to address congestion, local emissions, and household transportation costs by providing on-demand access to a vehicle short-term use. For every 1 carshare vehicle on the road, 4 personal vehicles are either sold or not purchased.

Ongoing NYC DOT Initiative: Green Infrastructure

What is Green Infrastructure?

During heavy rainfall events, green infrastructure addresses local flooding from rain and helps prevent the City’s sewer system from being overwhelmed. DOT will consider the tools described below for each project along the corridor.

New York City, per the Unified Stormwater Rule, is required by law to implement green infrastructure elements for a variety of projects, demonstrating the City’s commitment to incorporating sustainability within the built environment.



Rain gardens (Elmhurst, Queens)

Rain Gardens

Rain gardens are planted areas along the sidewalk. An inlet opening along the curb allows the rain garden to collect rainwater so it can be slowly absorbed into the ground.



Grass top infiltration basin



Concrete top infiltration basin

Infiltration Basins

Infiltration basins, a low maintenance alternative to rain gardens, capture water via curb inlets. They feature a grass or concrete top with subsurface water storage.



Green space at a plaza (Brooklyn Heights, Brooklyn)

Green Space

Green spaces in DOT projects tackle stormwater by allowing absorption into the ground instead of the sewer system.



Cone-like downspouts capture storm water from the BQE elevated structures (El-Space Pilot in Sunset Park, Brooklyn)

Downspouts

Downspouts bring stormwater runoff from elevated structures to street level and can be redirected away from pedestrian areas, toward drains or catch basins.



Porous concrete in the parking lane on Beach 108th St. (Rockaway Beach, Queens)

Porous Concrete

Precast Porous Concrete Panels (PPCP) manage stormwater by allowing water to filter into the soil below the roadway. PPCP are installed by NYC DOT in parking lanes and low-traffic areas to avoid damage.

Ongoing NYC DOT Project

El-Space Initiative and Toolkit

NYC DOT’s El-Space Initiative seeks to activate spaces beneath and adjacent to elevated transportation infrastructure to improve public spaces and create safe and accessible connections. The El-Space Initiative offers a systemic, replicable set of practices and policies which can be implemented across the five boroughs.

In collaboration with the Design Trust for Public Space and community stakeholders, NYC DOT has been studying, testing, and evaluating new prototypes as well as identifying methods to manage El-Spaces citywide. NYC DOT has hosted demonstrations and pilots to test lighting improvements, green infrastructure, reflective paint, and seating. NYC DOT has begun to install new lighting fixtures and the El-Fence into permanent capital projects.

The following prototypes and treatments for El-Space deployment can be considered for implementation of BQE North and South concepts.



El-Fence at Dutch Kills St. below the Queensboro Bridge (Hunters Point, Queens)

El-Fence

A modular fence sections off NYC DOT-managed space used for operations such as storing equipment. The El-Fence features colorful graphics and LED lighting.



El-Box at Brooklyn Bridge Arches (DUMBO, Brooklyn)

El-Box

El-Box is a 20-foot-long shipping container. The interior has access to utilities and has a flexible space for storing, warming, and selling food.



El-Space at Third Ave. and 36th St. (Sunset Park, Brooklyn)

El-Space Lighting

LED lighting creates a more comfortable space for pedestrians and highlights the structure. After testing planters, it was found that placement beside the structure, instead of under, best supported plant growth.

NYC Parks Ongoing Project

Commodore Barry Park, Phase 1

This project will reconstruct Commodore Barry Park's sports courts and playground. In 2023, NYC Department of Parks & Recreation gathered input and recommendations from the community and parks users. Based on the input received, Parks is planning to transform the public space into a dynamic mix of passive and active recreation with reconstructed sports courts and playgrounds, new adult fitness, a large open lawn, and sitting areas. New plantings, shade trees and stormwater capture areas will be introduced throughout the formerly public space. This project is currently under design.



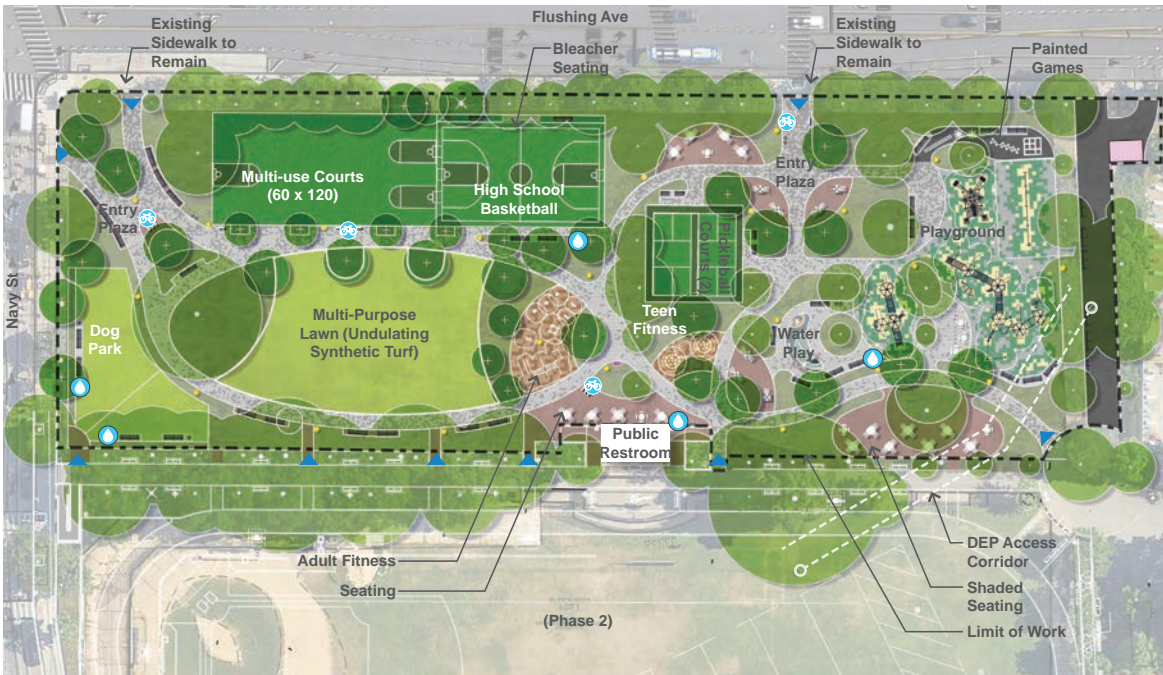
Existing playground



Existing recreation area

Legend

- Limit of Work
- ▶ Future Entrance
- Asphalt Block Pavers
- Concrete Pavers
- Asphalt
- Adult / Teen Fitness
- Safety Surface Tiles
- Receptacle Enclosure
- Cafe Table and Chairs
- Game Table and Chairs
- Tot Table
- Bench
- Bike Rack
- Trash Receptacles
- Relocated Plaque
- Drinking Fountain
- Light Pole
- Existing Tree
- Proposed Tree



Proposed Phase 1 Commodore Barry Park plan

Commodore Barry Park, Phase 2

This second phase of the park will reconstruct Commodore Barry fields. By installing synthetic turf, it will provide a longer life cycle based on the intense use field is expected to receive. The plan includes new security lighting, new backstops and sports fencing, new dugouts with benches, bottle fillers and trash receptacles, new bike racks and site to now be fully accessible to all.



Existing field, looking south towards Ingersoll Houses



Existing field, looking southwest towards Tillary St.

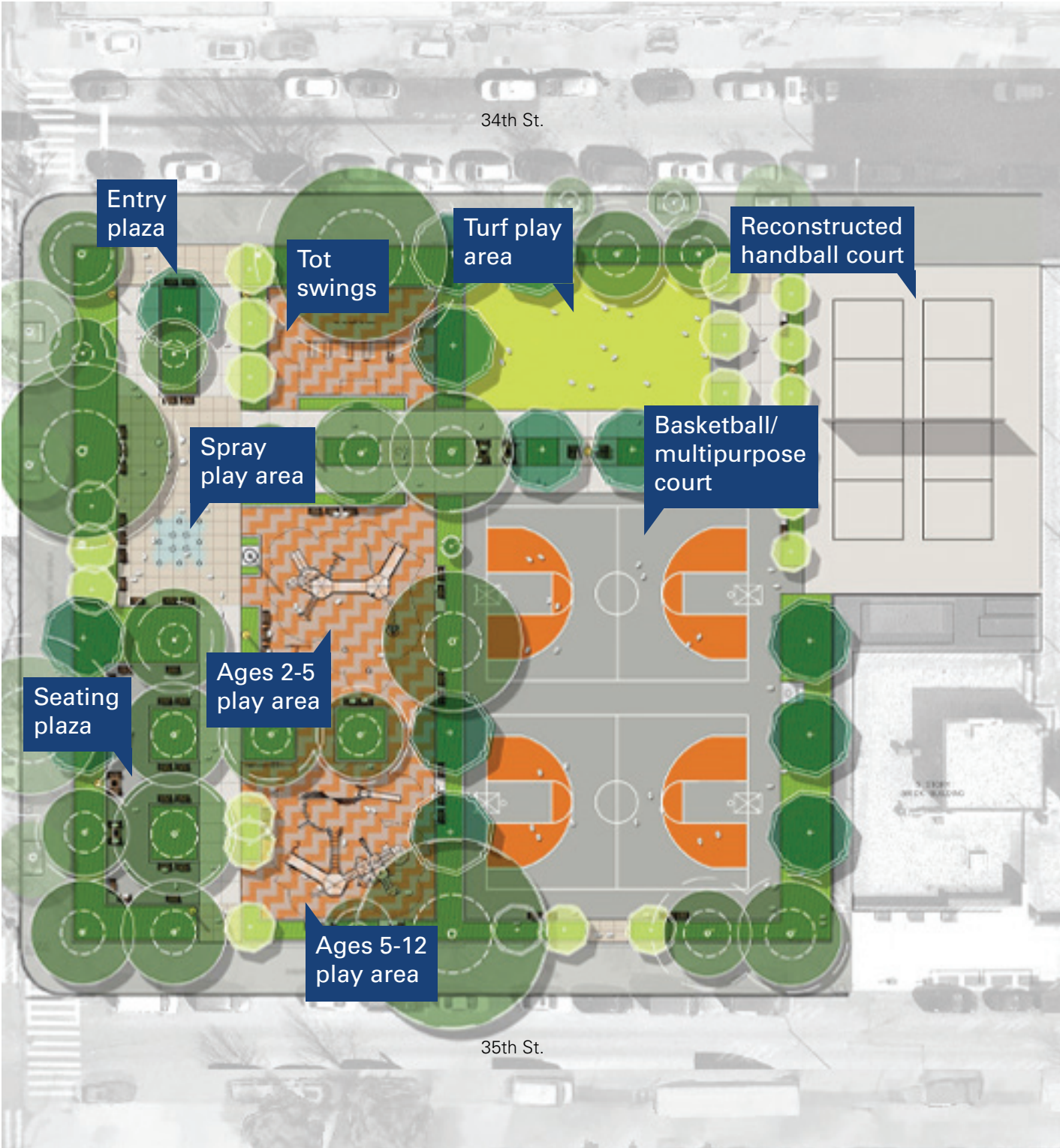


Proposed Phase 2 Commodore Barry Park plan

NYC Parks Ongoing Project

D’Emic Playground

This project will reconstruct the entire playground as part of the Mayor’s Community Parks Initiative. NYC Department of Parks & Recreation hosted a public feedback session in 2023 and received recommendations from the community, park users, and the adjacent Sunset Park High School. The new design creates two new circulation corridors to help visitors better navigate the site. The programmed spaces include colorful, engaging play areas (with areas for children ages 2-5 and children ages 5-12), a shaded seating plaza, cooling spray area, and a small synthetic turf area. New site amenities including benches, game tables, drinking fountains and security lighting are part of the plans. Handball courts and basketball courts will be reconstructed with vibrant color and new backboards. Fencing will be minimal, providing a more open and inviting feel. The design is on schedule to be completed in 2024.



Proposed plan



Existing park entrance from Third Ave. and 34th St.



Existing basketball/multipurpose court

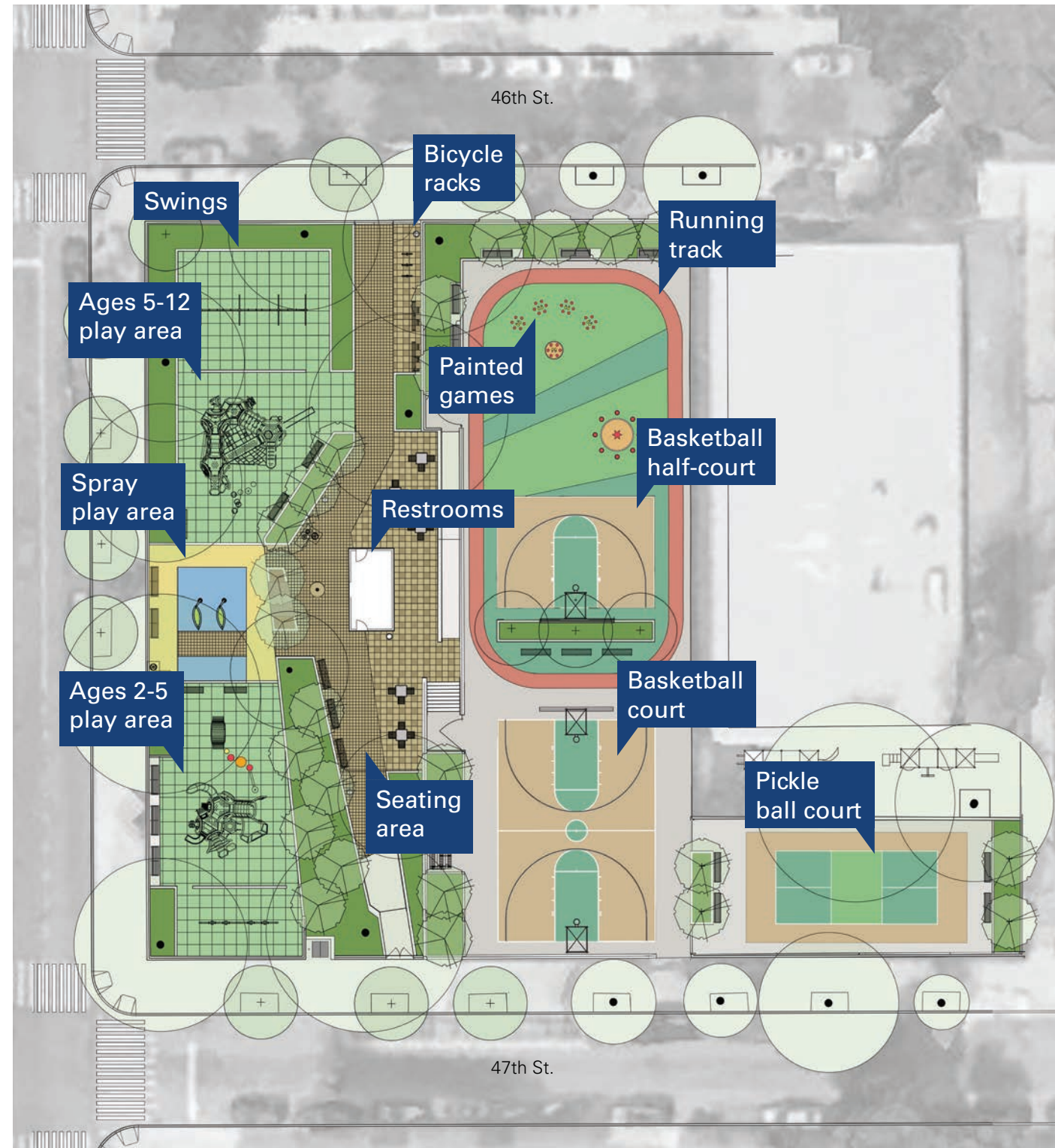


Existing seating plaza

NYC Parks Ongoing Project

Pena Herrera Playground

As part of the Mayor's Community Parks Initiative, this project will entirely reconstruct Pena Herrera Playground. NYC Department of Parks & Recreation gathered community input and recommendations in 2023, including from the adjacent school, PS1 The Bergen Elementary School, to inform the new design. The site is divided into two portions, an upper and lower area, and both levels will undergo a complete reconstruction. The upper area will include a new basketball court, small walking track and painted games with additional trees for shade. The existing handball court has been reimagined as a flexible play space for school performances, outdoor classes and after school pickleball. The lower area will include colorful play equipment for all ages and abilities, a spray play area and new site amenities including benches, drinking fountains, security lighting and fencing throughout. The design is on schedule to be completed in 2024.



Proposed plan



Existing play areas



Existing basketball/multipurpose court



Proposed spray play area

6.3

**The BOE
in Context:
Yesterday
+ Today**

Brooklyn and the BQE: Historical Timeline

10,000 BCE

In its retreat to the north, the Laurentide Ice Sheet cleaves current-day Brooklyn into two halves: a hilly Manhattan-oriented area to the north, and a broad, flat landscape to the south.

1636

The village of Roode Hoek, named for its red clay soil and hook shape, is established by the Dutch in 1636.



Red Hook, 1875

1801

President Adams authorizes the establishment of the Brooklyn Navy Yard.

1802

Real estate speculator Richard M. Woodhull commissions Colonel Jonathan Williams to survey his property - later naming the 13 acres of land Williamsburgh in his honor.

1816

The Williamsburgh and Jamaica Turnpike, now Metropolitan Ave., is finished, linking Williamsburgh and Jamaica.

1827

Williamsburgh is incorporated as a village within the Town of Bushwick.

1840s

Irish immigrants flood South Brooklyn, later joined by Scandinavians, Italians, and Eastern Europeans.



Lenape settlement, Pre-Colonial

1661

The Dutch West India Company charts the Town of Boswijck, including land that would later become Williamsburg.



The Fulton Ferry, 1890



Green-Wood Cemetery, 1872

1500s

A group of American Indians who call themselves the Lenape, live in settlements throughout modern-day Brooklyn, including in and around the Williamsburg area.

1609

The Dutch settle in Manhattan in the early 1600s, and found the five villages of Bushwick, Brooklyn, Flatbush, Flatlands, and New Utrecht, with Gravesend, a sixth village, founded later.

1813

The Fulton Ferry becomes the first steam ferry to connect Brooklyn to Manhattan at Fulton St., via the East River.

1840

Green-Wood Cemetery, South Brooklyn's first major development opens near Yellow Hook (modern-day Bay Ridge).

1832

Entrepreneur Nezhiah Bliss acquires current day Greenpoint.

Brooklyn and the BQE: Historical Timeline

1853

To avoid associations with yellow fever, citizens of Yellow Hook rename their community Bay Ridge after the view of the New York Bay from the ridge, which soon attracts wealthy mercantile elites.

1855

Williamsburgh becomes the City of Williamsburg and organizes into three wards: the First Ward to the south side; the Second Ward to the north side; and the Third Ward to the east (now called East Williamsburg).



Havemeyers and Elder Sugar Refinery, circa 1870

1859

The Havemeyer, Townsend and Co. Refinery, later known as Domino Sugar Refinery, moves to the waterfront in Williamsburg.

1880s

By the 1880s, Greenpoint’s waterfront is Brooklyn’s manufacturing hub, serving the shipbuilding, glass-making and porcelain industries.



Greenpoint waterfront, 1851



Brooklyn Bridge, 1880s

1883

On May 24, the Brooklyn Bridge opens, becoming the first structure to physically connect Brooklyn and NYC.

1864

The Atlantic and Erie Basins open, propelling Red Hook to global prominence as a major commercial port.

1890s

Immigrants from Russia, Hungary, Slovakia, and Poland begin moving to Greenpoint, earning the nickname Little Poland.

1891

Sunset Park is created and praised as having “one of the finest views in the city”. The park prompts the surrounding area’s moniker of “Sunset Park”.

1895

In 1895, Irving T. Bush—working under his family’s company, the Bush Company — organizes six warehouses and one pier on the waterfront of South Brooklyn as a freight-handling terminal known as Bush Terminal.



Bush Terminal, 1910

1894

The Meeker Ave. Bridge opens in the fall of 1894 as the main link from Greenpoint, Brooklyn to Sunnyside, Queens via Meeker Ave.

1893

Third Ave. Elevated, an extension of the Fifth Ave. elevated rail line to Fort Hamilton, opens to 65th St.



Williamsburg Bridge, 1902

1903

The Williamsburg Bridge is completed, prompting thousands of Lower East Side residents who were living in tenements to cross the river for a better life in Williamsburg.

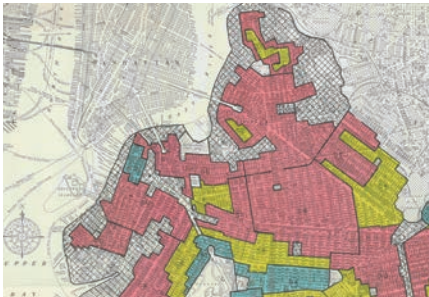
Brooklyn and the BQE: Historical Timeline

1929

By 1929, there are multiple proposals for a crossing between the Battery Park in lower Manhattan and the Red Hook section of Brooklyn.

1936

Regional Plan Association suggests creating the "Brooklyn-Queens Connecting Highway" to link Gowanus Pkwy and the Triborough Bridge.



The 1938 Home Owners' Loan Coalition map

1934

The Federal Housing Administration and the Home Owner's Loan Coalition begin redlining Brooklyn, rooting racial and socioeconomic segregation into neighborhoods.

1940

New York City arterial coordinator Robert Moses urges immediate completion of the Brooklyn-Queens Connecting Highway to bolster national defense.

The Belt Pkwy. opens on June 29, 1940, with most of the Cross Island, Southern, and Shore Pkwy. sections completed.

1939

Red Hook Houses become one of the largest Federal Housing projects in the country, built to house stevedores, longshoremen, dockworkers, and their families.

The Meeker Ave. Bridge, the initial portion of the BQE, opens and is officially renamed Kosciuszko Bridge a year later.

1941

The Gowanus Pkwy. divides Red Hook, causing Carroll Gardens, Gowanus and Cobble Hill to take on distinct characteristics.



Third Ave. Elevated, 1941



Cobble Hill trench under construction 1950s

1946

Construction of the BQE begins in the fall of 1946.

1950

The Brooklyn-Battery Tunnel opens, dividing Red Hook from Brooklyn.

1955

The Triborough Bridge and Tunnel Authority recommends widening the Gowanus Pkwy. to six lanes.

1957

The Gowanus Pkwy. becomes the Gowanus Expressway when it extends to connect the Brooklyn-Battery Tunnel and the Prospect Expressway.



Bush Terminal, 1958

1951

Newspapers dub Bush Terminal "Industry City" for its role as a post-WWII industrial park.

1948

Demolition in Williamsburg for BQE slashes through the Broadway business district, displacing 5,000 people.

Brooklyn and the BQE: Historical Timeline

1964

The Gowanus Expressway Extension links the highway to the Verrazzano-Narrows Bridge, demolishing 800 buildings and displacing 7,500 people after bisecting the Bay Ridge neighborhood.



Verrazzano-Narrows Bridge, 1964

1970s

Areas around the BQE in North Brooklyn gain the nickname ‘Asthma Alley’ as residents experience pollution-related illnesses.

1973

The Carroll Gardens Historic District is created.

Mid 1980s

Starting in the mid-1980s, NYSDOT begins rehabilitating the Brooklyn-Queens Expressway to match Interstate standards.

2012

Bush Terminal Piers Park opens as part of the Brooklyn Waterfront Greenway, a 14-mile off-street path.



Bush Terminal Piers Park

2019

The new Kosciuszko suspension bridge opens, adding five Brooklyn-bound lanes and allowing the first span to be dedicated solely to Queens-bound traffic.

2021

UnderThe K Bridge Park opens on land used by the old Kosciuszko Bridge, allowing public use of the Newtown Creek waterfront.



Williamsburg Trench, 1958

1960

The final portion of the BQE is completed by the Brooklyn Navy Yard.



Brooklyn Army Terminal, 1983

1980s

By the 1980s, the city government agrees to buy the Brooklyn Army Terminal and renovate it for manufacturing use.

2010s

Industry City undergoes redevelopment to support a new innovation economy for local businesses.

2005

The New York City Council passes a large-scale rezoning of the Williamsburg and Greenpoint waterfront to accommodate mixed-use high density residential buildings with land set-aside for public park space.



Domino Park, 2017

2017

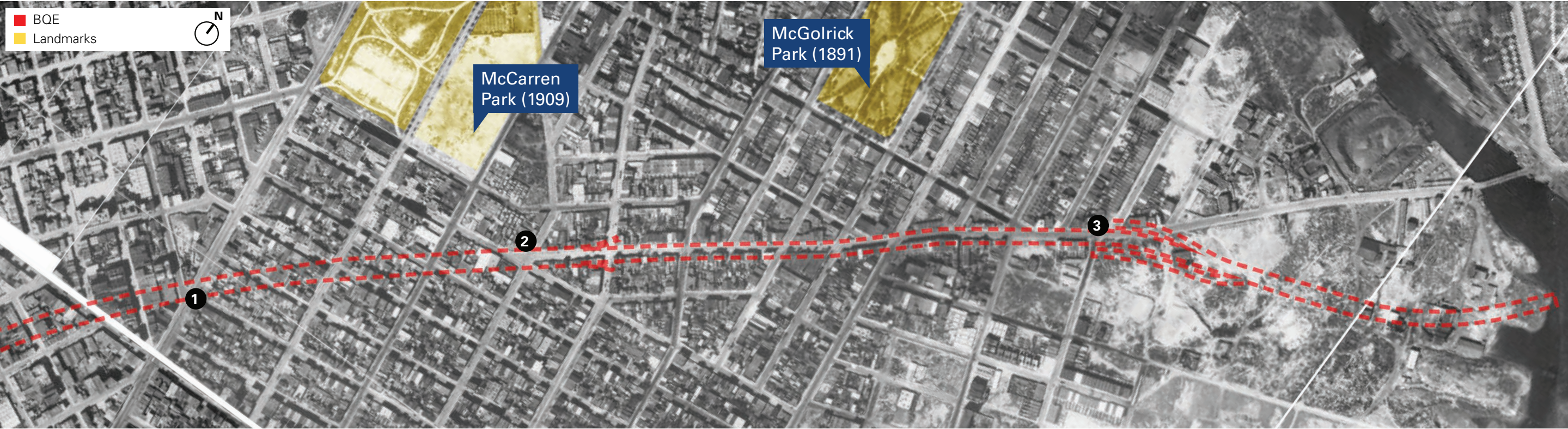
Domino Park opens on the ruins of the old Domino Sugar Refinery.

NYC Ferry’s South Brooklyn Route starts running in June, stopping at Bay Ridge, Brooklyn Army Terminal, and Red Hook.

1969

Cobble Hill is designated as a historic district.

Historical Context of the BQE: North 1



North 1 historical context map from 1924, before the BQE's construction between 1946 and 1960

History

Greenpoint was predominantly farmland for many years. The neighborhood eventually industrialized, becoming a hub for oil refineries, ship construction and other industrial sites due to its proximity to the East River and Newtown Creek. Despite industrialization, Greenpoint still retained a vibrant residential population with waves of immigrants settling in the neighborhood. Today, Greenpoint is known for its Polish heritage. Williamsburg experienced a similar trend, becoming a major industrial hub before transitioning to a residential neighborhood. The neighborhood experienced rapid changes since its rezoning in 2005, and has since become a hub for entertainment and the arts.



1 Meeker Ave. and Skillman Ave, before (1939) and after (2023) the BQE.



2 View from Richardson St. and Graham Ave. trolley line (#16), before (1944) the BQE.



View from Richardson St. and Graham Ave., after (2023) the BQE.



3 Meeker Ave. and Vandervoort Ave, before (1938) and after (2023) the BQE.

Historical Context of the BQE: North 2



North 2 historical context map from 1924, before the BQE's construction between 1946 and 1960

History

Williamsburg developed into a significant industrial hub for much of the 19th and 20th centuries, with many facilities along the perimeter of Newtown Creek and the East River.

In 1939, the Kosciuszko Bridge opened as the first section of the Brooklyn-Queens Connecting Highway. In the 1940s, refugees from war-torn Europe streamed into Brooklyn during and after World War II. In 1948, demolition in Williamsburg to prepare for BQE construction cut through the existing business district on Broadway, displaced 5,000 people, and divided communities of Orthodox Jews, Italians, Slavs, Poles, and Russians.



1 View from Marcy and Division Ave, before (1929) and after (2023) the BQE.



2 View of La Guardia Playground, before (1940) and after (2023) BQE ramps.

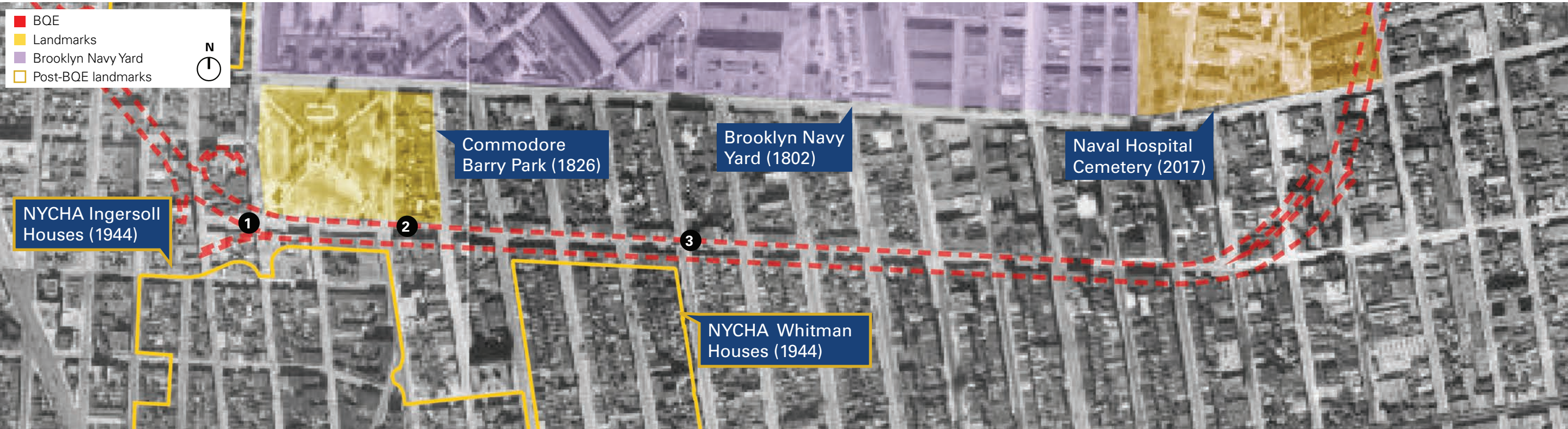


3 View from S 5th St. and Marcy Ave, before (1941) the BQE.



View from S 5th St. and Marcy Ave, before (2023) the BQE.

Historical Context of the BQE: North 3



North 3 historical context map from 1924, before the BQE's construction between 1946 and 1960

History

Fort Greene is named after Fort Greene Park, in turn named after Nathanael Greene, a general during the American Revolution. Originally settled by the Dutch and used as farmland, it developed into a center of industry with factories, warehouses, and commercial rail lines. Today, it is primarily residential. Clinton Hill is named after DeWitt Clinton, the sixth governor of New York. Similar to Fort Greene, Clinton Hill was primarily residential and commercial, but the establishment of Pratt Institute by Charles Pratt in the late 1880s also gave it educational significance. Today, the neighborhood is primarily residential and commercial, with Pratt Institute maintaining a significant presence.



1 Park Ave. and Navy St., before (1941) the BQE.



Park Ave. and Navy St., after (2023) the BQE.



2 Park Ave. and the Ingersoll Houses, before (1940) and after (2023) the BQE.



3 Park Ave. and Vanderbilt Ave., before (1940) and after (2023) the BQE.

Historical Context of the BQE: South 1



South 1 historical context map from 1924, before the BQE’s construction between 1946 and 1960

History

Cobble Hill came to be known as Cobble Hill in the 19th century due to its cobblestone streets. Throughout the 19th and 20th centuries, the neighborhood saw waves of immigration, eventually transitioning into a prime residential neighborhood near Downtown Brooklyn.

Neighboring Cobble Hill is Carroll Gardens, named after Charles Carroll, an 18th century politician. In the 19th and 20th centuries, Carroll Gardens became home to Italian immigrants who worked in nearby warehouses and factories. Today, it is a residential neighborhood nestled between the Gowanus Canal and the waterfront.



1 Hamilton Ave. and Clinton St., before (1939) and after (2023) the BQE.



2 Hamilton Ave. and Hicks St., before (1931) and after (2023) the BQE.

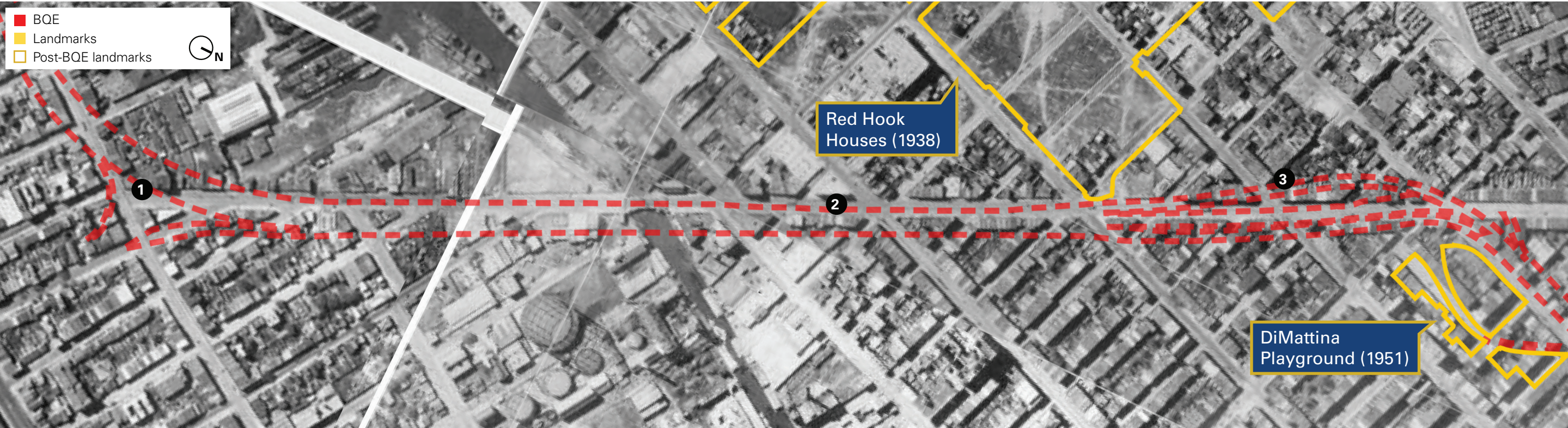


3 Columbia St. and Atlantic Ave., before (1951) the BQE.



Columbia St. and Atlantic Ave. and after (2023) the BQE.

Historical Context of the BQE: South 2



South 2 historical context map from 1924, before the BQE’s construction between 1946 and 1960

History

With the advent of industrialization, Red Hook and Gowanus both became significant industrial hubs due to their proximity to waterways and Manhattan. Red Hook developed a significant maritime industry and Gowanus became home to many industrial facilities along the shores of its canal.

In the 21st century, both neighborhoods have experienced increasing residential developments, light manufacturing facilities, and arts venues. In Gowanus, this increase in development coincides with a significant effort to clean up the Gowanus Canal after years of pollution from industrial facilities.



1 Third Ave. and 20th St., before (1940) and after (2023) the BQE.



2 Hamilton Ave. and Smith St., before (1940) the BQE.



Hamilton Ave. and Smith St., after (2023) the BQE.



3 Hamilton Ave. and W. 9th St., before (1939) and after (2023) the BQE.

Historical Context of the BQE: South 3



South 3 historical context map from 1924, before the BQE’s construction between 1946 and 1960

History

Sunset Park was originally home to the Canarsee Native American tribe. Similar to other neighborhoods in south Brooklyn, the Dutch settled the area in the 17th century. In the coming centuries, waves of settlers and immigrants would come to define a vibrant and diverse neighborhood. Today Sunset Park is a popular neighborhood for Mexican, Puerto Rican, and Chinese families.



1 Third Ave. at 46th St., showing the B. M. T. elevated structure, before (1940) and after (2023) the BQE.



2 Third Ave. at 45th St., showing the B. M. T. elevated structure, before (1940) the BQE.



Third Ave. at 45th St., showing the B. M. T. elevated structure, after (2023) the BQE.



3 Fifth Ave. El, Brooklyn, on Third Ave. at 40th St., before (1941) and after (2023) the BQE.

Historical Context of the BQE: South 4



South 4 historical context map from 1924, before the BQE’s construction between 1946 and 1960

History

Bay Ridge and Dyker Heights were primarily farmland before transitioning to more residential neighborhoods. During World War II, Bay Ridge became a hub for ship construction and home for working class residents. The extension of the subway throughout Bay Ridge encouraged additional residential development, particularly from residents who wanted space to build larger homes. The opening of the Verrazzano-Narrows Bridge in 1964 induced further residential development. Today, the neighborhood has a strong Italian-American character from previous waves of immigration throughout the 19th and 20th centuries.



1 Ft. Hamilton Pkwy. and 100th St., before (1963) and after (2023) the BQE.



2 Seventh Ave. and Bay Ridge Pkwy., before (1959) and after (2023) the BQE.



Seventh Ave. and Bay Ridge Pkwy., before (1959) and after (2023) the BQE.



3 60th St. between Fourth and Third Ave., before (1939) and after (2023) the BQE.

64

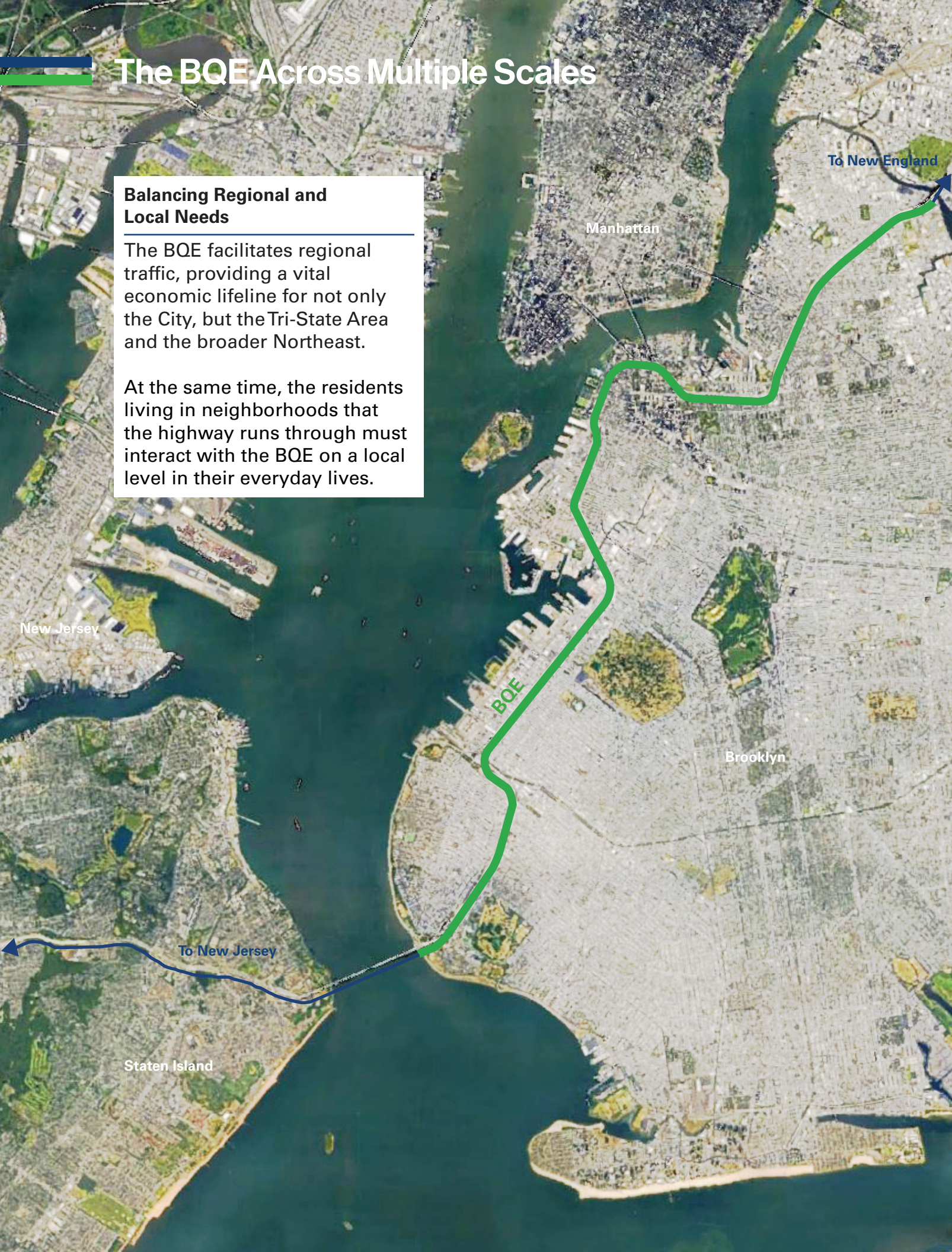
Reimagining
the role of
the BQE
corridor

The BQE Across Multiple Scales

Balancing Regional and Local Needs

The BQE facilitates regional traffic, providing a vital economic lifeline for not only the City, but the Tri-State Area and the broader Northeast.

At the same time, the residents living in neighborhoods that the highway runs through must interact with the BQE on a local level in their everyday lives.



Region



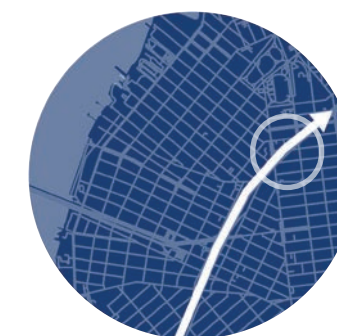
The BQE/I-278 is a facilitator for regional traffic via Interstates 287 and 95 through New Jersey and New York State, and beyond.

City



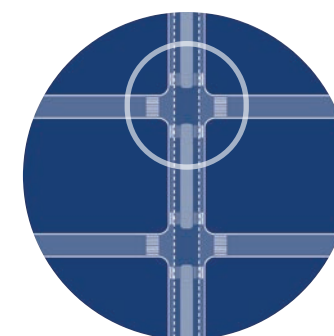
The BQE is a major north-south interborough connector between communities in Staten Island, Brooklyn and Queens.

Neighborhood



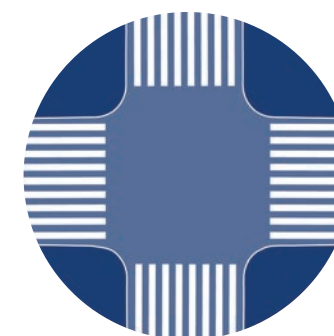
The BQE is highly visible at the neighborhood level as local residents must interact with the BQE corridor as they navigate their neighborhood

Street



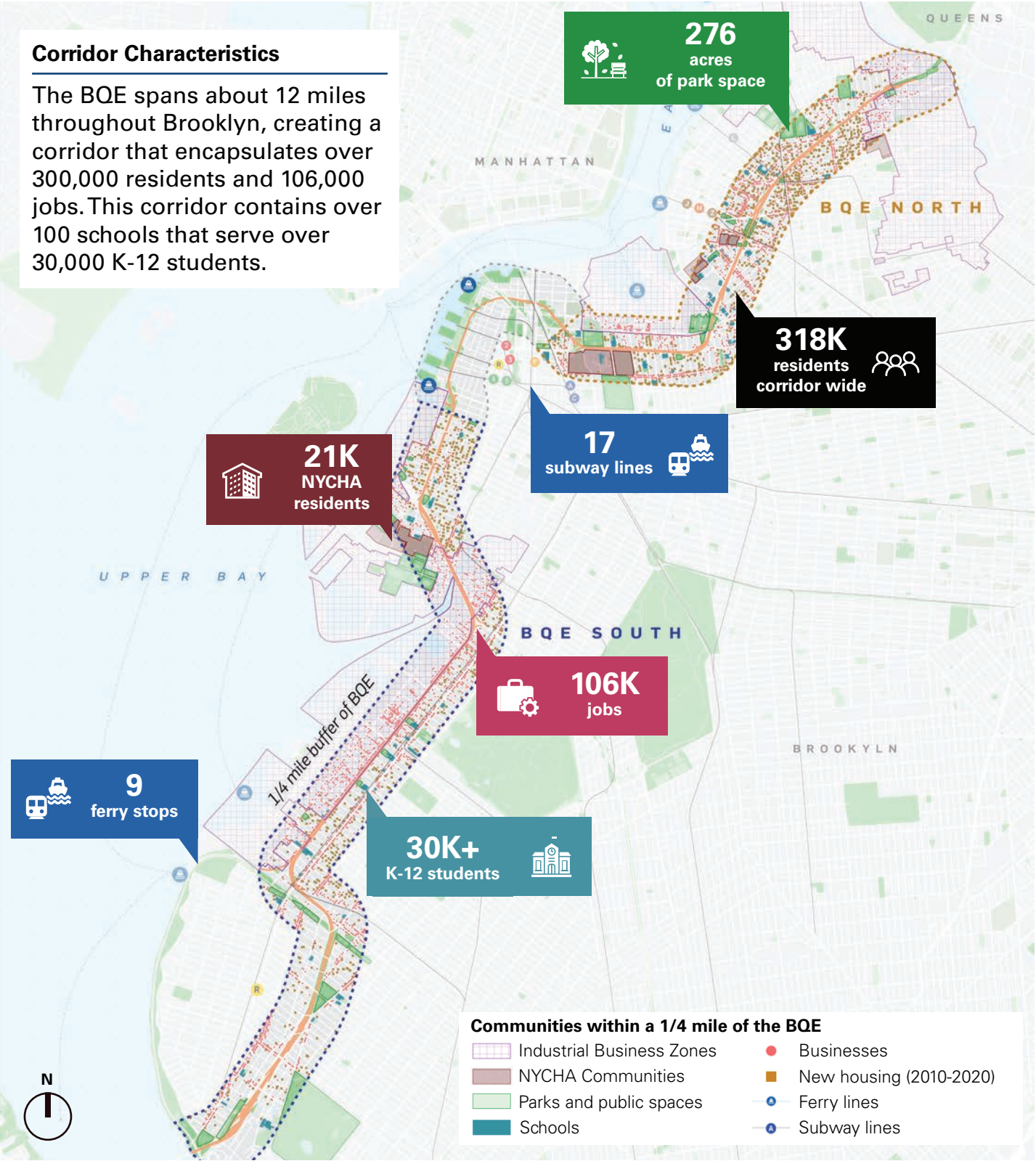
The BQE facilitates movement through local streets via its numerous on- and off-ramps, having a direct effect on local traffic and street activity.

Block



Mobility for pedestrians, cyclists, and drivers at every block, intersection, and crosswalk are affected by the BQE.

BQE Corridor by the Numbers



See more about data sources in Appendix Ch 6.7

Within 1/4 Mile of the BQE:

Demographics

318K residents

51K residents per mile²

33.7 median resident age

Between 2010 and 2020:

+43% increase in median household income

+14.4% population growth

Employment

106K jobs

92.9% work here but live elsewhere

34% job growth since 2010

21% jobs in industrial sectors

Schools

100+ K-12 schools

30K+ K-12 students

Public housing

21K NYCHA residents

Cooper Park Houses
Taylor-Wythe Houses
Williams Plaza
Whitman Houses
Ingersoll Houses
Farragut Houses
Red Hook East Houses
Red Hook West Houses

Parks

276* acres

37.9 ft² per person

Brooklyn Bridge Park
Shore Park and Parkway
McCarren Park
Red Hook Recreation Area
Dyker Beach Park
Leif Ericson Park
Commodore Barry Park

***Brooklyn Bridge Park is 85 acres of the 276 acres total.**

Public transit

17 subway lines*

17 subway stations

38 bus routes*

312 bus stops

4 ferry routes

9 ferry landings

*The majority of subway lines and bus routes converge in Downtown Brooklyn

Pollutants

Annual average reduction* measured at 6 locations along the BQE Corridor Vision area between 2018 and 2022

-14% Nitrogen Dioxide (NO₂) on average

-24% Fine particles (PM_{2.5}) on average

*Consistent with Citywide reduction of key pollutants since 2009

For more information visit the [Environment and Health Data Portal](#)

*Data and statistics are estimates and reflect areas within a 1/4 mi buffer of the BQE

Traffic along the BQE Corridor

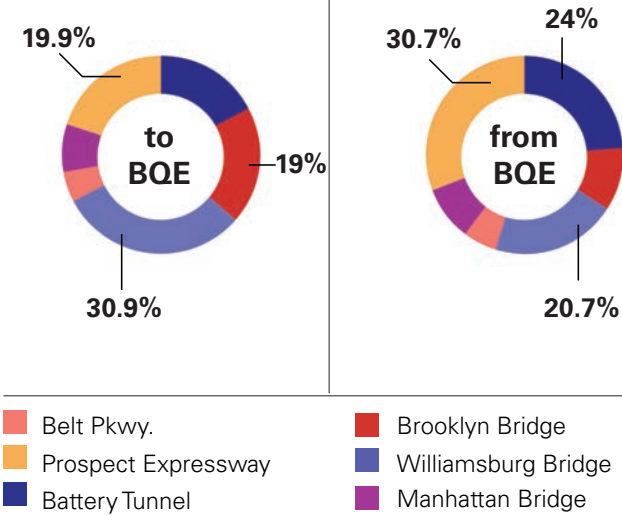


Traffic on the BQE and Connecting Highways

Each day, over 150,000 vehicles travel along the BQE in the North and South geographies.

The BQE connects into a greater network of major roads throughout New York City, including the Prospect Expressway, the Brooklyn, Manhattan, and Williamsburg Bridges, and the Hugh L. Carey Tunnel (Battery Tunnel).

Connecting Highway Conduits



Belt Pkwy.



Prospect Expressway



Battery Tunnel



Brooklyn Bridge

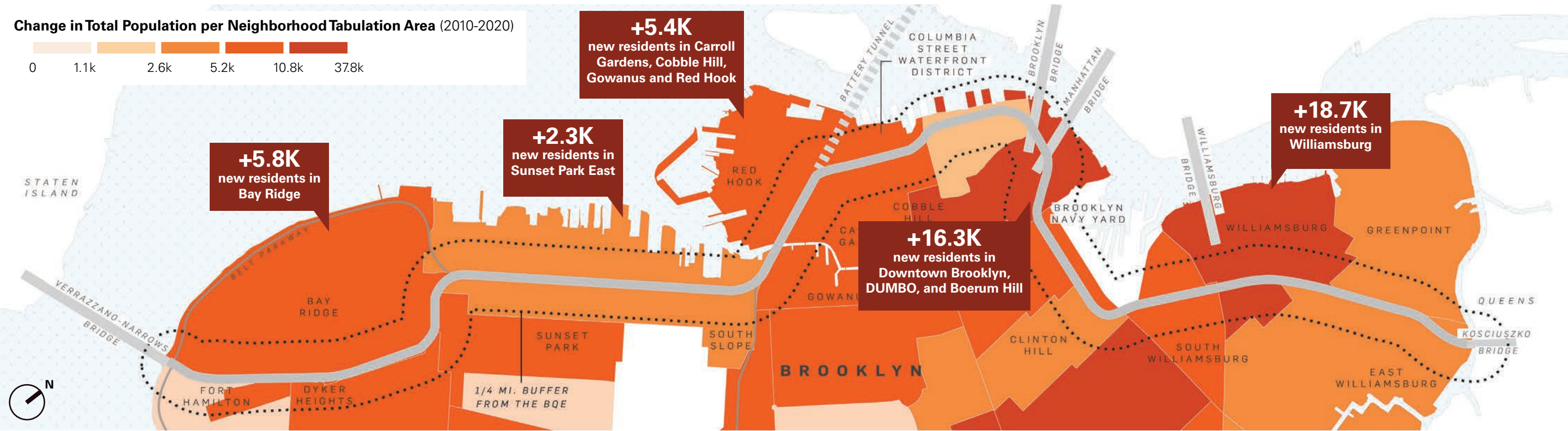


Manhattan Bridge

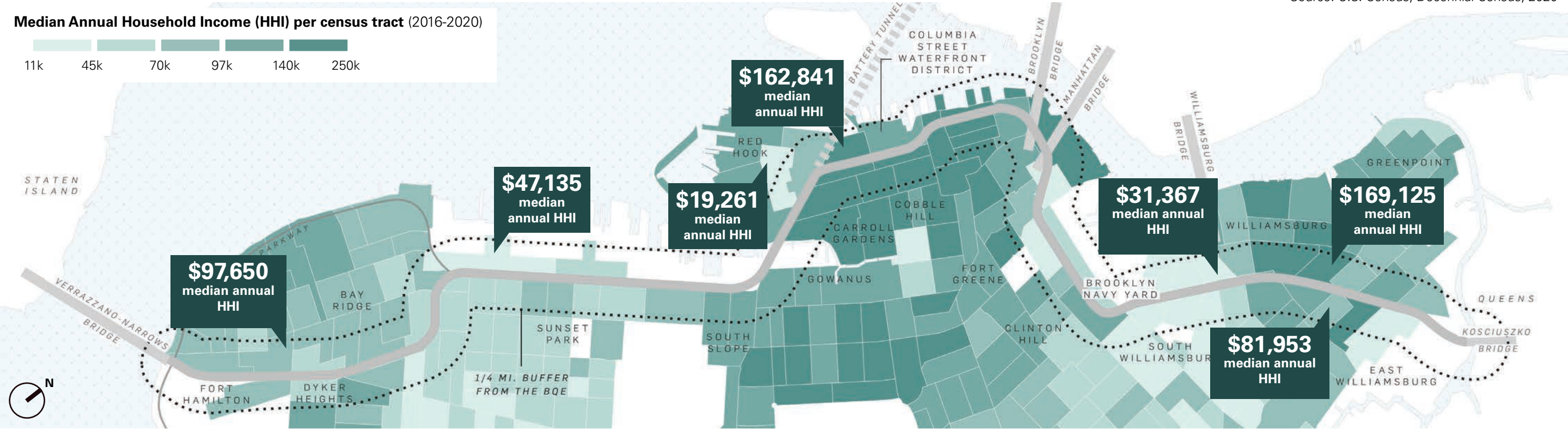


Williamsburg Bridge

Demographics along the BQE Corridor

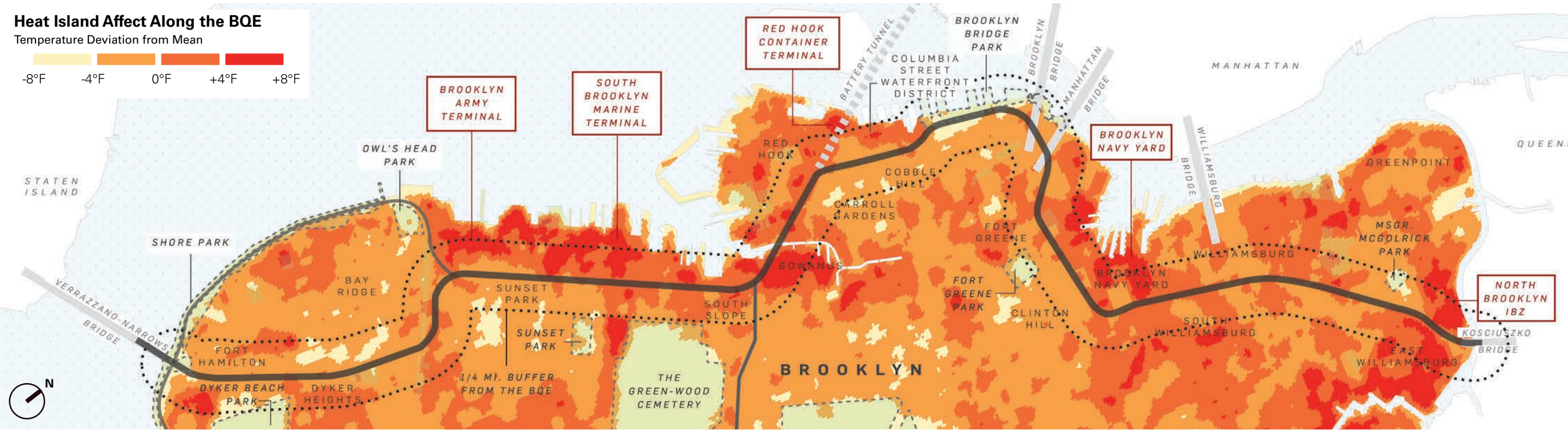


Source: U.S. Census, Decennial Census, 2020

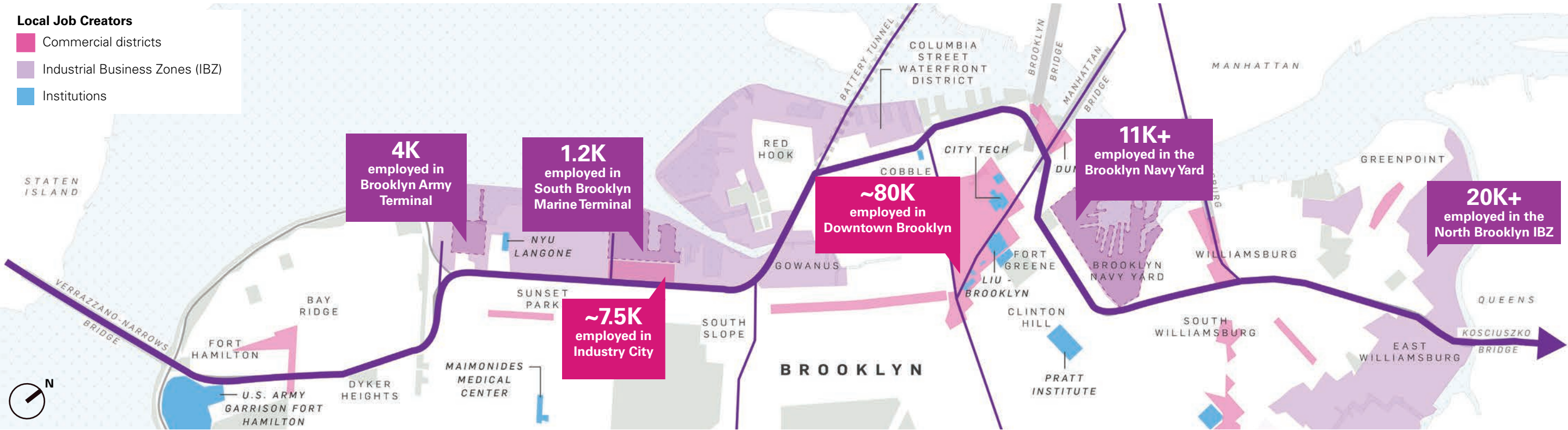


Source: U.S. Census, ACS 2016-2020 5-year Estimates

Environmental Issues along the BQE Corridor



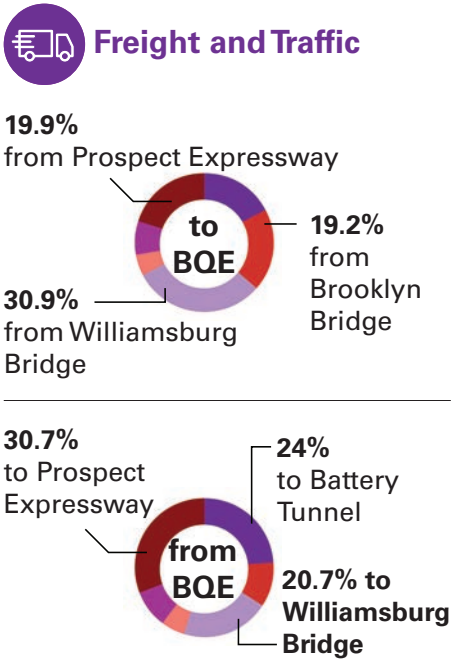
The BQE Corridor Today: Moving Goods and Supporting Businesses



Source: NYC OpenData, NYC Department of City Planning, 2023; OnThe Map, U.S. Census Bureau, 2019

Economic Development Anchors Along the BQE

The BQE supports economic activity in Brooklyn. There are nearly 270,000 private sector jobs within one mile, including 7,500 jobs in Industry City and 20,000 in the North Brooklyn IBZ. Other significant economic development anchors along the BQE include NYU Langone Brooklyn, Brooklyn Navy Yard, Pratt Institute, Long Island University Brooklyn, St. Joseph's University, Mount Sinai Medical Center, and Brooklyn Hospital.



Within 1/4 mile of the BQE Corridor:

Industrial Innovation Brooklyn Navy Yard

500+ businesses
\$2.5B economic effect per year

Brooklyn Army Terminal

100+ businesses
55+ acres of industrial campus and waterfront space

Commercial Employment

106K jobs
92.9% work here but live elsewhere
34% job growth since 2010
21% jobs in manufacturing

See more about data sources in Appendix Ch 6.7

The BQE Corridor Today: Multi-Modal Connections



Source: MTA, 2019; NYC Ferry, 2023; Brooklyn Greenway Initiative, Inc., 2023

The BQE and Public Transit

The BQE runs through many transit-rich neighborhoods, supported by numerous bus routes running on and alongside the BQE, multiple subway lines, and ferry routes along the waterfront. However, much of the subway access along the corridor is concentrated near the BQE Central geography, leaving many residents in BQE North and South without sufficient access to travel within and beyond Brooklyn. Transit riders along the BQE corridor must navigate around, below, or over the BQE to reach stations and stops, often experiencing the negative effects of the highway each day.

See more about data sources in Appendix Ch 6.7

Within 1/4 Mile of the BQE Corridor:

Bikeways

15+ miles
of protected bike lanes along
the BQE corridor

Once complete, the Brooklyn
Waterfront Greenway will be

26 miles

**Average Daily Bike Trips Over
Bridges in 2023**

Williamsburg Bridge	7,820
Manhattan Bridge	6,168
Brooklyn Bridge	4,769

Bus Transit

20K
weekday passengers along
local and express routes

38
bus routes

312
bus stops

Ferry Transit

5.9K
average daily weekday riders

4
ferry routes

9
ferry landings

Subway Transit

70K+
weekday riders enter the
subway along the BQE
corridor

17
subway
lines

17
subway
stations

**Average Weekday Ridership
in 2022**

L G	Metropolitan Av	9,444
J M Z	Marcy Av	7,896
N R D	36 St	9,822
R	45 St	5,078
N R	59 St	8,385
R	Bay Ridge Av	5,003

The BQE Corridor Today: Communities along the BQE



Source: NYC Open Data, NYC Department of City Planning, 2023

Housing and Land Use Characteristics Along the BQE

The BQE Corridor balances vibrant residential communities and robust industrial areas. However, the utility of the highway for travel has had adverse effects on nearby neighborhoods. Over 318,000 New Yorkers live within a quarter mile of the BQE; over 30,000 children attend school along the corridor. The BQE can be a day-to-day barrier as many traverse the corridor to access transit, parks, work, and school, and experience the adverse effects of the highway, such as noise and congestion. The BQE Corridor Vision seeks to address the challenges of the coming century, prioritizing the welfare of individuals and safety.

See more about data sources in Appendix Ch 6.7

Within 1/4 Mile of the BQE Corridor:

Demographics

318K
residents

51K
residents per mile²

Between 2010
and 2020:

+43%
increase in median
household income

+14.4%
population growth

Schools

100+
K-12
schools

30K+
K-12
students

Parks

276*
acres

37.9
ft² per
person

**Brooklyn Bridge Park is 85
acres of the 276 total acres.*

Public housing

21K
NYCHA residents

Cooper Park Houses	1,475
Independence Towers	1,487
Williams Plaza	1,270
Taylor-Wythe Houses	1,179
Whitman Houses	3,491
Ingersoll Houses	3,842
Farragut Houses	2,962
Red Hook East	2,599
Red Hook West	2,874

Previous Concepts and Initiatives



Previous Concepts for the BQE North and South

Local communities have proposed design concepts for under and along the BQE focused on street safety, air quality, and parks and public space. These concepts range from pedestrian and bike connections in Clinton Hill and Greenpoint to capping over the BQE trench in Cobble Hill and in Williamsburg. Projects like Under the ‘K’ Bridge Park in Greenpoint and the Sunset Park El-Space Pilot demonstrate the viability of activations under the BQE elevated structure.

- Pilot
- Study
- Built

See more in Appendix Ch 6.2 for ongoing NYC DOT projects and programs

- Sunset Park El-Space Pilot**
NYC DOT - Pilot, 2018
- Fix the Ditch**
NYC EDC - Study, 2011
- BQE Trench Study**
City Comptroller’s Office - Study, 2019
- Golconda Skate Park**
NYSDOT - Rebuilt, 2016
- Park Avenue Pedestrian Safety Plan**
Architecture for Humanity New York - Study, 2011
- BQGreen**
Friends of BQGreen - Study, 2010
- Meeker Ave. Protected Bike Lane**
NYC DOT - Built, 2023
- Under the ‘K’ Bridge Park**
NYSDOT - Built, 2021

Citywide Initiatives



The BQE North and South Report builds on a foundation of prior planning and analysis work by NYC DOT and the City of New York. The BQE Corridor Vision builds upon and incorporates these initiatives and plans:

- Accessible Streets | Five-Year Accessibility Plan (2023)
- Better Buses Action Plan (2019)
- Borough Pedestrian Safety Action Plans Vision Zero (2023)
- Curb Management Action Plan (2023)
- Delivering Green (2021)
- Delivering New York (2021)
- Green Wave (2019)
- NYC Streets Plan (2024)
- NYC DOT Strategic Plan (2016)
- PlaNYC (2023)

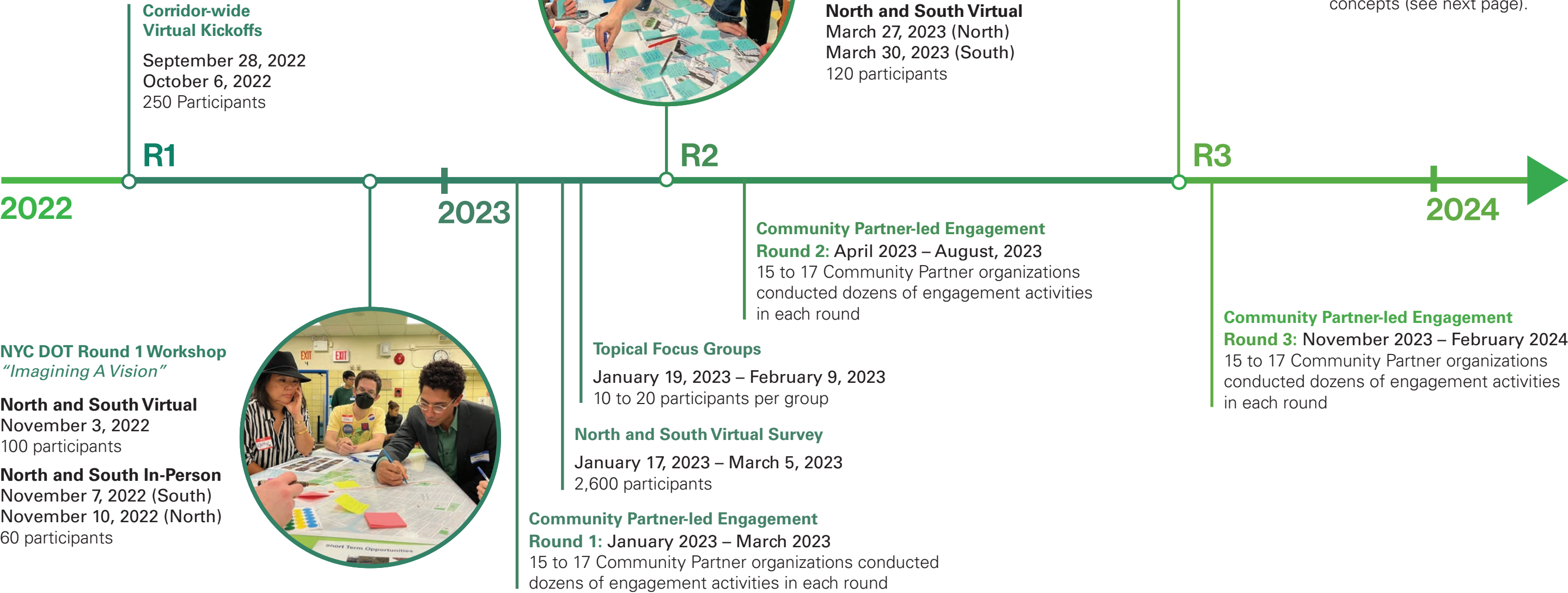
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Additional Engagement Process Information

Vision Engagement Timeline

BQE Corridor Vision Engagement

The BQE Corridor Vision process ran from September 2022 through the release of this report in Spring 2024. A variety of engagement approaches were employed to encourage far-reaching and equitable participation, including virtual and in-person workshops, surveys, the Community Partners program, a Community Visioning Council, Topical Focus Groups, and individual stakeholder meetings.



Previous: Residents notating issues and opportunities on site maps at NYC DOT Round 1 North In-Person Workshop

BQE North and South Vision Design Principles

Design Principles

In the third round of community engagement, NYC DOT introduced six design principles to guide the types of concepts considered for BQE North and South. These principles provide a framework tailored to each focus area's unique needs while ensuring consistency in design.

Stitch



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

Connect



Support safe multi-modal connections 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

Previous: Pedestrian crossing at 57th St. and Third Ave. in Sunset Park

Left: Pedestrians walking across the Seventh Ave. bridge at 67th St. over the BQE trench in Bay Ridge

Engagement Details and Results

NYC DOT Workshops, Community Partners, and Topical Focus Groups

Following each round of workshops, NYC DOT released a summary report of feedback, separated into feedback received from NYC DOT Workshops, Community Partner engagement, and the four Topical Focus Groups.

The reports from each round are publicly available at <https://bqevision.com/north-south/materials>.

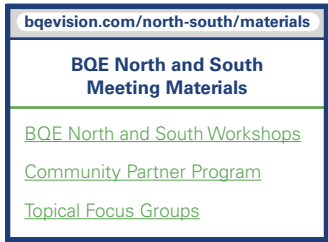
Community Workshops
NYC DOT Workshops
Community Partners
Topical Focus Groups



Workshop Feedback Reports
R1 Update
R2 Update
R3 Update



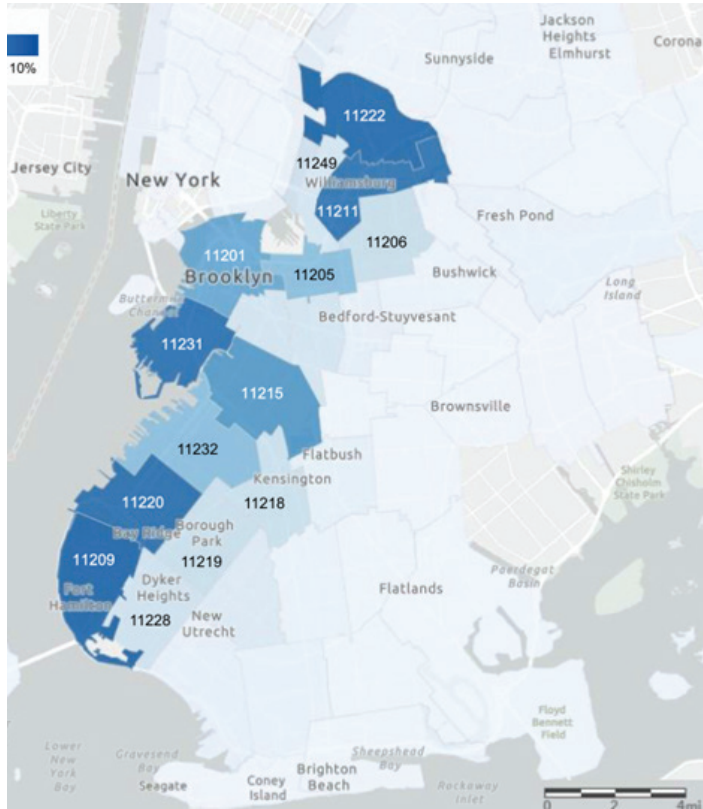
BQE Corridor Vision Meeting Materials Webpage



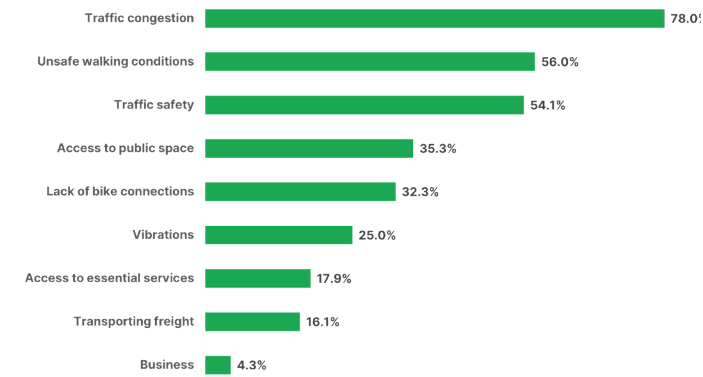
BQE North and South Survey

A BQE North and South survey was launched on January 17, 2023 and remained open until March 5, 2023. The survey garnered nearly 2,600 responses, of which approximately 2,500, or 96%, were from residents within NYC zip codes, while the remaining 4% originated from locations beyond New York City.

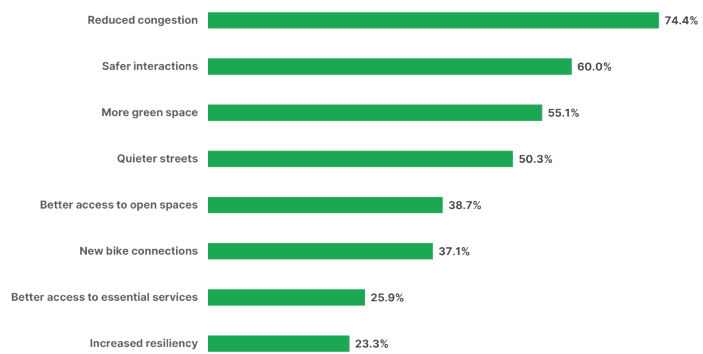
In the survey, respondents were asked questions regarding their overall experiences with the Northern and Southern portions of the BQE. An open response box was included to allow participants to leave additional comments at the end of the survey. In these comments, respondents expressed concerns about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



Survey response heat map



Residents' concerns about the existing conditions of the BQE



Residents' desired benefits from the BQE Corridor Vision Project

Community Visioning Council (CVC)

The list of Community Visioning Council members is below.

- 360 Furman
- Arab American Association of NY
- Atlantic Avenue BID
- Brooklyn Bridge Park Corporation
- Brooklyn Chamber of Commerce
- Brooklyn Community Board 2
- Brooklyn Community Board 7
- Brooklyn Heights Association
- Chinese-American Planning Council
- Cobble Hill Association
- Downtown Brooklyn Partnership
- Dumbo Action Committee
- Dumbo BID
- El Puente
- Evergreen Exchange
- Fifth Avenue Committee
- Friends of QNS
- Montague BID
- New Lab
- NYC Environmental Justice Alliance
- NYCHA Ingersoll Tenant Association
- NYCHA Red Hook East Tenant Association
- NYCHA Whitman Tenant Association
- NYU Langone
- New York League of Conservation Voters
- Northern Heights Neighbors
- Open New York
- Real Estate Board of New York
- Riders Alliance
- Staten Island Economic Development Corporation
- St. Ann's Warehouse
- Transportation Alternatives
- Trucking Association of New York
- United Jewish Organizations of Williamsburg and North Brooklyn
- Vinegar Hill Neighborhood Association

Community Partner Snapshots



 **Red Hook Initiative (RHI)**

RHI youth researchers conducted a multilingual community outreach process in their Round 1 engagement. This included a survey with over 350 respondents and conversations with 200 youth and community members to better understand BOE experiences. Findings emphasized street safety, particularly shorter crossings and longer signal timing, reducing freight traffic, addressing congestion, reconnecting communities while being mindful of concerns around gentrification, and adding or improving parks and public space.



 **Women's Empowerment Coalition of NYC (WECNYC)**

WECNYC held a series of engagements that helped bring South Brooklyn's Arab-American community into the planning process. Through virtual workshops, one-on-one interviews, and discussions in conversational English-language learner classes, they identified several community priorities. These priorities included: street and public safety, including reducing or limiting the hours of freight traffic; improved crossings; better bike infrastructure; reducing congestion, and more open green spaces under and around the BOE.



 **North Brooklyn Parks (NBK Parks)**

NBK Parks held in-person and virtual engagements to solicit feedback on Round 3 concepts. Participants, including younger residents through youth engagement efforts, highlighted the importance of funding to maintain public spaces and desired to see street safety investment, especially around Meeker Ave.




 **Brooklyn Chinese-American Association (BCA)**

BCA held engagements in Mandarin, Cantonese, and English, including neighborhood focus-groups, and digital WeChat-based engagement. BCA participants emphasized sanitation, street and public safety (especially on Third Ave.), and green space/beautification efforts. Participants responded positively to Round 3 concepts including pop-up markets, Microhubs, and metered parking. There was also a desire to integrate local businesses into quality of life elements, such as adopt a block programs.

Community Partner Snapshots



 **St. Nicks Alliance**

St Nicks Alliance held engagements in English and Spanish and focused on engaging low and moderate-income communities. Their engagements included a focus group with community leaders, in-person town halls, and tabling at community events. Engagement identified several community priorities, including a need for a greater emphasis on pedestrian safety, especially additional lighting, traffic signals, and greater efforts towards speed and overweight truck enforcement.



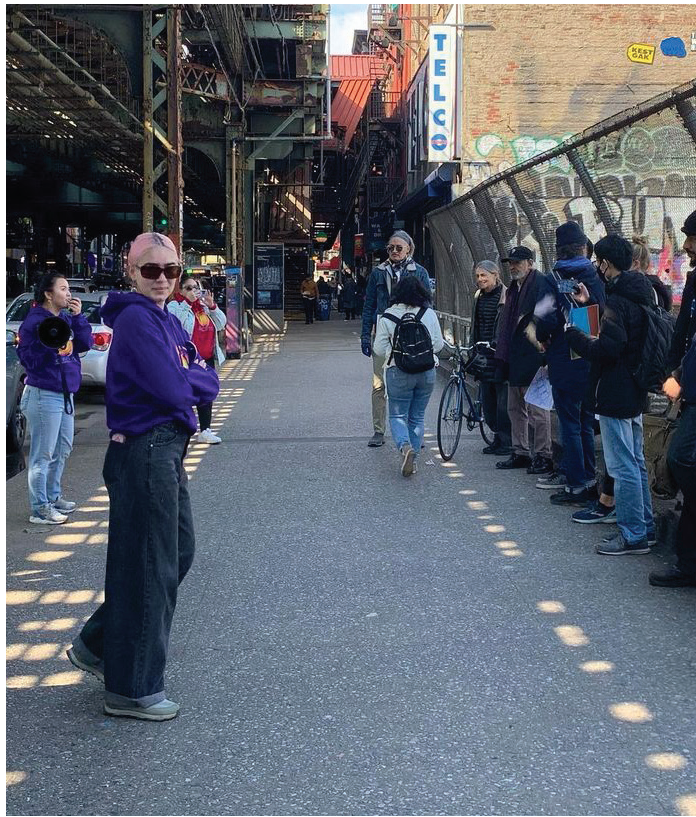
 **Fifth Avenue Committee (FAC)**

In Round 2, Fifth Avenue Committee engaged communities near Gowanus and Sunset Park through a series of walking tours and bilingual workshops in Spanish and English. Using QR codes linked to feedback forms, walking tours generated real-time feedback. Community perspectives emphasized an urgent need for pedestrian safety, traffic calming measures, and increased traffic enforcement, especially along Third Ave.



 **Evergreen Exchange**

Evergreen Exchange focused outreach efforts on North Brooklyn’s industrial businesses. Throughout engagement, Evergreen Exchange conducted in-person focus groups, mixers, phone interviews, and a business survey, garnering insights from 29 businesses. Feedback from underscored the necessity for economically responsible changes around the BOE to equitably meet the needs of industrial businesses that provide living wages.



 **El Puente**

El Puente brought their environmental justice lens to engagement and organized sessions in English and Spanish. These engagements included three community conversations on local land stewardship, an environmental justice walk, a workshop, and pop-up activities. Feedback advocated for public space activations paired with noise and air pollution mitigations. El Puente communities supported capping as an initial step to reclaiming land over the BOE trench.

66



BOE
Central

BQE Central

BQE Central Project Update

This 1.5 mile section of the BQE includes multiple bridge structures—including the historic 0.4-mile-long “triple cantilever” — as well as other ramps and retaining walls along the interstate corridor. NYC DOT is leading efforts to address the structural deterioration and geometric and operational deficiencies of the bridges, roadways, and ancillary structures associated with Brooklyn’s only Interstate highway, and design a safe, modern, and resilient new structure.

NYC DOT continues to make near-term interim repairs to ensure BQE Central remains safe. Monitoring of the triple cantilever also continues through a combination of regular, in-person inspections and remote tracking with sensors placed on the structure. NYC DOT also deploys a first-in-the-nation automated enforcement program for overweight trucks, using weigh-in-motion technology to ticket these illegal vehicles that stress the structure. The BQE Central engagement process identified potential design concepts for the City-owned structure from the Atlantic Ave. interchange to the Sands St. interchange.

The BQE Central engagement process identified potential design concepts for the City-owned structure from the Atlantic Ave. interchange to the Sands St. interchange.

NYC DOT will continue to work with the community to further develop and refine design concepts. Design concepts will be further assessed in an environmental review process, with multiple opportunities for additional public engagement.

NYC DOT will prepare an Environmental Impact Statement (EIS) for BQE Central, in collaboration with the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT). NYC DOT will start work after adequate environmental review has been completed.

Visit bqevision.com to stay up to date on BQE Central.

Previous: The BQE triple cantilever structure in Brooklyn Heights looking north towards the Brooklyn Bridge
Right: The BQE triple cantilever structure in Brooklyn Heights looking south towards 360 Furman St.



6



7

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Image Credits

All images used in this report are courtesy of NYC DOT, unless specified below:

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pg. 12 “65 St. & 6 Ave.”; “Clinton St. & Atlantic Ave.”; “Ashland Pl. & Myrtle Ave.”; “Graham Ave. & Metropolitan Ave.”: Google Maps Street View

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Chapter 5. Next Steps

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pg. 76 “Highway tunnel with open space (Boston, MA)”: Boston Herald; “Under-highway activations (Toronto, CA)”: Dezeen/Nic Lehoux; “Acoustic barrier (Adelaide, Australia)”: Government of South Australia Department for Infrastructure and Transport; “Partial highway cap (St Louis, MO)”: Courtesy of Gateway Arch Park Foundation

pg. 79 “BQE Off-ramp at Wythe Ave.”: Google Maps Street View; “Rose Kennedy Greenway (Boston, MA)”: Carmichael Associates

Chapter 6. Appendix

Chapter 6.2 Ongoing + Upcoming NYC DOT Projects:

pg. 104 “Proposed Greenway Section in Leif Ericson Park”: NYC Parks

pg. 106 “New bike lane on McGuinness Boulevard”: BK Reader/Christopher Edwards

pg. 109 “Delivery trucks causing congestion in Sunset Park”: StreetsblogNYC/Julianne Cuba

pg. 110 “Electric truck charging at a station”: Courtesy of Terrawatt; “DHL delivery worker transporting packages from cargo boat (London, UK)”: DHL; right: Susan Watts/NY Daily News Archive via Getty Images

Chapter 6.3 The BQE in Context: Yesterday and Today:

pg. 118 “Lenape Settlement, Pre-Colonial”: The New York Public Library; “Red Hook, 1875”: Library of Congress; “The Fulton Ferry, 1890”: Library

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pg. 123 “North 2 historical context map”: NYCmaps Now & Then; “Marcy Ave. and Division Ave”top: New York Public Library Archives, bottom: Google Maps Street View; “La Guardia Playground”top: New York Public Library Archives, bottom: Google Maps Street View; “S 5th St. and Marcy Ave” left: New York Public Library Digital Collections, right: Google Maps Street View

pg. 124 “North 3 historical context map”: NYCmaps Now & Then; “Park Ave. and Navy St” left: New York Public Library Digital Collections, right: Google Maps Street View; “Park Ave.

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“South 1 historical context map”: NYCmaps Now & Then; “Hamilton Ave. and Clinton St”top: New York Public Library Archives, bottom: Google Maps Street View; “Hamilton Ave. and Hicks Ave” top: New York Public Library Archives, bottom: Google Maps Street View; “Columbia St. and Atlantic Ave”left: Brooklyn Public Library, right: Google Maps Street View

pg. 126 “South 2 historical context map”: NYCmaps Now & Then; “Third Ave. and 20th St”top: New York Public Library Archives, bottom: Google Maps Street View; “Hamilton Ave. and Smith St” left: New York Public Library Archives, right: Google Maps Street View; “West 9 St. and Hamilton Ave”top: New York Public Library Archives, bottom: Google Maps Street View

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Chapter 6.6 Central:

pg. 146 right: The New York Times/Sasha Maslov

* “New affordable housing units” accounts for “extremely-low” to “middle” income units counted towards Housing New York Plan (1/1/2014 – 12/31/2021) or the Housing Our Neighbors: A Blueprint for Housing & Homelessness Plan (1/1/2022 – present).

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pg. 11 “BQE Truck Trips”: BPM Model (2023)

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pg. 26 **Demographics:** American Community Survey 1-year estimate, U.S. Census Bureau (2010-2020); **Employment:** On the Map, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (2020); **Housing:** “new housing units”: Department of Buildings (DOB) Job Application Filings, DOB Certificate of Occupancy, DOB Permit Issuance, Department of City Planning (DCP) (2015-2020); “new affordable housing units”*: Affordable Housing Production by Building, Department of Housing Preservation and Development (HPD) (2015-2020); **Public Housing:** NYC.gov, NYCHA Performance Tracking and Analytics Department (PTAD), NYCHA Development Data Book (2023); **Public Transit:** “subway stations”: MTA (2021); “bus stops”: MTA, NYC Mass Transit Spatial Layer (2019); “ferry landings”: NYC Ferry (2023); **Schools:** “K-12 schools”: NYC OpenData, NYC DCP, Facilities Database (2023); “K-12 students”: NYC OpenData, NYC DOE (2019-2020); **Parks:** NYC OpenData, NYC Parks, Parks Properties (2023)

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pg. 67 **Demographics:** American Community Survey 1-year estimate, U.S. Census Bureau (2010-2020); **Employment:** On the Map, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (2020); **Housing:** "new housing units": Department of Buildings (DOB) Job Application Filings, DOB Certificate of Occupancy, DOB Permit Issuance, Department of City Planning (DCP) (2015-2020); "new affordable housing units"*:

* "New affordable housing units" accounts for "extremely-low" to "middle" income units counted towards Housing New York Plan (1/1/2014 – 12/31/2021) or the Housing Our Neighbors: A Blueprint for Housing & Homelessness Plan (1/1/2022 – present).

Affordable Housing Production by Building, Department of Housing Preservation and Development (HPD) (2015-2020); **Public Transit:** "subway stations": MTA (2021); "bus stops": MTA, NYC Mass Transit Spatial Layer (2019); "ferry landings": NYC Ferry (2023); **Schools:** "K-12 schools": NYC OpenData, NYC DCP, Facilities Database (2023); "K-12 students": NYC OpenData, NYC DOE (2019-2020); **Parks:** NYC OpenData, NYC Parks, Parks Properties (2023)

Chapter 6. Appendix

Chapter 6.4 Reimagining the Role of the BQE:

pg. 131 **Demographics:** American Community Survey 1-year estimate, U.S. Census Bureau (2010-2020); **Public Housing:** NYC.gov, NYCHA Performance Tracking and Analytics Department (PTAD), NYCHA Development Data Book (2023); **Employment:** On the Map, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (2020); **Pollutants:** NYC Environment and Health Data Portal, New York City Community Air Survey (2008-2021); **Schools:** "K-12 schools": NYC OpenData, NYC DCP, Facilities Database (2023); "K-12 students": NYC OpenData, NYC DOE (2019-2020); **Parks:** NYC OpenData, NYC Parks, Parks Properties (2023); **Public Transit:** "subway lines and stations": MTA (2021); "bus routes and stops": MTA, NYC Mass Transit Spatial Layer (2019); "ferry routes and landings": NYC Ferry (2023)

pg. 132 "BQE Annual Average Daily Traffic": BPM Model (2023); NYC OpenData, NYC DCP (2023); "Connecting Highway Traffic": BPM Model (2023)

pg. 133 "Change in Total Population per Neighborhood Tabulation Area": U.S. Census, Decennial Census (2020); NYC OpenData, NYC DCP (2023); "Median Annual Household Income (HHI) per census tract": U.S. Census, American Community Survey 5-year Estimates (2016-2020);

pg. 134 "Heat Island Affect (Experienced Temperatures) Along the BQE": U.S. Census, Decennial Census (2020); NYC OpenData, NYC DCP (2023); "Flooding Along the BQE": FEMA (2022)

pg. 135 "Local Job Creators": On the Map, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (2020), NYC OpenData, NYC DCP (2023); **Freight and Traffic:** "Connecting Highway Traffic": BPM Model (2023); **Industrial Innovation:** "Brooklyn Navy Yard": Brooklyn Navy Yard (2023), "Brooklyn Army Terminal": NYC EDC (2023); **Commercial Employment:** On the Map, U.S. Census Bureau LEHD Origin-Destination Employment Statistics (2010), (2020)

pg. 136 "BQE Adjacent Transit": MTA, 2019, NYC Ferry (2023), Brooklyn Greenway Initiative, Inc. (2023); **Bikeways:** "15+ miles of protected bike lanes along the BQE Corridor": NYC DOT (2023); "Once complete, the Brooklyn Waterfront Greenway will be 26 miles": Brooklyn Greenway Initiative, Inc.; "Average Daily Bike Trips over Bridges": NYC DOT (2023); **Bus Transit:** "20K weekday passengers along local and express routes": NYCT (2022); "bus routes and bus stops": MTA (2021); **Ferry Transit:** "5.9K average daily weekday riders": NYC Ferry/NYCEDC (2023); "ferry routes and ferry landings": NYC Ferry; **Subway Transit:** "70K+ weekday riders": MTA (2022); "subway lines and subway stations": MTA (2021); "Average Weekday Ridership": MTA (2022)

pg. 137 "Adjacent Land Use": NYC OpenData, NYC DCP (2023); **Demographics:** American Community Survey 1-year estimate, U.S. Census Bureau (2020); **Schools:** "K-12 schools": NYC OpenData, NYC DCP, Facilities Database (2023); "K-12 students": NYC OpenData, NYC DOE (2019-2020); **Parks:** NYC OpenData, NYC Parks, Parks Properties (2023); **Public Housing:** NYC.gov, NYCHA Performance Tracking and Analytics Department (PTAD), NYCHA Development Data Book (2023)

