



## Corridor Vision BQE Central

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# BQE Central Vision: Summary Report

December 2024



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## Overview of BQE Central Vision

The New York City Department of Transportation (NYC DOT) launched the Brooklyn Queens Expressway (BQE) Corridor Vision in Fall 2022 to work with communities along the BQE corridor on two initiatives. BQE Central focused on the city-owned section from Atlantic Avenue to Sands Street, and the BQE North and South initiative identified potential upgrades for all other sections of the BQE corridor in Brooklyn to reconnect communities divided by the highway. Federal funds, available through the Bipartisan Infrastructure Law and other federal grant programs, provide an opportunity to upgrade the BQE for the 21st Century. The BQE North and South Visioning process was completed and summarized with a report that was released in October 2024, [BQE North and South: Safe, Sustainable, Connected](#). **Figure 1** shows the limits of the BQE Central and BQE North and South studies.

This report summarizes the BQE Central Vision. The BQE Central Vision was a focused effort by NYC DOT to work with the community on conceptual plans for the safe, modern, and resilient structure needed for the future of BQE Central. BQE Central is a 1.5-mile section of the BQE with multiple bridge structures, including the 0.4-mile-long triple cantilever as well as interchanges, retaining walls, and other structures along the corridor.

After gathering initial feedback on community-driven concepts, potential designs were presented for five zones:

- DUMBO and Manhattan Bridge parks
- Old Fulton Street and Anchorage Plaza
- Columbia Heights and adjacent parks
- The triple cantilever and Furman Street
- The Atlantic Avenue interchange and Van Voorhees Park

The BQE Central Vision study was a community-based initiative distinct from any National Environmental Policy Act (NEPA) process. Information collected during the BQE Central Vision study will inform the development of the purpose and need and range of alternatives that will be presented to the public and studied during the NEPA and related environmental review processes for BQE Central.

## Public Meetings and Open Houses

Since September 2022, there have been 16 public meetings for BQE Central Vision, including kick-off meetings for the full corridor. There were also two open houses at New York City Housing Authority (NYCHA) sites near BQE Central aimed at residents of those complexes and the adjacent areas. **Table 1** lists the meetings and open houses, and **Appendix A** includes the meeting presentations. The goal of these meetings and open houses was to understand community needs, preferences, and priorities and gather feedback on initial and refined design concepts to produce a conceptual plan and implementation strategy for BQE Central.

NYC DOT maintained [a website](#) throughout the BQE Central Vision process. NYC DOT advertised public meetings on the website and provided a link for members of the public to register for virtual meetings. The website included the presentation materials from and recordings of each public meeting. NYC DOT also posted the surveys, reports, and other materials related to the vision process.

NYC DOT provided translation services in Arabic, Chinese (Mandarin and Cantonese), and Spanish at all in-person and virtual public meetings. NYC DOT offered the availability of additional languages for translation upon request, but it did not receive any such requests.



**Table 1: Summary of Public Meetings and Open Houses**

Meeting Topic	Date
BQE Corridor Wide Kick-Off	September 28 and October 6, 2022
BQE Central Meeting #1	October 13 and October 18, 2022
BQE Central Meeting #2	December 13 and December 15, 2022
BQE Central Meeting #3	February 28 and March 2, 2023
Environmental Review Webinar	May 2, 2023
BQE NYCHA Open Houses	June 10 and June 12, 2023
Atlantic Avenue Interchange Public Workshop	June 15, 2023
Manhattan Bridge Interchange Public Workshop	April 3 and April 8, 2024
Triple Cantilever Public Workshop	June 20 and June 24, 2024

## ***BQE Vision Corridor Wide Kick-Off, September 28 and October 6, 2022***

NYC DOT held the corridor wide kick-off meetings on September 28, 2022 (in-person at New York City College of Technology) and October 6, 2022 (virtual). About 175 people attended the meetings. NYC DOT gave a presentation on previous planning efforts for BQE Central, the corridor-wide approach for BQE Central and BQE North and South, and the visioning process including engagement opportunities and role of community groups in the process. There was a question-and-answer session that allowed participants to seek initial information about the scope of the visioning process and next steps.

## ***BQE Central Meeting #1, October 13 and October 18, 2022***

This round of meetings was the first engagement in the BQE Central Vision process. NYC DOT held an in-person session on October 13, 2022 at City College of Technology in Downtown Brooklyn and a virtual session on October 18, 2022. A total of 175 people participated in the two meetings. The intent of the meetings was to introduce the public to the BQE Central Vision and provide an opportunity for initial feedback. NYC DOT made a presentation with an overview of the BQE Central study area limits and the vision study as well as next steps. NYC DOT hosted a question-and-answer session following the presentation, and the key topics that emerged are the following:

- Incorporating open space and access to open space in planning for BQE Central, including improved access to Brooklyn Bridge Park, public realm improvements, and improved bicycle and pedestrian connections and safety;
- Reducing freight traffic by shifting to marine and rail transport;
- Incorporating demand management tools such as tolling to reduce vehicular traffic;
- Maintaining reduced BQE volumes by retaining the operation of two-lanes in each direction over the triple cantilever section, without redirecting overflow traffic to local roads;
- Minimizing impacts on existing local residences and private property;
- Utilizing the opportunity to incorporate new development into design such as affordable and senior housing as well as community centers; and
- Having breakout groups at future public meetings to foster conversation in a smaller setting.

## ***BQE Central Meeting #2, December 13 and December 15, 2022***

In December 2022, NYC DOT held a second round of public engagement meetings specific to BQE Central. NYC DOT held an in-person session on December 13, 2022 at City College of Technology in Downtown Brooklyn and a virtual session on December 15, 2022. A total of 500 people participated in the two meetings. The meetings were intended to provide a recap and overview of the BQE Corridor Vision



process, a summary of the feedback received during the first round of workshops, information on design concept considerations and a walkthrough of preliminary design concepts (see **Figure 2**). Immediately following the presentation, NYC DOT hosted a question-and-answer period, followed by a breakout group activity where attendees discussed specific locations along the BQE Central Corridor. Key topics of discussion included:

- Requesting that NYC DOT provide more information on potential cost, funding, limitations, and timelines for BQE Central;
- Avoiding construction impacts to the neighborhood (i.e. relocating residents), and understanding how traffic demand, noise, air pollution, and other climate related effects change based on the different proposed designs;
- Improving access to existing open/green spaces, with the potential to create more open/green space for community use;
- Increasing bicycle and pedestrian infrastructure to better accommodate the needs of multi-modal users and provide safer access to open/green space;
- Improving the conditions of the area for local residents without creating a new attraction for NYC tourists;
- Creating safer connections and more accessible crossings for all user groups, especially at the Atlantic Avenue Interchange;
- Reducing traffic along the corridor, and avoiding an increase in lanes along the corridor, without impacting local streets;
- Preserving and facilitating better access to important community spaces and resources, including Brooklyn Bridge Park, Squibb Park, Brooklyn Heights Promenade, NYCHA Housing Developments, and Brooklyn Navy Yard; and
- Conducting focus groups to facilitate more in-depth discussions.

### ***BQE Central Meeting #3, February 28 and March 2, 2023***

For the third round of BQE Central public engagement workshops, NYC DOT held an in-person session on February 28, 2023 at Brooklyn Friends School and a virtual session on March 2, 2023. Together, approximately 250 people participated in the two meetings. The meetings were intended to provide a recap and overview of the BQE Central Vision process, a summary of feedback from prior public meetings, information on design concept considerations, and a walkthrough of refined design concepts for feedback. Physical models of the three Triple Cantilever concepts— The Stoop, The Terraces, and The Lookout— were available to view. Then, NYC DOT hosted a general question-and-answer session followed by smaller, facilitated breakout groups. Key discussion points included:

- Requesting NYC DOT provide more information on ramp and traffic details, changes, and implications, as well as the trade-offs between different design concepts;
- Improving access to existing open/green spaces for pedestrians, with the potential to create more open/green space and recreational programming based on community input;
- Increasing bicycle and pedestrian infrastructure to better accommodate the needs of multi-modal users and provide safer access to open/green space;
- Focusing future design decisions on resiliency and sustainability, to shift from seeing less concrete to more green space with appropriate lighting improvements;
- Preserving the existing character of the neighborhood, with requests for NYC DOT to provide a summary of how concepts could potentially influence the community;



**The Terraces**



**The Lookout**



**The Stoop**

- Participants favoring a lighter touch at the Columbia Heights section (a preference for design Concept 2 over Concept 1);
- Requests for an in-depth workshop focused specifically on the Atlantic Avenue Interchange (which was subsequently scheduled and took place in Spring 2023); and
- Providing additional small, facilitated conversations for concept specific questions and extending the time of the workshops to make sure all information could be covered in future workshops.

### ***Environmental Review Webinar, May 2, 2023***

NYC DOT hosted a virtual meeting to provide members of the public with an understanding of the environmental review process and an early identification of environmental considerations for the BQE Central project. About 90 people attended the virtual event. The webinar included an overview of the NEPA, State Environmental Quality Review Act, and New York City Environmental Quality Review processes, the roles of FHWA, NYSDOT, and NYC DOT in these processes, the topics that these agencies will study in the upcoming Environmental Impact Statement (EIS), and opportunities for public involvement during the preparation of the EIS. Following the presentation, NYC DOT hosted a question-and-answer session.

### ***NYCHA Open Houses, June 10th and 12th, 2023***

NYC DOT held two in-person open house events. The first open house took place on June 10, 2023 at the Ingersoll Community Center and had about 30 community members in attendance. The second open house took place on June 12, 2023 at the Farragut Older Adults Center and had about 30 community members in attendance. The purpose of the meetings was to share information on the BQE Central Vision process for residents of the surrounding neighborhoods and explain how residents could participate in the process. Both events offered an opportunity for community members to view three-dimensional models created to display the existing conditions and proposed concepts for BQE Central. Participants were also given space to ask questions and share feedback with NYC DOT.

### ***Atlantic Avenue Interchange Public Workshop, June 15, 2023***

On June 15, 2023, NYC DOT held a virtual public workshop to focus on the Atlantic Avenue Interchange. About 200 people attended the virtual event. NYC DOT began the presentation with a brief discussion on the process, a recap on what was heard in the last two rounds of engagement about Atlantic Avenue, and design concept updates. NYC DOT presented three new design concepts for the Atlantic Avenue interchange (see **Figure 3**). Following the presentation, NYC DOT conducted a question-and-answer session followed by smaller, facilitated breakout groups. Key discussion points included:

- Concerns that existing conditions resulting from the Two-lane Implementation Project create heavy traffic delays in the area, and that design concepts will lead to more traffic being diverted to local streets, e.g. Congress and Hicks Streets;
- There was substantial opposition to concepts that included new overpass (“flyover”) ramps;
- Requests for NYC DOT to provide more information about possible demand management tools that can be employed at the interchange;
- Expanding bicyclist accessibility by upgrading existing bicycle lanes to be protected and extending them to Bridge Park Drive;
- Increasing the number of safety measures at the interchange to better protect pedestrians along this highly trafficked freight route;



**Concept 1****BIKES & PEDS**

- Adds shorter, but additional pedestrian crossing at Staten Island-Bound (SIB) off-ramp on Atlantic Ave & Furman St (In Split Furman / Concept 1B)

**PUBLIC SPACE**

- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)

**CARS & TRUCKS**

- Does not reduce vehicle volumes on Atlantic Ave
- SIB Off-Ramp – Increases congestion at Atlantic/Columbia intersection
- Queens-Bound (QB) On-Ramp – Does not improve traffic volumes from existing condition

**Concept 2****BIKES & PEDS**

- QB On-Ramp structure at Hicks St increases walking distance below BQE Bridge over Atlantic Ave
- SIB Off-Ramp at Atlantic Ave & Furman St does not reduce number of ped crossings on North Side of Atlantic Ave (Same as concept 1B)

**PUBLIC SPACE**

- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)
- Hicks St Dog Run reduced in Size by QB On Ramp at Hicks St by 550 SF

**CARS & TRUCKS**

- QB On-Ramp – Improves traffic conditions from existing at Atlantic Ave including removing left turn volumes at Hicks St & Atlantic Ave intersection
- SIB Off Ramp at Atlantic - Increases congestion at Atlantic/Columbia intersection
- QB On-Ramp at Hicks St – Reduces congestion on Atlantic, but incentivizes shortcutting BQE On-Ramp at Hamilton Ave via Hicks St.

**Concept 3****BIKES & PEDS**

- QB & SIB Ramp structures increases walking distance below BQE Bridge at Atlantic Ave
- SIB Off-Ramp introduces truck & car traffic onto Congress St.
- Crossing added at intersection of Congress & Hicks Sts.

**PUBLIC SPACE**

- Adds 20K SF of new pedestrian space at Furman St
- Van Voorhees Park increases in size by 27K SF (134K total)
- Hicks St Dog Run reduced in Size by QB On Ramp at Hicks St by 550 SF

**CARS & TRUCKS**

- QB On Ramp – Improves traffic conditions from existing at Atlantic Ave
- SIB Off Ramp – Improves traffic conditions from existing at Atlantic Ave but introduces additional traffic volumes to Congress St



- Exploring the reconfiguration of ramps in the trench section as well as at the Atlantic Avenue interchange;
- Reducing environmental impacts, such as air quality, by prioritizing climate-focused design solutions;
- Requests for more innovative future design approaches, with general feedback that Atlantic Avenue is too wide in the 3 design concepts that were presented; none of the designs received positive feedback from the public.

### ***Manhattan Bridge Interchange Public Workshop, April 4 and April 8, 2024***

In April 2024, NYC DOT held a public engagement workshop focused specifically on the Manhattan Bridge Interchange. The in-person workshop was held at Church of the Open Door on April 4, 2024 and the virtual workshop was held on April 8, 2024. Both workshops had an approximate combined attendance of 125 attendees. NYC DOT opened the presentation with an overview of BQE Central, feedback from previous workshops, existing conditions, guiding values and priorities, and three design concepts for the Manhattan Bridge Interchange (see **Figure 4**). After the presentation, there was a question-and-answer session, followed by participant breakout sessions to discuss the proposed design concepts. Key discussion points included:

- Participants favored more on-street parking and ensuring Sands Street would be wide enough to accommodate it;
- Improving pedestrian and bicyclist connections to open/green space, specifically Trinity Park;
- There was no preference for a single design concept, however the strongest support for Concept 1 (“enhance walking/biking while avoiding new large infrastructure”) came from virtual participants who noted that it emphasizes pedestrian connections and safety;
- Participants liked the new open space proposed at the corner of Gold Street and Sands Street for Concept 2 (“enhance local streets by enhancing safety for pedestrians/cyclists”), but some expressed concerns about the relocation of a Staten Island bound on-ramp to a location partially within / above McKinney Steward Park, which is a key open space resource for neighborhood residents including residents of the NYCHA Farragut Houses;
- Participants supported Concept 3 (“substantially reduce local through-traffic with new large infrastructure, allowing for transformation of local streets for safety and comfort”) equally to Concept 1 due to the notable enhancements in pedestrian connections and safety. There were also concerns for Concept 3 due to the longer construction timeline with potential quality of life impacts such as noise.

### ***Triple Cantilever Public Workshop, June 20 and June 24, 2024***

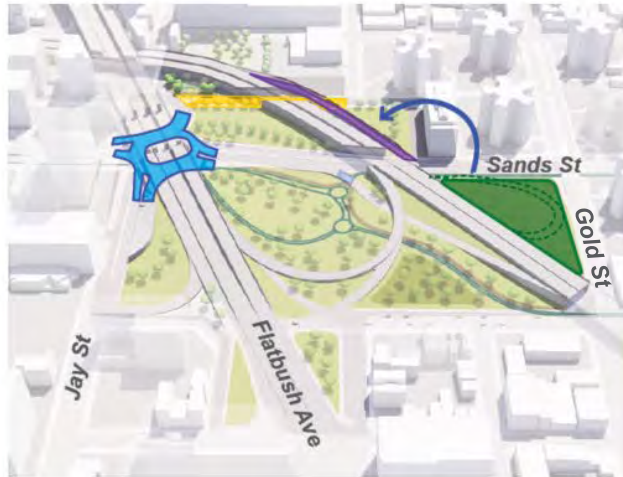
In June 2024, NYC DOT held the final series of public engagement workshops for the BQE Central Visioning process. An in-person workshop was held at City Tech Namm Cafeteria on June 20, 2024 and a virtual workshop was held over Zoom on June 24, 2024. The two workshops had a combined total attendance of about 190 attendees. NYC DOT opened with a presentation that provided an overview of BQE Central, three design concepts from the previous workshop (Terraces, Lookout, and Stoop), a new “East of Furman” design concept for the triple cantilever section for public feedback, slides showing potential relocation of an MTA conduit facility, slides showing stacked structure of the triple cantilever near the 360 Furman Street building, design concept renderings (see **Figure 5**), and an estimated timeline for environmental review. Following the presentation, there was a question-and-answer session and small group facilitated discussion. Key themes included:



### Concept 1

#### GOAL

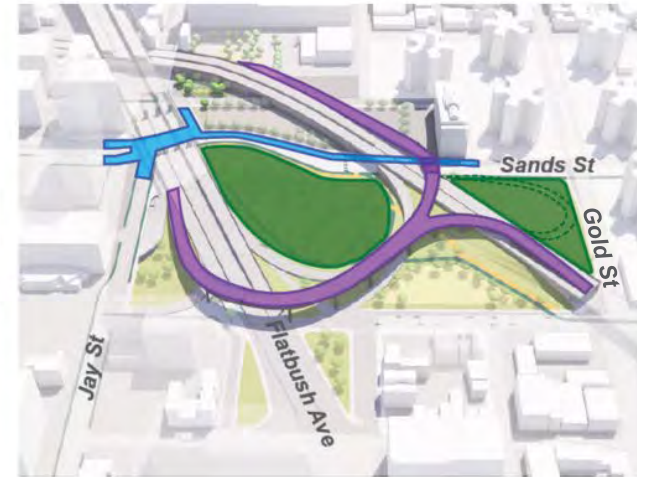
- Enhance walking & biking while avoiding new large infrastructure



### Concept 2

#### GOAL

- Enhance local streets by enhancing safety for pedestrians and cyclists
- Create a large, new accessible open space adjacent to Farragut Houses



### Concept 3

#### GOAL

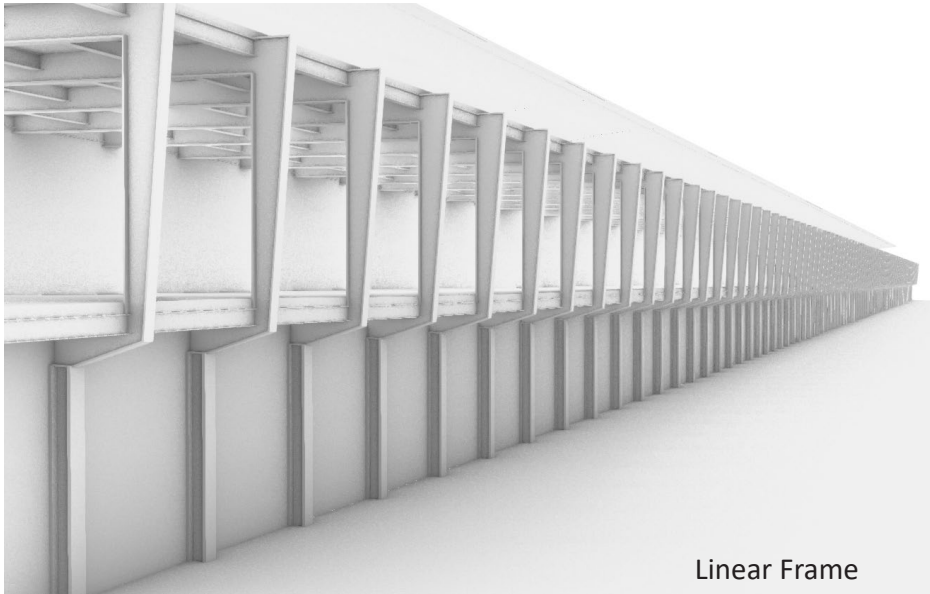
- Substantially reduce local through-traffic with new large infrastructure, allowing for transformation of local streets for safety & comfort
  - Create a large new accessible open space adjacent to Farragut Houses



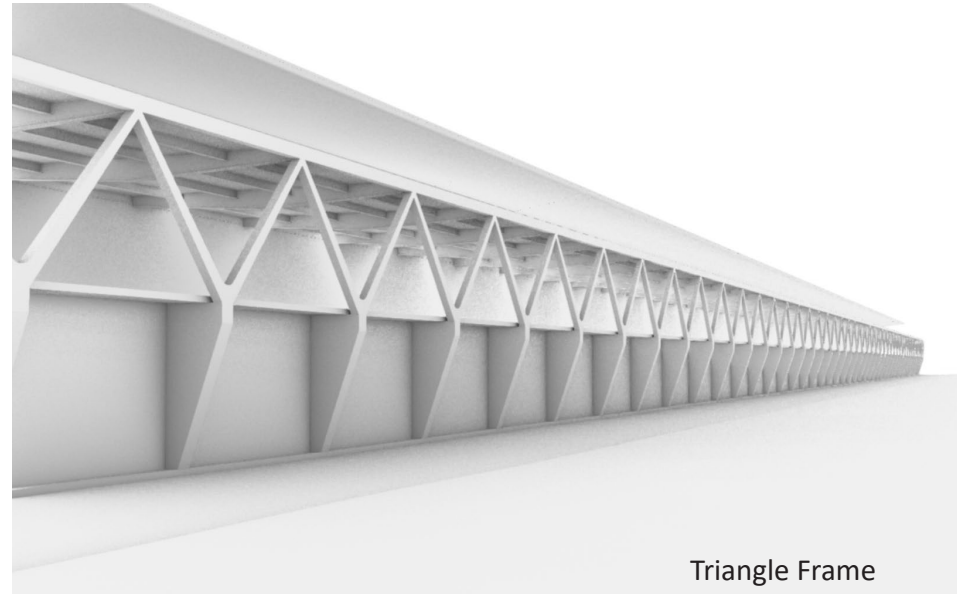
Street Level Safety Enhancements



New Direct Connections



Linear Frame



Triangle Frame

- Discussion of proposed design concepts, including
- A preference for the portal design concept and linear frame design concept with additional pedestrian connections;
- A preference to cover/screen vehicles passing through the highway;
- Desiring better connections to Brooklyn Bridge Park, with requests for additional pedestrian connections at Montague Street and Clark Street;
- Preference for retaining two lanes along the corridor;
- Concerns about safety for all user groups, especially at Atlantic Avenue;
- Concerns regarding environmental and construction impacts, including the retaining wall and vibrations, and how traffic will be impacted; and
- Requests for NYC DOT to provide more information and transparency regarding construction methodology.

## Other Outreach Efforts

In addition to the public meetings and workshops, NYC DOT engaged frequently with stakeholder groups with interest in BQE Central and the local area. NYC DOT also coordinated structured opportunities for stakeholders to guide the agency's process and provide input on conceptual plans.

## Surveys

### BQE Central Survey

A BQE Central survey was launched on December 13, 2022 and remained open until January 17, 2023. The survey was promoted at workshops in December, distributed through email blasts and posts on NYC DOT's Twitter and Facebook pages, and by Community Partners and the Community Visioning Council. The survey received nearly 1,900 responses. Of those respondents, 93 percent reported a zip code within New York City and 3 percent recorded zip codes outside of New York City.

In the survey, respondents were asked questions regarding their experiences with the Central section of the BQE. An open response box was included to allow respondents to leave additional comments at the end of the survey. In these comments, respondents expressed concerns about traffic congestion, general traffic safety, bike and pedestrian safety concerns, noise and air pollution, and resiliency. A detailed summary of the survey can be found in **Appendix B**, beginning on Page 32.

### Brooklyn Bridge Park Public Survey

A second survey occurred in Fall 2023. This survey targeted visitors of Brooklyn Bridge Park, which is near the triple cantilever portion of the BQE. This round of surveys was deployed by Public Engagement Group staff, also known as the Street Ambassadors, at the Park's Pier 2 entrance and was complemented by a QR code for self-guided responses.

NYC DOT staff successfully collected feedback from over 124 participants, who provided their insights on how the BQE impacts their park experiences and what design improvements they envision. In addition, the survey provided an opportunity to capture traffic safety and environmental concerns, which will help inform the environmental review process for BQE Central. A detailed summary of the survey is included in **Appendix C**, beginning on Page 75. In general, the survey responses discussed:

- Brooklyn Bridge Park Access

- 86.3 percent of respondents walk to the park, with biking (25.8 percent) and public transit (25.0 percent) also receiving a notable portion of the responses.
- Regarding potential new direct points of access to the park, respondents highlighted both Montague Street and Clark Street as potential new locations for park access.
- Design Preferences and Priorities
  - 52 percent of respondents favor the “Terraces” design concept for the triple cantilever section of the BQE. The “Lookout” was preferred by 23 percent, and the “Stoop” was selected by 14 percent. (Refer to **Figure 2** for drawings of these design concepts.).
  - Half of the respondents (50 percent) emphasize the importance of green spaces, including planting and landscaping.
- General Issues and Priorities
  - Over half the respondents highlighted traffic congestion as a notable concern around Brooklyn Bridge Park.
  - Pedestrian safety and traffic conditions were other major issues for park-goers.

## ***Community Visioning Council***

The Community Visioning Council is a 40-member body with broad geographic representations throughout the BQE in Brooklyn and subject matter expertise. Through a series of meetings with NYC DOT over the course of the BQE Corridor Vision, the Community Visioning Council has advised NYC DOT on engagement strategies and concept development for the BQE Corridor. The Community Visioning Council includes organizations known to NYC DOT to have an interest in the BQE – including BQE Central – including civic, elected, and business stakeholders from along the BQE corridor in Brooklyn, who provide neighborhood-specific guidance.

The Community Visioning Council included the following members:

- Aldona Vaiciunas, Vinegar Hill Neighborhood Association
- Amy Breedlove, Cobble Hill Association
- Basha Gerhards, Real Estate Board of New York
- Belinda Cape, Downtown Brooklyn Partnership
- Daniela Castillo, El Puente
- Danny Pearlstein, Riders Alliance
- Darold Burgess, NYCHA Ingersoll
- Denise Keehan-Smith, Chairperson, Friends of QNS
- Dina Rabiner, Brooklyn Chamber of Commerce
- Doug Gordon, Community Board 2
- Eliza Perkins, Brooklyn Bridge Park
- Elizabeth Denys, Open New York
- Filippa Grisafi, Express Bus Advocate, Staten Island
- Frances Brown, NYCHA Red Hook East Tenant Association
- Geoffrey Salvatore, Dumbo Action Committee
- Jack Walsh, Arts Consultant & former Executive Producer, Celebrate Brooklyn! Festival
- Jay Anderson, Staten Island Economic Development Corporation
- John de Looper, Community Board 7
- Julie Sharpton, NYCHA Whitman
- Kalvis Mikelsteins, Dumbo BID



- Karen Nieves, Evergreen Exchange
- Kate Chura, Montague BID
- Kathy Park Price, Transportation Alternatives
- Katie Denny Horowitz, North Brooklyn Parks Alliance
- Kelly Carroll, Atlantic Avenue BID
- Kevin Garcia, NYC Environmental Justice Alliance
- Lara Birnback, Brooklyn Heights Association
- Lawrence Stelter, Community Board 10
- Lenny Singletary, Community Board 2
- Marilyn Donini, St. Ann's Warehouse
- Mary Hetteix, Arab American Association of NY
- Michelle De La Uz, Fifth Avenue Committee
- Mitchel Wu, Chinese-American Planning Council
- Patrick Killackey, North Heights Neighbors
- Patrick McClellan, New York League of Conservation Voters
- Samuel M Stern, United Jewish Organizations of Williamsburg and North Brooklyn
- Sara Ostolaza, NYU Langone
- Shaina Horowitz, New Lab
- Thomas McMahon, 360 Furman
- Zach Miller, Trucking Association of New York

## ***Focus Groups***

Four Focus Groups were established as part of the BQE Corridor Vision to provide specific feedback and comments in four key areas: Traffic, Transportation & Mobility; Open Space, Connectivity, Accessibility & Public Realm; Land Use & Economic Development; and Environmental Justice. The Focus Groups consisted of community leaders, civic groups, and other entities and stakeholders with an interest and/or background in the subject area.

High-level summaries of engagement with the four Focus Groups are included in **Appendix C**, beginning on Page 2.

## ***Community Partner Updates***

As part of the BQE Corridor Vision, NYC DOT has implemented a Community Partner program. Community Partners are community-based organizations that are leading additional grassroots engagement to gather community input, with emphasis on organizations serving underrepresented communities and those serving constituents whose primary language is not English.

There are 16 Community Partners and they have held dozens of self-led engagements of different formats over their first round of engagement, with support from NYC DOT and its consultant team. Community Partners were announced in mid-December 2022 and began their first round of engagement in January 2023, which concluded in late March 2023. Round 2 of Community Partners engagement began in April 2023 and concluded in August 2023. Community Partners have held dozens of self-led engagements of different formats, with support from NYC DOT and its consultant team.

Community Partners for the BQE Corridor Vision included the following organizations:

- Arab American Association of New York

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

While the Community Partners had a greater role in the outreach for BQE North and South, they did help publicize events for BQE Central. High-level summaries of self-reported engagement processes and outcomes are included in **Appendix C** for each of the identified Community Partners.

## Outcomes and Themes of the BQE Central Vision

NYC DOT gained valuable feedback during the BQE Central Vision that will inform the purpose and need, range of alternatives, and assessment of social, economic, and environmental considerations during the upcoming environmental review phase. The environmental review will comply with the National Environmental Policy Act (NEPA), New York State Environmental Quality Review Act (SEQRA), and New York City Environmental Quality Review (CEQR). The forthcoming project development and environmental review process will include public engagement; however, NYC DOT, in coordination with the Federal Highway Administration (FHWA) and New York State Department of Transportation (NYSDOT), will continue to consider the feedback that was received during the BQE Central Vision effort.

As NYC DOT advances into the environmental review process for the BQE Central Project, it will remain mindful of the following themes and considerations gained through the BQE Central Visioning process:

- There is notable public support to maintain a two-lane operation in each direction on the triple cantilever section of BQE Central. The support for this option has been advocated by local elected officials, civic organizations, and a sizable and vocal constituency from Brooklyn Heights and other nearby communities. Participants argued that an increase in the number of lanes will attract more traffic and negatively impact the City’s climate-related goals.
- There has been advocacy to restore three lanes of traffic in each direction on the triple cantilever section. This constituency has been less vocal than advocates for the two-lane option, but proponents attended public engagement sessions and voiced their preference. Participants stated that the current two-lane operation causes substantial delays and increases traffic on local streets.
- Residents favor retaining the Brooklyn Heights Promenade in a similar configuration to its current design.

- Many participants advocated for new and improved bicycle and pedestrian connections to Brooklyn Bridge Park, especially in the area of the triple cantilever and along heavily trafficked corridors such as Atlantic Avenue and Old Fulton Street.
- Residents liked options to reduce the size and massing of the BQE structure, including a narrower roadway footprint and more and larger openings through the structure.
- Participants voiced a need for holistic solutions that reduce vehicular demand, such as alternative modes for last-mile freight deliveries, transport of freight by water or rail, high-capacity transit options, improved bicycle and pedestrian connections, high occupancy vehicle lanes, preference for electric vehicles and low-emissions vehicles, congestion pricing, and tolling of the BQE. Participants advocated that these programs and technologies could address the need for more substantial interventions at BQE Central.
- NYC DOT presented multiple design concepts for the triple cantilever section. At the March 2023 meetings, NYC DOT introduced concepts for connections across the structure from the Brooklyn Heights Promenade to Brooklyn Bridge Park, which it referred to as the Terraces, Lookout, and Stoop. Of the concepts, the public preferred the Lookout concept. At public meetings in June 2024, NYC DOT presented two portal-frame design concepts for the triple cantilever structure, the Linear Frame and the Triangle Frame. There was public preference for the Linear Frame.
- NYC DOT presented concepts for the redesign of the Atlantic Avenue interchange. There was strong public opposition to the concepts presented and NYC DOT committed to further study of this location, particularly in light of the recent announcement of the Brooklyn Marine Terminal redevelopment.
- NYC DOT presented concepts for the redesign of the Manhattan Bridge interchange. In general, participants preferred design Concepts 1 and 3. NYC DOT committed to understanding community priorities and gathering additional input on Concepts 1 and 3 given similar interest in both concepts.
- Participants expressed multiple concerns about the project’s construction, including vibrations, noise, emissions, traffic diversions, length of time, cost, and access to parks and other recreational resources. Residents also expressed a need to protect the structural integrity of residences along the existing triple cantilever section.
- Participants want continued, meaningful engagement as BQE Central moves forward.

## Next Steps

The BQE Central Vision concluded with the public meetings in June 2024, and this report summarizes the outreach conducted throughout that process. As described above, NYC DOT will consider the feedback received during the BQE Central Vision to inform continued project development in the next phase of BQE Central. In coordination with FHWA and NYSDOT, NYC DOT will engage the public in the development of the Purpose and Need statement for the Project and progress toward the publication of a Notice of Intent (NOI) to prepare an EIS, which formally initiates the NEPA process. The publication of the NOI is expected in Spring 2025, and will be followed by a formal scoping process, and preparation and issuance of the EIS, with numerous opportunities for public and agency involvement. The environmental review process will be followed by the environmental permitting process, final design, and construction.





## Corridor Vision BQE Central

---

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Appendix A: Public Engagement Meeting Presentations



## Appendix A - Table of Contents

BQE Central Vision Corridor Wide Kick-Off.....	2
BQE Central Round 1 Meetings.....	23
BQE Central Round 2 Meetings.....	42
BQE Central Round 3 Meetings.....	254
BQE Central Atlantic Avenue Meeting.....	377
BQE Central Manhattan Bridge Meetings .....	472
BQE Central Triple Cantilever Meetings .....	530



## Corridor Vision BQE Central

---

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Corridor Wide Kickoff





## Corridor Vision Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



# Corridor-Wide Kick-Off

September 28, 2022





# Corridor-Wide Kick-Off

## Presentation Overview

- Background
- Corridor-wide Approach
  - BQE Central
  - BQE North and South
- Q & A

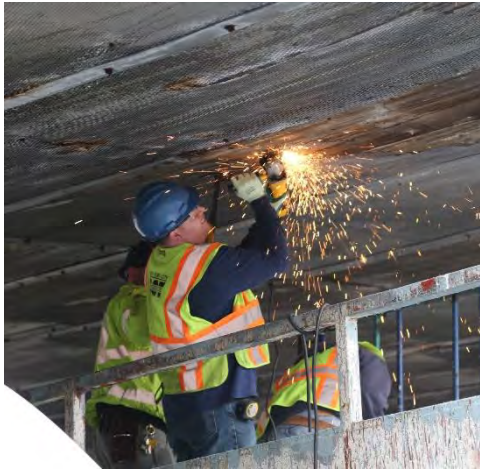


# Adams Administration Strategy

## A Corridor-Wide Approach

### Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design



### Equity

Invest in communities along the full BQE corridor, not just higher income City section



### Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact



### Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move project forward

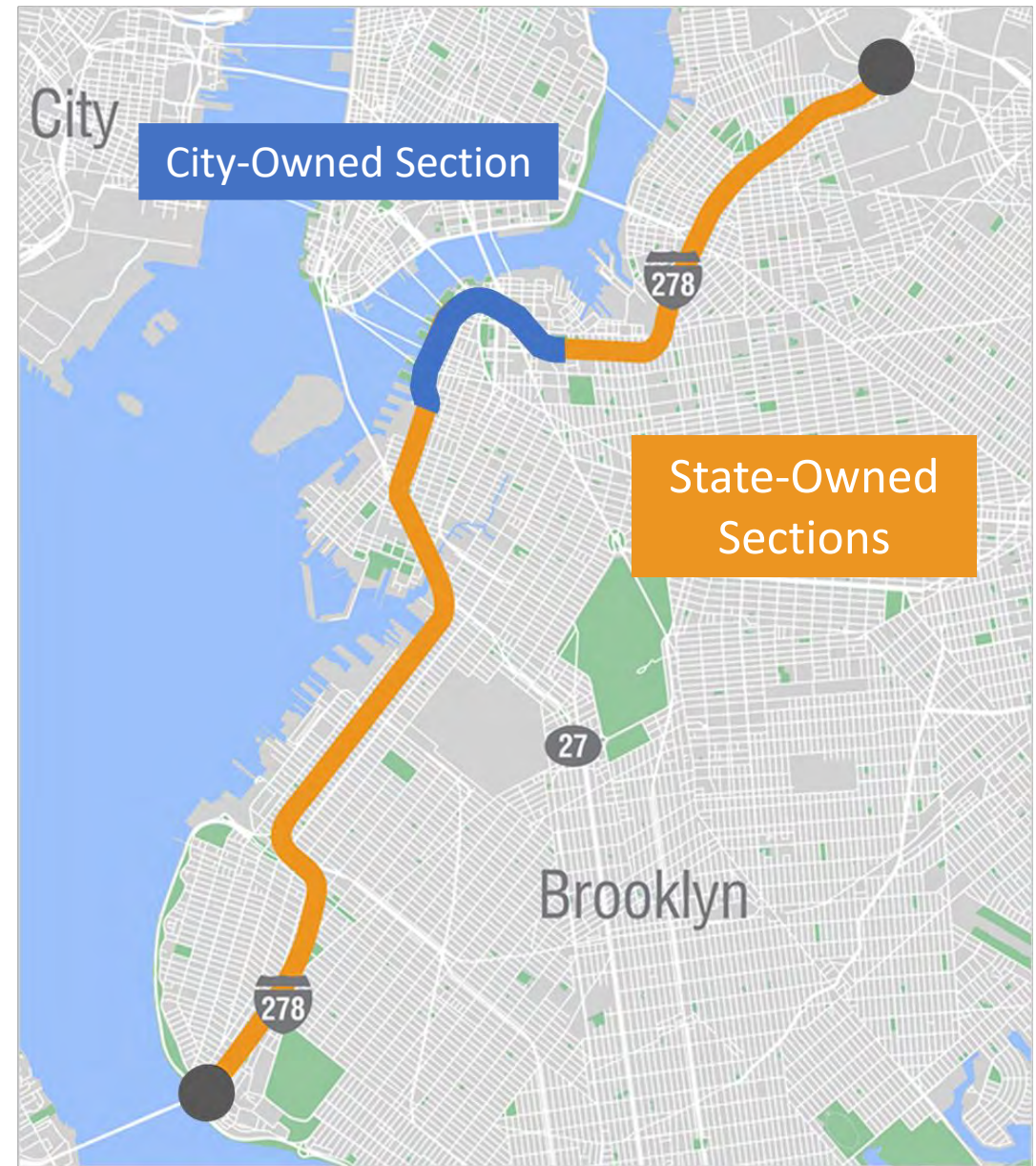




# BQE Overview

## City and State Ownership

- NYC owns 1.5 miles of BQE in Brooklyn (12%)
- NYS owns 10.6 miles of BQE in Brooklyn (88%)



# BQE Sections

## City-Owned

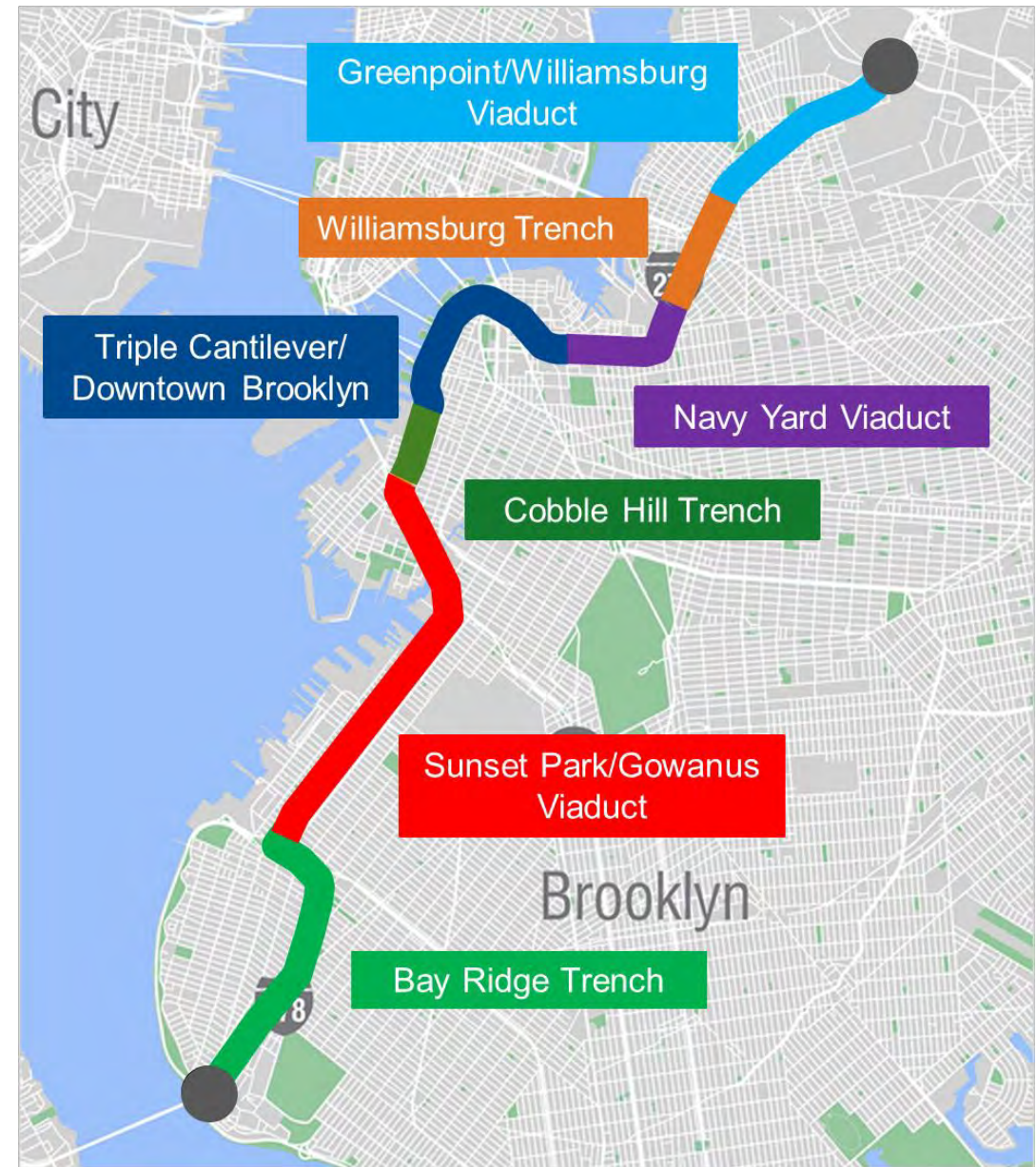
*Beyond design life*

- Triple cantilever around Brooklyn Heights
- Bridges and elevated highway through Downtown Brooklyn

## State-Owned

*Structure divides communities*

- Trench: Highway is below street level
- Viaduct: Highway is on a structure above the street





# City-Owned Section

## History

- BQE built 1937-64
- City-owned section built 1944-48
- Safe and under continuous monitoring, but beyond design life

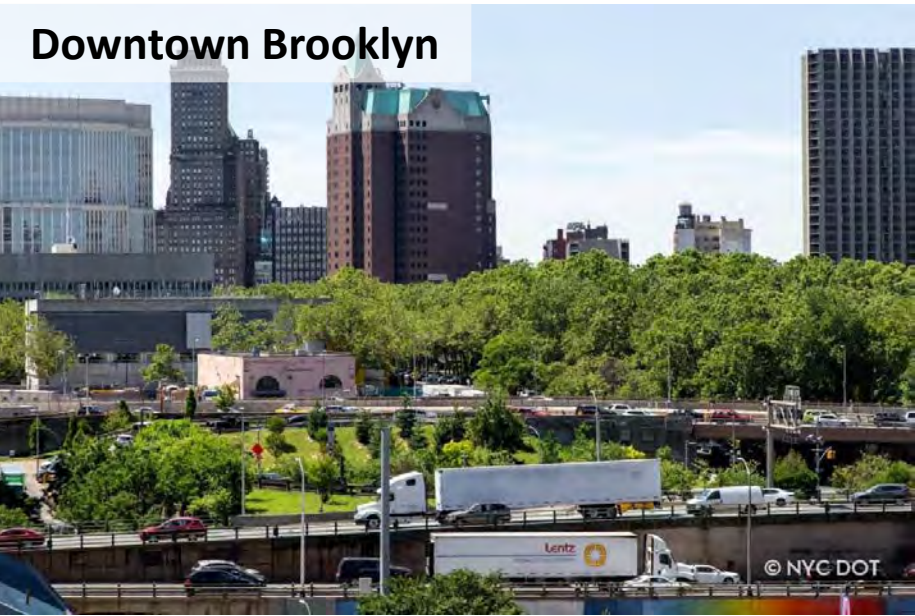
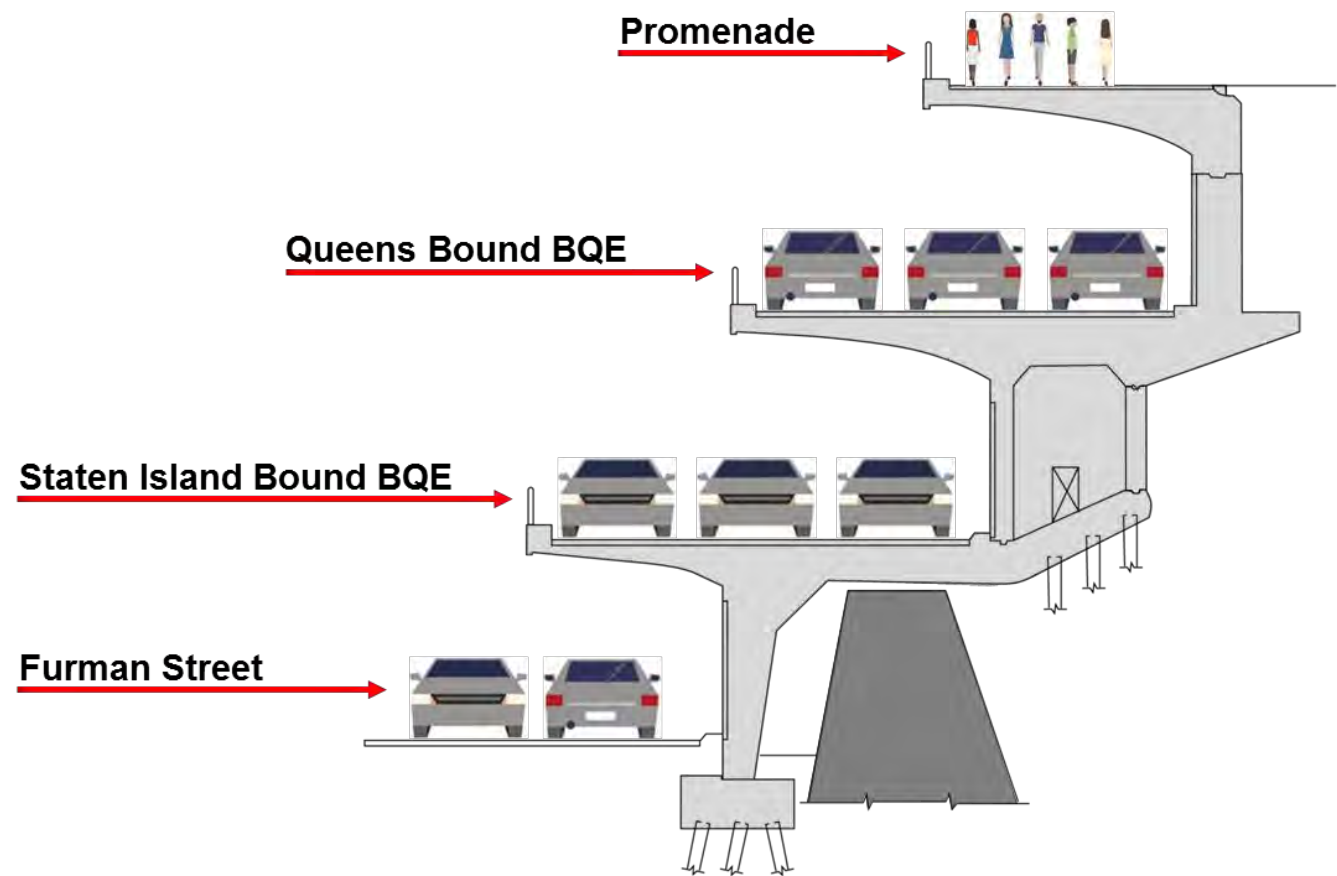
## Travel Patterns

- > 130,000 daily vehicles, including 13,000 trucks
- Vital freight corridor for region
- Many trips within Brooklyn
- Many Manhattan commuting trips
- Some regional trips



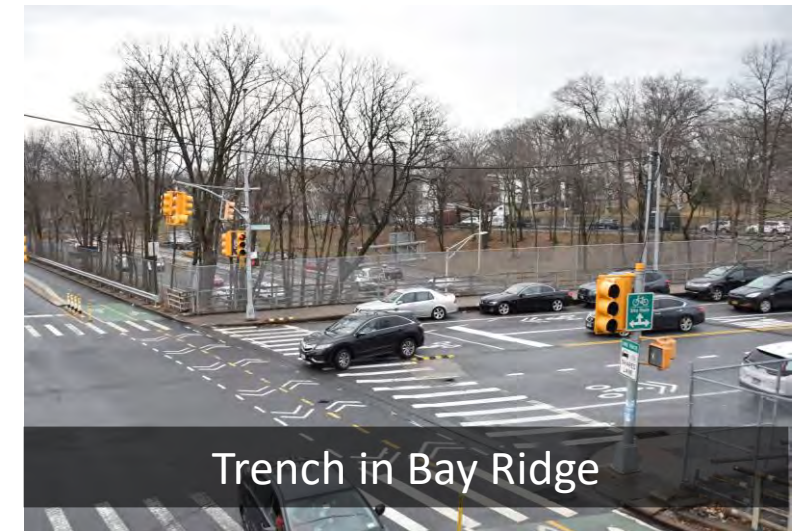
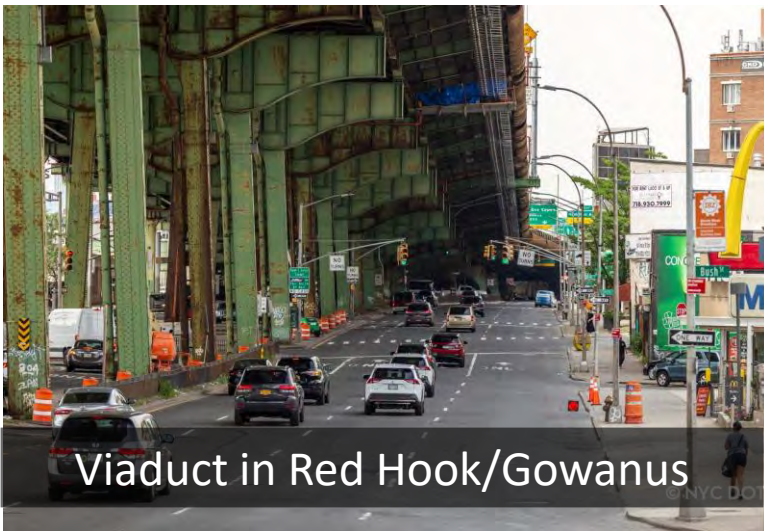
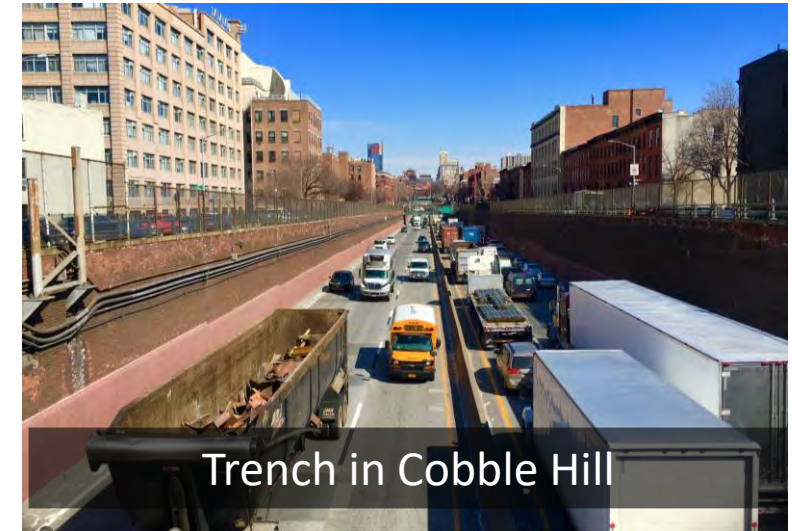
# City-Owned Section

## Triple Cantilever





# State-Owned Sections





# State-Owned Sections

## Reconnecting Communities

The BQE's viaducts and trenches cut through many low-income and working-class neighborhoods where most residents are people of color

- Divides communities
- Leads to disinvestment
- Limits access to jobs and other needed resources, like health care
- Increases noise and air pollution
- Decreases safety

3rd Ave is one of the highest crash corridors in Brooklyn  
*10 fatalities, 606 injuries in last 5 years*

*NYC DOT is initiating studies of Gowanus and Red Hook  
that will be integrated with this process*



# Sustainable, Resilient, Cutting-Edge Design

## Sustainability

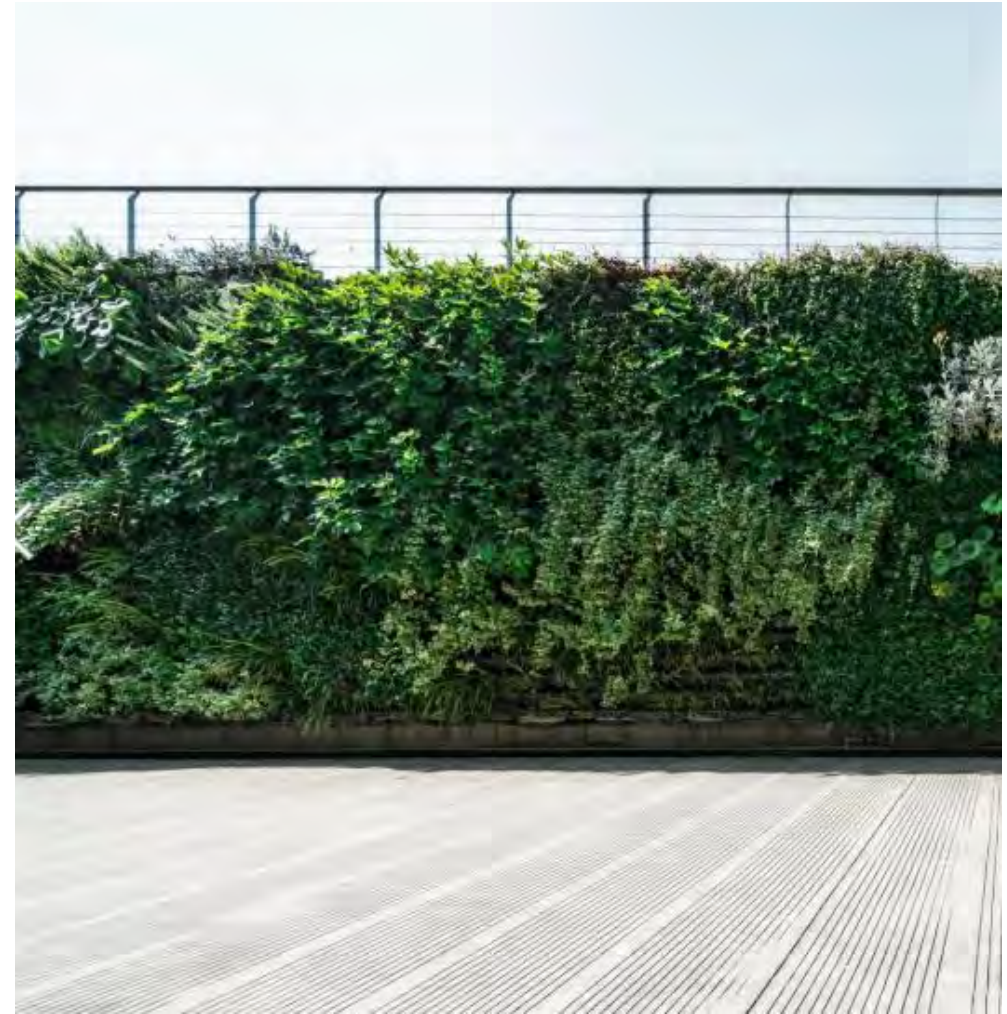
- Recycled concrete and steel
- Marine delivery of construction materials

## Resiliency

- Storm water management
- Green walls or other sustainable elements

## Design Strategies

- Engage top firms to present a variety of new concepts, responsive to community input
- Update existing analyses of design elements
- Design-build project delivery method will also yield thoughtful concepts





# Corridor-Wide Strategy

1

## BQE Central

- Move forward on long-term fix
- Prepare for environmental review process
- Capitalize on Federal funding opportunities

2

## BQE North and South

SHORT-TERM

Improve public space, safety, and mobility along the BQE corridor in Brooklyn

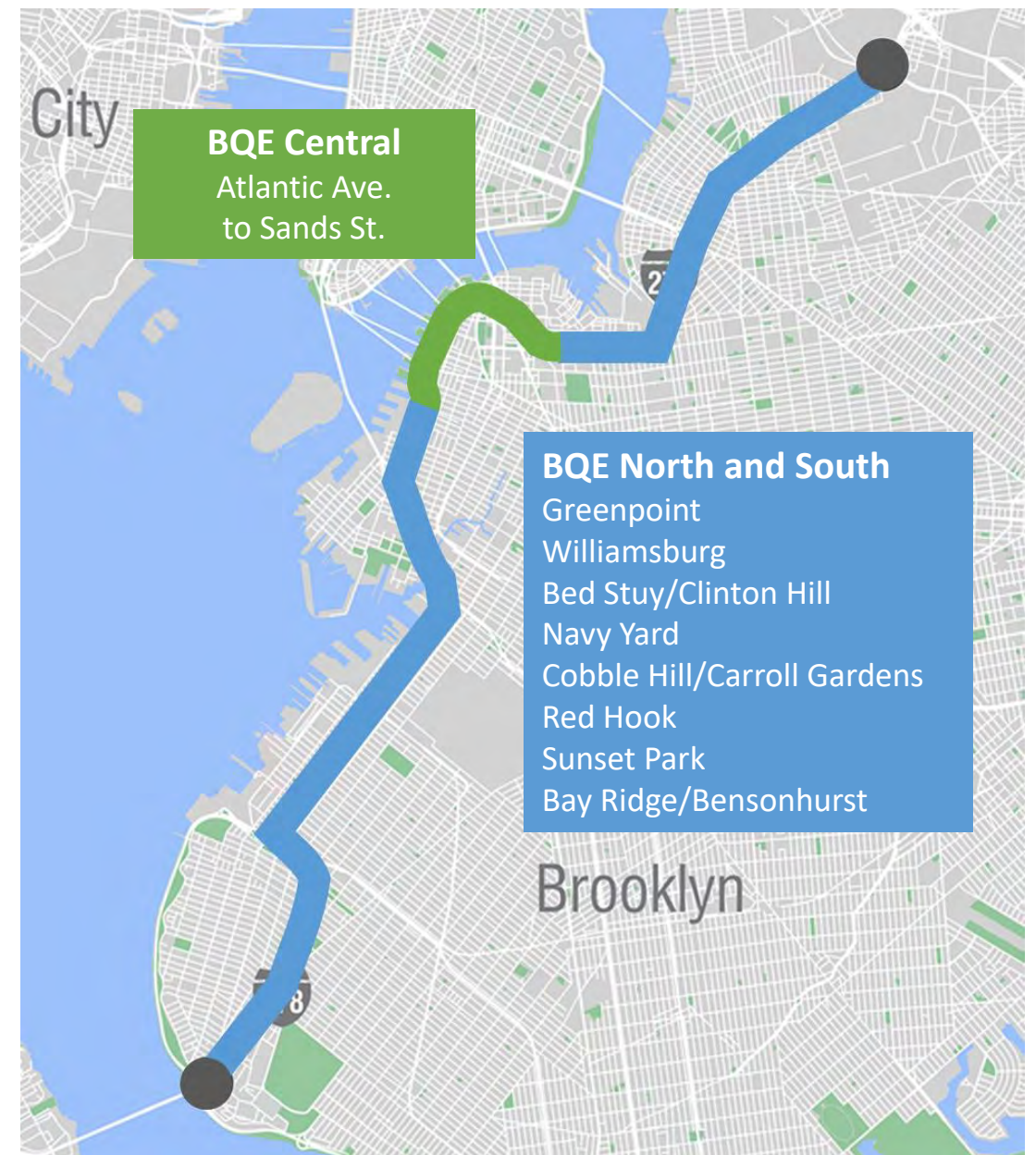
LONG-TERM

Design and implement vision to reconnect communities

3

## Freight Diversion

- Interagency planning and implementation to divert trucks from local streets



# Engagement Approach

## Inclusive, Transparent, Consistent

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

To hear from as many people as possible, we will offer a variety of ways to provide input, both on-line and in-person, at various times to accommodate varying schedules and preferences.

Engagement methods will include, but not be limited to:

- Public Workshops (in-person, virtual options)  
First Round Oct. 13 to Nov. 10
- Regular Community Visioning Council Meetings  
Initial meetings in October
- Online Platforms for Community Input
- Community Pop-Up Events
- Collaboration with Community Partners



# Community Visioning Council

## Guides Engagement Process

- Will include representatives such as elected officials, civic and tenant associations, industry, small business organizations, environmental justice and transportation advocates.
- Members will act as ambassadors from their communities to NYC DOT to advise on the engagement process and support communication between NYC DOT and broader constituencies
- Advisors, not final decisionmakers: all community input will be valued equally
- CVC will meet regularly throughout the process, including meetings of geographic and topically-focused subgroups

**Deadline  
Extended**

Apply by  
October 3<sup>rd</sup>  
at [nyc.gov/bqe](https://nyc.gov/bqe)





# Community Partners

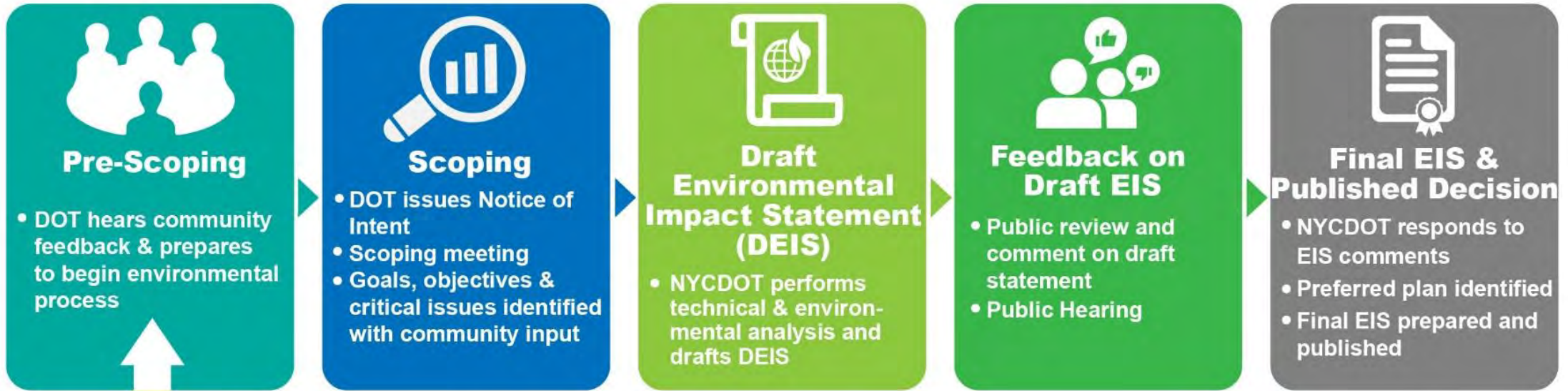
## Help Lead Grassroots Engagement

- Engagement resources for community-based organizations to prioritize:
  - Equitable access to visioning through tailored events and activities
  - Momentum-building and individual supports for participation in visioning processes, including for childcare, food, and transportation
  - Grassroots information-sharing and feedback
- Priority for groups with meaningful community ties and demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity.
- Application process will launch next week



# BQE Central

## Anticipated Environmental Review (Beginning March 2023)



- Project anticipated to require an **Environmental Impact Statement**
- Current engagement is part of the **Pre-Scoping** phase
- Start the **Scoping** phase in Spring 2023 to help secure federal funding for the project
- There are ongoing opportunities for public input throughout environmental review

# BQE Central

## Engagement to Prepare for Environmental Review

### 3 Rounds of Engagement

- Community Visioning Council meetings
- On-the-ground Engagement
- In-person and virtual workshops



#### Engagement Round 1

*Community Needs, Preferences, Priorities*

Oct. 2022



#### Engagement Round 2

*Community Feedback on Initial Concepts*

Nov. to Dec. 2022



#### Engagement Round 3

*Community Feedback on Refined Concepts*

Jan. to Mar. 2023



**Initiate Environmental Review Process**  
*Additional Ongoing Engagement*

Spring 2023



# BQE North and South

## Engagement to Identify Potential Projects

### 3 Rounds of Engagement

- Community Visioning Council meetings
- On-the-ground Engagement
- In-person and virtual workshops



#### Engagement Round 1

*Community Needs,  
Preferences,  
Priorities*

**Fall/Winter 2022**



#### Engagement Round 2

*Community  
Feedback on Initial  
Concepts*

*Begin planning and  
implementation of short-term  
projects*

**Winter/Spring 2023**



#### Engagement Round 3

*Community  
Feedback on  
Refined Concepts*

**Summer/Fall 2023**



#### Release Vision Plan

*Present to  
Community*

*Begin planning and  
implementation of  
long-term projects*

**Spring 2024**





# BQE North and South

## Role of the City and State

- NYC will coordinate with NYS on BQE North and South engagement process and proposals
- Proposed projects will include a range of recommendations for the highway as well as City-owned adjacent streets, including:

NYC DOT projects on City-owned streets



Other City-led projects on City-owned streets

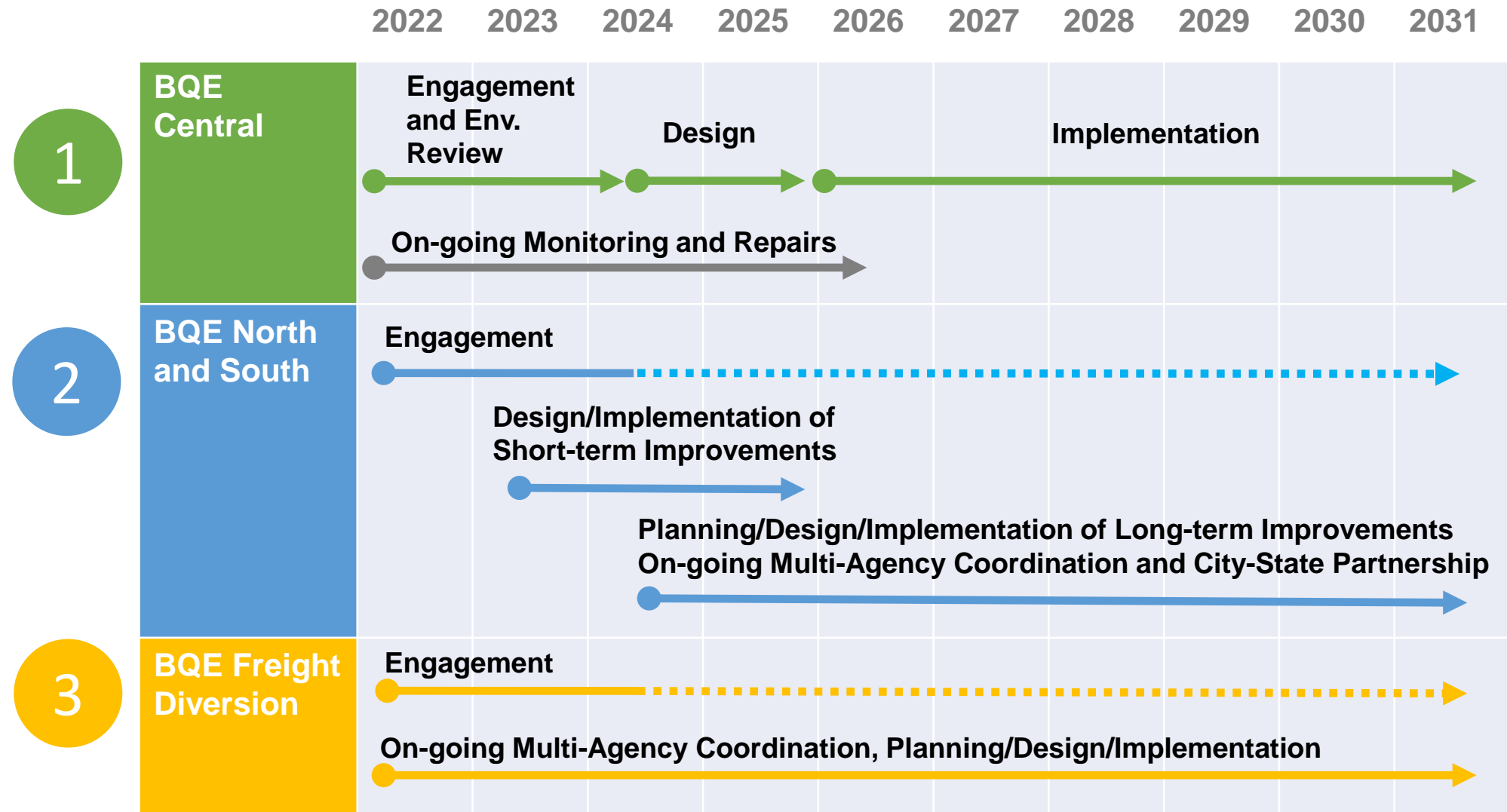


NYS DOT projects on the highway that require coordination with the State



- Multi-agency effort will explore viable **alternative routes and means for freight** to reduce truck traffic on the BQE, such as maritime rail solutions.

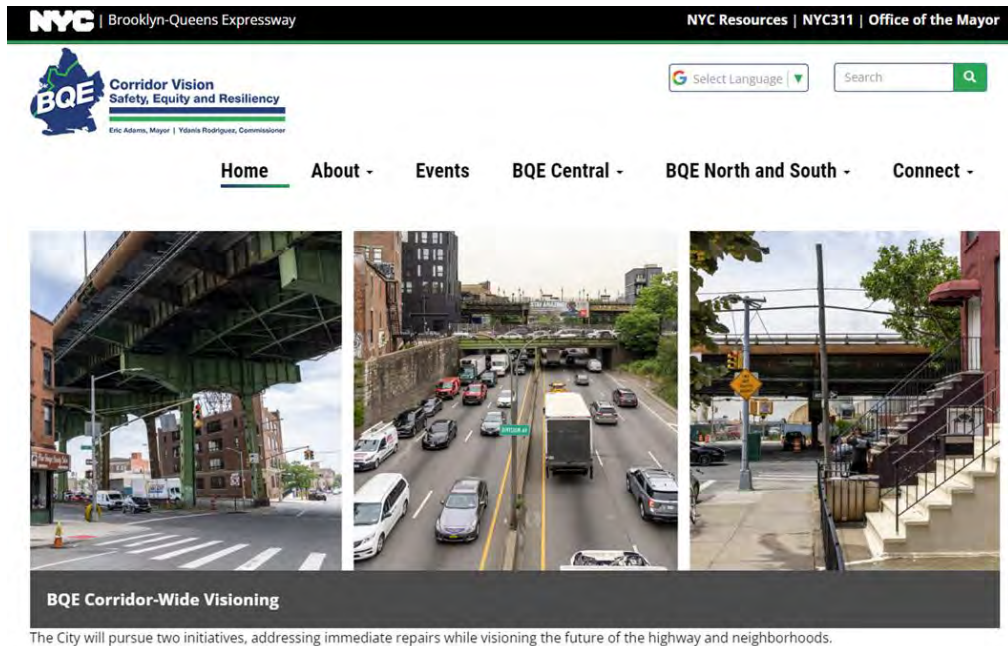
# Anticipated Timeline



# Thank you!

## Questions?

Visit [www.nyc.gov/bqe](http://www.nyc.gov/bqe) for updates



## Upcoming Meetings and Workshops

### Corridor-Wide

**Thursday, October 6:** BQE Engagement Corridor-Wide Kick-Off 2

### BQE Central

**Thursday, October 13:** BQE Central Workshop 1 (in-person)

**Tuesday, October 18:** BQE Central Workshop 1 (virtual)

### BQE North and South

**Thursday, November 3:** BQE North and South Workshop 1 (virtual)

**Monday, November 7:** BQE South Workshop 1 (in-person)

**Thursday, November 10:** BQE North Workshop 1 (in-person)

*\*All meetings and workshops held from 6:30-8:30 p.m.*



## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Round 1 Meetings







## Corridor Vision BQE Central

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



# BQE Central Workshop

October 18, 2022





# BQE Central Workshop

## Presentation Overview

- Welcome – 10 min
- BQE Central Overview – 20 min
- Q&A – 10 min
- Breakout Rooms – 30 min
- Closing & Next Steps – 10 min



# Engagement Goals

## Participants will:

- **Gain context** about the BQE Corridor Vision and process
- **Share** your expertise about challenges and opportunities in and around BQE Central
- **Learn** about the history of the BQE, and add to this history with your own stories



# Adams Administration Strategy

## A Corridor-Wide Approach

### Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design



### Equity

Invest in communities along the full BQE corridor, not just higher income City section



### Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact



### Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move projects forward





# Central & Corridor-Wide Strategy

## BQE Central

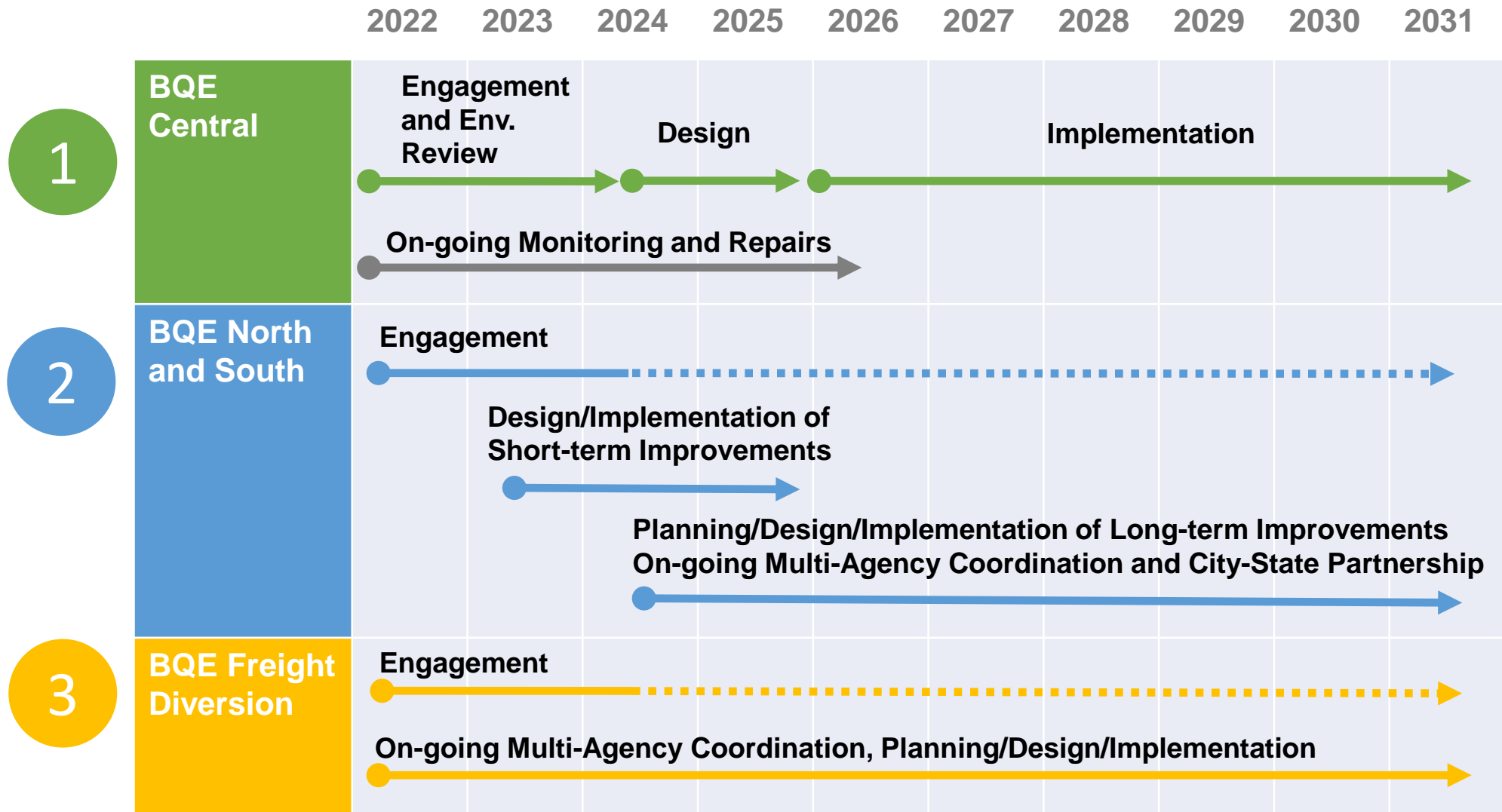
- **Near-term fixes:** continue with interim repairs and monitoring program to maintain safe operation of the BQE
- **Long-term fix:** instead of continuing with on-going repairs to the existing structures, develop design concepts that respond to community input and transportation needs; anticipated start of implementation: 2026
  - Prepare for environmental review process
  - Capitalize on Federal funding opportunities

**BQE North and South** short-term improvements and longer-term visioning are part of the broader effort

**Freight Diversion** multi-agency planning



# Anticipated Schedule



# Engagement Approach

## Inclusive, Transparent, Consistent

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

We'll offer a variety of ways to provide input, both on-line and in-person to accommodate varying schedules and preferences.

Engagement methods will include, but not be limited to:

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First Round: Now through Nov. 10
- Regular Community Visioning Council meetings  
Initial meetings in October
- Online Platforms for Community Input
- Community Pop-Up Events
- Collaboration with Community Partners





# Select BQE Central History



1936



The Regional Plan Association recommends the construction of a link known as the "Brooklyn-Queens Connecting Highway" between the newly proposed Gowanus Parkway and the Triborough Bridge.

1943



Members of the Brooklyn Heights Association develop a "Citizen Alternative Plan" that proposed a three-decked structure along the Brooklyn Heights waterfront, topped by an extension of residents' private gardens. Moses agrees to the "Citizen Alternative Plan" on the condition that the park and promenade would be open to the public.

1946



Construction of the BQE begins in fall of 1946, demolishing many buildings in its path through North Heights.

1960



The final section of the BQE in Brooklyn is completed along the Brooklyn Navy Yards in 1960.

2016



The New York City Department of Transportation initiates the BQE Triple Cantilever Rehabilitation Project.

2022



Mayor Adams announces public engagement process to accelerate long-term fix for the BQE and reconnect communities throughout Brooklyn corridor.



# Past BQE Central Concepts



The Future  
of the BQE

## The Future of the BQE Report

**Designer //** The New York City Council

**Year of Proposal //** January, 2020



## BQE Expert Panel Report

**Designer //** BQE Expert Panel

**Year of Proposal //** January, 2020



## Reimagining the BQE

**Designer //** Regional Plan Association

**Year of Proposal //** April, 2019



## BQ-Park

**Designer //** Bjarke Ingels Group

**Year of Proposal //** April, 2019



## Comptroller's Plan

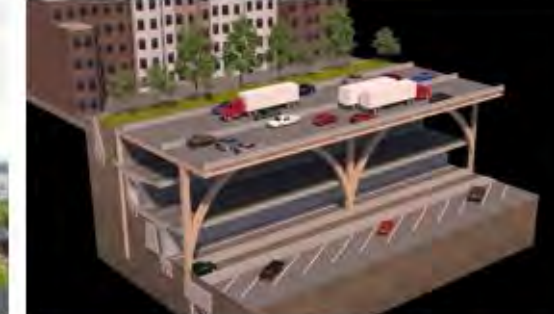
**Designer //** Scott Stringer with DLANDstudio

**Year of Proposal //** March, 2019



## BHA Alternative Concept

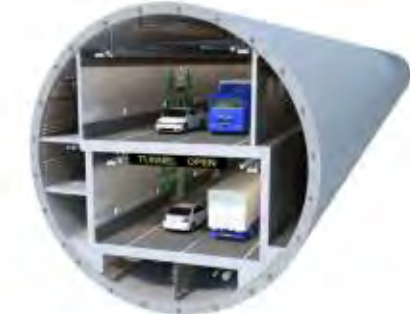
**Designer //** Brooklyn Heights Association with Marc Wouters Studio



## NYC DOT Triple Cantilever (TER)

**Designer //** NYC DOT

**Year of Proposal //** September, 2018



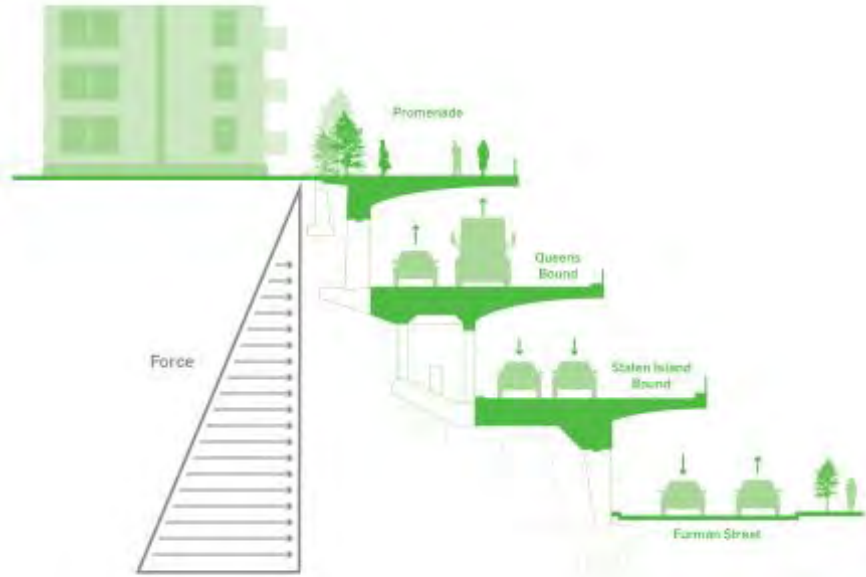
## Bypass Tunnel

**Designer //** NYC DOT with Henningson, Durham and Richardson Architecture and Engineering, P.C





# The Triple Cantilever



A unique cantilever structure constructed during the 1940s, the Triple Cantilever masks a web of utilities, sub-grade infrastructure, and retaining walls.



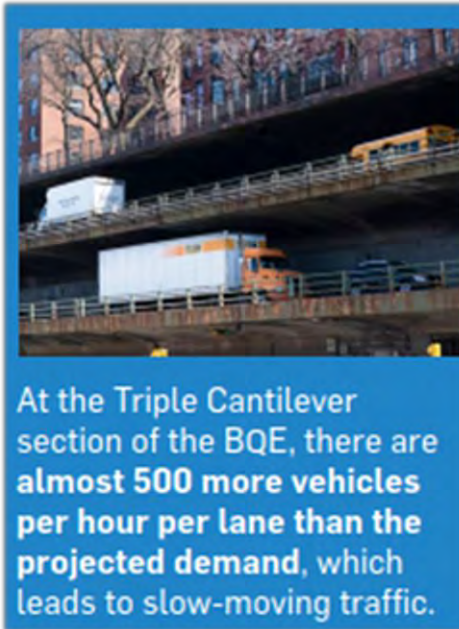


# Structural Pinchpoints





# Traffic & Freight



# Q&A

- Please place questions in the chat section of the Zoom





# Ideas from Other Cities



**Seattle Olympic Sculpture Park** (Seattle, WA)  
A public park spanning over a highway to connect to the waterfront



**Vancouver Land Bridge** (Vancouver, Canada)  
An earth-covered pedestrian bridge linking trail to parkland and waterfront

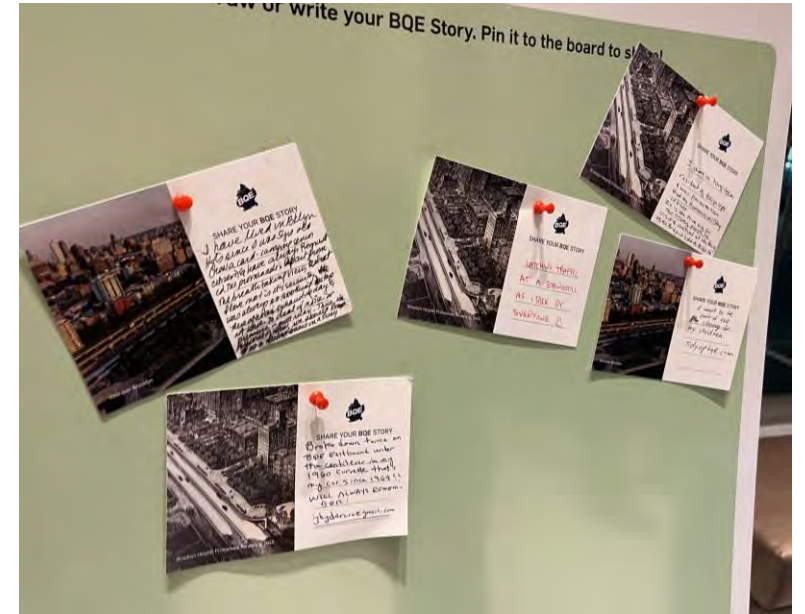


**Rose Kennedy Greenway** (Boston, MA)  
An elevated highway converted into parkland, below grade highway, and local roads



# What Did You Envision?

- On 10/13, hosted our first in-person BQE Central Workshop
- Joined by about 50 community members who shared feedback



# Breakout Groups Agenda

- We will:
  - Identify key issues and opportunities in the BQE Central project area
  - Respond to project ideas from other cities
  - Provide other general comments and questions based on what you have heard tonight





# Workshop Community Agreements

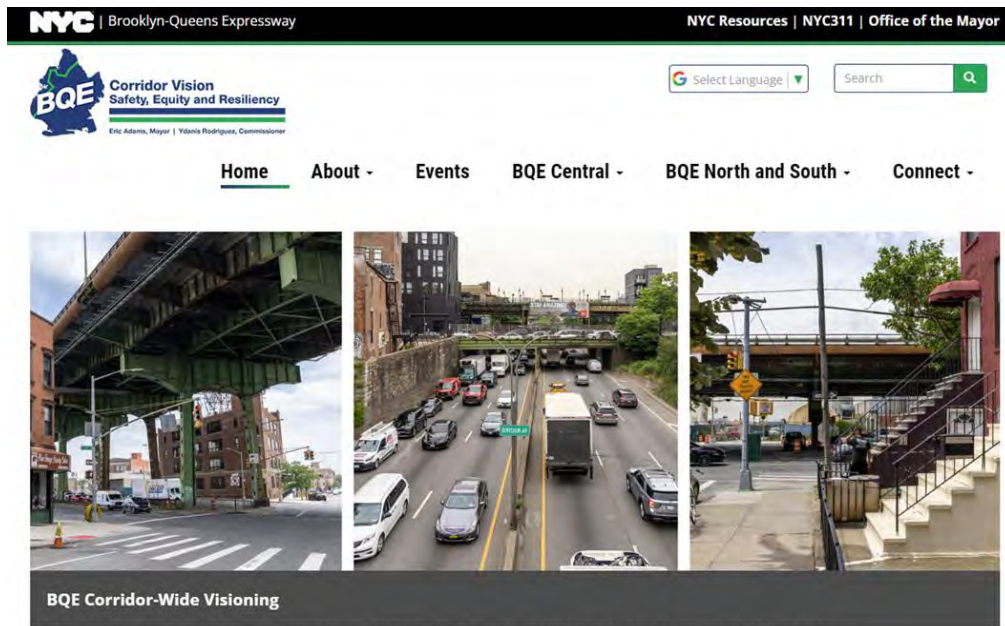
- Come off camera if possible
- Mute when you aren't speaking
- Share the air-time – make room for everyone to participate
- Respect the diverse viewpoints and experiences in the group — together, we know a lot; alone, we won't know it all



# Thank you!

## Questions?

Visit [www.nyc.gov/bqe](http://www.nyc.gov/bqe) for updates or to share additional feedback



The City will pursue two initiatives, addressing immediate repairs while visioning the future of the highway and neighborhoods.

## Other Upcoming Meetings and Workshops

### BQE Central

**Tuesday, December 13:** BQE Central Workshop 2 (in-person)

**Thursday December 15:** BQE Central Workshop 2 (virtual)

### BQE North and South

**Thursday, November 3:** BQE North and South Workshop 1 (virtual)

**Monday, November 7:** BQE South Workshop 1 (in-person)

**Thursday, November 10:** BQE North Workshop 1 (in-person)

*\*All workshops will be held from 6:30-8:30 p.m.*



## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Round 2 Meetings







## Corridor Vision Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodríguez, Commissioner



## Shaping a Vision BQE Central Workshop #2 December 15, 2022



## Interpretation is Available

Select the globe icon at the bottom of your screen for translation services.

تأمدخل قشاشلا نم يلفسلأ عزجلا يف ةيضرألا ةركلا ىلع طغضلاب مق  
قمجرتلا

选择屏幕底部的地球图标获取翻译服务。

選擇屏幕底部的地球圖標獲取翻譯服務。

Seleccione el ícono con el globo terráqueo en la parte inferior de su pantalla para servicios de traducción.



# Agenda



1. Process Update



2. What Did We Hear from the Community?



3. Design Concept Considerations (5 mins)



4. Design Concepts (15 mins)



5. Q&A (20 mins)



6. Breakout Rooms (35 mins)



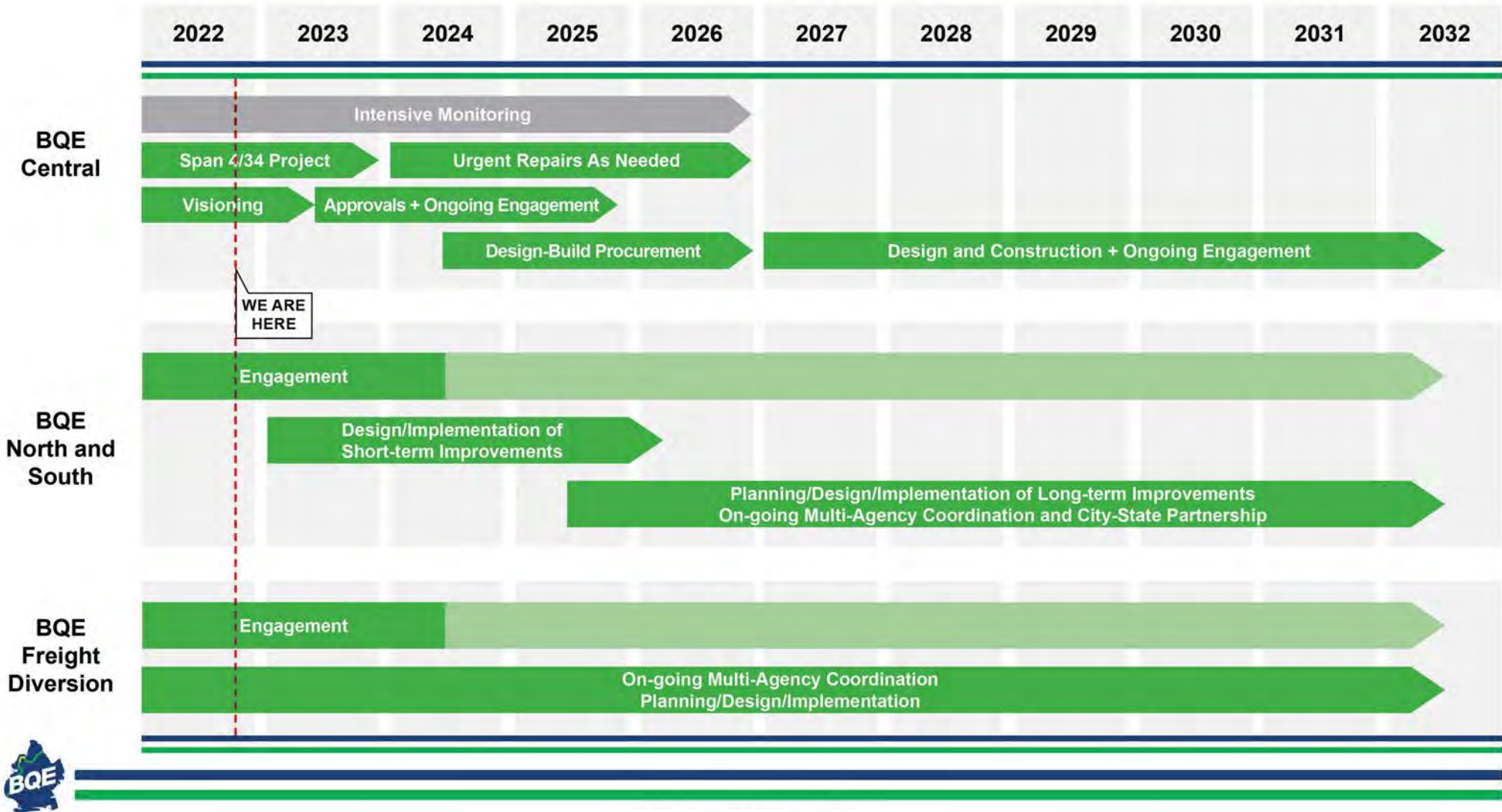


# Process Update

1

# Project Timeline

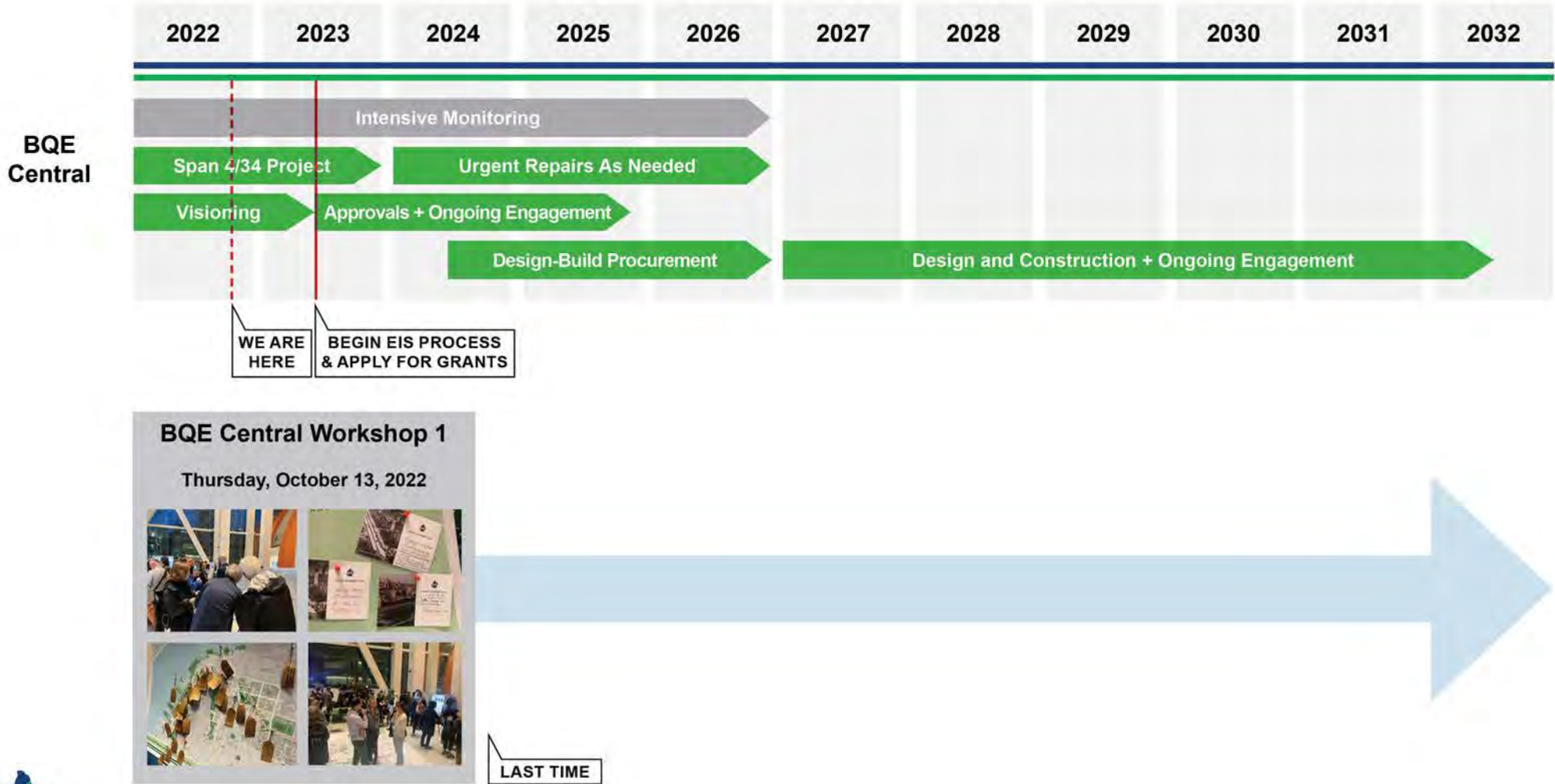
## BQE Corridor Vision Anticipated Timeline



For Discussion Purposes Only – Subject to Change and Refinement

# Project Timeline

## BQE Central: Previous Events

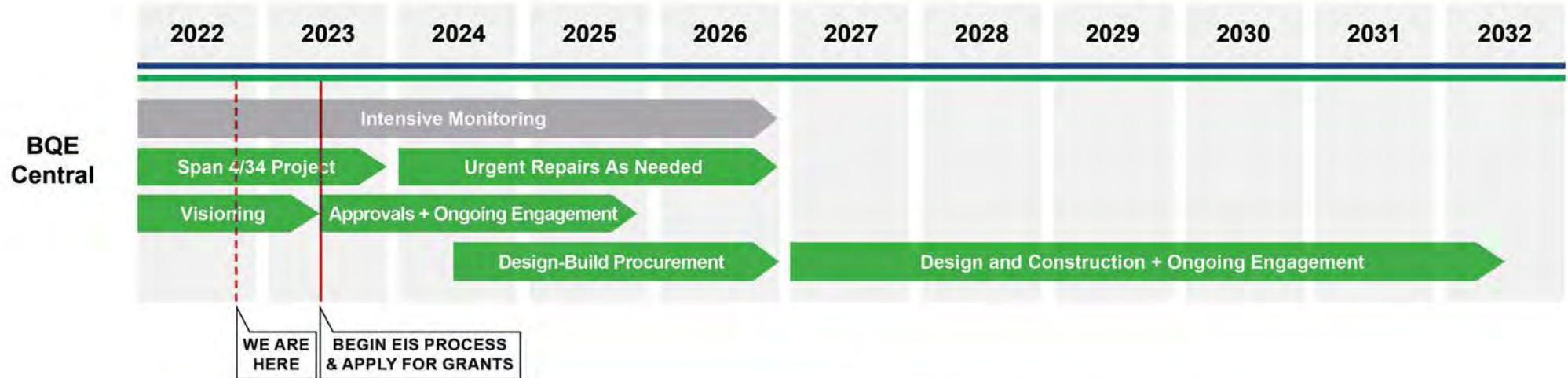


For Discussion Purposes Only – Subject to Change and Refinement



# Project Timeline

## BQE Central: Upcoming Events



### BQE Central Workshop 1

Thursday, October 13, 2022

### BQE Central Workshop 2

**Feedback on Initial Concepts**

**In-Person**  
 Tuesday, December 13, 2022  
 6:30 PM to 8:30 PM  
 New York City College of Technology  
 285 Jay Street, Brooklyn, NY 11201

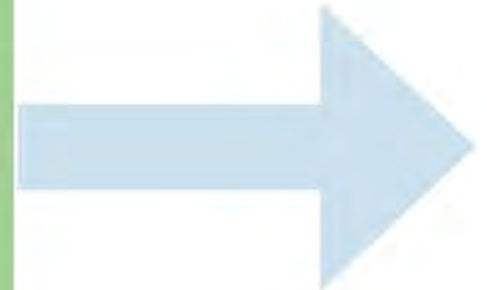
**Virtual**  
 Thursday, December 15, 2022  
 6:30 PM to 8:30 PM  
 Please register in advance:  
[bit.ly/bqecentral-2](https://bit.ly/bqecentral-2)

### BQE Central Workshop 3

**Further Refine Concepts**

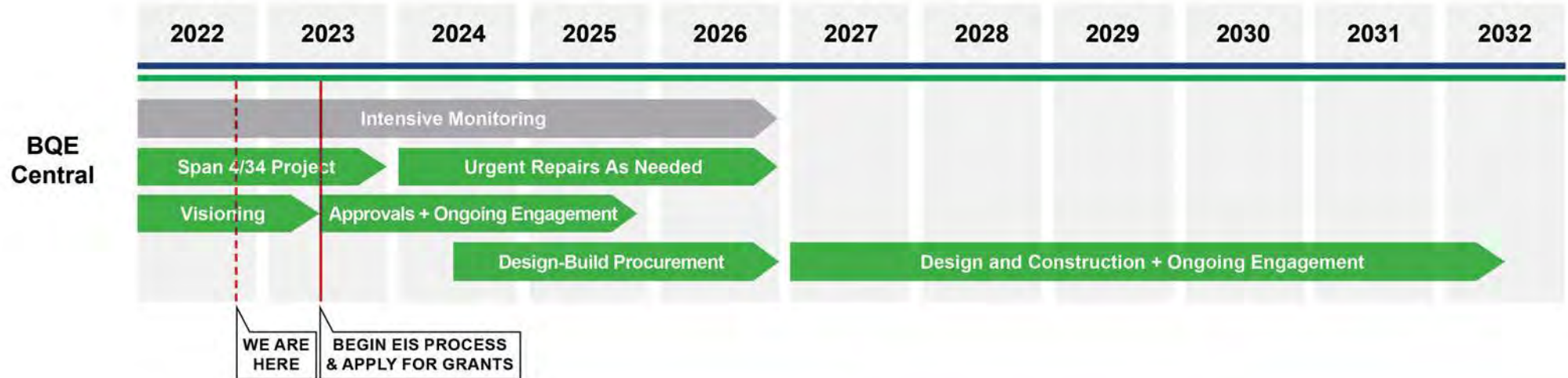
**Virtual**  
 Tuesday, February 28, 2023  
 6:30 PM to 8:30 PM  
 Details coming soon

**In-person**  
 Thursday, March 2, 2023  
 6:30 PM to 8:30 PM  
 Details coming soon



# Project Timeline

## BQE Central: Upcoming Events



### BQE Central Workshop 1

Thursday, October 13, 2022



### BQE Central Workshop 2

Feedback on Initial Concepts

**In-Person**

Tuesday, December 13, 2022  
6:30 PM to 8:30 PM

New York City College of Technology  
285 Jay Street, Brooklyn, NY 11201

**Virtual**

Thursday, December 15, 2022  
6:30 PM to 8:30 PM

Please register in advance:  
[bit.ly/bqecentral-2](https://bit.ly/bqecentral-2)

### BQE Central Workshop 3

Further Refine Concepts

**Virtual**

Tuesday, February 28, 2023  
6:30 PM to 8:30 PM

Details coming soon

**In-person**

Thursday, March 2, 2023  
6:30 PM to 8:30 PM

Details coming soon

### Initiate Environmental Review Process

**& Apply for Grants**

Spring 2023

There will be additional community feedback throughout environmental review.





# BQE Vision Overview

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



For Discussion Purposes Only – Subject to Change and Refinement



## Project Focus and Engagement Approach



### Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design.



### Equity

Invest in communities along the full BQE corridor, not just higher income City section.



### Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact.



### Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move projects forward.

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



### Inclusive



### Transparent



### Consistent



## Who's Involved?



### Community Visioning Council

#### ... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice and transportation advocates



### Community Partners

#### ... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity

COMMUNITY PARTNERS TO BE ANNOUNCED TODAY!



### Topical Working Groups

#### ... Facilitate Focussed Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

## Local, State, & Federal Agencies



Department of  
Transportation



U.S. Department  
of Transportation  
Federal Highway  
Administration

NYC



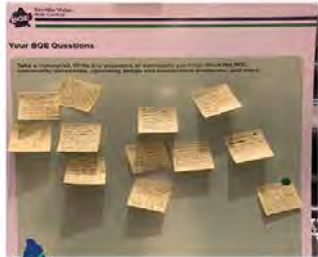
# What Did We Hear from the Community?

# 2



## What Did We Hear?

## What have we heard?





## Throughout this process, we have heard...



Use this opportunity for a **visionary, forward-thinking project** for generations to come.



**Reconnect our communities and open space** in an accessible & resilient way.



**Reduce pollution, noise, and traffic and negative health impacts.**



**Reduce or obscure the physical presence of the BQE**, by covering the highway by capping, burying, tunneling, or removing the BQE and create new opportunities for open space



**Respect the historic** nature of the Promenade.



**Be very transparent** about the pros & cons of recommended design options.





## Community Feedback

At a high level, key takeaways included:

-  Improve existing and facilitate new connections & access points to BBP. Brooklyn Bridge Park.
-  Investment and improvement in nearby parks and open space are critical. Equity, sustainability, and resiliency must be central to planning.
-  Reduce reliance on trucks. Shift freight activity to other methods. Explore solutions like making the BQE truck-only, tolling, and other demand management tools.
-  Do not infringe on private property. Minimize impacts on local residences.
-  Reducing conflicts and improve pedestrian & cyclist access to Brooklyn Bridge Park. Improve mobility & reduce vehicular reliance.
-  Focus on noise mitigation during construction and permanently. Address vibrations from the BQE on residential buildings.





# Design Concept Considerations

# 3

# Overview





# Tunnels & Open Space Connections

(Definitions per National Fire Prevention Association)



## Category X: < 300ft

Gateway Arch Park  
St Louis, MO



## Category A: 300 - 800 ft

The Presidio  
San Francisco, CA



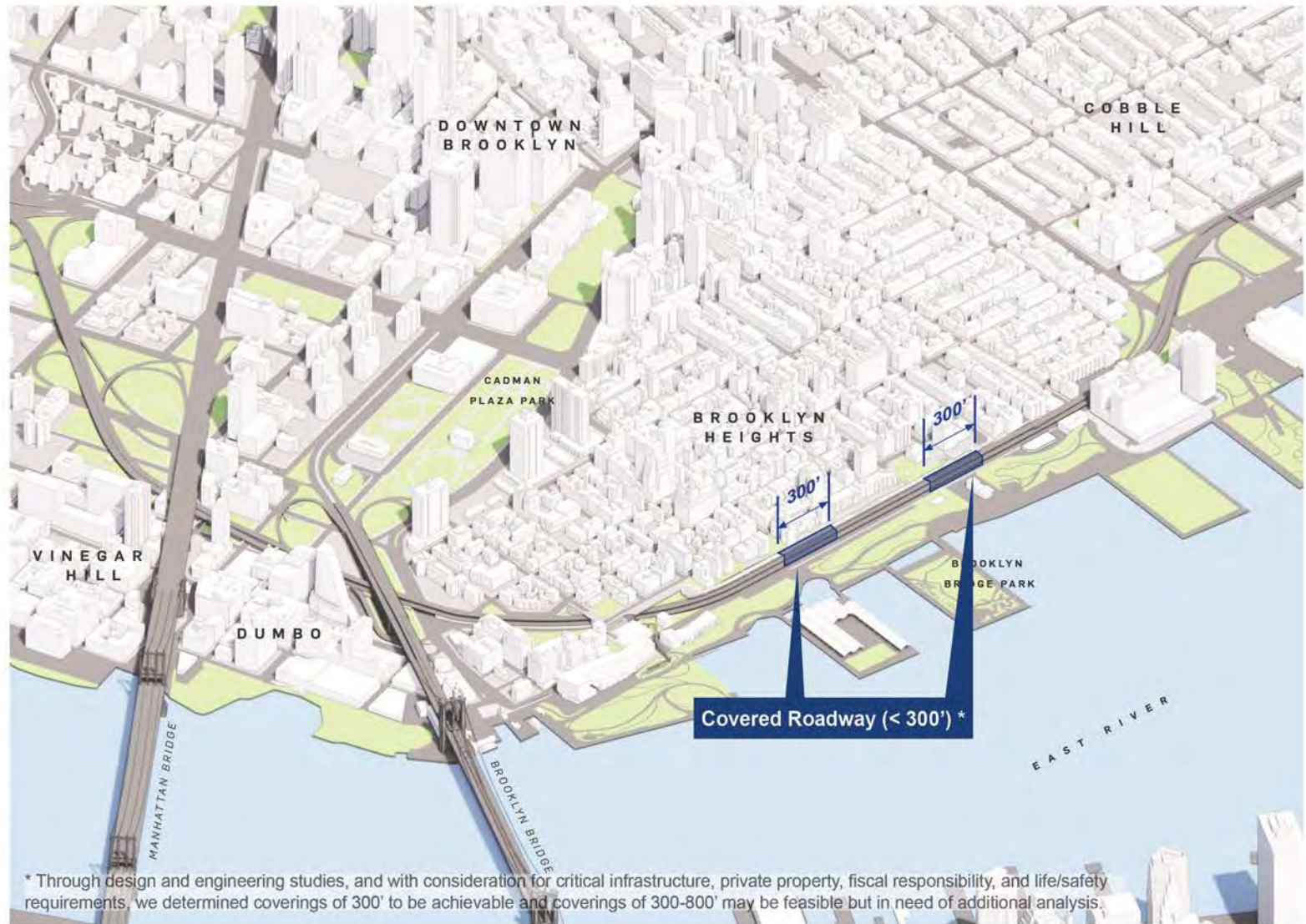
## Category B/C/D: > 800 ft

Big Dig  
Boston, MA





(Category X: < 300')



\* Through design and engineering studies, and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable and coverings of 300-800' may be feasible but in need of additional analysis.



For Discussion Purposes Only – Subject to Change and Refinement



## Tunnels & Open Space Connections (Category A: 300' - 800')





# MTA Facilities



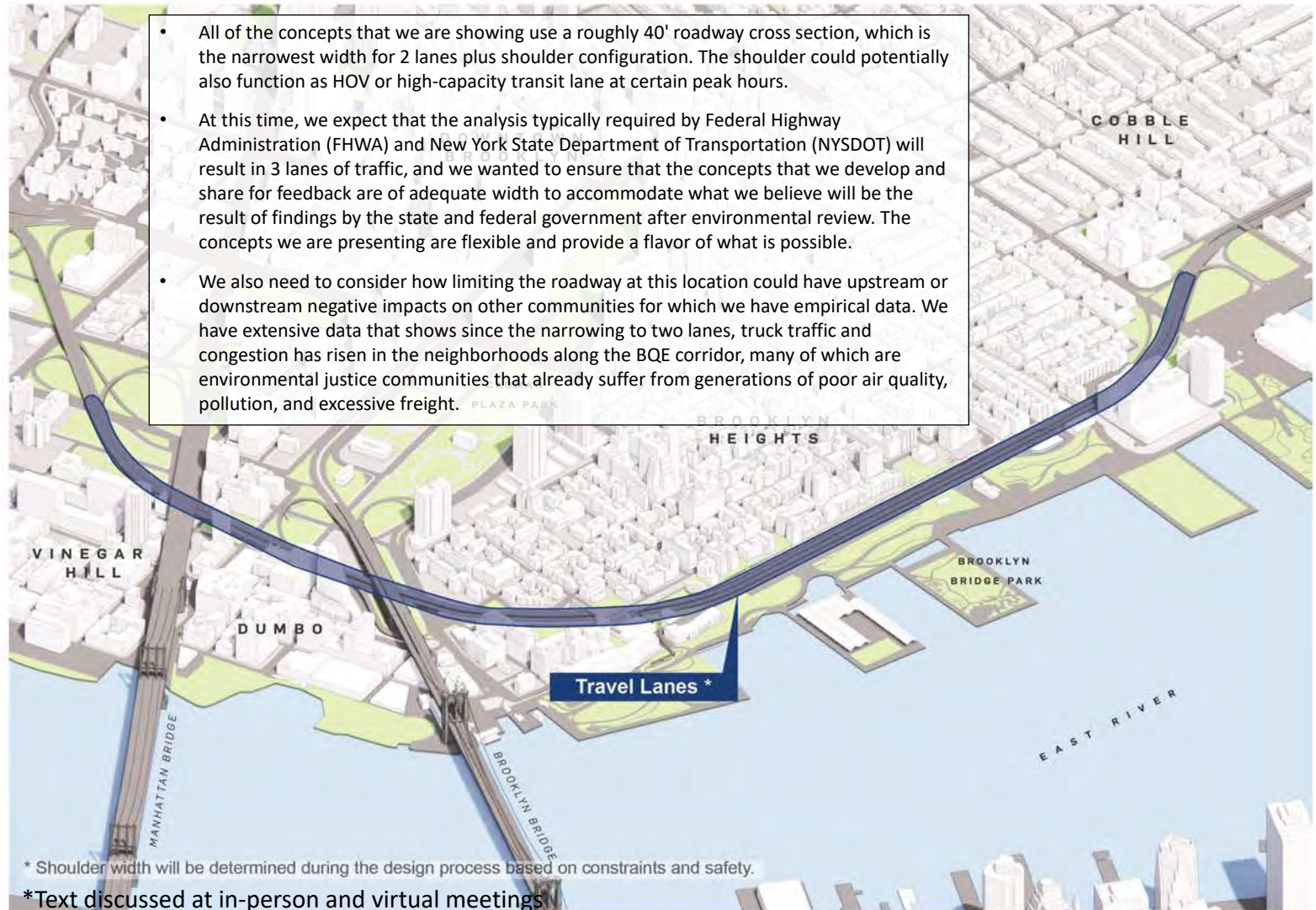
For Discussion Purposes Only – Subject to Change and Refinement



## Roadway Width and Configuration



- All of the concepts that we are showing use a roughly 40' roadway cross section, which is the narrowest width for 2 lanes plus shoulder configuration. The shoulder could potentially also function as HOV or high-capacity transit lane at certain peak hours.
- At this time, we expect that the analysis typically required by Federal Highway Administration (FHWA) and New York State Department of Transportation (NYSDOT) will result in 3 lanes of traffic, and we wanted to ensure that the concepts that we develop and share for feedback are of adequate width to accommodate what we believe will be the result of findings by the state and federal government after environmental review. The concepts we are presenting are flexible and provide a flavor of what is possible.
- We also need to consider how limiting the roadway at this location could have upstream or downstream negative impacts on other communities for which we have empirical data. We have extensive data that shows since the narrowing to two lanes, truck traffic and congestion has risen in the neighborhoods along the BQE corridor, many of which are environmental justice communities that already suffer from generations of poor air quality, pollution, and excessive freight.



\* Shoulder width will be determined during the design process based on constraints and safety.

\*Text discussed at in-person and virtual meetings





Considerations

Overall Considerations



Tunnels & Open Space Connections



Roadway Width & Configuration



Effects on Public Property



MTA Facilities



Brooklyn Bridge Park Connections



DEP Interceptor Sewer



Effects on Private Property



Brooklyn Bridge Surface Connections



Promenade Configuration & View Shed



Manhattan Bridge to BQE



Fully or Partially Replace Retaining Wall



Atlantic Ave Interchange





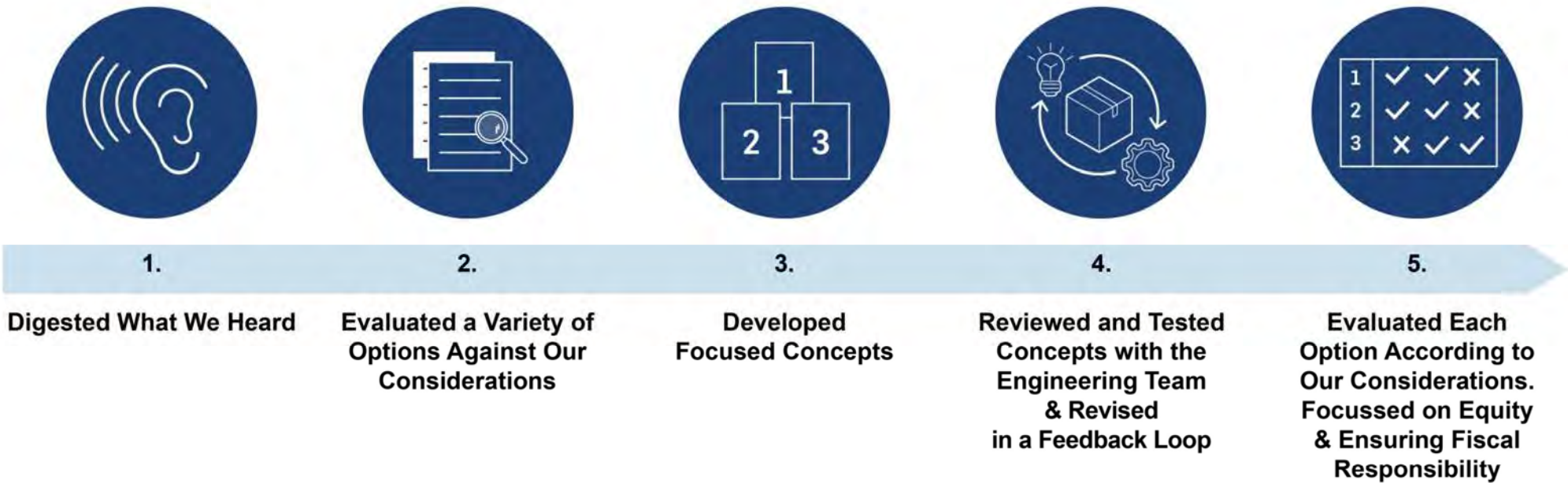
For Discussion Purposes Only – Subject to Change and Refinement

# Design Concepts

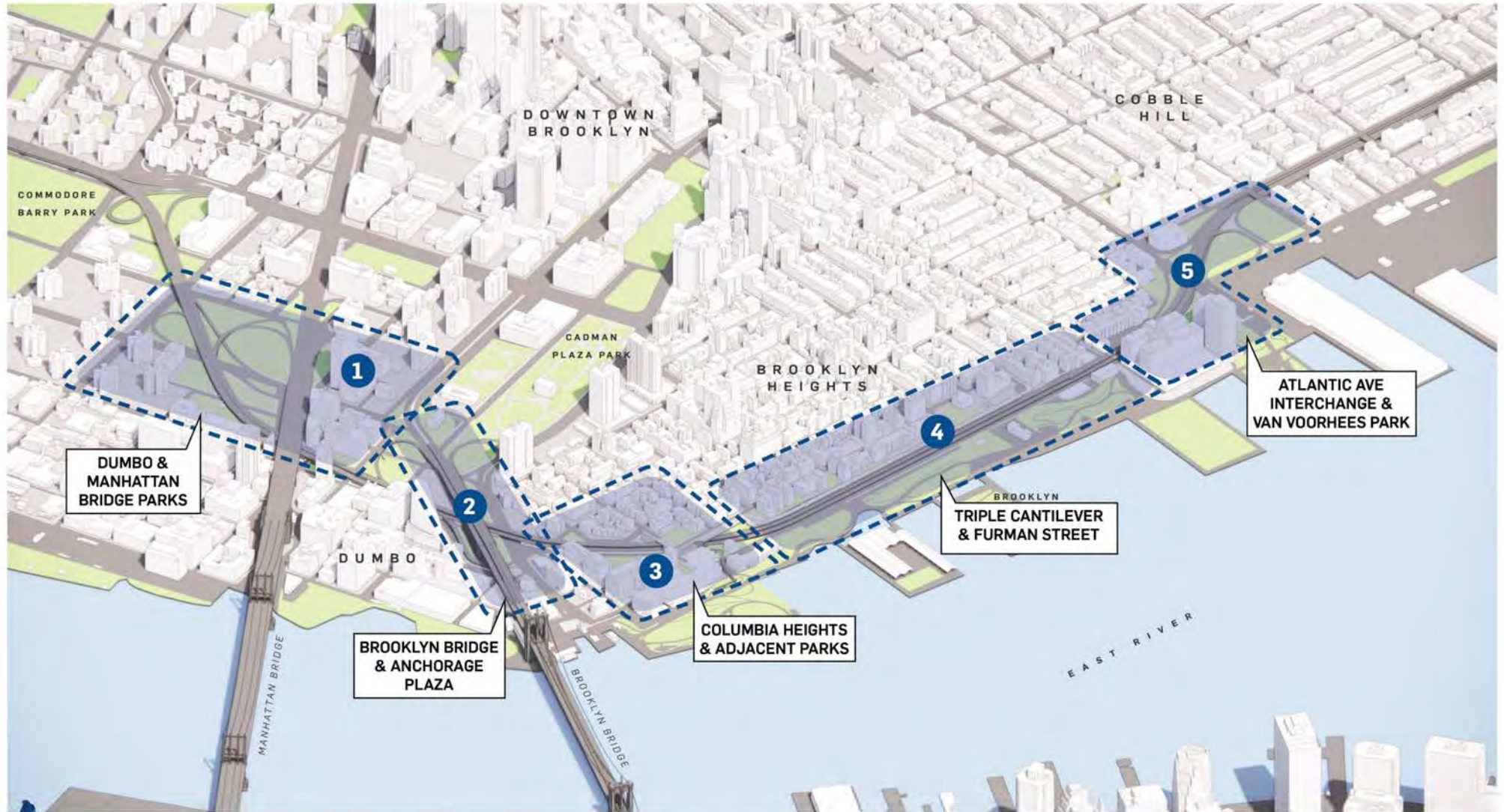
# 4



# Our Process



## BQE Central Sub-areas



For Discussion Purposes Only – Subject to Change and Refinement



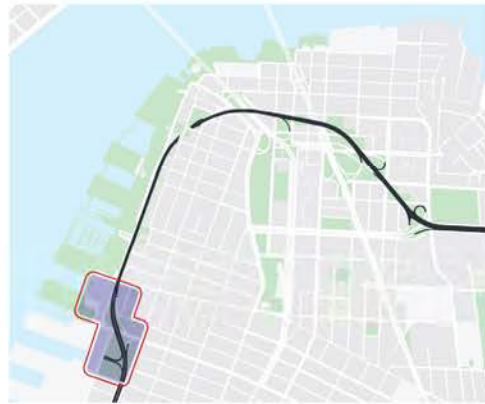
## Atlantic Ave Interchange & Van Voorhees Park



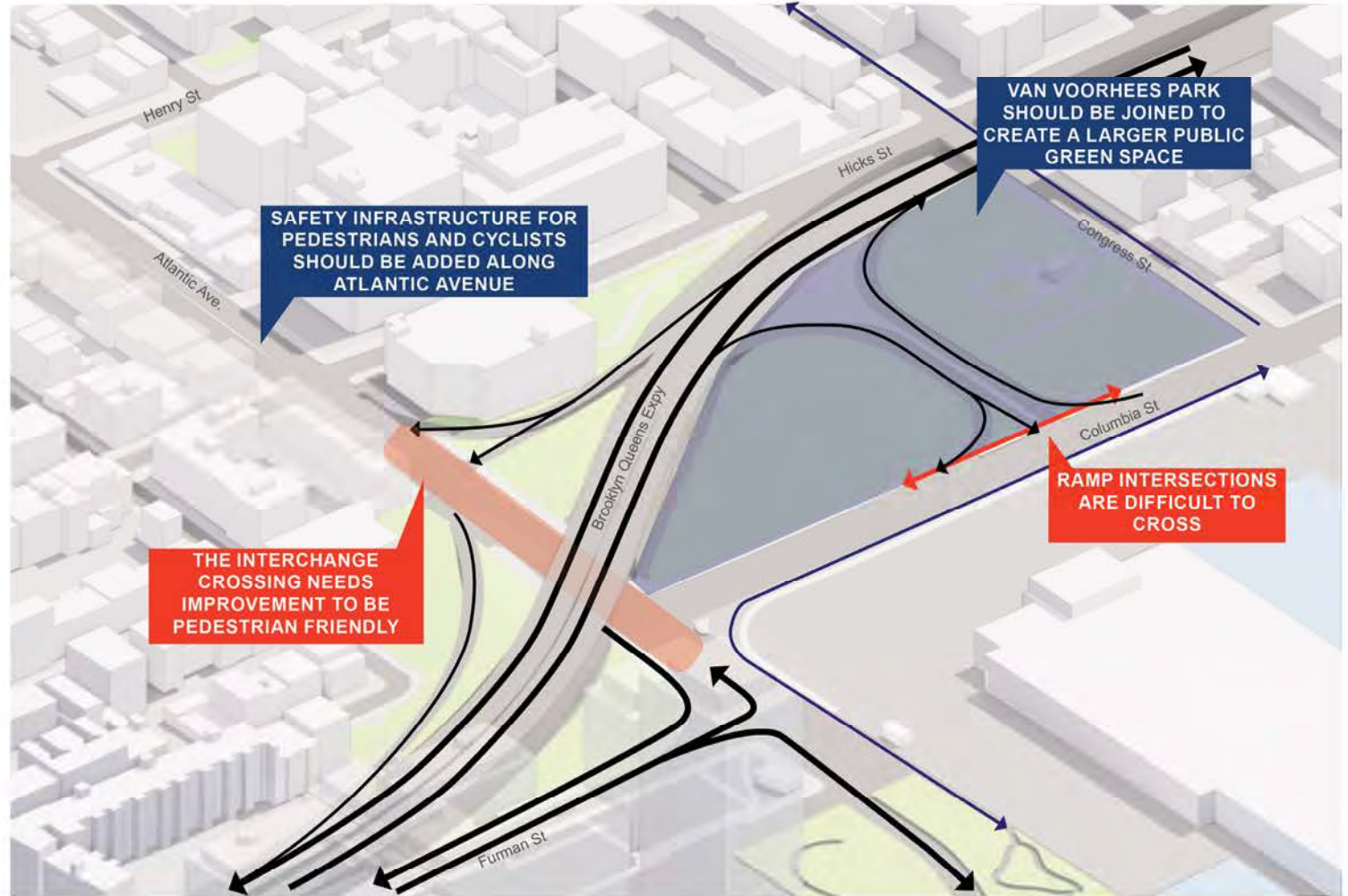
For Discussion Purposes Only – Subject to Change and Refinement



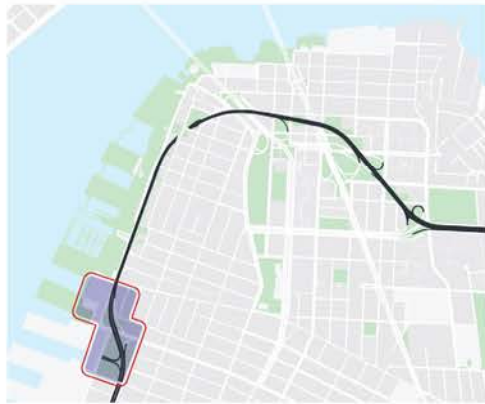
## Atlantic Ave Interchange & Van Voorhees Park What We've Heard



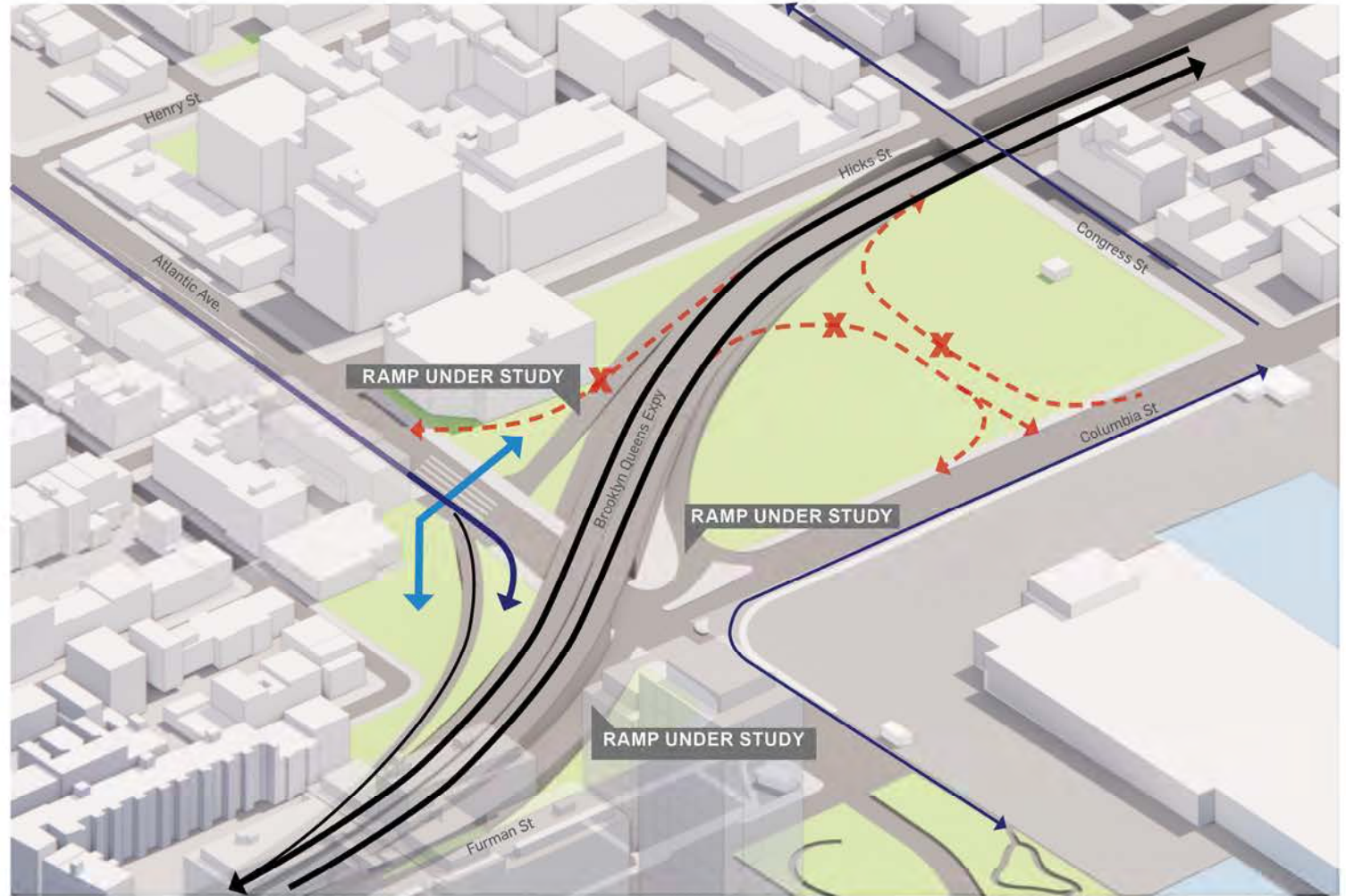
- ← Vehicular Circulation
- ← Existing Cyclist Circulation



# Atlantic Ave Interchange & Van Voorhees Park



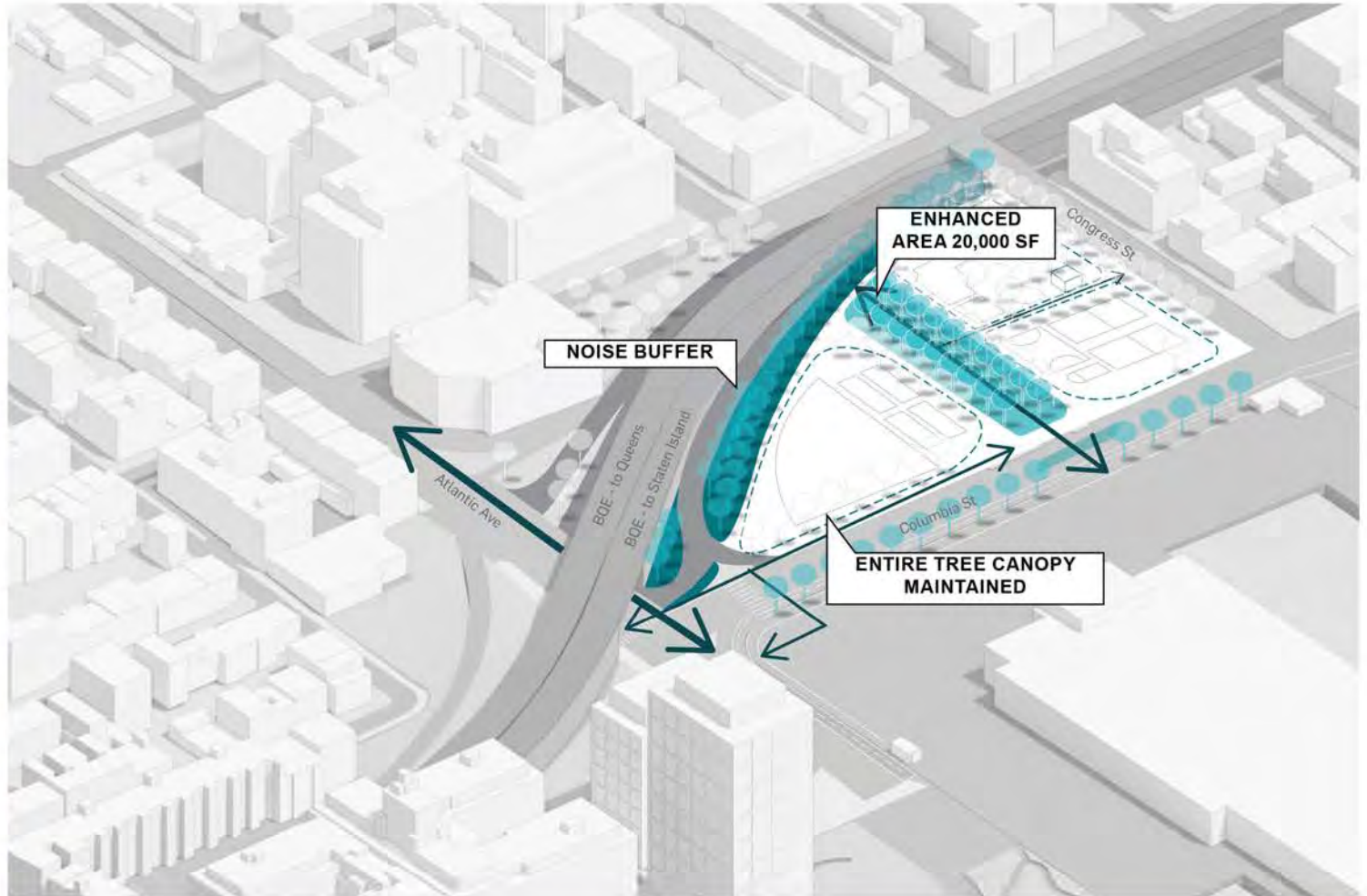
- ← Vehicular Circulation
- ← Existing Cyclist Circulation
- ←X→ Removed Vehicular Circulation
- ← Proposed Cyclist Connection
- ↔ Proposed Pedestrian Connections



For Discussion Purposes Only – Subject to Change and Refinement



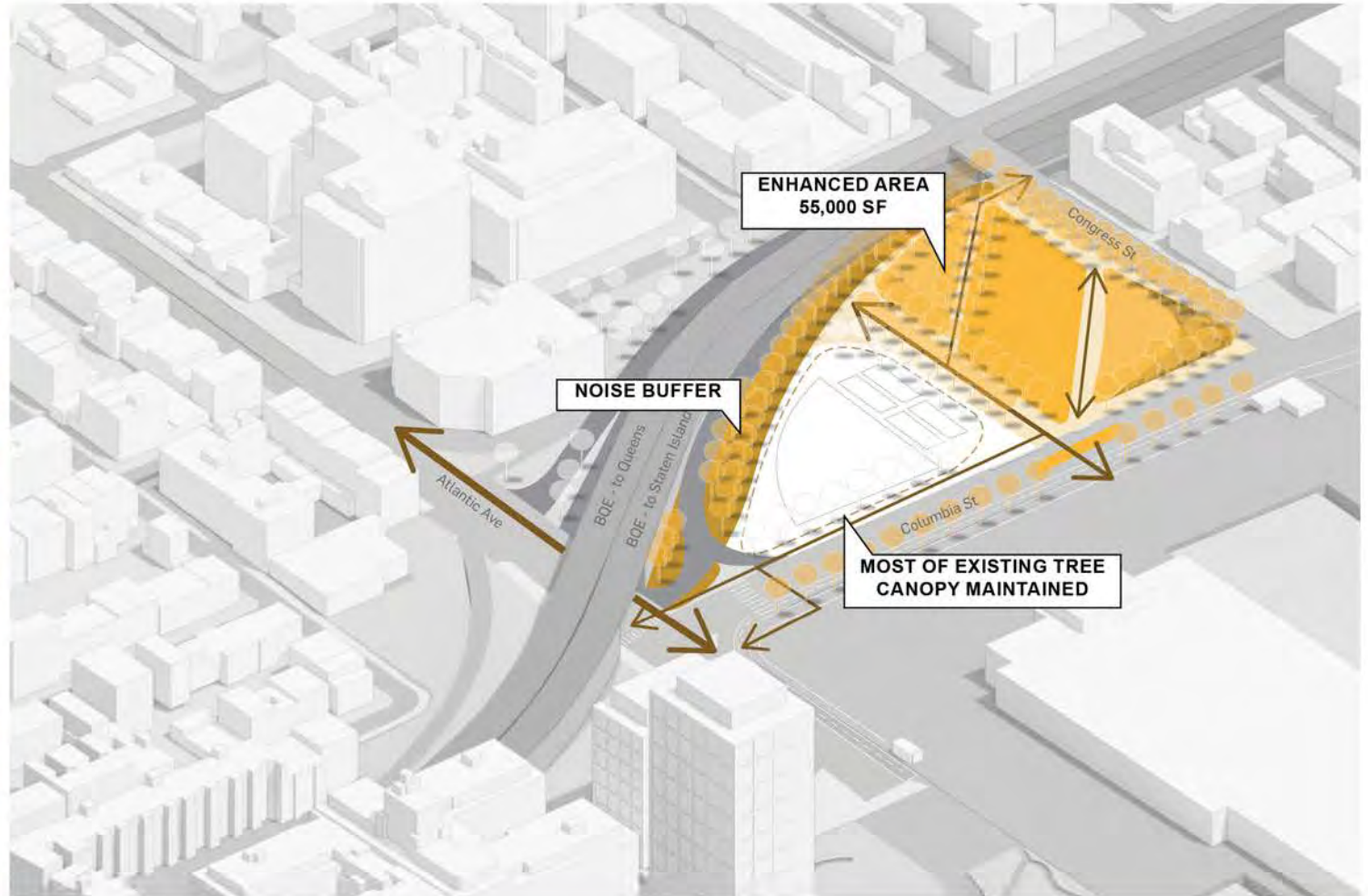
# Atlantic Ave Interchange & Van Voorhees Park Concept 1



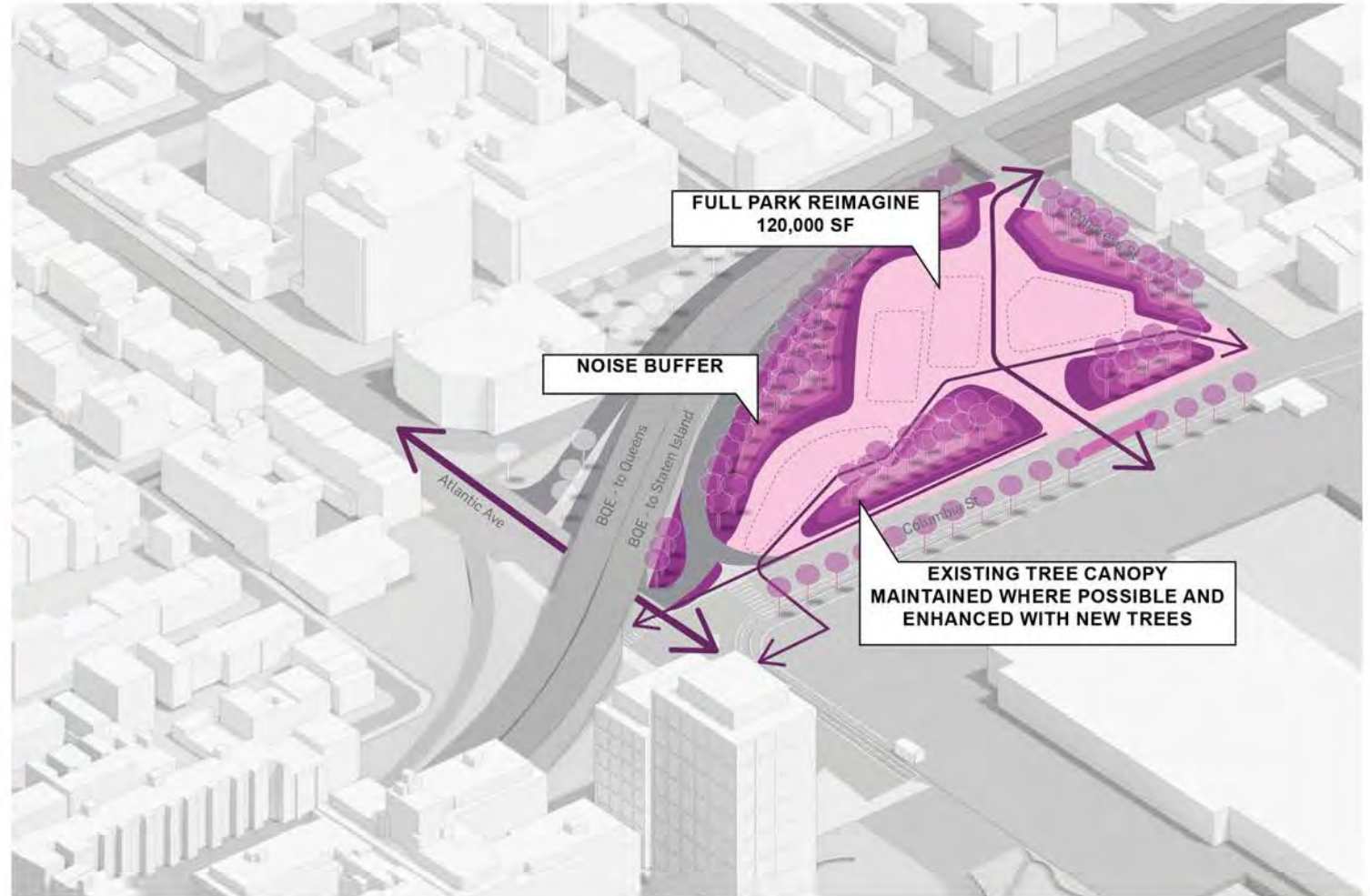
For Discussion Purposes Only – Subject to Change and Refinement



## Atlantic Ave Interchange & Van Voorhees Park Concept 2



## Atlantic Ave Interchange & Van Voorhees Park Concept 3





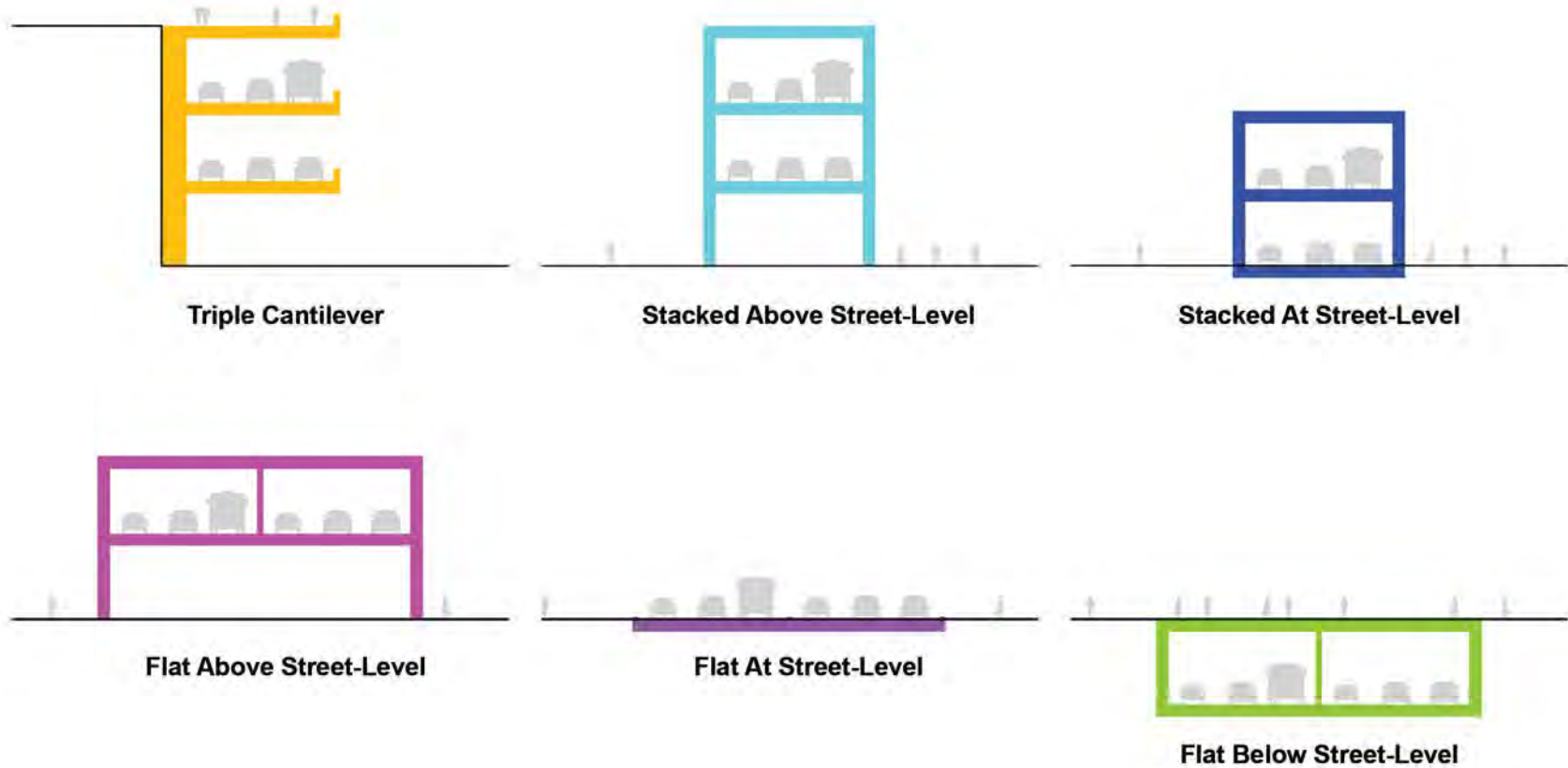
## Triple Cantilever & Furman Street



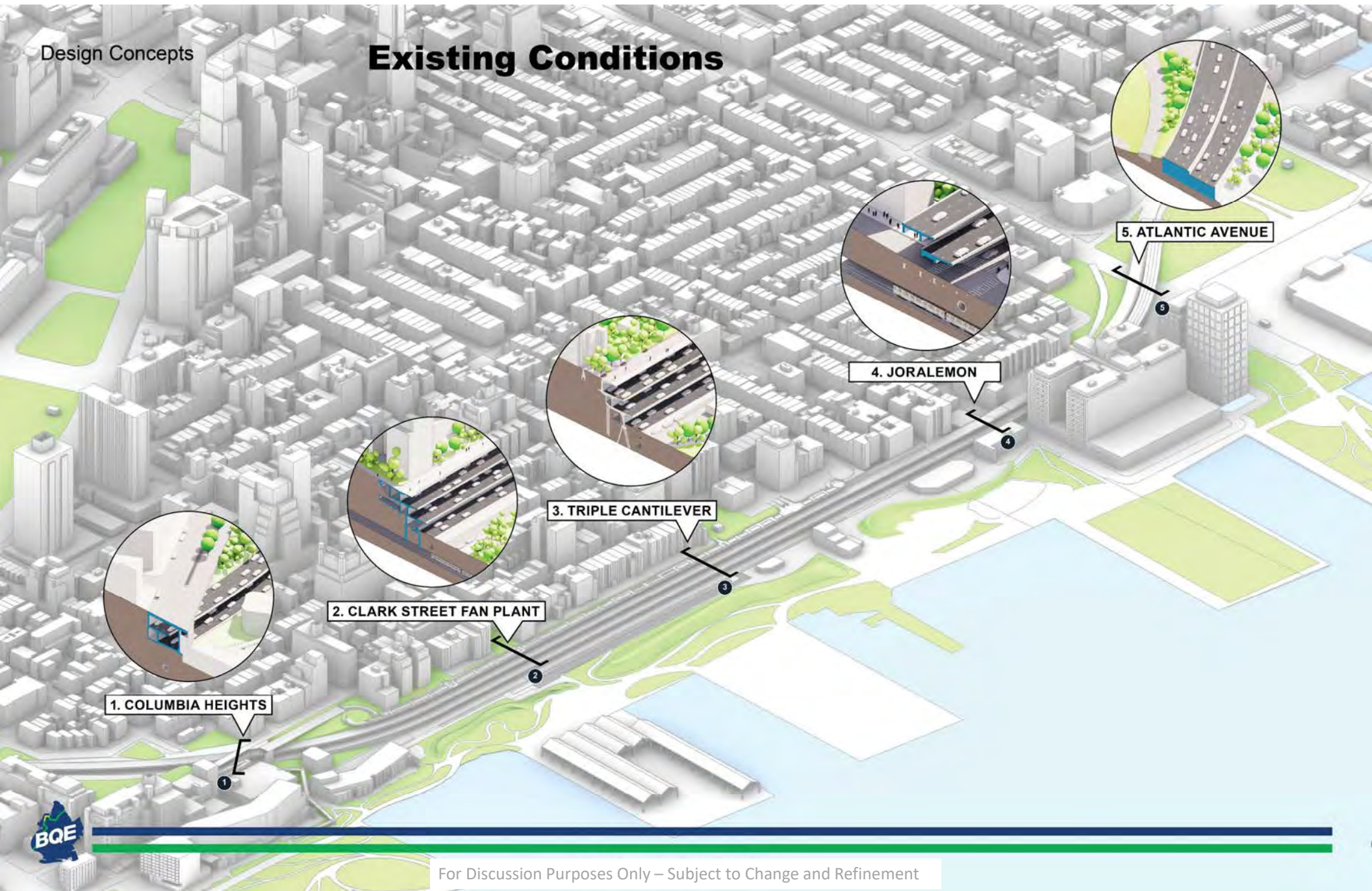
For Discussion Purposes Only – Subject to Change and Refinement



## Roadway Typologies - Potential Sections



## Existing Conditions



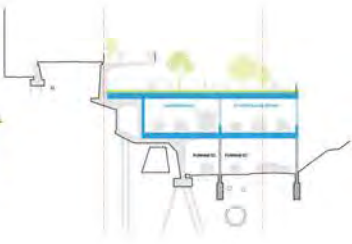
For Discussion Purposes Only – Subject to Change and Refinement

# Section Matrix - Triple Cantilever

Existing



Partial Replacement



Full Replacement



Flat Below Street-Level

Flat At Street-Level

Flat Above Street-Level

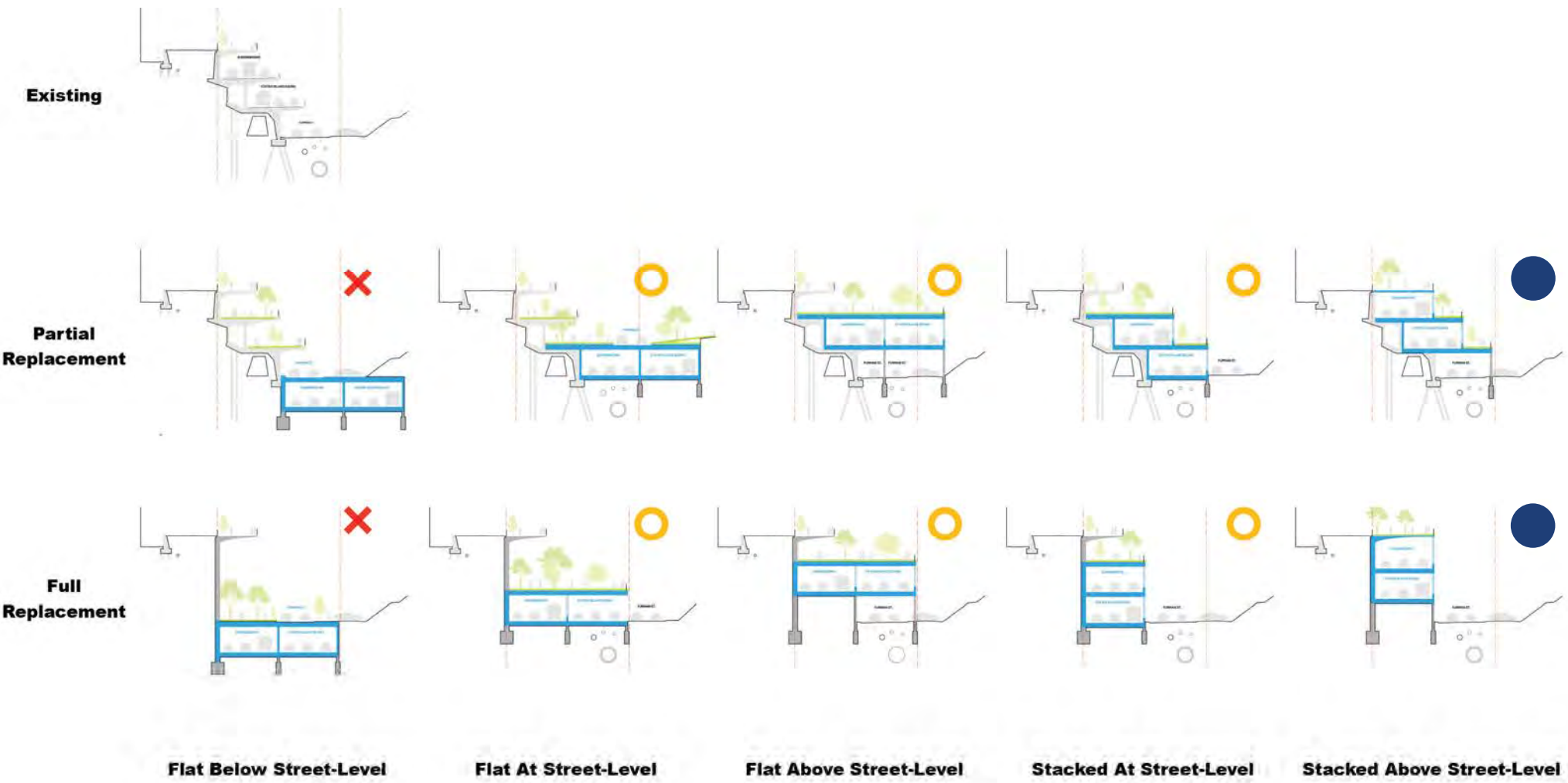
Stacked At Street-Level

Stacked Above Street-Level





# Section Matrix - Triple Cantilever



# Triple Cantilever Concepts

Existing Condition

Roadway Structure

Potential Open Spaces

The Stoop



The Terraces



The Lookout



# Triple Cantilever Concepts

Design Studies (Ongoing) →

The Stoop



The Terraces



The Lookout





## Triple Cantilever Concepts



The Terraces



The Lookout



The Stoop

# The Terraces | Partial Replacement



**Stacked  
Above  
Street**

>



**Stacked  
Above  
Street**

>



**Stacked  
Above  
Street**

# The Terraces | Partial Replacement



**Stacked  
Above  
Street**

>



**Flat  
at  
Street**

>

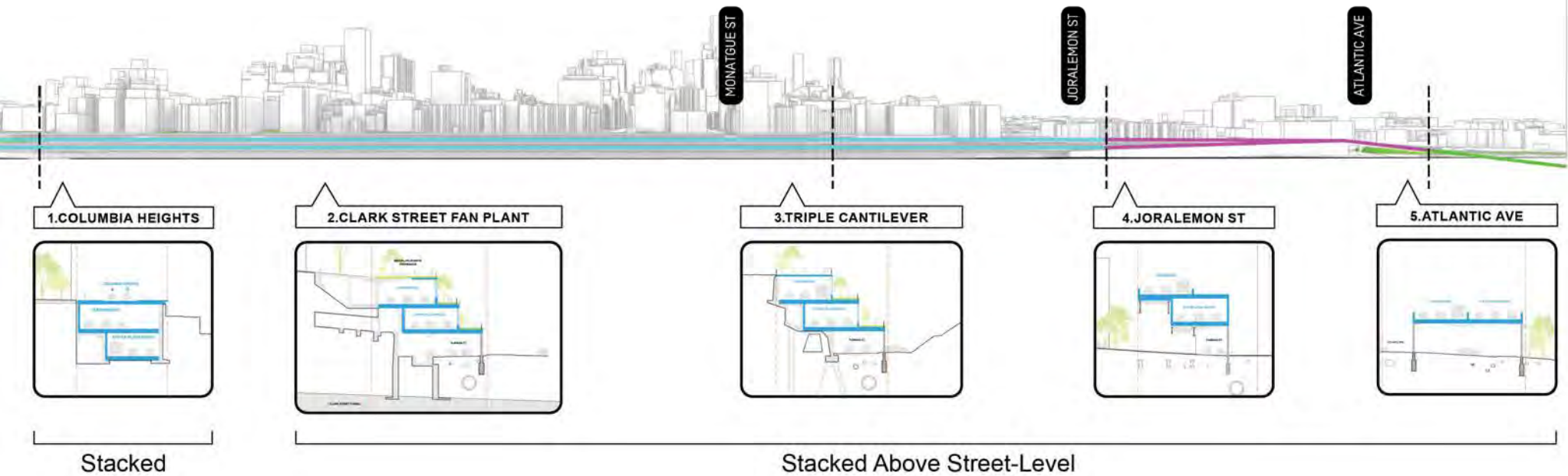


**Stacked  
Above  
Street**



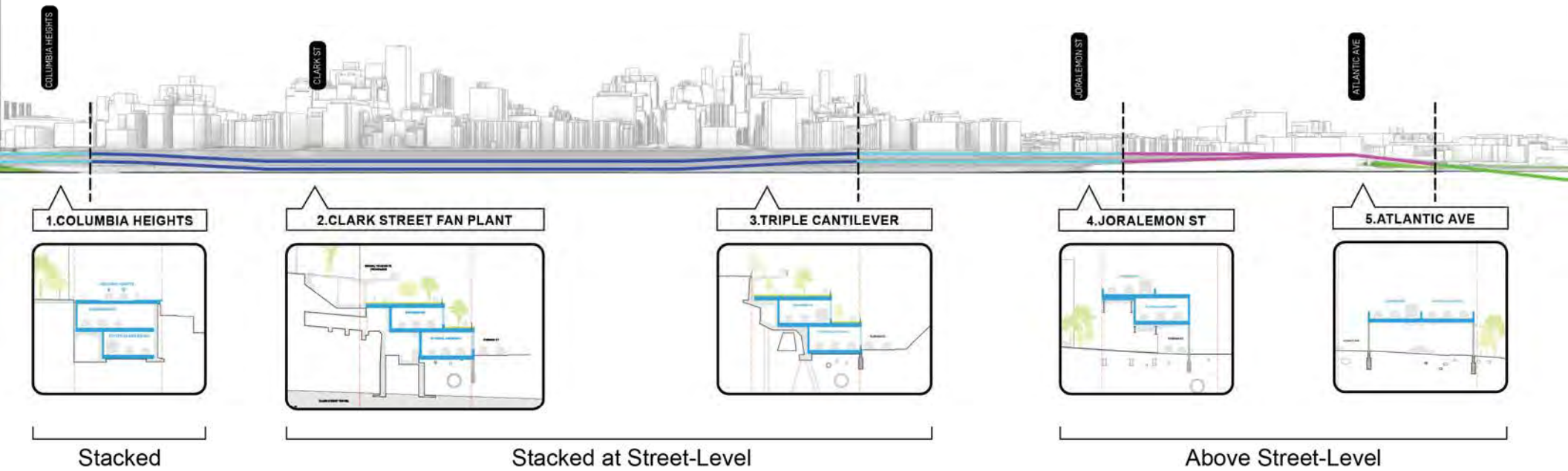
# The Terraces - Elevation

Continuous Stacked Above Street-Level

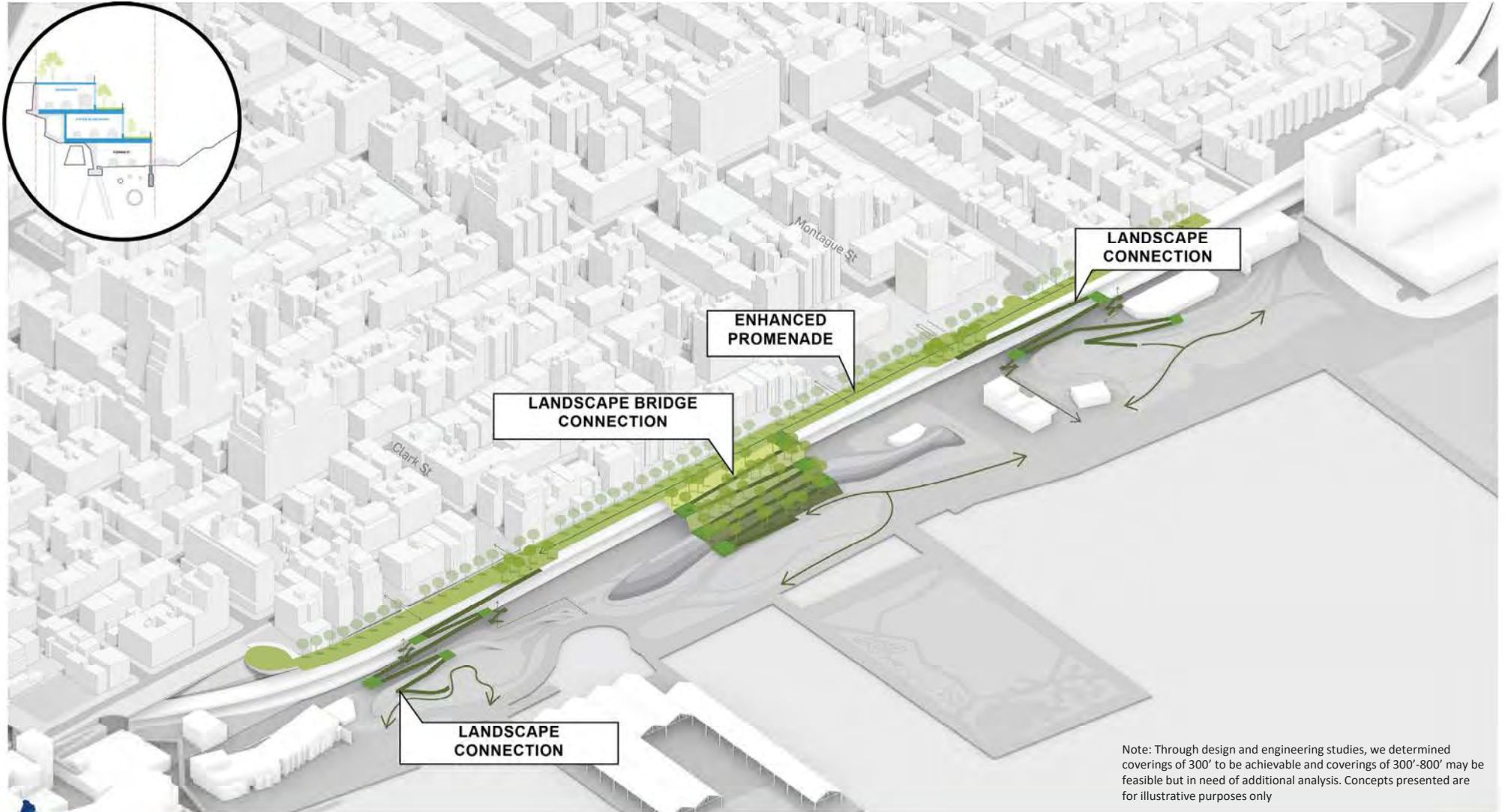


# The Terraces - Elevation

Stacked to Stacked at Street-Level to Stacked Above Street-Level



# The Terraces | Partial Replacement



For Discussion Purposes Only – Subject to Change and Refinement



# The Terraces | Partial Replacement



For Discussion Purposes Only – Subject to Change and Refinement



# The Terraces - Existing Conditions

## Partial Replacement At Street-Level







## The Terraces - Roadway Structure

### Partial Replacement Above Street-Level







## The Terraces - Roadway Structure

### Partial Replacement At Street-Level





## The Terraces - Potential Open Space

Partial Replacement Above Street-Level







## The Terraces - Potential Open Space

Partial Replacement At Street-Level







# The Terraces - Design Studies

## Partial Replacement At Street-Level





# The Terraces - Design Studies

## Partial Replacement Above Street-Level





# The Terraces - Design Studies

## Partial Replacement Above Street-Level



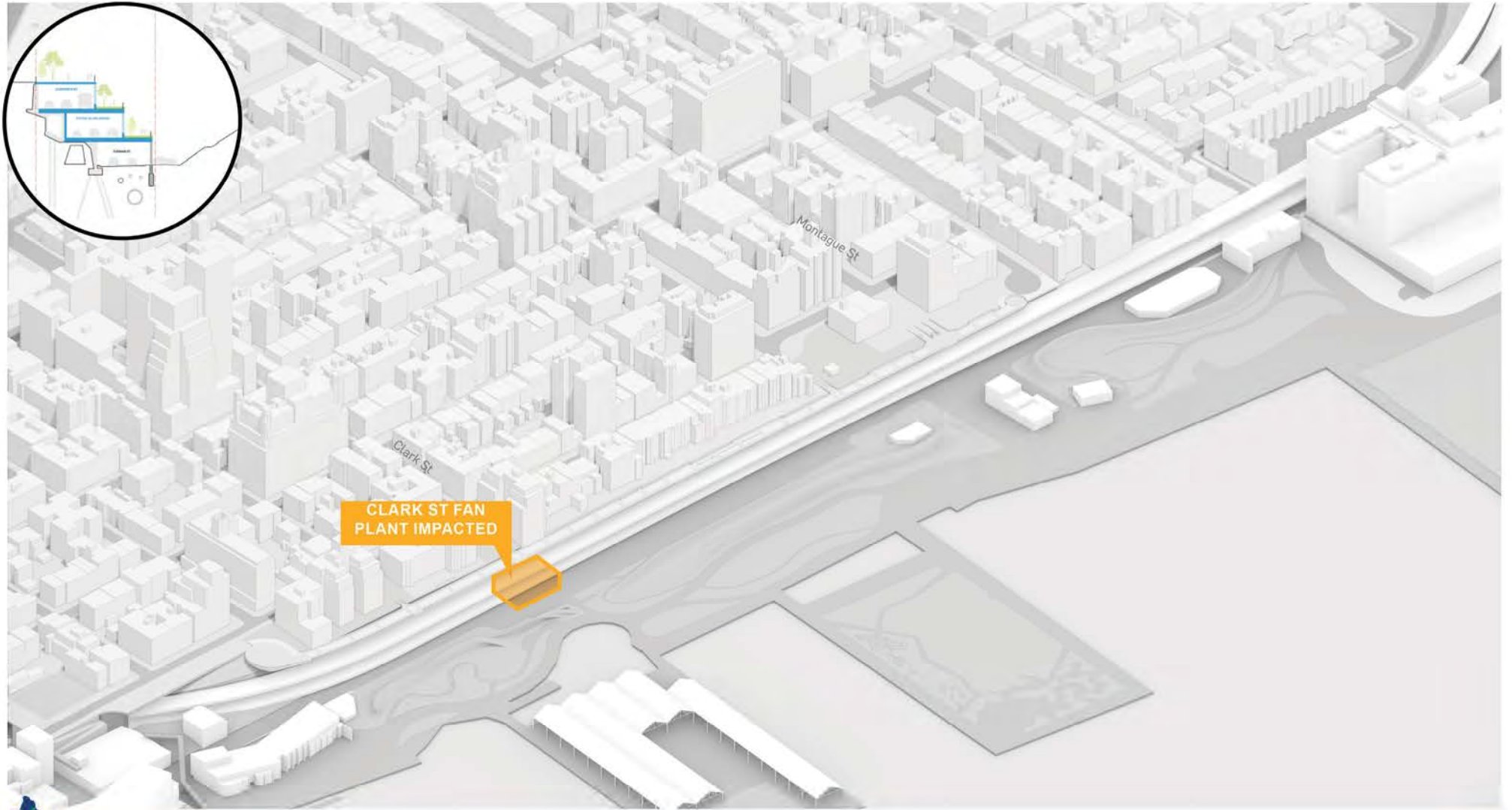


# The Terraces - Design Studies

## Partial Replacement Above Street-Level



## The Terraces | Partial Replacement



For Discussion Purposes Only – Subject to Change and Refinement

# The Lookout | Full Replacement



**Stacked  
Above  
Street**

>



**Stacked  
Above  
Street**

>

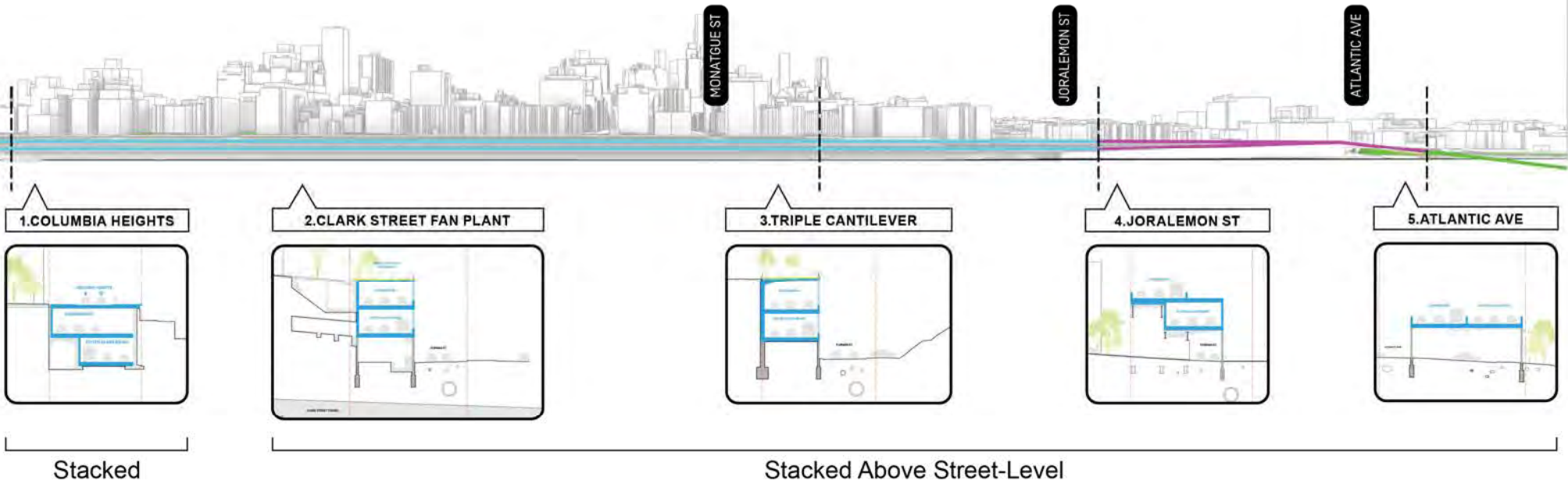


**Stacked  
Above  
Street**

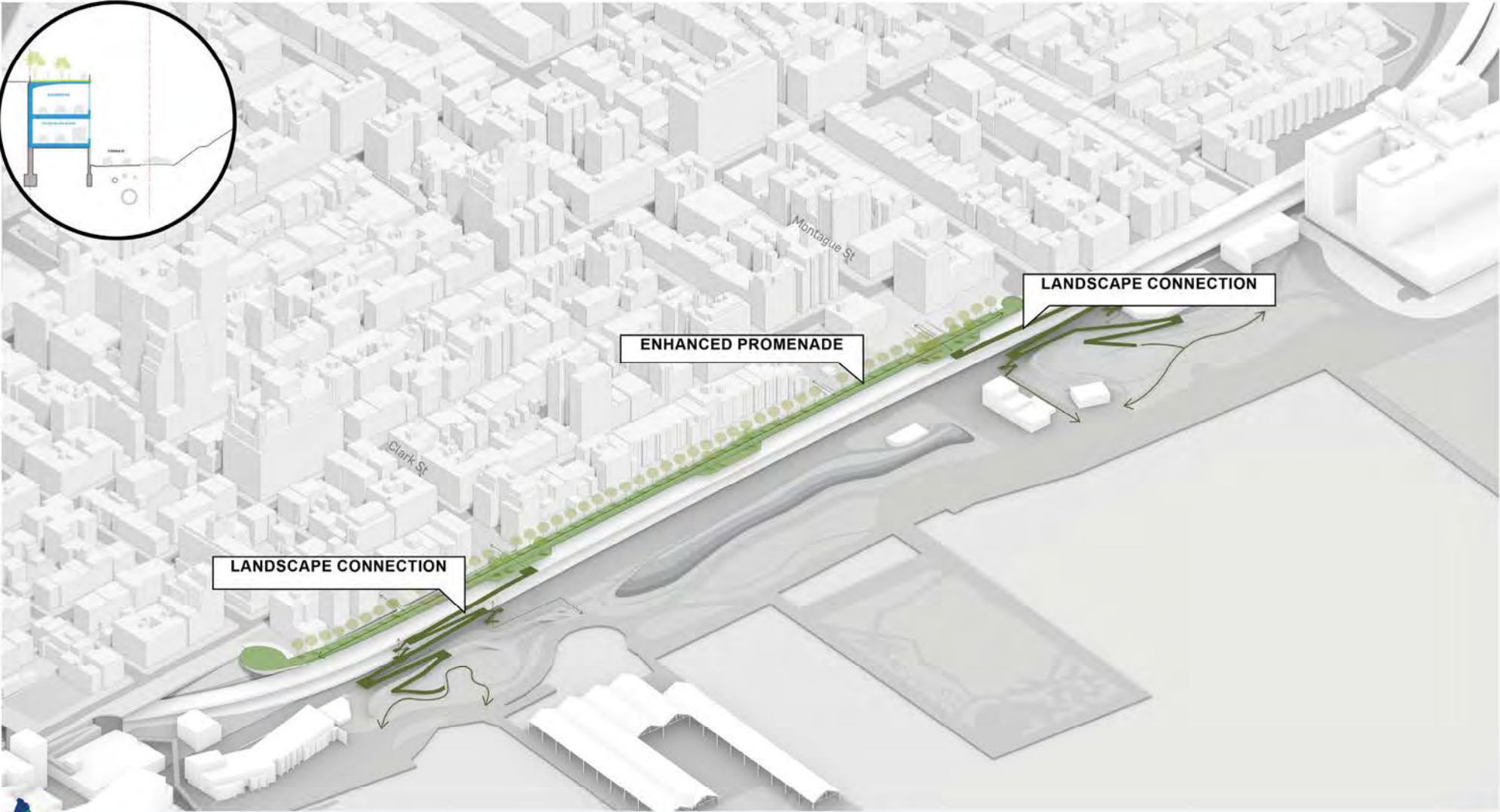


# The Lookout - Elevation

Continuous Stacked Above Street-Level



# The Lookout | Full Replacement



For Discussion Purposes Only – Subject to Change and Refinement



# The Lookout - Existing Conditions

## Full Replacement





## The Lookout - Roadway Structure

### Full Replacement



## The Lookout - Potential Open Space

### Full Replacement



# The Lookout - Design Studies

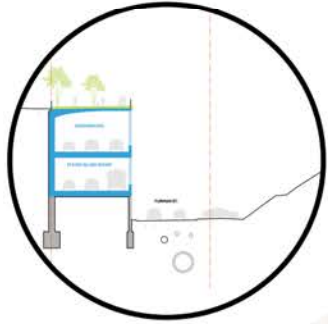
## Full Replacement





## The Lookout - Design Studies

### Full Replacement



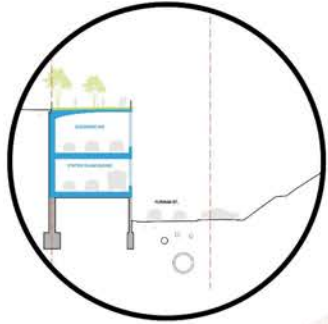
## The Lookout - Design Studies

### Full Replacement



# The Lookout - Design Studies

## Full Replacement



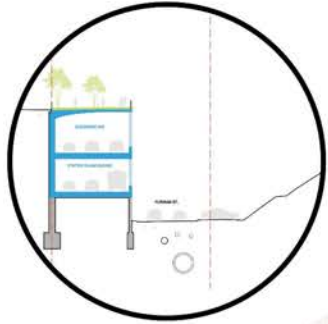
Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only





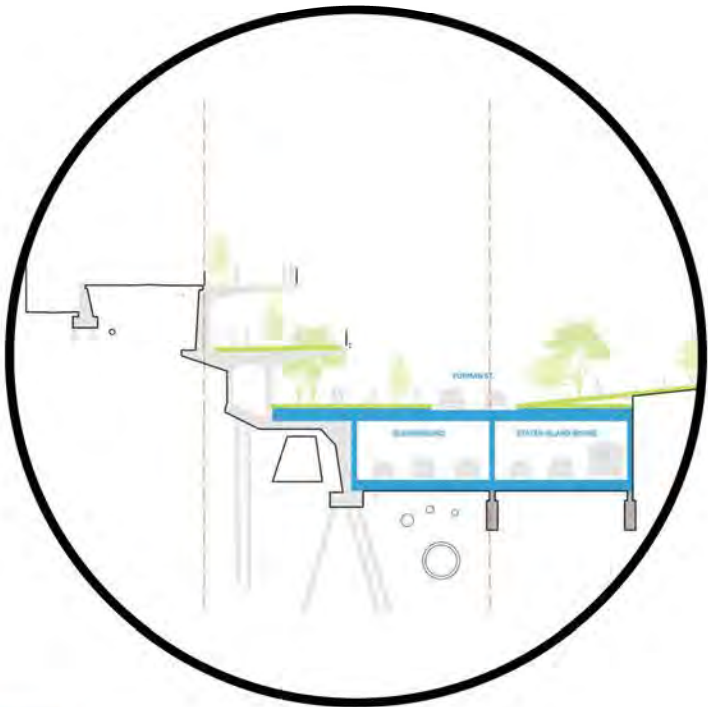
# The Lookout - Design Studies

## Full Replacement



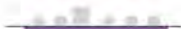
Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only





**Stacked  
Above  
Street**

>



**Flat  
at  
Street**

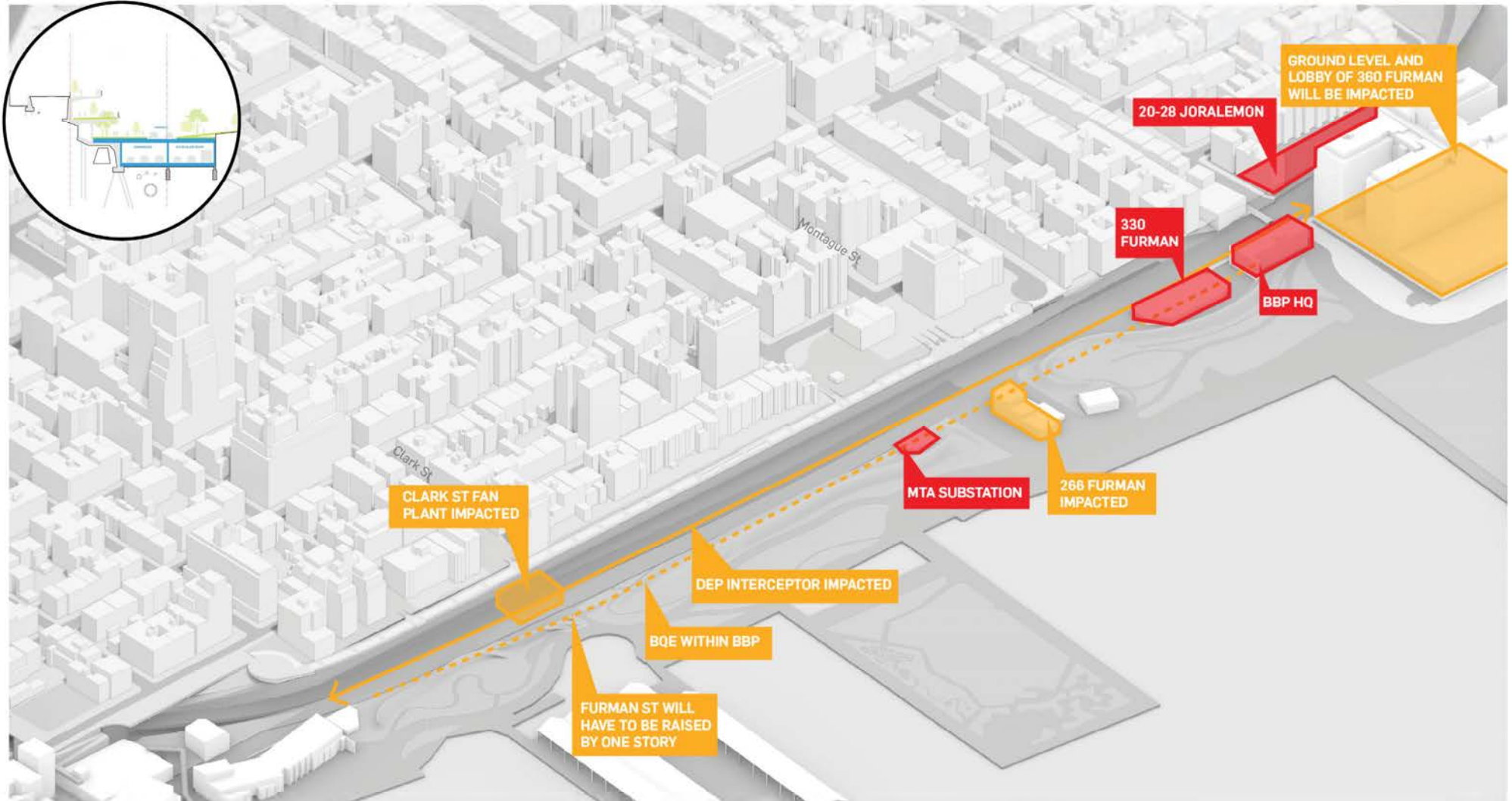
>



**Flat  
Below  
Street**

## BQP | Full Replacement

Avoid



For Discussion Purposes Only – Subject to Change and Refinement



# The Stoop | Partial Replacement



**Stacked  
Above  
Street**

>



**Flat  
Above  
Street**

>

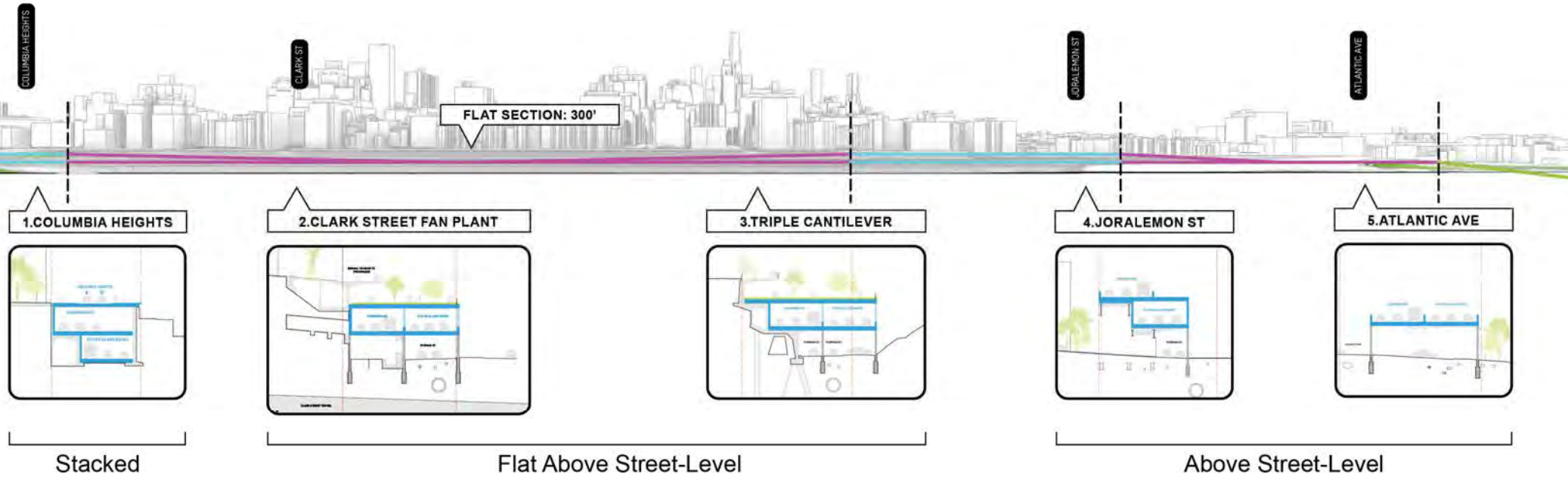


**Stacked  
Above  
Street**

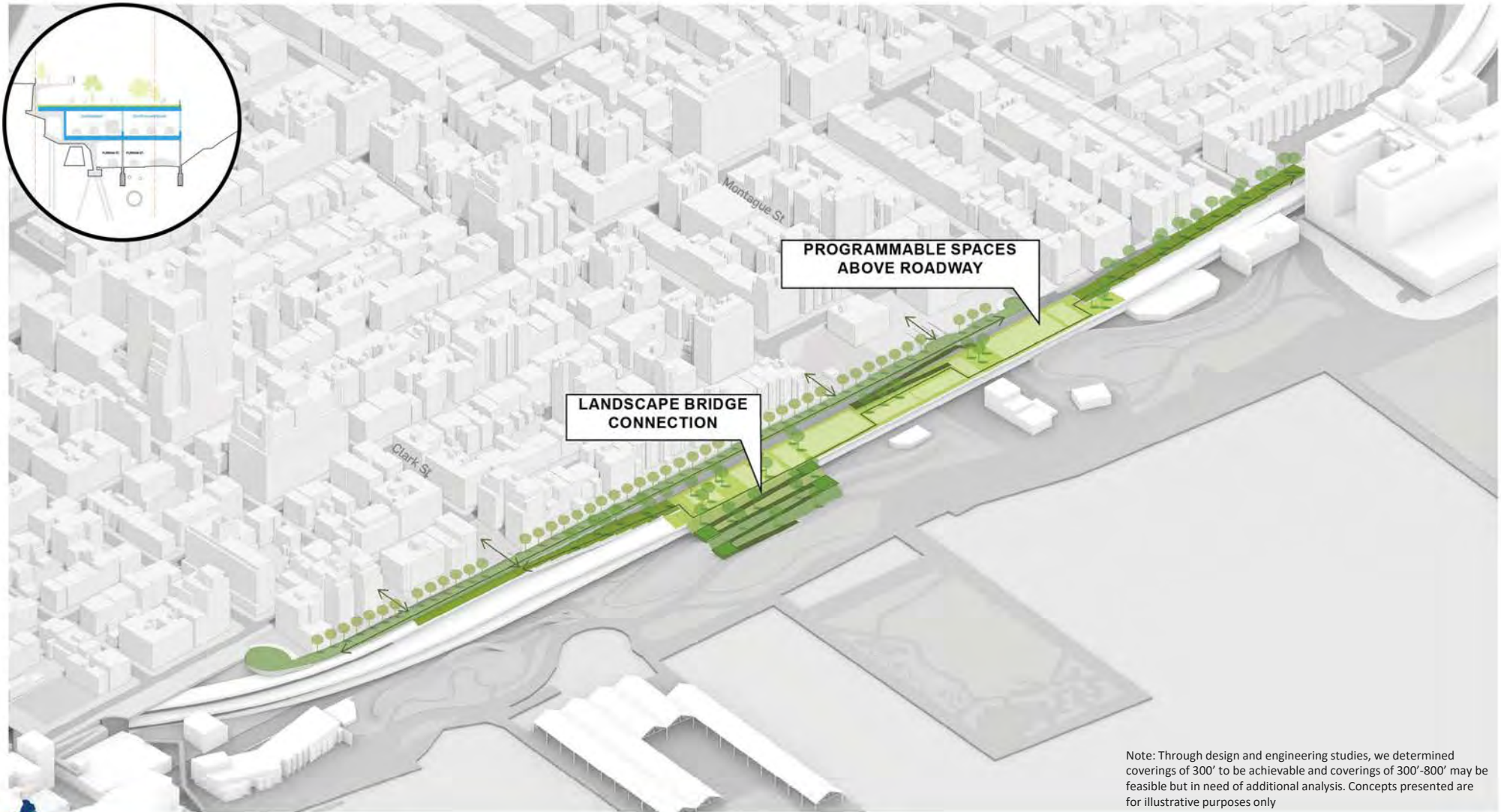


# The Stoop - Elevation

Stacked to Flat Above Street-Level to Above Street-Level



## The Stoop | Partial Replacement







## The Stoop - Existing Condition

### Partial Replacement





# The Stoop - Roadway Structure

## Partial Replacement





## The Stoop - Potential Open Space Partial Replacement



Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only





# The Stoop - Design Studies

## Partial Replacement



Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only



# The Stoop - Design Studies

## Partial Replacement



# The Stoop - Design Studies

## Partial Replacement



Note: Through design and engineering studies, we determined coverings of 300' to be achievable and coverings of 300'-800' may be feasible but in need of additional analysis. Concepts presented are for illustrative purposes only





# Triple Cantilever Concepts

Design Studies (Ongoing) →

The Stoop



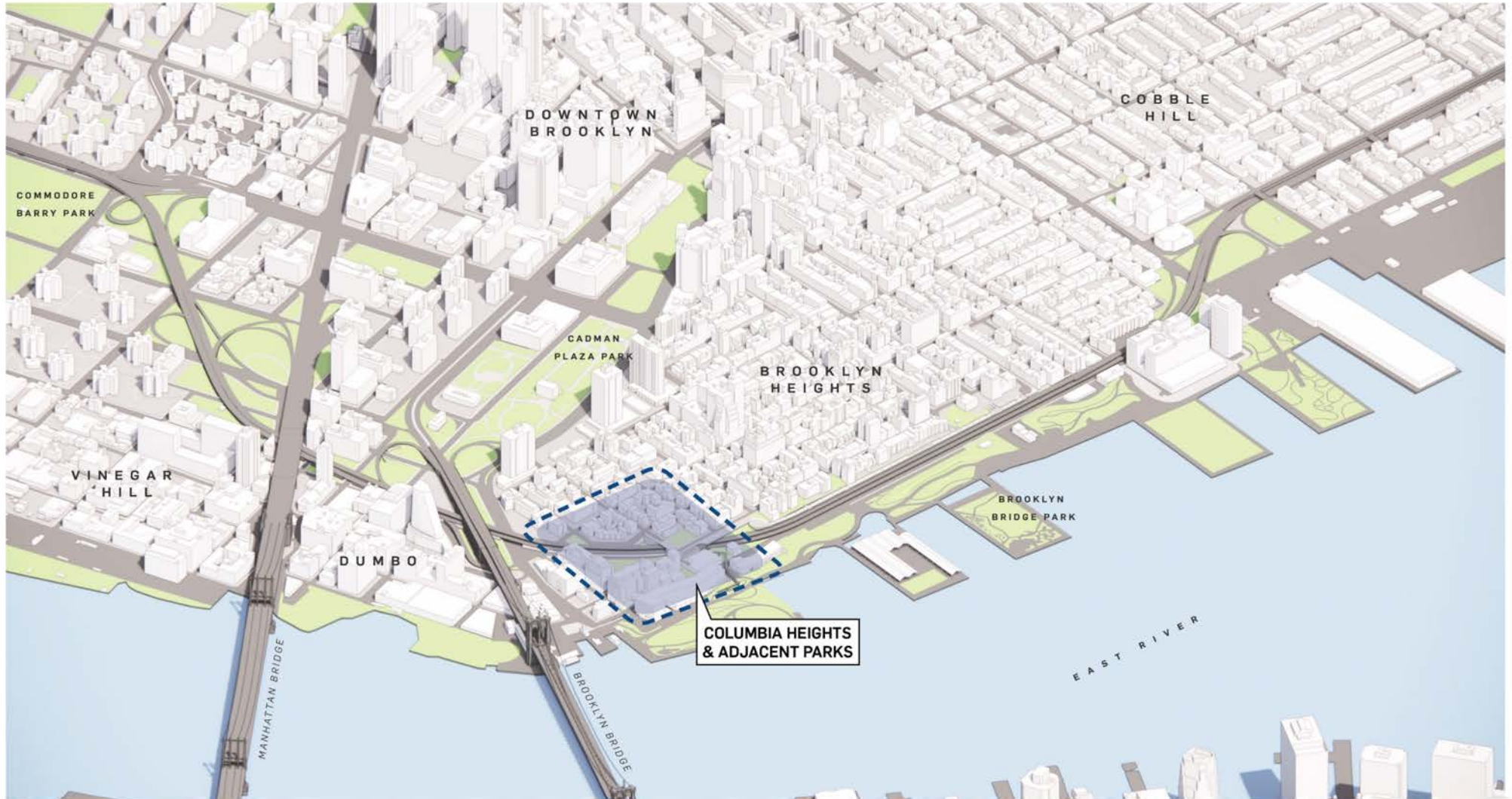
The Terraces



The Lookout

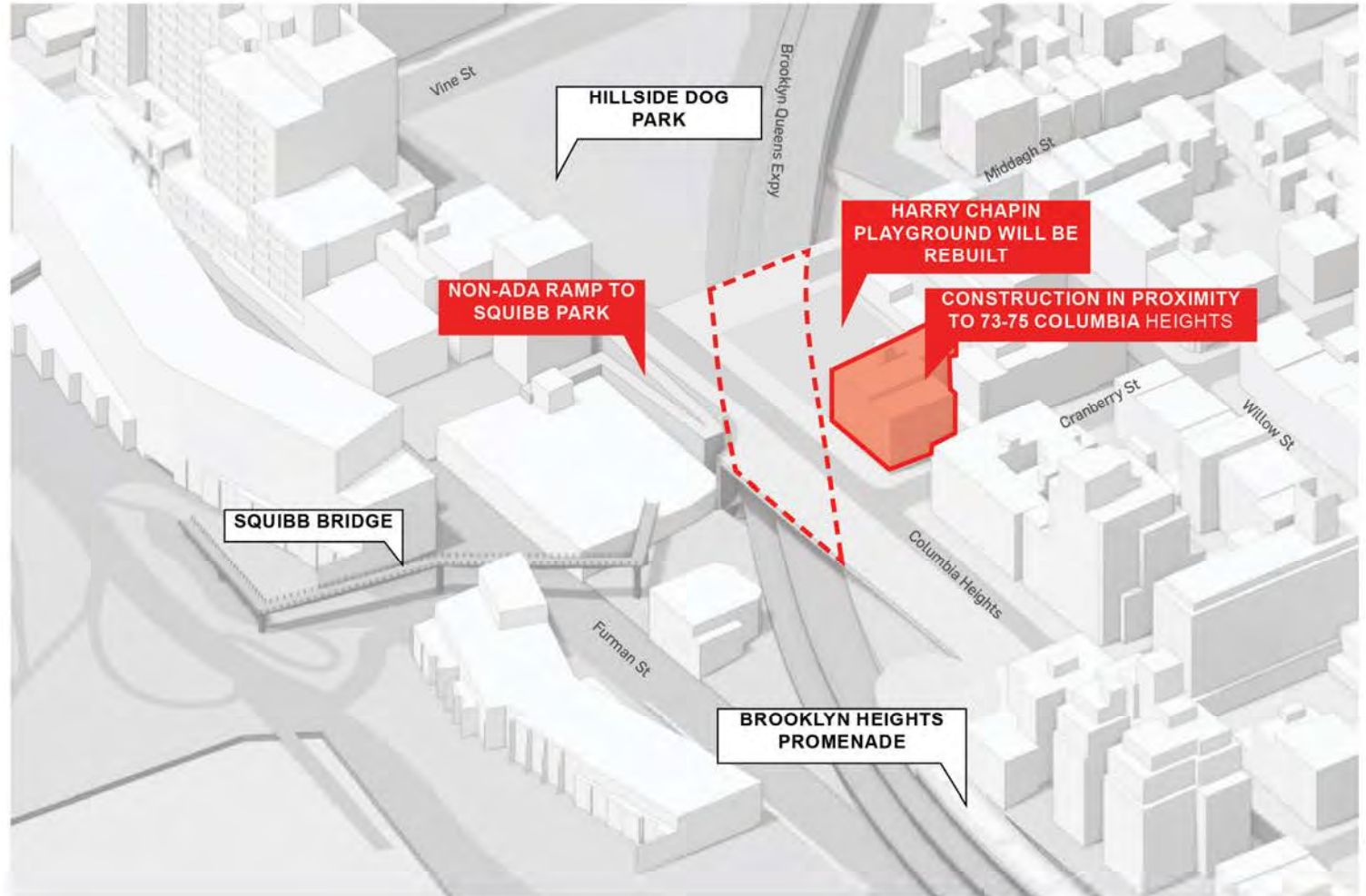


## Columbia Heights & Adjacent Parks



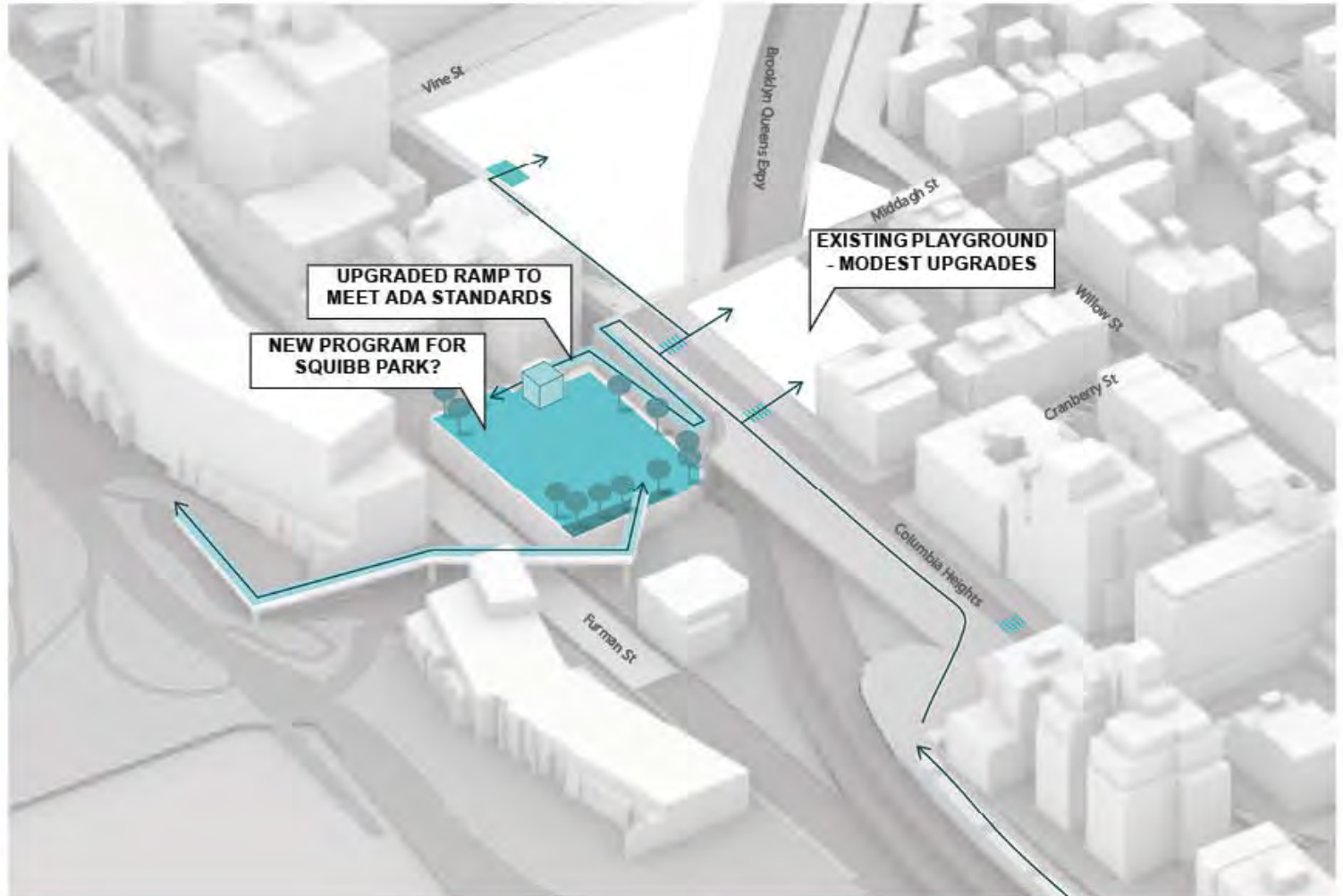


## Columbia Heights Existing Conditions

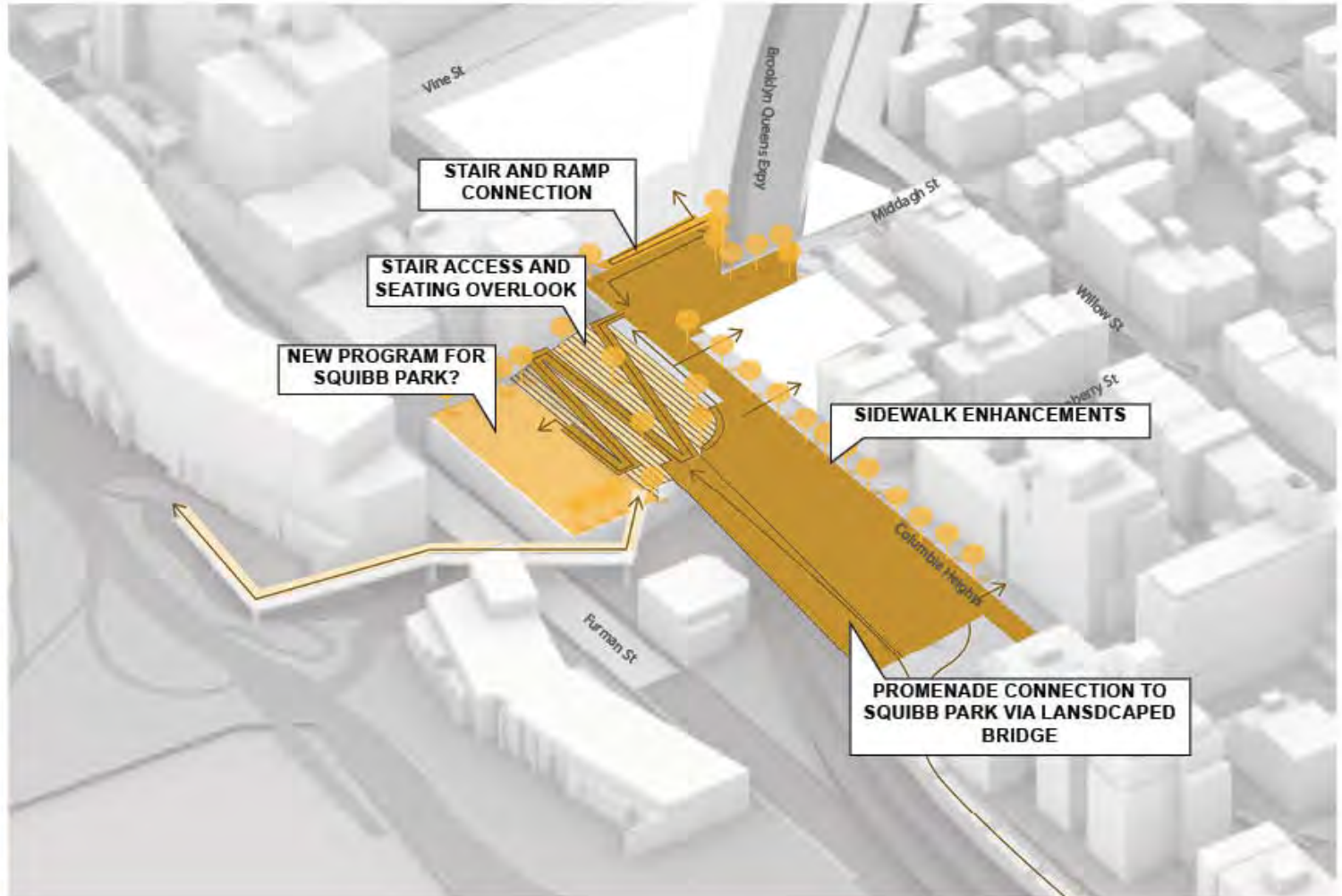




## Columbia Heights Concept 1

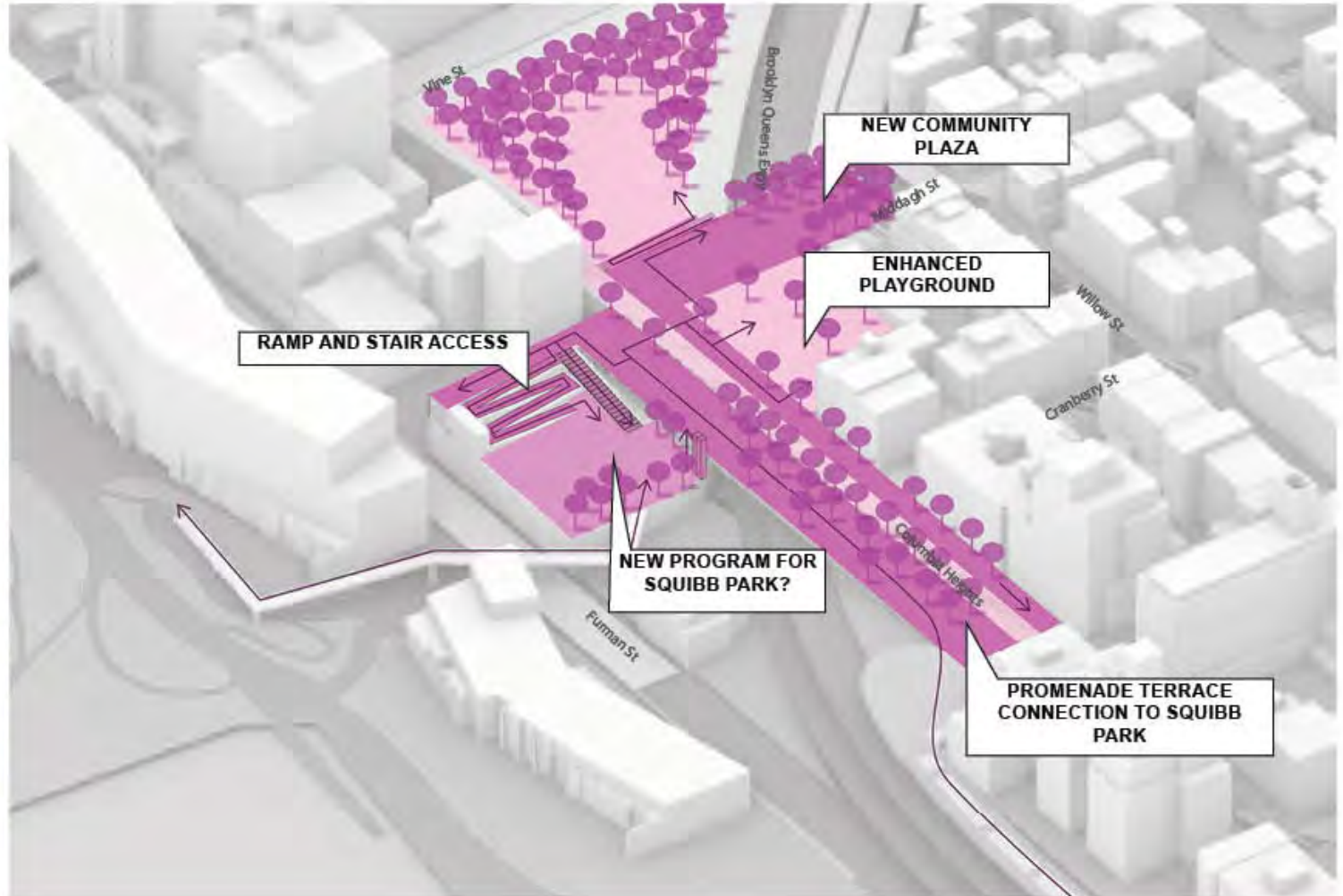


## Columbia Heights Concept 2





## Columbia Heights Concept 3





## Old Fulton, Brooklyn Bridge & Anchorage Plaza



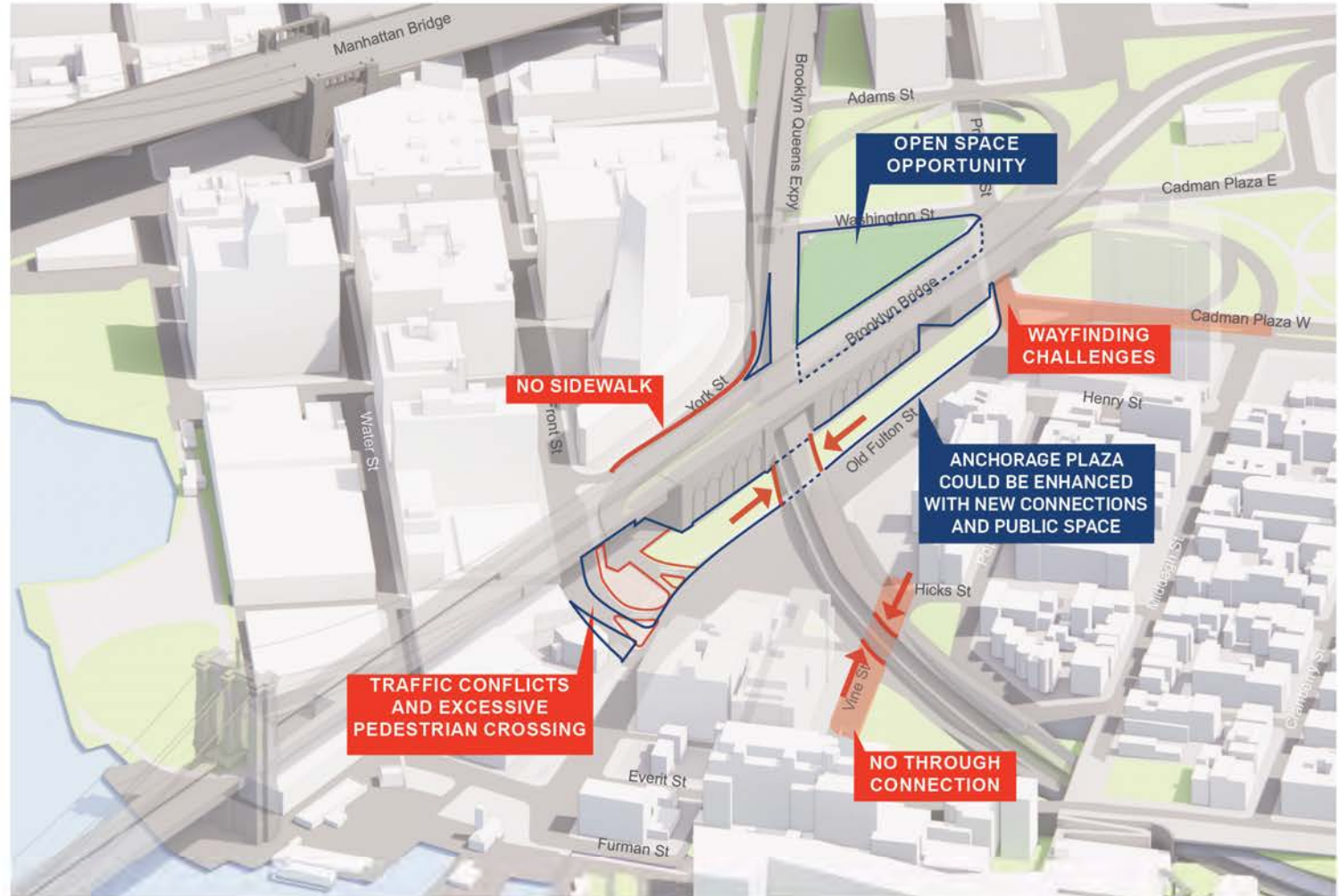
For Discussion Purposes Only – Subject to Change and Refinement

# Old Fulton, Brooklyn Bridge & Anchorage Plaza

## What We've Heard

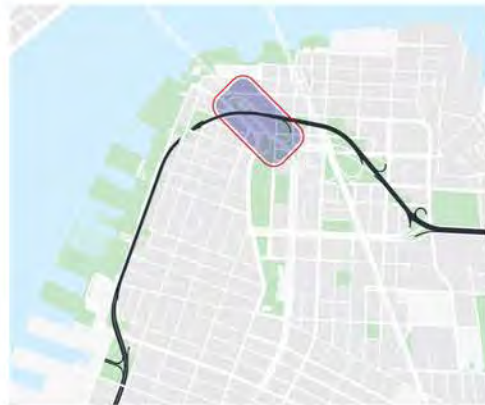


- ← Vehicular Circulation
- ← Existing Cyclist Circulation

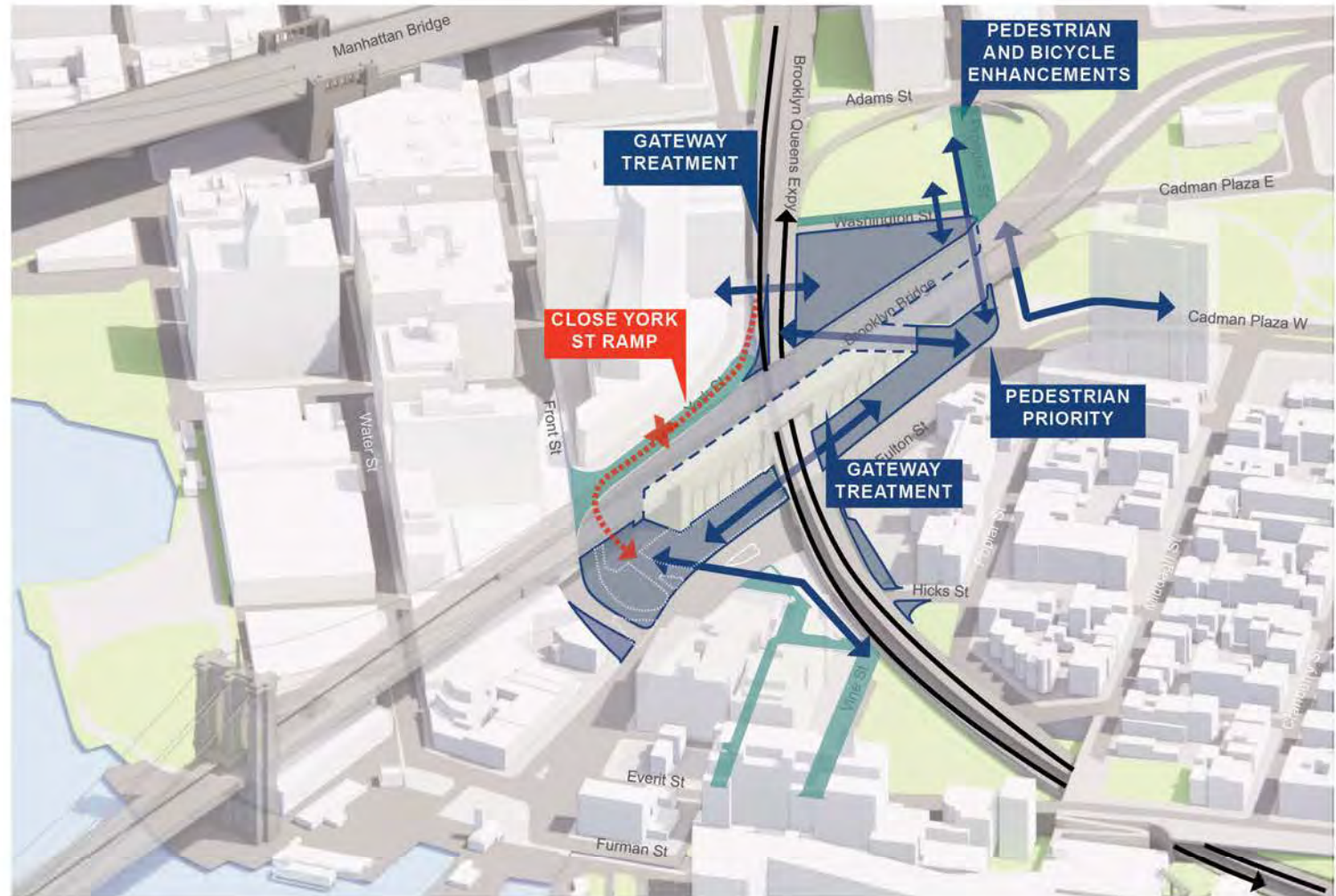




# Old Fulton, Brooklyn Bridge & Anchorage Plaza

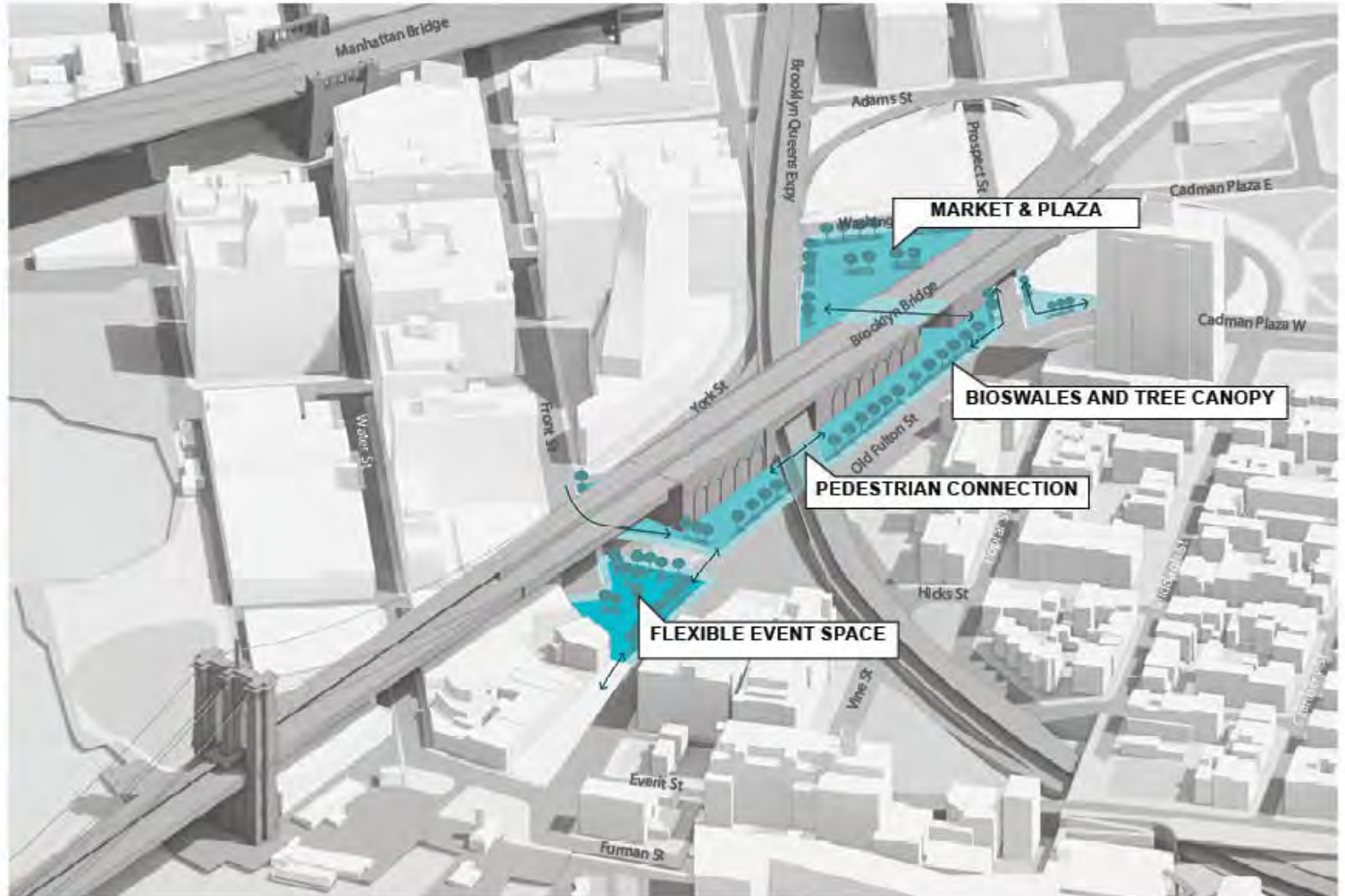


- ← Vehicular Circulation
- ← X - Removed Vehicular Circulation
- Proposed Pedestrian Priority
- Proposed Pedestrian Connections
- Pedestrian and Bicycle Enhancements



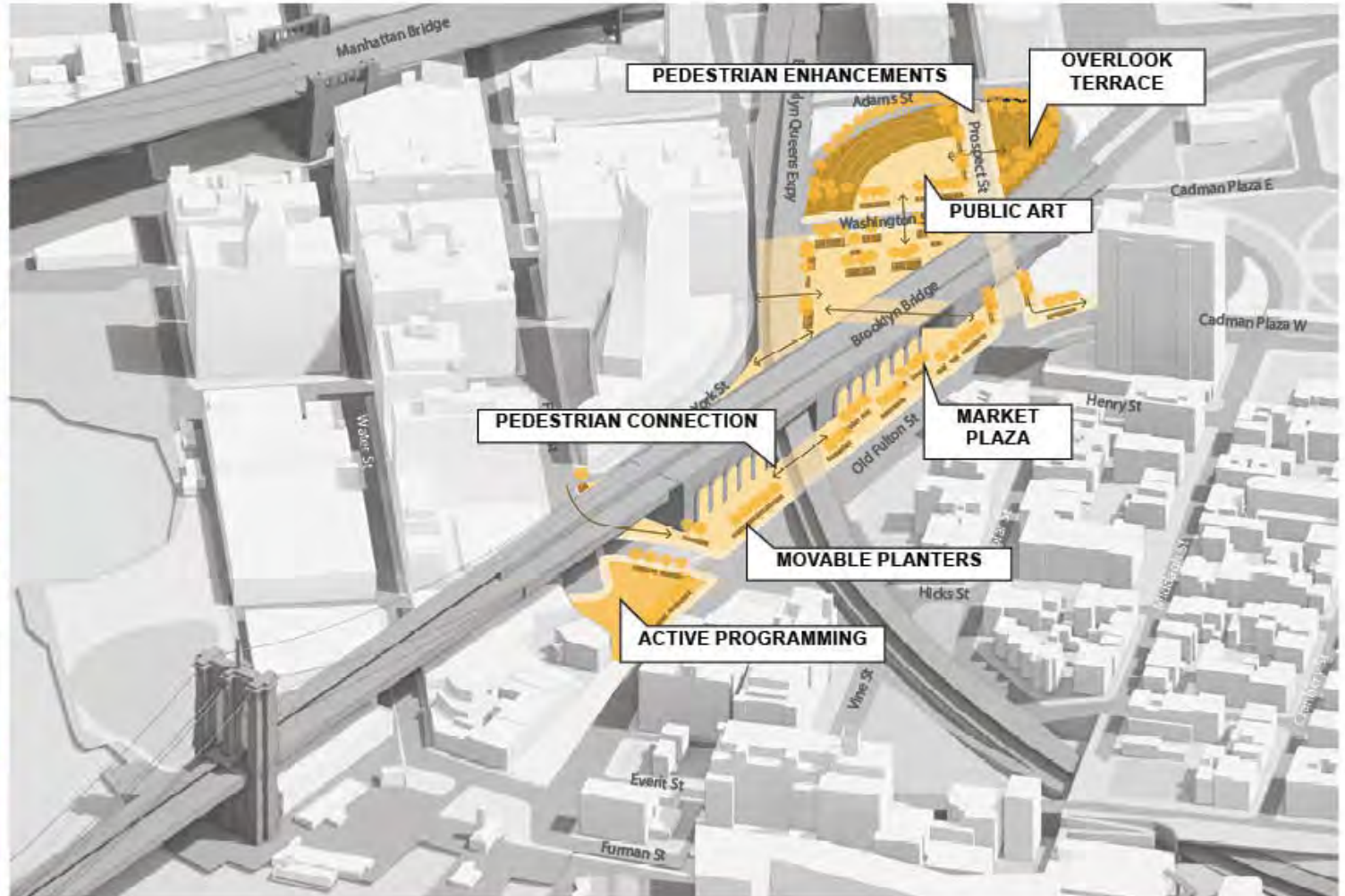


## Old Fulton, Brooklyn Bridge & Anchorage Plaza Concept 1



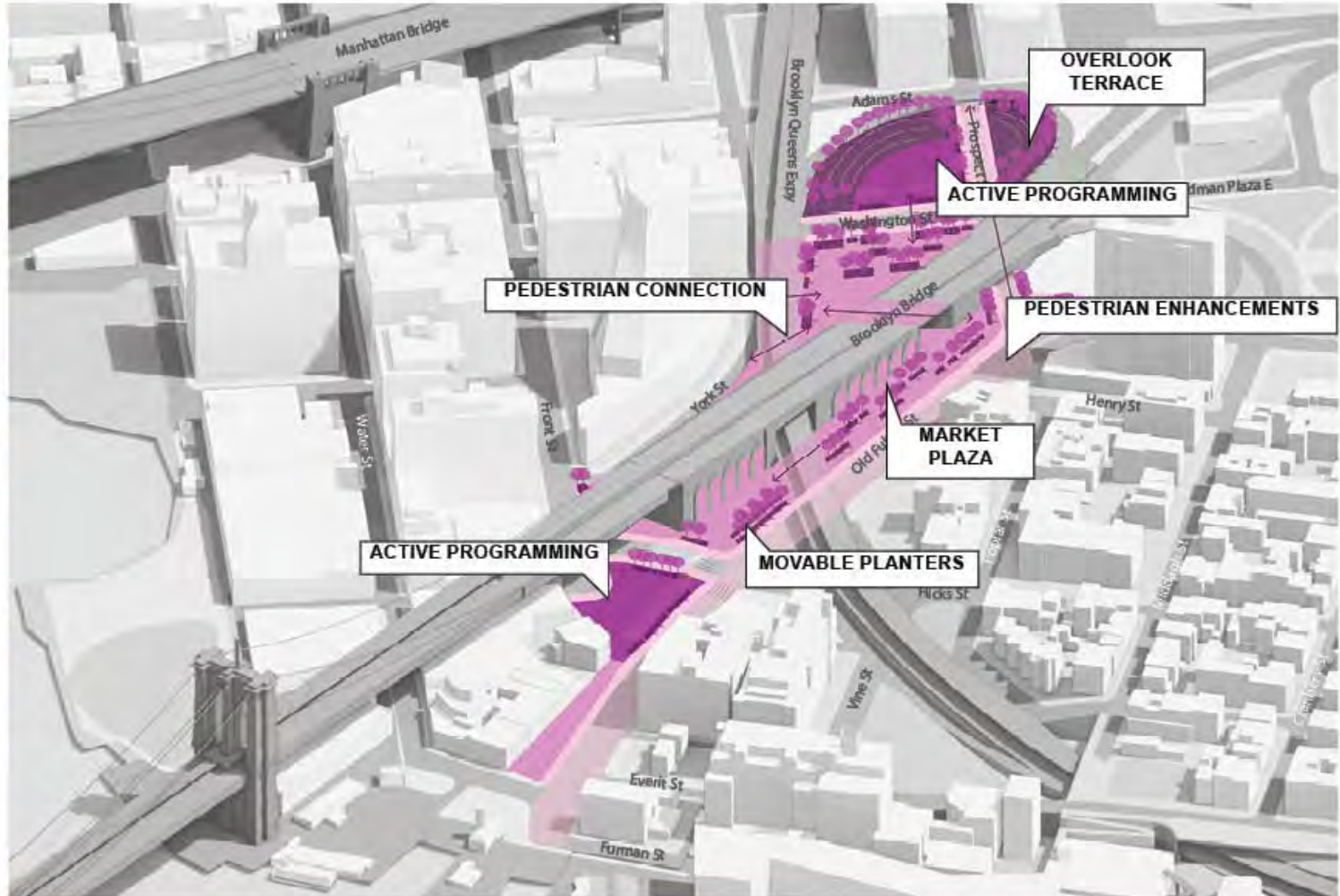


## Old Fulton, Brooklyn Bridge & Anchorage Plaza Concept 2





## Old Fulton, Brooklyn Bridge & Anchorage Plaza Concept 3



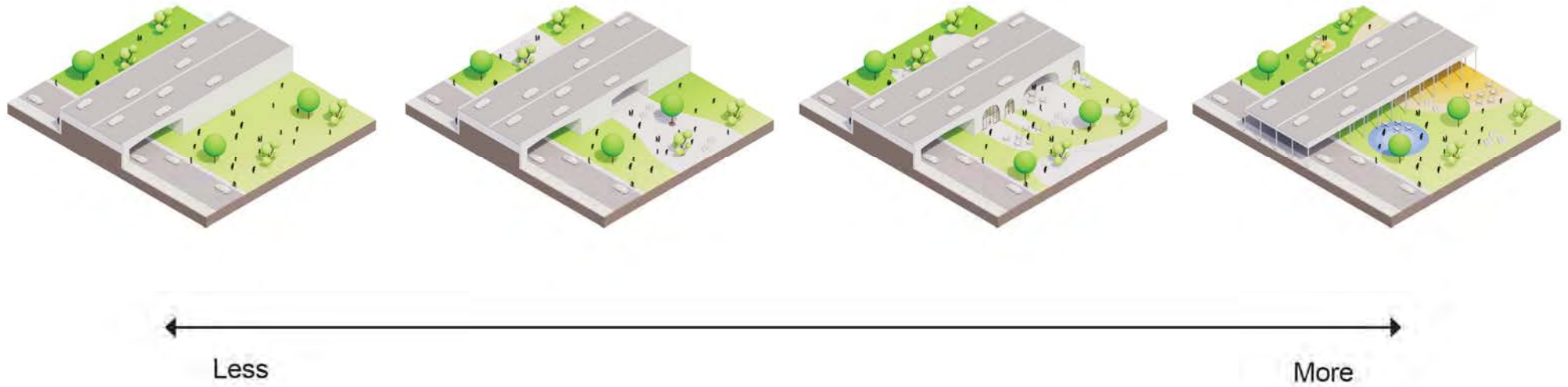


## Potential Areas for Porosity Below BQE



For Discussion Purposes Only – Subject to Change and Refinement

## Porosity Spectrum





## Dumbo & Manhattan Bridge Parks



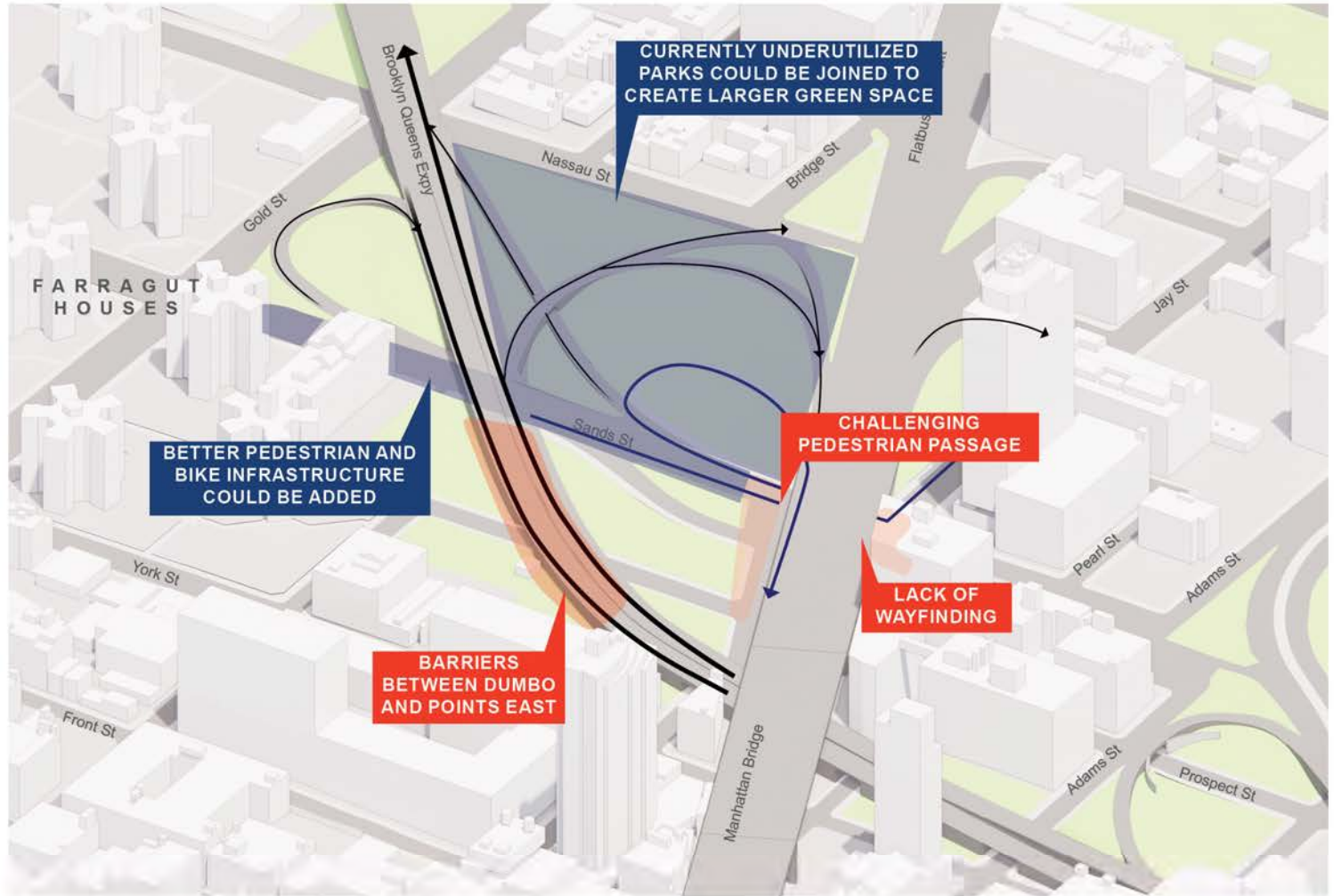


## Dumbo and Manhattan Bridge Park

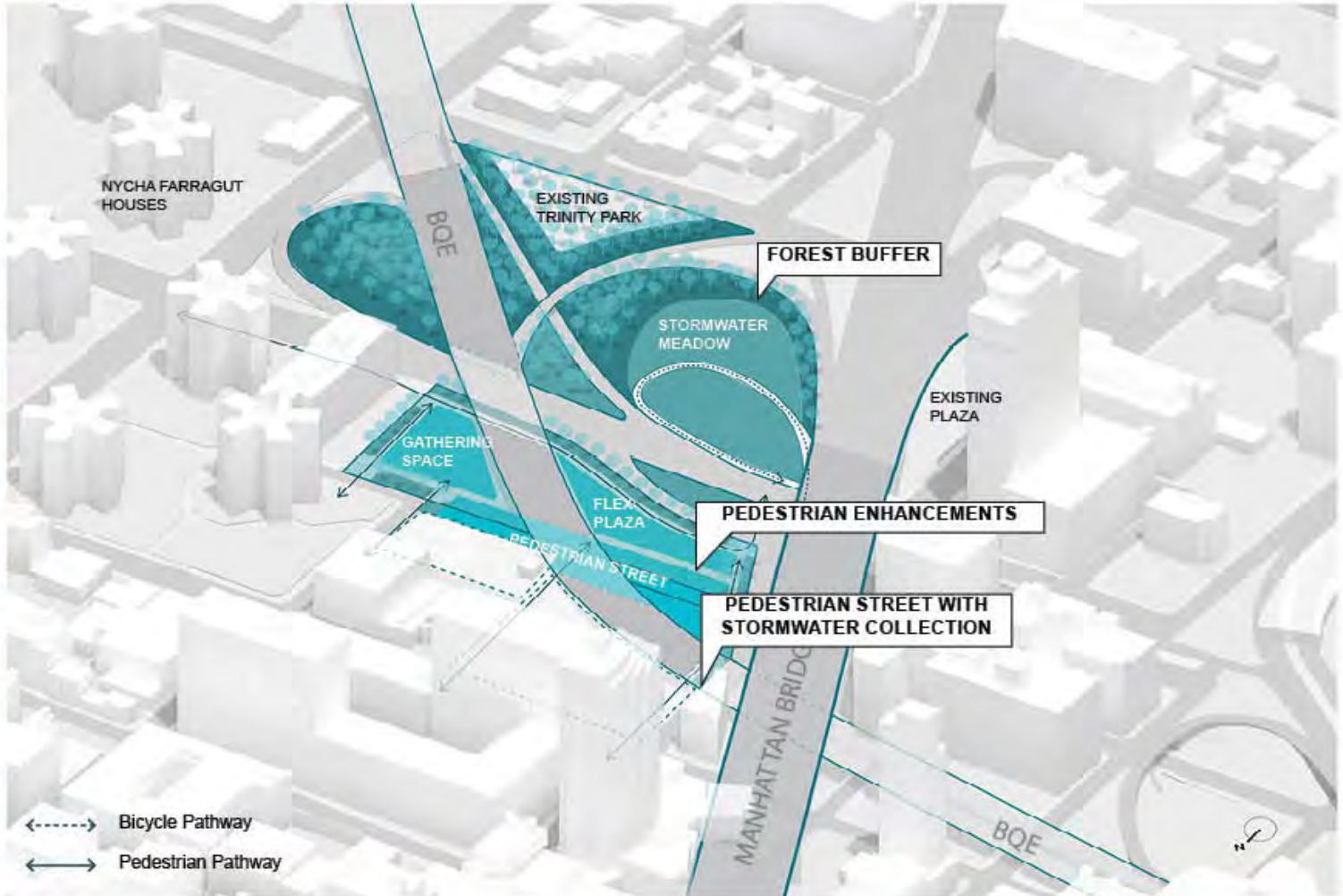
### What We've Heard



- ← Vehicular Circulation
- ← Existing Cyclist Circulation

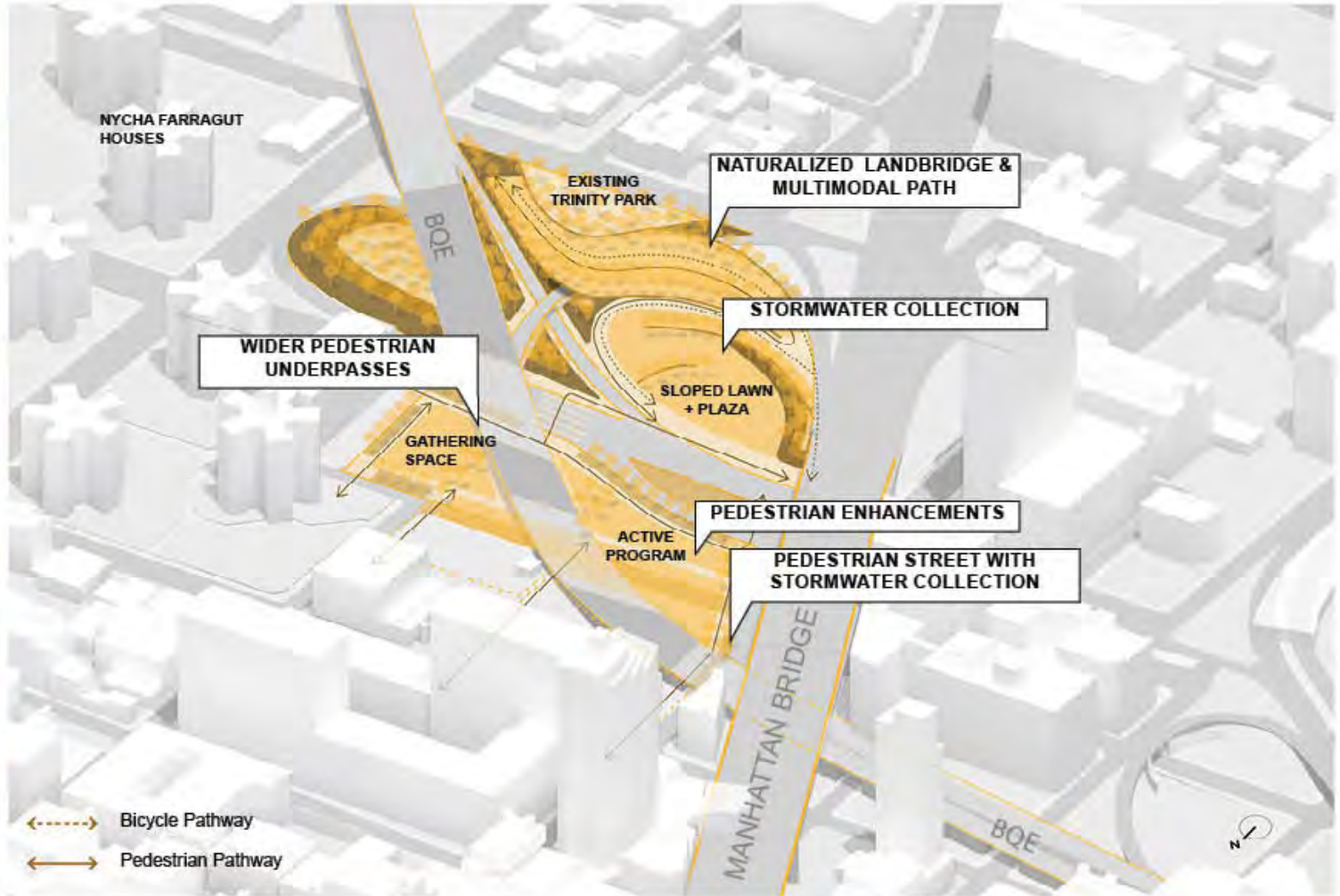


# Manhattan Bridge Parks Concept 1





## Manhattan Bridge Parks Concept 2



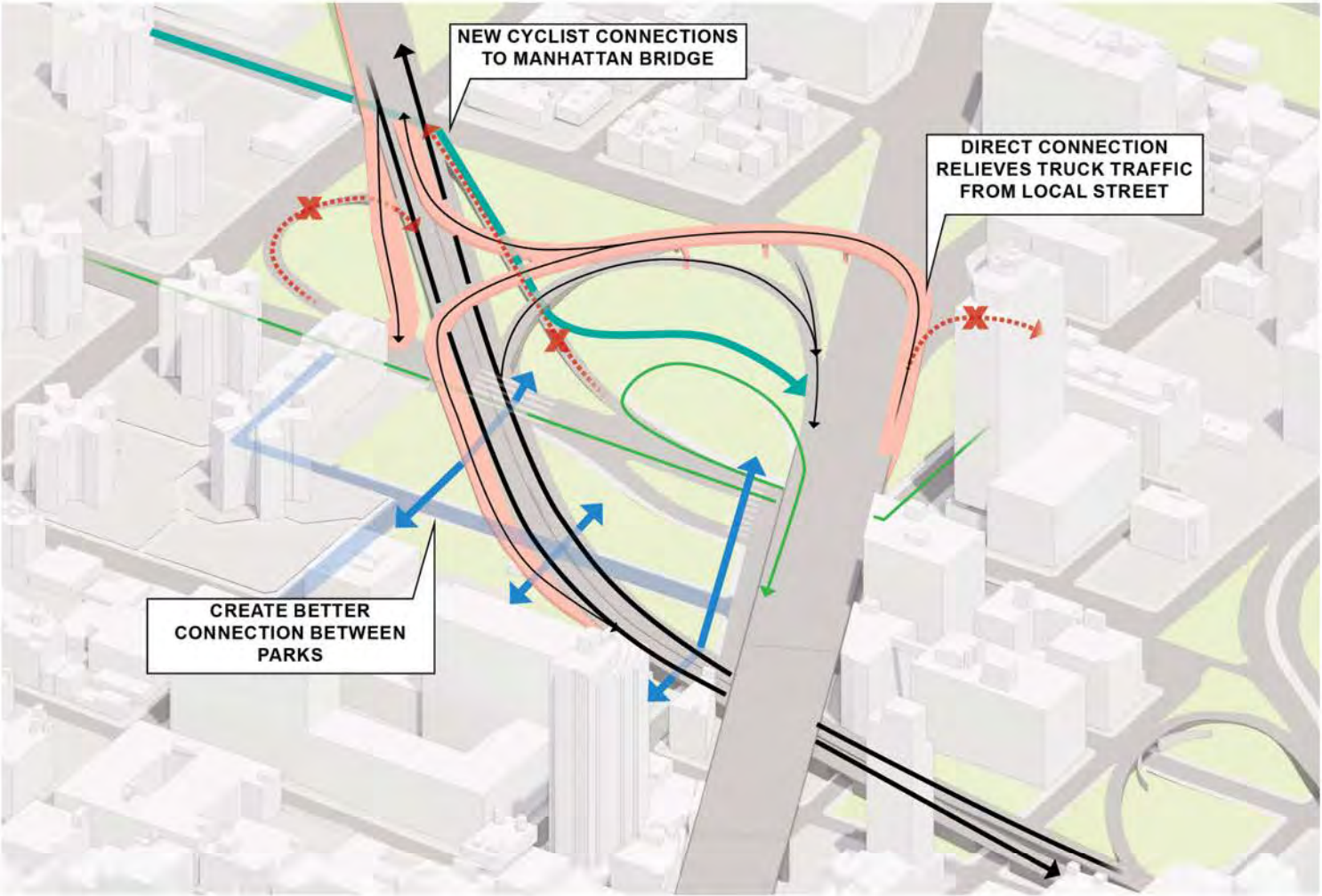
For Discussion Purposes Only – Subject to Change and Refinement



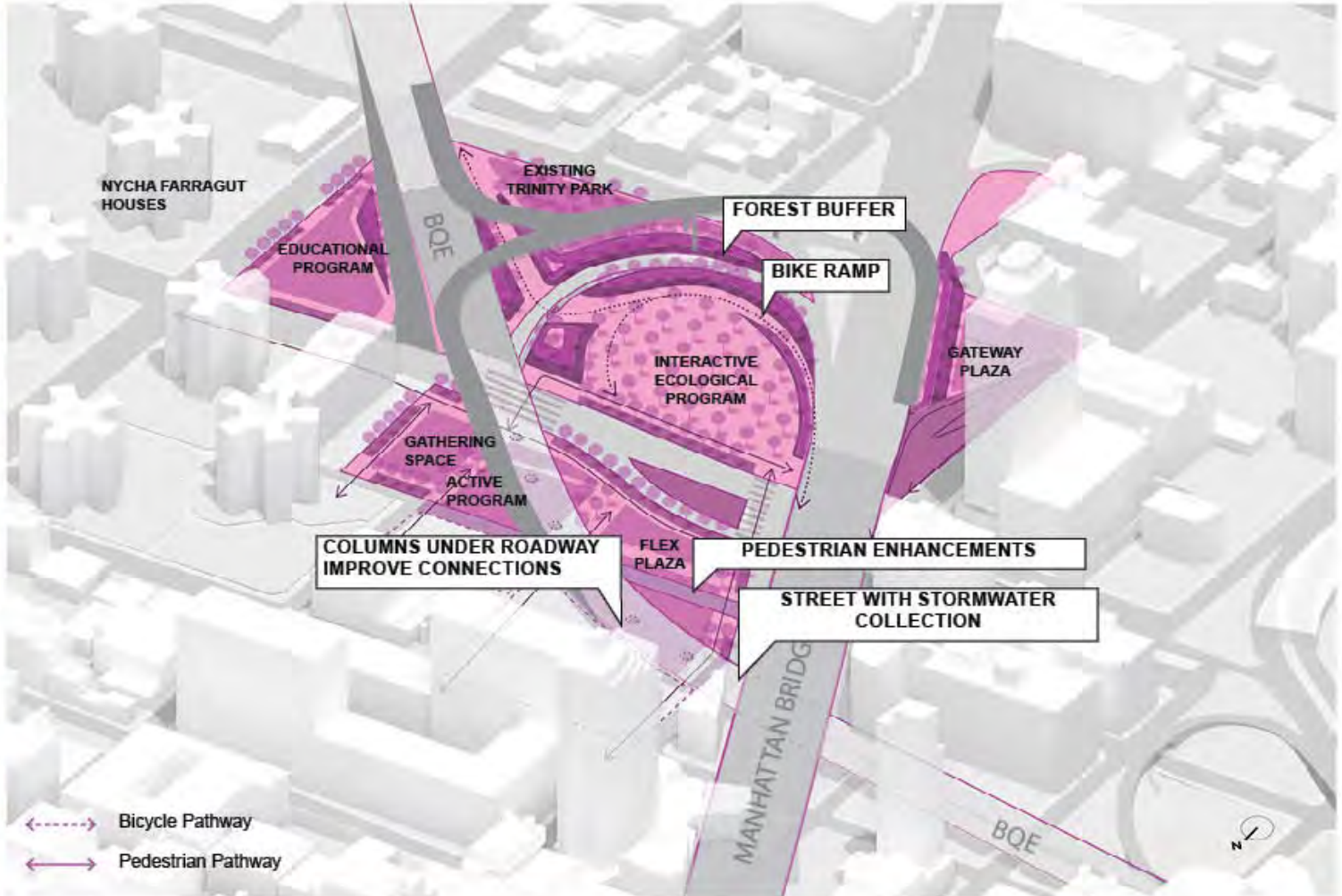
# Manhattan Bridge Parks Concept 2 - Vehicular Bridge



- ← Vehicular Circulation
- ← Existing Cyclist Circulation
- ← Proposed Cyclist Connection
- ↔ Proposed Pedestrian Connections
- Proposed Vehicular Bridge
- Proposed Pedestrian Priority
- ←X- Removed Vehicular Circulation



## Manhattan Bridge Parks Concept 3





**Q&A**

**5**



# Breakout Rooms

6

## **Breakout Groups Agenda**

Explore design concepts by sub-area in greater detail

Provide input on each concept, including strengths, weaknesses, and additional ideas or opportunities

Discuss your priorities and questions for BQE Central overall





## **Workshop Community Agreements**

Be on camera and audio if possible

Mute when you are not speaking

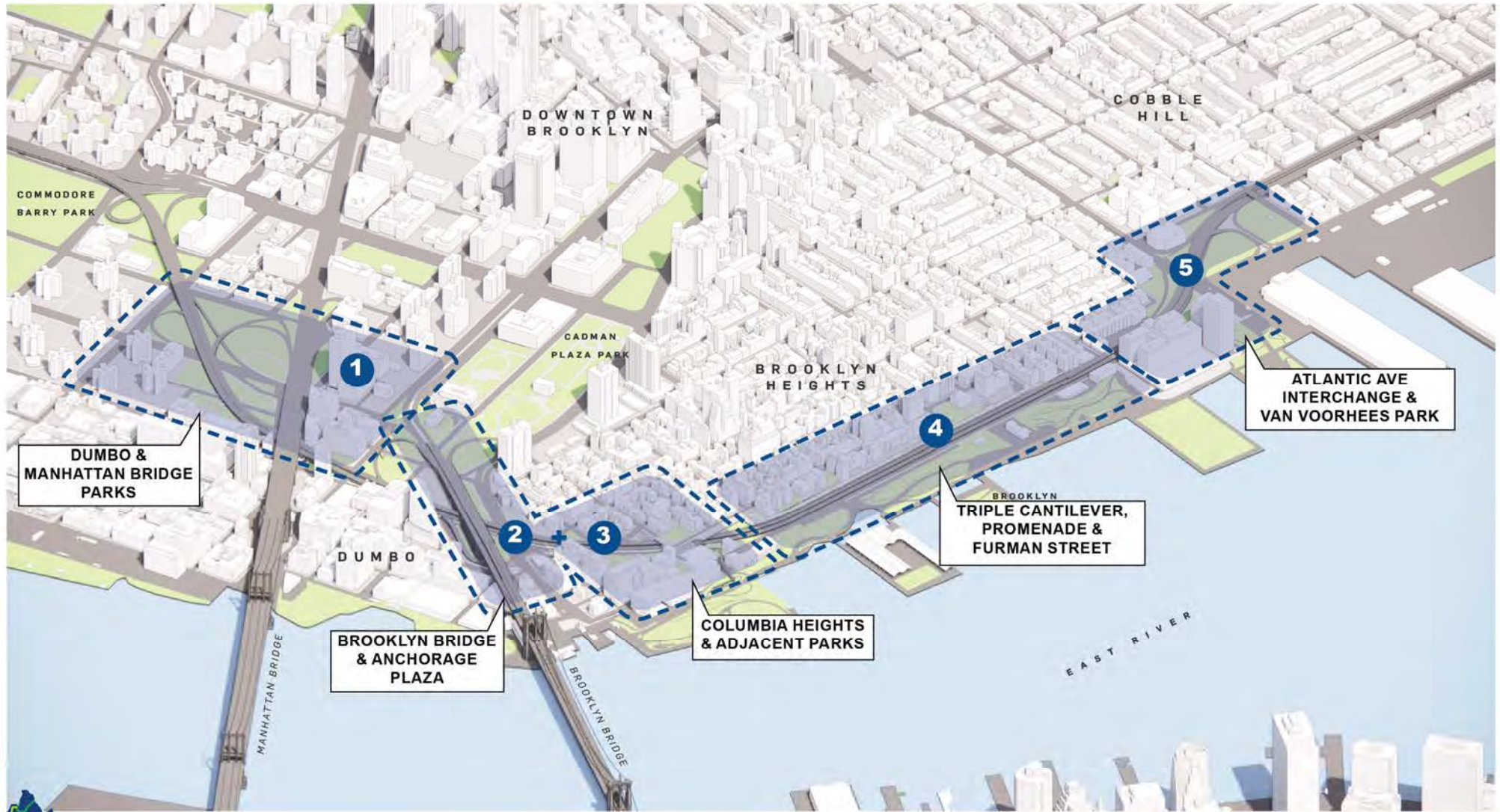
Share the air-time – make room for everyone to participate

Respect the diverse viewpoints and experiences in the group

Switch groups as much as you wish (15 min. recommended)



## Breakout Group Areas



For Discussion Purposes Only – Subject to Change and Refinement

# Breakout Rooms Share-Out

7



# Closing

# 8

**Thank you!**

To provide additional feedback on BQE Central,  
please visit <https://bqevision.com/survey>

## **Upcoming BQE Central Workshops**

BQE Central Workshop 3 (virtual)  
Tuesday, February 28, 2023  
6:30 PM to 8:30 PM

BQE Central Workshop 3 (in-person)  
Thursday, March 2, 2023  
6:30 PM to 8:30 PM



# Appendix



# Overview



**Structural Condition  
& Safety**



**Project Limits**



**Grant Timeline**



**Environmental  
Process**



**Budget**



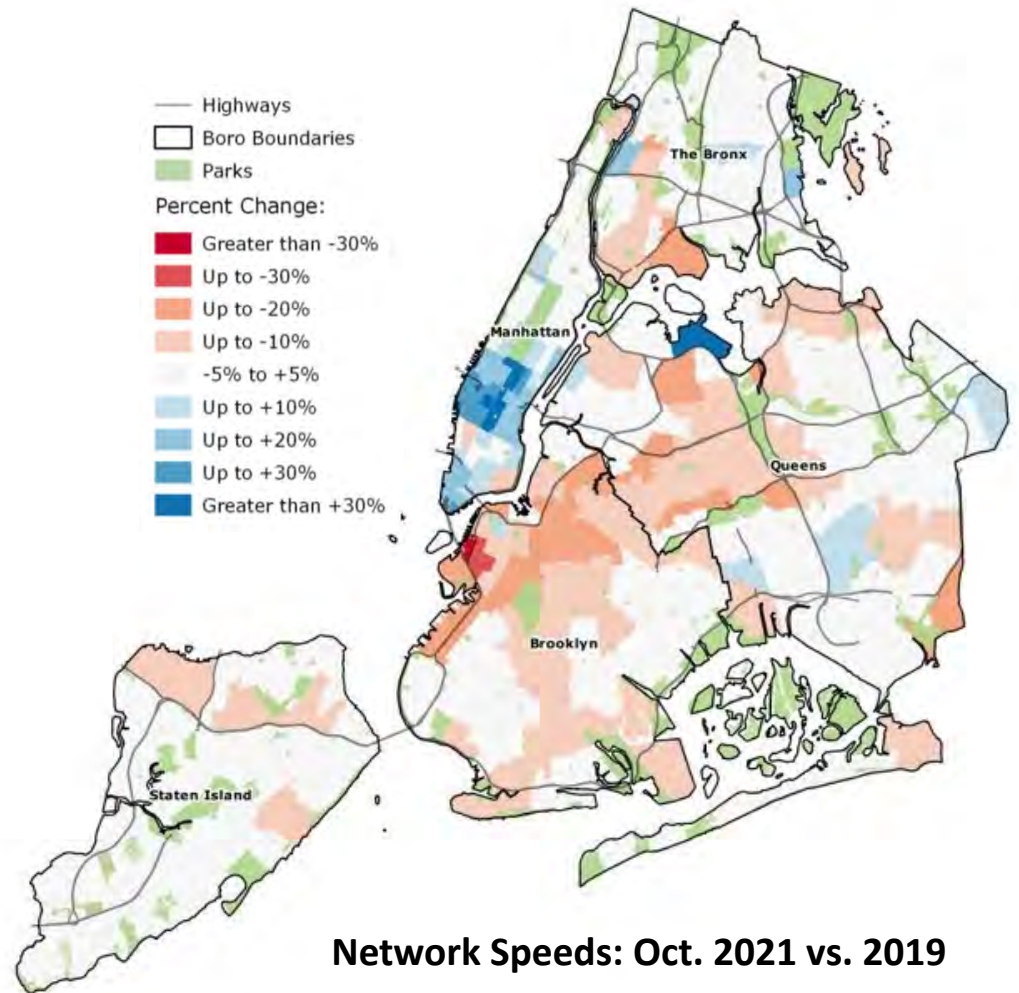
**Constructability**



# Impacts of Two-lane Conversion

# Effect of Two-lane Conversion of Triple Cantilever

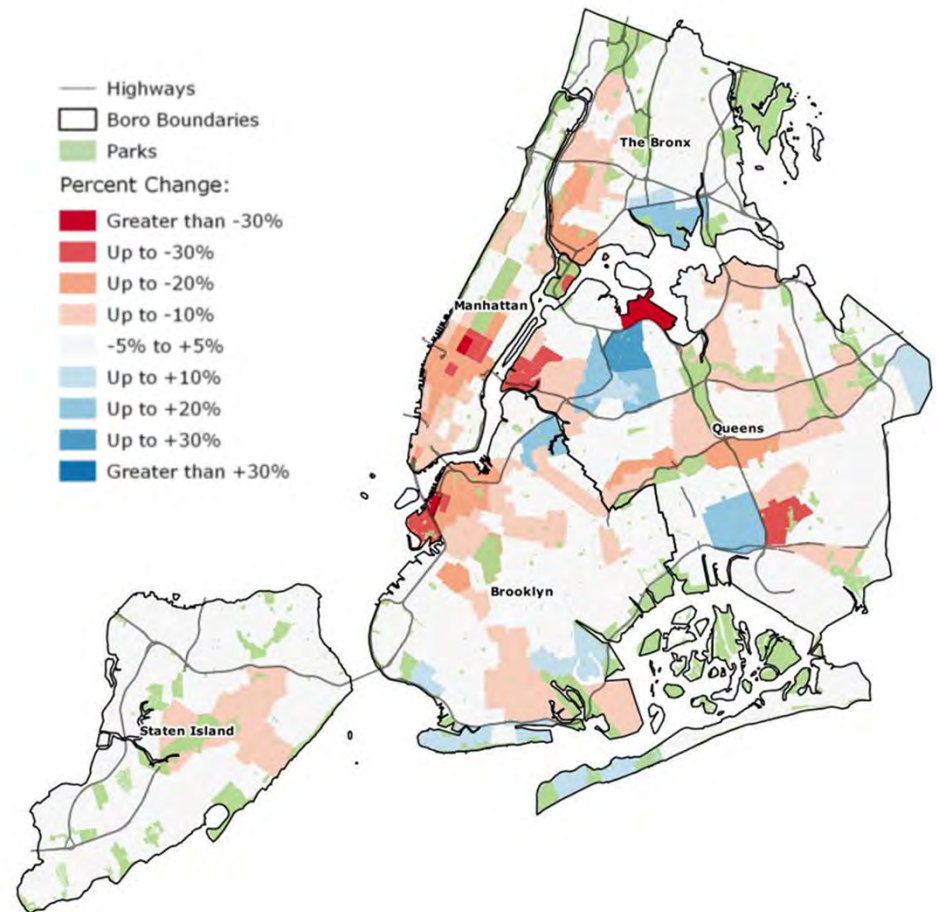
- After the two-lane conversion, comparative 2021 and 2022 DOT data show significantly decreased traffic speeds in all surrounding neighborhoods – some up to 30-50% – including in neighborhoods not adjacent to BQE Central.
- Bus speeds on local routes, including the B61, B63, and B57 declined by 5-10% compared to 2019.





# Effect of Two-lane Conversion of Triple Cantilever

- We've witnessed and heard repeatedly from impacted communities that traffic has increased notably on local streets that were not designed to safely manage this volume of vehicles, especially trucks.
- This is not safe or sustainable for our neighborhoods, and while we pursue policy options to incentivize reduced car and truck travel, we need to keep trucks off our local roads.



**Network Speeds: May 2022 vs. 2021**

# **Additional Considerations**

## Effects on Public Property

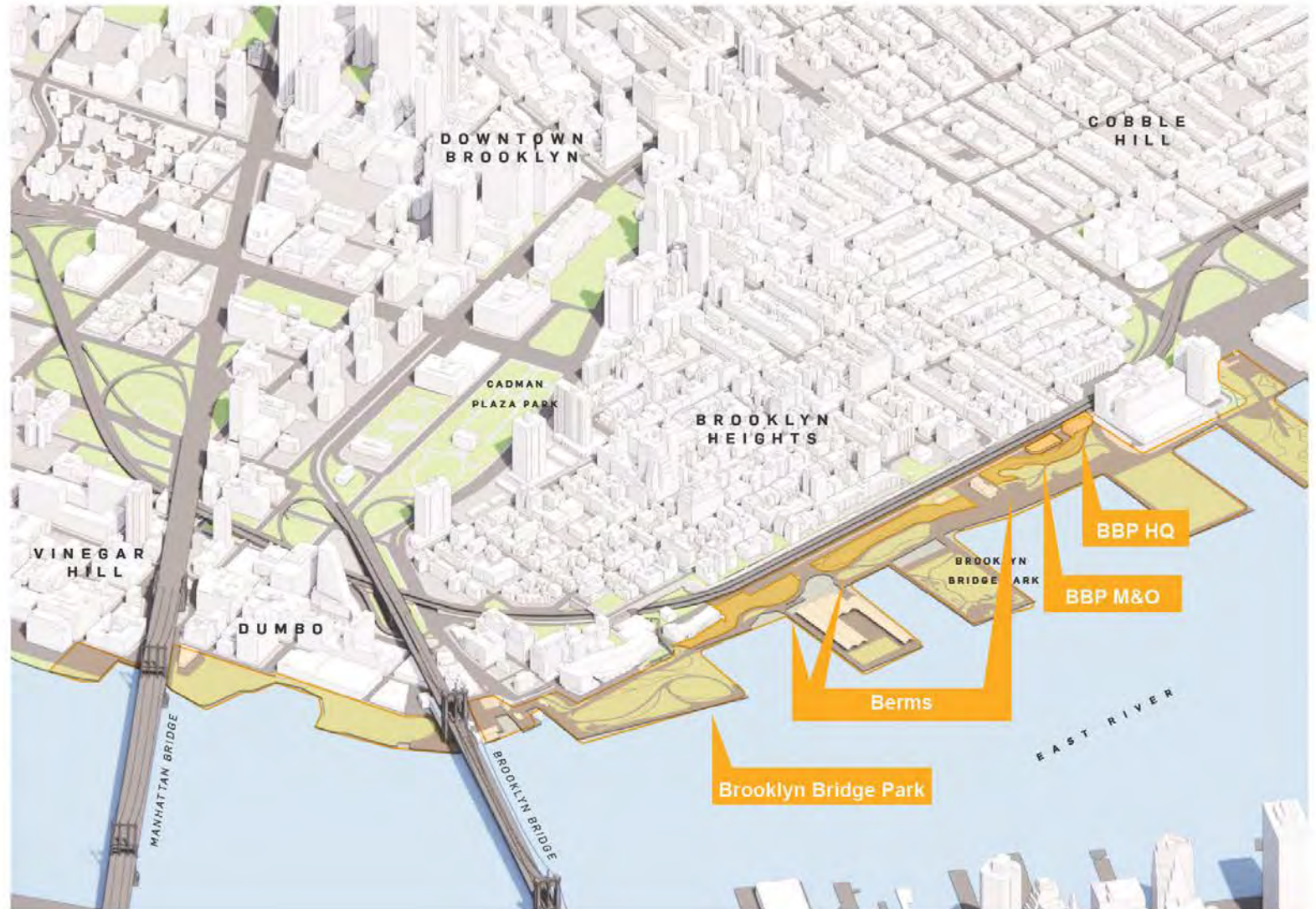
Moved slide to Appendix to reduce presentation length





## Brooklyn Bridge Park

Moved slide to Appendix to reduce presentation length





## Effects on Private Property

Moved slide to Appendix to reduce presentation length, graphic incorrectly identifies some properties as effected.



\* Disclaimer: these properties are connected with the BQE structure and are special cases for DOT.

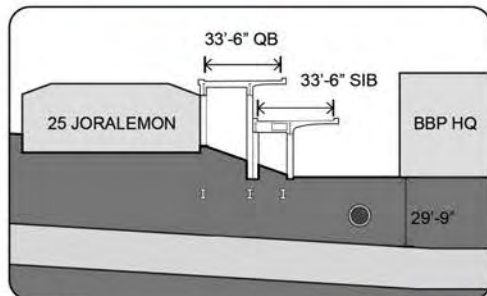




## Considerations

# Joralemon & Furman St

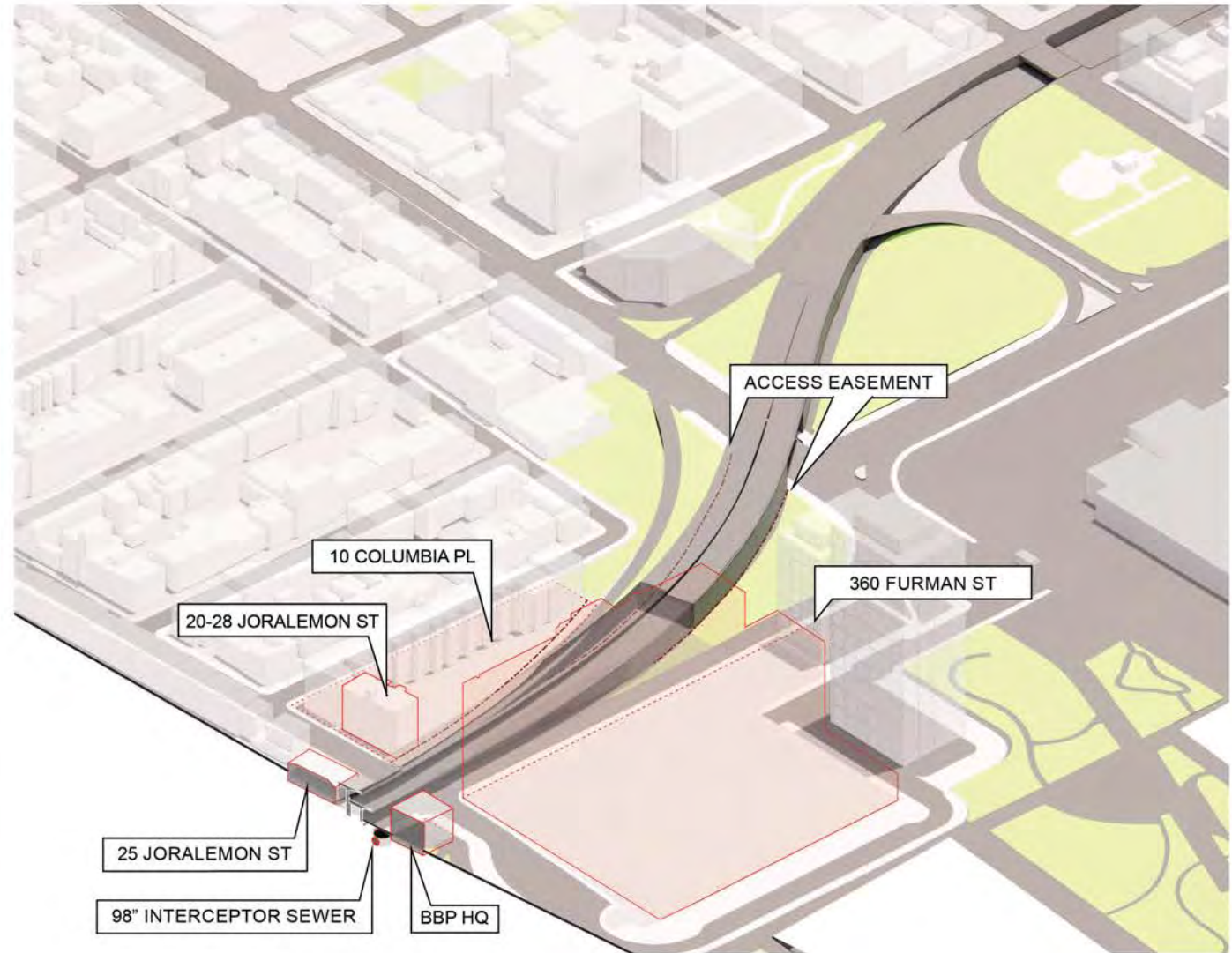
Graphic is inaccurate, incomplete and confusing, slide eliminated



Section



Plan



For Discussion Purposes Only – Subject to Change and Refinement

116



## Promenade Configuration & View Shed

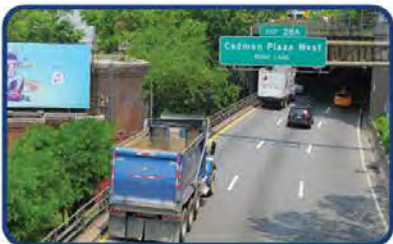
Moved slide to Appendix to reduce presentation length





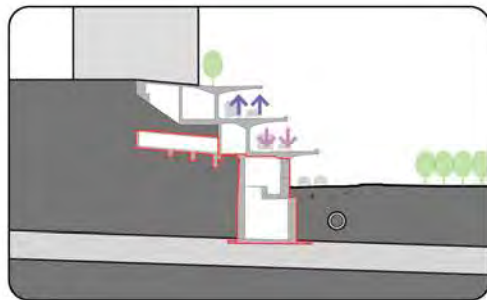
## Fully or Partially Replace Retaining Wall

Moved slide to Appendix to reduce presentation length

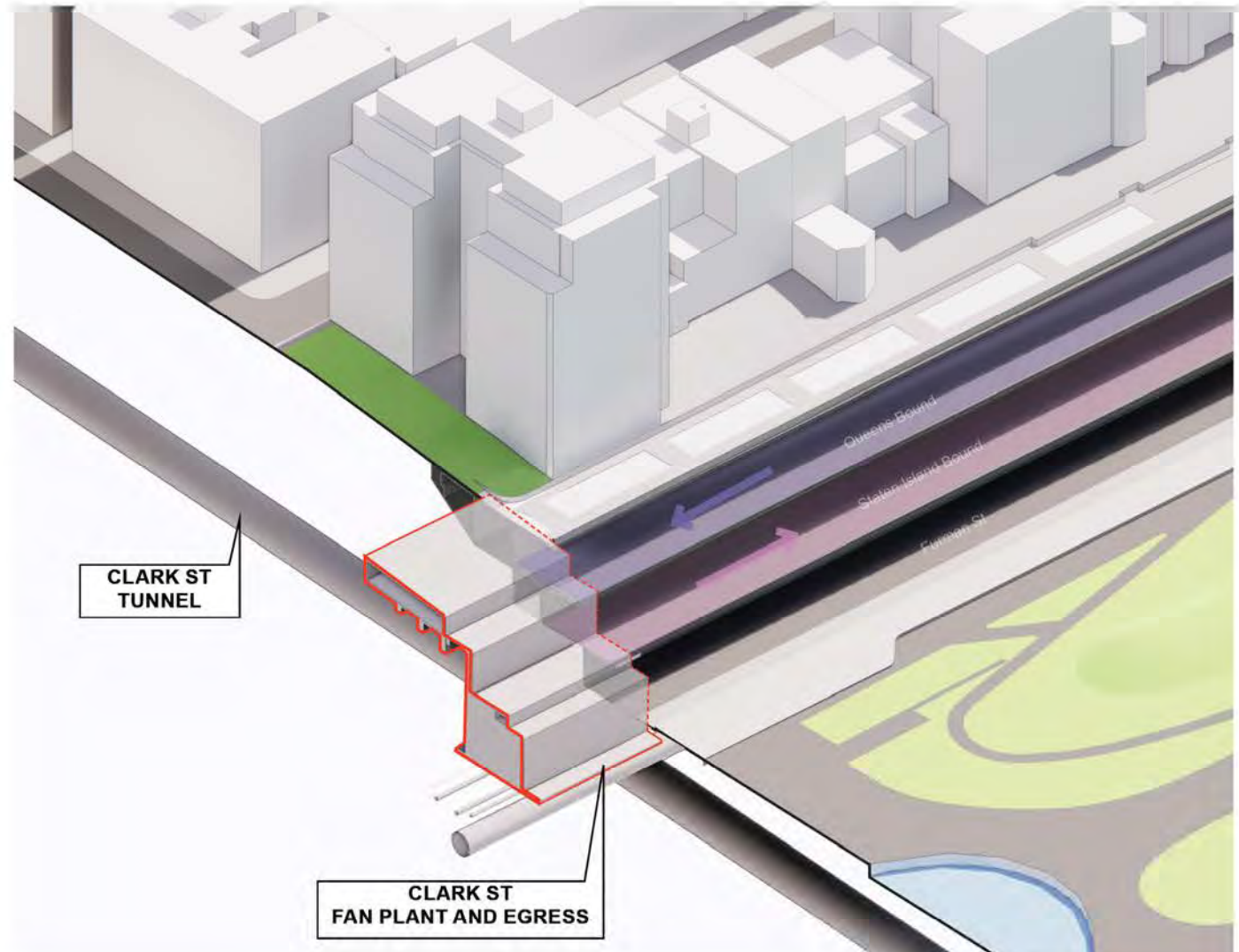


## MTA Facilities at Clark St

Moved slide to Appendix to reduce presentation length. Graphics are inaccurate and incomplete.



Section



For Discussion Purposes Only – Subject to Change and Refinement



## DEP Interceptor Sewer

Moved slide to Appendix to reduce presentation length



For Discussion Purposes Only – Subject to Change and Refinement

120



## Considerations

Moved slide to Appendix to reduce presentation length



# Brooklyn Bridge & Anchorage Plaza Surface Connections



For Discussion Purposes Only – Subject to Change and Refinement

121



## Considerations

Moved slide to Appendix to reduce presentation length

# Manhattan Bridge to BQE Connection



For Discussion Purposes Only – Subject to Change and Refinement

122



## Atlantic Ave Interchange

Moved slide to Appendix to reduce presentation length



# BQPark Studies



## Existing Conditions

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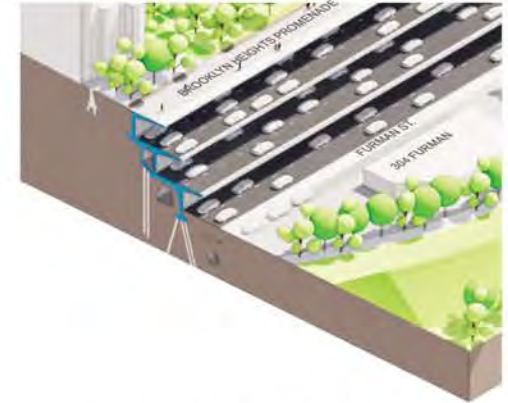
**Bi-Level Above Grade**

1. Columbia Heights



**Triple Cantilever**

2. Clark Street



**Triple Cantilever**

3. Triple Cantilever



**Bi-Level Above Grade**

4. Joralemon

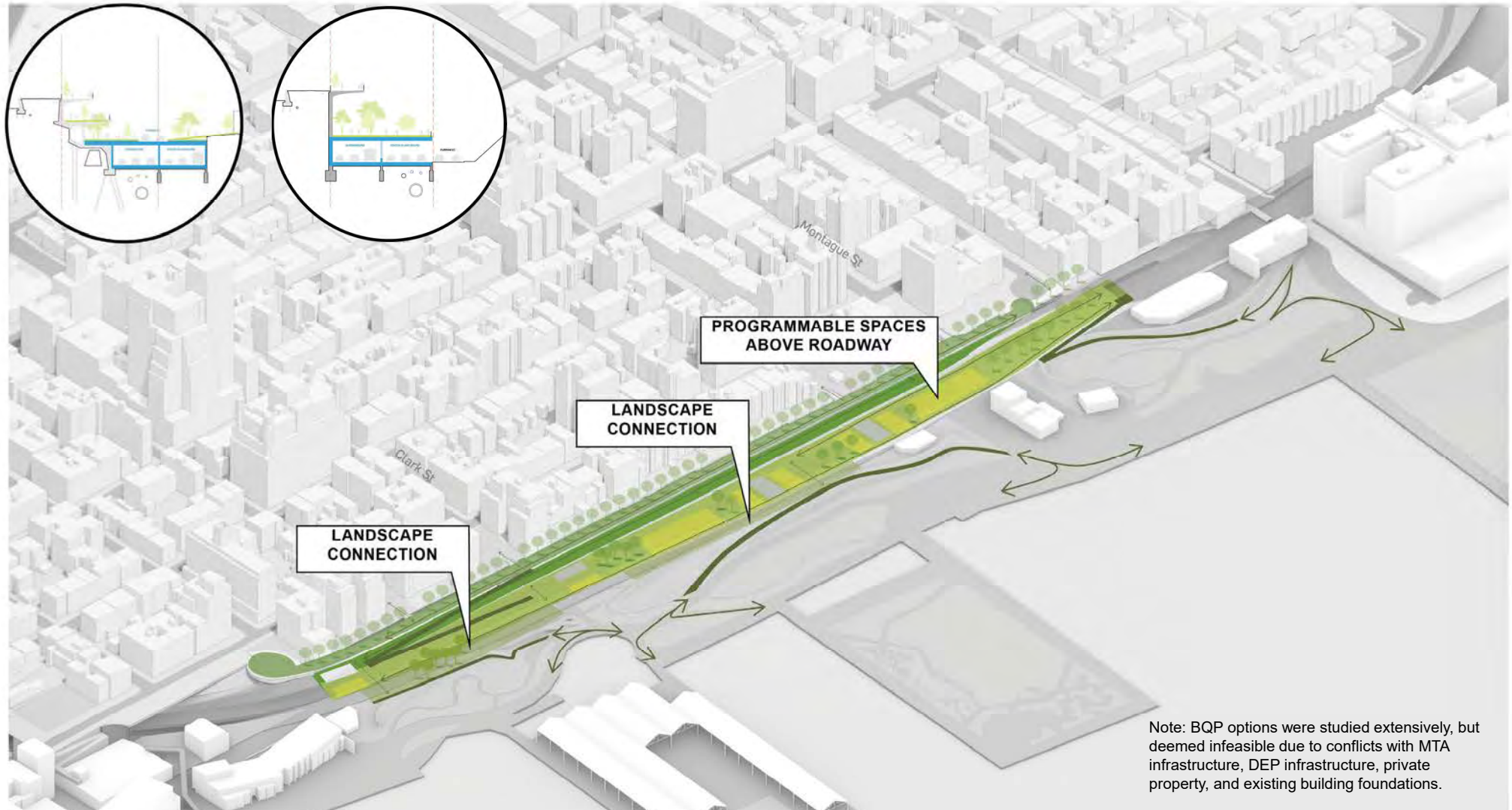


**Single Level Above Grade**

5. Atlantic Ave



Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Roadway geometry in this configuration not feasible.



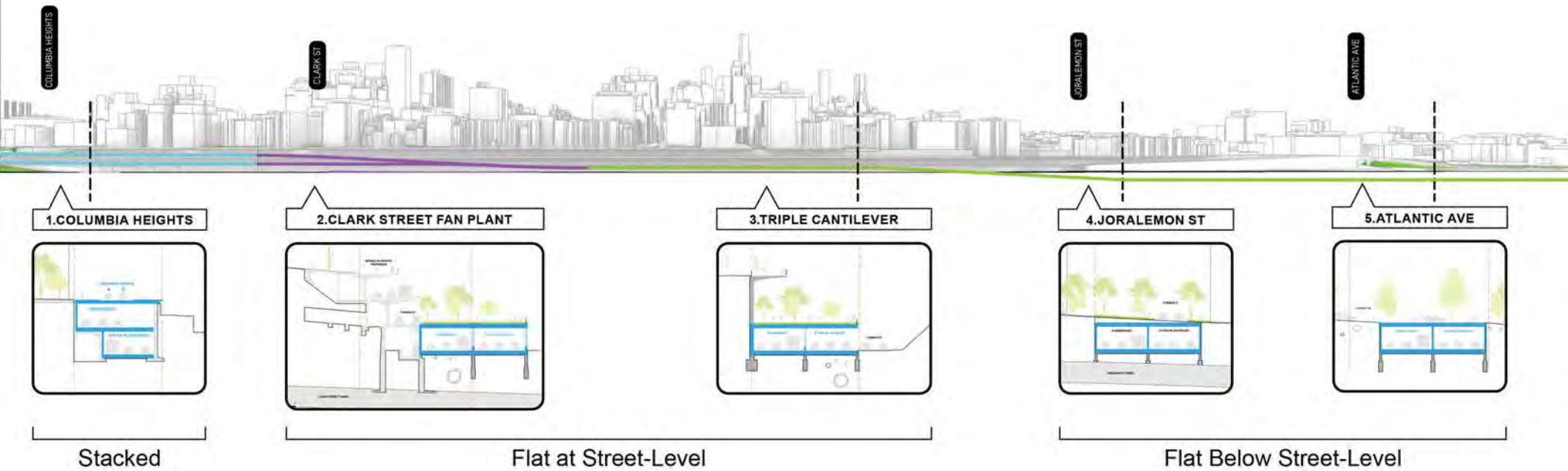


# BQP - Elevation

## Stacked to Flat at Street-Level to Flat Below Street-Level

Avoid 

Moved slide to Appendix to reduce presentation length,  
leave more time to discuss feasible concepts.  
Roadway geometry in this configuration not feasible



Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Elevation

Stacked to Flat at Street-Level to Flat Below Street-Level

Avoid



Moved slide to Appendix to reduce presentation length,  
leave more time to discuss feasible concepts.

Roadway geometry in this configuration not feasible



Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.





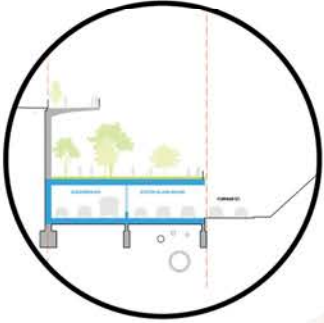
## BQP - Existing Condition



## BQP - Roadway Structure

### Full Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

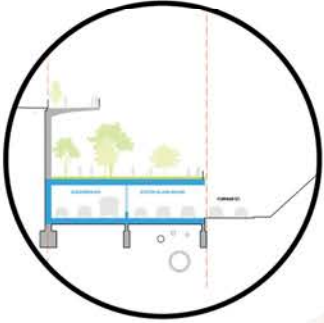
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Potential Open Space

### Full Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

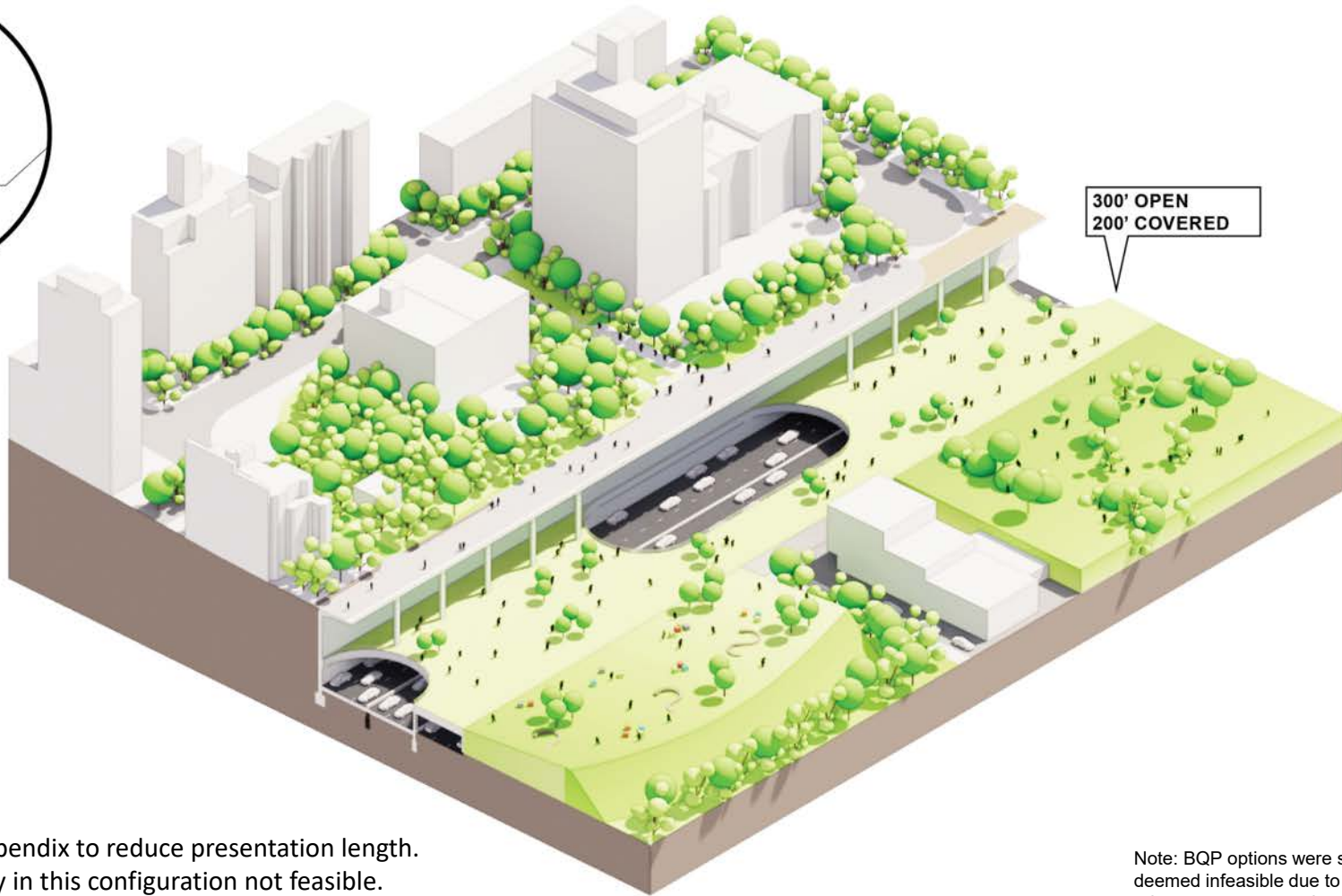
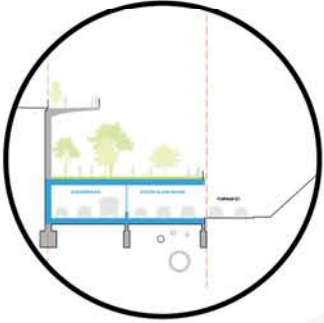
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.





## BQP - Design Studies

### Full Replacement



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

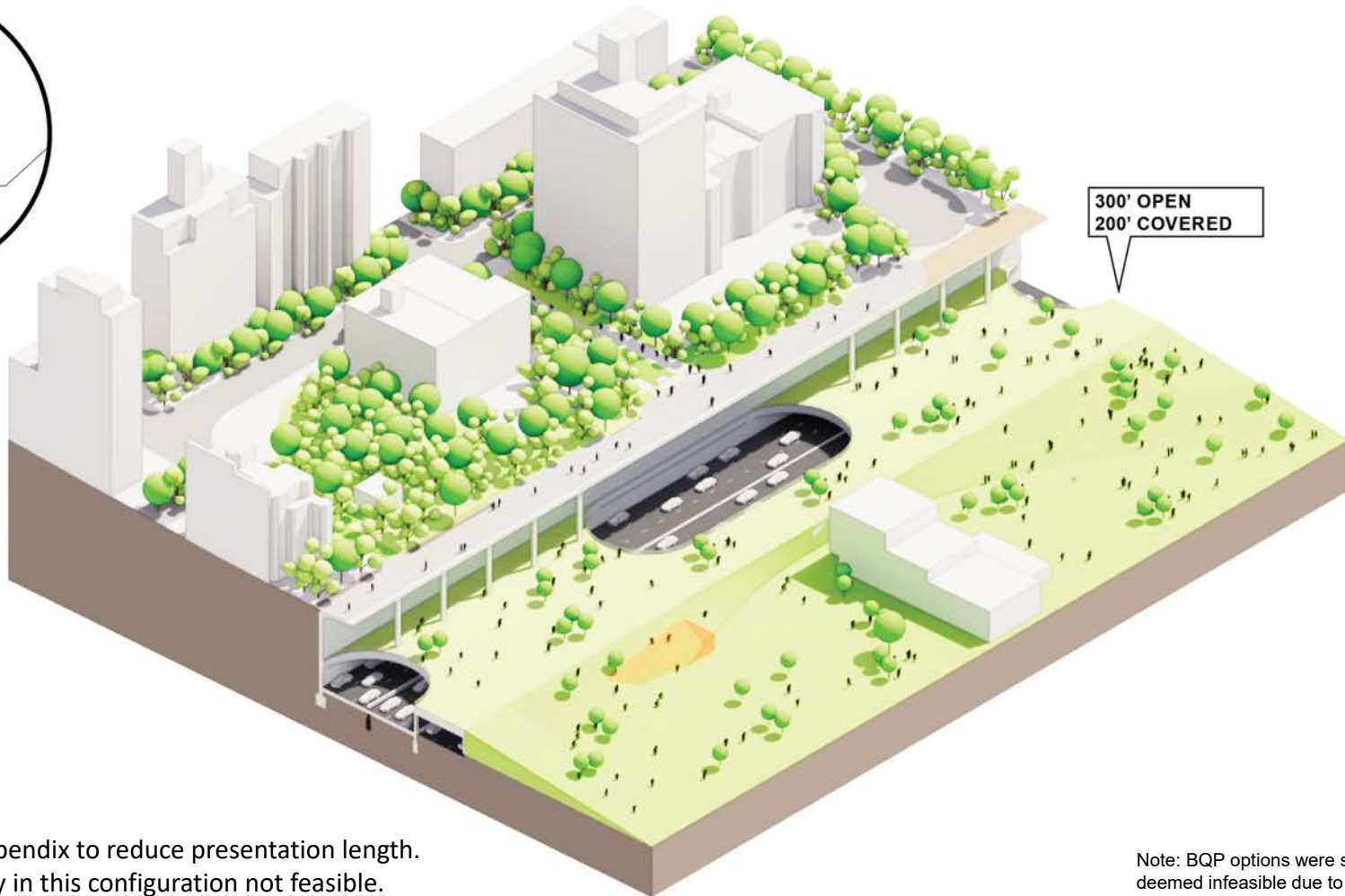
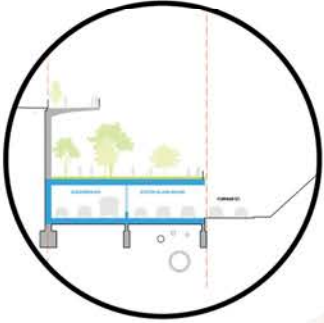
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Design Studies

### Full Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

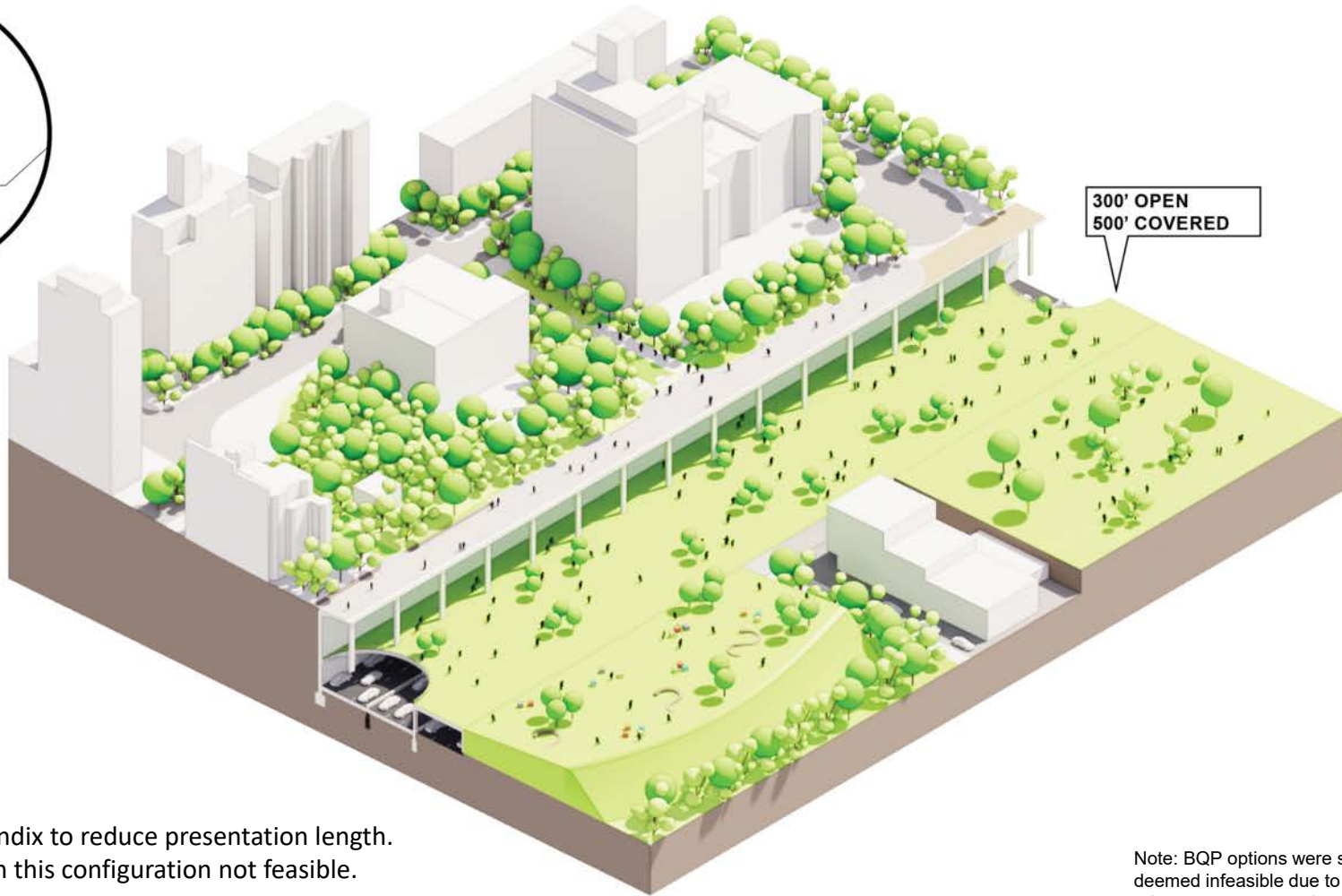
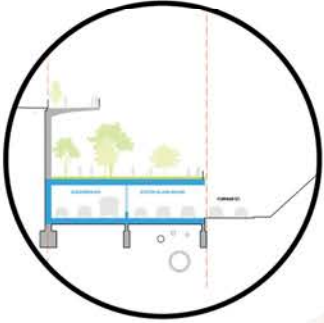
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Design Studies

### Full Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

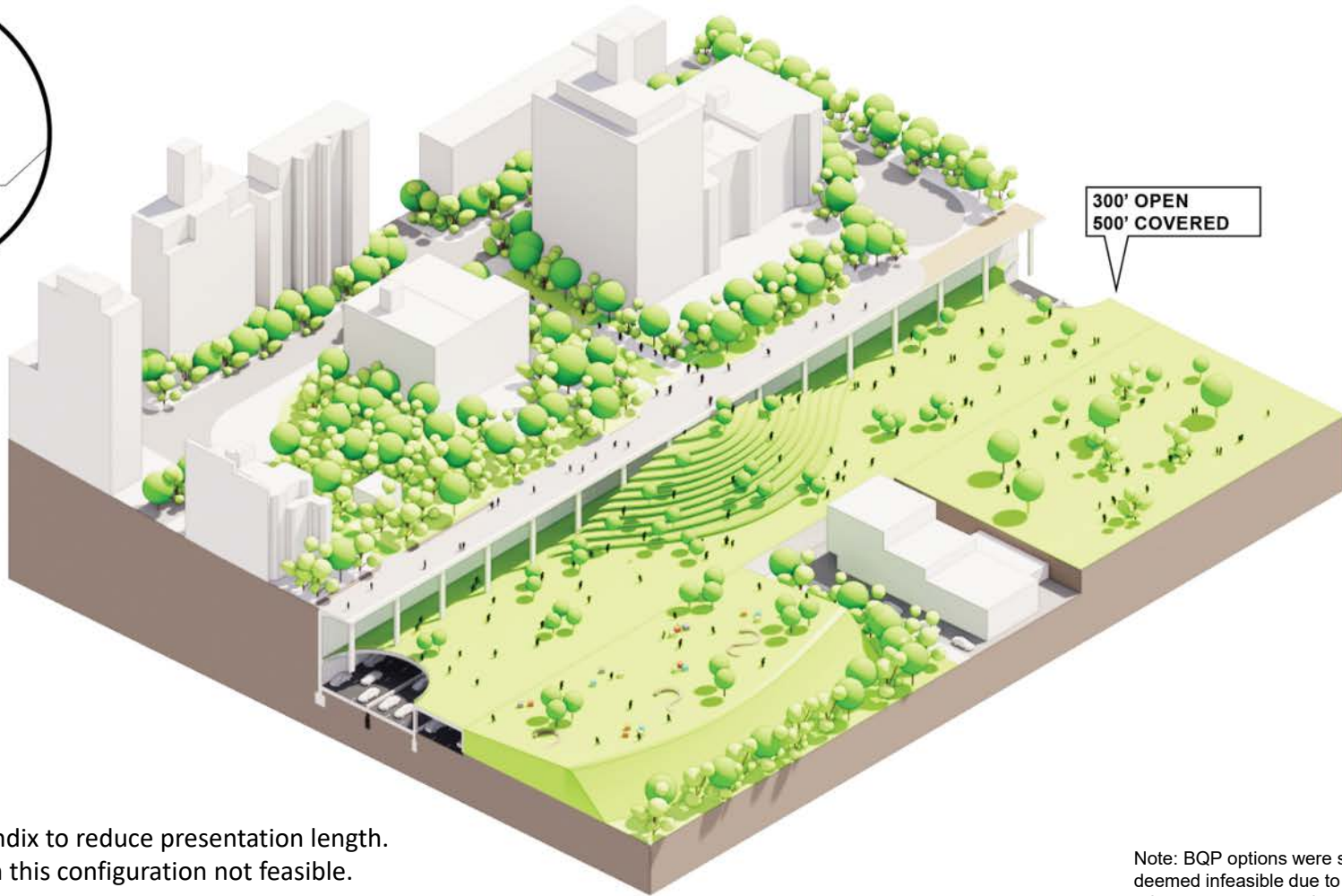
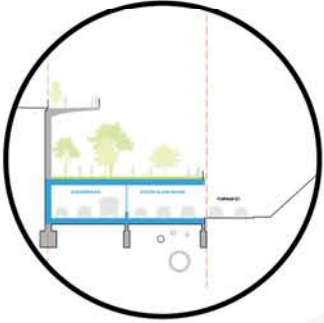
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.





## BQP - Design Studies

### Full Replacement



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Existing Condition



## BQP - Roadway Structure

### Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.





## BQP - Potential Open Space Partial Replacement

Avoid



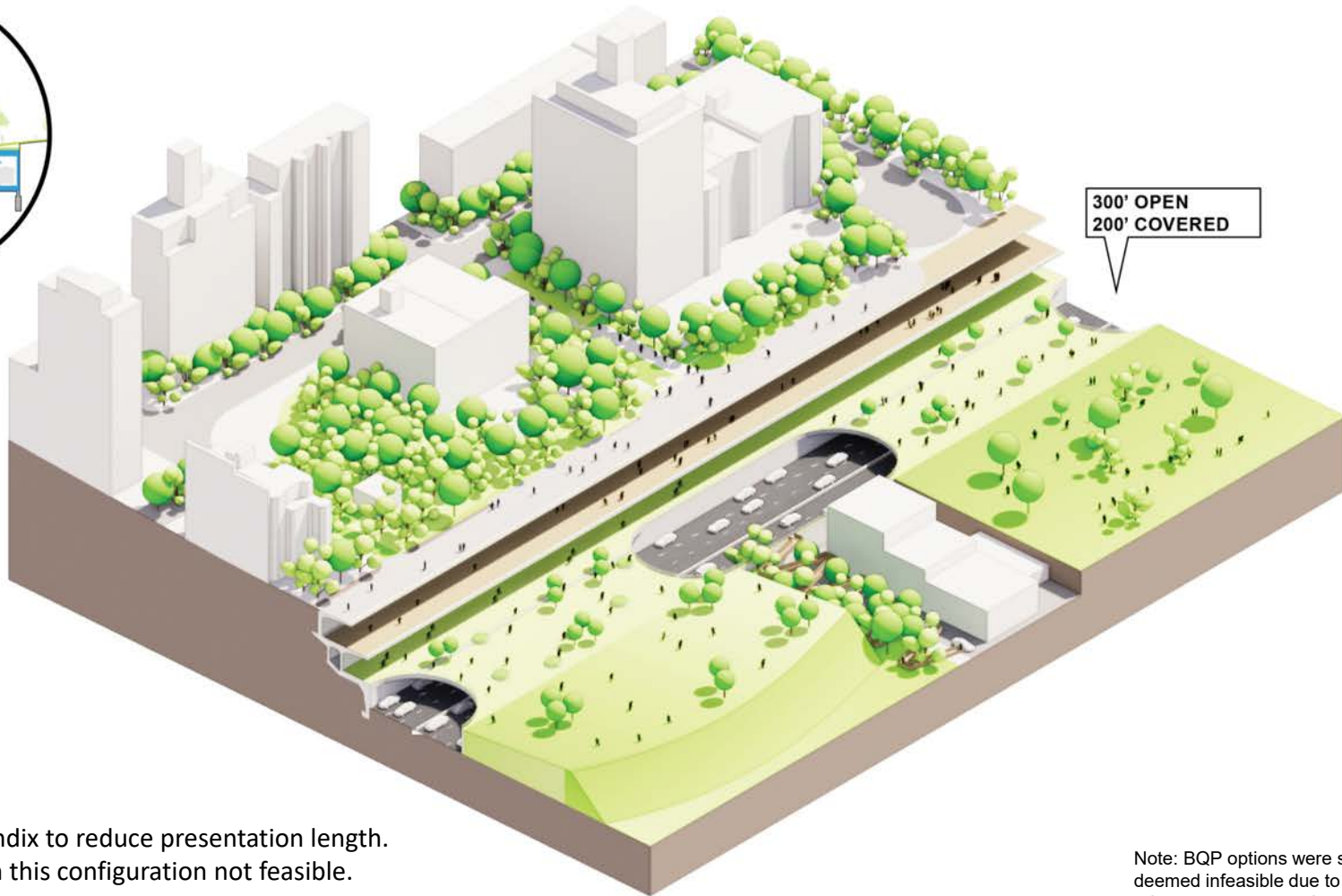
Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Potential Open Space Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

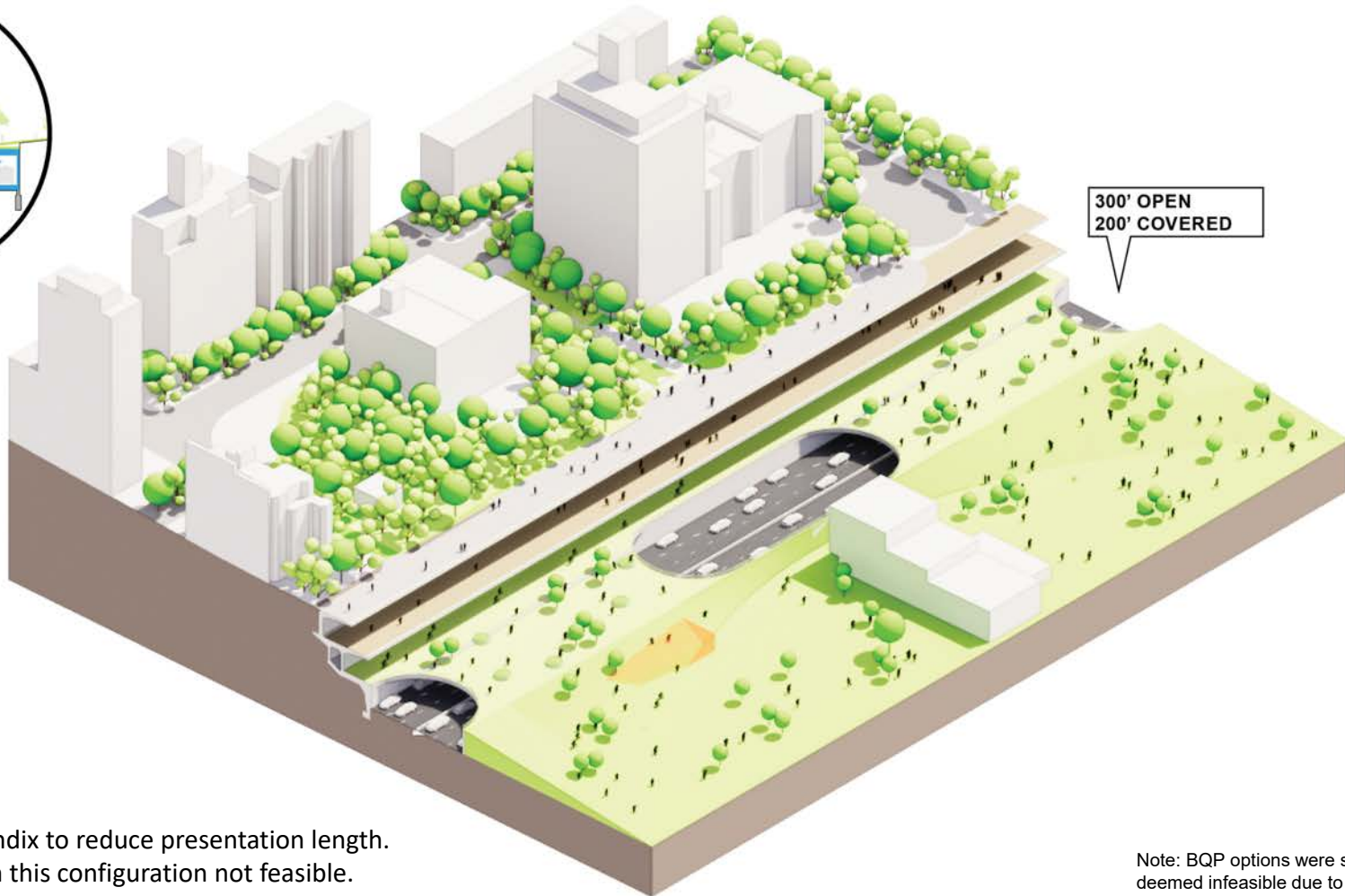
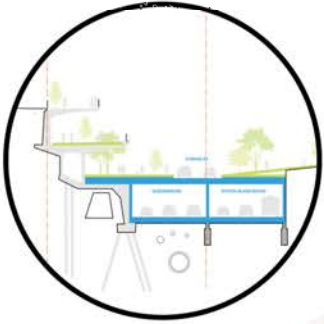
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



## BQP - Design Studies

### Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.

Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.

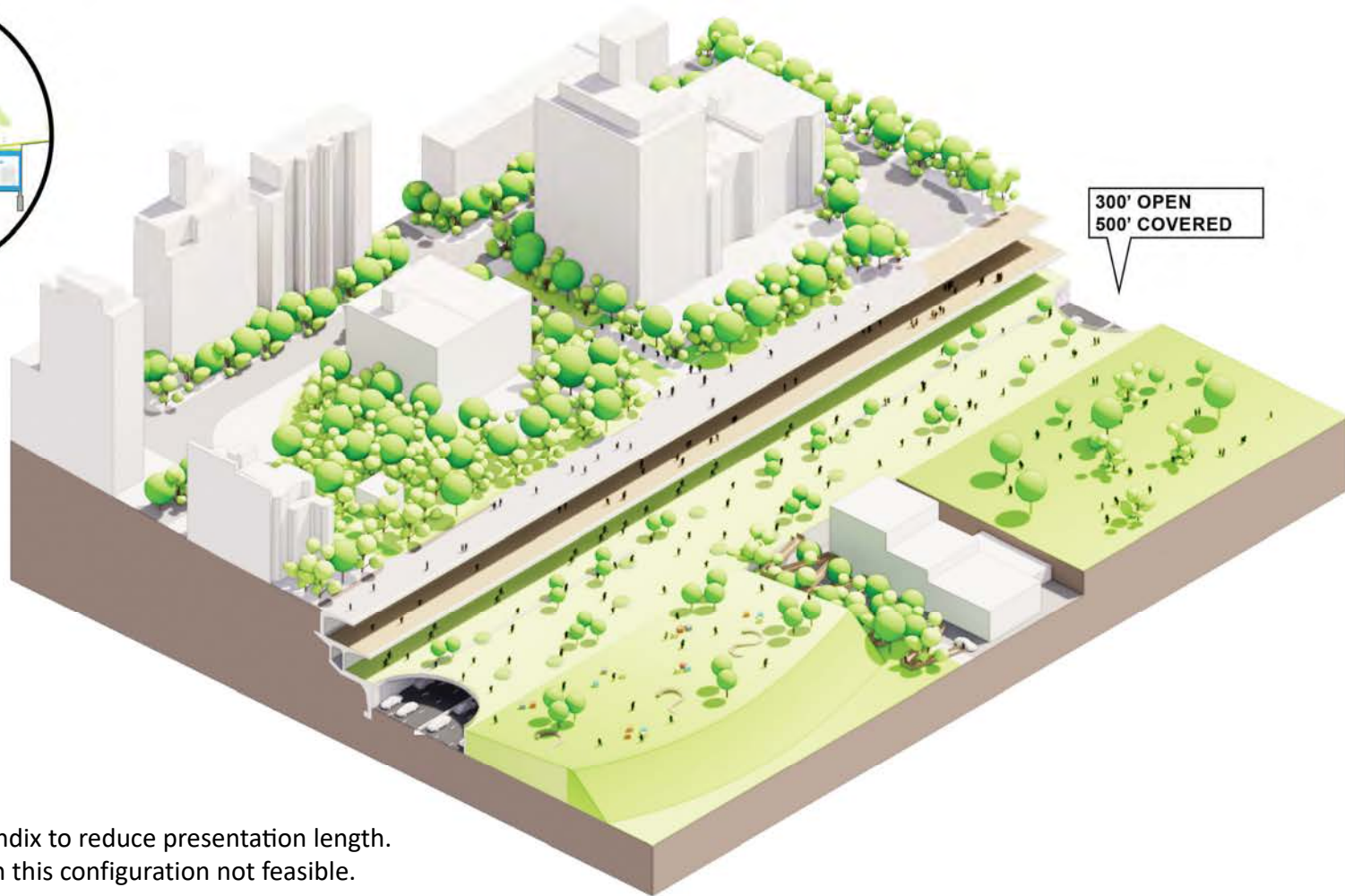




## BQP - Design Studies

### Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.



## BQP - Design Studies

### Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.

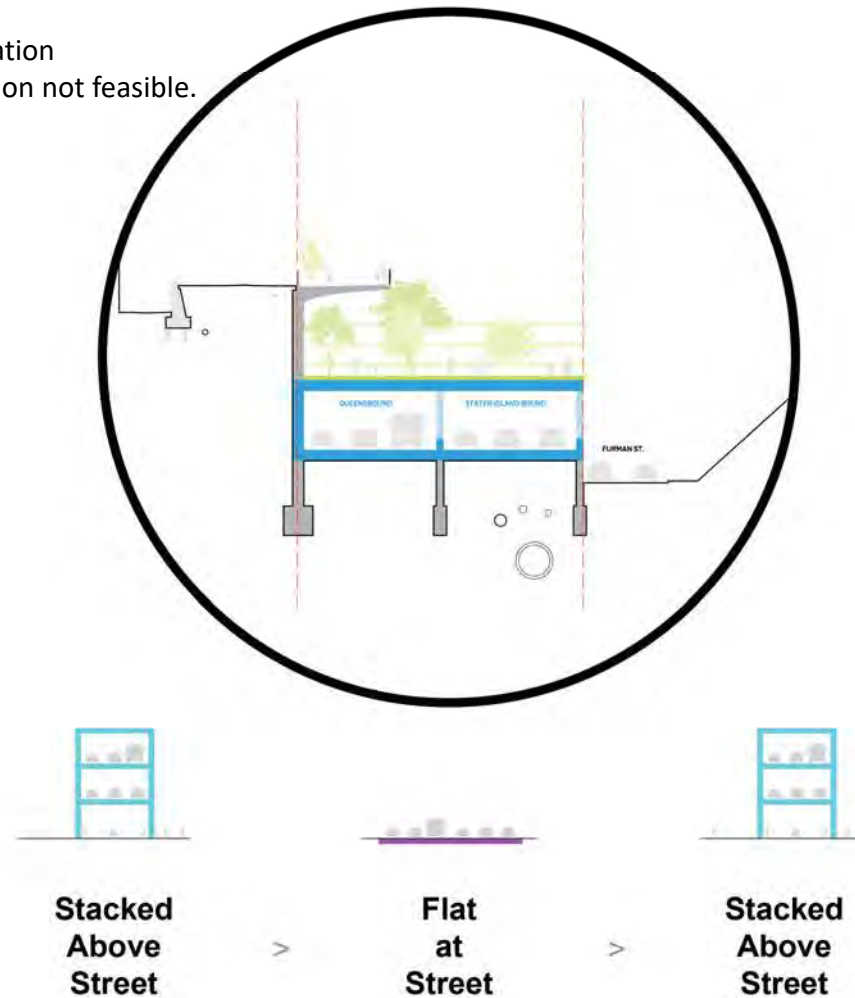
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.



# The Smile | Full Replacement



Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



Note: In addition to the BQP, another concept, "The Smile," was considered. This concept would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. This concept was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10' above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.

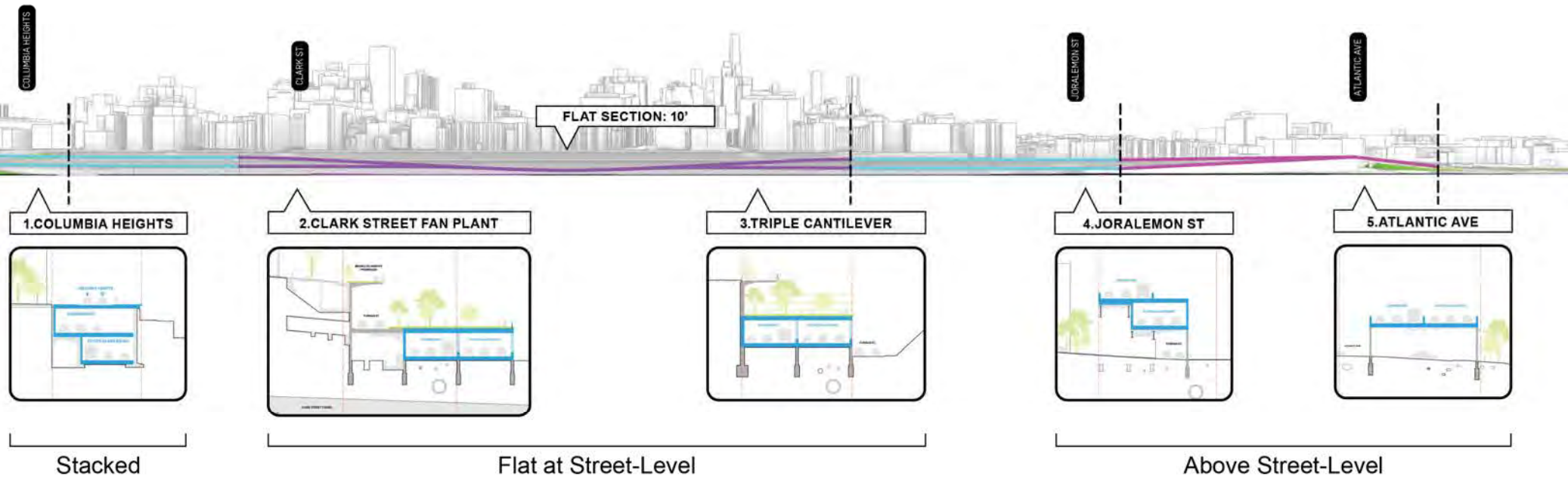




# The Smile - Elevation

Stacked to Flat at Street-Level to Above Street-Level

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



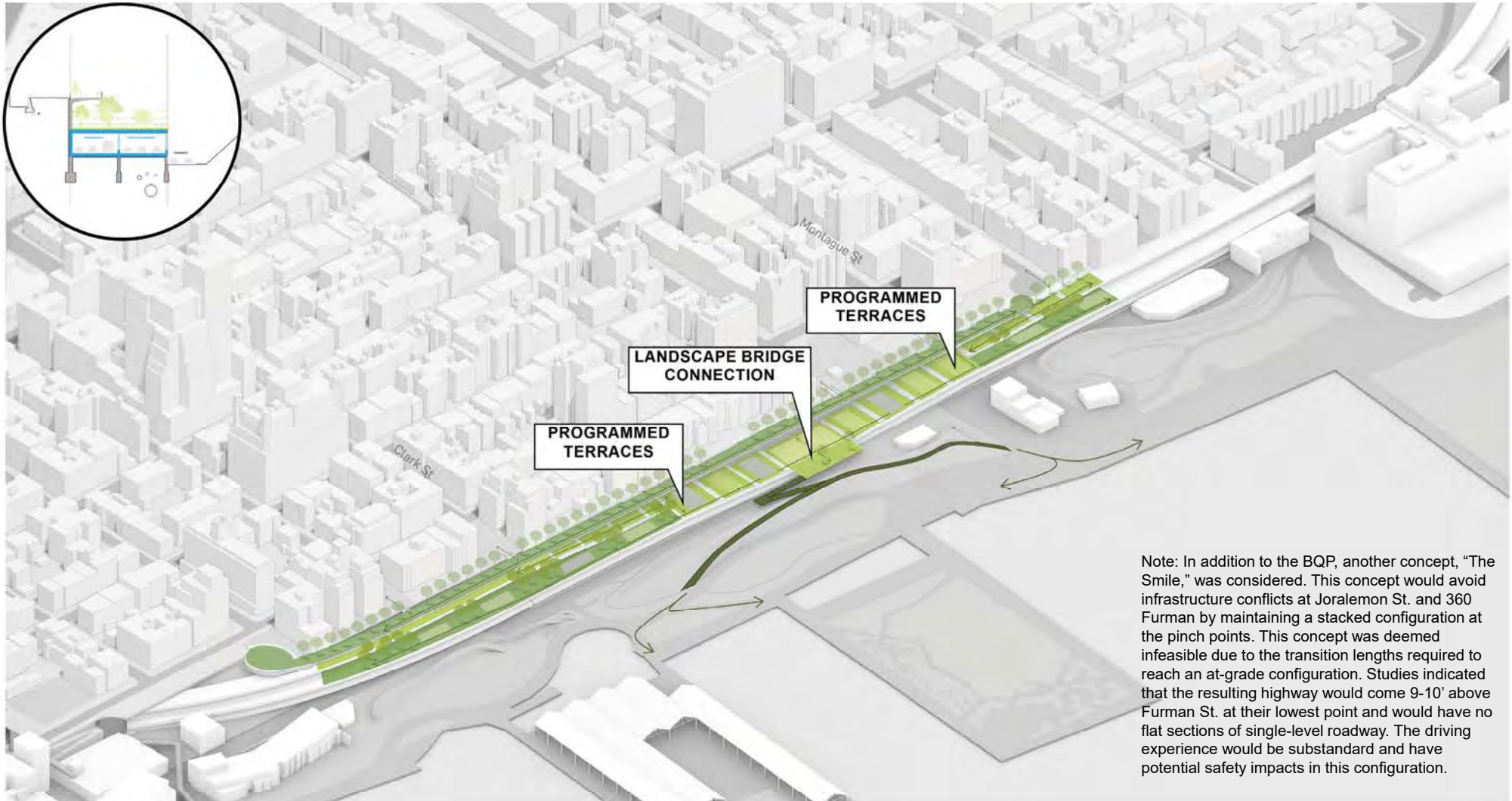
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# The Smile | Full Replacement



Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



Note: In addition to the BQP, another concept, "The Smile," was considered. This concept would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. This concept was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10' above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.



## The Smile - Existing Condition

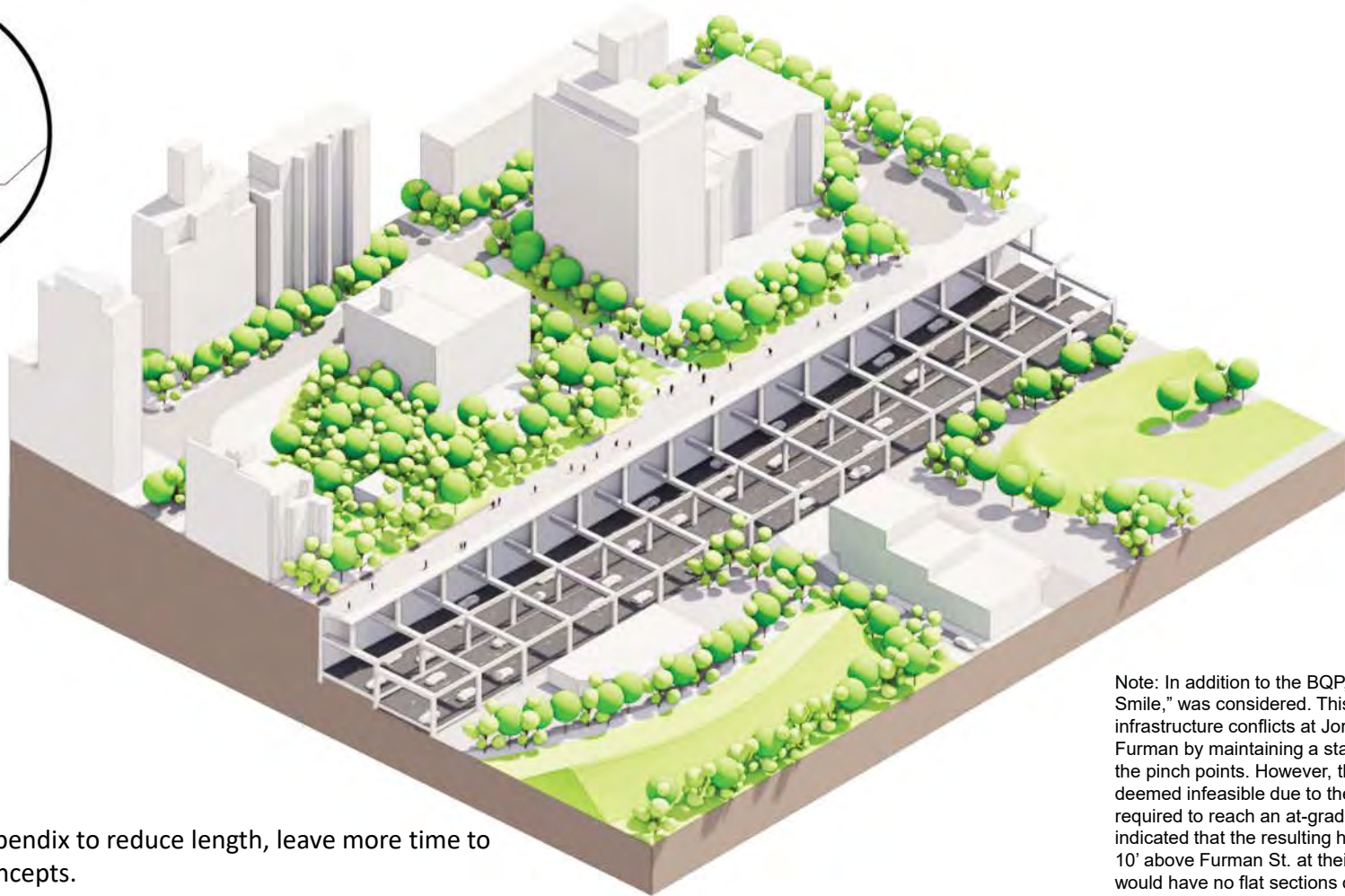
### Full Replacement





# The Smile - Roadway Structure

## Full Replacement



Moved slide to Appendix to reduce length, leave more time to discuss feasible concepts.

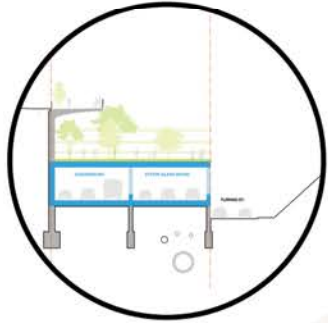
Roadway geometry in this configuration not feasible

Note: In addition to the BQP, another concept, "The Smile," was considered. This concept would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. However, this concept was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10' above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.



# The Smile - Potential Open Space

## Full Replacement



Moved slide to Appendix to reduce length, leave more time to discuss feasible concepts.

Roadway geometry in this configuration not feasible

Note: In addition to the BQP, another concept, "The Smile," was considered. This concept would avoid infrastructure conflicts at Joralemon St. and 360 Furman by maintaining a stacked configuration at the pinch points. However, this concept was deemed infeasible due to the transition lengths required to reach an at-grade configuration. Studies indicated that the resulting highway would come 9-10' above Furman St. at their lowest point and would have no flat sections of single-level roadway. The driving experience would be substandard and have potential safety impacts in this configuration.



# **Additions Sectional Studies**



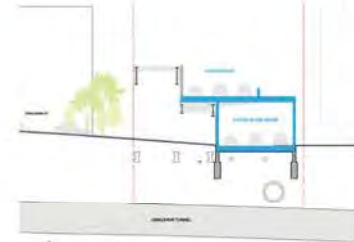
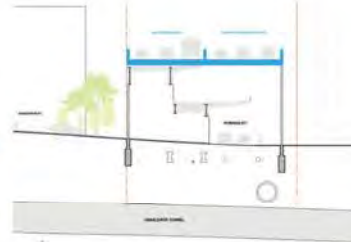
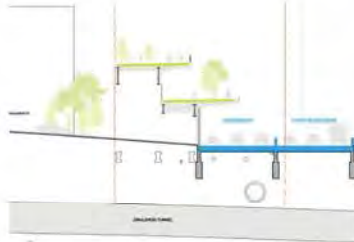
## Section Matrix - Joralemon St.

**Existing**

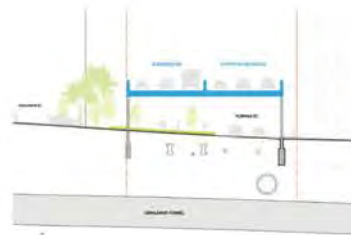
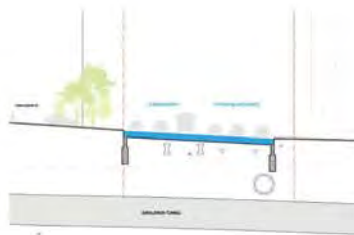
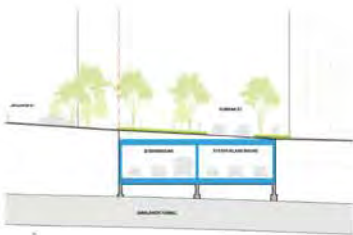


Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Several of these roadway configurations not feasible or have conflicts

**Replacement**



**Replacement**



**Cut & Cover**

**Single Level At-Grade**

**Single Level Above Grade**

**Bi-Level At-Grade**

**Bi-Level Above Grade**



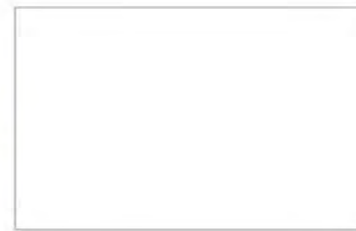
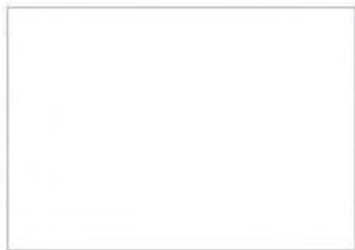
# Section Matrix - Columbia Heights

Existing

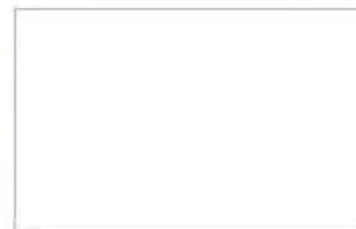


Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Several of these roadway configurations not feasible or have conflicts.

Partial Replacement



Replacement



Cut & Cover

Single Level At-Grade

Single Level Above Grade

Bi-Level At-Grade

Bi-Level Above Grade



# Section Matrix - Triple Cantilever

Existing



Alternate slide was developed for greater clarity, slide eliminated from presentation

Partial Replacement



Replacement



Cut & Cover

Single Level At-Grade

Single Level Above Grade

Bi-Level At-Grade

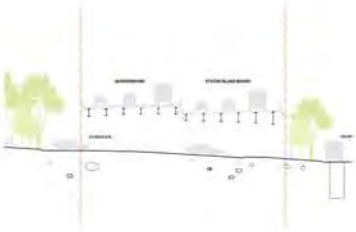
Bi-Level Above Grade





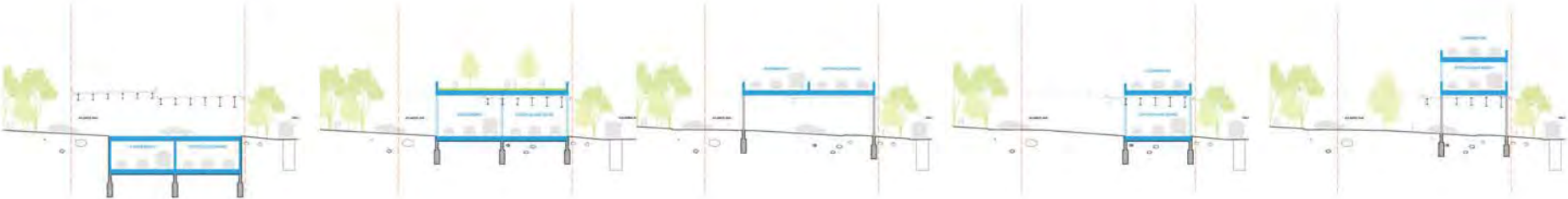
# Section Matrix - Atlantic Ave

Existing

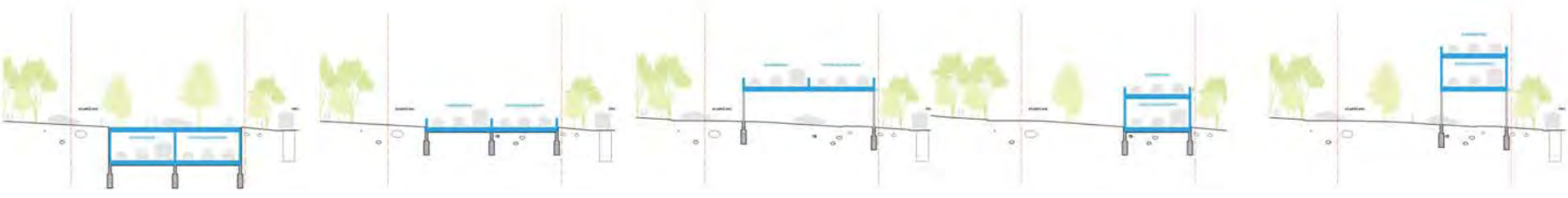


Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Several of these roadway configurations not feasible or have conflicts

Partial Replacement



Full Replacement



Cut & Cover

Single Level At-Grade

Single Level Above Grade

Bi-Level At-Grade

Bi-Level Above Grade



# **Joralemon Street Pinch Point Cut & Cover Studies**

## Joralemon Overall Plan - Existing

Moved slide to appendix to reduce presentation length, leave more time to discuss feasible concepts. This graphic is hard to read and is better clarified on other slides



Note: Extensive studies of the Joralemon Street pinch point were conducted during the design process. These studies considered the potential for a cut-and-cover alternative from Joralemon Street to Atlantic Avenue. In all of these options, the roadway encounters significant infrastructure challenges, including DEP and MTA facilities, as well as conflicts with existing buildings and private property. Roadways were studied in both a two-lane and a three-lane configuration and in a full and partial replacement scenario, accounting for structural depth, safety features, sightlines, and the provision of on-off ramps, where existing.

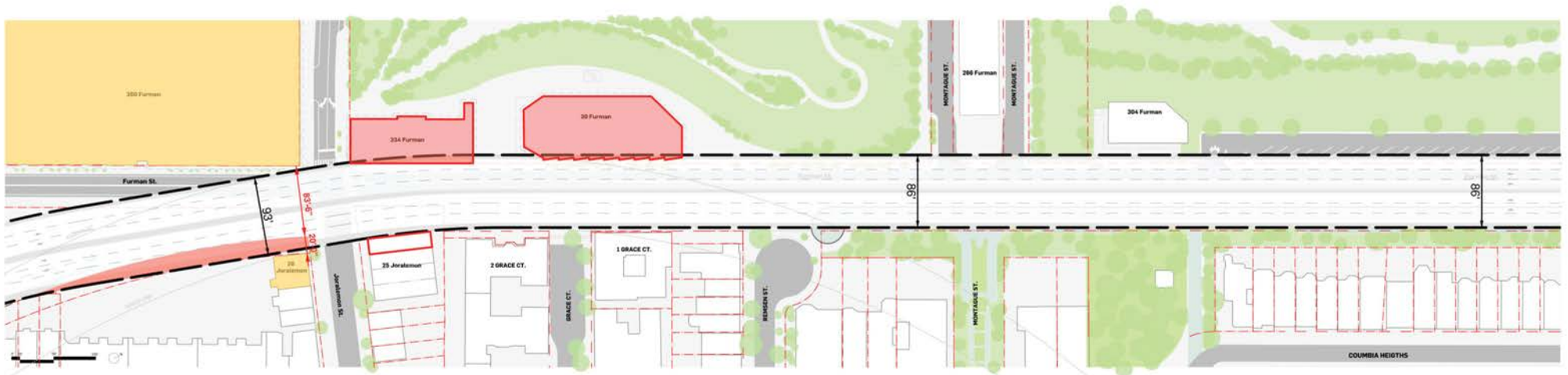




# Joralemon Overall Plan - BQP Full Replacement



Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations are not feasible and have conflicts

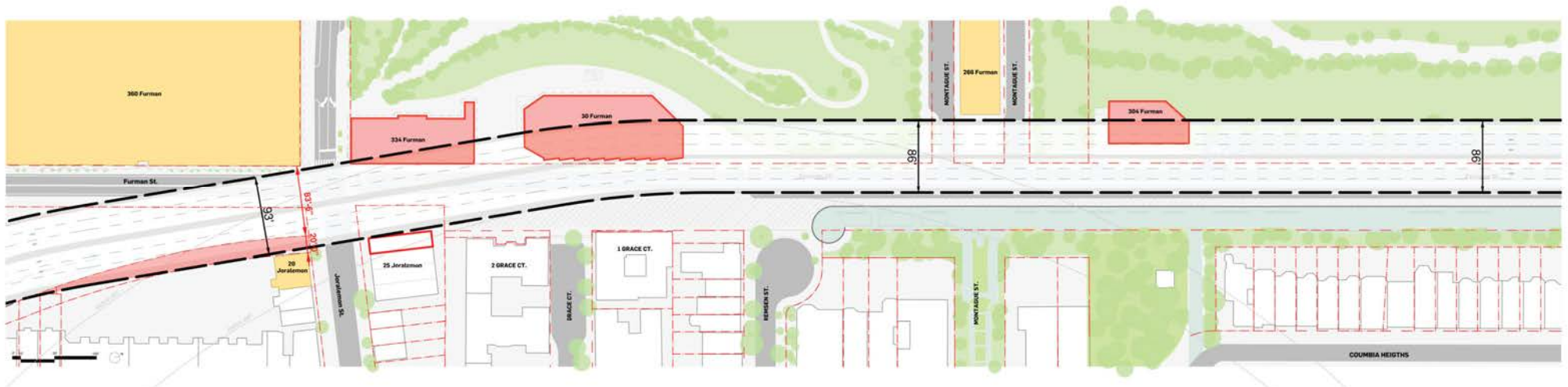


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# Joralemon Overall Plan - BQP Partial Replacement

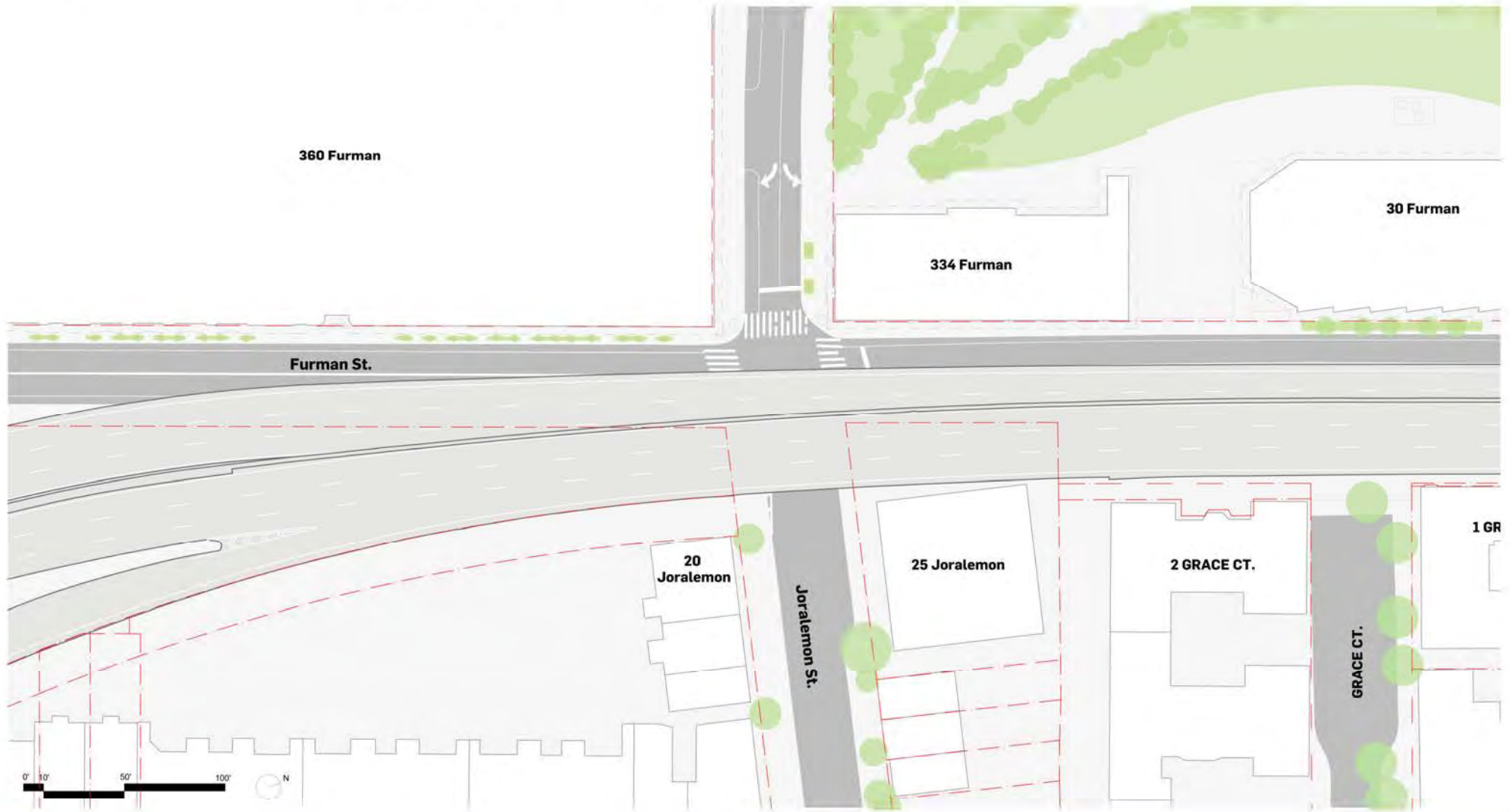
Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations not feasible and have conflicts



Note: Extensive studies of the Joralemon Street pinch point were conducted during the design process. These studies considered the potential for a cut-and-cover alternative from Joralemon Street to Atlantic Avenue. In all of these options, the roadway encounters significant infrastructure challenges, including DEP and MTA facilities, as well as conflicts with existing buildings and private property. Roadways were studied in both a two-lane and a three-lane configuration and in a full and partial replacement scenario, accounting for structural depth, safety features, sightlines, and the provision of on-off ramps, where existing.



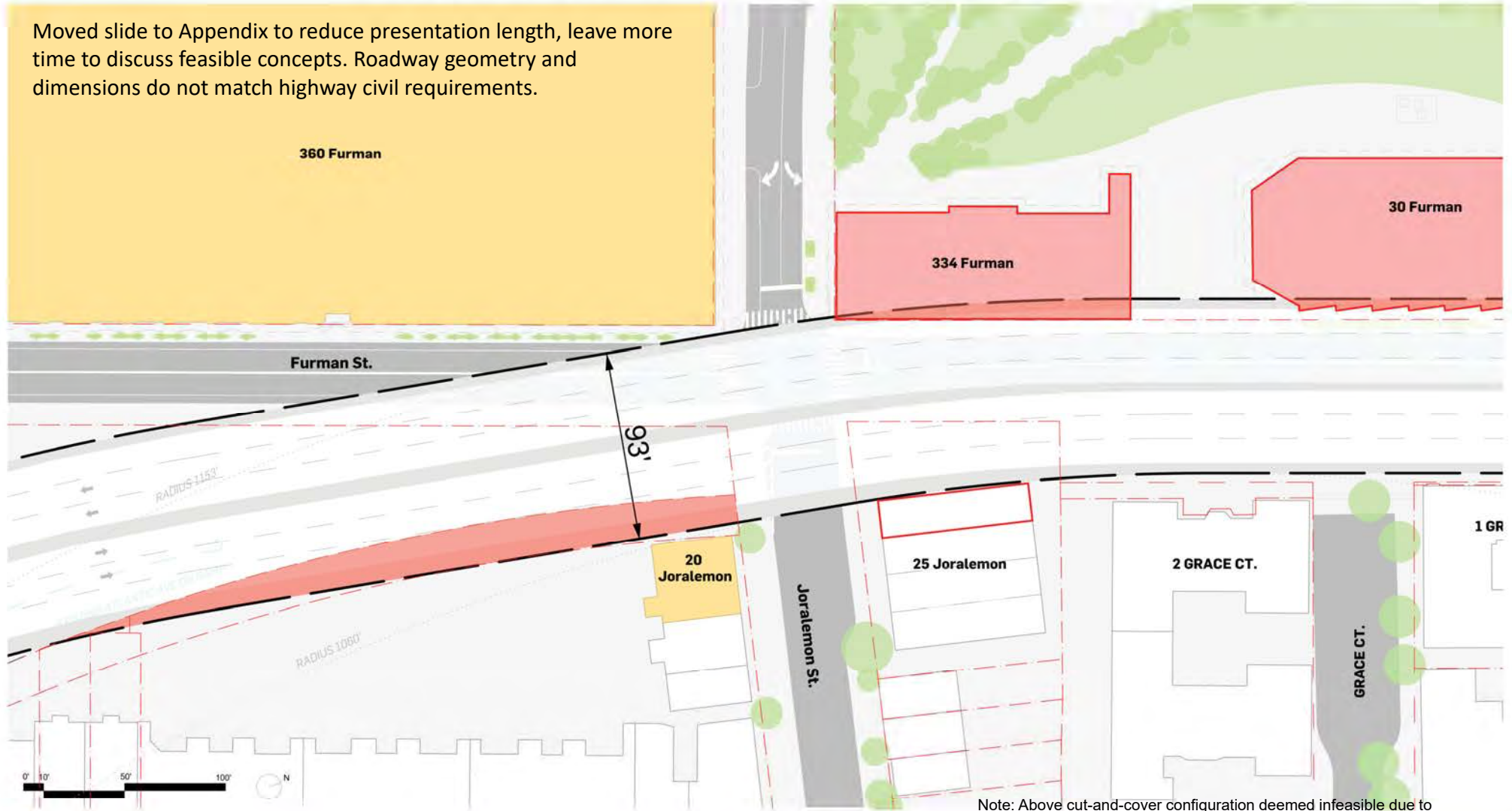
## Joralemon Plan - Existing





# Joralemon Plan - BQP Full Replacement

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Roadway geometry and dimensions do not match highway civil requirements.



Note: Above cut-and-cover configuration deemed infeasible due to conflicts with private property, existing buildings, and below-grade challenges.



## Joralemon Plan - BQP Full Replacement

### 4 Lane + Northbound Ramp

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. Roadway geometry and dimensions do not match highway civil requirements.



## Design Concepts

# Joralemon Plan - BQP Full Replacement 4 Lane

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations not feasible to meet safety standards and have conflicts



For Discussion Purposes Only – Subject to Change and Refinement

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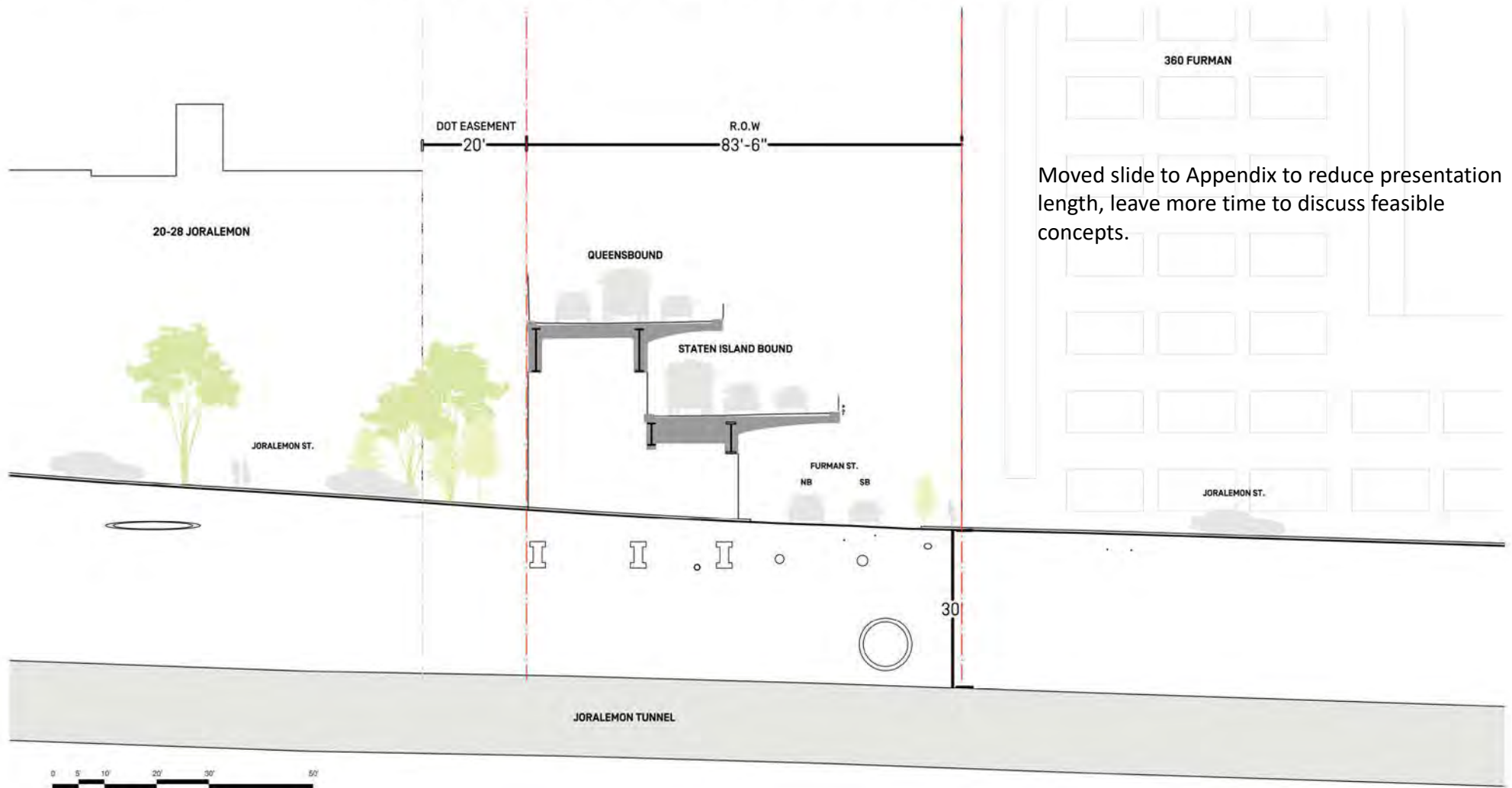
# Joralemon Plan - BQP Full Replacement

## 6 Lane + Ramps

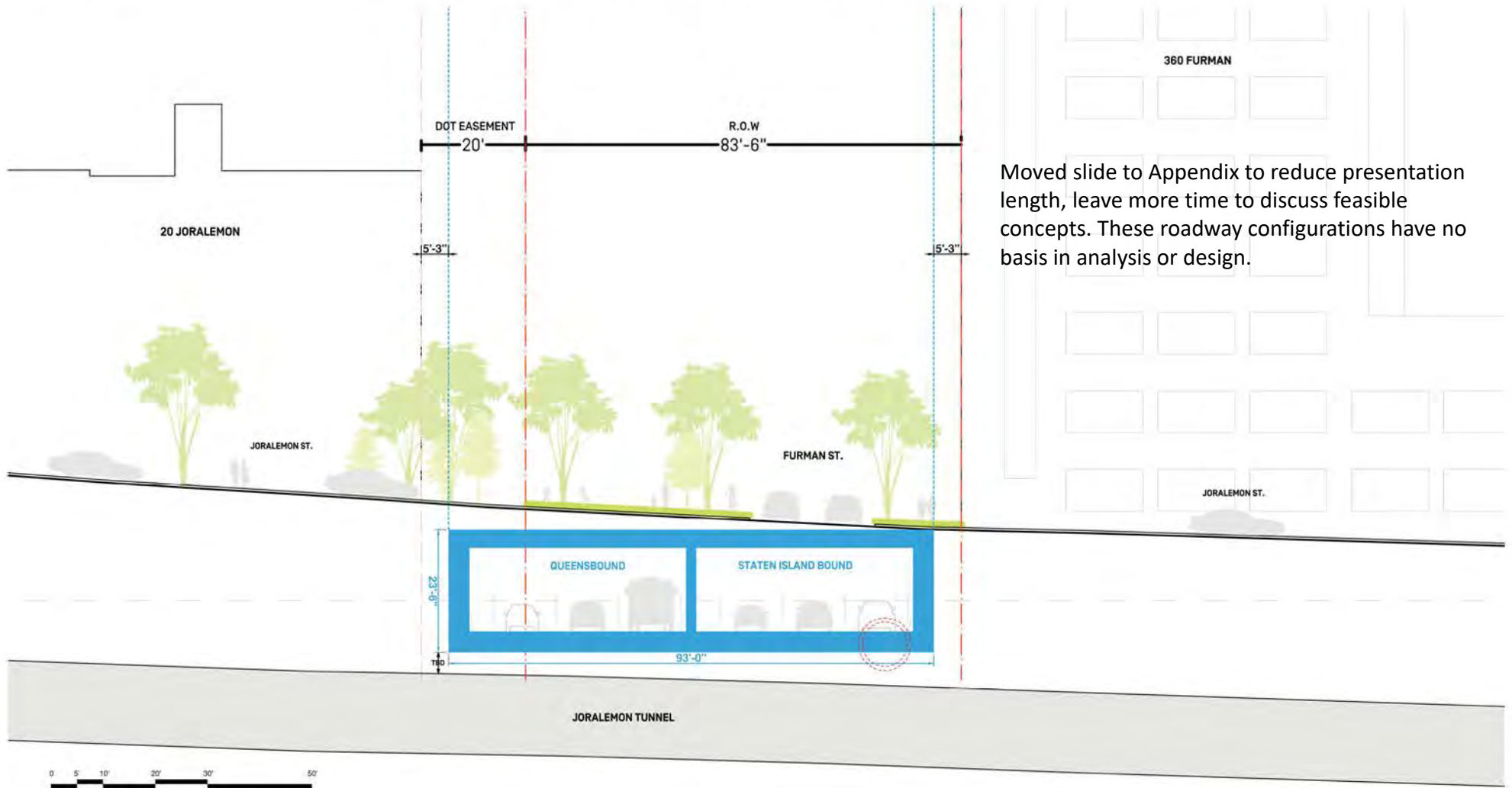
Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway dimensions and have conflicts re: highway/civil safety standards



## Joralemon Section - Existing



## Joralemon Section - 4 Lane

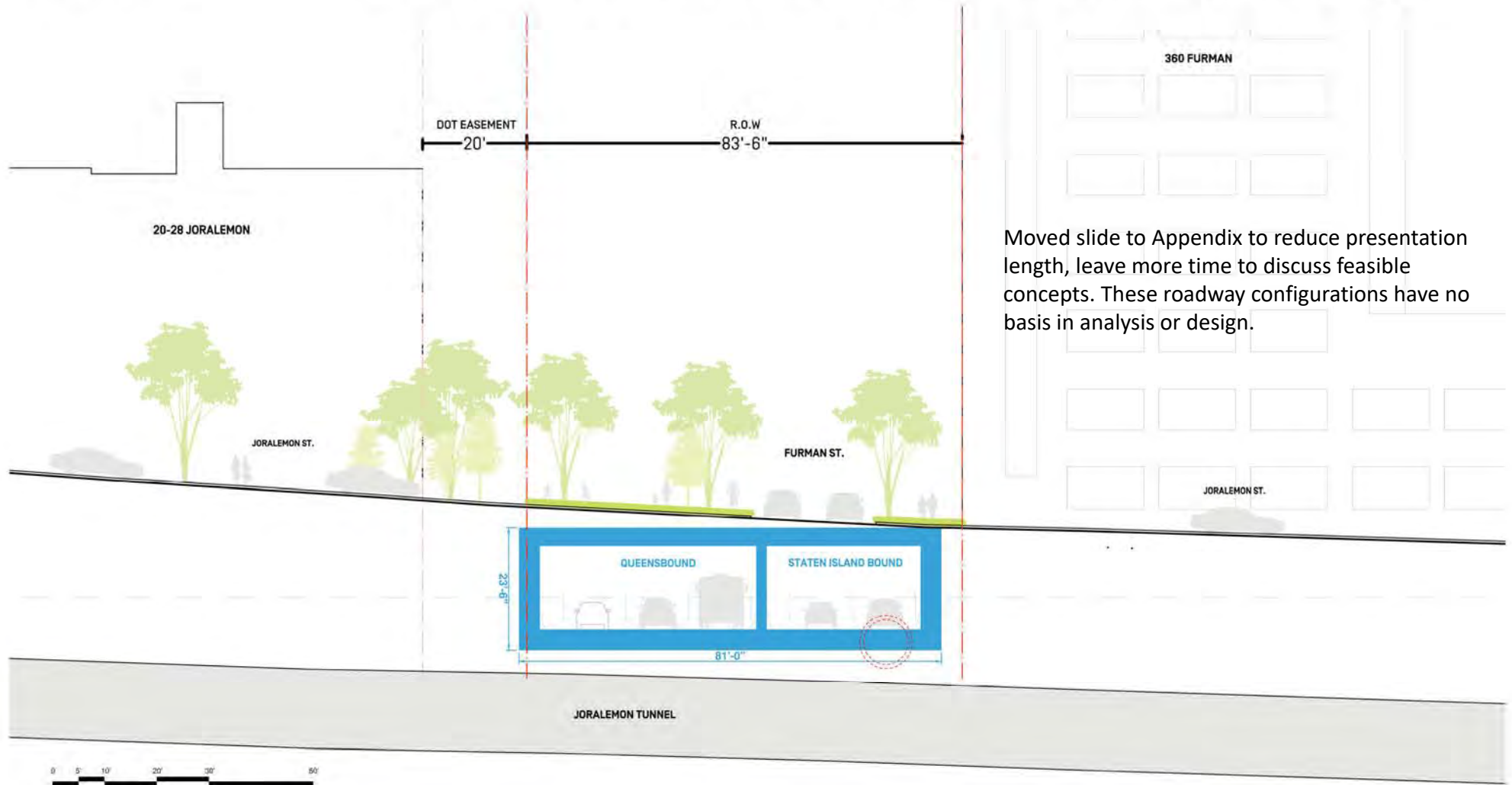


Note: Above cut-and-cover configuration deemed infeasible due to conflicts with private property, and below-grade challenges.





# Joralemon Section - 4 Lane + Northbound Ramp

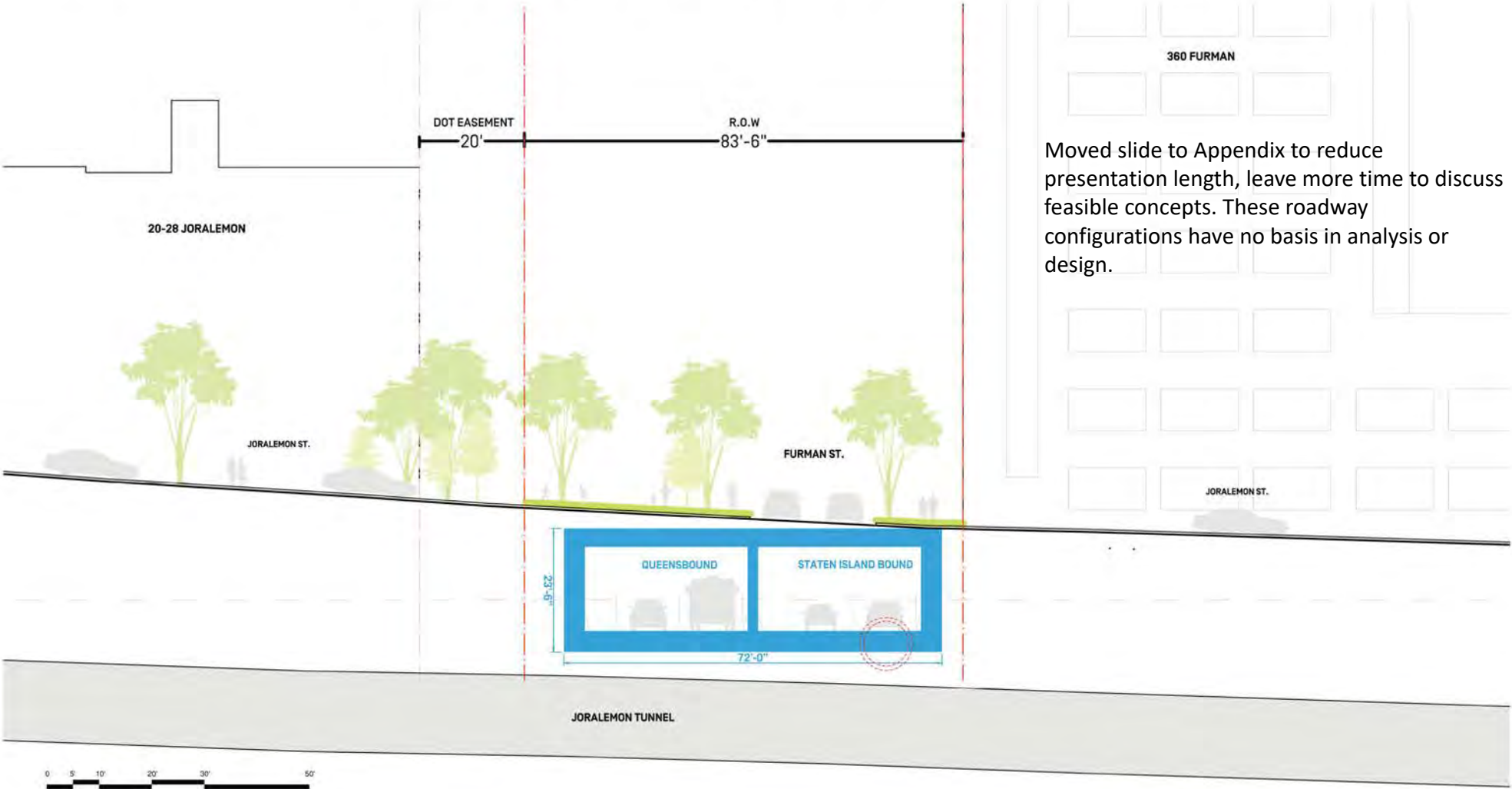


Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations have no basis in analysis or design.

Note: Above cut-and-cover configuration deemed infeasible due to conflicts with private property, and below-grade challenges.



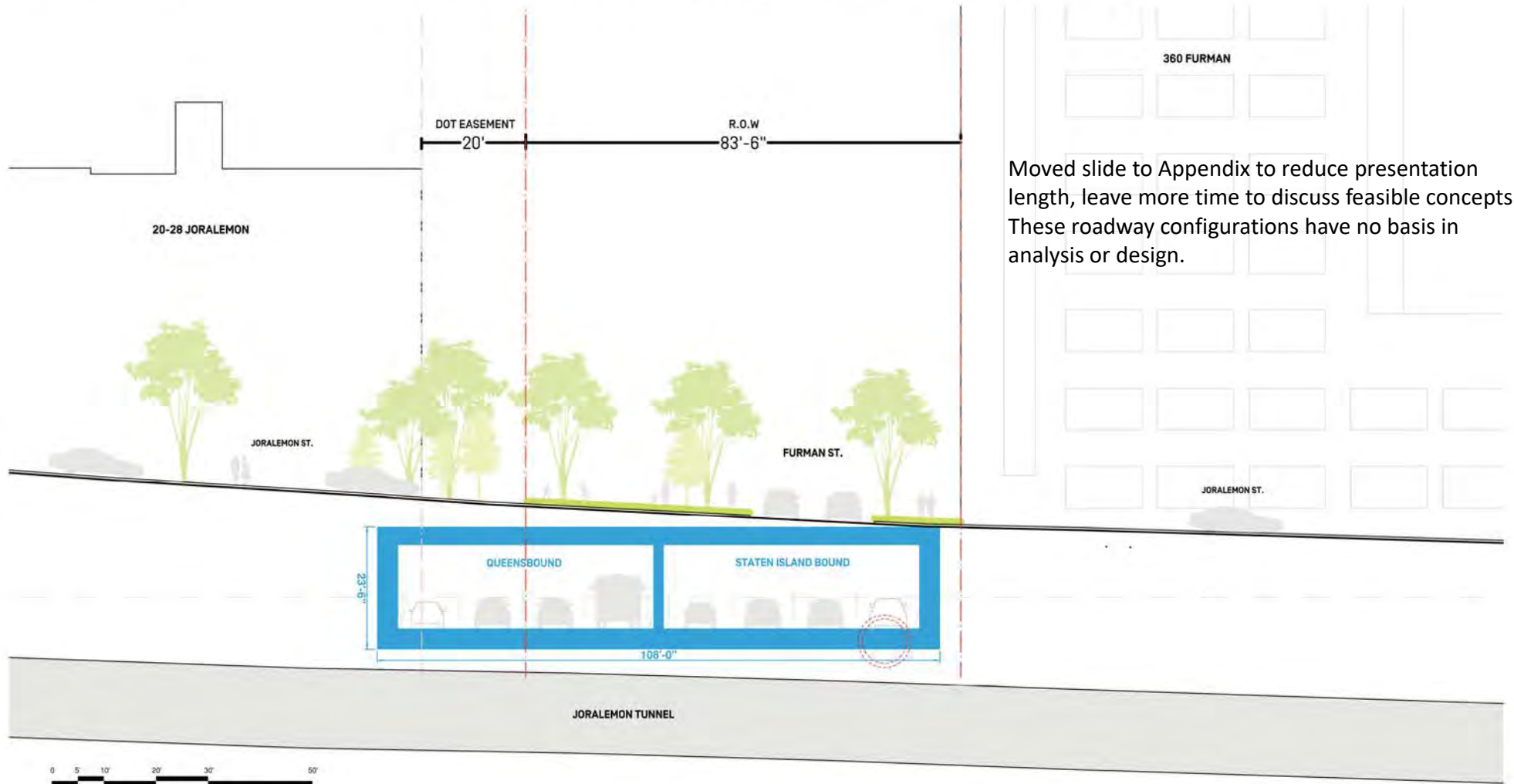
# Joralemon Section - 4 Lane



Note: Above cut-and-cover configuration deemed infeasible due to inadequate merging configuration, and below-grade challenges.



## Joralemon Section - 6 Lane + Ramps



Note: Above cut-and-cover configuration deemed infeasible due to conflicts with existing buildings, private property, and below-grade challenges.

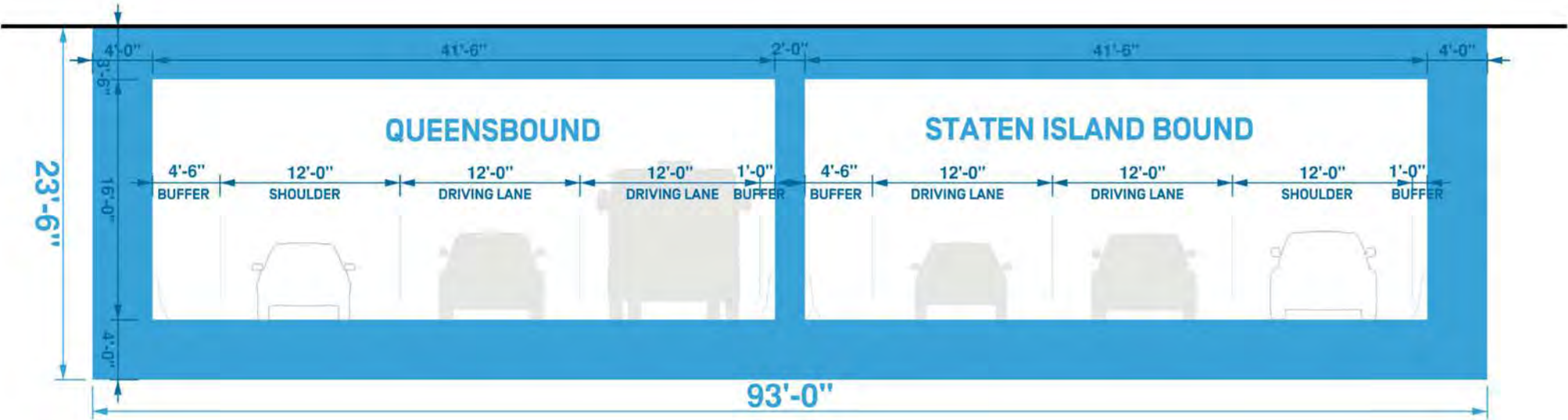




# Roadway Section

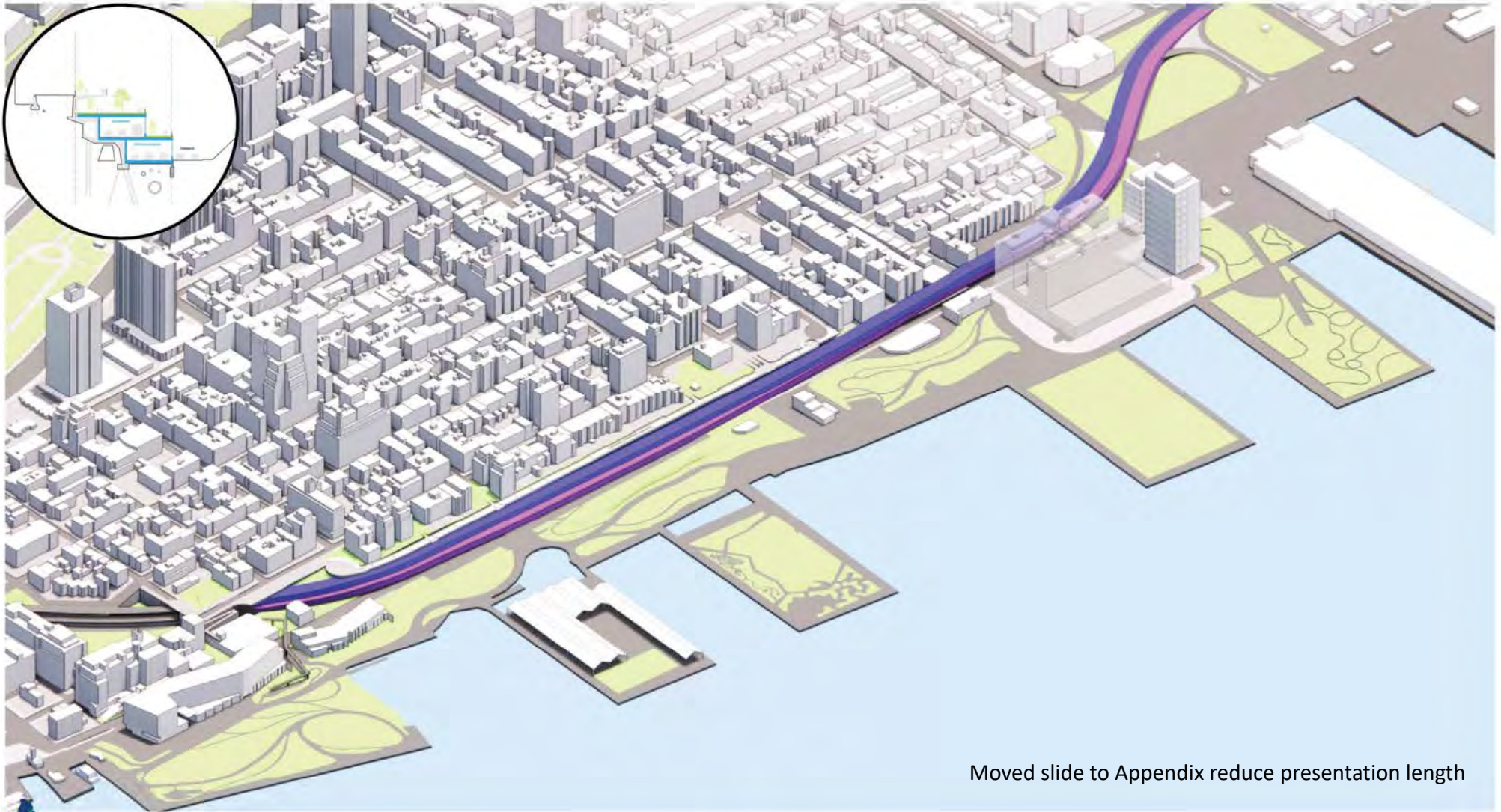
## Below Street-Level Highway Geometry Assumptions

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. The roadway configuration and structural dimensions are inaccurate and do not represent actual analysis or design.



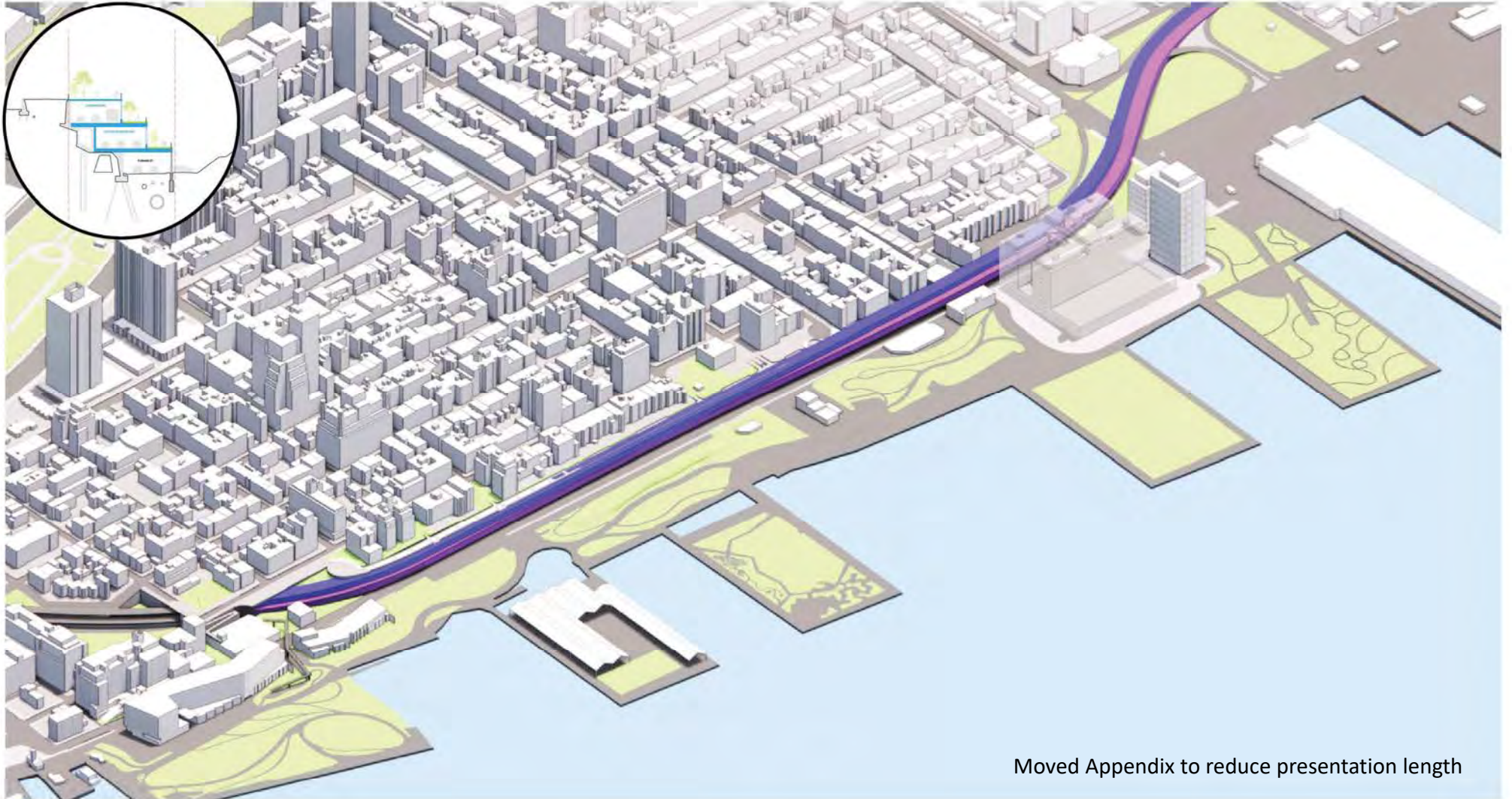
# Triple Cantilever Roadway Studies

## The Terraces | Partial Replacement



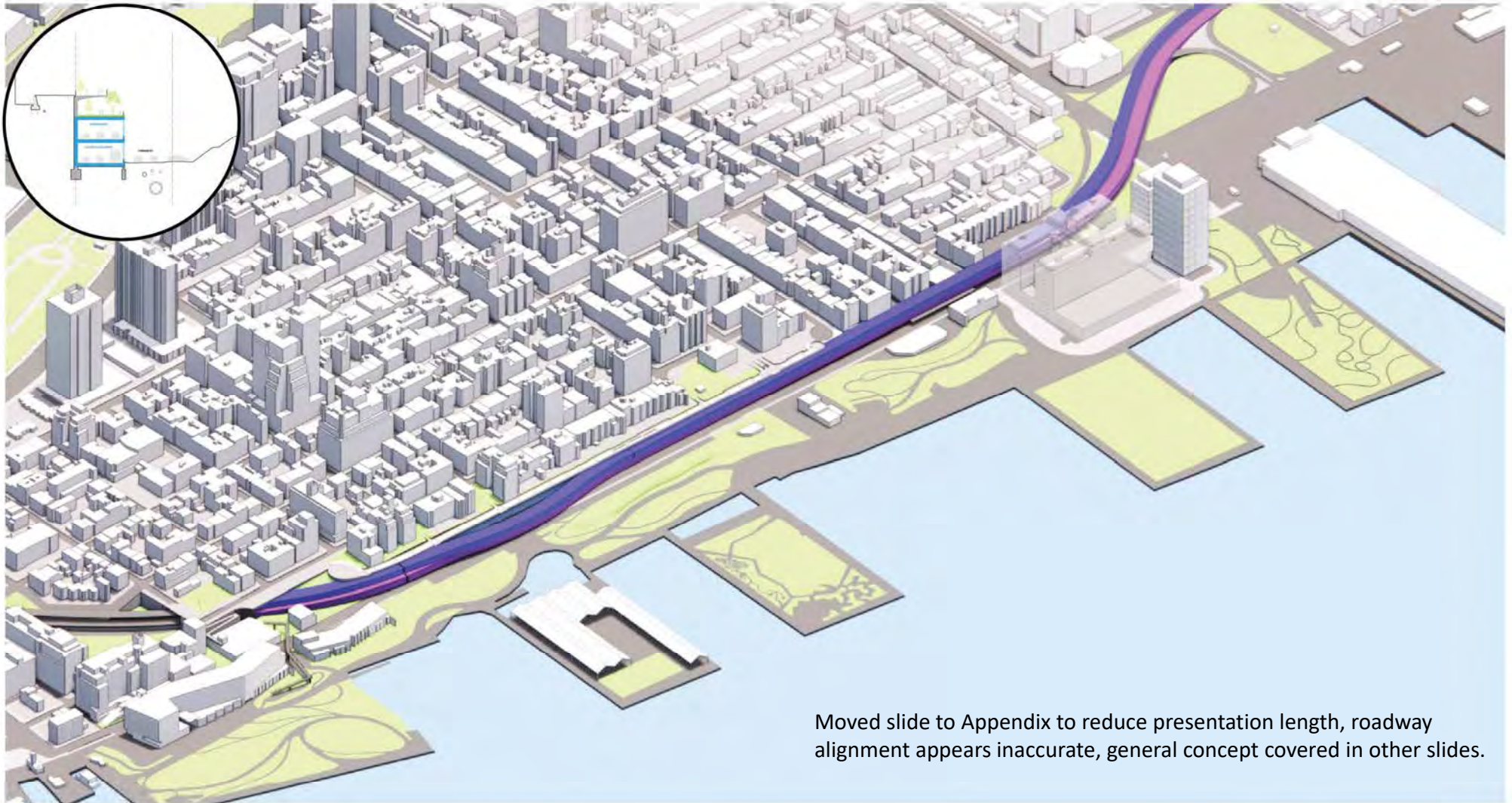


## The Terraces | Partial Replacement





## The Lookout | Full Replacement



Moved slide to Appendix to reduce presentation length, roadway alignment appears inaccurate, general concept covered in other slides.





## The Stoop | Partial Replacement

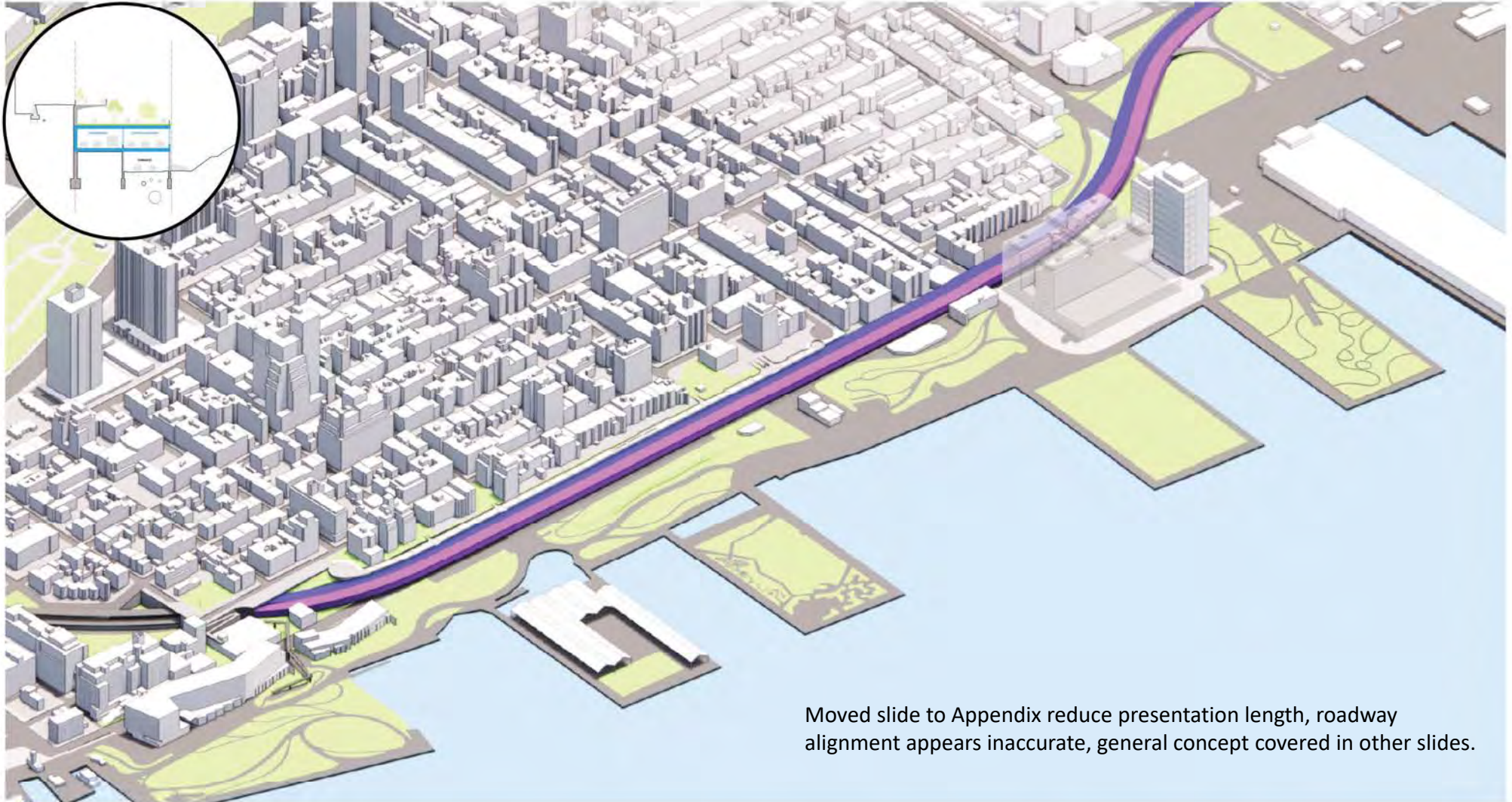


Moved slide to Appendix to reduce presentation length, roadway alignment appears inaccurate, general concept covered in other slides.





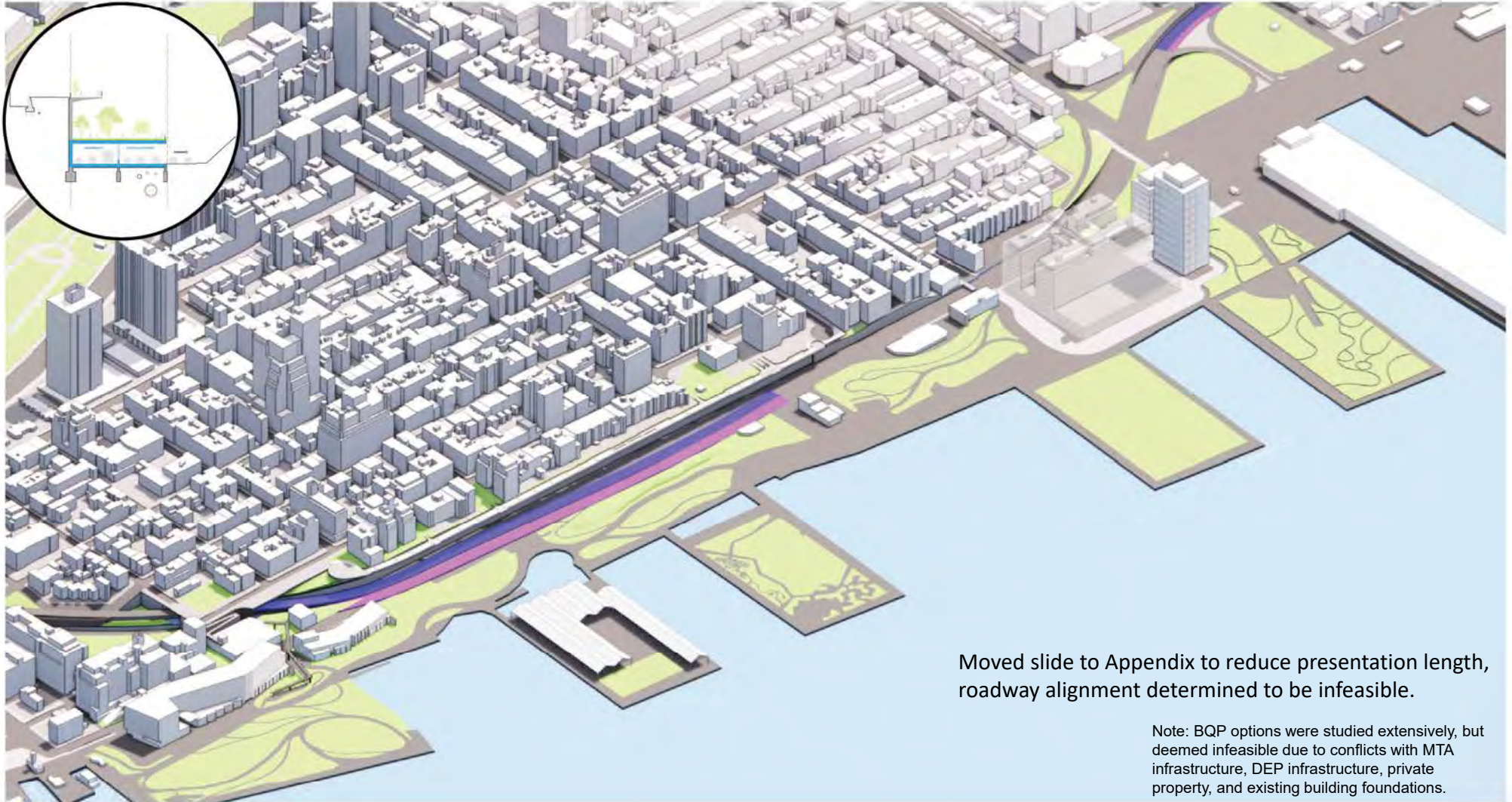
## Single Level Above Grade Replacement



Moved slide to Appendix reduce presentation length, roadway alignment appears inaccurate, general concept covered in other slides.







Moved slide to Appendix to reduce presentation length, roadway alignment determined to be infeasible.

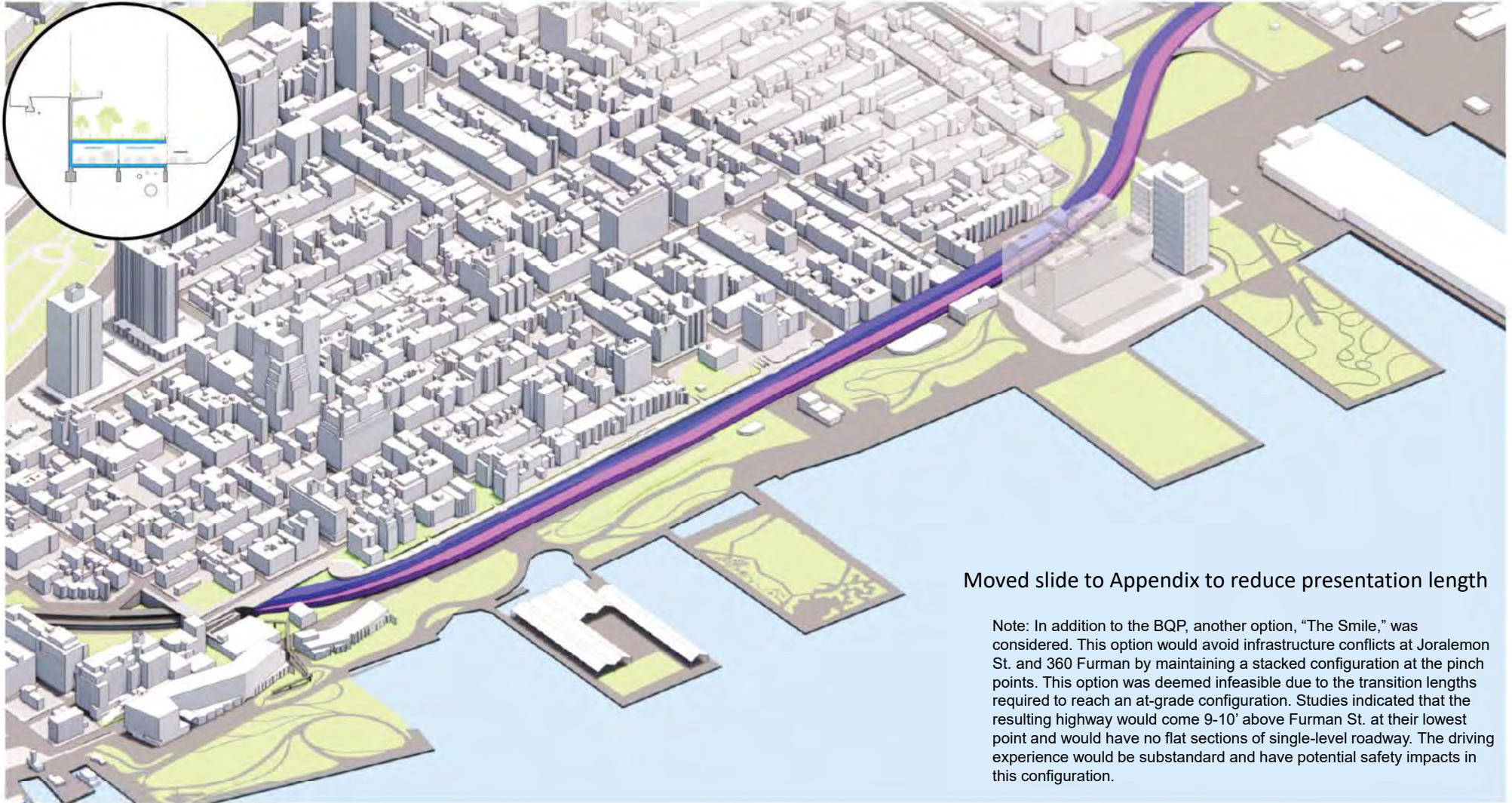
Note: BQP options were studied extensively, but deemed infeasible due to conflicts with MTA infrastructure, DEP infrastructure, private property, and existing building foundations.





# The Smile | Full Replacement

Avoid



Moved slide to Appendix to reduce presentation length

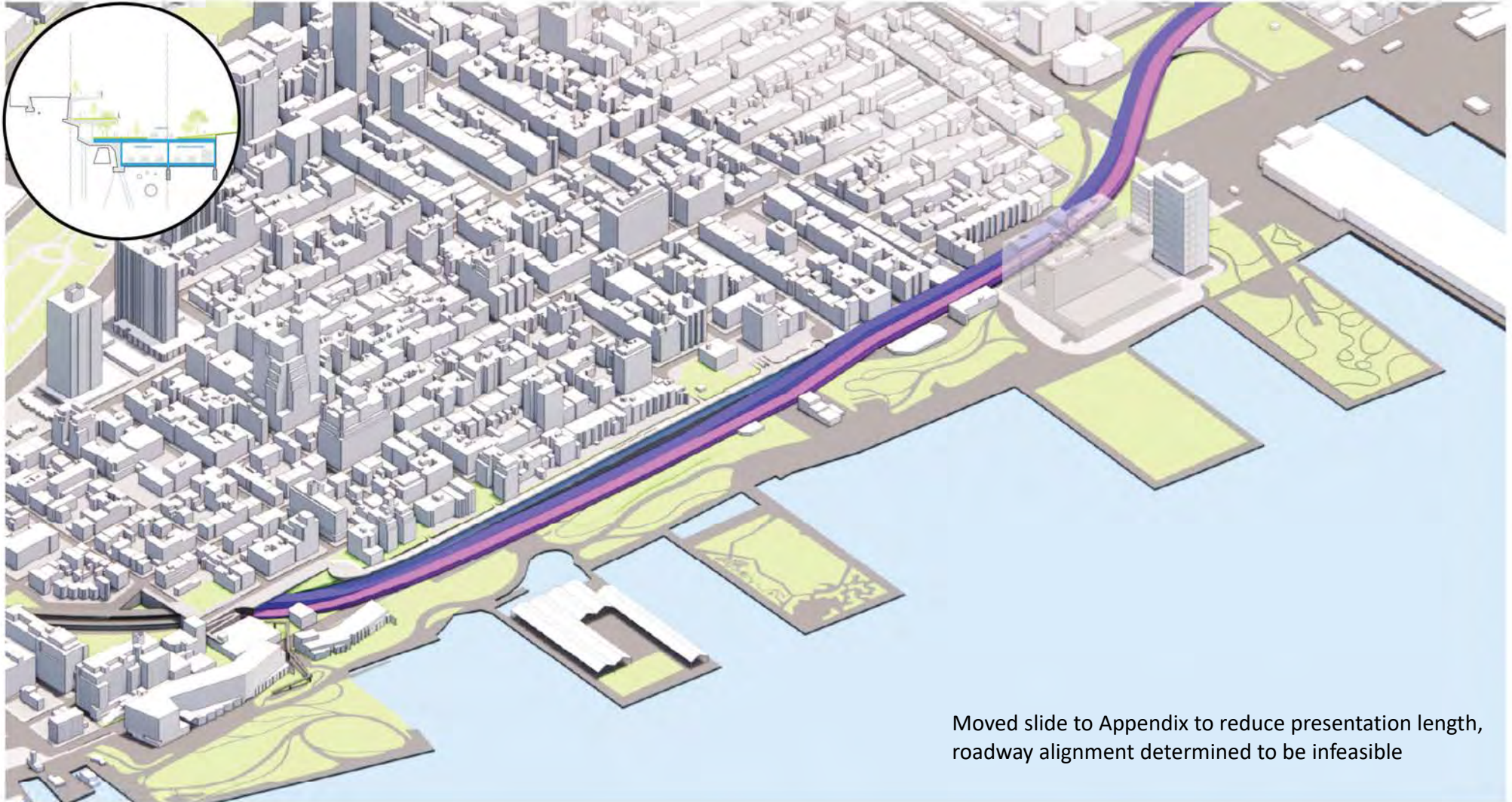
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## Single Level At Grade Partial Replacement

Avoid



Moved slide to Appendix to reduce presentation length,  
roadway alignment determined to be infeasible



# **Preliminary Risk Register Matrix (November 2022)**



# Risk Register

(PRELIMINARY)

BQE: DESIGN GUIDELINES									
ISSUE DESCRIPTION			EVALUATION PARAMETERS						Direction to Consultants
ID	CATEGORY	DESCRIPTION	BUDGET	PROJECT LIMITS	GRANT TIMELINE	STRUCTURAL CONDITION TIMELINE	EIS TIMELINE	LITIGATION RISK	
	TA Facilities	Shifting TA Facilities	HIGH	MODERATE	HIGH	HIGH	HIGH	HIGH	Avoid conflicts, at Clark St work around existing fan plant, review
4	DEP INTERCEPTOR	Shift inceptor	LOW	MODERATE	LOW	LOW	MODERATE	MODERATE	Review potential only if DEP has work planned for this interceptor
5	IMPACT ON PUBLIC PROPERTY	Connections to the park could impact ROW.	LOW	MODERATE	MODERATE	LOW	MODERATE	HIGH	Consider for open space/connections
6	IMPACT ON PRIVATE PROPERTY	Changes to elevations or access provide to greater flexibility in design concepts	LOW	LOW	HIGH	HIGH	HIGH	HIGH	Avoid
7	BROOKLYN BRIDGE	Explore opportunities to improve at grade connections	LOW	LOW	LOW	LOW	LOW	LOW	Explore
8	MANHATTAN BRIDGE	Manhattan Bridge to BQE direct connection	LOW	LOW	MODERATE	LOW	MODERATE	MODERATE	Explore
9	BROOKLYN BRIDGE PARK	Direct connection from Promenade to BBP	LOW	LOW	MODERATE	MODERATE	MODERATE	MODERATE	Explore
10	ATLANTIC AVE. INTERCHANGE (as planned)	Update interchange to address safety and operational changes	LOW	LOW	LOW	LOW	LOW	LOW	Explore
	ATLANTIC AVE. INTERCHANGE (if changed)	Option that changes roadway elevations significantly	MODERATE	HIGH	HIGH	MODERATE	HIGH	MODERATE	Avoid
11	2 Lane configuration	Structural width based on 2 lane configurations	LOW	HIGH	HIGH	MODERATE	HIGH	HIGH	Develop based on 3 lanes, 50' per anticipated FHWA regs, could be less at pinch points
12	Replacing or Maintaining Retaining Wall	Replacing wall allows more flexibility	LOW	LOW	LOW	LOW	LOW	HIGH	Explore
13	Covered Roadway Considerations	300' or less over covered sections	LOW	LOW	LOW	LOW	LOW	LOW	Explore and determine > 300' length of coverage without tunnel triggers
14	Covered Roadway Considerations	Longer covered sections that would cause tunnel type conditions	HIGH	MODERATE	MODERATE	MODERATE	HIGH	MODERATE	Avoid
15	Promenade Configuration & Maintaining the View Shed	View shed is defined in current zoning. Promenade modification	LOW	LOW	LOW	LOW	LOW	HIGH	Explore

Avoid MTA Conflicts

Explore DEP Conflict

Open Space connections to BBP (but not roadway)

No elevation change at Atlantic

3 Lanes (not 2) at 40-50'

Limit covers to 800'

Consider beyond scenic view corridor

Note: During the design process, in October and November 2022, NYC DOT evaluated an overall “risk register” to determine which types of conflicts and considerations might have significant implications that would negatively impact the overall timeline of the project. Risks were determined as High, Medium, or Low. This process resulted in a set of general design guidelines provided to the design and engineering team.

Guidelines provided a framework for design and engineering. Nonetheless, roadway configurations that went beyond the risk register recommendations were studied extensively and explored by NYC DOT throughout the design process and will be appropriately reviewed during environmental approval process.

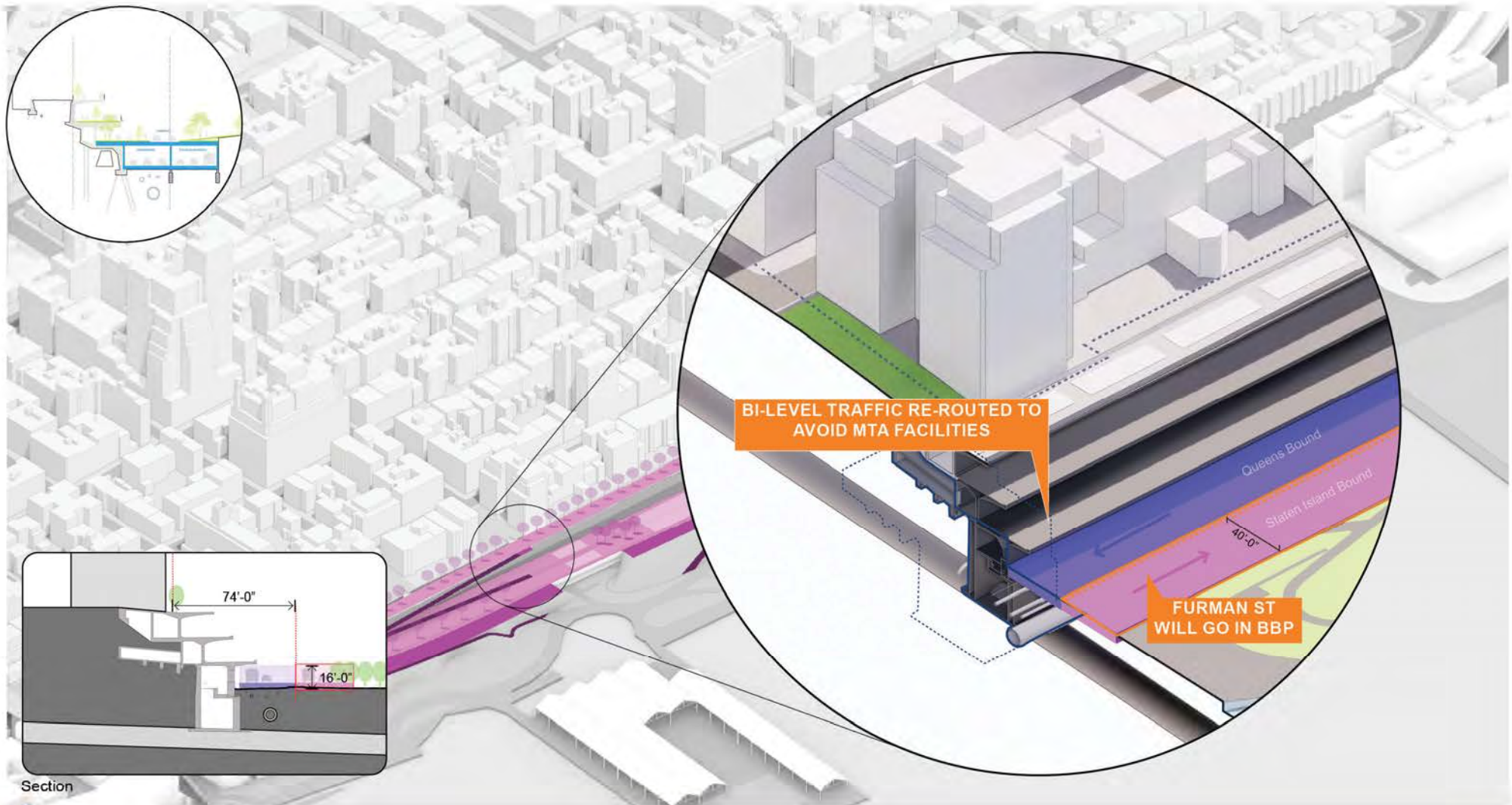




# Constraints Study Zoom-in

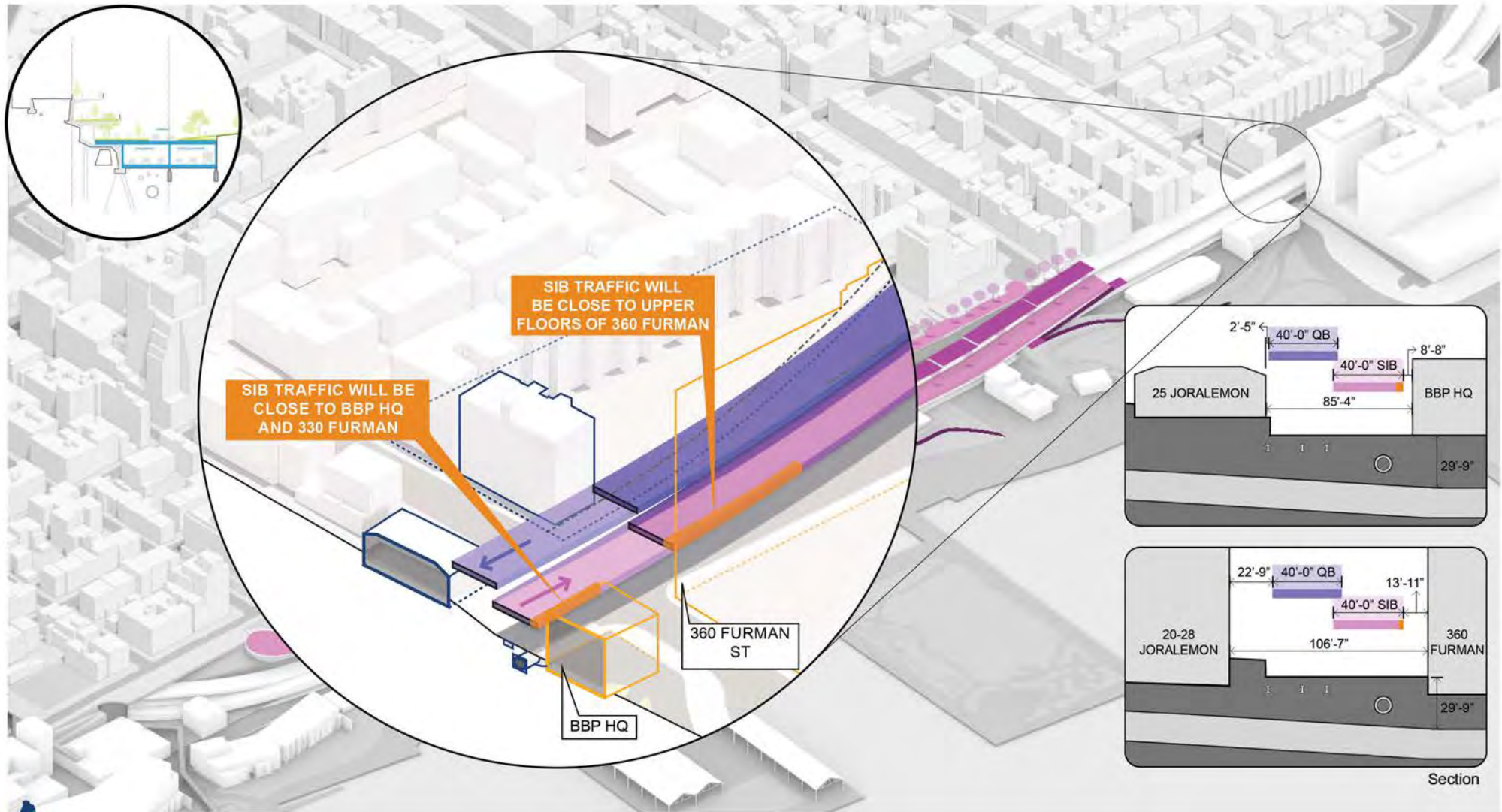
# BQP| Full Replacement

Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations have no basis in analysis or design.



# BQP| Full Replacement

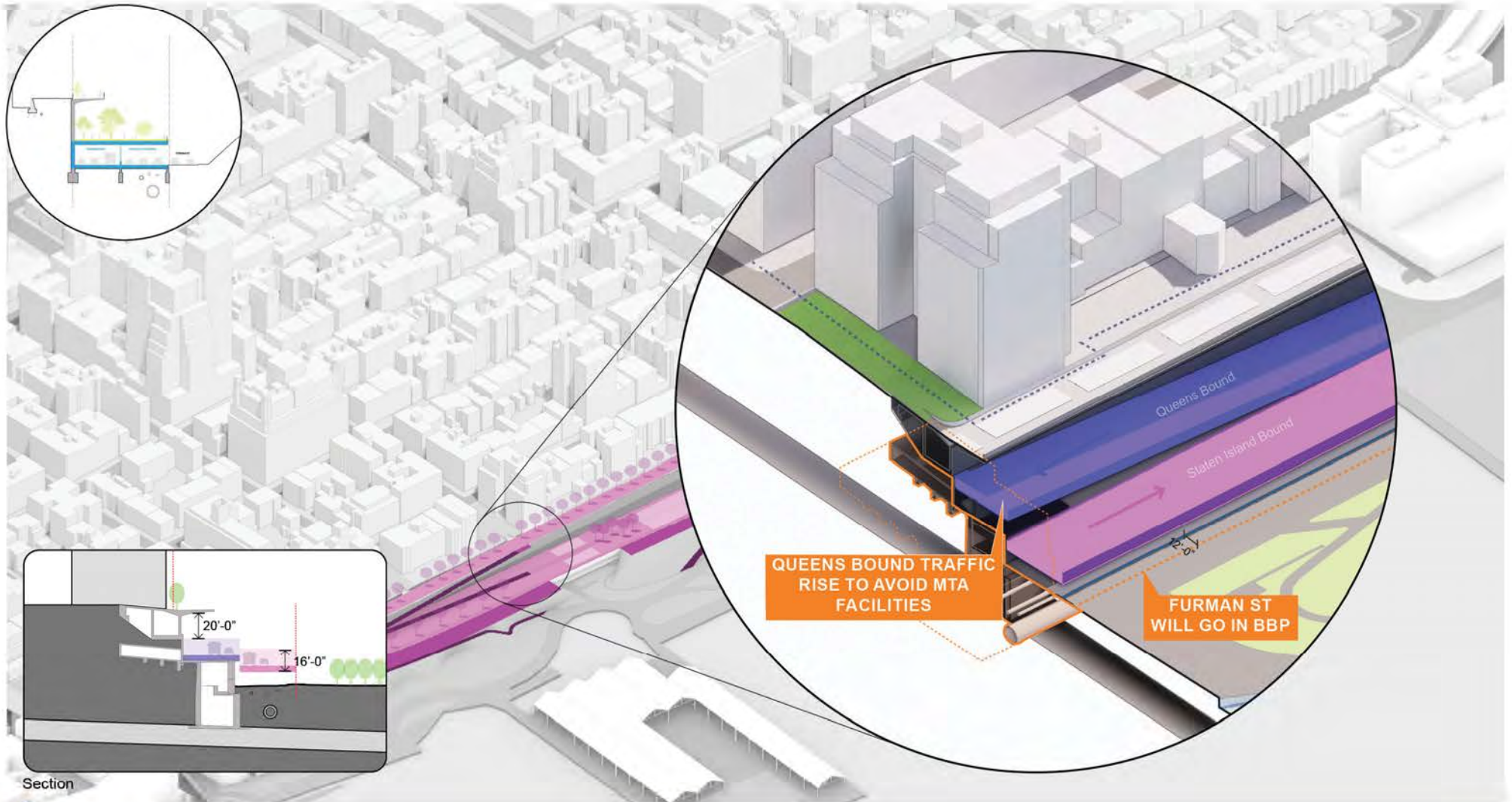
Moved slide to Appendix to reduce presentation length, leave more time to discuss feasible concepts. These roadway configurations have no basis in analysis or design.





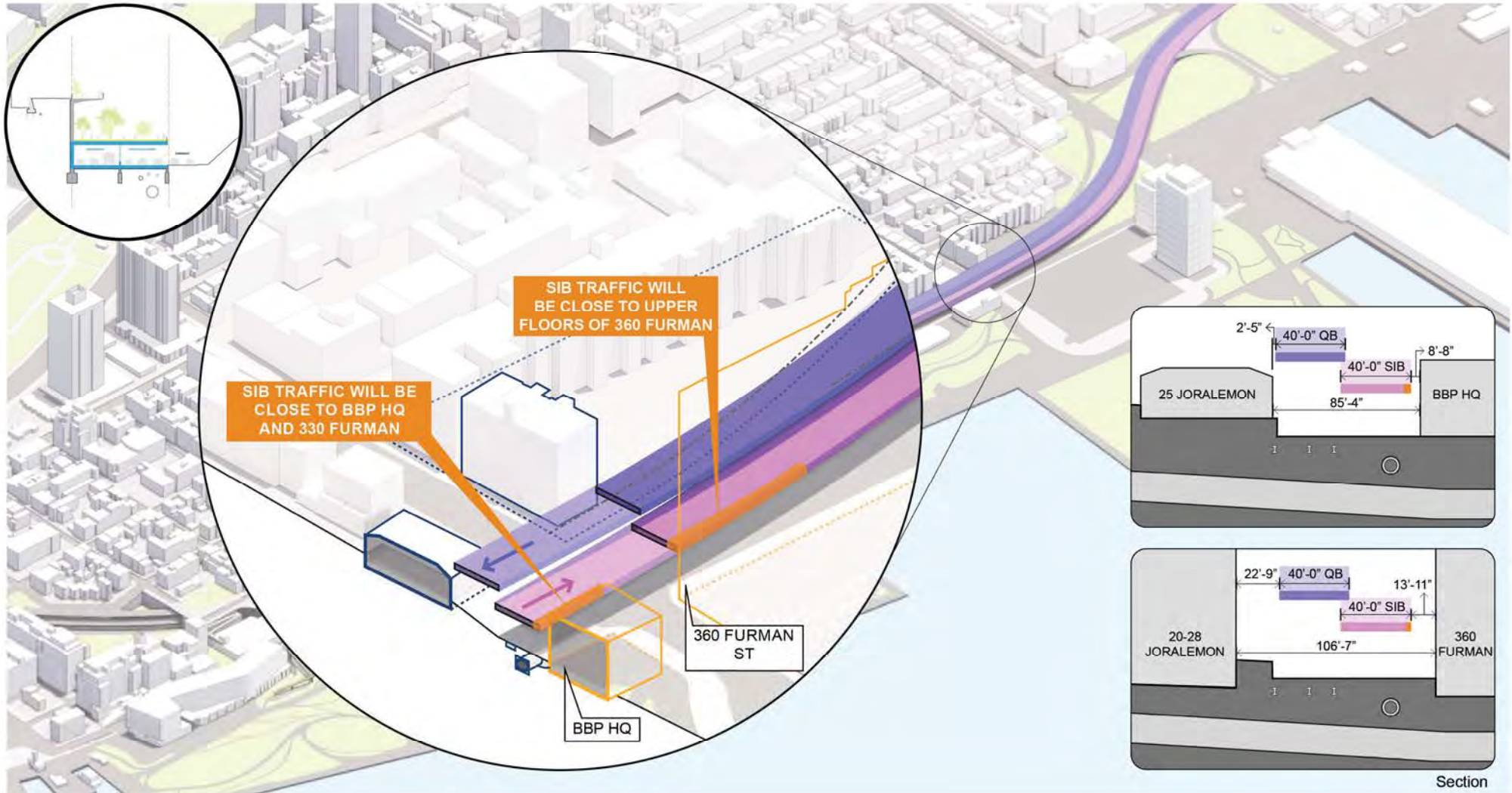
# The Smile | Full Replacement

Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.



# The Smile | Full Replacement

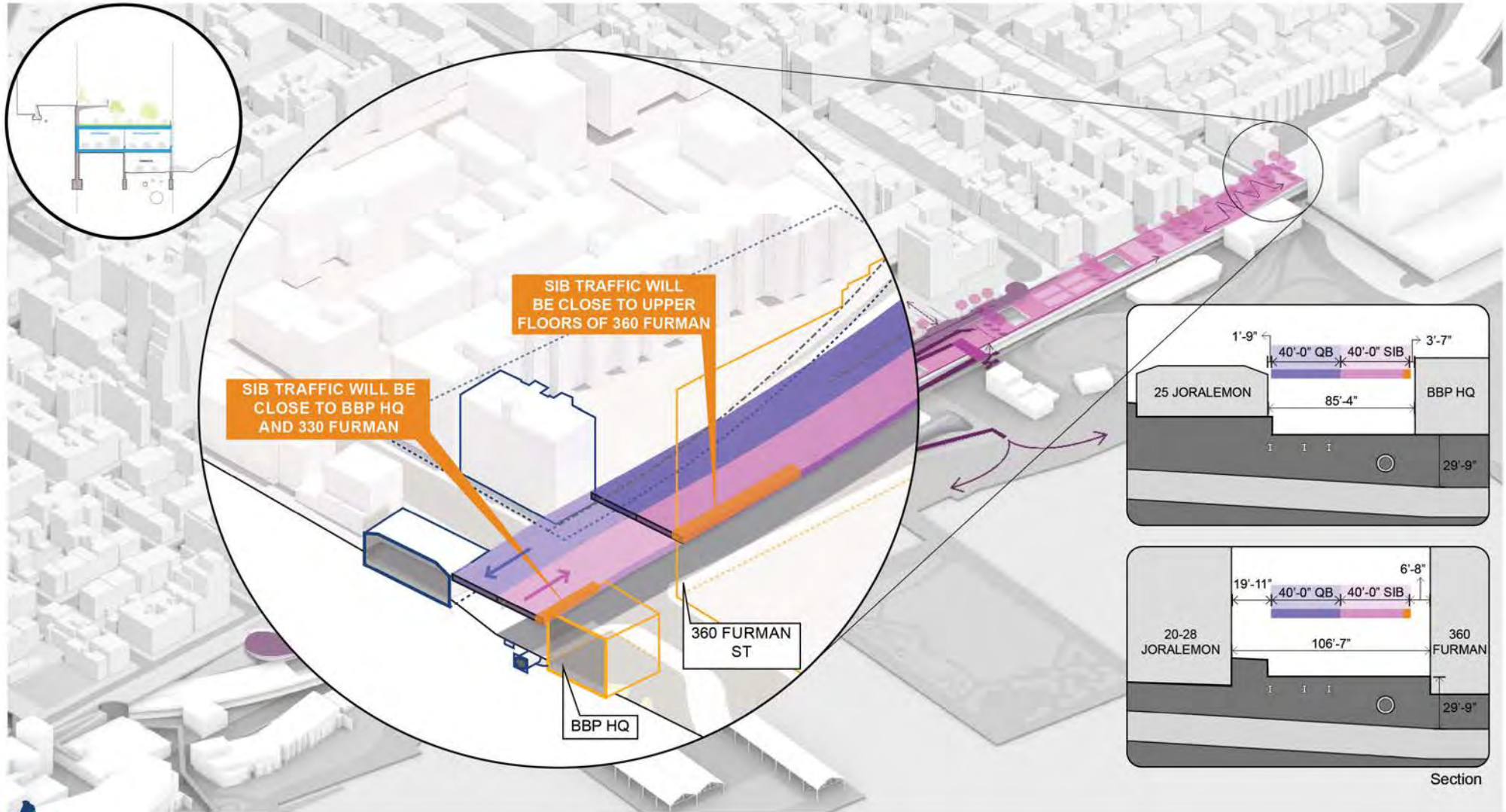
Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.





# The Smile | Full Replacement

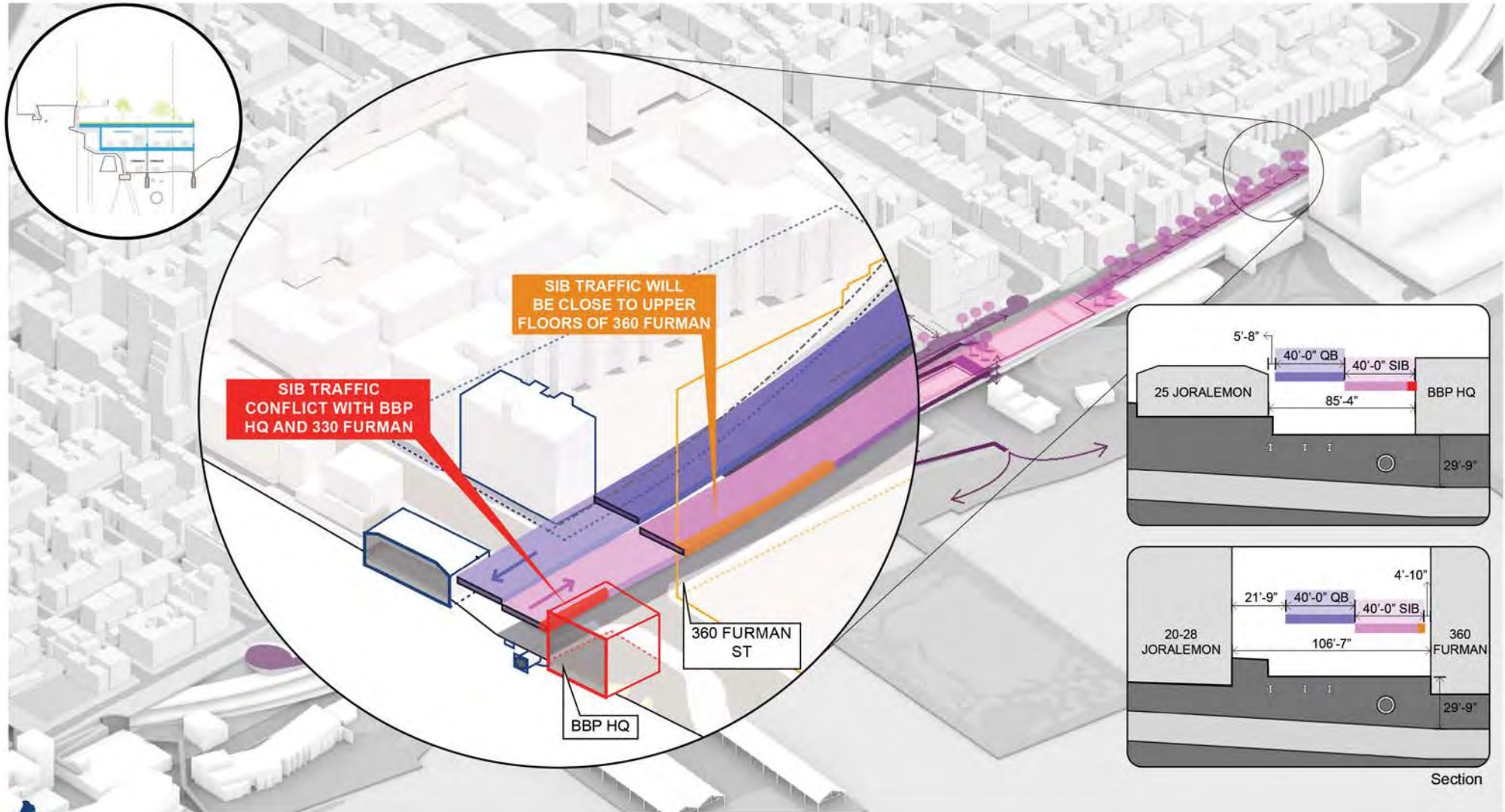
Moved slide to Appendix to reduce presentation length.  
Roadway geometry in this configuration not feasible.





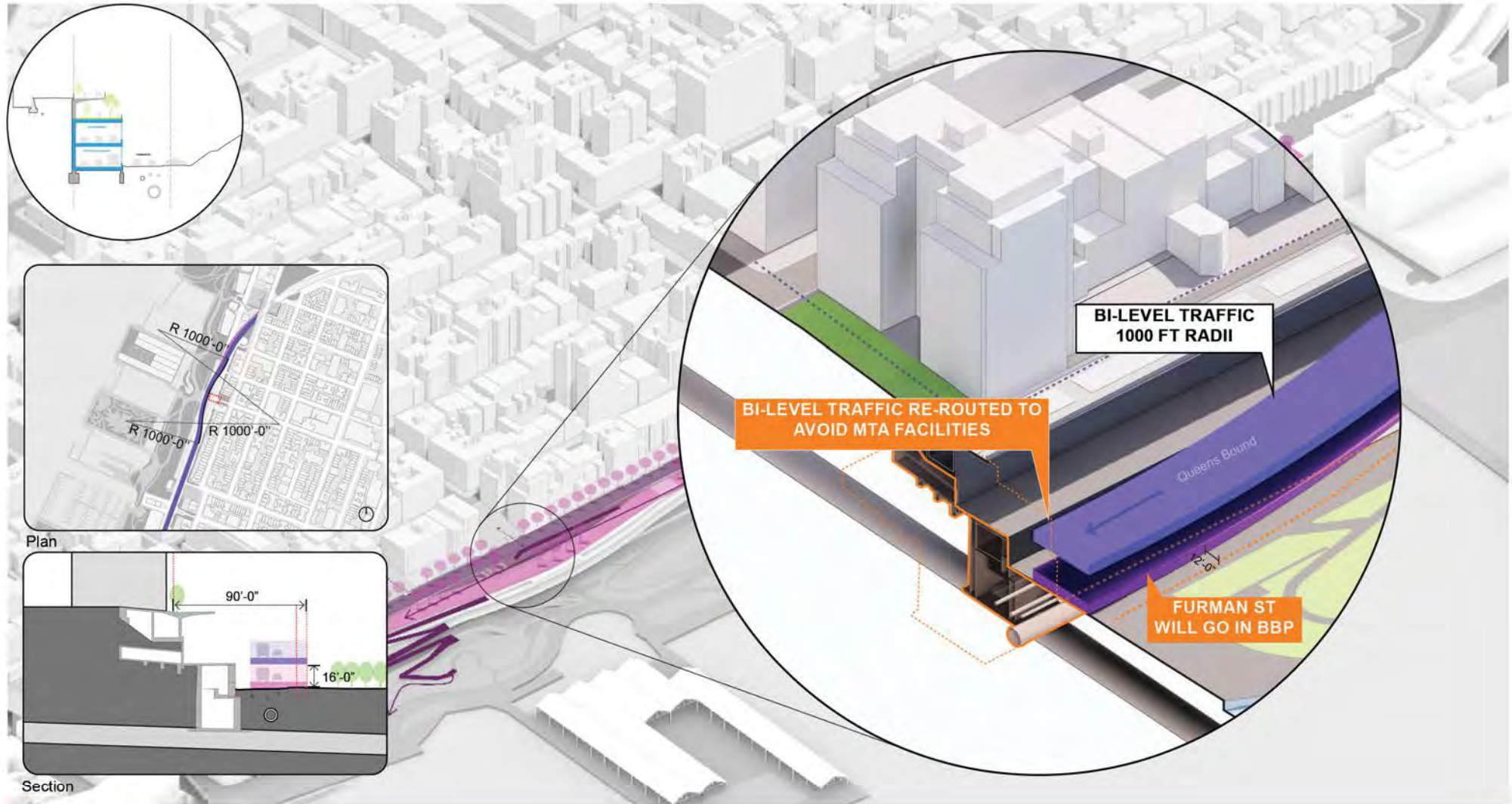
# The Stoop | Partial Replacement

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible in this section.



## The Lookout | Full Replacement

Moved slide to Appendix to reduce presentation length. Roadway geometry in this configuration not feasible.



# Interim Condition



## Construction Process Bypass or Diversion

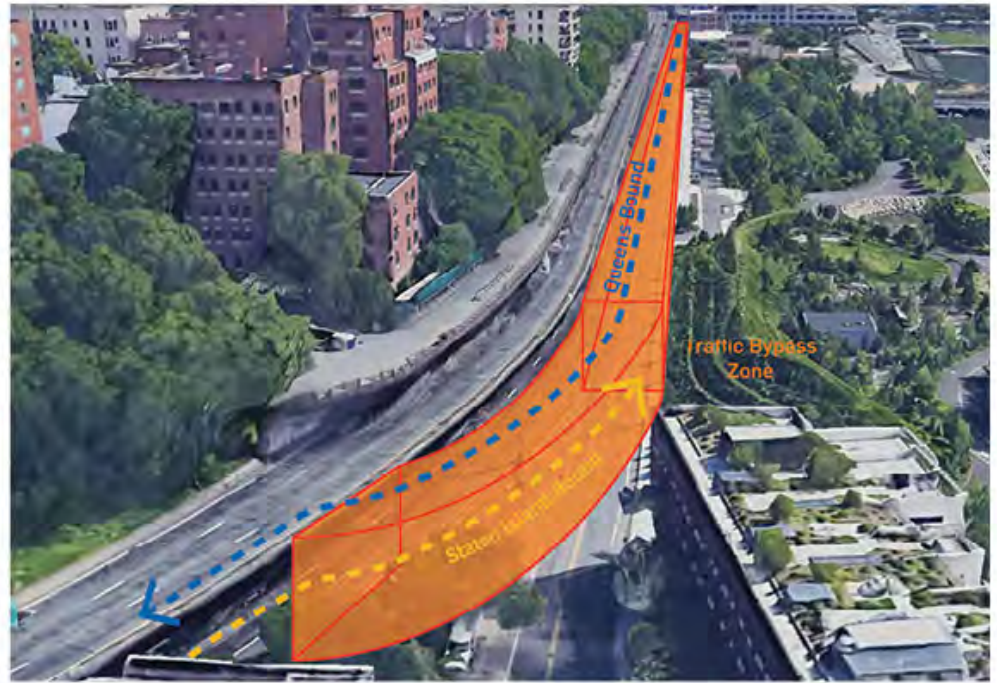
Note: Construction phasing and staging alternatives were not studied during the concept development in preparation for NYC DOT's December 2022 workshop. Construction phasing and staging, including potential trade-offs related to bypass structures or diversions, will be evaluated in greater depth and shared with the public in future workshops. Graphic below based on older studies, not directly relevant to current discussion.

### Option 1: Continuous Traffic Diversions



This option requires ongoing overnight closures and several weekend shutdowns. Wherever a temporary bypass is not used, overnight and weekend diversions will increase. Different areas of the triple cantilever can use different options.

### Option 2: Bypass

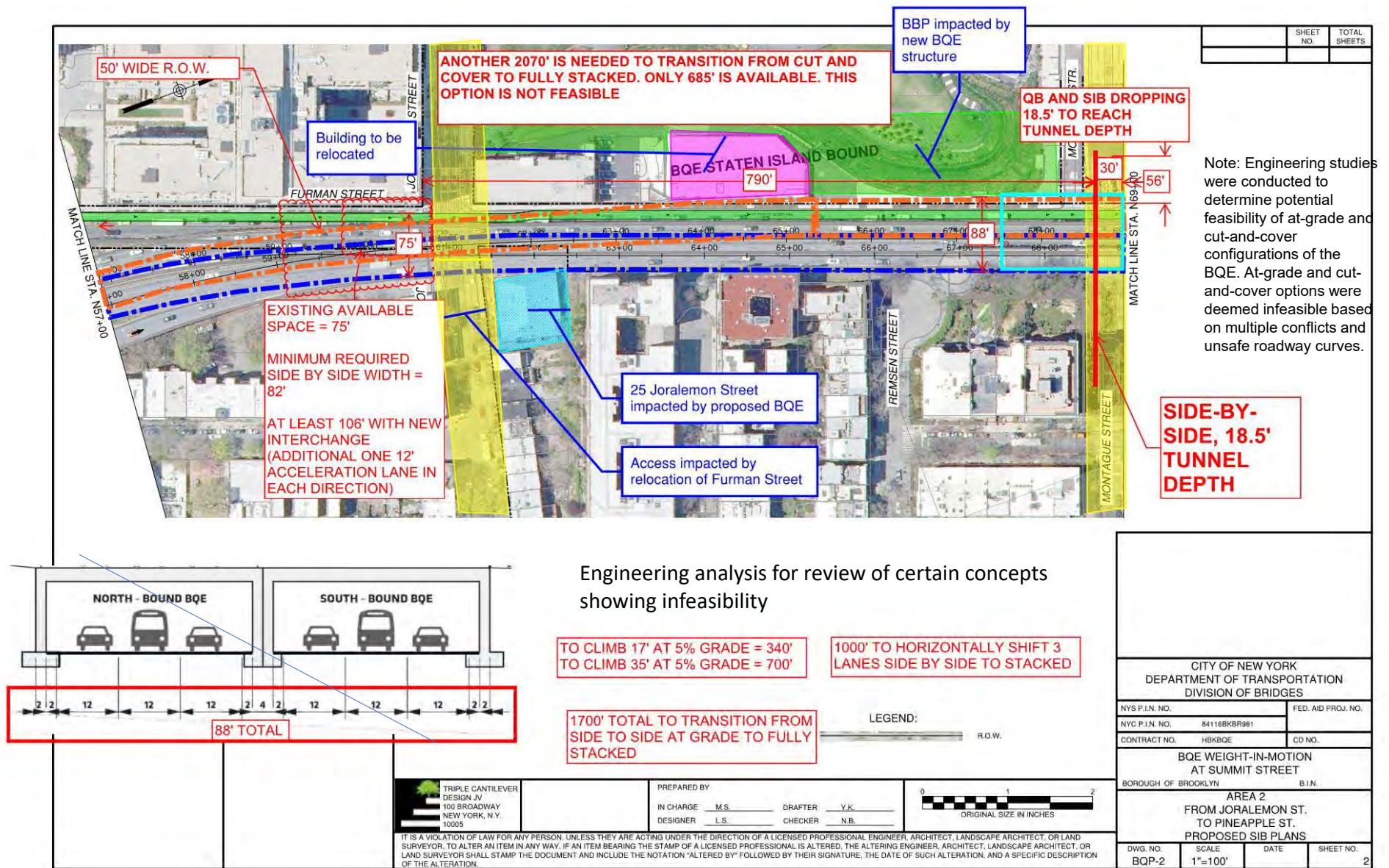


This option requires building a temporary structure that reroutes traffic off the BQE to allow the BQE to be under construction. Any bypass would take around one year to build and be in service for two to three years, with less time for shorter segments.

# Engineering Analysis



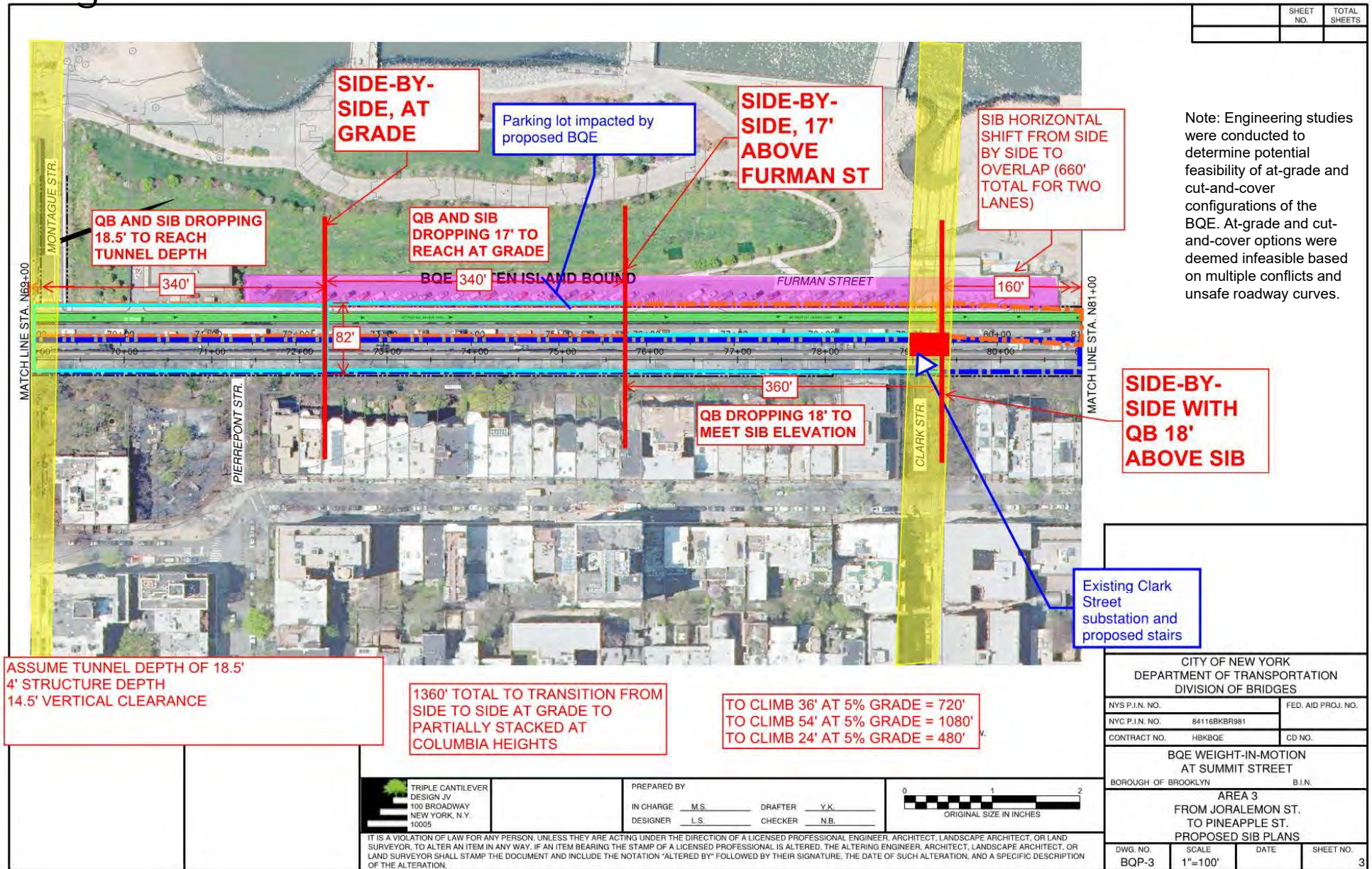
# Single Level Cut and Cover to At-Grade to Bi-level Transition



For Discussion Purposes Only – Subject to Change and Refinement



# Single Level Cut and Cover to At-Grade to Bi-level Transition

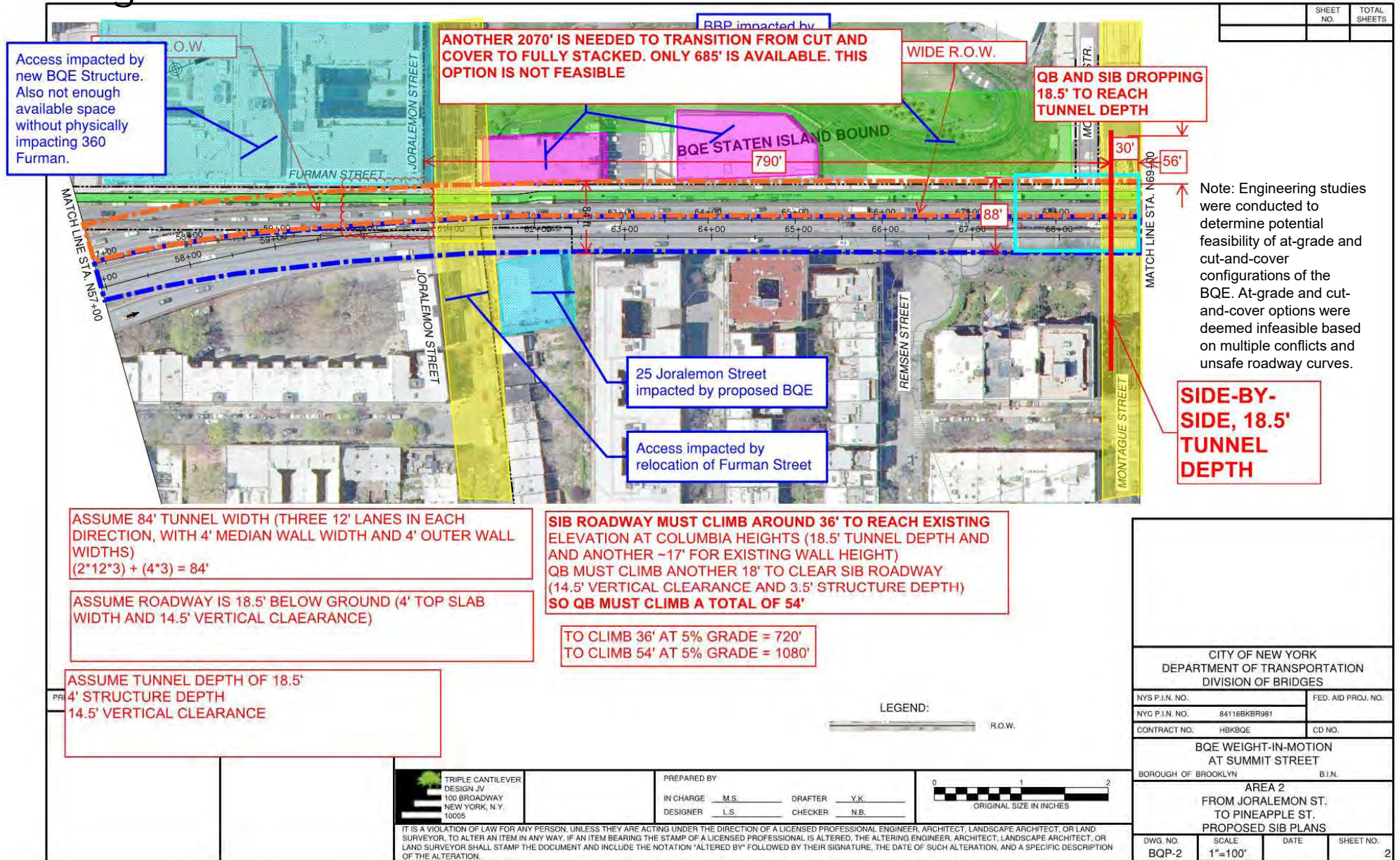


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# Single Level Cut and Cover to Bi-level Transition



For Discussion Purposes Only – Subject to Change and Refinement

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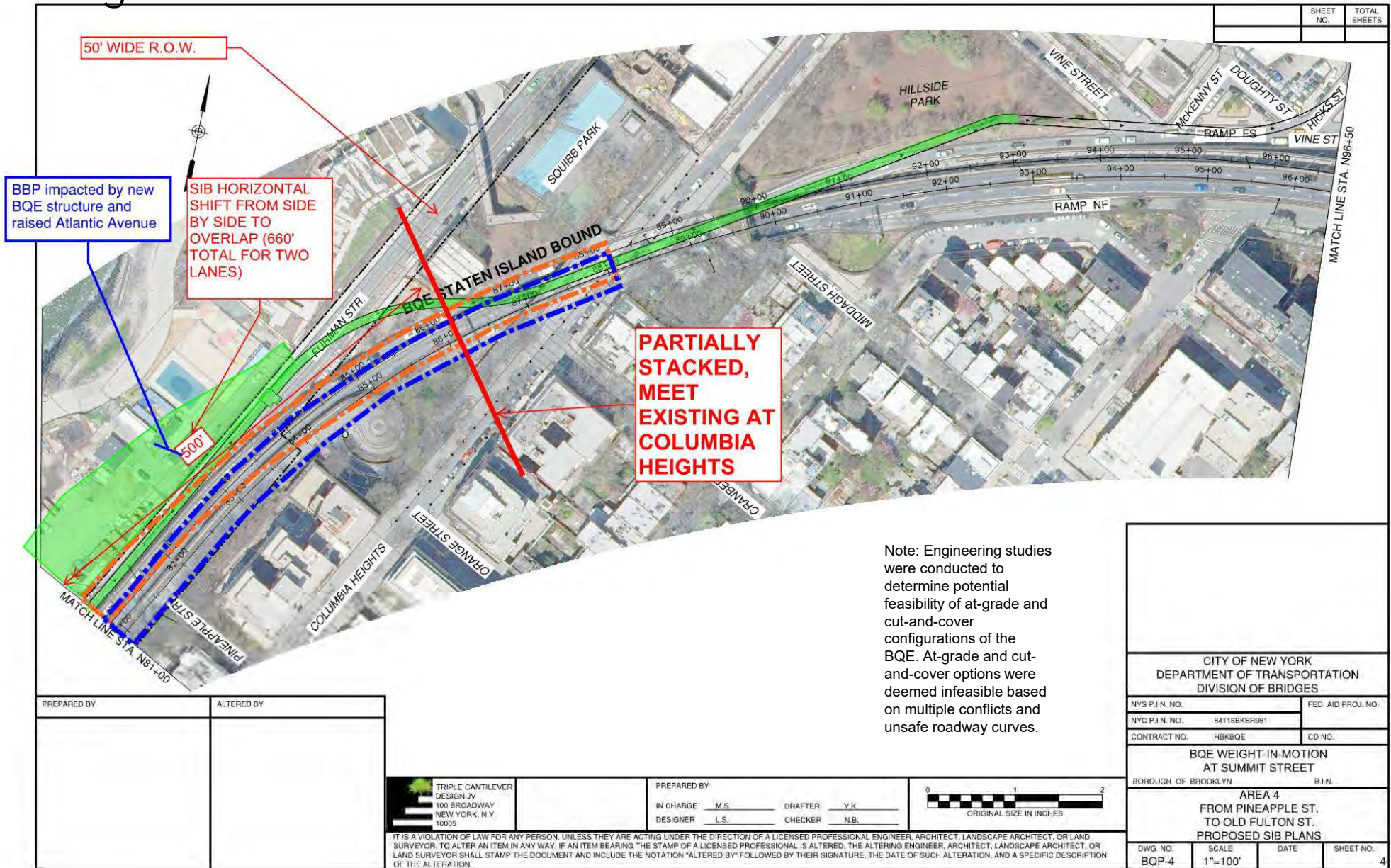


	SHEET NO.	TOTAL SHEETS





# Single Level Cut and Cover to Bi-level Transition

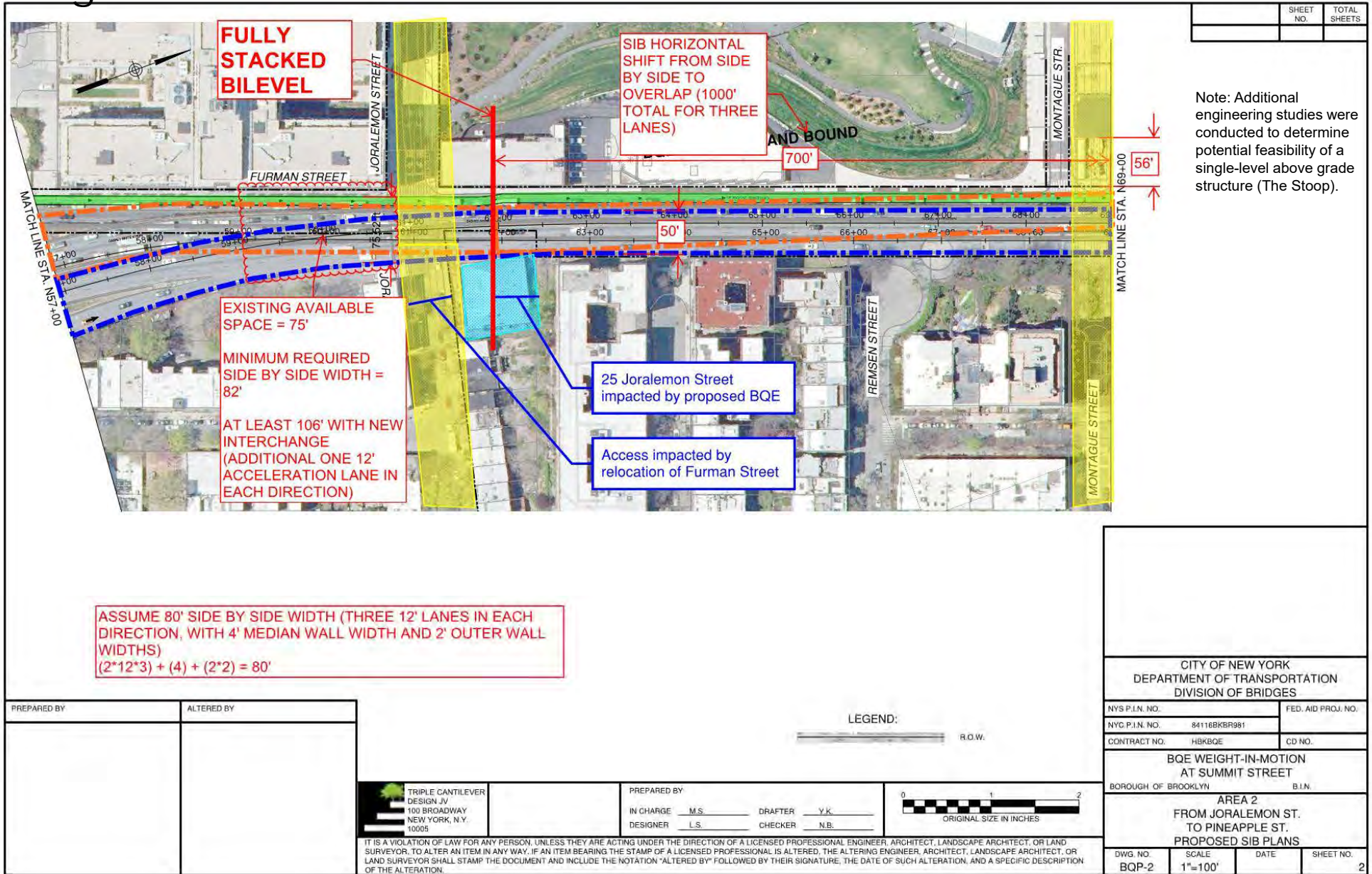


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# Single Level Viaduct to Stacked

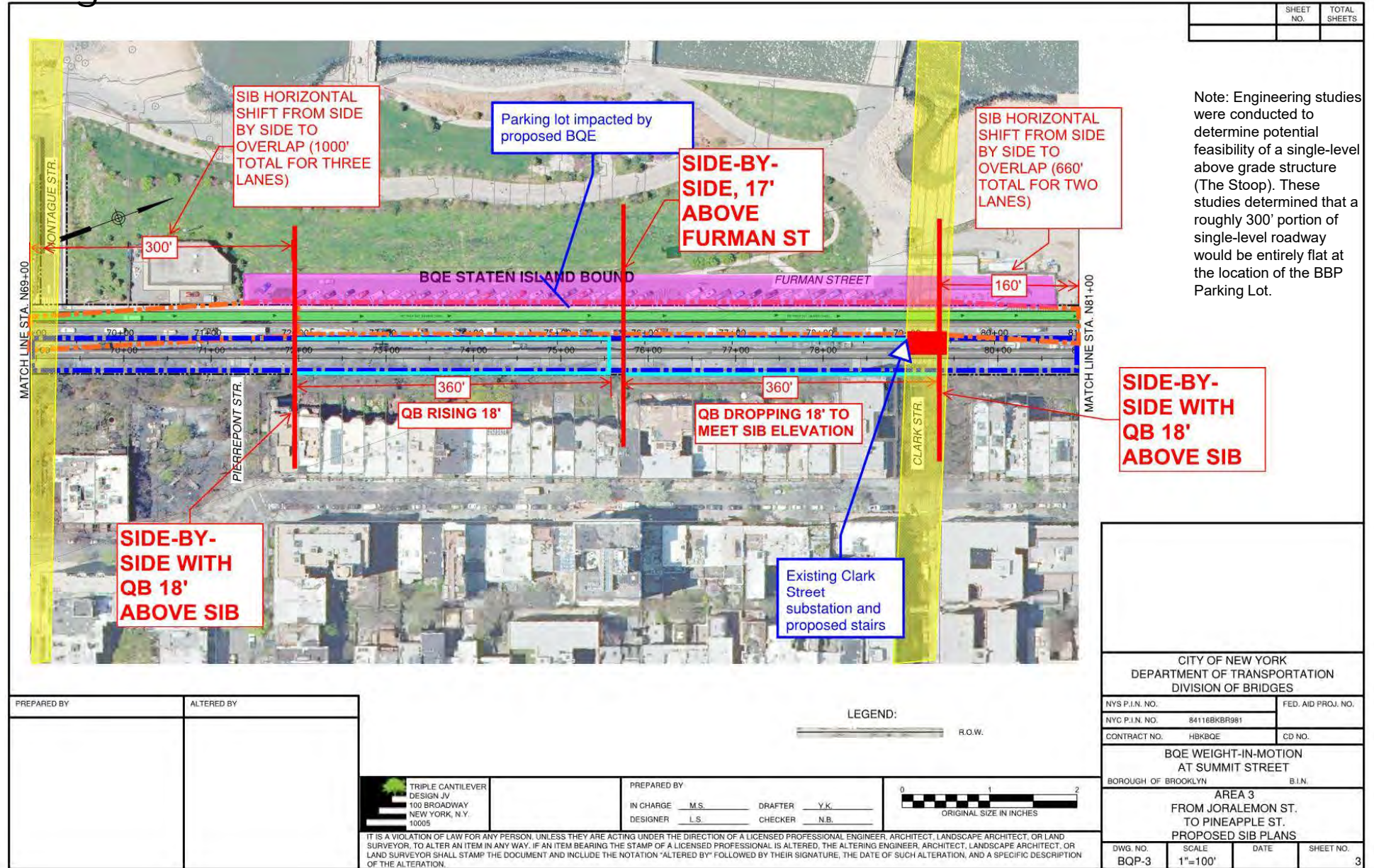


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# Single Level Viaduct to Stacked

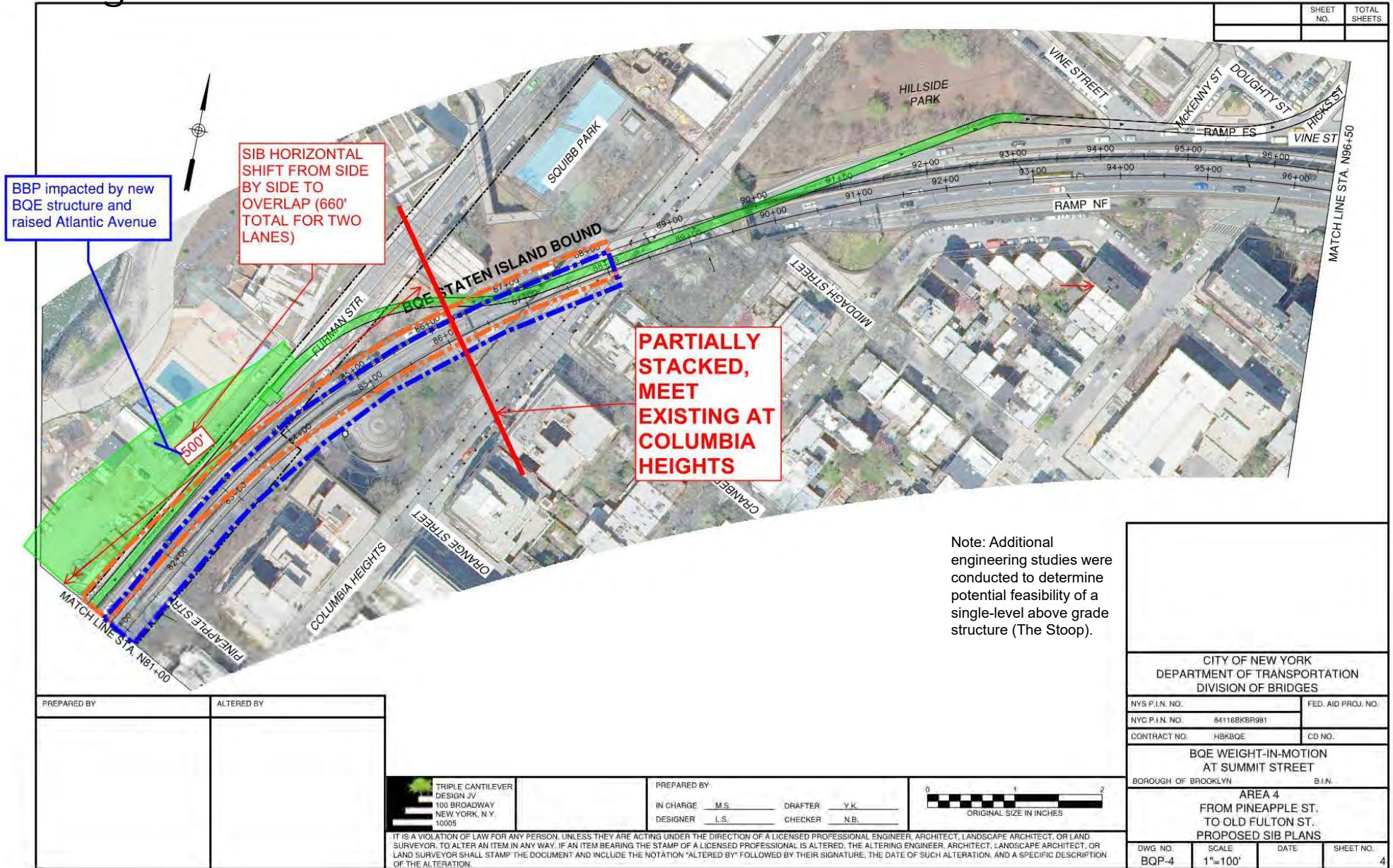


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# Single Level Viaduct to Stacked



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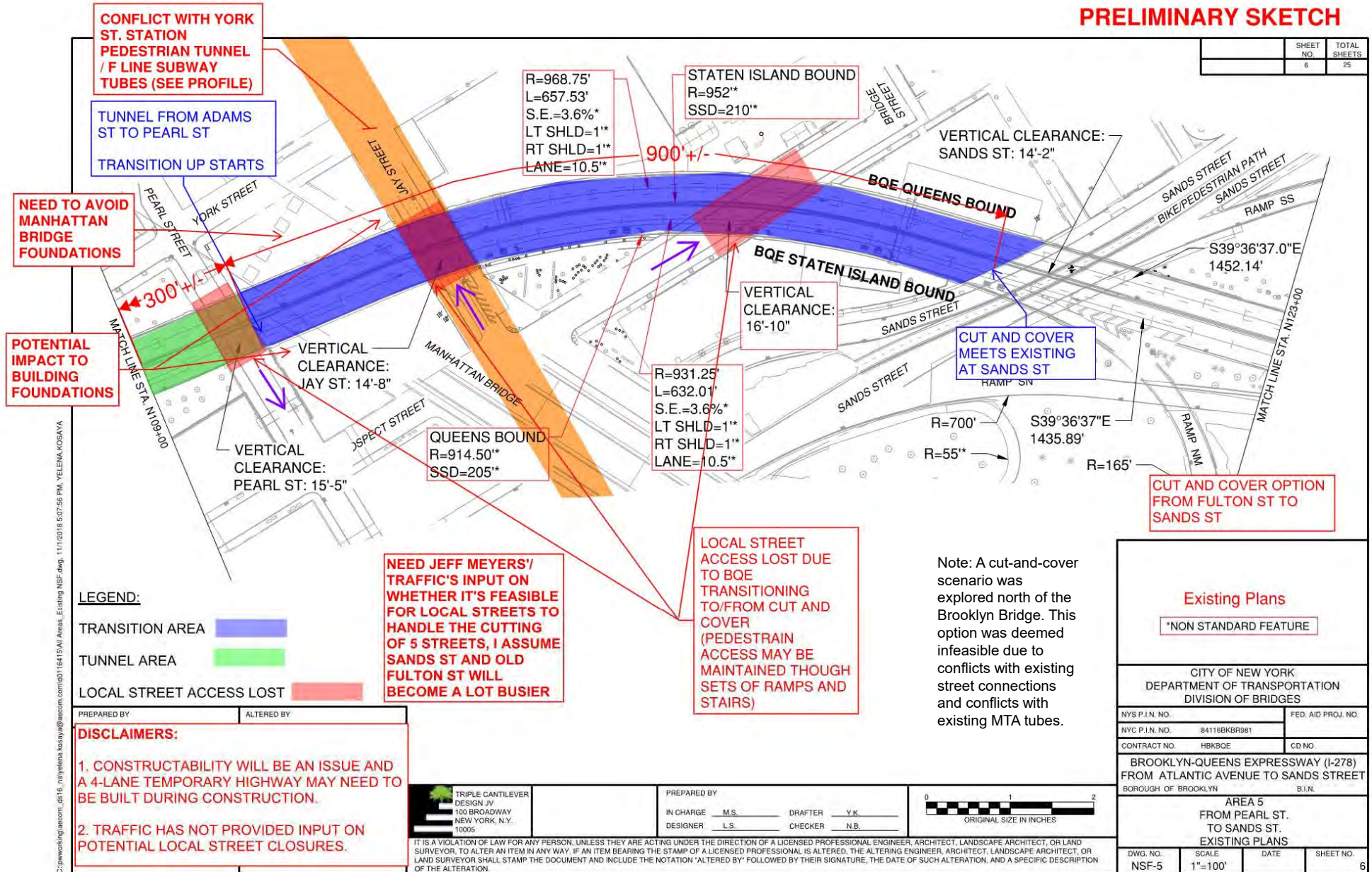
## PRELIMINARY SKETCH





# Dumbo Cut and Cover From Fulton to Sand St

## PRELIMINARY SKETCH



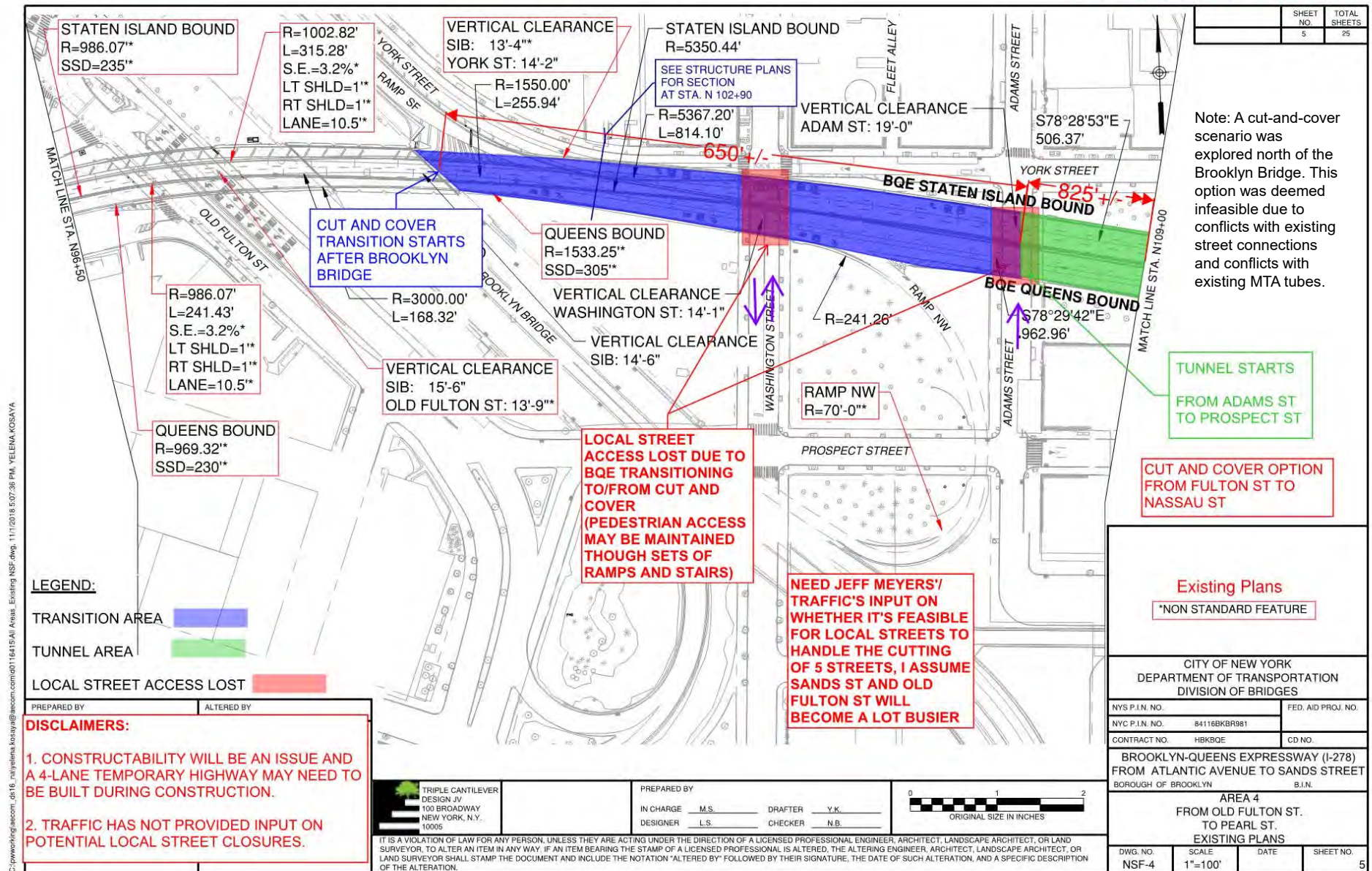
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# Dumbo Cut and Cover From Fulton to Nassau St

## PRELIMINARY SKETCH



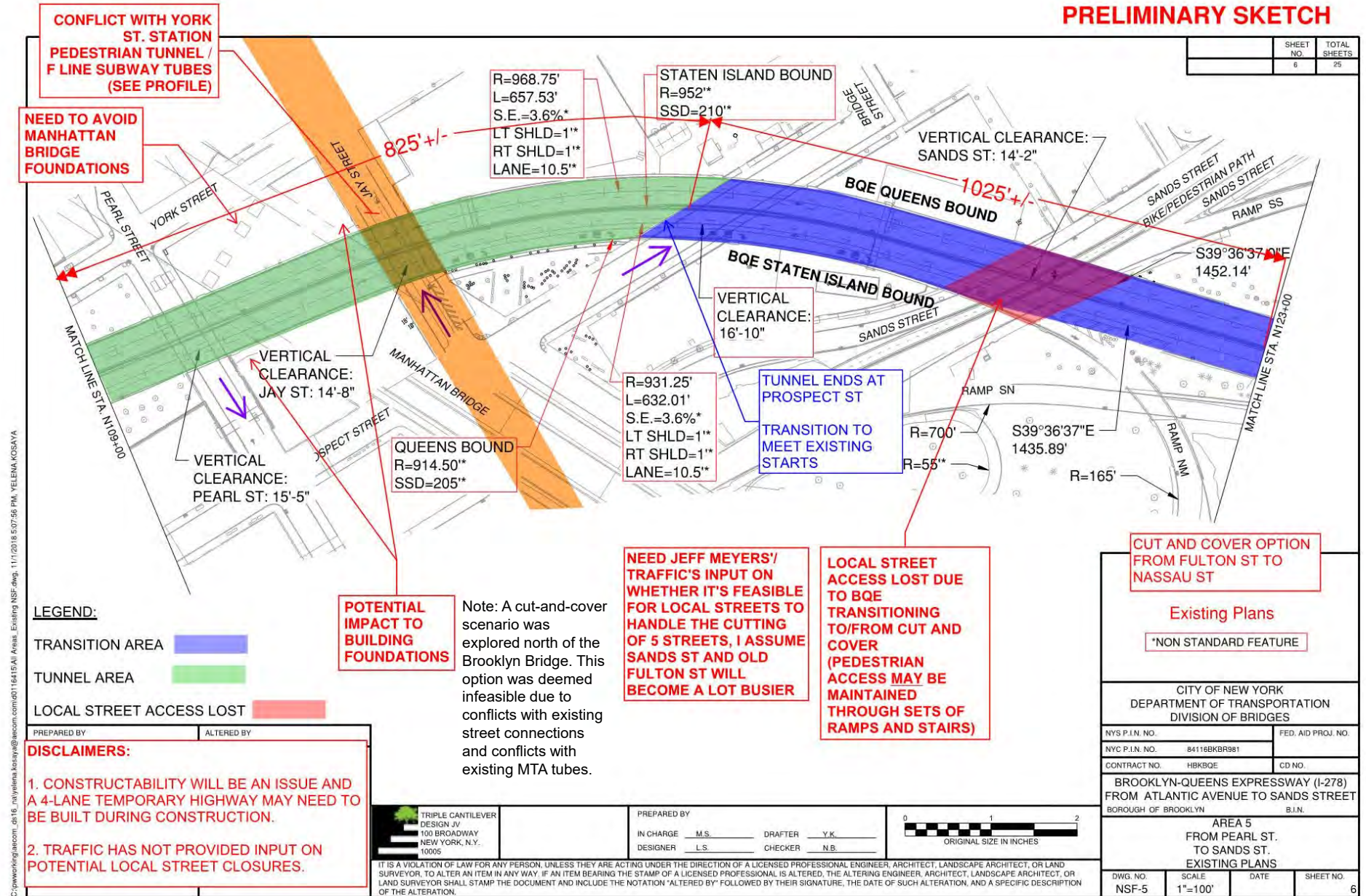
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# Dumbo Cut and Cover From Fulton to Nassau St

## PRELIMINARY SKETCH



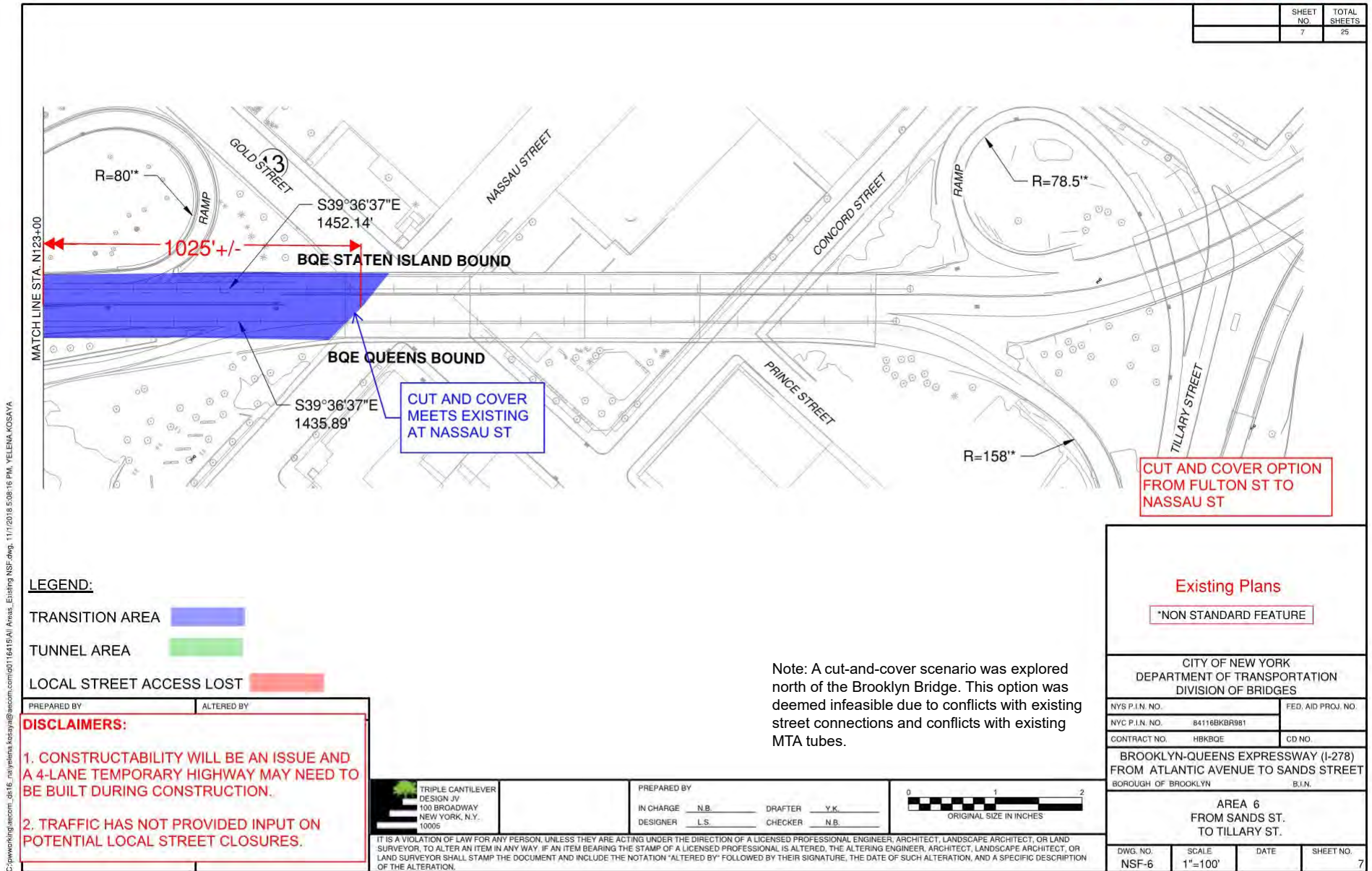
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# Dumbo Cut and Cover From Fulton to Nassau St

**PRELIMINARY SKETCH**



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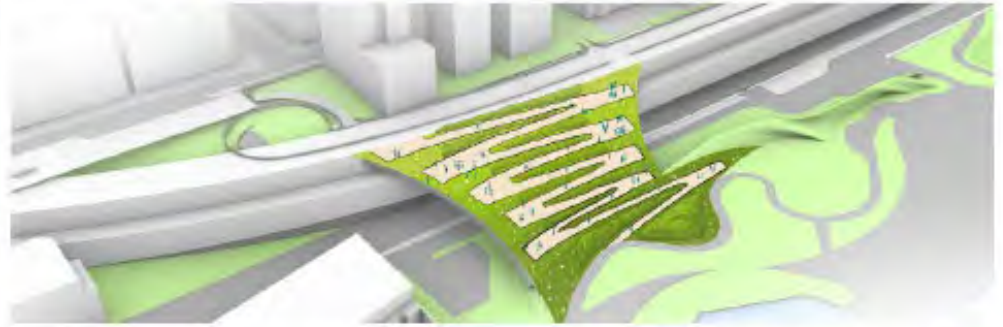
203

# Landscape Bridge Studies



# Land Bridge Options

Note: Additional “Landscape Bridge” concept studies explored opportunities for more vertical open space transition directly from the Promenade to the berms in Brooklyn Bridge Park. Further studies of these options are being explored.






# Transportation Network

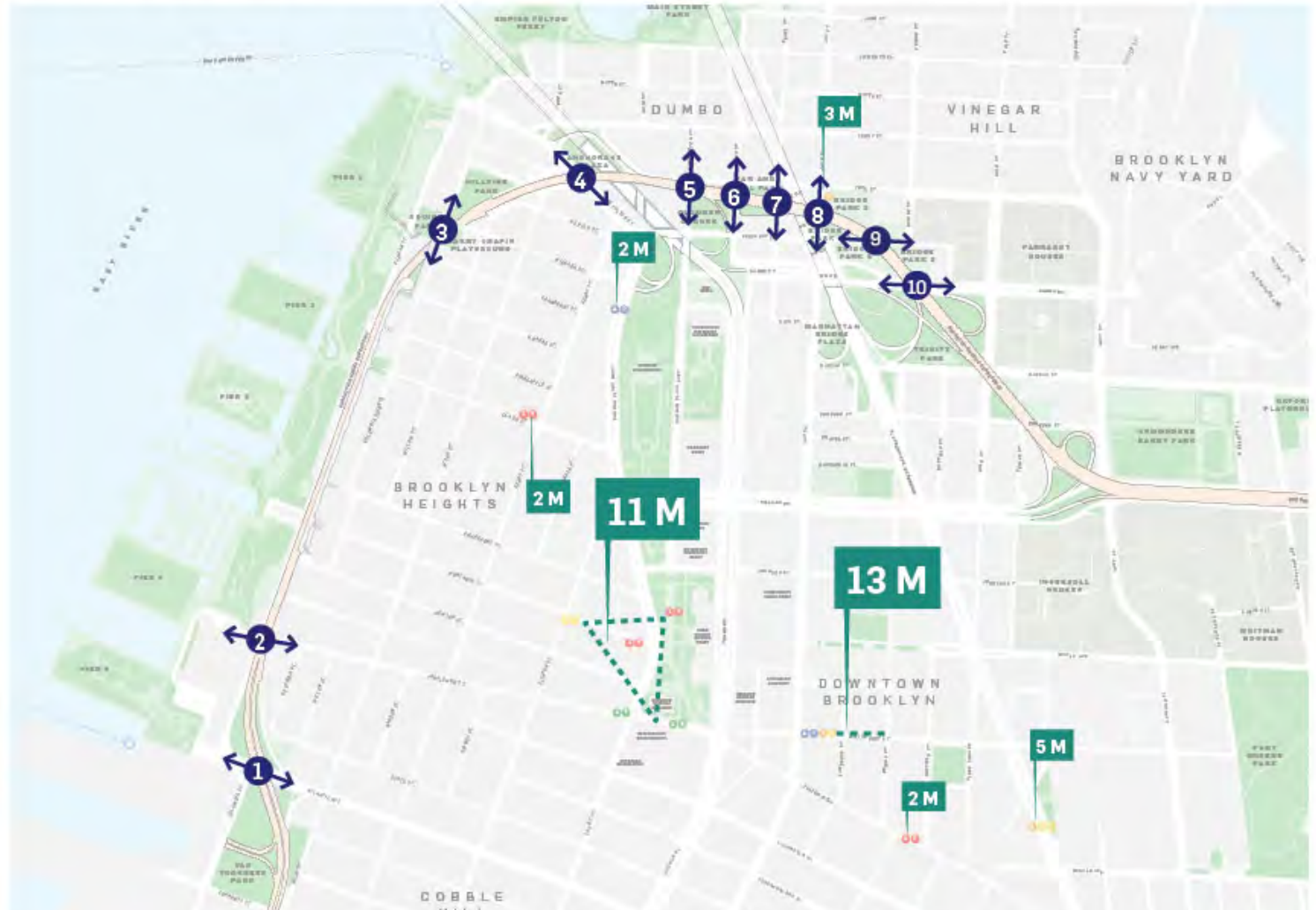


## Transit Ridership Per Station

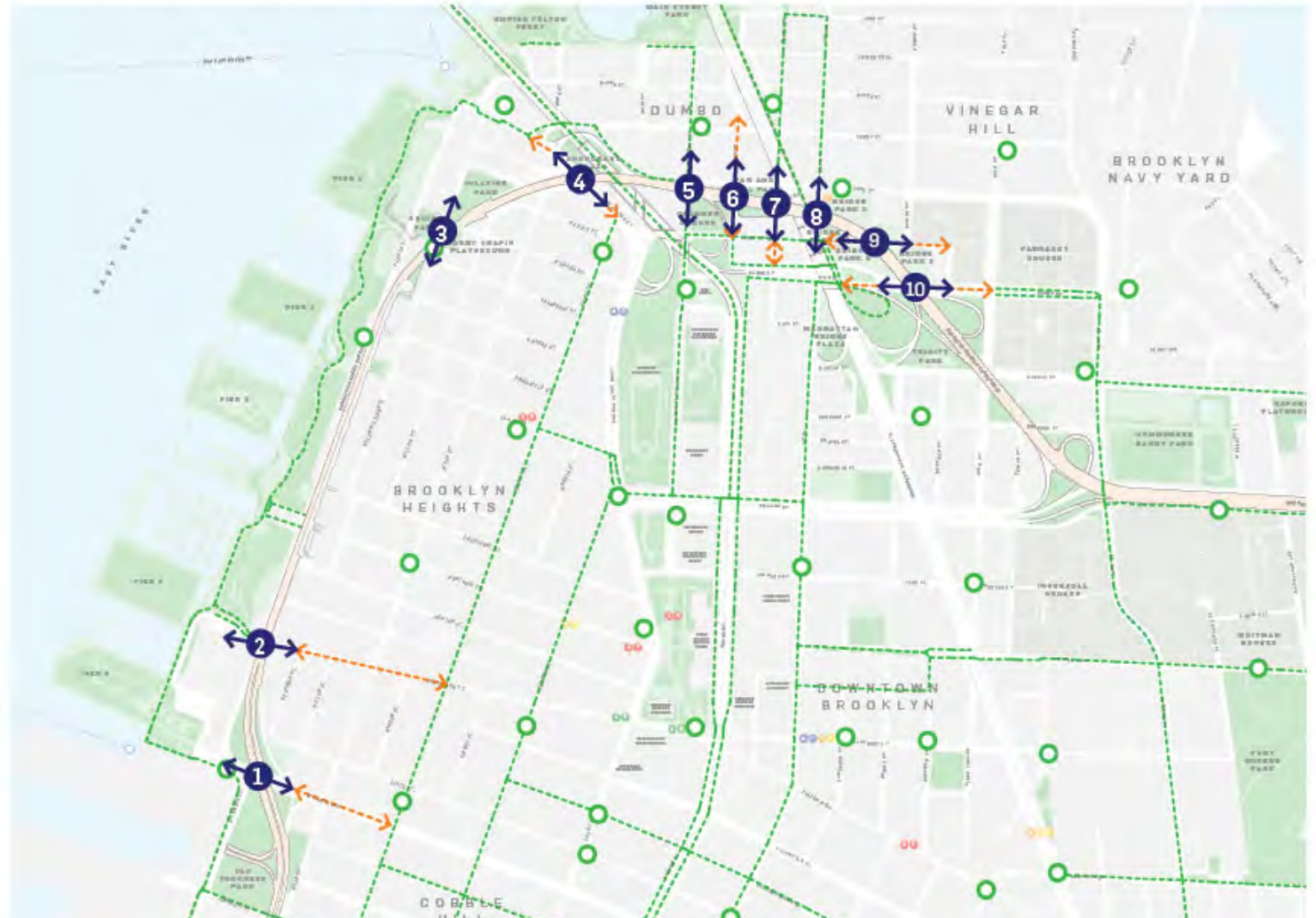
Unverified data, to  
be discussed in the  
future

### Legend

-  Existing BQE
-  Transit Ridership per Station
-  Existing Pedestrian Connections



## Bicycle Connections





## Bus Routes



## Transportation Network

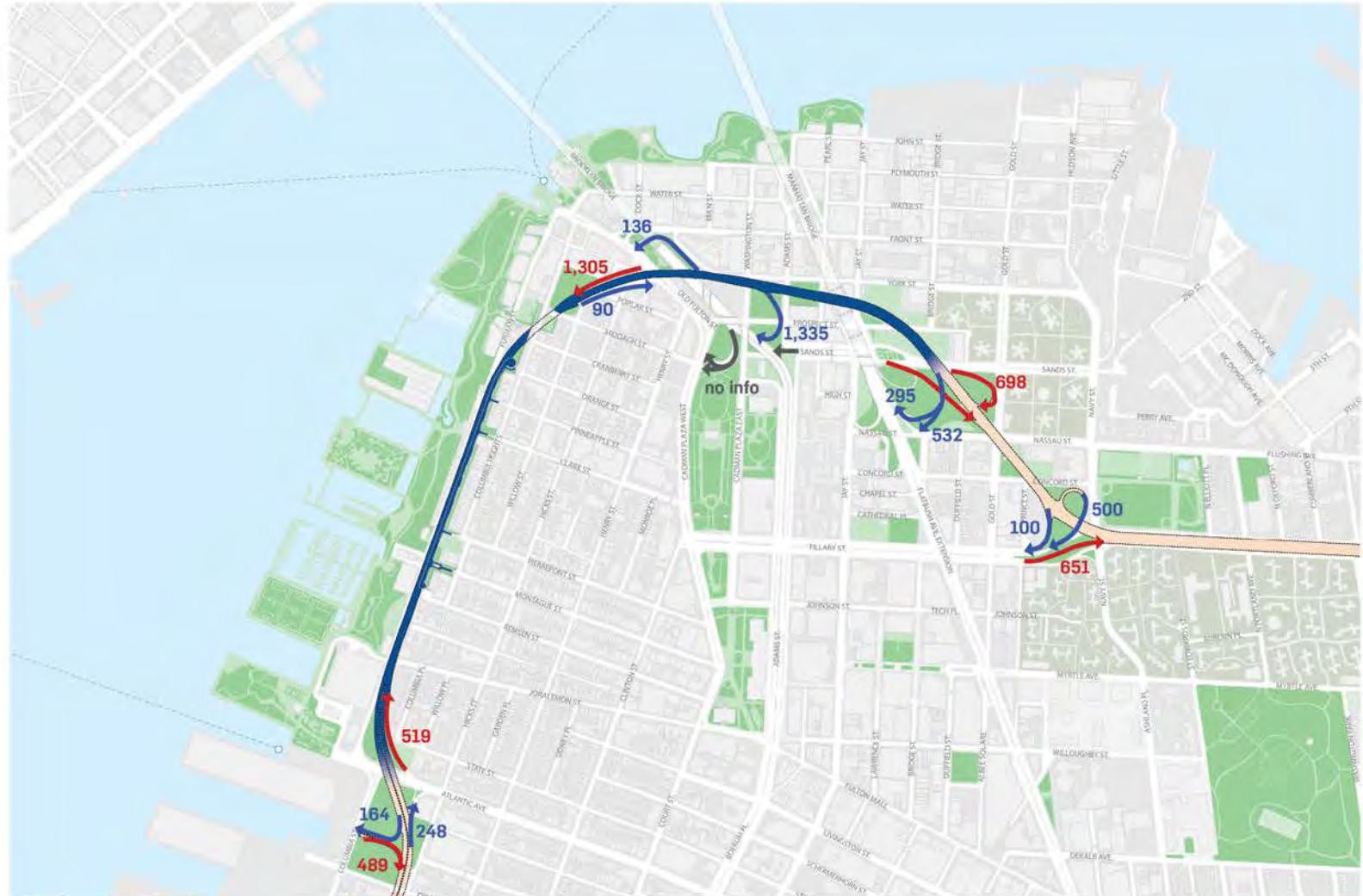
# BQE Network Level Traffic Volumes

Note: Traffic volumes reflect per hour vehicles for select on and off ramps from the BQE.

The Brooklyn Bridge off ramp at Cadman Plaza has approximately **[DOT TO PROVIDE]** vehicles exiting onto Cadman Plaza per hour.

**DOT TO CONFIRM**

Stale data to be discussed in the future with updated information



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Mayor Eric Adams  
Deputy Mayor Meera Joshi  
Commissioner Ydanis Rodriguez

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WXY | SCAPE | BIG | TRIPLE CANTILEVER DESIGN JV



## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Round 3 Meetings






# BQE Corridor Vision Workshop #3





**Corridor Vision**  
**BQE Central**

---

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner





**Refining The Vision**  
**BQE Central Workshop #3**  
Feb 28, 2023



# BQE Central Workshop #3

## Agenda

-  **1** Process Update
-  **2** What We Heard
-  **3** Design Concept Updates
-  **4** Questions & Answers
-  **5** Workshop Activity



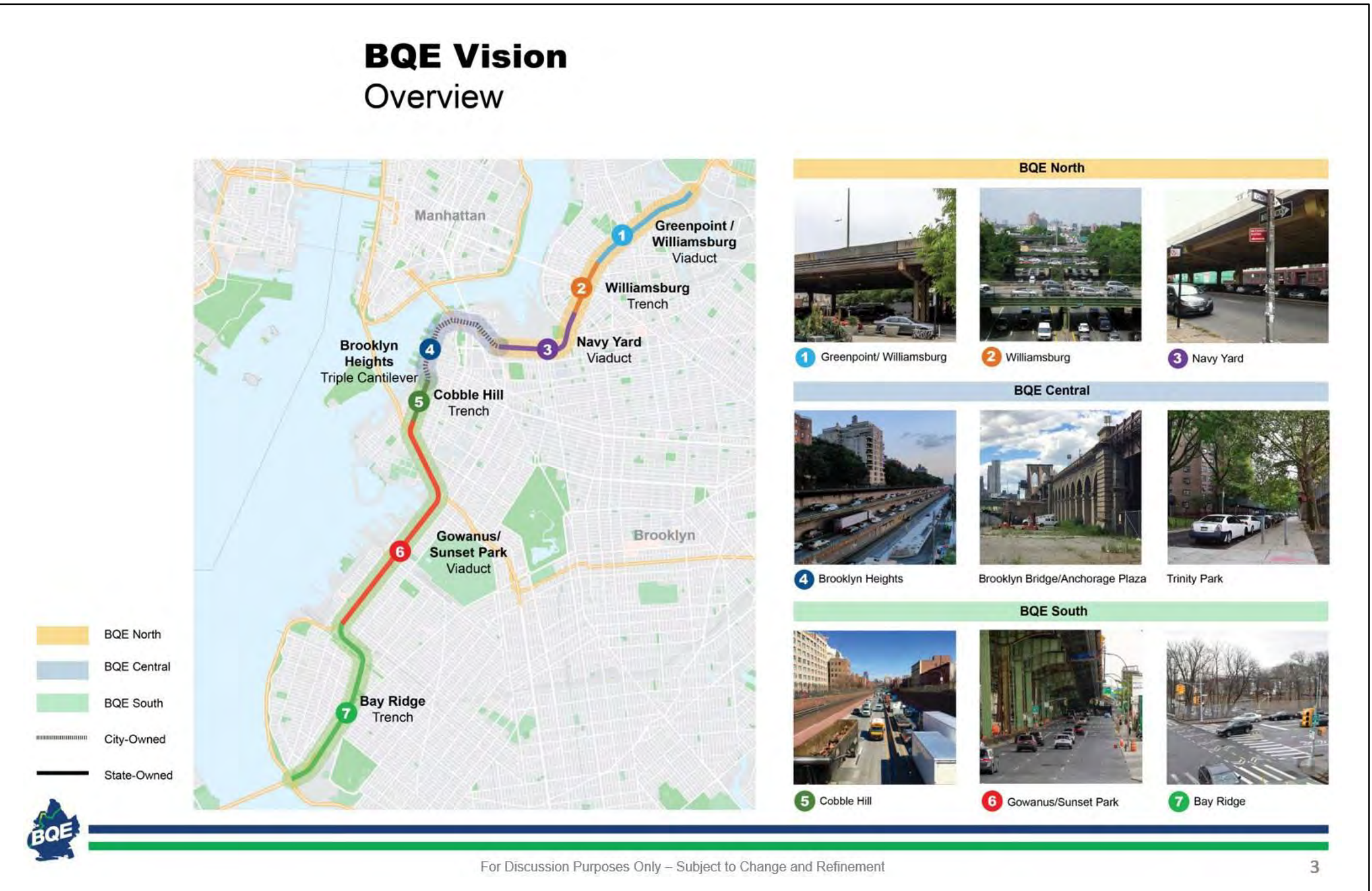
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# BQE Central Workshop #3

This administration is focused on pursuing a long-term fix for the city-owned portion of the BQE in Brooklyn, including the triple cantilever – highlighted here in dark blue (#4) – while taking a bold, corridor-wide approach to address the entire structure and reconnect communities throughout Brooklyn divided by this highway.





# BQE Central Workshop #3

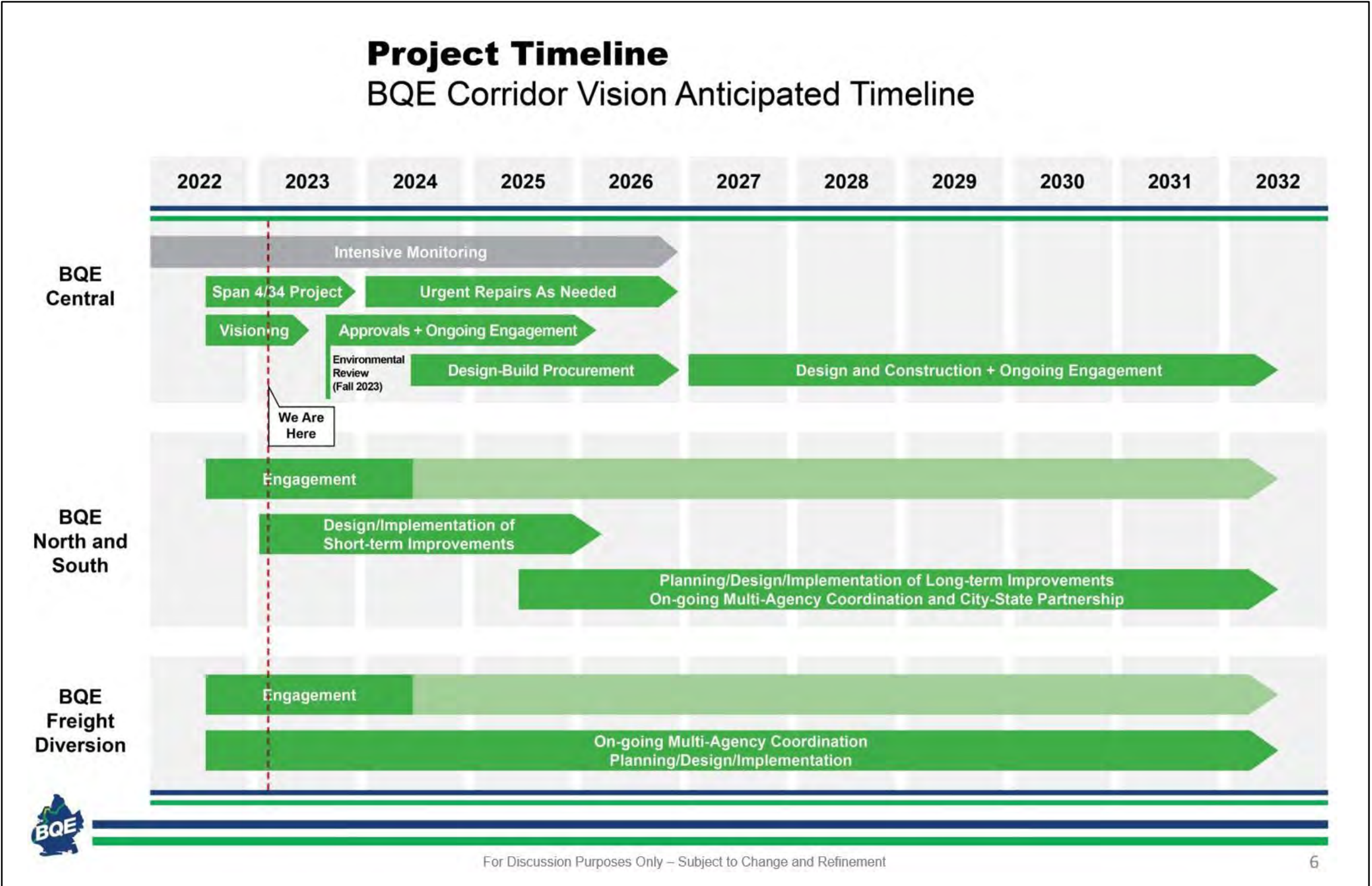




## Process Update

# 1

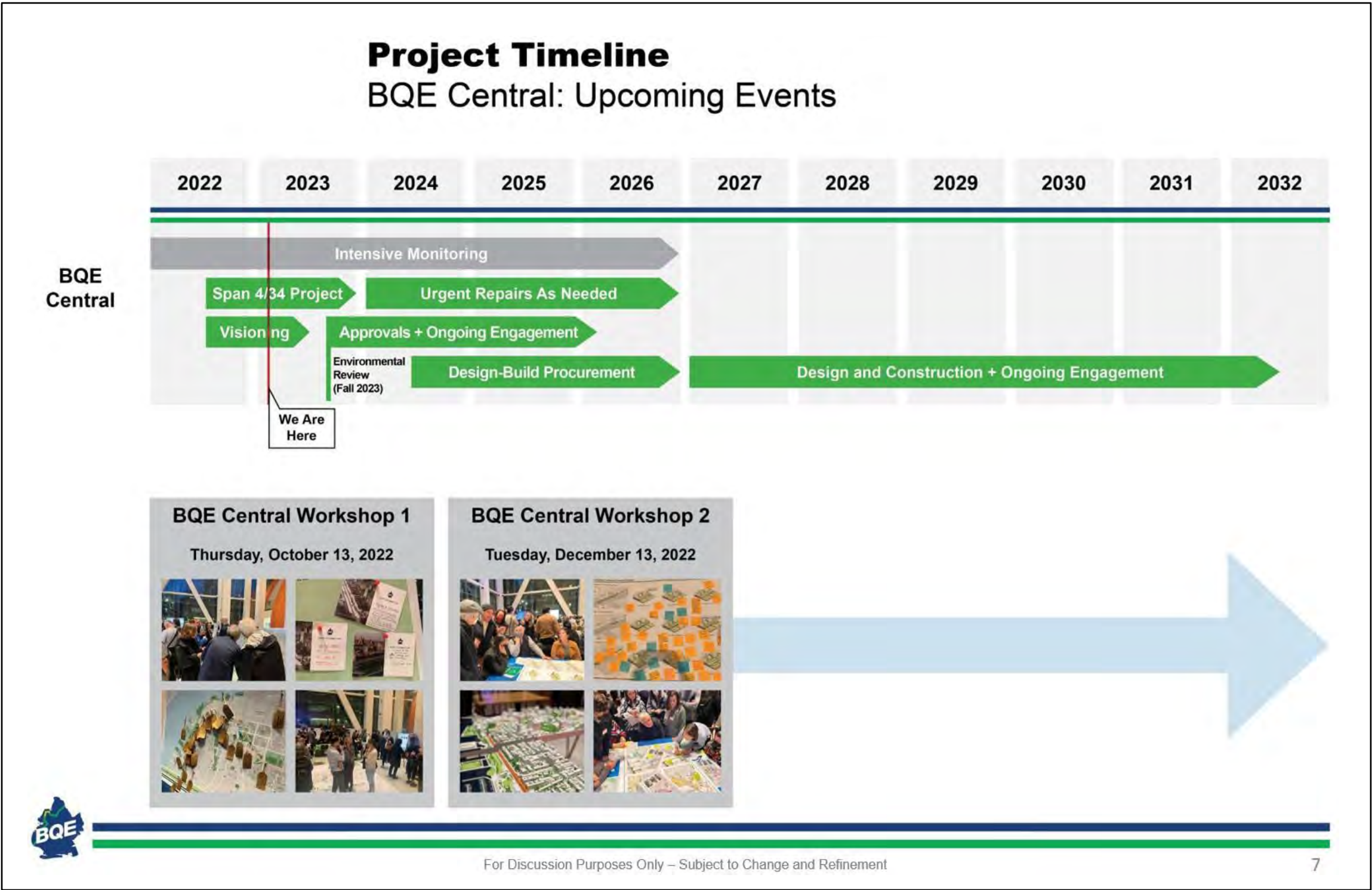
# BQE Central Workshop #3





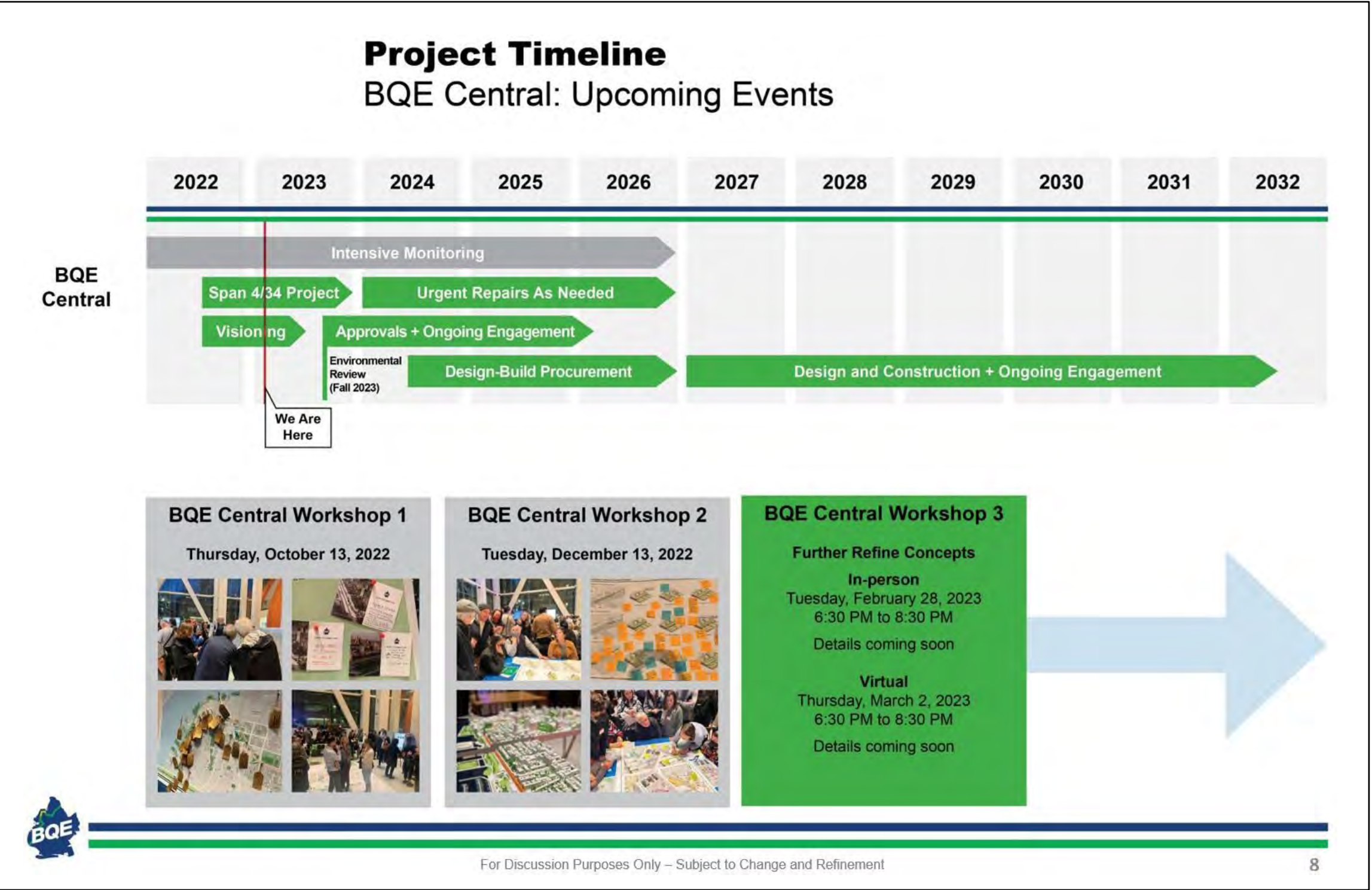
# BQE Central Workshop #3

We are on track with our BQE central engagement, having completed the first and second round of workshops and stakeholder meetings



# BQE Central Workshop #3

We are in our third round this week, the purpose of which is to share refined design ideas with the community. DOT will assess community feedback alongside other technical considerations and values underpinning our project focus to define the project options to move through environmental review.



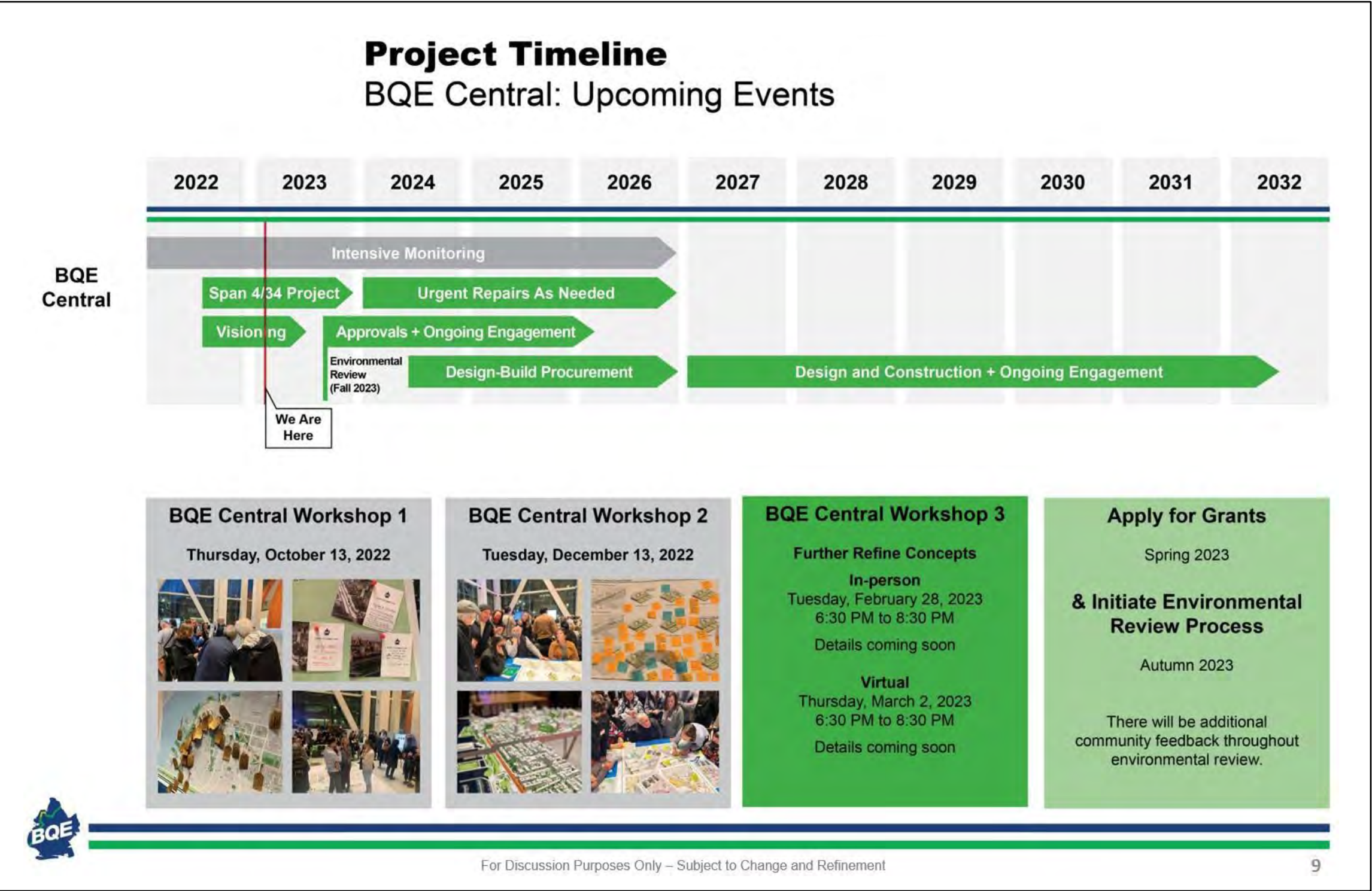


# BQE Central Workshop #3

DOT will study both two- and three-lane options for environmental review. This will require extensive traffic studies and modeling, and ongoing coordination with our state and federal partners, lengthening the amount of time we will need to prepare for environmental review.

The schedule will be adjusted by a few months: we anticipate environmental review will begin in Autumn of 2023 – a process through which there will be additional opportunities for community feedback – with finalization of design and construction beginning in early 2027.

NYC DOT will apply for federal infrastructure grants this year for BQE Central and we will pursue these funds with a competitive application.



# BQE Central Workshop #3

EIS Video

**Watch the “Corridor Vision BQE Central: Environmental Review Process” video at [youtu.be/YTUKSLE1dZ8](https://youtu.be/YTUKSLE1dZ8)**

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# BQE Central Workshop #3

A summary of focus group findings can be found at [nyc.gov/bqe](http://nyc.gov/bqe)

## Who's Involved?



### Community Visioning Council

... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice, and transportation advocates



### Community Partners

... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity



### Topical Working Groups

... Facilitate Focused Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

## Local, State, & Federal Agencies



Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration



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# BQE Central Workshop #3

## Community Partners Update



The Community Partners Program includes  
**18 Community-Based Organizations**

In addition to English, Partners have ability to do  
**Engagement in 23 Languages/Dialects**

Albanian, Arabic, Bengali/Bangla,  
Chinese (Cantonese, Fujianese, Taishanese/Toishanese),  
Mandarin, German, Hebrew, Hungarian,  
Indigenous languages (K'iche, Mixteco/Tu'Savi, Nahuatl, Mije),  
Italian, Korean, Polish, Russian, Spanish, Tajik, Urdu, Uzbek, Yiddish

Partner events began in January, and we anticipate  
**Over 55 Activities to Occur by Mid-March**

Activities include listening sessions, workshops, walking tours, surveying,  
pop-ups/tabling, virtual workshops, learning circles, open houses

Partners are **Providing Equitable Access** to the process through  
support like: child care, real-time translation, transportation support, visual  
iconography, and other approaches to meet people where they are



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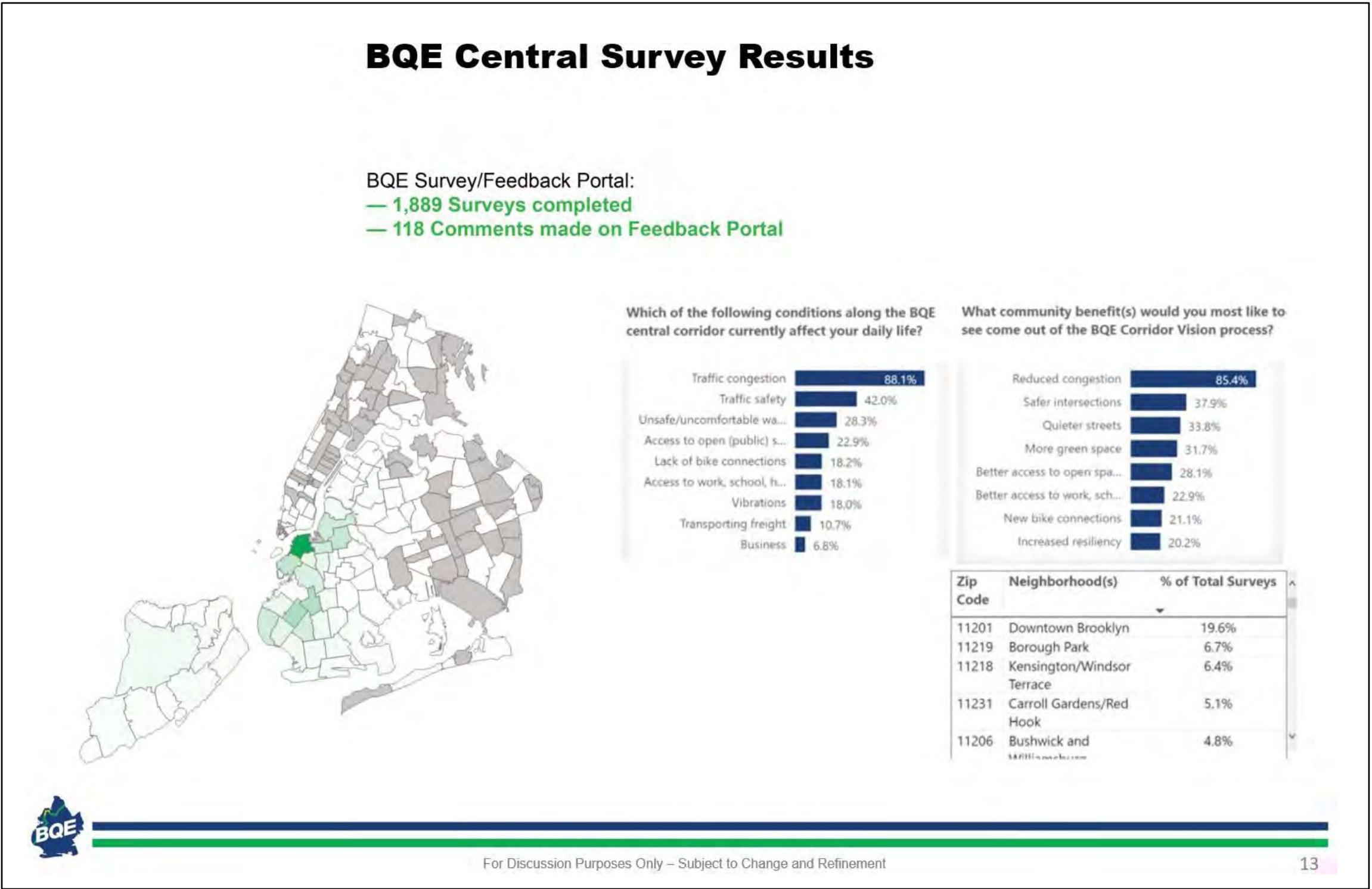




# BQE Central Workshop #3

From mid-December to mid-January, DOT conducted a survey about BQE Central and nearly 1,900 people responded. The majority of respondents who took the survey expressed concerns about traffic congestion and traffic safety, along with significant questions and concerns about bike and pedestrian safety, noise and air pollution, and resiliency. For example:

- i. 16% focused on prioritizing mode-shift through bike and pedestrian enhancements or removing the highway;
- ii. 34% mentioned bringing the third lane back as a top priority;
- iii. 30% cited traffic congestion as a major problem in this portion of the BQE.



## What We Heard

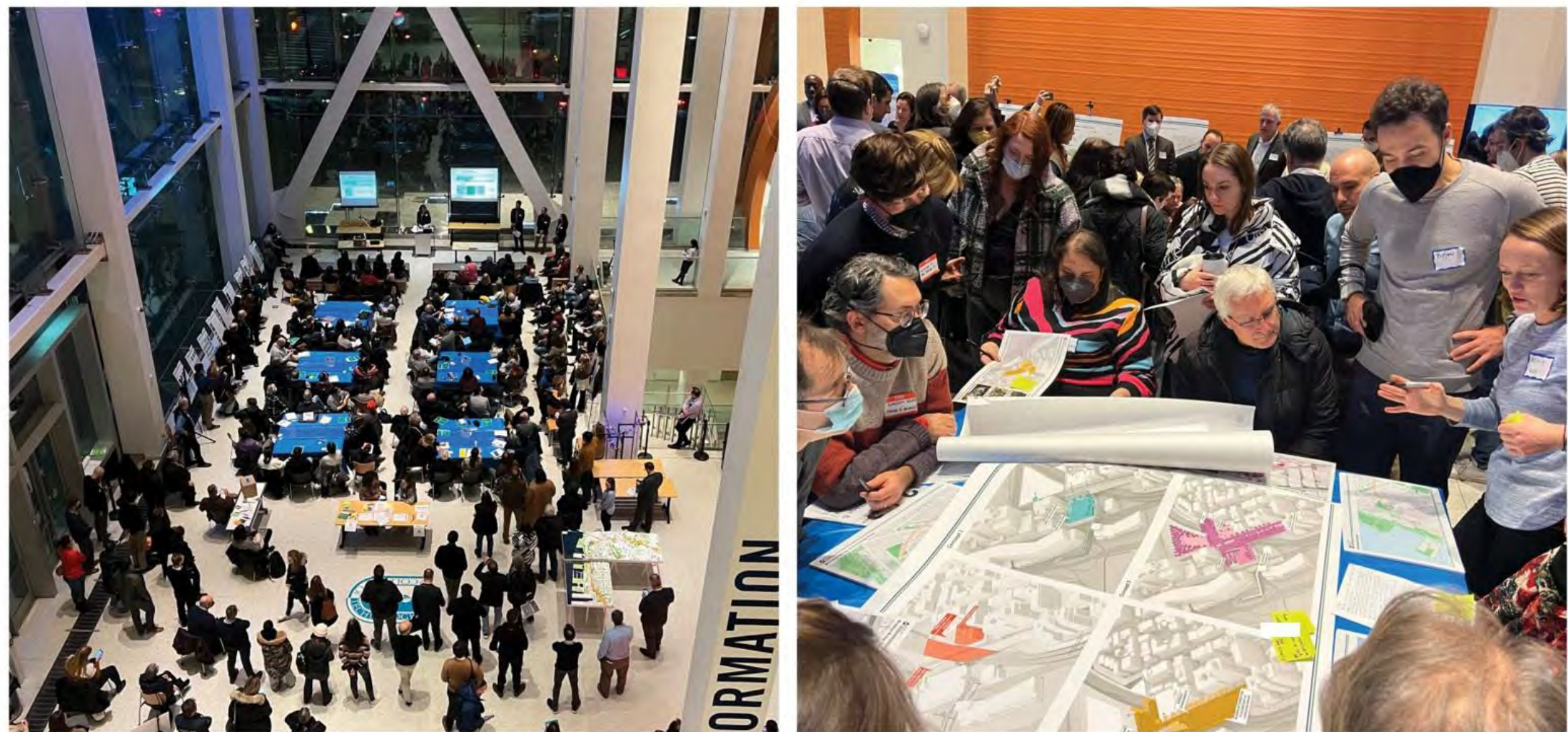
2



# BQE Central Workshop #3

In December, ~500 people participated in an in-person and virtual meeting for Round 2 to help us shape the vision and provide feedback on a menu of ideas for BQE Central.

## What We Heard December 2022 – Round 2 Workshop



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# BQE Central Workshop #3

## What We Heard

### Citywide Considerations Relevant to BQE Planning



Better **organize regional freight movement**, potentially through increased nighttime and maritime freight utilization



**Reduce vehicle miles traveled overall** with emphasis on reducing the prevalence of trucks and truck routes in environmental justice communities



Ensure that **construction impacts are well-communicated**, with emphasis on reducing impacts to small businesses



**Maintenance planning** should be central to any and all investments



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# BQE Central Workshop #3

- i. The overall potential roadway width and the number of lanes possible for BQE Central
- ii. How the project affirms and supports the City's climate adaptation strategy
- iii. How we as a city and you as stakeholders in this process can support a transparent decision-making process that clearly illustrates trade-offs
- iv. And how this project reflects an equitable and balanced approach to planning and investment throughout the Brooklyn corridor and the city more broadly.

## What We Heard Key Questions & Concerns



**Roadway Width and  
Number of Lanes**



**Climate Adaptation  
Strategy**



**Trade-offs and  
Decision-making  
Process**



**Equity in Planning  
and Investment**



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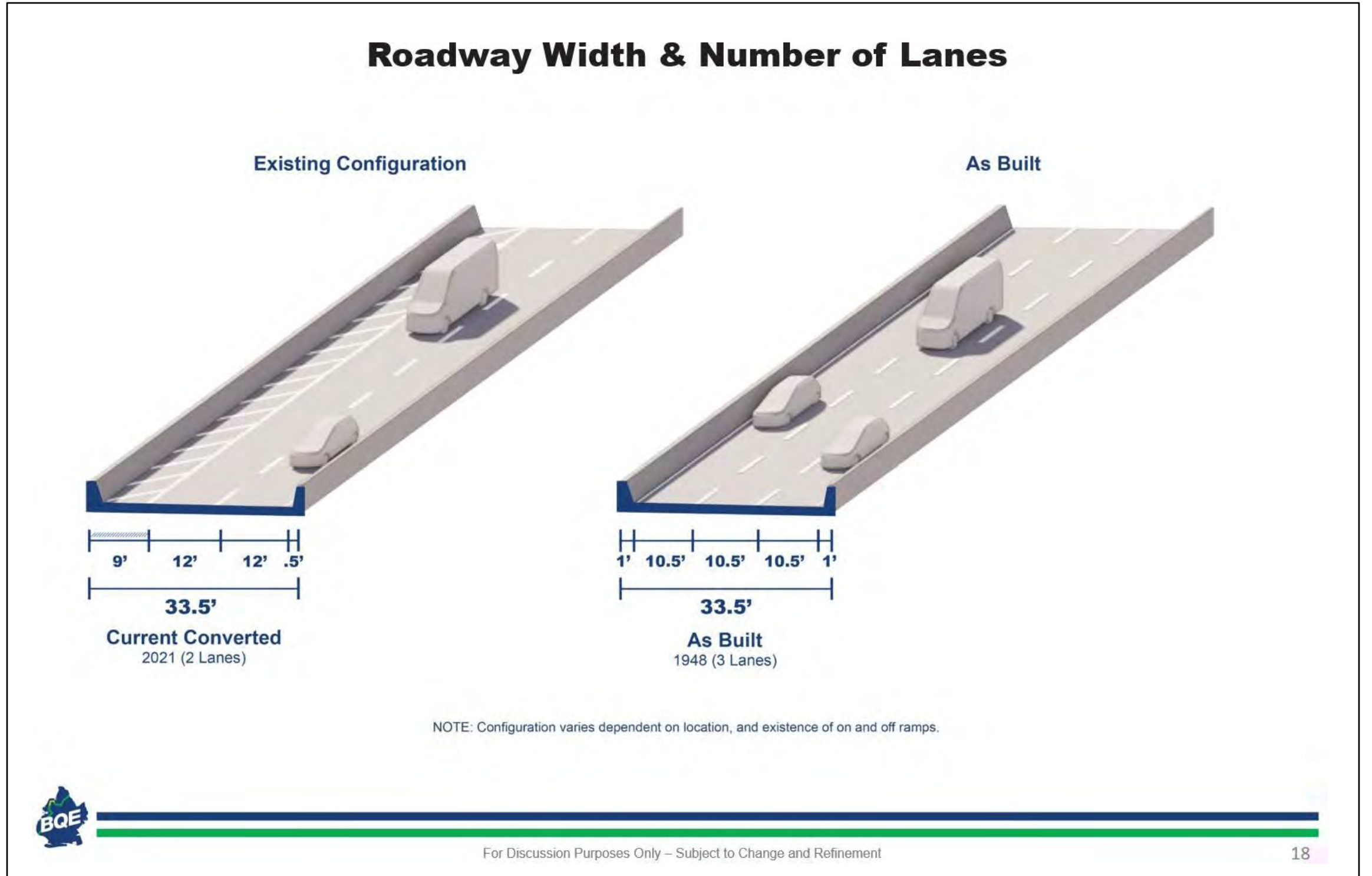
# BQE Central Workshop #3

At Workshop 2, DOT presented concepts that represented a roadway width of approximately 40 feet and had 2 travel lanes and a shoulder (roadway width in one direction, Staten Island bound or Queens bound)

When the BQE was built in 1948, parkways and early highways were built to the applicable standards of the time (now considered substandard highway design elements). This includes 10.5' lanes, merging conditions and other features that over time, have presented unsafe and uncomfortable driving conditions.

While older roadways in New York City retain these substandard features today, when roadways are rebuilt, the current standard lane width of 12', plus shoulders, is typically required.

Note: after the two-lane conversion, data comparing traffic speeds in 2021 and 2022 show significantly decreased traffic speeds on the highway and in most surrounding neighborhoods – some up to 30-50% slower – including in neighborhoods not adjacent to BQE Central. Bus speeds on local routes also declined by 5-10% compared to 2019. This degree of decreased speeds was not seen in most neighborhoods across the City during this time period, despite a citywide trend towards increased personal vehicle use and e-commerce





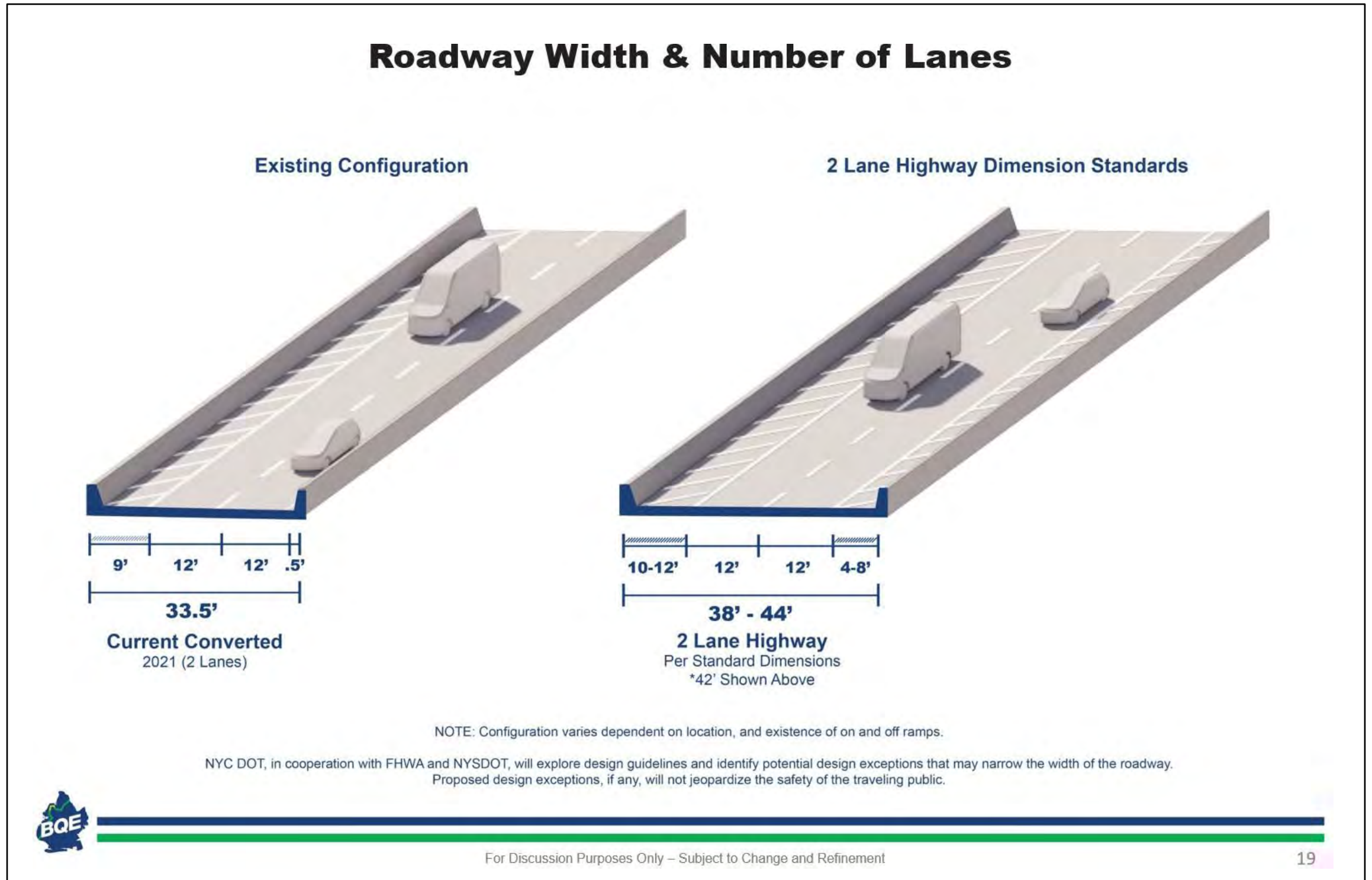
# BQE Central Workshop #3

DOT will evaluate the potential for either a 2-lane roadway built to modern safety standards or a 3-lane roadway built to modern safety standards.

In the 2-lane configuration, in addition to two 12' lanes, DOT would propose shoulders on the inside and outside for safety, resulting in a 38-44' roadway along with appropriate provisions for merging for traffic from the ramps

There is a range of 38-44' because the two shoulders at federal standard width add up to 20', but the City could pursue deviations from the Federal Highway Administration to allow narrower shoulders.

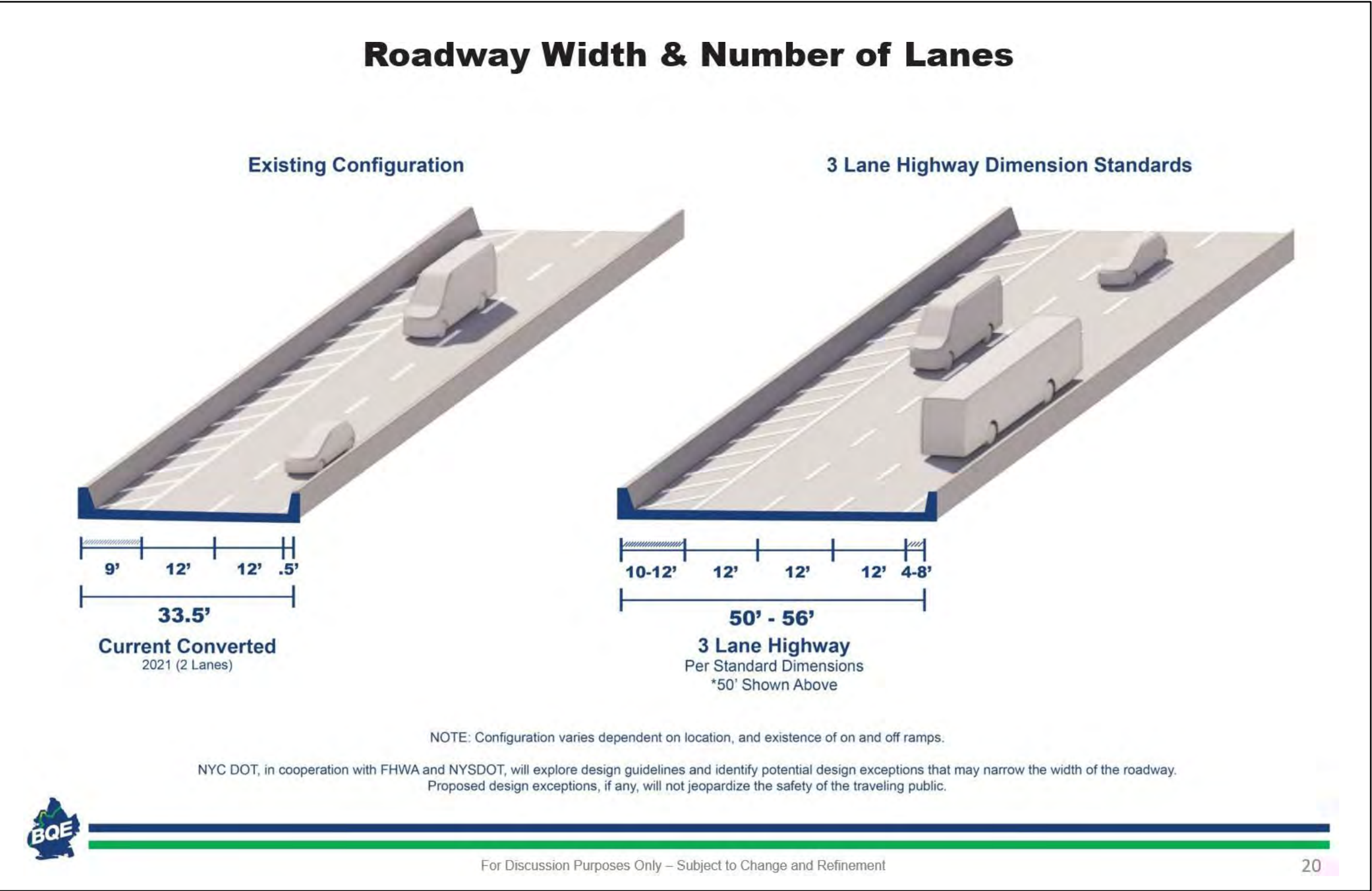
In the traffic analysis this spring and summer, DOT will also assess the upstream and downstream impacts of diverted traffic on other communities.



# BQE Central Workshop #3

In a 3-lane configuration, there would be three, 12-foot lanes with shoulders on both sides, resulting in a 50'-56' roadway (maximum 20' shoulders).

In both cases, due to frequent on-and-off ramps, the BQE will have different characteristics at different points along the corridor.



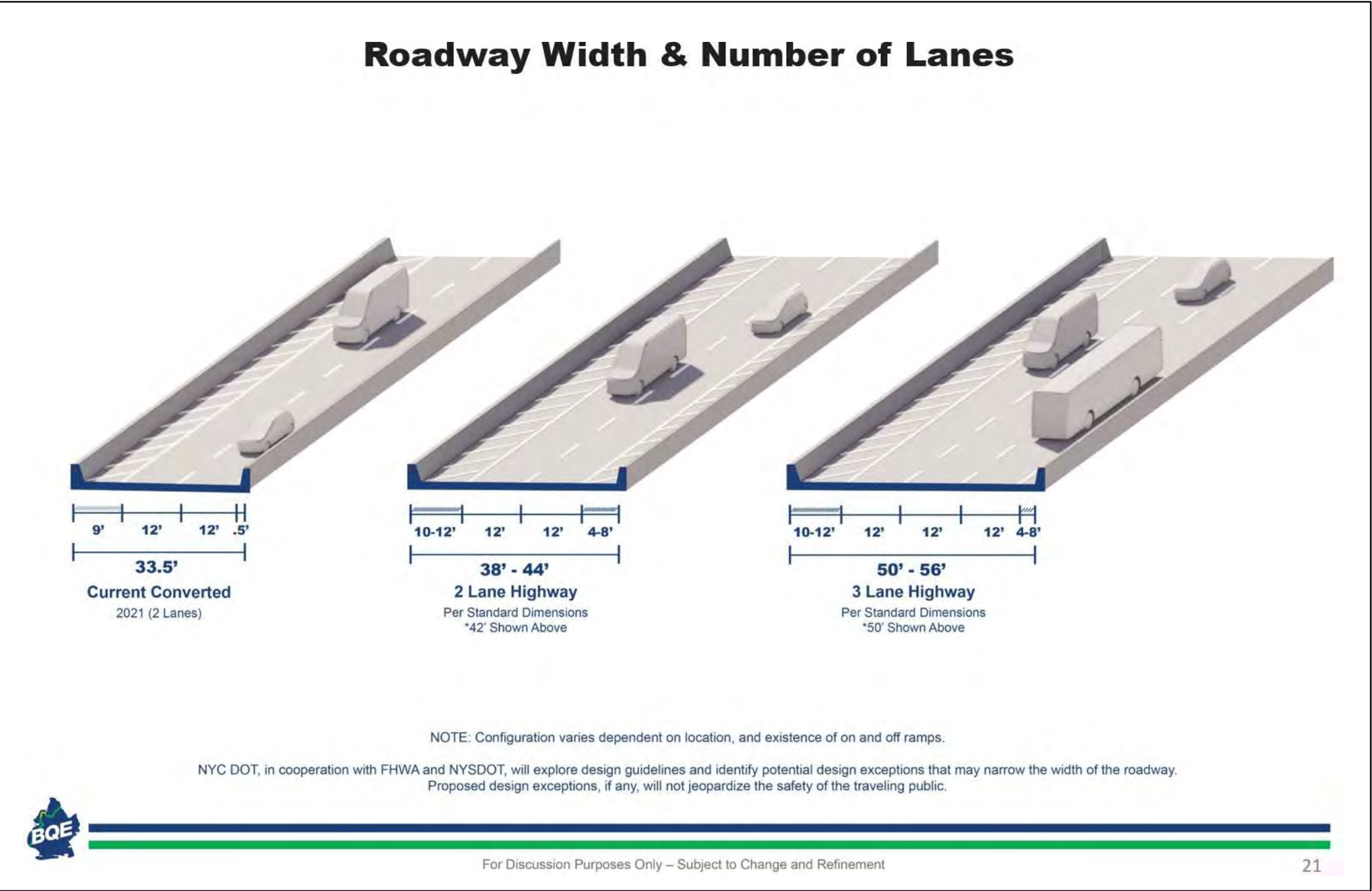


# BQE Central Workshop #3

The specific width of the roadway is something that cannot be predetermined in this process and will require State and federal approval and input in accordance with safety standards

All of the concepts shown work in both a 2 and 3 lane configuration, but are illustrated as a 2 lane, 40' roadway, as in the last workshop.

DOT is prioritizing safety within this project, although we must remain flexible in certain constrained locations where there is limited potential to increase the width, such as when the BQE goes under the Brooklyn Bridge.



# BQE Central Workshop #3

DOT is required to study current traffic demand and potential demand in the future. We will incorporate known plans into our analysis, such as congestion pricing, to assess how a two-lane or three lane capacity meets the needed demand through the project limits. This will also help us to understand the potential resulting effects now and in the future, across the entire BQE corridor in Brooklyn.

In coordination with the NYS Department of Transportation and Federal Highway Administration, NYCDOT is developing the study requirements, and the final decision about this section of interstate will be made with our state and federal partners through the environmental review process, anticipated to begin as early as Fall 2023.

## 2 and 3 Lane Traffic Analysis

NYC DOT is **committed to studying both 2 and 3 lane** configurations

The study will begin in **Spring/Summer 2023**

**EIS** is expected to begin in **Fall 2023**

**All concepts presented work with both 2 and 3 lane** configurations



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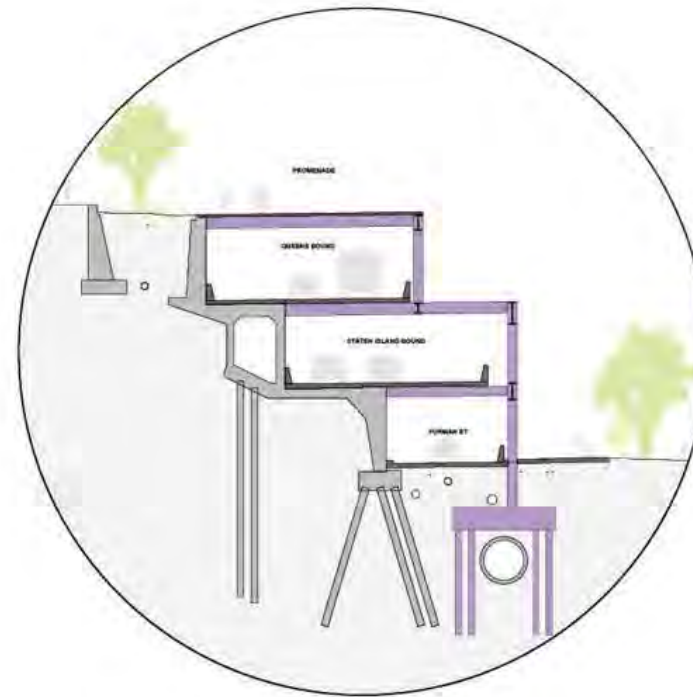


# BQE Central Workshop #3

A partial replacement approach would maintain the existing retaining walls of the Triple Cantilever, but create a new frame structure in conjunction with repairs to the retaining walls to increase the lifespan of the structure. This means construction would have lesser implications for adjacent properties, but also do less to mitigate the vibrations they currently experience. This approach also reduces the flexibility in how the framed structure is configured.

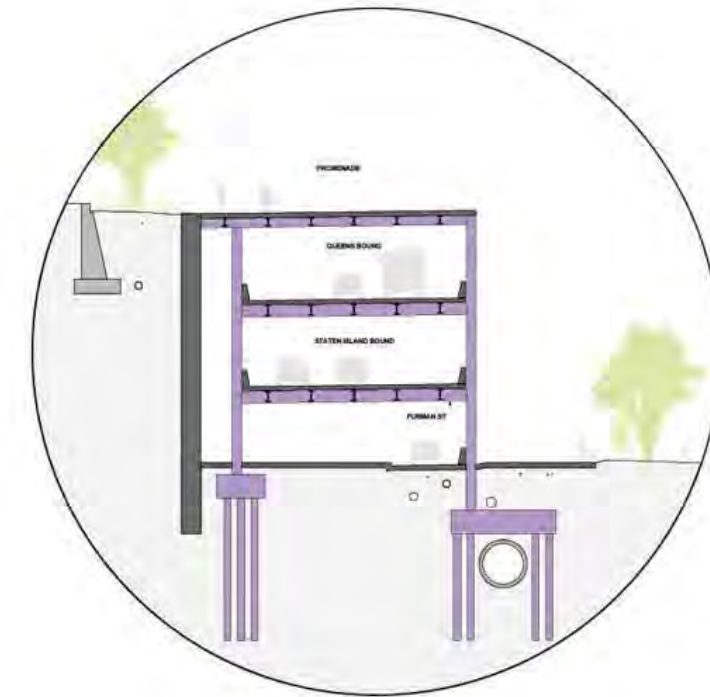
A full replacement approach would replace the existing retaining walls, resulting in a completely separated roadway structure from the wall supporting the bluff, likely doing more to mitigate vibrations in surrounding communities. This also allows greater flexibility for a new structure.

## Partial vs Full Replacement



### Partial Replacement

New highway structure constructed on portion of selectively demolished existing BQE structure  
Maintains existing retaining wall



### Full Replacement

Existing BQE highway structure entirely removed and replaced with new structure  
Retaining wall replaced



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# BQE Central Workshop #3

Either option – Diversion or Bypass – could be applied to portions of BQE Central, but would not necessarily need to be uniform throughout.

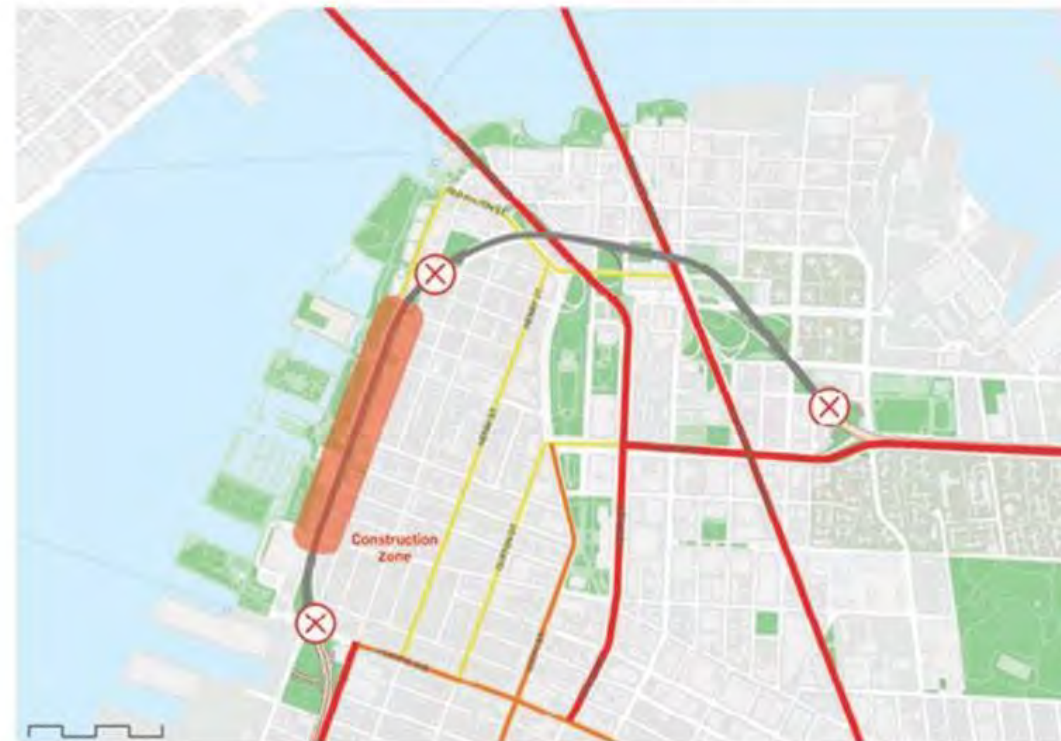
A bypass would shorten the length of construction, but would create a temporary structure along Furman Street

DOT will not build a temporary bypass at the promenade elevation or within Brooklyn Bridge Park.

Diversion would result in longer construction duration and potentially limit the flexibility of concepts in certain areas.

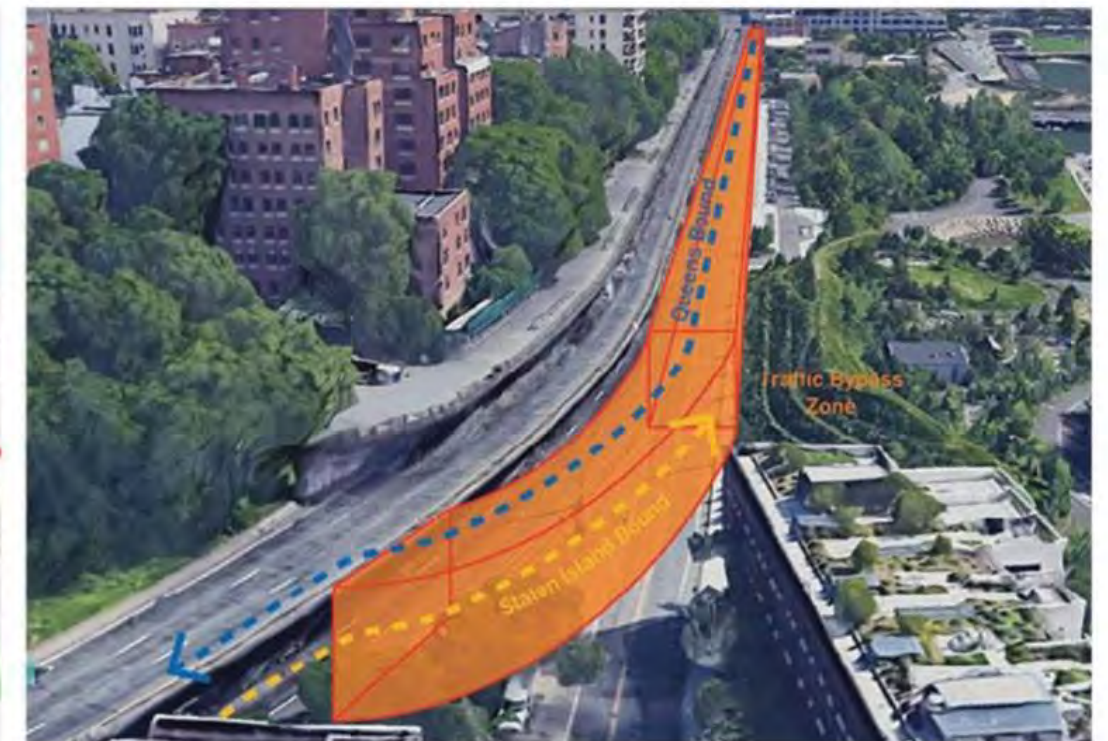
## Construction Process Diversion or Bypass

### Continuous Traffic Diversions



This option requires ongoing overnight closures and several weekend shutdowns. Whenever a temporary bypass is not used, overnight and weekend diversions will increase. Different areas of the triple cantilever can use different options.

### Bypass



This option requires building a temporary structure that reroutes traffic off the BQE to allow the BQE to be under construction. Any bypass would take around one year to build and be in service for two to three years, with less time for shorter segments.



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# BQE Central Workshop #3

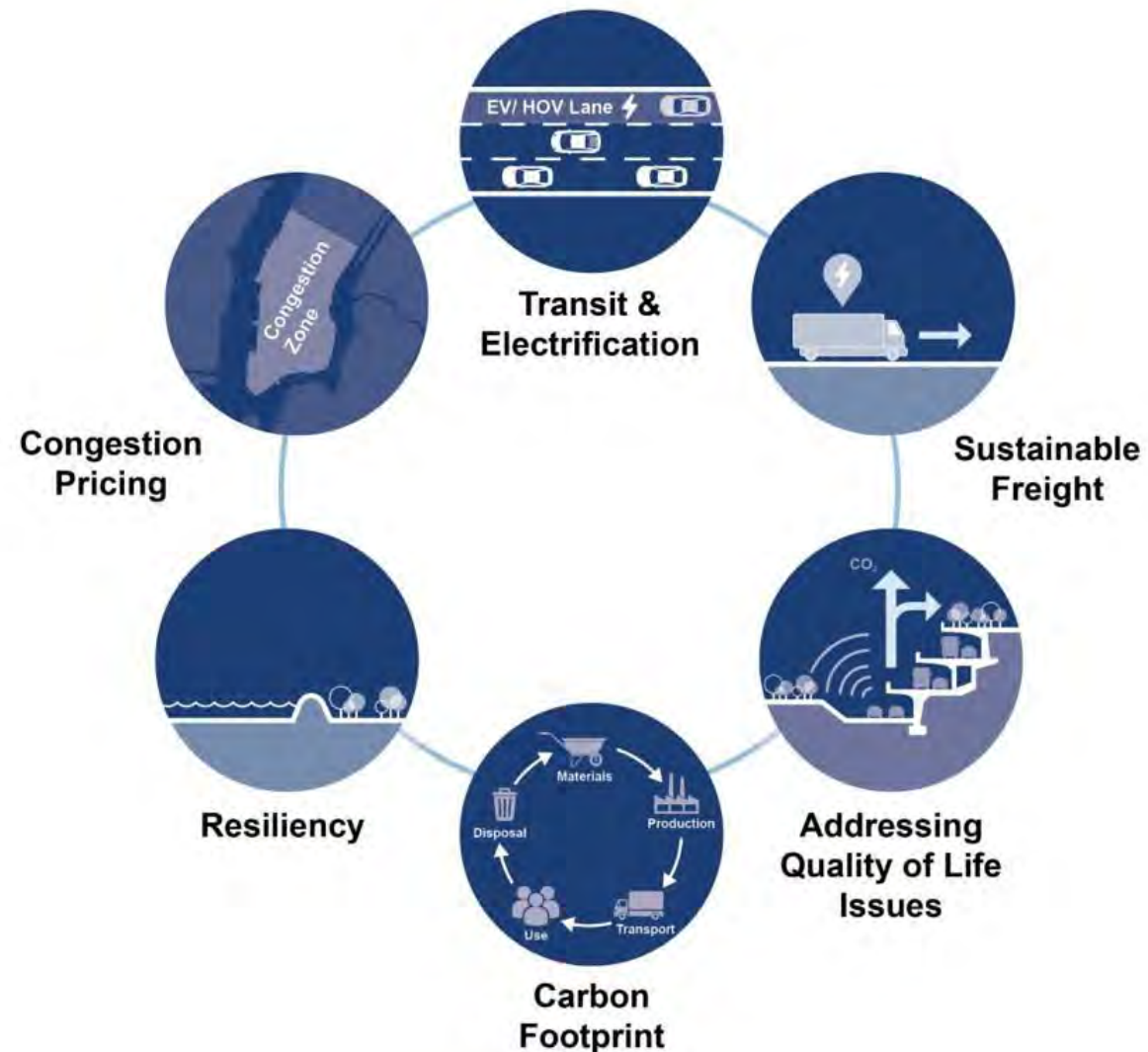
DOT is investigating opportunities to integrate design approaches that promote environmental sustainability, encourage mode shift and greenhouse gas emissions reductions, and explore opportunities for sustainable freight and goods movement.

DOT is already working with agency partners to encourage truck electrification, cargo bikes, and marine freight, while advocating for necessary state legislative changes and pursuing federal grants for additional support.

The City is also keenly aware of the potential impact that congestion pricing may have on BQE drivers, though its impact is unlikely to result in traffic evaporation without more aggressive approaches to reduce demand.

Many of these big ideas need to be explored in the context of the City's larger climate strategy, and we look forward to sharing these solutions with you as the design process progresses.

## Climate Adaptation Strategy



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# BQE Central Workshop #3

The City will be balancing multiple priorities and striving to advance a clear understanding of how we're evaluating trade-offs so that you can grasp the inherent trade-offs of each approach from your own perspective.

## How is the City Evaluating Design Trade-Offs



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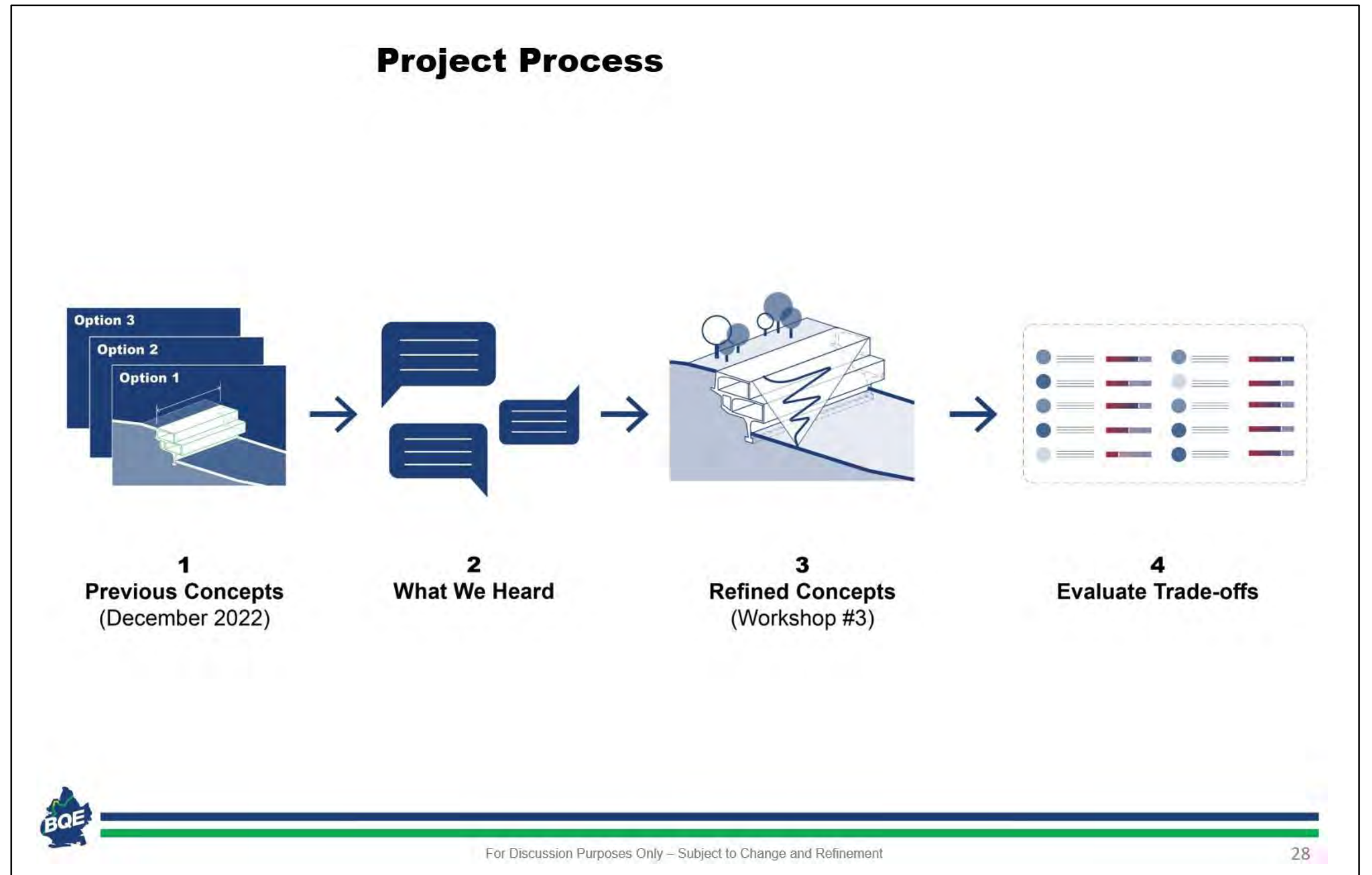




## Design Concepts

# 3

# BQE Central Workshop #3





# BQE Central Workshop #3

One of the core goals in the BQE Central project is to balance the regional need for transportation infrastructure within the reality of a dense urban neighborhood. DOT is working with community to explore strategies that overcome the highway as a physical barrier between Downtown Brooklyn, Brooklyn Heights, DUMBO, and the waterfront.

## Today: A Barrier Between Neighborhoods



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# BQE Central Workshop #3

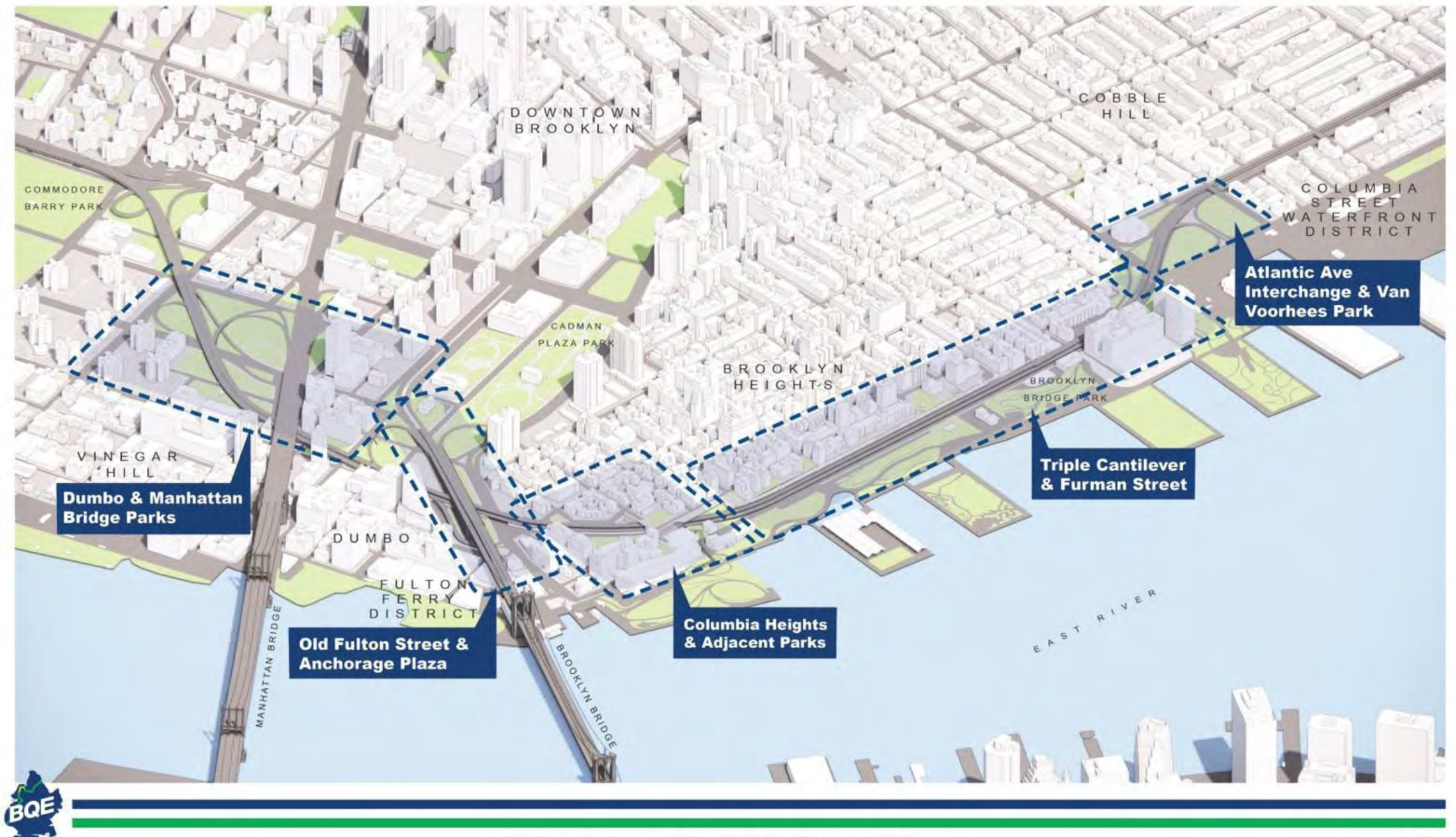
And highlight ways of transforming it into an inviting gateway to Brooklyn's downtown, its waterfront, and historic neighborhoods.





# BQE Central Workshop #3

## BQE Central Focus Areas



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# BQE Central Workshop #3

## Triple Cantilever & Furman Street



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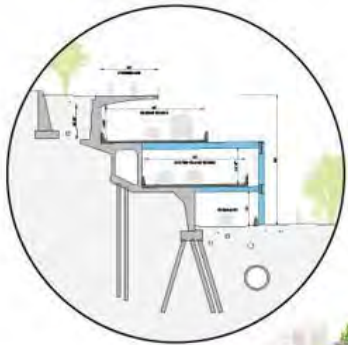
32





# BQE Central Workshop #3

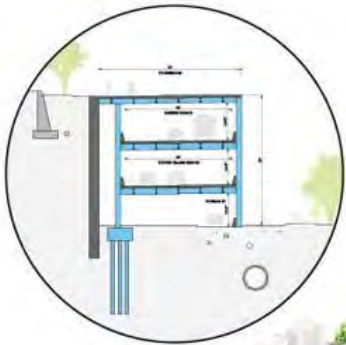
## Triple Cantilever Concepts Workshop #2 Concepts Presented



**The Terraces**

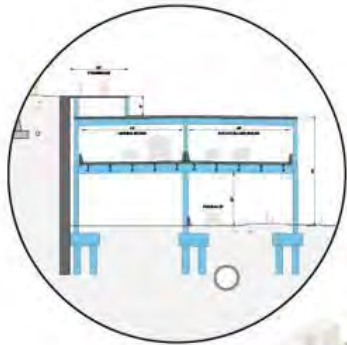
**Roadway  
Configuration:**  
**Urban Space and  
Park Connections:**

Partial Replacement  
(as shown)  
Partial or Full  
Replacement



**The Lookout**

Full Replacement  
Partial or Full  
Replacement



**The Stoop**

Full Replacement  
Full Replacement



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# BQE Central Workshop #3


## Triple Cantilever Concepts Feedback

Design Studies (Ongoing) →


The Terraces



The Lookout



The Stoop



The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement

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# BQE Central Workshop #3

These are refined concepts of the Terraces, then discuss the Lookout, and finally, provide an updated design concept for the Stoop. The open space approach for the Terraces and the Lookout can work in both a partial and a full replacement. The Stoop, can only work as a full replacement.

In the graphics shown tonight, the Terraces open space concept has been illustrated with a partial replacement of structure, while the Stoop and the Lookout are both shown as complete replacements of the structure.

All of these concepts meet several key goals, including:

- i. Creating new linkages between the Promenade and Brooklyn Bridge Park
- ii. Building off of the design language established by the Park
- iii. And reducing the visual impact of the highway to the greatest extent possible.
- iv. Partial or full tunnels for the roadway have also been a consistent theme we've heard expressed.

## Triple Cantilever Concepts



**The Terraces**

**The Lookout**

**The Stoop**

**Roadway Configuration:** Partial or Full Replacement  
**Urban Space and Park Connections:** Partial Replacement (as shown)

Full Replacement  
  
Partial or Full Replacement

Full Replacement  
  
Full Replacement



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# BQE Central Workshop #3

DOT completed a preliminary fatal flaw analysis of all concepts, including extensive modeling and calculations, including the use of existing structural models and created preliminary models for the potential concepts using Bridge Information Modeling systems as well as structural analysis models, seen here. The team also completed preliminary efforts to ensure that the proposed concepts are designed to code standards and will likely pass design code reviews.

Final configurations of open space may have design impacts and will continue to be carefully considered.

## Engineering Progress

### Preliminary Fatal Flaw Analysis of Concepts

Development of Structural Concepts

Identification of Geometric Considerations

Independent Check Using Bridge Information Modeling (Existing)

Structural Feasibility Evaluation

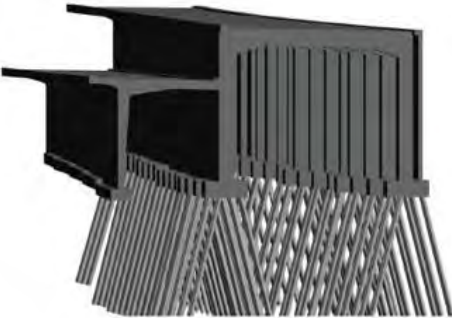
Bridge Type/ Configuration Evaluation

Development of Proposed Concepts


Finite Element Analysis

Preliminary Sizing of Primary Structural Elements


Ongoing Refinement of Structural Layout / Configuration




Existing BIM Model



Existing FEM Model



Terraces - Preliminary FEM Model



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# BQE Central Workshop #3

During our last workshop, we presented The Terraces in combination with a partial replacement of the structure that reuses the existing retaining walls of the structure, and would have an open space approach that follows the stepped profile of the new roadway.

Many people expressed concerns about the proximity of these open spaces to traffic and were unclear how these potential open spaces could connect to existing pedestrian corridors, which we aimed to address in this refined concept.

## The Terraces Workshop #2



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# BQE Central Workshop #3

Throughout outreach, DOT consistently heard how important it is for us to better connect people to the major pedestrian routes and transit nodes in Brooklyn Heights, especially Cranberry Street, with access to the A train, Clark Street, with access to the 2 and 3 train, and Montague Street, which connects to the R train. These pedestrian desire lines inspired our refined approach.



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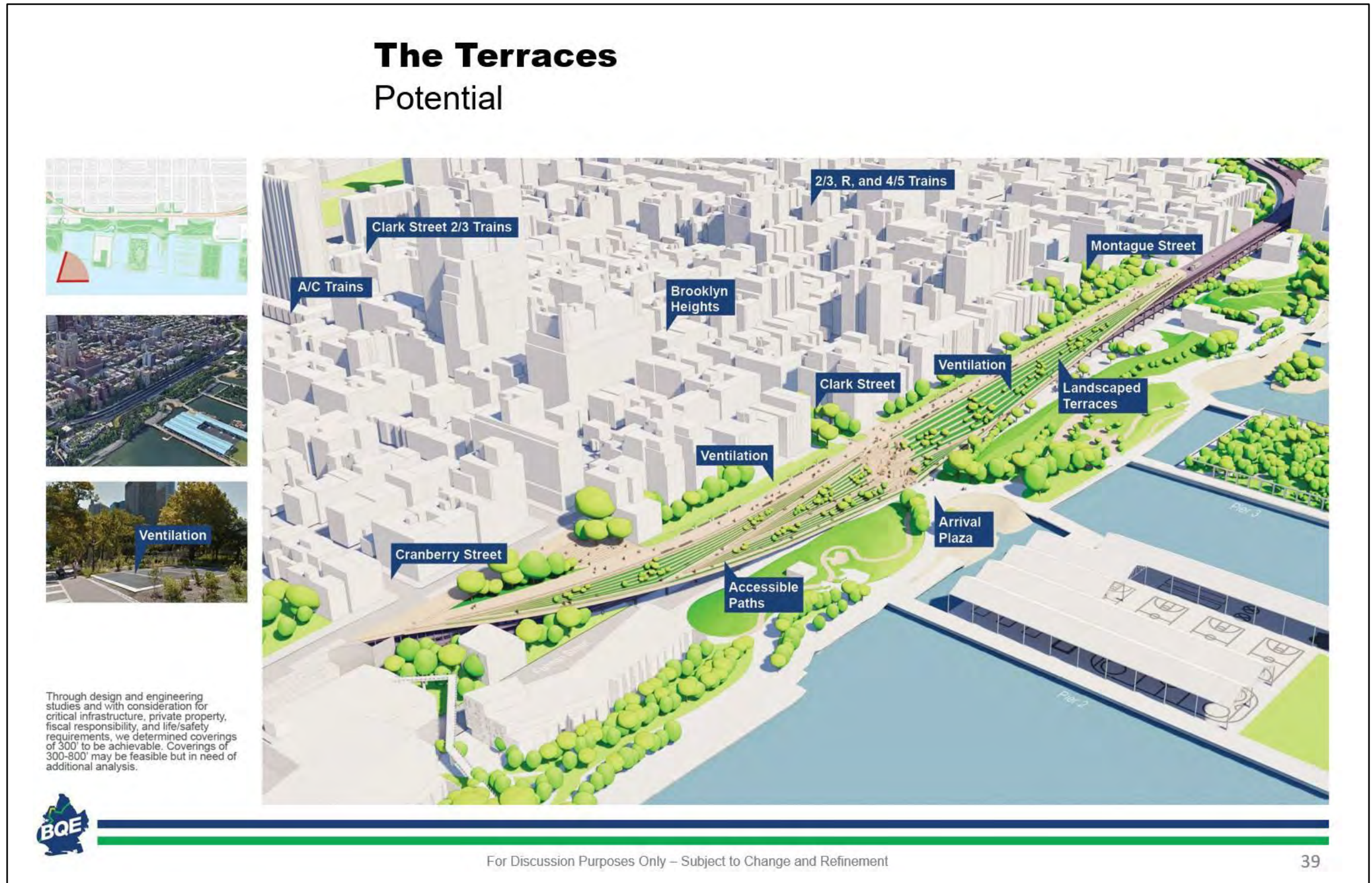


# BQE Central Workshop #3

The team adopted a design approach that brings two standard accessible ramps together from the Promenade all the way to Furman Street, where the berms of Brooklyn Bridge Park have an arrival plaza at Clark Street. At Clark Street in Brooklyn Heights, a series of steps cascades directly down into the Park, emphasizing one of the most important access points between Brooklyn Heights, Downtown Brooklyn, and Brooklyn Bridge Park.

This approach limits impacts to the existing berms of Brooklyn Bridge Park, while lessening the visual presence of the highway as seen from both the Promenade and the Park.

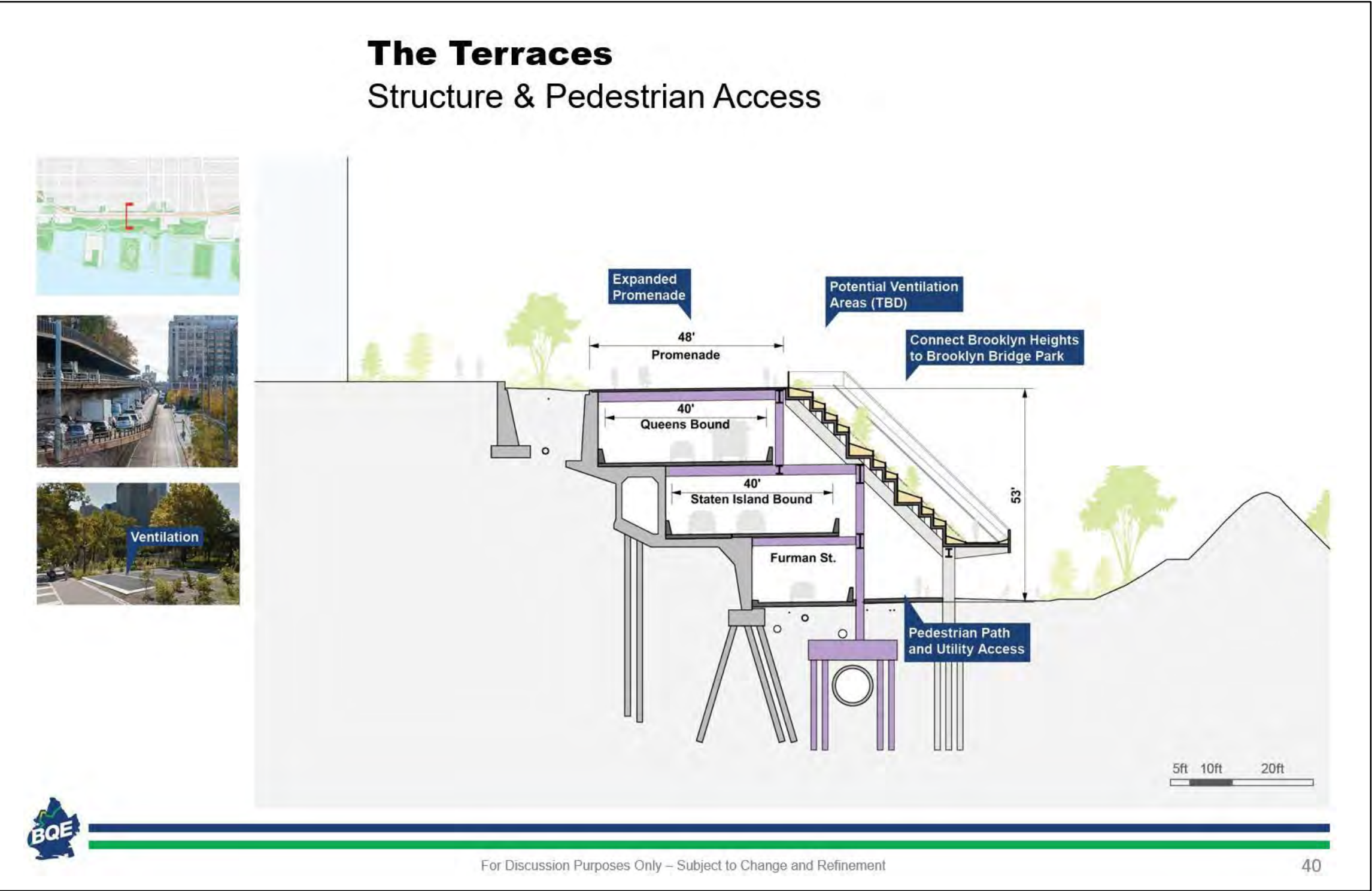
To make this approach work, further study of ventilation, life and safety requirements for this structure would be required during the design process. While we believe that this design approach could work, we want to acknowledge that provisions for natural ventilation spaced at intervals will be required in any partial tunnel greater than 300' in length.





# BQE Central Workshop #3

The Terraces could form a stepped landscape that parallels the contours of the roadway, minimizing the impact to the existing berms, while maximizing access from the Promenade to the Park.





# BQE Central Workshop #3

The terraces themselves could have generous planting that winds down the steep slope, similar to a new park space designed for the Brooklyn Botanic Garden, which has similarly steep slopes, but offers an intimate landscape experience for pedestrians along its winding paths.

## The Terraces Precedents



Brooklyn Botanic Garden



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# BQE Central Workshop #3

Looking towards Brooklyn Heights at Clark Street, these terraces limit the visual impact of the structure between the berms, while fostering a completely unique approach that integrates landscape and transportation infrastructure, while also allowing air to pass through the structure at the sides.



## The Terraces Bird's Eye View



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



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# BQE Central Workshop #3

From within Brooklyn Bridge Park, pedestrians would look towards a new access route to the Promenade at Clark Street, offering a more direct connection from the Park to the neighborhood and the subway.



## The Terraces Potential View from Brooklyn Bridge Park



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



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# BQE Central Workshop #3


On the Terraces themselves, the design might feel like a stepped amphitheater, oriented out towards the East River over Furman Street, serving as a multi-functional space for sitting, lounging, exercise, and gathering.

## The Terraces

### View from Path







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# BQE Central Workshop #3

At the Promenade level, the view across the river to Lower Manhattan will be preserved, and could maintain an additional buffer for planting and seating, while preserving the elements of the Promenade design that people know today. The terraces themselves would mitigate sound from below the Promenade, likely with ventilation at regular intervals based on further engineering analysis and design.



## The Terraces View from Promenade



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# BQE Central Workshop #3

Looking south along Furman Street, the underside of the structure would be highly sculptural, presenting opportunities for lighting and artwork that could make this one of Brooklyn's more unique open spaces from below. The sloped profile of the structure would still allow for light to pass under the structure to reach Furman Street.



## The Terraces

### View from Furman St Facing South



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# BQE Central Workshop #3

\During Workshop 2, the Lookout concept was presented in combination with a full replacement of the structure.

## The Lookout Workshop #2



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# BQE Central Workshop #3

Similar to the Terraces, the design team wanted to explore ways of establishing a stronger connection from the Park to the Promenade at each of the key routes for pedestrians at Cranberry Street, Clark Street, and Montague Street.

## The Lookout Pedestrian Desire Lines



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# BQE Central Workshop #3

Whereas in the Terraces concept, the design idea focused on bringing the Promenade down into the Park via converging ramps, in the Lookout, the design focuses on bringing Brooklyn Bridge Park up to the Promenade.



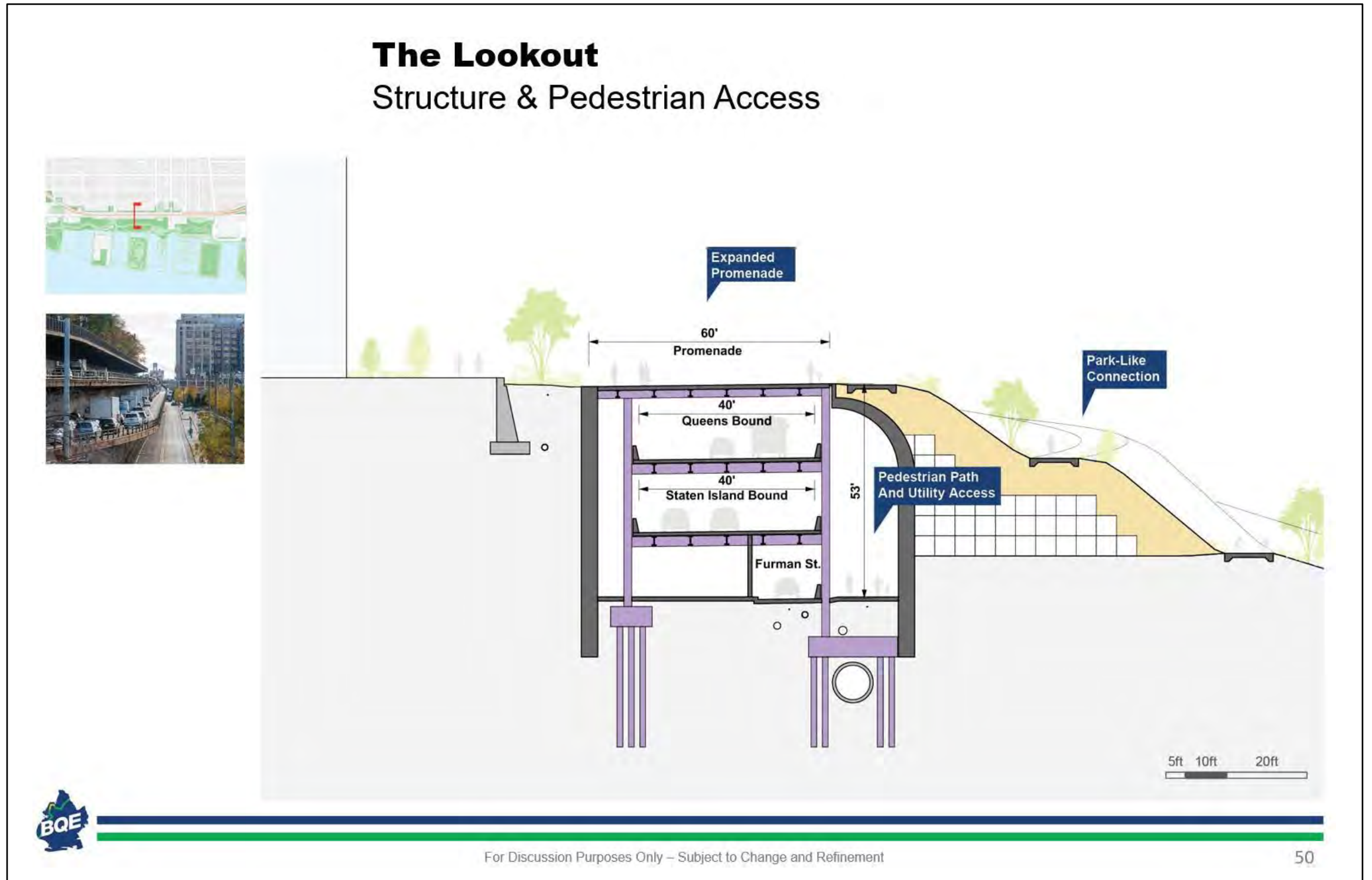
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# BQE Central Workshop #3

This approach would modify or replace components of the existing Brooklyn Bridge Park berms, creating a direct landscape connection up to the Promenade at three major access points. The connection would need to account for access to the existing utilities and weight load constraints on the utilities themselves.





# BQE Central Workshop #3

This option would build on the existing berms that are currently in Brooklyn Bridge Park.

## The Lookout Bird's Eye View



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



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# BQE Central Workshop #3

The Lookout would transform the berms into multifunctional planted and programmed landscapes that translate the best aspects of Brooklyn Bridge Park to the level of the Promenade.



## The Lookout Potential View from Brooklyn Bridge Park



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# BQE Central Workshop #3

This landscape would build on the elements of the Park landscape present today, but expand their functionality and use them as a strategy to limit the visual impact of the highway.



## The Lookout View from Path



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# BQE Central Workshop #3

At the Promenade level, the existing pedestrian pathway could be widened strategically, while preserving the experience offered by the Promenade today.

## The Lookout

### View from Promenade







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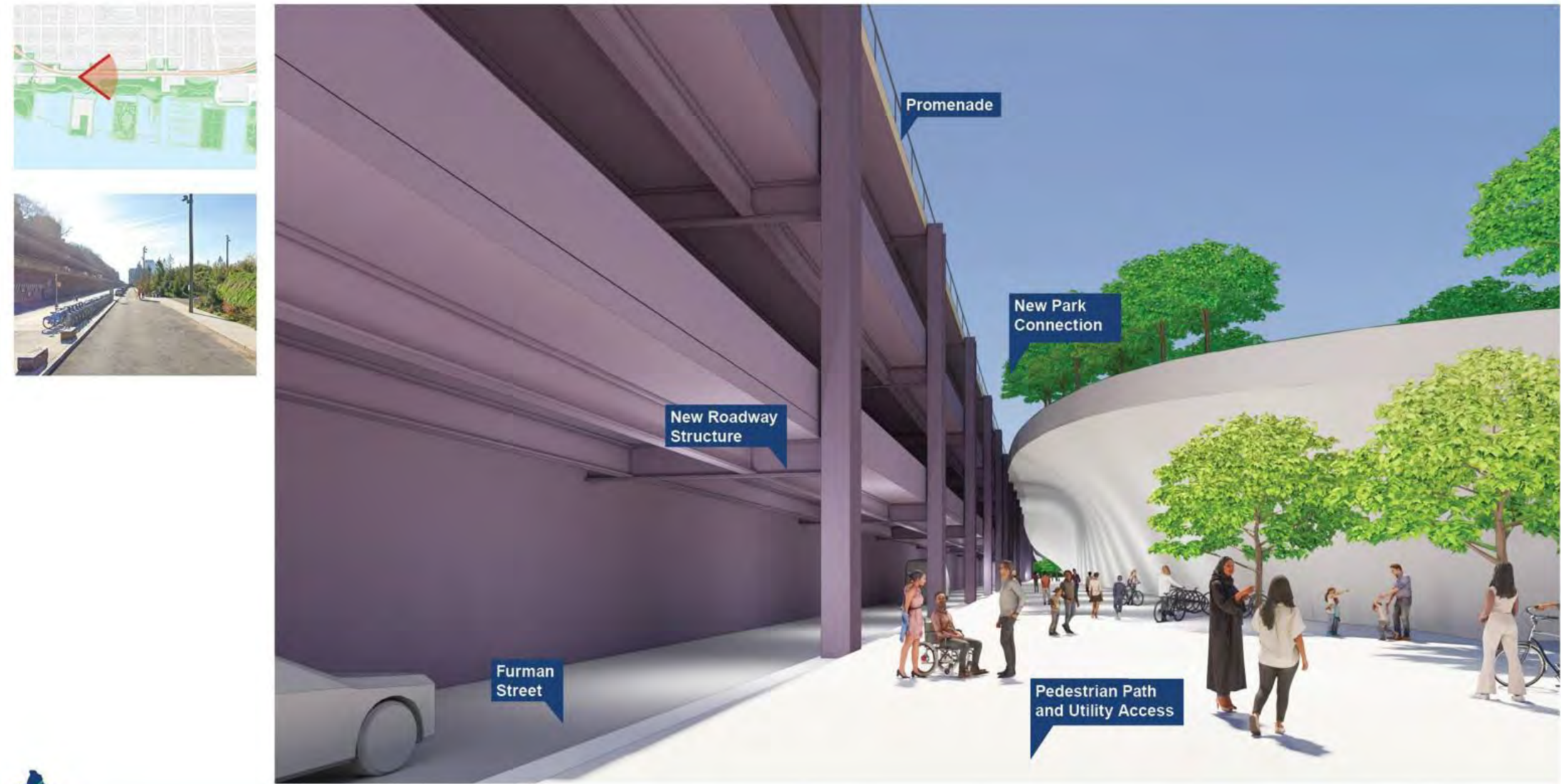
54





# BQE Central Workshop #3

Viewed along Furman street, the underside of the berms would meet the replacement structure with a new retaining wall, preserving access into the park at key points and access to utilities along the street, such as the DEP interceptor.



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# BQE Central Workshop #3

During the last workshop, the design team presented the Stoop as an option that could bring the roadways down to a single level, allowing for a wider open space on top in a limited area of 150' feet.

This concept was carefully considered as a way of translating some of the design elements from BQPark, but adapted to the existing constraints of the corridor and the need to have the structure in a stacked configuration at Joralemon Street.

Through in-depth review of the BQPark proposal, several challenges were identified for both two-lane and three-lane configurations, including roadway geometry limitations, physical infrastructure conflicts with private property, building foundations, MTA tunnels, and utilities, to name a few.

To capture the spirit of the BQPark proposal, the team has been exploring concepts with partial tunnels and decking, including "The Stoop," which has similar benefits including additional open space, less visible roadway structure, while meeting geometry standards.

## The Stoop Workshop #2



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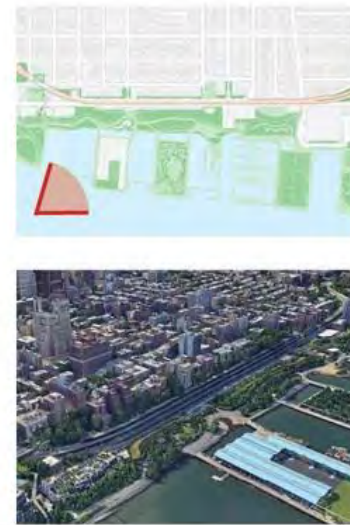




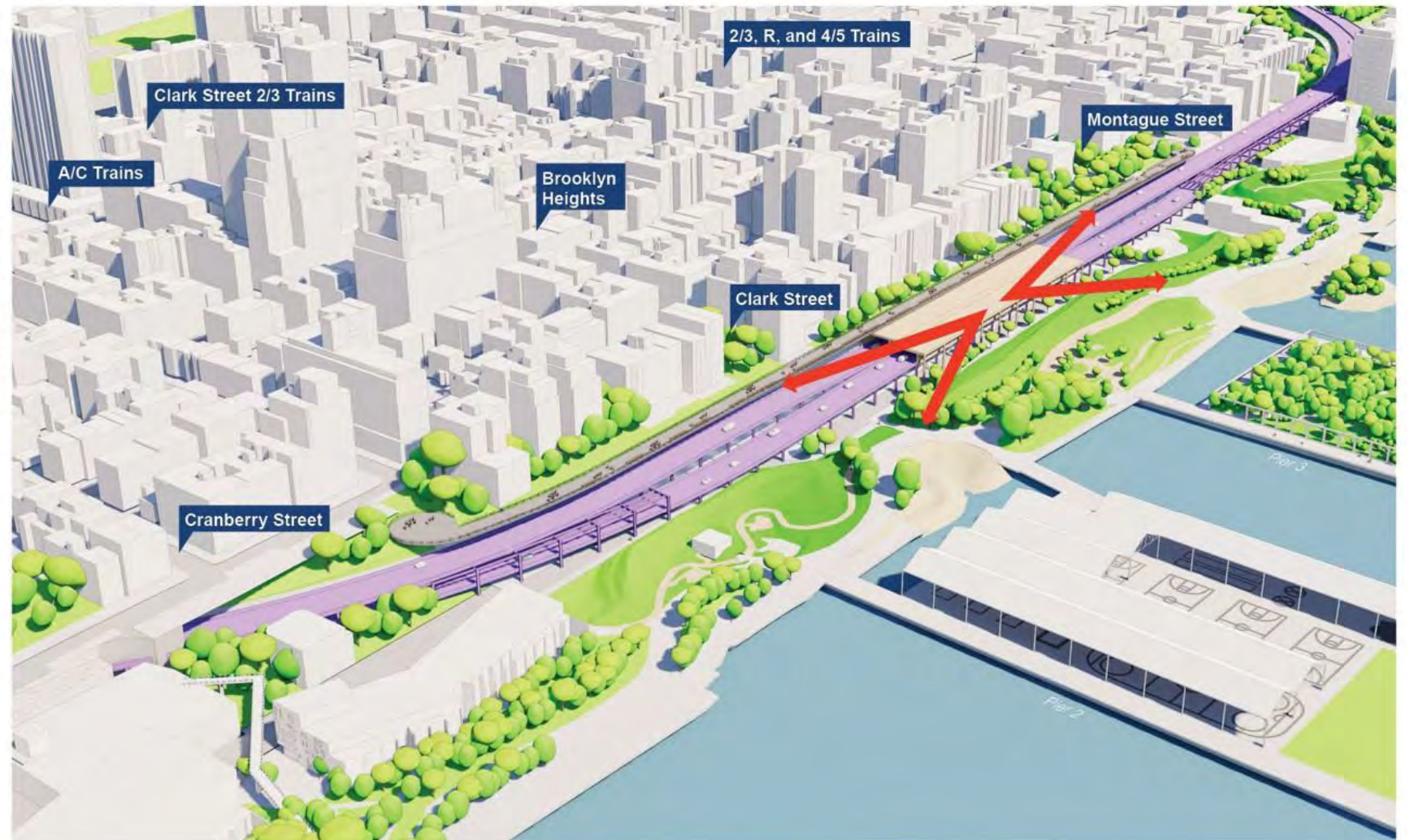
# BQE Central Workshop #3

Where the roadway comes down to one level, the promenade could extend and slope down into a broad stoop overlooking the skyline and Brooklyn Bridge Park

Similar to the other concepts, pedestrian access would connect to the major pedestrian routes in Brooklyn Heights, guiding people towards the center of the Promenade and the central berm of Brooklyn Bridge Park.



## The Stoop Pedestrian Desire Lines



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# BQE Central Workshop #3

The Stoop is a design concept in which the Promenade and the Park meet near the flattest, lowest point in the middle of the roadway structure.

While this design approach would expose more of the highway structure itself due to the braiding and unbraiding of the roadways, the Stoop could reimagine the experience of the Promenade as an expansive stepped plaza looking out on the East River, linked to a sloping hill that seamlessly blends into Brooklyn Bridge Park at its midpoint.

## The Stoop Potential



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



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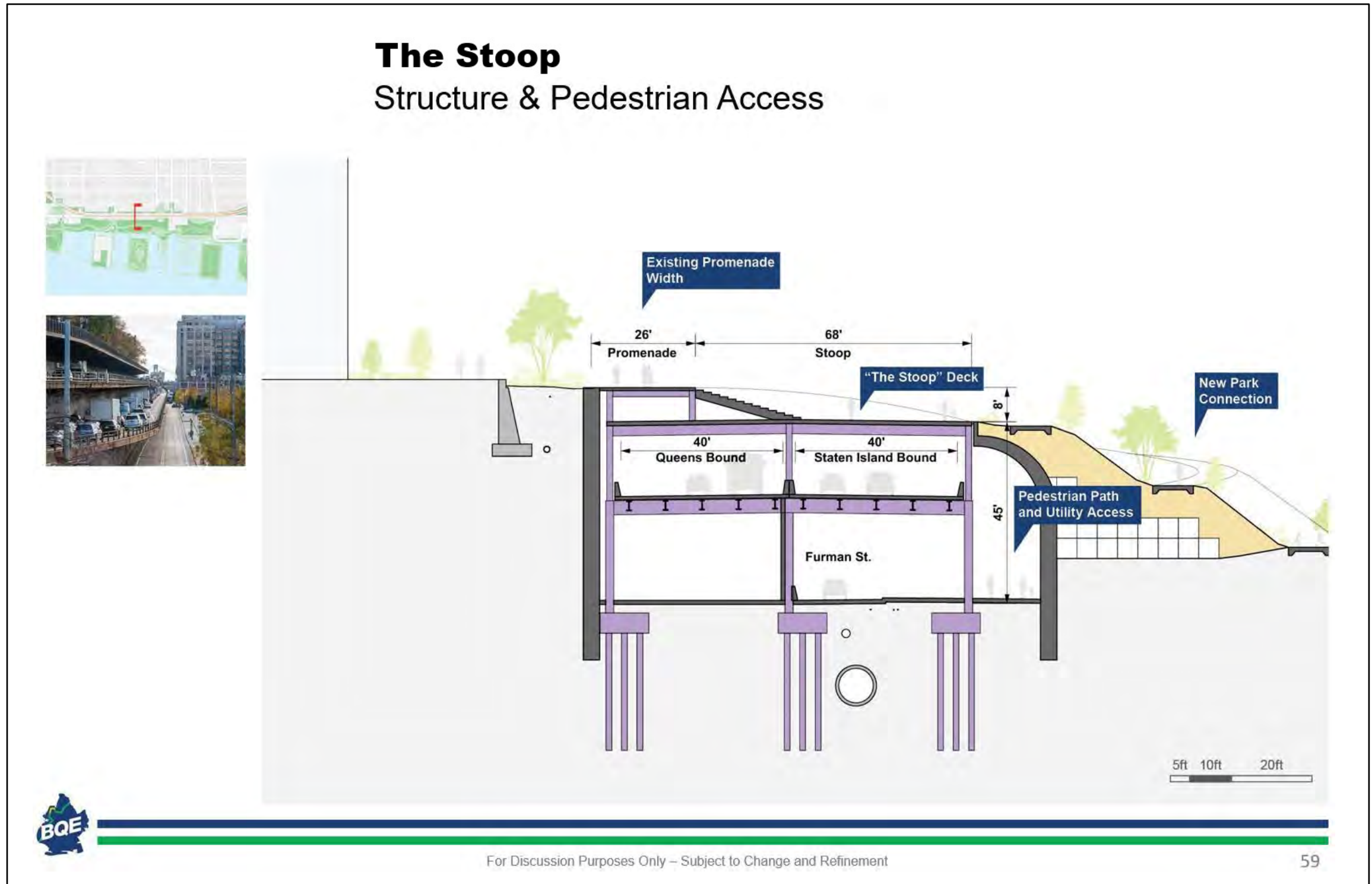
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# BQE Central Workshop #3

The Stoop would enable a more gradual transition into the park at a limited section where the roadways run parallel. Similar to the Lookout, The Stoop could rebuild or structurally modify Brooklyn Bridge Park's existing berms.





# BQE Central Workshop #3

The Stoop reflects a design approach that would combine an urban amphitheater with broad sloping hills and landscapes that blend into the Park below.

## The Stoop Precedents



Chicago Navy Piers

Governors Island Hills



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# BQE Central Workshop #3

Because the Stoop merges down to a single level, it could potentially have a greater direct impact on the park and have more exposed structure, elements that could be mitigated throughout the design process.



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# BQE Central Workshop #3

From the Park, the effect of The Stoop would be much the same as the Lookout, with an enlarged berm that connects up to the Promenade.



## The Stoop Potential View from Brooklyn Bridge Park



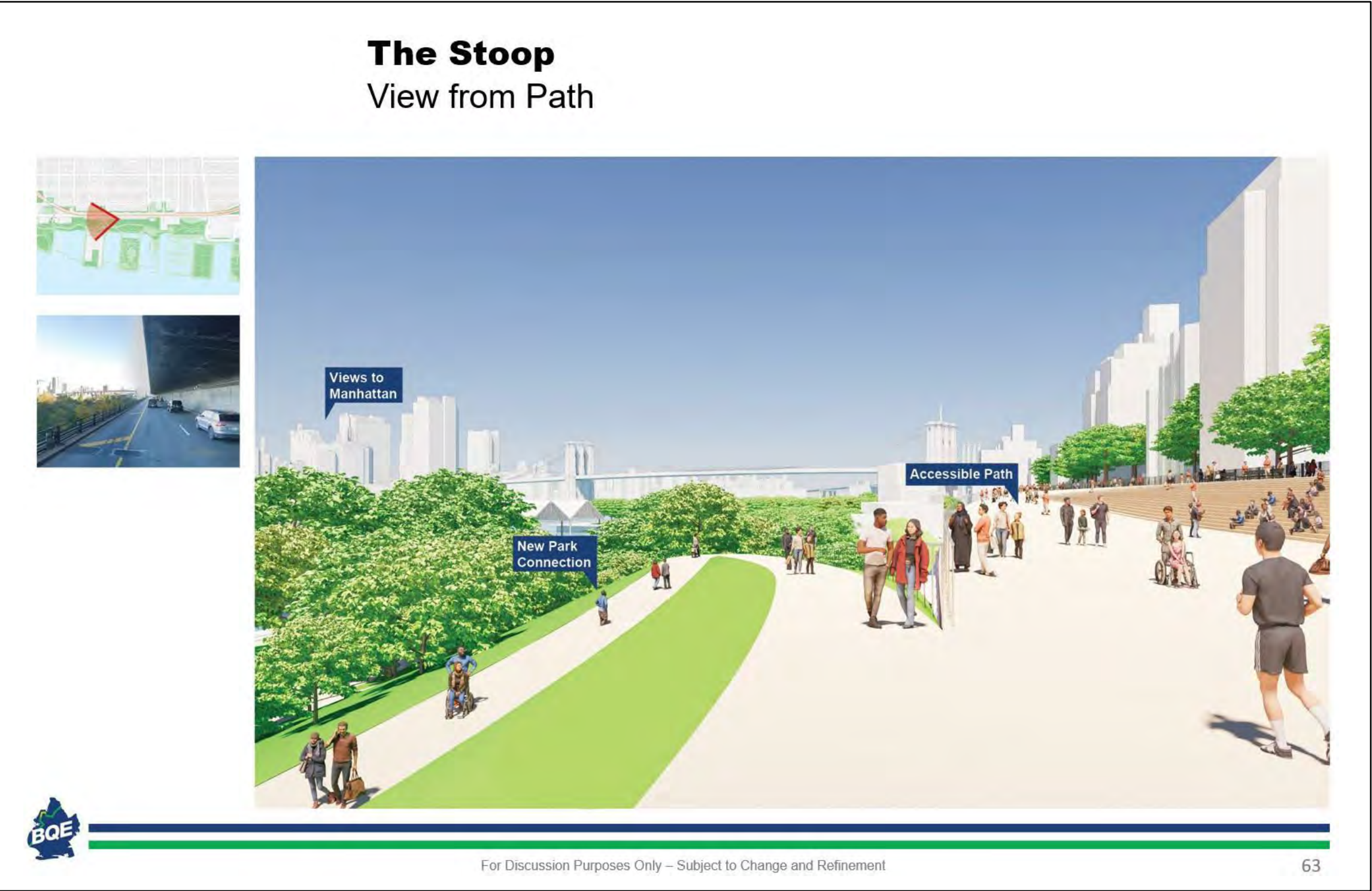
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# BQE Central Workshop #3

Because The Stoop would be less steep than other concepts, the experience above the single level roadway could feel more expansive and less confined to ramps as shown in the previous options.





# BQE Central Workshop #3

A more gentle transition would be clearly felt through the Stoop at the level of the Promenade .

## The Stoop

### View from Promenade







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# BQE Central Workshop #3

At Furman Street, the overall structure would have a larger footprint in the park where the roadway runs parallel, but could be further mitigated in the design process.



## The Stoop View from Furman St Facing South



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# BQE Central Workshop #3

The Terraces, the Lookout, and the Stoop are all technically feasible and can all deliver a combination of safety improvements, a longer structural lifespan, and unique approaches to enhancing open spaces and connectivity.

There are distinct differences in approach that will need to be refined as we move forward. In summary:

- **The Terraces** would form a stepped landscape with long converging ramps down to Brooklyn Bridge Park, minimizing the impact to the existing berms, while maximizing access from the Promenade to the Park.
- On the other hand, **The Lookout** focuses on bringing Brooklyn Bridge Park up to the Promenade by creating a direct landscape connection to the Promenade at three major access points. This concept most closely preserves the experience offered by the Promenade today.
- And **The Stoop** aims to bring the roadway to a single level, creating a significant wide open space on of a limited stretch of covered roadway. This would allow the Promenade to extend and slope down into Brooklyn Bridge Park.
- While the Terraces and the Lookout open space concepts work as a partial or full replacement, the Stoop only works as a full replacement. That said, if specific open space ideas in the Stoop are appealing, there may be ways of achieving them in the other two concepts. Each of these approaches has a different level of impact on Brooklyn Bridge Park and would require different trade-offs during construction.

## Triple Cantilever Concepts



The Terraces



The Lookout



The Stoop

Roadway Configuration:	Partial or Full Replacement
Urban Space and Park Connections:	Partial Replacement (as shown)

Full Replacement
Partial or Full Replacement

Full Replacement
Full Replacement



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# BQE Central Workshop #3

## Atlantic Ave Interchange & Van Voorhees Park



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# BQE Central Workshop #3

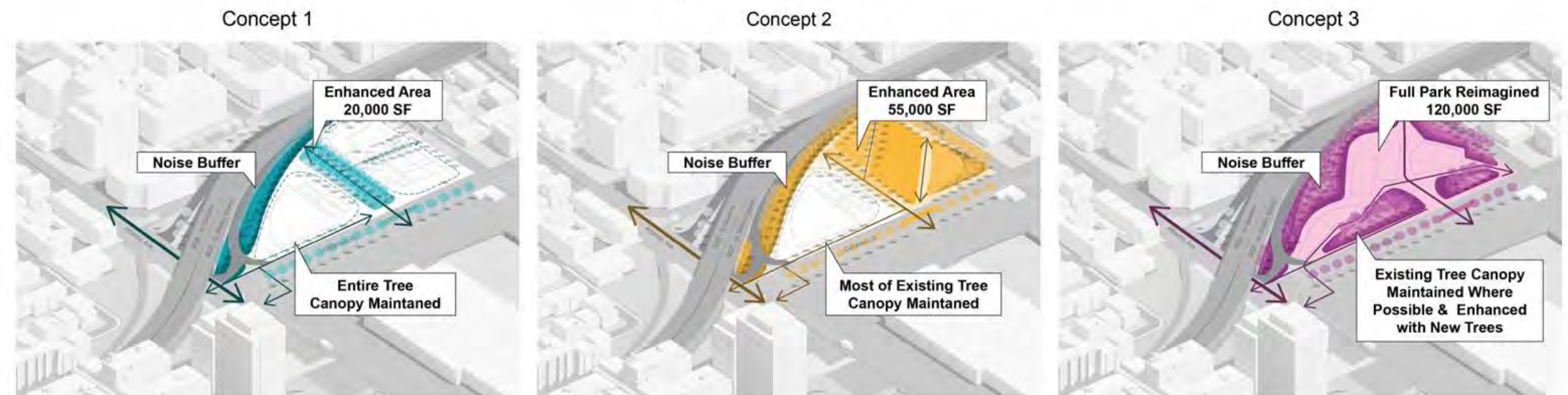
During our last meeting, we shared three high level concepts for Atlantic Avenue that focused on reconnecting Van Voorhees Park by standardizing the on and off ramps of the BQE at this location. These ideas focused on one potential approach to standardizing the existing highway on and off ramps.

As illustrated, this version did not fully address the competing traffic needs of this interchange along with the bike and pedestrian safety and access challenges that exist today

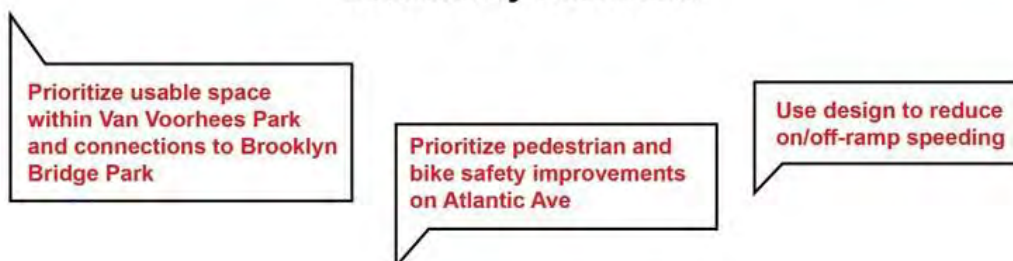
Since the workshop, DOT also met with local stakeholders who voiced concerns about safety, congestion, and impacts to local businesses, and shared new interesting ideas to address competing priorities.

## Atlantic Ave Interchange & Van Voorhees Park Workshop #2

### Concepts Presented:



### Community Feedback:



The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



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# BQE Central Workshop #3

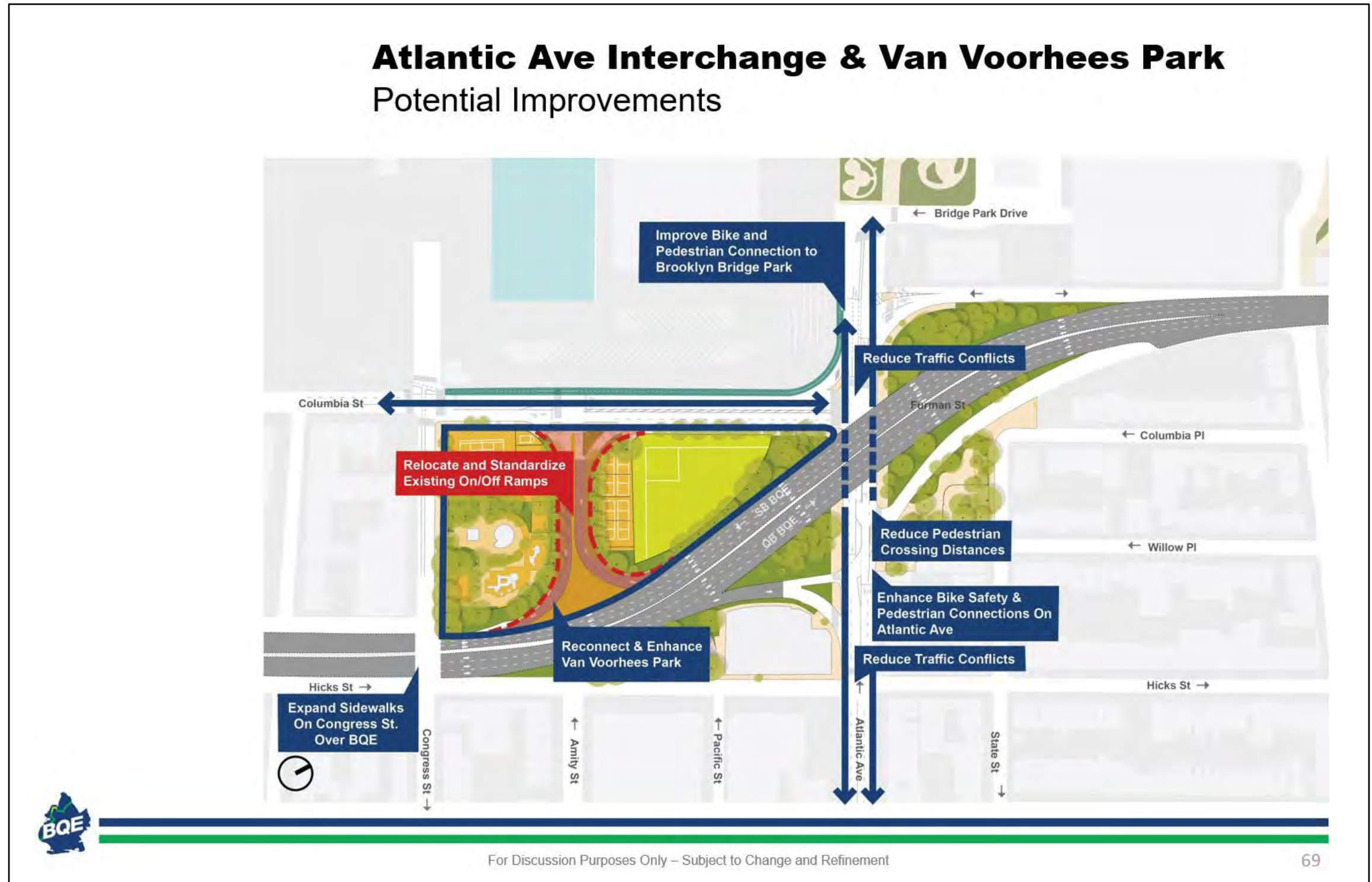
At DOT, we want to deliver on the best possible solutions for this complicated interchange and we need more time to get it right.

We are continuing to develop concepts for the entire Atlantic Avenue interchange and our team is currently working through several potential approaches that we hope to show in a separate public meeting this spring.

These options would all consider

- i. improvements for pedestrians, cyclists, and drivers along Atlantic itself
- ii. improvements to the entrance to Brooklyn Bridge Park
- iii. Standardized and reconfigured on/off ramps
- iv. And potential enhancements to Van Voorhees Park

We will be announcing the timing of the meeting soon and will share more information in the weeks ahead.





# BQE Central Workshop #3

While the triple cantilever is one of the most challenging aspects of the project from an engineering perspective, many of the most significant opportunities for enhancing the gateway to Brooklyn lie north of the Triple Cantilever structure.

## Columbia Heights & Adjacent Parks



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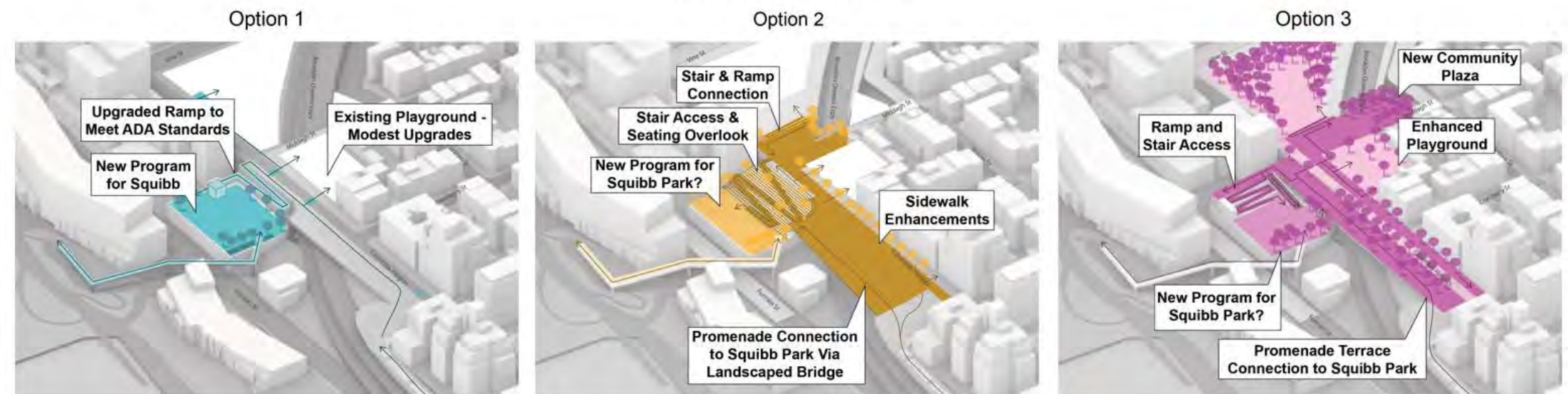
# BQE Central Workshop #3

During round 2, we showed three different ideas for how the area around Columbia Heights and Squibb Park could be reimagined as a community-focused node, with improvements to the surrounding streetscape, parks, and more direct links to the Promenade.

These ideas were well-received, and we received a range of suggestions related to balancing community needs with public access, questions about the extent of the structure over the BQE, and opportunities for access and accessibility improvements.

## Columbia Heights & Adjacent Parks Workshop #2

### Concepts Presented:



### Community Feedback:



The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



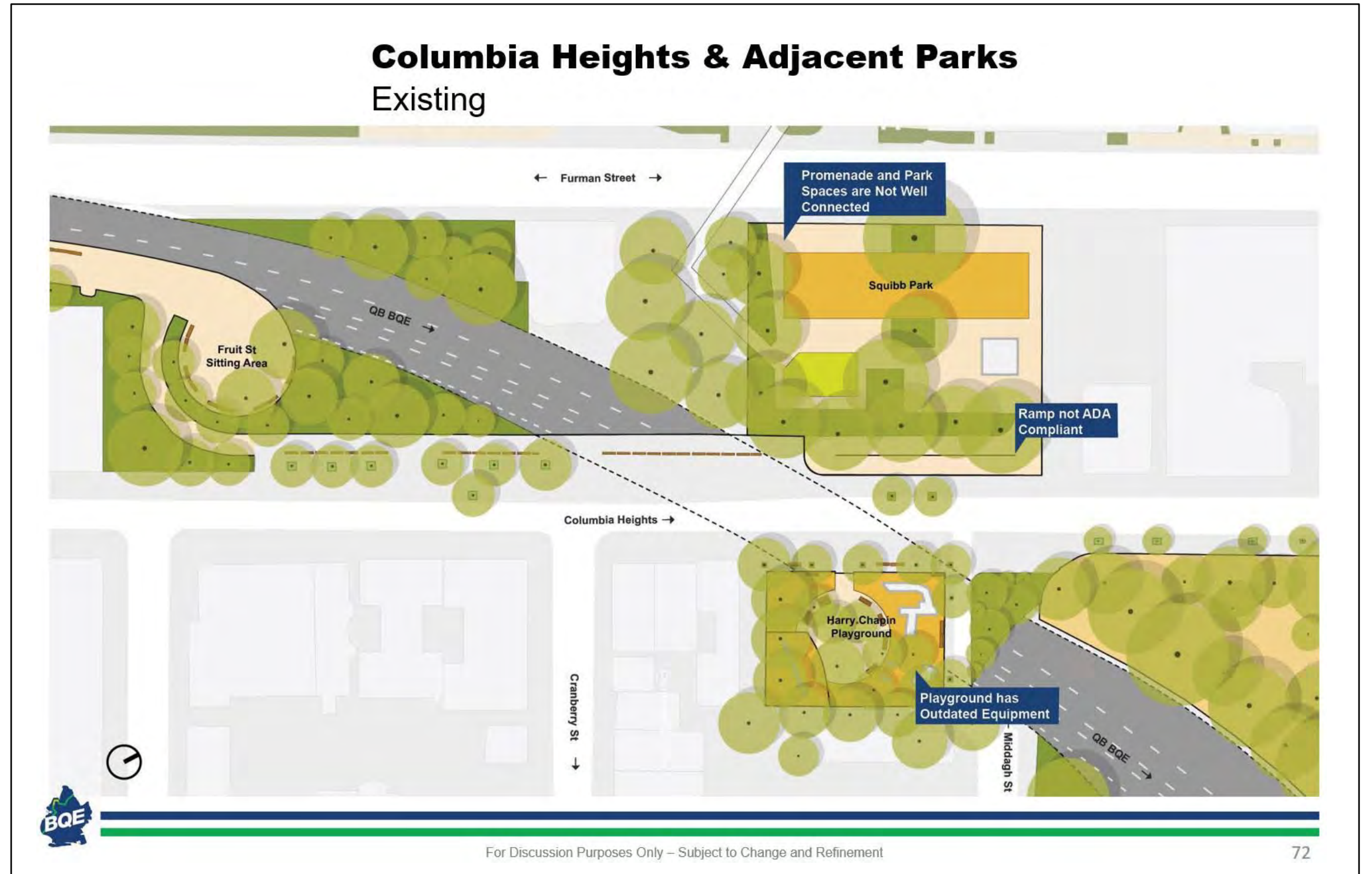
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# BQE Central Workshop #3

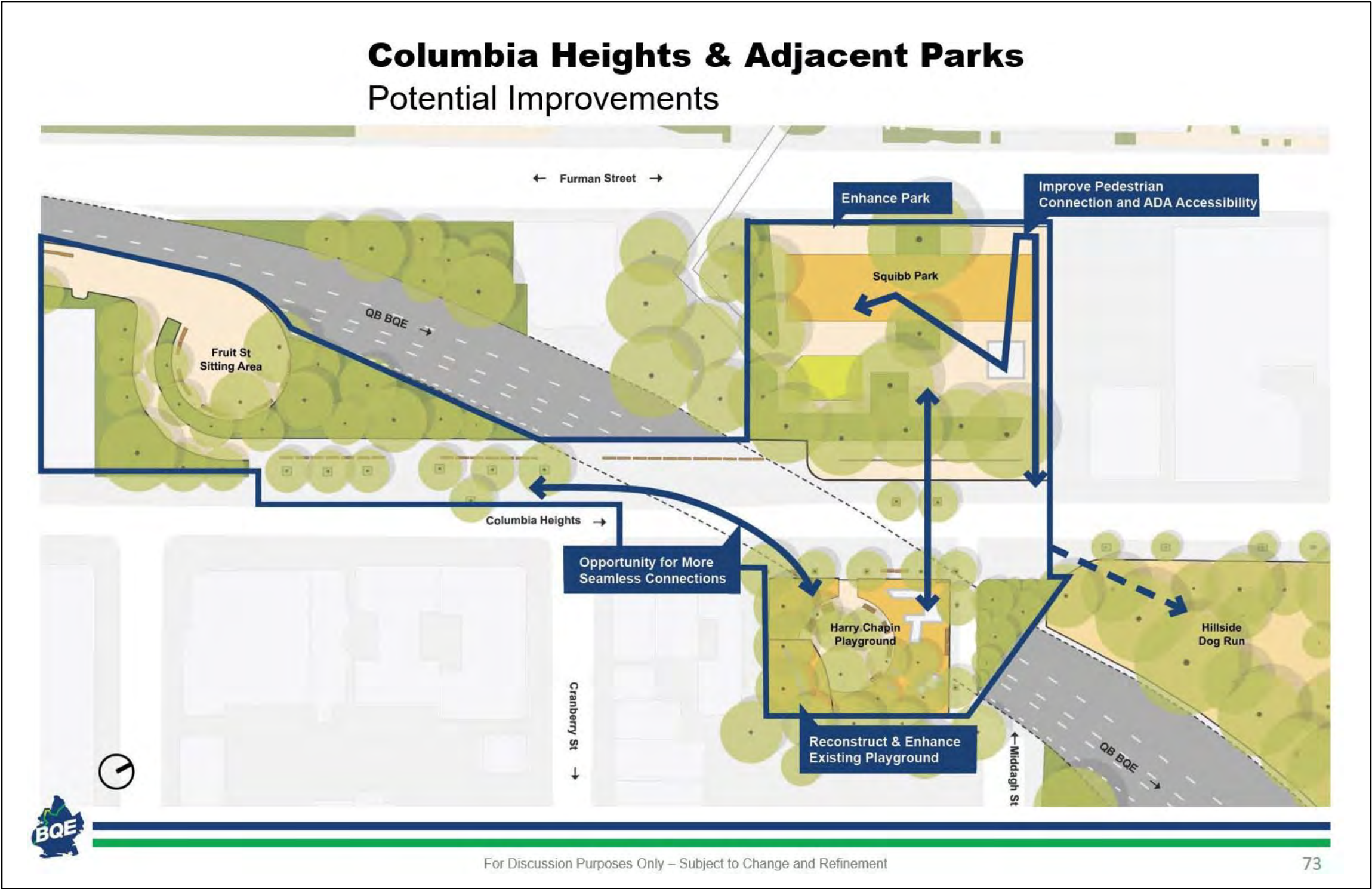
Today the area around Columbia Heights represents an important cluster of community amenities and is the most direct link between BBP and Brooklyn Heights via the Squibb Park Bridge. The ramps from Columbia Heights to Squibb Park, however, are today not built to modern accessibility standards.





# BQE Central Workshop #3

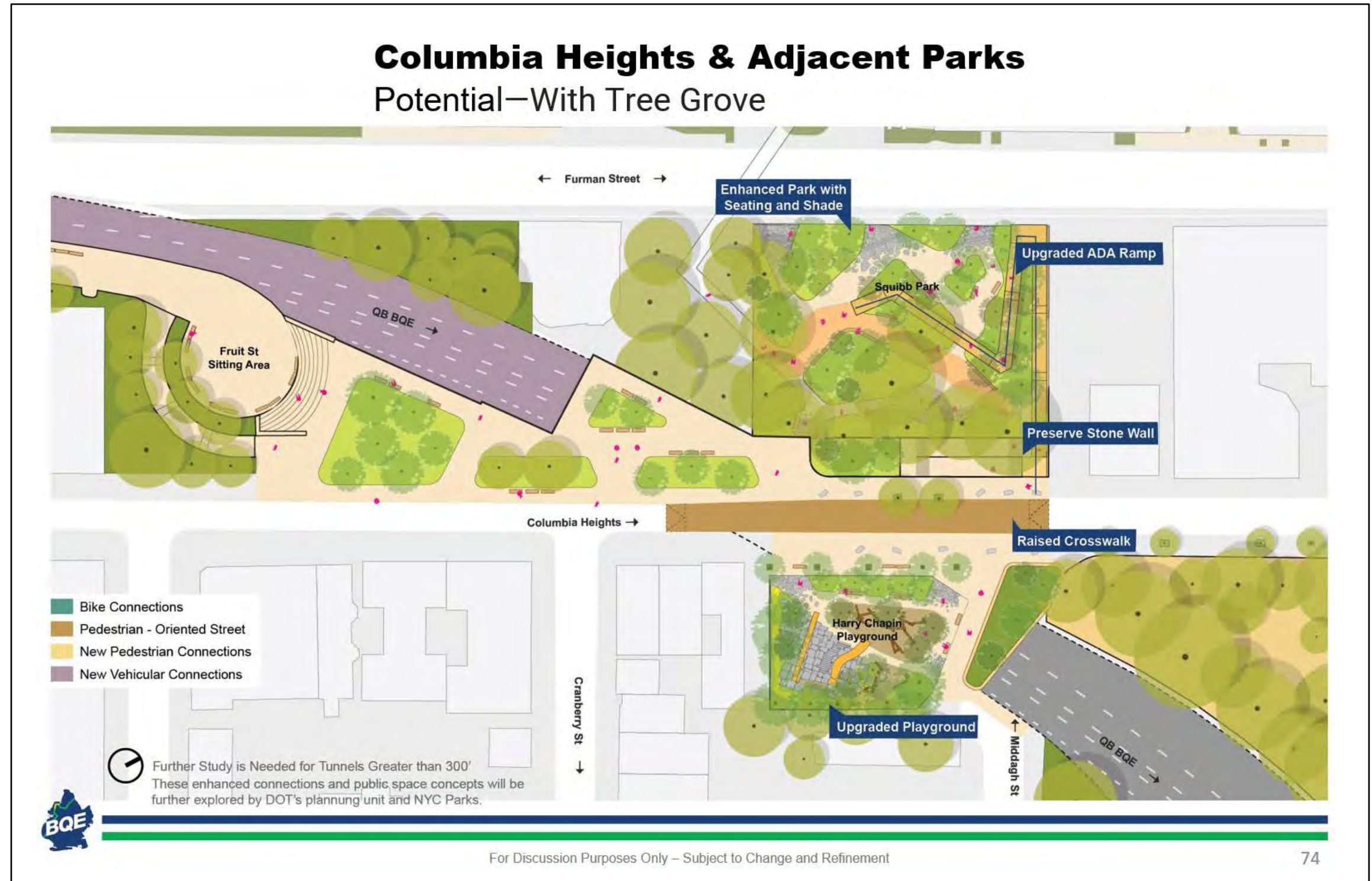
In looking at opportunities at this intersection, we saw a clear opportunity to connect this cluster of community parks, enhancing accessibility to Brooklyn Bridge Park and creating a more seamless link to the Promenade.





# BQE Central Workshop #3

To enhance access, the connection into Squibb Park could be reconfigured as an accessible pedestrian path and linked to Harry Chapin Playground and Hillside Dog Run via a raised crosswalk. Additional seating and planting could ensure that these areas complement existing and surrounding vegetation. As part of this, the design could extend the area over the BQE as a lookout with a more direct connection to the Promenade and the Fruit Street Sitting Area.





# BQE Central Workshop #3

A second concept might explore leaving room for a potential community amenity at Squibb Park.





# BQE Central Workshop #3

Here is an existing view of Columbia Heights from above



## Columbia Heights & Squibb Park Existing



- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



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# BQE Central Workshop #3

The first concept could enhance Squibb Park and create stronger connections between the Parks while enhancing safety.





# BQE Central Workshop #3

A second could leave ample room for community amenities in Squibb Park.





# BQE Central Workshop #3

Here is an existing view of Squibb Park looking north





# BQE Central Workshop #3

The Park could be more heavily planted, with seating, amenities, more robust programming, and other elements that make the space more inviting. A new fully ADA accessible bridge would bring people down through the park into a wooded grove. This could be a bridge or integrated into the landscape itself.

Please note that any enhancements to park land shown this evening would be developed by NYC Parks.



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



## Squibb Park Potential—With Tree Grove



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# BQE Central Workshop #3

Here you can see a view of the street at Columbia Heights looking north today

### Columbia Heights Facing North Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



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# BQE Central Workshop #3


The potential streetscape would strive to link the three parks together and create a pedestrian-oriented zone using a raised crosswalk, paving and sidewalk enhancements.

### Columbia Heights Facing North Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections





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# BQE Central Workshop #3

## Old Fulton Street & Anchorage Plaza



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# BQE Central Workshop #3

During our last round of workshops, we heard a lot of positive feedback on ideas for Old Fulton Street and Anchorage Plaza. Participants appreciated focused improvements to pedestrian safety and were encouraged by the potential ramp closure being explored at York Street and the enhanced public spaces and connections under the BQE.

## Old Fulton Street & Anchorage Plaza Workshop #2

### Concepts Presented:



### Community Feedback:

Keep open space activations simple and limited; avoid grand new attractions for visiting tourists

Make arches under Brooklyn Bridge publicly accessible

Focus on safer crossings, particularly for school / student populations

Rethink on/off-ramp closures; support for additional closures

The comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



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# BQE Central Workshop #3

Today, the areas around Anchorage Plaza, Old Fulton Street and the BQE feels distinctly like a series of vehicle on-off ramps, creating significant conflicts between tourists, residents, cars, and bikes. Parks in these areas are generally underutilized and the BQE acts as a barrier between the Fulton Ferry District, Brooklyn Heights, Downtown Brooklyn, and DUMBO.





# BQE Central Workshop #3

The potential design could reimagine Anchorage Plaza as a gateway to Brooklyn, eliminating complex islands, potentially closing the York Street off-ramp and reclaiming it as a public space, opening Ash Alley as a direct pedestrian crossing under the bridge, creating a new direct connection under the BQE from Anchorage Plaza to York Street, and enhancing Washington Street and the surrounding parks as pedestrian oriented streets with direct connections to DUMBO.





# BQE Central Workshop #3

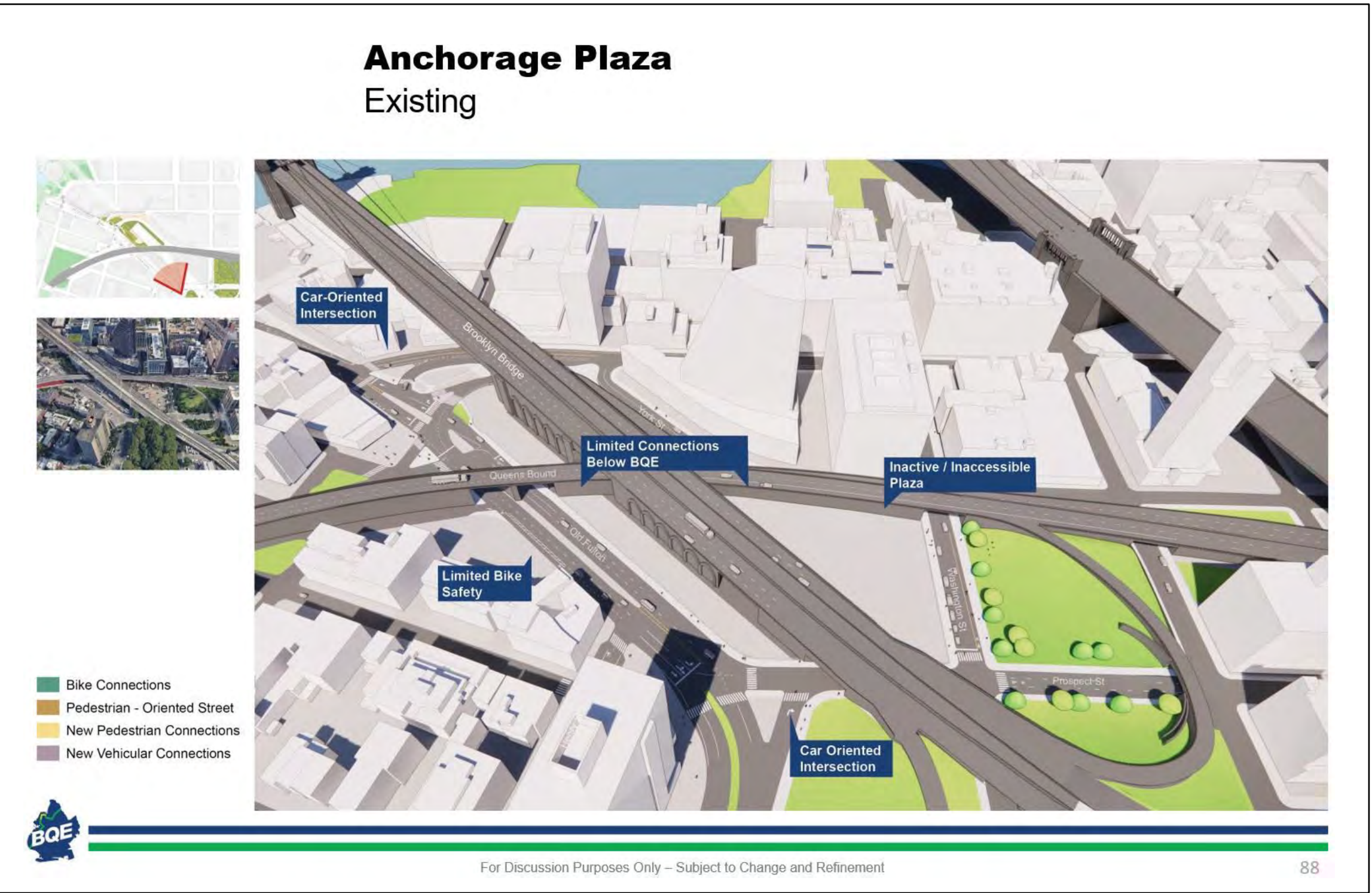
Reconfiguring BQE structures allows DOT to re-envision the streetscapes around the Brooklyn Bridge. DOT will continue to explore such changes to this area, but potentials are shown here around the Brooklyn Bridge and through the DUMBO neighborhood. One potential configuration would replace many of these islands with a sequence of new pedestrian plazas that create a more contiguous experience for visitors and residents and enhance safety and connections in and around the Brooklyn Bridge.





# BQE Central Workshop #3

Here is a bird's eye view of Anchorage Plaza as it exists today.





# BQE Central Workshop #3

This is a view illustrating how that sequence of public spaces could serve as a gateway to the Fulton Ferry District, DUMBO, and the Waterfront.



These enhanced connections and public space concepts will be further explored by DOT's planning unit.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



## Anchorage Plaza Potential



Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements

For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

Today Ash Alley and Anchorage Plaza are inaccessible to the public.

## Ash Alley & Anchorage Plaza West

Existing





Bike Connections

Pedestrian - Oriented Street

New Pedestrian Connections

New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement

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# BQE Central Workshop #3

This pedestrian view shows how Ash Alley could potentially be reopened and how Anchorage Plaza could be reimagined as major pedestrian route with pop-up programs, markets, planting, and seating.

## Ash Alley & Anchorage Plaza West Potential

These enhanced connections and public space concepts will be further explored by DOT's planning unit.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections

Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements

For Discussion Purposes Only – Subject to Change and Refinement



# BQE Central Workshop #3

On the north side of Anchorage Plaza today, there is an inaccessible staging and construction zone.



## Ash Alley & Anchorage Plaza West Existing



- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

DOT has an opportunity to reimagine this area as a public plaza, while maintaining space for maintenance and repairs to the Brooklyn Bridge over time. Along the BQE itself, we could explore a new connection underneath the BQE structure to York Street, while looking at opportunities for pop-up activities and events, similar to what occurs under the Manhattan Bridge today.



These enhanced connections and public space concepts will be further explored by DOT's planning unit.



Dekalb Market

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections

## Ash Alley & Anchorage Plaza West Potential



Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements



For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

Today Washington Street is an important link to DUMBO, but has few pedestrian amenities.

## Washington Street Facing Dumbo Existing

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections

For Discussion Purposes Only – Subject to Change and Refinement

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# BQE Central Workshop #3

Washington Street could be reimagined as a welcoming gateway to DUMBO with pedestrian-oriented streetscape elements that guide people towards the waterfront.

## Washington Street Facing Dumbo Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements

For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

Similar to Old Fulton Street and Anchorage Plaza, the area in and around the Manhattan Bridge, Trinity Park, and Farragut Houses today feels disconnected and unwelcoming, and can be challenging to navigate.

## DUMBO & Manhattan Bridge Parks



For Discussion Purposes Only – Subject to Change and Refinement

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# BQE Central Workshop #3

In December, DOT presented a variety of ideas for how to improve conditions here and heard excitement about new bike and pedestrian connections, as well as support for a direct vehicle connection from the Manhattan Bridge to the BQE, which would relieve local streets of truck traffic.


## DUMBO & Manhattan Bridge Parks Workshop #2

Concepts Presented:


Option 1



Option 2



Option 3



Community Feedback:

Increase bike infrastructure capacity to, from, and on the Manhattan Bridge


Create better connections with the Farragut Houses

Use design elements to prevent misuse of open spaces

Look at and potentially integrate existing proposal/existing community ideas for Bridge Park 3 and Trinity Park

The comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement

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# BQE Central Workshop #3

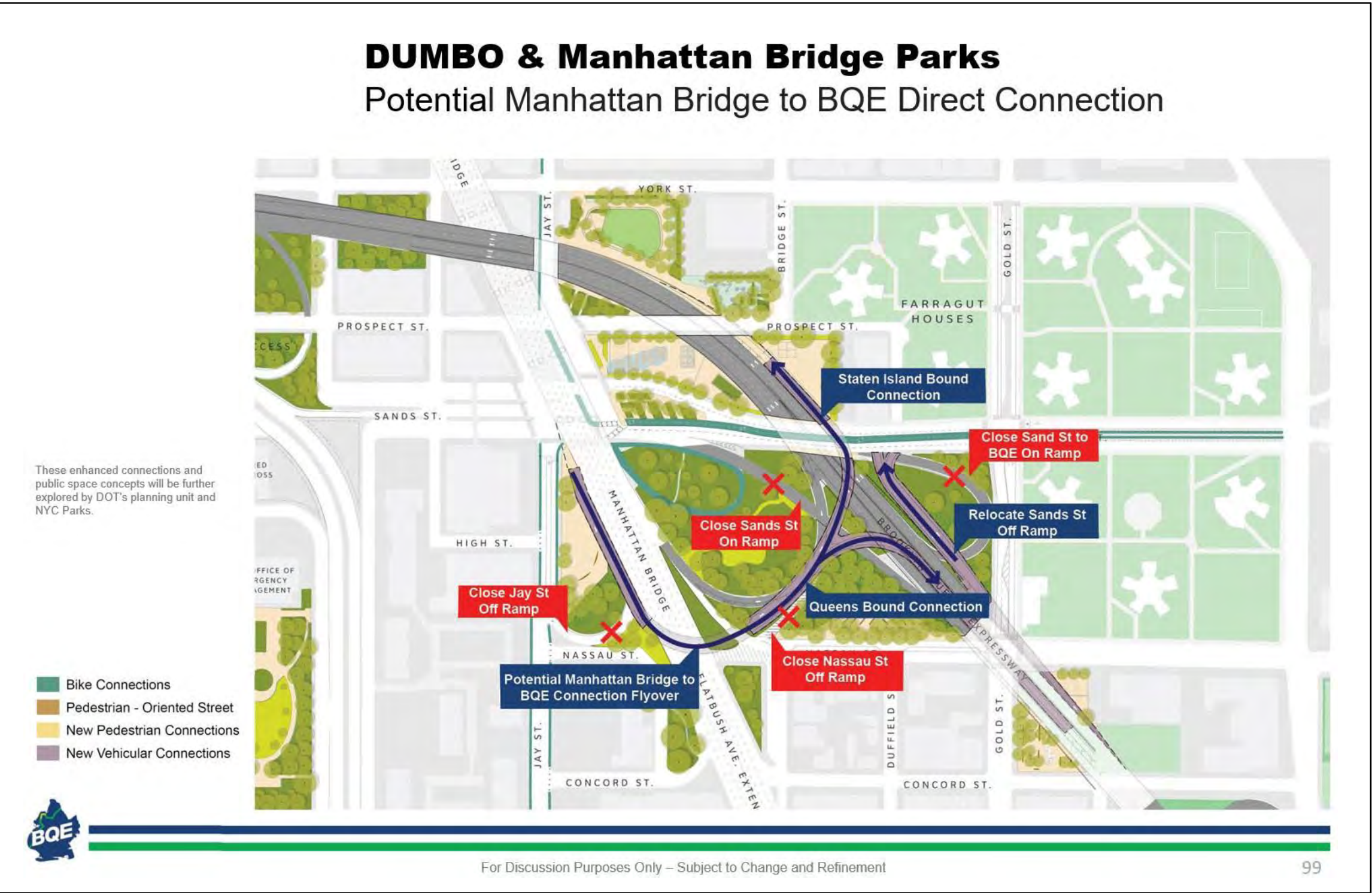
Today this area suffers from a lack of connectivity, underutilized open spaces, and frequent double parking.





# BQE Central Workshop #3

A potential new vehicular connection could significantly improve how vehicles get on and off the BQE, while relieving local streets of truck traffic and congestion.





# BQE Central Workshop #3

A potential plan for this area could be coordinated with a series of improvements to the surrounding park spaces, including pedestrian and bike access routes, newly programmed park spaces, and a potential street grade crossing at Nassau Street.





# BQE Central Workshop #3

In combination with these open space improvements and a direct link to the BQE, a potential direct connection across Nassau Street could be explored at street grade, reconnecting the grid at a key juncture.





# BQE Central Workshop #3

Here is an aerial view of this area facing towards Downtown Brooklyn.





# BQE Central Workshop #3

The potential improvements would strive to resolve the challenges that trucks and traffic face in this area, while also reimagining these spaces as a community node that connects the Farragut Houses to DUMBO and the waterfront.



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



## DUMBO & Manhattan Bridge Parks Potential—Pedestrian & Bike Crossing at Nassau St



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# BQE Central Workshop #3

Currently the parks in this area have a significant amount of cars that park along the street and feel unsafe and unwelcoming. Logical connections between streets are difficult to discern, if they exist at all.

## DUMBO & Manhattan Bridge Parks Existing



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

The potential condition would emphasize connectivity under the highway and over Flatbush, making this entire area into connective tissue between neighborhoods, while also limiting truck traffic on local streets.



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



## DUMBO & Manhattan Bridge Parks Potential—Pedestrian & Bike Crossing at Nassau St



For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

## Flatbush Ave Facing Manhattan Bridge

Existing



- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



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# BQE Central Workshop #3

With the addition of a new on-ramp, the design would need to reimagine the view down Flatbush and ensure that the bridge design preserves as much of the view to the Manhattan Bridge as possible, while enhancing this as a gateway as part of the design for the new ramps and bridges. A direct pedestrian connection at Nassau would help balance the needs of local pedestrians with those of regional traffic.

## Flatbush Ave Facing Manhattan Bridge

### Potential—Pedestrian & Bike Crossing at Nassau St



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections





For Discussion Purposes Only – Subject to Change and Refinement

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# BQE Central Workshop #3

## Prospect Street Facing Farragut Houses Existing



For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Workshop #3

At Prospect Street and Lyons Park, the streetscape could be enhanced with pedestrian amenities that link adjacent park spaces and ensure a safe, inviting connection through the neighborhood from DUMBO and Brooklyn Heights all the way to Farragut Houses and the Brooklyn Navy Yard.



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections

## Prospect Street Facing Farragut Houses Potential



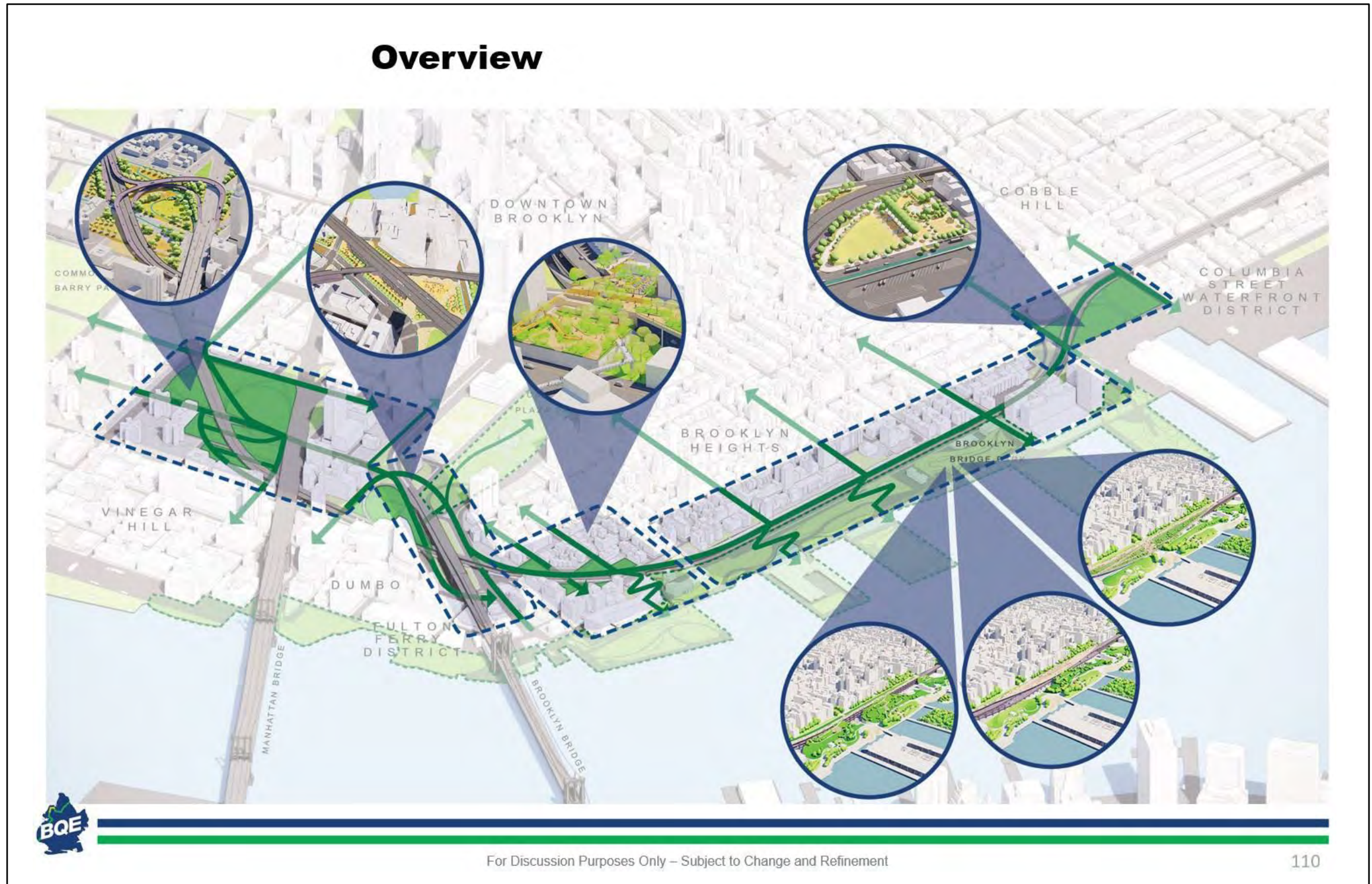
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# BQE Central Workshop #3

In total, these collective improvements have the potential to restore many of the connections that were lost when the BQE was built, while creating new benefits for regional traffic, and crafting a necklace of inviting community spaces that can link all the way from the Farragut Houses and Vinegar Hill to the DUMBO and Fulton Ferry District to Brooklyn Heights and Cobble Hill.

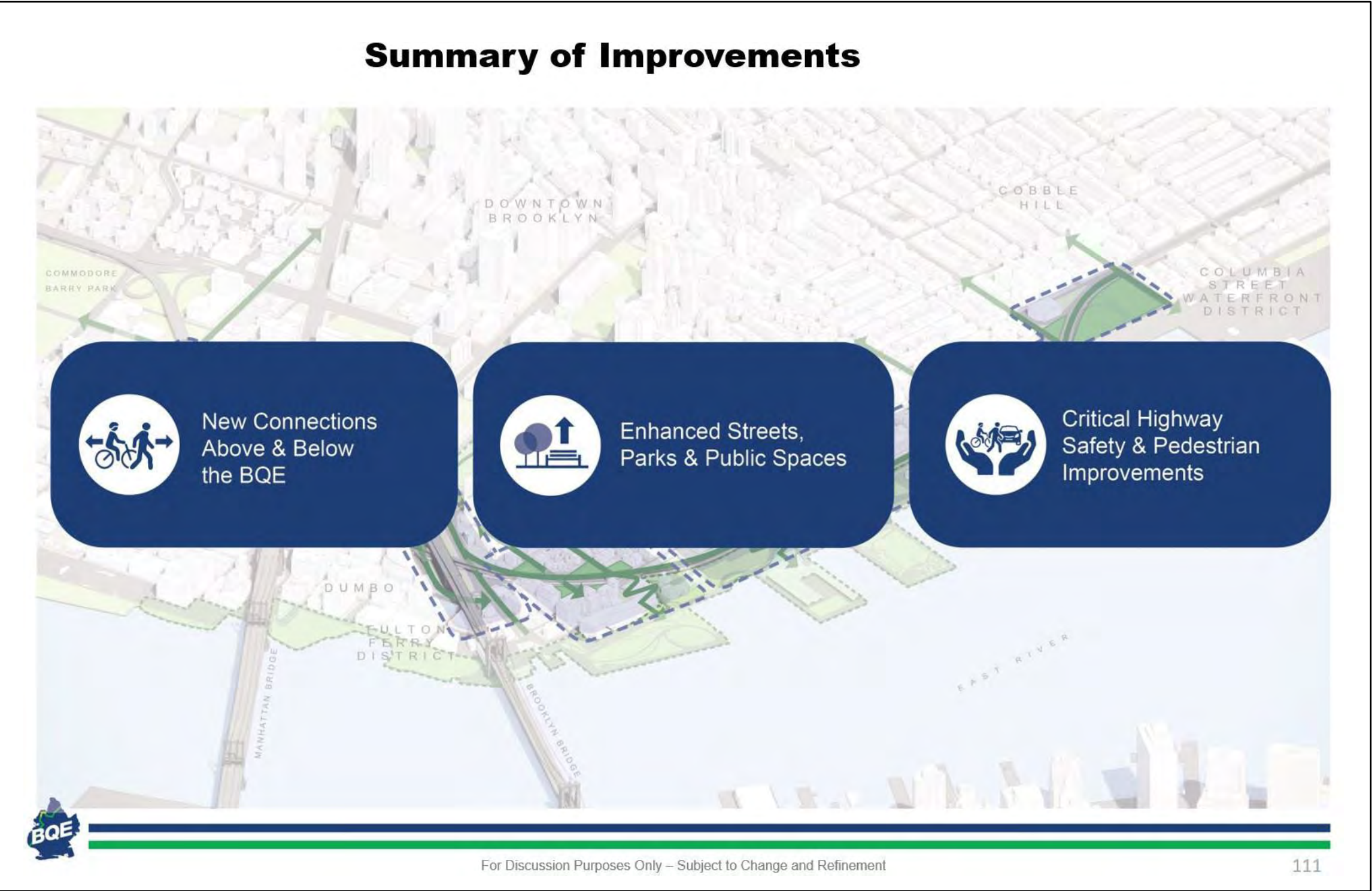




# BQE Central Workshop #3

Once completed, these investments in BQE Central could add significant new connections over or under the BQE, a wide swath of enhanced streets, parks, and public spaces, and a range of critical highway safety and pedestrian improvements.

DOT is committed to working with the public to ensure that these strategies and benefits are distributed throughout the entire BQE Central corridor in a balanced way, and implemented holistically to improve access, safety, and connectivity across one of Brooklyn's most significant gateways.



# BQE Central Workshop #3

DOT will come to a conclusion about the future of these spaces through continuous opportunities for community feedback up to and through the federally-mandated environmental review process, and concepts will move forward, as explained in the environmental review explainer video shown this evening. We will keep the public updated at every step of the way so you can make your voice heard

Following tonight’s meeting, there will be a number of important opportunities for ongoing engagement, including:

- i. A workshop that will focus specifically on the Atlantic Avenue interchange
- ii. A Spring Hot Topics Webinar focused on environmental review and opportunity to ask questions about the concepts presented tonight,
- iii. A series of exciting events led by our Community Partners this spring and summer, and
- iv. Ongoing stakeholder meetings.

## Next Steps



Atlantic Avenue Workshop



Spring Webinar



Apply for Federal Infrastructure Grant



Environmental Review



Ongoing Community Partners Events

**NOTE:** All meeting materials will be posted at [nyc.gov/bqe](https://nyc.gov/bqe) following the public meetings.



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## Questions & Answers

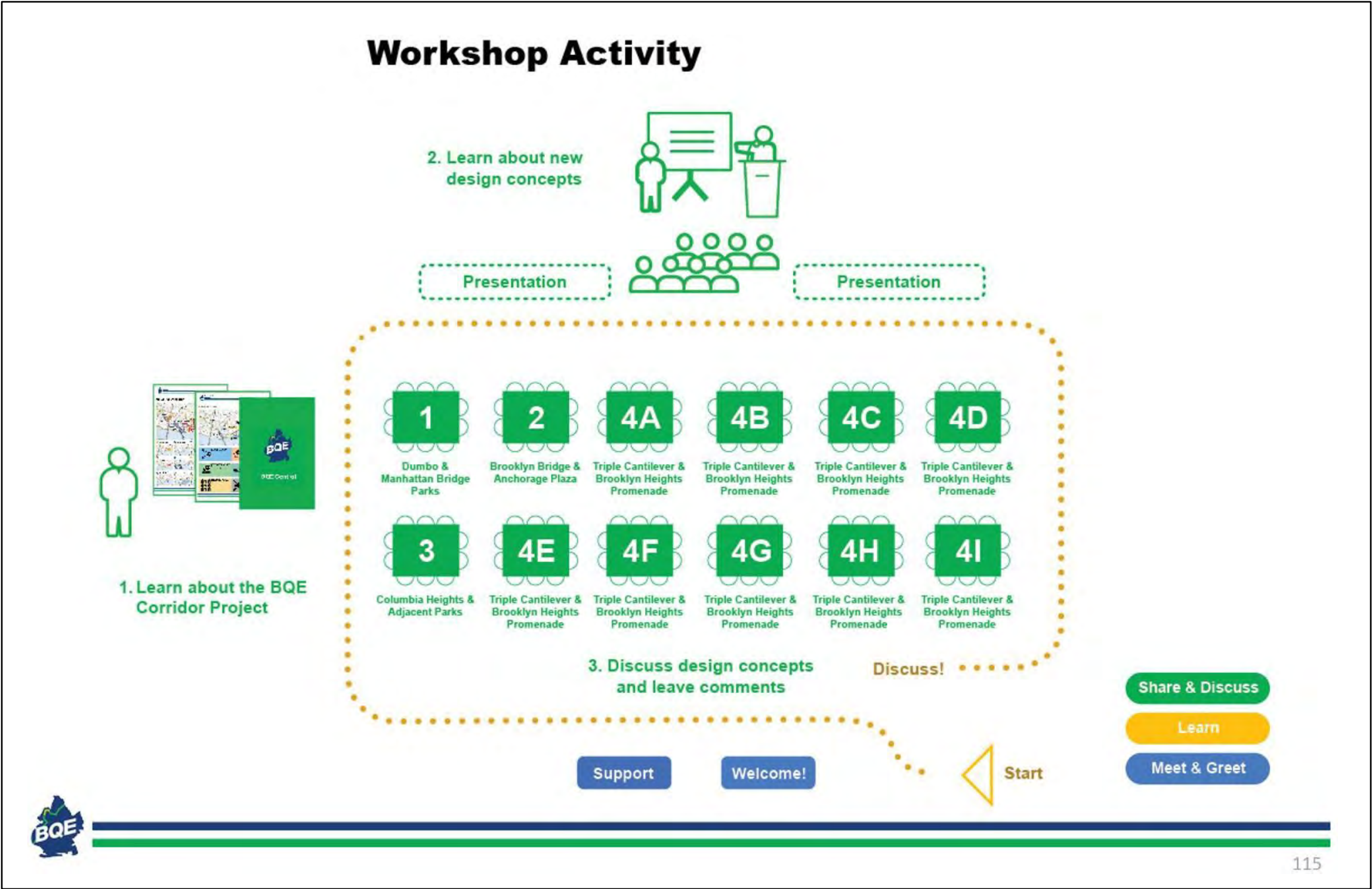
# 4

## Workshop Activity

# 5



# BQE Central Workshop #3



# BQE Central Workshop #3

**Thank you!**





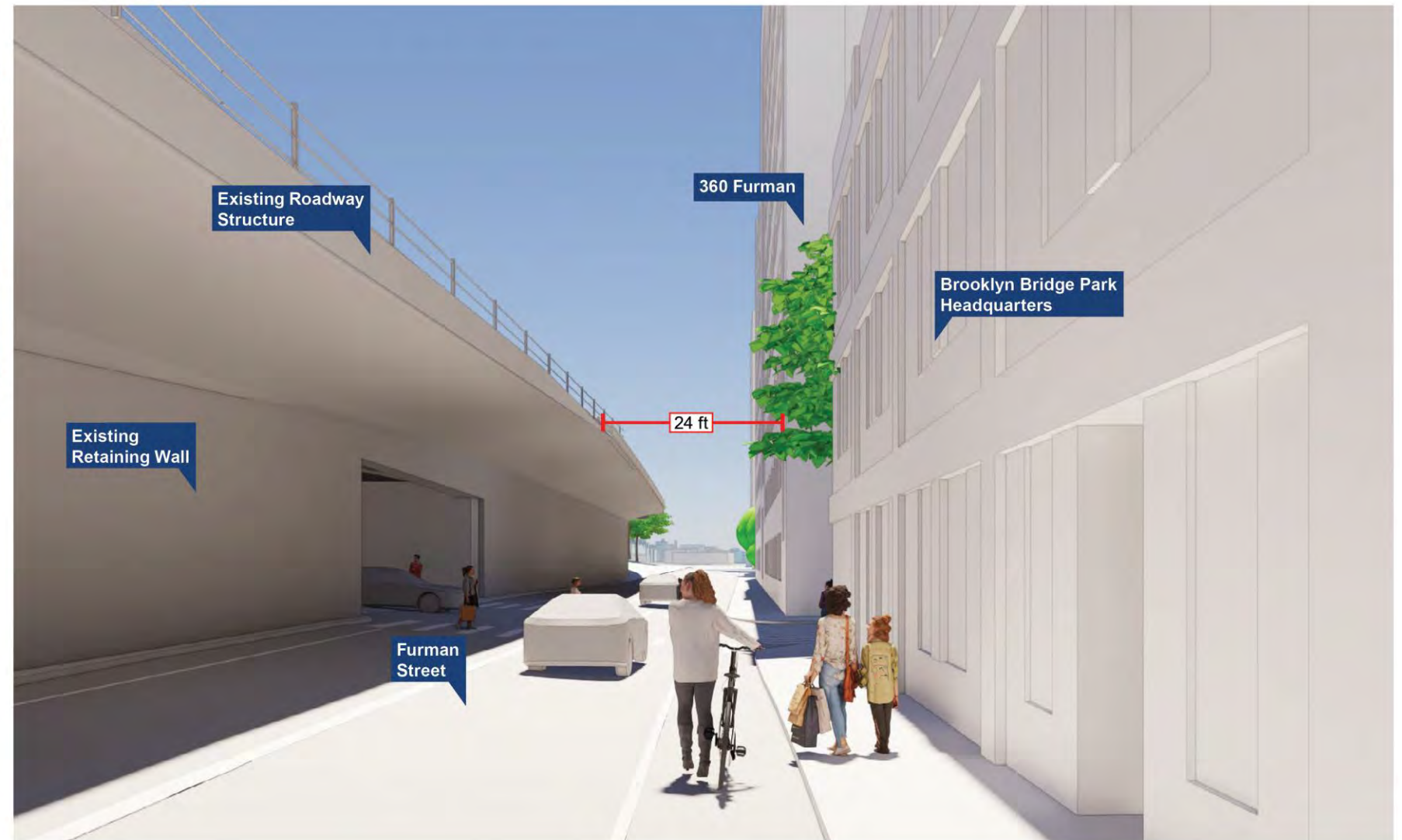
## Appendix

## Design Concepts

- Throughout the design process, the team evaluated a number of specific pinch points, including the condition 360 Furman, to better understand the potential structural configuration for each concept.
- At 360 Furman today, here viewed from the Brooklyn Bridge Park Headquarters, the existing triple cantilever structure is approximately 24' from the face of the building. The Staten Island bound roadway is approximately in line with second story of the building, while the Queens bound roadway is approximately in line with the third story of the building.



## Existing View at 360 Furman Looking South



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□ Looking towards 360 Furman from the Brooklyn Bridge Park Headquarters, you can see what the structure could potentially look like as a partial replacement that maintains the existing retaining walls. It's worth noting that through further engineering analysis and based on community feedback, this structure will continue to be refined.

□ That said, there are several elements worth noting here.

✦ This structure is shown in a 2-lane configuration at approximately 40' in width in each direction. That is the minimum width of the structure at this location and would result in approximately 18' between the face of the building and the highway structure. The three lane configuration of the roadway, which would typically be 50' in each direction, would be approximately 15 feet from the face of the building, though these distances are still being refined.

✦ At this location, the height of the structure would be similar to what exists today, while providing the necessary 14.5' of clearance required for the roadway in each direction.

✦ Because the Terraces is framed structure, rather than a cantilever, columns would land on Furman Street in front of the building entrance. Through further design, the team will explore ways to minimize the impact of these columns and ensure that they do not interfere with building egress, fire and emergency vehicle access, and routine building inspection needs. The design shown here is illustrative only and will continue to evolve.

Design Concepts

**The Terraces**  
View at 360 Furman Looking South



Optimization of Structures Pending

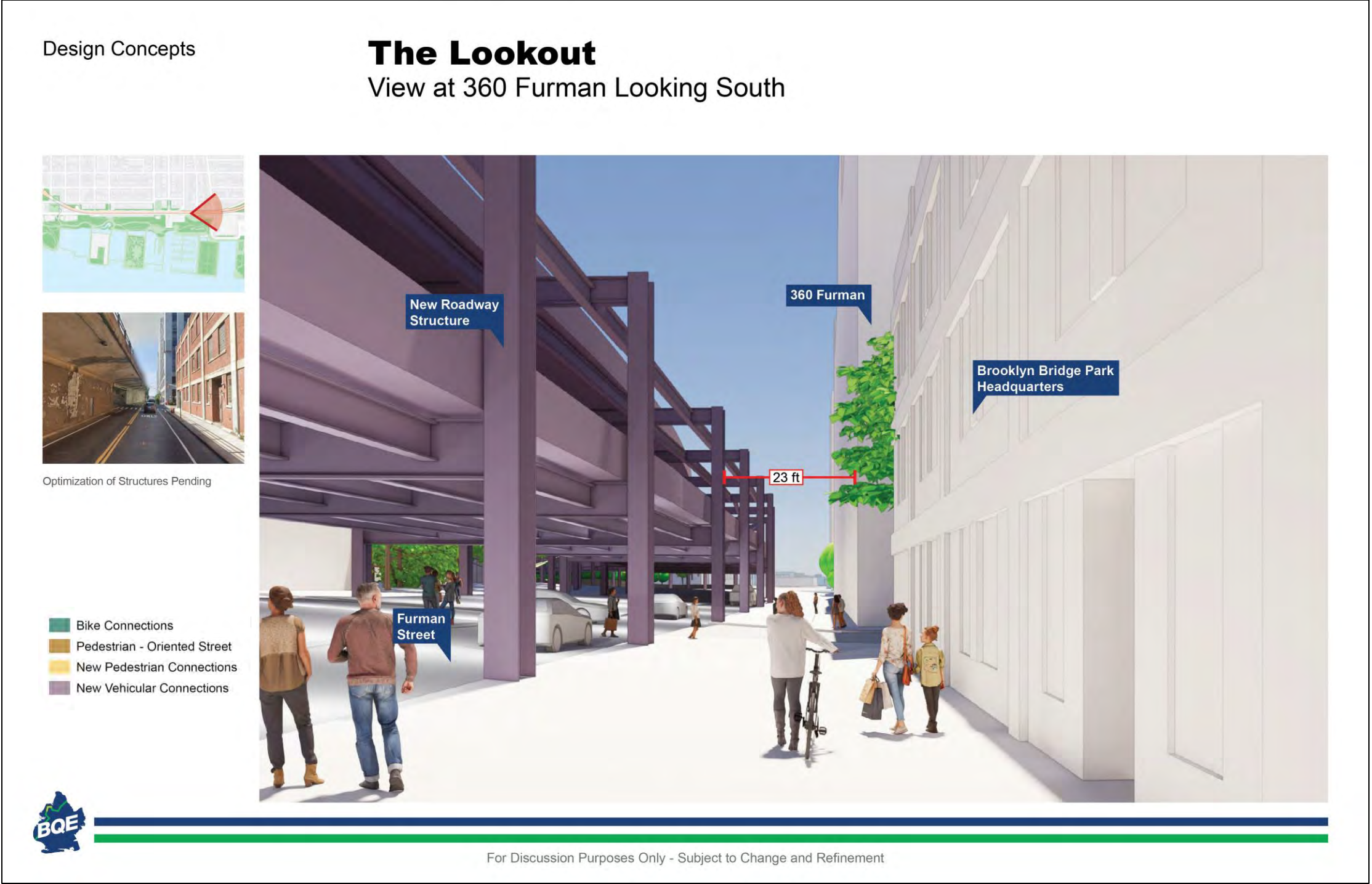
- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



For Discussion Purposes Only - Subject to Change and Refinement



- Looking towards 360 Furman from the Brooklyn Bridge Park Headquarters, you can see what the structure could potentially look like as a full replacement. It's worth noting that through further engineering analysis and based on community feedback, this structure will continue to be refined.
- There are several elements worth noting here.
- This structure is shown in a 2-lane configuration at approximately 40' in width in each direction. That is the minimum width of the structure at this location and would result in approximately 23' between the face of the building and the highway structure. The three lane configuration of the roadway, which would typically be 50' in each direction, would be approximately 15 feet from the face of the building.
- At this location, the height of the structure would be similar to what exists today, while providing the necessary 14.5' of clearance required for the roadway in each direction.
- Because the Lookout is frame structure, rather than a cantilever, columns would land on Furman Street in front of the building entrance.
- Through further design, the team will explore ways to minimize the impact of these columns and ensure that they do not interfere with building egress, fire and emergency vehicle access, and routine building inspection needs.
- The design shown here is illustrative only and will continue to evolve.





At 360 Furman, the Stoop would have the same configuration as the full replacement concept, which was shown previously as we discussed the Lookout. The same considerations hold for this concept.

Design Concepts



Optimization of Structures Pending

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections

# The Stoop

View at 360 Furman Looking South



23 ft

New Roadway Structure

360 Furman

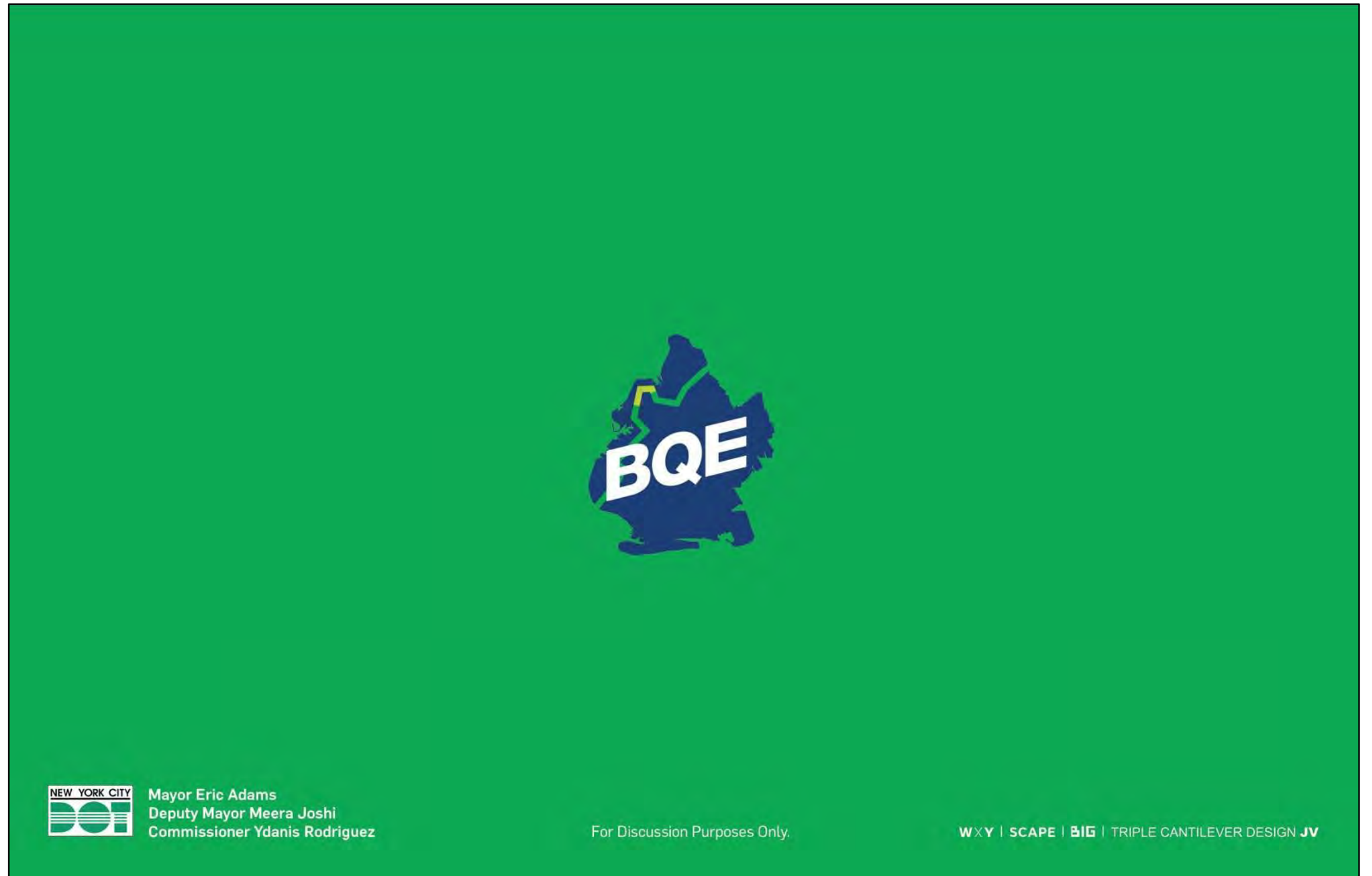
Brooklyn Bridge Park Headquarters

Furman Street



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# BQE Central Workshop #3







## Corridor Vision BQE Central


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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Atlantic Avenue Meeting




# BQE Central Atlantic Ave Workshop





**Corridor Vision**  
**BQE Central**

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



**Refining The Vision**  
**BQE Central Atlantic Ave Workshop**  
June 15, 2023







# BQE Central Atlantic Ave Workshop

This presentation focuses on the progress that has been made since DOT's last round of workshops focused on the Atlantic Avenue interchange.

The presentation will start with a brief discussion of the overall process.

After that, it will recap what DOT heard in the last two rounds of engagement about Atlantic Avenue.

The presentation will then cover a series of design concept updates that have been developed since the last round of workshops.

Atlantic Ave

## Agenda



**1**

Process Update



**2**

What We Heard



**3**

Existing Challenges



**4**

Atlantic Avenue Design Concepts



**5**

Questions & Answers



**6**

Breakout Groups



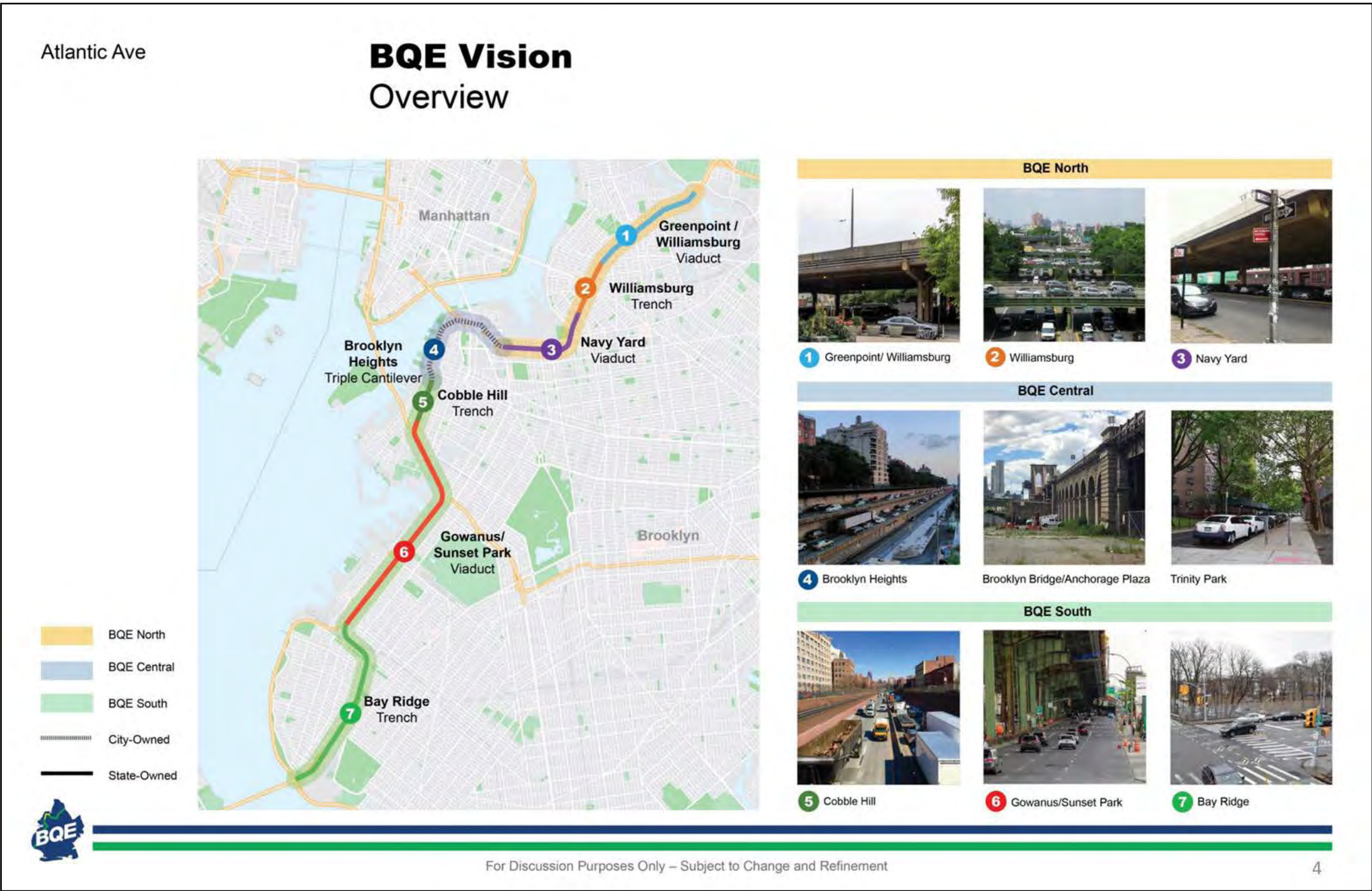
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3



# BQE Central Atlantic Ave Workshop

This administration is focused on pursuing a long-term fix for the city-owned portion of the BQE in Brooklyn, including the triple cantilever – highlighted here in dark blue (#4) – while taking a bold, corridor-wide approach to address the entire structure and reconnect communities throughout Brooklyn divided by this highway.





# BQE Central Atlantic Ave Workshop

We are focusing on the urgency of maintaining a safe City-owned section while reimagining the entire corridor with consideration for sustainable design, and centering equity.

Moreover, there is a once-in-a-generation opportunity to leverage federal dollars to make these needed repairs and improvements. DOT's overall timeline is ambitious and is being driven by the anticipated federal grants that we'd like to apply for and the overall Environmental approval timeline. We don't want to miss this once-in-a-generation opportunity to access transformative federal infrastructure dollars for New Yorkers during the current administration.

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





# BQE Central Atlantic Ave Workshop

Our goal throughout this process has been to hear from as many people as possible.

In addition to our active Community Visioning Council, this project is working with community partners, who were selected to support a broad-based outreach strategy along the corridor. These partners are spreading the word about the project and connecting directly with their own constituents and networks through local events, activities, and organizing.

Note that in January and February, DOT hosted a series of topical working groups with subject matter experts to home in on significant policy questions. A summary of findings can be found on the BQE website.

Atlantic Ave

## Who's Involved?



### Community Visioning Council

... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice, and transportation advocates



### Community Partners

... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity



### Topical Working Groups

... Facilitate Focused Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

## Local, State, & Federal Agencies



Department of  
Transportation



U.S. Department  
of Transportation  
Federal Highway  
Administration

NYC



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6





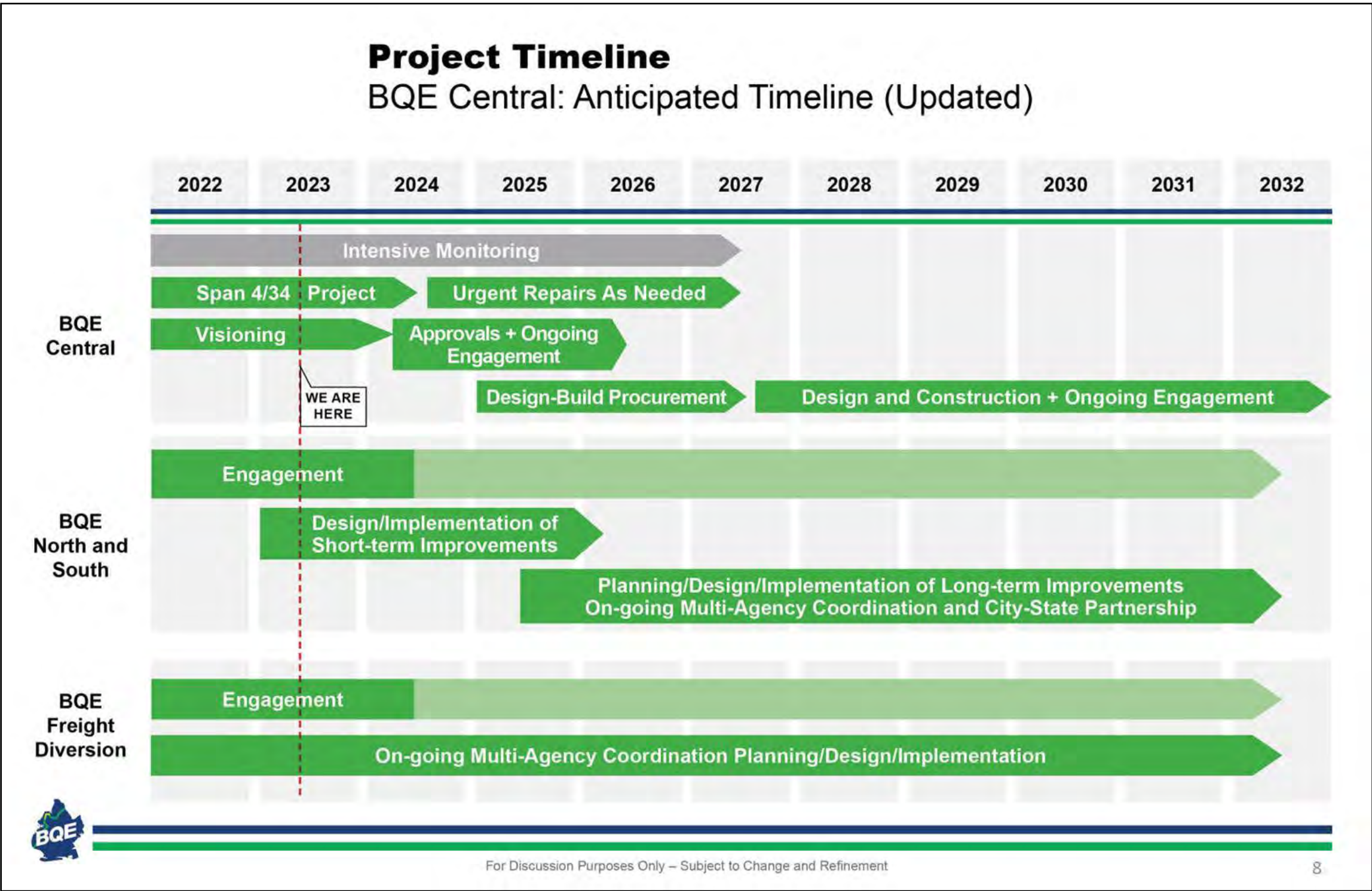
## Process Update

1

# BQE Central Atlantic Ave Workshop

**Process Update:** This slide shows where we are in our parallel schedule for BQE Central and BQE North and South. Please note that we are also making progress on the full length of the Brooklyn BQE Corridor

**For BQE North and South:** We completed our first two rounds of workshops in the Spring, mirroring the Central process. Currently, our community partners are leading grassroots efforts to gather feedback from their communities and our next Workshop series will take place in September.



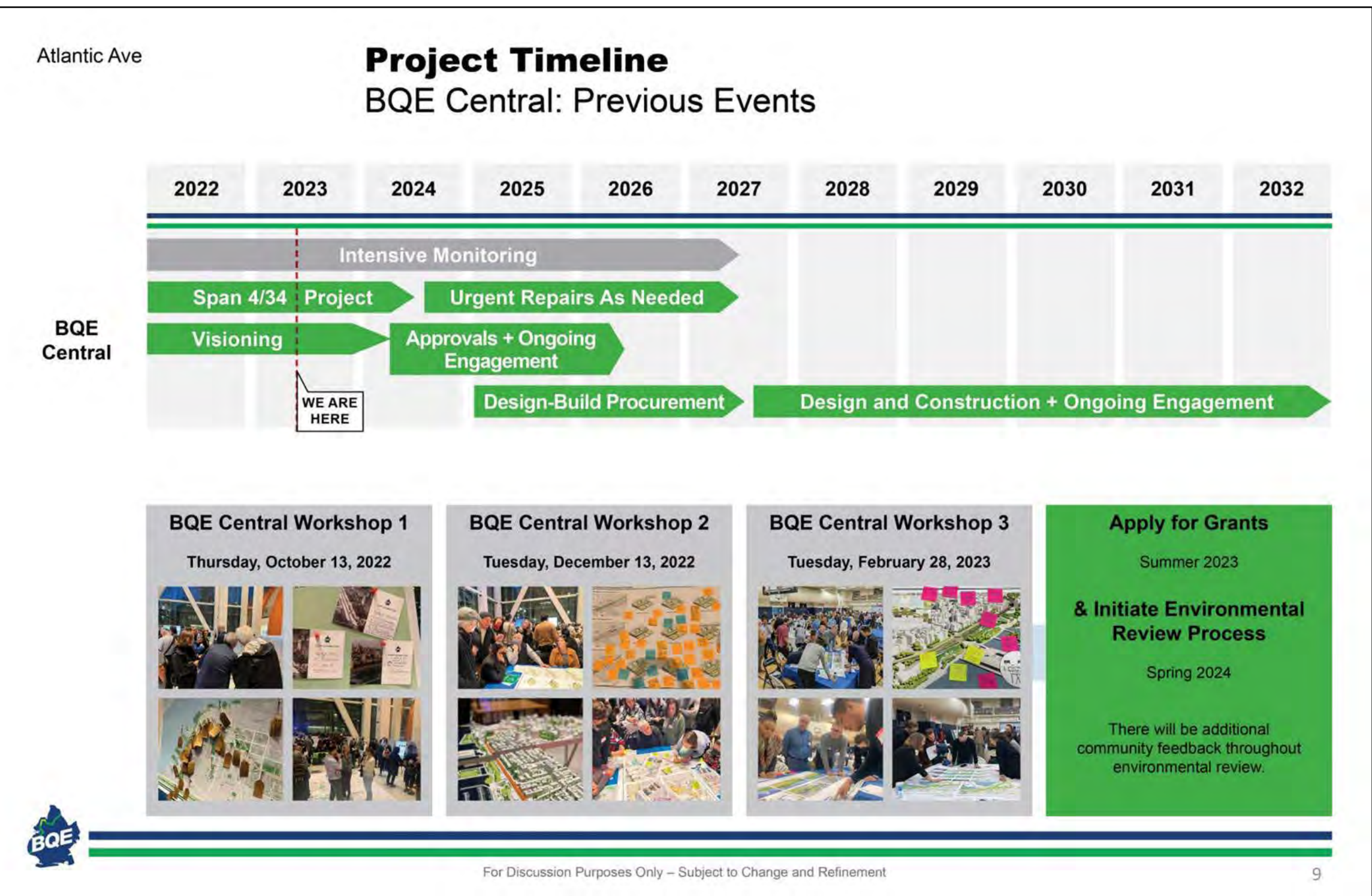


# BQE Central Atlantic Ave Workshop

**BQE Central:** This winter, we completed our third round of engagement for BQE Central, excluding Atlantic Avenue. During this third round of engagement, we shared refined concepts for the Triple Cantilever and sections of the highway running all the way to Sands Street.

Tonight will conclude our final virtual workshop for Round 3. We are working with Cobble Hill Association and local elected officials to host an in-person meeting on this geography in the coming weeks.

**Next steps:** During the summer of 2023, DOT will continue to apply for federal infrastructure dollars as we prepare for a formal kick off to the Environmental Process in Spring 2024. During this period, there will be ongoing opportunities for engagement around BQE Central, North, and South.





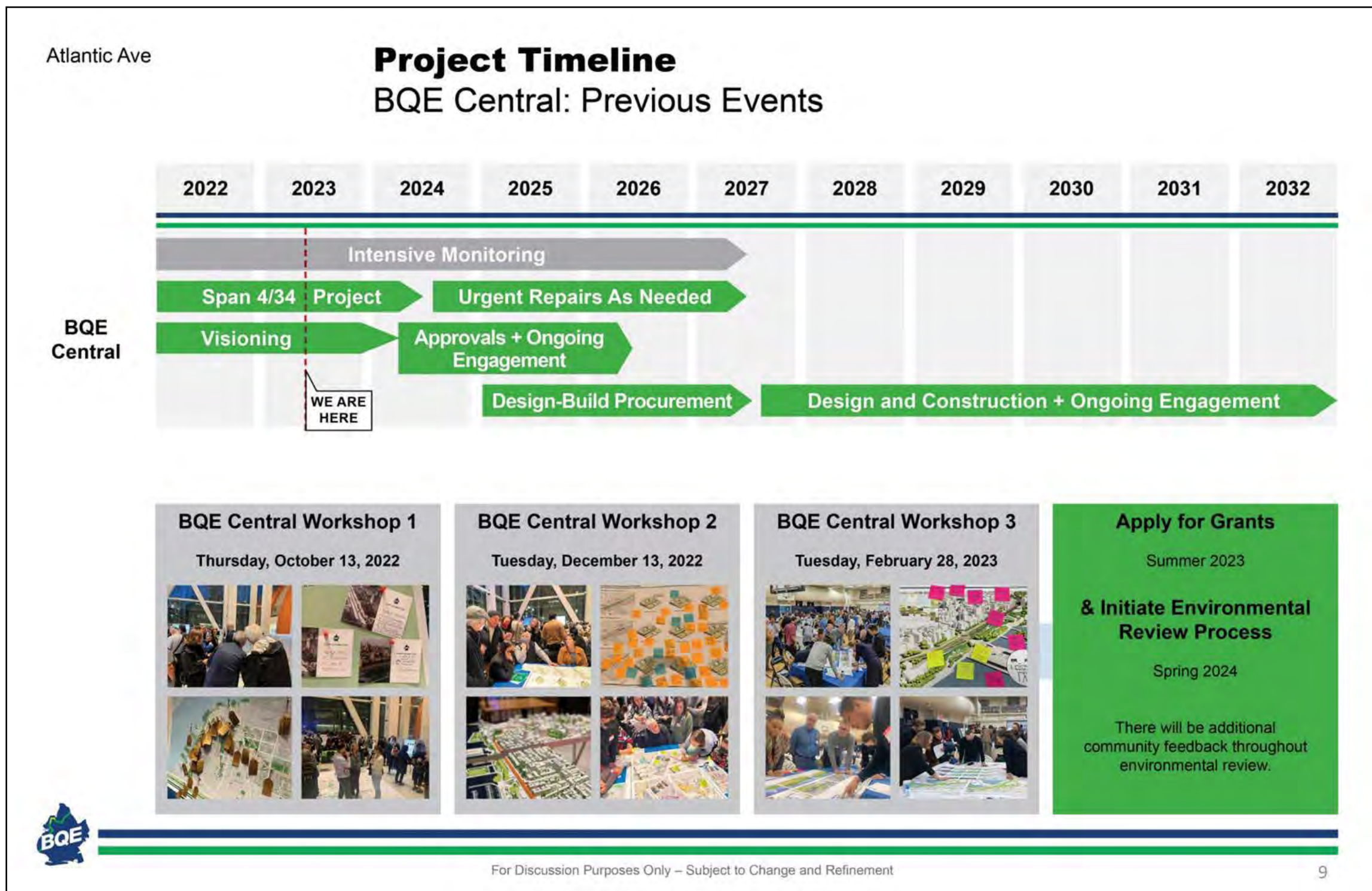
# BQE Central Atlantic Ave Workshop

## Timeline shift:

- DOT is working closely with federal highways and NYSDOT to make joint decisions about the BQE Central project.
- DOT determined with our federal and state partners that traffic modeling related to BQE Central must be complete in advance of beginning the environmental review process. This means that the start of the environmental review must shift from Fall 2023 to Spring 2024.
- DOT is on track to complete traffic modeling to review both two- and three-lane configurations for BQE Central by February 2024, after which we expect to begin the environmental review process.

This change will ensure modeling is thorough, with consideration for congestion pricing and BQE North and South report recommendations.

The environmental review process will take two years to complete, and we expect final design and construction to begin in the second half 2027.

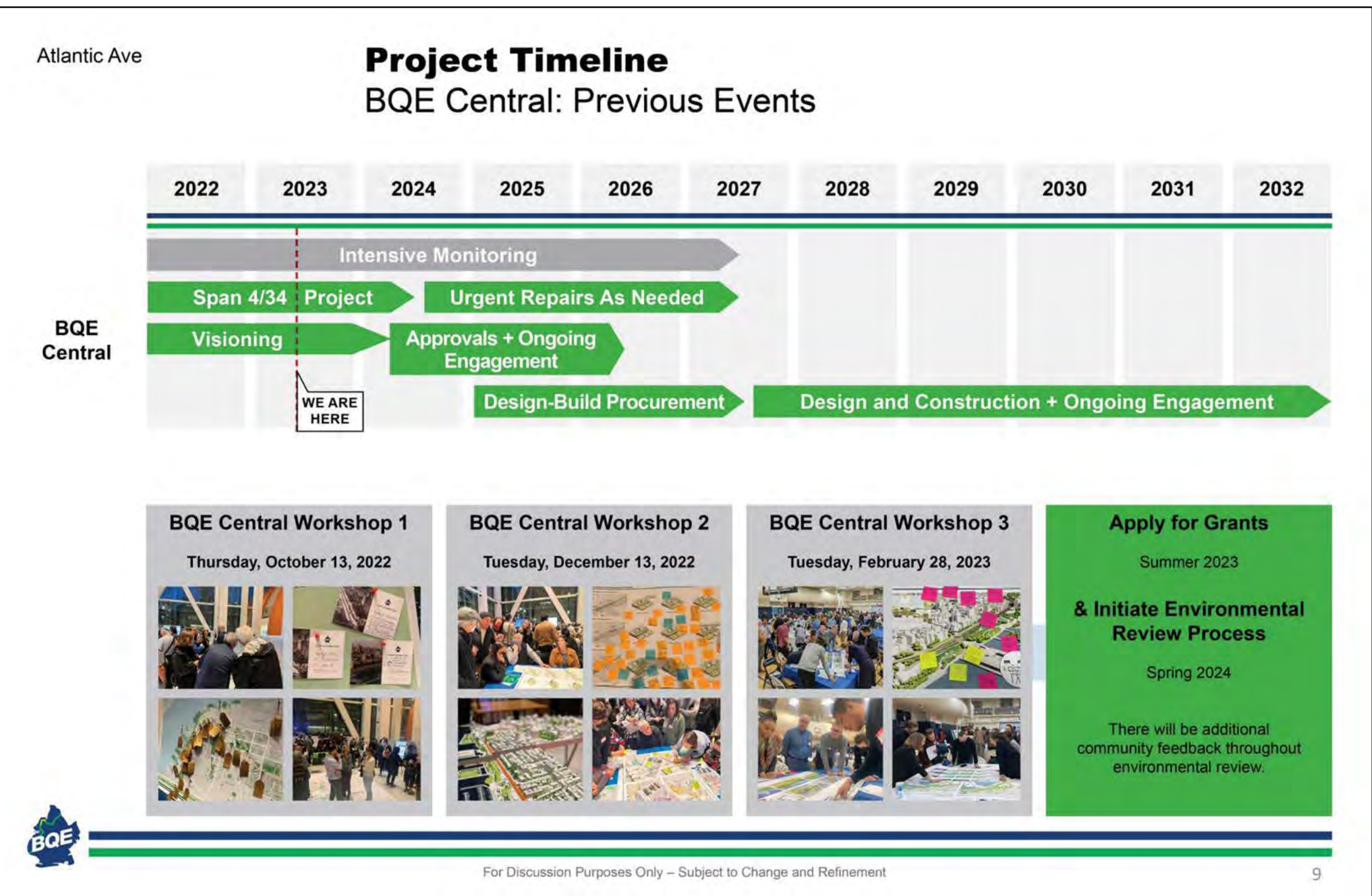




# BQE Central Atlantic Ave Workshop

Throughout these processes, we will ensure the triple cantilever remains safe by continuing any urgent repairs to the Atlantic-to-Sands section as well as safety monitoring, including regular in-person inspections and sensors placed on the structure.

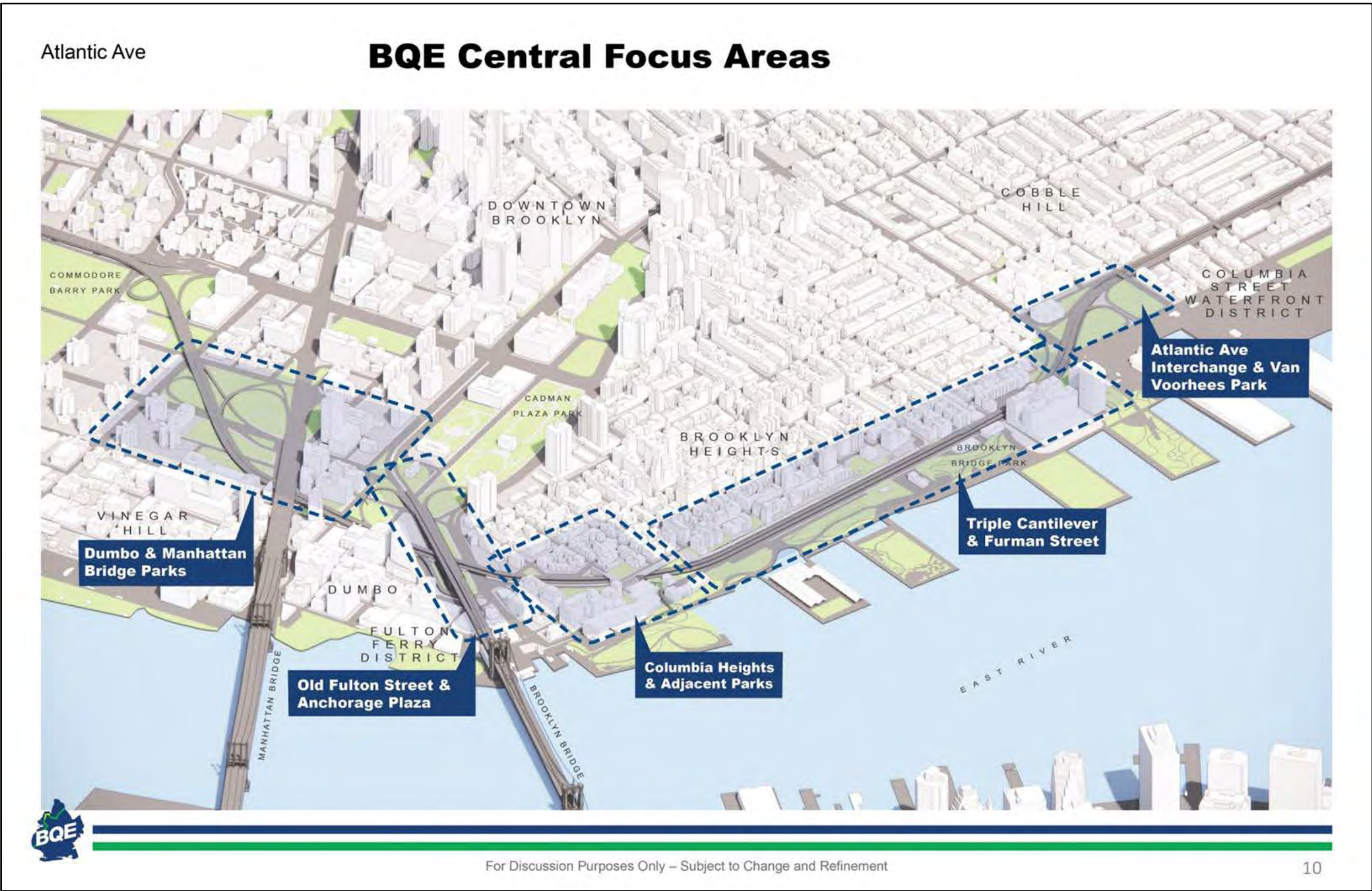
To learn more about the Environmental Review process, please watch the short video created by DOT that summarizes the process and how it relates to the ongoing planning around the BQE. DOT also recorded a webinar on Environmental Review in April 2023. Both resources are available online at [nyc.gov/bqe](https://nyc.gov/bqe).





# BQE Central Atlantic Ave Workshop

This presentation builds on the feedback that DOT heard during Round 3 of the BQE Central engagement on all five areas of BQE Central.



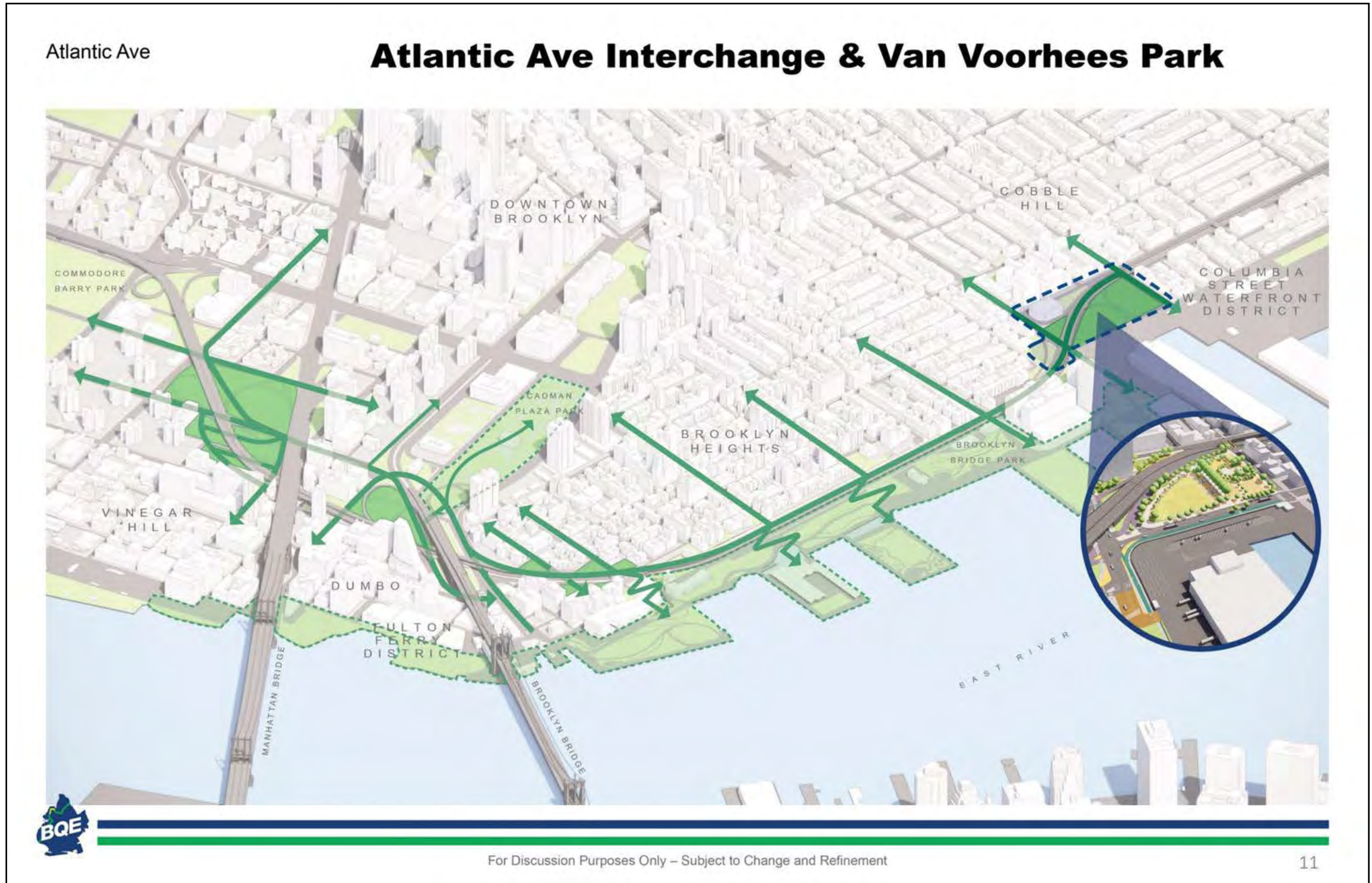


# BQE Central Atlantic Ave Workshop

This presentation zooms in on the Atlantic Avenue interchange, which was not included in the March 2023 workshop.

Collectively, the team decided that we needed additional time to understand how to best enhance conditions for all modes at this complex interchange. Therefore, this presentation is intentionally focused only on the Atlantic Avenue interchange, also known as “Zone 5”.

While DOT understands that the design decisions made at this location relate to other portions of BQE Central, the goal of this presentation focuses on getting feedback about a series of potential design concepts at this interchange to inform our approach as we move forward in this process.



# BQE Central Atlantic Ave Workshop

Throughout this process, DOT has received a tremendous amount of feedback in virtual and in-person meetings, online surveys, and smaller stakeholder meetings.

## What We Heard

# 2





# BQE Central Atlantic Ave Workshop

During Round 2 of engagement for Atlantic Avenue, DOT presented three concepts. These concepts focused on upgrades to the existing Atlantic Avenue interchange on-off ramps, which could create a more unified Van Voorhees Park.

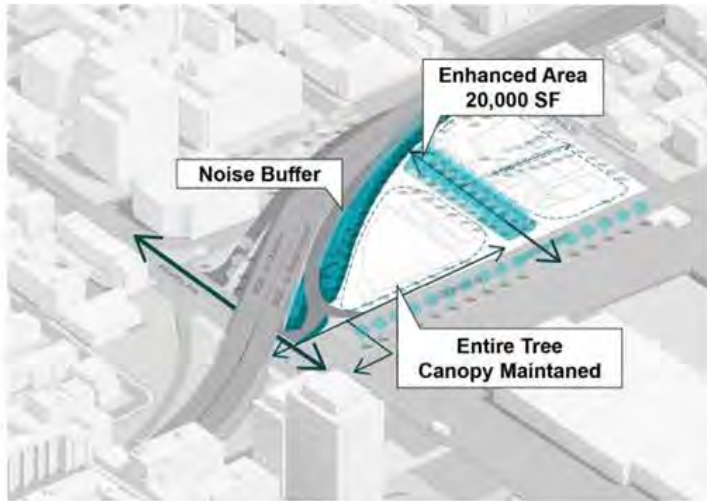
Participants expressed a strong desire to hear about more specific designs related to bike and pedestrian safety and more detail on how traffic can be balanced in this complex interchange.

Atlantic Ave

## Atlantic Ave Interchange & Van Voorhees Park Workshop #2

Concepts Presented:

Concept 1

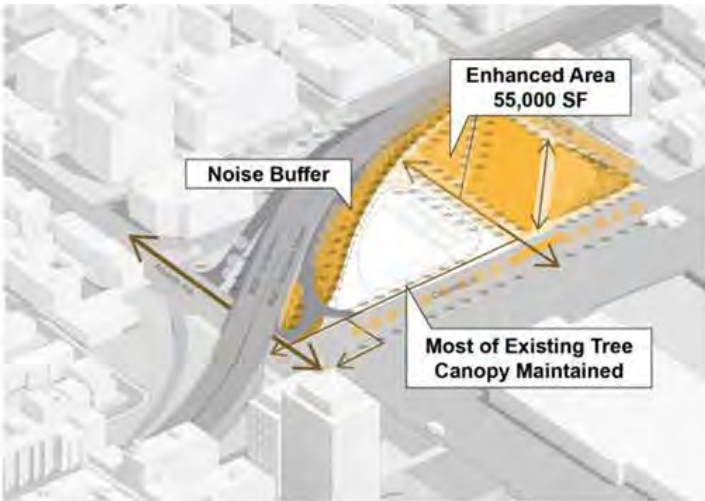


Enhanced Area 20,000 SF

Noise Buffer

Entire Tree Canopy Maintained

Concept 2

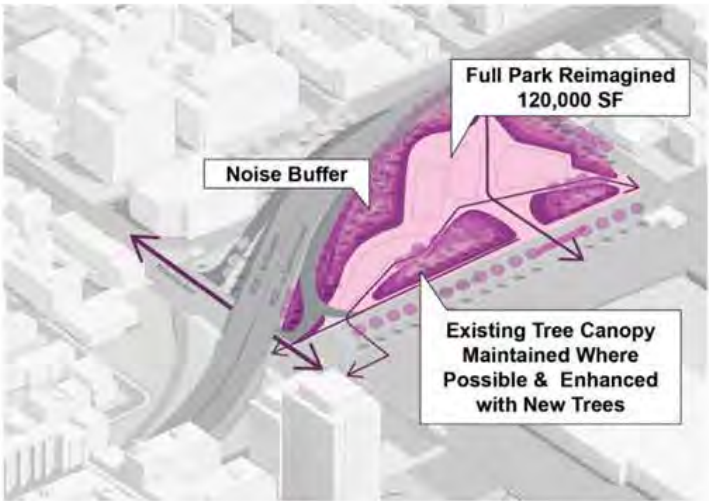


Enhanced Area 55,000 SF

Noise Buffer

Most of Existing Tree Canopy Maintained

Concept 3



Full Park Reimagined 120,000 SF

Noise Buffer

Existing Tree Canopy Maintained Where Possible & Enhanced with New Trees

Community Feedback:

Prioritize Usable Space Within Van Voorhees Park and Connections to Brooklyn Bridge Park

Prioritize Pedestrian and Bike Safety Improvements on Atlantic Ave

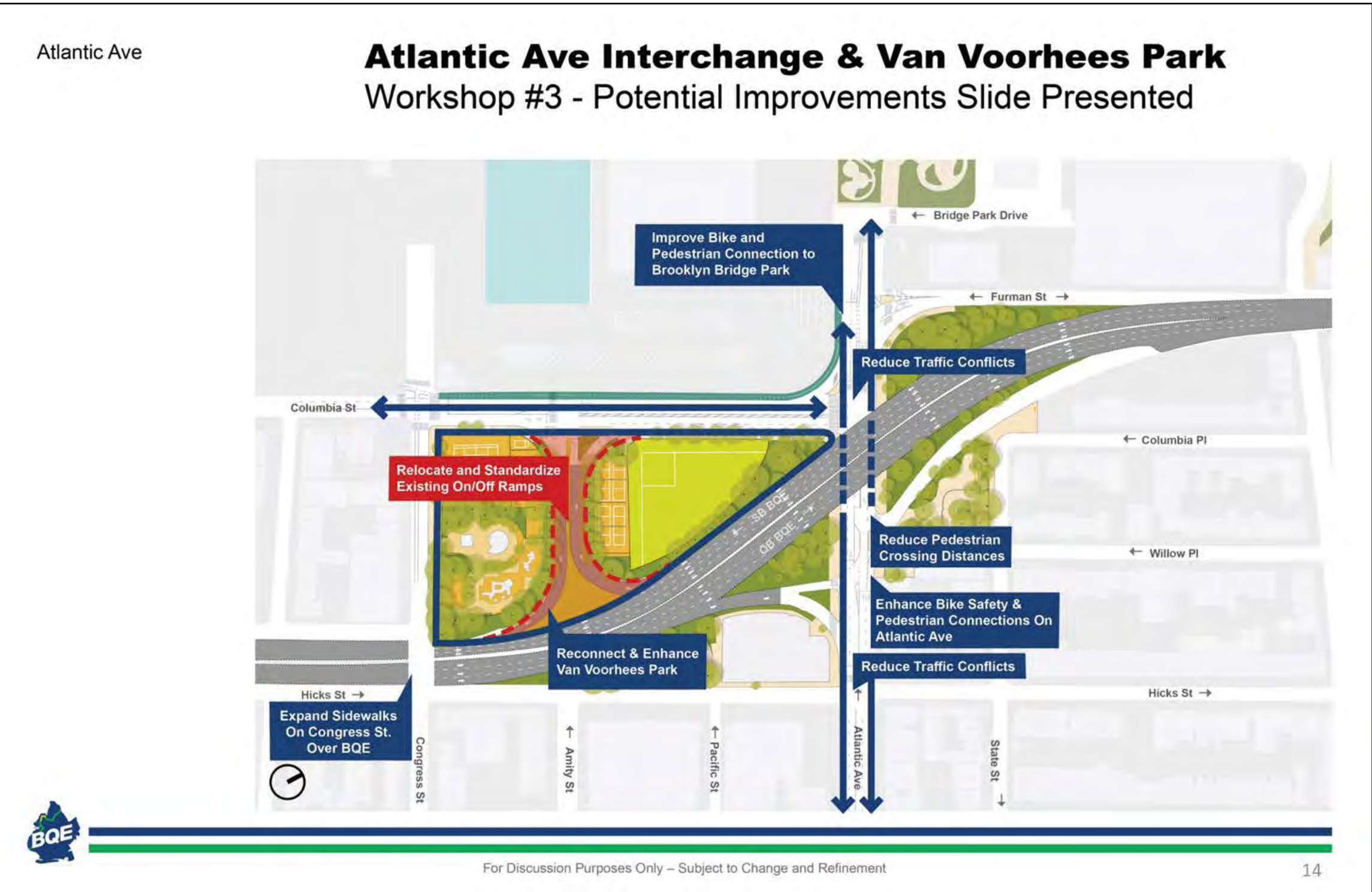
Use Design to Reduce On/Off-Ramp Speeding

The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement

For Discussion Purposes Only – Subject to Change and Refinement

# BQE Central Atlantic Ave Workshop

In the last meeting, DOT reemphasized some of the potential core goals for Atlantic, focusing on safety and conflict reduction for both motorists and vulnerable users and provided a foundation for the engineering work that the team has been doing over the past several months.





# BQE Central Atlantic Ave Workshop

This presentation will start by providing a shared understanding of the present challenges and conflicts at Atlantic.

Afterwards, the presentation will cover three potential design concepts.

## Existing Issues

3



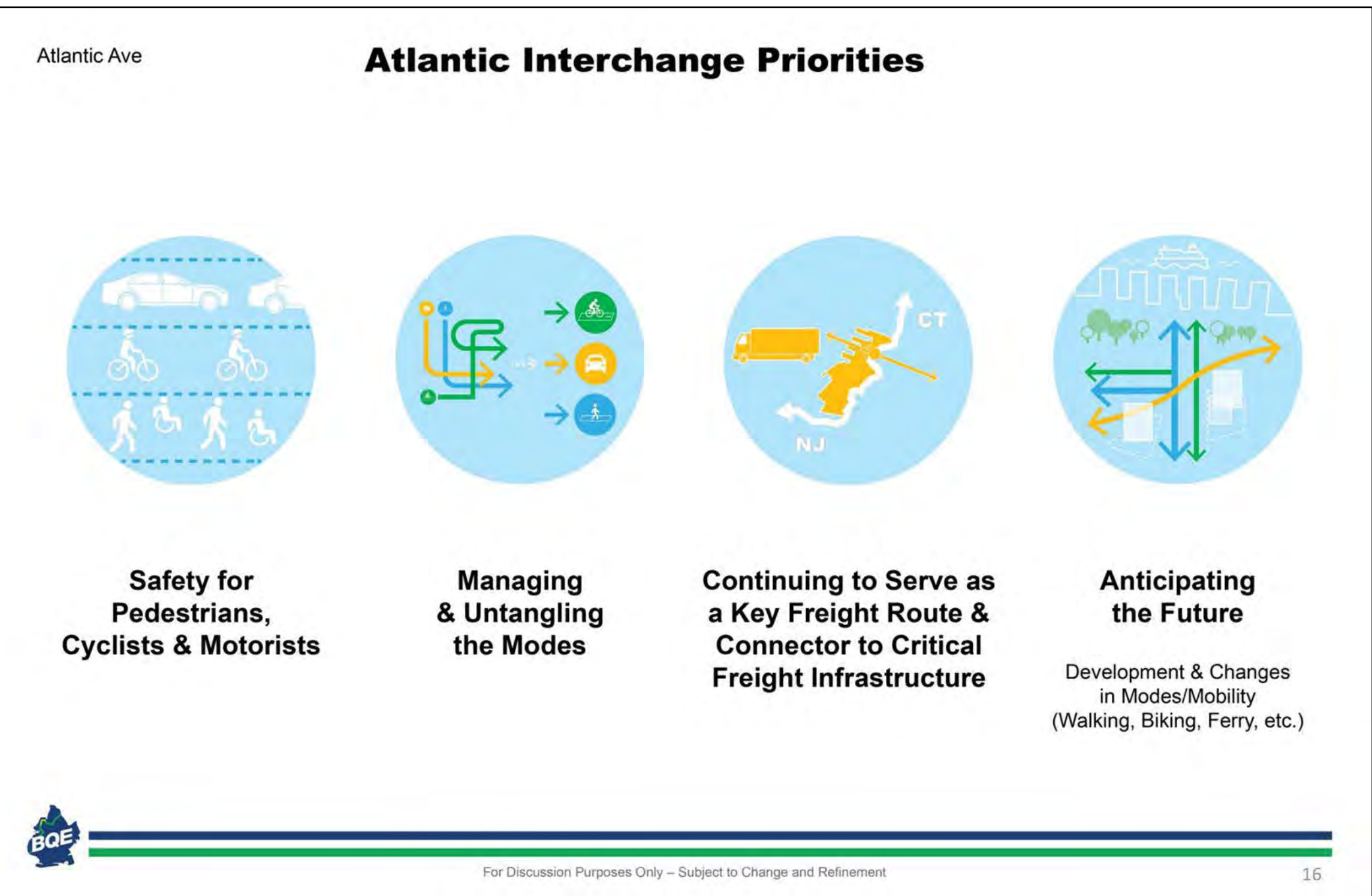
# BQE Central Atlantic Ave Workshop

Based on the feedback that DOT has heard to date, our team wanted to reiterate some of the priorities that have shaped our work.

First, safety is paramount. Our efforts have focused principally on creating a design that ensures pedestrians, bicyclists, motorists, and trucks can interact safely at this location.

We understand that this interchange is trying to be many things at once, including serving as a critical regional access road, a truck route to the marine terminal, the fastest way to the south end of Brooklyn Bridge Park, and a bike route to the NYC Ferry.

While some workshop participants expressed a desire to close the interchange entirely, we believe that it's important to consider how to maintain and improve the interchange.



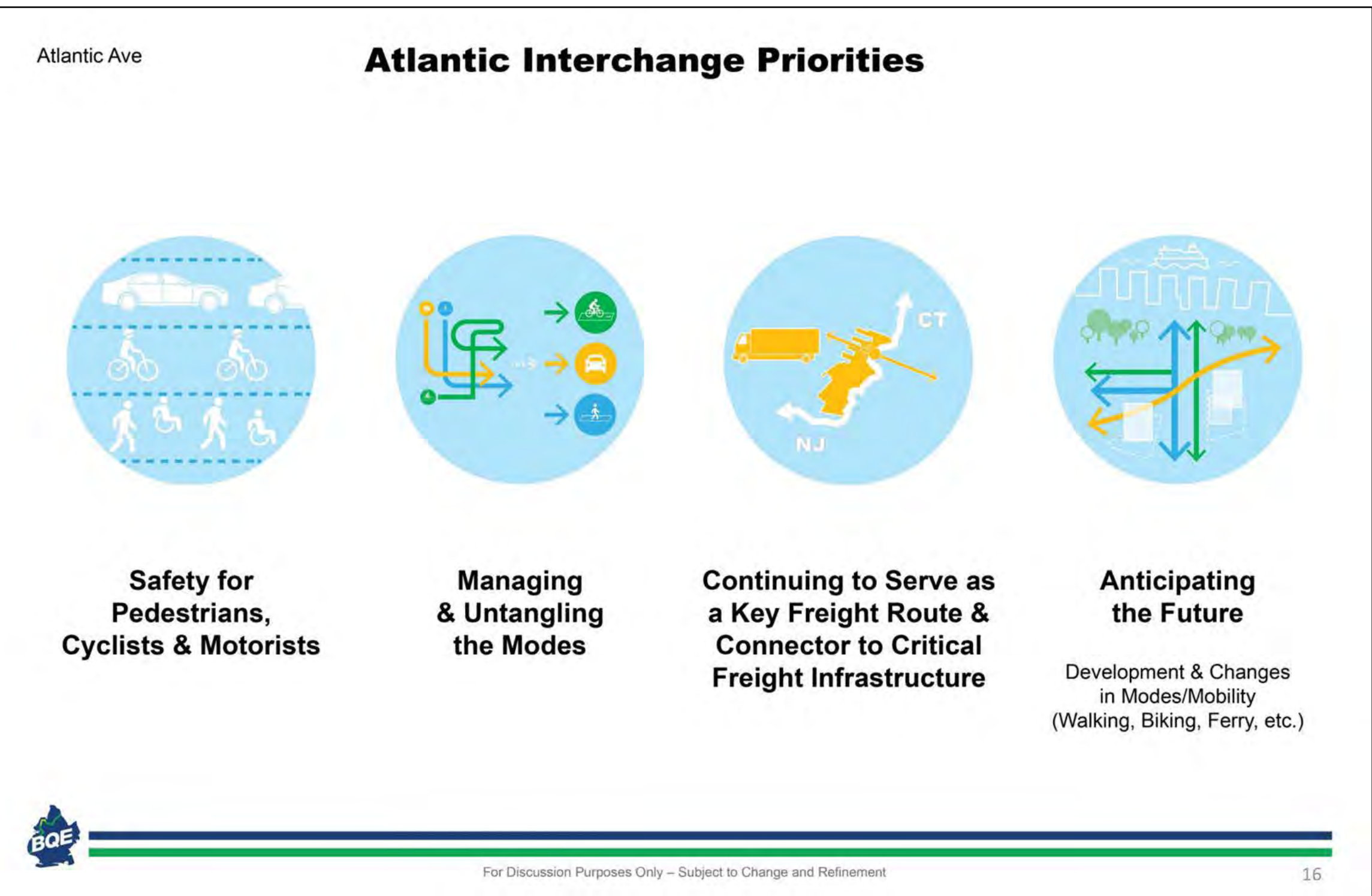


# BQE Central Atlantic Ave Workshop

It is one of the only full interchanges in Brooklyn (with on and off ramps connecting to the highway in both directions); it is a mapped freight route; and it is a vital connection for the regional economy.

And lastly, we wanted to ensure that nothing in our planning precluded or presented hardships to future long-term planning for the waterfront.

It is unlikely that there is a perfect solution for this intersection that accommodates all needs. So, our work here has focused on being clear about trade-offs, balancing individual user needs, and prioritizing safety.



# BQE Central Atlantic Ave Workshop

DOT established several key considerations that reflected stakeholder feedback, including the need to:

- Maintain the interchange's regional function for freight
- Meet relevant federal design standards to a feasible extent
- Avoid property impacts
- Avoid worsening current delays that result in back-ups on local streets and cause quality of life impacts
- And use our resources responsibly to fairly balance this investment with other work across the BQE and the city.
  - This state-owned bridge is in good condition and does not need a full reconstruction at this time.

These informed our community objectives including:

- Enhance safety for all users, improve connections to parks and the waterfront, and expanded or improving existing public spaces

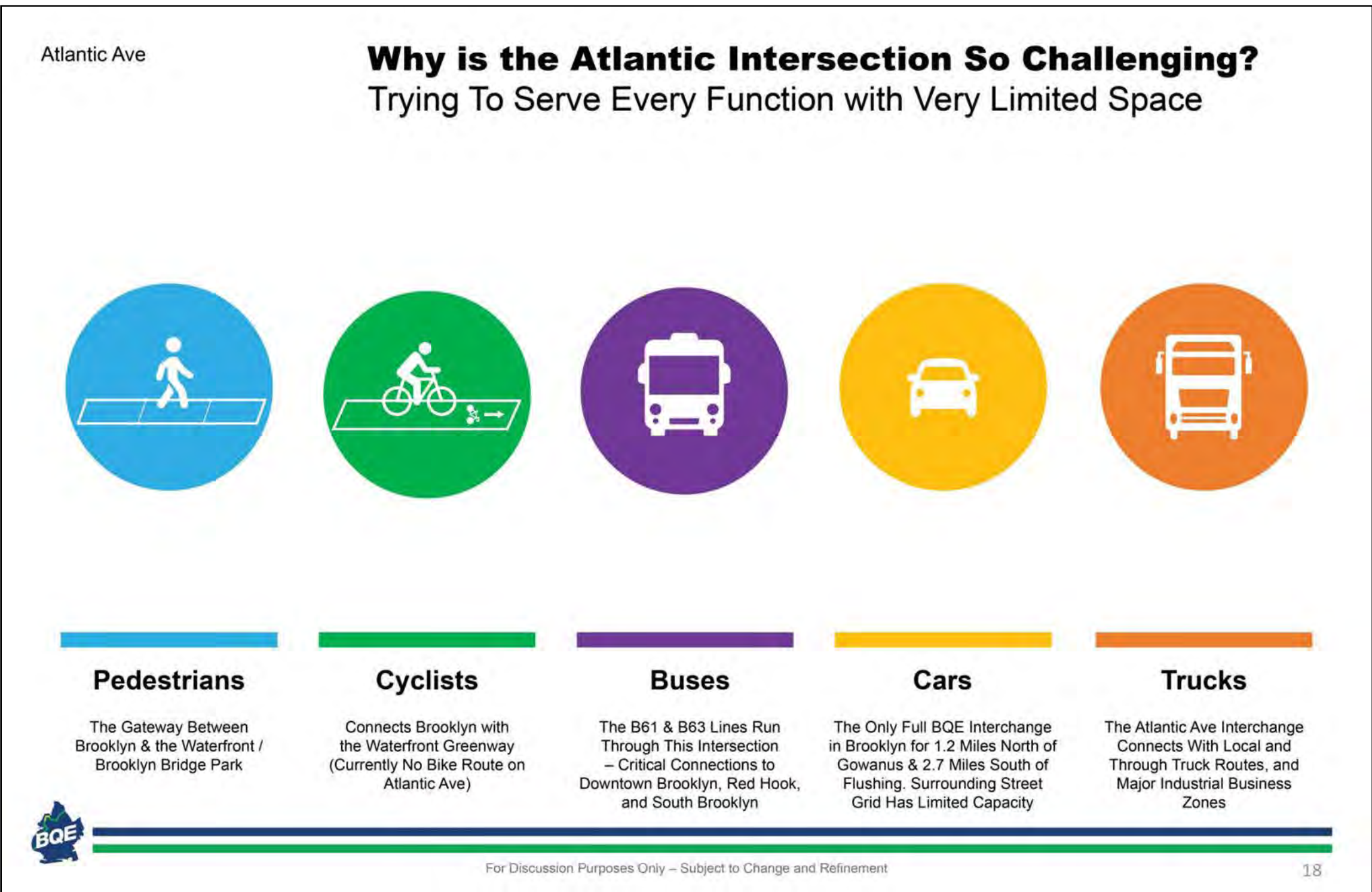




# BQE Central Atlantic Ave Workshop

During our workshops, many people expressed that they wanted to better understand the complexities of this interchange.

This presentation is intended to discuss these specific challenges from the perspective of different modes: What does the interchange feel like for pedestrians? Bicyclists? Bus riders? Motorists? Truckers?





# BQE Central Atlantic Ave Workshop

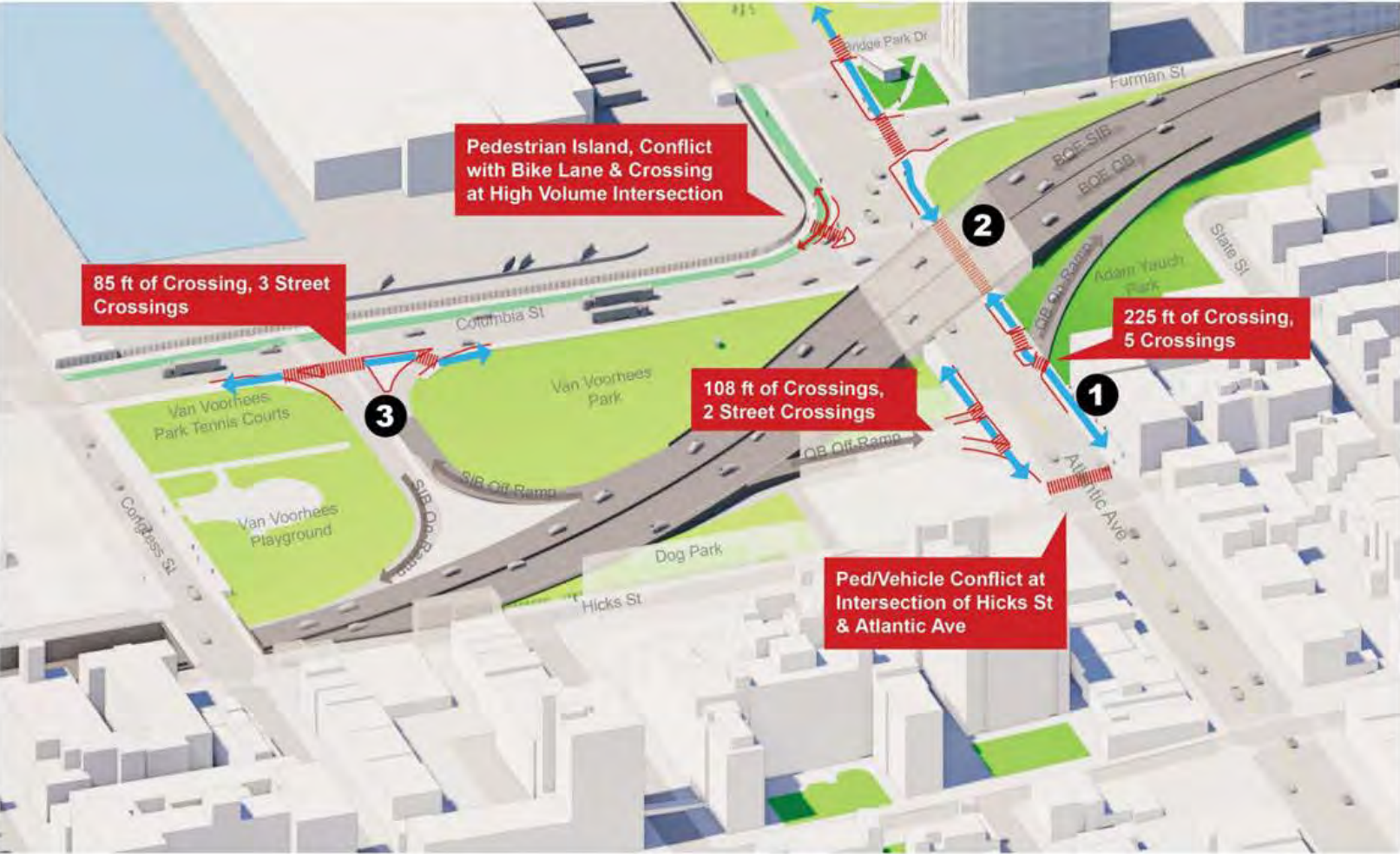
For pedestrians today, the Atlantic Avenue interchange feels uncomfortable, with long crossings, narrow sidewalks, and slip lanes that feel unwelcoming.

Many people described the experience of walking with their families to Brooklyn Bridge Park at rush hours as challenging due to the large number of vehicles turning from many directions.

Others noted that even when there is less traffic, the streets feel “highway-like”.



## What is Atlantic Ave Like for a ... Pedestrian?



1 - Long Crossing & Chronic Congestion at BQE QB On-Ramp



2 - Dark, Poorly-Lit Condition Below BQE Bridge



3 - Crossing at BQE SIB On/Off Ramps at Van Voorhees Park



For Discussion Purposes Only – Subject to Change and Refinement





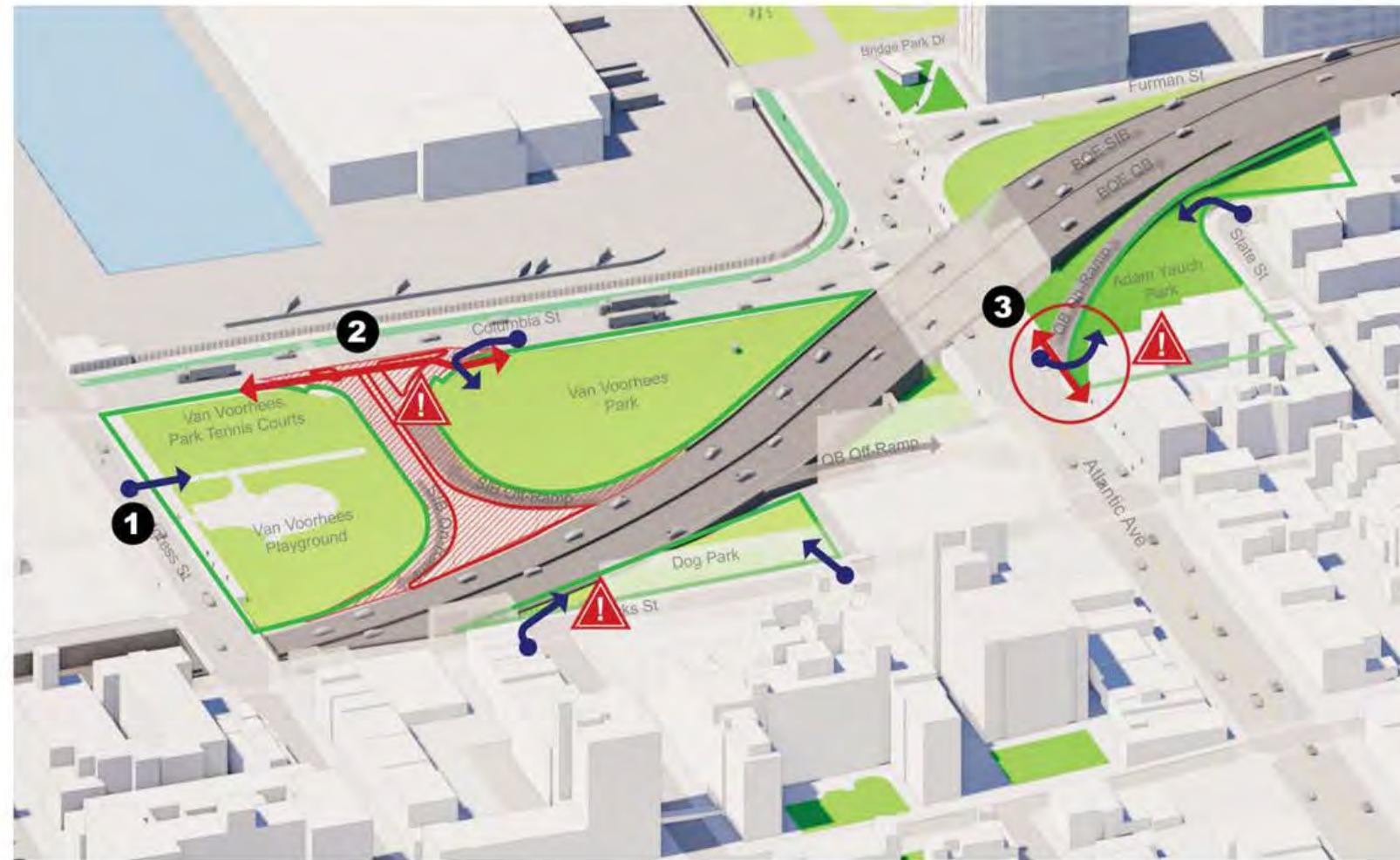
# BQE Central Atlantic Ave Workshop

Community members also described the experience of walking a dog or taking a child to baseball practice at Van Voorhees Park as stressful.

A number of beloved community parks and recreational amenities sit squarely in the middle of an interstate highway interchange, making them challenging to reach.



## What is Atlantic Ave Like for ... Someone Visiting Van Voorhees & Other Parks?



1 - Van Voorhees (VV) Playground & Court Entrances on Congress St



2 - Challenging Crossing at BQE On/Off Ramp within Van Voorhees Park



3 - Adam Yauch Park Entry Directly Adjacent to BQE QB On-Ramp



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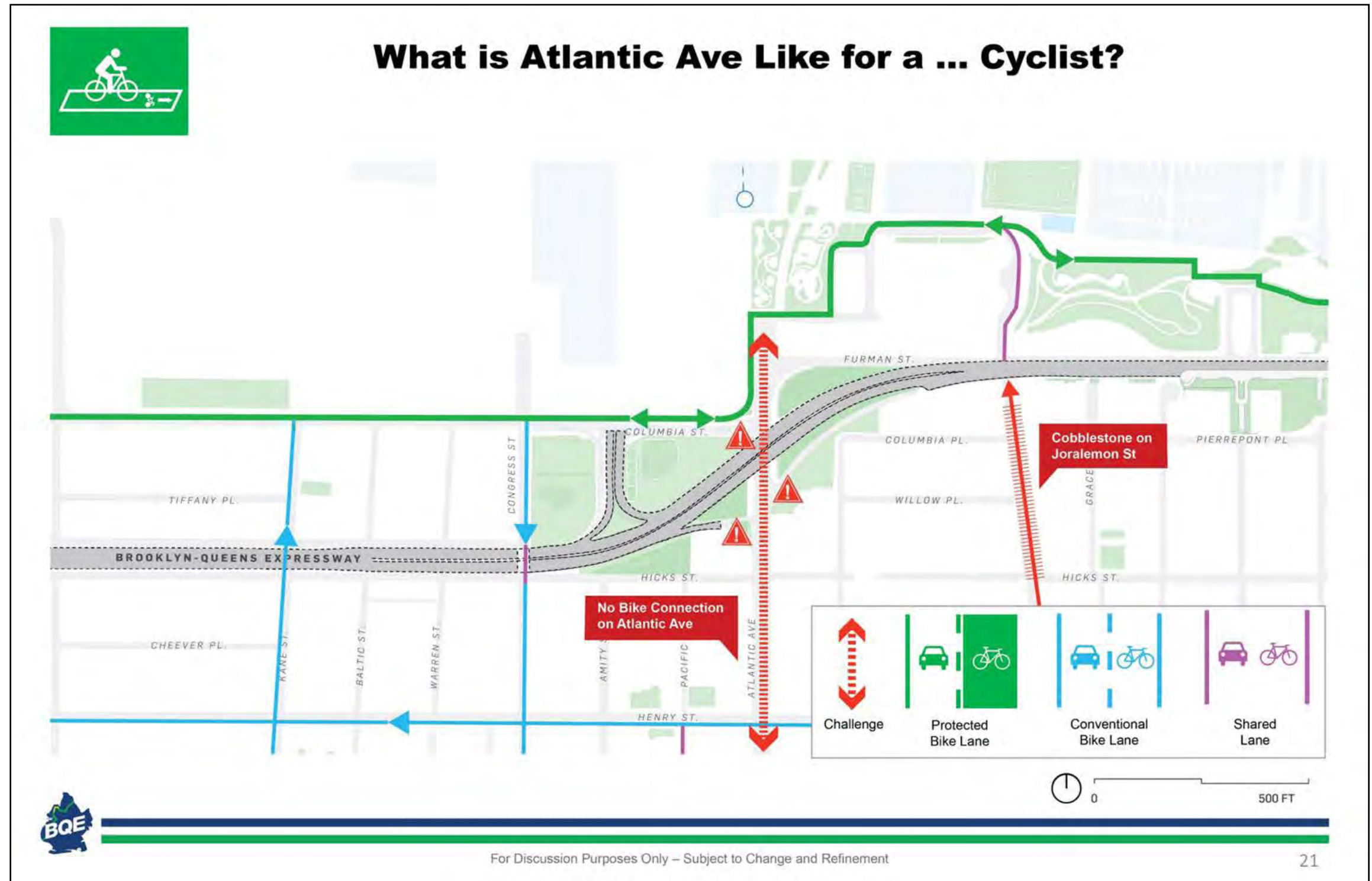
# BQE Central Atlantic Ave Workshop

Cyclists described a similar journey.

Without a dedicated bike lane, traveling to Brooklyn Bridge Park and the Greenway can result in a series of challenging detours.

Many cyclists described traveling down Atlantic as the most intuitive route, only to dismount at the highway on and off ramps when the experience began to feel uncomfortable.

Others would rather brave the uneven cobblestones of Joralemon Street than jockey with traffic on Atlantic Avenue.



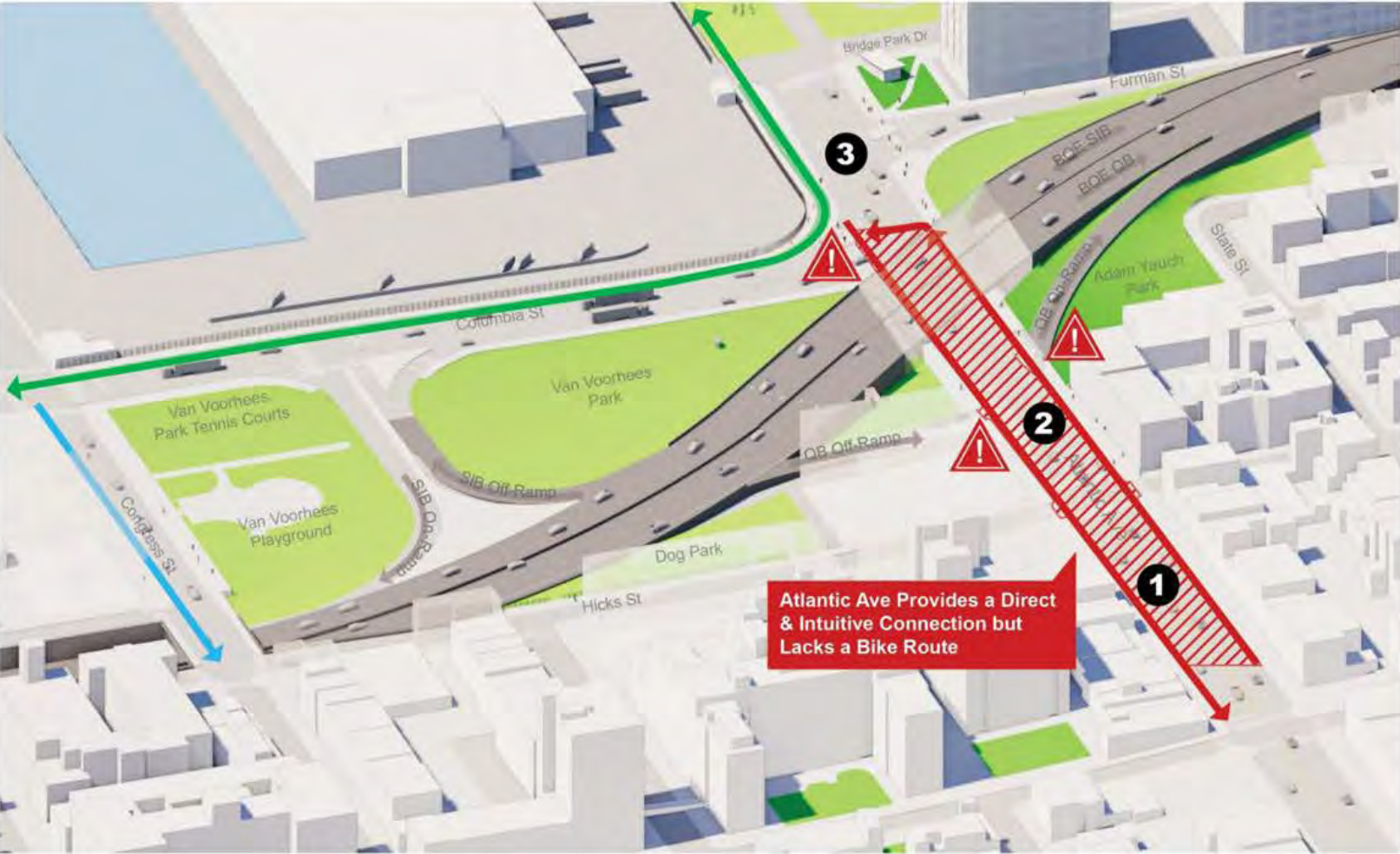


# BQE Central Atlantic Ave Workshop

Despite its direct connection to Brooklyn Bridge Park, the Greenway, and the NYC Ferry, this area of Atlantic Avenue is inhospitable to bikes.



## What is Atlantic Ave Like for a ... Cyclist?



1 - No Bike Lane on Atlantic



2 - Congested Area on Atlantic & BQE Q/B On-Ramp



3 - Intuitive Connection from Park to Brooklyn Neighborhoods, but No Bike Route



For Discussion Purposes Only – Subject to Change and Refinement





# BQE Central Atlantic Ave Workshop

For bus riders, both congestion and pedestrian access to and from bus stops can be challenging.

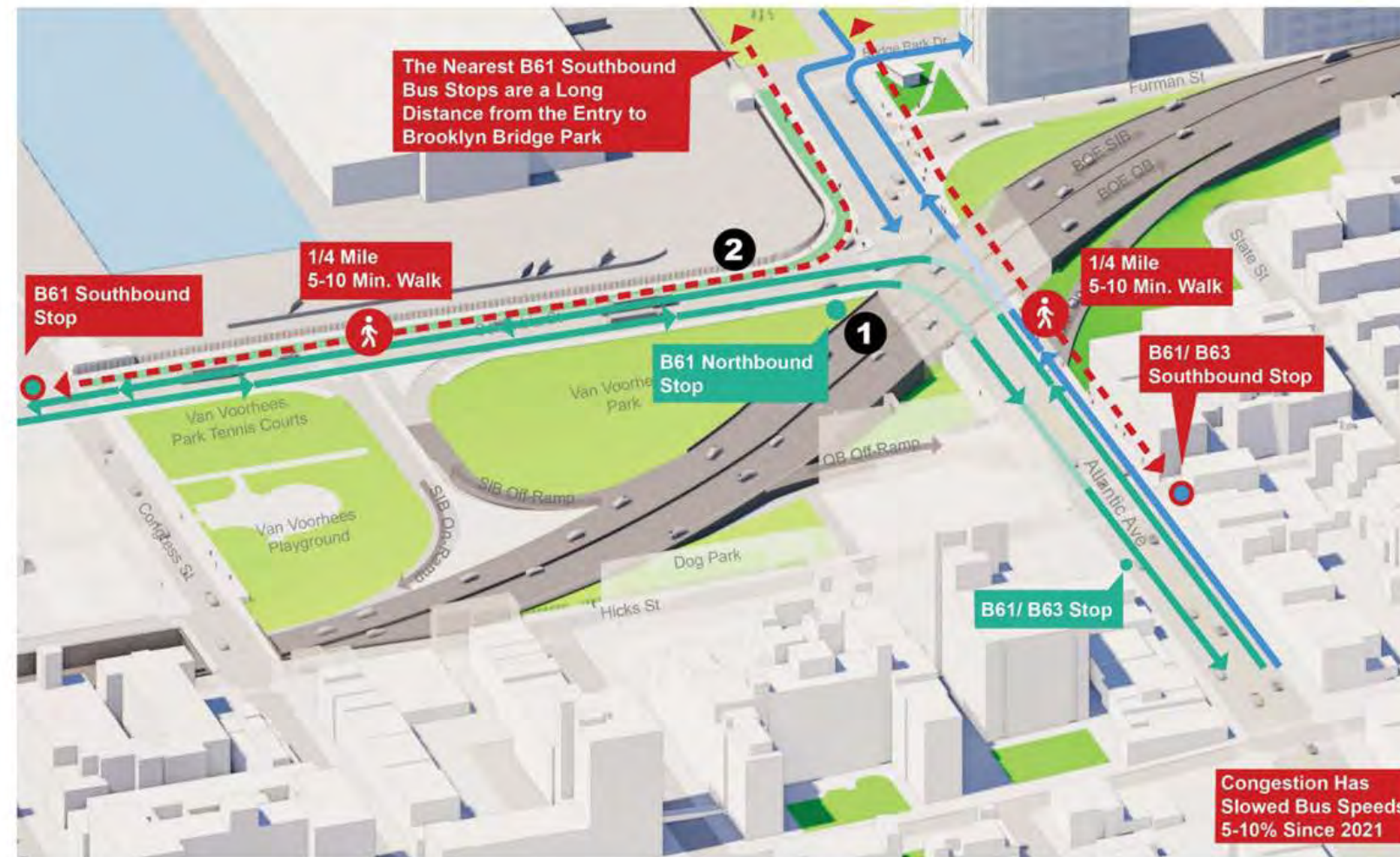
Since 2021, road congestion has slowed bus speeds by 5-10%.

And some bus stops in this area lack shelter or are directly adjacent to high-traffic intersections.

The closest southbound B61 bus stops are a long walking distance to Brooklyn Bridge Park



## What is Atlantic Ave Like for a ... Bus Rider?



1 - No Bike Lane on Atlantic



2 - Congested Area on Atlantic & BQE Q/B On-Ramp



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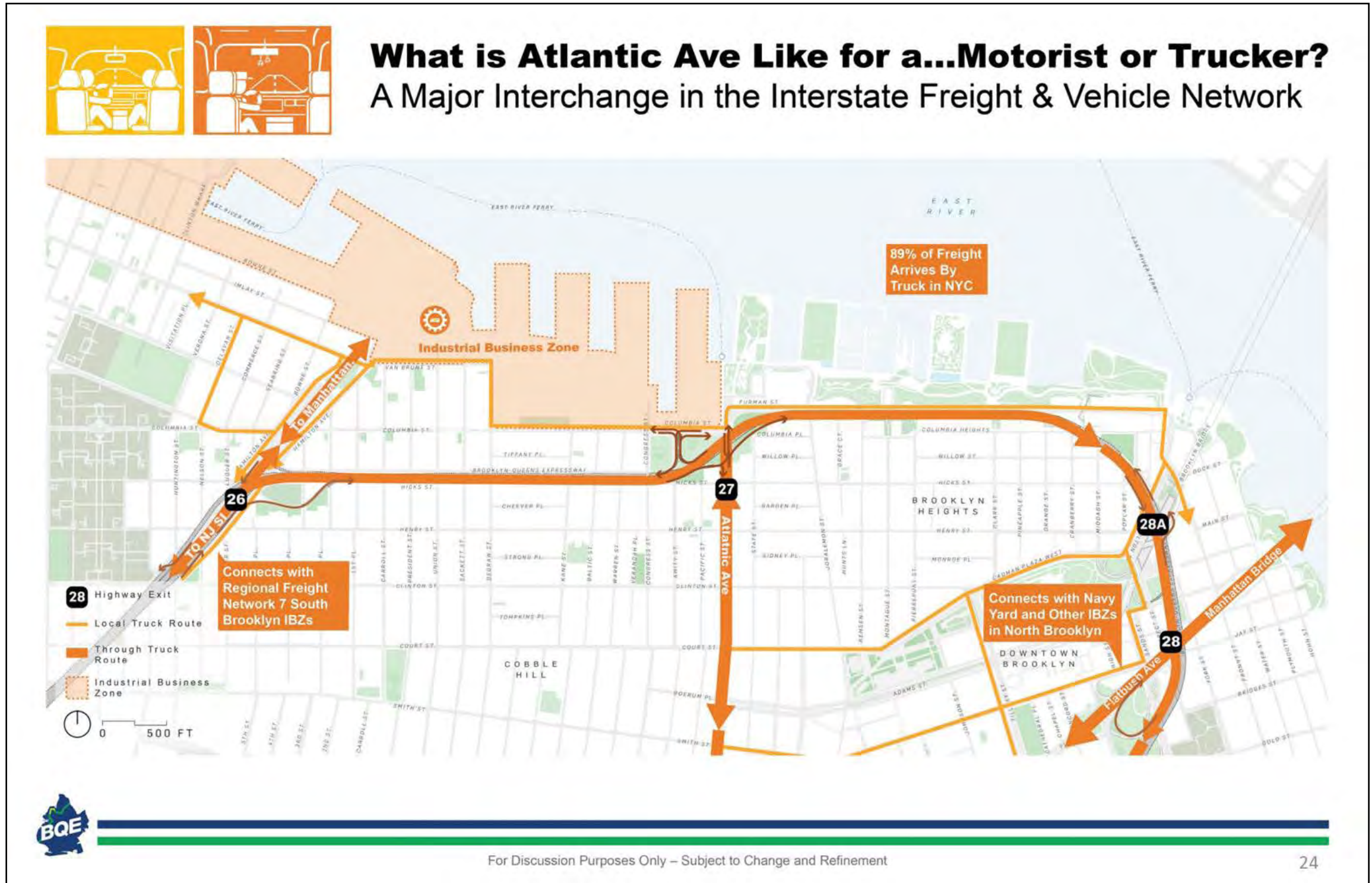
# BQE Central Atlantic Ave Workshop

For cars and trucks, the interchange can be just as stressful.

Trucks bound for the Industrial Business Zones along the waterfront use Atlantic Avenue to access this area.

Atlantic Avenue is a mapped freight route. Atlantic Ave, Furman Street, and Columbia Street are the only truck routes that permit direct access to the waterfront, and more than 50% of trucks using this interchange are traveling within Brooklyn.

As DOT developed concepts for the interchange, the team had to seriously consider freight and logistics needs.





# BQE Central Atlantic Ave Workshop

For both motorists and truckers, the existing on and off ramps present significant conflicts, not only with pedestrians and bicyclists, but also with other vehicles due to non-standard merge zones, limited sight distances, and other features that create driver stress and lead to conflicts.

Based on crash data, the entire portion of Atlantic Avenue within the study area is part of a Vision Zero Priority Corridor. This means that a great amount of work has already been done on this corridor – and there's more to be done.

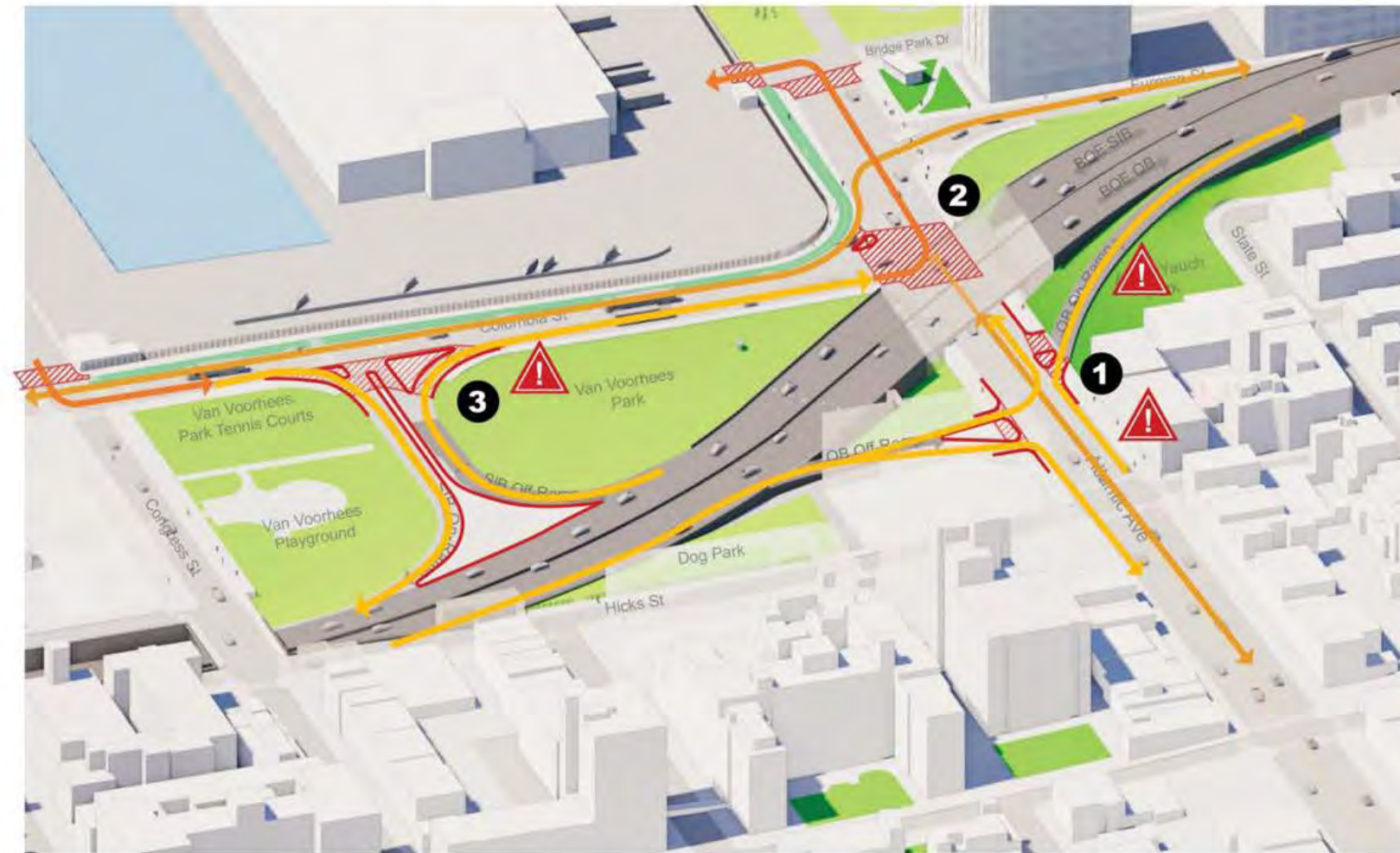
- DOT will add three mid-block crossings to Atlantic in Boerum Hill, and continues to study additional safety improvements throughout the corridor.
- Additionally, safety will continue to be prioritized through this project.

The historical crash data reflected what many people see day-to-day: significant conflicts points – such as at ramp merge areas and intersections – which tend to have the most crashes.

And non-standard features remain at this time, which cause operational challenges that may also contribute to crashes, delays, and congestion.



## What is Atlantic Ave Like for a...Motorist or Trucker?



1 - Chronic Congestion at BQE QB On Ramp & Ped. Crossing



2 - Ped & Vehicle Conflicts at Intersection of Atlantic Ave & Columbia St



3 - BQE QB On/Off-Ramp Conflict with Ped. Crossing in Van Voorhees Park



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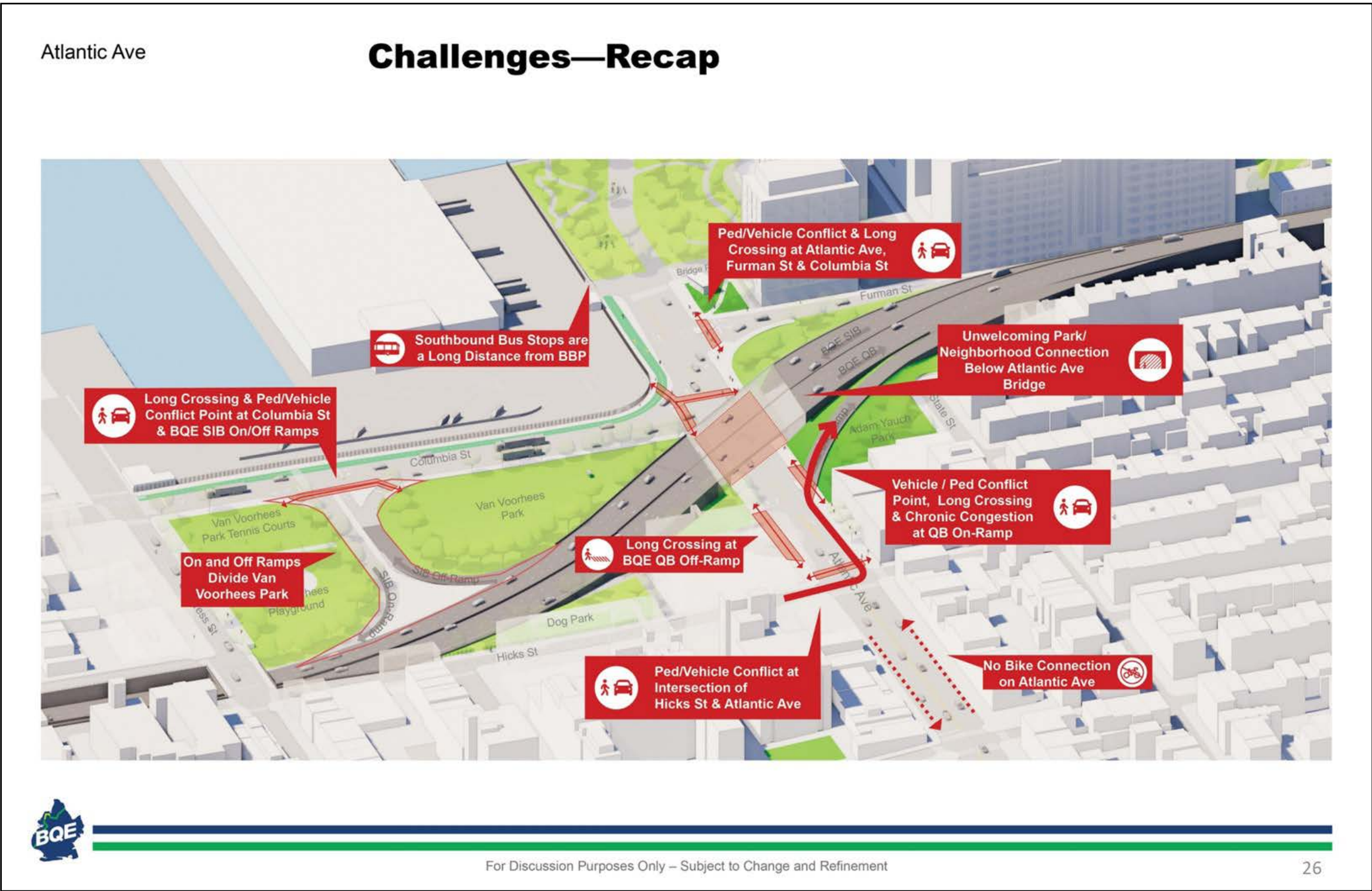
25





# BQE Central Atlantic Ave Workshop

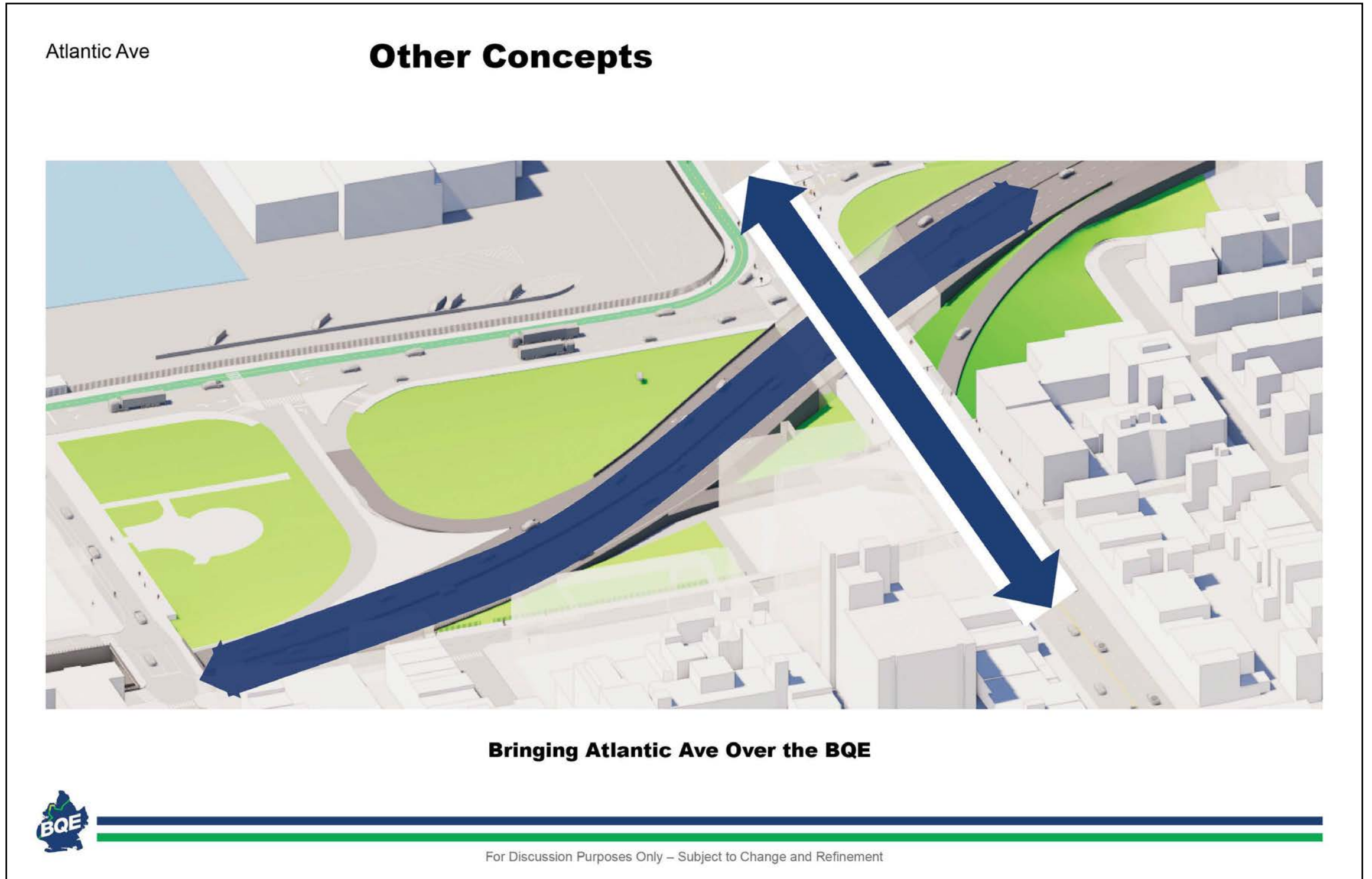
Collectively, the situation today feels unwelcoming and stressful for everyone. Our work looked at these challenges, conflict by conflict, and tried to resolve the most significant safety issues while balancing various needs and priorities throughout the interchange.



# BQE Central Atlantic Ave Workshop

Before describing designs in more depth, note that there were some concepts that the design team considered but were not pursued further.

The team studied the idea of eliminating the current BQE bridge over Atlantic Avenue entirely and instead tucking the highway under Atlantic Avenue. As the BQE heads south from Columbia Heights, the highway would start its transition into the trench sooner. In order to make Atlantic Ave go over the BQE, this concept would require changing the slope of Atlantic Ave nearby in order to allow proper roadway slopes for cars and trucks driving on Atlantic.

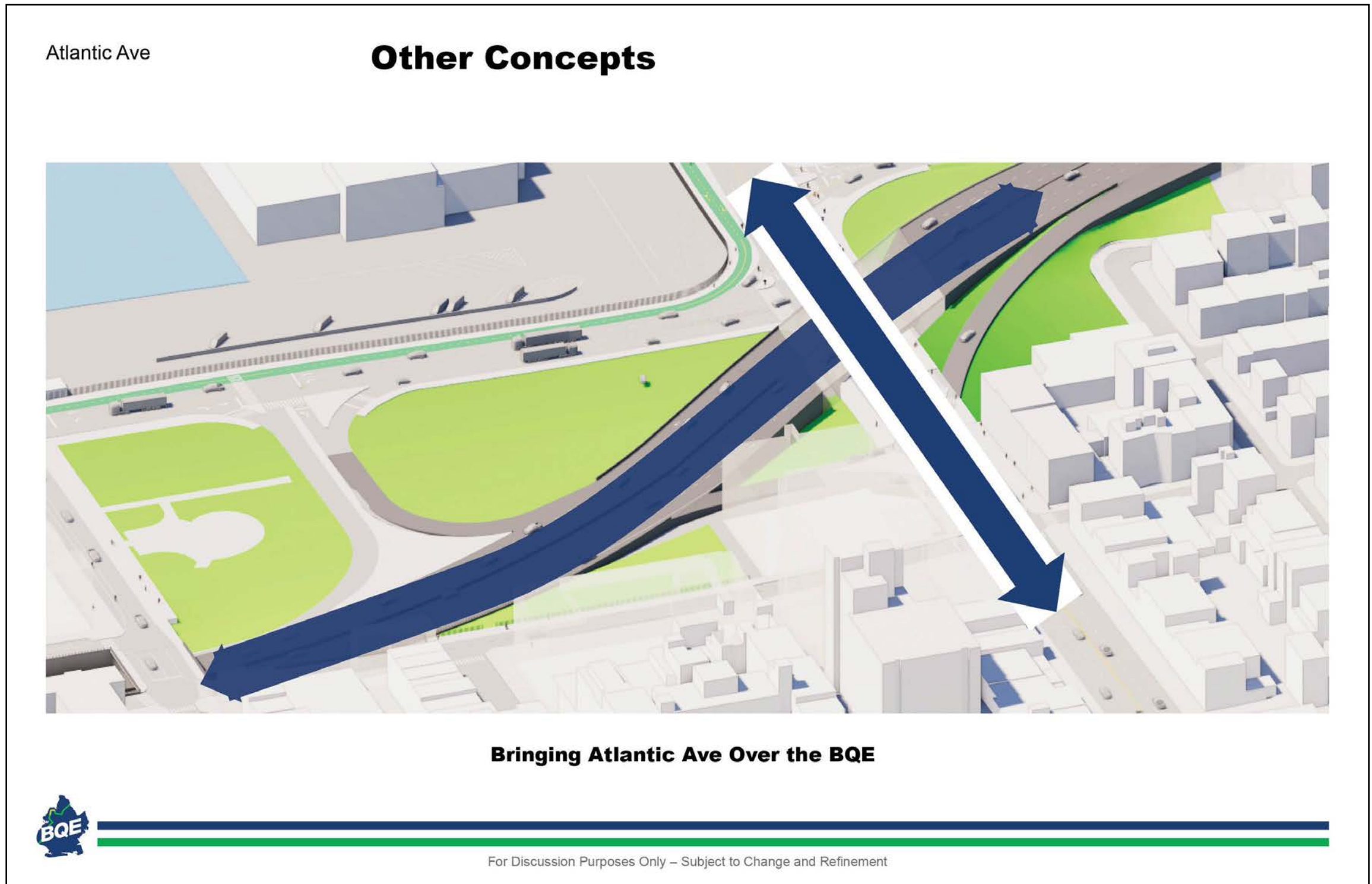




# BQE Central Atlantic Ave Workshop

However, doing so posed several issues:

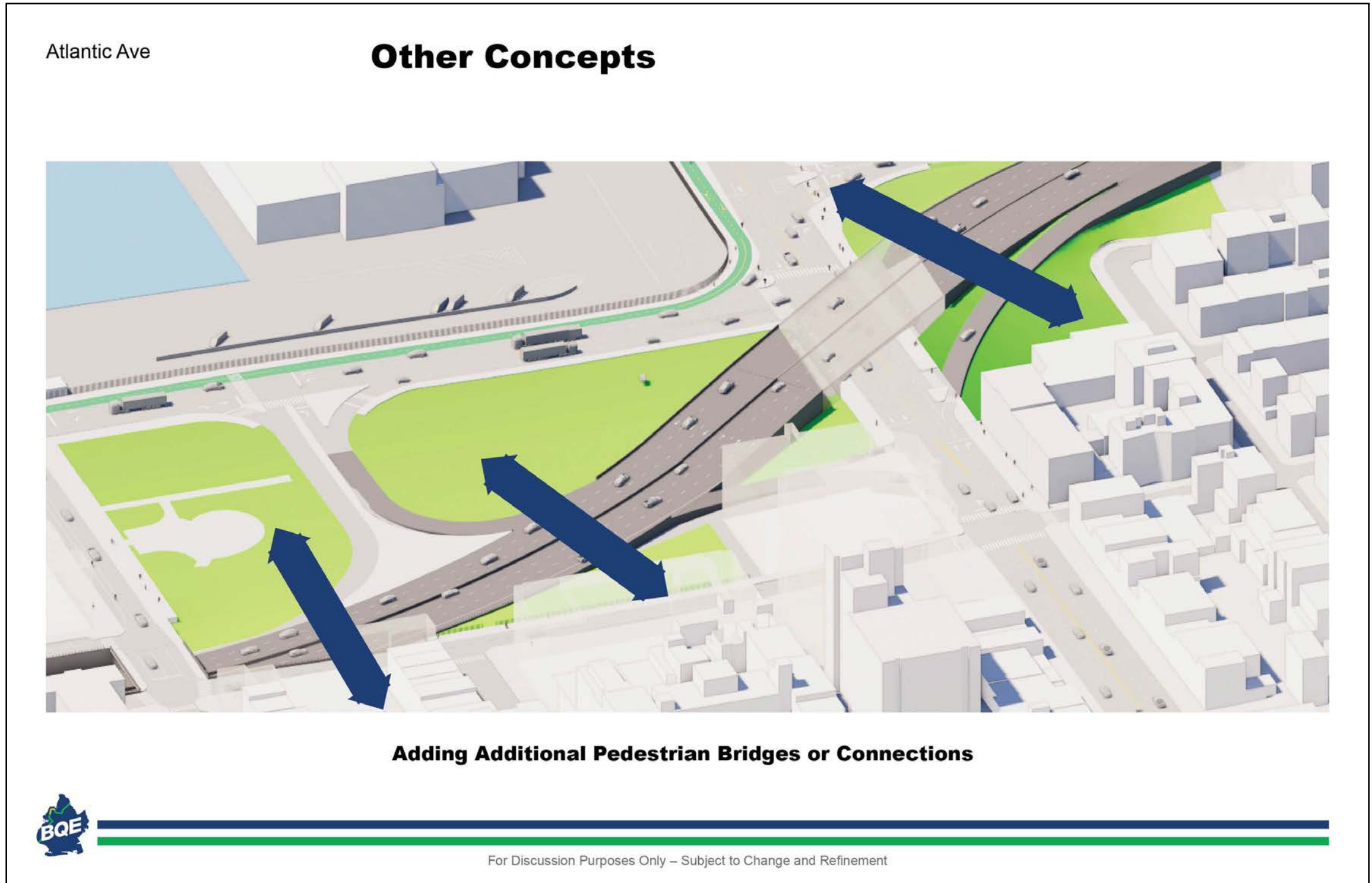
- First, a raised Atlantic Avenue would need to be reconstructed much higher than its existing level in some locations. This would impact some residential, commercial, and park properties. For example, a current entrance to a building could be in conflict with a raised road directly in front of it.
- Second, motorists on the BQE would experience substandard roadway sight lines from the new steeper slope, creating potentially dangerous driving conditions. It could actually be harder to see other vehicles on the same road.
- Third, DOT would encounter utility conflicts below the road, including the DEP sewer interceptor, causing challenges in construction.
- Fourth, the current Atlantic Avenue bridge, meaning the part of the BQE that bridges over Atlantic, is in fine structural condition and reconstruction would add unnecessary construction cost at this point in time.
- Finally, this solution would impact the overall schedule.



# BQE Central Atlantic Ave Workshop

The team also explored adding pedestrian bridges and connections over the BQE in its current location.

- Because of the BQE's slope upwards, from the Cobble Hill trench to Columbia Heights, any pedestrian bridge would need to be quite high, in order to accommodate both the highway height and additional room for cars and trucks to pass under.
- This would make a pedestrian's journey—from one side of the BQE, over a new pedestrian bridge, to the other side of the BQE—rather long and cumbersome. And our experience throughout New York City is that pedestrian bridges are underutilized as crossings.
- Additionally, ramps and steps up to a pedestrian bridge would take up room on either side of the BQE at street level, including potentially space from Upper Van Voorhees Park, which is currently used as a dog run.
- And similar to the previous considered concept, adding these connections would impact the overall production schedule and costs.

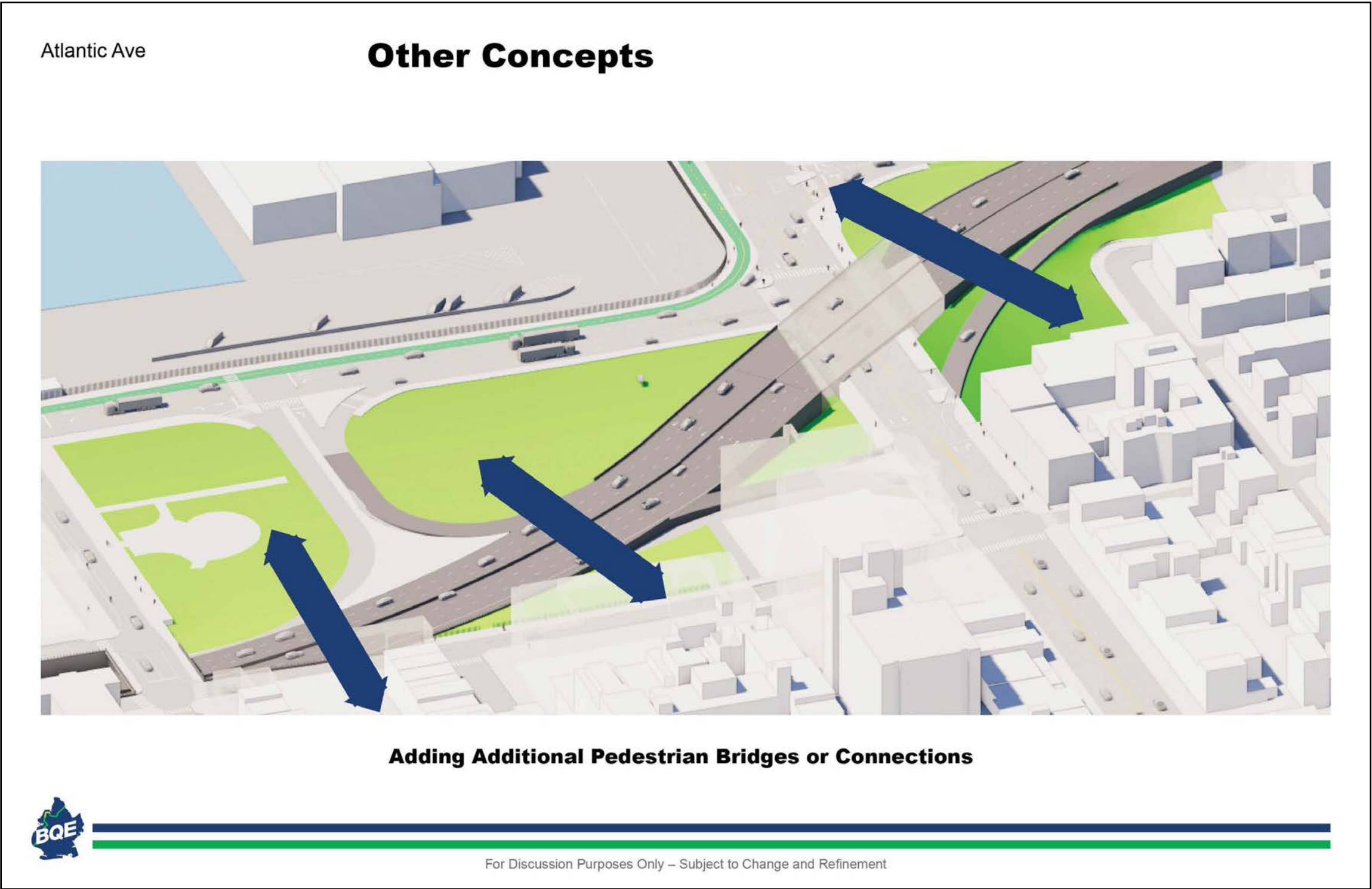




# BQE Central Atlantic Ave Workshop

On the other hand, DOT did study the removal of the Queens-bound on-ramp at Atlantic and this presentation will discuss this option, at Concept 3.

In the interest of safety, fair use of resources, and constructability, DOT is focusing this presentation on other potential concepts.



# BQE Central Atlantic Ave Workshop

Focusing on safety and enhanced connections for all users, the team pressure-tested numerous ideas.

## Atlantic Avenue Design Concepts

# 4








# BQE Central Atlantic Ave Workshop

The team developed three concepts for the Atlantic Avenue interchange. The presentation will show the concepts a high level and then zoom in on each in greater detail. Within these concepts, there are several ideas and trade-offs at each individual location.

On all of the following slides, orange represents BQE off-ramps and yellow represents BQE on-ramps

Atlantic Ave

## Road Configuration Concepts Potential



**Concept 1**

**1A - Furman St in Existing Location**  
The BQE SIB off-ramp is relocated from Columbia St to intersect with Atlantic Ave near Furman St

**1B - Split Furman St**  
Alternatively, Furman St is split by the BQE SIB off-ramp, allowing northbound traffic on Columbia St to travel directly onto Furman St (Illustrated on following slides)


**Concept 2**

Same as Concept 1 plus the addition of a BQE QB on-ramp starting at Hicks St and connecting into the BQE QB on-ramp at Atlantic Ave

**Concept 3**

**3A -** Same as Concept 2 with the addition of the BQE SIB off-ramp connecting into Congress St. Congress St is converted into a two-way street

**3B -** Same as 3A, but considers the closure of the BQE QB on-ramp at Atlantic Ave



Proposed On-Ramp Structure

Proposed Off-Ramp Structure

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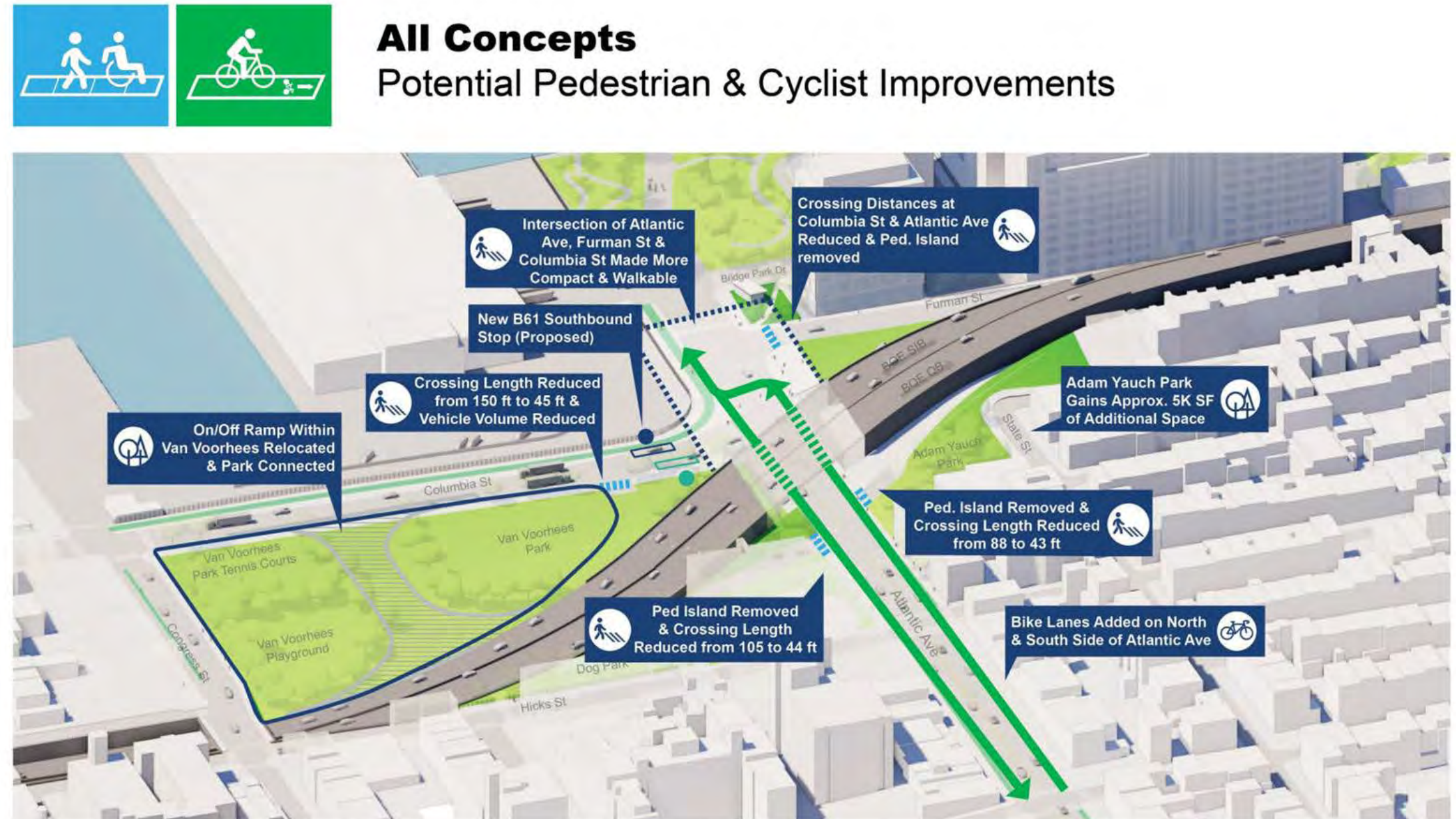
# BQE Central Atlantic Ave Workshop

There is a set of baseline improvements that is shared across all of these concepts

For pedestrians and cyclists, all of the concepts presented tonight have:

- Shorter, more compact crossing distances that limit slip lanes and turn lanes and improve the pedestrian crossing experience
- Configurations that expand and unite Van Voorhees Park
- Additional crossings at key pedestrian routes
- Buffered or protected bike lanes along this stretch of Atlantic Avenue in both directions

Additionally, in order to allow better access to Brooklyn Bridge Park, a new southbound B61 bus stop on the west side of Columbia St is being considered.



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# BQE Central Atlantic Ave Workshop

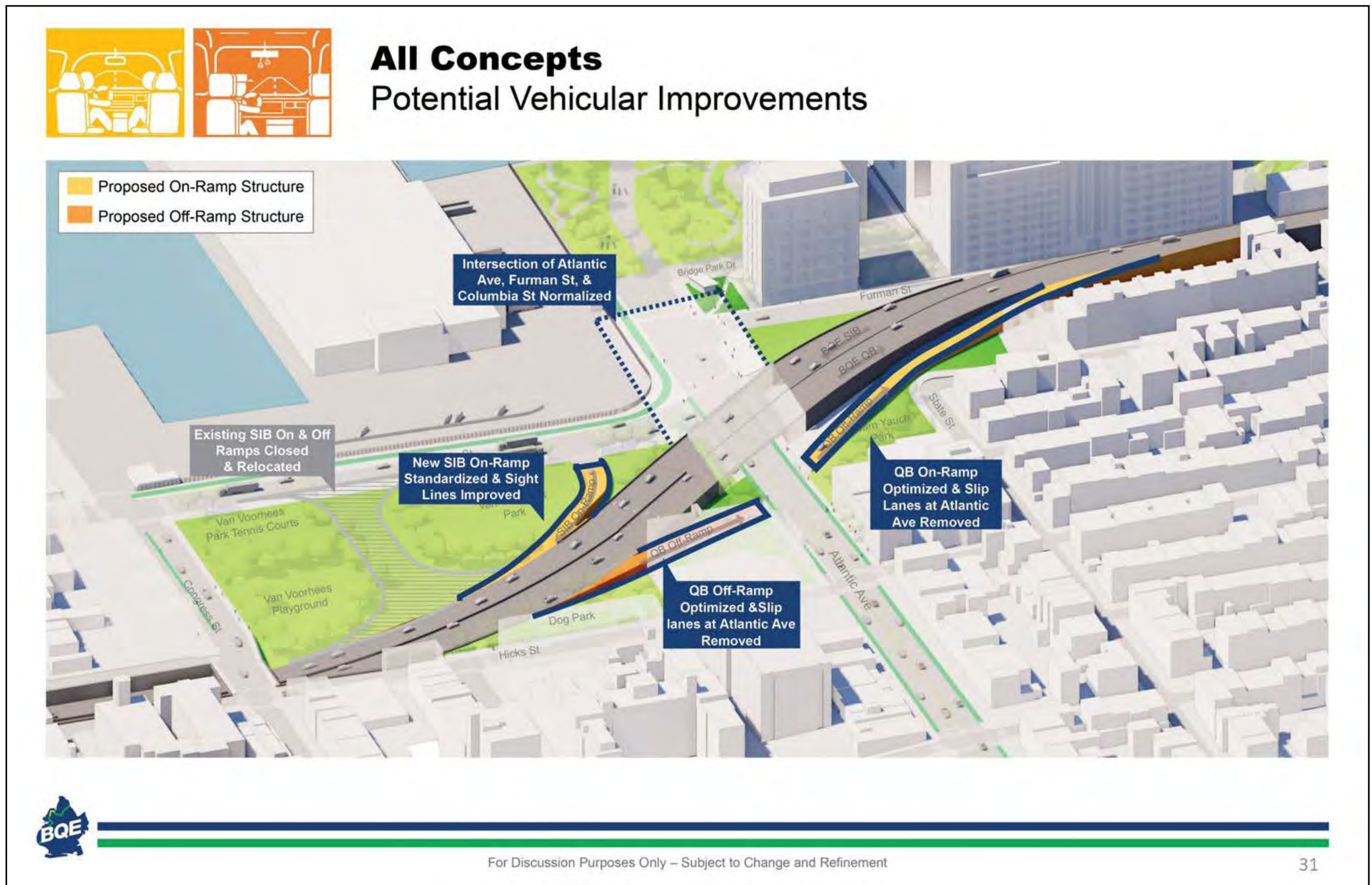
For motorists, all concepts improve the Queens-bound on and off-ramps to align with federal safety standards.

The existing Staten Island-bound on- and off-ramps are relocated, improving sight lines and safety, and allowing for the unification and expansion of Van Voorhees Park.

The double Staten Island-bound on- and off-ramp is removed from the middle of park, with the on ramp relocated as flush as possible with the highway, and the off-ramp is moved along Furman St, to empty onto Atlantic Ave.

These concepts all strive to improve the intersection of Atlantic Ave, Furman St, and Columbia St.

In all concepts, the existing BQE bridge over Atlantic Ave would be kept. It is in very good condition and does not need replacement at this time.



# BQE Central Atlantic Ave Workshop

To better understand how each of these concepts would operate, this presentation will act like a virtual walking tour of each of the key points and intersections along the interchange, starting with Concept 1.

## Concept 1

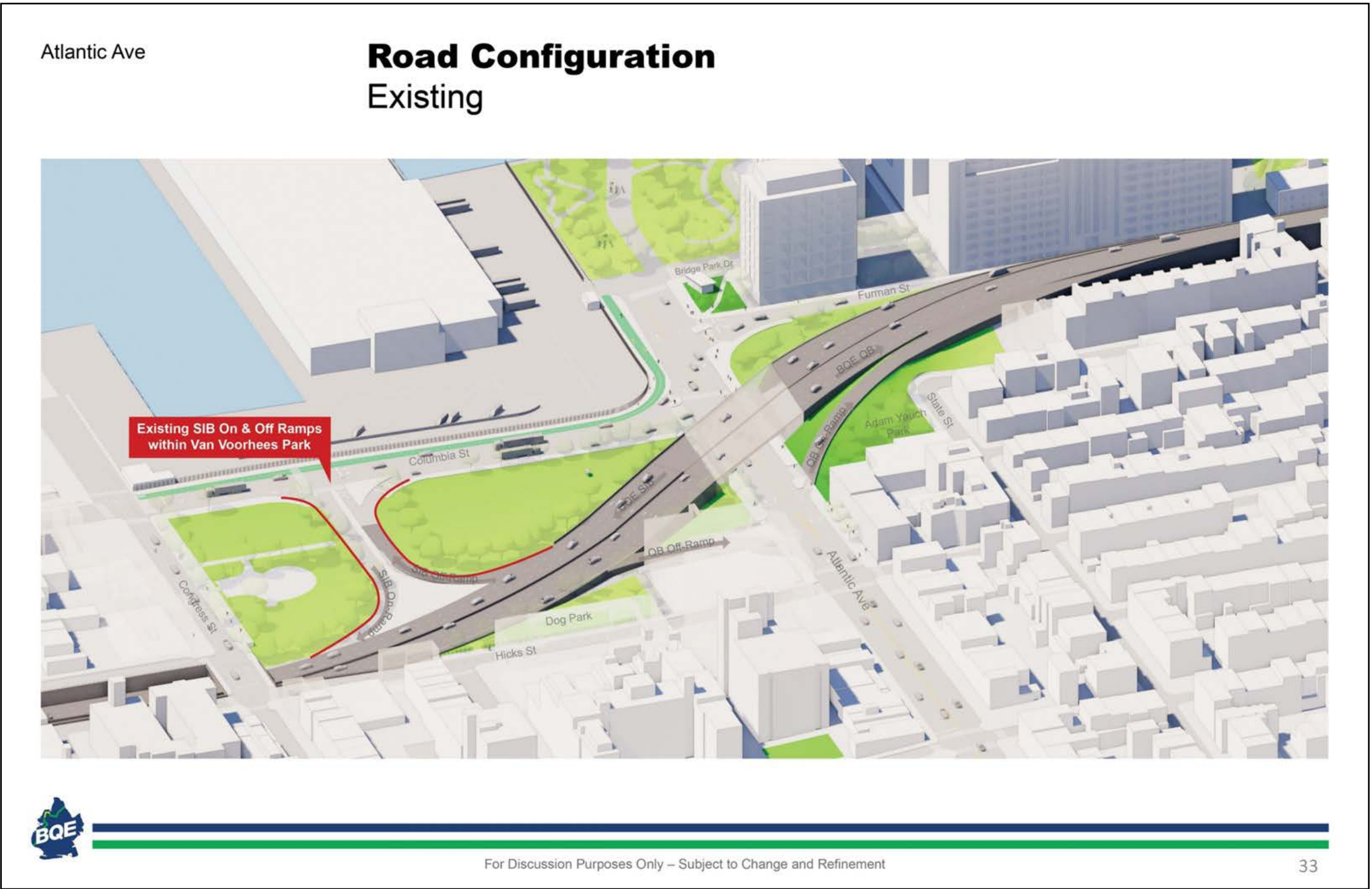




# BQE Central Atlantic Ave Workshop

For all slides in this sequence, the presentation will shift between an image of the existing condition and then the proposed.

The image on this slide shows conditions as exist today.





# BQE Central Atlantic Ave Workshop

Concept 1 is the most similar to what was shared previously in BQE Central Round 2 workshops.

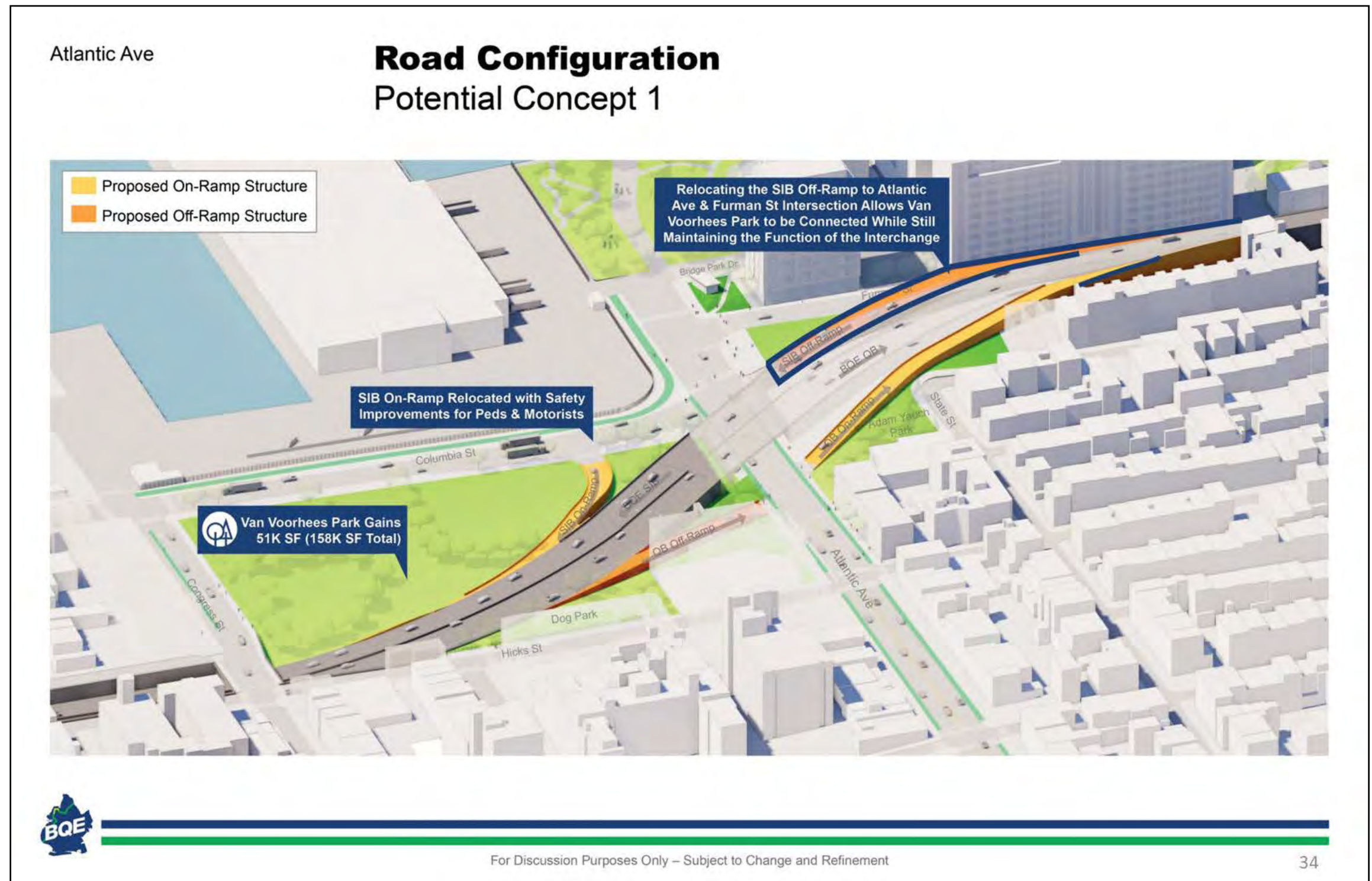
Please note: no decision has been made on whether BQE Central will be two or three lanes. DOT is currently analyzing traffic data and will make this decision, in consultation with NYSDOT and FHWA, in Spring 2024.

- Tonight, we are showing all concepts with three lanes to demonstrate the maximal impact of taking traffic off local roads should we pursue these concepts.

This concept would relocate and standardize the Staten Island-bound on- and off-ramps currently located in Van Voorhees Park.

The new Staten Island-bound off-ramp would be relocated to the north side of Atlantic Ave and the new Staten Island-bound on-ramp would be shifted further north within Van Voorhees Park.

By relocating these two ramps, Van Voorhees Park can be connected and increased in size.

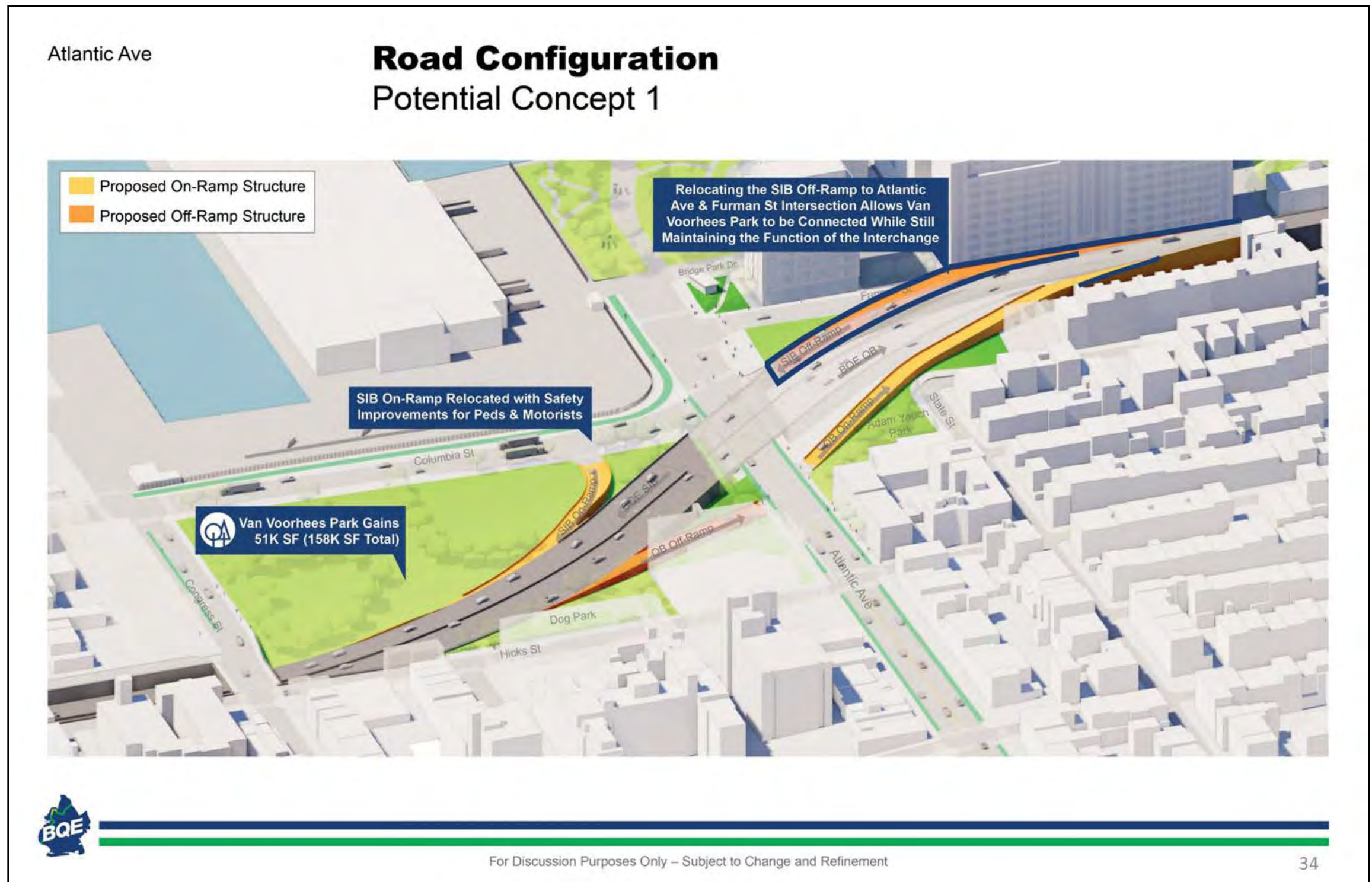




# BQE Central Atlantic Ave Workshop

Additionally, pedestrian crossing distances would be greatly reduced through the removal of slip lanes at the Queens-bound on and off ramps on Atlantic Ave. This would markedly improve pedestrian safety at these locations by reducing the number of crossings and the length of crossings.

Bike lanes on the north and south sides of Atlantic Ave would permit direct access to the waterfront greenway and Brooklyn Bridge Park.

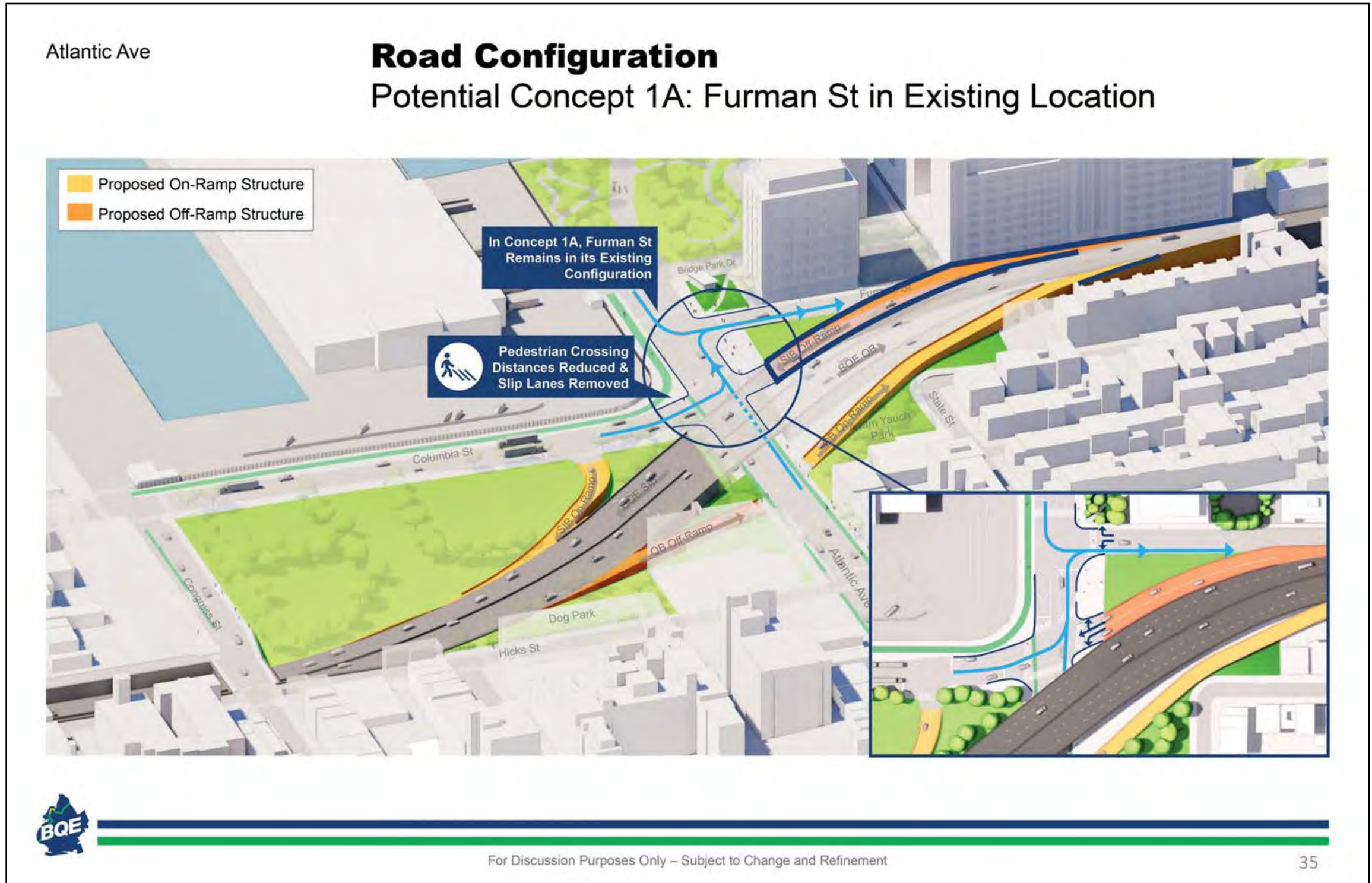




# BQE Central Atlantic Ave Workshop

There are two potential variations in Concept 1 around the Atlantic/Columbia/Furman intersection.

In concept 1A, Furman Street would remain in its existing location, with shorter crossing distances and the removal of the pedestrian island.

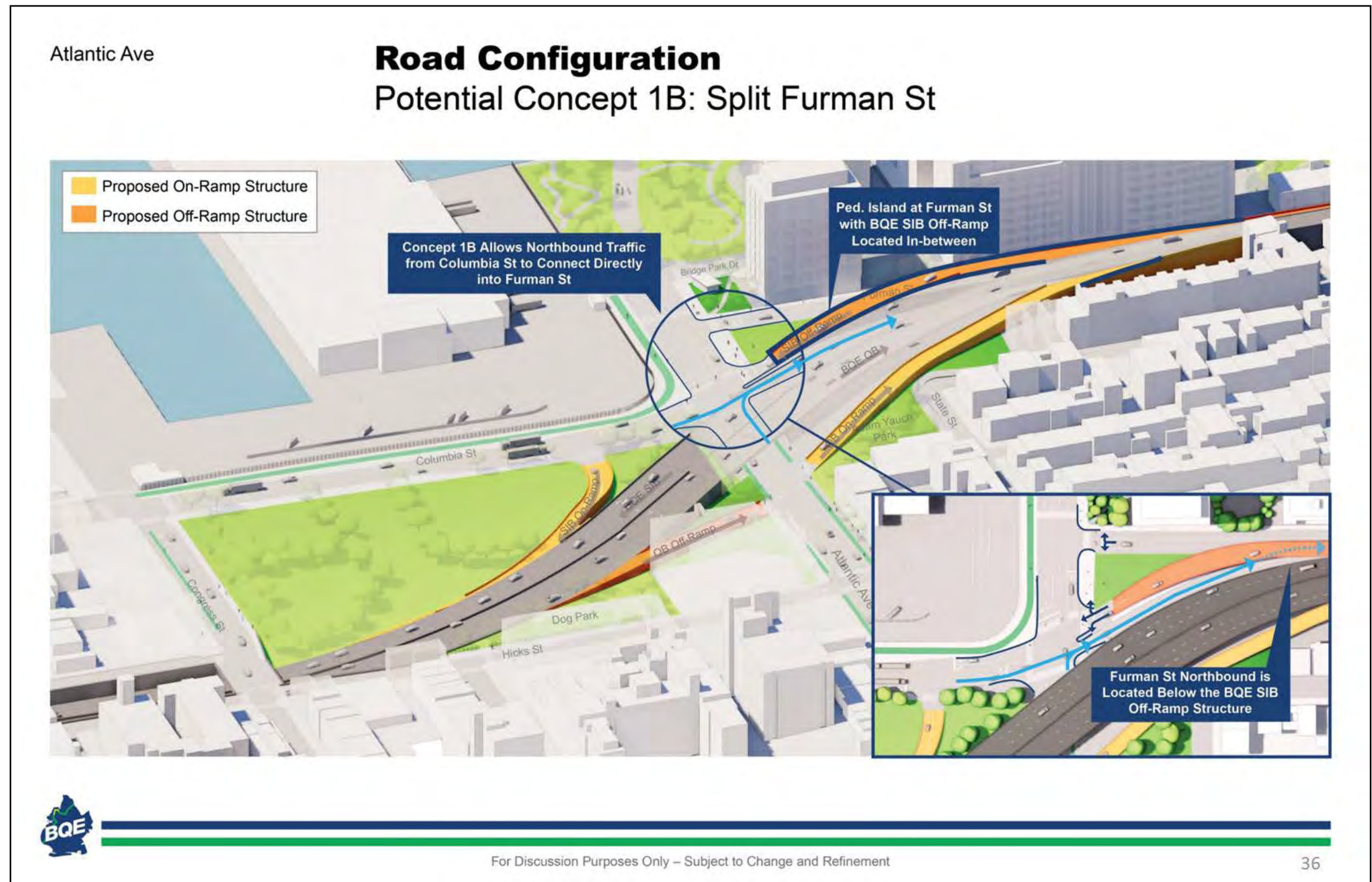




# BQE Central Atlantic Ave Workshop

In Concept 1B, the northbound lane of Furman Street would be shifted to be adjacent to the BQE structure, with the Staten Island-bound off-ramp sitting in between. This would allow for northbound traffic coming from Columbia Street to directly connect into Furman Street.

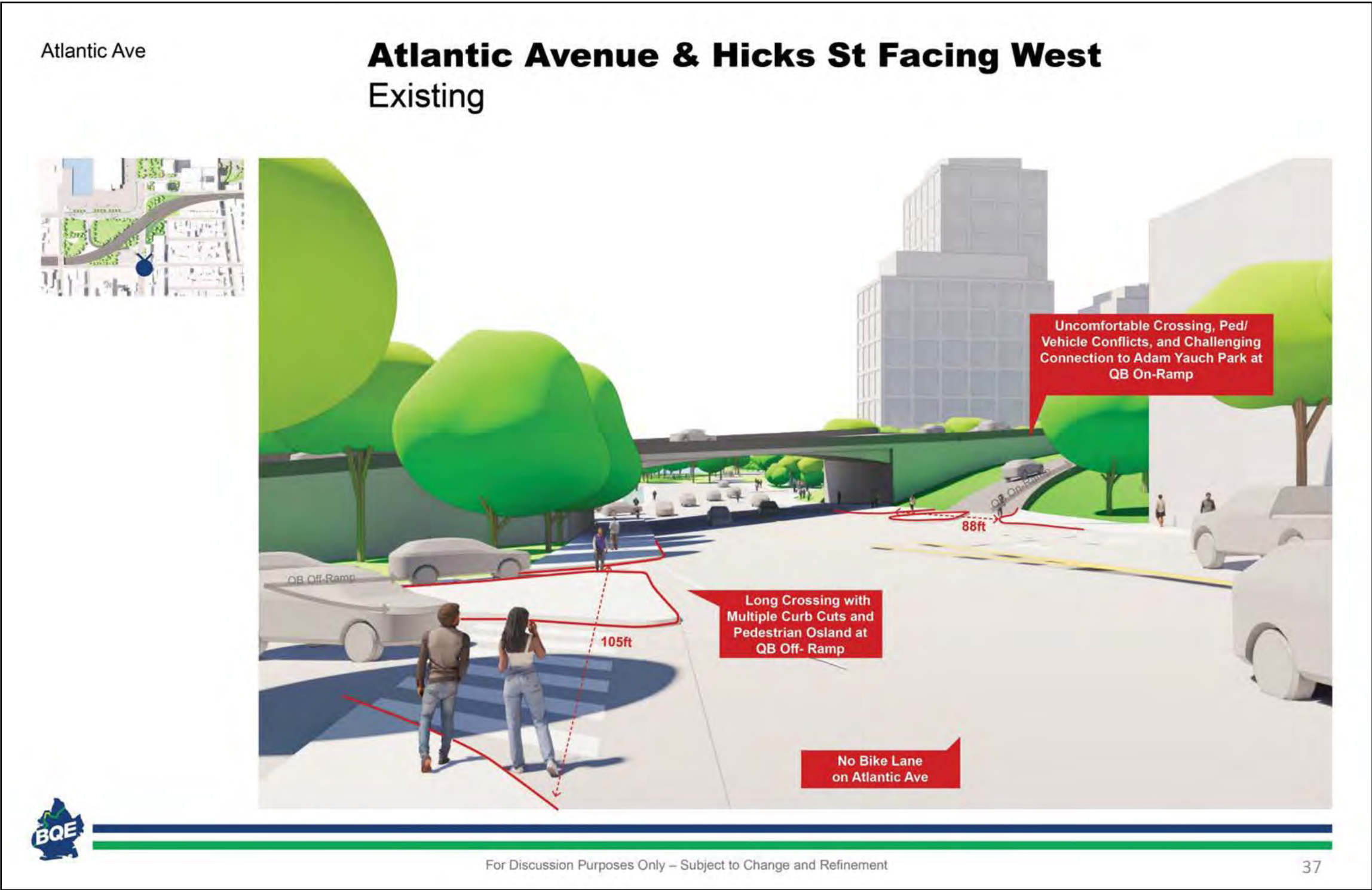
This would result in fewer conflicts with pedestrians since most of the traffic movements would be straight ahead.





# BQE Central Atlantic Ave Workshop

This image shows what the intersection of Atlantic at Hicks looks like today, looking down Atlantic Ave towards the water. It can feel daunting and unwelcoming for pedestrians and cyclists.





# BQE Central Atlantic Ave Workshop

In Concept 1, crossing distances would be reduced and pedestrian safety would be improved through the removal of slip lanes at the existing Queens-bound on and off-ramps.

Additionally, a bikeway would be added to both sides of Atlantic Avenue to permit direct access to the greenway and Brooklyn Bridge Park.



# BQE Central Atlantic Ave Workshop

At Atlantic Avenue and Furman Street, long crossings and a challenging intersection layout today create issues for all users.

- In the evenings, heavy right turns onto Columbia Street conflict with pedestrians heading to the park and bus stops.

Note, there is currently 23' between the highway and adjacent buildings along Furman Street at the narrowest point.





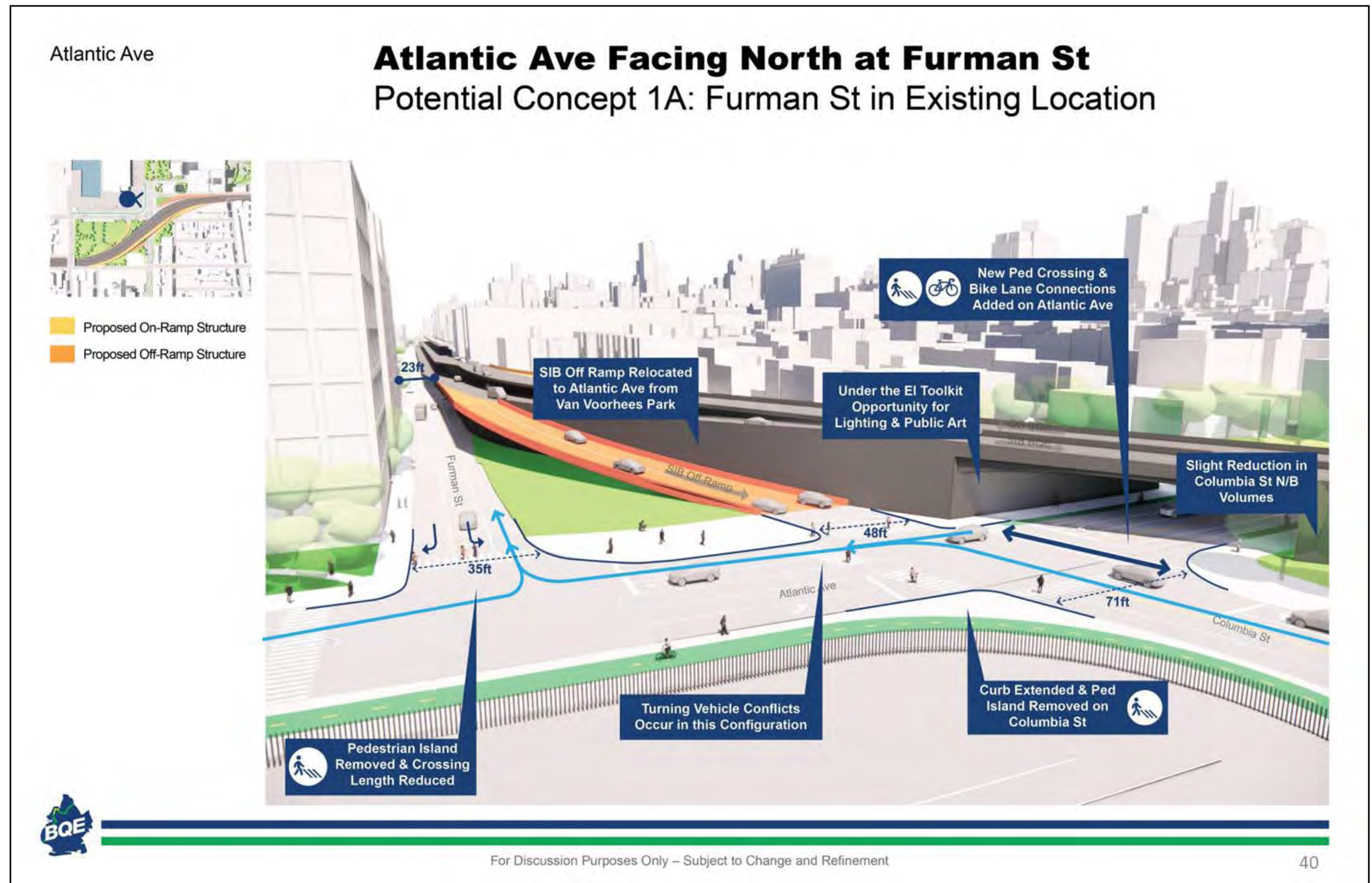
# BQE Central Atlantic Ave Workshop

In Concept 1A, the intersection geometry is normalized, with Staten Island-bound traffic exiting at Atlantic Avenue. Curb extensions reduce turning speeds and shorten crossing distances. Furman Street is maintained in its current configuration.

In particular, DOT wants to highlight the new pedestrian crossings across Atlantic Avenue to Furman Street.

This concept would maintain the current distance of 23' between the highway and adjacent buildings on Furman Street.

Note that using the NYC DOT “Under the EI” toolkit, we have the opportunity to add new lighting, public art, and other improvements to brighten the space under the overpass.



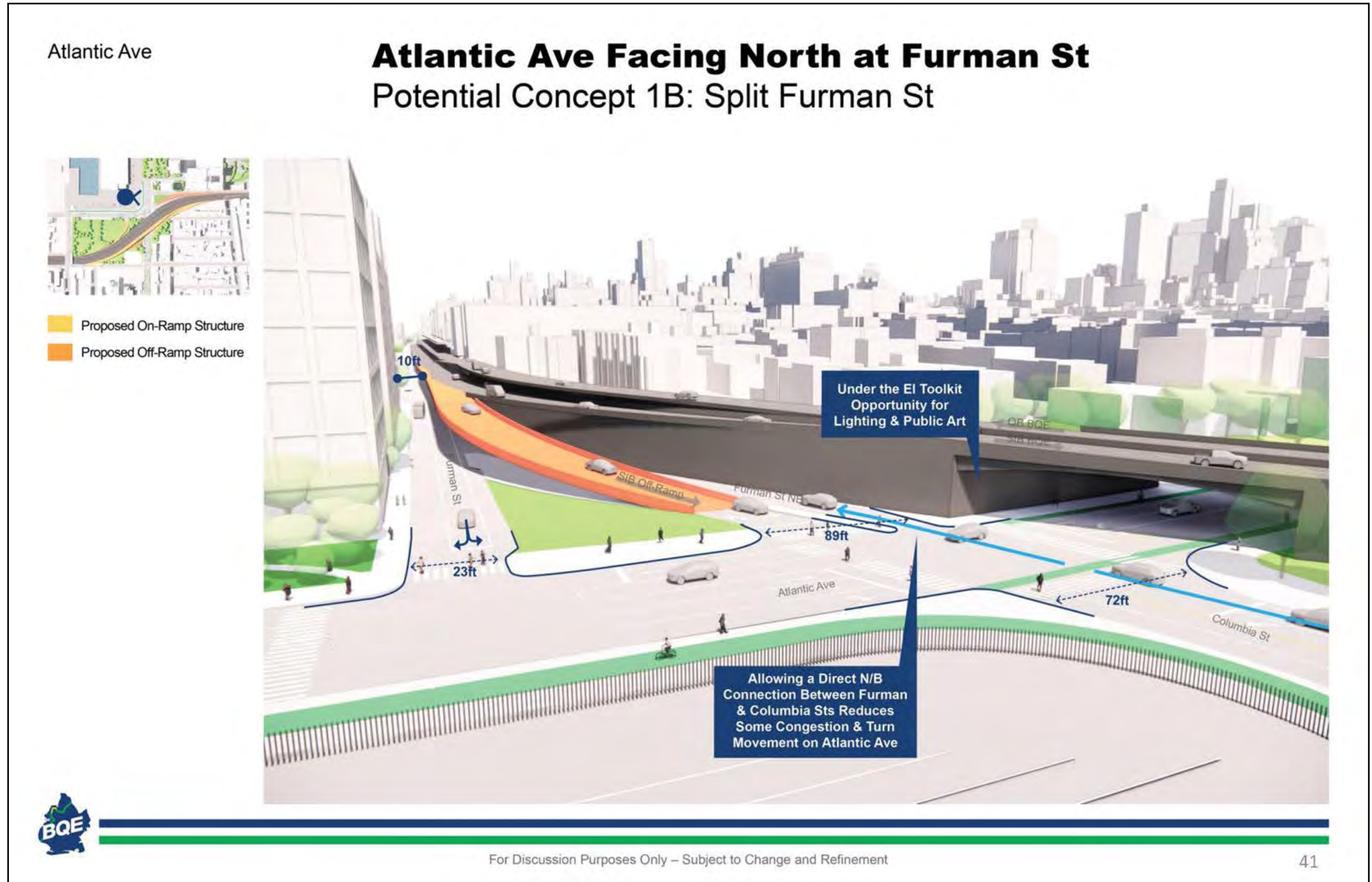


# BQE Central Atlantic Ave Workshop

In Concept 1B, Furman Street is split to allow for more direct access from Columbia Street to Furman Street heading north. This would reduce congestion.

As in Concept 1A, we can consider new pedestrian crossings across Atlantic Avenue to Furman Street.

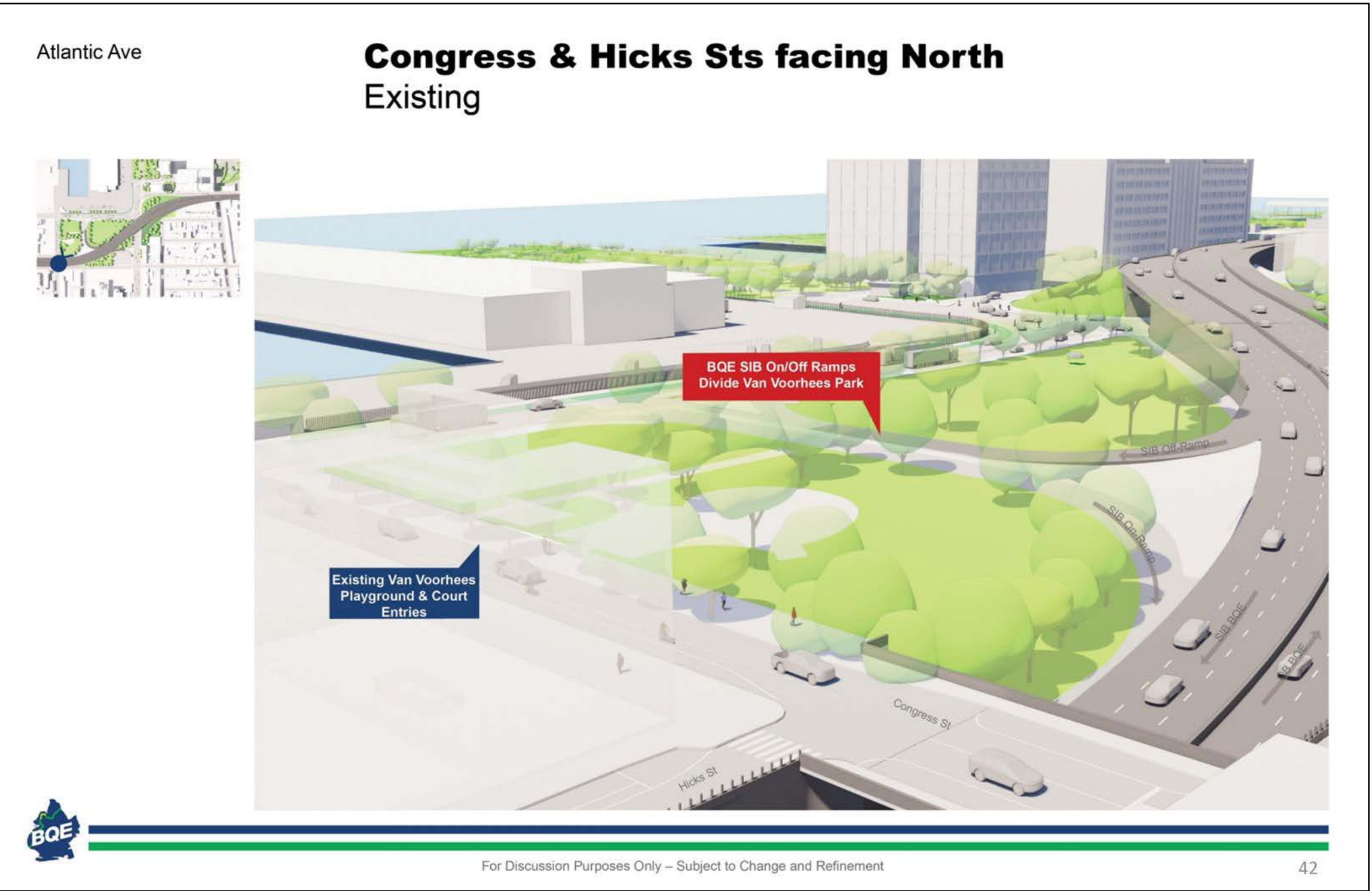
In this concept, safety and congestion would improve somewhat, with the tradeoff that the distance between the proposed off-ramp and adjacent buildings would be reduced from approximately 23' to 10'.





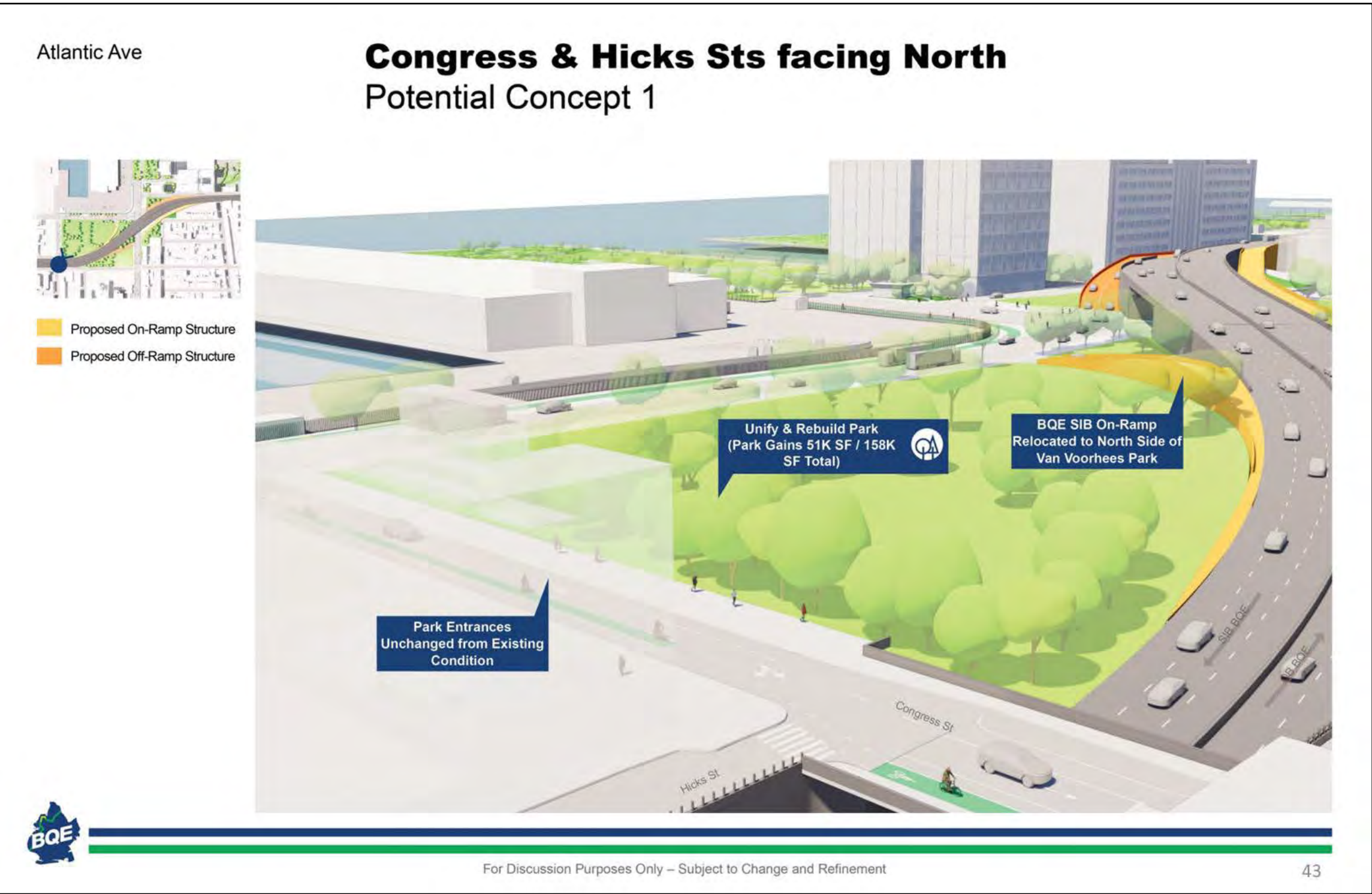
# BQE Central Atlantic Ave Workshop

Congress Street today serves as an important access point from neighborhoods into the park.



# BQE Central Atlantic Ave Workshop

In this concept, Congress St would remain similar to its existing configuration.





# BQE Central Atlantic Ave Workshop

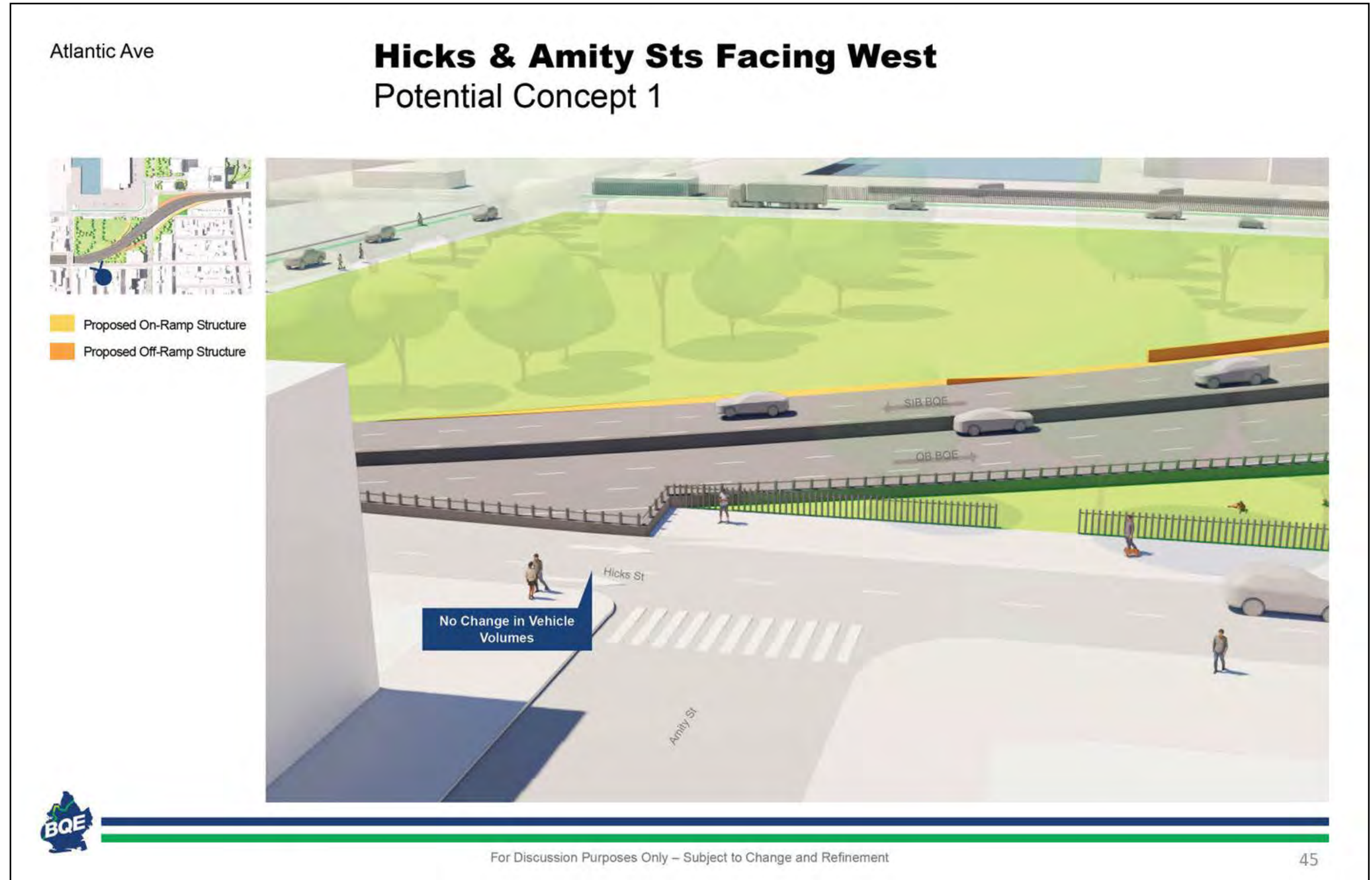
Along Hicks Street at Amity Street today, heavy traffic conflicts with an existing pedestrian route to reach the neighborhood dog park along the BQE. There is no crosswalk at this location.



# BQE Central Atlantic Ave Workshop

There would be no significant changes to this area in this concept.

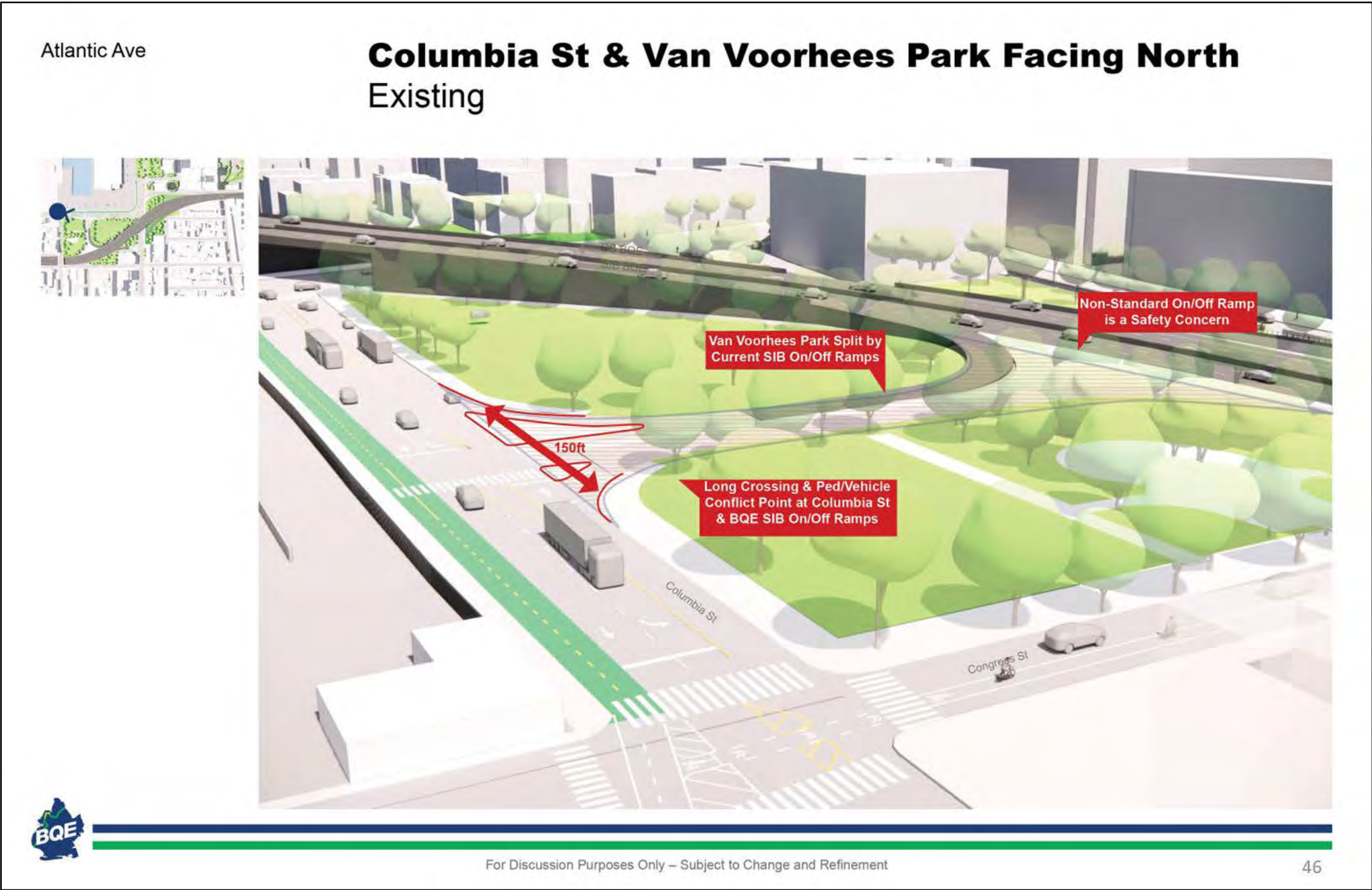
We are aware that there is a longstanding request for a crosswalk to the dog run here at Upper Van Vorhees Park. Currently, there is an open study investigating additional traffic controls at this intersection. If approved, a crosswalk could be added.





# BQE Central Atlantic Ave Workshop

At Van Voorhees Park on Columbia Street, the park is divided today by the Staten Island-bound on- and off-ramps.

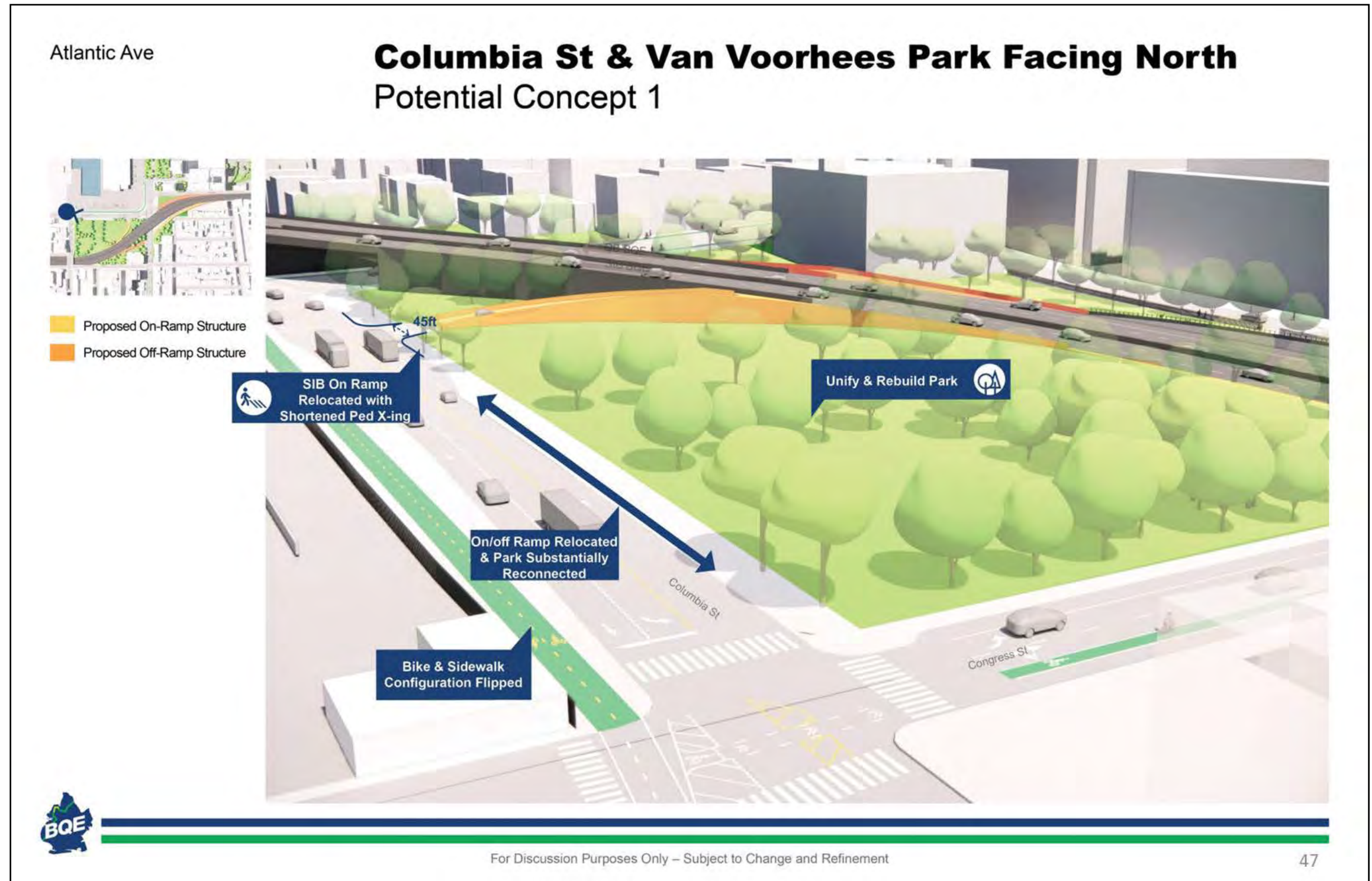




# BQE Central Atlantic Ave Workshop

In Concept 1, the park would be unified and rebuilt, with the Staten Island-bound on-ramp relocated to the north and the off-ramp relocated to Atlantic Ave (as noted previously).

This would add almost 50,000 square feet of parkland – an increase of nearly an acre in. Park upgrades would be coordinated with NYC Parks and integrated into the design.





# BQE Central Atlantic Ave Workshop

Note: in all summary slides, any italicized point is a common item shared among all three concepts.

Overall, Concept 1 would make strategic improvements to Atlantic Avenue and Columbia Street improving bicyclist and pedestrian circulation, while leaving much of the existing infrastructure intact.

While this would provide improvement, it would only marginally improve some of the existing challenges, including congestion at the Atlantic Avenue on-ramp, which was mentioned as a significant concern.

DOT recognizes the problems that Concept 1 does not address and therefore looked at ways to better address them in Concepts 2 and 3.

## Concept 1 Key Takeaways



### BIKES & PEDS

- Adds new bike connections on Atlantic Ave
- Improves walking conditions throughout, including reductions in crossing distances and modal conflicts
- Reduces number of curb cuts & slip lanes on Atlantic Ave, Columbia St & Furman St
- Improves walking condition on Columbia St at Van Voorhees Park
- Adds additional pedestrian crossing at SIB Off Ramp on Atlantic Ave & Furman St (In Split Furman / 1B), but with fewer turning vehicle conflicts



### PUBLIC SPACE

- Adam Yauch Park increases in size by 5.6K SF (26K SF total)
- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)

### CARS & TRUCKS

- Reduces vehicle speeds on Atlantic Ave
- Improves vehicular safety & standardization of all BQE on & off Ramps
- Does not reduce vehicle volumes on Atlantic Ave
- Increases congestion at the intersection of the Atlantic Ave & Columbia St with the new SIB Off-Ramp
- Does not improve traffic volumes/conflicts from existing condition at the QB On-Ramp

*Note: Italics indicates key takeaways shared among all concepts*



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# BQE Central Atlantic Ave Workshop

Whereas in the Terraces concept , the design idea focused on bringing the Promenade down into the Park via converging ramps, in the Lookout, the design focuses on bringing Brooklyn Bridge Park up to the Promenade.

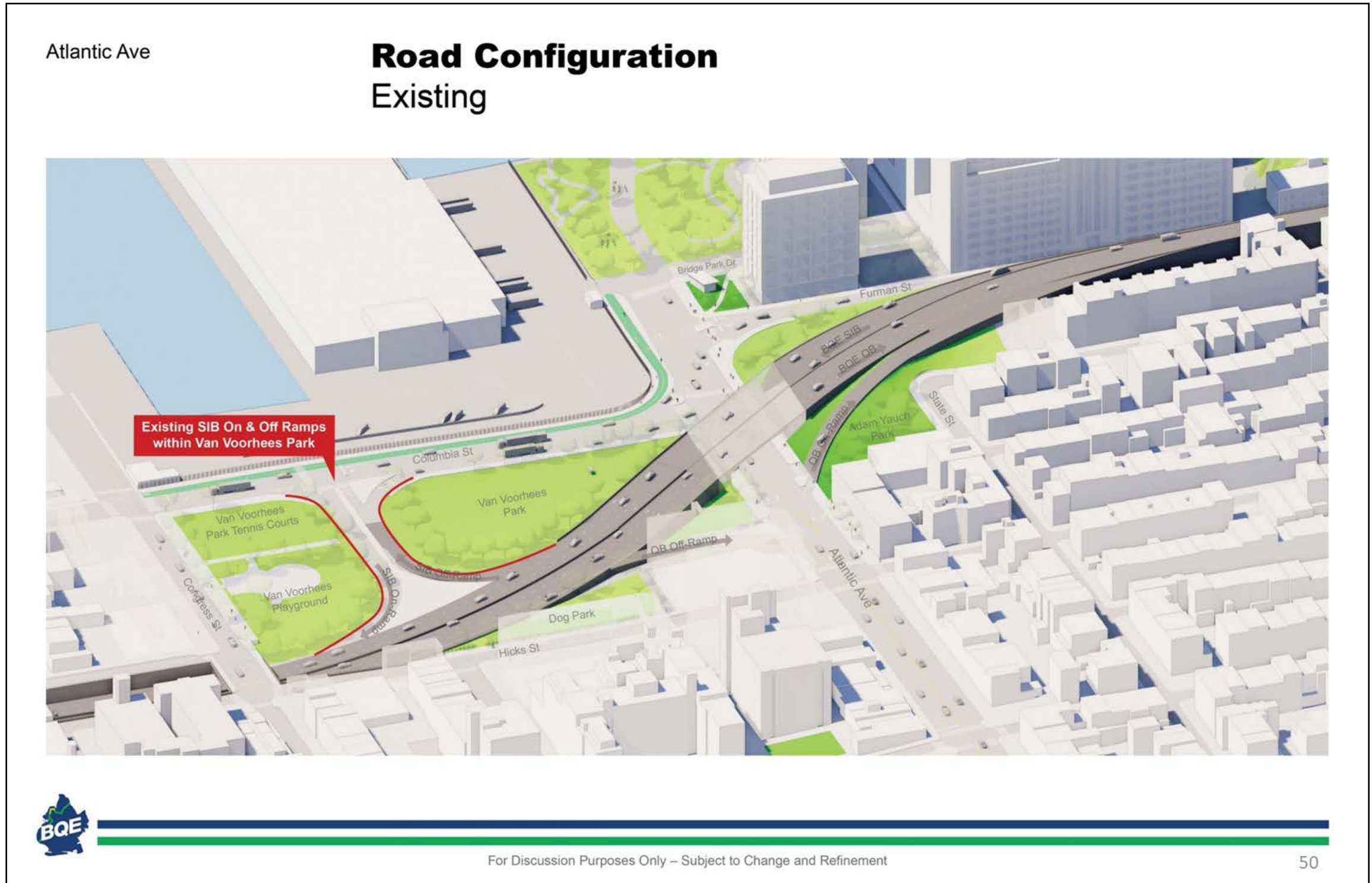
## Concept 2





# BQE Central Atlantic Ave Workshop

In Concepts 2 and 3, there are some elements that do not change, so this presentation will focus mainly on areas that have significant differences. That said, the presentation will show the existing conditions so they can be compared with potential changes.





# BQE Central Atlantic Ave Workshop

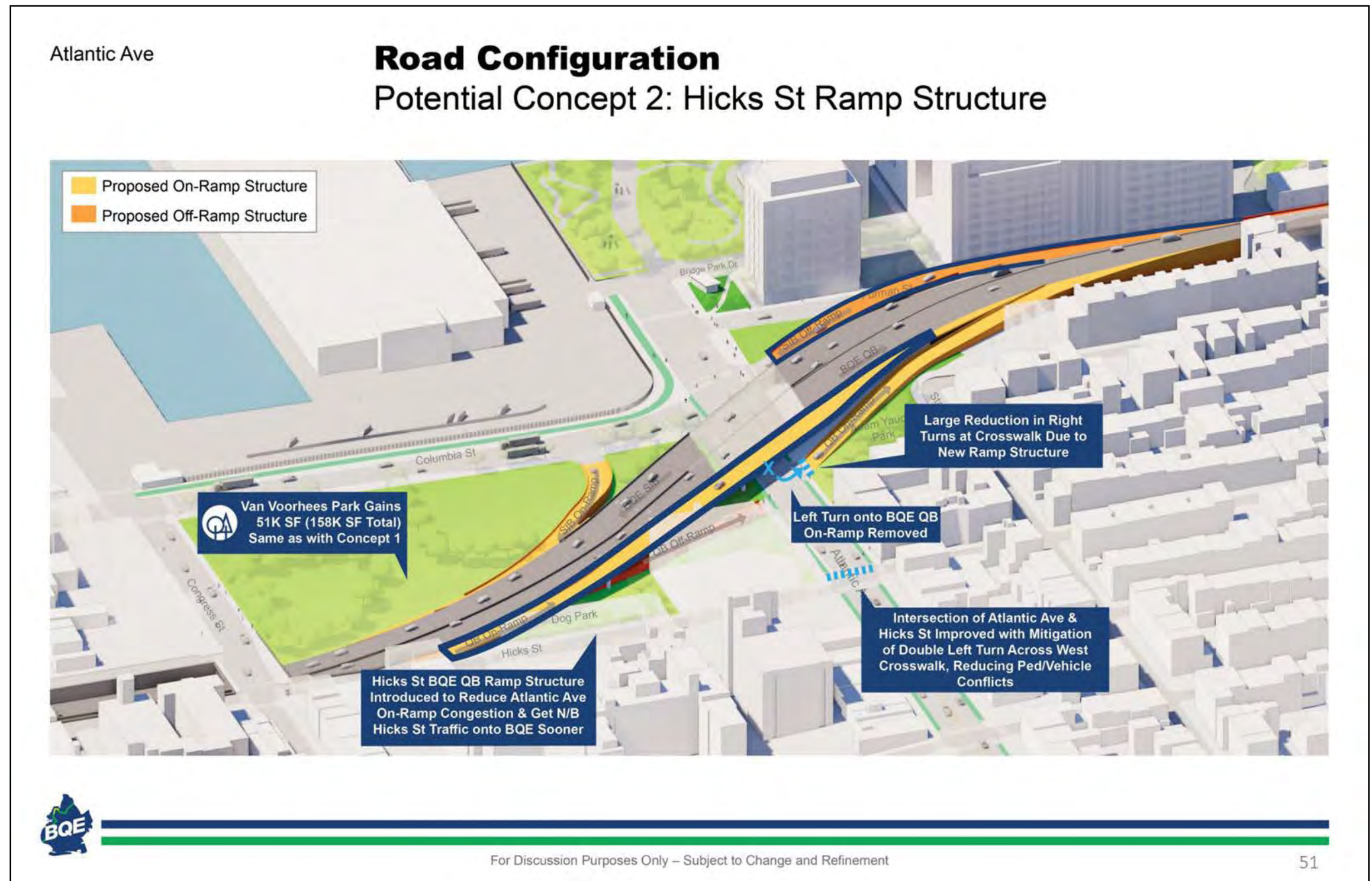
Concept 2 builds off of Concept 1. In this concept, the Staten Island-bound on- and off-ramps would be in the same new locations as in Concept 1.

In Concept 2, a second Queens-bound on-ramp would be added at the intersection of Hicks Street and Congress Street. This ramp structure could allow traffic coming from south Brooklyn to access the Queens-bound BQE sooner, decreasing conflicts with pedestrians and cyclists by incentivizing drivers not to make the double left turn onto Atlantic and then onto the Queens-bound on-ramp.

In particular, this would notably improve safety at the western crosswalk of Atlantic Ave and Hicks Street, highlighted on this slide in bright blue.

To further reduce congestion and pedestrian/vehicle conflicts on Atlantic Ave, we could eliminate the eastbound left turn from Atlantic onto the Queens-bound on-ramp, removing yet another significant conflict.

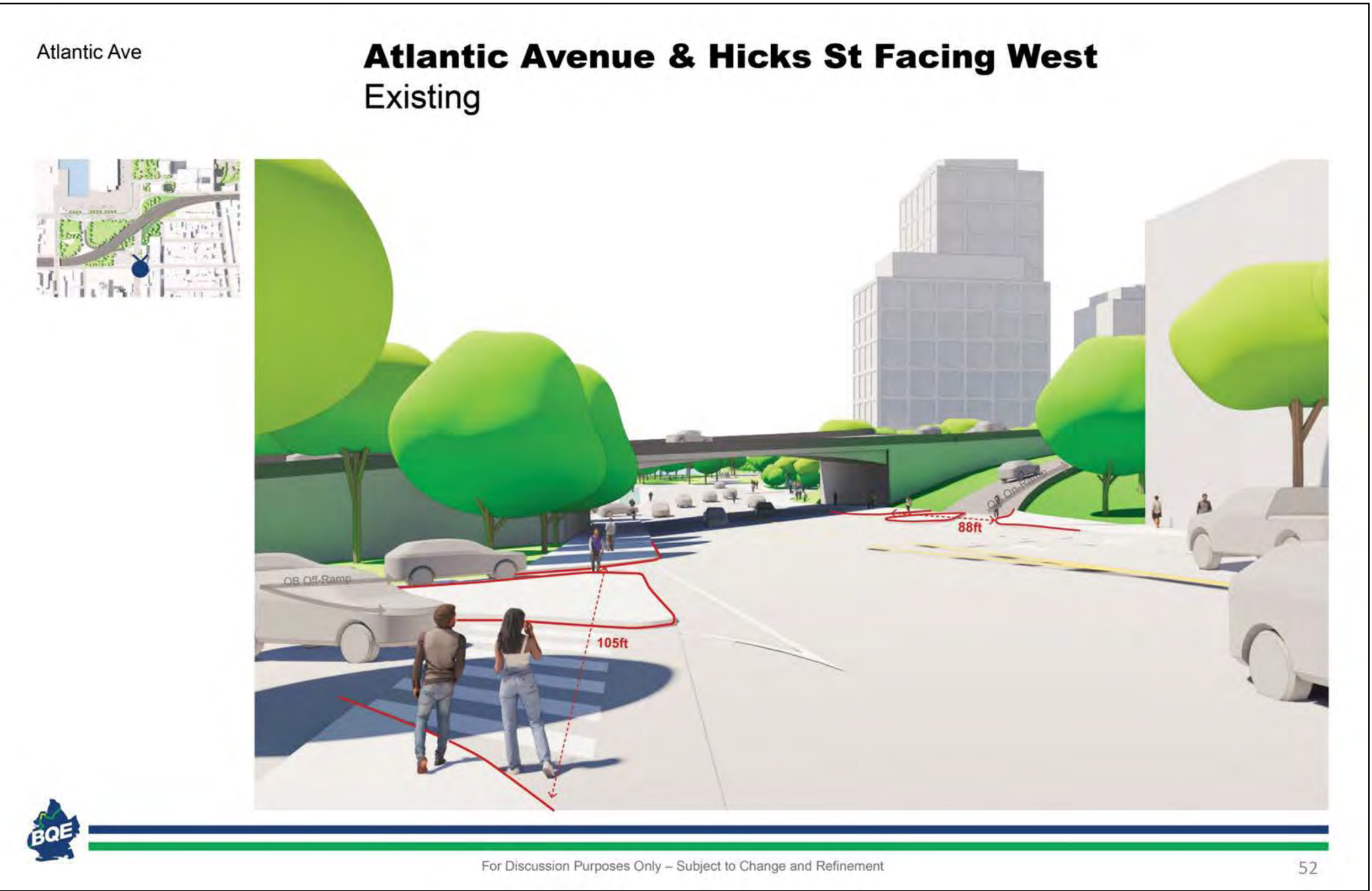
As in Concept 1, pedestrian crossing distances would also be reduced at both the Queens-bound on- and off-ramps.





# BQE Central Atlantic Ave Workshop

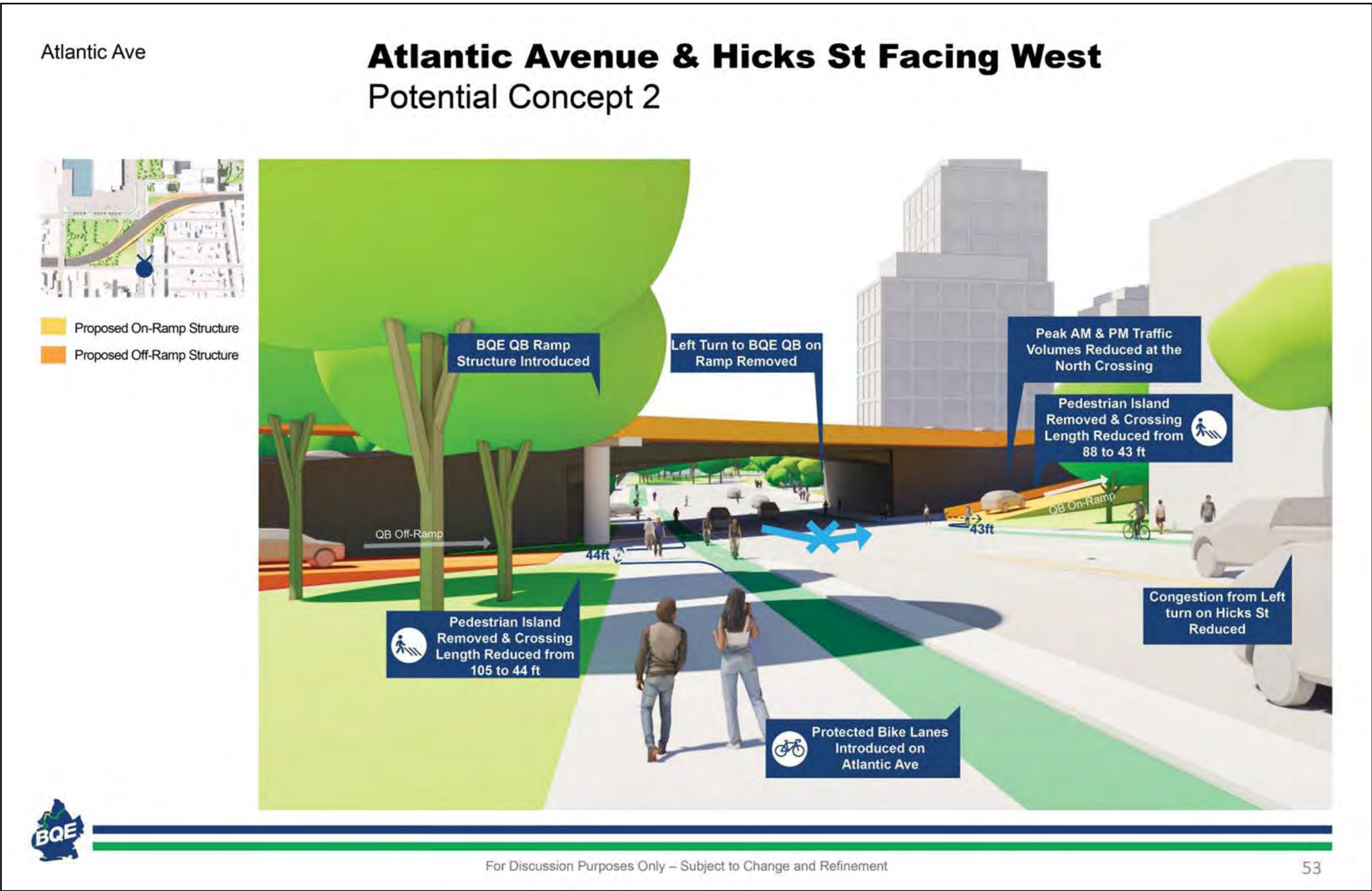
This image shows Atlantic Avenue and Hicks Street as exist today.



# BQE Central Atlantic Ave Workshop

As noted, the new ramp structure at Hicks Street could significantly reduce turns from Hicks onto Atlantic, and therefore reduce westbound traffic on Atlantic Ave.

In combination with a left turn ban for eastbound traffic accessing the Queens-bound on-ramp from Atlantic Avenue, this would significantly reduce the number of vehicles inundating pedestrians heading to and from the waterfront along the northern side of Atlantic Avenue.





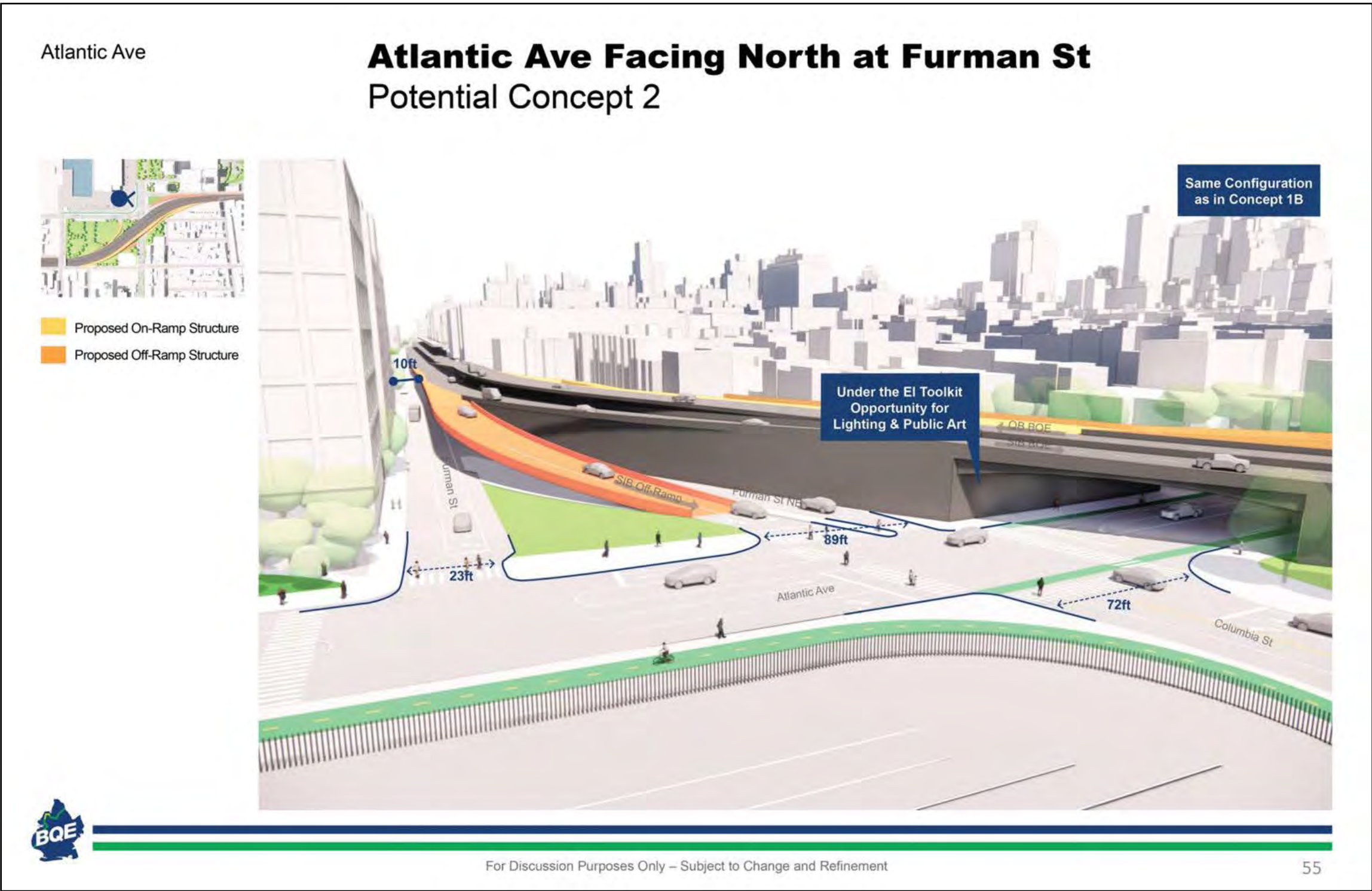
# BQE Central Atlantic Ave Workshop

Here is that view of the foot of Atlantic Avenue at Columbia Street and Furman Street.



# BQE Central Atlantic Ave Workshop

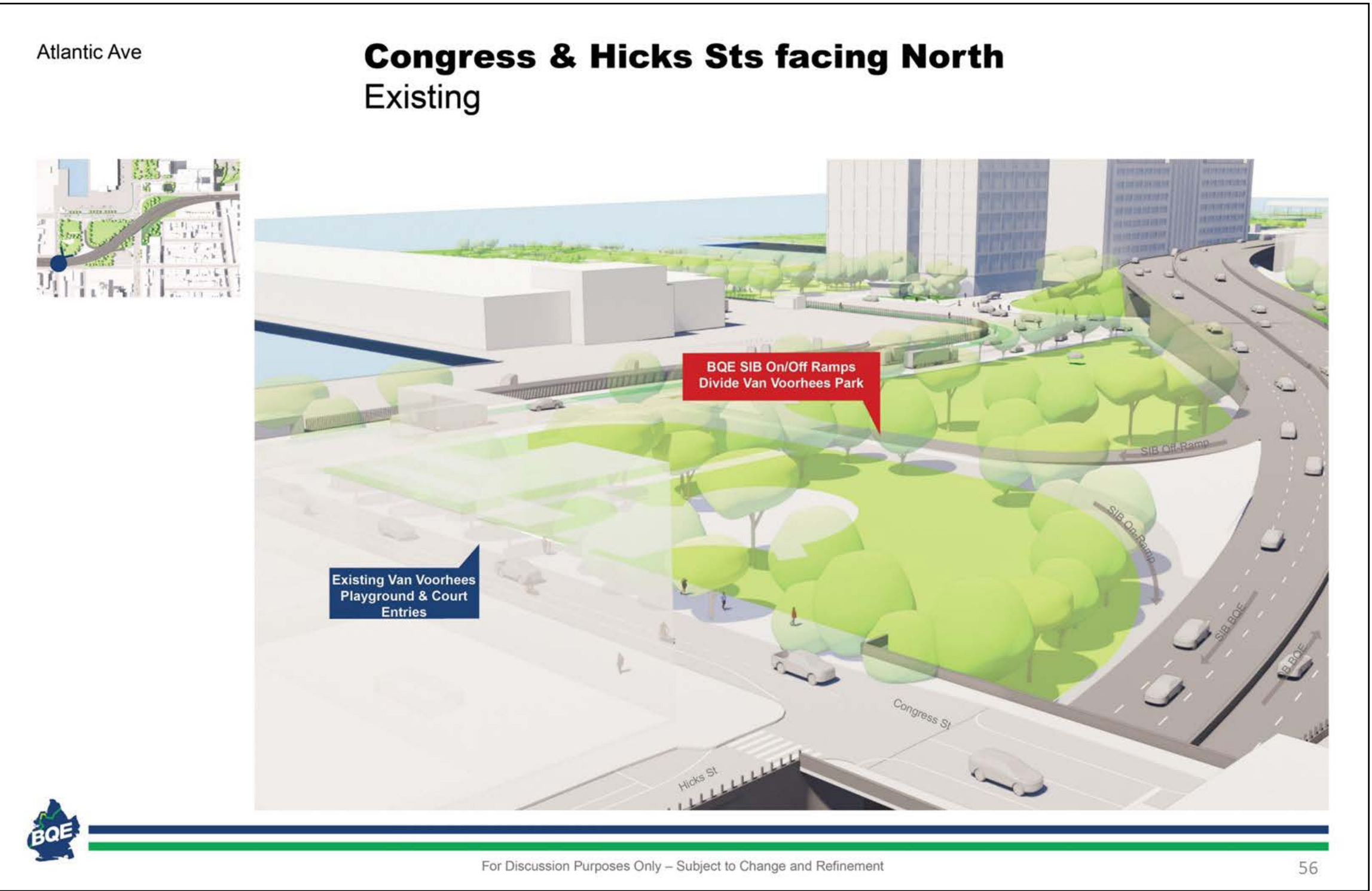
In Concept 2, the configuration would be the same as in Concept 1B / Split Furman. In the interest of time, this presentation shows only one configuration, but Concept 1A is equally feasible.





# BQE Central Atlantic Ave Workshop

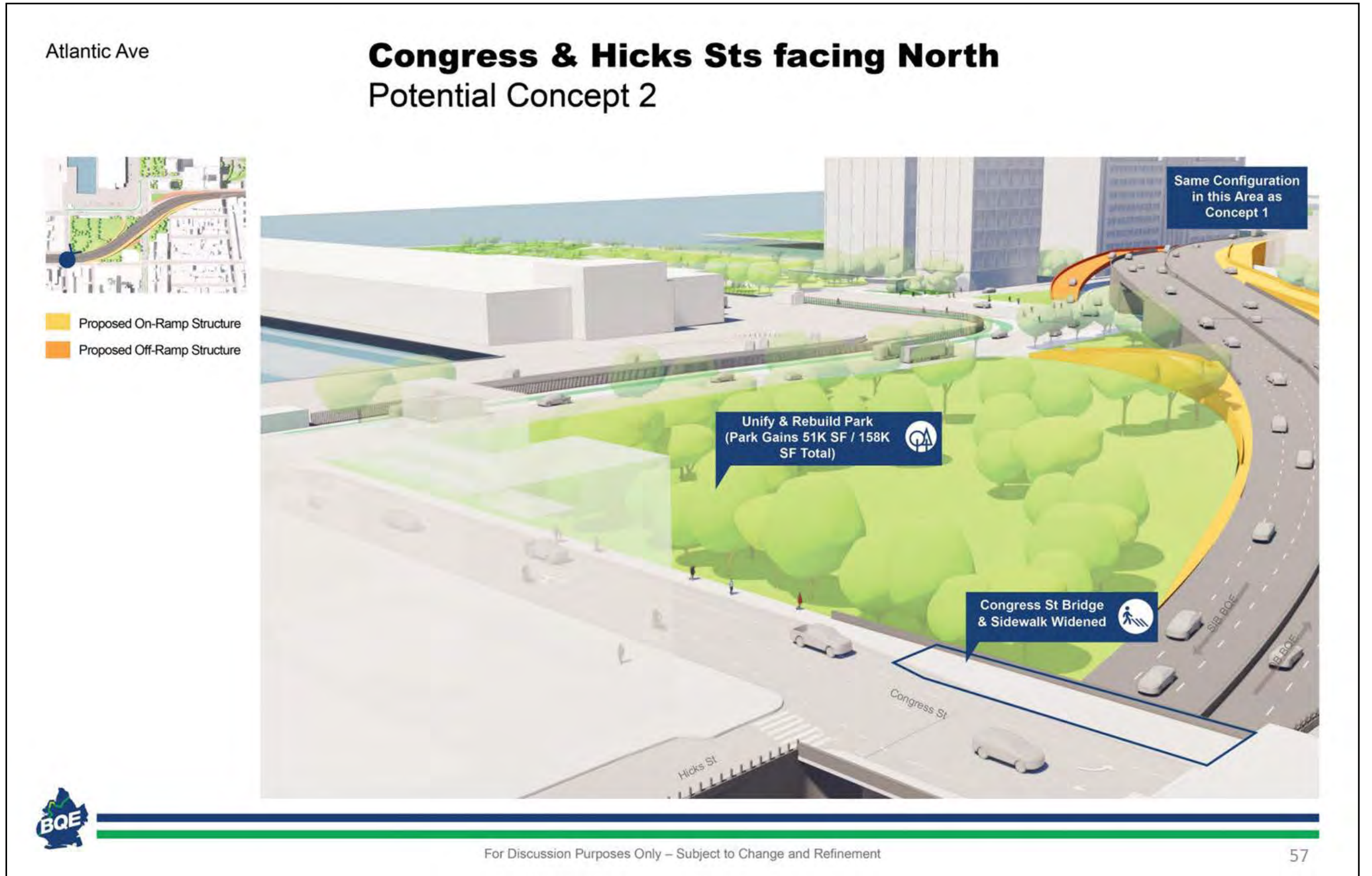
This image shows Congress Street and Hicks Street facing north.



# BQE Central Atlantic Ave Workshop

In Concept 2, the north bridge over the BQE on Congress Street would be widened to accommodate the expected new volume of vehicles that would use the street to access the Hicks Street on-ramp.

DOT would also widen the sidewalk to improve the pedestrian connection to the park.





# BQE Central Atlantic Ave Workshop

This image shows Hicks Street at Amity Street facing west.



# BQE Central Atlantic Ave Workshop

At Hicks Street and Amity Street, a new Staten Island-bound on-ramp structure would be introduced, resulting in a reduction of the current dog park by about 500 square feet.

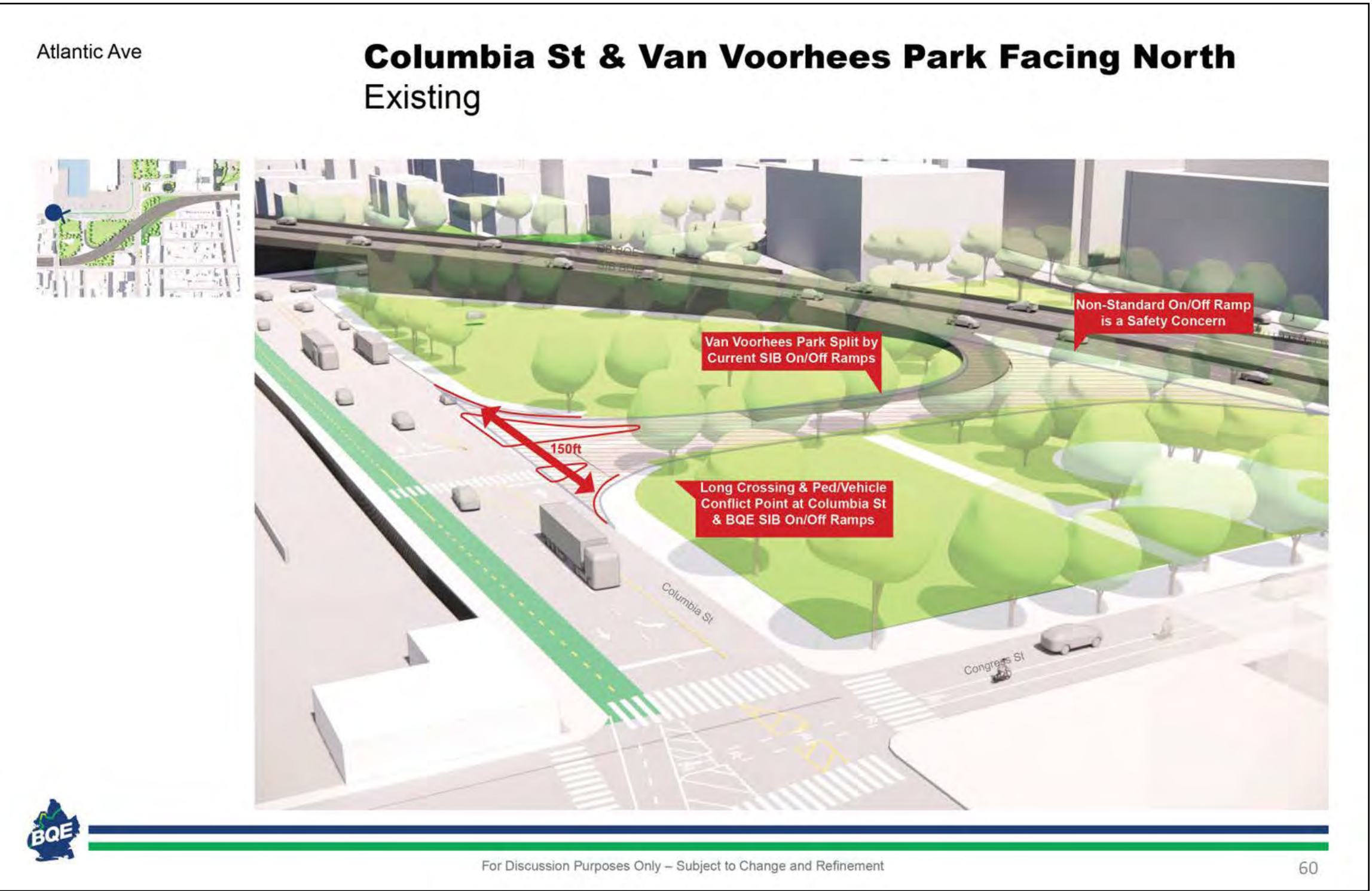
This on-ramp would help to alleviate congestion on Hicks Street, north of Amity Street.





# BQE Central Atlantic Ave Workshop

This image shows Van Vorhees Park looking north at Columbia Street.





# BQE Central Atlantic Ave Workshop

The configuration here would be the same as Concept 1 at Columbia Street and Van Voorhees Park.





# BQE Central Atlantic Ave Workshop

Concept 2 would add a ramp structure at Hicks Street for Queens-bound traffic, relieving pressure on Atlantic Avenue, and would include a left-turn restriction from Atlantic Ave to the Queens-bound BQE on-ramp to more significantly reduce pedestrian conflicts there. Otherwise, Concept 2 is similar to Concept 1.

## Concept 2 Key Takeaways



### BIKES & PEDS

- Adds new bike connections on Atlantic Ave
- Improves walking conditions throughout, including reductions in crossing distances and modal conflicts
- Reduces number of curb cuts & slip lanes on Atlantic Ave, Columbia St & Furman St
- Improves walking condition on Columbia St at Van Voorhees Park
- Widens sidewalk on north side of Congress St. bridge
- **Substantial reduction in traffic on Atlantic Ave accessing QB ramp, allowing increased pedestrian crossing time with fewer conflicts**
- QB Flyover increases walking distance below BQE Bridge over Atlantic Ave
- SIB off-ramp at Atlantic Ave & Furman St does not reduce number of ped crossings on north side of Atlantic Ave

### PUBLIC SPACE

- Adam Yauch Park increases in size by 5.6K SF (26K SF total)
- **Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)**
- Hicks St Dog Run reduced in size by proposed QB on-ramp by 550 SF

### CARS & TRUCKS

- Reduces Vehicle speeds on Atlantic Ave
- Improves vehicular safety and standardization of all BQE on and off ramps
- SIB Off-Ramp at Atlantic Ave - **Increases congestion at Atlantic Ave & Columbia St intersection (Same as Option 1)**
- QB Hicks St On-Ramp – Reduces traffic from existing at Atlantic Ave including reducing congestion at Hicks St & Atlantic Ave. May incentivize shortcutting BQE on-ramp at Hamilton Ave via Hicks St

*Note: Italics indicates key takeaways shared among all concepts*



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# BQE Central Atlantic Ave Workshop

Concept 3 would represent the most notable change from the current configuration, with the addition of ramp structures in both directions with the goal of minimizing traffic congestion and conflicts between users on Atlantic Avenue.

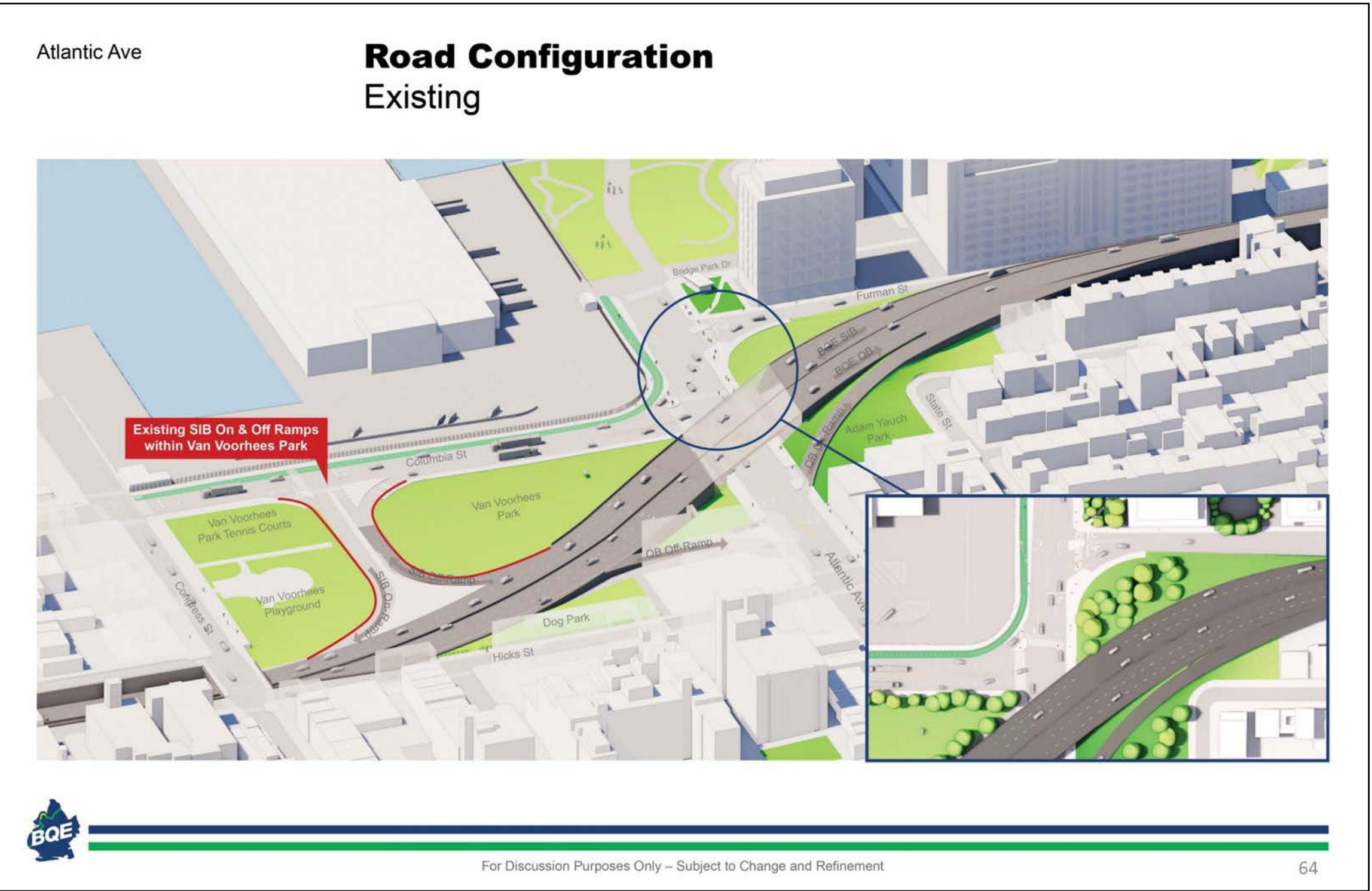
**Concept 3**





# BQE Central Atlantic Ave Workshop

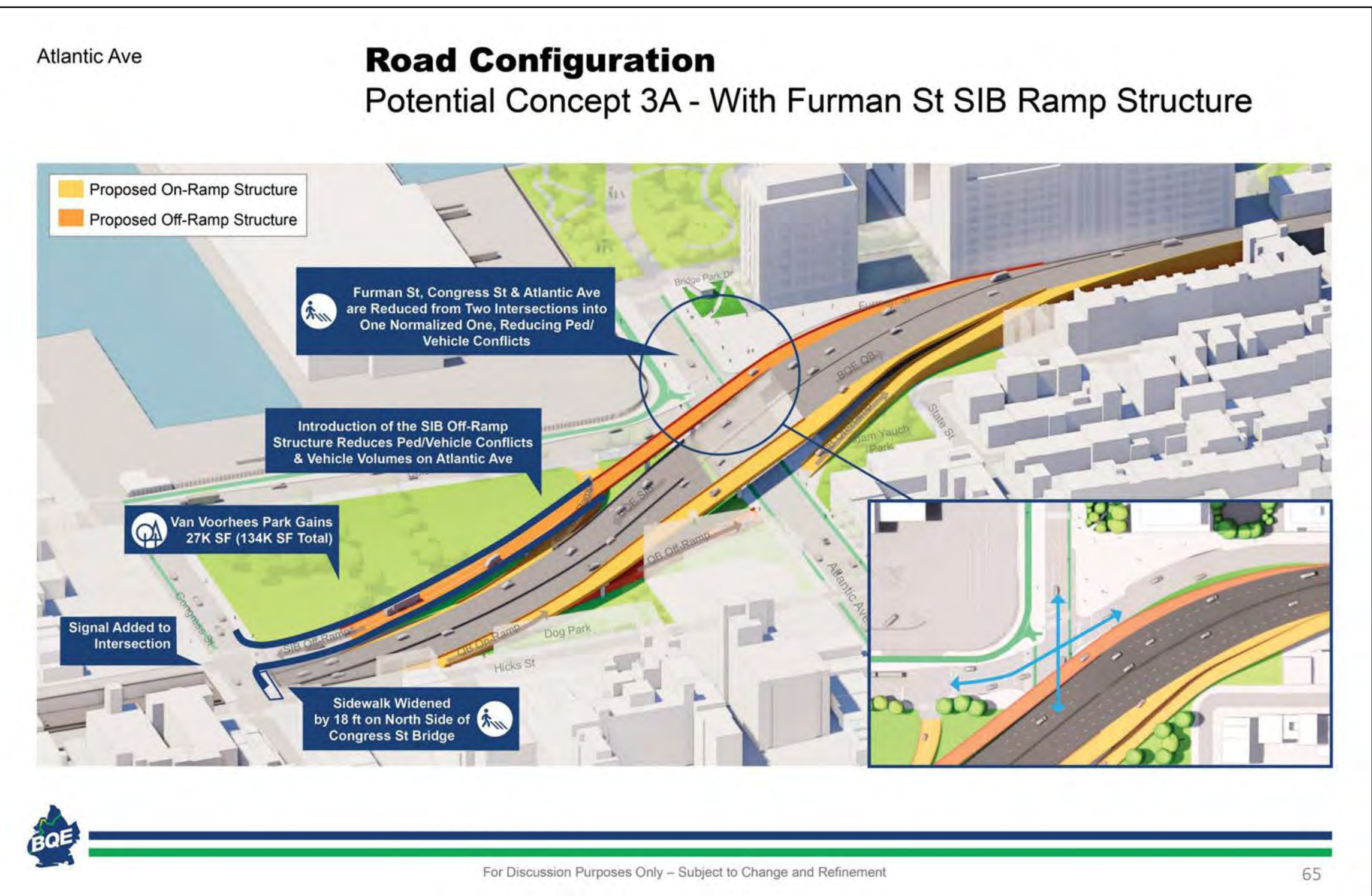
Again, the configuration of this area as it looks today.





# BQE Central Atlantic Ave Workshop

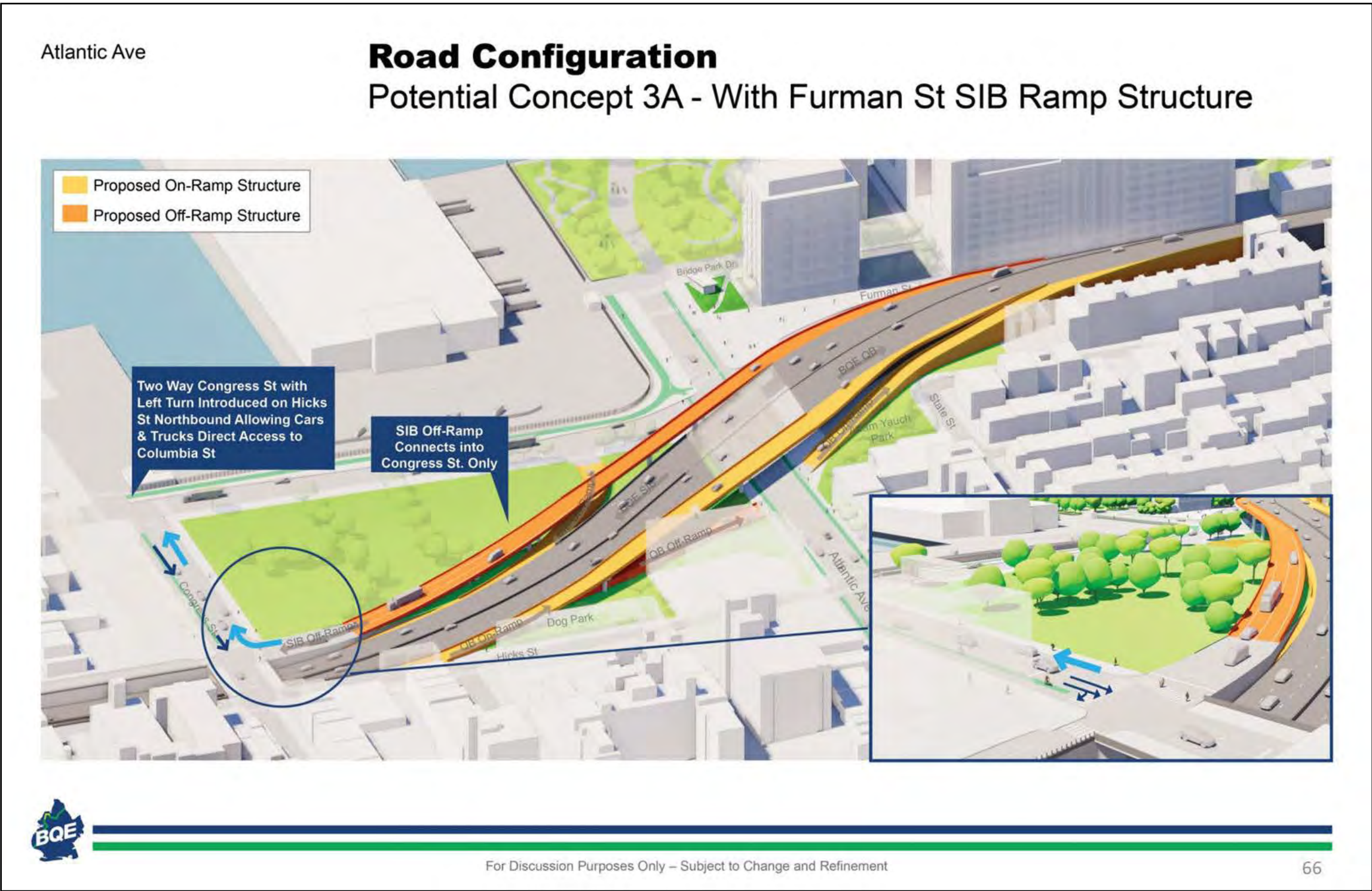
In Concept 3, ramp structures would be introduced in both directions, with a Staten Island-bound off-ramp exiting onto Congress Street and Hicks Street, and with an enlarged space at the foot of Furman Street, reclaiming 20,000 square feet for pedestrians.





# BQE Central Atlantic Ave Workshop

Concept 3A would allow Congress Street to operate as a two-way street, enabling trucks and cars to turn right onto Congress towards Columbia Street if they are headed towards the waterfront. This would also better mitigate congestion on Hicks Street.



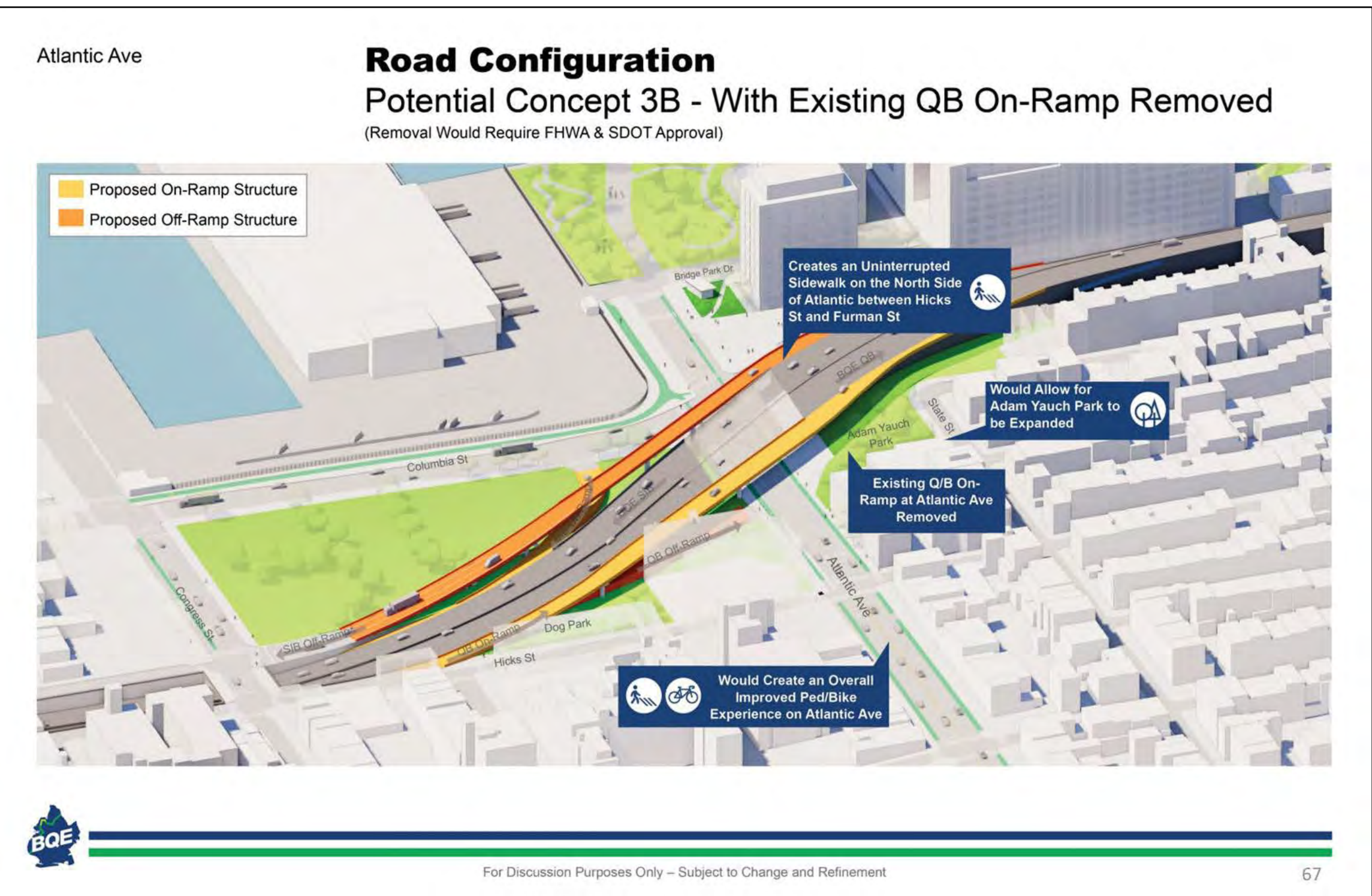


# BQE Central Atlantic Ave Workshop

Some stakeholders asked about the possibility of removing the Queens-bound on-ramp. Concept 3B explores that closure.

Closing the on-ramp would greatly improve the overall experience on Atlantic Avenue for pedestrians and cyclists, reducing pedestrian crossings on the north side of Atlantic and possibly allowing for the expansion of Adam Yauch Park.

Though it is possible to close this on-ramp, this configuration would have significant traffic implications.



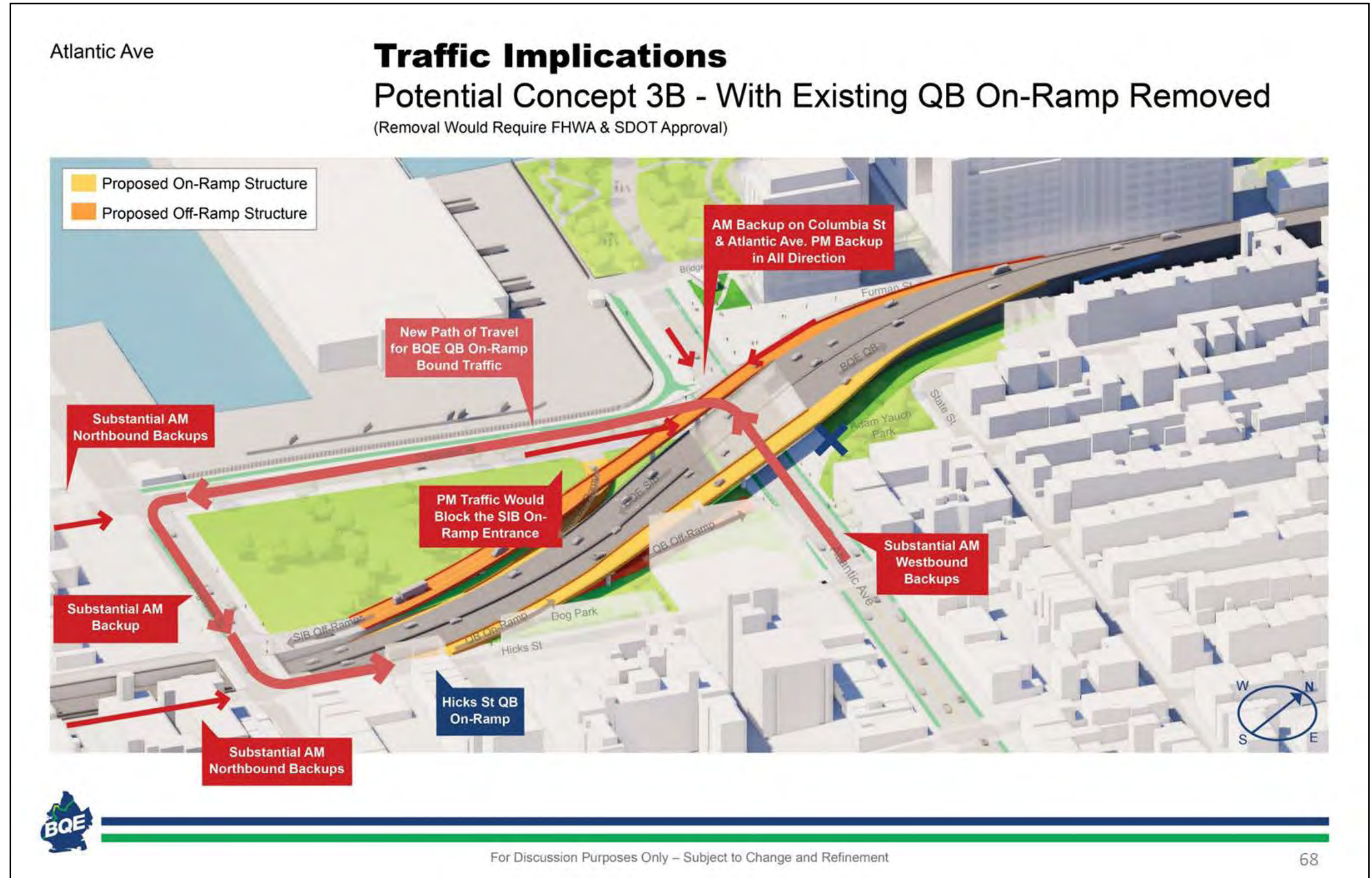


# BQE Central Atlantic Ave Workshop

Removing the existing Queens-bound on-ramp at Atlantic would cause neighborhood street traffic backups throughout the area. This would mainly be caused by BQE Queens-bound traffic on Atlantic Avenue now needing to access the highway via the new Hicks Street on-ramp.

Instead of accessing the BQE at Atlantic Avenue directly, our traffic modeling indicates that that traffic is expected to seek the on-ramp at Hicks Street. This means westbound traffic on Atlantic Avenue would turn south onto Columbia Street, then east on Congress Street, and then onto the BQE entrance at Hicks Street.

In the morning this would cause long northbound backups at the corners of Columbia Street at Congress Street and at Hicks Street at Congress Street. There would be substantial westbound backup at Atlantic Avenue and additional east-bound traffic on Congress Street.



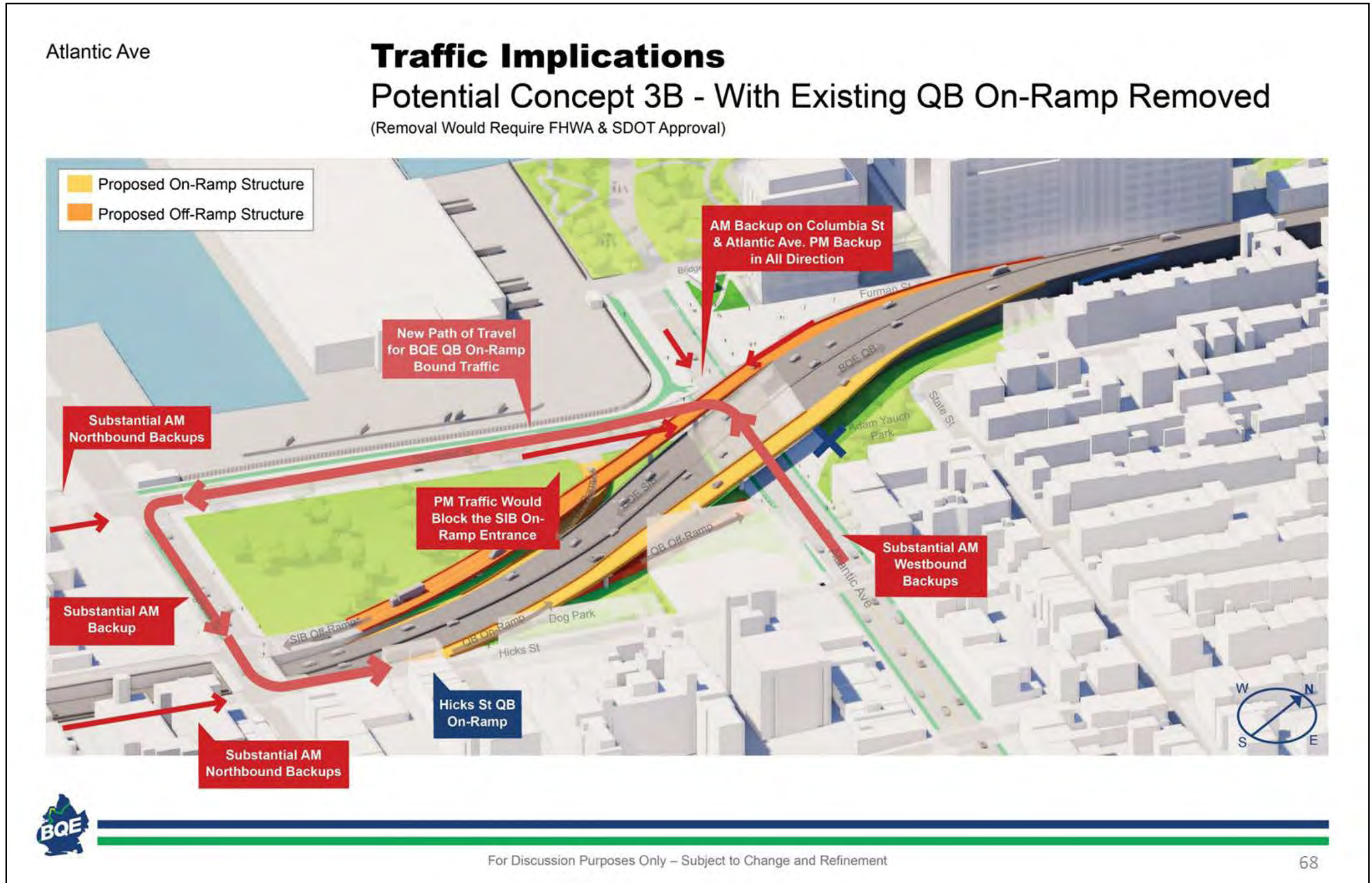


# BQE Central Atlantic Ave Workshop

During evening rush hour, the intersection of Atlantic Avenue and Columbia Street would have backups in all directions, also blocking access to the proposed Staten Island-bound on-ramp on the northern side of Van Voorhees Park.

Note: DOT also studied closing the Queens-bound on-ramp for Concept 2, which would result in similar impacts and operational issues for that concept.

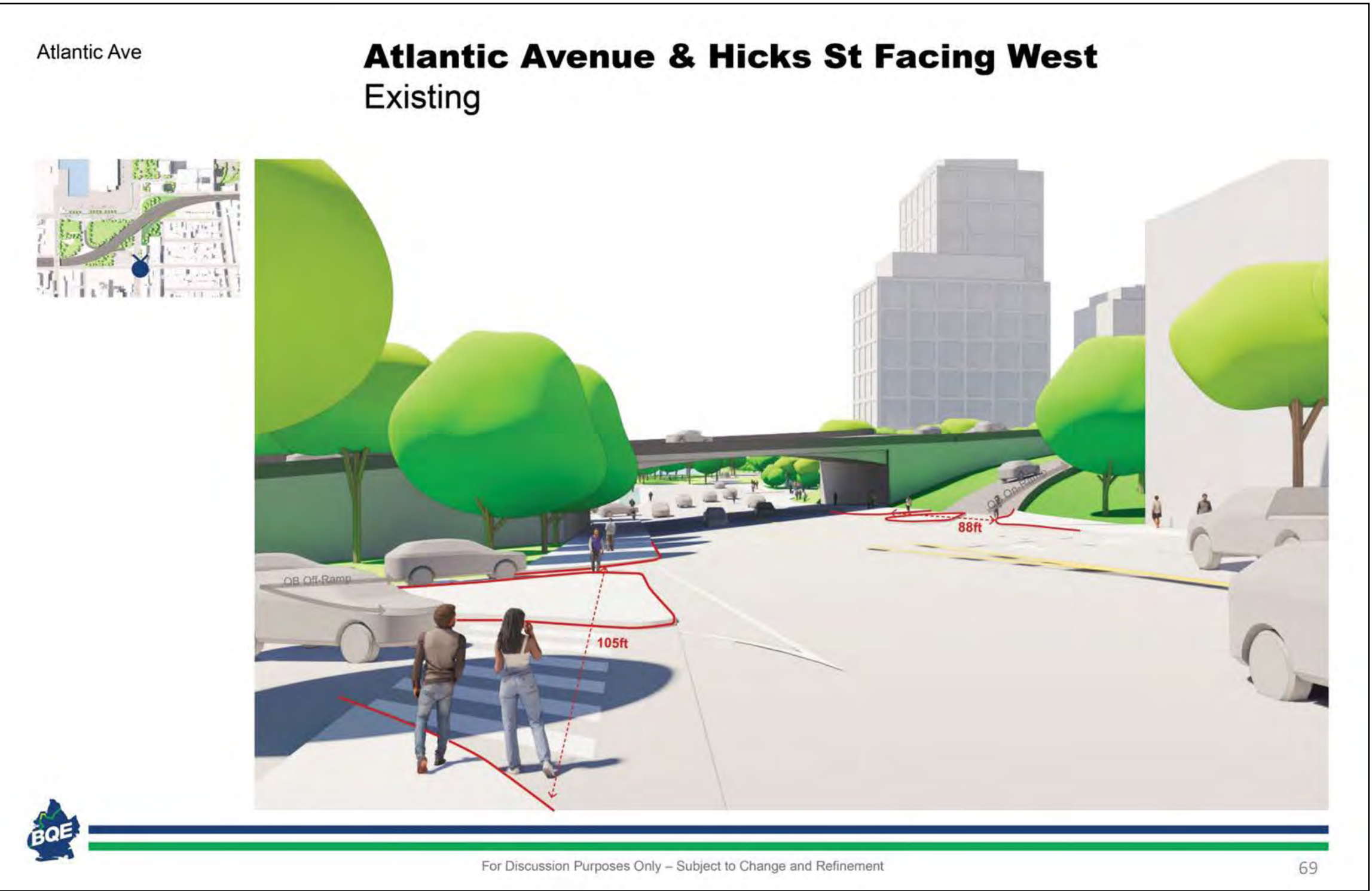
DOT is not making recommendation with this presentation, but rather soliciting feedback from the public to ask how DOT should consider these tradeoffs.





# BQE Central Atlantic Ave Workshop

This image shows Atlantic Avenue looking west from Hicks Street today.



# BQE Central Atlantic Ave Workshop

In Concept 3A, the configuration would be largely the same as in Concept 2, with the additional connection for the Queens-bound on-ramp.

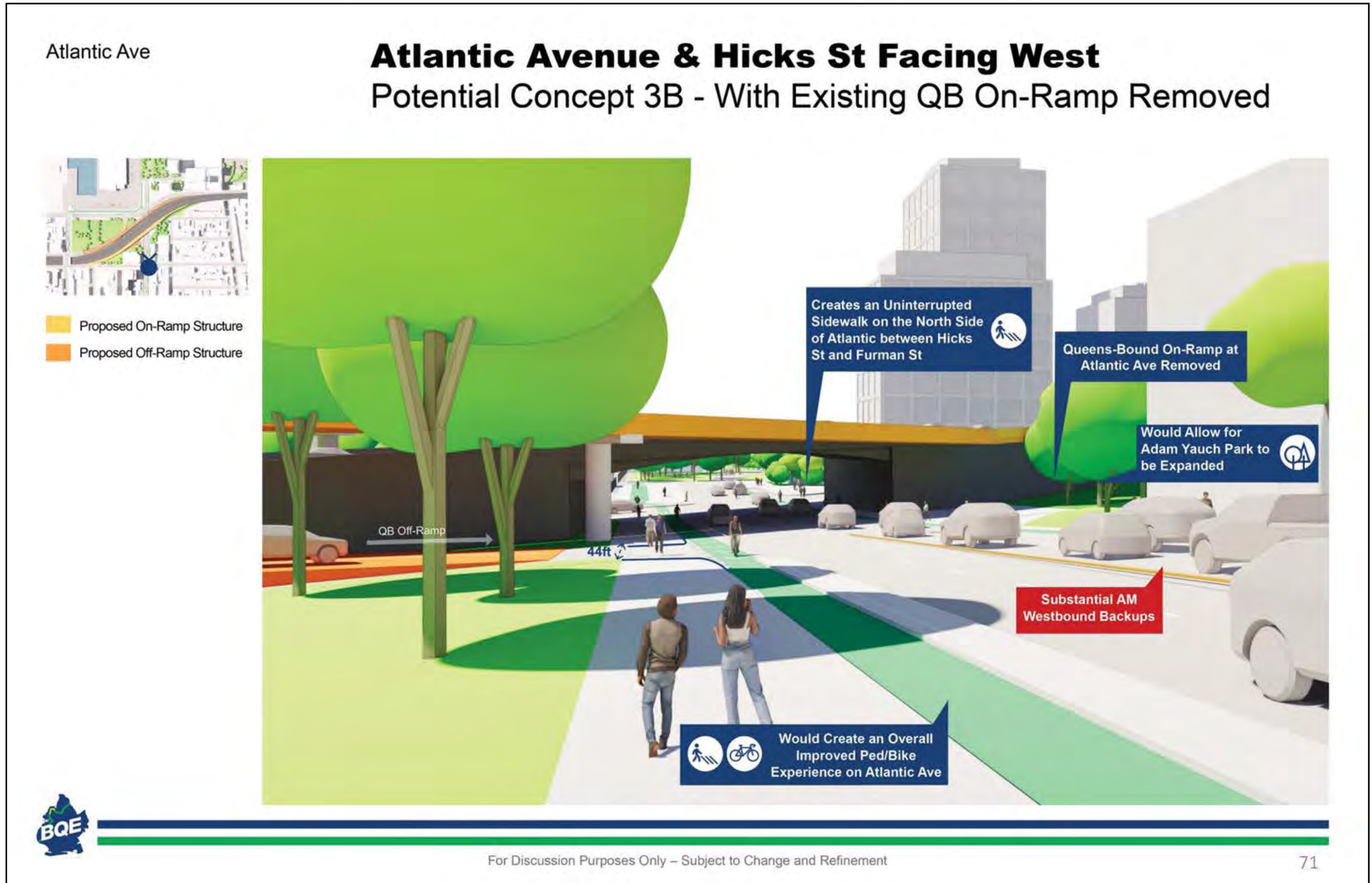




# BQE Central Atlantic Ave Workshop

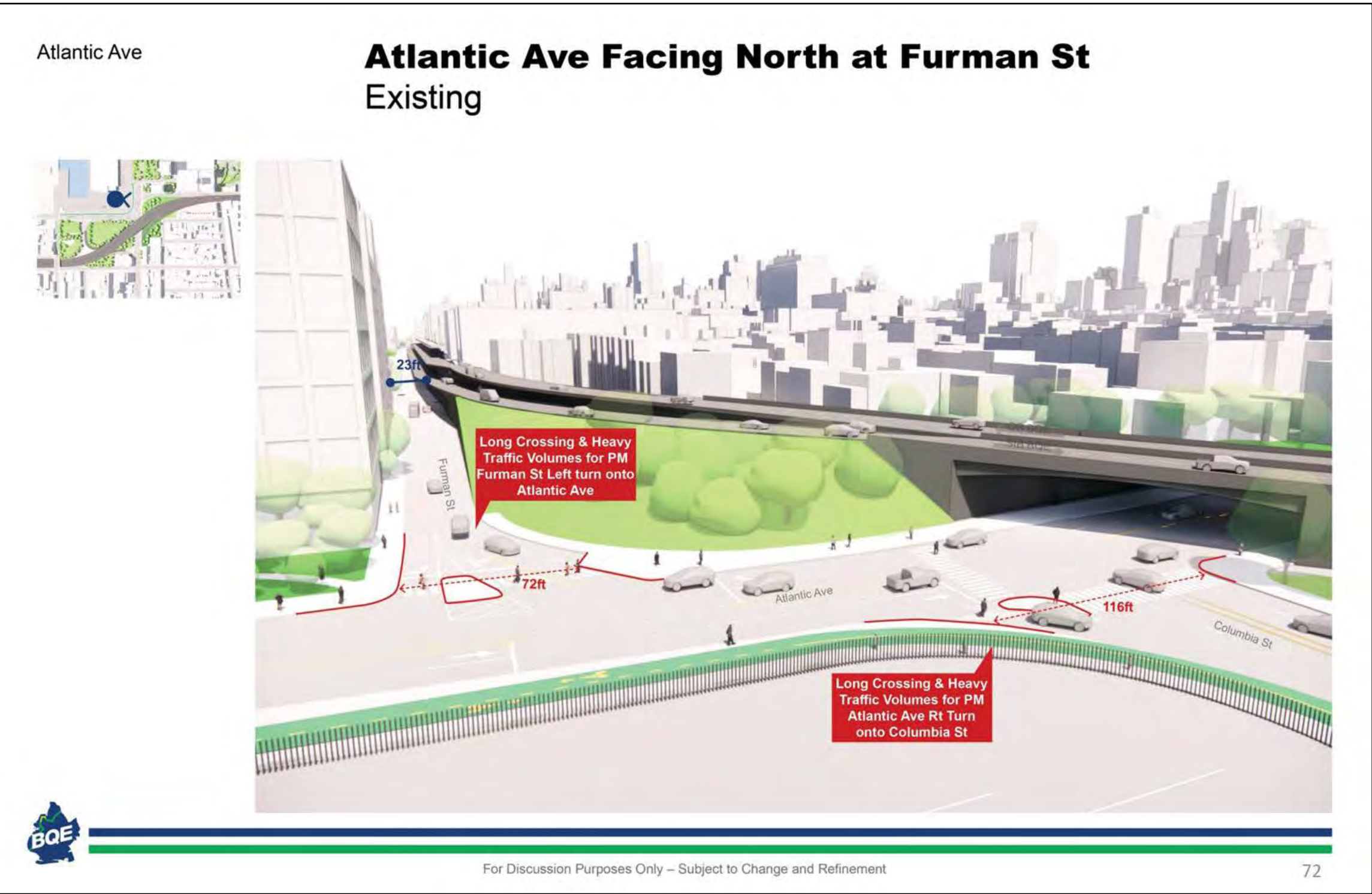
In Concept 3B, the Queens-bound on-ramp at Atlantic Avenue would be removed. This would create an uninterrupted pedestrian connection on the north side of Atlantic Avenue.

While this would be a notable safety improvement for pedestrians and bicyclists, the closure of this on-ramp would likely have cascading effects for traffic in the neighborhood. On this portion of Atlantic Avenue, there would be significant westbound backups.



# BQE Central Atlantic Ave Workshop

This image shows Atlantic Ave looking west from Hicks Street today.





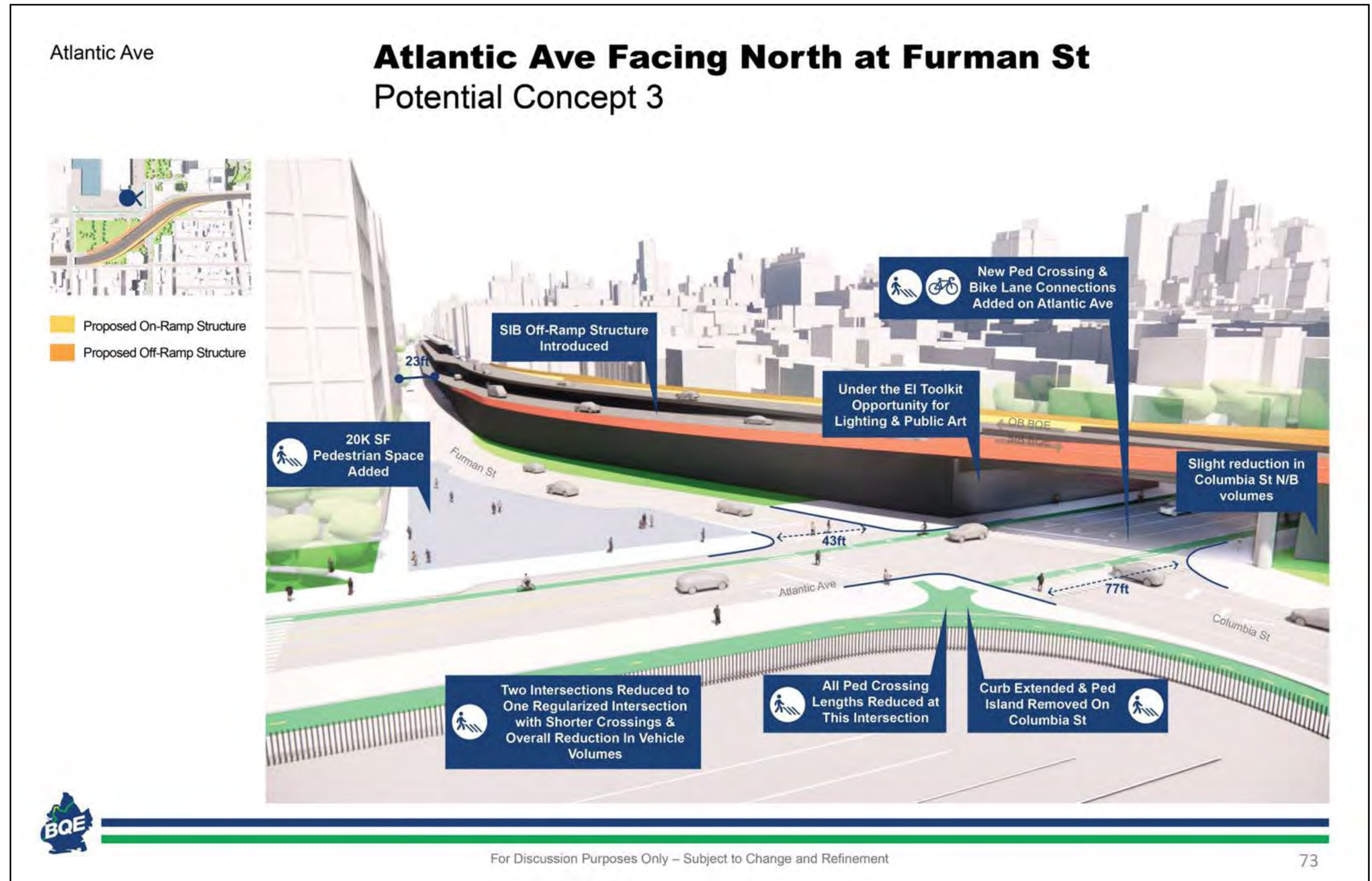
# BQE Central Atlantic Ave Workshop

In Concept 3, the reconfiguration of the Staten-Island bound off-ramp would transform the two split intersections into one unified, standard four-way intersection, simplifying vehicle movements and significantly reducing pedestrian crossing conflicts and distances.

This configuration would also introduce an enlarged pedestrian space at the foot of Furman Street and new pedestrian crossings across Atlantic Avenue to Furman Street.

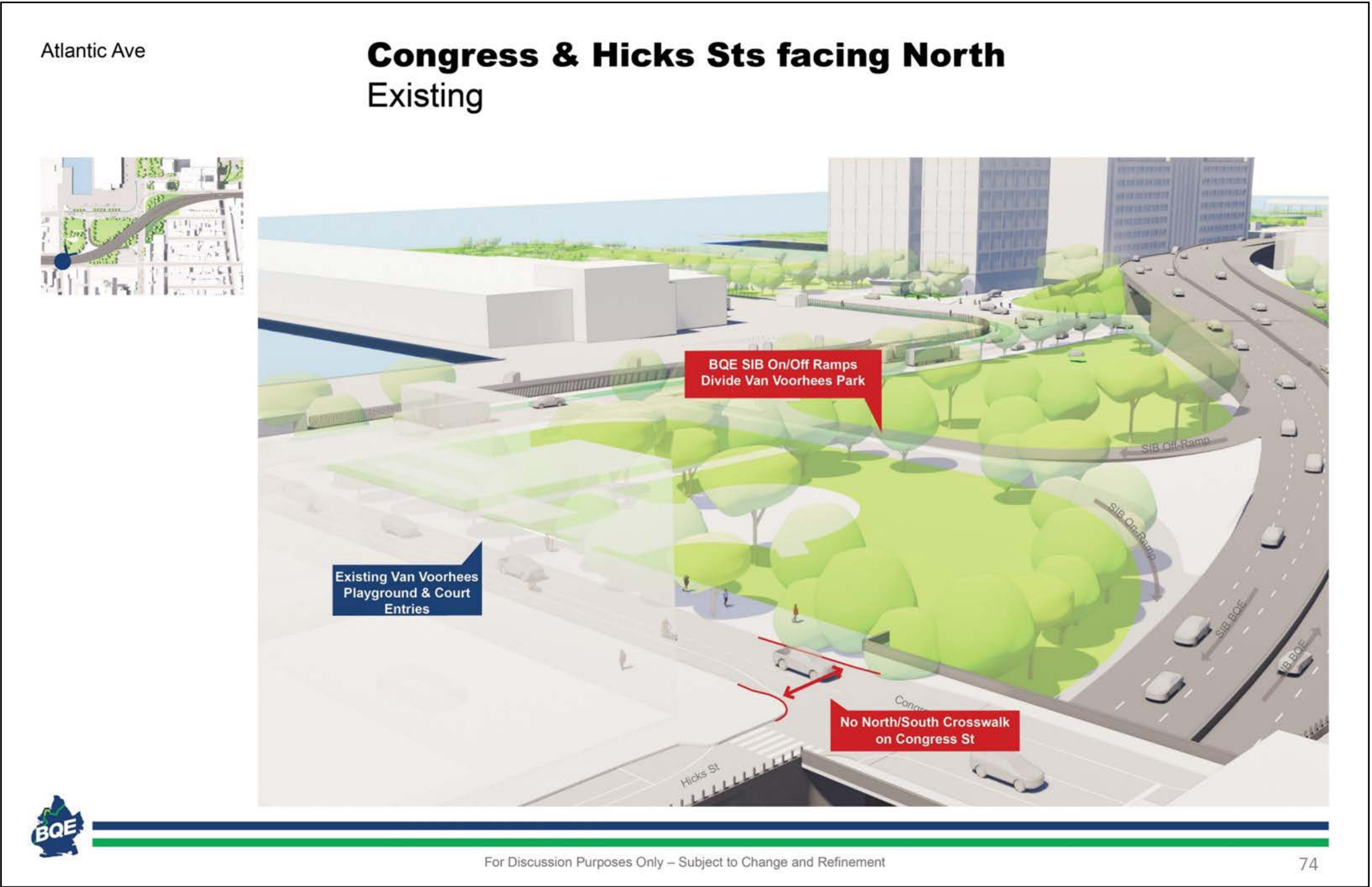
The structure would be integrated with the proposed improvements to the triple cantilever and tie into the highway without further impacting adjacent residential buildings.

Once again, NYC DOT can use its “Under the EI” toolkit to add new lighting, public art, and other improvements to brighten the space under this infrastructure.



# BQE Central Atlantic Ave Workshop

Congress and Hicks Street looking north.

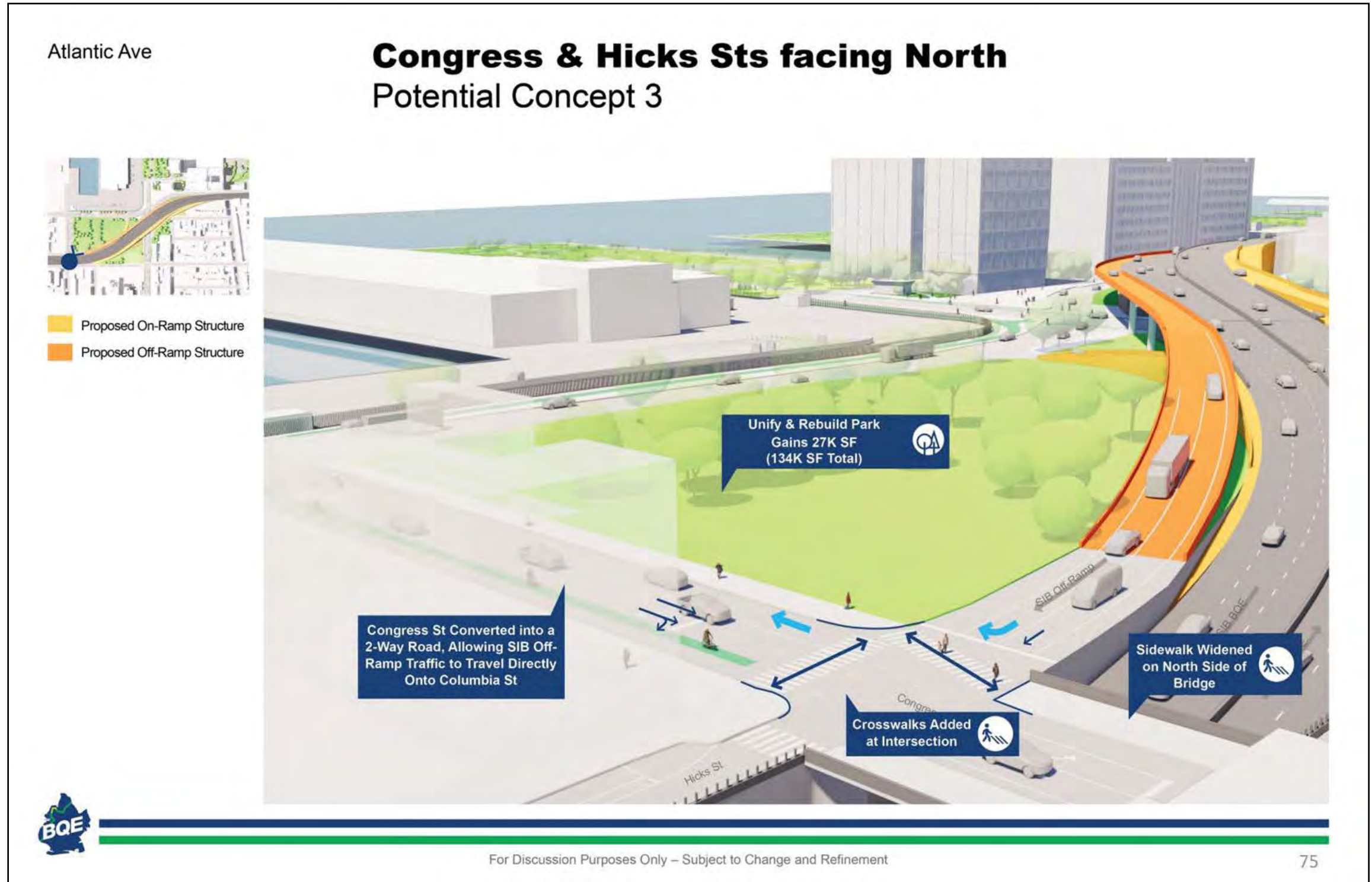




# BQE Central Atlantic Ave Workshop

In Concept 3, the Staten Island-bound off-ramp structure would end at the intersection of Hicks and Congress Streets. Congress Street would be converted into a two-way street, enabling more cars and trucks to head towards Columbia Street, a mapped local freight route.

As in Concept 2, the north bridge over the BQE on Congress Street would be widened to accommodate the expected new volume of vehicles that would use the street to access the Hicks Street on-ramp. And once again, we would also widen the sidewalk to improve pedestrian safety.



# BQE Central Atlantic Ave Workshop

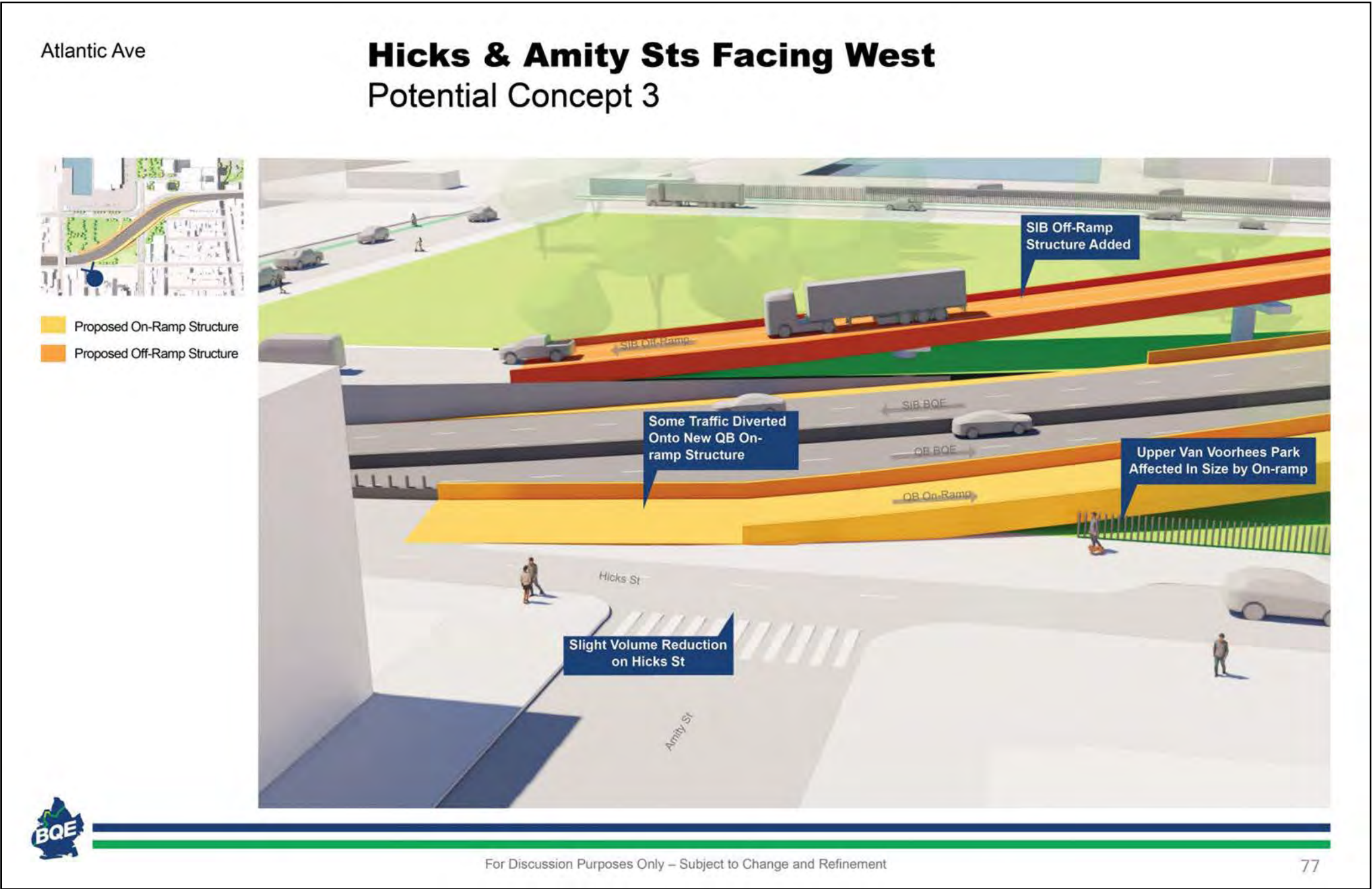
This image shows Hicks Street and Amity Street facing west.





# BQE Central Atlantic Ave Workshop

At Amity Street, the configuration would be the same as in Concept 2. The introduction of the new Congress St SIB off-ramp might impact some views towards the waterfront.



# BQE Central Atlantic Ave Workshop

Returning to Columbia St at Van Vorhees Park Facing North

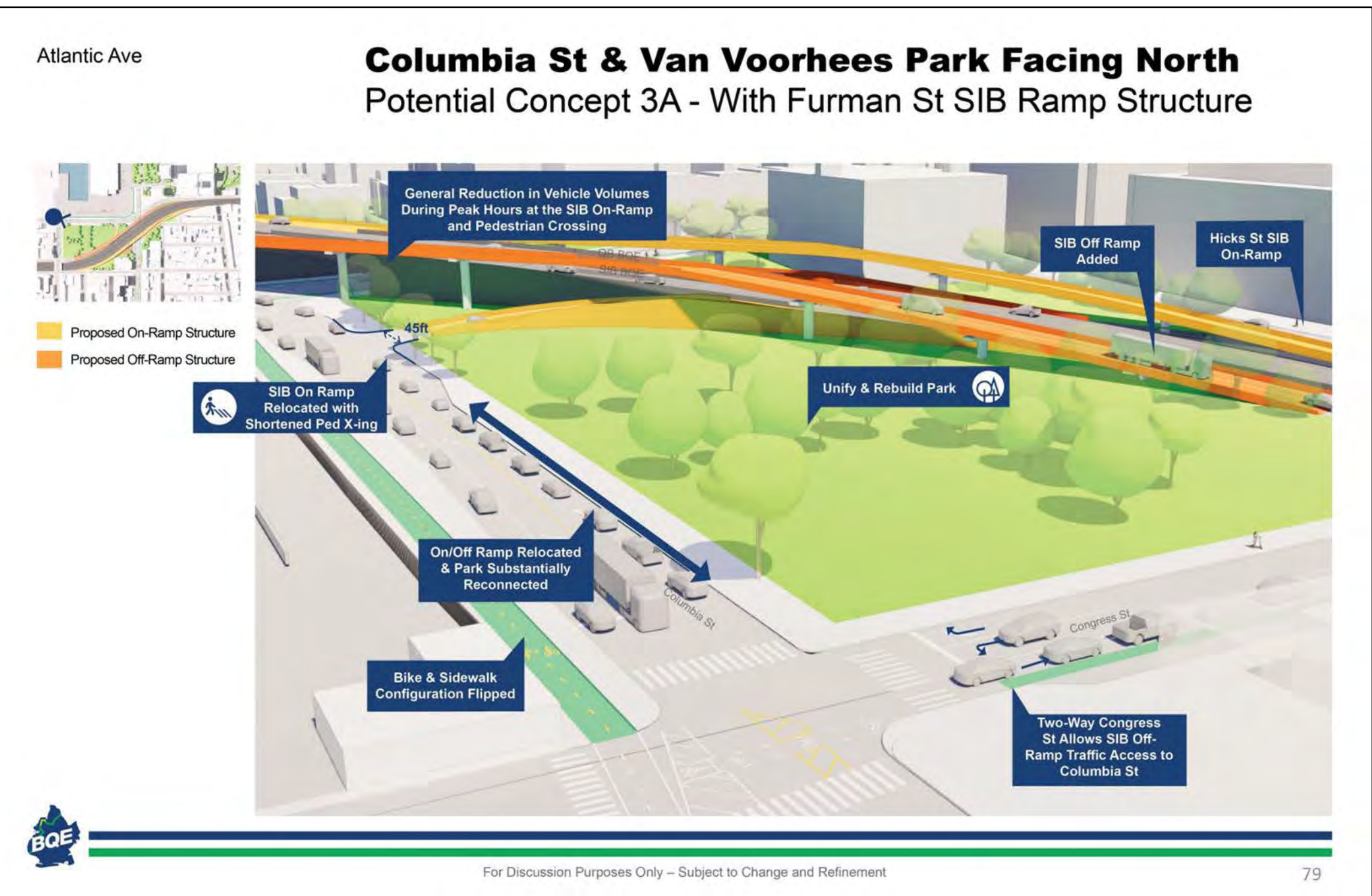




# BQE Central Atlantic Ave Workshop

At Van Voorhees Park, the relocation of the SIB off-ramp would require using more of the current park space than would be needed in Concept 1 or 2. However, we would still be able to redesign and consolidate parkland, adding approximately 25,000 square feet of new space.

Congress Street would become a two-way street while maintaining the existing bike lane.





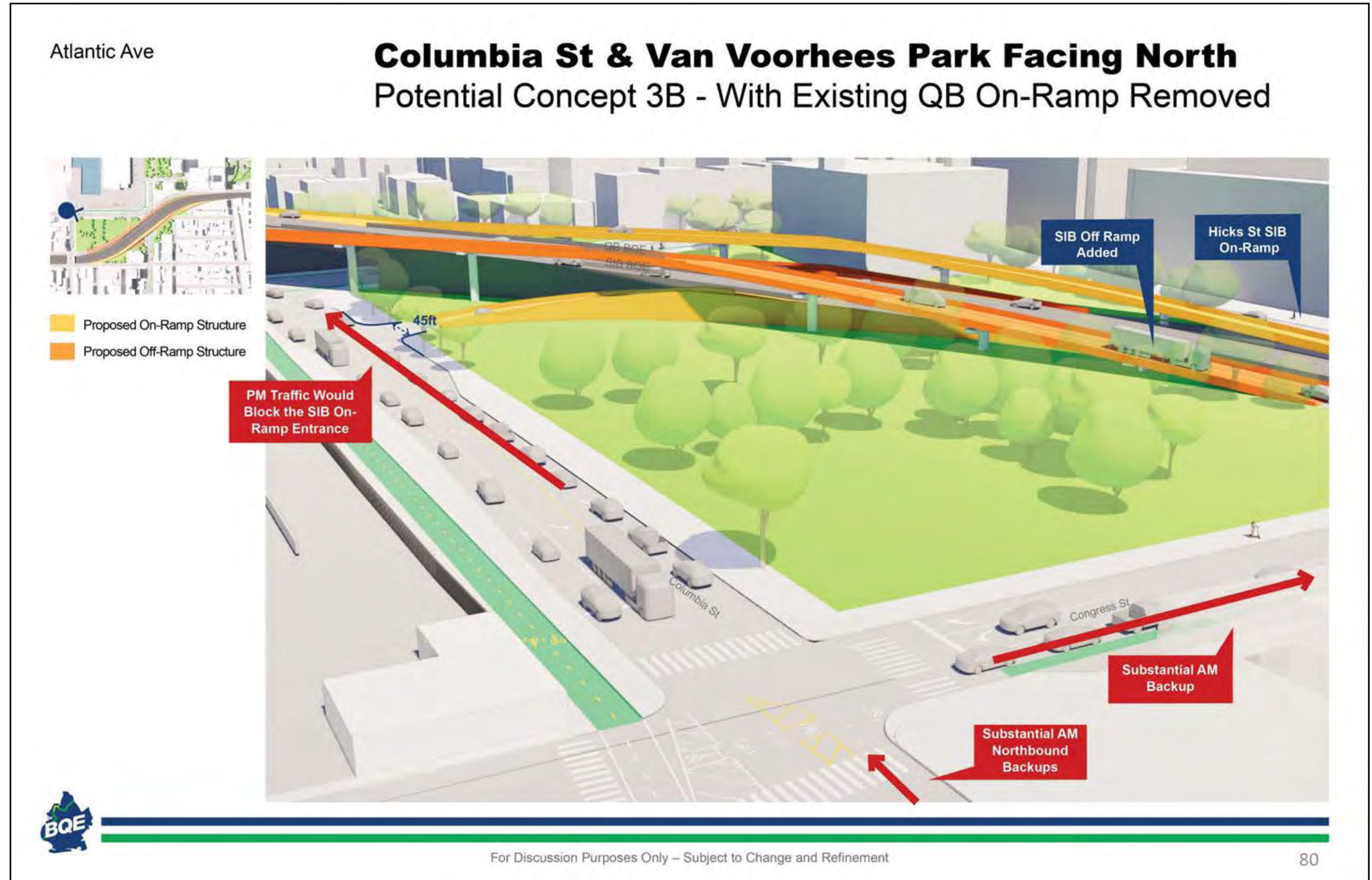
# BQE Central Atlantic Ave Workshop

As noted previously, removal of the existing Queens-bound on-ramp would have significant implications for the area.

On Columbia Street, there would be long backups for northbound traffic in the morning and evening, blocking the proposed Staten Island-bound on-ramp.

Southbound traffic would also increase with more vehicles coming from Atlantic Ave to travel onto Columbia St to access the Hicks Street Queens-bound on-ramp.

This removal could also be applied to Concept 2.





# BQE Central Atlantic Ave Workshop

Overall, Concept 3A would do the most to shift traffic off Atlantic Avenue and to reduce pedestrian-vehicle conflicts and congestion at the foot of Brooklyn Bridge Park.

This concept would streamline traffic significantly, but with additional infrastructure and related visual impacts due to the ramp structures required to improve traffic operations.

However, as noted, Concept 3B, which considers the removal of Queens-bound on-ramp at Atlantic Avenue, would not reduce congestion or streamline traffic in this area.

## Concept 3 Key Takeaways



### BIKES & PEDS

- Adds new bike connections on Atlantic Ave
- Improves walking conditions throughout, including reductions in crossing distances and modal conflicts
- Reduces number of curb cuts & slip lanes on Atlantic Ave, Columbia St & Furman St
- Improves walking condition on Columbia St at Van Voorhees Park
- Widens sidewalk on north side of Congress St. bridge
- Atlantic Ave, Columbia St & Furman St intersections combined from two into one with significant pedestrian safety improvements
- QB & SIB ramp structures increase walking distance below BQE Bridge over Atlantic Ave
- Relocated SIB off-ramp adds truck & car traffic to Congress St

### PUBLIC SPACE

- Adam Yauch Park increases in size by 5.6K SF (26K SF total)
- 20K SF of pedestrian space created at Furman St
- Van Voorhees Park connected & increased by 27K SF (134K total)
- Hicks St Dog Run reduced in size by QB on-ramp 550 SF

### CARS & TRUCKS

- Reduces vehicle speeds on Atlantic Ave
- Improves vehicular safety and standardization of all BQE on and off ramps
- Concept 3A - With Hicks St & Atlantic Ave Queens-Bound On-Ramps
  - QB On-Ramp – Improves traffic conditions from existing at Atlantic Ave
  - SIB Off-Ramp – Improves traffic conditions from existing at Atlantic Ave but introduces additional volume and west-bound traffic to Congress St
- Concept 3B – With Atlantic Ave Queens-Bound On-Ramp Removed
  - Significant Impact to Traffic in Many Locations including increasing Westbound Traffic on Atlantic, Causing the Blockage of the Columbia St & Atlantic Ave intersection, Blockage of the Staten Island Bound On-Ramp & Increase Traffic on Hicks St and Congress St.



*Note: Italics indicates key takeaways shared among all concepts*

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# BQE Central Atlantic Ave Workshop

## Summary






# BQE Central Atlantic Ave Workshop

In summary, these concepts enhance safety for all users – especially cyclists and pedestrians – improve connections to parks and the waterfront, and expand or improve existing public spaces.


Atlantic Ave

Summary


All Concepts



Concept 1



Concept 2



Concept 3

**BIKES & PEDS**


- New bike connections added on Atlantic Ave
- Walking conditions improved throughout including reductions in crossing distances
- Number of pedestrian ramps& islands on Atlantic Ave, Columbia St & Furman St reduced
- Walking condition on Columbia St at Van Voorhees Park improved

**PUBLIC SPACE**

- Van Voorhees Park connected & square footage increases in all options
- Adam Yauch Park increases in size

**CARS & TRUCKS**

- All options reduce vehicle speeds on Atlantic Ave
- All options improve vehicular safety & standardize all BQE on and off ramps



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# BQE Central Atlantic Ave Workshop

Due to the complex nature of this interchange and the space constraints, there is no perfect answer to accommodate all uses. Each concept has benefits as well as trade-offs:

## Concept 1:


- Improves walking conditions, especially on Atlantic Avenue, and reconnects Van Voorhees Park.
- Does not reduce traffic volumes on Atlantic Avenue and is likely to increase congestion on Atlantic and to reduce vehicle speeds, including for buses, and potentially create a more challenging pedestrian experience.

## Concept 2:

- Improves walking conditions and reduces crossing distances throughout, especially on Atlantic Avenue, and reduces congestion on Atlantic Avenue.
- Improves walking conditions on Columbia Street to connect to Van Voorhees Park, increasing the park by approximately 50,000 square feet.
- The addition of a Queens-bound on-ramp helps to alleviate chronic congestion on Atlantic Avenue, including from left turns from Hicks Street. However, this impacts the existing dog park, reducing the space by approximately 500 square feet.

## Summary

Atlantic Ave



**Concept 1**

**BIKES & PEDS**


- Adds shorter, but additional pedestrian crossing at SIB off-ramp on Atlantic Ave & Furman St (In Split Furman / Concept 1B)

**PUBLIC SPACE**

- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)

**CARS & TRUCKS**

- Does not reduce vehicle volumes on Atlantic Ave
- SIB Off-Ramp – Increases congestion at Atlantic/Columbia intersection
- QB On-Ramp – Does not improve traffic volumes from existing condition



**Concept 2**

**BIKES & PEDS**


- QB On-Ramp structure at Hicks St increases walking distance below BQE Bridge over Atlantic Ave
- SIB Off-Ramp at Atlantic Ave & Furman St does not reduce number of ped crossings on North Side of Atlantic Ave (Same as concept 1B)

**PUBLIC SPACE**

- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)
- Hicks St Dog Run reduced in Size by QB On Ramp at Hicks St by 550 SF

**CARS & TRUCKS**

- QB On-Ramp – Improves traffic conditions from existing at Atlantic Ave including removing left turn volumes at Hicks St & Atlantic Ave intersection
- SIB Off Ramp at Atlantic - Increases congestion at Atlantic/Columbia intersection
- QB On-Ramp at Hicks St – Reduces congestion on Atlantic, but incentivizes shortcutting BQE On-Ramp at Hamilton Ave via Hicks St.



**Concept 3**

**BIKES & PEDS**


- QB & SIB Ramp structures increases walking distance below BQE Bridge at Atlantic Ave
- SIB Off-Ramp introduces truck & car traffic onto Congress St.
- Crossing added at intersection of Congress & Hicks Sts.

**PUBLIC SPACE**

- Adds 20K SF of new pedestrian space at Furman St
- Van Voorhees Park increases in size by 27K SF (134K total)
- Hicks St Dog Run reduced in Size by QB On Ramp at Hicks St by 550 SF

**CARS & TRUCKS**

- QB On Ramp – Improves traffic conditions from existing at Atlantic Ave
- SIB Off Ramp – Improves traffic conditions from existing at Atlantic Ave but introduces additional traffic volumes to Congress St



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# BQE Central Atlantic Ave Workshop

## Concept 3


- This concept also improves walking conditions and reduces crossing distances throughout, especially on Atlantic Avenue. There would be noticeable reductions in congestion and pedestrian-vehicle conflicts on Atlantic Avenue.
- This concept shifts the Staten Island-bound off-ramp onto Congress Street and Hicks Street, transforming Congress Street into a two-way street and shifting a limited amount of traffic exiting the BQE onto this street.
- However, this concept does improve walking conditions on Columbia Street to connect to Van Voorhees Park, increasing the park by approximately 25,000 square feet. The concept also adds a large pedestrian space to the intersection of Furman Street and Atlantic Avenue.

## Concept 3B

- And in Concept 3B, not shown, though there would be many positive benefits to removing the existing Queens-bound on-ramp at Atlantic Avenue, there would be significant traffic impacts across the area as a result.

Atlantic Ave

## Summary



**Concept 1**

**BIKES & PEDS**


- Adds shorter, but additional pedestrian crossing at SIB off-ramp on Atlantic Ave & Furman St (In Split Furman / Concept 1B)

**PUBLIC SPACE**

- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)

**CARS & TRUCKS**

- Does not reduce vehicle volumes on Atlantic Ave
- SIB Off-Ramp – Increases congestion at Atlantic/Columbia intersection
- QB On-Ramp – Does not improve traffic volumes from existing condition



**Concept 2**

**BIKES & PEDS**


- QB On-Ramp structure at Hicks St increases walking distance below BQE Bridge over Atlantic Ave
- SIB Off-Ramp at Atlantic Ave & Furman St does not reduce number of ped crossings on North Side of Atlantic Ave (Same as concept 1B)

**PUBLIC SPACE**

- Connects Van Voorhees Park & increases park size by 51K SF (158K SF total)
- Hicks St Dog Run reduced in Size by QB On Ramp at Hicks St by 550 SF

**CARS & TRUCKS**

- QB On-Ramp – Improves traffic conditions from existing at Atlantic Ave including removing left turn volumes at Hicks St & Atlantic Ave intersection
- SIB Off Ramp at Atlantic - Increases congestion at Atlantic/Columbia intersection
- QB On-Ramp at Hicks St – Reduces congestion on Atlantic, but incentivizes shortcutting BQE On-Ramp at Hamilton Ave via Hicks St.



**Concept 3**

**BIKES & PEDS**


- QB & SIB Ramp structures increases walking distance below BQE Bridge at Atlantic Ave
- SIB Off-Ramp introduces truck & car traffic onto Congress St.
- Crossing added at intersection of Congress & Hicks Sts.

**PUBLIC SPACE**

- Adds 20K SF of new pedestrian space at Furman St
- Van Voorhees Park increases in size by 27K SF (134K total)
- Hicks St Dog Run reduced in Size by QB On Ramp at Hicks St by 550 SF

**CARS & TRUCKS**

- QB On Ramp – Improves traffic conditions from existing at Atlantic Ave
- SIB Off Ramp – Improves traffic conditions from existing at Atlantic Ave but introduces additional traffic volumes to Congress St



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# BQE Central Atlantic Ave Workshop

There will be additional opportunities to engage on the topic of the Atlantic Avenue interchange through DOT's ongoing events and stakeholder meetings, as well as community partner outreach. This will include an in-person meeting on these concepts in summer 2023 (date to be announced).

The BQE Central environmental review process will begin in spring 2024, and this will be an additional two-year process to listen to and formally respond to community feedback.

In the meantime, NYC DOT will continue to coordinate with state and federal partners to plan for the future of BQE Central.

NYC DOT will continue the process of applying for federal infrastructure dollars as we work towards kicking off the environmental review.

## Next Steps



Apply for Federal Infrastructure Grants



Ongoing Community Partners Events  
& Stakeholder Meetings



Environmental Review

**NOTE:** All meeting materials will be posted at [nyc.gov/bqe](https://nyc.gov/bqe) following the public meeting.



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# BQE Central Atlantic Ave Workshop

**Thank You!**

Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements



**BQE Central Vision**  
**Kings County (Brooklyn), New York**

# Manhattan Bridge Meetings

April 4 and April 8, 2024



**Corridor Vision**  
**BQE Central**

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



# BQE Central Manhattan Bridge Interchange



**Corridor Vision**  
**BQE Central**

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner





**BQE Central**  
**Manhattan Bridge Interchange**

April 4, 2024



# BQE Central Manhattan Bridge Interchange

NYC DOT is sharing updated concepts and want to understand how the community feels about these possibilities. Residents and community stakeholders will have additional opportunities, including through the environmental review process, to continue to weigh in on the final designs

## Agenda



**1**

What We Heard from the Community So Far



**2**

Setting Priorities



**3**

Exploring Design Concepts



**4**

Questions & Answers



**5**

Workshop Activity / Breakout Groups



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# BQE Central Manhattan Bridge Interchange

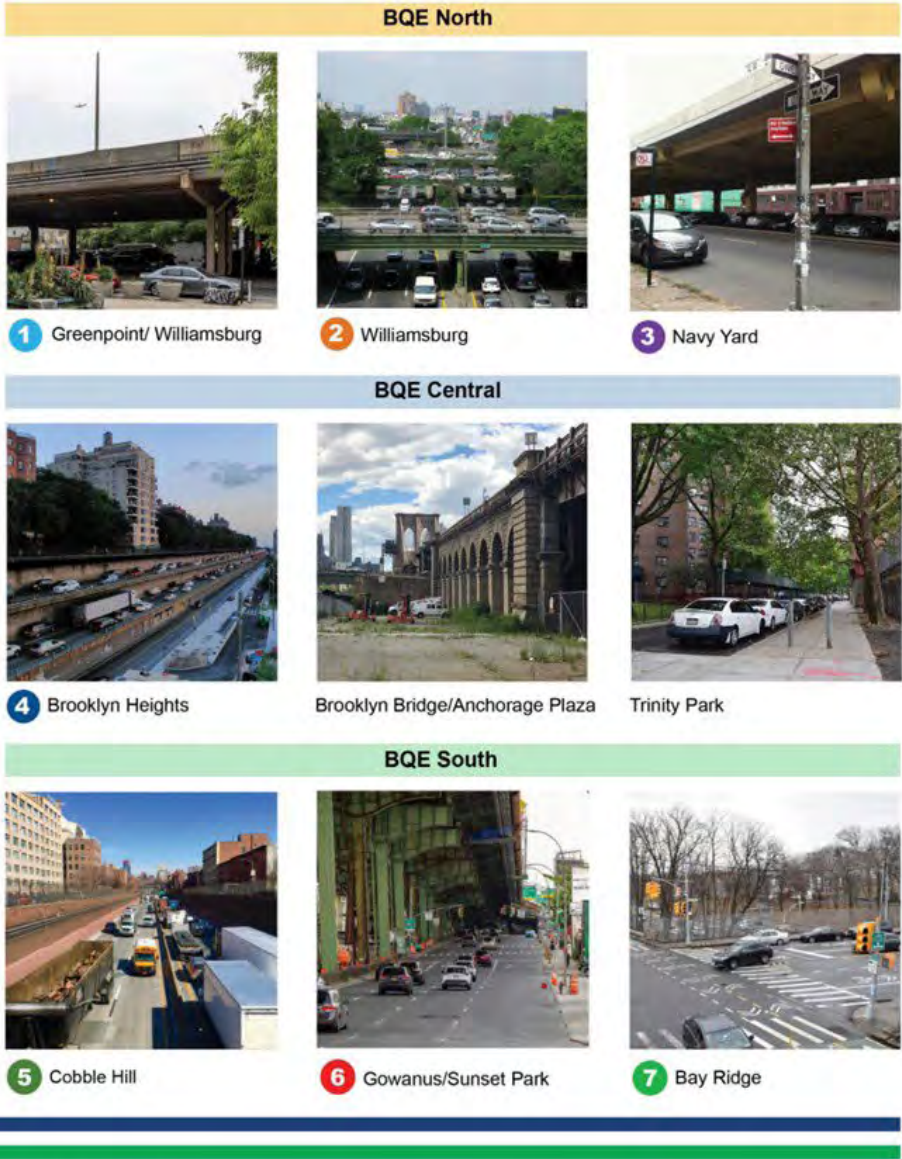
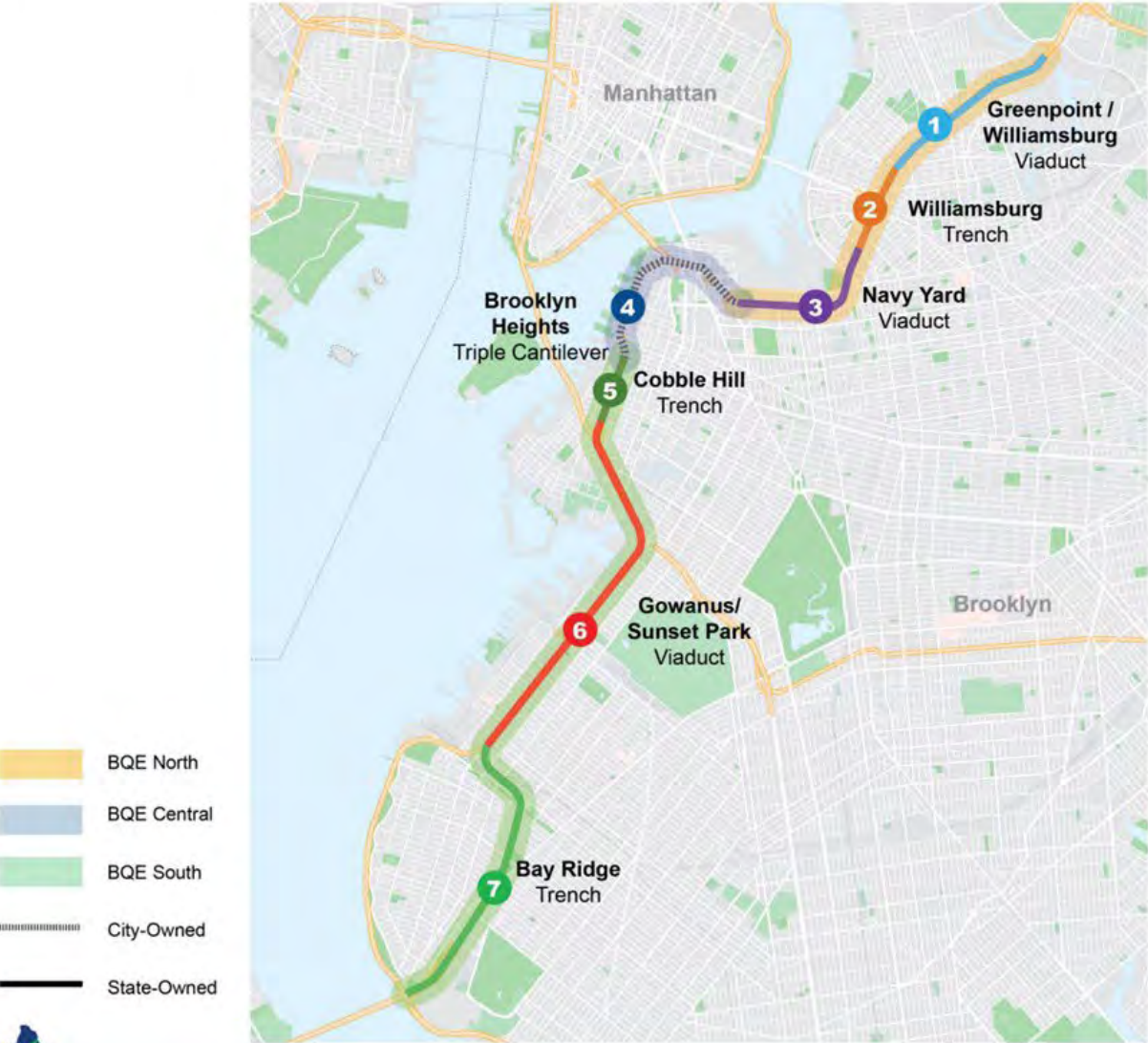
When Mayor Adams took office, he asked DOT to take a fresh look at the BQE corridor, with an eye toward equity.

We are pursuing a long-term fix for the city-owned portion of the BQE in Brooklyn, including the triple cantilever – the area from Atlantic Avenue to Sands Street, highlighted here in dark blue (#4).

At the same time, NYC DOT is taking a bold, corridor-wide approach to identify potential solutions for the entire BQE corridor in Brooklyn and reconnect communities divided by the state-owned sections of this highway.

This presentation is focused on the BQE area immediately surrounding the Manhattan Bridge intersection.

## BQE Vision Overview



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# BQE Central Manhattan Bridge Interchange

The BQE Central project focuses on the urgency of maintaining a safe City-owned section while undertaking visioning work for the entire corridor, with consideration for sustainable design, and centering equity.

We also have a once-in-a-generation opportunity to leverage federal dollars to make these needed repairs and improvements. Our overall timeline is ambitious and is being driven by federal grants that we'd like to apply for and the overall environmental review and approval timeline.

We don't want to miss this chance to access transformative federal infrastructure dollars for New Yorkers during the current administration.

For example, the US Department of Transportation recently awarded a \$5.6 Million grant under the Reconnecting Communities and Neighborhoods program to help the NYC and NYS Departments of Transportation to advance concepts to reimagine the future of the BQE in North and South Brooklyn. We look forward to pursuing additional grants for the BQE Corridor this year.

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

## Project Focus and Engagement Approach



### Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design.



### Equity

Invest in communities along the full BQE corridor, not just higher income City section.



### Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact.



### Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move projects forward.

**Community Engagement  
will inform Mayor Adams'  
& NYCDOT's decisions  
about future investments**



### Inclusive



### Transparent



### Consistent



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# BQE Central Manhattan Bridge Interchange

NYC DOT's goal is to hear from as many people as possible.

In addition to our active Community Visioning Council, NYC DOT is working with 16 community partners, who were selected to support an outreach strategy along the corridor.

Over the past year, these partners spread the word about the project and connected directly with their own constituents and networks to gather feedback through over 100 grassroots engagement events.

NYC DOT also hosted a series of topical working groups with subject matter experts to discuss significant policy questions related to topics such as safety, traffic, public space, and environmental justice.

A summary of findings from community partners and focus groups can be found on our website at [nyc.gov/bqe](http://nyc.gov/bqe).

## Who's Involved?



### Community Visioning Council

#### ... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice, and transportation advocates



### Community Partners

#### ... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity



### Topical Working Groups

#### ... Facilitate Focused Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

## Local, State, & Federal Agencies



Department of  
Transportation



U.S. Department  
of Transportation  
Federal Highway  
Administration



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# BQE Central Manhattan Bridge Interchange

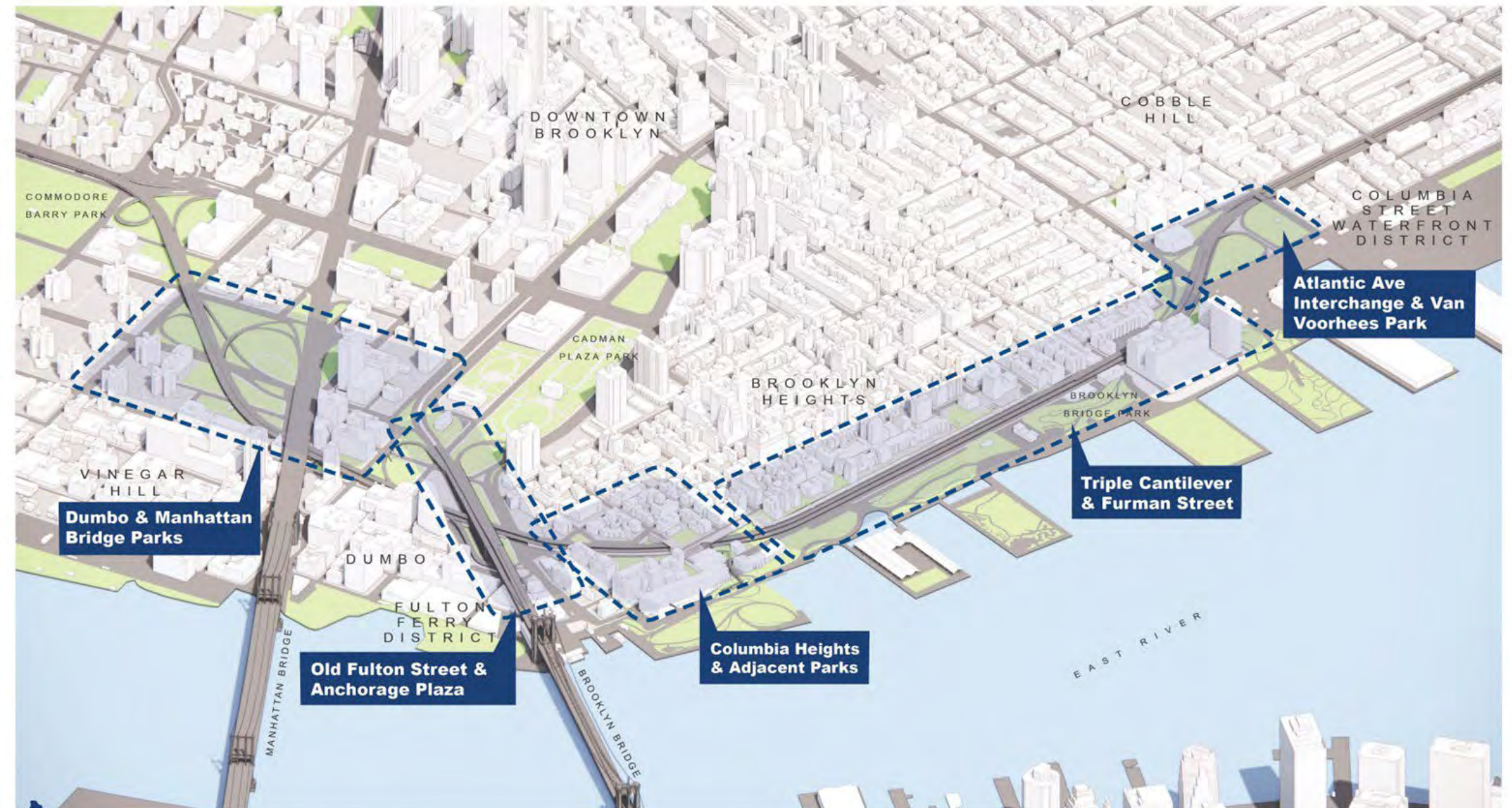
Within the BQE Central project area, there are five distinct project focus areas. Since Autumn 2022, we have completed three rounds of workshops for zones throughout BQE Central. All materials are on the DOT website.

We will discuss the area of BQE Central around the Manhattan Bridge, and we will host additional public workshops on other areas of BQE Central this year.

The goal is to begin the environmental review process at the end of this year, incorporating feedback from these meetings and the results of an ongoing corridor-wide traffic study.

Throughout this process, we will continue to seek public input, including through the structured federally mandated environmental review process.

## BQE Central Focus Areas



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# BQE Central Manhattan Bridge Interchange

The workshop's focus is on the BQE around the Manhattan Bridge, including the surrounding streets and open spaces like the Bridge Parks, Lyons Park, McKinney Steward Park, and Trinity Park.

After the last round of workshops, residents and local stakeholders had additional ideas and open questions about this area that NYC DOT wanted to explore further.

There are many competing priorities in this area: NYC DOT aims to highlight the tradeoffs and benefits of all concepts shown.

## DUMBO & Manhattan Bridge Parks



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# BQE Central Manhattan Bridge Interchange

**What We Heard from the  
Community So Far**

**1**





# BQE Central Manhattan Bridge Interchange

In late 2022 and in 2023, NYC DOT held workshops for the full BQE Central section. NYC DOT was also grateful for the opportunity to host smaller group meetings at Farragut Houses and Ingersoll Community Center.

During these meetings, NYC DOT gained important feedback that we have incorporated into our planning. From these conversations, the following points stood out most:

- There is a desire to better understand what NYC DOT is proposing for this area, including how a direct connection structure between the Manhattan Bridge and BQE would work, to better understand how tall it would be, what it could look like, and its implications for traffic and safety in the area.
- Participants emphasized the importance of community input and setting priorities - especially from residents of the Farragut and Ingersoll Houses
- We heard that residents are seeking improved pedestrian and cyclist connections, particularly along Sands Street;
- A lot of residents rely on buses that serve the area. We want to make access to bus stops safer, and work to improve service.
- Further, existing green spaces and parks are unwelcoming and underused. The community wants better access to and better uses of these spaces.
- Lastly, we heard concerns related to unauthorized parking in this area, as well as concerns that parking is too limited for residents.

## What We Heard

### April 2023 - Round 3 Workshop and Farragut House Engagement



#### Community Priorities

Better understand direct connection ramp structure including height, configuration & traffic implications.

Enhance crossings and make safer cyclist and pedestrian access across the area, particularly along Sands Street

Better connection between existing and proposed open spaces

Unauthorized parking concerns

Ensure access to buses & efficient bus service

More community input on community priorities, especially from Farragut and Ingersoll Houses.



The Comments on this slide are a subset of what we heard during the 3rd workshop and through other public engagement

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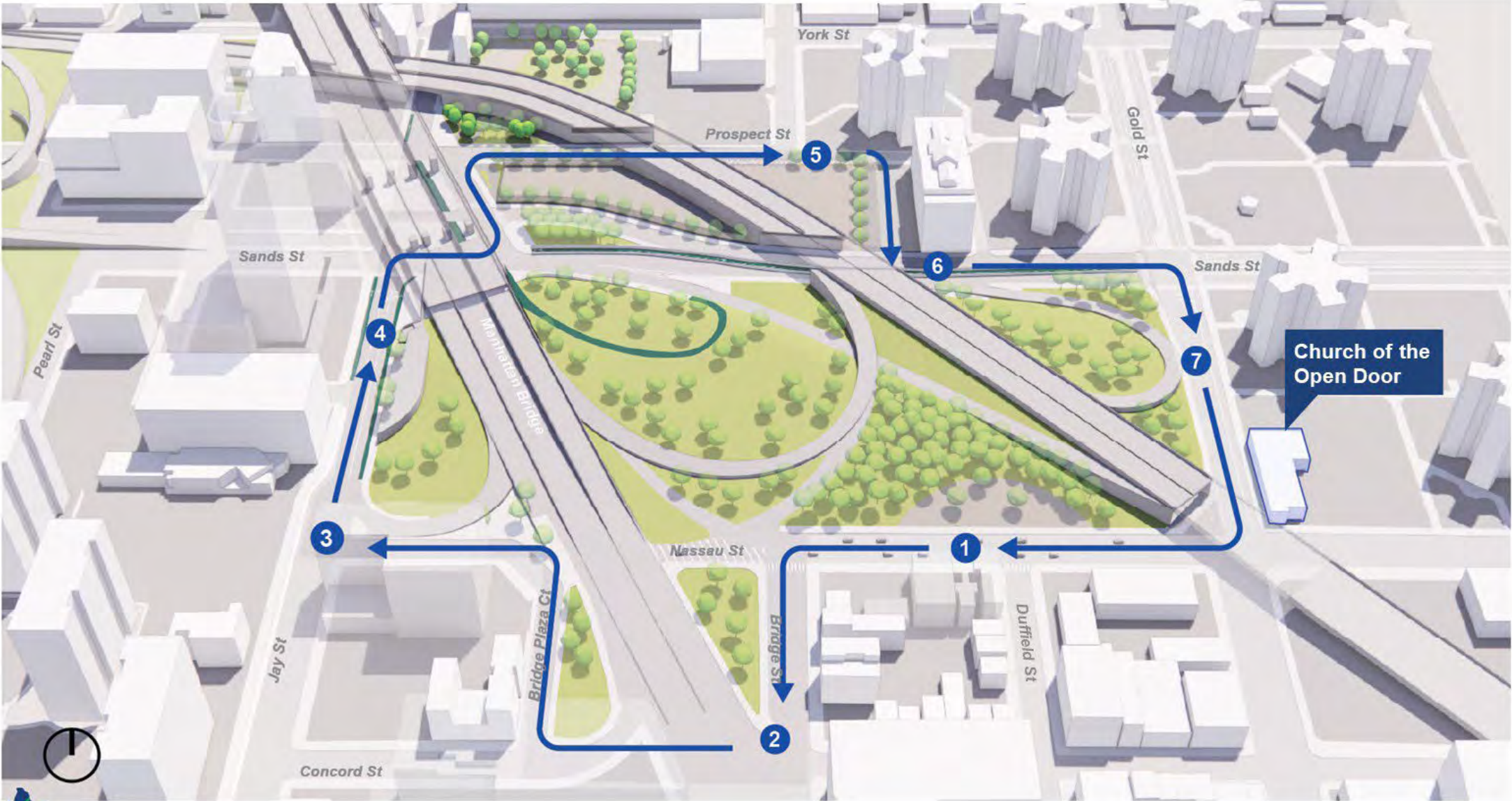




# BQE Central Manhattan Bridge Interchange

We want to look at how some of these issues affect things on the ground.

## What We Heard A Walk Around the Site



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# BQE Central Manhattan Bridge Interchange

Starting at Trinity Park, which is a well-used community space. However, it is not easy to get to as the only entrance is on Nassau Street. Some of the sidewalks on the north of the street are narrow, making it difficult to walk to the park, and like many places in the area, this street is often filled with illegal parking. In the design concepts, NYC DOT proposes adding a new path to the park from Sands Street underneath the existing BQE on-ramp.

## Nassau, Duffield St, & Trinity Park – Facing West A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

Moving further along Nassau Street -- we are now looking north from Bridge Street. Here you can see the end of a BQE off-ramp that separates Trinity Park from the northern part of the neighborhood, and creates a series of underutilized, vacant spaces.

This area is also dominated by illegal parking.

It's also important to note that the existing ramp from the Queens-bound BQE only connects to the upper level of the Manhattan Bridge. Drivers seeking to use the lower level of the bridge currently exit the BQE at Tillary Street, which adds additional traffic in the neighborhood on Tillary Street and Flatbush Avenue. In our design concepts, we looked at ways to provide access to both levels of the Manhattan Bridge in this location to lessen local traffic.

## Nassau St & Bridge St – Facing North A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

We are now on the other side of the Manhattan Bridge, looking north on Jay Street at Nassau Street.

There is a high volume of traffic coming off the Manhattan Bridge here, traveling to the BQE on ramps.

This highway style off-ramp creates a less comfortable crossing for pedestrians and cyclists and hampers access to the entrance to the MN Bridge pedestrian path.

## Jay Street & Nassau Street – Facing North A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

Moving further north to the intersection below the Manhattan Bridge at Jay & Sands St. This intersection is difficult to navigate for pedestrians, cyclists, and drivers and it was an area we really focused on improving in our design concepts.

Drivers have a number of turns to navigate, and the routes for pedestrians to nearby bus stops or other destinations are often unclear.

At this intersection, several bike routes converge. Even for those who know the area well, getting from one place to another can be quite challenging.

## Jay Street & Sands Street – Facing North A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

We are now on Sands St facing east toward the Navy Yard. Here, the parks have potential to be more of a community asset, but they are inaccessible, surrounded by the BQE and wide, high-traffic streets and intersections.

On Sands St, cyclists must use the shared path in the center of the street and cross a very busy intersection, going out of their way to access the Manhattan Bridge bike path.

Meanwhile, there is no pedestrian access along the south side of Sands due to the BQE on-ramps, and the bike ramp to the Manhattan Bridge. Adding pedestrian access along the south side of Sands Street is part of all of the design concepts you'll see tonight.

It is also extremely noisy here because of vehicular traffic and the B, D, N, and Q subway lines that cross the bridge.

On the whole, this area feels like it prioritizes convenience for motorists rather than access for pedestrians, cyclists, or people using the public spaces.

## Sands Street & Bridge Parks – Facing East A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

For cyclists, the ramp to the Manhattan Bridge bike path is steep. Coming off the Manhattan Bridge, cyclists need to quickly apply their brakes to navigate a tight turn.

Between the bike ramp and Queens-bound BQE on-ramp, there's a lot of unused, inaccessible land and in our concepts, we looked at ways to open up that space for public use.

## Sands St to Manhattan Bridge Bike Connection – Facing South A Walk Around the Area



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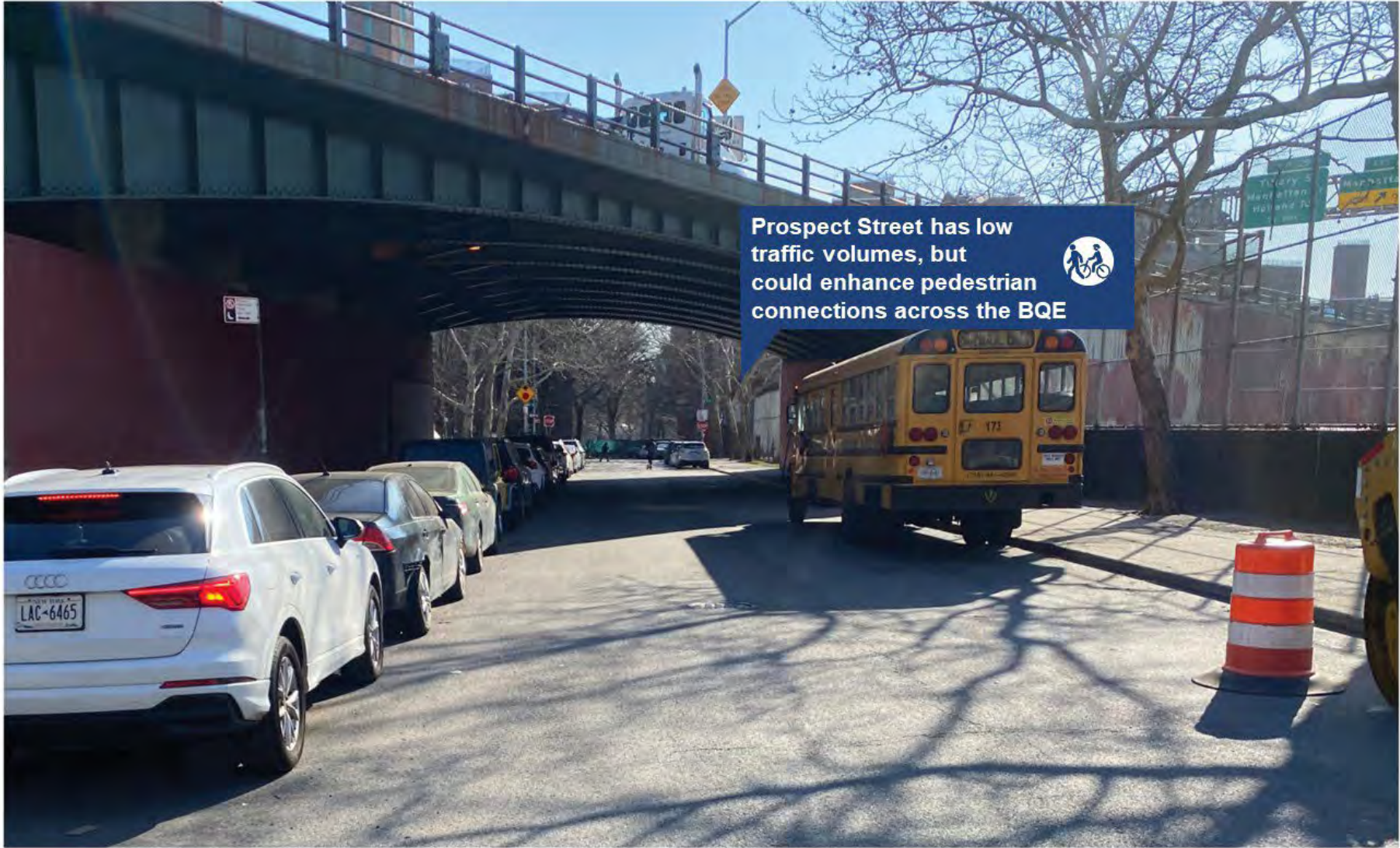
# BQE Central Manhattan Bridge Interchange

Prospect Street is an east-west connection below the BQE. Here, traffic volumes are low.

The eastbound B67 bus uses this street as part of its route.

Residents provided feedback that parking here is well-used.

## Prospect St West of BQE - Facing East A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

Crossing under the BQE, looking back toward the bridge on Prospect St, we see McKinney Steward Park and the playground that was rebuilt in 2022. Both are well used by the community. Maintaining connections to these community assets is important.

Within the park, a pedestrian path runs parallel to the BQE, connecting residents with the York Street F Train station and DUMBO.

## Prospect St East of BQE - Facing West A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

At the intersection of Sands and Gold Streets, you can see the BQE Staten Island-bound on-ramp. Today, this takes up a good portion of the block. If the ramp could be located elsewhere, it could become a large public space. We looked at this closely in two concepts we'll share tonight.

On the south side of Sands St, there is no pedestrian crossings at the BQE entry ramps and people crossing the street must share the path at the center of the street with cyclists or cross to the north side of the street and double back.

Finally, we wanted to highlight the bus stops in this area that we know many community members use on a daily basis. In these concepts, NYC DOT considered ways to make it easier and more comfortable to get to and from these stops.

## Sands St & Gold St – Facing Southwest A Walk Around the Area



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# BQE Central Manhattan Bridge Interchange

NYC DOT understands that this is a complex area that has challenges for everyone who travels through it – whether as a pedestrian, transit user, cyclist, or driver. NYC DOT has set priorities for these design concepts for the area.

## Setting Priorities

# 2





# BQE Central Manhattan Bridge Interchange

Bridge and highway infrastructure have a significant presence in this neighborhood.

Through this visioning process, we can think of ways to better connect the neighborhood for the many people that live, work, or visit the area, use its parks, and travel through it to commute.

## Reconnecting a Neighborhood Divided by the Highway



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# BQE Central Manhattan Bridge Interchange

For this project area, NYC DOT has established the following five guiding values based on what we heard in the previous rounds of engagement. We are using these to evaluate our design concepts and ensure that they are working as well as possible for everyone:

- (1) Safety is paramount. We want to enhance safety for everyone. This includes pedestrians, cyclists, and drivers, and an emphasis on more vulnerable users.
- (2) We want to reduce unnecessary traffic on local streets. This can enhance safety, improve air quality, and create a more walkable area.
- (3) We want to enhance pedestrian and cycling connections and make it easier to access transit, jobs, schools, and other important destinations.
- (4) We are looking to expand, connect, and enhance open spaces and activate underutilized land for the benefit of the community.
- (5) While we do want to improve upon some of the historic highway and ramp infrastructure, we want to be thoughtful about the creation of new infrastructure that may be considered unsightly to the community. This could include preserving views of historic assets like the Manhattan Bridge or building more visually pleasing and well-lit infrastructure.

## Our Guiding Values



- 1 Enhance safety for everyone**  
(pedestrians, cyclists & drivers)



- 2 Reduce through traffic on**  
local streets



- 3 Enhance pedestrian &**  
cycling connections



- 4 Expand connect, and**  
enhance open spaces &  
activate underutilized spaces



- 5 Minimize changes**  
in visual character



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# BQE Central Manhattan Bridge Interchange

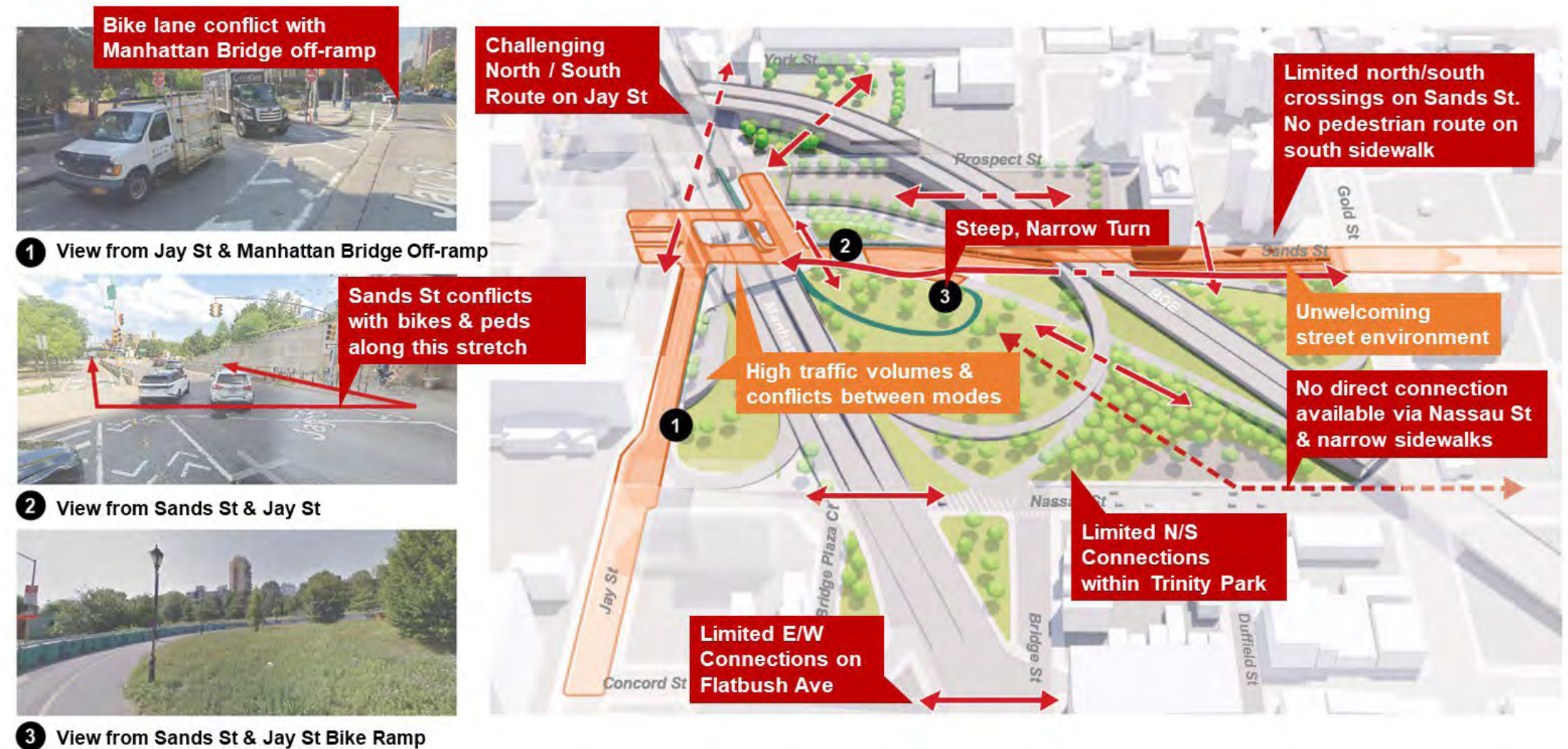
In these design concepts, NYC DOT focused on both enhancing safety for all who travel through here, and enhancing connections for all users: including pedestrians, cyclists and drivers.

To accomplish this, NYC DOT looked for opportunities to redesign intersections to make them safer and make it more convenient for pedestrians and cyclists to get where they need to go, particularly in high-traffic locations such as Jay Street and Sands Street.

NYC DOT also explored ways to better connect and create sidewalks in places where existing infrastructure has created barriers, such as the south side of Sands Street and the connection from Trinity Park to the northern part of the neighborhood, which is currently cut off by the BQE off-ramp.

Similarly, NYC DOT looked for opportunities to improve cycling connections, including redesigning the steep, sharp turn of the Manhattan Bridge bike ramp, and making more direct cycling connections between Nassau Street and the bridge.

## Enhance Safety & Connections For pedestrians, cyclists & drivers



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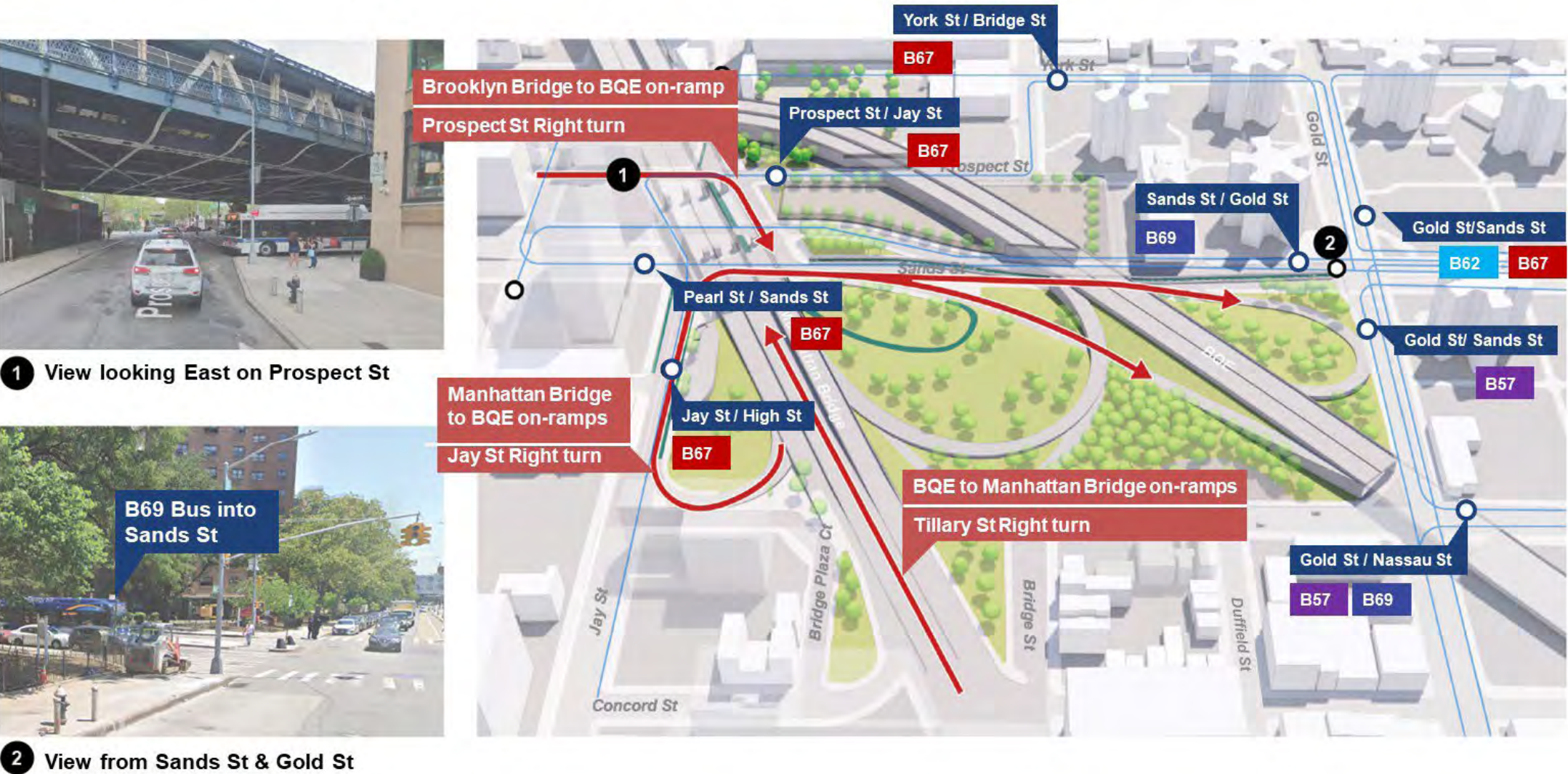
# BQE Central Manhattan Bridge Interchange

NYC DOT has studied ways to reduce traffic and congestion on local streets.

One of the main ways to enhance safety and comfort for everyone is to shift traffic off local streets by keeping it on the BQE where possible. Reducing congestion enables us to really reimagine challenging areas like Sands St. Some of the concepts remove more traffic than others and we will discuss the tradeoffs later in the presentation.

NYC DOT also believes that reducing traffic on local streets will help to move buses faster

## Reduce Traffic on Local Streets and Move Buses From Traffic heading to / from BQE & Bridges



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# BQE Central Manhattan Bridge Interchange

At around 680,000 square feet (or the size of almost 12 football fields), there is a large amount of open space in the area. However, much of it is unused or underutilized today.

This slide shows how the project area (highlighted in yellow) compares to nearby parks – Columbus Park near Borough Hall, Brooklyn Bridge Park Pier 6, and Fort Greene Park. It is a significant amount of space.

Today, 230,000 square feet (or 4 football fields,) of open space is accessible and usable by the community.

Additionally, around 450 thousand square feet (equivalent to 8 football fields) of space in this area is inaccessible or underutilized.

NYC DOT would like to create connections to the parks and open spaces that are already used by the community.

NYC DOT wants to look for ways to activate the inaccessible or underutilized spaces and find ways to create new open spaces.

## Expand & Enhance Open Space / Activate Vacant & Underutilized Land



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# BQE Central Manhattan Bridge Interchange

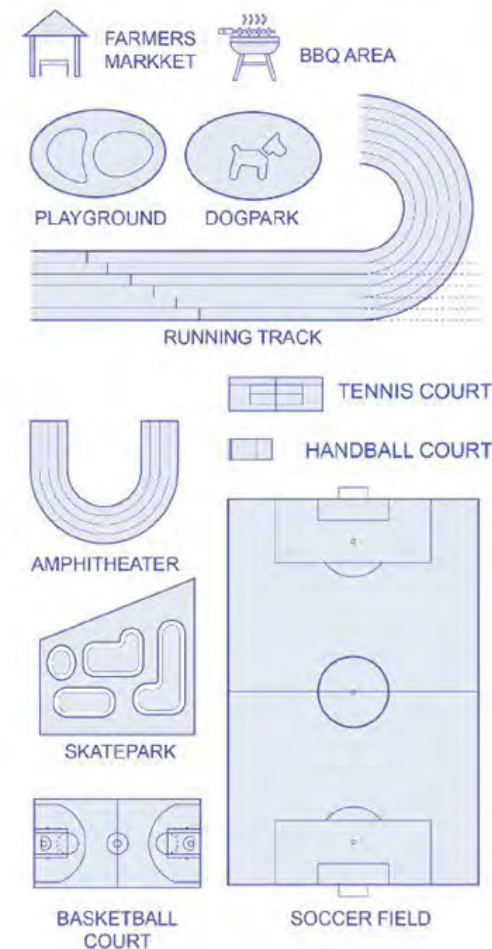
Below are some questions that we would like to hear from the community:

- What kinds of uses do you think would most benefit the community?
- Should some areas be actively programmed with sports, recreation, new farmers markets, skate parks, and amphitheaters? Should the City consider community focused developments such as affordable housing, community centers, or supermarkets?
- Or should more passive programming, such as lawns, tree groves, and community gardens be considered?
- We heard in workshops how important it is to build resilient infrastructure: so, how can we incorporate more green infrastructure including for stormwater management?
- Or do you like it the way it is?

On a related note, it's important to consider the types of uses that could be well-suited to an area that we all know is really loud with the subway crossing the Manhattan Bridge. This is something we want to discuss together tonight as well.

## Expand & Enhance Open Space / Activate Vacant & Underutilized Land

### Active Programming



### Community Focused Development



### Passive Programming



Note: Parts of this area are *really* - loud. Which uses work best here?



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# BQE Central Manhattan Bridge Interchange

Finally, NYC DOT wants to make sure that any changes considered also minimize visual impacts to the look and feel of the space, including key views from the Manhattan Bridge Plaza, looking towards Downtown Brooklyn, and the Manhattan Bridge.

For any concepts that include new structures, NYC DOT is exploring a number of ways to keep the design minimal and more aesthetically pleasing.

## Minimize Changes in Visual Character

### Existing Site Views



### Design Opportunities



1. Thinner Deck + Deck Edge



2. Smoother + Flatter Underdeck



3. Sculptural Columns



4. More Regularity



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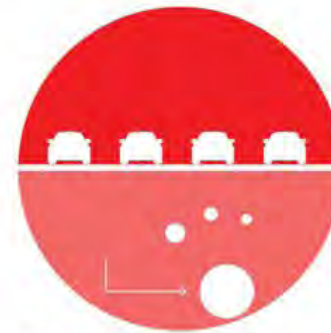
# BQE Central Manhattan Bridge Interchange

The design team explored a pretty exhaustive range of ideas in the brainstorming process.

As with other parts of the corridor, we kept considerations in mind that would impact the feasibility of these including conflicts with major underground infrastructure, impacts on adjacent properties, and conflicts with subway lines and stations.

For these reasons, the concepts shown on the bottom half of this slide were not pursued further. This includes putting the BQE underground, changing the basic alignment of the BQE, or turning the BQE into an at-grade boulevard.

**As we explore concepts for this area, we are keeping these considerations in mind...**



Below grade utilities



Effects on private property



MTA facilities

**These concepts posed serious engineering challenges...**



BQE below grade



Relocating the  
BQE right of way



At-grade boulevard



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# BQE Central Manhattan Bridge Interchange

NYC DOT will now explore three design concepts that set out to achieve our goals.

**Exploring Design Concepts**

**3**

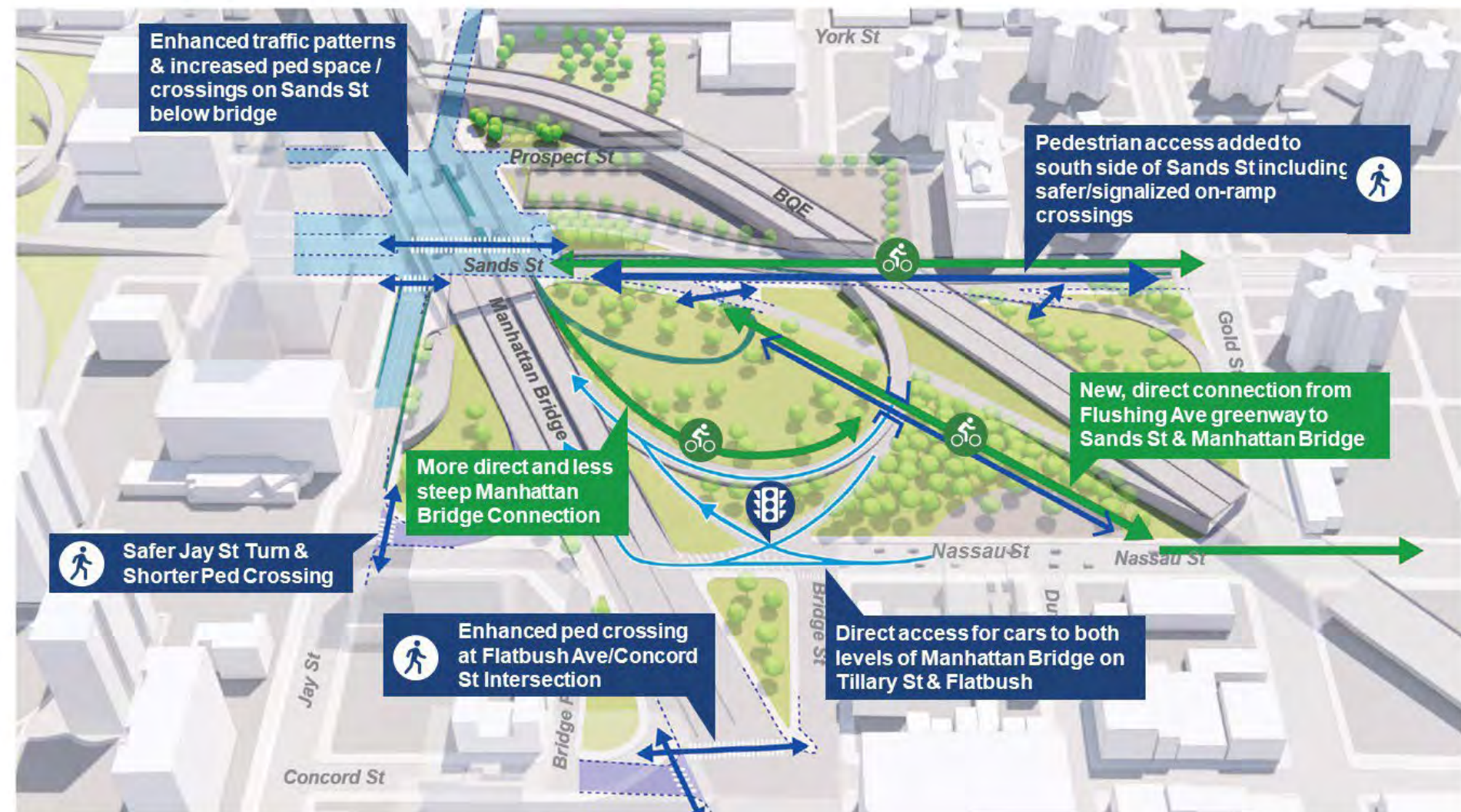


# BQE Central Manhattan Bridge Interchange

Ideas that can be applied to all concepts include enhance traffic safety in this area for everyone; create more direct and convenient connections for pedestrians and cyclists; and make the area easier to navigate and reduce congestion for drivers. For example:

- At the intersection of Sands & Jay St, we can streamline traffic movements and improve pedestrian crossings and navigation below the Manhattan Bridge.
- Along Sands St, we can create a continuous sidewalk along the south side. In concepts where the BQE on-ramps stay put, we can add traffic signals to provide conflict-free crossings for pedestrians. This would also allow for more seamless bike connections to the Manhattan Bridge bike path.
- In all concepts, the ramp connecting to the Manhattan Bridge bike path would be made less steep and more comfortable.
- The intersection of Jay St and the Manhattan Bridge off-ramp can be redesigned as a more comfortable intersection to help reduce conflicts and enhance safety for all users.
- Something similar can be done at the intersection of Flatbush Ave & Concord St.
- For drivers, direct access to both levels of the Manhattan Bridge from the Queens-bound BQE could be added, making it easier to get to where they are headed while reducing through-traffic on Tillary Street and Flatbush Avenue Extension – which would also benefit pedestrian safety and air quality.
- A new north-south pedestrian and bike path could link both sides of the park between Nassau and Sands Street, improving access to Trinity Park and addressing a major barrier in the neighborhood. (Note: This would require some structural changes to the BQE off-ramp to allow the park connection to extend underneath it.)

## Community Benefits in All Concepts Enhance Safety for Everyone (Pedestrians, Cyclists & Drivers)



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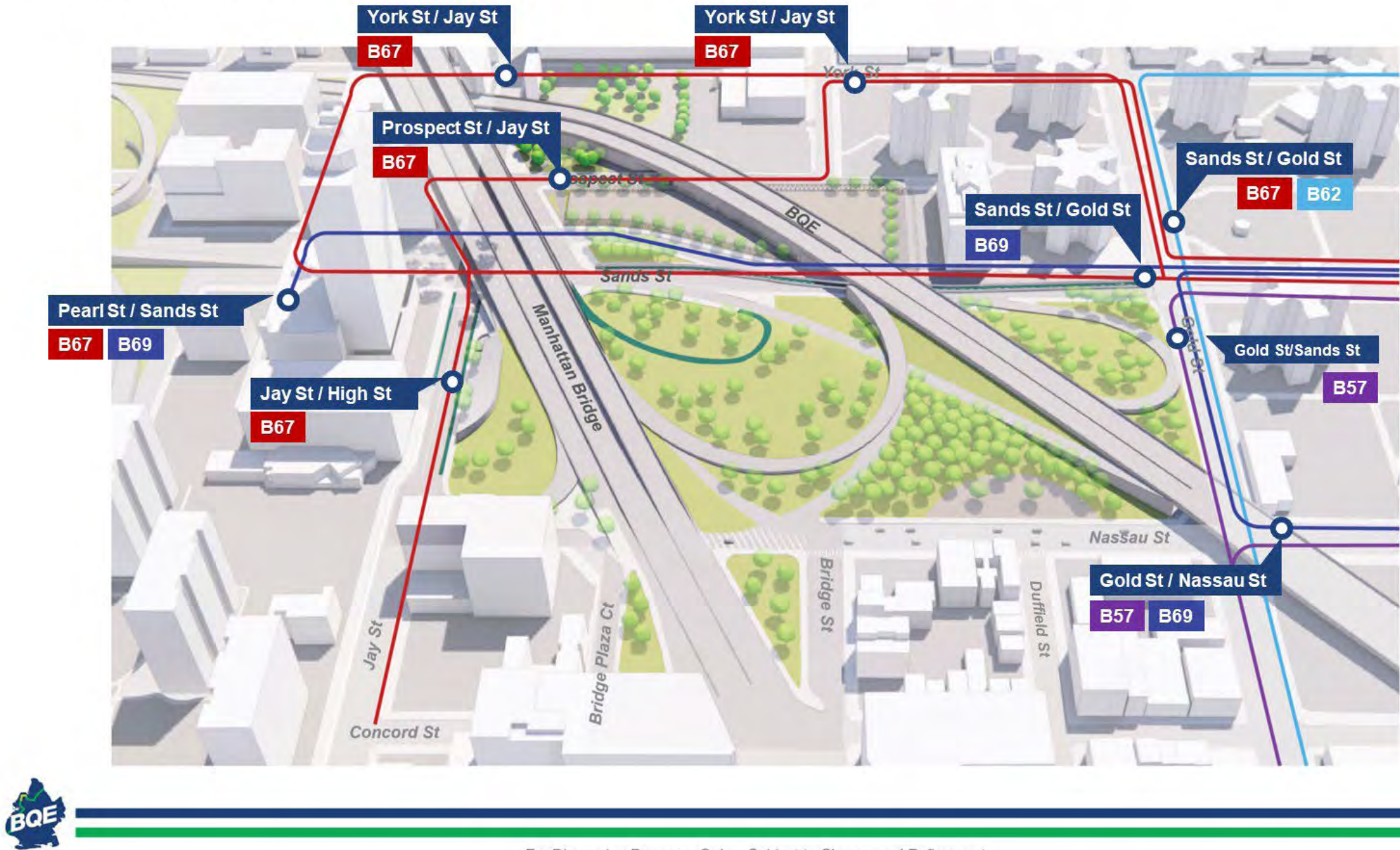


# BQE Central Manhattan Bridge Interchange

Anything NYC DOT can do to remove traffic from local streets that doesn't need to be there (like cars and trucks that are connecting between the BQE and the Manhattan and Brooklyn bridges), can create an opportunity to improve bus performance.

NYC DOT will look at this in more detail as we study these concepts further, in coordination with the MTA.

## Community Benefits in All Concepts Speed Up Buses





# BQE Central Manhattan Bridge Interchange

Unfortunately, there is not a perfect way to address the many roles these streets and intersections need to play. As we walk through this presentation, we will discuss the primary goals, benefits, and trade-offs of each concept.

Concept 1 looks at how to improve walking and biking, without introducing any large new infrastructure.

Concept 2 is very similar to Concept 1 but relocates the BQE Staten Island-bound on-ramp to the north side of Sands Street. This opens up a large, new open space for the community at the corner of Sands & Gold Streets, just across from the Farragut Houses.

Concept 3 adds a large new road structure, shown here in purple. This new structure will substantially reduce traffic on local streets, creating a much more comfortable environment for pedestrians and those using the bus. Like in Concept 2, the new direct connections between the Manhattan Bridge and the BQE will allow for a large new open space to be added at the corner of Sands & Golds St.

## Three Roadway Configuration Concepts



Concept 1

### GOAL

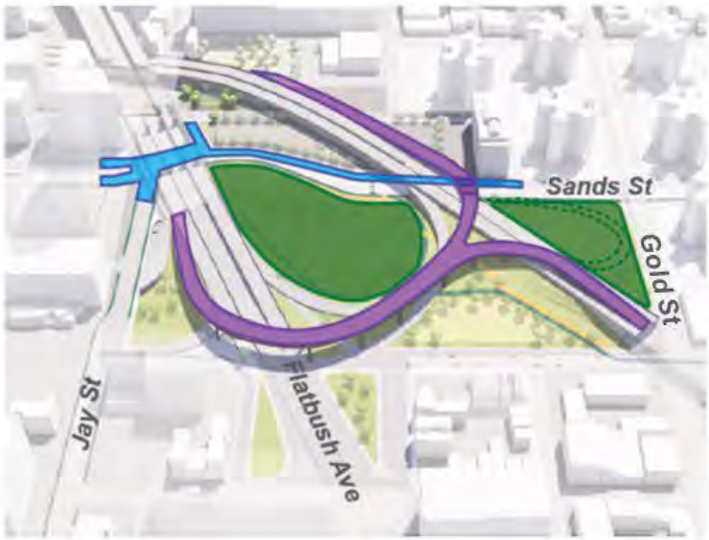
- Enhance walking & biking while avoiding new large infrastructure



Concept 2

### GOAL

- Enhance local streets by enhancing safety for pedestrians and cyclists
- Create a large, new accessible open space adjacent to Farragut Houses



Concept 3

### GOAL

- Substantially reduce local through-traffic with new large infrastructure, allowing for transformation of local streets for safety & comfort
  - Create a large new accessible open space adjacent to Farragut Houses



Street Level Safety Enhancements



New Direct Connections

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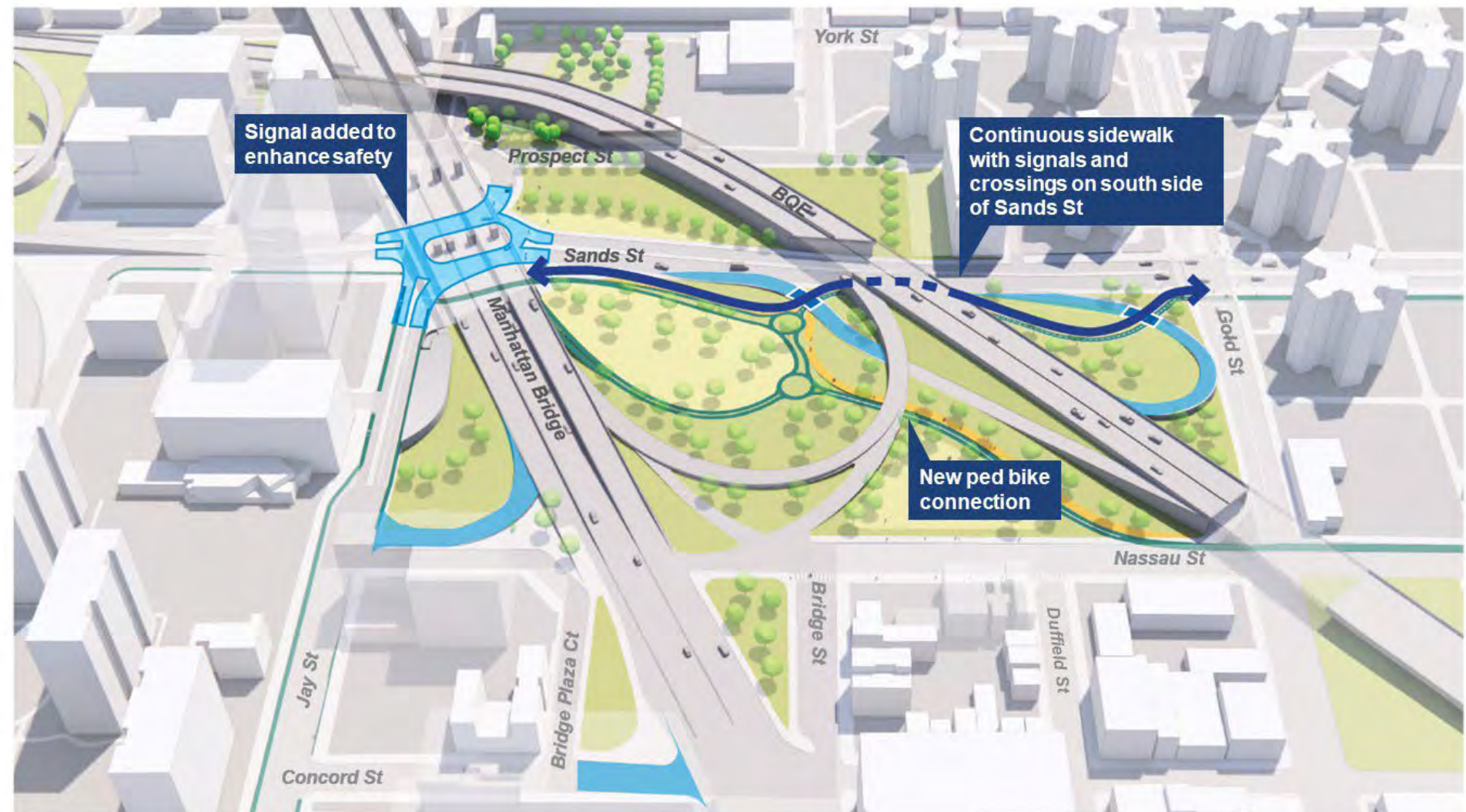
# BQE Central Manhattan Bridge Interchange

Concept 1 takes the lightest approach and adds no major new infrastructure to the area.

This concept would make some improvements for those walking and biking including adding a continuous sidewalk and signal-controlled crossings at the BQE on-ramps along the south side of Sands St.

It also includes a redesign of the Jay and Sands Street intersection to enhance safety and walkability.

## Concept Comparison – Tools to Reach Our Goals Concept 1



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# BQE Central Manhattan Bridge Interchange

## Bridge Parks, Jay St & Sands St - Facing East

Concept 1 - Existing



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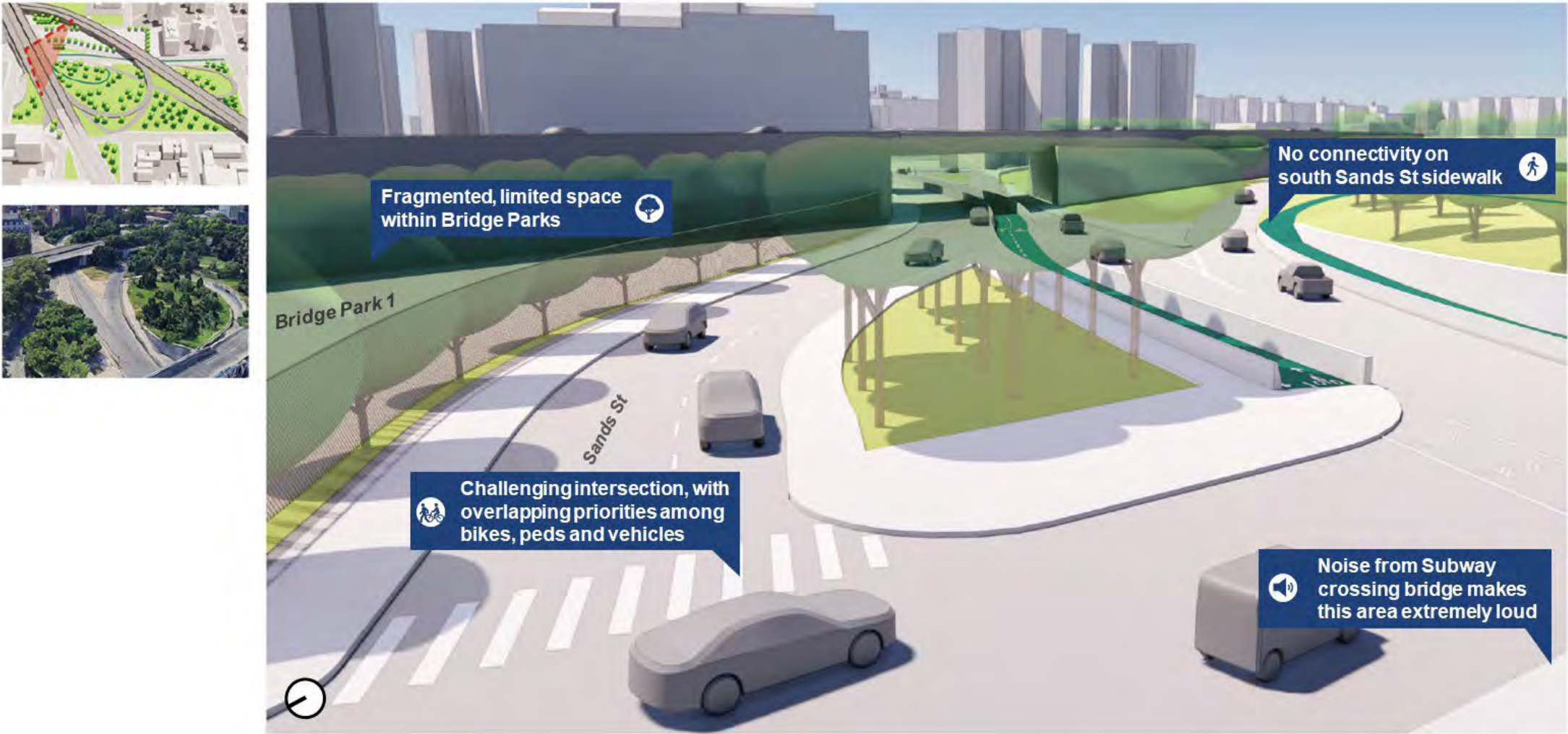




# BQE Central Manhattan Bridge Interchange

This shows how Bridge Parks and the intersections of Sands & Jay Streets are configured today. Note how Sands St splits near Jay St and the lack of pedestrian connections on the south side of Sands St.

## Bridge Parks, Jay St & Sands St – Facing Farragut Houses (East) Concept 1 - Existing



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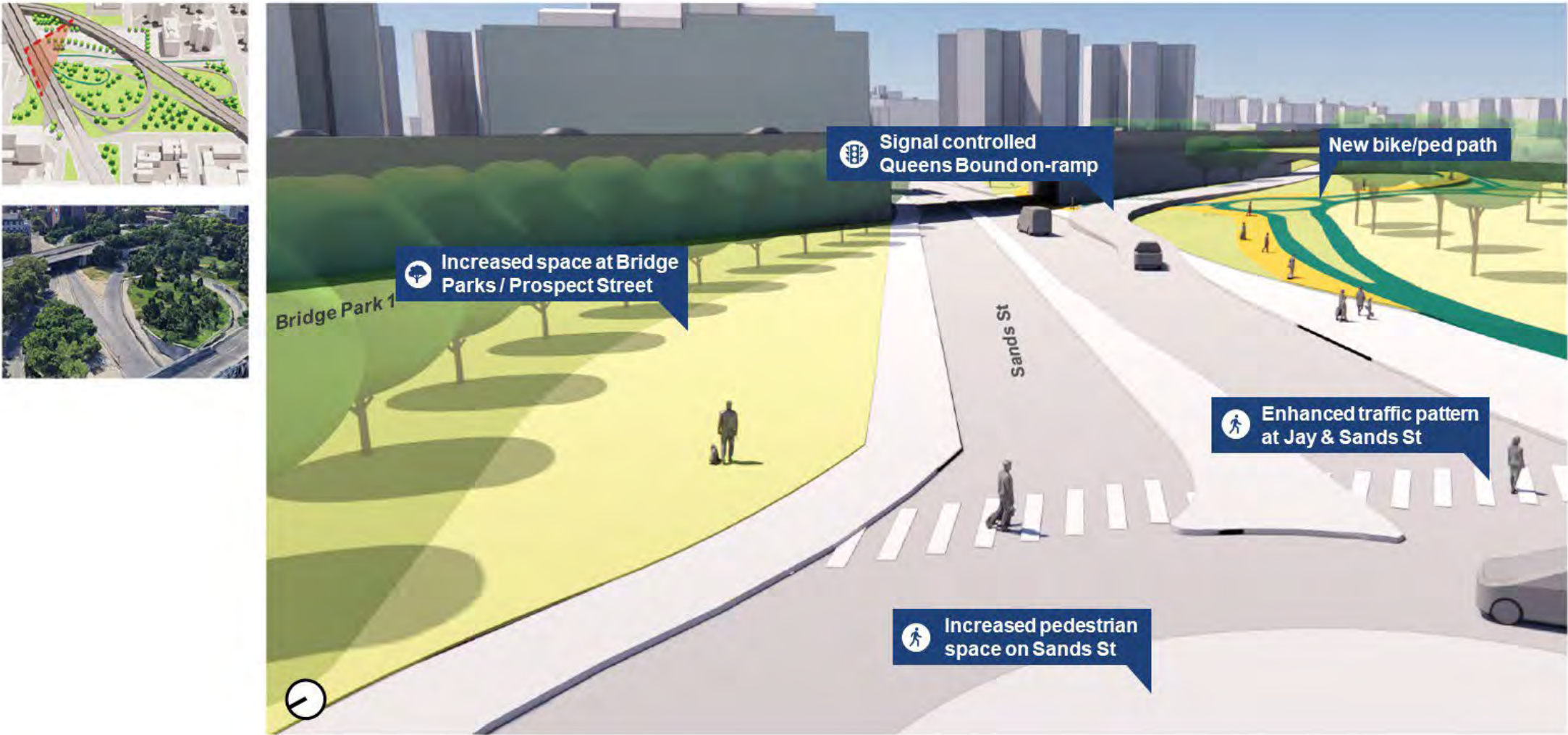
# BQE Central Manhattan Bridge Interchange

This shows the potential traffic improvements at the intersection of Jay and Sands Streets, making it easier for cars, cyclists, and pedestrians to get through the area.

Note the extension of the sidewalk along the south side of Sands St, and the improved bike connections heading in all directions, highlighted in dark green on the right side of this image.

And note how streamlining Sands St and removing the turning lane adds some additional space to Bridge Park I.

## Bridge Parks, Jay St & Sands St – Facing Farragut Houses (East) Concept 1 - Proposed



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# BQE Central Manhattan Bridge Interchange

Concept 2 is the same as Concept 1, with a few key changes.

In Concept 2, the BQE Staten Island-bound on-ramp is removed from the south side of Sands Street and relocated to the north side of the street.

Relocating the ramp makes a full half block of land on the corner of Sands Street and Gold Street available to be reimagined as a new community asset. This space is equivalent in size to a football field.

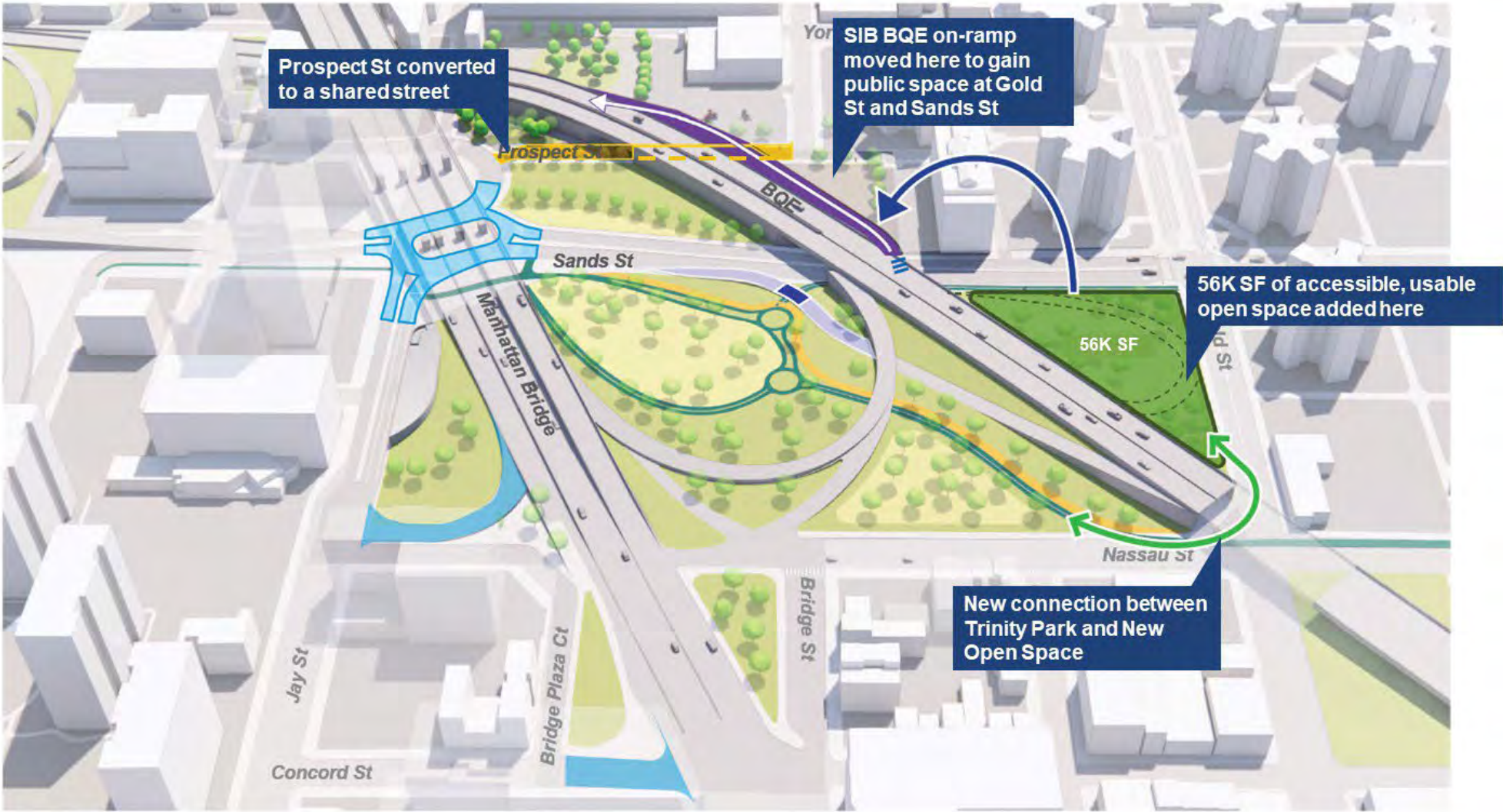
Here, there is also an opportunity to connect the new open space with Trinity Park by using the unused space under the BQE at Nassau Street.

One tradeoff to consider is that the new ramp would need to be constructed over a portion of Bridge St Park and McKinney Steward Park at Prospect Street. This would add additional traffic, along with noise, closer to the park and other buildings in the area. So, while this concept would allow us to create a significantly larger new open space south of Sands, it would come with the trade-off of adding a ramp along the existing park.

If this option is pursued, it would also require that Prospect Street be closed to vehicular traffic and become pedestrianized. This is due to the overhead clearance at the bridge, which would be reduced by the construction of the on-ramp. While this would make the street safer for pedestrians, it could make things less convenient for some drivers and could impact on-street parking.

It would also require a slight rerouting of the B67 bus heading eastbound.

## Concept Comparison – Tools to Reach Our Goals Concept 2



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# BQE Central Manhattan Bridge Interchange

This is a view of Prospect St facing west towards the BQE as it exists today.

## Prospect Street - Facing the BQE, Looking West

Concept 2 - Existing



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# BQE Central Manhattan Bridge Interchange

Today, Prospect St is a car-oriented street running adjacent to the Farragut Houses, with a handball court on the left, and a playground on the right. Bridge St connects to this street and into York St to the north.

## Prospect Street - Facing the BQE, Looking West Concept 2 - Existing



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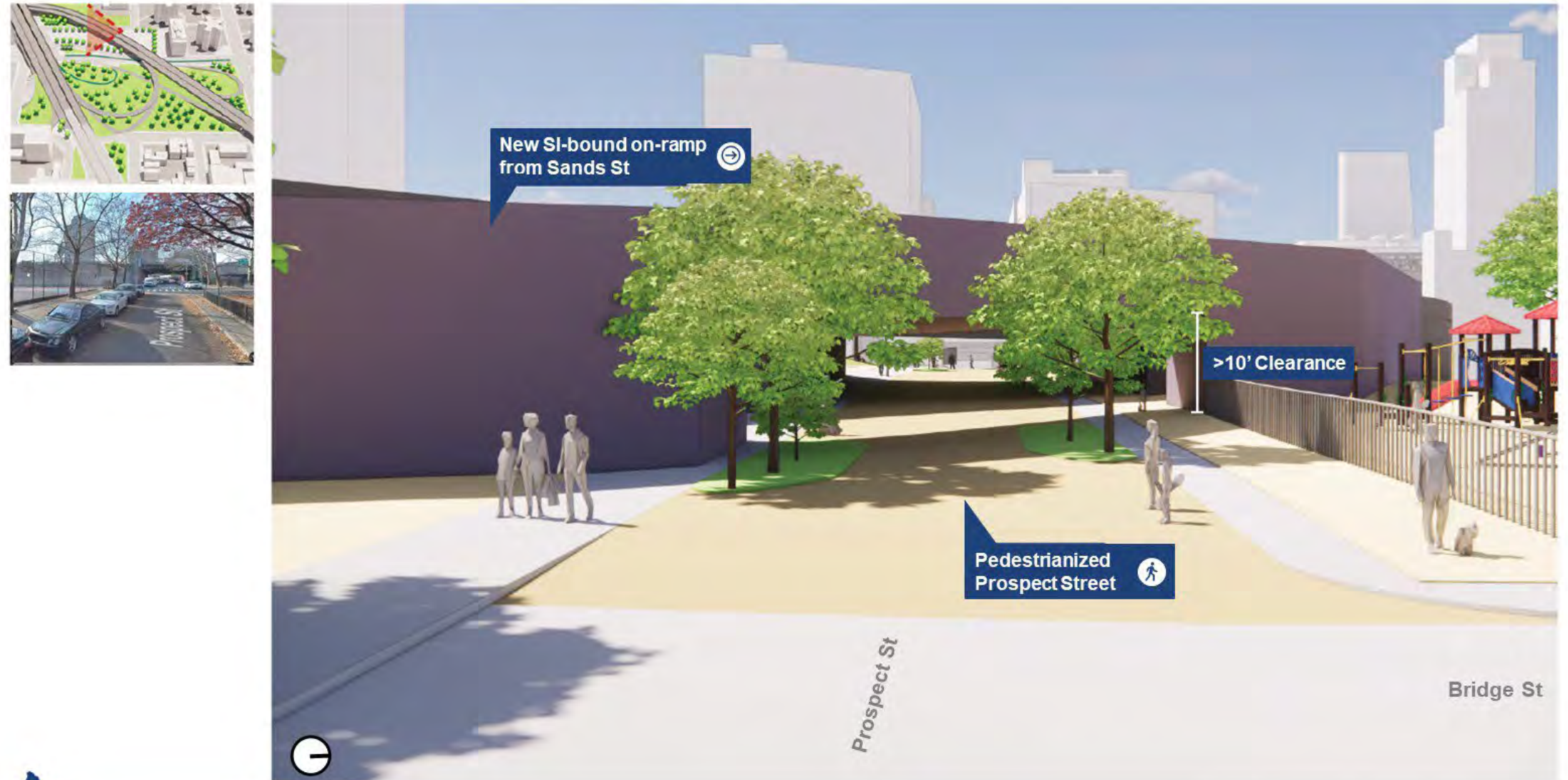
# BQE Central Manhattan Bridge Interchange

In Concept 2, the existing Staten Island-bound on-ramp is shifted to the north side of Sands St. Here you can see the new on-ramp alongside the existing BQE.

NYC DOT wants to point out that this ramp would rise over the pedestrian walkway currently used to access the F train at York Street, and next to the playground.

NYC DOT explored this concept in order to create significant new public space at Sands and Gold. It's not a perfect solution. This is one of the key tradeoffs to discuss during the workshops.

## Prospect Street - Facing the BQE, Looking West Concept 2 - Proposed



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# BQE Central Manhattan Bridge Interchange

We will look at how Concept 2 works at the corner of Gold and Sands.

## Sands St & Gold St - Facing Southwest Concept 2 - Existing



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# BQE Central Manhattan Bridge Interchange

This is a view of this corner with the on-ramp as it exists today.

## Sands St & Gold St - Facing Southwest Concept 2 - Existing



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# BQE Central Manhattan Bridge Interchange

By moving the on-ramp to the other side of Sands St, this entire corner could open to new uses.

NYC DOT is interested to hear from the community: if this concept was pursued, how would you want this space to be used?

## Sands St & Gold St - Facing Southwest Concept 2 - Proposed



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# BQE Central Manhattan Bridge Interchange

Finally, Concept 3 introduces more significant changes that allow us to completely reimagine streets in the neighborhood by removing a substantial amount of traffic on local streets:

First, as mentioned earlier, this concept includes the construction of new elevated ramp structures that directly connect the Manhattan Bridge and BQE, highlighted in purple. Because traffic is so drastically reduced, Sands Street can be transformed into a much smaller-scale, pedestrian-friendly boulevard that helps stitch the neighborhood together. The intersection at Sands and Jay St can also be dramatically redesigned to improve connections for everyone.

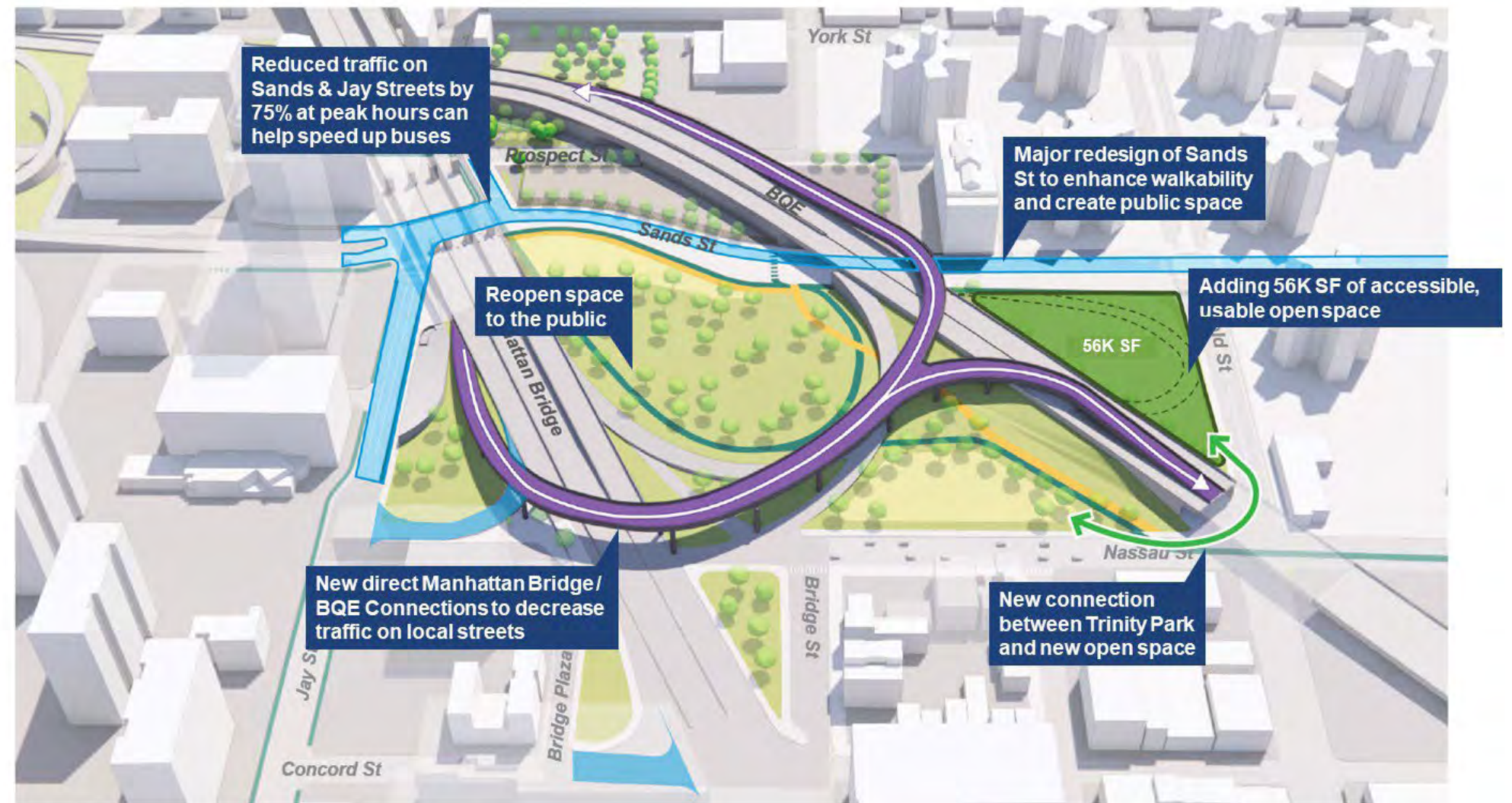
Second, similar to Concept 2, this concept makes open space on the corner of Sands & Gold Streets available for potential community benefit by moving the ramp.

The combination of these actions would most significantly reduce traffic in this area, helping to create potential bus service improvements.

It is important to note that this direct connection, despite all of the benefits, comes with some tradeoffs. The reconfiguration removes direct local access to the BQE, so drivers who need to access the Queens-bound BQE would need to instead enter Tillary Street and Staten Island-bound drivers would need to enter at Old Fulton Street or Flushing Avenue.

This concept would also have the most significant visual impact given the new elevated ramp structures.

## Concept Comparison – Tools to Reach Our Goals Concept 3



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# BQE Central Manhattan Bridge Interchange

We are again shifting to a view facing east on Sands St and looking at the area between the BQE and the Manhattan Bridge.

## **Sands Street & Jay St, Facing Farragut Houses (East)** Concept 3 - Existing



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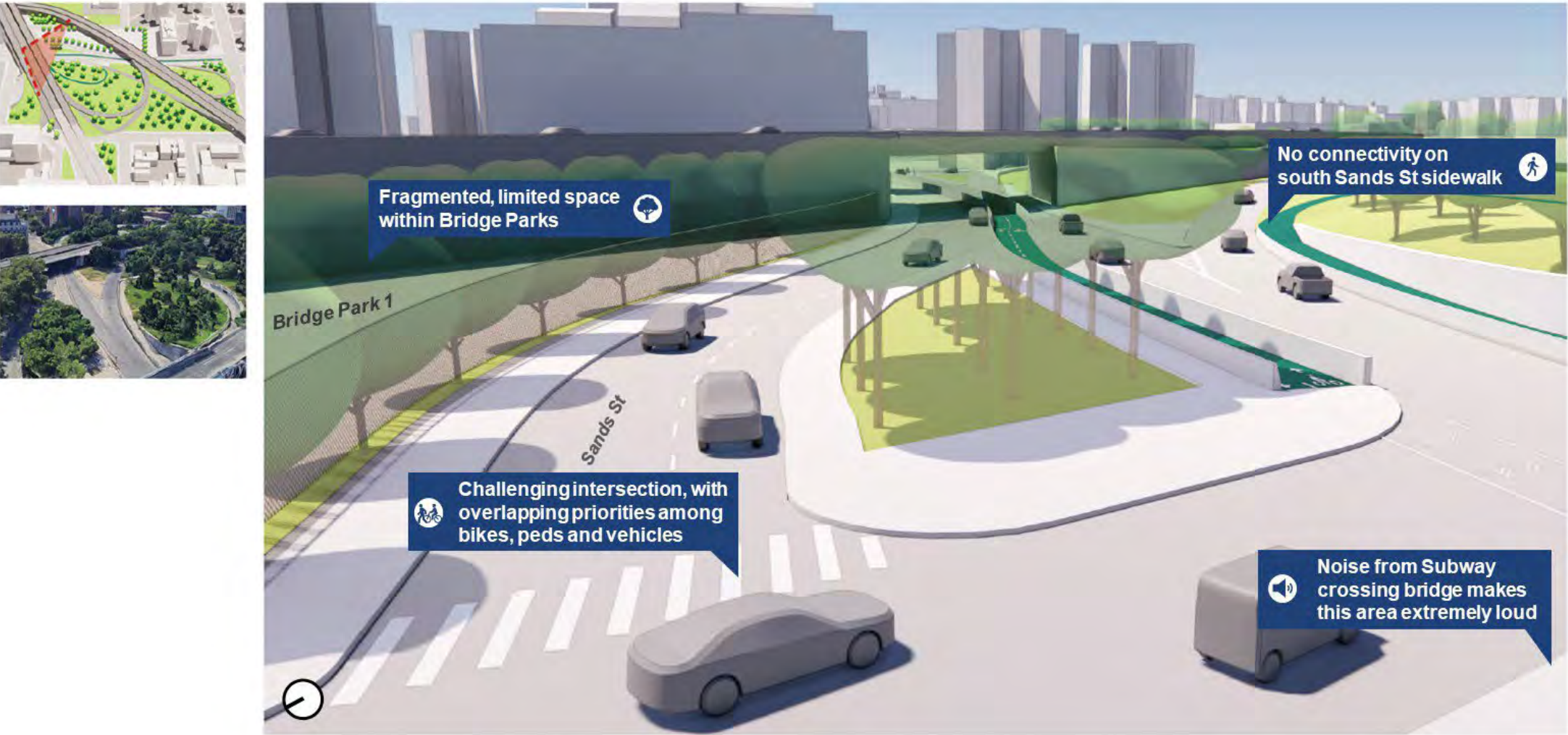




# BQE Central Manhattan Bridge Interchange

This is the area as it exists today, with challenging intersections and no connection on the south side of Sands Street.

## Sands Street & Jay St, Facing Farragut Houses (East) Existing



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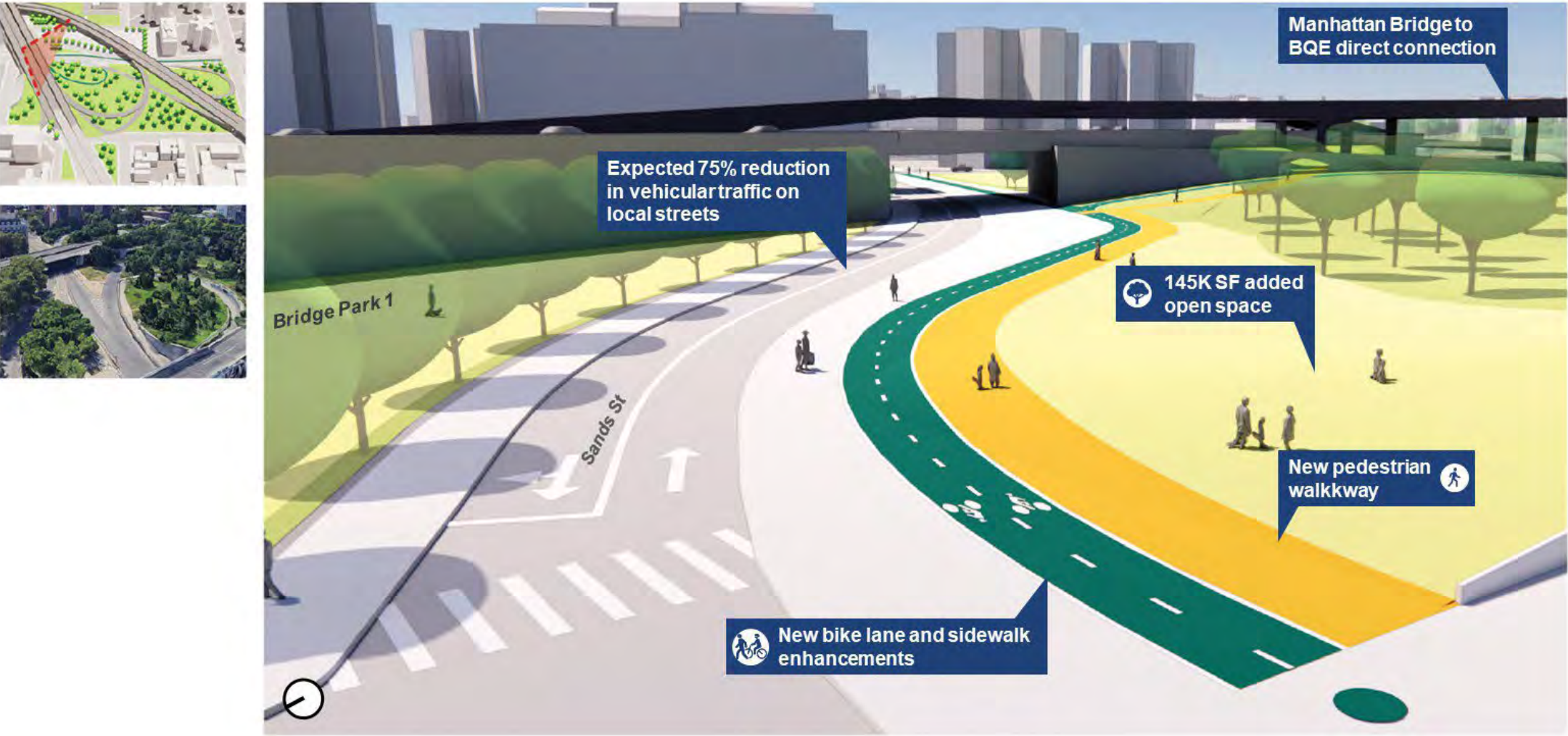




# BQE Central Manhattan Bridge Interchange

This rendering shows the drastic transformation of Sands Street in Concept 3 and the nearby intersections. Most notably, Sands St which is currently four lanes with a shared path at the center, could be transformed into a two-lane road with much less traffic. On the south side of Sands St, new bike and pedestrian connections are visible. At the top of the image is the direct connection from the Manhattan Bridge to the BQE.

## Sands Street & Jay St, Facing Farragut Houses (East) Concept 3



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# BQE Central Manhattan Bridge Interchange

NYC DOT is aware that the addition of a new highway structure would change the nature of the space around Trinity Park and its surroundings.

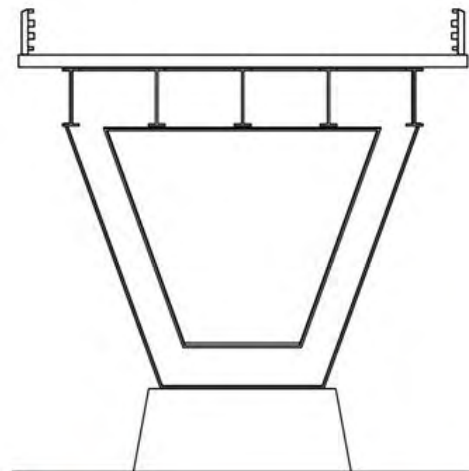
Understanding its potential visual impact, Concept 3 would best address many of the main public concerns that we've heard, including reducing traffic on neighborhood streets, providing better access to public space, and safer separation of pedestrians, cyclists, and motorists.

NYC DOT asked the architectural team to take a look at how these elevated structures could be designed in a more appealing way.

For this area, two direct connection structural options are under consideration:

- The first approach - which we see here looking towards the Manhattan Bridge from Nassau St - is a steel girder system. Below the roadway, this could have a more open steel structure. The columns are also steel.

## Bridge Approach A – Facing Manhattan Bridge from Flatbush Ave Concept 3 – Direct Connection



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# BQE Central Manhattan Bridge Interchange

This is a view of the same structure, looking through Trinity Park on Nassau Street. Note that the new structure will likely be masked in some areas by the existing tree canopy.

## Bridge Approach A – Looking West through Trinity Park Concept 3 – Direct Connection



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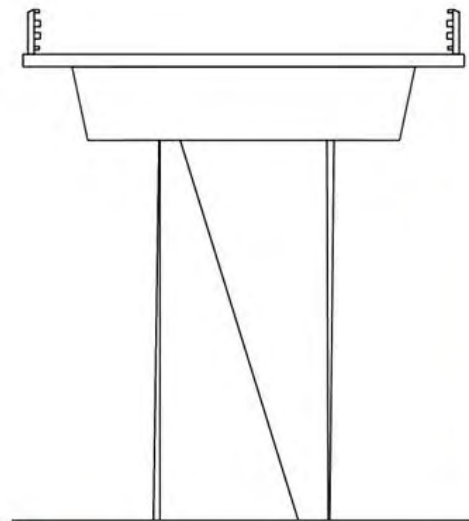
# BQE Central Manhattan Bridge Interchange

Again, looking towards Manhattan Bridge from Flatbush Ave, you can see that another approach is what's called a steel box girder system.

Unlike the first option, which had steel supports, this bridge would sit on concrete columns. Here they are designed and sculpted to minimize their bulkiness.

Below the roadway would be a continuous, more closed structure.

## Bridge Approach A – Facing Manhattan Bridge from Flatbush Ave Concept 3 – Direct Connection



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# BQE Central Manhattan Bridge Interchange

Again, this is a view from Nassau St looking into Trinity Park for this design approach.

These visualizations are illustrative and there will be opportunities to refine these concepts further.

There are many engineering, technical and cost considerations to be further understood as these concepts evolve.

We look forward to hearing your feedback tonight.

## Bridge Approach B - Looking West through Trinity Park Concept 3 – Direct Connection



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# BQE Central Manhattan Bridge Interchange

Working within the various physical constraints in this area, NYC DOT tried to look at every possibility to improve the streets, open spaces, and infrastructure for the community and others who travel through the area.

These 3 concepts provide a range of possibilities, from minimal changes to much more significant ones. In summary:

Concept 1 enhances traffic safety and connectivity along Sands and Jay Streets but does not reduce traffic on them. It adds minimal new public space, adding no major new infrastructure and creating no new visual impacts on the area.

Concept 2 achieves the same outcomes of Concept 1, but also opens up the large triangle of land at the corner of Sands and Gold Streets for community uses. However, this public space would come with the trade-off of adding a new, relocated BQE on-ramp that would impact the Bridge Street and McKinney Steward Parks, bring more traffic and noise to that location, and requires pedestrianizing Prospect Street, closing it to vehicles.

Finally, Concept 3 adds large new roadway structures to create a direct vehicle connection between the Manhattan Bridge and the BQE. This removes most of the traffic from Sands and Jay Streets in this area, which would provide much more substantial safety enhancements and a more comfortable environment for everyone: pedestrians, bus riders, cyclists, and drivers. Like Concept 2, it would create the potential for re-use of the triangle at Sands and Gold for public space. However, this concept would have the most significant visual impact due to the new highway infrastructure.

## Three Roadway Configuration Concepts



**Concept 1**

### GOAL

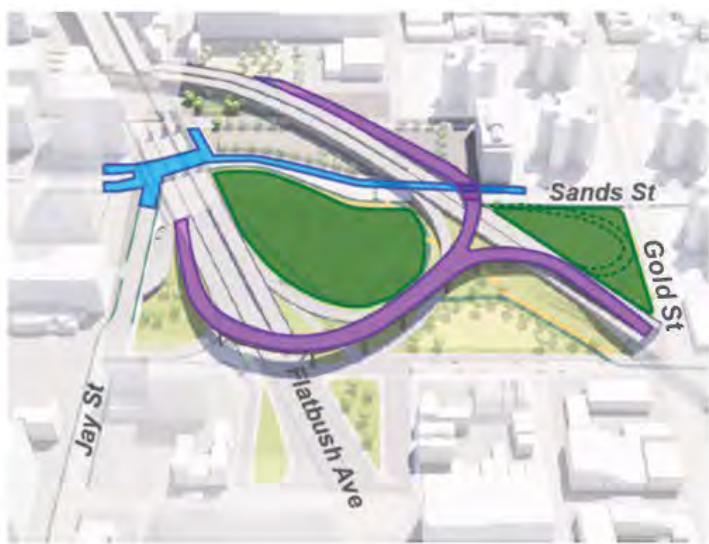
- Enhance walking & biking while avoiding new large infrastructure



**Concept 2**

### GOAL

- Enhance local streets by enhancing safety for pedestrians and cyclists
- Create a large, new accessible open space adjacent to Farragut Houses



**Concept 3**

### GOAL

- Substantially reduce local through-traffic with new large infrastructure, allowing for transformation of local streets for safety & comfort
- Create a large new accessible open space adjacent to Farragut Houses



Street Level Safety Enhancements



New Direct Connections

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# BQE Central Manhattan Bridge Interchange

**Questions & Answers**

**4**

# BQE Central Manhattan Bridge Interchange

**Workshop Activity**

**5**





# BQE Central Manhattan Bridge Interchange

## Workshop Activities

1. Recap of the 3 Concepts & Go Into Some More Detail for Each
2. Revisit the 5 values: What is important to you? Is there something we did not consider? (use matrix at the tables to discuss the pros / cons of each)
3. Gather feedback on the concepts: what do you think about these concepts? Which of the concepts addresses today's challenges? What is do you think works well? What still needs review?



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# BQE Central Manhattan Bridge Interchange

How will NYC DOT come to a conclusion about the future of these spaces? There will be continuous opportunities for community feedback up to and through the federally-mandated environmental review process.

NYC DOT welcomes opportunities for additional meetings with various community groups and will keep the community updated every step of the way.

## Next Steps



Apply for Federal Infrastructure Grant



Environmental Review



Ongoing Community Partners Events

**NOTE:** All meeting materials will be posted at [nyc.gov/bqe](https://nyc.gov/bqe) following the public meetings.



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# BQE Central Manhattan Bridge Interchange

**Thank you!**



## BQE Central Vision Kings County (Brooklyn), New York

# Triple Cantilever Meetings

June 20 and June 24, 2024



**Corridor Vision**  
**BQE Central**

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



# BQE Central Workshop - June 2024



## BQE Central Workshop Round 3: Refining a Vision





# BQE Central Workshop - June 2024

This presentation includes:

- An update on each of the five focus areas in the BQE Central study area.
- A new design concept for the triple cantilever.
- Project progress and a discussion of the environmental review process and schedule.
- In-person and virtual participants had a Question & Answer session as well as a breakout session.

NYC DOT is sharing updated concepts to understand how stakeholders feel about it. Residents and community stakeholders will have additional opportunities, including through the environmental review process, to continue to weigh in on the final designs.

## Agenda

- 1** Project Overview
- 2** BQE Central Updates
- 3** Triple Cantilever Concepts
- 4** Project Updates & Environmental Review Process
- 5** Q & A Panel
- 6** Breakout Discussions & Share-out



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2





## Project Overview

1

3



# BQE Central Workshop - June 2024

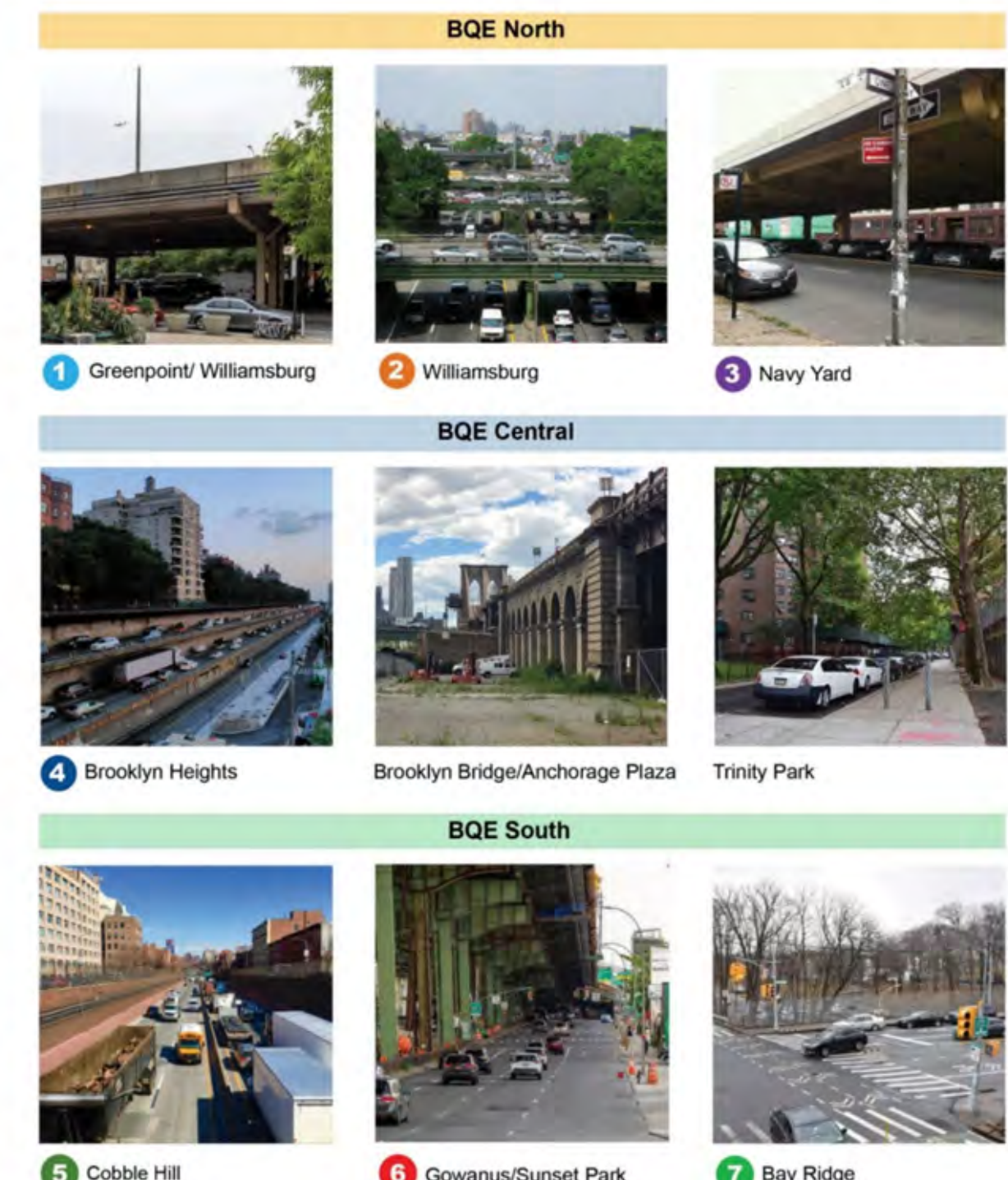
When Mayor Adams took office, he asked NYC DOT to take a fresh look at the BQE corridor, with an eye toward equity.

We are pursuing a long-term fix for the city-owned portion of the BQE in Brooklyn, including the triple cantilever – the area from Atlantic Avenue to Sands Street, highlighted here in dark blue (#4).

At the same time, NYC DOT is taking a bold, corridor-wide approach to identify potential solutions for the entire BQE corridor in Brooklyn and reconnect communities divided by the state-owned sections of this highway.

This presentation is largely focused on BQE Central, including the Brooklyn Heights triple cantilever, but we will also provide updates on work that has taken place in BQE North and South.

## BQE Corridor Vision Overview



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# BQE Central Workshop - June 2024

The BQE Central project focuses on the urgency of maintaining a safe City-owned section while undertaking visioning work for the entire corridor, with consideration for sustainable design, and centering equity.

We also have a once-in-a-generation opportunity to leverage federal dollars to make these needed repairs and improvements.

For example, the US Department of Transportation recently awarded a \$5.6 Million grant under the Reconnecting Communities and Neighborhoods program to help the NYC and NYS Departments of Transportation to advance concepts to reimagine the future of the North and South sections of the BQE in Brooklyn.

We look forward to pursuing additional grants for the BQE Corridor.

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

## Project Focus & Engagement Approach



### Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design.



### Equity

Invest in communities along the full BQE corridor, not just higher income City section.



### Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact.



### Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move projects forward.

**Community Engagement will inform Mayor Adams' & NYCDOT's decisions about future investments**



### Inclusive



### Transparent



### Consistent



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## BQE Central Updates

# 2

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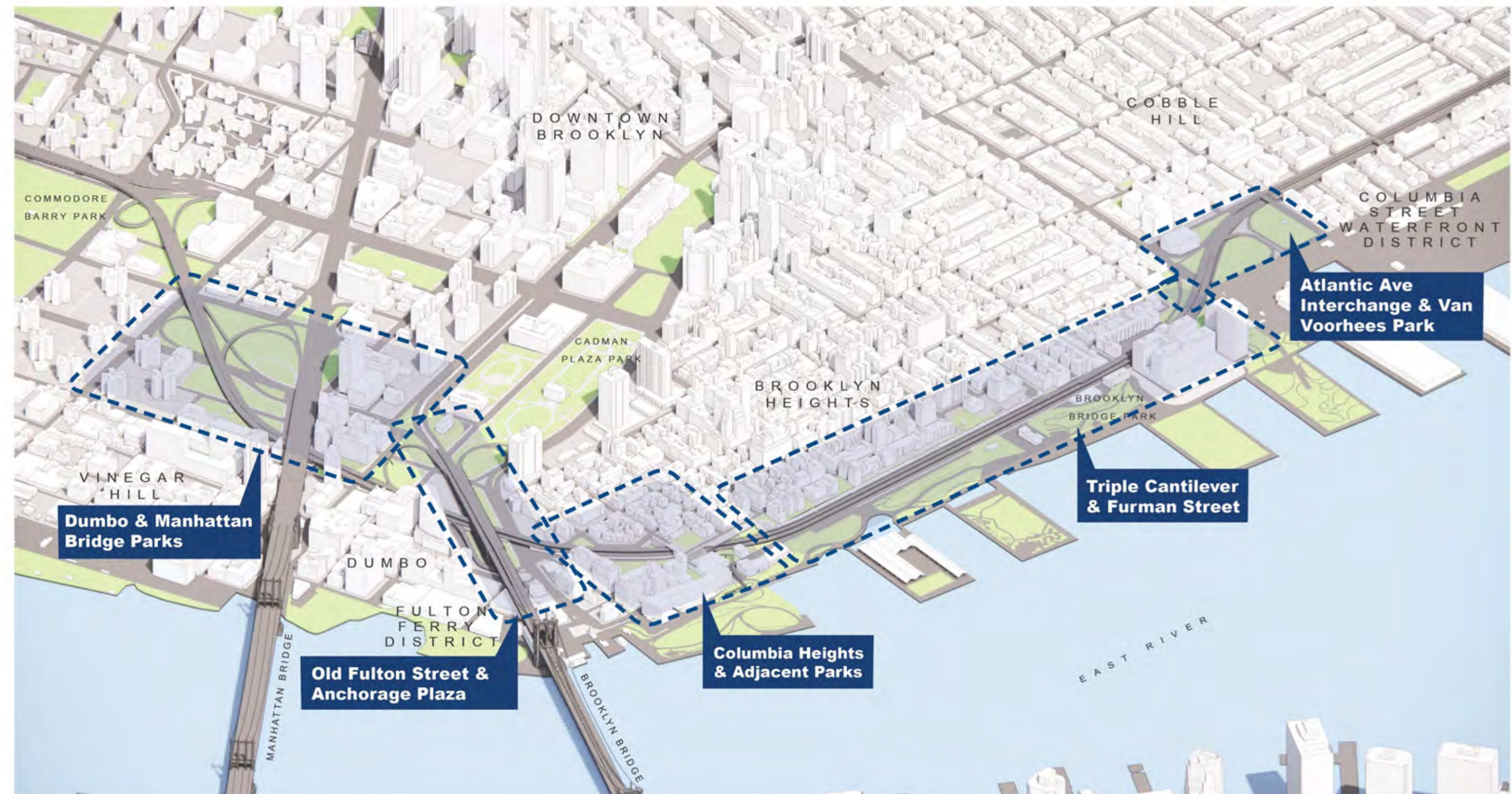


# BQE Central Workshop - June 2024

When NYC DOT embarked on our visioning process for central corridor, we committed to approaching our concepts with the several goals, including safety, equity, consideration for construction impacts, and sustainability.

With these goals in mind, this presentation contains an update on each of the five focus areas (or “Zones”) throughout the BQE Central corridor.

## BQE Central Focus Areas



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# BQE Central Workshop - June 2024

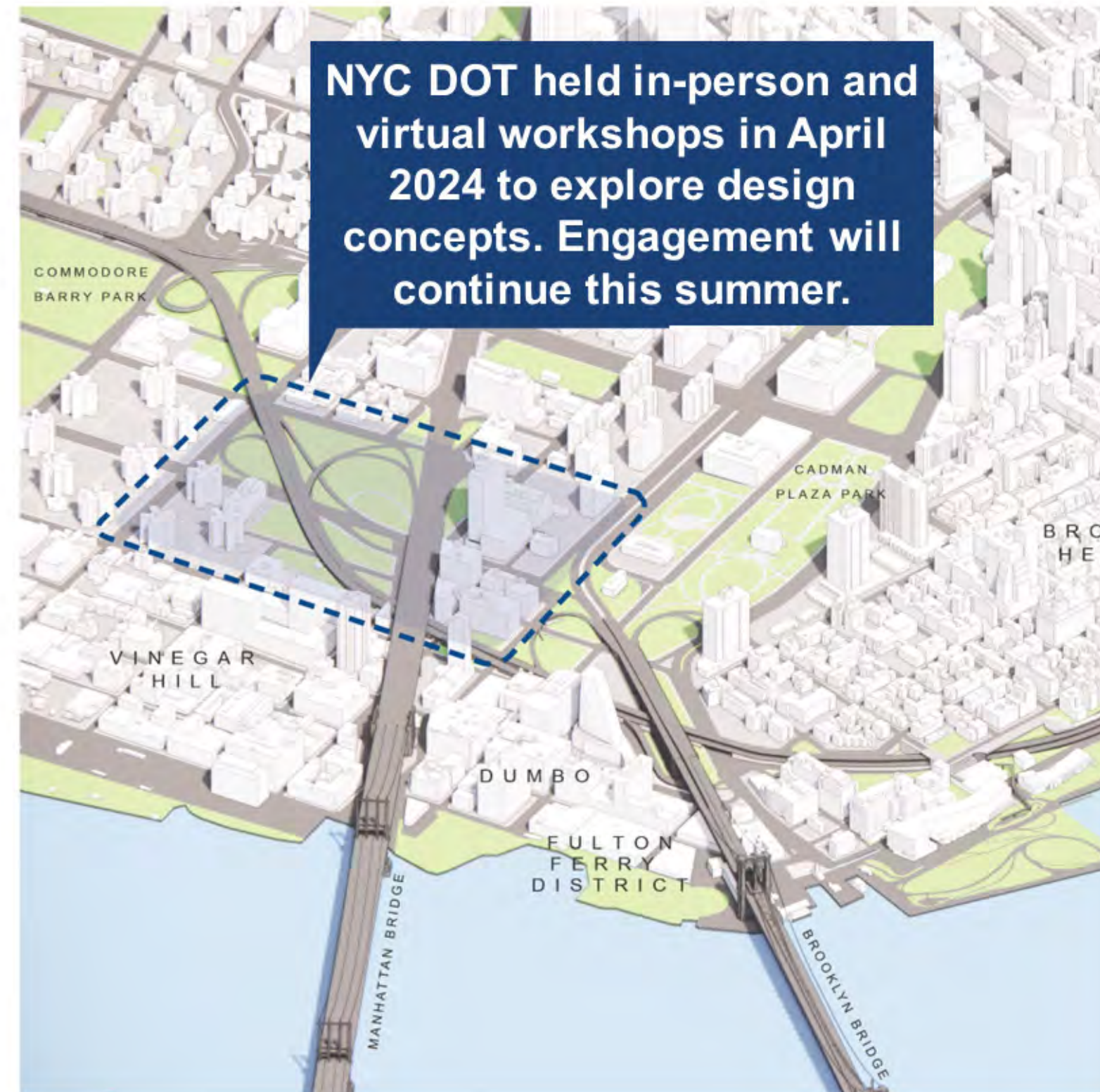
In April 2024, we held in-person and virtual workshops to discuss concepts to enhance the area under and around the Manhattan Bridge.

With community members, we explored three design options that enhance safety, reduce traffic, and connect and improve open space. Workshop participants weighed design concepts together, and made clear that their priorities are safety, reducing traffic, and improving parking in the area. They preferred two of the concepts, shown on the right of the slide.

We will continue engagement in summer 2024, to continue to receive input from stakeholders and better on these concepts.

Materials from the Manhattan Bridge workshop and all our meetings are available online at [nyc.gov/bqe](https://nyc.gov/bqe).

## BQE Central Focus Areas | Manhattan Bridge & DUMBO



Concept 1



Concept 3



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# BQE Central Workshop - June 2024

For the Old Fulton & Anchorage Plaza area, participants in the Winter 2023 workshops expressed the need to balance pedestrian flow and increase pedestrian safety across the area.

They were positive about the proposed concepts so NYC DOT has not pursued changes in this area.

## BQE Central Focus Areas | Old Fulton Street & Anchorage Plaza



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# BQE Central Workshop - June 2024

Participants who discussed Columbia Heights and the adjacent parks at our Winter 2023 workshops appreciated the proposal to create more seamless connections and improve ADA accessibility to Squibb Park and other green spaces in the area.

They supported enhanced pedestrian and cyclist safety elements, like the proposal for a long raised-crosswalk that would improve the link between Squibb Park, Chapin Playground, and Fruit Street Sitting Area.

Similarly, we have not pursued changes to the concept for this area.

## BQE Central Focus Areas | Columbia Heights & Adjacent Parks



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# BQE Central Workshop - June 2024

In June 2023, NYC DOT shared three concepts for the Atlantic Avenue Interchange that attempted to balance the many competing uses and modes relying on this interchange. It was clear in that meeting that the proposed concepts largely did not align with community priorities. However, it was well-received that NYC DOT would study closing the Queens-bound on-ramp, so we are evaluating this possibility through our traffic study and coordinating with state and federal partners about this option.

In May 2024, the Mayor announced that the City will undertake a Red Hook master planning effort for the waterfront piers, including Piers 7 and 8 adjacent to the Atlantic Avenue Interchange. This effort will be led by the NYC Economic Development Corporation. With the large amount of space that is newly available to plan, there is opportunity to enhance safety and connections for pedestrians and bicyclists, as well as improve transportation circulation for the port.

NYC DOT is coordinating with all involved agencies as the City completes its Master Planning process for the piers. Any new concepts for Atlantic Ave Interchange would be planned in coordination with that effort, as it will likely have significant effect on the transportation needs at this interchange. We must plan comprehensively to accommodate any future use.

In the near term, DOT will also continue to explore additional ways to enhance safety at the interchange for pedestrians and cyclists.

## BQE Central Focus Areas | Atlantic Avenue Interchange



### Following the June 2023 workshop:

- NYC DOT will study closing the Queens-bound on-ramp
- City will begin outreach and master planning to transform the Brooklyn Marine Terminal. Agencies will coordinate.
- NYC DOT will explore additional interventions to make the interchange more comfortable for pedestrians and cyclists



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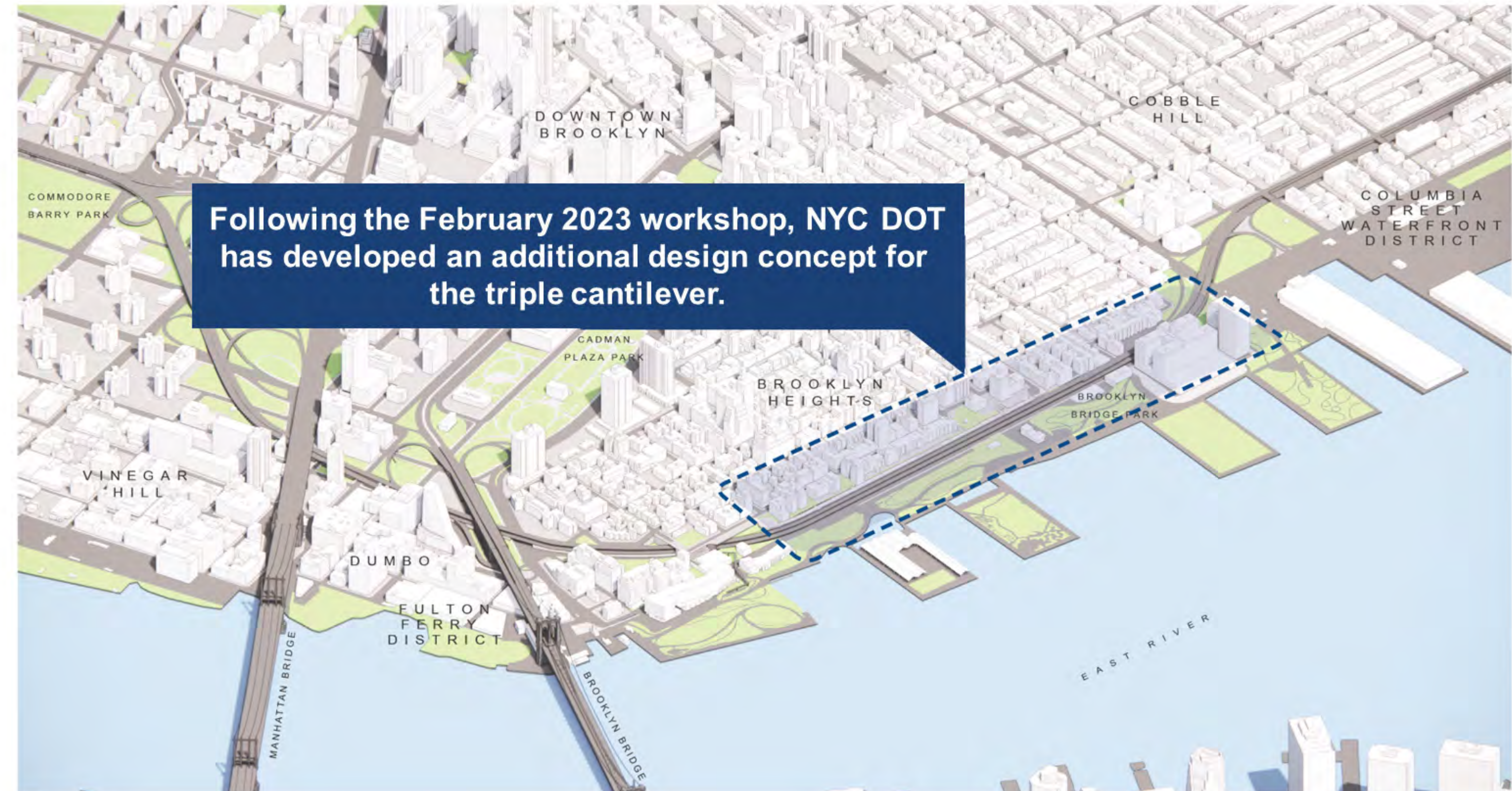
11



# BQE Central Workshop - June 2024

We last conducted a workshop on this area in Winter 2023, where we brought three design concepts for the Triple Cantilever for discussion. Responsive to feedback from those workshops and other stakeholder engagements, NYC DOT developed an additional design concept to consider for the triple cantilever.

## BQE Central Focus Areas | Triple Cantilever & Furman Streets



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Appendix A

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## Triple Cantilever Concepts

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# BQE Central Workshop - June 2024

First some background on previous concepts shown to the public — In Winter 2023, NYC DOT presented three design concepts: the Terraces, the Lookout, and the Stoop.

For these concepts, we heard concerns about the visual impacts on Brooklyn Bridge Park and concerns about increased proximity to nearby buildings. Some participants did not like the idea of an expanded Promenade.

However, there was strong support for more access points to Brooklyn Bridge Park at Montague Street and/or Clark Street.

Given this feedback, NYC DOT wanted to explore an additional concept that is designed with a lighter touch.

Worth noting, in the Winter 2023 concepts, NYC DOT spent a significant amount of time on connections for pedestrians and bicyclists from Brooklyn Heights to Brooklyn Bridge Park. That's why in this round of new concepts in Summer 2024, we are focused primarily on a beautiful and minimalist bridge engineering design. NYC DOT will return in the future to creating connections from the Promenade to the Park.

## Design Concepts from the Previous Meeting



**The Terraces**

This concept's closer proximity to 360 Furman raised concerns, and participants questioned whether two rather than three lanes in each direction would allow greater distance



**The Lookout**

Strong support for the more direct and numerous access points to Brooklyn Bridge Park under this concept



**The Stoop**

Concern about how the design concentrates access to Brooklyn Bridge Park, particularly with the highway configuration around the Promenade's transition to the Park

Some participants raised concerns about expanding the Promenade space; others supported the expansion but thought this depiction was barren and too expansive, requiring greater activation with programming and/or further design elements



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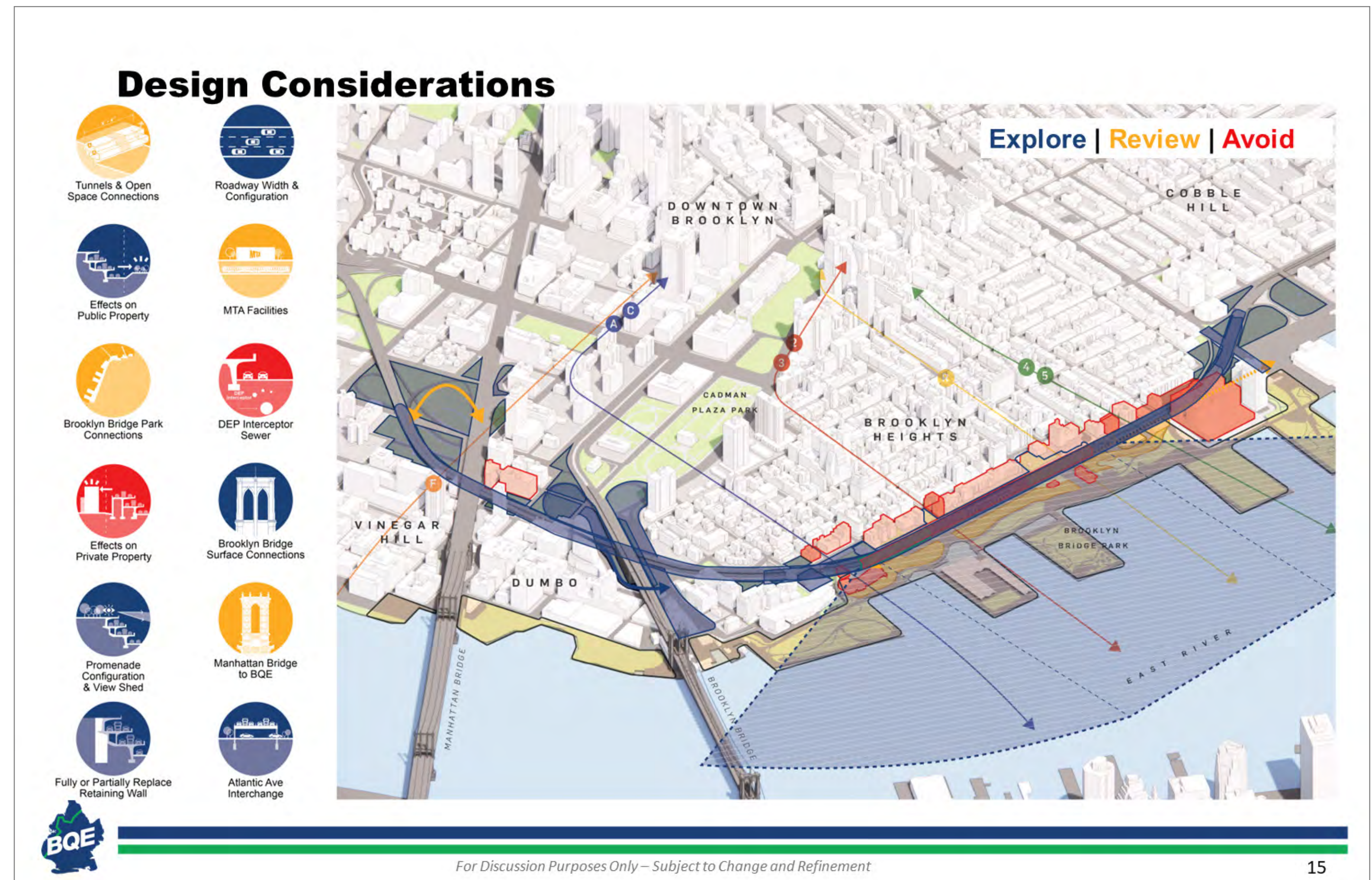
# BQE Central Workshop - June 2024

In past workshops, we presented several design considerations that would guide our work. There are several design considerations in this section of the BQE, which means that any design concept must achieve a lot in an extremely limited space:

- The highway is shoehorned between Furman Street and Brooklyn Bridge Park to its west and the Promenade and Brooklyn Heights above. It is a narrow space with numerous pinch-points due to existing buildings and infrastructure.
- We must be thoughtful to avoid effects on private property and the gem of Brooklyn Bridge Park while upholding the historic nature of this neighborhood and the Promenade.
- Additionally, we must grapple with underground infrastructure – including several subway lines and a DEP interceptor.
- Finally, NYC DOT's top priority is safety and so we need to build this interstate highway to modern safety standards and collaborate with our partners at NYS DOT and the Federal Highway Administration (FHWA).

We previously explored concepts that would **avoid** impacts to MTA infrastructure, but we have continued to evaluate our work near the Clark Street Fan Plant, which is partly integrated into the BQE structure, and we are **now** reviewing potential opportunities to alter this MTA Facility.

To help us with this complex effort, we are working with a team of New York based designers and engineers, including Schlaich Bergermann Partner, WXY Studio, and Bjarke Ingels Group.





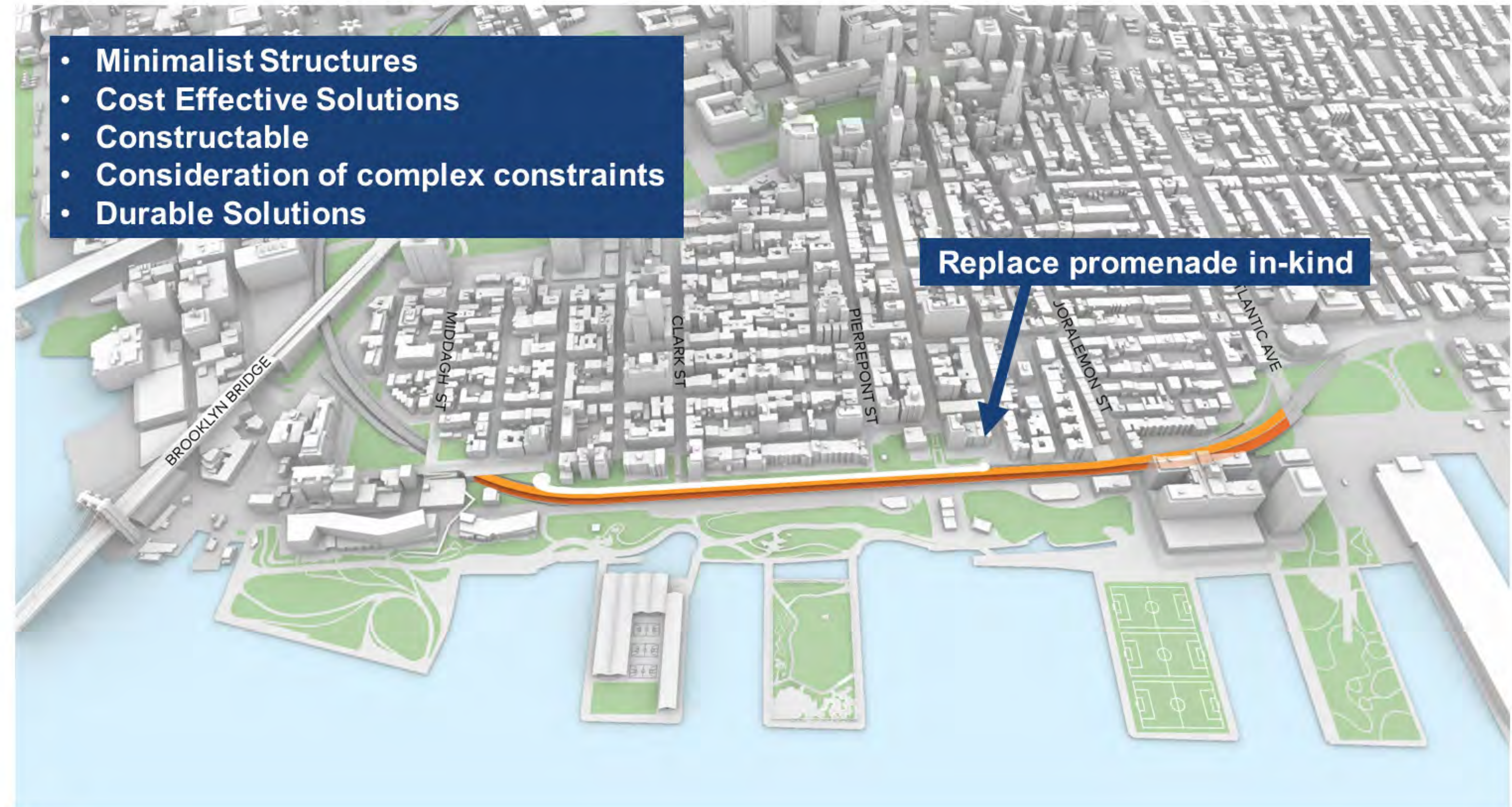
# BQE Central Workshop - June 2024

NYC DOT took a fresh look at the triple cantilever portion of the BQE with a goal of producing something elegant, cost effective, constructable, and durable, that takes into consideration the complex constraints noted in the prior slide.

We also wanted to create a positive and recognizable moment for both users and those passing by, especially recapturing precious open space in the area.

## Our Mandate

- Minimalist Structures
- Cost Effective Solutions
- Constructable
- Consideration of complex constraints
- Durable Solutions



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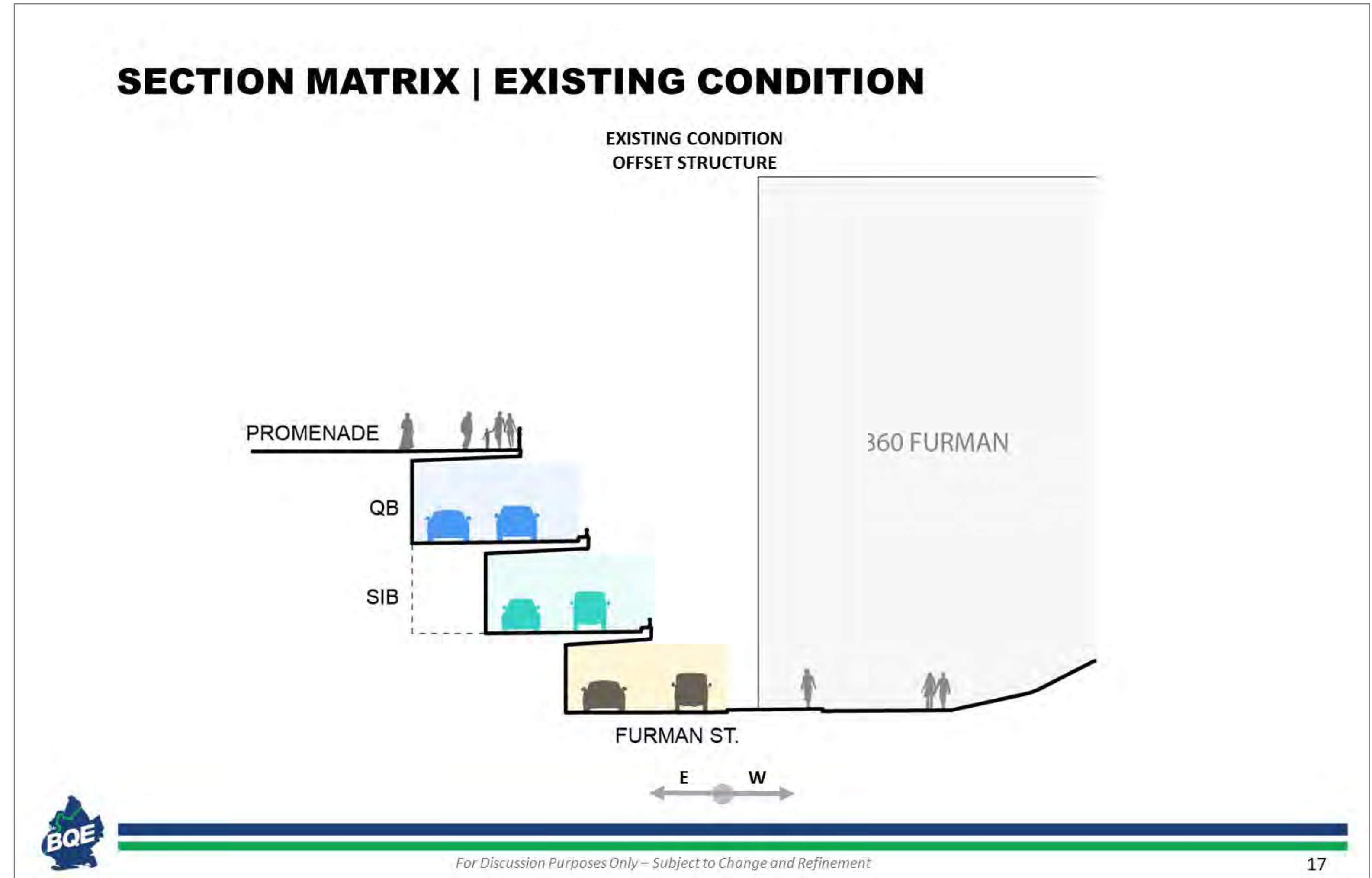
# BQE Central Workshop - June 2024

The existing condition, which you see here, has offset driving lanes for the Queensbound and Staten Island bound lanes. It is supported at the very bottom on a wall which is east of Furman.

To orient you, the cross-section shown is a view from Furman Street facing South. See the arrows below pointing East and West.

For this discussion, we can classify design options by the geometric position of the Queensbound and Staten Island bound lanes – which in this case are offset.

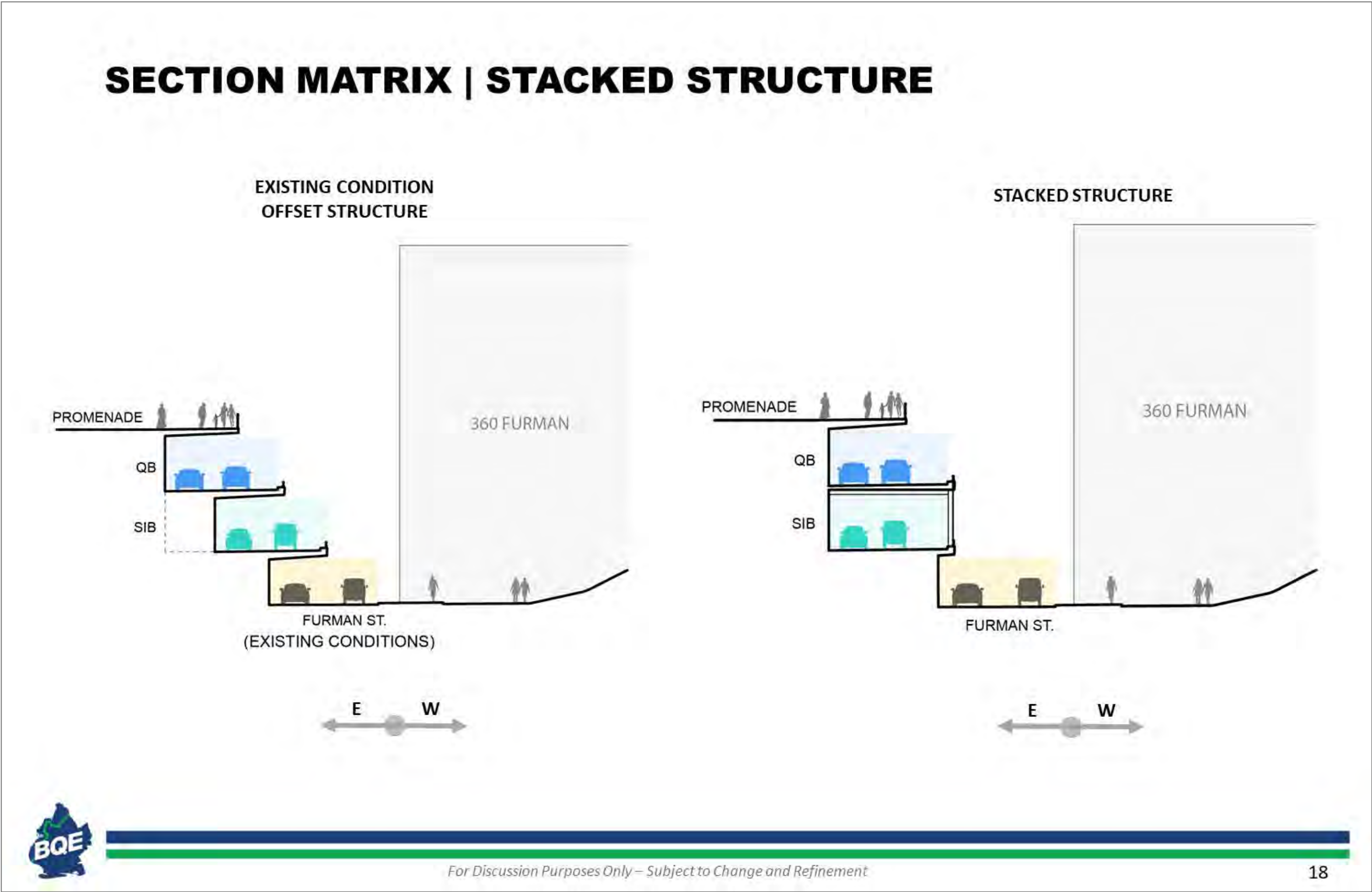
In the next slides, when we say “East of Furman” we mean toward the Promenade, the current Triple Cantilever structure, and retaining wall. And when we say “West of Furman,” we mean toward the sidewalk along Furman St adjacent to Brooklyn Bridge Park, and the waterfront.



# BQE Central Workshop - June 2024

You can see the existing offset structure on your left.

If we are able to move the Staten Island bound lane east, we will have a slimmer, stacked structure – shown in the image to the right.

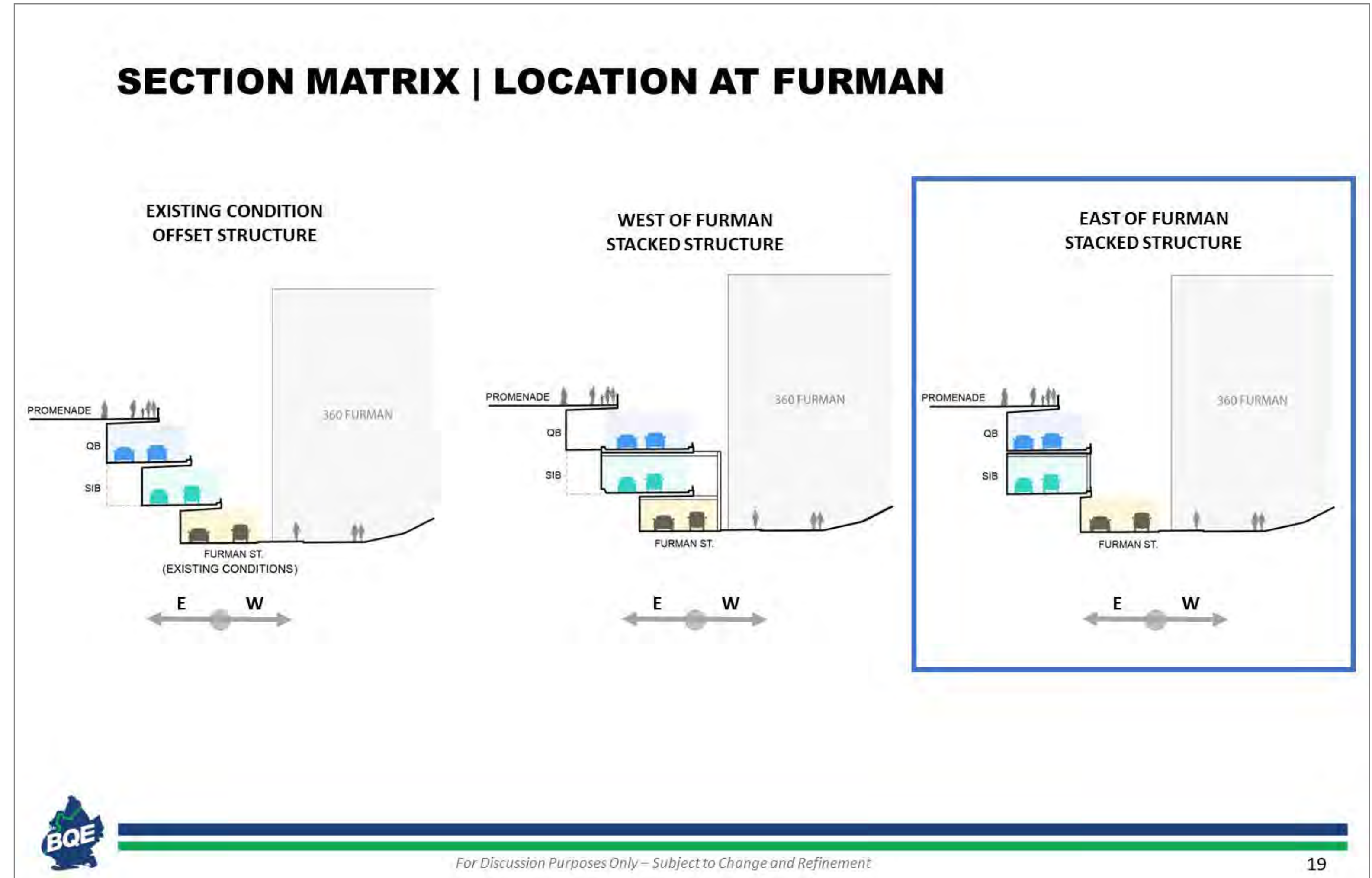




# BQE Central Workshop - June 2024

For comparison, in Winter 2023, NYC DOT showed concepts that were supported by a structure that was constructed west of Furman Street -- shown here in the middle. You can see how this creates a larger structure over Furman St.

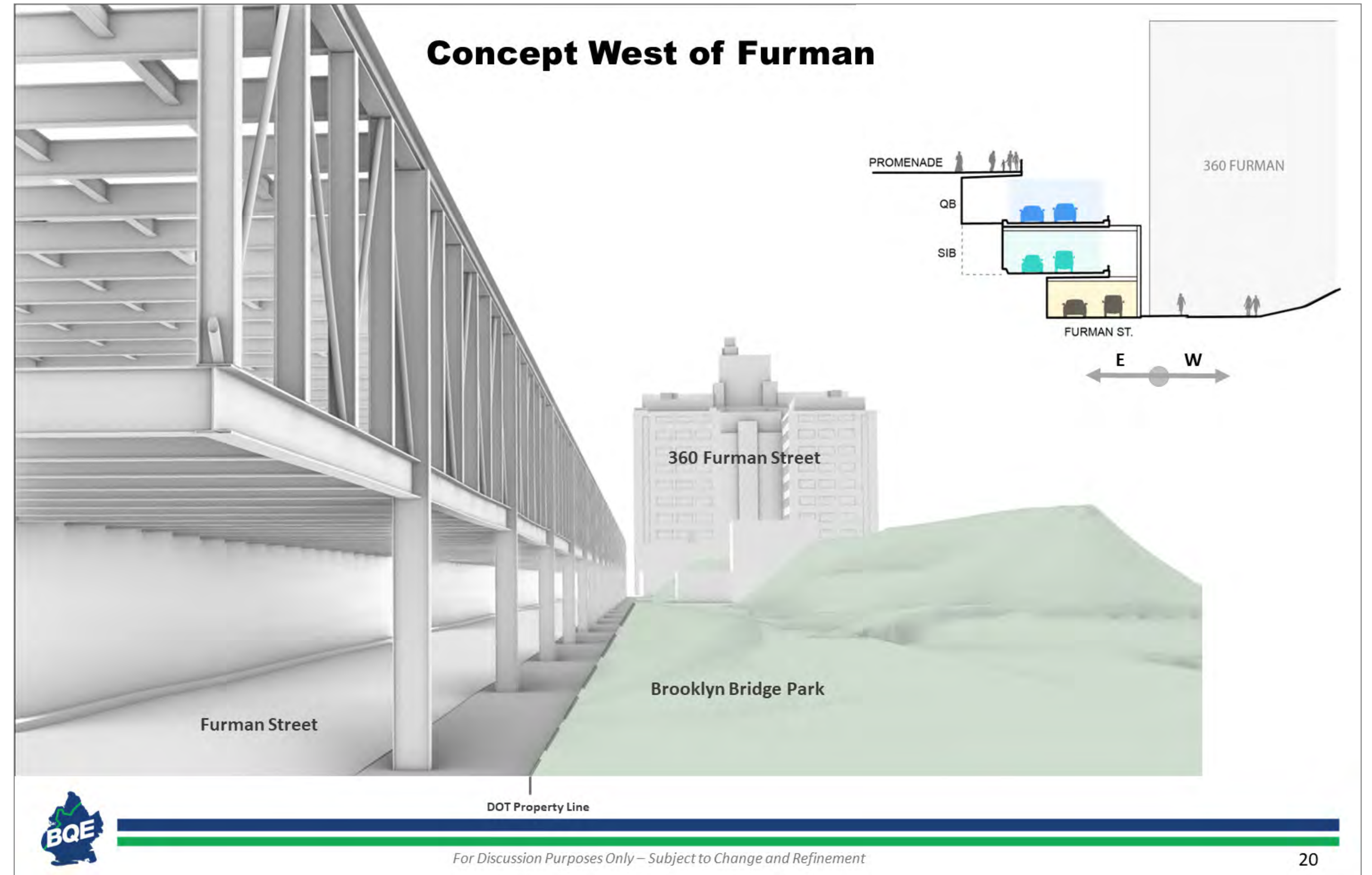
For this reason, in this design concept NYC DOT has pursued the concept furthest on the right, highlighted in blue, a stacked structure east of Furman.



# BQE Central Workshop - June 2024

NYC DOT found that the biggest impact we can have in designing is not with a flashy design, but if we limited the extent of the structure reaching over Furman and toward Brooklyn Bridge Park as much as possible. To picture this, we have created a basic view along Furman Street showing a structure which reaches over the street and the columns fall on the sidewalk along Furman St.

In this view, we limited the amount of columns by creating a bridge type solution, but you can still see how the structure reaches over Furman St and is closer to the Park.



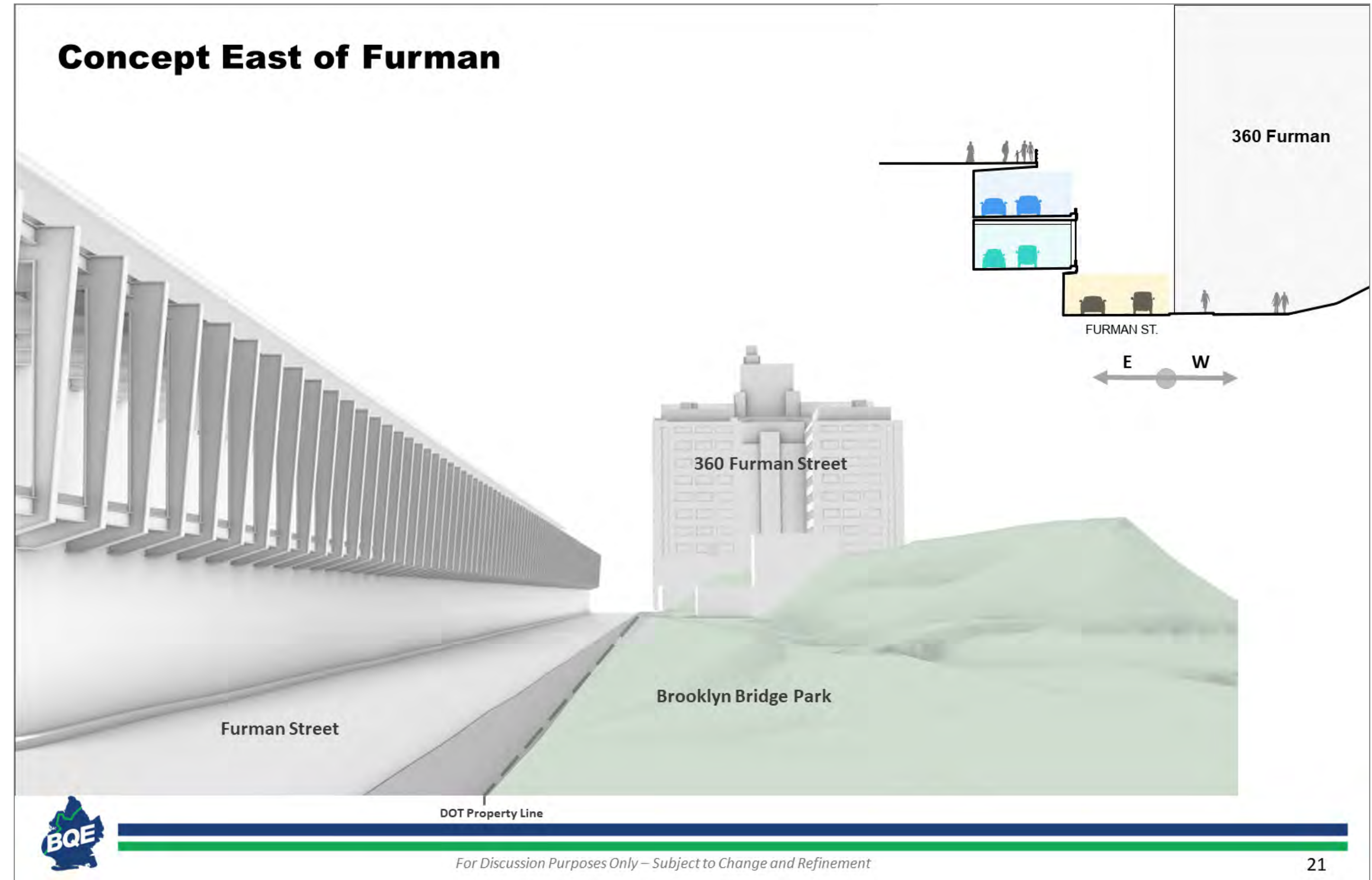


# BQE Central Workshop - June 2024

In contrast, this is the new “East of Furman” approach.

By moving the structure East of Furman, we are able to achieve an open space comparable to what you have today, despite the fact that the highway would be 20% wider when built to modern highway safety standards.

For that reason, we have pursued only East of Furman solutions in the new designs we are showing in this presentation.



# BQE Central Workshop - June 2024

When considering the type of structure you can build here, we focused on a Portal Type Structure with closely spaced columns. Two approaches to the portal structure are a Linear Frame or a Triangular Frame. These are attractive not only because they are efficient, but also because their architectural appearance, including repetition of the frames, creates a lighter structure with a more compact footprint that is simple and beautifully designed.

This concept would require a replacement of the structure's retaining wall. NYC DOT continues to study the structure and refine this approach, but as in all of the design concepts the City has previously shared, there is a design consideration to avoid effects on private property and minimize construction impacts.

Please note: the retaining wall on the Staten Island-bound level currently supports the Queens-bound level. This wall would need to be removed, and the area behind excavated, so that a new retaining wall could be constructed further east. This would allow for the construction of a new roadway that shifts to the east as well.

A real benefit is that if we build a new retaining wall, which is separate from the BQE structure, vibrations would be better mitigated than they would be if we were only to rehabilitate the existing wall.

As NYC DOT learns more about the structure and refines this concept, we will share those details with the public.

## Portal Design Options



Linear Frame



Triangle Frame



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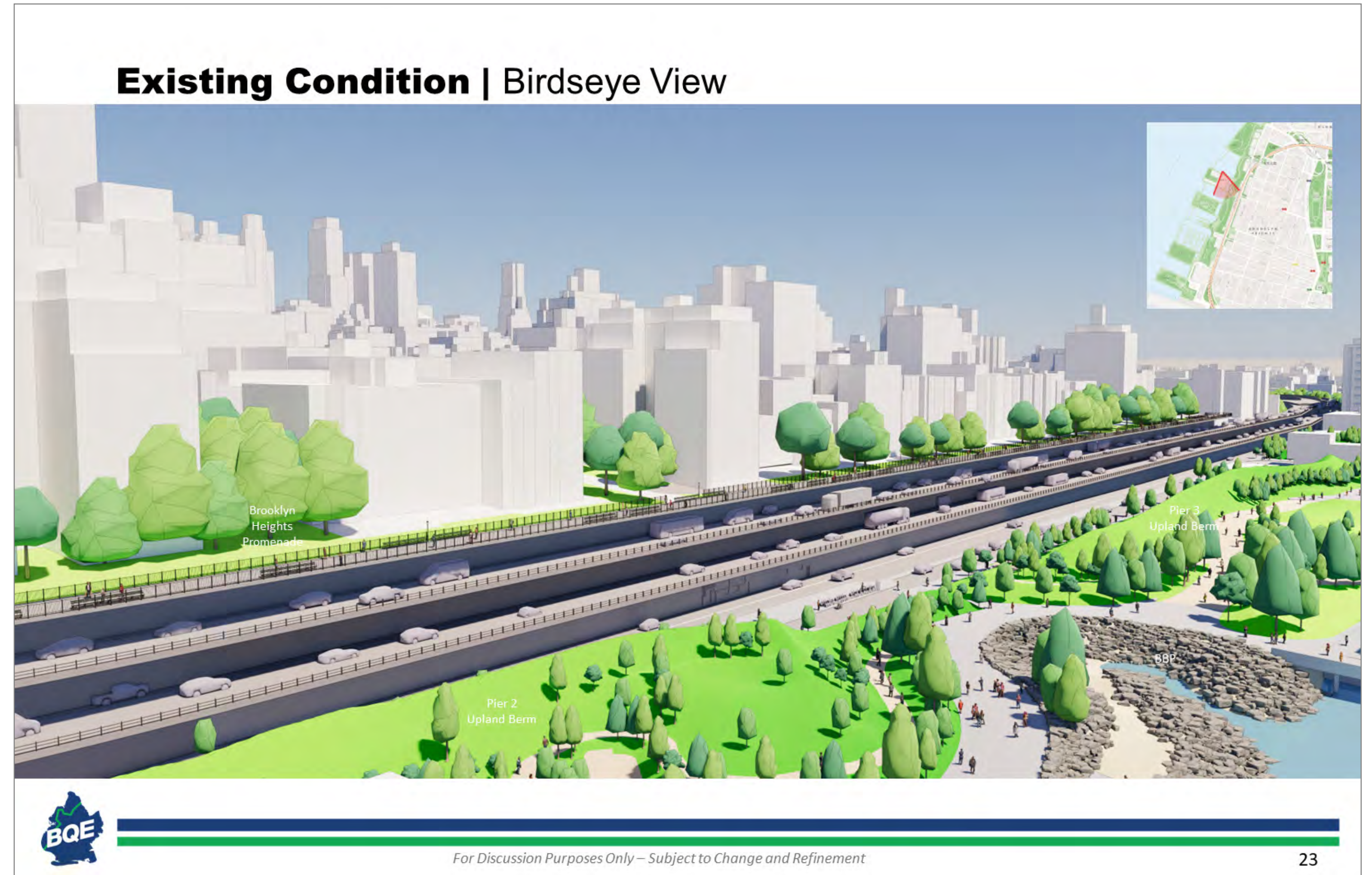
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# BQE Central Workshop - June 2024

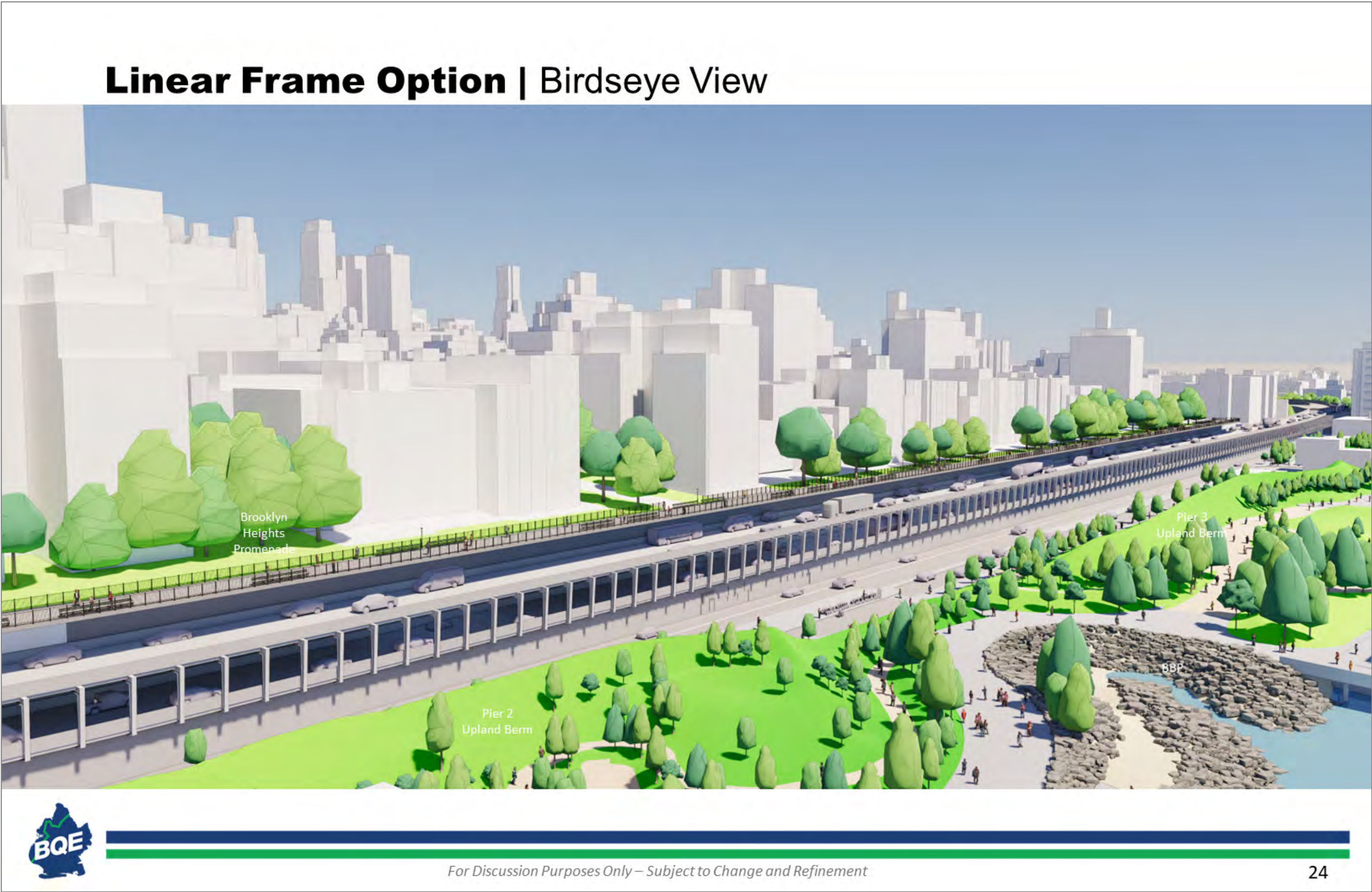
The first view is of the existing conditions. Here, you can see the offset Queens and Staten Island bound lanes.





# BQE Central Workshop - June 2024

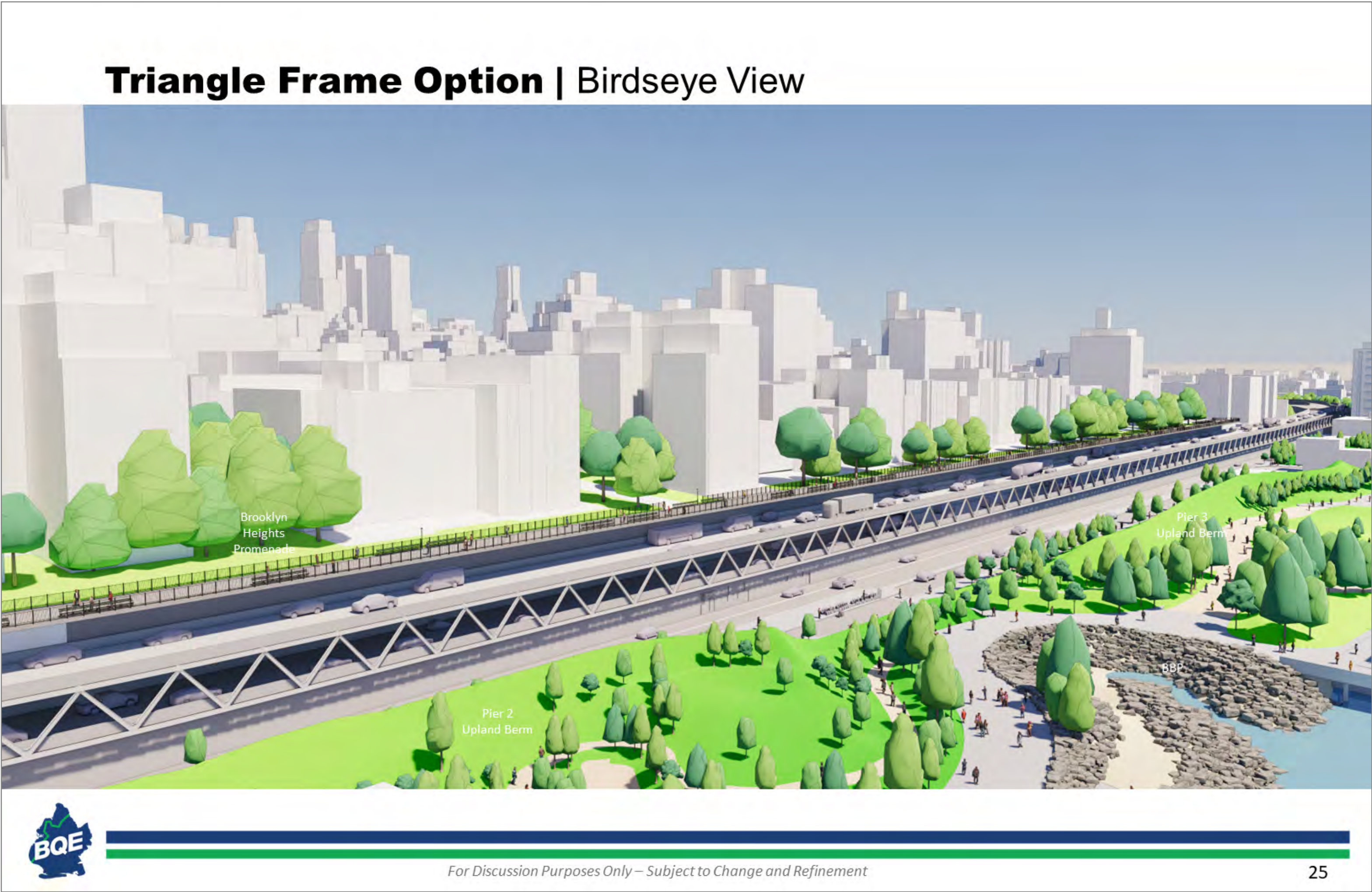
With a linear frame option, we can create a slim design with minimal and efficient structures supporting the Queens bound lane. Here you can see a linear frame option.





# BQE Central Workshop - June 2024

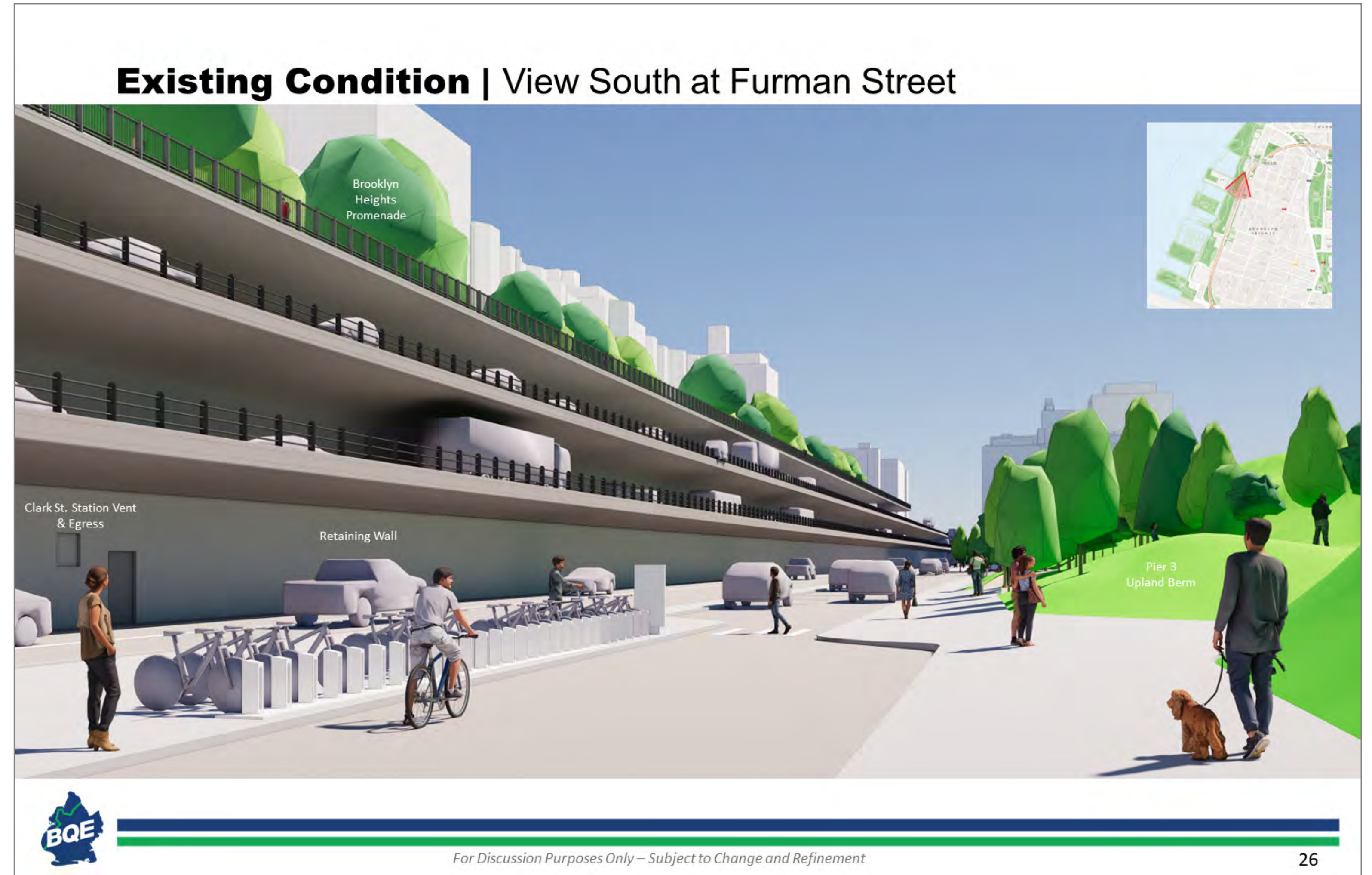
Here is an option with a triangle frame, which creates a different aesthetic.





# BQE Central Workshop - June 2024

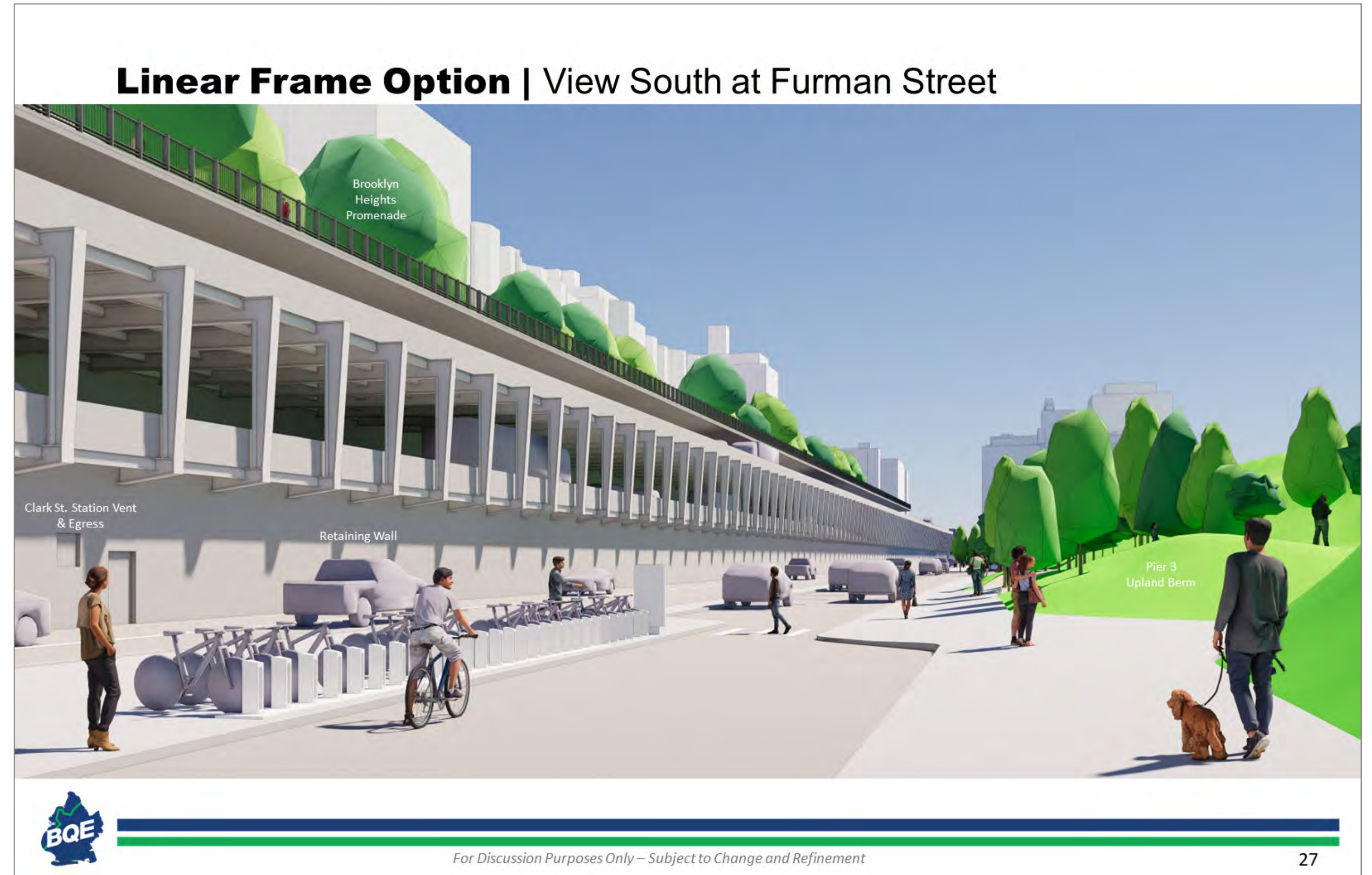
This is the existing view from Furman Street looking south.





# BQE Central Workshop - June 2024

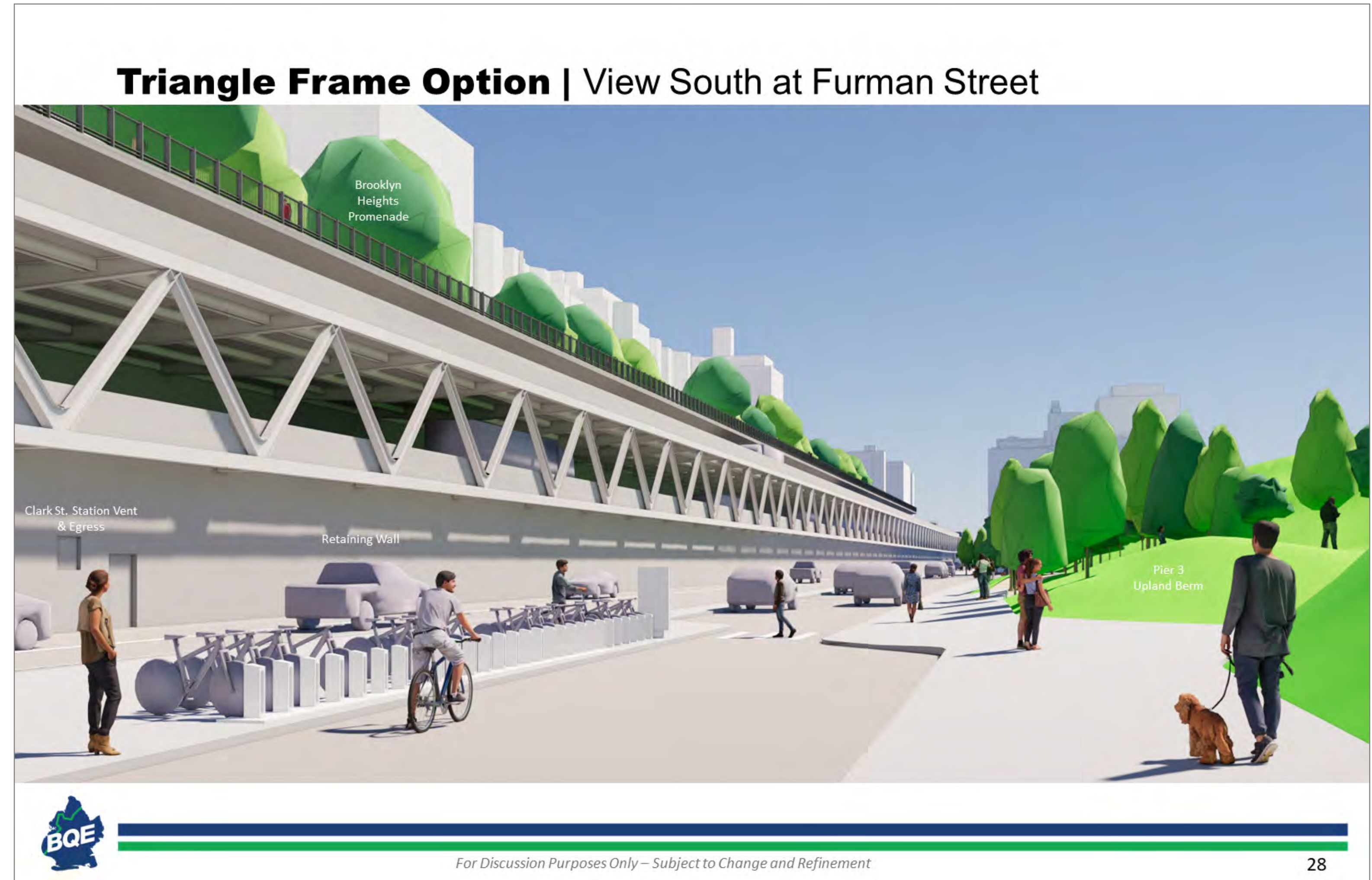
You can see that the portal structure provides a feeling of openness for those traveling along Furman Street. As you look south, the linear frames start to provide a screening effect, minimizing the view of traffic on the Staten Island bound lane.





# BQE Central Workshop - June 2024

Again, here is a view with the triangle frame option.





# BQE Central Workshop - June 2024

This is the existing view from inside Brooklyn Bridge Park, looking East toward the BQE.





# BQE Central Workshop - June 2024

You can see that the linear frame structure has a gentle rhythm of supports which screens the Staten Island bound traffic from the park.





# BQE Central Workshop - June 2024

Alternately, here is the view from Brooklyn Bridge Park with a triangle frame option.





# BQE Central Workshop - June 2024

Now we are on the Brooklyn Heights promenade, looking toward the Brooklyn Bridge.





# BQE Central Workshop - June 2024

You can see that the stacked structure maintains similar views to what currently exists. The structure would look the same from the Promenade, whether with linear or triangle frames.

Please note that the new concepts shown try to preserve the experience offered by the Promenade today. NYC DOT would replace the Promenade in-kind.

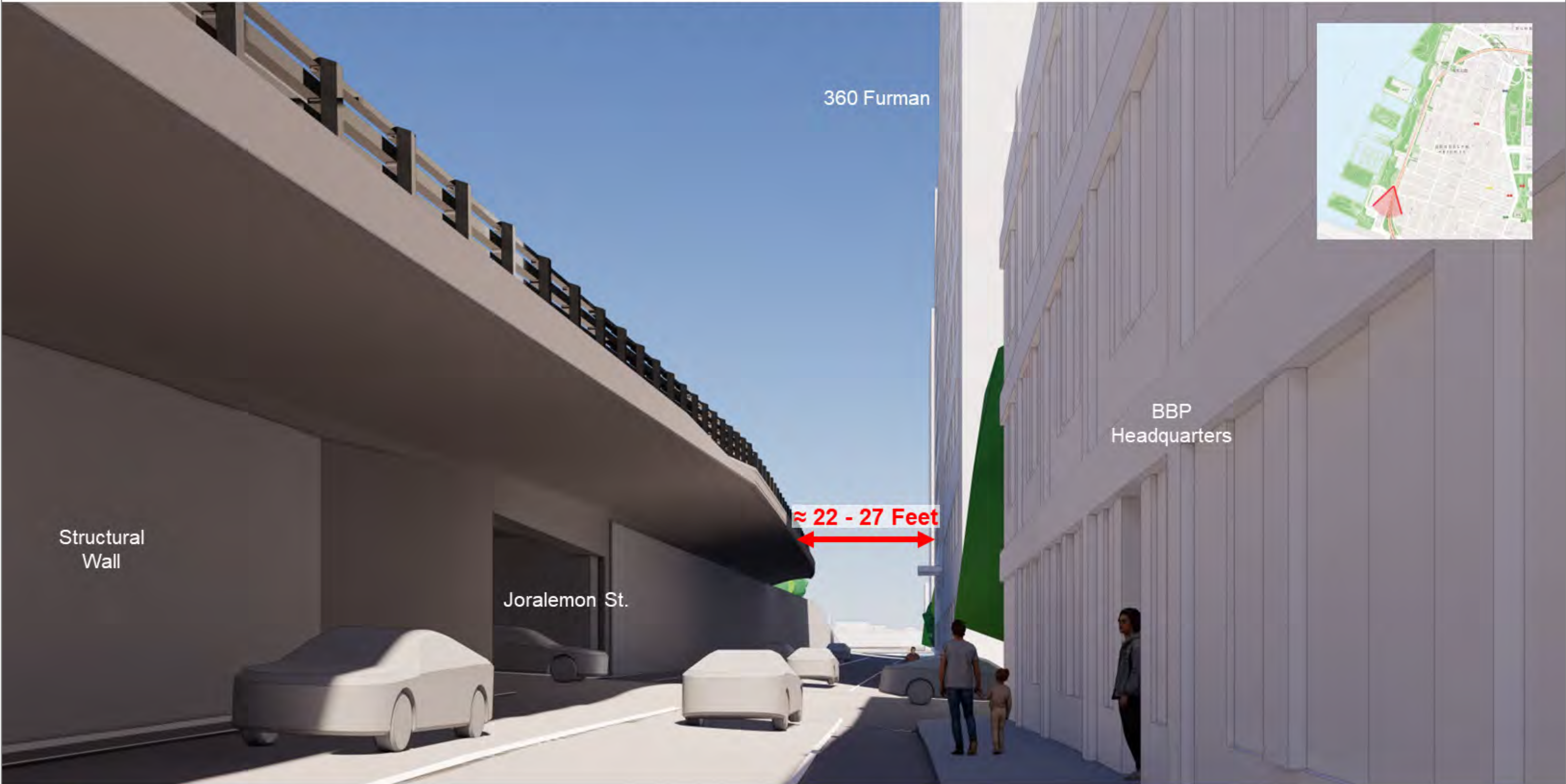




# BQE Central Workshop - June 2024

At 360 Furman Street, clearance to the existing structure ranges from 22-27 feet from the building.

## Existing Condition | View at 360 Furman Street



For Discussion Purposes Only – Subject to Change and Refinement



# BQE Central Workshop - June 2024

In a two-lane configuration, the distance from 360 Furman would be a range of 21-27 feet.

A three-lane configuration could bring the structure closer to the building by approximately 8-10 feet.

## Linear Frame Option | View at 360 Furman Street



*\*For a 3-Lane BQE, the clearance would be reduced by 8 to 10 feet compared to what is depicted*

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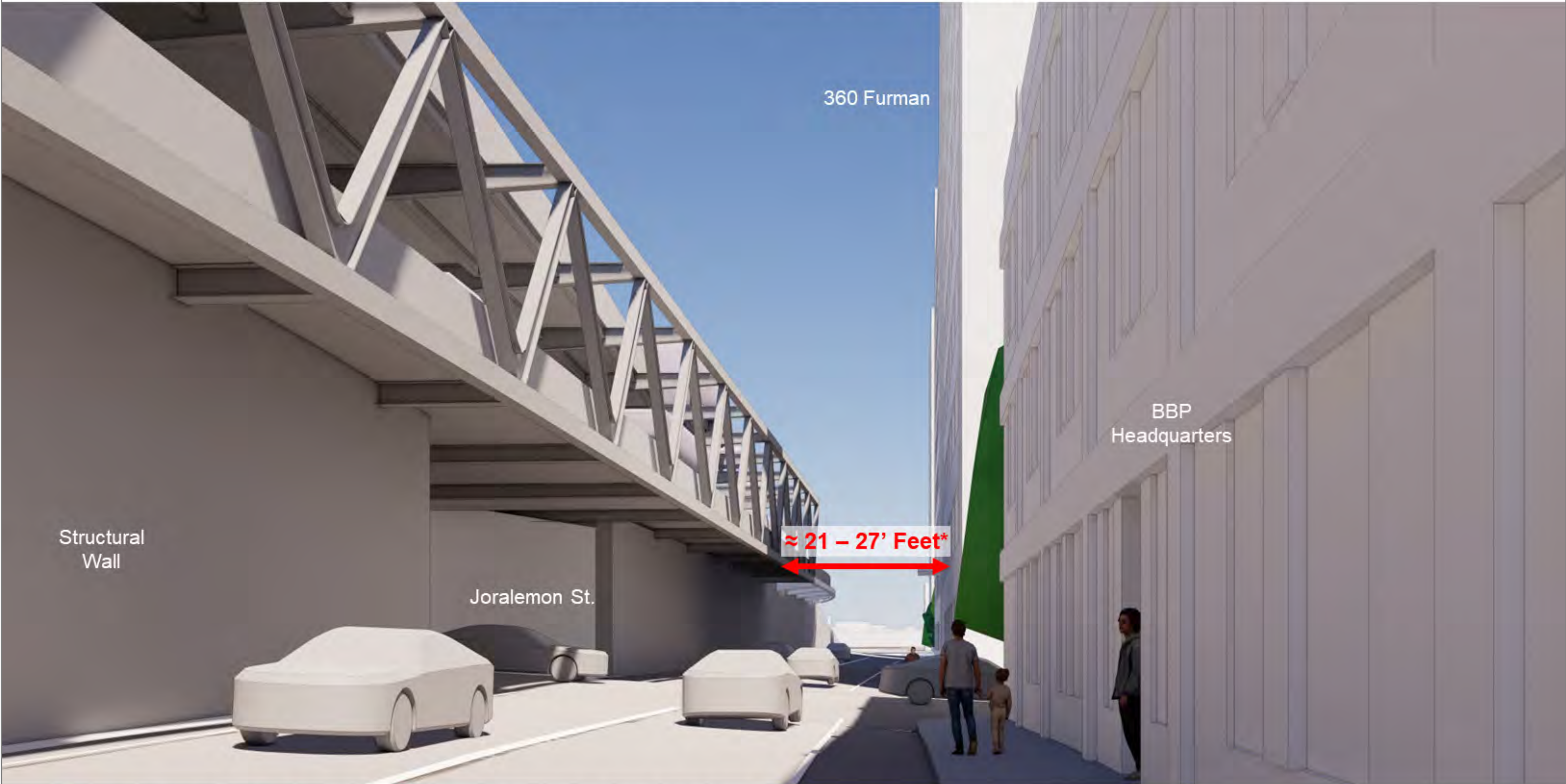
35



# BQE Central Workshop - June 2024

It is shown here with a triangle frame.

**Triangle Frame Option | View on 360 Furman Street**



*\*For a 3-Lane BQE, the clearance would be reduced by 8 to 10 feet compared to what is depicted*

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



# BQE Central Workshop - June 2024

Here is the existing view on Joralemon Street.





# BQE Central Workshop - June 2024

We can screen some of the traffic on the Staten Island bound lanes with both a linear frame...

**Linear Frame Option | View on Joralemon Street**



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



# BQE Central Workshop - June 2024

...and a triangular frame.

**Triangle Frame Option** | View on Joralemon Street



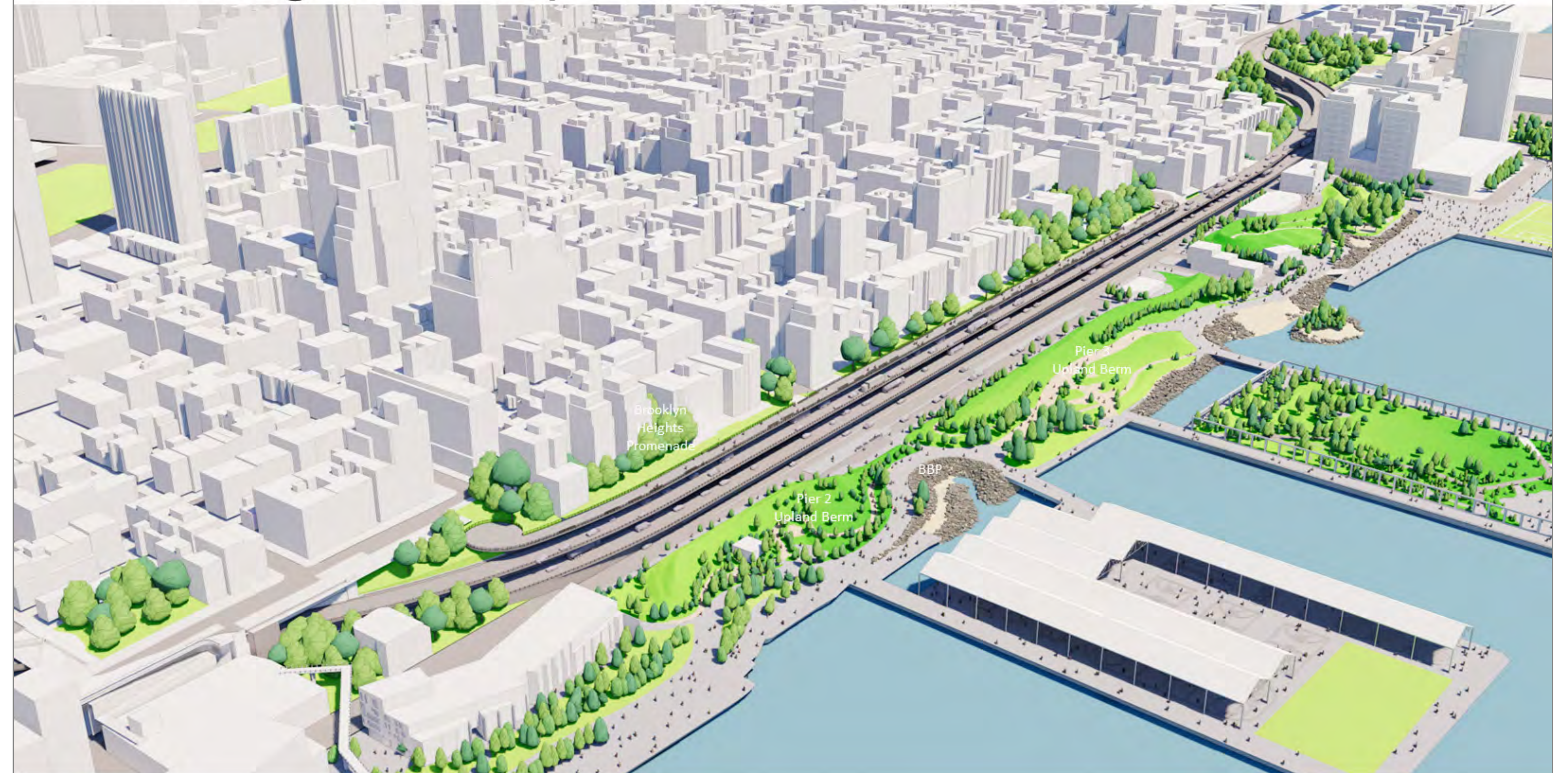
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# BQE Central Workshop - June 2024

Finally, in the aerial view, you can see the way this design moves the Staten Island bound lanes further east.

## Existing Condition | Aerial View



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Appendix A

For Discussion Purposes Only - Subject to Change and Refinement

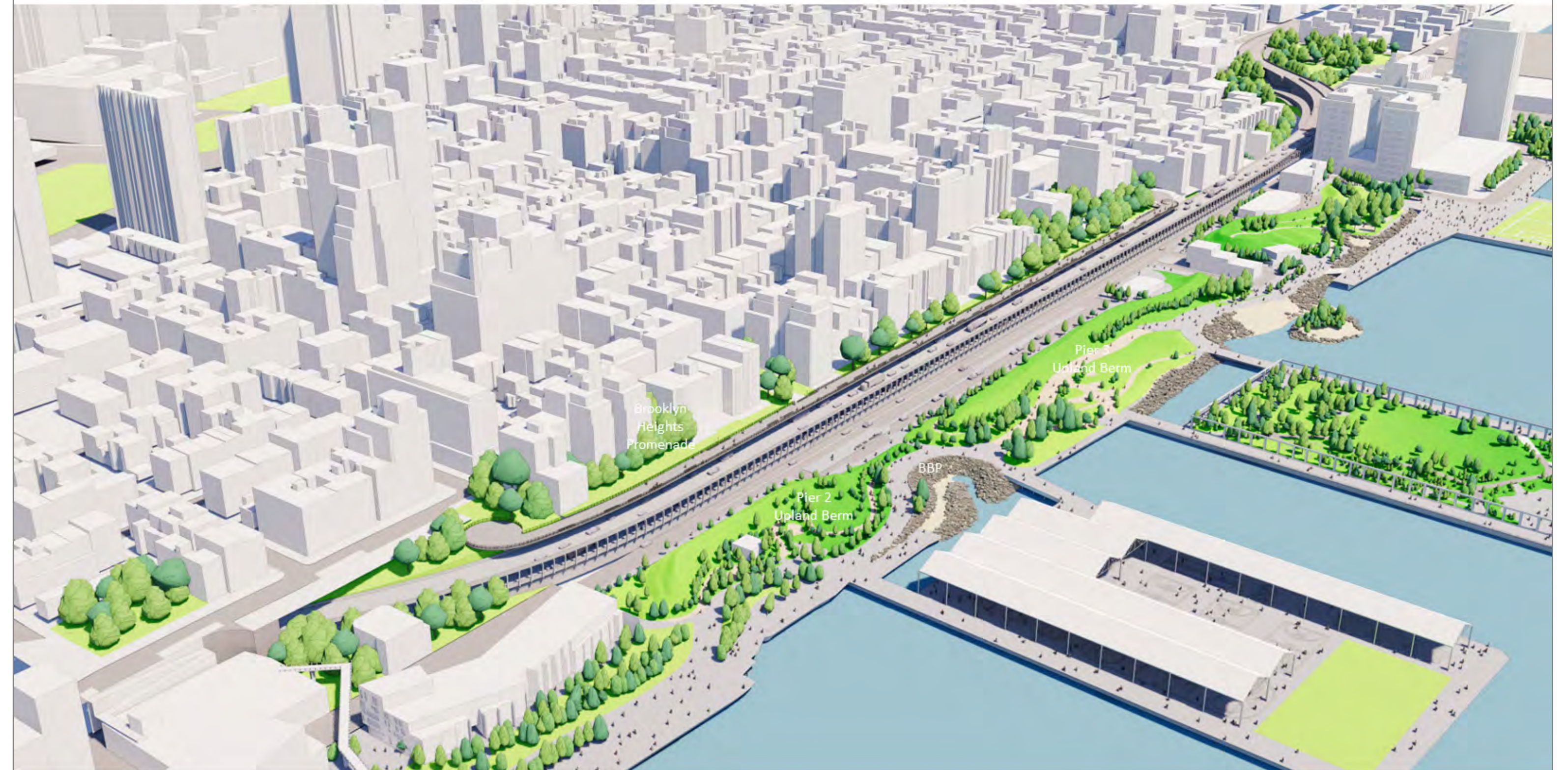
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# BQE Central Workshop - June 2024

This creates the most minimal structure in both a linear frame design...

## Linear Frame Option | Aerial View



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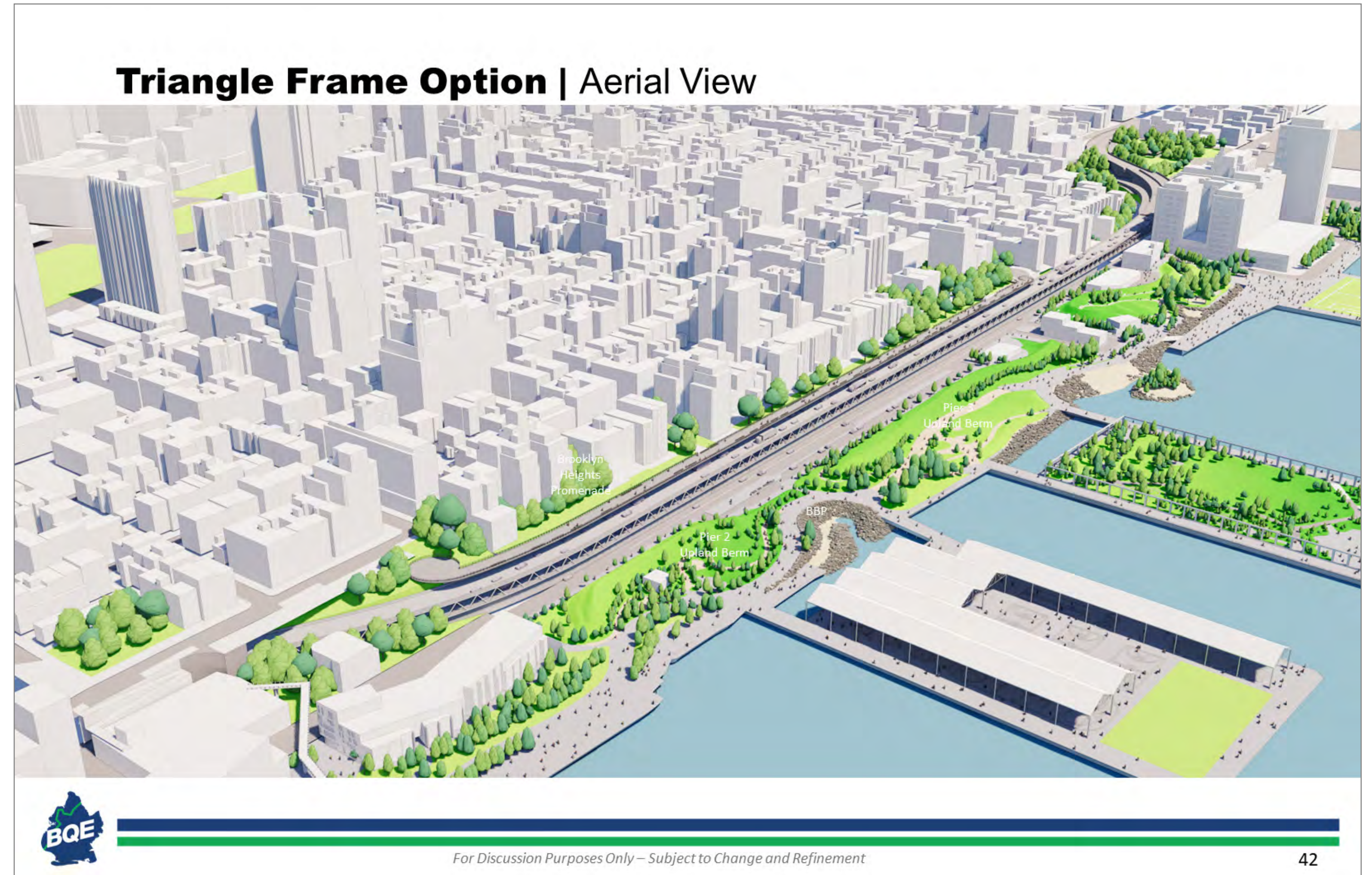
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# BQE Central Workshop - June 2024

...and triangle frame.

Please note that this concept is the first part of the design process, focused on the actual bridge construction. NYC DOT is focusing on getting this part right before returning to pedestrian and bike connections.

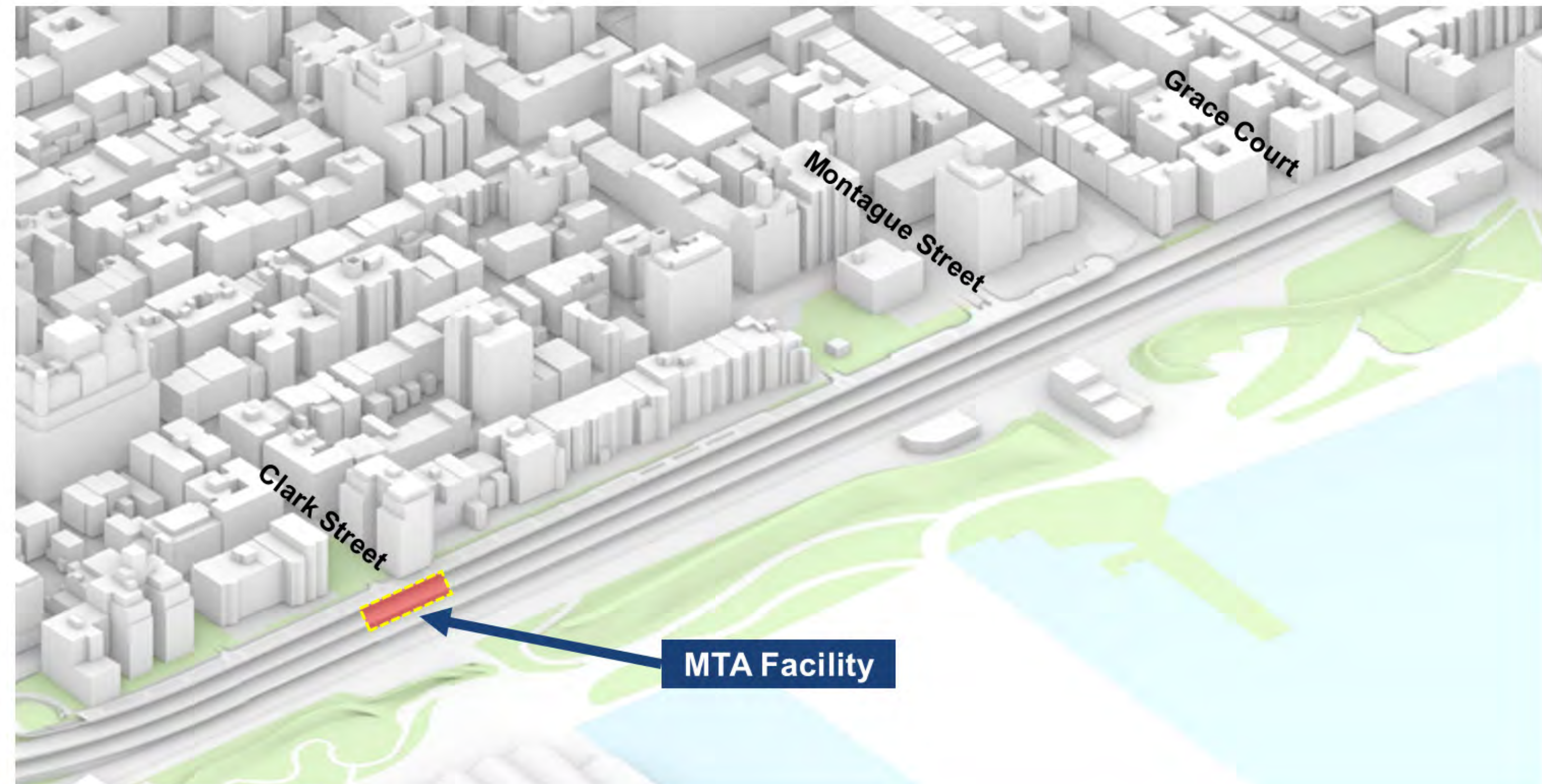




# BQE Central Workshop - June 2024

These concepts require a further discussion of the MTA facilities mentioned on the considerations slide, particularly the fan plant at Clark Street, which is shown in red.

## Current Location of MTA Facility



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# BQE Central Workshop - June 2024

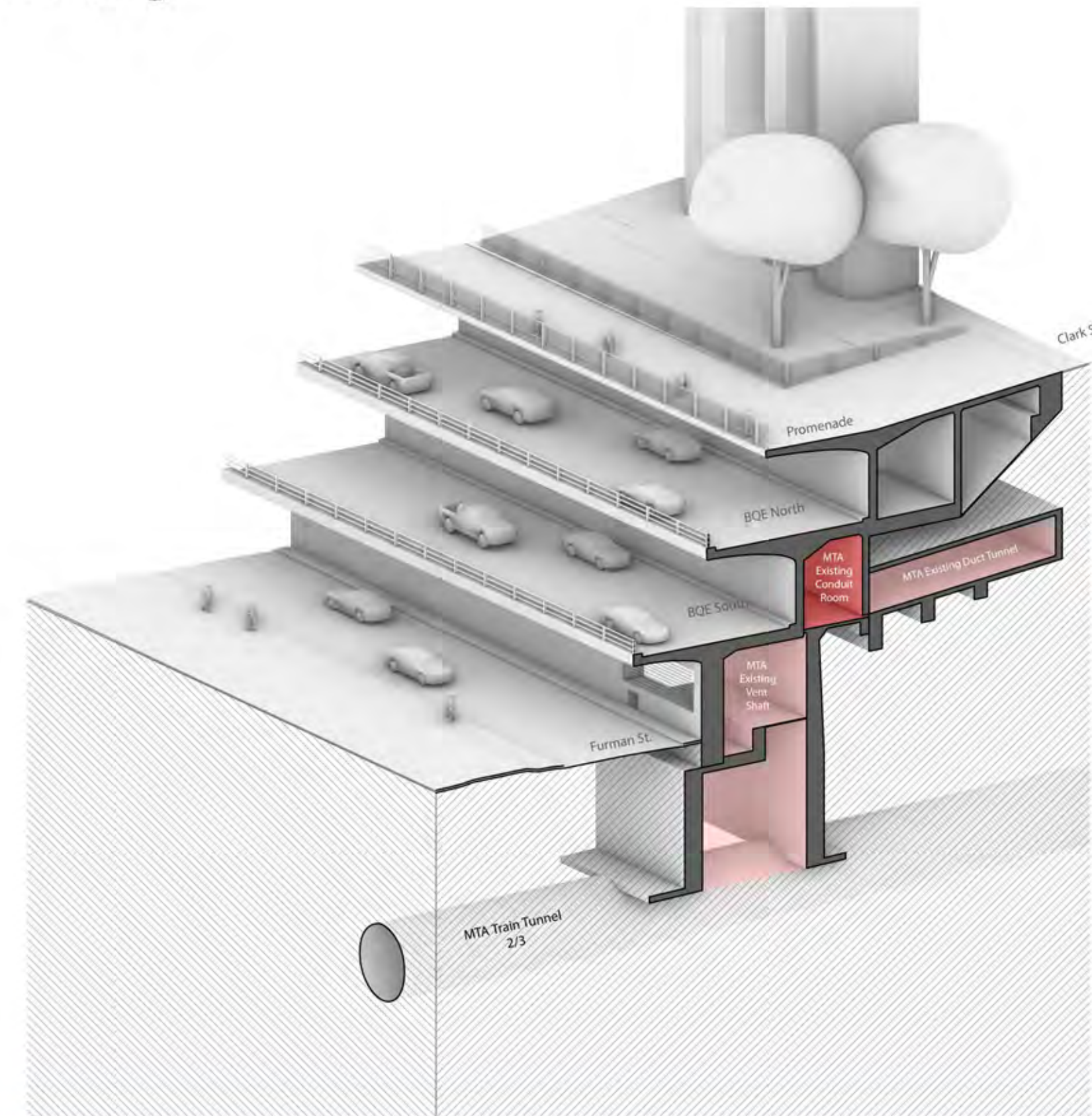
As mentioned earlier, prior versions of this design took into consideration MTA facilities, but NYC DOT has continued to evaluate the Clark Street Fan Plant, which is partly integrated into the BQE structure.

We have now taken a fresh look at possibilities for the structure on the East of Furman, but this would require that a small portion of this facility be relocated.

This diagram shows the existing conduit room in the MTA facility in dark red. Inside the conduit room are extensive cables that bring power to the third rail of the subway lines underneath the structure, such as the 2 and 3 lines. Some of the conduits also provide mission-critical controls for the safe operation of the subway.

As you can see, the location of the conduit room currently precludes the Staten Island bound lane from being moved closer to the BQE structure.

## MTA Conduit Facility Existing Condition



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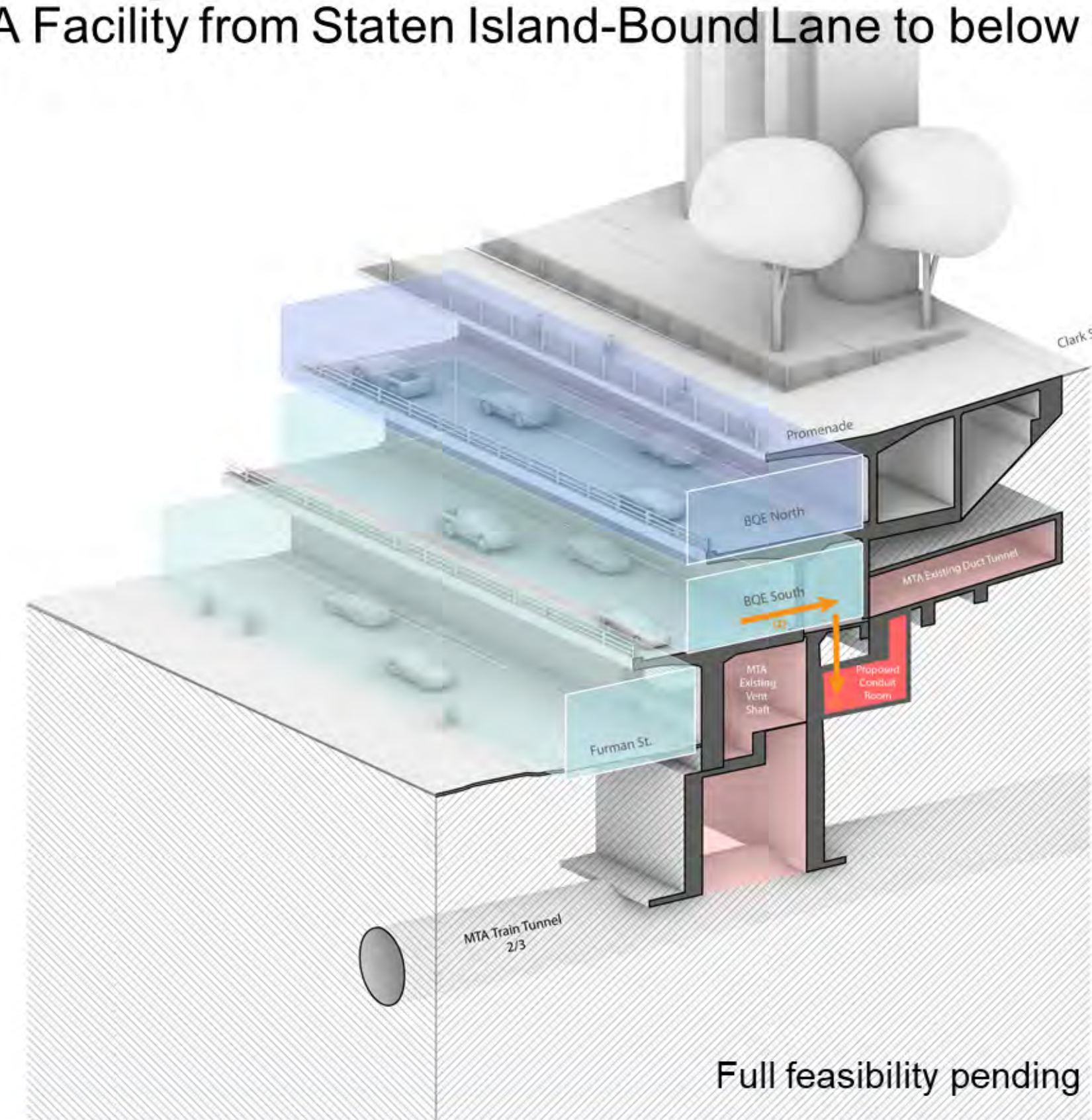
# BQE Central Workshop - June 2024

Following the orange arrows, you can see that if we are able to move this facility below the roadway, it opens up the possibility for the Staten Island bound lanes to be pushed further to the east, closer to the Brooklyn Heights retaining wall.

The light blue boxes – Furman Street and the Staten Island-bound lane – highlight the changes that would occur.

## MTA Conduit Facility

Relocation of MTA Facility from Staten Island-Bound Lane to below roadway



Full feasibility pending further study with MTA



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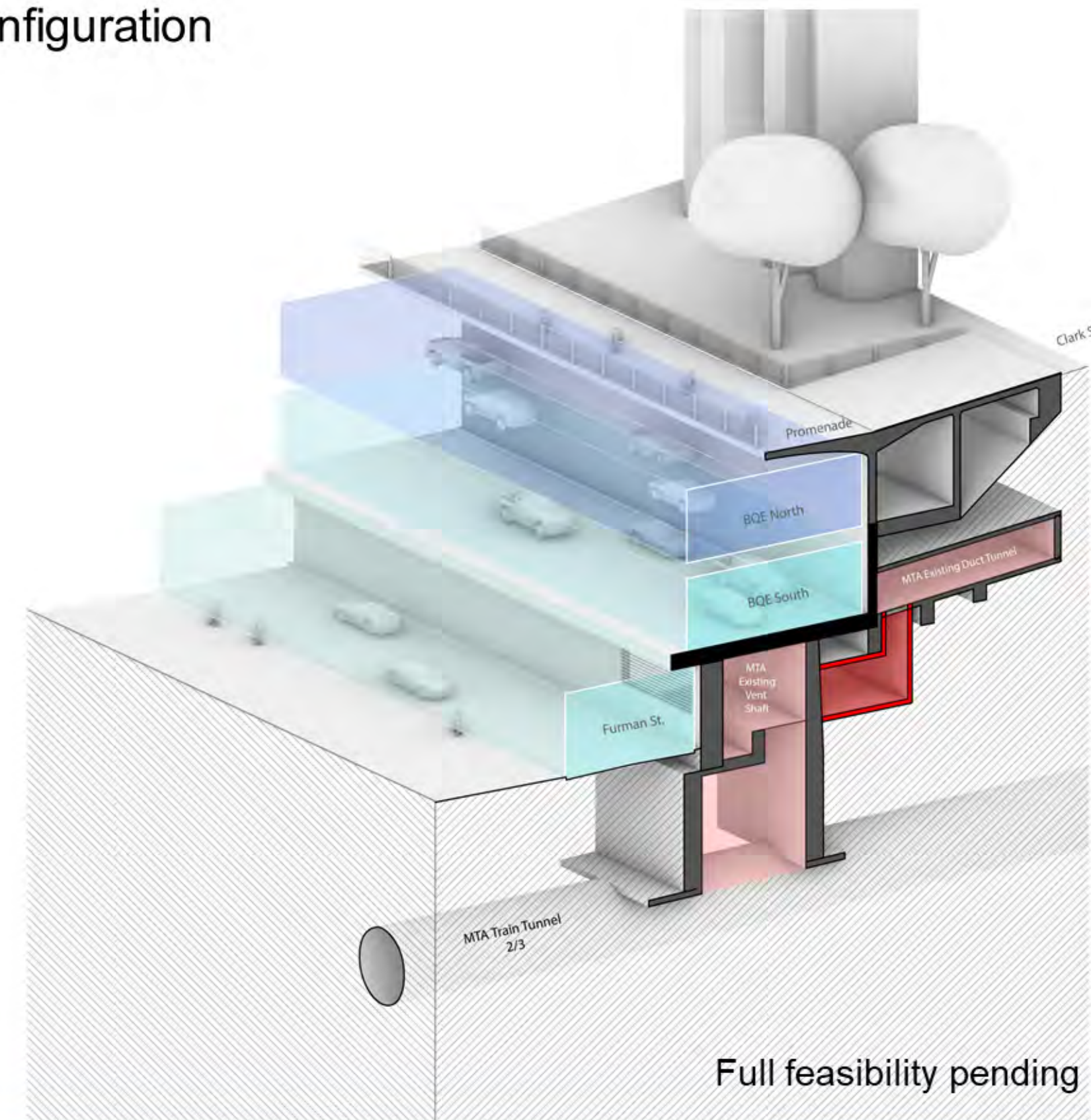


# BQE Central Workshop - June 2024

This move would allow us to “stack” the two travel lanes and produce the slimmest structure possible.

We have been in active conversations with the MTA and we are collaborating with them to refine a plan for this approach.

## MTA Conduit Facility Final “stacked” configuration



Full feasibility pending further study with MTA



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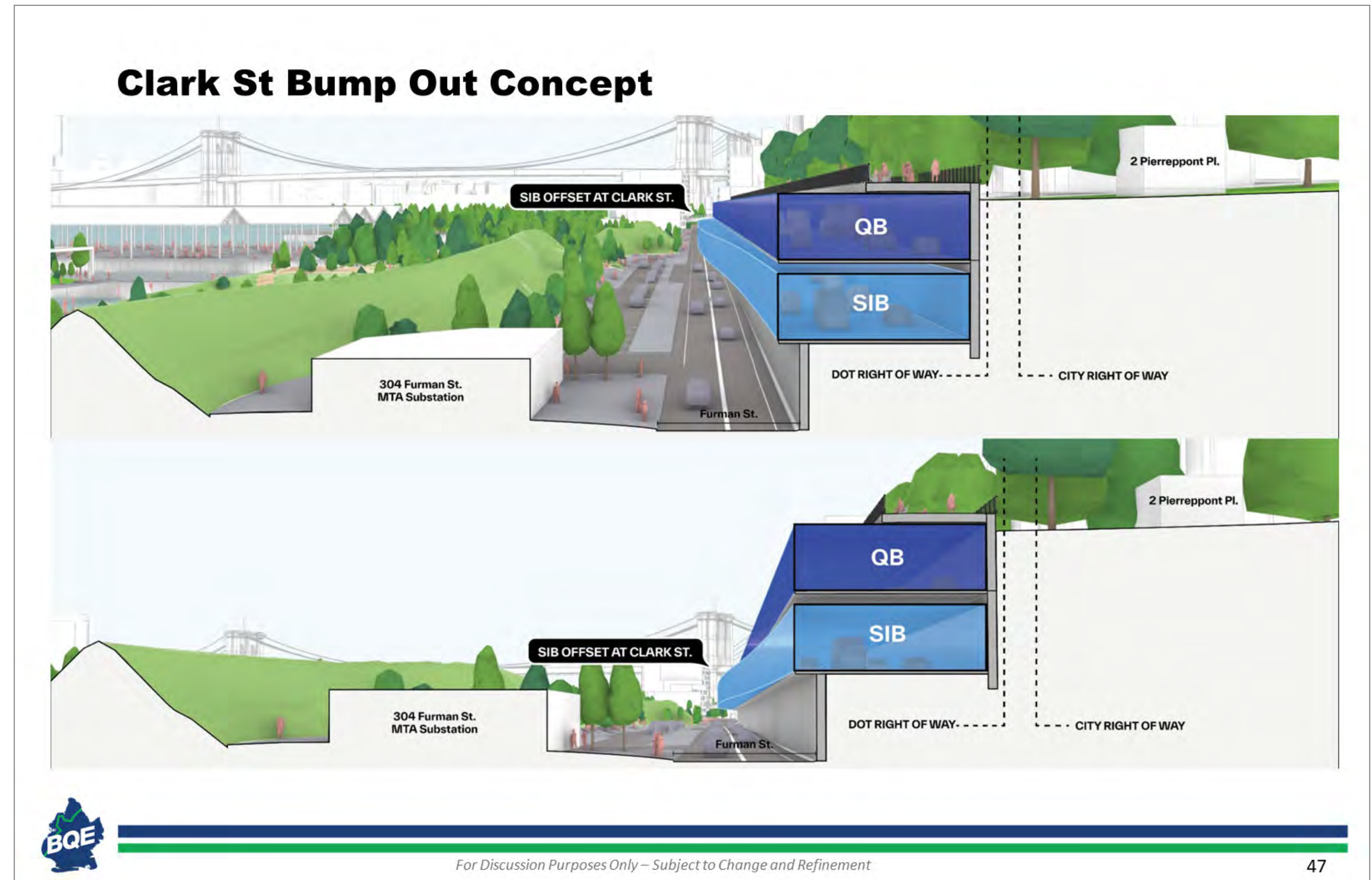


# BQE Central Workshop - June 2024

It's important to stress that moving the MTA infrastructure is a complex endeavor and while we are pursuing this, we are also studying how this concept would look if we need to run the alignment around the MTA infrastructure.

In the interest of transparency, this is an early rendering of a potential alignment if we cannot move the MTA infrastructure.

NYC DOT's engineers continue to refine the Staten Island roadway alignment to minimize the visual impact of a bump out – should it be necessary – while also providing safe transitions for drivers on the highway around the MTA infrastructure.



# BQE Central Workshop - June 2024

NYC DOT has been quite busy since the Winter 2023 workshops and this section provides some updates.

## Project Updates & Environmental Review Process

# 4

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# BQE Central Workshop - June 2024

First, community engagement is critical in this work. In the Manhattan Bridge Interchange area, we further designed and engineered three approaches to address safety and connectivity for all users in this area.

As mentioned earlier, we'll continue engagement on the two preferred concepts into the fall of 2024.

NYC DOT has an open door policy and will have continued ongoing small group and 1:1 conversations with stakeholders throughout BQE Central.

Second, our engineers and contractors have been hard at work maintaining the integrity of the existing structure, to keep this important regional connector in good condition for the approximately 130,000 daily users.

Third, as we plan for the future of the corridor, the team has been hard at work preparing analyses for the forthcoming Environmental Review.

## BQE Central

Since we met in June 2023:

### Community Engagement

- Manhattan Bridge Interchange
- Zones 1-5: ongoing small group and 1:1 conversations

### Maintaining the Roadway

- Interim Repairs
- WIM Installation

### Pre-Environmental Review Activities

- Structural Health Assessments and Geometric Study
- Environmental Review Documents
- Traffic Study



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Appendix A

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# BQE Central Workshop - June 2024

Two updates on maintaining the roadway --

**Interim Repairs:** When DOT recognized the need for interim repairs at Clark Street and Grace Court, we mobilized a team to conduct interim repairs. This work is now substantially complete. DOT will continue to monitor the structure closely and respond to any additional conditions that may emerge.

**WIM:** As the triple cantilever structure ages, we have embarked on data collection & enforcement efforts that will provide for continued lifespan of the structure.

The BQE is a critical connector for our regional freight network, which has grown notably since the BQE opened in the 1950s. Currently, the NYS legal load is significantly higher than what the structure was designed for, and overweight trucks put greater stress on the structure.

Our first-in-nation system weighs vehicles as they drive by while maintaining their speed. Drivers above the legal limit are issued violations, after a series of unique checks.

The program is active on the Queensbound roadway and will be installed on the Staten Island bound roadway in late 2024.

NYC DOT started issuing violations to trucks exceeding legal limits in November 2023 and the program has been a success. The number of overweight trucks has decreased by nearly 50% in BQE Central.



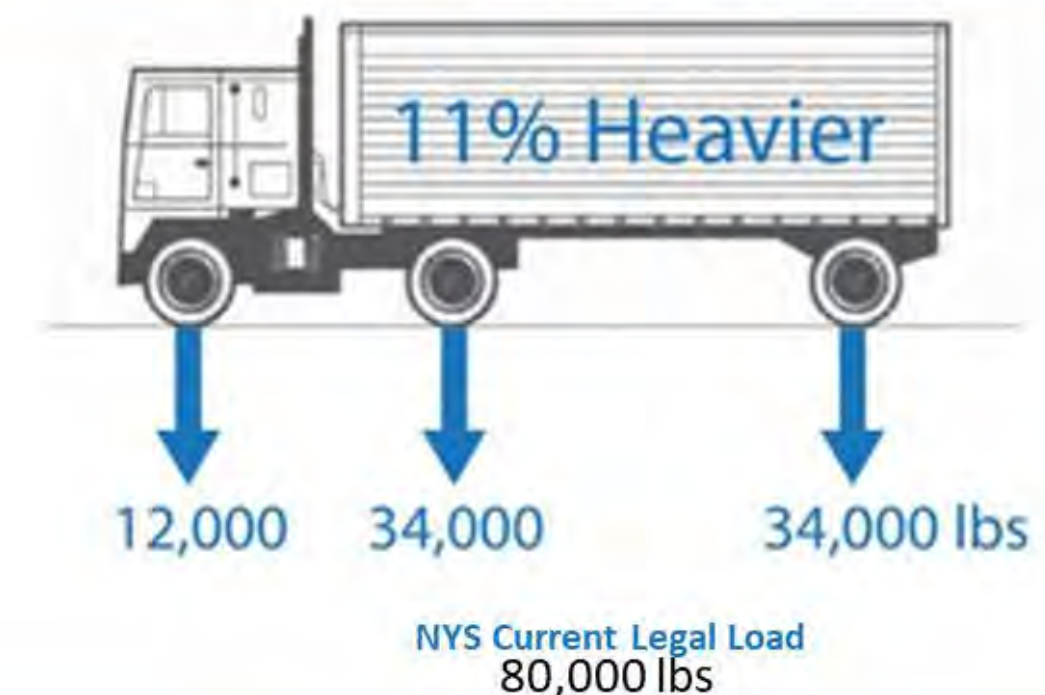
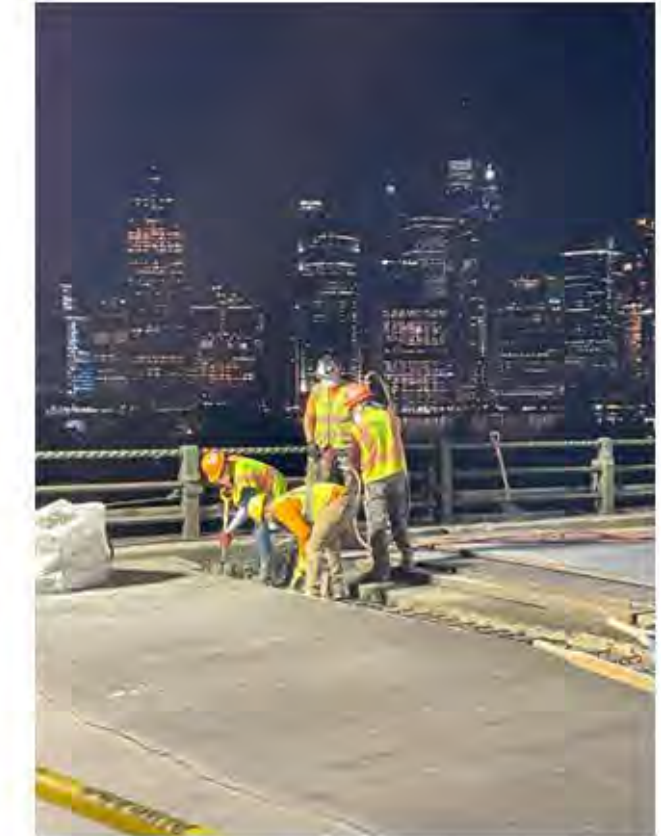
## BQE Central | Maintaining the Roadway

### Interim Repairs

- Work completed with nighttime lane closures and three complete weekend shutdowns (July 2023 – June 2024)
- Thank you for your partnership!

### Weigh In Motion (WIM):

- Overweight trucks cause higher stress than smaller vehicles and may create greater vibrations.
- NYCDOT has implemented the first-in-nation direct enforcement program of weight limits using a WIM system.
- The program is active on the Queensbound roadway and **will be installed on the Staten Island bound roadway this year.**





# BQE Central Workshop - June 2024

Over the past two years, NYC DOT has led significant engagement for the BQE North and South corridors, through 11 community workshops.

The engagement included deep work by 16 Community Partner Organizations throughout Brooklyn, who led over 400 grassroots engagements.

NYC DOT will be releasing a report in summer 2024 that documents engagement outcomes and proposed concepts. During the remainder of 2024, NYC DOT will begin to advance projects through typical agency work.

NYC DOT is also beginning work in partnership with NYS DOT on a \$5.6M Reconnecting Communities grant to progress at least one concept developed through the visioning in both BQE North and BQE South.

The funding is best suited for concepts such as capping, pedestrian bridges, and other capital buildouts.

NYC DOT, NYSDOT and FHWA will continue to conduct community engagement through this process.

## BQE North and South

Since we met in June 2023:

### BQE North and South Visioning

- This Summer: Report will document engagement outcomes with proposed concepts.
- NYC DOT will begin to advance projects this year.

### \$5.6M Reconnecting Communities Grant, in partnership with NYSDOT

- The agencies will progress at least one concept in both BQE North and BQE South.
- There will be continued community engagement throughout this process.



Bay Ridge Community Development Center



Round 3 Workshop



Brooklyn Chinese-American Association



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# BQE Central Workshop - June 2024

More about the upcoming environmental review process for this section of the BQE in Brooklyn:

The National Environmental Protection Act – called “NEPA” – is a federal law that requires federal agencies to consider the effects of their policies and programs on the built and natural environment through an environmental review.

NEPA:

- Directed federal agencies to consider the environmental effects of their decisions;
- Established a process for agencies to document the environmental effects of their decisions; and
- Established a Council on Environmental Quality under the Office of the President to “coordinate the federal government’s efforts to improve, preserve, and protect America’s public health and environment.”

The NEPA process must include a comprehensive review of the social, economic, and environmental effects of an action.

NEPA is a disclosure process. This means that decisions must be fully documented, and the lead agencies – in this case FHWA, NYSDOT, and NYC DOT – must consider the full record in making its selection of a Preferred Alternative (or concept) for a project.

## What is the National Environmental Policy Act (NEPA)?



Sets forth a national policy to create and maintain harmony between the human and natural environment



Requires federal agencies to evaluate the potential impacts of the projects, programs, and activities on the environment



Establishes a Council on Environmental Quality to oversee the process (part of Executive Branch)



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# BQE Central Workshop - June 2024

For BQE Central there are three lead agencies – those most responsible for the project. They are the Federal Highway Administration, the New York State Department of Transportation, and New York City DOT.

NYC DOT is the project sponsor, we will seek federal funding and approvals, and will build the project.

Other agencies will be involved in reviews and approvals including the US Environmental Protection Agency, MTA, and the NYC Department of City Planning. These agencies are known as Cooperating or Participating Agencies.

## Three Co-Leads for Environmental Review

For BQE Central, there are three lead agencies: those most responsible for the project.



NYCDOT is also the project sponsor – the entity seeking federal funding/approvals and building the project.

Other agencies will be involved in reviews and approvals, such as:

- *Cooperating Agencies:* US Environmental Protection Agency, New York State Department of Environmental Conservation; State Historic Preservation Office
- *Participating Agencies:* MTA, NYC Department of Environmental Protection, NYC Parks, and NYC Department of City Planning



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# BQE Central Workshop - June 2024

NYC DOT is committed to advancing the project in a timely manner. As we move forward into the environmental review process, we have been hard at work preparing necessary documentation. This includes assessing structural health, conducting traffic studies, and preparing the needed environmental documents.

First, to be ready to enter environmental review, we are preparing documents and analyses for the future environmental review process.

For this project, we expect to complete an Environmental Impact Statement (or EIS) to meet NEPA requirements. An EIS is the most robust level of documentation under NEPA.

The documentation aims to objectively outline the impacts of a project on the built and natural environment, including the evaluation of a range of reasonable alternatives that can be implemented for a project.

Once environmental review begins, we enter a two-year time clock for completion of EIS. During this time, there will be several opportunities for the public to review and comment on the EIS.

## BQE Central | Pre-Environmental Review Activities

In preparation to enter the Environmental Review process, NYC DOT has been:



**Preparing  
Environmental Documents**



**Assessing  
Structural Health**



**Conducting  
Traffic Studies**



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# BQE Central Workshop - June 2024

NYC DOT is also assessing structural health.

To maintain the health and integrity of the roadway, we periodically update a material service life analysis to estimate the remaining useful life of the structure. This includes evaluating and assessing the condition of the concrete deck and retaining walls through a concrete coring program.

We also monitor vibrations along the corridor and conduct quarterly inspections of the bridges, including the walls, barrier, curb, and roadway at BQE Queensbound, BQE Staten Island Bound and Furman Street.

## Conducting Structural Health Assessments



To prepare for environmental review, the City is completing detailed assessments of each of the 21 bridges that comprise BQE Central. We also conduct:

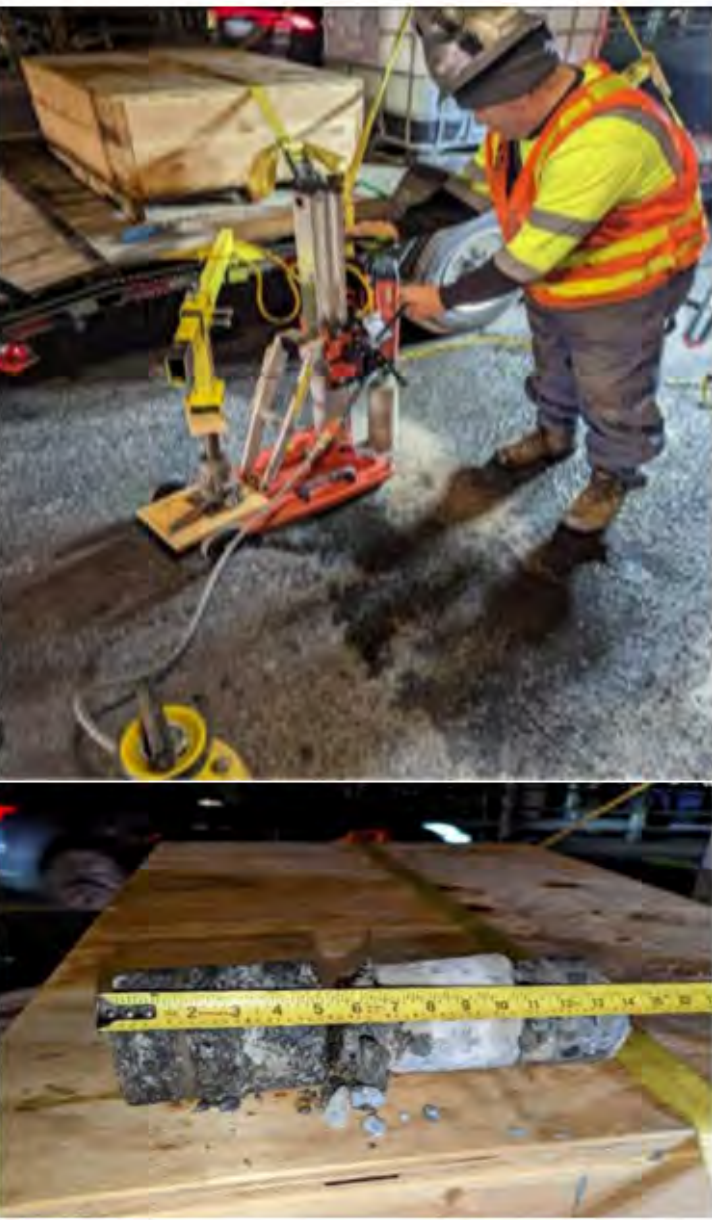
### Vibration Monitoring



### Visual Inspections



### Concrete Coring



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# BQE Central Workshop - June 2024

NYC DOT is studying traffic to understand how the BQE would operate now and in the future with both a 2-lane and 3-lane scenario.

We are running a total of 99 models – data-based calculations that simulate how traffic will behave at a local and regional scale, now and in the future – including cars, trucks, buses, pedestrians & bicyclists.

This will be done for both existing and future years, with modeling performed for the peak traffic hours in the morning, midday, and in the afternoon.

We will also conduct a Safety Analysis for Local Streets and intersections and the BQE mainline.

Congestion pricing has effects in our traffic models for BQE Central. Once the MTA approved Congestion Pricing in December 2023, we obtained the data related to traffic and included it in our models. The delayed approval of Congestion Pricing resulted in a delay in beginning our models for more than 6 months, which impacted our overall schedule.

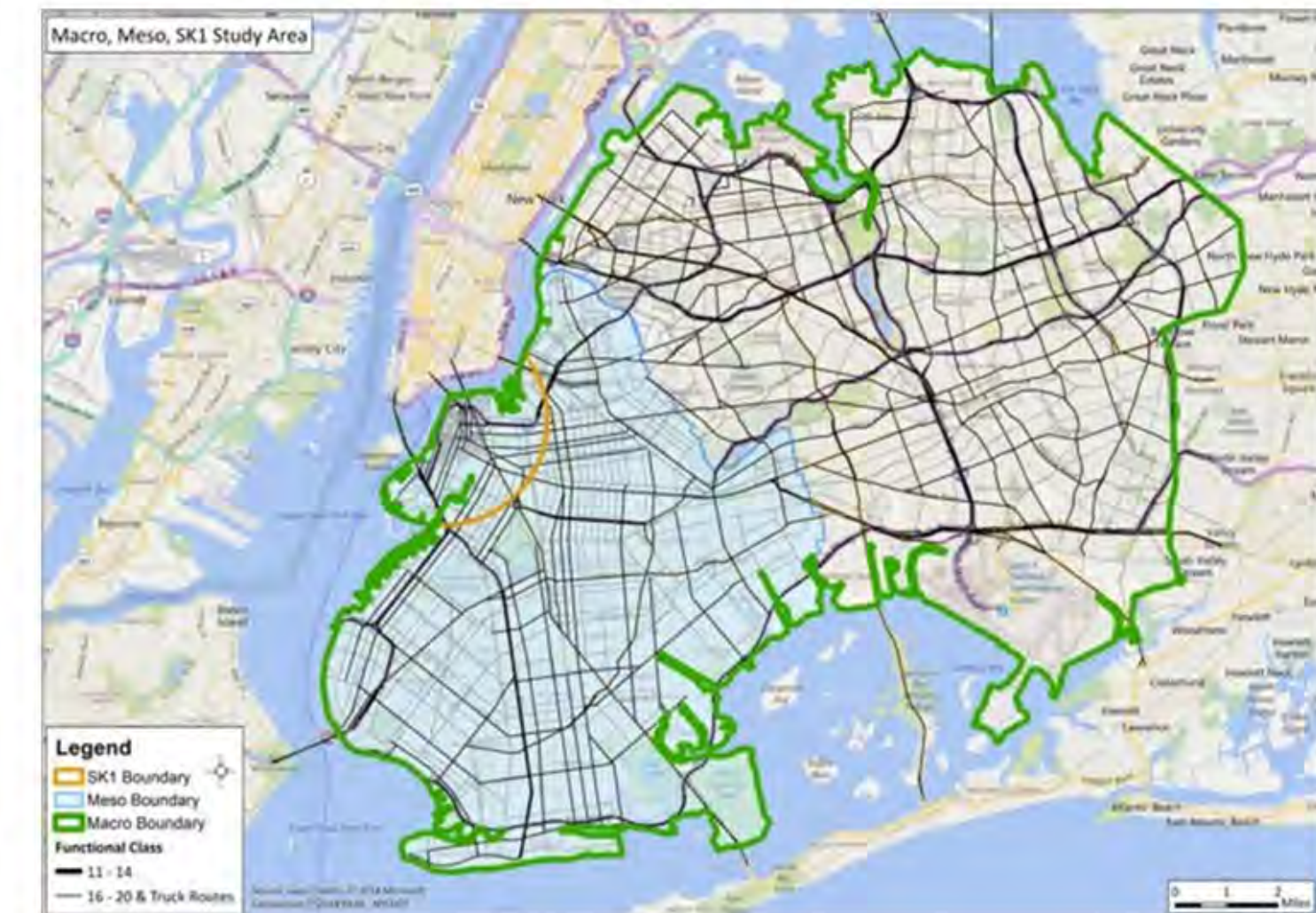
With the recent announcement of an indefinite pause in Congestion Pricing, we need to re-evaluate the best approach to our traffic models. We are discussing with our State and Federal government partners how to best account for the indefinite pause on congestion pricing in the models.

## Modeling Both 2 and 3 Lane Configurations



NYC DOT is running **99 models** to understand study area traffic:

- Studying 2 lane & 3 lane configurations
- Regional & local traffic models including cars, trucks, buses, pedestrians & bicyclists
- Traffic in both existing and future years, with modeling performed for weekday AM, Midday, and PM peak hours
- Safety Analysis for Local Intersections/Streets and for BQE mainline and ramps
- Recent delay of congestion pricing will need to be considered



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# BQE Central Workshop - June 2024

NYC DOT expects to begin environmental review in Spring 2025. This process begins when the Notice of Intent (NOI) is published.

However, there is public engagement to be done before the Notice of Intent. We will start this outreach in Fall 2024.

During this pre- environmental review phase, NYC DOT, NYSDOT, and FHWA will co-host public meetings.

We will introduce the project's scope, schedule, and purpose and need; and we will share preliminary traffic modeling results and a preliminary range of design concepts.

Since we are moving into this joint effort with our state and federal partners, the workshops conducted on June 20th and June 24th 2024 will close out the City's visioning process, although NYC DOT will always welcome the opportunity to meet and discuss the project with stakeholders.

## Preparing for Environmental Review

- We expect the BQE Environmental Review to begin in **Spring 2025**.
- NYC DOT, NYSDOT, and FHWA will co-host a pre- environmental review process, with public meetings beginning in **Fall 2024**.
- Public meetings prior to environmental review will capture feedback to be recorded and used to inform the final NOI Submission. The meetings will:
  - Introduce the project, project limits, project schedule, and purpose and need
  - Share preliminary traffic model results and preliminary range of design concepts
- We will also begin the review and feedback process with Participating Agencies and Cooperating Agencies this year.



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# BQE Central Workshop - June 2024

This is the current project schedule. NYC DOT is presenting a conservative schedule and will strive to cut time where possible.

As mentioned, we will begin environmental review in Spring 2025.

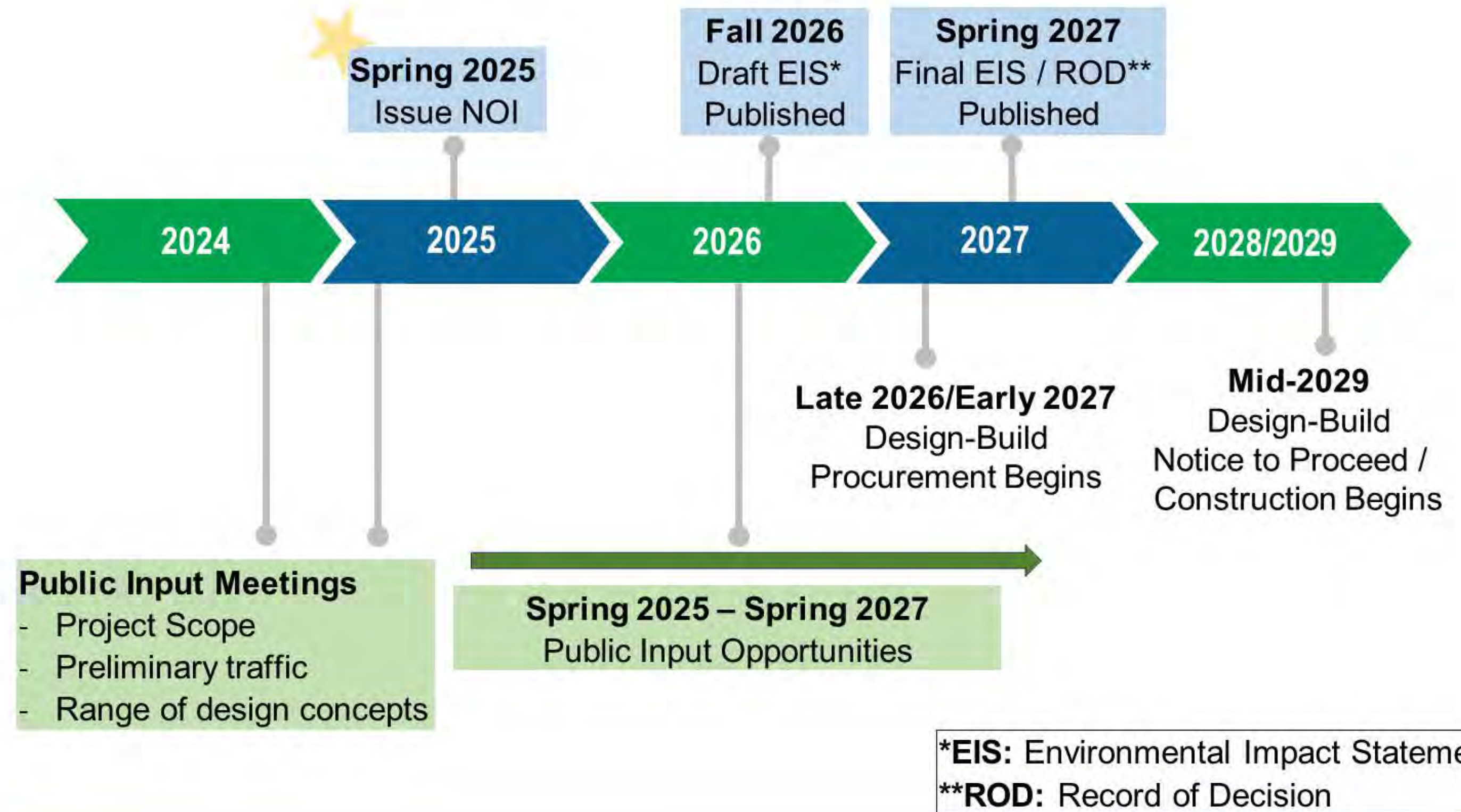
Until then, we are working closely with NY State DOT & FHWA to prepare required information and studies, which we will also share with the public in the pre-environmental review meetings.

We are scheduled to publish the Draft EIS outlining our project under environmental review in Fall of 2025, and enter a public comment period before preparation of the final Environmental Impact Statement and Record of Decision in Fall 2027. There will be opportunities for public engagement throughout.

On this schedule, we anticipate seeking bidders for design-build by early 2027, and giving the successful bidder a notice to proceed with work in mid-2029.

That means we expect Construction activities will begin in mid-2029.

## Targeting a Spring 2025 Environmental Review Start



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**Q & A Panel**

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**5**

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# BQE Central Workshop - June 2024

## Q & A Panel



**Julie Bero**  
Chief Strategy Officer,  
New York City  
Department of Transportation



**Michael Stein**  
Partner,  
SBP



**David Vega-  
Barachowitz**  
Associate Principal  
Director of Urban Design,  
WXY



**Christopher Calvert**  
Senior Vice President,  
AKRF



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## Breakout Discussions

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# BQE Central Workshop - June 2024

## Breakout Discussions

In a few moments, you will automatically be placed in one of the breakout rooms.

We'd like to hear about:

- Thoughts on the design concept shown tonight
- Input on the connections between the neighborhood and Brooklyn Bridge Park, and how the design can facilitate connections.
- Questions about the project



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## Breakout Group Share-Out

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# BQE Central Workshop - June 2024

**Thank you!**

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**BQE Central Vision**  
**Kings County (Brooklyn), New York**

**Appendix B:**  
**Public Engagement Notes and**  
**Summaries**



**Corridor Vision**  
**BQE Central**

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

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## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Appendix B: Public Engagement Notes and Summaries





## Corridor Vision

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# Central Round 1 Update: Imagining A Vision

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November 2022





# Imagining A Vision

BQE Corridor Vision activities have produced a variety of important feedback. Some of the overall feedback that the New York City Department of Transportation (NYC DOT) has heard so far includes:

- Use this opportunity for a visionary, forward-thinking project for generations to come, that reconnects our communities and open space in an accessible and resilient way, while reducing pollution, noise, and traffic and negative health impacts and respecting the historic nature of the Promenade.
- Reduce or obscure the physical presence of the BQE, by covering the highway by capping, burying, tunneling, or removing the BQE and create new opportunities for open space.
- Focus on reducing community impacts.
- Be very transparent about the pros and cons of recommended design options, including if NYC DOT is or is not making certain recommendations.

## Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE Central engagement process will identify potential alternatives for the City-owned structure from Atlantic Avenue to Sands Street, while the BQE North and South engagement process will identify potential longer-term projects for the other State-owned sections of the BQE corridor in Brooklyn. New Federal funds, available through the Bipartisan Infrastructure Law, provide an exciting opportunity to upgrade the BQE for the 21<sup>st</sup> Century.

## BQE Corridor-wide Kick-off

Engagement for the BQE Corridor Vision began with two corridor-wide virtual kickoff meetings, held virtually on September 28, 2022 and October 6, 2022. About 250 members of the public attended these events, and translation services were offered in Spanish, Cantonese, Mandarin, Polish, Arabic, and Yiddish. On October 11, 2022, NYC DOT held a virtual meeting with the Community Visioning Council, a set of community and civic stakeholders who will help advise on project engagement and serve as ambassadors to their communities. [Learn more about the Community Visioning Council.](#)

# BQE Central Engagement Round 1 Context and Summary

Following the Corridor-wide Kick-Off, NYC DOT and the consultant team launched BQE Central workshops with virtual and in-person engagements. On October 13, 2022, an in-person Central-focused workshop was hosted at New York City College of Technology, with about 50 members of the public attending. A virtual workshop, which focused on the BQE Central section, was held on October 18, 2022 with about 125 members of the public in attendance. Translation services were offered in Spanish, Cantonese, Mandarin, and Arabic.

## BQE Central Workshops

The October 13 and October 18 workshops were designed to facilitate an introduction to the BQE Corridor Vision, with emphasis on the BQE Central section, and begin the process of soliciting feedback to help inform project concepts.

To provide background on the BQE, workshops included information on the history of the BQE, its role in regional freight and transportation, past plans and concepts for the section, structural considerations, and some of the potential trade-off considerations.

In order to help inspire the visioning process, the workshops also shared information on transformational projects on other roadways around the country. Attendees were encouraged to share feedback on those concepts and to pinpoint areas of the BQE Central section where they see challenges and opportunities.

The [full set of materials](https://www.bqevision.com) can be viewed online at [www.bqevision.com](https://www.bqevision.com).

**A Central-focused in-person workshop was held on October 13, 2022 at the New York City College of Technology in Brooklyn.**





# Feedback from Participants

Feedback was gathered through this effort and has been synthesized into several main categories and observations.

## Parks, Open Space, Street Safety, and Quality of Life

- Facilitate new connections and access points, such as from the Brooklyn and Manhattan Bridges, and Brooklyn Heights and Dumbo to Brooklyn Bridge Park, such as a bridge from the Promenade at Montague Street or the fruit streets (Cranberry Street, Orange Street, or Pineapple Street).
- Use this opportunity to improve the Atlantic Avenue BQE underpass and surrounding area, as well as the northern entrance to Brooklyn Bridge Park, including around Old Fulton Street.
- Focus on reducing conflicts and crashes and improving pedestrian and cyclist access to Brooklyn Bridge Park, including through lighting and street furniture improvements, and to help reduce reliance on Joralemon and Furman Streets for park access.
- Investment in nearby parks and open space are critical, such as improvements at Van Voorhees Park, Adam Yauch Park, the Promenade, the Fruit Streets Sitting Area, Harry Chapin Playground, and Hillside Dog Run, as well as public access to Anchorage Plaza.
- Make equity, sustainability, and resiliency central to planning, recognizing that historic investment in parks and open space along the full BQE has not been equitable or accessible to all. The area around BQE Central has a significant amount of open community space and the City should consider expanding public space along all sections of the Brooklyn BQE corridor.
- Explore ways to increase and improve mobility and reduce vehicular reliance through design and policy, including through expanding cycling, pedestrian access, and increasing public transit options and increasing accessibility to existing options.
- Focus on noise attenuation and mitigation during construction and permanently, such as by using berms.
- Address vibrations from the BQE on residential buildings now, potentially through banning trucks from the BQE's left lane.
- Minimize pollution caused by traffic on the BQE.

## Traffic and Freight

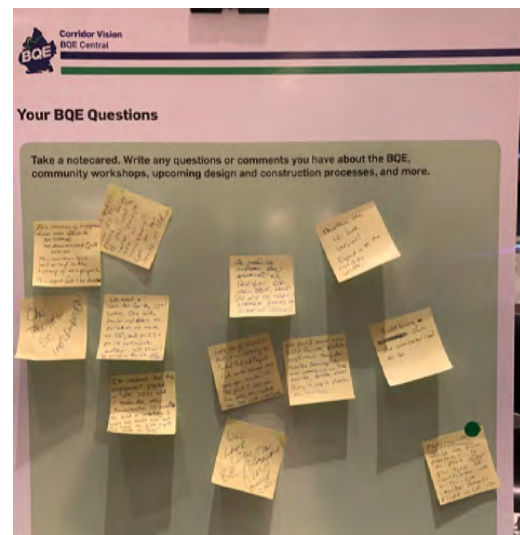
- Reduce reliance on trucks (and their impacts), including by shifting freight activity to the water, rails, cargo bikes, or other methods.
- Explore solutions like making the BQE truck-only (particularly off-peak).
- Consider tolling and other demand-management tools to help reduce vehicular use and finance improvements.
- Feedback was mostly in favor of the lane reduction at the Triple Cantilever from 6 to 4 lanes, but concerns were also raised about the impact of lane reduction on traffic on local roads and the ability to move freight.
- Move towards smaller trucks, and expand enforcement, including through continued weigh-in-motion implementation. Also consider mechanisms to have companies like Amazon shoulder some of the responsibility and costs.

## Land Use and Development

- Ensure any plans minimize impacts on local residences, and do not infringe on private property.
- Explore the opportunity to incorporate affordable and/or senior housing, community centers, or other community benefits into design, while balancing concerns about overdevelopment.



**Participants were encouraged to pinpoint issues and opportunities during the in-person workshop.**



**Participants provided questions and comments about the project.**





## Lessons Learned

The first round of workshops and Community Visioning Council engagement provided feedback on ways to improve BQE engagement going forward. There was a strong interest in having more break-out group style facilitated conversations opportunities for questions and answers, and group conversations. In response to this feedback after the first in-person workshop, NYC DOT and its consultant team moved towards a more facilitated interactive format for the second workshop and included question and answer opportunities. This approach received positive feedback. As further rounds of engagement proceed, NYC DOT and its consultant team will continue to fine-tune engagement approaches based on feedback received.

## What's Next

In November, NYC DOT and its consultants will kick off Round 1 of BQE North and South engagement, focused on “Imagining A Vision” for both of those corridors and will launch the Community Partners program. In December, the team will hold Round 2 of BQE Central engagement to begin “Shaping Ideas” for this area. This will include sharing preliminary conceptual designs for community feedback, and a transparent explanation and discussion of DOT’s choices in moving forward with these concepts. Throughout this process, NYC DOT and its consultants will continue to engage the Community Visioning Council, community partners, and focus groups to expand engagement reach.

## Upcoming meetings

- Thursday, November 3: BQE North and South Workshop 1 (virtual)
- Monday, November 7: BQE South Workshop 1 (in-person)
- Thursday, November 10: BQE North Workshop 1 (in-person)
- Tuesday, December 13: BQE Central Workshop 2 (in-person)
- Thursday December 15: BQE Central Workshop 2 (virtual)

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings and opportunities for engagement, methods to share feedback, and contains project materials.

**Note:** This document reflects the feedback from the meetings in summary format and is not a full transcription of feedback received.





## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Central Round 2 Update: Shaping a Vision

January 2023



# Shaping a Vision

The New York City Department of Transportation (NYC DOT) received important feedback from the BQE Central workshops. Some of the main feedback themes include:

- Ongoing desire to see a minimized or non-existent BQE, and clearer planning around sustainability, climate change, accessibility, and public transit; need consideration of a BQE that prioritizes movement of goods and transit, and optimizes for a future with fewer cars
- Requested elaboration on why a long tunnel or full BQE tear-down is not possible, as well as rationale behind the selection of 2 vs. 3 lanes, how it affects design, and how it relates to State and Federal regulations and requirements
- Desire to see concepts applied to the larger BQE context, both within BQE Central and BQE North and South
- Future concept presentations should have greater emphasis on potential roadway changes, rather than presenting a menu of parkland design options - this was shared especially in many of the non-triple cantilever groups
- Provide more information on potential effects on nearby buildings and areas, including focus on reducing and addressing local residential vibrations, and communicating how and where those benefits are strongest

## Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE Central engagement process will identify potential alternatives for the City-owned structure from the Atlantic Avenue interchange to the Sands Street interchange. Concurrently, BQE North and South engagement process will identify potential short and long-term projects for the State-owned sections of the BQE north of Sands Street to the Kosciusko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, as well as the surrounding neighborhoods. New Federal funds, available through the Bipartisan Infrastructure Law and Inflation Reduction Act, provide an exciting opportunity to upgrade the BQE for the 21st Century.





## BQE Central Round 1 Engagement Recap

Engagement for the BQE Corridor Vision began in September 2022. Round 1 of the BQE Central engagement included several workshops, Community Visioning Council (CVC) meetings, and other stakeholder engagement, which helped inform the ideas shown in Round 2 of engagement. BQE Central's Round 1 engagement has been summarized [on the project website](https://bqevision.com/central/materials) or <https://bqevision.com/central/materials>.

## BQE Central Round 2 Engagement Context

A meeting of the BQE Central CVC was held on December 7, 2022. Participants were given a high-level overview of anticipated considerations and formats for the meeting, and feedback helped inform workshop planning.

NYC DOT and the consultant team launched BQE Central Round 2 workshops with an in-person workshop on December 13, 2022 and a virtual meeting on December 15, 2022. The in-person workshop was held at the New York City College of Technology in Brooklyn Heights with approximately 200 members of the public attending, and the virtual meeting had approximately 300 members of the public attending. Translation services were offered in Arabic, Cantonese, Mandarin, and Spanish.

Additionally, a BQE Central survey was launched and Community Partners were announced on December 13, 2022. Community Partners are community-based organizations that will lead additional grassroots engagement to gather community input, with emphasis on organizations serving underrepresented communities and those serving constituents whose primary language is not English. The BQE Central survey closed January 15th, 2023 with nearly 1900 responses. It will help inform concept refinement and Round 3 of BQE Central engagement.



**The workshop included a physical model of the existing BQE Central region.**

Additional information on Community Partners can be viewed at:  
<https://bqevision.com/community-partner>.

## BQE Central Round 2 Workshops

Both workshops included a recap and overview of the overall BQE Corridor Vision process, a summary of feedback received in Round 1 engagement, information on design concept considerations, and a walkthrough of design concepts for feedback. There was an opportunity for facilitated question and answers before moving into regionally-focused breakout groups.

The full set of materials can be viewed online at  
<https://bqevision.com/central/materials>.

At the suggestion of the CVC, workshop attendee demographics were collected voluntarily. A relatively small number of attendees chose to respond to these questions, however, they did reveal some data points (full results in Appendix A):

- The majority of attendees were residents of Brooklyn Heights (~70% for in-person and ~52% for virtual), but the next largest groups were “Other” categories (rather than immediately adjacent neighborhoods like DUMBO or Cobble Hill)



- The virtual workshop provided a much greater spread of diversity across nearly all demographics collected (more attendance from non-white participants, greater spread across age ranges, and more representation from a wider set of neighborhoods)

## Feedback from Participants

Feedback has been synthesized across broad/overall feedback and several geographic subgroups.

### Overall BQE

- Need to center NYC/NYS climate-related goals and elaborate on how the different designs effect noise and air pollution, and account for potential storm surge
- Critical to the overall conversation to explain potential costs, how construction will be funded, and any limitations on funding sources, as well as construction effects, phasing, and timelines
- Need to elaborate on how traffic demand is taken into consideration in the different designs and how it affects other areas beyond BQE Central
- Ongoing desire to see NYSDOT more actively and visibility involved in this planning effort; continue conversations with the MTA to coordinate on infrastructure constraints
- Support for additional safety improvement focus, including around on/off-ramps, and for pedestrians and bicyclists



**Workshop attendees were invited to share feedback on concepts.**

- Greater need for enforcement all along the corridor, including overweight/oversize trucks, illegal overnight truck parking, illegal parking generally (especially on parkland), and speeding

## Dumbo & Manhattan Bridge Parks

- Some concerns expressed about how to program the proposed additional open space
- Explore ways to better connect to NYCHA developments (Farragut Houses)
- Explore using design elements to prevent misuse of green space for things like parking
- Look for ways to increase bike infrastructure capacity to, from, and on the Manhattan Bridge
- Getting bridge-bound BQE traffic off of Jay Street would allow for more and better open space options
- Important to preserve access from the BQE to the Brooklyn Navy Yard, some expressed concerns that potential Sands Street changes would have an effect on this
- Look at and potentially integrate existing proposal/existing community ideas for Bridge Park 3 and Trinity Park

## Brooklyn Bridge & Anchorage Plaza

- Consider ways to open up the arches under Brooklyn Bridge to make them publicly accessible



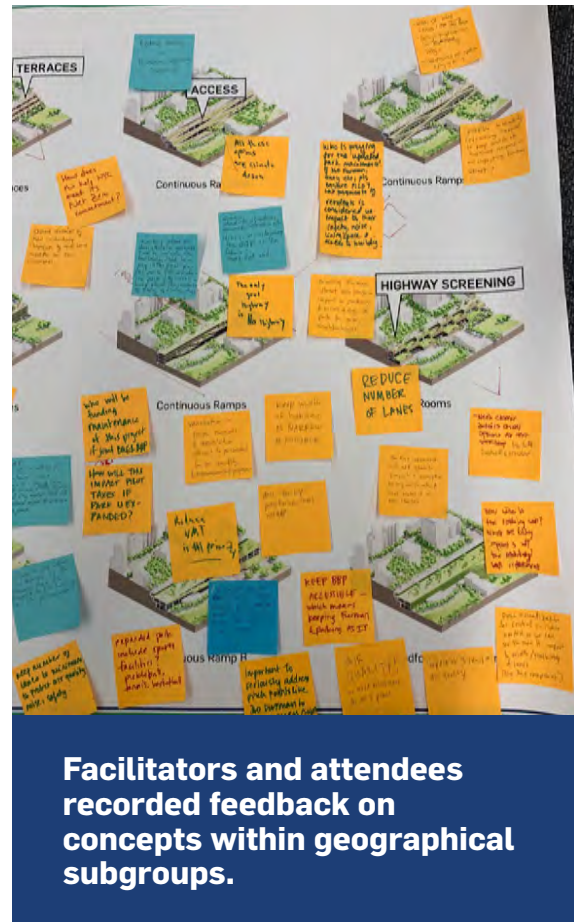
**Facilitators helped attendees record opportunities and issues.**



- Focus on open space/programming that local residents can enjoy rather than tourist attractions
- Look at ways to improve safety and accessibility at crossings, especially for school/student populations
- Accommodate both on/off-ramps and needs of pedestrians and bikes; desire to see more visioning around additional on/off-ramp closures

## Columbia Heights & Adjacent Parks

- Explore ways to minimize the height of the BQE under Columbia Heights bridge
- Desire to keep number of lanes to a minimum/reduce number of lanes
- Many felt increased accessibility and connection from Squibb Park to Brooklyn Bridge Park and the Promenade are good, but there was support for keeping Squibb Park somewhat separate rather than fully integrating it with the Promenade
- Desire to keep any open space activations simple and limited - avoid grand new attractions for visiting tourists



## Triple Cantilever & Brooklyn Heights Promenade

- Provide more information and focus on air quality improvement, and noise mitigation; provide noise and air pollution assessment in proposed designs; include assessment of air quality in longer tunnel designs and at adjacent buildings Look to maximize climate-friendly approach and align with NYC/NYS climate goals; ensure designs can accommodate climate change related events (storm surge, etc.)
- General support for keeping number of lanes to a minimum/reducing number of lanes and vehicle miles traveled, though there was also concern about lane reductions' effect on traffic and congestion on adjacent local roads
- Desire to reserve lane(s) for public transit, electric vehicles, freight, etc.

- Look for design solutions that connect the Promenade to Brooklyn Bridge Park in simple/direct ways (not meandering); connect Montague Street to Brooklyn Bridge Park
- Many, though not all, were in favor of preserving the existing width of the Promenade and maintain the existing view shed from the Promenade
- Strong support for concepts that maximize “screened in” or covered areas of BQE; some felt the “braiding” idea provides additional space for pedestrians and green connections; high number of roadway openings (such as potential options in some of the “Terraces” or “Lookout” concepts) may be distracting to drivers and make nearby park space less attractive
- Account for ongoing maintenance of new park/open spaces, including costs and funding sources
- Consider active recreation uses (pickleball, tennis, basketball), while balancing need for passive park space
- Continued support for avoiding relocating residents and/or private property effects; consider effects on buildings when replacing the retaining wall; consider that full retaining wall replacement may add years to project and creates additional disruptions to neighborhood

## Atlantic Avenue Interchange & Van Voorhees Park

- Safety, air quality, and noise concerns; some expressed a desire to keep number of lanes to a minimum; reduce number of lanes and ramps, but also balance with significant concern about potential spillover effects in surrounding neighborhoods, including from ramp closures

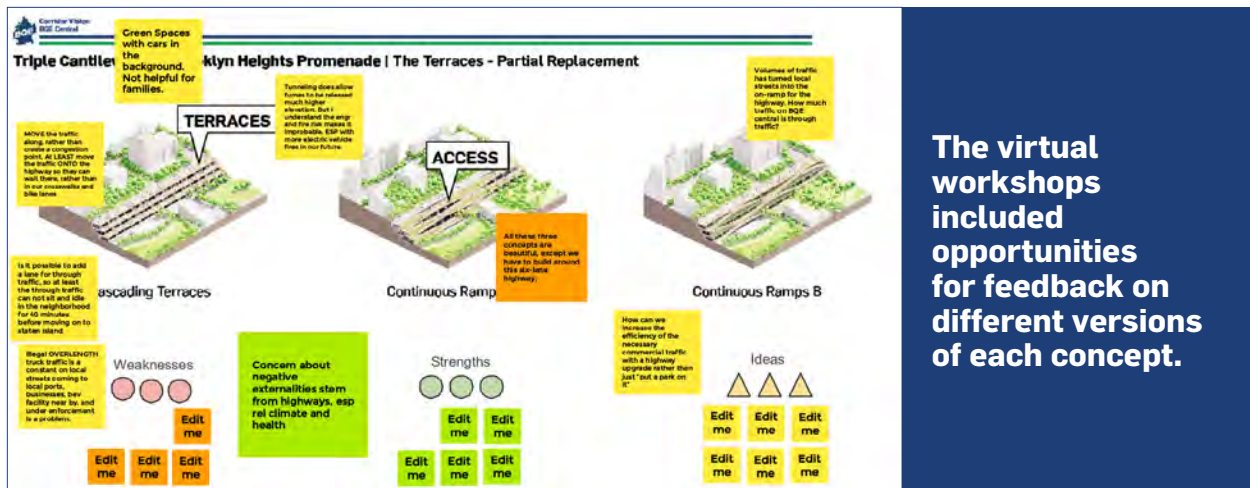
**Examples**

**During the virtual workshop, participants were invited to provide feedback using Jamboards.**



- The interactive exercise enabled participants to use digital stickies to identify issues and opportunities.**





## Lessons Learned

Prior to the workshops, briefings with elected officials and the CVC provided some guidance on improving workshop structure and engagement overall.

First, the CVC requested that demographic data be collected in engagement. In response, voluntary demographic data was collected at both workshops, in addition to through the survey.

Additionally, in response to feedback heard in past engagement rounds, there was a desire for multiple opportunities for facilitated engagement, and an ability to participate in engagement around multiple sections of the BQE Central corridor. Round 2 workshop planning was responsive to these requests.

Lastly, the pre-meetings with elected officials and the CVC made clear that there was significant concern about NYC DOT signaling an intent to consider reverting the triple cantilever into three moving lanes and a shoulder in each direction. In response, NYC DOT sought to clarify that it would pursue the fewest number of lanes in conformance with any applicable Federal and State requirements.

As further rounds of engagement proceed, NYC DOT and its consultant team will continue to fine-tune engagement approaches based on feedback received.



# What's Next

Community Partners began their parallel engagement efforts in January 2023. The BQE Central survey closed 1/15/2023 and results are being evaluated

In January, NYC DOT and its consultant team launched Focus Groups to hone in on specific questions in several different areas with topical experts.

In February 2023, Round 3 of the BQE Central Workshops will begin, where NYC DOT will focus on “Refining The Vision,” informed by previously-shared public feedback. Prior to this, NYC DOT and its consultants will also be convening a full corridor CVC, and the BQE Central CVC to help inform planning of BQE Central Round 3 engagement.

For BQE North and South, NYC DOT launched a survey on January 17, 2023 and it will remain open until February 17, 2023 at <https://www.surveymonkey.com/r/BQENorthSouth>. Similarly, in March 2023, the team will begin Round 2 of BQE North and South engagement to begin “Shaping A Vision” for these sections. This will include sharing preliminary conceptual designs for community feedback, and a transparent explanation and discussion of NYC DOT’s choices in moving forward with these preliminary conceptual designs. At the same time, NYC DOT is identifying City-led projects responsive to Round 1 and 2 feedback that can be implemented starting in 2023.

Upcoming public meetings (all meetings are 6:30-8:30pm):

- February 28, 2023: BQE Central Workshop Round 3
- March 2, 2023: BQE Central Workshop Round 3
- March 21, 2023: BQE South Workshop Round 2
- March 23, 2023: BQE North Workshop Round 2
- March 27, 2023: BQE North Workshop Round 2
- March 30, 2023: BQE South Workshop Round 2

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings, opportunities for engagement, methods to share feedback, and contains project materials.

**Note:** This document reflects the feedback from the meetings in summary format and is not a full transcription of feedback received.

# Appendix

## In-Person Workshop December 13, 2022

### Neighborhood

Neighborhood	Count	Percentage
Boerum Hill	1	2.4%
Brooklyn Heights	29	70.7%
Carroll Gardens	1	2.4%
Cobble Hill	1	2.4%
DUMBO/Vinegar Hill	3	7.3%
Other	6	14.6%
<b>Grand Total</b>	<b>41</b>	<b>100.0%</b>

### Race/Ethnicity

Race/Ethnicity	Count	Percentage
Latin(x)/Hispanic	1	2.56%
Other	1	2.56%
Black	1	2.56%
Two or more races	1	2.56%
White, Other	1	2.56%
Asian/Pacific Islander	2	5.13%
I prefer not to say	7	17.95%
White	25	64.10%
<b>Grand Total</b>	<b>39</b>	<b>100.00%</b>



### Age

Age	Count	Percentage
18-24	1	2.44%
25-34	4	9.76%
Over 65	5	12.20%
35-44	8	19.51%
35-44	8	19.51%
55-65	11	26.83%
45-54	12	29.27%
<b>Grand Total</b>	<b>41</b>	<b>100.0%</b>

### Zip Code

Zip Code	Count	Percentage
11238	1	2.27%
11202	1	2.27%
10069	1	2.27%
10001	1	2.27%
11213	1	2.27%
11217	1	2.27%
11231	2	4.55%
11215	4	9.09%
11201	32	72.73%
<b>Grand Total</b>	<b>44</b>	<b>100.00%</b>

## Affiliation

Affiliation	Count	Percentage
A Better way	1	2.9%
Arts Consultant	1	2.9%
BH Resident	1	2.9%
BHA	2	5.9%
BKReader	1	2.9%
BQET, resident of 360 Furman	1	2.9%
Brooklyn Heights Association	2	5.9%
Cadman Plaza North Board President	1	2.9%
CB8 EST Committee Public Member	1	2.9%
CM Restler	1	2.9%
Community Board 6	1	2.9%
Dumbo Action Committee (DAC)	1	2.9%
Hillside Dog Park	1	2.9%
Journalist	1	2.9%
Neighbor Dumbo	1	2.9%
Partnerships for parks	1	2.9%
Private Citizen	1	2.9%
Resident	12	35.3%
Resident of 360 Furman Street	2	5.9%
Resident of Poplar Street	1	2.9%
<b>Grand Total</b>	<b>34</b>	<b>100.00%</b>



## Virtual Workshop December 15, 2022

### Neighborhood

Neighborhood	Count	Percentage
Clinton Hill	1	0.48%
Red Hook	4	1.90%
Carroll Gardens	4	1.90%
Fort Greene	4	1.90%
DUMBO/Vinegar Hill	5	2.38%
Downtown Brooklyn	8	3.81%
Boerum Hill	12	5.71%
Cobble Hill	14	6.67%
Other	48	22.86%
Brooklyn Heights	110	52.38%
<b>Grand Total</b>	<b>210</b>	<b>100.0%</b>

## Race/Ethnicity

Race/Ethnicity	Count	Percentage
Black; White	1	0.48%
Asian/Pacific Islander; White	1	0.48%
Latin(x)/Hispanic; White	1	0.48%
Arab/Middle Eastern	2	0.95%
Two or more races	4	1.90%
Other	5	2.38%
Latin(x)/Hispanic	6	2.86%
Asian/Pacific Islander	9	4.29%
Black	12	5.71%
I prefer not to say	39	18.57%
White	130	61.90%
<b>Grand Total</b>	<b>210</b>	<b>100.00%</b>



## Age

Age	Count	Percentage
Under 18	1	0.48%
18-24	2	0.95%
25-34	25	11.90%
55-65	37	17.62%
45-54	39	18.57%
35-44	42	20.00%
Over 65	64	30.48%
<b>Grand Total</b>	<b>210</b>	<b>100.0%</b>

## BQE Interaction

How you interact with BQE	Count	Percentage
Other (please place in the chat)	3	1%
Advocacy, policy, or other work related to the BQE	3	1%
Work nearby	6	1%
Bike nearby/along	8	2%
To commute to work	65	13%
Live nearby	40	8%
Walk nearby/crossing	167	34%
To commute to social or personal activities	200	41%
<b>Grand Total</b>	<b>492</b>	<b>100.0%</b>

## Income

Income	Count	Percentage
\$0 to \$20,000	1	0.48%
\$20,000-\$50,000	4	1.90%
\$300,000-\$400,000	8	3.81%
\$200,000-\$300,000	17	8.10%
\$400,000+	24	11.43%
\$150,000-\$200,000	26	12.38%
\$100,000-\$150,000	27	12.86%
\$50,000-\$100,000	35	16.67%
Prefer not to answer	68	32.38%
<b>Grand Total</b>	<b>210</b>	<b>100.0%</b>

## BQE Attendance

Attended BQE events in past?	Count	Percentage
Yes - a BQE North or South workshop (virtual or in person)	9	3
Yes - a Corridor-wide Kick-off	12	5
Yes - other / not listed here	15	6
Yes - a BQE Central workshop (virtual or in person)	131	50
No - this is my first time attending a BQE Corridor Vision event	96	37
<b>Grand Total</b>	<b>263</b>	<b>100.0%</b>





## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Central Round 3 Update: Refining the Vision

April 2023



# Refining the Vision

The New York City Department of Transportation (NYC DOT) received important feedback from the Round 3 BQE Central workshops. Some of the main feedback themes include:

- New green space opportunities were viewed positively, with a desire to see even more greening where possible
- Excitement about creating new access points to Brooklyn Bridge Park, with strong support for multiple spread-out access points, rather than concentrating or funneling access in any one area
- Continued concern about the number of lanes on the BQE, with significant, though not universal, support for two lanes rather than three lanes; there was also a desire to better understand the potential traffic effects under different lane options and concept designs
- Need a greater understanding of the long-term maintenance and jurisdiction for newly-created spaces, including winter weather management, storm response, park and other maintenance, and litter removal
- Clearer information on costs, and structural and design element trade-offs, like how drainage would differ between concepts and how lifecycle of concepts could differ
- Desire for breakdown of how construction impacts, timelines, delay risks, and environmental impacts differ between each concept

## Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE Central engagement process will identify potential alternatives for the City-owned structure from the Atlantic Avenue interchange to the Sands Street interchange. Concurrently, the BQE North and South engagement process will identify potential short and long-term projects for the State-owned sections of the BQE north of Sands Street to the Kosciuszko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, as well as within the surrounding neighborhoods. New Federal funds, available through the Bipartisan Infrastructure Law and Inflation Reduction Act, provide an exciting opportunity to address long-standing concerns regarding the BQE for the 21st Century.





**About 90 members of the public joined the workshop at the Brooklyn Friends School.**

## BQE Central Round 1 and 2 Recap

Engagement for the BQE Corridor Vision began in September 2022. Rounds 1 and 2 of BQE Central engagement included several workshops, Community Visioning Council (CVC) meetings, and other stakeholder engagement, which helped inform the ideas shown in Round 3 of engagement. [Round 1](#) and [Round 2](#) engagement efforts have been summarized in previous reports which can be found on the project website at <https://bqevision.com/central/materials>.

## BQE Central Survey

A BQE Central survey was launched on December 13, 2022 and remained open until January 17, 2023. The survey was promoted at the Round 2 workshops in December, distributed through email blasts and posts on NYC DOT's Twitter and Facebook pages, and by Community Partners and the CVC. The survey received nearly 1,900 responses. Of those respondents, 93% reported a zip code within New York City, with an additional 3% coming from zip codes outside of New York City.

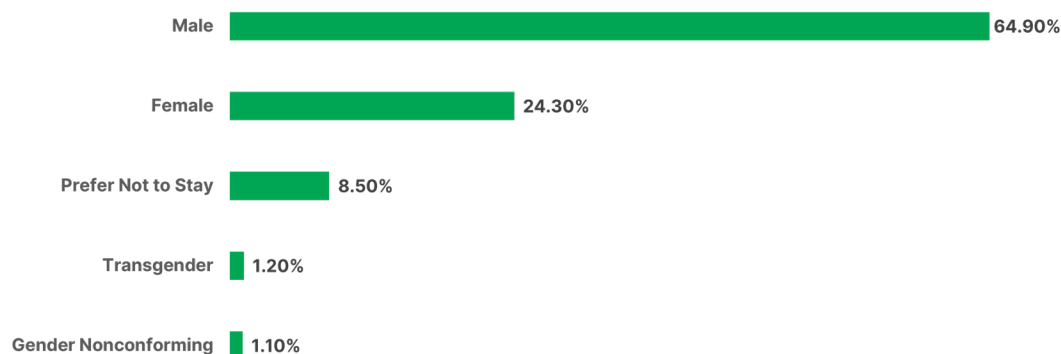
In the survey, respondents were asked questions regarding their experiences with the Central portion of the BQE. An open response box was included to allow respondents to leave additional comments at the end of the survey. In these comments, respondents expressed concerns about traffic congestion, general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

For example:

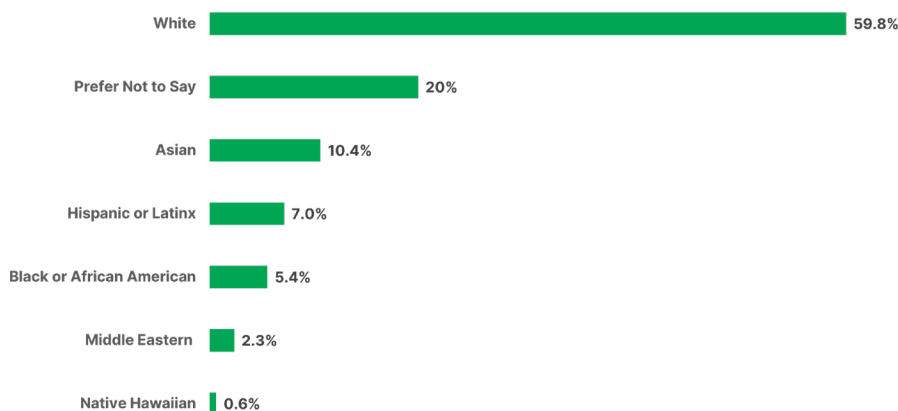
- 11% of respondents cited traffic safety concerns with the BQE
- 10% of respondents mentioned air and noise pollution as issues
- 34% of respondents requested a third lane be added/restored
- 20% requested reducing the number of lanes or closing the BQE entirely

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

## Gender Identity

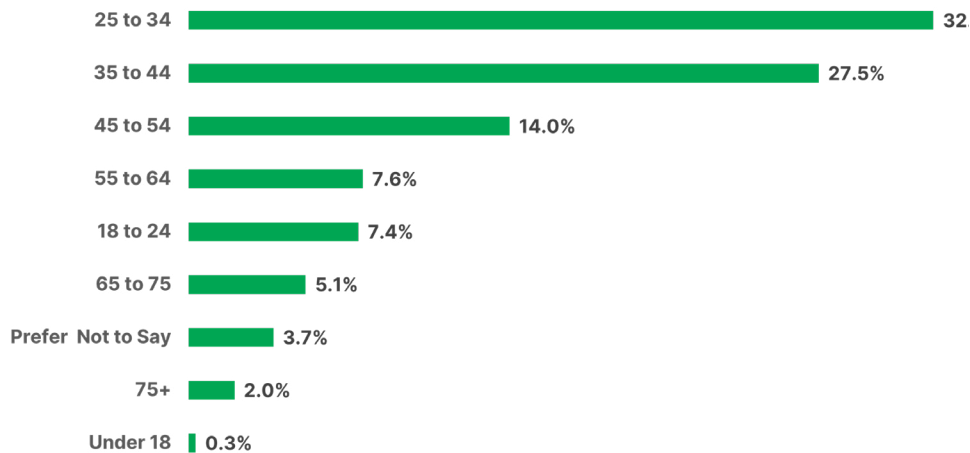


## Race & Ethnicity

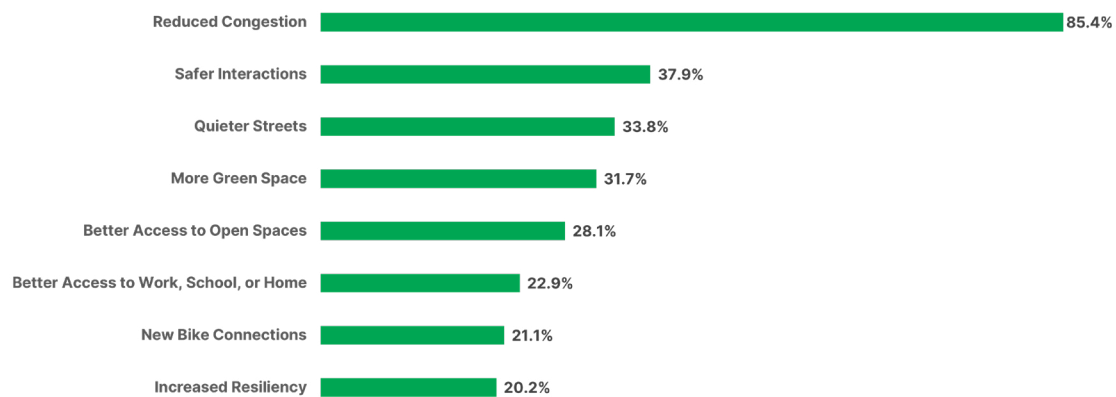




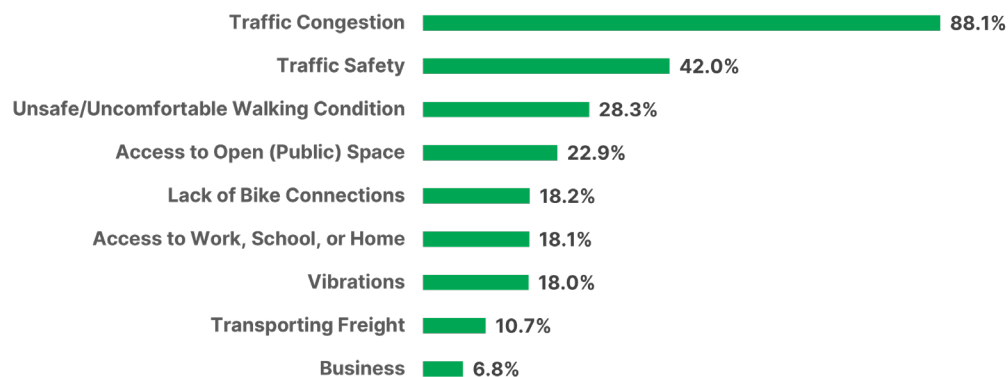
## Age Group



## Which community benefit(s) would you most like to see come out of the BQE Corridor Vision process?



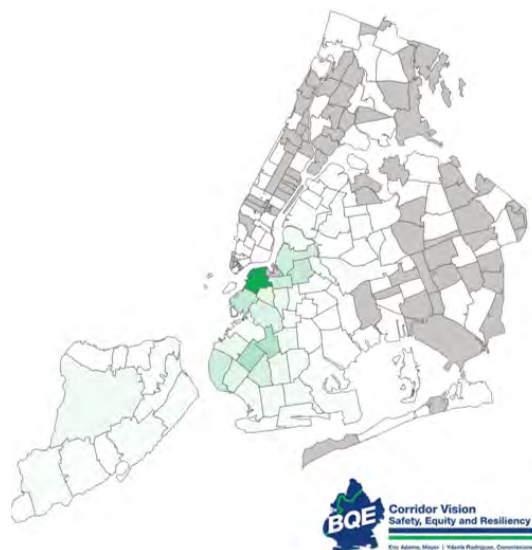
## Which of the following conditions along the BQE central corridor currently affect your daily life?



## Transportation Mode Shares

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11201	Downtown Brooklyn	19.0%	58.9%	77.70%	26.8%	16.1%
11219	Borough Park	6.5%	99.1%			5.30%
11218	Kensington/Windsor Terrace	6.2%	90.0%	20.00%	10.9%	20.00%
11231	Carroll Gardens/Red Hook	4.9%	72.7%	69.30%	38.6%	20.5%
11206	Bushwick and Williamsburg	4.6%	100.0%	3.80%	5.1%	12.7%
11209	Bay Ridge	3.9%	94.3%	10.00%	10.0%	11.4%
11205	Wallabout/Clinton Hill	3.9%	87.0%	18.80%	13.0%	13.0%
11211	Greenpoint	3.8%	94.0%	9.00%	6.0%	14.9%
11204	Borough Park	3.4%	100.0%			5.0%
11249	Bushwick and Williamsburg	3.32%	96.7%	1.7%	1.7%	6.7%
11215	South Slope	2.88%	71.2%	34.60%	34.6%	23.10%
<b>Total</b>		<b>100%</b>	<b>82.6%</b>	<b>30.0%</b>	<b>16.4%</b>	<b>13.8%</b>

## Neighborhood Heat Map



## Daily Effects of the BQE: Top Words Mentioned





# Focus Groups

In January and February 2023, NYC DOT and its consultant team hosted four different topical Focus Groups to hone in on specific questions with issue-area experts. These included:

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

Information gathered in these Focus Groups has been summarized on the project website at: <https://bqevision.com/sites/default/files/2023-02/bqe-corridor-vision-focus-group-update-feb-2023.pdf>

## BQE Central Round 3 Engagement Context

NYC DOT and the consultant team launched BQE Central Round 3 with an in-person workshop on February 28, 2023, and a virtual meeting on March 2, 2023. The in-person workshop was held at the Brooklyn Friends School with approximately 90 attendees, and the virtual meeting had approximately 160 attendees. Translation services were offered in Arabic, Cantonese, Mandarin, and Spanish. The CVC previously requested that demographic data be collected in these engagements, so voluntary survey data was collected at the virtual workshop. The results are included in [Appendix B](#).



**Physical models of the BQE Central area and the three Triple Cantilever section concepts were available to help explain and contextualize the concepts.**

A meeting of the BQE Central CVC was held on February 23, 2023, and meetings were also held with local elected officials.

Participants were given a high-level overview of the proposed public workshop format, and an overview of the City's freight network and freight initiatives. Feedback from these meetings helped inform and improve how information was presented at the public workshops. You can learn more about the CVC at <https://bqevision.com/connect/community-visioning-council>.

Community Partners also began their parallel grassroots engagement efforts in January 2023, with emphasis on serving underrepresented communities and those whose primary language is not English. Additional information on Community Partners can be viewed at <https://bqevision.com/community-partner>.



**Attendees joined location-focused breakout groups of their choosing for facilitated conversations about the concepts (pictured: Dumbo & Manhattan Bridge Parks group).**

## BQE Central Round 3 Workshops

Both workshops included a recap and overview of the overall BQE Corridor Vision process, a summary of feedback received in Round 1 and Round 2 of BQE Central engagement, information on design concept considerations, and a walkthrough of the refined design concepts for feedback. There was an opportunity for facilitated questions and answers before moving into location-focused breakout groups.

The full set of materials can be viewed online at <https://bqevision.com/central/materials>.



# Feedback from Participants

Feedback has been synthesized across broad/overall feedback and several geographic subgroups.

## Overall BQE Central

- Provide some high-level summary on how each concept may change neighborhood character (such as effect on pedestrian traffic flows), and consideration for crowd management planning as part of this effort
- Improved lighting all along the project area continued to be a high priority
- Desire to see resiliency and sustainability more focal to concept planning and evaluation
- Multiple requests to make the BQE only for commercial vehicles
- Desire to see less concrete and more grass and trees, and to center creating shade and other efforts to cool the area

## Dumbo & Manhattan Bridge Parks

- Need for deeper information and focus on this area, with a desire to see more details such as ramp height and configuration
- Request for further explanation of ramp changes, as well as information on traffic implications of the Manhattan Bridge connection
- Need for improved crossings and safer cyclist and pedestrian access across the area, particularly along Sands Street
- Designs should incorporate storm water management and other resiliency measures
- Desire for a linear connection between new green spaces and Farragut Houses and Cadman Plaza, as well as connecting the Greenway from Nassau Street to the Navy Yard
- Concern that new green spaces around the on and off-ramps may not be useful for recreation, given their proximity to the roadway
- Green space and recreational programming should be done in close consultation with the community, particularly Farragut Houses, with a focus on local community priorities
- Concern about the impacts of unpermitted double-parking and placard abuse, and overall limited parking availability

## Anchorage Plaza & Old Fulton

- Need to better balance pedestrian traffic flow and increase pedestrian safety across the area
- Request for solutions to tourism-related pedestrian and vehicular congestion, including tourist buses
- Desire to see park space development and programming that reflect more passive neighborhood-oriented uses, rather than tourist destinations

## Columbia Heights & Adjacent Parks

- Concepts should focus on maximizing the amount of the roadway that is covered; too much of the roadway is exposed under current concepts
- Concerns about the proximity of ramps to recreational space
- Desire to see a lighter, simpler touch more in line with current historic character - participants largely relayed that this was better reflected in Concept 2 over Concept 1
- Expanded access and accessibility to Squibb Park and other green spaces in the area was viewed as an asset, but those green spaces themselves should not undergo significant changes and any programming should be neighborhood-oriented
- Pro-pedestrian and cyclist safety elements, like the raised curbsless street and integration of CitiBike docks, were viewed as an asset
- Need for more information on the future of the Fruit Street Sitting Area, and the necessity of replacing the Columbia Heights Bridge, including concern about raising the height





# Triple Cantilever & Brooklyn Heights Promenade

## Broad Comments

- Desire to see more bike paths and connections reflected across concepts; some participants noted that even though Brooklyn Bridge Park has bike paths, they are for recreational use, so expanding commuter-oriented bike paths along Furman Street or nearby would serve a different audience
- Need to shorten the length of accessible paths and make connections more direct where possible; also support for looking at ways to make the paths themselves more enjoyable and usable, particularly for people with disabilities, such as accessible amenities and other features along the paths; there was also some support for integrating an elevator from Brooklyn Heights to Brooklyn Bridge Park somewhere in this project
- Need clearer information on ventilation, including where and how ventilation could be placed, as well as clear information on how pollutants may concentrate at openings
- Participants felt it was important to recognize the Promenade as an access point to the view; amenities (like benches) need to be placed such that people can still use them to enjoy an unobstructed view
- Adding parking on Furman Street under the BQE was received poorly, with concerns about best use of public space and the impact on congestion and double parking
- Desire to see more complete information on partial replacement versus full replacement, and the trade-offs in each concept in terms of overall structural longevity, noise, and vibrations
- The lack of concrete retaining wall remaining on Furman Street under the full replacement concepts was viewed as a positive



**Given the complexity and extensive public interest in the Triple Cantilever, multiple breakout groups were dedicated to discussion of those concepts.**

## The Terraces

- Despite additional entry access points from the Promenade, there was concern that this concept ultimately funnels pedestrians through a single new primary access point for Brooklyn Bridge Park; some participants suggested additional direct access points to the park could be added in this concept
- Support for the larger amount of roadway coverage, with some feedback that people felt even more was desirable
- This concept's closer proximity to 360 Furman raised concerns, and participants questioned whether two rather than three lanes in each direction would allow greater distance
- The built-out spaces in the green space areas of this concept were popular because they better separate areas and uses - suggested integrating that into other concepts

## The Lookout

- The emphasis of this concept on expanding and making more open space accessible was well-received
- Strong support for the more direct and numerous access points to Brooklyn Bridge Park under this concept

## The Stoop

- Concern about how the design concentrates access to Brooklyn Bridge Park, particularly with the highway configuration around the Promenade's transition to the Park
- Some participants raised concerns about expanding the Promenade space; others supported the expansion but thought this depiction was barren and too expansive, requiring greater activation with programming and/or further design elements

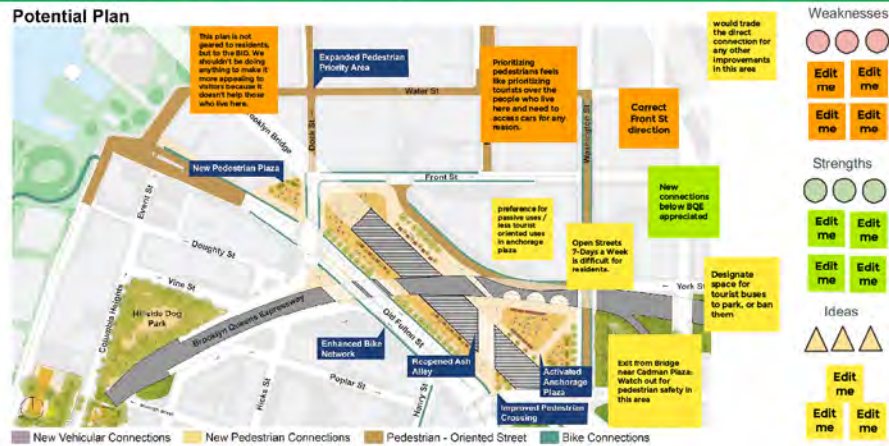
## Atlantic Avenue Interchange & Van Voorhees Park

- *Note: Due to the complex nature of this intersection and feedback received on previous concepts, the Atlantic Avenue Interchange and Van Voorhees Park concepts were not shared at this meeting. Instead, a stand-alone virtual meeting will be held in the spring to share updated concepts and solicit feedback.*



Jamboards were used at the virtual workshop to solicit feedback through stickies on the various concepts (pictured: Old Fulton Street & Anchorage Plaza Jamboard with feedback).

## Old Fulton Street & Anchorage Plaza



## Triple Cantilever and Brooklyn Heights Promenade - Lookout & Stoop

360 Furman

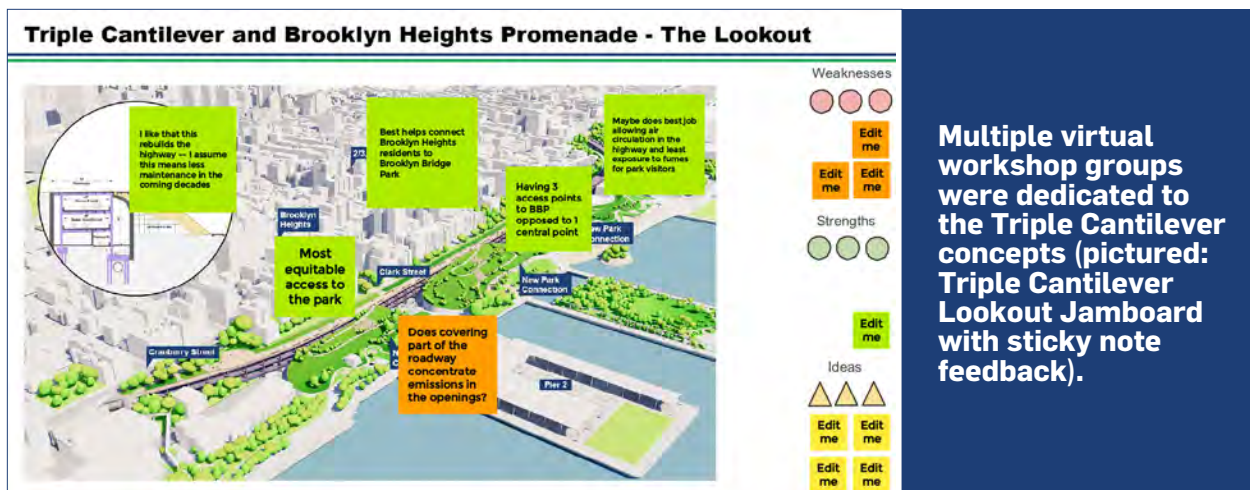


Given the proximity of residences at 360 Furman Street, the concepts were also depicted in relation to the building and feedback was collected (pictured: Triple Cantilever Lookout & Stoop at 360 Furman Street Jamboard with sticky note feedback).

Multiple virtual workshop groups were dedicated to the Triple Cantilever concepts (pictured: Triple Cantilever Terraces Jamboard with sticky note feedback).

## Triple Cantilever and Brooklyn Heights Promenade - The Terraces





## Lessons Learned

Following the last round of BQE Central engagement, NYC DOT asked the CVC if they would prefer to have in-person workshops before or after virtual workshops. The CVC preferred in-person workshops first, so that ordering has been adopted for the remainder of BQE Vision engagement.

The CVC and others also shared a desire to have additional small, facilitated conversations to share concept-specific questions and feedback. Additionally, there was a desire for more time to engage with the concepts at the workshop, given the complexity and large amount of information. In response, NYC DOT and its consultants extended both of the BQE Central workshops by half an hour, and also increased the number of break-out groups and facilitators.

The CVC and local elected officials also shared additional feedback on specific slide content, such as lane configuration depictions, which was incorporated into the final version of the presentation.

## What's Next

The Community Partners' first round of engagement is expected to conclude in late March. Community Partners will be sharing their own synthesis of feedback received from their efforts, which will be combined with the feedback received from NYC DOT's engagement to help inform continued improvements and advancement of BQE Vision concepts. Round 2 of Community Partner engagement is expected to begin in Spring 2023.



On March 21, 2023, Round 2 of BQE North and South engagement began, focused on “Shaping A Vision” for BQE North and South. This includes sharing preliminary ideas for community feedback, and discussion of NYC DOT’s choices in moving forward with these preliminary ideas.

Two additional virtual workshops will be hosted in the spring as well. The first will be a webinar on the environmental review process and other general hot topics. The second will be an Atlantic Avenue-focused virtual workshop to hone in on concepts for that area which were not yet fully defined at the time of the BQE Central Round 3 workshops. Both dates will be announced in the coming weeks.

In order to effectively incorporate the desire to see two and three-lane options considered in the environmental review process, and to allow more time to survey Brooklyn Bridge Park users, NYC DOT will be moving the commencement of the anticipated environmental review process to as early as Fall 2023. This will be an approximately two-year process, with multiple opportunities for additional public engagement. Under this revised schedule, it is expected that design will be finalized and construction will commence in 2027. More information on the process will be shared later this year.

#### **Upcoming public meetings:**

- Spring Hot Topics and Environmental Review Process Virtual Session (Date TBA)
- Spring Atlantic Avenue-focused Virtual Workshop (Date TBA)

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings, opportunities for engagement, methods to share feedback, and contains project materials.

*Note: This document reflects the feedback from the meetings in summary format and is not a full transcription of feedback received.*

# Appendix

## Appendix A: BQE Central Survey Regional and Primary BQE Utilization Modal Split Data

The table below presents the findings of the BQE Central Survey on transportation mode shares for various zip codes across New York City. It is important to note the percentages displayed for each mode of transportation (Drive, Walk, Biking, and Public Transit) are calculated based on the total number of self-reported survey responses within each individual zip code. The percentages do not represent a grand total across all zip codes.

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11201	Downtown Brooklyn	19.04%	58.90%	77.70%	26.80%	16.10%
11219	Borough Park	6.53%	99.10%			5.30%
11218	Kensington/Windsor Terrace	6.20%	90.00%	20.00%	10.90%	20.00%
11231	Carroll Gardens/Red Hook	4.93%	72.70%	69.30%	38.60%	20.50%
11206	Bushwick and Williamsburg	4.65%	100.00%	3.80%	5.10%	12.70%
11209	Bay Ridge	3.87%	94.30%	10.00%	10.00%	11.40%
11205	Wallabout/Clinton Hill	3.87%	87.00%	18.80%	13.00%	13.00%
11211	Greenpoint	3.76%	94.00%	9.00%	6.00%	14.90%
11204	Borough Park	3.43%	100.00%			5.00%
11249	Bushwick and Williamsburg	3.32%	96.70%	1.70%	1.70%	6.70%
11215	South Slope	2.88%	71.20%	34.60%	34.60%	23.10%
11228	Dyker Heights	2.27%	97.50%	5.00%	2.50%	
11217	Boerum Hill	2.05%	45.90%	73.00%	56.80%	40.50%
11238	Prospect Heights	1.66%	33.30%	73.30%	70.00%	43.30%
11220	Sunset Park	1.66%	100.00%	16.70%	10.00%	3.30%
11230	Borough Park	1.38%	92.00%	12.00%	8.00%	16.00%



Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
10314	Mid-Island	1.22%	100.00%			
11226	Flatbush	1.11%	80.00%	40.00%	25.00%	30.00%
11222	Greenpoint	1.11%	84.20%	36.80%	26.30%	21.10%
11229	Homecrest/Sheepshead Bay	1.05%	100.00%	11.10%	16.70%	5.60%
11214	Bensonhurst	1.00%	100.00%			11.10%
11223	Bensonhurst	0.94%	100.00%			
11216	Bedford Stuyvesant	0.77%	42.90%	71.40%	64.30%	21.40%
11210	Flatbush	0.66%	100.00%			9.10%
11235	Sheepshead Bay	0.66%	100.00%	8.30%		
10306	South Shore	0.66%	100.00%			
10305	Stapleton and St. George	0.66%	100.00%			
10309	South Shore	0.61%	100.00%			
11377	Woodside	0.61%	100.00%	9.10%	9.10%	
11221	Bushwick and Williamsburg	0.55%	80.00%	20.00%	40.00%	20.00%
11234	Canarsie and Flatlands	0.55%	100.00%	11.10%	11.10%	11.10%
10304	Stapleton and St. George	0.55%	100.00%			
11232	Sunset Park	0.55%	80.00%	30.00%	10.00%	30.00%
11225	Flatbush	0.50%	33.30%	66.70%	55.60%	55.60%
11385	Glendale	0.50%	100.00%	11.10%	11.10%	
10312	South Shore	0.50%	100.00%			
10301	Stapleton and St. George	0.50%	100.00%	11.10%		
11237	Bushwick and Williamsburg	0.44%	25.00%	50.00%	62.50%	12.50%
10003	Lower East Side	0.44%	37.50%	62.50%	50.00%	50.00%
11101	Sunnyside	0.44%	100.00%	25.00%	12.50%	12.50%

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11374	West Central Queens	0.44%	62.50%	37.50%	25.00%	
11365	Auburndale	0.33%	100.00%			16.70%
11372	Jackson Heights	0.33%	100.00%			
10002	Lower East Side	0.33%	83.30%		16.70%	
11105	Steinway	0.33%	100.00%			
11224	Coney Island	0.28%	100.00%			
11373	Elmhurst	0.28%	100.00%			
11375	Forest Hills	0.28%	80.00%		20.00%	20.00%
10038	Lower Manhattan	0.28%	100.00%			
10019	Chelsea and Clinton	0.22%	100.00%			
10302	Port Richmond	0.22%	100.00%			
10308	South Shore	0.22%	100.00%			
10024	Upper West Side	0.22%		75.00%	25.00%	100.00%
11203	Flatbush	0.17%	66.70%	66.70%	33.30%	33.30%
10016	Gramercy Park and Murray Hill	0.17%	33.30%	100.00%	100.00%	66.70%
11103	Long Island City	0.17%	33.30%	66.70%	33.30%	33.30%
10009	Lower East Side	0.17%	100.00%	33.30%		
11354	Murry Hill	0.17%	100.00%			
7036	Outside NYC	0.17%	100.00%			
10977	Outside NYC	0.17%	100.00%			
10303	Port Richmond	0.17%	100.00%			
10307	South Shore	0.17%	100.00%			33.30%
11370	Steinway	0.17%	100.00%			
11104	Sunnyside	0.17%	66.70%	33.30%	33.30%	33.30%
11236	Canarsie and Flatlands	0.11%	100.00%	50.00%		
11213	Crown Heights	0.11%	100.00%			50.00%



Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11362	Douglaston	0.11%	100.00%			
10029	East Harlem	0.11%	100.00%			
10012	Greenwich Village and Soho	0.11%	50.00%	50.00%		50.00%
11434	Jamaica	0.11%	100.00%			
10463	Kingsbridge and Riverdale	0.11%	100.00%			
10007	Lower Manhattan	0.11%	100.00%	50.00%		
11379	Middle Village	0.11%	100.00%			
11233	Ocean Hill	0.11%	100.00%			
7016	Outside NYC	0.11%	100.00%			
10952	Outside NYC	0.11%	100.00%			
11205	Outside NYC	0.11%	100.00%			
11787	Outside NYC	0.11%	100.00%			
10310	Port Richmond	0.11%	100.00%			
11691	Rockaways	0.11%	100.00%			
11694	Rockaways	0.11%	100.00%			
10466	Wakefield	0.11%	100.00%			
11357	Whitestone	0.11%	100.00%			
11426	Bellerose Manor	0.06%	100.00%			
10467	Bronx Park and Fordham	0.06%	100.00%			
10460	Bronx Park South/West Farms	0.06%	100.00%			100.00%
11212	Brownsville	0.06%	100.00%			
11239	Canarsie and Flatlands	0.06%	100.00%			
10001	Chelsea and Clinton	0.06%				100.00%
10473	Clason Point	0.06%		100.00%	100.00%	100.00%

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11207	East New York and New Lots	0.06%	100.00%			
10022	Gramercy Park and Murray Hill	0.06%	100.00%			
10013	Greenwich Village and Soho	0.06%	100.00%			100.00%
10014	Greenwich Village and Soho	0.06%		100.00%	100.00%	100.00%
10451	High Bridge and Morrisania	0.06%	100.00%			
10452	High Bridge and Morrisania	0.06%	100.00%			
11423	Hollis	0.06%	100.00%			100.00%
10474	Hunts Point and Mott Haven	0.06%	100.00%			
10031	Inwood and Washington Heights	0.06%		100.00%		
10034	Inwood and Washington Heights	0.06%		100.00%	100.00%	100.00%
11415	Kew Gardens	0.06%	100.00%			
10471	Kingsbridge and Riverdale	0.06%	100.00%			
11414	Lindenwood	0.06%	100.00%			
11102	Long Island City	0.06%	100.00%			
11106	Long Island City	0.06%	100.00%			
11109	Long Island City	0.06%	100.00%			
10004	Lower Manhattan	0.06%	100.00%		100.00%	
11378	Maspeth	0.06%	100.00%			
11358	Murray Hill	0.06%	100.00%		100.00%	
11368	North Corona	0.06%	100.00%			
7002	Outside NYC	0.06%				
7060	Outside NYC	0.06%	100.00%			



Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
7065	Outside NYC	0.06%	100.00%			
7069	Outside NYC	0.06%	100.00%			
7302	Outside NYC	0.06%	100.00%			
7305	Outside NYC	0.06%	100.00%			
8046	Outside NYC	0.06%	100.00%			
8755	Outside NYC	0.06%	100.00%			
8801	Outside NYC	0.06%	100.00%			
8817	Outside NYC	0.06%	100.00%			
10010	Outside NYC	0.06%	100.00%			
10552	Outside NYC	0.06%	100.00%			
10567	Outside NYC	0.06%	100.00%	100.00%	100.00%	
10598	Outside NYC	0.06%	100.00%			
10603	Outside NYC	0.06%	100.00%			
10930	Outside NYC	0.06%	100.00%			
10950	Outside NYC	0.06%				
10978	Outside NYC	0.06%	100.00%			
11201	Outside NYC	0.06%	100.00%	100.00%		
11210	Outside NYC	0.06%	100.00%			
11219	Outside NYC	0.06%	100.00%			
11227	Outside NYC	0.06%	100.00%			
11230	Outside NYC	0.06%	100.00%			
11249	Outside NYC	0.06%	100.00%			
11501	Outside NYC	0.06%	100.00%			
11557	Outside NYC	0.06%	100.00%			
11559	Outside NYC	0.06%	100.00%			
11565	Outside NYC	0.06%	100.00%			

Zip Code	Neighborhood Region	% of Total Surveys	Drive %	Walk %	Public Transit %	Biking %
11590	Outside NYC	0.06%	100.00%			
11722	Outside NYC	0.06%	100.00%			
11731	Outside NYC	0.06%	100.00%			
11762	Outside NYC	0.06%	100.00%			
11779	Outside NYC	0.06%	100.00%			
11780	Outside NYC	0.06%	100.00%			
11851	Outside NYC	0.06%	100.00%			
12226	Outside NYC	0.06%	100.00%			
12721	Outside NYC	0.06%	100.00%			
70002	Outside NYC	0.06%	100.00%			
11417	Ozone Park	0.06%	100.00%			
10462	Parkchester	0.06%				
10469	Pelham Gardens	0.06%	100.00%			
11428	Queens Village	0.06%	100.00%			
11693	Rockaways	0.06%	100.00%			
11419	South Richmond Hill	0.06%	100.00%			
11413	Springfield Gardens	0.06%	100.00%			
10023	Upper West Side	0.06%		100.00%	100.00%	
10025	Upper West Side	0.06%	100.00%			
10069	West Side	0.06%	100.00%	100.00%		
11421	Woodhaven	0.06%	100.00%			

Please note percentages for each transportation mode share are specific to the individual zip code's survey responses and should not be aggregated to calculate a grand total for all neighborhoods.



## Appendix B: Survey Results from March 2, 2023 Virtual Workshop

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

Row Labels	Count	Percentage
Other (please place in the chat)	4	1.8%
To commute to work	9	3.9%
Work nearby	13	5.7%
Advocacy, policy, or other work related to the BQE	24	10.5%
Bike nearby/along	25	11.0%
To commute to social or personal activities	35	15.4%
Walk nearby/crossing	50	21.9%
Live nearby	68	29.8%
<b>Grand Total</b>	<b>228</b>	<b>100.0%</b>

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

Row Labels	Count	Percentage
Yes - other / not listed here	8	6.6%
Yes - a BQE North or South workshop (virtual or in person)	17	13.9%
No - this is my first time attending a BQE Corridor Vision event	36	29.5%
Yes - a BQE Central Workshop (virtual or in person)	61	50.0%
<b>Grand Total</b>	<b>122</b>	<b>100.0%</b>

- 17 attended both Central and North or South workshops
- 4 attended both Central workshop and some other event

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

Race/Ethnicity	Count	Percentage
Other	1	1.0%
Two or more races	1	1.0%
Black	2	1.9%
Arab/Middle Eastern	7	6.7%
Latin(x)/Hispanic	9	8.7%
I prefer not to say	15	14.4%
White	69	66.3%
<b>Grand Total</b>	<b>104</b>	<b>100.00%</b>

**4. What is your age?**

Age	Count	Percentage
18-24	1	1.0%
25-34	13	12.9%
35-44	19	8.8%
45-54	18	17.8%
55-65	24	23.8%
Over 65	26	25.7%
<b>Grand Total</b>	<b>101</b>	<b>100.0%</b>



## 5. What neighborhood do you live in?

Neighborhood	Count	Percentage
Carroll Gardens	1	1.0%
Downtown Brooklyn	2	2.0%
Boerum Hill	5	5.0%
Cobble Hill	7	6.9%
DUMBO/Vinegar Hill	16	15.8%
Other	22	21.8%
Brooklyn Heights	48	47.5%
<b>Grand Total</b>	<b>101</b>	<b>100.0%</b>



## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Manhattan Bridge Interchange: Community Meeting Synthesis







## Corridor Vision BQE Central

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



# BQE Central | Manhattan Bridge Interchange Community Workshop Synthesis



Appendix B



April, 2024







# Executive Summary

## Overview

As part of ongoing engagement for BQE Central, NYC DOT held two community workshops to obtain feedback on design concepts for the Manhattan Bridge Interchange:

- 4/4/24: In-person workshop at Church of the Open Door
- 4/8/24: Virtual workshop via Zoom

Approximately 100 attended the in-person workshop, and approximately 25 attended the virtual workshop. We are trying to schedule a follow-up meeting with Farragut Stakeholders.

## Workshop Content

The workshops opened with a presentation from NYC DOT which included: an overview of the BQE Central project; feedback from previous rounds of engagement; a series of existing conditions slides; a discussion of the guiding values and priorities that informed the design concepts; and an in-depth discussion of three design concepts for the Manhattan Bridge area.

Midway through the presentation, participants were invited to participate in a real-time poll to gather feedback on the question: “In one or two words, what is your top priority for the Manhattan Bridge area?” Responses were submitted via the internet, tallied live, and presented on-screen.









# The Three Roadway Configuration Concepts



Concept 1

GOAL

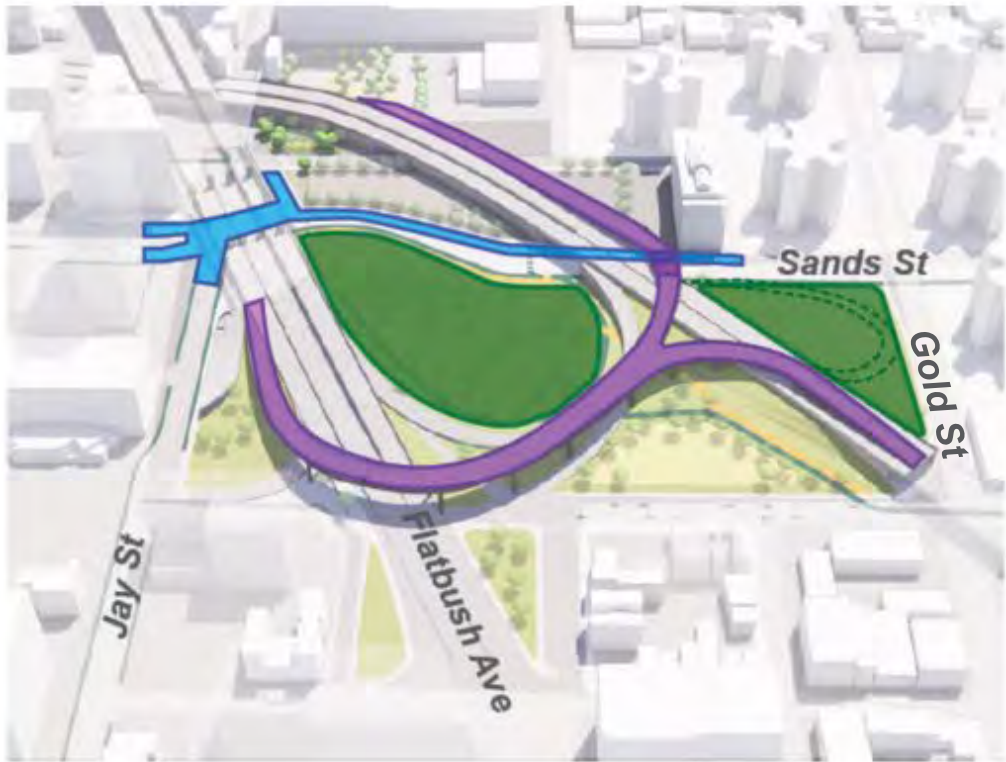
- Enhance walking & biking while avoiding new large infrastructure



Concept 2

GOAL

- Enhance local streets by enhancing safety for pedestrians and cyclists
- Create a large, new accessible open space adjacent to Farragut Houses



Concept 3

GOAL

- Substantially reduce local through-traffic with new large infrastructure, allowing for transformation of local streets for safety & comfort
  - Create a large new accessible open space adjacent to Farragut Houses



Street Level Safety Enhancements



New Direct Connections



# Executive Summary

*Continued from prior page*

There was no clear preference for a single design concept. However, across all three concepts, participants supported design interventions that increased connections and enhanced safety.

The strongest support for **Concept 1** came from the virtual workshop participants, who noted that it prioritizes pedestrian connections and safety. Participants welcomed interventions that could be done in the near term.

In **Concept 2**, participants reacted positively to new open space at the corner of Gold Street and Sands Street, but were less vocal and supportive of moving the Staten Island-bound BQE on-ramp to the north side of Sands Street. Some expressed concerns about the impact to McKinney Steward Park and questioned how the community would receive the pedestrianization of Prospect Street, especially related to decreased parking.

While there was some vocal support for the direct connection provided in **Concept 3** because it reduces traffic on local streets, there was significant concern from participants about the construction timeline and impacts such as noise, pollution, and vibrations. As in Concept 2, participants reacted favorably to the possibility of additional open space on the corner of Gold Street and Sands Street.

## Setting Priorities

The five priorities below informed the design of three concepts for the area:



1



2 Reduce through traffic on local streets



3 Enhance pedestrian & cycling connections



4 Expand connect, and enhance open spaces & activate underutilized spaces



5 Minimize changes in visual character



2

# Key themes

## Concept 1

Several participants expressed priority for issues that impact their daily lives, and in particular parking and safety enhancements.

The strongest support came from the virtual workshop, where participants showed support for Concept 1 because it prioritizes pedestrian connections and safety. Participants welcomed interventions that could be done in the near term.

## Concept 2

In both in-person and virtual workshops, there was a lack of interest in or support for moving the Staten Island Bound BQE ramp to the north side of Sands Street. One participant expressed concern about the ramp's impact on McKinney Steward Park, another raised concerns that it came too close to housing, and a third said that it was not a good connection to the BQE.

The required pedestrianization of Prospect Street drew questions, with one participant noting that it is an important alternative to Sands Street, and another noting that it is unclear whether the community would like the pedestrianization of Prospect Street. Some participants raised concerns about loss of parking.

Participants were positive about the new open space at Gold Street and Sands Street, and suggested uses included a park, a sitting area, or affordable housing among others.





# Top Priorities: In-person Mentimeter Vote

Top 3:  
Safety  
Parking  
Traffic

In-person meeting  
(46 respondents)



# Top Priorities: Online Mentimeter Vote

During the workshops, participants had the opportunity to provide feedback in a live poll, by providing a response to the question “In 1-2 words, what is your top priority for the Manhattan Bridge area?”

## Virtual meeting (25 respondents)





## In-Person Meeting Comments

### **The community would like additional parking**

- “My biggest priority is parking, and how long is this going to take? (What are the construction impacts?)”
- “Can we keep the parking that we have? And can we have more?”
- “Some of my congregation drives from other parts of Brooklyn and they sometimes can’t find parking.”
- “Keep Sands Street wider for on-street parking.”
- “Everything is for the bikes, cars don’t have any space left – like Flushing Avenue is just one lane.”

### **Safety enhancements are welcome along Sands Street**

- “Sands Street doesn’t feel safe.”
- “Do not change local street and ramp configurations – past improvements have not made the improvement.”
- Changes should impact traffic connectivity and access (because of this a few people preferred Concepts 1 & 2)

### **New connections to Trinity Park are welcome**

- “Need better access to Trinity Park (I’ve lived here 70 years and I didn’t know there was a park!)”



# Concept 1: Community Comments





## In-person Meeting Comments

### **There are concerns about the relocated Staten Island-bound ramp**

- “I do not like Concept 2 because of implications for the park.”
- “There is not a good connection to the BQE in Concept 2.”

### **There is support for new connections**

- “I like the idea of connecting Trinity Park to the rest of the neighborhood.”
- “I like the more direct access from Duffield Street to DUMBO.”

### **There are questions on the pedestrianization of Prospect Street**

- “There are no residents on Prospect Street and so some people may or may not like a pedestrian-only street.”
- “Prospect Street is an important alternative to Sands Street”
- “Will there be bus route impacts?”

### **Cost shouldn't be a factor when evaluating this concept**

- “Cost should not be a factor in the decisions – these neighborhoods have suffered enough from infrastructure impacts.”
- “I have questions about the cost (which is not important) and timeline (important to me).”



## Virtual Meeting Comments

### Gold & Sands Open Space

- One participant suggested a dog park for new or existing park space.
- One participant commented that they use the equivalent of a 120-foot-long field to play bike polo. This space could be converted as a multiuse space coalition or multipurpose play area to play hockey. It will be a space to put basketball hoops in the center of the field. It could be concrete asphalt adapted for street soccer.
- "It's not feasible right now to spend time at the triangle. Opening this space would be very good for the community."
- "I am all for green space since the city needs more green space in general."

### Other Comments

- "I love the new sidewalk on Sands Street and improvement to bike access."
- "Please protect the bike lanes from traffic if you choose this concept, and if the new design redirects the bike traffic from." I thinks something may be missing here.



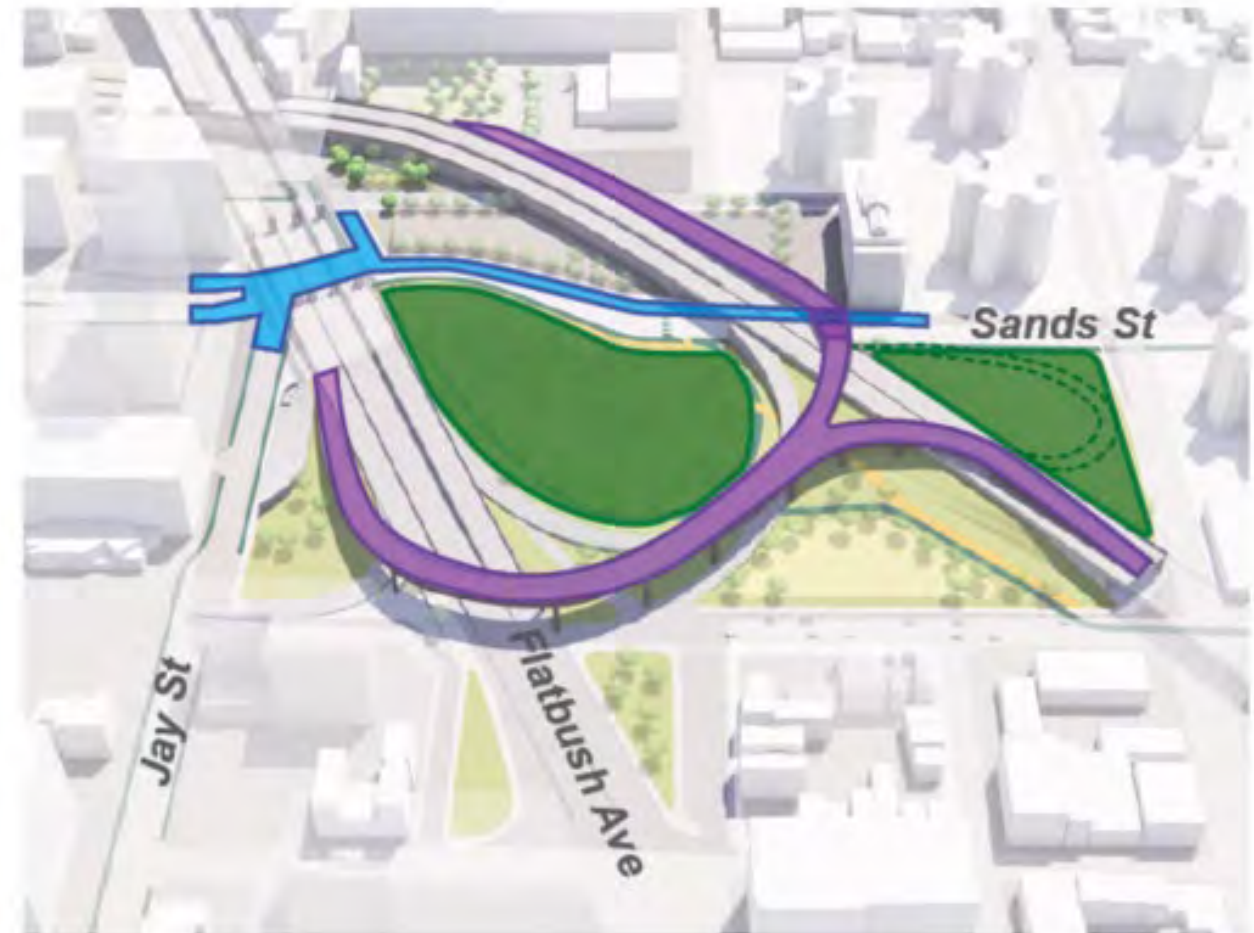


# Concept 3: Community Comments

## In-person meeting comments

### Participants had comments on the construction timeline & impacts

- At one table, there was openness to concept 3 but concerns about how long it will take and how traffic will work during construction.
- “I like concept 3, but how long will it take? How does traffic look during construction?”
- “The big overhead structure is a concern, and it’s going to take a while to construct. I’m not excited about construction impacts.”
- Questions about construction timeline and impacts – “will it impact residents ability to use the recreation facilities?”
- “How are we dealing with sanitation during construction?”
- Concern about impacts to local schools and community centers both during construction and operationally. “How will vibrations affect the neighborhood?”
- “Sound proofing would be needed – how do we intend to deal with noise?”
- “I have concerns about construction impacts such as noise for residents of Farragut Houses – especially without a timeline>
- The buildings are "in close proximity" to infrastructure and parks. The noise, pollution, and construction will impact the residents' ability to recreate, without having a time frame for the magnitude of concept #3.



# Concept 3: Community Comments

## Virtual Meeting Comments

### **There were two specific concerns**

- Concern about new elevated ramp structure not being friendly for pedestrians
- Concern with traffic and congestion issues with left turn from MN Bridge to Concord Street

### **Several were in support of Concept 3**

- "Go big- the trade-off is worth it."
- "The BQE should be demolished, but since this is unlikely, Concept number 3 is the best option."
- "In the future, there will be more cars, and Concept number 3 is the one with less traffic and cars."

### **Other Comments**

- "A new multi-sport court in Bridge Park or other location."
- "Parks does not give bike polo permits, any available court space is appreciative."





# Common Themes across all concepts

## Parking

- Loss of parking
- “Keep Sands Street wide for parking.”
- “There is illegal parking because there is no place to park.”
- “Fix parking.”
- There is a strong desire to preserve parking.
- “It’s not fair to bring noise, and air pollution and exclude NYCHA residents from parking.”
- Amenities for drivers/parking
- Expense of driving
- Church parking on Sunday – parishioners use streets
- Priority #2 – on street parking availability – need more
- “Parking today is challenging.”
- “Congestion pricing will increase illegal parking.”

## Congestion

- Congestion on local streets
- Concerns about asthma and congestion
- Traffic congestion at the Navy Yard – keep Sands Street the same
- Decreasing on-street congestion
- Congestion and noise issues after Manhattan Bridge renovations several years ago
- Congestion and high vehicle speeds still an issue, though now less constant
- Concern about increased traffic on Nassau due to bi-level bridge access

## Noise

- Concerns about noise and trucks



# Potential Use of Open Space

Concept 2 and Concept 3 make 56K SF of open space available for public use by relocating the Staten Island-bound BQE on-ramp. Participants were asked to comment on potential uses for the space:

## Comments from the in-person meeting (Gold & Sands Streets)

- Keep this as a park
- Triangle could be a park – no interest in new buildings
- No new buildings on Gold Street triangle – maybe a park?
- For the triangle, community uses: a building or a park would be nice, but not more luxury housing. But if there is new housing, make it affordable and make sure it has its own parking.
- No new buildings on Gold Street triangle – maybe a park?
- The triangle space could be a sitting area
- I like the new open triangle at Sands and Gold Streets

## Comments from the virtual meeting (Gold & Sands Streets)

- Affordable housing would be great, but not sure we should build housing right beside the BQE
- Use as green space - more green space is needed generally
- Opening up this triangle would be valuable
- Housing and the location of living next to the BQE are not ideal for health reasons, but "I appreciate the thinking."
- This could be a dog park
- Multi-use space for hockey



*A rendering of the 56K SF open space that would become available for public use in Concept 2 and Concept 3. This is approximately the size of a football field.*

## Comments from the in-person meeting (Area between BQE and Bridge)

- Put Senior Housing in the middle
- Put Boys Club back
- Put parking in the basement of any new building





3

# Summary

## Overview

On Wednesday, May 1, DOT conducted a site walk with elected officials to explain the three design concepts in the field.

## Insights

- There were questions raised about the alignment and the proximity of new infrastructure to Farragut Houses.
- The group felt it would be helpful to create a 3-D model of the proposed direct connection.
- There was support for continued engagement with the Farragut Houses.





4 4

Goals									
	Improve traffic safety (especially for vulnerable users)	Reduce traffic on local streets (and the resulting air / noise pollution)	Improve pedestrian + cycling connectivity	Better utilize vacant land to benefit community	Create / expand / improve open space	Visual / historic impacts	Equity impacts	Minimize construction impacts on the community	Minimize costs to optimize available resources
Concept 1	<b>Pro:</b> Provides some traffic safety improvements  <b>Con:</b> Full extent of improvements cannot be realized	<b>Pro:</b> Reduces traffic on Tillary & Flatbush	<b>Pro:</b> Enhanced connections	<b>Con:</b>	<b>Pro:</b> adds 78k sf of open space	<b>Pro:</b> No impact	Provides safety and access enhancements	<b>Pro:</b> Shortest duration of construction impacts	<b>Pro:</b> Lowest infrastructure investment
Concept 2	<b>Pro:</b> Provides some traffic safety improvements  <b>Con:</b> Full extent of improvements cannot be realized	<b>Pro:</b> Reduces some traffic on Tillary & Flatbush  <b>Con:</b> Requires pedestrianization of Prospect Street (loss of parking)	<b>Pro:</b> Enhanced connections	<b>Pro:</b> large open space at Gold & Sands can be used for community benefit	<b>Pro:</b> 145k sf of added open space  Large open space at Gold & Sands made accessible	<b>Con:</b> Additional visible infrastructure  Infrastructure moved close to McKinney Steward Park & housing	Provides safety and access enhancements	<b>Con:</b> Impact during construction of new ramp	<b>Con:</b> larger infrastructure investment than Concept 1
Concept 3	<b>Pro:</b> Provides the greatest opportunity to improve street-level traffic safety	<b>Pro:</b> Reduces the most traffic from local streets  Drastic improvement at Jay & Sands Street	<b>Pro:</b> Enhanced connections	<b>Pro:</b> large open space at Gold & Sands can be used for community benefit	<b>Pro:</b> most added open space (254k sf)  Large open space at Gold & Sands made accessible	<b>Con:</b> Additional visible infrastructure	Provides safety and access enhancements  Removes the most traffic from the street level (with its noise, pollution, safety implications)	<b>Con:</b> Longest construction duration  Significant impact during the construction of direct connection	<b>Con:</b> Largest infrastructure investment





	In Person Feedback	Virtual Workshop	Electeds Site Tour
Concept 1	<p><b>Pro:</b></p> <ul style="list-style-type: none"><li>• Support for safety Improvements, new bicycle/ped connections</li><li>• Some participants were in favor of the least disruptive concept</li></ul> <p><b>Con:</b></p>	<p><b>Pro:</b></p> <ul style="list-style-type: none"><li>• New Connections are welcome</li><li>• Two participants preferred this concept</li></ul> <p><b>Con:</b></p>	<p><b>Pro:</b></p> <p><b>Con:</b></p>
Concept 2	<p><b>Con:</b></p> <p>The community had was uncertain about the closure of Prospect Street</p>	<p>This concept was not favored by virtual workshop participants.</p>	<p><b>Con:</b></p> <p>The elected officials had concerns about the proximity to McKinney Steward Park &amp; Farragut Houses</p>
Concept 3	<p><b>Pro:</b></p> <p>Favored by several in the group, with a caveat that there are concerns about construction impacts</p> <p><b>Con:</b></p> <p>Several community members had concerns about construction timeline &amp; impacts</p>	<p><b>Pro:</b></p> <p>There was vocal support for this concept</p> <p><b>Con:</b></p>	<p><b>Pro:</b></p> <p><b>Con:</b></p> <p>Concerns about proximity to McKinney Steward Park &amp; Farragut Houses</p>









# BQE Central - Manhattan Bridge - Concepts

Concept 1



Existing



Proposed



Bird's eye from Jay St & Sands St facing east

## Concept 1 Notes

- Add new traffic signals at the BQE on and off ramps on Sands St
- Create continuous connection on the south side of Sands St
- Create continuous sidewalk with signals and crossings on south side of Sands St

Concept 2



Existing



Proposed



Street view from Sands St & Gold St facing south

## Concept 2 Notes

- Convert Prospect St to a pedestrian street
- Staten Island-bound BQE on-ramp re-constructed north of Sands St to gain public space at Sands St and Gold St
- Add 56K SF of accessible, usable open space
- Add new connection between Prospect St and new open space

Want to preserve the view from Flatiron - e.g. from 2nd Ave looking to Mid Bridge - that's Concept 3

Concept 3



Existing



Proposed



Street view from Sands St facing east

## Concept 3 Notes

- Reduce traffic on Jay St by 75% at peak hours can help speed up buses
- Major redesign of Sands St to enhance walk ability and create public space
- New direct Manhattan Bridge to BQE connection to decrease traffic on local streets
- Add 56K SF of accessible, usable open space
- New connection between Trinity Park and new open space

Current park space is sufficient (some say)

Want access from neighbor-hood to BQE

Can we have on/off-ramp to BQE right here? (in addition to improved direct access)

Longer 2nd Ave - East of parking - Long-term on-ramp to BQE



## Central - Manhattan Bridge - C

Concept 1



Concept 2



Concept 3



Existing



Concept 1 Notes

- Add new traffic signals at the BQE on and off ramps on Sands St
- Create continuous connection on the south side of Sands St
- Create continuous sidewalk with signals and crossings on south side of Sands St

Proposed



Bird's eye from Jay St & Sands St facing east

Existing



Concept 2 Notes

- Convert Prospect St to a pedestrian street
- Staten Island-bound BQE on-ramp re-constructed north of Sands St to gain public space at Sands St and Gold St
- Add 56K SF of accessible, usable open space
- Add new connection between Trinity Park and new open space

Proposed



Bird's eye from Sands St & Jay St facing east

Existing



Concept 3 Notes

- Reduced traffic on Sands St and Jay St by 75% at peak hours - help speed up buses
- Major redesign of Sands St to enhance walkability and public space
- New direct Manhattan Bridge BQE connection to ease access on local streets
- Add 56K SF of accessible open space
- New connection between Trinity Park and new open space

Proposed



Bird's eye from Sands St & Jay St facing east



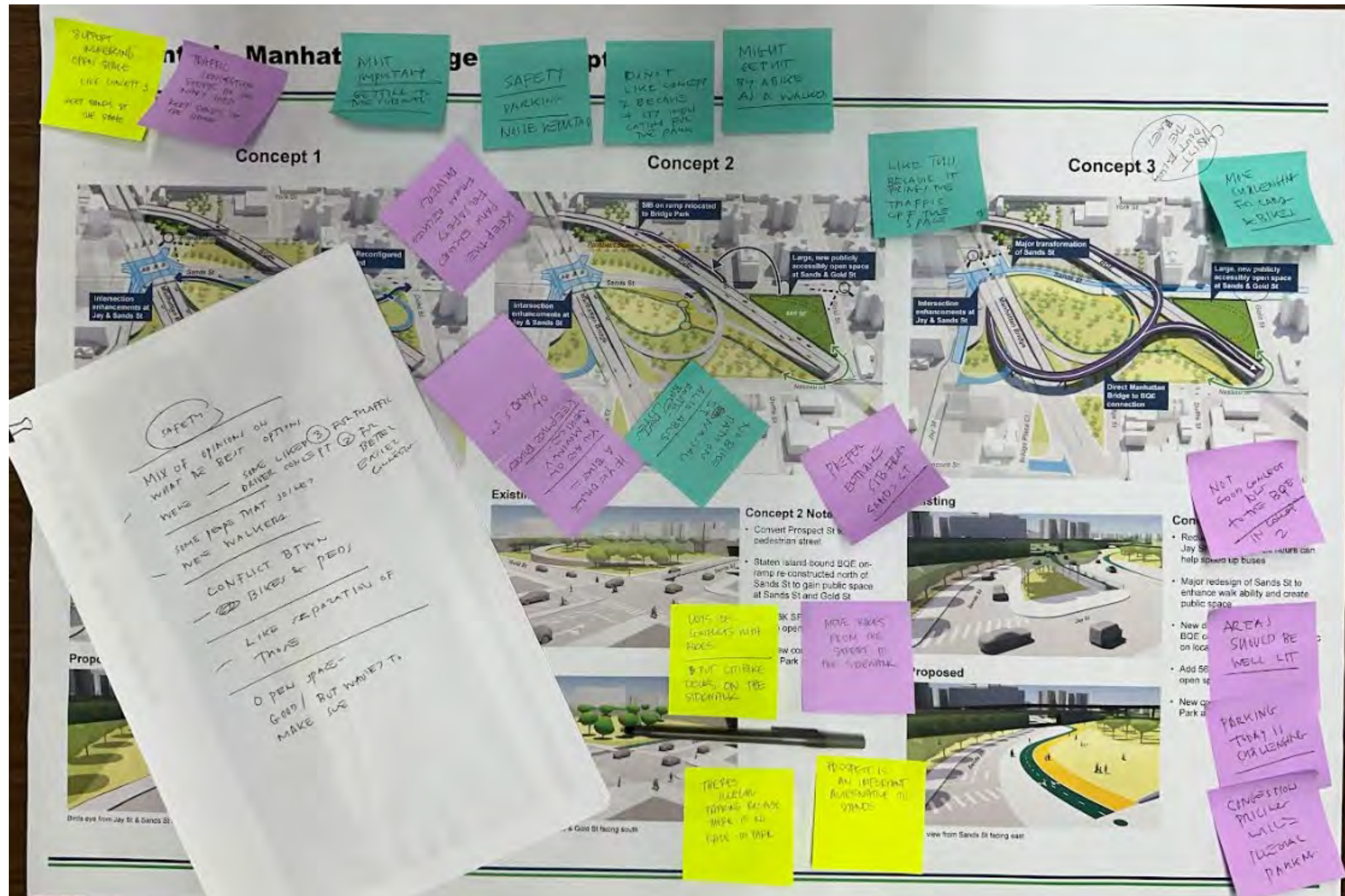
### Concept 3 Overview

~~Part 3~~  
Cover the  
Subway &  
Reduce noise  
from bridge

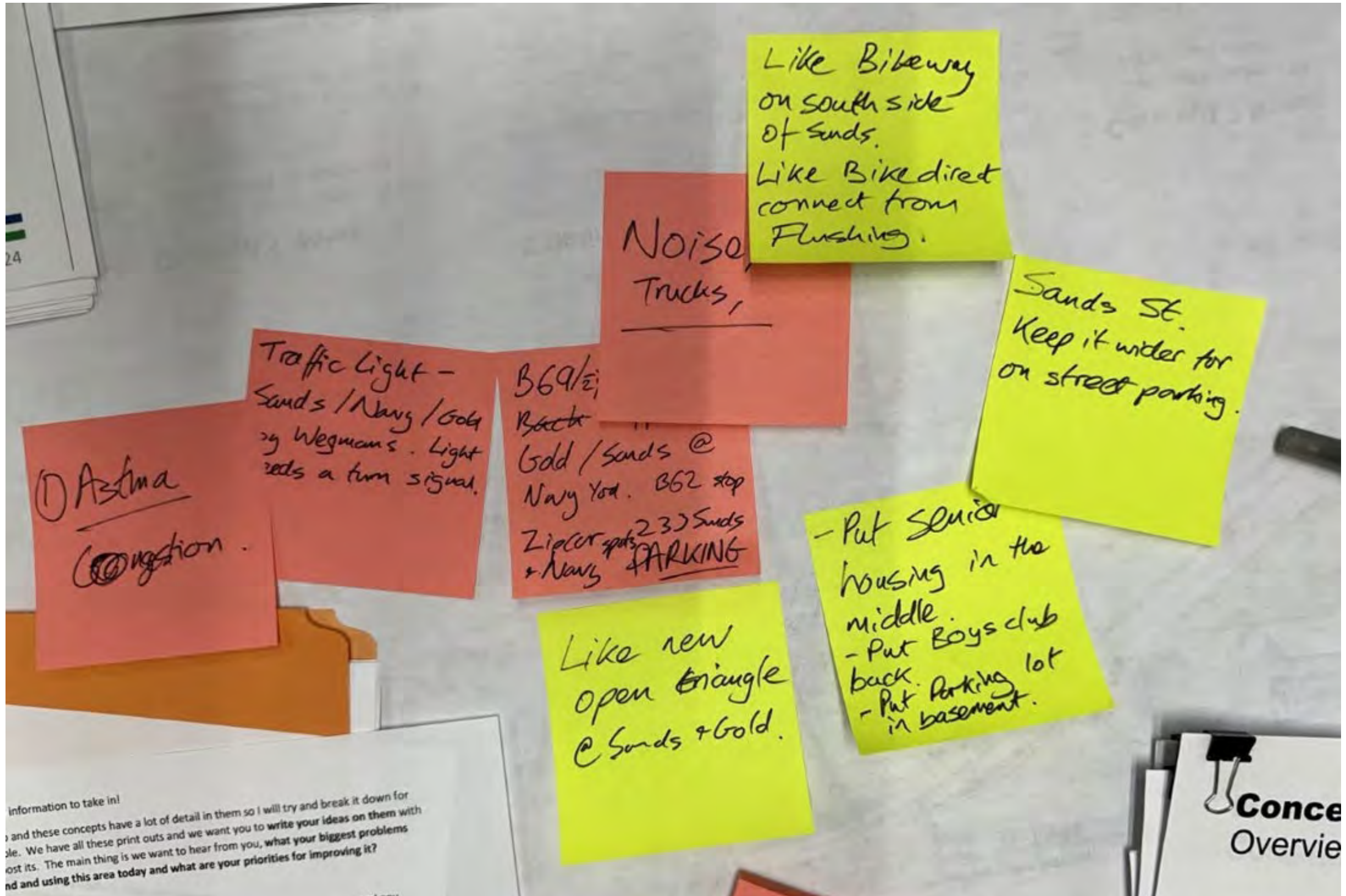
Walkway  
Under BQE  
Through Triangle













### Concept 3 Overview

moving fwd a 3D model would be helpful  
→ esp. 1

Buildings are in close proximity to infra. & main  
→ constr. time line to residents liability  
→ how do we handle flooding  
→ how are we stabilizing sandstone?

will ppl lose out on cit. bike access?

parking  
→ adding put parking does not benefit the NYCHA residents  
→ not fair to bring noise, air pollution, but exclude them from parking

Reopen space to the public

Sands  
kability  
space

Adding 56K SF of accessible, usable open space

56K SF

15th St

What would the control of the pedestrian street be → will it remain under local ctrl?

concern about impacts to local schools & community  
→ particularly AQ  
→ both during constr. & operationally  
→ how will vibration effect

Sound proofing  
→ how do we intend to deal w/ noise  
→ are we using trees.

Manhattan Bridge to action to decrease cal streets

New connection between Trinity Park and New Open Space

Nassau St

15th St



For Discussion Purposes Only – Subject to Change and Refinement

24

35





Priorities:  
 → address  
 → air pollution  
 & health  
 → flowers:  
 construction  
 time and impact

Priorities:  
 → amenities for  
 drivers  
 ↳ parking  
 ↳ expense of  
 driving  
 → church parking on  
 Sunday — folks use  
 greets

→ #1 priority  
 → not interested  
 in long-term  
 construction  
 → Priority #2  
 ↳ on street parking  
 availability — need  
 more

→ Priority #3  
 ↳ decreasing on-street  
 congestion  
 → Priority #4 —  
 do not change local  
 street and ramp  
 configurations — past  
 improvements have  
 not made the improvement

→ #4 continued  
 folks want to see  
 and street changes  
 affect traffic connectivity  
 and access  
 ↳ bc of this a couple  
 folks preferred #1 or #2

**Concept 1**  
 Overview

**Concept 3**  
 Overview



Overview



→ local residents commute  
 to places where  
 transit connection isn't  
 great  
 → general stress walking  
 this area  
 →

→ better  
 need access to  
 Trinity Park  
 ↳ I've liked have  
 70 years and didn't  
 know there was  
 a park is



For Discussion Purposes Only — Subject to Change and Refinement



Signal added to improve safety

Continuous connection on the south side of Sands St created

Continuous sidewalk with signals and crossings on south side of Sands St created

Suggested dog park use for new or existing park space

Priorities:

- Traffic flow on Concord St
- congestion and noise issues after Manhattan Bridge renovations several years ago
- congestion and high vehicle speeds still an issue, though now less constant
- priority for pedestrian safety

two participants joining who live near Duffield St - priority for pedestrian safety

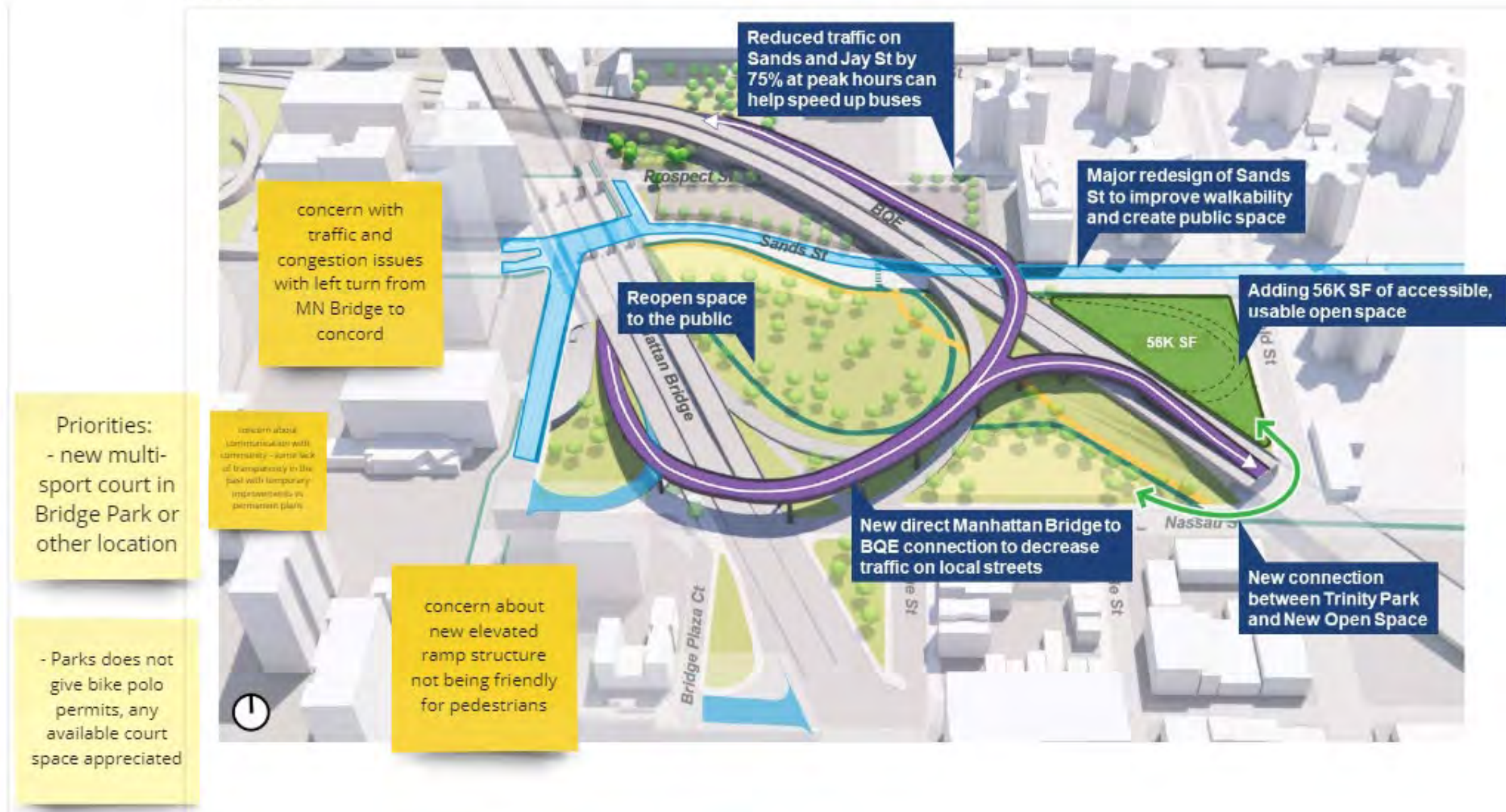
one participant prefers concept 1 - emphasis on pedestrian connection and safety

one participant prefers concept 3 - new ramp prioritizes drivers

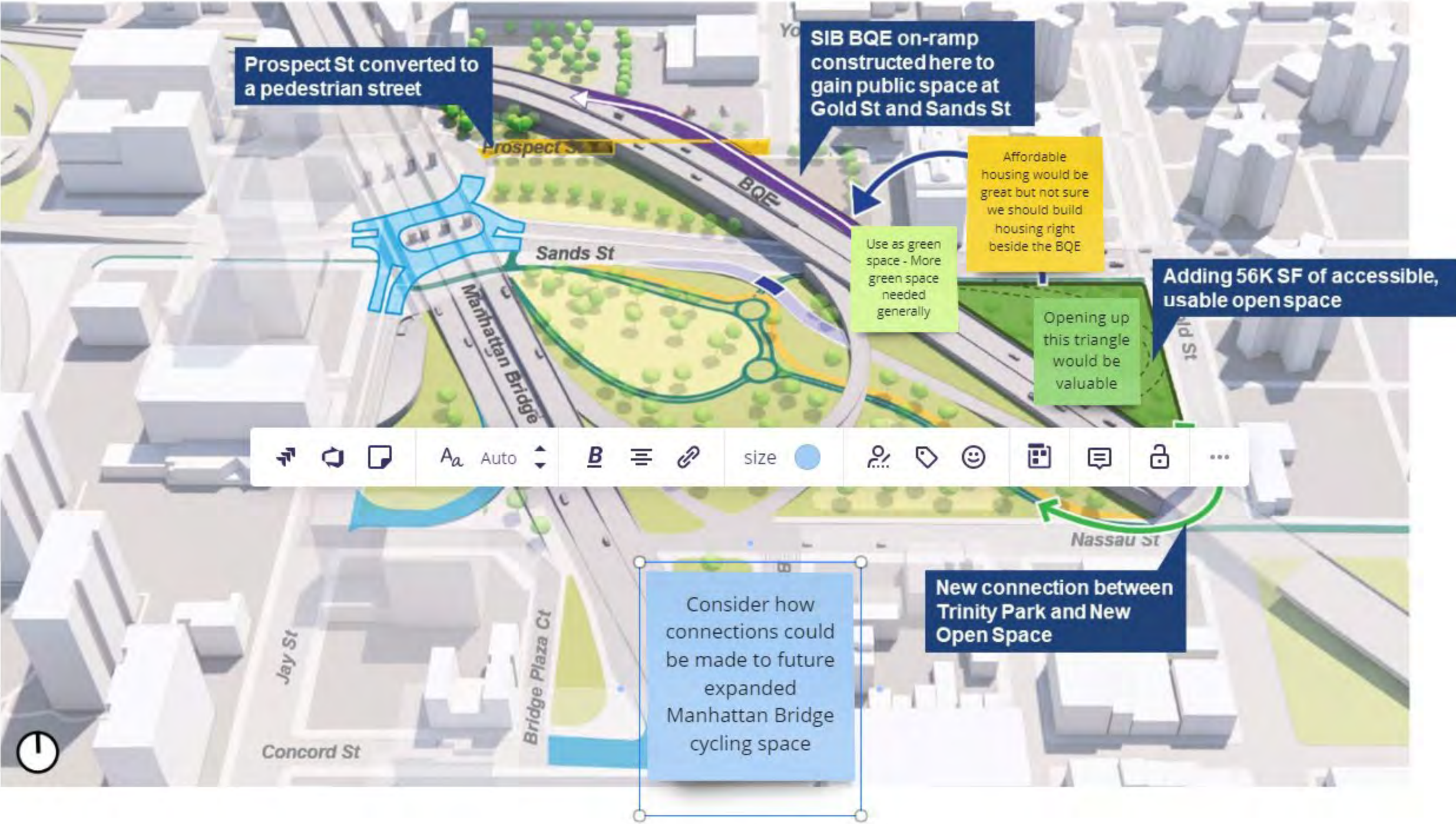
- Add new traffic signals at the BQE on and off ramps on Sands St
- Create continuous connection on the south side of Sands St
- Create continuous sidewalk with signals and crossings on south side of Sands St



### Concept 3

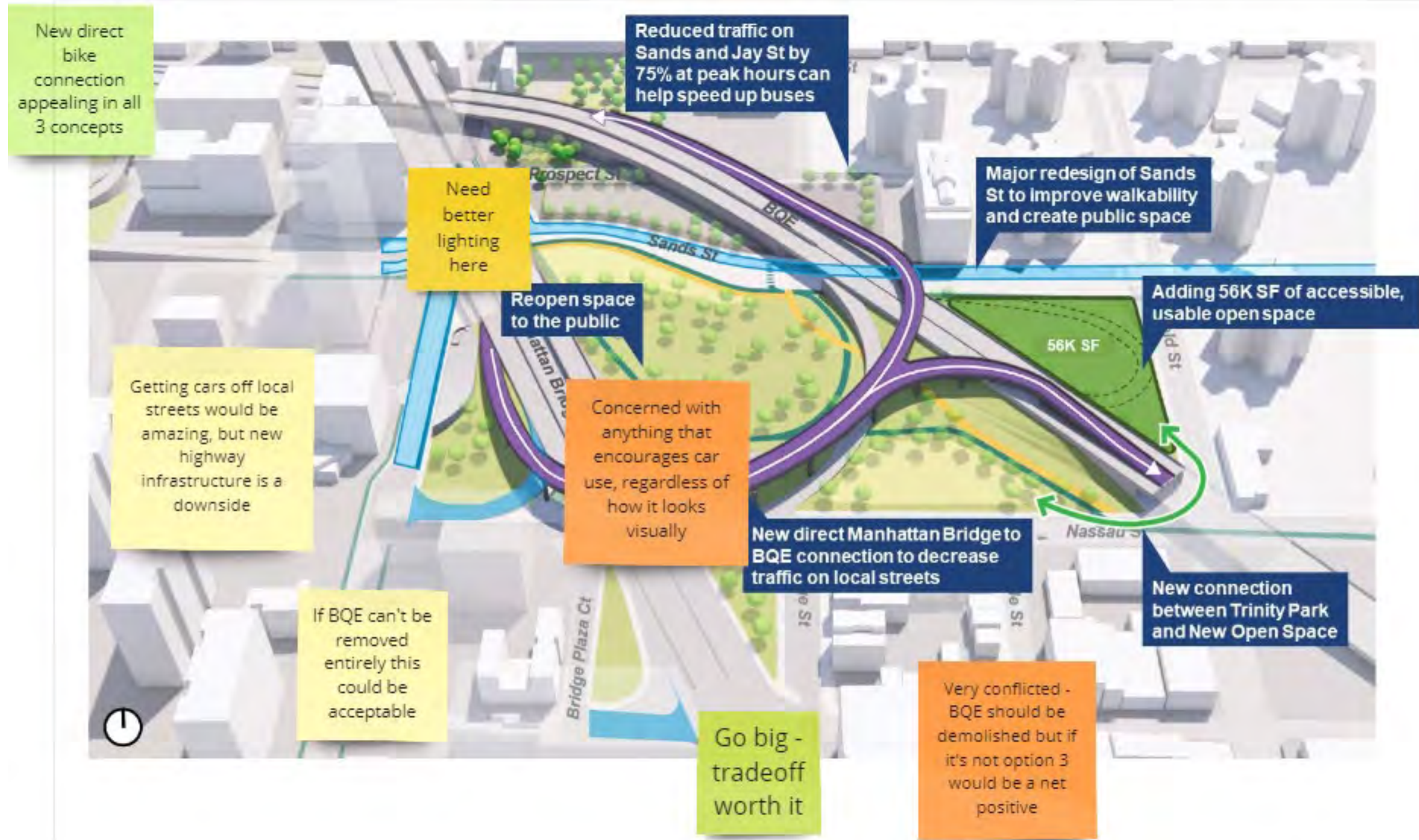








### Concept 3



**BQE Central Vision**  
**Kings County (Brooklyn), New York**

**Triple Cantilever**  
**Community Meeting Synthesis**

June 2024



**Corridor Vision**  
**BQE Central**

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner





## Corridor Vision BQE Central

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



## BQE Central | Triple Cantilever Community Workshop Synthesis



Appendix B



June 2024







# Executive Summary

## Overview

As part of ongoing engagement for BQE Central, NYC DOT held two community workshops to obtain additional feedback on design concepts for the Triple Cantilever Section:

- 6/20/24: In-person workshop at City Tech Namm Cafeteria
- 6/24/24: Virtual workshop via Zoom

Approximately 25 attended the in-person workshop and approximately 165 attended the virtual workshop.

## Workshop Content

The public workshops opened with a presentation from NYC DOT which included: an overview of the BQE Central project; three design concepts from previous workshop; a new design concept for public feedback; slides showing potential relocation of MTA conduit facility; slides showing stacked structure concept of the triple cantilever near 360 Furman Street building; design concept renderings; the project schedule and estimated timeline for environmental review.

Following the presentation, participants had the opportunity to ask questions, which were answered in front of the full audience. Following the Q&A, participants split into smaller, facilitated groups to discuss and comment on the design concepts for the triple cantilever.









# Design Concepts



**1** The Terraces



**2** The Lookout



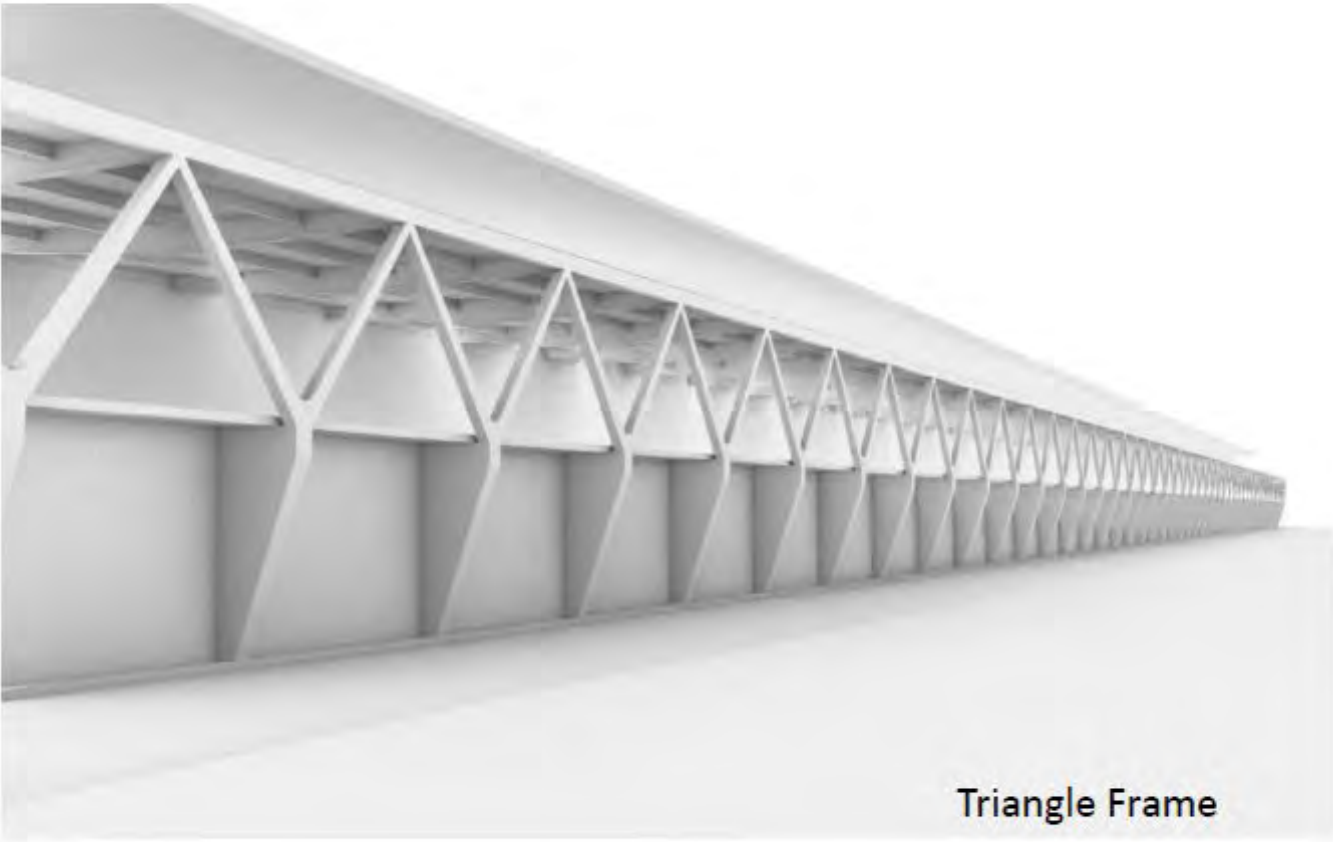
**3** The Stoop

**4** Portal Design Options  
(Linear and Triangular Frames)  
June 2024





# Portal Design Options





2

**During the workshops, participants had the opportunity to provide feedback and ask questions about the project. The following are the key themes identified from the comments**

**Connections and Accessibility**

In both in-person and virtual meetings, participants suggested ideas for connection and accessible points to the park. Most participants mentioned Montague Street as a connection point since it has direct access to subway stations and parks. Clark Street and Cranberry Street were also highlighted as relevant connection points. Participants suggested that connection points should be spread across the section.

**Feedback on Design Concepts**

Generally, participants preferred the portal design option with additional pedestrian connections, while others preferred the greenery and clear connections of the previous three design concepts. There was a clear preference to visually cover the vehicles passing through the highway. Out of the two portal design frame options, the linear frame was preferred by most of the workshop participants because it acts as a screen, while some of the participants preferred the look of the triangular frame resembling the Manhattan Bridge structure.

**Traffic Impacts**

Participants shared concerns about how the traffic would be affected during and after the construction. In general, there is a preference for two lanes, and concerns for potential traffic increase in the neighborhood. There was also feedback on making one lane a transit/HOV lane if the final design has three lanes. There are concerns about traffic diversion during the construction and potential spillback into local streets.

**Noise Impacts**

Several participants raised concerns regarding noise levels, which could increase during construction. Preference was given to reduce noise levels as much as possible, and continuous monitoring of noise levels was suggested. There are concerns about potential noise from traffic through the expressway and its impact on the community.

**Safety**

Participants emphasized existing pedestrian safety concerns at Atlantic Avenue and Joralemon Street. Participants also raised concerns about pedestrian safety in and around residential streets during the construction. Concerns about water logging and narrow sidewalk conditions must be considered while redesigning the BQE.

**Construction and Environmental Impacts**

Residents are concerned about the impact of construction elements such as retaining wall, vibration during the construction and the timeline of the project. Several participants showed interest to learn about the construction methodology and how it will impact the surrounding buildings. Project timeline is also one of the major concerns.







### Brooklyn Bridge Park connections feedback

- “pedestrian access from Montague and Clark St.”
- “need Montague street connection”
- “pedestrian connections in Montague St. would be great”
- “pedestrian access priority 1. Montague St. 2. Clark St. 3 cranberry St.”
- “connections between the promenade and the park at Montague St. and commercial corridors Clark St.”
- “one or two more access points would be great at Clark or Montague St.”
- “emphasis on more pedestrian connections Montague St. Clark street cranberry St.”
- “Montague St is desired and logical connection point critical and gives lots of retail and transit success”
- “Montague St has a lot of train stations and businesses so it should be used as the key connection to the park”
- “connections for people on foot or bikes and all ages and abilities”
- “More pedestrian friendly crossing at Joralemon St.”
- “want pedestrian access that connects up to subway access”

- ✓ Most participants mentioned connections from Montague and Clark Street are desired.
- ✓ Cranberry St, Joralemon St and Squibb Park were the other locations mentioned for improving pedestrian connections
- ✓ Universal accessibility was highlighted by participants

- ✓ Most participants who provided feedback on the portal design prefer the linear frame
- ✓ Some participants want to see ways to add screening technology to reduce noise, dust, and visual impacts.

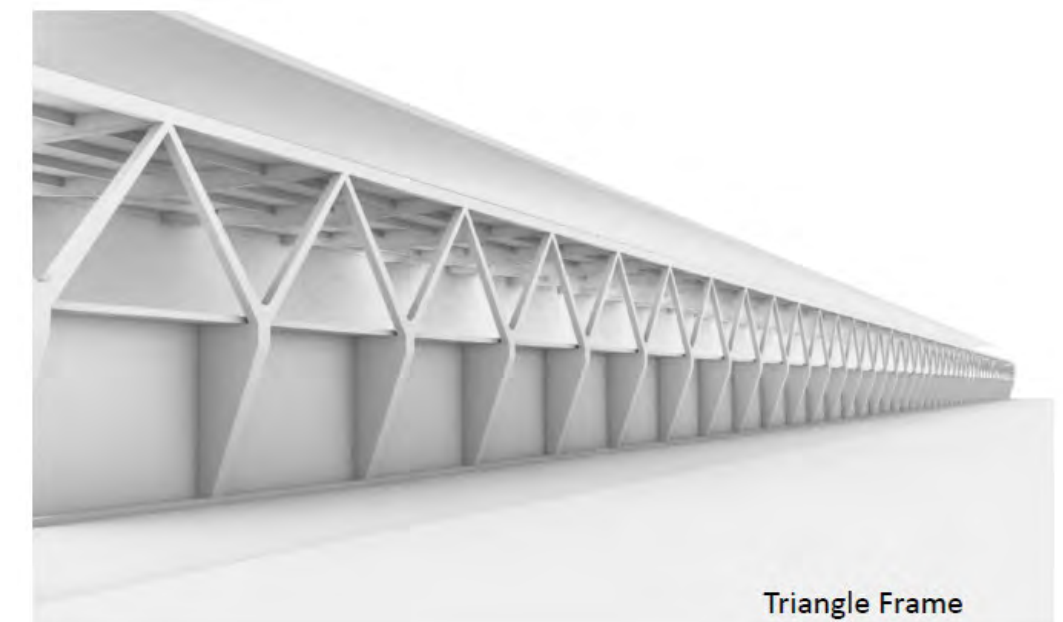
#### Linear frame design concept feedback

- *“like the clean look of linear frame”*
- *“preference for linear design and any way to block the highway visually”*
- *“prefer linear option appreciate the streamlined approach of new design”*
- *“Really like both new minimalist structures - linear frame is great and both are a great improvement”*
- *“linear frame would positively obscure highway traffic”*
- *“preference for linear frame because it creates a screened effect”*
- *“sound mitigation and absorption to be added”*
- *“does not want to see vehicles - a covered roadway is preferred”*



#### Triangular frame design concept feedback

- The Triangular frame is also preferred by a few participants because it conveys a sense of movement
- *“like how the triangles reference the Manhattan bridge structure.”*
- *“pollution buffering possible between the triangular frames”*







**1 The Terraces**



**2 The Lookout**



**3 The Stoop**

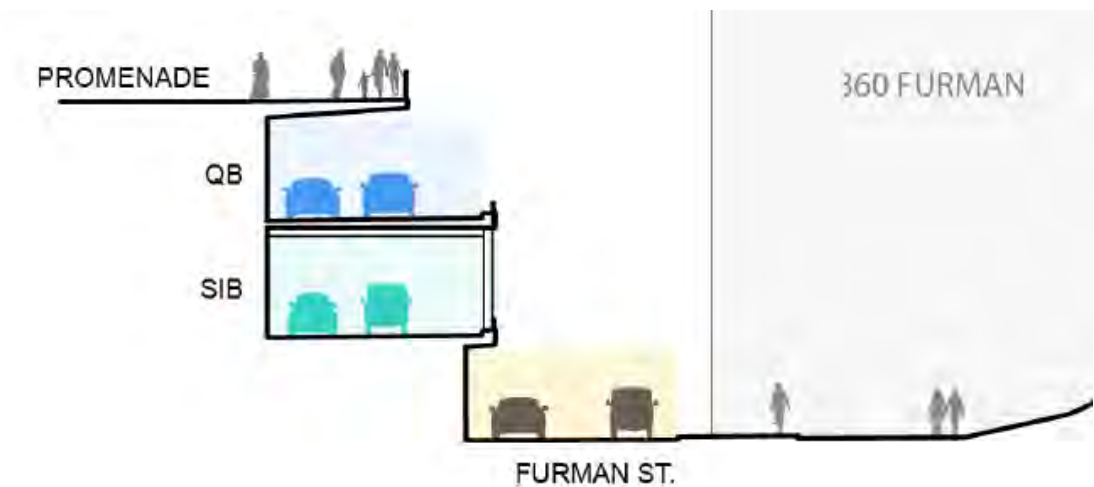
✓ **Some people liked the portal design with additional pedestrian connections and others preferred the greenery and clear connections or original three concepts**

- *“What I like about the previous designs is the incorporation of greenery connection to Brooklyn Bridge park and shielding the traffic. Those are more forward-thinking than the options we are looking at today.”*
- Preference for the lookout option because it creates zone and better connections for the whole neighborhood, not just businesses
- *“Previous design concepts are more transformative.”*
- Concern about how the fourth option came in so late and if it was a community-driven request.
- Concern regarding the stoop and terrace design options creating a tunnel by capping Furman St.

- ✓ A two-lane configuration is preferred by most participants to reduce traffic and noise
- ✓ Even though two lanes is preferred by most of the participants, there are concerns about traffic impacts
- ✓ Some participants were concerned about the impacts of a three-lane alternative on Furman 360

### Feedback Regarding lane configurations

- “given that more lanes results in in more traffic, we should avoid three lanes”
- “three-lane option will be crowded and unpleasant”
- “wider lanes would lead to decreased safety smaller lanes would lead to increased safety unless driving lower design speed should be considered”
- “traffic spillback is an issue with two lanes”
- “concerns over the fact that if DOT ends up going with three lanes, the gap at Furman 360 will actually be a bit narrower”
- Prefer two lanes concerned about building close to 360 Furman
- “widening BQE would be necessary for three lanes”
- Concerns over narrowing the roadway to two lanes and creating a choke point along this stretch of the BQE
- “regarding Furman St. diversion no one wants a bypass right in front of their window people would rather have open space than a crumbling wall”
- “temporary highway thorough review that shouldn't be over Furman”
- “Explore dropping stacked onto Furman”



\*For a 3-Lane BQE, the clearance would be reduced by 8 to 10 feet compared to what is depicted





## Traffic Impacts

### There are general concerns about truck traffic

- *“remove Furman street from truck network”*
- *“more efficient way for truck traffic on the BQE”*
- *“truck traffic should be diverted to other areas instead of continuing to rely on BQE”*
- *“applaud effort to prevent large trucks from coming into local neighborhoods ongoing enforcement appreciated”*
- *“truck traffic should be diverted to other areas instead of continuing to rely on BQE”*

### Feedback about congestion in local streets and double-parking

- *“Currently, a lot of double-parking idling pickup drop off. Is there a way to make this area less desirable for that type of activity?”*
- Concerns about congestion in Water St, Washington St, and old Fulton St

### Feedback about congestion pricing pause

- *“curious about how congestion pricing pause interacts with the project”*
- *“Three vs two lanes - how does congestion pricing influence the decision”*

## Safety Concerns

### Safety of surrounding buildings and local streets

- Concern regarding the design of the columns and ensuring that a high-speed collision would result in vehicles flying off the BQE
- Feedback about safety of surrounding buildings
- *“more enforcement of truck size and truck speed on Atlantic Ave.”*
- *“wider lanes would lead to decreased safety smaller lanes would lead to increased safety unless driving lower design speed should be considered”*

### Pedestrian safety concerns and request to evaluate closing Atlantic Ave. Queens-bound ramp and other locations

- *“Atlantic Ave. Queens bound ramp has high crash pedestrian conflicts, closing the ramp would result in less traffic on the cantilever”*
- *“safety concerns around Atlantic Ave. interchange prefer to remove on ramp”*
- *“are there any feasible alternatives to the Queen's bound Atlantic Ave. ramp out-of-the-box”*
- *Participants requested DOT to study closing ramps at multiple locations*



## Construction and Environmental Impacts

### There was feedback about traffic on local streets during construction and after completion

- *“worried about rerouting traffic onto local roads during construction”*
- *“what do we do with the traffic for the potentially 10 years it will take to complete this? One option is to have a temporary bypass 2 lanes going both ways on Furman St.”*

### Concerns with retaining wall replacement and impact on local communities and vibration impacts

- *“new retaining wall would need to be built behind existing retaining wall*
- *“concern about buildings about the retaining wall and what will happen to those buildings during a full reconstruction”*
- *“no sufficient info on the structural integrity of retaining wall during construction shouldn't be pursued”*
- *“contact property owners for retaining wall construction or replacement”*
- Interested in vibration monitors at residences nearby to BQE
- concern about construction impacts specifically related to geotechnical sinkholes

### Feedback about noise levels during construction

- Request to explore additional technology to reduce noise and pollution
- *“what kind of infrastructure can be added to protect from sound noise environmental pollutants can be added”*
- *“concerns with noise pollution WIM to mitigate what happens to the overweight trucks on the local streets”*

### Concerns about environmental impacts

- *“doing less keeps green space quiet and peaceful preserving scale and feeling”*
- *“are there any elements of this design that addresses air quality or noise?”*
- *“what kind of infrastructure can be added to protect from sound noise environmental pollutants can be added”*
- *“will you demolish the playground in Columbia Heights?”*







3



## BQE Central - Triple Cantilever



But that's only a connection, along Montague St. might be nice but contributing an accessible connection would be difficult.

Given that there is a connection between the MTA and the subway station, is the possibility of making a ped connection from Cherry Park to the subway station?

Turn future maintenance problems into the more minimal design look.

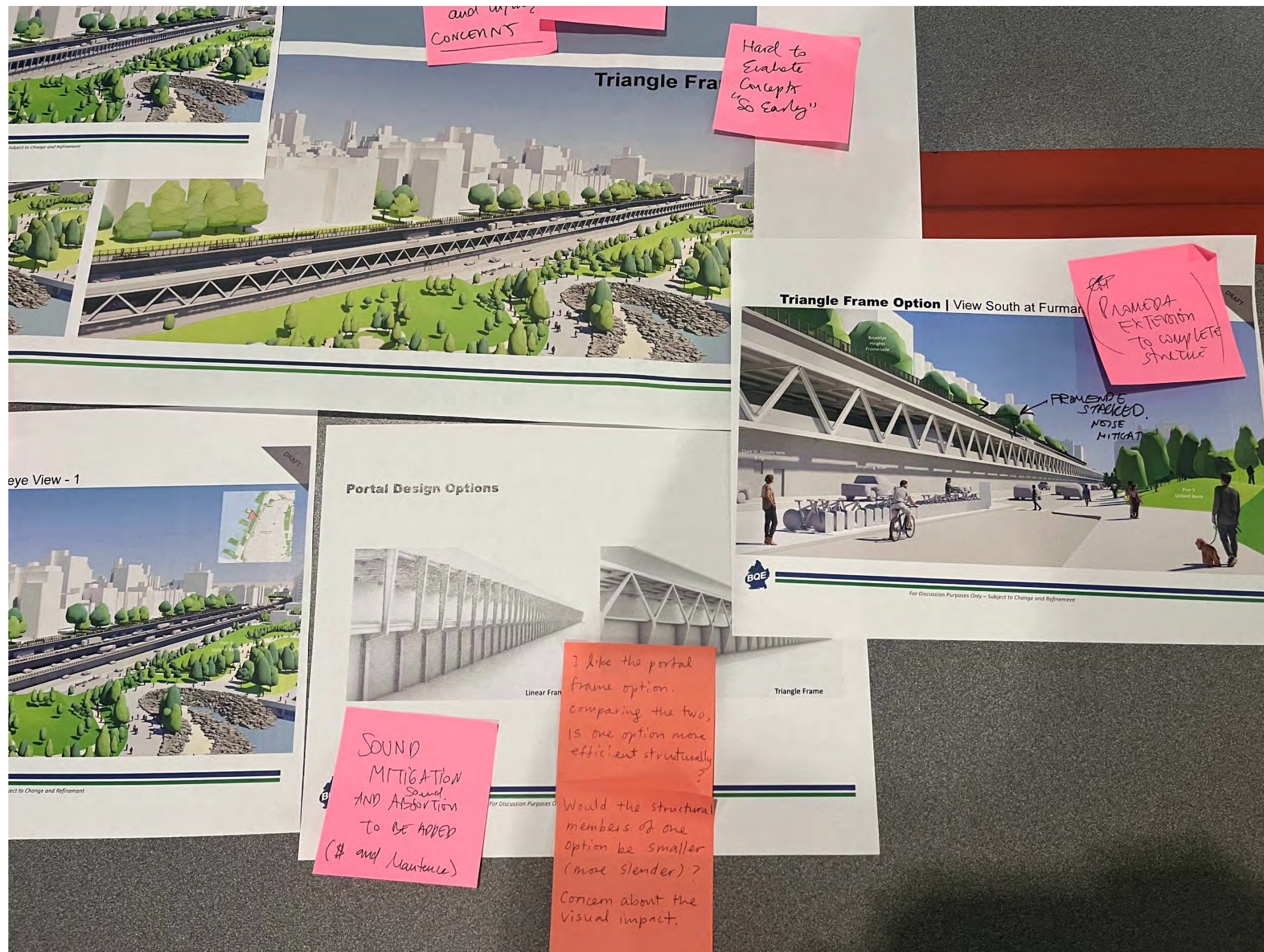
Linear frame → given the classical look.

Concern about costs

need to solve for both links/ped unless we do connections

Montague connection makes a bit more sense that the view and won't be obstructed







**BQE Central - Triple Cantilever**

**Connections**

ATLANTIC AVE.  
JORALEMON ST.  
MONTAGUE ST.  
CLARK ST.  
CRANBERRY ST.  
OLD FULTON ST.  
BROOKLYN BRIDGE  
SQUIBB PARK

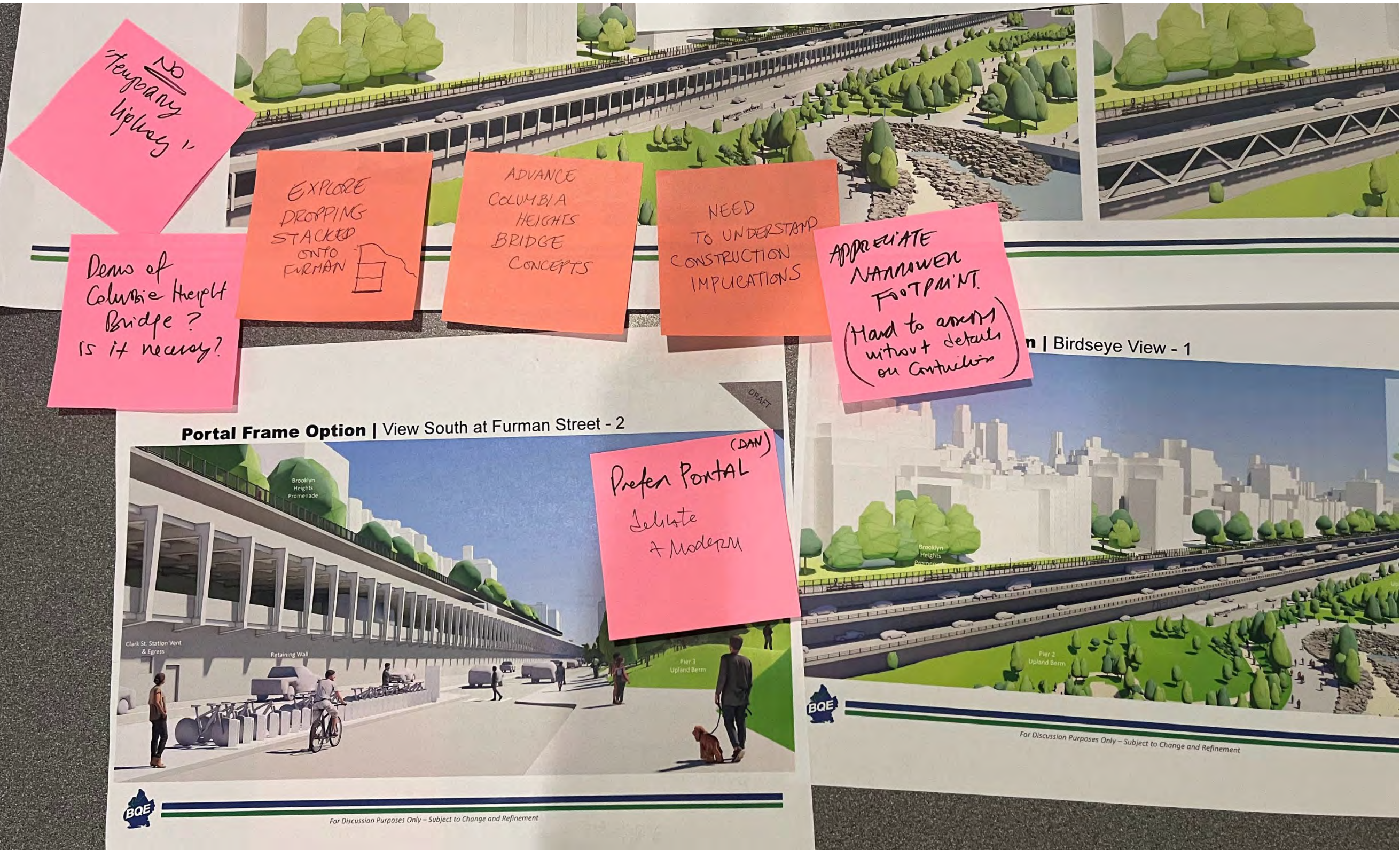
**Linear Frame Option | Birdseye View - 2**

**Triangle Frame**

**STICKY NOTES:**

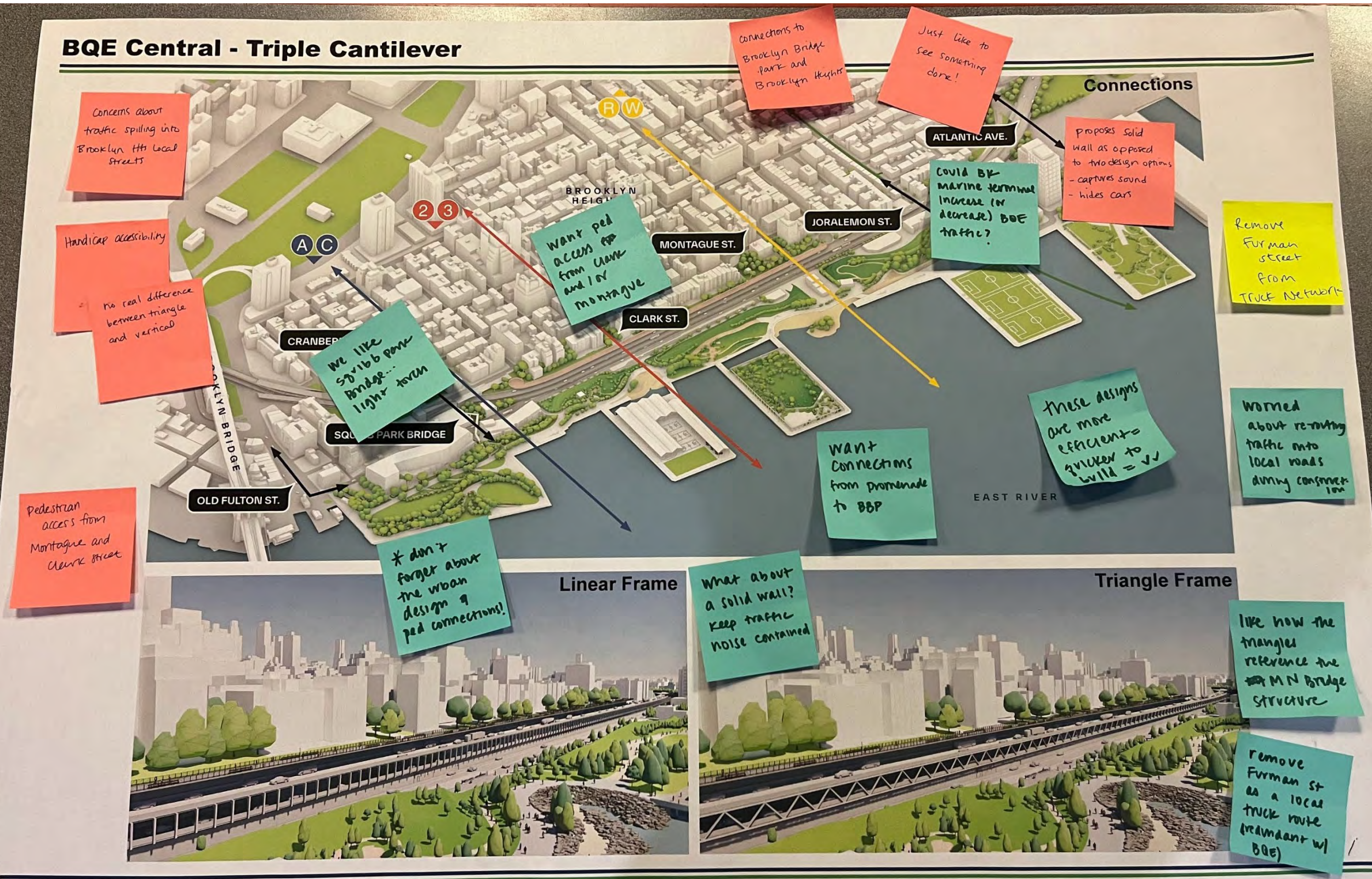
- STUDY CLOSING RAMP AT MULTIPLE LOCATIONS...
- RETAINING WALL CONCERNS
- CONSTRUCTION IMPACTS
- TEMPORARY BYPASS AND LIFELINE CONCERNS
- HARD TO EVALUATE CONCEPTS SO EARLY
- NEED TO UNDERSTAND CONSTRUCTION IMPLICATIONS
- EXPLORE DROPPING STACKED ONTO FURNISH
- ADVANCE COLUMBIA HEIGHTS BRIDGE CONCEPTS
- APPROPRIATE NARROWER FOOTPRINT (Hard to assess without details on construction)
- DEMO OF COLUMBIA HEIGHT BRIDGE? IS IT NECESSARY?
- NO TEMPORARY LIFELINE
- BQE RAMP





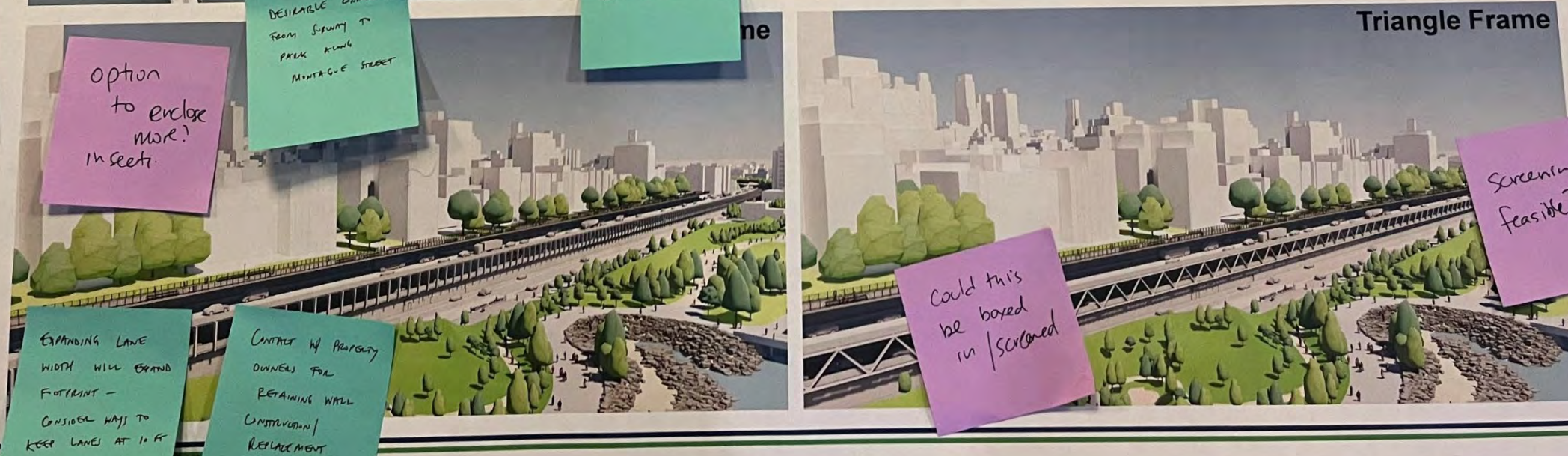
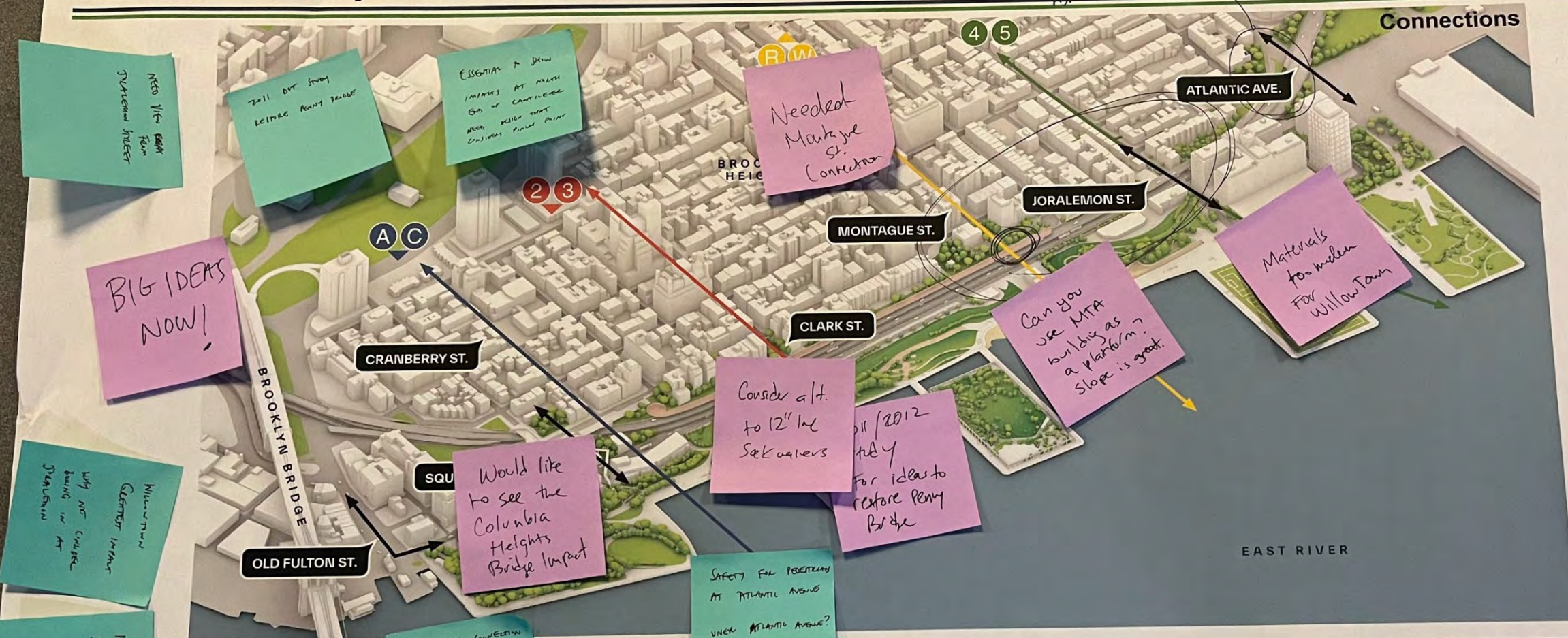


## BQE Central - Triple Cantilever



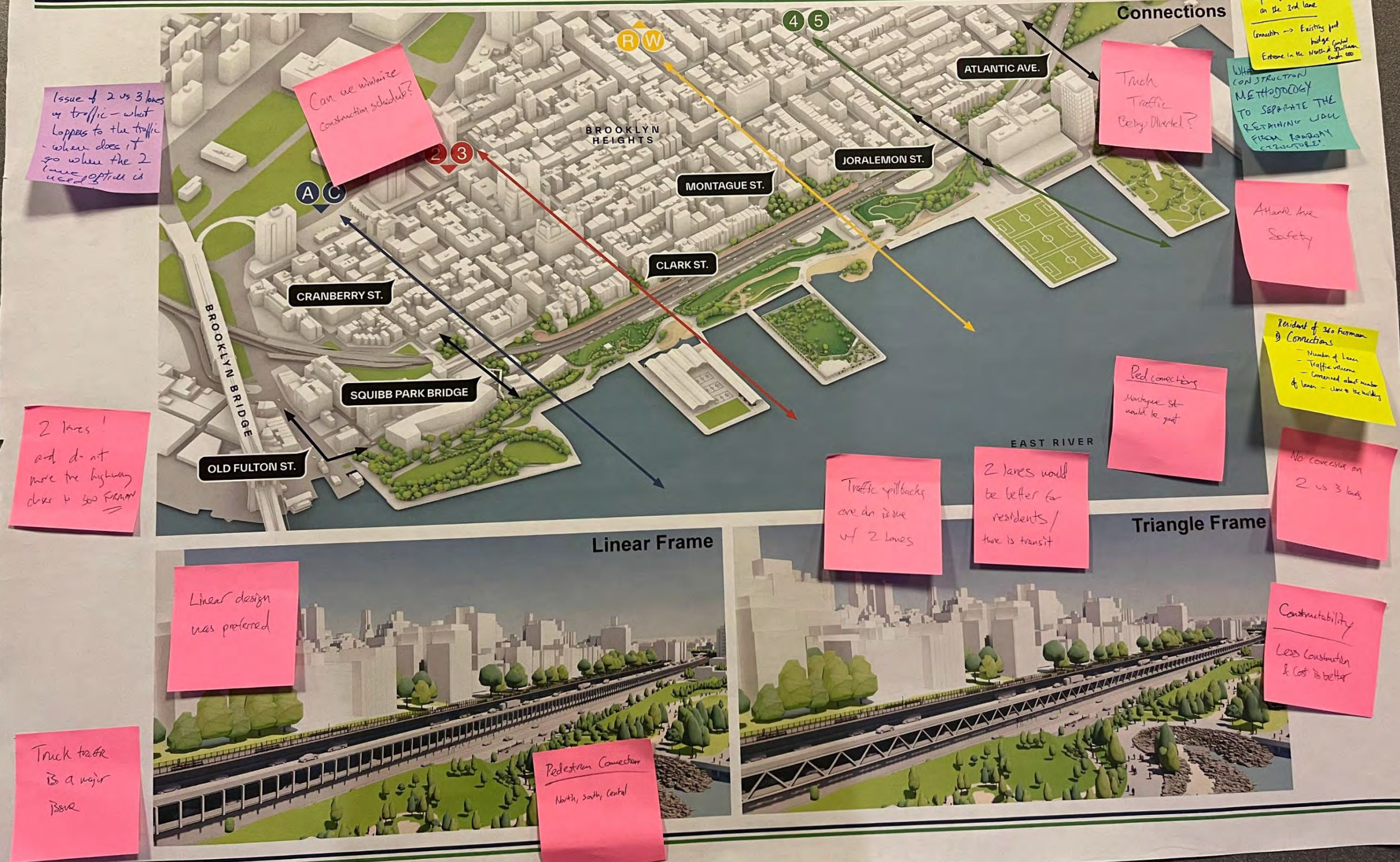


## BQE Central - Triple Cantilever





# BQE Central - Triple Cantilever

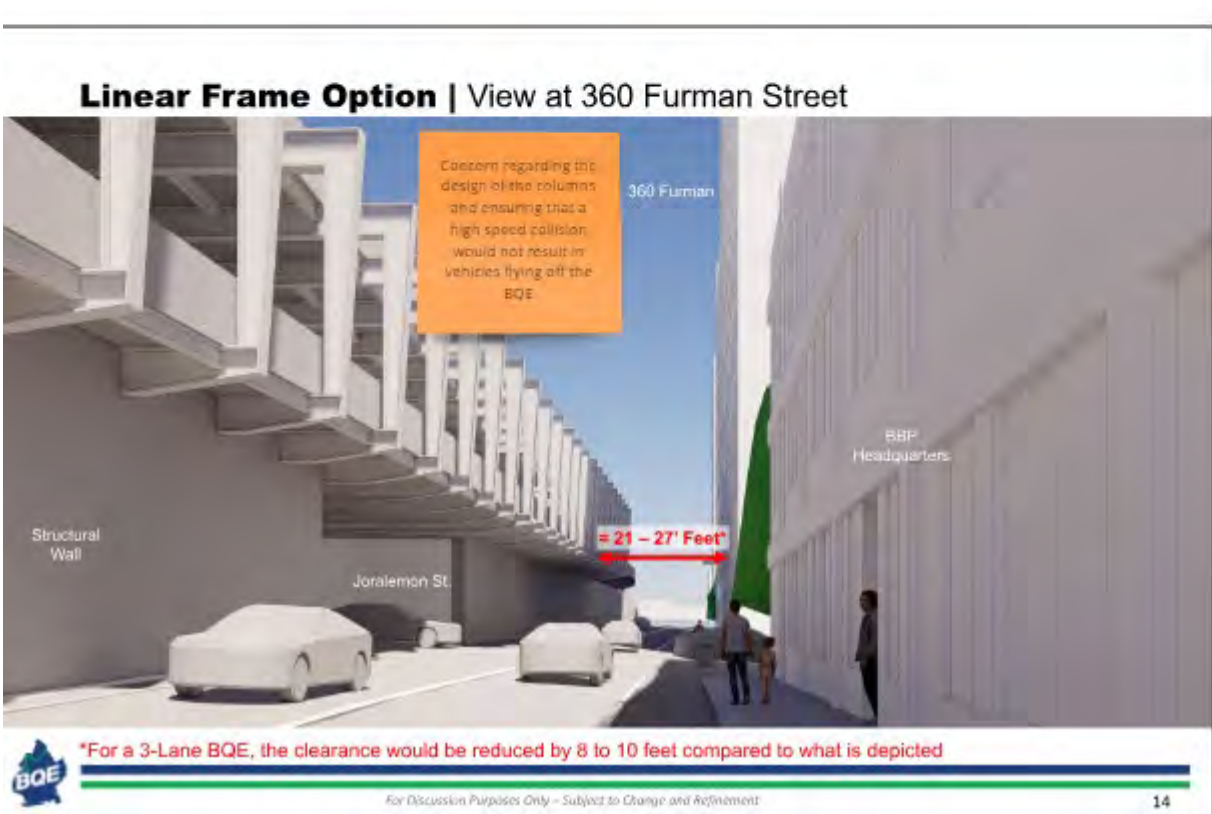
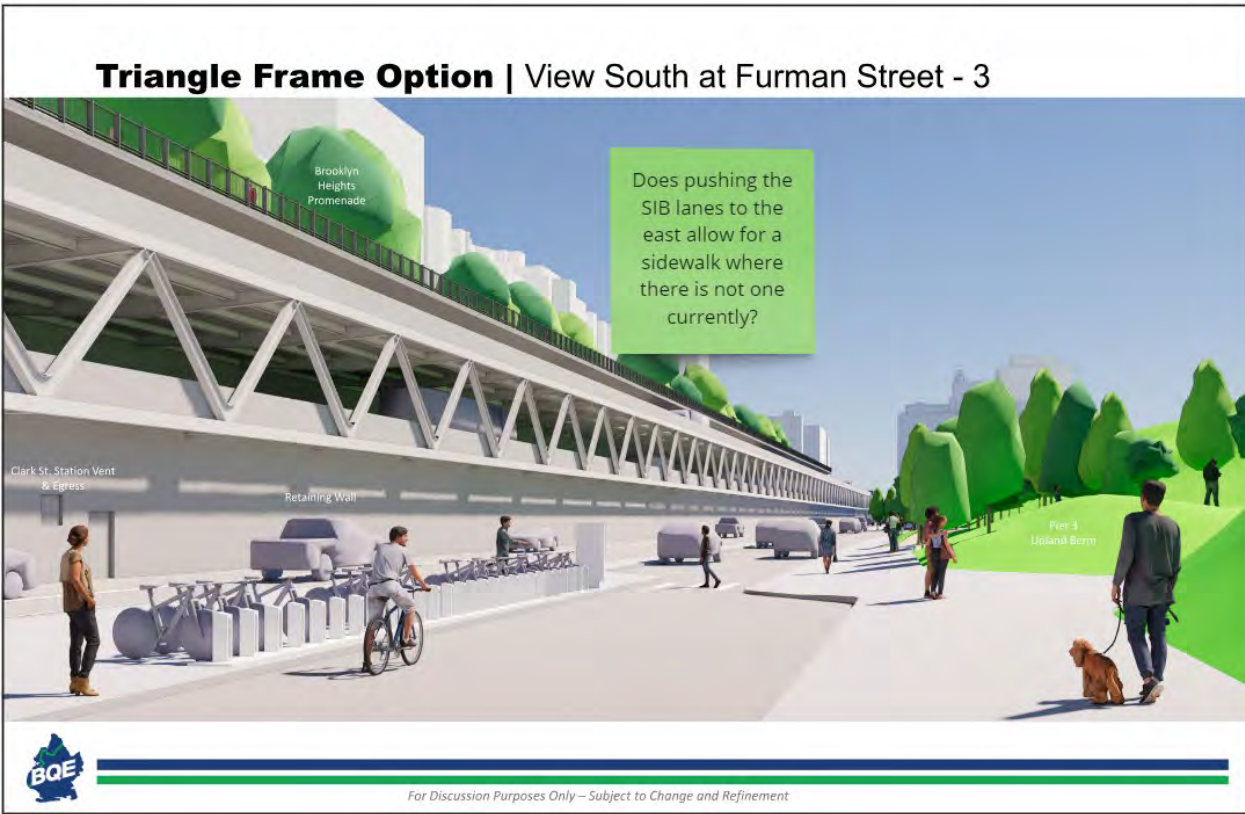
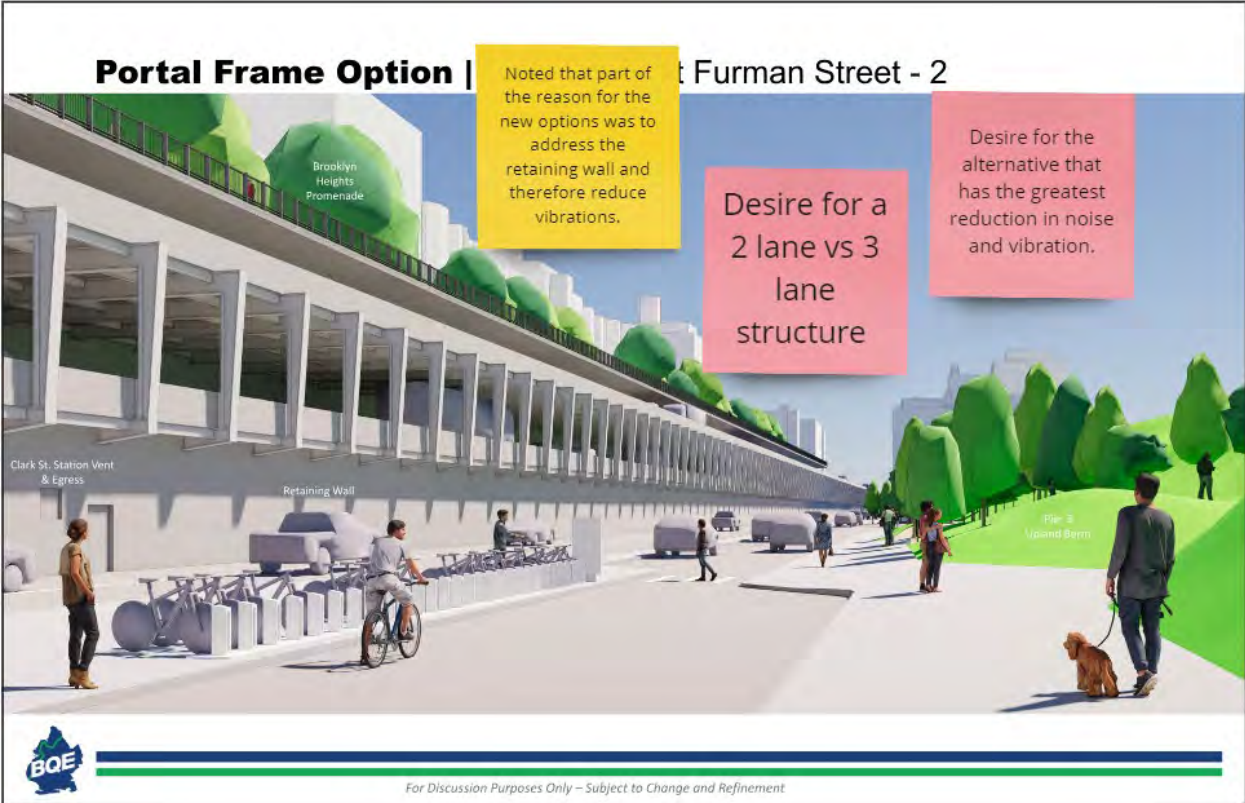




# tral - Triple Cantilever









## BQE Central - Triple Cantilever

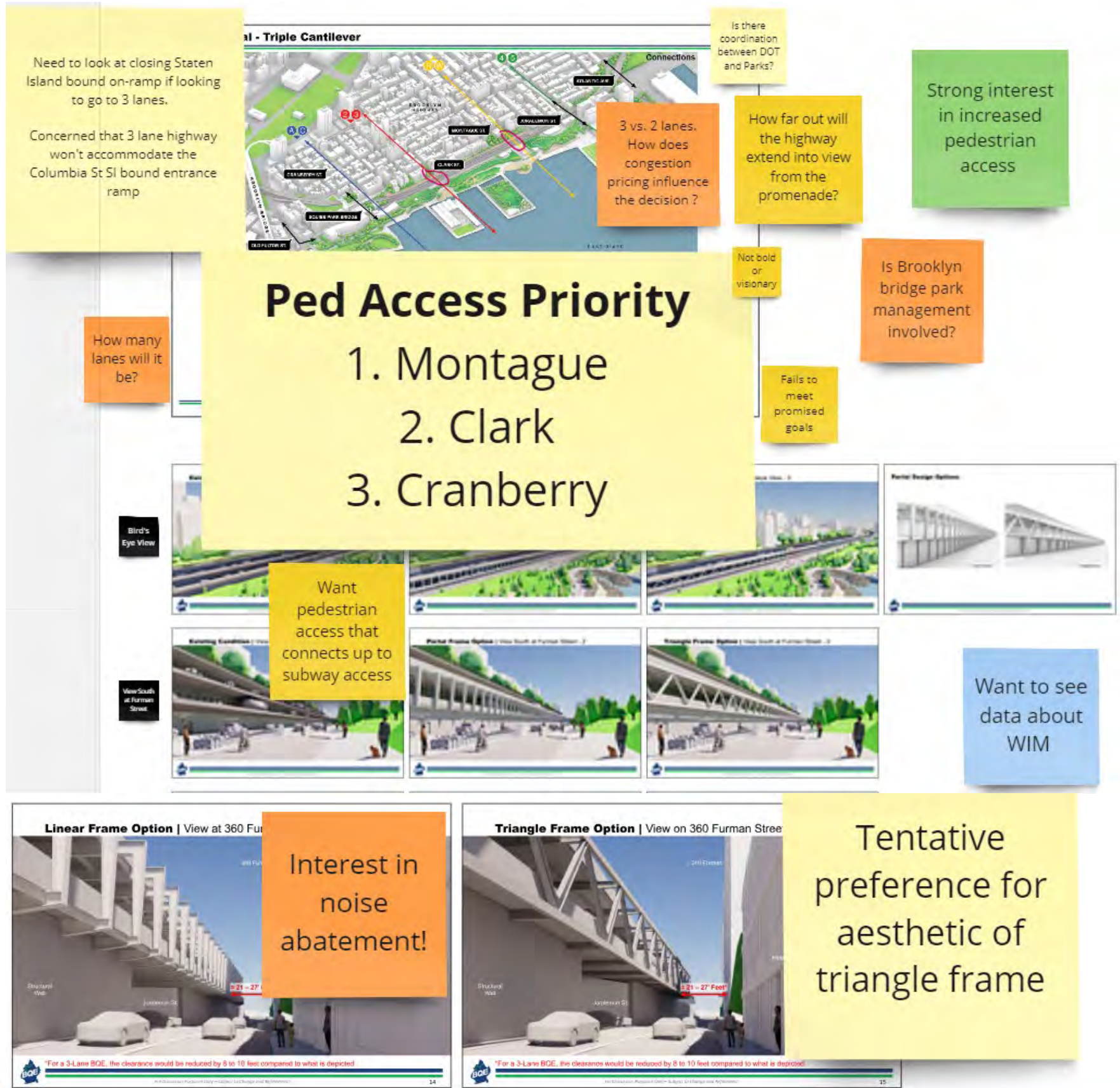


Positive Vibes! x2

how is demand being considered in the modeling?









## BQE Central - Triple Cantilever

Some people liked this streamlined design (with additional pedestrian connections and others preferred the greener/original 3 concepts

Connections between the promenade and the park at Montague and Commercial corridors, Clark St.

Safety concerns around Atlantic Av interchange. Preference to remove on-ramp

ADA connections

Is there potential to add greenery to this new design? Or ways to add pedestrian bridges.

One building on Clark St and Columbia Heights is directly adjacent to the promenade, interested in how they & their building will be affected during construction.



Preference for Linear Design and any way to block the highway visually



Interested in vibration monitors at residences nearby to BQE.

Interested in a design which can be easily constructed and maintained

Qs:  
1. structural replacement options?  
2. fill behind wall  
3. affect to bldg directly connected to retaining wall.



## BQE Central - Triple Cantilever



- Ann- underground highway with the BIG DIG in Boston and that was 20 years ago. Can we learn those lessons?

Does not want to see vehicles. A covered roadway is preferred.

DO the BIG DIG.

Feels like a bait and switch. Community wants a smaller highway. Listen to them

Please revisit community feedback from 5 year ago - going back to the same issues  
Park view should be improved, covered, no need to see the vehicles

Matthew- Heather why are we not talking about enclosing the whole thing and creating more green space on top of it? Why aren't we looking for real solutions to these challenges? -

Exhaust and ventilation could be treated with new technologies - it was not presented-

2 lanes should be the option and not consider 3 lanes as it will increase traffic

more efficient way for truck traffic on the BQE

Ann M Morris- support community feedback 5-year ago - - could we do better ? more pleasing - beautification - open to options

Adam G- Community Approach relates to these options that are more transformative - how did the 4th option come in so late and was it community driven?

height of the highway will remain? - expected to remain the same



Linear Frame



Triangle Frame

Adam G- Community Approach - "4th proposal is a step back" - do not like the frames, both options, from the promenade and the park it will not help with sound



desire for more connection points. Integrating accessible ped connections into the roadway infrastructure itself is very compelling

maximizing construction points

do these options allow for ped bridges over roadway?

existing pedestrian connection points are suboptimal

desire to shrink the roadway, but a loss of the useable decking would be impactful



desire to know more about the rebuild process - machinery, timeline, resident impacts...

underlying impacts about # lanes, roadway covering (pollutant mitigation), construction impacts, park impacts are the heart of the issue and the aesthetics don't necessarily address this

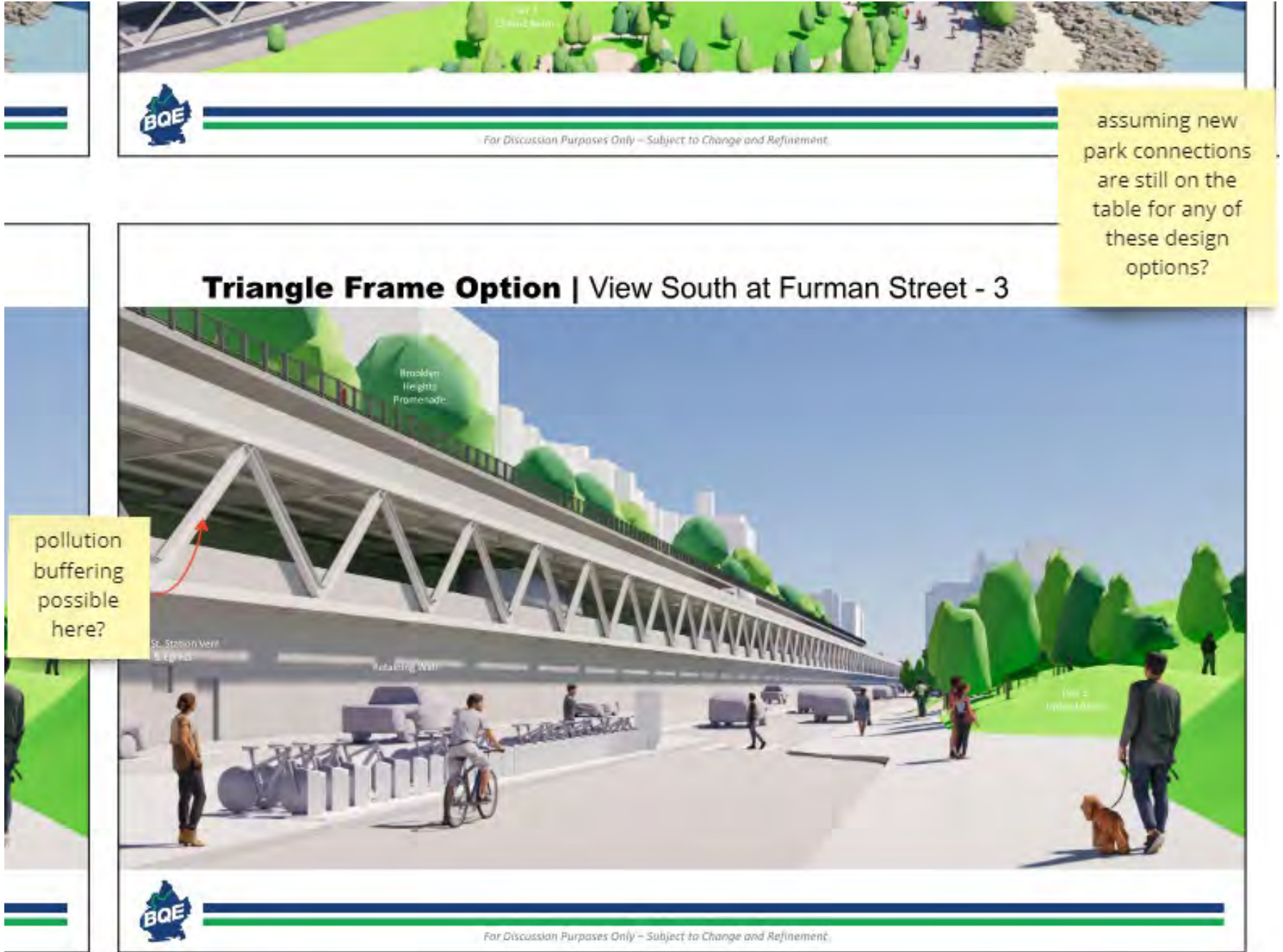
what kind of infrastructure can be added to protect from sound/noise/environmental pollutants can be added?

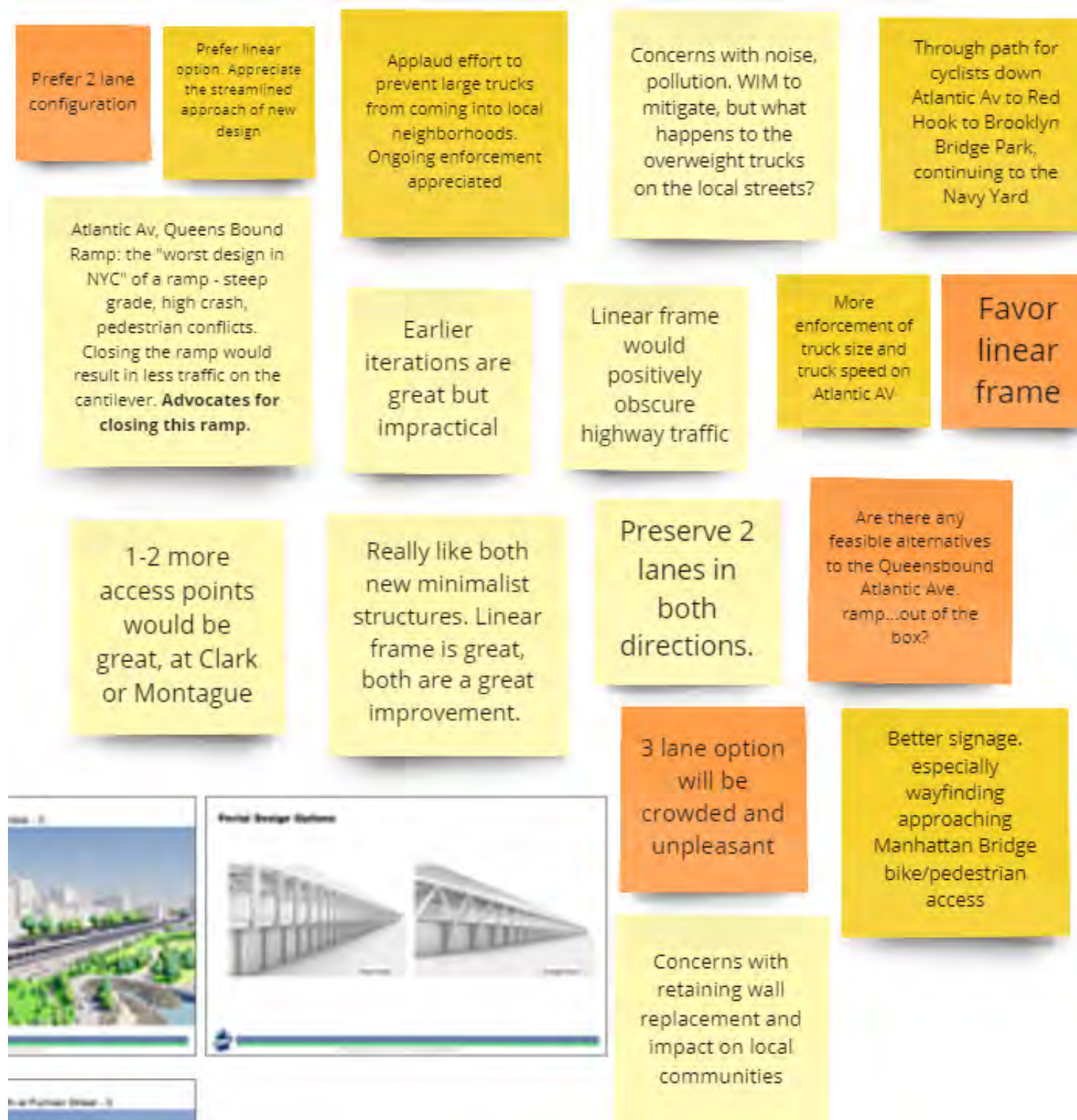
where does traffic go during construction? - temporary structures? traffic diversions? a combination? (DOT is committed to no temporary structure at the promenade level)

has a temporary structure placed into the waterway been considered? - pinched by existing parkland and Brooklyn Bridge







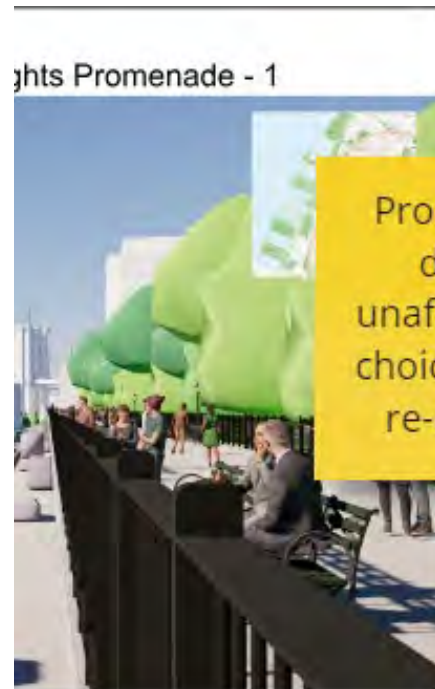




## BQE Central - Triple Cantilever







Brooklyn Heights Promenade - 1

Promenade design unaffected by choice of BQE re-designs



Portal & Triangle Frame | View from Brooklyn Heights Promenade - 2

\*Promenade to be replaced in-kind, and impact to existing trees to be confirmed.

For Discussion Purposes Only – Subject to Change and Refinement

Widening BQE would be necessary for three lanes



Street

Vertical design resembles flying buttresses (not in a bad way!)

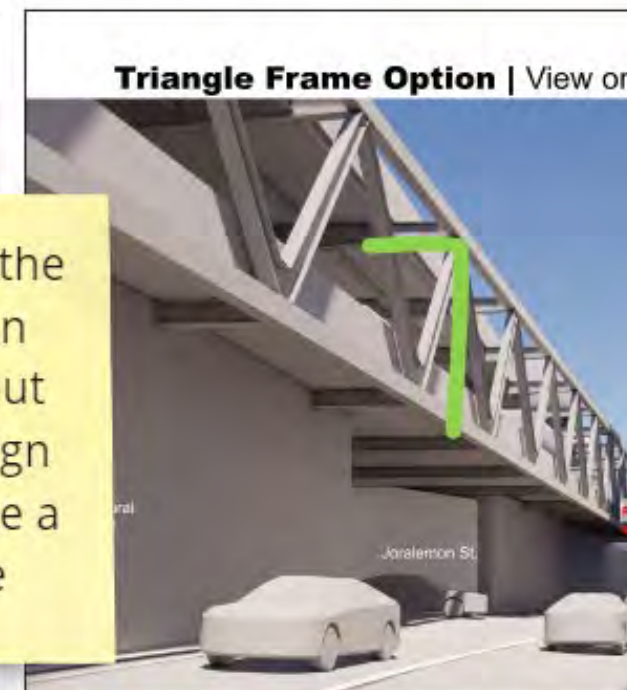


Linear Frame Option | View at 360 Furman Street

\*For a 3-Lane BQE, the clearance would be reduced by 8 to 10 feet compared to what is depicted

For Discussion Purposes Only – Subject to Change and Refinement

Actual width is the same between two designs, but triangular design appears to have a lower profile



Triangle Frame Option | View on Joralemon St

\*For a 3-Lane BQE, the clearance would be reduced by 8 to 10 feet compared to what is depicted

For Discussion Purposes Only – Subject to Change and Refinement







Question: what's cost difference?  
Answer: likely minimal

Honestly I'm torn. In some pictures I like the triangles more (reminiscent of Manhattan Bridge), in some pictures I like the linear more. But both remind me of an erector set which sin't pleasing.

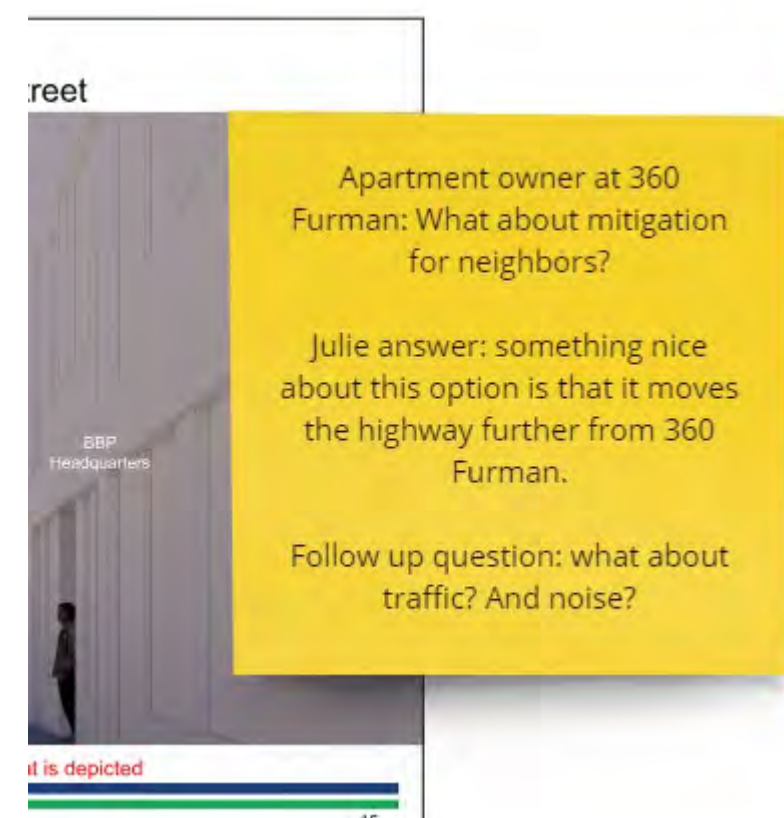


One participant preferred the triangle because it conveys a sense of movement

Any ideas on what color we'd paint it? Could we vary colors that match the surrounding areas like browns, grays, and greens. Right now its shown in gray which makes it look like a monolith.



Question: can this be shielded?  
Answer: TBD but its not off the table



Apartment owner at 360 Furman: What about mitigation for neighbors?

Julie answer: something nice about this option is that it moves the highway further from 360 Furman.

Follow up question: what about traffic? And noise?

Question: what's behind all the structure.  
Answer: glacial till

Question: when will federal funding be applied for? Answer: multiple times, as funds become available



Long-term heights resident (40 years). Why are these options being proposed if they're so similar to what exists now?  
Answer: based on feedback we received previously

What I like about the previous designs is the incorporation of greenery, connection to brooklyn bridge park, and shielding the traffic. Those are more forward-thinking than the options we're looking at today.





Central - Triple Cantilever



Montague St. has lots of train stations and businesses so it should be used as a key connection to the park

Concern about buildings above the retaining wall and what will happen to those buildings during a full reconstruction

preference for a wider promenade would be nice

concern about construction impacts, specifically related to geotechnical sinkholes

concern for cost difference between the two concepts

dangerous entering brooklyn bridge park by Atlantic



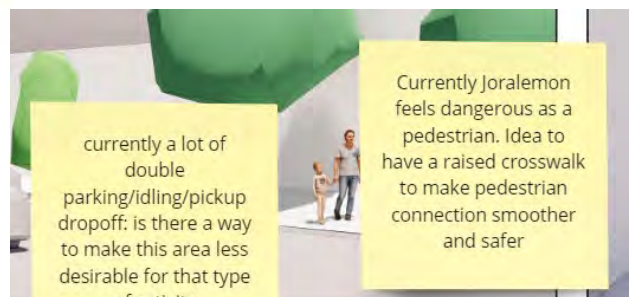
preference for linear structure because it creates a screened effect



Preference for triangle frame

concern that the stoop and terrace design create a tunnel by capping furman street

preference for the lookout option because it creates zones and better connections for the whole neighborhood, not just businesses



currently a lot of double parking/idling/pickup dropoff: is there a way to make this area less desirable for that type of activity

Currently Joralemon feels dangerous as a pedestrian. Idea to have a raised crosswalk to make pedestrian connection smoother and safer



Ideas:  
-pickup/dropoff zone  
-speed management techniques





# Comments

Will you demolish the playground in Columbia Heights? **A: We will build it back in-full**

What will drive the decision behind 2 or 3 lanes? **A: Still researching and modelling the best option**

Are there any elements of this design that addresses air quality or noise? **A: NEPA will evaluate both these pollutants. Three other concepts from Winter 2023 would help with the noise and are still being considered**

What do we do with the traffic for the potentially 10 years it will take to complete this? **A: One option is to have a temporary bypass, two lanes going both ways on Furman St**

Pedestrian connections: Idea of additional connections is incredibly popular if people from the promenade can come down to the park. Doesn't care where they are but there should be more

Great adaptation to move the middle level to align with the top level - improvements from Winter 2023 models

How will climate budgeting impact what you can build here? **A: did not get answered**

Linear: 2 votes

Community spaces are being taken away for bigger trucks

Wider lanes would lead to decreased safety. Smaller lanes would lead to increased safety and less driving. Lower design speed should be considered

How many vehicles will be electric? **A: Not sure how the NEPA process approaches EVs and how that will impact the air quality evaluation**

How will Furman St handle this bypass? **A: It's still being studied, but the idea is after you pass 360 Furman, you will have the full width of Furman St to work with**

Design feels like a step in the right direction from the previous designs

Triangle: 0 votes

Truck traffic should be diverted to other areas instead of continuing to rely on BQE

Will the community continue to be engaged while going through the NEPA process?

Re Furman St diversion, no one wants a bypass right in front of their window. People would rather have open space than a crumbling wall





BQE Central - Triple Cantilever



Water St and Washington St and Old Fulton St; more congestion since the lane shift (Dumbo resident).

cutting off the Promenade for construction would hurt tourist foot traffic on Montague St

Connections  
consider making connection at other end of the promenade (Remsen)

Concerns over narrowing the roadway to 2 lanes.

Support for the stacking and overall physical narrowing of the structure.

There are worries about creating a chokepoint along this stretch of the BQE by narrowing it down to 2 lanes (Congress and Hicks resident)

It will be important to inform public of construction phasing once it becomes available.

there was notable difference back in 202\* when the lane changes went into effect; with traffic even on Xmas morning!

"there is something to say for the charm of the isolation of the promenade."

keep the promenade as the "Crown of the Park"

Concerns over the fact that if DOT ends up going with three lanes, this gap will actually be a bit narrower



Existing Condition | Aerial View - 1

Anticipatory fear of construction impacts on business

Consider sponsoring programming to help keep commerce afloat during the construction.

consider additional outreach sessions (specifically at BK Heights Library)

Minimizing construction time is most important. "2 years of hell are better than 10 years of heck" ;)

<- because the neighborhood would end up suffering more than the drivers

support for keeping Furman Street more open and avoid aggressive cantilever

2  
Concerns over how much a 3-lane version of the roadway would overhang on Furman St.





## BQE Central - Triple Cantilever

Columbia Heights Bridge - should be a nonstarter to tear down - HG



access from subway lines are good idea - JS

Montague st connection is preferred

structural integrity of the west side of homes - PN

agree with minimal approach of design - HG

concerned of traffic/ what is being done about redirected traffic? - Furman St mentioned as concern

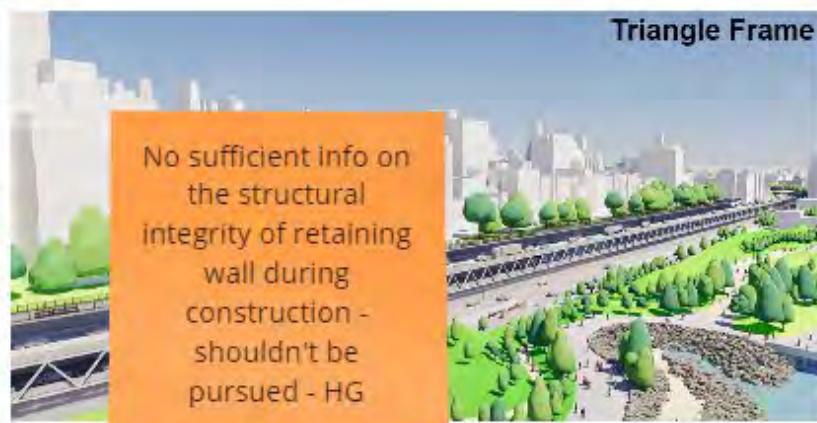
looking for more robust design

columbia heights bridge (replaced?) / squib park?

Which proposal will DOT put forward?

Will ped improvements align with train lines

Temp Highway - thorough review that shouldnt be over Furman - HG



No sufficient info on the structural integrity of retaining wall during construction - shouldn't be pursued - HG

Columbia Heights Bridge is a light use bridge and does not fit the other bridge typology - HG





## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Appendix C: Focus Group Update, Community Partner Updates & Public Survey Summary





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## Corridor Vision Safety, Equity and Resiliency

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Focus Group Update

February 2023





# Corridor Vision Background

The New York City Department of Transportation (NYC DOT) is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE Central engagement process will identify potential alternatives for the City-owned structure from the Atlantic Avenue interchange to the Sands Street interchange. Concurrently, BQE North and South engagement process will identify potential short and long-term projects for the State-owned sections of the BQE north of Sands Street to the Kosciusko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, as well as the surrounding neighborhoods. New Federal funds, available through the Bipartisan Infrastructure Law and Inflation Reduction Act, provide an exciting opportunity to upgrade the BQE for the 21st Century.

Overviews of the effort so far, and materials from other components of the outreach process are available at <https://bqevision.com/central/materials>, <https://bqevision.com/north-south/materials>, and <https://bqevision.com/community-partner>.

## BQE Focus Groups Overview

As part of the overall BQE Corridor Vision, NYC DOT and its consultants convened subject area experts in a series of virtual Focus Groups on various topics. Focus Groups were focused on the full BQE corridor in Brooklyn, and included the following topics:

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

Ahead of each meeting, participants were provided discussion questions, which guided conversation at the Focus Groups, as well as publicly-available project background. Project background was also briefly covered at the start of each focus group.

In addition to external subject area experts invited to participate, NYC DOT invited operational and planning staff from the Mayor's Office, relevant City agencies, and internal NYC DOT units to participate. Further, members of the [BQE Corridor Vision Community Visioning Council \(CVC\)](#) and elected officials and their staff for the full Vision corridor were invited to observe the sessions.

# Safety, Transportation, Traffic, and Mobility

Focused on regional transportation planning, street/pedestrian/cyclist safety, public transit, and goods movement.

## January 19, 2023 Participants

- Families for Safe Streets
- NYC Department of Parks & Recreation
- NYC Taxi & Limousine Commission
- New York Taxi Workers Alliance
- Regional Plan Association
- Riders Alliance
- StreetsPAC
- Transportation Alternatives
- Tri-State Transportation Campaign
- Trucking Association of New York
- Representatives from the CVC, Mayor's Office, and local elected officials (in observer capacities)

## Major themes for the Safety, Transportation, Traffic, and Mobility Focus Group included:

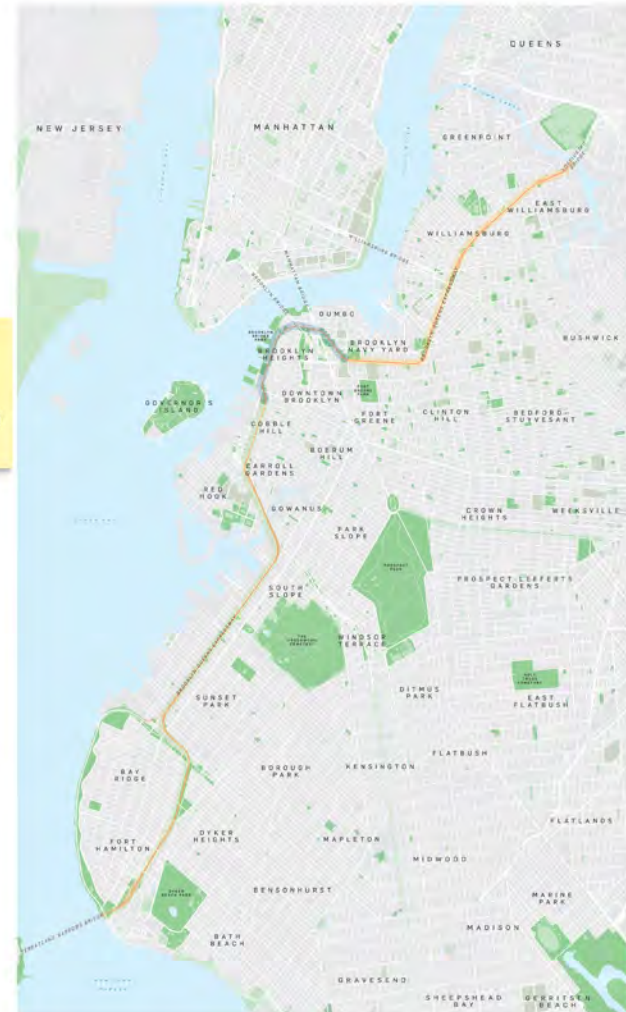
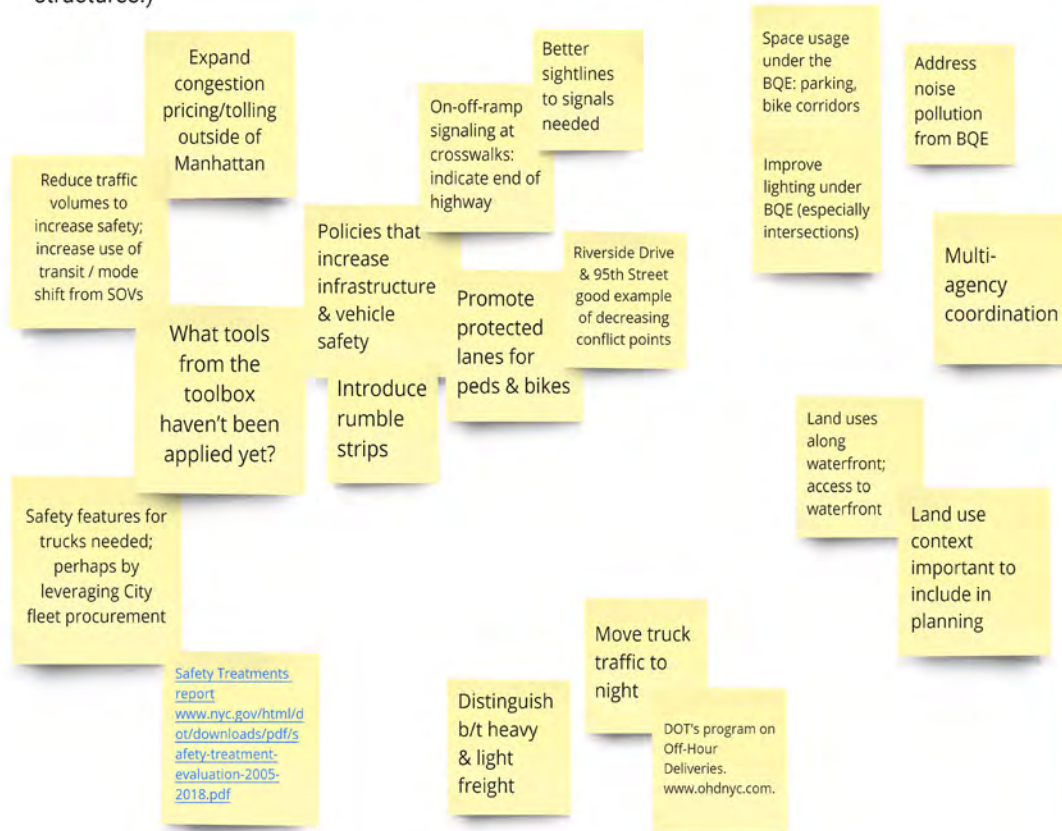
- Importance of freight and need to better organize regional freight movement, potentially through increased nighttime and maritime freight utilization
- Potential for increased demand management through freight-only lanes, or expanded utilization of tolling, while balancing the need to prevent impacts on for-hire vehicle drivers and emergency vehicles
- Thinking comprehensively about the BQE and surrounding areas, including transit planning
- Safety-oriented cyclist and pedestrian planning and enforcement, as well as leveraging City's purchasing powers to influence safer truck design
- Considering big-picture solutions, like reducing the BQE footprint



Considering future evolutions in transportation technology and ongoing changes to goods movement and public transportation networks, how can we think bigger about the role of the BQE as a regional transportation connector? What is most important to prioritize? For example, for bicyclists and lightweight vehicles, public transit, or freight?



How do we increase pedestrian/cyclist/motorist safety in the areas around the BQE? (More specifically, at intersections that connect to on-/off-ramps and roadways under elevated structures.)





# Connectivity, Accessibility, and Public Realm

Focused on accessibility, parks, open space, and the public realm.

## January 25, 2023 Participants

- American Institute of Architects (AIA) New York
- Brooklyn Bridge Park Conservancy
- Brooklyn Chamber of Commerce
- Brooklyn Greenway Initiative
- Center for Independence of the Disabled New York (CIDNY)
- City Parks Foundation/Partnerships for Parks
- Downtown Brooklyn Partnership
- Municipal Art Society of New York
- NYC Department of City Planning
- NYC Department of Parks & Recreation
- NYC Manufacturing and Industrial Innovation Council
- NYC Small Business Services
- New York League of Conservation Voters
- New Yorkers for Parks
- Open Plans
- Urban Design Forum
- Van Alen Institute
- Representatives from the CVC, Mayor's Office, and local elected officials (in observer capacities)

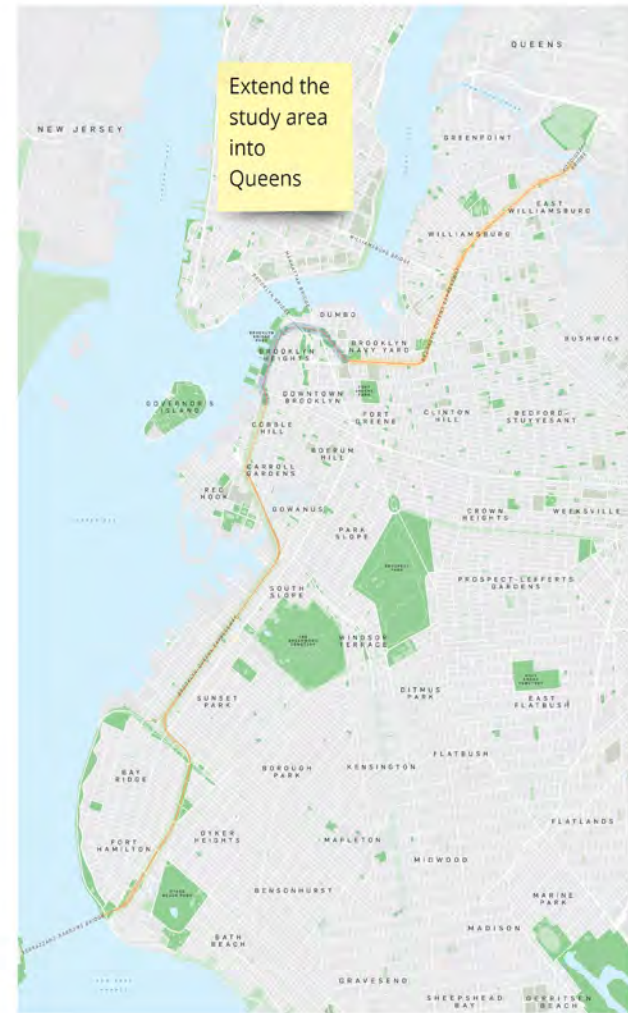
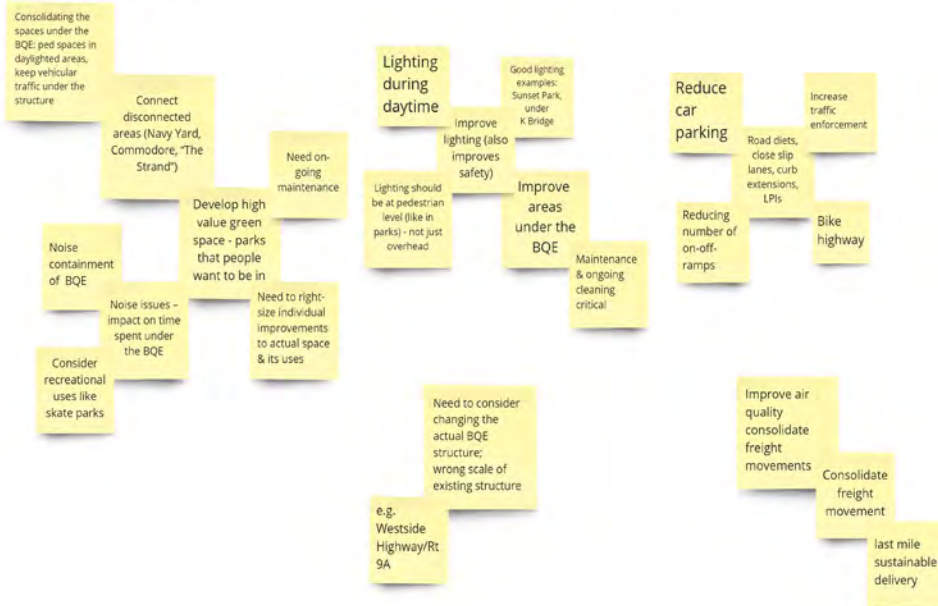
## Major themes for the Connectivity, Accessibility, and Public Realm Focus Group included

- Focusing on connecting and greening underutilized spaces, while also recognizing the need to create high-value, usable green spaces (i.e. not immediately adjacent to highway/cars without screening and/or sound attenuation)
- The need for increased lighting, with emphasis on pedestrian/street-level lighting
- Maintenance planning to be central to any and all investments, and for plans to be in place before investments are completed
- Emphasizing reducing or removing the BQE
- Reducing reliance on cars and better freight planning, along with safety-oriented street improvements
- Clarifying jurisdictional oversight and responsibilities for spaces around the BQE, with emphasis on greater State involvement in BQE planning efforts



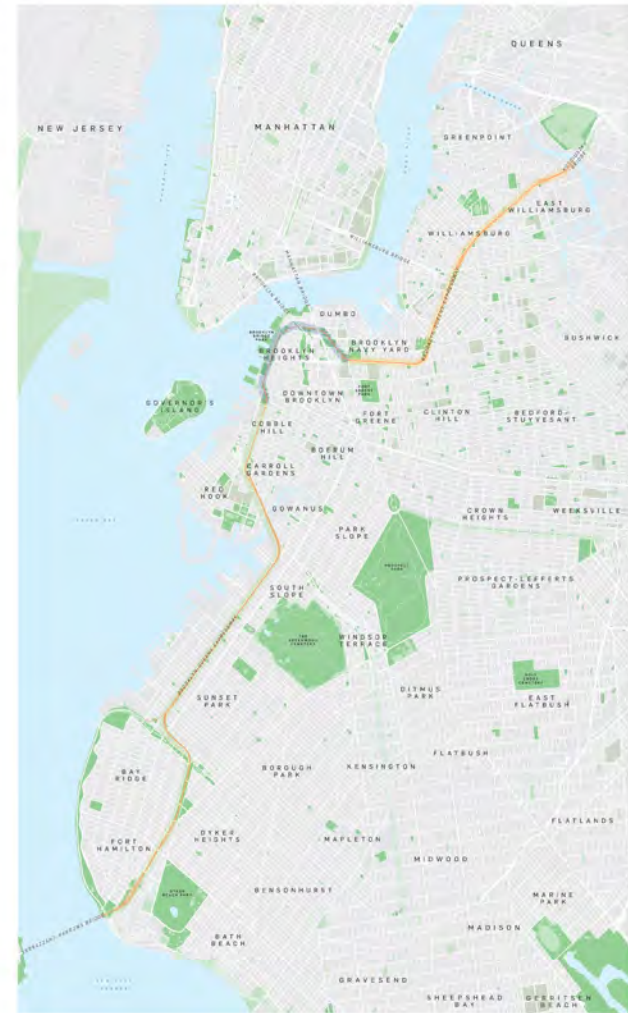
What are the major public realm and open space opportunities in and around the BQE, including under the highway, around or adjacent to the highway, or over the highway?

- What type of open space is needed?
- How can these ideas contribute to accessibility, mobility, open space, freight management, community services, business, and other areas of focus?
- What are good examples of these types of spaces in NYC, around the country, and internationally?



Are these spaces managed by the State or City? How are these types of public spaces managed and maintained? What are the challenges of existing management and maintenance structures?

Are there models that should be looked at? Who is currently involved in their management and maintenance? Are there appropriate commercial uses and what might those be?





# Land Use and Economic Development

Focused on local and small business and land use.

## January 31, 2023 Participants

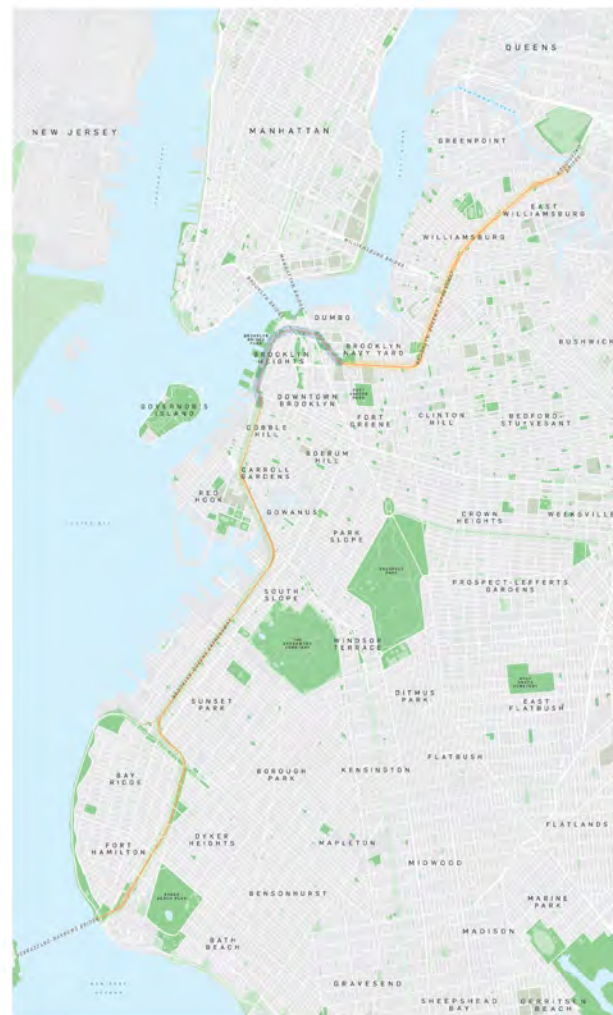
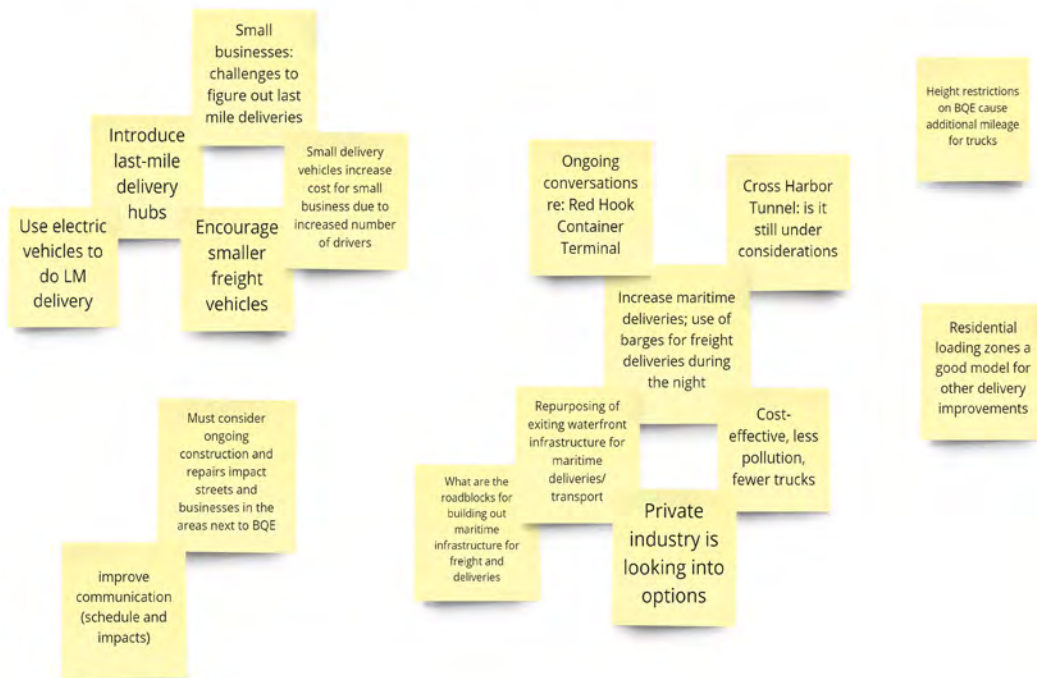
- 86th Street Bay Ridge Business Improvement District
- Association for a Better New York (ABNY)
- Brooklyn Bridge Park Corporation
- Brooklyn Chamber of Commerce
- Brooklyn Chinese-American Association
- Brooklyn Navy Yard Development Corporation
- Downtown Brooklyn Partnership
- DUMBO Business Improvement District
- Graham Avenue Business Improvement District
- Grand Street Business Improvement District
- Industry City
- Myrtle Avenue Brooklyn Partnership
- NYC Department of City Planning
- NYC Economic Development Corporation
- NYC Manufacturing and Industrial Innovation Council
- NYC Small Business Services
- Partnership for New York City
- Red Hook Business Alliance
- Southwest Brooklyn Industrial Development Corporation
- Teamsters Local 817/New York City Central Labor Council
- Yemeni American Merchants Association
- Representatives from the CVC, Mayor's Office, and local elected officials (in observer capacities)

## Major themes for the Land Use and Economic Development Focus Group included

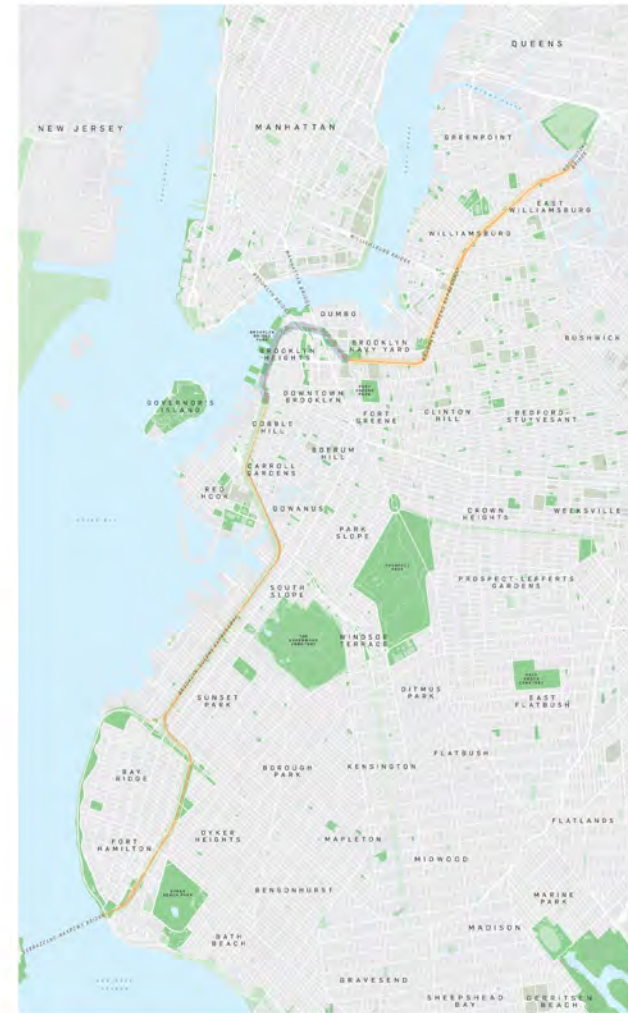
- Looking at ways to encourage smaller delivery vehicles, such as last mile distribution centers
- Maximizing utilization of maritime freight movement
- Ensuring that construction impacts are well-communicated, with emphasis on reducing impacts to small businesses
- Focusing on connecting and reconnecting areas around the BQE, with particular emphasis on increasing connectivity and safety for pedestrians and cyclists
- Lighting, painting, maintenance, and quality of life improvements
- Reducing parking to minimum-levels needed for local business operations and the community, and addressing excessive or illegal parking placards
- Taking a bigger-picture look at zoning along the corridor, capitalizing on appropriate opportunities for new development and sustainability planning while protecting industrial zones and uses



How can the BQE better support local businesses and economic development directly along the corridor (beyond its role as an essential freight corridor)?



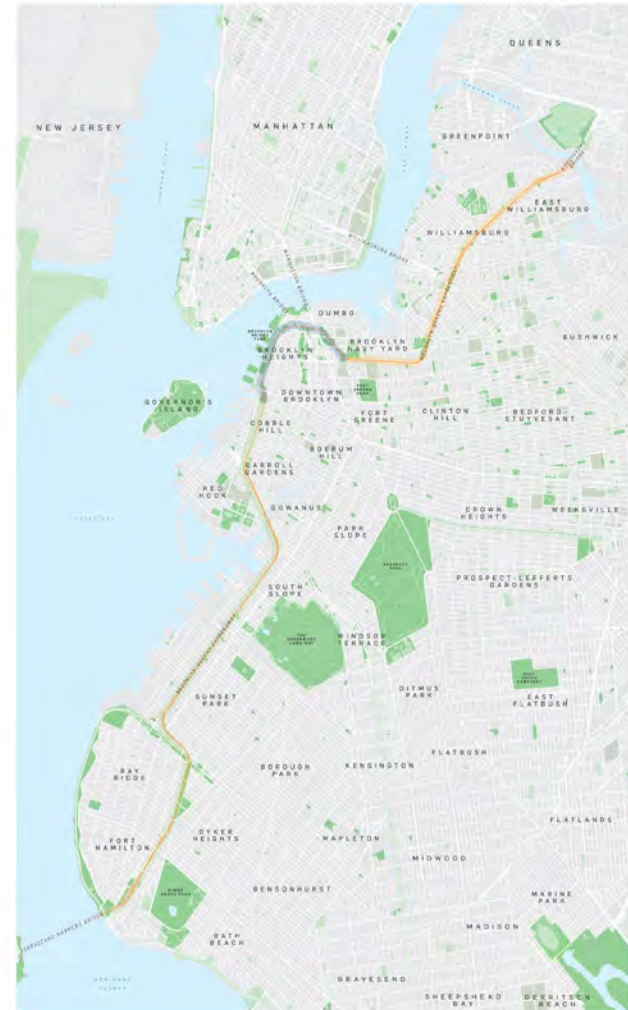
From a development perspective, what are the trade-offs involved in challenging long-term projects like decking and overbuilds and when are those types of projects financially feasible and successful?  
 What models should our team be referring to in thinking through high impact, long-term ideas?





What is the current land use and development context along the BQE? Neighborhood studies and rezonings? Development mapping over the past 20 years?

Why are some areas seeing significant development in and around the BQE (i.e., Greenpoint-Williamsburg), while others are not (i.e., Bay Ridge)? Where are we seeing new development emerging (i.e., Sunset Park)?



# Environmental Justice

Focused on equity, sustainability, health, and correcting historic environmental injustice.

## February 9, 2023 Participants

- City Parks Foundation/Partnerships for Parks
- El Puente
- NYC Department of Health & Mental Hygiene
- NYC Department of Parks & Recreation
- New York City Environmental Justice Alliance
- NYC Housing Authority (NYCHA)
- NYC Mayor's Office of Climate and Environmental Justice North Brooklyn Neighbors
- Tri-State Transportation Campaign
- UPROSE
- Representatives from the CVC, Mayor's Office, and local elected officials (in observer capacities)



## Major themes for the Environmental Justice Focus Group included

- Correcting historic inequity, and centering marginalized communities and immigrants in planning efforts, as well as people with disabilities and seniors, since these communities have and will experience disproportionate environmental impacts
- Reducing the prevalence of trucks and truck routes in environmental justice communities, as well as reducing vehicle miles traveled more broadly
- Community wealth-building for impacted communities, including through using local materials (which may require changing City procurement practices), and community ownership models for new green infrastructure and jobs, and green space
- Ensuring any new investments are done in a way that they do not encourage gentrification
- The need for intersectional planning, and a more regional planning effort that includes Queens and neighboring communities; expanding the reach of outreach efforts, including with students and schools, and public housing residents
- Ensuring construction impacts on small businesses are reduced or prevented, especially since small businesses in environmental justice communities are often owned by people of color
- Importance of providing overviews of feedback received, and reporting back on how that feedback is being incorporated into planning

How do we address/reduce the pollution impacts of the BQE on our communities? What are the major causes of these externalities and how can they be mitigated? Freight? Congestion?





How can we create a more welcoming, inclusive, and accessible space for all New Yorkers along the BQE that is inviting and used by current residents and businesses?

Must center historically marginalized communities & immigrants

Reframe question: How can we create a more livable/thrivable space for historically marginalized communities and immigrants along the BQE that is inviting and used by current residents and businesses?

Address City policies that reinforce inequity, (i.e. Open Streets disallowed on truck routes)

Must reduce truck routes in EJ communities and their associated safety, health, and livability challenges

Seniors and people w/ disabilities also critical

Environmental Justice needs to be centered in ALL conversations

Bring in schools & education entities (look at D15 diversity planning as model), housing orgs, NYCHA developments

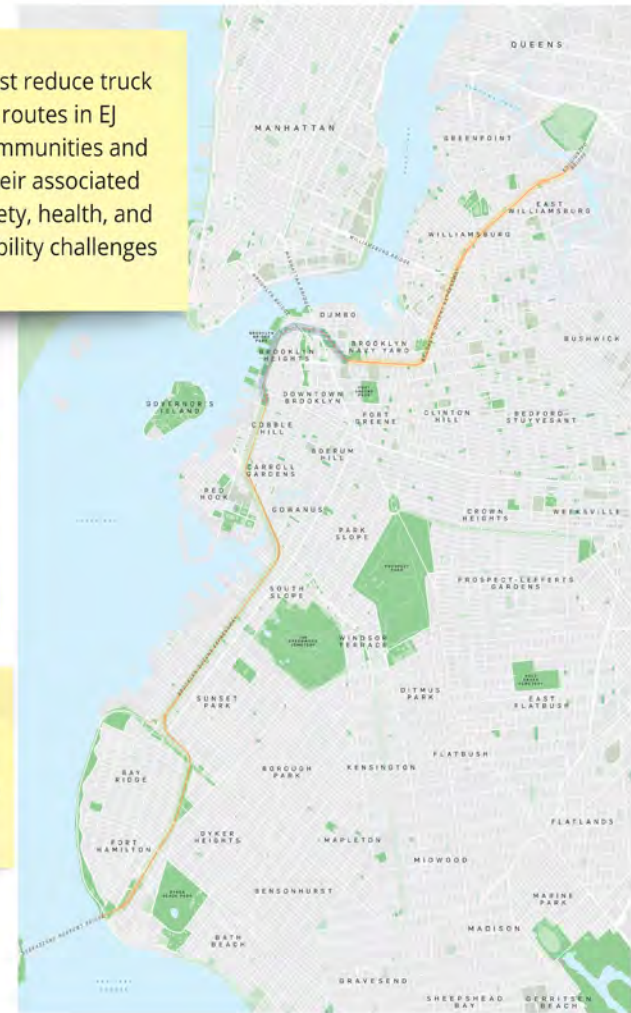
Go to where people are for engagement (show up at schools for example)

Ask people about their availability for meetings; have follow-up meetings recapping feedback and highlighting how it's being incorporated

Community wealth-building, especially by focusing on sustainable, green infrastructure

Street safety investments critical; 3rd Ave study important to this

This type of infra also safer for vulnerable populations (children, seniors, etc)



# What's Next

Community Partners began their parallel engagement efforts in January 2023, and a BQE North & South survey was available through February 28, 2023.

On February 28, 2023, Round 3 of the BQE Central Workshops will begin, through which NYC DOT will focus on “Refining The Vision,” informed by previously-shared public feedback. Prior to this, NYC DOT and its consultants also convened a BQE Central CVC meeting to help inform planning of BQE Central Round 3 engagement.

Similarly, in March 2023, the team will begin Round 2 of BQE North and South engagement to begin “Shaping A Vision” for these sections. This will include sharing preliminary conceptual designs for community feedback, and a transparent explanation and discussion of NYC DOT’s choices in moving forward with these preliminary conceptual designs. At the same time, NYC DOT is identifying City-led projects responsive to Round 1 and 2 feedback that can be implemented starting in 2023.

## Upcoming public meetings:

- February 28, 2023, 6:00-8:30pm: BQE Central Workshop Round 3
- March 2, 2023, 6:00-8:30pm: BQE Central Workshop Round 3
- March 21, 2023, 6:30-8:30pm: BQE South Workshop Round 2
- March 23, 2023, 6:30-8:30pm: BQE North Workshop Round 2
- March 27, 2023, 6:30-8:30pm: BQE North Workshop Round 2
- March 30, 2023, 6:30-8:30pm: BQE South Workshop Round 2

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings, opportunities for engagement, methods to share feedback, and contains project materials.

**Note:** This document reflects the feedback from the meetings in summary format and is not a full transcription of feedback received.





## **Corridor Vision Safety, Equity and Resiliency**

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# **Community Partners Round 1 Update**

**May 2023**



# Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE North and South engagement process will develop a vision for potential future improvements to communities surrounding the State-owned sections of the BQE corridor north of Sands Street to the Kosciuszko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, including potential changes to adjacent streets. BQE North and South will evaluate potential short-term projects to address community concerns, as well as larger-scale, longer-term projects to reconnect communities that have been divided by the structure. Concurrently, the BQE Central engagement process will develop and implement a permanent solution for the City-owned structure from the Atlantic Avenue interchange to the Sands Street interchange. New Federal funds, available through the Bipartisan Infrastructure Law and Inflation Reduction Act, provide an exciting opportunity to address long-standing concerns regarding the BQE for the 21st Century.

## Community Partners Background

As part of the BQE Corridor Vision, NYC DOT has implemented a Community Partner program. Community Partners are community-based organizations that are leading additional grassroots engagement to gather community input, with emphasis on organizations serving underrepresented communities and those serving constituents whose primary language is not English.

There are a total of 18 Community Partners and they have held dozens of self-led engagements of different formats over their first round of engagement, with support from NYC DOT and its consultant team. Community Partners were announced in mid-December 2022 and began their first round of engagement in January 2023, which concluded in late March 2023.

High-level summaries of self-reported engagement processes and outcomes are included below. Responses have been condensed and edited for clarity, with **particular emphasis on highlighting feedback that differed from or was not as prominently heard in the NYC DOT-led engagement.** More in-depth feedback from the Community Partners has also been shared directly with the design team, to inform further refinement of the BQE Vision.



# Main Recurring Themes Across Multiple Community Partners

- It is important that bigger picture ideas be explored all along the BQE and be planned comprehensively – for example, capping and reducing the physical presence of the BQE, reducing or removing on and off-ramps, and lane reductions
- A suggestion for clearer, better maintained, multilingual street signage, particularly in BQE South communities
- There is a desire for cleaner, better maintained, more inviting spaces under/ around the BQE, with clear maintenance and oversight planning for existing and newly created spaces, and integration of opportunities for community-driven public art
- Requests for improved lighting underneath and around the BQE, corridor-wide
- There is a desire for increased safety on, under, and around the BQE, both for pedestrians and vehicles
- Continue to look comprehensively at freight planning and ways to better separate freight/truck traffic from other uses

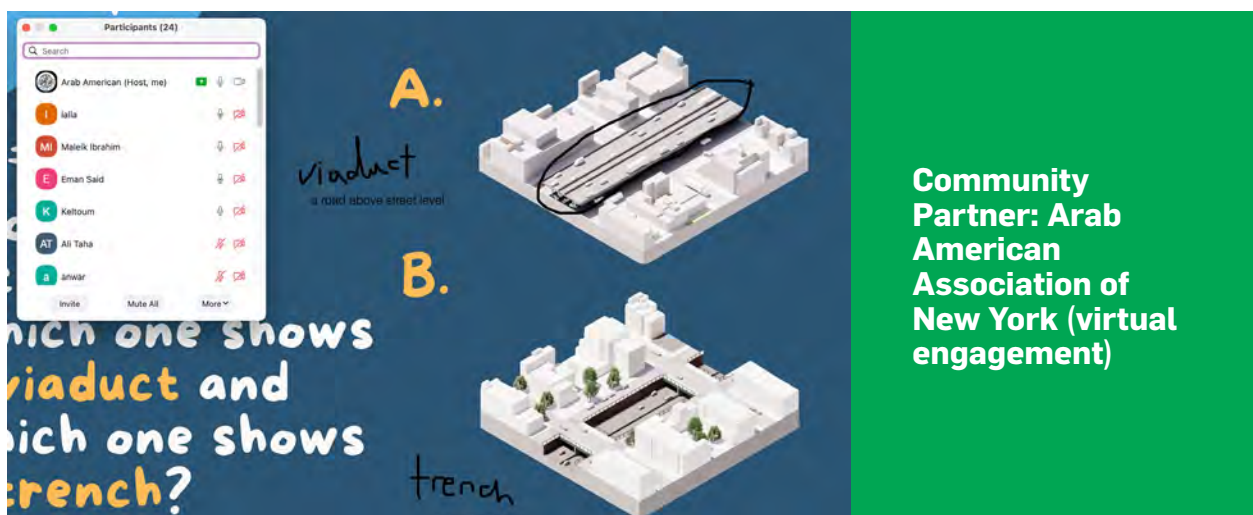
## Arab American Association of New York (AAANY)



AAANY demonstrates its commitment to Brooklyn's Arab immigrant, refugee, and Muslim communities through their comprehensive service and advocacy programs. They provide a range of critical support services to over 7,000 participants annually, including women's empowerment and adult literacy programs, immigration legal assistance, mental health and domestic violence support services, civic engagement and community organizing, and youth programming.

- Held engagements in Arabic and English, including five different virtual workshops and flyering and tabling

- AAANY reported that participants prioritized:
  - Pedestrian and cyclist safety and infrastructure, including protected bike lanes and bikeshare stations
  - Quality of life improvements, including noise and litter reduction, lighting, new green space, and murals to reduce graffiti
  - Desire for new public amenities, including more benches, free WiFi, and restrooms
  - Design that reduces reliance on cars and need for parking
  - A desire for increased connections between Bay Ridge and Dyker Heights
  - Support for new open space that is accessible to all, potentially mixed with light retail, but opposition to utilizing public spaces for big-box stores or extensive retail





# Bay Ridge Community Development Center (BRCDC)



The mission of BRCDC is to promote and provide the highest quality activities and services that will contribute to the physical, emotional and social well-being of the community. BRCDC's vision is to enhance the quality of life and to fill the unmet needs through their services, programs and activities for their community regardless of ethnicity, gender or economic status.

- Held engagements in English, including a workshop largely attended by youth, as well as social media engagement efforts
- BRCDC reported that participants prioritized:
  - Taking a look at pedestrian crossings for safety improvement
  - Freight-only lanes, or other ways to separate trucks and other cars
  - Improving the aesthetics of the BQE, such as by adding more greenery
  - Working to eliminate the carbon emissions that the highway generates to prevent the impacts of climate change; utilizing greenery that can reduce pollution
  - Making sure young people continue to be part of the process, since they will be the primary BQE users of the future
  - Providing more spaces for vendors, both to provide opportunities for family recreation and small business development



**Community  
Partner: Bay  
Ridge Community  
Development  
Center**

## Brooklyn Chinese-American Association (BCA)



Founded in 1988, BCA is a community-based not-for-profit human services agency that has over 34 years of successful experience and expertise in providing Asian immigrants with multi-dialectical and culturally sensitive access services, case management and family services. BCA aims to address the needs and concerns of Asian-Americans, as well as act as liaison between the Asian-American community, the government and various private and service organizations in order to promote a congenial relationship among them.

- Held engagements in Cantonese, Mandarin, and English, including five different in-person engagements (including one at their senior center), and multilingual digital engagement, including utilizing WeChat and surveying tools
- BCA reported that participants prioritized:
  - Reducing congestion and improving roadway maintenance
  - Taking a look at intersections for safety improvements, including through additional security cameras, lighting, traffic lights and clearer roadway instructions
  - Quality of life improvements, including reducing noise and air pollution, addressing flooding/ponding under the BQE, and engaging local businesses in adopt-a-block type programs
  - Creating new green space, dog parks, and playgrounds along the waterfront and under the BQE where there is currently parking



**Community  
Partner: Brooklyn  
Chinese-American  
Association**



## Chinese American Planning Council (CPC)



CPC is an over 57-year-old Social Services organization serving over 200,000 New Yorkers across all 51 Council districts. Their mission is to promote the social and economic empowerment of Chinese American, immigrant, and low-income communities through 50 plus programs including Childcare Services, Youth Services, Language Access, Immigration Services, Benefits Supports, Services for communities with different needs, and Older Adult Services.

- Held engagements in Mandarin, with written surveys and materials in traditional Chinese, including a workshop and a tabling event
- CPC reported that participants prioritized:
  - Pedestrian and street safety, including walking conditions, security cameras, lighting, traffic lights, and improved (multi-lingual) signage
  - Improving congestion, street design, and traffic management, particularly looking at potential improvements at crossings underneath the BQE along 3rd Avenue in Sunset Park, which participants use regularly to access Costco and Industry City businesses
  - Interest in new open and green spaces, both for public use and to address pollution
  - Addressing the BQE's role in dividing communities and cutting off access to services and amenities



**Community  
Partner: Chinese  
American  
Planning Council**



El Puente is a community human rights institution that promotes leadership for peace and justice through the engagement of members (youth and adult) in the arts, education, scientific research, wellness and environmental action. Founded in 1982, El Puente currently integrates the diverse activities and community campaigns of El Puente Arts, the El Puente Green Light District (a holistic community sustainability initiative) and the Global Justice Training Institute within its six Youth Leadership Centers, its public high school the El Puente Academy for Peace and Justice, and El Puente-MS 50 Community School in North Brooklyn, and its Latino Climate Action Network in Puerto Rico. El Puente remains at the forefront of community-led movements for self-determination and as such, initiates/impacts social policy locally and nationally.

- Held multiple engagements in English and Spanish, including two walking tours and community conversations, and additional survey-style engagement
- El Puente reported that participants prioritized:
  - More green and open/public spaces (potentially through decking over the BQE), with safety within and connectivity between those spaces being a priority; connecting Continental Army Plaza and LaGuardia Playground and more cross-walks
  - Installing more street/neighborhood lighting, colorful street art, and neighborhood beautification
  - Address air and noise pollution both during construction and thereafter
  - Increasing investments in the community that can benefit families of all incomes, and introduce programs like mutual aid, community fridges, and open air markets/farmers market under/around the BQE
  - Centering sustainability in planning and construction, including ecological support for native species and plants, green infrastructure like rain gardens for stormwater management (including along the sides of the highway), renewable energy infrastructure, and noise and pollution mitigation
  - Decreasing luxury buildings and developments, and protecting the community from rising rents



# Evergreen Exchange



Evergreen is a membership organization that champions manufacturing, creative production, and industrial service businesses in North Brooklyn and beyond. They connect businesses with resources and opportunities to help create and maintain high quality jobs at all skill levels.



**Community Partner: Evergreen**

- Held engagements in English focused on local business engagement, including two workshops, a specialized survey, interviews, and mailings
- Evergreen also conducted a North Brooklyn business-focused survey with 29 respondents, finding:
  - 38% of businesses surveyed said their deliveries will increase in the future; 70% own their trucks; and 60% said the BQE is their primary route;
  - Outgoing deliveries vehicle size: 27% are 48 foot trucks and 41% are box trucks
  - Incoming deliveries vehicle size: 82% common carrier, 69% box/vans, 65% are 48 foot trucks, and 44% receive 53 foot trucks
- Evergreen reported that participants prioritized:
  - Alternatives for freight deliveries; more rail and marine opportunities for transporting goods to and from North Brooklyn, especially large freight
  - Parking for employees, including potentially under the BQE
  - Reducing congestion (for both environmental and economic benefits); improving public transportation in order to reduce reliance on driving; eliminating parking minimums for new developments

- Need for shoulder on BQE to address dangerous conditions for NYPD and towing; concern about the lane reduction in BQE Central's impact on congestion
- Look at safety and accessibility for vehicles and pedestrians, including potentially around on/off-ramps, which may need to be widened, and Morgan/Meeker, McGuinness/Meeker, Wythe/Kent
- Addressing flooding under the BQE and need for more green infrastructure

## Fifth Avenue Committee (FAC)



FAC is a nationally recognized comprehensive community development corporation based in South Brooklyn. Their mission is to advance economic, social, and racial justice in New York City through integrated, community-centered affordable housing, grassroots organizing, policy advocacy, and transformative education, training, and services that build the power to shape their community's future. To achieve their mission, they develop and manage affordable housing and community facilities, create economic opportunities, and ensure access to economic stability, organize tenants and residents around housing justice and accountable development issues and campaigns, and provide student centered adult education.

- Held engagements in Spanish, Mandarin, and English, including six focus groups with FAC staff and program participants, Gowanus and Sunset Park residents, as well as a bus tour
- FAC reported that participants prioritized:
  - Explore pedestrian safety conditions and health/air quality inequities created by the elevated viaduct sections of BQE South
  - Assessing the school zones along the 3rd Avenue corridor
  - Explore bus lanes, new routes, and connections along 3rd Avenue and Hamilton Avenues; more reliable bus service, particularly on the B37
  - A 3rd Avenue corridor-wide comprehensive study focusing on traffic, air quality, urban heat island effects, and flooding
  - A comprehensive planning process to plant trees to increase shade for pedestrians and improve air quality



Mixteca’s mission is to empower the Mexican and Latin-American immigrants of the New York area by providing them access to services that enhance their quality of life and will allow them to reach sustainable social and economic development. They offer a variety of programs and services that respond to the specific needs of immigrant families and aim to build a supportive environment for the growing Mexican and Latin-American immigrant community.



**Community Partner: Mixteca**

- Held engagements in Spanish, and English, including multiple in-person engagement events and tabling events in Sunset Park on-street, in parks, at a community fridge, Women’s History Month celebration, a resource fair, two art-focused workshops, and in-person and virtual workshops
- Mixteca reported that participants prioritized:
  - More open space, with emphasis on space designed or programmed for children/youth and family use, while preventing potential gentrification impacts
  - Desire to see more utilization of off-hour deliveries by trucks (particularly early morning)
  - Increased affordability, accessibility, and reliability of public transportation (particularly within Brooklyn); participants noted that poor transit access and reliability impacts their ability to spend time with their families
  - Addressing congestion and its effect on street safety and pollution
  - Land use, zoning, and development that prioritizes existing tenants/ community members and local businesses
  - Being included in new infrastructure planning, including ensuring the local community and its culture is reflected in art and programming

## North Brooklyn Parks Alliance



The North Brooklyn Parks Alliance was formed in 2003 as NYC's only district-wide parks conservancy, working with the NYC Department of Parks & Recreation, NYC DOT, NYS DOT, elected officials, and the community to maintain, activate, enhance, and expand local parks, while challenging common perceptions of what defines open space. Their mission is to create an equitable, accessible, and vibrant parks and open space system in North Brooklyn.



**Community Partner: North Brooklyn Parks Alliance; credit: Konstancja Maleszyska**

- Held engagements in English, including one virtual workshop, one lunch and learn workshop, and an open house-style workshop
- North Brooklyn Parks Alliance reported that participants prioritized:
  - Maintenance planning, with clear responsibilities for spaces in and around the BQE; sanitation, including the need for more regular trash collection, sweeping, and litter removal
  - The involvement of both NYC and NYS DOT in BQE planning, and open lines of communication and collaboration between the agencies
  - Roadway maintenance, including pothole repairs and clearer/refreshed markings
  - BQE noise attenuation, as noise impacts quality of life and local businesses
  - Potential street safety measures, including through reducing the speed limit on the BQE, increased utilization of physical barriers (such as for protected bike lanes and plaza expansion), traffic calming measures, shorter pedestrian crossings, and longer crossing intervals/signal timing adjustments



- An efficient and connected bike network
- Incentivizing alternatives to truck movement of freight
- Eliminating the BQE entirely, and/or looking at ways to reunite neighborhoods, such as through a pedestrian passage under the BQE at Monitor Street

## Red Hook Initiative (RHI)



RHI is a community-based nonprofit in Red Hook. They believe that social change to overcome systemic inequities begins with empowered youth. In partnership with community adults, they nurture young people to be inspired, resilient, and healthy, and to envision themselves as co-creators of their lives, community and society. Since 2002, RHI has worked alongside residents of Red Hook to carry out resident-led solutions to local problems and to confront the impacts of racial inequity and decades of disinvestment on their historically under-resourced community. Their approach serves 6,500 BIPOC residents each year through an interconnected model of youth development, advocacy, and organizing on local issues, and community hiring.



**Community Partner:  
Red Hook Initiative (RHI)**

- Held engagements in Cantonese, Mandarin, Spanish, and English, including nine sets of office hours, three pop-ups, three school presentations, a walk-through, a “Red Hook Elder” storytelling, three NYCHA Red Hook Houses outreach days, and a survey
- RHI reported that participants prioritized:
  - Addressing pollution, air quality, and related health impacts
  - Parks and open space, particularly for families and children

- Street safety, with emphasis on pedestrian improvements and safer, shorter crossings and longer signal timing for pedestrians; RHI conducted a survey of 354 people in and around Red Hook; 70% of RHI's survey respondents identified pedestrian safety as a top concern, 54% identified congestion, and 51% identified traffic safety
- Addressing the unwelcoming feeling and anxiety that areas in and under the BQE inspire, such as through a more welcoming design, improved lighting, and addressing ongoing sanitation and cleanliness issues
- Concerns about last mile delivery facilities and their rapid increase and concentration in the Red Hook community
- Addressing the disconnection from community facilities, transportation, and other resources that the BQE creates, as well as its reinforcement of local public housing disinvestment
- Centering the Red Hook community in planning, particularly to address and prevent the impacts of gentrification on small/local businesses and the potential for new park space to increase gentrification
- Concern about the potential of years-long construction from BQE projects, particularly the impact on public housing residents and seniors

## Southwest Brooklyn Industrial Development Corporation (SBIDC)



SBIDC provides advocacy and services to help businesses in the Sunset Park, Red Hook and Gowanus neighborhoods grow and create employment opportunities for local residents. Since the organization's inception in 1978, SBIDC has been a driving force in the improvement of the Southwest Brooklyn economy by delivering a wide range of free business services to local firms and acting as an advocate for local small businesses, and the overall preservation of the industrial economy. They provide business education courses, technical assistance to entrepreneurs and small business owners, and workforce training and placement services for job seekers throughout Brooklyn.

- Held engagements in English, including an in-person/virtual hybrid workshop, ten one-on-one feedback sessions with industrial businesses, and digital outreach



- SBIDC reported that participants prioritized:
  - Addressing congestion, both on the BQE and on surrounding streets (due to traffic avoiding the BQE or waiting to access on-ramps/exiting off-ramps)
  - Separating freight uses wherever possible, such as designating a separate truck lane, or clearly demarcating truck routes with signage that directs pedestrians/bicyclists to separate routes
  - Specific areas for NYCDOT to look at: the 58th Street and 3rd Avenue intersection, the Hamilton Ave off-ramp, and the Hicks Street and Atlantic Avenue intersection
  - Ensuring any BQE closures occur between 10pm-5am and avoid October through December to the extent possible
  - Increased lighting under the BQE
  - Possible additional metered and designated commercial vehicle parking under the BQE

## St. Nicks Alliance



St. Nicks Alliance seeks to transform the lives of low- and moderate-income people through employment, education, housing, and health care. They do this by delivering impactful services with measurable outcomes to children, adults, and the elderly. As a civic anchor they carry out this mission within the context of building a sustainable community for all people through the arts, environmental advocacy, and urban planning.

- Held engagements in English and Spanish, including an in-person town hall, a focus group with community leaders, and digital and social media engagement
- St. Nicks Alliance reported that participants prioritized:
  - Street safety, such as additional lighting, street redesigns, a possible Meeker Avenue road diet, improving or closing slip lanes, more crossings and longer crossing intervals, crossing guards and more enforcement to prevent dangerous driving, double parking, and vehicles on sidewalks
  - Reducing and better separating truck freight traffic

- Addressing local maintenance needs, including litter/cleanliness, flooding and clogged catch basins, damaged sidewalks and roads, and illegal dumping
- Services and resources (rather than displacement) for unhoused New Yorkers living under/around the BQE
- Improved signage, including wayfinding, street and bike signage, and BQE history signage
- Knitting together disconnected open spaces, and amenities for open spaces that brings in local community organizations, and creates resources like restrooms, mobile libraries, food carts, health care resources, flexible retail, and active programming



**Community Partner: St. Nicks Alliance**

## Transportation Alternatives (TA)



TA reclaims New York City from cars, transforming streets into safe, sustainable, and equitable places to walk, bike, take transit, gather, and thrive. For nearly 50 years, TA has led the movement for safe, equitable streets in New York City. They believe that streets belong to the people of New York City, and they work with New Yorkers in every borough to build a future that rises to the needs of their communities.

- Held engagements in English and Spanish, including three interactive walking tours (one in BQE North, one in Central, and one in South) which included additional opportunities to share feedback; TA also invited other Community Partners to join these activities



- TA reported that participants prioritized:
  - A comprehensive reimagining of the BQE and spaces underneath, emphasizing reducing vehicular use (and associated safety concerns), pedestrian and cyclist safety, and new opportunities for green/public space, and housing
  - Big-picture ideas, like bringing the BQE underground, or removing it entirely
  - Encouraging mode shifts for freight vehicles (such as maritime and rail)
  - Integrating public amenities like bike parking, restrooms, and street trees
  - Addressing the negative pollution and health outcomes caused by the BQE as well as the concentration of last-mile delivery facilities in BQE South



**Community  
Partner:  
Transportation  
Alternatives**

## United Jewish Organizations of Williamsburg and North Brooklyn (UJO)



UJO was established in 1966 to meet the social service and advocacy needs of the community. Since then, the UJO is the main social service provider in the area offering services to the poor and needy including enrollment in SNAP, Medicaid and health insurance, senior services, housing, food distributions and many other supports. The UJO also advocates for the community with the government on community planning needs and many other local issues affecting area residents.

- Held engagements in Yiddish and English, including in-person small group meetings and discussions with South Williamsburg and Bed-Stuy community members
- UJO reported that participants prioritized:
  - The BQE as a connector between South Williamsburg and Borough Park
  - Improving and preserving traffic flow both on the BQE and surrounding streets, which participants believe could be helped with an additional traffic lane or HOV lane on the BQE; expressed concern that BQE Central lane reductions have also impacted congestion in and around South Williamsburg
  - New greenery/green spaces and other quality of life improvements that would not reduce the roadway, particularly those that could be created from capping the structure
  - Addressing cleanliness around the BQE and service roads, including dust and illegal dumping
  - Opportunities to develop new housing and community facilities around or on decked portions of the BQE
  - Managing freight, both for safety and congestion, including pushing to off-hours deliveries
  - Improving traffic flow through possible improvements at the Wythe Avenue exit, potential one-way conversions of Wallabout Street and Flushing Avenue, and other possible improvements to the Lee/Wallabout/Lorimer intersection





Founded in 1966, UPROSE is Brooklyn's oldest Latino community-based organization. An intergenerational, multi-racial, nationally recognized community organization, UPROSE promotes sustainability and resiliency in Brooklyn's Sunset Park neighborhood through community organizing, education, indigenous and youth leadership development, and cultural/artistic expression. Central to their work is advocacy to ensure meaningful community engagement, participatory community planning practices, and sustainable development with justice and governmental accountability.

- Held engagements in English and Spanish, with outreach also conducted in Arabic and Mandarin, which included a learning circle event in Sunset Park
- UPROSE reported that participants prioritized:
  - NYCDOT examining ways to improve how pedestrians and cyclists cross and navigate 3rd Avenue, lighting, functioning traffic signals, repainted crosswalks, dangerous traffic, too many e-commerce delivery trucks, and lack of large/overweight truck enforcement
  - Reducing the number of lanes on the BQE
  - Addressing pollution, exhaust fumes, air quality, noise, and insufficient sanitation
  - Health concerns, specifically for asthma in children and respiratory conditions, especially when compounded by other environmental burdens
  - Concerns about displacement, gentrification, and inequality when it comes to businesses on 3rd Avenue and wanting to ensure spaces are prioritized for existing residents and local businesses
  - Efforts to address climate change through better public transit, shifting away from trucks to maritime freight
  - Free and accessible parking under the BQE, access to the waterfront and Bush Terminal Piers Park and other green and recreational space, reconnecting communities divided by the structure through programming

## Women's Empowerment Coalition of NYC



**WECNYC**  
WOMEN'S EMPOWERMENT  
COALITION OF NYC  
EDUCATE . EMPOWER . ELEVATE

The Women's Empowerment Coalition of NYC (WECNYC) builds power among women from diverse communities through dialogue, education, leadership development and social services.

- Held engagements in English, Arabic, Chinese, Spanish and Russian, including two in-person workshops and one virtual workshop.
- WECNYC reported that participants prioritized:
  - Safety, through increased lighting, additional security presence, and through more street activation, including bringing more businesses to 3rd Avenue
  - Cleanliness, including regular/ongoing sanitation, and potentially changing the color of the BQE structure
  - More green or open space with cafés or areas for resting, restrooms, and community facilities like libraries
  - Reducing the number of lanes on the BQE due to concerns about pollution
  - More active recreation amenities, including gyms, sporting fields, playgrounds, and dog parks
  - Removing the BQE on 3rd Avenue and extending the Battery Tunnel to the Belt Parkway
  - Freight management, including restricting trucks to specific hours, reducing factories on 3rd Avenue, and enforcement against trucks double parking



**Community Partner:  
Women's Empowerment Coalition  
of NYC**



## Yemeni American Merchants Association (YAMA)



YAMA was founded in 2017 as the very first and only Arabic-speaking merchants association in New York City. Over the years they have evolved to serve both Arabic-speaking small business owners and their families by offering a range of social services, educational programs, and advocacy campaigns. Their mission is to educate and elevate Yemeni American merchants and their families through education, civil rights advocacy, business, and social service support.

- Held engagements in English and Arabic including a virtual workshop, as well as outreach to local businesses on 3rd Avenue.
- YAMA reported that participants prioritized:
  - Sanitation, lighting, safety issues, and addressing the overall unwelcoming feeling of areas around/under the BQE
  - Parking under the BQE being underutilized, with potential for different community uses that could draw more people to the area and help stimulate local economic activity
  - Both traffic and congestion, as well as pedestrian and cyclist safety and access
  - Ensuring changes actually happen, as some felt change had been promised but undelivered in the past

## \*Fort Greene Park Conservancy



The Fort Greene Park Conservancy is also partnering with the Friends Of Commodore Barry Park on their BQE Community Partner efforts. The Fort Greene Park Conservancy provides programming, maintenance, and advocacy to preserve and nourish Fort Greene Park as a community resource and public space for all New Yorkers for generations to come. Fort Greene Park is a public space stewarded by the community to celebrate and sustain the diverse culture of Fort Greene, its rich history, and the park's natural assets.

\*The Fort Greene Park Conservancy joined the Community Partners initiative later than other partners, and will have feedback to share in the next round of engagement

Additional information on Community Partners can be viewed at [www.bqevision.com/community-partner](http://www.bqevision.com/community-partner).

## What's Next

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

On May 2, 2023, NYC DOT hosted an educational webinar on the environmental review process. BQE Central completed Round 3 of engagement in March 2023. Later this Spring, there will be an Atlantic Avenue-focused virtual workshop to hone in on concepts for that area which were not yet fully defined at the time of the BQE Central Round 3 workshops. NYC DOT will be moving the commencement of the anticipated environmental review process for BQE Central to as early as Fall 2023. This will be an approximately two-year process, with multiple opportunities for additional public engagement. Under this revised schedule, it is expected that design will be finalized and construction will commence in 2027. More information on that process will be shared later this year.



Upcoming public meetings:

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

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings, opportunities for engagement, methods to share feedback, and contains project materials.

**Note:** This document reflects the feedback from the Community Partners in summary format and is not a full transcription of feedback received. Responses have been condensed and edited for clarity, with particular emphasis on highlighting feedback that differed from or was not as prominently heard in the NYC DOT-led engagement.



## **Corridor Vision Safety, Equity and Resiliency**

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# **Community Partners Round 2 Update**

**October 2023**





# Background

NYC DOT is actively engaging communities along the BQE corridor in Brooklyn in a BQE Corridor Vision process. The BQE North and South engagement process will develop a vision for potential future improvements to communities surrounding the State-owned sections of the BQE corridor north of Sands Street to the Kosciuszko Bridge and south of Atlantic Avenue to the Verrazzano-Narrows Bridge, including potential changes to adjacent streets. BQE North and South will evaluate potential short-term projects to address community concerns, as well as larger-scale, longer-term projects to reconnect communities that have been divided by the structure. Concurrently, the BQE Central engagement process will develop and implement a permanent solution for the City-owned structure from the Atlantic Avenue interchange to the Sands Street interchange. New Federal funds, available through the Bipartisan Infrastructure Law and Inflation Reduction Act, provide an exciting opportunity to address long-standing concerns regarding the BQE for the 21st Century.

## Community Partners Background

As part of the BQE Corridor Vision, NYC DOT has implemented a Community Partner program. Community Partners are community-based organizations that are leading additional grassroots engagement to gather community input, with emphasis on organizations serving underrepresented communities and those serving constituents whose primary language is not English.

Community Partners were announced in mid-December 2022 and began their first round of engagement in January 2023, which concluded in late March 2023. A summary of those Round 1 engagement efforts is available [here](#).

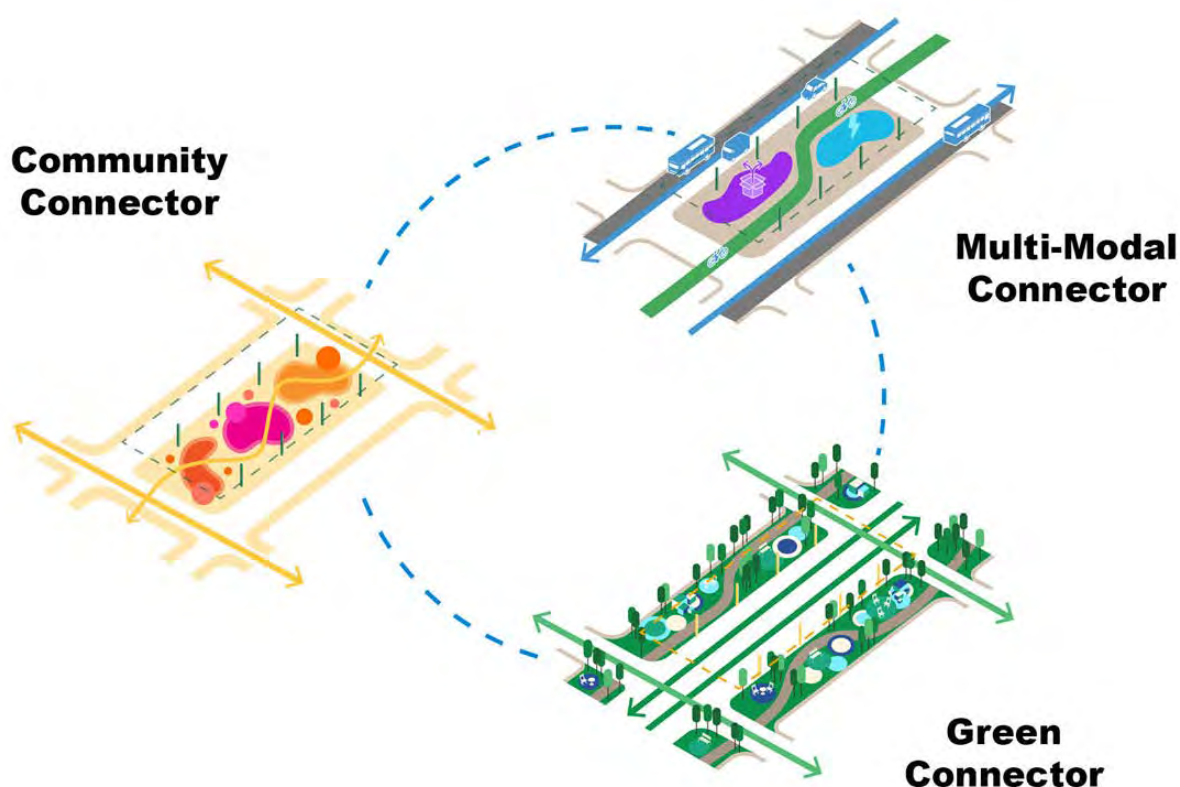
Round 2 of Community Partners engagement began in April 2023 and concluded in August 2023. Community Partners have held dozens of self-led engagements of different formats, with support from NYC DOT and its consultant team.

High-level summaries of self-reported engagement processes and outcomes are included below. Responses have been condensed and edited for clarity, **with particular emphasis on highlighting feedback that differed from or was not as prominently heard in the NYC DOT-led engagement.** More in-depth feedback from the Community Partners has also been shared directly with the design team, to inform further refinement of the BQE Corridor Vision.

# BQE North & South Connector Concepts

In the previous round of workshops, NYC DOT and its consultant team focused on the potential for the BQE to serve as infrastructure that connects communities, rather than infrastructure that divides them. With this overarching theme in mind, there were three big ideas illustrated and translated across different geographies along the BQE, which served as baseline material for this round of Community Partner engagement. For more information on Round 2 engagement design ideas, find annotated presentation [here](#).

- The **Community Connector** emphasized improved crossings under and over the BQE to reknit communities safely between key destinations like subways, schools, and parks.
- The **Multi-Modal Connector** looked at the BQE as a critical corridor for moving people and goods and explored how changes in the design of streets and spaces running under the highway could improve the experience of transit riders, cyclists, pedestrians, and drivers.
- The **Green Connector** envisioned the potential to unlock new public spaces and create more green infrastructure under and along the BQE.





# Recurring Themes Across Multiple Community Partners

- Emphasis on street and traffic safety, as well as addressing congestion, were prevalent themes across many partners
- Maintenance (including maintenance planning for new investment), lighting, and sanitation were cited as important
- Multi-Modal Connector concepts were largely viewed positively, particularly for their potential to expand transportation accessibility, but there were some concerns about additional traffic mixing and potential safety impacts
- Some communities responded very positively to Community Connector concepts, and there was also some support for Green Connector concepts, however participants emphasized the importance of ensuring these spaces were functionally usable, including through efforts to address noise and pollution concerns
- There were concerns about potential impacts of some investments on congestion and parking availability, particularly among business-oriented stakeholders

## Arab American Association of New York (AAANY)



[AAANY](#) demonstrates its commitment to Brooklyn's Arab immigrant, refugee, and Muslim communities through their comprehensive service and advocacy programs. They provide a range of critical support services to over 7,000 participants annually, including women's empowerment and adult literacy programs, immigration legal assistance, mental health and domestic violence support services, civic engagement and community organizing, and youth programming.

- Held engagements in Arabic and English, including 1 in-person and 2 virtual engagements.

### AAANY reported that participants:

#### Overall

- Valued aesthetic improvements and activations of space around the BQE, including pedestrian spaces and opportunities

- Desire greater amenities including benches/seating, and public restrooms
- Support a focus on safety and quality of life improvements

### **Community Connector**

- Youth participants responded particularly positively to Community Connector concepts, highlighting opportunities for classroom/school activities to be conducted outside, and locations for more public events and performances
- Adult participants also welcomed green spaces, pedestrian areas, and public restrooms

### **Multi-Modal Connector**

- Liked protected bike lanes and infrastructure that supports e-bikes, but raised concerns about vehicles being parked in bike lanes
- Some youth participants expressed concern with electric vehicle charging amenities given the inaccessibility of electric vehicles to low-income communities and concern that production may not be sustainable
- Youth participants expressed skepticism about the efficacy of micro-distribution centers and preferred emphasizing street safety improvements
- Overall, participants responded positively to trees, lighting, slowing down street traffic, and investments in bus, bike, and bike share infrastructure
- Older adult participants also positively viewed the potential for reduced travel times and expanded travel options

### **Green Connector**

- Participants were interested and intrigued by storm water management improvements, particularly improvements that reduce pollution to the river and air; this set of concepts also highlighted greater language barriers in terms of explaining the investments and their benefits due to more limited community familiarity and vocabulary for these types of treatments
- Green and activated pedestrian spaces were viewed positively, but there was concern that car exhaust would impact the usage levels and health/safety of such spaces



## Bay Ridge Community Development Center (BRCDC)



The mission of [BRCDC](#) is to promote and provide the highest quality activities and services that will contribute to the physical, emotional and social well-being of the community. BRCDC's vision is to enhance the quality of life and to fill the unmet needs through their services, programs and activities for their community regardless of ethnicity, gender or economic status.

- Held engagements in English, including 1 workshop in partnership with the Fort Hamilton Senior Recreation Center, 3 tabling events, and social media engagement.



**Community Partner: Bay Ridge Community Development Center**

### **BRCDC reported that participants prioritized:**

#### **Overall**

- The area surrounding the BQE should facilitate all-seasons walking, such as a covered walkway that protects from wind and sun as well as an accompanying sitting area
- Beautification of the area surrounding the BQE with trees, murals, and other treatments that would help facilitate walking and commuting alongside the BQE
- Concern about how construction or implementation of concepts could temporarily impact local roads

#### **Community Connector**

- Responded positively to seating areas and passive recreation spaces, but desired to see more integration of covering from the sun, wind and rain
- Support features to protect pedestrians on the sidewalk from vehicles

## Multi-Modal Connector

- Emphasized providing more space for bikes and spaces that allow commuting over rather than under the highway, such as flyovers (overpass, a high-level road bridge that crosses over a highway interchange or intersection)
- Felt these concepts seemed too focused on promoting electric vehicles
- Had concerns that these ideas would open spaces for moped and smaller vehicles that may create conflict with other vehicular traffic and make driving on/around the BQE more difficult and unsafe

## Green Connector

- Viewed these concepts positively, with a desire to see such highway and roadway-adjacent greening all throughout the borough

## Brooklyn Chinese-American Association (BCA)



Founded in 1988, [BCA](#) is a community-based not-for-profit human services agency that has over 34 years of successful experience and expertise in providing Asian immigrants with multi-dialectical and culturally sensitive access services, case management and family services. BCA aims to address the needs and concerns of Asian-Americans, as well as act as liaison between the Asian-American community, the government and various private and service organizations in order to promote a congenial relationship among them.

- Held engagements in Cantonese, Mandarin, and English, including five different in-person engagements (hosted one at their senior center), and multilingual digital engagement, including utilizing WeChat and surveying tools

## BCA reported that participants prioritized:

### Overall

- Viewed safety as the top priority, and activating spaces under and around the BQE as an important component

### Community Connector

- Highlighted the importance of safety at key intersections for pedestrians and bicyclists, including shorter pedestrian crossings, more rationalized traffic flow, improved lighting, and security cameras



- Would like more activated open space such as parks, pedestrian spaces, and sitting and landscaped areas
- Supported pairing these concepts with other policy tools, including limiting freight vehicles/trucks to certain hours

### **Multi-Modal Connector**

- Felt these concepts were the best representation of balancing the various needs and desires of different stakeholders
- Encouraged supplemental transit infrastructure – such as metered parking, bike parking, and bus shelters – be placed in alignment with surrounding uses, such as near subway stations
- Supported improved access to subway stations and bus stops and better rationalizing local public transit options

### **Green Connector**

- Appreciated the resiliency, sustainability, and noise/pollution-reducing benefits of adding more green space
- Had concerns that these concepts could take longer to implement and be more complicated in terms of navigating jurisdictional oversights for development and maintenance



**Community  
Partner: Brooklyn  
Chinese-  
American  
Association**

## Chinese American Planning Council (CPC)



[CPC](#) is an over 57-year-old Social Services organization serving over 200,000 New Yorkers across all 51 Council districts. Their mission is to promote the social and economic empowerment of Chinese American, immigrant, and low-income communities through 50 plus programs including Childcare Services, Youth Services, Language Access, Immigration Services, Benefits Supports, Services for communities with different needs, and Older Adult Services.

- Held engagements in Cantonese, Mandarin and English, including 7 listening sessions.

### CPC reported that participants prioritized:

#### Overall

- Focused on practicality and safety, including short-term upgrades like longer signal crossing times, street lighting, and traffic light repairs that would not interfere with traffic lane space
- Expressed a desire for a more pleasant and functional space, but viewed that as potentially being in conflict with safety improvements
- Identified maintenance and sanitation as key and currently lacking; participants were focused on short-term issues caused by a lack of upkeep, such as broken traffic lights, misused bike lanes, and abandoned vehicles, which created some doubts about successful future BQE Corridor Vision project implementation



**Community  
Partner: Chinese  
American  
Planning Council**



## Community Connector

- Welcomed the focus on pedestrian safety and lighting
- Shared concerns that application of widened sidewalks on 3rd Avenue would create more traffic; some support for widened sidewalks if that could be done without a road diet
- Suggested increasing the allotted time for crossing signals on 3rd Avenue and upgrading to accessible pedestrian signals, particularly to assist older adults and people with disabilities

## Multi-Modal Connector

- Support more parking, including standardized parking underneath the BQE
- Liked the inclusion of protected bike lanes
- Raised concerns about reductions in the number of traffic lanes, via bus priority or other measures, and potential impacts on congestion

## Green Connector

- Positively viewed increased greenery and open space improvements, particularly adding street trees, seating, and more recreation spaces, with an eye toward functionality of those spaces
- Had difficulty envisioning themselves using these spaces for recreation and relaxation given concerns about traffic, lack of local businesses, and generally unsanitary conditions along 3rd Avenue

## El Puente



El Puente is a community human rights institution that promotes leadership for peace and justice through the engagement of members (youth and adult) in the arts, education, scientific research, wellness and environmental action. Founded in 1982, El Puente currently integrates the diverse activities and community campaigns of El Puente Arts, the El Puente Green Light District (a holistic community sustainability initiative) and the Global Justice Training Institute within its six Youth Leadership Centers, its public high school the El Puente Academy for Peace and Justice, and El Puente-MS 50 Community School in North Brooklyn, and its Latino Climate Action Network in Puerto Rico. El Puente remains at the forefront of community-led movements for self-determination and as such, initiates/impacts social policy locally and nationally.

- Held multiple engagements in English and Spanish, including 3 community conversations focused on stewardship of local land, 1 environmental justice walk, and 1 environmental justice workshop, as well as pop-up engagement.

## **El Puente reported that participants prioritized:**

### **Overall**

- Want greater activation under the BQE and in BQE-adjacent spaces, but a strong feeling that these investments must be paired with significant noise and air pollution mitigation investments, otherwise they will be unusable
- Increases in green infrastructure and green spaces must not lead to increases in rents and speculative development; there should be investments and funding for programming and tenant protections embedded in these investments
- Identified decking as a first step to reclaiming the land over the trench to build up community visions

### **Community Connector**

- Appreciated flipping the script and thinking of the potential of this infrastructure, which has separated and disconnected community for so long; saw this as an opportunity to re-appropriate and reclaim the structure as a canvas/space for reconnection
- Noted that workout equipment and seating in La Guardia Playground near the handball courts have worked well, and supported more plaza-style folding chairs and tables
- Interest in activations in the high-traffic areas and corridors (under BQE connector, around La Guardia ball courts, by Williamsburg Bridge Bus Terminal/ Bus Depot, and Continental Army Plaza) including mutual aid/resource distributions and pop-ups, community fridges, and open air markets/farmers' markets
- Want more intentional and dedicated amenity spaces, particularly around La Guardia Playground, to discourage behaviors like vehicles stopping at intersections to use public restrooms, which can increase congestion and crash concerns
- Shared that Williamsburg Bus Depot feels hostile to pedestrians/the public and support bringing in more amenities such as solar panels, public restrooms, improved protected bus shelters, and greenery



## Multi-Modal Connector

- Identified a need for safety measures that address conflicts between truck, vehicular, e-bike, bike, and pedestrian traffic, particularly for the safety of children and older adults
- Support charging stations and hubs to focus on alternative modes of transportation, for both the community as well as goods and services, including e-bike micro-hubs to move away from the proliferation of nearby last-mile delivery facilities
- Feel existing dedicated bike lanes and bike services (like bike share) are generally sufficient in quantity in the area, but would like emphasis on making streets safer for bikers and pedestrians alike
- Shared that Continental Army Plaza feels dangerous for pedestrian and bikers who are often in conflict with the high amount of e-bike and truck traffic (since Roebling Street is a truck route); emphasized reduction of car and truck traffic (especially connecting to or exiting the Williamsburg Bridge) as a method to address some of these conflicts, rather than punitive measures against e-bikers and delivery workers
- Would like consideration of closing transportation sections and reconnecting open spaces of the playground and plaza, such as permanently closing Roebling Street going to the bridge and making that space an extended plaza space with programming, with particular emphasis on local businesses and highlighting Puerto Rican, Dominican, and other local community culture

## Green Connector

- Support more greenery, tree cover and gardens, emphasizing native plants and natural habitat restoration
- Strong desire to advance green stormwater retention strategies (in contrast to gray infrastructure), particularly given flood zone proximity and inland flooding issues; support for looking to some existing storm water retention green areas near LaGuardia playground, expanding bioswales and rain gardens,
- Shared positive responses to green walls, particularly at Marcy and Rodney parks and nearby spaces
- Interested in formalized funding for maintenance for any green infrastructure, rather than exclusively relying on community-led maintenance efforts

Evergreen is a membership organization that champions manufacturing, creative production, and industrial service businesses in North Brooklyn and beyond. They connect businesses with resources and opportunities to help create and maintain high quality jobs at all skill levels.

- Held engagements in English focused on local industrial business engagement, including 1 mixer, canvassing of over 100 businesses, 5 phone interviews, and several types of social media and digital engagement.

## **Evergreen reported that participants:**

### **Overall**

- Desire an emphasis on reducing congestion and supporting deliveries, through methods such a dedicated truck lanes
- Support greater outreach to industrial businesses when the city is planning local street projects that may impact congestion or deliveries; many participants shared a feeling that their feedback was sometimes not addressed in projects in the past
- Prioritize safety upgrades at ramps and intersections; Meeker/Morgan exit signal timing needs to be reviewed as it is causing intersection back-ups

### **Community Connector**

- Highlighted lighting, maintenance, and graffiti removal as important considerations and helpful to deter illegal dumping



**Community  
Partner:  
Evergreen**



- Raised concerns about features that would narrow turns along truck routes, noting that permitted 53ft and oversized trucks utilize many truck route intersections and should be considered in planning so they do not cause traffic jams or other safety concerns

### **Multi-Modal Connector**

- Support parking and planned electric vehicle charging under the BQE
- Would like to see safety upgrades to the ramps by Meeker/McGuinness, Meeker/Morgan, Wythe/Kent and Exits 39-34 by expanding entrances and exits where possible

### **Green Connector**

- Support green infrastructure to reduce stormwater runoff and flooding
- Desire capping trenches to add park space and reduce pollution
- Oppose removing parking under the BQE in the industrial section to expand park infrastructure, as industrial business employees rely on parking in transportation deserts within Industrial Business Zones

## **Fifth Avenue Committee (FAC)**



[FAC](#) is a nationally recognized comprehensive community development corporation based in South Brooklyn. Their mission is to advance economic, social, and racial justice in New York City through integrated, community-centered affordable housing, grassroots organizing, policy advocacy, and transformative education, training, and services that build the power to shape their community's future. To achieve their mission, they develop and manage affordable housing and community facilities, create economic opportunities, and ensure access to economic stability, organize tenants and residents around housing justice and accountable development issues and campaigns, and provide student centered adult education.

- Held engagements in Spanish and English, including 2 walking tours and 3 workshops. The walking tours utilized QR codes linked to feedback forms which also generated survey data from participants.

## **FAC reported that participants:**

### **Overall**

- Interested in seeing their feedback directly connected to the short and long term interventions developed through this BQE South visioning process and DOT's 3rd Avenue corridor study, along with other regional work conducted by the State and City; this includes a closer look at zoning and its impacts on local conditions
- Emphasized an urgent need for pedestrian safety, traffic calming measures, and increased traffic enforcement, including improved and reflective signage, and more speed reducers
- Shared strong support for additional lighting, emergency call buttons, better maintained and wider sidewalks, improved signal timing, bus shelters, increased trash and recycling receptacles, improved sanitation, roadway maintenance, and greater protection from rainwater and the potential of falling debris from the BQE

### **Community Connector**

- Expressed interest in a "Gowanus Gateway," or a community connector to serve as a neighborhood connector between Sunset Park, Gowanus and Red Hook, and shared specific locations where connections could be improved, including 3rd Avenue from 32nd-39th Streets and on blocks between 2nd and 3rd Avenues within this same area
- Suggest utilizing overpass convergence wall spaces (such as around 17th, Prospect Ave, and 16th) for murals, creating plaza markets, and sculpture gardens, especially by integrating these neighborhood's existing and vibrant artist communities (including those tied to manufacturing);





these were particularly significant to participants who primarily spoke Spanish, many of whom felt such activations would be particularly culturally relevant to their communities

### **Multi-Modal Connector**

- Wanted multi-modal connector opportunities explored under the viaduct along 3rd Avenue in Sunset Park in all directions, both underneath the BQE and between 3rd and 2nd Avenues for pedestrians, cyclists, and other users
- Would like solutions to traffic backups at BQE entrances, illegal turns, car honking, traffic convergence, as well as truck traffic turning from 3rd or Prospect Avenues onto Hamilton
- Would like better, safer pedestrian and bicyclist-oriented connections to the concentration of stores east of 3rd Avenue in Sunset Park for those who do not have cars

### **Green Connector**

- Underscored the importance of green infrastructure for climate related concerns and environmental justice, including flood and sound barriers, extreme heat solutions, solar panels, air monitoring stations, and proper stormwater drainage
- Support converting under the viaduct spaces currently filled with refuse and abandoned vehicles into parks and green space, including paved pedestrian and cyclist paths (a Highline-style “lowline”)
- Desire to see more tree cover/shade trees, with potential to reuse containers as planters, as employed at Industry City (which also could help with flood and sound mitigation)
- Green space and infrastructure needs to have a clear plan for maintenance and upkeep
- Support better wayfinding and paths to existing green spaces, such as D’Emic Playground and Bush Terminal Park

Mixteca's mission is to empower the Mexican and Latin-American immigrants of the New York area by providing them access to services that enhance their quality of life and will allow them to reach sustainable social and economic development. They offer a variety of programs and services that respond to the specific needs of immigrant families and aim to build a supportive environment for the growing Mexican and Latin-American immigrant community.

- Held engagements in Spanish, and English, including 7 tabling events (including at a health fair, an immigration and education fair, and workshops designed to connect community members with social service resources), 4 BQE workshops folded into an interactive family crafts program, and 2 information sessions at a transit-equity community talks.

## Mixteca reported that participants:

### Overall

- Desire to stay involved in the project and have greater ongoing (and multilingual) engagement such as distributing flyers in local areas or designating a specific gathering point where community members can convene to discuss updates
- Support continued visual engagement tools, which help inspire participation and make clear that community feedback can guide the process



**Community  
Partner:  
Mixteca**



### Community Connector

- Support increased public and open spaces, particularly those that would facilitate interactions between community members
- Desire to see implementation of Community Connector concepts on 3rd Avenue, particularly for safety effects

### Multi-Modal Connector

- Support street safety improvements, particularly those that improve safety and options for commuting
- Opposed electric vehicle priority lanes, which participants felt could increase traffic, particularly on 3rd Avenue

### Green Connector

- Appreciated the variety of green space options presented in the concept, but these spaces must be safely usable, both in terms of traffic safety and public safety
- Support resiliency-oriented investments, which would bring long-term benefits and provide an opportunity for the community to help lead planning efforts

## Red Hook Initiative (RHI)



[RHI](#) is a community-based nonprofit in Red Hook. They believe that social change to overcome systemic inequities begins with empowered youth. In partnership with community adults, they nurture young people to be inspired, resilient, and healthy, and to envision themselves as co-creators of their lives, community and society. Since 2002, RHI has worked alongside residents of Red Hook to carry out resident-led solutions to local problems and to confront the impacts of racial inequity and decades of disinvestment on their historically under-resourced community. Their approach serves 6,500 BIPOC residents each year through an interconnected model of youth development, advocacy, and organizing on local issues, and community hiring.

- Held engagements in English, including 1 roundtable workshop.

## South 2: Multi-Modal Connector



**Community  
Partner:  
Red Hook  
Initiative**

## RHI reported that participants:

### Overall

- Support improvements to lighting around the BQE, pedestrian safety, curb extensions, green space, and beautification efforts, but with concern that they may not be functionally usable and/or safe (both in terms of crashes and air quality) given proximity to roadways
- Shared concerns that there were not more direct responses to the ideas RHI's community proposed in Round 1; NYC DOT has engaged with RHI to further understand and address this concern

### Community Connector

- Want to see pedestrian crosswalks better coordinated, more green space, more cyclist infrastructure, and additional attention to shade
- Prioritized space for existing Red Hook vendors in any commercial spaces created (like market spaces)
- Want all infrastructure to be accessible, with some accessible-specific spaces incorporated in planning (such as equipment or spaces that have specialized accessible uses)

### Multi-Modal Connector

- Desire to see ways to cross the highway on bike (rather than travel underneath it)
- Requested clearer, more prevalent bike lane signage



## Green Connector

- Had difficulty understanding the connector's potential implementation in Red Hook
- Support green space, but shared concern about adequate and appropriate maintenance planning

## Southwest Brooklyn Industrial Development Corporation (SBIDC)



SBIDC provides advocacy and services to help businesses in the Sunset Park, Red Hook and Gowanus neighborhoods grow and create employment opportunities for local residents. Since the organization's inception in 1978, SBIDC has been a driving force in the improvement of the Southwest Brooklyn economy by delivering a wide range of free business services to local firms and acting as an advocate for local small businesses, and the overall preservation of the industrial economy. They provide business education courses, technical assistance to entrepreneurs and small business owners, and workforce training and placement services for job seekers throughout Brooklyn.

- Held engagements in English and Mandarin, including 1 local worker-focused street survey in Sunset Park, 1 virtual webinar, 6 one-on-one interviews with industrial business owners and staff, and additional social media engagement.

## SBIDC reported that participants:

### Overall:

- Expressed greatest interest in multi-modal connector concepts, as they had no desire to stay underneath the BQE for recreational uses shown in the community connector and green connector concepts, due to noise, limited lighting, and cleanliness concerns
- Relayed concerns that increased activation may encourage additional pedestrians in industrial areas, which they felt may exacerbate traffic safety concerns
- Opposed removing parking under the BQE, which is used by workers who drive in and to this Industrial Business Zone; feel parking is already too limited
- Encouraged more waste receptacles and regular cleaning and maintenance of spaces under the BQE

### Community Connector

- Support public bathrooms and landscaped areas around the BQE

### Multi-Modal Connector

- Expressed strong interest and support for these concepts, including bike lanes, bike share, and bus infrastructure
- Want any bike lane investments to be fully separated protected bike lanes



**Community Partner:  
Southwest Brooklyn Industrial  
Development Corporation**

### Green Connector

- Supported the aesthetic improvements from increased greenery
- Shared some interest in additional seating, likely for short-term seating, as there were many concerns about the space being unusable for longer recreation

## St. Nicks Alliance



[St. Nicks Alliance](#) seeks to transform the lives of low- and moderate-income people through employment, education, housing, and health care. They do this by delivering impactful services with measurable outcomes to children, adults, and the elderly. As a civic anchor they carry out this mission within the context of building a sustainable community for all people through the arts, environmental advocacy, and urban planning.

- Held engagements in English and Spanish, including a community meeting and tabling at community events.

### St. Nicks Alliance reported that participants:

#### Overall

- Would like greater emphasis on pedestrian safety, especially street lights, traffic lights, and speed and illegal truck enforcement
- Encouraged focus on specific segments of Kingsland Avenue, Morgan Avenue, and Woodpoint Road





### Community Connector

- Liked opportunities to connect and activate/engage communities, and that the concept viewed the area more holistically rather than exclusively focusing on highway uses
- Felt there was a greater need for more permanent structures/features

### Multi-Modal Connector

- Appreciated the multi-use configurations, and felt they would be well applied under the BQE around Meeker Avenue and Morgan Avenue
- Shared concerns about traffic safety/congestion, air quality, and noise impacts from these treatments

### Green Connector

- Saw potential applications for increased open space, such as active parks, around BQE ramps and Meeker Avenue
- Viewed opportunities for more trees around Morgan Avenue and Kingsland Avenue and greater tree cover along side streets connecting to the BQE
- Would like to see larger, more permanent, fully realized capital improvements such as BQGreen, rather than shorter-term or cosmetic green space changes

## Transportation Alternatives (TA)



TA reclaims New York City from cars, transforming streets into safe, sustainable, and equitable places to walk, bike, take transit, gather, and thrive. For nearly 50 years, TA has led the movement for safe, equitable streets in New York City. They believe that streets belong to the people of New York City, and they work with New Yorkers in every borough to build a future that rises to the needs of their communities.

- Held engagements in English, including 1 community workshop, which featured a video summary of their Round 1 engagement efforts.

## TA reported that participants:

### Overall

- Continued to prioritize removing, reducing, and/or burying the BQE
- Support decreasing dependence on personal vehicles and trucks, incentivizing HOV travel, zero-emission vehicles, express bus usage, tolling vehicles by weight and/or crossing the East River in tandem with congestion pricing
- Desired shifting more freight to shipping via maritime options in Navy Yard, Red Hook, Gowanus Canal, and Newtown Creek, and creating a freight shift plan to reduce freight traffic in local neighborhoods
- Would like greater consideration of ways to convert space for affordable housing, in part to help mitigate the potential gentrification impacts of some investments, like capping

### Community Connector

- Felt community connectors need to provide specific and targeted reasons to get people to the space, and that they must address lighting, noise, and air quality issues to become practical usable spaces for things like seating and entertainment, though there may be some limited opportunities for active recreation
- Shared more interest in public restrooms, and more permanent activations like shops, services and markets, citing Meeker and Metropolitan Avenues in Williamsburg and Industry City in Sunset Park as potential locations
- Felt these improvements must be paired with paint/rust/netting removal, fresh painting, improved lighting, and landscaping to encourage pedestrian activity



**Community  
Partner:  
Transportation  
Alternatives**



## Multi-Modal Connector

- Viewed the multi-modal connector most positively, appreciating the car-free transit investments, with particular emphasis on safety treatments and road diets
- Encouraged better lighting, wayfinding, narrowing crosswalks, redesigning turn lanes, reduction of free parking under the BQE, additional crosswalks, reducing vehicular lanes, and restricting vehicle movement at on/off ramps to increase safety, visibility, and usability
- Fully supported using former vehicular lane space for bus lanes and other bus-supporting infrastructure, with more varied feedback on emergency vehicle use and electric vehicle use
- Would like to see bike parking, e-bike charging, and repair stations along with improved and protected bikeway connections, particularly an extension from Meeker Avenue

## Green Connector

- Support improving existing park infrastructure while simultaneously reclaiming car space as greenspace with emphasis on mitigating noise pollution and traffic
- Shared interest in methods to uncover any natural water features to beautify neighborhoods
- Continued support for capping, particularly in portions of Cobble Hill and South Williamsburg, but if infeasible, at a minimum there should be investments in sound/sight barriers, adjusting roadway heights, and building new pedestrian and bus bridges

## United Jewish Organizations of Williamsburg and North Brooklyn (UJO)



UJO was established in 1966 to meet the social service and advocacy needs of the community. Since then, the UJO is the main social service provider in the area offering services to the poor and needy including enrollment in SNAP, Medicaid and health insurance, senior services, housing, food distributions and many other supports. The UJO also advocates for the community with the government on community planning needs and many other local issues affecting area residents.



## Community Partner: United Jewish Organizations of Williamsburg and North Brooklyn

- Held engagements primarily in Yiddish, with some English, including two community dinners that included voluntary survey components and were advertised through local Yiddish publications, social media, and other channels.

### **UJO reports that participants:**

#### **Overall**

- Highlighted cleanliness and preventing illegal dumping as a concern
- Had some difficulties understanding the application of community and green connectors in their community, but were interested in the concept of capping for the potential of added green space, and more room for housing and community facilities without impacting lane availability

#### **Community Connector**

- Emphasized Community Connector models primarily in the context of connecting different portions and communities of Brooklyn, rather than more immediate nearby areas

#### **Multi-Modal Connector**

- Have an interest in improving and preserving traffic flow on the BQE and surrounding streets, particularly the Wallabout-Flushing and the Wythe Avenue exit, where participants highlighted their support for a split traffic light at the divider, and their desire to see a wider roadway
- Shared a number of specific local congestion and traffic planning suggestions
- Would like to see more and safer pedestrian crossing options



## Green Connector

- Viewed adding greenery as a positive, including through decking in some locations, but only in ways that would prevent congestion effects or changes to the number of travel lanes

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



**WECNYC**  
WOMEN'S EMPOWERMENT  
COALITION OF NYC  
EDUCATE . EMPOWER . ELEVATE

WECNYC builds power among women from diverse communities through dialogue, education, leadership development and social services.

- Held engagements in English and Arabic, including 1 virtual workshop, 1:1 interview conversations, and 2 discussions in conversational English classes for English-language learners.



## Community Partner: Women's Empowerment Coalition of NYC

### WECNYC reported that participants:

#### Overall

- Prioritized street safety and public safety as the most important component of this effort, including addressing traffic injuries and fatalities, and addressing challenges related to homelessness; also raised concerns about significant illegal activity and litter under the BQE
- Would like to see freight traffic limited to off-hours to help address congestion

#### Community Connector

- Addressing safety concerns, such as through increased lighting, was identified as critical to make these types of spaces usable

#### Multi-Modal Connector

- Supported bike lanes, as well as expanding roadways and/or the number of lanes on the BQE, which participants felt would lead to reduced congestion

## Green Connector

- Supported having more open and green space areas like playgrounds, cafes, bathrooms, sitting areas, gyms, and dog parks to encourage more activity surrounding the BQE
- Viewed green space models as a strong foundation to stimulate greater community connection and street life activation

## Yemeni American Merchants Association (YAMA)



YAMA was founded in 2017 as the very first and only Arabic-speaking merchants association in New York City. Over the years they have evolved to serve both Arabic-speaking small business owners and their families by offering a range of social services, educational programs, and advocacy campaigns. Their mission is to educate and elevate Yemeni American merchants and their families through education, civil rights advocacy, business, and social service support.

- Held 1:1 engagements in English and Arabic with business owners in Sunset Park.

## YAMA reported that participants:

### Overall

- Continued to emphasize sanitation and lighting improvements
- Desired to see longer crossing intervals due to street safety concerns
- Support investments that will draw in more foot traffic, and thereby business to their stores, such as greenery, park infrastructure, benches, water fountains, and public restrooms

### Community Connector

- Liked that this connector felt like the most people-friendly concept, bringing foot traffic to their businesses as well as bringing a more friendly aesthetic to the area
- Have concerns that these concepts will eliminate parking and businesses owners will not be able to park or have customer parking, could impact neighborhood affordability, and that there may not be adequate attention given to safety in mixing community connector concepts with roadway traffic



## Multi-Modal Connector

- Appreciated infrastructure that serves as potential benefits to businesses and their workers, such as cargo bike parking and hubs for delivery workers
- Had some concerns that these concepts may not have adequate safety considerations, and may lead to greater vehicular and bicyclist interactions, along with questions about parking impacts/reductions and impacts on traffic
- Expressed some interest/support in a bus lane on 3rd Avenue

## Green Connector

- Shared concern that there was not enough sidewalk space to utilize for green connectors, but supported these concepts done in combination with one of the other two connector types (i.e. greenery and trees planted alongside the community connector concept)

Additional information on Community Partners can be viewed at <https://bqevision.com/community-partner>.

# What's Next

Round 3 of BQE North and South workshops will be held in Fall 2023, with Round 3 of Community Partners engagement beginning thereafter and continuing through early 2024. A final BQE Corridor Vision report, shaped by these public workshops and Community Partner engagement and feedback, is expected by Spring 2024.

The project website [www.bqevision.com](http://www.bqevision.com) outlines upcoming meetings, opportunities for engagement, methods to share feedback, and contains project materials.

**Note:** This document reflects the feedback from the Community Partners in summary format and is not a full transcription of feedback received. Responses have been condensed and edited for clarity, with particular emphasis on highlighting feedback that differed from or was not as prominently heard in the NYC DOT-led engagement.



## Corridor Vision BQE Central

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Eric Adams, Mayor | Ydanis Rodriguez, Commissioner

# Brooklyn Bridge Park Public Survey







# Brooklyn Bridge Park Public Survey

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NYC DOT Public Engagement Group  
Fall 2023



# Summary

## Introduction

The NYC Department of Transportation (DOT) expanded its Brooklyn Queens Expressway (BQE) Visioning efforts by initiating another round of public engagement surveys in the fall. These surveys targeted the experiences of park visitors of Brooklyn Bridge Park, which is near the triple cantilever portion of the BQE. This round of surveys was deployed by Public Engagement Group staff, also known as the Street Ambassadors, at the Park's Pier 2 entrance and was complemented by a QR code for self-guided responses.

DOT staff successfully collected feedback from over 124 participants, who provided their insights on how the BQE impacts their park experiences and what design improvements they envision. In addition, the survey provided an opportunity to capture traffic safety and environmental concerns, which will help inform the design-build process of the BQE.



# Summary

## Key Takeaways

### **Survey Demographics and Engagement:**

- Highest participation from ZIP code 11201, Brooklyn Heights.
- Adults (35-44) are the most represented age group.

### **Access and Entry Preferences:**

- Predominantly accessed by pedestrians and cyclists.
- Primary entry points are Atlantic Avenue (Pier 6) and Squibb Park Bridge.

### **Design and Connectivity Preferences:**

- Strong preference for 'Connections Over the Triple Cantilever' and green space enhancements.
- Valued aspects include minimizing the BQE's visual presence and ensuring no encroachment on existing park areas.

### **BQE Issues and Priorities**

- Traffic congestion, unsafe walking conditions, and traffic safety are the top concerns affecting daily life, according to over half of the respondents.
- Concerns regarding the BQE design and construction include potential partial park closures and increased traffic demand on the BQE.

# Surveys by Zip Code

## BQE Brooklyn Bridge Park

- ZIP code 11201, representing Brooklyn Heights, had the highest survey participation among all reported ZIP codes (53%); this was followed by ZIP code 11231, representing Carroll Gardens/Red Hook at 12%.

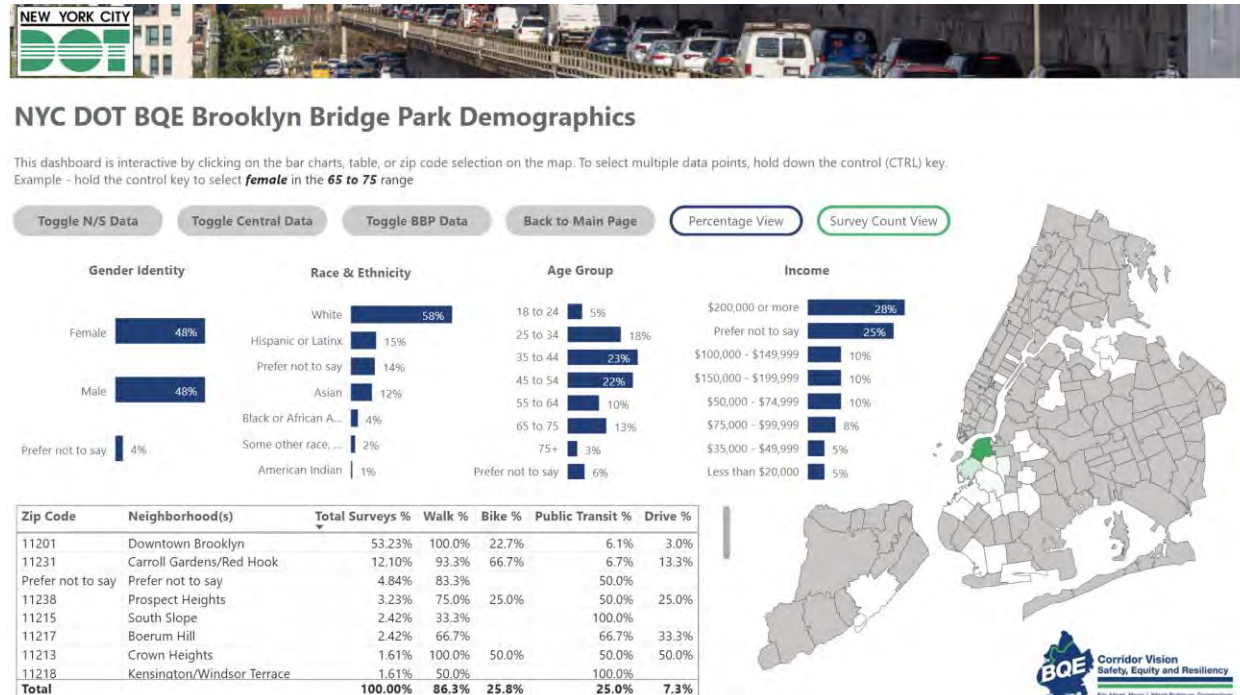




# Who Took the Survey

## Demographic Profile

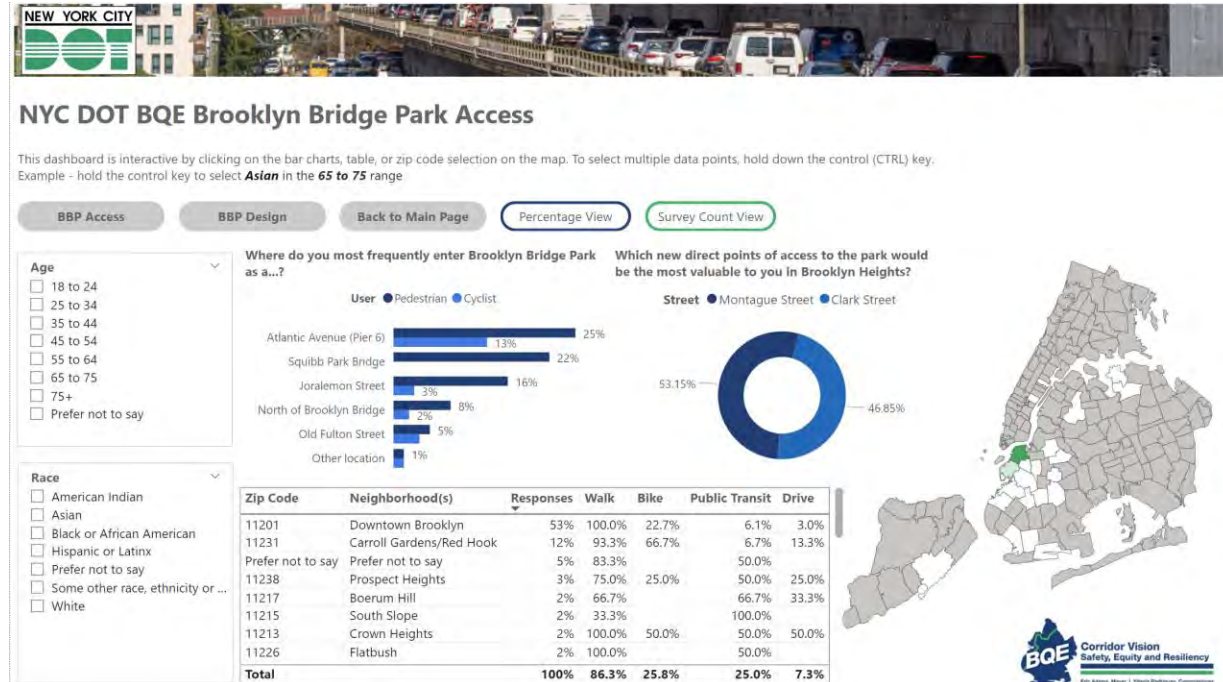
- The 35 to 54 age bracket represents the core of the respondent group, with a peak in the 35 to 44 range.
- The survey indicates a balanced gender participation, with males and females each comprising 48% of respondents.
- Income levels varied, with 28% of participants reporting annual earnings of \$200,000 or more. Another 25% chose not to disclose.



# Survey Results

## Brooklyn Bridge Park Access

- An overwhelming majority (86.3%) prefer walking to the park, with biking (25.8%) and public transit (25.0%) also appearing significant, indicating varied transportation needs for park access.
- 11201 (Downtown Brooklyn/DUMBO) shows the highest walking rate (81.3%).
- 11231 (Carroll Gardens/Red Hook) presents a diverse transportation mix, yet also favors walking (12.8%).
- Preferred entry points to the park include the Atlantic Avenue location by Pier 6, for both cyclists and pedestrians, and Squibb Park Bridge for mostly pedestrians.
- Regarding potential new direct points of access to the park, respondents highlighted both Montague Street and Clark Street as valuable connection points in the Brooklyn Heights area.

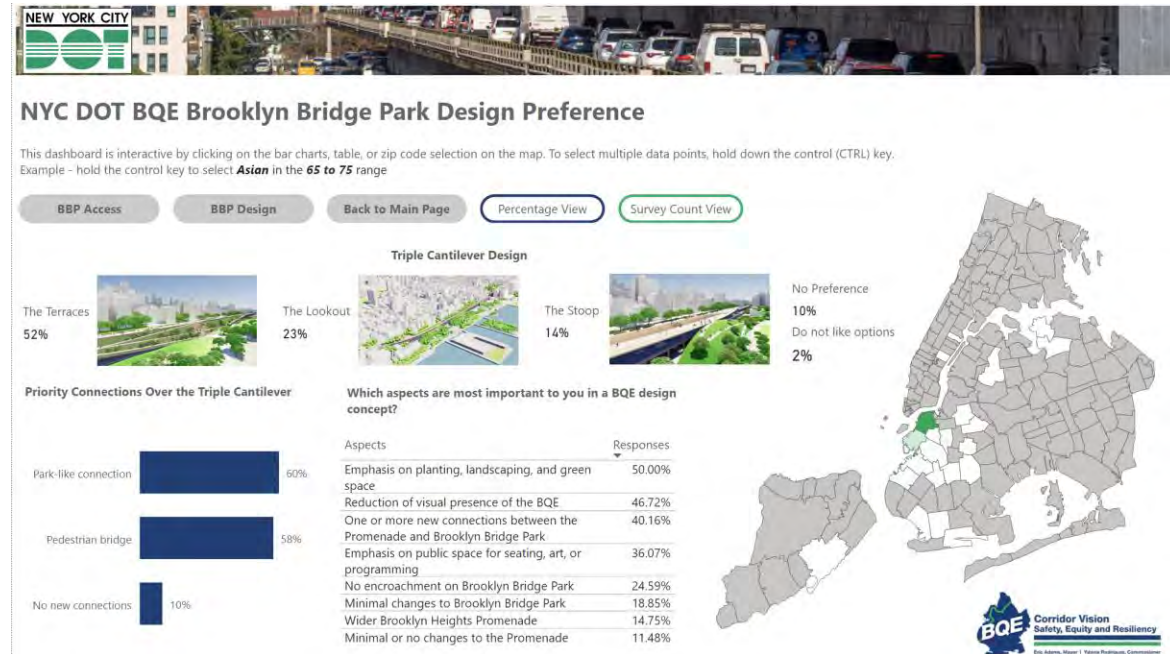




# Survey Results

## Design Preference & Priorities

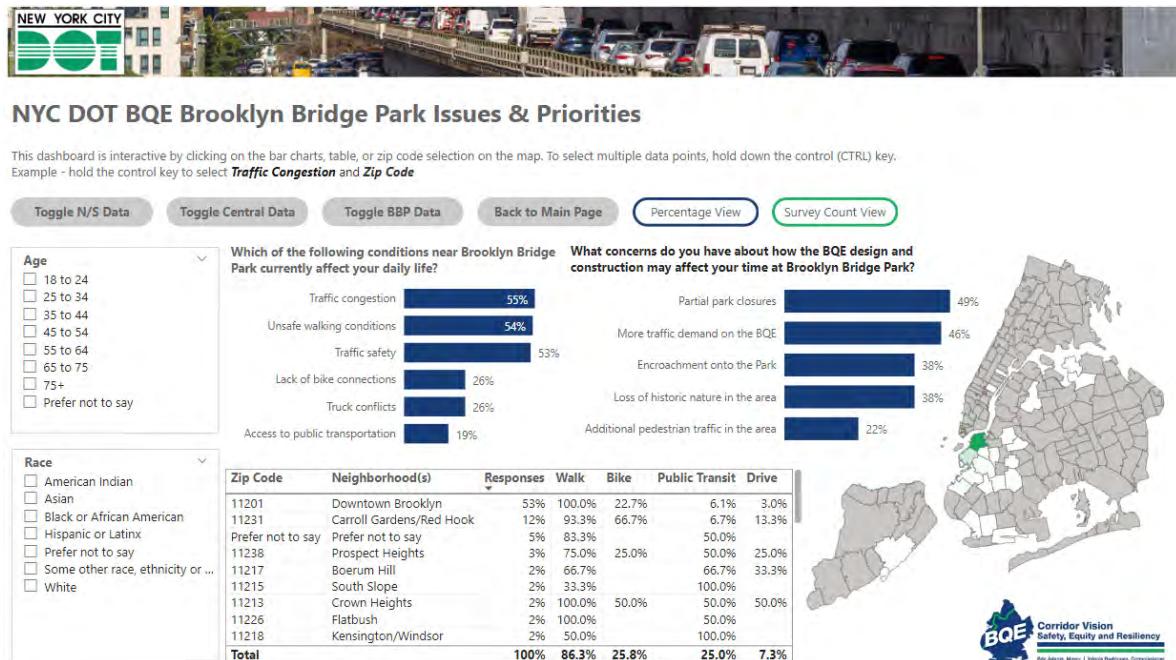
- 52% of respondents favor 'The Terraces' design option for the new BQE concept.
- 'The Lookout' is preferred by 23% for its elevated views, while 'The Stoop' was selected by 14% for informal seating and social interactions.
- Respondents indicated a preference for reducing the visual presence of the BQE, with 47% of respondents supporting this view.
- Half of the respondents (50%) emphasize the importance of green spaces, including planting and landscaping.
- There's a strong interest in preserving the current space of Brooklyn Bridge Park, with 24% against any encroachment.
- A majority of respondents prioritize naturalistic connections to the park: 60% for a park-like connection and 58% for a pedestrian bridge.



# Survey Results

## BQE Issues & Priorities

- Over half the respondents highlighted traffic congestion as a significant concern around Brooklyn Bridge Park.
- Pedestrian safety and traffic conditions were major issues for park-goers, reflecting a need for safer, more regulated traffic flow.
- Inadequate bike connectivity and frequent truck conflicts entering the park were reported by a quarter of survey participants.
- Nearly half the survey participants worried about interruptions to park access, such as partial closures due to BQE redesign and construction.
- The anticipated increase in BQE traffic and its encroachment on the park were substantial concerns for most respondents.
- The potential loss of the area's historical character due to construction was a concern for many respondents, showing the community values historical preservation.





# Thank You!

## Questions?



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