

SHAPING A VISION

BQE CENTRAL DESIGN CONCEPT REVIEW



“ We need to see a more forward-thinking option that re-imagines the entire BQE corridor for the health and well-being of New Yorkers and our planet. ”

US. Congresswoman Nydia Velázquez, U.S. Congressman-elect Dan Goldman, State Senator Andrew Gounardes, Assemblymember Jo Anne Simon, and Council Member Lincoln Restler. statement released on December 13, 2022

Part One

CORRIDOR-WIDE VISION

The BQET is fighting for a visionary plan that reverses the environmental, safety, and health hazards associated with urban expressways. We stand together with communities that have endured the negative impacts to advocate for a meaningful transformation. This section outlines the principles, applications, and benefits we aim to achieve.

“ It is also our consensus opinion that any solution must achieve two goals: 1) Minimize vehicular traffic to two lanes in each direction and 2) Limiting negative impacts on air quality, noise and vibrations, such as maximizing the capping of the roadway. ”

US. Congresswoman Nydia Velázquez, U.S. Congressman-elect Dan Goldman, State Senator Andrew Gounardes, Assemblymember Jo Anne Simon, and Council Member Lincoln Restler. statement released on December 13, 2022

CORRIDOR-WIDE PRINCIPLES

- Improve Public Health and Safety
- Reintegrate Communities
- Prioritize Quality of Life
- Greatly Reduce Climate Emissions



CORRIDOR-WIDE APPLICATIONS

	4 Lanes, Maximum*	Maximize Capping and Tunneling	Functional and Green Space	Integrate Public Transit
Improve Public Health	✓	✓	✓	✓
Reintegrate Communities	✓	✓	✓	✓
Prioritize Quality of Life	✓	✓	✓	✓
Reduce Climate Emissions	✓	✓	✓	✓

* With limited or no shoulders at pinch points.



CORRIDOR-WIDE ADDED BENEFITS

4 Lanes, Maximum*	Maximize Capping and Tunneling	Functional and Green Space	Integrate Public Transit
<p>End-to-end BQE lane reduction prevents bottlenecks that negatively impacts sections of the corridor.</p>	<p>Protects the community and the road's lifespan while adding usable square footage.</p>	<p>Community connection improves physical and emotional health, enhances the quality of life, neighborhood safety, and access to basic amenities such as urgent care or markets, and boosts the local economy.</p>	<p>Reduces dependency on personal vehicles, supports long-term mode-shifting goals, and reduces traffic congestion and air/noise pollution.</p>

* With limited or no shoulders at pinch points.



Part Two

COMMUNITY VISIONS

To support our collaboration with NYCDOT, we are providing sub-area feedback to further our dialogue. Each community within BQE Central has its unique needs and challenges. This section outlines the requests for additional exploration in critical areas, answers to specific concerns, and concepts to avoid.

Overview

BQE CENTRAL DESIGN CRITERIA

- Lane reduction to four lanes max, with plans to extend those benefits corridor-wide
- Minimize shoulders at the pinch points and opportunity areas
- Integrate public transit in place of passenger vehicles.
- Prioritize eliminating air and noise pollution
- Close York St. and Atlantic Ave. ramps with a focus on pedestrian safety and access to BBP
- Cap and bury the highway per BQP, especially near residential buildings, parks, schools, and playgrounds
- ADA-accessible connection to BBP from Montague St.
- Expand Van Voorhees Park by capping or burying the BQE to connect communities
- Reduce speeds along the urban corridor
- Prioritize traffic mitigation and VMT reduction
- The final design will meet or exceed WHO standards for air quality

SUB-AREA 1

DUMBO & MANHATTAN BRIDGE PARKS

EXPLORE	QUESTIONS & CONCERNS	AVOID
<ul style="list-style-type: none">• 4 lanes maximum, no shoulders at pinch points• Reconnect systematically segmented neighborhoods with neighborhood amenities, focused programming, and renovated park spaces• Using Navy Yard or other industrial areas for staging.	<ul style="list-style-type: none">• Traffic, safety, and pollution mitigations during construction• Impacts on surrounding area created below and near elevated roadway.• Pollution and quality of life impacts to NYCHA from proposed changes to roadways.	<ul style="list-style-type: none">• Staging in the heart of DUMBO or Vinegar Hill as continuous constructions have inundated our neighborhood.• Active programming such as an ice rink or “sports courts” is not desired.• Open roadways that cause harm to NYCHA, parks, and nearby residents.

SUB-AREA 2

BROOKLYN BRIDGE & ANCHORAGE PLAZA

EXPLORE	QUESTIONS & CONCERNS	AVOID
<ul style="list-style-type: none">• Traffic mitigation to reduce overflow traffic onto local streets ((Near-term and during construction)• Pedestrian enhancements along Old Fulton Street.• New through connections between the east and west sides of Anchorage Plaza and the underpass at the Brooklyn Bridge leading to the Washington Street lot.	<ul style="list-style-type: none">• Impact on local traffic on Furman, Old Fulton Street, and adjacent during overnight and weekend closures in the “overnight work zone” while the Columbia Heights and Old Fulton Street bridges replacement.• Pollution impacts on local residents from congestion and construction	<ul style="list-style-type: none">• Closing the Vine Street on-ramp without a corresponding move to manage the 1300 vehicles/hour that enter the highway at peak hours.• Active programming such as an ice rink or “sports courts” is not desired.• Funneling traffic from Furman street onto Old Fulton Street.

SUB-AREA 3

COLUMBIA HEIGHTS & ADJACENT PARKS

EXPLORE	QUESTIONS & CONCERNS	AVOID
<ul style="list-style-type: none">• 4 lanes maximum, no shoulders at pinch points• Address the cause of vibration and sinkhole issues in new design• Cap BQE from Columbia Heights Bridge through Cadman Plaza to reduce pollution exposure to nearby schools, playgrounds, and parks.• Make Squibb Park ramps ADA-accessible.	<ul style="list-style-type: none">• Implement speed reduction ASAP to minimize vibration related problems.• More information on staging area, temporary roadways, noise and air pollution during construction.	<ul style="list-style-type: none">• New plaza (Maintain or enhance existing parks and playgrounds.)• Truck traffic onto Hicks St. from Atlantic to Old Fulton St. and nearby local streets. (High pedestrian section with mostly young children)

SUB-AREA 4

TRIPLE CANTILEVER & FURMAN STREET

EXPLORE	QUESTIONS & CONCERNS	AVOID
<ul style="list-style-type: none">• 4 lanes maximum, no shoulders at pinch points• Bury lanes (minimal shoulder) at the Joralemon pinch point, per BQP• Pedestrian and ADA access from Montague St to BBP	<ul style="list-style-type: none">• Vibrations near Remsen and Grace Court• More information on the staging area, temporary roadways, noise and air pollution during construction, and the impacts on residents.• How DOT plans to reduce noise pollution and ultra-fine particulates during and post-construction for residents of adjacent buildings• Impacts on public access to BBP during construction	<ul style="list-style-type: none">• Major changes to the Promenade (except for safety improvements) and anything which would violate SV-1.• An exposed highway near residential buildings• Highway edge closer to existing residential buildings or columns at 360 Furman sidewalk.

SUB-AREA 5

ATLANTIC AVE & VAN VOORHEES PARK

EXPLORE

- 4 lanes maximum, no shoulders at pinch points
- Reconnect from Hicks to Columbia St by decking over the BQE from Atlantic to Congress
- Reconnect 3 parcels of Van Voorhees Park (upper and lower) divided by the BQE and ramps
- Continuous green space connection to Brooklyn Heights.
- Incorporate gateway entrance for pedestrians to BBP and ferry landing.
- Change the grade of the highway from Congress to tunnel under Atlantic.
- Provide traffic mitigation near Atlantic Ave. and eliminate on and off-ramps to prioritize pedestrian safety.

QUESTIONS & CONCERNS

- Is Atlantic Ave. included in the multi-agency freight diversion initiative?
- What is being considered from Joralemon to Atlantic Ave.?
- Is a change of grade and tunneling being explored here?
- Are all of the ramps on and off the highway necessary?
- Current BQE congestion and its spillover traffic onto local streets (especially Clinton, Hicks, Columbia, Furman, and Old Fulton), as well as pollution must be mitigated in the very near term, ahead of the 10+ year project schedule.

AVOID

- NYCDOT jurisdictional moves without coordination with NYSDOT, MTA, and MTA bridge and tunnel authority.
- Only addressing redesigning the parks.
- Not integrating into the design vision for sub-area 1 through 4
- Rely solely on timing of lights for traffic mitigation. (Seek other methods such as street direction, closing off access points, reducing lanes and adding in pedestrian crossings and pedestrian safety improvements.)

Part Three

CONCERNS AND QUESTIONS

Additional concerns and questions related to the BQE project.

Additional **RELATED CONCERNS**

- WIM implementation, ASAP
- Traffic monitoring and mitigation
- Real-time, publicly-accessible, noise, and air pollution monitoring and mitigation
- Staging area safety and livability for residents
- Increase in access to alternative modes of transportation
- 100% enforcement and 0% tolerance for unsafe drivers

Additional QUESTIONS

- After the next round of DOT presentation based on community feedback thus far, will there be additional opportunities to comment before the NEPA process?
- Given the new NYS constitutional right to clean air, and the 2021 NIH and WHO standards for air quality, how is DOT planning to monitor PM1, PM2.5, PM10 particulate matter, CO₂, NOx and SOx for resident, park-goer, and schoolchildren safety within 50, 250, and 500 feet of the highway before, during, and after construction? Will DOT be able to meet the ever more-stringent air quality standards?
- Will DOT work with MTA to develop a public transit system along the BQE that connects with other public transportation options, such as the IBX? And in the meantime, will you work with MTA, Citi bike, Revel, and other ridesharing systems, to develop incentives to reduce cars on the BQE and New York in general?
- How much will the BQE Central construction and annual maintenance cost in full?
- Do you have the capability to do a traffic model to see what happens when we introduce a rapid bus to the new BQE?

THANK YOU!

