



Corridor Vision Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



Shaping a Vision BQE Central Workshop #2 December 13, 2022



Process Update

1

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





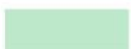

Transparent

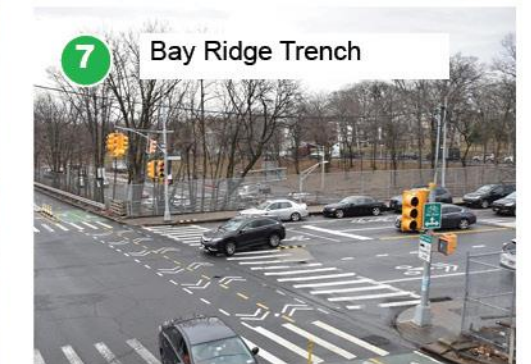


Consistent



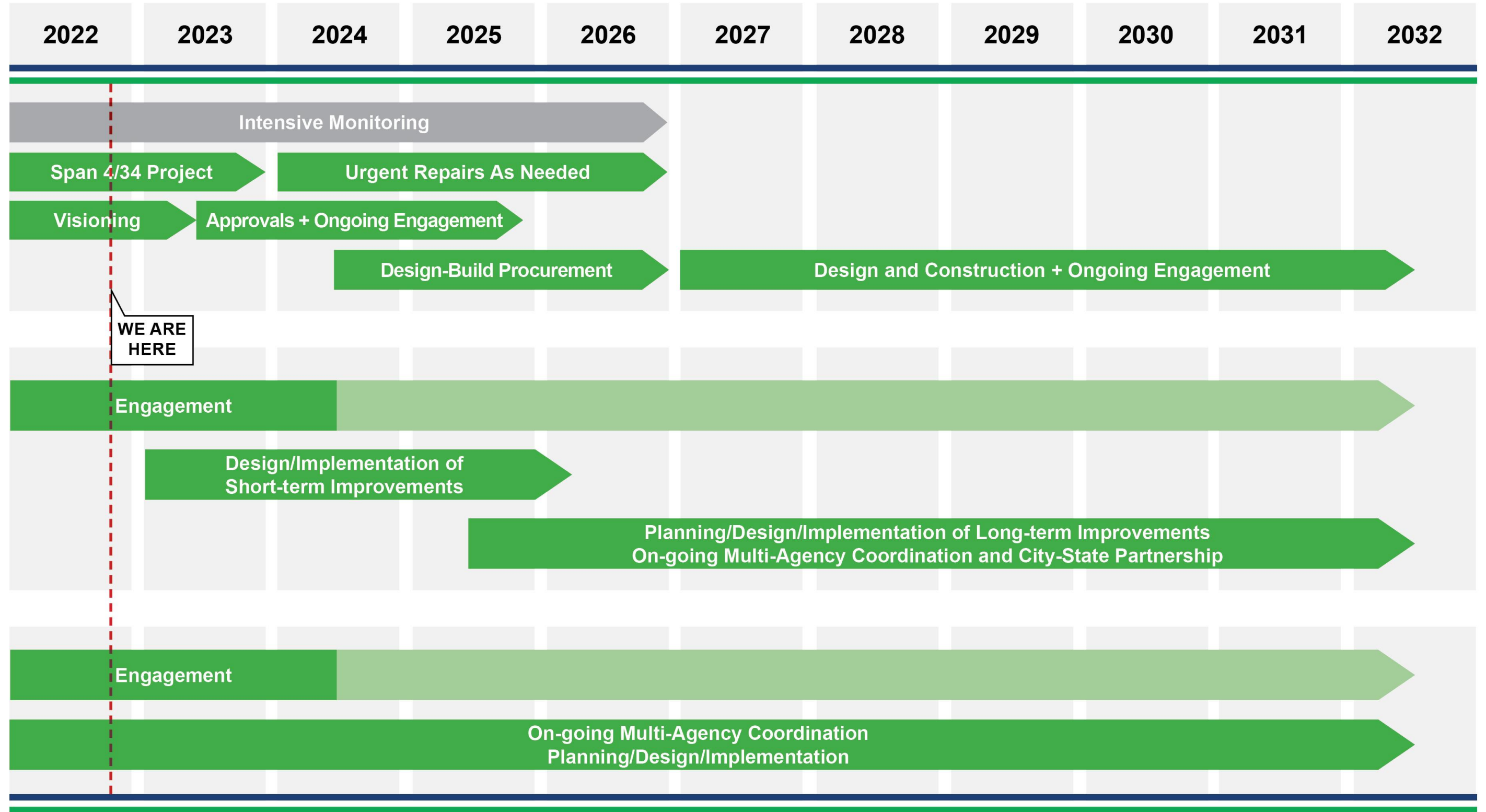
BQE Vision Overview

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



Project Timeline

BQE Corridor Vision Anticipated Timeline

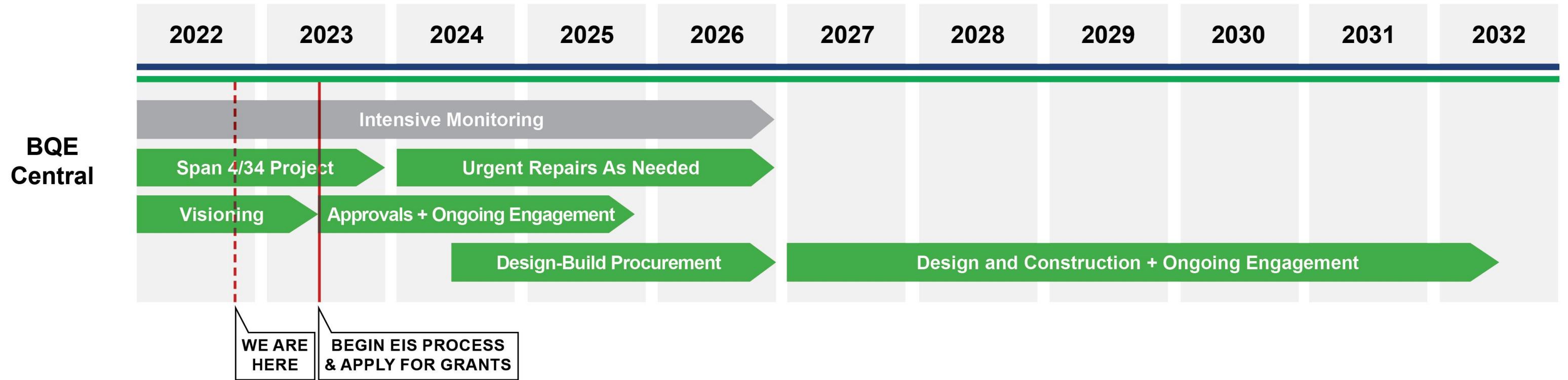


WE ARE HERE



Project Timeline

BQE Central: Previous Events



BQE Central Workshop 1

Thursday, October 13, 2022

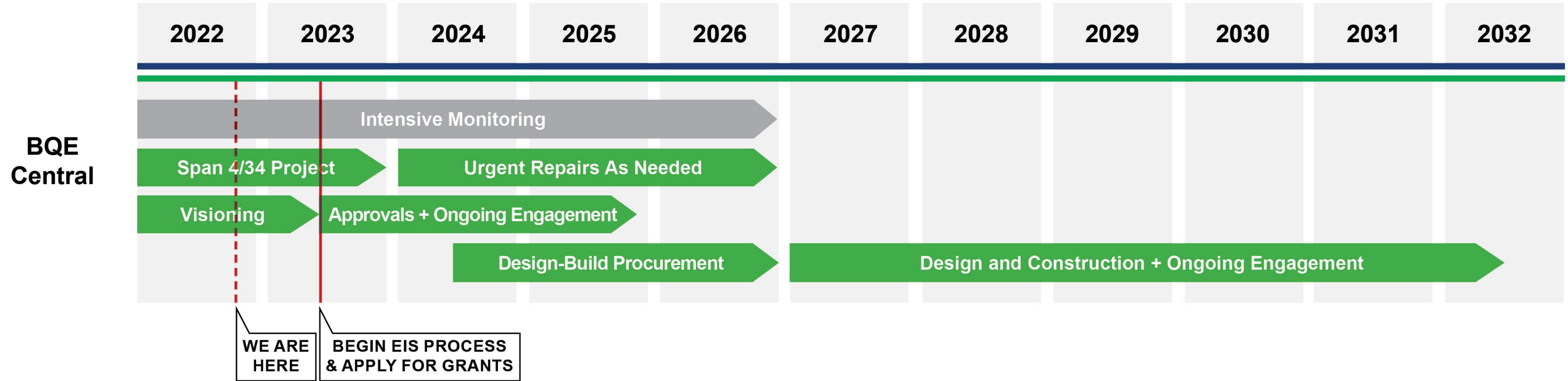


LAST TIME



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

BQE Central Workshop 3

Further Refine Concepts

Virtual

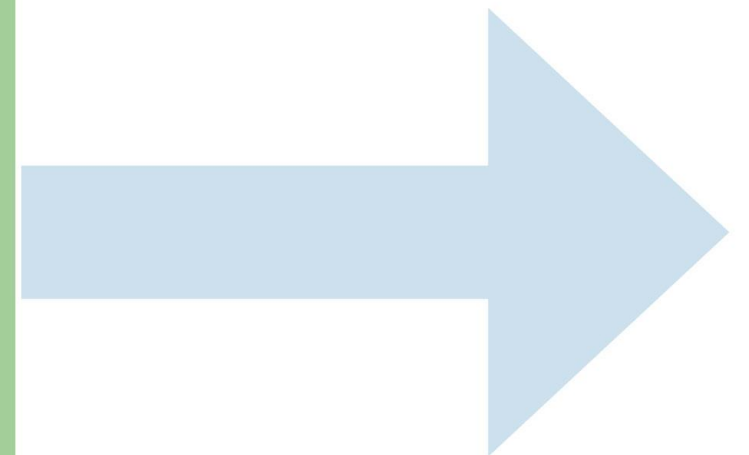
Tuesday, February 28, 2023
6:30 PM to 8:30 PM

Details coming soon

In-person

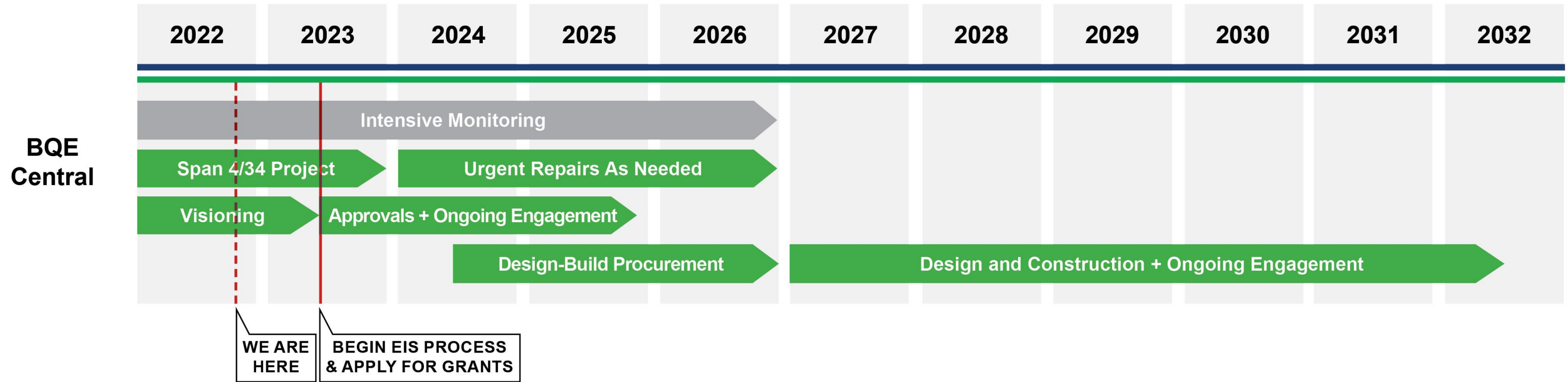
Thursday, March 2, 2023
6:30 PM to 8:30 PM

Details coming soon



Project Timeline

BQE Central: Upcoming Events



BQE Central Workshop 1

Thursday, October 13, 2022

BQE Central Workshop 2

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Initiate Environmental Review Process & Apply for Grants

Spring 2023

There will be additional community feedback throughout environmental review.



Who's Involved?

COMMUNITY PARTNERS TO BE ANNOUNCED TODAY!



Community Visioning Council

... Guides the Engagement Process

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



Community Partners

... Help Lead Grassroots Engagement

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



Topical Working Groups

... Facilitate Focused Discussions

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

Local, State, & Federal Agencies



Department of Transportation



U.S. Department of Transportation
Federal Highway Administration



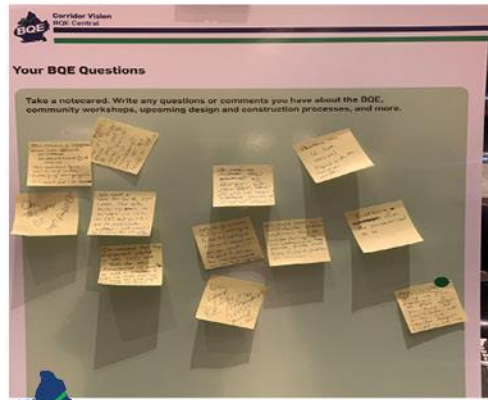
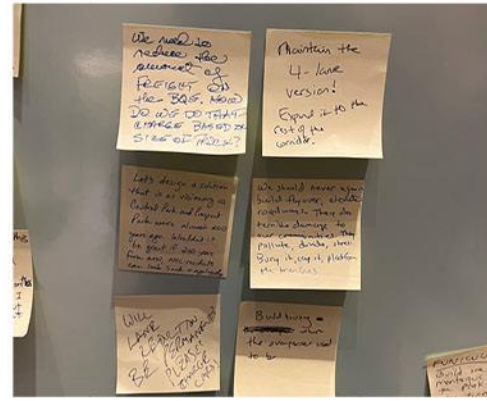
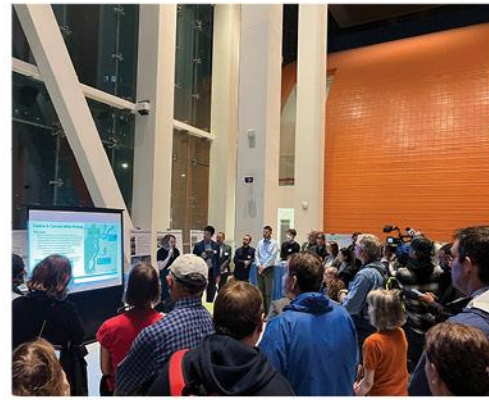
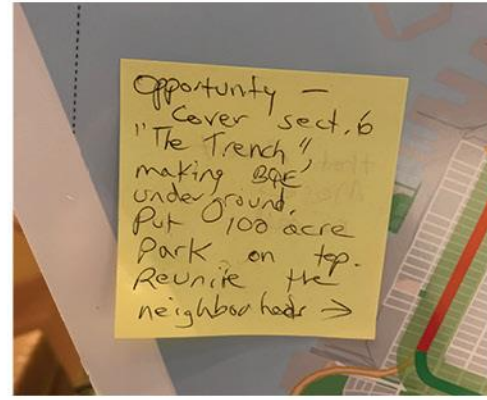
NYC Parks



**What Did We Hear from
the Community?**

2

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.

Design Concept Considerations

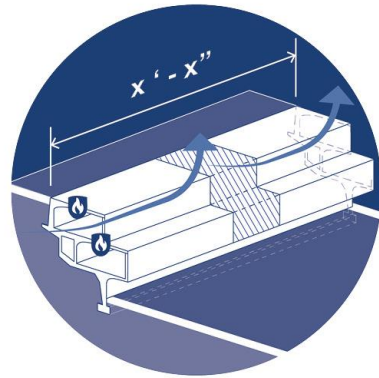
3

Overview

Explore

Review

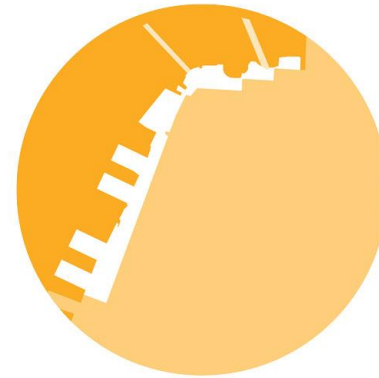
Avoid



Tunnels & Open Space Connections



Effects on Public Property



Brooklyn Bridge Park Connections



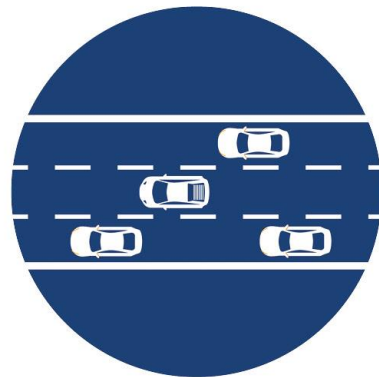
Effects on Private Property



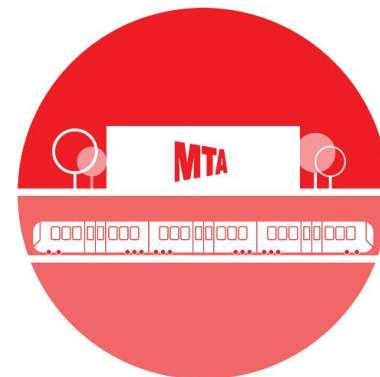
Promenade Configuration & View Shed



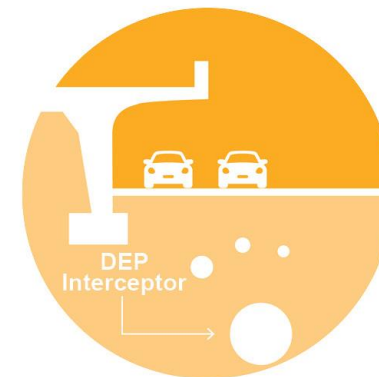
Fully or Partially Replace Retaining Wall



Roadway Width & Configuration



MTA Facilities



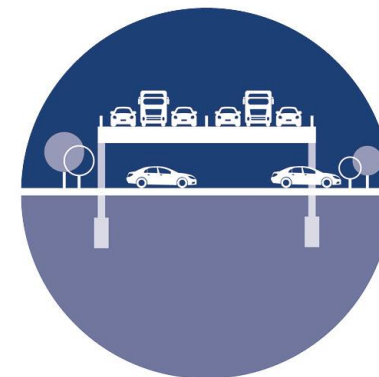
DEP Interceptor Sewer



Brooklyn Bridge Surface Connections



Manhattan Bridge to BQE



Atlantic Ave Interchange

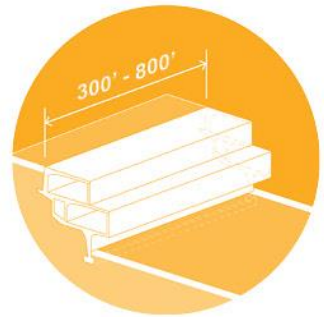
Tunnels & Open Space Connections

(Definitions per National Fire Prevention Association)



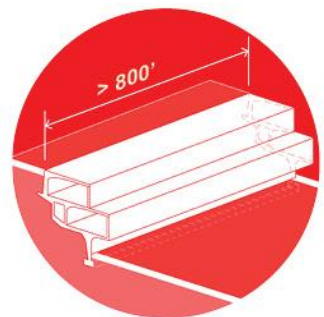
Category X:
< 300ft

Gateway Arch Park
St Louis, MO



Category A:
300 - 800 ft

The Presidio
San Francisco, CA

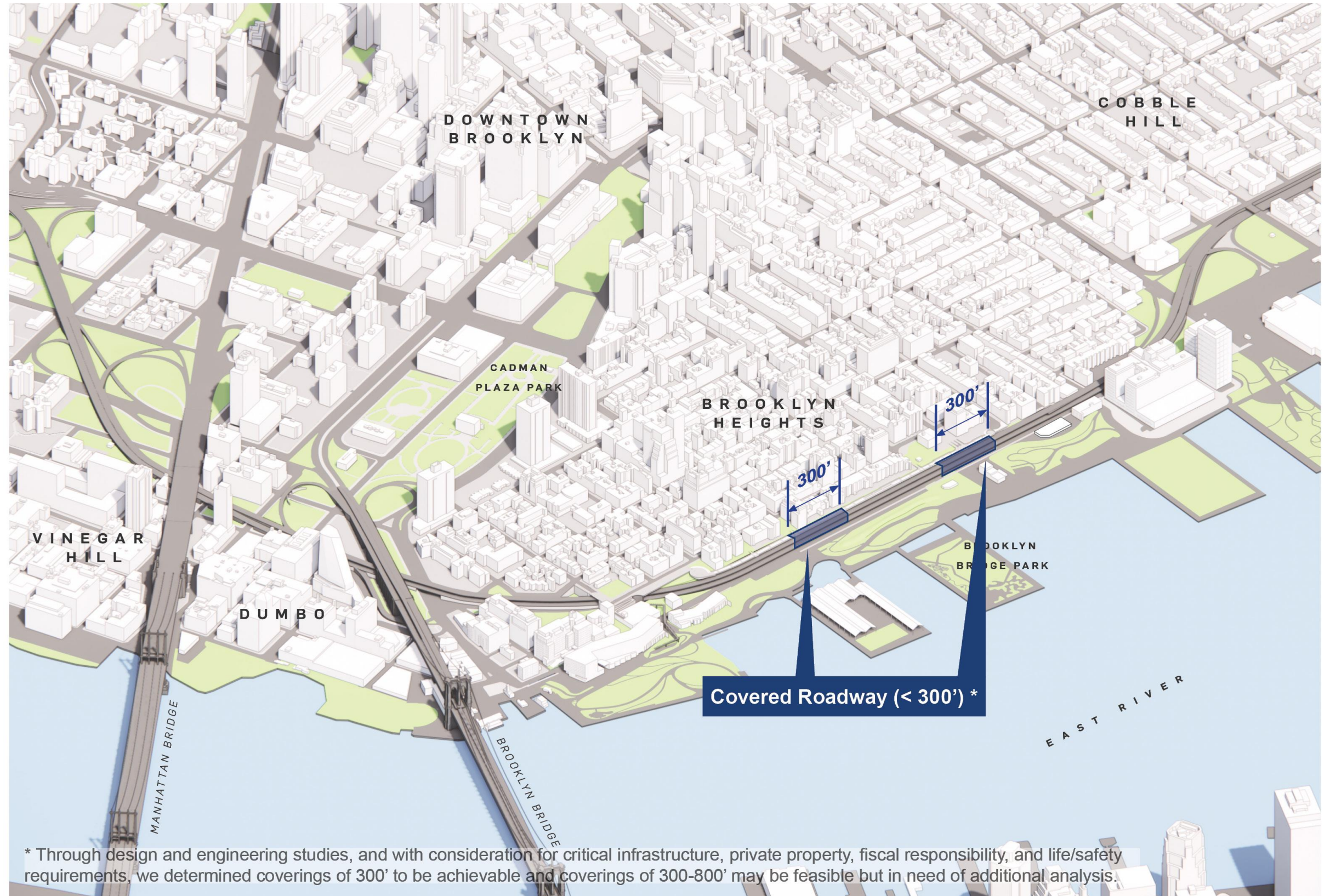
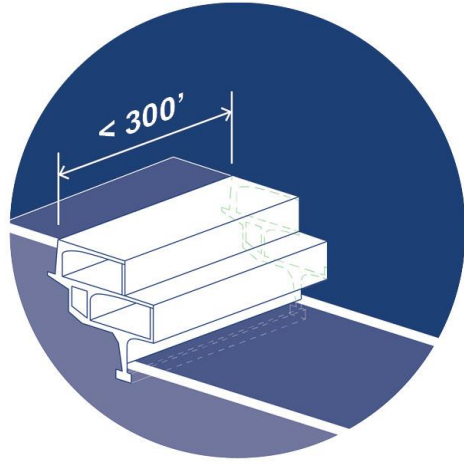


Category B/C/D:
> 800 ft

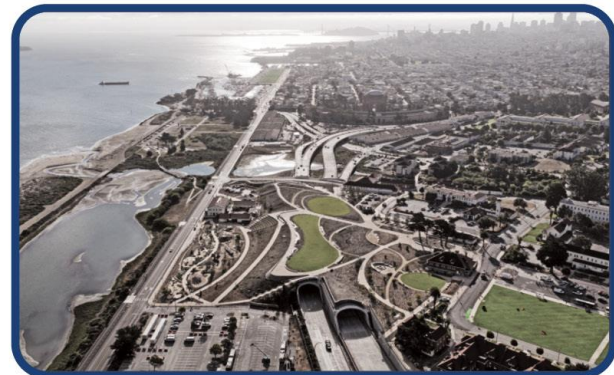
Big Dig
Boston, MA



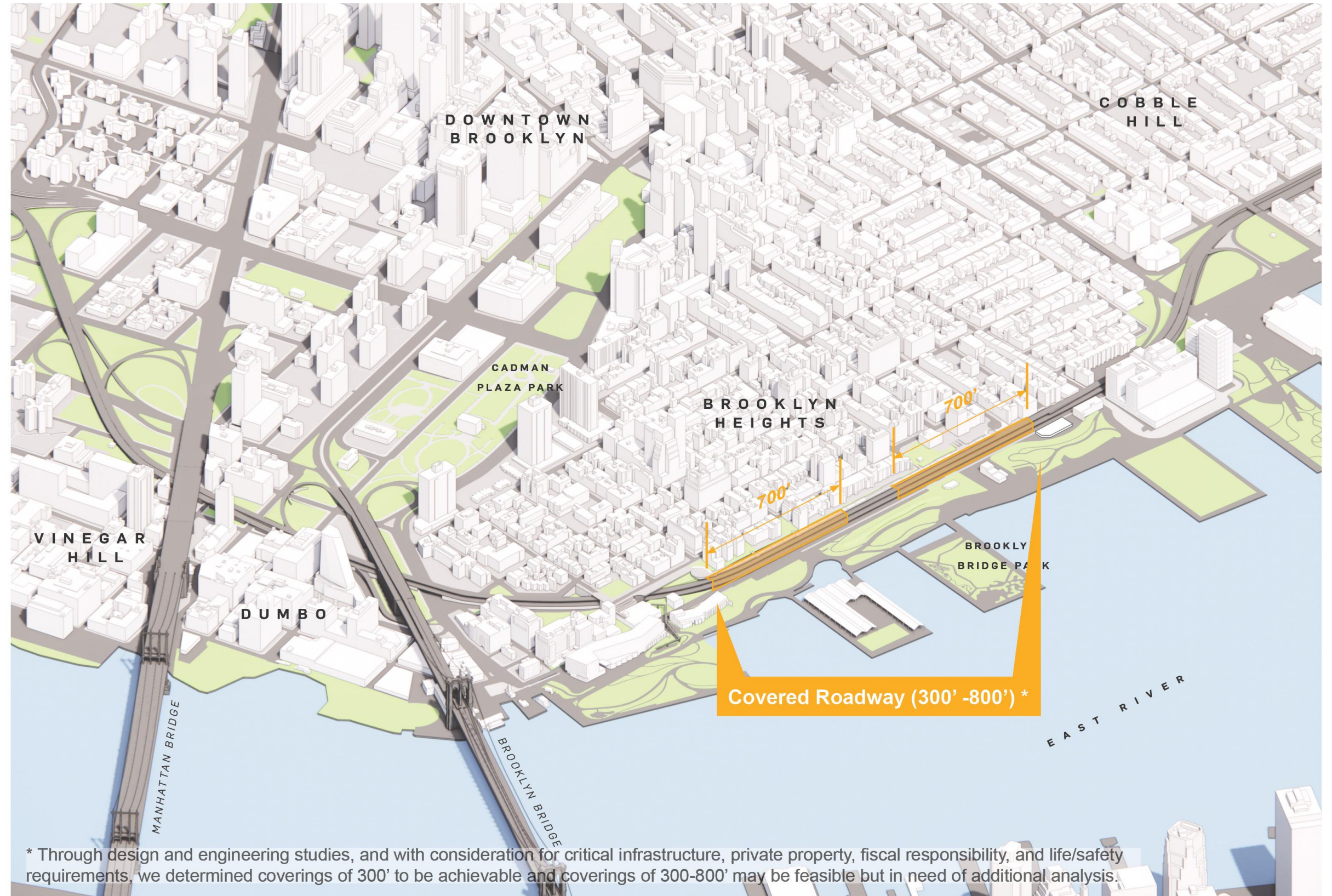
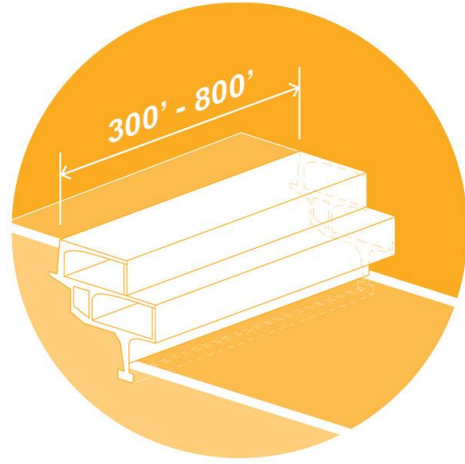
Tunnels & Open Space Connections (Category X: < 300')



* 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.



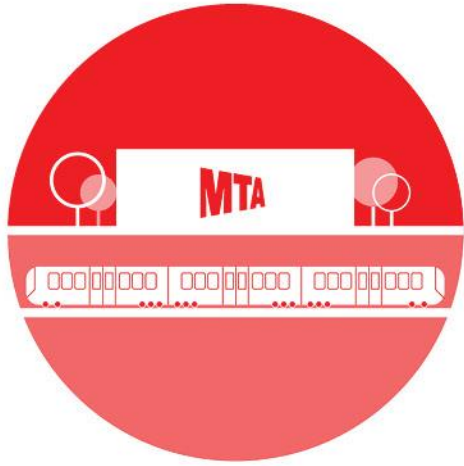
Tunnels & Open Space Connections (Category A: 300' - 800')



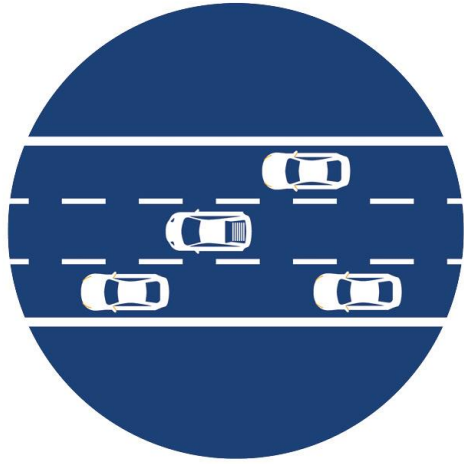
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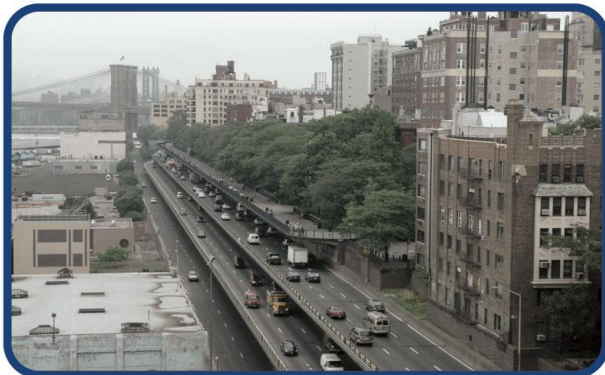
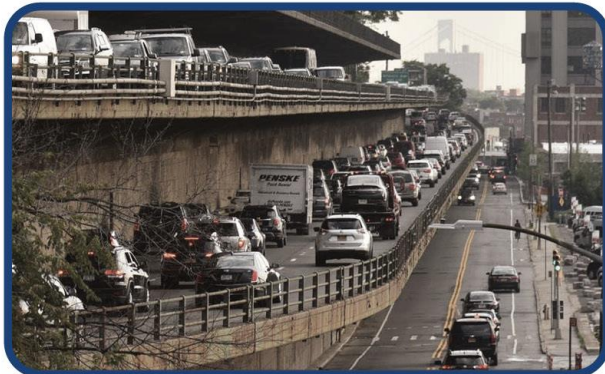
MTA Facilities




Roadway Width and Configuration



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



Overall Considerations

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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
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Promenade Configuration & View Shed



Manhattan Bridge to BQE
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Fully or Partially Replace Retaining Wall



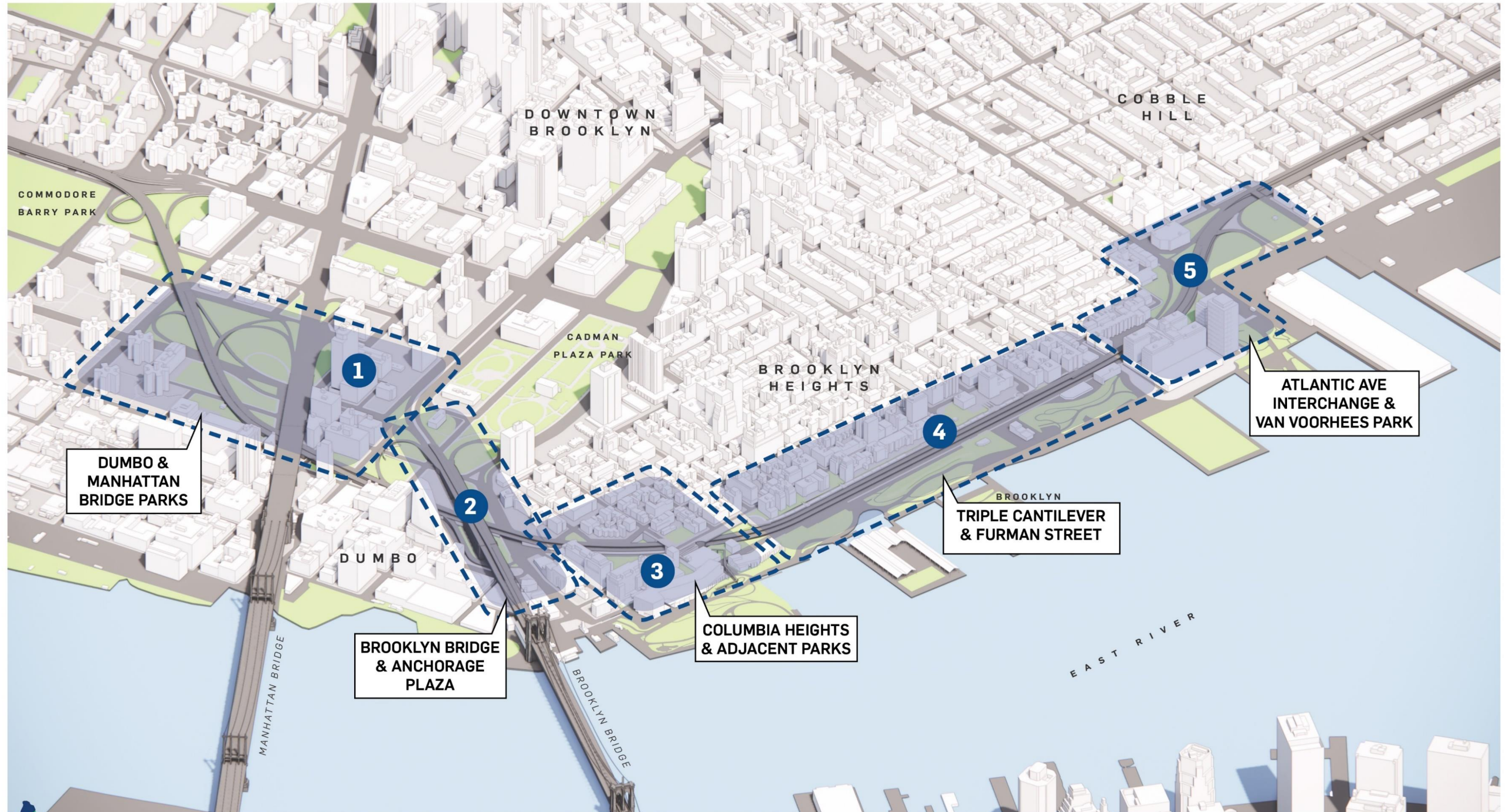
Atlantic Ave Interchange



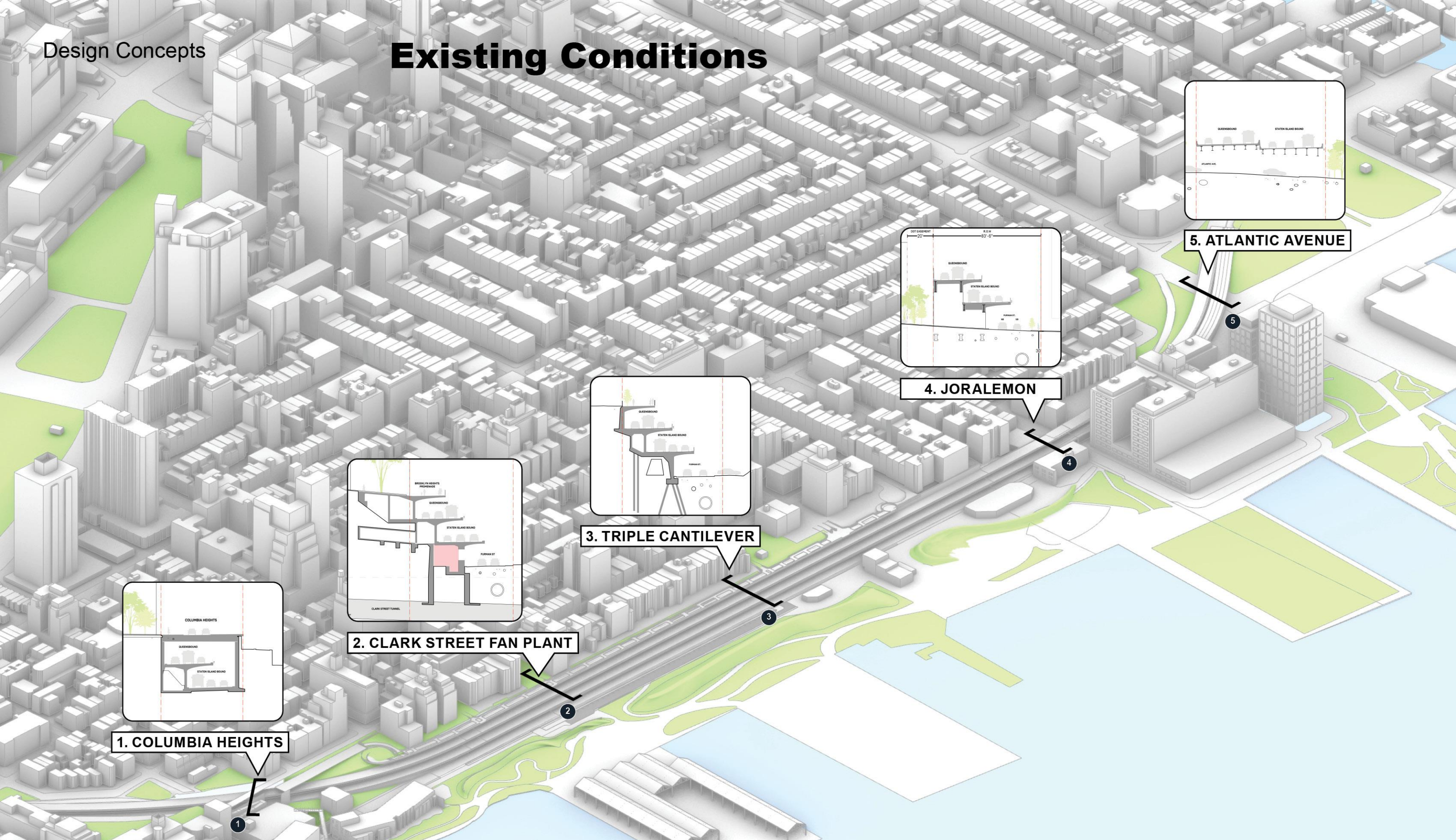
Design Concepts

4

BQE Central Sub-areas

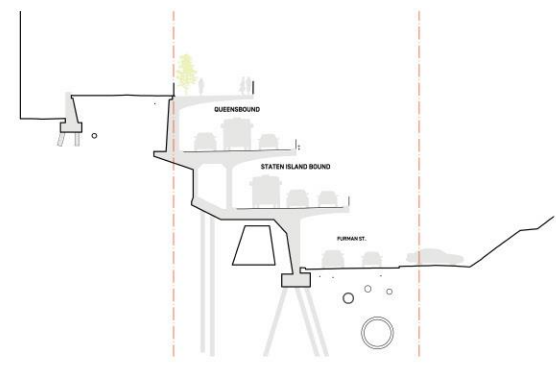


Existing Conditions

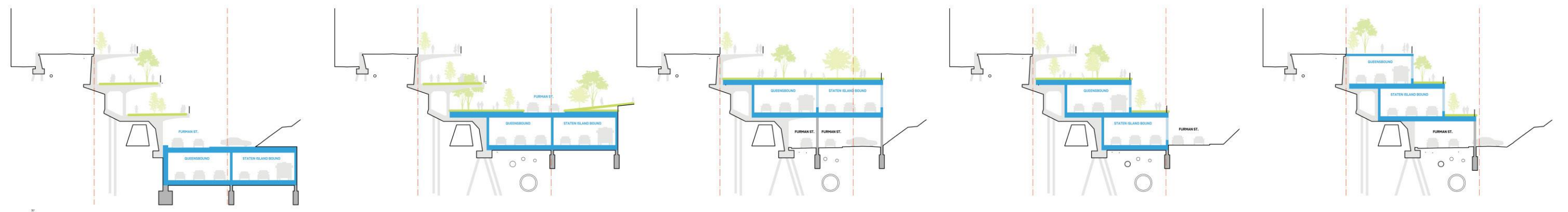


Section Matrix - Triple Cantilever

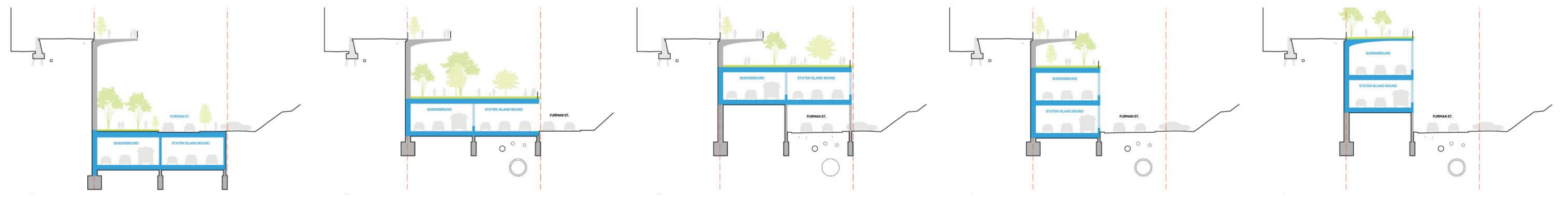
Existing



Partial Replacement



Replacement



Flat Below Street-Level

Flat At Street-Level

Flat Above Street-Level

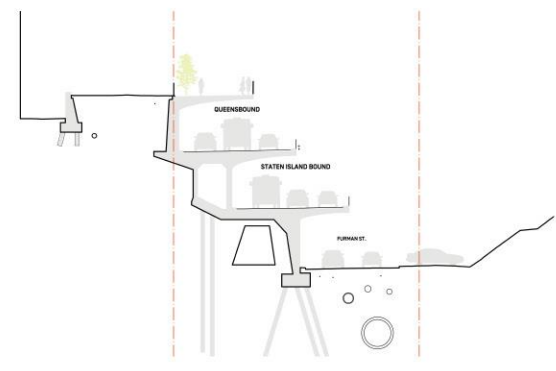
Stacked At Street-Level

Stacked Above Street-Level

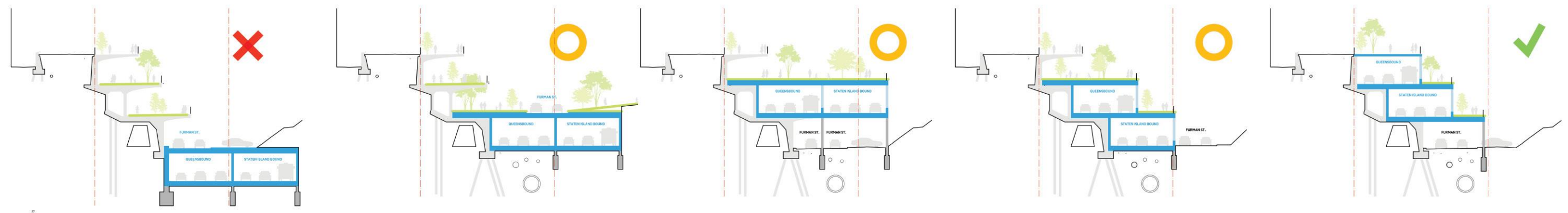


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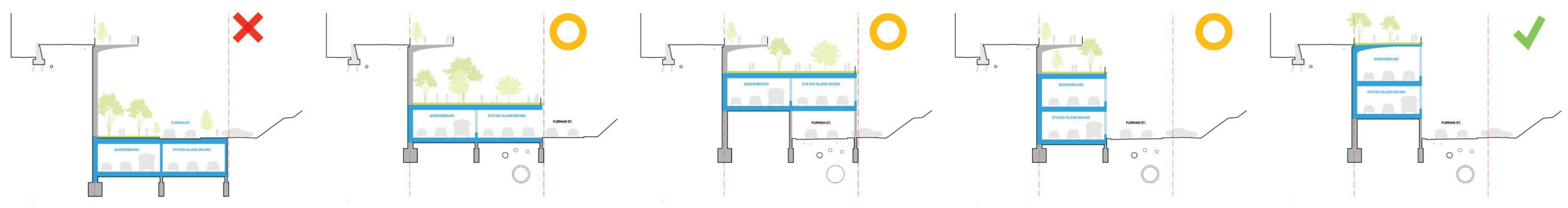
Existing



Partial Replacement



Replacement



Flat Below Street-Level

Flat At Street-Level

Flat Above Street-Level

Stacked At Street-Level

Stacked Above Street-Level



Triple Cantilever Concepts

Existing Condition

Roadway Structure

Potential Open Spaces

The Stoop



The Terraces



The Lookout



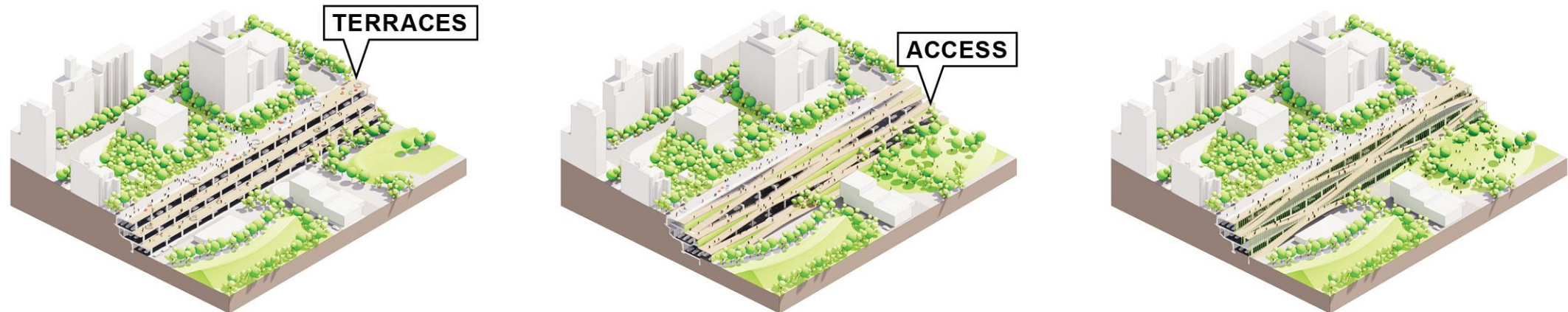
Triple Cantilever Concepts

Design Studies (Ongoing) →

The Stoop



The Terraces



The Lookout



Triple Cantilever Concepts



The Terraces

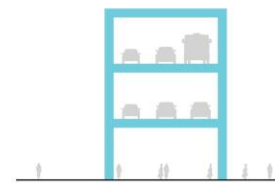


The Lookout



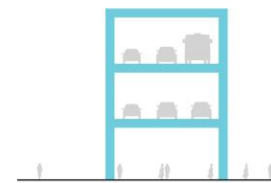
The Stoop

The Terraces | Partial Replacement



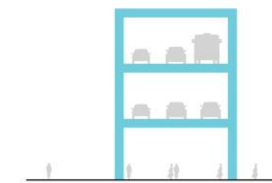
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Above
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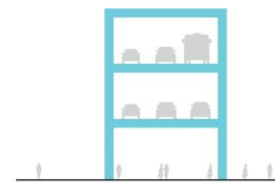
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Street**

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**Stacked
Above
Street**

The Terraces | Partial Replacement



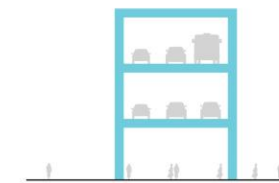
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**Flat
at
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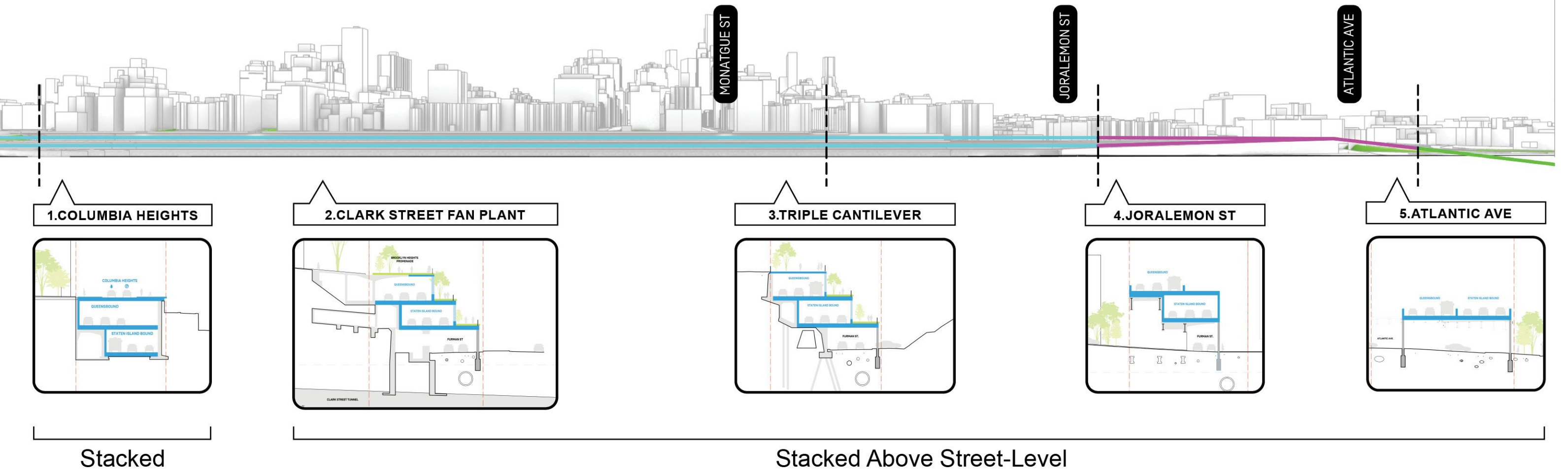
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Above
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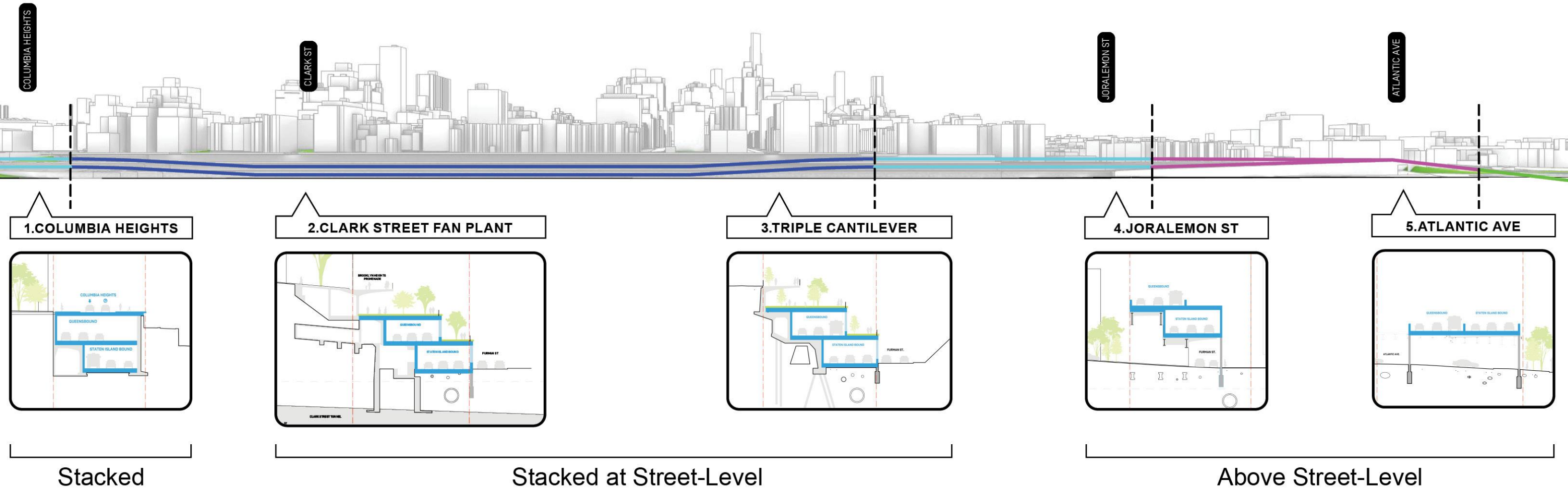
The Terraces - Elevation

Continuous Stacked Above Street-Level

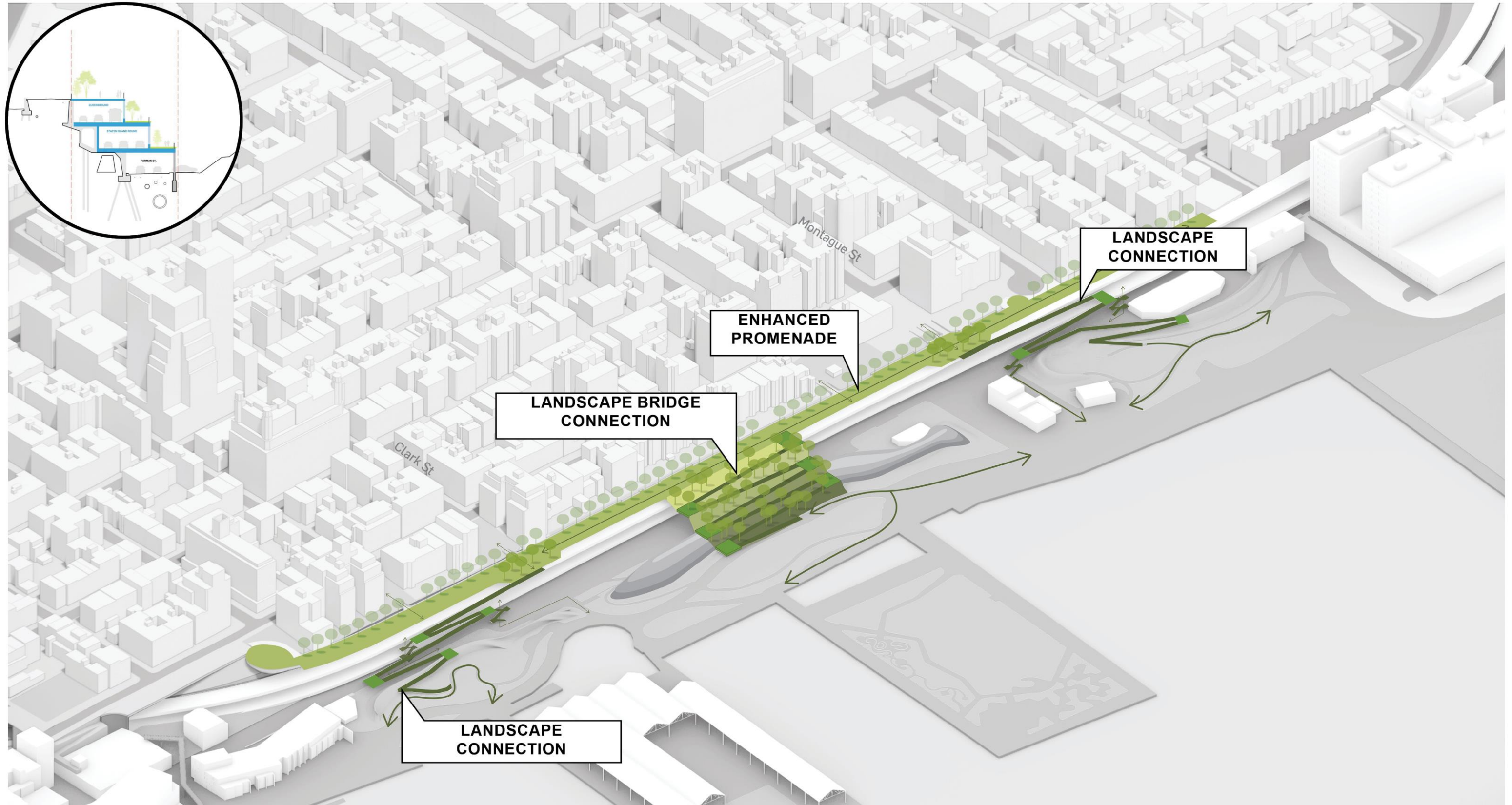


The Terraces - Elevation

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



The Terraces | Partial Replacement

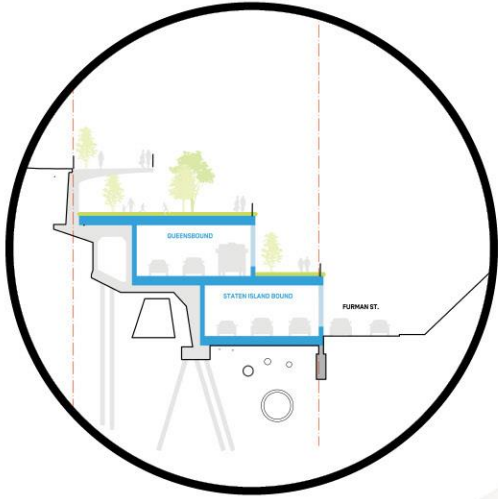


The Terraces | Partial Replacement



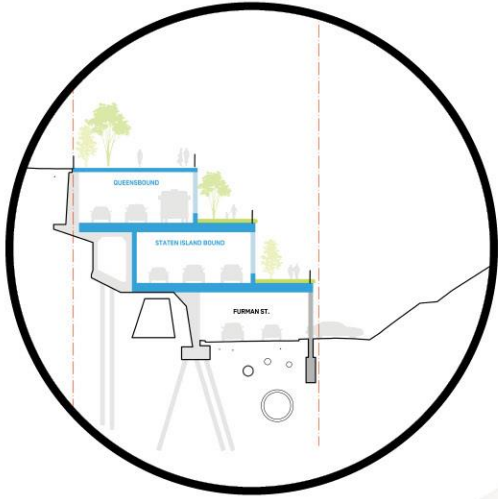
The Terraces - Existing Conditions

Partial Replacement At Street-Level



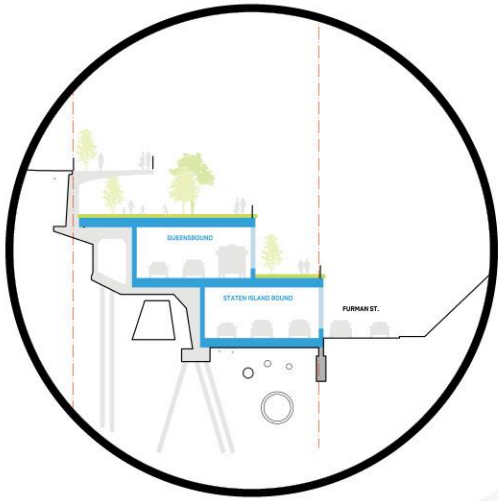
The Terraces - Roadway Structure

Partial Replacement Above Street-Level



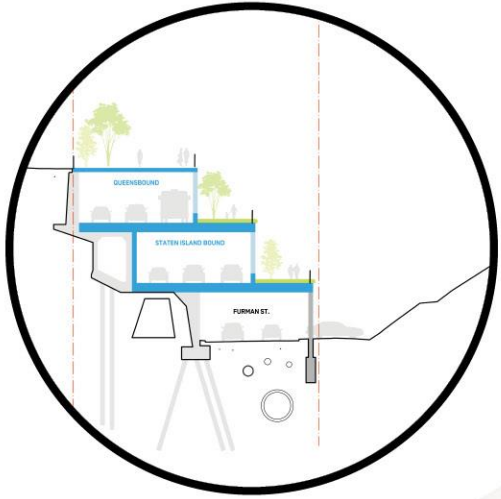
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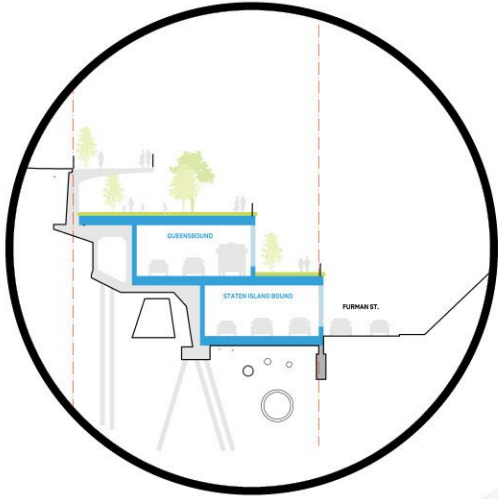
The Terraces - Potential Open Space

Partial Replacement



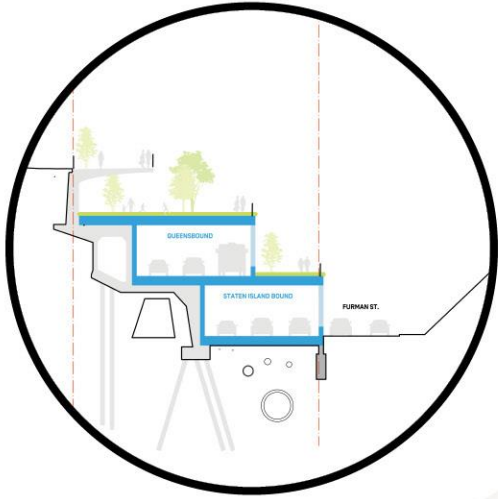
The Terraces - Potential Open Space

Partial Replacement At Street-Level



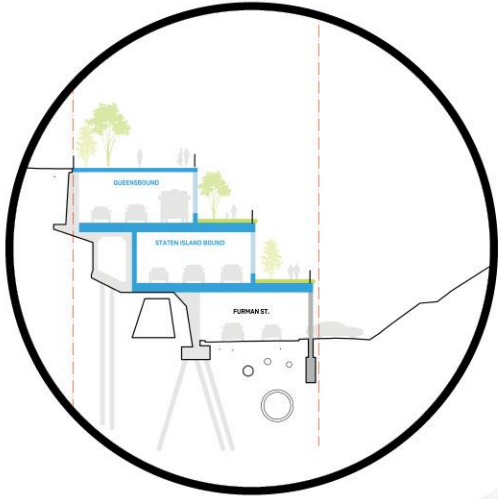
The Terraces - Design Studies

Partial Replacement At Street-Level



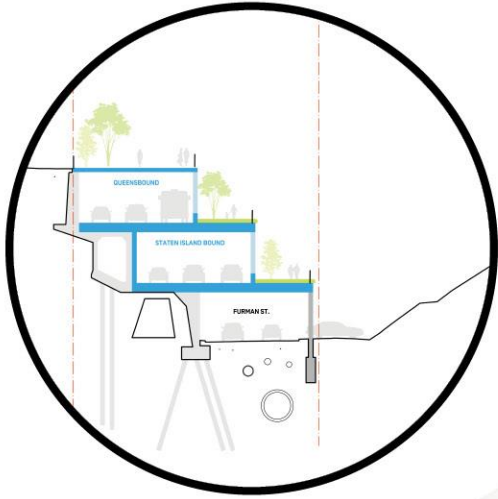
The Terraces - Design Studies

Partial Replacement Above Street-Level

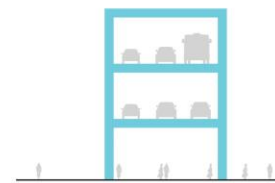


The Terraces - Design Studies

Partial Replacement Above Street-Level

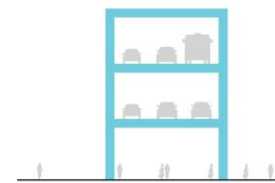


The Lookout | Full Replacement



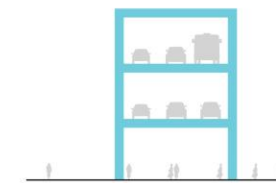
**Stacked
Above
Street**

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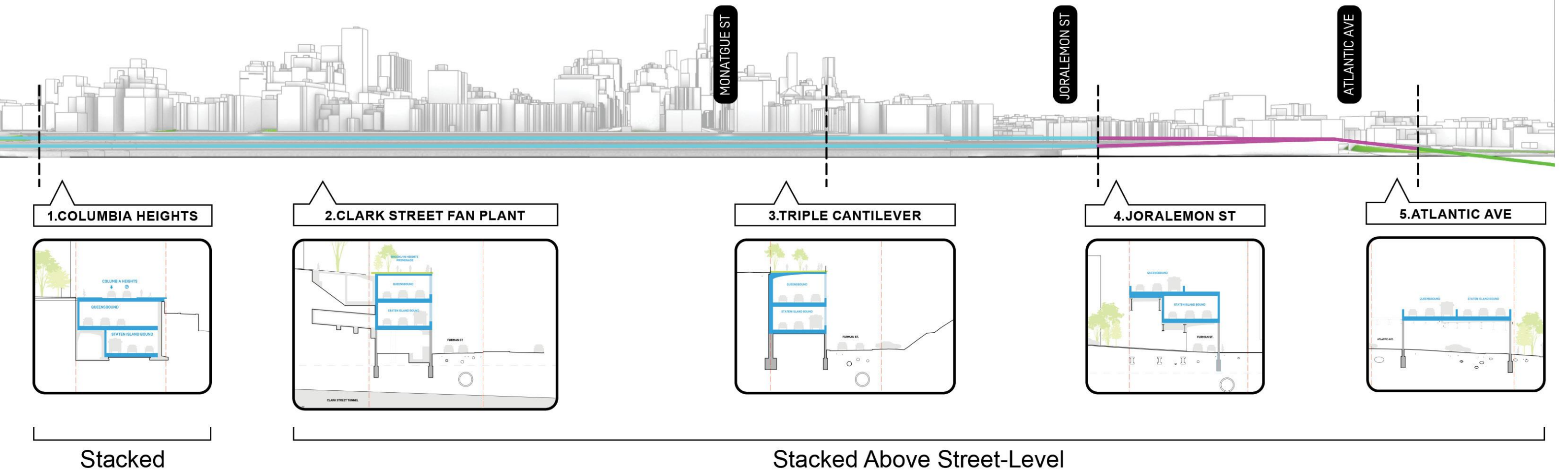
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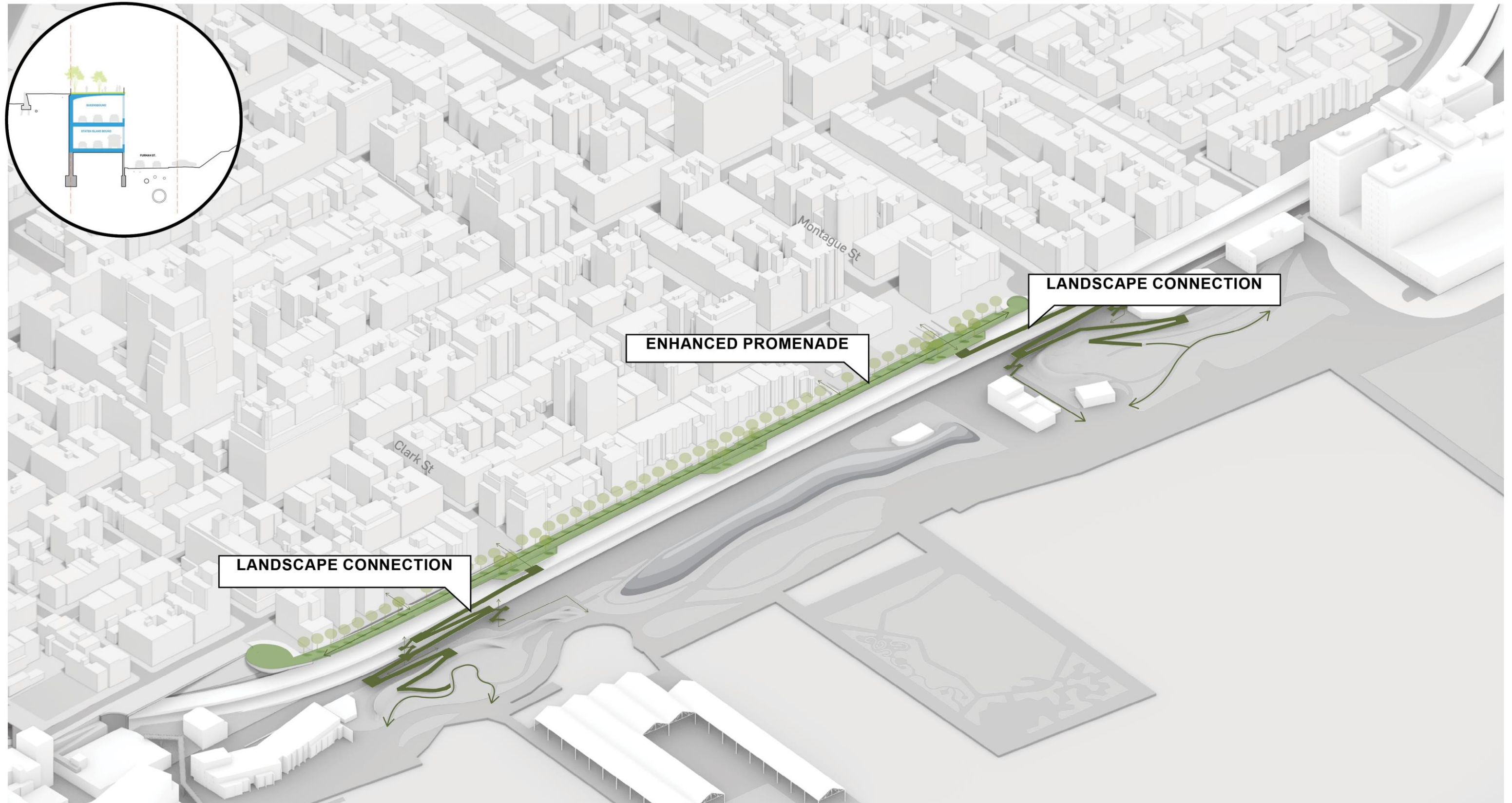
**Stacked
Above
Street**

The Lookout - Elevation

Continuous Stacked Above Street-Level

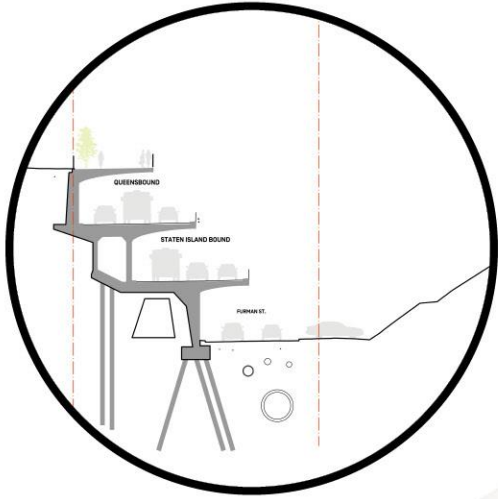


The Lookout | Full Replacement



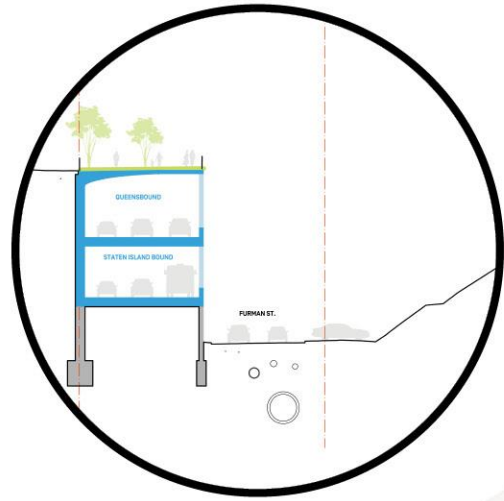
The Lookout - Existing Conditions

Full Replacement



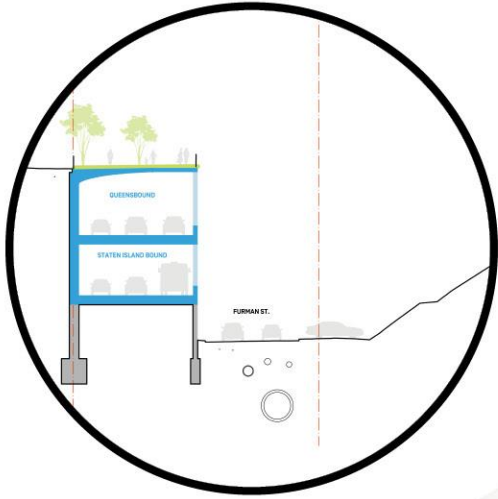
The Lookout - Roadway Structure

Full Replacement



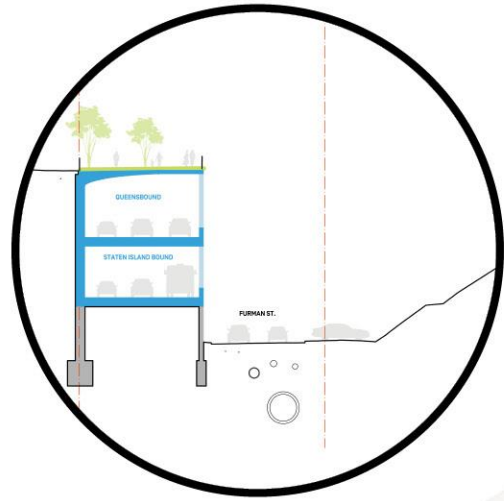
The Lookout - Potential Open Space

Full Replacement



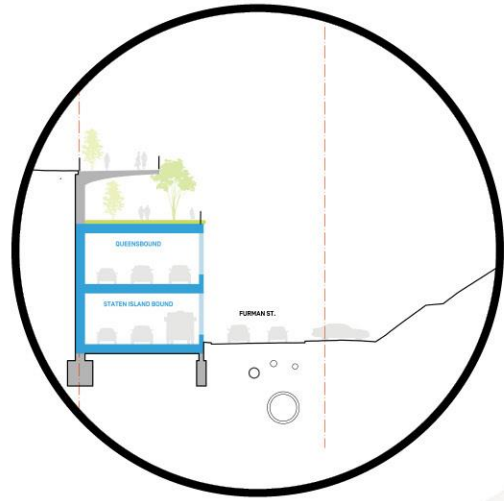
The Lookout - Design Studies

Full Replacement



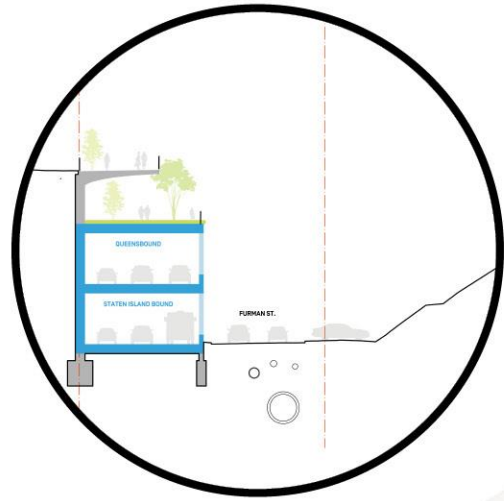
The Lookout - Design Studies

Full Replacement

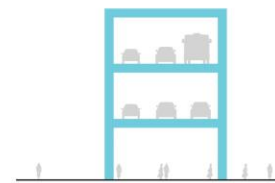


The Lookout - Design Studies

Full Replacement



The Stoop | Partial Replacement



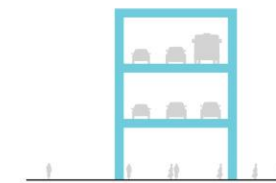
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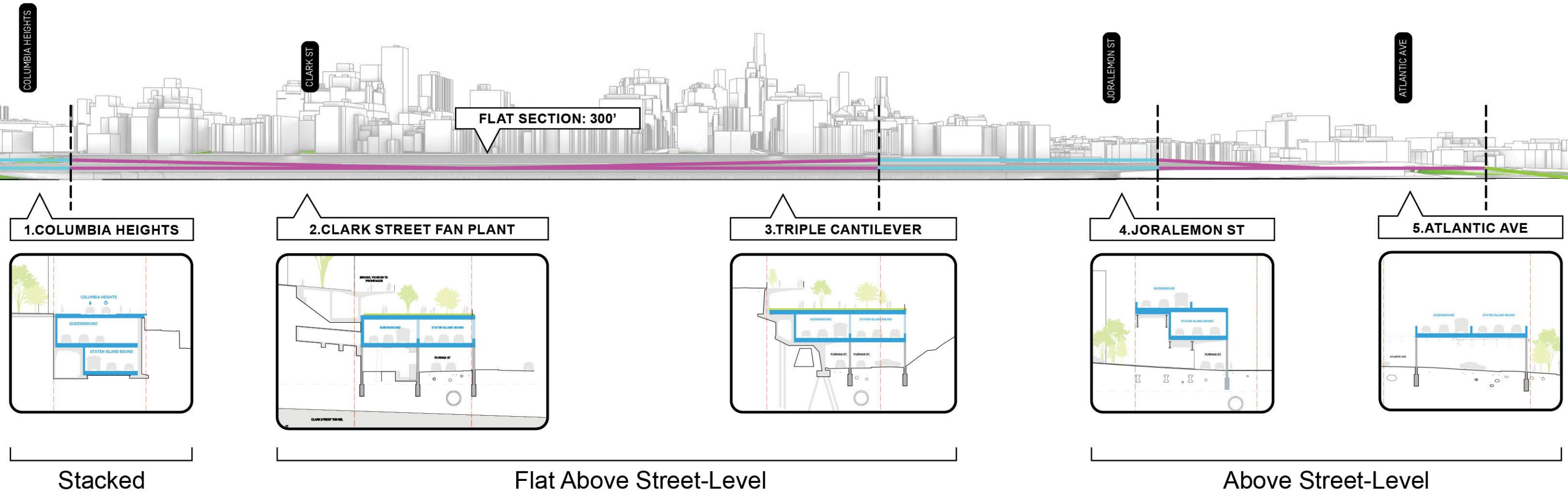
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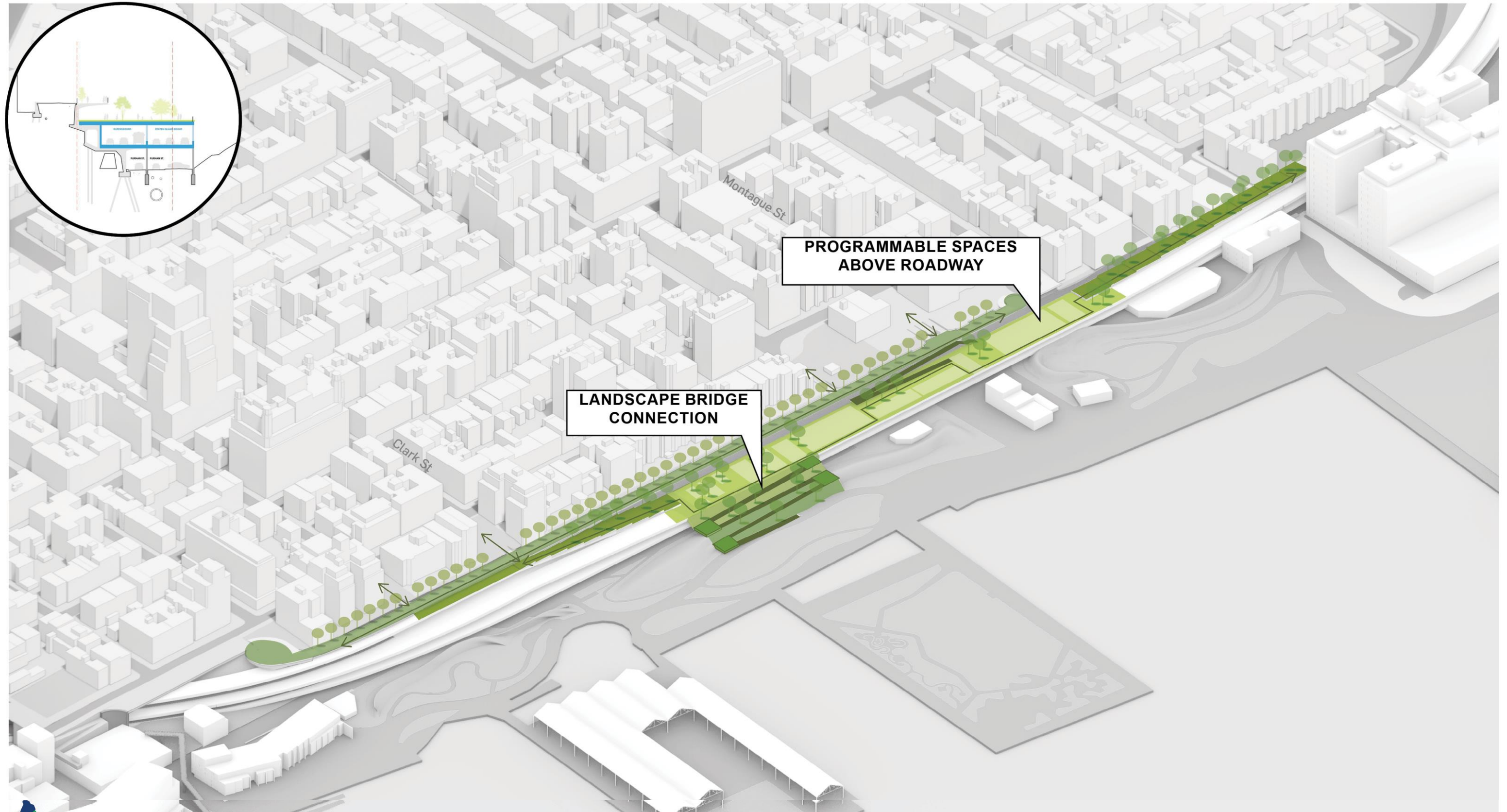
**Stacked
Above
Street**

The Stoop - Elevation

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

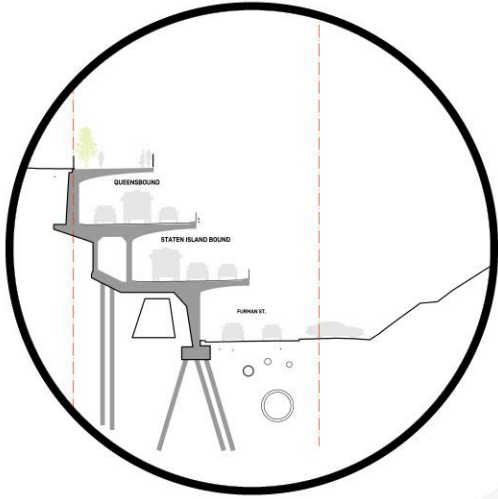


The Stoop | Partial Replacement



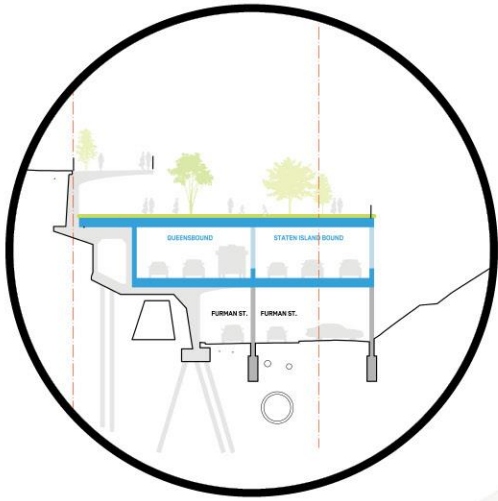
The Stoop - Existing Condition

Partial Replacement



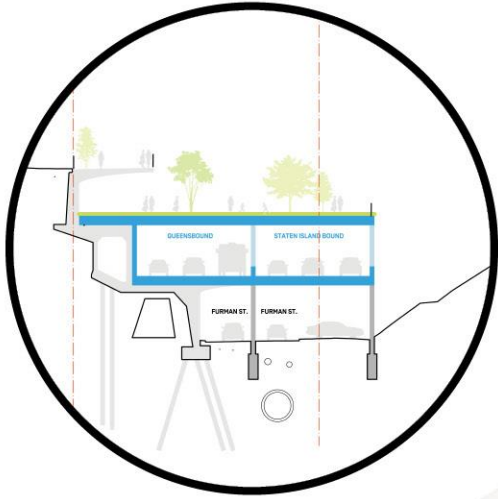
The Stoop - Roadway Structure

Partial Replacement



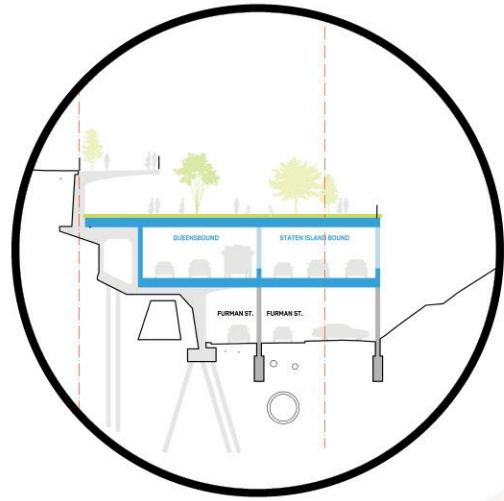
The Stoop - Potential Open Space

Partial Replacement



The Stoop - Design Studies

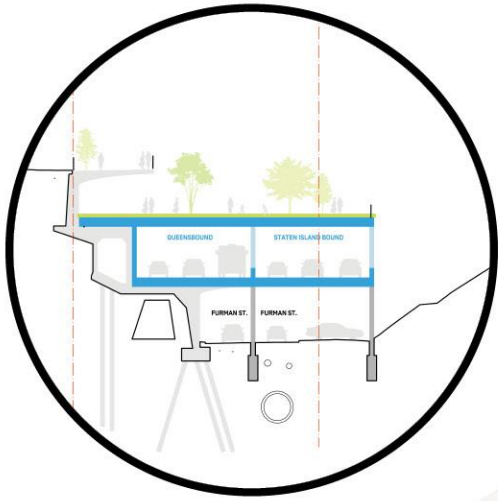
Partial Replacement



*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.

The Stoop - Design Studies

Partial Replacement



*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.

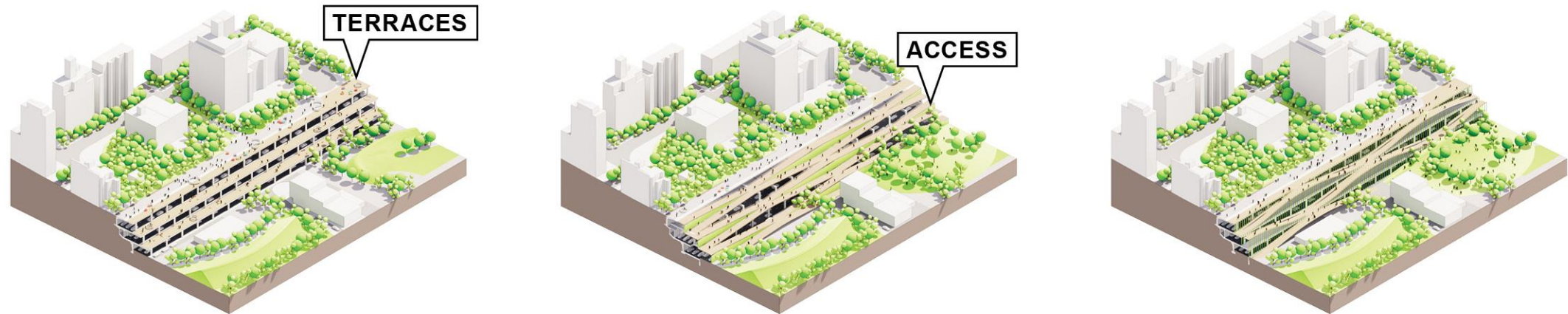
Triple Cantilever Concepts

Design Studies (Ongoing) →

The Stoop



The Terraces



The Lookout



Q&A

5

Julie Bero, NYCDOT Chief Strategy Officer

Tanvi Pandya, NYCDOT Executive Director for the BQE, Bridges

David Vega-Barachowitz, WXY Studio, Associate Principal; Joint Venture

Jeff Carpenter, Parsons, Project Manager; Joint Venture

Jeremy Siegel, Bjarke Ingels Group (BIG), Associate; Joint Venture



nyc.gov/bqe

Appendix

Overview



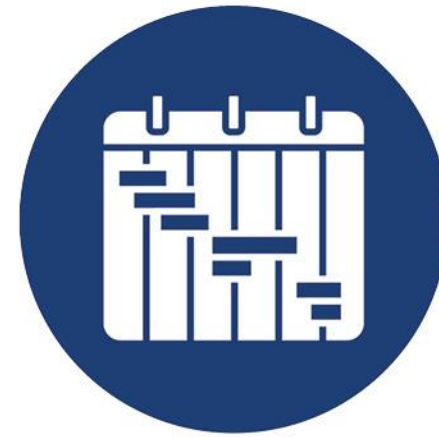
**Structural Condition
& Safety**



Project Limits



Grant Timeline



**Environmental
Process**



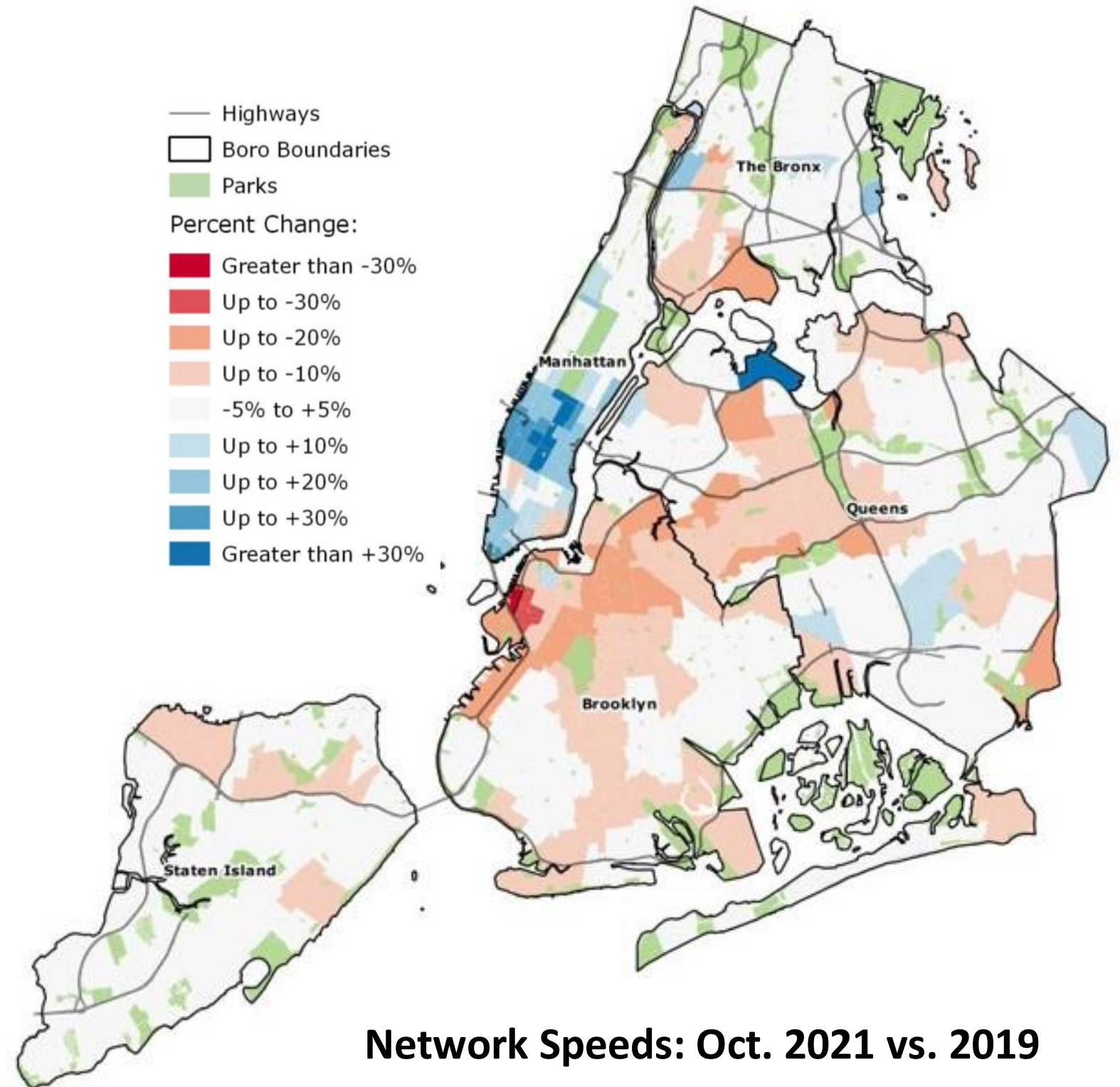
Budget



Constructability

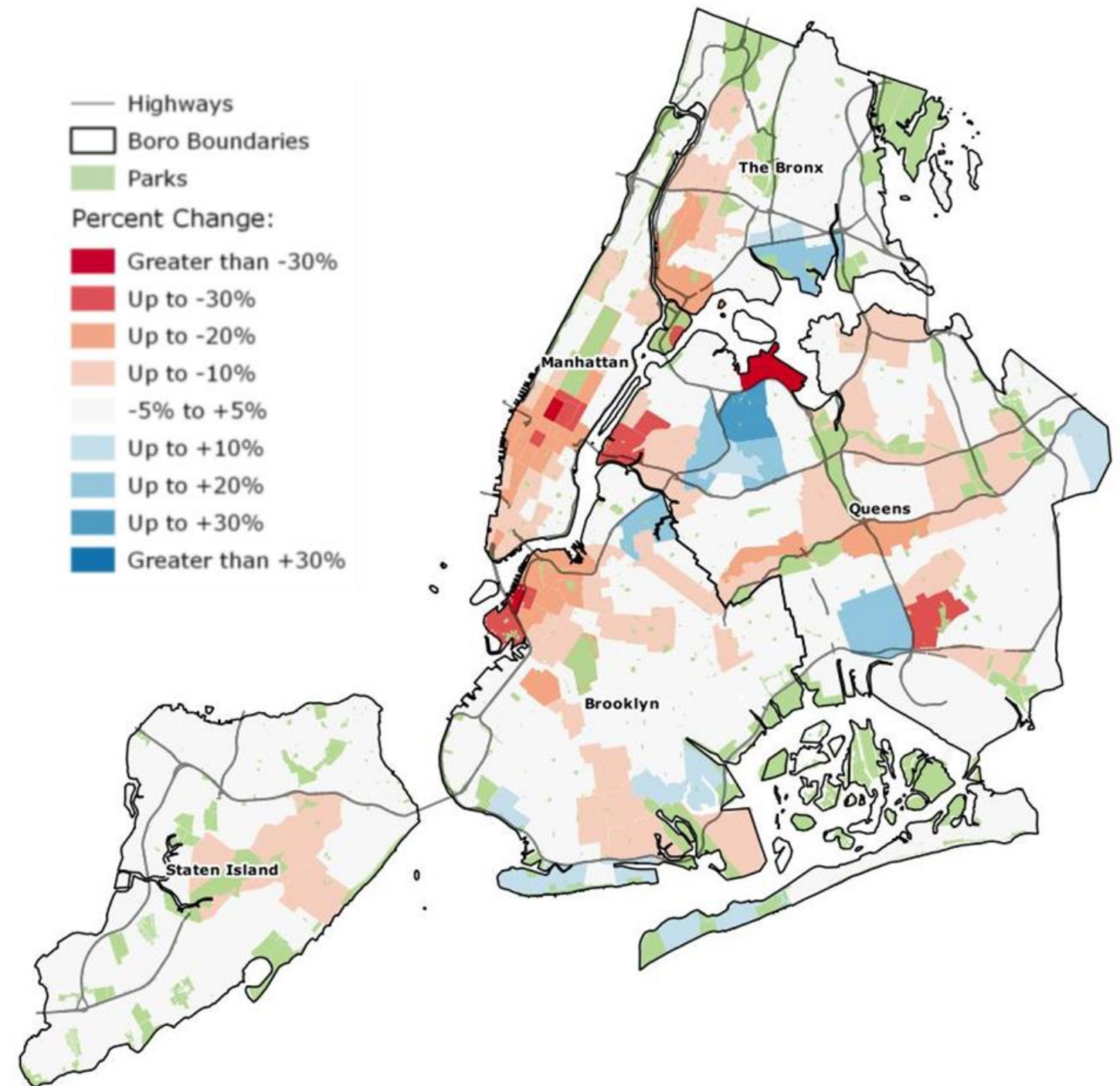
Effect of Two-lane Conversion of Triple Cantilever

- 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.



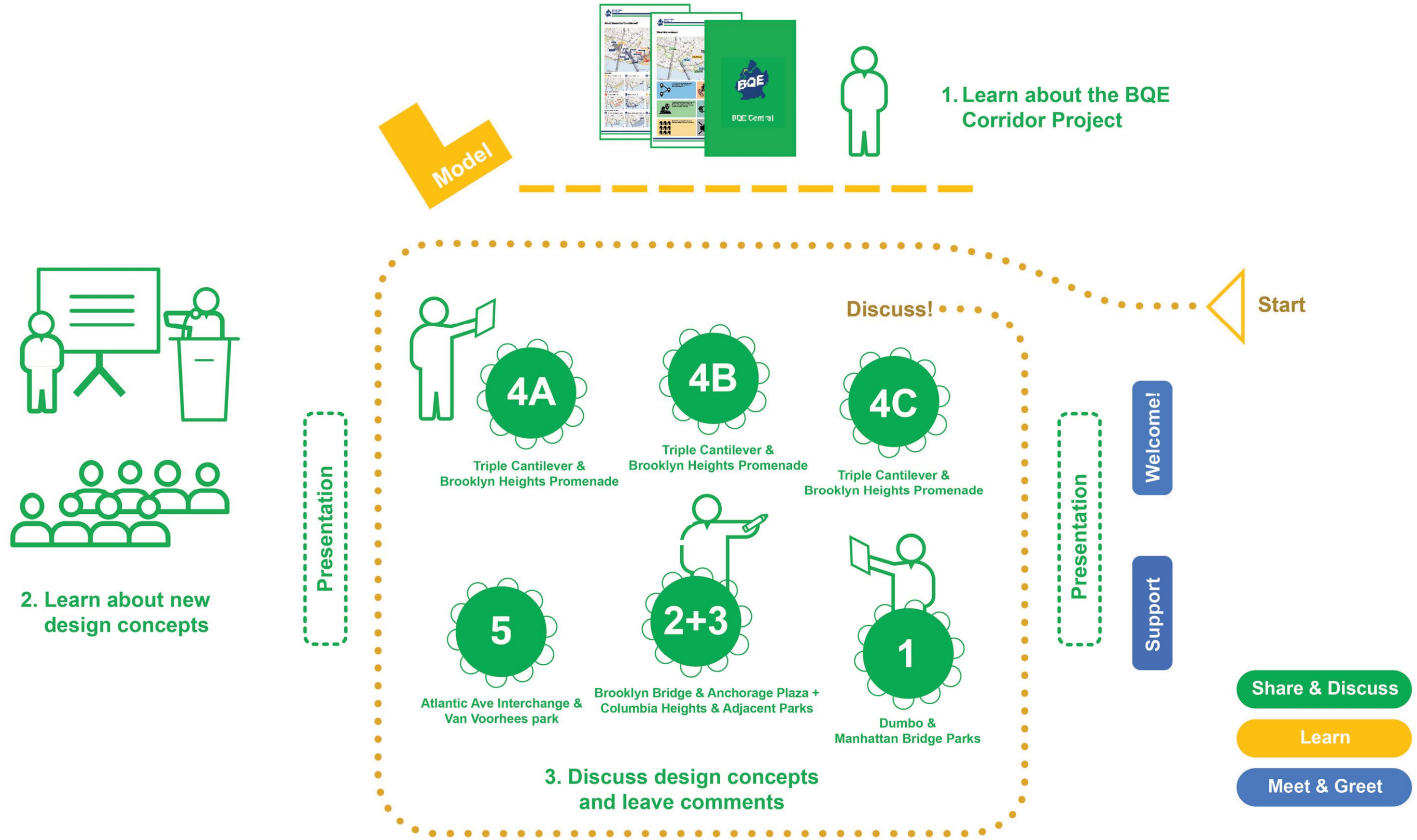
Effect of Two-lane Conversion of Triple Cantilever

- 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

Workshop Format

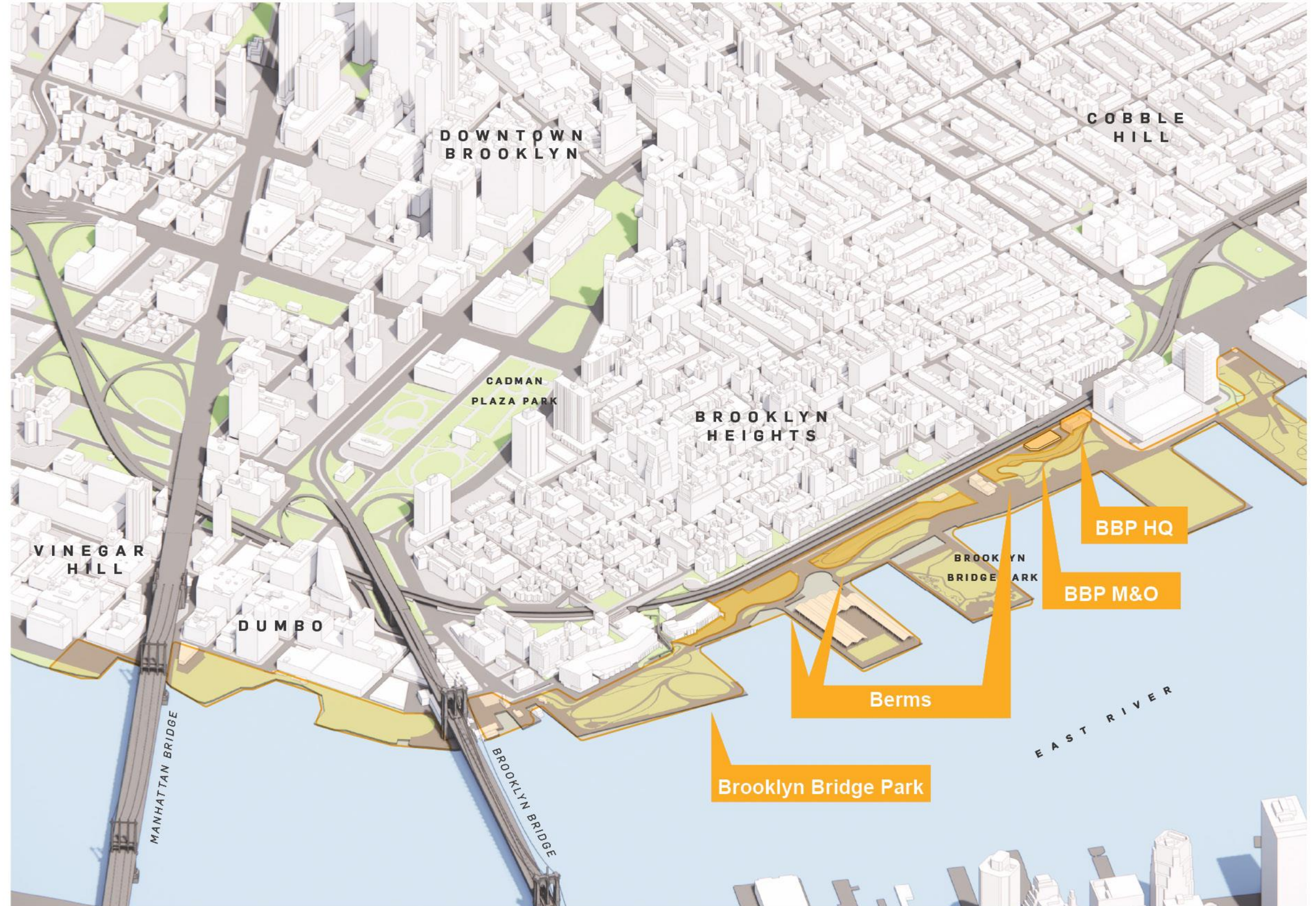
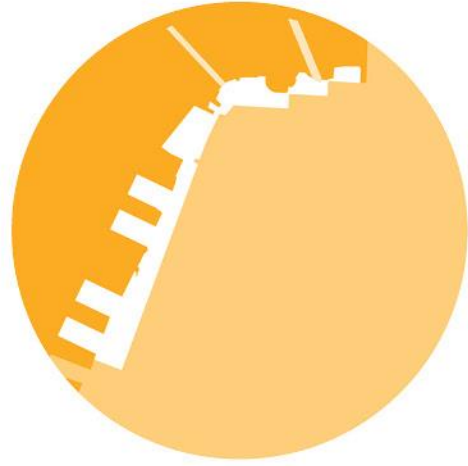


Other Considerations

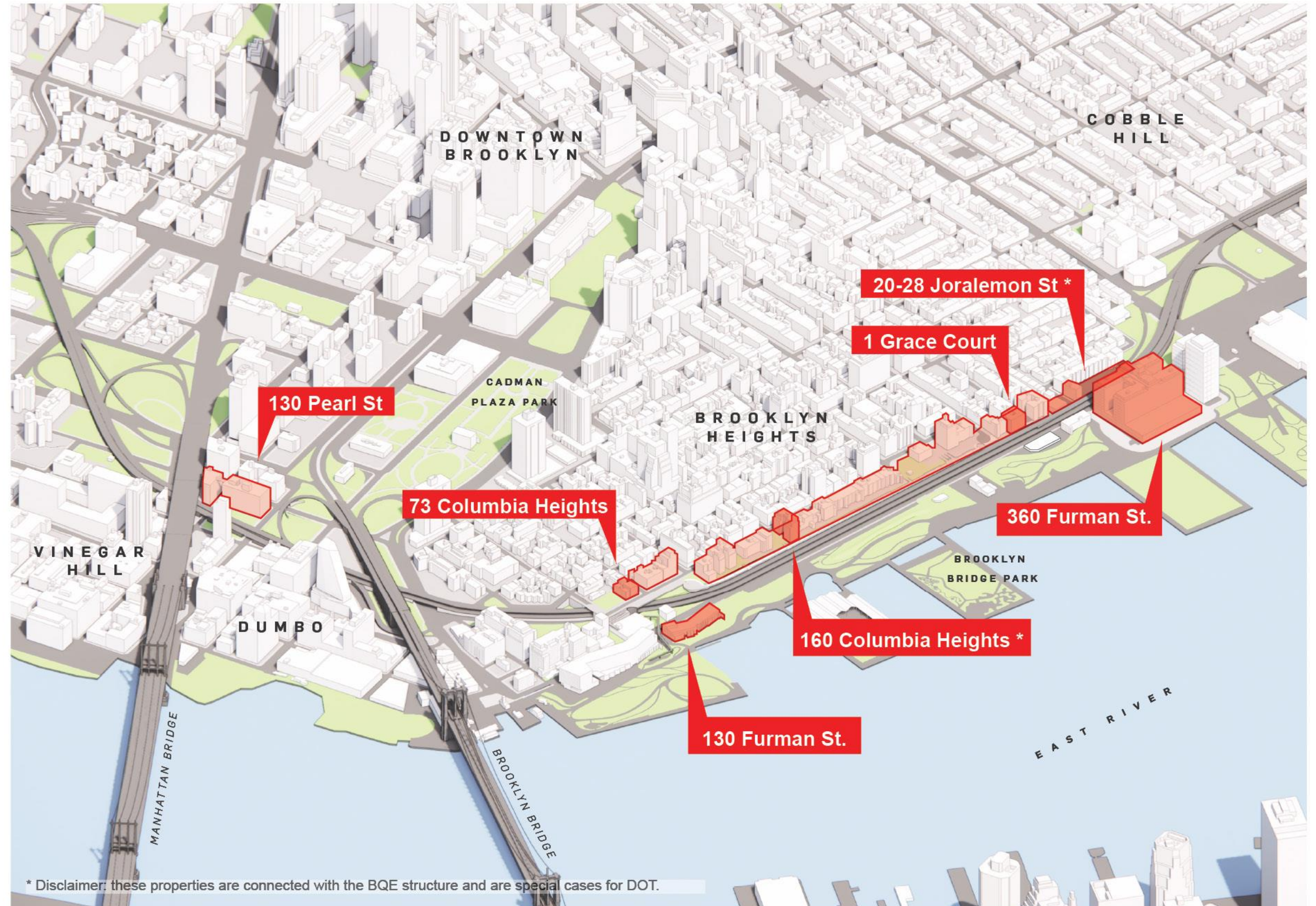
Effects on Public Property



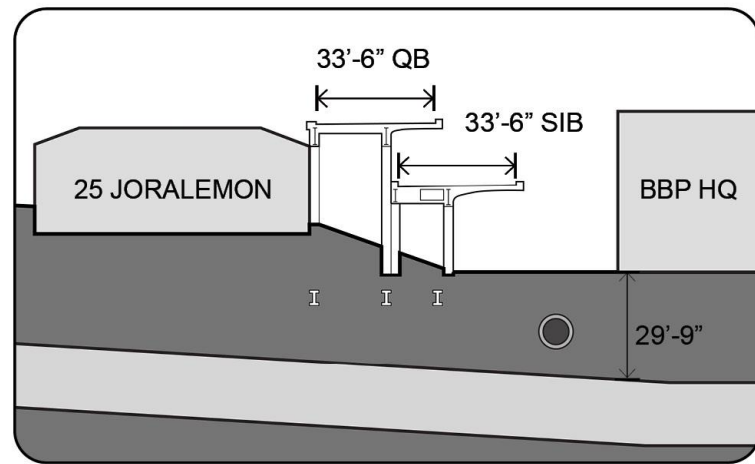
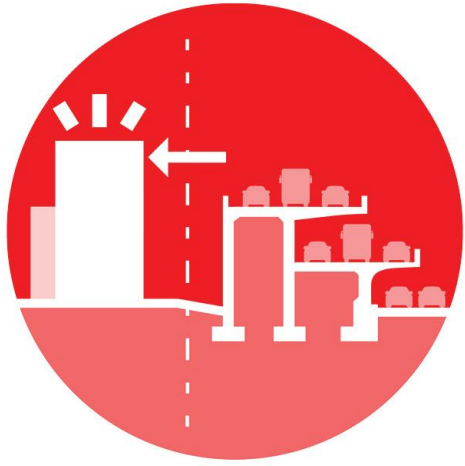
Brooklyn Bridge Park



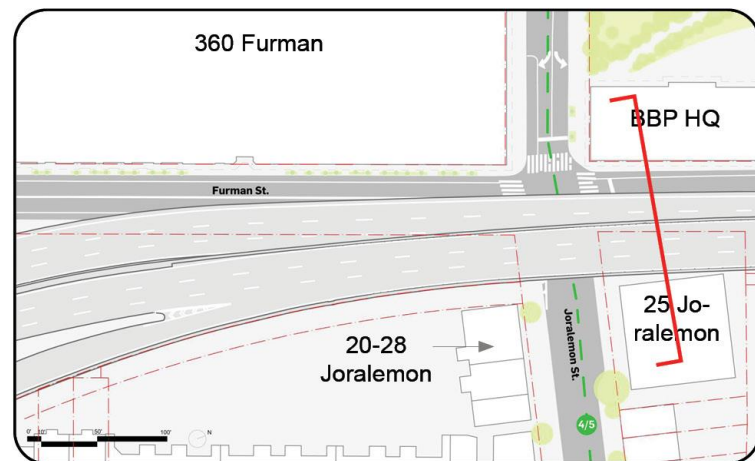
Effects on Private Property



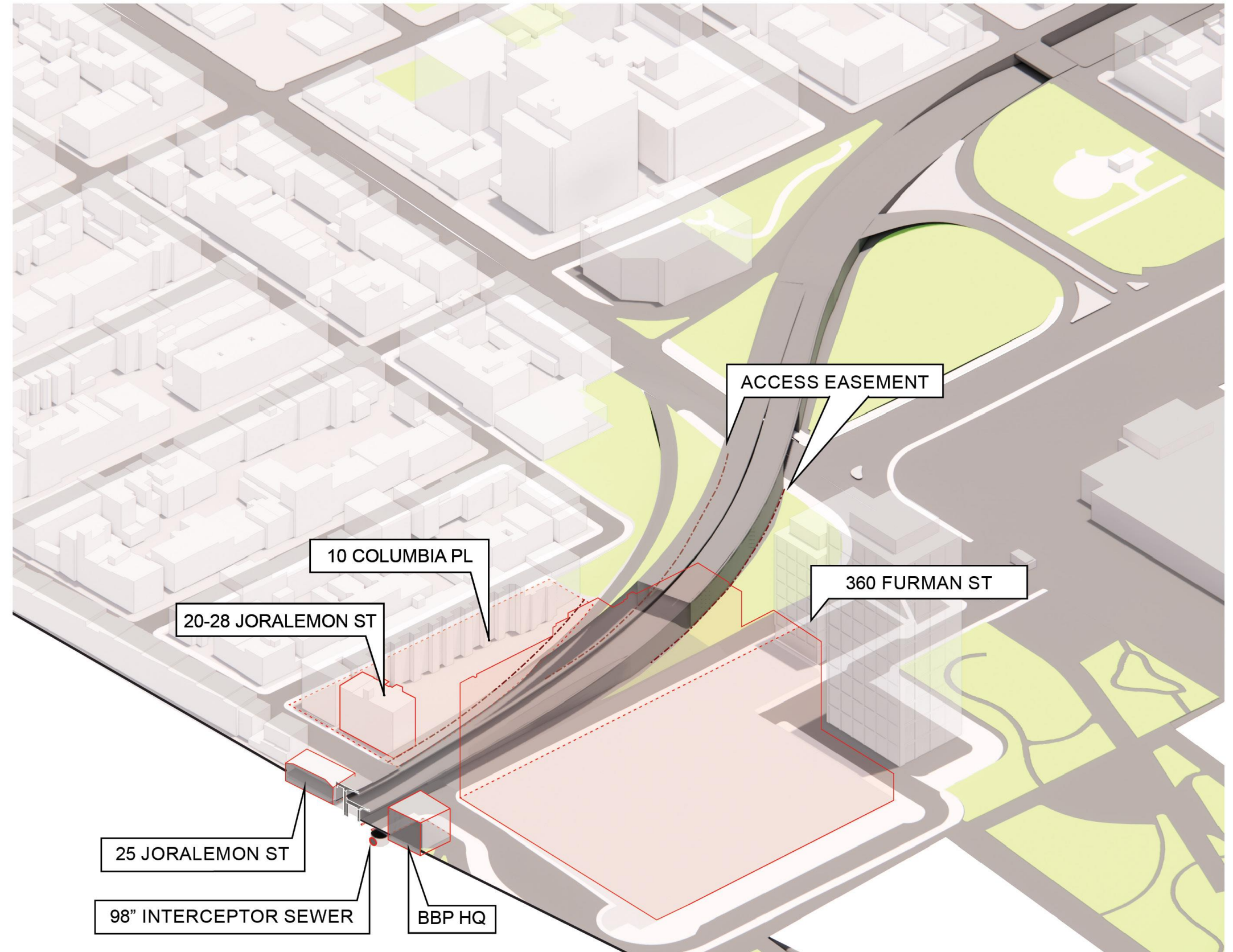
Joralemon & Furman St



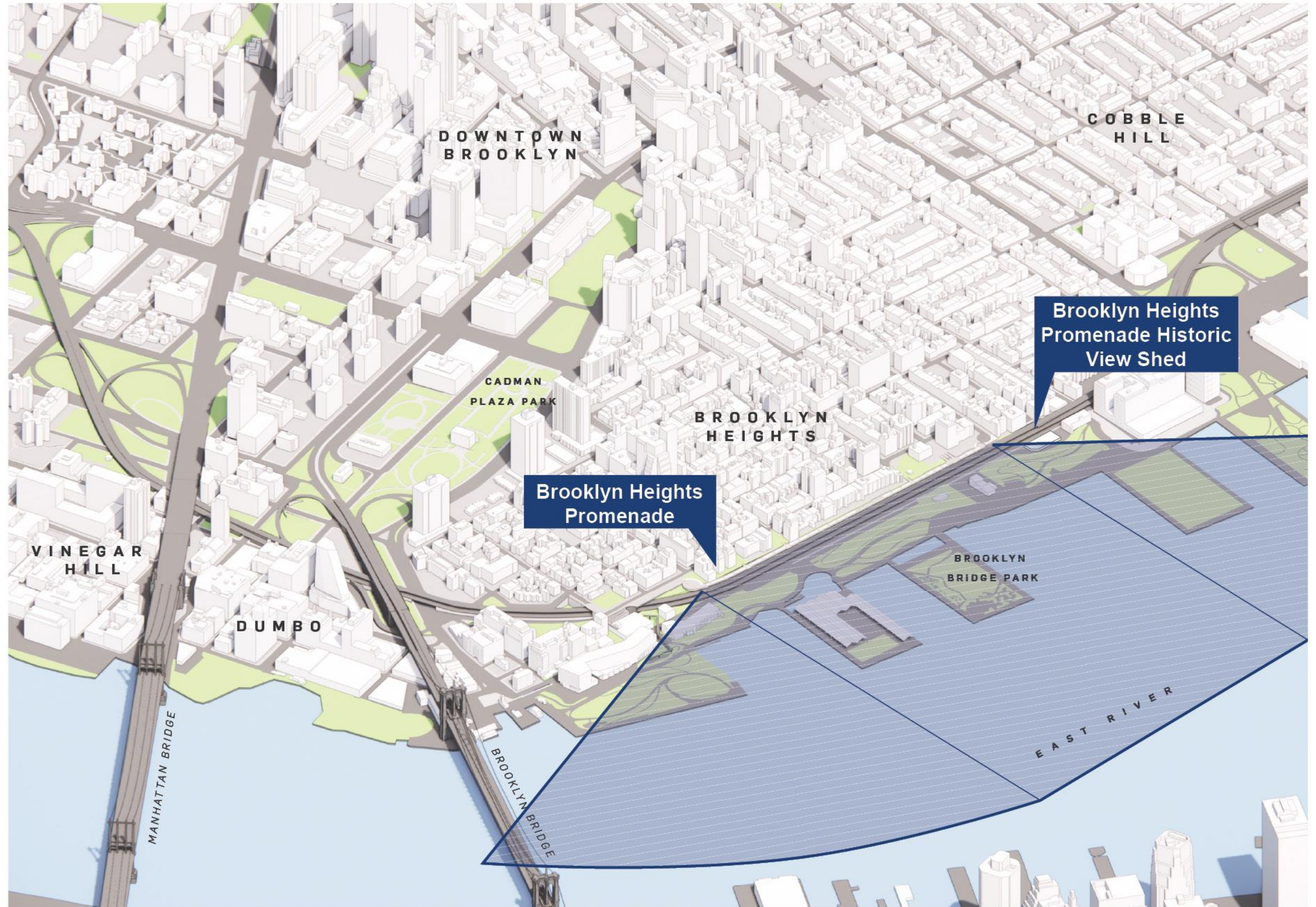
Section



Plan



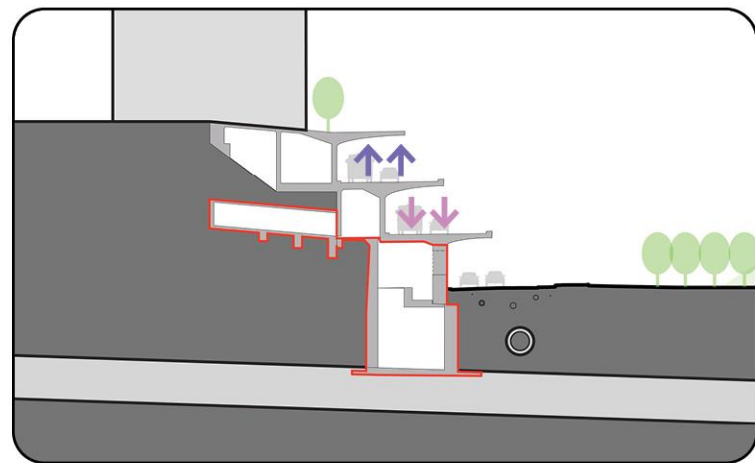
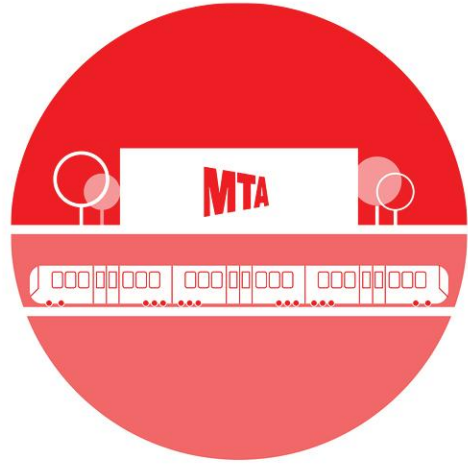
Promenade Configuration & View Shed



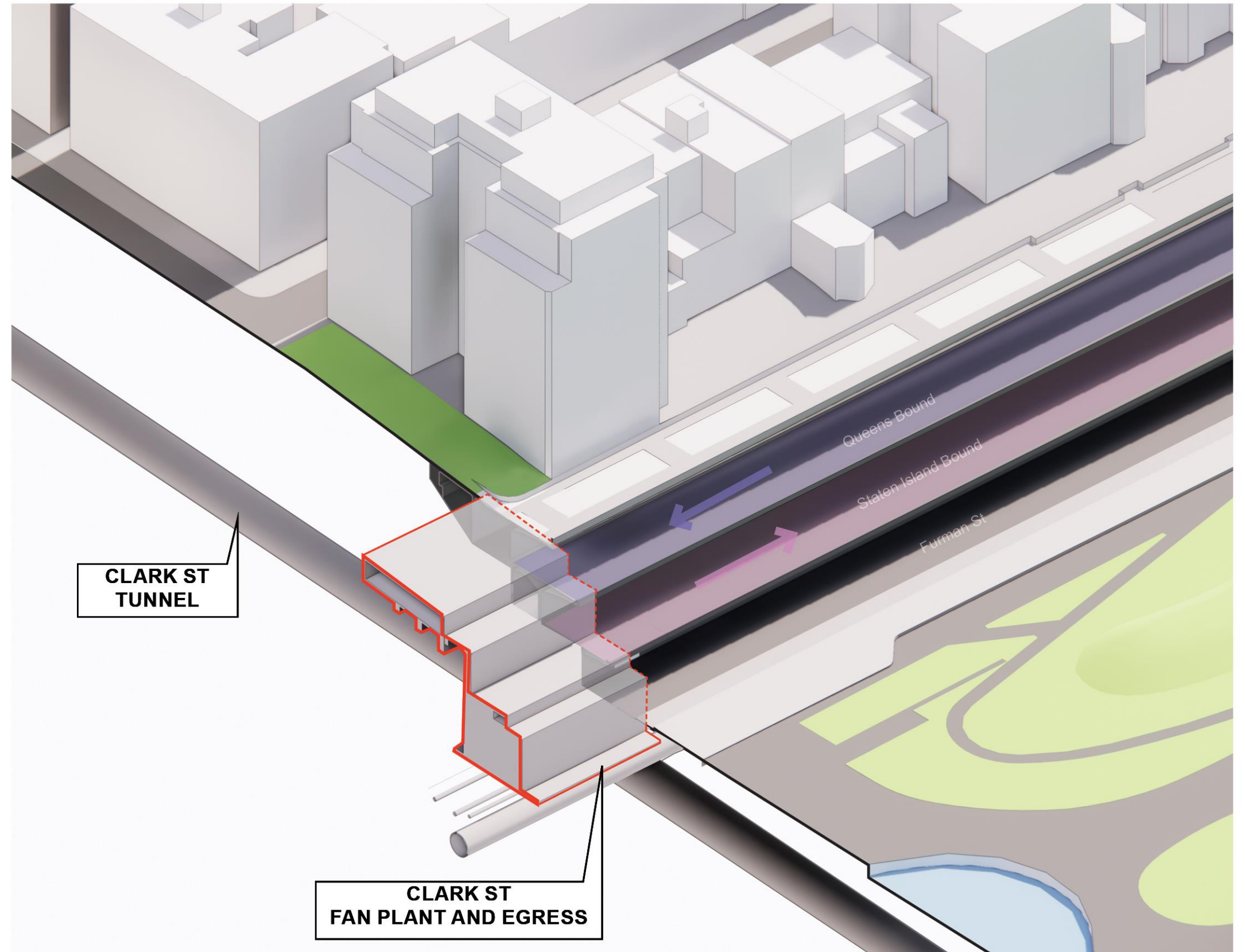
Fully or Partially Replace Retaining Wall



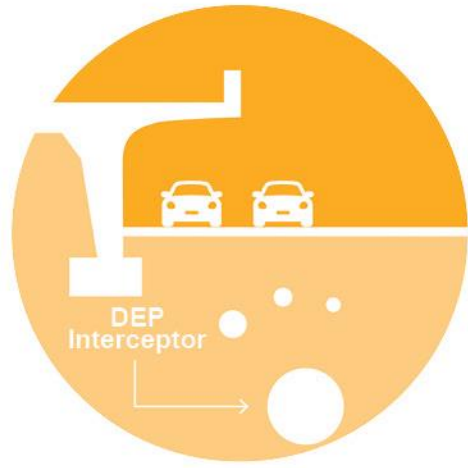
MTA Facilities at Clark St



Section



DEP Interceptor Sewer



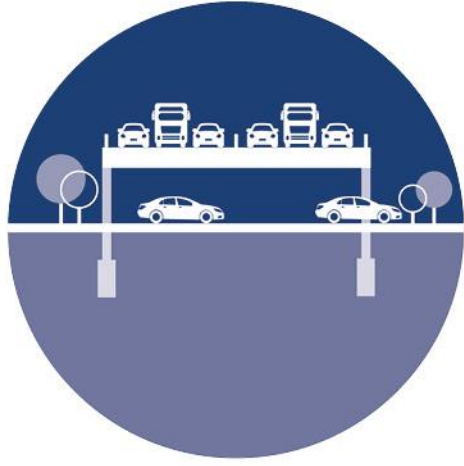
Brooklyn Bridge & Anchorage Plaza Surface Connections



Manhattan Bridge to BQE Connection



Atlantic Ave Interchange





Mayor Eric Adams
Deputy Mayor Meera Joshi
Commissioner Ydanis Rodriguez

For Discussion Purposes Only.

WXY | SCAPE | BIG | TRIPLE CANTILEVER DESIGN JV