



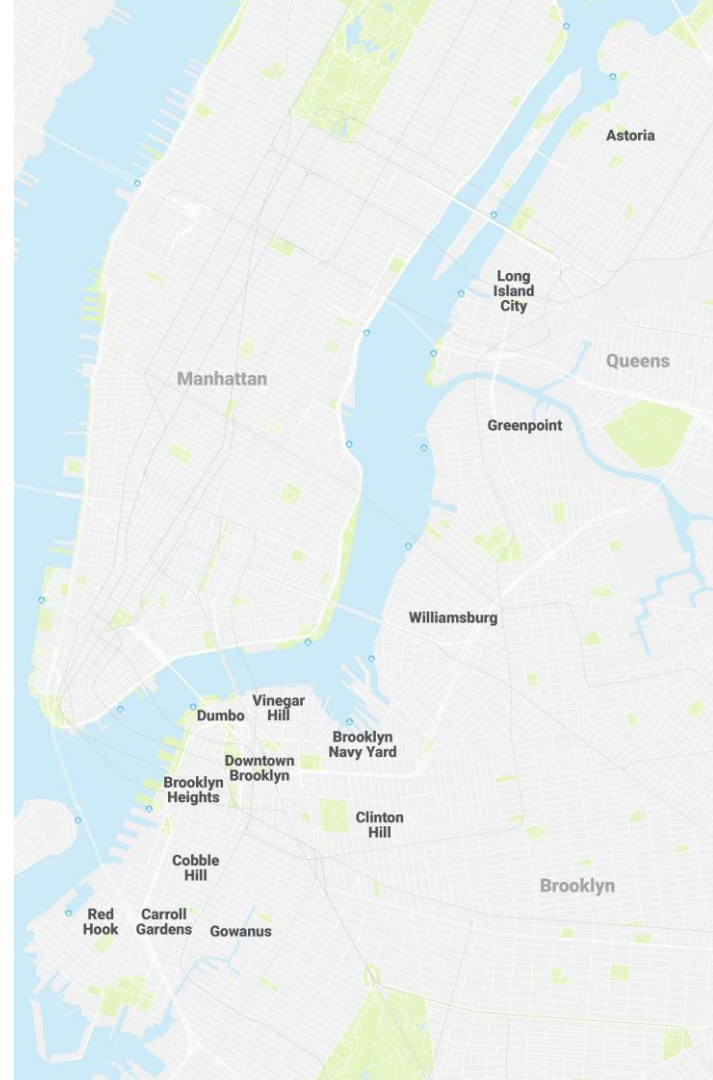
Agenda

- What is the BQX?
- What have we done to date?
- What are we working on now?
- What does the proposed BQX route look like?
- What's next?

What is the BQX?

Why connect the Brooklyn and Queens waterfronts?

NYC / EDC

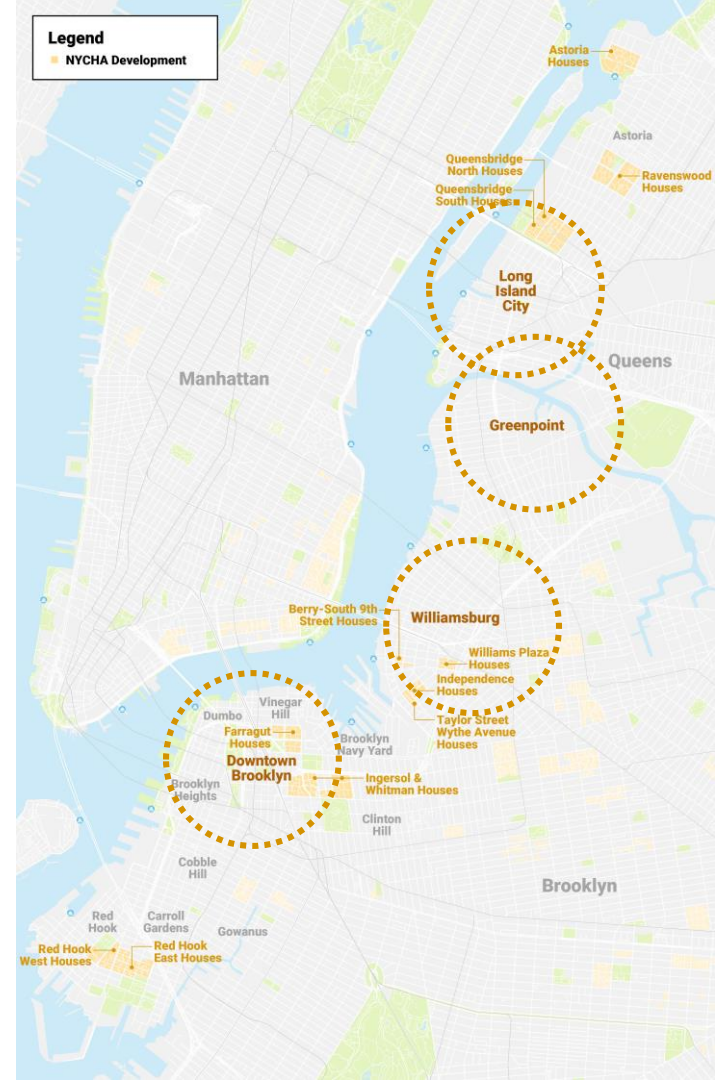


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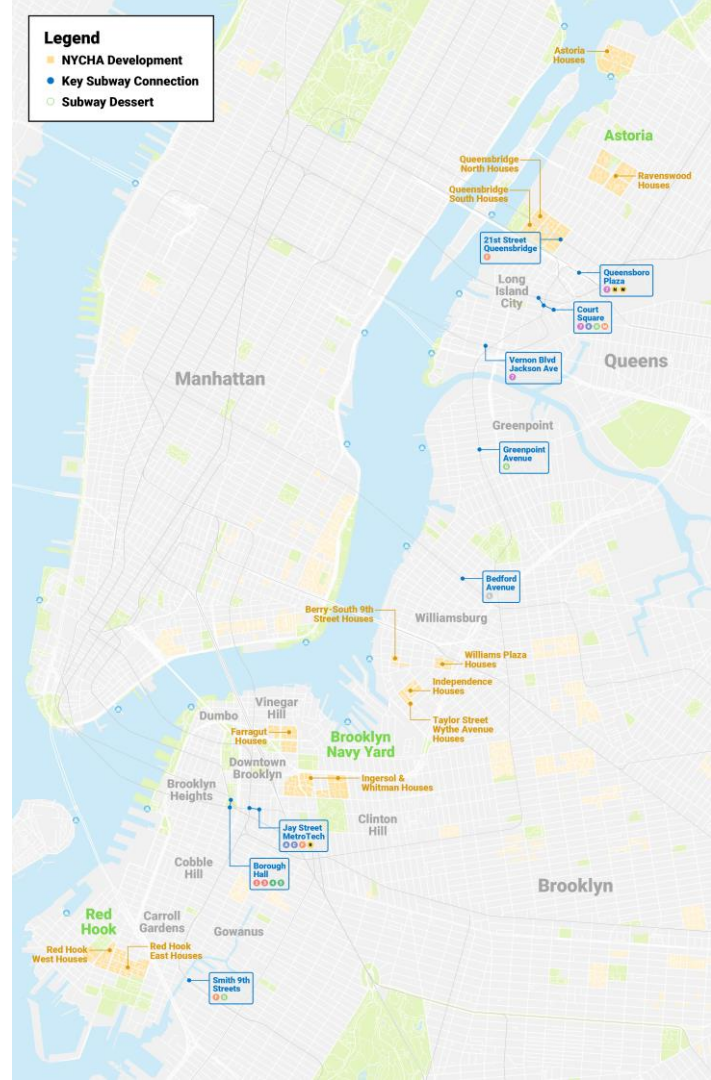
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- Several neighborhoods unserved by subway (“subway deserts”)
 - Astoria (western)
 - Brooklyn Navy Yard
 - Red Hook



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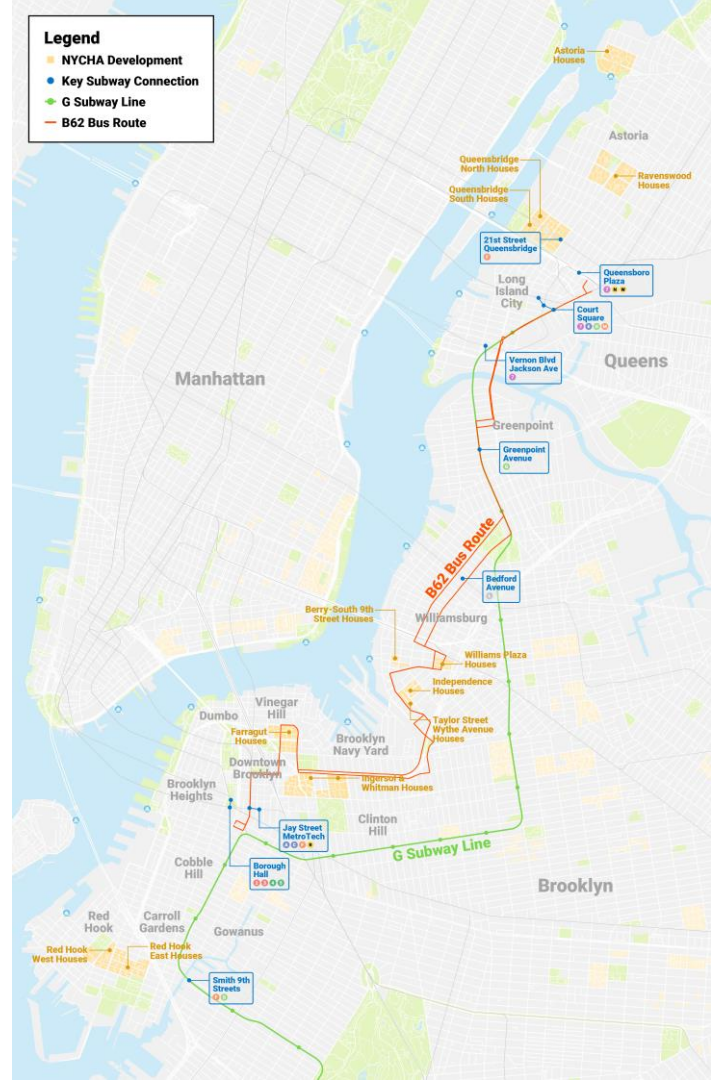
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North-south travel is difficult

- G train not a direct north-south route
- Current local bus service is slow and circuitous



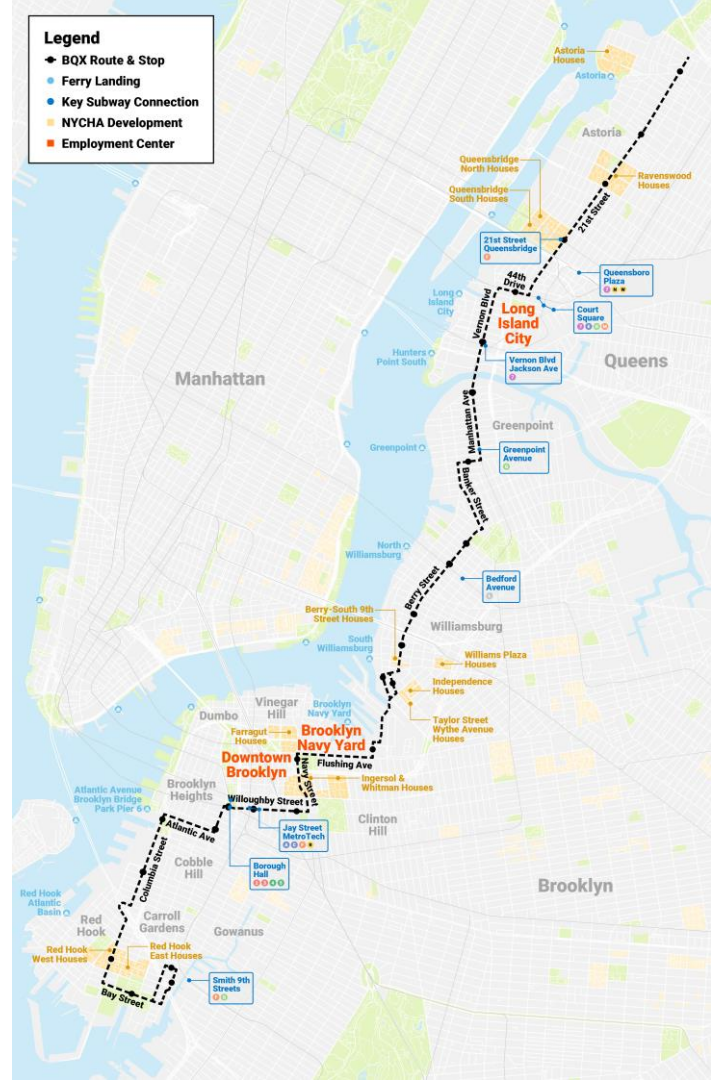
What is the BQX?

The Brooklyn Queens Connector (BQX) is a City investment to better connect New Yorkers who have limited transit options – from Red Hook to Astoria – to where they need to go



What is the BQX?

A proposed streetcar that would connect a dozen neighborhoods along an 11-mile corridor between Red Hook and Astoria



What is the BQX?

The BQX would be efficient, accessible, resilient and sustainable, and would improve streets in neighborhoods along the corridor

Efficient

- Operates along an exclusive lane as much as possible (~90%)
- Short wait times: Five -10 min between arrivals at the busiest times

Accessible

- Boarding areas that match vehicle floor height for fast and ADA-accessible level boarding

Resilient & Sustainable

- Resilient best practices incorporated into design & operations
- Emission-free operations that contribute to greenhouse gas reduction goals

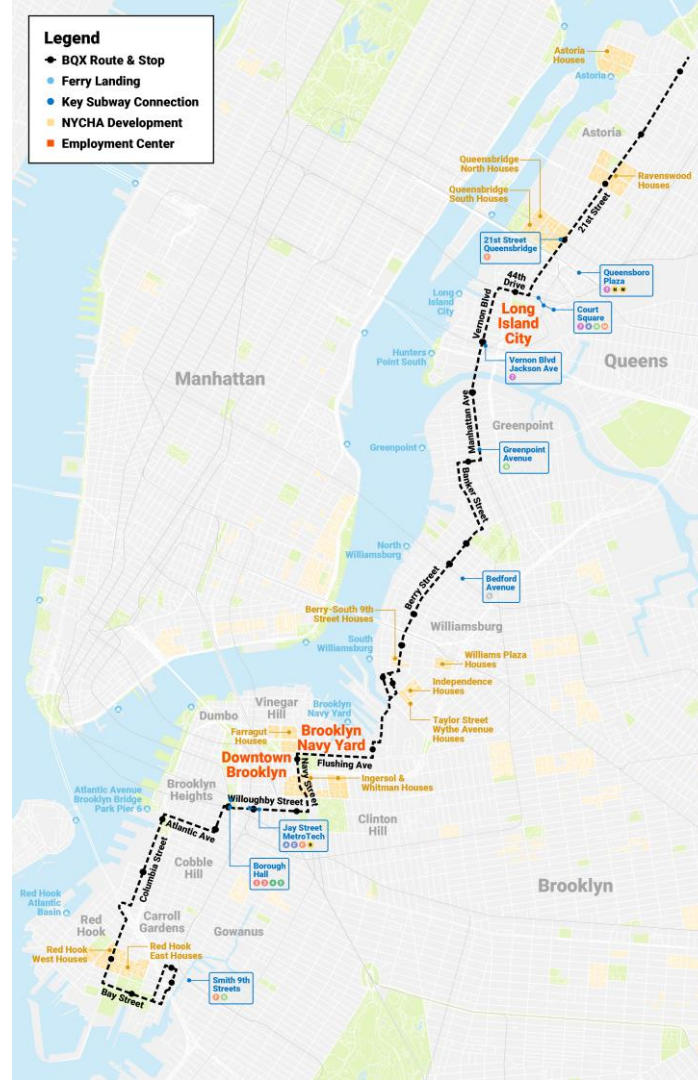
Improved Streets

- Calms traffic in line with Vision Zero
- Makes streets more pedestrian friendly



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How can we plan a route to best serve this corridor?



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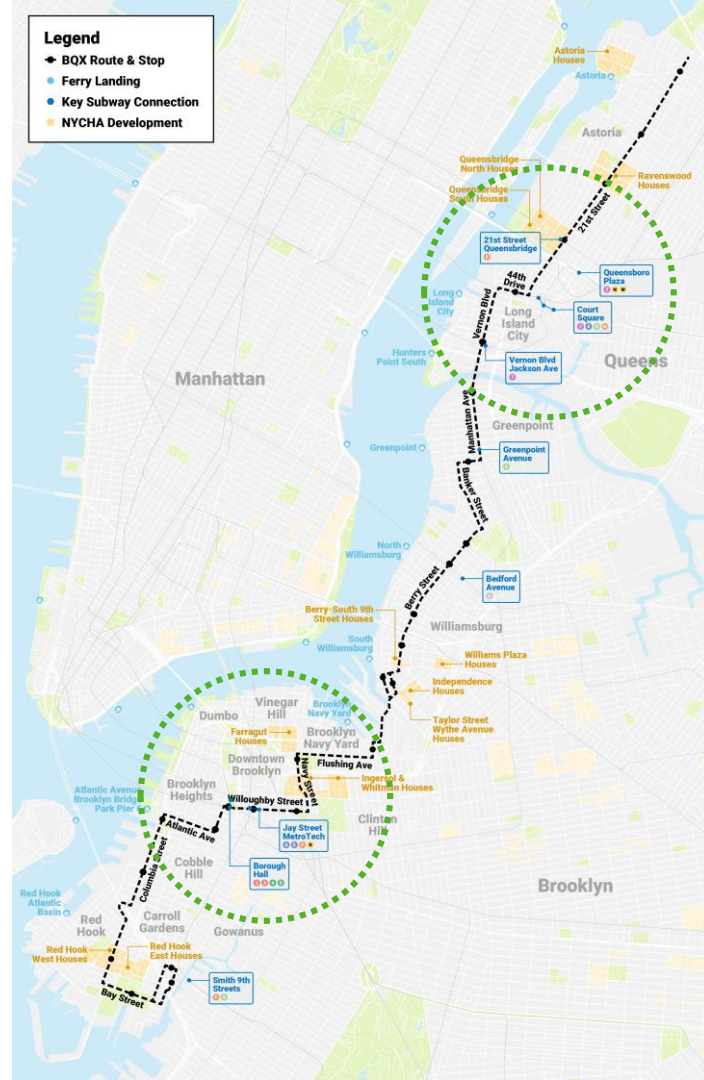
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Reach the most people.

- Serve job centers and major generators
- Maximize ridership (projected 50,000 daily riders initially, to increase to 80,000 or more)

Connect to subways and other transit.



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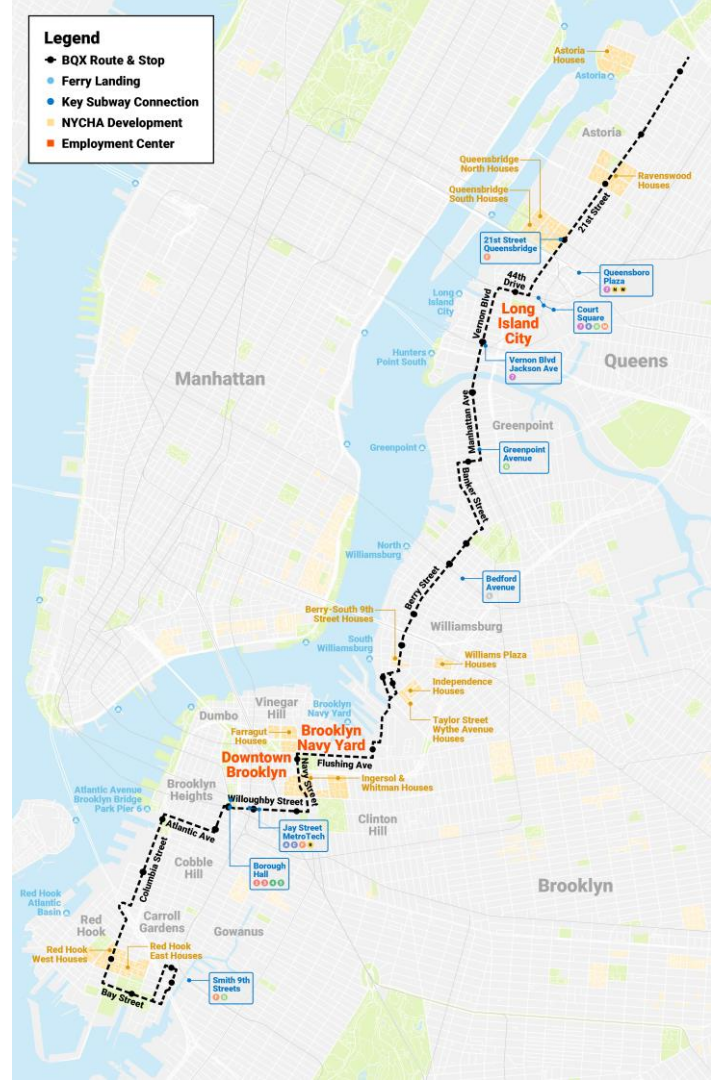
Connect to subways and other transit.

Make it efficient and fast.

- Maximize dedicated right-of-way (90%)
- Minimize turns
- Improve speed (12 mph average), and reduce travel times along the corridor

Stay user friendly.

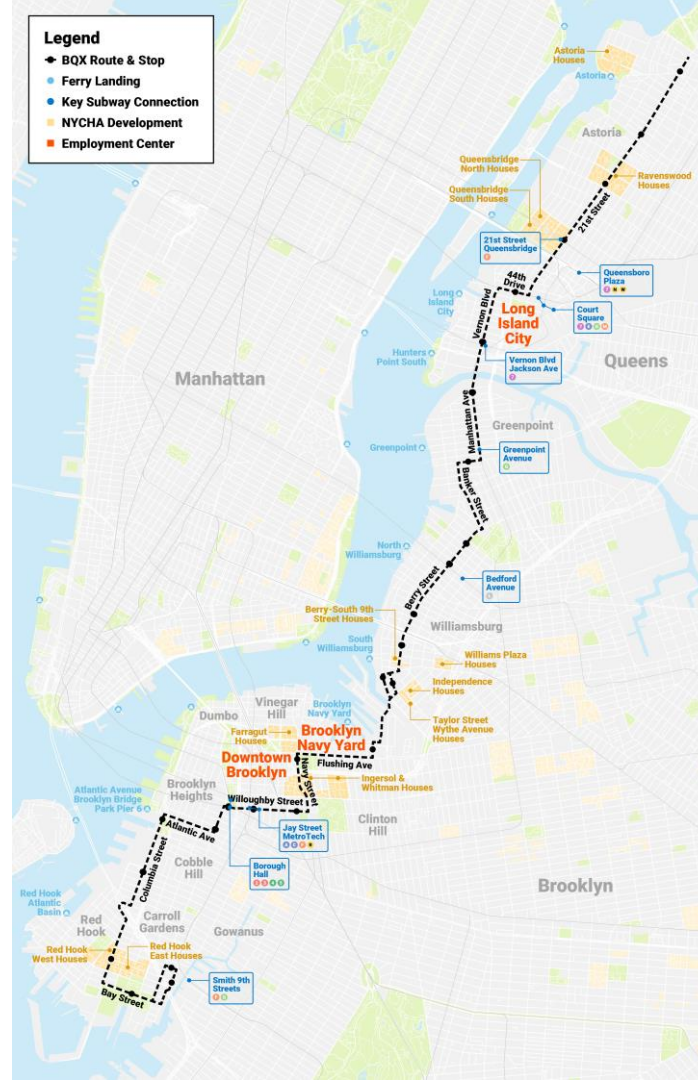
- The service aims to keep northbound and southbound tracks on the same street wherever feasible



What is the BQX?

How can we plan a route to best serve this corridor?

The current proposed route is not final; we will be seeking additional feedback from the community.



What other types of transportation were studied?

The City has examined other types of transportation to best achieve the goals for BQX and will continue to explore these options through engaging with the community and as part of the environmental review



Streetcar

Bus Rapid Transit
(BRT)

Enhanced Bus

Commuter Rail

Subway

Automated
Guideway
Transit (AGT)

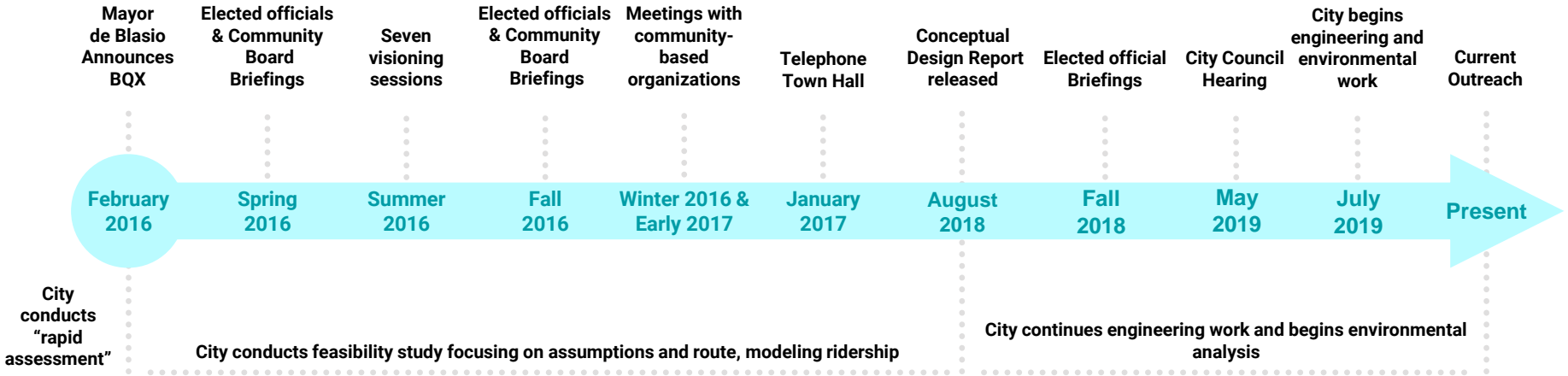
Ferry

Aerial
Tramway

Likely not feasible along this corridor

BQX Work To Date

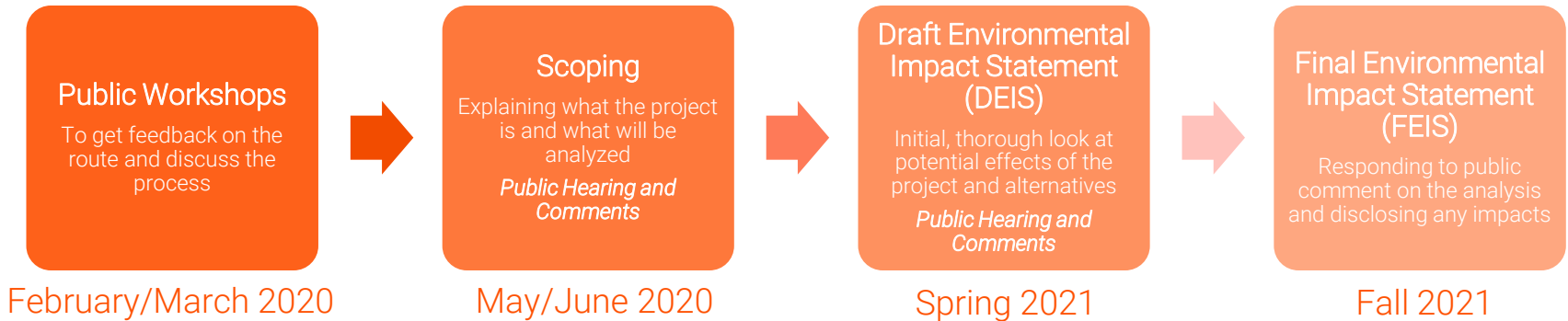
The City has been studying BQX since 2015, examining feasibility, comparing other types of transportation, and exploring the preferred route, and has been engaging the community along the way



Current Phase of Work

The City team – led by NYCEDC and DOT – is continuing the community discussion about the route and conducting environmental review to advance the project

- Re-engaging with the community to receive feedback
- Conducting environmental review to analyze and disclose potential effects the BQX could have
 - Environmental review process analyzes alternatives to the streetcar (for example, a bus in a dedicated lane)
- Preparing the project to be eligible for federal funding



Planned Engagement

Between now and this spring, we be holding series of public community workshops, as well as other engagement activities to talk to a wide range of stakeholders, including traditionally unrepresented communities, about the project

December 2019: Webinars for city, state and federal elected officials; Launch BQX website to share information and collect feedback

January/February 2020: Community Board committee meetings; NYCHA and other stakeholder engagement in advance of public community workshops

February/March 2020: Five public community workshops, to discuss the 2018 Conceptual Report, the proposed route, benefits and issues of the project, and project alternatives

March/April 2020: NYCHA and other stakeholder engagement in advance of scoping hearings

April/May 2020: Publish draft scope of work

May/June 2020: Three public scoping hearings; public comment period

Beyond this spring, we will be continuing engagement with stakeholders along the route as this project progresses

Future Implementation

Beyond environmental review and continued outreach, the next steps would be to obtain federal funding and necessary governmental approvals, as well as undertaking the process for granting a franchise to enable the City to bring a private partner on board

- Federal Funding
- Franchise Authority
- Uniform Land Use Approvals Procedure (ULURP)
- Design-Build-Operate-Maintain (DBOM) Entity Selection

Proposed Route

Legend

- ◆ BQX Route & Stop
- Ferry Landing
- Key Subway Connection
- NYCHA Development
- Employment Center



Proposed Route in Brooklyn CB 6

- Serves subway desert, including Red Hook Houses
- Connections to subways at Smith/9th St and downtown Brooklyn
- BQX infrastructure will be resilient



Proposed Route in Brooklyn CB 2

- Connects Brooklyn and Queens waterfront to Downtown Brooklyn jobs, culture, and education as well as transit (2/3/4/5 at Borough Hall and A/C/F/R at Jay Street-Metrotech)
- New transit option for residents at Farragut Houses, Ingersoll Houses, and Walt Whitman Houses
- Direct connection from Downtown Brooklyn to the Brooklyn Navy Yard and ferry
- Supports Brooklyn Navy Yard's master plan that will add over 2 million square feet of space and 10,000 jobs by 2020



Source: Brooklyn Navy Yard Master Plan

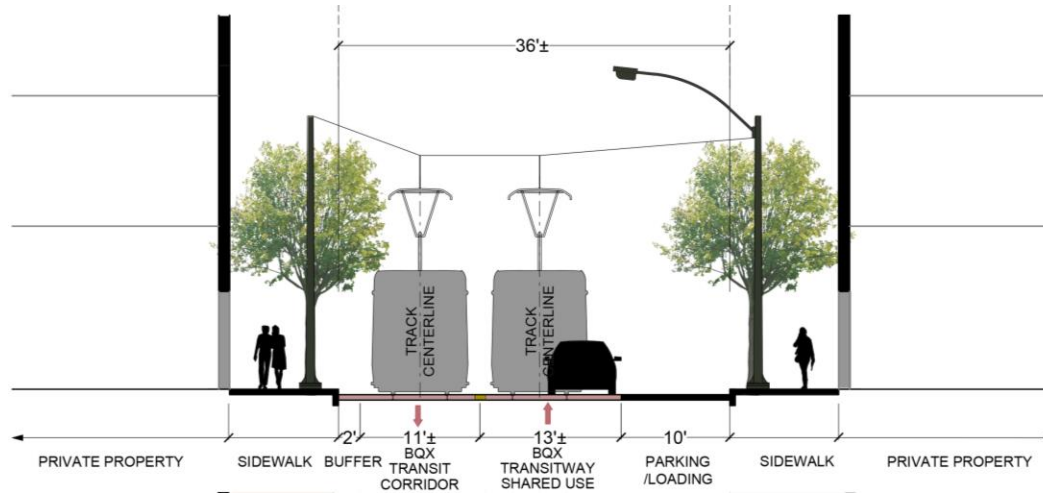
Proposed Route in Brooklyn CB 1

- Provides additional transit capacity in growing residential areas, and direct links to LIC and 7 train and Downtown Brooklyn
- Connections to the L at Bedford Ave and the G at Greenpoint Ave, as well as ferry landings at South Williamsburg, North Williamsburg and Greenpoint
- Proposed “transit way” on Berry Street to ensure efficient service and allow for business operations



BQX Street Design

Example BQX Condition: Dedicated Transit Way)
Conceptual section on Berry St, from North 3rd to North 14th



Proposed Newtown Creek Crossing

- New proposed bridge connecting Manhattan Avenue and Vernon Boulevard
- Adequate public right of way at location of former bridge
- Would span both Newtown Creek and LIRR Rail Yards
- Moveable (bascule) span needed to accommodate barge traffic
- Accommodates bicycles and pedestrians, creating new direct connections



Proposed Route in Queens CB 2

- Provides a new transit option to rapidly-growing Long Island City
- Connections to the 7 at Vernon Blvd-Jackson Ave and E/G/M at Court Square-23rd St
- Would be designed and built to be resilient against flooding



Proposed Route in Queens CB 1

- Serves the important residential generators of Queensbridge and Ravenswood Houses.
- Serves a subway desert of western Astoria.
- Opportunity to reimagine and redesign 21st Street



What's Next?

We will be continuing engagement in early 2020 and want to hear more from your community

In order to discuss the proposed route with the community and collect feedback, we will be:

- Launching a website to share information and collect feedback
 - Hosting public meetings in each community board in February/March 2020
 - Conducting other outreach activities to reach key stakeholders and underrepresented communities before and after the public meetings
 - Aiming to enter the environmental review process in April/May 2020, with 3 scoping hearings to follow a month later
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- For more information, visit brooklynqueensconnector.nyc
 - For questions, email info@brooklynqueensconnector.nyc