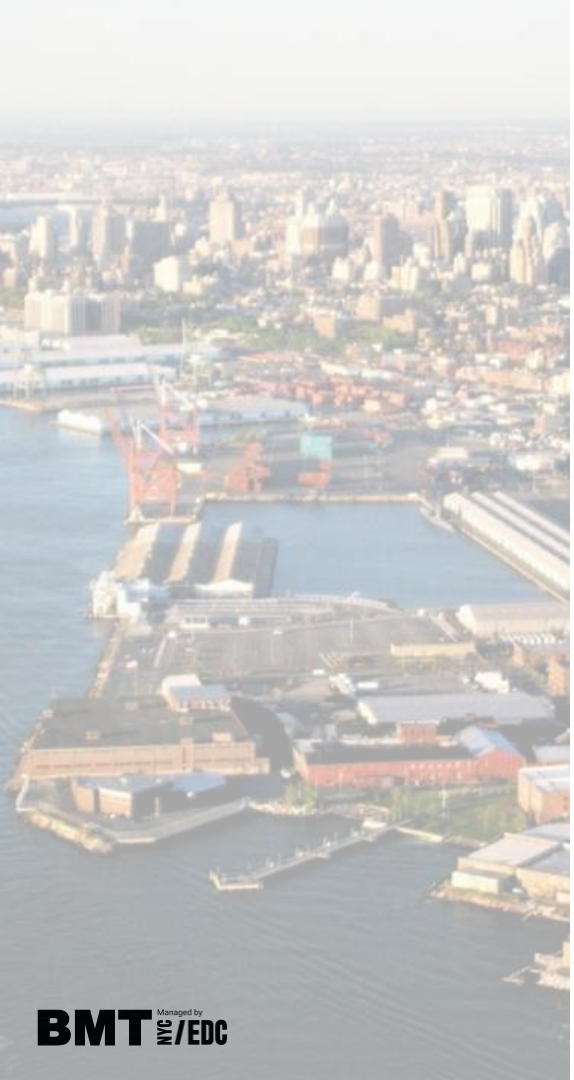
Vision for Brooklyn Marine Terminal

Task Force Meeting #12 Presentation
April 25, 2025

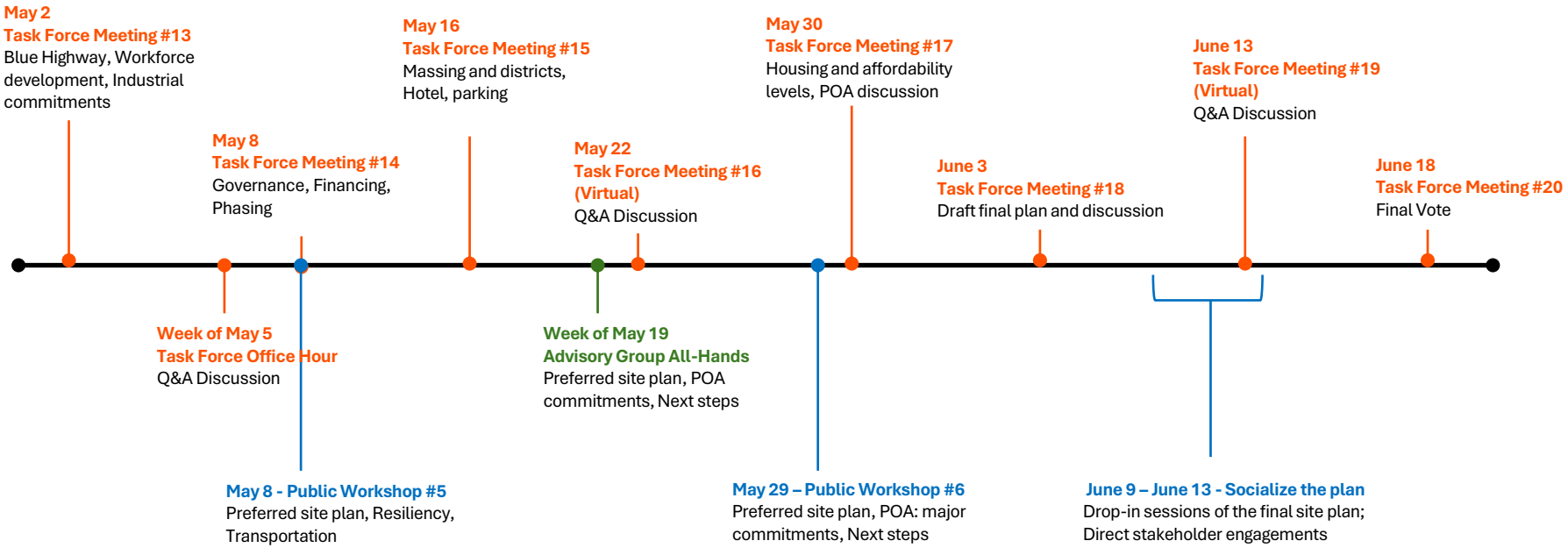
BMT Managed by NYCEDC



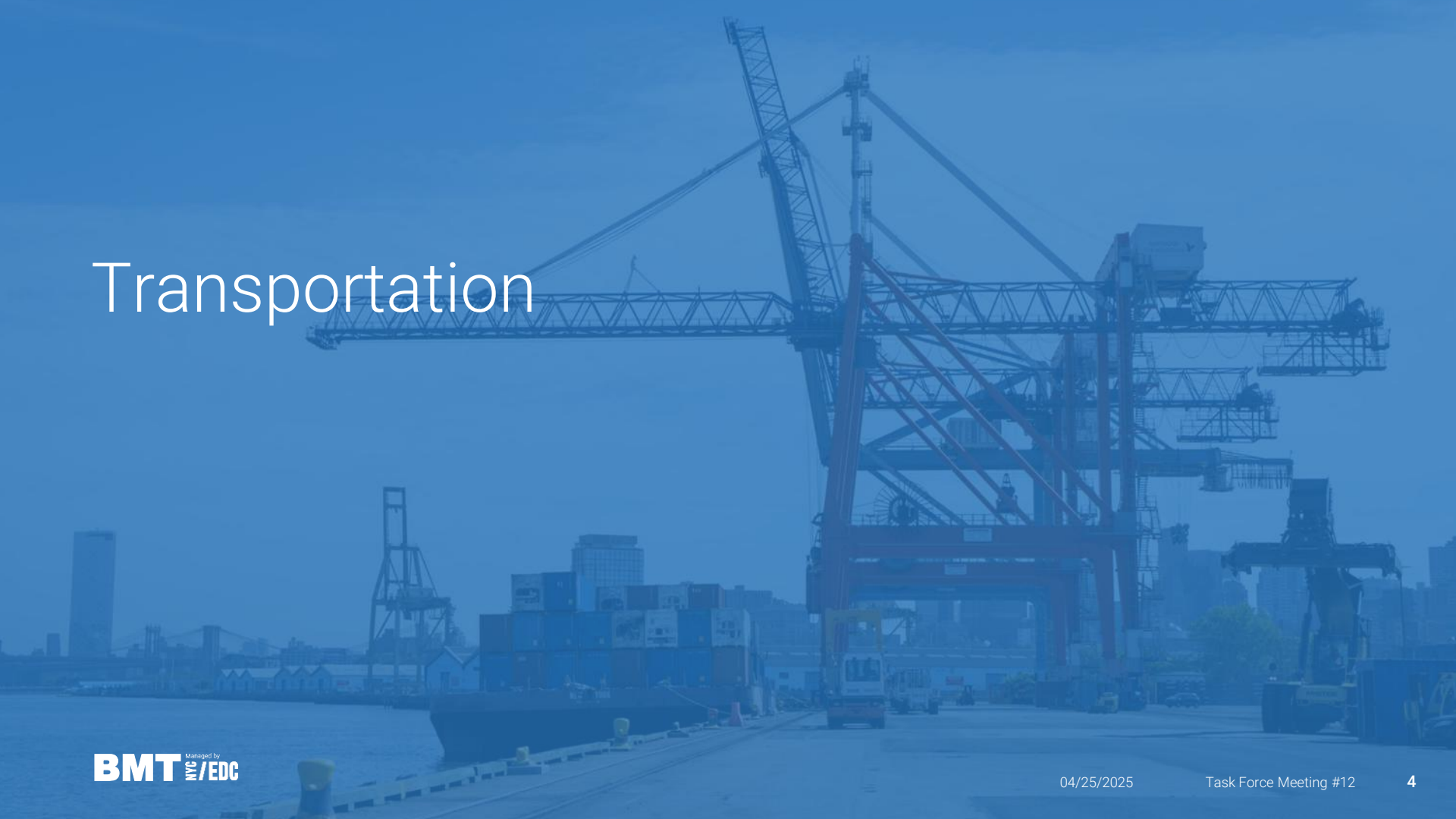
Agenda

- Project Schedule
- Transportation

Project Schedule

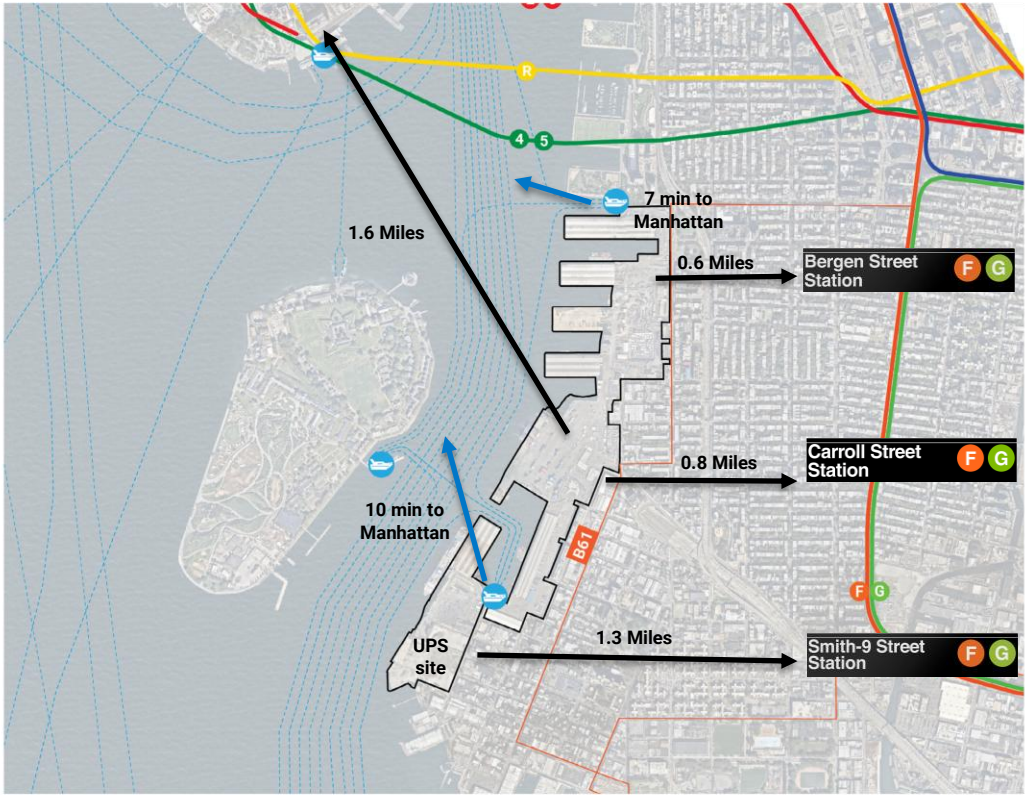


Transportation



BMT is centrally located, but has poor connection to transit

- BMT is less than 2 miles from the Financial District, much closer than almost all of Brooklyn.
- BMT is 0.5 to 1.7-miles from Downtown Brooklyn, the premiere transit hub in the borough.
- Despite this proximity, BMT is not well connected to the transit network.
- In the 20th century, highways were built through the neighborhood with little investment in transit or mobility improvements.
- BMT presents a unique opportunity to build an integrated mobility and transit-first neighborhood.
- The size and public ownership of the site make it possible to design pedestrian-first streets, new access to transit, and modern freight management through a comprehensive and integrated approach.

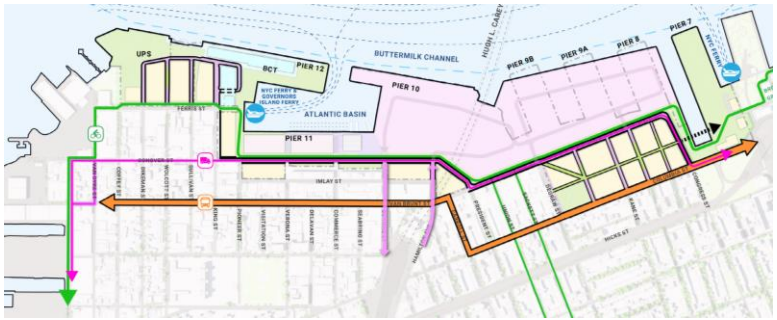


The BMT plan is happening in the context of a regional transportation project that will unfold over many years

The BMT process can deliver:

Development that discourages auto use and increases transit, bike, and pedestrian mobility

- Better transit service and coverage
- Pedestrian-first streets
- Improved bike, pedestrian connections to the subway
- Wider, better-connected Brooklyn waterfront greenway
- Blue Highways activation
- New street network that minimizes freight, truck, and auto effects on the neighborhood, and does not funnel traffic toward Atlantic Ave
- No parking minimums and potential parking maximums



The BMT process will not address:

- Local and regional effects of the BQE

Coordination between BMT and BQE Central projects

EDC and DOT are coordinating. Both projects will go through environmental review and take each other into account.

BMT Scope (EDC) - CEQR review

- BMT on-site circulation, including street design, pedestrian and bicycle infrastructure, and the improved greenway
  - Enable truck route relocation
- BMT connections to transit hubs
  - Ferry improvements
  - Commitments for bus priority improvements and MTA bus planning
  - Shuttle to subway
  - East-West pedestrian and bike connections to subway

BQE Central Scope (DOT) - NEPA review

- BQE from Atlantic Ave to Sands Street
- Ramp configuration for the Atlantic Ave interchange, including studying the Queens-bound BQE on-ramp closure
- Design of the Atlantic / Columbia and other related intersections
  - Focused on pedestrian / bike connectivity and safety
  - Legal compliance

Areas of priority coordination between BMT and BQE Central / DOT

- BMT design to discourage traffic at congested Atlantic Ave interchange, and redirect vehicles toward the BQE at Hamilton
- BMT and street designs that prioritize transit riders, peds and bikes over cars and trucks with buses/shuttle priority designs

BMT EIS – Expected Transportation Analysis

As part of the GPP process, a CEQR Environmental Impact Statement (EIS) is required. The EIS will analyze the potential impacts of BMT on the existing transportation network, including traffic, transit, pedestrians, and parking. This includes identifying potential congestion, changes in traffic patterns, and the need for transportation mitigation measures like traffic improvements. The EIS will be made available for public review and comment, allowing for feedback on the project's potential transportation impacts and proposed mitigation measures. Below are key contents of the EIS transportation analysis.

- **Analysis of existing traffic conditions:** The EIS will assess the current traffic flow via traffic counts, including volumes, speeds, and congestion levels in the area affected by the project. Additionally, the analysis will include pedestrian, bike, school safety, bus, ferry and subway analysis.

- **Projections of future traffic impacts:** The analysis will forecast how the project will affect transportation in the future, including peak hours, weekend traffic, and long-term trends. The EIS will forecast the amount of traffic generated and assign volumes to the network (cars, for-hire vehicles, buses, subways, ferries, bikes, pedestrians, trucks) to understand the potential for "traffic impacts."

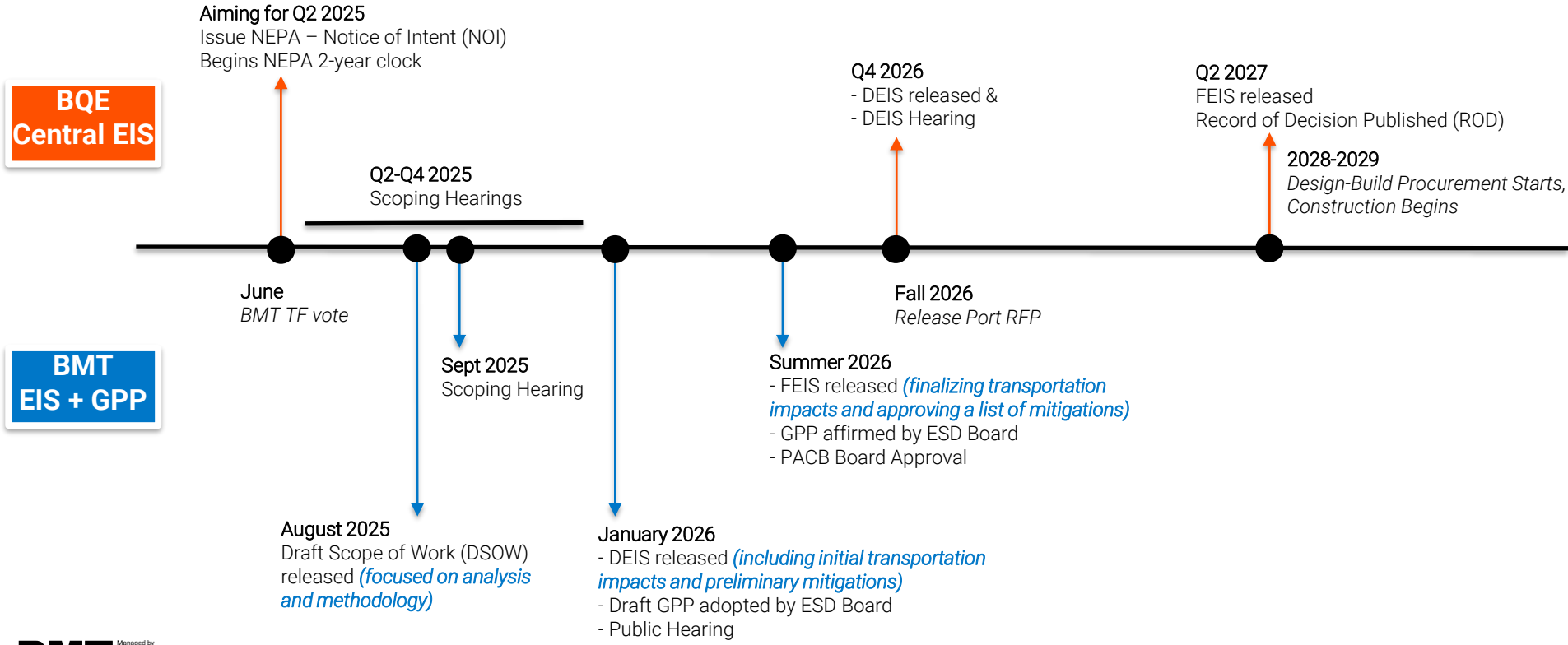
- **Identification of mitigation measures:** The EIS will propose ways to minimize or avoid the significantly negative impacts on traffic, such as traffic signal optimization, improved infrastructure, and alternative transportation options. The mitigation measures are expected to be introduced in a phased manner concurrent with new development coming online.

- **Analysis of reasonable alternatives:** The EIS will examine alternative project designs that may have different impacts on traffic. As the BQE Central EIS analysis proceeds, the BMT EIS will be updated to analyze the potential for cumulative impacts and identify appropriate mitigations.

BMT and BQE Central timelines

BQE Central environmental review is a Federal level review (NEPA) which is a longer process.

BMT GPP is scheduled to be approved months before BQE environmental review is complete.



What BMT can address: the neighborhood's narrow streets and increasing truck traffic contribute to congestion.

Van Brunt and Columbia Streets do too much as narrow, two-way, commercial corridors carrying bus, truck, general traffic, and bike routes.

- BQE and HLC Tunnel cut area off from rest of Brooklyn
- Bus, truck, bike, and traffic squeezed onto only through streets, creating safety concerns and congestion issues
- Unpleasant pedestrian conditions
- Most people in the local area walk, bike, and take transit to work

Truck traffic has increased in recent years and **impedes other traffic, including buses.**

- Proliferation of last-mile distribution centers has increased truck traffic locally
- Existing RHCT internal circulation and gates funnel port trucks onto local streets
- Truck route is shared with bus route, bike route, and main neighborhood commercial streets on Van Brunt St and Columbia St
- Trucks are a greater share of traffic compared to citywide (AM rush):
  - 8-12% in Manhattan and other busy areas
  - 15% on Van Brunt St
  - 12% on Columbia St
  - 9% on Hicks St

What BMT can address: Slow and unreliable buses, infrequent ferries, and narrow greenway contribute to poor connectivity.

The B61, the main connection to the subway, is slow and unreliable.

- Narrow streets shared with trucks and traffic lead to slow speeds and unreliable service
  - 7-8 mph average speed (4%-8% slower than system average)
  - ~6,000 daily weekday riders (2023)
  - 69th busiest bus route (out of 180)
- Bus is scheduled every ~12 minutes, but waits can be 20+ minutes due to bunching and traffic

Ferry can do much more, but is infrequent and Atlantic Basin is an unpleasant experience for passengers.

- Two ferry stops
  - Pier 6: ranked 20 of 25 for ridership
  - Red Hook: ranked 21 of 25 for ridership
- Low ridership stops with infrequent service (roughly every hour)
- Unpleasant walk along BMT internal roads to reach ferry landing
- Only convenient for people going to Manhattan

The greenway isn't keeping up with growing demand, cargo bikes, and e-mobility.

- Greenway is too narrow for all users
  - Pedestrians
  - Bus riders / bus stops
  - Cyclists (for recreation and commuting)
  - E-mobility
  - Cargo bike
- Unpleasant experience along BMT perimeter
- Ferris Street is a gap in the bike network

BMT will deliver a comprehensive mobility strategy for people and goods for the site and surrounding neighborhoods.

Faster, more frequent, more reliable buses, shuttles, and ferries

- Neighborhood busway to ensure speed, frequency, and reliability
- More frequent ferries and better urban design at Atlantic Basin stop
- Creation of a BMT shuttle that connects to subway
- City push for HLC Tunnel bus route and new neighborhood east-west bus routes

Safer and more enjoyable walking, biking, and retail corridors

- Pedestrian-first district; safer, traffic calmed streets, improved retail corridors
- Creation of new pedestrian only streets
- Connected and widened greenway through open space
- Indoor bike parking and Citi Bike integration to make biking easier and more attractive
- Reduce conflict between bike/peds and vehicles
- Safer connections to the subway on foot and by bike

Modern port and freight movement

- Direct truck traffic to Hamilton Ave BQE interchange
- Relocate truck route away from local retail corridors to site
- Blue Highways move freight by water instead of trucks
- Catalyze freight electrification at BMT
- District freight and microdistribution hubs to consolidate and move freight by cargo-bike
- Street design for safer cargo-bikes

BMT is a unique opportunity to achieve a comprehensive mobility strategy

BMT integrates mobility, transportation, and urban design into a comprehensive mobility strategy with key innovations for New York City

Transit

Bus

- B61 frequency improvements
- Bus/shuttle connection to Carroll St F/G
- Bus priority improvements
  - Bus lanes
  - Signal priority for buses
  - Neighborhood busway through traffic restrictions
  - Automated enforcement

Shuttles

- Subway connections

Ferries

- Frequency improvements
- Larger boats and landings

Bike and Pedestrian

- Wider greenway with separated space for pedestrians, bike, and e-mobility
- Pedestrian-first streets
- Traffic calmed streets
- Integrated Citi Bike, and bike parking

Street Design

- Street hierarchy that prioritizes pedestrians, safety, and connectivity
- Streets to provide building access and servicing
- Limited or local access streets with access restrictions or required turns
- Relocate truck route off Van Brunt St, Degraw St, and Columbia St

Policy

- Mixed-use district
- No minimum parking requirement
- District parking
- Bike parking
- Traffic Enforcement and management
- Transportation Demand Management (TDM)
  - Carshare
  - Transit and Citi Bike passes for residents
  - Information displays and wayfinding
  - Programmatic coordination
  - Externality fee

Freight

- Separated cargo bike lane
- District freight
- Improved gate locations and internal port circulation
- Direct truck traffic to Hamilton Ave BQE interchange
- Port and freight electrification
- Blue Highway port and network

BMT will deliver faster, more frequent, more reliable buses, shuttles, and ferries

Transform B61

- Double Frequency
- Bus Priority on Columbia St and Van Brunt St, and across corridor for speed and reliability
- Improve Downtown BK subway connections
- Add Limited-Stop Service

Extend additional routes to transit

- B81 (planned in draft Brooklyn Bus Redesign) or B57 (B27) extension to BMT South
- B63 to BMT North

Extend or Add Routes to Subway/Lower Manhattan

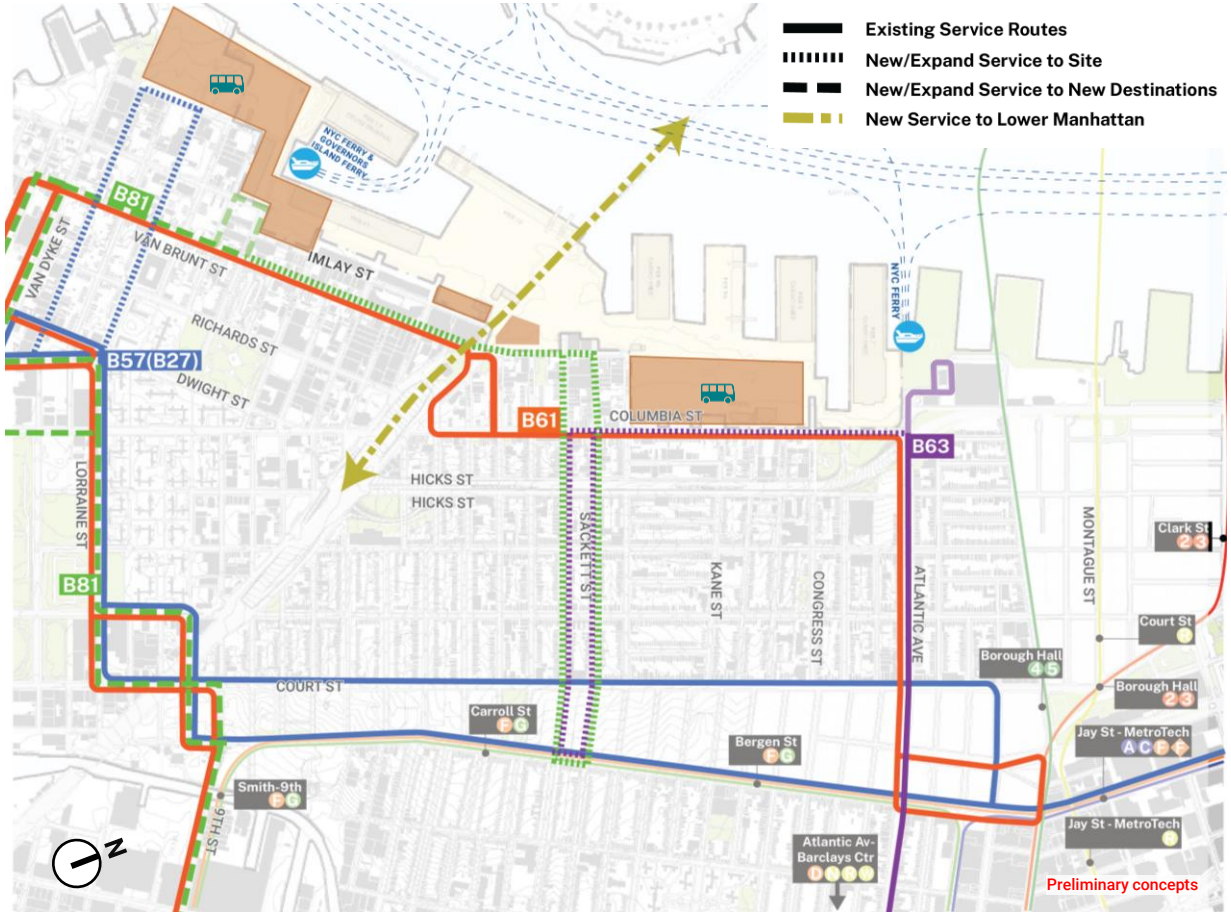
- B81 or B63 connection to Carroll St F/G
- New bus route through HLCT to Lower Manhattan

Better Ferry Service

- Increase frequency
- Evaluate route connections

Provide Shuttles

- Introduce shuttles connecting to the subway
- Explore leveraging shuttle to pilot desired routes



BMT will improve pedestrian and bike connections to transit

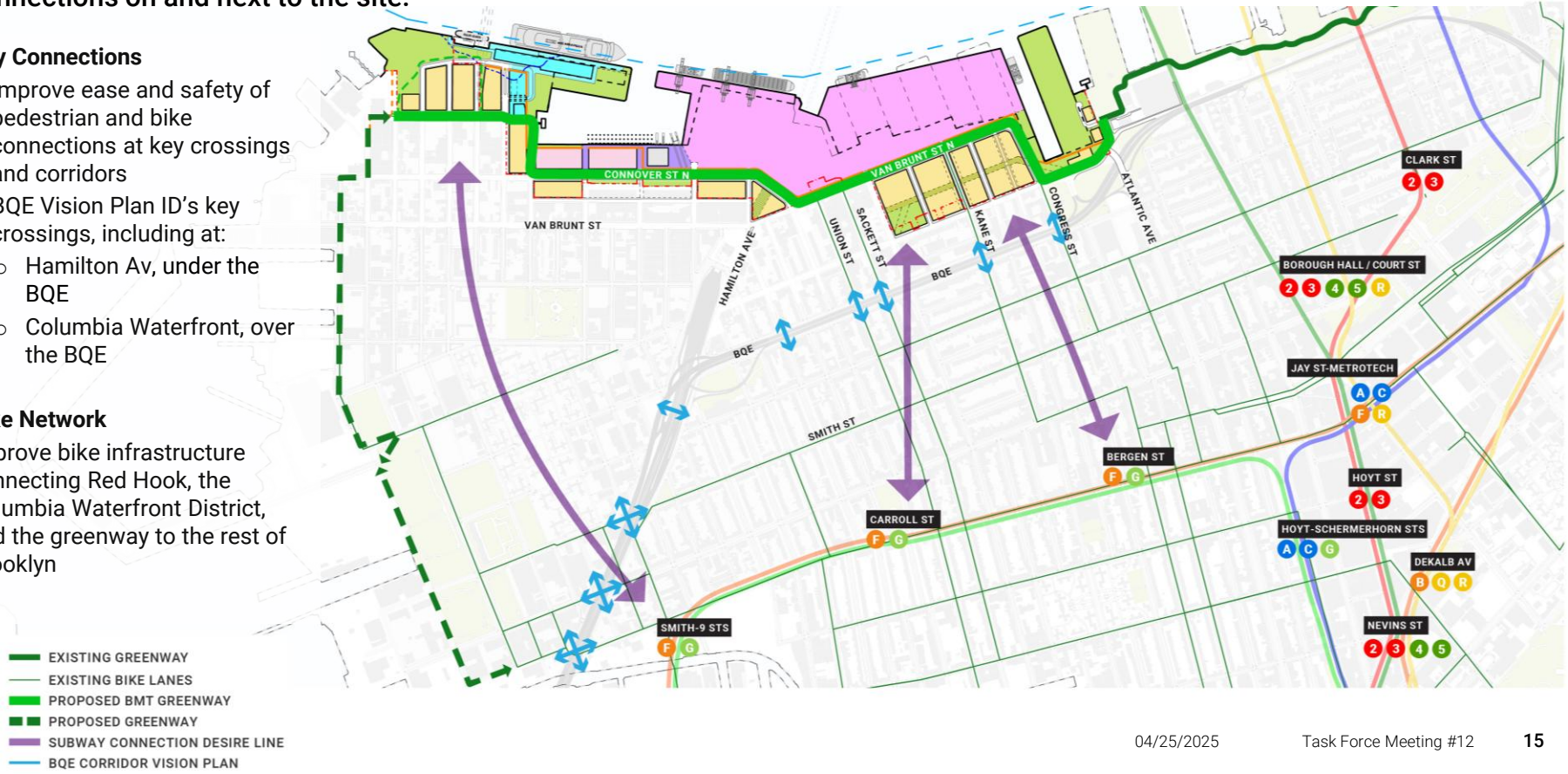
The BMT site will deliver a much-improved greenway, cargo bike infrastructure, and bike and pedestrian network connections on and next to the site.

Key Connections

- Improve ease and safety of pedestrian and bike connections at key crossings and corridors
- BQE Vision Plan ID's key crossings, including at:
  - Hamilton Av, under the BQE
  - Columbia Waterfront, over the BQE

Bike Network

Improve bike infrastructure connecting Red Hook, the Columbia Waterfront District, and the greenway to the rest of Brooklyn



BMT will have a district-wide parking strategy focused on discouraging car ownership and incentivizing use of transit, shuttles, and bikes

- **No parking minimums:** no minimum amount of parking will be required to be provided for the residential and commercial /retail /light industrial portions of the development
  - A **maximum** will be set informed by environmental review with the balanced goals of allowing for market flexibility, building operations, AND pursuit of an aggressive approach to parking and TDM that discourages auto use.
- **District Parking:** a few garages will centralize parking for each area and be shared between buildings (individual buildings will not provide their own parking), which ensures that the district will not be overparked, allows for flexing between uses and lowers construction costs
- **Transportation Demand Management:** implement a range of developer and externality fee funding TDM strategies to incentivize non-auto modes such as transit and Citi Bike passes, shuttles, carshare, real-time information displays and wayfinding, programmatic coordination

BMT will implement best practices in sustainable freight

Minimize trucks on local streets

- Move port entrances to direct trucks to the Hamilton Ave BQE
- Move neighborhood truck traffic to Hamilton Ave BQE interchange

Build a modern electric port

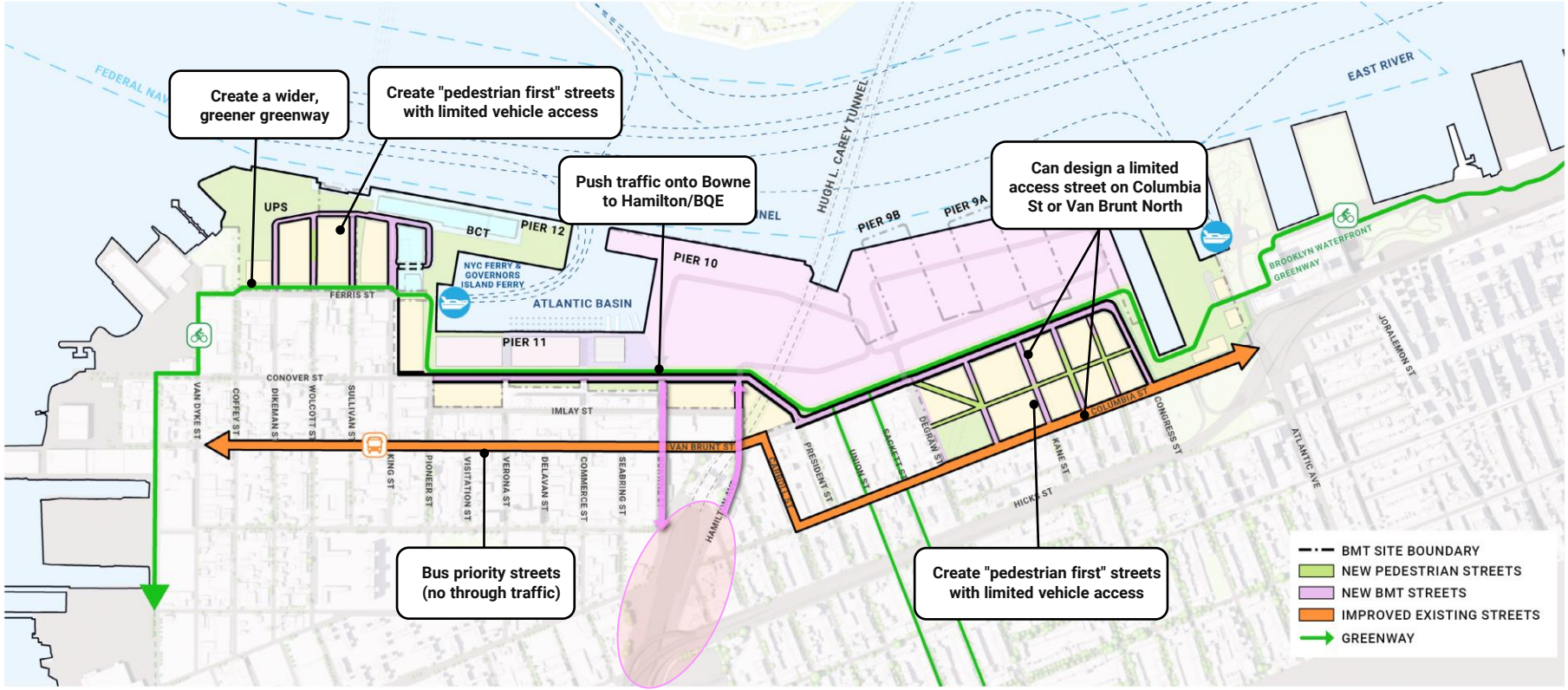
- BMT can be a hub for the Blue Highway system, shifting more freight from trucks to our waterways, resulting in a net reduction in port generated trucks
- Modern port to improve air quality with electric vehicles and cranes, and shore power for ships

Shift freight to smaller, safer, less polluting vehicles

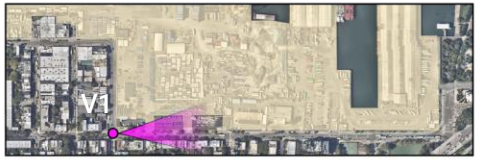
- District freight and microdistribution hubs for BMT mixed-use development in addition to Blue Highways to replace trucks with small electric vehicles and cargo-bikes
- Street design for safer cargo-bikes, including separate lanes

BMT will be designed to push traffic onto the BQE at Hamilton and will prioritize transit riders over cars by improving buses and introing shuttles

In response to task force comments, BMT will carry at least two circulation alternatives in the EIS



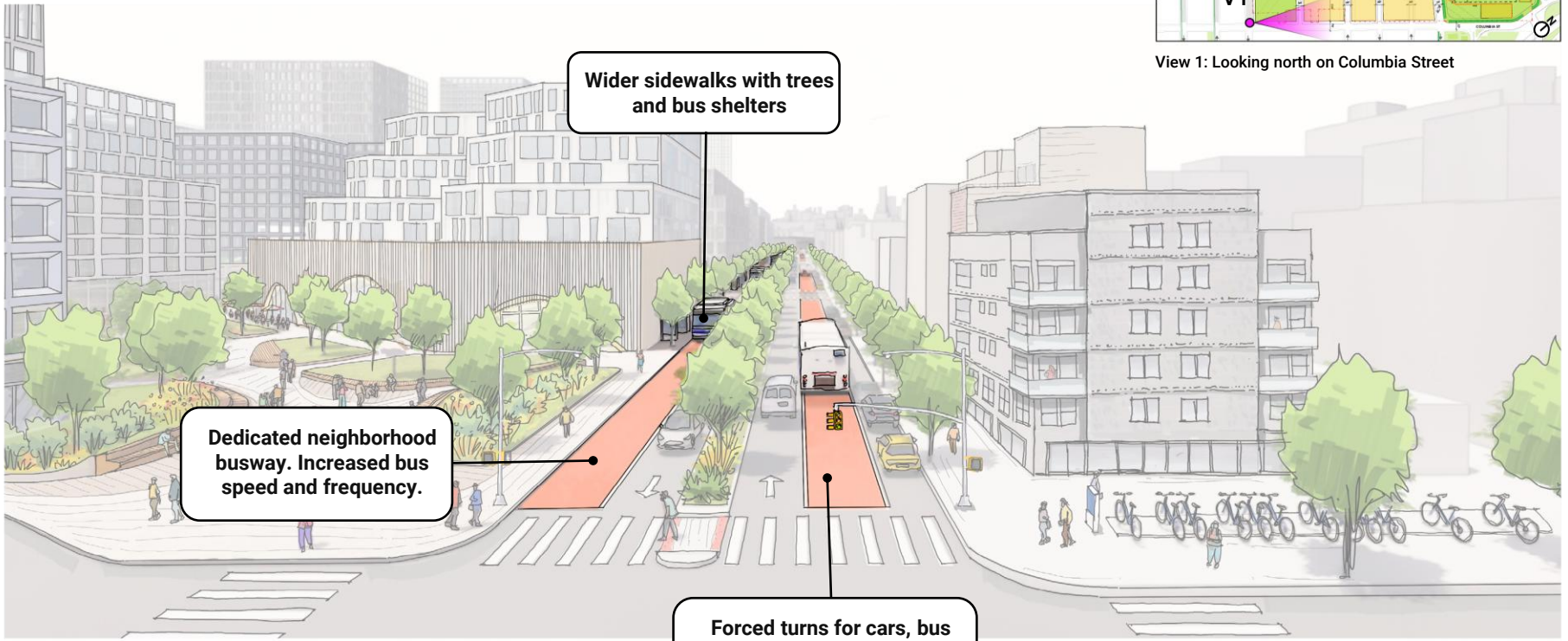
Columbia Street and Degraw Street, Today



View 1: Looking North on Columbia Street

Bus priority streets will increase frequency and improve reliability

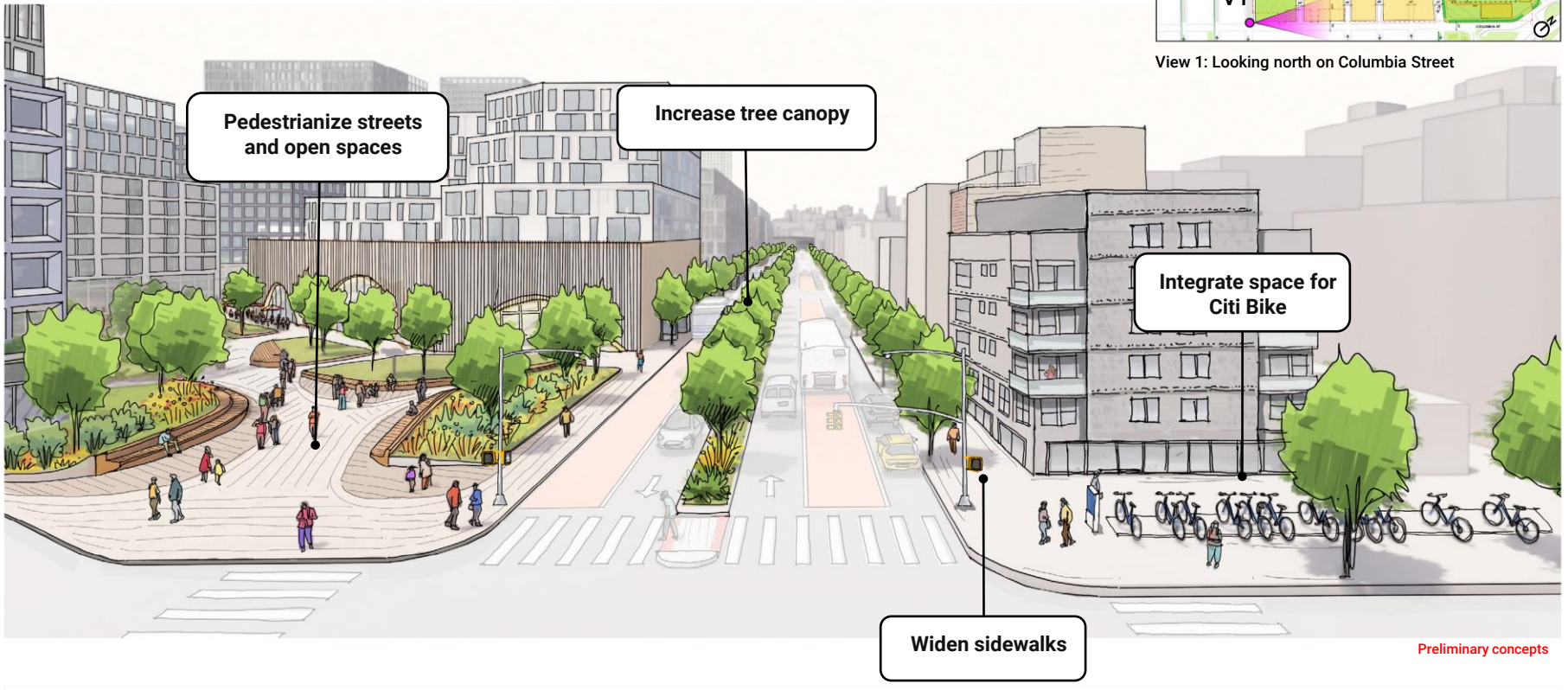
View 1: Looking north on Columbia Street



Preliminary concepts

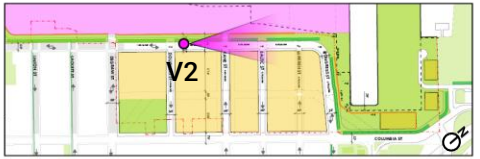
Pedestrian streets, public plazas, and bicycle infrastructure is an integral part of the plan

View 1: Looking north on Columbia Street

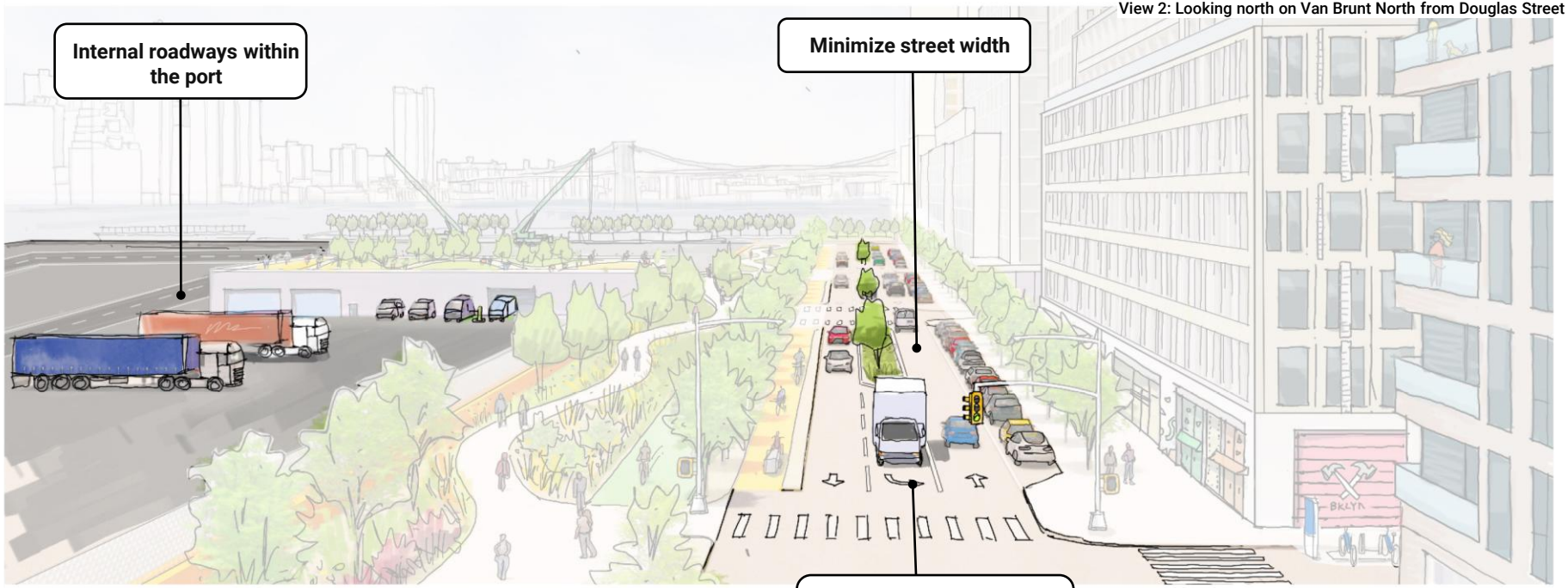


Preliminary concepts

Roadways will be optimized to minimize width and ensure all streets are at a neighborhood scale

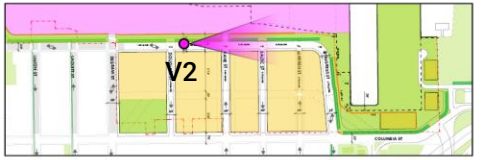


View 2: Looking north on Van Brunt North from Douglas Street



Preliminary concepts

Space for pedestrians and bikes, plus open space is the priority



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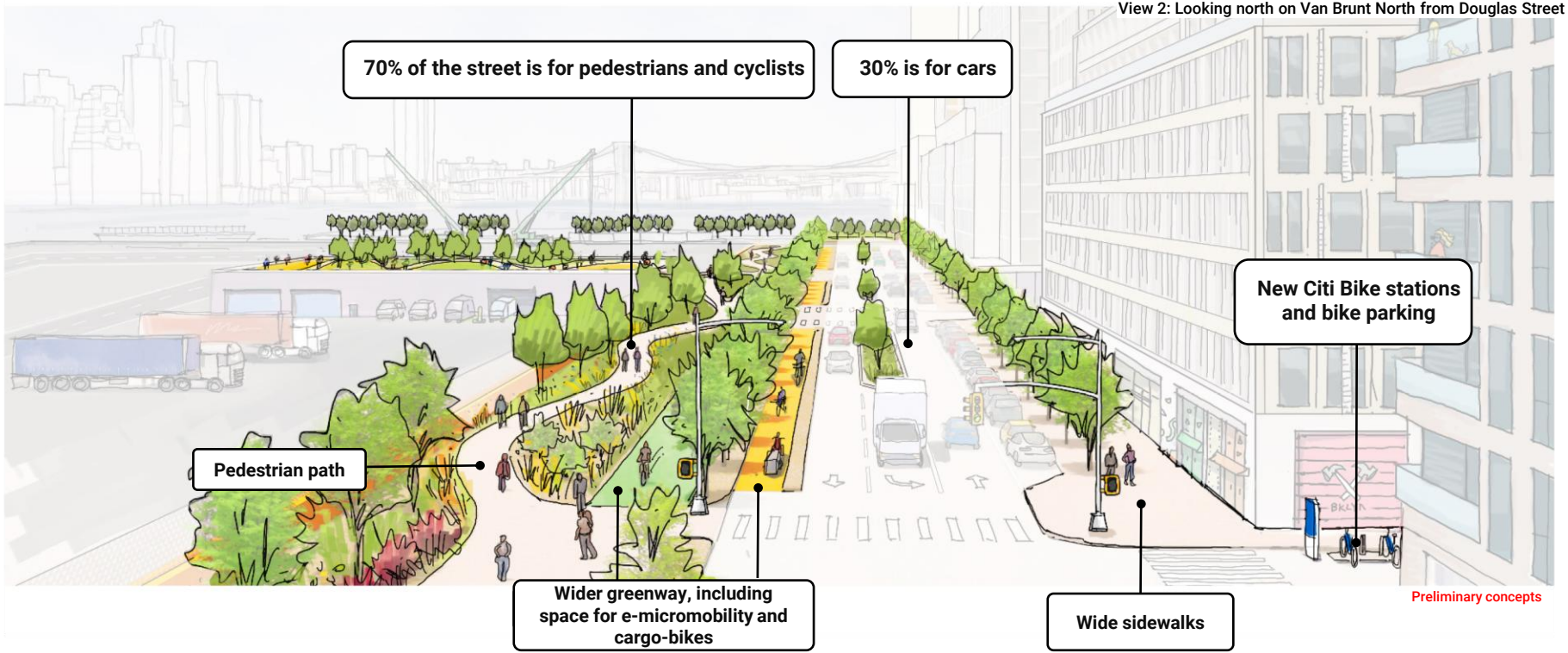
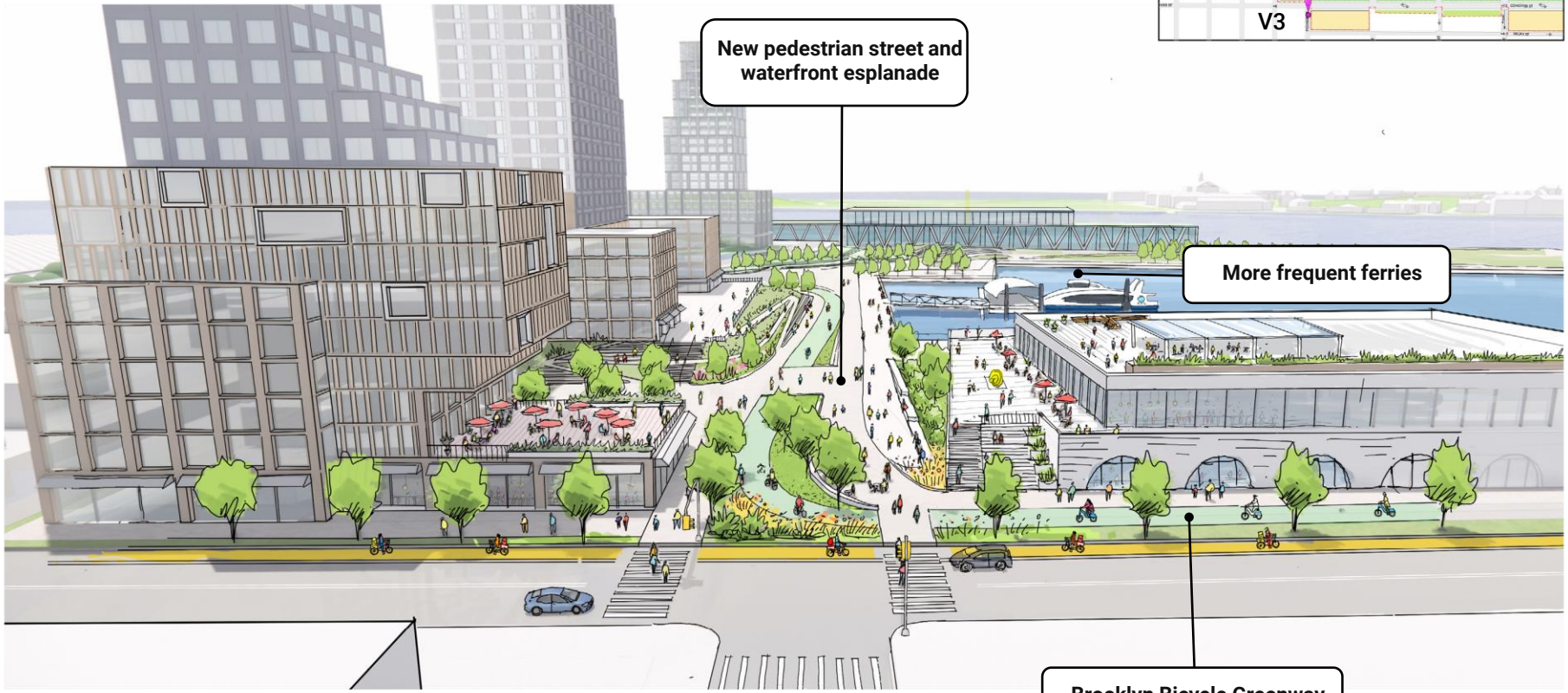


Preliminary concepts

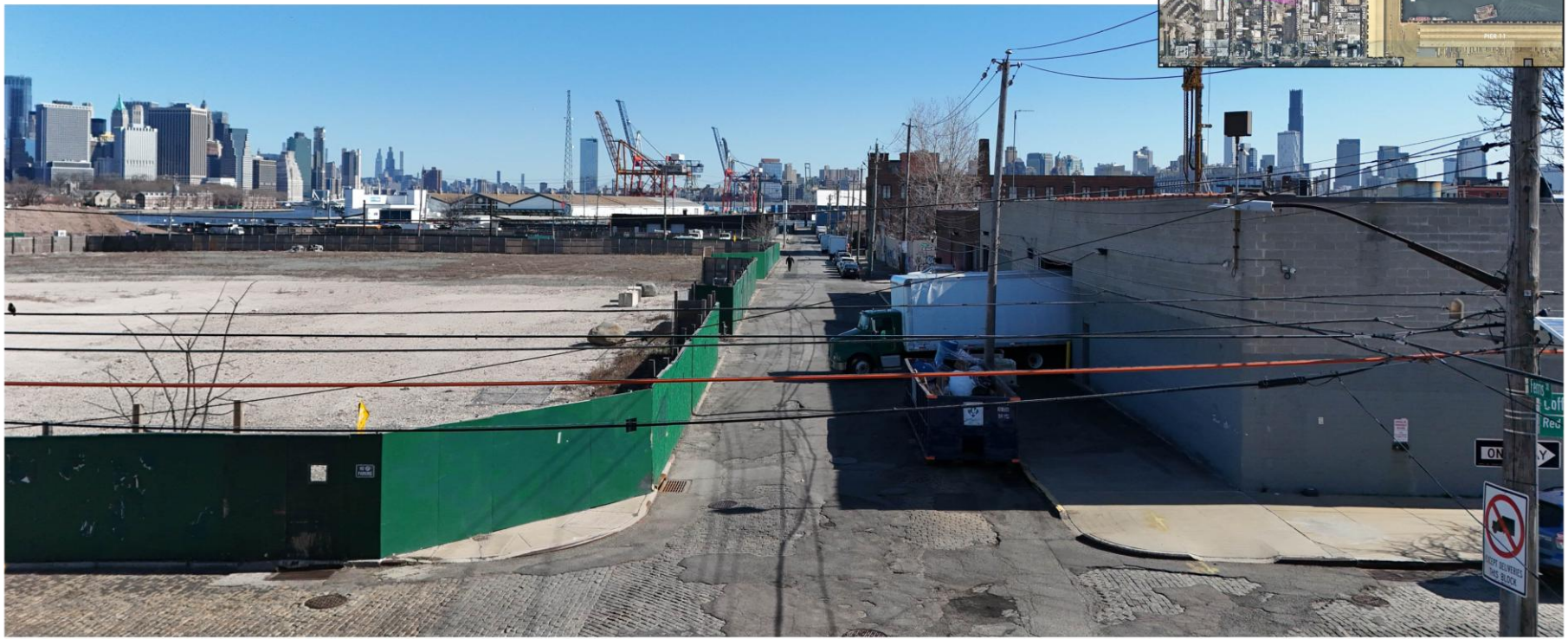
Pioneer Street gateway, existing conditions today

Private road will be replaced with a public promenade to the waterfront

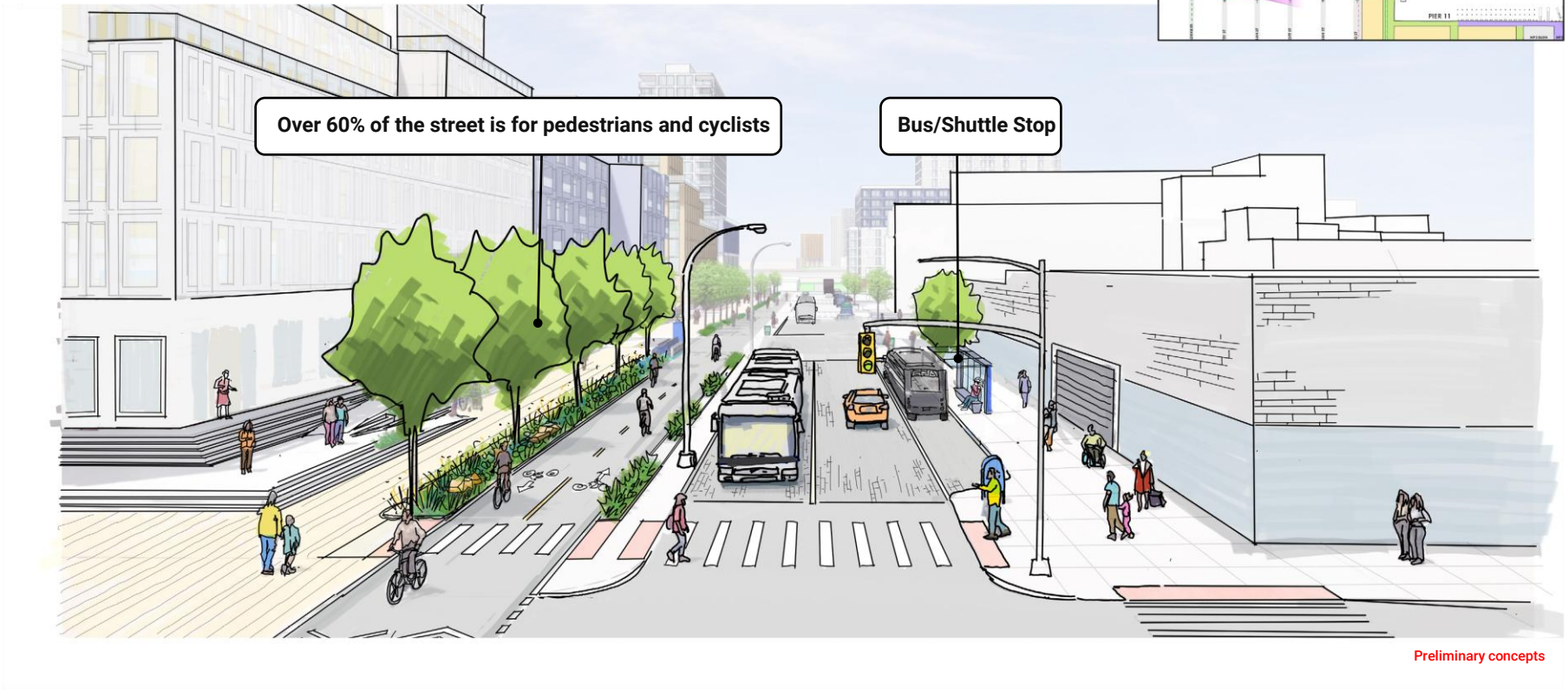


Preliminary concepts

Ferris Street today



Streets will be designed to privilege pedestrians, cyclists, and transit



Preliminary concepts

Project Commitments for Transportation and Mobility

- **EDC commits to studying at least two street circulation options to advance through environmental review**. The circulation options will be studied in close collaboration with the New York City Department of Transportation (DOT) and other involved agencies, with a goal of reducing traffic effects of the proposed development as well as improving circulation in the surrounding area, including with regard to access points, crossings, and traffic management related to the Brooklyn Queens Expressway (BQE).
- **EDC commits up to $25 million in funding to provide an electric shuttle service at both BMT North and BMT South** that will provide a direct connection between those areas and the closest subway stations. EDC further commits to studying the feasibility of additional shuttle pickups outside of BMT North and BMT South to improve transit access in local communities.
- EDC is committed to working with MTA on the following:
  - **Increasing bus frequency and options.** This could include B61 frequency improvements or express service, the potential for extended or new routes to serve more of the neighborhood, including the BMT South/Pier 11, and new destinations, such as MTA subway stations at Carroll St and Borough Hall.
  - **Implementing a Pilot Bus Service connecting Red Hook to Lower Manhattan** directly through the Hugh L. Carey Tunnel.
- EDC will increase NYC Ferry frequency and commits to evaluating (1) extending hours of operation at ferry landings (2) direct routes and/or varied destination connections commensurate with additional demand and desired lines.
- EDC commits to prioritizing bike infrastructure planning while advancing transit and circulation proposals. This will include, but not be limited to a new, safer, wider waterfront greenway, designing for cyclist safety on streets and intersections, and integrating bike parking throughout the site with bike parking areas in any parking garages. EDC and the BMT development oversight body will work with Citi Bike and NYC DOT to identify docking stations and appropriate dock management that ensures Citi Bike is a readily available option in Red Hook and the Columbia Waterfront District year-round.

Commitments are contingent on a successful Task Force vote, GPP approval, and PACB approval

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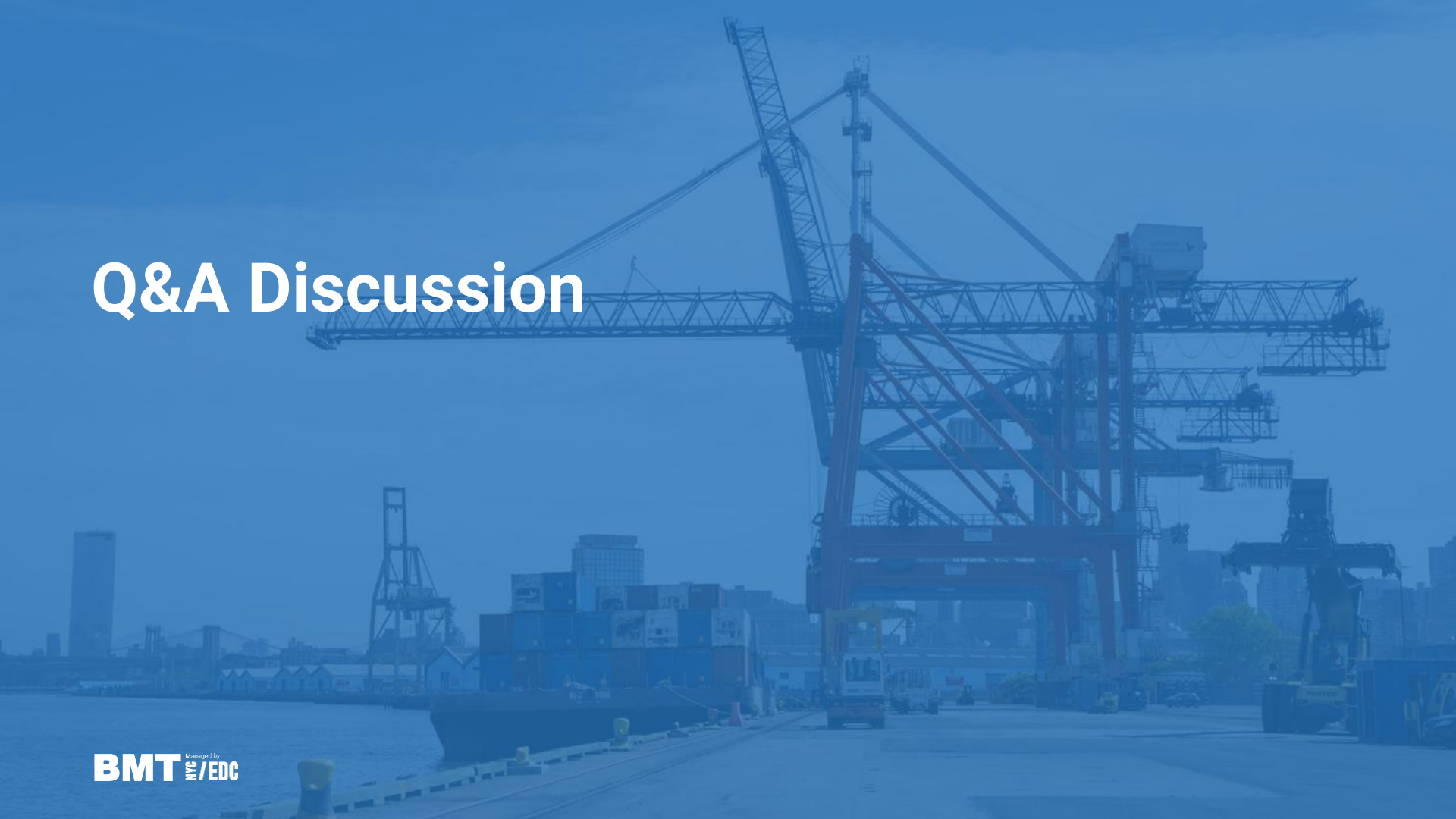
Q&A Discussion
BMT
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