

The background of the slide is a blue-tinted photograph of a port. Several large gantry cranes are visible, with their complex metal structures and long jibs extending over the water. In the distance, a city skyline with various buildings is visible across the water. The overall scene is industrial and maritime.

Vision for Brooklyn Marine Terminal

Advisory Task Force Session #6
Transportation & Blue Highways
September 24, 2026



Agenda

1. Previous ATF Recap and Process Update
2. BQE Central
3. Blue Highways Updates
4. BMT Port Updates
5. Discussion

Updated ATF Meeting Agendas (2026)

Agendas by Focus Area

ATF 2 (April) BMT North District 1

ATF 3 (May) Atlantic Basin District 1

- Site plan review
- Critical items for ATF Input
- Massing, bulk and block structure
- Circulation and pedestrian-first district
- Open space plan (programs)
- Discussions by topic area

ATF 4 (June) Sitewide Resiliency + Sustainability

- Site resiliency + coastal protection
- Amended drainage plan
- Resilient open space
- Sustainability + Decarbonization
- Discussion

ATF 5 (July) Transportation

- Site access
- Pedestrian-first district
- Transit priority
- Car-Lite
- Implementation
- Discussion

**Public Engagement (Virtual, July 14th and August 5)
Review of Urban Design, Open Space,
Circulation, and Site System Planning since
Vision Plan**

ATF 6 (September) Transportation (BQE) & Blue Highways

ATF 7 (October) BMT North #2

ATF 8 (October) Atlantic Basin #2

ATF 9 (November) Blue Highways & Workforce

Public Engagement (November) Site Plan Updates

ATF 10 (December) Summary of Site Plan Refinements

* Tentative dates subject to change

Recap of ATF 5 Transportation

General:

- Desire for greater transparency around transportation assumptions, projections, and supporting data.
- Requests for clearer communication on project timelines, environmental review milestones, and next steps.
- Interest in demonstrating how transportation strategies support Vision Plan goals and community priorities.
- Preference for additional time to review materials and more opportunities for community participation.
- Requests for technical information to be presented more clearly and accessibly.

Topics:

Site Access

- Concerns regarding access across the BQE and Atlantic Avenue.
- Concerns about truck traffic and freight movement through surrounding neighborhoods.
- Interest in additional transportation connections and access improvements.
- Requests for greater clarity on freight operations and transportation assumptions

Pedestrian First District

- Support for improved pedestrian connections to surrounding neighborhoods.
- Concerns regarding pedestrian safety and accessibility.
- Interest in near-term pedestrian and public realm improvements.
- Requests for safer access to transit and bus facilities.

Transit Priority/ Car-Lite

- Requests for greater detail on transportation data, models, and projections.
- Concerns regarding the details of proposed transit priority measures.
- Desire for improved transit service and bus speeds.
- Concerns regarding impacts of proposed circulation changes on neighborhood streets.
- Interest in balancing transit investments with local access needs.
- Desire for early and meaningful business engagement.
- Interest in establishing clear performance measures for car trip generation
- Concerns regarding parking demand and vehicle access assumptions.

BQE Central

A blue-tinted photograph of a busy port. In the foreground, a large gantry crane stands on a pier. To its left, a cargo ship is docked, heavily loaded with blue and white shipping containers. In the background, a city skyline is visible across the water, with a prominent skyscraper on the left. The sky is clear and blue.

Background: How We Got Here

- **Two Decades of Planning:** Since 2006, NYSDOT and NYCDOT explored multiple concepts to identify a long-term, transformative solution for BQE Central.
- **Balancing Different Priorities:** Interstate highway standards generally favor 3 standard-width lanes and shoulder, while community feedback has consistently favored a slimmer highway footprint.
- **The Structure Cannot Wait:** While planning continued, so did the deterioration of the 70+ years old structure. Without timely intervention, traffic needs to be moved from the highway to local streets.
- **The Time to Act is Now:** BQE Central remains safe today, but the window for action is narrowing. Design, approvals and construction will take years.
- **The Path Forward:** Fix the Structure, Keep Traffic Off Local Streets, and Maintain the Existing Footprint.



BQE Central Project Area

Where we are today: The City is advancing a **rehabilitation** project with temporary bypasses to address structural needs while maintaining the existing highway geometry and footprint.



Why Action is Needed Now

- BQE Central was completed in 1954. It is currently safe, but **past its design life** (the expected lifespan when it was built).
- **NYC DOT continues to closely assess the structure**, including concrete coring (2016, 2024), load rating analysis (2016-2025), vibration monitoring, and structural health monitoring.
- **Interim repairs have kept the highway safe and operational.** But advancing material deterioration can no longer be adequately addressed through less-disruptive repair methods.
- **Weigh In Motion (WIM) enforcement on BQE Central has reduced overweight vehicles by 60% since 2023**, reducing loading on the structure. But it cannot stop deterioration caused by aging and deicing salts.
- **The level and extent of deterioration now require a comprehensive, full span repair** to avoid conditions that could ultimately force BQE traffic onto local streets.
- The Triple Cantilever presents a unique challenge. For this structure **traffic must be removed from the highway to undertake repairs**. Repairs must be made continuously across all the lanes to maintain structural integrity.
- **A temporary bypass provides the solution.** It creates the space needed to properly repair the highway structure, **while keeping BQE traffic off local streets**.



Deck through holes over Old Fulton Street



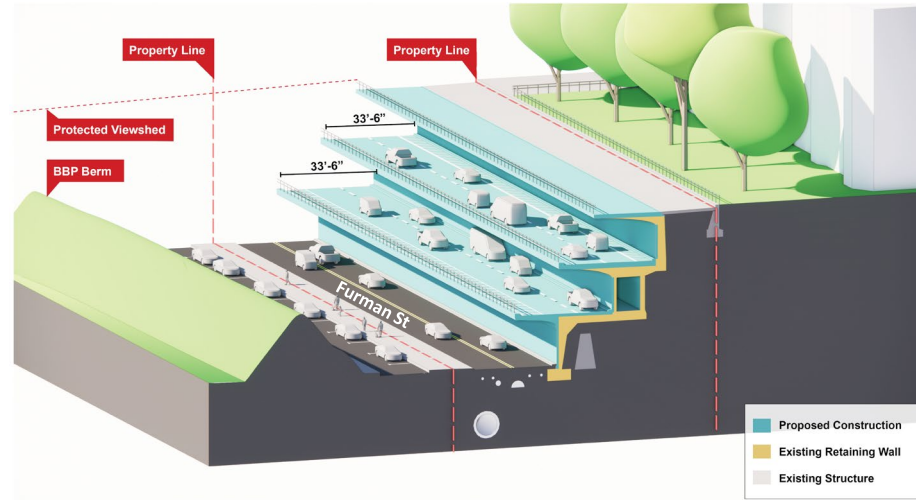
Columbia Heights Bridge underdeck



Typical joint condition along the triple cantilever

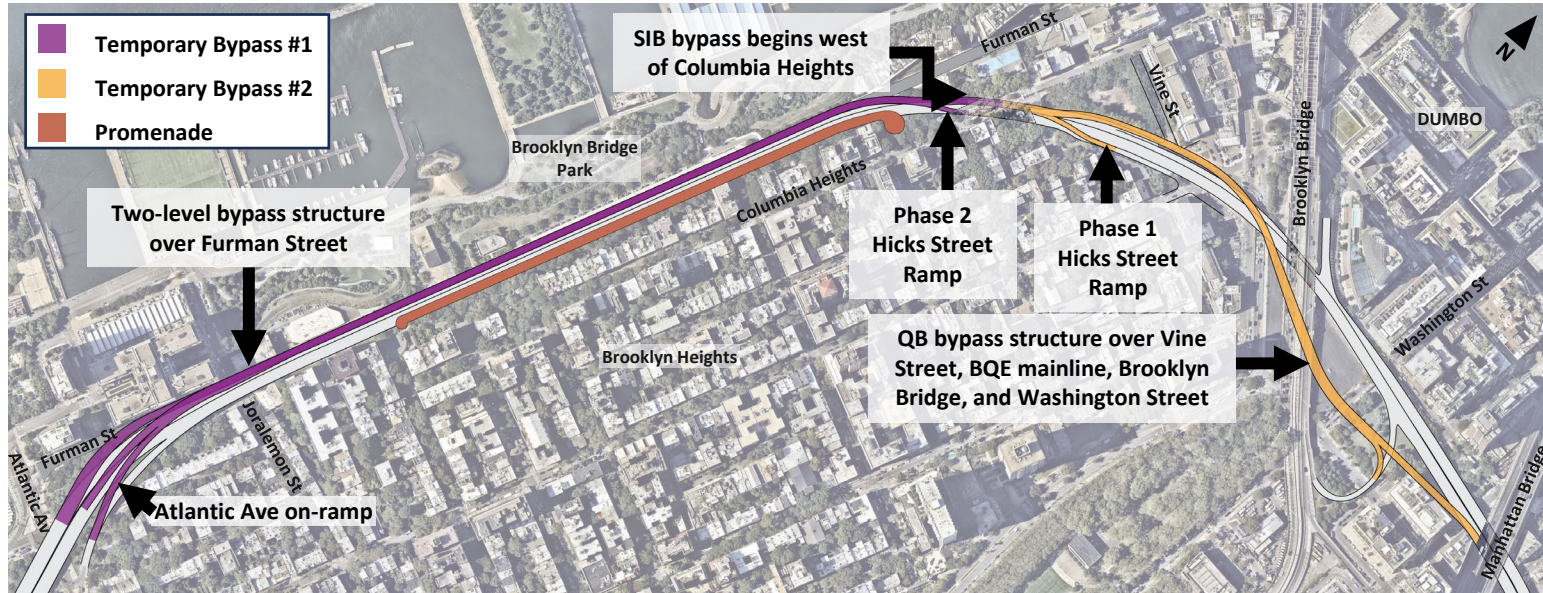
The Outcome: Rehabilitate BQE Central

- **Retain the existing structural configuration**, bringing it into a state of good repair.
- Work done on mainline only, **no work on interchanges and no changes to local streets**.
- Replace deteriorated deck joints, deteriorated concrete, and corroded rebar.
- The promenade will be repaired in phases, with **a portion remaining open and accessible at all times**.
- **Upgrade highway systems**, including drainage, traffic railing, and roadway lighting, to the extent feasible.
- BQE Central will **remain 2 lanes**.
- **Design Life:** 40 years
- **Cost:** \$3.5 - \$4.0B



What the Project Would Look Like During Construction

BQE Central Schematic Aerial



- **Temporary Bypass #1** over Furman Street to complete work between Atlantic Avenue and Columbia Heights
- **Temporary Bypass #2** over SIB BQE Vine St on-ramp, Brooklyn Bridge Approach, and Anchorage Plaza to complete work north of Columbia Heights. ***We are studying alternative alignments.***

The Road Ahead: How We Get There

Timeline	What we will be doing?
Now to Q2 2032	- Continue additional study, investigation, and assessment of the structure - Continue vibration and structural health monitoring - Utilize the investigation and monitoring findings to develop a repair program until the traffic moves to the temporary bypass
Now to Q4 2028	- Develop and Complete CEQR EIS for Rehabilitation with bypasses (Q2 2028) - ULURP Review, Parkland Alienation Legislation, and PDC Review (Q4 2028)
Q1 2029 to Q2 2031	Early Works Construction - Utility Relocation and Protection (Q1 2029 – Q2 2030) - Columbia Heights Overpass Reconstruction (Q3 2029 – Q2 2031)
Q3 2030 to Q2 2032	Temporary Bypasses Construction Traffic moves from the deteriorated mainline to the temporary bypasses
Q3 2032 to Q2 2040	- Rehabilitation of BQE Central - Demolition of Temporary Bypasses - Restoration of Park Spaces

Q3 2040 - Traffic returns to the rehabilitated BQE Central



What Will We Study Through CEQR?

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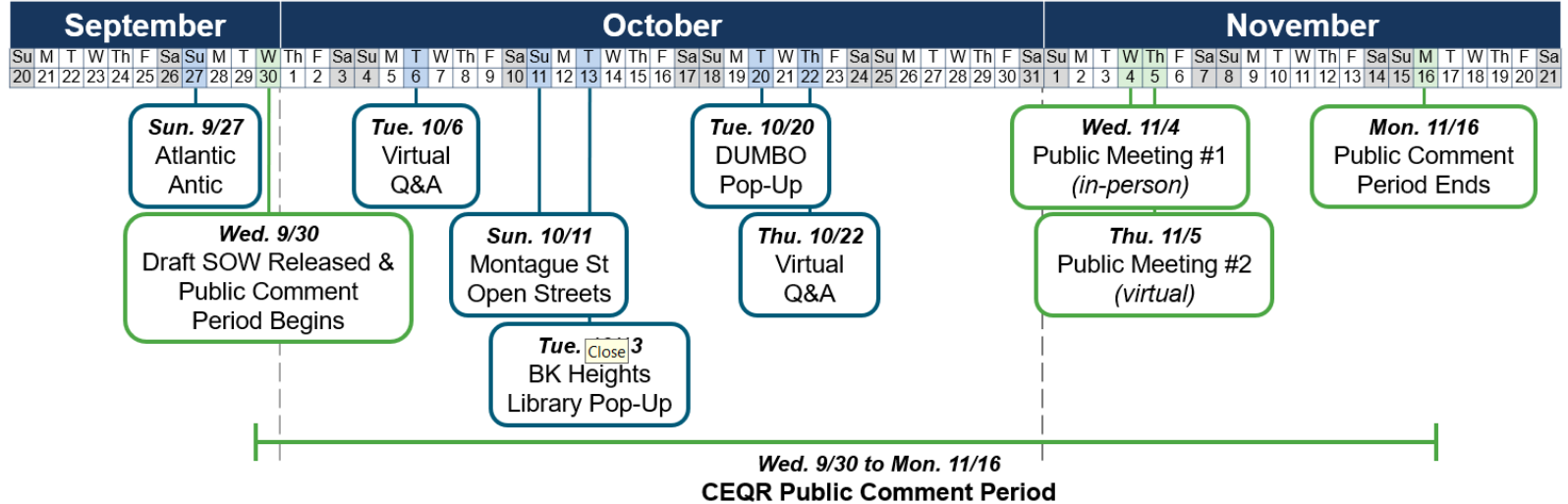
City Environmental Quality Review (CEQR) will evaluate the project's potential effects on the built and natural environment, identify measures to avoid or minimize impacts, and provide opportunities for public input. Areas of study will include:

1. **Transportation:** Traffic, Parking, Transit, Bicyclists and Pedestrians
2. **Neighborhoods:** Land Use, Zoning & Public Policy, Socioeconomic Conditions, Community Facilities, Open Space, Public Health, Neighborhood Character
3. **Historic and Urban Environment:** Shadows, Historic & Cultural Resources, Urban Design & Visual Resources
4. **Air, Noise & Climate:** Air Quality, Greenhouse Gas Emissions & Climate Change, Noise
5. **Natural Resources & Infrastructure:** Natural Resources, Hazardous Materials, Water & Sewer Infrastructure, Solid Waste & Sanitation, Energy
6. **Construction:** Construction, evaluation of other EIS topics during the construction period
7. **Equity:** Disadvantaged Communities

CEQR results in an **Environmental Impact Statement (EIS)**, a public document that evaluates the project's potential impacts and identifies measures to avoid or mitigate them. Public input during scoping helps inform the EIS.



Public Engagement During Scoping



- Informational events only; opportunities to speak with the project team and ask questions, but public comments are off the record
- CEQR-related milestones; the public can submit official comments on the draft SOW and what the EIS should study



What's Next: Moving BQE Central Forward

Announcements & Communications

- Official announcement and press release
- Website update and email announcement to community groups
- All Agency Planning Letter and CEQR EIS materials circulated to "Interested and Involved" agencies

Immediate Next Steps

- Advance CEQR environmental review and public scoping
- Coordinate with interested and involved agencies as well as with DCP (to discuss land use) and utility companies
- Refine the rehabilitation and temporary bypass designs
- Advance design and approvals toward early works construction in 2029 and temporary bypass construction in 2030



Our Commitments Going Forward

- **Keep BQE Central safe and operational** through continued inspection, monitoring, and necessary repairs.
- **Maintain the existing highway footprint** while restoring the structure to a state of good repair.
- **Keep BQE traffic off local streets** to the greatest extent practicable during rehabilitation.
- **Engage early and transparently** with elected officials, communities, and partner agencies as the project develops.
- **Respect our communities.** Minimize and mitigate impacts to surrounding neighborhoods, parks, and public spaces.
- **Maintain Promenade access.** Keep a portion of the Brooklyn Heights Promenade open and accessible at all times.
- **Invest in BQE North & South.** Continue meaningful investments to improve safety, public space, and quality of life for communities along the BQE, recognizing the highway's history and legacy.



Discussion + Q&A



Blue Highways

The background image is a blue-tinted photograph of a port. In the foreground, a large gantry crane stands on a pier. To its left, a cargo ship is docked, heavily loaded with blue and white shipping containers. In the background, a city skyline is visible across the water, with a prominent skyscraper on the left. The overall scene is industrial and maritime.

Blue Highways Programmatic Updates

Sites

Downtown Skyport

- Blue Highways Microfreight Terminal on track for Q4 2027 opening

23rd St Basin

- RFP for a development partner closes 12/1/26

Programmatic Developments

Electric Barge (BMT to Hunts Point Marine Terminal)

- RFEI released 5/14/26, closes 10/15/26

Blue Highways Advisory Council

- Standing up Advisory Council over the next month

Blue Highways Workforce

- BWI Deckhand Training: 10 graduates from Cohort 1 in Feb 2026, 7 placed with NYC Ferry and a local tugboat operator; Cohorts 2 & 3 in Nov 2026 and Jan 2027
- DutchX Green Logistics Training Academy launches Q4 2026
- "Bridge to Blue Highways" with Kingsborough CC: maritime curriculum updates + AAS scholarships, Q1 2027 launch

Blue Highways is NYC's Brand for Short Sea Shipping

We think about Blue Highways as having three service lines...

Microfreight



Food and beverage



Parcel delivery

Ferry



Containerized freight

Active in NY Harbor today



Containerized food

Active in NY Harbor today



Municipal waste,
salt, and organics
(DSNY)

Barge



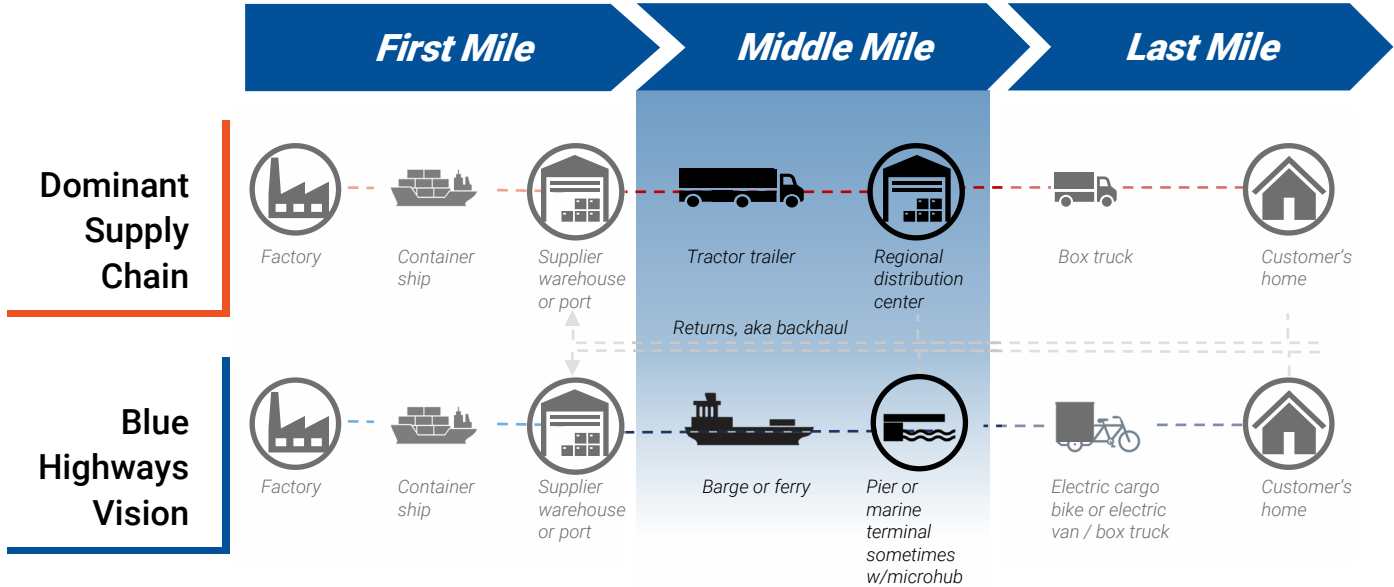
Bulk Freight



Aggregate and
building materials

...each with distinct vessels and loading operations

Blue Highways supply chain for moving goods in NYC



\$20 Billion

“Excess congestion has increased 53 percent since the Partnership and HDR conducted an initial analysis in 2006, rising to a cost of \$20 billion annually.”

- Partnership for New York

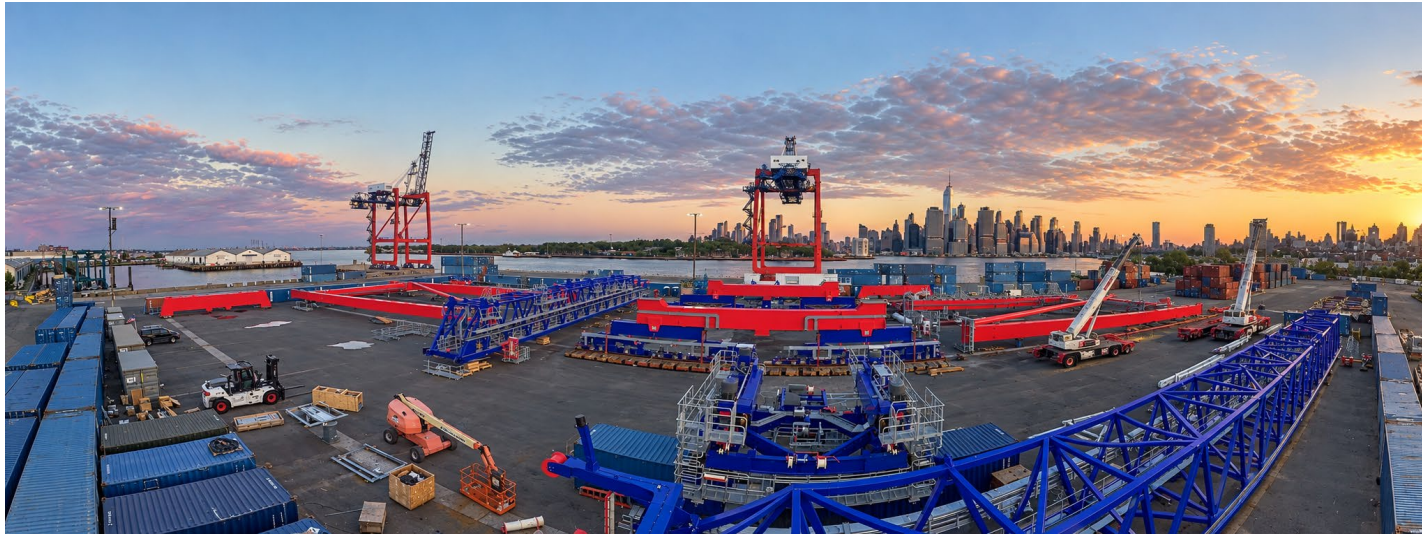
BMT Port Updates



BMT Site + Grants

New Electric Crane

- Crane arrived at BMT Pier 10 at end of July
- Liebherr & ILA on site and beginning crane assembly; vertical assembly anticipated before end of year followed by commissioning
- Crane rail strengthening anticipated to begin end of September/beginning of October
- Crane anticipated to be operation Q1 2027



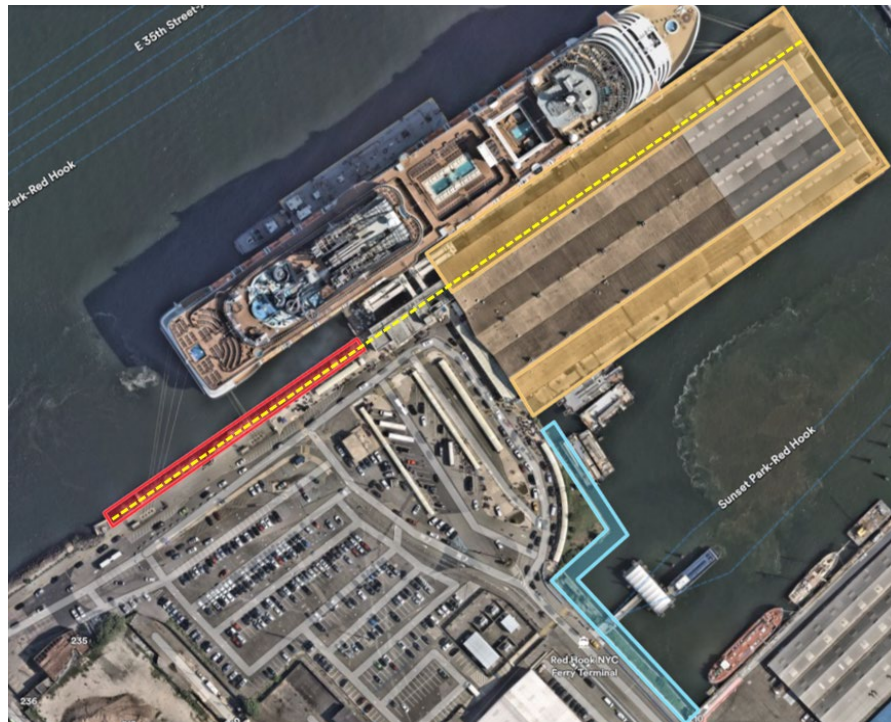
BMT Site + Grants

Brooklyn Cruise Terminal Investments

- Active - Repairing 400 piles underneath the terminal; 155 repairs completed (36%);
- Active – Repair of the revetment area south of the pier apron complete; upland repairs anticipated to be completed by end of year.
- In Permitting - Installing a new bulkhead for the length of the pier and the revetment area for long-term erosion control (design completed), permitting review underway with Dept Small Business Services Waterfront Permit Unit.
- Approved City Capital Allocation - Repairing erosion along the entrance to the terminal along the southern edge of Atlantic Basin

Grants

- BMT: NYSERDA Port Infrastructure Grant – Applied Spring 2026, notified of denial for round 1 at end of July; will reapply for Round 2
- Blue Highway (Hunts Point Marine Terminal): PIDP and NYSERDA Infrastructure Grant – Applied Spring 2026
 - Passenger, Freight, and Rail Assistance Program (PFRAP) - \$10M awarded to HPMT – January 2026



Discussion + Q&A