



# Meeting Agenda

- Review of Project
- Follow Up



## **BQE EIS** Downtown Brooklyn

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

### **Stakeholder Advisory Committee Meeting #7 – 6/23/10**







## **Meeting Agenda**

- **Review of Project Exhibits**
- **Follow Up Actions/Items From SAC meeting #6**
- **NEPA Environmental Process Review Timeline - Where we are**
- **Alignment Concepts**
- **Transit/TSM/TDM Concepts**
  - **Transit**
  - **Transportation System Management**
  - **Travel Demand Management**
- **Future Actions / Activities - Schedule and description of team tasks through the end of the calendar year**





## **Follow Up Items from Previous SAC Meeting**

- 1) The traffic/existing conditions technical memorandum will be posted to the project website when completed.
- 2) As per the request of the SAC , housing developments that fall within census tracts containing significant Environmental Justice populations in the primary study area will be included. The Project Team contacted the following groups and they have accepted the invitation to join the SAC:
  - \* NYCHA-Gowanus Houses
  - \* NYCHA-Wyckoff Gardens
  - \* NYCHA-572 Warren Street
  - \* Concord Village
- 3) Project Team identified that Riverside Houses is not an Environmental Justice population and will not be reaching out to invite them to join the SAC at this time.
- 4) The Project Team is investigated ownership of the retaining wall near One Grace Court, as requested by a SAC member. They found that the City owns everything from Sands to Atlantic



## **Follow Up Items from Previous SAC Meeting**



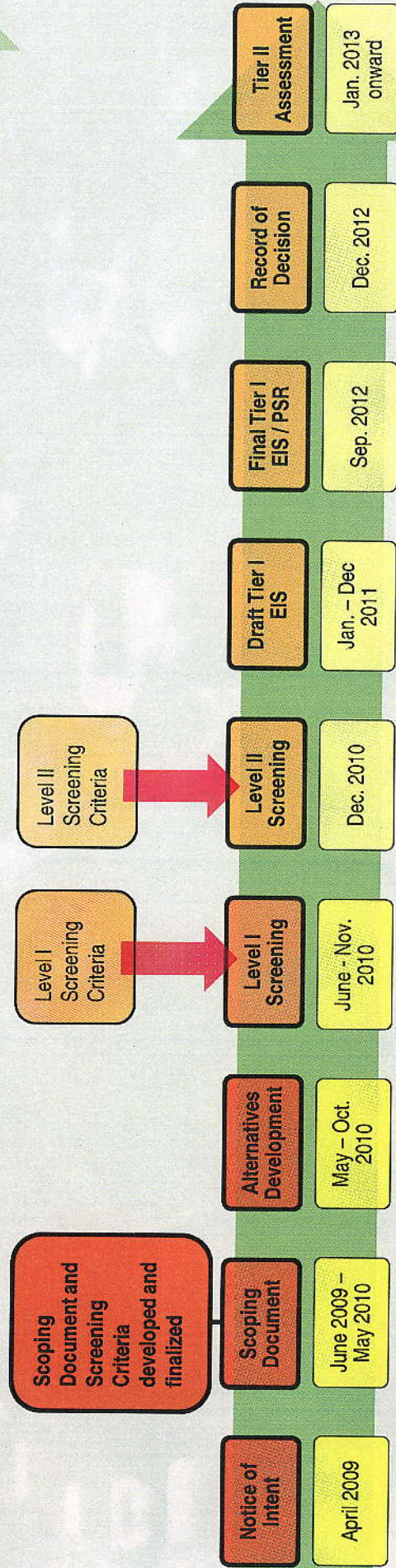
- 5) The Project Team has adjusted the presentation materials to further explain technical concepts and terms.
- 6) The Project Team will provide a broader traffic profile focused on truck traffic in relation to the East River Bridges and the Brooklyn Battery Tunnel. This will eventually be posted on the project website.
- 7) Project team has shown Palmetto Park as a mapped DPR park on the land use map.
- 8) An alternative in which a tunnel under Downtown Brooklyn is developed but the existing segment of the BQE is removed has been considered, and will be discussed later tonight.
- 9) Data supporting the 85% speeds will be provided for review by the SAC.



# NEPA Environmental Review Process Timeline



Identify Independent Utility Projects





## Alignment Concepts

- **Context Sensitive Corridor (CS-1)**
- **Rehabilitation within Current Alignment (R-1)**
- **Under Downtown Brooklyn Tunnel (T-1)**
- **Existing BQE Alignment Tunnel (T-2)**
- **Outboard Tunnel (T-3)**
- **Design Speed Compliant (DS-1)**
- **Design Speed Compliant (DS-2)**









## Context Sensitive Corridor (CS-1)



- **Compliant with AASHTO NYSDOT roadway design criteria**
  - ↳ Provides improved safety and Level of Service
- **Constrained by existing facilities and confined ROW, Brooklyn Heights Retaining Wall Maintained**
  - ↳ Does not significantly impact any buildings and other community resources/retains integrity of the Historic district
- **Provides for potential expansion of Brooklyn Promenade**







## **Rehabilitation within Current Alignment (R-1)**



- **Bring highway to state of good repair/Upgrade geometrics consistent with confinement to existing alignment**
  - ↳ May achieve some slight level of improvement in safety/accident reduction and level of service (better determined in Tier II)
- **No impacts on existing streets, buildings, parks or historic districts (possible temporary construction impacts/to be determined in Tier II)**



# Under Downtown Brooklyn Tunnel (T-1)



## UNDER DOWNTOWN BROOKLYN TUNNEL (T-1)



Concept	Designation	Major Improvements	Construction Impacts	Major Impacts on Existing Streets	Major Impacts on Structures and Ties	Major Traffic Impacts on RQE	Safety Impacts	Advantages	Disadvantages
Under Downtown Brooklyn Tunnel	T-1	<p>Both the Tunnel and Existing RQE will be constructed to meet the following:</p> <ul style="list-style-type: none"> <li>Standard Horizontal and Vertical Curvature</li> <li>Standard Horizontal and Vertical Sight Distances</li> <li>Standard RQE and RQE+ Sight Distances</li> <li>Standard RQE and RQE+ Sight Distances</li> </ul>	<p>Construction impacts from the tunnel and RQE+ construction will be limited to the area around the tunnel and RQE+ construction.</p>	<p>Major impacts on existing streets include:</p> <ul style="list-style-type: none"> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> </ul>	<p>Major impacts on structures and ties include:</p> <ul style="list-style-type: none"> <li>Construction impacts on existing structures and ties.</li> <li>Construction impacts on existing structures and ties.</li> <li>Construction impacts on existing structures and ties.</li> </ul>	<p>Major traffic impacts on RQE include:</p> <ul style="list-style-type: none"> <li>Construction impacts on existing RQE.</li> <li>Construction impacts on existing RQE.</li> <li>Construction impacts on existing RQE.</li> </ul>	<p>Safety impacts include:</p> <ul style="list-style-type: none"> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> </ul>	<p>Advantages include:</p> <ul style="list-style-type: none"> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> </ul>	<p>Disadvantages include:</p> <ul style="list-style-type: none"> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> <li>Construction impacts on existing streets.</li> </ul>



## Under Downtown Brooklyn Tunnel (T-1)



- **Substantially Compliant with NYSDOT roadway design criteria**
  - ↳ Provides improved safety and Level of Service
- **Substantially follows existing NYCDOT right-of-way**
  - ↳ Reduces number of Easements to be obtained
- **Shown with existing BQE as collector/distributor roadway to provide local downtown Brooklyn access as well as a corridor for community amenities such as bike/ped**
  - ↳ Retains existing connections to East River Bridges
- **May have significant ROW impacts at tunnel portals and ventilation structures**







## Existing BQE Corridor Tunnel (T-2)



- **Will follow existing corridor**
  - ↳ Minimal improvement to substandard geometrics
- **Substantially follows existing NYCDOT right-of-way**
  - ↳ Minimal impact in terms of ROW along BQE corridor
- **Shown with Existing BQE structure removed from use**
  - ↳ Traffic to East River Bridges will be required to use local streets
  - ↳ Provision of tunnel interchanges may have severe community impacts
- **May have significant ROW impacts at tunnel portals and ventilation structures**







## Outboard Tunnel (T-3)



- **Substantially Compliant with NYSDOT roadway design criteria**
  - ↳ Provides improved safety and Level of Service
- **Shown with Existing BQE structure removed from use**
  - ↳ Traffic to East River Bridges and downtown Brooklyn will use local streets
  - ↳ Provision of tunnel interchanges may have severe community impacts
- **May have significant ROW impacts at tunnel portals and ventilation structures**







## Design Speed Compliant (DS-1)



- **Fully Compliant with AASHTO NYSDOT roadway design criteria thus eliminating essentially all non-standard features**
  - ↳ Provides improved safety and Level of Service
- **Unconstrained by existing structures, parkland and other resources, Brooklyn Heights Retaining Wall Maintained**
  - ↳ Has severe impacts on Brooklyn Heights Historic community to include impacts on buildings, commercial and residential, as well as parks and historic districts
- **Due to questionable viability, little additional engineering to be undertaken**







## Design Speed Compliant (DS-2)



- **Fully Compliant with AASHTO NYSDOT roadway design criteria thus eliminating essentially all non-standard features**
  - ↳ Provides improved safety and Level of Service
- **Unconstrained by existing structures, parkland and other resources**
  - ↳ Has severe impacts on DUMBO including impacts on buildings, commercial and residential, as well as parks and historic districts
- **Due to questionable viability, little additional engineering to be undertaken**



## Level I Screening Criteria



- **CRITERION 1: Major Engineering, Operational and Structural Considerations**
- **CRITERION 2: Improve traffic operations and safety in the project corridor by addressing non-standard geometrics identified within this segment of the highway.**
- **CRITERION 3: Reduce diversion of traffic from the highway onto local streets, both during construction and long term.**
- **CRITERION 4: Environmental Effects – Avoid adverse impacts on local residents and businesses, adjacent properties, parks, and historic resources.**



# Potential Transit Measures



Transit Measure	Jurisdiction	No Build	Construction Period	Build Alternative
<b>1. Promotion of Transit and NMT Alternatives</b>				
a. Development of express buses and/or bus rapid transit (BRT) along corridors that feed into the BQE from more distant suburban locations	NYCDOT, MTA	*	*	*
b. Waterborne transportation alternatives, such as additional passenger ferry service from Brooklyn/Queens to Manhattan	NYCEDC, NYCDOT, NYC Council, private ferry operators	*	*	*
c. Transit Incentive Program	MetroPool, NYCT, NYSDOT	*	*	*

\* **No Build:** Could be implemented with relative ease to improve existing traffic conditions. Such measures, however, would change the baseline or No Build assumptions of the BQE EIS project.

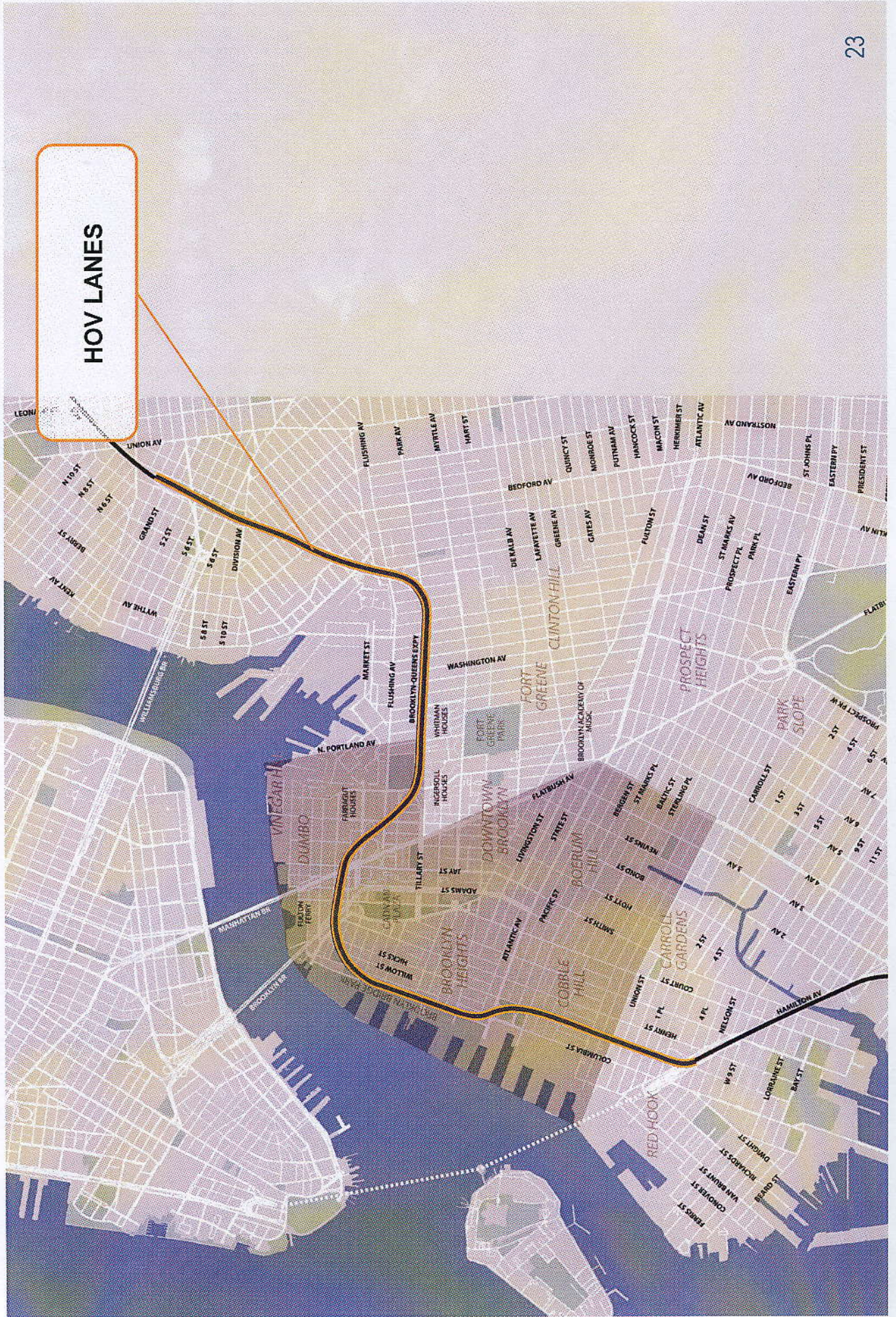
\* **Construction Period:** Could be implemented during construction to reduce overall vehicle traffic and/or provide alternative routing to reduce the traffic burden within the construction zone.

\* **Build Alternative:** Could be used in conjunction with a build alternative to improve the BQE's capacity and efficiency and/or reduce demand.





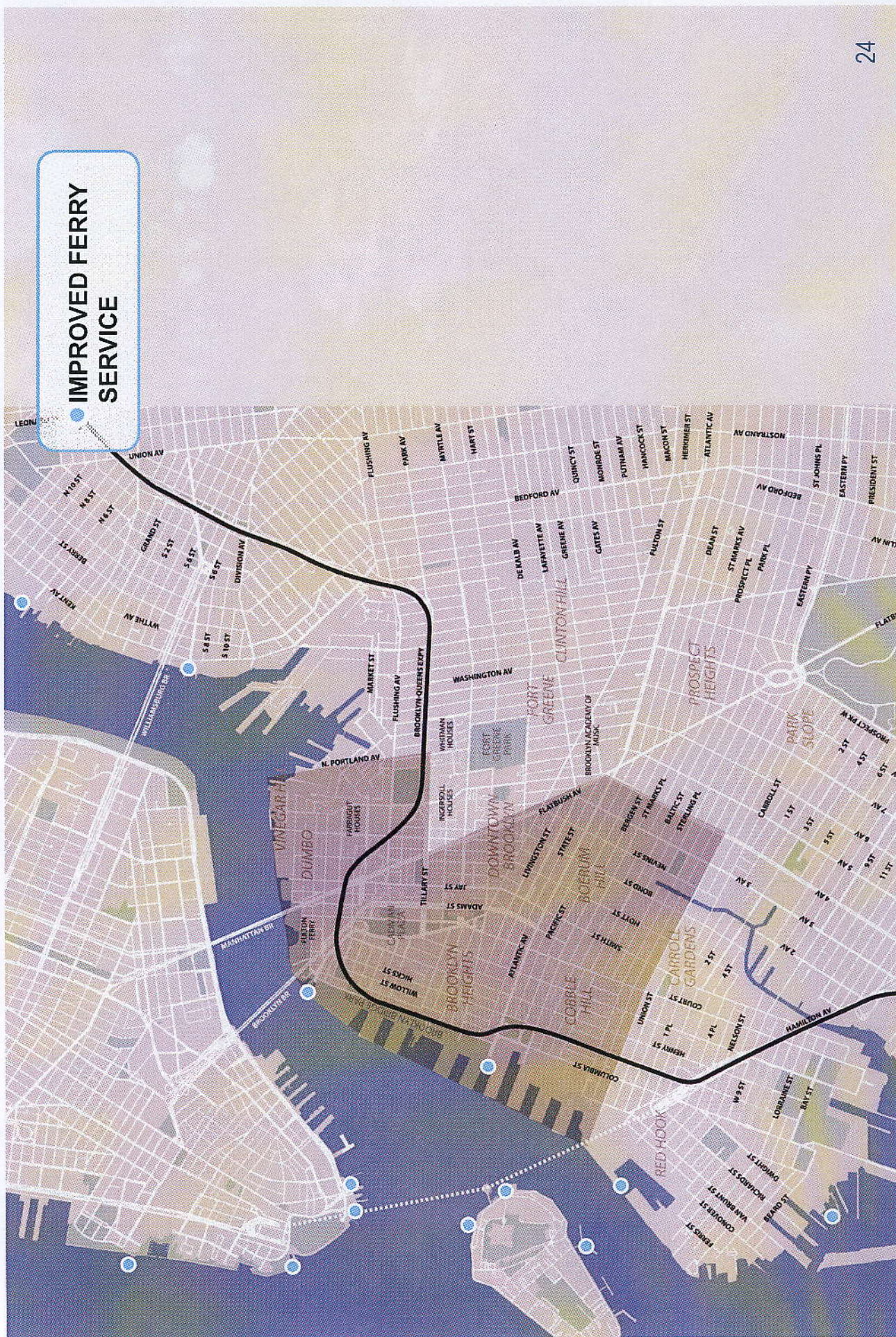
# Potential Transit, TSM & TDM Measures







# Potential Transit, TSM & TDM Measures





# Potential TSM Measures



TSM Measure	Jurisdiction	No Build	Construction Period	Build Alternative
<b>2. Managed Use Lane Study Recommendations</b>				
a. Harden Right Shoulders	NYSDOT	*		*
b. Overhead lane control, Speed/Q Warning Signs	NYSDOT	*		*
<b>3. Divert Traffic to Williamsburg Bridge</b>				
	NYSDOT, NYCDOT, NYPD		*	
<b>4. Traffic Surveillance, Incident Detection &amp; Response Systems</b>				
	NYSDOT, NYCDOT	*	*	*
<b>5. Ramp Metering; Roadway/Ramp Design</b>				
	NYSDOT		*	*
<b>6. Traffic Signal Optimization, Reversible Travel Lanes, Special Event Traffic Management</b>				
	NYCDOT, NYPD		*	
<b>7. Freight Management</b>				
a. Shift commercial traffic to the Belt Parkway	NYSDOT, NYCDOT	*		*
b. Electronic tolling of trucks heading east into Brooklyn on Verrazano-Narrows Bridge.	MTA Bridges & Tunnels, US Congress	*		*
c. Restrict truck use of BQE to local deliveries only	NYSDOT, NYCDOT, NYPD	*	*	*
d. Institute electronic tolling for trucks on the Manhattan Bridge	NYCDOT	*		*







# Potential Transit, TSM & TDM Measures



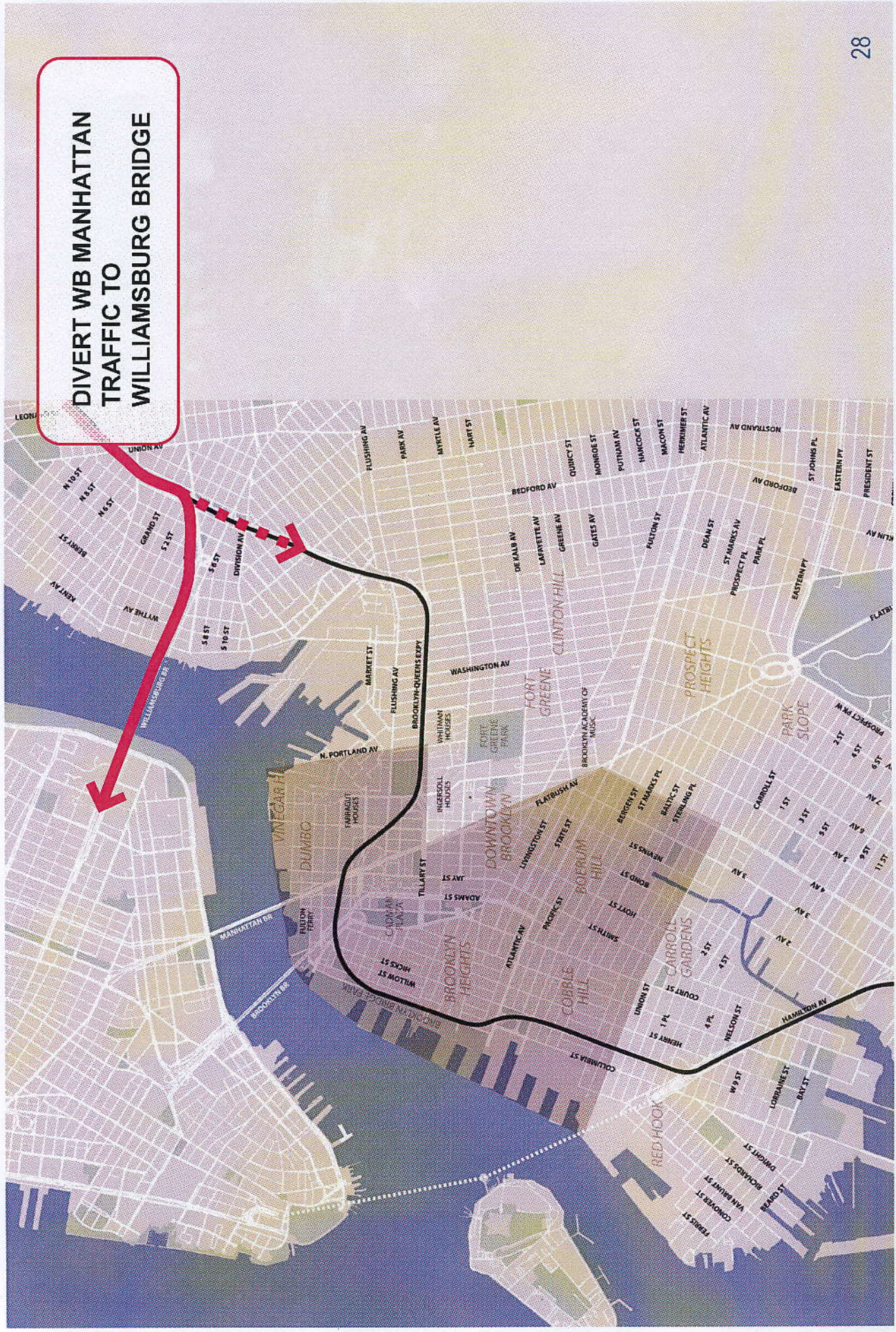
OVERHEAD LANE SIGNS FOR  
TRAFFIC SURVEILLANCE,  
INCIDENT DETECTION AND  
REAL-TIME TRAVEL INFO







# Potential Transit, TSM & TDM Measures

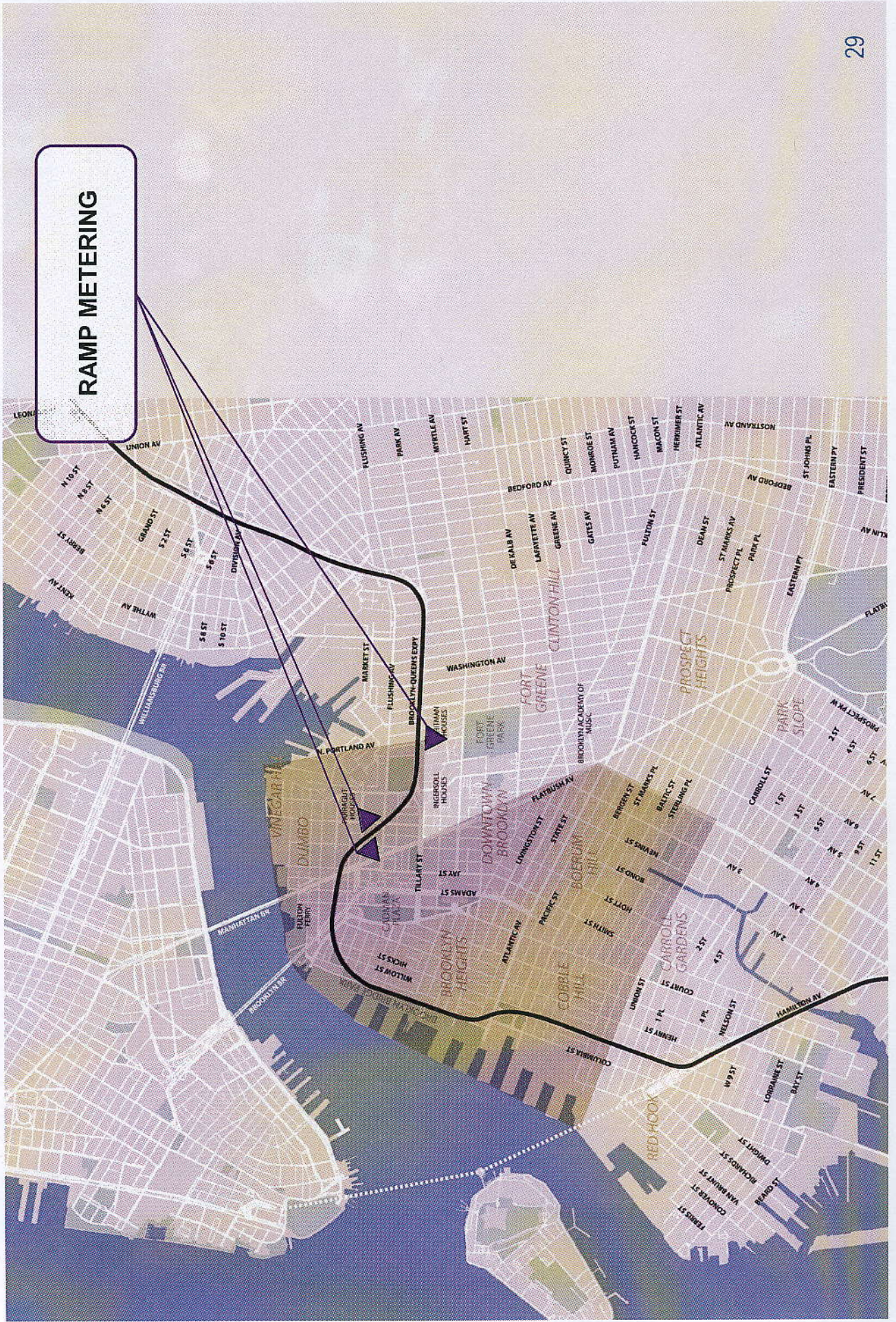


**DIVERT WB MANHATTAN TRAFFIC TO WILLIAMSBURG BRIDGE**





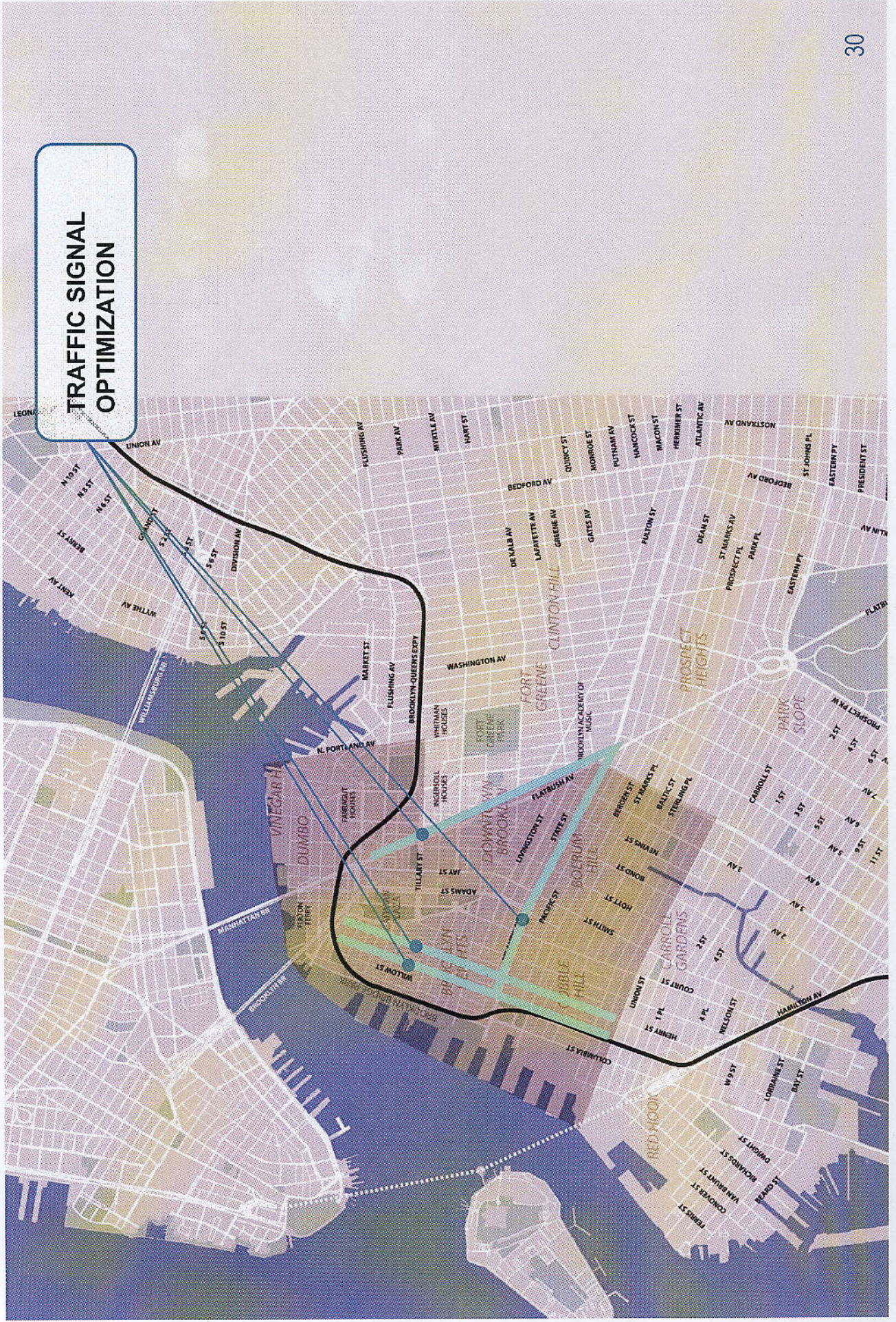
# Potential Transit, TSM & TDM Measures







# Potential Transit, TSM & TDM Measures









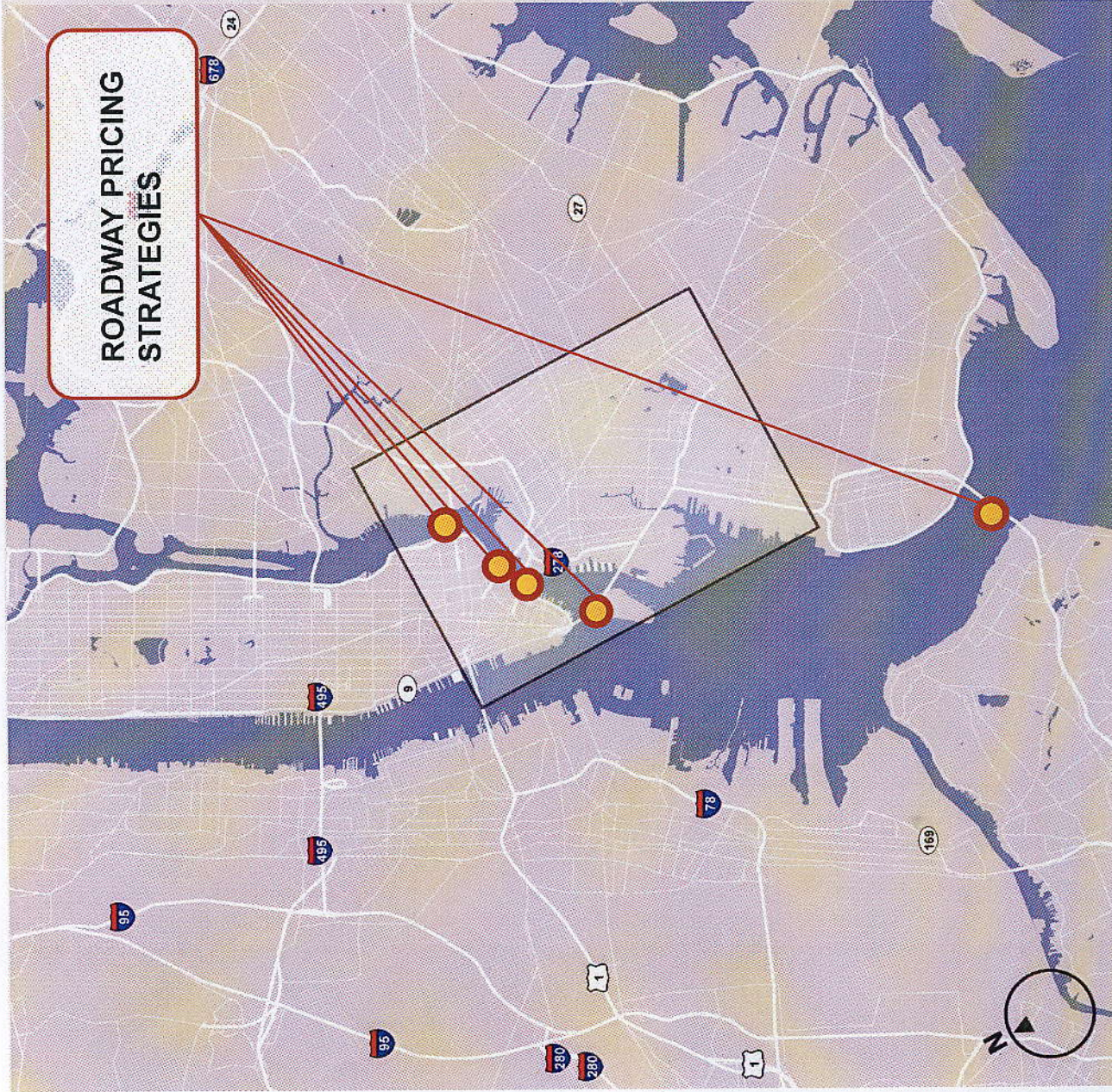
# Potential TDM Measures



TDM Measure	Jurisdiction	No Build	Construction Period	Build Alternative
<b>8. System Demand Reduction Strategies</b>				
a. Outreach/promotional campaign tied to a corridor-based ride matching system with rewards	NYSDOT, MetroPool	*	*	*
b. Outreach and engagement with individual commuters and area employers	NYSDOT, MetroPool	*	*	*
c. Media campaign	NYSDOT, MetroPool	*	*	*
<b>9. Improving the viability of ridesharing</b>				
10. Real time travel information	NYSDOT, NYCDOT	*	*	*
<b>11. Roadway pricing strategies/user fees</b>				
a. Pricing/occupancy strategy on the BBT	MTA Bridges & Tunnels		*	*
b. Pricing/occupancy strategy on the East River Bridges	NYCDOT		*	*
c. Implement electronic two-way tolling on the Verrazano-Narrows Bridge	MTA Bridges & Tunnels, US Congress		*	*



# Potential Transit, TSM & TDM Measures



## Roadway Pricing Strategies



## Future Actions/Activities



- **Meeting with Senator Montgomery's Office (July 9<sup>th</sup>) and Environmental Justice Populations:**
  - NYCHA Tenant Association Presidents
  - Ingersoll Houses, Whitman Houses, Farragut Houses, Navy House
  - Church of the Open Door
- **NEPA/EIS Workshop (Summer/Fall)**
- **Special SAC meeting over the summer to accelerate screening/analysis process?**
- **September 22<sup>nd</sup> SAC Meeting #8**
  - Screening of Alignment Concepts
- **Public "Open House" (Fall)**



# Contact Information

- **Website:** [www.nysdot.gov/bgedowntownbrooklyn](http://www.nysdot.gov/bgedowntownbrooklyn)

- **For general project information**

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**Downtown Brooklyn**

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**Questions and Discussion**