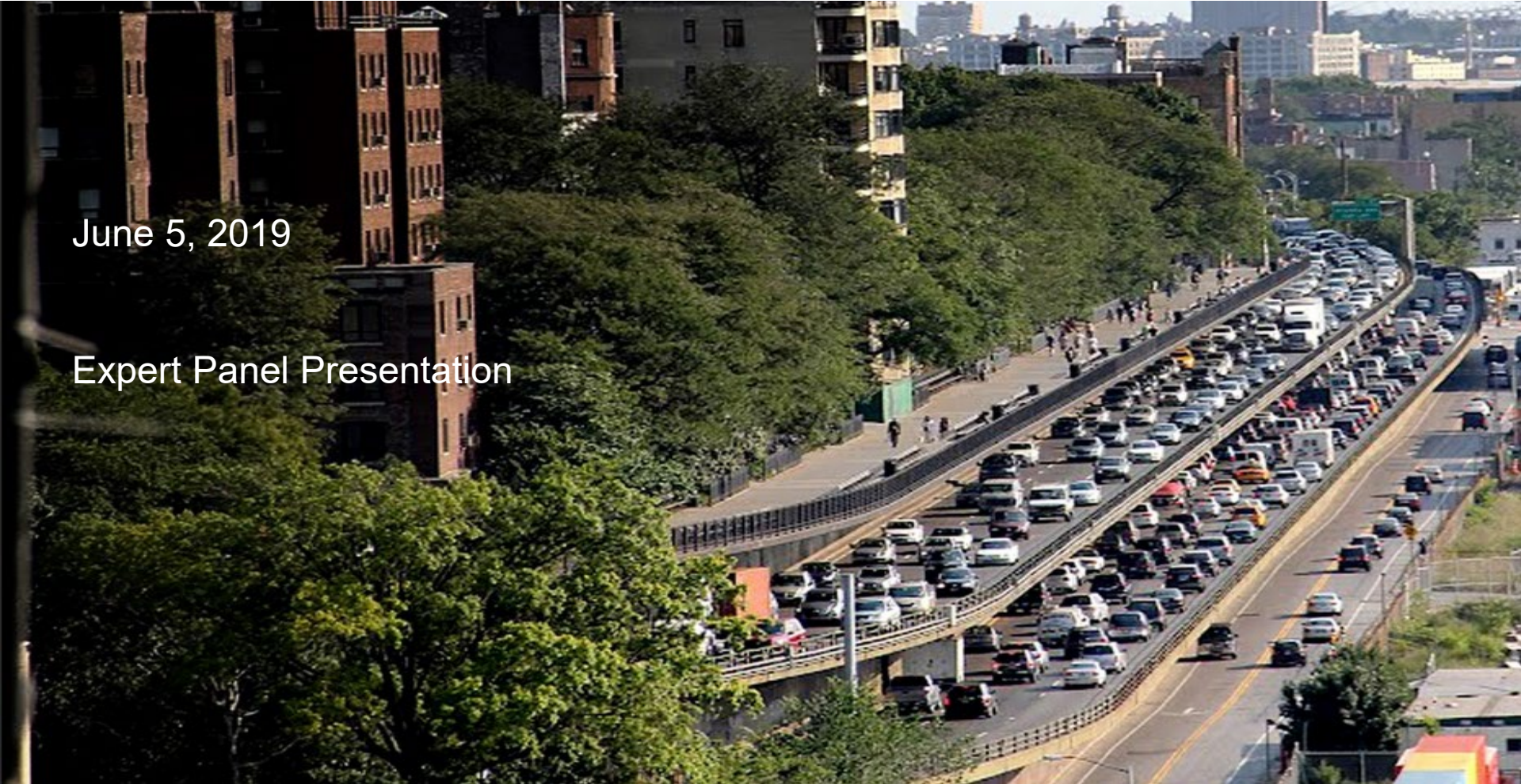


BQE Atlantic to Sands Mobility Corridor

June 5, 2019

Expert Panel Presentation



What is the purpose of the BQE?

The BQE is a major mobility corridor that is also closely connected to surrounding communities. As part of a broader interstate corridor, but with many local access points, it is a critical route for both freight and passenger vehicles.

- Freight & Economic Growth
 - Only interstate and highway through truck route in Brooklyn and Queens
 - Economic engine for freight/goods movement supporting local, regional, & national businesses
 - Connects freight to growing network of urban distribution centers & airports
 - Supports over 127,000 jobs in the transportation and warehousing sectors
- Passenger Vehicles
 - Project area interchanges/ramps connect neighborhoods to bridges and NYC/regional destinations
 - BQE removes traffic from local street grid, but also potentially induces traffic
 - Long distance travel

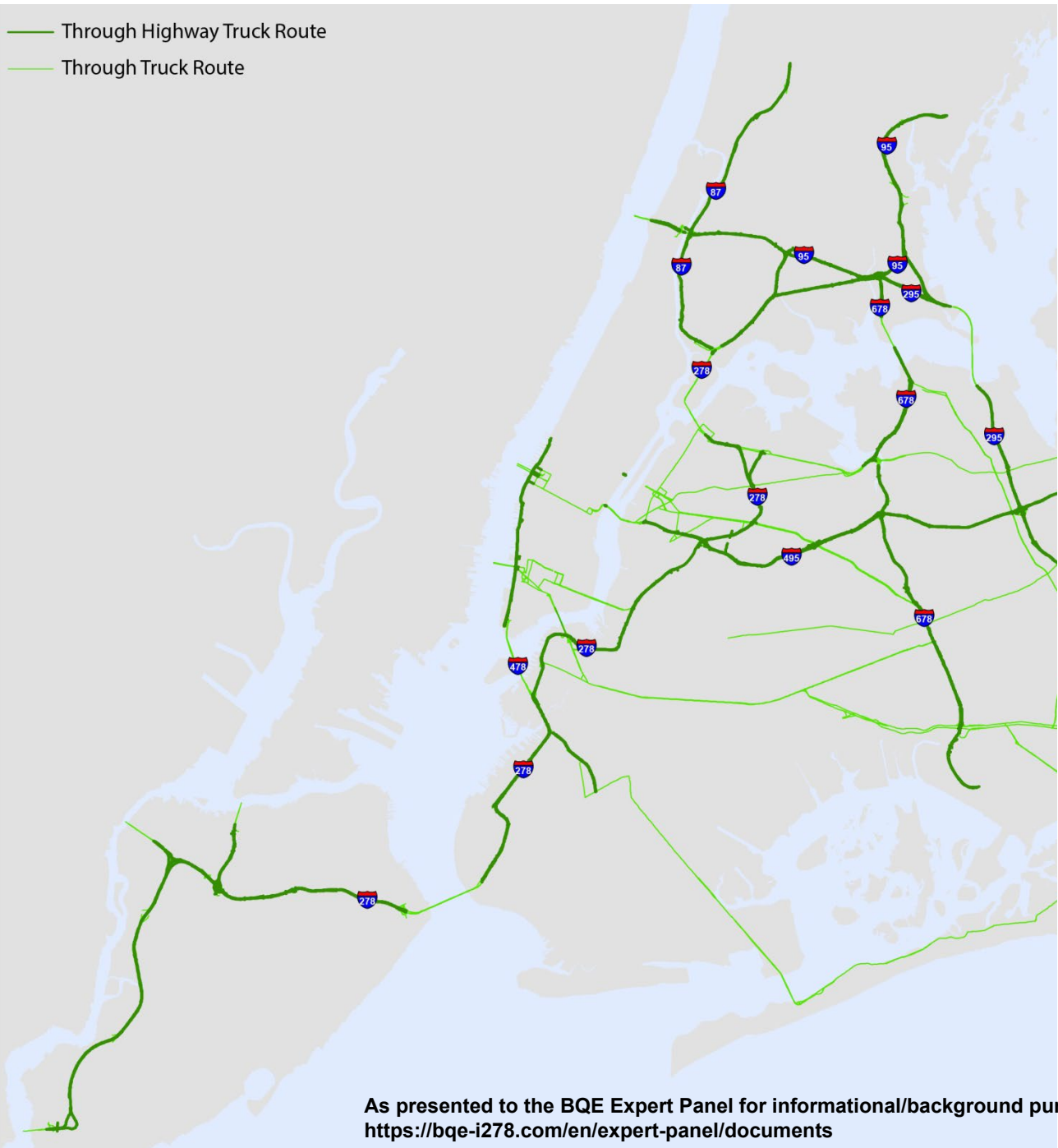
Project area is a 1.5-mile stretch within an 11-mile interstate.

- How do we accommodate the project and corridor needs?
- NYSDOT is rebuilding the K-Bridge to a greater capacity



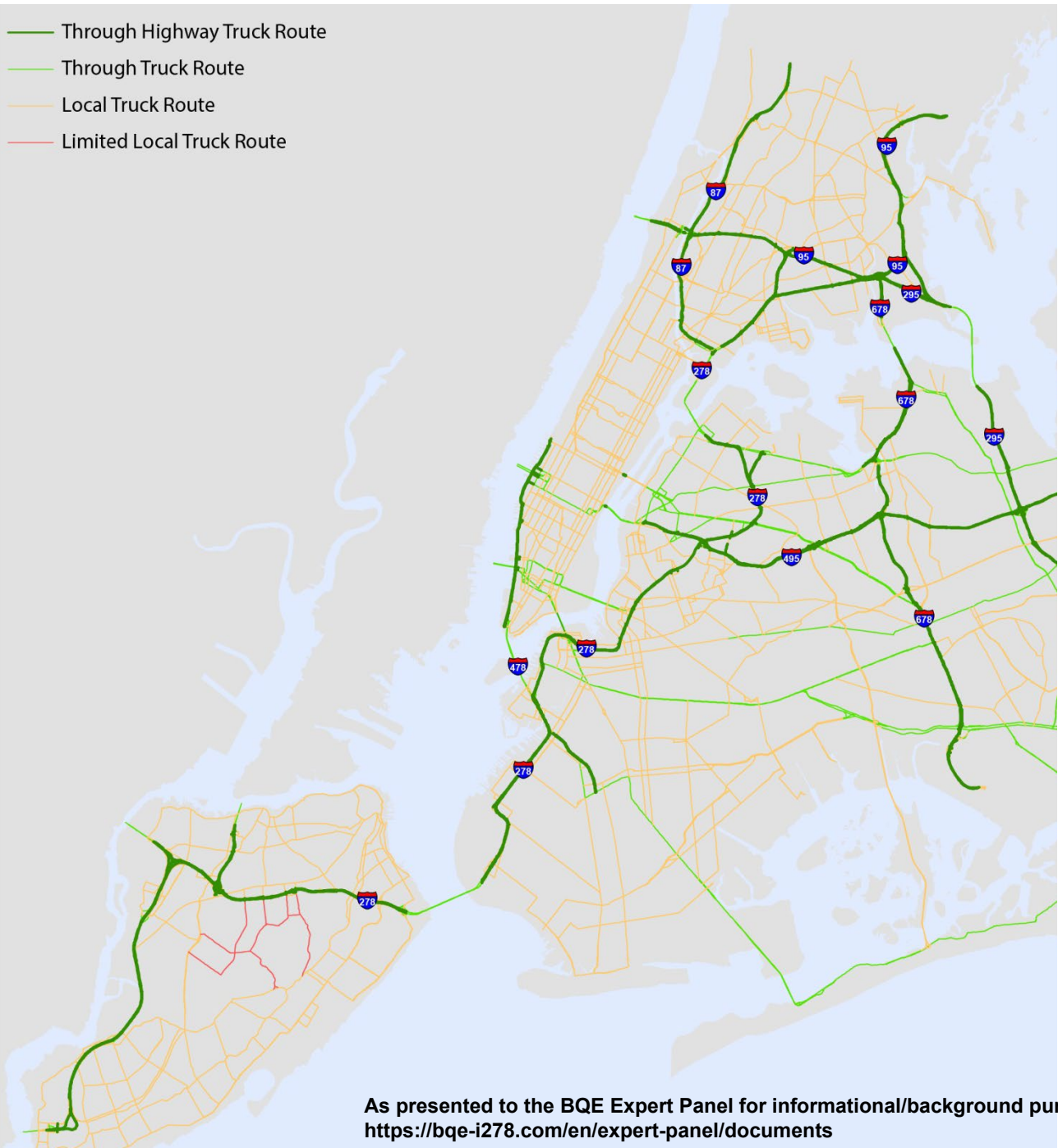
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— Through Highway Truck Route
— Through Truck Route




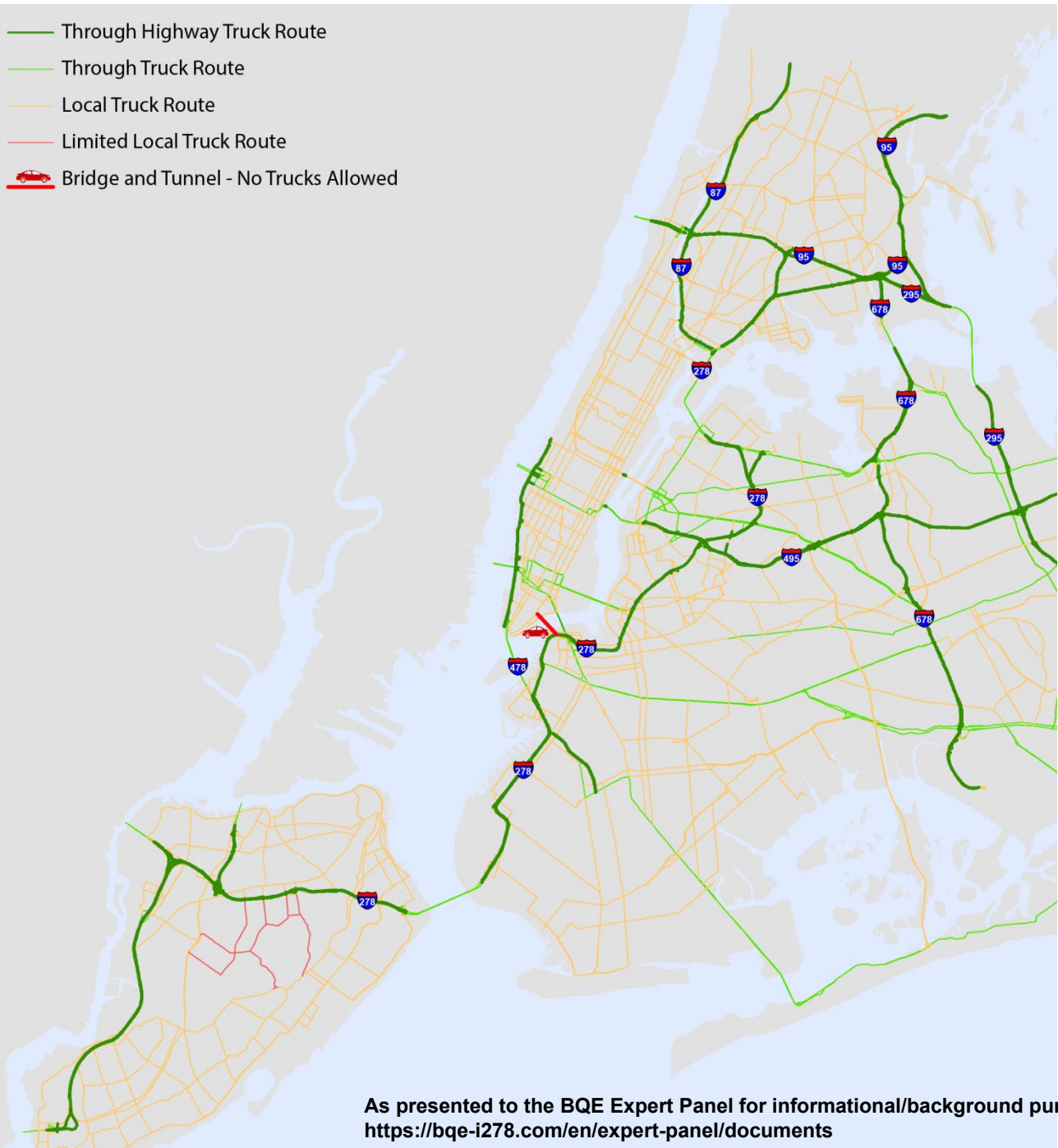
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- Through Highway Truck Route
- Through Truck Route
- Local Truck Route
- Limited Local Truck Route



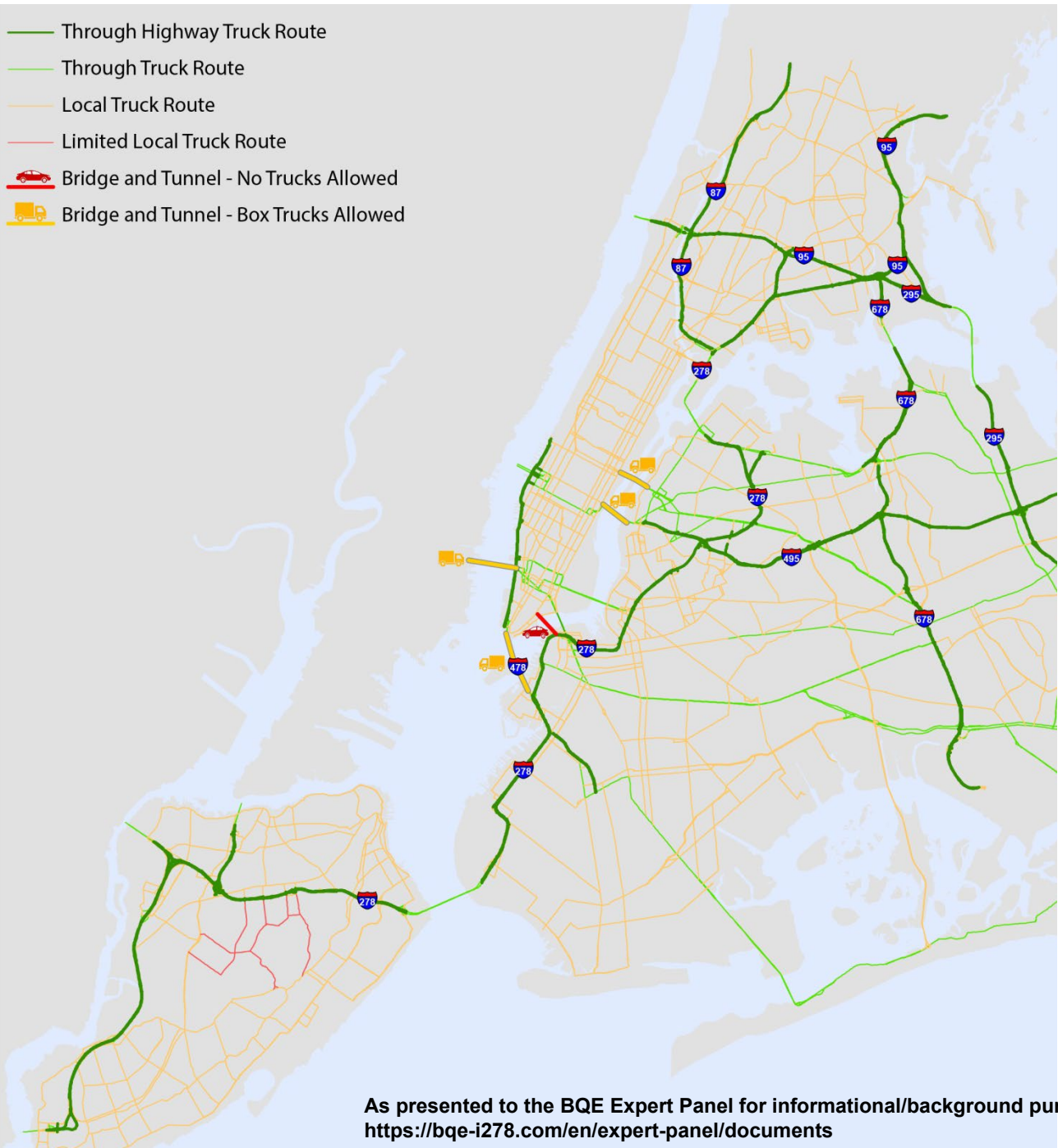
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- Through Highway Truck Route
- Through Truck Route
- Local Truck Route
- Limited Local Truck Route
-  Bridge and Tunnel - No Trucks Allowed



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- Through Highway Truck Route
- Through Truck Route
- Local Truck Route
- Limited Local Truck Route
- Bridge and Tunnel - No Trucks Allowed
- Bridge and Tunnel - Box Trucks Allowed

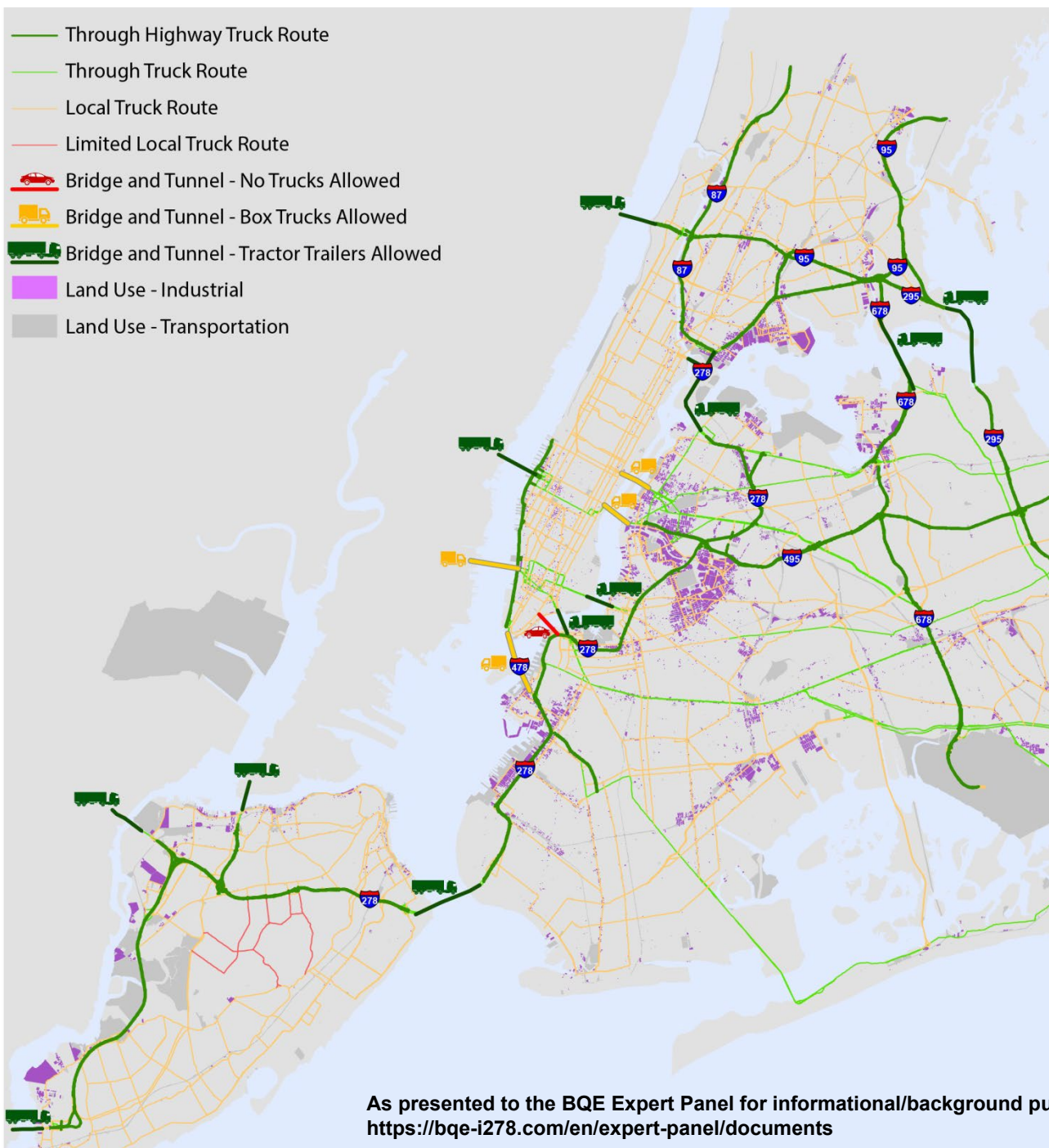


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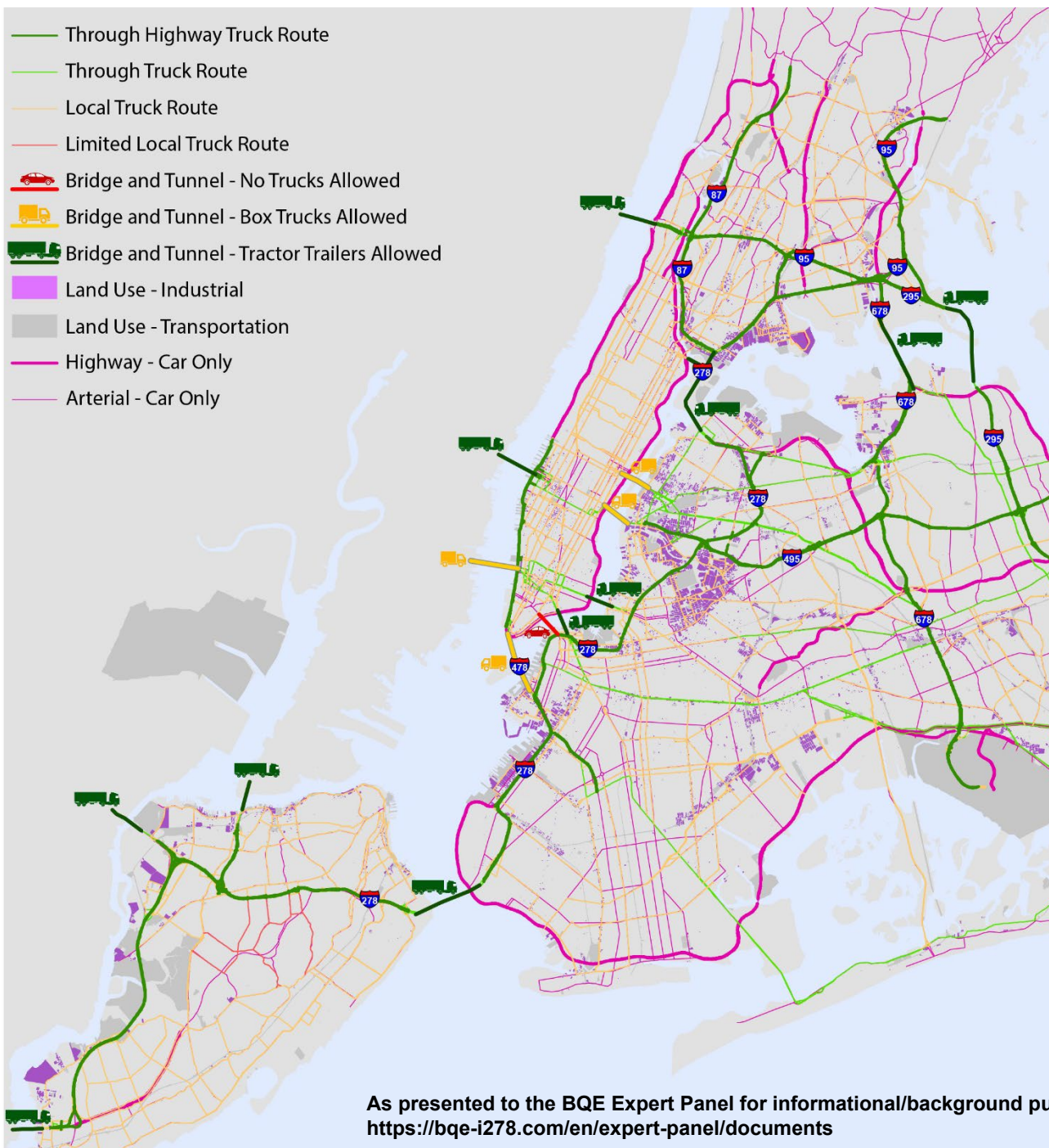
- Trucks > 13'6" height must use Staten Island bridges to access Brooklyn

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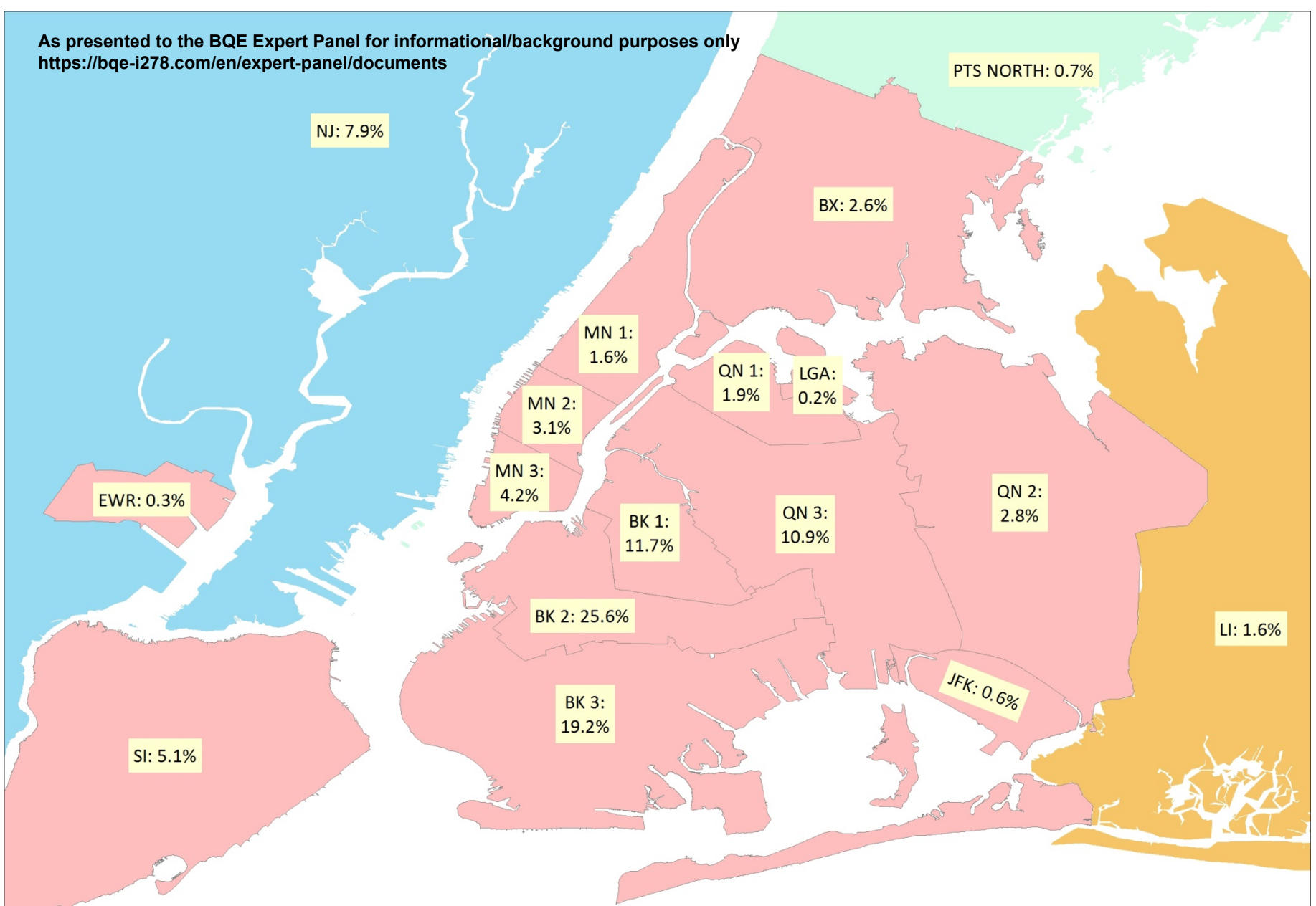
- Trucks > 13'6" height must use Staten Island bridges to access Brooklyn
- 60M sqft of industrial lots within ½ mile of I-278

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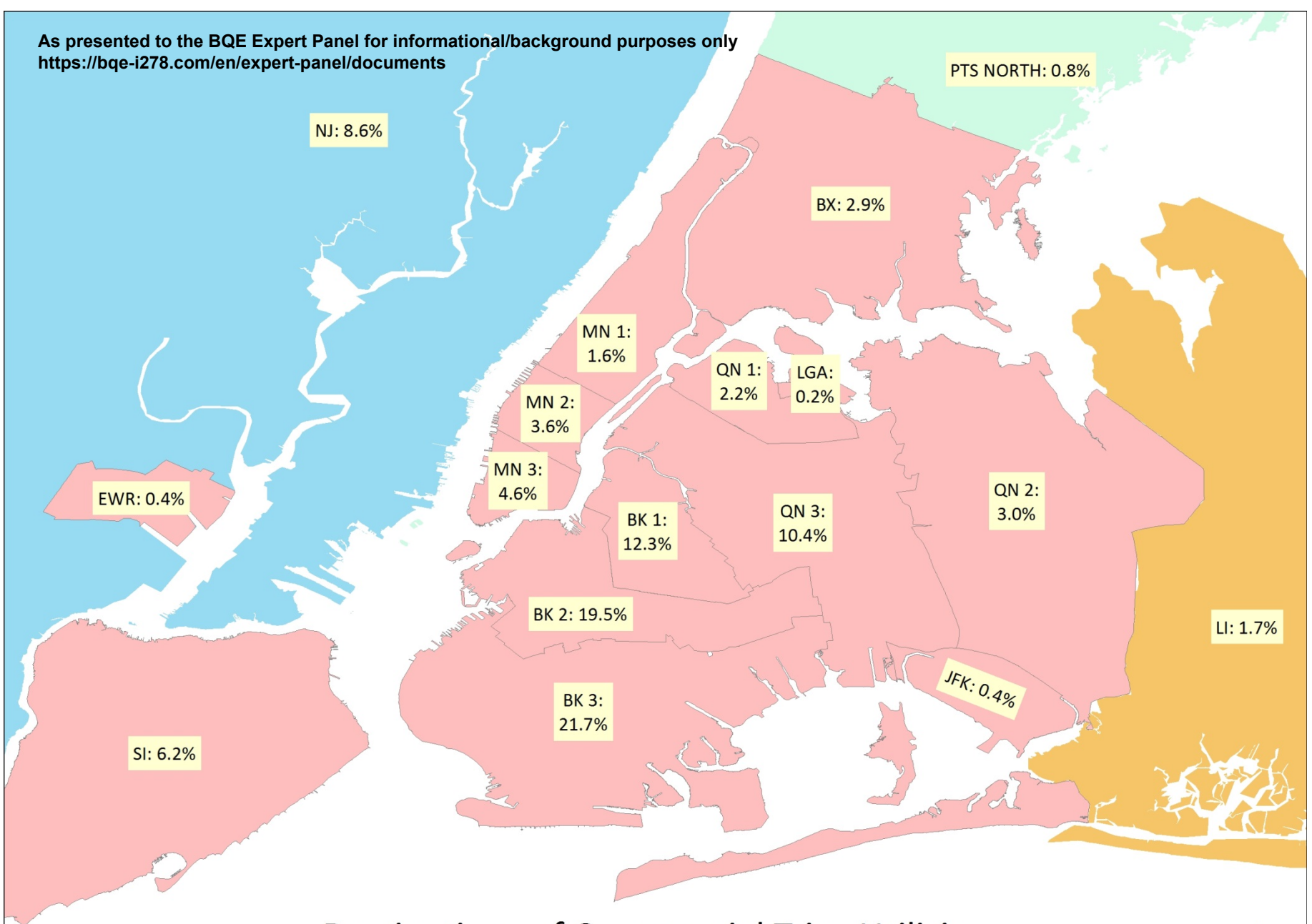
- Trucks > 13'6" height must use Staten Island bridges to access Brooklyn
- 60M sqft of industrial lots within ½ mile of I-278
- Belt Parkway is only other highway through Brooklyn but for cars only

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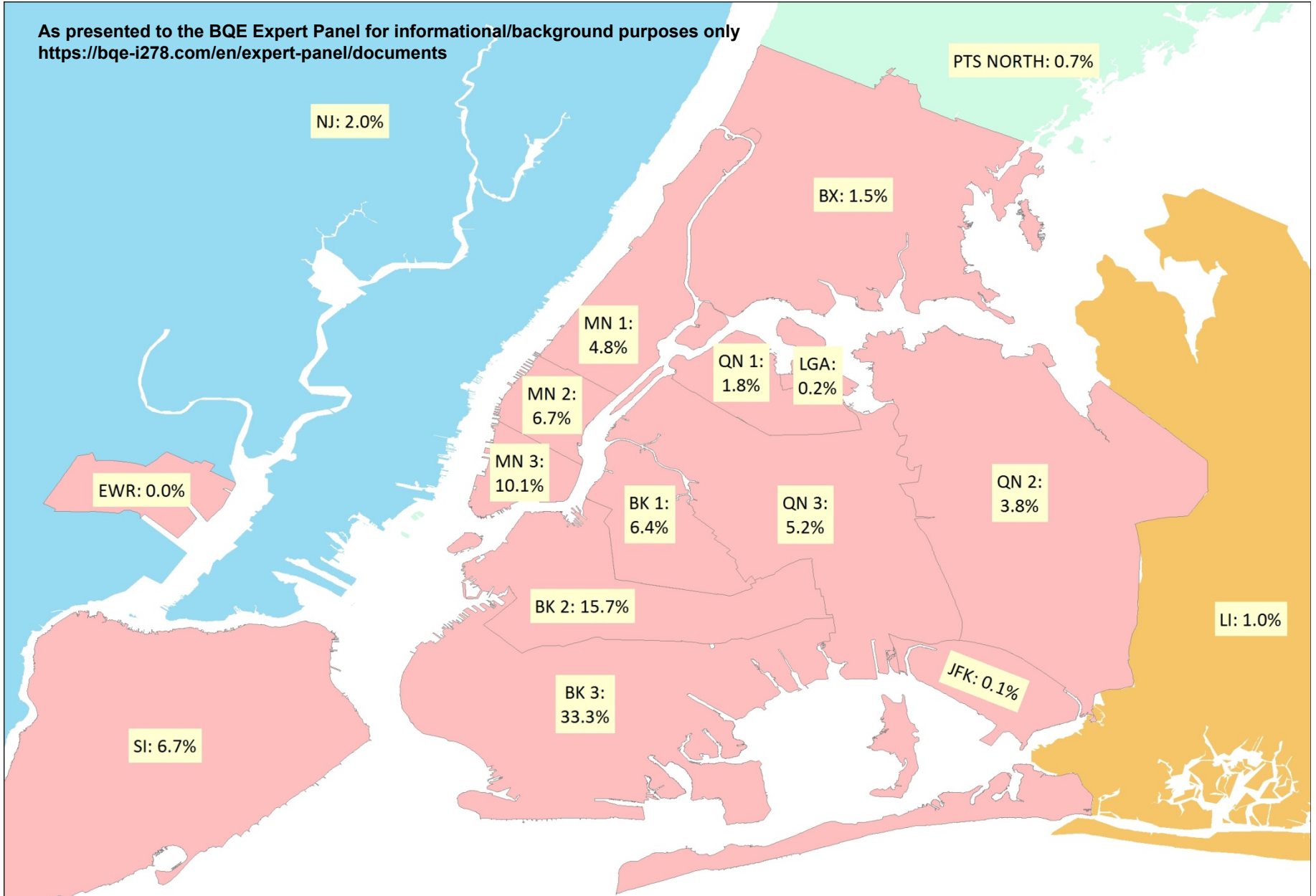
Origins of Commercial Trips Utilizing the BQE Triple Cantilever Structure





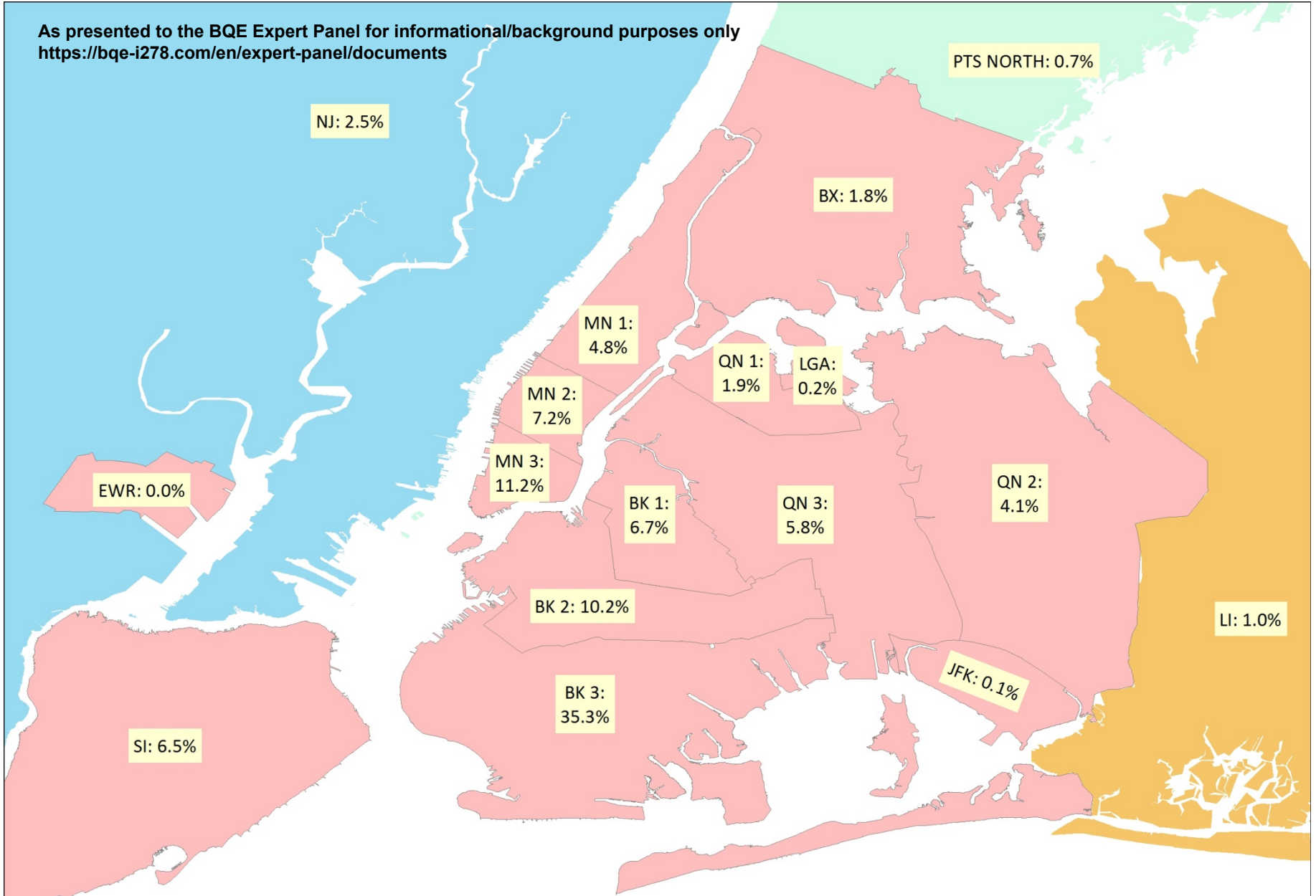
Destinations of Commercial Trips Utilizing
the BQE Triple Cantilever Structure





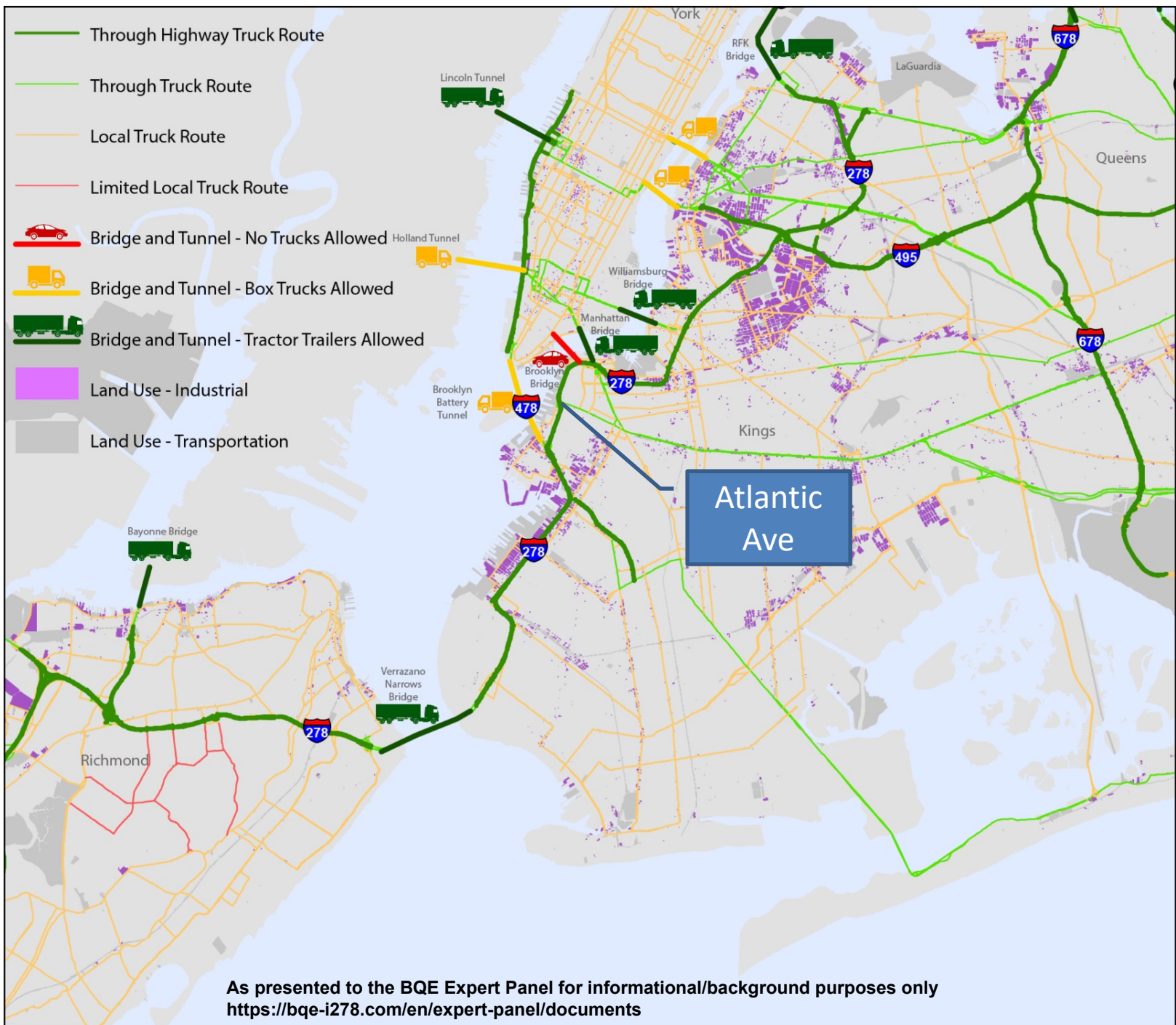
Origins of Personal Trips Utilizing
the BQE Triple Cantilever Structure





Destinations of Personal Trips Utilizing
the BQE Triple Cantilever Structure



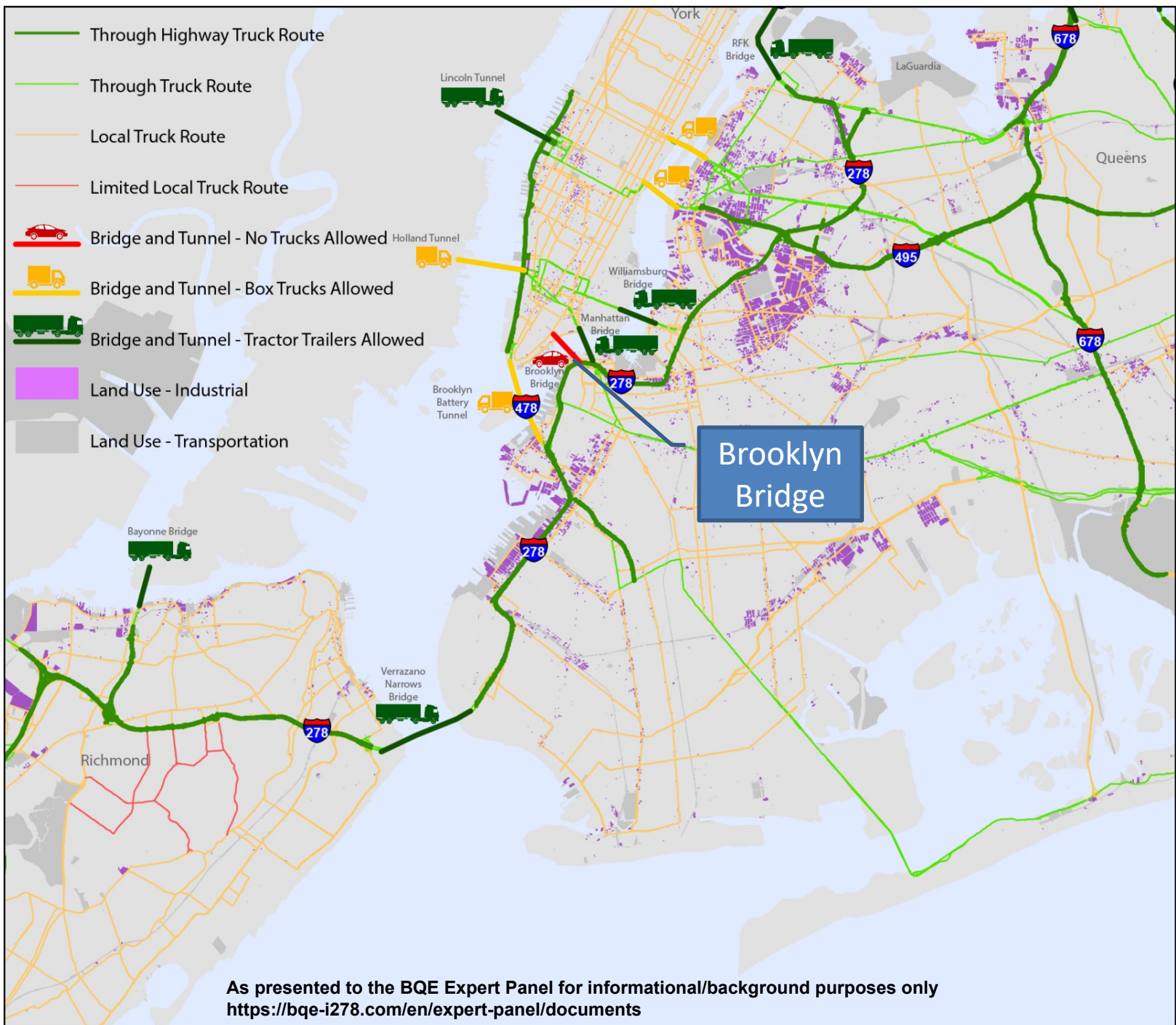


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Atlantic Ave Interchange

- Project area's only complete Interchange: provides entry & exit ramps for QB & SIB BQE
 - 2.7 miles north to Flushing/Kent Full Interchange
 - 1.2 miles south to Gowanus Full Interchange
- Connects to Atlantic Ave Truck Route, Redhook Container Terminal & PANYNJ Marine Terminal
- Design/Operational Issues
- Multiple users
- QB Entrance Ramp 9% Box Truck, 9% Tractor Trailer
- QB Exit Ramp 7% Box Trucks, 16% Tractor Trailer
- SIB Entrance Ramp 11% Box Trucks, 16% Tractor Trailers
- SIB Exit Ramp 8% Box Trucks, 3% Tractor Trailers

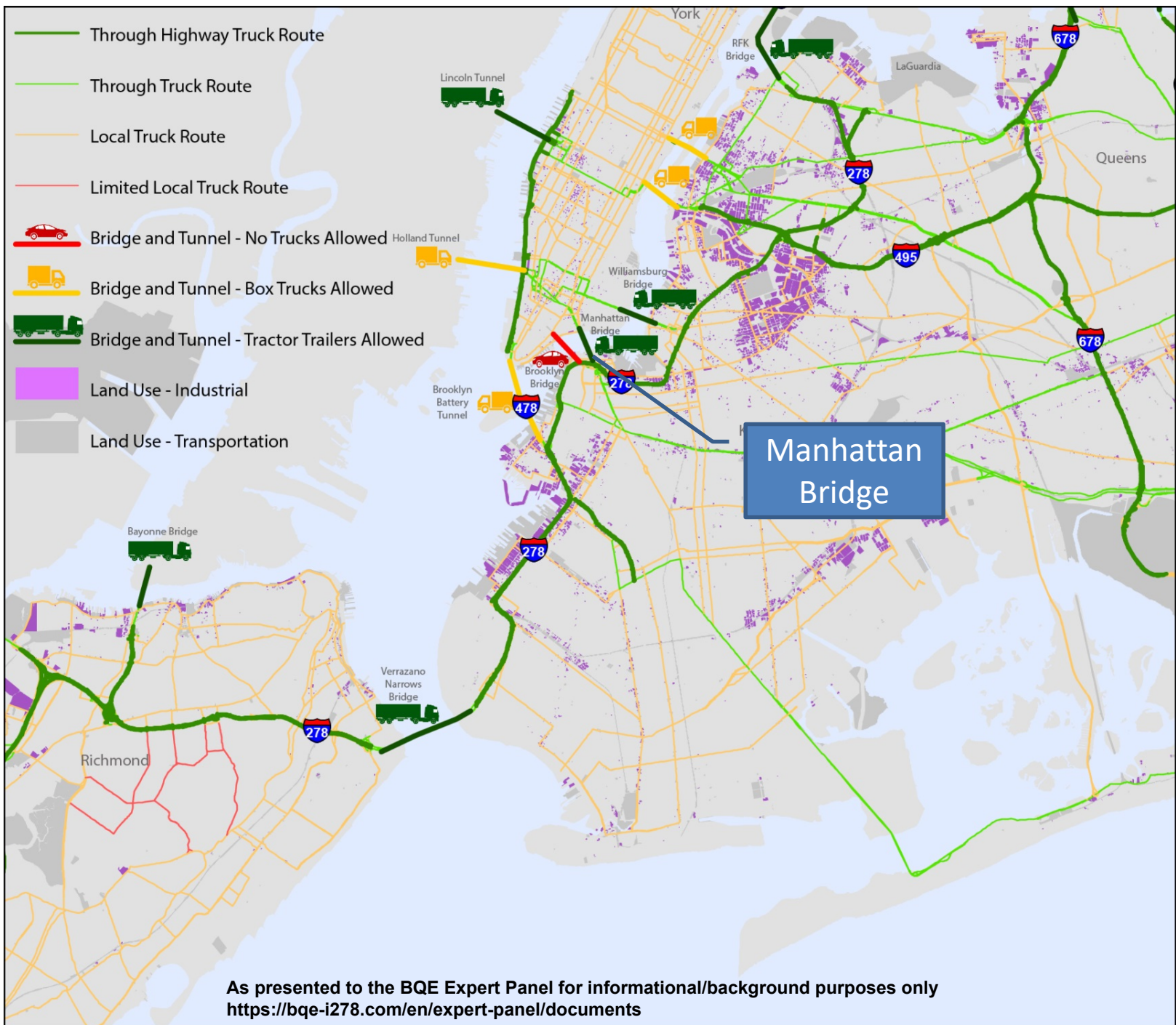


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Brooklyn Bridge Interchange

- Partial Interchange: only provides direct connection from QB BQE to Brooklyn Bridge
 - Cars from Brooklyn Bridge must use local streets to access QB & SIB BQE
- Connects to FDR Drive via direct ramps & lower Manhattan
- 34% of QB BQE traffic to Bklyn Bridge
- 29% of SIB BQE traffic from Bklyn Bridge



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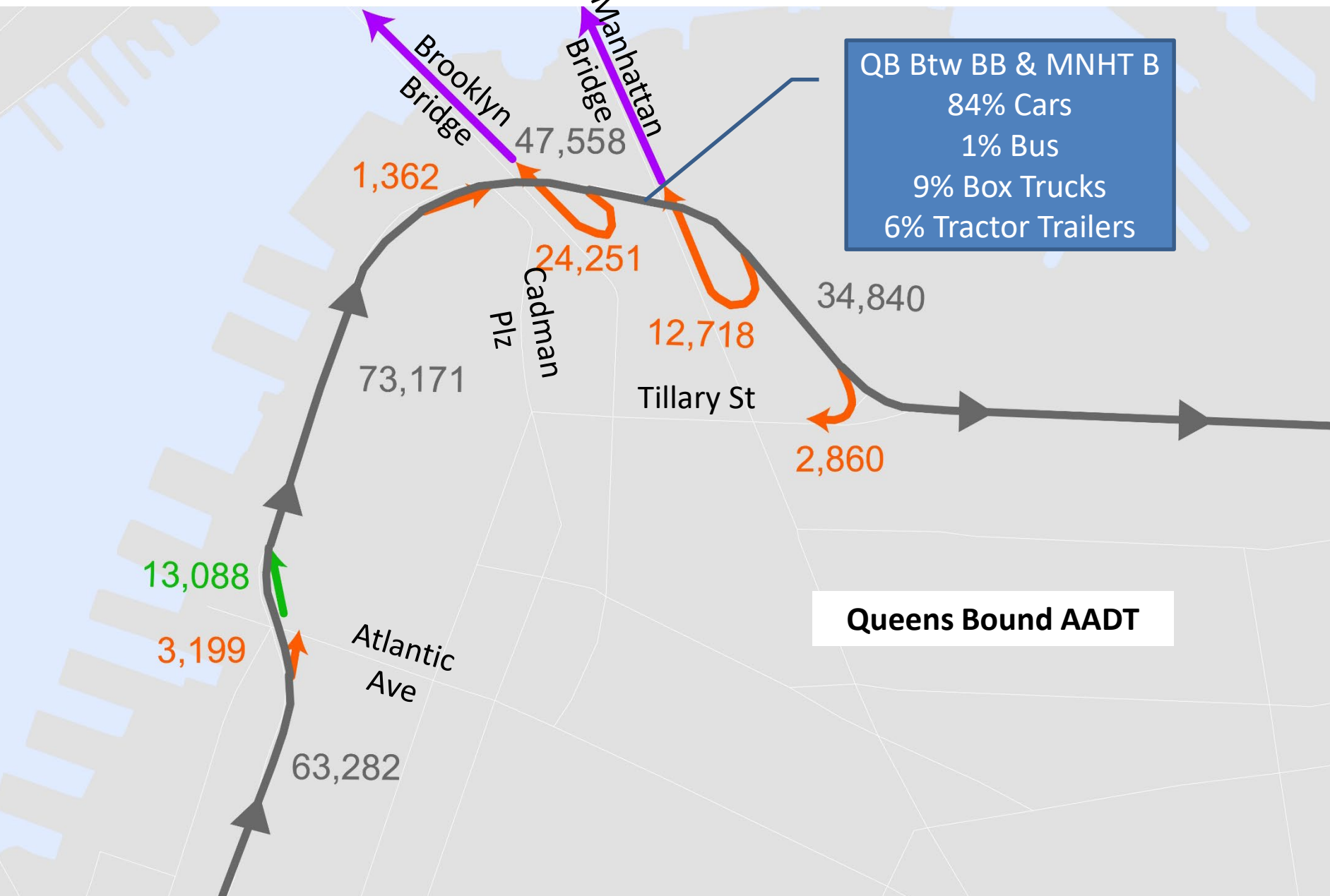


Manhattan Bridge Interchange

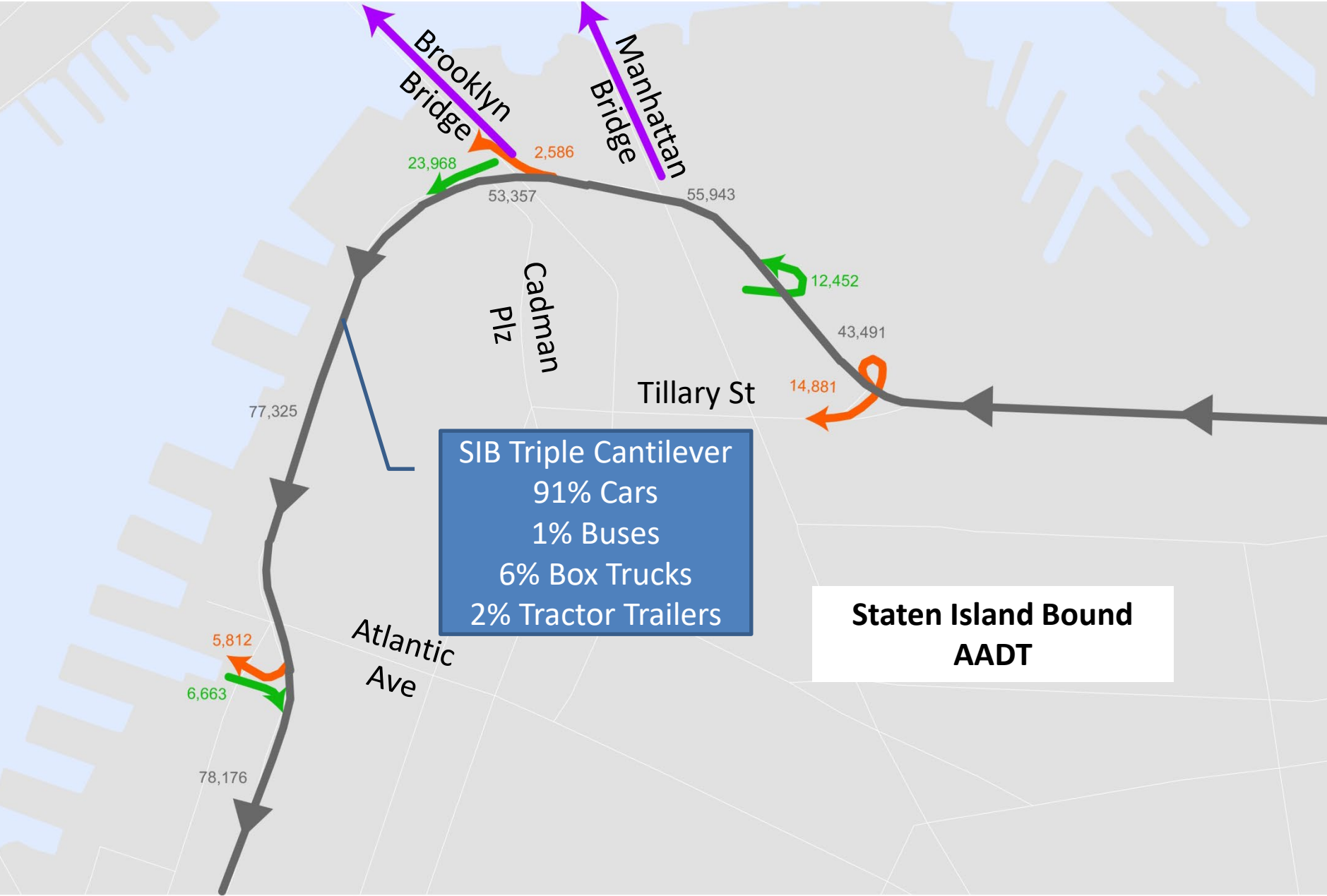
- Partial Interchange: only provides direct connection from QB BQE to MNHT Bridge
 - Vehicles from MNHT Bridge must use local streets to access QB & SIB BQE
- 27% of QB BQE traffic to MNHT Bridge
- 7% Box Trucks
- 2% Tractor Trailers

Manhattan Bridge






- Primary connection for Tractor Trailers to lower Manhattan
- Truck types
 - 75% Box Trucks
 - 25% Tractor Trailers



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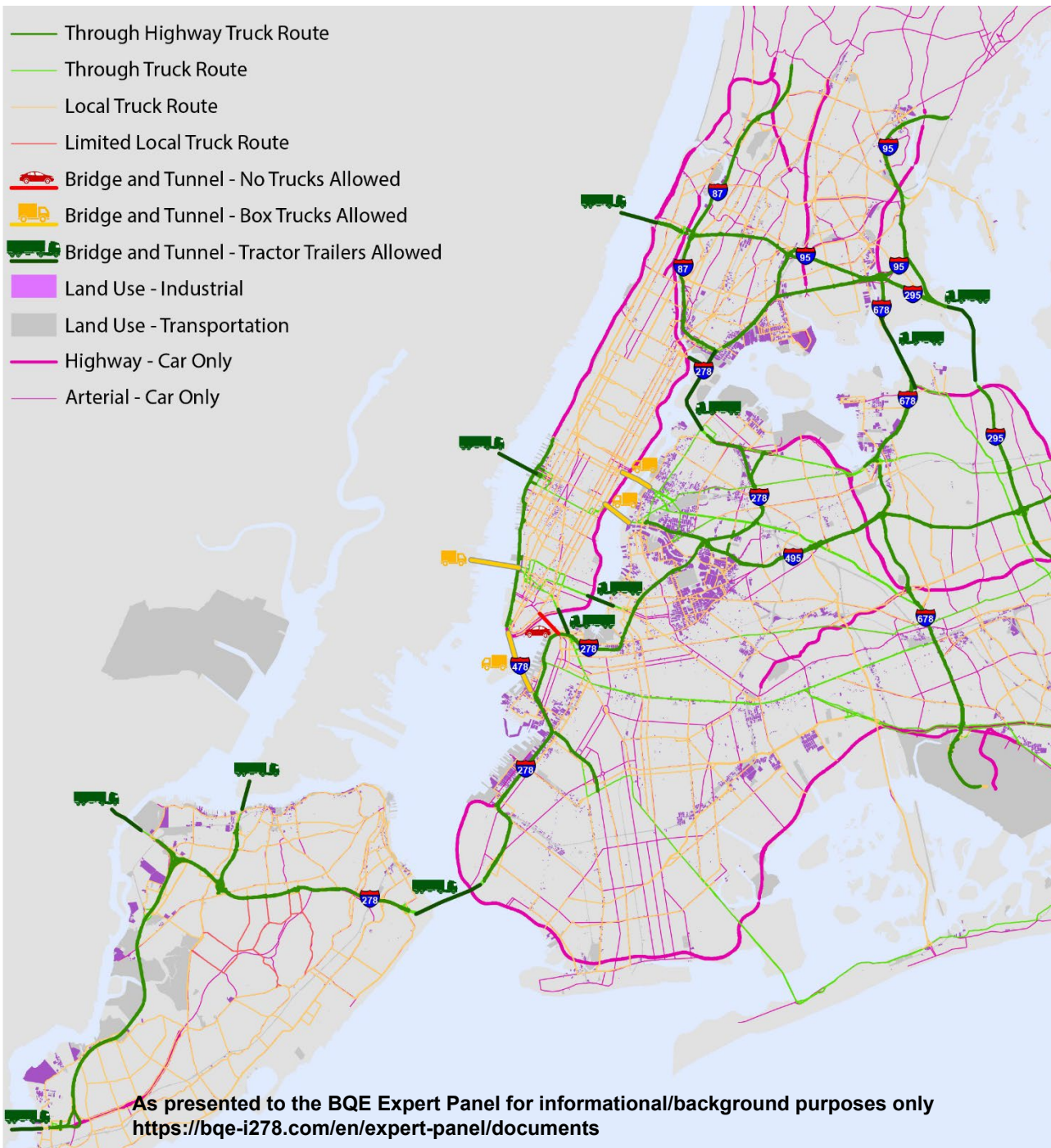


I-278 Verrazano Bridge Truck Sizes

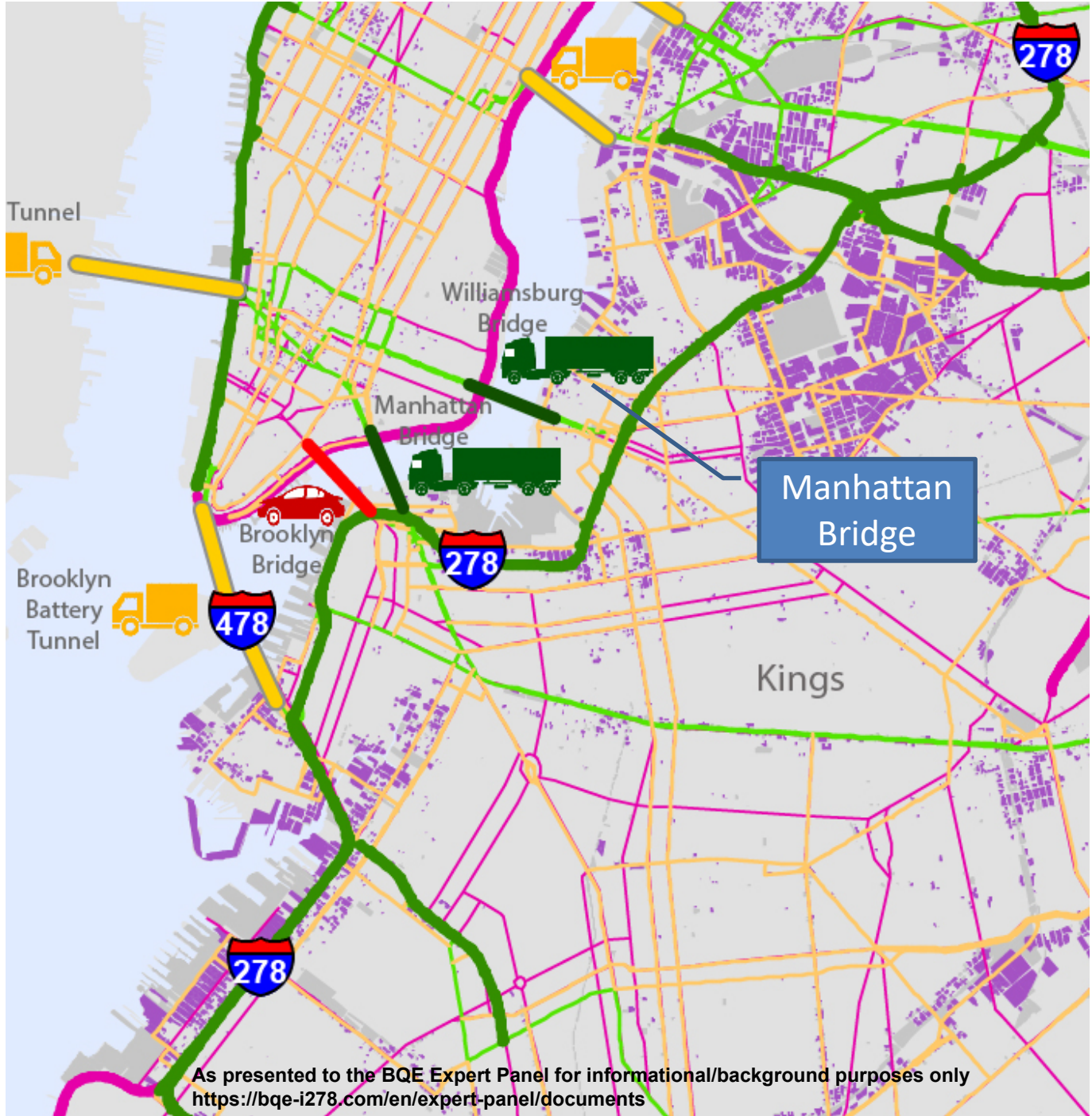
		Truck Type					
FHWA Classification Axles						Total Trucks	
	Class 5	Class 6, 8	Class 7, 8	Class 9	Class 10	All Axles	
	2-axle	3-axle	4-axle	5-axle	6-axle		
		Volumes					
2015	2,087,398	389,210	241,112	927,904	37,030	3,688,166	
2016	2,185,946 +5%	473,208 +22%	266,786 +11%	908,806 -2%	34,926 -6%	3,877,960 +5%	
2017	2,350,138 +8%	513,522 +9%	277,798 +4%	961,368 +6%	29,338 -16%	4,136,822 +7%	
2018	2,467,832 +5%	587,946 +14%	332,444 +20%	1,015,512 +6%	34,356 +17%	4,444,342 +7%	

Freight is forecasted to grow 68% by 2045 (NYCEDC)

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Summary

- BQE is an interstate facility that provides local/regional access for all vehicle types
- Economic engine for freight/goods movement supporting local, regional, & national businesses
- Project Access/Connections:
 - Atlantic Avenue
 - Brooklyn Bridge
 - Manhattan Bridge

BQE Atlantic to Sands Mobility Corridor

June 5, 2019

Expert Panel Presentation

