

# Rehabilitation of the BQE (I-278)

## Urban design progress



# Contents

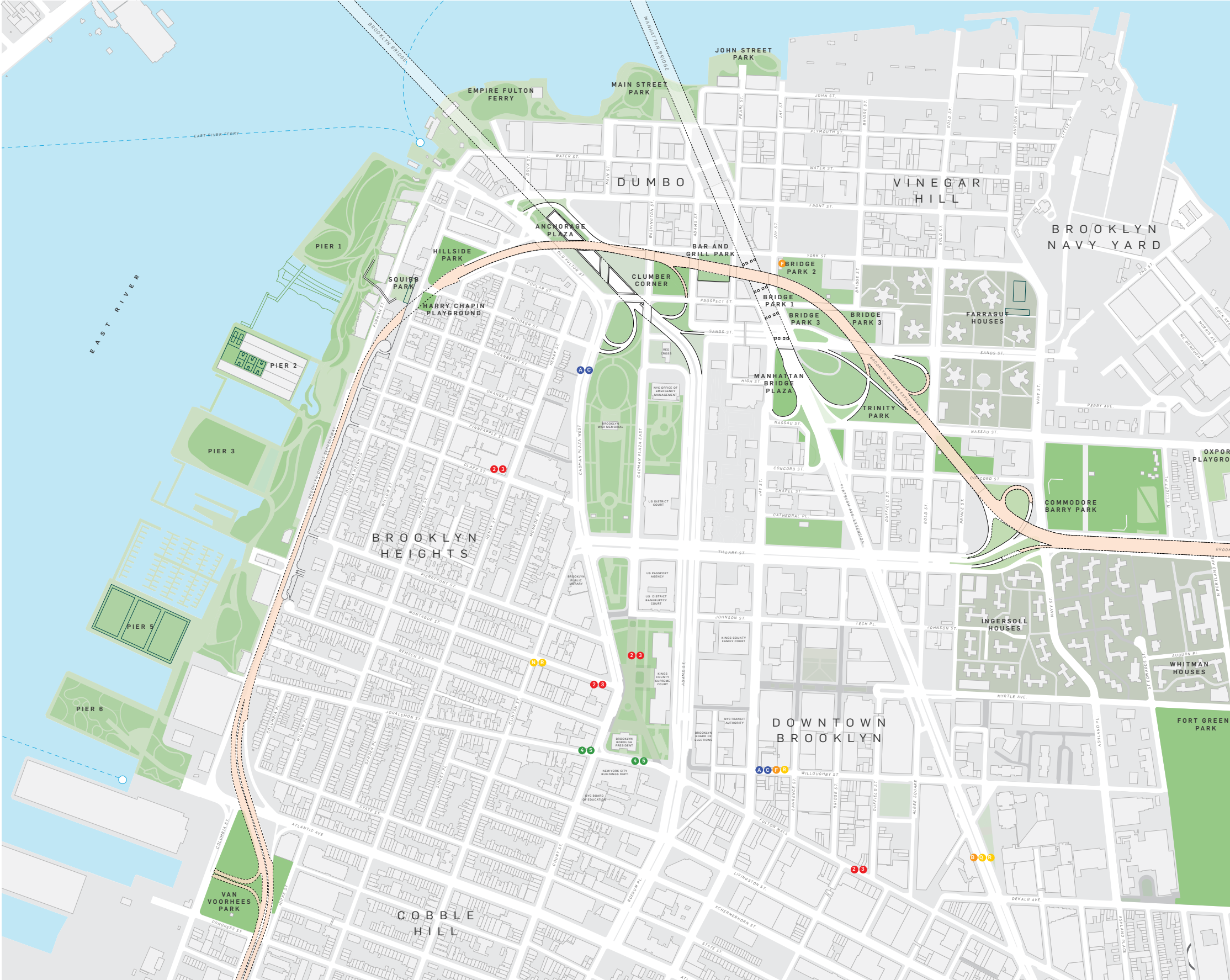
1. **BASELINE CONNECTIVITY**
2. **TEMPORARY ELEVATED ROADWAY**
  - a. Impacts
  - b. Urban design opportunities
3. **FINAL CONDITION DESIGN OPPORTUNITIES**
  - a. Brooklyn Heights Promenade
  - b. Columbia Heights
  - c. Old Fulton Street & DUMBO
4. **APPENDIX**
  - a. Program & amenities analysis
  - b. Mapping analysis
  - c. Programming precedents



# 1

# Baseline Connectivity

# Site Overview



LEGEND  
 Existing BQE

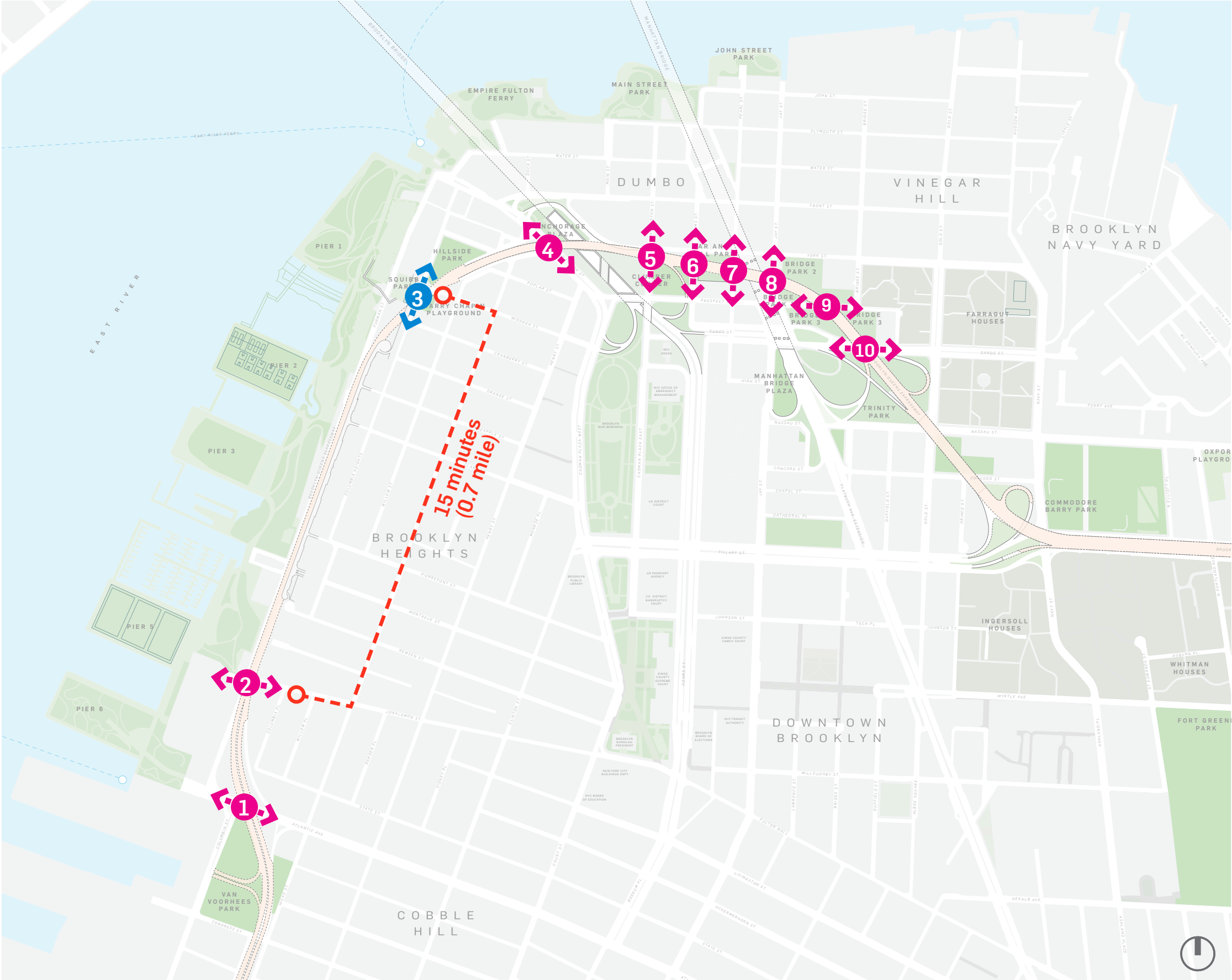
0 625 1,250 Feet



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# Connection Typologies





- 1. Atlantic Ave
- 2. Joralemon St
- 3. Columbia Heights
- 4. Old Fulton St
- 5. Washington St
- 6. Adams St
- 7. Pearl St
- 8. Jay St
- 9. Prospect St
- 10. Sands St

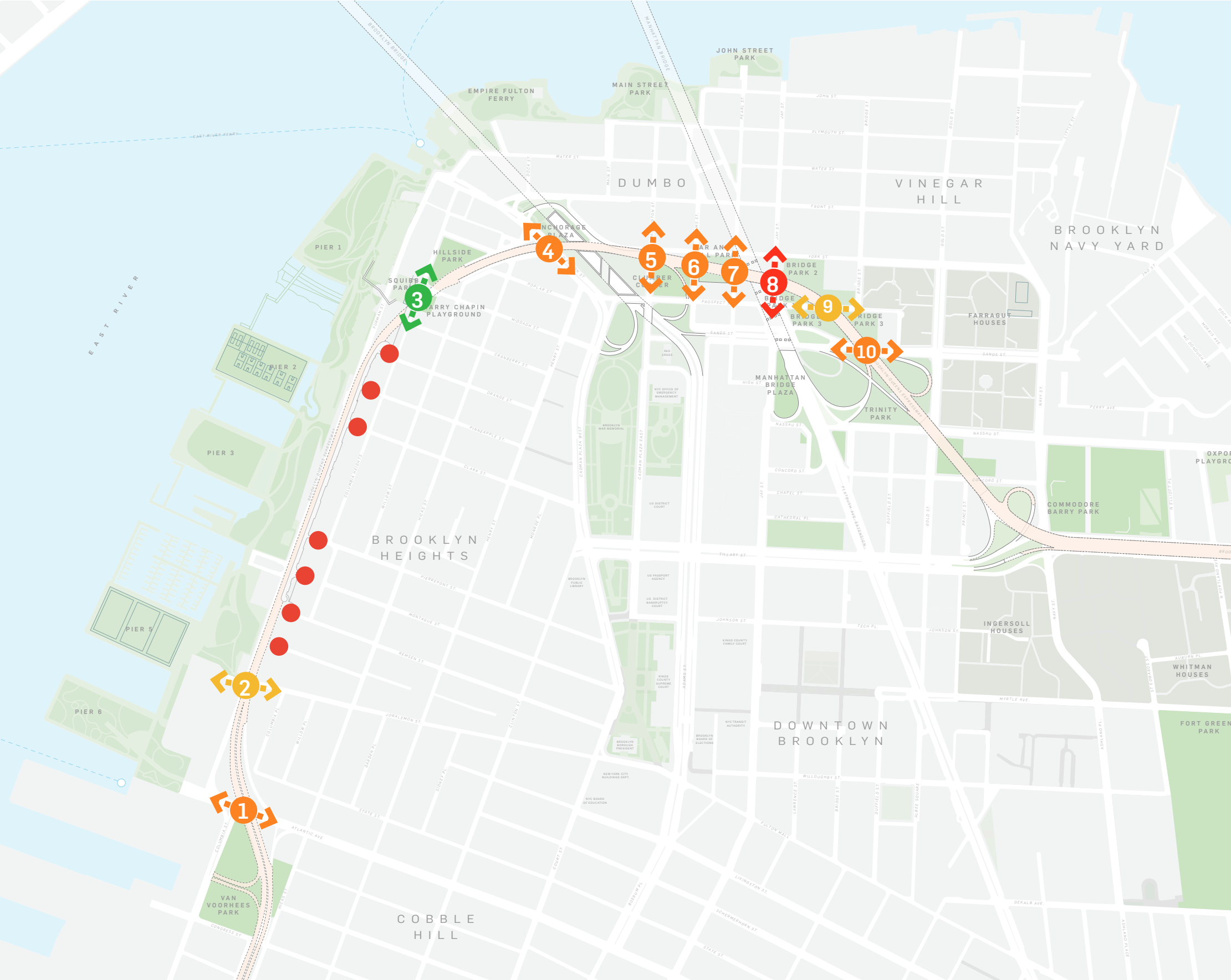
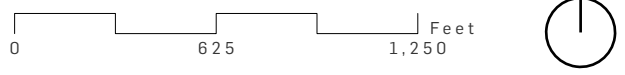


LEGEND

- Underpass
- Bridge

# Pedestrian Connections: Overview

-  **A Well Connected**
-  **B Connection Needs Improvement**
-  **C Poorly Connected**
-  **F Very Poorly Connected / Not Connected**



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# Pedestrian Connections: Evaluation



## 1 Atlantic Avenue

- |  |  |
|--|--|
| <input type="checkbox"/> Pedestrian safety               | <input type="checkbox"/> Street trees / vegetation |
| <input checked="" type="checkbox"/> Sidewalk continuity  | <input type="checkbox"/> Street furniture          |
| <input checked="" type="checkbox"/> Lighting — daytime   | <input type="checkbox"/> Signage & wayfinding      |
| <input checked="" type="checkbox"/> Lighting — nighttime |  |

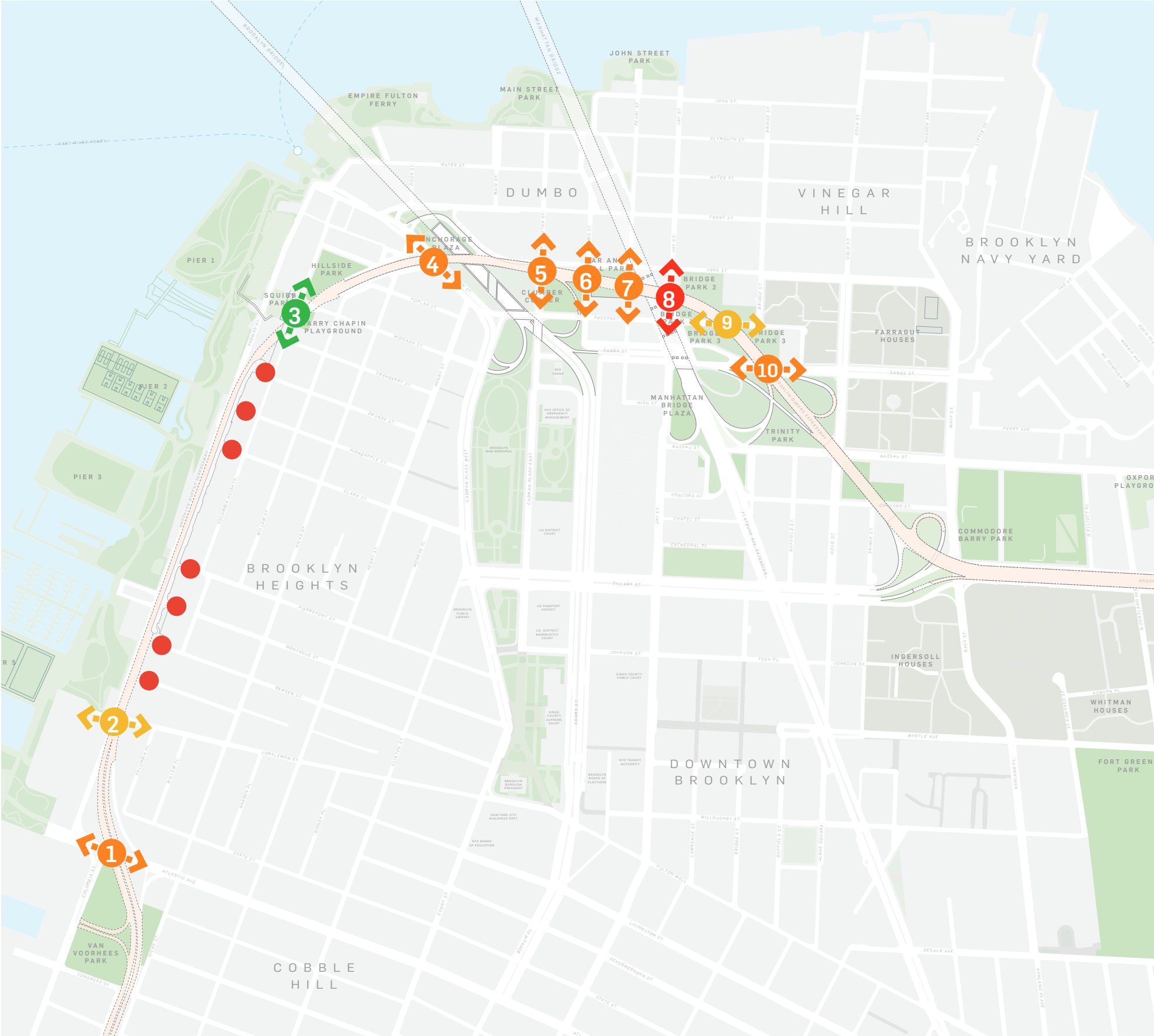


# Pedestrian Connections: Evaluation



## 2 Joralemon Street

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding



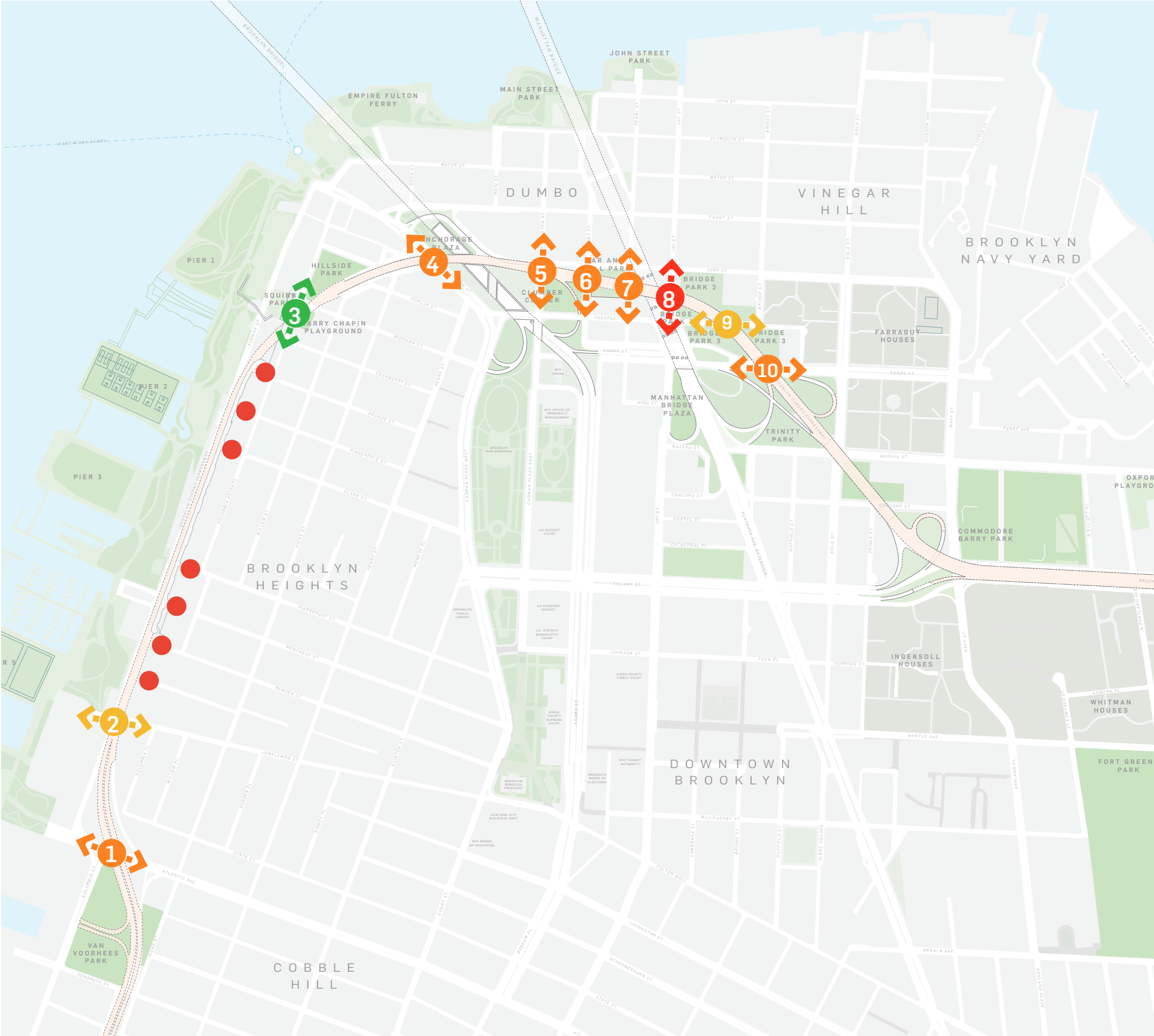


# Pedestrian Connections: Evaluation



### 3 Columbia Heights

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding

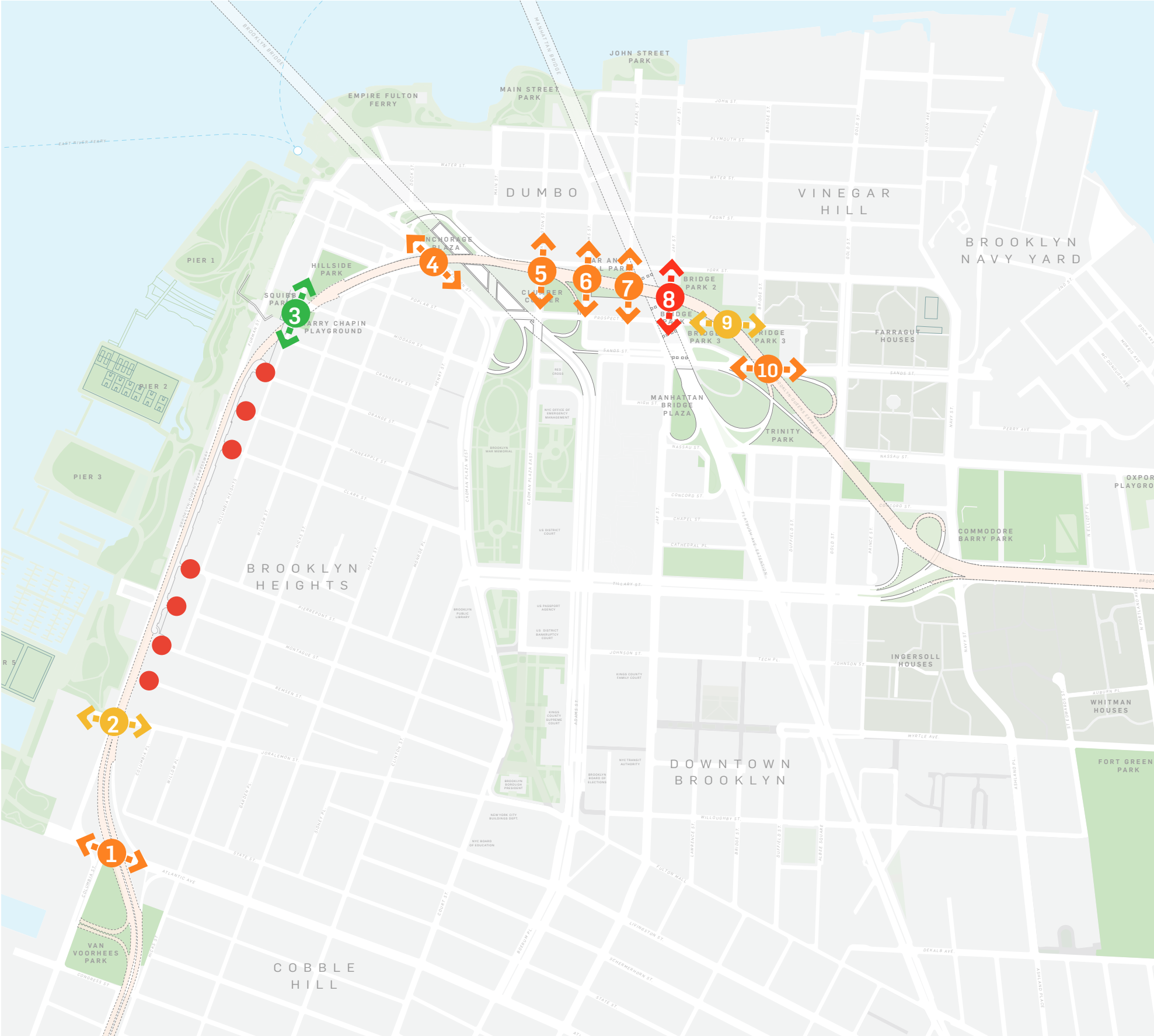


# Pedestrian Connections: Evaluation



## 4 Old Fulton Street

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding

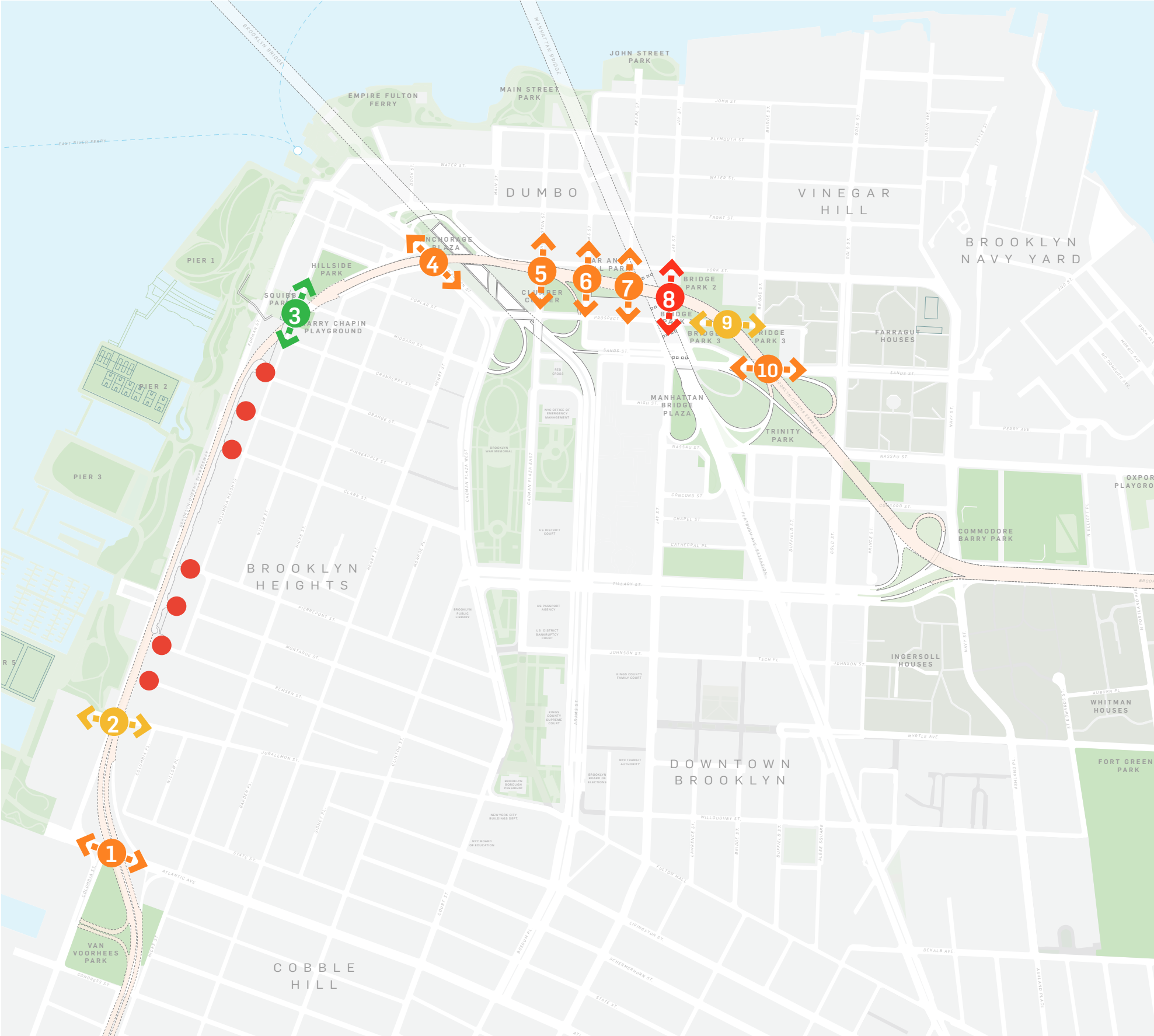


# Pedestrian Connections: Evaluation



## 5 Washington Street

- |   |   |
|---|---|
| <input type="checkbox"/> Pedestrian safety              | <input checked="" type="checkbox"/> Street trees / vegetation |
| <input checked="" type="checkbox"/> Sidewalk continuity | <input type="checkbox"/> Street furniture                     |
| <input checked="" type="checkbox"/> Lighting — daytime  | <input type="checkbox"/> Signage & wayfinding                 |
| <input type="checkbox"/> Lighting — nighttime           |   |

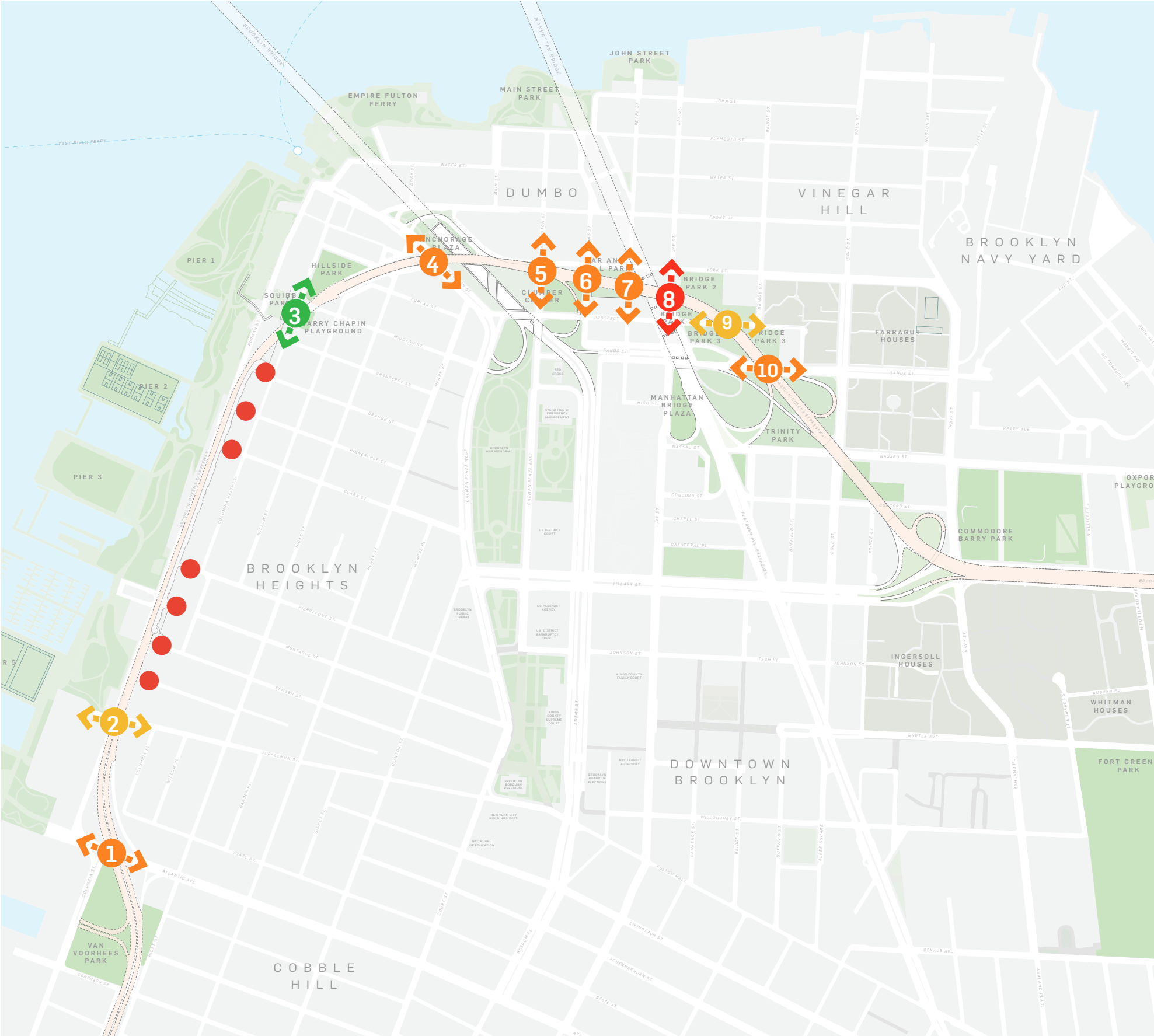


# Pedestrian Connections: Evaluation



## 6 Adams Street

- |   |   |
|---|---|
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| <input checked="" type="checkbox"/> Sidewalk continuity | <input type="checkbox"/> Street furniture                     |
| <input checked="" type="checkbox"/> Lighting — daytime  | <input type="checkbox"/> Signage & wayfinding                 |
| <input type="checkbox"/> Lighting — nighttime           |   |



# Pedestrian Connections: Evaluation



## 7 Pearl Street

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding



# Pedestrian Connections: Evaluation



## 8 Jay Street

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding



# Pedestrian Connections: Evaluation



## 9 Prospect Street

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding



# Pedestrian Connections: Evaluation



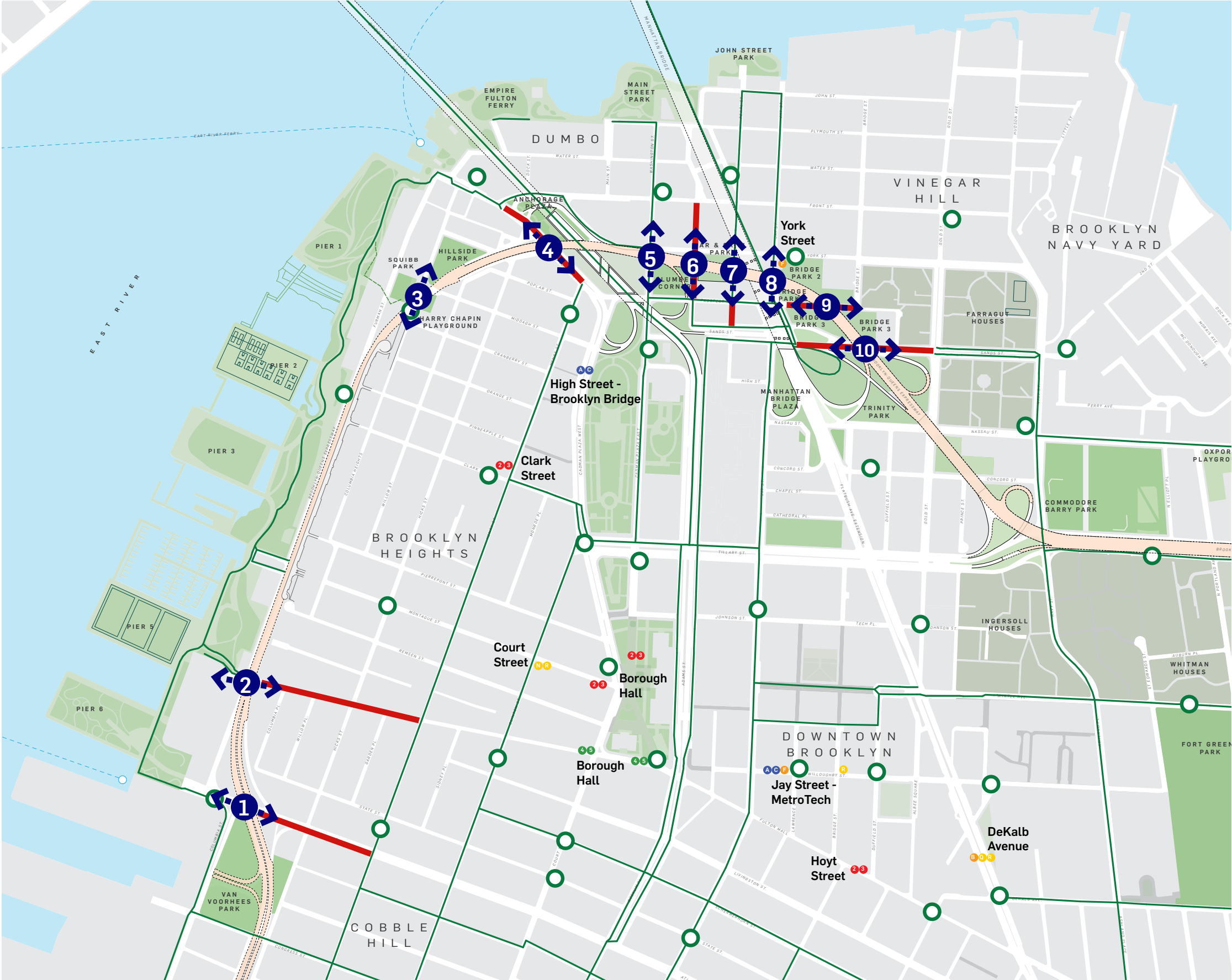
## 10 Sands Street

- Pedestrian safety
- Sidewalk continuity
- Lighting — daytime
- Lighting — nighttime
- Street trees / vegetation
- Street furniture
- Signage & wayfinding







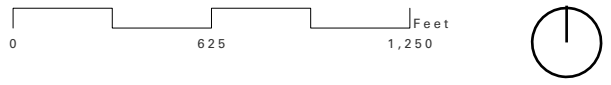


# Bicycle Connections



**LEGEND**

-  Existing BQE
-  Bike lane
-  Missing connection
-  Citibike Station



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# Transit Ridership Per Station

Figure in millions of riders per year.

Source: MTA 2016



## LEGEND

Existing BQE

0 625 1,250 Feet

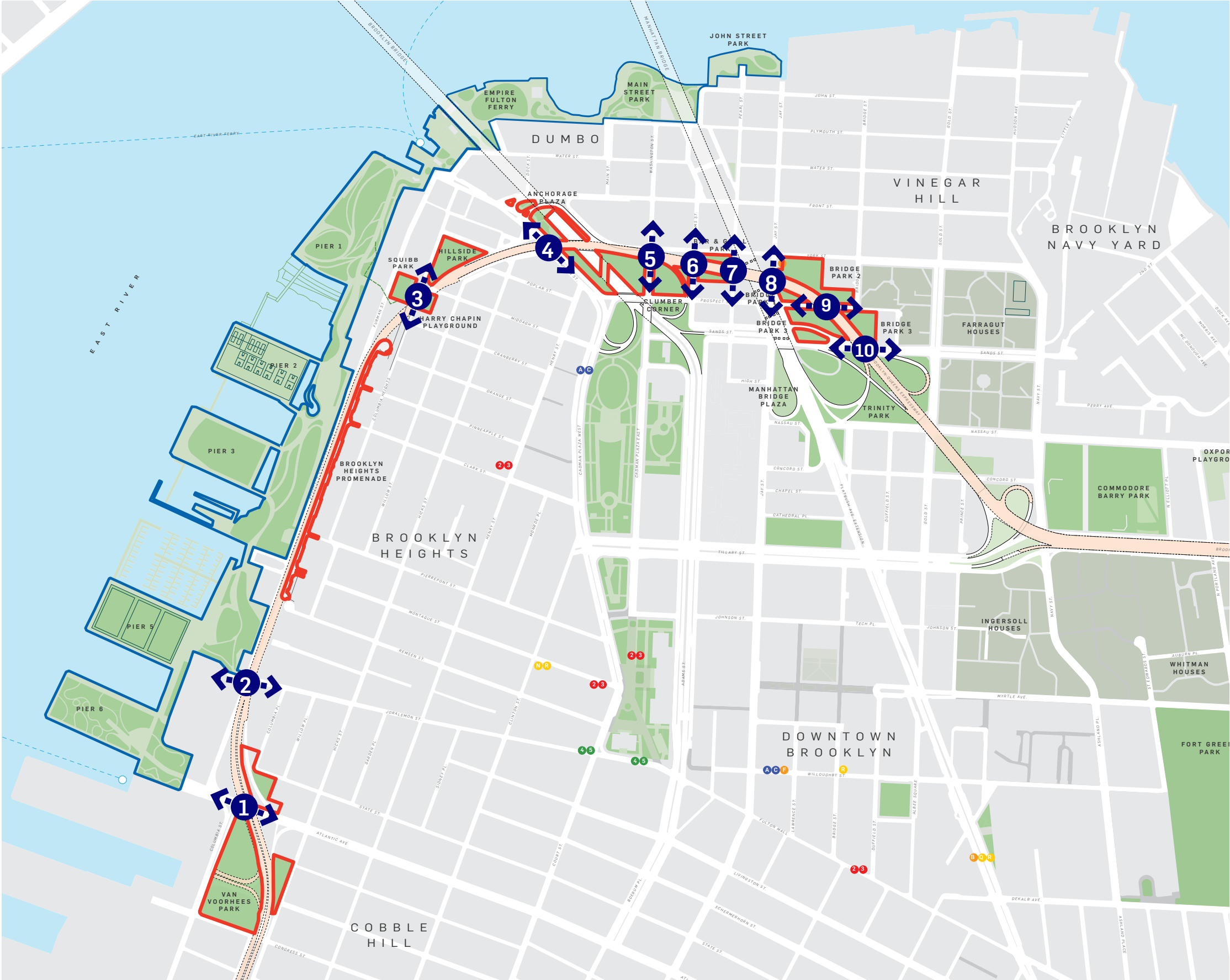


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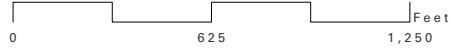


# Public Realm Relationships



**LEGEND**

- Existing BQE
- DPR Property
- BBP Property







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# View Corridors — looking toward the East River waterfront



**LEGEND**

-  Existing BQE
-  View over
-  View under
-  No view

0 625 1,250 Feet







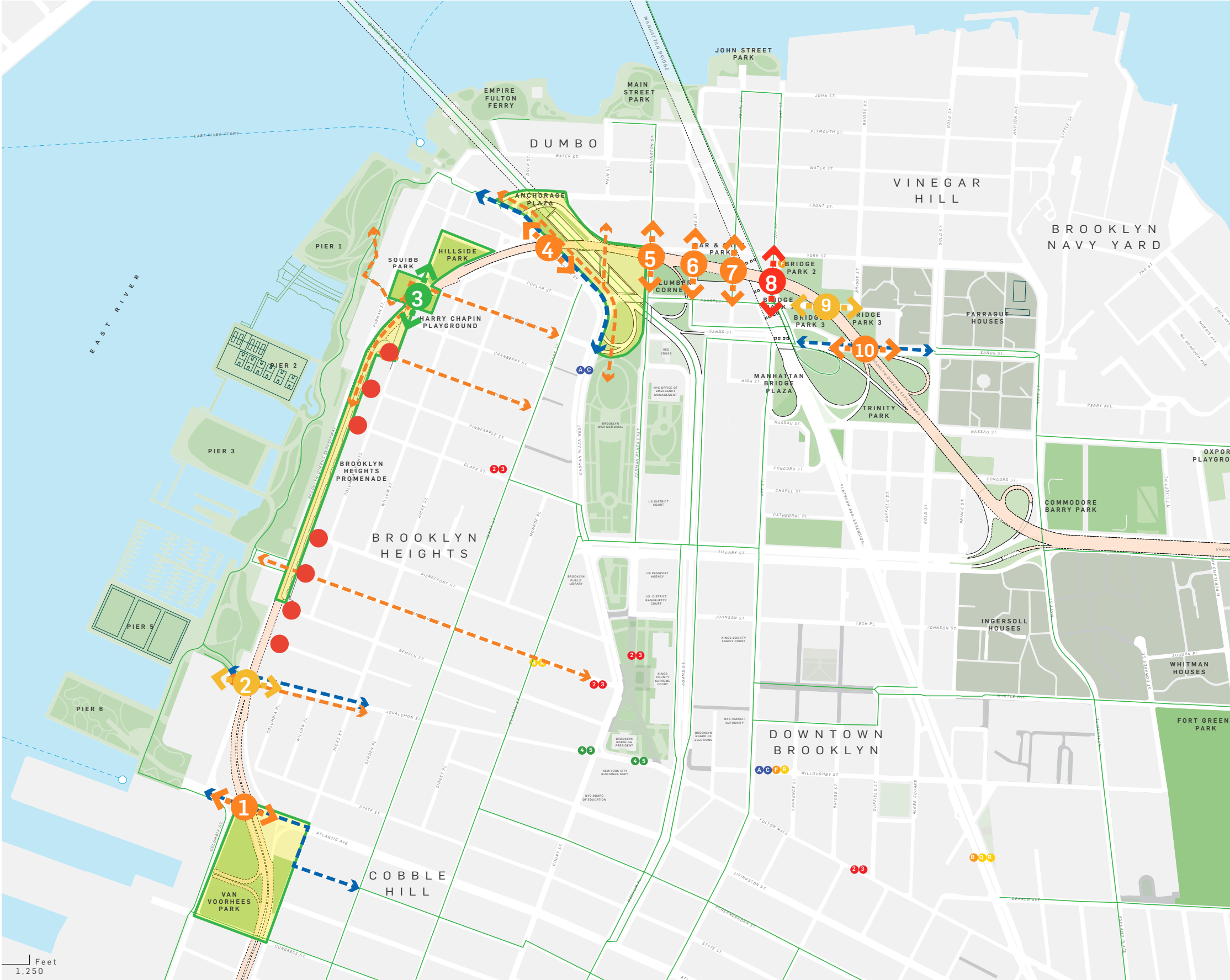
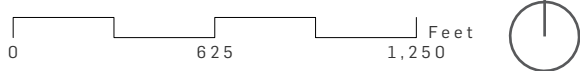
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# Connectivity opportunities overview

Pedestrian & bicycle connection improvements

Public realm improvements

- LEGEND
-  Existing BQE
  -  Pedestrian connection
  -  Bicycle connection
  -  Public realm improvements

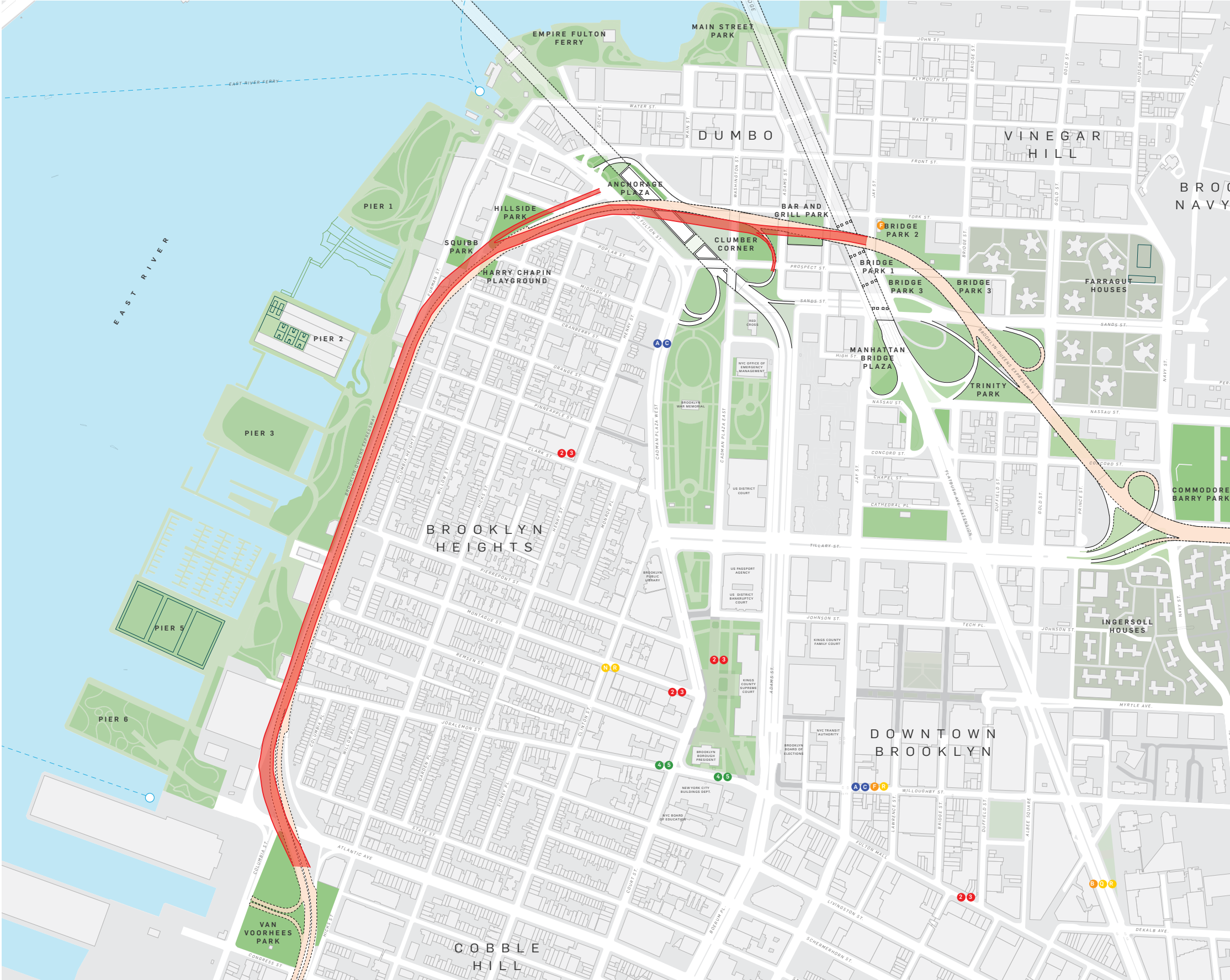


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# 2

# Temporary Elevated Roadway

# Temporary Elevated Roadway Alignment



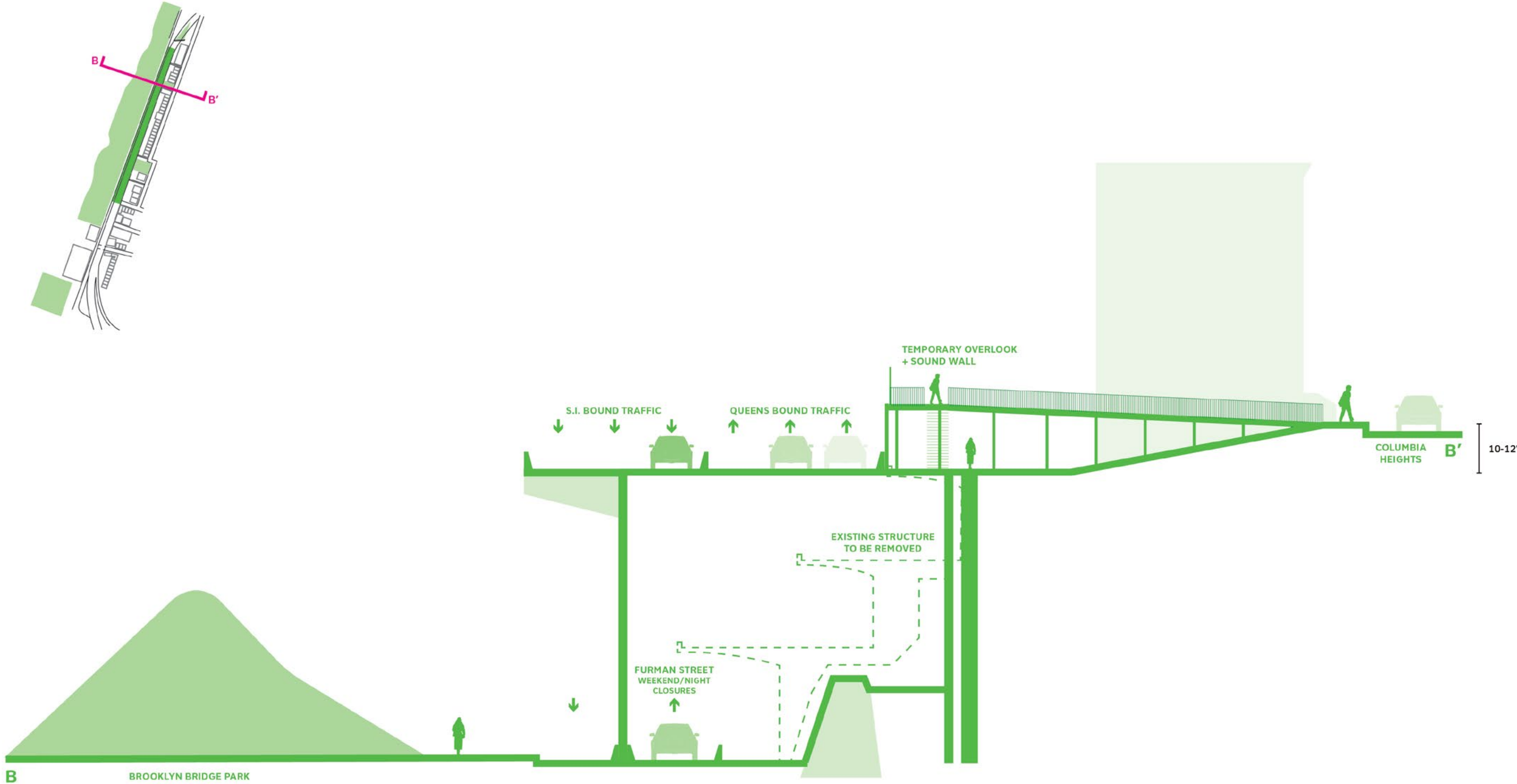
**LEGEND**

- Existing BQE
- Interim BQE



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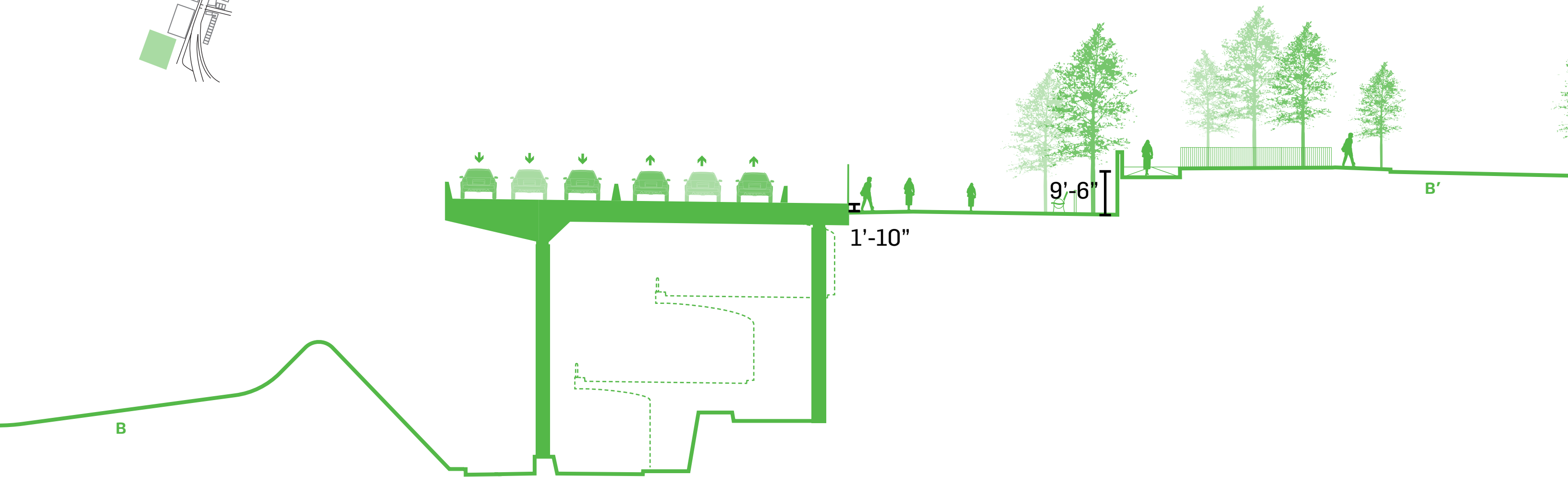
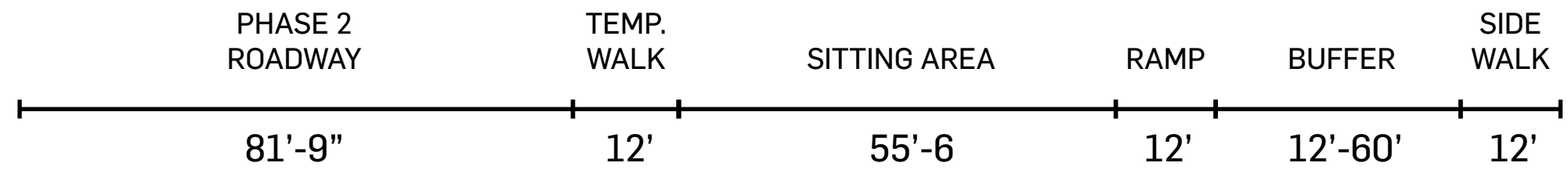
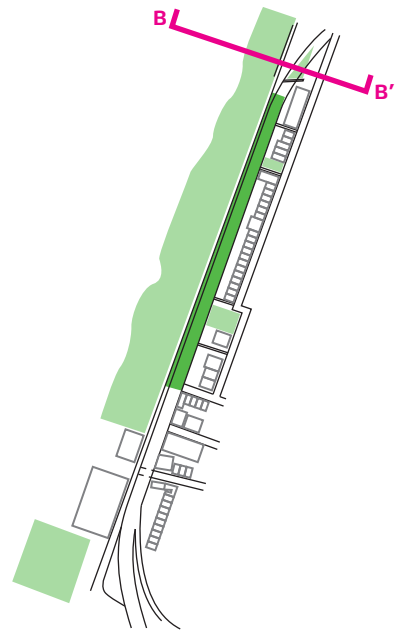
# Interim condition — Promenade street ends



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# Interim condition — Fruit Street Sitting Area



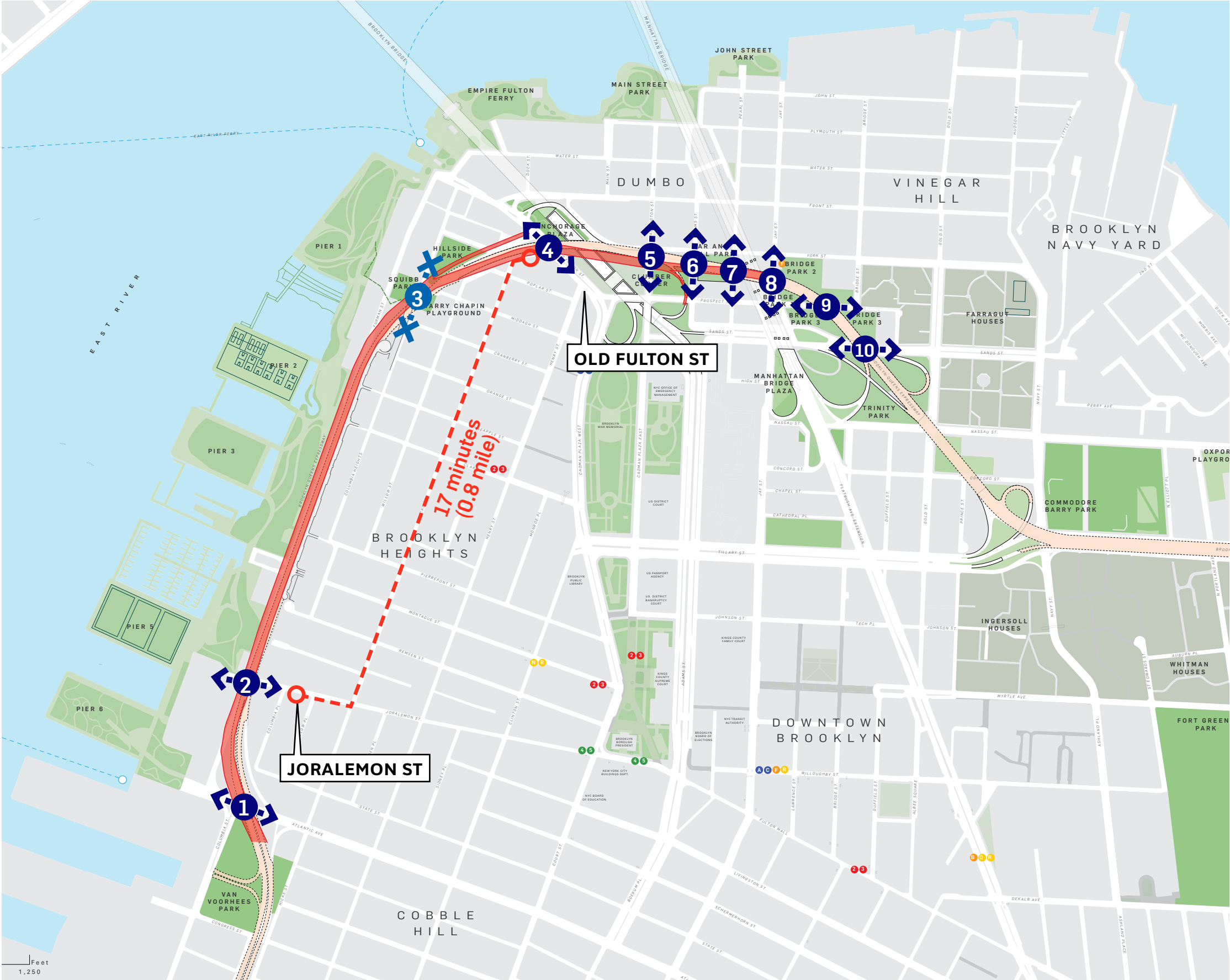
2a

# Temporary Roadway Impacts



# Temporary Elevated Roadway Impacts

Note: without the Squibb Bridge, visitors will access to Brooklyn Bridge Park on Old Fulton St or Joralemon St, which will take extra 2-5 minutes



**LEGEND**

- Existing BQE
- Interim BQE



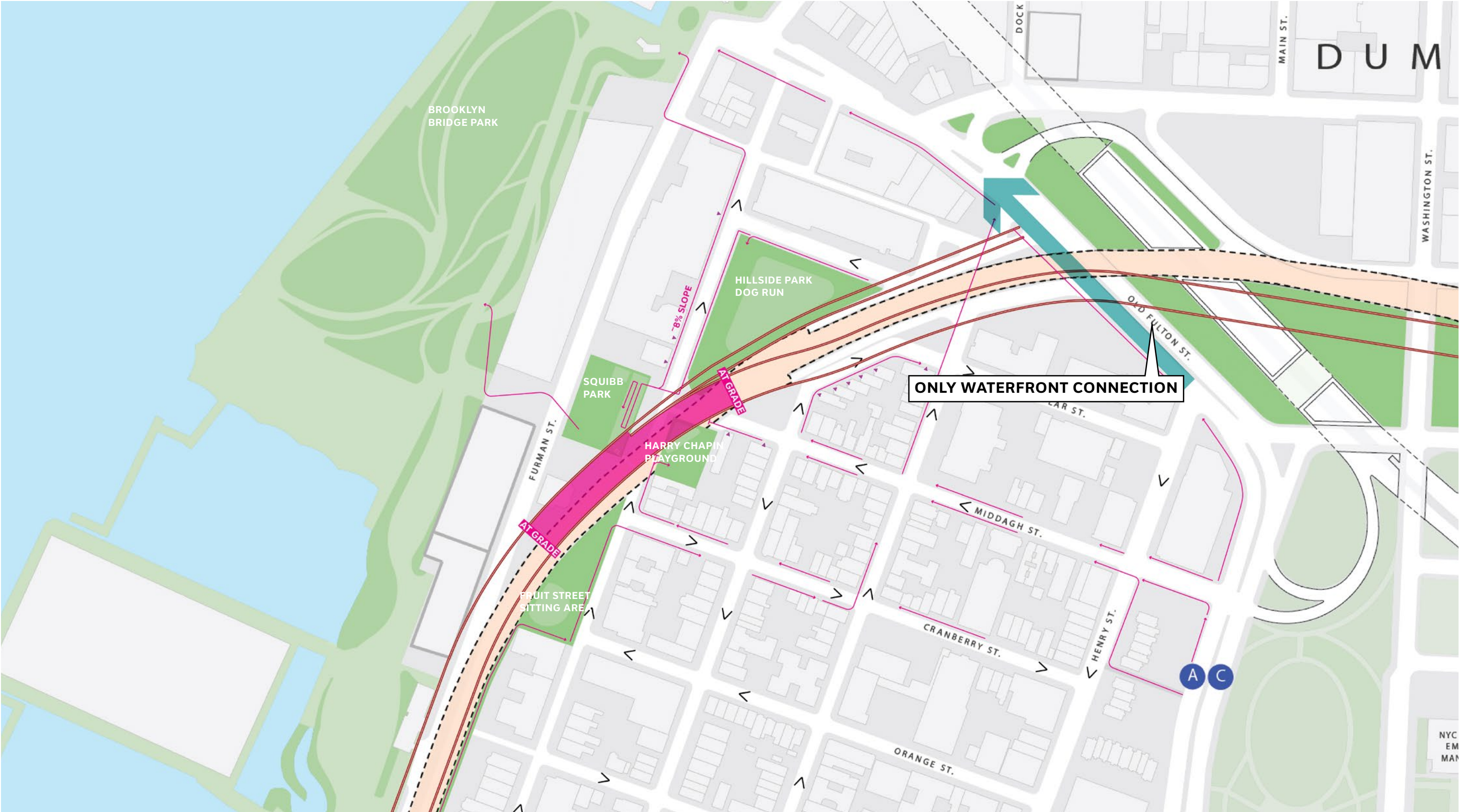
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# Existing Connectivity and Public Realm



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# Temporary elevated roadway — connectivity & public realm impacts



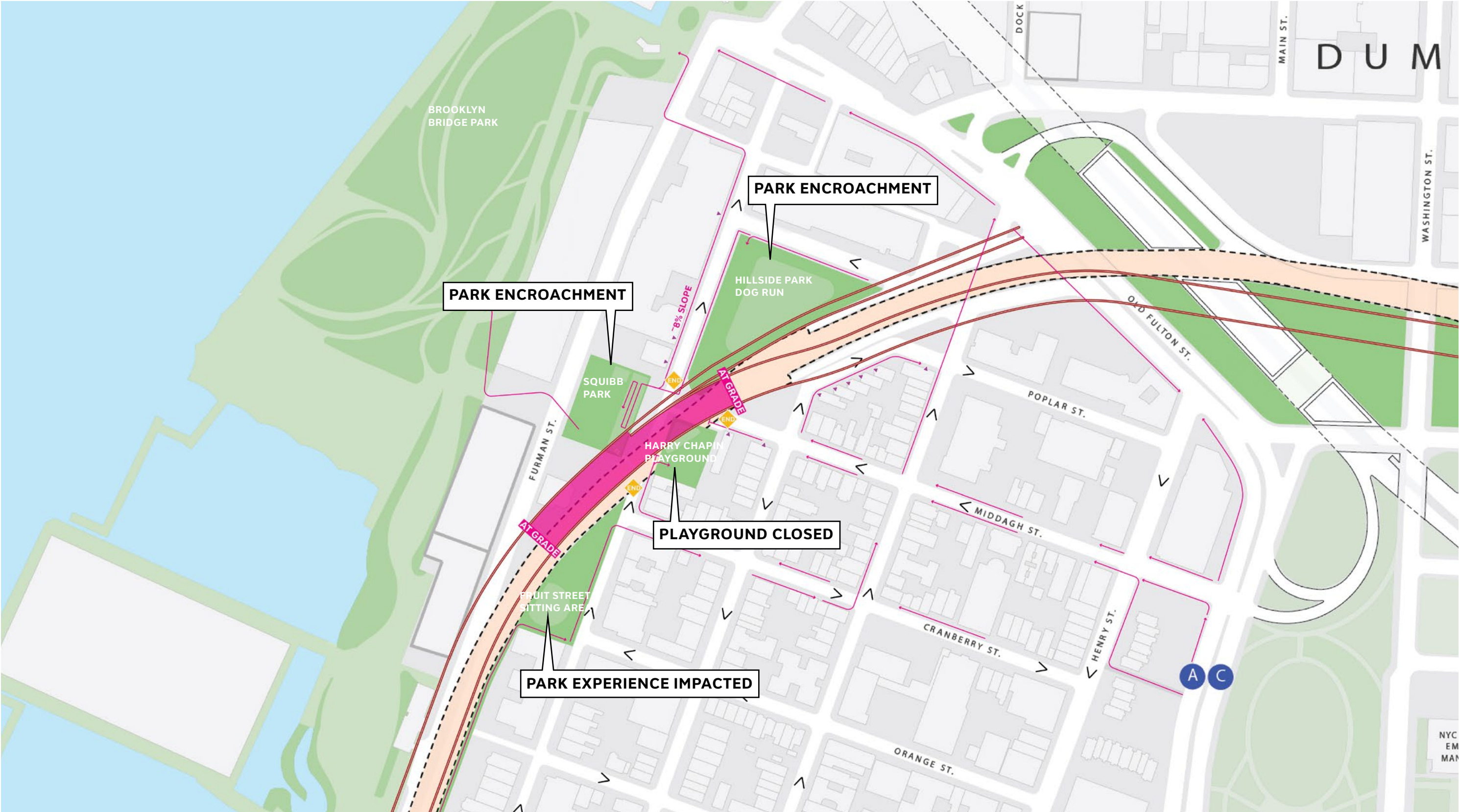
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# Temporary elevated roadway — connectivity & public realm impacts



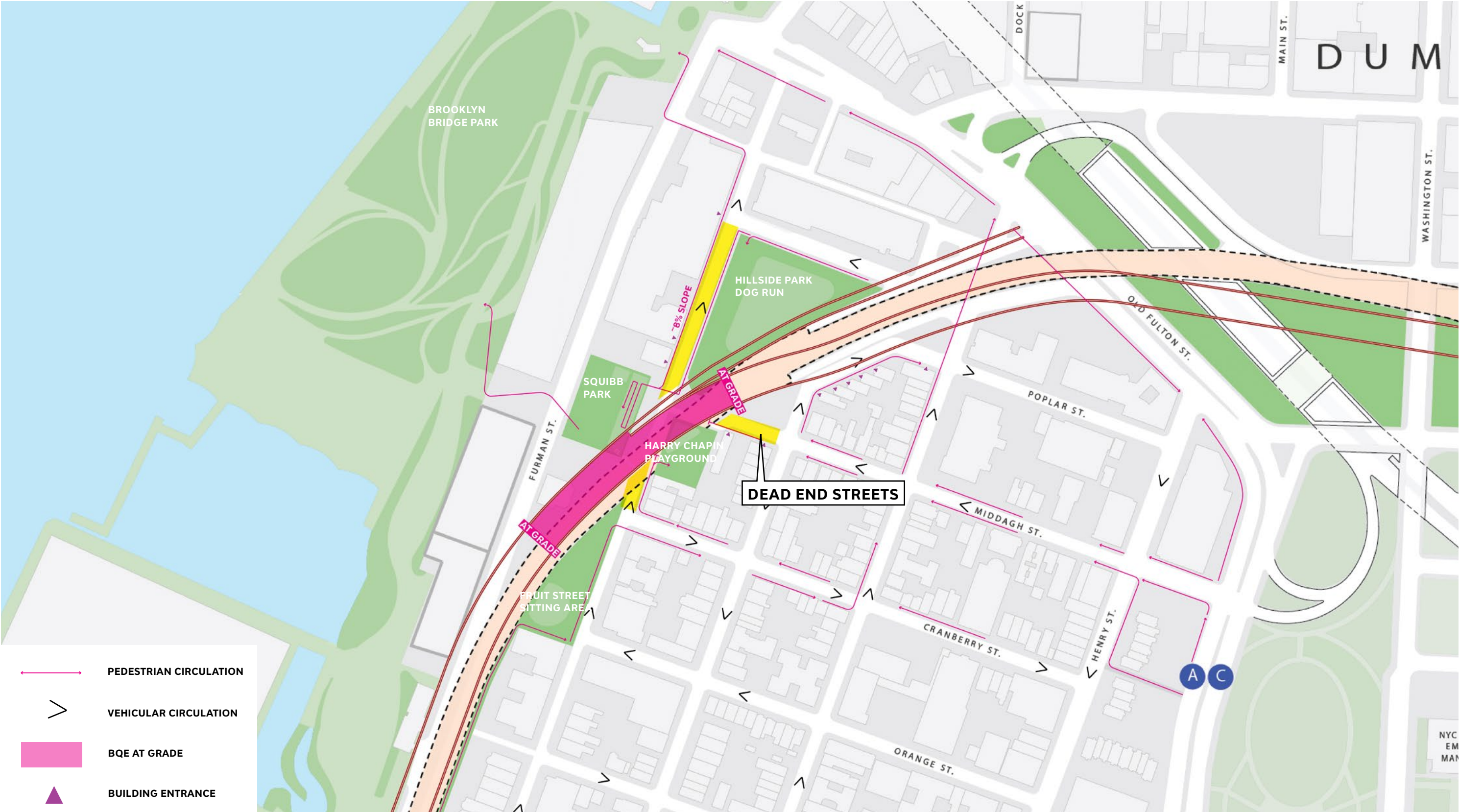
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# Temporary elevated roadway — connectivity & public realm impacts



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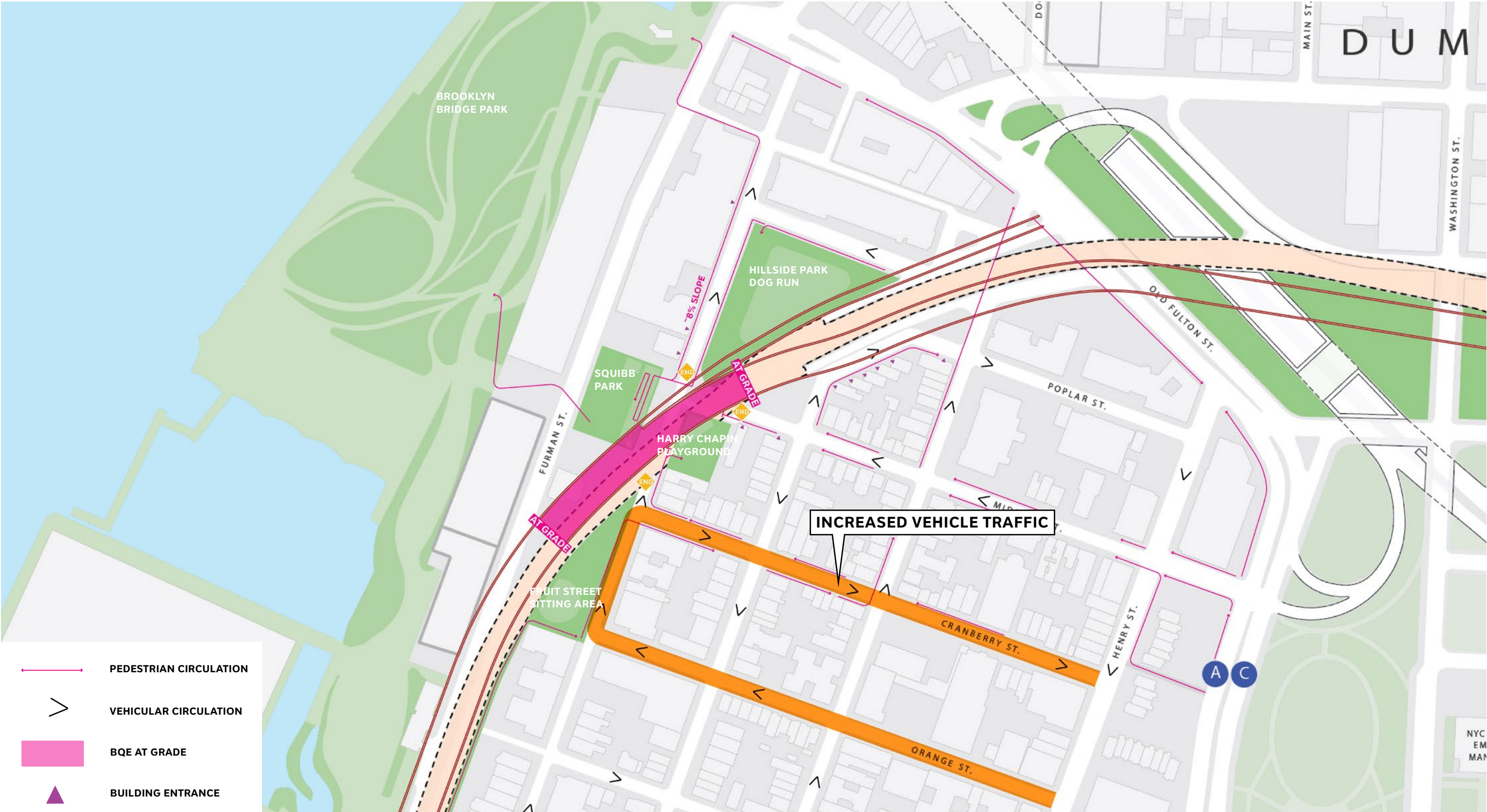
# Temporary elevated roadway — connectivity & public realm impacts



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# Temporary elevated roadway — connectivity & public realm impacts



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# Temporary elevated roadway — Columbia Heights



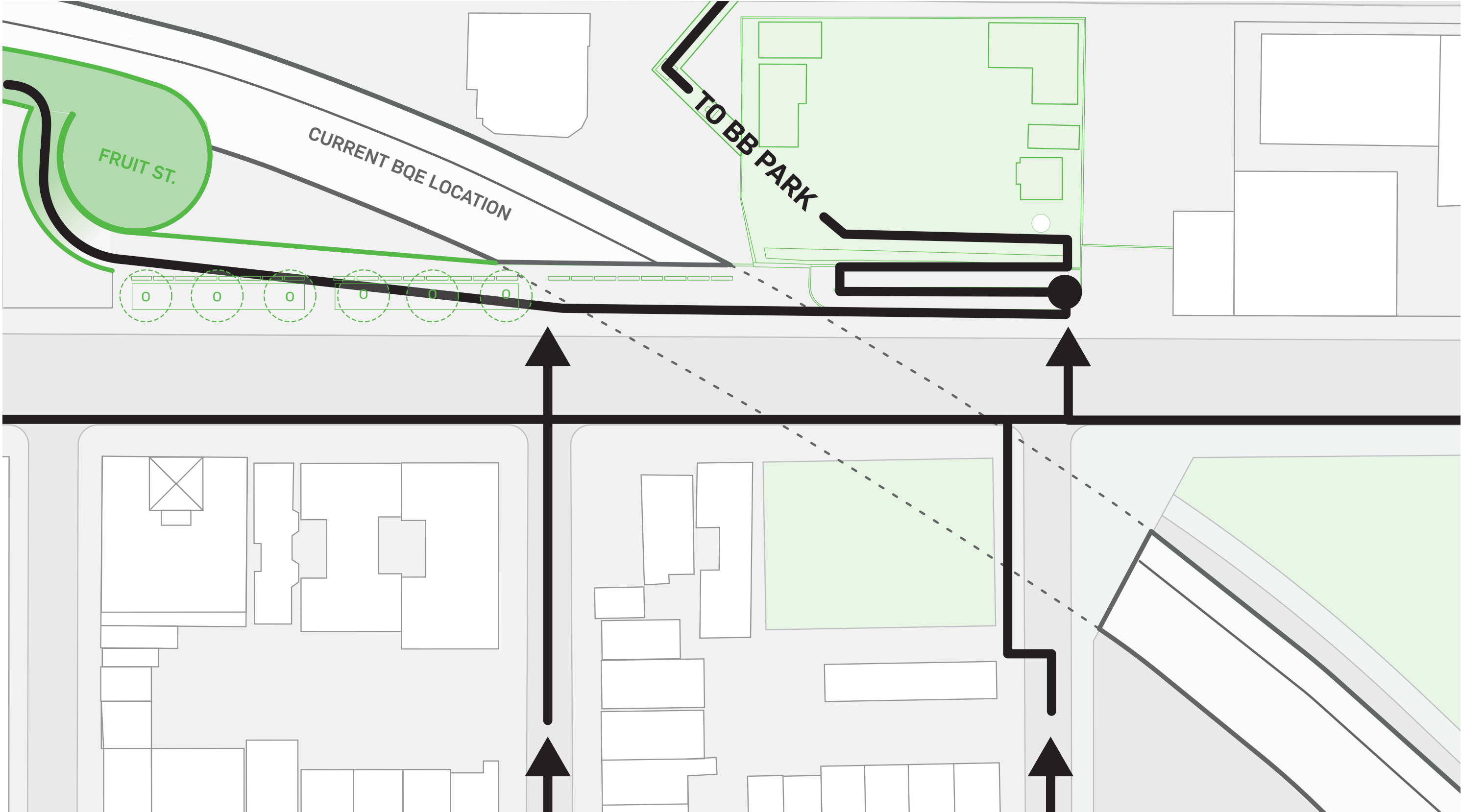
INTERIM ROADWAY + PROTECTIVE BARRIER

# Temporary elevated roadway — Columbia Heights



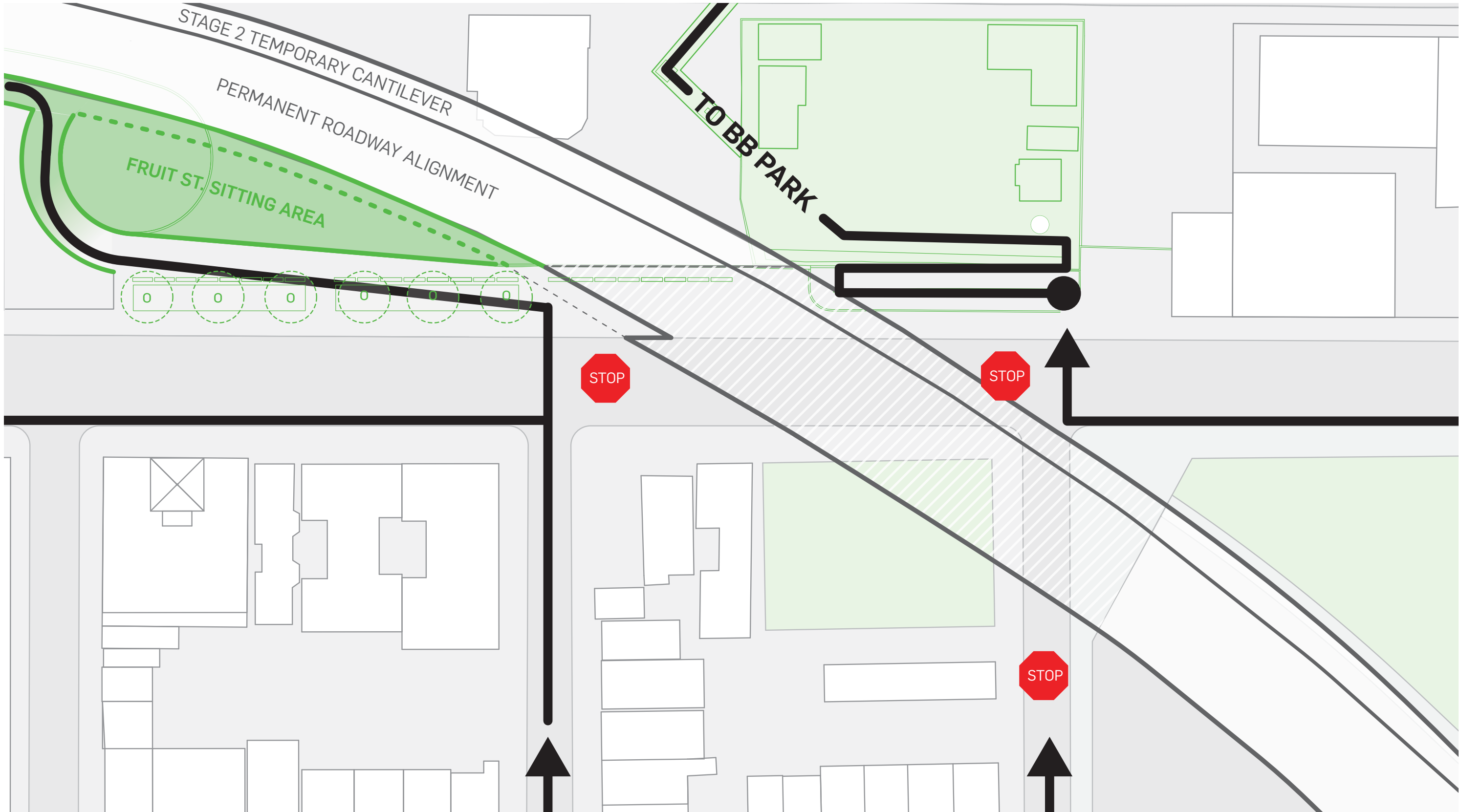
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# CURRENT CONDITION



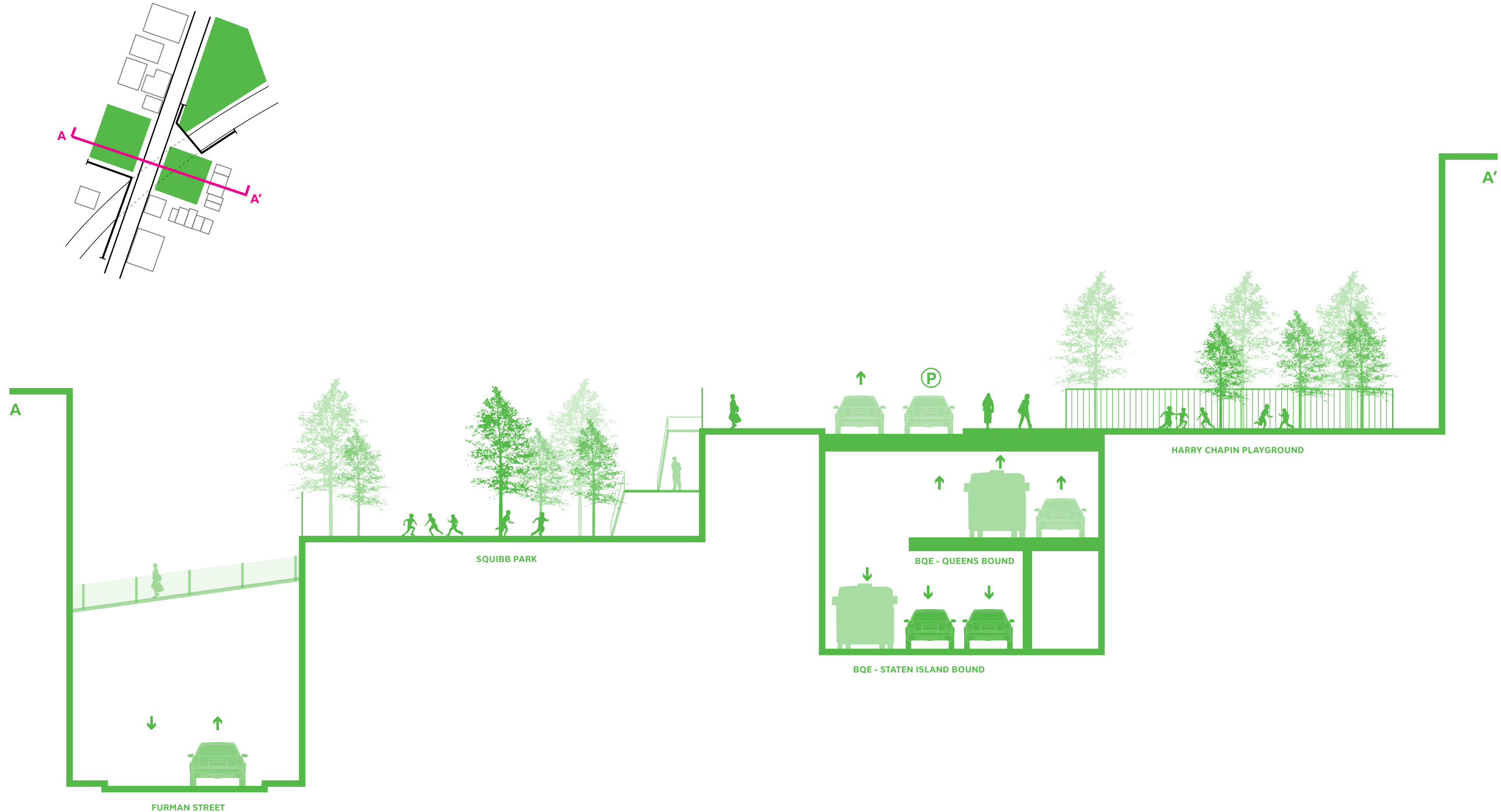
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# INTERIM CONDITION



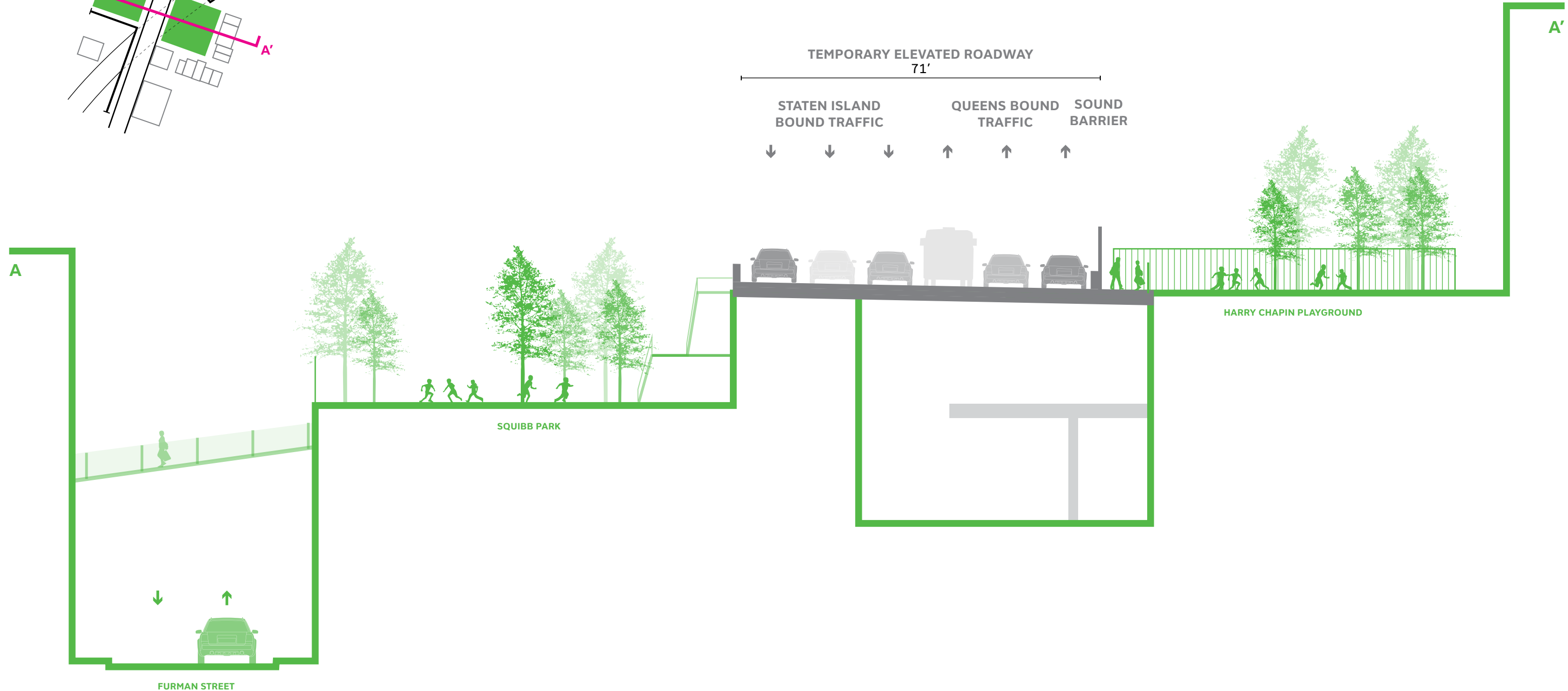
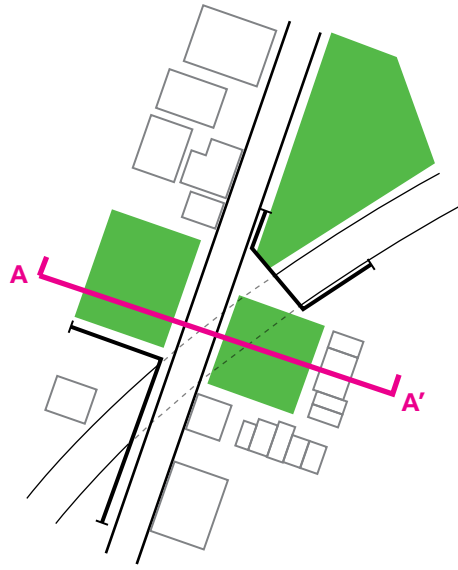
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# Columbia Heights Overpass — Current



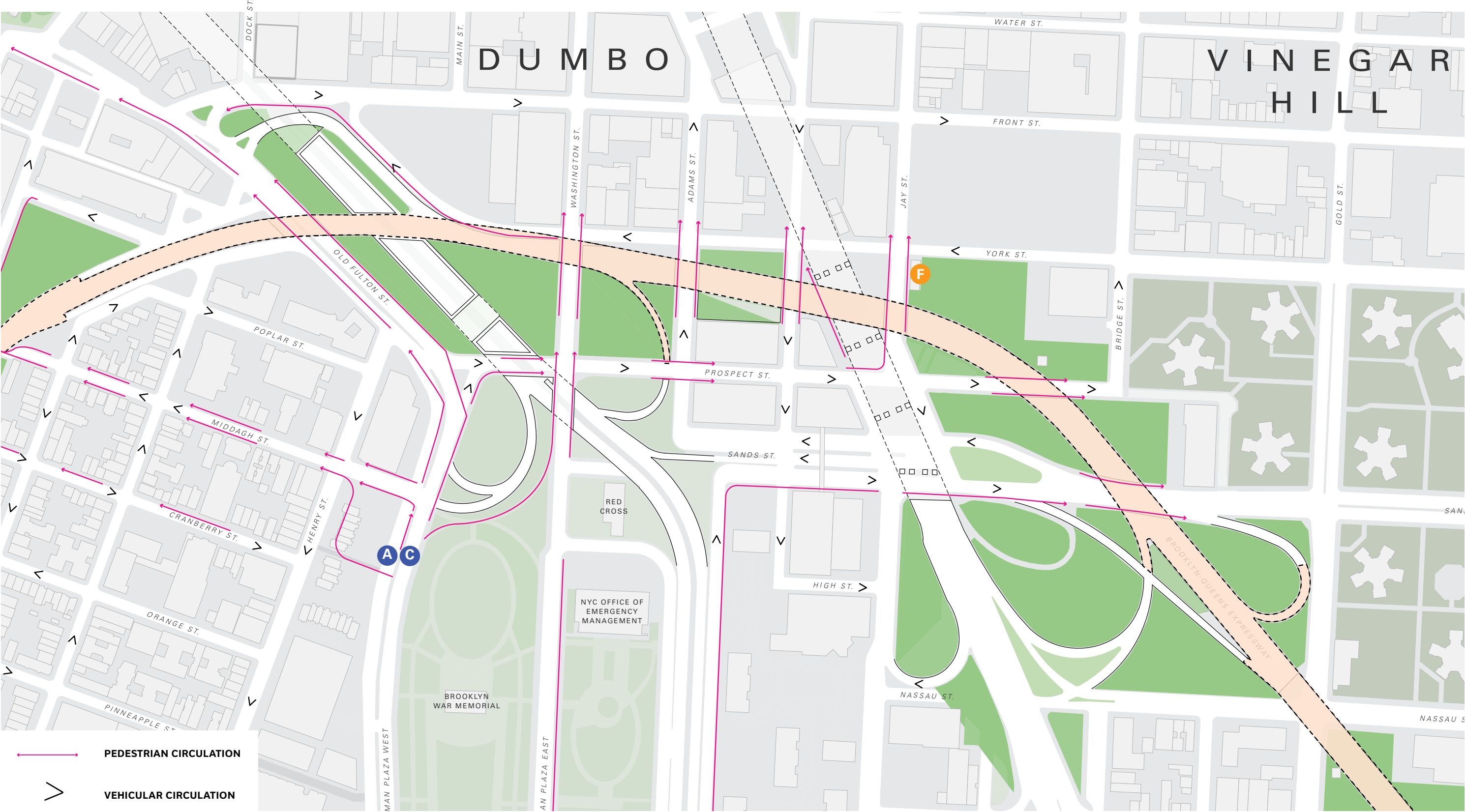
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# Columbia Heights Overpass — Interim Condition



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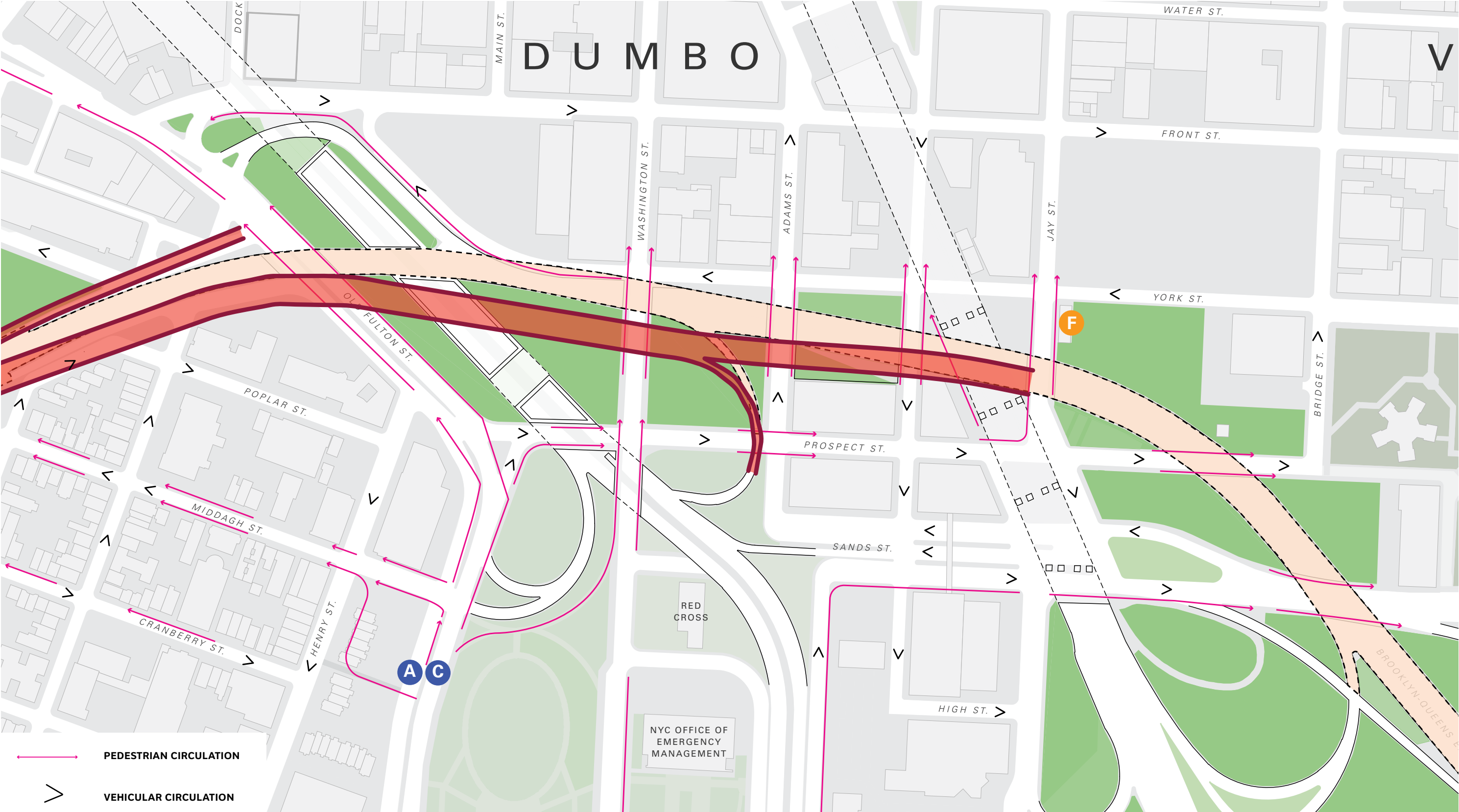
# Existing connectivity & public realm — Brooklyn & Manhattan Bridges



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# Temporary elevated roadway — Brooklyn & Manhattan Bridges alignment



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# Temporary elevated roadway — Brooklyn Bridge flyover



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## Temporary elevated roadway — connectivity & public realm impacts

### COLUMBIA HEIGHTS

- Hillside Park Dog Run - interim roadway encroachment
- Squibb Park - limited access, interim roadway encroachment
- Harry Chapin Playground - significant encroachment, playground likely closed
- Fruit Street Sitting Area - park experience impacted
- Increased vehicular traffic at Orange and Cranberry Streets
- Dead end streets at Middagh, Columbia Heights (in both directions)
- Limited waterfront connection (only point remaining is Old Fulton St.)

### BROOKLYN & MANHATTAN BRIDGES

- Old Fulton - additional barrier between Downtown and the waterfront
- Anchorage Plaza - staging location (?)
- Clumber Corner - staging location (?)

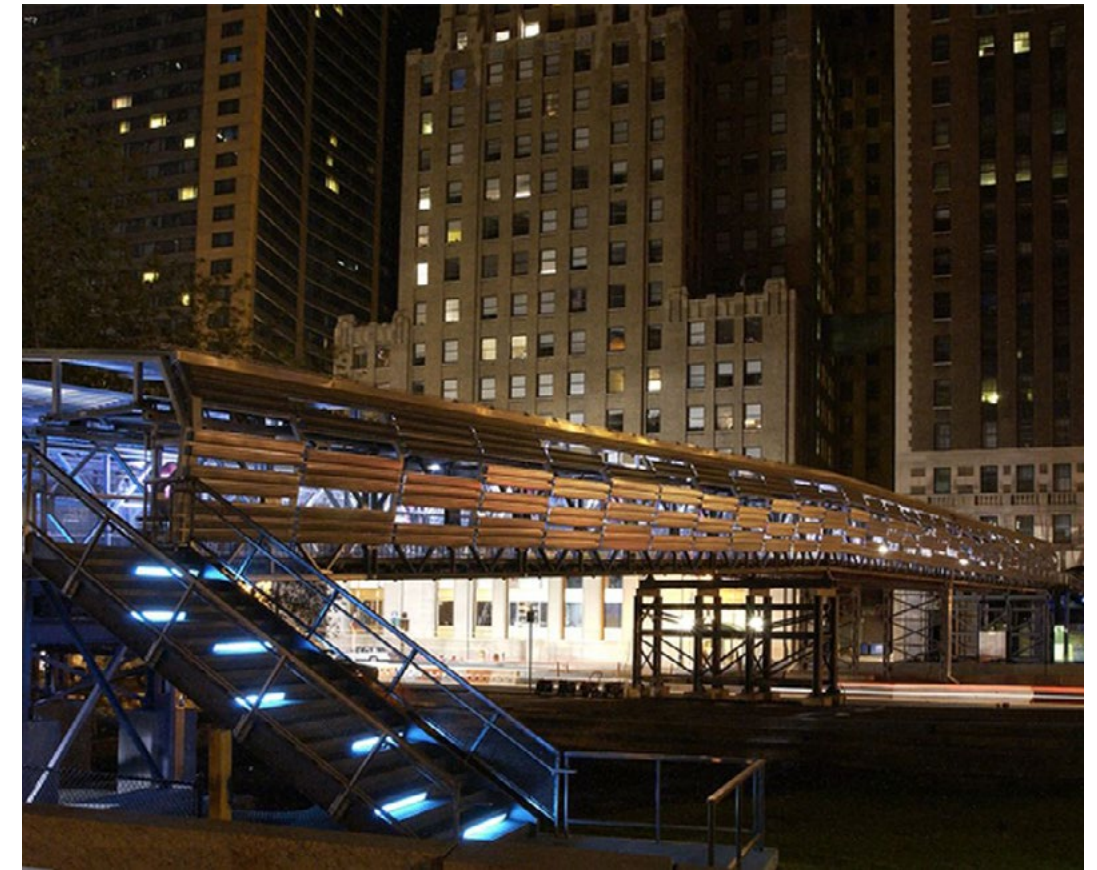
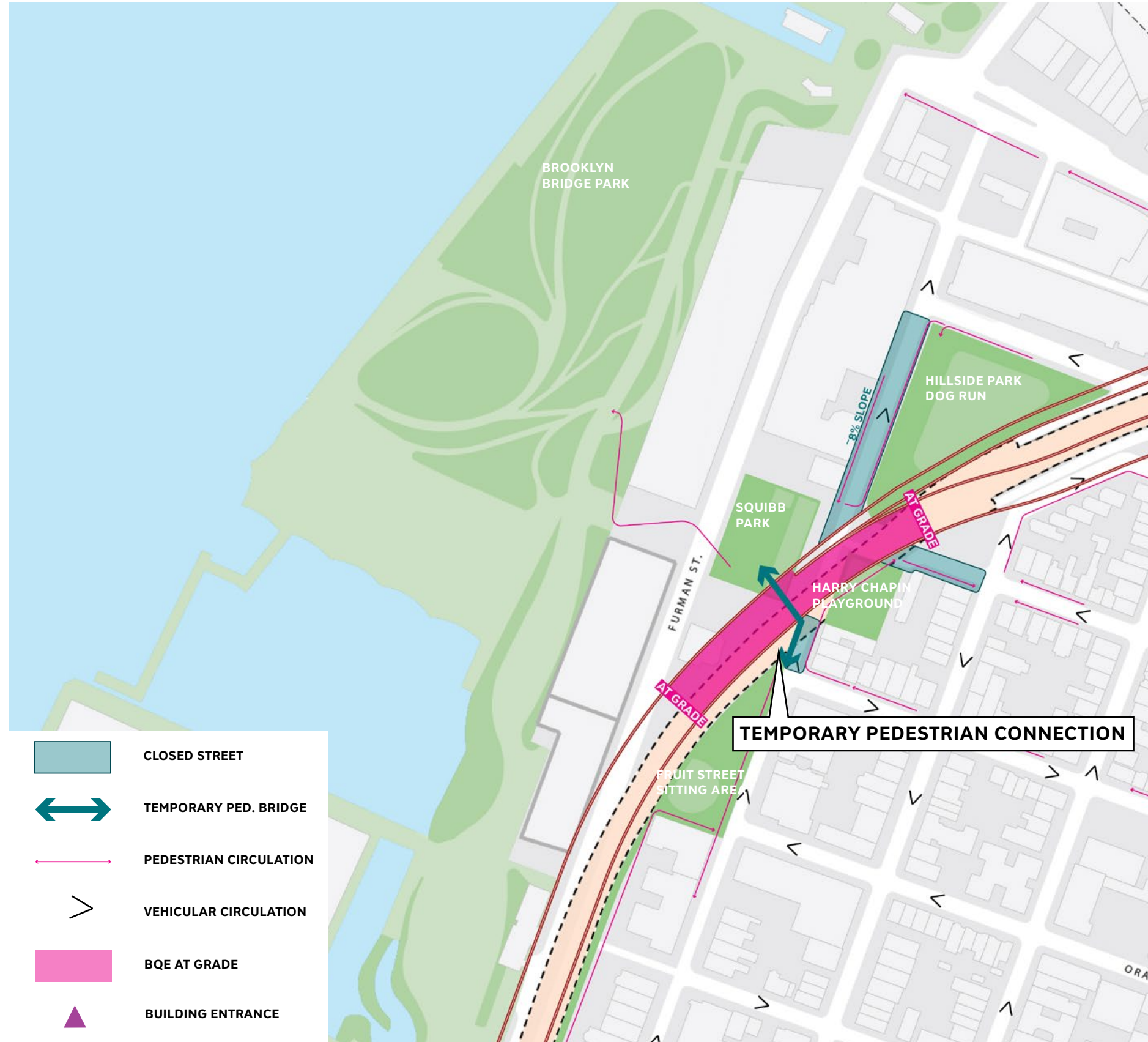


2b

# Urban Design Opportunities



# POTENTIAL TEMPORARY STRATEGIES: PEDESTRIAN BRIDGE



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# POTENTIAL TEMPORARY STRATEGIES: TREE NURSERY

- Grow trees for future use in project area
- Provide temporary green space in disconnected areas
- Screen interim roadway and improve air quality



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# POTENTIAL TEMPORARY STRATEGIES: POP UP PLAZA

- Prevent dead-end streets from becoming de-facto parking lots while maintaining street parking
- Provide temporary area for seating and socializing



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# POTENTIAL TEMPORARY STRATEGIES: POP UP PLAY SPACE

- Activate dead-end streets
- Provide alternative play space due to playground closure

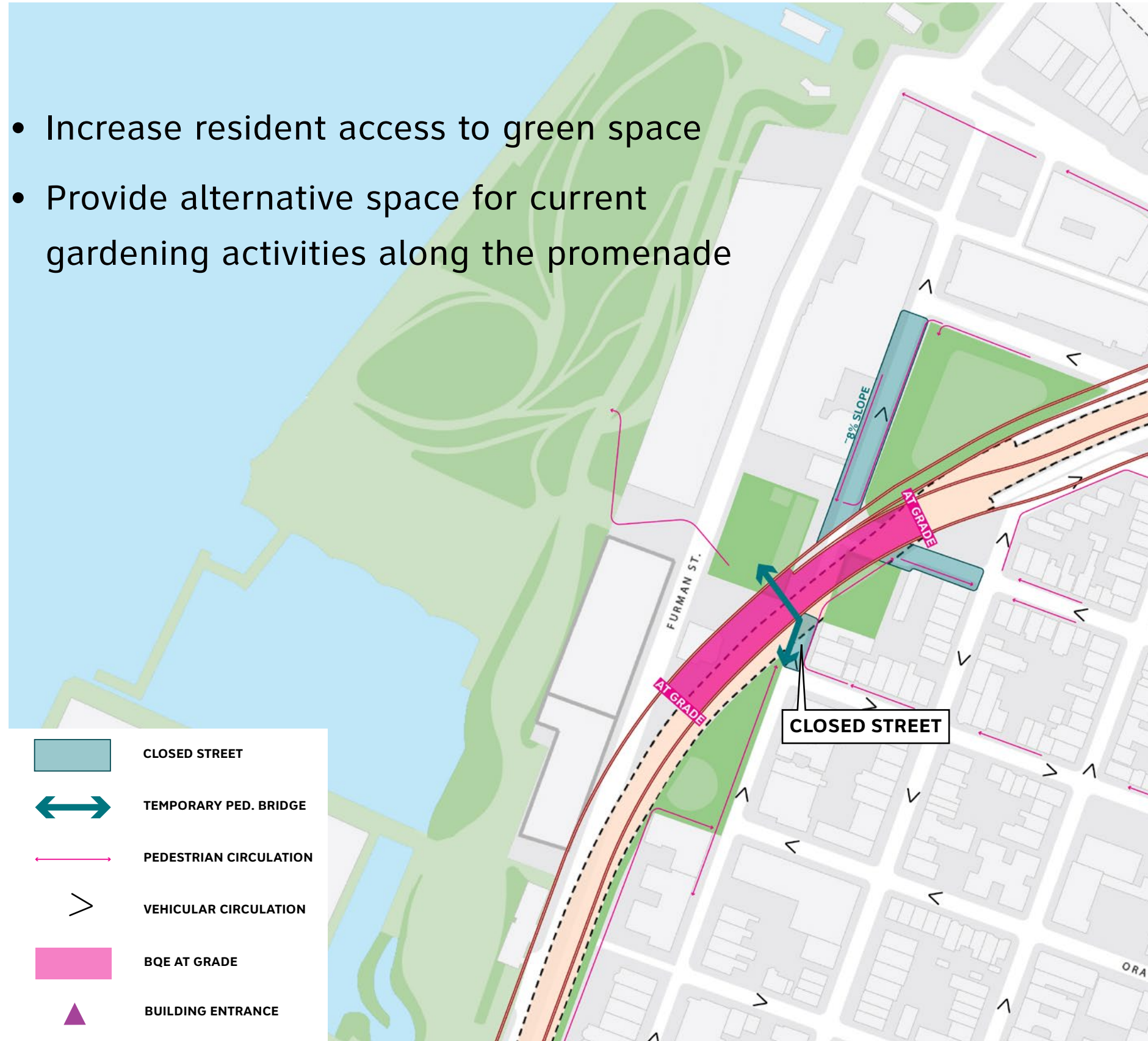


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# POTENTIAL TEMPORARY STRATEGIES: TEMPORARY COMMUNITY GARDEN

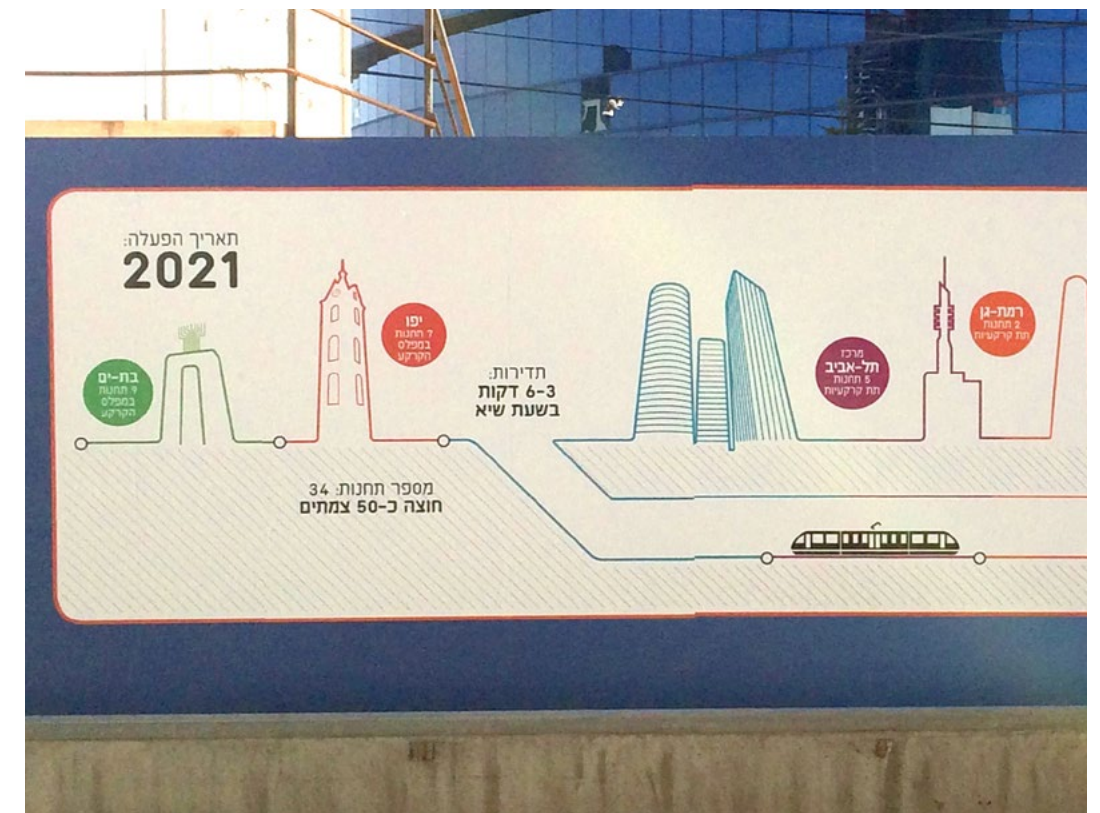
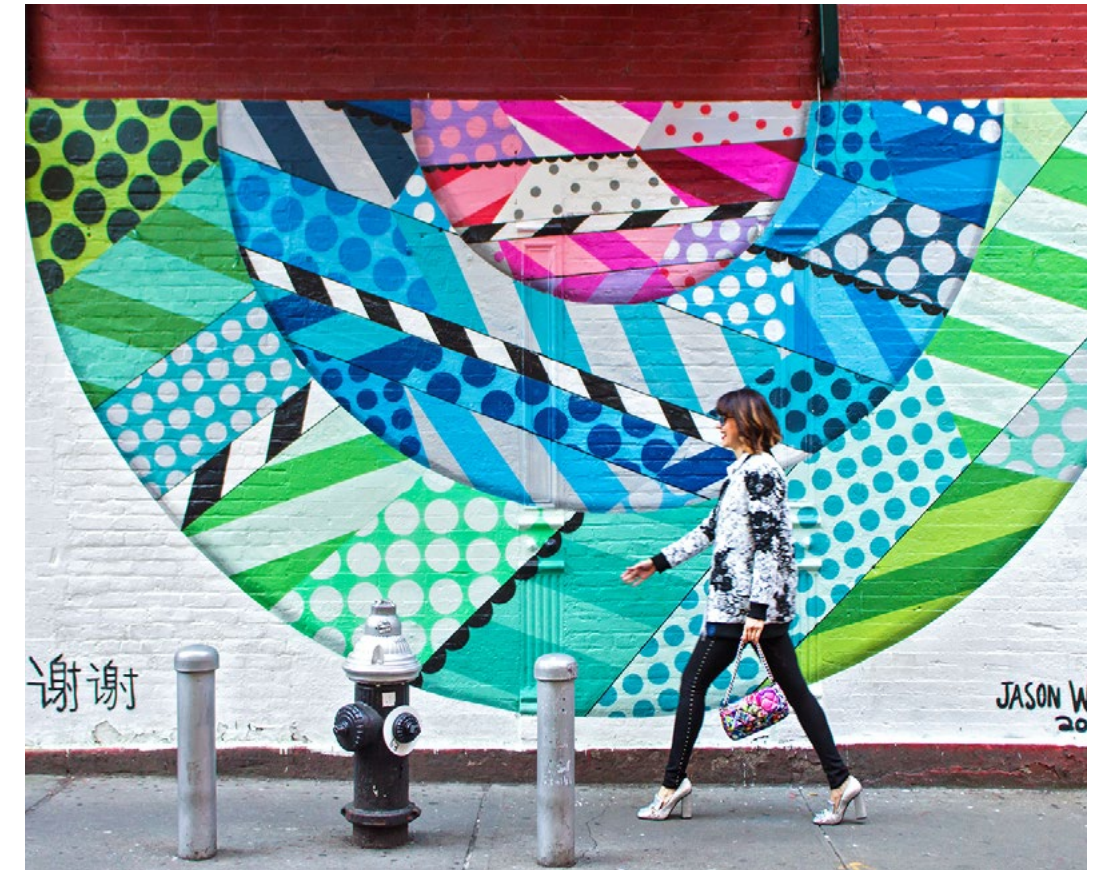
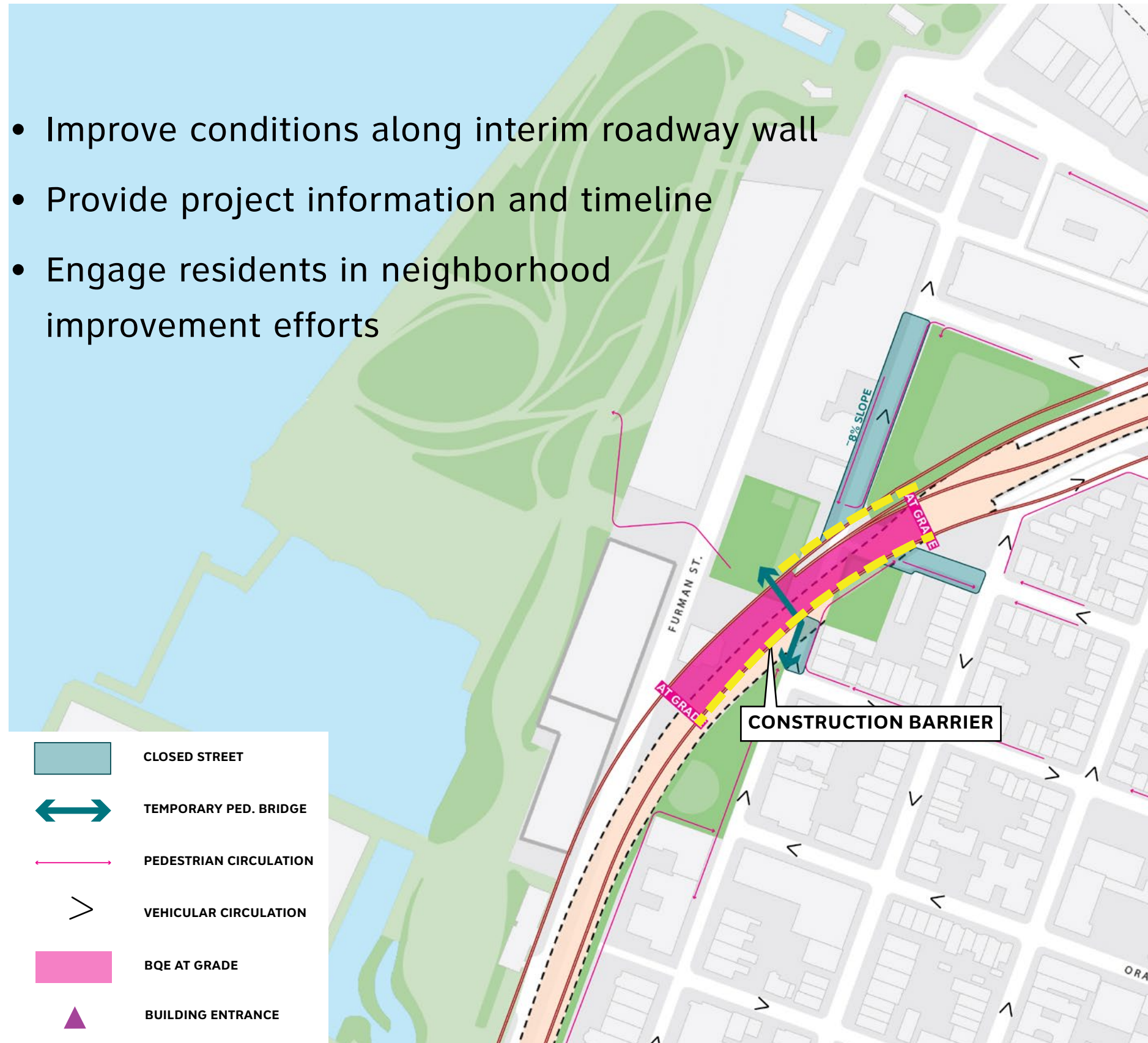
- Increase resident access to green space
- Provide alternative space for current gardening activities along the promenade



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# POTENTIAL TEMPORARY STRATEGIES: CONSTRUCTION MURAL

- Improve conditions along interim roadway wall
- Provide project information and timeline
- Engage residents in neighborhood improvement efforts



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# Temporary Elevated Roadway at Columbia Heights — Interim Pedestrian Connections Overview

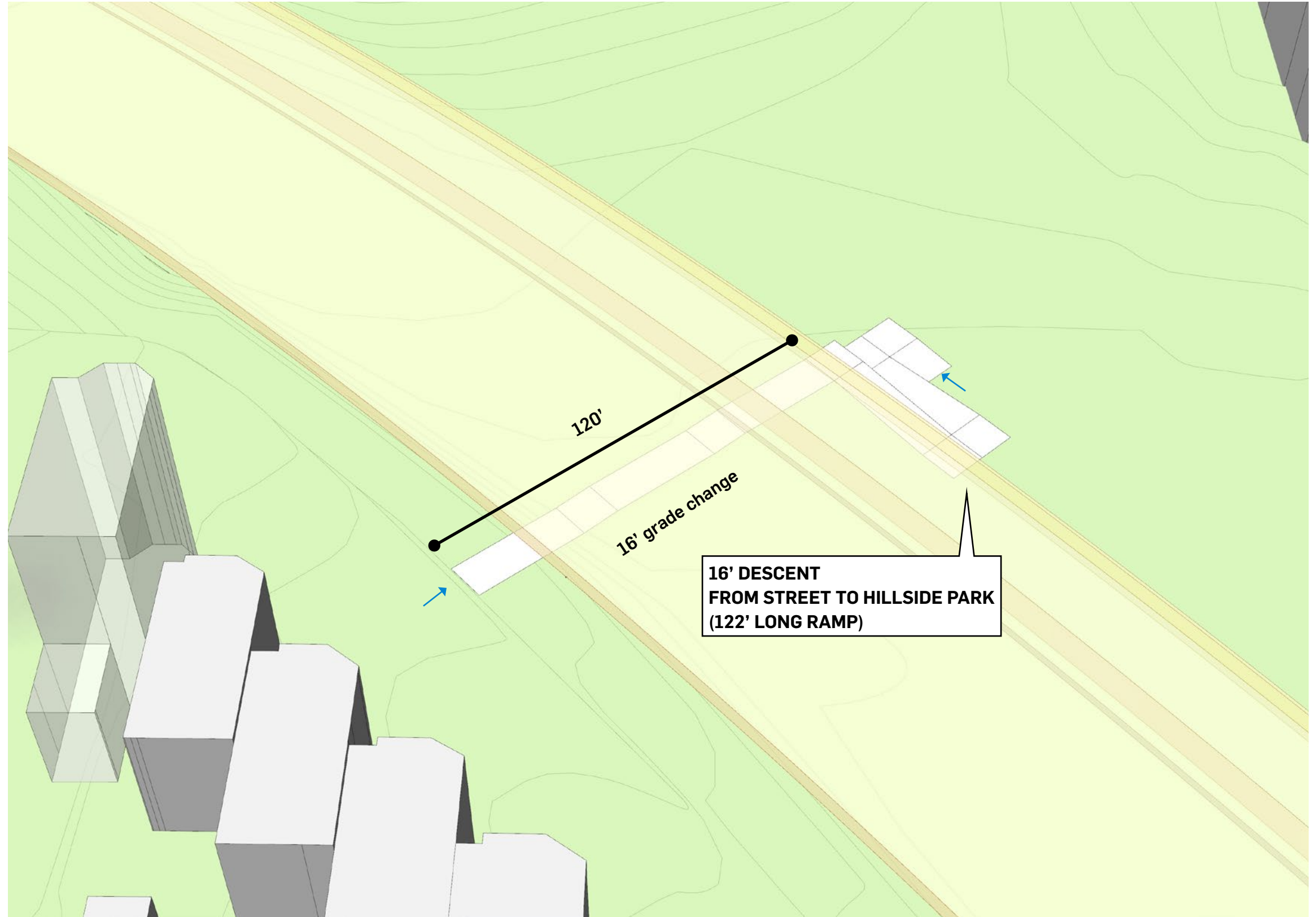


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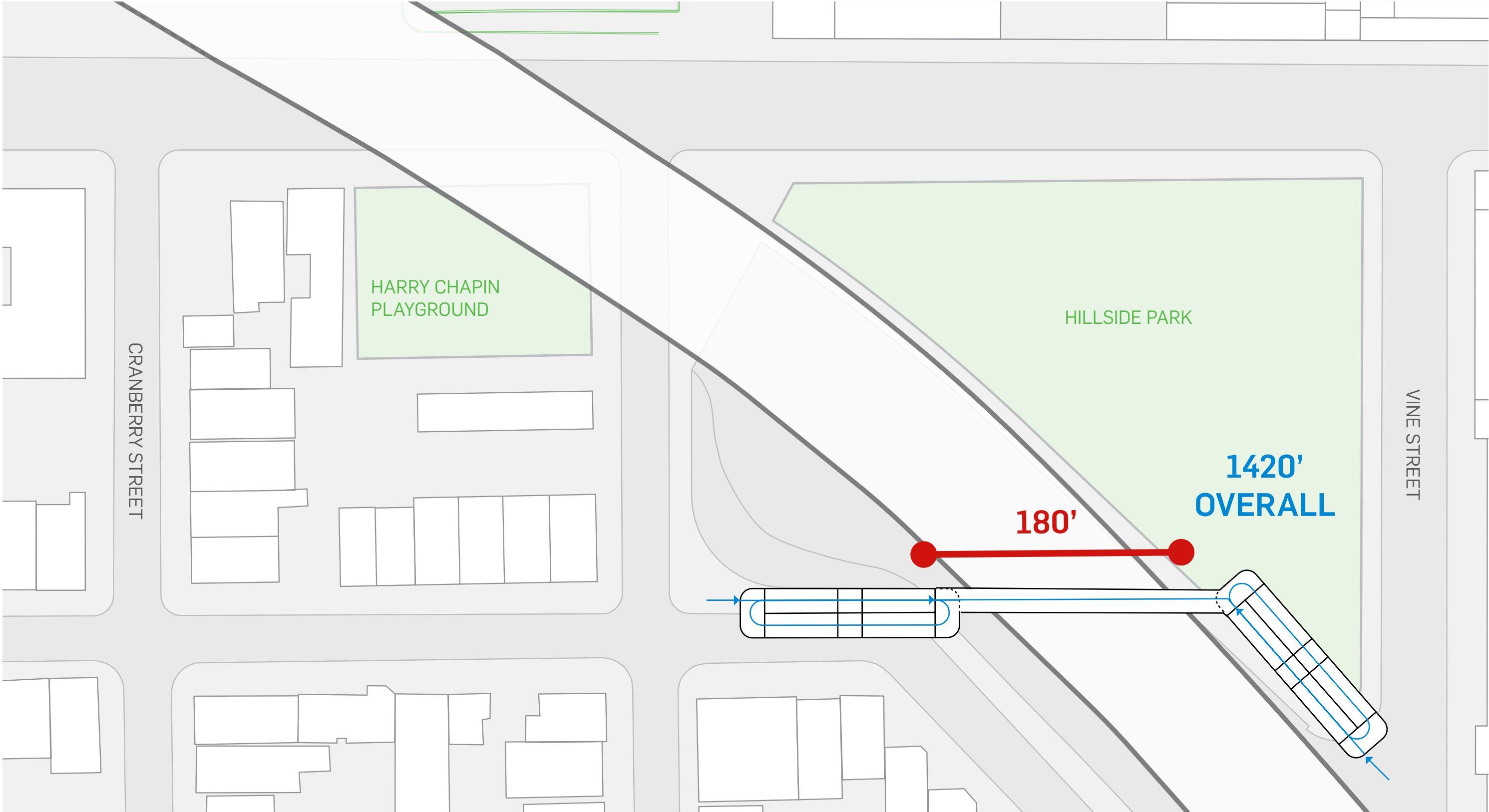
# 1. Underpass — Willow Street to Hillside Park



# 1. Underpass — Willow Street to Hillside Park

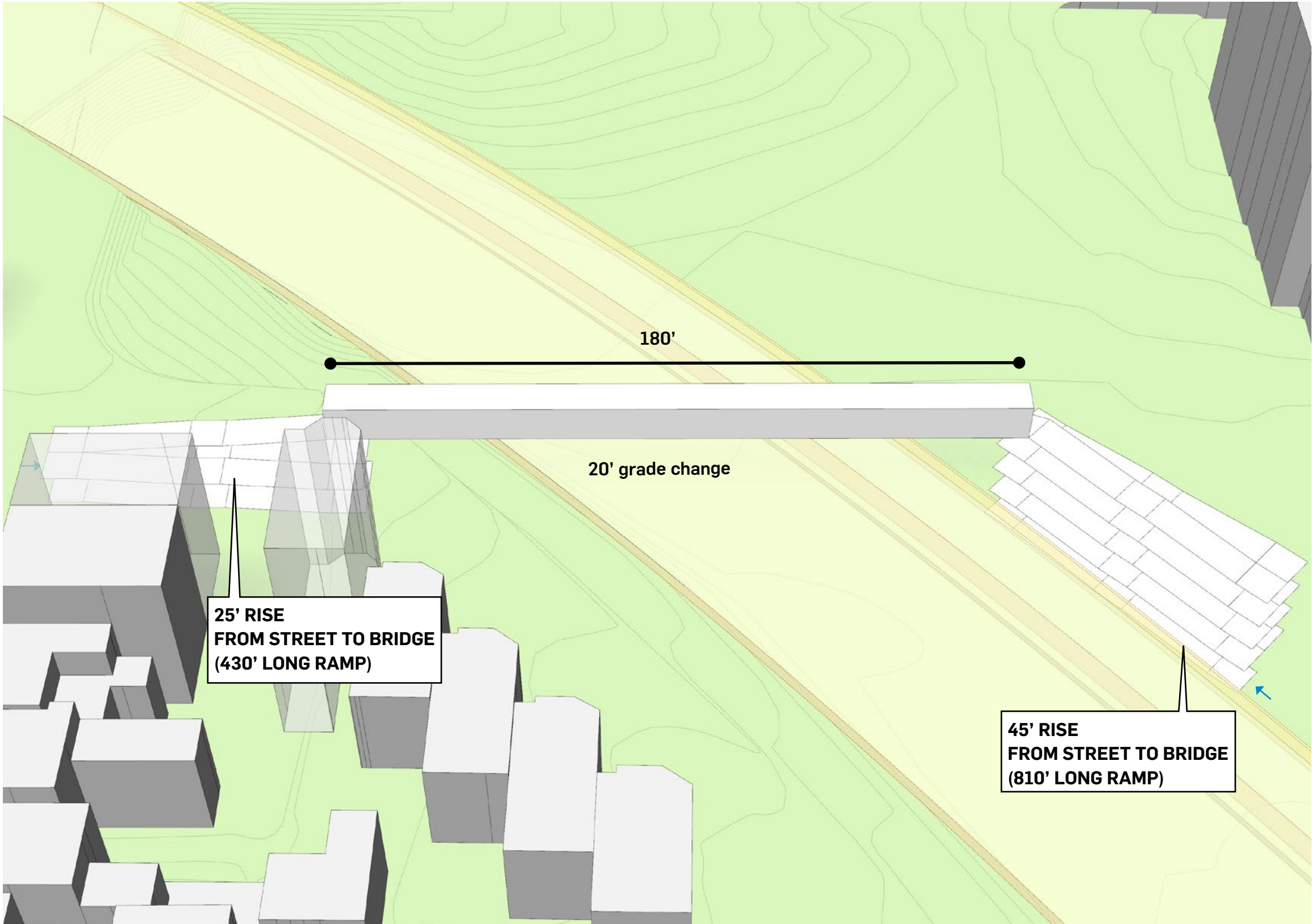


## 2. Overpass — Willow Street to Vine Street

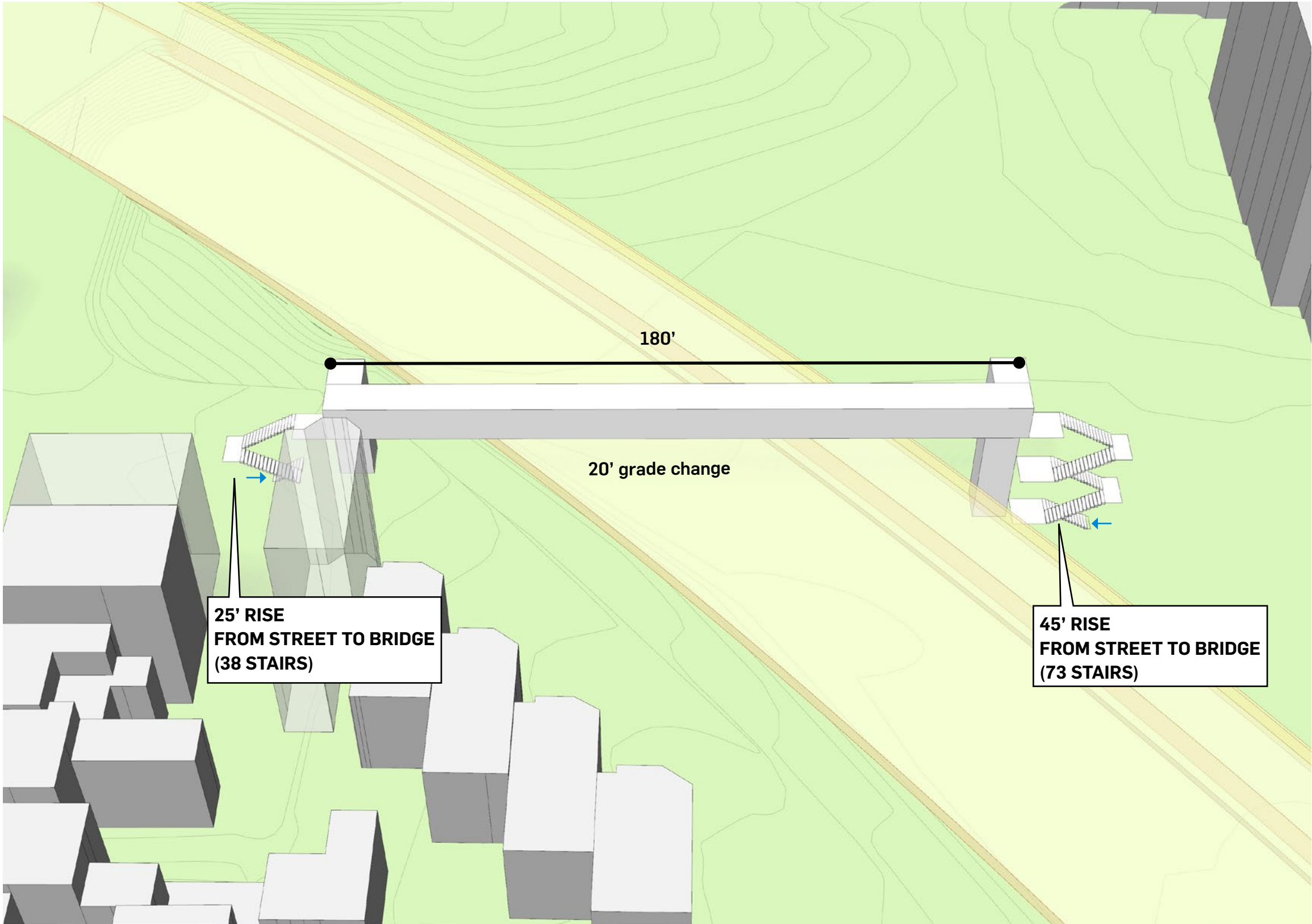


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# 2. Overpass — Willow Street to Vine Street (Ramp Option)

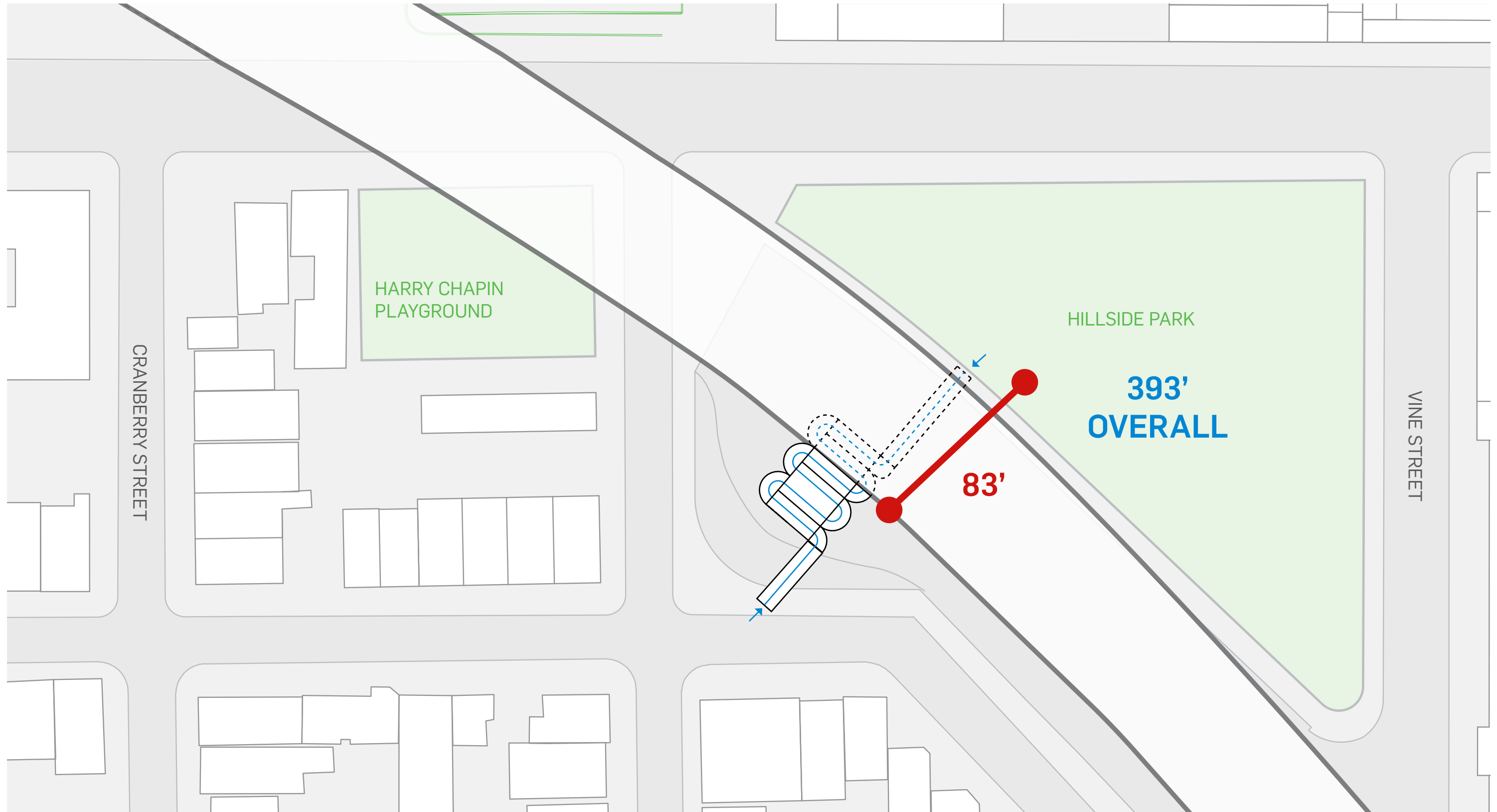


## 2. Overpass — Willow Street to Vine Street (Elevator & Stair Option)

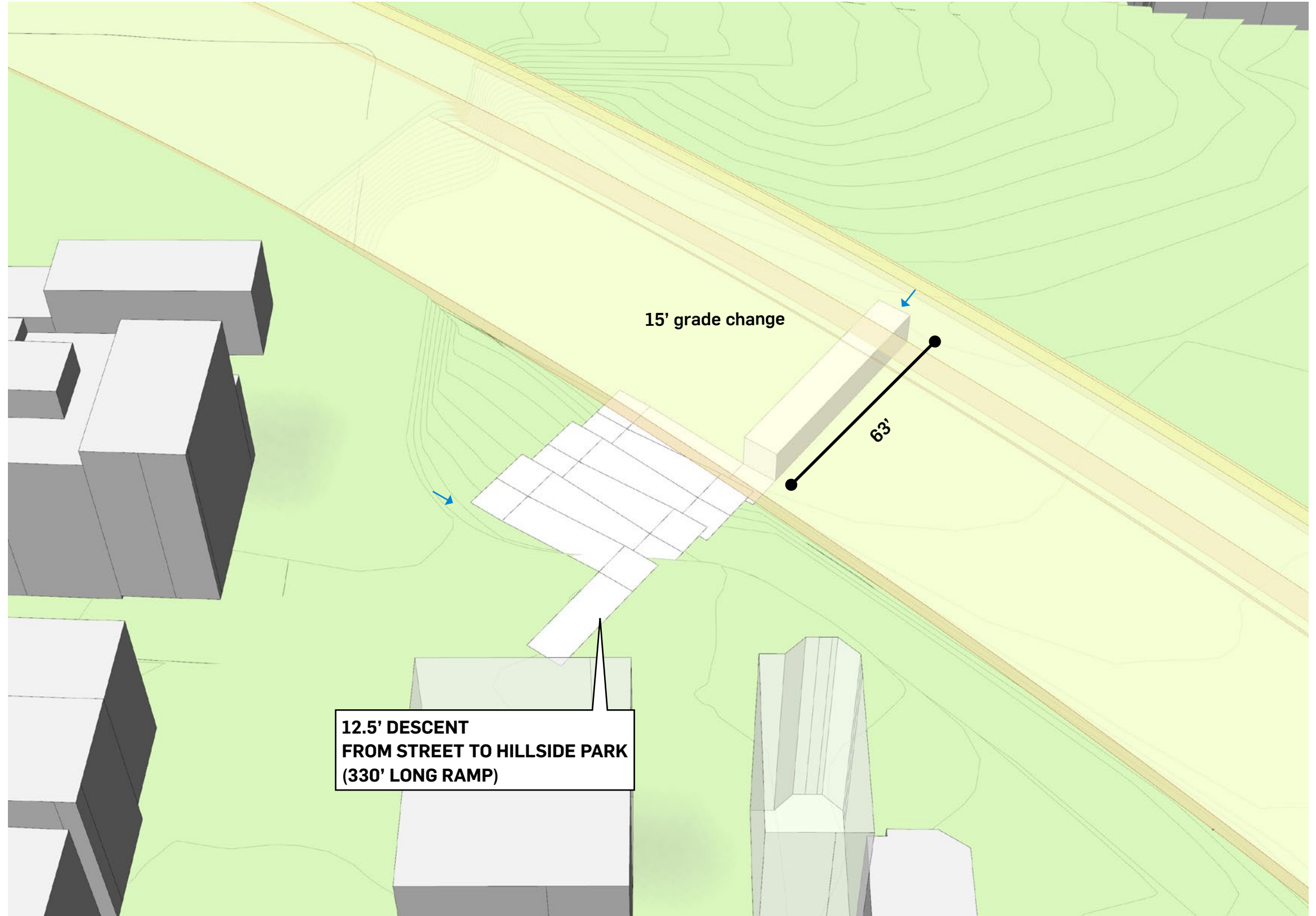




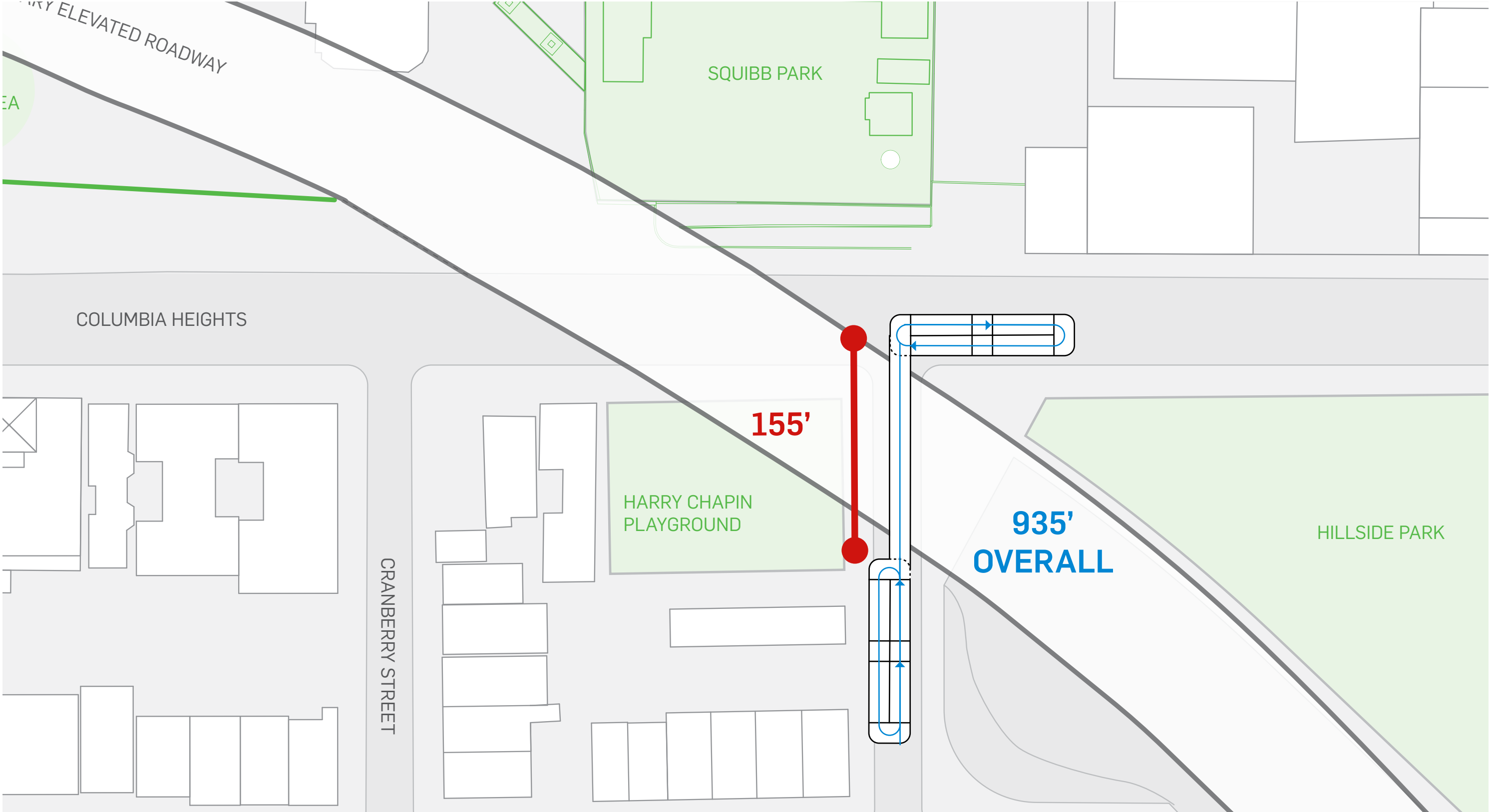
### 3. Underpass — Willow Street to Hillside Park (Ramp Option)



### 3. Underpass — Willow Street to Hillside Park (Ramp Option)

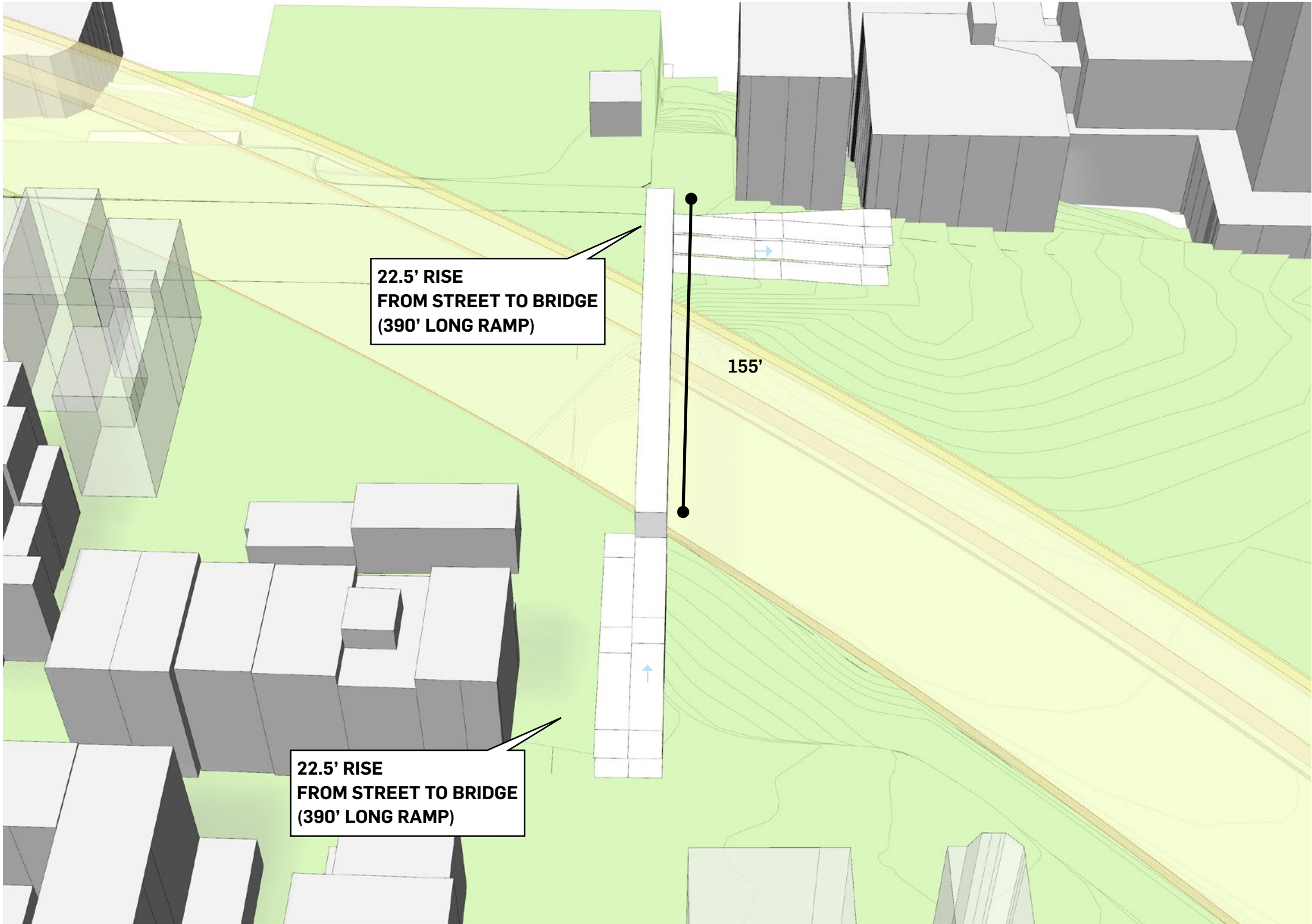


# 4. Overpass — Middagh Street to Columbia Heights (Ramp Option)

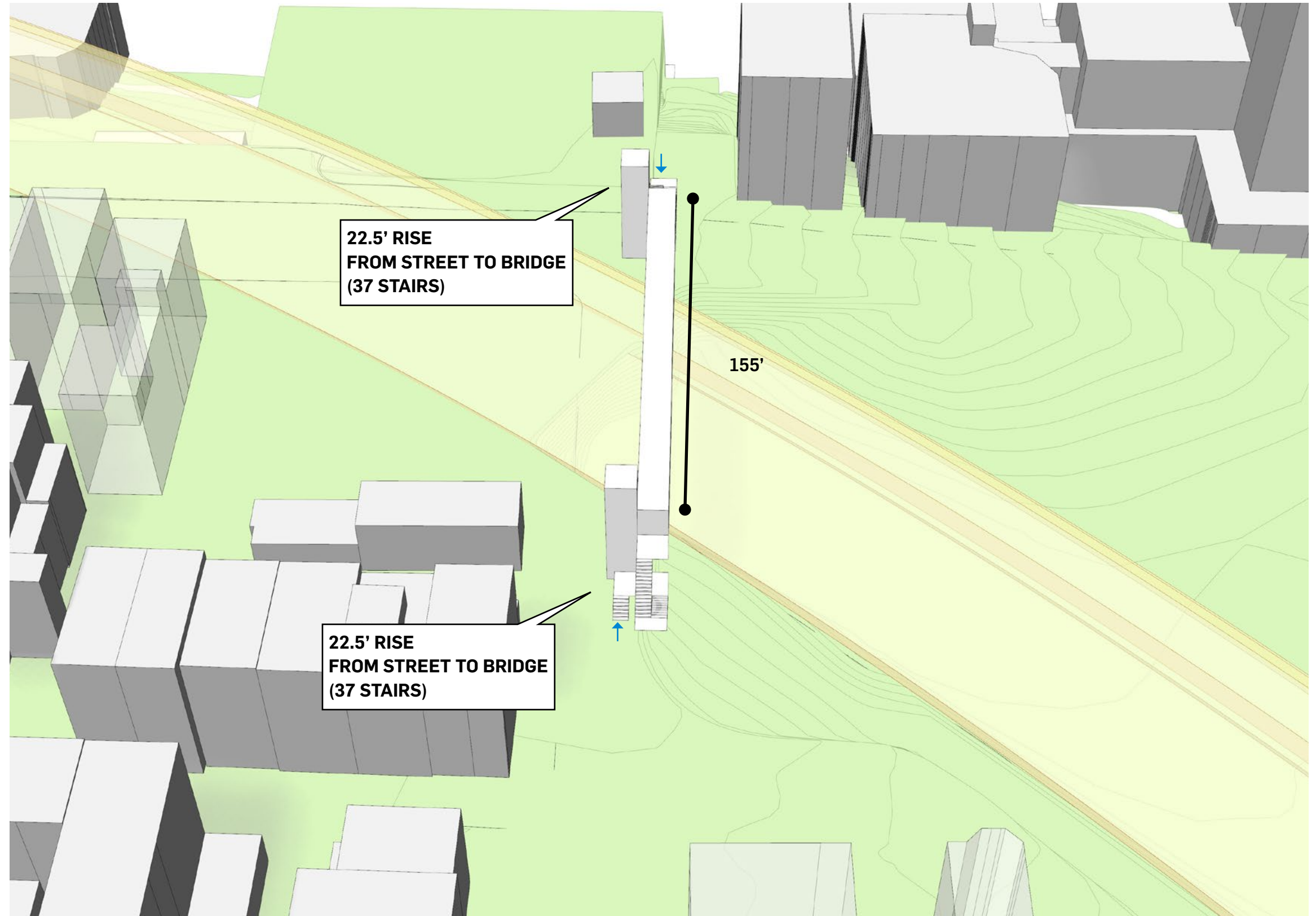


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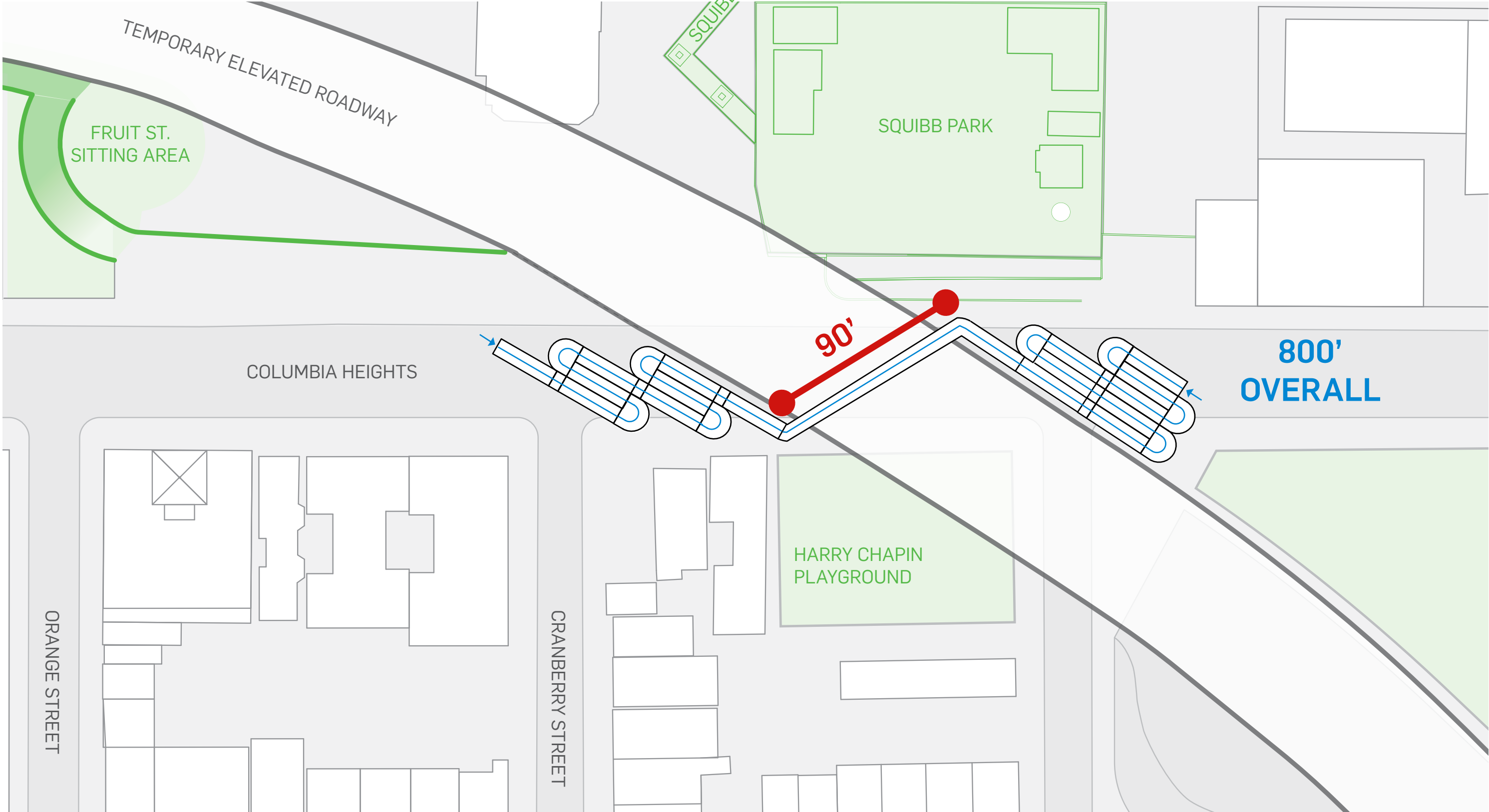
# 4. Overpass — Middagh Street to Columbia Heights (Ramp Option)



## 4. Overpass — Middagh Street to Columbia Heights (Elevator & Stair Option)

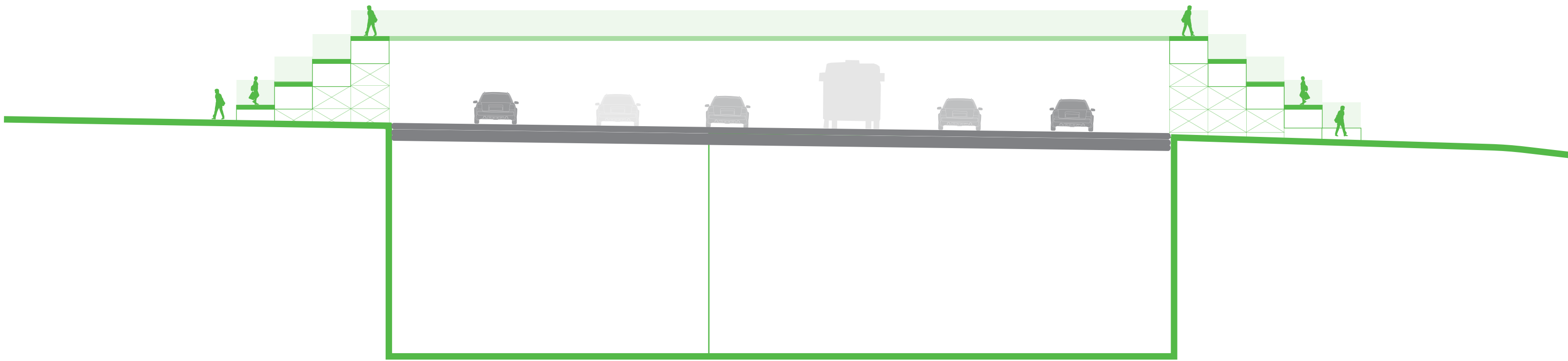
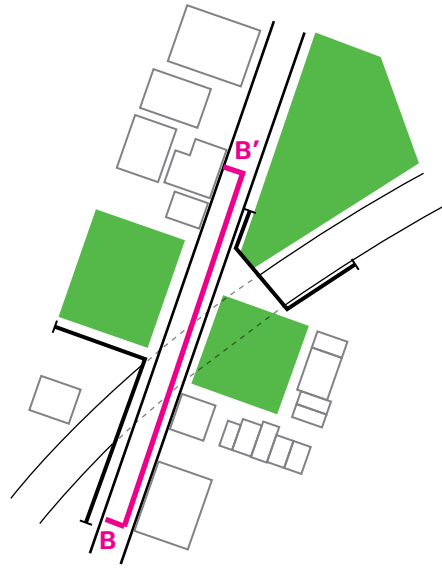


# 5. Overpass — Along Columbia Heights (Ramp Option)

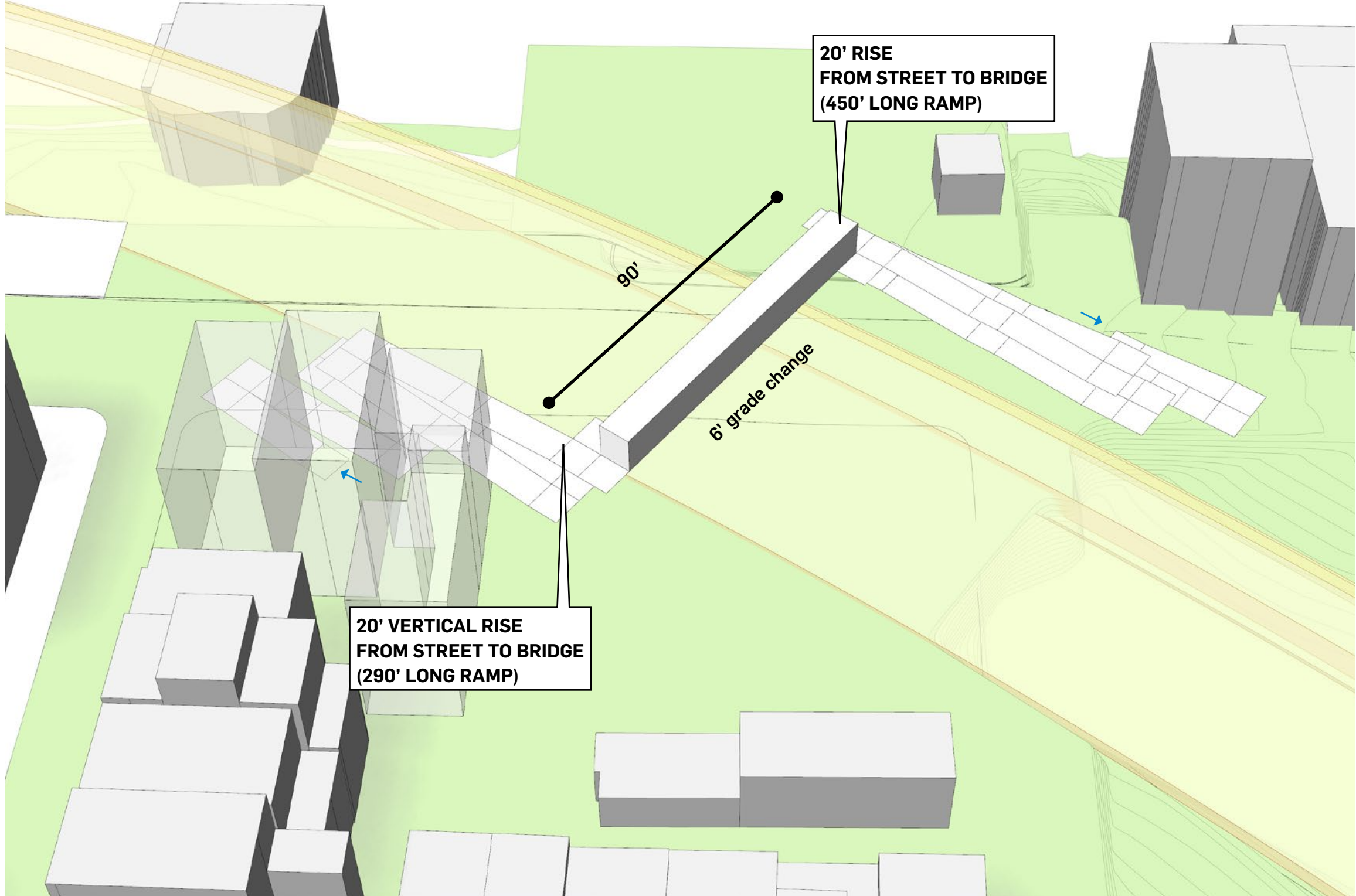


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# 160' pedestrian bridge



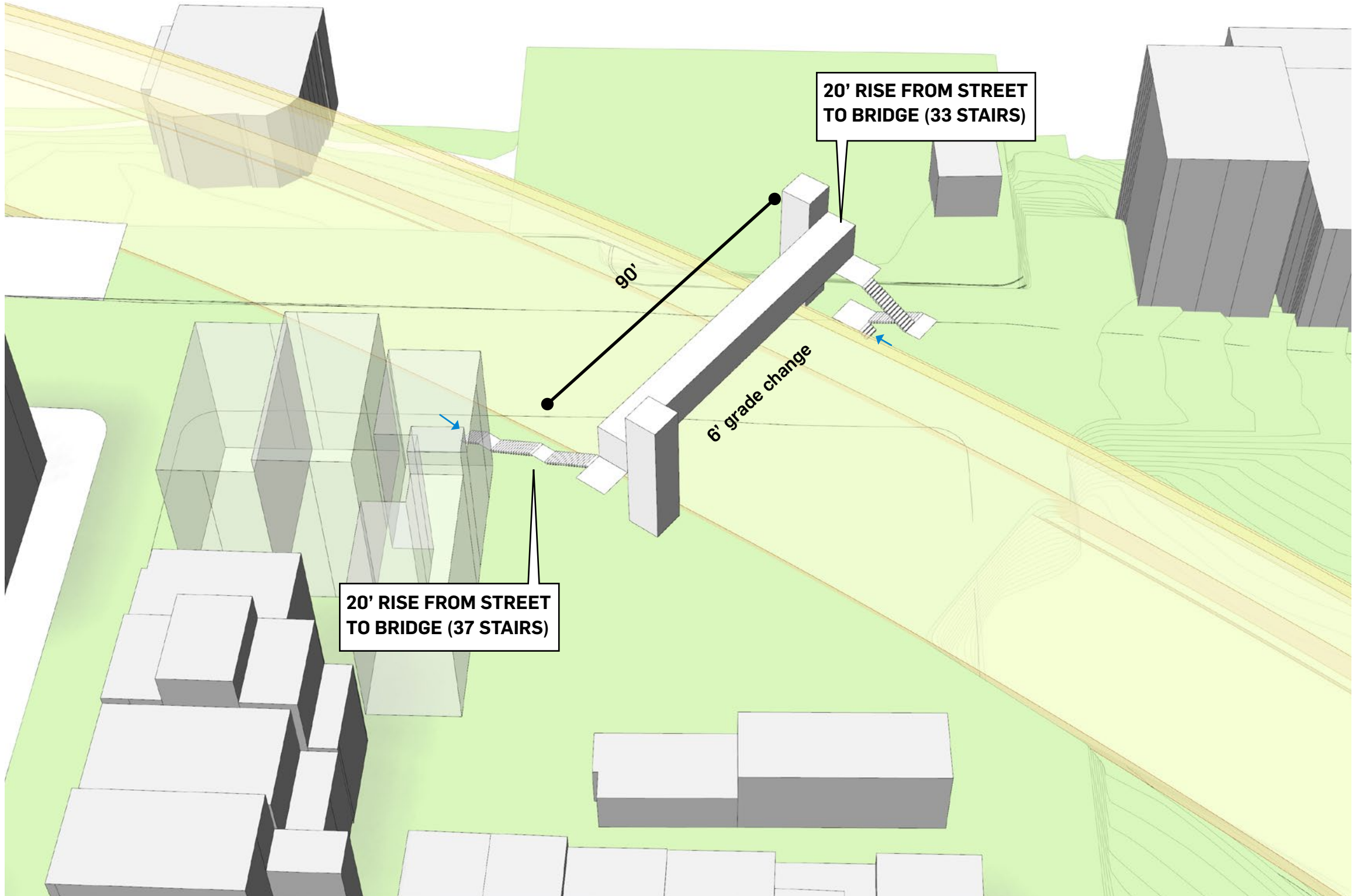
# 5. Overpass — Along Columbia Heights (Ramp Option)



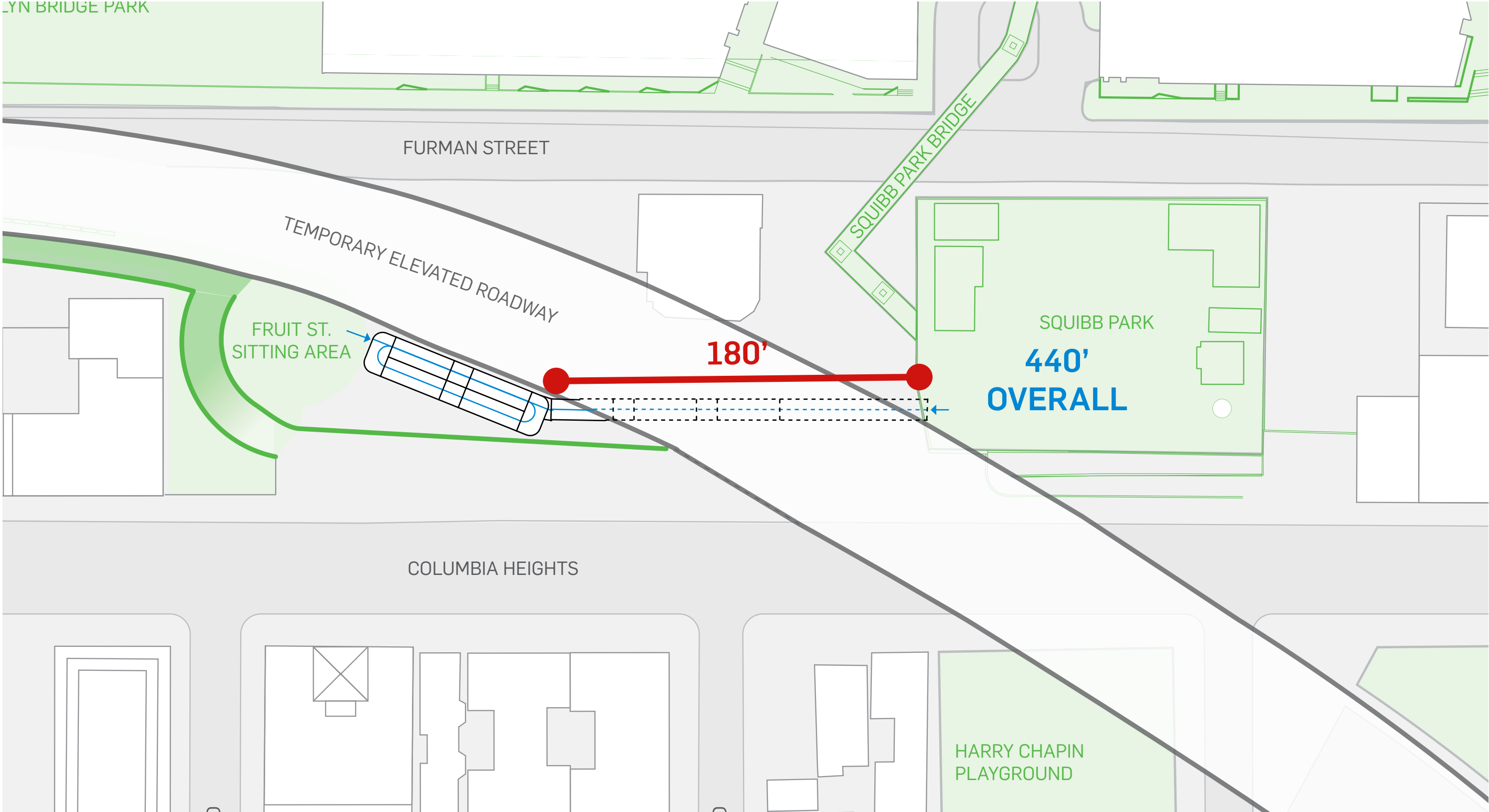
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# 5. Overpass — Along Columbia Heights (Elevator & Stair Option)



# 6. Underpass — Fruit Street to Squibb Park (Ramp Option)



## 6. Underpass — Fruit Street to Squibb Park (Ramp Option)



# Columbia Heights Overpass — Temporary Ramp Precedents



Temporary ADA ramp on scaffolding with switchbacks



Temporary ADA ramp on scaffolding with plywood cladding



Temporary bleacher seating



Temporary stair on scaffolding



Temporary planters on inclined geometry



Temporary planting on scaffolding

# Temporary Pedestrian Bridge Precedents - Box Truss



Rector Street Temporary Pedestrian Bridge & Lightweight, Temporary Modular Panel Bridge

Temporary Steel Truss Bridge Singapore

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# Temporary Pedestrian Bridge Precedents - Arches



Temporary Scaffolding Bridge Structure  
EDEN Project - RDG Engineering

Temporary Steel, Wood & Cardboard Bridge  
Gardon River Bridge - Shigeru Ban

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# Temporary Elevators



Temporary Elevator  
RECO Lift Solutions - UK, Netherlands, Germany

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# 3

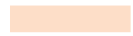
# Final Condition Design Opportunities



# Focus Areas

- 1. Atlantic Avenue / Van Voorhees Park
- 2. Brooklyn Heights Promenade
- 3. Columbia Heights
- 4. Old Fulton Street & DUMBO
- 5. Manhattan Bridge & Sands Street



**LEGEND**  
 Existing BQE

3a

# Brooklyn Heights Promenade



# PROPERTY LINE BOUNDARIES



PRIVATE PROPERTY

NYC DOT PROPERTY

NYC DPR PROPERTY

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# CRITICAL SITE ACCESS POINTS



TO COLUMBIA HEIGHTS

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# HISTORIC TREE CANOPY



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# PROGRAMS AND ACTIVITIES



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## HISTORIC SHORELINE VIEWPOINTS



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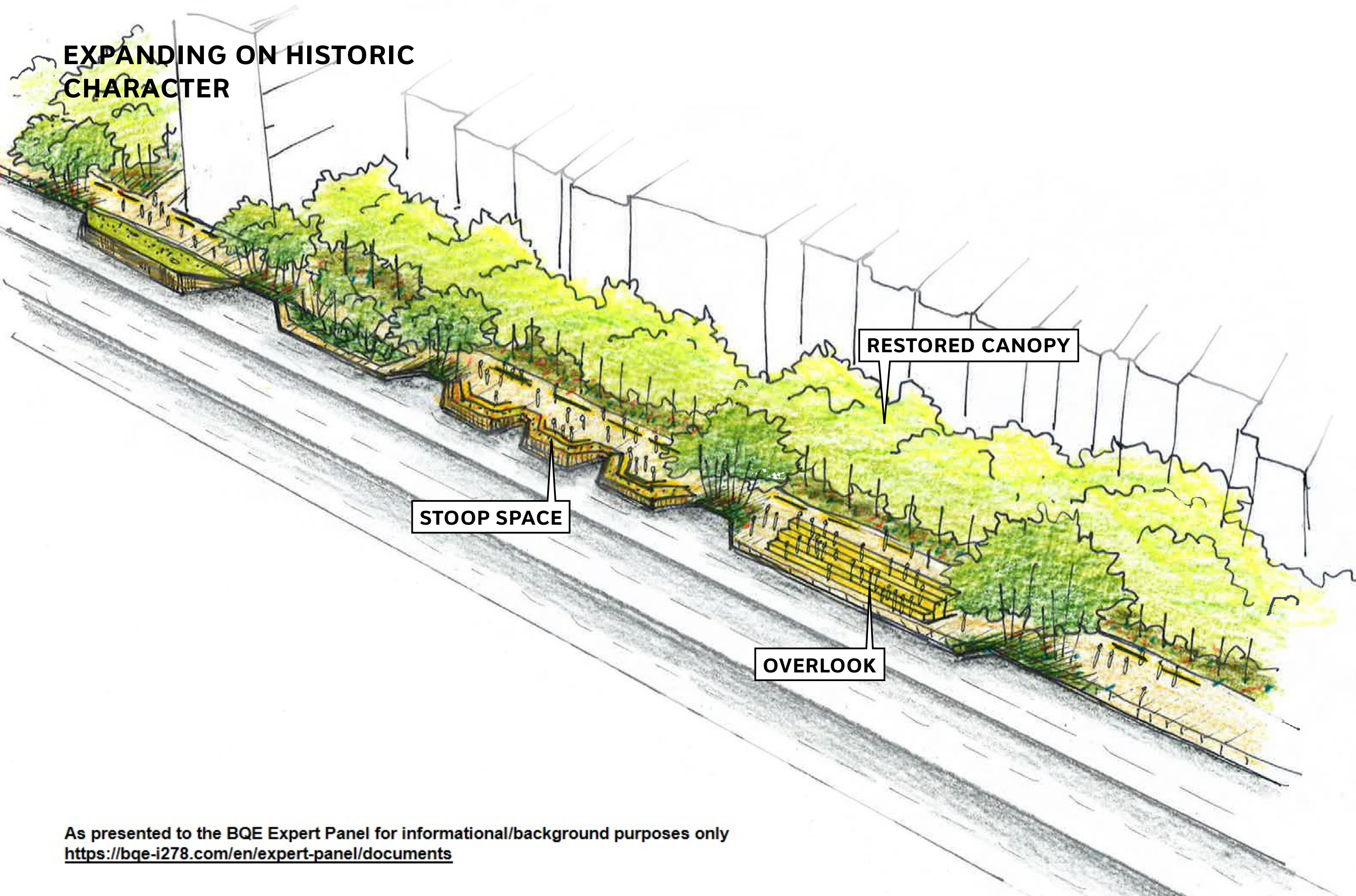
# STOOP SOCIAL SPACES



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# EXPANDING ON HISTORIC CHARACTER

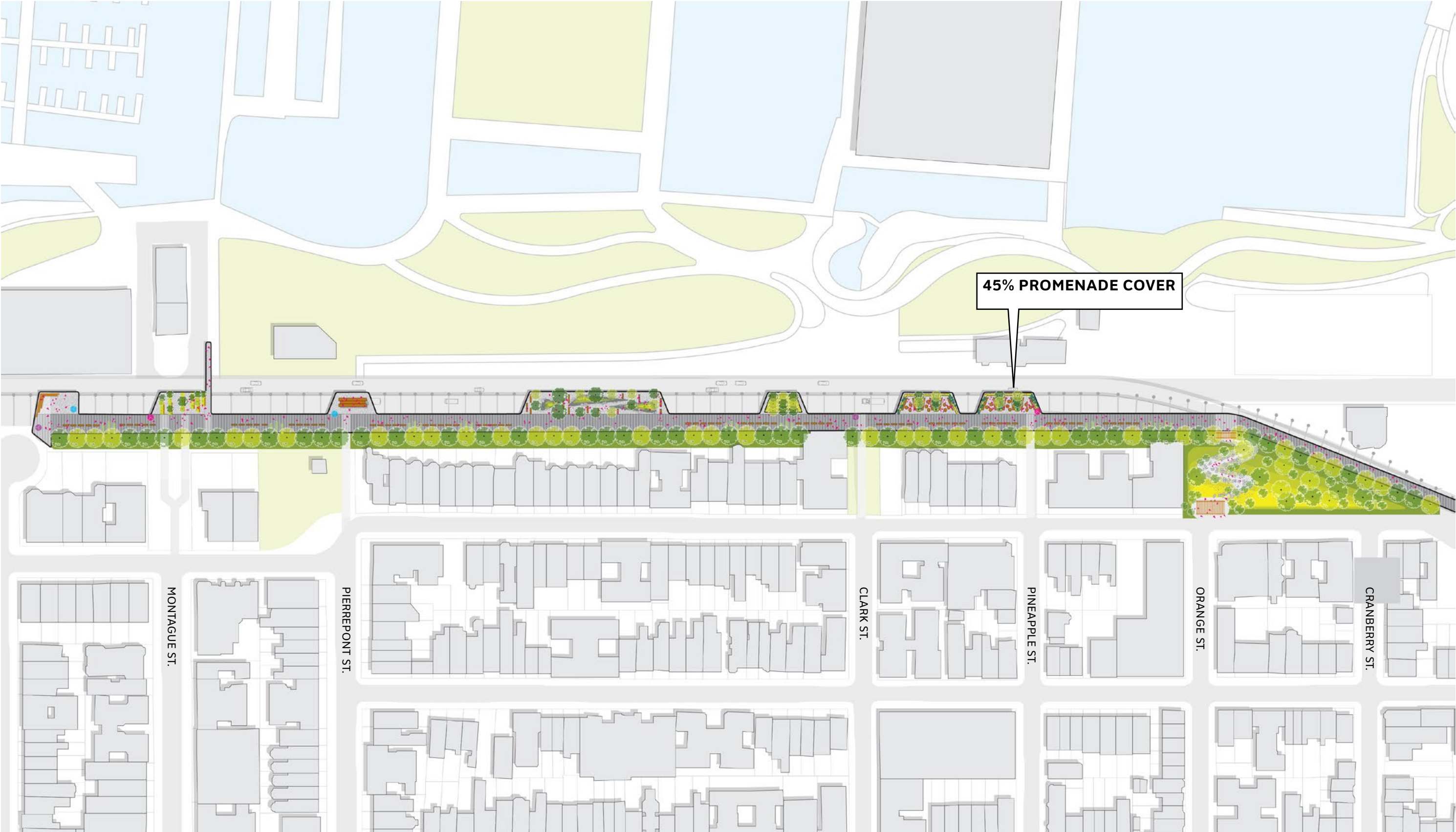


RESTORED CANOPY

STOOP SPACE

OVERLOOK

# PROMENADE EXPANSIONS



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# PROMENADE EXPANSIONS



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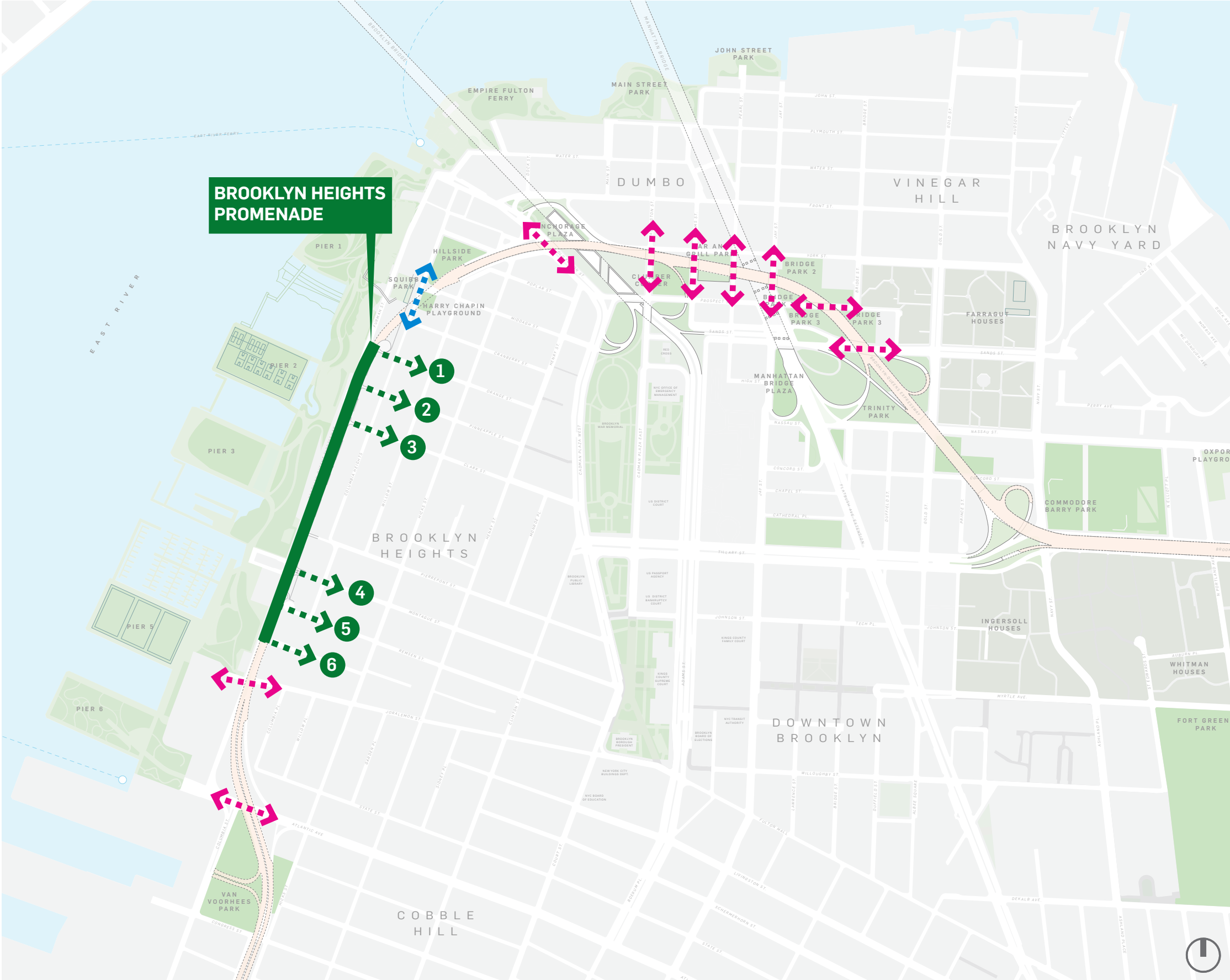
# PROMENADE EXPANSIONS



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# Existing Connectivity: Brooklyn Heights Promenade

- 1. Orange St (Fruit St Sitting Area)
- 2. Pineapple St
- 3. Clark St
- 4. Pierrepont St
- 5. Montague St
- 6. Remsen St



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# Potential Montague St Extension

Columbus Park



St. Anns Church



Retail along Montague St



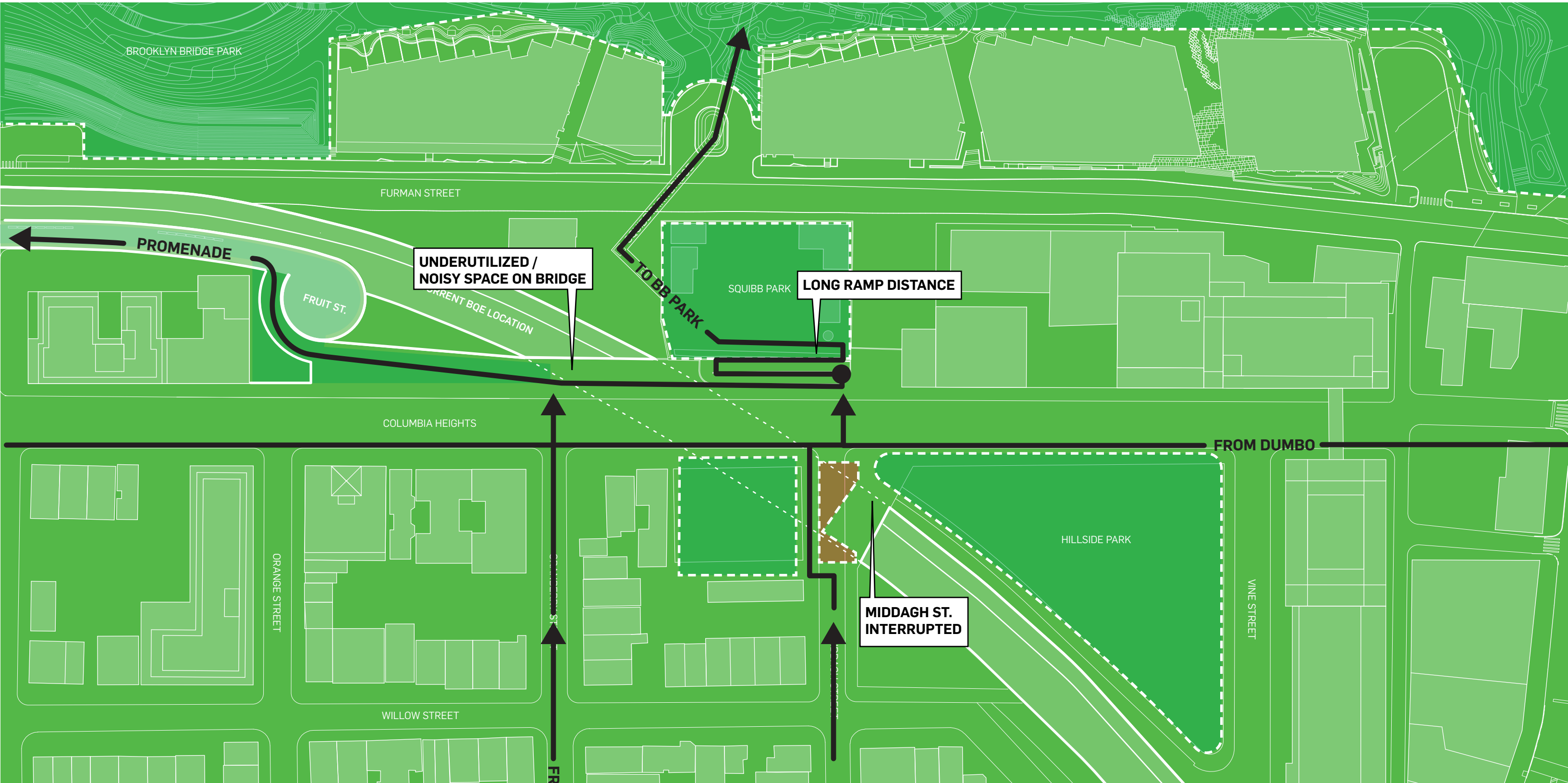
3b

# Columbia Heights





# Columbia Heights - Existing Configuration



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# Columbia Heights - Challenges



1. Underutilized & Noisy space on Bridge over BQE

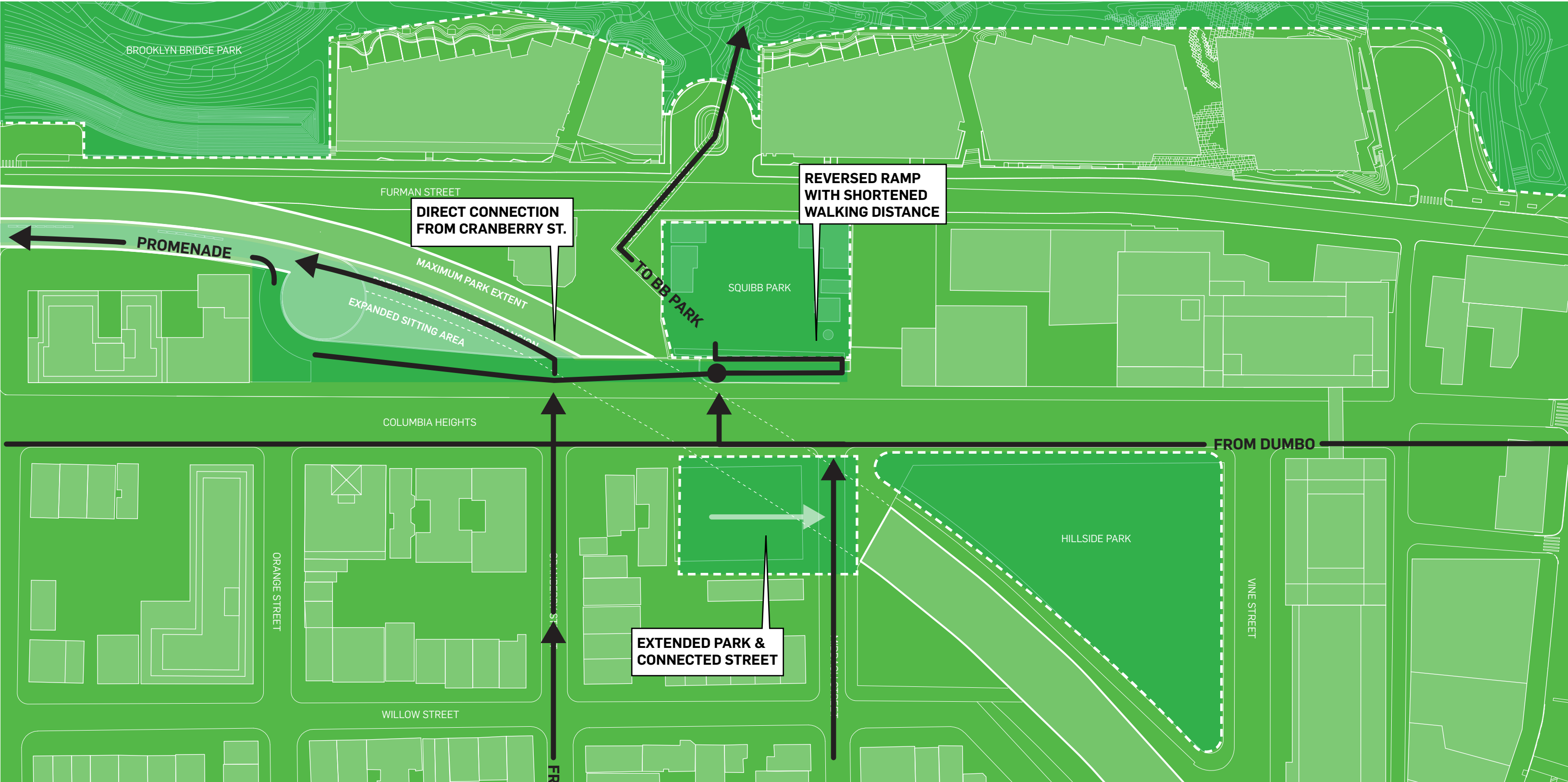


Idagh Street circulation interrupted

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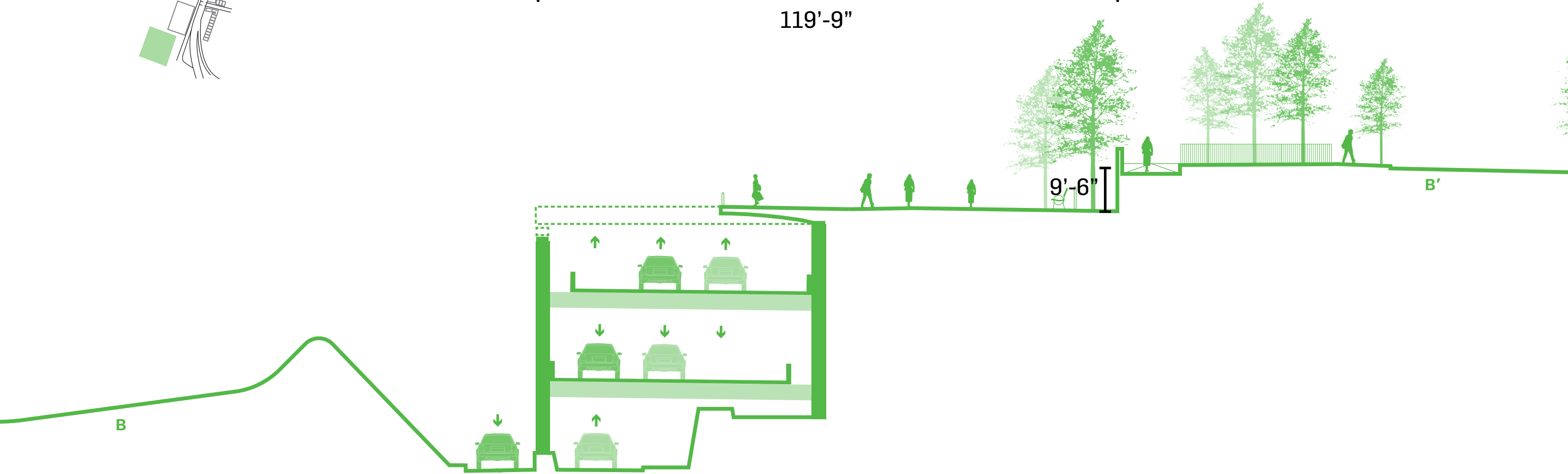
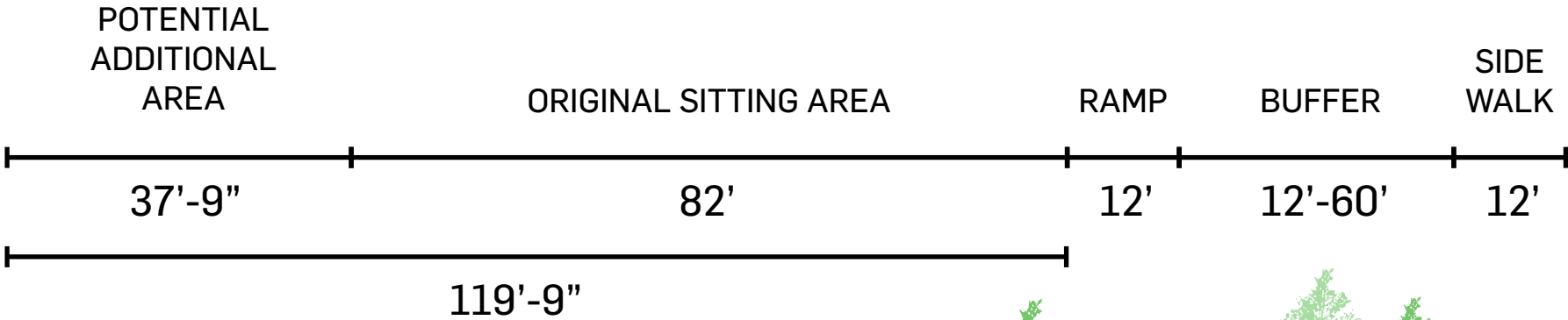
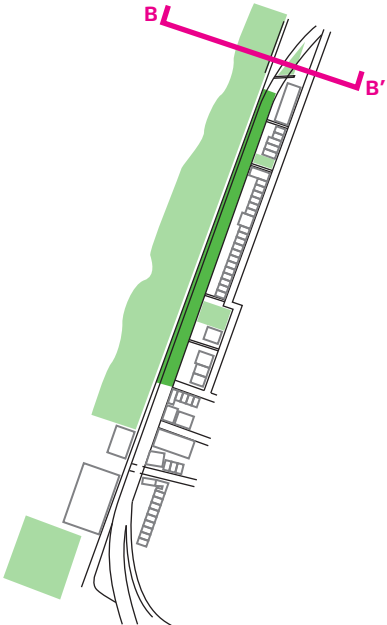


# Columbia Heights - Opportunities



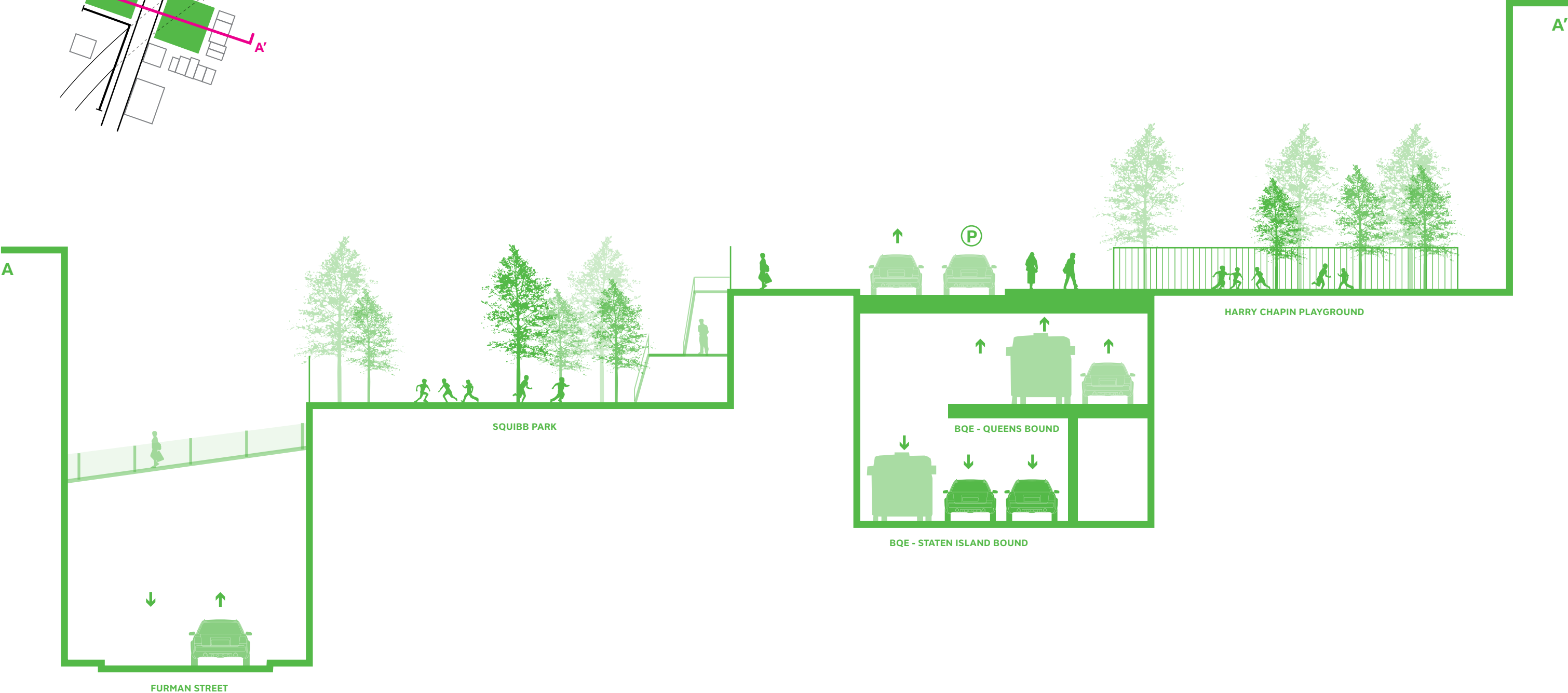
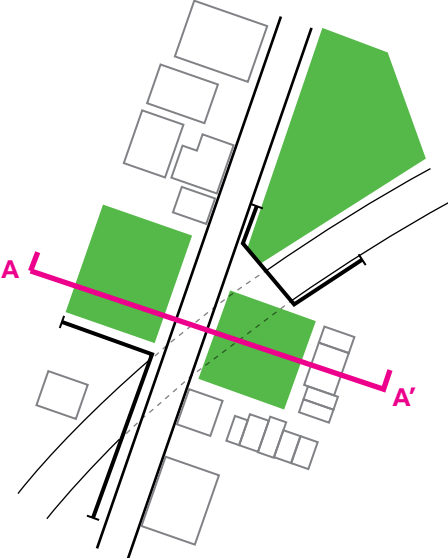
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<https://bqe-i278.com/en/expert-panel/documents>

# Fruit Street - Final Configuration



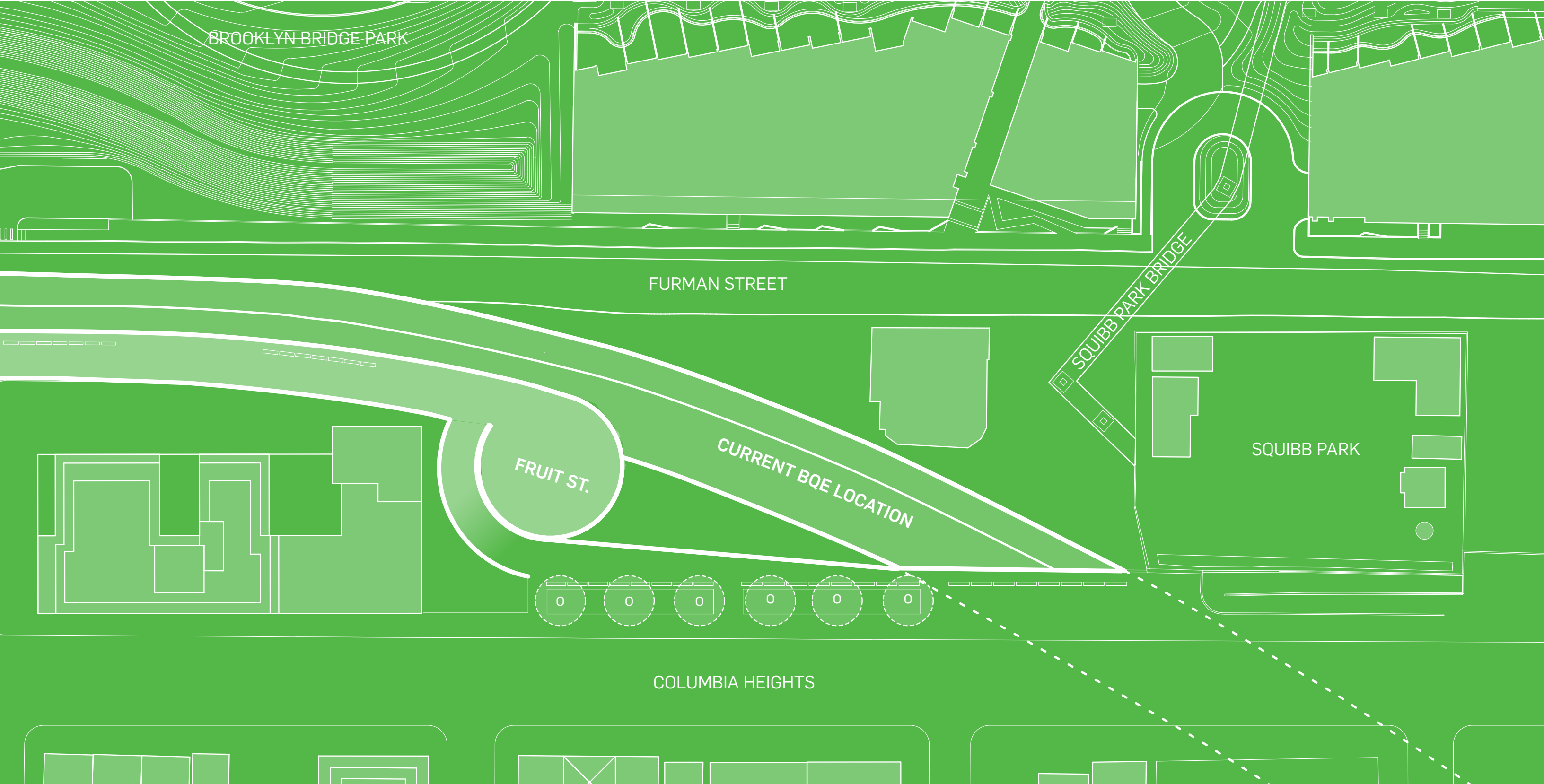
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# Columbia Heights Overpass



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# Fruit Street - Existing Configuration



# Fruit Street - Existing Configuration



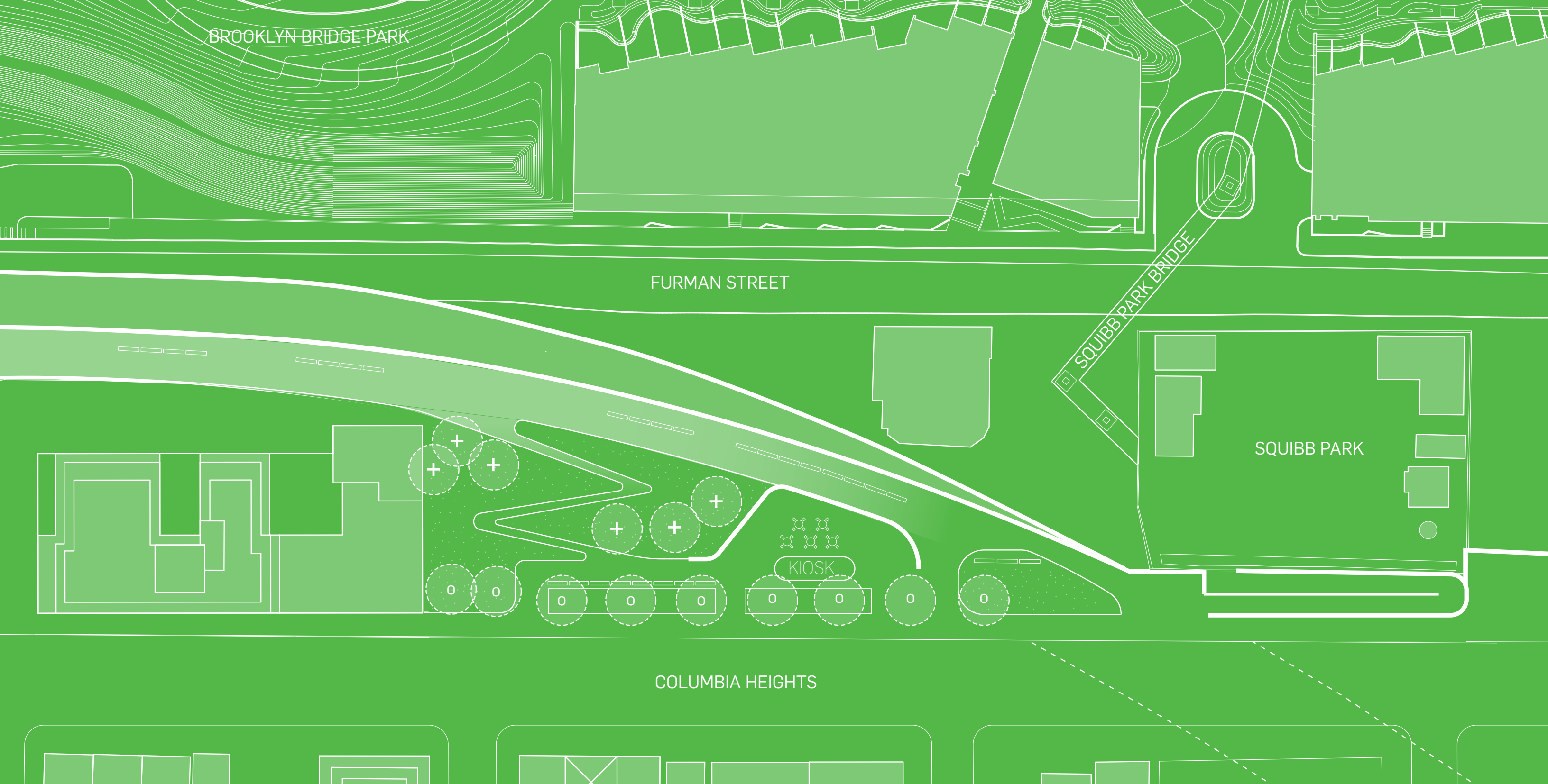
# Fruit Street - Amphitheater & Columbia Heights Terrace



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# Fruit Street - Meandering Path & Columbia Heights Kiosk



# Fruit Street - Expanded Columbia Heights Sitting Area



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3c

# Old Fulton Street & DUMBO



# Historic Maps: 1924 and 1951



1924: PRE BQE



1951: DURING BQE CONSTRUCTION

# Historical Maps Comparison: 1924 and 2018



1924



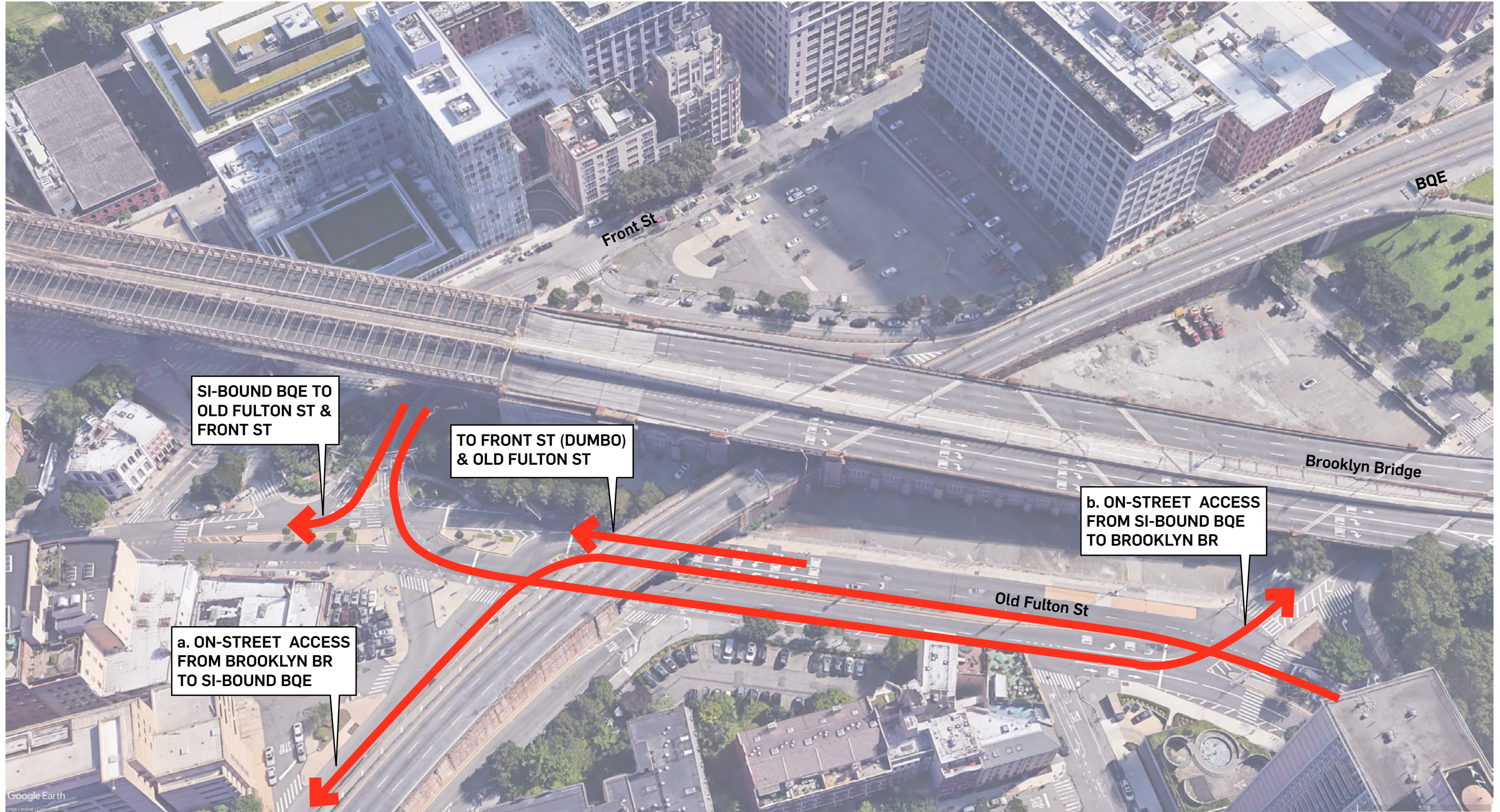
2018

# Existing Circulation



# Old Fulton St — Existing Condition

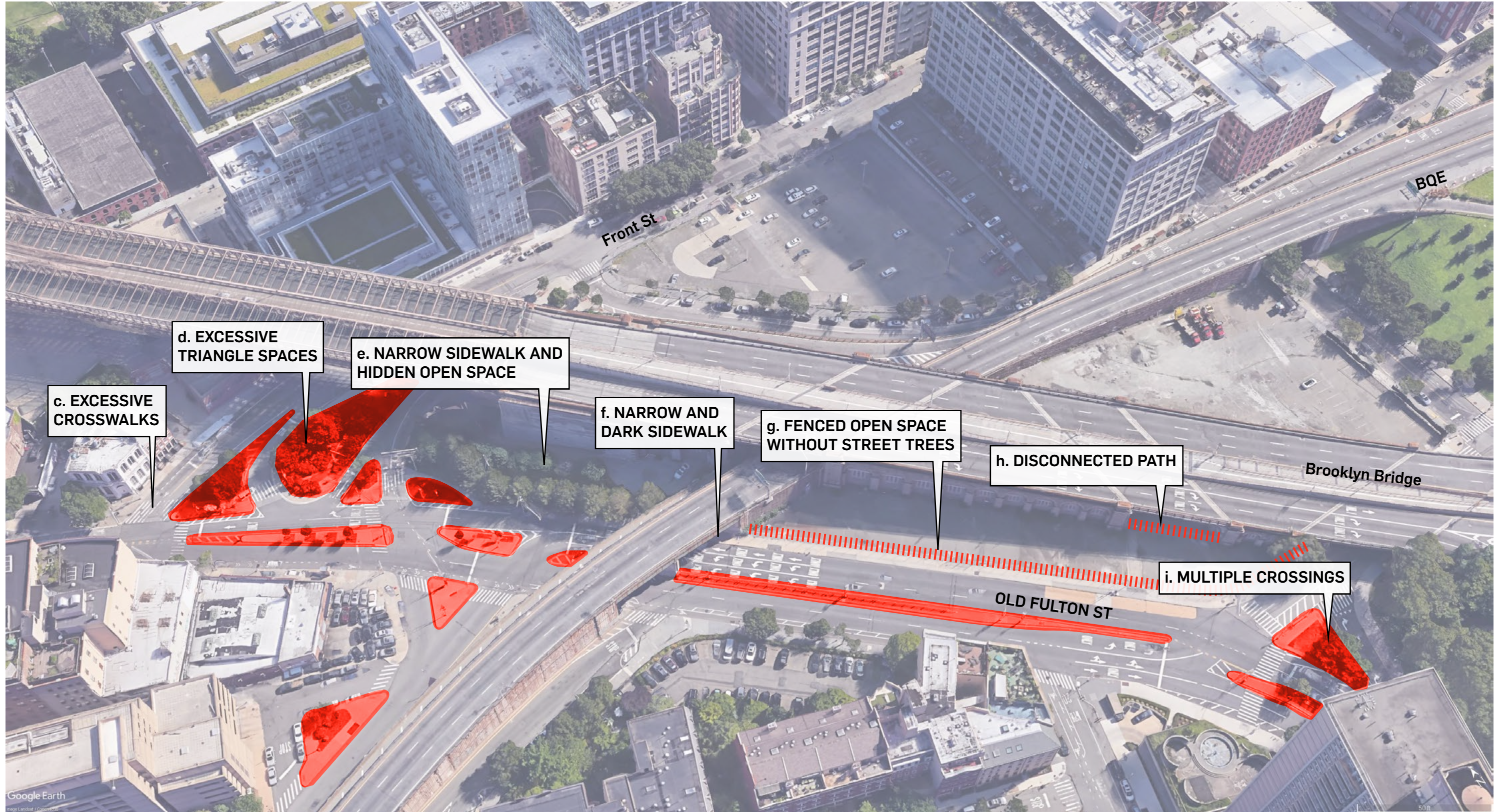
NYC DOT: Pedestrian/Bike/Greenway Notes | 15. Build direct ramps between Brooklyn Bridge and BQE to eliminate on street conflicts. Primarily for SI-bound BQE to Brooklyn Bridge and Brooklyn Bridge to SI-bound BQE.



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# Old Fulton St — DOT Notes

NYC DOT: Pedestrian/Bike/Greenway Notes | 15. Build direct ramps between Brooklyn Bridge and BQE to eliminate on street conflicts. Primarily for SI-bound BQE to Brooklyn Bridge and Brooklyn Bridge to SI-bound BQE.



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# Old Fulton St — Pedestrian Challenges



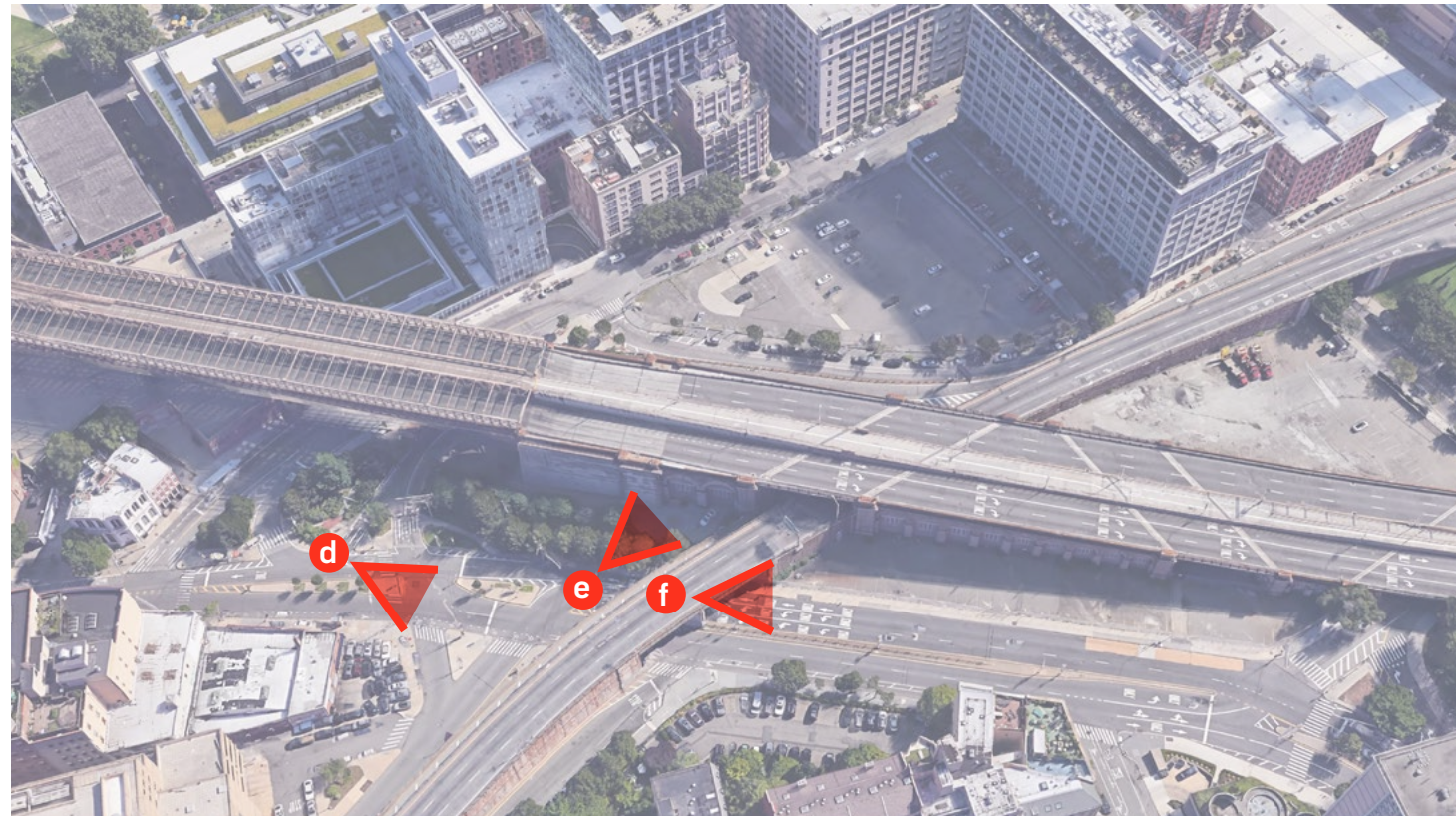
1. On-street access from Brooklyn Bridge to SI-bound BQE creating traffic congestion



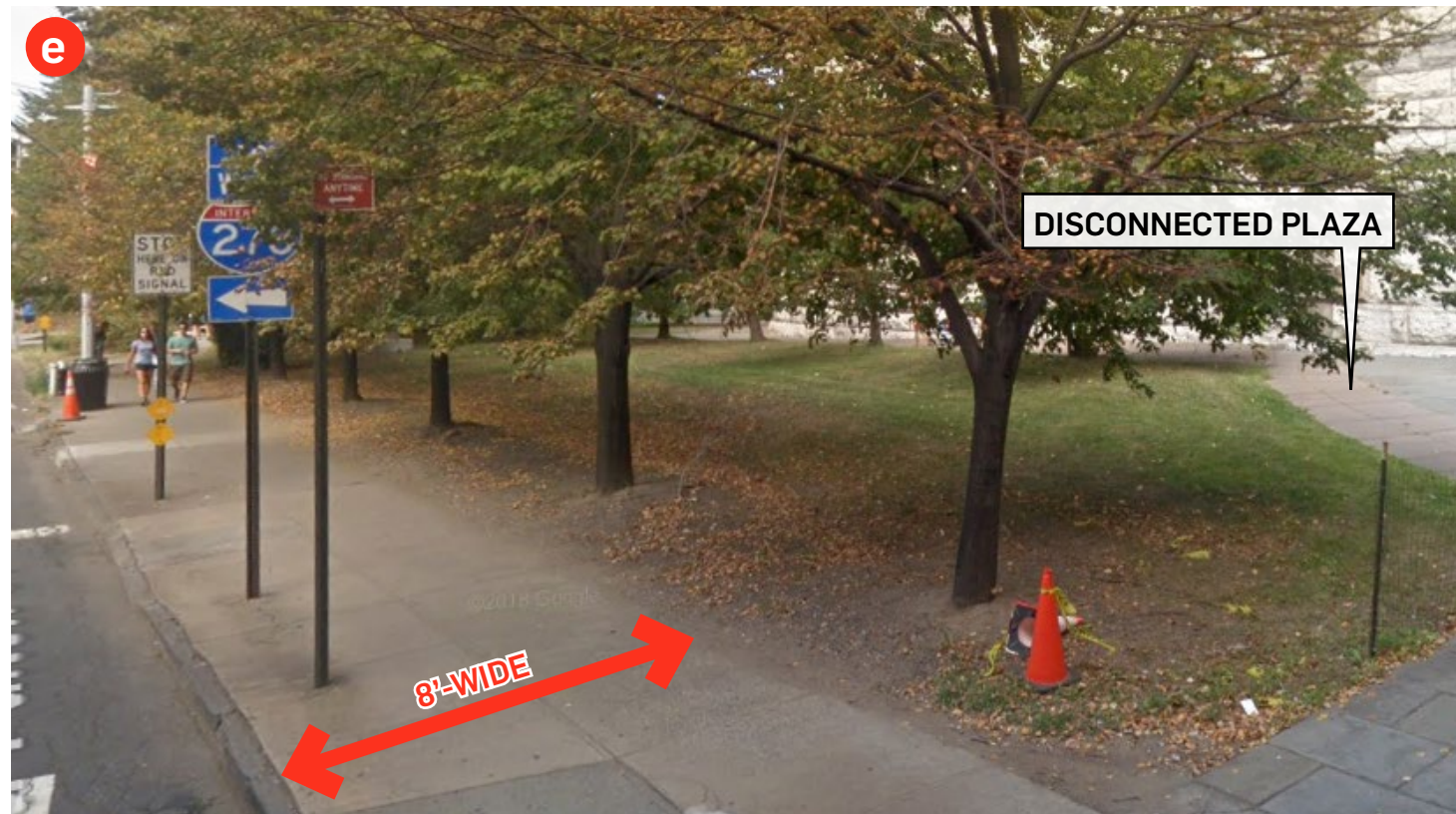
Progressive sidewalk crossings (Total 4 crossings in 240 ft)

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# Old Fulton St — Pedestrian Challenges



4. Excessive triangle spaces without landscaping disrupting pedestrian flows



narrow and dark sidewalk under BQE

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# Old Fulton St — Pedestrian Challenges



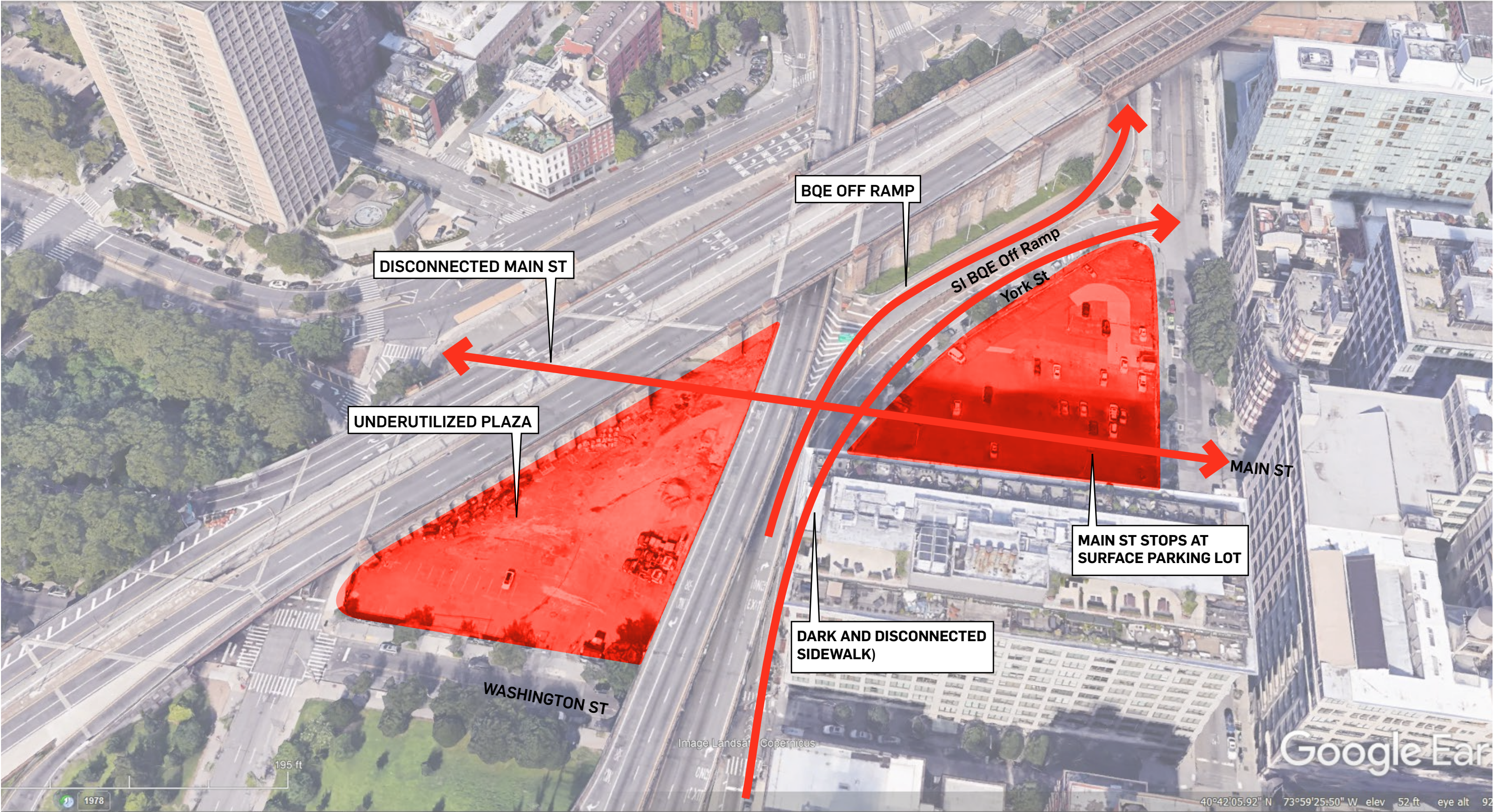
7. Fenced open space without street trees



Multiple crossings

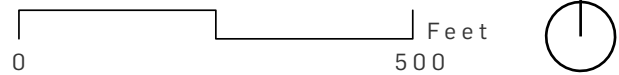
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# York Street — Existing Challenges



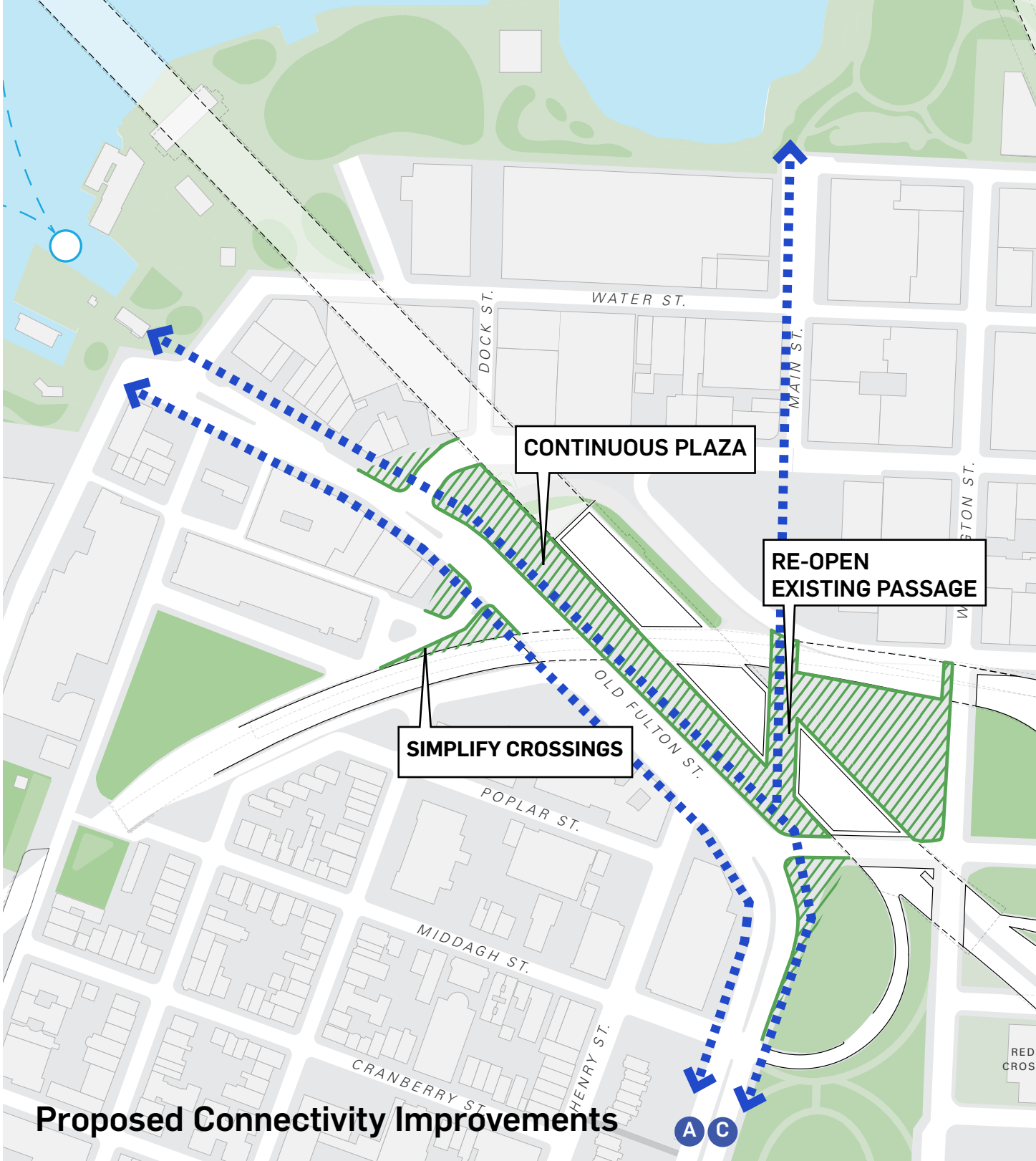
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# Old Fulton St & DUMBO — Key Issues



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# Old Fulton St — Street Modifications & Connectivity Opportunities



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# DUMBO — Street Modifications & Connectivity Opportunities

Option A:  
Reconnected Anchorage Plaza






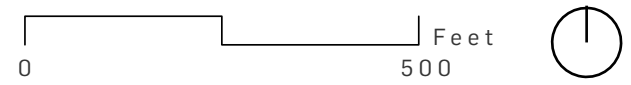
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# DUMBO — Street Modifications & Connectivity Opportunities

Option B:  
Reestablish Main Street; introduce  
viaduct structure



- LEGEND
-  Existing BQE
  -  New / Improved Park
  -  Expanded Pedestrian Circulation
  -  New / Improved Connection

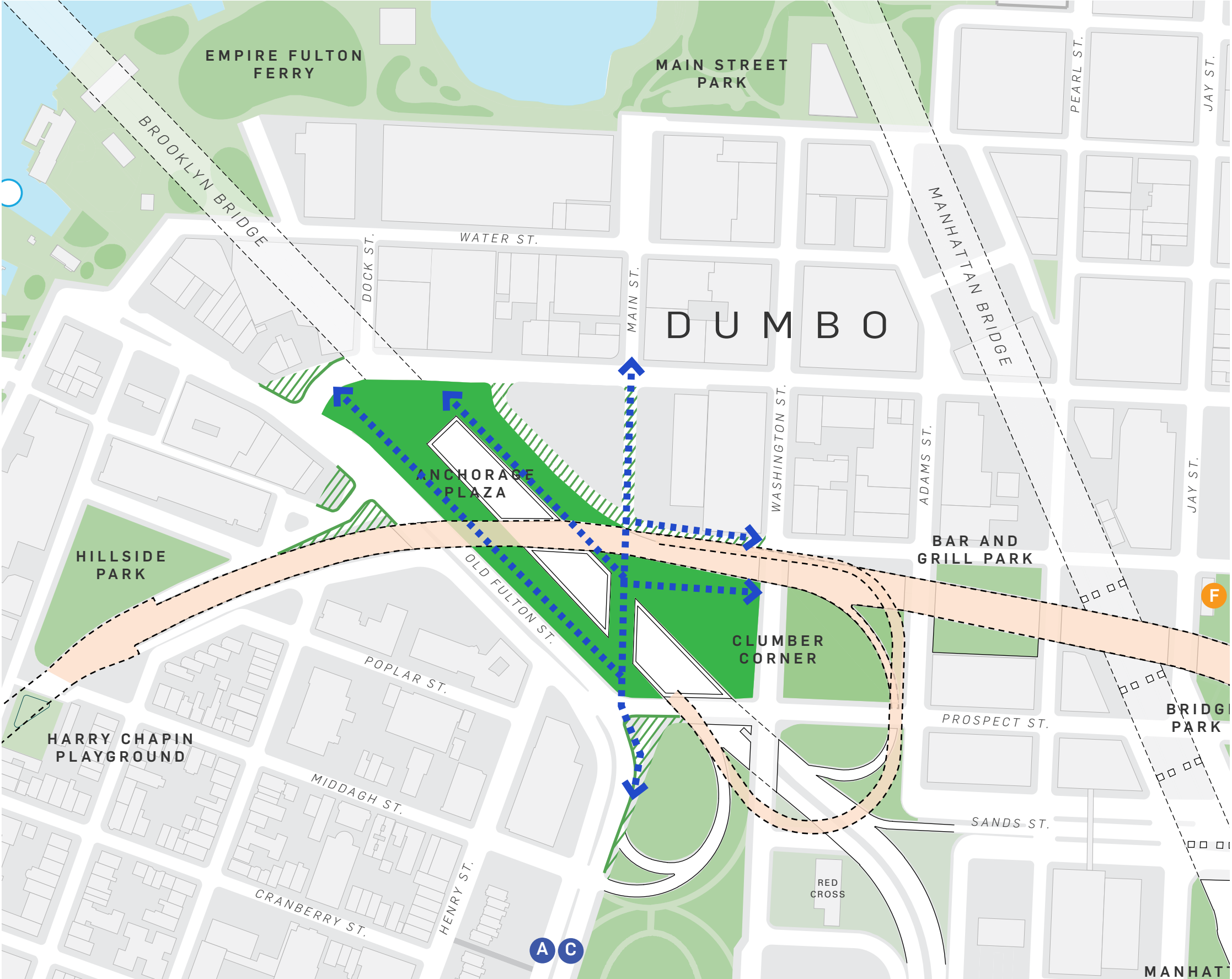


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# DUMBO — Street Modifications & Connectivity Opportunities

Option C:  
Reestablish Main Street as pedestrian route; close York Street west of Washington Street; introduce viaduct structure



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3d

# Brooklyn to Manhattan Bridge



# CLUMBER CORNER

## VISUAL ANALYSIS

Clumber Corner is mainly lawn and planted trees, serving as a buffer landscape between the streets below and the BQE.



BIRDSEYE OF CLUMBER CORNER



VIEW FROM CADMAN PLAZA/PROSPECT ST



VIEW FROM BQE TOWARDS CLUMBER CORNER SOUTH

# CLUMBER CORNER — BAR & GRILL PARK

## VISUAL ANALYSIS

Bar & Grill Park consists of a small northern parcel on street level, with a cluster of deciduous and evergreen trees.

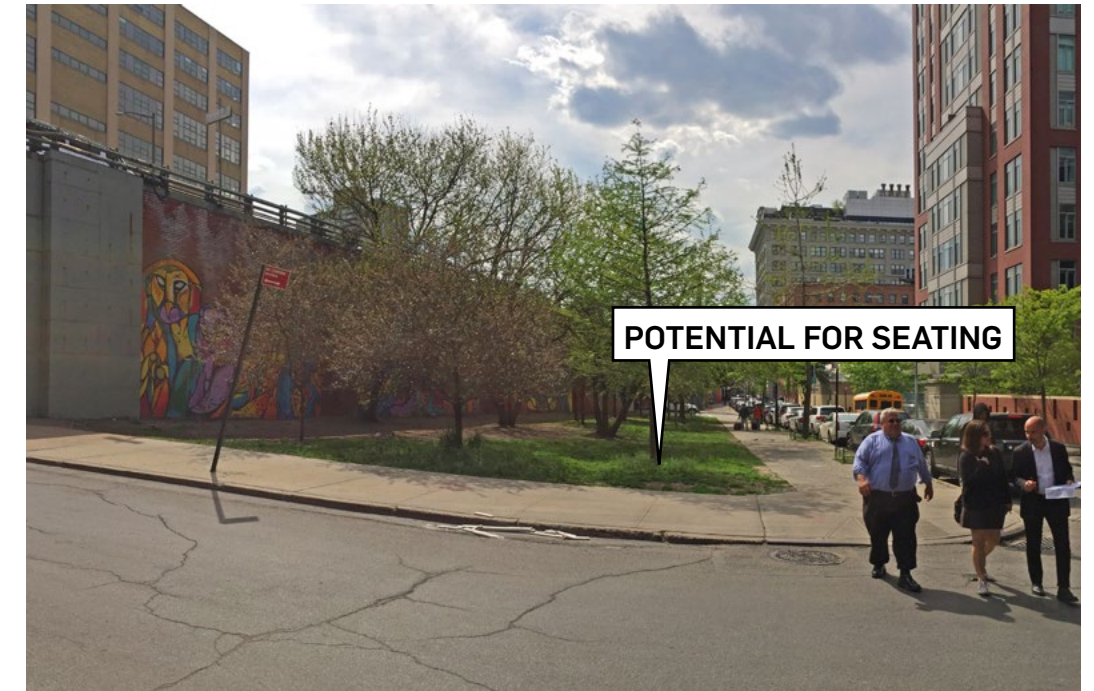
A brightly colored mural is present on the north side of the BQE retaining wall.

The South parcel is about 4-5' above grade at its lowest point, and consists of lawn and newly planted trees.



PUBLIC ART

View to the east of north parcel



POTENTIAL FOR SEATING

View from Pearl Street looking west



BUFFER NOISE WITH PLANTINGS

Southern parcel of park is inaccessible from street level



# CLUMBER CORNER — ANCHORAGE PLAZA EAST

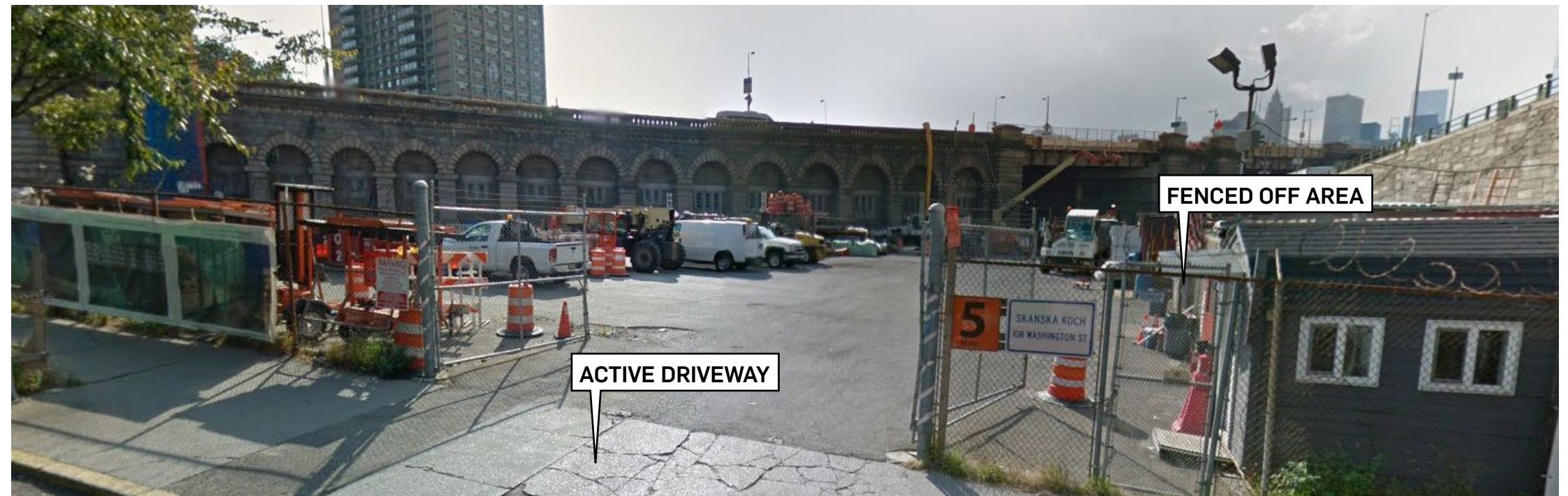
## VISUAL ANALYSIS

The parcel closest to the Brooklyn Bridge on ramp is currently used for DOT staging and construction.

It is inaccessible and currently contained by chain-link fence with barbed wire.



VIEW FROM BQE TOWARDS DOT LOT

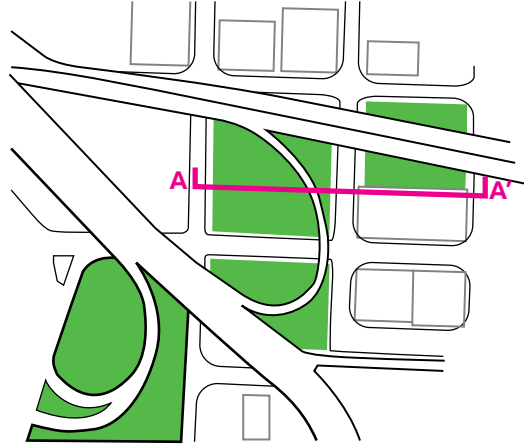


STREET LEVEL VIEW OF DOT LOT

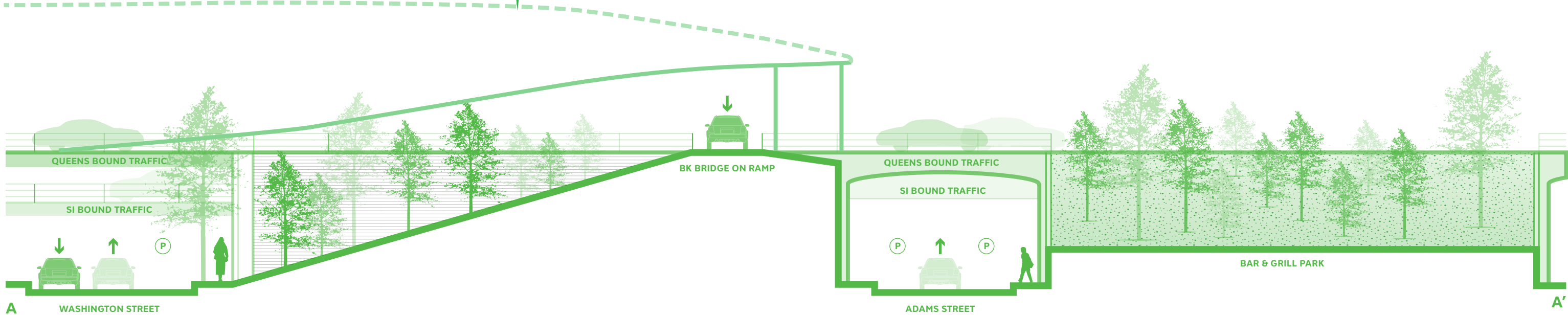


# CLUMBER CORNER

## TYPICAL SECTION



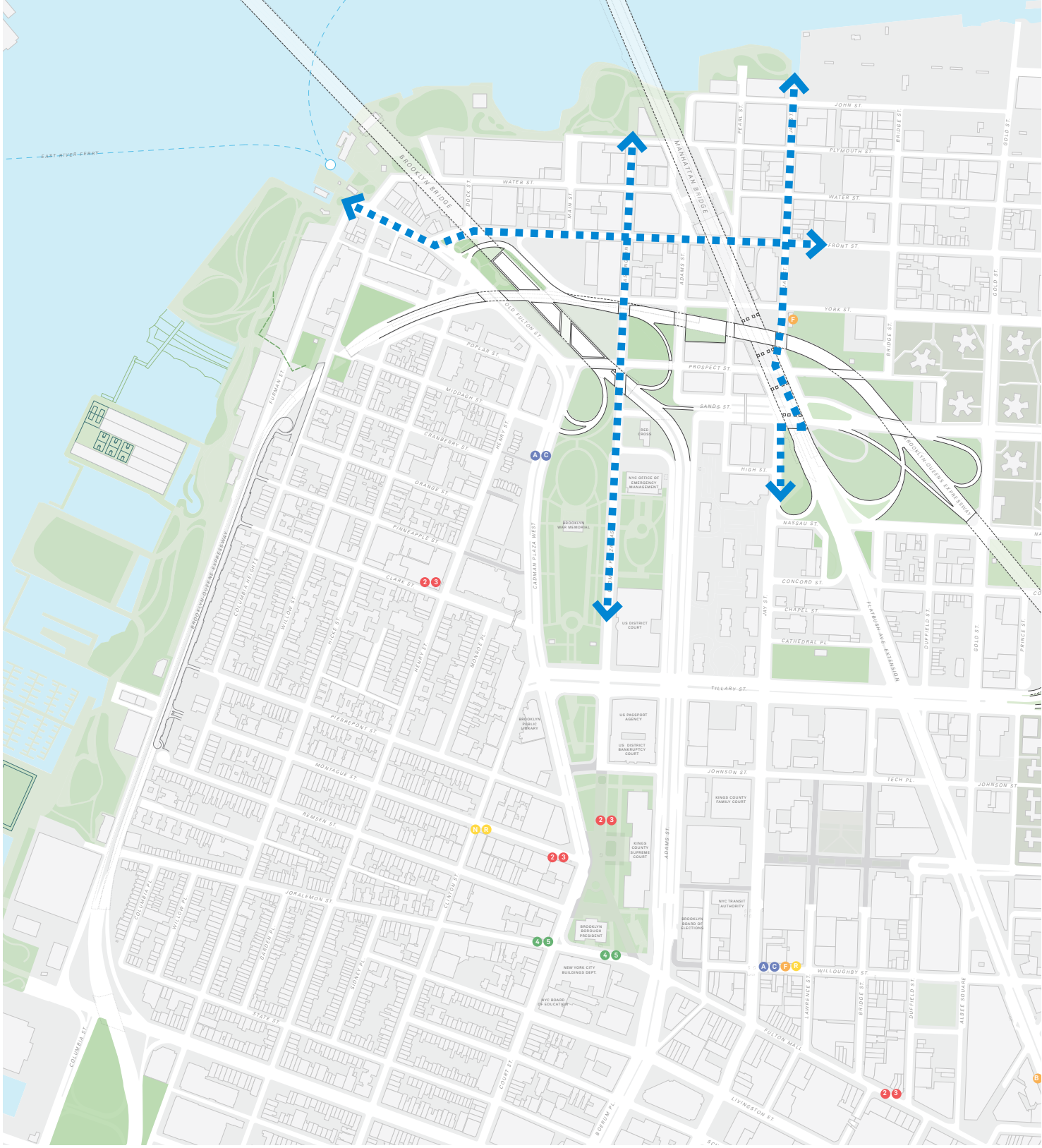
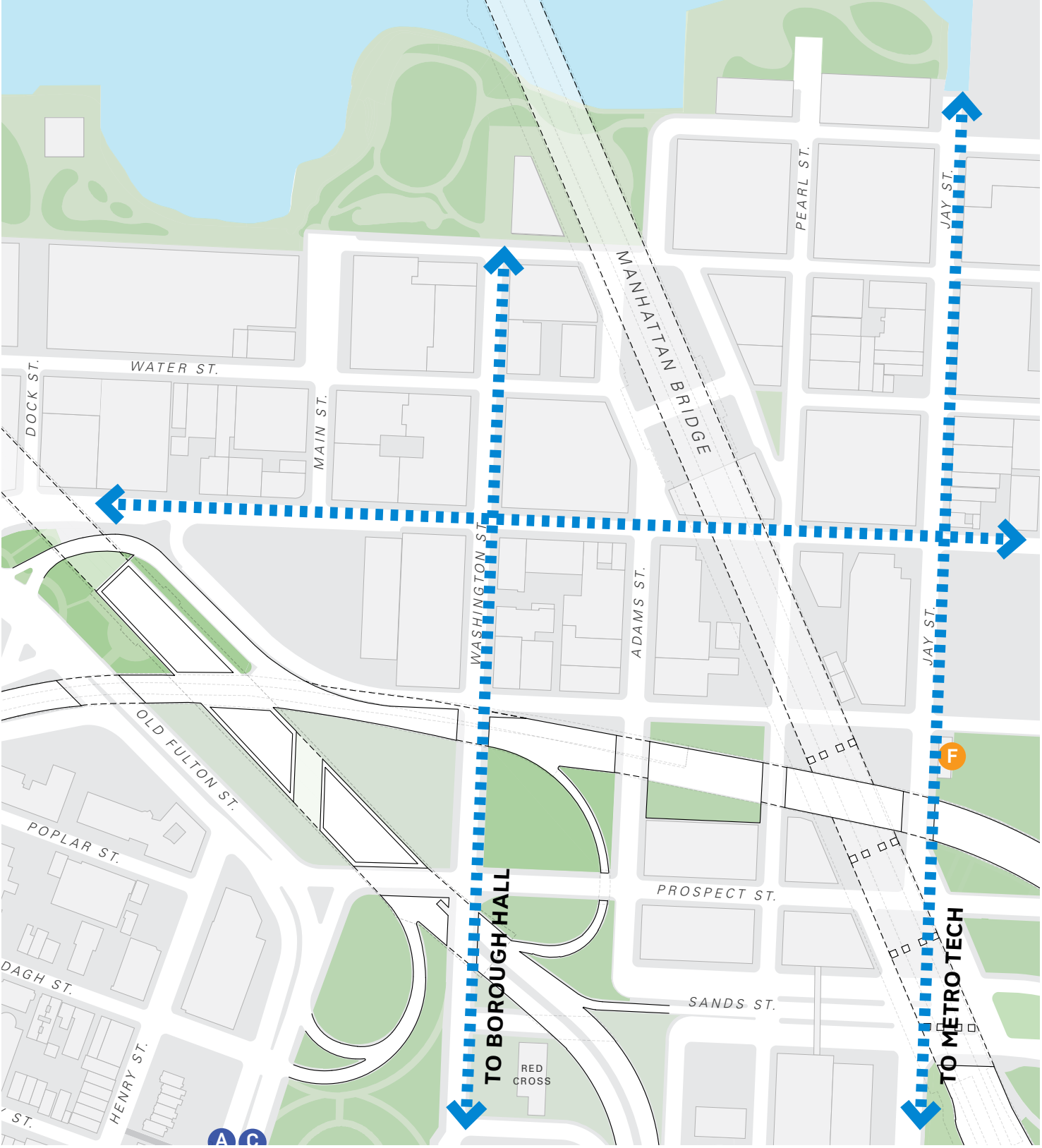
FUTURE BK BRIDGE FLYOVER



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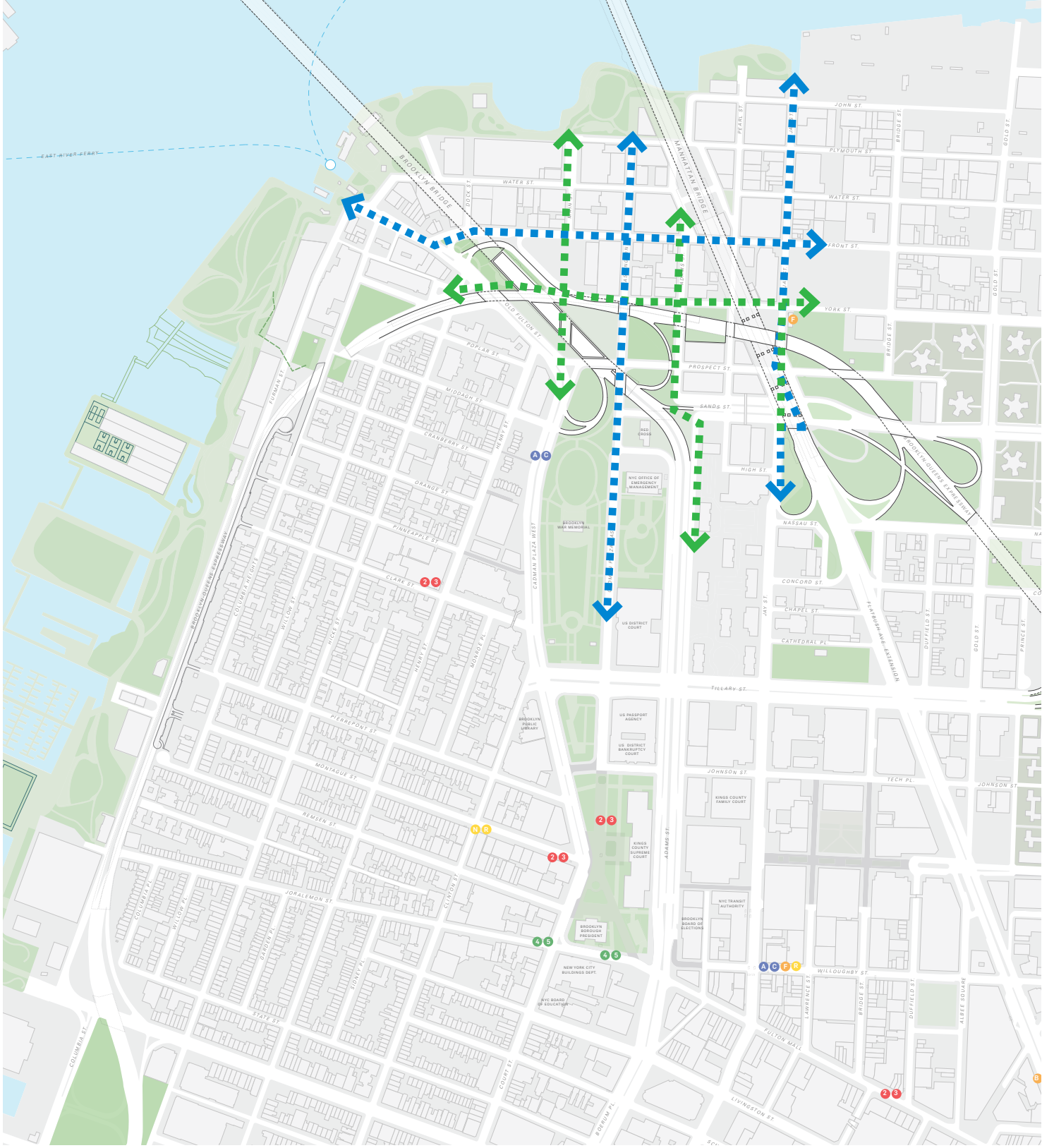
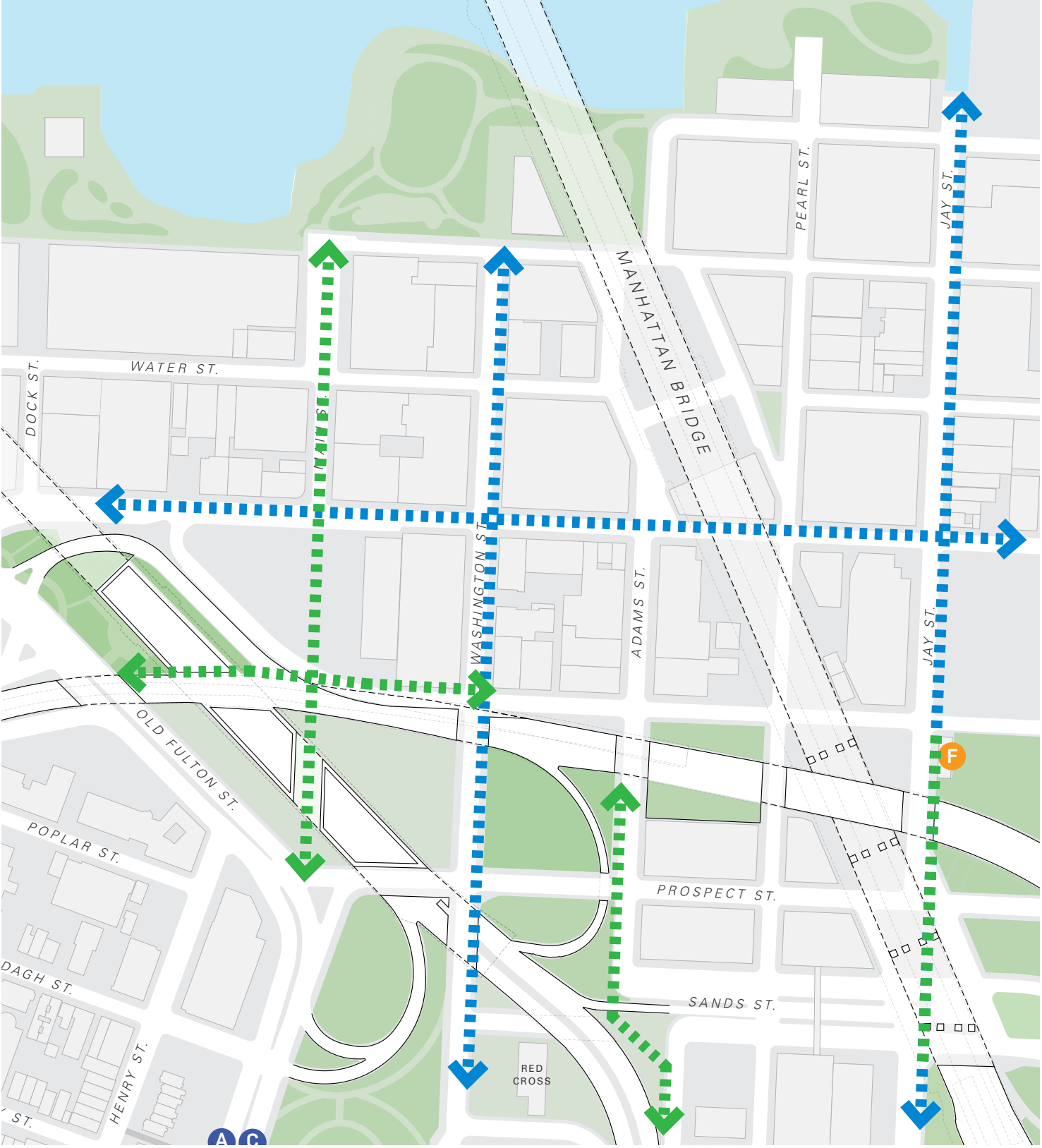
# Brooklyn to Manhattan Bridge: Existing



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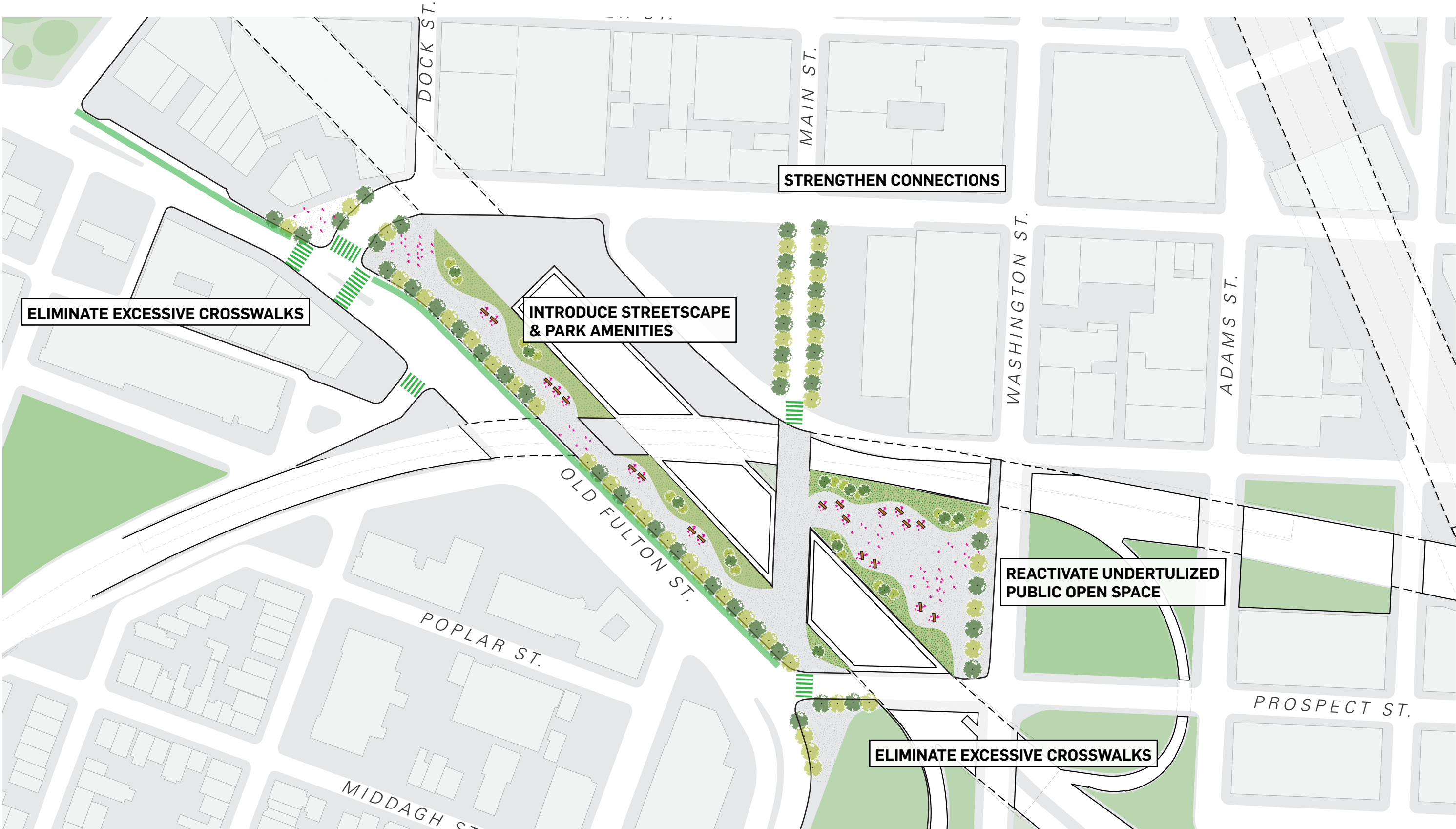


# Brooklyn to Manhattan Bridge: Potential



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# Old Fulton St — Opportunities



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# How can we leverage the BQE rehabilitation & interim conditions to create a better connected public realm?

## Design Criteria

- 1 Promotes pedestrian safety
- 2 Strengthens connections & access – pedestrian, bicycle, vehicular
- 3 Complements existing assets & programs
- 4 Improves wayfinding
- 5 Facilitates access to & between public open spaces

## Design Actions

- Upgrade, widen, & connect sidewalks
- Eliminate excessive ramps & crosswalks
- Connect existing open spaces
- Connect primary routes of circulation
- Introduce streetscape & park amenities
- Clarify street grid & focus view corridors
- Reactivate underutilized public open space
- Create new nodes for neighborhood gathering
- Activate street frontages



# Appendix

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