

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
OVERSIGHT HEARING ON THE FUTURE OF THE BQE
BEFORE THE CITY COUNCIL COMMITTEE ON TRANSPORTATION
February 25, 2020**

Good morning Speaker Johnson, Chairman Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation and with me today are BQE Senior Program Manager Tanvi Pandya and Director of Government Affairs Zeeshan Ott. We are happy to be here with our colleagues from the NYPD, on behalf of the de Blasio Administration, to testify on the future of the BQE, together with the Chair of the Mayor's expert panel on the BQE, Carlo Scissura.

As you just heard, last year the Mayor convened a panel of experts, with deep knowledge of engineering, urban planning, design, architecture, historic preservation, economic development and more, to evaluate options for the BQE from the Atlantic Avenue interchange to Sands Street in Brooklyn. As Carlo just described, the panel outlined a series of immediate recommendations, and also called for a corridor-wide vision that would incorporate contemporary transportation and sustainability goals while addressing a deteriorating but critical highway that connects Brooklyn, Queens and Staten Island.

I want to thank Carlo and all the dedicated panelists for their many, many months of work on this challenging project. We are grateful for how much they really dug in and grappled with some of the same complexities that we as a City have faced with this project. This panel, comprised of some of the New York's best experts, has realized that there is no silver bullet and every option presents both challenges and opportunities.

I also want to thank Sam Schwartz and his team for their work in advising the panel. Though technically Sam was not a member, he shared his remarkable analysis, insight, and his own unique historical experience. And I would like to thank the many civic associations, elected officials, and stakeholders who were instrumental in making this panel a reality, and have volunteered their time to share their thoughts with the panel and DOT.

And of course I would like to give special recognition to our DOT staff, Tanvi Pandya, Bob Collyer and the rest of the team in our Bridges division, Hannah Roth and our amazing Legal division, and Zeeshan Ott and our Intergovernmental Affairs unit, who will all continue to be engaged on this project going forward.

The panel challenged our thinking about the BQE project and some of the assumptions we made as a City. They have really looked at the project through a wider lens, focusing on much larger project limits beyond the City's jurisdiction, and the tools and strategies needed to impact the wider corridor. And I think the panel has walked in our shoes a bit, understanding what an unprecedented challenge this project and these structures are.

To help further the conversation, I am glad to say that late last week we posted over 800 pages of supplemental material from the panel's work on the BQE project website, www.bqe-i278.com,

including information and analysis produced by the MTA, DEP, the Port Authority, the NYC Parks Department, Brooklyn Bridge Park, Sam Schwartz, WXY and others, covering freight movement, traffic analysis, and the details of the complex infrastructure at the site.

This is in addition to the nearly 1,000 pages of information we have already shared online about the project. These documents go all the way back to New York State's work beginning over two decades ago, and all the major plans since—from the Mark Wouters' proposal on behalf of the Brooklyn Heights Association, to BIG, the Comptroller, and RPA. I hope this vast and detailed body of information, from many sources, will have continued utility as we go forward and I really encourage everyone interested in this project to look through it.

And I am glad our team was able to offer their time and sit down with Arup to help inform the Council's very thoughtful report. In the coming weeks, we will be further absorbing the panel and the Council's recommendations, as well as talking to our partners at the State and Federal levels since their action and coordination are required for all of more comprehensive visions before us.

But today let me address each of our own expert panel's recommendations briefly. To begin with, the panel recommended against building a temporary highway through the Brooklyn Heights Promenade or Brooklyn Bridge Park, and this Administration has embraced this.

The panel also recommended a reduction of the BQE from three lanes in each direction to two, as has the Council, and the City will look more closely at how that might be done. Given the intricacies of the existing on-ramps, splits, and lack of merge areas, this idea would almost certainly involve looking at changes on portions of the State's structure, in addition to our own. And we would need to do a detailed traffic study and there would likely be some environmental analysis involving our State and Federal partners.

The panel also called for a new City and State governance structure, as has the Council. Given the strong interest in a broader approach, we share both the panel and the Council's view that the project will require a new governance model with significantly broader authority and jurisdiction than New York City alone possesses.

A new governance model could potentially include the creation of some sort of special purpose entity—perhaps one that can toll, possibly has enhanced powers to acquire land and build, that brings together the relevant agencies at various levels of government, has representation from all of the necessary stakeholders, and that includes structured community involvement. Authorizing such an entity would require legislative action in Albany. We note with great interest that the Council's report recommends enacting legislation to accomplish this in 2020.

Council leadership on this front would be helpful and we look forward to further discussions and to working also with our State partners in Albany, including Senator Brian Kavanagh and Assembly Member Jo Ann Simon.

Lastly, the panel called for a series of interim steps to protect the existing structure. While conversations about the future of the BQE continue, including up in Albany, DOT will be doing our part to make sure the structure remains safe and there are some immediate actions we will be

taking. This spring we will be performing road repair work—milling and paving the roadway deck, doing some targeted repair of deck sections, and replacing the mesh underneath the structure.

We will also be performing structural repairs to the retaining wall at Hicks Street that will increase its lifespan by about 10 years. And we are addressing the two sections of the cantilever which the panel's report highlights as showing faster signs of deterioration. We are already starting design on these repairs and our goal is to start construction in 2021 with completion by 2022.

While interim in nature, the work that we are undertaking will nonetheless be significant and cause disruption. We are still in the process of developing our plans for these projects and we will keep the public and stakeholders informed as we proceed.

We also have a rigorous inspections program, including new sensors, ground-penetrating radar, vibration monitoring and other sources of information like monthly site walk-throughs that will help us monitor the BQE and provide ongoing information about its condition. And we are in close consultation with State and Federal bridge engineering experts about the structure's condition and our repair plans.

DOT and the panel have worked together to collect some new site-specific data, particularly regarding overweight trucks. Under Federal legal guidelines and posted signage, trucks along the BQE are limited to a maximum of 80,000 pounds—or 40 tons. However, the weigh-in-motion or "WIM" sensors we deployed have detected that some trucks along the roadway are more than double that weight, as much as 170,000 pounds. Such excessive weight can do serious damage to a roadway's structural integrity.

In response, the Mayor established the NYPD BQE Truck Enforcement Task Force, which launched on February 3rd, to strengthen enforcement of existing weight restrictions on the BQE. Further, the executive order directed DOT, NYPD, and Deputy Mayor Laura Anglin to develop specific additional proposals to protect the safety and structural integrity of the BQE.

One thing we have been taking a close look at is automated truck enforcement. With State authorization, DOT could test and assess an I-278 pilot program, in cooperation with NYS DOT. WIM at a couple BQE-focused locations, along with side-fire and license plate reader cameras, could allow the City to weigh and record images of every vehicle, including any displayed identifying information, such as a truck's USDOT number.

Since using WIM technology for automated enforcement is still relatively new and rarely deployed in the U.S., we would need to assess our ability to generate verifiable, accurate data to later be used in enforcement and adjudication. And we would want to explore whether we could develop protocols to feed NYPD near-real time information of overweight violations. If the pilot is successful, a wider authorization including the Port Authority, MTA, and New York State DOT would probably work best, so they are all able to effectively enforce overweight trucks at their respective facilities as well.

But it is important to recognize—as our own panel and the Council’s report have noted—that maintenance and enforcement efforts cannot extend the life of the structure indefinitely. The underlying deterioration of the structure will continue and the steps needed to preserve the existing structure will become progressively more involved and less effective over time. The City and the State can work together to do more to remove overweight trucks, but in time the BQE will no longer be able to carry even legally loaded trucks.

The history of planning and studies to grapple with the BQE is multi-decade, going back to well before the State’s design and construction workshops in 2006, and shows what a challenging project it is. But it has also brought out a whole range of proposals, from more modest though still costly rehabilitation efforts on the current structure to more transformative concepts that could cost many billions of dollars and require a new City/State governance model.

Is it clear that visionary planning for the BQE will require cooperation across multiple levels of government and numerous agencies and we look to our leaders in government to help us achieve that goal. The City will also continue our work of caring for and protecting the existing structure and keeping the public safe.

We would now be happy to answer any questions.



Regional Plan Association

**Testimony of Regional Plan Association
City Council Oversight Hearing on the BQE
February 25, 2020**

Now is the time to rebuild a smaller, streamlined highway.

Thank you for the opportunity to testify today. I am Kate Slevin, Senior Vice President at the Regional Plan Association, and I am joined by Rachel Weinberger, RPA's Senior Transportation Fellow. RPA is a non-profit civic organization that conducts research, planning and advocacy to improve economic opportunity, mobility, environmental sustainability and the quality of life for those who live and work in the New York metropolitan region.

With a team at RPA, Rachel and I co-authored RPA's report last year *Reimagining the BQE* -- the first of a number of publications that have called for a narrower BQE and a more community-focused planning process. Our President and CEO, Tom Wright, was on the Mayor's BQE Panel established shortly after that report's release.

We applaud the City Council for holding this hearing and pursuing this report with Arup, and for Speaker Johnson's steadfast support of reducing car dependency in our city. We urge everyone to read the full Council report, because the Tunnel suggestion is one small portion of an overarching plan.

We broadly support the Council's recommendations on the BQE, including narrowing the highway, creating a joint City and State entity to manage the project, embarking on a community driven process, and creating a long term vision for the broader BQE and Prospect Expressway. We have called for many of these same approaches.

Beyond the benefits from a traffic and sustainability perspective, which Rachel will talk about in a minute, reimagining the BQE as a smaller thoroughfare is a more fiscally responsible proposal than keeping the six-lane highway. The projected cost of fixing the triple-cantilever portion alone is \$3-4 billion, one of the most expensive projects in the City's capital program, and the Arup report puts the BIG/Baker idea to cap the highway and expand public space similar in cost. We will only reduce costs by doing this in a more efficient way.

(Rachel start here)

Lane reduction, in particular, is a key recommendation of the Council's report and of the Mayor's panel, and one we strongly endorse. From a global perspective, cities across the US and countries around the world are taking lane reduction to the end conclusion and eliminating outdated highways altogether. They are replacing hotbeds of pollution with walkable green spaces, all with no discernible negative impact on traffic but instead great benefit to the surrounding community.

RPA's analysis found that a four-lane highway could easily accommodate existing traffic especially after the implementation of congestion pricing. A combination of congestion pricing, new transit options could easily reduce traffic on the BQE by 15-20%, according to our analysis and the Mayor's BQE Expert Panel. The split tolls on the Verrazano are also predicted to reduce traffic on the BQE. Other travel demand strategies, such as requiring more passengers per car, managing trucks, could also be used to reduce traffic and make travel more efficient. And new and wider lanes, and simplified on and off ramps, means more cars can move per lane than can today.

Lane reductions have a history in New York City of working. Historical examples in New York City, from closures on the Williamsburg Bridge in the 1980s to the total collapse of the West Side Highway in the 1970s, have shown that traffic is actually absorbed into the system, much of it funneling into public transit.

Smaller highways don't result in more traffic jams—they result in fewer cars on the road. It's not unlike the experience of the new, and very successful 14th Street Busway or the pedestrianization of Times Square. In both cases, encouraging the more seamless flow of traffic by de-emphasizing car-centric options in favor of public transit resulted in a more pleasant street-life without adverse traffic effects.

Of course, this isn't just a traffic issue. A smaller BQE not only means less pollution with fewer cars on the road, but it provides an opportunity to reprogram the open space with additional parks, housing, and other facilities that provide amenities to residents.

As such, RPA stands by you to help as you work with local communities and elected officials reimagine the BQE in a way that helps the city break the cycle of over dependence on automobiles.

Thank you for your time today.

One Brooklyn Bridge Condo Association

*360 Furman Street
Brooklyn, New York 11201*

STATEMENT BEFORE CITY COUNCIL HEARING ON THE FUTURE OF THE BQE RECONSTRUCTION

Speaker Johnson, Chairman Rodriguez and members of the City Council:

Thank you for the opportunity to share our thoughts on the process of rebuilding the BQE. As you know the highway is immediately adjacent our building at 360 Furman Street, comprising 430 units and over 1200 residents. No building along the corridor is more impacted then ours.

In November of 2018 we shared a letter to NYC DOT Commissioner Trottenberg with our elected officials and other community leaders in which we outlined our concerns in opposing the two plans advanced by NYC DOT. We argued that there was a better option and that until a better plan was put in place needed immediate repairs should be more fully explored. We also made a number of recommendations that should be considered for incorporation into whatever strategy is adopted. (We have attached a copy of that letter.)

We welcomed the report of the Mayor's Expert Panel and believe that now is the time to move forward with much of the agenda that the panel advanced.

We urge you to make the BQE process a coordinated effort that engages key decision makers at the Federal, State and City level and includes various government Authorities that can guide and impact the program, including the Port Authority of New York and New Jersey, Metropolitan Transportation Authority's NYC Transit and Bridges and Tunnels. Toward this objective legislation should be introduced in Albany to create an entity that will be given authority to implement and finance the reconstruction plan.

We also urge the Council to use its influence to create a Transportation Management Plan that will assist in better managing the immediate repair program while informing decisions on a permanent reconstruction. Many of these agenda items were endorsed by the panel including: lane reductions on the cantilever; two way tolling on the Verrazzano Bridge; opening the Brooklyn Battery Tunnel and Belt Parkway to commercial vehicles; shifting freight movements to water transport; and enforcing truck weight laws.

Additionally, while it appears the State and City will have to wait for a congestion pricing program pending Federal approval, we would urge the MTA to consider peak time pricing at the Battery Tunnel and Verrazzano Bridge. We would also suggest that the City consider implementing a weekday resident parking program in DUMBO, Brooklyn

Heights, Cobble Hill and Carroll Gardens to deter passenger vehicle traffic through this corridor.

Finally, we expect that the City will work transparently and cooperatively with the communities most impacted by the need for urgent repairs of the BQE Cantilever. Since the Expert Panel released its recommendations we have not heard from any office on the extent or timing of the immediate repair program. Our expectation is that the City will follow the relevant environmental laws and incorporate many of the environmental and safety recommendations identified by the community. The City should look to minimize traffic along Furman Street and ensure pedestrian safety at key exchanges especially the Brooklyn Bridge Park entrances adjacent to our building at Joralemon Street and Atlantic Avenue. We also expect that the City will examine any necessary environmental mitigation measures like sound attenuation, carbon capture and storm water management as it advances with any repairs.

Again thank you for this opportunity and we look forward to working with you.

February 25, 2020

*One Brooklyn Bridge Park Condominium
360 Furman Street
Brooklyn, New York 11201*

November 14, 2018

Hon. Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water Street 9th floor
New York, New York

Dear Commissioner:

I am writing on behalf of One Brooklyn Bridge Park Condominium / 360 Furman Street, the largest residential building to be impacted by the proposed reconstruction of the cantilever section of the Brooklyn Queens Expressway. Our over 400 units are home to more than 1200 residents. While many of us have been engaged with the Department, our Board has not formally commented on the plan.

We respectfully request that the Department reconsider and reassess its proposed plan. We recognize this project is challenging and we appreciate the expertise the Department has brought to its effort. However, we are very concerned that the magnitude of this project and the impact it will have on Brooklyn, the City, and our region requires a more comprehensive and balanced approach - an approach that engages all levels of government (City, State, Federal) on strategies that focus on safety, traffic mitigation, environmental impact, building protection and pedestrian access.

As you stated at the Public Meeting on September 27, the Department has been limited by the options under its control. This is unacceptable to the residents and homeowners of our building, as it must be to you and to the Department. The most complex project in our region and perhaps the country requires the active participation of every relevant agency of government to both find the appropriate solution and to manage it efficiently. Every city, state and federal agency should participate and add its expertise to find the best possible approach.

With all parties engaged, we suggest the City begin a process of assessing and implementing creative initiatives that include, but are not be limited to: repairs vs. replacement of relevant sections; two way tolls on the Verrazzano Bridge; congestion pricing on East River Bridges; tolling during construction periods through the construction zone; limiting commercial traffic in construction zone; limiting passenger traffic in construction zone; commercial traffic detours through the Battery Tunnel onto the FDR Drive; traffic diversion off the Gowanus onto a reconstructed Fourth Avenue and other surface streets; commercial truck diversion through use of water borne freight movements; resident parking programs for Brooklyn Heights/ Cobble Hill/ Carroll

Gardens to limit traffic in the area; and an assessment of technology solutions like driverless cars that will impact traffic flows in years to come.

As part of the Brooklyn Bridge Park Community, we are also concerned that proposals and decisions also focus on access and utilization of the Park. We have watched the Park rise around us and worked on (and directly help fund) its success. Park access should not be limited, and safety on Furman Street is essential to that.

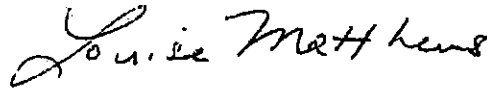
Together with our community and neighbors along Furman Street, including the Pier House Complex and the new residential buildings on Pier 6, we have short and long-term interests in ensuring this project is: advanced in a balanced manner; coordinated with all government resources; coordinated with the communities that are significantly impacted; utilizes best practices; completed efficiently, and; protects the environment, our homes and our safety.

We request participation in the ongoing planning and environmental review of this project, including:

- 1) Meeting with you and your staff, and
- 2) Participating in the formal National Environmental Policy Act process following the issuance of the Notice of Intent in the Federal Register that an environmental impact statement will be prepared for this project.

We look forward to engaging with your Department, our neighbors in Brooklyn and the entire City. Please do not hesitate to contact us with any questions. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Louise Matthews".

Louise Matthews
President

C : Hon. Andrew Cuomo, Hon. Bill deBlasio, Hon. Charles Schumer, Hon. Eric Adams, Hon. Nydia Velasquez, Hon. Brian Kavanagh, Hon. Joanne Simon, Hon. Stephen Levin, Hon. Paul Karas NYS DOT, Michael Canavan FHWA, Michael Racpioco Community Bd 6, Robert Perris Community Board 2, Peter Bray BHA, Gerard Mortillaro Pier One Condo, Robert Levine Pier 6, Eric Landau BBP

*One Brooklyn Bridge Park Condominium
360 Furman Street
Brooklyn, New York 11201*

November 14, 2018

Hon. Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water Street 9th floor
New York, New York

Dear Commissioner:

I am writing on behalf of One Brooklyn Bridge Park Condominium / 360 Furman Street, the largest residential building to be impacted by the proposed reconstruction of the cantilever section of the Brooklyn Queens Expressway. Our over 400 units are home to more than 1200 residents. While many of us have been engaged with the Department, our Board has not formally commented on the plan.

We respectfully request that the Department reconsider and reassess its proposed plan. We recognize this project is challenging and we appreciate the expertise the Department has brought to its effort. However, we are very concerned that the magnitude of this project and the impact it will have on Brooklyn, the City, and our region requires a more comprehensive and balanced approach - an approach that engages all levels of government (City, State, Federal) on strategies that focus on safety, traffic mitigation, environmental impact, building protection and pedestrian access.

As you stated at the Public Meeting on September 27, the Department has been limited by the options under its control. This is unacceptable to the residents and homeowners of our building, as it must be to you and to the Department. The most complex project in our region and perhaps the country requires the active participation of every relevant agency of government to both find the appropriate solution and to manage it efficiently. Every city, state and federal agency should participate and add its expertise to find the best possible approach.

With all parties engaged, we suggest the City begin a process of assessing and implementing creative initiatives that include, but are not be limited to: repairs vs. replacement of relevant sections; two way tolls on the Verrazzano Bridge; congestion pricing on East River Bridges; tolling during construction periods through the construction zone; limiting commercial traffic in construction zone; limiting passenger traffic in construction zone; commercial traffic detours through the Battery Tunnel onto the FDR Drive; traffic diversion off the Gowanus onto a reconstructed Fourth Avenue and other surface streets; commercial truck diversion through use of water borne freight movements; resident parking programs for Brooklyn Heights/ Cobble Hill/ Carroll

Gardens to limit traffic in the area; and an assessment of technology solutions like driverless cars that will impact traffic flows in years to come.

As part of the Brooklyn Bridge Park Community, we are also concerned that proposals and decisions also focus on access and utilization of the Park. We have watched the Park rise around us and worked on (and directly help fund) its success. Park access should not be limited, and safety on Furman Street is essential to that.

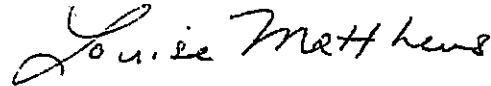
Together with our community and neighbors along Furman Street, including the Pier House Complex and the new residential buildings on Pier 6, we have short and long-term interests in ensuring this project is: advanced in a balanced manner; coordinated with all government resources; coordinated with the communities that are significantly impacted; utilizes best practices; completed efficiently, and; protects the environment, our homes and our safety.

We request participation in the ongoing planning and environmental review of this project, including:

- 1) Meeting with you and your staff, and
- 2) Participating in the formal National Environmental Policy Act process following the issuance of the Notice of Intent in the Federal Register that an environmental impact statement will be prepared for this project.

We look forward to engaging with your Department, our neighbors in Brooklyn and the entire City. Please do not hesitate to contact us with any questions. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Louise Matthews".

Louise Matthews
President

C : Hon. Andrew Cuomo, Hon. Bill deBlasio, Hon. Charles Schumer, Hon. Eric Adams, Hon. Nydia Velasquez, Hon. Brian Kavanagh, Hon. Joanne Simon, Hon. Stephen Levin, Hon. Paul Karas NYS DOT, Michael Canavan FHWA, Michael Racpioco Community Bd 6, Robert Perris Community Board 2, Peter Bray BHA, Gerard Mortillaro Pier One Condo, Robert Levine Pier 6, Eric Landau BBP



Testimony of Zach Miller

FOR THE RECORD

On Behalf of

Trucking Association of New York

Before the

**New York City Council
Committee on Transportation
February 25, 2020**

Regarding

The Future of the BQE

Good Morning. My name is Zach Miller and I am testifying on behalf of Kendra Hems, President of the Trucking Association of New York (TANY). I would like to thank Chairman Rodriguez as well as the members of the committees for the opportunity to testify before you today. For over 85 years, TANY, a non-profit trade group, has represented the trucking industry in New York, advocating for the industry at the local, state and federal levels. We provide educational programs to our membership, which enhance their safety and maintenance efforts and offer numerous councils and committees to meet the diverse needs of our membership. TANY comprises over 600 member companies from New York, Canada, every border state, and other states across the country and is the exclusive New York affiliate of the American Trucking Associations (ATA).

The Brooklyn Queens Expressway (BQE) is a critical freight corridor for the trucking industry and is officially designated by the Federal Highway Administration as part of the National Highway Freight Network. It serves as an important intermodal corridor with an interconnected network of roadway and rail-freight facilities between the New-Jersey connection at the Goethals Bridge and the Queens-Bronx connection at the Triborough Bridge, including rail-freight connections across New York Harbor between Bayonne, New Jersey and Southwest Brooklyn.

There are four major concentrations of port facilities in close proximity to the I-278 corridor that generate a significant number of truck trips. Additionally, I-278 receives a large share of freight traffic from Howland Hook/New York Container Terminal in Staten Island and the Red Hook Container Terminal in Brooklyn. It is also used by trucks originating from the ports in New Jersey that are destined for Staten Island, Brooklyn, Queens and Long Island. In addition to these facilities, there are a handful of secondary freight sites that contribute to the volume of trucks on the Corridor including Hunts Point, the Brooklyn Navy Yard and Newtown Creek.

The vast majority of truck traffic along the corridor is local. The corridor serves as a significant first and last mile connector, meaning there would not be a significant reduction in truck traffic along this corridor even as initiatives to shift truck freight to other modes of transportation move forward.

Given all this, it is critical that as various plans for the BQE are considered, the need to continue to move freight efficiently along the corridor must be a priority.

That said, we understand recent concerns regarding overweight trucks operating on the BQE. A top priority for TANY is safety. As an association we do not condone operating overweight vehicles without proper permits to do so. However, this issue is indicative of a larger policy issue. At one time the NYC

TRUCKING ASSOCIATION OF NEW YORK

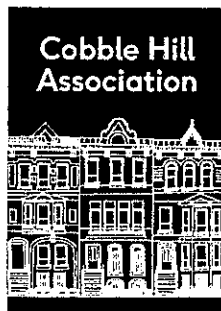
Department of Transportation issued overweight permits but has since stopped that practice. At the time the practice was stopped, trucks that currently had these permits were allowed to keep them. This has created a system of “haves vs. have-nots” and have placed trucks that do not have the permits at a competitive disadvantage. In order to effectively address the issue of overweight trucks, reform of the Departments overweight permit system is needed. We are committed to working hand-in-hand with the City to find a solution to this challenge to protect our infrastructure, keep our roadways safe and keep our economy moving forward.

Trucks are central to our economy and our way of life. Every time decisions are made that affect the trucking industry; those impacts are felt by millions of individuals as well as the businesses that could not exist without trucks.

We appreciate the opportunity to be here today and look forward to working with the Council on this important issue.

Thank you for your time and I’m happy to answer any questions.

TRUCKING ASSOCIATION OF NEW YORK



The Cobble Hill Association (CHA) is grateful for the work the Speaker and City Council have done in writing "The Future of the BQE." Not only are you addressing this important issue that resonates throughout the entire city and region, you have commissioned one of the most experienced engineering and planning firms in the world and continued to engage the local community in meaningful dialogue throughout the process. When the original project area—Sands to Atlantic—was released, Cobble Hill was excluded, despite our having the most dangerous on- and off-ramps in the state, parks and playgrounds bisected with on- and off- ramps, and a trench that spews toxins into the air. We always saw this as a corridor issue and not just one of the aging cantilever.

As the report states, the time is now. We must not defer real change and continue to fund a never-ending cycle of patchwork repair, buying another decade in the hope that someone else will take on the systemic issues that have prevented a permanent solution in the past. Why can't this change happen in OUR lifetime? Now, more than ever, the community is aligned and fighting for a single cause: a transformative, sustainable solution that will permanently change the relationship of the expressway to our adjacent neighborhoods.

One thing the community has learned throughout this process is that we cannot accept the status quo. The local communities' unwillingness to accept a (\$3.6 billion) proposal to rebuild the current highway shows the power behind the idea of a visionary transformation—a future vision that has united neighborhoods, and ignited design professionals and local leaders to seek ambitious, improved and viable solutions. Communities throughout NYC have different forms of roadways (viaduct, trench and cantilever) that all bring exhaust-spewing cars through their neighborhoods. What unites us is this failing and outdated infrastructure that has cut through our communities and divided us. We are united in fighting for a visionary plan that reverses the environmental, safety and health hazards associated with urban expressways. This plan must be environmentally resilient, designed to protect communities from the dangers of climate change. It must use new technologies to improve air quality and combat rising asthma rates. And, it must create green space for all who work, live and visit here. It must end the city's dependence on vehicles that pollute our air by reducing the number of vehicles on surface streets and on the BQE, and by investing in better public transportation and freight systems

This summer we formed a growing coalition, pushing for a transformative solution to permanently change our surroundings and access to our adjacent neighborhoods. Now we need local, state and federal government to step up and prioritize the community's needs over bureaucratic differences and political jurisdictions. This is why we embrace the Council's recommendation to create a

governance partnership that is capable of solving the issues at hand, expanding the project area with a comprehensive solution.

The Cobble Hill Association also commends the Council for pushing for a reduction in lanes—from six to four. We call for the reduction in lanes to extend through Cobble Hill, rather than ending at Atlantic Avenue, in order to help achieve the goal of reducing through traffic by pushing cars into the underutilized Battery Tunnel. We need the City and State to come together and make this happen now.

Furthermore, the Cobble Hill Association applauds the Council for recommending progressive solutions that are possible and have transformed cities around the world, replacing asphalt and exhaust with green space and public amenities. We look forward to continuing the process with the Council as a partner throughout our fight for a transformed BQE and a reimagining of the city's relationship with cars.

Amy Breedlove
President, Cobble Hill Association



New York City Council Committee on Transportation Hearing
February 25, 2020
Testimony of Eric McClure, Executive Director, StreetsPAC

What to do about the Brooklyn-Queens Expressway – and especially the rapidly deteriorating Triple Cantilever – is a particularly vexing question that's keeping more than a few people up at night.

The City Council-sponsored analysis just completed by the engineering firm Arup is another conscientious effort to reckon with the BQE's future, following last month's report by the Mayor's Expert Panel and earlier analyses conducted by the New York City Department of Transportation. The conclusions reached in these various reports are sober as to the need to act, soon if not immediately, and none of them present a conclusive best way forward. Potential fixes, even the temporary ones, are hugely costly, deeply disruptive, and will take many years to implement.

While urban highway teardowns are very much in vogue, certainly among advocates as well as more than a few planners, and while it's true enough that even substantial amounts of vehicular traffic will disappear or get absorbed elsewhere when a major roadway is removed, the BQE reality is that 150,000 daily vehicle trips, including a whopping 25,000 daily heavy truck trips, aren't going to vanish completely. The potential effects of transferring even a portion of that traffic to local surface streets without a comprehensive plan are very likely untenable.

At the same time, it's quite possible that we're missing the forest for the trees by focusing on the engineering challenges posed by the BQE, rather than the larger question of how to fix our car problem. Whatever happens with the BQE, we need to be moving relentlessly toward a future in which anyone in New York City can get around easily and efficiently without a car. That question demands as much time, energy and resources as how we deal with the BQE.

But for that immediate problem, there are some themes that we urge the Council, the Department of Transportation, and other stakeholders to follow.

First, it's clear that decisive steps must be taken in the short term to prevent the Triple Cantilever from a catastrophic failure. Reducing the current roadway from six to four lanes is a critical first step, and should be implemented as soon as possible. At the same time, we must implement an effective protocol for barring overweight trucks from the BQE.

Secondly, while creating a bypass tunnel might seem like an attractive design option, it's impossible to justify an \$11 billion price tag for what is essentially a 20th century design. A highway encased in a tunnel is still a highway. \$11 billion could go a long way toward developing a regional freight plan that doesn't hinge on trucks and highways, or to building new subway and rail lines, or to creating a true Bus Rapid Transit system.

The Bjarke Ingels Group and Mark Baker proposal to bury an at-grade replacement roadway beneath an expanded Brooklyn Bridge Park is a better, somewhat cheaper, tunnel alternative, but it also involves surmounting serious engineering obstacles beneath Furman Street. And even then, it would still amount to hiding an urban highway beneath a green cloak.

Ultimately, we need to have the vision to imagine a future that doesn't involve a four- or six-lane highway, however pretty its veneer. If we do bury a highway in a box, we need to simultaneously be thinking outside of it, and planning for a near future in which we're converting those lanes of vehicular traffic to busways, new subway lines, or freight rail. We must all be working toward a 21st century solution that, sooner rather than later, renders the BQE unnecessary.

**Testimony of Roy W. Sloane
Presented to the The Council of the New York City
at the February 25, 2020 Hearing on
The Future of the BQE**

My name is Roy Sloane. I am the longest serving citizen member of CB6's Transportation Committee, longtime civic leader and resident of Cobble Hill, Brooklyn. I would like to make it clear that I am speaking on my on behalf today...and also that I am very happy to be here today. As the person who first proposed a tunnel along this alignment across downtown Brooklyn ten years ago, it is deeply gratifying and thrilling to have my ideas validated by one of the world's great transportation engineering firms and by this body-- thank you!

Now, let me extend my deep appreciation to Cory Johnson and the entire City Council for asking the team at Arup for their comprehensive review and recommendations for restoring the TCR, but most especially for going beyond looking simply at the immediate problem.

You have seen the tremendous, transformative potential that a cross downtown Brooklyn Tunnel offers to resolving the transportation issues on the BQE, in downtown Brooklyn, in the surrounding residential communities-- not to mention improving mobility for Brooklyn's businesses and even for Brooklyn drivers living in areas far from mass transit.

But most importantly, you have seen how a tunnel will improve air quality, improve the health of our citizens, and make our downtown Brooklyn and the surround communities more liveable, more walkable, and more bikeable.

And, you have also recognized and clearly stated that simply fixing the TCR provides no transportation benefit or improvement at all – it merely prevents a truck from collapsing a section – whereas a tunnel provides a way to preserve and leverage the TCR repair into a 21st century transportation improvement for our entire region.

What they did not mention is that the tunnel is the only option that will actually pay for itself over time through tolls on roadway users-- and, who knows, the carbon recapture plant that I hope will be included may start to pay dividends sooner than you might think.

Finally, after having attended hundreds of meetings on traffic and transportation matters in CB6 and CB2 over many years, I can think of no greater benefit or blessing that you could bestow on my community.

Bottom line-- Brooklyn and New York deserves a 21st century transportation solution that defines the forefront of innovation.

An Alternative Solution for Repairing the Triple Cantilevered Roadway

Could building a tunnel across downtown Brooklyn and re-visioning the BQE Expressway be a better, more efficient solution for the repair of one of New York's most iconic engineering structures and resolve a host of major surface transportation issues at the same time?

Roy Sloane
140 Pacific Street
Brooklyn, New York 11201
(718) 624-4067
roysloane@earthlink.net
Originally Submitted June 3, 2010
Revised January 28, 2019

A More Comprehensive Solution for Better Results

This proposal reimagines downgrading the BQE Expressway from an Interstate Highway to a major arterial serving as a feeder/ distribution roadway for traffic heading to Downtown Brooklyn, the surrounding communities, and to bridge and tunnel connections. A new Cross Downtown Brooklyn Tunnel would be constructed to become the new alignment for I278.

Specifically, this proposal envisions reducing the number of moving lanes on the BQE between Hamilton Avenue and Sands Street from three to two moving lanes in each direction and reducing the speed limit from 45 MPH to 35 MPH or even 25 mph to bring this road into concordance with "Vision Zero". The lanes removed in each direction would be used for merge lanes, recovery lanes and construction lanes during the TCR restoration construction.

Through-traffic and heavy trucks would be served by the proposed new Cross Downtown Brooklyn Tunnel.

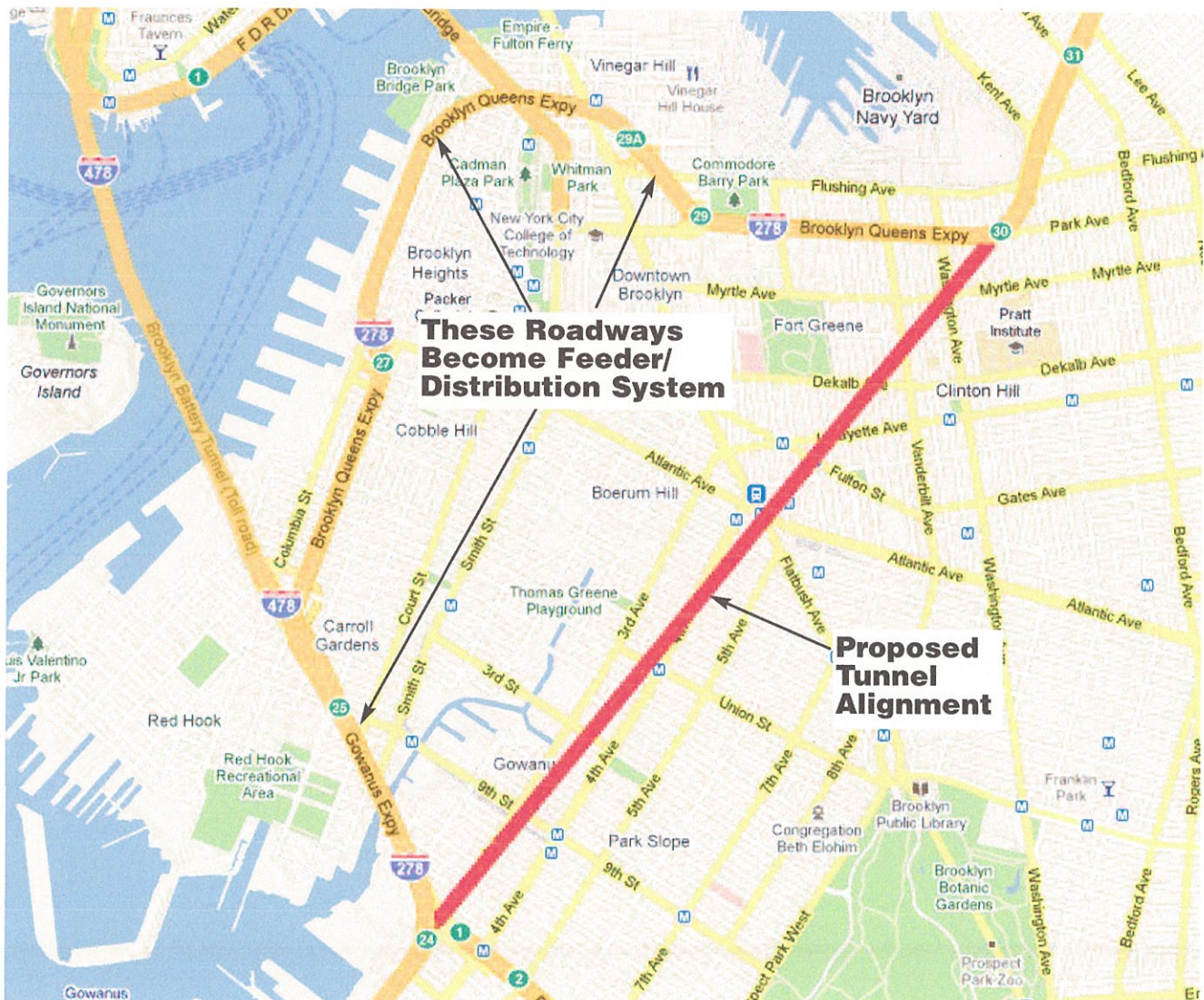
These changes would provide improved transportation for all users, provide quality of life improvements for all residents adjacent to I278 and, most importantly, would facilitate renovating and rehabilitating the Triple Cantilevered Roadway in its current configuration as opposed to the complete rebuild/replacement project presently envisioned by NYC DOT.

Traffic studies as well as local observations show that the BQE has a declining percentage of through-traffic and freight, and an increasing amount of local traffic. The BQE from Hamilton Avenue to Sands Street is no longer serving as an interstate highway because congestion and increased local use have forced these vehicles to find other routes.

Therefore, why rebuild the Triple Cantilevered Roadway to a design specification that would support six moving lanes of heavy trucks traveling at 65 MPH when the current structure design may be sufficient to support four moving lanes of traffic traveling at speeds lower of 35 MPH or less if one third of the total vehicular weight, vibration can be reduced and heavy trucks are removed?

Cross Downtown Brooklyn Tunnel

- Build a 2.5 mile tunnel with 2 moving lanes in each direction underneath downtown Brooklyn to become the new alignment for I278.
- The BQE from Exit 24 to Exit 30 – including the Gowanus Viaduct, BQE trench, Triple Cantilevered Roadway and BQE up to Exit 30 – would become feeder/ distribution roadways for traffic heading to Downtown Brooklyn, and bridge and tunnel connections.
- The BQE roadways between Hamilton Avenue and Sands Street would be reduced to two lanes of moving traffic with merge and recovery lanes in each direction and the speed limit reduced to 35 MPH or less to minimize vibration.
- Tunnel construction to be financed through bonding and tolls.



Benefits of Proposed Tunnel:

- The Cross Downtown Brooklyn Tunnel would increase overall throughput from 6 moving lanes to 8 moving lanes (4 lanes on TCR/ 4 lanes in tunnel).
- Could save drivers 10 to 30 minutes per trip.
- Would conserve hundreds of thousands of gallons of gasoline and diesel fuel.
- Would remove thousands of vehicle-miles per day from our surface roadways reducing congestion, pollution, noise, and improving overall safety.
- Eliminates the unnecessary “double dog leg” around downtown Brooklyn for through-traffic.
- Removes through-traffic congestion from tunnel and bridge entrances and exits.
- Cuts maintenance costs in half and doubles lifespan versus that of bridges.
- Recent studies project that urban tunnels could be responsible for roughly 50% of carbon recaptured.
- Improves pedestrian and cycling safety by removing heavy trucks and through traffic.
- Helps businesses that rely on the roadways and highways.
- Makes it faster and easier to get to Manhattan, by unclogging the approach to the Battery Tunnel.
- Removes heavy trucks and through traffic from the Gowanus Viaduct, lessening the impacts on this structure at the same time reduces maintenance costs and lengthens its lifespan.
- Improves access to the Brooklyn Bridge because of the reduction in heavy trucks and through-traffic.
- Transforms Fourth Avenue into a living street if heavy trucks and through-traffic are removed.
- Resolves safety issues at Atlantic Avenue entrances and exits to the BQE.
- Makes in-place “restoration” of the historic Triple Cantilevered Roadway possible.
- Costs would be borne primarily by roadway users: bonds financed by tolls pay for tunnel construction and on-going maintenance.

Restore and Rehabilitate the Triple Cantilevered Roadway in place instead of Rebuilding and Replacing

Downgrading the BQE between Hamilton Avenue and Sands Street from a Federal Interstate Highway with 6 moving lanes of traffic to a Major Arterial with 4 moving lanes plus break-down and merge lanes would substantially reduce the weight on the TCR structure, and by reducing the speed limit to 35 MPH or less, vibration would also be reduced immediately. Once the Cross Downtown Brooklyn Tunnel was completed, heavy trucks would be required to use the new tunnel. The combined effect of these changes would be to make it possible to restore and rehabilitate the TCR in place, in its present configuration.

The benefits are immediate:

- Extends the current lifespan of the TCR structure by 5, 10 or even 20 years – buying time to build the tunnel and to thoughtfully plan for Brooklyn's transportation future.
- Provides immediate relief to those residing adjacent to the Promenade.
- Delivers a huge, immediate quality of life benefit to all residents living near the BQE in Vinegar Hill, DUMBO, Brooklyn Heights, Cobble Hill and Carroll Gardens... all before any work begins.
- Makes it possible to start work renovating and rehabilitating the TCR, one lane at a time, right away.
- Preserves the TCR – one of NYC's most iconic and beloved engineering structures.
- In-place renovation/rehabilitation of the BQE is less costly than any plan involving total replacement-- probably saving \$Billions.
- Preserves Lower Van Voorhees Park and saves cost of reconstruction.
- No encroachment on Brooklyn Bridge Park property making the entire park available to park users during TCR rehabilitation.
- Reducing the TCR from 6 lanes of traffic moving at 45 MPH to 4 lanes moving at 35 MPH or less would significantly reduce noise in the park-- possibly eliminating the need for the "Sound Berm".
- Removing the berm would add significantly to the amount of land available for recreation in the park.
- Less noise and more useable park space will enhance the park experience for all users.

Thoughts on how to proceed:

The benefits outlined in this proposal will need to be confirmed through a thorough independent study. To that end, our local elected officials should work with NYC DOT to fund a comprehensive study to determine if the Cross Downtown Brooklyn Tunnel + TCR Repair approach would deliver the benefits, as outlined. This would include looking at basic engineering issues, traffic modeling as well as financial feasibility. This study could be completed rapidly given that much of the data has already been collected.



63 Pearl Street | Box 123 | Brooklyn, NY 11201

The New York City Council
Committee on Transportation
250 Broadway
New York, NY 10007

February 24, 2020

Oversight Hearing- The Future of the BQE

Chair Rodriguez and Council Members of the Committee:

I am here today on behalf of the DUMBO Neighborhood Alliance (DNA) founded in 1997. DNA is a coalition member of the BQET. We applaud the committee's recommendations that a big solution for traffic in our borough is required.

We have had such a solution on the table for years now: former long time Cobble Hill Association President Roy Sloane's BQE 2-lane parkway and Cross Brooklyn Tunnel Plan. I find it ironic that he wasn't at the table in this recent round of discussions but the State recognized him as early as 2006 when they asked him to be part of their technical advisory committee - the only citizen, non professional member of that team. Perhaps you will now rectify this. But we also need a fresh look and strong oversight of what DOT has been doing to destroy local community roads in the area, ripping apart the historic fabric of our neighborhoods by paving over or removing Belgian block that actually help slow traffic down at the same time, keep the historic nature alive and keep our communities - mine, DUMBO especially - vital. In 2004 we asked DOT who occupies an extensive amount of DUMBO's previously open space, nearly the whole of the streetscape underneath the span of the Manhattan Bridge, to carefully consider their storage needs and release these spaces for public use. These sections are closed off with chain-link fencing, barbed wire, aluminum siding and the formerly grand open spaces of underneath the Manhattan Bridge remain eyesores. The city's DOT has failed to calm traffic in DUMBO, failed to protect its historic resources including the Manhattan Bridge Anchorage, and I for one welcome the state and the federal government's engagement as part of the transformational plan we require because I saw how great the State was in the last round of engagement, from 2006-11- And engage citizens like myself, Roy Sloane and others who were part of the effort for transformational solutions dating back to before Brooklyn Bridge Park was built, and also ten years ago when ALL these solutions were on the table but ignored by the de Blasio administration until now, as we face a crisis. We are critical to long term success- Citizens who live in these affected communities and who have built strong citizen engagement and coalitions who know what is needed, have known it now for decades and are still willing to help - you should all avail yourself of we imagineers and realists.

Respectfully submitted, Doreen Gallo

**Statement of the Brooklyn Heights Association to the City Council
Regarding the Future of the BQE
City Council Hearing – February 25, 2020**

Good morning. My name is Martha Bakos Dietz. I am the President of the Brooklyn Heights Association, which is a member of the Coalition for the BQE Transformation.

The BHA thanks the Speaker, the Council, and other elected officials here today for their commitment to solving the challenge posed by the BQE repair and reconstruction project. This hearing is evidence of the critical importance of the future of the BQE to all the neighborhoods which adjoin this outdated and unsafe highway.

The BHA and others in our neighborhood first became engaged on this issue when we learned of the City Department of Transportation's plan to put six-lanes of traffic on top of the Promenade. We quickly recognized, however, that the problem is bigger than just the Atlantic Avenue to Sands Street stretch of the BQE. We recognized that this problem has given us the opportunity to reimagine what can be built along the entire BQE Corridor to serve the transportation needs of a new age. The BHA, along with our fellow Coalition members, are calling for a comprehensive and transformative plan for the entire BQE Corridor. That is why we are here today.

We are certainly not alone in this call. The Mayor's Expert Panel and the City Council have both recognized the need to address the Corridor in its entirety so that New Yorkers can benefit from a plan that does not just move people and goods from one place to the next, but makes divided communities whole, results in cleaner air and quieter streets, and serves as a model for how to replace the infrastructure of the past with one for the future. That is the long-term.

In the short term, an essential and immediate next step is the creation of a governing body made up of local, state, and federal partners who will work together to implement a comprehensive and transformative plan. This governing entity must be transparent and responsive to community priorities and must work on integrating any immediate repair work with a long-term vision. As for the intermediate repair work, a task force must be set up so that community representatives can meet routinely with the DOT, be apprised of its plan for repairs, and have input into that plan.

The BQE has been a problem for decades. At this point, we simply cannot spend billions of dollars to replace in kind one short section of a crumbling roadway, only to do the same with other sections in the coming years. The time for leadership on this issue is now. New Yorkers deserve a plan to reduce the scale and environmental impact of an antiquated thoroughfare that served the transportation needs of a previous century. They deserve a plan that serves the needs of the next century. Thank you.

Testimony of Hilary Jager, A Better Way
February 25, 2020
City Council Hearing: The Future of the BQE

Good morning. My name is Hilary Jager and I am a co-founder of A Better Way, a grassroots community group that formed in 2018 to fight for a better plan for rebuilding the BQE because we were convinced from the outset that a comprehensive, transformative and environmentally sustainable solution was possible. ABW is also a member of the Coalition for the BQET.

I'd like to start by thanking the Speaker Corey Johnson, City Council and other elected officials here today for their work and leadership on this project. We applaud the Council for engaging Arup, developing this thorough report and outlining actionable ideas and a way forward.

Today, I would like to discuss three areas.

First, we emphatically support the call for creating a governance body to oversee this process and we will be urging our elected officials to pass legislation to do so expeditiously. One of the most frustrating refrains I have heard over the last two years is that a forward-looking solution is "too-hard" or "too-complicated" or involves too many different entities to "play in the same sandbox." This response reflected an epic failure of government - and New Yorkers deserve better. The examples cited in the Council's report highlight the feasibility of a visionary project when there is political will, ingenuity and momentum. I believe that New York has no shortage of these qualities, and am here to say that the community remains committed to fighting for an outcome that is designed for the future as well as for the challenges of climate change.

This brings me to my next point, which is to highlight two of the areas where there is consensus and momentum. The first is to widen the scope of this project from its initial 1.5 mile span to the entire corridor, something that both Arup and the Mayor's expert panel support. This approach should be embraced. We must use this as an opportunity to look at neighborhoods beyond the cantilever. How can we bring change to the Farragut, Ingersoll and Whitman houses who have the BQE in their backyards? Indeed to bring change to neighborhoods from Queens to Bay Ridge? Can we create a linear park that connects communities from the BQGreen concept in Williamsburg through BIG's BQP into Red Hook? Can we implement improved public transportation options and new technologies to improve air quality and reduce asthma rates? This is not just a question of transportation and mobility, it is a matter of public health, the environment and uniting communities. The second area of consensus is to reduce lanes on the cantilever section of the BQE to four lanes. The Regional Plan Association highlighted this in their 2019 study and it has also been embraced by the Mayor's expert panel and the Council's report. We must implement this change immediately.

Third, it is critical that the short-term repair work on the cantilever is not a "band-aid" solution. Due to the condition of this section of the roadway we think it should serve as the key-stone, or starting point for the transformation. In other words, a visionary plan should start here because this is the part of the roadway that is in most dire condition. Building a plan like the BQP and capping the roadway would reduce pollution, help with coastal resilience, unite communities by creating green space, boost small businesses and serve as a blueprint for other sections in need of repair. Moreover, it would be fiscally irresponsible to spend tax-payer dollars on a temporary fix to obsolete infrastructure when we could apply those dollars to a permanent transformative solution. Let's not waste this opportunity.

In closing, this report debunks an argument the community heard constantly over the last 18 months, and even a decade ago when the State abandoned its involvement in this issue, and that is that this project is so difficult that the range of outcomes is necessarily constrained. The ideas generated by BIG, the Comptroller Scott Stringer, the community and now the Council's report - which outlines case studies from around the world - show that something transformative is possible. We are not trying to figure out how to live on Mars. This is something that can be done, has been done and should be done here. So let's all agree to work together for the betterment of all New Yorkers today and for tomorrows to come.

I'm Cindy McLaughlin, CEO of Envelope - a technology company with a focus on NYC zoning and urban planning. I'm also a member of the multi-stakeholder Coalition for the BQE Transformation, and a resident of 360 Furman St, which abuts the BQE at the Joralemon pinch point. I am here today in my personal capacity.

Thank you to the City Council, the chair, and the speaker for asking us here today to listen, learn, and offer our thoughts on this important topic. Thank you to Arup and all the groups presenting here today for thinking in a future-forward way about the BQE.

The mayor's expert panel did great work on its report that recommended traffic mitigation and a multi-stakeholder Authority to manage a visionary BQE project in its entirety, not just the currently-crumbling Atlantic-Sands stretch. This is an important step.

But because of the extent of this vision, that could take a decade or more to establish, that same panel also suggests spending the next 2-5 years, or more, and billions of taxpayer dollars, on major repairs to maintain the Atlantic-Sands corridor in place as an above-ground highway, meant to last for the next decade or two while we figure out the bigger picture. This is an expensive, disruptive, and unproductive band-aid, to be sure.

The council's report on the BQE presents a thoughtful analysis of the options that can be deployed now to achieve a future-forward solution to the immediately-decaying Atlantic-Sands corridor, with the fantastic BIG-Mark Baker plan coming out as the top option based on its great outcomes and the most balanced time and cost.

I recognize that this is a long-term vs short-term balancing act, but the Atlantic-Sands corridor that's in crisis **today**, with terrific future-forward plans on the table **today**, should be handled **today** as a demonstration of how we can do this right. Any time and dollars spent there should be as an investment in service of a future vision, rather than hardening the highway in place against it. This boldly-revamped section of the BQE can then be held out as a shining example of what's possible for the rest of the BQE and all our urban highways.

Thank you very much.

--

Cindy McLaughlin

Envelope | CEO

envelope.city

Dear Speaker Johnson and Council Members,

I'm April Somboun and I'm writing to you on behalf of my North Heights Neighbors and the 300 residents of the Bridge Harbor Heights Condominiums, located at 55 to 81 Poplar Street, between Hicks and Henry Streets.

We are particularly impacted by the BQE because our community lies as close as 30 feet from elevated portions of the highway. The BQE vibrations have impacted our historic 19th Century buildings and we are deeply concerned about the structural integrity of our homes.

I would like to take this opportunity to share our support for the recommendations that have been made, given 21st Century transportation and environmental realities, to reduce the number of BQE traffic lanes from six to four, to lower speed limits, and to limit the size and weight of trucks on the roadway.

We understand the imminent need for repair of the BQE, but one thing we must bring to your attention is our experience from the many years our community dealt with the Brooklyn Bridge rehabilitation. Since the Bridge is directly across Old Fulton Street from our homes, we were in the thick of things, with glaring lights, large idling trucks and construction vehicles with their diesel emissions, and significant noise in the overnight hours when much of the work was done.

In the spirit of equity and fairness, we strongly believe that staging for the BQE project should not use the same area adjacent to the Bridge along Old Fulton Street/Cadman Plaza West. We cannot and should not bear the brunt of the staging again.

Given our experience with the Bridge project, it is essential that there be much better communication between residents and the DOT going forward. We ask that someone be available on site who possesses authority to make decisions and direct contractors when issues with the community arise. Also, we want to ensure that environmental conditions, especially air quality, are carefully monitored during the project given the location of PS 8 at the intersection of Hicks and Poplar streets, across from our homes.

Thank you to the BQE Panel and to the Council for your leadership and for giving us this opportunity to share our thoughts and concerns. We hope that we can all work together to ensure that this is as smooth and easy a process as possible for us and for all residents affected by the BQE.

Sincerely,

April Somboun

Poplar Street

Brooklyn, NY 11201

april.somboun@gmail.com

Hello, I'd like to submit testimony for the hearing on the BQE:

Thank you for all of the work your council has done to review the condition of the BQE. I'm a resident of 360 Furman St., our building sits at the Joralemon St. pinch point less than 30 ft. from the BQE. As a parent, I see the BQE as a nuisance in our neighborhood; it cuts off our building from the Brooklyn Heights community, it endangers pedestrians brave enough to cross under it at Furman St., and it pollutes our air and our ears. I would celebrate it being eliminated from the community entirely.

If eliminating it isn't feasible, let me add my voice to others who are in favor of a reimagined corridor that buries cars and trucks and knits together the surrounding communities with green spaces, bike paths, jogging paths, local business, affordable housing, community buildings, schools and playgrounds.

We have an opportunity for Brooklyn to be an example to the world in our reinvention of this space. Let whatever temporary solution we have be a step towards a grander vision, not a bulwark for a decaying past.

Thank you,
Anne Karp
Resident of 360 Furman St.

The future of the BQE

To the city council:

As a mom of 2 young boys who attend a school right next to the BQE, I am extremely concerned for what's to come in the years of repairing the highway, and what will ultimately be in it's place. I've been a supporter of A Better Way and believe that by working together with the community, New York will get the best outcome.

The communities are concerned for our health from an air and noise pollution perspective. But also with climate change, we must have a solution that will be resilient to the impact. We need a solution that will take us into the next century with confidence. Improved connections will help our city thrive with businesses and people moving easily. And more green spaces to help reduce pollution and stress will keep people healthy physically and emotionally.

I believe we have a real opportunity. Please act swiftly and wisely and think of our future generations.

Sincerely,
Ann Dooley

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/25/20

(PLEASE PRINT)

Name: TOBA POTOSKY

Address: 101 CLARK ST

I represent: DOWNTOWN BROOKLYN COOP

Address: ALLIANCE

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. BQE Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ken Fisher

Address: 2 Willow Street Brooklyn

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Laura Winner

Address: 30 Middagh St

I represent: North Heights Neighbors

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Rachel Weinberger

Address: _____

I represent: Regional Plan Association

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Rachel Weinberger

Address: _____

I represent: Regional Plan Association

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. BQE Res. No. _____

☐ in favor ☐ in opposition

Date: FEB 25, 2020

(PLEASE PRINT)

Name: ERIC McCURE

Address: 423 4TH ST, BK 11215

I represent: STREETSPAC

Address: 17 BATTERY PLACE #204 NY NY 10004

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Raul Rivera

Address: NYC

I represent: @ Drivers unite

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Trent Lethro

Address: 77 Water Street

I represent: ARUP

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/25/20

(PLEASE PRINT)

Name: SETH POLLAK

Address: 77 WATER ST NY, NY

I represent: ARUP

Address: 77 WATER ST NY, NY

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/25/2020

(PLEASE PRINT)

Name: QUELANA (LANA) POTAPLOJA

Address: 77 WATER ST NY NY 10005

I represent: ARUP

Address: 77 WATER ST NY NY 10005

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/24/20

(PLEASE PRINT)

Name: L.J. NASSIVERA

Address: 77 WATER ST. NY NY 10005

I represent: ARUP

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/25/20

(PLEASE PRINT)

Name: ANNE PATIZONE

Address: 77 WATER ST, NEW YORK, NY 10005

I represent: ARUP

Address: 77 WATER ST, NEW YORK, NY 10005

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. BQE Res. No. _____

☐ in favor ☐ in opposition

Date: 2/23/20

(PLEASE PRINT)

Name: Kon Fisher

Address: 7 Willow Street Brooklyn

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Barbara Sloan

Address: 140 Pacific St.

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2.25.20

(PLEASE PRINT)

Name: DOREEN GALLO

Address: 177 WATER ST Bklyn

I represent: DUMBO Neighborhood Alliance

Address: 63 Pearl St #123 Brooklyn

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Zack Miller

Address: _____

I represent: Trucking Association of New York

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MARTHA BAKOS AIETZ

Address: 96 STATE ST. BKLYN N-1

I represent: BROOKLYN HEIGHTS ASSOCIATION

Address: 55 PIERREPONT ST. BKLYN NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
☐ in favor ☐ in opposition

Date: 2/25/20

(PLEASE PRINT)

Name: Carlo A. Scissura

Address: 1040 Ave of America, NY 10018

I represent: New York Building Congress

Address: BCQE Expert Panel

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2-25-20

(PLEASE PRINT)

Name: Linda D. Rosa

Address: 26 Willow St. A 10

I represent: The Willontown Association

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/25/2020

(PLEASE PRINT)

Name: Jeremy Alvin Siegel

Address: 45 Main St. 9th Floor

I represent: 1316 - Bjørke Ingels Group / BQP Team

Address: ^ same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Tanvi Pandya

Address: BQE Sr. Proc. Manager

I represent: NYC DOT

Address: 55 Water St. NY NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Polly Trothenberg, Commissioner

Address: NYC DOT

I represent: _____

Address: 55 Water St. NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Zeeshan Ott

Address: Dir. of Gov. Aff.

I represent: NYC DOT

Address: 55 Water St. NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Amy Breedlove

Address: 363 Henry St #2 11201

I represent: Cobble Hill Association

Address: 250 B-ltic St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2/25/20

(PLEASE PRINT)

Name: Hilary Jager

Address: 171 Columbia Hts Bk 11207

I represent: A Better Way

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MARK BOYER BAKER

Address: 120 STATE ST BROOKLYN

I represent: TRI-LINE

Address: 120 STATE ST BROOKLYN

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Farzana Prithe

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 40 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Marc Wouters

Address: 81 Columbia Heights

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Celeste GUDAS

Address: 24 WILLOW ST BROOKLYN

I represent: NHN - BETTER WAY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: PATRICK KILLACKEY - NORTH

Address: HEIGHTS

I represent: NORTH HEIGHTS NEIGHBORS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

Name: Thomas McMAHON (PLEASE PRINT)

Address: 360 FURMAN ST

I represent: 360 FURMAN BQE TASK FORCE

Address: 360 FURMAN ST

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

Name: KALVIS MIKELSTEINS (PLEASE PRINT)

Address: 20 JAY ST. #510

I represent: DUMBO BUSINESS IMPROVEMENT DISTRICT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

Name: ALEXANDRIA SICA (PLEASE PRINT)

Address: 20 JAY #510

I represent: DUMBO BUSINESS IMPROVEMENT DISTRICT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 02/25/2020

(PLEASE PRINT)

Name: Rita Scala - Zankel

Address: 20 Willow Street

I represent: Individual / North Heights

Address: 20 Willow St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Cindy McLoughlin

Address: 360 Furman St Brooklyn

I represent: self

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: LAURIE GARRETT

Address: 111 Hicks, Brooklyn

I represent: self / neighborhood

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2-25-2020

(PLEASE PRINT)

Name: April Somborn

Address: 55 Poplar St. #6K Brooklyn

I represent: North Heights + Bridge Harbor Heights

Address: _____

▶ Please complete this card and return to the Sergeant-at-Arms ◀

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 2-25-20

(PLEASE PRINT)

Name: Inspector Steven D'Alisse

Address: _____

I represent: NYPD

Address: 1 Police Plaza, NY, NY 10038

▶ Please complete this card and return to the Sergeant-at-Arms ◀