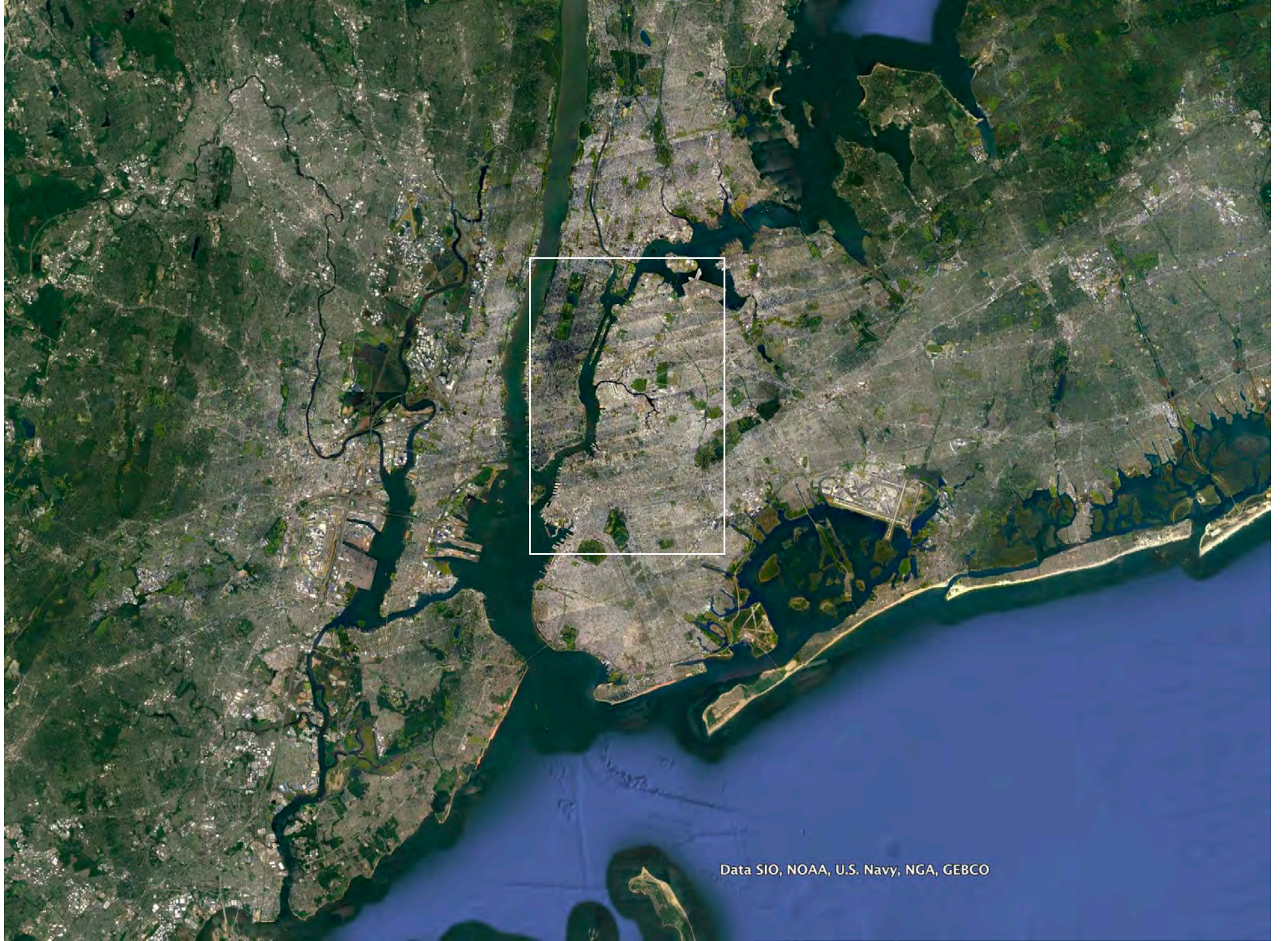


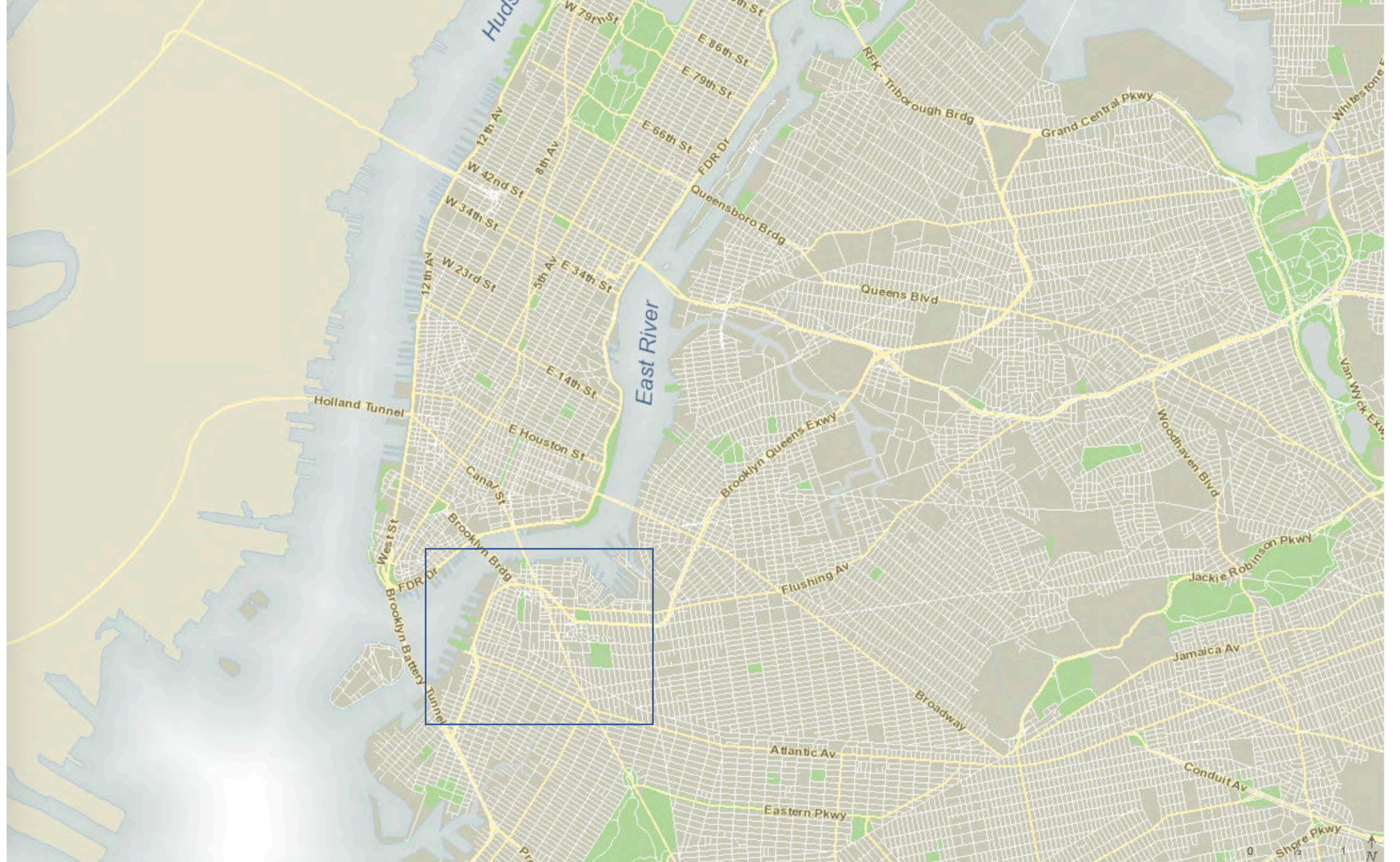
BWRC Breakfast Talk

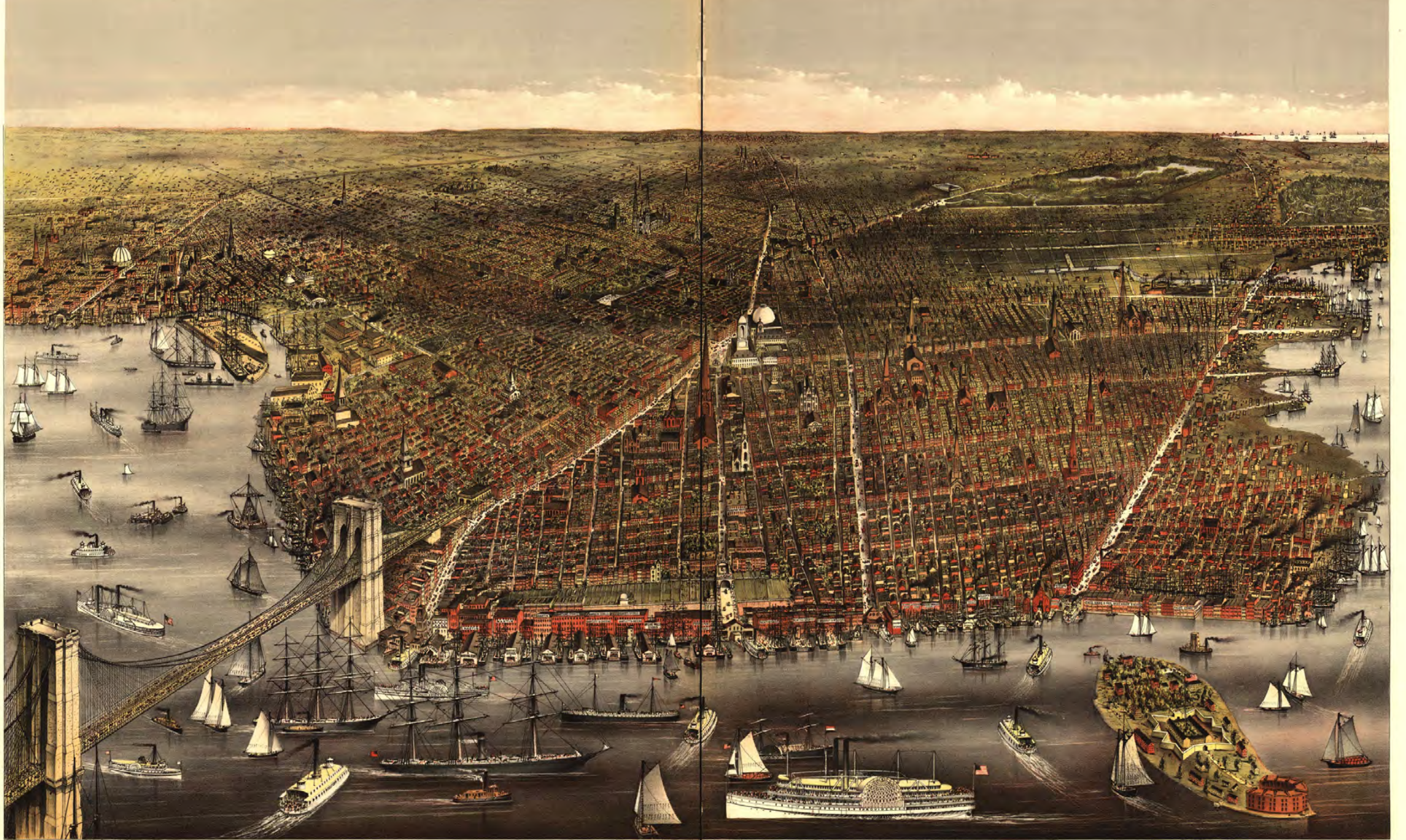
THE PAST, PRESENT, & FUTURE OF THE BOQ

A CONVERSATION WITH ELIZABETH GOLDSTEIN,
PRESIDENT OF THE MUNICIPAL ART SOCIETY



Data SIO, NOAA, U.S. Navy, NGA, GEBCO

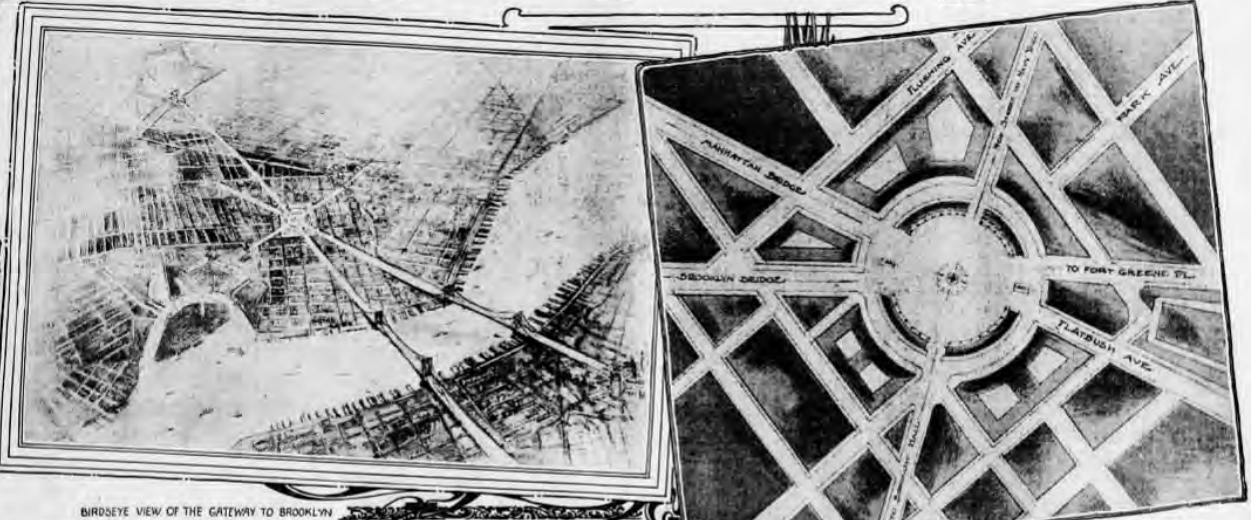




NEW YORK CITY, SUNDAY, MAY 23, 1909.

THREE CENTS

Planning a Grand Gateway to Brooklyn



BIRDSEYE VIEW OF THE GATEWAY TO BROOKLYN

SKETCH SHOWING LAYOUT OF PROPOSED PLAZA FOR BROOKLYN

By William C. Hudson.

THE plan which the accompanying illustrations describe, and which, in all physical essentials, can be grasped by a rapid examination of it, is a suggestion and a recommendation of the New York City Improvement Commission. It is not, therefore, the arbitrary dream of a single individual owing no allegiance to anything but his imagination. On the contrary, it was actually recommended by an official body, was one of many, a great number of which have been put into execution by the authorities of the city, and more of which ought to be put promptly into effect.

The New York City Improvement Commission came into existence under the appointment of Mayor McClellan and was created by virtue of an ordinance of the Board of Aldermen approved on the 16th day of December, 1905. Its function was to prepare a comprehensive plan for the development of the City of New York, in all its parts.

As constituted, its members were: Francis R. Pendleton, chairman; Jacob A. Cantor, George A. Henry, Walter Warren, Frank Taylor, John W. Alexander, Davis C. French, Louis F. Hoffman, James A. Wright, Joseph Oswald, William J. La Roche, J. Edvard Swanson, George C. Russell, Henry S. Thompson.

There was also an advisory committee—an adjunct of unusual importance, for it was composed of these officials: Nelson F. Lewis, chief engineer; Board of Estimate; John A. Bunnell, chief engineer; Dicks and Ferriss; O. F. Nichols, chief engineer; Department of Bridges; Samuel Parsons, jr., landscape architect; Park Department.

It will be observed in the examination of this plan that such thorough and efficient representation on this commission by the president of such borough at the time of appointment. Since the organization of the borough of the commission, the chairman, Francis R. Pendleton, has been made Corporation Counsel.

Of the adjutant, Mr. Board is now Commissioner of Docks and Mr. Nichols is now consulting engineer. Mr. Lewis acted as secretary of the commission and Richard A. Wallis was the architect of the commission.

It will be seen, therefore, that representation of all of the various interests of a great community like New York City were brought together on the commission, including the commercial, the George A. Henry, William J. La Roche, and the Park Department.



PLAZA AS PROPOSED BY NEW YORK CITY IMPROVEMENT COMMISSION AT INTERSECTION OF BROOKLYN AND MANHATTAN BRIDGE APPROACHES

The plaza, the beauty and the simplicity of the scheme is in no way compromised by a glance at the illustration in this page.

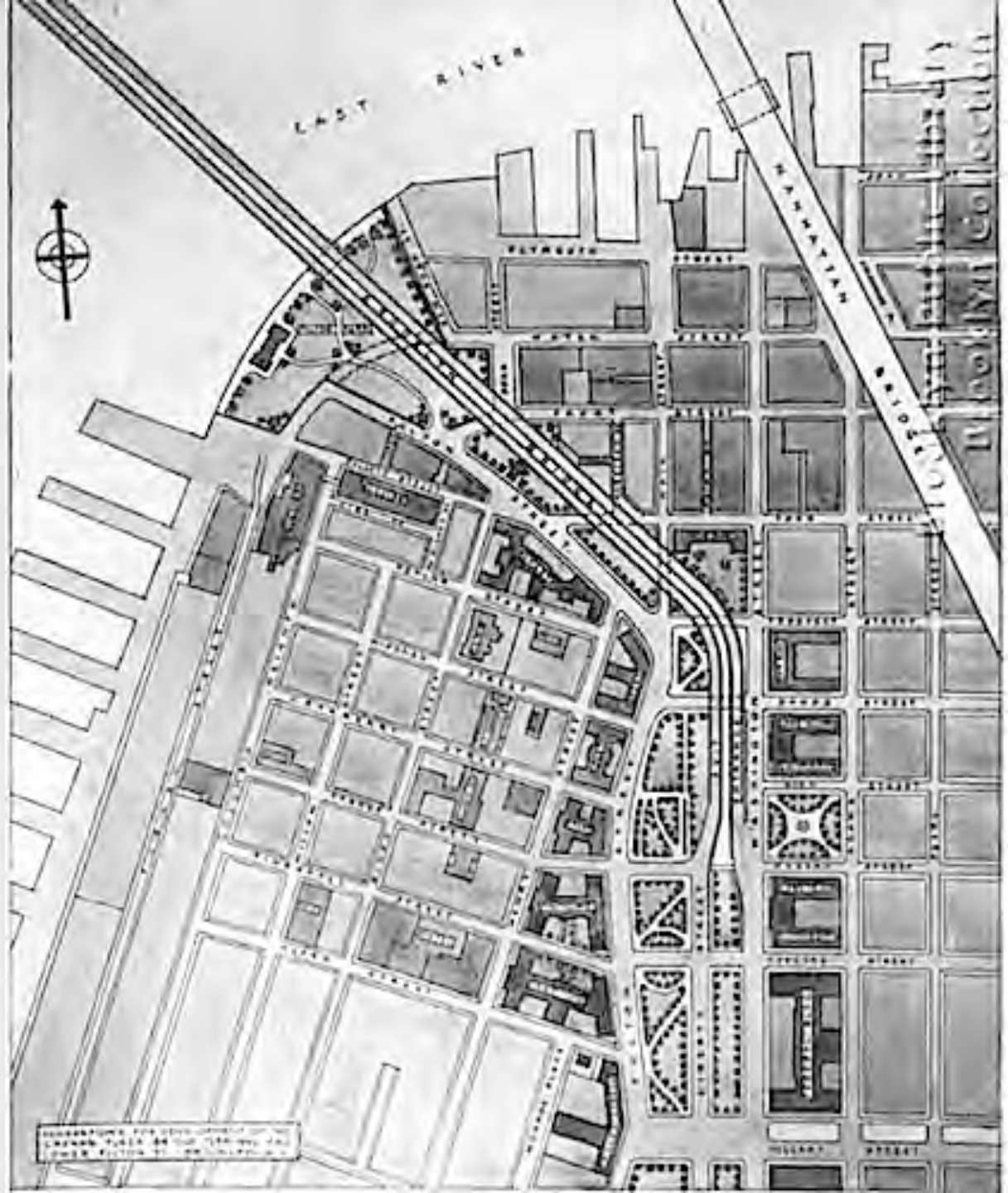
Over this plaza it is proposed to run a broad street extending to the Navy Yard, one of the main features of Brooklyn, another to Borough Hall, the two making a line extending in direction from Borough Hall in the New York. Another street crossing is provided from the plaza to Fort Green Park, where recently has been unveiled the Metropolitan.

The architectural treatment of the plaza is a combination of the best of the two worlds. The line of the street, which shall be wide enough for the proposed traffic, shall be of such character as will not detract from the beauty of the plaza. The line of the street, which shall be of such character as will not detract from the beauty of the plaza. The line of the street, which shall be of such character as will not detract from the beauty of the plaza.

urgency of the necessity of maintaining the desirability of a community as a residential park. The view of such an improvement is not only a question of the city, but a question of the city. The view of such an improvement is not only a question of the city, but a question of the city. The view of such an improvement is not only a question of the city, but a question of the city.

It is an old proverb to speak, and it is a lesson that has been learned, the principles of which are being put into practice in this city and in many other. What is true of parks and open spaces in the city, where there have been even slight attempts at ornamentation, is also true of the great open spaces of nature, where architects have entered by ordinary their vision and in such places lines and forms of beauty have the same influence on the imagination, even to a greater extent, than the great trees and green grass, which the millions have upon the two continents. Such a view would be the influence of the gateway to Brooklyn proposed in this plan.

All of this will be admitted, but it is not the question. It is not the question of the value of the proposal or of its desirability. This will be admitted. It will be of its cost. It is whether under the conditions we are able to afford to be required to lift the above into actual existence, it may be said, if it is proposed to spend the sum required for such work, why not devote it to a more worthy use? The fact is answered in the result. That it is the two great bridge works which, by their



THE BROOKLYN COLLECTION

Bird's-Eye View of the Manhattan Bridge Approach, Brooklyn, N. Y.



17/75



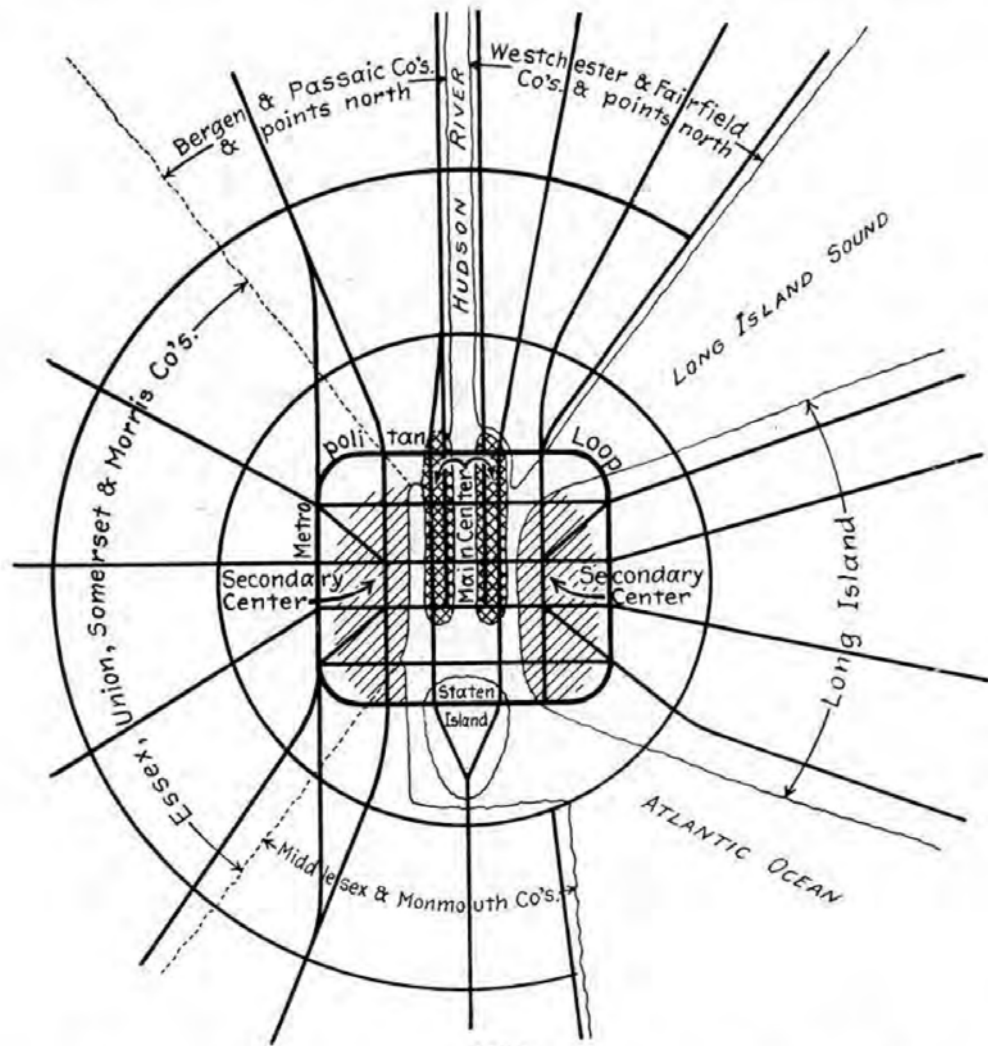
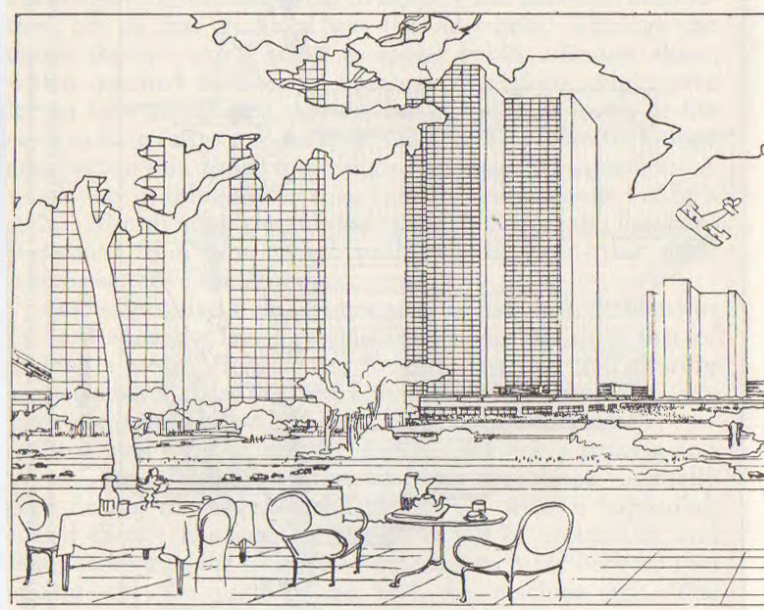
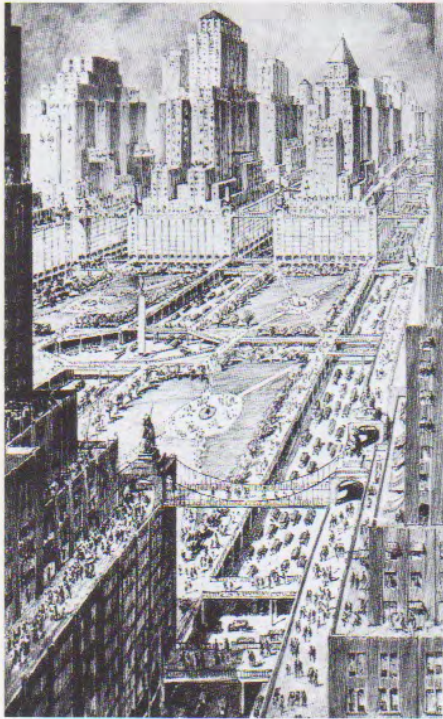


FIG. 1

DIAGRAM SHOWING THE GEOGRAPHICAL AND FUNCTIONAL SUBDIVISIONS OF THE REGION, AND A SYSTEM OF COMMUNICATION FACILITIES TO SERVE THEM

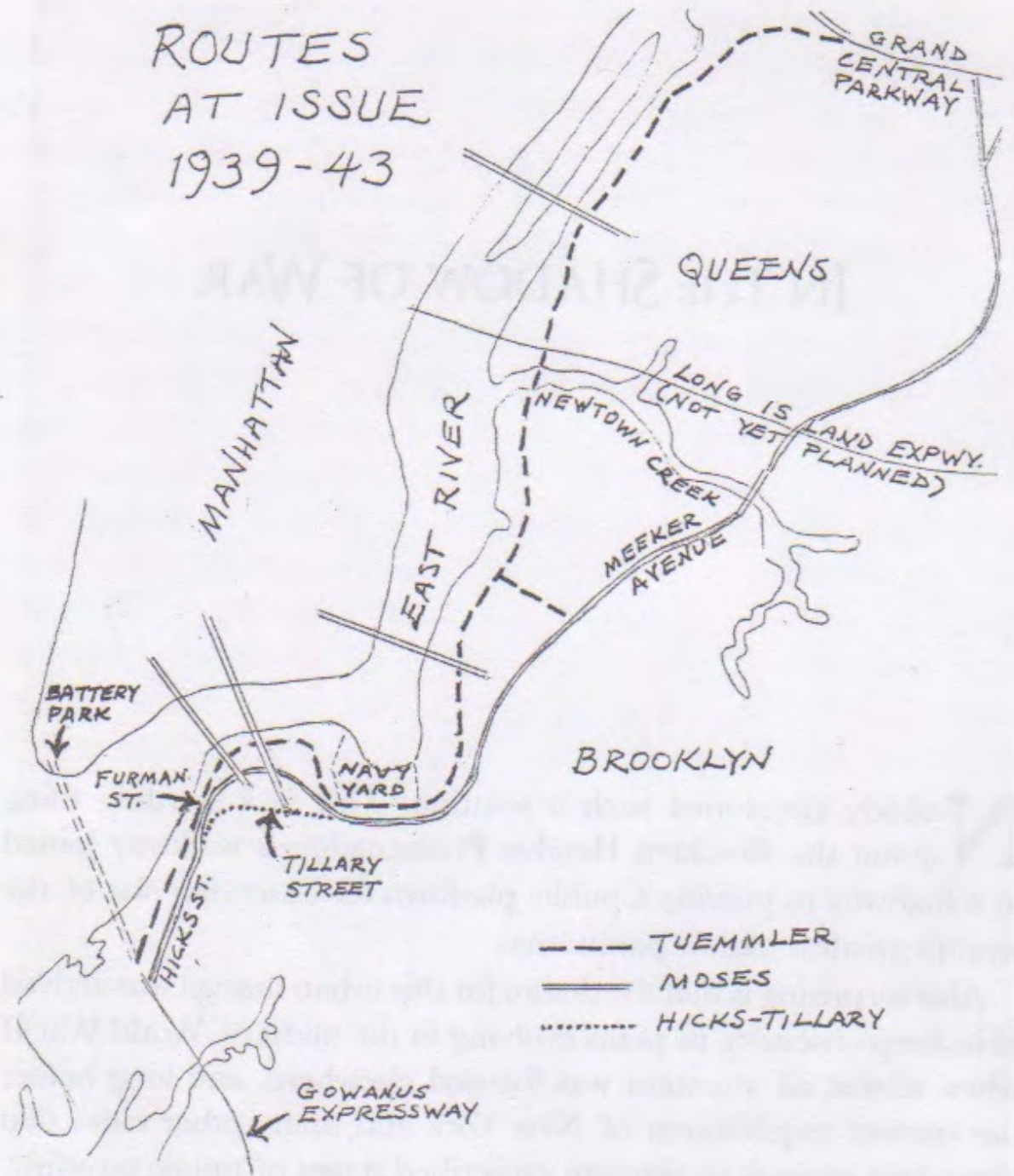




A CONTEMPORARY CITY



ROUTES
AT ISSUE
1939-43



CONSIDERED ALIGNMENTS



CITY OF NEW YORK
FIORELLO H. LA GUARDIA, MAYOR

17349
**STUDY FOR
BROOKLYN'S CIVIC CENTER
AND DOWNTOWN IMPROVEMENTS**

Prepared by
THE CITY PLANNING COMMISSION

In Collaboration With
OFFICE OF THE PRESIDENT, BOROUGH OF BROOKLYN
And Other City Agencies

CITY PLANNING COMMISSION

Edwin A. Salmon, *Chairman*;
Irving V. A. Huie,
Robert Moses,
Lawrence M. Orton,
John C. Riedel,
Cleveland Rodgers,
Commissioners

OFFICE OF THE PRESIDENT, BOROUGH OF BROOKLYN

John Cashmore, *President*
Philip P. Farley, *Consulting Engineer*

CONSULTANTS:

Lorimer Rich,
Consulting Architect
Gilmore D. Clarke,
Consulting Engineer
W. Earle Andrews,
Consulting Engineer for
Brooklyn-Queens Connecting Highway

NOVEMBER, 1944









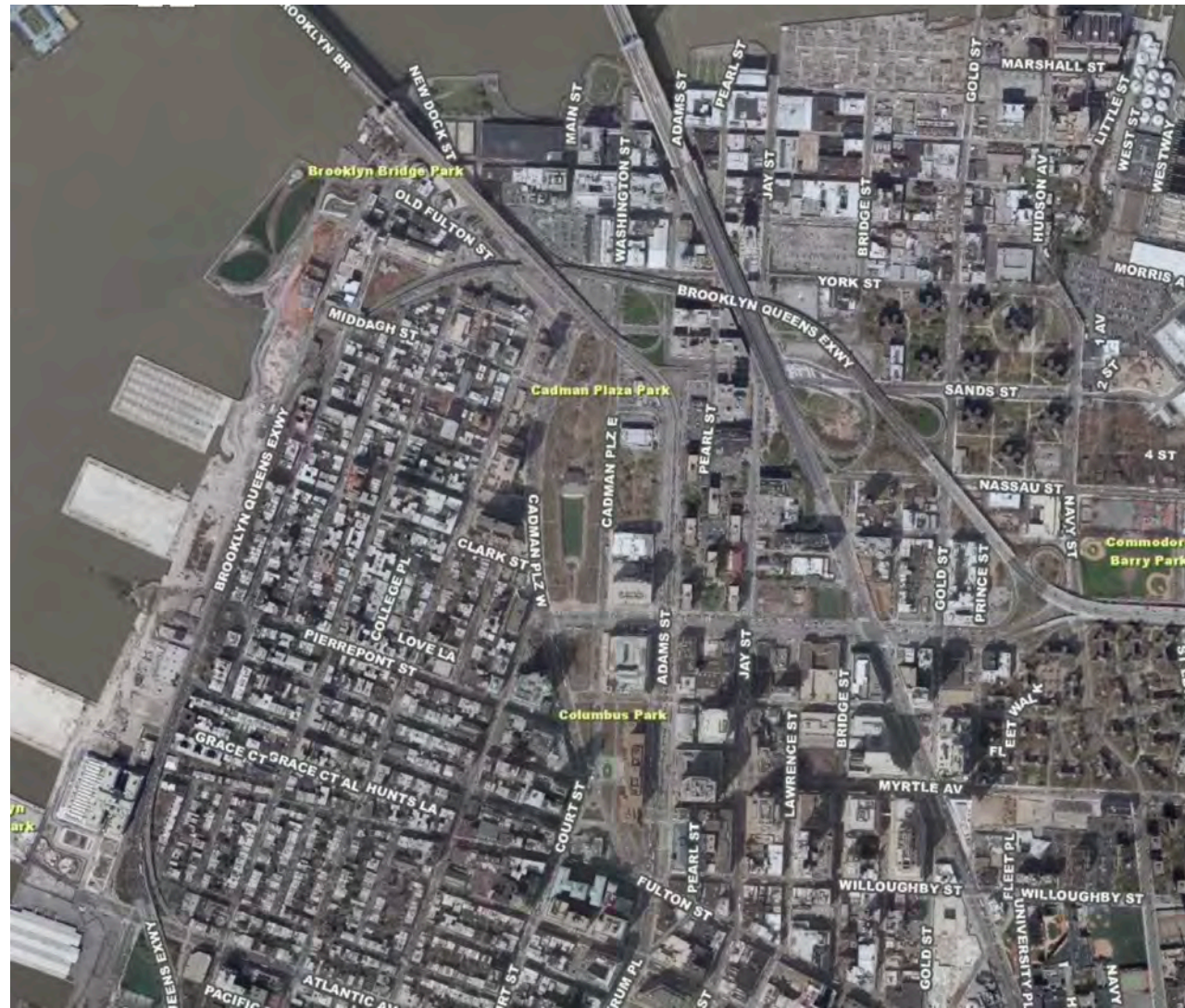
NEW
PUBLIC SPACE



12°

12°





JAY STREET CORRIDOR PROJECT FIGURE GROUND BLOCK DIAGRAM

ARCH 4710 URBAN DESIGN STUDIO FALL 2013

0 100 200 400 600 800 1000 2000ft



JAY STREET CORRIDOR PROJECT FIGURE GROUND DIAGRAM

ARCH 4710 URBAN DESIGN STUDIO FALL 2013

0 100 200 400 600 800 1000 2000ft







BROOKLYN-QUEENS EXPRESSWAY EXPERT PANEL REPORT

JANUARY 30, 2020

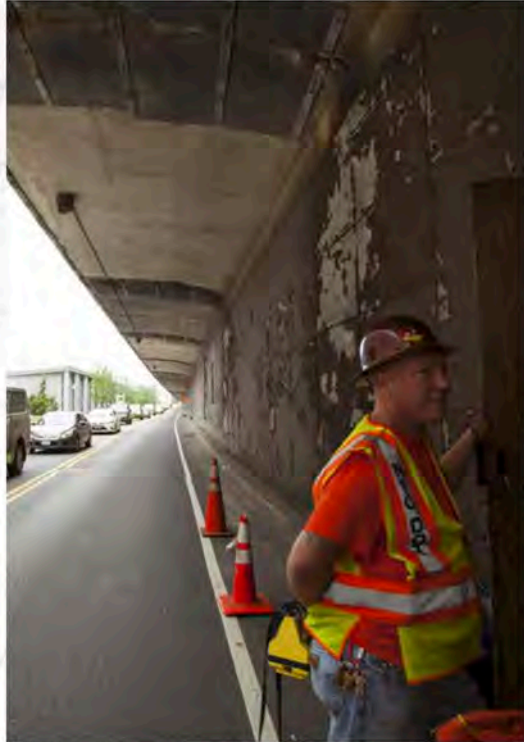


THE NEW YORK
CITY COUNCIL

COREY JOHNSON
SPEAKER

The Future of the BQE

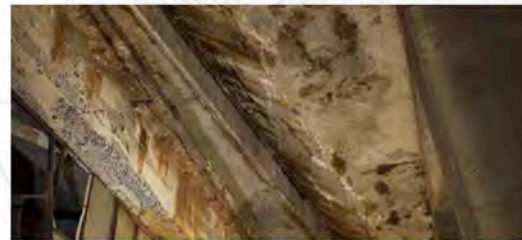
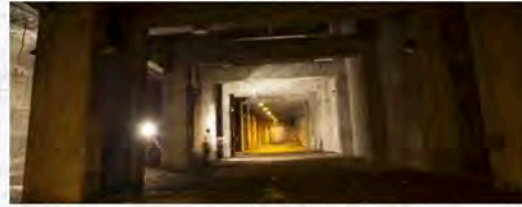
February 2020



1 The BQE roadway is suffering from significant deterioration and work must begin this year to fix it. The Panel has worked with New York City Department of Transportation (NYC DOT) to collect new, more precise data that suggests that the presence of many overweight trucks and faster-than-expected deterioration may cause sections of the road to become unsafe and incapable of carrying current traffic within five years. NYC DOT should immediately conduct all necessary maintenance and repair work based on the current condition of the roadway and should have every appropriate tool at its disposal to do the necessary work to keep the road safe and drivable.

Actions to mitigate the impact of traffic – both to extend the highway’s life and to facilitate a transition to a zero-growth traffic future – must also be undertaken right away. Our recommendations include a series of immediate next steps, whose implementation will require the joint efforts of the City, State and federal government.

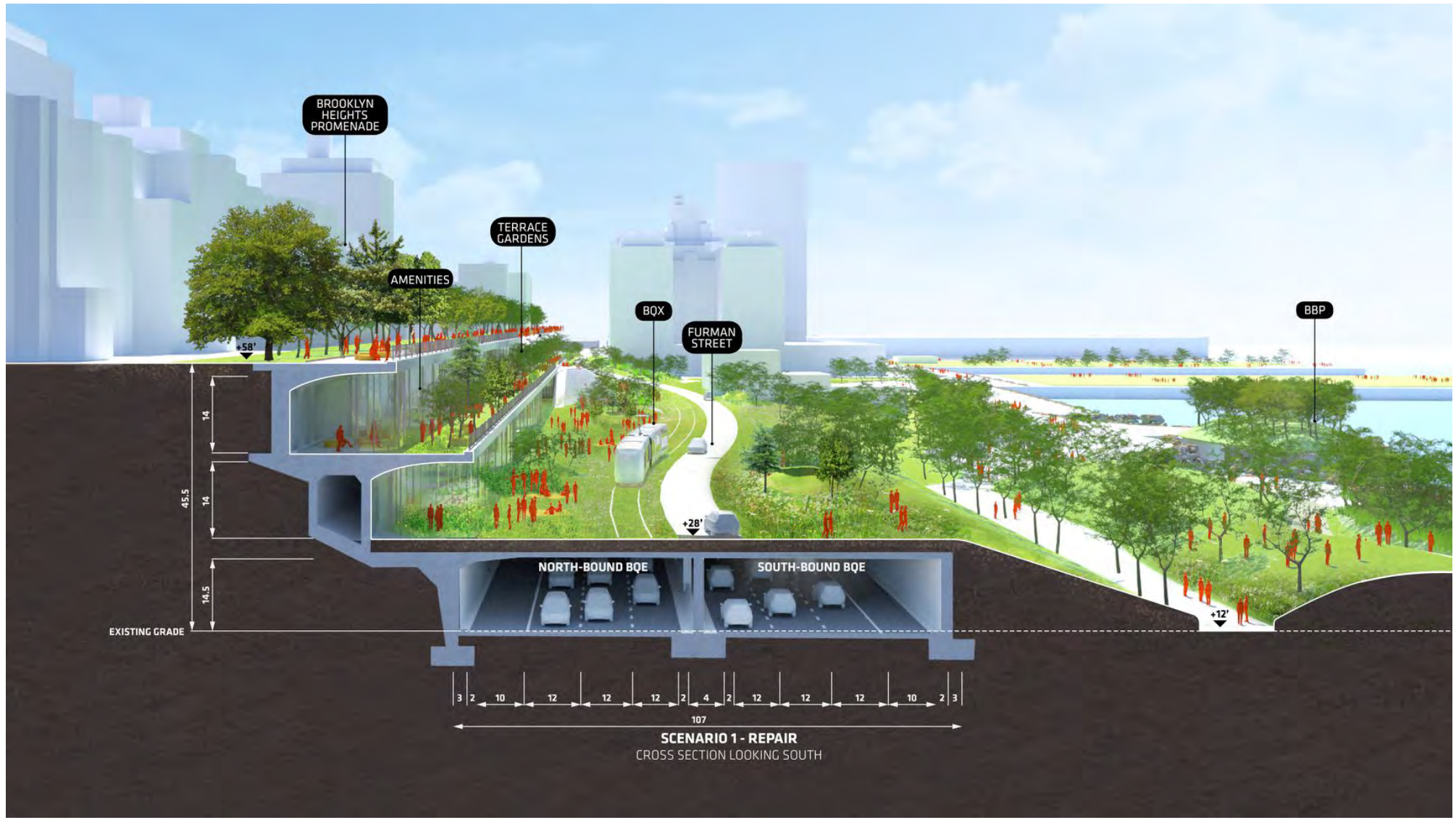
2 The cantilevered section of the BQE will need to be repaired immediately. NYC DOT should redefine its program to be limited to a four-lane highway that will be capable of handling a traffic load adequate for the region, but with volumes slightly lower than current usage. A four-lane configuration will be possible as a result of traffic changes resulting from the State’s congestion pricing program, the return to split-toll collection on the Verrazano Bridge, and other traffic management strategies. A four-lane configuration will make the highway safer, reduce injuries, avoid capacity-reducing accidents and breakdowns, and will make handling traffic during any construction more manageable.



3 We specifically reject any proposal to build a temporary highway at the Brooklyn Heights Promenade (the “Promenade”) or Brooklyn Bridge Park (the “Park”). Additional proposals to repair and improve the 1.5-mile project area have been made, but they are flawed: their capacity assumptions were incorrect, as they assumed maintaining existing volumes, they compromise adjacent public spaces in ways that are unacceptable or they require levels of investment that are not realistic or equitable.

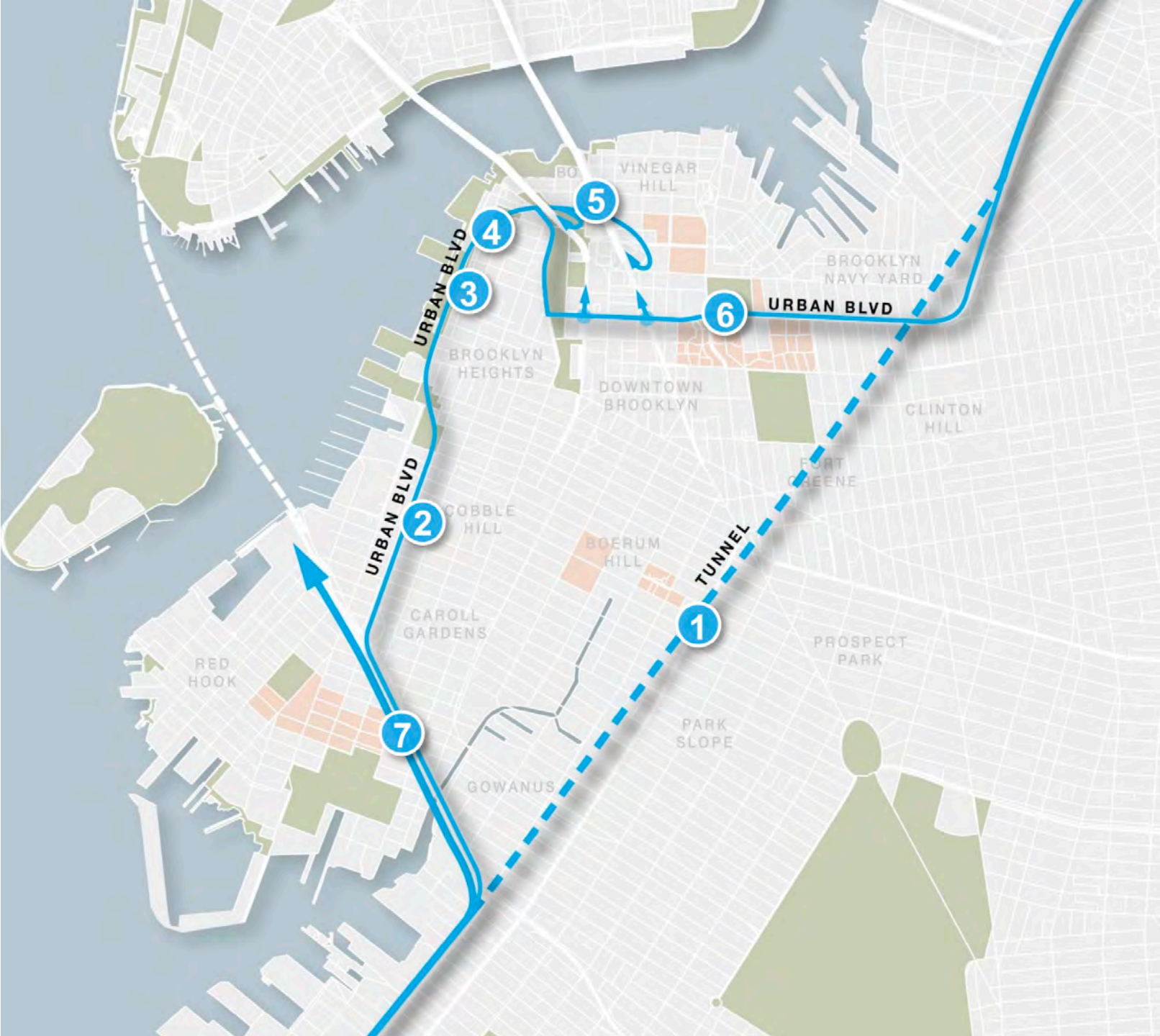
4 Work needs to be undertaken to immediately devise a broader transformation of the entirety of the BQE corridor from Staten Island to Queens. Any new, corridor-wide vision needs to be grounded in today’s transportation and sustainability goals – minimizing growth in road traffic, maximizing public transit usage, providing alternatives for local freight, protecting the environment and promoting quality of life in adjacent communities. Work on this new vision for the BQE needs to start immediately, as the implementation of a new roadway could take two decades.

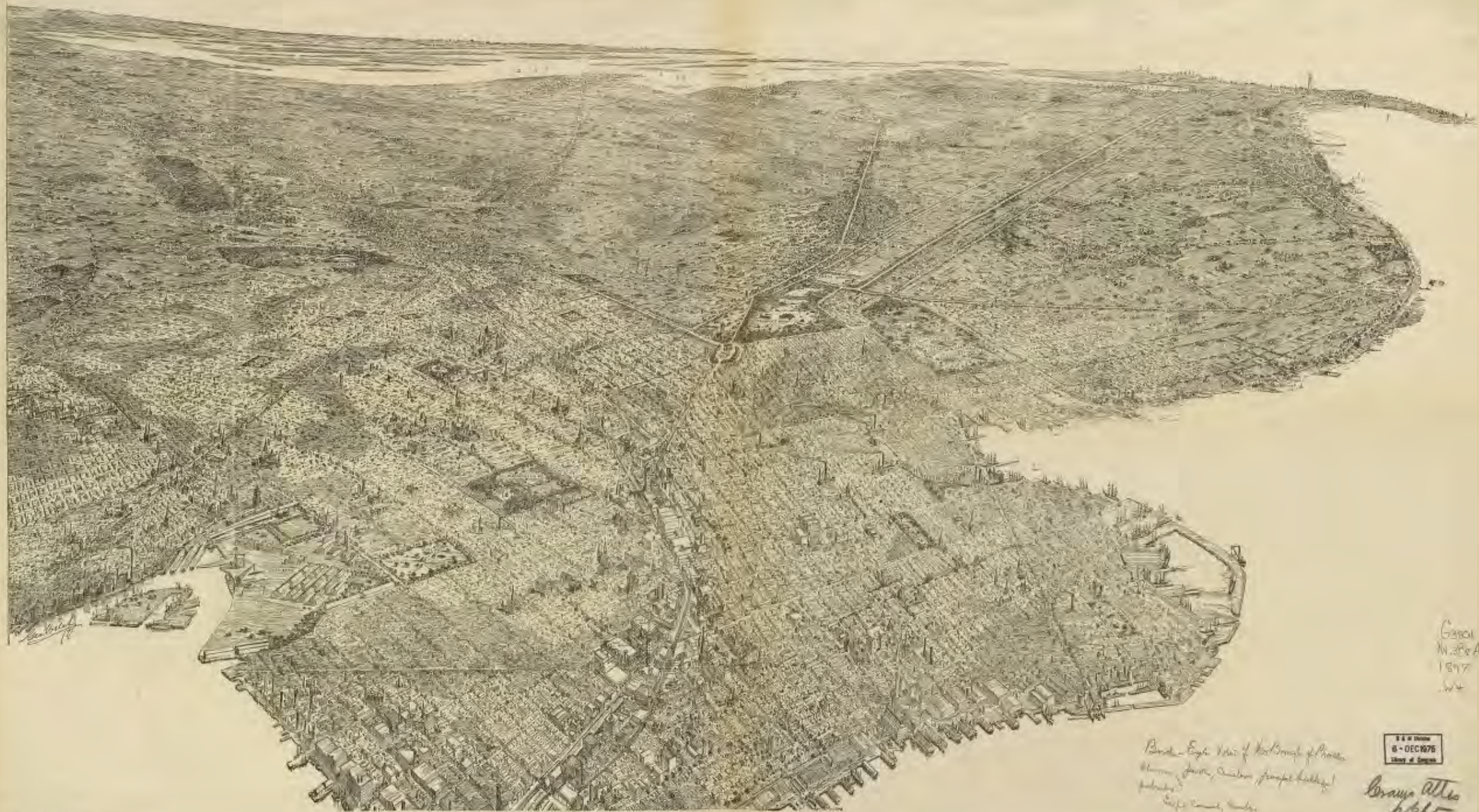
Developing and implementing a new, corridor-wide vision will require participation well beyond the City and local stakeholders – New York State and federal agencies and elected officials will also need to play a major role in planning and funding. Given the need for multi-jurisdictional cooperation on both a long-term vision and immediate next steps, a joint working group of these three levels of government and community stakeholders along the corridor should be convened immediately to oversee both and move this corridor-wide project forward.



**BIG
 PROPOSAL**

THRU TRAFFIC TUNNEL





General
W. B. A. S.
1847
Wt

Plan of the City of Philadelphia
showing the location of the
principal buildings
and the principal streets

U. S. of America
G. - DEC 1875
Library of Congress

Ornate Atlas
p. 25