"The Brooklyn Heights Association, a leading neighborhood voice, has gone beyond simply attacking the city's plan for the BQE to actually developing its own"

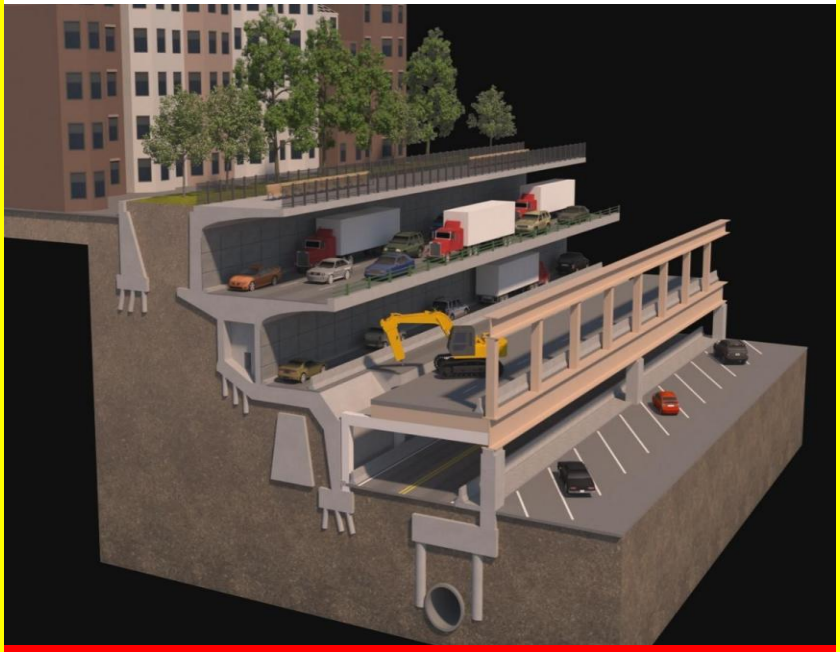
New York Times, January 24, 2019

DON'T BRING BACK THE GHOST OF ROBERT MOSES

The Brooklyn Heights Association has a better solution

NYC DOT Presented 2 Plans on September 27, 2018

Traditional Lane-by-Lane



Night and weekend work, unpredictable delays, backed-up traffic

Elevated Promenade Highway (aka “Innovative” Plan)

- Night and weekend construction over the existing BQE for a minimum of 2 years
- The Promenade is replaced by a Highway for the duration of the repair work
- The environmental impact is devastating

The BHA considers both these plans unacceptable

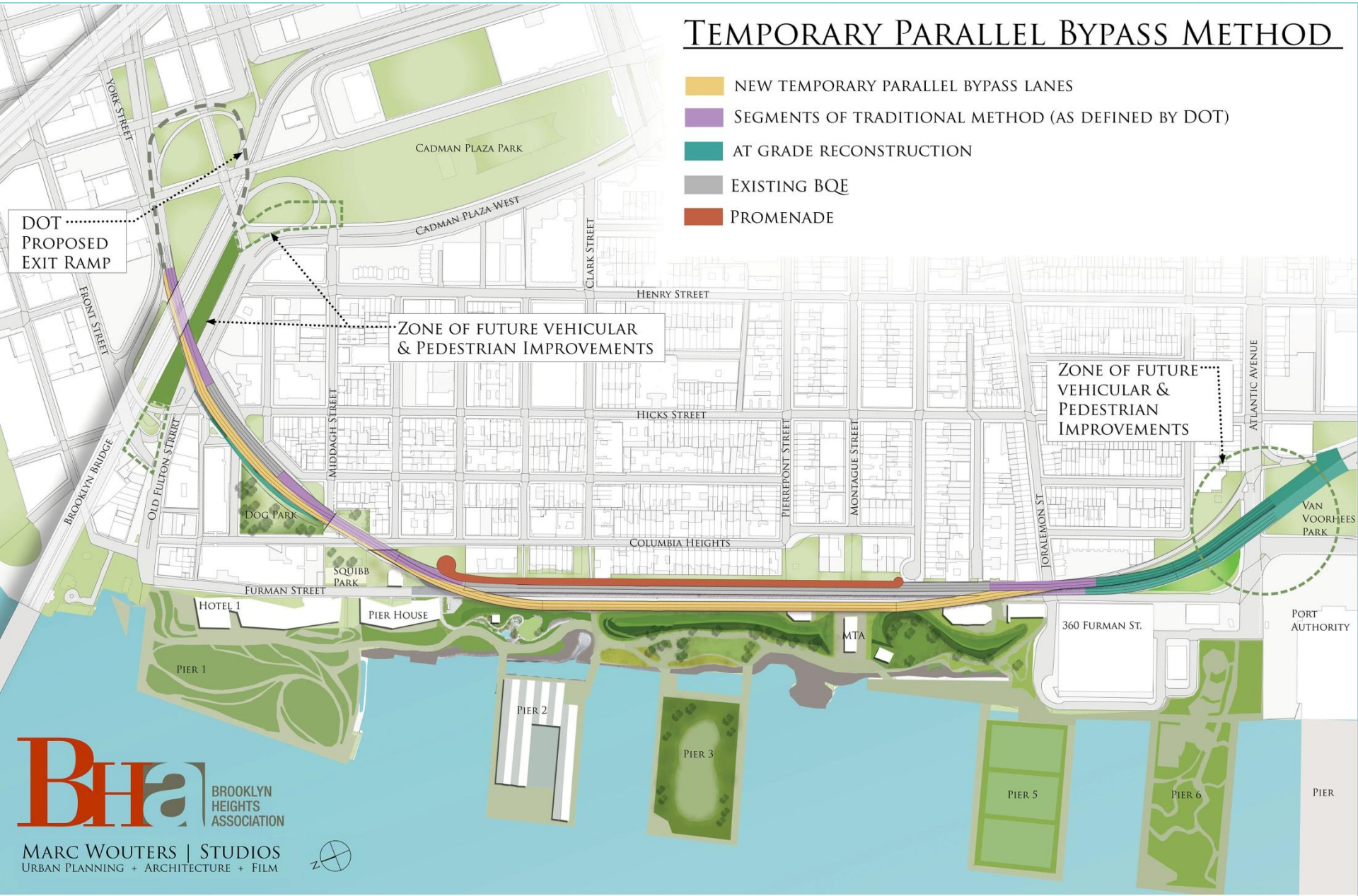
We developed the following concept to persuade DOT to reconsider their assumptions. Although we believe this a viable alternative, it is only one possible solution, designed to challenge DOT to develop a better, less disruptive plan. We also believe it will be necessary to impose traffic mitigating measures for both the short and long term benefit of the entire region

The BHA's Alternative

The **Temporary Parallel Bypass Method** was developed by Marc Wouters Studios in conjunction with the BHA

A free-standing, two-level, temporary bypass highway is constructed parallel to the BQE

This hybrid construction concept combines **bypass**, **traditional lane-by-lane**, and **at-grade reconstruction** for maximum efficiency



BHA Parallel Bypass Method vs. DOT Promenade Highway

BHA	DOT
The bypass highway is farther from the neighborhood and below the Promenade, vastly reducing the impact of traffic and construction	*The environmental and economic consequences of over 150,000 daily vehicles at neighborhood street level mere feet from homes will devastate the community*
Unobstructed access to construction zone speeds up work and enables use of prefabricated components for superior design, expedited completion, and lower cost	*Access to triple cantilever is impeded by columns for the elevated Promenade Highway*
Work can be phased. Segments of the highway can be engineered and completed independently. Closure of the world-renowned Brooklyn Heights Promenade is minimized	*All work between Atlantic and Sands must be completed before the Elevated Promenade Highway can be dismantled and the Promenade restored.*
The active areas of the park are protected thanks to the modified berms and sound barriers	*Elevated Promenade Highway renders the berms ineffective in protecting the Park from noise and pollution*

At 360 Furman Street

Connections between the Temporary Bypass and the existing BQE are accomplished using traditional lane-by-lane method over a limited distance

The BHA's Bypass avoids the impact of a six lane highway in this narrow corridor

A permanent, safe pedestrian underpass at Joralemon Street can be built

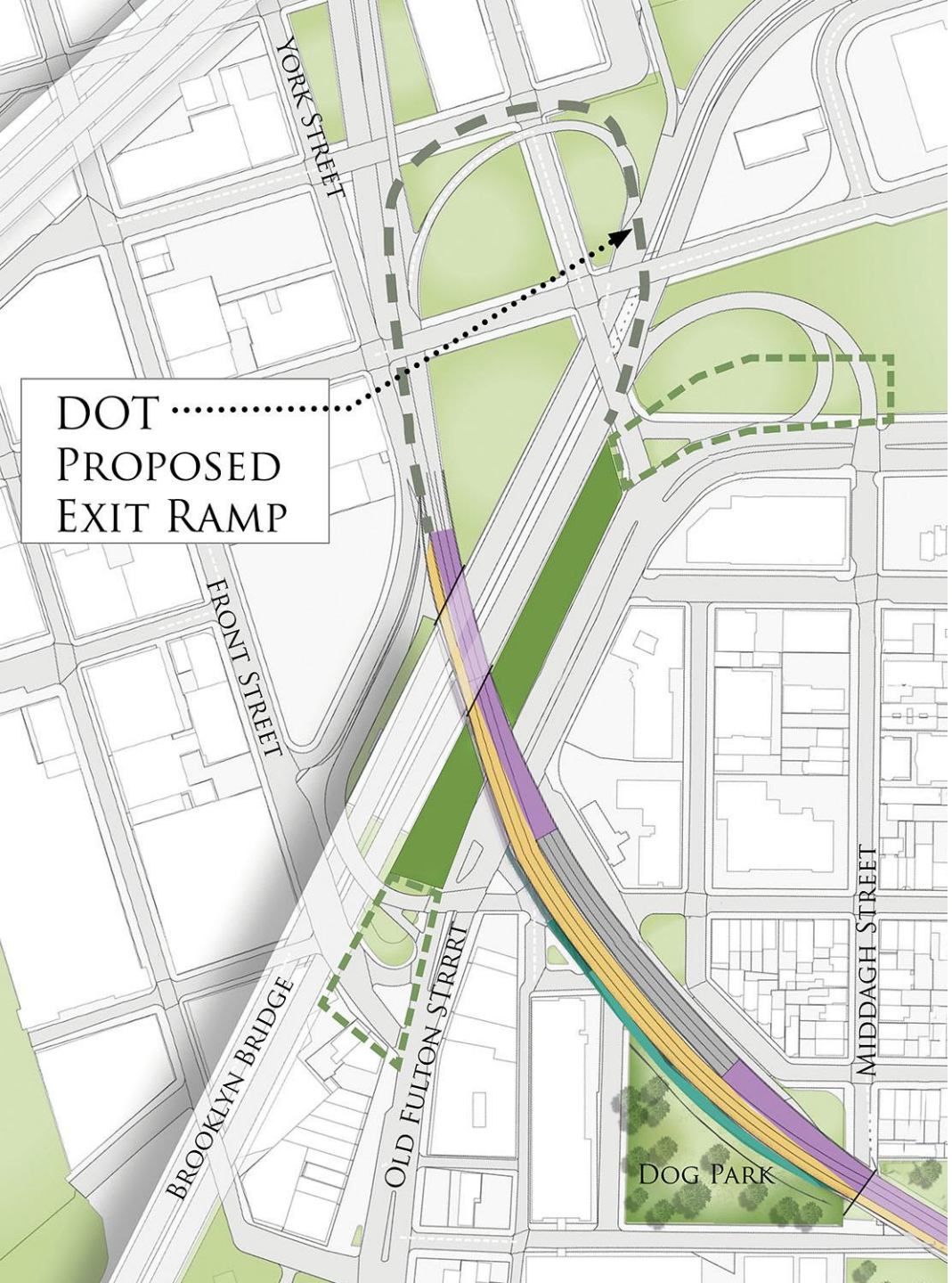
Brooklyn Bridge Park

- Brooklyn Bridge Park access is maintained
- Active Park area west of berms is untouched and remains open to the public
- Modified berms and sound barriers shield the Park from bypass highway and construction on the BQE.

Columbia Heights to Brooklyn Bridge

A second Temporary Parallel Bypass is constructed between Columbia Heights underpass and the Brooklyn Bridge to divert traffic from the existing BQE while repairs are undertaken

The connections and repair work at the Columbia Heights underpass are done using the traditional lane-by-lane method. This avoids the harmful flyover at Harry Chapin Playground



Brooklyn Bridge Exit Ramps and Fulton Ferry Landing

Connections from the Brooklyn Bridge to the BQE can be designed and completed on a schedule independent of the reconstruction of the Triple Cantilever and the Promenade

The BQE southbound entrance ramp from Old Fulton Street can be closed to reduce traffic and improve pedestrian access to the Park