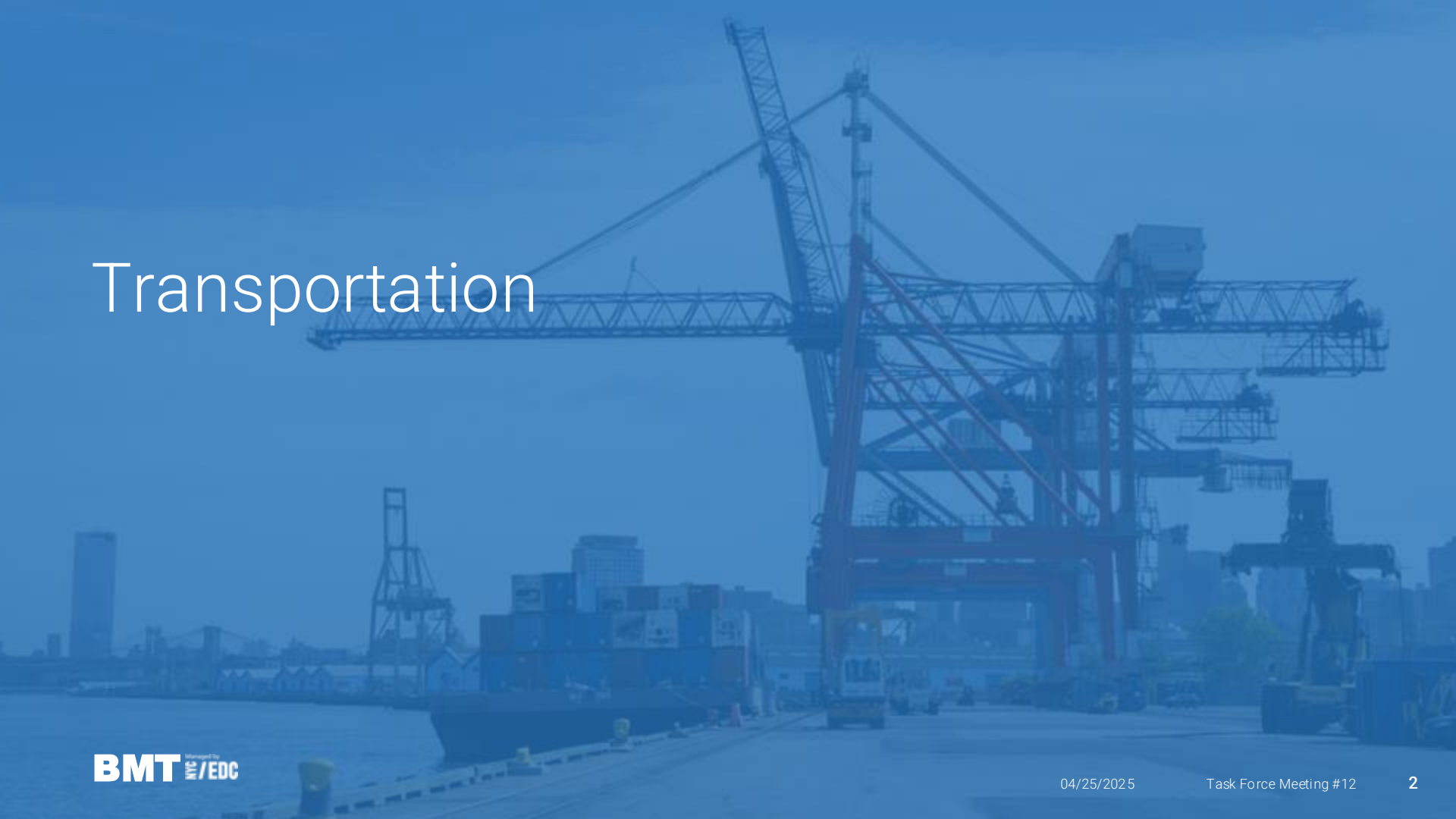
Vision for Brooklyn Marine Terminal

Task Force Meeting #12 Presentation
April 25, 2025

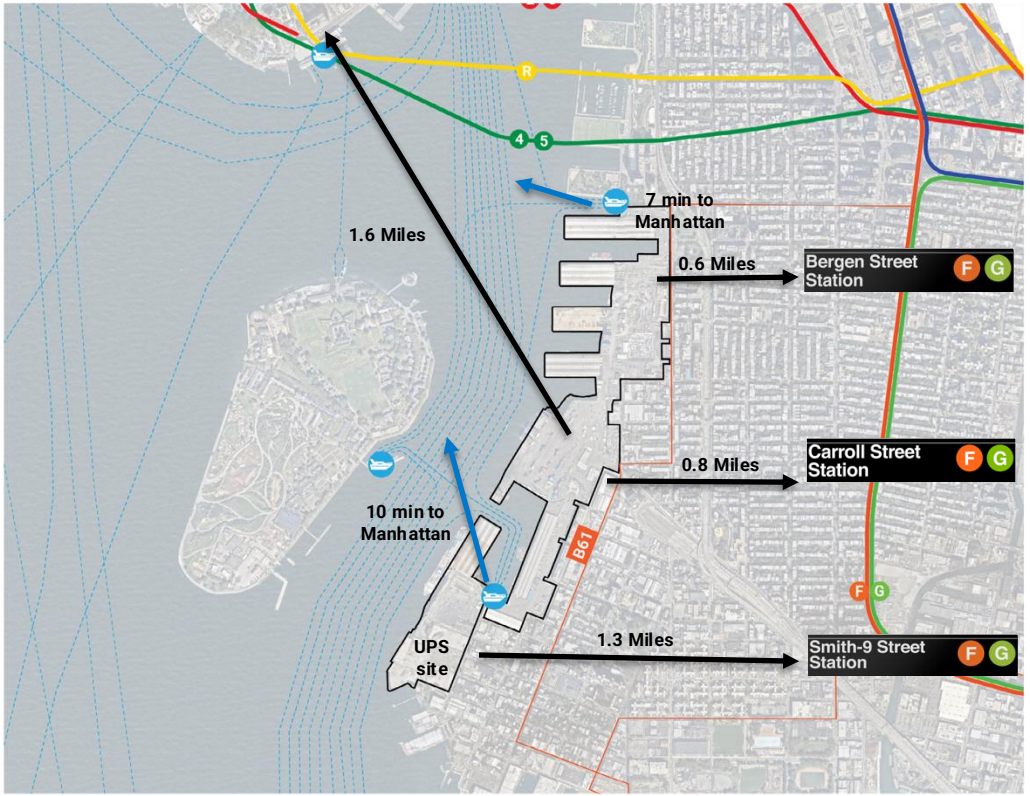
BMT Managed by NYC EDC

Transportation



BMT is centrally located, but has poor connection to transit

- BMT is less than 2-miles from the Financial District – much closer than almost all of Brooklyn.
- BMT is 0.5- to 1.7-miles from Downtown Brooklyn, the premiere transit hub in the borough
- Despite this proximity, BMT is not well connected to the transit network.
- Throughout the 20th century, highways were built through the neighborhood with little investment in transit or mobility improvements.
- BMT presents a unique opportunity to build an integrated mobility and transit-first neighborhood.
- The size and public ownership of the site make it possible to design pedestrian-first streets, new access to transit, and modern freight management through a comprehensive and integrated approach.



BMT plan is an unprecedented opportunity to rethink and improve transportation for Red Hook and the Columbia Street Waterfront

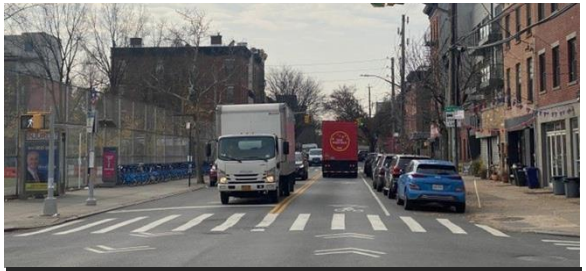
Key Challenges

- Truck, bus, and bike routes share the same streets
- Truck traffic has increased due to last-mile distribution centers
- Buses are slow and unreliable
- Bicycle greenway is narrow and not continuous
- BQE congestion backs up onto local streets
- Sidewalks are narrow and there are unsafe pedestrian crossings

Key Opportunities

- Create a **modern water-based port** that moves goods on the water rather than our local streets.
- Implement a holistic approach that **rethinks how freight moves** on NYC streets
- Create **pedestrian-first streets** that prioritize safe and sustainable movement of people
- **Rethink the street network** to get trucks off the main commercial streets and improve transit
- Create **transit priority streets** that enable frequent and reliable buses and shuttles
- Make a **wider, greener bicycle greenway** with separate spaces for pedestrians, bikes, and e-mobility

The neighborhood's narrow streets, the BQE, and increasing truck traffic contribute to unsafe streets and congestion.



Van Brunt and Columbia Streets do too much as narrow, two-way, commercial corridors carrying bus, truck, and bike routes.

- BQE and HLC Tunnel cut area off from rest of Brooklyn
- Bus, truck, bike, and traffic squeezed onto only through streets, compounding safety and congestion issues
- Narrow sidewalks
- 58% of people in the local area walk, bike, and take transit to work

BQE congestion and bypass traffic regularly spills back onto neighborhood streets.

- Major impacts on Hicks, Columbia, and other neighborhood streets
  - Slows bus
  - Pedestrian safety impacts
  - Noise, air quality
- BMT project team and DOT meet weekly
  - Coordinating on how the intersection of Atlantic / Columbia / Furman could be improved using BMT property
  - Working to align site plans, resiliency, and utilities between both projects for design and EIS processes

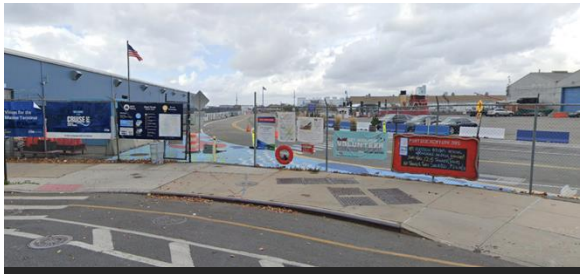
Truck traffic has increased significantly in recent years.

- Proliferation of last-mile distribution centers has increased truck traffic locally
- Existing RHCT internal circulation and gates funnel port trucks onto local streets
- Truck route is shared with bus route, bike route, and main neighborhood commercial streets on Van Brunt St and Columbia St
- Trucks are a greater share of traffic as compared with citywide (morning rush hour):
  - 15% on Van Brunt St
  - 12% on Columbia St
  - 9% on Hicks St

Slow and unreliable buses, infrequent ferries, and narrow greenway contribute to poor connectivity.

The B61, the main connection to the subway, is slow and unreliable.

- Narrow streets shared with trucks and traffic lead to slow speeds and unreliable service
  - 7-8 mph average speed (4%-8% slower than system average)
  - ~6,000 daily weekday riders (2023)
  - 69th busiest bus route (out of 180)
- Bus is scheduled every ~12 minutes, but waits can be 20+ minutes due to bunching and traffic



Ferry has incredible potential but is currently infrequent and Atlantic Basin is an unpleasant experience for passengers.

- Two ferry stops
  - Pier 6: ranked 20 of 25 for ridership
  - Red Hook: ranked 21 of 25 for ridership
- Low ridership stops with infrequent service (roughly every hour)
- Unpleasant walk along BMT internal roads to reach ferry landing
- Only convenient for people going to Manhattan

The greenway isn't keeping up with growing demand, cargo bikes, and e-mobility.

- Greenway is too narrow for all users
  - Pedestrians
  - Bus riders / bus stops
  - Bikers
  - E-mobility
  - Cargo bike
- Unpleasant experience along BMT perimeter
- Ferris Street is a gap in the bike network

BMT will deliver a comprehensive mobility strategy for people and goods for the site and surrounding neighborhoods.

Faster, more frequent, more reliable buses, shuttles, and ferries

- Neighborhood busway to ensure speed, frequency, and reliability
- More frequent ferries and better urban design at Atlantic Basin stop
- Creation of a BMT shuttle that connects to subway
- City push for HLC Tunnel bus route and new neighborhood east-west bus routes

Safer and more enjoyable walking, biking, and retail corridors

- Pedestrian-first district; safer, traffic calmed streets, improved retail corridors
- Creation of new pedestrian only streets
- Connected and widened greenway through open space
- Indoor bike parking and Citi Bike integration to make biking easier and more attractive
- Reduce conflict between bike/peds and vehicles
- Safer connections to the subway on foot and by bike

Modern port and freight movement

- Direct truck traffic to Hamilton Ave BQE interchange
- Relocate truck route away from local retail corridors to site
- Blue Highways move freight by water instead of trucks
- Catalyze freight electrification at BMT
- District freight and microdistrobution hubs to consolidate and move freight by cargo-bike
- Micromobility lanes for cargo-bikes

Tools to achieve the comprehensive mobility strategy

BMT integrates mobility, transportation, and urban design into a comprehensive mobility strategy with key innovations for New York City

Transit

Bus

- B61 frequency improvements
- Bus/shuttle connection to Carroll St F/G
- Bus priority improvements
  - •Bus lanes
  - •Signal priority for buses
  - •Neighborhood busway through traffic restrictions
  - •Automatic enforcement

Shuttles

- Express service to subway

Ferries

- Frequency improvements
- Larger boats and landings

Policy

- Mixed-use district
- No minimum parking requirement
- District parking
- Bike parking
- Transportation Demand Management (TDM)
  - Carshare
  - Transit and Citi Bike passes for residents
  - Information displays and wayfinding
  - Programmatic coordination
  - Externality fee

Road Network

- Street hierarchy that prioritizes pedestrians, safety, and connectivity
- Streets to provide building access and servicing
- Limited access street
- Forced turns
- Relocate truck route off Van Brunt and Columbia

Freight

- Separated cargo bike lane
- District freight
- Improved gate locations and internal port circulation
- Direct truck traffic to Hamilton Ave BQE interchange
- Port and freight electrification

Bike and Pedestrian

- Wider greenway with separated space for foot, bike, and e-mobility
- Pedestrian-first streets
- Traffic calmed streets
- Integrated Citi Bike

BMT will be a pedestrian-oriented neighborhood

Over the past decade, NYC has been testing various street designs, providing BMT with the opportunity to integrate best practices during design rather than retrofit.

CONNECTING CORRIDORS

LOCAL ACCESS

Allen-Pike Street (NYC)

Multi-modal Streets

Streets that favor pedestrians but balance multiple uses, including transit, freight, and bikes

Fulton Market (Chicago)

Pedestrian-Priority Streets and Zones

Streets or zones that legally or through a combination of design features prioritize the free movement of pedestrians (not just at intersections)

Linden Alley (SF)

Laneways or Pedestrian Alleys

Narrower streets, lanes, or alleys that prioritize or are exclusively for pedestrians and limit access to certain types of vehicles

Wharf District (DC)

Loading/Service Streets

Narrower lanes or dead-end streets that are purposefully designed to allow for both pedestrian traffic and servicing to coexist

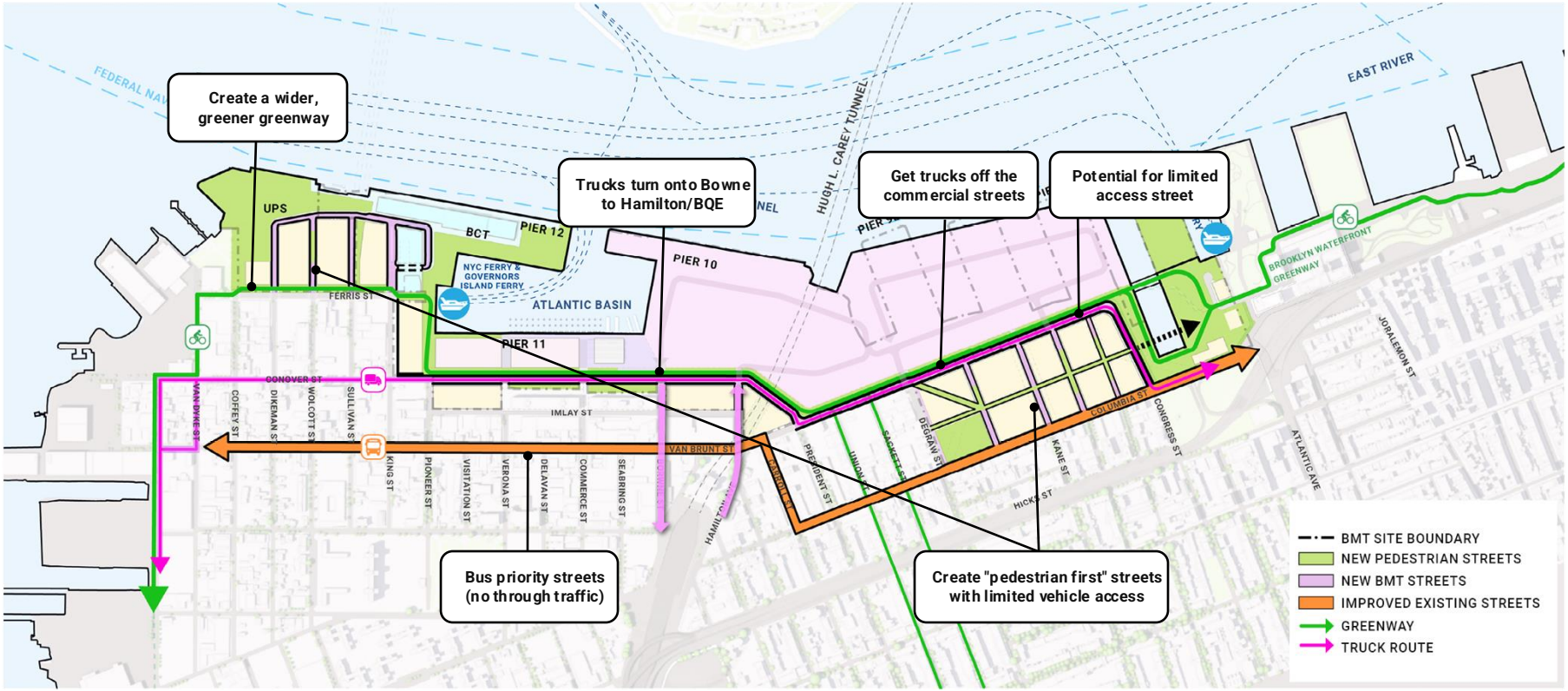
Pedestrian-First Districts

Mixed-use, pedestrian-friendly areas are designed to efficiently share space and services at different times of the day.

Vastra Hamnen, Malmo, Sweden

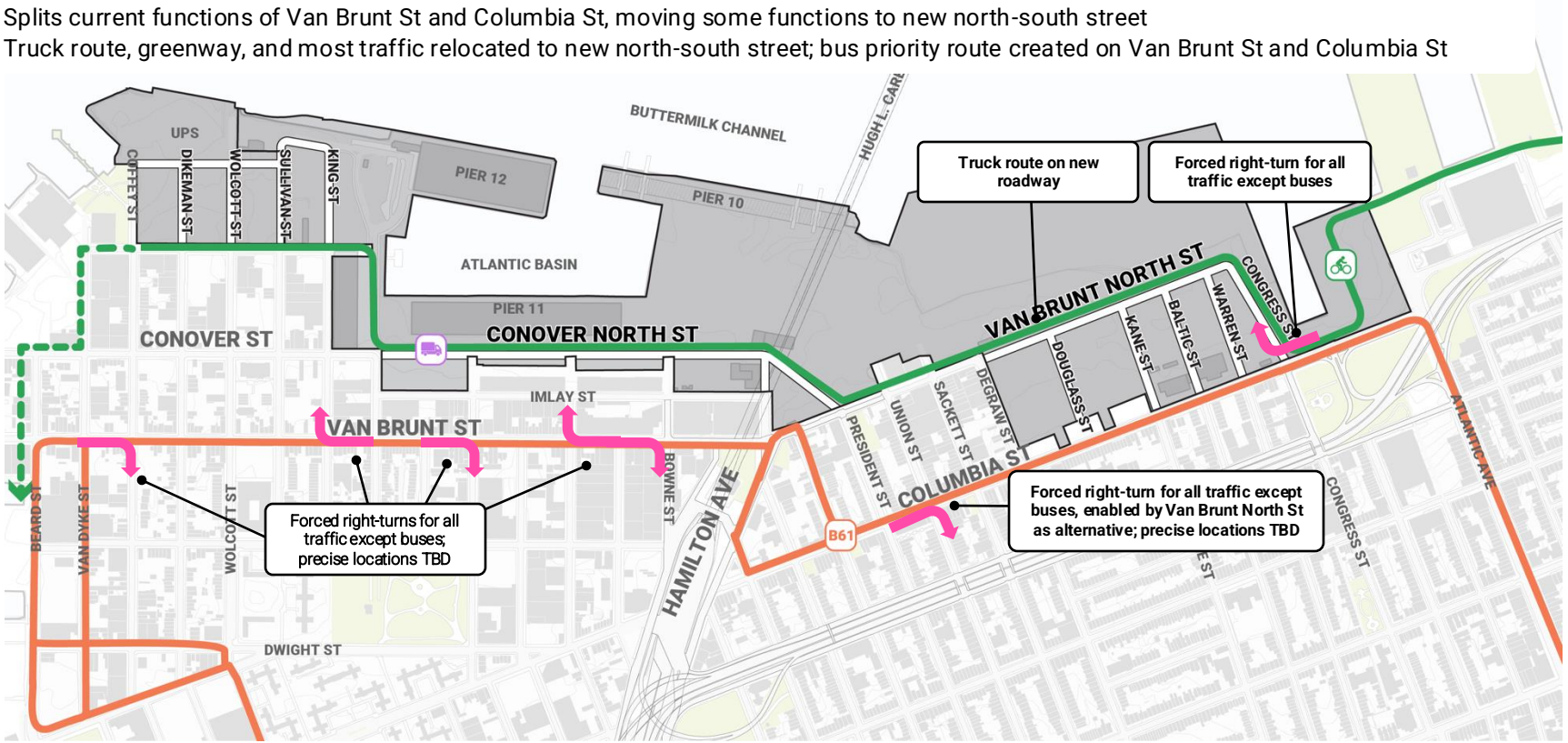
Nordhavn, Copenhagen, Denmark

BMT's new streets enable moving the truck route off local streets, transit improvements, and the creation of pedestrian-first streets



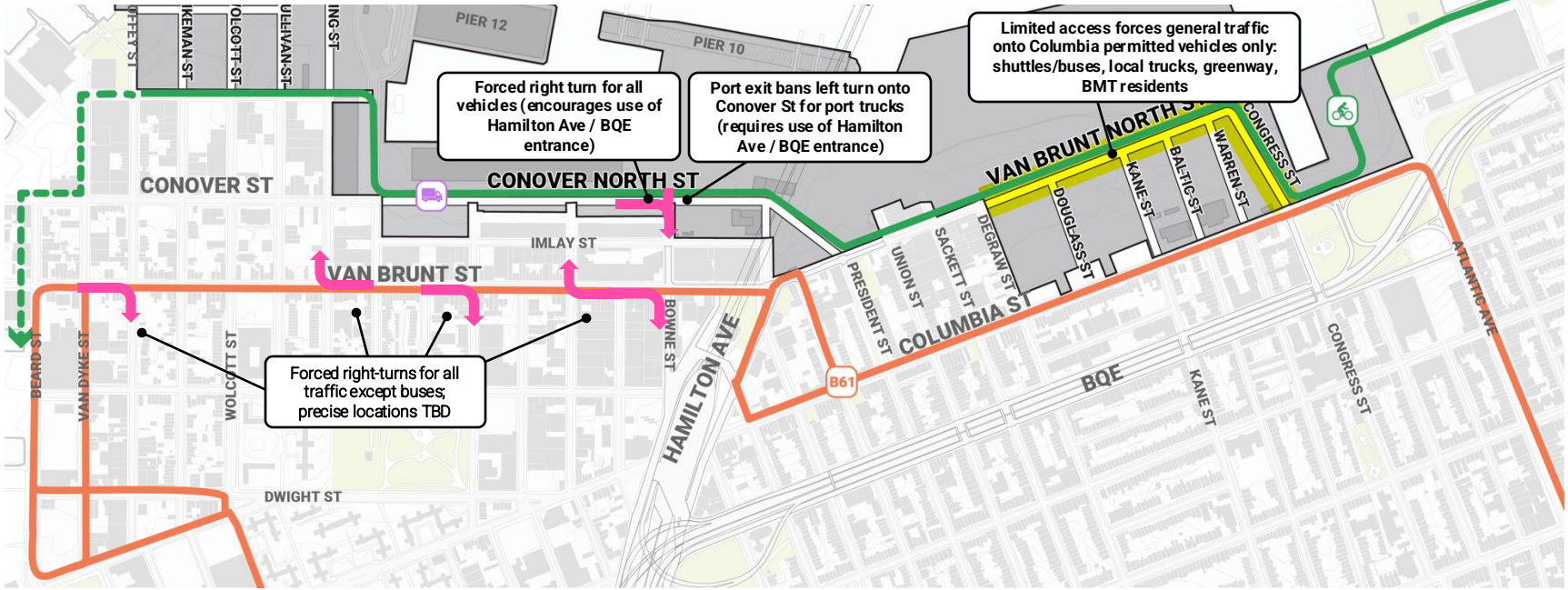
Site Circulation: Proposal A

- Splits current functions of Van Brunt St and Columbia St, moving some functions to new north-south street
- Truck route, greenway, and most traffic relocated to new north-south street; bus priority route created on Van Brunt St and Columbia St



Site Circulation: Proposal B

- Truck route on new north-south street to Bowne St / Hamilton Ave to incentivize truck traffic to enter BQE earlier
- Greenway relocated to new north-south street
- Access to Van Brunt North St restricted to micromobility, pedestrians, shuttles/buses, local trucks, and vehicles bound for adjacent developments, plus cruise during limited embark/disembark hours
- Bus priority design treatments on Van Brunt St; minimal treatments on Columbia St or Van Brunt North St



Enhanced mobility from increasing bus and ferry frequency, and MTA expansion of transit options (extend and/or add bus routes)

Transform B61

- Double Frequency
- Bus Priority on Columbia St and Van Brunt St, and across corridor for speed and reliability
- Improve Downtown BK subway connections
- Add Limited-Stop Service

Extend additional routes to neighborhood

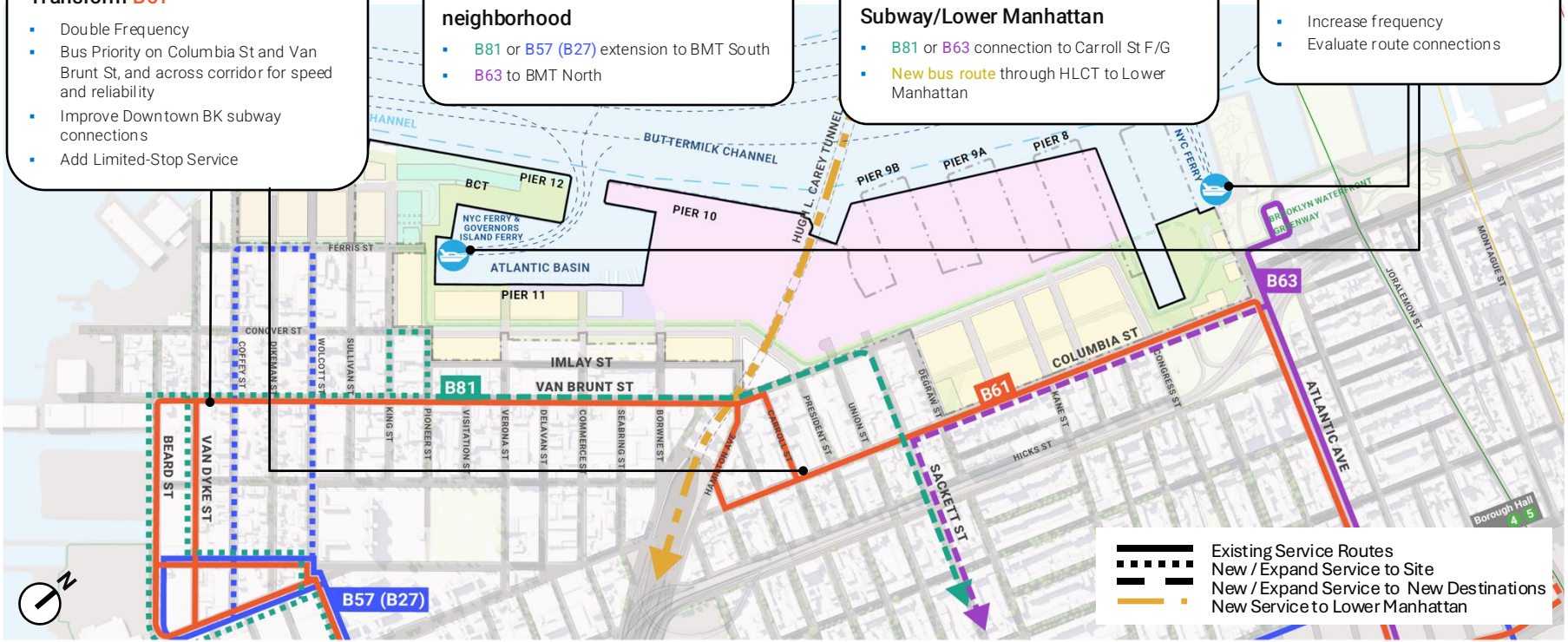
- B81 or B57 (B27) extension to BMT South
- B63 to BMT North

Extend or Add Routes to Subway/Lower Manhattan

- B81 or B63 connection to Carroll St F/G
- New bus route through HLCT to Lower Manhattan

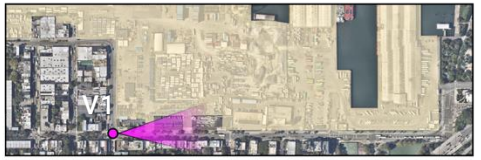
Better Ferry Service

- Increase frequency
- Evaluate route connections



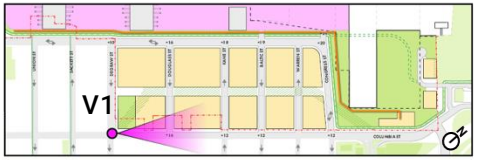
Preliminary concepts, subject to change

Columbia Street and Degraw Street, Today



View 1: Looking North on Columbia Street

Bus priority streets will increase frequency and improve reliability



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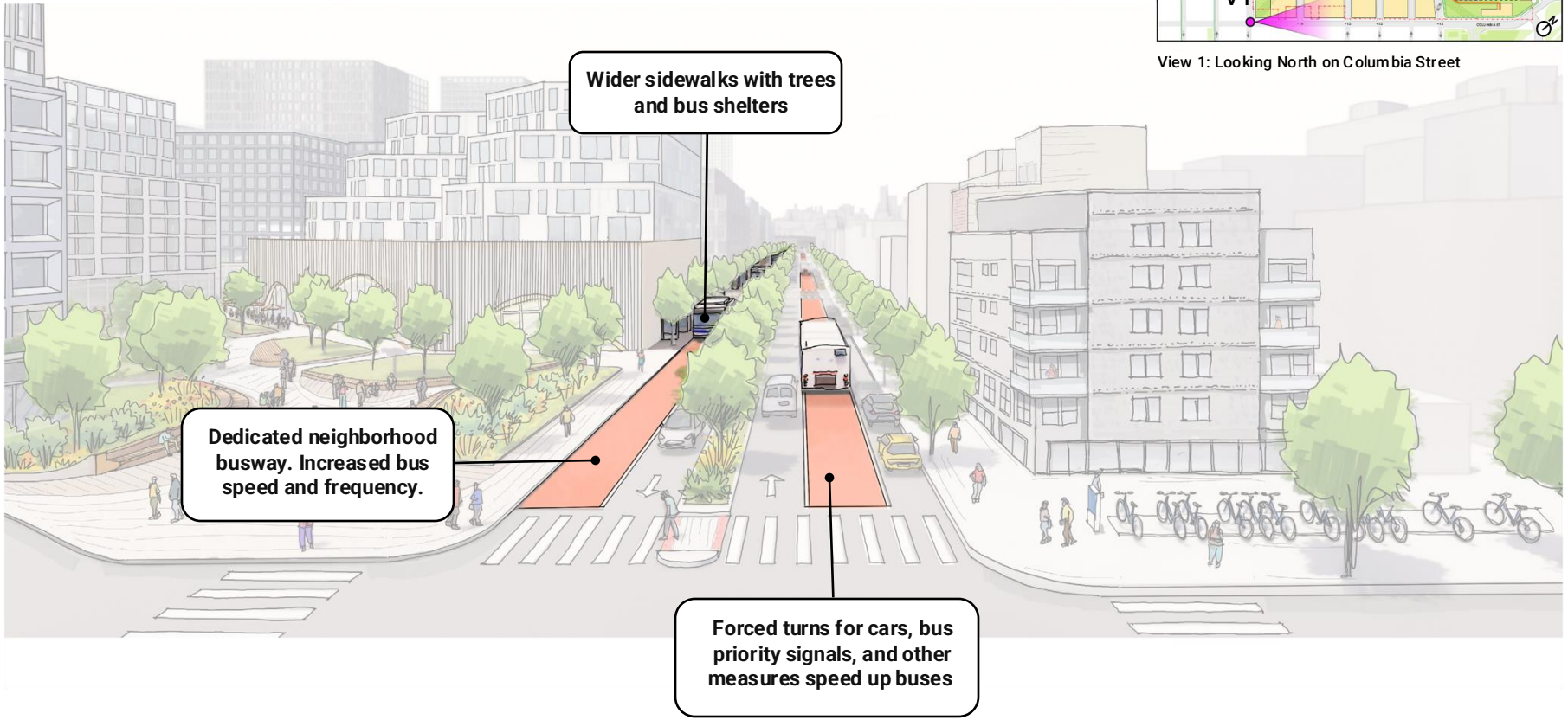
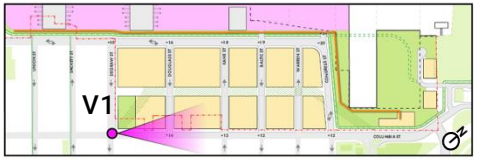
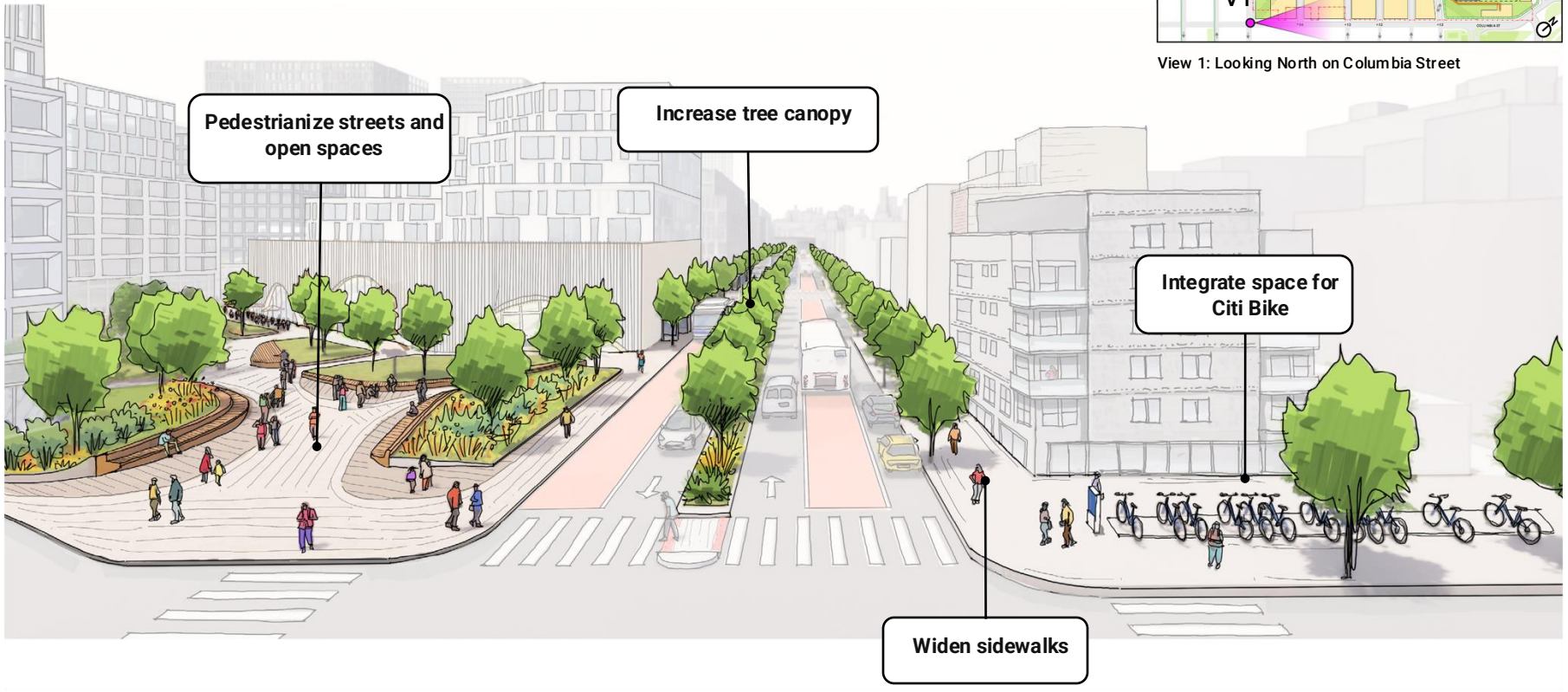


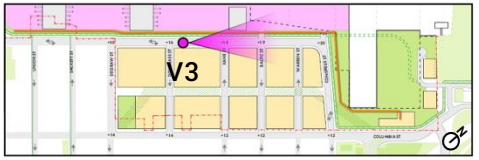
Pedestrian streets, public plazas, and bicycle infrastructure is an integral part of the plan



View 1: Looking North on Columbia Street

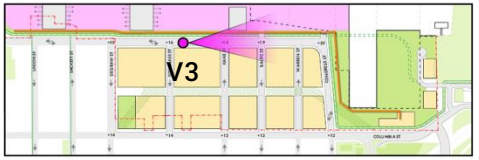


Roadways will be optimized to minimize width and ensure all streets are at a neighborhood scale

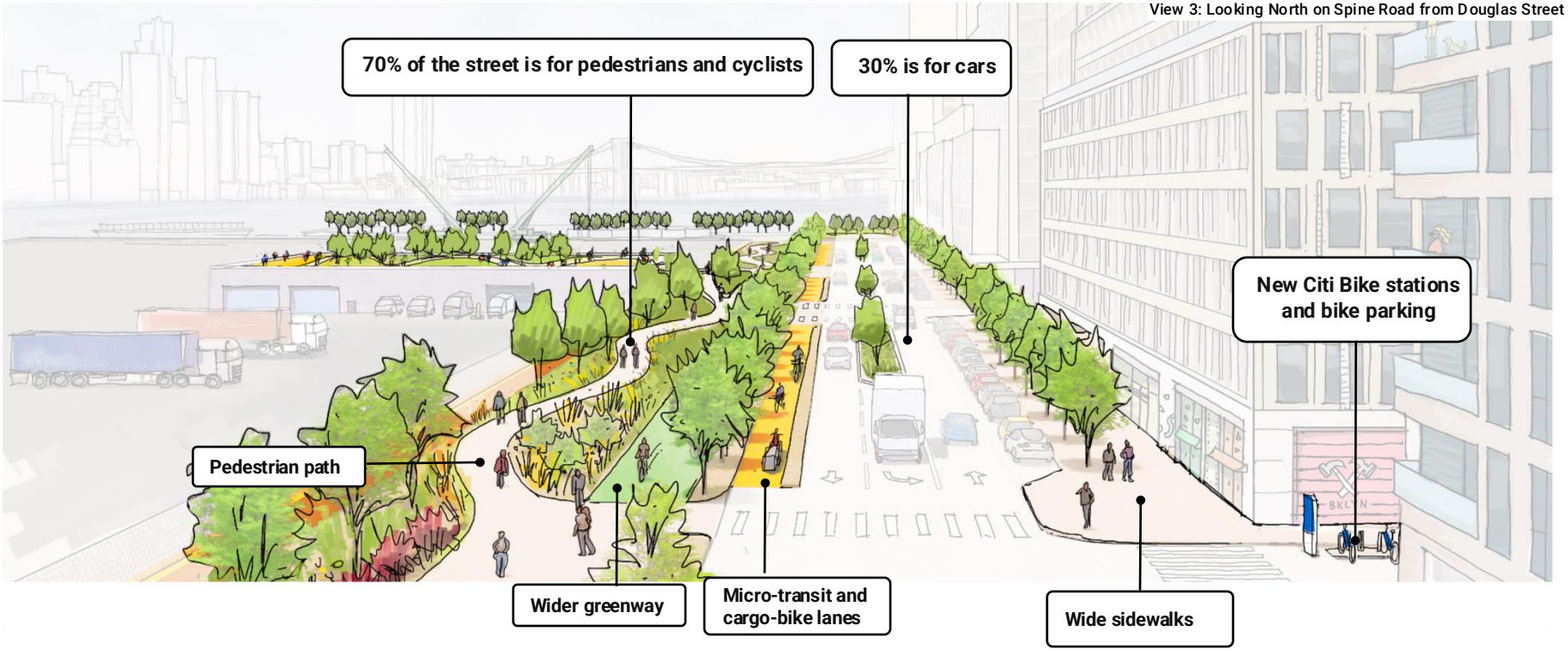


View 3: Looking North on Spine Road from Douglas Street

Space for pedestrians, bikes, and open space are the priority

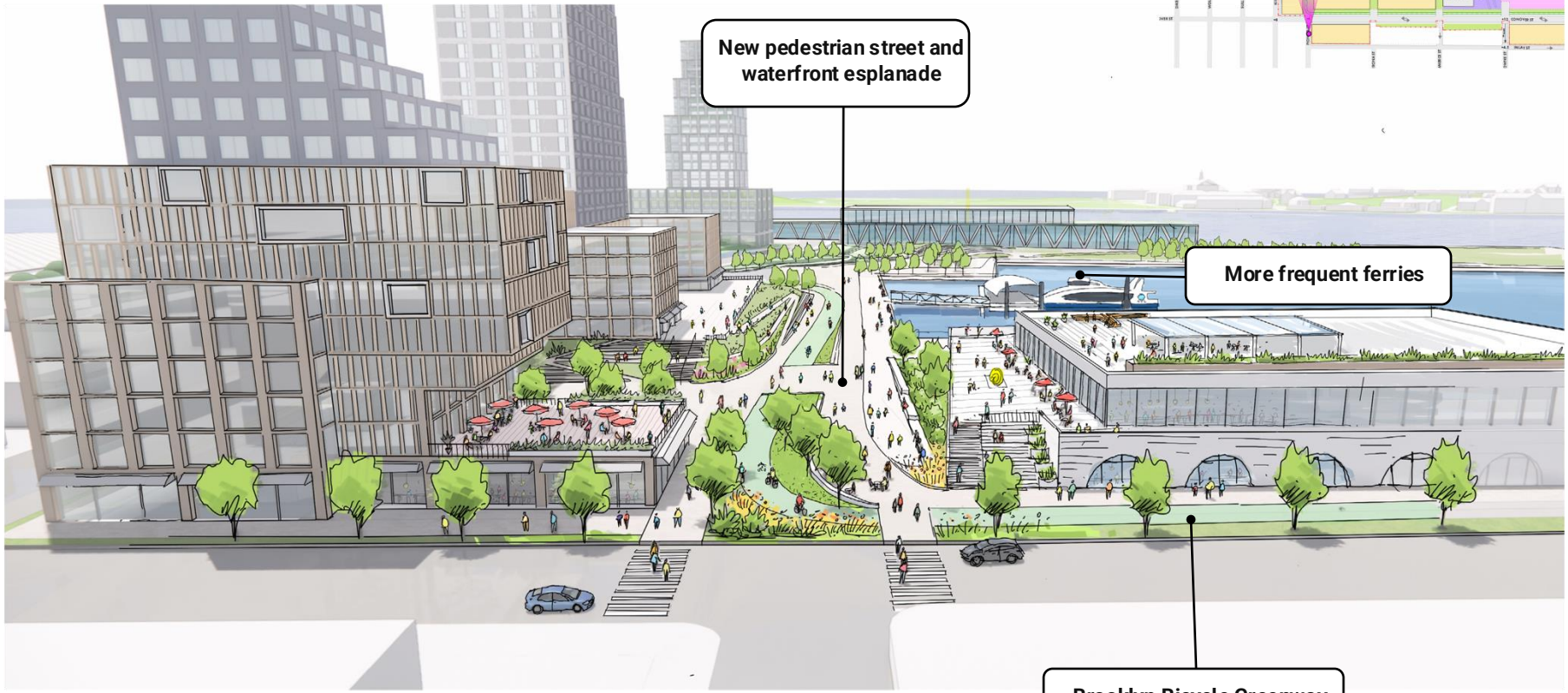


View 3: Looking North on Spine Road from Douglas Street



Pioneer Street gateway, existing conditions today

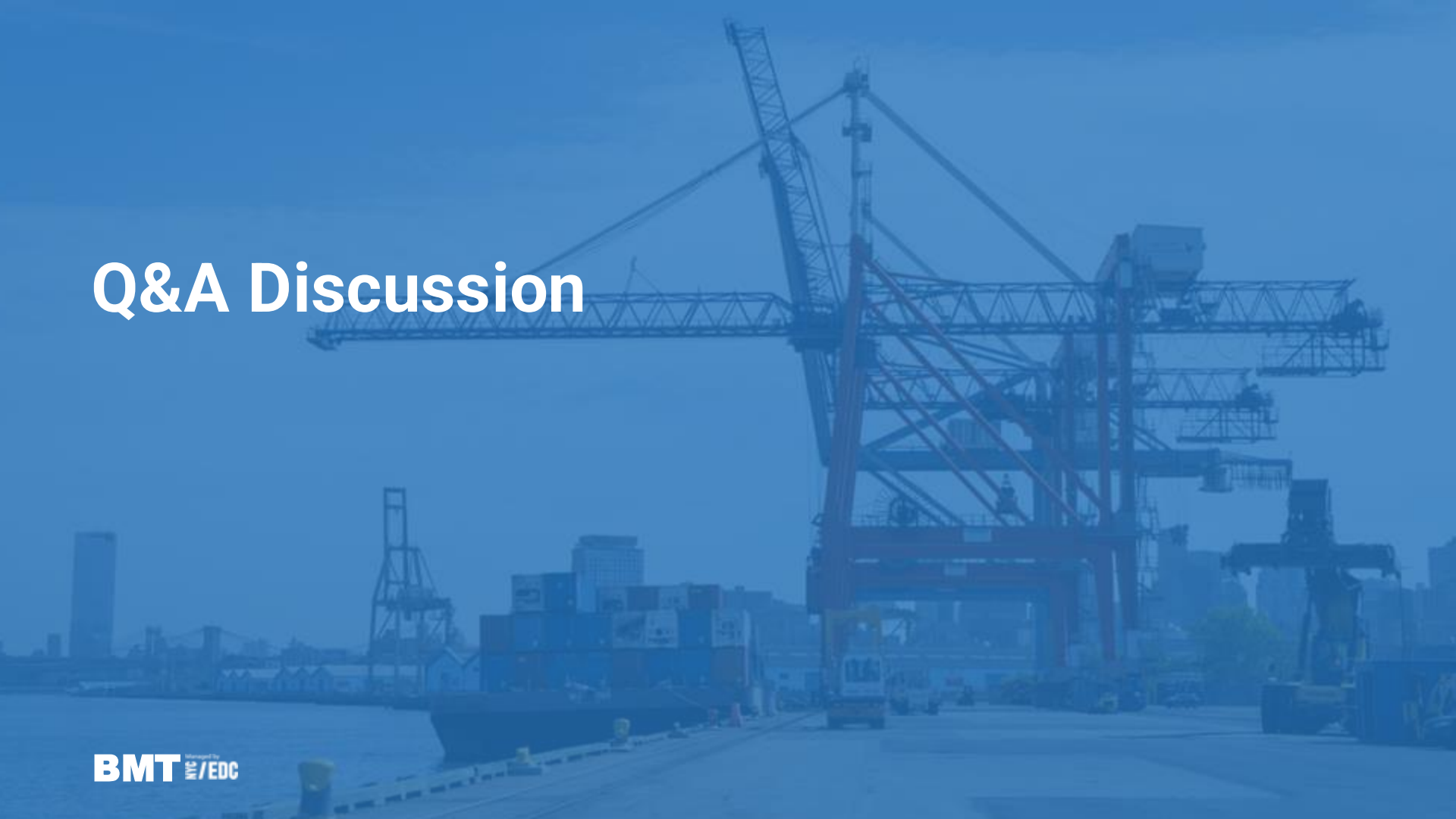
Private road will be replaced with a public promenade to the waterfront



Project Commitments for Transportation and Mobility

- EDC commits to studying at least two street circulation options to advance through environmental review. The circulation options will be studied in close collaboration with the New York City Department of Transportation (DOT) and other involved agencies, with a goal of reducing traffic effects of the proposed development as well as improving circulation in the surrounding area, including with regard to access points, crossings, and traffic management related to the Brooklyn Queens Expressway (BQE).
- EDC commits up to $25 million in funding to provide an electric shuttle service at both BMT North and BMT South that will provide a direct connection between those areas and the closest subway stations. EDC further commits to studying the feasibility of additional shuttle pickups outside of BMT North and BMT South to improve transit access in local communities.
- EDC is committed to working with MTA on the following:
  - Increasing bus frequency and options. This could include B61 frequency improvements or express service, the potential for extended or new routes to serve more of the neighborhood, including the BMT South/Pier 11, and new destinations, such as MTA subway stations at Carroll St and Borough Hall.
  - Implementing a Pilot Bus Service connecting Red Hook to Lower Manhattan directly through the Hugh L. Carey Tunnel.
- EDC will increase NYC Ferry frequency and commits to evaluating (1) extending hours of operation at ferry landings (2) direct routes and/or varied destination connections commensurate with additional demand and desired lines.
- EDC commits to prioritizing bike infrastructure planning while advancing transit and circulation proposals. This will include, but not be limited to a new, safer, wider waterfront greenway, designing for cyclist safety on streets and intersections, and integrating bike parking throughout the site with bike parking areas in any parking garages. EDC and the BMT development oversight body will work with Citi Bike and NYC DOT to identify docking stations and appropriate dock management that ensures Citi Bike is a readily available option in Red Hook and the Columbia Waterfront District year-round.

Q&A Discussion



BMT NYC/EDC