



# Creating Brooklyn-Queens Connections Through Transportation

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# Problem: Lack of Reliable Transportation Between Most Parts of Queens and Brooklyn

- It is possible to use public transportation to travel between Queens and Brooklyn.
- Travel times are far too high.
- Some areas in these boroughs are isolated from public transportation.
- Inefficient system for many residents.



# Transportation Deserts



# Proposal

- A Queens-Brooklyn light-rail line.
- Design based on three primary ideas:
  1. Minimizing travel time
  2. Providing transport to isolated areas
  3. Maximizing network efficiency





# Improvements

reduce current max travel time from  
*over 2 hours* to

**1 HOUR 15 MINUTES**



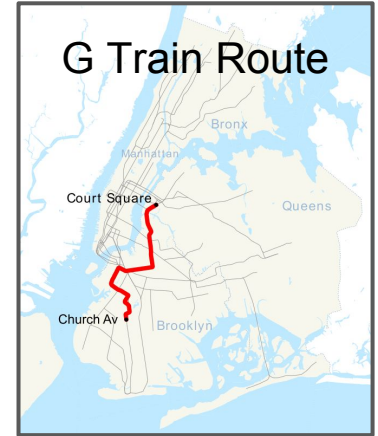
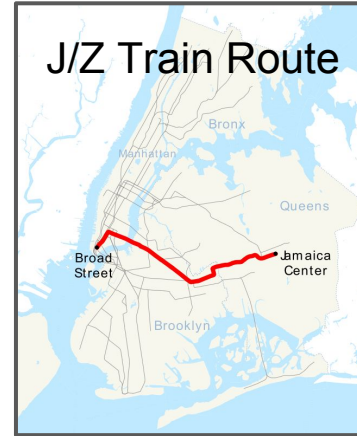
serve up to

**500,000 COMMUTERS**

daily

# Existing Routes

- J/Z Subway Line
- G Subway Line
- A/F Subway Line
- Various Bus Routes
- Why do commuters have to go through Manhattan to go from certain parts of Queens to Brooklyn and vice versa?



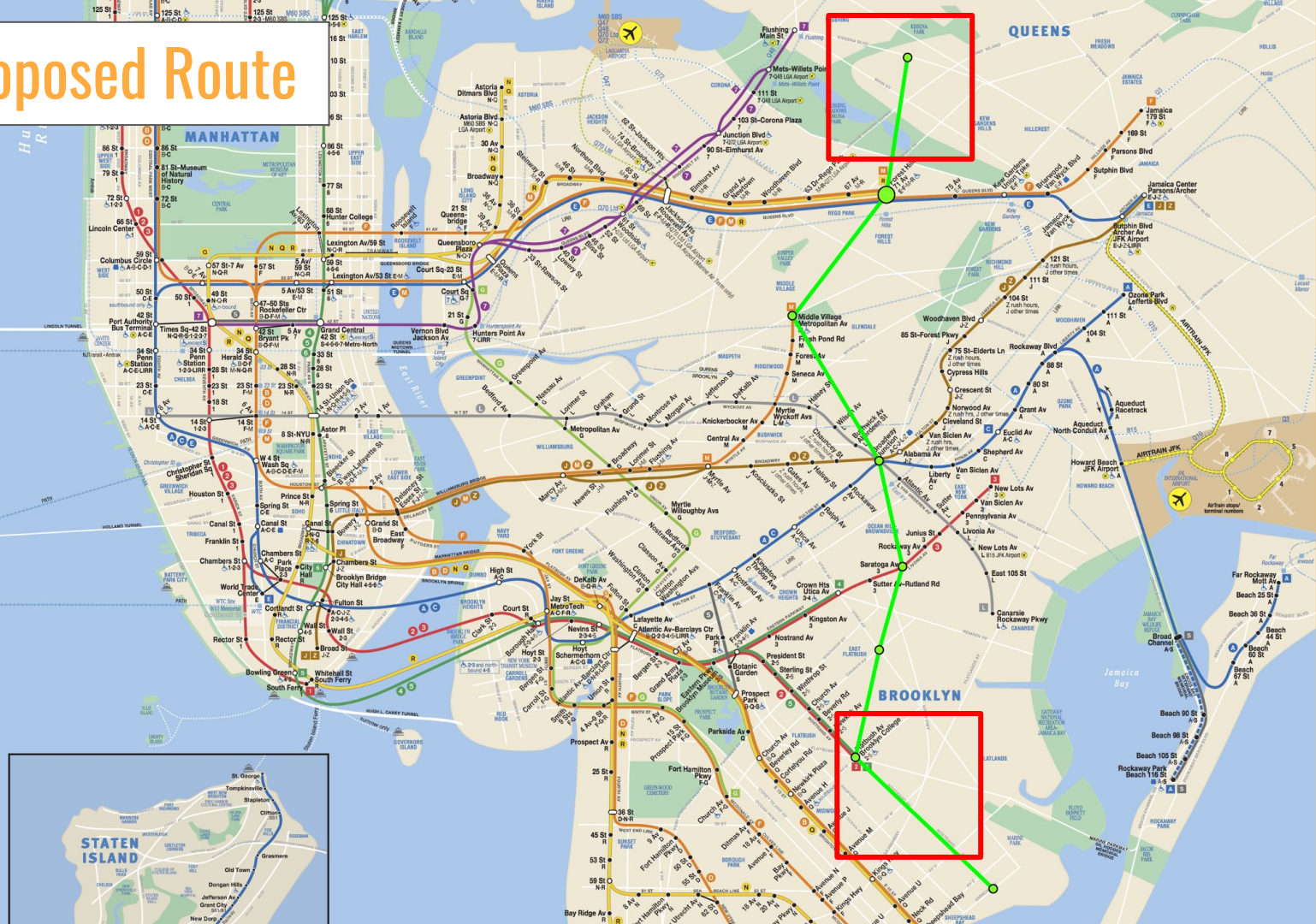
# The BQX

- Will serve as a more convenient method of transport.
- Has the potential to generate over \$25 billion in economic impact to our city over the next 30 years.





# Proposed Route





# Benefits of Proposed Routes:

- Added accessibility for handicapped persons.
- More efficient connections to existing transit lines.
- Carries twice as many people as buses.
- Jersey City projected growth of 7.5 million ft<sup>2</sup> of new office space. This is predicted to add over 22,000 new jobs into the workforce.
- In 2007, Seattle estimated 28,500 riders but had 78,000 riders: 150% increase to estimate.



# Conclusions

- Reliable and efficient transportation between Queens and Brooklyn *is* possible.
- The cost will be approximately \$2.5 billion.
- Improving public transit within these boroughs ultimately attracts more people to the area, among them young entrepreneurs who prefer to ride bikes or take public transit to work.



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