

What is this project?

This project is a Feasibility Study aimed at developing a collection of feasible and actionable concepts to mitigate current and future flooding along the segment of Brookville Boulevard, locally known as Snake Road. The project also has the goal of improving vehicular, bicycle and pedestrian safety and curtailing the illegal dumping and the resulting adverse effects to the adjacent wetlands.

Who is involved in this project?

The New York City Department of Transportation (NYC DOT) is leading this project along with the New York City Department of Parks and Recreation (NYC Parks) as a partner agency. The project team has also coordinated with various other local and state agencies given their involvement with the project site or the project site's proximity to JFK Airport. Those include the Port Authority of New York and New Jersey (PANYNJ), the New York State Department of Transportation (NYSDOT), New York City Department of Environmental Protection (NYCDEP), the New York State Division of Homeland Security & Emergency Services (NYSHSES), and the New York State Department of Environmental Conservation (NYSDEC)

Has anything been done here before?

Only minor improvements (such as adding warning signage) have been installed along Brookville Boulevard in the recent past. This study is exploring the implementation of significant long-term improvements to mitigate the frequent tidal flooding and improve the existing safety deficiencies while protecting and enhancing the adjacent wetlands.

How can I weigh in? / How can my feedback/input help move the project forward?

Public opinion and support are critical for helping to advance projects of this type. NYC DOT will need to secure funding for the project's environmental review, as well as the design and construction of the selected alternative. Public consideration and insight into the challenges of this area are crucial in helping the team understand design priorities that influence the development of feasible alternatives. Demonstrating robust public engagement and public support are key considerations that can positively influence NYC DOT's ability to obtain the funding needed to advance the project into construction.

What's the timeline?

This Feasibility Study will conclude in the first quarter of 2027. Once the feasibility Study is concluded, the subsequent steps in the process to bring the project to fruition include undertaking environmental review, advancing and finalizing the design for a selected alternative, and finally, construction of the chosen solution that will best address the issues identified on the Brookville Boulevard (Snake Road) corridor.

What has the project team done since we last heard from you in December 2025?

Since 2025, the Project Team has completed the hydraulic and hydrologic (H+H) model which explained how water moves through the project area's wetlands and detailed the existing and projected future flooding issues. The Project Team has developed five (5) conceptual design alternatives for modifying Snake Road to address the frequent flooding and other identified issues. Each alternative varies in level of flood mitigation protection. The results from the H+H model were critical in developing the 5 alternatives, providing insight into suitable roadway elevations and structures. Accompanying those alternatives were preliminary cost estimates to help decision makers understand the costs of the alternatives in comparison to the features each alternative would provide.

Have you decided on an alternative yet?

No. This feasibility study was undertaken to identify Alternatives that were feasible and which would address the flooding and other issues along Snake Road. All five (5) Alternatives are still under

consideration by NYC DOT and NYC Parks. At the conclusion of the current feasibility study, there will be three (3) conceptual design alternatives chosen to advance to more detailed design/environmental review. The choice of the alternative to advance to construction would not be made until more detailed design information has been developed and the environmental effects of the feasible alternatives have been identified and documented.

Why is this process taking so long?

Projects like this flood mitigation project for Snake Road follow a series of steps that take time to fully develop and evaluate. Each step also requires identification and securing of funding. These steps include: (1) taking the feasible alternatives for the present efforts and conducting environmental review to identify potential effects and how those effects could be mitigated, and identifying a preferred alternative, (2) advancing the design of the preferred alternative to a point where the design can be advertised to solicit bids by contractors, and (3) selection of a contractor to build the preferred alternative.

Is anything being built right now?

No, construction will not take place until an alternative is selected and funding is secured (see also response to previous comment).

Where can I learn more about the project?

Additional information is available at the project website: <https://nycdotprojects.info/project/1957/overview>. This information is updated regularly, as work on the project progresses.

When will you be back out this summer?

The team is coordinating attendance for additional events, including the Queens Carnival, and the Harvest Festival. Please check the project website for updates.

Can you speak to my organization?

We'd be happy to share any contact information provided with the NYC DOT Project team.

When will the next public meeting be held?

The Project Team is anticipating a September or October (2026) Public Information Meeting to provide an overall update on the study.

Where is funding coming from?

Funding for the feasibility study was provided through the FEMA Hazard Mitigation Grant Program.

What will be the result of this study?

At the conclusion of this study, NYC DOT will have 3 conceptual design alternatives, which can be further advanced, with more developed designs that can be evaluated to identify potential environmental effects, which will allow for selection of a preferred alternative for future design advancement. A FEMA compliant Benefit-Cost Analysis will also be performed for the alternatives to assist with future grant/funding applications.

***Who owns and controls the wetlands in the Project Area?**

The wetlands are owned by NYC Parks and are regulated by NYSDEC and USACE.

***Which other City or State Agencies will NYC DOT need to coordinate with for permits (permission) to allow construction of the project within the adjacent wetlands?**

NYC DOT will need to apply for permits from NYS DEC and USACE provide the permits for construction in wetlands. Depending on the funding source for construction, there may also be involvement of NYSHPO.

***What kind of mitigation will need to be provided?**

The types and amount of mitigation will depend on the effects to the wetlands from an alternative, and the types of wetlands being affected, including possible shading effects from an alternative. Given that any of the alternatives are likely to encroach into the adjacent wetlands, mitigation will likely require creating new tidal wetlands in proportion to the effects from the alternative. The amount of mitigation required would be determined in consultation with the permitting agencies (NYSDEC and USACE).