



BROOKVILLE BOULEVARD FLOOD MITIGATION STUDY

Community Board 13 – Transportation Committee Meeting

Presented on September 17, 2026



Agenda

- Introductions
- Project Background
- Project Progress Overview
- Proposed Alternatives
- Community Engagement
- Q/A - Discussion



Introductions

Agency Client Team

Lead Agency



Partner Agency



Stakeholder Agencies



FEMA

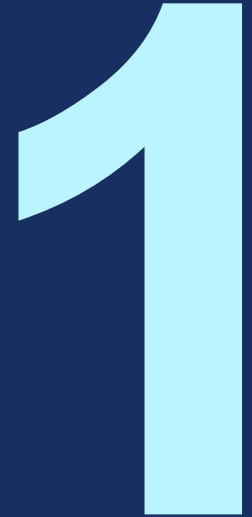


Introductions

Consultant Team



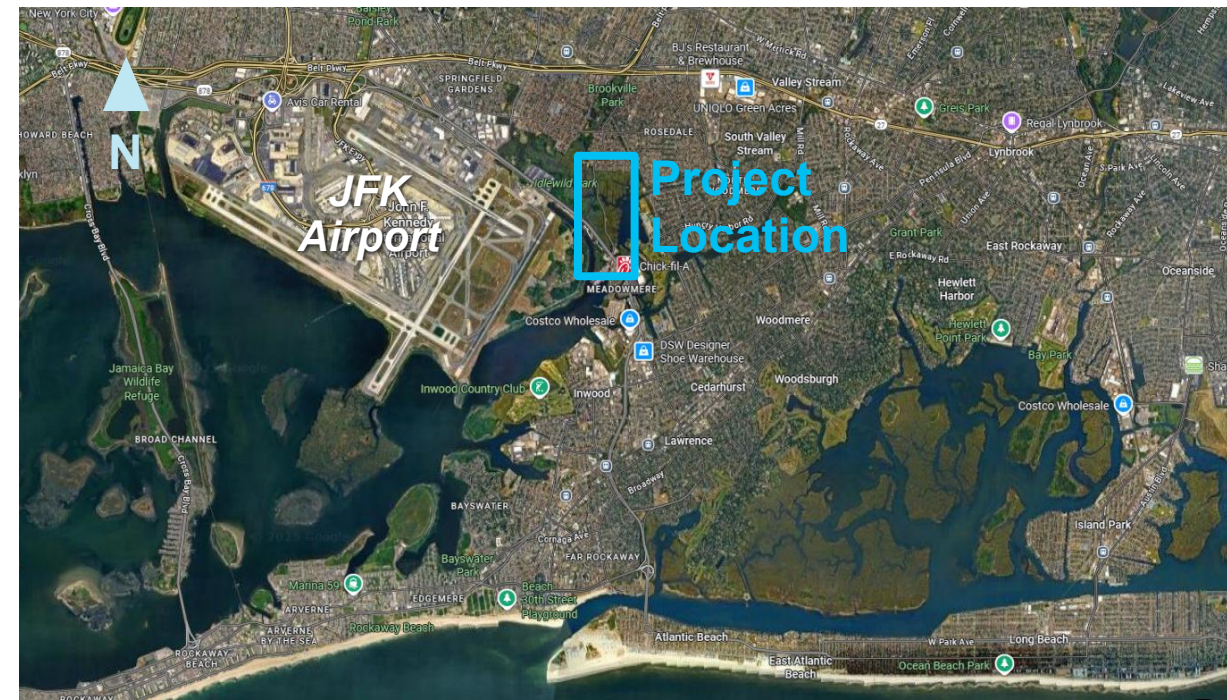
Project Background



Project Background

Brookville Boulevard – A Key Connection Between SE Queens & SW Nassau

- Connects SE Queens (Rosedale) with Nassau County's Five Towns & the Rockaway Peninsula
- Ongoing Safety Issues, Illegal Dumping, & Chronic Flooding
- No easily accessible alternative routes or detours

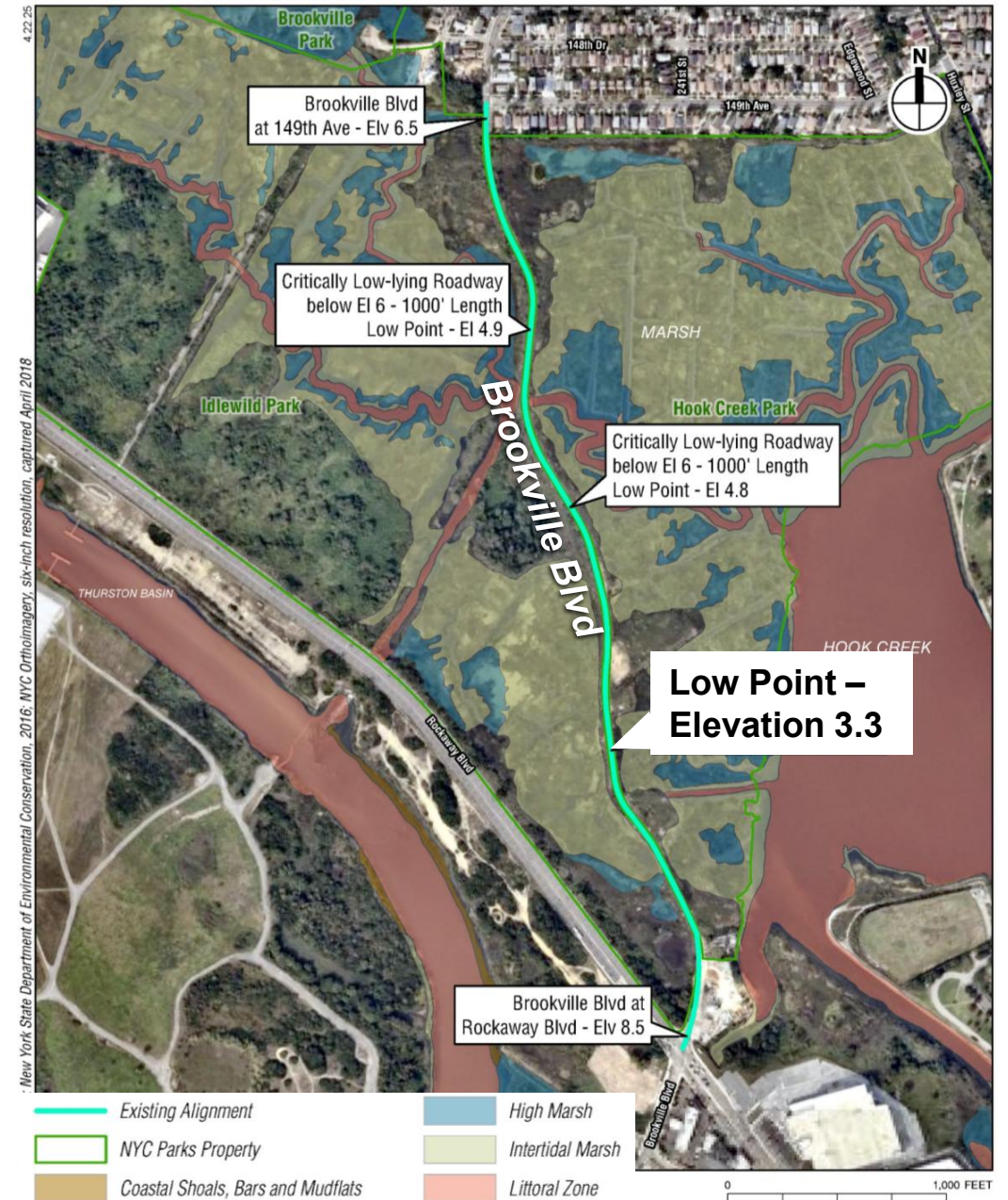


**Project
Location**

Project Background

Brookville Boulevard – Chronic Flooding

- Low-Lying Roadway Surrounded by Tidal Wetlands
- Roadway has **no storm sewers**
- Regularly experiences **high tide** and **coastal storm flooding**
- Community and elected officials have been expressing concern for many years



Project Background

Brookville Boulevard – Chronic Flooding

Site Conditions – September 2025 Site Visit

- Dry weather
- No coastal storm
- High tide – slightly above normal
- Significant flooding at a low point
- Flooding incidents like this can cause roadway closures



Flooding at a low point in the road during a site visit on September 12, 2025

Project Background

Brookville Boulevard – Safety Issues

Poor sight distance around curves

No pedestrian or bicycle facilities

No roadside protection (guiderail/barrier)

Narrow roadway with no shoulders



Project Background

Brookville Boulevard – Illegal Dumping Issues



Secluded location

Negatively affects wetlands and habitats

No fencing to discourage dumping

Project Background

Brookville Boulevard – New York Rising Community Reconstruction Program - Idlewild

- Report Released in December 2014
- Examined Superstorm Sandy and Flood Impacts
- Proposed Multiple Projects including this study dedicated to Brookville Boulevard / Snake Road
- Funding for this study was secured by a FEMA Grant and is focused on Snake Road
 - Proposal Submitted in 2022, Awarded in 2023

Idlewild Watershed Communities

D2: Study to Elevate Brookville Boulevard (Snake Road) between 149th Boulevard and Rockaway Boulevard [Featured Project]

Project Description

Brookville Boulevard between 149th Ave and Rockaway Boulevard—known locally as Snake Road—is a key transportation corridor for the Idlewild Watershed Communities. The roadway services 17,500 cars daily, the Q114 bus route, and provides direct access from Brookville to Rockaway Boulevard, one of the area's main east-west thoroughfares. However, Brookville Boulevard is a dangerous road due to its location, layout, and elevation. The road is only 24 feet wide in most locations and is situated at

- Determine necessary improvements to roadway geometry to improve safety;
- Assess the use of infrastructure upgrades to elevate the roadway on a trestle to encourage the passage of intertidal waters through the surrounding wetlands. The passage of these waters is important for the protection and nourishment of the wetlands and the function of the wetlands as a water retaining body; and
- Evaluate constructing a wetlands



Source: NY Rising Community Reconstruction Program, Idlewild

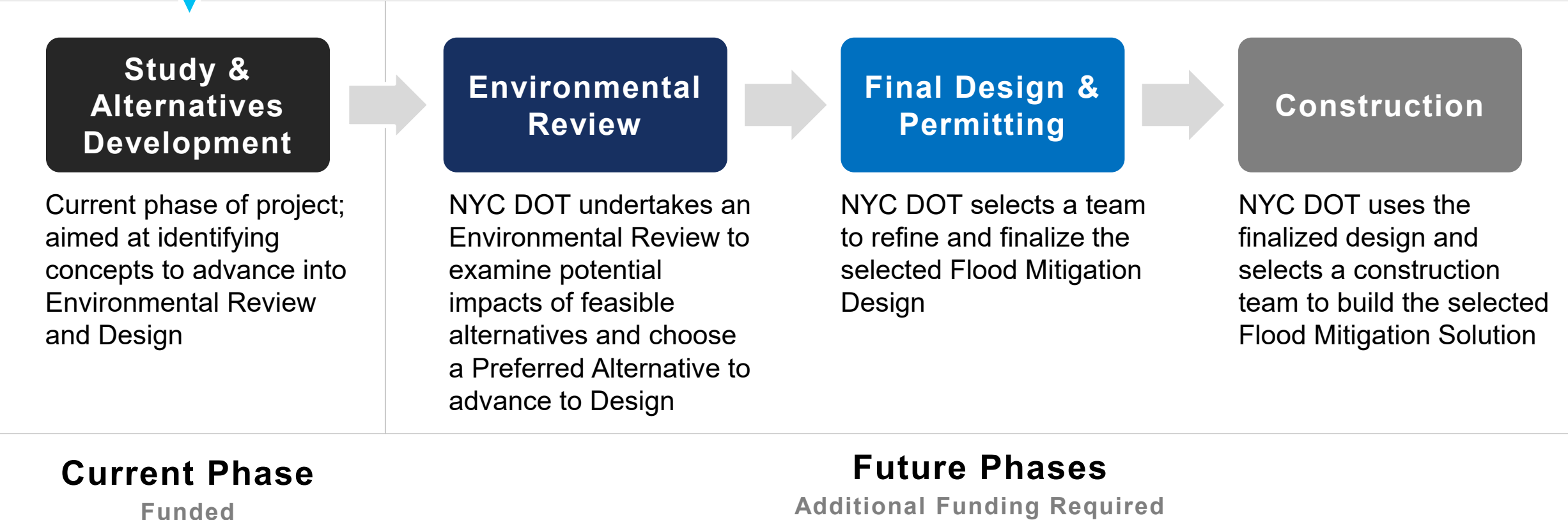
Project Progress Overview

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Overall Program Schedule

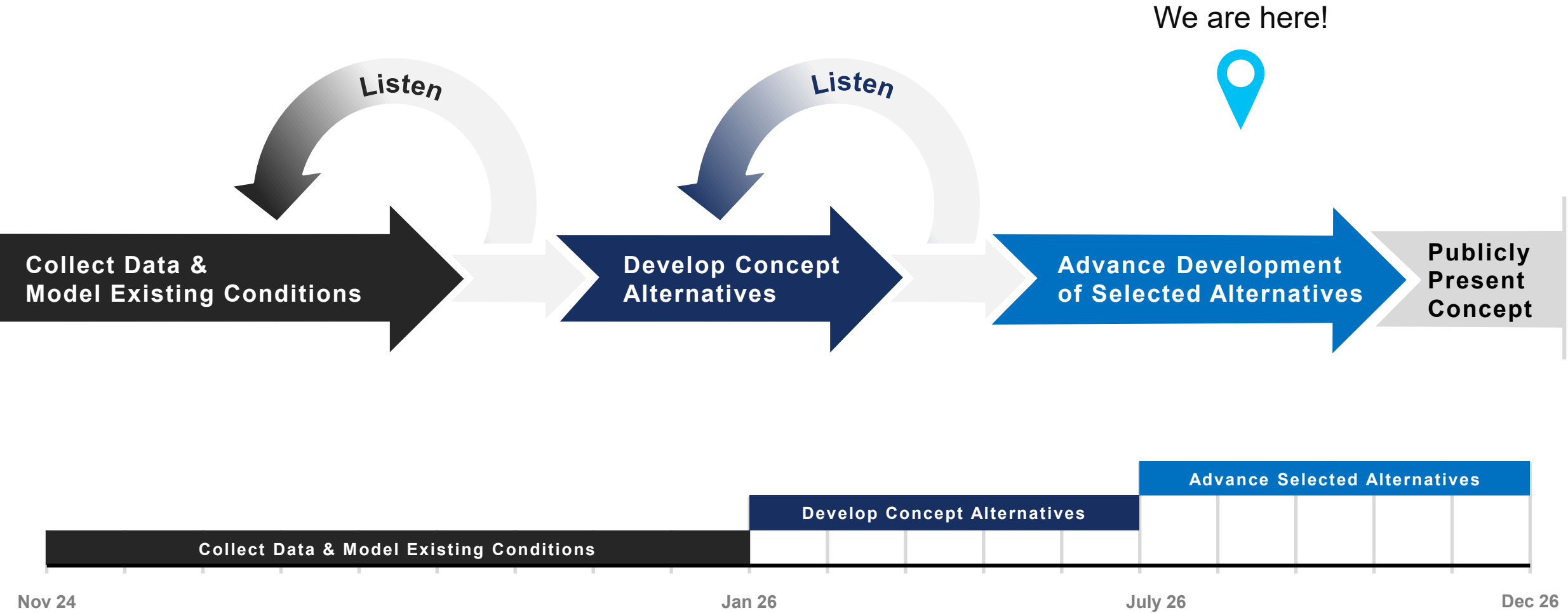
Typical Project Process

We are here!



Project Schedule & Scope

Project Development Process – Brookville Boulevard Flood Mitigation Study



Project Schedule & Scope

Tasks Completed

- Topographic Survey, Bathymetric Survey & Tidal Monitoring
- Wetland Characterization and Connectivity Analysis
- Hydraulic & Hydrologic Modeling
- Traffic Study
- Roadway, Structural, & Drainage System Conceptual Design

Tasks Upcoming

- Advancement of 3 Design Alternatives
 - Benefit Cost Analysis
 - Schematic Geometric Design
- Geotechnical Investigations



Project Schedule & Scope

Project Timeline

We are here!



		Q4 2024		Q1 2025			Q2 2025			Q3 2025			Q4 2025			Q1 2026			Q2 2026			Q3 2026			Q4 2026		
TASK	DESCRIPTION	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Data Collection																										
1.1	Project Identification/Feasibility															◆	◆										◆
1.2	New Surveys															◆	◆										◆
1.3	Traffic Study													◆					◆								
2	Climate Change Resiliency Assessment																										
2.1	Hydraulic and Hydrologic Modeling															◆	◆			◆							
2.2	Climate Scenario Modeling															◆	◆			◆							
3	Flood Mitigation Alternatives																										
3.1	Concepts Along Snake Road's Alignment																			◆							
3.2	Concepts to Shorten Snake Road																			◆							
3.3	Schematic Geometric Design																								◆		
4	Final Report																									◆	
5	Community Engagement						◆		◆						◆						◆		◆	◆	◆		
6	Project Management																										

- ◆ Technical Memo Deliverable
- ◆ Community Engagement Touchpoint

Project Input

What we've heard so far

- Historical issues & news articles
- Superstorm Sandy & NY Rising Study
- Senator Sanders coordination & community events
- Elected Officials Briefings (April 2025 & June 2026)
- Community Board 13 Transportation Committee Meeting (June 2025)
- Public Information Meeting (December 2025)
- Pop Up Events (August 2026)
- Ongoing coordination with public agencies

Notorious Snake Road to be subject of flood study

December 19, 2023



BROOKVILLE BOULEVARD, BETTER KNOWN TO LOCALS AS SNAKE ROAD, IS SCHEDULED TO UNDERGO A FLOOD MITIGATION STUDY. PHOTO VIA GOOGLE MAPS

Source: *Queens Daily Eagle*

Project Schedule & Scope

December Public Information Meeting

- Held on December 10, 2025 at MS 355 Collaborative Arts Middle School
- Over 40+ community members attended, received 70 written comments
- Received feedback on conceptual design components



Project Schedule & Scope

Pop Up Events

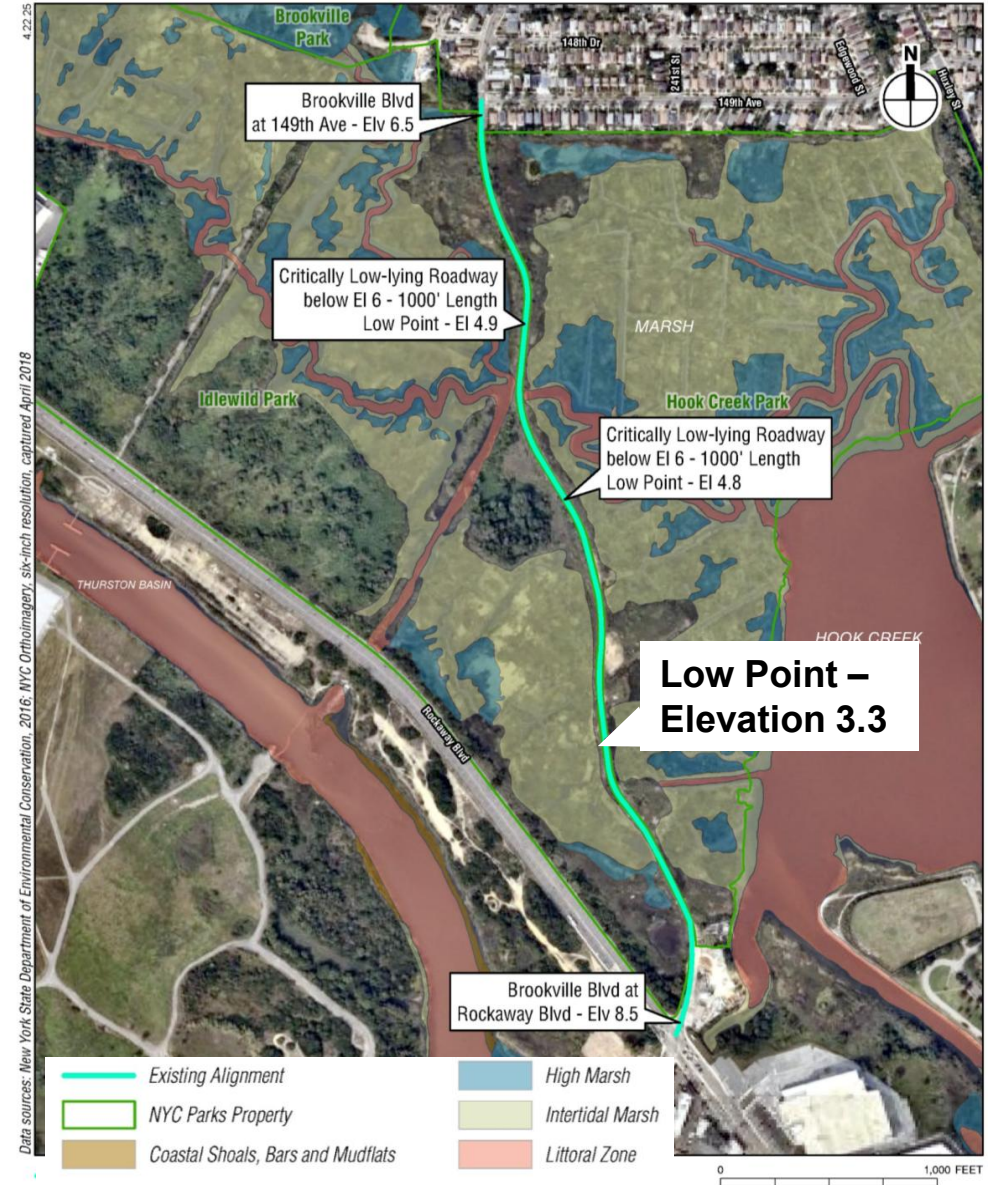
- Attend existing events to educate community on study progress
 - 2 pop-up events held thus far
 - Back to School Giveaway at Kings Manor Museum on August 15
 - Queens Carnival on August 29
- Gather additional community input and feedback
 - Share Materials with the Public of:
 - Design Considerations
 - 5 Proposed Alternatives
 - Current Status of Study



Project Concepts

Preliminary Concepts to Improve Brookville Boulevard include:

- Horizontal Alignments / Roadway Location
- Roadway Elevations & Flooding Relief
- New Roadway Cross Section
- Other Potential Design Opportunities
- Environmental Benefits / Impacts / Mitigation



Proposed Alternatives

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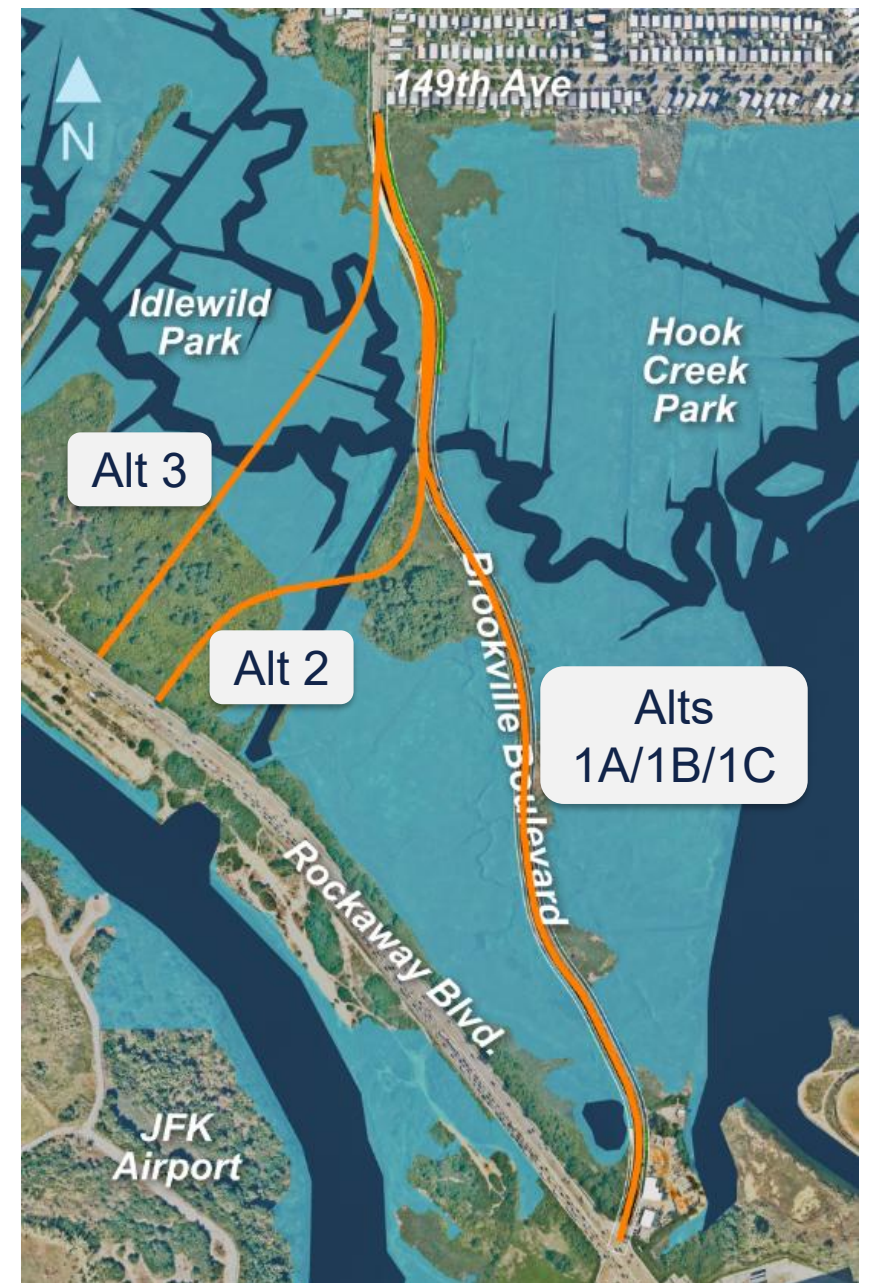
No Build Alternative

- Flooding issues to continue and worsen
 - With sea level rise, tidal flooding events likely to become more frequent and extreme over time
 - Existing Roadway Elevation: **3' – 6' above sea level.**
- Safety issues remain
- No pedestrian or bicycle facilities
- May need to permanently close Snake Road due to frequent flooding and unreliability and safety issues
- No Build Alternative represents the baseline for determining impacts during environmental review



Design Elements Common to All Proposed Alternatives

- New guiderail and fencing to improve safety and discourage illegal dumping
- New Shared Use Path for Pedestrians and Bicyclists with Urban Design Elements (**except Alt 1A**)
- Upgraded lighting and alignment tweaks to improve sight distance
- New Culvert under Brookville Blvd to connect wetlands and provide wildlife passage
- Minimization of wetland impacts and providing wetland mitigation
- Closed Drainage System (**except Alt 1A**)



Concepts Considered But Eliminated From Further Consideration

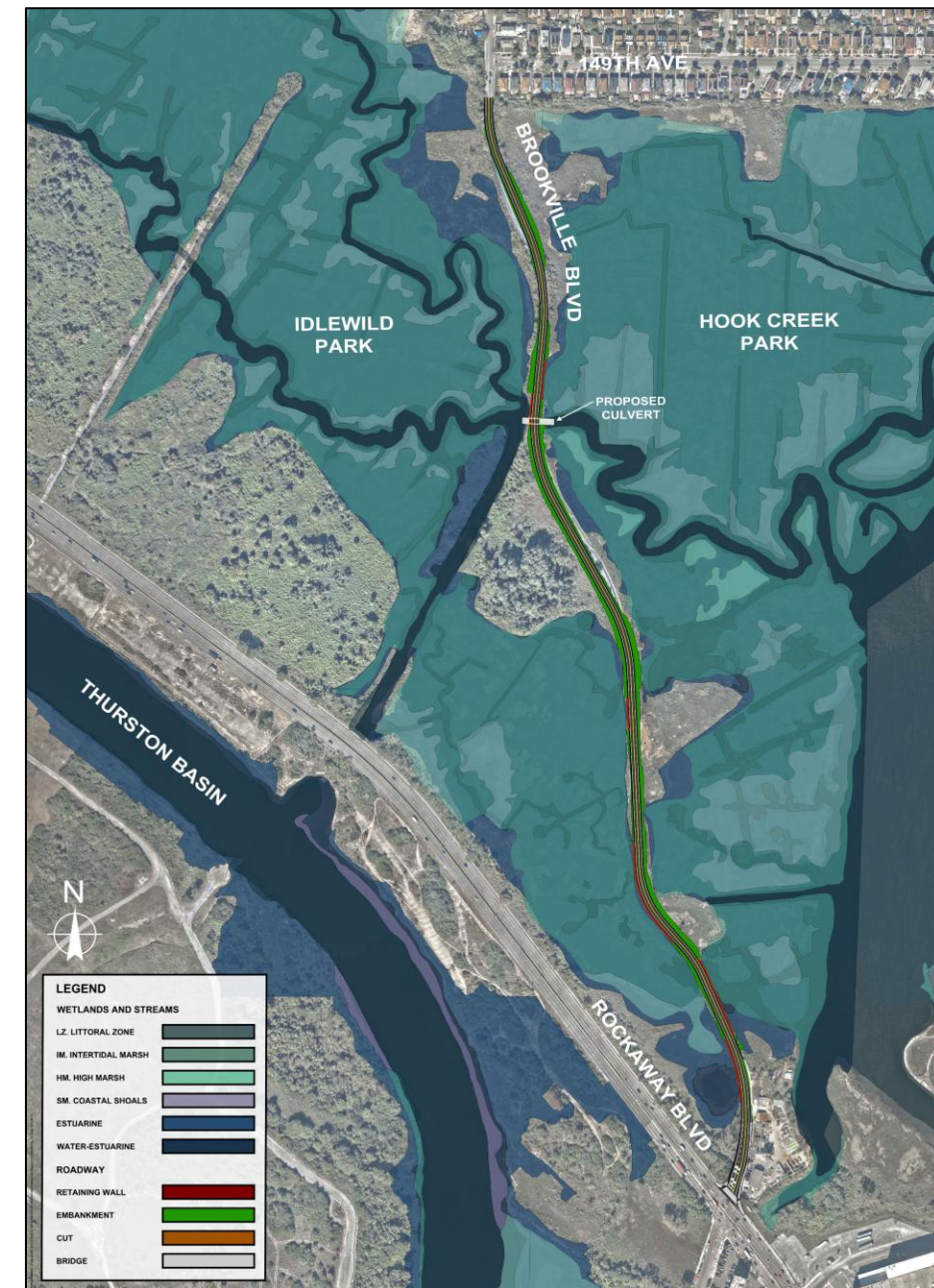
- Keep Existing Roadway, Use Passive/Deployable Elements to Prevent Flooding
- Widen Roadway to 2 Travel Lanes
- Bridge / Causeway Along Entire Existing Alignment
- Permanently Close Snake Road, Detour Traffic to Alternative Routes



Alternatives Along Current Roadway Alignment

Alternative 1A

- Rebuilds roadway in-kind with limited raising of grade and minimized widening
- Roadway raised to minimum +6.3 ft elevation, to current 10-year coastal storm elevation
- 2-11 ft wide travel lanes, 2 ft wide shoulders
 - **NOTE: No Bicycle or Pedestrian facilities are included in this alternative**
- Lowest cost & fewest wetland impacts



Alternatives Along Current Roadway Alignment

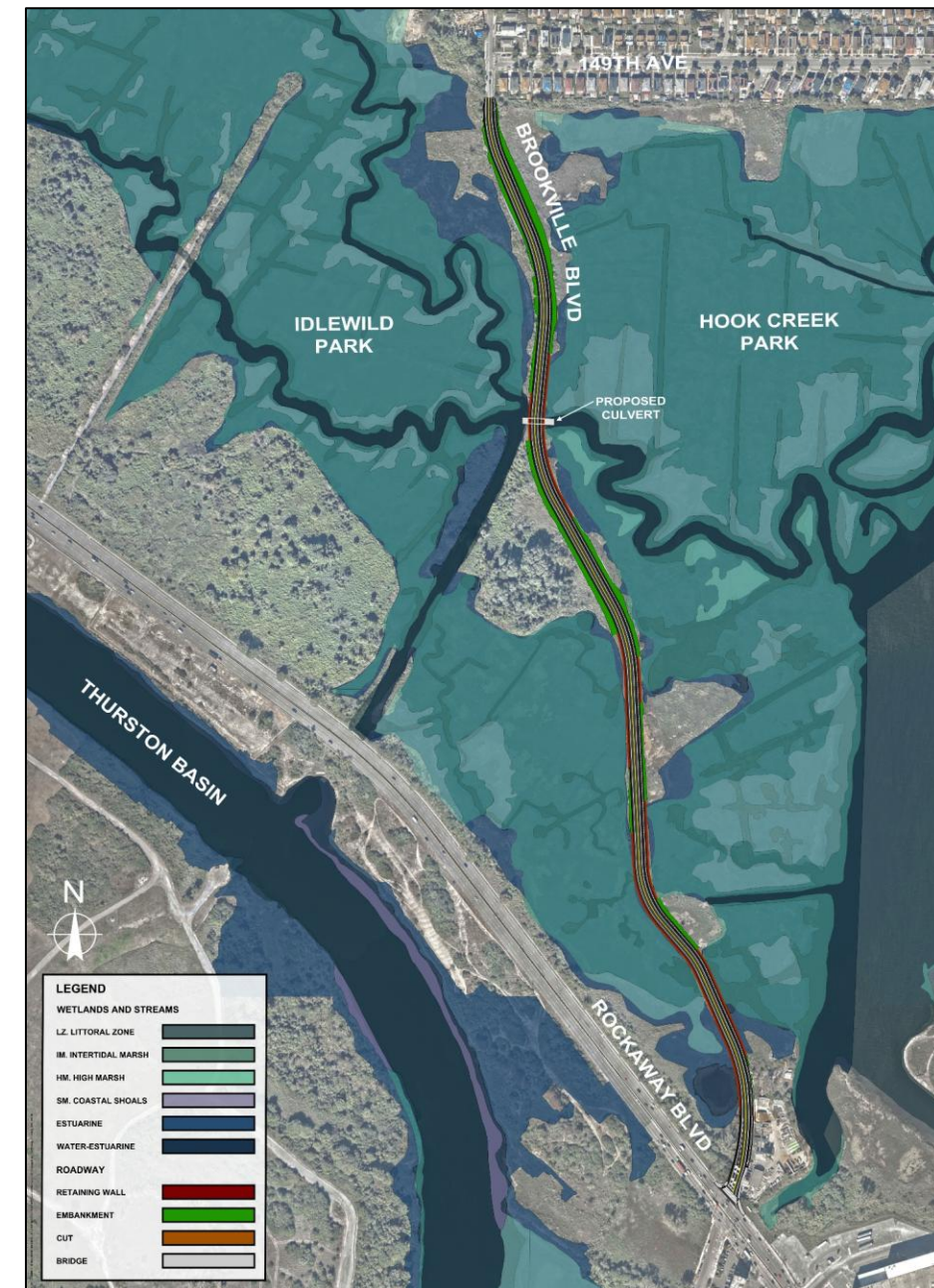


Alternative 1A Rendered Cross Section View

Alternatives Along Current Roadway Alignment

Alternative 1B

- Rebuilds roadway in-kind with Shared Use Path and raising of grade
- Roadway raised to minimum +8.5 ft elevation, to current 50-year coastal storm elevation
- 2-11 ft wide travel lanes, 12 ft wide Shared Use Path, & 6 ft wide shoulders
- Moderate cost & moderate wetland impacts



Alternatives Along Current Roadway Alignment

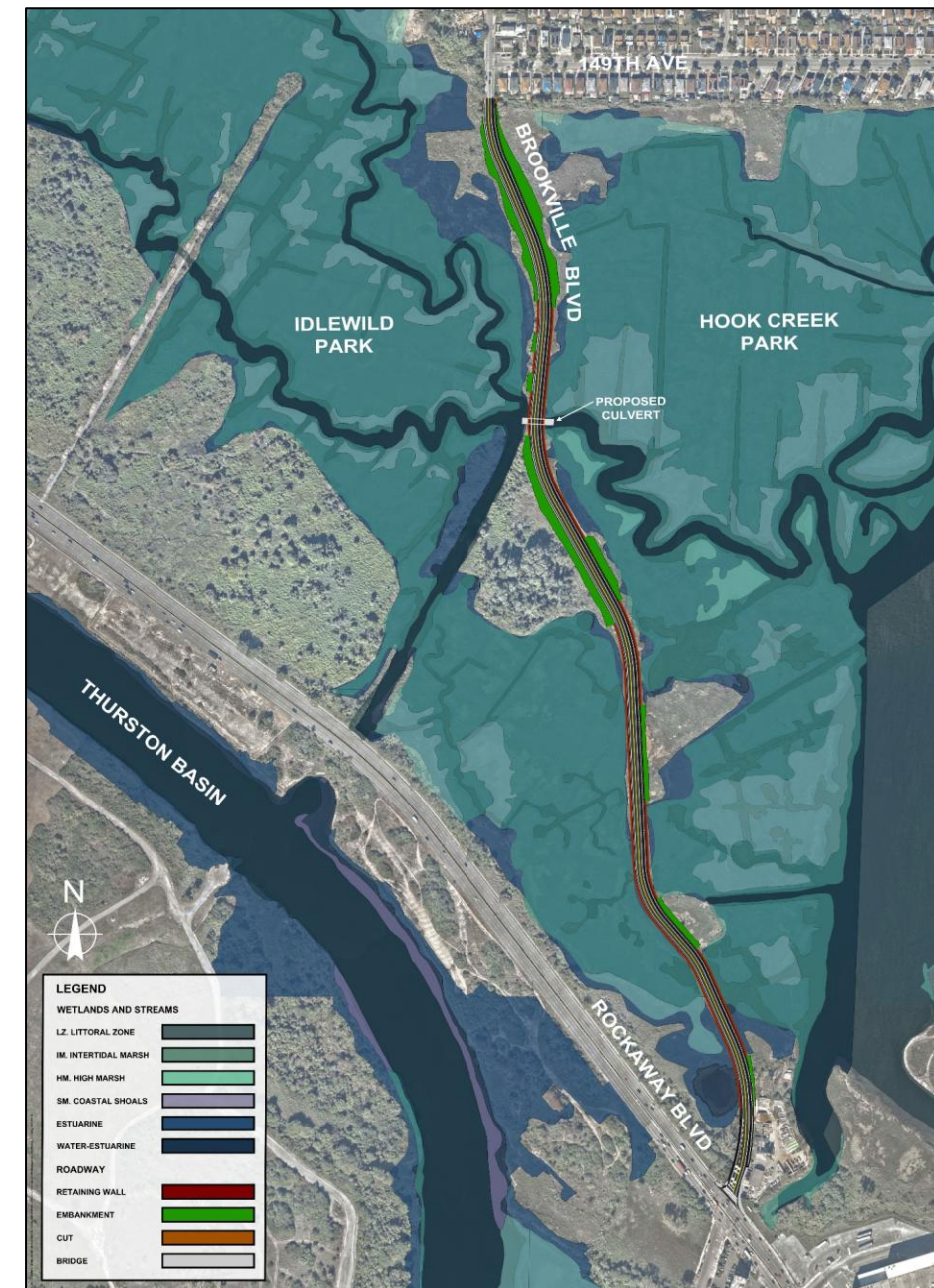


Alternative 1B Rendered Cross Section View

Alternatives Along Current Roadway Alignment

Alternative 1C

- Rebuilds roadway in-kind with Shared Use Path and significant raising of grade
- Roadway raised to minimum +12 ft elevation, to future 2100s 100-year coastal storm elevation
- 2-11 ft wide travel lanes, 12 ft wide Shared Use Path, & 6 ft wide shoulders
- Higher cost and more extensive wetland impacts



Alternatives Along Current Roadway Alignment

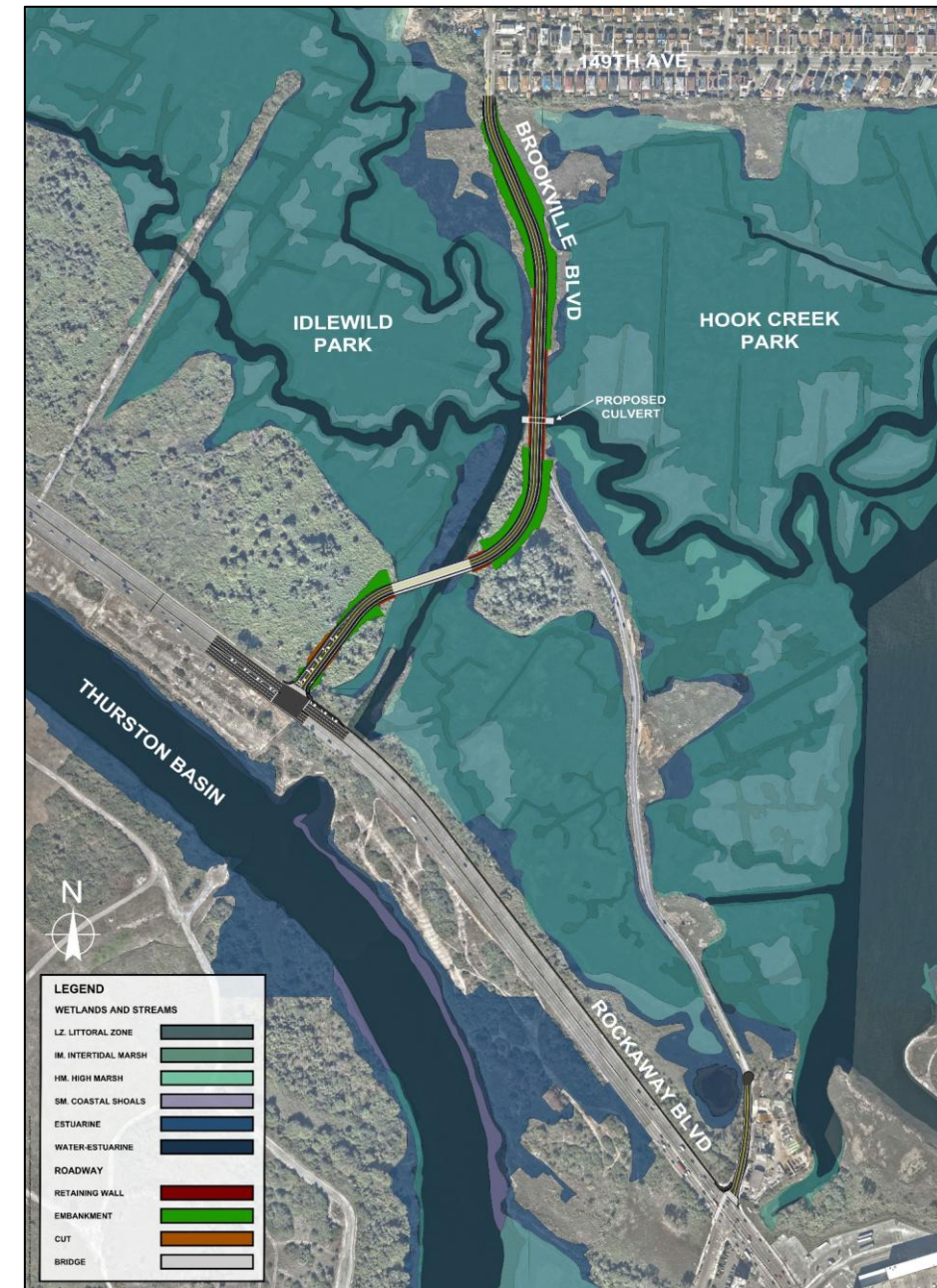


Alternative 1C Rendered Cross Section View

Alternatives To Shorten Roadway Alignment

Alternative 2

- Roadway raised to minimum +12 ft elevation, to future 2100s 100-year coastal storm elevation
- Partial horizontal roadway realignment
 - **Designed to minimize wetland impacts**
- 2-11 ft wide travel lanes, 12 ft wide Shared Use Path, & 6 ft wide shoulders
- New 300' long bridge over Wetland Channel
- New Signalized Intersection with Rockaway Blvd
- Higher cost and moderate wetland impacts

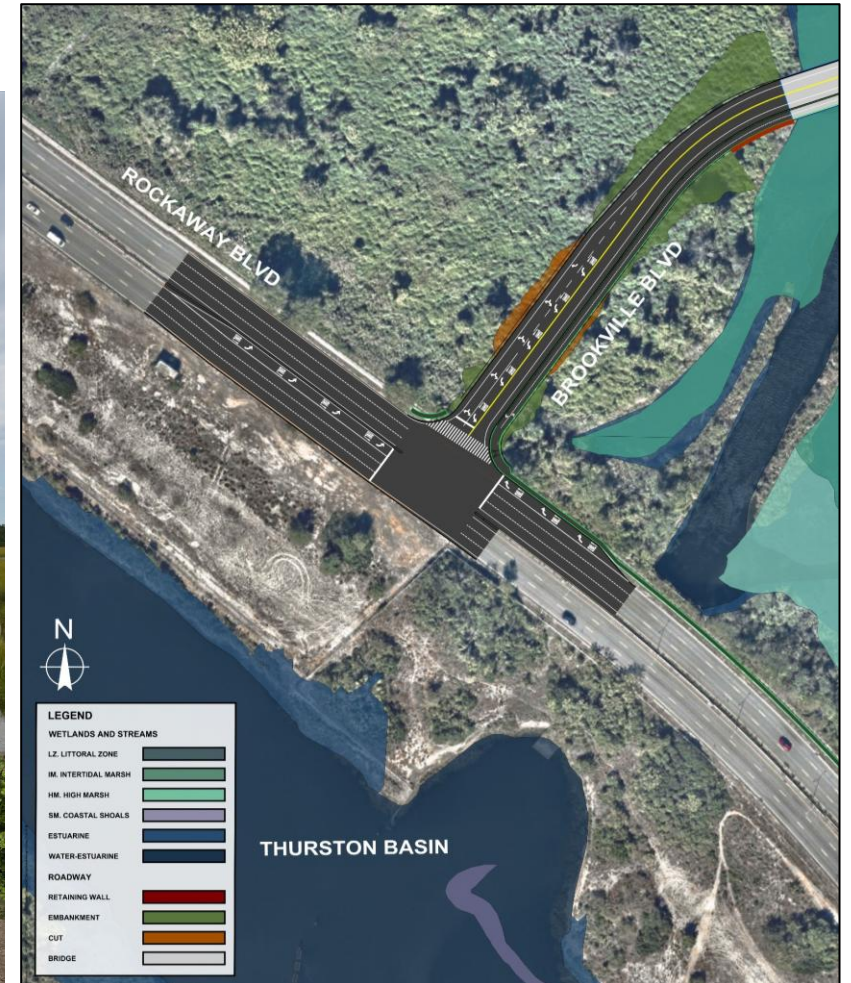


Alternatives To Shorten Roadway Alignment

Alternative 2



Alternative 2 Rendered Cross Section View

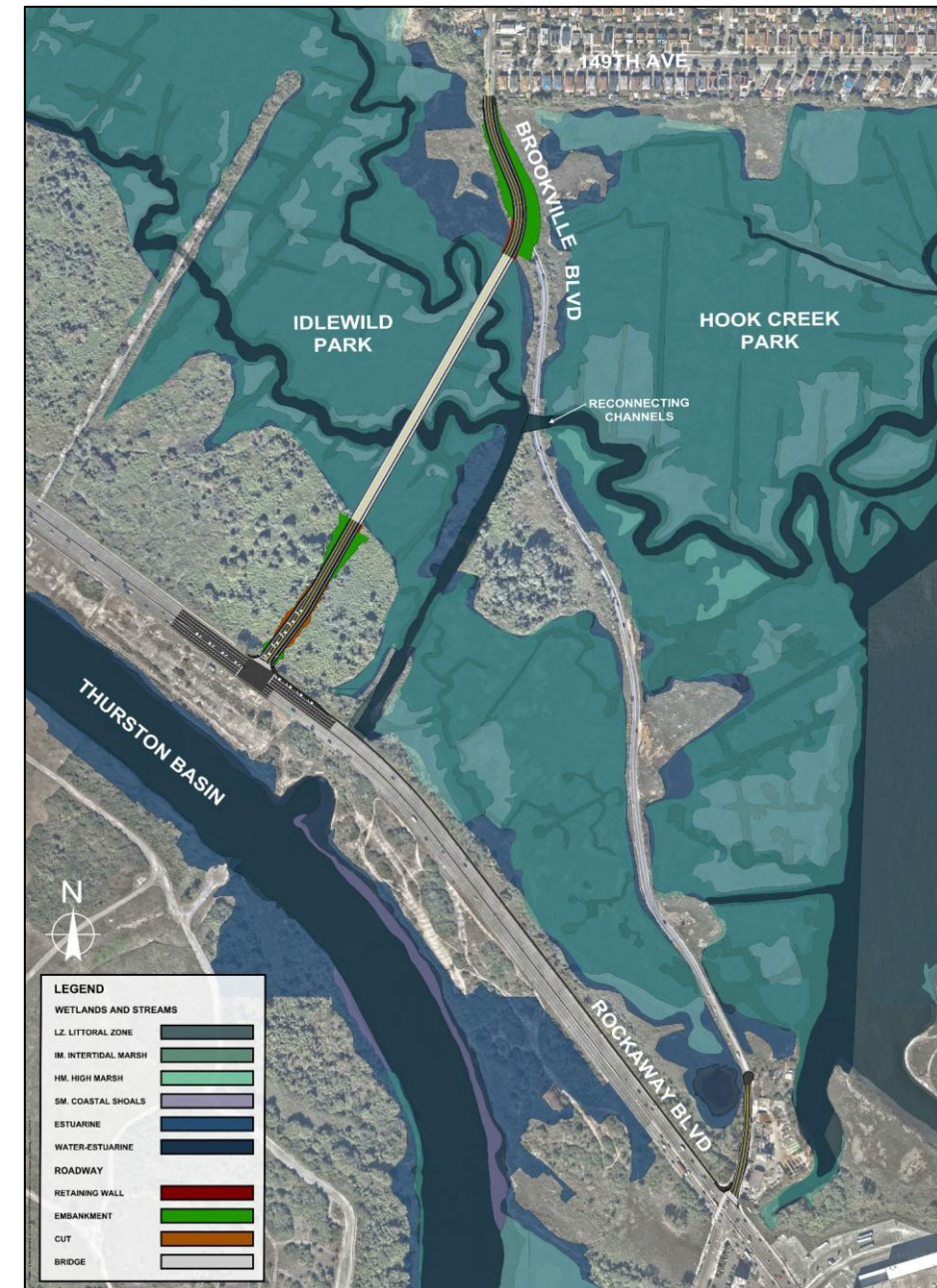


New Intersection with Rockaway Blvd

Alternatives To Shorten Roadway Alignment

Alternative 3

- Roadway raised to minimum +12 ft elevation, to future 2100s 100-year coastal storm elevation
- Full horizontal roadway realignment
 - **Designed for shortest roadway length**
- 2-11 ft wide travel lanes, 12 ft wide Shared Use Path, & 6 ft wide shoulders
- New 1200' long bridge over Idlewild Park Wetlands
- New Signalized Intersection with Rockaway Blvd
- Highest cost and largest area of wetland impacts



Alternatives To Shorten Roadway Alignment

Alternative 3



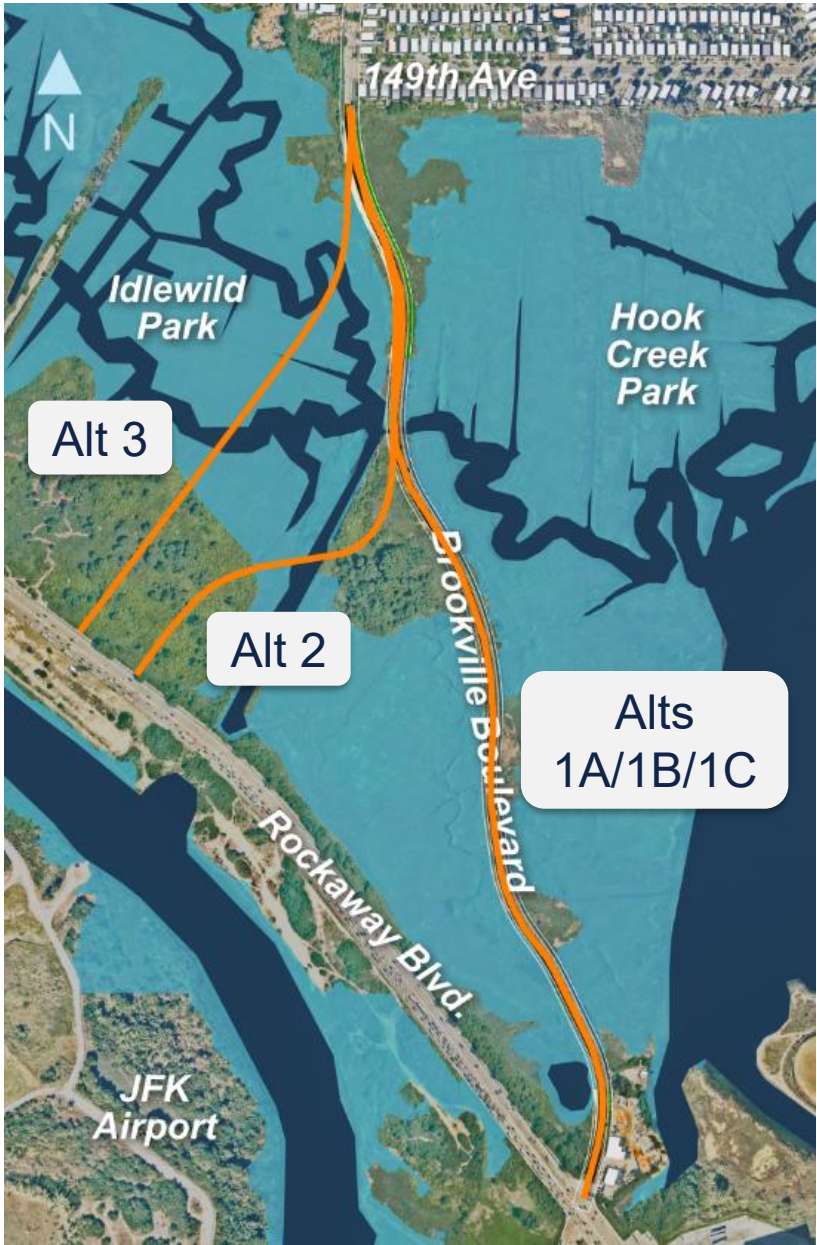
Alternative 3 Cross Section



New Intersection with Rockaway Blvd

Comparison of Alternatives

	Alt 1A	Alt 1B	Alt 1C	Alt 2	Alt 3
Roadway Length	~4350'	~4350'	~4350'	~2650'	~2400'
Roadway Elevation	6.3' Min (10-Year Storm)	8.5' Min (50-Year Storm)	12' Min (Future 100-Year Storm)	12' Min (Future 100-Year Storm)	12' Min (Future 100-Year Storm)
Ped/Bike Facilities	None	Shared Use Path	Shared Use Path	Shared Use Path	Shared Use Path
Wetland Impacts	Lowest	Moderate	High	Moderate	Highest
Cost	Lowest	Moderate	High	High	Highest



Community Engagement

4

Community Engagement Events

Upcoming Opportunities

- Pop Up Events held throughout Summer 2026
- Next pop-up event, the Harvest Festival on September 19
- Public Information Meeting – Fall 2026
- Present 3 Alternatives advanced to Schematic Geometric Design Phase



Q/A

DOT Project Contact

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212-839-2510

Project Website:

<https://nycdotprojects.info/project/brookville-boulevard-flood-mitigation-study>

