



THE CITY OF NEW YORK  
OFFICE OF THE MAYOR  
NEW YORK, NY 10007

**FOR IMMEDIATE RELEASE:** February 16, 2016

**CONTACT:** [pressoffice@cityhall.nyc.gov](mailto:pressoffice@cityhall.nyc.gov), (212) 788-2958

**TRANSPORTATION ADVOCATES, ACADEMICS AND PRACTITIONERS SUPPORT THE  
BROOKLYN-QUEENS CONNECTOR**

*Mayor de Blasio's proposal for the "BQX" garners support from key stakeholders on the ground in neighborhoods along the Brooklyn-Queens waterfront and advocates for new citywide transportation solutions*

**Tom Wright, President of Regional Plan Association**, said, "The Brooklyn-Queens streetcar will connect tens of thousands of residents to the growing number of jobs and services along the waterfront. New York's transportation system is still focused on getting people into Manhattan, but more people commute within the other boroughs than into Manhattan. Meanwhile, more than 40 percent of New Yorkers don't live within walking distance of a subway – many of them in Brooklyn and Queens."

**Paul Steely-White, Transportation Alternatives**, said, "Our transportation system was built 100 years ago to move people into and out of Manhattan, but that's not how our city functions today. Too many neighborhoods have been left behind, and Mayor de Blasio's plan will bring a state-of-the-art transit option that will save time and make our city more equitable."

**Mitchell L. Moss, Director of the NYU Rudin Center for Transportation Policy**, said, "Connecting the Brooklyn-Queens waterfront is essential to the economic future of New York City. The proposed streetcars will improve access to jobs and foster new waterfront activity that will benefit all New Yorkers."

**Jay Walder, CEO of Motivate and former MTA Chairman**, said, "Successful 21st century cities are investing in flexible, achievable transit options like streetcars, ferries and bike share. The streetcar Mayor de Blasio has proposed will be a vital part of New York's next generation of infrastructure that reflects how we live and travel today."

**Elliot Sander, Chairman of Regional Plan Association, former Executive Director of the MTA and former Commissioner of the NYC Department of Transportation**, said, "New York was built on its transit system and the only way we can continue to grow and compete on the global stage is by expanding it. Along with the MTA's ambitious critical expansion projects, this streetcar plan will be a cornerstone of the next generation of growth and prosperity."

**Richard Ravitch, former Lieutenant Governor and Chairman of the Metropolitan Transportation Authority**, said, "The more mass transit we have, the better off we are as a city that is growing. This is a brilliant plan that brings a permanent, reliable transportation option to neighborhoods desperate for it. Not everybody rides bikes."

**Marcia Bystryn, President of the New York League of Conservation Voters**, said, "This is a city built on innovation. When it comes to our transportation infrastructure, we should support any new and bold idea that reduces commute times, improves multi-modal connections and curbs greenhouse gas emissions. We look

forward to working with Mayor de Blasio to explore every opportunity to improve transit access for all New Yorkers."

**Joseph Lhota, former Chairman of the MTA**, said, "As a Brooklynite and former Chairman of the MTA, I applaud Mayor de Blasio's support for the streetcar plan and can't wait for it to become a reality. Traveling between these growing waterfront neighborhoods is next to impossible, and this vision and investment is exactly what we need to keep Brooklyn and Queens growing."

**Jeff Boothe, Executive Director of Community Streetcar Coalition**, said, "The Community Streetcar Coalition welcomes the City of New York as part of the burgeoning modern movement of cities seeking to build a streetcar system. As city after city has demonstrated, a streetcar system serves an increasingly important role in attracting economic development, expanding the range of transportation alternatives available to citizens and enhancing their quality of life."

**Former New York City Department of Transportation Commissioner Iris Weinshall**, said, "This proposed streetcar is a smart way to unlock inter-borough economic growth and relieve traffic congestion. It will connect transit-starved neighborhoods and make it easier to get around. Brooklyn and Queen."

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