

Reimagine the Cross Bronx Expressway

Draft Vision

October 2024



Reimagine
the **Cross Bronx**

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Background



About the Cross Bronx Expressway

The Cross Bronx Expressway (Cross Bronx or CBE), part of Interstate 95 (I-95), travels east-west across the borough of the Bronx, New York. Constructed between 1948 and 1972, the Cross Bronx divided the borough in a way that displaced residents and separated vibrant and cohesive communities, resulting in economic disadvantage and disinvestment. It is currently one of the most congested American interstates, with some of the highest rates of collisions. Social and economic factors interact with the environment to shape health. Residents of the area face some of the highest rates of health issues in the city.

About the Study

From December 2022 to present, New York led a community-driven effort to re-envision the Cross Bronx Expressway from the

Harlem River to Westchester Creek. The Reimagine the Cross Bronx study focuses on reconnecting the communities divided by the Cross Bronx Expressway and reducing the negative effects it has on surrounding neighborhoods.

Reimagine the Cross Bronx was funded by a \$2 million grant from the US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. The Study was advanced through a partnership between New York City Department of Transportation (NYC DOT), NYC Department of City Planning (NYC DCP), NYC Department of Health and Mental Hygiene (DOHMH), and New York State Department of Transportation (NYSDOT).

A Community-Driven Methodology

Following the previous rounds of engagement, the Study Team turned feedback into a series of proposed concepts to Reimagine the Cross Bronx. These concepts, which roughly outline potential future projects in, on, and around the corridor, center around the needs of residents and stakeholders who live, work, and travel in the surrounding neighborhoods.



What We Heard: Community-Identified Issues

Identified issues were summarized to create guiding principles for concept refinement:

Connectivity: Improve public transit, freight management, and mobility gaps

Health: Expand open space and address health disparities, particularly noise and air pollution

Safety: Improve intersection and corridor safety, address climate hazards

Strength: Preserve history and culture, improve government coordination through community input and community planning, and provide an implementation mechanism to progress concepts after the publication of this study.

A Draft Vision for the Cross Bronx Expressway

This draft vision includes short-, mid- and long-term concepts that either directly address community-identified issues or describe existing policies and programs that address the underlying factors. Additionally, this draft vision outlines a roadmap for implementation to realize future investments. Engagement throughout the fall of 2024 will seek to collect input on this draft vision.

Connecting East to West

A disconnected and irregular street grid complicates east-west connections for pedestrians, cyclists, and transit riders. The Draft Vision presents opportunities to address connectivity by:

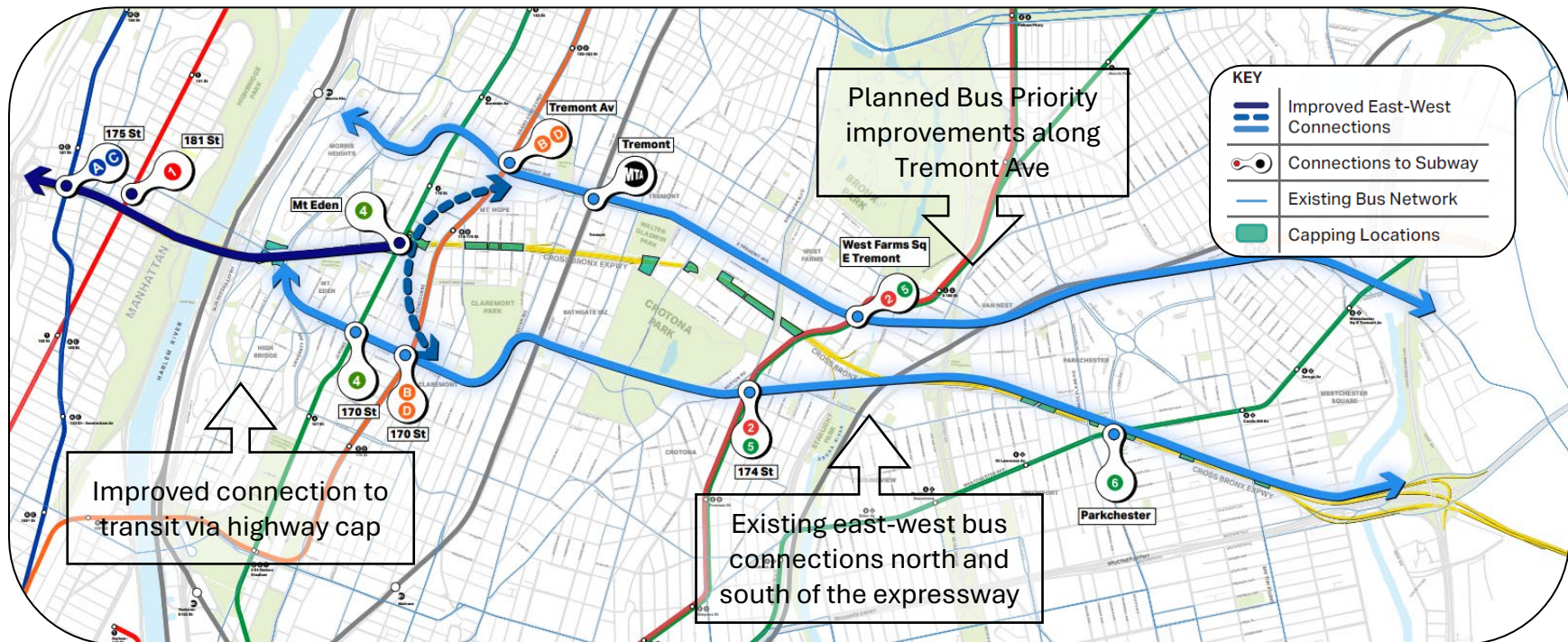
- Improving east-west travel without a car,
- Providing better connections across the highway – with a focus on open space, and
- Better managing local and through traffic patterns to reduce highway overflow into neighborhoods.



Improving Access to Transit

In the Study Area, all subway lines are oriented north-south. Therefore, buses are the only option for east-west travel via transit. On east-west Study Area routes, buses experience 3x higher ridership and 25% slower speeds compared to city-wide averages.

Planned NYC DOT improvements on Tremont Ave, an important east-west connector that runs parallel to the Cross Bronx Expwy, aim to improve connections for buses, trucks, cyclists, and pedestrians. Other short-, mid- and long-term concepts include improving mobility through highway caps and using the full toolbox of transit priority treatments to improve bus route while also improving the cycling route. The map illustrates a conceptual interpretation of these connections.



Other Bus Priority Improvements



New Bus Lane

New Bus Lane: Bus lanes separate buses from general traffic, improving speed and reliability. Ensuring that bus lanes are not used by others is a challenge in New York City, so enforcement is crucial.



Bus Queue Jump Signal

Camera Enforcement: Fixed, street-mounted bus lane enforcement cameras capture bus lane violations from stationary vantage points. The MTA's Automated Camera Enforcement (ACE) program records violations from on-bus cameras.

Transit Signal Priority (TSP): This traffic signal system holds a green signal longer or ends a red signal early to reduce bus delays at intersections, while ensuring that cross street traffic and pedestrians still have sufficient time.



Bus Stop Accessibility

Bus Queue Jump Signal: Dedicated bus signal phases use traffic signals to give buses priority through an intersection. Queue jump signals provide buses with a dedicated signal phase that allows them to bypass congested general traffic and get a head start.

Bus Stop Improvements: Upgrades to make bus stops more comfortable, functional, and accessible with weather protection, seating, and rider information.

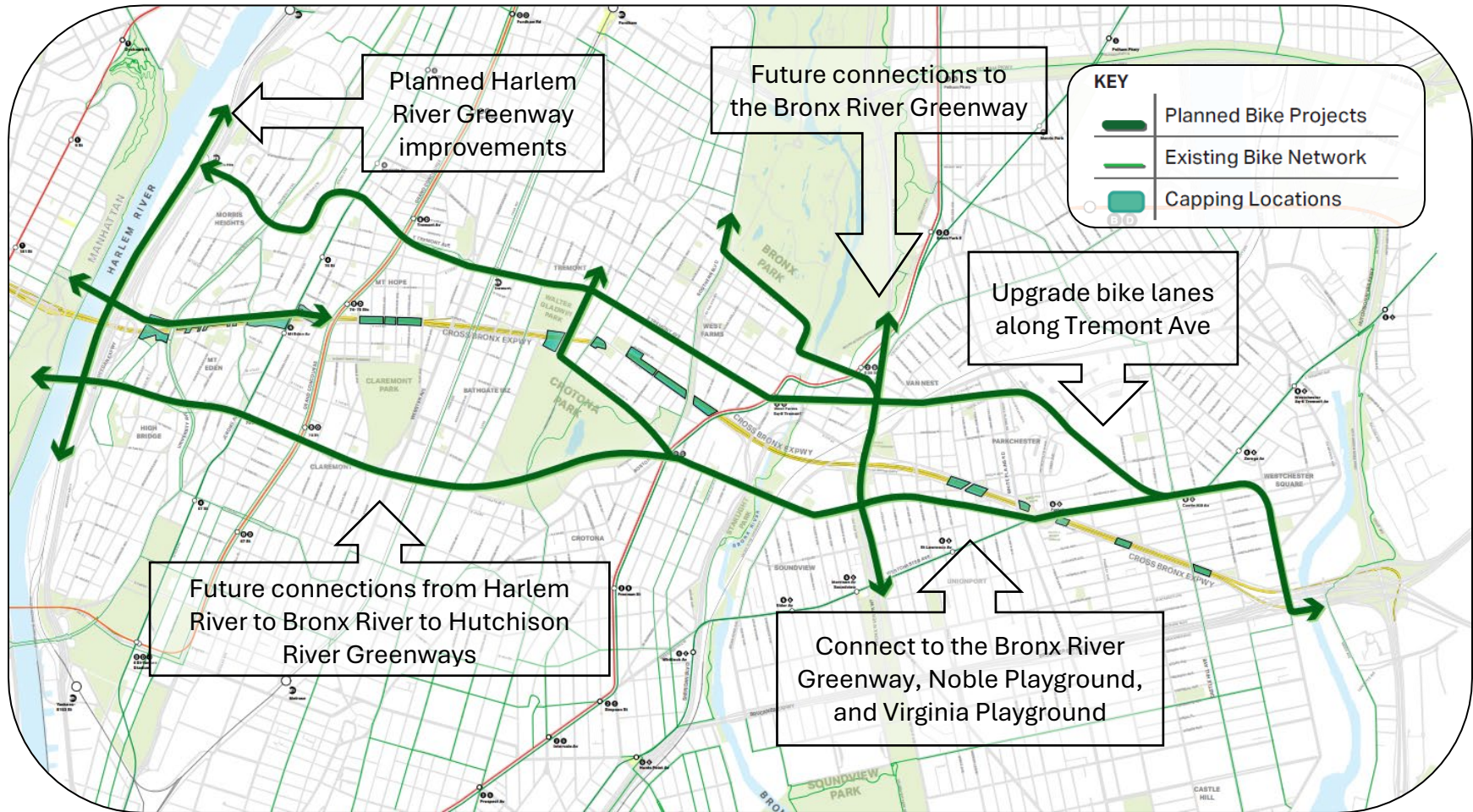


Busway

Busway: Busways prioritize travel for buses and often trucks, with other motorized vehicles limited to local access. This treatment substantially reduces traffic volumes and congestion, improving bus speeds and reliability, while improving safety for all roadway users.

Upcoming and Proposed Bike Network Improvements

Short, mid and long-term concepts to support mobility include expanding and upgrading the existing bike network. Additional infrastructure to support safe and efficient biking can improve east-west connections in the Study Area.



Strategies for Traffic Management

During the busiest hours, highway traffic overflows onto neighborhood streets, creating additional health and safety burdens for residents. Traffic management strategies help the highway to serve as a reliable long-distance connector. Future studies will comprehensively evaluate how roadway management changes could improve traffic flow on the highway.

Other strategies to separate local and through traffic include:

- Ramp closures and reconfigurations to improve street design and traffic safety.
- Cross Bronx Expressway Active Traffic Management: Provides mobility improvements through utilizing active traffic demand management strategies along the CBE corridor to enhance safety, mobility, and reliability. Active Traffic Demand Management strategies can assist in detecting incidents, reduces crashes during congestion, predicting travel times, and finding the best routes for travelers. Additionally, it will support current and future transportation management systems to ensure that the system operates at an optimal level.
- New Decision Support System for Regional Intelligent Transportation Systems to help manage and improve traffic and transportation in the region. This system would optimize traffic flow, manage resources, and boost the overall performance of the transportation network. By using real-time information, it would assist in detecting incidents, predicting travel times, and improving safety. Additionally, it would support current and future transportation management systems to ensure everything runs smoothly.
- Demand Management techniques to reduce the amount of through traffic at peak times



Short-Term Projects and Programs

To address community-identified issues in the short term, the Study Team will continue advancing several transformative projects and programs in the Study Area. Projects include physical street improvements to improve connectivity and traffic safety, Open Street programming to support healthy and strong communities, and current, ongoing, and proposed programs that improve quality of life for residents.

NYC DOT Street Improvement Projects

Bike Network Improvements: NYC DOT's goal is to accelerate the growth of safe cycling by providing a system of bicycle routes that traverse and connect all five boroughs, while also creating a dense, fine-grained network of bike lanes in communities where cycling is already a popular mode of transportation. This can include improving existing bike infrastructure, such as turning a shared use lane into a protected bike lane or adding new biking infrastructure.

Seating: Public seating provides resting places that make New York City's streets more comfortable for all New Yorkers, especially pedestrians and transit riders. NYC DOT installs and maintains benches and leaning bars on sidewalks and plazas and manages the placement of bus shelters. This seating may be used by all NYC residents, workers, and visitors. With places to rest, people can take longer journeys, empowering bus riders, seniors, and people with disabilities.

Wayfinding: WalkNYC is New York City's wayfinding system. The system is a collection of maps and signs to help you find your way around the city. These are installed on sidewalks and in plazas. Maps provide neighborhood information, such as street names, mass transit, museums and other neighborhood amenities. At other locations, fingerpost signs point in the direction of key destinations.

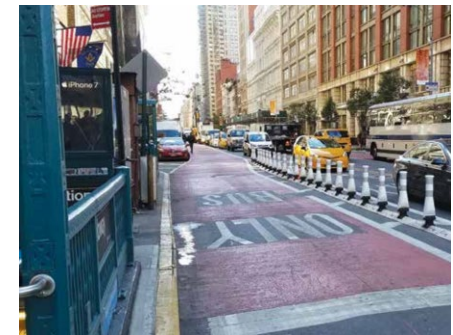


Pedestrian Safety Improvements: NYC DOT’s Street Improvement Projects (SIPs) often focus on safety treatments to reduce risk to pedestrians and other roadway users. These treatments can include:

- Road Diets (defined as, but not limited to, corridor projects with an added flush median, bike lane or a widened parking lane, and a removed vehicular moving lane for at least 1,000 feet)
- Pedestrian Islands (concrete and painted pedestrian islands and medians, as well as extensions of concrete medians – does not include bike lane islands)
- Curb and Sidewalk Extensions
- Turn Calming (markings, bollards and/or rubber speed bumps that slow and control turns)
- Leading Pedestrian Intervals (LPIs - providing a pedestrian crossing “head start” before vehicles receive the green light)

Transit Improvements: NYC DOT is committed to working with the MTA and NYPD to improve buses citywide, ensuring that New Yorkers have service that they can depend on. This will be accomplished through NYC DOT projects using our bus priority toolkit, increased camera and NYPD enforcement of bus lanes, and service management initiatives and bus network redesigns by MTA. Bus Priority Toolkit elements include features like new bus lanes, bus stop accessibility, and curb management.

Open Streets: NYC DOT’s Open Streets programs transforms streets into public space open to all. These transformations allow for a range of activities that promote economic development, support schools, facilitate pedestrian and bike mobility, and provide new ways for New Yorkers to enjoy cultural programming and build community.



Upcoming Short-Term Projects

The following Street Improvement Projects are planned for implementation in 2025-2026.

Tremont Avenue Bus Priority Improvements:

NYC DOT, in cooperation with MTA, is proposing bus priority improvements on Tremont Avenue in the Bronx to improve travel speed and reliability for nearly 34,000 daily bus riders on the Bronx's 5th busiest bus route.

Fordham Area Bicycle Network: Park Avenue

NYC DOT is proposing a comprehensive bicycle network plan for Fordham and adjacent Bronx neighborhoods. The project proposes to upgrade Park Avenue to a protected bicycle lane between East 165th Street to East 188th Street, including a two-directional protected bicycle lane between East 165th Street and E 173rd Street, creating a new southbound bicycle route. This proposal aims to support bike share riders, increase cycling safety and create new neighborhood bicycle connections.

Soundview Bike Network: Pugsley Avenue

NYC DOT is proposing a bicycle network plan for Soundview and adjacent Bronx neighborhoods. In the Soundview Bike Network Phase 1, NYC DOT plans to install standard and shared bicycle lanes within Bronx Community Board 9. This project proposal aims to support existing riders, increase safety and create new neighborhood bicycle connections.



Current, Ongoing and Proposed Corridor-wide Programs and Policies

This section describes current and ongoing programs and policies that can be expanded, strengthened and promoted to help to address issues identified by the community.

Freight Management

Blue Highways Initiative: Program to activate the robust network of local waterways for the sustainable movement of goods.

Clean Truck Program: Rebate incentive funding program to reduce diesel exhaust emissions by replacing older, heavy polluting diesel trucks.

Commercial Cargo Bike Program: Program to support safer, more sustainable, and more efficient last-mile delivery options through cargo bike deliveries.

Freight Safety Improvement Projects: Street improvement projects to redesign streets for increased safety for all road users.

Industry Partnerships: Ongoing efforts to engage the freight community and collaborate on innovative solutions to regional and local issues.

Truck Smart Outreach Program: Targeted programming to improve safety for truck operators and all road users.

Weigh-In-Motion: This system enforces truck weight limits through sensors that identify overweight trucks. Currently operating on the BQE, Weigh-In-Motion ensures that roads and bridges operate safely.



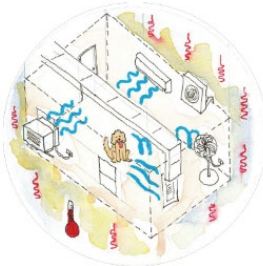
Current and Ongoing Health and Safety Programs



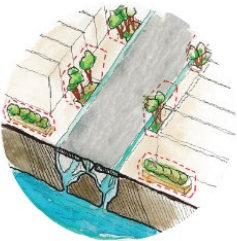
Air Quality Education: Building heating and restaurants cause over a third of the air pollution along the CBE. There are rules in the NYC Air Code that, if followed, would greatly reduce pollution from those sources. Cooperation across public agencies, CBOs and building/restaurant owners is needed to support compliance with these rules.



Clean Streets and Maintenance of Public Space: Encourage collaboration between the city and local communities to improve waste management, reduce littering and illegal dumping, and improve the maintenance of parks, pathways and other public spaces along the CBE.



Housing Safety Policy: To address the health impacts of rising summer temperatures and protect tenants from dangerous levels of heat in their homes, NYC Agencies have a goal to develop a maximum summer indoor temperature policy by 2030. Public support of this goal will help protect health and well-being of residents along the CBE.



Flood Management: Build rainwater gardens to mitigate major flooding events. Rain gardens are designed to specifically help prevent flooding during rainstorms. They often have a sloped shape for rain water to temporarily collect and plants to absorb, and they use native plants that require less upkeep and will naturally thrive.

Current Asthma Resources and Planned Asthma Initiatives

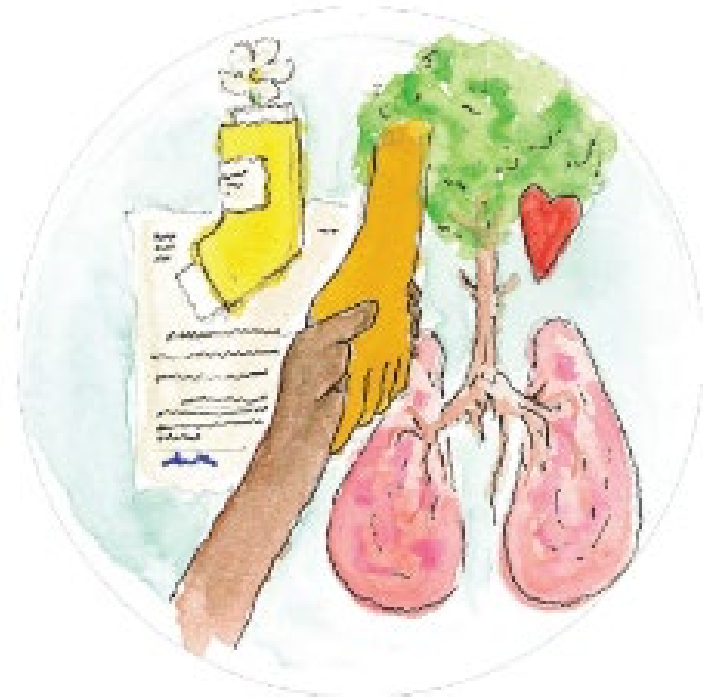
Asthma is a chronic lung disease that makes it hard to breathe and cannot be cured but can be controlled. It can affect both children and adults. A combination of family history, individual factors and the environment contribute to asthma. Best practices for reducing the burden of asthma include expanding asthma self-management education, providing home visits for asthma trigger reduction and health care coordination.

Asthma Self-Management Education

- Develop new opportunities and strengthen existing partnerships to reach children, their caregivers, and adults.
- Share information on asthma basics, medication usage, symptoms and triggers, and skills to communicate with health care providers.

Home Environmental Asthma Trigger Remediation

- Support local efforts to get health insurance to cover home environmental remediation services. This includes Integrated Pest Management and mold Remediation services for anyone with asthma in the Bronx.



Care Coordination through Data Integration

Support local efforts to develop and strengthen data systems that integrate information across health systems, schools, and community-based providers. Care coordination is an evidence-based approach to improve quality of care and address health-related social needs to reduce disparities in asthma outcomes.

Bronx Asthma Initiative

Asthma disproportionately affects Bronx residents. The NYC Department of Health and Mental Hygiene (NYC DOHMH) has proposed the Bronx Asthma Initiative (BAI) to address this. The BAI would expand the City's place-, community-, and school-based asthma programming in the South Bronx.

The agency has a longstanding presence in the area and is uniquely positioned to guide this work. The focus will be on three components:

1. guidelines-based medical care
2. asthma trigger reduction in the home, and
3. asthma self-management support.

The BAI would use both schools and a newly created Bronx Asthma Center to support the implementation of each component. Keeping with national guidelines and strategies, the BAI would improve asthma outcomes in the borough. But it requires significant, comprehensive, and ongoing funding to implement. Importantly, any funding for the BAI must be sustainable over the long term.

Mid-Term Project Concepts

In the mid-term, the Study Team will advance more complex project concepts through capital planning and design development while deepening neighborhood planning efforts. Mid-term project concepts and programs are intended to meet community needs for improved connectivity, safety, health and strength while laying groundwork for long-term infrastructure investments.

Neighborhood Planning Studies

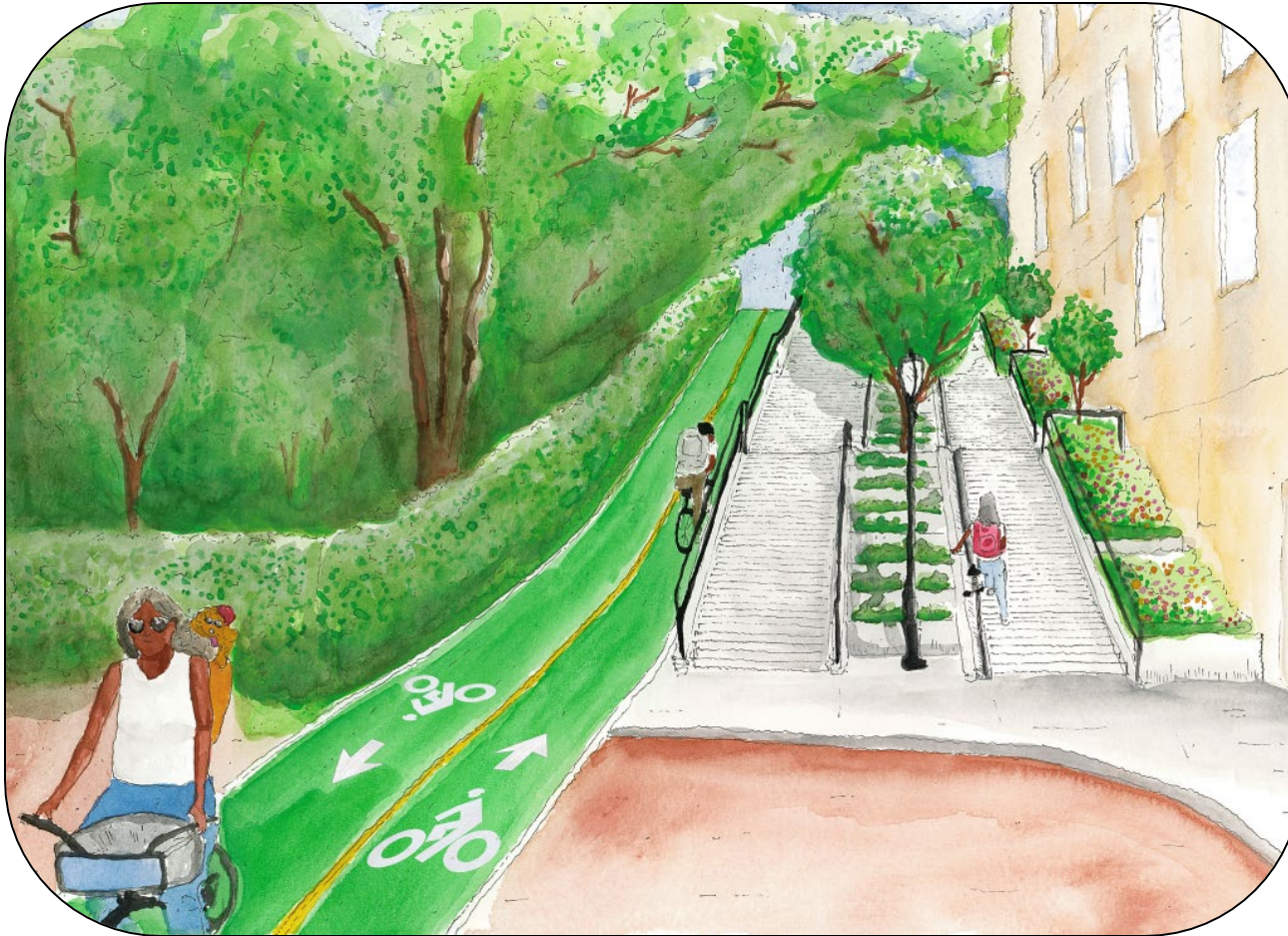
Land Use Studies: Collaborate with Bronx stakeholders to plan holistically for new affordable housing, economic development, and investments in community resources to support the sustainable growth of the communities, promoting healthy and inclusive spaces for all residents along the expressway as it undergoes redevelopment.

Waterfront Framework: Collaborate with Bronx stakeholders to develop new and strengthen existing plans for the places where the Cross Bronx meets waterways, particularly the Harlem River and the Bronx River with a focus on enhancing waterfront infrastructure, environmental sustainability, and accessibility for all communities.

Underdeveloped Space Study: Collaborate with Bronx stakeholders to evaluate the feasibility and desirability of repurposing underdeveloped spaces throughout the Cross Bronx corridor that are now inaccessible or unused including small parcels of open space and areas under elevated portions of the highway to prioritize pedestrian and non-motor uses and enhance the public realm.

Street Tree Study: Research areas that experience hotter than average temperatures along the Cross Bronx Expressway. Collaborate with Bronx stakeholders to create a plan to reduce heat stress and provide shade through tree planting and other interventions.

Future Mid-Term Projects: Connecting to the Harlem River Greenway



Conceptual redesign of the West Tremont Ave Step Street connecting Cedar Avenue and Sedgwick Avenue in Morris Heights



1 Bike Rail at Brooklyn Bridge

Other cycling network concepts include improved connections to the Harlem River Greenway via the Tremont Ave Step Streets. Bike rails (above) provide a short-term solution for transporting bikes. A mid-term concept (left) could integrate a dedicated space for cyclists.

Long-Term Concepts: Capping the Cross Bronx Expressway

A community-driven vision for reconnecting neighborhoods divided by the Cross Bronx includes concepts for expanding open space and providing safe connections through highway caps. Constructing highway caps may be feasible from an engineering perspective in many locations along the Cross Bronx Expressway, but not everywhere. Several physical conditions, including elevation differences, highway widths, and vertical clearances, were considered to determine where highway caps may be constructable.

Long-term concepts consider highway caps as an urban design tool to reconnect the urban grid, promote wellness through expanded open space, and improve traffic safety. In the future, these concepts can be further assessed to advance future study and investment at capping locations that maximize the potential relative benefit of expanded open space and improved connection.

Each long-term concept requires extensive further study to determine and propose mitigations for potential environmental, traffic safety, and traffic pattern impacts. For concepts that suggest street closures, ramp closures, or ramp configurations, potential environmental impacts must be fully understood in addition to traffic and constructability impacts.



Before capping: a below-ground highway is open to the surrounding area



After capping: the new area can be used for features such as public space

Highway Capping Considerations: Engineering Complexity

Where can a highway cap go?

Creating a new cap is a major engineering project and construction process. It involves designing, funding, and building. There are many constraints on where a cap can go and what it can look like.

Elevation Differences

If there is a large height difference on either side of the highway, it can be difficult to create a cap.



Highway Width

In some cases, the road must be wide enough to fit a foundation that supports a new cap structure.



Vertical Clearance

A completed cap must have at least 14.5 feet of space between the road surface and the new ceiling. Structures like ventilation fans need even more space.

What are potential benefits of capping a highway?



Expand access to green space



Increase safety on nearby local streets



Lower community exposure to noise



Reconnect communities

Constructing a highway cap presents a high level of engineering complexity. Although each proposed location is unique, the approximate average cost to construct a highway cap is at least \$2 billion.

Just because a highway cap is bigger does not mean it will cost more or take longer to build. Some highway caps may cost more or take longer to construct due to constrained staging areas, topography, and existing infrastructure.

Engineering complexity (which factors in cost) is summarized in this document in order of magnitude (1-3 orange circles, 3 being most complex).

Highway Capping Considerations: Air Quality and Ventilation

How can capping potentially affect air quality?

- Capping can lower pollutant concentrations at places along the cap. However, it does not eliminate air pollution from vehicles.
- Ventilation is needed to provide fresh air for vehicles driving through tunnels but is not typically used as an air pollution reduction measure. The type of ventilation used affects traffic-related air pollution in surrounding neighborhoods.
- There are many strategies to manage vehicle emissions. Some systems use fans to push it out the ends of the capped section. Others use exhaust stacks to release it high into the air. Passive ventilation through grates can also be an option.
- Reducing emissions from highway traffic can only be achieved through strategies such as transitions to cleaner fuels, electrification, and reduced personal vehicle use through mode shift.
- For a full highway cap, vent structures designed to meet federal highway standards would be built. The length of the cap over the highway would be determined through further study during the design process. Ventilation would likely be required for any tunnel greater than 300 ft long.
- Ventilation can include tall structures such as exhaust stacks or ventilation buildings.
- Considerations for capping also include federal, state, and city regulations for Fire and Life Safety standards.



One of four ventilation structures for the Battery Park Underpass

Highway Capping Considerations: Priorities for Future Investment

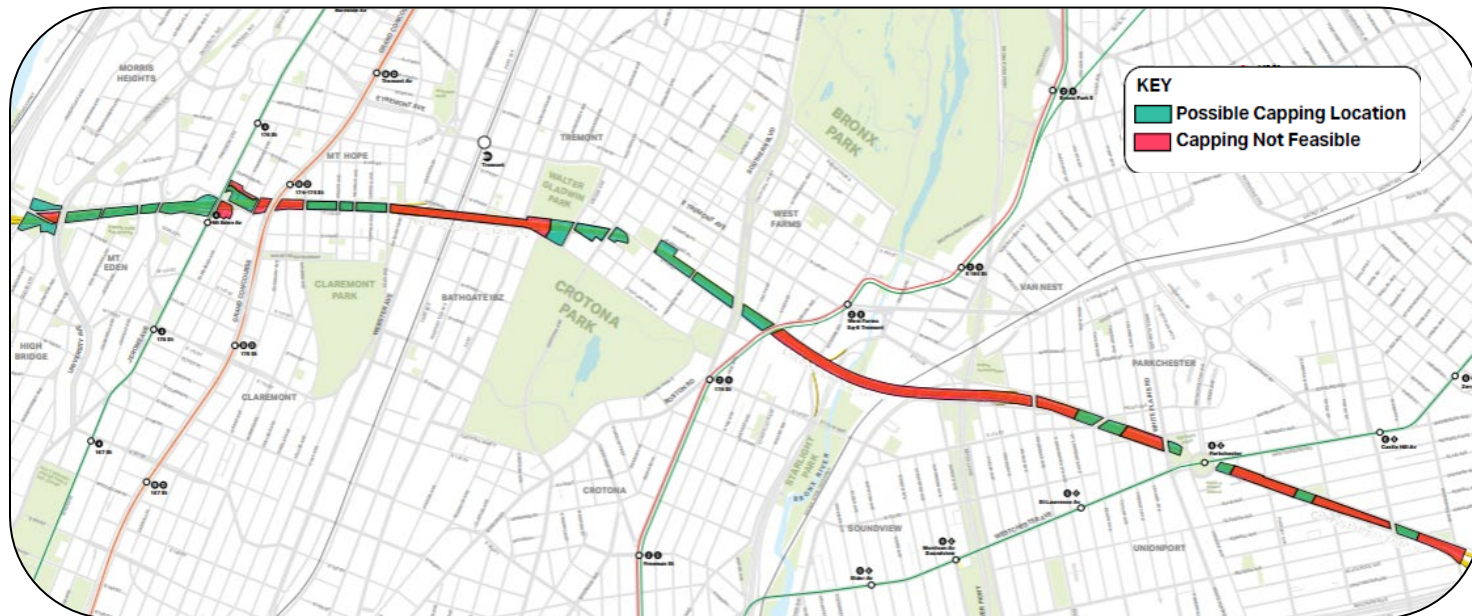
Future study work may consider the potential relative benefit of each highway cap meeting the criteria listed above. Other metrics may evaluate how major infrastructural changes could create new open spaces for recreation or housing and provide new opportunities to improve quality of life on and around the Cross Bronx Expressway:

- Connections: Opportunity to restore pedestrian and cycling access and improve access to public transit across and along the highway
- Destinations: Improved connections to civic resources like schools, pools, libraries, and community centers via highway cap
- Engineering Complexity: Relative cost and effort to build each cap section (discussed here in order of magnitude)
- Environmental Justice: Opportunities to mitigate hazards like flooding, noise pollution, and extreme heat
- Equity: Investment in historically underserved communities and relative value based on population density
- Health: Improved infrastructure within communities which experience disproportionate health disparities
- Open Space: Expanded and enhanced existing parks and playgrounds
- Public Input: Comments, suggestions, and concerns received from community members, partners, working groups, and elected officials
- Residential Density: Opportunity to maximize highway cap benefits and improve quality of life
- Traffic Safety: Opportunity to reduce vehicular conflicts and provide dedicated spaces for pedestrians and cyclists

Minimum Requirements for Potential Engineering Feasibility

The highway caps presented in this draft vision all meet the following general physical criteria which are minimum requirements to be recommended for further, more extensive analysis. There are additional site-specific limitations not listed below that make capping infeasible.

- The highway must be below-ground.
- There must be room for at least 14.5 feet of space between the surface of the road and anything that goes above it, such as signs, ventilation, or the cap itself.
- The highway must be wide enough to fit columns that would support the cap (without reducing the number of lanes or the width of shoulders).
- The cap and its connections must comply with ADA requirements.
- Adequate physical space must be provided for Fire and Life Safety elements.
- Any adjacent tunnels or underpasses must be updated to meet current Fire and Life Safety standards.



Engineering Considerations Where Highway Caps are Not Feasible

The locations in the table below do not meet the general physical criteria listed under “minimum requirements for potential engineering feasibility.”

Section	Locations where caps are not feasible	Engineering considerations
West	Alexander Hamilton Br to Undercliff Ave	Highway is above-ground
West	Undercliff Ave to University Ave	Partial cap possible but full cap doesn't work due to the Washington Bridge exchange
West	Walton Ave to Morris Ave	Elevation differences between the Grand Concourse overpass and the Walton Ave and Morris Ave bridges make it impossible to create a quality, ADA-accessible open space
Central	Clay Ave to Fulton Ave	Highway is above-ground
Central/East	Boston Rd to Rosedale Ave	Highway is above-ground
East	Rosedale Ave to St Lawrence Ave	Not enough space above road surface
East	Thieriot Ave to White Plains Rd	Not enough space above road surface
East	Pugsley Ave to Ellis Ave	Not enough space above road surface
East	Gleason Ave to Haviland Ave	Not enough space above road surface
East	Watson Ave to Unionport Bridge	Highway is above-ground

Reconnecting the Urban Grid: Potential Highway Caps between University Ave and Jerome Ave



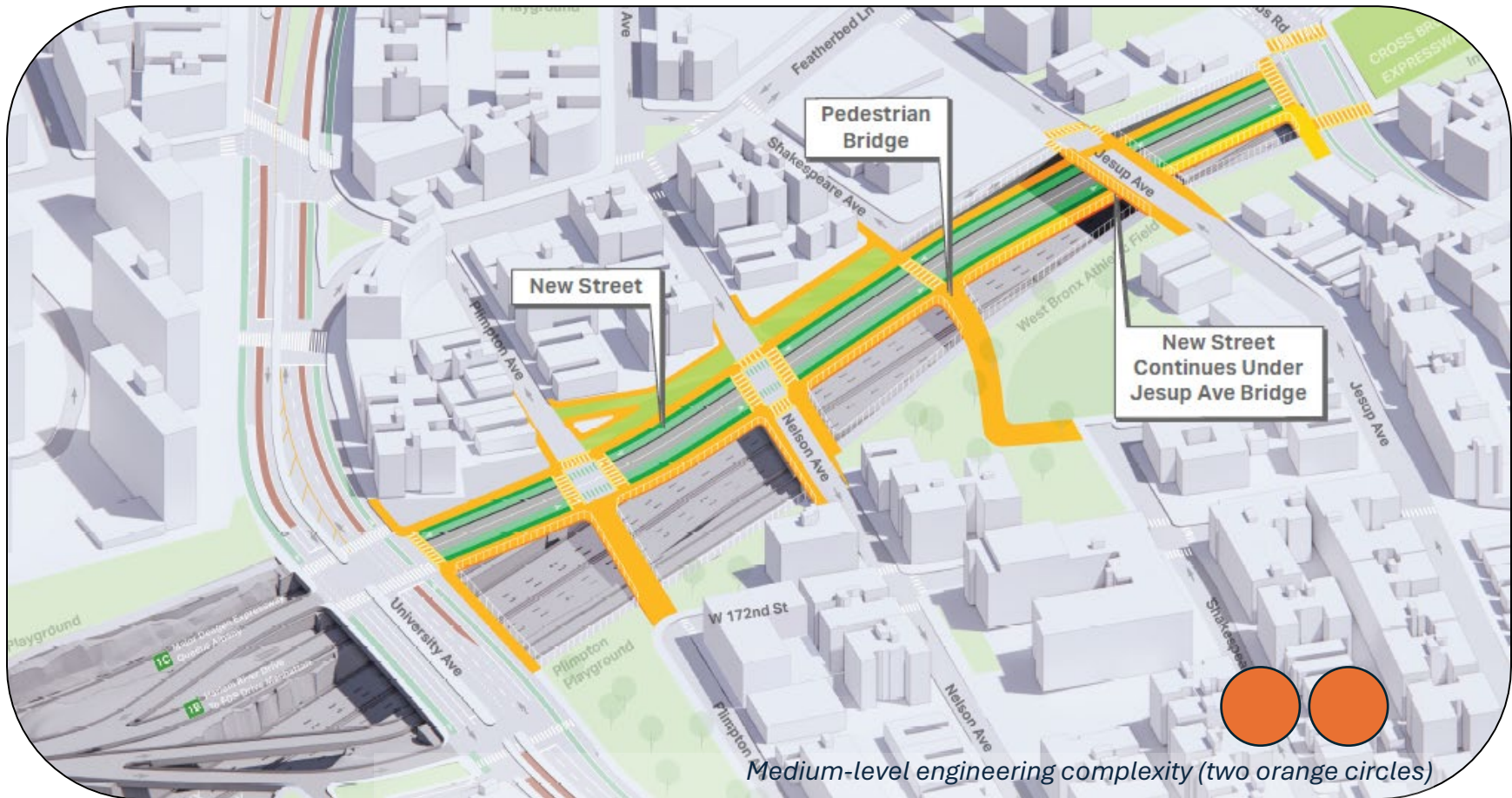
Existing Condition
Condición Existente

Potential Future Condition
Condición futura potencial

Interruptions in the urban grid prevent reliable connections to transit and other critical community services. Frequent highway ramps create exposure to potential vehicle-pedestrian conflicts and incomplete pedestrian and bicycle networks limit mobility.

In the West, connecting to the 4, B and D trains is further complicated by an irregular street grid with limited east-west connections. A long-term vision to construct a highway cap between University Ave/EL Grant and Macombs Ave could greatly improve connections to the subway.

Potential Partial Highway Cap: University Ave/EL Grant Hwy to Macombs Rd



A partial highway cap could greatly improve mobility in the Morris Heights and Mt Eden neighborhoods in the West. A new urban street could prioritize pedestrians, cyclists, and transit riders, restore north-south connections across the highway, introduce new east-west connections to the 4, B, and D trains, as well as the Washington Bridge and the Harlem River Greenway.

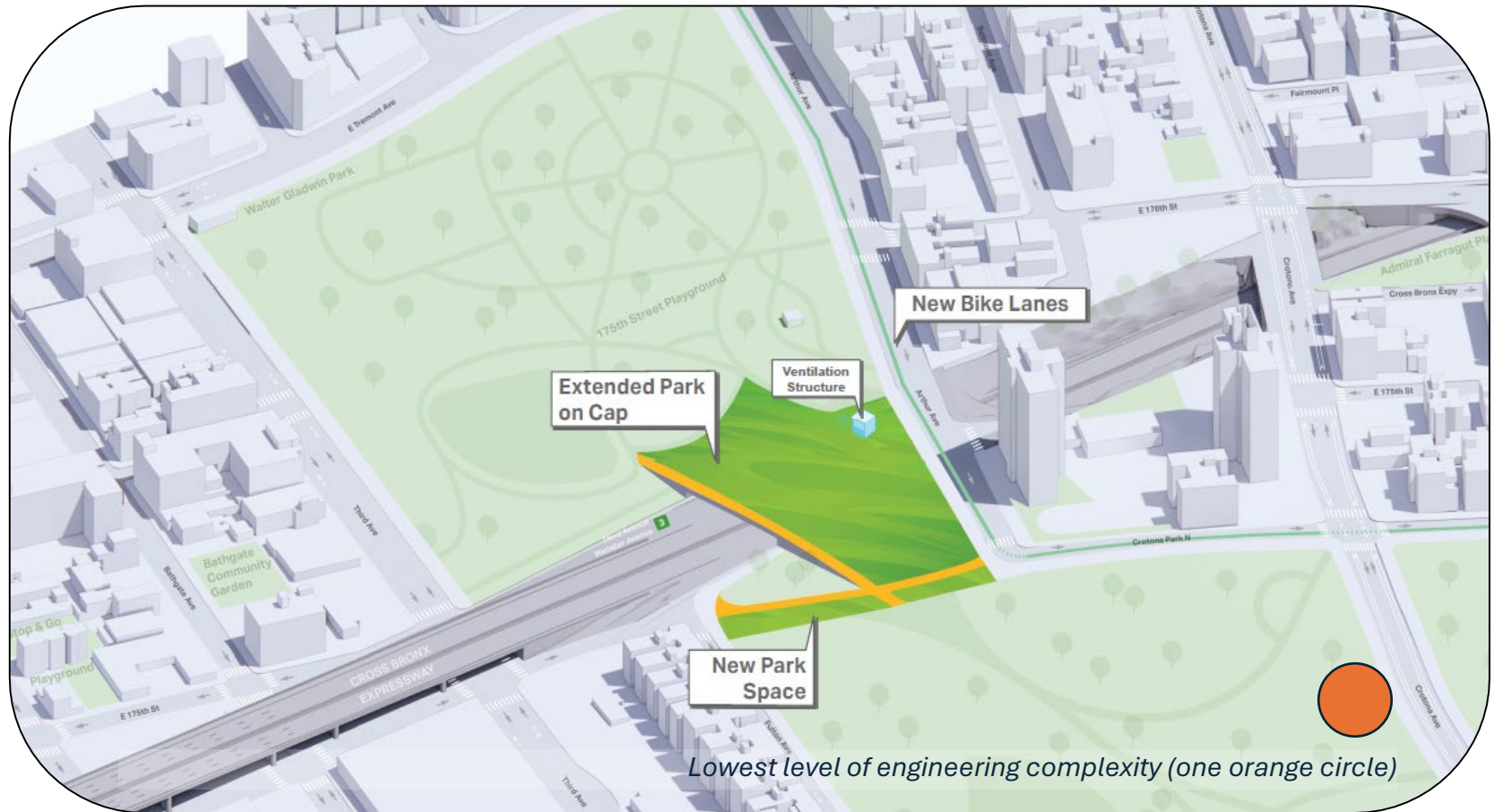
Potential Benefits:

- Introduces **new east-west connections** for pedestrians, cyclists, and transit users within a disconnected street grid
- Restores **north-south connections** across the highway through pedestrian bridges at Plimpton Ave and Shakespeare Ave
- Improves **pedestrian safety** along University Ave, Nelson Ave, Jesup Ave, and Macombs Rd.

Considerations:

- Elevation changes north-south and east-west prevent constructing a fully accessible open space on full highway cap
- Medium-level engineering complexity and highest-level estimated construction costs due to construction duration and relative size (160,000 square feet or about 2.75 football fields)

Potential Highway Cap: Walter Gladwin and Crotona Parks



Another potential cap location would connect Walter Gladwin and Crotona Parks along Arthur Ave to expand open space and provide new, safer cycling and pedestrian connections.

Potential Benefits:

- Opportunity to **expand two parks**, Walter Gladwin Park and Crotona Park, which are currently separated by the expressway
- **Relatively lower engineering complexity**
- Improved infrastructure for residents within a densely populated, historically underserved **equity community** who experience health disparities
- Restored, safer **north-south connections** between parks and along Arthur Ave
- Responds to **public input** indicating a need for improved park space

Considerations:

- Constructing the proposed highway cap would require permanently closing E 175th Street between Arthur Ave and the west-bound off-ramp
- Lowest-level engineering complexity and estimated construction costs due to smaller size (90,000 square feet or about 1.5 football fields) and relatively shorter construction duration
- Highway cap would need to accommodate elevation changes between above-ground section of the expressway west of Third Ave and the below-ground section east of Arthur Ave

Potential Highway Cap and Ramp Reconfiguration: E 174th St Bridge

At E 174th St, merging traffic on the highway produces friction, delays, and diversions onto local streets.

Redesigning the ramps could alleviate friction, improve travel times and improve traffic safety on and off the highway.

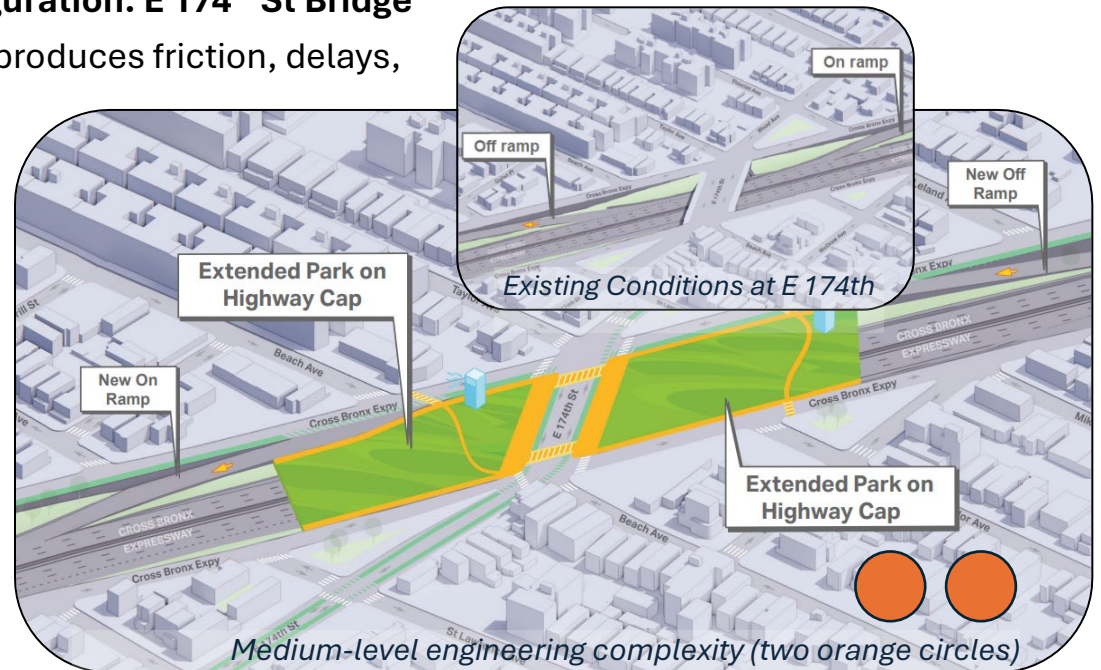
Expanding the E 174th Street Bridge through a highway cap could maximize open space while introducing safer pedestrian and cycling connections across the highway.

Potential Benefits:

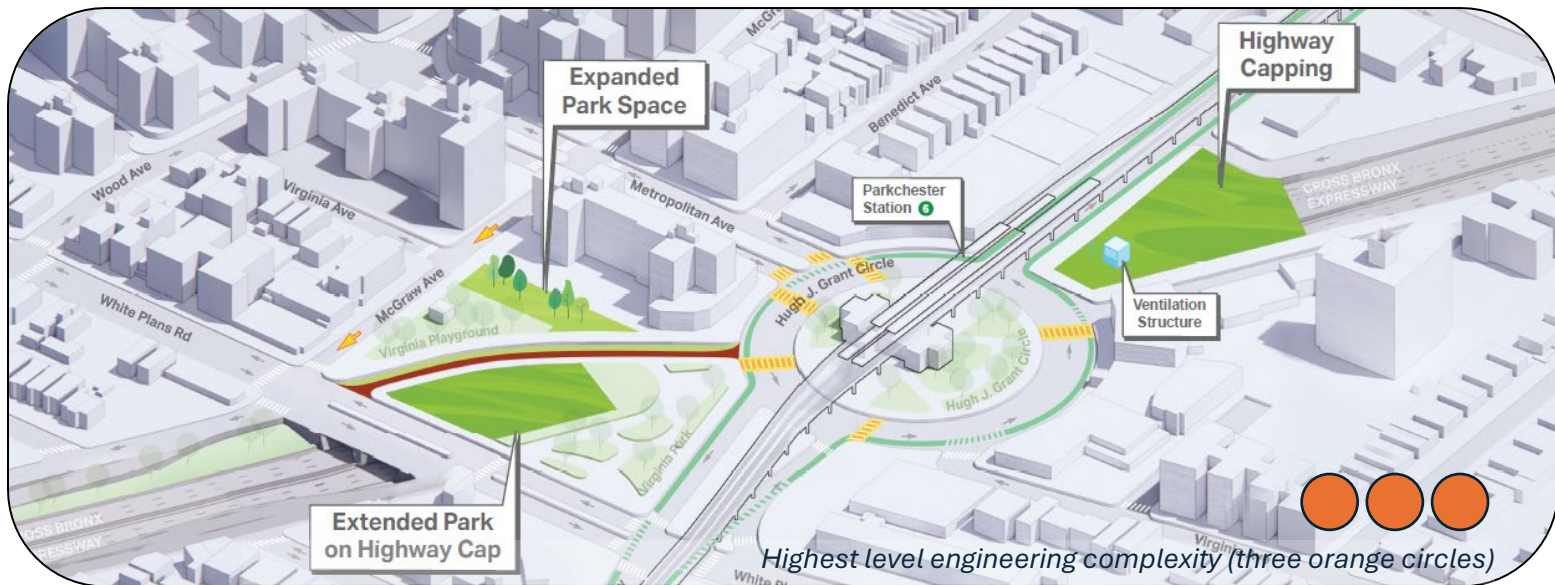
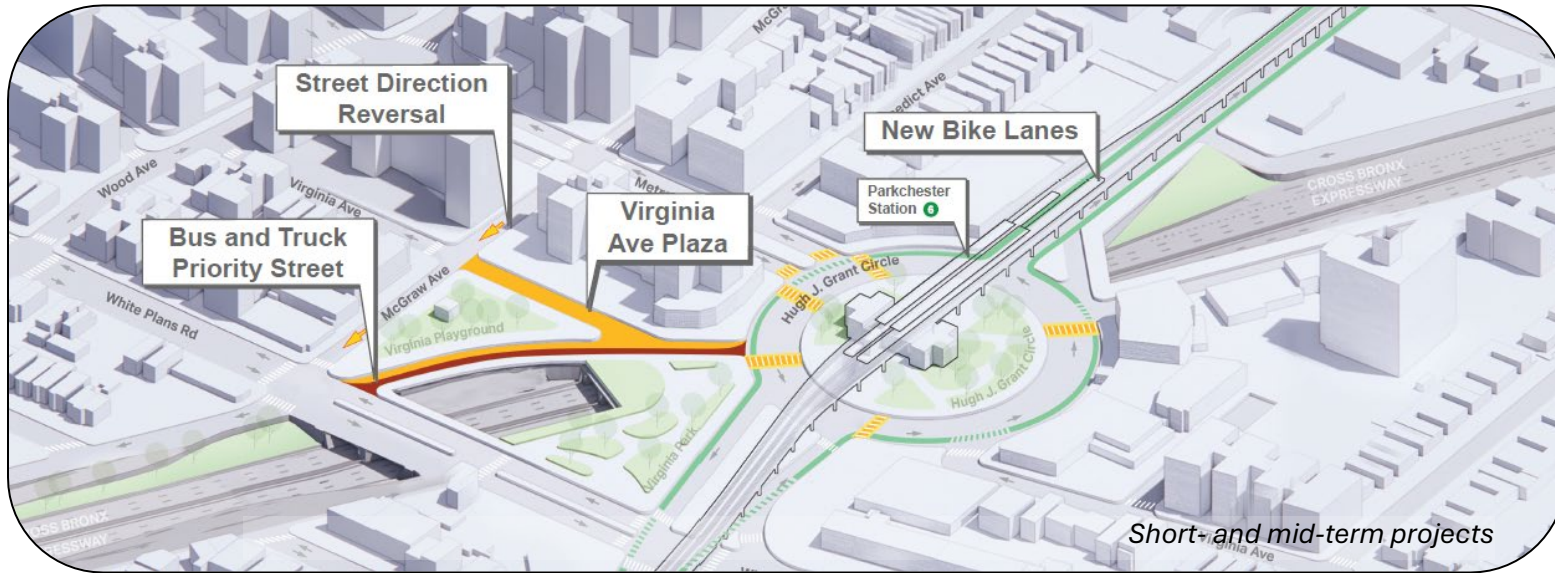
- Reduces vehicle-pedestrian conflicts and creates safer crossings at a controlled intersection
- Expands open space and reduces noise pollution
- Ramp reconfiguration makes it possible to add a highway cap and create new open space

Considerations:

- This cap could potentially be possible only if the ramps are reconfigured
- Medium-level engineering complexity and estimated construction costs due to construction duration and relative size (110,000 square feet or about 2 football fields)
- Ramp reconfigurations would create implications for highway and local traffic, requiring extensive future study and modeling



Potential Highway Cap: Hugh J. Grant Circle and Virginia Park



One potential highway cap location in the East is at Hugh J. Grant Circle. The physical conditions allow two caps on either side of the circle. Short-, and mid-term concepts could improve traffic safety and mobility by creatively reallocating street space for people and transit. Long-term concepts to cap the highway could expand the Virginia Playground and Park and create new open spaces to the East of Hugh Grant Circle.

Potential Benefits:

- Opportunity to **expand two open spaces**, Virginia Playground (through the NYC DOT Open Street and Plaza programs) and Virginia Park (through a highway cap)
- Introduce **new open space** on the east side of the Circle for residents within a densely populated Parkchester neighborhood and equity community
- Restore **north-south connections** between Virginia Ave and Virginia Playground
- Proximity to **major transit hub** at the Circle, including the Parkchester 6 train station, the Q44 SBS bus, and several nearby bus routes
- Improved experience for pedestrians, cyclists and transit riders through **safer, shorter connections, new greenery**, and mitigated **noise pollution**
- **Robust public input** for major infrastructure investments
- Long-term capping concept could build upon short- and mid-term improvements

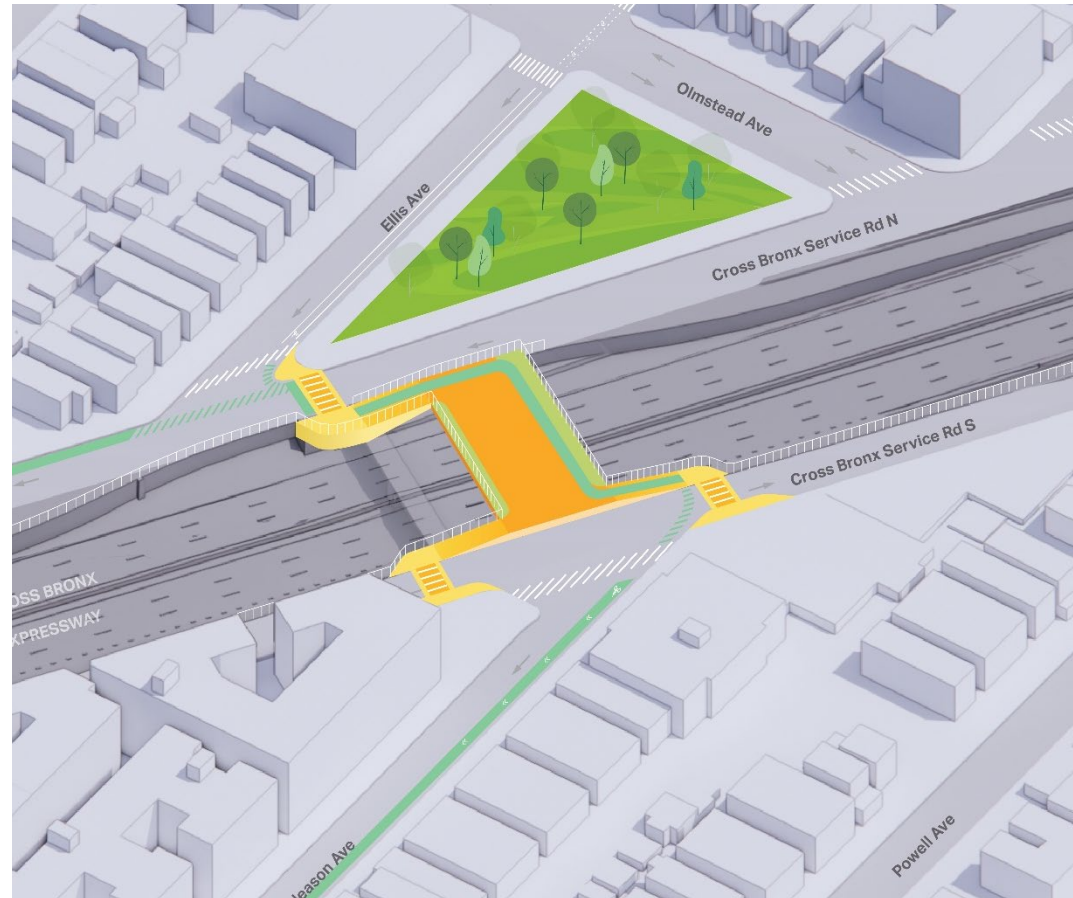
Considerations:

- Street closures and other traffic reconfigurations would need to be extensively studied and modeled
- Highest-level engineering complexity and estimated construction costs due to larger size (130,000 square feet or about 2.25 football fields), extensive existing elevated subway infrastructure, and limited vertical clearance beneath Parkchester station

Connecting Where a Highway Cap is Not Feasible: Olmstead Ave Footbridge



Existing Condition of Olmstead Ave Footbridge



Proposed pedestrian and bike crossing at Olmstead Ave

Where a highway cap is not feasible, other future investments could include upgrading existing pedestrian crossings to be fully accessible and include cycling infrastructure. At the Olmstead Footbridge, the existing pedestrian crossing could be expanded to be at least 25' wide, improving visibility and providing dedicated space for cyclists.

Roadmap for Implementation

All project concepts would require an additional comprehensive funding strategy to advance. Implementation processes may vary, and each long-term concept would require additional engineering study, design work, environmental review, and community input and advocacy.

Implementing potential projects and programs in the short- and mid-term:

- City and State agencies will continue to work together to carry out current programs and advance new strategic initiatives.
- Additional funding may be required to carry out new programs.
- Implementation for short-term projects could begin as soon as 2025.
- Mid-term projects could continue in-house through capital planning and design development.

Funding long-term concepts:

Planning, design, and implementation for long-term project concepts, including proposed highway caps, would require large amounts of City, State and Federal funding. The Study Team will work together to identify sustainable funding sources that will make these concepts real.

Potential sources include:

- Federal infrastructure grants
- Other discretionary funding



Stay Involved!

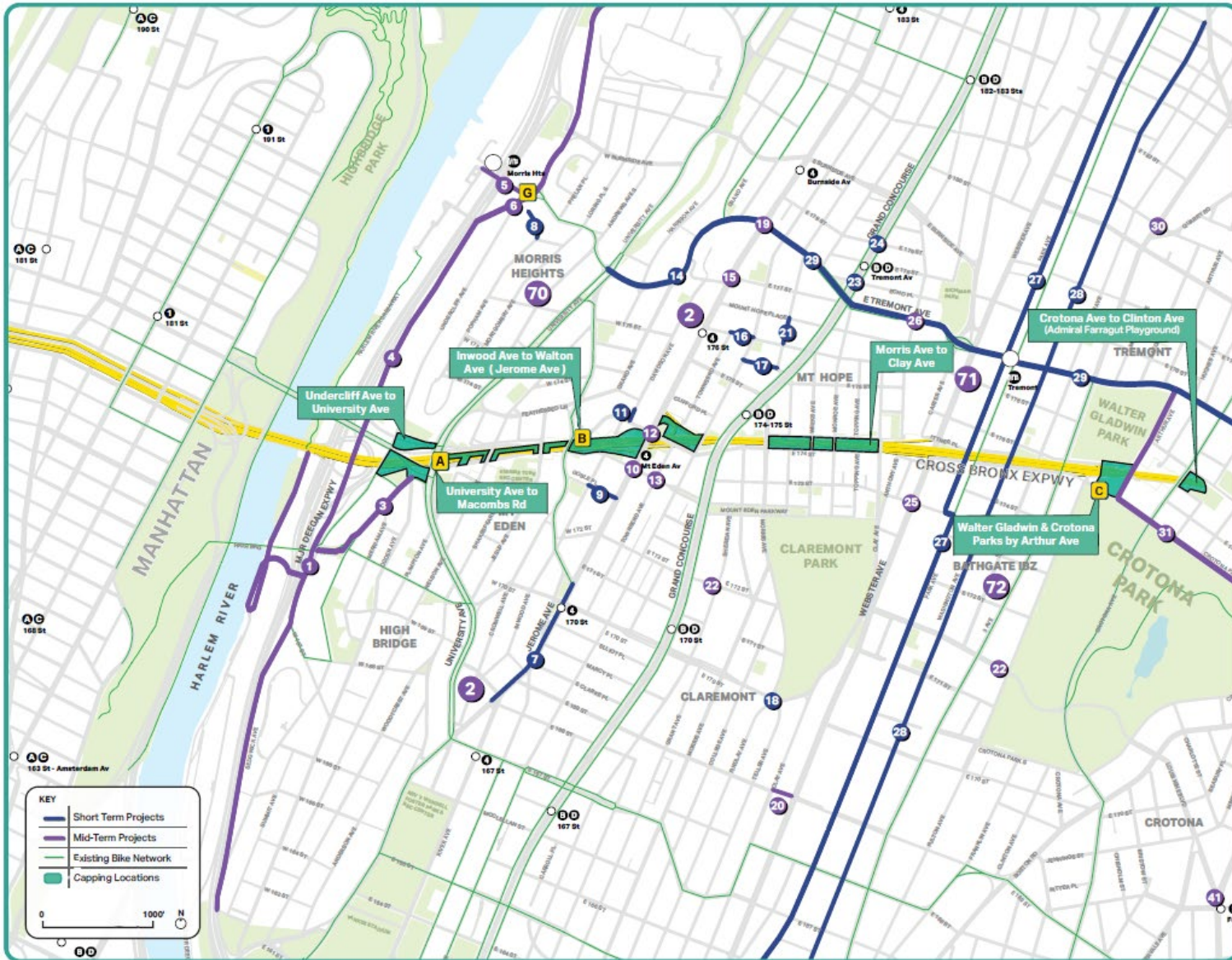
Mantente involucrada!

The final report will be released later this year. To access previous reports, register for events, and learn more about the study, scan the QR code or visit our website at **nyc.gov/CrossBronx**.

El informe final se publicará a finales de este año. Para acceder a reportes, registrarse para eventos y obtener más información sobre el estudio, escanee el código QR o visite nuestro sitio web en **nyc.gov/CrossBronx**

Appendix

West: Short- and Mid-Term Project Concepts



West Project Concept Key

Existing Program or Planned Implementation in 2025-2026

8. Pallisade Pl Open Street
9. Open Street on Goble Pl, from Inwood Ave to Jerome Ave
14. Seating: Planned street furniture installations
16. E 176th St Open Street
21. Morris Ave Open Street
23. Wayfinding: Planned wayfinding installations
24. Wayfinding: Planned wayfinding installations
27. Planned bike network improvements on Park Ave

Short-Term Projects

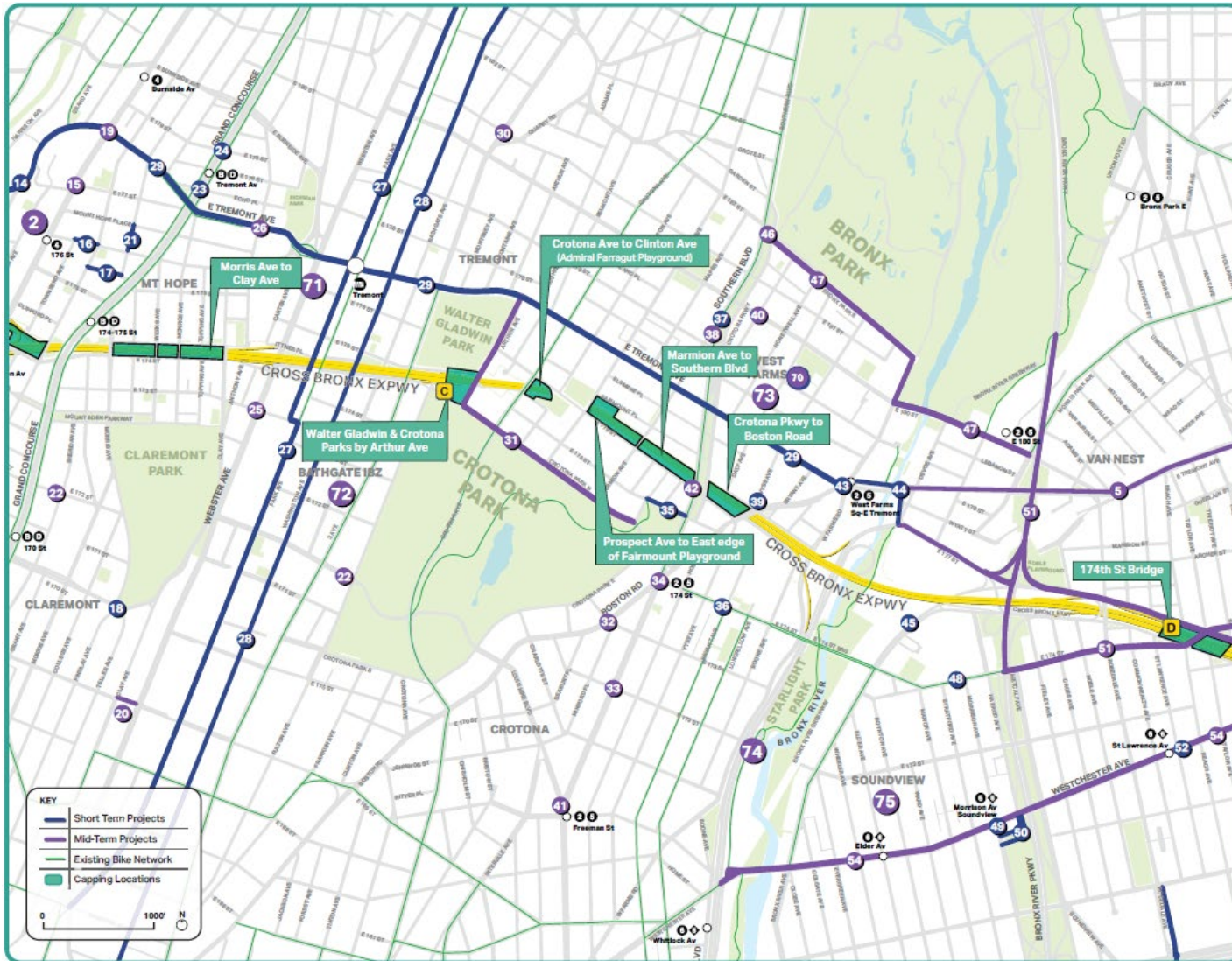
7. Capital school safety corridor improvements along Jerome Ave
11. Davidson Avenue Step Street Capital Improvements
17. Henwood Place Step Street capital improvements
18. Pedestrian safety improvements at E 170th St & Teller Ave
28. Study school safety improvements along Washington Ave

Mid-Term Project Concepts

1. Capital school safety intersection improvements at Sedgwick Ave and Undercliff Ave
2. Jerome Capital Project: A suite of neighborhood-wide capital projects that will enhance pedestrian safety and the quality of the public realm in the recently re-zoned Jerome Avenue area in the Bronx
3. Study bike connections to the Harlem River Greenway via University Ave
4. Study bike connections to the Harlem River Greenway via Sedgwick Ave
5. Bike Connections on Tremont Ave

6. Study new intersection safety improvements at Undercliff Ave & Major Deegan Expwy
10. Study intersection safety improvements at E Mount Eden Ave & Jerome Ave
12. Study intersection safety improvements at Jerome Ave & E 174th St
13. Study intersection safety improvements at E Mount Eden Ave & Townsend Ave
15. Study intersection safety improvements at Jerome Ave & W 177th St
19. Study new intersection safety improvements at Jerome Ave & E Tremont Ave
20. E 169th St Step Street capital improvements
22. Study bike network connections to Claremont and Crotona Parks
25. Study intersection safety improvements at E 173rd St & Webster Ave
26. Study intersection safety improvements at Anthony Ave & E Tremont Ave
30. Study intersection safety improvements at E 181st St & 3rd Ave
31. Study bike connections along Crotona Park
70. Morris Heights - Planning Tools - Waterfront Framework, Land Use Study (Focus: Commercial), Flood Management Study, Improve Parks
71. Mt Hope/Tremont - Planning Tools - Street Tree Study, Land Use Study (Focus: Public Realm), Celebrate the Bronx
72. Bathgate (IBZ) - Planning Tools - Underdeveloped Space Study, Land Use Study (Focus: Industry Revitalization), Flood Management Study, Market Place

Central: Short- and Mid-Term Project Concepts



Central Short- and Mid-Term Project Key

Existing Program or Planned Implementation in 2025-2026

- 14. Seating: Planned street furniture installations
- 16. E 176th St Open Street
- 21. Morris Ave Open Street
- 23. Wayfinding: Planned wayfinding installations
- 24. Wayfinding: Planned wayfinding installations
- 27. Planned bike network improvements on Park Ave
- 29. Planned Bus Priority improvements along Tremont Ave
- 36. Seating: Planned street furniture installations
- 37. Bike parking: Planned bike parking installations
- 39. Seating: Planned street furniture installations
- 43. HWXP2007 East 177th and Devoe Capital Intersection Improvements at Boston Rd & E Tremont Ave
- 44. Capital bike network connection to the Bronx River Greenway along Devoe Ave
- 45. Seating: Planned street furniture installations
- 48. Seating: Planned street furniture installations
- 49. Wayfinding: Planned wayfinding installations
- 50. Open Street on Harrod Pl, from Westchester Ave to Morrison Ave
- 52. Wayfinding: Planned wayfinding installations

Short-Term Projects

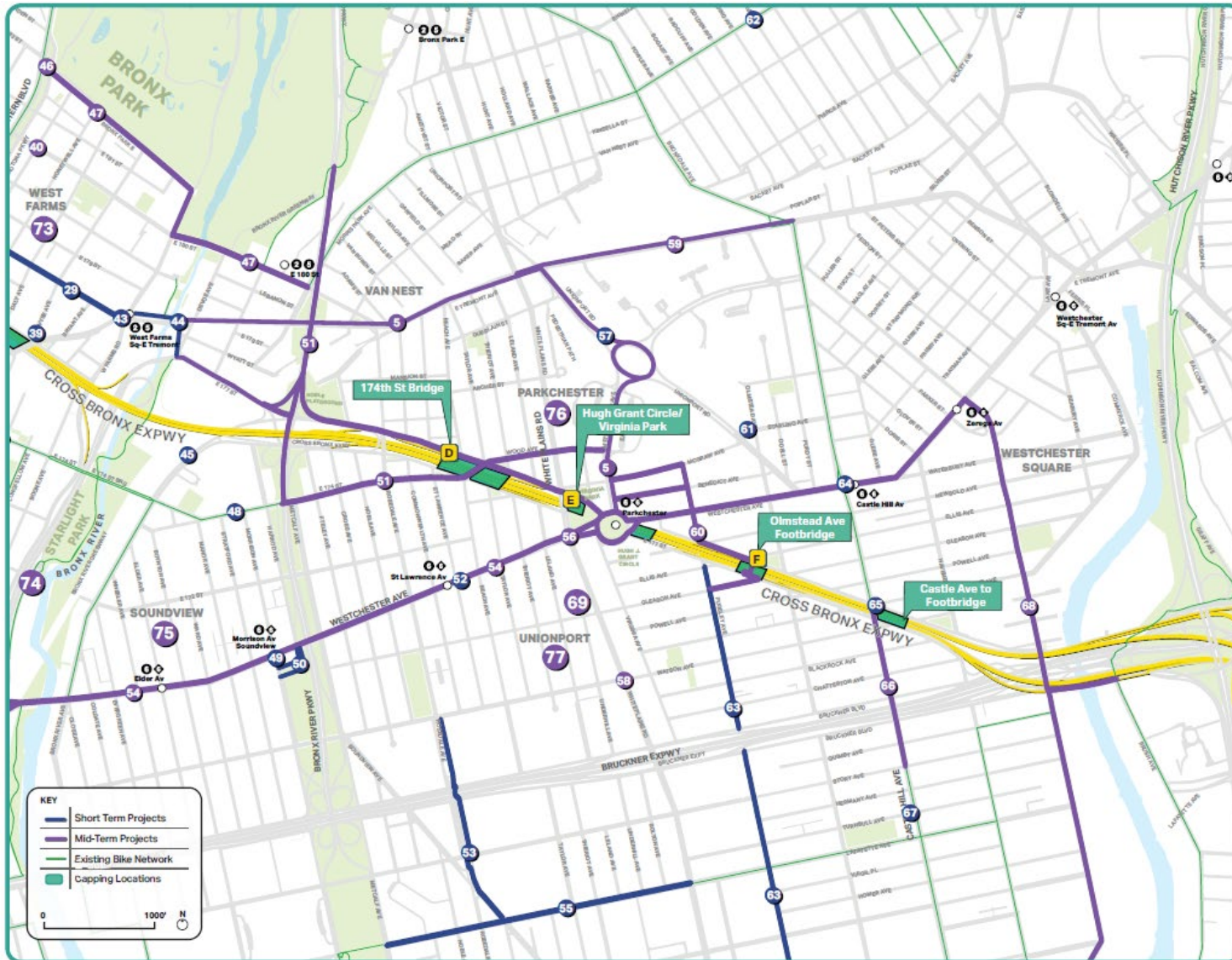
- 17. Henwood Place Step Street capital improvements
- 18. Pedestrian safety improvements at E 170th St & Teller Ave
- 28. Study school safety improvements along Washington Ave
- 35. Investigating traffic management & safety improvements along E 175th St

Mid-Term Project Concepts

- 5. Bike Connections on Tremont Ave
- 15. Study intersection safety improvements at Jerome Ave & W 177th St
- 19. Study new intersection safety improvements at Jerome Ave & E Tremont Ave
- 20. E 169th St Step Street capital improvements

- 22. Study bike network connections to Claremont and Crotona Parks
- 25. Study intersection safety improvements at E 173rd St & Webster Ave
- 26. Study intersection safety improvements at Anthony Ave & E Tremont Ave
- 30. Study intersection safety improvements at E 181st St & 3rd Ave
- 31. Study bike connections along Crotona Park
- 32. Study intersection safety improvements at E 173rd St & Boston Rd
- 33. Capital safety and accessibility improvements at Southern Blvd & E 172nd St
- 34. Capital safety and accessibility improvements at Southern Blvd, Boston Rd, E 174th St
- 38. Capital safety improvements at Southern Blvd & Marmion Ave
- 40. Study intersection safety improvements at Mohegan Ave & E 180th St
- 41. Capital safety and accessibility improvements at Southern Blvd & Freeman St
- 42. Capital safety and accessibility improvements at Southern Blvd & E 176th St
- 46. Capital safety improvements at Southern Blvd at Crotona & E 182nd St
- 47. Study bike connections of Bronx River Greenway Along Bronx Parkway
- 51. Study bike connections between the Bronx River Greenway, Noble Playground, and Virginia Playground
- 53. Study bike connections on Rosedale Ave
- 54. Study bike connections on Westchester Ave
- 71. Mt Hope/Tremont - Planning Tools - Street Tree Study, Land Use Study (Focus: Public Realm), Celebrate the Bronx
- 72. Bathgate (IBZ) - Planning Tools - Underdeveloped Space Study, Land Use Study (Focus: Industry Revitalization), Flood Management Study, Market Place
- 73. West Farms - Planning Tools - Street Tree Study, Improve Parks, Land Use Study (Focus: Public Realm)
- 74. Bronx River - Planning Tools - Waterfront Framework, Street Tree Study, Land Use Study (Focus: Public Realm), Public Art
- 75. Soundview - Planning Tools - Land Use Study (Focus: Commercial), Flood Management Study, Street Tree Study, Celebrate the Bronx

East: Short- and Mid-Term Project Concepts



East Short- and Mid-Term Project Key

Existing Program or Planned Implementation in 2025-2026

- 29. Planned Bus Priority improvements along Tremont Ave
- 39. Seating: Planned street furniture installations
- 43. HWXP2007 East 177th and Devoe Capital Intersection Improvements at Boston Rd & E Tremont Ave
- 44. Capital bike network connection to the Bronx River Greenway along Devoe Ave
- 45. Seating: Planned street furniture installations
- 48. Seating: Planned street furniture installations
- 49. Wayfinding: Planned wayfinding installations
- 50. Open Street on Harrod Pl, from Westchester Ave to Morrison Ave
- 52. Wayfinding: Planned wayfinding installations
- 57. Seating: Planned street furniture installations
- 61. Seating: Planned street furniture installations
- 63. Planned Phase II of Soundview bike network improvements
- 64. Seating: Planned street furniture installations
- 67. Seating: Planned street furniture installations
- 69. East Bronx Shared E-scooter Program

Short-Term Projects

- 53. Study bike connections on Rosedale Ave
- 55. Study bike improvements on Lafayette Ave
- 65. Capital safety improvements and wayfinding at Castle Hill Ave & Haviland Ave

Mid-Term Project Concepts

- 5. Bike Connections on Tremont Ave
- 40. Study intersection safety improvements at Mohegan Ave & E

- 180th St
- 46. Capital safety improvements at Southern Blvd at Crotona & E 182nd St
- 47. Study bike connections of Bronx River Greenway Along Bronx Parkway
- 51. Study bike connections between the Bronx River Greenway, Noble Playground, and Virginia Playground
- 54. Study bike connections on Westchester Ave
- 56. Study intersection safety improvements at Westchester Ave & White Plains Rd
- 58. Capital corridor improvements along E Tremont Ave
- 59. Capital corridor improvements along E Tremont Ave
- 60. Study bike connections along Pugsley Ave Bike Blvd
- 62. Investigate flood management capital improvements
- 66. Study bike network improvements on Castle Hill Ave
- 68. Study bike connections to the Hutchinson River Greenway via Zerega Ave
- 73. West Farms - Planning Tools - Street Tree Study, Improve Parks, Land Use Study (Focus: Public Realm)
- 74. Bronx River - Planning Tools - Waterfront Framework, Street Tree Study, Land Use Study (Focus: Public Realm), Public Art
- 75. Soundview - Planning Tools - Land Use Study (Focus: Commercial), Flood Management Study, Street Tree Study, Celebrate the Bronx
- 73. Parkchester - Planning Tools - Mobility Hub, Land Use Study (Focus: Public Realm)
- 74. Unionport - Planning Tools - Street Tree Study, Land Use Study (Focus: Industry Revitalization)

Reimagine the Cross Bronx Engagement Activities

Community Activities

Study Team Activities

Date	Activity
March 30, 2023	Virtual Open House
April 1, 2023	Central Open House
April 3, 2023	West Open House
April 4, 2023	East Open House
April 10, 2023	Virtual Open House
April 22, 2023	Bronx Alliance River Open House
June 14, 2023	West Issue Identification Workshop
June 20, 2023	Central Issue Identification Workshop
June 26, 2023	East Issue Identification Workshop
July 12, 2023	Virtual Issue Identification Workshop
June 24, 2023	Central Community Working Group Walkshop
July 8, 2023	West Community Working Group Walkshop
July 15, 2023	East Community Working Group Walkshop
June 6, 2023	Highbridge Festival
June 17, 2023	Fish Parade
July 6, 2023	AOC Town Hall
July 15, 2023	Bronx River Living Festival
July 22, 2023	NYCHA Family Day - Sedgwick

Date	Activity
July 29, 2023	Bike the Block
August 1, 2023	National Night Out
August 26, 2023	Summer Streets
September 9, 2023	West Public Walkshop
October 27, 2023	Supported Public Walkshop
November 4, 2023	East Public Walkshop
November 4, 2023	Central Public Walkshop
November 4, 2023	Central Public Walkshop (Spanish)
November 11, 2023	Bike Tour
November 11, 2023	CM Sanchez Fall Festival
October-November, 2023	Online Survey and Portal Map
June 4, 2024	Concept Development Workshop
June 13, 2024	Virtual Concept Development Workshop
July 27, 2024	NYCHA Sedgwick Family Day
July 27, 2024	NYCHA Bronx River Family Day
August 6, 2024	National Night Out (Prospect Playground)