Reimagine the Cross Bronx

Community Board Update: Concept Refinement and Draft Vision

November 2024

NEW YORK CITY DOT

NYC Health

NYC PLANNING

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

AECOM

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Arch Street Communications

Reimagine the Cross Bronx Update

- Study Background and Timeline
- Connecting East to West
- Highway Capping Considerations
- Next Steps

Study Background & Timeline

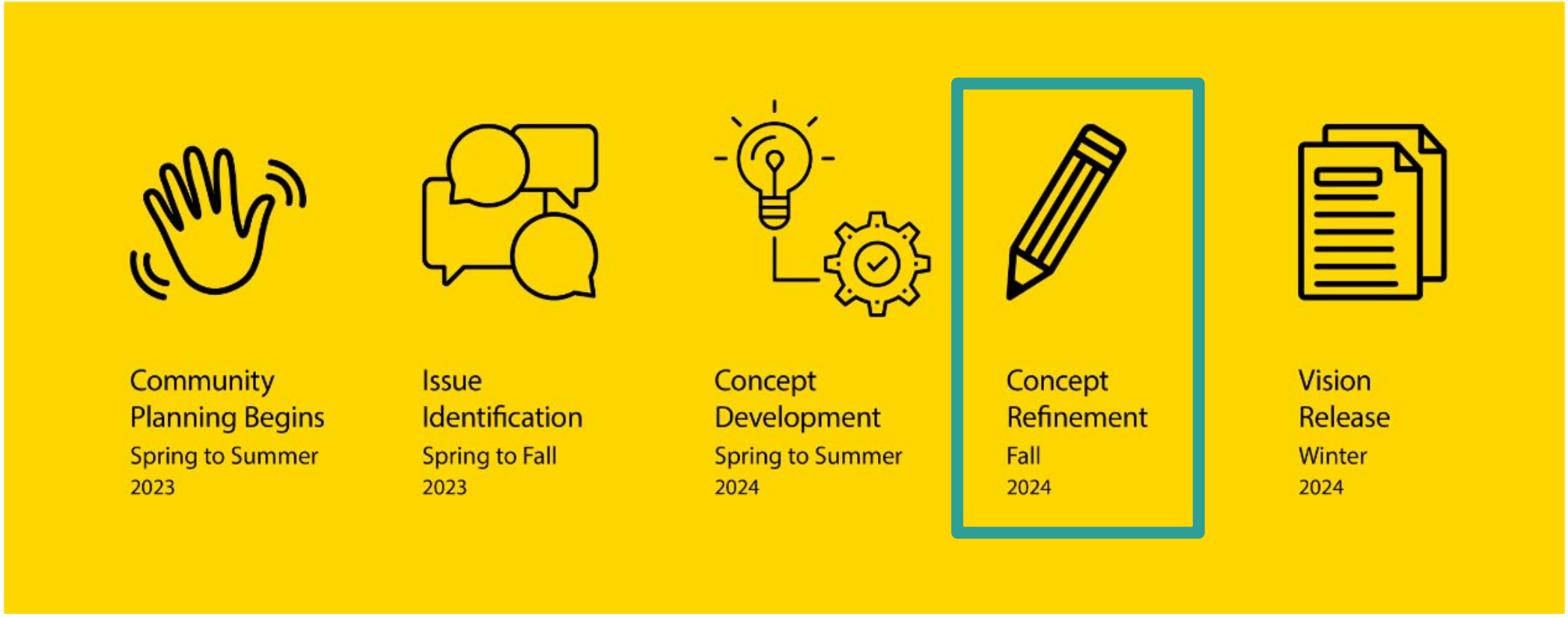
What is the Reimagine the Cross Bronx Study?

- The U.S. Department of Transportation (USDOT) is funding this study with a $2 million grant as part of the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program.
- The Cross Bronx stretches across the borough as part of Interstate 95 (I-95).
- Constructed between 1948 and 1972 under Robert Moses, the Cross Bronx divides the borough and separates communities.
- It is currently one of the most congested American interstates with some of the highest rates of collisions, and neighborhoods surrounding the corridor experience some of the worst health issues in the city.

Study Goals

- Facilitate a community-driven vision for the future of the Cross Bronx
- Create short, medium, and long-term concepts for improvements to the transportation network, public realm, and access to open space
- Increase community leadership to support implementation of strategies and future planning efforts
- Foster long-term collaboration between Cross Bronx stakeholders, Bronx residents, and City and State government

Study Timeline



What We've Heard: Community-Identified Issues

Short-, mid- and long-term project concepts will directly respond to community-identified issues and guiding principles:

Connectivity:

- Improve east-west travel without a car
- Provide better connections across the highway, with a focus on open space
- Separate local and through traffic to reduce highway overflow into neighborhoods

Safety: Address roadway safety concerns throughout the project area

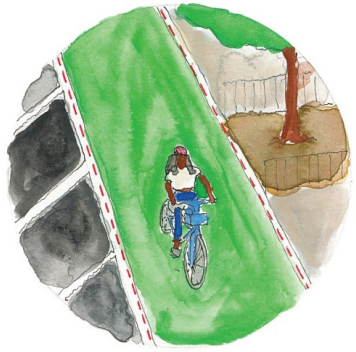
Health: Expand open space and address health disparities

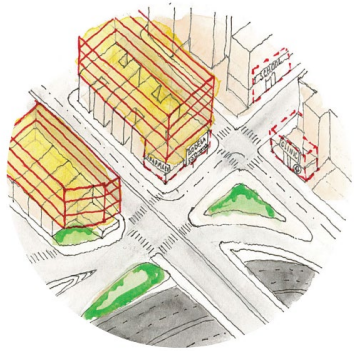
Strong Communities: Create a real implementation mechanism, including short-term efforts and a path to long-term investments

Draft Vision: Short-, Mid-, and Long-Term Concepts

Short and Mid-Term Projects are ideas that fit into the partner agencies' existing workstreams, such as:

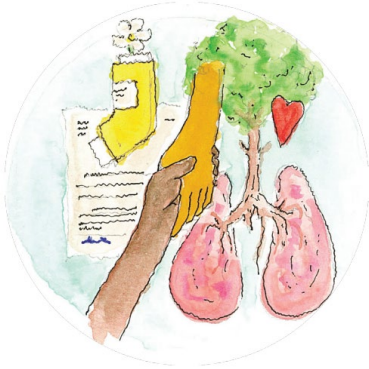
- Street improvements
- Community health and asthma programs
- Planning studies

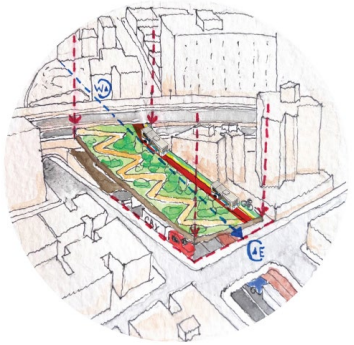




Long-Term Concepts are major projects or expensive programs that require additional study and/or funding to complete, such as:

- Highway capping
- Other major infrastructure changes





Short- and Mid-Term: Street Improvement Projects

Neckdowns

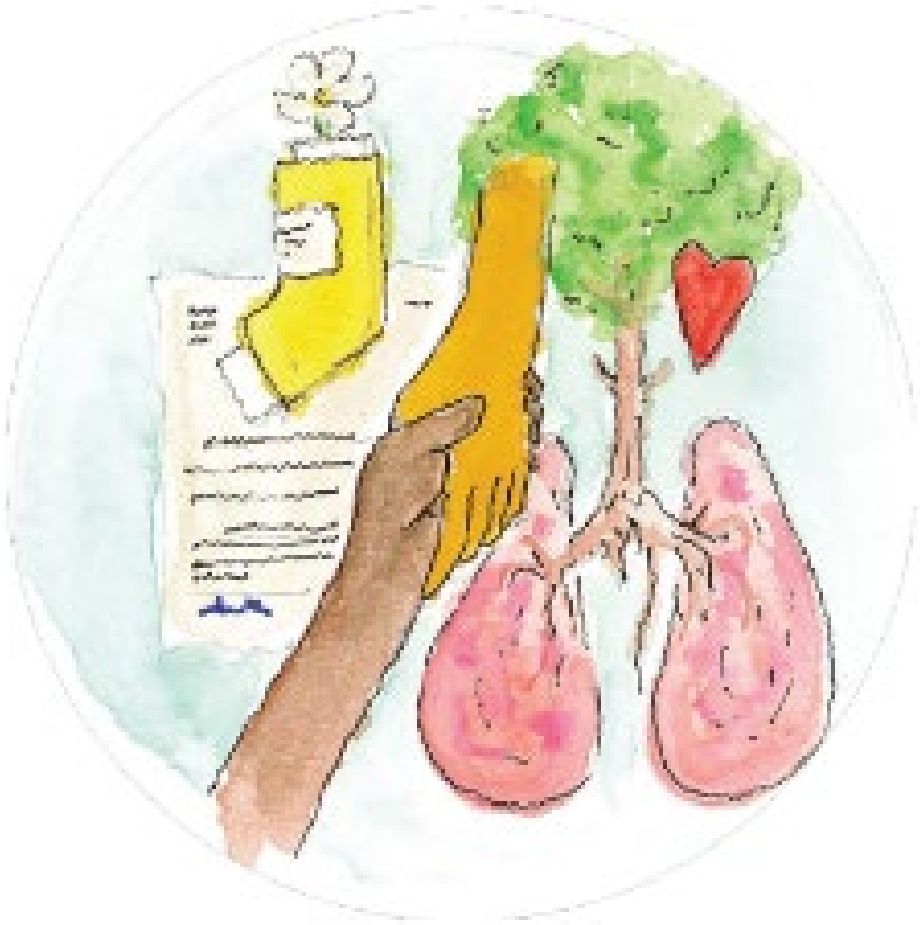
Daylighting

Bike Corrals

Short- and Mid-term: Corridor-Wide Policies and Programs

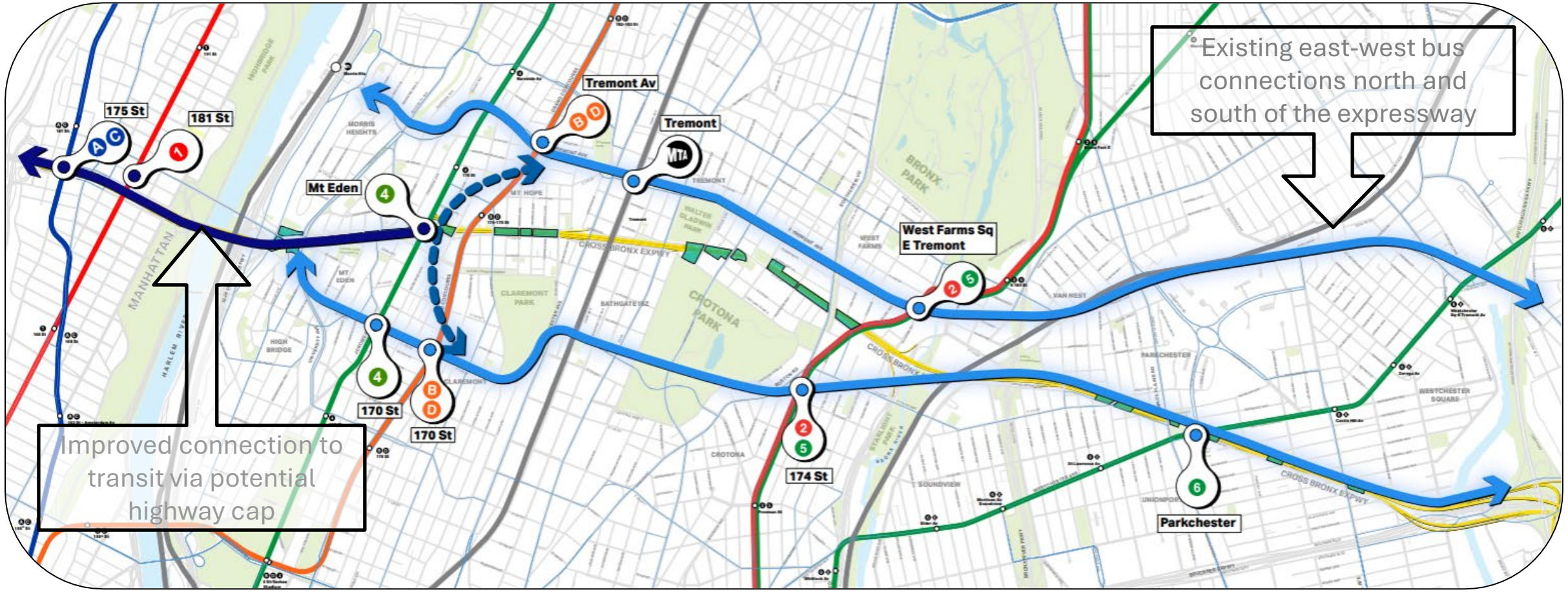
The Draft Vision describes existing policies and program
expanded, strengthened and promoted to address com
identified issues.

- Freight management programs
- Air quality education
- Clean streets partnerships
- Housing safety policy
- Flood management strategies
- Asthma resources



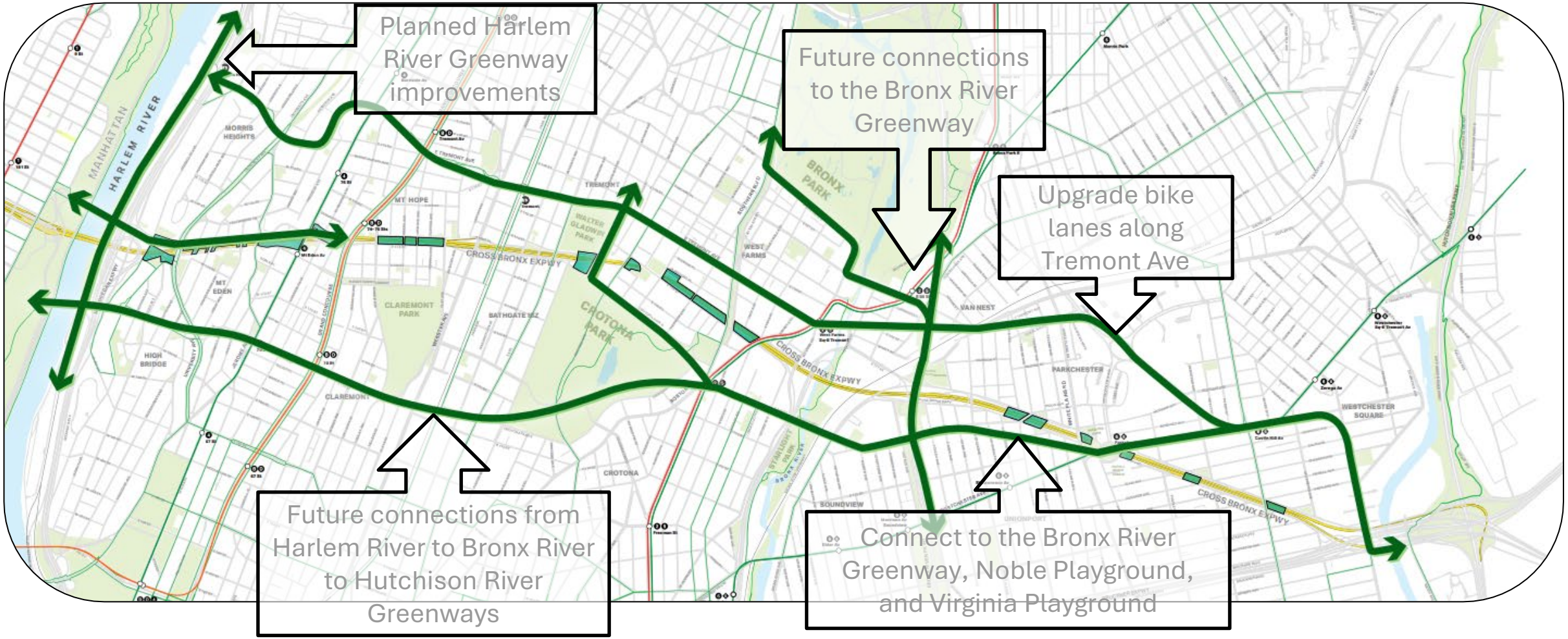
Connecting East to West

Transit



In the short-term, NYC DOT is planning a Bus Priority project along Tremont Avenue. The project aims to respond to community needs for faster, more reliable bus service and improved east-to-west travel.

Bike Network Improvements



Harlem River Greenway

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 (right) could integrate a dedicated space for cyclists.

Strategies for Traffic Management

The Draft Vision includes options to separate local and through traffic to reduce highway overflow into neighborhoods, allowing the Cross Bronx Expwy to **serve as a more reliable highway connector.**

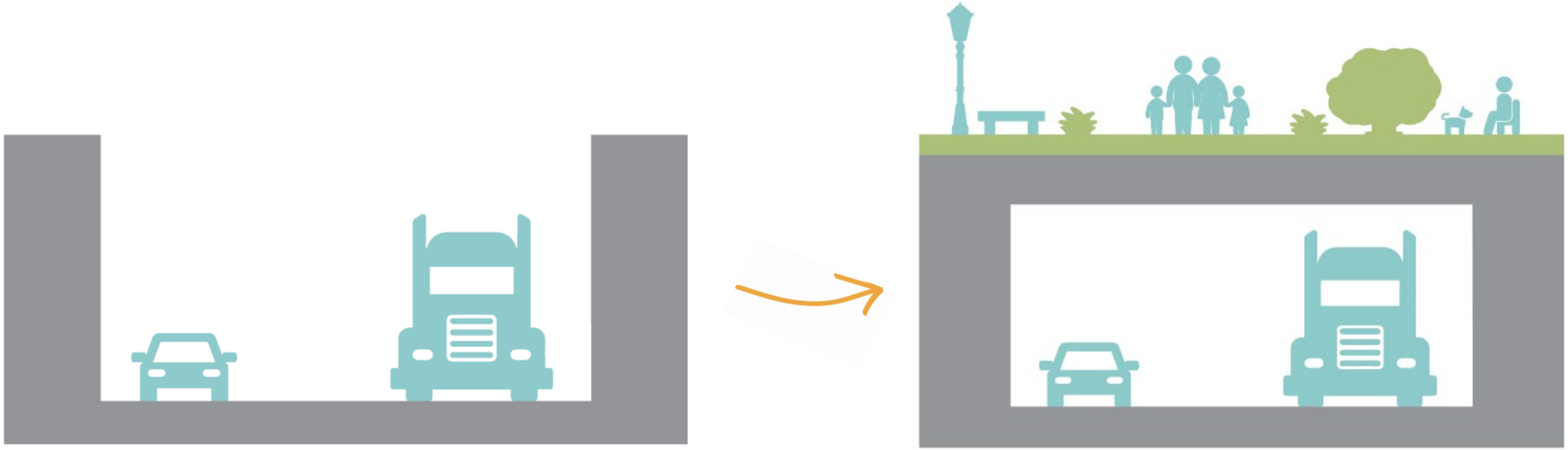
- Ramp closures and ramp reconfigurations*
- Active Traffic Management
- Intelligent Transportation Systems

**Requires review and approval by FHWA*

Highway Capping

What is capping?

A highway cap (also called a deck, stitch, or highway lid) covers a highway that runs below ground. Capping can create new opportunities to increase public space, connect communities, and reduce some of the negative effects of the highway.

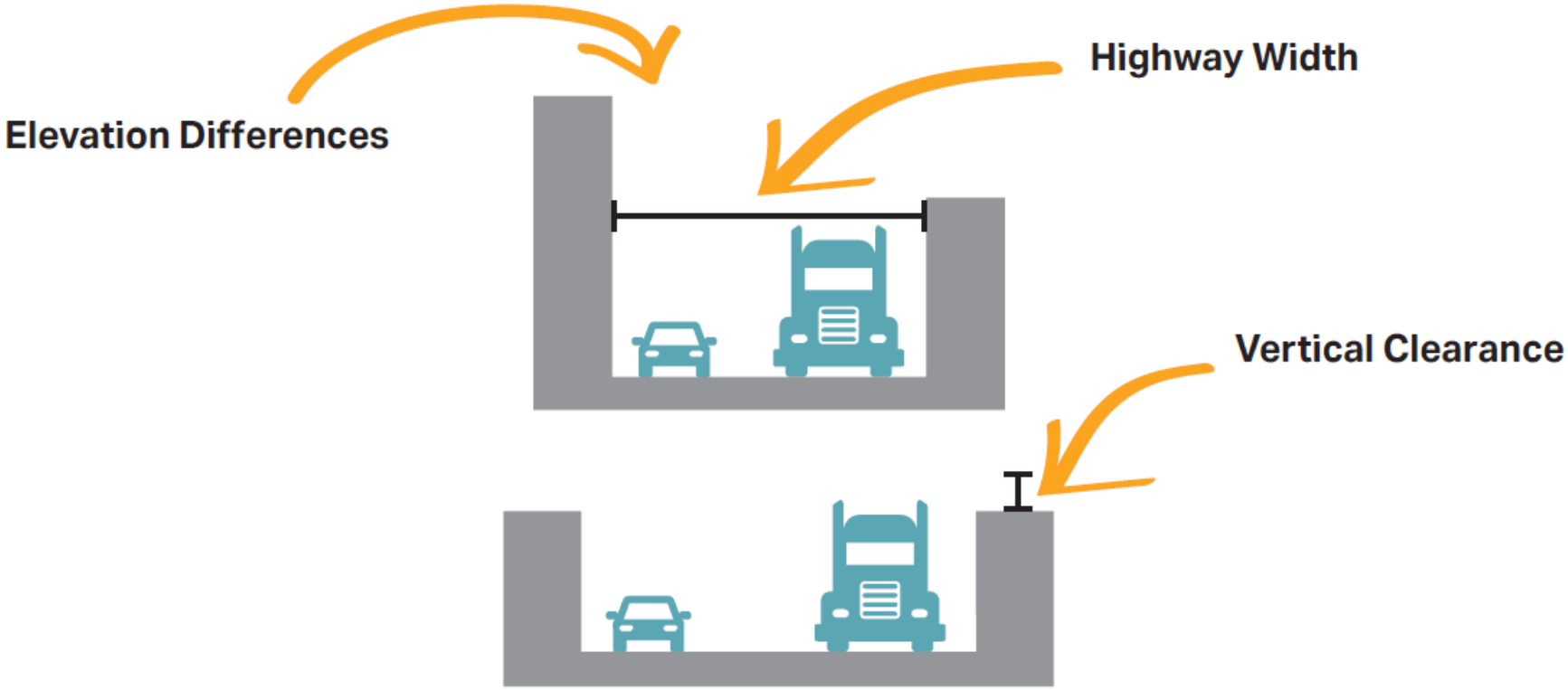


Before capping: a below-ground highway is open to the surrounding area

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

Where can a highway cap go?

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



Air Quality and Ventilation

- Capping can lower pollutant concentrations but does not eliminate air pollution
- Reducing emissions can be achieved through other program and policy efforts
- Ventilation structures may be needed for cap sections that are longer than 300 feet long
- Future studies will include considerations for federal, state, and city regulations

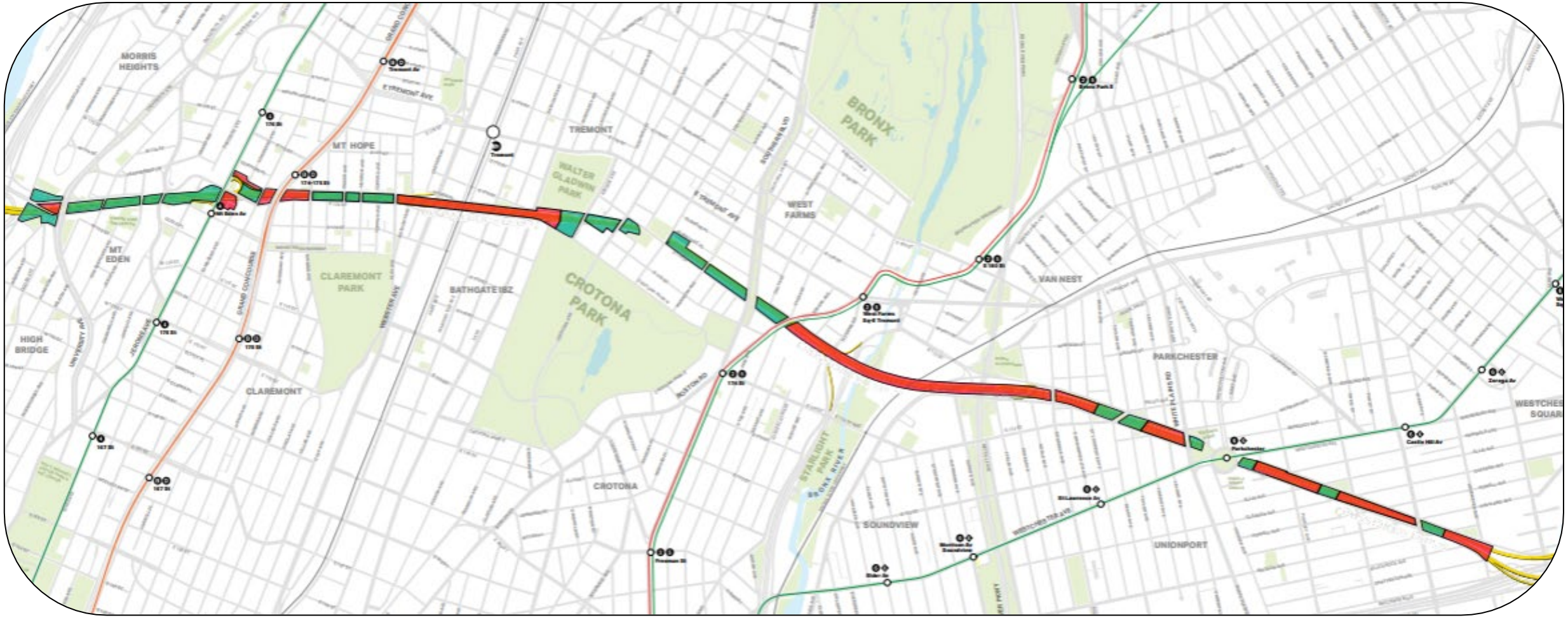
One of four ventilation structures for the Battery Park Underpass

Potential Locations

Section	Location
West	Undercliff Ave to University Ave
West	University Ave to Macombs Rd
West	Macombs Rd to Walton Ave (Jerome Ave)
West	Morris Ave to Clay Ave
Central	Walter Gladwin and Crotona Parks by Arthur Ave
Central	Arthur Ave to Clinton Ave (Admiral Farragut Playground)
Central	Prospect Ave to E edge of Fairmount Playground
Central	Marmion Ave to Southern Blvd
Central	Crotona Pkwy to Boston Rd
East	174th St Bridge
East	Hugh Grant Circle/Virginia Park
East	Olmstead Ave Footbridge
East	Castle Hill Ave to Footbridge

All proposed capping locations are based on preliminary concepts and screening.

Potential Locations: Map



All proposed capping locations are based on preliminary concepts and screening.

Priorities for Future Investment

To consider highway caps for future investment, subsequent studies will consider several metrics to understand the potential relative benefit of each highway cap. Consideration metrics may include:

1. Connections
2. Destinations
3. Engineering Complexity
4. Environmental Justice
5. Equity
6. Health
7. Open Space
8. Public Input
9. Residential Density
10. Traffic Safety

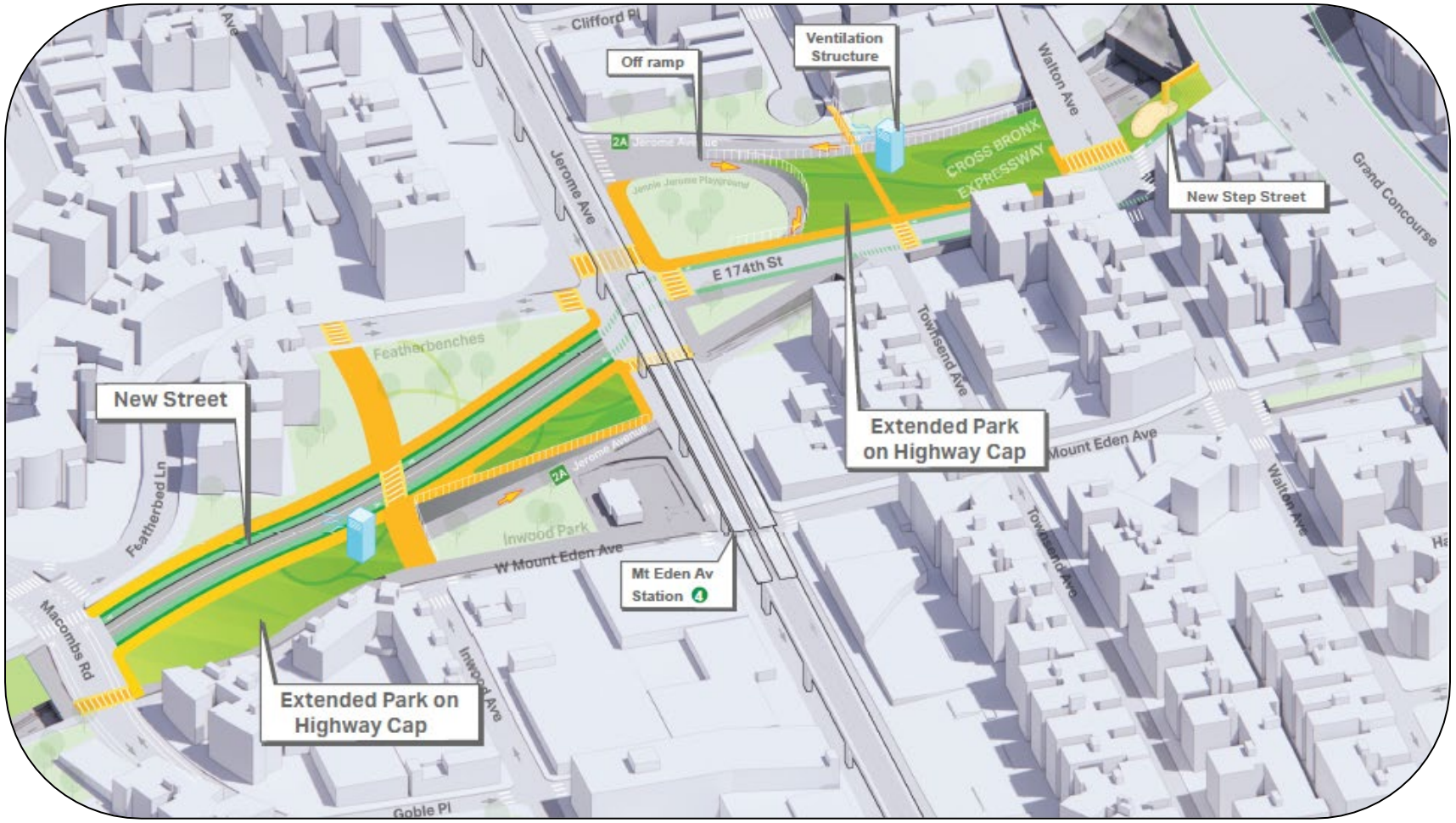
Potential Highway Cap: Macombs Rd to Walton Ave

Benefits:

- Create new open spaces
- Improve noise pollution
- Large relative size
- Serves densely populated equity community
- Restores north-south and east-west connections
- Proximity to transit
- Reduced vehicle-pedestrian conflicts

Considerations:

- Very high engineering complexity and conceptual cost



Potential Highway Cap: Walter Gladwin and Crotona Parks

Reimagine the Cross Bronx

Benefits:

- Expand two parks
- Relatively lower engineering complexity
- Serves densely populated, historically underserved equity community
- Restores north-south connections
- Responds to public input

Considerations:

- Requires street closure
- Highway cap would need to accommodate expressway elevation changes and high cost considerations

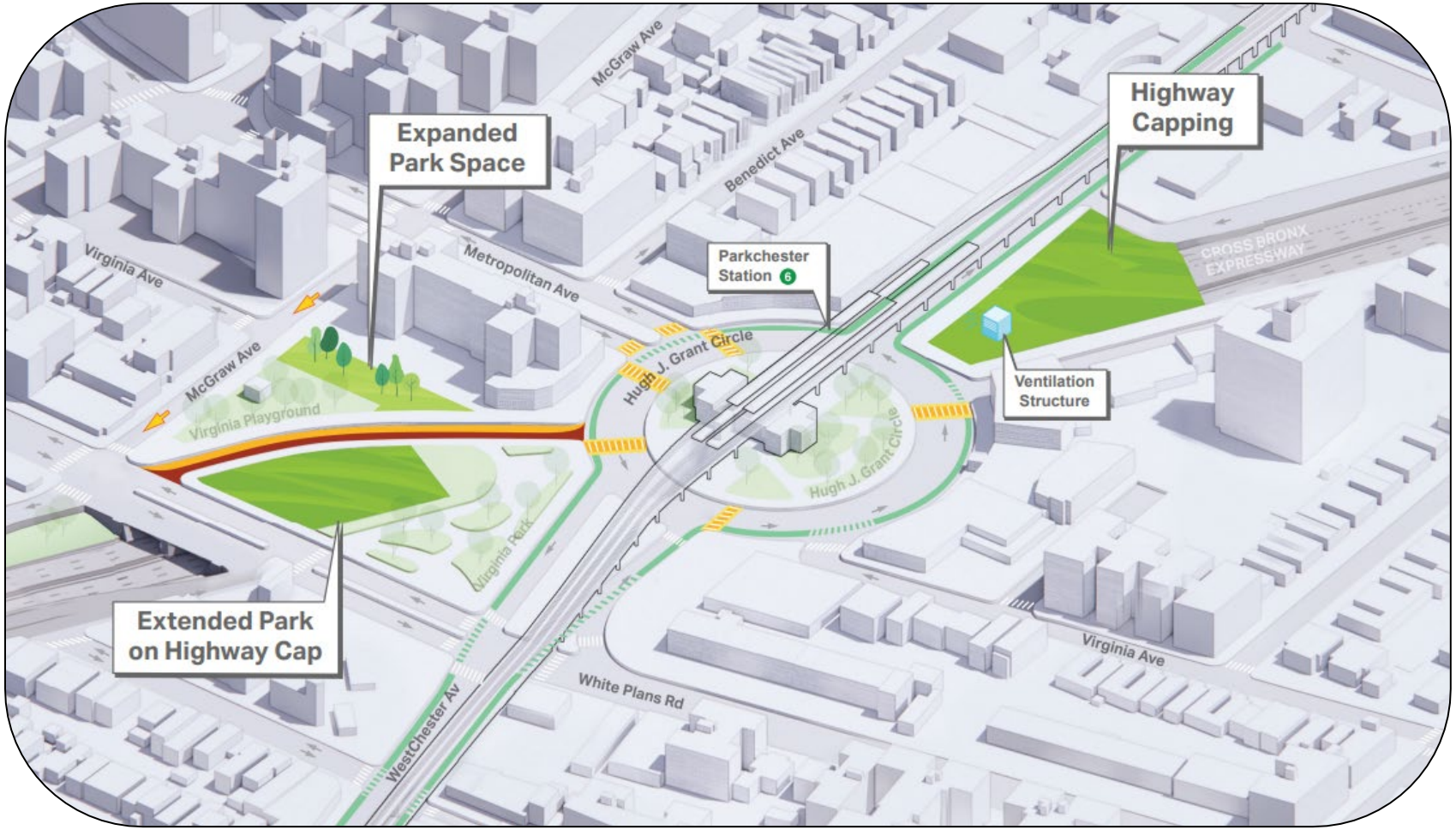
Potential Highway Cap: Hugh J. Grant Circle

Benefits:

- Expand existing and introduce new open spaces
- Improve noise pollution
- Serves densely populated equity community
- Restore north-south connections
- Safer, shorter connections near major transit hub
- Responds to public input

Considerations:

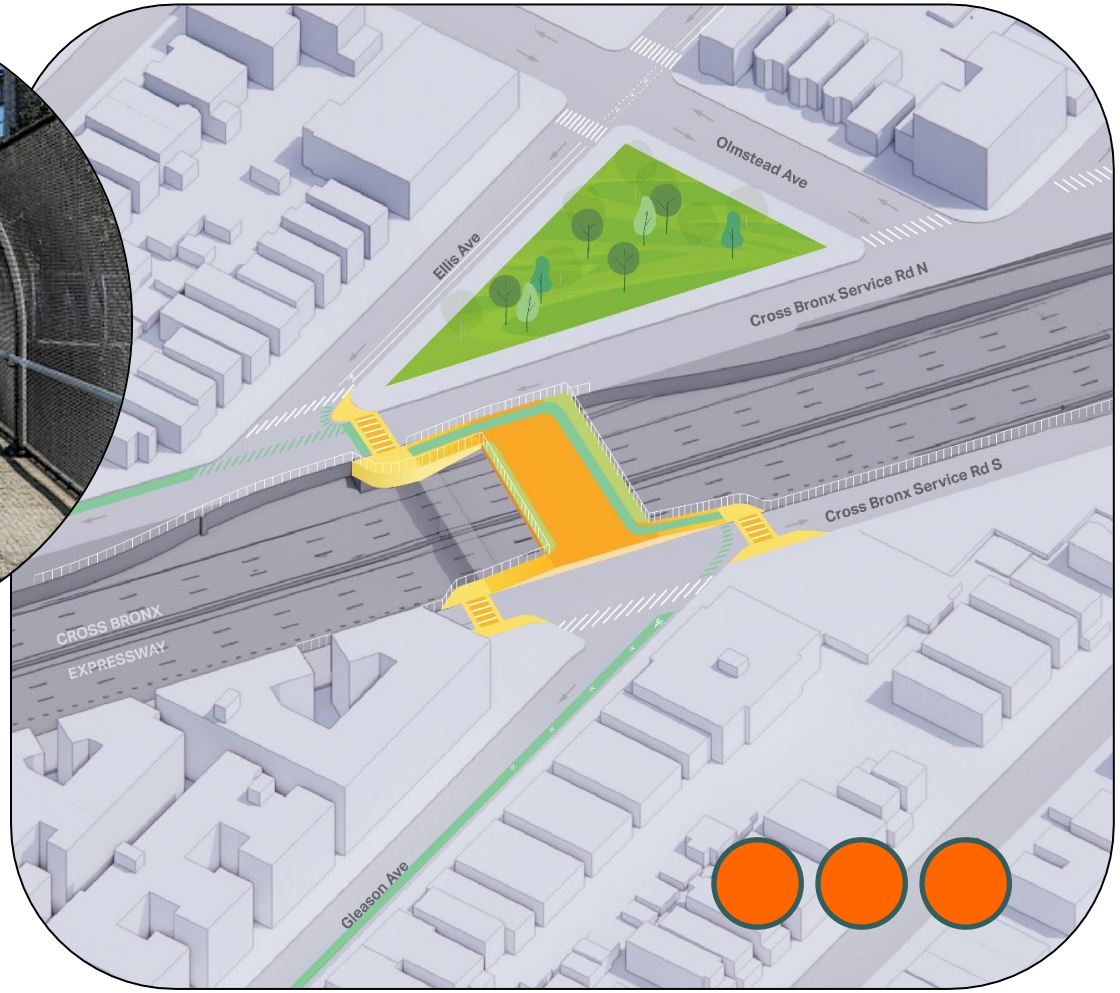
- Full proposal requires street closure
- Very high engineering complexity and conceptual cost



Other Ways to Reconnect Communities

Other future investments could include upgrading existing pedestrian crossings over the highway to:

- Become fully accessible
- Include cycling infrastructure



Proposed improvements at Olmstead Ave Footbridge

At the **Olmstead Avenue Footbridge**, the existing pedestrian crossing could be expanded to be at least 25’ wide, improving visibility and providing dedicated space for cyclists.

Roadmap to Implementation

Roadmap to Implementation

Short and Mid-Term Projects

Implementation for potential short-term projects could begin as early as 2025. Mid-term projects could continue in-house through capital planning and design development.

Funding Long-Term Concepts

Highway caps would require large amounts of City, State and Federal resources. Potential sources include:

→ Federal infrastructure grants

→ Other discretionary funding

Stay Tuned!

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**

Thank you!!