



Reimagine the Cross Bronx

Final Vision
Update Briefing

March 2025



Department of
Transportation



Reimagine the Cross Bronx Update

- About the Study
- Corridor-Wide Concepts
- Short- and Mid-Term Projects
- Long-Term Concepts
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About the Study



What is the Reimagine the Cross Bronx Study?

- The U.S. Department of Transportation (USDOT) funded 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



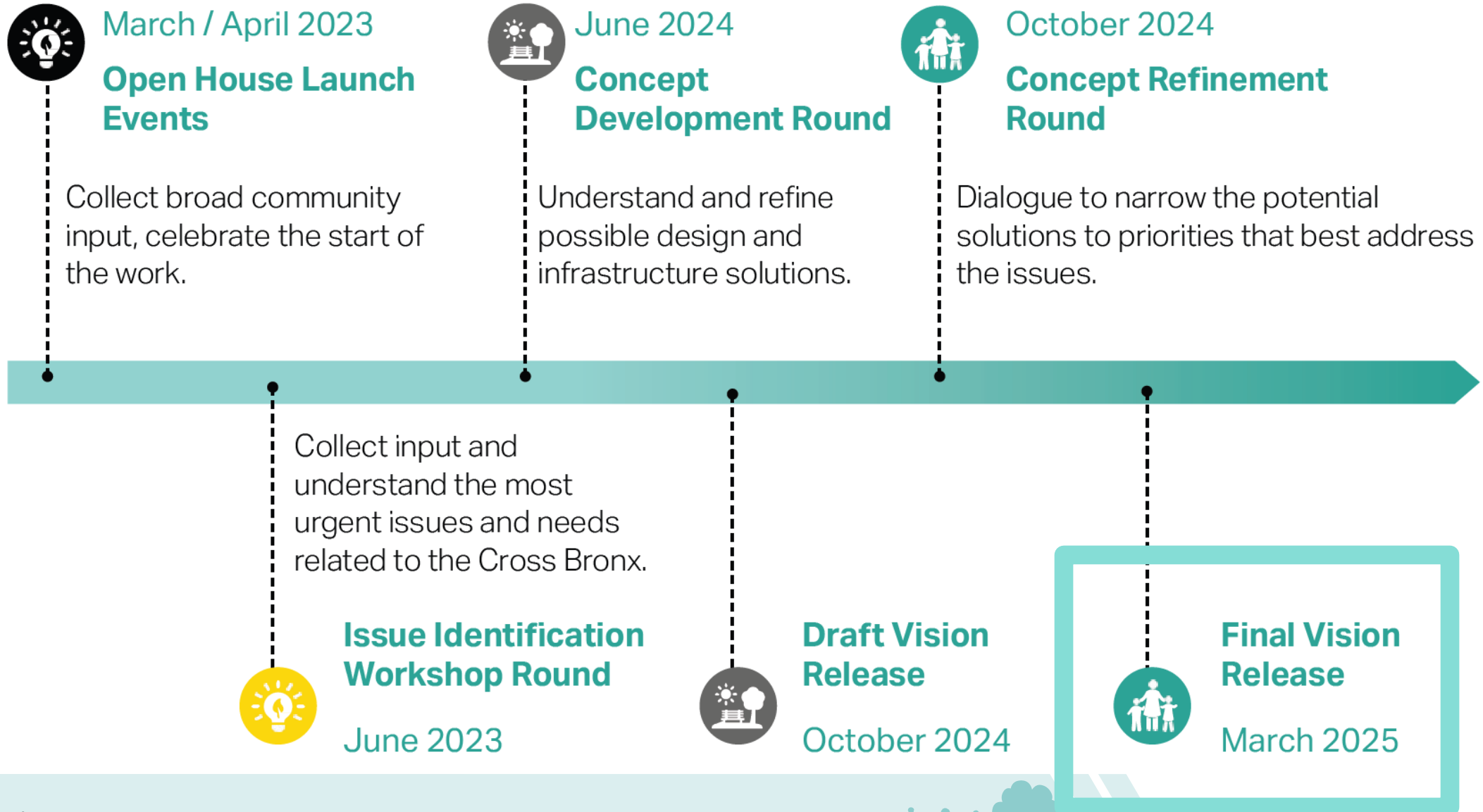
Increase community leadership to support implementation of strategies and future planning efforts



Foster long-term collaboration between Cross Bronx stakeholders, Bronx residents, and City and State government






Study Timeline



A Community-Driven Methodology

Since the Study's launch, agency partners organized **23** workshops, directly engaging **1,526** community members. **Community Partners** hosted **205** events and activities, more than doubling the reach of agency-led engagement.

The Study Team directly incorporated community feedback into the Final Vision, for example:

-  **Highway Capping:** Residents responded positively to capping proposals that would create **new connections, expand open spaces, and improve community health.**
-  **Bus and Bike Travel:** Residents were interested in improving east-west connections, highlighting the challenges of **long and uncertain bus commutes** in the Bronx, and the **lack of bike-infrastructure.**
-  **Freight Management:** Residents expressed concerns about managing truck traffic on the highway and local streets to **improve traffic safety.**



About the Final Vision

The Final Vision reflects community input and demonstrates how agency partners will continue to collaborate to meet the goals of the study through the following strategies:

- Implement **immediate** place-based improvements and corridor-wide programs to respond to community-identified needs.
- Pursue **mid-term** capital projects in partnership with federal, state, and local agencies.
- Advance **long-term** transformative infrastructure changes.
- Deepen **partnerships** with community leaders to implement short-, mid- and long-term improvements.



Corridor-Wide Commitments



Improving Public Transit



Improving Public Transit: Projects

NYC DOT, in cooperation with the MTA, commits to the following improvements in the Study Area:

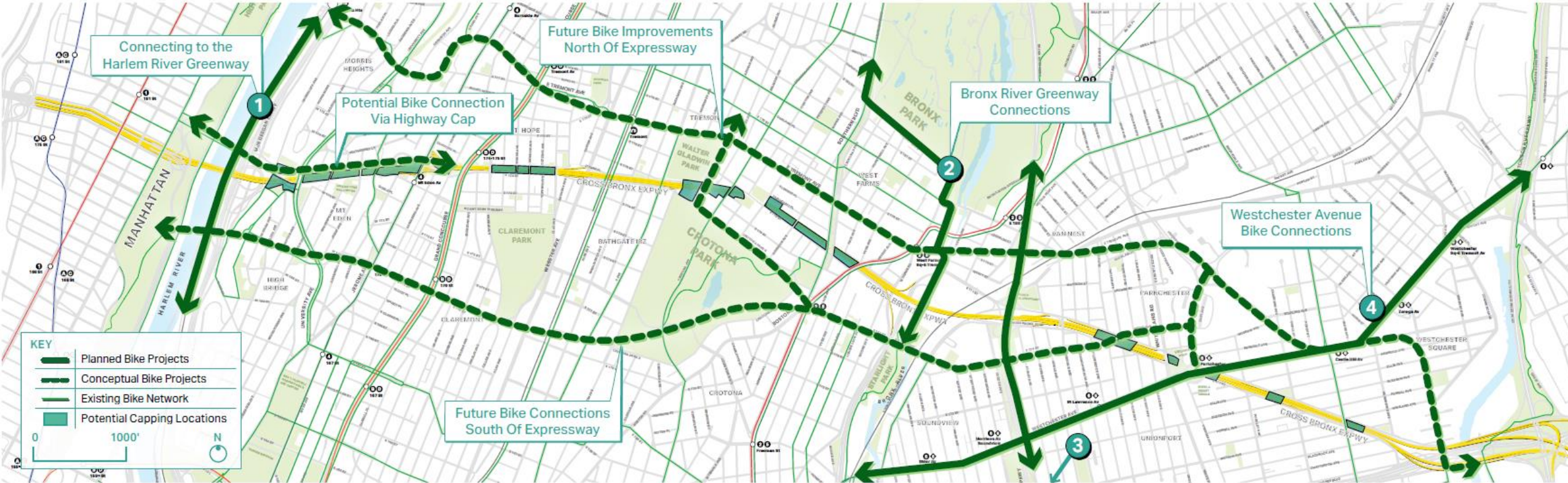
- Implement a **busway on Tremont Avenue**
- Construct or study feasibility of installing **Bus Stops Under the Elevated (BSUE)** upgrades
- Install **new shelters** and evaluate bus stops for **physical accessibility** and other upgrades
- Explore potential future **Automated Camera Enforcement (ACE)** routes
- Study three new routes (Bx11, Bx22, Bx39) for future **Transit Signal Priority (TSP)** installations and pilot new TSP technology on the Bx1 and Bx2 routes



NYC DOT commitments respond to community input to improve travel by bus



Improving Cycling Connections



Improving Cycling Connections: Projects

NYC DOT commits to improving *east-west bike connections*:

- Continuing planning efforts for the **Harlem River Greenway**
- Construct bike network and pedestrian safety enhancements at **Devoe Avenue, East 177th Street and East Tremont Avenue**
- Coordinate with NYSDOT to establish **off-street bike connections** on Rosedale Avenue under Bruckner Boulevard
- Design new bike facilities along **Bronx Park South and Boston Road** to the Bronx River Greenway
- Investigate possible cycling connections along **Westchester Avenue**, potentially extending the 2023 protected bike lane



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
- Transportation Demand Management

**Requires review and approval by FHWA*



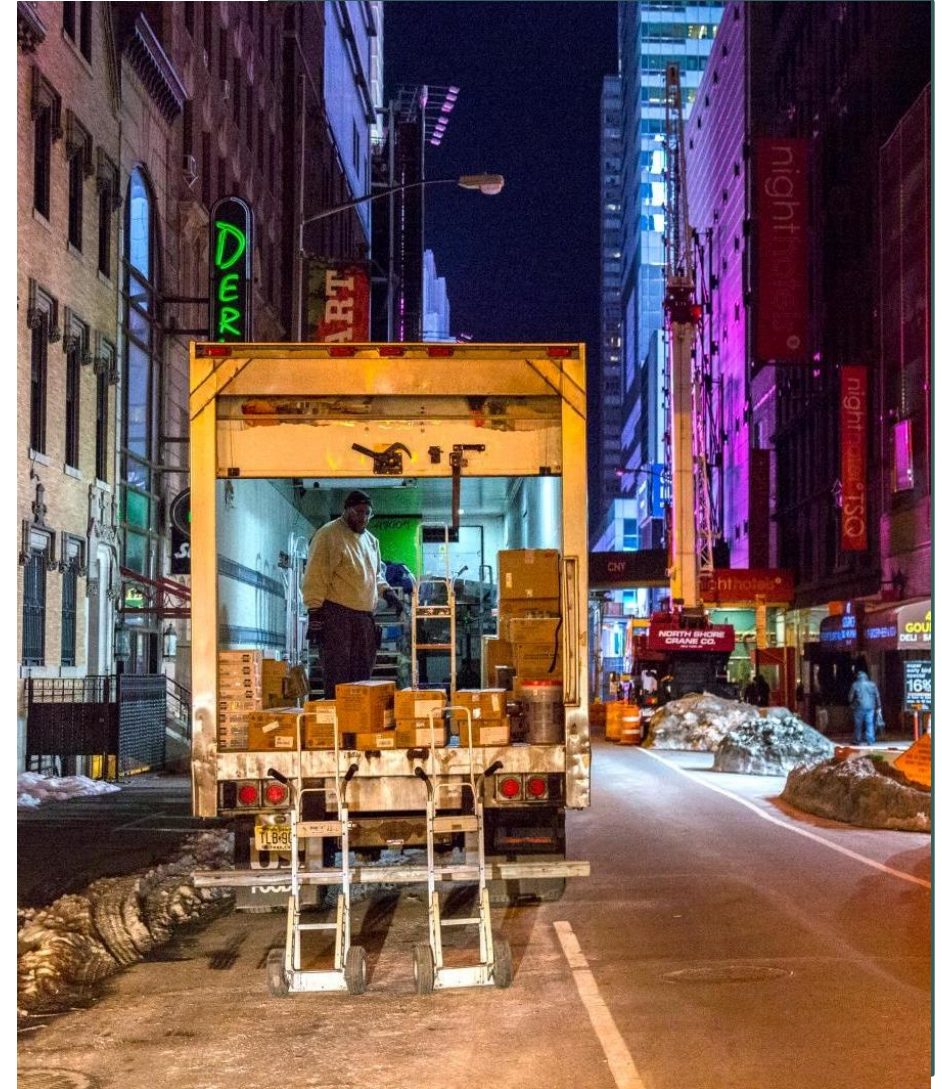
Managing Freight Travel

NYC DOT is identifying ways to increase sustainability and safety of freight movement. NYC DOT commitments within the Study Area include:

- Explore new **Locker NYC** locations
- Investigate siting a **microhub pilot**
- **Update truck route signage and wayfinding** as a part of the Truck Network redesign
- Explore opportunities for **curb management** improvements
- Expand **Off-Hour Deliveries** in commercial areas in the Bronx through CBDTP funding



NYC DOT commitments respond to community input to improve freight management on highway and local streets



Community Health and Safety

NYC DOT commitments:

- Expand **Red-Light Camera Program** at high-crash locations
- Evaluate locations to site Level 2 **municipal EV charging**
- Identify potential sites for **truck electrification infrastructure** in the Bathgate and Zerega Industrial Business Zones (IBZs)
- Expand the Hunts Point **Clean Truck Program**

NYC DOHMH commitments:

- **Support partner agencies** to enforce the NYC Air Code and implement LL97 (Greenhouse Gas Emissions Reduction from Large Buildings)
- Monitor health effects of summer temperatures to develop a **maximum indoor temperature policy** by 2030

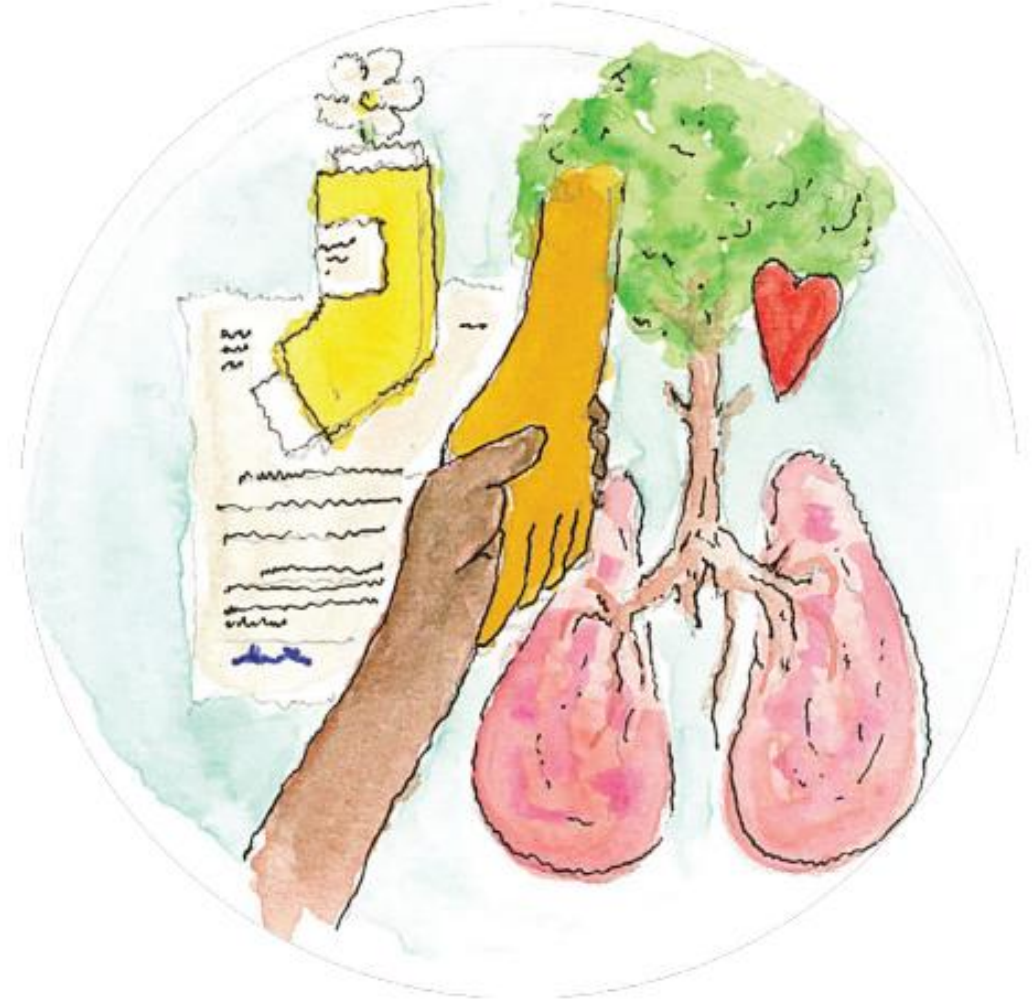


Community Asthma Initiatives

Through CBDTP funding, NYC DOHMH will create the **Bronx Asthma Initiative (BAI)** to expand community- and school-based asthma programming in the South Bronx.

NYC DOHMH hopes to expand the following initiatives with additional funding:

- Home Environmental Asthma Trigger Remediation
- Stakeholder Engagement and Partnerships
- Asthma Self-Management Education



Short- and Mid-Term Projects



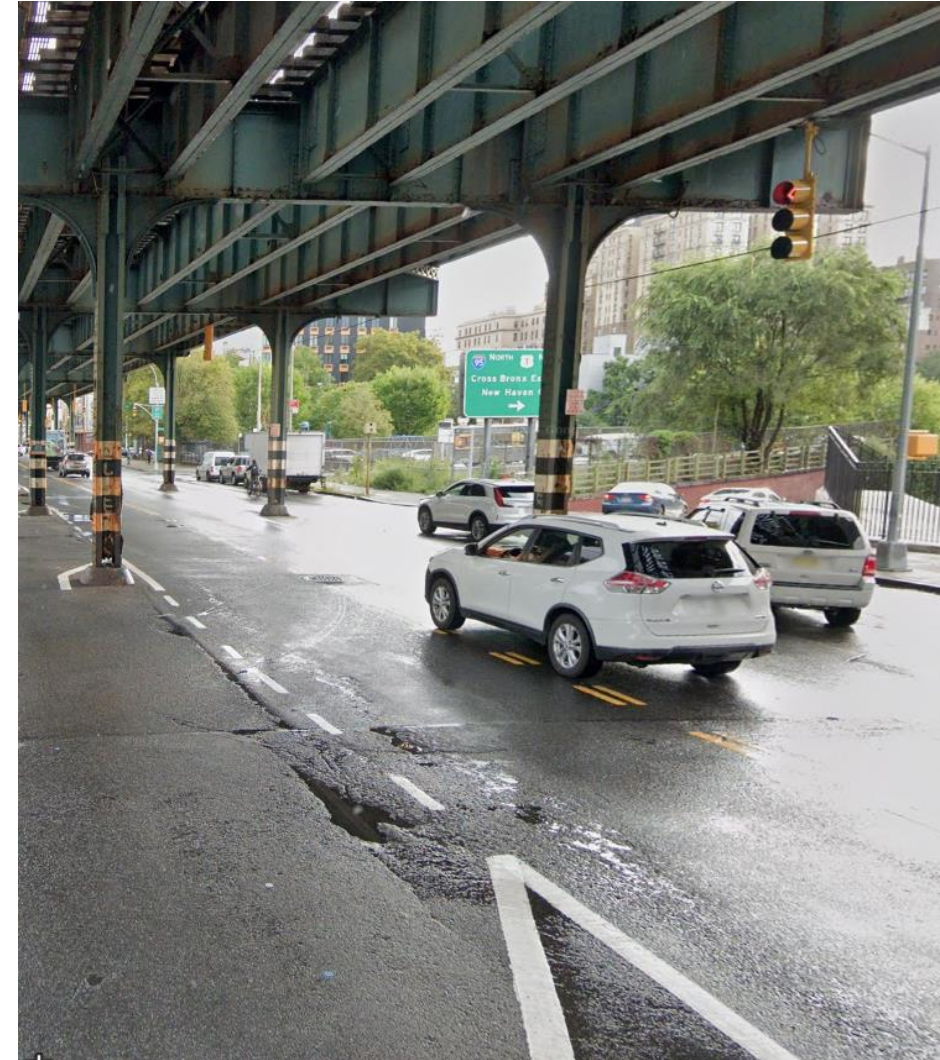
Short-Term Projects and Programs: West

Jerome Avenue at Cross Bronx Expressway

Community members expressed pedestrian safety concerns due to expressway on- and off-ramps and irregular intersections that create a high concentration of vehicular conflicts.

NYC DOT commitments include:

- Investigate feasibility of a **raised crosswalk** at East Mount Eden Avenue and Townsend Avenue
- **Construct** capital intersection safety enhancements along Jerome Ave
- **Analyze data and explore options** for future pedestrian safety enhancements



Short-Term Projects and Programs: Central

West Farms: Connecting between the Bronx Zoo and Starlight Park

Community requested improved cycling and pedestrian connections between the West Farms and Tremont neighborhoods and Starlight Park.

NYC DOT commitments include:

- Design **new bike connections** along Bronx Park South and Boston Road to connect to the Bronx River Greenway entrance
- Explore opportunities and **potential public space** projects along Boston Road between Bronx Park South and East Tremont Avenue
- **Install a busway** on East Tremont Avenue between Third and Southern Avenues



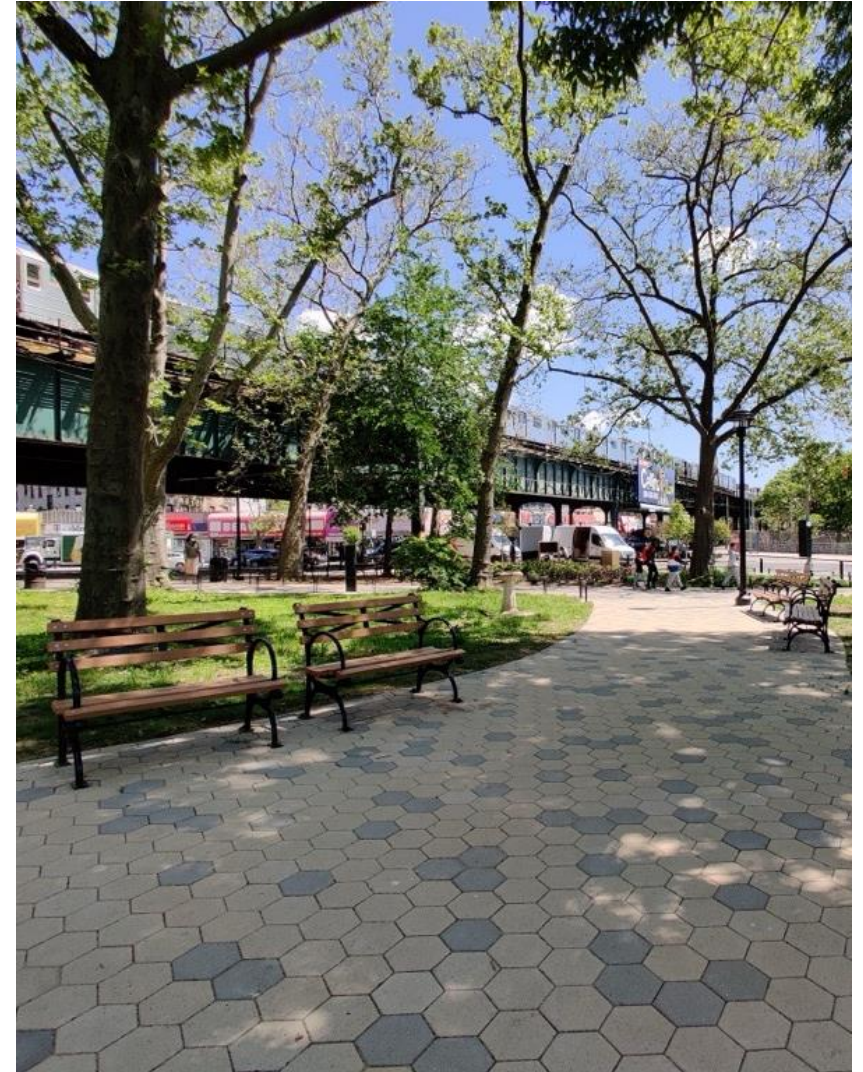
Short-Term Projects and Programs: East

Hugh J. Grant Circle

Community-identified need to address pedestrian and traffic safety, improving connections around the Parkchester 6 train station.

NYC DOT commitments include:

- **Implement safety enhancements** at White Plains Road and Westchester Avenue.
- Explore **pedestrian connection improvements** between Virginia Park and Virginia Playground.
- Partner with a community organization to program an **Open Street** next to Virginia Park.
- Develop options for **new bike facilities** within the circle.



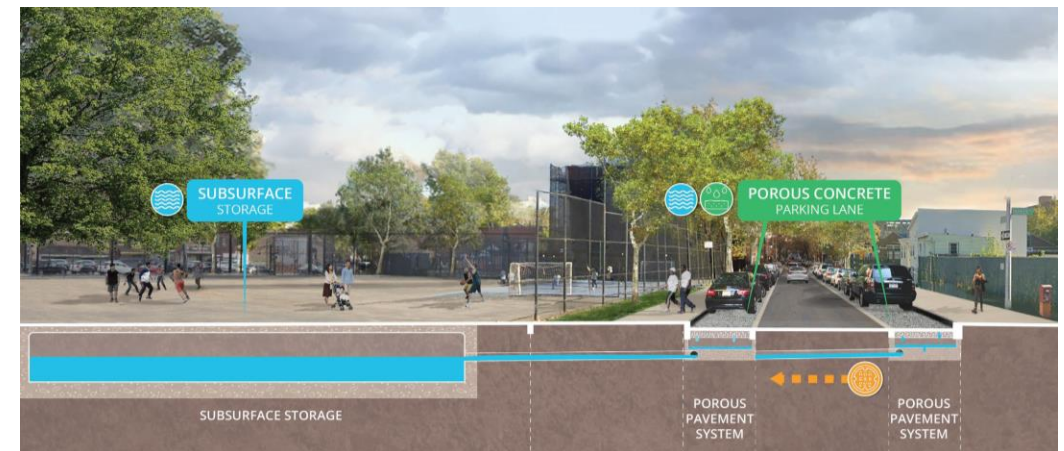
Mid-Term Projects and Studies

More complex projects will advance through capital planning and design development. **NYC DOT commitments include:**

- Pedestrian safety capital projects
- Raised crosswalk feasibility studies
- East 174th Street Bridge reconstruction

DEP commits to advancing the Parkchester Cloudburst pilot and will be coordinated with on all capital projects to ensure proper drainage infrastructure is implemented.

DCP commits to advancing neighborhood planning initiatives, including zoning and land use, waterfront, and public realm studies.



Long-Term Concepts



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



Potential Locations for Future Study

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



Potential Locations: Map



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:

- Requires ramp closures
- Very high engineering complexity and cost



Revised capping proposal to respond to community input to expand open spaces via potential highway caps



Potential Highway Cap: Walter Gladwin and Crotona Parks

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



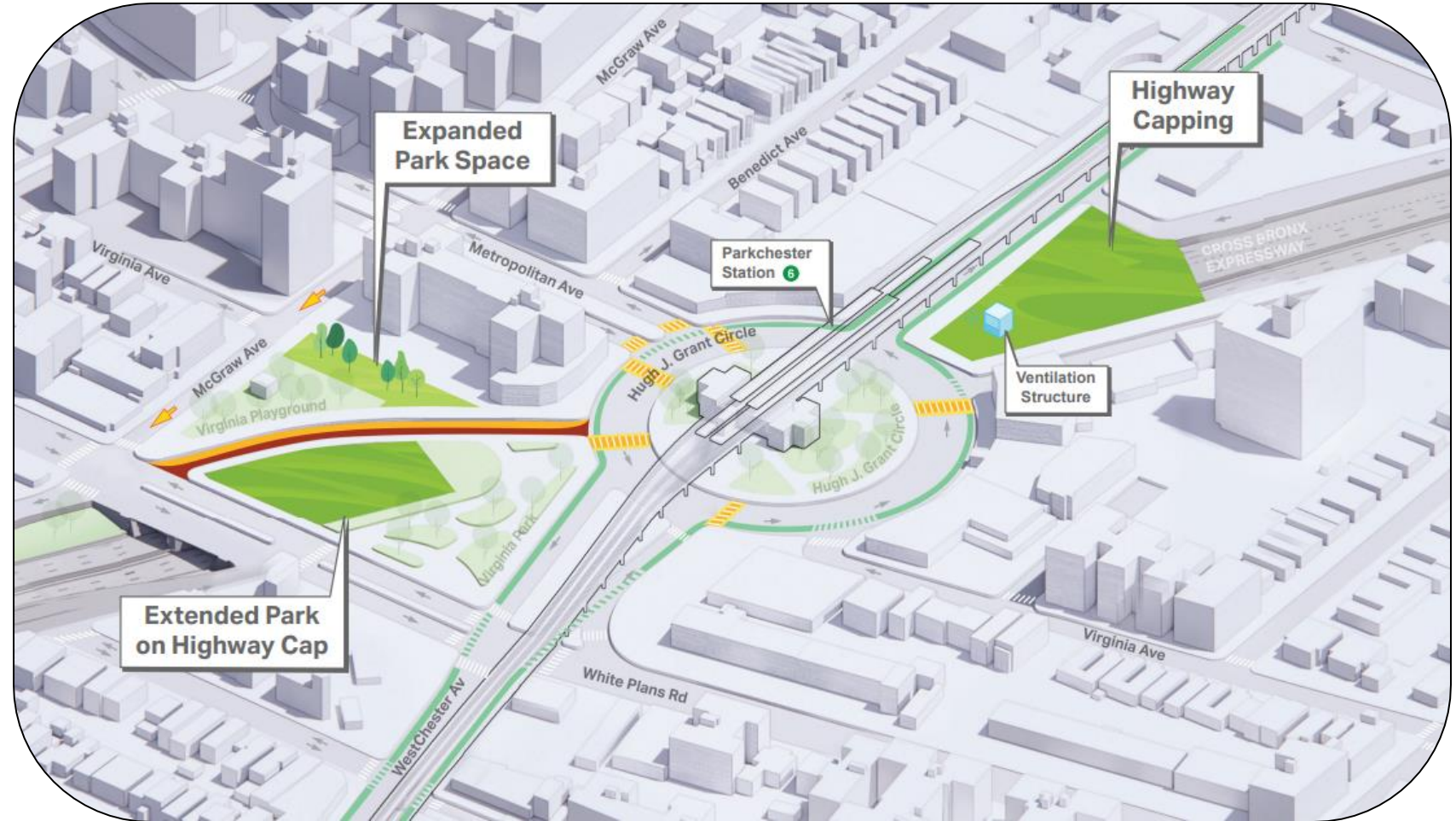
Potential Highway Cap: Hugh J. Grant Circle

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



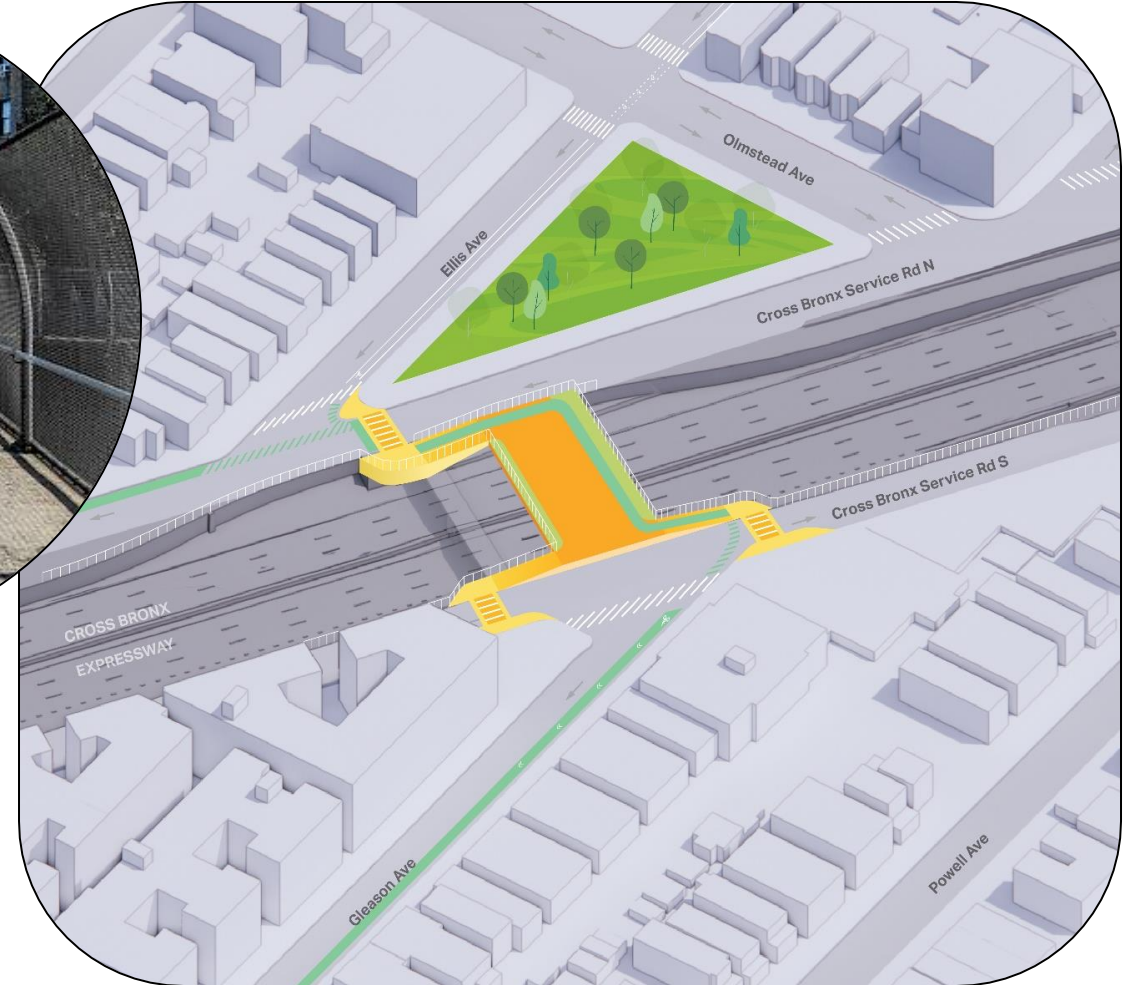
Other Ways to Reconnect Communities

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

- Become fully accessible
- Include cycling infrastructure



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.



Proposed improvements at Olmstead Ave Footbridge

Next Steps



Next Steps: Immediate Improvements

NYC DOT has developed ~60 short-term commitments to advance projects and programs within the Study Area. Each will be advanced starting in 2025, and engagement processes will continue through each phase of planning, design and implementation.



**Planning /
Planificación**



**Design /
Diseño**



**Implementation /
Implementación**

Work to implement **CBDTP-funded programming** in the South Bronx is underway and is expected to continue through 2025.

- Expanded Off-Hour Deliveries in the Study Area
- Expanded Clean Trucks Program at Hunts Point
- New DOHMH Bronx Asthma Initiative (BAI)



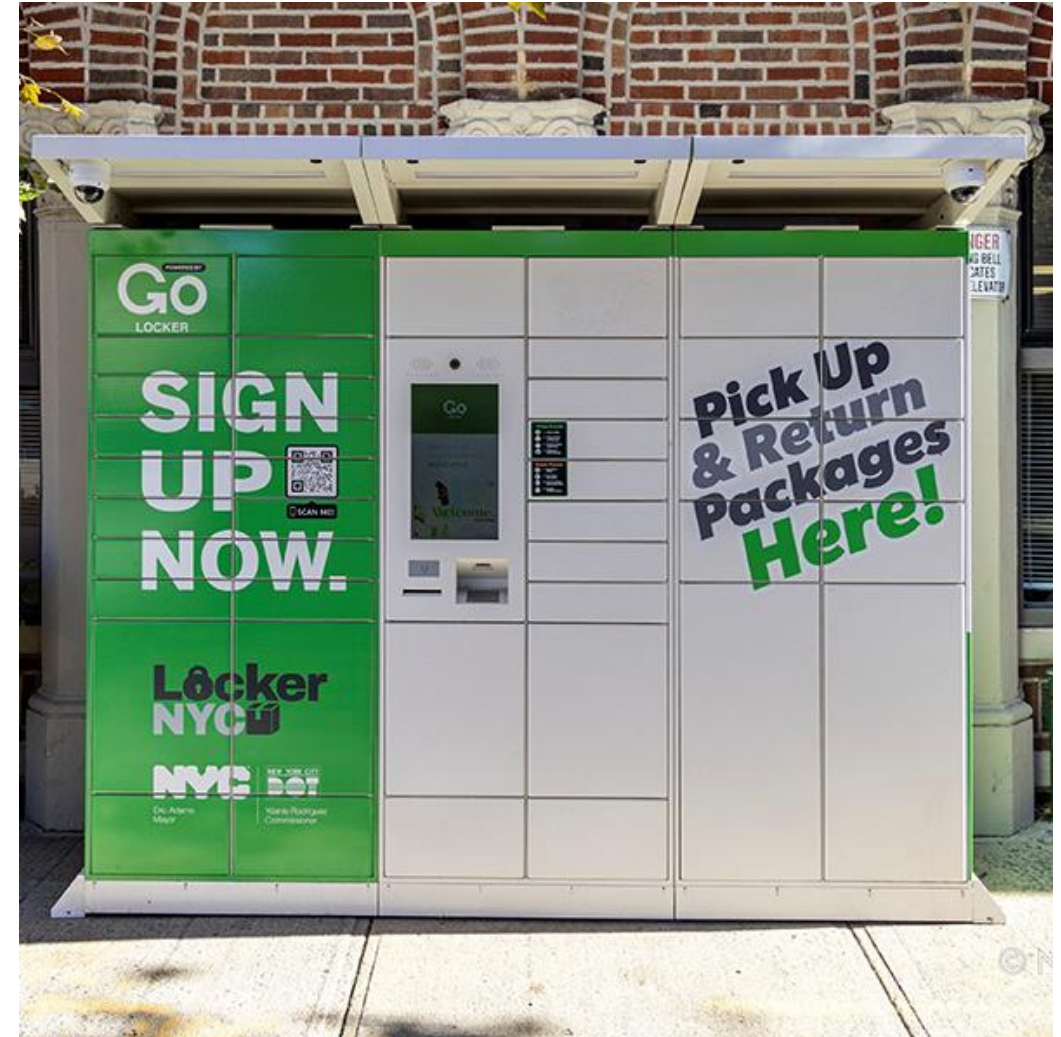
Next Steps: Corridor-Wide Initiatives

NYC DOT Commitments:

- Work with industry and local partners to expand **off-hour delivery programs, microhubs and storage lockers** in the Study Area
- Identify potential sites for **truck electrification** in the Bathgate and Zerega IBZ's and expand the **Clean Truck Program**

Other agency commitments:

- **NYSDOT:** Strategies for traffic management
- **DCP:** Land Use Surveys, Community Storybank, Brownfield Opportunity Areas Planning
- **DOHMH:** Enforce the NYC Air Code, Implement LL97, Develop Maximum Indoor Temperature Policy



Next Steps: Transformative Infrastructure Changes

NYSDOT Planning and Environmental Linkages (PEL) study

- Announced in January at Gov. Hochul's SOTS address.
- Gov. Hochul included \$75 million in her budget to reconnect communities divided by the Cross Bronx Expressway and Interstate-787 in Albany.
- NYSDOT to lead the PEL study in coordination with NYC and local stakeholders.

Federal Funding Resources

- Joint commitment to pursuing a comprehensive funding strategy for future long-term infrastructure concepts.

Q: What is a PEL?

A: A PEL is a collaborative and integrated approach to transportation decision making and planning that considers benefits and impacts of proposed system improvements to the environment, community, and to the economy.

A PEL can also help inform the environmental review process and accelerate project delivery.



Thank you!!

