

SHERIDAN EXPRESSWAY – HUNTS POINT PLANNING STUDY

March 7, 2013

AGENDA

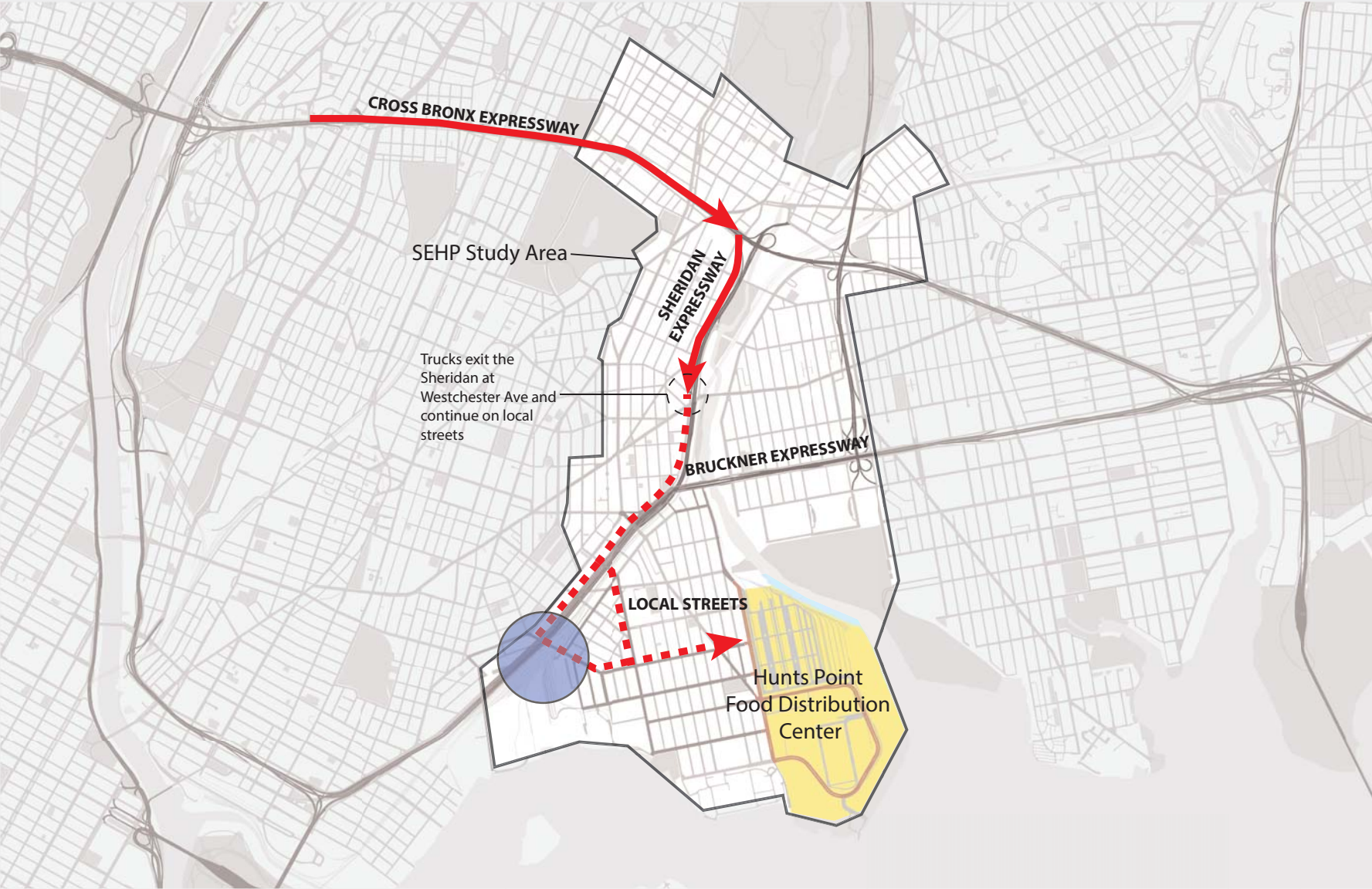
Review of Scenarios

Traffic Model Results

- Travel Times
- Truck Volumes
- Summary

Next Steps

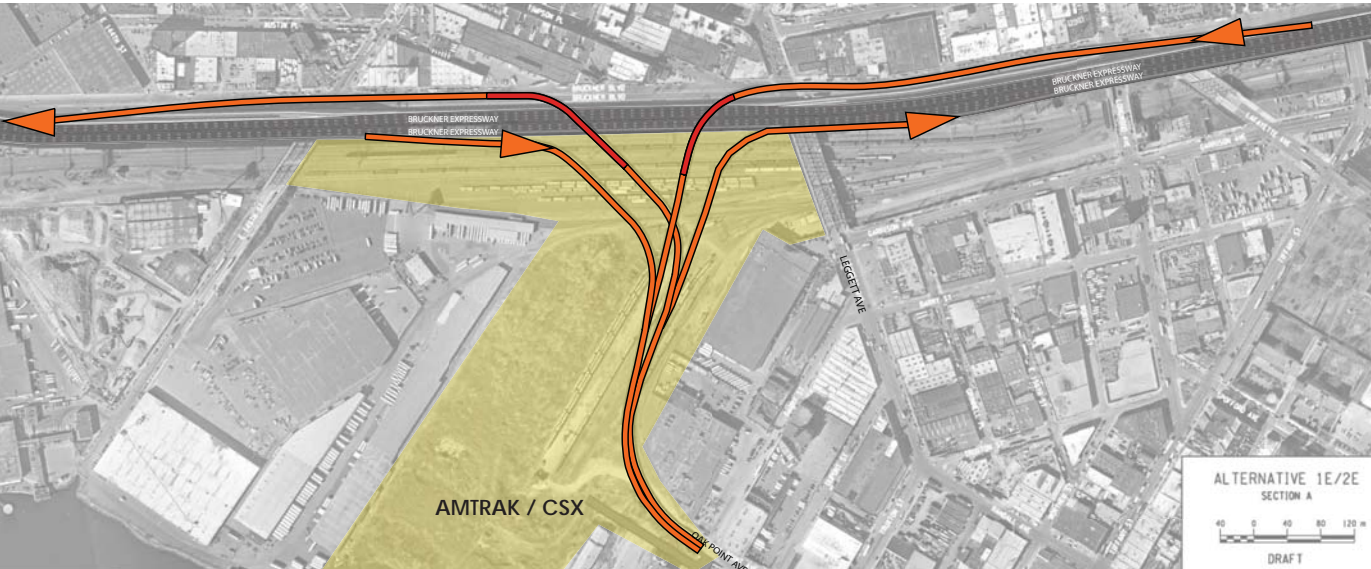
South Bronx Transportation Network + SEHP Study Area



● Oak Point Ramp Area

■ ■ ■ ■ Truck Route on Local Streets

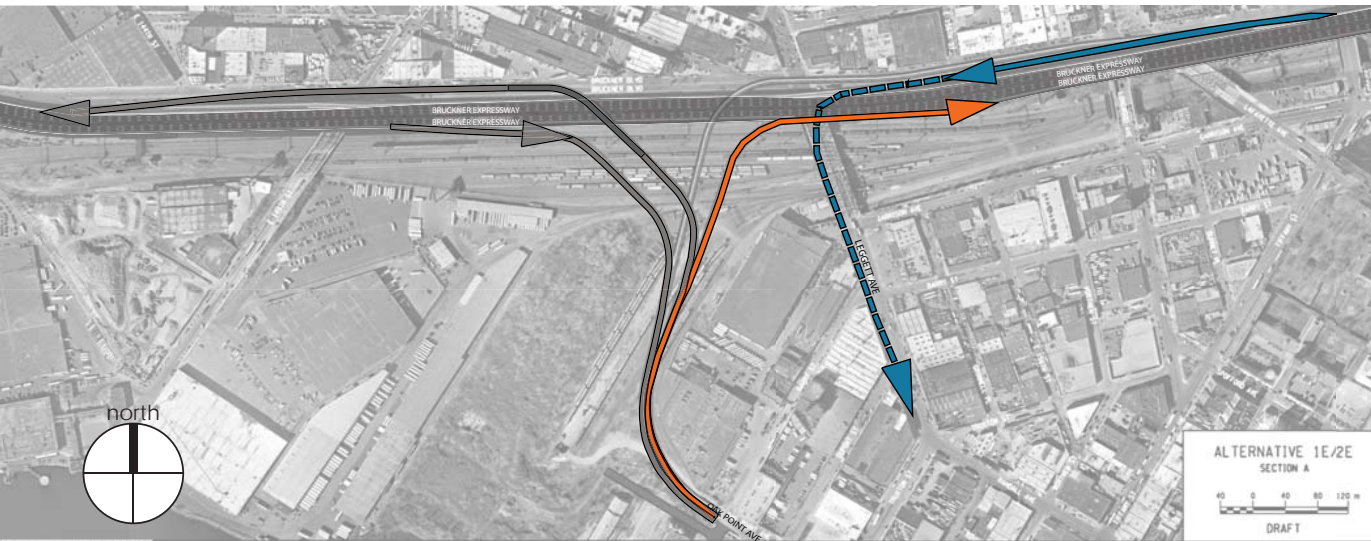
Improved access to Hunts Point



NYS Department of Transportation 'Bruckner-Sheridan Expressway Interchange Reconstruction and Hunts Point Peninsula Access Environmental Impact Statement' July 2010

Oak Point Ramps

- On/Off ramps going **east** and **west** on the Bruckner Expressway
- Ramp design requires approx **9,000** linear feet of roadway
- Design requires acquisition of private property and potential realignment of rail lines

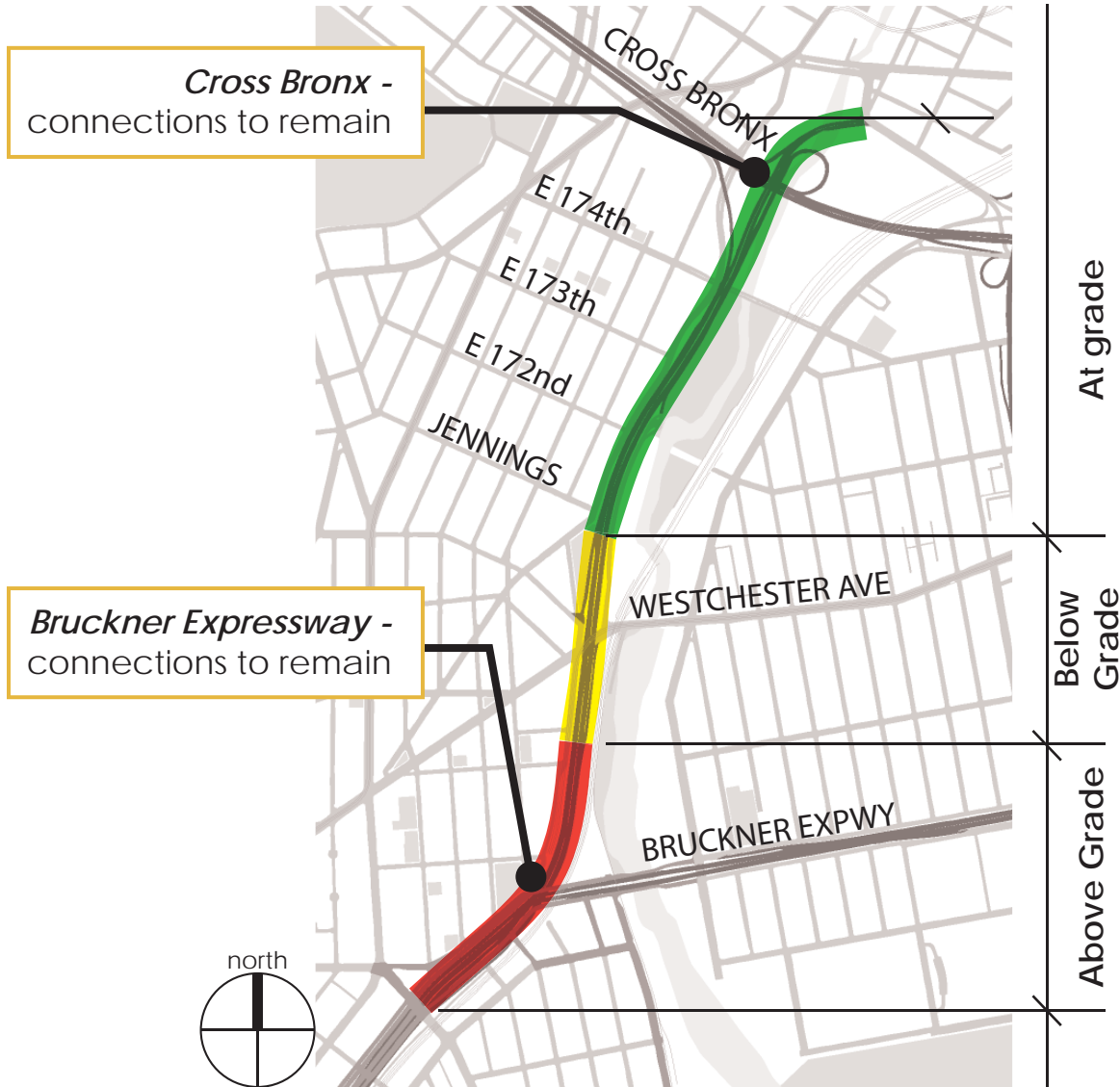


NYC Department of Transportation Proposal to create direct access to Hunts Point

East Ramps

- On/Off ramps going **east** on the Bruckner Expressway
- Ramp design requires approx **4,000** linear feet of roadway
- Less impact on private or rail properties
- Potential to remove traffic from Hunts Pt Ave through Sheridan ramp closure
- Catalyzes changes to Sheridan Expressway at grade section

Sheridan Expressway



Sheridan Expressway - At Grade - Existing Conditions

- **\$81M** of public investment along the southern Bronx River has led to a cleaner more active waterfront. Safe access remains a challenge.
- **On the horizon** - The Bronx River Alliance is expected to begin construction of its main offices at Starlight Park in the coming year
- Over **900 new residential units**, retail space and a new school will be constructed over the next decade
- **Institutions** serving Pre-K-12th grades are located along the expressway. Walking routes from these schools to parks and nearby transit are complicated and can be unsafe
- **Whitlock subway stop** ranks near the bottom in annual ridership, ranked 389 of 468 stations.
- Properties along Edgewater Rd are zoned **manufacturing (M-1)**. **Seven businesses** – primarily auto wreckage, storage and parts are located along the waterfront.



Starlight Park



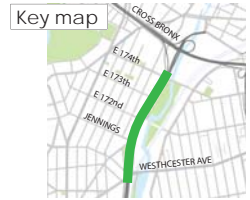
Signature Properties



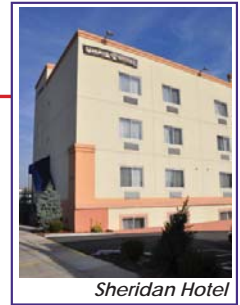
Local Schools



Whitlock Subway Stop



Bronx River Alliance



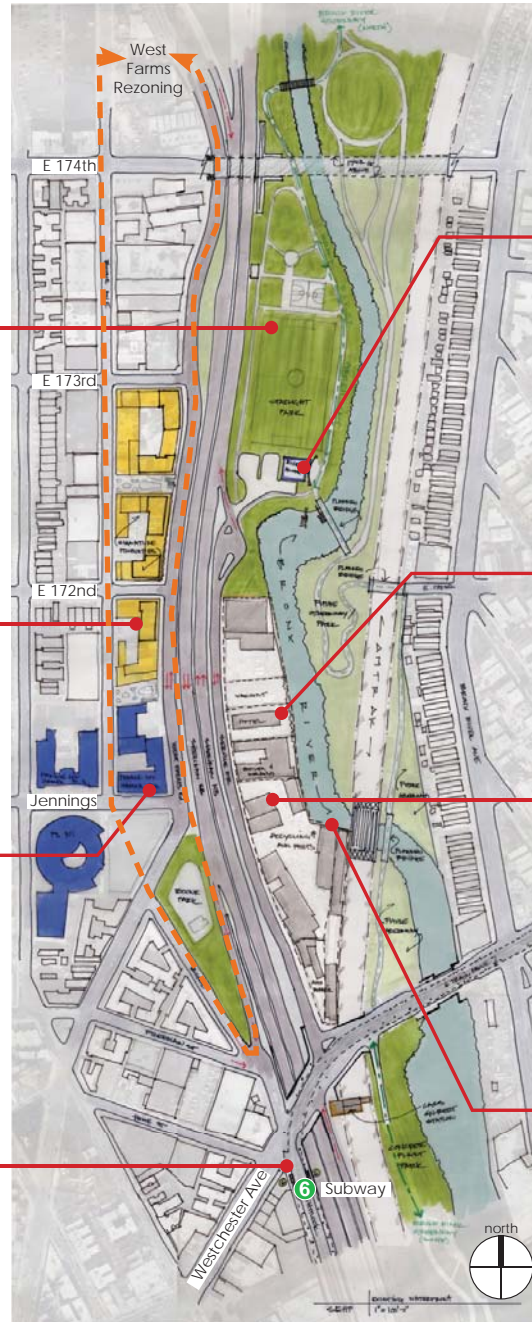
Sheridan Hotel



Zoned manufacturing (M-1).



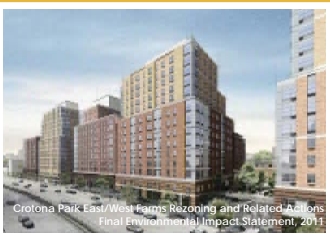
Waterfront



6 Subway



Sheridan Expressway - At Grade - Section



Signature Properties
 -R8X / R7X Sheridan Side
 -Max height along West Farms Rd +-150'H
 -Steps down at Boone Ave +-75'H



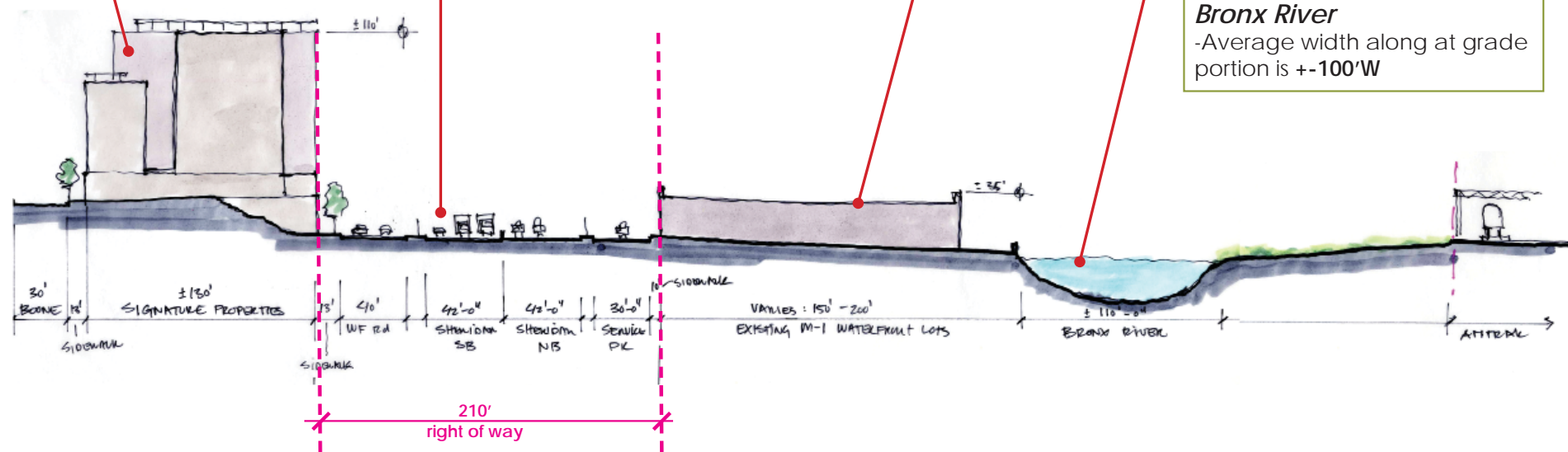
Sheridan Right of Way
 -Includes West Farms Road, Sheridan and Edgewater Road
 -Average width along at grade portion is +-210'W



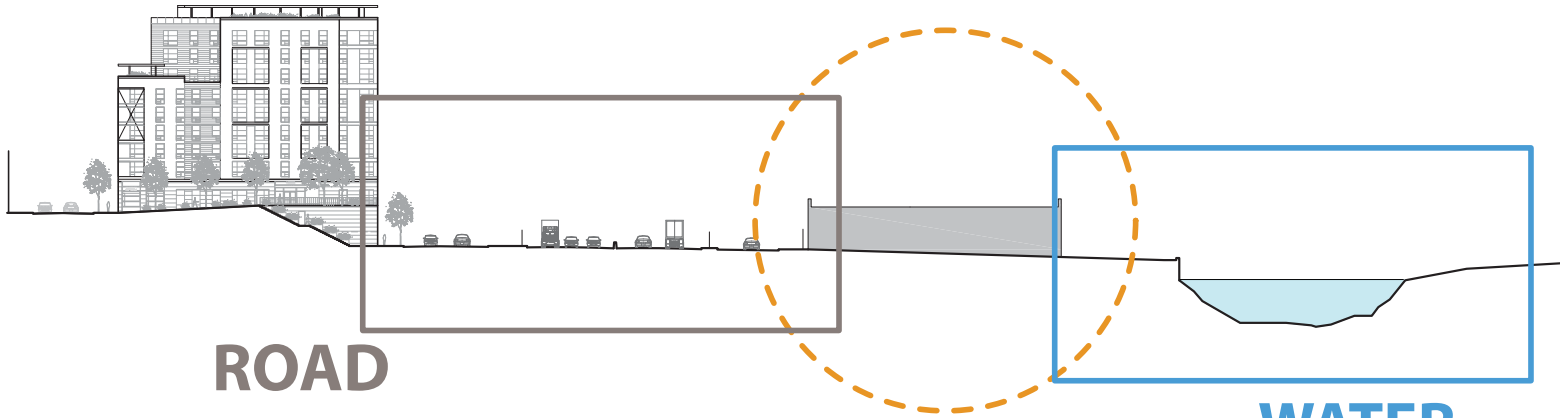
Waterfront Lots
 -M-1, auto related uses
 -Private Ownership
 -Average lot depth is +-160'D



Bronx River
 -Average width along at grade portion is +-100'W



Objectives and Variables



ROAD

OBJECTIVES

- Decrease size, maintain function
- Direct access to waterfront

VARIABLES

- West Farms Road
- Edgewater Road
- Number of travel lanes
- On/Off Ramps

LAND

OBJECTIVES

- Re-envision given change to road
- Upland and visual connections

VARIABLES

- Size of development lot
- Use
- Bulk / Height
- Density

WATER

OBJECTIVES

- Improve Quality
- Increase access and activity

VARIABLES

- Greenway
- Loop road
- Fire access
- Edge conditions
- Primary / secondary paths
- Plantings / seating

**SIZE / SCOPE
ADJUST TO VARIABLES**

Precedents

- Speed Limit 35mph
- Narrow lanes, shorter blocks
- Clear, deliberate separation of access road and central roadway
- Include mid-block or pedestrian only crossings
- Medians raised above level of street

Octavia Blvd, San Francisco, CA

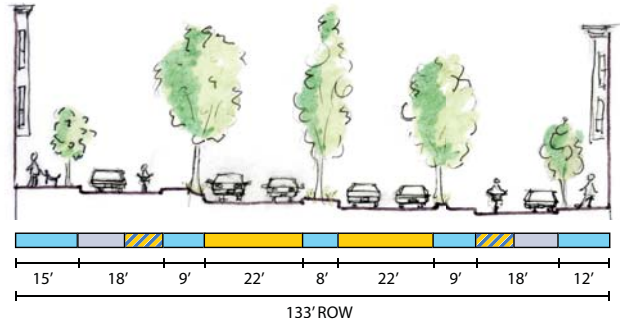


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Aerial



Section



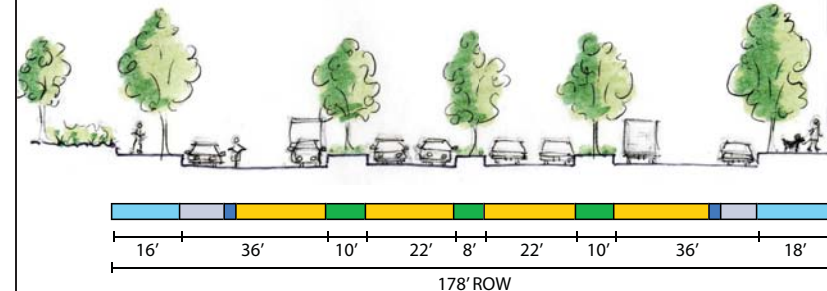
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Street View







Grand Concourse (E 161st to E 165th), Bronx



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-  MOTOR VEHICLE
-  SHARED BIKE/MOTOR
-  DEDICATED BIKE
-  PEDESTRIAN
-  GREEN SPACE
-  PARKING

Precedents

- Speed limit 35mph
- Pedestrian space near or over 50%
- Substantial pedestrian refuge areas in center of roadway
- Planted medians can accommodate lighting and amenities like seating

West Street (9A), Manhattan

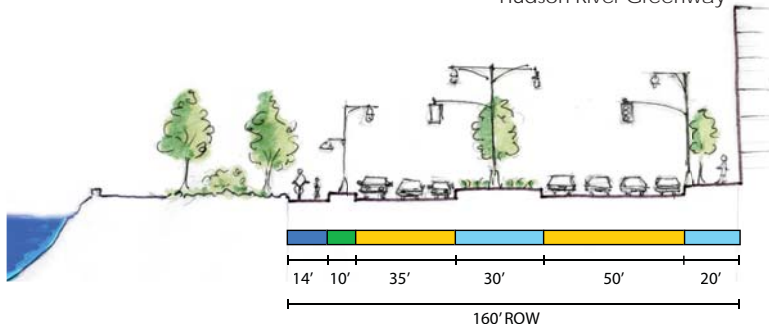


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Aerial

Section



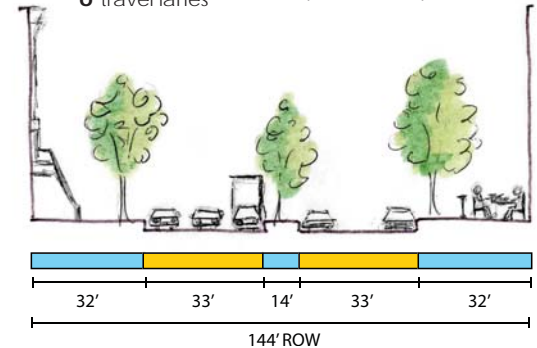
Copyright © 2013 Google

Street View







Lenox Ave, Manhattan



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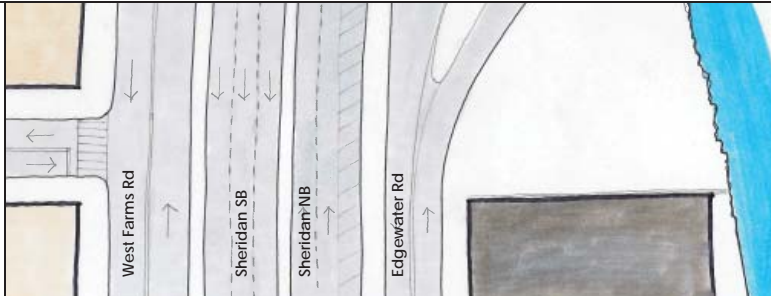
-  MOTOR VEHICLE
-  SHARED BIKE/MOTOR
-  DEDICATED BIKE
-  PEDESTRIAN
-  GREEN SPACE
-  PARKING

Scenario Comparisons - At Grade

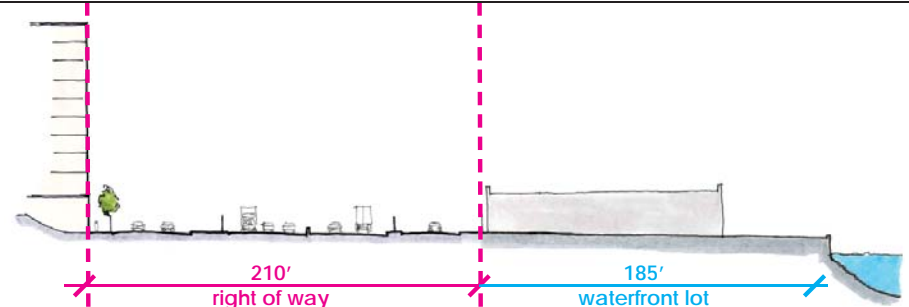
Plan

Section

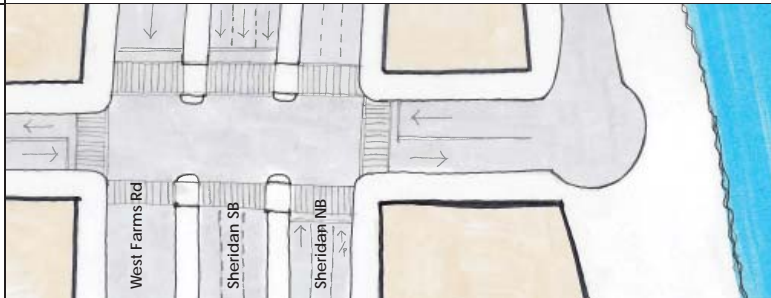
Retain



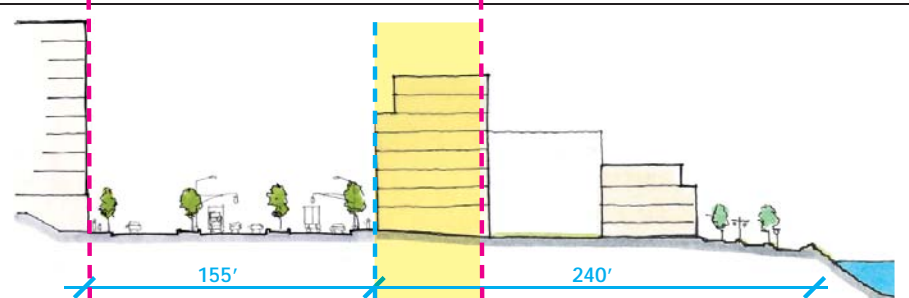
- Connects Cross Bronx Expwy and Bruckner Expwys
- East / West elevated crossings at E174th and Westchester Ave
- Edgewater Rd/Service Drive main access to Starlight Park
- Trucks traveling to Hunts Point must exit at Westchester Ave



Separated

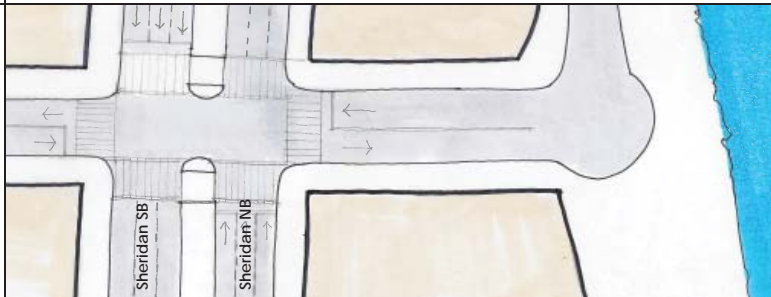


- West Farms Rd remains
- Sheridan width reduced
- Edgewater Rd demapped
- Moderate reduction in ROW
- Increases waterfront lot sizes
- West Farms Rd as buffer to truck traffic
- Westchester Ave SB exit removed

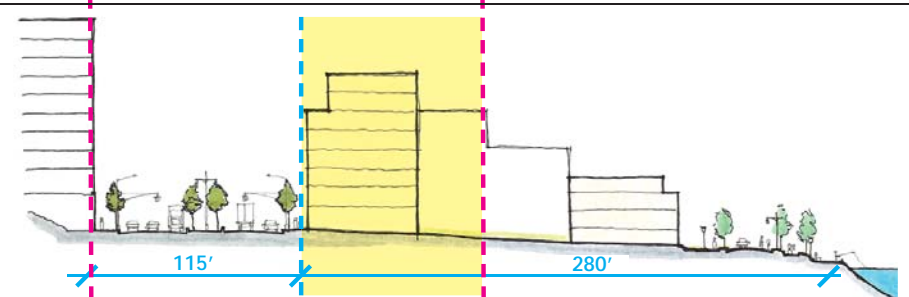


Modify

Combined



- Entire ROW is reduced to Sheridan SB and NB only
- Westchester Ave SB exit removed
- Narrowest ROW
- Largest lot sizes for redevelopment along waterfront



ALL DIMENSIONS ARE APPROXIMATE

Scenario Snapshots - At Grade

Retain



- Improved ramp access with Hunts Points; fewer through trucks exiting to Whitlock Av
- Closure of Sheridan northbound ramp from Hunts Point Av
- Maintains expressway operations for entire length of Sheridan
- Does not require reconstruction costs for Sheridan boulevard section

Scenario Snapshots - At Grade

Retain



Modify
Separated



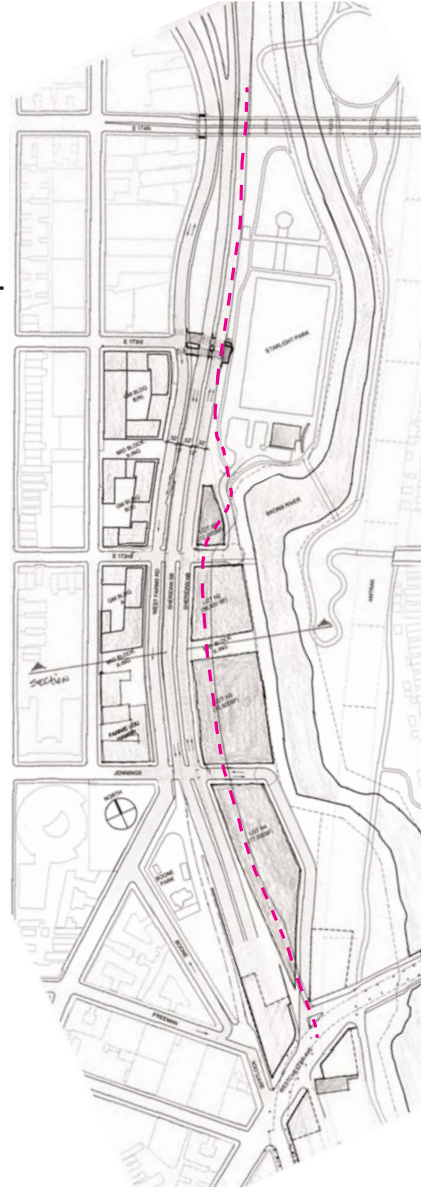
- Improved ramp access with Hunts Point ramps; fewer through trucks exiting to Whitlock Av
- Closure of Sheridan northbound on-ramp from Hunts Point Av
- Pedestrian/bike access to Starlight Park, Bronx River & greenway across Sheridan
- Better access to Sheridan from Claremont neighborhood
- West Farms Road as service road physically separated from Sheridan through traffic
- Maintains West Farms Road northbound from E 173 St to E Tremont Av
- Requires re-construction of Sheridan north section as boulevard
- Makes some land, now part of the Sheridan ROW, available for redevelopment

Scenario Snapshots - At Grade

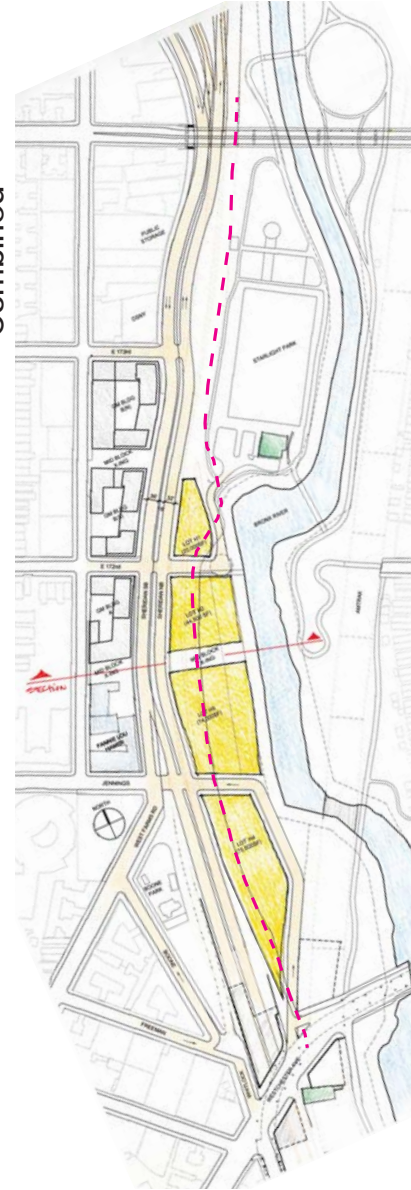
Retain



Modify Separated



Modify Combined



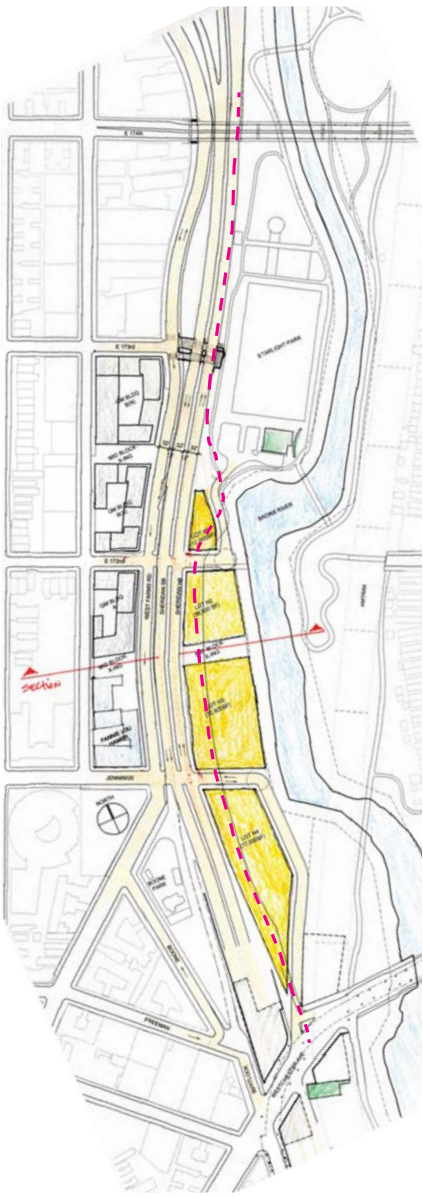
- Improved ramp access with Hunts Point ramps; fewer through trucks exiting to Whitlock Av
- Closure of Sheridan northbound on-ramp from Hunts Point Av
- Pedestrian/bike access to Starlight Park, Bronx River & greenway across Sheridan
- Better access to Sheridan from Claremont neighborhood
- Mixes Sheridan through traffic with local West Farms Road traffic
- West Farms Rd northbound only from Rodman Pl to E Tremont Av
- Most available space for development east of Sheridan
- Requires re-construction of Sheridan north section as boulevard

Scenario Snapshots - At Grade

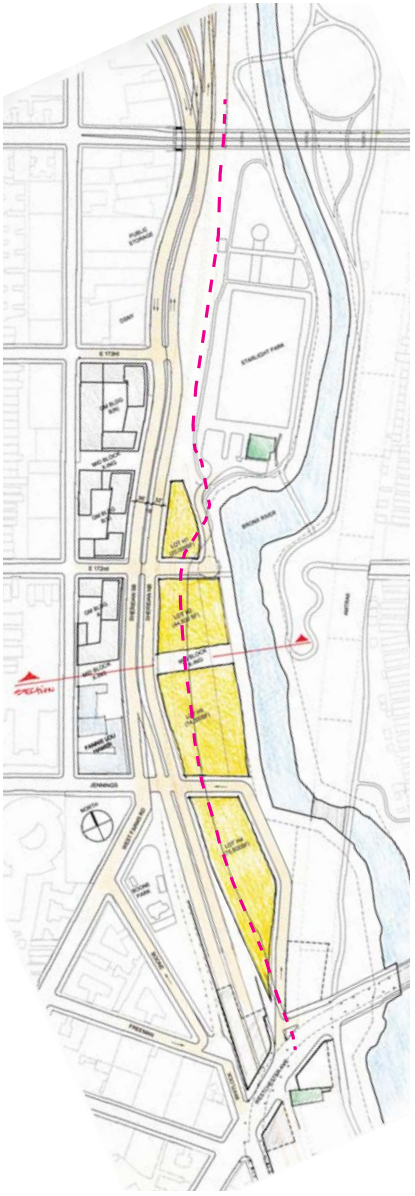
Retain



Modify Separated



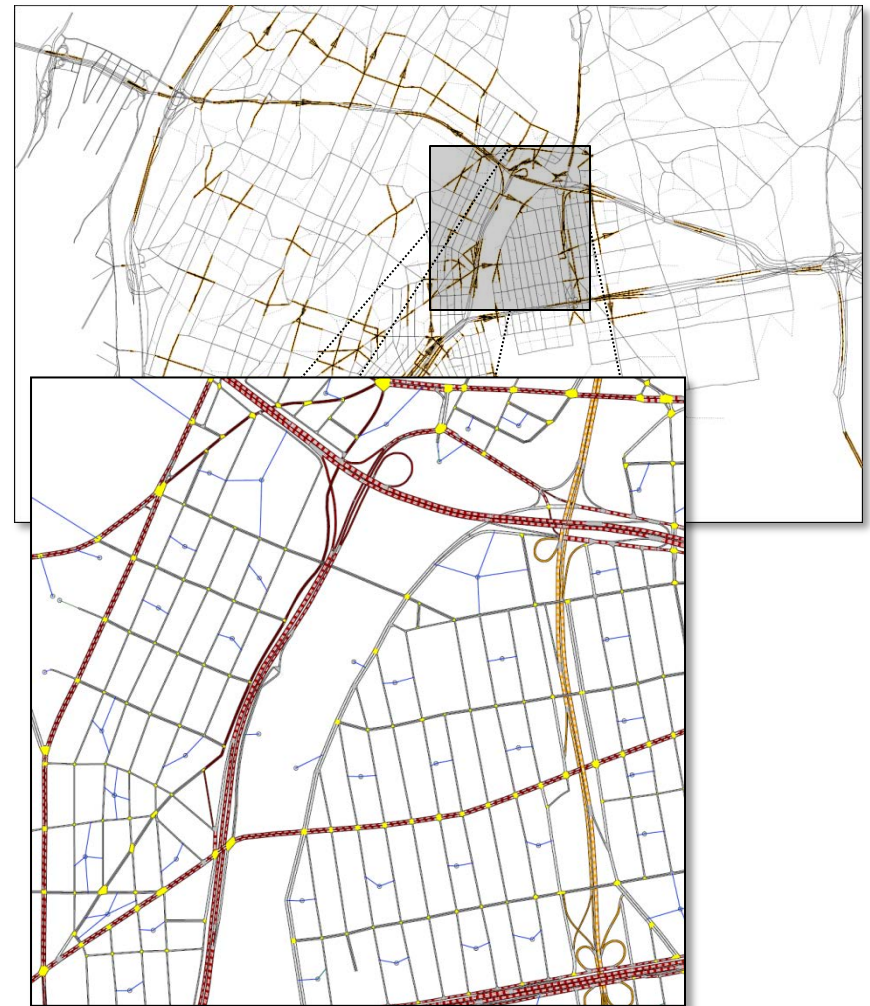
Modify Combined



Brief review of model process

- Morning period 6-10 a.m.,
Evening period 4-8 p.m.
- Future year 2035
- Traffic growth based on
NYBPM population &
employment estimates; Site
developments
- Bronx sub-area modeled as
capacity-constrained
network; traffic signals, turn
prohibitions, truck routes

Bronx sub-regional model



Modeling Comparison of Scenarios

WEEKDAY MORNING TRAVEL TIMES

Route Travel Times – Morning

Inbound to Hunts Point FDC via Sheridan

Difference from No Build

No Build

7 – 8 min.

Modify-Separated

7 – 8 min.

No Change

Modify-Combined

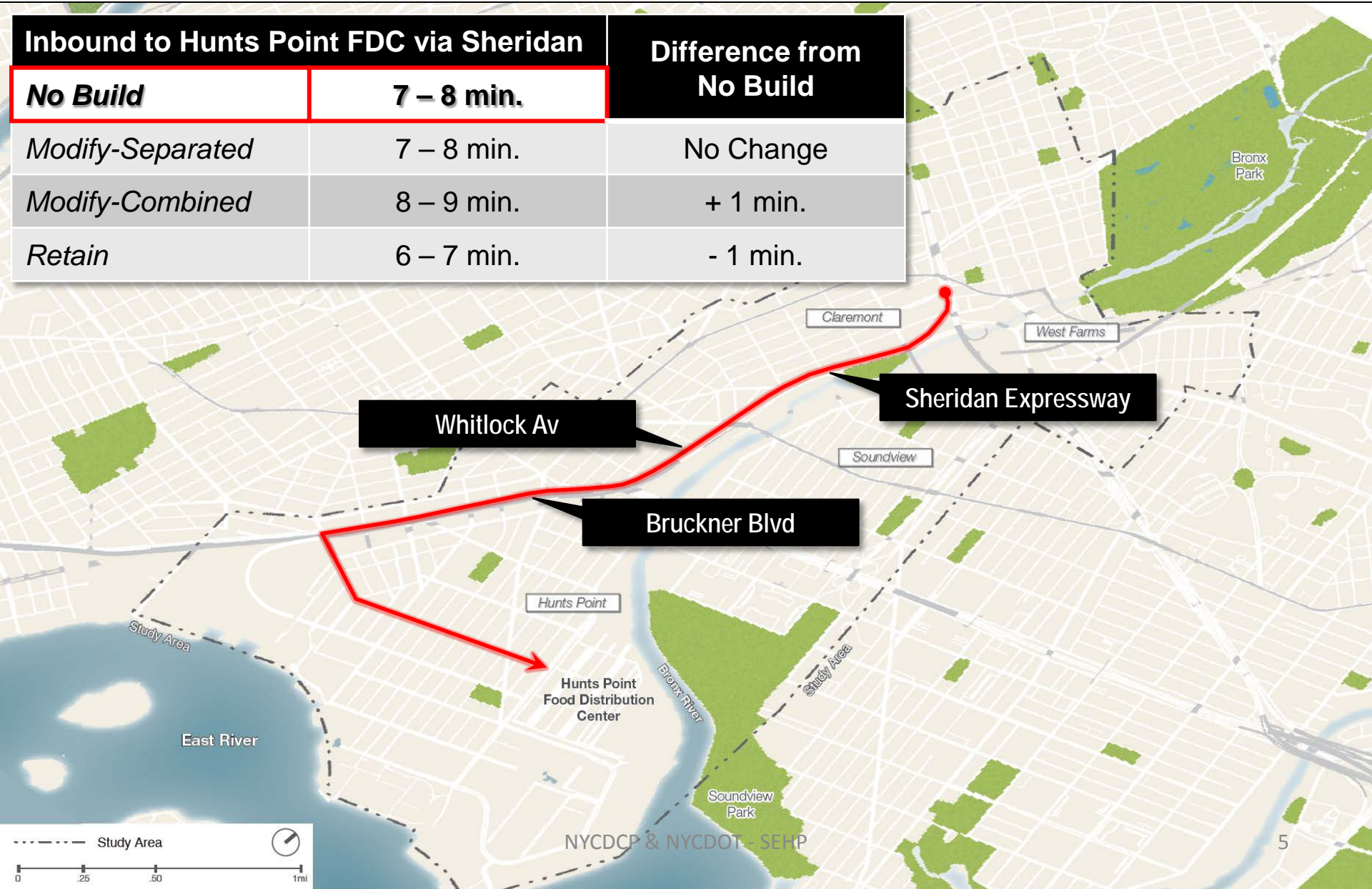
8 – 9 min.

+ 1 min.

Retain

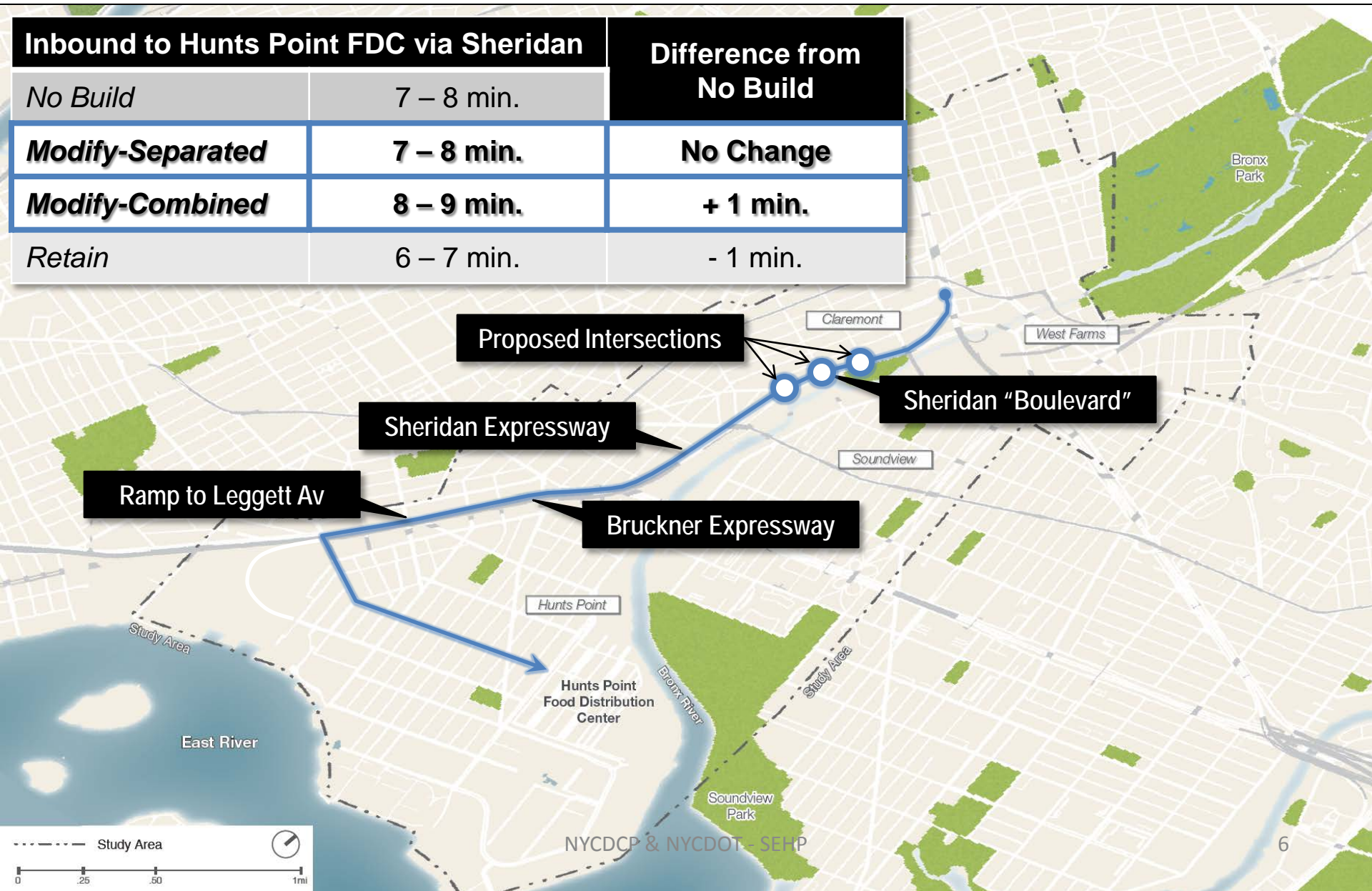
6 – 7 min.

- 1 min.



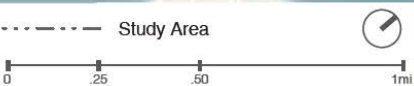
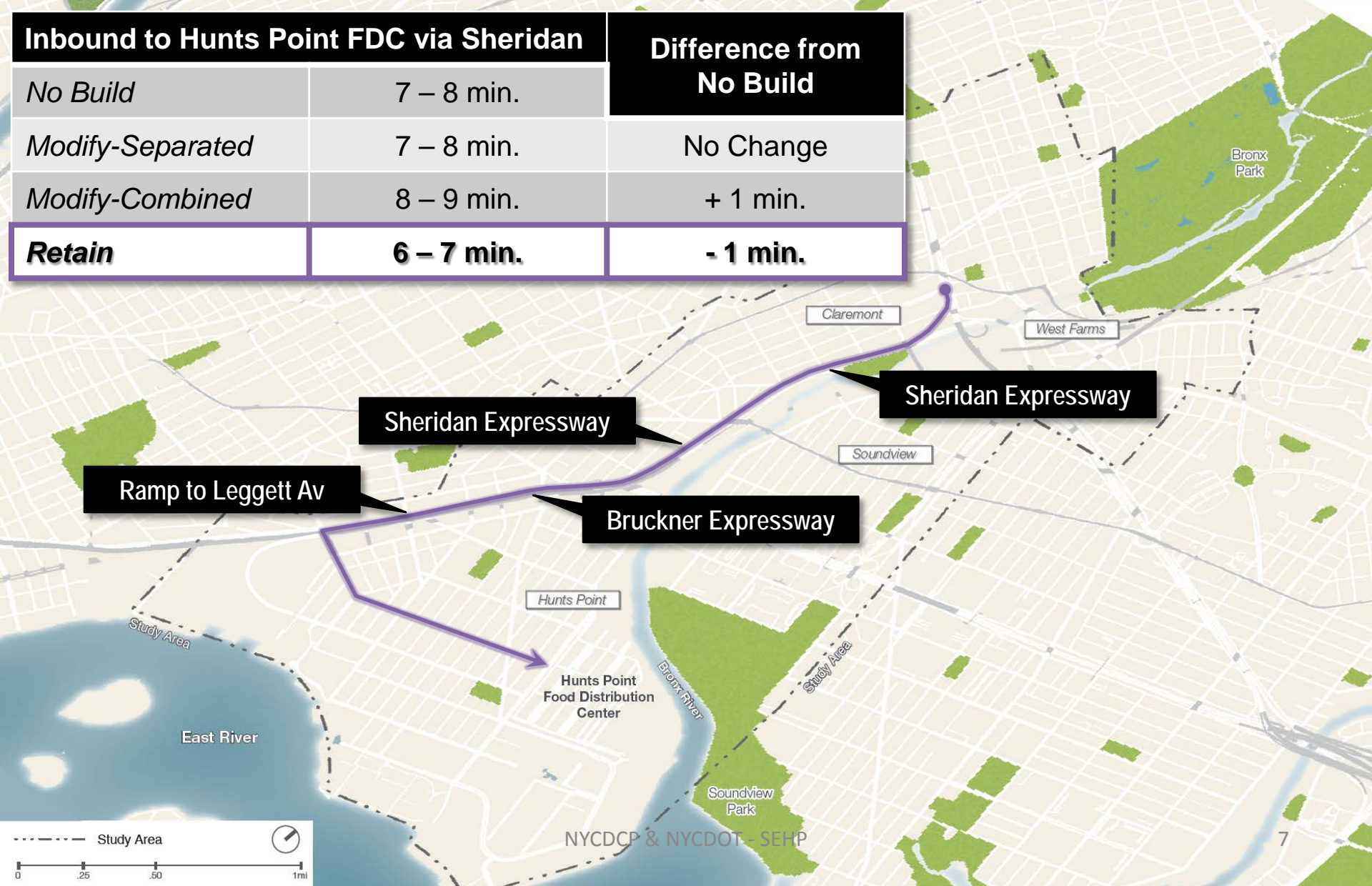
Route Travel Times – Morning

Inbound to Hunts Point FDC via Sheridan		Difference from No Build
<i>No Build</i>	7 – 8 min.	
Modify-Separated	7 – 8 min.	No Change
Modify-Combined	8 – 9 min.	+ 1 min.
<i>Retain</i>	6 – 7 min.	- 1 min.



Route Travel Times – Morning

Inbound to Hunts Point FDC via Sheridan		Difference from No Build
No Build	7 – 8 min.	No Change
Modify-Separated	7 – 8 min.	No Change
Modify-Combined	8 – 9 min.	+ 1 min.
Retain	6 – 7 min.	- 1 min.



Route Travel Times – Morning

Outbound from Hunts Point FDC via Sheridan

No Build

8 – 9 min.

**Difference from
No Build**

Modify-Separated

6 – 7 min.

- 2 min.

Modify-Combined

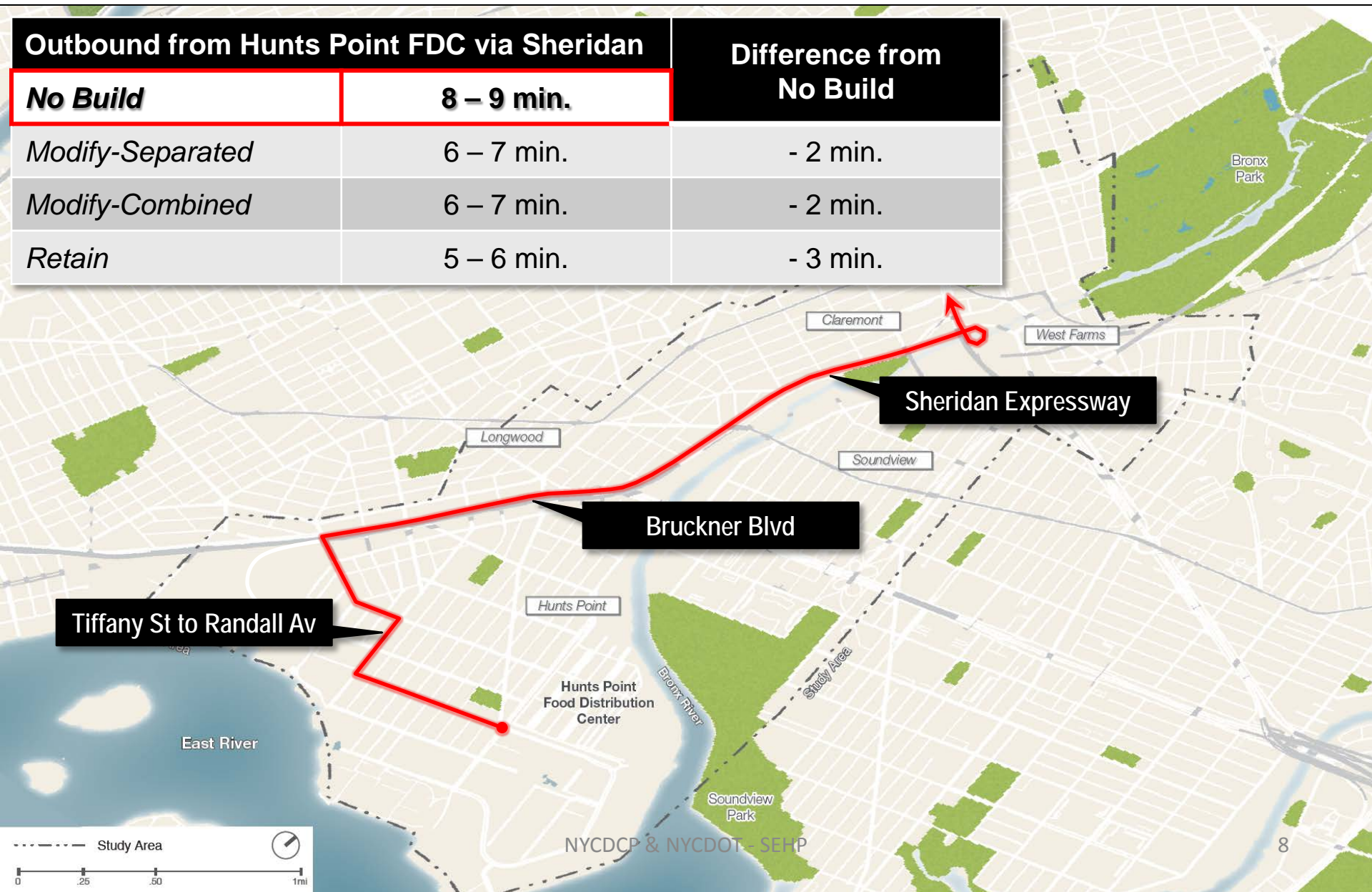
6 – 7 min.

- 2 min.

Retain

5 – 6 min.

- 3 min.



Tiffany St to Randall Av

Bruckner Blvd

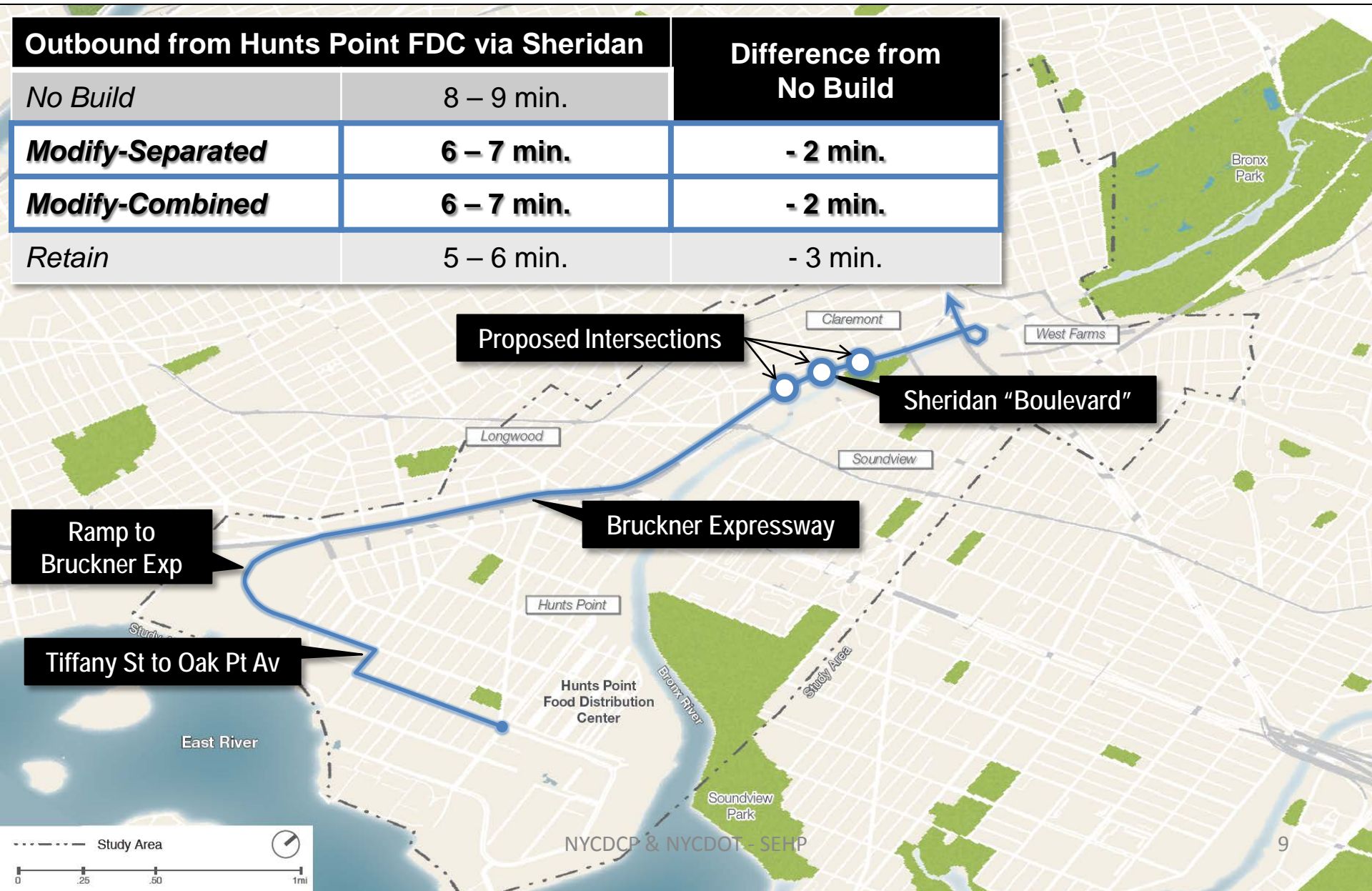
Sheridan Expressway

East River

NYCDCP & NYCDOT - SEHP

Route Travel Times – Morning

Outbound from Hunts Point FDC via Sheridan		Difference from No Build
<i>No Build</i>	8 – 9 min.	
Modify-Separated	6 – 7 min.	- 2 min.
Modify-Combined	6 – 7 min.	- 2 min.
<i>Retain</i>	5 – 6 min.	- 3 min.



Route Travel Times – Morning

Outbound from Hunts Point FDC via Sheridan

Difference from No Build

No Build 8 – 9 min.

Modify-Separated 6 – 7 min.

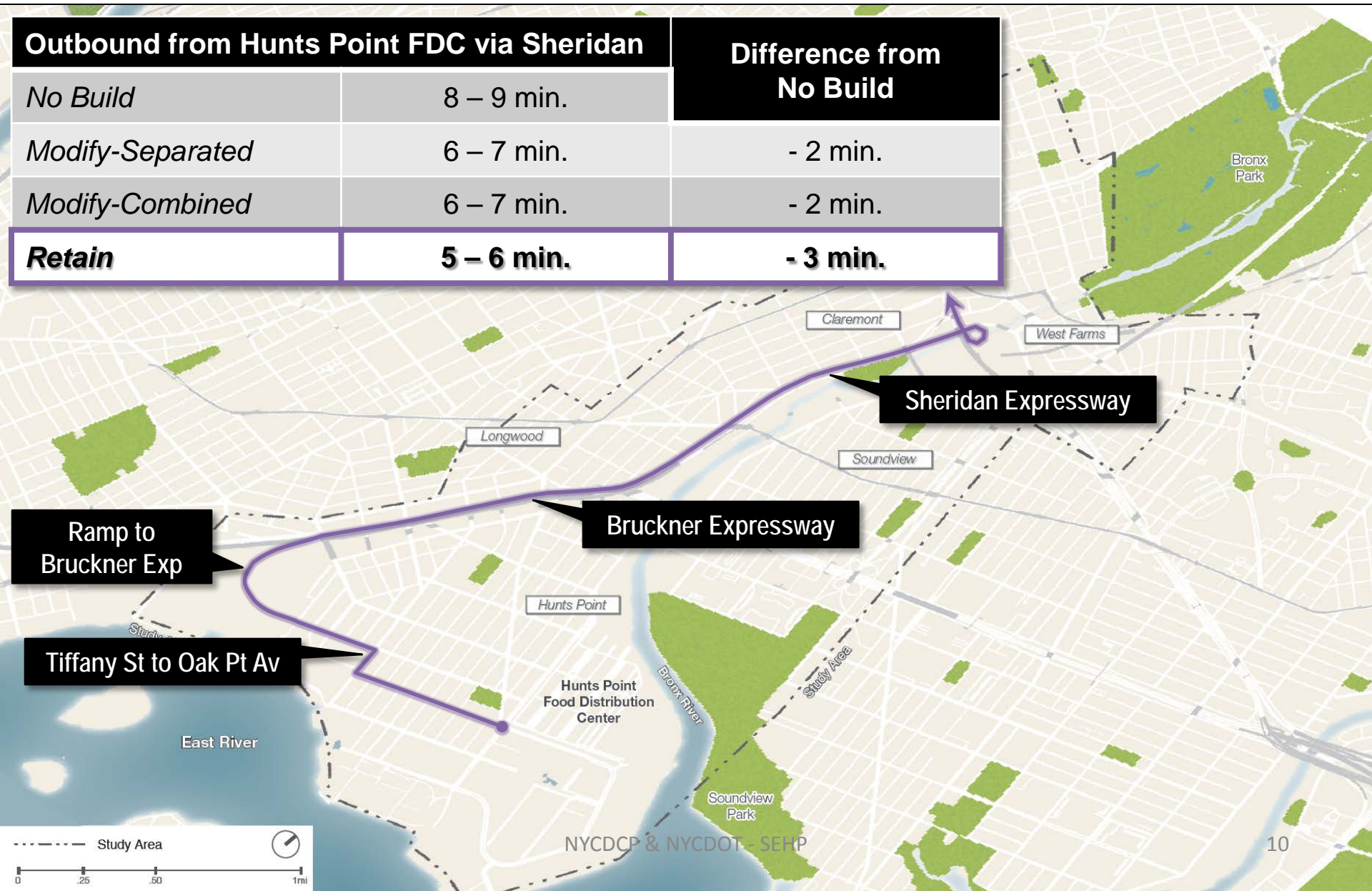
Modify-Combined 6 – 7 min.

Retain 5 – 6 min.

- 2 min.

- 2 min.

- 3 min.

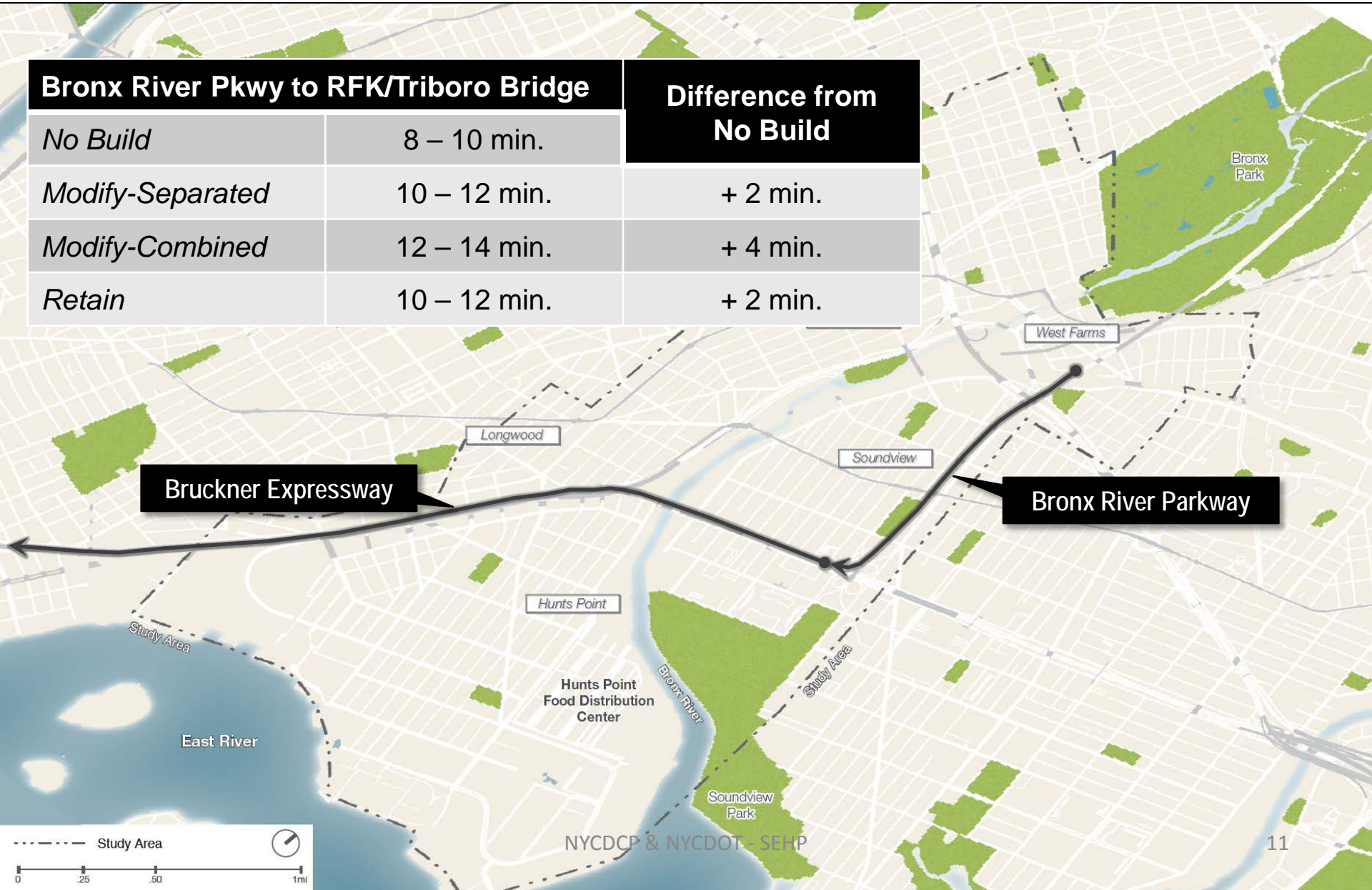


Route Travel Times – Morning

Bronx River Pkwy to RFK/Triboro Bridge

Difference from No Build

<i>No Build</i>	8 – 10 min.	
<i>Modify-Separated</i>	10 – 12 min.	+ 2 min.
<i>Modify-Combined</i>	12 – 14 min.	+ 4 min.
<i>Retain</i>	10 – 12 min.	+ 2 min.



Route Travel Times – Morning

Inbound to Hunts Point via Bruckner

Difference from No Build

No Build 9 – 10 min.

Modify-Separated 11 – 12 min.

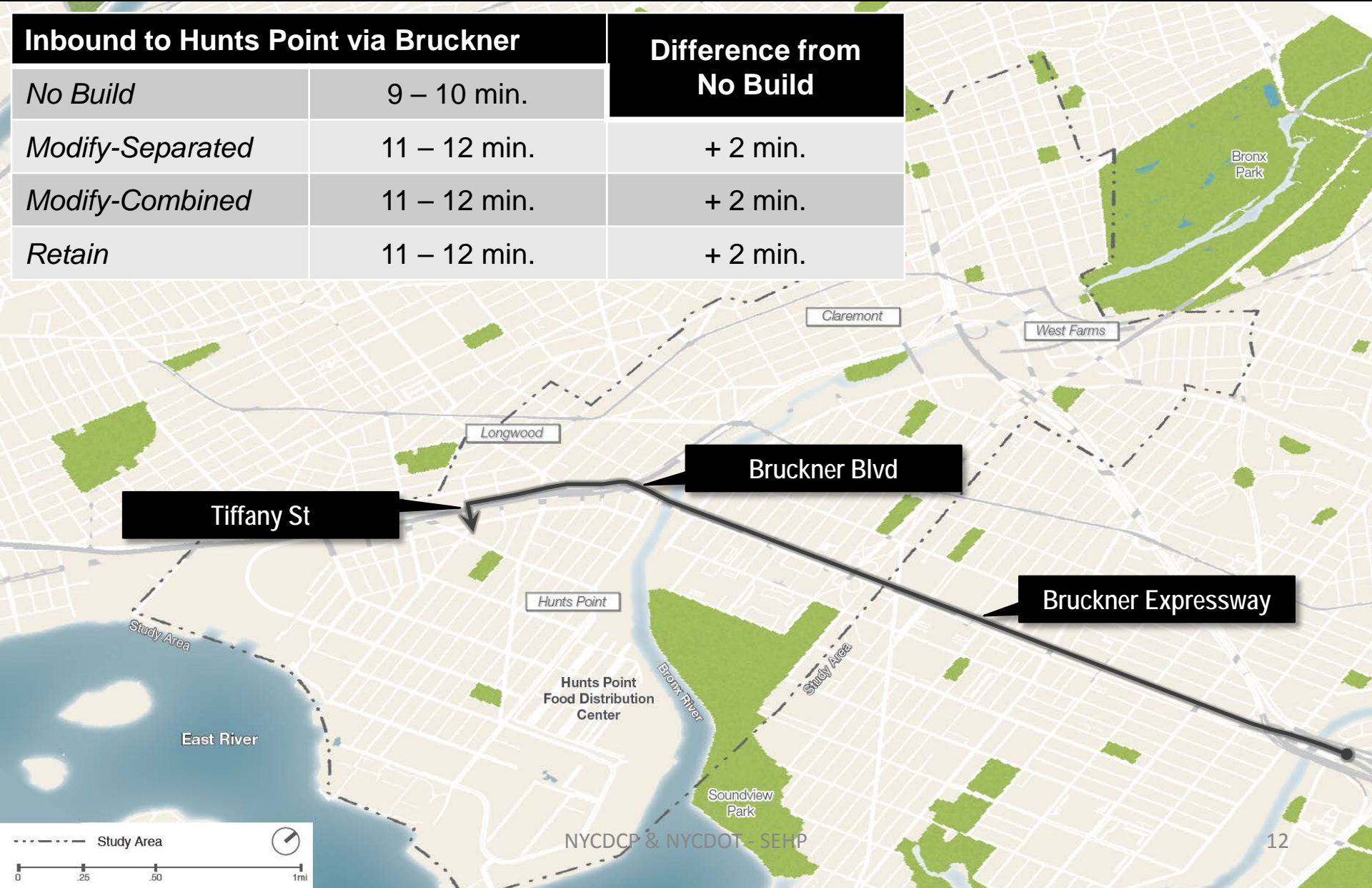
Modify-Combined 11 – 12 min.

Retain 11 – 12 min.

+ 2 min.

+ 2 min.

+ 2 min.



Route Travel Times – Morning

Southern Blvd S/B from E Tremont Av to Bruckner Blvd

Difference from No Build

<i>No Build</i>	7 – 8 min.
<i>Modify-Separated</i>	8 – 9 min.
<i>Modify-Combined</i>	8 – 9 min.
<i>Retain</i>	8 – 9 min.

+ 1 min.
+ 1 min.
+ 1 min.

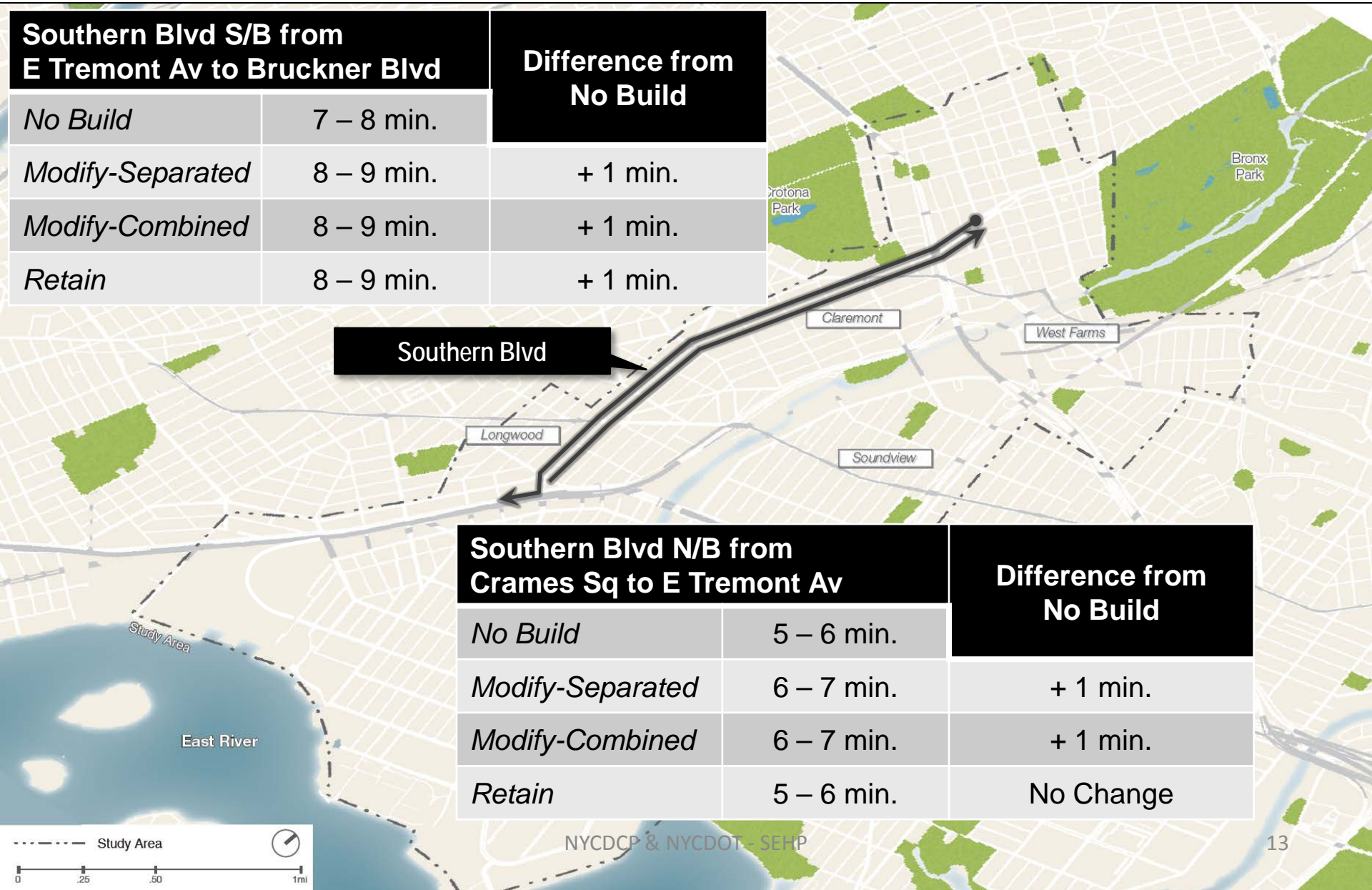
Southern Blvd

Southern Blvd N/B from Crames Sq to E Tremont Av

Difference from No Build

<i>No Build</i>	5 – 6 min.
<i>Modify-Separated</i>	6 – 7 min.
<i>Modify-Combined</i>	6 – 7 min.
<i>Retain</i>	5 – 6 min.

+ 1 min.
+ 1 min.
No Change



Modeling Comparison of Scenarios

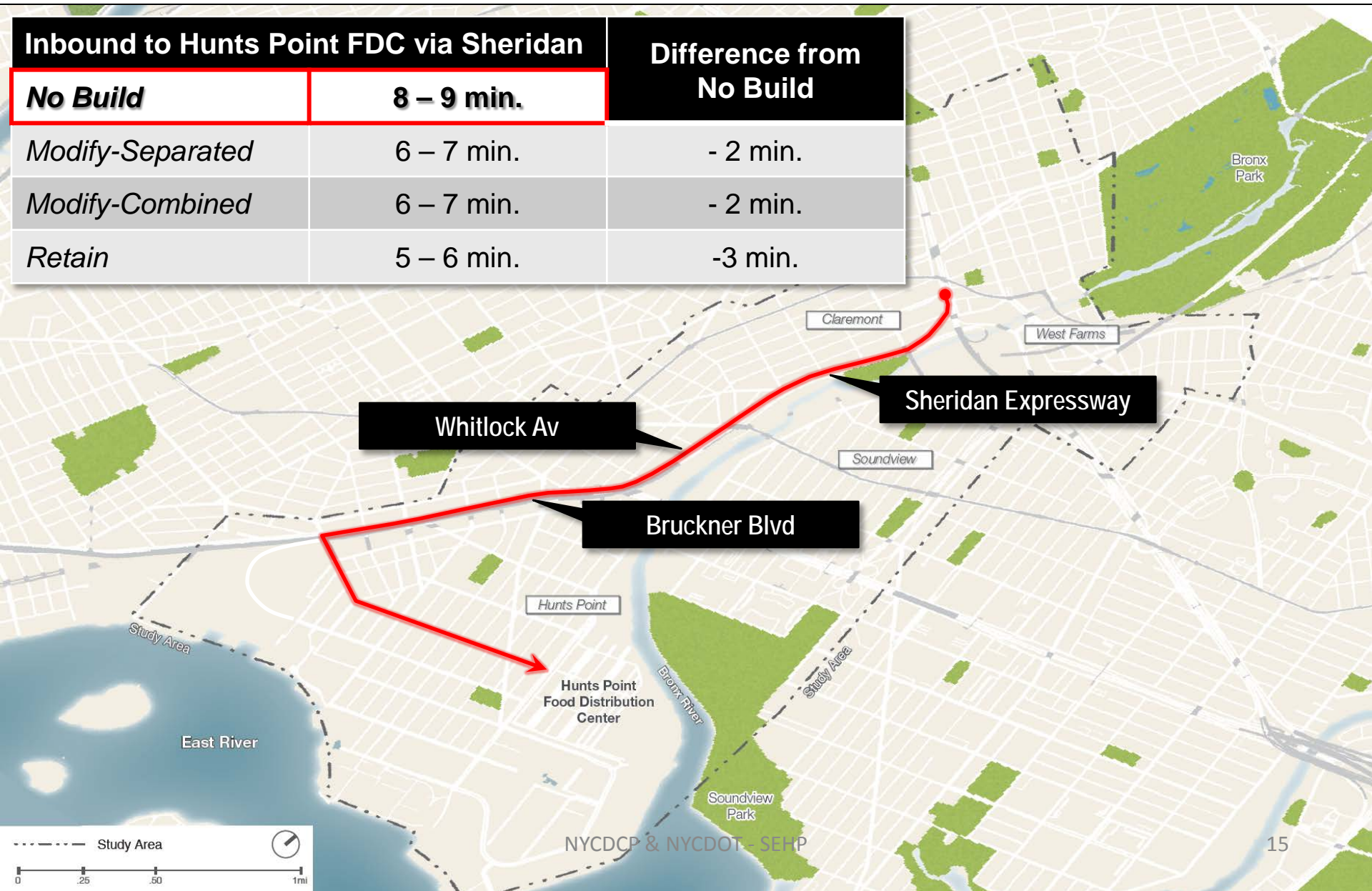
WEEKDAY EVENING TRAVEL TIMES

Route Travel Times – Evening

Inbound to Hunts Point FDC via Sheridan

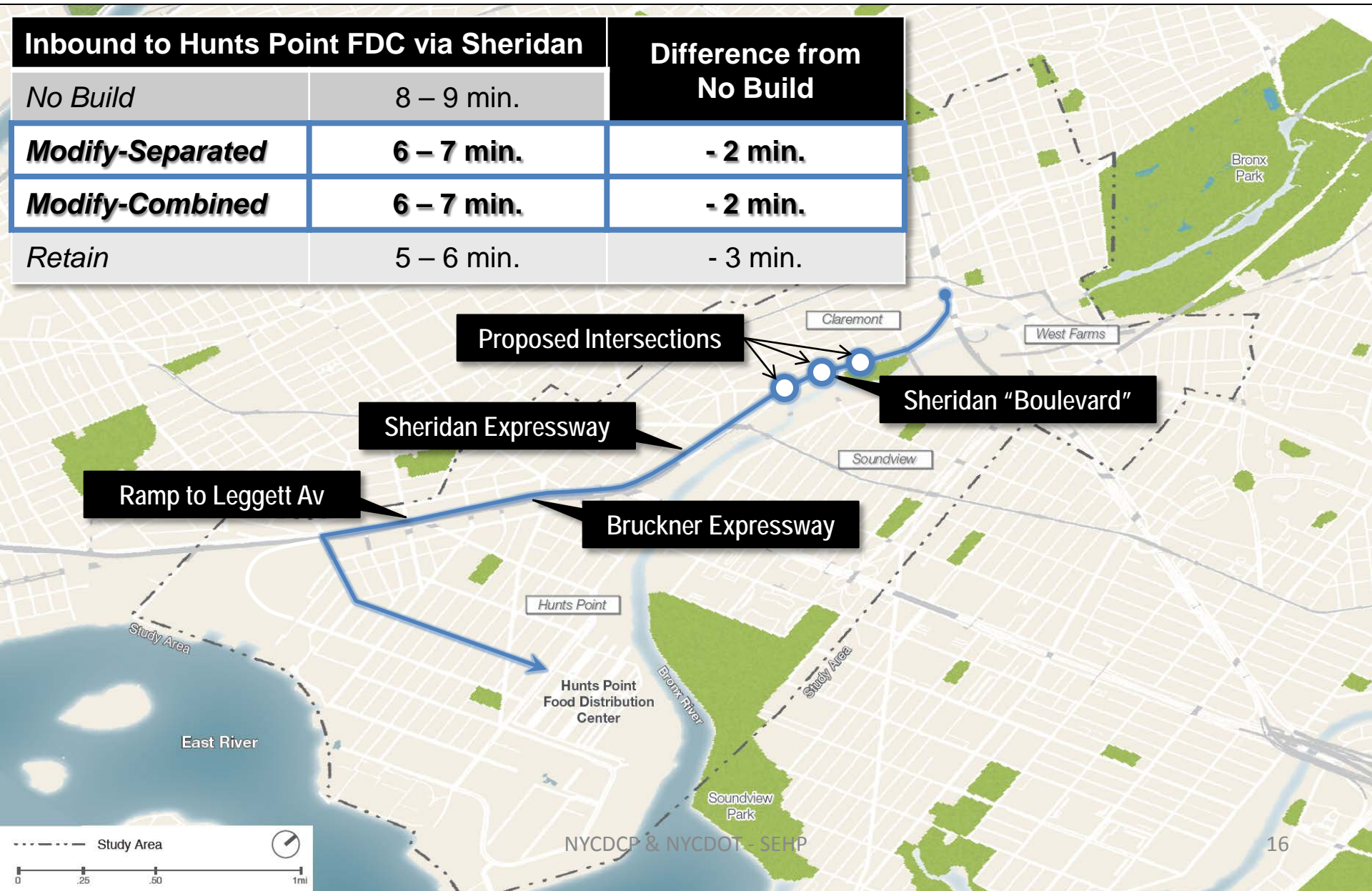
Difference from No Build

No Build	8 – 9 min.	
<i>Modify-Separated</i>	6 – 7 min.	- 2 min.
<i>Modify-Combined</i>	6 – 7 min.	- 2 min.
<i>Retain</i>	5 – 6 min.	-3 min.



Route Travel Times – Evening

Inbound to Hunts Point FDC via Sheridan		Difference from No Build
<i>No Build</i>	8 – 9 min.	
Modify-Separated	6 – 7 min.	- 2 min.
Modify-Combined	6 – 7 min.	- 2 min.
<i>Retain</i>	5 – 6 min.	- 3 min.

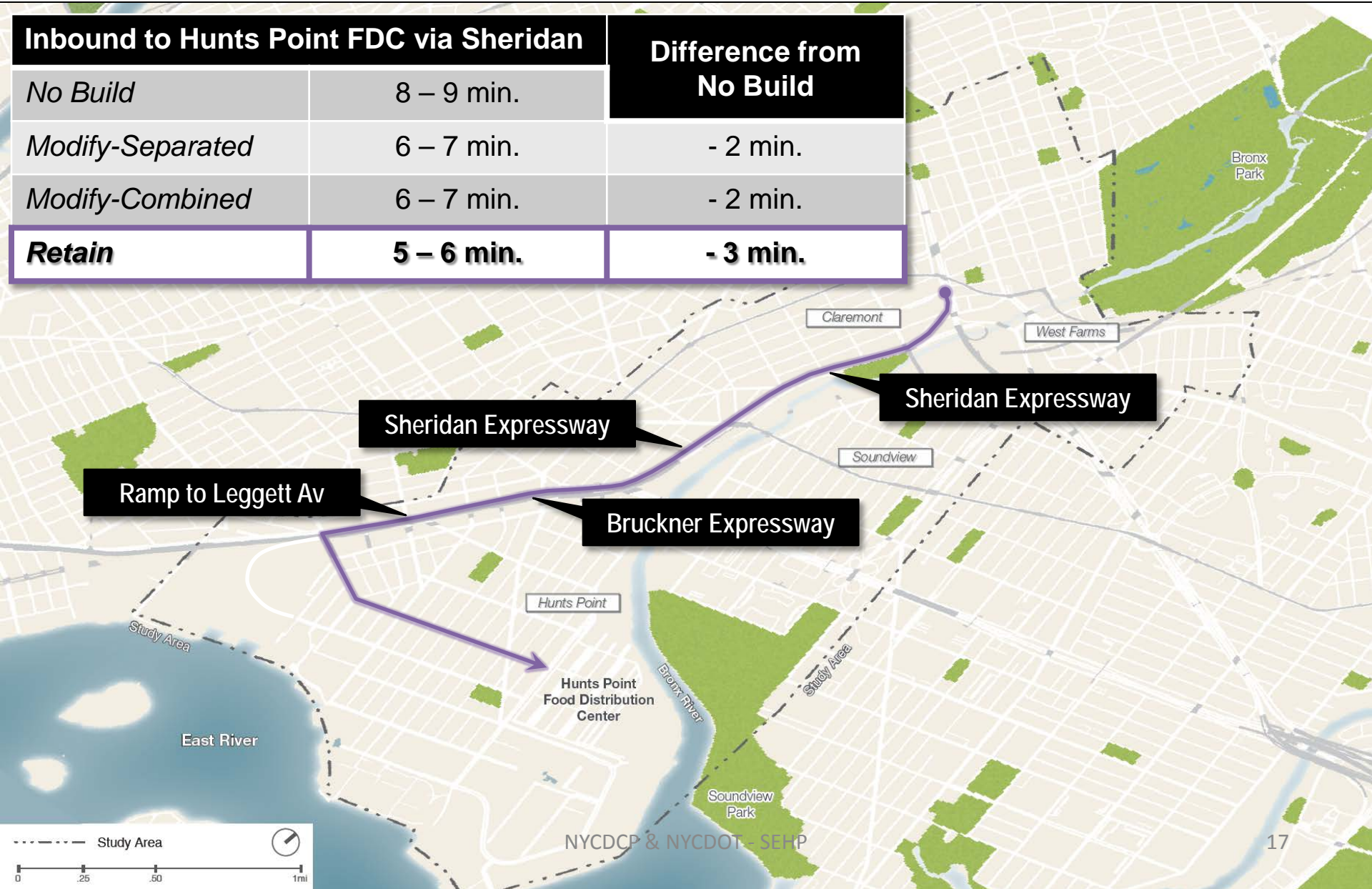


Route Travel Times – Evening

Inbound to Hunts Point FDC via Sheridan

Difference from No Build

<i>No Build</i>	8 – 9 min.	
<i>Modify-Separated</i>	6 – 7 min.	- 2 min.
<i>Modify-Combined</i>	6 – 7 min.	- 2 min.
Retain	5 – 6 min.	- 3 min.



Route Travel Times – Evening

Outbound from Hunts Point FDC via Sheridan

No Build

8 – 9 min.

Difference from No Build

Modify-Separated

7 – 8 min.

- 1 min.

Modify-Combined

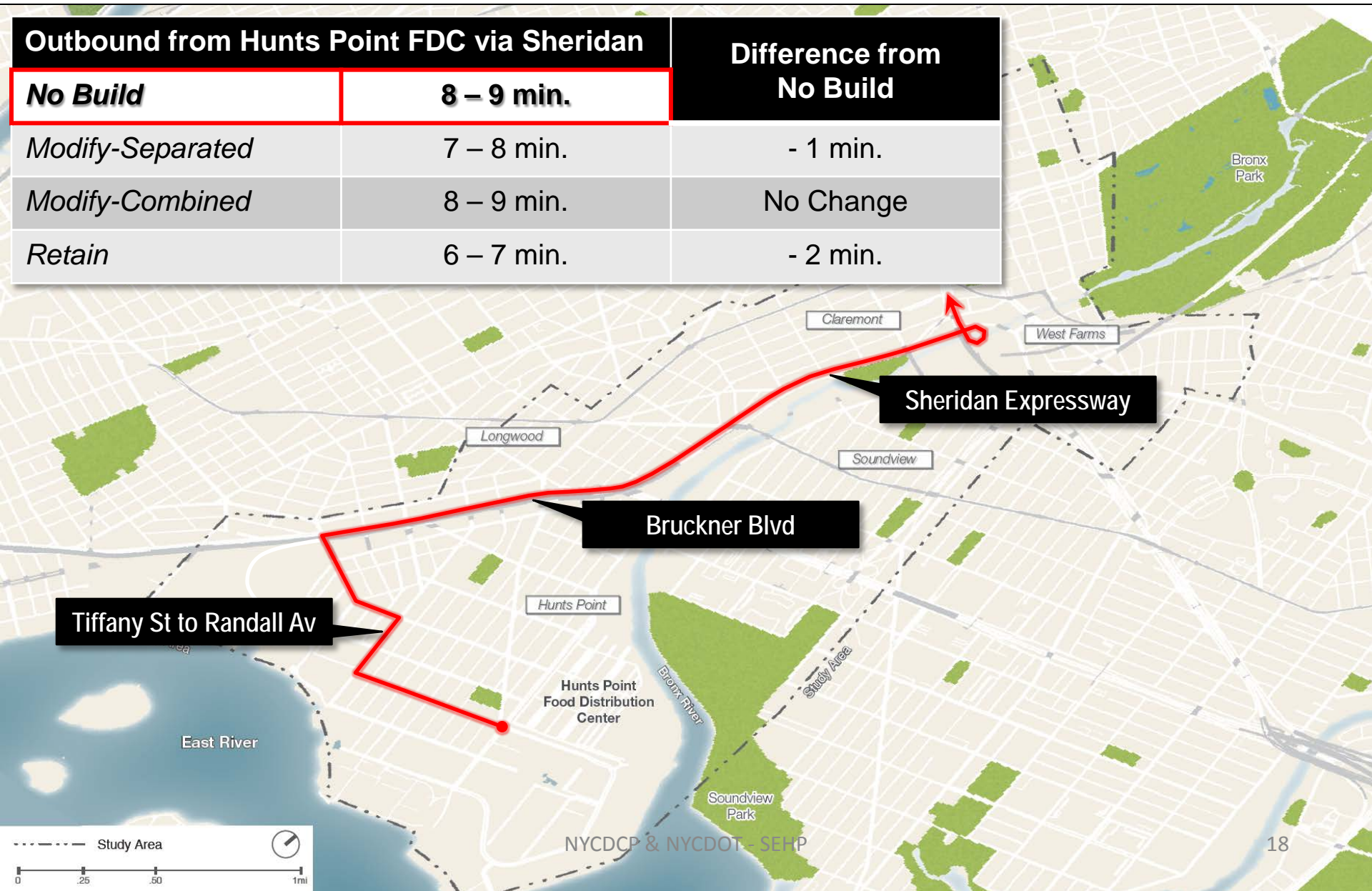
8 – 9 min.

No Change

Retain

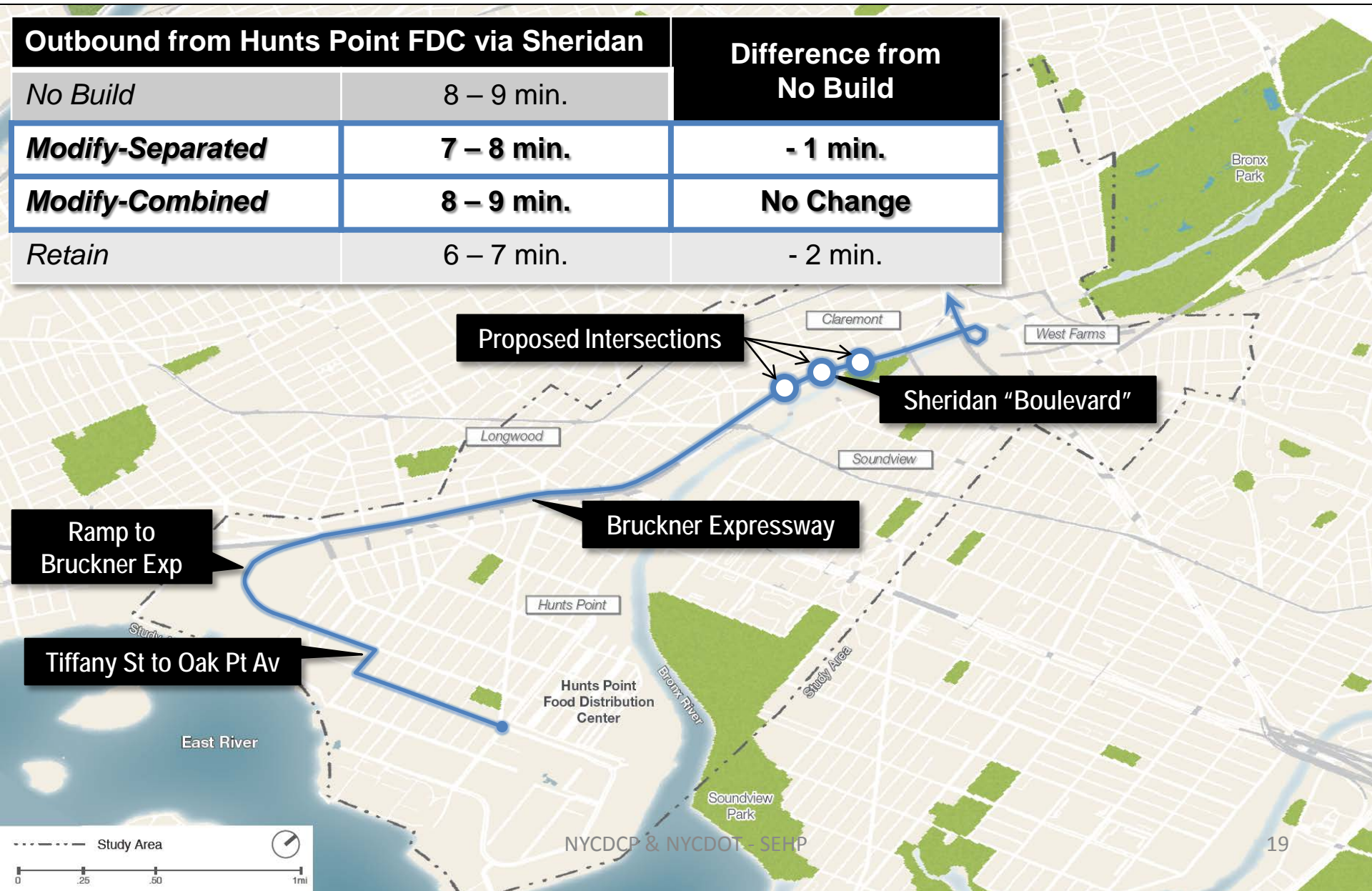
6 – 7 min.

- 2 min.



Route Travel Times – Evening

Outbound from Hunts Point FDC via Sheridan		Difference from No Build
<i>No Build</i>	8 – 9 min.	
Modify-Separated	7 – 8 min.	- 1 min.
Modify-Combined	8 – 9 min.	No Change
<i>Retain</i>	6 – 7 min.	- 2 min.



Route Travel Times – Evening

Outbound from Hunts Point FDC via Sheridan

Difference from No Build

No Build 8 – 9 min.

Modify-Separated 7 – 8 min.

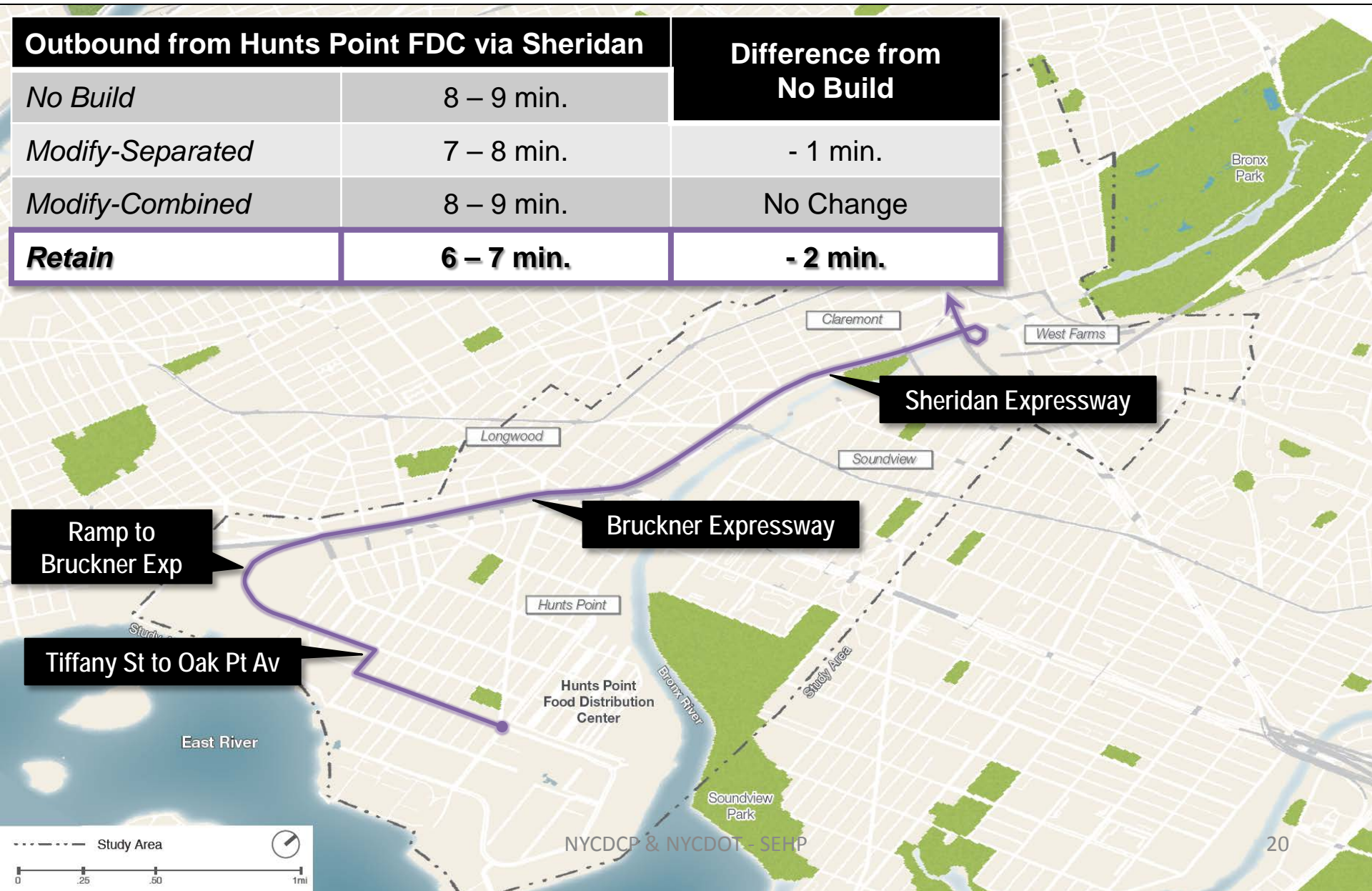
Modify-Combined 8 – 9 min.

Retain 6 – 7 min.

- 1 min.

No Change

- 2 min.



Ramp to Bruckner Exp

Tiffany St to Oak Pt Av

Bruckner Expressway

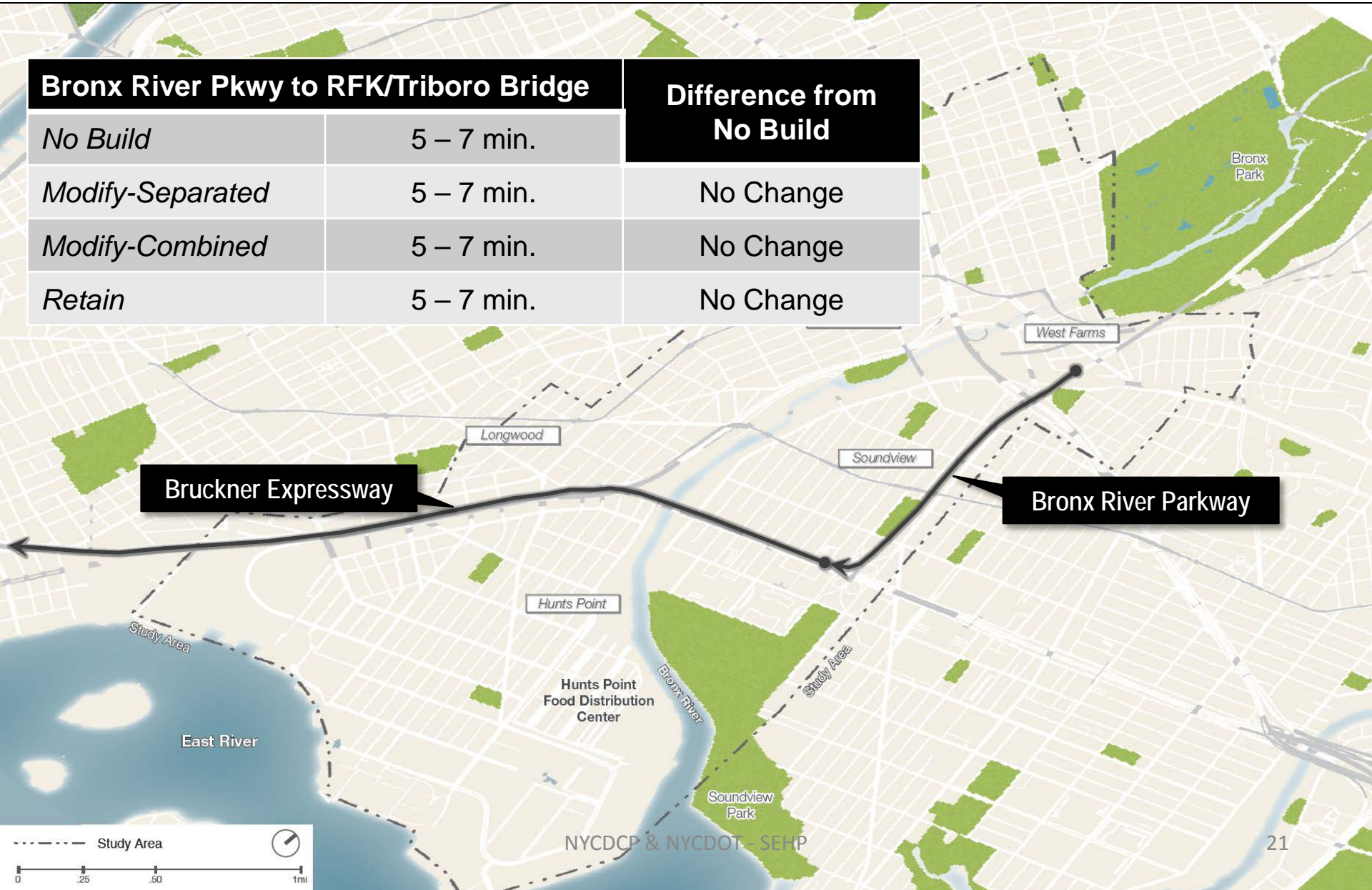
Sheridan Expressway

Route Travel Times – Evening

Bronx River Pkwy to RFK/Triboro Bridge

Difference from No Build

<i>No Build</i>	5 – 7 min.	No Build
<i>Modify-Separated</i>	5 – 7 min.	No Change
<i>Modify-Combined</i>	5 – 7 min.	No Change
<i>Retain</i>	5 – 7 min.	No Change



Bruckner Expressway

Bronx River Parkway

Route Travel Times – Evening

Inbound to Hunts Point via Bruckner

No Build

6 – 7 min.

Modify-Separated

6 – 7 min.

Modify-Combined

6 – 7 min.

Retain

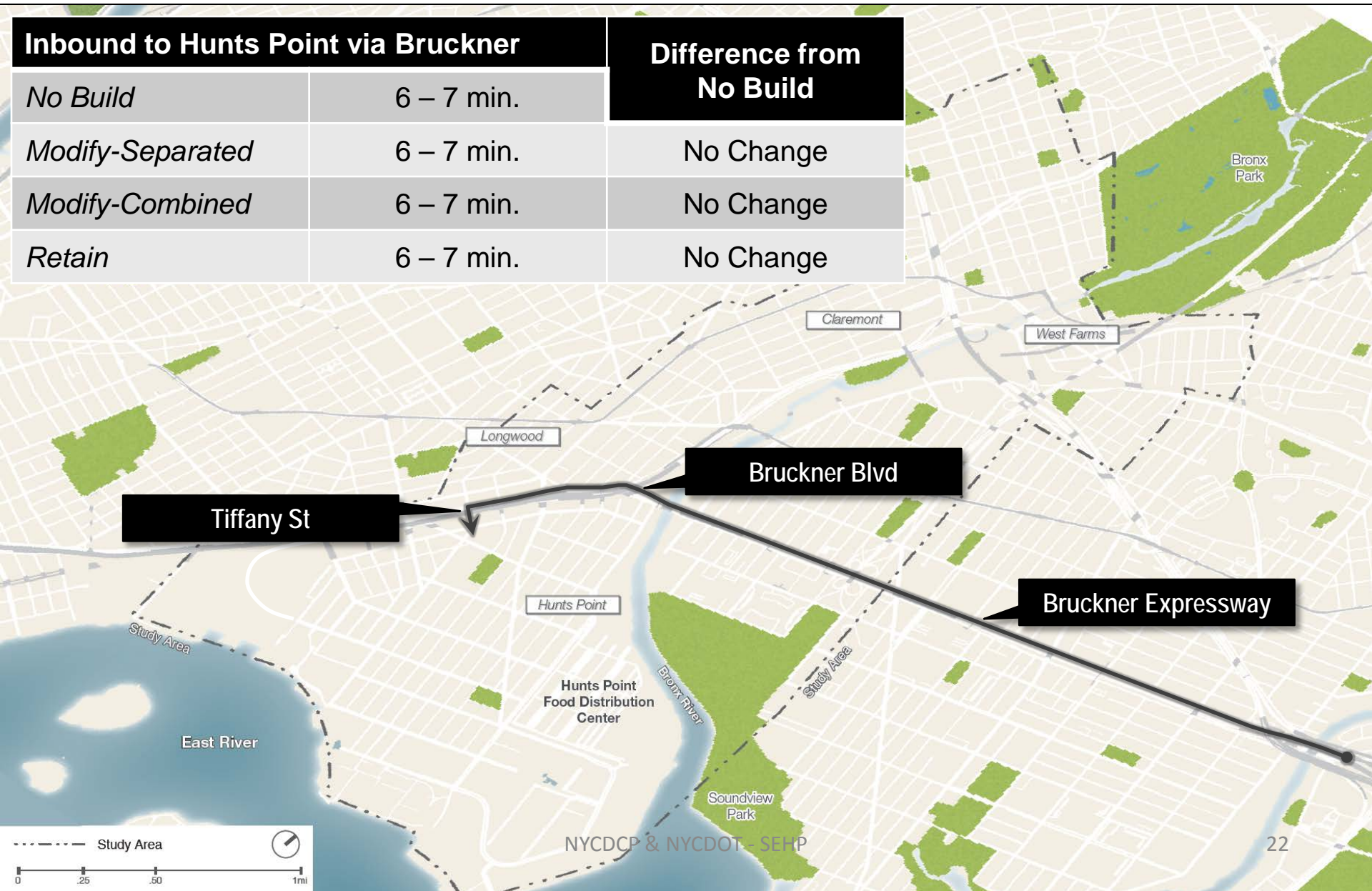
6 – 7 min.

Difference from No Build

No Change

No Change

No Change



Route Travel Times – Evening

Southern Blvd S/B from E Tremont Av to Bruckner Blvd

Difference from No Build

<i>No Build</i>	8 – 9 min.
<i>Modify-Separated</i>	9 – 10 min.
<i>Modify-Combined</i>	8 – 9 min.
<i>Retain</i>	8 – 9 min.

+ 1 min.
No Change
No Change

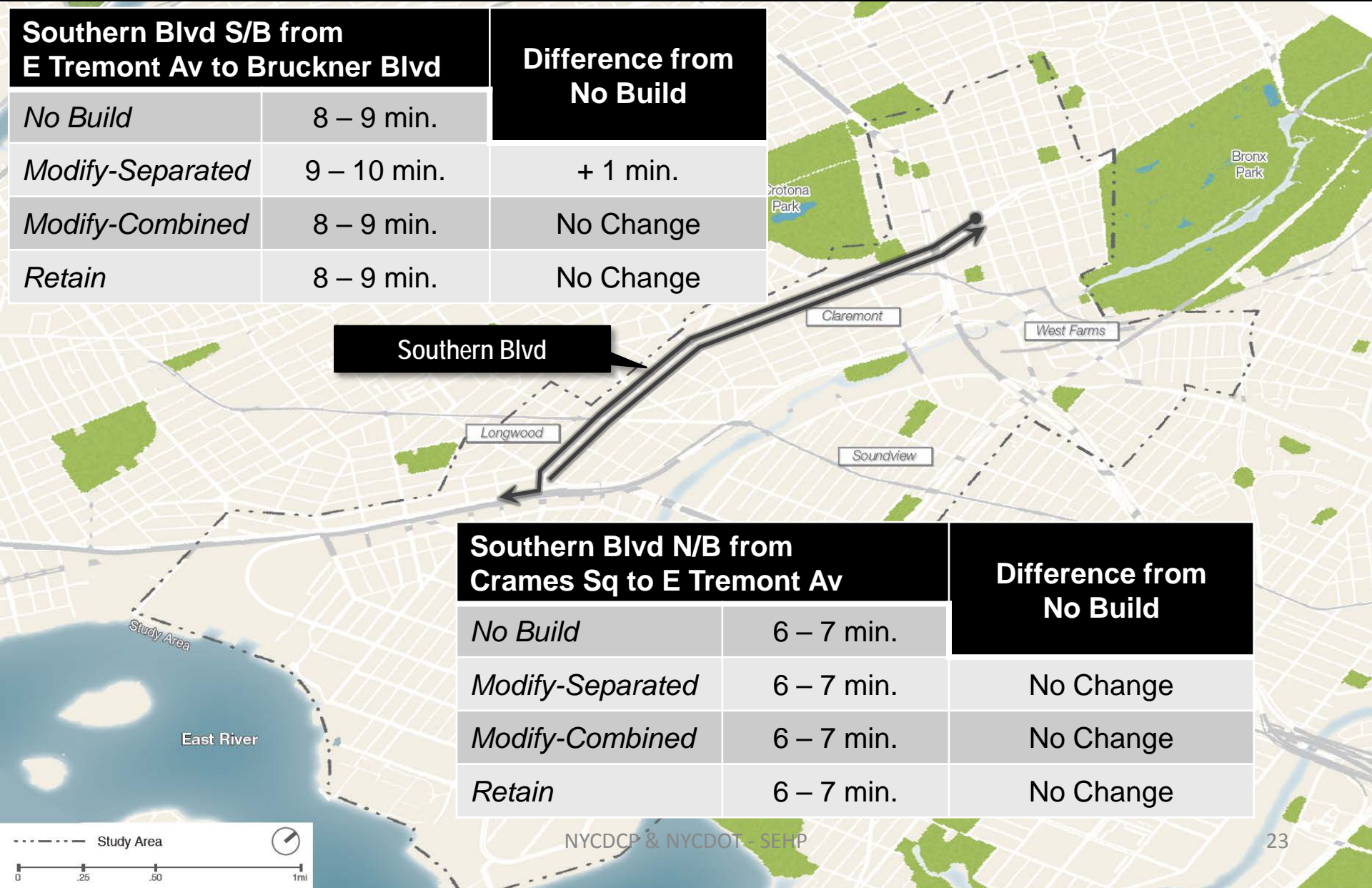
Southern Blvd

Southern Blvd N/B from Crames Sq to E Tremont Av

Difference from No Build

<i>No Build</i>	6 – 7 min.
<i>Modify-Separated</i>	6 – 7 min.
<i>Modify-Combined</i>	6 – 7 min.
<i>Retain</i>	6 – 7 min.

No Change
No Change
No Change



Modeling Comparison of Scenarios

TRUCK VOLUMES

Truck Volume Changes on Local Streets

Weekday Morning, 6-10 a.m.

Roadway	Modify-Separated	Modify-Combined	Retain
<u>Bruckner Boulevard E/B</u> <i>at Hunts Point Avenue</i>	- 610 trucks	- 610 trucks	- 620 trucks
<u>Bruckner Boulevard W/B</u> <i>at Hunts Point Avenue</i>	- 480 trucks	- 410 trucks	- 340 trucks
<u>Whitlock Avenue S/B</u> <i>at Westchester Avenue</i>	- 300 trucks	- 300 trucks	- 100 trucks
<u>Southern Boulevard N/B</u> <i>at Westchester Avenue</i>	+ 80 trucks	+ 80 trucks	+ 80 trucks
<u>Southern Boulevard S/B</u> <i>at Westchester Avenue</i>	+ 20 trucks	+ 10 trucks	<i>No Change</i>
<u>West Farms Road N/B</u> <i>at E Tremont Avenue</i>	- 60 trucks	- 80 trucks	<i>No Change</i>
<u>West Farms Road S/B</u> <i>at E Tremont Avenue</i>	- 70 trucks	+ 145 trucks	- 10 trucks
<u>Bronx River Av N/B</u> <i>at Westchester Avenue</i>	+ 30 trucks	+ 10 trucks	- 10 trucks

Truck Volume Changes on Highways

Weekday Morning, 6-10 a.m.

Roadway	Modify-Separated	Modify-Combined	Retain
<u>Bruckner Expressway E/B</u> <i>over Hunts Point Avenue</i>	+ 650 trucks	+ 690 trucks	+ 750 trucks
<u>Bruckner Expressway W/B</u> <i>over Hunts Point Avenue</i>	+ 550 trucks	+ 520 trucks	+ 300 trucks
<u>Sheridan Expressway S/B</u> <i>at Bruckner Expressway merge</i>	+ 350 trucks	+ 340 trucks	+ 100 trucks

Proposed Ramps	Modify-Separated	Modify-Combined	Retain
<u>Oak Point Avenue On-ramp</u> <i>to Bruckner Expressway eastbound</i>	790 trucks	800 trucks	810 trucks
<u>Leggett Avenue Off-ramp</u> <i>to Bruckner Expressway eastbound</i>	600 trucks	650 trucks	520 trucks

Truck Volume Changes on Local Streets

Weekday Evening, 4-8 p.m.

Roadway	Modify-Separated	Modify-Combined	Retain
<u>Bruckner Boulevard E/B</u> <i>at Hunts Point Avenue</i>	- 160 trucks	- 150 trucks	- 190 trucks
<u>Bruckner Boulevard W/B</u> <i>at Hunts Point Avenue</i>	- 220 trucks	- 240 trucks	- 210 trucks
<u>Whitlock Avenue S/B</u> <i>at Westchester Avenue</i>	- 180 trucks	- 170 trucks	- 30 trucks
<u>Southern Boulevard N/B</u> <i>at Westchester Avenue</i>	<i>No Change</i>	<i>No Change</i>	+ 10 trucks
<u>Southern Boulevard S/B</u> <i>at Westchester Avenue</i>	+ 70 trucks	+ 50 trucks	+ 10 trucks
<u>West Farms Road N/B</u> <i>at E Tremont Avenue</i>	- 20 trucks	- 80 trucks	<i>No Change</i>
<u>West Farms Road S/B</u> <i>at E Tremont Avenue</i>	- 180 trucks	- 30 trucks	<i>No Change</i>
<u>Bronx River Av N/B</u> <i>at Westchester Avenue</i>	+ 20 trucks	+ 20 trucks	<i>No Change</i>

Truck Volume Changes on Highways

Weekday Evening, 4-8 p.m.

Roadway	Modify-Separated	Modify-Combined	Retain
<u>Bruckner Expressway E/B</u> <i>over Hunts Point Avenue</i>	+ 150 trucks	+ 130 trucks	+ 290 trucks
<u>Bruckner Expressway W/B</u> <i>over Hunts Point Avenue</i>	+ 330 trucks	+ 340 trucks	+ 270 trucks
<u>Sheridan Expressway S/B</u> <i>at Bruckner Expressway merge</i>	+ 220 trucks	+ 240 trucks	+ 130 trucks

Proposed Ramps	Modify-Separated	Modify-Combined	Retain
<u>Oak Point Avenue On-ramp</u> <i>to Bruckner Expressway eastbound</i>	150 trucks	150 trucks	180 trucks
<u>Leggett Avenue Off-ramp</u> <i>to Bruckner Expressway eastbound</i>	310 trucks	310 trucks	260 trucks

Modeling Comparison of Scenarios

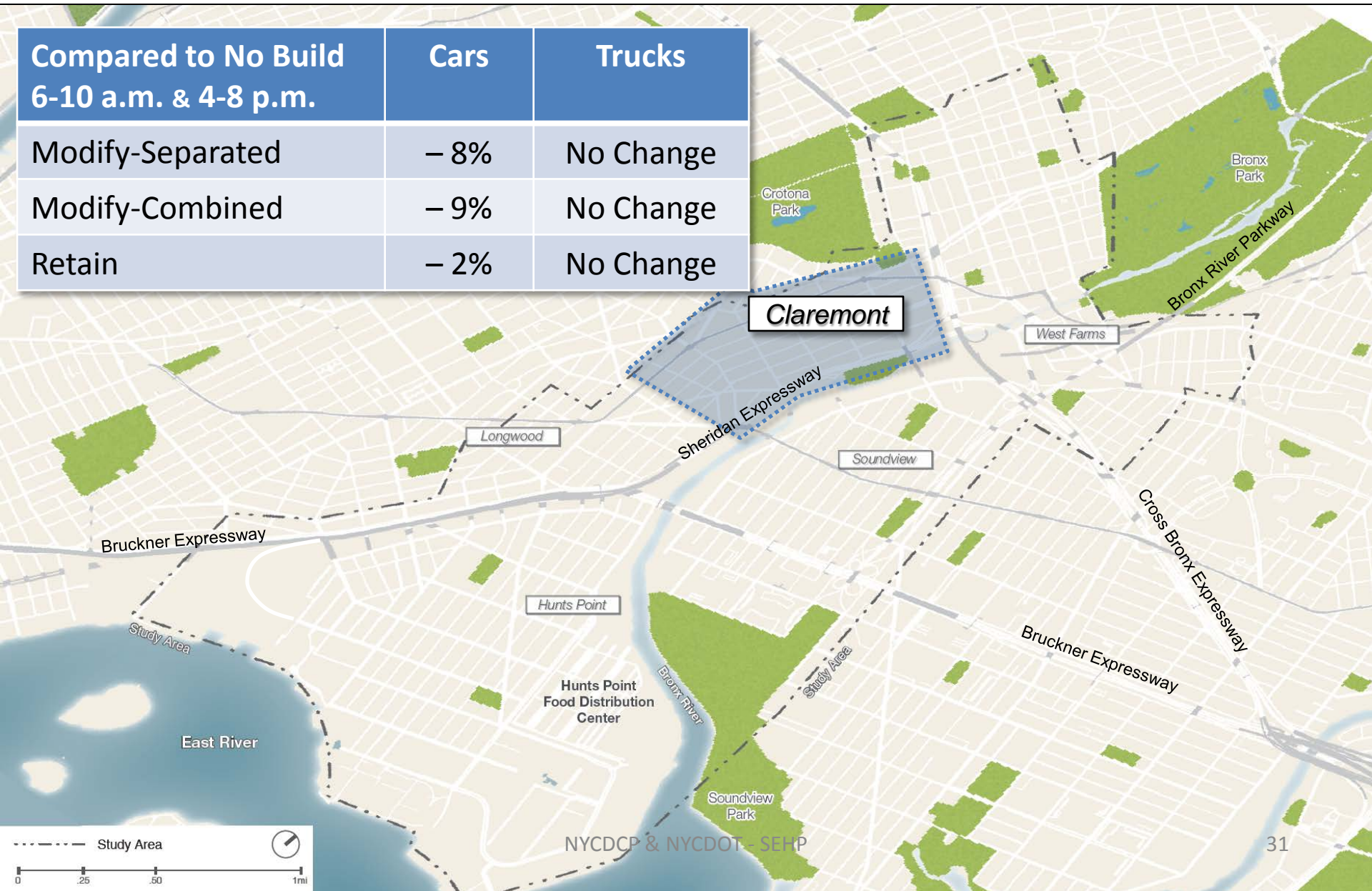
SUMMARY AREAS

Summary Areas



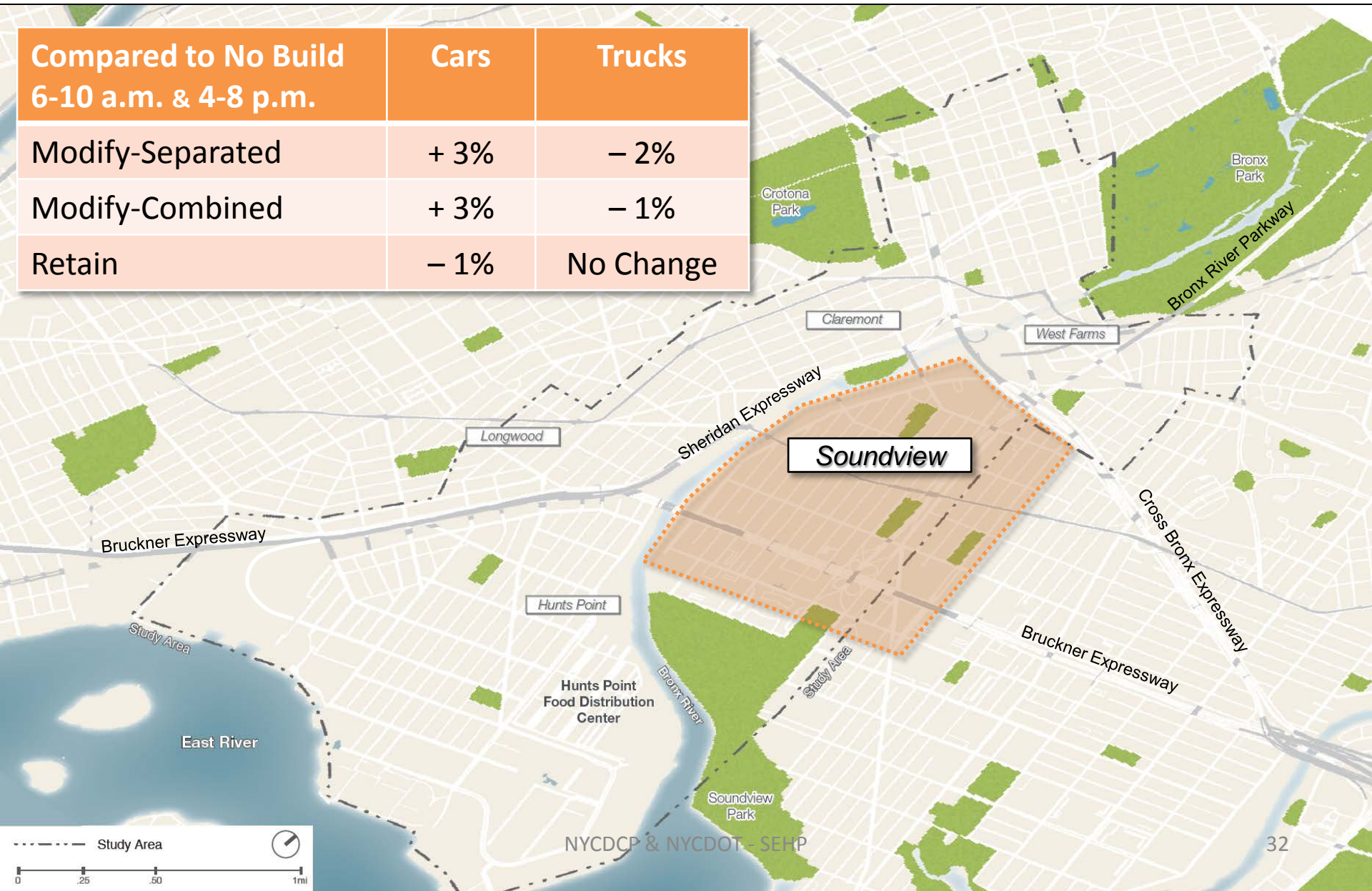
Claremont – Vehicle Miles Traveled

Compared to No Build 6-10 a.m. & 4-8 p.m.	Cars	Trucks
Modify-Separated	- 8%	No Change
Modify-Combined	- 9%	No Change
Retain	- 2%	No Change



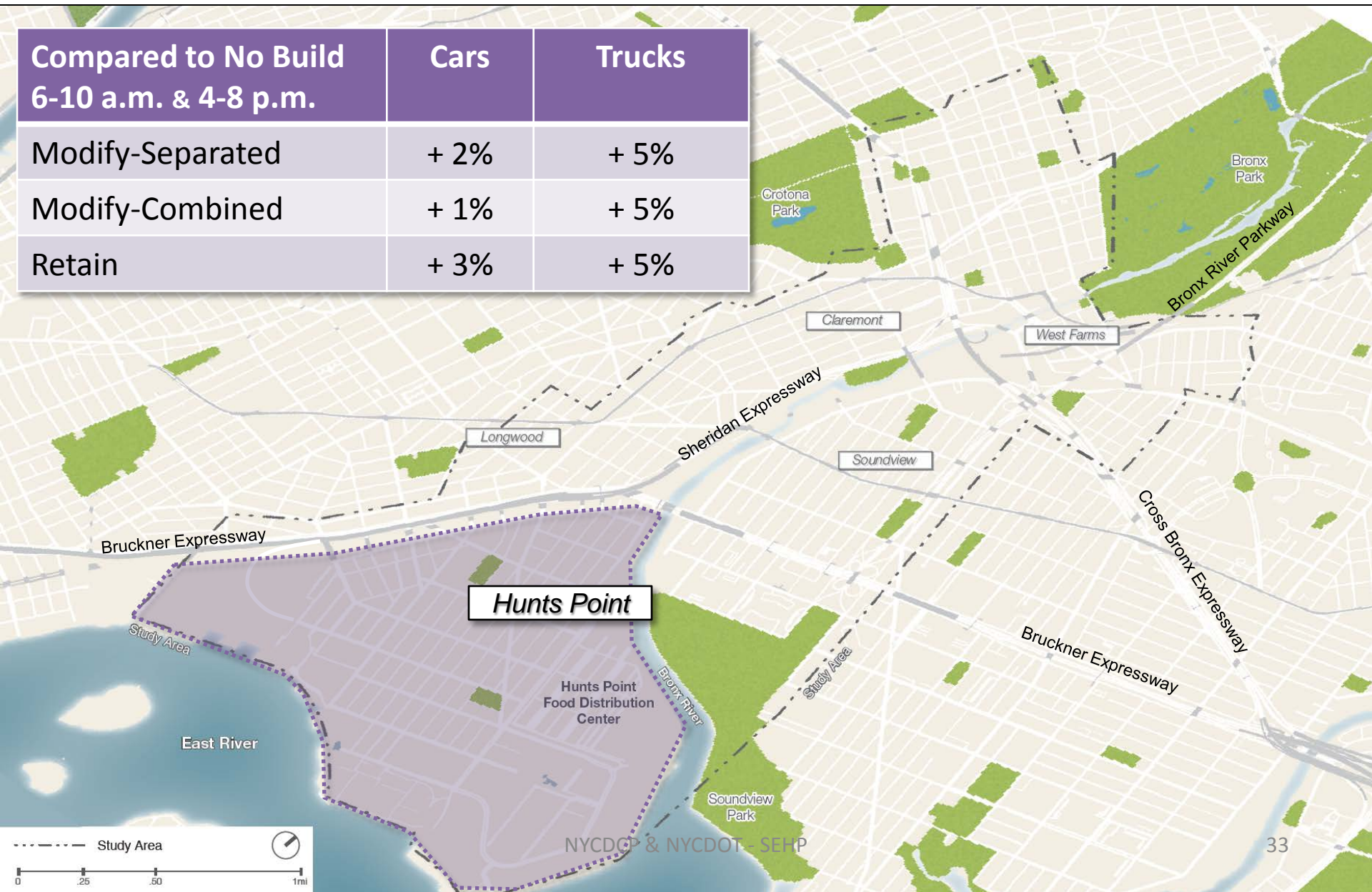
Soundview – Vehicle Miles Traveled

Compared to No Build 6-10 a.m. & 4-8 p.m.	Cars	Trucks
Modify-Separated	+ 3%	- 2%
Modify-Combined	+ 3%	- 1%
Retain	- 1%	No Change



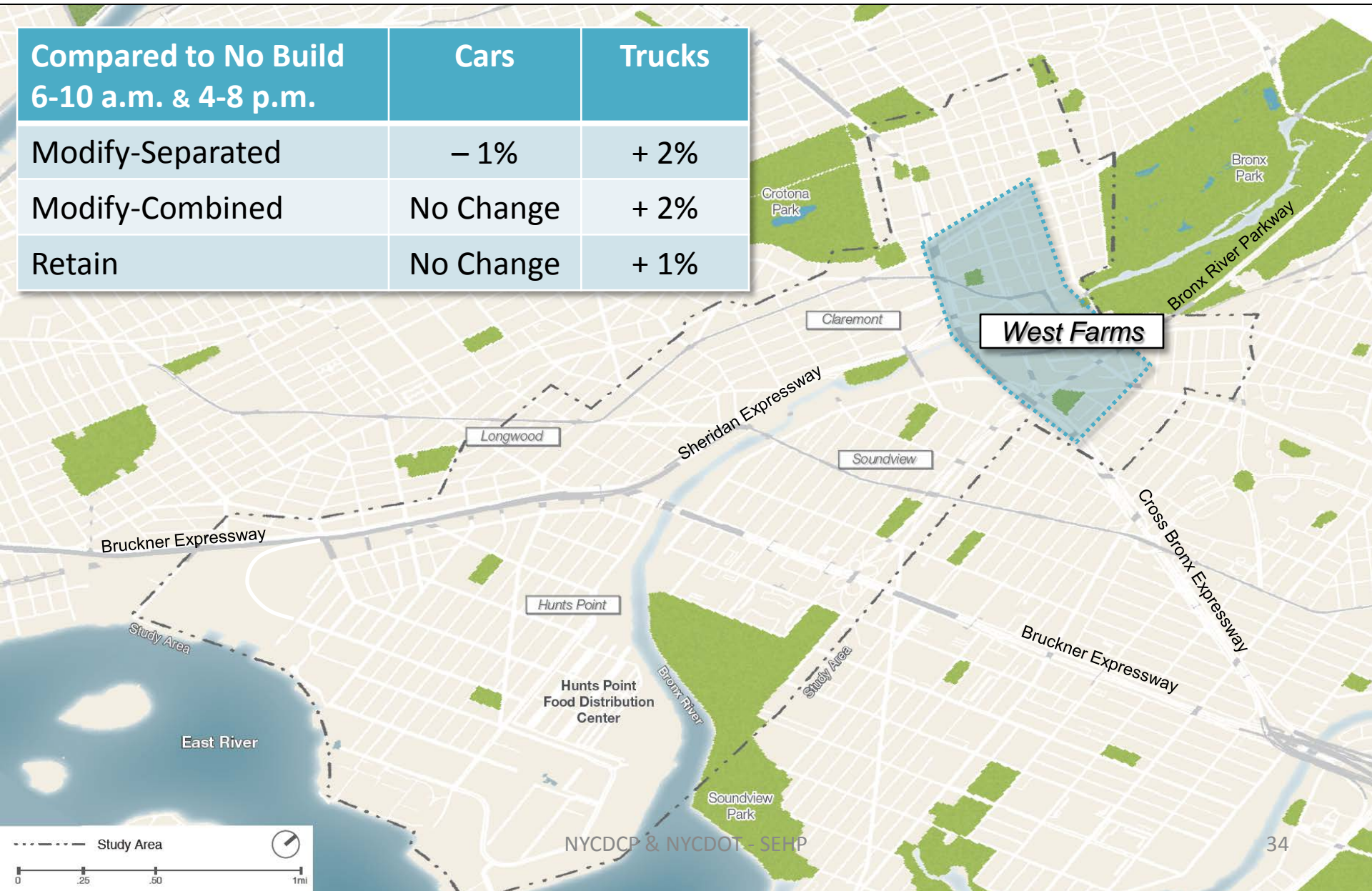
Hunts Point – Vehicle Miles Traveled

Compared to No Build 6-10 a.m. & 4-8 p.m.	Cars	Trucks
Modify-Separated	+ 2%	+ 5%
Modify-Combined	+ 1%	+ 5%
Retain	+ 3%	+ 5%



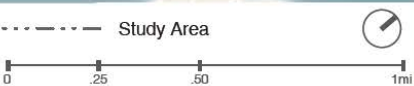
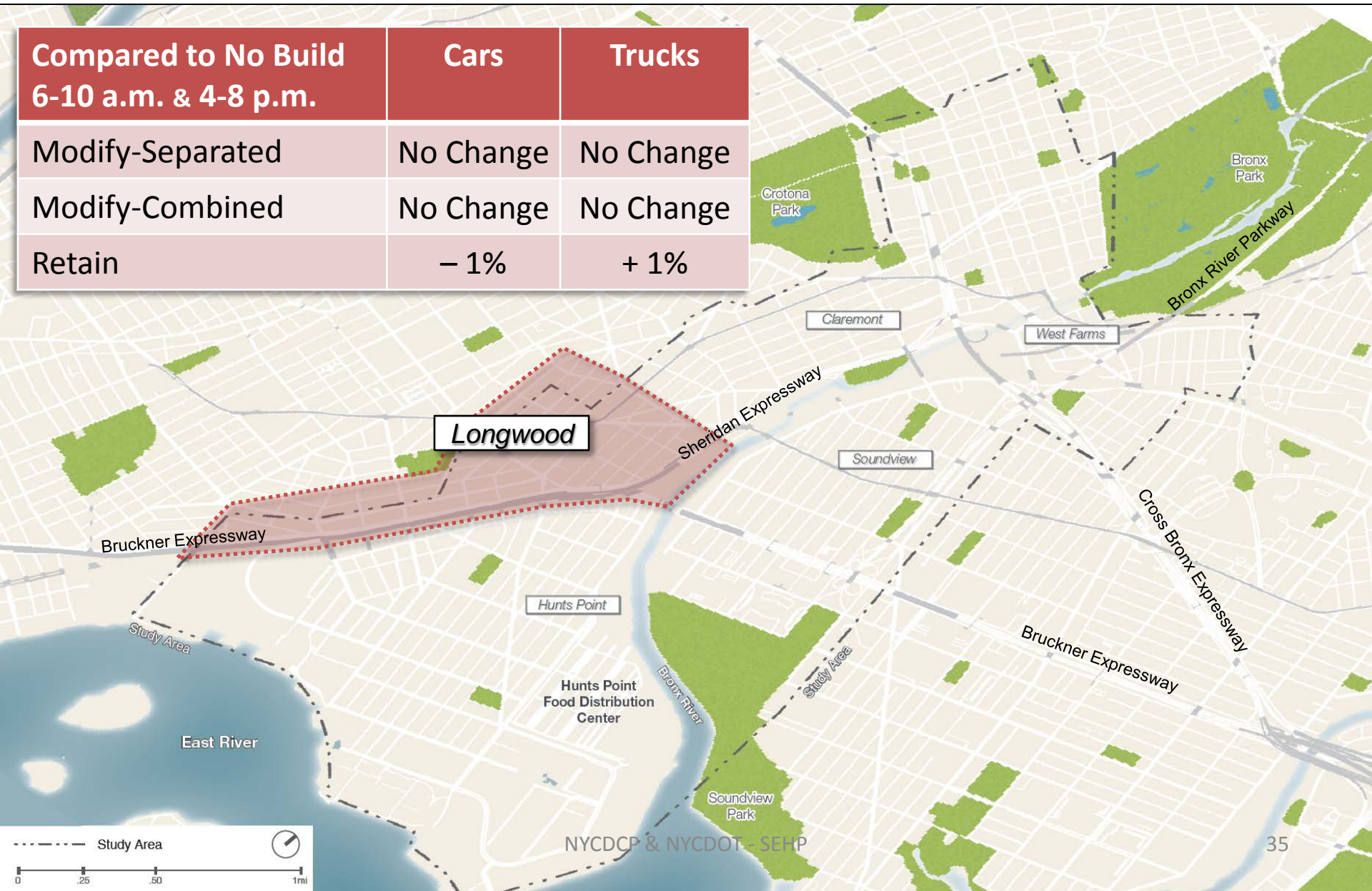
West Farms – Vehicle Miles Traveled

Compared to No Build 6-10 a.m. & 4-8 p.m.	Cars	Trucks
Modify-Separated	- 1%	+ 2%
Modify-Combined	No Change	+ 2%
Retain	No Change	+ 1%



Longwood – Vehicle Miles Traveled

Compared to No Build 6-10 a.m. & 4-8 p.m.	Cars	Trucks
Modify-Separated	No Change	No Change
Modify-Combined	No Change	No Change
Retain	- 1%	+ 1%



Comparison of Scenarios

SUMMARY

Modify Scenarios	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Significant improvement due to closure of on/off ramps at Westchester and Hunts Point Avenues
Improve connections between neighborhoods and waterfront/open space	Some improvement due to signalized, east-west crossings along Sheridan Expressway
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	Access to peninsula improved due to closure of SB ramp at Westchester Ave and construction of new ramps into HP
Create opportunities for new development	Development opportunities due to narrowing of Sheridan Expwy Right-of-Way

Retain Scenario	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Some improvement due to closure of Sheridan Expressway on ramp at Hunts Point Avenue
Improve connections between neighborhoods and waterfront/open space	Potential small improvements at Westchester and Edgewater Road
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	Access to peninsula improved due to construction of new ramps into HP
Create opportunities for new development	No Change

No Build	
Objectives	Impact
Improve pedestrian safety at major intersections and near public amenities	Small improvements due to DOTs planned improvements at Devoe/177, Westchester/Whitlock and Westchester/Bx River Ave
Improve connections between neighborhoods and waterfront/open space	Potential small improvements at Westchester and Edgewater Road
Increase efficiency of vehicle access to the Hunts Point (HP) Peninsula	No Change
Create opportunities for new development	No Change

Scenario Comparison

NEXT STEPS

- Follow up on CWG comments and questions
- Prepare recommendations for Preferred Scenario