Environmental Injustice
The Sheridan Expressway separates neighborhoods in the South Bronx, making it difficult to get to the Bronx River, Starlight Park, and Concrete Plant Park. Because of the Sheridan, our neighborhood streets are clogged with truck traffic and pollution. Trucks on our local streets mean poor air quality, high asthma rates and dangerous traffic conditions for cars, pedestrians and people riding bikes.

Who We Are
In 1999, SBRWA formed in response to yet another highway expansion proposal in the South Bronx from the New York State Department Transportation (NYSDOT). We have been instrumental in engaging community members and stakeholders to create an environmentally just land use and transportation plan for the Sheridan Expressway corridor. SBRWA is made up of four Bronx-based groups and two city-wide advocacy organizations.

Community Endorsed Boulevard

The Community’s Vision
In 2010, SBRWA persuaded New York City to apply for a $1.5 million Federal TIGER grant to study options for the Sheridan corridor. Hundreds of community members participated as stakeholders in the TIGER planning process. Heavily influenced by SBRWA’s work and from robust community engagement, the grant resulted in the 2013 Sheridan-Hunts Point Land use Transportation study (SEHP). Although it did not include all of the elements of SBRWA’s plan, we officially endorsed it because it accomplished so many of our important goals.

Among other key recommendations, the plan recommends:

(1) **Developing an easy-to-cross boulevard** for the portion of the Sheridan that is at street level by:
   - reducing the number of lanes from 11 to 5
   - adding 3 crosswalks
   - connecting it to the street grid

(2) **Building ramps at Oak Point** to make a direct connection from Hunts Point to the Bruckner Expressway and close unsafe ramps to the expressway
The Sheridan Boulevard

In 2016, the Governor allocated $98 million to the Sheridan Boulevard project. The State Department of Transportation (NYSDOT) is pushing the project forward but NYSDOT’s proposal is very different from the plan endorsed by SBRWA that included robust and comprehensive community input.

### Community Endorsed Vision

- **Combine the Sheridan-West Farm Road to reduce the number of lanes for safe pedestrian access**
  - ✓ Reduce from 11 to 5 lanes

- **Improve connections between neighborhoods and Bronx River and waterfront parks**
  - ✓ Crosswalks added over reduced number of lanes allow pedestrians to safely access the river and parks

- **Integrate the Sheridan boulevard with the surrounding city streets to reconnect the neighborhood and improve pedestrian safety**
  - ✓ Boulevard looks and acts like a regular street, forcing vehicles on the boulevard to be more vigilant and improving pedestrian safety

- **Improve environmental quality by adding more public waterfront access.**
  - ✓ New public waterfront to create 1,600 square feet of continuous access.

- **Create new development opportunities for community uses such as affordable housing and job creation**
  - ✓ Reducing the number of lanes creates new developable land for community use

### State Proposal

- **Combine the Sheridan-West Farm Road to reduce the number of lanes for safe pedestrian access**
  - ✗ The number of lanes remains the same

- **Improve connections between neighborhoods and Bronx River and waterfront parks**
  - ✗ Sheridan continues to act as a barrier for the neighborhood and create unsafe conditions for pedestrians

- **Integrate the Sheridan boulevard with the surrounding city streets to reconnect the neighborhood and improve pedestrian safety**
  - ✗ Right-of-ways are not combined. The Sheridan Expressway remains 11 lanes.

- **Improve environmental quality by adding more public waterfront access.**
  - ✗ No additional public waterfront access

- **Create new development opportunities for community uses such as affordable housing and job creation**
  - ✗ No additional developable land or opportunities to build deeply affordable housing

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Community Goals | State Proposal | Community Endorsed Vision
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Combine the Sheridan-West Farm Road to reduce the number of lanes for safe pedestrian access | ✗ The number of lanes remains the same | ✓ Reduce from 11 to 5 lanes
Improve connections between neighborhoods and Bronx River and waterfront parks | ✓ Crosswalks with extended bulb-outs, though pedestrians must walk across 11 car lanes. | ✓ Crosswalks added over reduced number of lanes allow pedestrians to safely access the river and parks
Integrate the Sheridan boulevard with the surrounding city streets to reconnect the neighborhood and improve pedestrian safety | ✗ Sheridan continues to act as a barrier for the neighborhood and create unsafe conditions for pedestrians | ✓ Boulevard looks and acts like a regular street, forcing vehicles on the boulevard to be more vigilant and improving pedestrian safety
Improve environmental quality by adding more public waterfront access. | ✗ No additional public waterfront access | ✓ New public waterfront to create 1,600 square feet of continuous access.
Create new development opportunities for community uses such as affordable housing and job creation | ✗ No additional developable land or opportunities to build deeply affordable housing | ✓ Reducing the number of lanes creates new developable land for community use