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.

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. Building ramps at Oak Point to make a direct connection from Hunts Point to the Bruckner Expressway and close unsafe ramps to the expressway

2. 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
Direct Truck Access

In March 2017, Governor Cuomo announced a budget commitment of $700 million to address multiple issues related to the Sheridan-Bruckner interchange and direct truck access to the Hunts Point peninsula.

NYSDOT’s current proposal to build ramps at Edgewater was rejected by the community in 2003 because of the negative environmental impacts.

Edgewater Ramps will Devastate Our Community

The Edgewater ramps will have a devastating impact on our community and destroy the environmental quality near the park and river. Edgewater ramps will:

- Bring increased truck traffic and emissions to the Hunts Point
- Compromise pedestrian safety on the boulevard
- Run along Hunts Point Riverside Park and the Bronx River, creating additional physical barriers to important community amenities
- Create permanent shadows that would create ecological impacts on the river

Ramps at Oak Point and Leggett Creates Direct Access without Harming the Community

Ramps at Oak Point create an alternative route for trucks and would alleviate traffic and pollution from the Sheridan Expressway. Ramps at Oak Point:

- Removes trucks from our local streets
- Enables truck traffic from all directions to easily access the peninsula
- Has the potential to remove traffic from Hunts Point Avenue through a Sheridan on-ramp closure

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<thead>
<tr>
<th>Community Goals</th>
<th>State Proposal</th>
<th>Community Endorsed Vision</th>
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<tbody>
<tr>
<td>Create direct access to the elevated Bruckner Expressway away from the riverfront and community parks by adding</td>
<td>The Edgewater ramps proposal is essentially a highway expansion, adding an elevated highway over Concrete Park Plant, it would run adjacent to the Bronx River and Hunts Point Riverside Park.</td>
<td>New on/off ramps at Oak Point / Leggett Avenue, keeps trucks on the Bruckner</td>
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<td>Close dangerous expressway entrances/exits to reroute trucks off of our local streets to improve:</td>
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<td>- air quality</td>
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<td>Route trucks to industrial areas away from where people live and play</td>
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<td>- pedestrian and car safety</td>
<td>Close Sheridan entrance at Hunts Point Ave.</td>
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<td>- access to parks and waterfront</td>
<td>Northbound exit at Westchester remains open and acts as dangerous barrier to park</td>
<td>Close southbound entrance and exit to Whitlock Ave. at Westchester Ave. Explores closure of northbound exit at Westchester</td>
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