



**SOUTHERN BRONX RIVER
WATERSHED ALLIANCE**
and a New Vision for the South Bronx

Why We Should Take Down the Sheridan Expressway

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Since the 90s, the New York State Department of Transportation (NYSDOT) has been trying to find a way to create better access into the Hunts Point Peninsula with the Bruckner-Sheridan Interchange Project. In response, the Southern Bronx River Watershed Alliance (SBRWA) came together to create a plan that would reduce truck traffic on local streets and create a better quality of life for the South Bronx, all while providing easy and direct access to the peninsula. This plan, which removes the Sheridan, is currently one of two being studied by NYSDOT.

Called the New Community on the Sheridan Plan, the plan was the result of several community visioning sessions held by SBRWA to better understand what residents wanted to see in their community. The plan calls for taking down the Sheridan Expressway and create 1,200 units of green affordable housing, 200,000 square feet of community/commercial space, and 700 new permanent jobs in its place. Taking down the Sheridan would be made possible by the construction of new ramps from the Bruckner Expressway to Hunts Point.

In 2008, NYSDOT revealed it was studying two alternatives for the project: 1E, which takes down the Sheridan, and 2E, which keeps the Sheridan. The NYSDOT also revealed that both alternatives included a new interchange at Oak Point freight yard. This new ramps would allow all East- or Westbound traffic to leave and enter Hunts Point directly from the Bruckner Expressway, just as the Community Plan envisioned.

With the new Oak Point ramps, trucks from the George Washington Bridge would be able to take the Major Deegan to the Bruckner and then exit into Hunts Point. Trucks from the Triboro Bridge would be able to use the Bruckner and directly exit into Hunts Point. Both alternatives create direct access into Hunts Point from the Bruckner, not the Sheridan. Why keep a 'highway to nowhere' when you can build affordable housing, open space, businesses, and jobs in its place?

Taking down the Sheridan Expressway would help reconnect Bronx communities with each other and with the Bronx River. Residents of Longwood and West Farms would be able to safely walk to Starlight Park and the Bronx River Greenway. At Westchester Avenue, where the Sheridan's exit and access ramps now endanger pedestrians and motorists alike, a new commercial and community hub could connect the Whitlock Avenue # 6 train station to the entrance to the new Concrete Plant Park.

The NYSDOT is currently evaluating the alternatives, and the SBRWA is fighting for 1E to be chosen. The New Community on the Sheridan Plan takes trucks off local streets, provides direct access to Hunts Point, and creates a new community on the Bronx River. This is a once-in-a-lifetime opportunity for a new community to be built in the South Bronx, and it cannot be missed. To learn more about the project please visit <http://southbronxvision.org>.

*The Southern Bronx River Watershed Alliance is:
Mothers on the Move + Nos Quedamos + The Pratt Center for Community Development + The Point CDC +
Sustainable South Bronx + Tri-State Transportation Campaign + Youth Ministries for Peace and Justice*