

HUNTS POINT STATION AREA

DRAFT

PLANNING WORK IN PANDEMIC

COVID-19 has changed the world. The Bronx has been particularly affected, and our health and economy are suffering. As we continue to fight back COVID-19, we seek to make the City a hub for public health research, create high-quality jobs, and make New York the fairest city in America. New Metro North service in the Bronx can support economic recovery of the borough and the city in the wake of the pandemic, and station-area planning can bring much needed amenities and services to the neighborhoods of the East and South Bronx.

However, as the City and MTA face extreme financial challenges, stakeholders of all kinds – elected officials, community residents, businesses, institutions - must continue to advocate for the regional rail stations and service to support New York City's recovery. The new stations can be critical to kickstarting the recovery of the borough and city's economy by thoughtfully and pro-actively planning for job growth, supporting existing commercial corridors, and working to get New Yorkers back to work in the Bronx, the city, or the wider region.

The draft recommendations shared in this remote open house are a first attempt at understanding how we move forward amidst the current health, social, and financial crises. Your guidance and feedback on the recommendations in the coming weeks will be fundamental to the plan's success as we seek to understand and respond to changing priorities during COVID.

Through the public planning process, you and your neighbors have already helped develop planning objectives that have only grown in importance as we confront COVID. These include:

- Create new or expanded open spaces where people can relax, play, and enjoy the outdoors.
- Help residents of the Bronx access opportunities for jobs in the borough, the city, and the region.
- Ensure affordable homes are available across the East and South Bronx.
- Help address longstanding health inequities, which have exacerbated the pandemic's impact on Bronxites, by working to reduce systemic barriers to good health. To address this we must plan for:
 - Access to transit that reduces reliance on automobile use and the pollution that comes with it.
 - Expanded healthy food options.
 - Convenient mixed-use neighborhoods that allow residents to accomplish their daily tasks within walking distance from home.

After you have viewed the recommendations, we encourage you to join the conversation, share your priorities, and provide your own guidance as a member of the community.



Photo: Restaurant outdoor dining, Bronx



Photo: Food distribution center, Bronx

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HOW TO READ THE RECOMMENDATION BOARDS ?

1. NAVIGATION BAR:

This text tells you where you are.
For instance, this is the "Land Use and Placemaking: Neighborhood Center" category of the Vibrant Communities section.

2. ISSUE/OPPORTUNITY:

This text explains the issue or opportunity to be addressed by each set of objectives and recommendations. These came out of conversations with the community.

3. OBJECTIVE:

The objectives state what we are trying to accomplish with each set of recommendations and are a response to the issue/opportunity identified.

4. RECOMMENDATIONS:

These are the recommendations for how to carry out the objective identified above

5. IMPLEMENTATION:

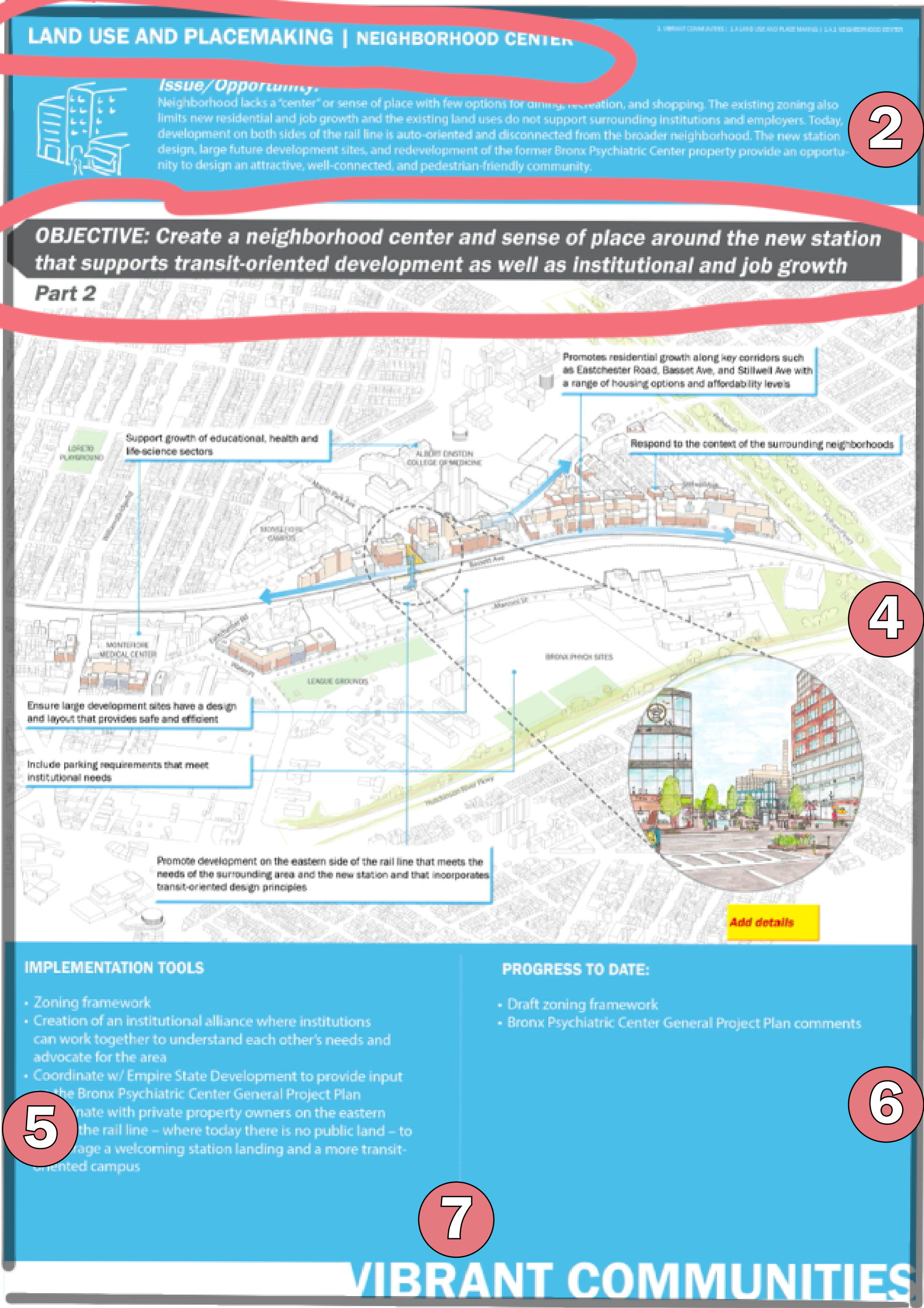
This section identifies how and by whom the above recommendations might be addressed

6. PROGRESS TO DATE:

This section identifies the progress to date the city has made, over the course of study, to advance certain recommendations.

7. SECTION TITLE:

This bar identifies which of the three major categories or recommendations (Vibrant Communities, Working Communities, or Connected Communities) you're in. Each of these categories is also associated with its own color (blue, purple, and orange, respectively)



ACRONYMS

HPD - Housing Preservation and Development
DPR - Department of Parks and Recreation
DOT - Department of Transportation
MIH - Mandatory Inclusionary Housing
TOD - Transit Oriented Development
BID - Business Improvement District

FDNY - Fire Department
NYPD - Police Department
DCLA - Department of Cultural Affairs
MTA - Metropolitan Transportation Authority
FEMA - Federal Emergency Management Agency
ZCFR - Zoning for Coastal Flood Resiliency

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CONTENTS

1.VIBRANT COMMUNITIES

- A. LAND USE AND PLACEMAKING
- B. STATION AREA AND ACCESS
- C. PARKS AND OPEN SPACE
- D. COMMUNITY RESOURCES

2.WORKING COMMUNITIES

- A. CONNECTING TO THE REGION
- B. SUPPORTING LOCAL BUSINESSES AND JOBS GROWTH
- C. JOB PREPAREDNESS

3.CONNECTED COMMUNITIES

- A. VEHICULAR ACCESS
- B. PEDESTRIAN AND BICYCLE ACCESS

Connected Communities, which relates to how people get around the neighborhood, the city and the region

CONNECTED COMMUNITIES

HUNTS POINT

OBJECTIVES:

1. Address traffic circulation around the new station as the area continues to change
2. Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences
3. Strengthen bike and walking connections between the station, transit, retail, parks and bike routes.
4. Improve wayfinding to local retail corridors, neighborhoods, and amenities (6 train at Del Valle Square, Southern Blvd BID, Hunts Point Markets, local parks, etc.)

VEHICULAR ACCESS | TRAFFIC CIRCULATION/PICK-UP AND DROP-OFF

Issue/Opportunity:

Hunts Point Ave, the Bruckner and other major corridors are busy and designed mainly for through car and truck traffic, but traffic circulation patterns will need to meet the needs of a growing transit corridor. Additionally, with the Hunts Point Interchange Access Project, there will be major changes to traffic patterns in the future.

OBJECTIVE: Address traffic circulation around the new station as the area continues to change

Considering current budget constraints, explore alternative funding options for the implementation of transportation improvements identified to support station development and station-area growth, such as through federal grants

Explore opportunities for pick-up drop-off near secondary entrance along Bruckner as additional pedestrian and circulation space becomes available with the closing of the on-ramp adjacent to the rail line

Evaluate opportunities for shifting area bus locations to better connect to new station

Analyze circulation patterns as NYSDOT completes Hunts Point Interstate Access Improvement Project and Bruckner ramps are closed

Identify options for safe and efficient drop-off and pick-up within the station area, such as along Garrison Ave, and develop options for preferred vehicular circulation to and from the station based on station design and future growth

Improve safety and circulation for both pedestrians and vehicles by adjusting signal timing at key intersections, such as at Hunts Point Ave and Garrison Ave and at Barretto St and the Bruckner Expressway

IMPLEMENTATION TOOLS:

- Coordination of MTA station design and City station-area planning
- DOT interventions
 - Vehicular signal timing adjustments
 - Pedestrian signal adjustments
 - City street mapping
- Increased enforcement of City traffic and parking laws

PLANNING TEAM PROGRESS TO DATE:

- Held series of interactive public meetings to seek input on circulation focused on East Tremont Avenue
- Drafted preferred circulation and pick-up and drop-off locations in coordination with MTA, DOT, and large property owners
- Identified potential improvements to Hunts Point Ave and Garrison Ave and created graphic renderings

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Issue/Opportunity:

Passage between neighborhoods on either side of the Bruckner is often uninviting for pedestrians which deters pedestrian use and activity. Addressing these issues will be the key to a successful station.

OBJECTIVE: Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences

Part 1

Improve wayfinding in and around the neighborhood to station and local/regional amenities, such as at the nearby 6 train at Del Valle Square, the Hunts Point Markets, and area open spaces

Explore potential improvements to pedestrian connection that runs along southern edge of Bruckner and connects to Soundview

Explore opportunities for other forms of micro-mobility that would better connect the station to existing destinations in the community

Assess and apply sidewalk, crossing, and lighting standards and improve key travel routes between employment and residential centers and commercial corridors to support convenient access

Explore opportunities for improved bicycle infrastructure throughout the neighborhood, including: Under and along the Bruckner and create routes that connect to the Bronx River Greenway and Bruckner protected bike paths

Illustration showing Hunts Point Avenue/Bruckner Boulevard

IMPLEMENTATION TOOLS:

- Coordinate MTA station design, City station-area planning and Amtrak
- DOT Street Design Manual
- WalkNYC
- City Bench
- DOT Art and Event Programming
- Pedestrian level lighting

PLANNING TEAM PROGRESS TO DATE:

- Influenced preliminary station design by MTA that includes opportunities for additional station access points
- Held series of interactive public meetings to seek input on pedestrian access
- Developed renderings and preliminary design of key intersections with public and stakeholder input

PEDESTRIAN AND BICYCLE ACCESS | PEDESTRIAN PASSAGEWAYS

Issue/Opportunity:

Passage between neighborhoods on either side of the Bruckner is often uninviting for pedestrians which deters pedestrian use and activity. Addressing these issues will be the key to a successful station.

OBJECTIVE: Ensure that major corridors are safe, well-lit, and offer pleasant pedestrian experiences

Part 2

Implement a suite of strategies to create a pedestrian-oriented corridor under the Bruckner and along Garrison Ave, including: Standard DOT improvements, such as pedestrian signals and high-visibility crosswalks, to increase safety for those walking or riding bikes

Encourage a transition from existing uses to those that allow for the removal of the sloped sidewalk that runs from Hunts Point Ave to Faile St, which can be uncomfortable and presents a barrier to those with mobility needs

Improved bus amenities and conditions, such as bus shelters, where viable

Widen the sidewalk along Garrison Ave adjacent to the primary station entrance



Crosswalk improvements and other interventions to reduce conflicts between those walking and cars, potential new crosswalks along Garrison Ave, such as at Irvine St and Garrison Ave

Explore feasibility of adding protected bike lanes along Garrison Ave, opportunities for improved bicycle infrastructure to neighborhood open space assets and networks, such as Barreto Point Park and connections to Starlight Park via Garrison Park

Illustration showing Hunts Point Avenue/Garrison Avenue

IMPLEMENTATION TOOLS:

- Coordinate MTA station design, City station-area planning and Amtrak
- DOT Street Design Manual
- WalkNYC
- City Bench
- DOT Art and Event Programming
- Pedestrian level lighting in new developments

PLANNING TEAM PROGRESS TO DATE:

- Influenced preliminary station design by MTA that includes opportunities for additional station access points
- Held series of interactive public meetings to seek input on pedestrian access
- Developed renderings and preliminary design of key intersections with public and stakeholder input

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PEDESTRIAN AND BICYCLE ACCESS | TYING THE NETWORK TOGETHER

Issue/Opportunity:

Barriers such as the Bruckner and the rail line itself, and limited crossings over the rail line, limit access to the proposed station area and nearby communities.

OBJECTIVE: Strengthen bike and walking connections to the station, transit, retail, and area campuses

Advocate for the expansion of bike sharing and scooter options to connect stations to the mass transit network and other community destinations. Advocate for these stops to be located close to planned service and in visible locations

Explore improvements to connections between modes of transit (including buses, subway connections, ride-share drop-off, bike share, scooter share, etc.) to make it easier for passengers to transfer between the two systems

Explore potential for adding new bike connections in area currently occupied by the north-bound on-ramp to the Bruckner

Raise awareness of and provide better signage to rebuilt Bryant Ave pedestrian bridge

Identify options for safe and efficient drop-off and pick-up within or near the station area for buses and area shuttles

Consider relocation of existing bus stops along Hunts Point Ave to bring them closer to the planned station and to reduce unnecessary pedestrian crossings for those using the bus

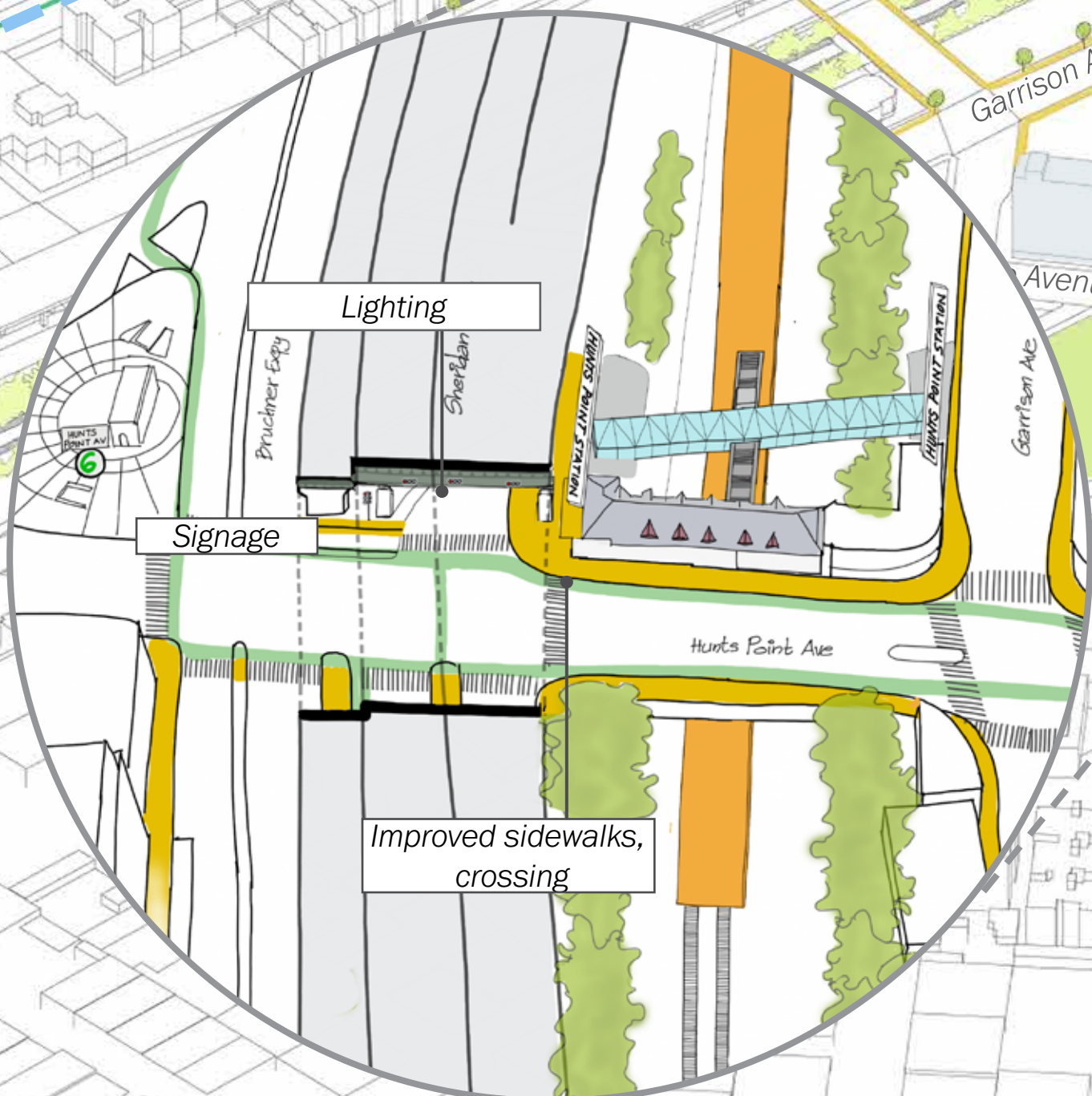


Illustration showing Hunts Point Ave under Bruckner

IMPLEMENTATION TOOLS:

- Coordinate MTA station design and City station-area planning
- MTA design work and guidelines
- DOT Street Design Manual and toolkit
- WalkNYC
- City street mapping
- New York City Transit Bus Planning

PLANNING TEAM PROGRESS TO DATE:

- Held series of interactive public meetings to seek input on pedestrian access
- Coordinated with MTA, DOT, and other to identify critical pedestrian improvements
- Influenced preliminary station design by MTA that includes opportunities for additional station access points

PEDESTRIAN AND BICYCLE ACCESS | POINTING THE WAY

Issue/Opportunity:

Connections to local retail corridors and neighborhoods, as well as local amenities such as the open space within the peninsula, area shopping corridors, and other nearby assets, exist but are not well marked

OBJECTIVE: Improve wayfinding to local retail corridors, neighborhoods, and amenities such as Southern Boulevard, open space within Hunts Point, etc.



Art along Hunts Point Avenue



View of Southern Boulevard

Work with DOT, MTA/Metro-North, and local stakeholders to meet current needs and develop plan for improved wayfinding in coordination with coming service

Cultivate maintenance partners for public space, art, and signage



Old train station, Hunts Point Ave

IMPLEMENTATION TOOLS:

- MTA station design elements
- WalkNYC

PLANNING TEAM PROGRESS TO DATE:

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To voice your opinion on these recommendations, [click here](#)

To see how the study seeks to make Hunts Point :

Working Community, [click here: \[links to pdf\]](#)

Vibrant Community, [click here: \[links to pdf\]](#)

To return to the Remote Open House, [click here](#)

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