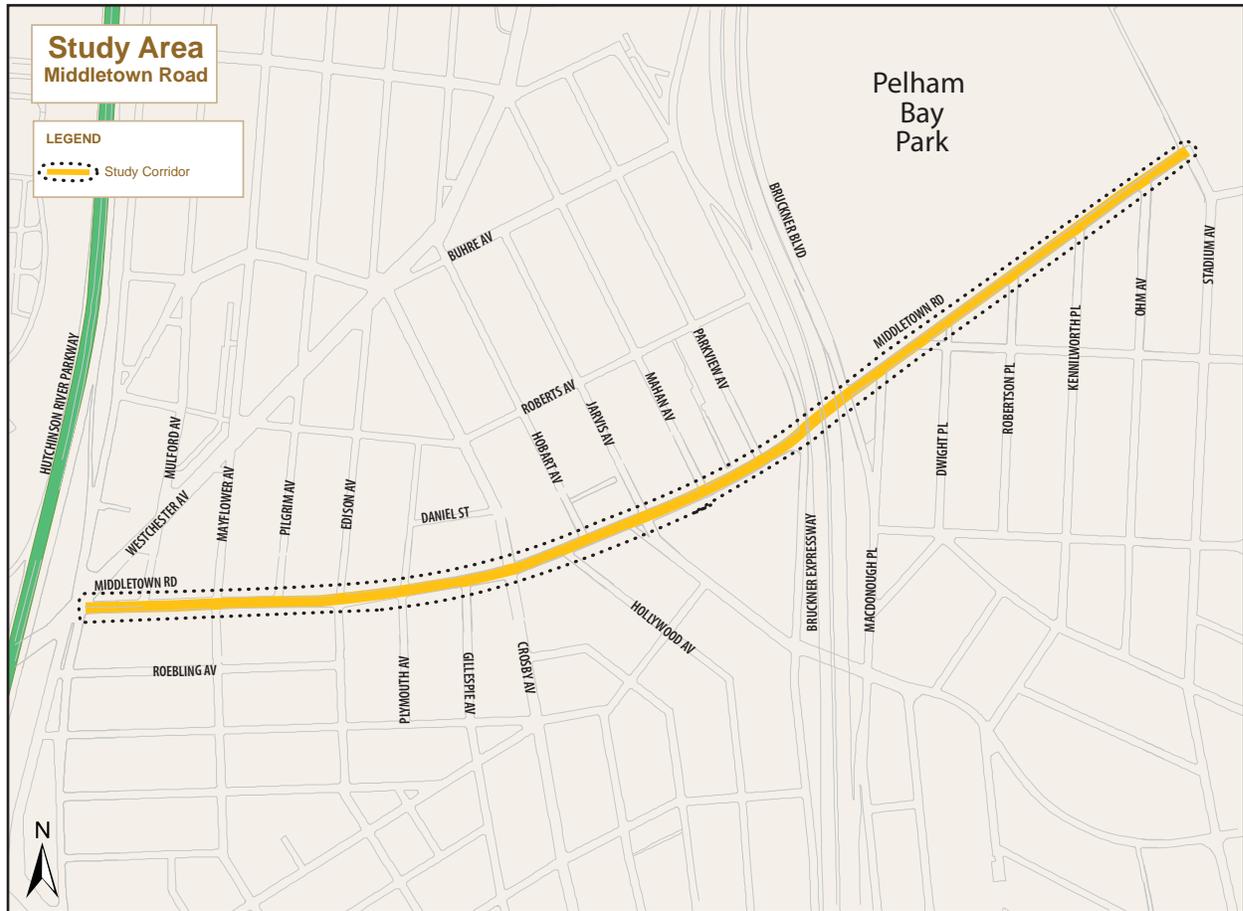


1. Existing Conditions: Middletown Road

Study Area

The Middletown Road corridor is located in the Pelham Bay section of the Bronx and stretches from the Hutchinson River Parkway to Stadium Avenue. The corridor crosses the Bruckner Expressway and travels along the south side of Pelham Bay Park. See Figure 1.1 below.

Figure 1.1



Street Network

Roadway Characteristics

Middletown Road is a bidirectional street with one travel lane in each direction. From the Hutchinson River Parkway to the Bruckner Expressway the street is approximately 44 feet wide. Two-hour metered parking is permitted on both sides of the street along this section of the corridor. From the Bruckner Expressway to Stadium Avenue the street is approximately 34 feet wide. Parking is permitted on both sides of the street. Signs indicating parking regulations are not posted along this section of the corridor.

Highways

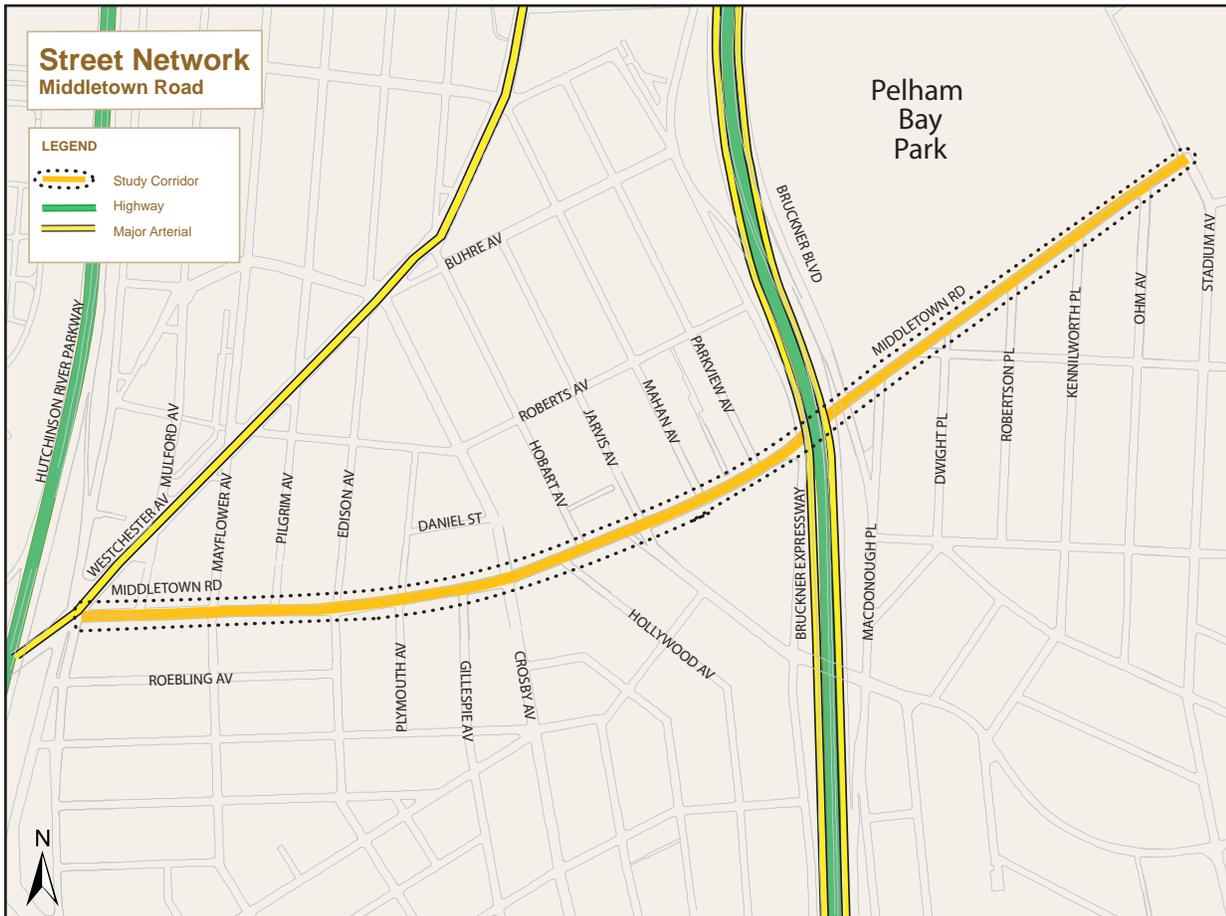
There are several limited access highways in the vicinity of Middletown Road. The west end of the corridor reaches the Hutchinson River Parkway which stretches from the Throgsneck Bridge

to Westchester. The Bruckner Expressway, also known as I-95, traverses the corridor in the center. The Expressway stretches from the South Bronx and becomes the New England Thruway. The Cross Bronx Expressway is located a mile and a quarter south of the study area and Pelham Parkway is located almost a mile to the north. The Throgs Neck Expressway runs from exit 7B of the Cross Bronx Expressway to the Throgs Neck Bridge, which is located two miles south of the study corridor.

Major Arterials

Westchester Avenue is a major arterial that runs across most of the borough from Melrose to Pelham Bay Park. The elevated 6 subway line travels over the street and has columns embedded in the roadway. Bruckner Boulevard, the service road for the Bruckner Expressway, bisects the study area in the center. The street trails the entire length of the expressway from the Third Avenue Bridge to Pelham Bay Park. See Figure 1.2 below.

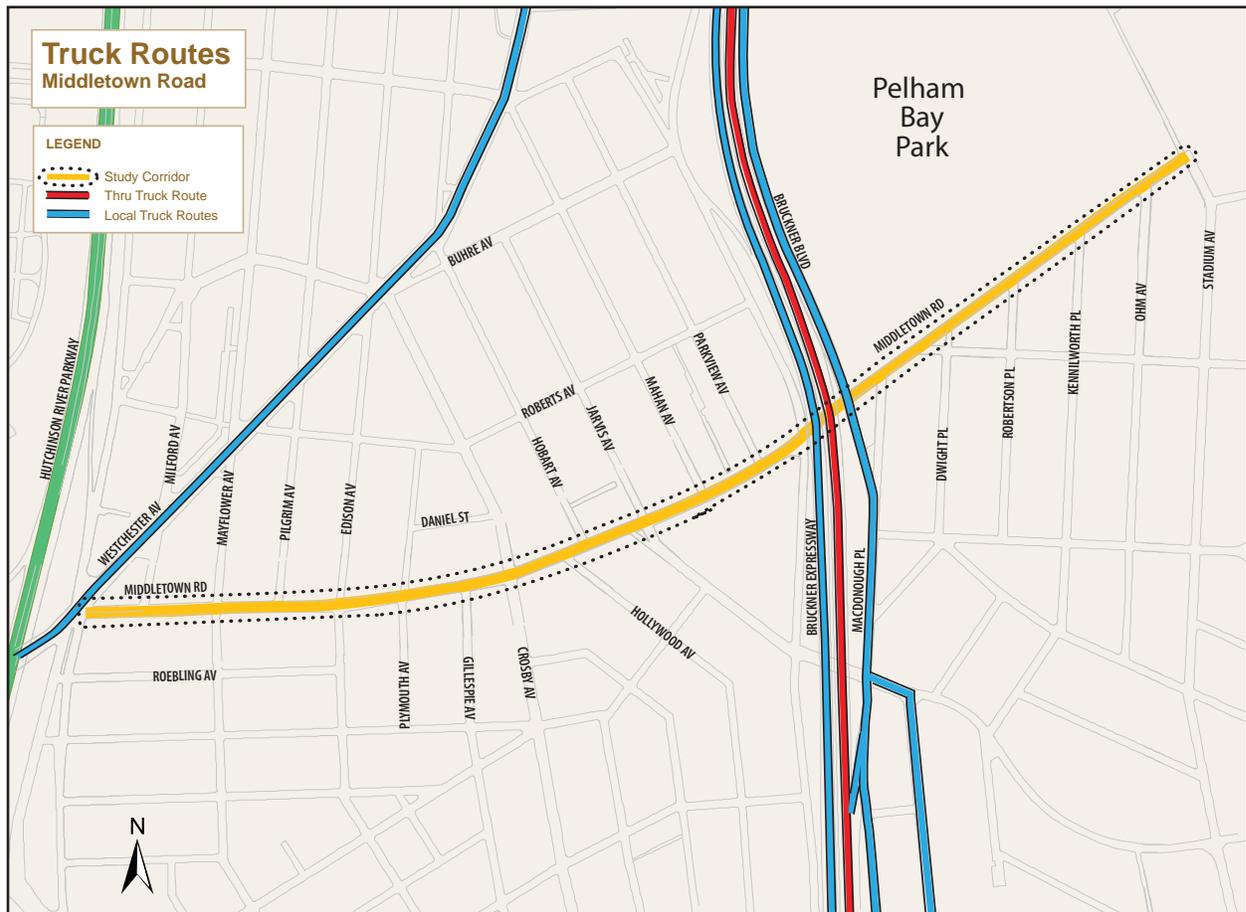
Figure 1.2



Truck Routes

The local truck routes near the corridor include Westchester Avenue and E. Tremont Avenue to the west, and Bruckner Boulevard which runs through the center along the Bruckner Expressway. The through truck routes include the Bruckner Expressway, the Cross Bronx Expressway, Hutchinson River Parkway, south of the Cross Bronx Expressway only, and the Throgs Neck Expressway.

Figure 1.3



Accidents

The intersection with the highest number of accidents from the years 2004 through 2006 is Crosby Avenue, where seven accidents occurred. This intersection was also the site of three pedestrian accidents during the same period, also the highest number in its category along the entire corridor. There were no bicycle accidents along the corridor during the same period. See Figures 1.4 & 1.5 on pages 10 and 11.

Figure 1.4

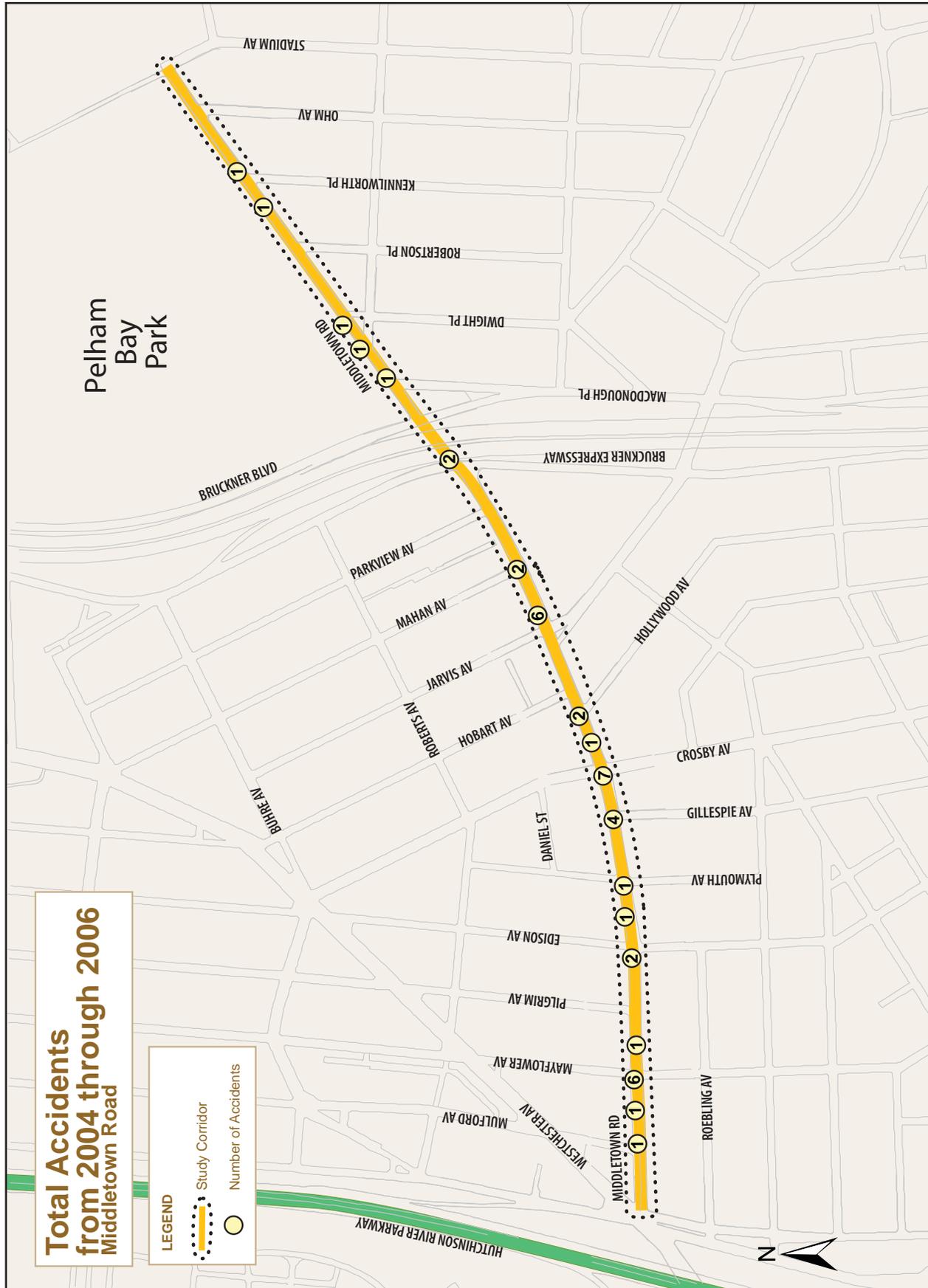
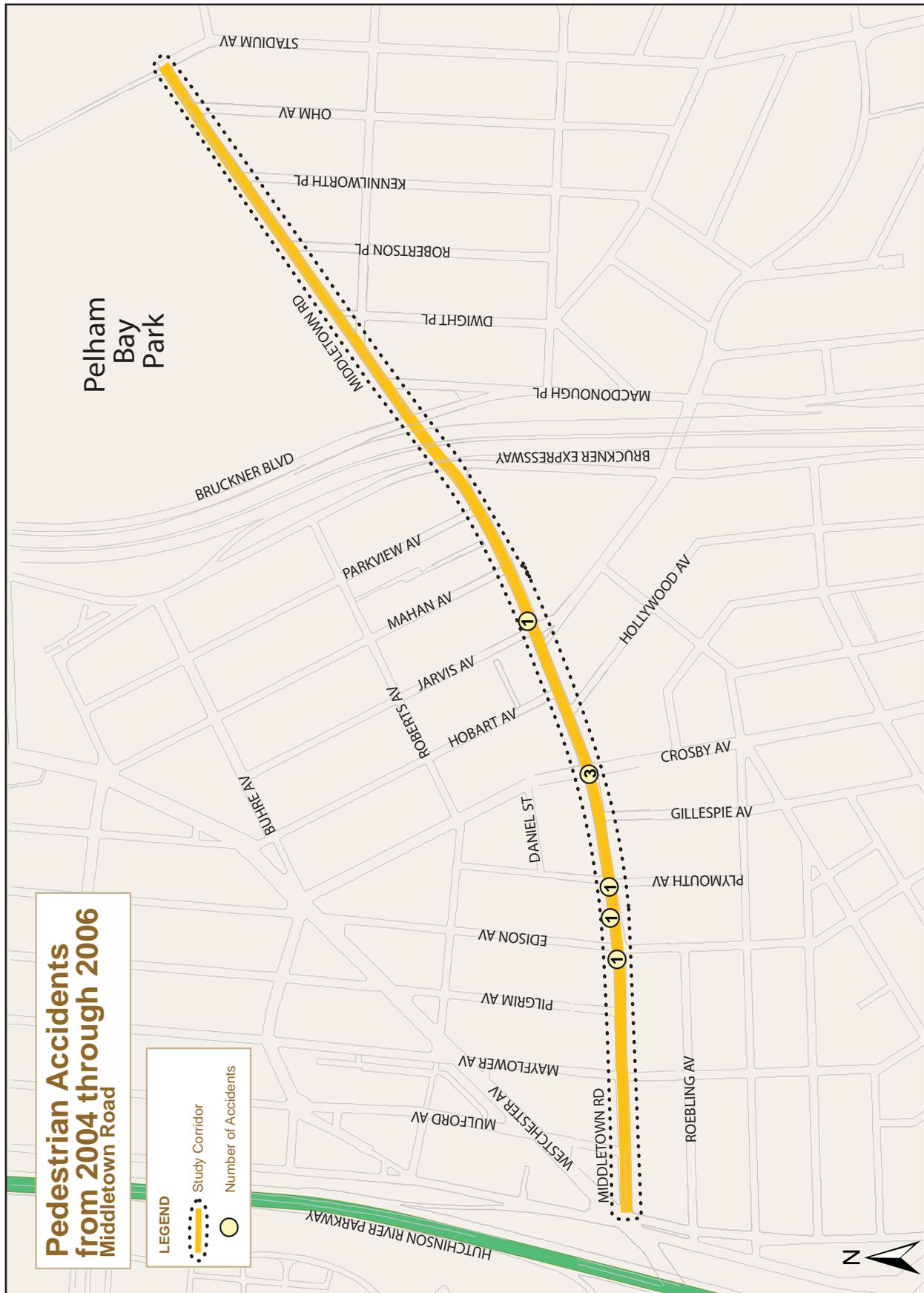


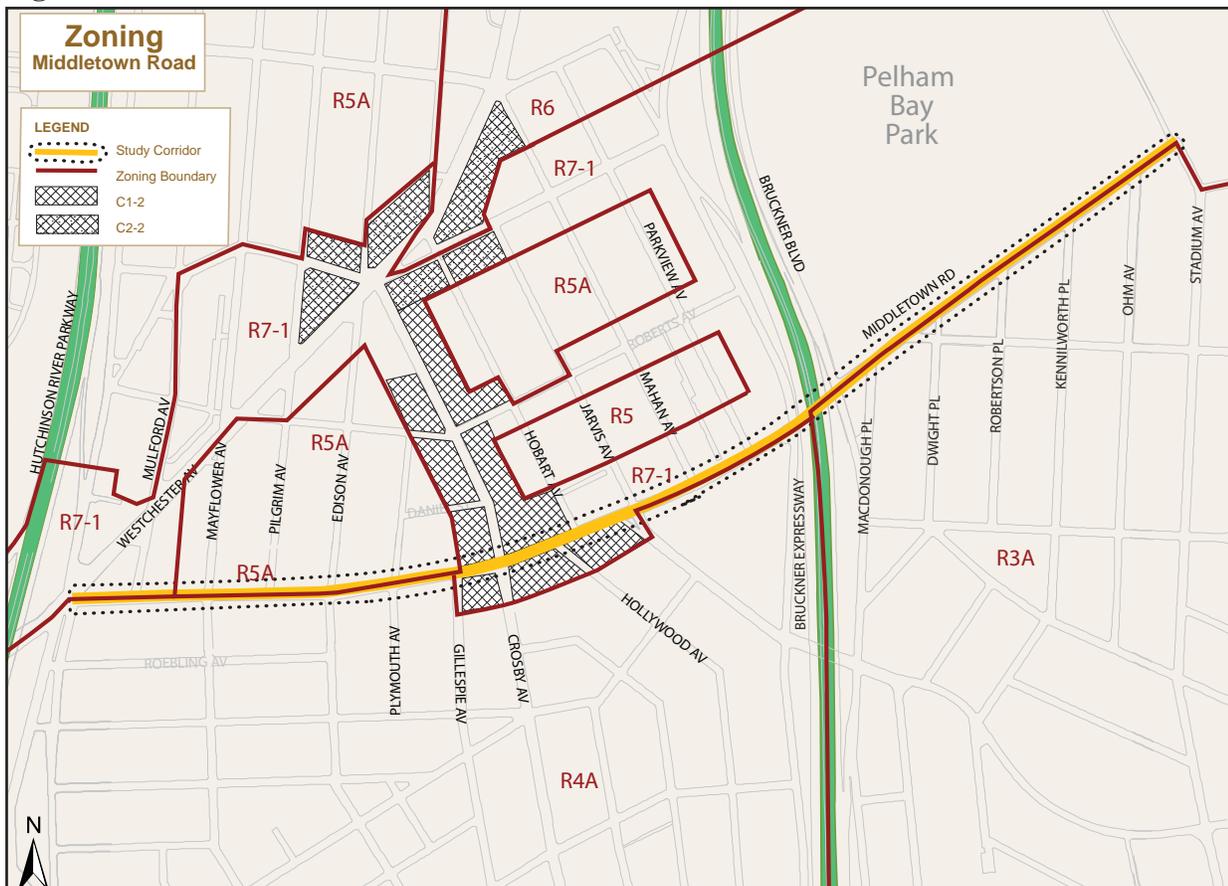
Figure 1.5



Zoning

Middletown Road, from the Hutchinson River Parkway to the Bruckner Expressway, is a patchwork of medium density residential districts and commercial overlays. The south side of Middletown Road is R4A west of the Bruckner Expressway and R3A east of the Bruckner Expressway. The north side of Middletown Road is R7-1 with the exception of a few blocks from Mayflower Avenue to Crosby Avenue. The corridor is comprised of small apartment buildings as well as one- and two-family homes ranging from two to three stories in size. Retail establishments are located within the C1-2 and C1-4 commercial overlays on the western edge and towards the eastern portion of Middletown Road. See Figure 1.6 below.

Figure 1.6

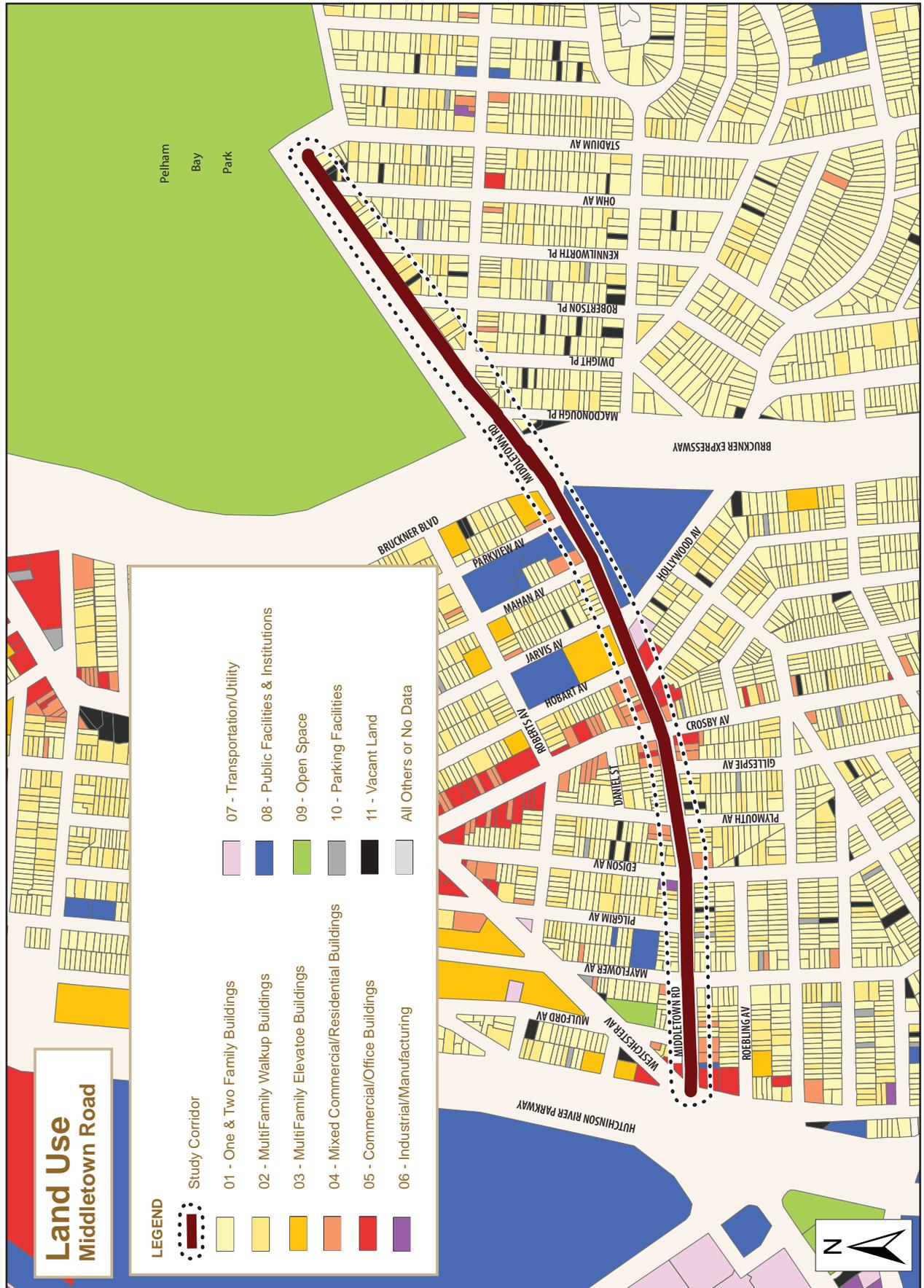


Land Use

The west side of the corridor from Westchester Avenue to the Bruckner Expressway is primarily comprised of one- and two-family homes and mixed commercial and multi-family buildings with ground floor commercial space. Much of the commercial space is located at Crosby Avenue, a commercial corridor which intersects the west side of Middletown Road in the center. The Hutchinson River Greenway runs along the Hutchinson River Parkway at the western edge of Middletown Road and provides access to Samuel H. Young Park just south of the study corridor.

The east side of the corridor from the Bruckner Expressway to Stadium Avenue is primarily comprised on one- and two-family homes on the south side and Pelham Bay Park on the north side.

Figure 1.7

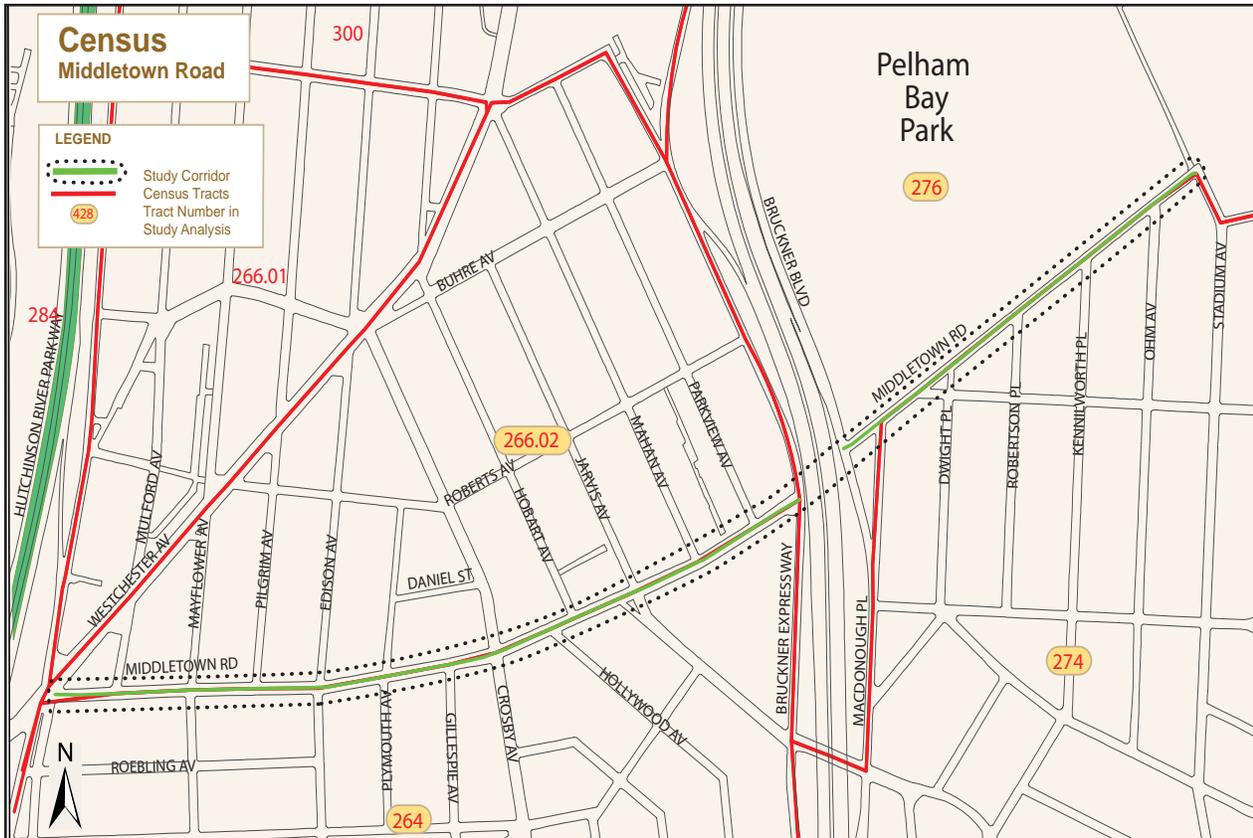


A greenway is proposed for Pelham Bay Park and would start at Stadium Avenue. See Figure 1.7 on page 13.

Demographics

Four census tracts intersect this study corridor. One census tract, 276, is entirely composed of Pelham Bay Park. While there are no places of residence within the park, a handful of people have listed this tract as their residence. Additionally, the park is a place of work for some. See Figure 1.8 below.

Figure 1.8



Population

According to the US Census, in the year 2000, 20,560 people lived near the study corridor. This is a population increase of 7.5% from 1990. See Table 1.1 below.

Table 1.1
Study Area Population Change Between 1990 and 2000

Census Tract	Population		Change in Population (Number)	Change in Population (Percent)
	1990	2000		
(Bronx)				
264	4,286	4,798	512	11.9%
266.02	5,162	5,266	104	2.0%
274	7,683	8,489	806	10.5%
276	5	7	2	40.0%
Total	19,126	20,560	1,434	7.5%

Journey to Work

The 2000 Census data indicates that the local residential labor force within the study area was composed of 7,938 workers over the age of 16. Of this population, 4,694 (59%) traveled to work by car, truck or van; 779 (10%) traveled to work by bus; 1,900 (25%) traveled to work by subway and 385 (5%) walked to work. The remaining population either used another means of travel to commute to work or they worked from home. See Table 1.2 below.

Table 1.2
Modal Split for Workers 16 and Older Who Reside Within the Study Area

Place of Residence (CT)	Mean of Transportation														Total
	Car, Truck or Van	Drove Alone	Carpool	Public Transportation	Bus, Streetcar, or Trolley	Subway	Rail Road	Ferryboat	Taxicab	Motorcycle	Bicycle	Walk	Other Means	Work at Home	
264	1,130	905	225	785	215	540	0	0	30	0	0	90	10	15	2,030
266.02	959	650	309	1,195	240	940	0	0	15	0	0	205	0	0	2,359
274	2,605	2,115	490	759	324	420	0	0	15	0	0	90	25	70	3,549
276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,694	3,670	1,024	2,739	779	1,900	0	0	60	0	0	385	35	85	7,938
Percent	59.1			34.5						0	0	4.9	0.4	1.1	100

Out of the 7,914 commuters who resided within the study area, 82% (6,497) of them worked within the New York City area. Of the remaining labor force, 14% (1,116) worked within New York State outside of the New York City area, 1% (73) worked in Connecticut, 2.5% (199) worked in New Jersey and less than one percent (29) worked elsewhere. See Table 1.3 below.

Table 1.3
Place of Work for Workers 16 and Older Who Reside Within the Study Area

Census Tract	Place of Work													Total
	New York City	New York County	Kings County	Queens County	Bronx County	Richmond County	New York State (Outside NYC)	Long Island	Westchester	New York Upstate	Connecticut State	New Jersey State	Work Elsewhere	
264	1,779	869	49	84	777	0	237	25	208	4	0	24	0	2,040
266.02	2,030	958	77	97	898	0	266	55	186	25	0	54	4	2,354
274	2,688	821	134	100	1,633	0	613	60	511	42	73	121	25	3,520
276	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,497	2,648	260	281	3,308	0	1,116	140	905	71	73	199	29	7,914
Percent	82	--	--	--	--	--	14	--	--	--	1	3	0	100

As reported by the 2000 Census data 2,077 people traveled into the study area to work. Of those that traveled into the study area, 1,113 (54%) workers commuted by car, truck or van; 275 (13%) commuted by bus; 230 (11%) commuted by subway; 320 (15%) walked to work; 44 (2%) commuted by taxicab; 10 (.5%) people commuted by railroad; and the remaining people worked from home. See Table 1.4 below.

Table 1.4
Modal Split for Workers 16 and Older Who Travel Into the Study Area to Work

Place of Work (CT)	Mean of Transportation														Total
	Car, Truck or Van	Drove Alone	Carpool	Public Transportation	Bus, Streetcar, or Trolley	Subway	Rail Road	Ferryboat	Taxicab	Motorcycle	Bicycle	Walk	Other Means	Work at Home	
264	200	180	20	150	65	55	0	0	30	0	0	45	0	15	410
266	634	505	129	324	170	140	10	0	4	0	0	205	0	0	1,163
274	279	210	69	65	30	25	0	0	10	0	0	70	0	70	484
276	0	0	0	20	10	10	0	0	0	0	0	0	0	0	20
Total	1,113	895	218	559	275	230	10	0	44	0	0	320	0	85	2,077
Percent	53.6			26.9						0	0	15.4	0	4.1	100

Out of a total 1,999 people who commuted into the study area to work, 80% (1,592) of them lived within the New York City area. Of the remaining commuters, 16% (323) lived within the state of New York outside of the New York City area, 1% (16) lived in Connecticut and 3% (68) lived in New Jersey. See Table 1.5 below.

Table 1.5
Place of Origin for Workers 16 and Older Who Travel Into the Study Area to Work

Census Tract	Place of Origin													Total
	New York City	New York County	Kings County	Queens County	Bronx County	Richmond County	New York State (Outside NYC)	Long Island	Westchester	New York Upstate	Connecticut State	New Jersey State	Work Elsewhere	
264	305	10	14	30	251	0	42	24	4	14	4	40	0	391
266.02	866	116	10	38	702	0	215	52	151	12	8	24	0	1,113
274	401	10	4	10	377	0	66	28	30	8	4	4	0	475
276	20	10	10	0	0	0	0	0	0	0	0	0	0	20
Total	1,592	146	38	78	1,330	0	323	104	185	34	16	68	0	1,999
Percent	80	--	--	--	--	--	16	--	--	--	1	3	0	100

Car Ownership

The 2000 US Census data indicates that 28% of the households within the study area did not have a vehicle available to them. The remaining 72% of the households within the study area had one or more vehicles available. See Table 1.6 below.

Table 1.6
Number of Vehicles Available in the Study Area

Census Tract	Vehicles Available				Total Households	Vehicles per Household
	None	One	Two	Three +		
264	545	975	400	95	2015	1.02
266.02	1,140	1,095	255	85	2575	0.72
274	490	1,320	1,060	315	3185	1.38
276	0	0	0	0	0	--
Total	2,175	3,390	1,715	495	7,775	--
Percent	28%	44%	22%	6%	100%	--

Public Transportation

The study corridor is located in the Pelham Bay section of the Bronx which is a remote area and transit options are limited. See Figure 1.9 below.

Bus

There is no east-west bus service on Middletown Road. The Bx5 and Q-BX1 cross Middletown Road along Bruckner Boulevard, the Bx14 crosses the corridor at both Bruckner Boulevard and Westchester Avenue. The Bx8 crosses the corridor on Crosby Avenue and again at Westchester Avenue.

Express bus

The BxM-7A Express bus stops on Middletown Road and Jarvis Avenue and provides service to 23rd Street along the east side of Manhattan.

Subway

The 6 elevated line stops at Middletown Road and Westchester Avenue at the west side of the corridor. This is the only part of the corridor which has subway access. The corridor east of the Bruckner Expressway is inaccessible by subway.

Commuter Rail

There is no commuter rail service in the vicinity of the study corridor.

Figure 1.9

