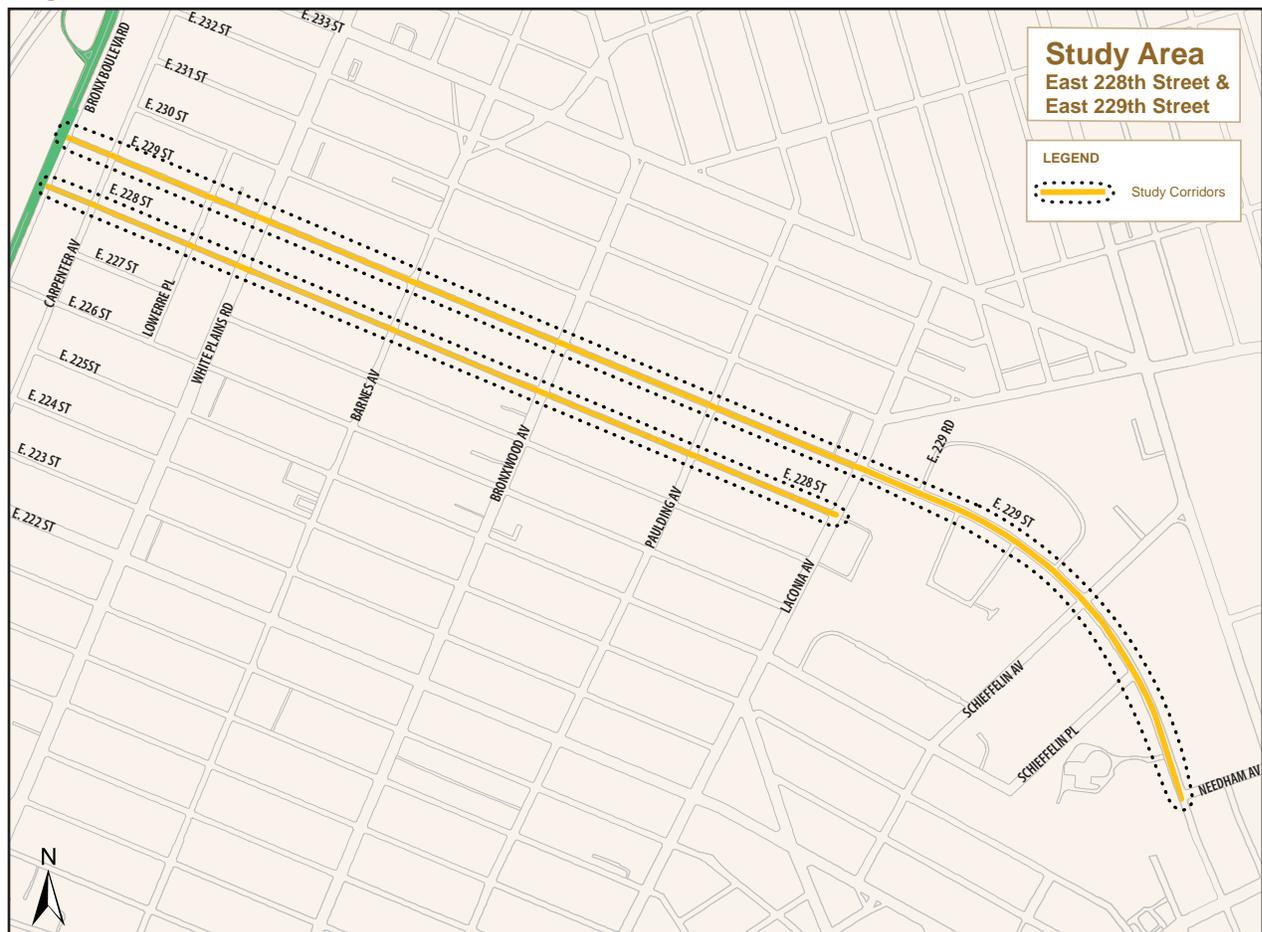


2. Existing Conditions: East 228th and 229th Streets

Study Area

East 228th and East 229th streets are located in the Williamsbridge section of the Bronx. The corridor travels from the Bronx River Parkway at the west, intersects with the proposed Laconia Avenue bicycle lane and terminates at Needham Avenue to the east. The eastern end of the corridor terminates near a high school and a retirement home and assisted living facility. See Figure 2.1 below.

Figure 2.1



Street Network

Roadway Characteristics

East 228th Street is a westbound street with one travel lane. From Laconia Avenue to Bronxwood Avenue the street is 30 feet wide. West of Bronxwood Avenue the street is 25 feet wide. Parking is permitted on both sides of the street.

East 229th Street is an eastbound street with one travel lane from Bronx Boulevard to Laconia Avenue. East of Laconia Avenue the street becomes bidirectional with one travel lane in each direction. From Bronx Boulevard to Bronxwood Avenue the street is 30 feet wide, from Bronxwood

Avenue to Laconia Avenue the street is 33 feet wide, and from Laconia Avenue to Needham Avenue the street is 50 feet wide. Parking is permitted on both sides of the street with the exception of the intersection of Laconia Avenue where a police station is located. Angled parking is permitted for authorized vehicles only on the northwest corner of the intersection and on the east side of Laconia Avenue, north of East 229th Street.

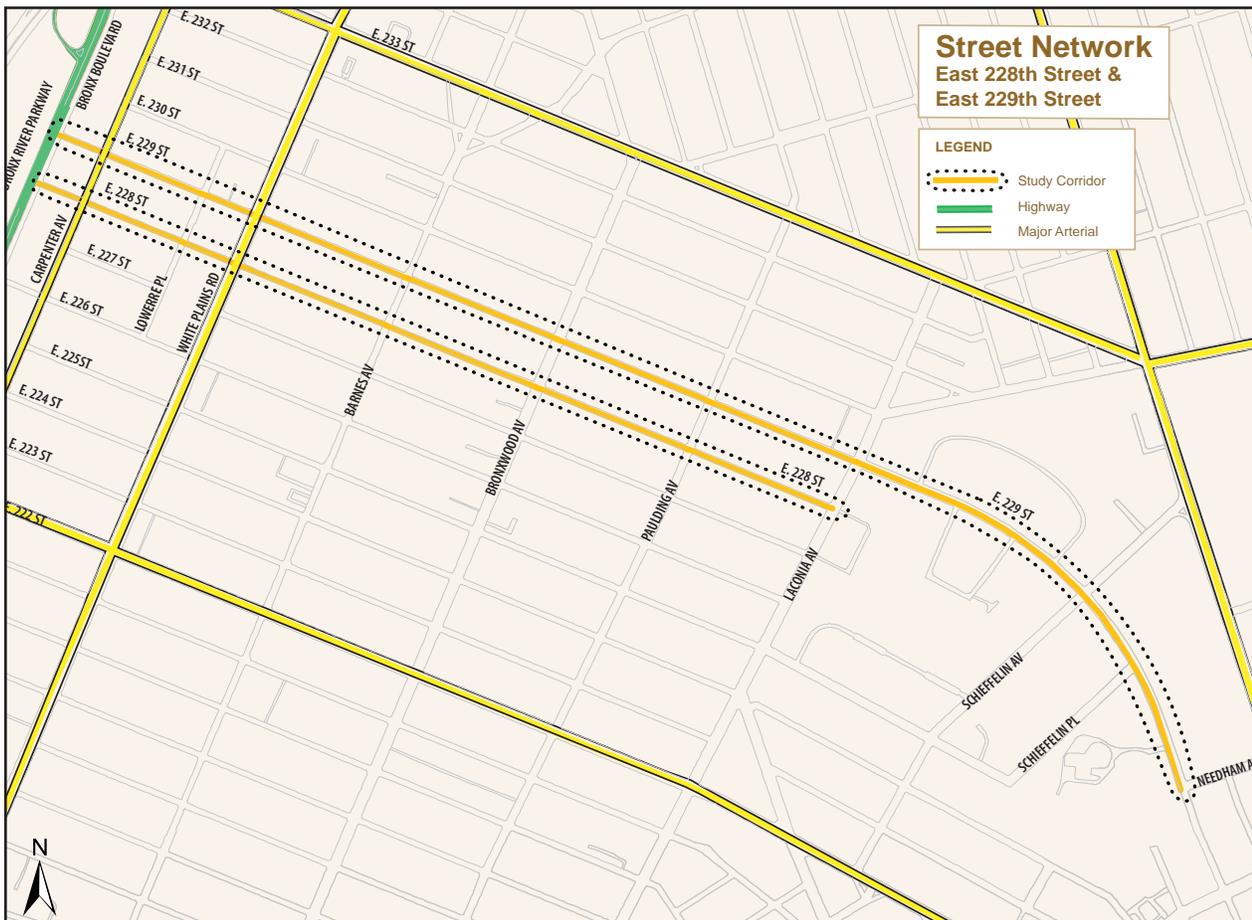
Highways

The Bronx River Parkway runs north-south at the west end of the study corridors. The parkway stretches from the Bruckner Expressway to Westchester County. The Bruckner Expressway is located approximately three quarters of a mile east of the East 229th Street corridor.

Major Arterials

There are several major arterials near the study area. Bronx Boulevard intersects the western border of the study area. This street runs north-south from East 233rd Street down to Bronx Park, where it becomes Bronx Park East. White Plains Road also runs north-south from Yonkers down to the Bruckner Expressway. East 233rd Street is an east-west corridor that runs from Boston Road to Van Cortlandt Park. East 222nd Street runs east-west from the New England Thruway to White Plains Road. East Gun Hill Road also runs east-west from the New England Thruway all the way to Mosholu Parkway along the south side of Van Cortlandt Park. See Figure 2.2 below.

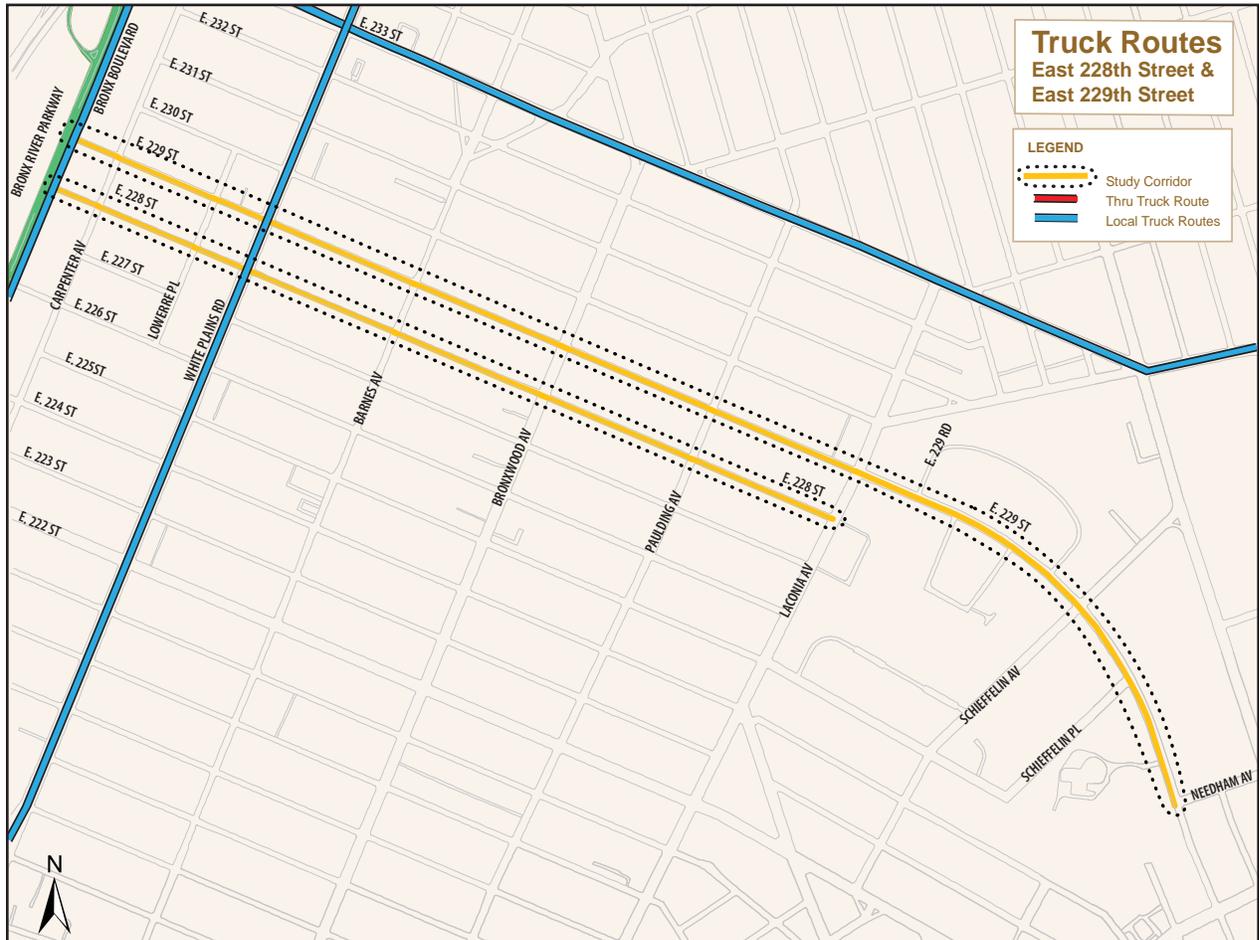
Figure 2.2



Truck Routes

The local truck routes near the corridor include White Plains Road and East 233rd Street, north of the corridor. Other local truck routes within the vicinity of the study corridors include Gun Hill Road and Boston Road to the south, and Baychester Avenue to the east. The closest through truck route is the Bruckner Expressway, located approximately three quarters of the mile to the east. See Figure 2.3 below.

Figure 2.3



Accidents

The intersection with the highest number of accidents along the study corridor from the years 2004 through 2006 is East 228th Street and Carpenter Avenue. This intersection also had the highest number of pedestrian accidents, two, during the same period. There were three bicycle accidents along the corridor during this three year period, one at East 228th Street and Bronx Boulevard, one at East 229th Street and Laconia Avenue, and one on East 229th Street between Laconia Avenue and Paulding Avenue. See Figures 2.4, 2.5 & 2.6 on pages 22-24.

Figure 2.4

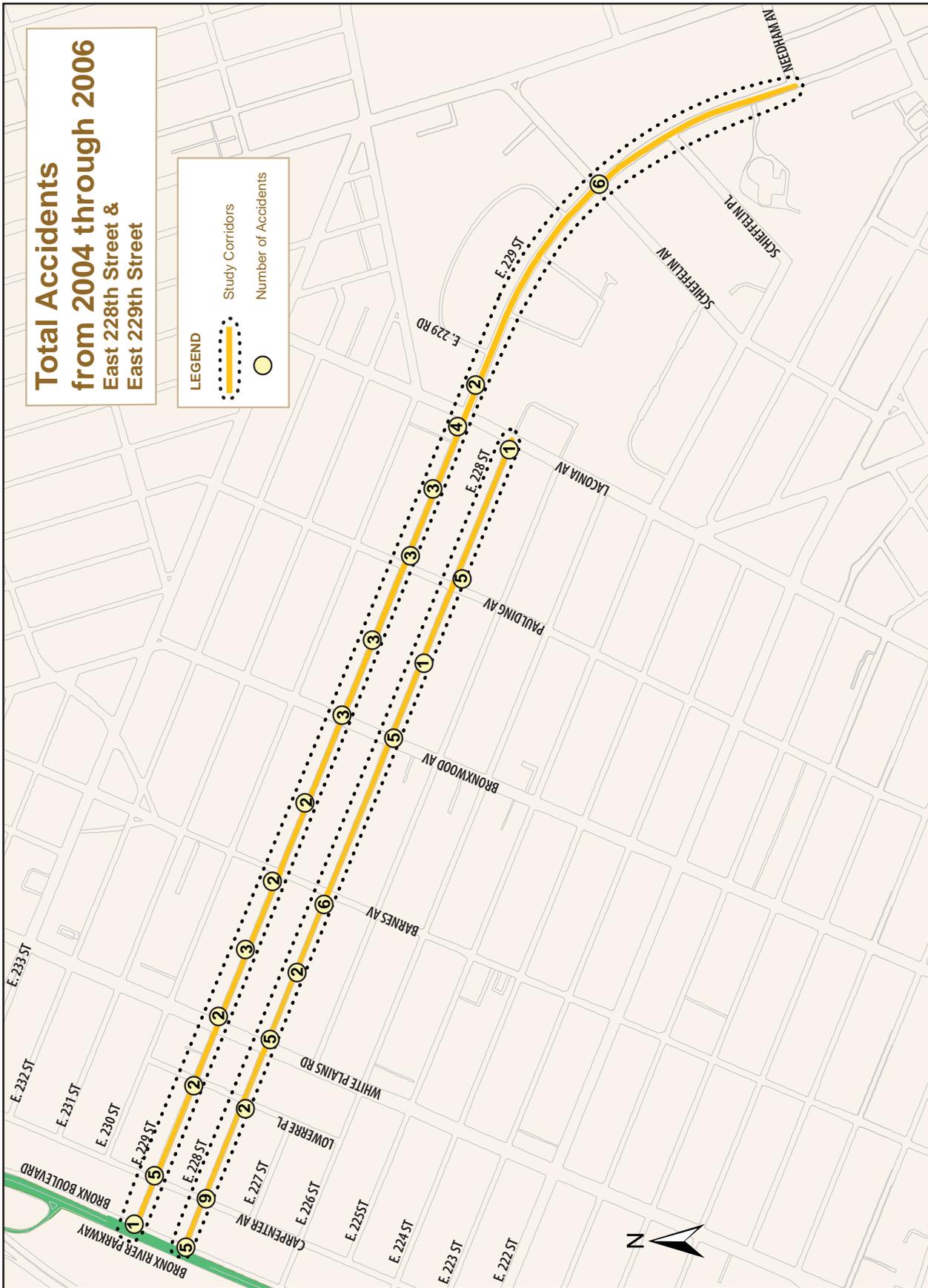


Figure 2.5

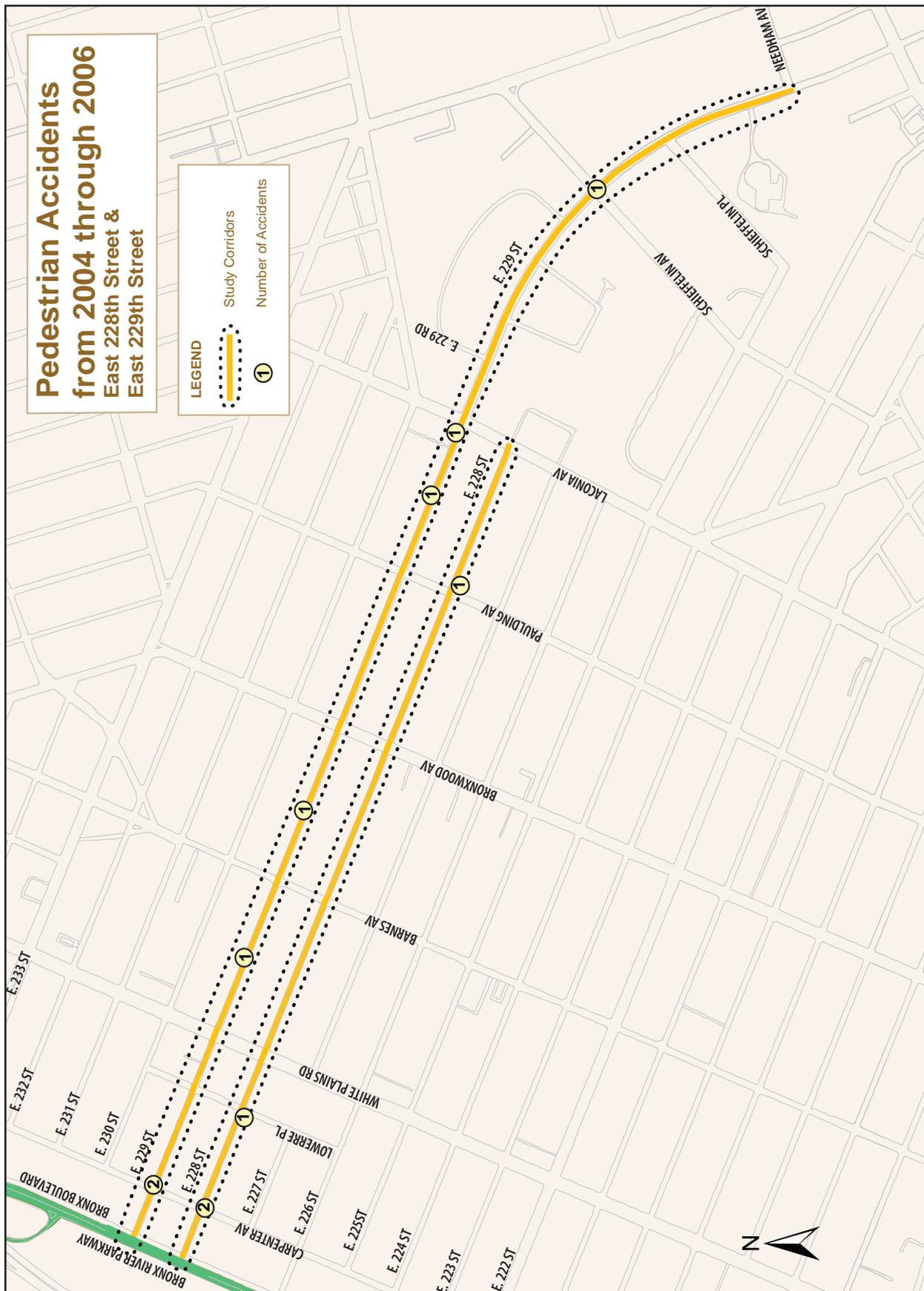
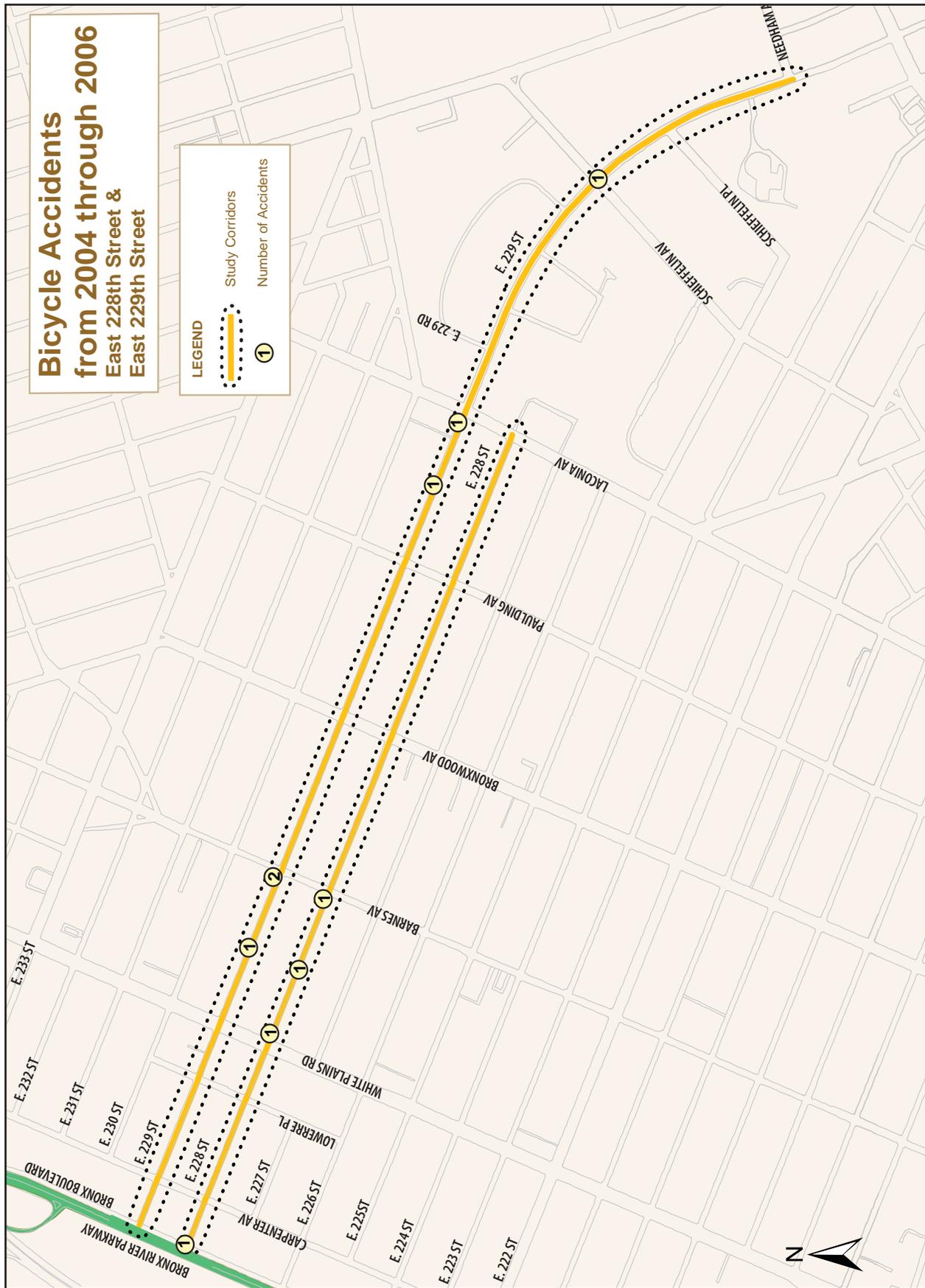


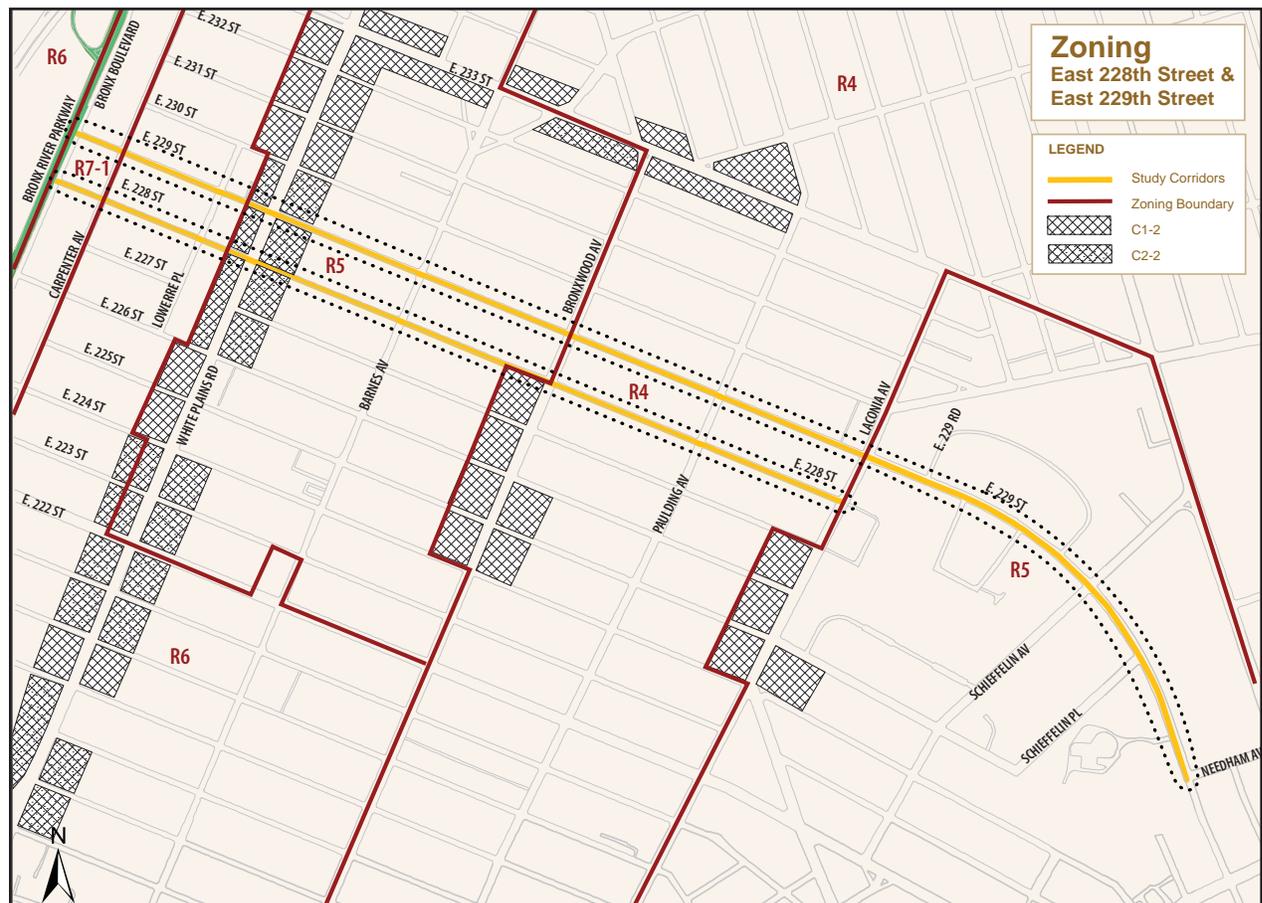
Figure 2.6



Zoning

East 228th and East 229th streets, from the Bronx River Parkway to Needham Avenue, pass through R6, R5 and R4 residential districts. These medium density residential districts are comprised of attached and semi-detached homes and small apartment houses. R6 districts allow tall residential towers; lot size and open space requirements affect the size of the building. A C2-2 commercial overlay is mapped over the R5 residential district along White Plains Road. The commercial overlay serves the neighborhoods retail needs by providing grocery stores, restaurants and repair services. See Figure 2.7 below.

Figure 2.7

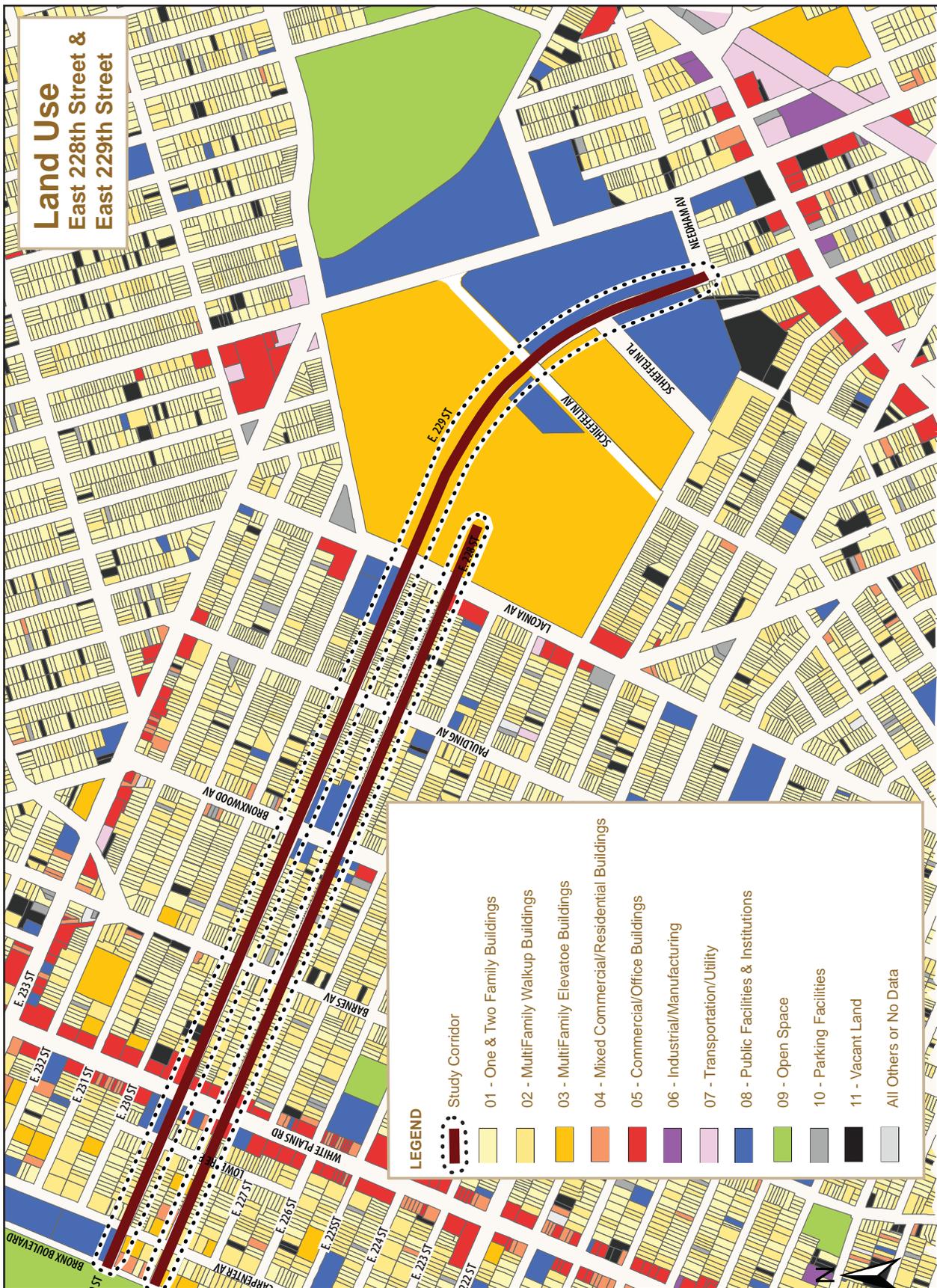


Land Use

East 228th Street and East 229th Street are primarily residential in nature with one- and two-family homes and multi-family walkup buildings. White Plains Road is the commercial corridor in the area with mixed-use residential and commercial buildings, commercial and office buildings. East of Laconia Avenue there is a large multi-family elevator building complex.

The study corridor has little open space, however, the Bronx River Greenway intersects East 228th and East 229th streets providing an opportunity to enhance the connections to Bronx Park which is located a few blocks south of the corridor. See Figure 2.8 on page 26.

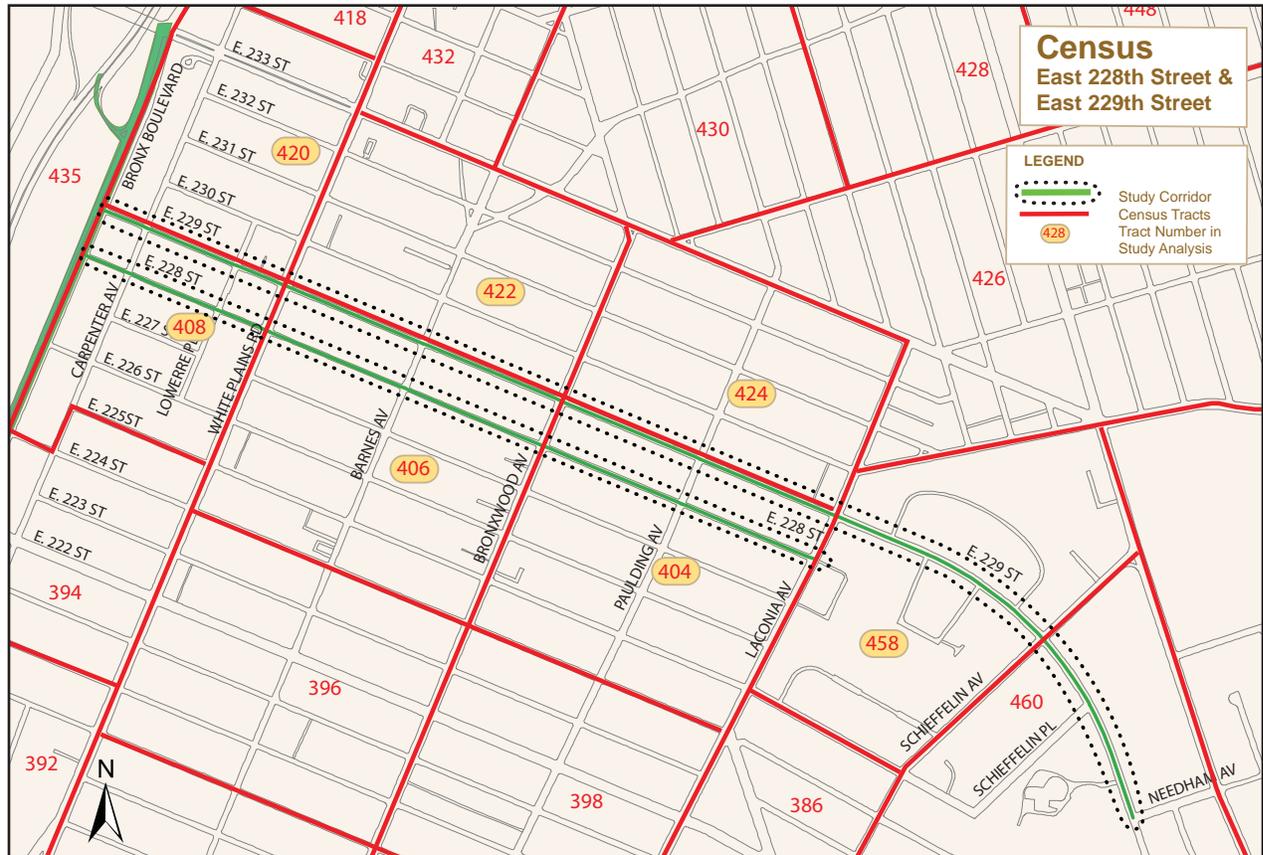
Figure 2.8



Demographics

Seven census tracts intersect this study corridor. The census tracts included in this analysis are highlighted in Figure 2.9 below.

Figure 2.9



Population

According to the Census Data, in the year 2000 there were 26,697 people living in the study area. This figure is a 14.6% increase in population since 1990. See Table 2.1 below.

Table 2.1
Study Area Population Change Between 1990 and 2000

Census Tract (Bronx)	Population		Change in Population (Number)	Change in Population (Percent)
	1990	2000		
404	2,371	2,904	533	22.5%
406	3,079	3,398	319	10.4%
408	3,586	4,014	428	11.9%
420	3,019	3,788	769	25.5%
422	2,494	2,694	200	8.0%
424	1,954	2,570	616	31.5%
458	6,790	7,329	539	7.9%
Total	23,293	26,697	3,404	14.6%

Journey to Work

According to the 2000 US Census data, there were 8,910 workers over the age of 16 that composed the local residential labor force within the study area. Of this population, 3,549 (40%) traveled to work by car, truck or van; 1,725 (19%) traveled to work by bus; 2,520 (28%) traveled to work by subway; 290 (3%) traveled to work by railroad; 115 (1.3%) traveled to work using a taxicab; 14 (.2%) rode a bicycle to work; and 515 (5.8%) walked to work. The remaining population either used another means of travel to commute to work or they worked from home. See Table 2.2 below.

Table 2.2
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		
404	560	405	155	495	140	300	55	0	0	0	0	45	10	25	1,135	
406	595	400	195	740	215	480	30	0	15	0	0	50	10	4	1,399	
408	519	360	159	850	310	490	30	0	20	0	10	80	0	65	1,524	
420	425	270	155	635	290	320	25	0	0	0	4	130	50	4	1,248	
422	495	325	170	515	90	330	85	0	10	0	0	55	0	0	1,065	
424	535	390	145	425	165	180	30	0	50	0	0	15	0	4	979	
458	420	350	70	990	515	420	35	0	20	0	0	140	0	10	1,560	
Total	3,549	2,500	1,049	4,650	1,725	2,520	290	0	115	0	14	515	70	112	8,910	
Percent	39.8			52.1						0	0.2	5.8	0.8	1.3	100	

Out of the 8,722 commuters who resided within the study area, 82% (7,159) of them worked within New York City. Among the remaining labor force, 15% (1,299) worked within New York State outside of the New York City area, 1% (68) worked in Connecticut, 2% (156) worked in New Jersey and approximately 1% (40) worked elsewhere. See Table 2.3 below.

Table 2.3
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	
404	931	407	34	55	435	0	122	29	93	0	10	40	0	1,103
406	1,077	373	74	20	610	0	210	10	196	4	14	44	10	1,355
408	1,330	486	58	85	701	0	157	0	147	10	0	8	0	1,495
420	794	337	10	54	393	0	383	0	359	24	0	44	30	1,251
422	859	407	4	87	361	0	137	0	112	25	20	20	0	1,036
424	790	356	40	55	339	0	131	0	121	10	14	0	0	935
458	1,378	291	85	59	928	15	159	10	139	10	10	0	0	1,547
Total	7,159	2,657	305	415	3,767	15	1,299	49	1,167	83	68	156	40	8,722
Percent	82	--	--	--	--	--	15	--	--	--	1	2	1	100

As reported by the 2000 Census data 4,787 people traveled into the study area to work. Of those that traveled into the study area, 2,871 (60%) of the workers commuted by car, truck or van; 619 (13%) commuted by bus; 600 (13%) commuted by subway; 460 (10%) walked to work; 12 (.25%) commuted by taxicab; 69 (1.4%) people commuted by railroad; 25 (.52%) rode a bicycle to work and the remaining population either used another means of travel or they worked from home. See Table 2.4 below.

Table 2.4
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	
404	59	35	24	48	29	15	0	0	4	0	0	0	0	25	132
406	145	100	45	80	20	60	0	0	0	0	0	15	0	4	244
408	95	45	50	50	50	0	0	0	0	0	0	45	0	65	255
420	1,814	1,525	289	784	365	370	45	0	4	0	25	300	15	4	2,942
422	214	135	79	145	35	90	20	0	0	0	0	45	0	0	404
424	380	335	45	80	55	25	0	0	0	0	0	15	4	4	483
458	164	145	19	113	65	40	4	0	4	0	0	40	0	10	327
Total	2,871	2,320	551	1,300	619	600	69	0	12	0	25	460	19	112	4,787
Percent	60.0			27.2							0.5	9.6	0.4	2.3	100

Out of the 4,628 people who commuted into the study area, 71% (3,263) of them lived within the New York City area. The remaining 25% (1172) of the commuters lived within New York State outside of the New York City area, 1% (43) lived in Connecticut and 3% (140) lived in New Jersey. See Table 2.5 below.

Table 2.5
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		
404	115	4	4	0	107	0	10	0	10	0	0	0	0	0	125
406	128	0	0	14	114	0	108	8	80	20	0	4	0	0	240
408	219	0	0	10	209	0	18	4	14	0	0	0	0	0	237
420	1,924	153	44	65	1,662	0	798	42	653	103	24	101	0	0	2,847
422	309	30	10	35	234	0	68	24	44	0	0	20	10	0	407
424	296	0	18	40	238	0	142	0	67	75	0	15	0	0	453
458	272	14	14	0	244	0	28	4	0	24	19	0	0	0	319
Total	3,263	201	90	164	2,808	0	1,172	82	868	222	43	140	10	0	4,628
Percent	71	--	--	--	--	--	25	--	--	--	1	3	0	0	100

Car Ownership

The 2000 US Census data indicates that 58% of the households within the study area did not have a vehicle available to them. The remaining 42% of the households within the study area had one or more vehicles available. See Table 2.6 below.

Table 2.6
Number of Vehicles Available in the Study Area

Census Tract	Vehicles Available				Total Households	Vehicles per Household
	None	One	Two	Three +		
404	410	475	145	19	1,049	0.78
406	650	370	145	60	1,225	0.69
408	750	490	145	24	1,409	0.60
420	850	355	75	10	1,290	0.41
422	595	415	105	40	1,155	0.65
424	300	310	150	40	800	0.91
458	1,850	495	100	20	2,465	0.31
Total	5,405	2,910	865	213	9,393	--
Percent	58%	31%	9%	2%	100%	--

Public Transportation

The study corridor is located in Williamsbridge, an area of the north Bronx which may be accessed by bus, subway and commuter rail. See Figure 2.10 below.

Bus

There is no east-west bus service on East 228th Street. The Bx31 travels along East 229th Street from Laconia Avenue to Schieffelin Place, traversing the East 233rd subway station. The Bx41 traverses the study corridors at White Plains Road, traveling beneath the elevated 2 and 5 lines. The Bx8 terminates at East 226th Street and White Plains Road, just south of the study corridors.

Express Bus

The BxM-11 Express bus stops along White Plains Road at E. 241st Street and E. Gun Hill Road and provides service to 23rd Street along the east side of Manhattan.

Subway

The 2 and 5 elevated lines stop at East 233rd and East 225th streets at White Plains Road. This is the only subway service along the corridor.

Commuter Rail

The nearest commuter rail is the Woodlawn Metro North station which serves the Harlem line and stops at East 233rd Street between Webster Avenue and Bronx Boulevard.

Figure 2.10

