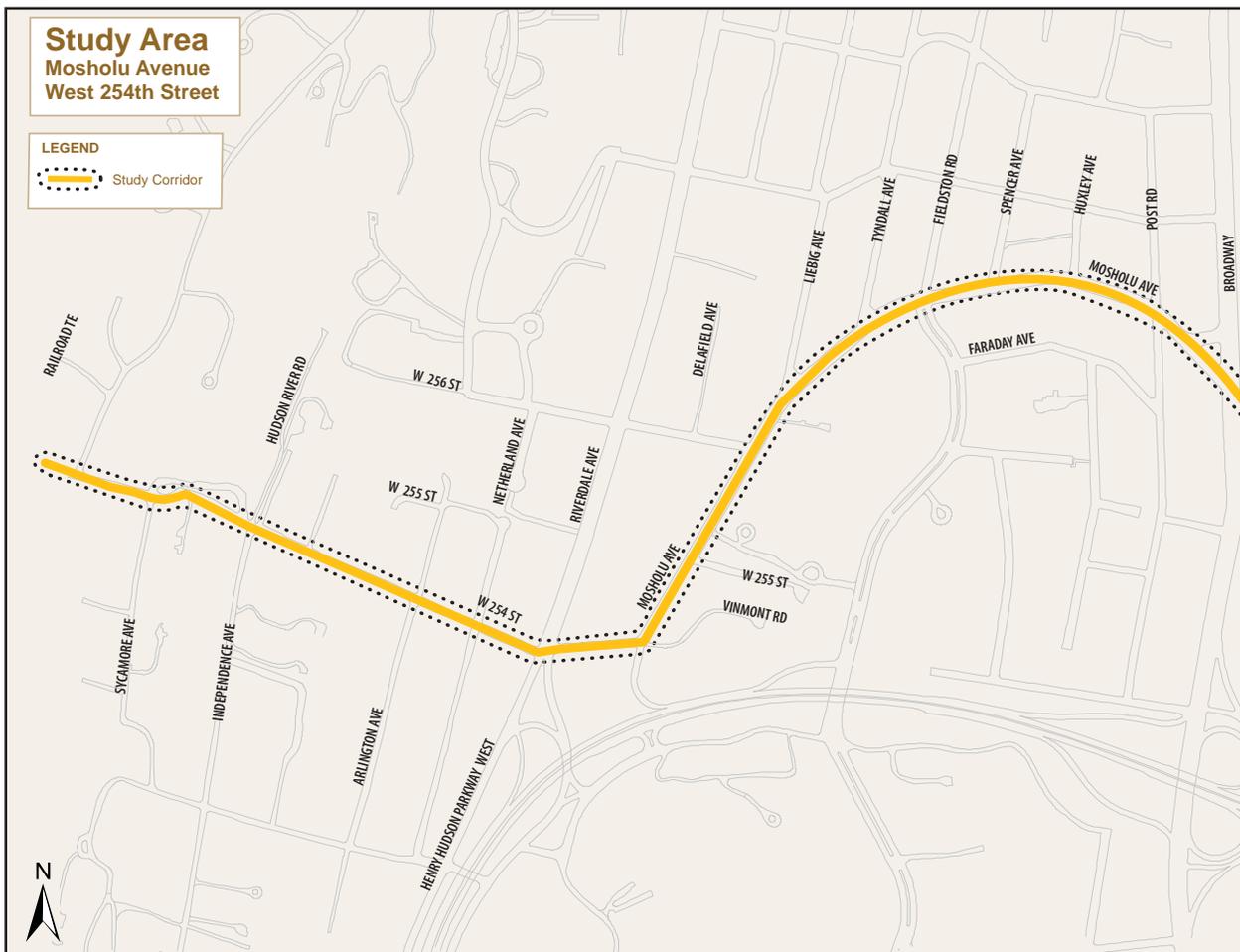


3. Existing Conditions: West 254th Street and Mosholu Avenue

Study Area

West 254th Street and Mosholu Avenue are located in the North Riverdale section of the Bronx. West 254th Street runs from the Metro North station near the Hudson River to Broadway on the west side of Van Cortlandt Park. Mosholu Avenue runs from West 254th Street to Broadway on the west side of Van Cortlandt Park. A bicycle route along these streets would provide an excellent connection from the Metro North station at the western edge of the corridor to Van Cortlandt Park at the eastern edge of the corridor. See Figure 3.1 below.

Figure 3.1



Street Network

Roadway Characteristics

Mosholu Avenue is a bidirectional street with one travel lane in each direction. The street is 50 feet wide east of West 256th Street. The street gradually tapers to approximately 40 feet wide between West 256th Street and West 254th Street. Parking is permitted on both sides of the street, with one-hour meters on the south side. See Figure 3.2 on the following page.

West 254th Street is a bidirectional street with one travel lane in each direction. The street varies in width from 30 feet to 34 feet wide. Parking regulations also vary along the street. Parking is not

permitted from Mosholu Avenue to Riverdale Avenue, parking is permitted from Riverdale Avenue to Netherland Avenue, parking is permitted on the south side of the street from Netherland Avenue to Independence Avenue, parking is not permitted from Independence Avenue to Palisade Avenue, and parking is permitted on the south side of the street from Palisade Avenue to the Metro North station at the end of the corridor.

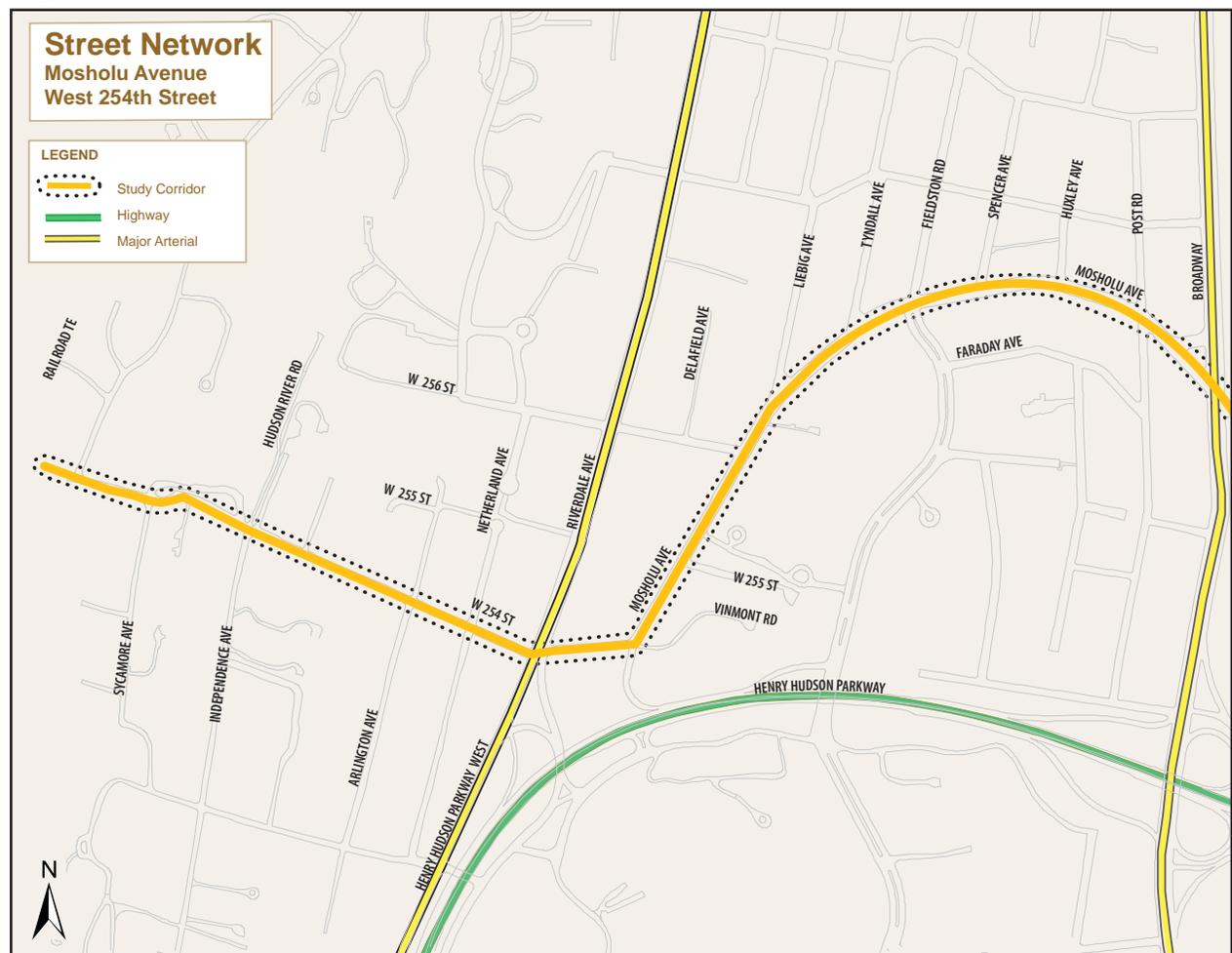
Highways

The study corridor is located just north of exit 22 on the Henry Hudson Parkway, also known as Route 9A, which runs from the west side of Manhattan to Westchester where it becomes the Saw Mill River Parkway. Mosholu Parkway, which runs from the Bronx Botanical Garden to the Saw Mill River Parkway is located one-half of a mile east of the study corridor. The Major Deegan Expressway, also known as I-87 is located just over one mile south of the Study Corridor.

Major Arterials

Riverdale Avenue is a major north-south arterial that carries a significant amount of traffic from Yonkers to the Henry Hudson Parkway at W. 254th Street. The street continues south in Riverdale, however, the street narrows and volumes appear to be lower. Broadway, which runs north-south at the eastern border of the study area travels from Yonkers to Manhattan.

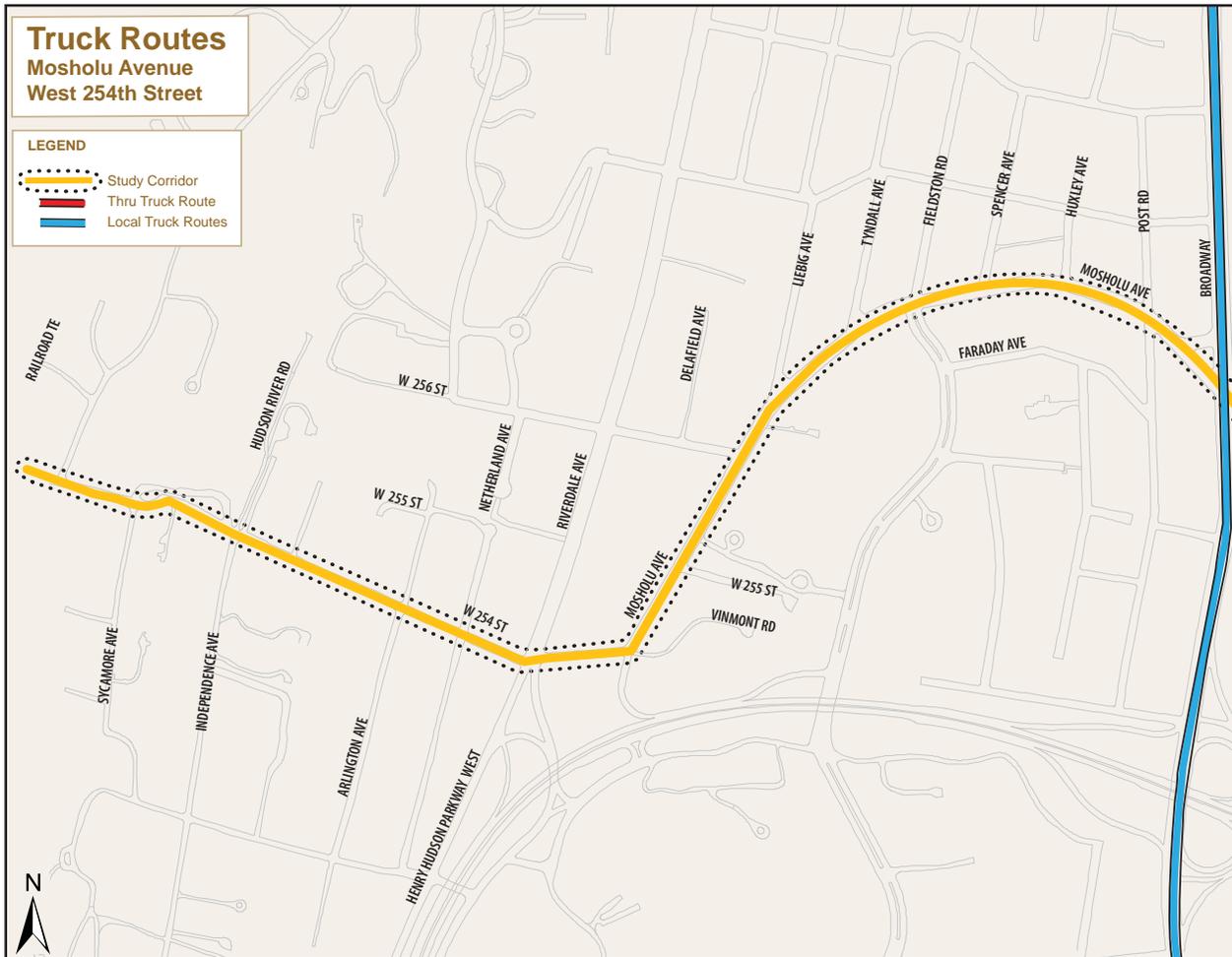
Figure 3.2



Truck Routes

Broadway, which runs along the west side of Van Cortlandt Park, and West 240th Street, which runs along the south side of Van Cortlandt Park are both local truck routes. The Major Deegan Expressway is a through truck route which runs just over a mile south of the study corridor. See Figure 3.3 below.

Figure 3.3



Accidents

This study corridor is characterized by a very low number of total accidents from 2004 through 2006. The intersection with the highest number of total accidents along the corridor is Mosholu Avenue and Fieldston Road, with three accidents. None of the accidents involved a pedestrian or bicycle. One pedestrian accident occurred at West 254th Street and Arlington Avenue. There were no bicycle accidents along the corridor during the same period. See Figure 3.4 and 3.5 on the following pages.

Figure 3.4

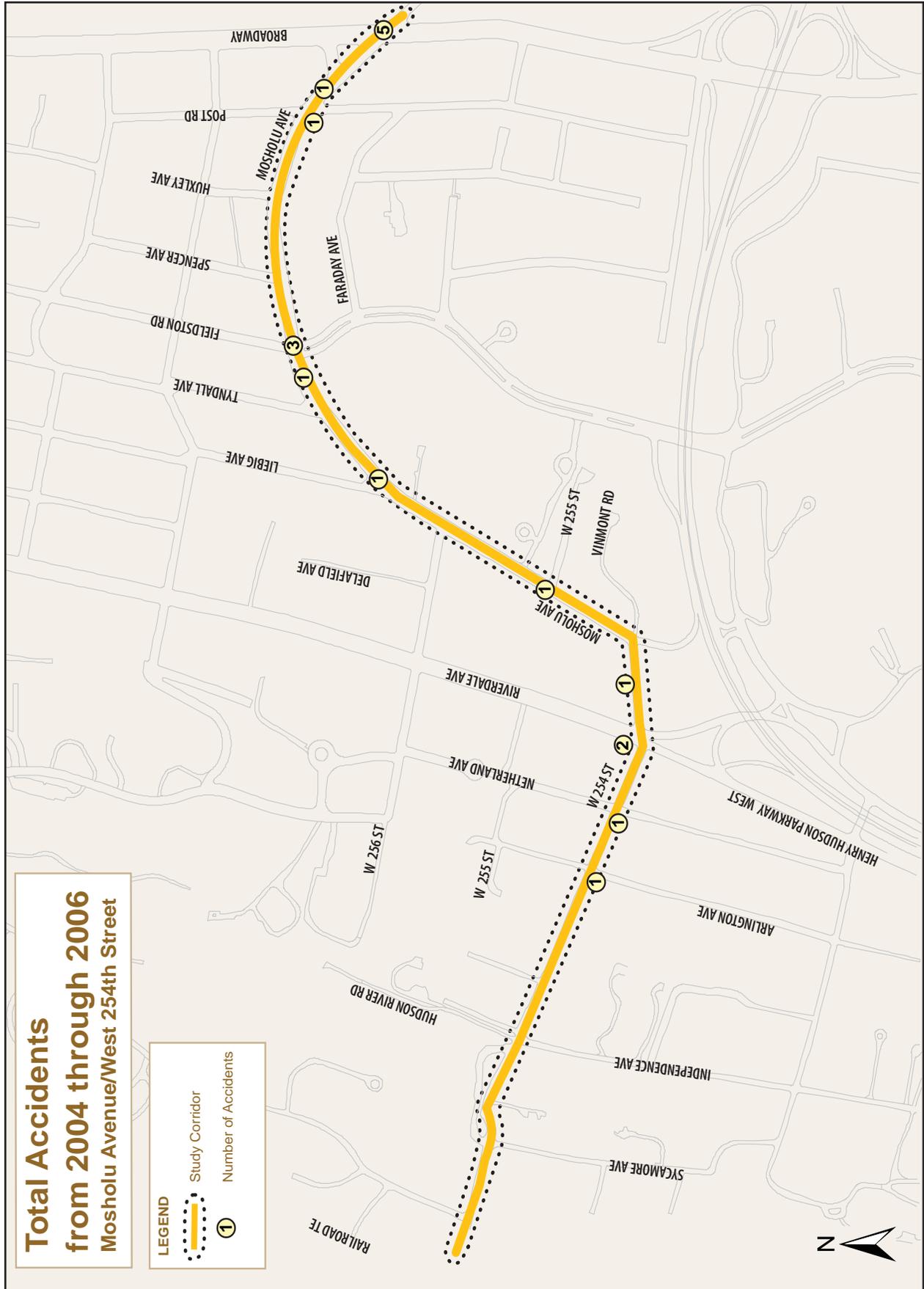
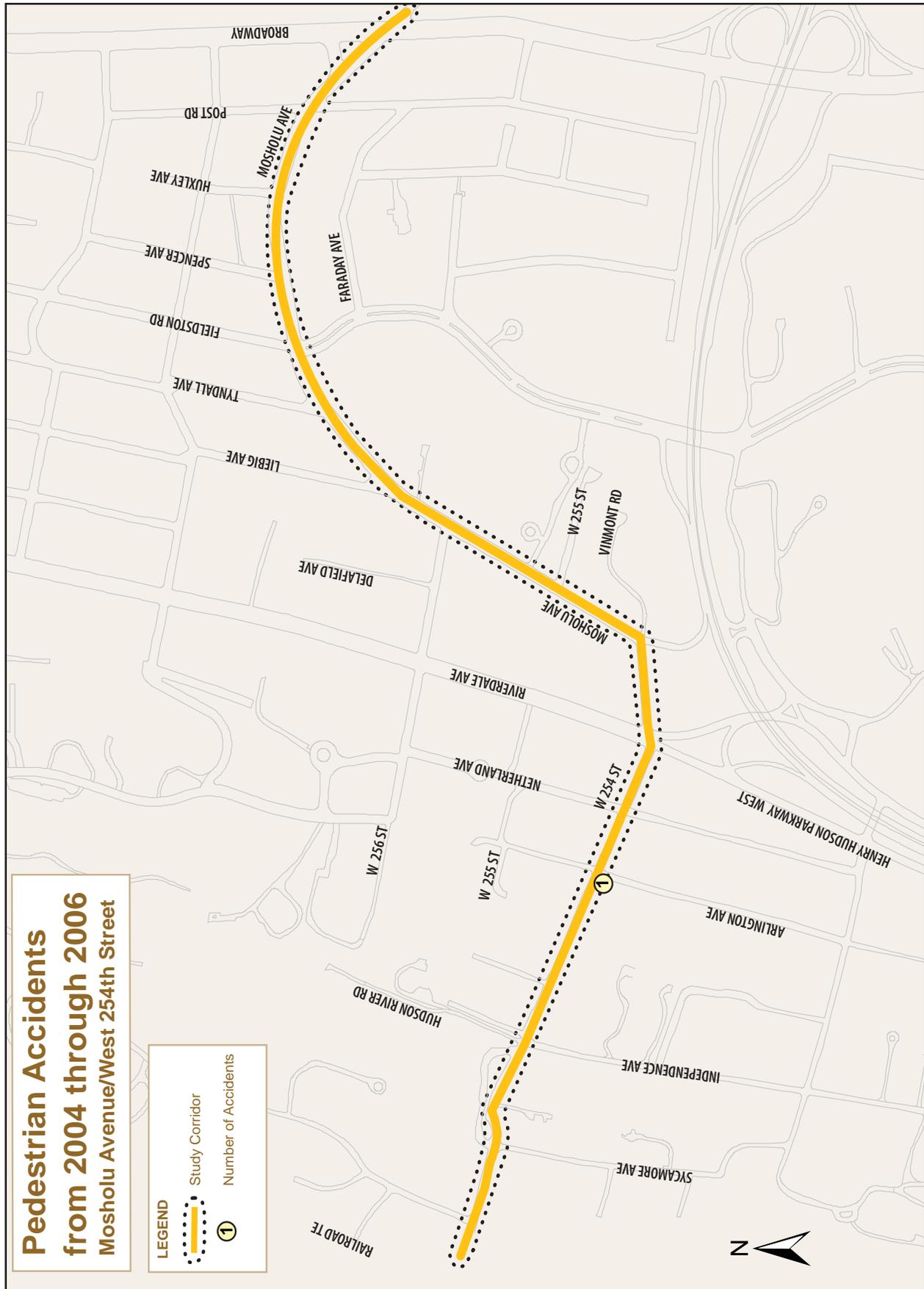


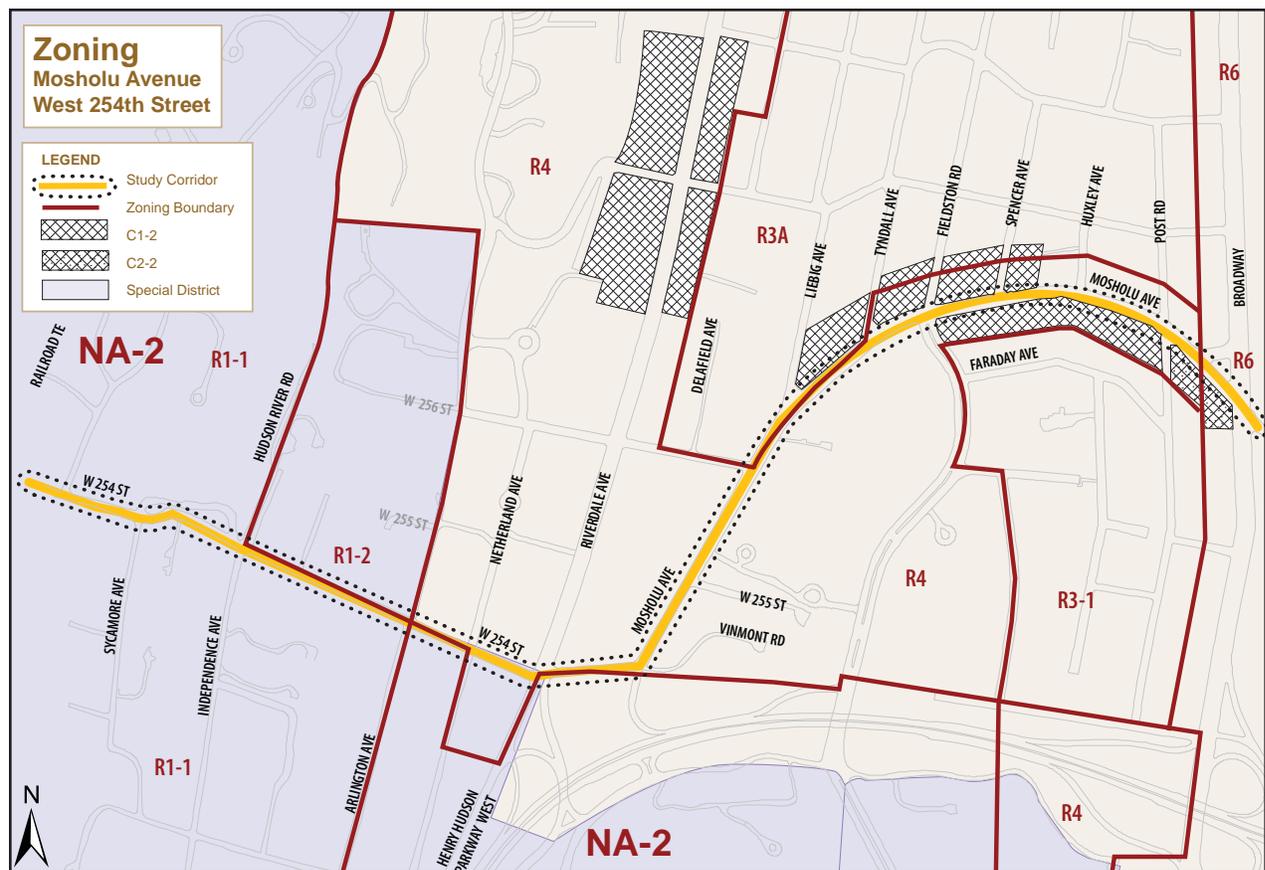
Figure 3.5



Zoning

The majority of Mosholu Avenue is situated within an R4 residential district with a commercial overlay. R4 residential districts are comprised of detached and semi-detached dwellings that can rise to three stories. The C1-2 commercial overlay starts 200 feet northwest of the Mosholu Avenue and 256th Street intersection and continues along Mosholu Avenue to Broadway. Typical retail uses permitted in this district include grocery stores, small dry cleaners and restaurants. The commercial overlay separates Mosholu Avenue from an R3-1 district south of the corridor. R3-1 districts are the lowest density residential districts which allow semi-detached-one- and two-family residences along with detached residences. A R3A district which permits single and two-family detached homes is mapped on the northern side of Mosholu Avenue from West 256th Street until Tyndall Avenue. A denser residential R6 district is mapped along Broadway perpendicular to Mosholu Avenue. R6 districts allow for a range in housing, from row houses to tall residential towers. See Figure 3.6 below.

Figure 3.6



Land Use

The west side of the corridor, from the Riverdale Metro North station to Riverdale Avenue, is primarily one-family homes. There is a large elementary school on the north side of West 254th Street between Independence Avenue and Palisade Avenue. There are a few multi-family elevator buildings on Netherland and Riverdale avenues. The land use changes east of Riverdale Avenue. Mosholu Avenue is mixed commercial and residential with one, two and multi-family buildings. See Figure 3.7 on the following page.

Figure 3.7

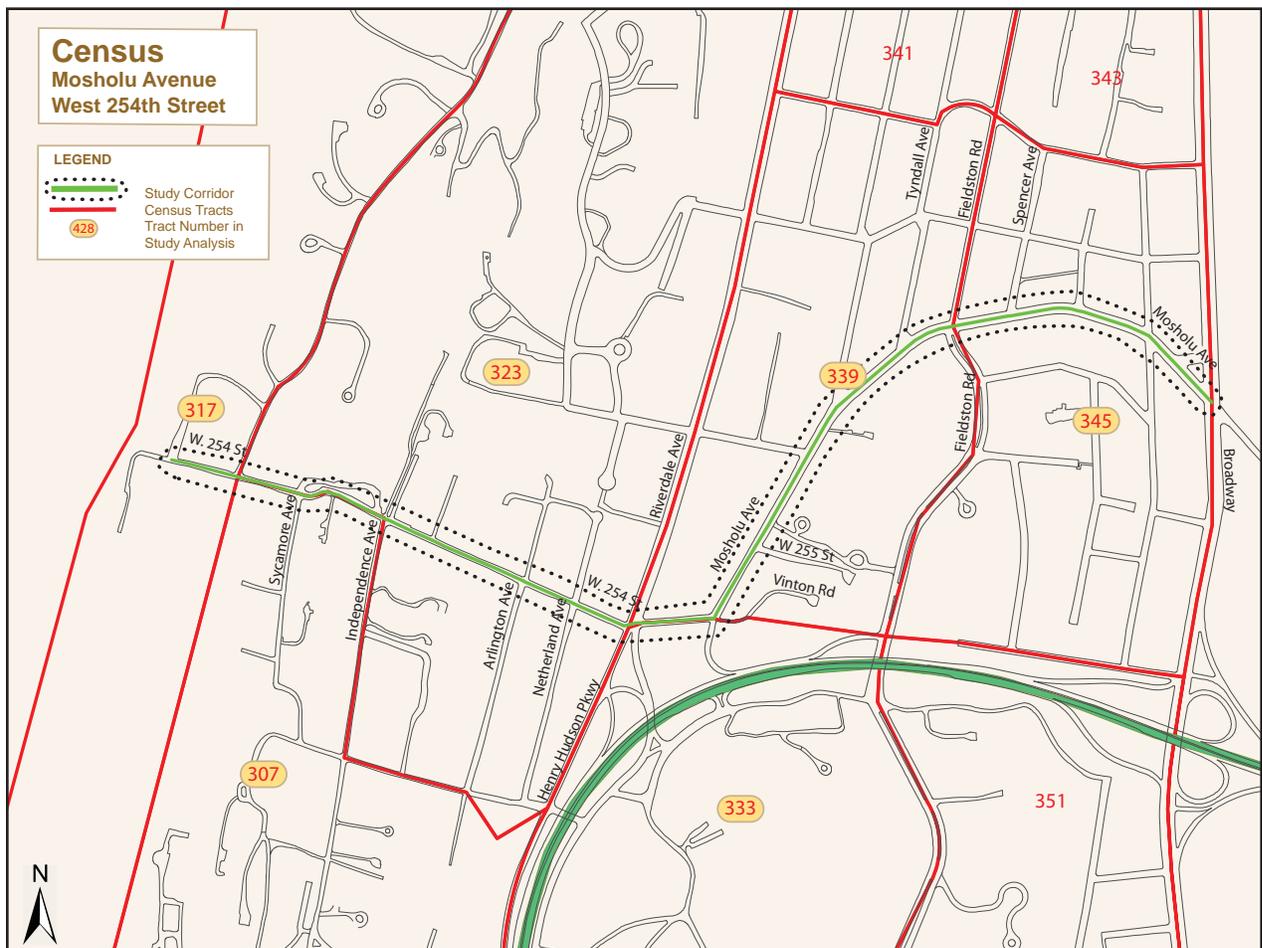


There is a significant amount of open space along the corridor. Riverdale Park is located between the Metro North station and Palisade Avenue on the south side of West 254th Street. Wave Hill is located just east of Riverdale Park between Independence and Palisade avenues. East of Riverdale Avenue Vinmont Veteran Park is located on the north side of West 254th Street and Hackett Park is located on the south side of West 254th Street. Van Cortlandt Park is located on the eastern edge of the corridor.

Demographics

Six census tracts intersect this study corridor. The census tracts included in this analysis are highlighted in Figure 3.8 below.

Figure 3.8



Population

According to the US Census data, 19,501 people live within the census tracts that overlap the study corridor. In 1990, the Census reported that 19,500 people lived in these census tracts. There has been no percentage change in the population during this ten year period. See Table 3.1 below.

Table 3.1
Study Area Population Change Between 1990 and 2000

Census Tract (Bronx)	Population		Change in Population	Change in Population
	1990	2000	(Number)	(Percent)
307	8,397	8,260	-137	-1.6%
317	1,054	1,047	-7	-0.7%
323	5,277	5,189	-88	-1.7%
333	444	435	-9	-2.0%
339	1,017	1,071	54	5.3%
345	3,311	3,499	188	5.7%
Total	19,500	19,501	1	0.0%

Journey to Work

According to the 2000 Census data, the local residential labor force within the study area was composed of 9,262 workers over the age of 16. Of this population, 5,020 (54%) traveled to work by car, truck or van; 1,175 (13%) traveled to work by bus; 1,489 (16%) traveled to work by subway; 780 (8%) traveled to work by railroad; 39 (.42%) traveled to work by taxicab; 10 (.11%) people rode a bicycle to work and 440 (5%) walked to work. The remaining population either used another means of travel to commute to work or they worked from home. See Table 3.2 below.

Table 3.2
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	
307	2,164	1,730	434	1,420	515	585	305	0	15	0	0	220	20	115	3,939
317	20	20	0	15	0	0	15	0	0	0	0	0	0	4	39
323	1,350	895	455	1,245	380	535	330	0	0	0	10	120	0	110	2,835
333	127	85	42	59	0	4	35	0	20	0	0	10	0	10	206
339	370	285	85	180	80	60	40	0	0	0	0	30	0	20	600
345	989	825	164	564	200	305	55	0	4	0	0	60	0	30	1,643
Total	5,020	3,840	1,180	3,483	1,175	1,489	780	0	39	0	10	440	20	289	9,262
Percent	54.2			37.6						0	0.1	4.8	0.2	3.1	100

Out of the 9,179 commuters who resided within the study area, 86% (7,899) of them worked within the New York City area. Of the remaining labor force, 11% (969) worked within New York State outside of the New York City area, .9% (79) worked in Connecticut, 2.4% (222) worked in New Jersey and .1% (10) worked elsewhere. See Table 3.3 below.

Table 3.3
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	
307	3,351	2,050	119	105	1,057	20	373	74	269	30	24	156	10	3,914
317	30	20	0	0	10	0	0	0	0	0	0	4	0	34
323	2,484	1,462	79	73	860	10	296	30	266	0	25	24	0	2,829
333	185	125	0	4	56	0	16	4	8	4	0	0	0	201
339	461	194	4	18	245	0	99	0	95	4	0	4	0	564
345	1,388	775	69	39	505	0	185	4	177	4	30	34	0	1,637
Total	7,899	4,626	271	239	2,733	30	969	112	815	42	79	222	10	9,179
Percent	86	--	--	--	--	--	11	--	--	--	1	2	0	100

There were 4,508 people that traveled into the study area to work as reported by the 2000 US Census. Of those that traveled into the study area, 2,636 (59%) workers commuted by car, truck or van; 610 (14%) commuted by bus; 350 (8%) commuted by subway; 32 (.7%) commuted by railroad; 540 (12%) walked to work; 22 (.5%) commuted by taxicab; 10 (.2%) people rode a bicycle to work; and the remaining population either traveled to work by another means or they worked from home. See Table 3.4 below.

Table 3.4
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	
307	775	640	135	310	150	140	20	0	0	0	0	265	15	115	1,480
317	664	570	94	268	185	75	4	0	4	0	0	35	4	4	975
323	513	360	153	159	85	60	4	0	10	0	0	55	0	110	837
333	155	85	70	39	20	15	0	0	4	0	0	25	0	10	229
339	295	230	65	179	125	50	0	0	4	0	10	135	0	20	639
345	234	200	34	59	45	10	4	0	0	0	0	25	0	30	348
Total	2,636	2,085	551	1,014	610	350	32	0	22	0	10	540	19	289	4,508
Percent	58.5			22.5						0	0.2	12.0	0.4	6.4	100

Of the 4,340 people who commuted into the study area, 77% (3,323) of the commuters lived within the New York City area. The remaining 18% (798) lived within New York State outside of the New York City area, less than one percent (16) lived in Connecticut and 4% (185) lived in New Jersey. See Table 3.5.

Table 3.5
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	
307	1,192	87	49	121	925	10	190	8	158	24	4	43	0	1,429
317	626	43	8	10	565	0	268	4	254	10	0	62	4	960
323	595	54	32	43	466	0	143	15	124	4	8	46	0	792
333	160	4	10	4	142	0	48	0	44	4	0	0	4	212
339	497	20	4	56	417	0	85	29	56	0	4	10	10	606
345	253	34	14	20	185	0	64	18	36	10	0	24	0	341
Total	3,323	242	117	254	2,700	10	798	74	672	52	16	185	18	4,340
Percent	77	--	--	--	--	--	18	--	--	--	0	4	0	100

Car Ownership

The 2000 US Census data indicates that 30% of the households within the study area did not have a vehicle available to them. The remaining 70% of the households within the study area had one or more vehicles available. See Table 3.6 below.

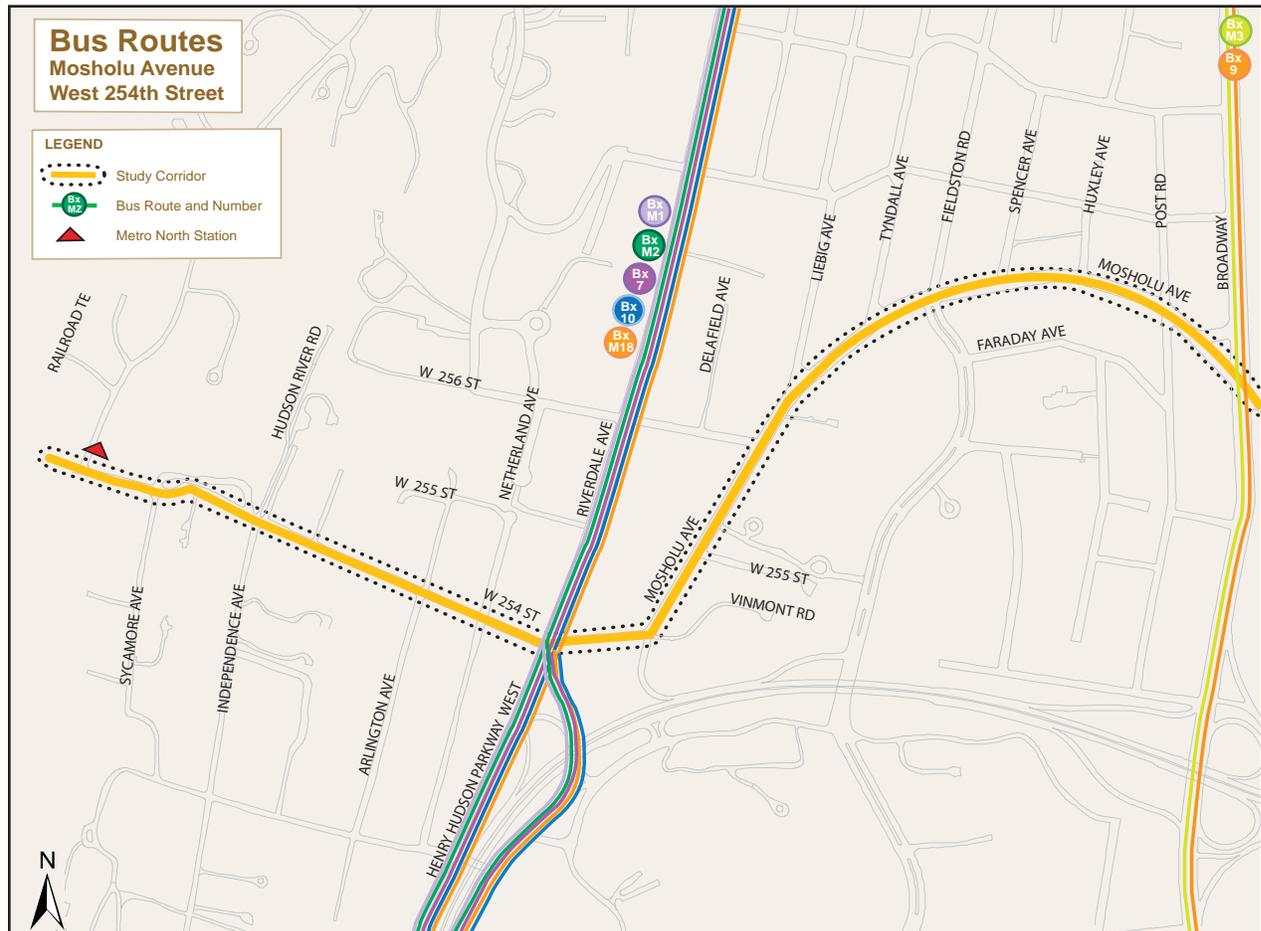
Table 3.6
Number of Vehicles Available in the Study Area

Census Tract	Vehicles Available				Total Households	Vehicles per Household
	None	One	Two	Three +		
307	1,070	2,305	575	95	4,045	0.92
317	150	25	4	25	204	0.53
323	955	1,450	275	75	2,755	0.81
333	15	40	85	10	150	1.60
339	120	225	135	15	495	1.09
345	430	760	260	69	1,519	0.98
Total	2,740	4,805	1,334	289	9,168	--
Percent	30%	52%	15%	3%	100%	--

Public Transportation

The study corridor is located in North Riverdale, an area of the north Bronx which may be accessed by bus and commuter rail. There is no direct subway access to this corridor. See Figure 3.9 below.

Figure 3.9



Bus

There is no east-west bus service on Mosholu Avenue or West 254th Street. The only bus access is on Broadway, where the Bx9 traverses Mosholu Avenue and on Riverdale Avenue, where the Bx7 and Bx10 traverse West 254th Street. The Bx9 travels along Broadway stopping at all the elevated stations on the 1 line. The Bx7 and Bx10 stop at the West 231st Street elevated station on the 1 line.

Express Bus

Both the BxM-1, 2, and 18 Express buses stop on Riverdale at West 254th Street. The BxM-1 provides service to Midtown along the east side of Manhattan and the BxM-2 provides service to midtown along the west side of Manhattan. The BxM-18 provides service to downtown Manhattan. The BxM-3 Express bus stops on Broadway and 260th Street and provides service to East 26th Street in Manhattan.

Rail Link

The Hudson Rail Link is a bus service run by the MTA which terminates at the Metro-North station in Riverdale. There are several buses that make stops along Broadway, Mosholu Avenue and Riverdale Avenue.

Subway

There is no direct subway access from the study corridor. The elevated stations on the 1 line along Broadway may be accessed by the Bx7, Bx9 and Bx10 buses.

Commuter Rail

The Riverdale Metro North station is located on the west end of the corridor and serves the Hudson line.