



April 19<sup>th</sup>, 2023

Thomas Foley  
Commissioner  
New York City Department of Design and Construction

Dear Commissioner Foley,

The East Tremont Link in the West Farms neighborhood of the Bronx is a critical project that rebuilds the combined intersections of East Tremont, East 177th Street, Devoe Avenue, and Boston Road that was initially planned by The New York State Department of Transportation (NYSDOT). This project has been funded since 2008 but has faced a series of delays in 2015, 2018, and 2022. The Department of Design and Construction (DDC) has yet to break ground on this project and no official start date has been announced. Meanwhile, there have been **179 reported injuries** in the project area since *CrashMapper.org* started tracking data in 2011, as well as **1 death** in the summer of 2022. The current conditions of these intersections are hostile to pedestrians, cyclists, and motorists and are long overdue for an upgrade.

NYSDOT handed the project, and the funding, to NYC DDC in 2008 due to the emphasis on local streets and the need to coordinate closely with other city agencies (including NYC Department of Environmental Protection (DEP) on the replacement of the water main under E. Tremont Ave.). Over the last fourteen years the project has moved very slowly, with little to show in terms of advancement over the past 14 years. In August 2021, DDC made a presentation to the Bronx River Greenway Team, indicating that the timetable for the project was 100% design completion by Summer 2022 with construction beginning in Fall 2023. However, there has been no progress since that meeting and no new timetable has been released.

Slip lanes, interstate ramps, painted pedestrian areas, a bus depot, and confusing intersections make navigating the area difficult for students at the local schools, patrons of the Bronx River Art Center, bus drivers and riders, park visitors, and more. This project needs to be prioritized to give locals safer access to public transportation, schools, and other community resources.

The City of New York, as well as the State and Federal Departments of Transportation, have invested decades of work and over \$200 million in planning and building the Bronx River Greenway, designed to extend the full length of the Bronx—eight miles—and connect to an additional 15 miles in Westchester County. Redesigning these intersections will be a vital part of completing the Bronx River Greenway and completing decades of work and investment while making the community safer for pedestrians, cyclists, and drivers.

Sincerely,

East Tremont Coalition:

**Bronx Community Board 6**  
**Bronx Community Board 9**  
**Bronx River Greenway Team**  
**Gail Nathan, Bronx River Art Center**  
**East Coast Greenway**  
**Rider's Alliance**  
**Transportation Alternatives**  
**Transportation Alternatives Bronx/Uptown Activist Committee**  
**Youth Ministries for Peace and Justice**  
**Harlem River Working Group**  
**Parks & Trails New York**  
**Bike New York**  
**Brooklyn Greenway Initiative**

*The Bronx River Greenway Team, which is comprised of community-based and agency planners, designers, and advocates, guides the planning and implementation of the Bronx River Greenway. When complete, The Bronx River Greenway will be a continuous bike/pedestrian path and linear park along the Bronx River from the Long Island Sound to Kensico Dam, including new, reclaimed parklands.*



Further reading on this Issue:

[2023 TheCity Article](#)

[2022 Bronx News12 Piece](#)

[2020 Greenway Team piece for Streetsblog](#)

[2021 DDC Presentation](#)

[2017 Streetsblog article](#)

[2014 Walkthrough of Intersection with Greenway Team](#)