



**THE CITY OF NEW YORK  
BRONX COMMUNITY BOARD 6**

**1932 Arthur Avenue, Room 403-A, Bronx, NY 10457**

*Honorable Vanessa L. Gibson, Bronx Borough President*

*Honorable Oswald Feliz, New York City Council Member, 15<sup>th</sup> District*

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**MS. EVONNE CAPERS**  
Board Chairperson

**MR. RAFAEL MOURE-PUNNETT**  
District Manager

June 18, 2025

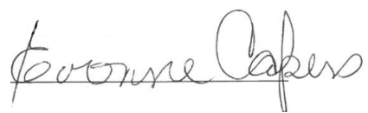
Marie Therese Dominguez, Esq.  
Commissioner  
New York State Department of Transportation

Bronx Community Board 6 has reviewed the available options for the 5 Bridges project on the Cross Bronx Expressway, and wrote to you about the project a few weeks ago. We do not expect a response in a timely manner, so we are taking a position on the project in light of NYS DOT's choice to exclude New York City Community Boards from the response period on the draft environmental assessment.

Bronx Community Board 6 rejects all proposed options presented by New York State DOT. State DOT developed these options in order to seek federal funding, without first consulting with the community on whether these options would benefit us. We are concerned that the construction of a traffic diversion structure, if at all delayed in the construction or design process, would negate the promised shortened construction time for the 5 bridges. We believe that Option 1A (a diversion structure turned into a highway expansion road) would destroy trees, limit park access, increase flooding due to impermeable surfaces, and would primarily benefit drivers who do not live in our community. We believe that Option 1B (a busway) has the same issues as 1A and does not benefit our community as it does not significantly shorten the path for the BX36 or Q44 buses. The MTA was not yet committed to running buses on such a structure when contacted by the Board. We believe that Option 1C (the pedestrian pathway) has the same issues as 1A and would pose potential public safety risks due to inaccessibility by EMTs or police for users on the bridge. It is also unclear how such a structure would be cleaned on a regular basis. We believe that Option 1D (a walkway along the highway) is not an appealing walkway for pedestrians. Why would pedestrians walk up a 40-foot-tall ramp, to walk along a highway, then back down a 40-foot-tall ramp, when the 174th Street bridge provides a level route only a few blocks away? These concerns apply to Option 2 as well.

We ask that New York State DOT consider other community-generated alternatives to improve connectivity to communities along the Cross Bronx Expressway. The Bronx River Alliance is now preparing such alternative proposals, which include significantly less damage to Starlight Park. The East 174th Street bridge is an already-existing connector in poor physical condition that could be renovated to improve connectivity.

Regards,

A handwritten signature in dark ink, reading "Evonne Capers". The signature is fluid and cursive, with the first name "Evonne" and last name "Capers" clearly distinguishable.

Evonne Capers

Chair

Bronx Community Board 6