The New York State Department of Transportation (NYSDOT) is now considering a variety of options for the reconstruction of the Bruckner-Sheridan Expressway Interchange, with major emphasis in providing access to the Hunts Point Peninsula. As part of this effort, NYSDOT is preparing a comprehensive Environmental Impact Statement (EIS) to help determine the best way to address the operational and structural deficiencies of the expressways. Traffic studies will play a major role in ensuring that the selected alternative can be constructed with a minimum of disruption to adjacent communities and that long-term traffic demands in this vital corridor will be met.

Traffic studies in the EIS will help planners and engineers evaluate how well the expressways and nearby roadways are currently operating, how traffic will change in the future, and how effectively each project alternative would handle those future traffic volumes. Information from these traffic analyses is also used to assess how each alternative would affect air quality and noise levels in the surrounding communities and to develop strategies to construct the project in the least disruptive way.

The purpose of this booklet is to explain the primary traffic assessment steps involved in the EIS process and to define some of the terminology and concepts that will be discussed with the public as the alternatives are evaluated.

WHAT AREA IS TO BE STUDIED?
The first step in a traffic study is to establish a traffic study area, which includes all roadways and intersections that would likely be affected by changes brought about by the project. For the Bruckner-Sheridan project, primary and secondary traffic study areas have been defined. The primary traffic study area includes the Hunts Point Markets, the Sheridan and Bruckner Expressways, major avenues and cross streets, and surrounding local streets. The secondary traffic study area extends outward from the primary traffic study area to the Major Deegan Expressway, the Cross Bronx Highway, and East Tremont Avenue. The project's data gathering and detailed traffic analyses are focused on the primary traffic study area, while only key intersections in the secondary study area are assessed.