



Van Cortlandt Park South & Bailey Avenue

Community Board 8 Traffic and Transportation Committee

February 15, 2024



Public Realm Feedback Loop



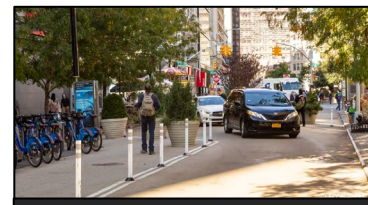
Community Partnership +
Engagement



Open Streets



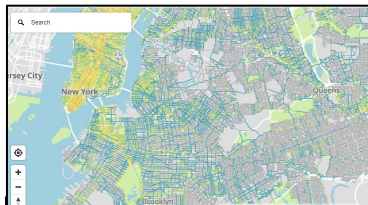
Crossings + Intersections



Dynamic Curb + Corridor
Strategies



Premier Public Spaces



Comprehensive Planning +
Policy



Equity Focused Maintenance



Programming + Concessions

Project Area

Key Facts



17% of Residents are Older Adults



17% of Residents are Low Income



21% of Residents have Limited English Proficiency



42% of Workers Live in Households with No Vehicle



Data Source: 2017-2021 American Community Survey 5-year estimates

Site Context

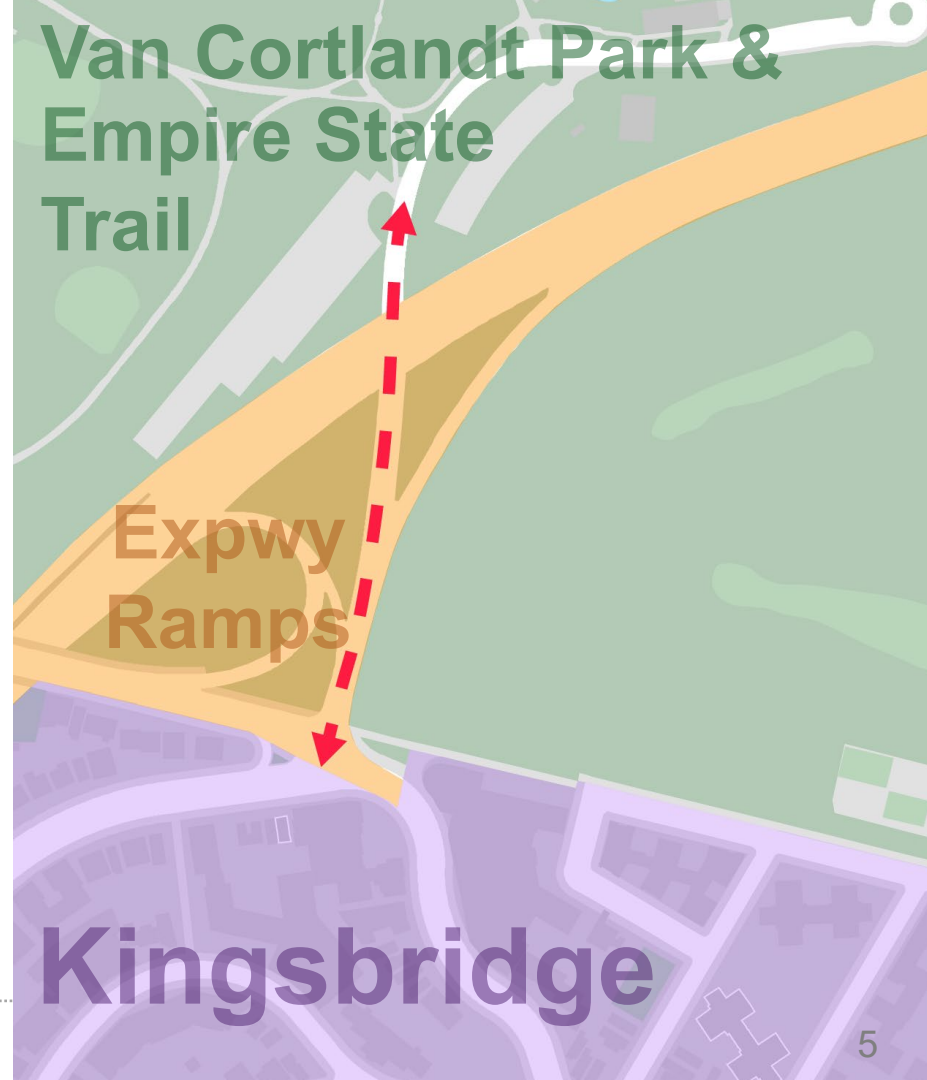
- Request from Assemblymember Dinowitz and citizens to improve intersection (2016-17)
- Pedestrian island request from Councilmember Sanchez (2023)
- Park entrance adjacent to Major Deegan Expressway on/off-ramps



Project Background

Missing Park Connection

- Park entrance inaccessible to pedestrians and bicycles due to Major Deegan Expressway on/off-ramps
- Over 100 pedestrians cross the expressway's off-ramps during peak hour
- On-going Harlem River Greenway planning process



Safety

Van Cortlandt Park South & Bailey Avenue Injury Summary, 2018-2022 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	12	1	0	1
Bicyclist	5	1	0	1
Motor Vehicle Occupant	32	4	0	4
Other Motorized	4	1	0	1
Total	53	7	0	7

KSI = Killed or Severely Injured

Pedestrians and bicyclists cross on/off-ramps into Van Cortlandt Park and to/from Broadway with no crosswalk

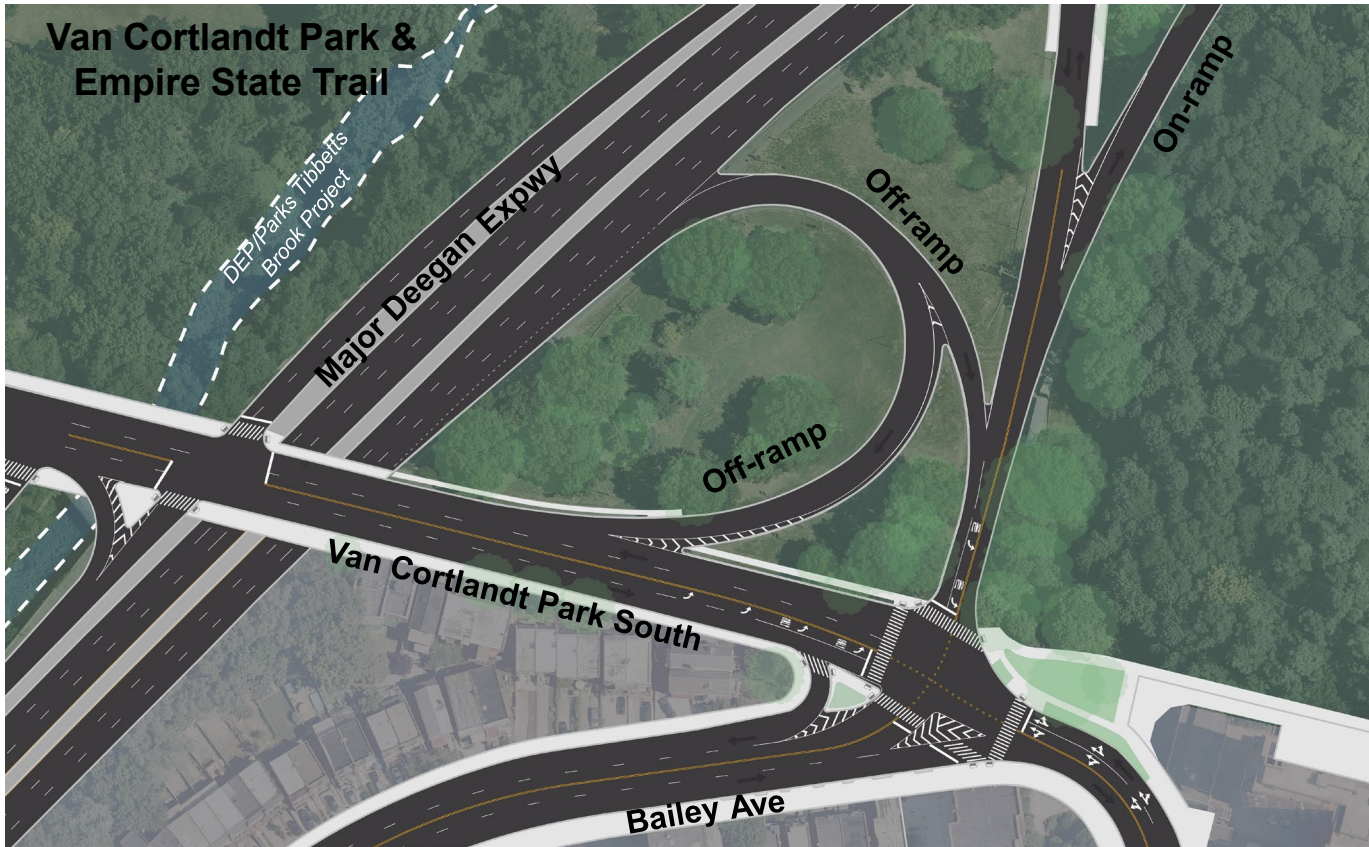


Existing Conditions



Existing

Full Plan Overview



Existing

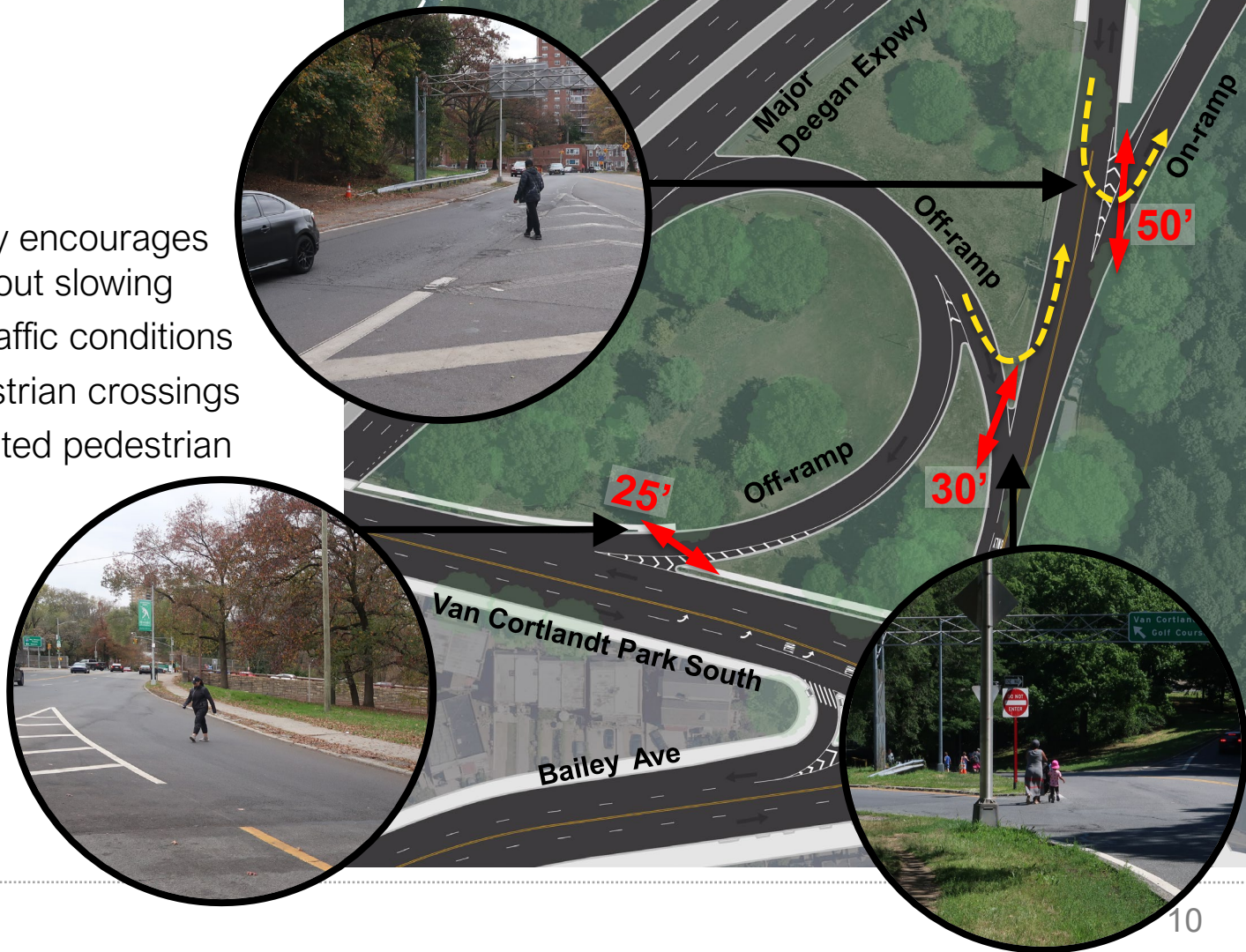
Lack of Pedestrian Infrastructure

- Worn footpaths where there is no sidewalk
- Poor separation between street and sidewalk near park entrance
- No crosswalks at on- and off-ramps, located near pedestrian and bicyclist park entrances



Existing Expressway Ramps

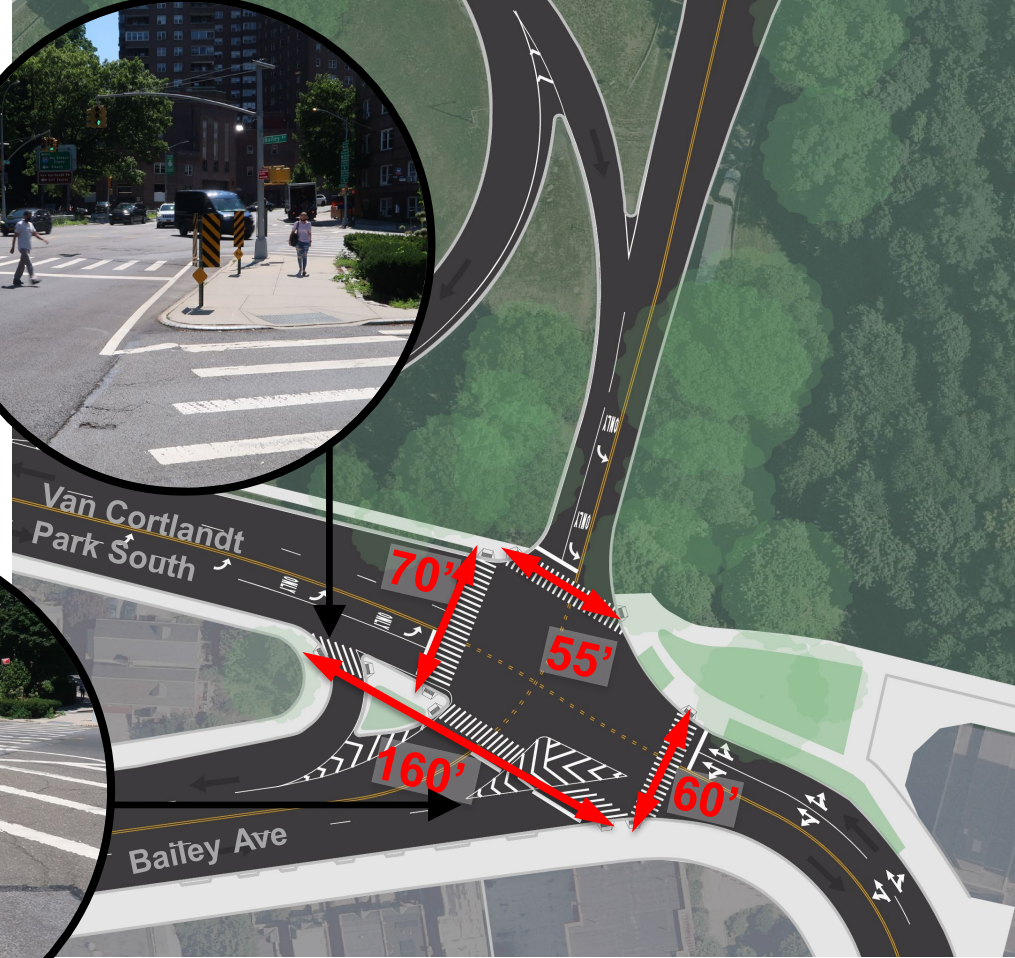
- Curved ramp geometry encourages vehicles to merge without slowing
- Ramps are free-flow traffic conditions
- Long, unmarked pedestrian crossings
- No crosswalks and limited pedestrian infrastructure
- Vehicles make illegal left turns when exiting the north off-ramp and when entering the north on-ramp



Existing

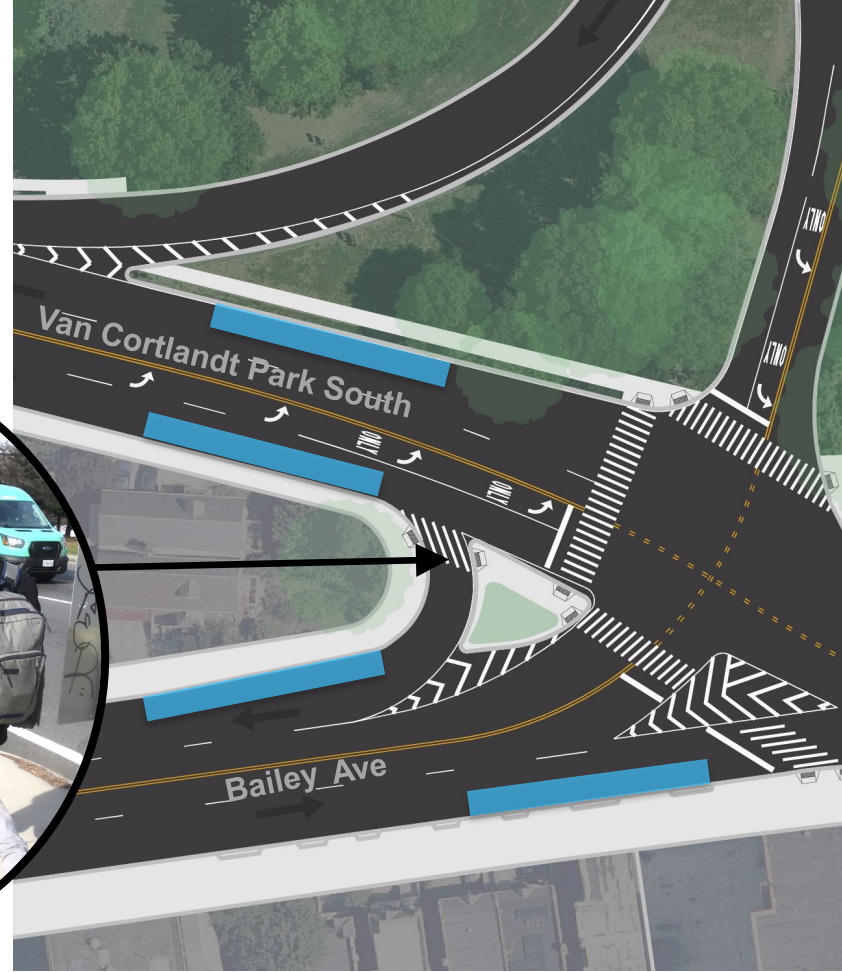
Long Crossing Distances at Bailey Ave & Van Cortlandt Park S

- Pedestrians must cross three segments of traffic at Bailey Ave, 160' total
- Popular intersection between the Park and schools, libraries, and residential uses
- Pedestrians cross through unprotected channelization



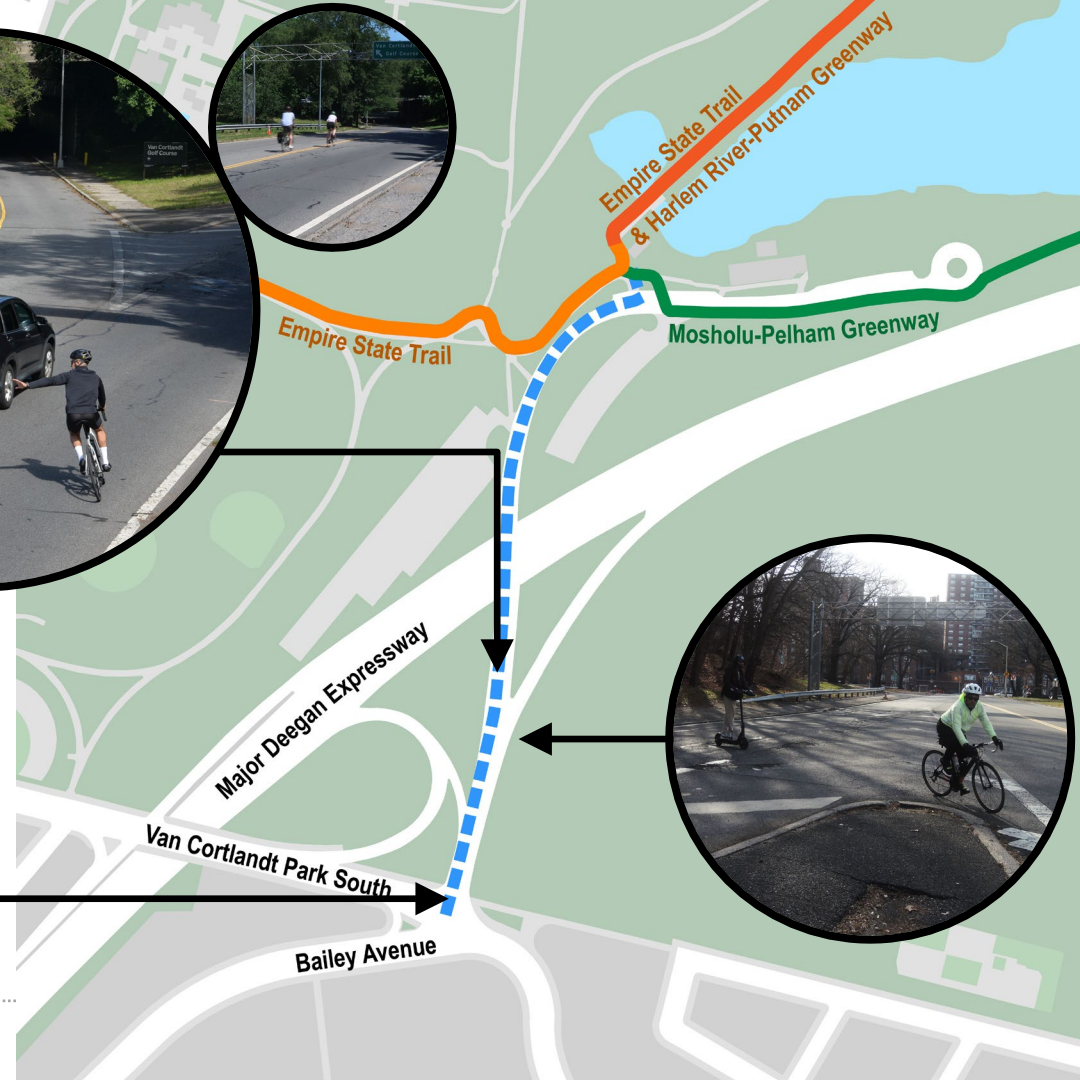
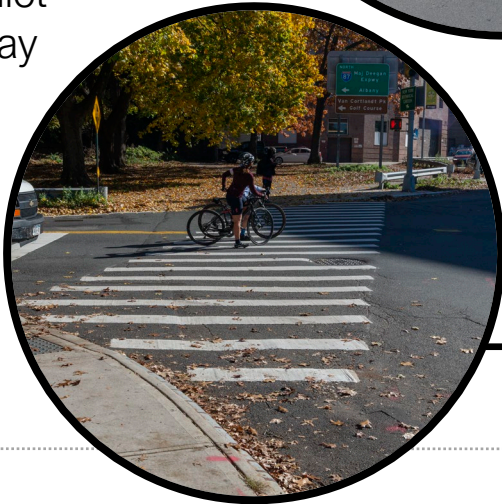
Existing Slip Lane

- Slip lanes often result in lower yield rates to pedestrians
- High speed turns
- Long crossing distance
- High conflict intersection
- Adjacent to **two bus stops**



Existing Bike Connections

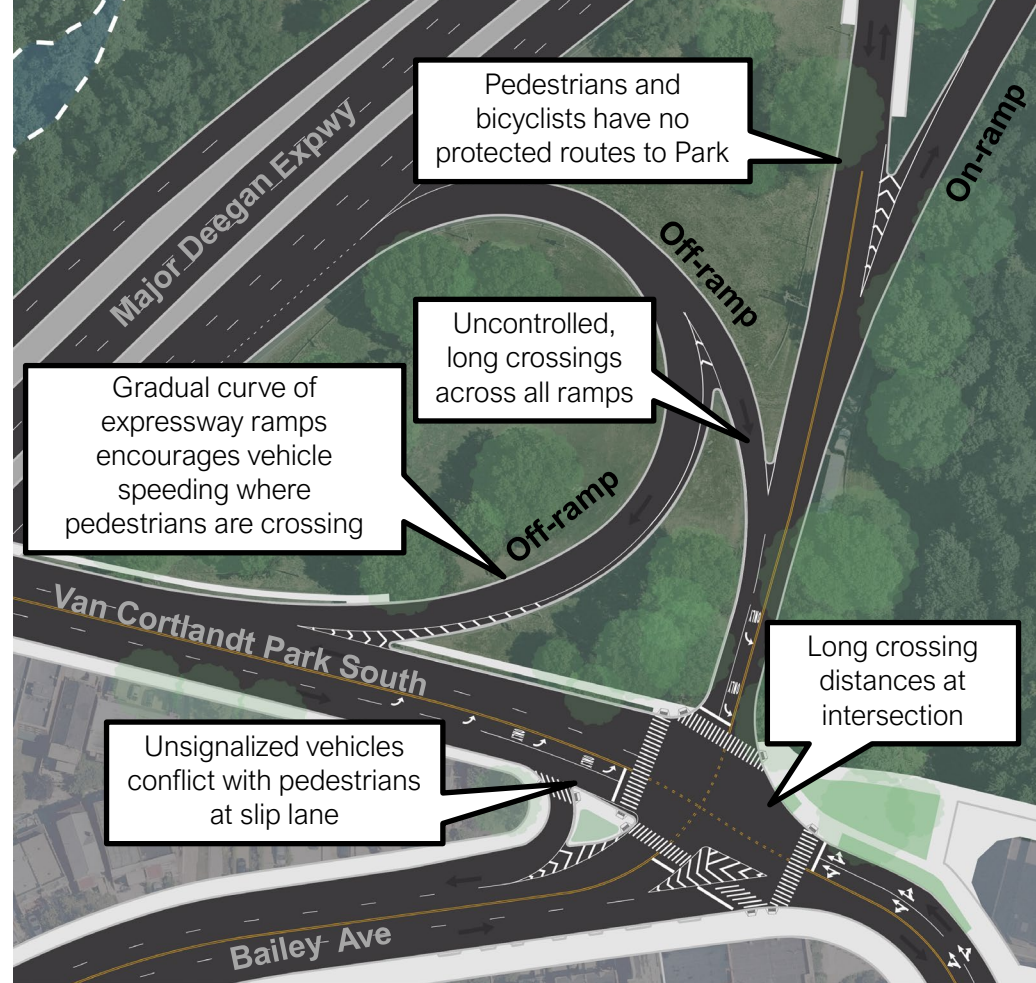
- Popular bicycle route without connection to Park and Empire State Trail
- Bicyclists and vehicle conflict at expressway ramps



Existing Conditions

Summary

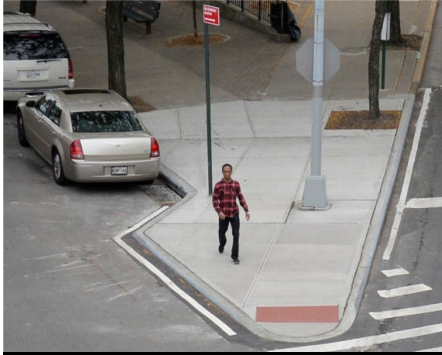
- Curved ramp geometry encourages vehicles to merge without slowing
- Long, unmarked pedestrian crossings
- Lack of crosswalks and other pedestrian infrastructure
- No bicycle connection to the Park and the Empire State Trail



Design Proposal

2

Toolkit



Concrete



Traffic Regulations



Curb Regulations



Markings



Traffic Signals



Lane Assignment



Raised Bike Lane



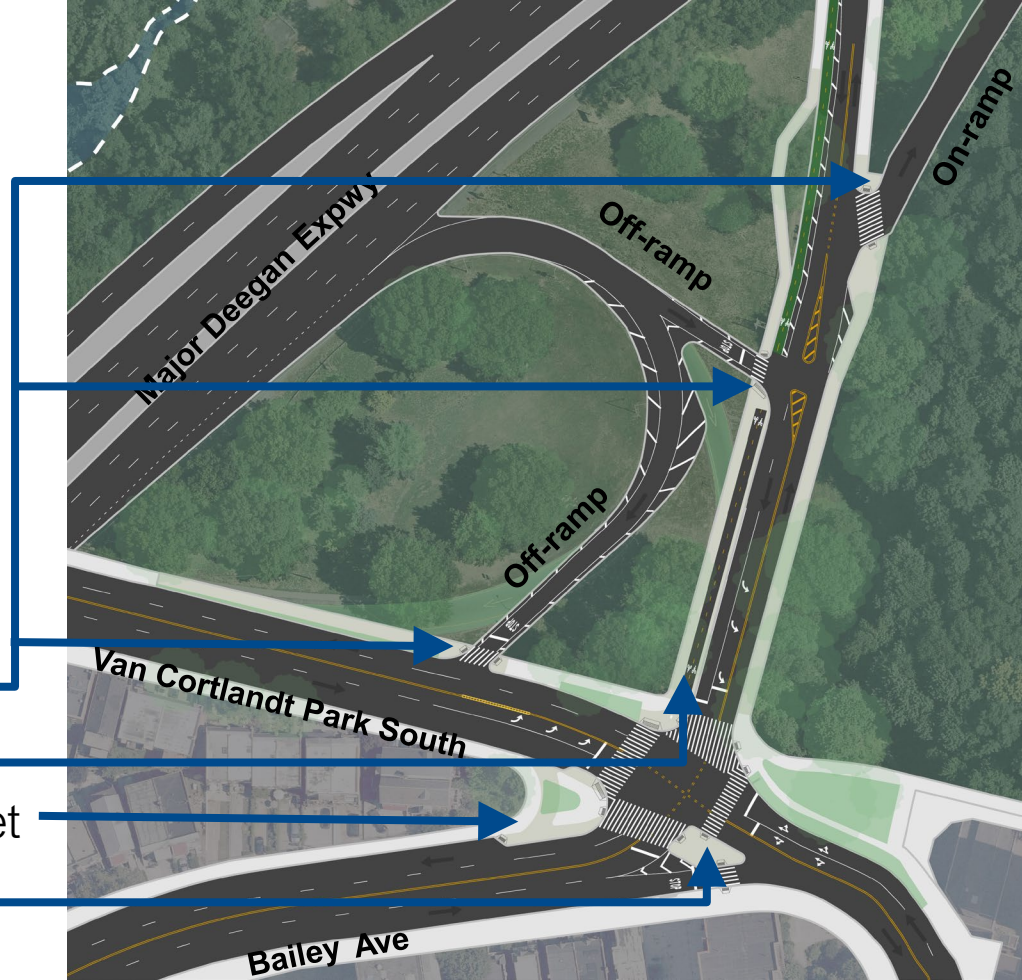
Slip Closure

Proposal

New Pedestrian Infrastructure



- Add new crosswalks
- Build new sidewalk to park
- Close slip lane and maintain Greenstreet
- Construct new pedestrian island



Proposal

Expressway Ramps

Off Ramps: Relocate and normalize intersection geometries

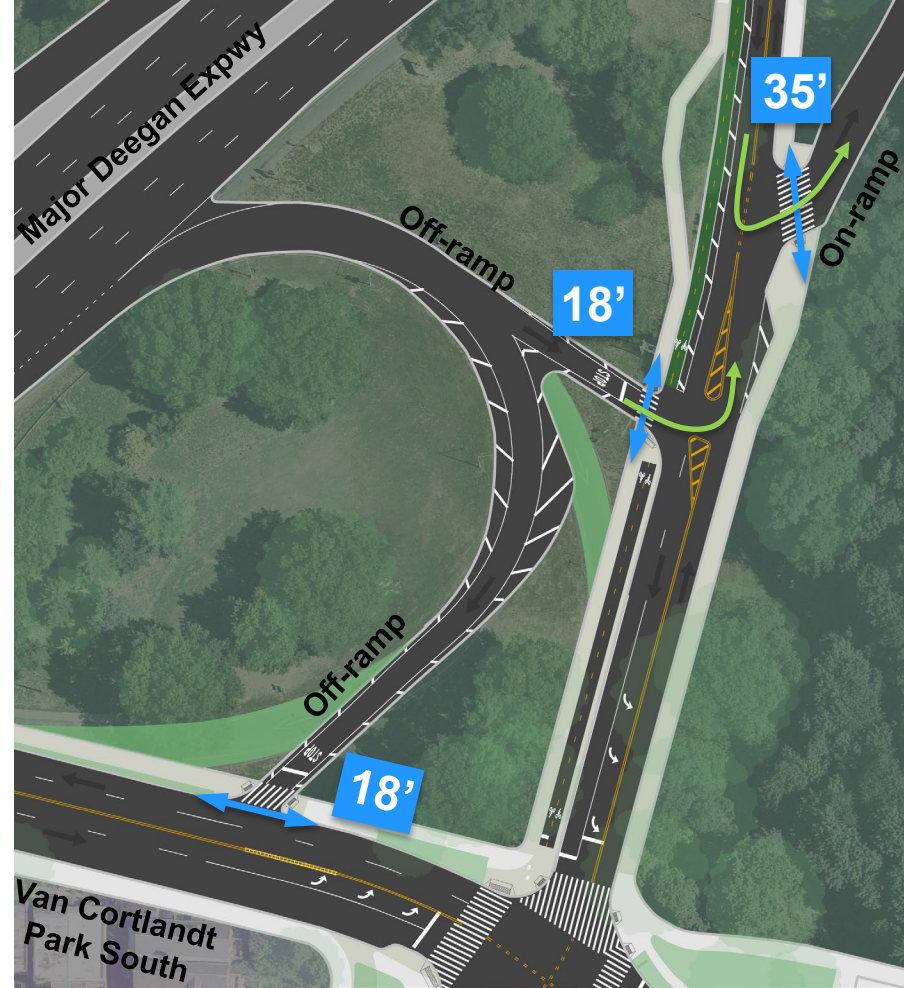
- Add stop controls and pedestrian crossings
- Legalize north ramp's left-turn
- Integrate old ramps into existing vegetated area

On Ramp: Slow right turn movement

- Add pedestrian crossing
- Legalize left-turn onto ramp

Benefits:

- Calm vehicles exiting + entering the Expwy
- Reduce crossing distance
- Improve visibility at new crosswalks



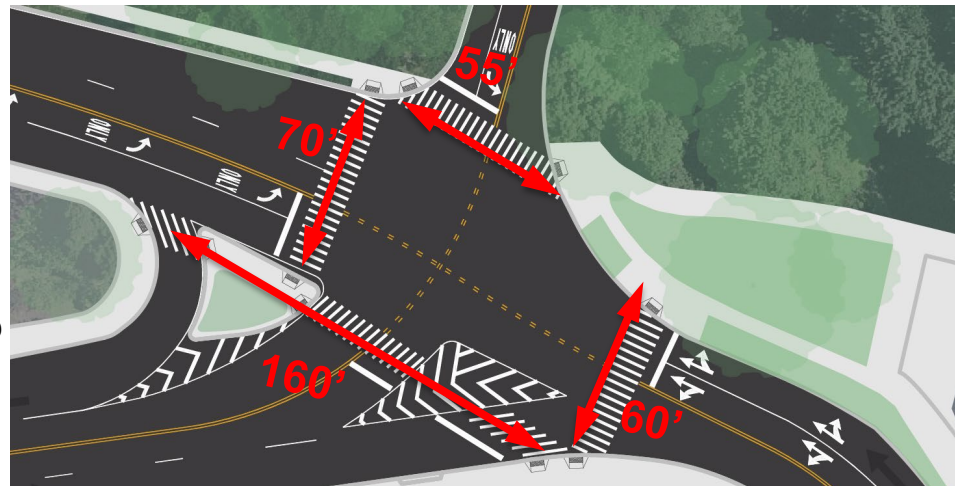
Proposal

Shorten Crossing Distances at Bailey Ave & Van Cortlandt Park S

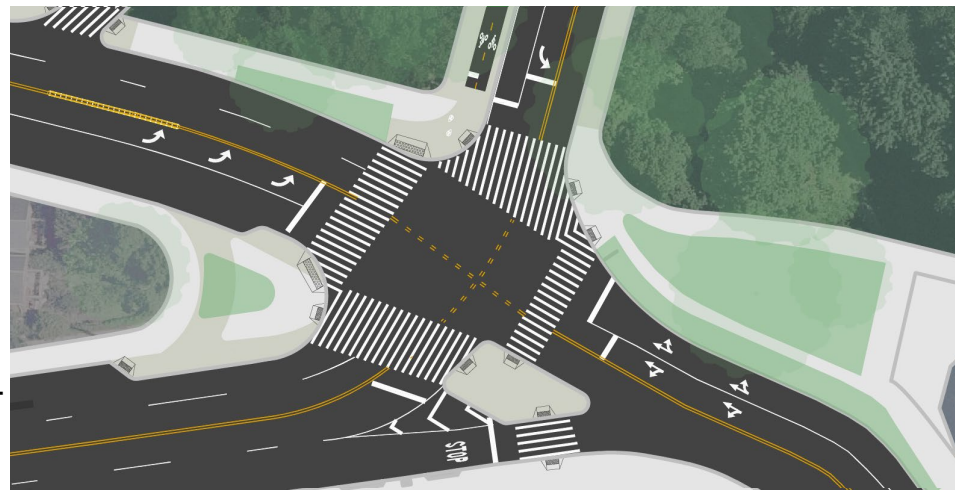
Reduce crossing distances and increase pedestrian visibility:

- Slip lane closure
- Curb extensions
- New pedestrian refuge island

Existing



Proposed



Proposal

Closed Slip Lane* + Bus Bulb

- Close slip lane and maintain Greenstreet
- Provides space for Bx10 bus bulb

Benefits:

- Eliminates a conflict point between pedestrians, vehicles, and bicyclists
- Reduces total crossing distance by 95 feet
- Relocates crosswalk and creates a smaller intersection
- Improves pedestrian infrastructure near bus stops

EXAMPLE PROJECT:
BROADWAY,
FLUSHING, GRAHAM
AVE, BROOKLYN



*pending further technical analysis

Proposal

Bike Connection

- Formalizes bike connection to the Empire State Trail
- Bike lane protected by grade change and channelization buffer



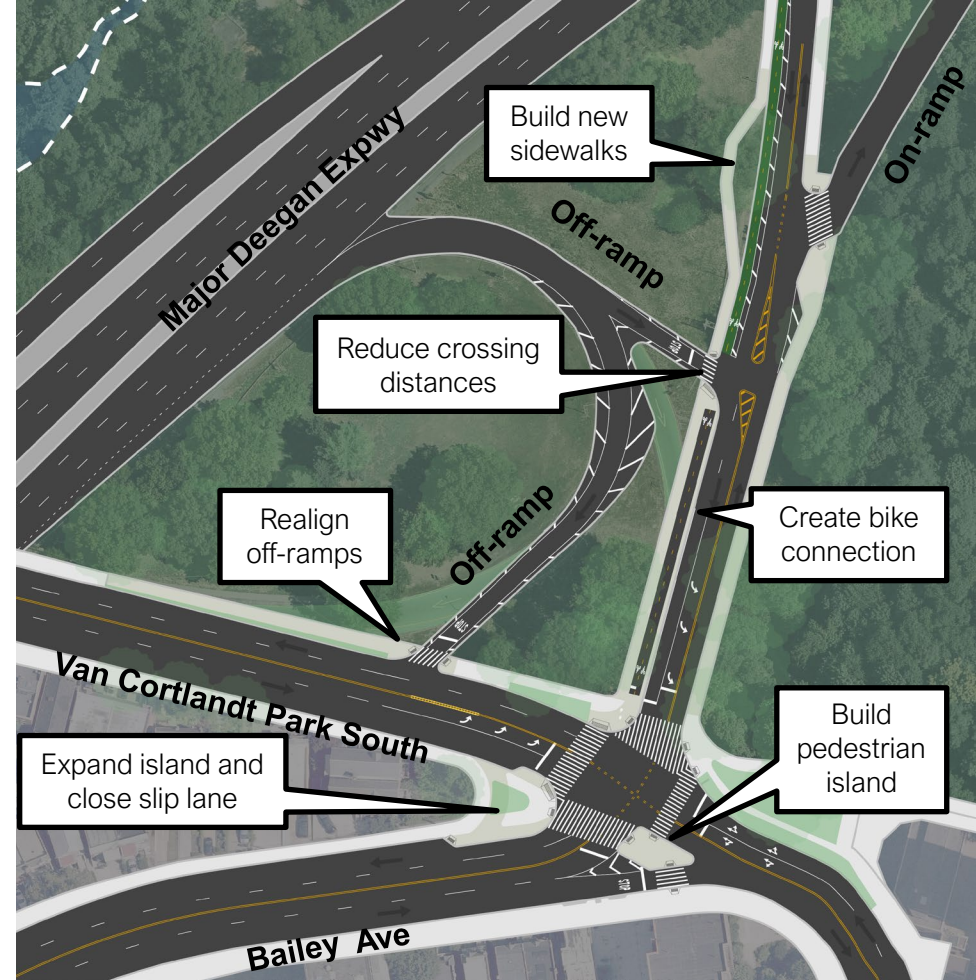
- A portion of the Harlem River Greenway implementation plan (future workshops coming Spring 2024)

<https://nycdotprojects.info/harlem-river-greenway-bronx>

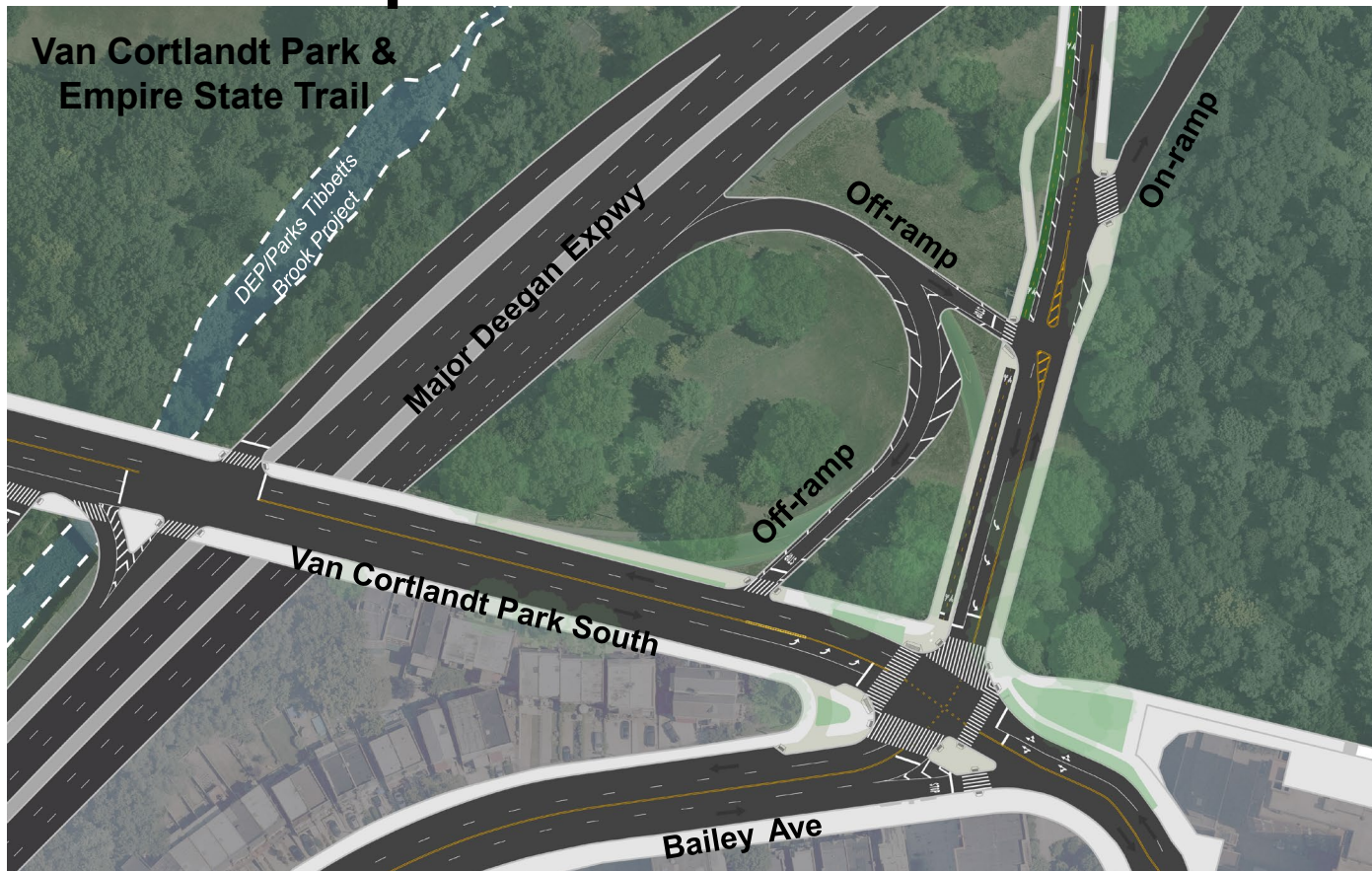
Proposal Summary

Benefits:

- Improve pedestrian infrastructure
- Safer, shorter, and more visible pedestrian crossings
- New bike connection to Park and Empire State Trail
- Stop and slow vehicles entering and exiting the Expressway
- Reduce vehicle and pedestrian/bicyclist conflicts



Proposal Full Plan Overview



Timeline

Next Steps

Community Outreach

Design Completion

Construction Start

Construction Completion



February 2024

March 2024

April 2024

November 2024

Thank You!



Questions?



NYCDOT



nyc_dot



nyc_dot

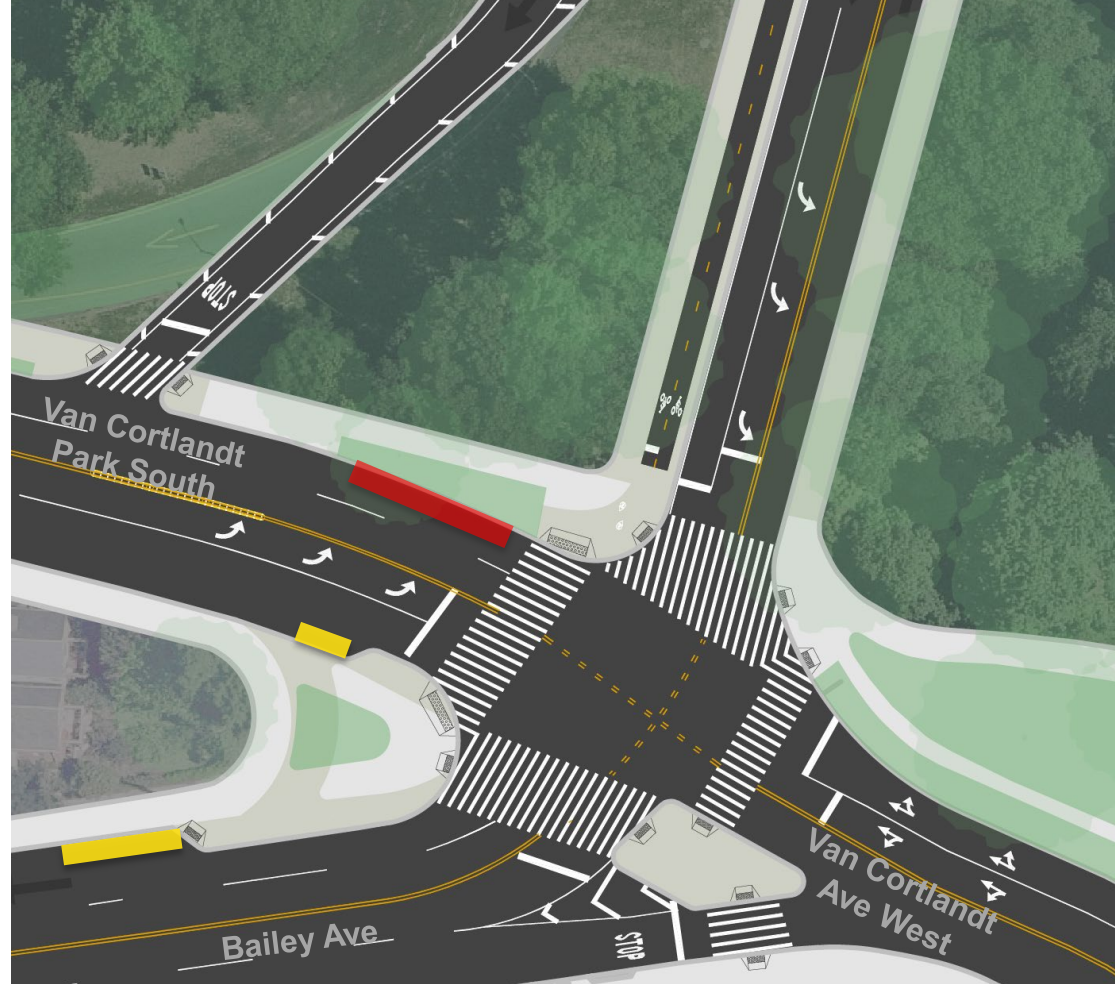


NYCDOT

Appendix

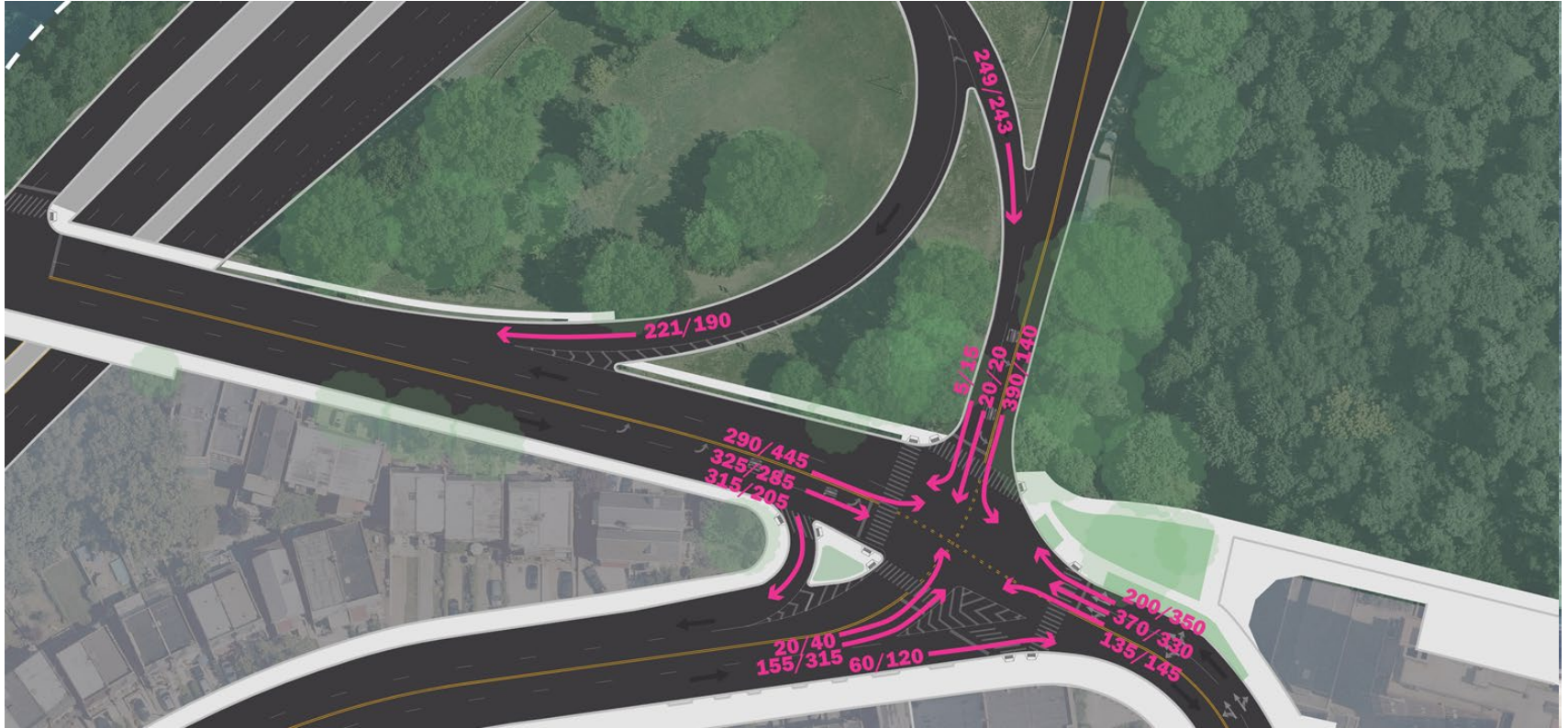
Minimal or No Parking Loss

- 3 regular parking spaces repurposed on north curb of Van Cortlandt Park South
- 3 regular parking spaces added **if** slip lane is closed and Bx10 bus stop is shifted
- Results in 0 net parking space change or 3 spaces repurposed if slip lane is maintained



Appendix

Vehicle Counts, Oct/Nov 2023



Appendix

Pedestrian Counts, March 2021

