

A photograph of a road intersection. In the foreground, a cyclist in a dark shirt is riding away from the camera. In the middle ground, two more cyclists are riding away. A person and a child are standing on the grassy shoulder. Several traffic signs are visible: a 'DO NOT ENTER' sign, a 'WRONG WAY' sign, a 'ONE WAY' sign, and an 'EMERGENCY ROUTE' sign. The scene is outdoors with trees and a clear sky.

# Project Status Update

## Van Cortlandt Park South & Bailey Avenue

Community Board 8 Traffic and Transportation Committee

September 19, 2024



---

*Previously Presented Summary:*  
Existing Conditions



# Project Background

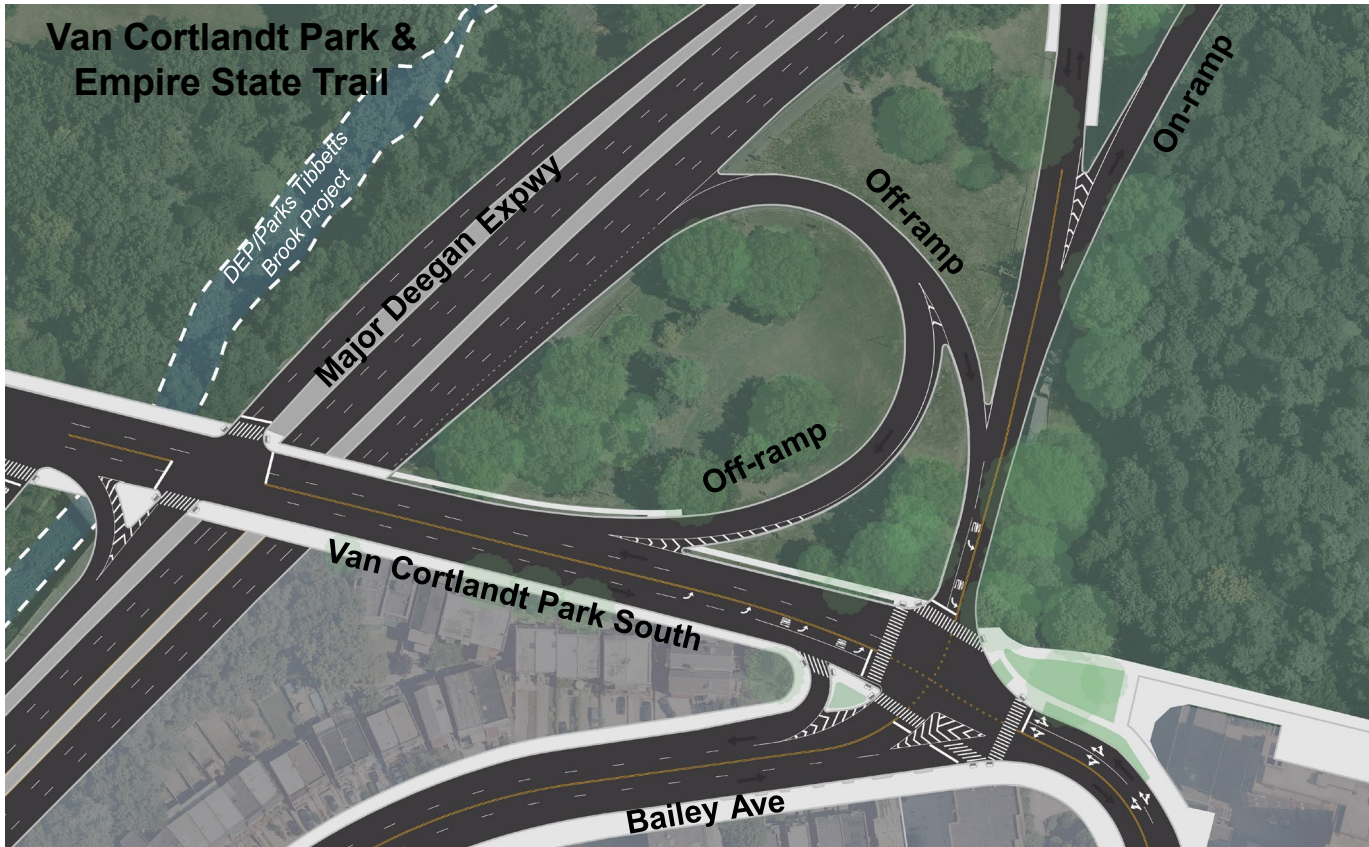
## Missing Park Connection

- 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



# Existing

## Full Plan Overview



# Existing

## Lack of Pedestrian Infrastructure

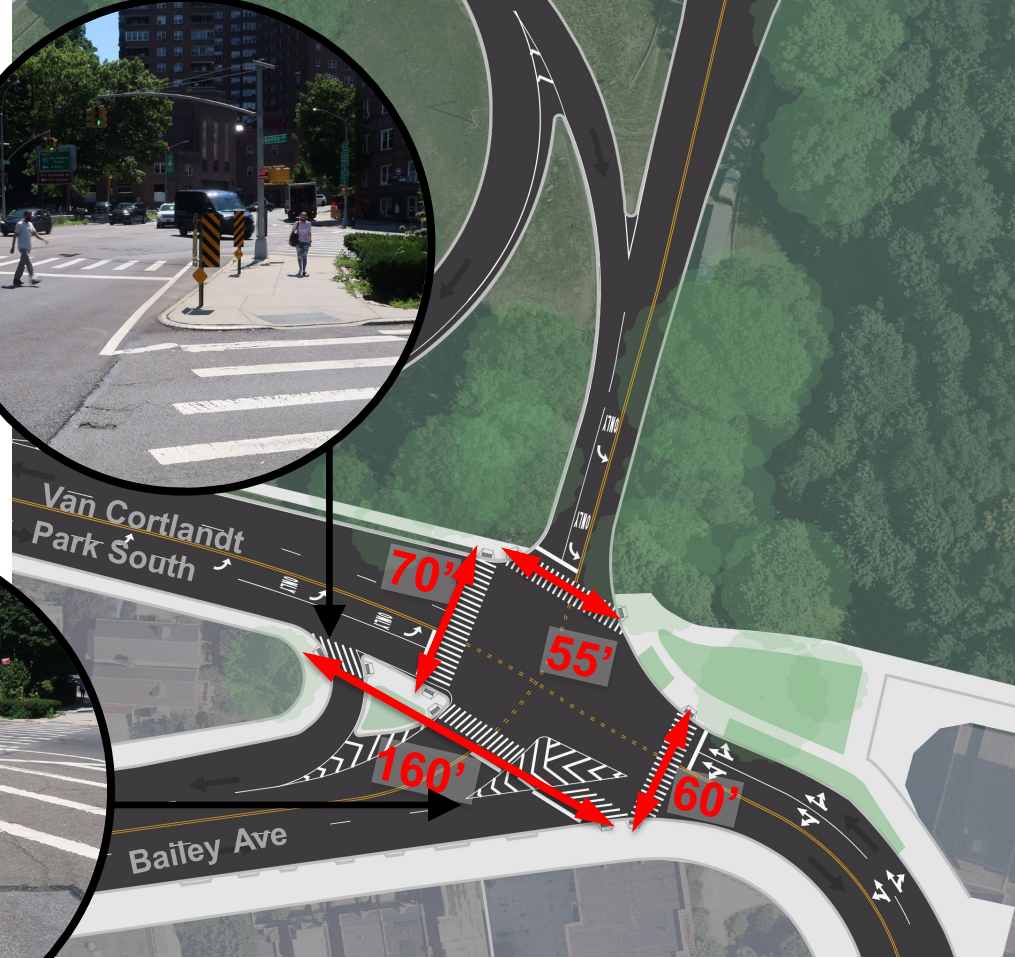
- Worn footpaths where there is no sidewalk
- Poor separation between street and sidewalk near park entrance
- No crosswalks at on- and off-ramps, located near pedestrian and bicyclist park entrances



# Existing

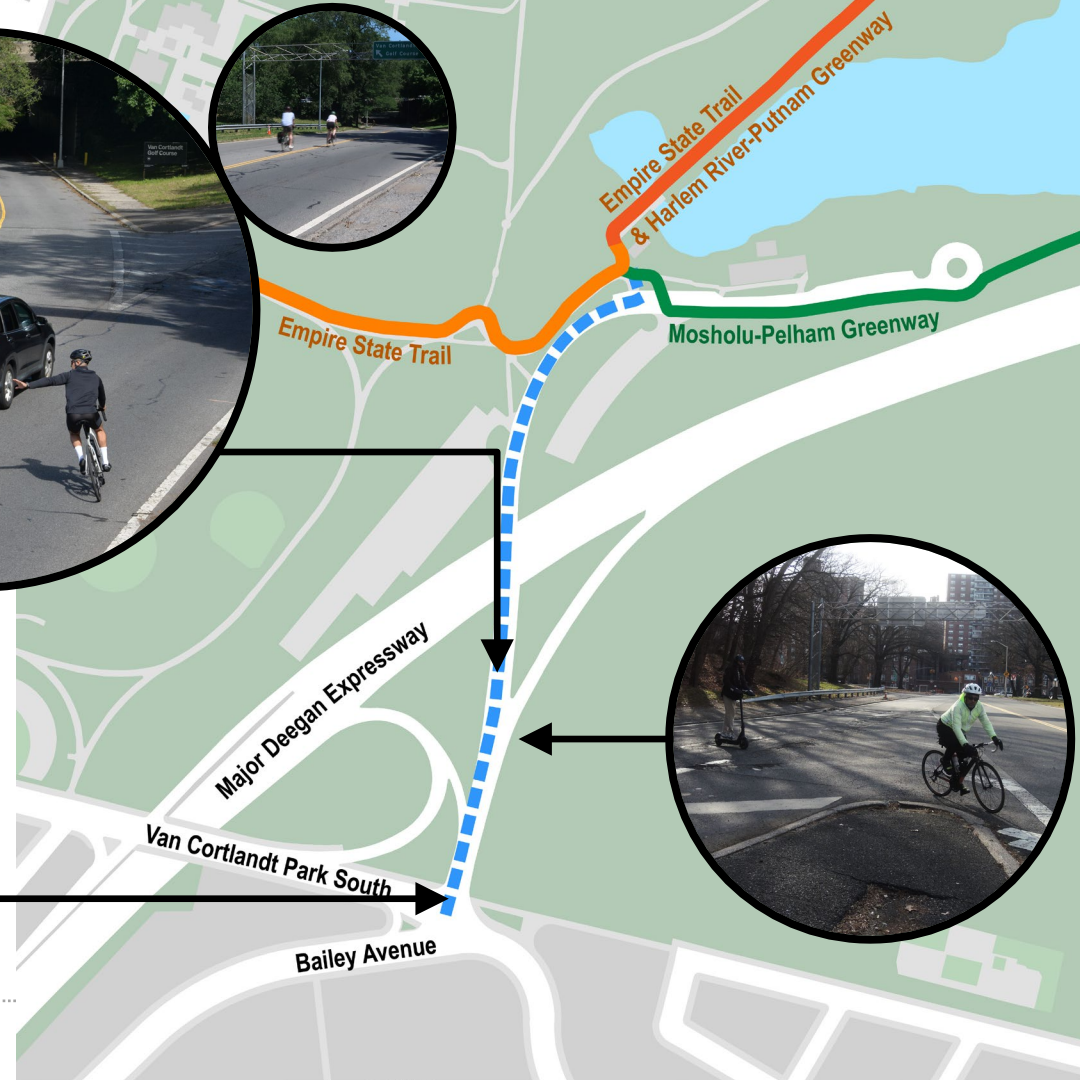
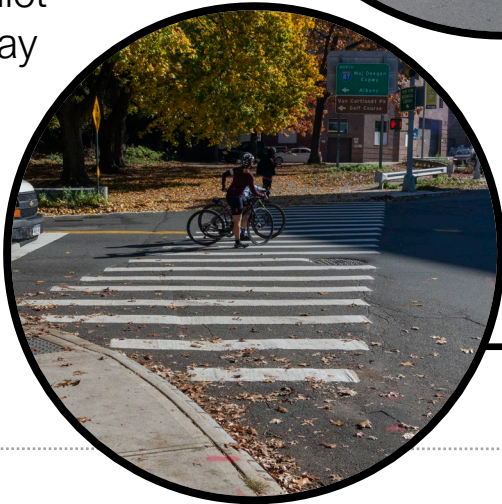
## Long Crossing Distances at Bailey Ave & Van Cortlandt Park S

- 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 Bike Connections

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



# Existing Conditions

## Summary

- Long, unmarked pedestrian crossings
- Lack of crosswalks and other pedestrian infrastructure
- No bicycle connection to the Park and the Empire State Trail





---

*Update:*  
Design Proposal

2

# Presented Proposal

## Summary Review of February 2024 Presentation

### Benefits:

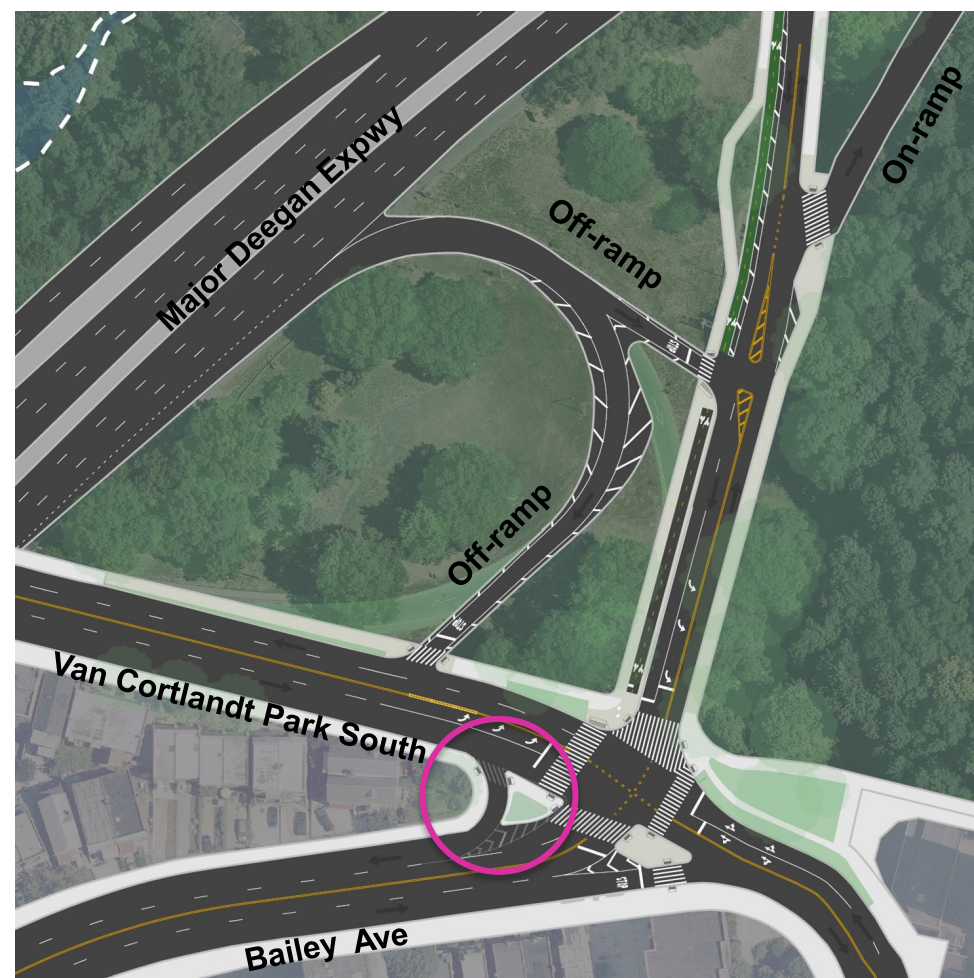
- Improve pedestrian infrastructure
- Safer, shorter, and more visible pedestrian crossings
- New bike connection to Park and Empire State Trail
- Stop and slow vehicles entering and exiting the Expressway
- Reduce vehicle and pedestrian/bicyclist conflicts



# Amendment to Proposal

## Slip Lane Access

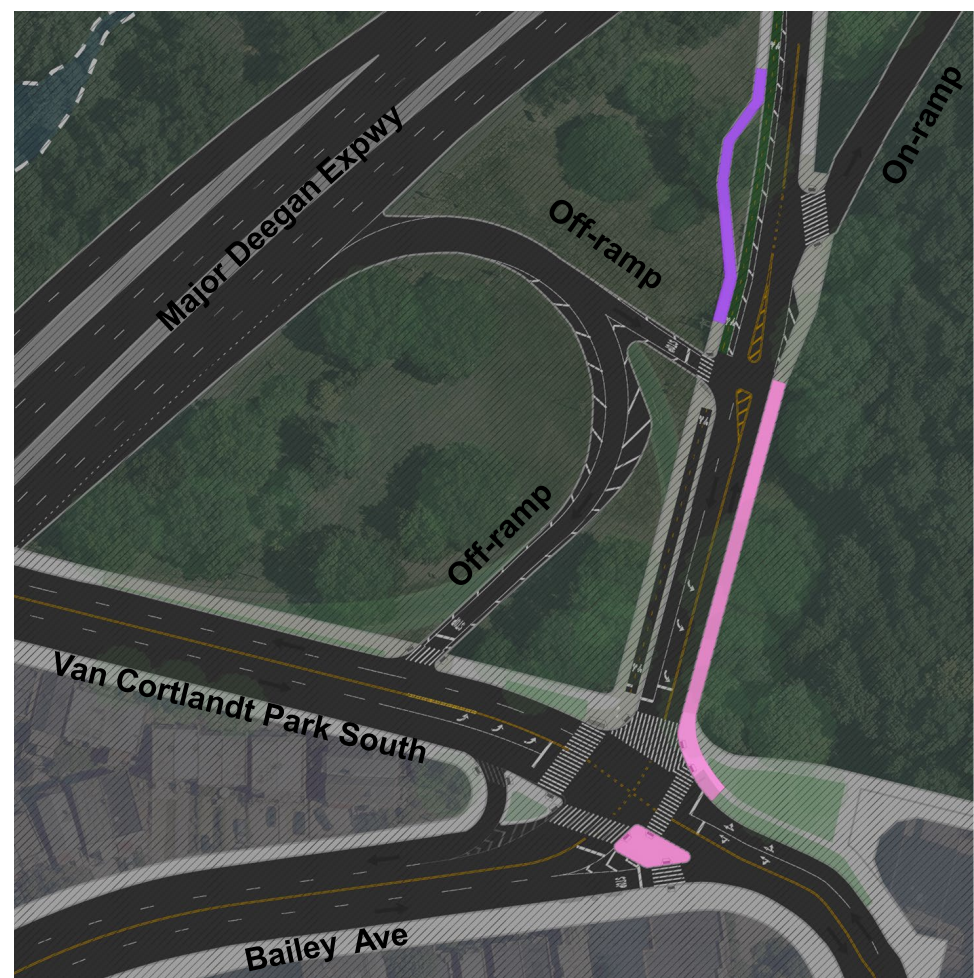
- Resolution to maintain slip lane access in 2024 proposal after feedback from Community Board 8.



# Phased Implementation

## New Approach to Implementation

- Full project as proposed remains under review with New York State Department of Transportation
- To expedite improvements, NYC DOT seeks to install a portion of the construction phasing in Fall 2024
- Phase 1 of the project in pink: east sidewalk and pedestrian island
- If time allows, purple sidewalk will be constructed



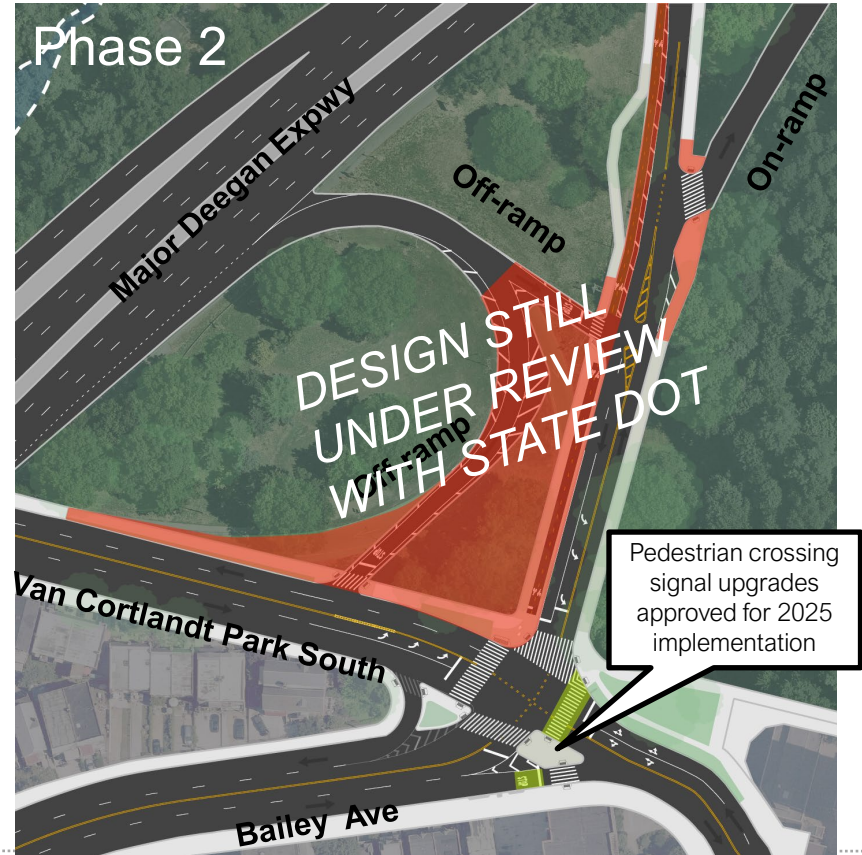
# Temporary Conditions

## Between Phase 1 and 2

- Construction of the east sidewalk will end just before the on-ramp
- NYC DOT must maintain smooth operations between Phase 1 and 2 by:
  - Installing temporary markings
  - Posting temporary construction signage
  - Maintaining existing signal operations



# Overview of Phase 1 & 2



# Timeline

## Next Steps



# Thank You!



Questions?



NYCDOT



nyc\_dot



nyc\_dot

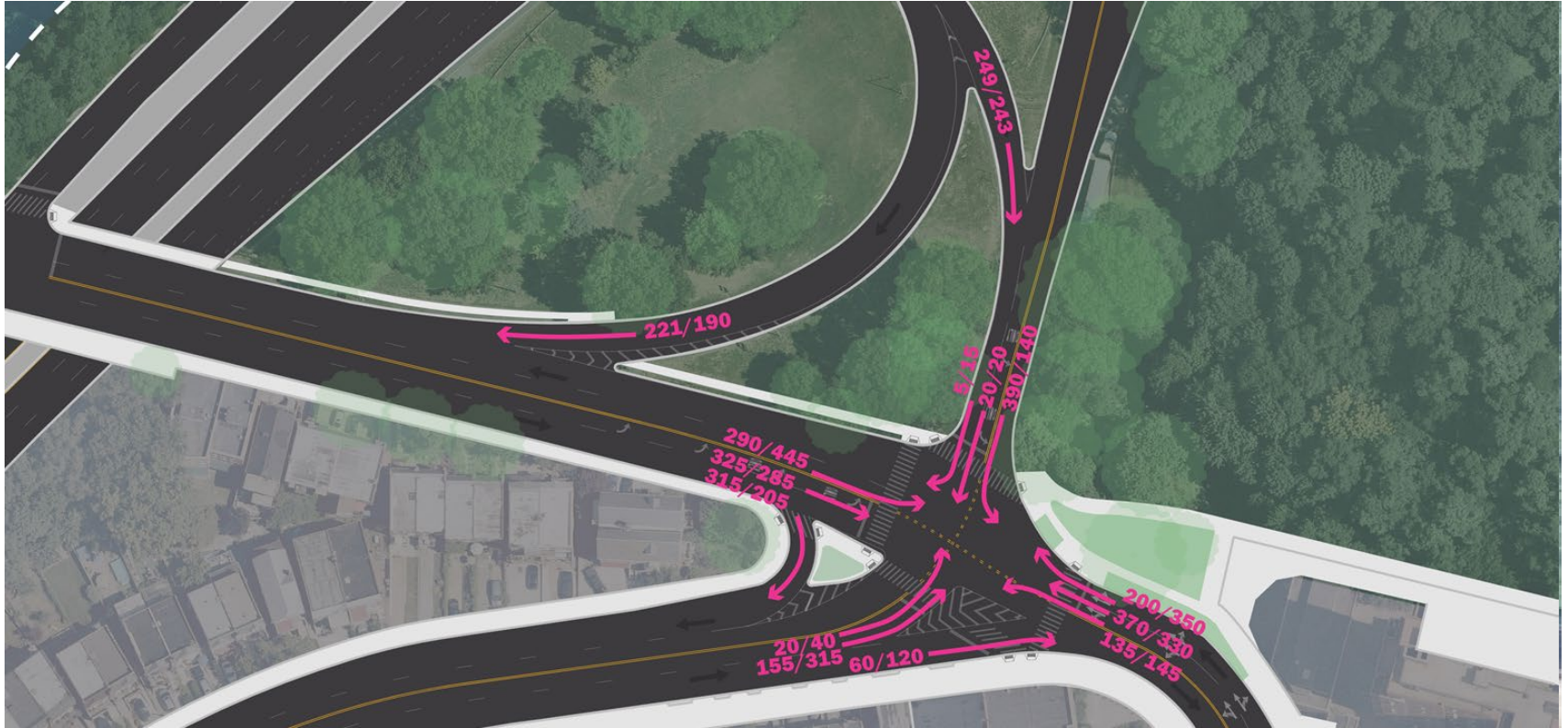


NYCDOT



# Appendix

## Vehicle Counts, Oct/Nov 2023



# Appendix

## Pedestrian Counts, March 2021

