



Bailey Ave, Van Cortlandt Park S to W 225 St

Bronx Community Board 8

April 2025

Project Location

- Bailey Avenue between Van Cortlandt Park S & W 225 St/W Kingsbridge Rd
- **1.1 miles** connecting Kingsbridge Heights, Kingsbridge, and Van Cortlandt Park
- Adjacent to **Major Deegan Expwy** and one block from the **1 train** and **Broadway**
- Mix of **residential**, **commercial**, and light **industrial** uses, and some **parks** (Bailey Playground, Cooney Grauer Field)
- **Bx10 and Bx1 bus** routes north of W 230 St
- Bailey Ave is a local **truck route**

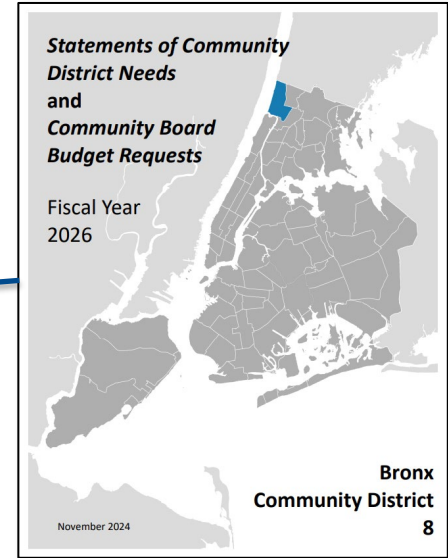


Project Limits: Bailey Ave, Van Cortlandt Park S to W 225 St

Community Requests

3 / 22 DOT	Reconstruct streets	Location: West 230th Street - Broadway & Bailey Avenue - West 230th Street & Broadway <i>Realign & reconstruct the intersection from Broadway to Bailey Ave. on West 230th Street to create safer intersection for pedestrians, bicyclists and motorists, including traffic entering & exiting the Deegan Expressway</i>
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- Bronx CB8 requested safety redesign of W 230 St & Bailey in FY26 Statement of Community Needs
- Several constituent requests regarding speeding and cyclist safety



Request Details

Public Details

I know a great deal of work is now underway for the Harlem River Greenway but in the interim could DOT please repaint Bailey Ave from parking/4 travel lanes/parking to parking/2 travel lanes + turn lane/parking/bikeway? The status quo is an embarrassing joke with double parked cars blocking travel lanes 24/7, while bike riders risk their life on a street that is too wide and encourages speeding. This is an easy win, please get it done.

Request Details

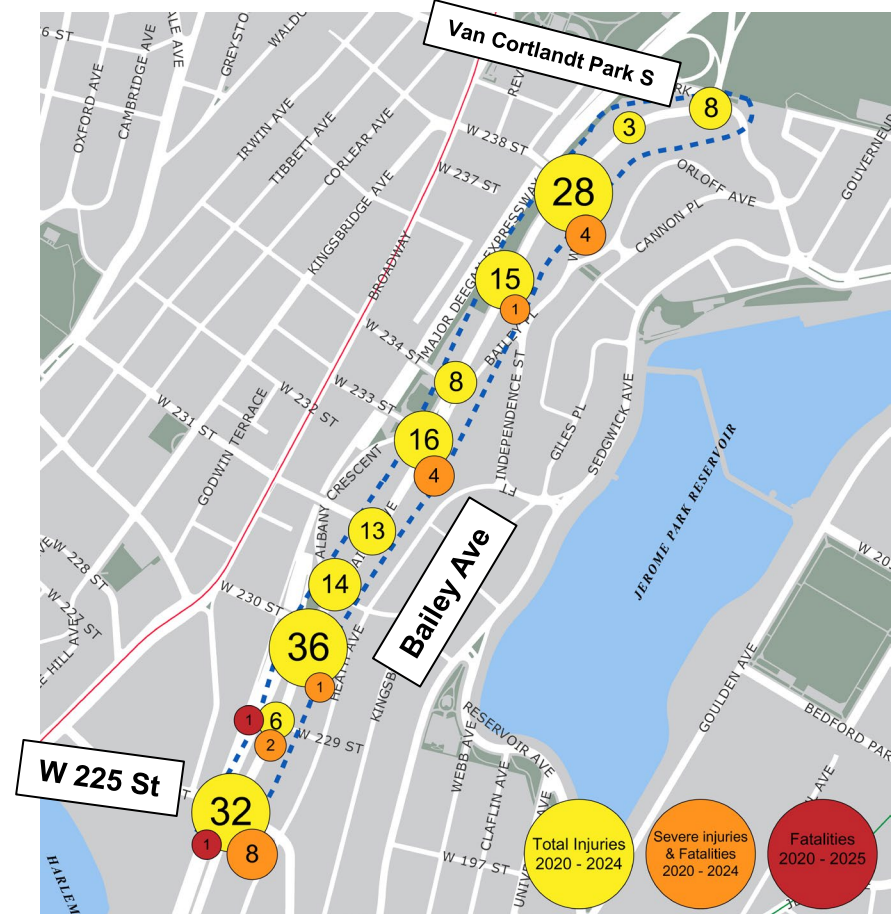
Public Details

Corns speeding car we no signs or speed camera when highway is jammed cars use Bailey ave as a highway

Crash and Injury Data

- Between 2020 and 2024, 179 people have been injured on this portion of Bailey Ave
- 18 severe injuries and 2 fatalities** (W 229 St MVO in 2021, W 225 St Ped in 2022)
- W 238 St, W 230 St, and W 225 St have highest number of injuries

Injury Summary, 2020-2024 (5 Years)				
Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	49	1	1	2
Bicyclist	15	3	0	3
Motor Vehicle Occupant	106	12	1	13
Other Motorized	9	2	0	2
Total	179	18	2	20



Crash and Injury Data

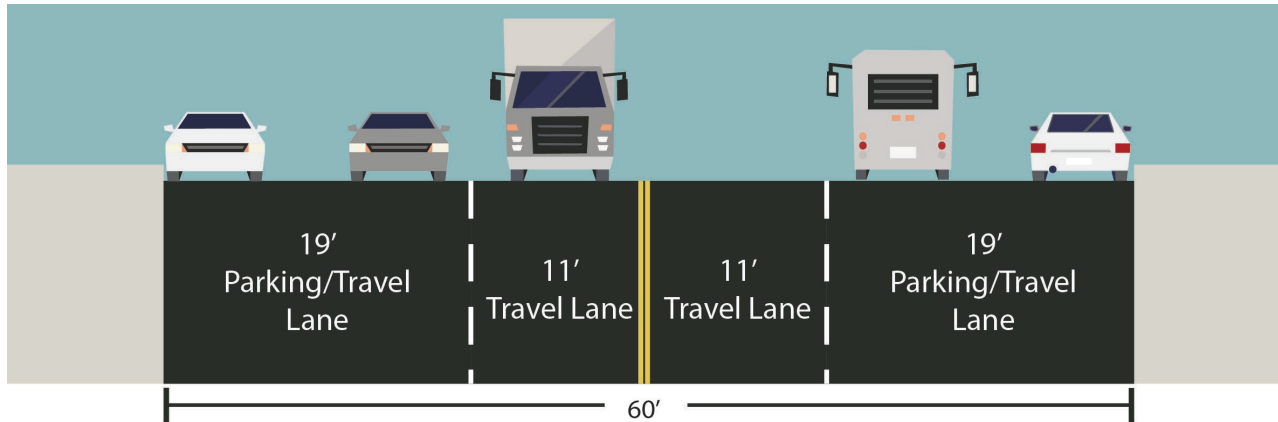
- Most common (43%) pedestrian injuries are caused by **turning drivers failing to yield** to pedestrians crossing with the light
- Most common driver injuries (36%) are caused by rear-end and right-angle crashes, indicating **high rates of speeding** and aggressive driving
- Rate of severe injuries on this portion of Bailey Ave puts it in the **top 10% most dangerous streets** in the Bronx



A pedestrian crosses midblock in front of a car and bus at W 233 St, above; A school bus turns in front of a pedestrian crossing Bailey Ave at W 230 St, below.

Existing Conditions - Geometry

- 60' wide street with two moving lanes and parking in either direction
- Several long blocks of the western curb are an “edge condition”, with parks and highway along the side of the road, leading to fewer intersections
- Long blocks between intersections encourage speeding
- Wide crossing distances for pedestrians at intersections, no dedicated space for cyclists

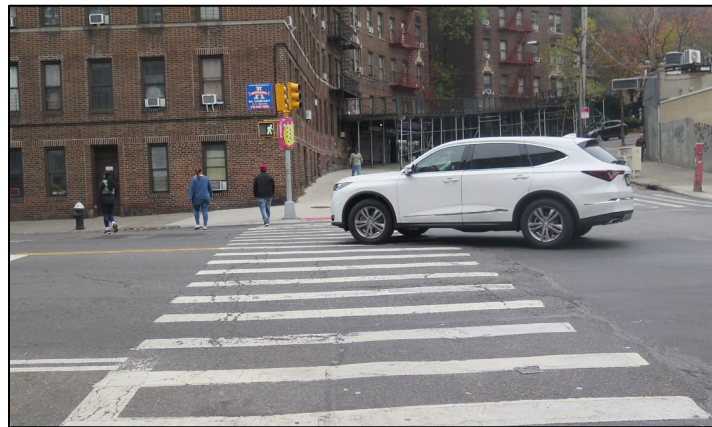


Cross-Section of Bailey Ave (existing)

Existing Conditions

Drivers

- **Excess capacity** with two travel lanes result in speeding, double parking, swerving, and unpredictable behavior
- **Speeding** on long blocks leads to high rate of rear-end and right-angle crashes and injuries
- **No turn bays** create pressure on left-turning vehicles to make sudden and dangerous turns, and on through-running vehicles to swerve around the turn queue
- Wide roadway and intersections encourage **fast turns** onto Bailey Ave in pedestrian areas



Double parked car blocks crosswalk at W 230 St, above; Driver turning while pedestrians cross at W 238 St, below.

Existing Conditions

Pedestrians

- **Long crossing distances** everywhere, and high pedestrian volumes at locations near 1 train stops: W 238 St, W 231 St, W 225 St
- **Large, mis-aligned intersections** allow drivers to take fast turns onto Bailey Ave, endangering pedestrians
- **Vehicles failing to yield** to pedestrians crossing with the signal cause 43% of injuries to pedestrians on the corridor
- **Missing continuous north-south crossings** for pedestrians walking along Bailey Ave

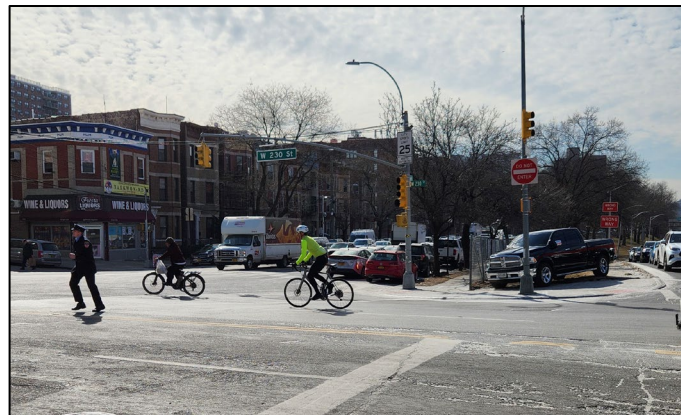


Pedestrians crossing Bailey Ave at W 225 St, above; pedestrian crossing W 230 St without a marked crosswalk, below.

Existing Conditions

Cyclists

- Despite no dedicated space for bicycles, approximately **150 cyclists per day** use Bailey Ave
- **Van Cortlandt Park** and **Broadway Bridge** are desired cyclist destinations
- **Lack of dedicated roadway space** leads to cyclists sharing travel lanes with fast moving buses, trucks, and personal vehicles
- Cyclists often have to swerve around double-parked vehicles



Cyclist riding in crosswalk at Bailey Ave & W 225 St, above; cyclists riding across W 230 St & Bailey Ave, below.

Cyclists

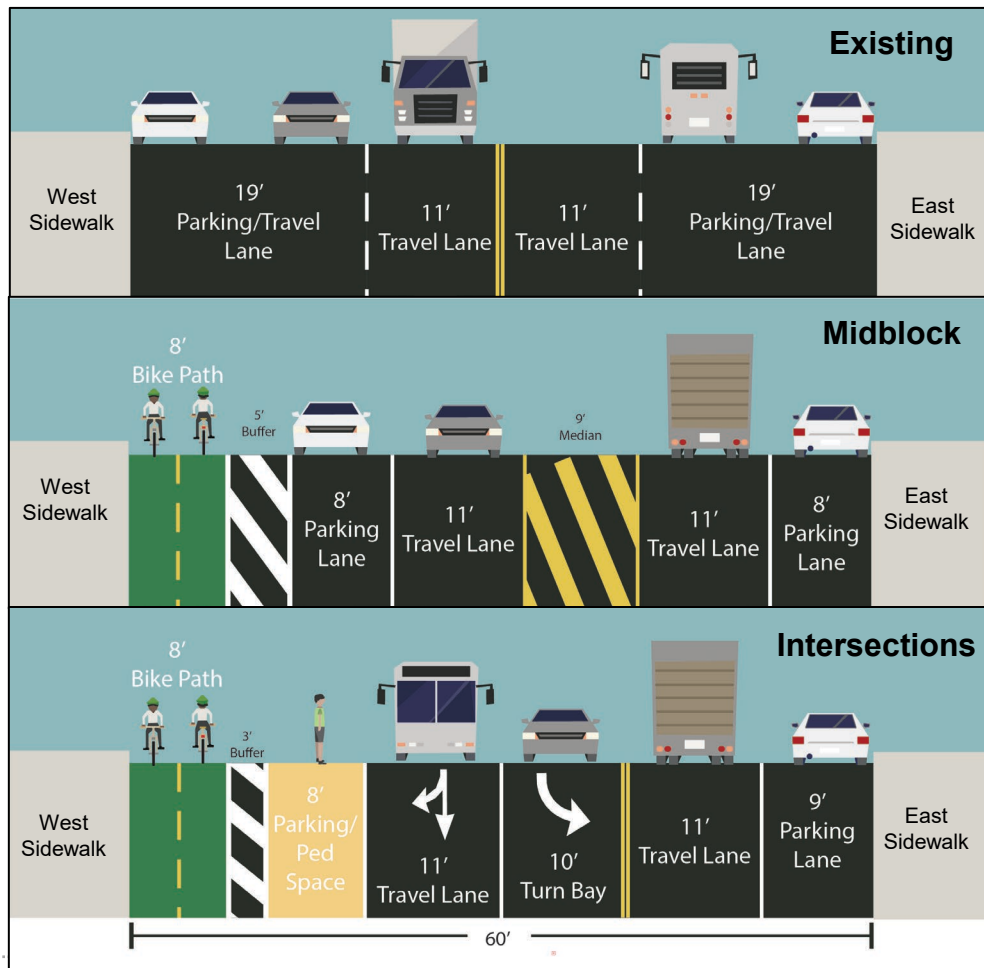
- No protected bike lanes in Kingsbridge and Kingsbridge Heights
- No north-south cyclist connections to Van Cortlandt Park, other parts of the Bronx, or Manhattan

nyc.gov/visionzero



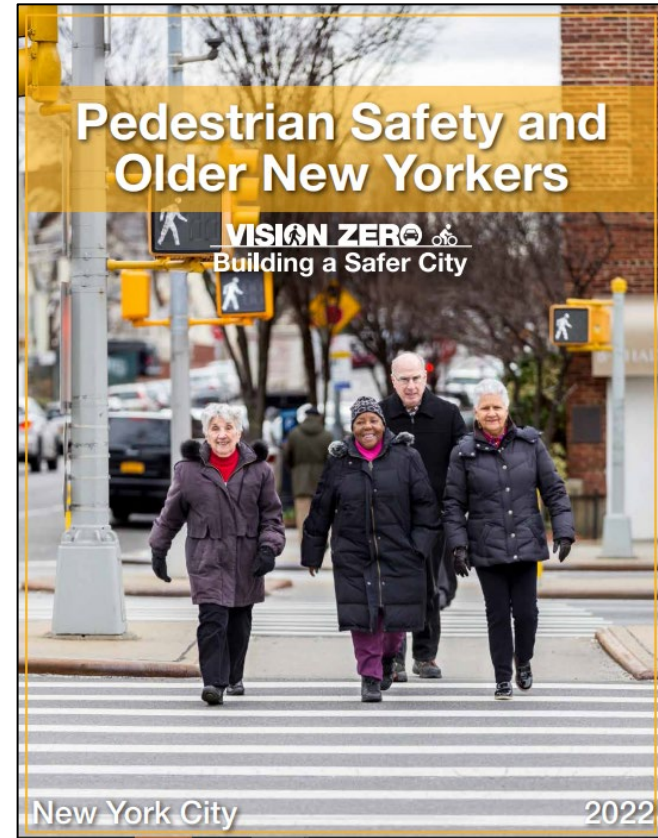
Proposal – Corridor Wide

- **Remove a travel lane in both directions**, create a **wide flush median**, and **add turn bays** at intersections to encourage safer driving speeds and safer turns on Bailey Ave
- On the western curb, add a **two-way parking protected bike lane** to build a safe cycling connection on Bailey Ave
- **Add pedestrian islands** at all feasible locations to shorten crossing distances and encourage slower, safer turns
- Add or enhance **bus boarding islands** for southbound Bx10 buses to improve rider accessibility and bus service



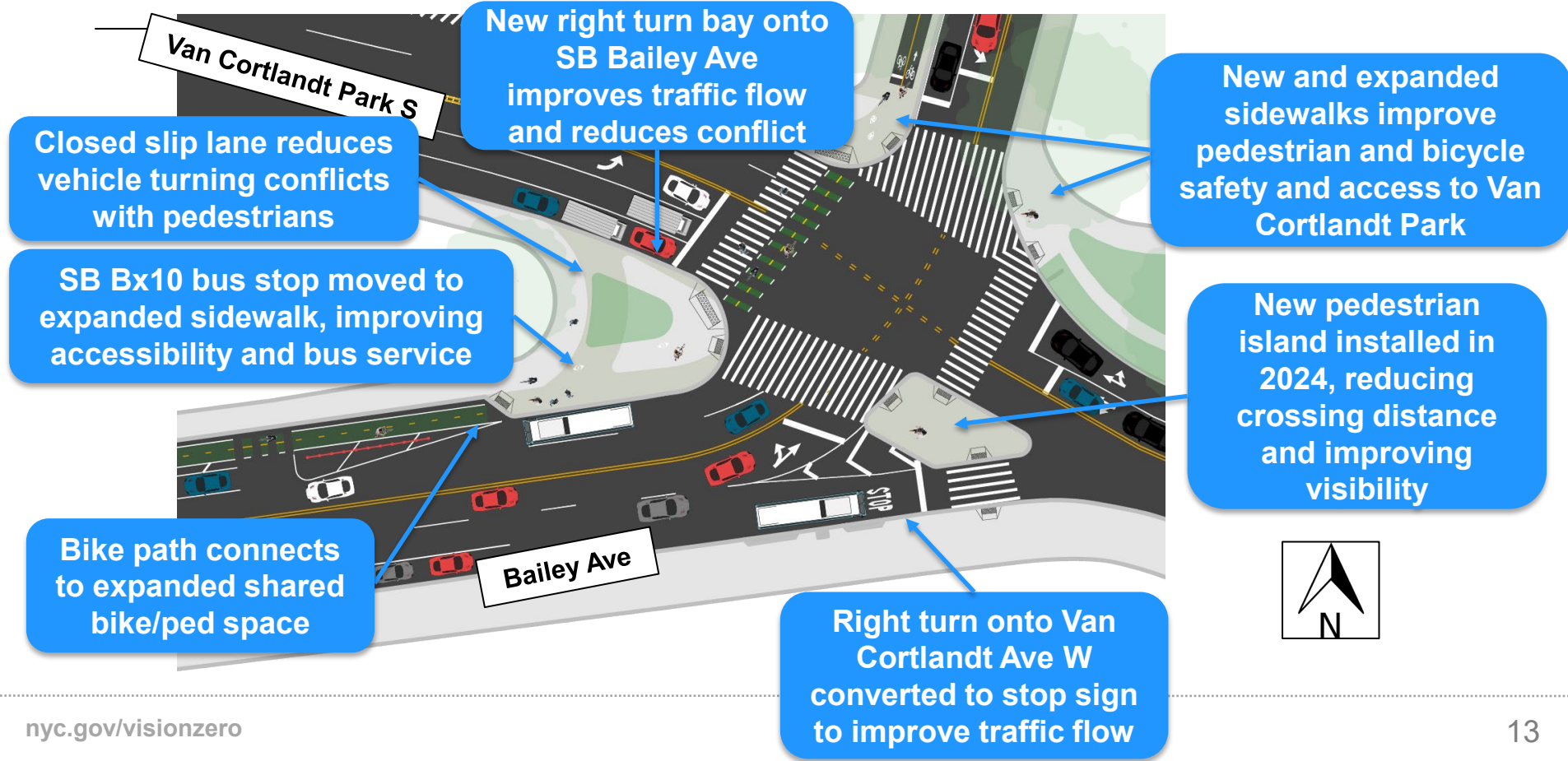
Protected Bike Lane Safety

- Protected Bike Lane designs are proven to calm traffic and improve safety for all roadway users and include pedestrian safety benefits at every intersection
- Safety improvements associated with Protected Bike Lanes are most impactful for the most vulnerable roadway users
 - All users:
 - 14.8% injury reduction, 18.1% KSI (killed or severely injured) reduction
 - Pedestrians
 - 17.8% injury reduction, 29.2% KSI reduction
 - Senior Pedestrians
 - 22% injury reduction, **39% KSI reduction**

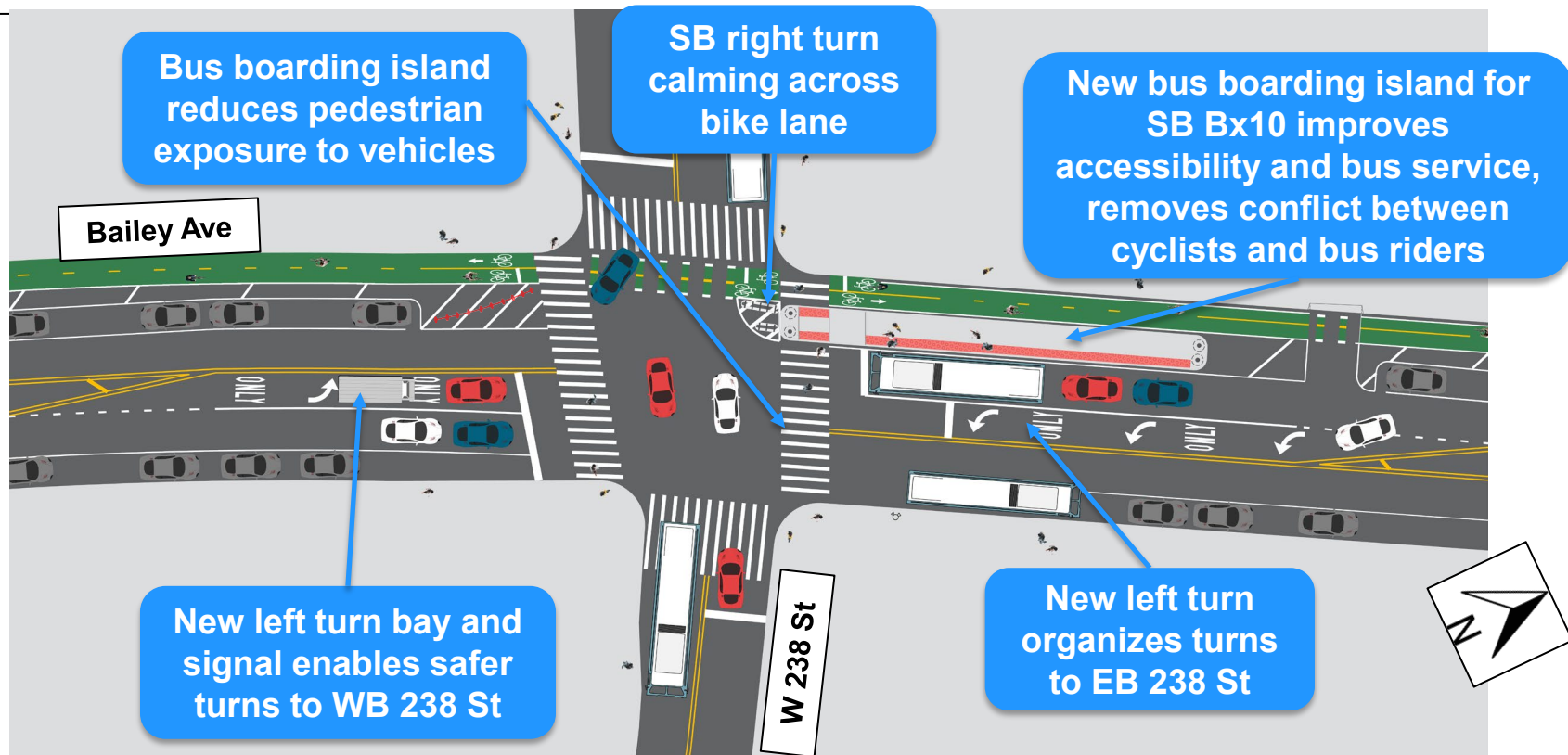


Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report

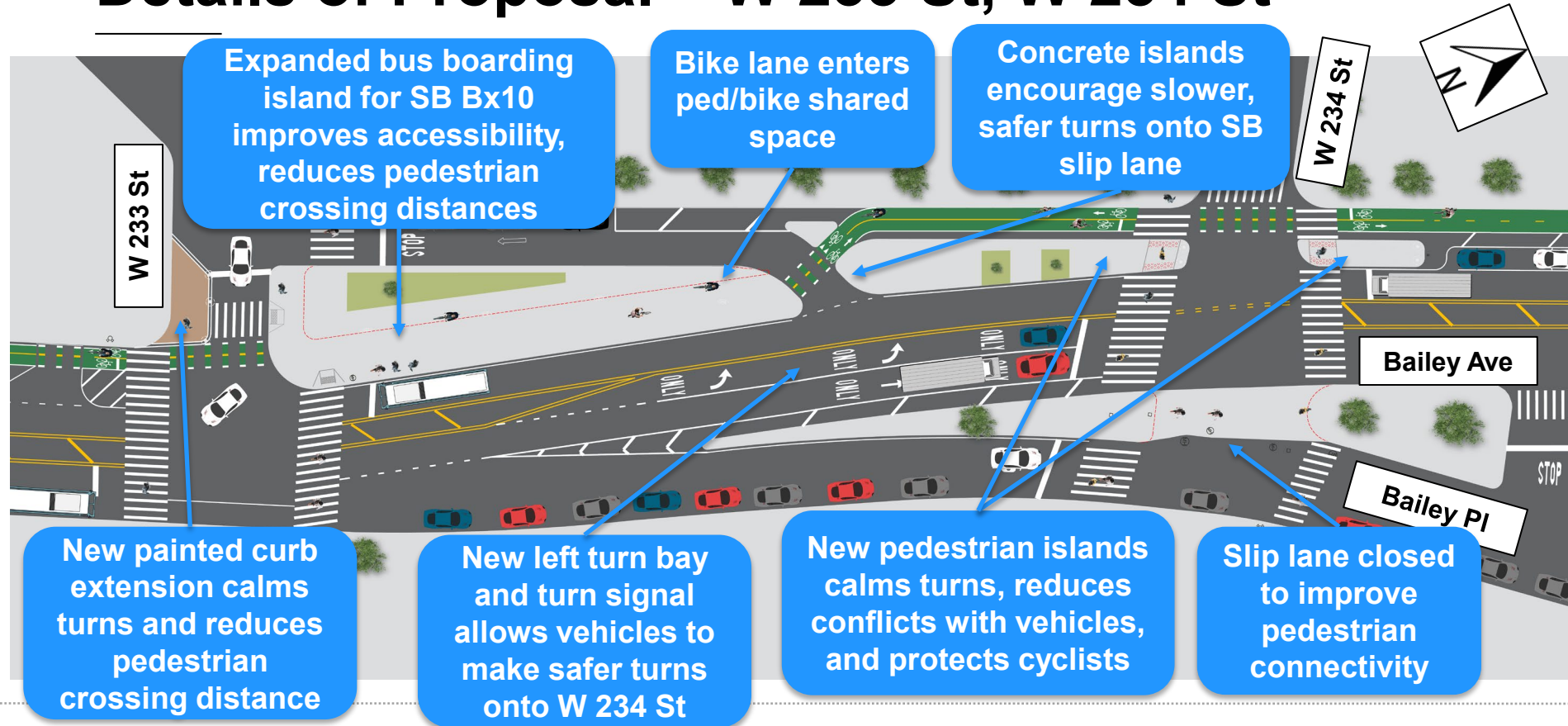
Details of Proposal – Van Cortlandt Park S



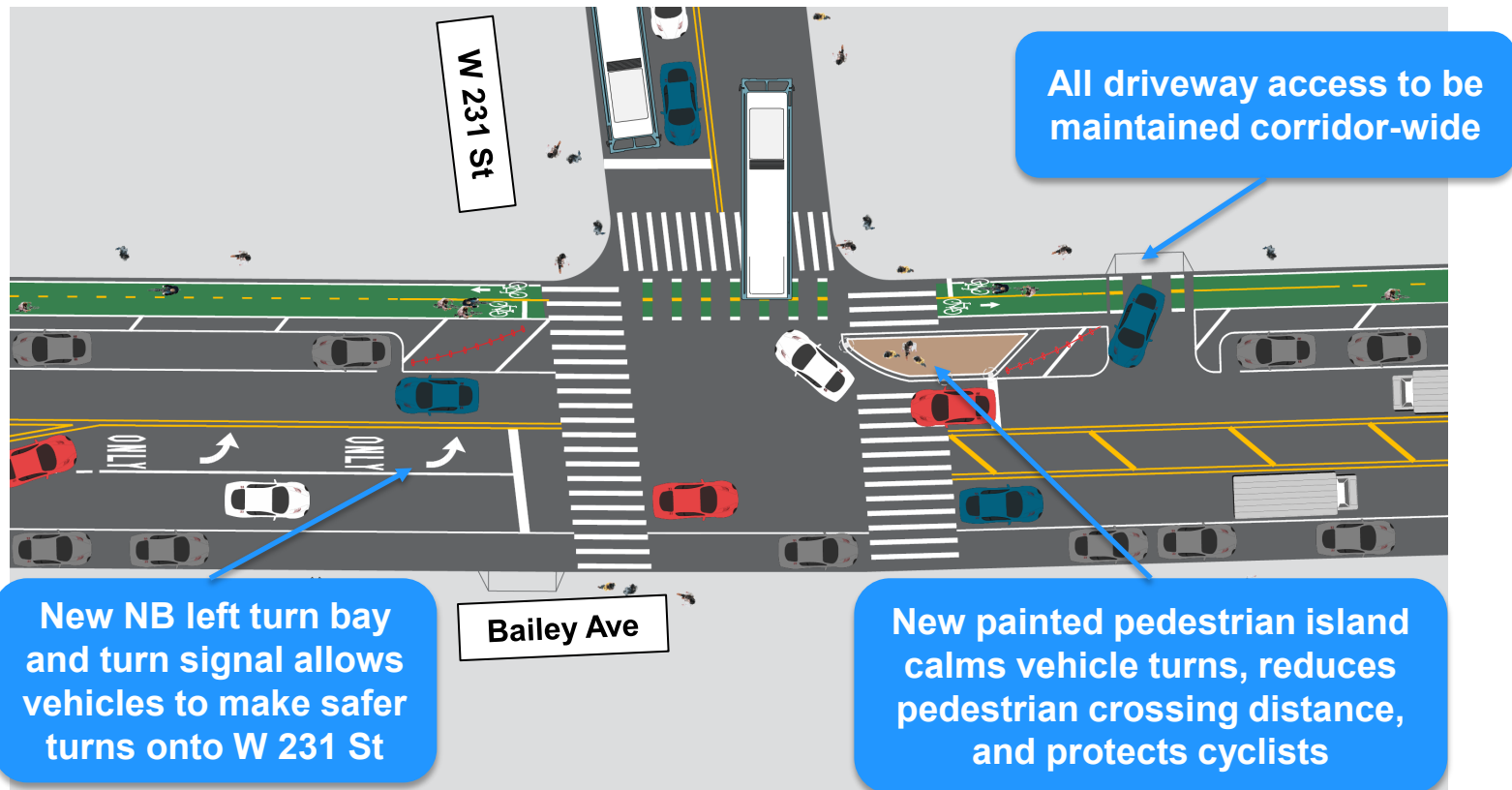
Details of Proposal – W 238 St



Details of Proposal – W 233 St, W 234 St



Details of Proposal – W 231 St



Details of Proposal – W 230 St, Albany Crescent

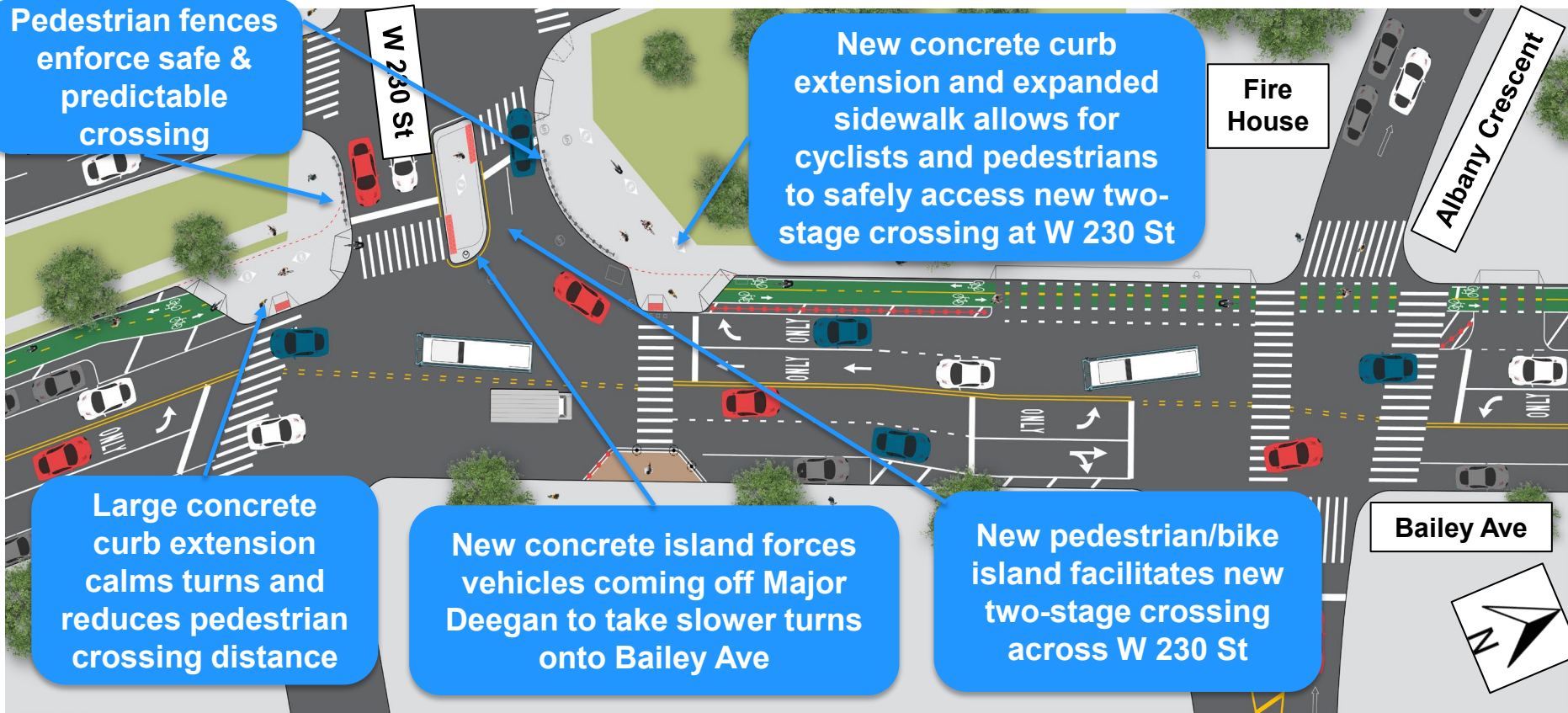
Pedestrian fences enforce safe & predictable crossing

New concrete curb extension and expanded sidewalk allows for cyclists and pedestrians to safely access new two-stage crossing at W 230 St

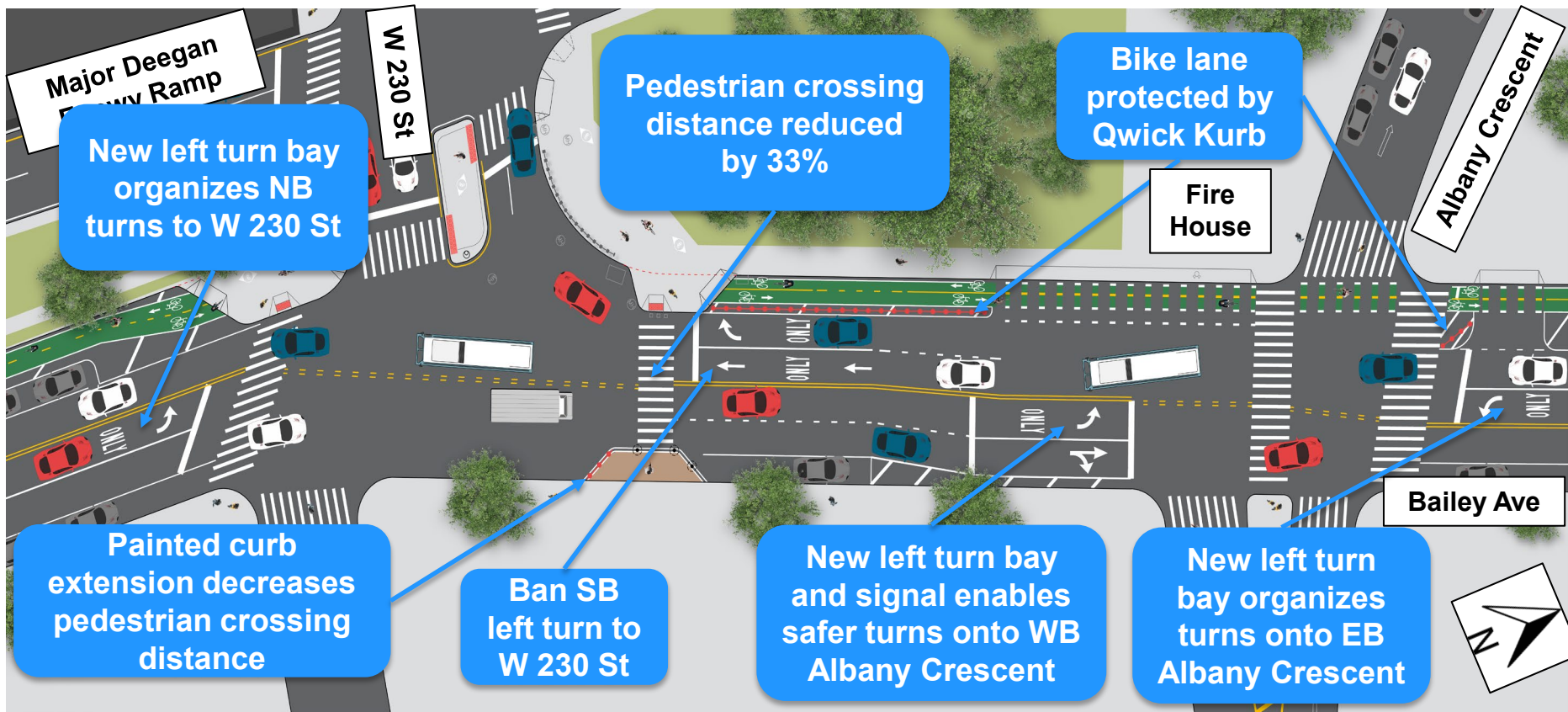
Large concrete curb extension calms turns and reduces pedestrian crossing distance

New concrete island forces vehicles coming off Major Deegan to take slower turns onto Bailey Ave

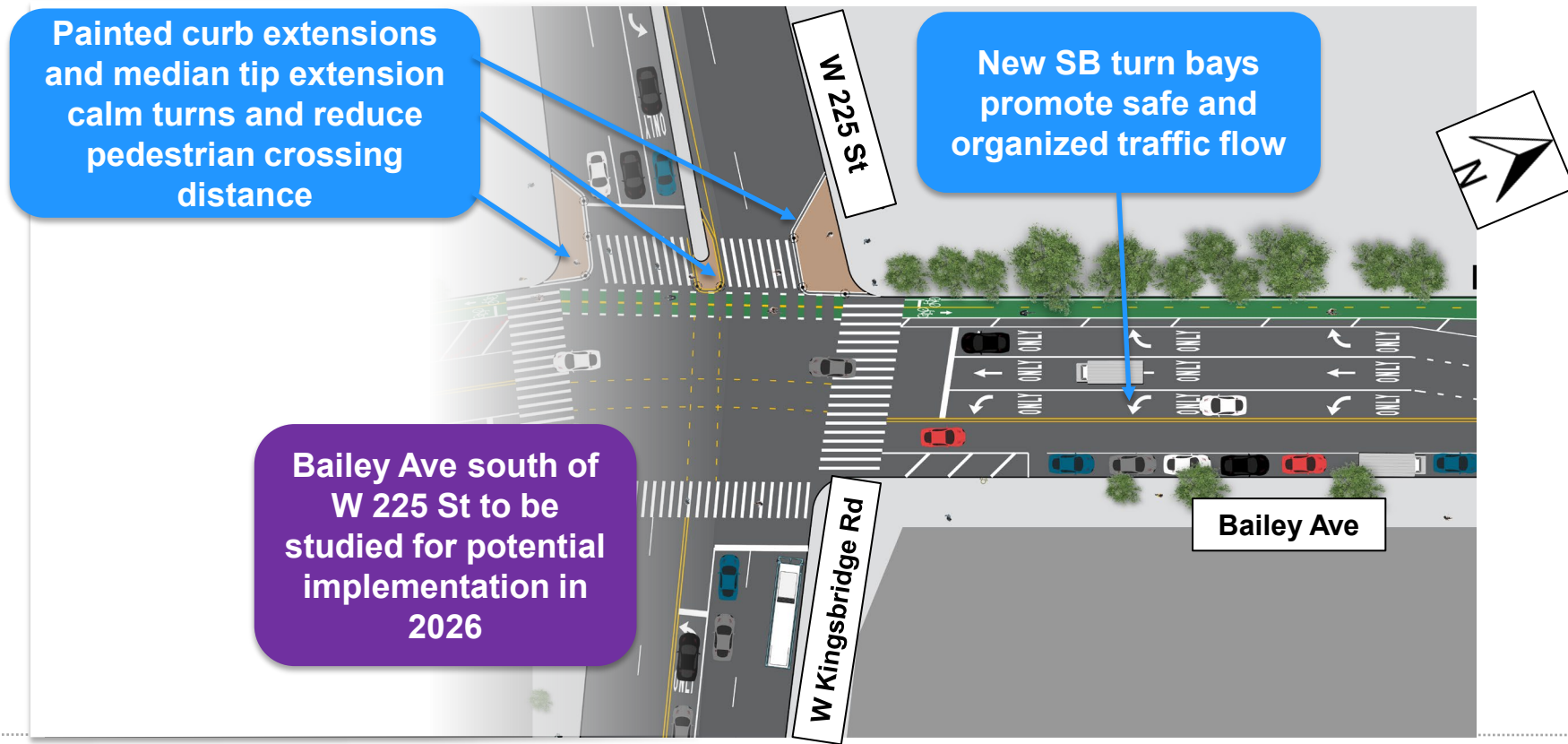
New pedestrian/bike island facilitates new two-stage crossing across W 230 St



Details of Proposal – W 230 St, Albany Crescent



Details of Proposal – W 225 St / W Kingsbridge Rd



Parking Impacts

- On the 1.1 mile corridor, each block was evaluated to determine parking impacts
 - Net repurposing approximately **46** spots (may change based on final design)
- Reasons for repurposed parking:
 - Turn-calming treatments that improve visibility and encourage slower turns, which addresses left turn and right-angle crashes
 - New pedestrian islands and curb extensions that create shorter and safer crossing distances for pedestrians
 - Room for new turn bays for safer vehicle turns, improved traffic flow, and reduced conflicts between vehicles, pedestrians, and cyclists



Bike Network Connections

Ongoing DOT project to build connection to Empire State Trail

Potential future connection to Tibbetts Brook Greenway in design

Potential future corridor connection under study

Proposed Bailey Ave 2025 Project

Potential future connection to Broadway Bridge under study



2024 Bike Map with Bailey Ave and related projects overlaid

Harlem River Greenway

- Since 2022, DOT has held over 30 public workshops and community events to collect feedback on a proposed Harlem River Greenway
- Proposal would create a continuous and connected path from Van Cortlandt Park to Randall's Island
- Greenway to provide a new, convenient and safe recreation and commuting option
- Bailey Ave is the northernmost on-street phase of the Harlem River Greenway



Potential Harlem River Greenway Route

Harlem River Greenway

What We Heard: Bailey Ave

Bailey is the most direct option and feels like a greenway

Bailey is a potential gem! The views of the waterfront are really cool, though it's underutilized and really needs life.

Could be an important connection to VCP

West side of Bailey is a green park all the way down – a good North-South route!

People drive too fast on Bailey – it could use a redesign to calm traffic

A greenway on Bailey would bring the street to life



*Harlem River Greenway Workshop, 3/13/24
Bronx Community College*

Project Benefits

- Lane reduction on Bailey Ave **organizes the roadway and calms traffic**; new turn bays and turn signals **promote predictable and safer vehicle behavior**
- Substantial pedestrian safety improvements at every intersection, **reducing conflict points** with drivers, **increasing visibility**, and **shortening crossing distance**
- Protected Bike Lane adds 2.2 miles of **dedicated space for cyclists** through Kingsbridge/Kingsbridge Heights, providing safe connections to Van Cortlandt Park and other neighborhood destinations
- **Bus service and accessibility improvements** for Bx10 riders



Gerritsen Ave, BK

Thank You!



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