



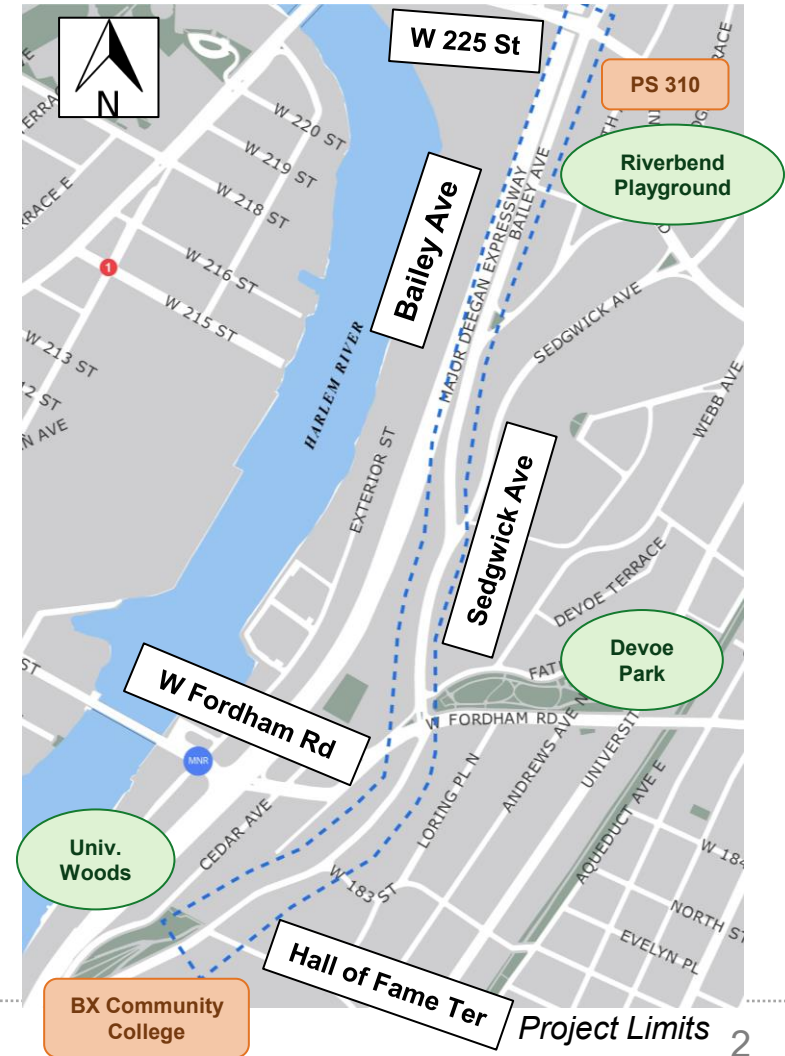
Bailey & Sedgwick Aves, W 225 St to Hall of Fame Terrace

Bronx Community Board 7

April 2026

Project Location

- **Bailey Avenue:** from W 225 St to Sedgwick Ave
- **Sedgwick Ave:** from Bailey Ave to Hall of Fame Terrace
- **1.1 miles** connecting Kingsbridge Hts and University Hts
- Adjacent to **Major Deegan Expwy**, access to **1 train** (W 225 St), **Metro North** (University Heights), and **Bx12 SBS**
- Mix of **residential** and light **industrial** uses, three **parks** (Riverbend Playground, Devoe Park, University Woods), and two **schools** (PS 310, Bronx Community College)
- **BxM3 and Bx12** routes on Sedgwick Ave between Bailey Ave & W Fordham Rd
- Project area between W 225 St and W Fordham Rd is a local **truck route**
- Corridor **scheduled for resurfacing** in Summer 2026

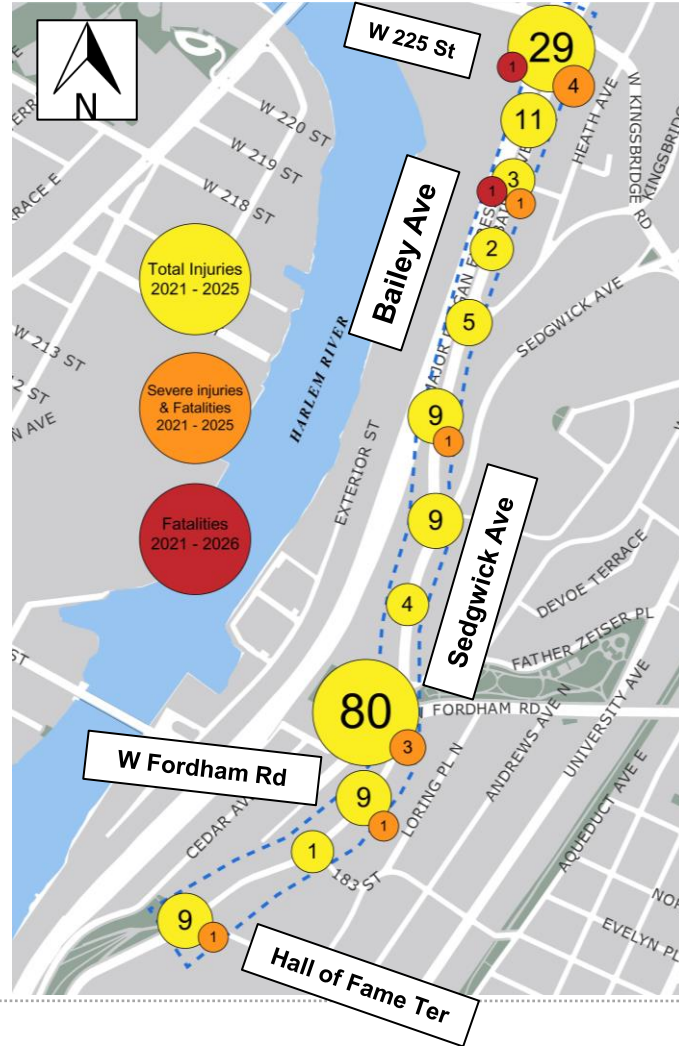


Crash and Injury Data

- Between 2021 and 2025, 179 people have been injured on this portion of Bailey and Sedgwick Aves
- **9 severe injuries and 2 fatalities**
 - 2022: Ped fatality at W 225 St
 - 2022: Scooter fatality at W 193 St
- Sedgwick Ave & W Fordham Rd is a Vision Zero Priority Intersection

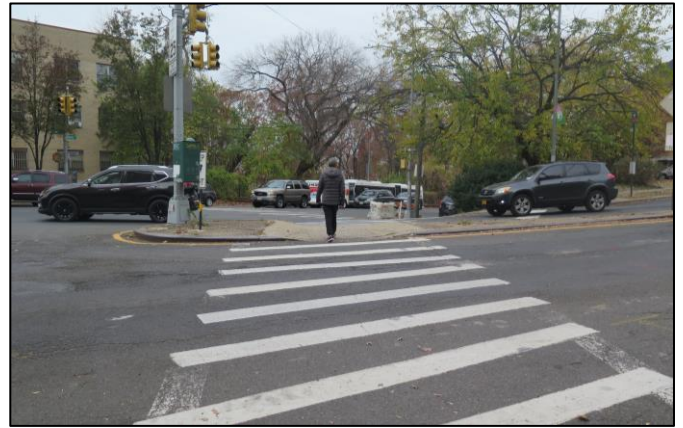
Injury Summary, 2021-2025 (5 Years)				
Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	30	0	1	1
Bicyclist	17	2	0	2
Motorized Two-Wheelers	19	5	1	6
Motor Vehicle Occupant	113	2	0	2
Total	179	9	2	11

Map of injuries in project area



Crash and Injury Data

- Most common (56%) pedestrian injuries are caused by **turning drivers failing to yield** to pedestrians crossing with the light
- Most common driver injuries (56%) are caused by rear-end and side-swipe crashes, indicating **high rates of speeding** and aggressive driving
- Rate of severe injuries on this portion of Bailey & Sedgwick Aves puts it in the **top 1/3 of high crash corridors** in the Bronx

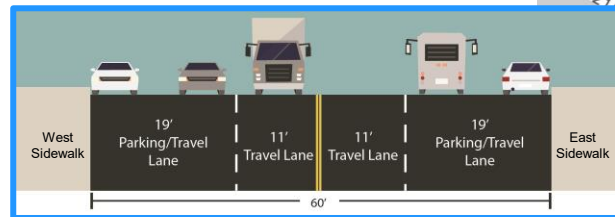


A pedestrian waits for cars to pass at Sedgwick Ave & Bailey Ave, above; Cars speed down Bailey Ave at Heath Ave, below.

Existing Conditions - Geometry

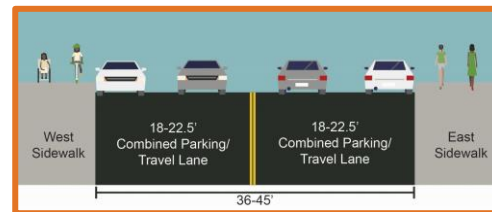
W 225 St to W Fordham Rd

- 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



W Fordham Rd to Hall of Fame Terrace

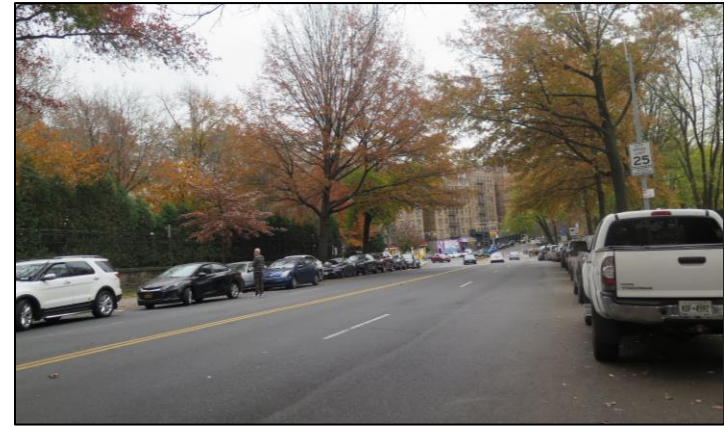
- Variable street width (36-45') with moving lane and parking in either direction
- Residential and undeveloped blocks



Existing Conditions

Drivers

- From W 225 St to W Fordham Rd, **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, sideswipe, and right-angle crashes and injuries
- Wide roadway and intersections encourage **fast turns** onto Bailey and Sedgwick Aves in pedestrian areas
- South of W Fordham Rd, inconsistent street width increases risks of **sideswipes** on parked vehicles



*Wide street at Sedgwick Ave & Fordham Hill Oval, above;
Turning vehicle at Sedgwick Ave & Hall of Fame Terrace, below*

Existing Conditions

Pedestrians

- **Long crossing distances** and high pedestrian volumes at W 225 St and W Fordham Rd
- **Large, mis-aligned intersections** allow drivers to take **fast and unsafe turns**, endangering pedestrians
- **Missing pedestrian signal** at Bailey Ave & Sedgwick Ave, **missing crosswalk** at Bailey Ave & Heath Ave, **unsignalized crossing** at Sedgwick Ave & Fordham Hill Oval
- **Long distances** between signalized pedestrian crossings



Pedestrian crossing Sedgwick Ave & Fordham Hill Oval, above; pedestrian crossing Bailey Ave & Heath Ave without a marked crosswalk, below.

Existing Conditions

Cyclists

- **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**
- Bailey Ave (Phase 1) connects cyclists from **W 225 St to Van Cortlandt Park**



Cyclist riding south of Bailey Ave & W 225 St, above; cyclist riding at Sedgwick Ave & Hall of Fame Terr, below.

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 7+ mile continuous and connected path from Van Cortlandt Park to Randall's Island
- Greenway to provide a new, convenient and safe recreation and commuting option
- Combined with 2025 Bailey Ave project, this proposal will complete 2.2 miles (4.4 total lane mi) south of VCP



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

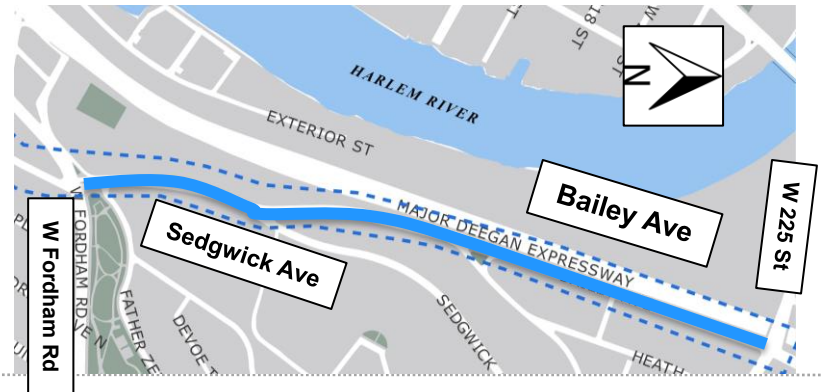
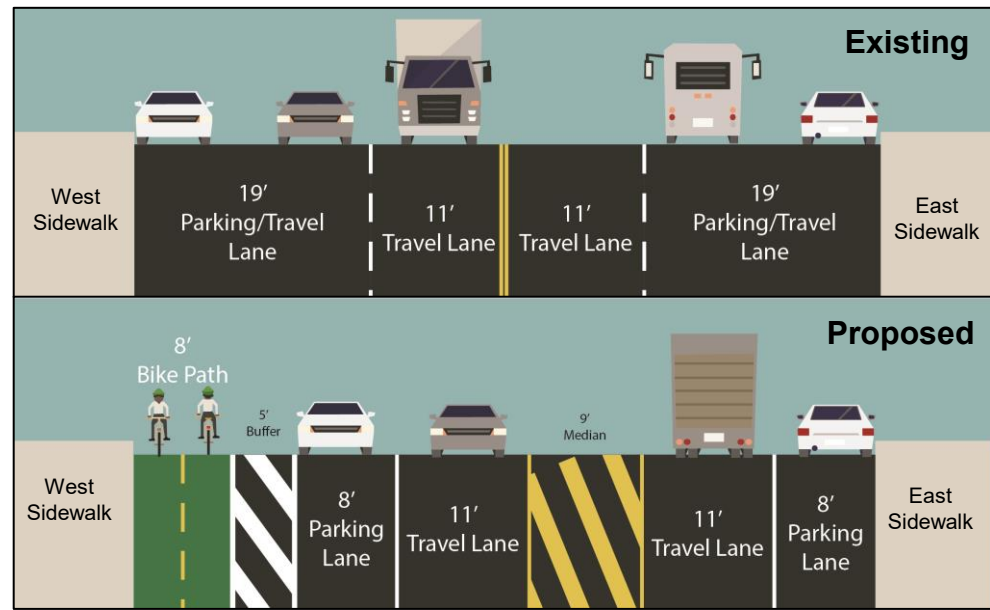
A greenway on Bailey would bring the street to life



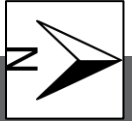
*Harlem River Greenway Workshop, 3/13/24
Bronx Community College*

Proposal – W 225 St to W Fordham Rd

- **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 and Sedgwick Aves
- On the western curb, add a **two-way parking Protected Bike Lane** to build a safe cycling connection on Bailey and Sedgwick Aves
- **Add pedestrian islands** at all feasible locations to shorten crossing distances and encourage slower, safer turns
- Add **bus boarding island** for southbound Bx12 and BxM3 buses to improve rider accessibility and bus service



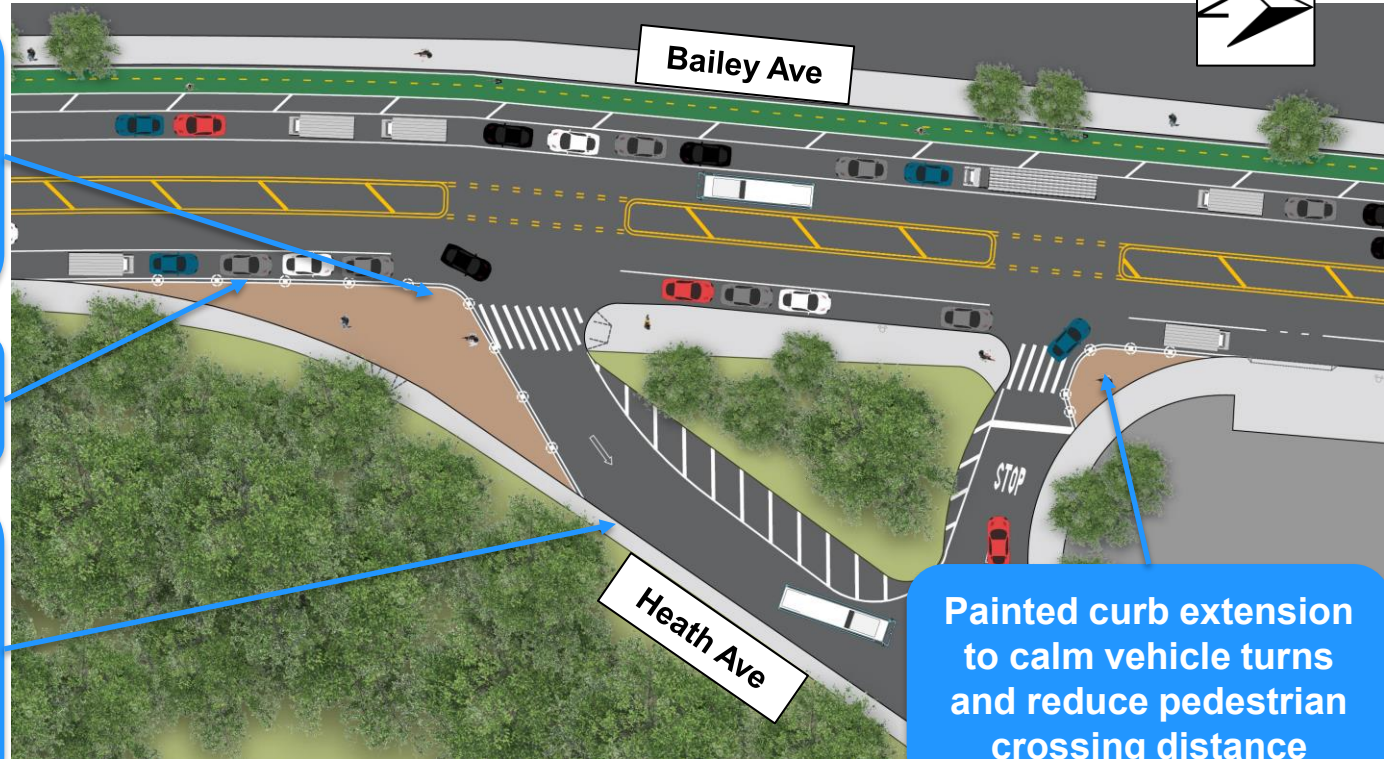
Details of Project – Bailey Ave & Heath Ave



Large painted curb extension and add new crosswalk to calm turns and clarify and reduce pedestrian crossing distance

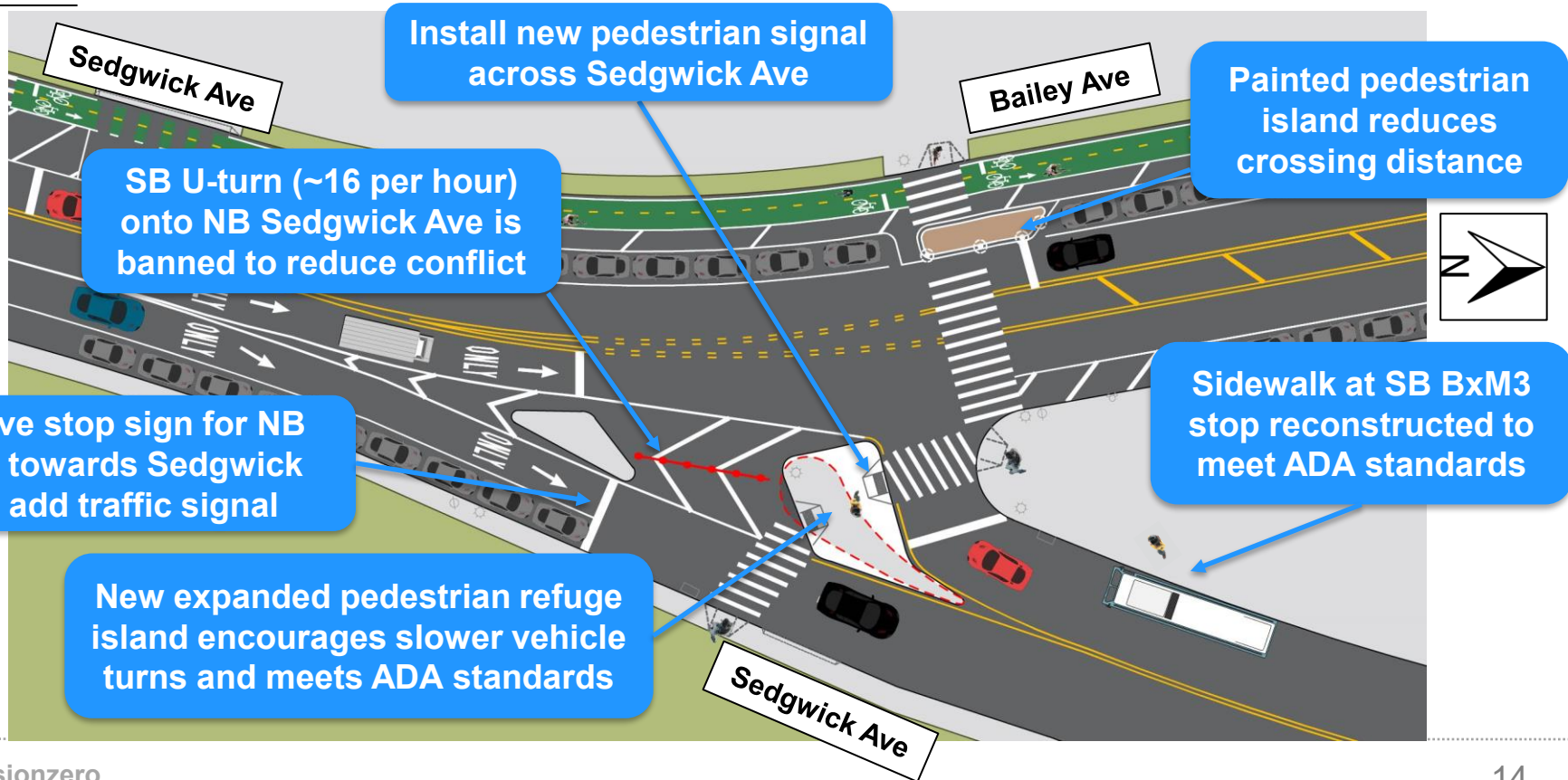
Add parking on new painted curb extension

Remove parking to enable smooth bus turnaround --- buses currently mount curb to drive around the triangle (no net change at intersection)

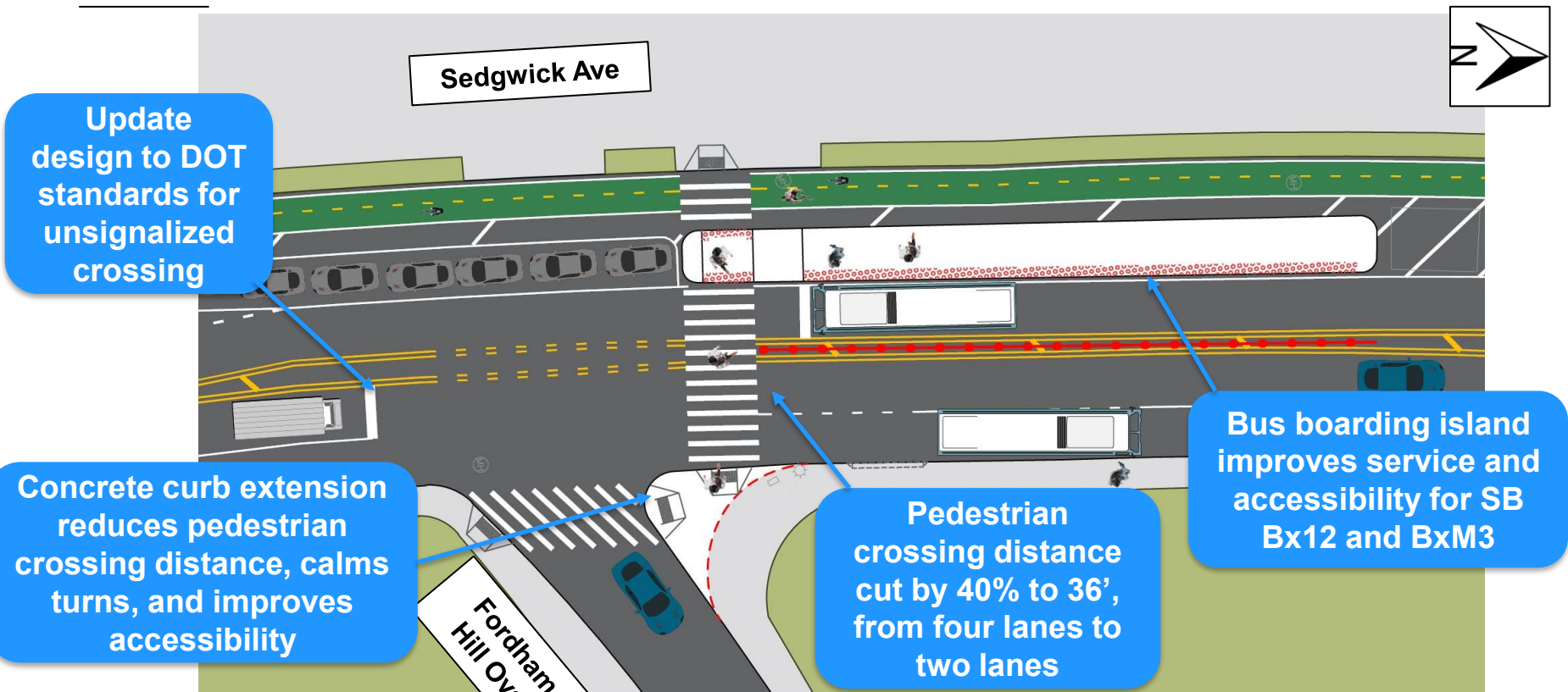


Painted curb extension to calm vehicle turns and reduce pedestrian crossing distance

Details of Project – Bailey Ave & Sedgwick Ave



Details of Project – Sedgwick Ave & Fordham Hill Oval



Details of Project – Sedgwick Ave & W Fordham Rd

Close slip lane to reduce conflicts, simplify movements

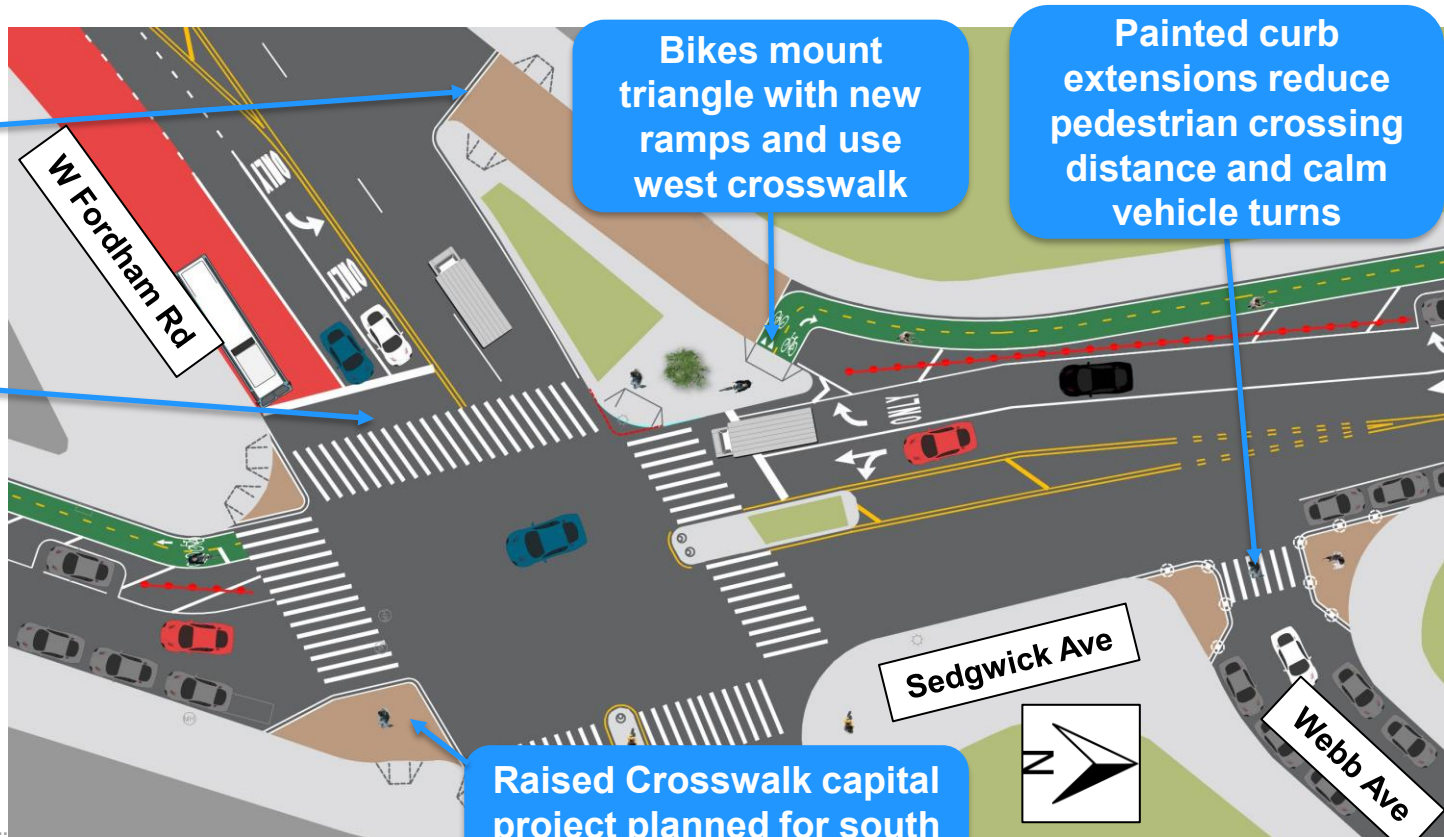
Fully protect the west leg of the intersection, removing all vehicle-ped and vehicle-bike turning conflicts

Southbound one-way conversion of Sedgwick between W Fordham Rd and W 183 St

Bikes mount triangle with new ramps and use west crosswalk

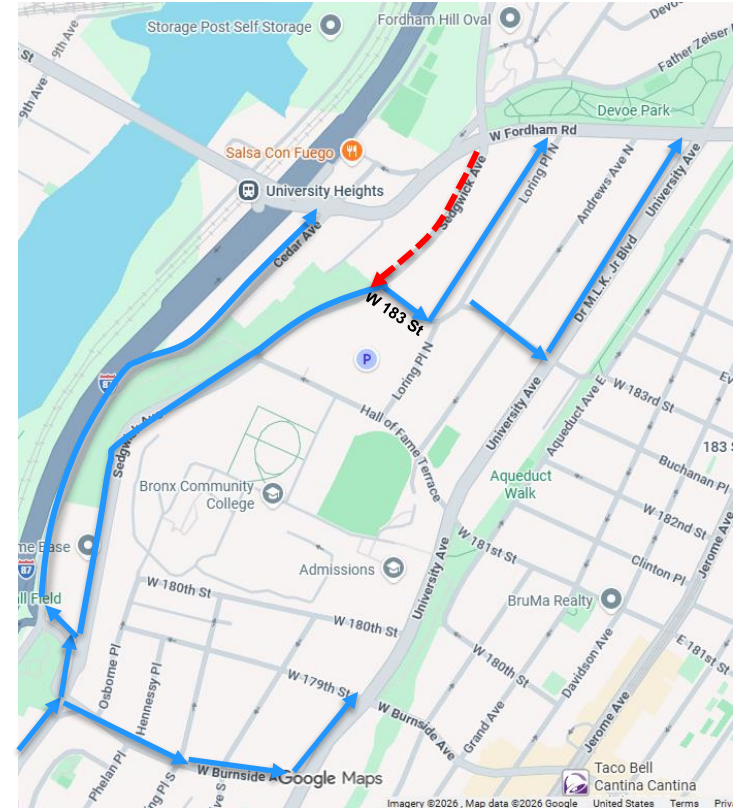
Painted curb extensions reduce pedestrian crossing distance and calm vehicle turns

Raised Crosswalk capital project planned for south leg, construction in 2028



One-way Conversion between W Fordham Rd & W 183 St

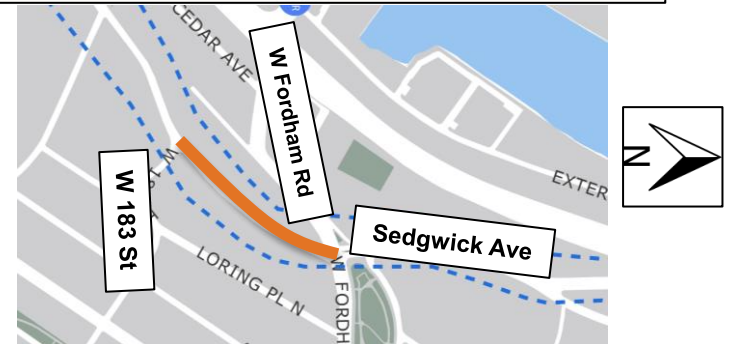
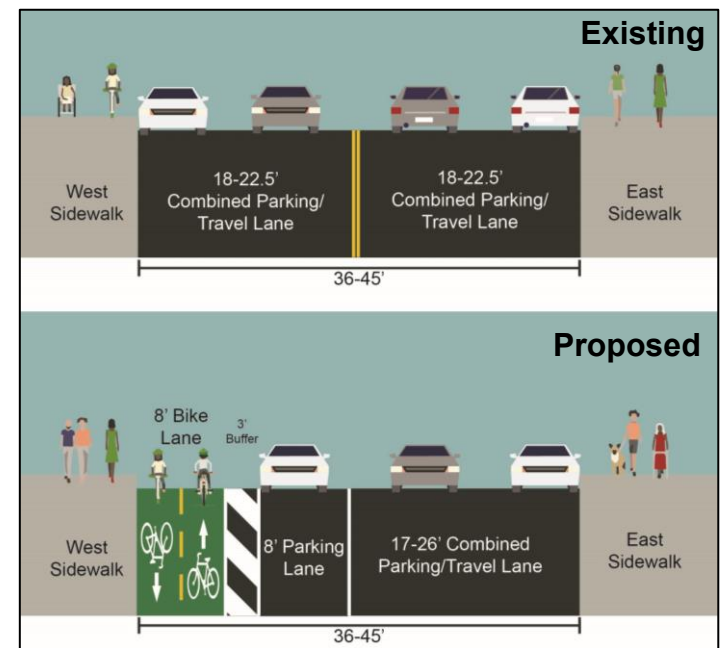
- DOT will convert one block of Sedgwick Ave between W Fordham Rd and W 183 St to southbound one-way
- **Harlem River Greenway Connectivity**
 - To make room for the on-street Harlem River Greenway south of W Fordham Rd while also maintaining parking on both sides of the street, DOT needs to remove a traffic lane on Sedgwick Ave
- **Safety at Sedgwick Ave & W Fordham Rd**
 - Removing northbound traffic from Sedgwick Ave towards W Fordham Rd removes several turning conflicts from this Vision Zero Priority Intersection, and allows DOT to install additional curb extensions
- **Alternatives**
 - Northbound vehicle traffic seeking to access W Fordham Rd can use Cedar Ave, Loring Pl N, and University Ave
 - Two-way vehicle traffic **will be maintained** on Sedgwick Ave south of W 183 St



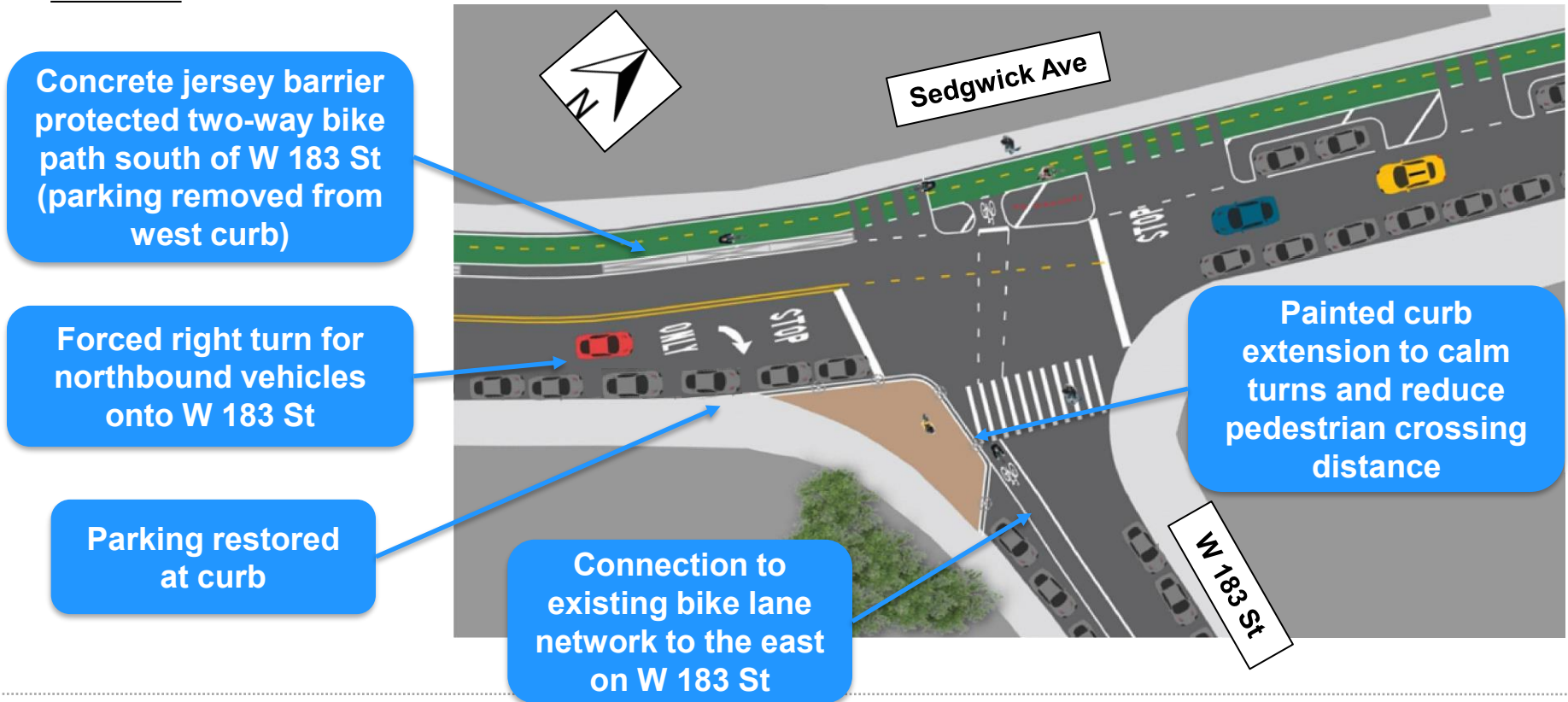
Northbound alternatives to Sedgwick Ave

Proposal – W Fordham Rd to W 183 St

- **Convert one block to one-way southbound** for vehicles and **maintain parking** on both sides of the street
- On the western curb, add a **two-way parking protected bike lane** to extend safe bike connection south of W Fordham Rd
- **Add painted curb extensions** to reduce crossing distance and calm vehicle turns



Details of Project – Sedgwick Ave & W 183 St



Concrete jersey barrier protected two-way bike path south of W 183 St (parking removed from west curb)

Forced right turn for northbound vehicles onto W 183 St

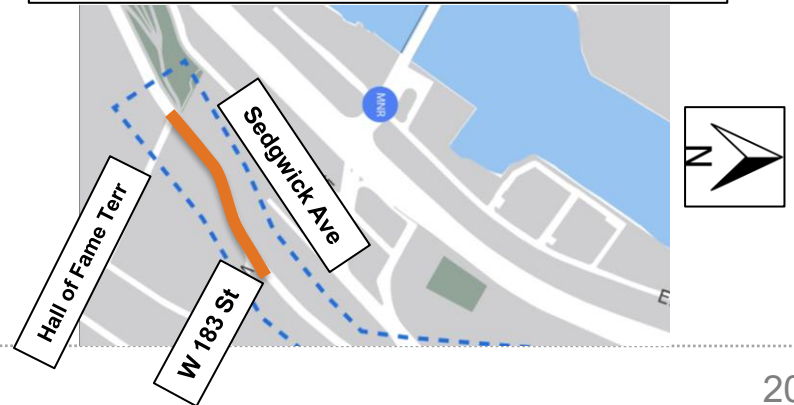
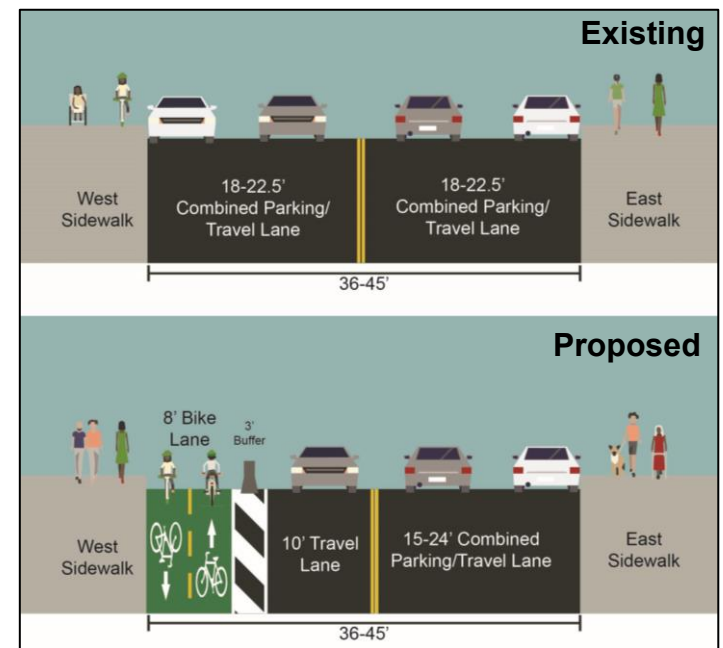
Parking restored at curb

Connection to existing bike lane network to the east on W 183 St

Painted curb extension to calm turns and reduce pedestrian crossing distance

Proposal – W 183 St to Hall of Fame Terrace

- **Maintain two-way traffic** for vehicles and **remove parking** on the west curb of the street to make room for bike lane
- On the western curb, add a **two-way barrier-protected bike lane** to continue safe bike connection south of W 183 St
- **Add painted curb extensions** to reduce pedestrian crossing distance and calm vehicle turns
- **Repair damaged curb** near Hall of Fame Terrace causing unsanitary ponding condition
- **Remove parking** from narrower portions of street on east curb to prevent sideswipes



Parking Impacts

- **W 225 St to W 183 St**
 - Only **6 spots** repurposed over 1.0 mile
 - Residential and light industrial uses
 - Turn calming treatments that improve visibility and encourage slower turns, and create safer environment for pedestrians, cyclists, and drivers
- **W 183 St to Hall of Fame Terrace**
 - **52 spots** repurposed over 0.1 mile
 - Mostly uninhabited block adjacent to surface parking lots, dumping & unregistered vehicles, limited parking demand
 - Continuing the Harlem River Greenway south of W Fordham Rd while maintaining two-way vehicle traffic, addressing street width, sideswipe issues



Crescent St, Queens

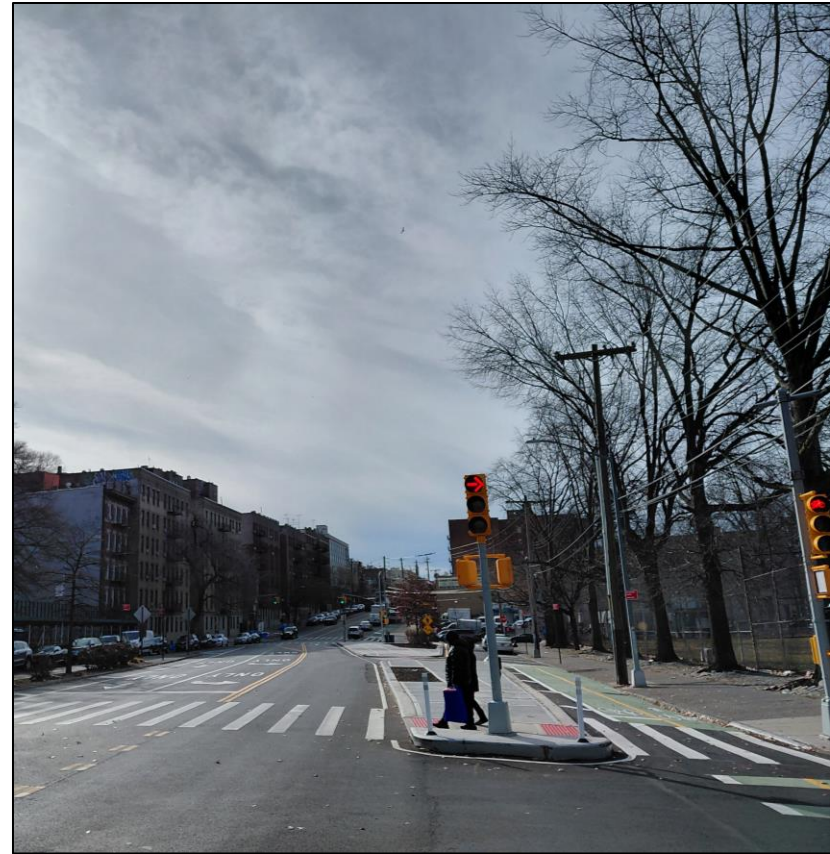


Sedgwick Ave & Hall of Fame Terrace

Protected Bike Lane Safety

- This proposal features safety treatments that are proven to reduce injuries, severe injuries, and fatalities for **all road users**
- Road Diet (pursued between W 225 St and W Fordham Rd)
 - All users: **-16.6%** injuries, **-30.0% KSI (killed or severely injured)**
 - Motor Vehicle Occupants: **-19.3%** injuries, **-33.8% KSI**
- Protected Bike Lane
 - All users: **-14.8%** injuries, **-18.1% KSI**
 - Pedestrians: **-17.8%** injuries, **-29.2% KSI**
- Curb and Sidewalk Extensions (pursued across corridor)
 - All users: **-10.4%** injuries, **-34.1% KSI**
 - Pedestrians: **-16.5%** injuries, **-44.7% KSI**

Source: NYC DOT Safety Treatment Evaluation (2005-2018)
<https://www.nyc.gov/html/dot/downloads/pdf/safety-treatment-evaluation-2005-2018.pdf>



2025 Improvements at Bailey Ave & W 234 St

Project Benefits

- Lane reduction on Bailey and Sedgwick Aves **organizes the roadway and calms traffic**; new turn bay and turn signal **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** between Kingsbridge Heights and University Heights
- **Bus service and accessibility improvements** for Bx12 and BxM3 riders
- Improvements will be coordinated with a **corridor-wide resurfacing** in Summer 2026



Gerritsen Ave, BK

Thank You!



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