

# Fordham Road – Inwood Bus Priority

Community Advisory Board Meeting #3 – March 15, 2022



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# Community Advisory Board

# Fordham Rd-Inwood Community Advisory Board (CAB)

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- Fordham Road-Inwood Community Advisory Board (CAB) will guide the project before, during, and after implementation
  - CAB includes elected officials, nonprofit and community organizations, government agency representatives, advocates, and bus riders
- The purpose of today's meeting will be to present the three different design alternatives that DOT will be studying. We hope to gather feedback of each of these options from CAB members to help guide us in the decision making process
- Additional community outreach will be conducted with Community Boards and other methods (e.g. online surveys, virtual meetings with stakeholders, walk-throughs)

# Background

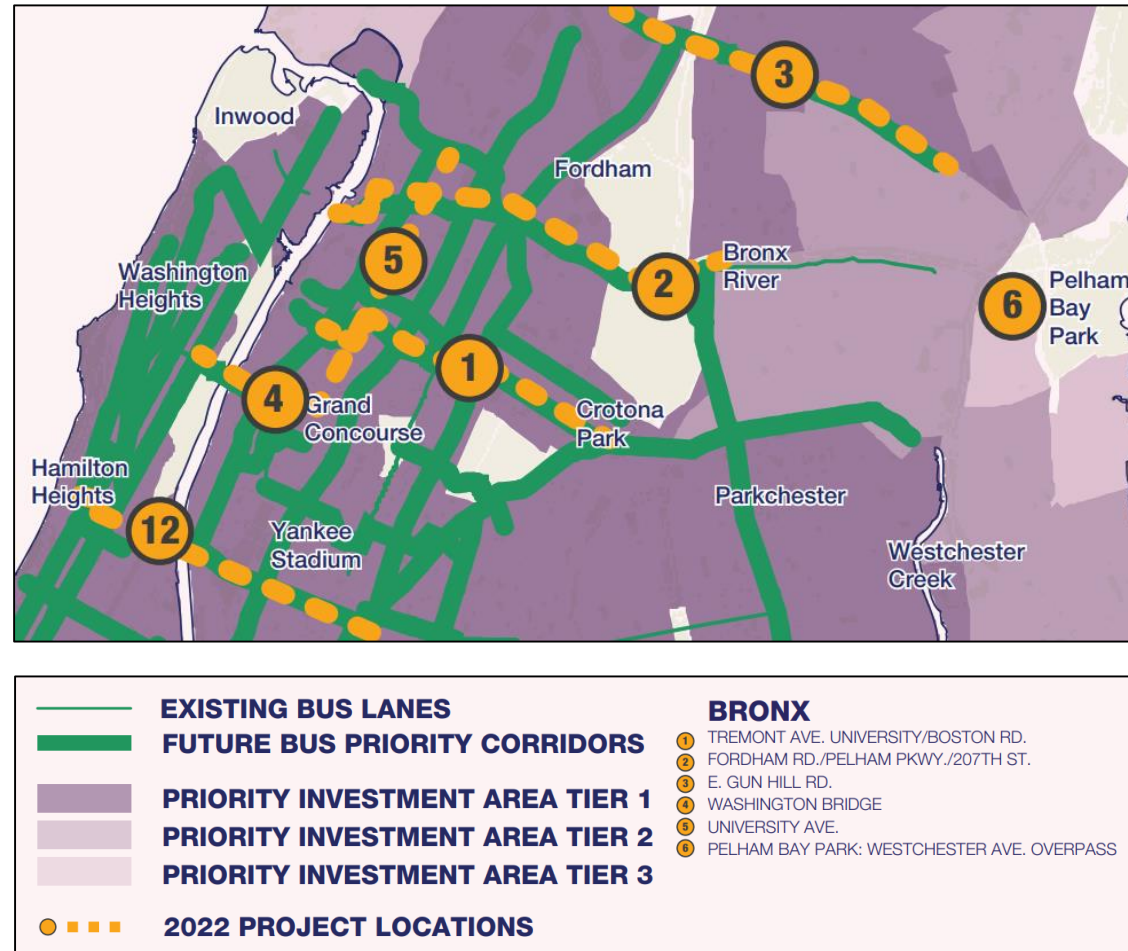


# NYC Streets Plan (2021)

Both Fordham and Inwood fall under Tier 1 of Priority Investment Areas

Transit goals of the Streets Plan:

1. **Increase sustainable travel modes** by reconfiguring streets and making more attractive choices available for New Yorkers to support the continued growth of NYC while **reducing congestion and emissions**
2. **Expand access to job opportunities** and encourage job creation through **faster and more reliable transportation options**
3. Allow all New Yorkers, regardless of ability, to get around the city in multiple ways **without encountering barriers to travel**



# Why Fordham Road?

- In 2008, MTA and DOT launched **the first Select Bus Service (SBS)** route on the Bx12
- Bx12 is the **busiest bus route** in the Bronx, and second busiest in NYC after the M15
- Critical **crosstown transportation corridor** and University Heights Bridge serves as a major **Bronx-Manhattan connection**
- **85,000 average daily bus riders** on 5 routes, serving neighborhoods with high concentrations of essential workers
- **Bus riders and pedestrians are the majority** of roadway users on Fordham Road
- **62%** of households on Bx12 corridor have no access to a private vehicle. **71%** commute to work via public transit, walking, or biking



# Parking and Loading

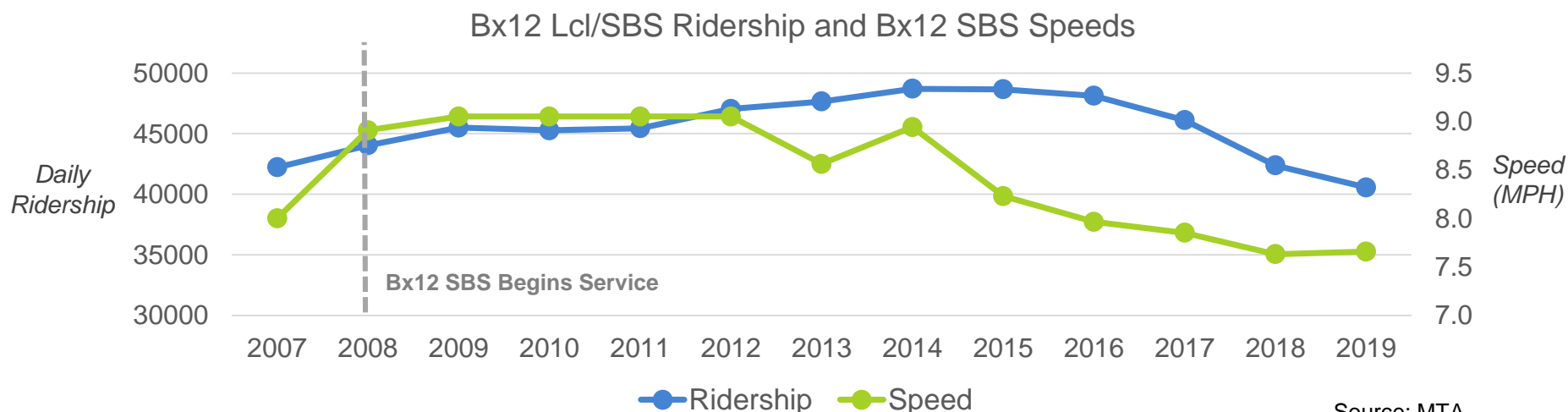
- Observations and data show that existing curbside bus lanes are frequently blocked
- Need for curb access throughout the day
- Demand for the curb continues to increase due to:
  - Uptick in for-hire vehicles (Uber, Lyft, etc.)
  - Deliveries of goods purchased online



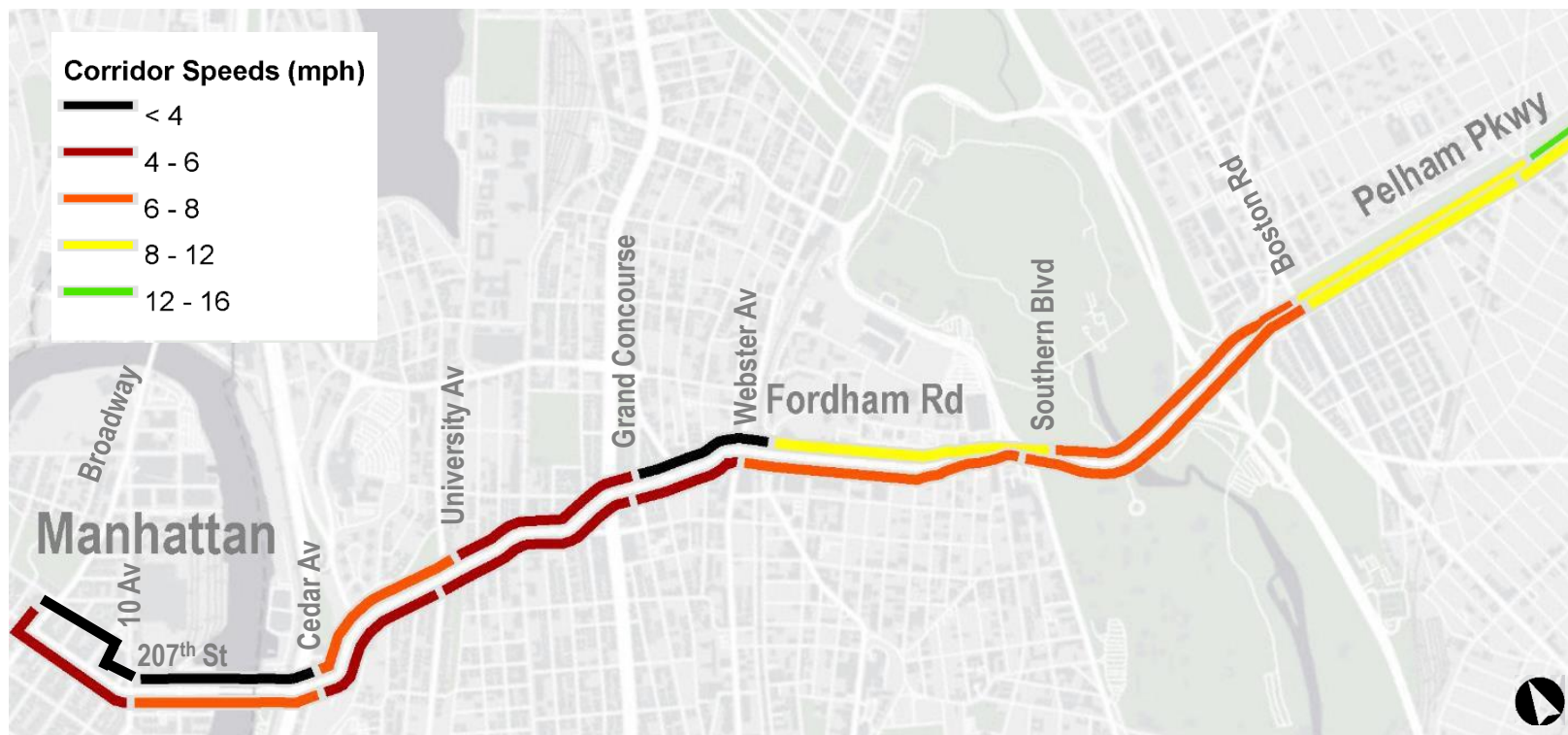


# Bus Speeds and Ridership

- Service and street design changes resulted in improvements for bus service
- In recent years, bus speeds and ridership have declined



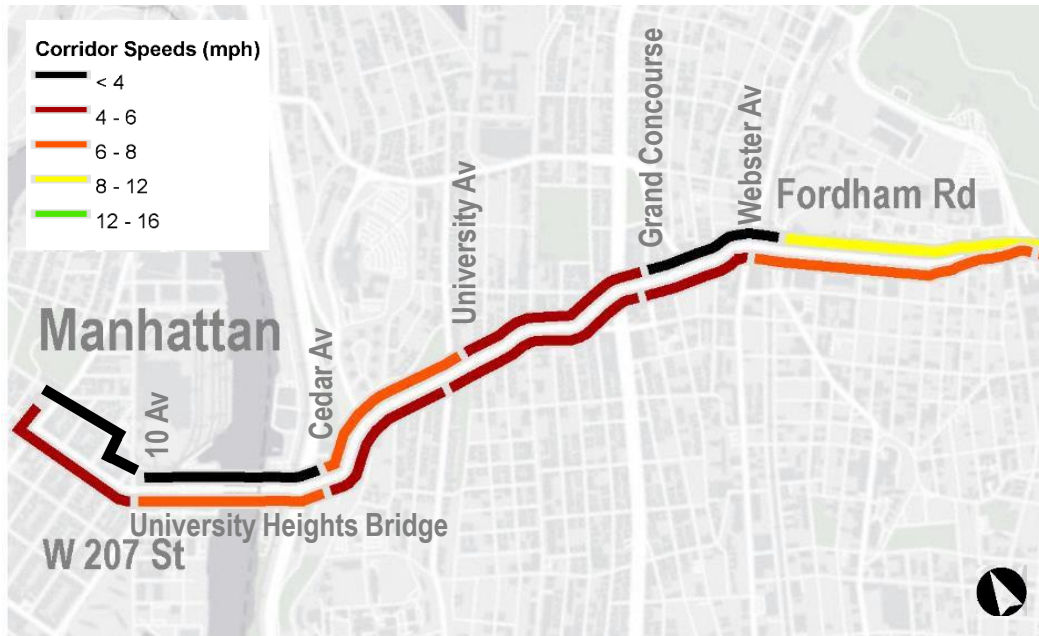
# Bx12-SBS Bus Speeds



Source: MTA

- Bx12-SBS bus speeds are slowest from Boston Rd to Broadway/Ischam St in the westbound direction, and from 207<sup>th</sup> St/Broadway to Boston Rd in the eastbound direction
- Major segments of congestion include the University Heights Bridge and between Webster Ave and Grand Concourse

# Why Study Bus Priority Across the University Heights Bridge?



Source: MTA

- Bus speeds across the University Heights Bridge are some of the slowest segments throughout the Bx12-SBS route
- Bus speed averages:
  - Below 4 mph in the westbound direction
  - 6 – 8 mph in the eastbound direction



# Transit Toolkit



Offset Bus Lane

Woodhaven Blvd, QN



Center Bus Lane/  
Physical Protection

161st St, BX



Busway/Transit & Truck Priority

© NYC DOT

14th St, MN



Curbside Bus Lane

Hylan Blvd, SI



Queue Jump Signal

Broadway, QN



# Bus Stops Toolkit



Leaning Bars

Nostrand Ave, BK



CityBench

86<sup>th</sup> St, MN



Physical Accessibility

Hylan Blvd, SI



Bus Boarders

Utica Av, BK



# Pedestrian Safety Toolkit



Pedestrian Island

*Fordham Rd, BX*



Bus Boarding Island

*Kings Hwy, BK*



Median Extension

*149th St, BX*



Painted Curb Extension

*Southern Blvd, BX*



# Parking Toolkit

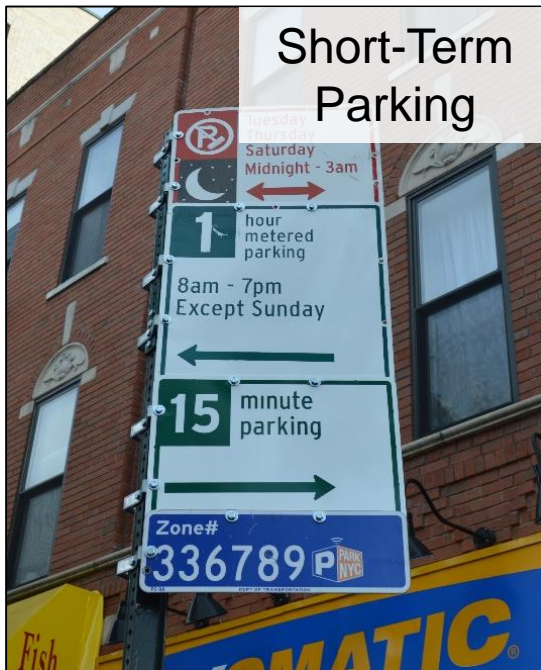
## Parking Meters



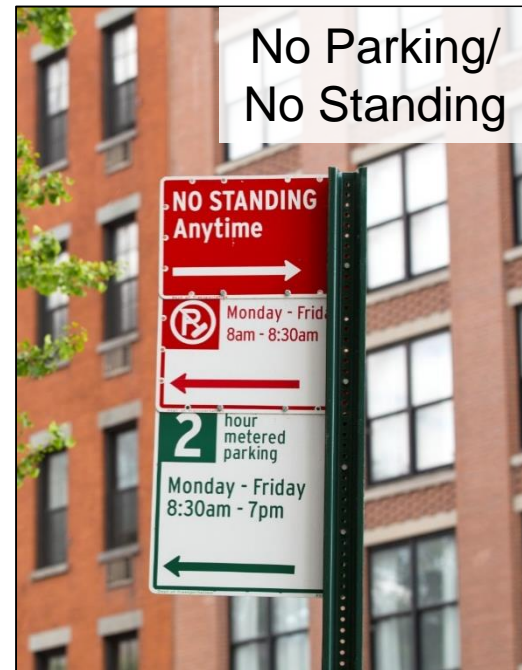
## Truck Loading Zones



## Short-Term Parking



## No Parking/ No Standing



# Other Tools

- Traffic signal timing
- Transit Signal Priority (TSP)
- Bus lane camera enforcement
  - DOT stationary cameras
  - MTA on-bus cameras (ABLE)
- Left & right turn bays





# Busway / Transit & Truck Priority

## Traffic Regulations:

- General through traffic will be restricted within Busway parameters
- Only buses, trucks, and emergency vehicles will be allowed through access
- ***All vehicles are allowed local access:***
  - **Local Access:** vehicles are allowed to drive on busway for local trips, pick-up/drop-off, and garage access but must make the next available right turn off Busway

## Busway Benefits:

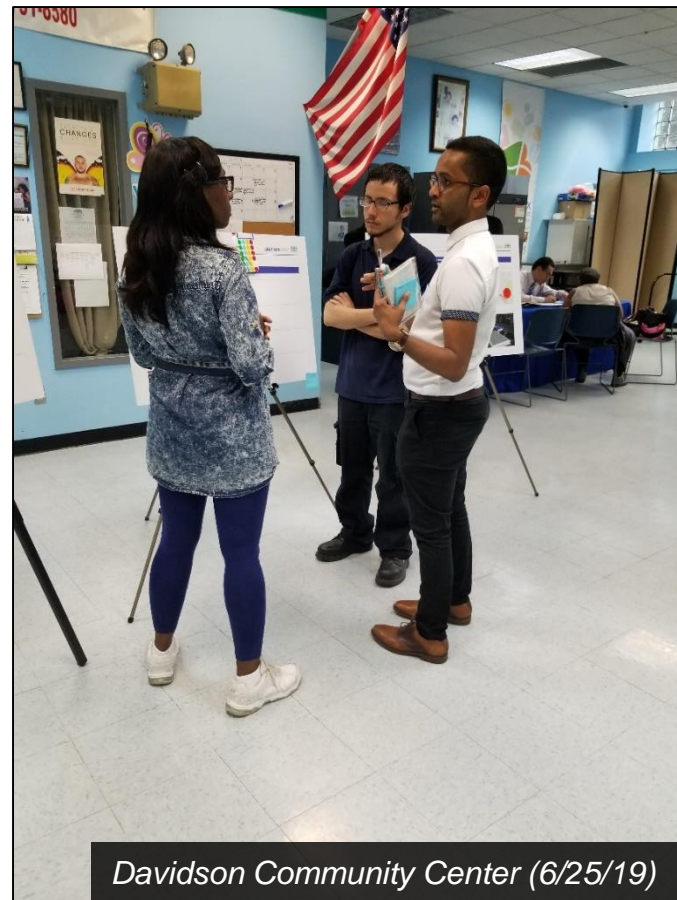
- Busway regulations reduce the level of congestion along the Busway corridor
- Reduced congestion helps improve bus speeds and reliability and creates more viable options for people to get around



# Community Outreach

## Work to Date

- MTA Bronx Bus Network Redesign Workshop at Davidson Community Center – June 25, 2019
- Merchant Survey – June 2019
- Shopper Survey at Fordham Plaza – July 2019
- MTA Bronx Bus Network Redesign Presentations to Bx Community Boards 5, 7, 12 & MN CB 12 – November – December 2019
- Community Advisory Board Meeting #1 – January 14, 2021
- Community Advisory Board Meeting #2 – February 17, 2021
- Presentation to Belmont BID – March 26, 2021
- Presentation to Fordham BID – April 5, 2021
- Public Workshop – June 2, 2021



# Merchant Survey

- In June 2019, NYC DOT Street Ambassadors visited 230 businesses on Fordham Rd and 207 St
- Availability of **parking/loading** was a key concern
  - Only 20% of businesses on Fordham Rd indicated that they are able to determine when their deliveries arrive
  - Complaints of customers receiving tickets during quick pickup/drop-off activity





# Shopper Survey

- Surveyed 175 people July 2019
- **86% of visitors to businesses on Fordham Road reported arriving by walking, bus, or train**
- 65% were from neighborhoods along or near the Fordham Road corridor





# Public Polling

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- Association for a Better NY (ABNY) and Change Research surveyed 302 respondents between November 16–19, 2020, including 275 from CBs 5, 6, and 7
- 79% support changes to city streets that can make **buses faster and more reliable**
- Respondents support additional bus priority measures on Fordham Rd
  - 89% support **improving existing bus lanes**
  - 66% support **additional bus lanes**
  - 70% support a **busway**
- 72% of non-bus riders support **improving the existing bus lanes on Fordham Rd**
- If buses along Fordham Rd were faster and more reliable, 67% of riders who ride once a week or less report that they would be **more likely to ride the bus** and 28% of non-riders say so

# Virtual Public Workshop – June 2021

## What We Heard

### Main Takeaways:

- Lots of **traffic congestion** along Fordham Rd
- Issues with **parking** and **curb access**
- Support for **physical barriers** for bus lanes
- Support for **offset bus lanes** to allow for parking along curb
- Support for **busway** option for congested areas
- **Bike and pedestrian safety** concerns near Major Deegan, Sedgwick Ave, and Grand Concourse



Example workshop slide, from Jerome Ave to Webster Ave

# Traffic Analysis and Alternatives

# Traffic Analysis

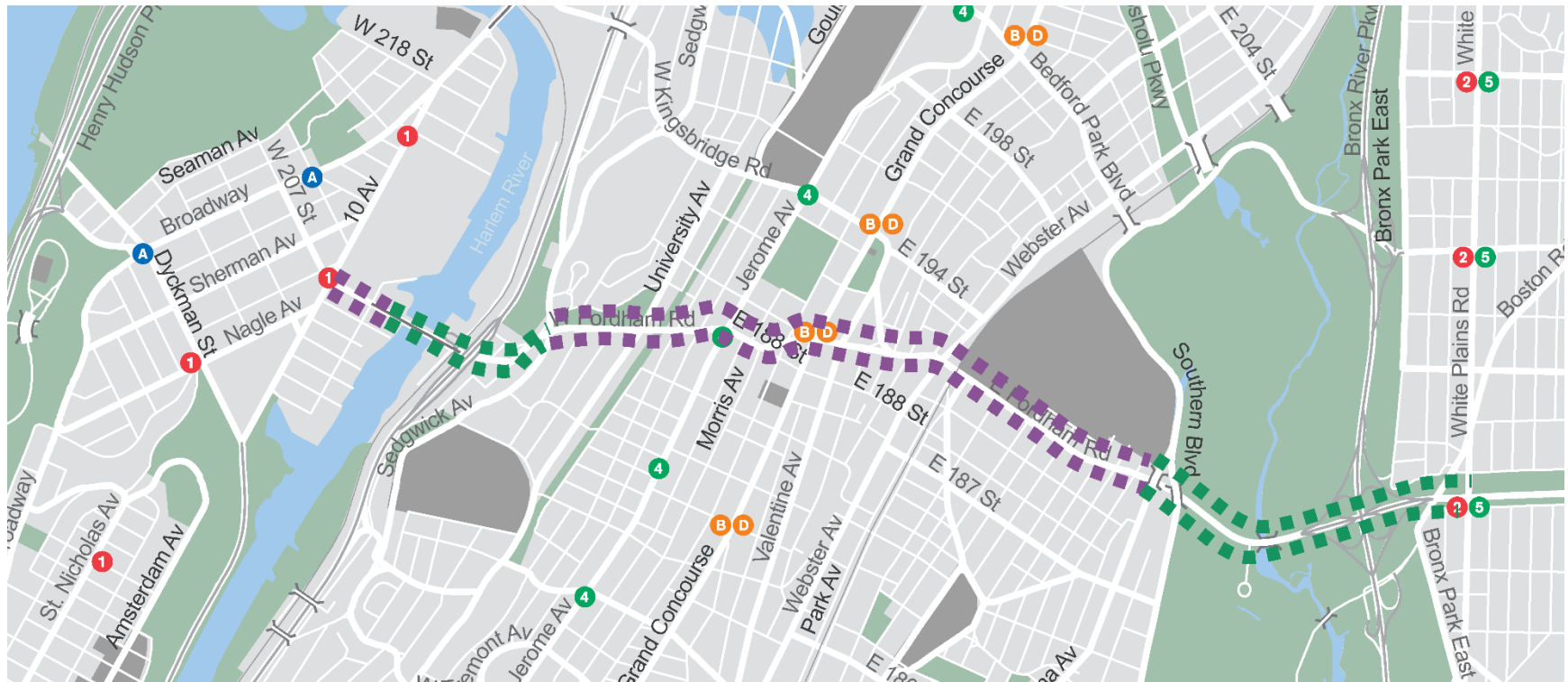
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## Alternatives Being Studied

- DOT is currently working on a traffic analysis that includes 3 distinct design alternatives for bus priority treatments along the Bx12 corridor
  1. Alternative A
  2. Alternative B
  3. Alternative C



# Alternative A: Bus Lanes in Both Directions



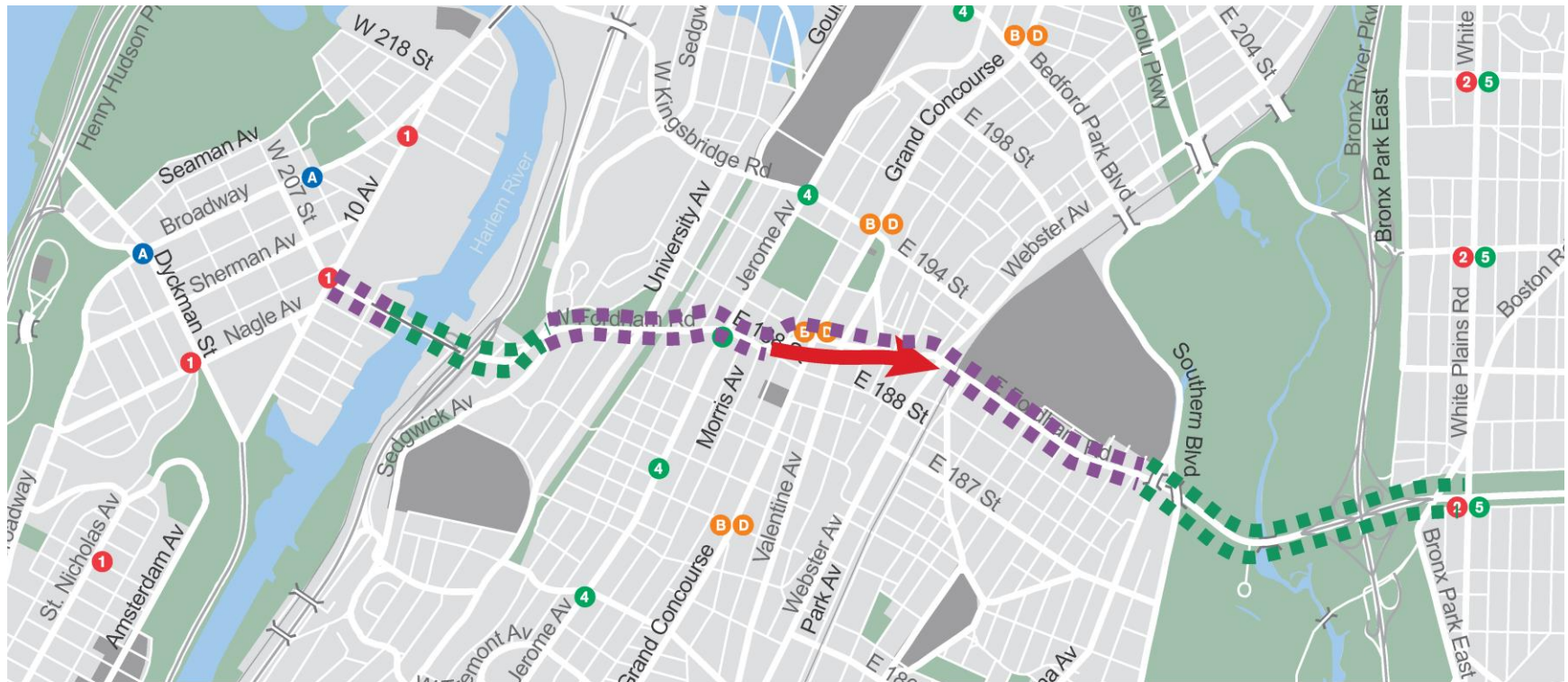
## FORDHAM ROAD 2022 DRAFT PROPOSAL

- ■ ■ Upgraded Bus Lane
- ■ ■ New Bus Lane



- Existing curbside bus lanes along Fordham Rd would be converted to offset lanes, allowing for more curbside parking and loading zone
- Offset or curbside bus lanes will be explored on 207<sup>th</sup> St, from 10<sup>th</sup> Ave and through the University Heights Bridge

## Alternative B: Eastbound Busway from Morris Ave to Webster Ave



### FORDHAM ROAD 2022 DRAFT PROPOSAL

■ ■ ■ ■ Upgraded Bus Lane

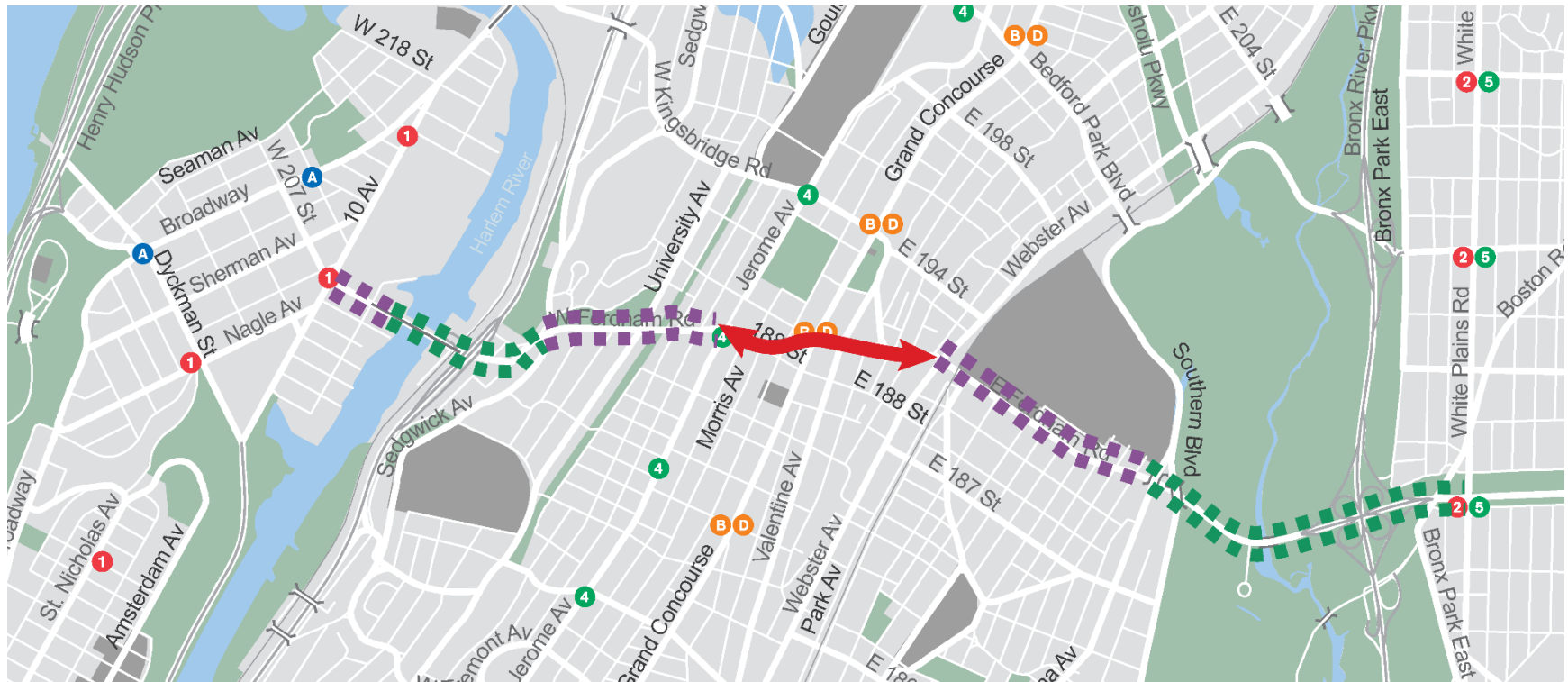
■ ■ ■ ■ New Bus Lane

➔ Busway / Transit-Truck Priority



- Eastbound through traffic on Fordham Rd would be restricted, except for buses and trucks
  - Curb access would be allowed for loading/unloading
- Bus lanes proposed in Alternative A would remain outside of the Busway section
- Main challenges: alternative street diversions off Fordham Rd – will be studied in traffic analysis

# Alternative C: Busway in Both Directions



## FORDHAM ROAD 2022 DRAFT PROPOSAL

- Both eastbound and westbound through traffic on Fordham Rd would be restricted, except for buses and trucks
  - Curb access would be allowed for loading/unloading
- Bus lanes proposed in Alternative A would remain outside of the Busway section
- Main challenges: alternative street diversions off Fordham Rd – will be studied in traffic analysis



# Traffic Analysis

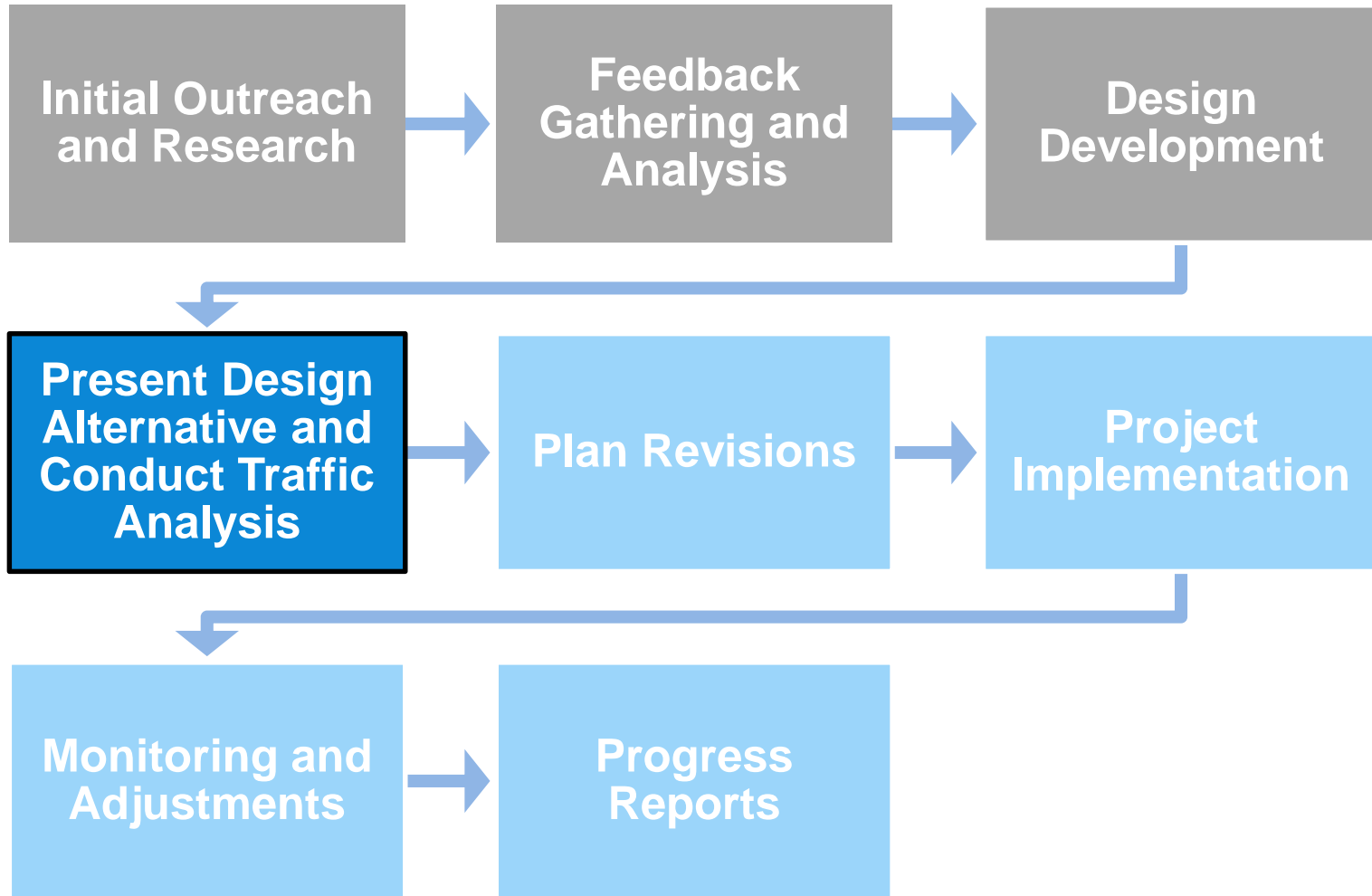
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## Alternatives Being Studied

- The traffic analysis will consist of:
  - Data collection of existing traffic volumes at each intersection in study area
  - Modeling of 3 alternatives
  - Results of projected changes in traffic patterns from each alternative
  - Results of viable street diversions in busway alternatives
  - Any changes to signal timing to improve traffic flow, if necessary
- Feasibility of each alternative will be determined by traffic analysis report

# Next Steps

# Project Timeline





# Project Timeline

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## Winter 2022

- Community Advisory Board Meeting #3 – March 15, 2022

## Winter – Summer 2022

- Continue with traffic analysis to determine feasibility of each scenario

## Early Fall 2022

- Present findings from traffic analysis and refined designs

## Mid-Fall 2022

- Estimated implementation

# Thank you!

## Questions?



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