

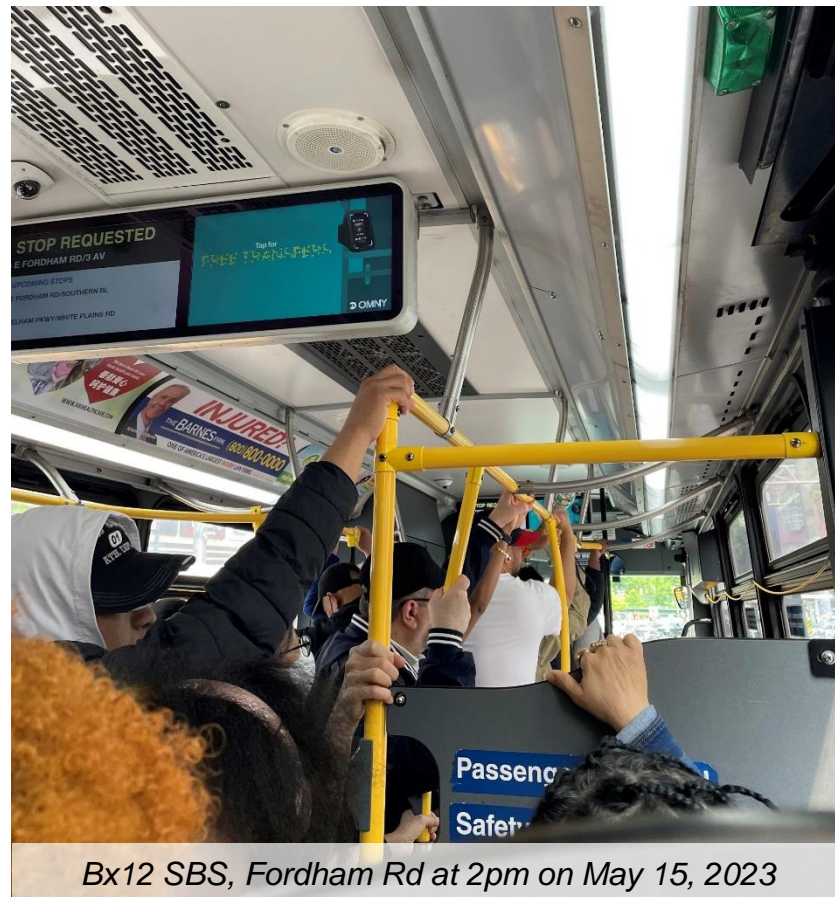
Fordham Road – Inwood Bus Priority

Community Board 11 Transportation Committee – June 5, 2023



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Project Background

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 serves as a major **Bronx-Manhattan connection**
- **85,000 average daily bus riders** on 5 routes (Bx12-SBS + Local, Bx9, Bx17, Bx22)
- This area of the city is located within a **Tier 1 Priority Investment Area** in the NYC Streets Plan
- **Bus riders and pedestrians form 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



- Fordham Rd is a **Vision Zero Priority Corridor with 4 VZ priority intersections** at Sedgwick, University, Grand and Jerome Aves
- **83 persons killed or significantly injured** between 2014-2018 between Deegan and Boston Road

Existing Bus Priority

- Fordham Road currently has only curbside bus lanes
- Along most of the Fordham Road, bus lanes are only in effect in peak periods, Monday-Friday, 7AM to 7 PM, with a two-hour midday window for deliveries
 - Westbound 7 AM to Noon, and 2 PM to 7 PM
 - Eastbound 7-10 AM, and Noon to 7 PM
- Bus lanes on part of Fordham Road, from Sedgwick Ave to University Ave, are in effect 7am-7pm Monday-Friday, without the two-hour midday break
- Pelham Parkway bus lanes are in effect 7AM-7PM, Monday through Friday



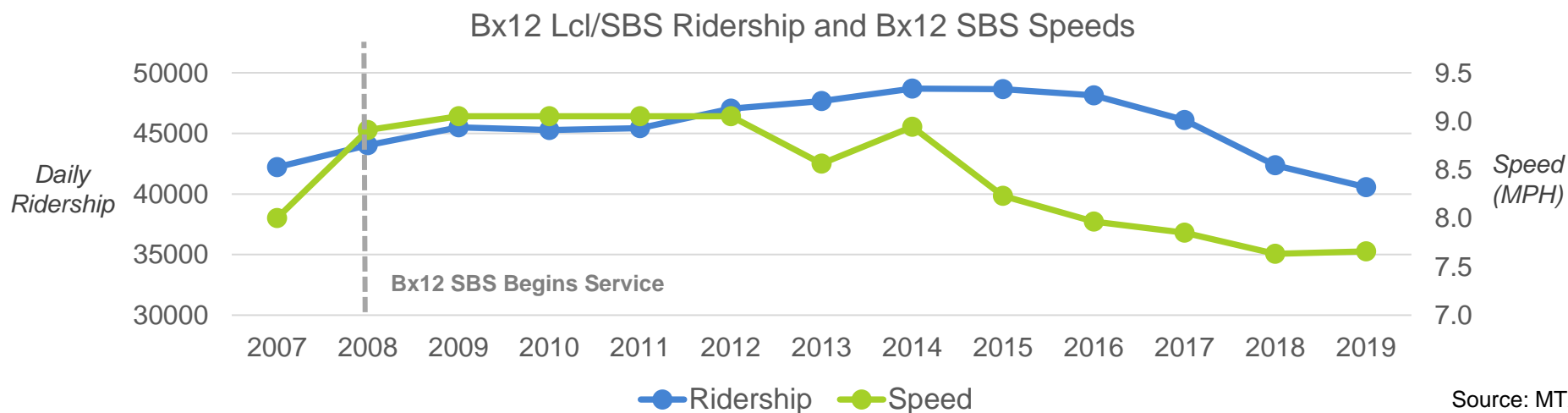
Curb Demand Challenges on Fordham Road

- Curbside bus lanes are a less efficient means of balancing bus priority and curb access
- Deliveries are only permitted during a 2-hour window in the midday when the bus lanes are not in effect
- Expedition pick-ups and drop-offs by passenger cars are allowed at any time, regardless of bus lane hours, which causes further delays for buses needing to weave in and out of traffic
- Observations and data show that existing curbside bus lanes are frequently blocked throughout the day

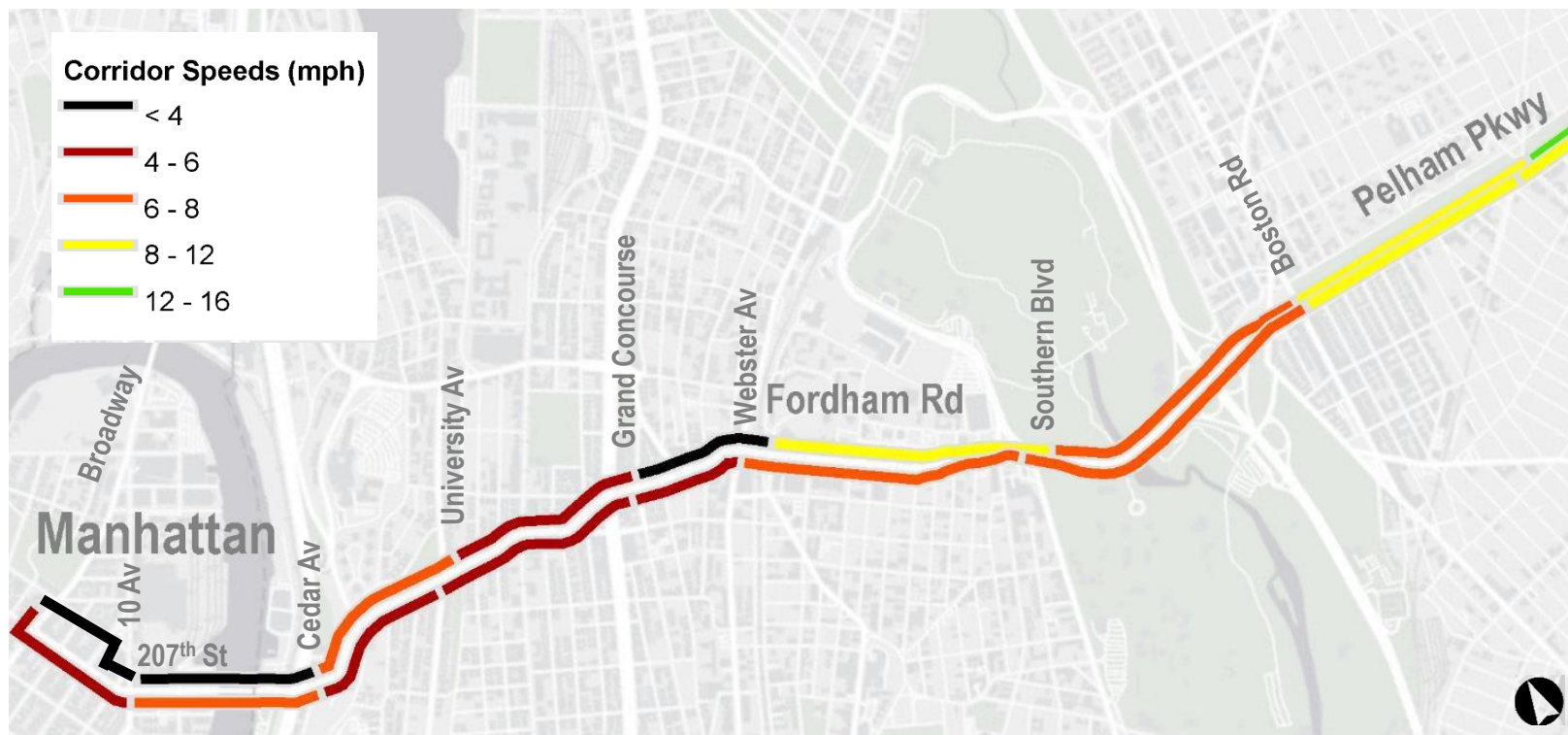


Bus Speeds and Ridership

- Service and street design changes resulted in improvements for bus service, particularly after implementation of Select Bus Service in 2008
- 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 207th 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

Fordham Road Deserves Better

- DOT's transit toolkit has evolved since the Bx12 SBS launch in 2008
- Commercial vehicles illegally park in the bus lane if they do not conduct deliveries within the 2-hour midday window
- Buses are forced to drive in general travel lanes, creating even greater congestion for drivers and 85,000 bus passengers
- The existing condition on Fordham Rd does not work for **any** road user
- DOT now has a stronger street improvement toolkit to address these issues



Fordham Rd and Webster Av

Proposed Alternatives Summary

Three alternatives, initially proposed at CAB #3 in March 2022 have been under discussion/study:

Will continue to study

Alternative A: Offset Bus Lanes in Both Directions:

Convert existing curbside bus lanes to offset lanes and extend offset lanes. In effect at all times (24/7).

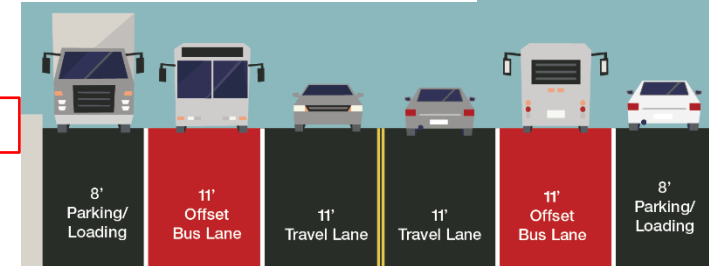
Alternative B: Eastbound Busway from Morris Av to Webster Av:

Eastbound through traffic restrictions on Fordham Rd, except for buses and trucks, with local access on all blocks. Offset lane in westbound direction and offset bus lanes as proposed in Alternative A outside the Busway section. In effect at all times (24/7).

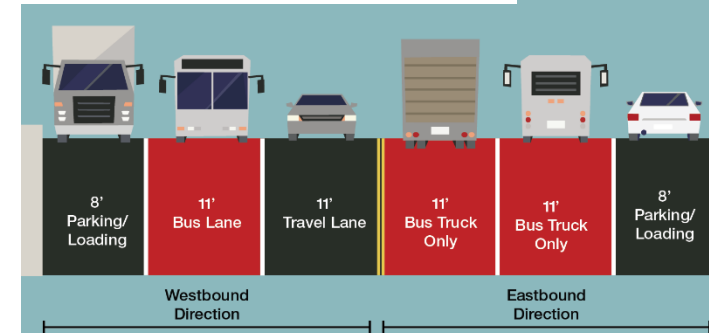
Alternative C: Two-Way Busway between Jerome & Webster Aves:

Both eastbound and westbound through traffic restrictions on Fordham Rd, except for buses and trucks, with local access on all blocks; also includes offset bus lanes proposed in Alternative A outside the Busway section. In effect at all times (24/7).

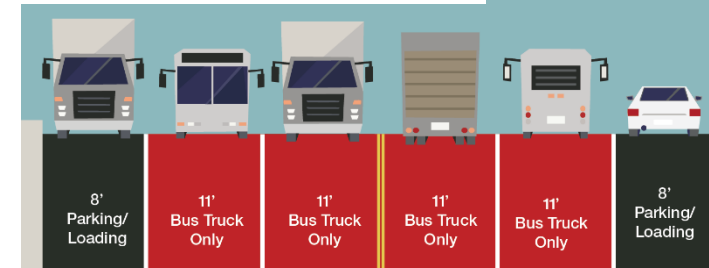
Alt A: Offset Bus Lanes



Alt B: Eastbound Busway



Alt C: Two-Way Busway



Timeline of Outreach

Over 20 Individual Community Outreach Events to Date

1. MTA Bronx Bus Network Redesign Workshop at Davidson Community Center – June 25, 2019
2. Merchant Survey – June 2019
3. Shopper Survey at Fordham Plaza – July 2019
4. MTA Bronx Bus Network Redesign Presentations to BX Community Boards 5, 7, 12 & MN CB 12 – November – December 2019
5. Association for Better NY Public Polling on transportation needs – November 2020
6. **Community Advisory Board Meeting #1 – January 14, 2021**
7. **Community Advisory Board Meeting #2 – February 17, 2021**
8. Presentation to Belmont BID – March 26, 2021
9. Presentation to Fordham BID – April 5, 2021
10. Public Workshop – June 2, 2021
11. **Community Advisory Board Meeting #3 – March 15, 2022**
12. Briefing with Councilmember Feliz, Fordham BID, Belmont BID, and community stakeholders – August 26, 2022
13. Street Intercept Survey along Fordham Road – October 2022
14. Walkthrough with DOT Commissioner, NYCT President, Bronx BP, CM Feliz, CM Sanchez – November 16, 2022
15. Project briefing with Bronx BP staff – December 21, 2022
16. Briefing with Belmont BID and City Hall – January 18, 2023
17. Briefing with Small Business Services – February 9, 2023
18. Briefing with Rider's Alliance and Transportation Alternatives – March 14, 2023
19. Briefing with New York Botanical Garden and Bronx Zoo – March 27, 2023
20. Briefing with Fordham University – March 30, 2023
21. Arthur Ave Shopper Survey – April-May 2023
22. Meeting with Councilmember Feliz – May 4, 2023
23. Meeting with Belmont & Fordham BID, DOT Commissioner, NYCT – May 15, 2023
24. **Community Advisory Board Meeting #4 – May 31, 2023**
25. CB 7 Transportation Committee – June 1, 2023

Outreach since
CAB 3 meeting



Recent Outreach Events and Studies

March 2022 to May 2023

1. March 15, 2022 – Community Advisory Board Meeting 3
2. Received letters from CM Feliz, Fordham BID, Belmont BID, Bronx Borough President, and CB 6, listened to concerns through multiple meetings and project briefings
3. DOT Commissioner walkthrough with NYCT President, Bronx Borough President, CM Feliz, CM Sanchez in November 2022

Outcome:

1. Put project on hold and established a 6-month ABLE camera evaluation
2. Conducted surveys along Arthur Ave
3. Continued speaking to major community institutions to understand their transportation needs and concerns
4. May 31, 2023 – Community Advisory Board Meeting 4



DOT-Elected Officials Walkthrough – November 2022

Six-Month Camera Enforcement Evaluation

Fixed-Location Camera Violations

- There are currently **10 fixed-location** bus lane enforcement cameras along Fordham Road
 - 2 installed in 2011
 - 8 installed in 2013
- **5 cameras in Council District 15**
 - Issued 1,818 violations between November 2022 and April 2023
- **5 cameras in Council District 14**
 - Issued 2,708 violations between November 2022 and April 2023

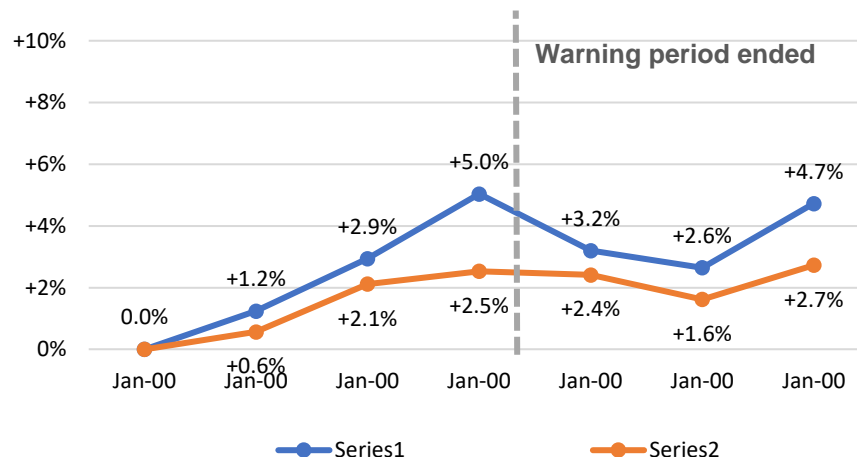


Fixed-Location Bus Lane Enforcement Camera on Fordham Road

On-Bus Camera Bus Lane Enforcement (ABLE)

- ABLE implemented Bx12 SBS on **November 18, 2022** with a 60-day warning period
- Nearly **16,000 tickets were issued** on Fordham Road between Sedgwick Av & Southern Blvd between 11/18/22 and 4/21/23
- In April 2023, buses traveled **4.7% faster**
- Still slower than 2008 post-SBS bus speeds of 6.7 mph
- ABLE cameras do change driver behavior:
 - 86% commit only one violation**
 - 9% commit only two violations
 - 5% commit three or more

**BX12 SBS Speed Change Since ABLE Implementation:
Fordham Rd***



	Oct 2022 mph	Apr 2023 mph	Speed Change	Violations
Fordham Rd Average*	6.0	6.3	+4.7%	15,799
Bronx Average (non-express)	7.0	7.2	+2.7%	

*Note: bus speeds computed for the most common operating hours in each direction between Sedgwick Av & Southern Blvd: Eastbound 7a-10a & 12p-7p; Westbound 7a-12p & 2p-7p. Bus lane hours may vary.

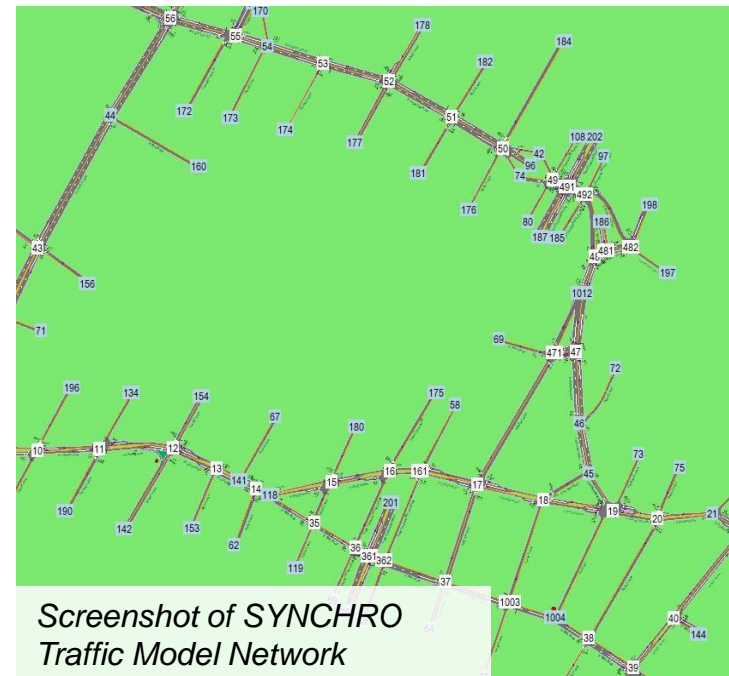
ABLE Evaluation Conclusions

- ABLE bus lane enforcement is having a **positive effect** on bus speeds on Fordham Road
- Enforcement alone has not raised bus speeds to prior levels as **blockages remain frequent**
- Most violations are issued in the central and western parts of Fordham Road
- This improved bus lane enforcement, paired with improved bus lane designs, can further improve bus speeds for the 85,000 riders per day using Fordham Road

Fordham Road Traffic Analysis

Traffic Analysis Methodology

1. **Count traffic & pedestrians** at over 60 intersections from Pelham Parkway to University Heights Bridge, and on 207th Street, Kingsbridge Road and 188th St.
2. **Analyze origin-destination** with anonymized GPS data from drivers on Fordham Rd used to understand diversion routes likely under a busway alternatives
3. **Model each intersection and analyze:**
 - Signal timing
 - Number of lanes and turning movements (left, straight, right)
 - Time and number of pedestrians crossing streets
 - For multiple alternatives, scenarios & improvements
4. **Validate model** with observations in-person of traffic flow, parking movements, loading, etc.
5. **Worst case scenario is analyzed:**
 - Traffic analysis software analyzes worst hours of day, longest queues, diversion patterns.
 - Realistically, some drivers divert to other routes or choose to travel at different times of day
 - Traffic analyses were prepared for a range of scenarios from no volume reduction up to a 40% reduction.



Result is a prediction of the future according to engineering standards

Traffic Analysis Model Results

3 Alternatives Being Studied

- DOT conducted a traffic analysis on three distinct design alternatives for bus priority treatments along the Bx12 corridor
 1. Alternative A: Offset Bus Lanes
 2. Alternative B: Eastbound Busway; Offset outside busway section
 3. Alternative C: Two-way Busway; Offset outside busway section
- Reported results reflect that about 20% of vehicles are expected to travel during other times than the peak hour, travel by a different mode, or take a roadway not in this network.

Alternative A: Offset Bus Lanes in Both Directions

Traffic Regulations:

- Bus-only lane located one-lane away from the curb in effect **at all times, 24/7**
- Single travel lane in both directions
- Vehicles allowed to use offset bus lanes for right turns
- Buses still pull up to the curb to pick up passengers before continuing into offset lane

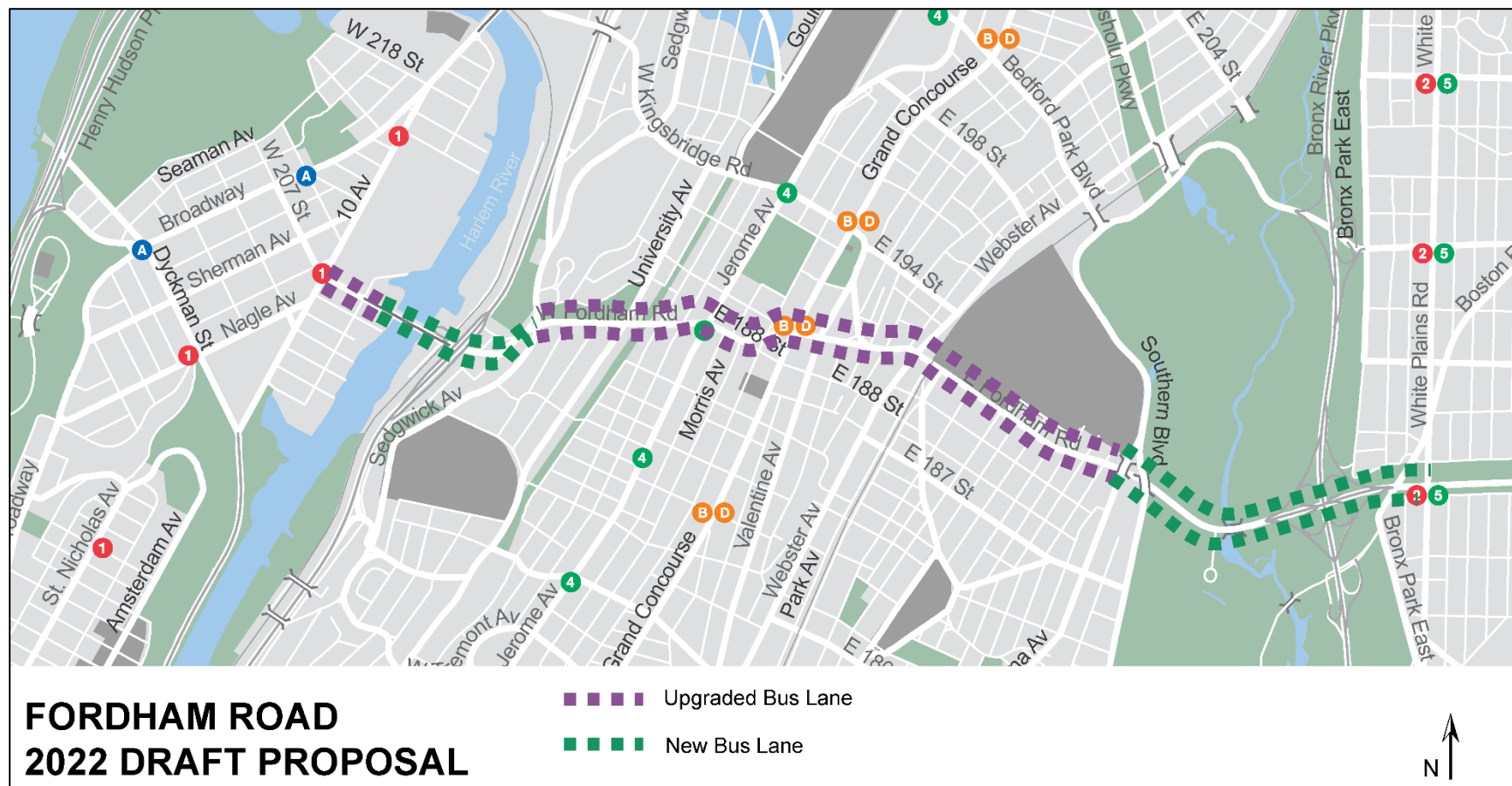
Offset Bus Lane Benefits:

- Curbside lane available for pick-up/drop-off & deliveries according to posted regulations – deliveries in bus lane are prohibited
- Buses have priority with fewer conflicts than curbside lanes
- Automated enforcement for double parking
- Reduced weaving by vehicles in single travel lane



Offset Bus Lanes on Webster Ave, Bronx. Launched in 2013.

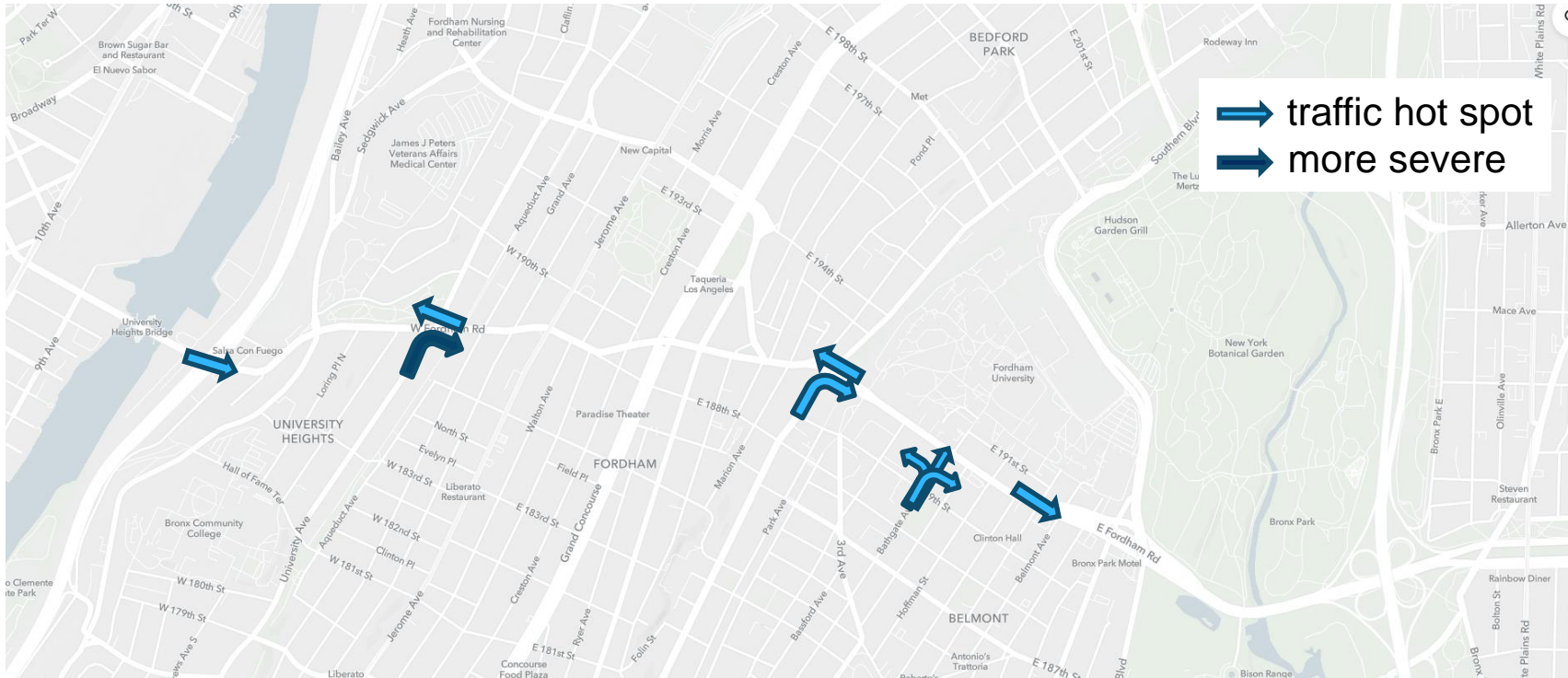
Alternative A: Offset Bus Lanes in Both Directions



- Existing curbside bus lanes along Fordham Rd would be converted to offset lanes, allowing for more curbside parking and loading zones, in effect 24/7
- **Bus lanes added from Southern Blvd to Boston Road, in effect 24/7**
- **Explore expansion of bus lane hours of Pelham Parkway Bus Lanes to 24/7**

Traffic Analysis Results

Alternative A: Offset Bus Lanes in Both Directions



- All intersections surrounding Fordham Road operate well
- Some traffic movements on Fordham Road will need further adjustment as indicated
- All vehicles assumed to still use Fordham Road. In reality, some may divert to 188th Street or Kingsbridge Road, or outside of the network entirely
- Assumes no traffic diversions from Fordham Road and a 20% volume reduction

Summary & Next Steps

Advancing Design for Alternative A: Offset Bus Lanes in Both Directions

- Based on factors identified in the traffic analyses and listening to the community concerns, **Alternative A – offset bus lanes along Fordham Rd – is the best treatment to improve overall bus speeds, reliability, and curb demand** while minimizing the effects on buses on north/south corridors
 - Bus lanes are less likely to be blocked from illegal parking
 - New design addresses intense curb demand: approximately combined **150+ parking/loading spaces** added to corridor instead of confined to two-hour window
 - Offset bus lanes are not foolproof – double parking can still block the bus lane, but they are an upgrade from curbside bus lanes
- DOT and MTA will continue to monitor bus speeds, reliability, and curb demand and engage with all members of the Fordham community to ensure that the roadway works best for all users.

Next Steps

June 2023: Present to Community Boards

- Briefings with stakeholders – June 2023
- CB 7 Transportation Committee – June 1, 2023
- CB 11 Transportation Committee – June 5, 2023
- CB 5 Municipal Services Committee – June 13, 2023
- CB 6 Transportation Committee – June 22, 2023

Summer 2023: Continue to refine design and take in feedback from community

Fall 2023: Planned implementation

Thank you!



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Appendix

How Does ABLE Work?

- ABLE was implemented on all Bx12-SBS buses on November 18, 2022 with a 60 day warning period, with summonses issued starting January 17, 2023
- Enforces against vehicles parking or standing in a bus lane during the bus lane hours
- Two buses must capture the same vehicle 5 minutes apart to issue a violation
- ABLE cameras capture license plate information photos and videos, with location information
- Human review by DOT process ensures violations are captured and issued according to program rules
- When ABLE cameras are installed on new routes, DOT will issue warnings to motorists for the first 60 days
- ABLE can enforce anywhere along bus lane, not just in fixed locations



Transit Toolkit



Woodhaven Blvd, QN



161st St, BX



14th St, MN



Hylan Blvd, SI



Broadway, QN

Bus Stops Toolkit



Nostrand Ave, BK



86th St, MN



Hylan Blvd, SI



Utica Av, BK

Pedestrian Safety Toolkit



Fordham Rd, BX



Kings Hwy, BK



149th St, BX



Southern Blvd, BX

Parking Toolkit

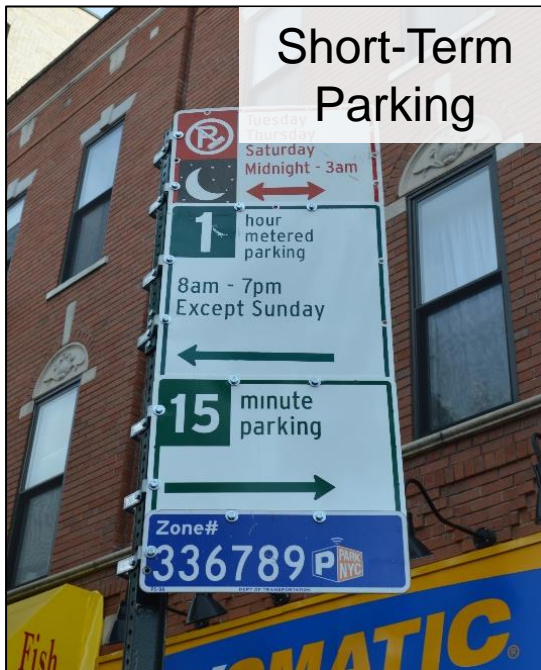
Parking Meters



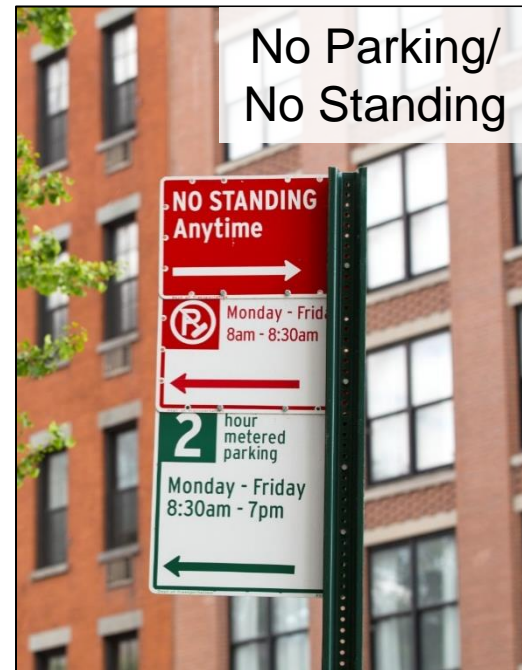
Truck Loading Zones



Short-Term Parking



No Parking/No Standing



Other Tools

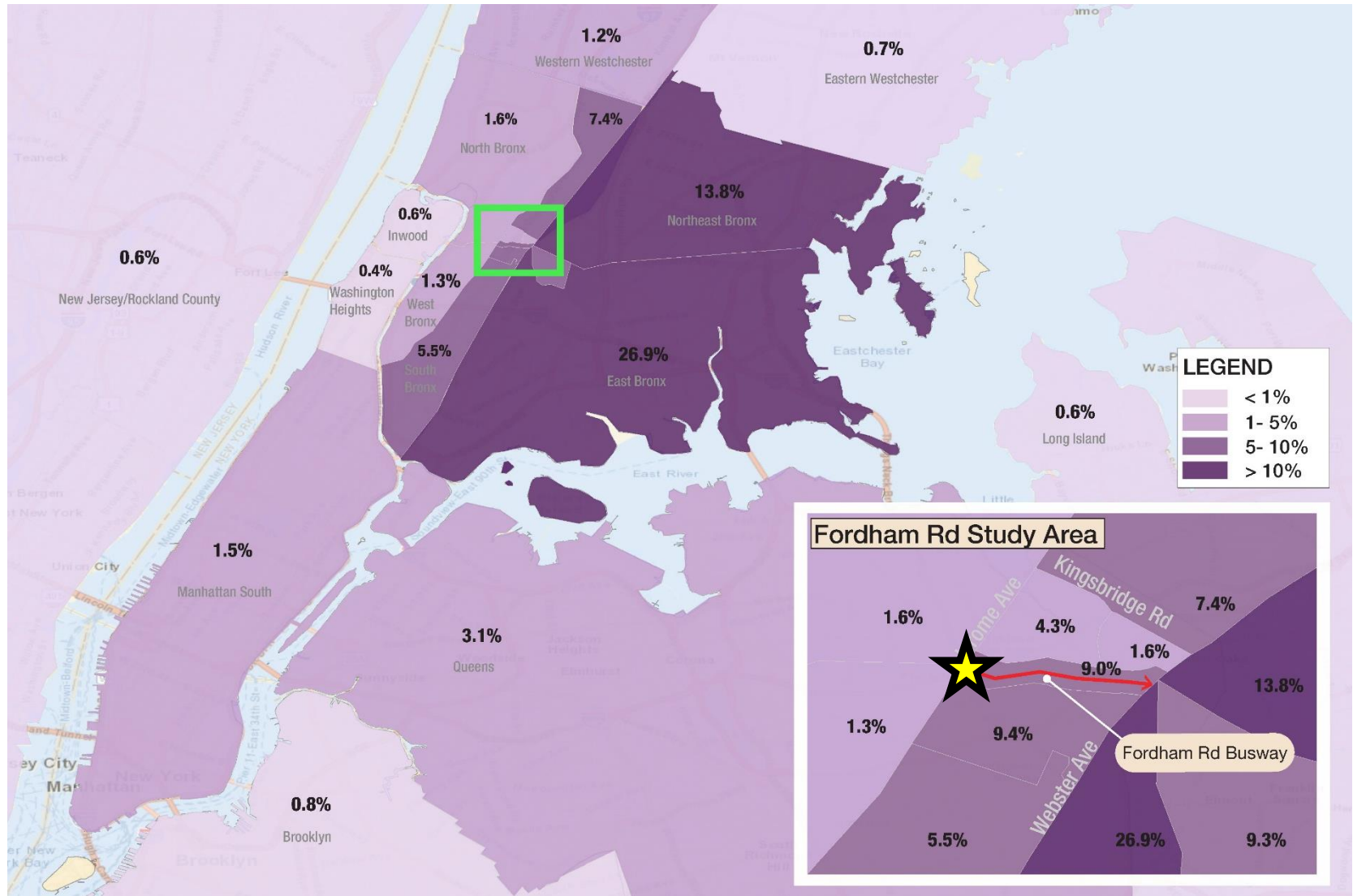
- Traffic signal timing
- Transit Signal Priority (TSP)
- Bus lane camera enforcement
 - DOT stationary cameras
 - MTA on-bus cameras (ABLE)
- Left & right turn bays



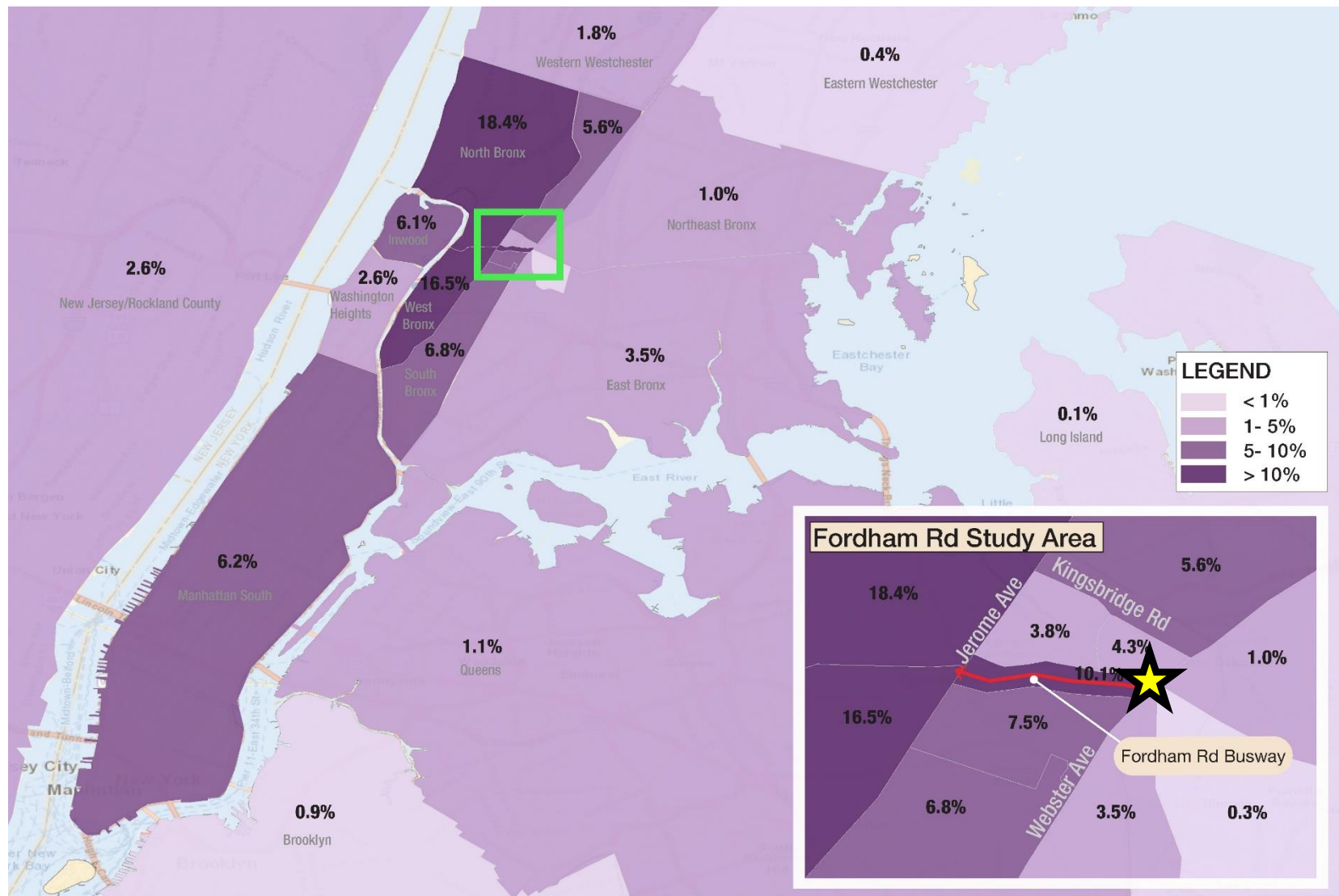
Appendix

Additional Traffic Analysis Information

Fordham Rd Vehicle Origin-Destinations Eastbound from Fordham Rd & Jerome Av



Fordham Rd Vehicle Origin-Destinations Westbound from Fordham Rd & Webster Av



Alternatives B and C:

Busway (Transit & Truck Priority) Overview

Traffic Regulations within Busway:

- ***All vehicles can access every block; in effect all times***
- Only buses, trucks, and emergency vehicles can drive through along the entire corridor
 - Trucks defined as any vehicle that has more than two axles OR six or more wheels
- General vehicles allowed Local Access Only
 - 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
- All drivers who need to be on Fordham Road can get to the corridor; drivers who do not can take other paths
- Reduced congestion helps improve bus speeds and reliability
- Trucks do not divert through neighborhoods and deliveries are easier



Alternative B: Eastbound Busway from Morris Ave to Webster Ave



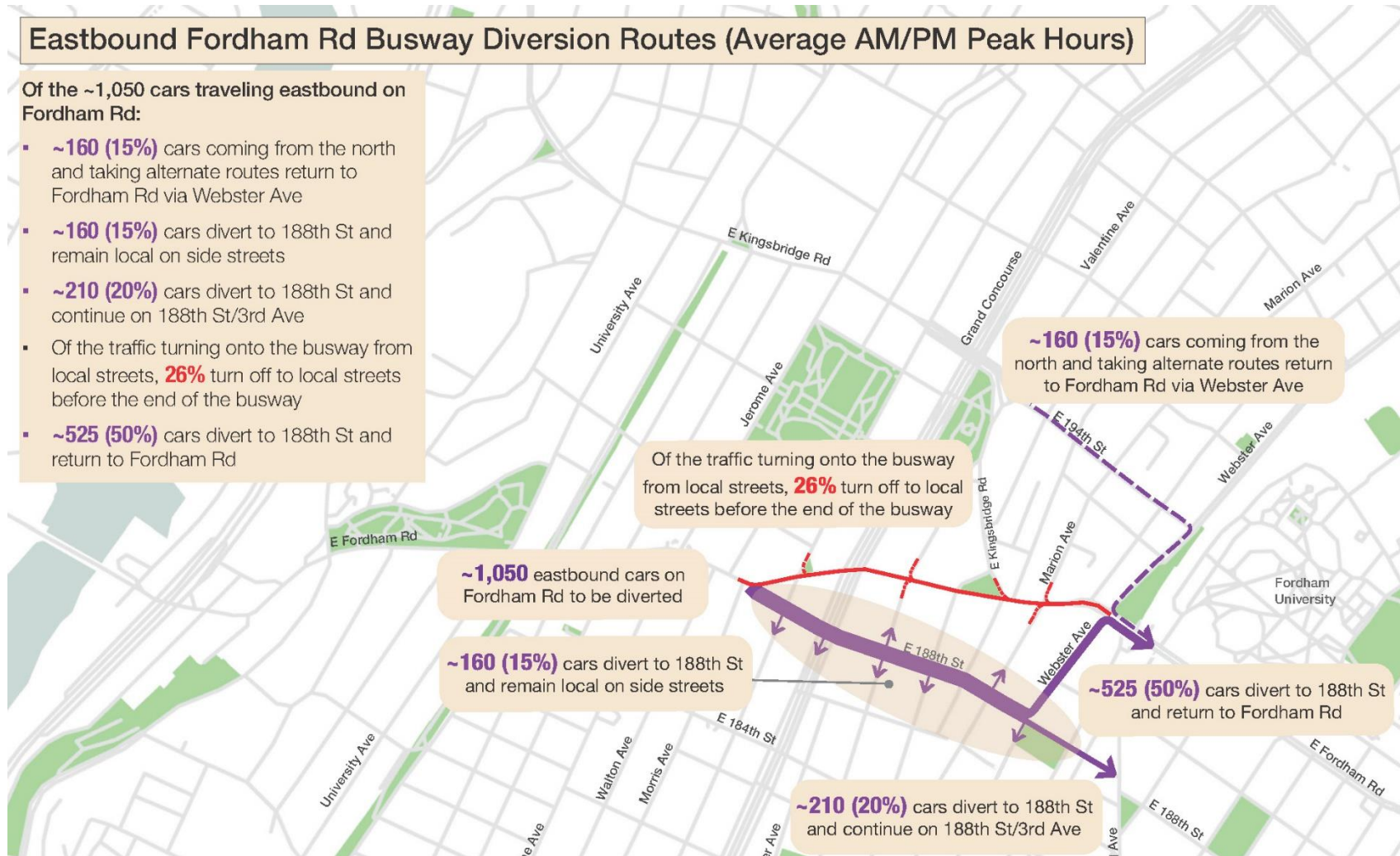
- Eastbound through traffic on Fordham Rd would be restricted to Local Access Only, except for buses and trucks; in effect at all times (24/7)
- Curb access would be allowed for loading/unloading
- Offset lane in westbound direction
- Bus lanes proposed in Alternative A would remain outside of the Busway section

Local Traffic Patterns for Fordham Road Drivers: Eastbound

Eastbound Fordham Rd Busway Diversion Routes (Average AM/PM Peak Hours)

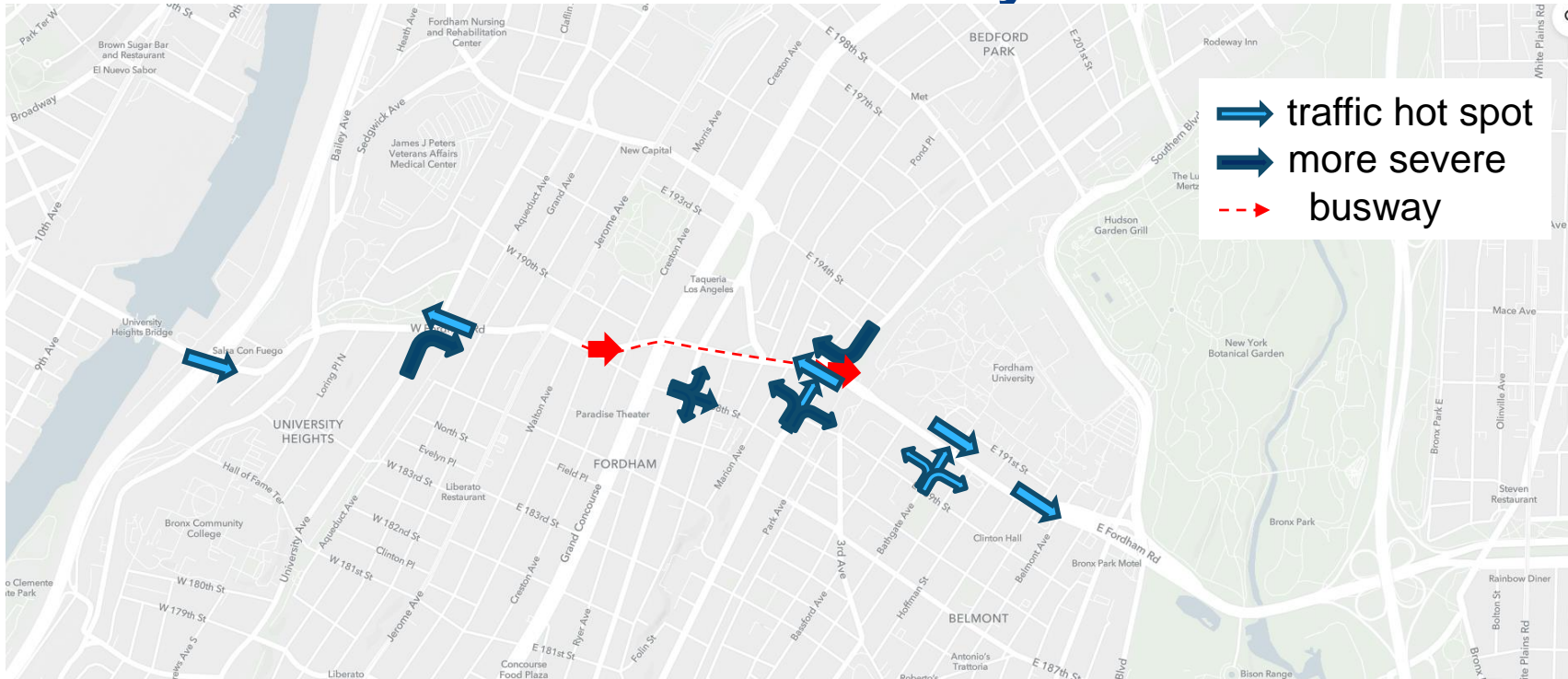
Of the ~1,050 cars traveling eastbound on Fordham Rd:

- ~160 (15%) cars coming from the north and taking alternate routes return to Fordham Rd via Webster Ave
- ~160 (15%) cars divert to 188th St and remain local on side streets
- ~210 (20%) cars divert to 188th St and continue on 188th St/3rd Ave
- Of the traffic turning onto the busway from local streets, 26% turn off to local streets before the end of the busway
- ~525 (50%) cars divert to 188th St and return to Fordham Rd



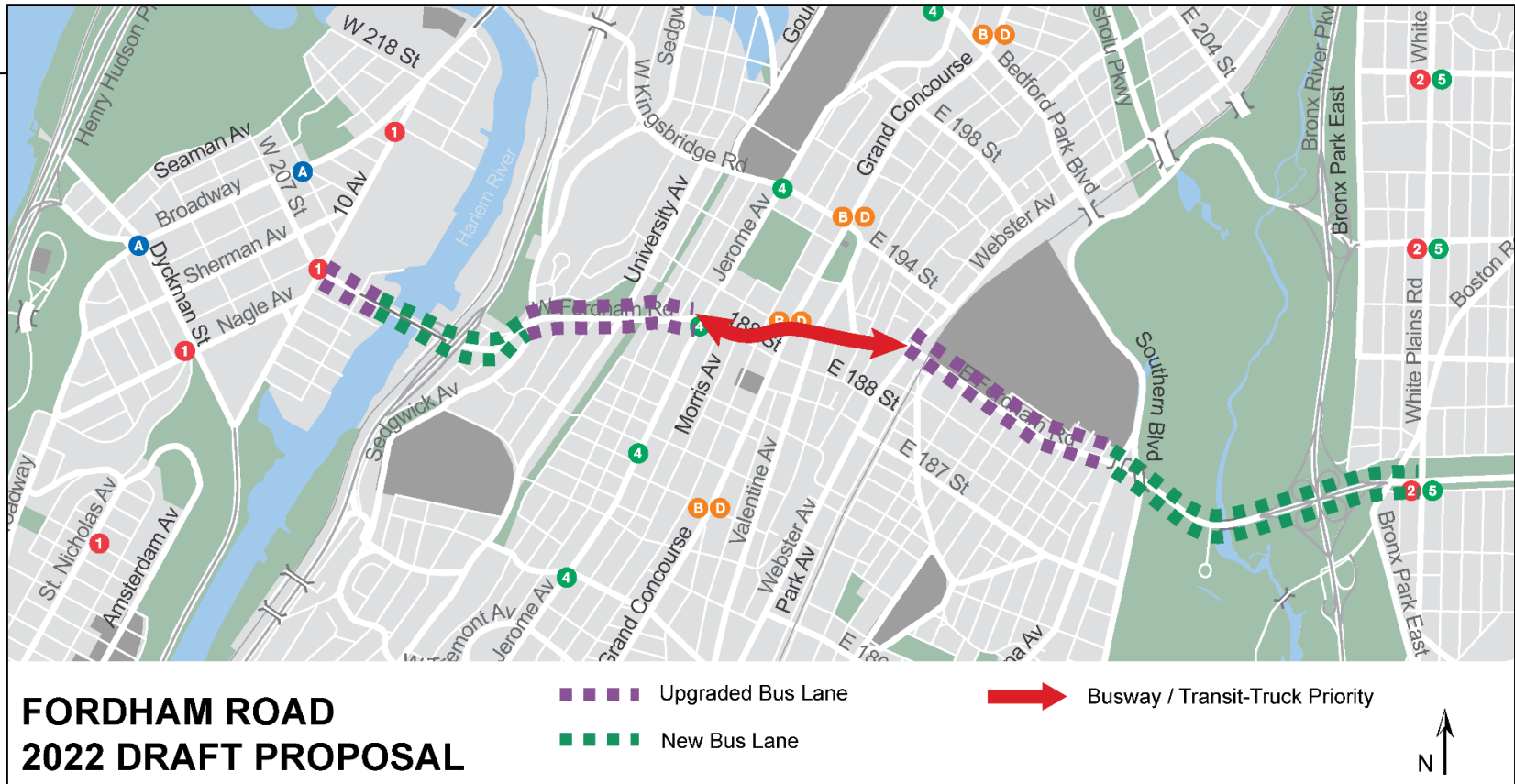
Traffic Analysis Results

Alternative B: Eastbound Busway



- Eastbound bus/truck/local access only from Morris Av to Webster Av
- More travel movements have greater delays than Alt A, as cars turn on to Fordham Rd
- All intersections in Busway segment generally operate better than today, with most traffic diverted to Kingsbridge and 188th Street
- Turn delays on University Ave and Webster Ave also have implications for buses on those roadways
- Assumes traffic diversions from Fordham Road and a 20% volume reduction


Alternative C: Two-Way Busway between Jerome Av & Webster Av



- Both eastbound and westbound through traffic on Fordham Rd would be restricted to Local Access Only, except for buses and trucks; in effect at all times (24/7)
- Curb access would be allowed for loading/unloading
- Bus lanes proposed in Alternative A would remain outside of the Busway section

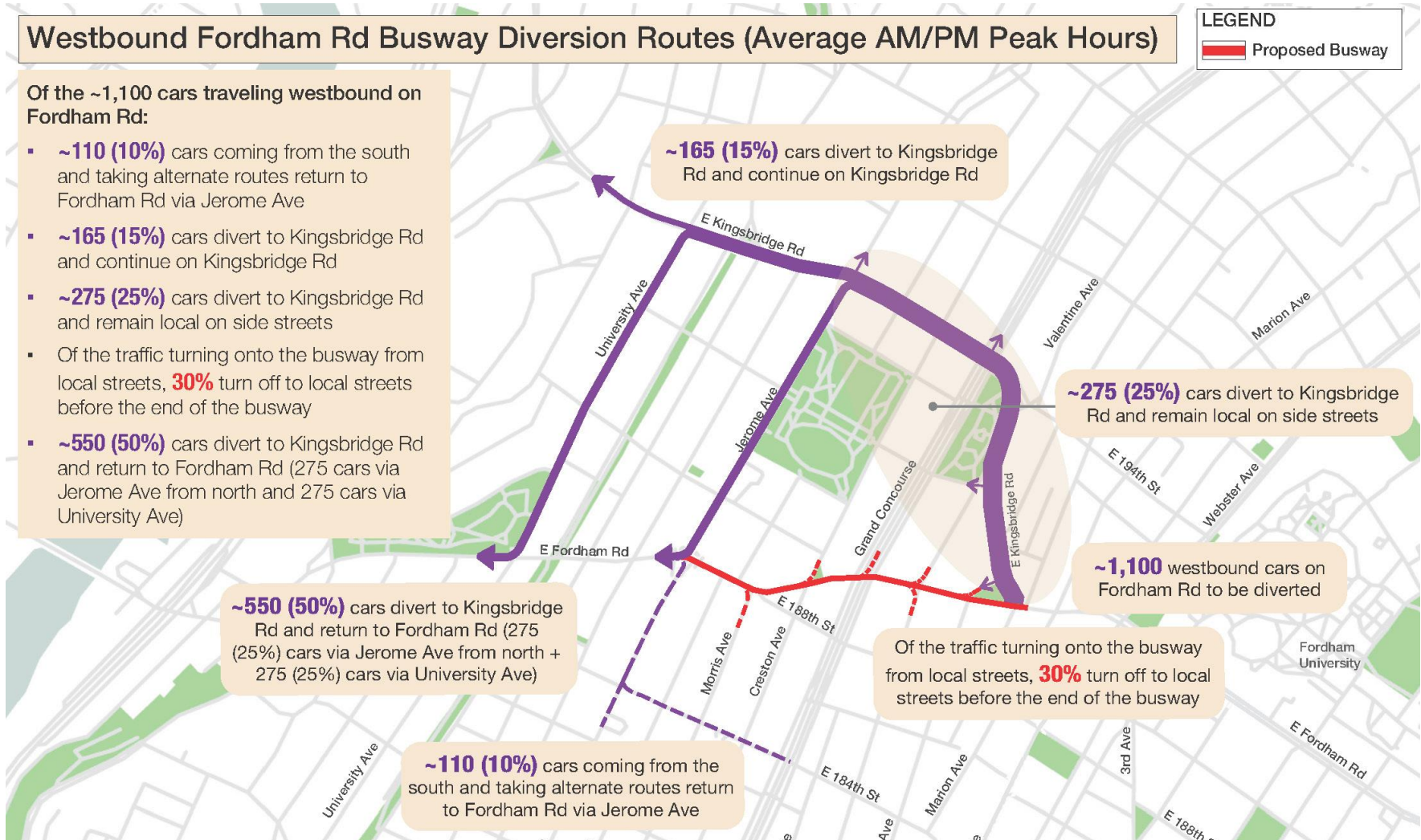
Local Traffic Patterns for Fordham Road Drivers: Westbound

Westbound Fordham Rd Busway Diversion Routes (Average AM/PM Peak Hours)

LEGEND
 Proposed Busway

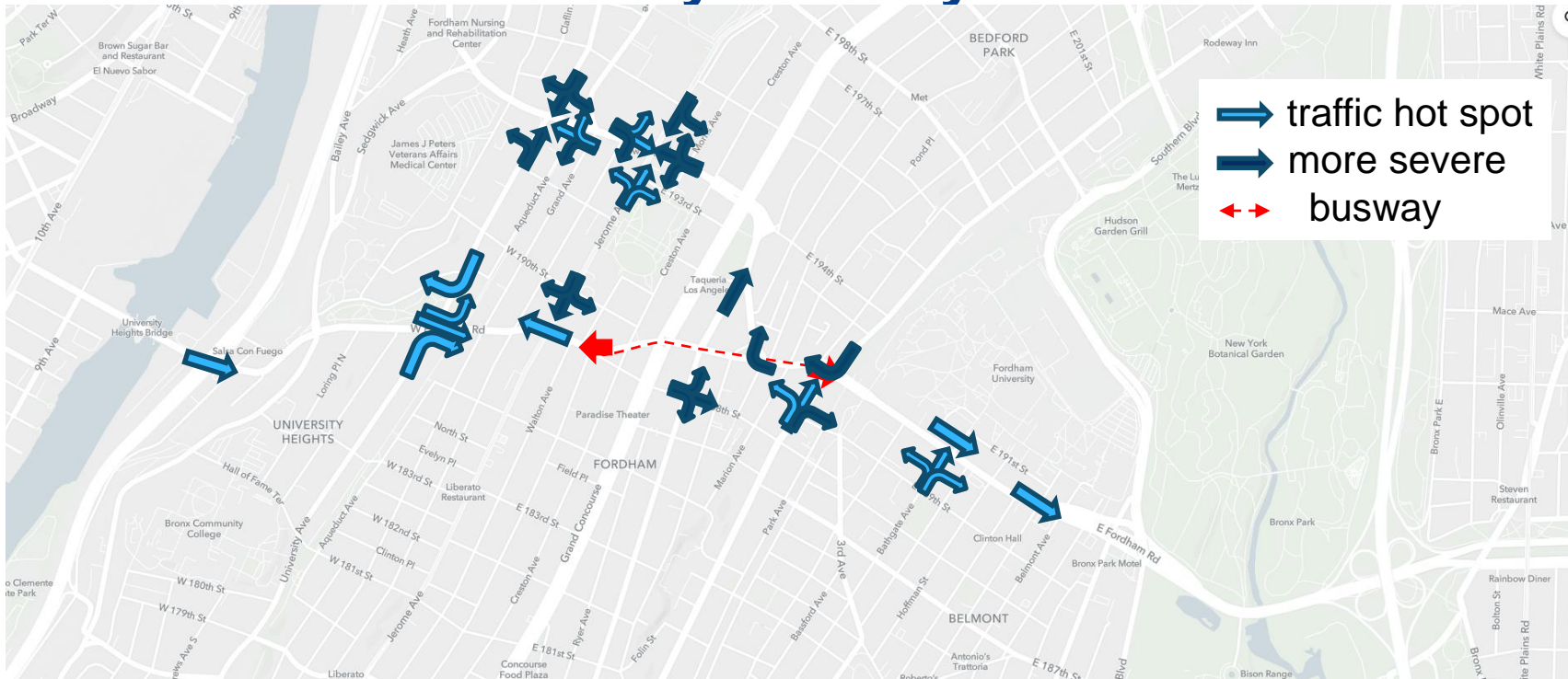
Of the ~1,100 cars traveling westbound on Fordham Rd:

- ~110 (10%) cars coming from the south and taking alternate routes return to Fordham Rd via Jerome Ave
- ~165 (15%) cars divert to Kingsbridge Rd and continue on Kingsbridge Rd
- ~275 (25%) cars divert to Kingsbridge Rd and remain local on side streets
- Of the traffic turning onto the busway from local streets, 30% turn off to local streets before the end of the busway
- ~550 (50%) cars divert to Kingsbridge Rd and return to Fordham Rd (275 cars via Jerome Ave from north and 275 cars via University Ave)



Traffic Analysis Results

Alternative C: Two-Way Busway
















- Two-way bus/truck/local access only between Jerome & Webster Aves
- Includes many of hot spots from Alt B, plus additional associated with two-way busway
- Largest effects are on diversion streets, especially along Kingsbridge Rd at Jerome Av and University Av
- Turn delays on University Ave and Webster Ave also have implications for buses on those roadways
- Assumes traffic diversions from Fordham Road and a 20% volume reduction

Traffic Analysis for University Heights Bridge and 207th Street Manhattan

- DOT analyzed a combination of bus priority treatments in this section of the study area, given the current constraints which include:
 - Current construction affecting the public right-of-way at 207th St
 - Future DOT capital project as part of the Inwood Rezoning
- DOT will make minor adjustments to signal timing to facilitate traffic flow and continue to monitor bus speeds, reliability, and curb demand as construction progresses.

Summary of Alternatives

	Bus Service	Traffic Analysis Results	Bus Rider Feedback	Business Owner Feedback
Alternative A: Offset Bus Lanes				
Alternative B: Eastbound Busway	 	 	 	  
Alternative C: Two-Way Busway	