

Fordham Road Bus Priority

Sedgwick Av to Bronx River Parkway

CB 5 Municipal Services Committee

May 7, 2026



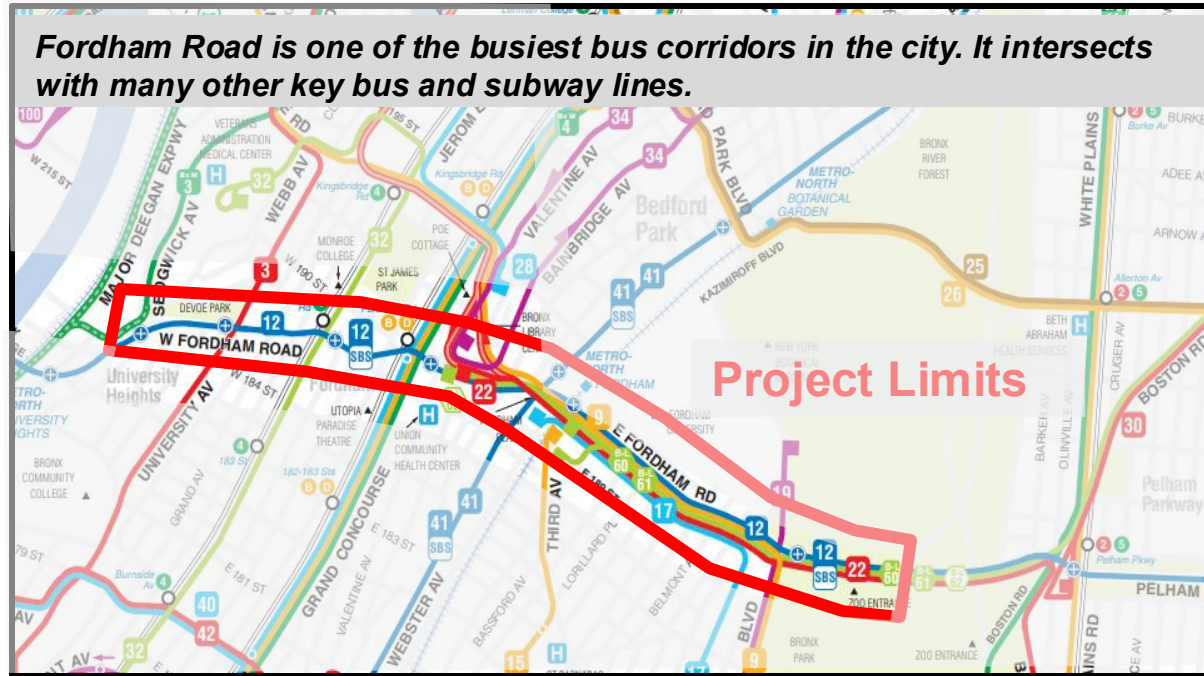
Project Restart

- On February 13th, Mayor Zohran Mamdani, Commissioner Mike Flynn, and MTA Chairman Janno Lieber announced the project restart
- Critical project to deliver better and faster bus service for New Yorkers
- Aiming to improve bus speeds by at least 20% on the corridor



Project Overview

- Buses on Fordham Road **travel as slow as 5 mph** and are unreliable, **affecting 130,000 average daily riders**
- Fordham Road is in the top 10% of most dangerous corridors in the Bronx, with **70 serious injuries and 4 fatalities** in the past 5 years
- DOT will upgrade the current bus lanes to **offset bus lanes and widened curbside bus lanes**, better separating buses from traffic and providing new dedicated spaces to **support commercial activity**, while also providing opportunity to **enhance the public realm and improve traffic safety**



Public Engagement + Traffic Analysis

- 2019: DOT began outreach on Fordham Rd
- 2020-2023: Outreach, analysis and design continued
 - Two merchant surveys and numerous street intercept surveys in the Fordham BID and Belmont BID commercial districts
 - ABNY Telephone survey of area residents
 - **40+ meetings** for community outreach and feedback with elected officials, Community Boards, Community Advisory Board, and community organizations
 - DOT conducted extensive traffic analysis to determine project extents and design
 - DOT selected and proposed offset bus lane design
- 2023-2026: Evaluation of bus performance on Fordham Rd
- 2026: Outreach with Elected Officials, Business Improvement Districts, and businesses



DOT Street Ambassador Outreach on Fordham Rd



Bus riders board a Bx12 SBS bus

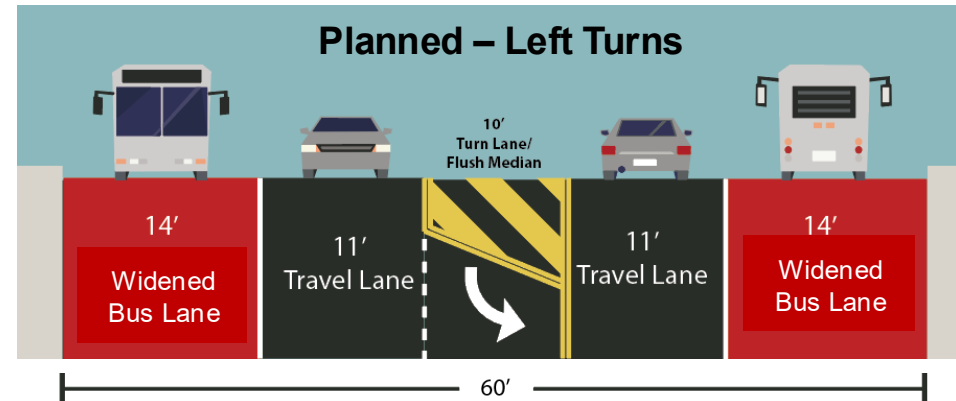
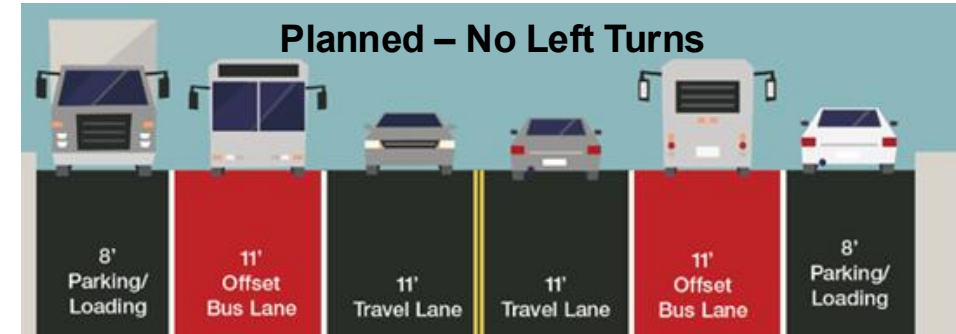
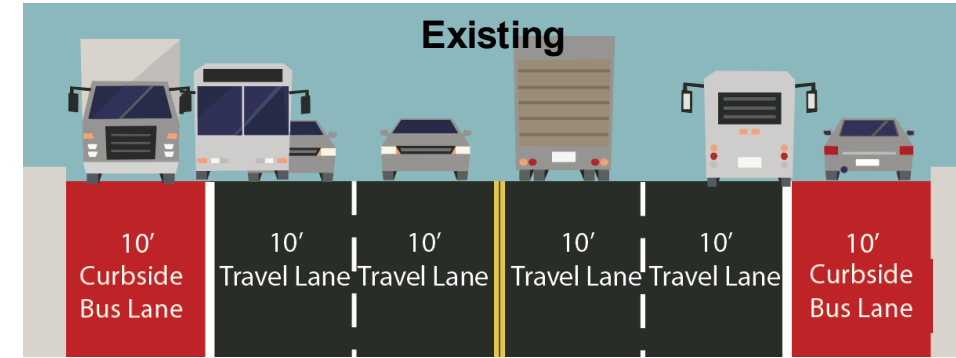
On-Street Business Outreach: 2026 Update

- In April, DOT Public Engagement Unit visited 217 businesses along Fordham Road
- Businesses shared information about their delivery timing
- DOT informed businesses about the design and heard direct feedback about their curb use needs
- 60% of surveyed businesses reported receiving deliveries in the existing curbside bus lane
- **The proposed design will create new loading zones available throughout the day, which will be separated from the bus lane**



Design Plan

- Converting many of the existing sub-standard curbside bus lanes into loading/parking lanes
- Converting the adjacent travel lane into an upgraded 24/7 offset bus lane (between Hoffman Ave and Sedgwick Ave)
- At certain locations with left turn lanes or other geometric constraints, bus lane would remain in the curb lane but would be widened
- Buses pull to the curb to pick up and drop off passengers
- Pedestrian safety treatments and expanded public space
 - Painted pedestrian spaces with planters
 - Rubber speed bumps for turn calming
 - Potential slip lane closure at Bryan Park



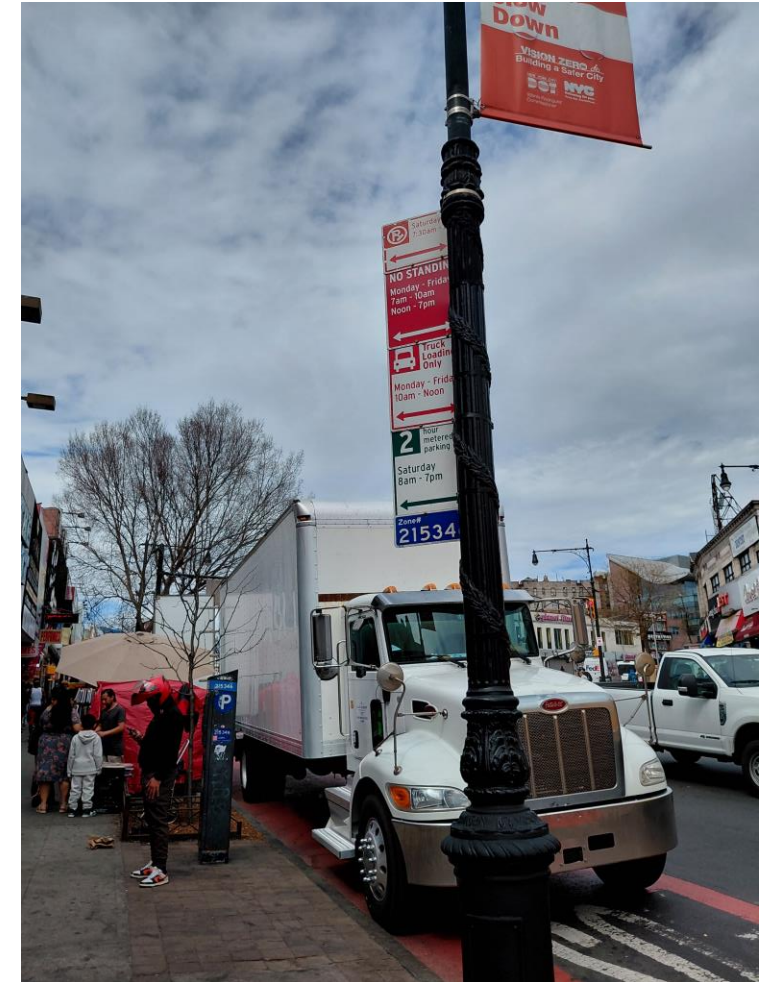
Summary of Treatments



How Will Curb Regulations Change?

Our extensive business outreach has led us to our final proposal.

- Between Sedgwick Ave and Hoffman Ave, DOT will update the curb regulations to:
 - Reduce double parking and conflicts with the bus lane
 - Improve access to businesses
 - Prioritize Commercial Vehicle access on Fordham Road and adjacent streets
- Planned parking regulations will be tailored to each block and include a mix of commercial vehicle and passenger vehicle regulations that will vary by location and time of day
 - Example 1: 60' commercial vehicle parking, rest of block metered parking for passenger vehicles
 - Example 2: entire block commercial vehicle parking in the morning, switching to passenger vehicle metered parking in the afternoon



Enforcement

- Stationary cameras have existed on the corridor since 2011
- Automated Camera Enforcement (ACE) was implemented in 2022
 - Bus-mounted camera system that issues violations to vehicles occupying bus lanes, to double parked vehicles along bus routes, and to vehicles blocking bus stops
 - Bus speeds did not significantly change after ACE implementation
- Ongoing close coordination with NYPD to enforce bus lanes
- Continued collaboration with city partner agencies to address street vending



Expected Benefits

- **Pedestrian safety improvements**
 - Shorter crossings, clearer sightlines, safer turns
- **Transit performance gains**
 - Faster, more reliable buses with fewer blockages
- **Traffic flow and loading improvements**
 - More curb space, reduced double-parking, clearer lane use, better signal progression
- **Benefits for local businesses**
 - More predictable loading, easier customer access, higher foot traffic, better overall streetscape



*Recent conversion of curbside bus lanes to offset bus lanes on Hillside Avenue, Queens has resulted in up to **28%** improvement in bus speeds*

Next Steps

- **Spring:** Present final proposal to Community Boards 5, 6, 7; other stakeholders
- **Early Summer:** Implementation begins
During implementation, Fordham Road will remain open. Public can expect to see minor traffic slow-downs while markings and signage are being updated.
- **Late Summer/Fall:** Bus lanes expected to be operational
- **Post-implementation:** Ongoing monitoring and engagement



Thank You!

Questions?



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