

# Fordham Road Bus Priority

Sedgwick Av to Bronx River Parkway

CB 6 Transportation Committee

May 14, 2026



# Project Restart

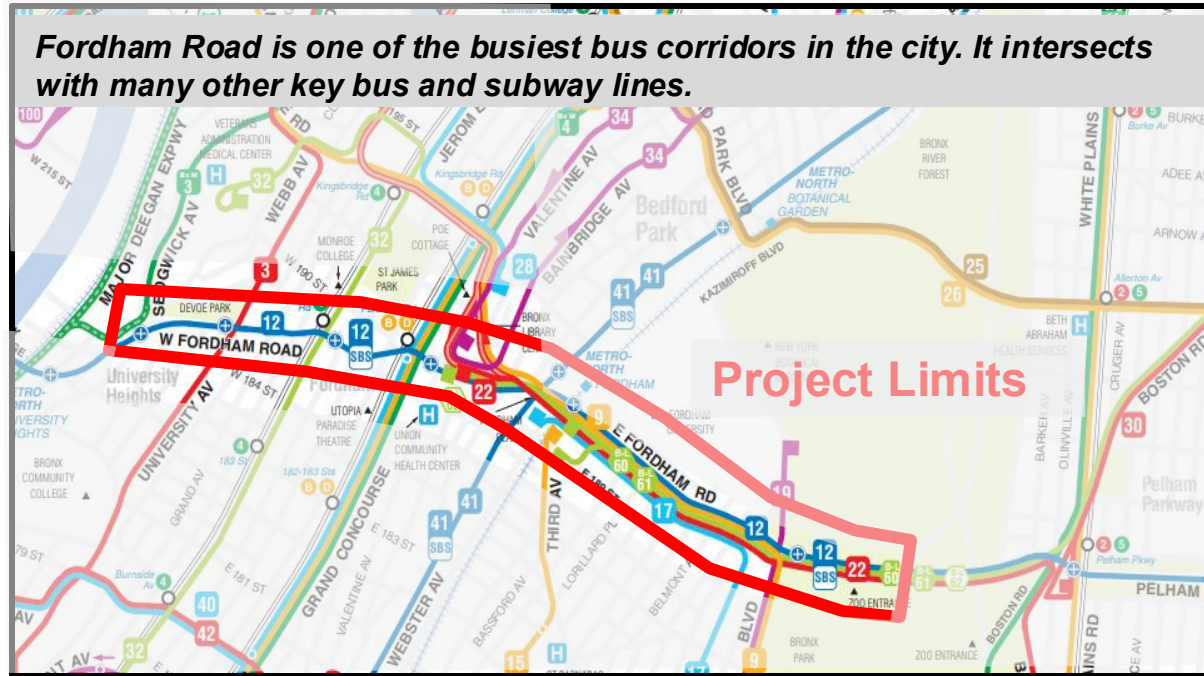
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- On February 13th, Mayor Zohran Mamdani, Commissioner Mike Flynn, and MTA Chairman Janno Lieber announced the project restart
- Critical project to deliver better and faster bus service for New Yorkers
- Aiming to improve bus speeds by at least 20%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

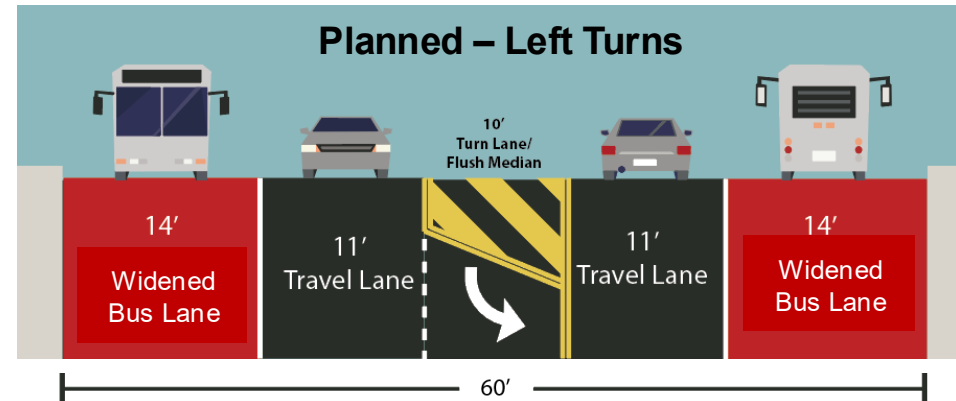
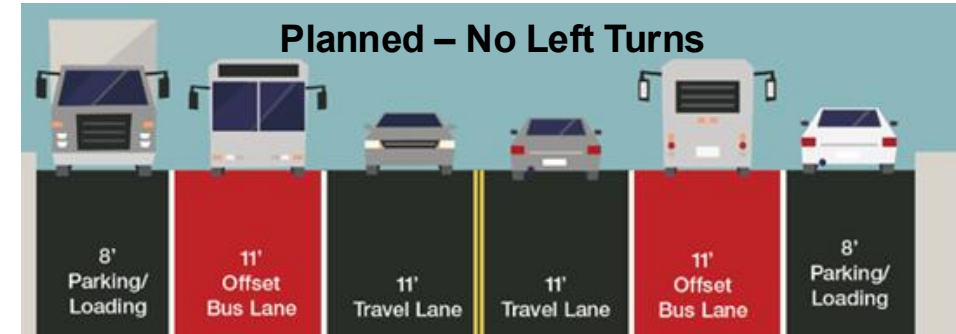
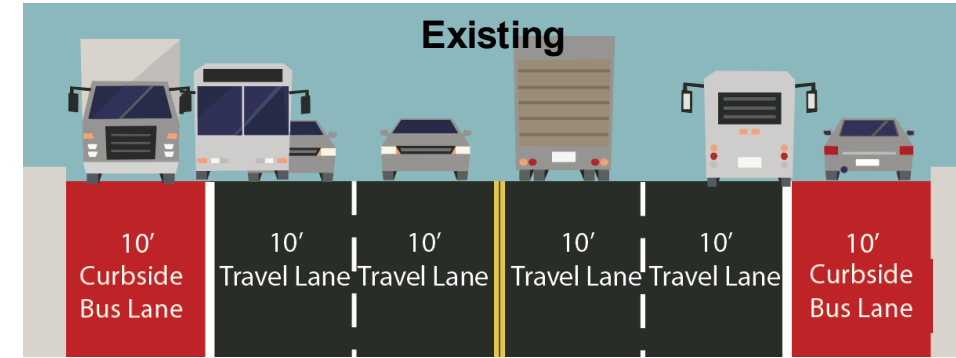
# On-Street Business Outreach: 2026 Update

- 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



Upgraded Bus Lanes  
New Bus Lanes

New EB Left  
Turn Ban at  
Davidson Av

New bus lane  
approaching  
Sedgwick Av

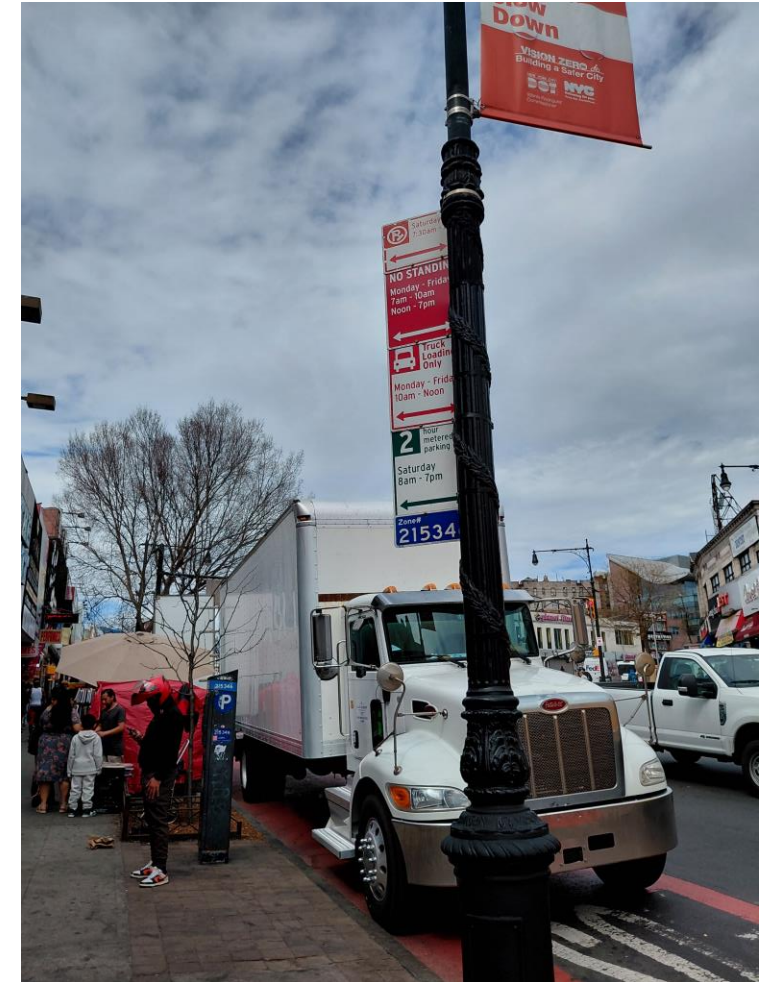
New WB Left  
Turn Ban at  
Grand Av

New bus lane  
approaching  
Southern  
Blvd

# 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

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- **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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