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Background
Better Buses

Better Buses Program

- **Mayor’s 2019 State of the City:**
  *Improve bus speeds 25%*

- **Better Buses Action Plan**
  *Released April 2019*

- **Bus Priority Projects**
  - 16.3 miles of bus lanes installed 2020, including projects on Edward L Grant Hwy & E 149 St
  - 8 additional corridors, including Fordham Rd, identified in the Bronx for priority treatments
Why Fordham Road

Background

• Critical crosstown transportation corridor

• 93,700 average daily bus riders on 9 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

• Residents in neighborhoods near Fordham Road have high rates of asthma and heart disease, in part due to exposure to pollution
Why Fordham Road
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
Why Fordham Road

Bus Speeds and Ridership

- In 2008, MTA and DOT launched the first Select Bus Service (SBS) route on the Bx12
- Service and street design changes resulted in improvements for bus service
- In recent years, bus speeds and ridership have declined
DOT Toolbox
**Toolbox - Transit**

**Offset Bus Lanes**

Webster Ave and 167th St

**Physical Protection**

161st St and Sherman Av

**Transit & Truck Priority / Busway**

14th St, Manhattan

**Bus Queue Jump Signal**

Edward L Grant Hwy and University Ave
Toolbox – Pedestrian Safety

1. Pedestrian Island
   - Fordham Rd and Hoffman St

2. Painted Curb Extension
   - Southern Blvd and E 179 St

3. Median Extension
   - Fordham Rd and Southern Blvd
Toolbox – Parking

- Truck Loading Zones
- Parking Meters
- Short Term Parking
Breakout Rooms
Fordham Road Corridor Sections

A) Major Deegan Expwy to Sedgwick Av
B) Sedgwick Av to Jerome Av
C) Jerome Av to Webster Av
D) Webster Av to Southern Blvd
E) Southern Blvd to Boston Rd
Breakout Rooms

Discussion Overview

- The purpose of the workshop and breakout room is for DOT to engage with community members and explore how they feel about transportation issues along Fordham Rd.

- Fordham Rd will be broken up into 5 sections, and there will be 5-10 minutes of discussion per section.

- Please be as detailed as possible in your comments to ensure that we can accurately identify issues along the corridor.

- At end of the sections, we will review the DOT Toolbox to see what the community envisions for the future of Fordham Rd.
Breakout Rooms

Potential Issues for Conversation

• Transit
  ▪ Slow buses
  ▪ Bus bunching
  ▪ Crowded buses and stops

• Pedestrians
  ▪ Sidewalk crowding
  ▪ Difficulty crossing
  ▪ Conflicts with turning vehicles

• Traffic
  ▪ Congestion
  ▪ Weaving and speeding

• Parking
  ▪ Double parking / parking in bus lane
  ▪ Truck loading
  ▪ Difficulty finding parking
  ▪ Taxis/For Hire Vehicles
Next Steps
Next Steps

• DOT will review feedback received today

• If you have additional follow up comments or questions, please contact Darisa Cruz at the DOT Bronx Borough Commissioner’s Office
dcruz2@dot.nyc.gov
212-748-6680

• Future workshops and meetings to be held in Fall 2021
Project Timeline

1. Background and Overview
2. Feedback Gathering and Analysis
3. Design Development
4. Additional Feedback Gathering and Analysis
5. Plan Revision
6. Project Implementation
7. Monitoring and Adjustments
8. Progress Reports

Flowchart:
- Background and Overview → Feedback Gathering and Analysis → Design Development
- Additional Feedback Gathering and Analysis → Plan Revision → Project Implementation
- Monitoring and Adjustments → Progress Reports
THANK YOU!

Questions?
Fordham Rd Community Advisory Board (CAB)

- Fordham Road 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 riders
- DOT does not have a proposed design for the corridor. In subsequent meetings, we will show alternatives based on feedback we receive today and future meetings in addition to data analysis
- Additional community outreach will be conducted with Community Boards and guidance from the CAB (e.g. online surveys, virtual meetings with stakeholders, walk-throughs)
Fordham Road Overview

- Critical crosstown transportation corridor for buses, general traffic, and trucks
- Commercial hubs
- Major institutions and destinations
Who is on Fordham Rd?

- Throughout the corridor, bus riders and pedestrians make up a significant portion of the roadway users.

Roadway Users
Fordham Rd and Valentine Ave

- 33% Pedestrians
- 37% Buses
- 30% Cars

Source: NYC DOT Traffic Counts, MTA, Westchester County
Demographics

Bronx CBs 5, 6, 7, 10, 11 and Manhattan CB 12

• 910,000 residents
• 62% of households have no access to a private vehicle
• 71% commute to work via public transit, walking, or biking
• 87% of residents are non-White
  – 61% Hispanic, 20% Black, 3% Asian, 3% Other
• Median household income: $40,400 (vs. $60,800 in NYC)

Travel to Work

Source: US Census
Traffic Network

• Fordham Road / Pelham Parkway is one of the few east-west roads that traverses the Bronx from end to end
• ~32,000 daily vehicles
• Critical truck route
Parking and Loading

- Existing 2 hour loading window in bus lane
- 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

Fordham Rd and Webster Av
Fordham Rd and Valentine Av
Safety

- Fordham Rd is a Vision Zero priority corridor, with 4 Vision Zero priority intersections:
  - Sedgwick Ave
  - University Ave
  - Grand Ave
  - Jerome Ave
- In addition to transit improvements, DOT will study safety enhancements for all roadway users

Texas Street, New York City
Injury Summary, 2014-2018 (5 years)

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Transit

- Bx9, Bx12 SBS/Local, Bx17, Bx22, Bx34, Bee-Line 60-62 buses
  - 93,700 average daily riders, of which 40,300 use the Bx12 SBS & Local
- Buses on Fordham Rd provide critical connections to numerous Bronx, Manhattan, and Westchester neighborhoods and destinations
- Connections to A, B/D, 1, 2/5, 4, and 6 subways; Metro North Harlem, Hudson, & New Haven Lines
Previous Work

• In 2008, MTA and DOT launched the first Select Bus Service (SBS) route on the Bx12

• Curbside bus lanes were installed throughout corridor

• Service and street design changes resulted in improvements for bus service:
  • Bus speeds increased 20%
  • Ridership increased 10%
  • Retail sales increased 71% (vs. 23% borough wide)

Source: NYCDOT – “Measuring the Street”
Recent Trends

• SBS improvements sparked an upward trend in speeds and ridership, which continued through 2014
• In recent years, bus speeds and ridership have declined
• Bx12 is still the second highest ridership route in NYC (after M15)
Fordham Rd During COVID

- During the height of COVID shelter-in-place restrictions (late March – April), Bx12 SBS speeds increased
- Increased speeds due to reduced traffic and fewer obstructions of bus lanes
- As traffic volumes have returned to pre-COVID levels, bus speeds have decreased to levels prior to the pandemic

![Graph showing Bx12 SBS Peak Hour Speed (mph) from 2019 to Oct-20]

@MTA @NYCTSubway you guys are trying to kill New Yorkers with this limited service business. This isn’t healthy! @NYGovCuomo @NYCMayor what is the hell is this about? #coronavirus #CoronavirusUSA #coronavirusnyc

9:06 AM · Mar 30, 2020 from Bronx, NY · Twitter for iPhone
Supporting Essential Workers

- Areas directly served by Fordham Road routes have high concentrations of frontline workers.

- Frontline workers (e.g., nurses, transit workers, postal/courier workers, grocery store workers) make up 38% of transit riders in New York City.

- 79% of the city’s frontline workers are Black, Hispanic, or mixed race.

Source: NYC Comptroller, Bureau of Policy and Research
Public Health

- Residents in neighborhoods near Fordham Road have high rates of asthma, obesity, diabetes, and heart disease, in part due to exposure to pollution
- Transit improvements can reduce private vehicle use, improve air quality, and promote physical activity

Public Polling

- 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
Work To Date

• Field observations
• Data collection
• Street Ambassador outreach
  • Merchant surveys
  • Shopper surveys
  • Bronx Night market
• MTA Bronx redesign open houses and CB presentations
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
Why Fordham Road

Outreach

• November 2020 poll showed that neighborhood residents support bus priority measures on Fordham Road:
  – 89% support improving existing bus lanes
  – 66% support additional bus lanes
  – 70% support a busway

• In summer 2019, NYC DOT spoke with 167 businesses and 175 visitors on Fordham Rd
  – 86% of visitors to businesses on Fordham Road reported arriving by walking, bus, or train
  – Businesses on Fordham Rd indicated that they are unable to determine when their deliveries arrive
  – Complaints of customers receiving tickets during quick pickup/drop-off activity