Fordham Plaza is at the:

- Geographic Heart of the Bronx
- Transportation Heart of the Bronx
- Economic Heart of the Bronx
- Diverse Social Heart of the Bronx

The Heart of the Bronx
Comparison to Other NYC Parks + Urban Plazas

<table>
<thead>
<tr>
<th>Park</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albee Square, Brooklyn</td>
<td>0.64 acres</td>
</tr>
<tr>
<td>Fordham Plaza, Bronx</td>
<td>1.70 acres</td>
</tr>
<tr>
<td>Poe Park, Bronx</td>
<td>2.34 acres</td>
</tr>
<tr>
<td>Union Square, Manhattan</td>
<td>5.28 acres</td>
</tr>
<tr>
<td>Joyce Kilmer Park, Bronx</td>
<td>6.88 acres</td>
</tr>
<tr>
<td>Bryant Park, Manhattan</td>
<td>9.60 acres</td>
</tr>
</tbody>
</table>
View North from 189th Street
FORDHAM PLAZA A TANGLED KNOT?
Head on
Intersection where 1-way meets 2-way

Left-turning buses block traffic

Wide 5-point Intersection is difficult to cross, requires extra signal phase

Slow traffic and median encourage jaywalking

Multiple, closely spaced signals are inefficient, contribute to traffic backups

Bus Movement + Layover conflict with Pedestrians

Left-turning buses block traffic
Transportation conflicts limit the ability of the plaza to function as a great public space.
FORDHAM PLAZA UNTANGLING THE KNOT
TRAFFIC CONGESTION
Existing Traffic Volumes

Traffic Congestion along Fordham Road

“Blocking the box” causes back-ups on 3rd Avenue
Current conditions show poor traffic flow throughout the study area, particularly at Fordham/Webster and Fordham/3rd Avenue.
Existing Primary Roads
Proposed Primary Roads

- Larger Public Space
- 3rd Ave Busway with turn-around loop
- Elimination of slip lane as part of the Safe Routes to School program
- Cul-de-sac at Park Ave.; Park Ave. north of 188th becomes 2-way (simplifies intersection)
- E 189th St. One-Way between 3rd Ave. + Webster Ave.
- Re-route traffic on E 188th/ E 189th couplet.
Traffic: Overall Level of Service, Existing Condition

- A Satisfactory LOS
- E Unsatisfactory LOS
Proposed traffic changes result in improved traffic flow through the area.
Existing Bus Routing
Bus routes along Fordham Rd and Webster Ave not currently using the existing bus loop are retained as-is.

Fordham Station renovation (MNR scope)

Improved south entrance to Metro-North Station

Bus-only along 3rd Ave

Turn-around loop

Proposed Bus Routing
Sidewalk
Crosswalk
Jaywalk

Jaywalking along Fordham Road

Bus/Pedestrian Conflicts

Difficult Pedestrian Crossing

Narrow sidewalk in front of MNR Station

Existing Pedestrian Volumes

Existing Pedestrian Volumes

Sidewalk
Crosswalk
Jaywalk
Existing Pedestrian Conflicts
Fordham Rd. and Webster Ave. is the 3rd most dangerous intersection in the City.

Source: www.crashstat.org
Remove existing median; provide wider sidewalk in front of MNR station

Contiguous plaza reduces bus/pedestrian conflicts

Relocation of Bus Area changes the pedestrian desire line and encourages use of existing crosswalks

Narrower intersections increases the pedestrian realm and reduces potential conflicts

Proposed Pedestrian Improvements
Lack of connection between existing and proposed bike routes with Fordham University and MNR Station
“Sharrows” indicate bicycle route shared with bus lanes

“Bike boxes” at key intersections improve cyclist safety

Striped bicycle route along Park Avenue

- Existing striped route (Class 2)
- Currently planned route (Class 2 or 3)
- Proposed route (Class 2)
- Proposed route (Class 3)
- Fordham University pathways
• Improved Traffic Flow
• Separate buses from plaza activities
• Improved access to Metro-North station
• Improved pedestrian access from surrounding streets
• Reduced jaywalking across Fordham Road
• Consolidated and increased usable plaza space
• Increased opportunities for vegetation on the Plaza

• Opportunities to partner with community organizations for event programming and maintenance
An additional 15,750 SF of Public Space at Fordham Plaza

26% More Public Space
Existing: 59,900 SF
Proposed: 75,650 SF

39 % Less Asphalt
Existing: 40,800 SF
Proposed: 25,050 SF
An additional 15,750 SF of Public Space at Fordham Plaza

26% More Public Space
Existing: 59,900 SF
Proposed: 75,650 SF

39% Less Asphalt
Existing: 40,800 SF
Proposed: 25,050 SF
Increased Public Space
LIMITED OPPORTUNITIES FOR TREES

GREATER OPPORTUNITIES FOR TREES

Vegetation Opportunities
GREATER OPPORTUNITIES FOR TREES

LIMITED OPPORTUNITIES FOR TREES

Vegetation Opportunities
Pursue transit-oriented development
Increase transit options to spur development
Develop underused areas to knit neighborhoods together: 3rd Avenue
Create or enhance a public plaza in every community
Improve and expand bus service – Bus Rapid Transit
Improve local commuter rail service
Improve access to existing transit
Address congested areas around the City: Fordham Road
Zone 1a: Gateway Plaza
- Iconic Canopy/ Wind Turbine
- Metro-North Station
- Food Concessions
- Newsstand + Info Kiosk
- Movable Seating
- Information Signage
- Fordham Road buses

Fordham - Gateway Plaza
Zone 1b: Fordham Grove
- Trees as gateway
- Garden Plantings
- Food Kiosks
- Seating in trees
- Movable tables and chairs
- Possible iconic elements:
  - Water Play Feature
  - Temporary Public Art

Fordham Grove
Zone 2: Market Plaza
• Greenmarket
• Seasonal Markets
• Events + Performances

• Preserve Fordham Place loading access + hours

Fordham – Market Plaza
Zone 3: Urban Green

- Passive recreation uses
- Open Lawn
- Movie Screenings
- Seating
- Southbound bus waiting area

Urban Green
Zone 4: Swale Island
- Vegetated swale collects stormwater and mitigates pollution
- Plantings discourage jaywalking
- Bus storage and layover at island minimizes conflicts with surrounding uses
- Maintenance + operations area

Swale Island
Swale Island
Plan of Plaza
Materials – Roadway
Materials – Medians and Tree Pits
Materials – Curbs

Typical tinted concrete curb with steel facing: Beaver Street at Hanover Street, Manhattan

Saw-finish granite curb shown with historic bluestone sidewalk: Madison Avenue at East 51st Street, Manhattan
Materials – Sidewalks and Plaza
Materials – Lighting, Trash Receptacles, Drinking Fountains