

FORDHAM PLAZA

Conceptual Design Study





Fordham Plaza is at the:

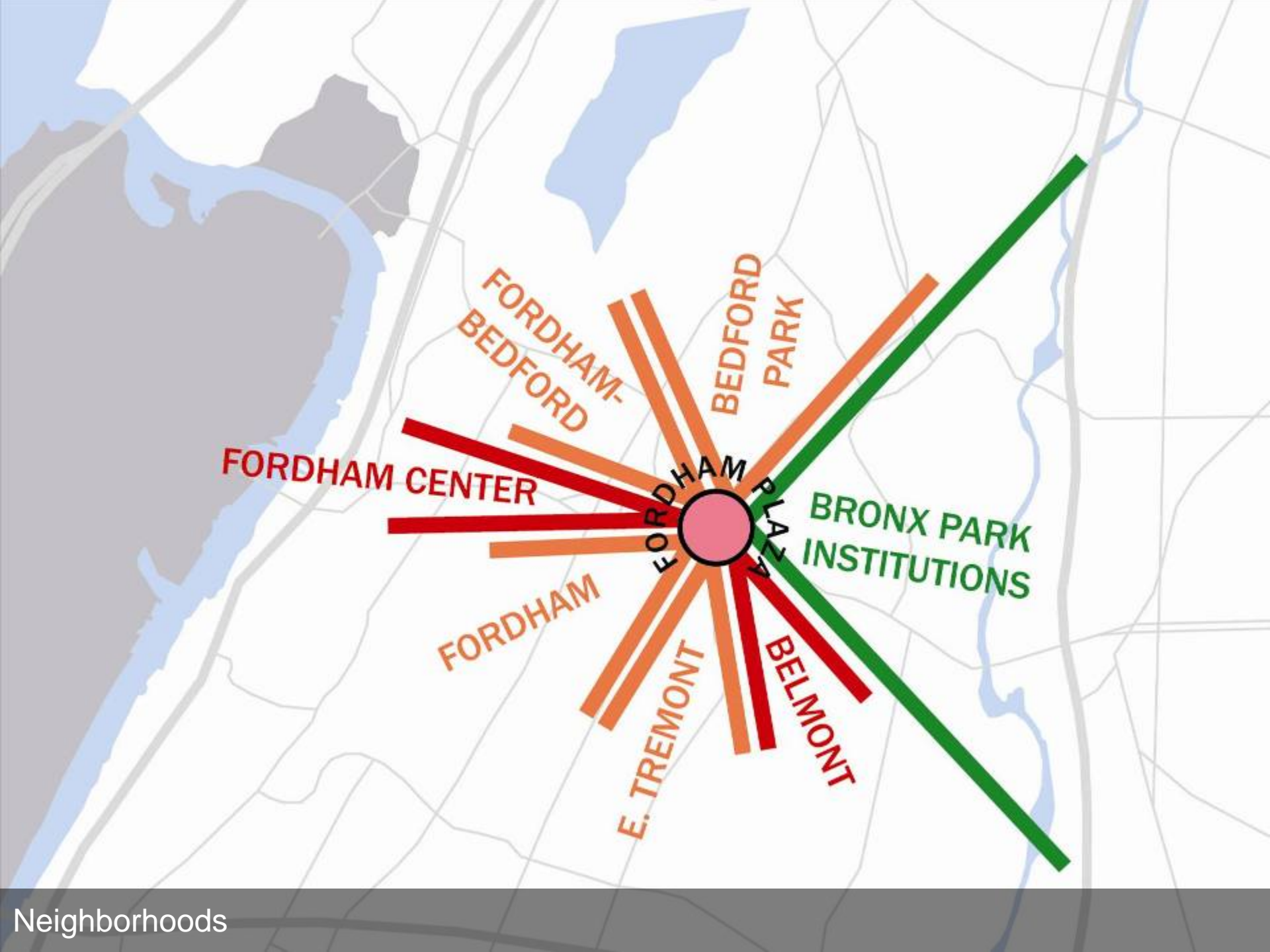
- Geographic Heart of the Bronx
- Transportation Heart of the Bronx
- Economic Heart of the Bronx
- Diverse Social Heart of the Bronx

The Heart of the Bronx



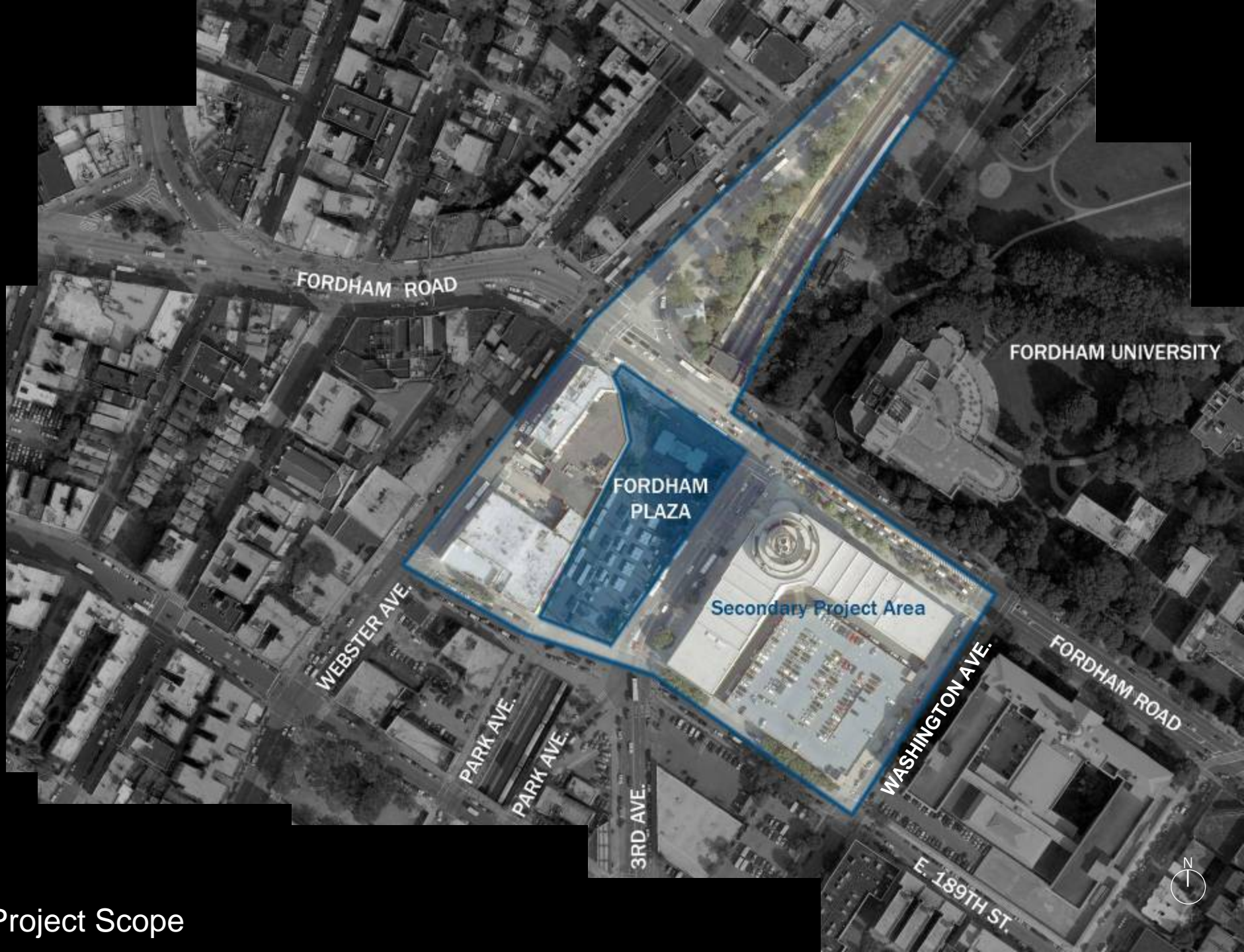


Borough Context

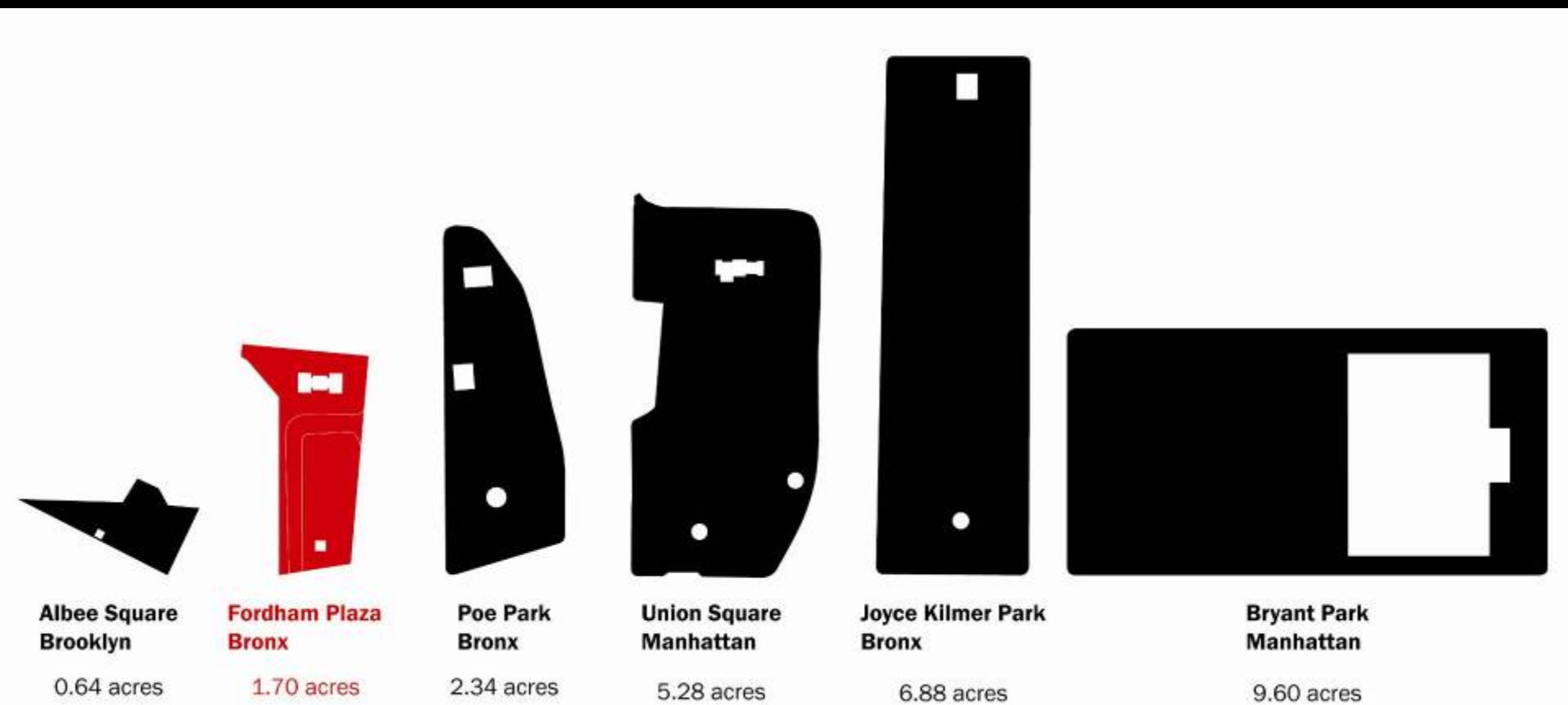


Neighborhoods





Project Scope



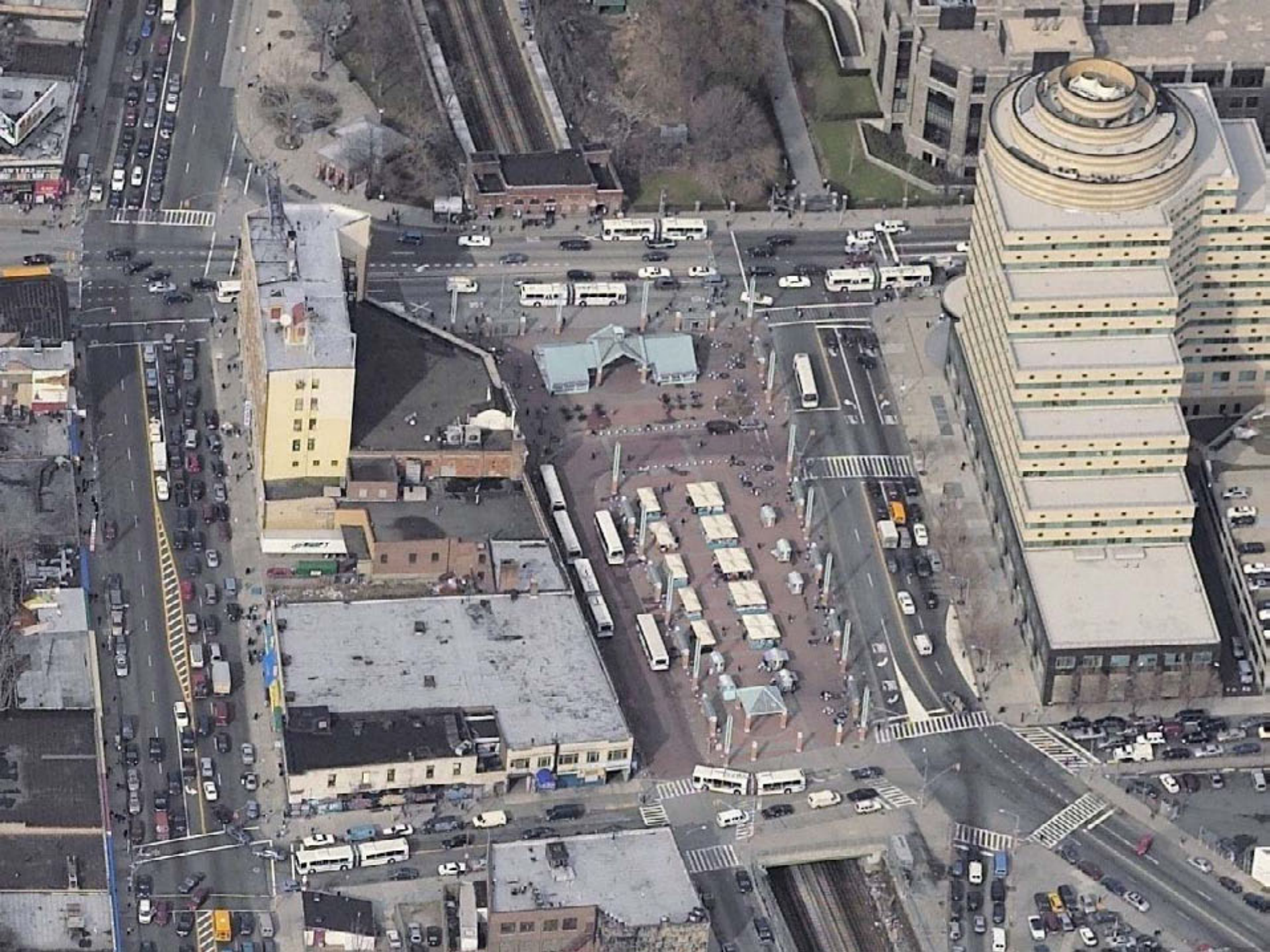
Comparison to Other NYC Parks + Urban Plazas



View North from 189th Street



FORDHAM PLAZA A TANGLED KNOT?



Slow traffic and median encourage jaywalking

Left-turning buses block traffic

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

Bus Movement + Layover conflict with Pedestrians

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



Transportation conflicts limit the ability of the plaza to function as a great public space



FORDHAM PLAZA UNTANGLING THE KNOT



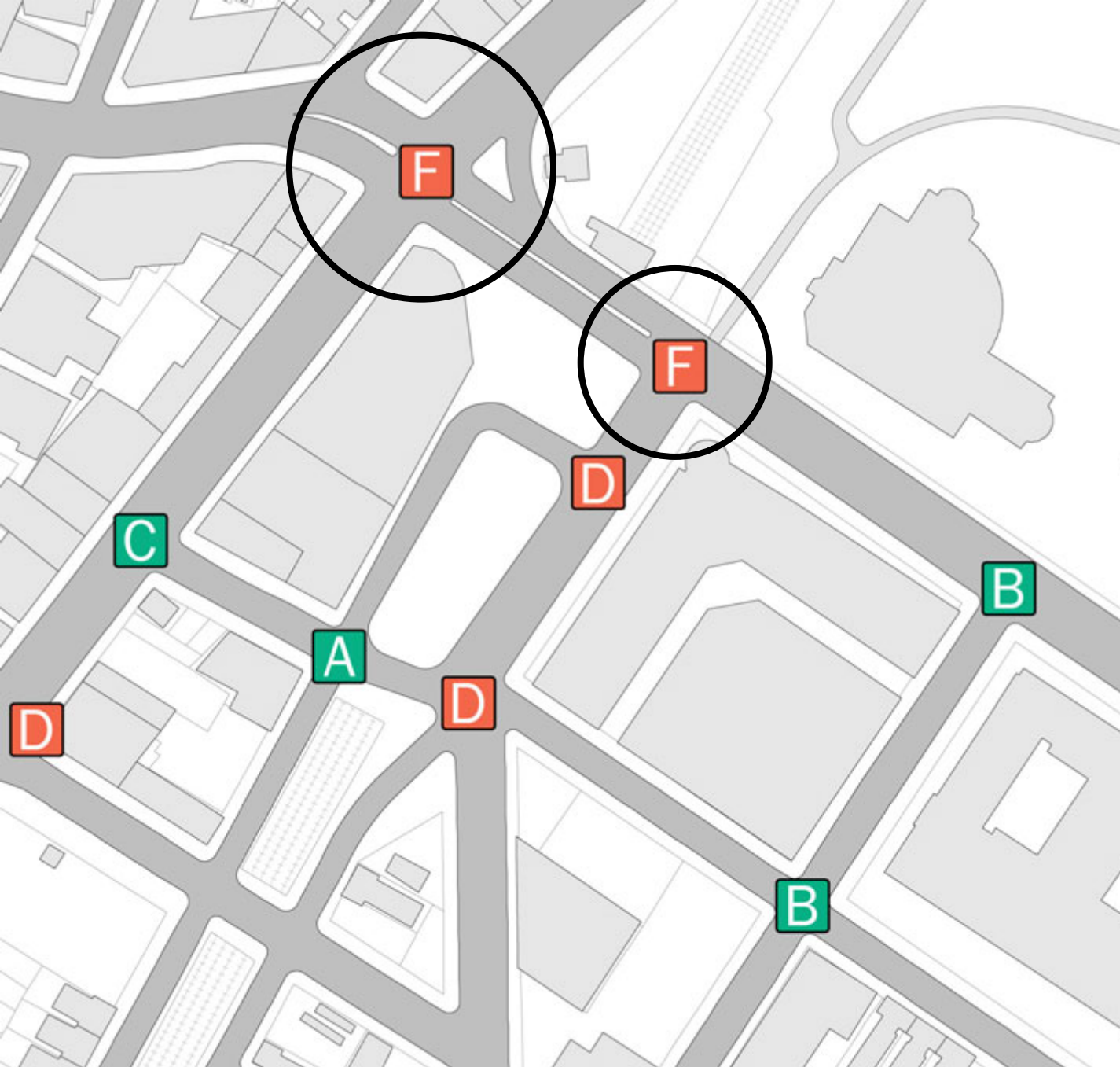
TRAFFIC CONGESTION



Traffic Congestion
along Fordham Road

“Blocking the box”
causes back-ups on
3rd Avenue

Existing Traffic Volumes



Current conditions show poor traffic flow throughout the study area, particularly at Fordham/Webster and Fordham/3rd Avenue

- A Satisfactory LOS
- E Unsatisfactory LOS

Existing Overall Level of Service



Existing Primary Roads



Elimination of slip lane as part of the *Safe Routes to School* program

Larger Public Space

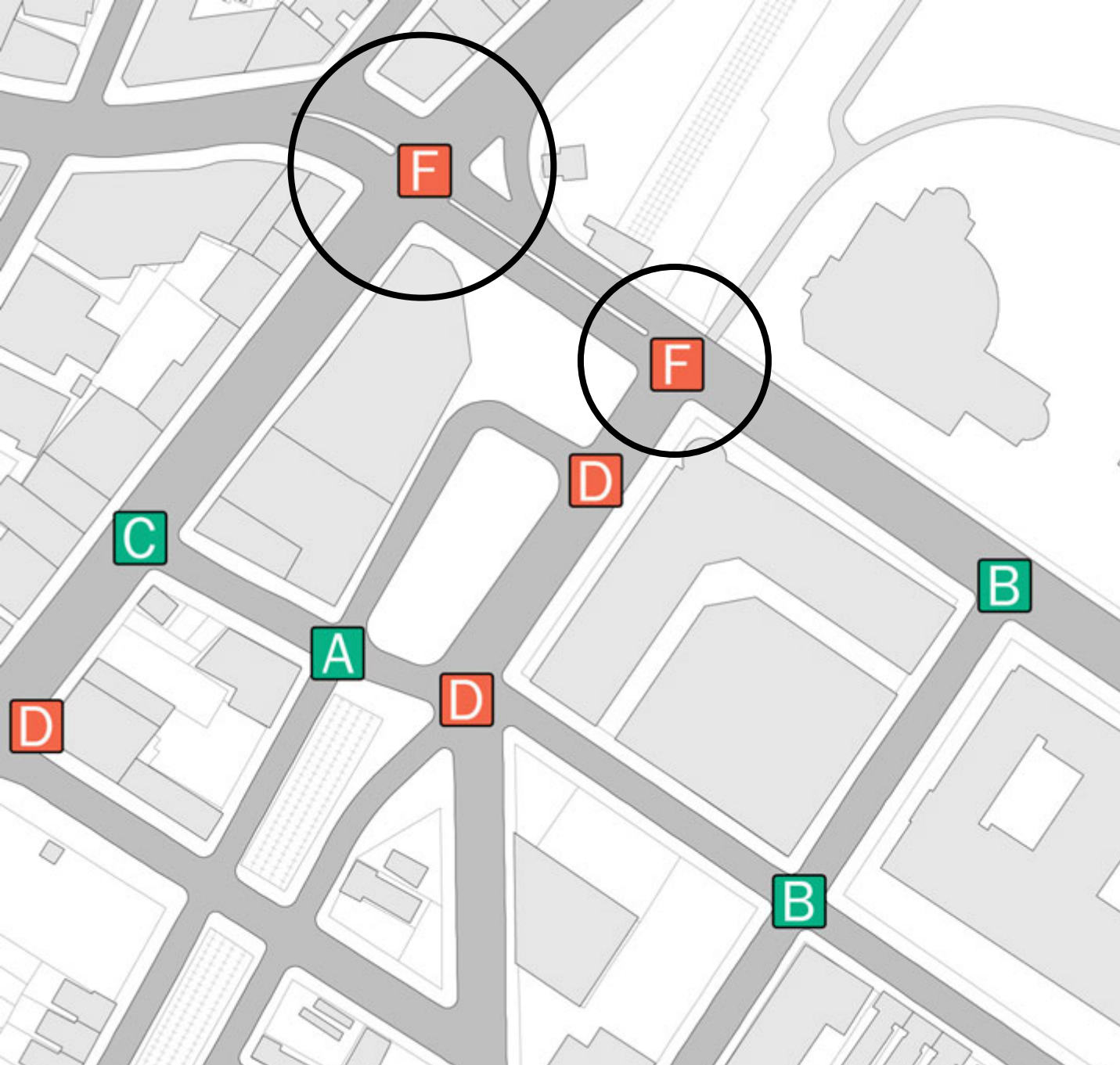
3rd Ave Busway with turn-around loop

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.

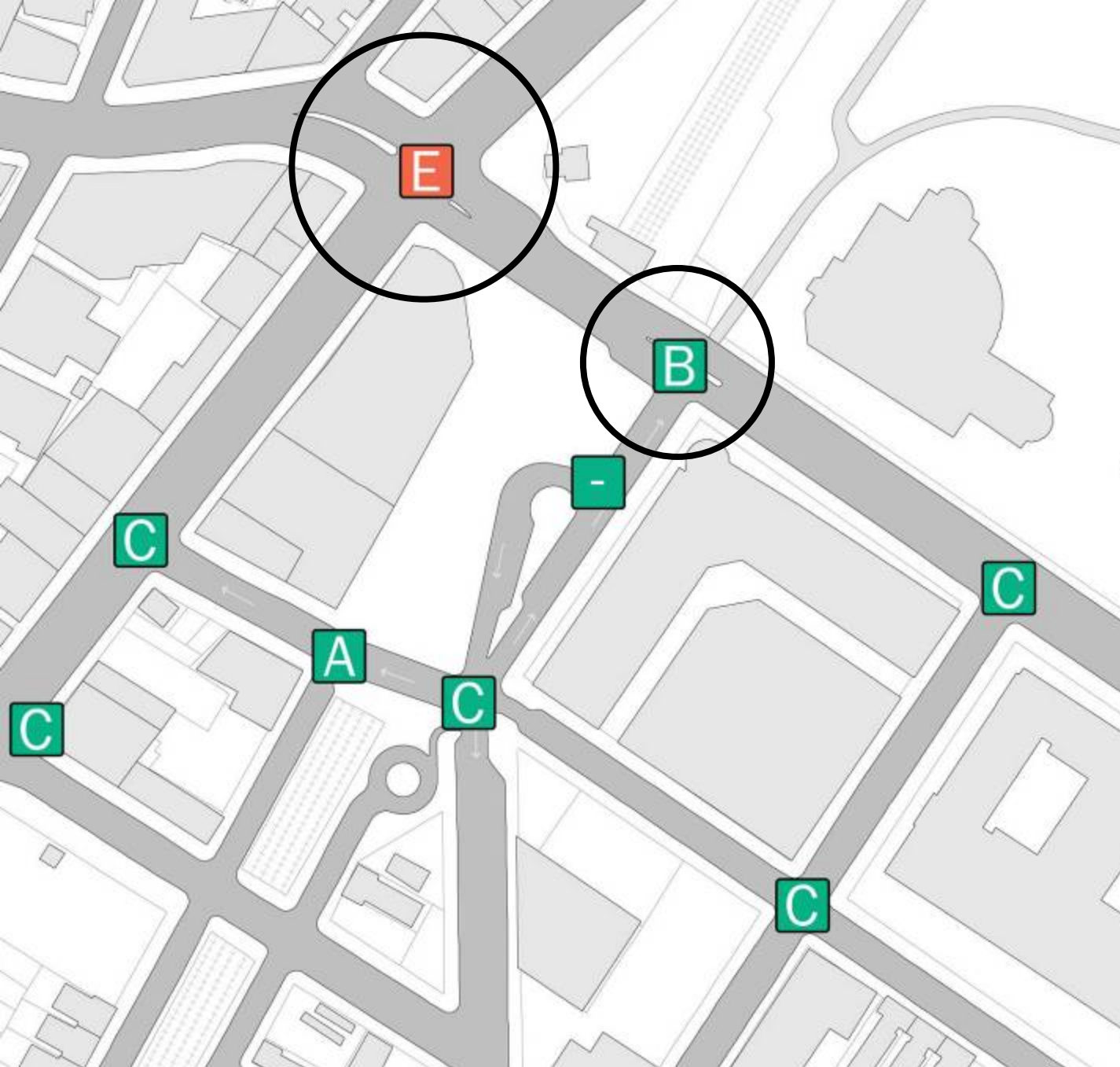
Re-route traffic on E 188th/ E 189th couplet.

Proposed Primary Roads





- A Satisfactory LOS
- E Unsatisfactory LOS

Traffic: Overall Level of Service, Existing Condition



Proposed traffic changes result in improved traffic flow through the area

-  Satisfactory LOS
-  Unsatisfactory LOS

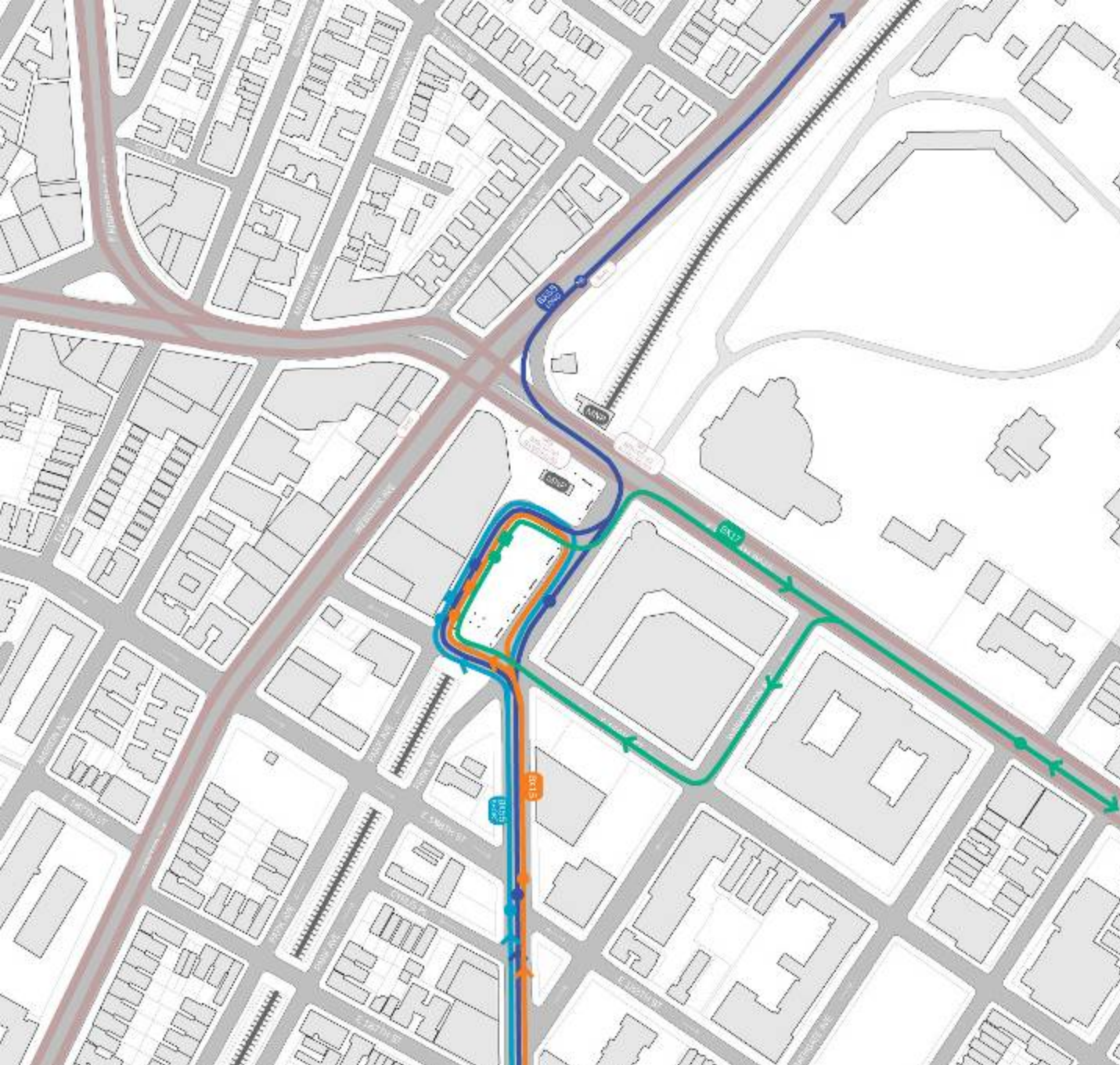
Overall Level of Service, Proposed Condition



RE SYSTEM



TRANSIT



Existing Bus Routing



PEDESTRIANS



Narrow sidewalk in front of MNR Station

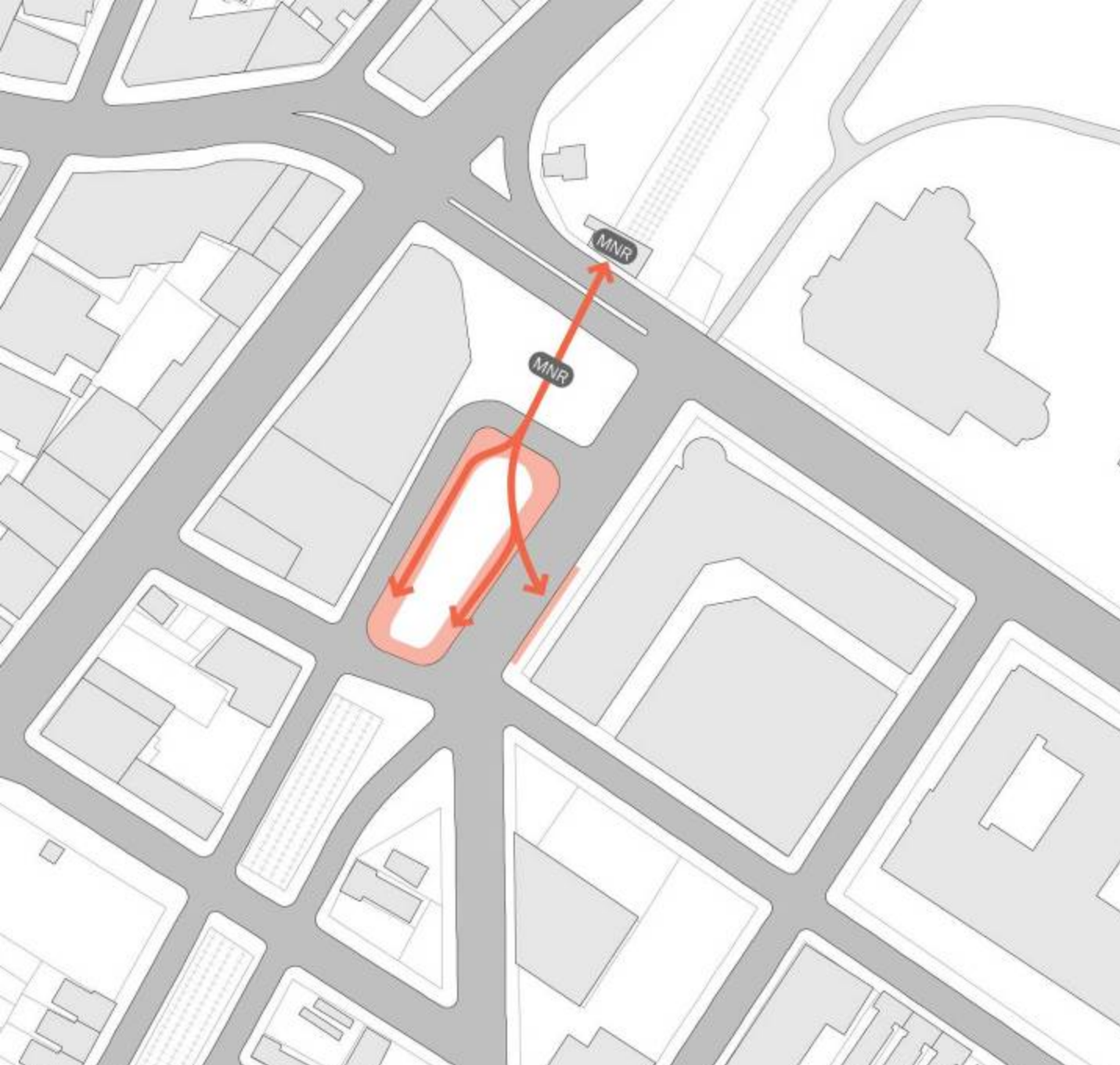
Jaywalking along Fordham Road

Bus/Pedestrian Conflicts

Difficult Pedestrian Crossing

- ↔ Sidewalk
- ⋯ Crosswalk
- ⋯ Jaywalk

Existing Pedestrian Volumes



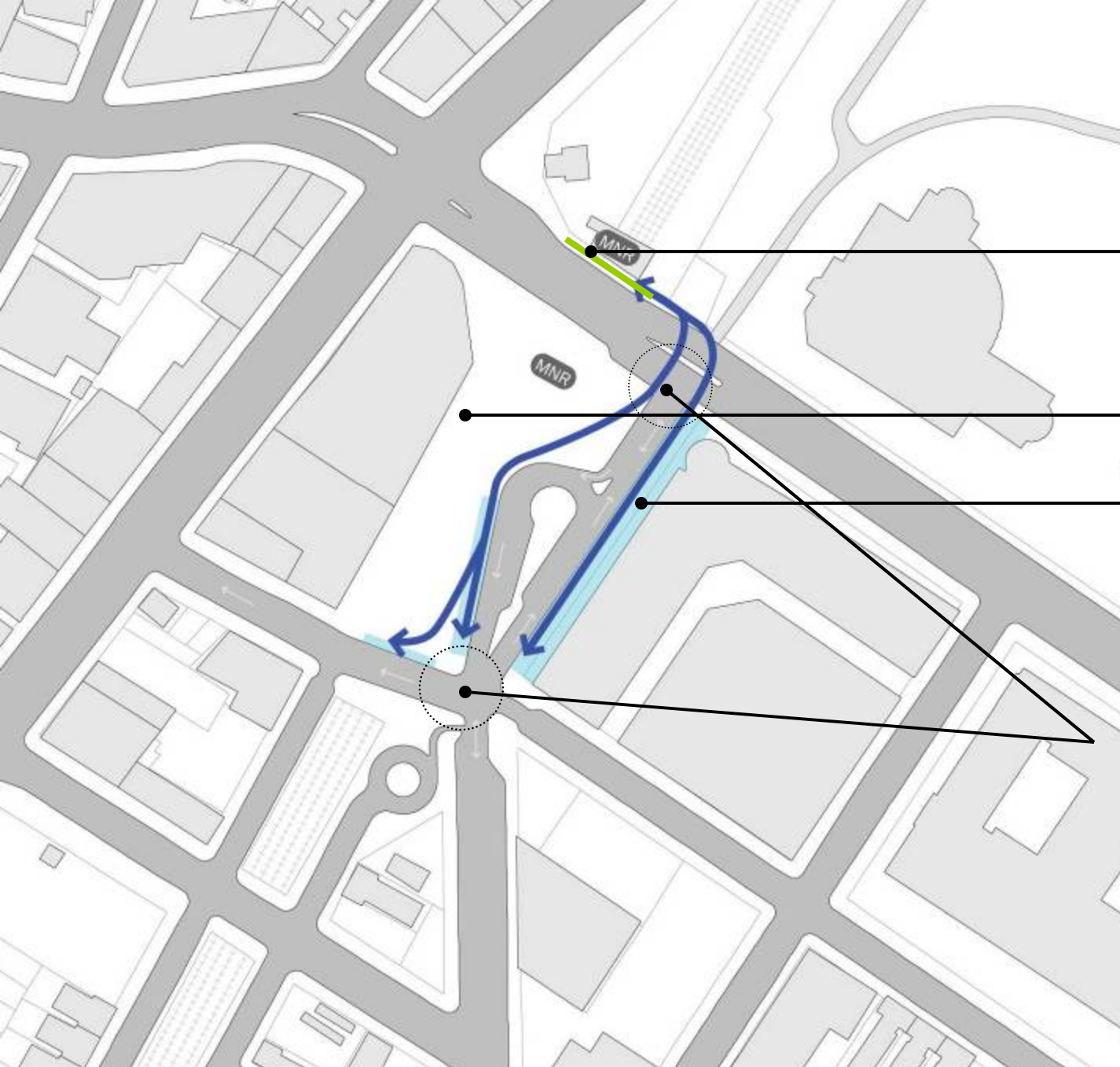
Existing Pedestrian Conflicts



Existing Pedestrian Conflicts



Source: www.crashstat.org

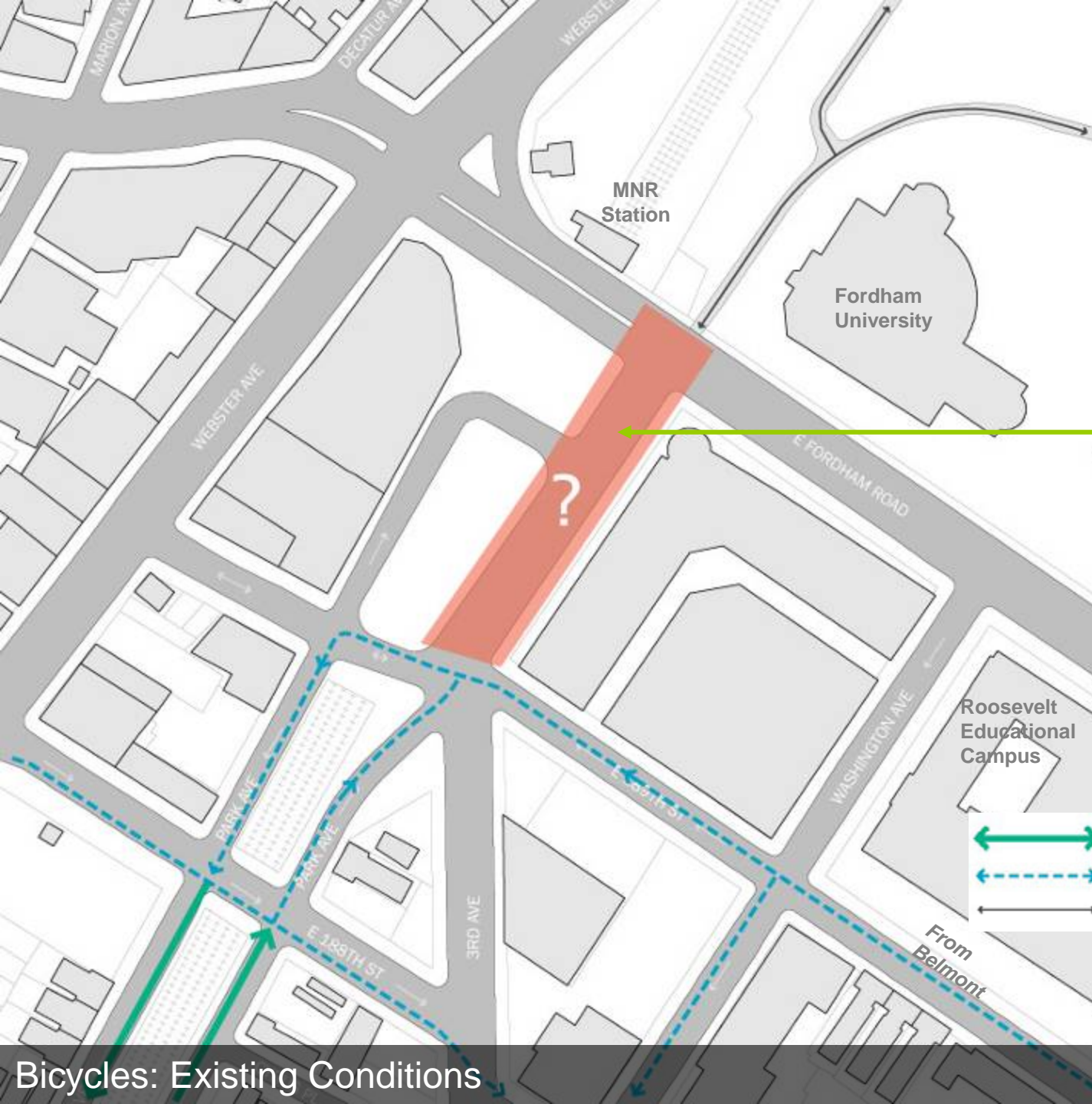


Remove existing median;
provide wider sidewalk in
front of MNR station

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

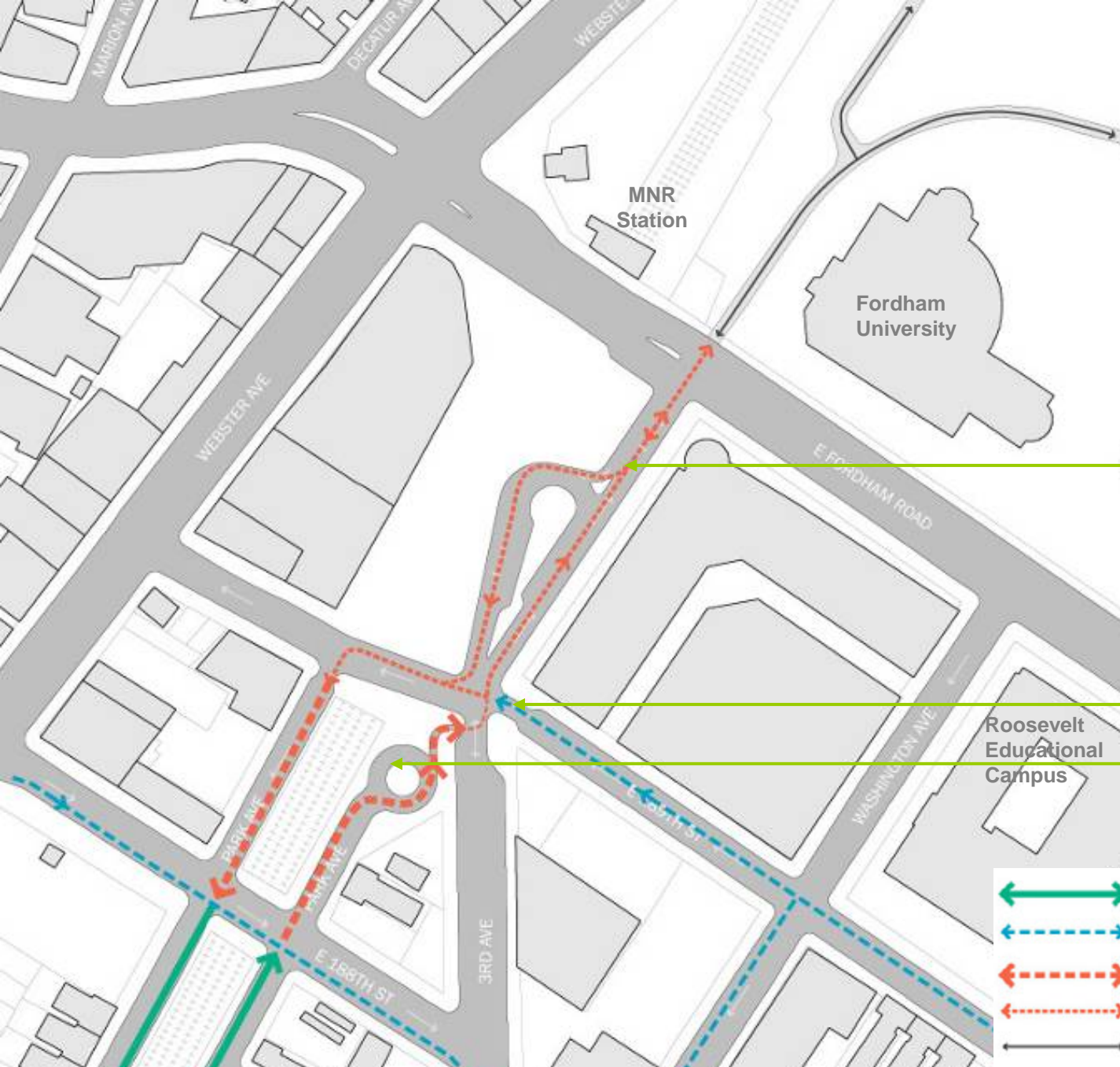


Lack of connection between existing and proposed bike routes with Fordham University and MNR Station

Existing striped route (Class 2)

Currently planned route (Class 2 or 3)






Fordham University pathways



“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

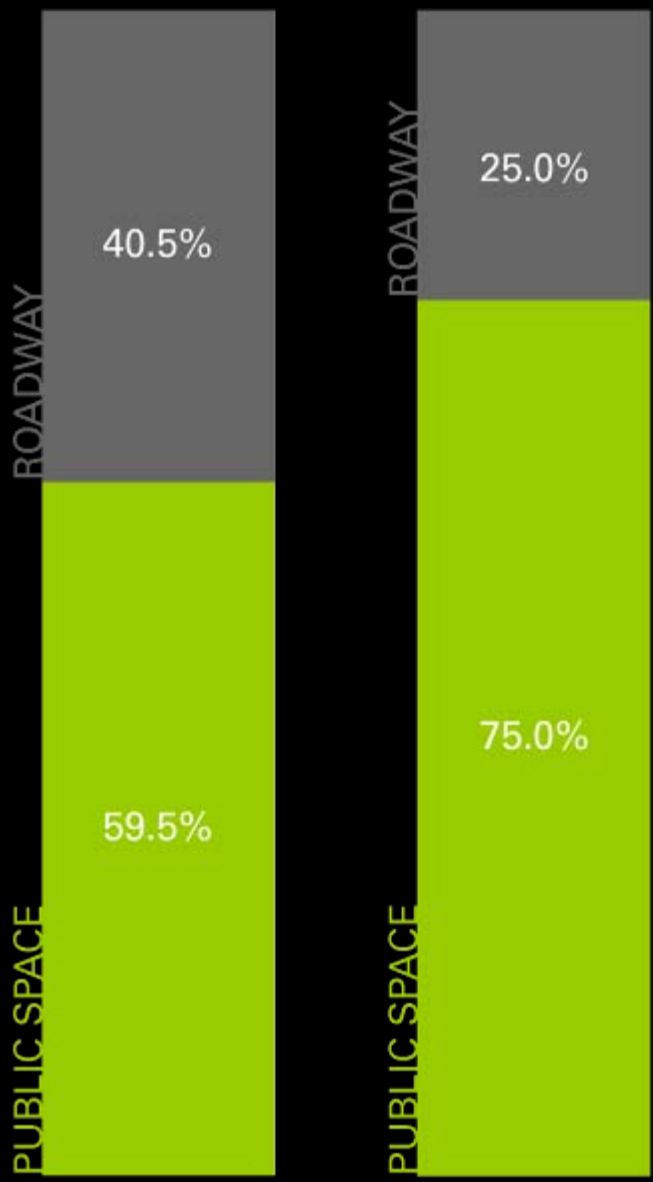


PUBLIC SPACE

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

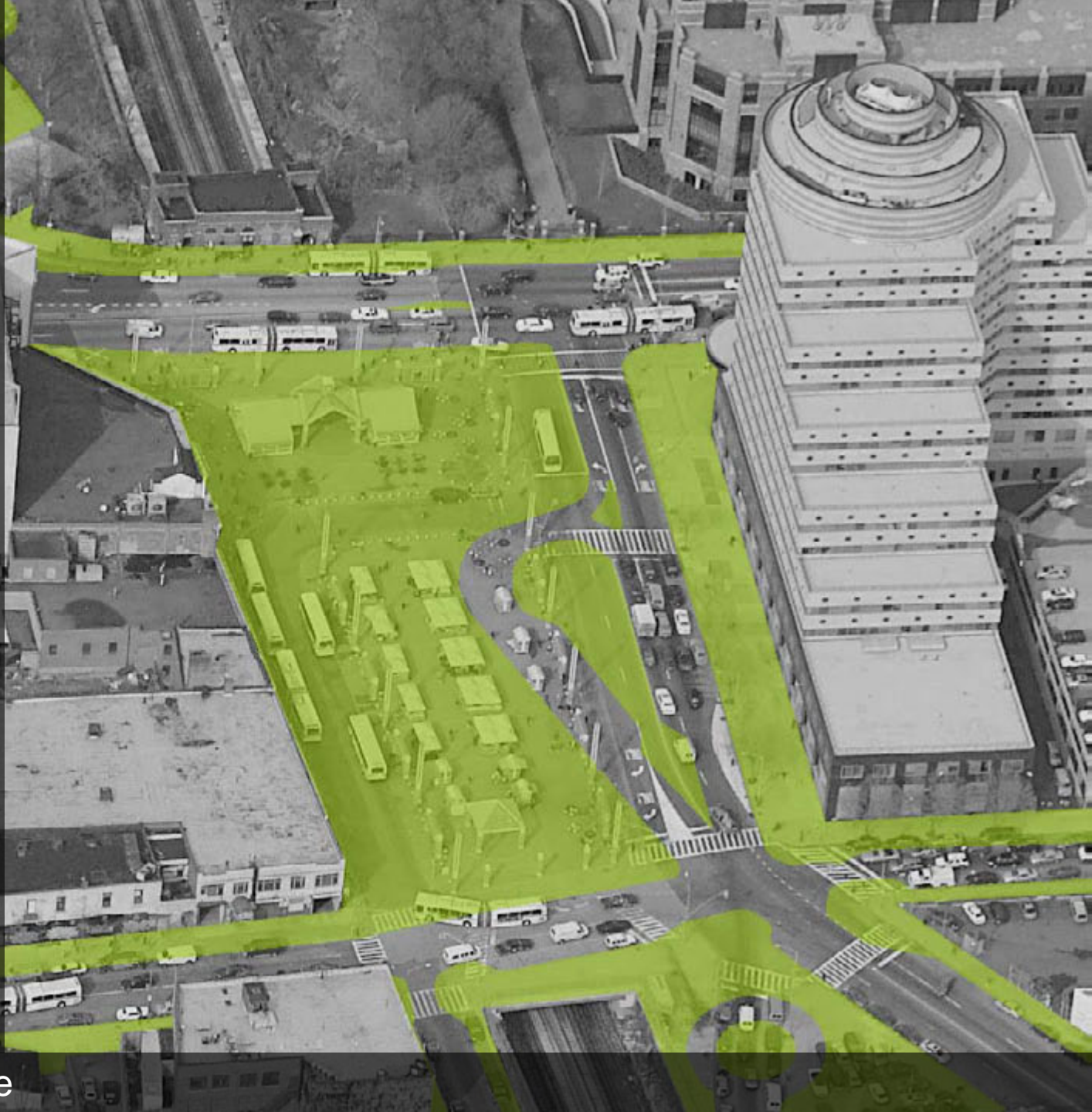
An additional 15,750 SF of Public Space at Fordham Plaza

26% More Public Space

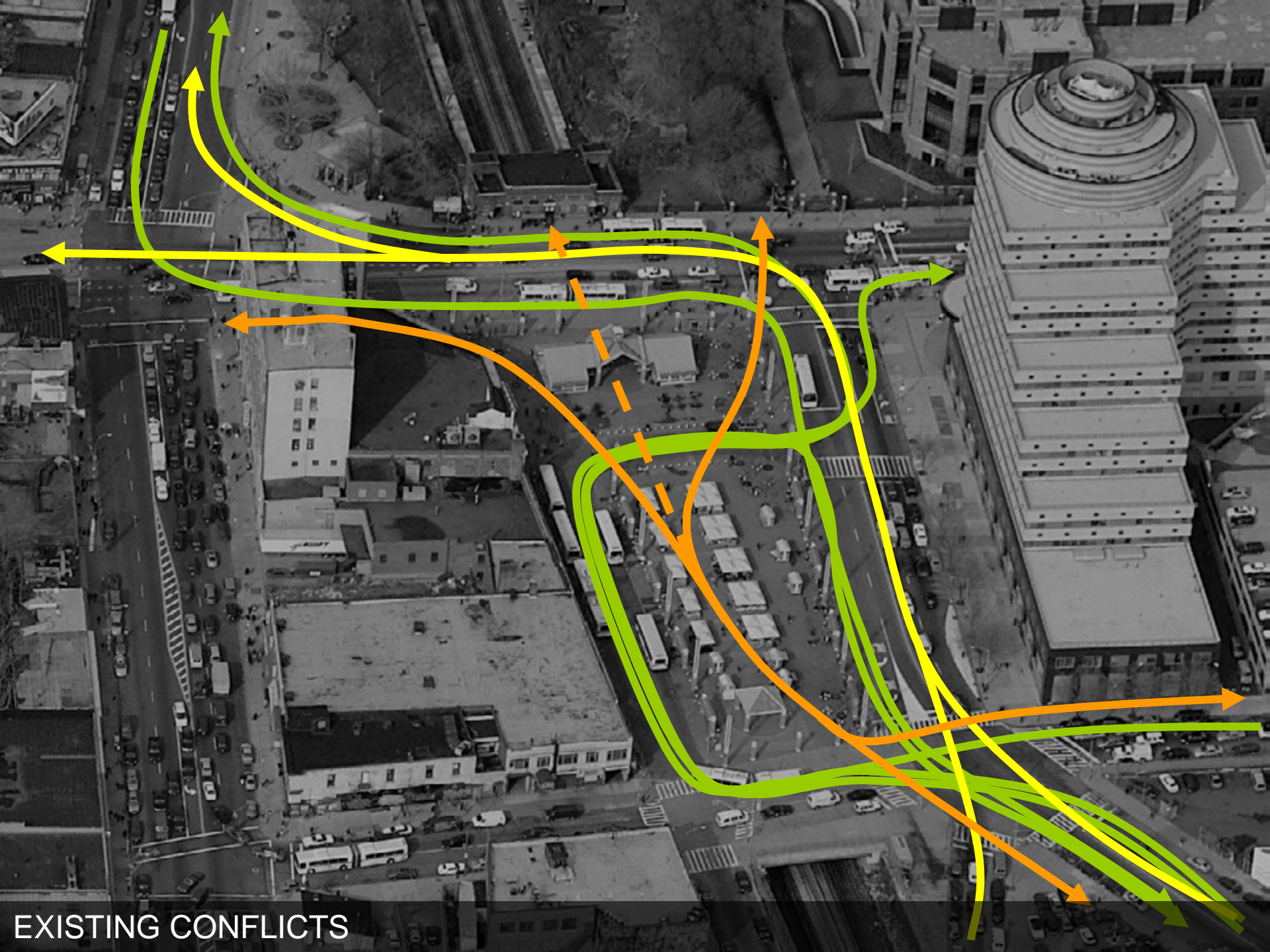
Existing: 59,900 SF
Proposed: 75,650 SF

39 % Less Asphalt

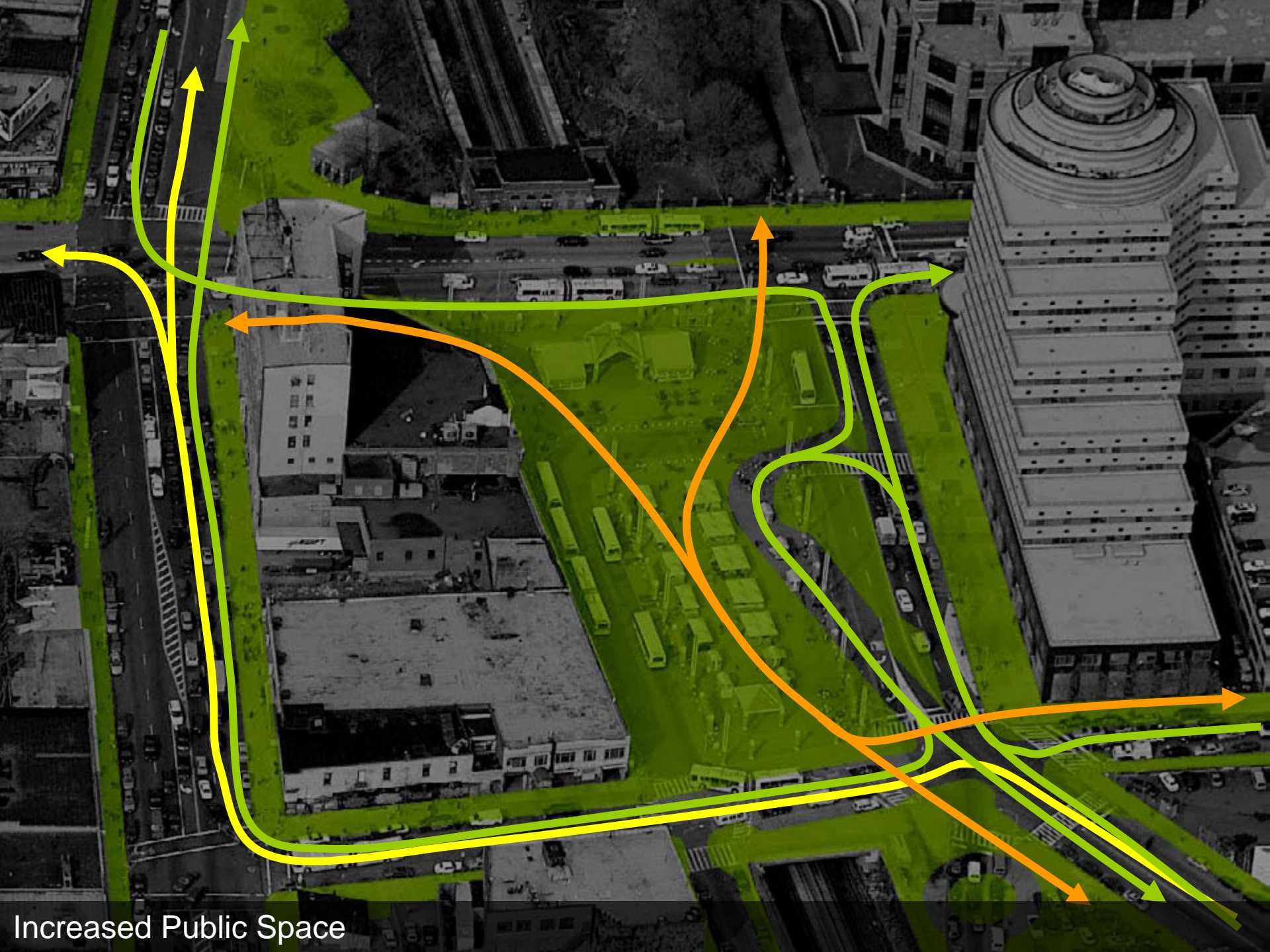
Existing: 40,800 SF
Proposed: 25,050 SF



Increased Public Space



EXISTING CONFLICTS



Increased Public Space

A stylized map of an urban area with various building footprints and street layouts. Two specific zones are highlighted with semi-transparent colored overlays. The first zone, in the upper left, is colored red and contains the text 'LIMITED OPPORTUNITIES FOR TREES'. The second zone, in the lower right, is colored green and contains the text 'GREATER OPPORTUNITIES FOR TREES'. The background map shows a mix of grey building shapes, white roads, and green spaces.

LIMITED OPPORTUNITIES FOR TREES

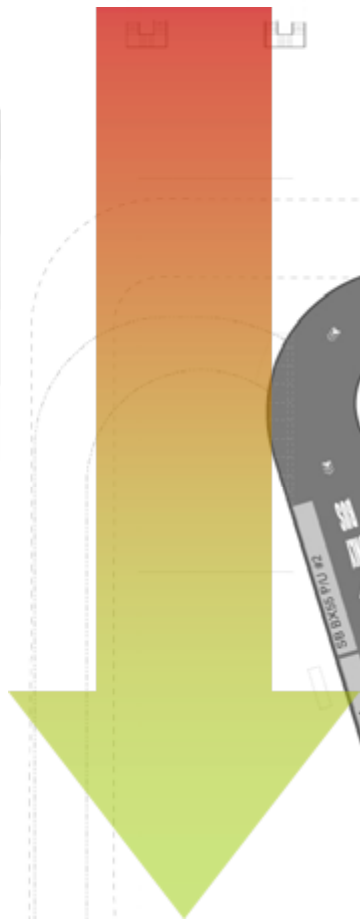
GREATER OPPORTUNITIES FOR TREES



LIMITED OPPORTUNITIES FOR TREES

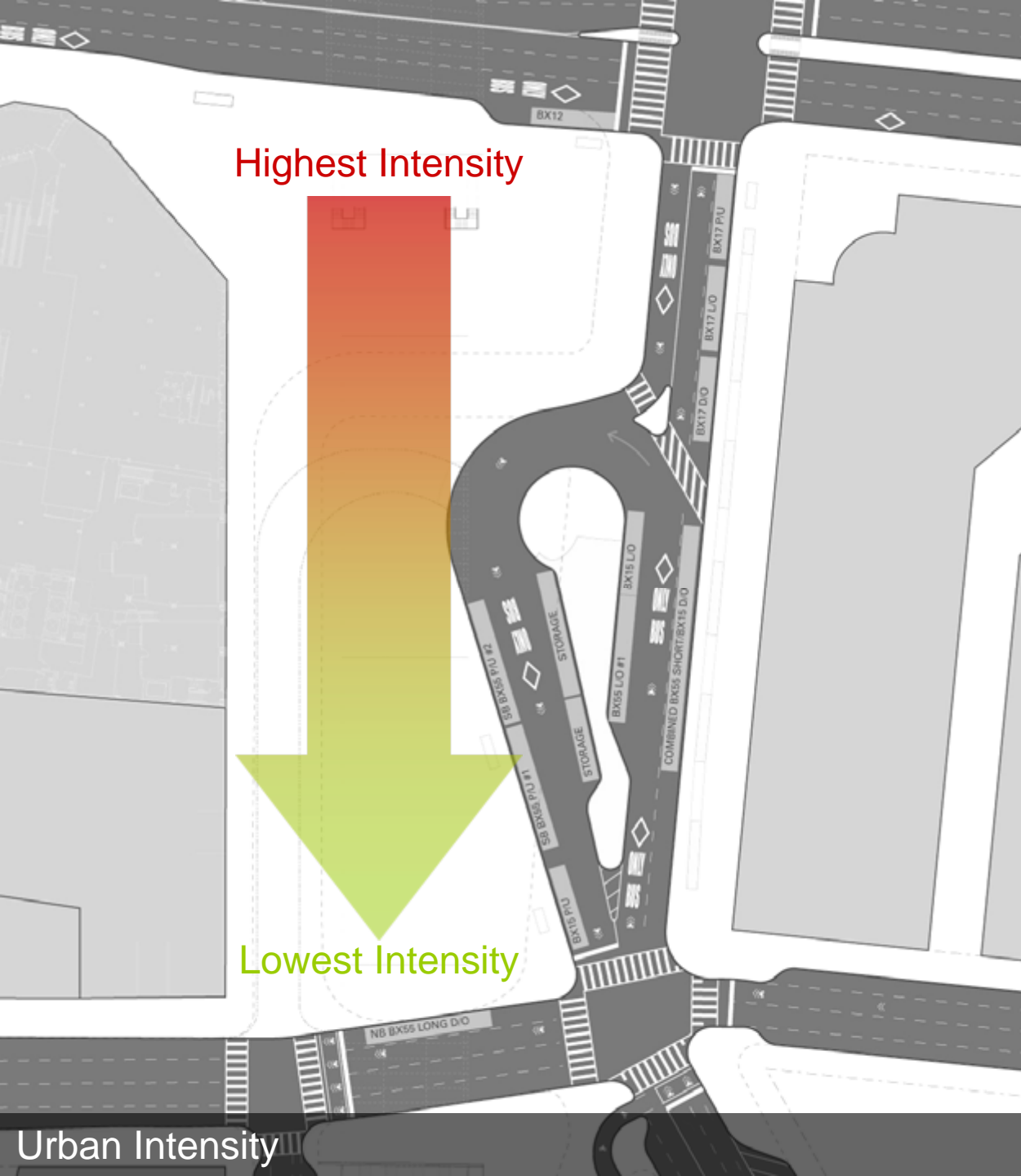
GREATER OPPORTUNITIES FOR TREES

Highest Intensity



Lowest Intensity

Urban Intensity





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

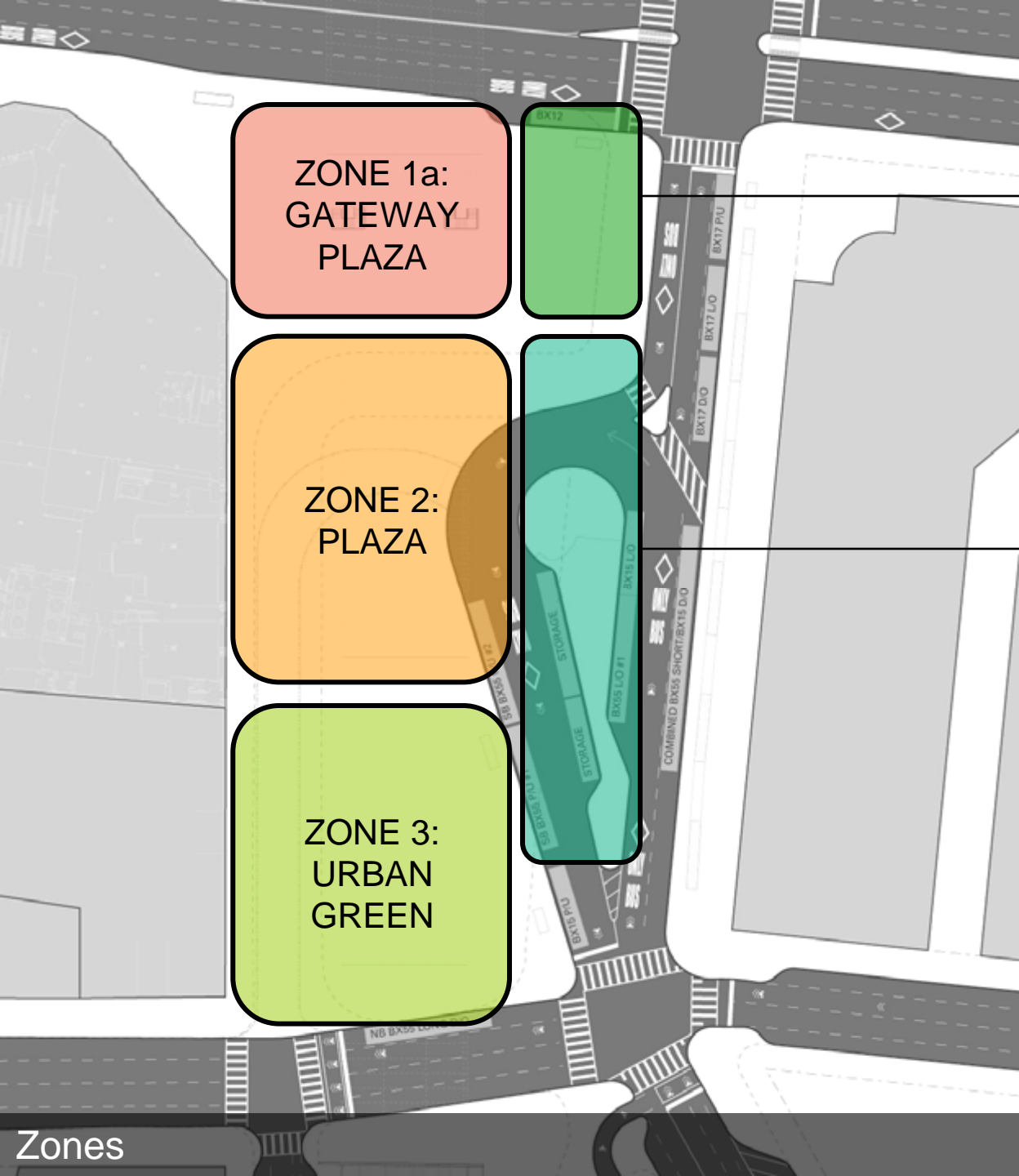
Improve access to existing transit

Address congested areas around the City: Fordham Road





Aerial view - rendering



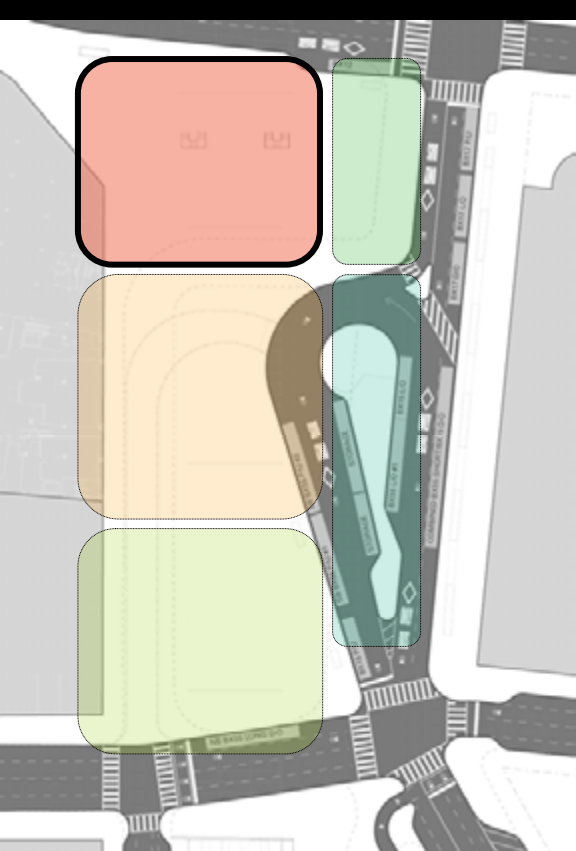
ZONE 1a:
GATEWAY
PLAZA

ZONE 2:
PLAZA

ZONE 3:
URBAN
GREEN

ZONE 1b:
GATEWAY
PARK

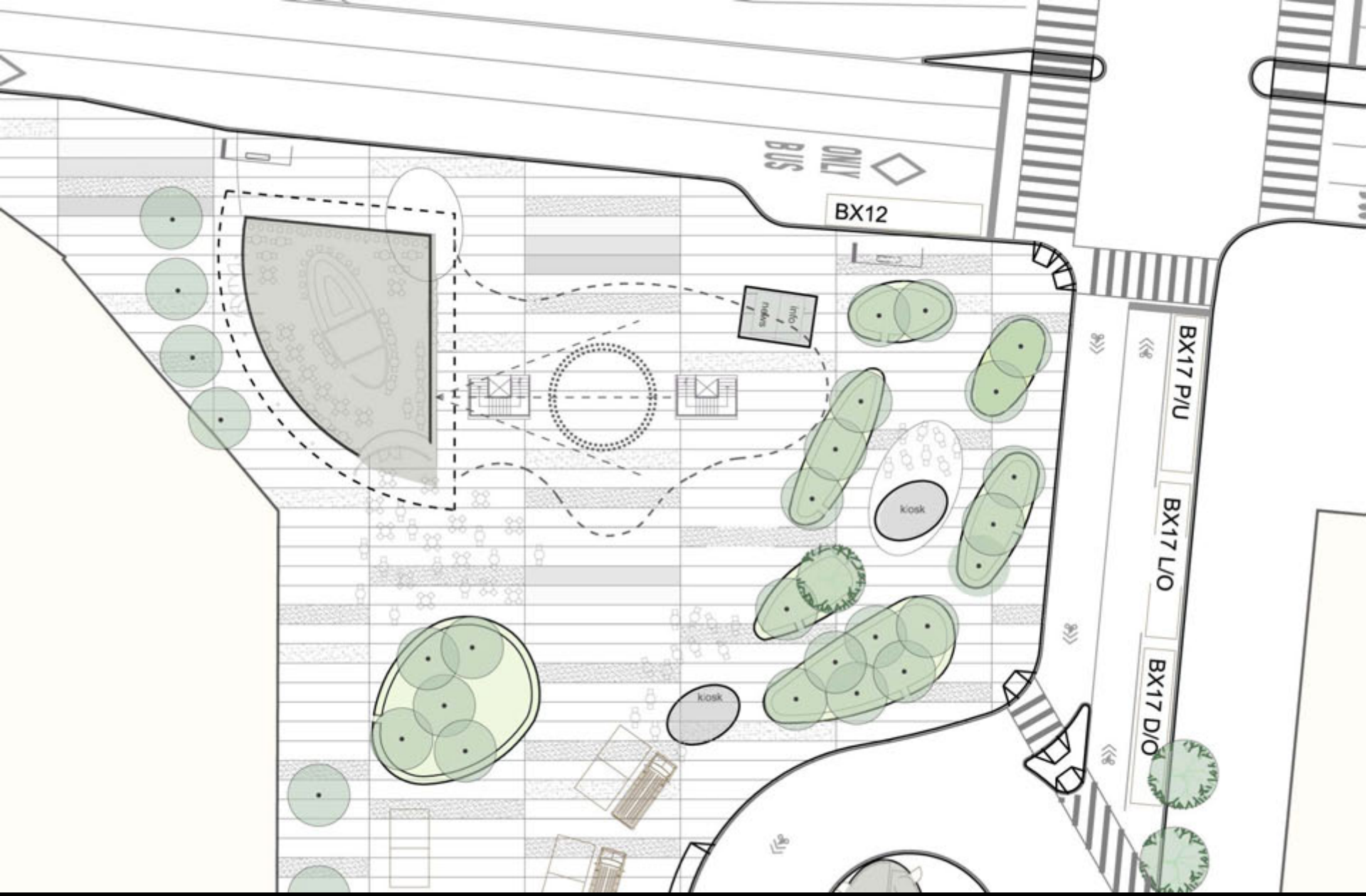
ZONE 4:
SWALE
ISLAND



Zone 1a: Gateway Plaza

- Iconic Canopy/ Wind Turbine
- Metro-North Station
- Food Concessions
- Newstand + Info Kiosk
- Movable Seating
- Information Signage
- Fordham Road buses

Fordham - Gateway Plaza



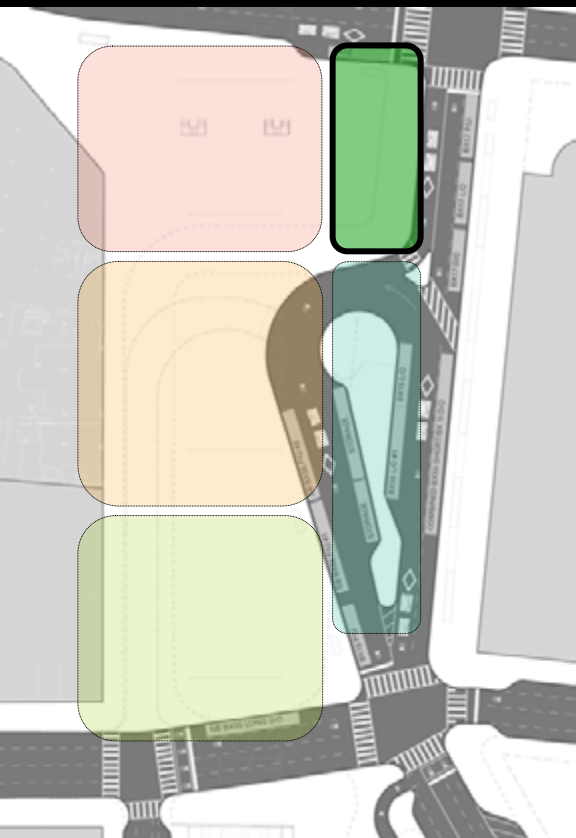


Fordham Plaza - Rendering





Gateway Plaza - Rendering



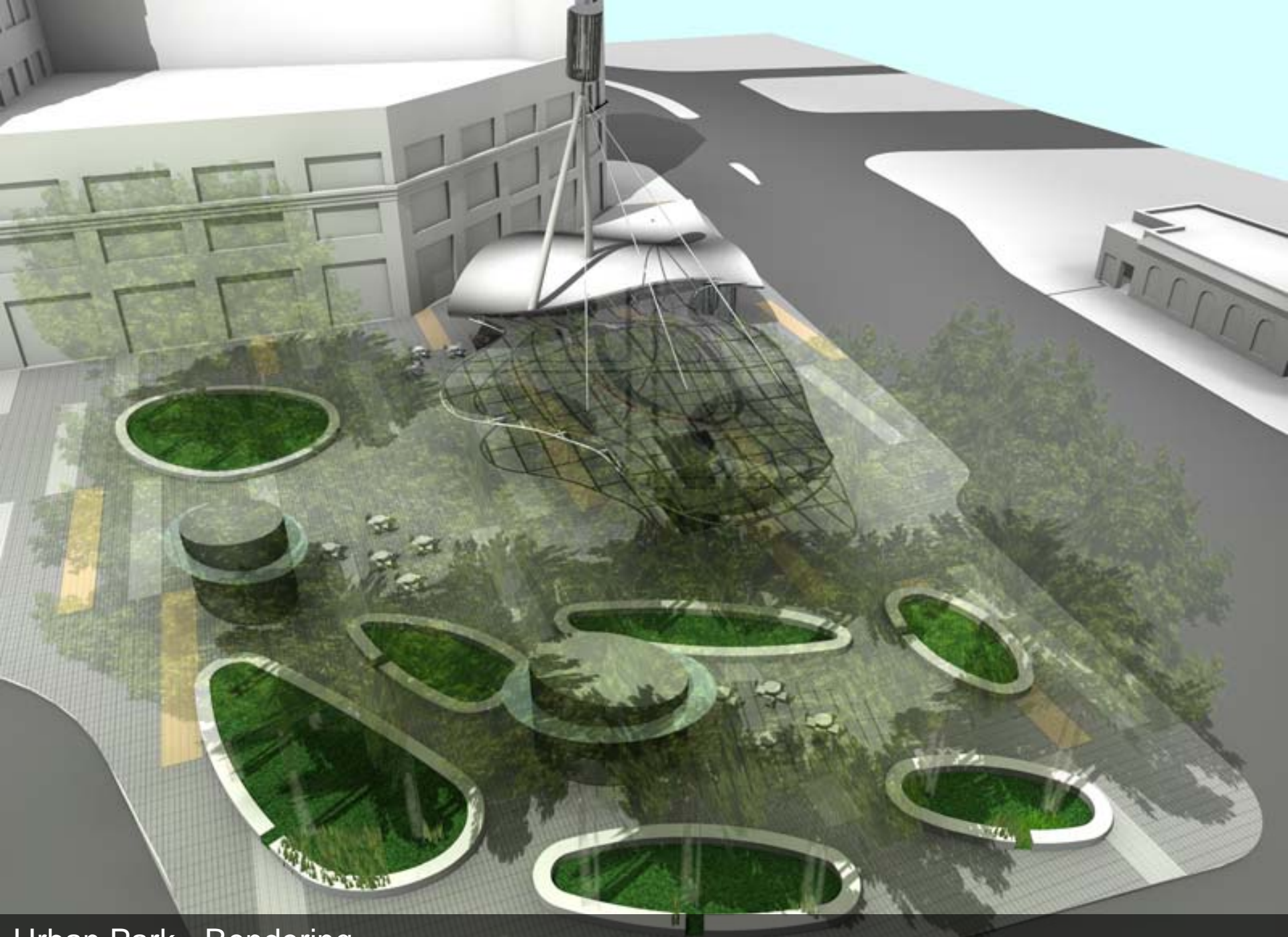
Zone 1b: Fordham Grove

- Trees as gateway
- Garden Plantings
- Food Kiosks
- Seating in trees
- Movable tables and chairs
- Possible iconic elements:
 - Water Play Feature
 - Temporary Public Art

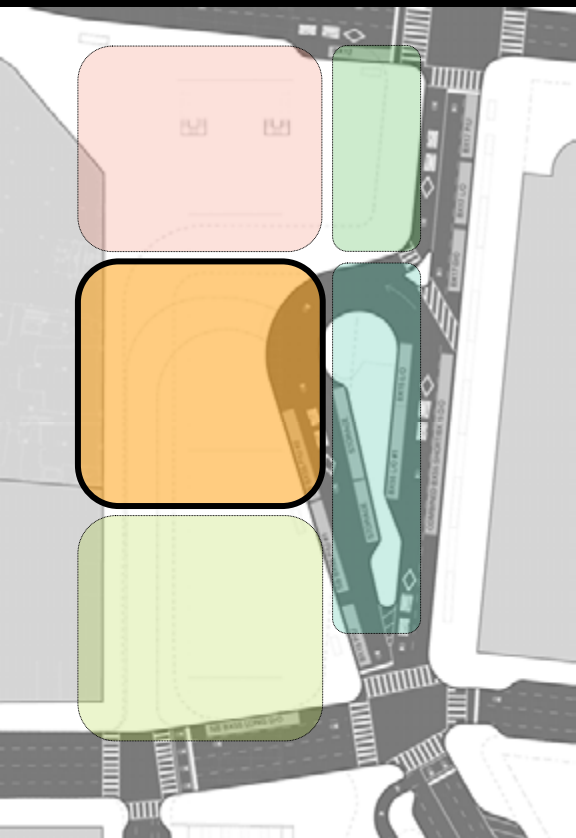
Fordham Grove



Gateway Park - Rendering



Urban Park - Rendering



Make Music New York Festival



Greenmarket – Union Square



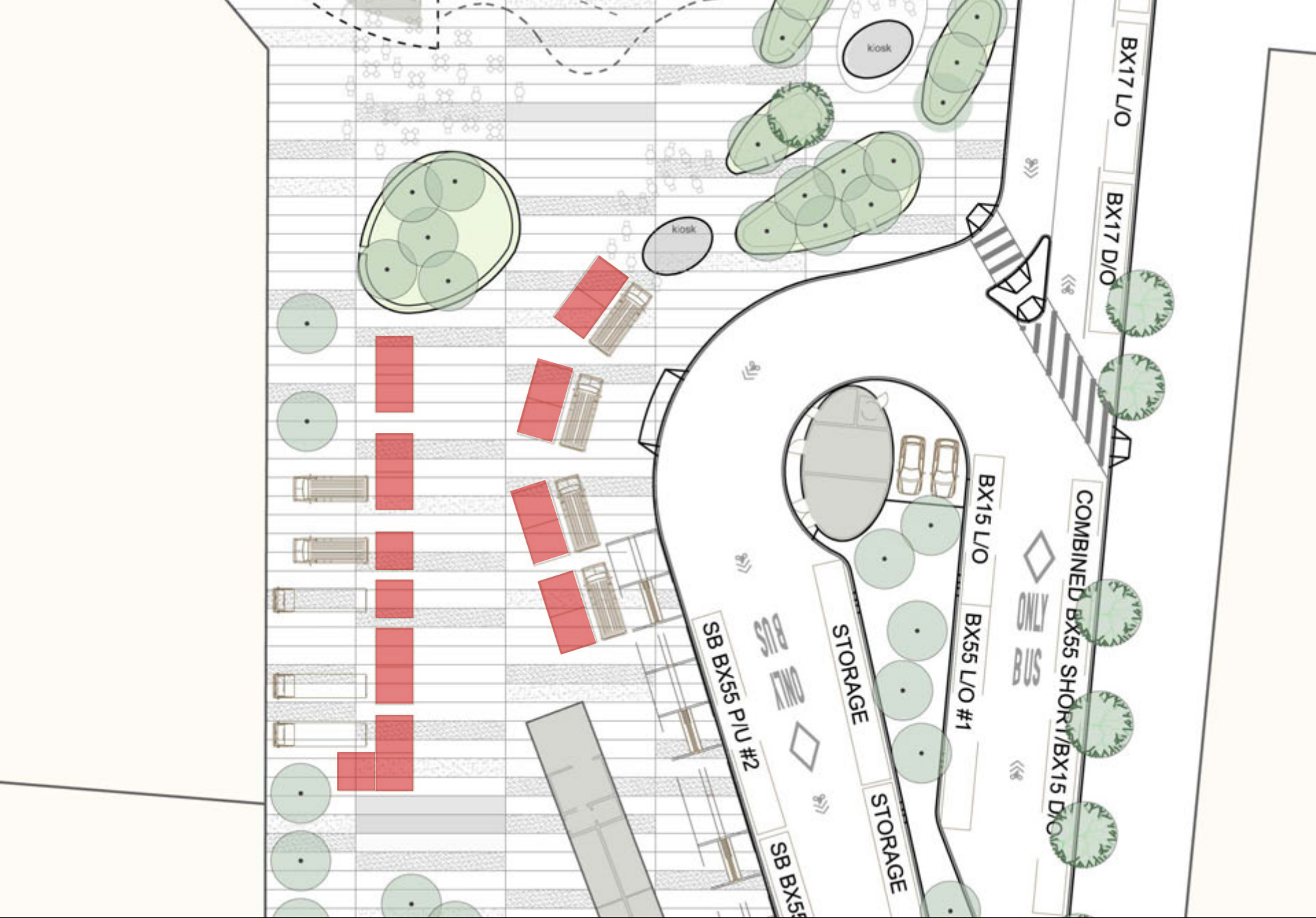
Seasonal Plant Sales



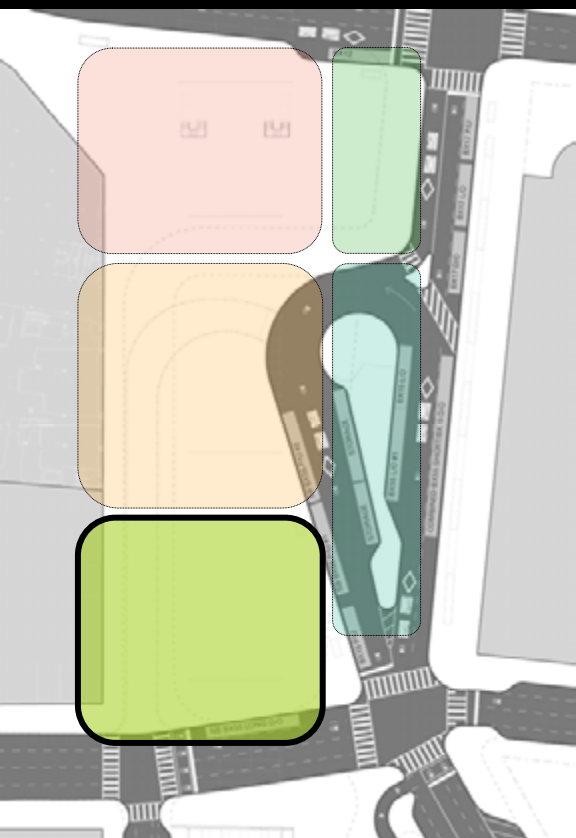
Holiday Market – Union Square

Zone 2: Market Plaza

- Greenmarket
- Seasonal Markets
- Events + Performances
- Preserve Fordham Place loading access + hours



Fordham Market Plaza



Lawn – Wagner Park, Battery Park City



Bench Seating – Battery Park



Ice Skating – Bryant Park



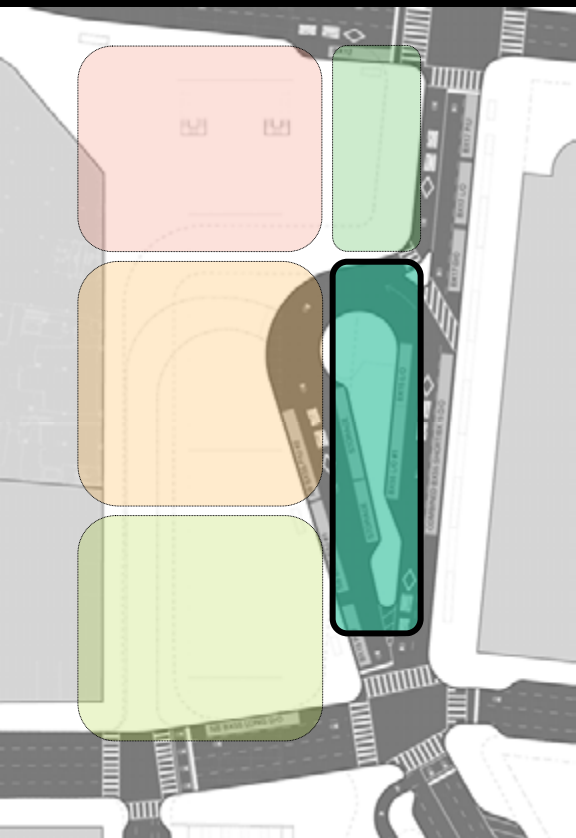
Outdoor Movies – Brooklyn Bridge Park

Zone 3: Urban Green

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

Urban Green

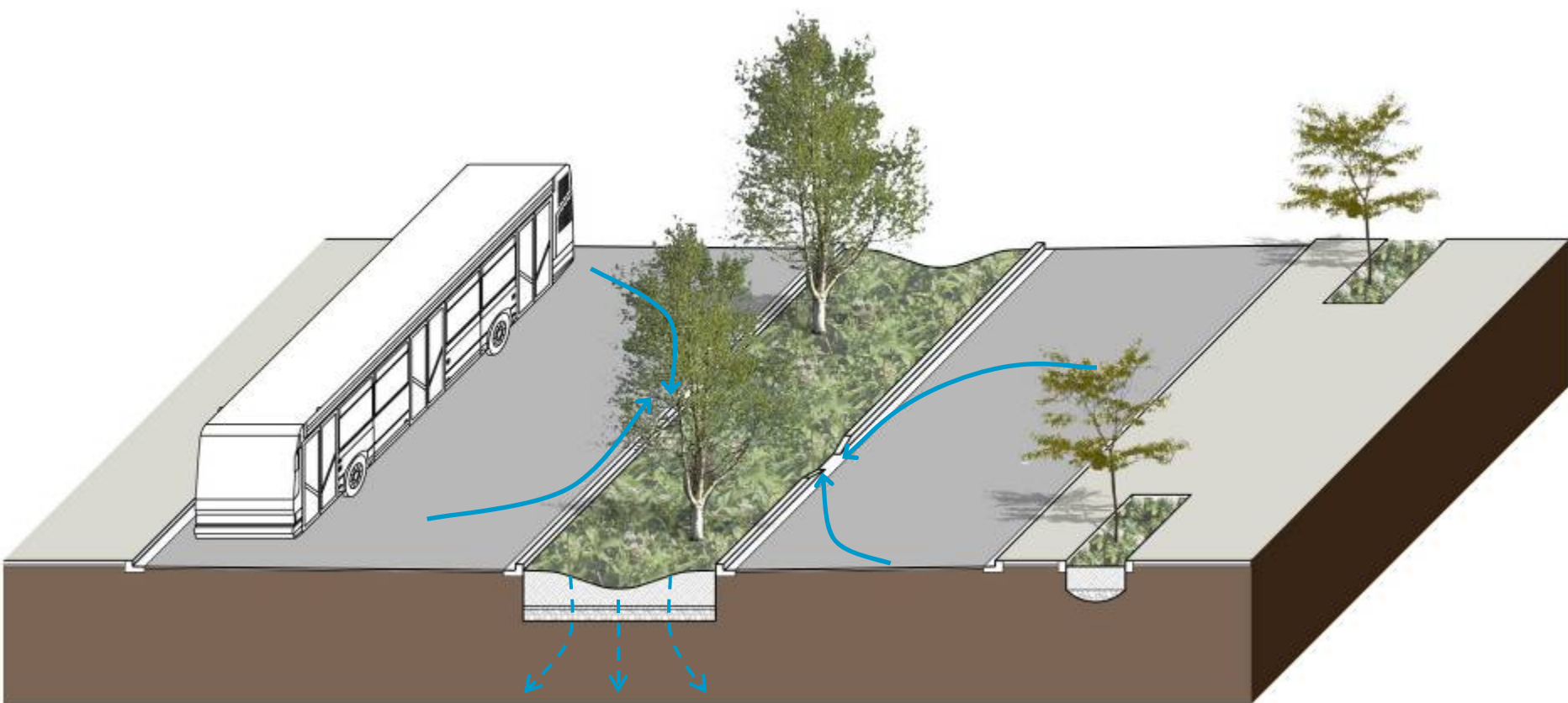




- Zone 4: Swale Island**
- Vegetated swale collects stormwater and mitigates pollution
 - Plantings discourage jaywalking
 - Bus storage and layover at island minimizes conflicts with surrounding uses
 - Maintenance + operations area

Swale Island





Swale Island



Plan of Plaza



Materials – Roadway



Materials – Medians and Tree Pits



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

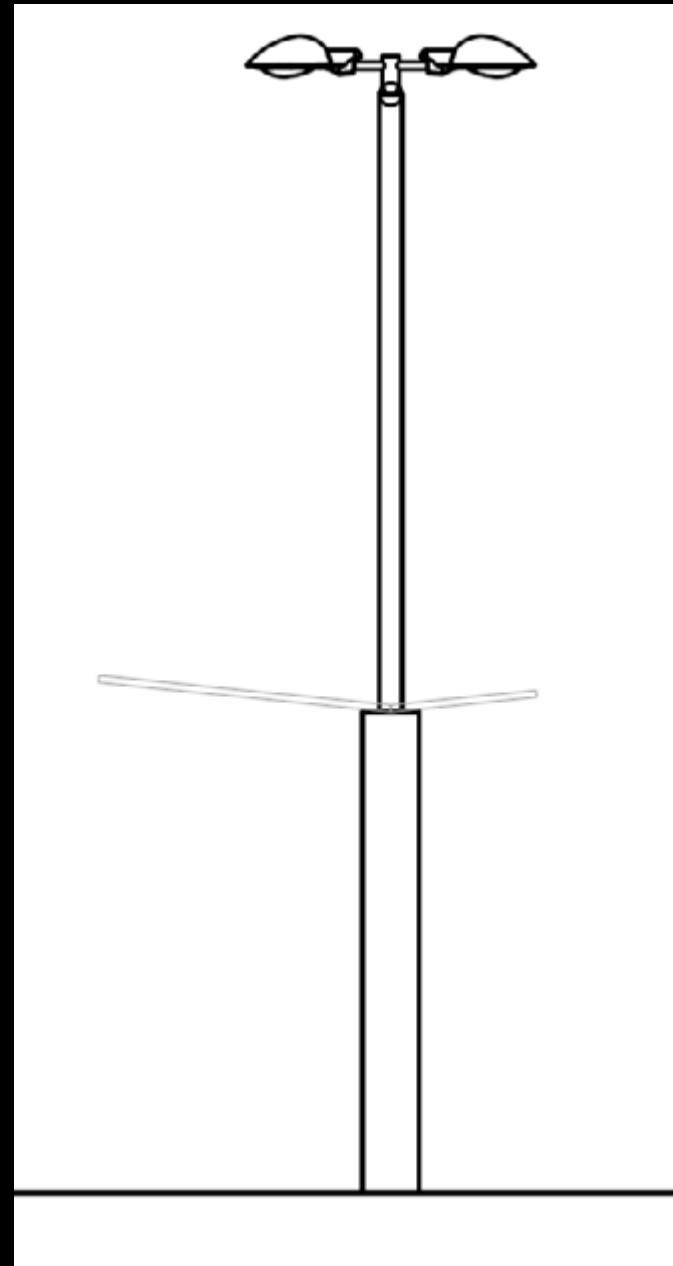


Saw-finish granite curb shown with historic bluestone sidewalk: Madison Avenue at East 51st Street, Manhattan





Materials – Sidewalks and Plaza



Materials – Lighting, Trash Receptacles, Drinking Fountains



Aerial view - rendering