

Grand Army Plaza

With the Soldiers' & Sailors' Memorial Arch at its heart, Grand Army Plaza was intended to be a gracious hub to the historic neighborhoods and public spaces that surround it. As traffic increased, however, the center of the plaza became cut off from Prospect Park and largely inaccessible to pedestrians. In 2006, a diverse coalition of local stakeholders formed the Grand Army Plaza Coalition (GAPCo) in order to develop a new vision for the landmark space and advocate for

implementation. Since that time, DOT has worked with GAPCo and its partners to improve the public space while ensuring safety and efficiency for all users. In 2007, DOT installed pedestrian connections between the Arch, Prospect Park and Eastern Parkway. In 2011, DOT built on these improvements by comprehensively redesigning Grand Army Plaza pedestrian connections and traffic circulation. The design includes additional crosswalks to provide new and shorter crossings and

bike connections, pedestrian safety islands and a new traffic signal to eliminate a difficult merge on the west side of the plaza. In addition to reducing conflicts among street users, the project redefined the center of the Plaza, inviting people to walk through the Arch rather than detour around a whirl of traffic.

- Total crashes with injuries down **19%**
- Crashes with injuries to vehicle occupants down **25%**
- Crashes with injuries to pedestrians down **17%**
- **53%** increase in foot traffic through the center of the Plaza on weekday evenings

New pedestrian access reconnects a grand public space to the surrounding neighborhoods.



Facing Grand Army Plaza from the northwest on Flatbush Avenue



Facing north on Grand Army Plaza at Flatbush Avenue

Crashes with Injuries
Grand Army Plaza

| | Before* (three previous years) | | | After |
|--|--------------------------------|----|----|-------|
| Total Crashes with Injuries | 27 | 26 | 31 | 22.7 |
| Number of Crashes with Injuries to: | | | | |
| Motor Vehicle Occupants | 22 | 22 | 24 | 17.1 |
| Pedestrians | 5 | 2 | 2 | 2.5 |
| Bicyclists | 1 | 2 | 5 | 3.2 |

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through May 2013) at annual rate. See page 46 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.