

Welcome!



Grand Army/Prospect Heights Public Realm Plan

Update for Community Boards 6, 7, 8, 9 & 14 – June 2nd, 2026



Meeting Process

1. (30 mins) DOT presentation
2. (30 mins) Community Board Q&A
3. (60 mins) Public Comment



Study Update

1. Overview of the Grand Army Plaza - Prospect Heights Public Realm Study
2. Grand Army Plaza
 - Outreach Overview
 - Design Updates and Outcomes
 - Central Plaza Concepts
 - Survey Responses
 - Future Considerations
3. The Avenues
 - Outreach Summary
 - Phase II Next Steps
4. Next Steps - Timeline





Grand Army Plaza - Prospect Heights Public Realm Study

1

Public Realm Capital Improvements

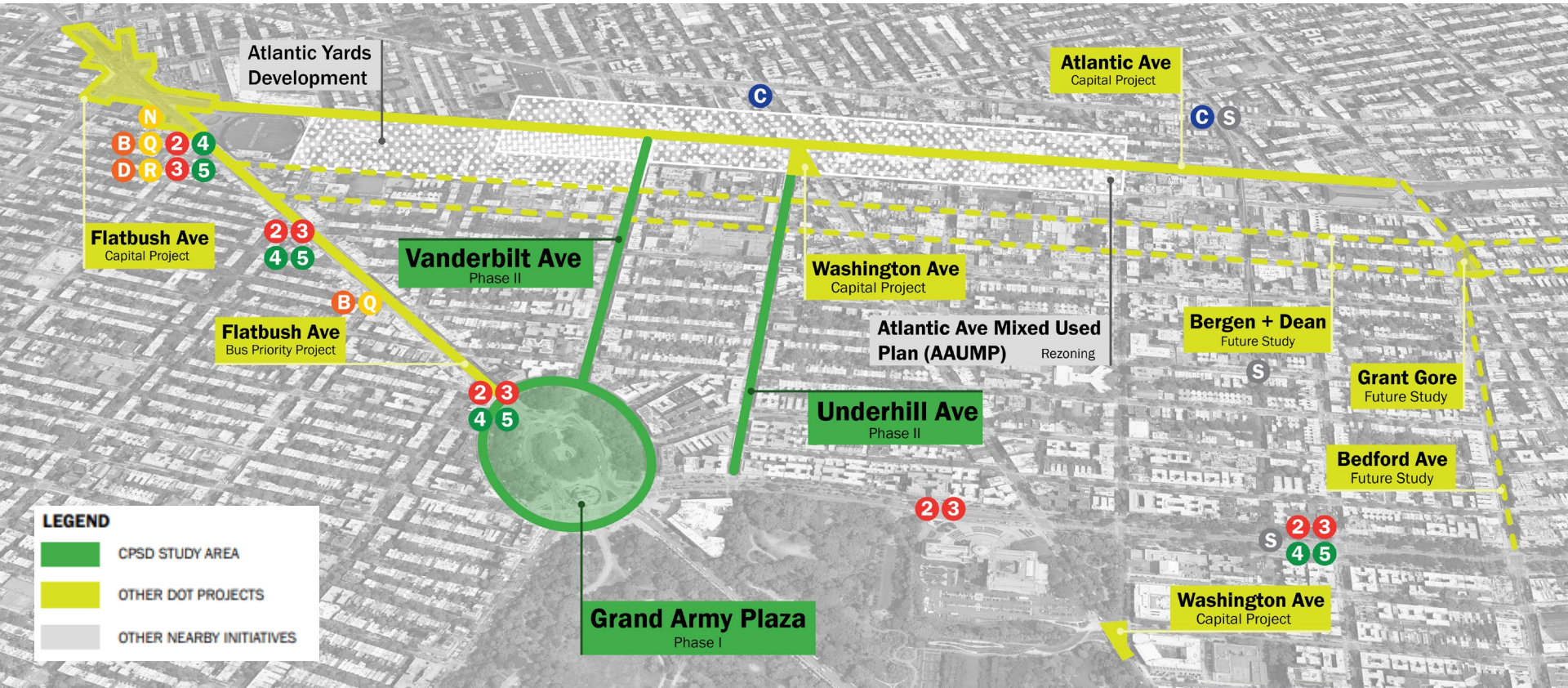
As part of the 2023 budget, the city allocated \$1.8M to conduct a Capital Project Scope Development (**CPSD**) study for:

- Grand Army Plaza
- Vanderbilt Avenue
- Underhill Avenue

DOT in partnership with the Department of Design and Construction (DDC) and local stakeholders is concluding the study following community outreach and design advancement.



Study Context



Study Outcomes

The study will result in a concept design, traffic study, and cost estimate. If reconstruction advances, the project will go through the typical NYC Capital Project process and include:

- Design Procurement
- Preliminary Design
- Updated traffic and operations analysis
- Community and stakeholder outreach
- Final Design
- PDC and LPC Review
- Construction Procurement
- Construction



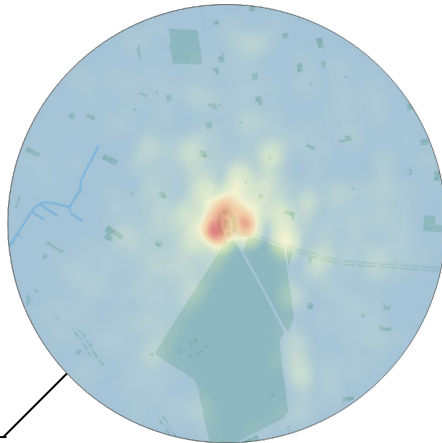
A wide-angle photograph of the Grand Army Plaza Archway in New York City. The archway is a large, ornate stone structure with a central arch and two side arches. It is topped with a bronze sculpture of three figures on horseback. The archway is set in a city square with a street in the foreground. A man is walking a dog across the street, and a woman is walking towards the camera. A pink double-decker bus is visible in the background. The sky is overcast.

Grand Army Plaza Outreach Overview

2.1

2022 Initial Outreach

- First round of outreach focused on existing conditions and issues
- Online Survey (2,077 respondents) and Virtual Workshop (270 attendees)



Approximately **73%** of respondents lived within 1.5 miles of Grand Army Plaza

Survey Question: What do people NOT like about the current conditions of Grand Army Plaza?

(Respondents could select multiple)

- Too many interaction points with vehicles (**78%**)
- Traffic patterns are confusing (**74%**)
- Long waits to cross the streets (**62%**)
- Difficult to navigate (**55%**)
- Crossings are too long (**50%**)

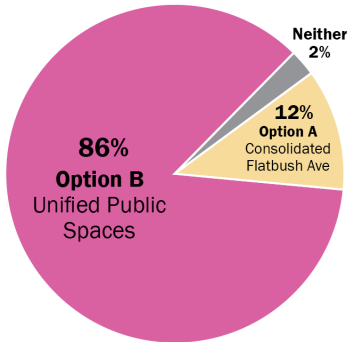
"It's a mess"

"Long waits to drive through the circle"

"To cross the many streets to access the park you must wait on tiny islands in the middle of racing roaring dangerous traffic. This is especially frightening with a small child."

2024 Big Idea Outreach

- Next round of outreach surveyed the community regarding concepts for Grand Army Plaza
 - Option A – Consolidated Flatbush Avenue
 - Option B – Unified Public Space
 - Neither of these
- Of the ~1,600 responses, 86% supported Option B



"I like the reduced number of traffic lights and the connection between the two spaces"

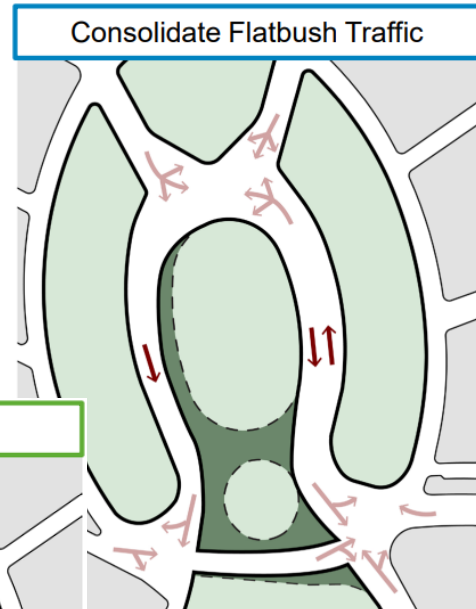
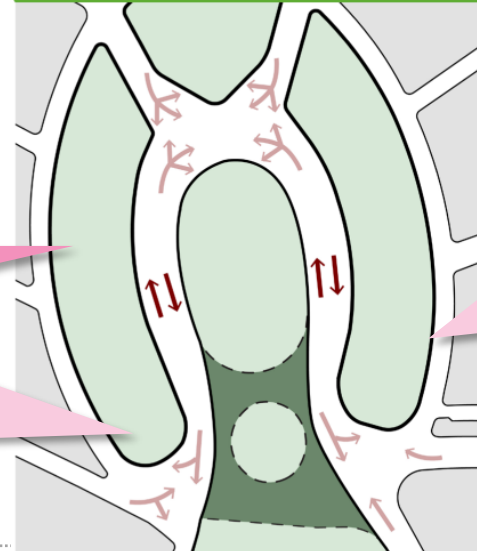
Unify Public Spaces

"I'd like to see the farmers market expand"

"As a bus rider on the B41 I experience major delays because of all the crazy light cycles so Option B would speed up my trips"

"[Option B] would be a massive improvement for the accessibility of these spaces"

Consolidate Flatbush Traffic



2026 Conclusion Outreach

- Final round of outreach to conclude study
 - Two in person workshops (each attended by at least 100 people)
 - One virtual workshop (~170 attendees)
 - Online survey (over 1,000 responses)
- Workshops focused on information sharing and question answering
- Survey topics focus on design advancement of the proposed central plaza:
 - General Design Style Preference
 - Desired Design Elements
 - Potential Programming and Activations
 - Preferred Plaza Concept





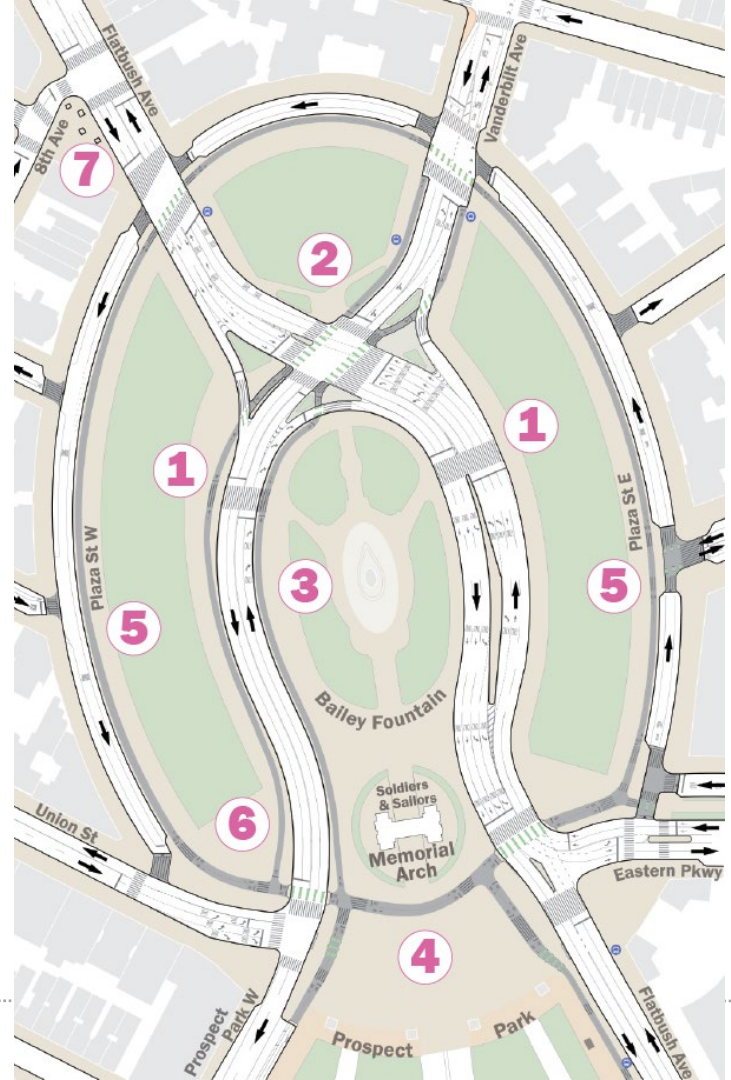
Design Updates and Outcomes

2.2

Design Updates

Following the 2024 outreach and survey, a series of design updates were made to Option B:

1. New crossings to Bailey Fountain
2. Shortened crossings at Flatbush Ave and Vanderbilt Ave
3. Accessible path on west side of Bailey Fountain
4. Bike path shifted north and number of roadway crossings reduced
5. Plaza St bike lane is parking protected and raised
6. Direct bike lane from Prospect Park W to Vanderbilt Ave west side of plaza
7. Loading zone on 8th Ave at St Johns



Initial Analysis Results



3,083 pedestrians in morning peak hour

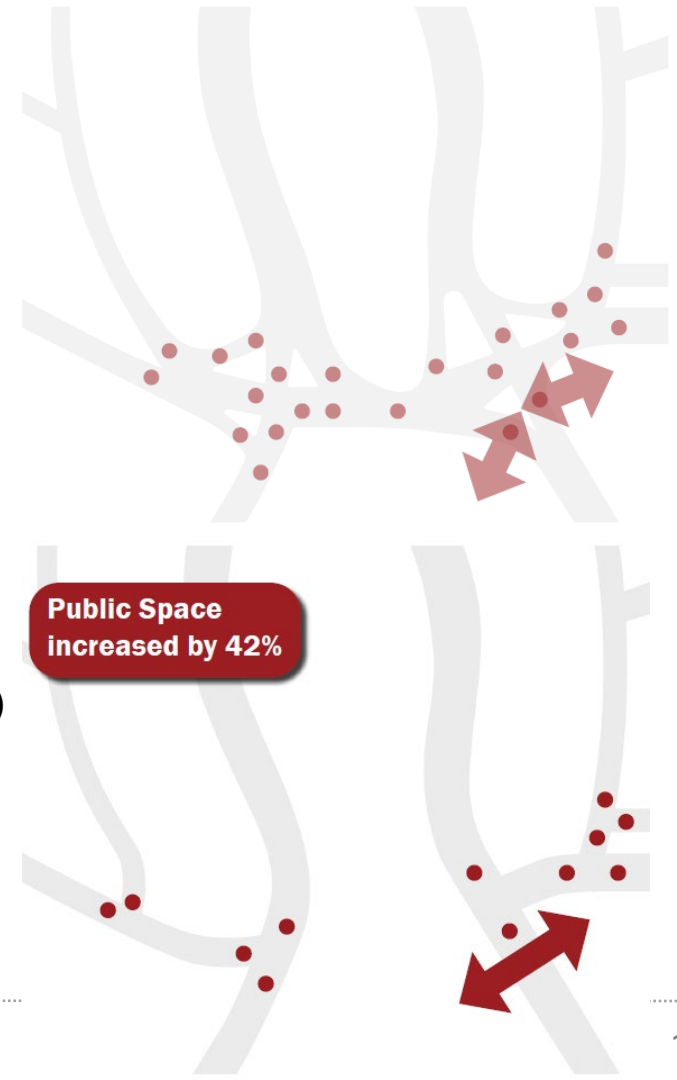
counts all pedestrians passing through or adjacent to the main plaza space

Max waiting time at Library crosswalk is reduced from **120 seconds** to **85 seconds**

Crossing is currently made in **two** stages (**waiting on triangle**)
Crossing would be possible in **one** stage (**no waiting**)

Amount of public space would be **increased by 42%**

Number of crosswalks **reduced from 23 to 12**



Initial Analysis Results

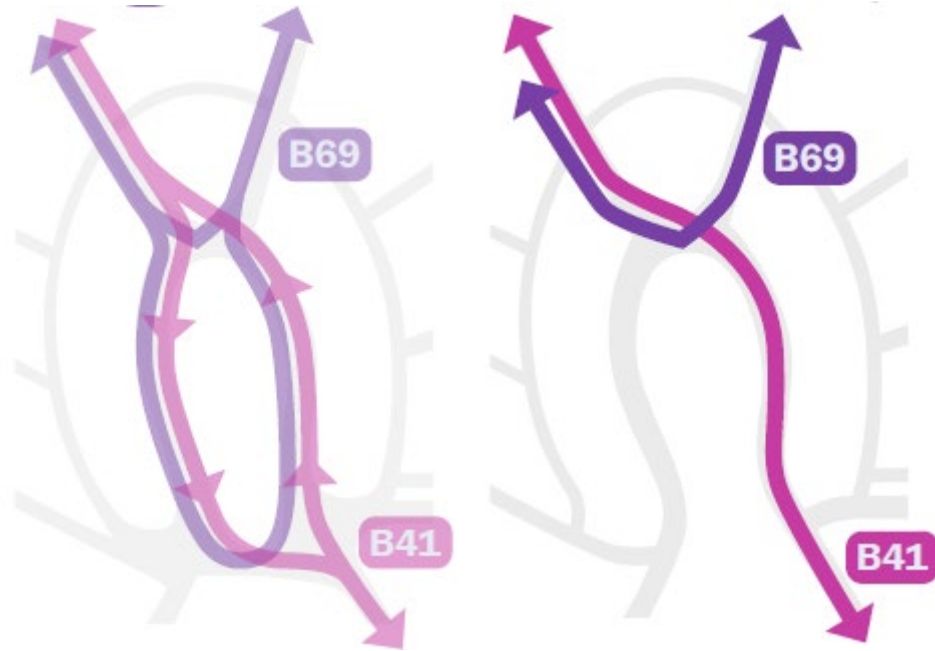


766 bus riders in morning peak hour

counts all riders going through plaza on the B41 Local or Limited, and B69

Bus riders would see a **41% decrease** in travels times through the plaza

Bus stops are proposed to remain in their existing locations



Flatbush bus priority

Flatbush Avenue can be adapted to accommodate future Bus Priority Infrastructure south of the current project area (Grand Army Plaza to Downtown Brooklyn)

Initial Analysis Results

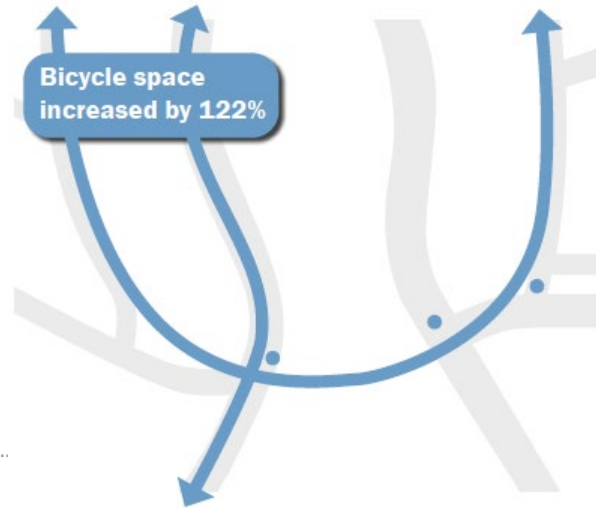
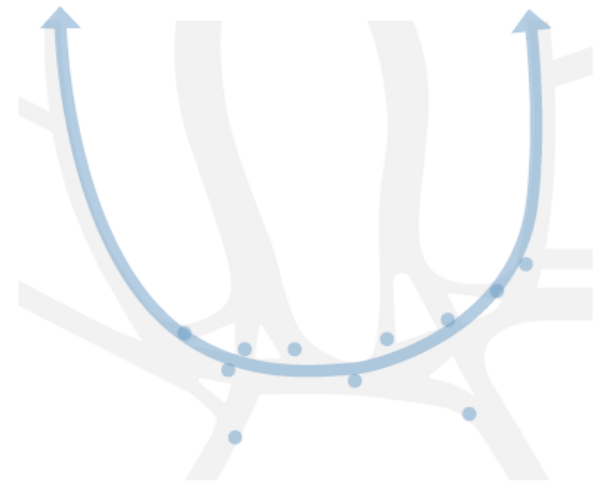


350 cyclists in morning peak hour

counts all cyclists circulating through or adjacent to the main plaza space

Waiting points reduced from **11** intersections to **3** intersections

Direct connection from Vanderbilt Ave and Prospect Park West/Park Entrance added



Initial Analysis Results

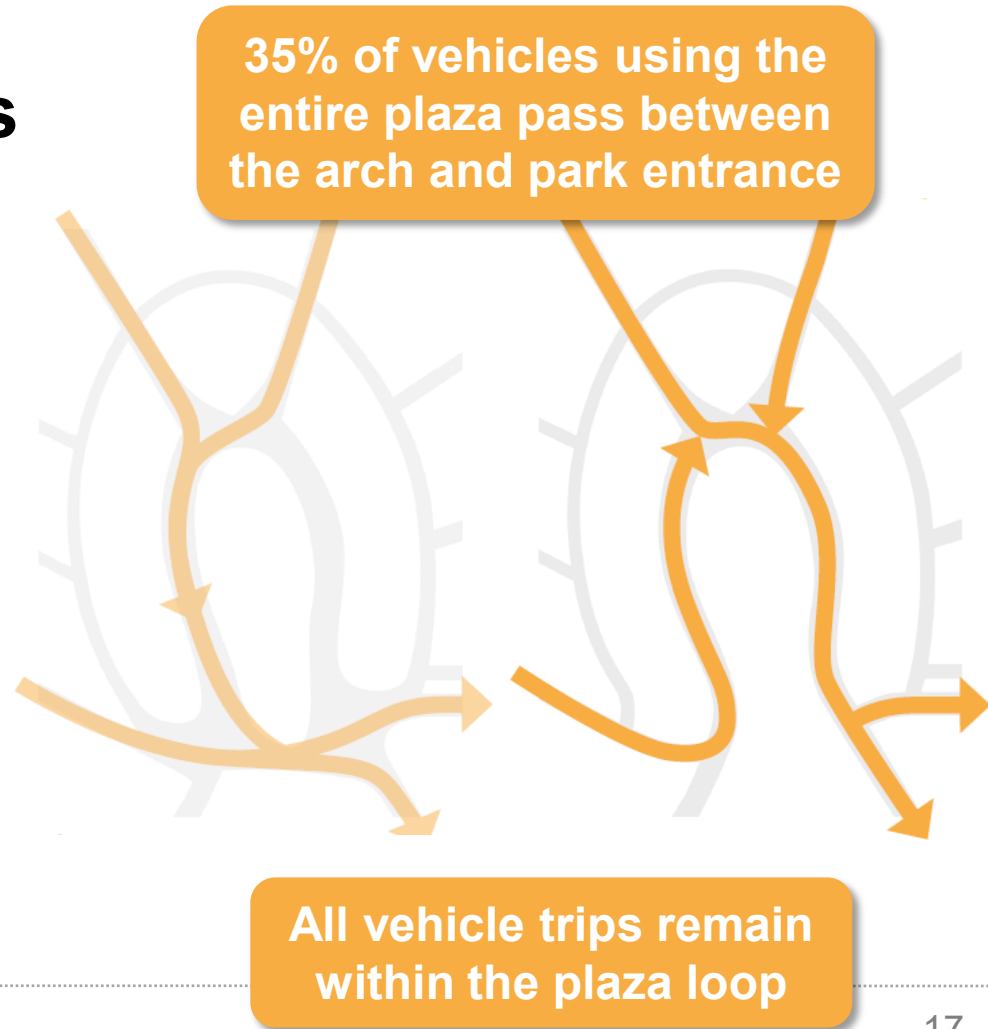


2,831 vehicles in morning peak hour

counts all vehicles that use the roadway between the arch and park entrance

Union Street to Eastern Parkway/Flatbush represent 38% of affected vehicle trips and would see a **slight (22%) increase** in travel times

Vanderbilt/Flatbush to Eastern Parkway/Flatbush represent 62% of affected vehicle trips and would see a **large (45%) decrease** in travel times



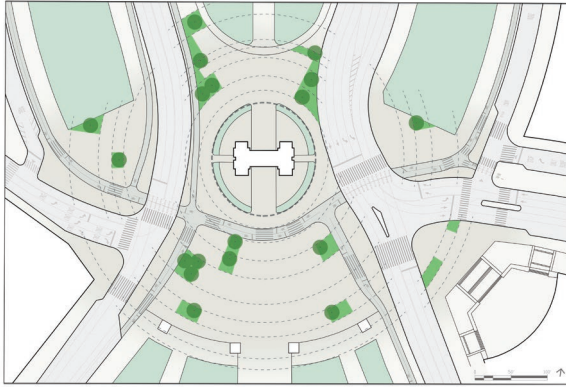


Plaza Concepts

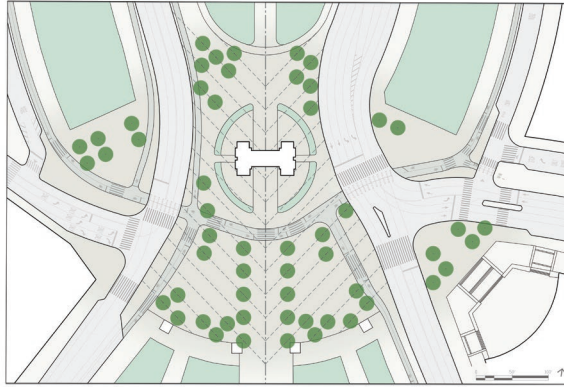
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Plaza Concepts

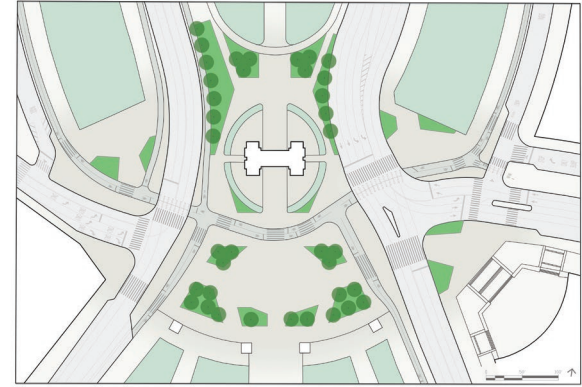
If a large plaza is to be created, DOT is seeking feedback on potential plaza concepts



1: Radial Plaza



2: Diagonal Grove

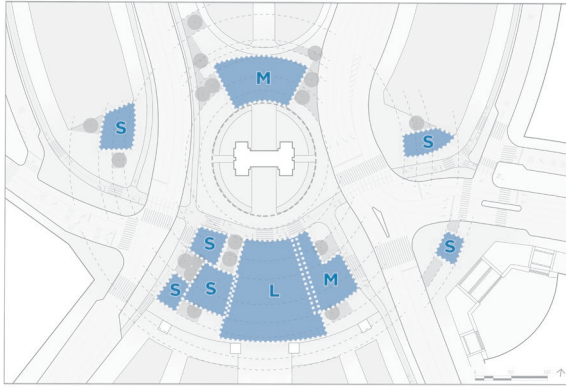


3: Open Axis

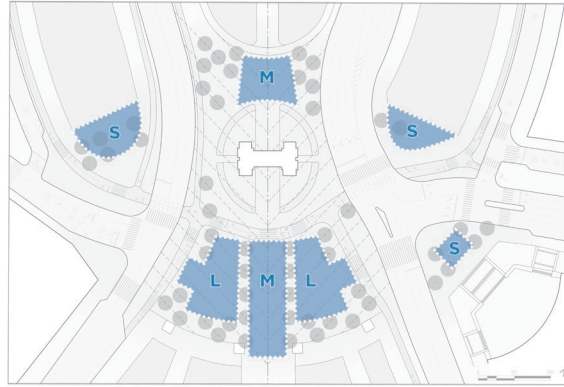
Concepts are a starting point for conversations and will go through additional design and coordination work with key stakeholders including NYC Parks, Prospect Park Alliance, GrowNYC, FDNY, NYPD, DSNY and others

Plaza Concepts

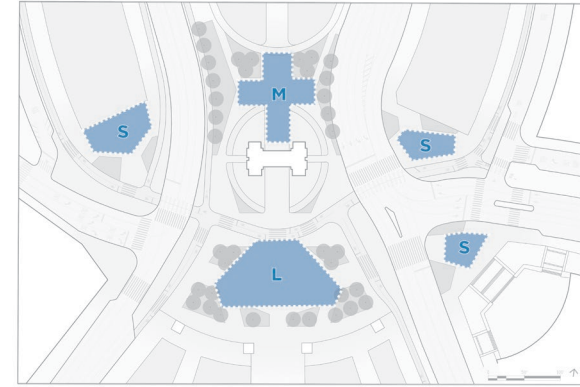
Programming and Event Considerations



1: Radial Plaza



2: Diagonal Grove

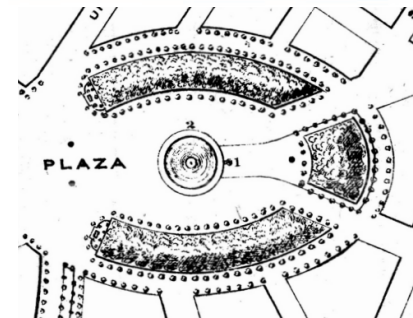
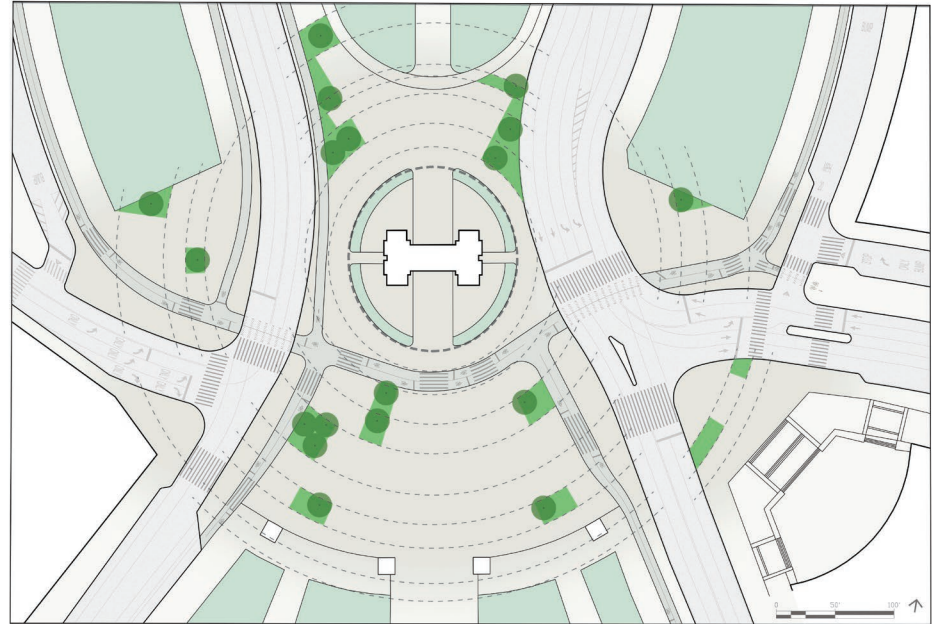


3: Open Axis

Each concept identifies expanded areas for markets and infrequent large events, while adding areas for smaller, informal gatherings

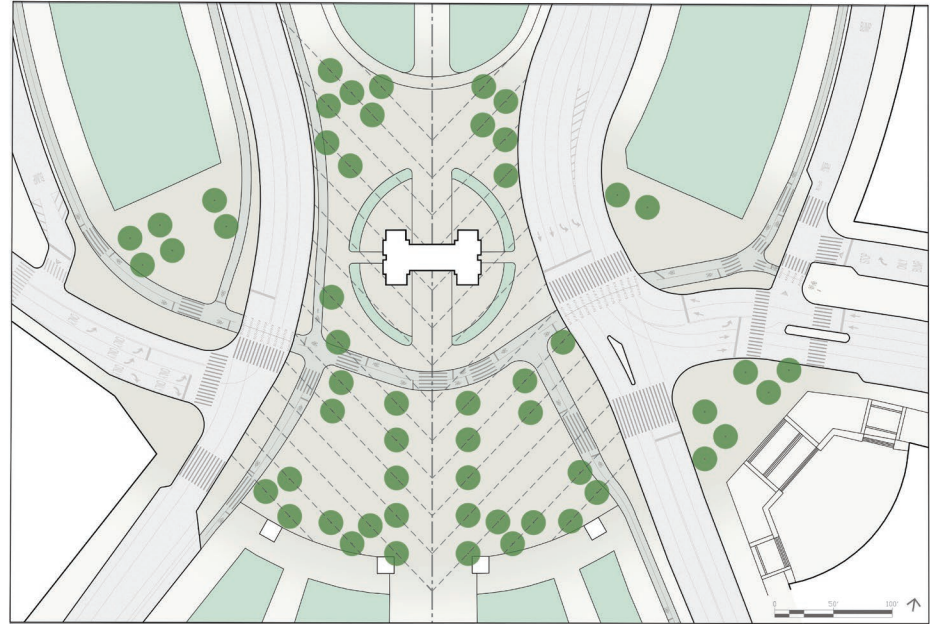
Radial Plaza

- Reinterprets historic oval and circular forms of the plaza
- Creates concentric waves emanating from the arch
- Maximizes hardscape to support more flexible programming and activations
- Preserves primary view corridors from the park and Eastern Parkway to the Arch



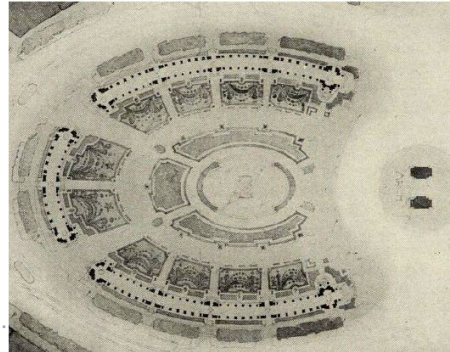
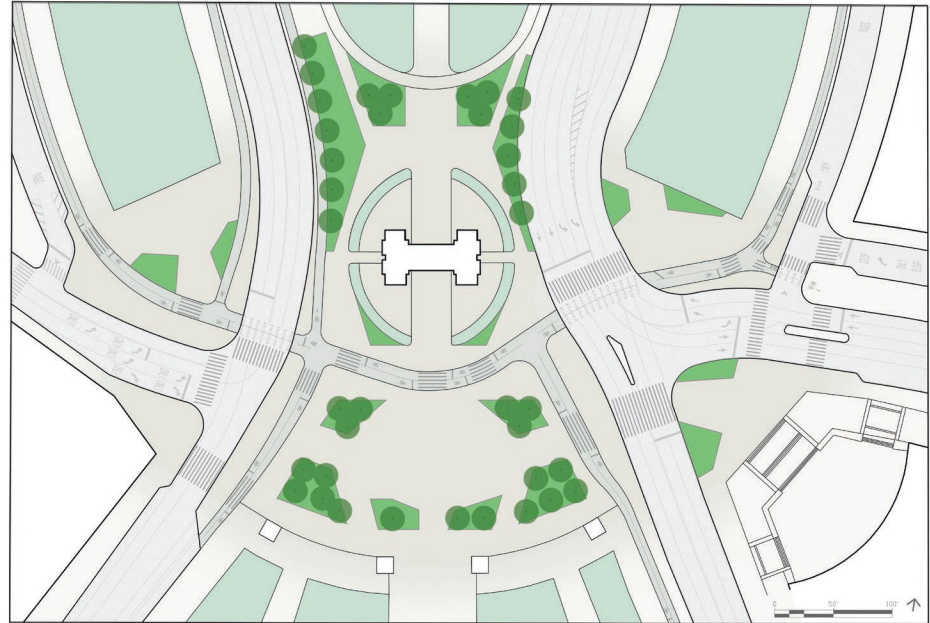
Diagonal Grove

- Inspired by historic plaza paving and monumental civic precedents
- Organized as formal tree bosque to provide consistent shade
- Open ground plane for events and activation
- Frames the primary sight line with a linear allée



Open Axis Plaza

- Transforms a classical spatial composition into a contemporary language responsive to the roadway geometry
- Uses layered planting and canopy trees to create spatial definition and buffers
- Extends the park-like landscape into the plaza



built in the early 1900's (1906)





Survey Responses

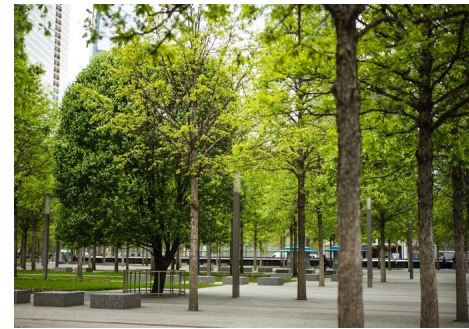
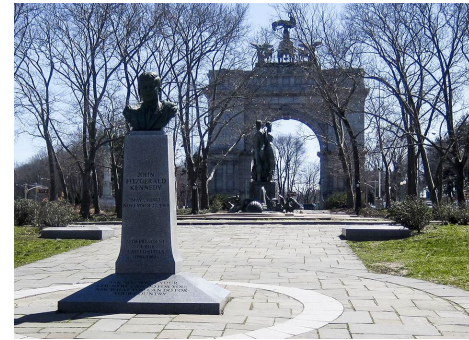
2.4

Feedback Questions

Design style - Styles can range from a modern treatment that contrasts historic elements to a traditional or formal treatment that compliments historic character

Greening/Hardscape – Design can prioritize greening and landscaping, consistent tree canopy, or open and flexible paved spaces

Programming and Activations – plaza can be designed to accommodate small gathering, medium size performance, rallies, or large events and festivals



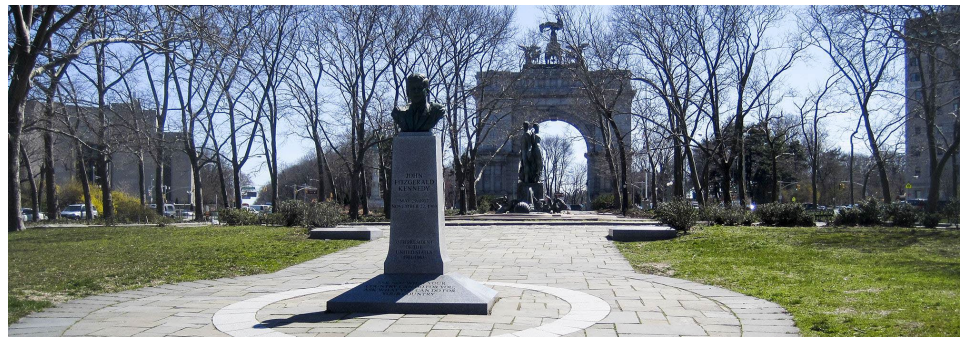
Design Style

The largest group of respondents (40%) **prefer to preserve the historic style**, some (33%) like a design that pulls from both historic and modern references

“I want it to match the character of the existing plaza!”

“Please no ugly modern stuff. The plaza has such charm.”

Other responses: Modern or Contemporary (21%)
or None of these (6%)



Design Elements

The most popular elements desired in the plaza are **greenery, plantings, and large canopy trees**



“increase the number of trees!”

“Canopy trees are a must with the hot summers. Especially as the city heats up with climate change”

Respondents also expressed the importance of **seating, tables, and benches**



“more seating areas scattered throughout is important”

“I like the idea of moveable seating”

Other plaza elements in order of preference

Shade Elements and Structures

Public Restrooms

Open Air Café

Open Space for Events

Public Art

Programming

The two most popular uses of the space are **small, informal meet-ups and the Green Market**, calling for a design that fosters smaller gatherings while also accommodating large events

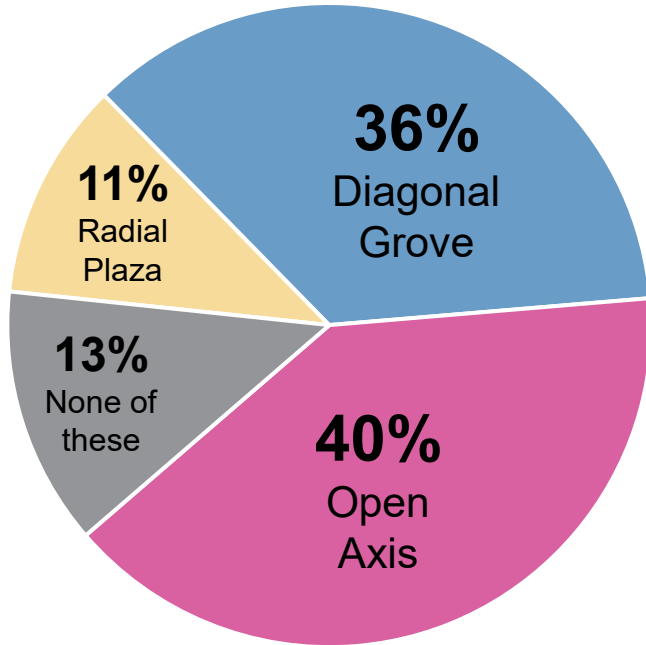
“it should be intimate - a place to read and enjoy the moment”

“A design that accommodates a better flow for the farmers market would be great!”

“I love the farmers market and would like to see it expand with more areas nearby for seating. Tables are lacking in the park and would be a good addition here.”

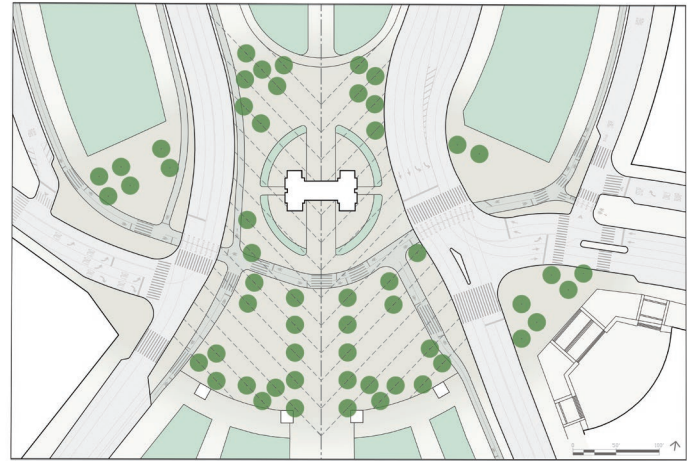


Plaza Concepts

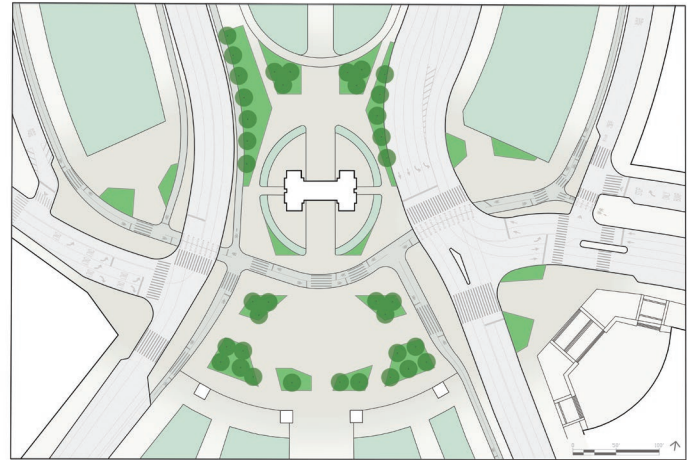


The Open Axis and the Diagonal Grove concepts best fit respondents' vision for Grand Army Plaza.

Diagonal Grove



Open Axis



A photograph of a city street intersection. In the foreground, a cyclist wearing a blue helmet and dark clothing is riding across the frame from left to right. A pedestrian in a dark jacket and blue jeans stands on the sidewalk, looking towards the camera. In the background, there are several cars, including a white van and a silver SUV, and a building with a "FOR LEASE" sign. The scene is set in an urban environment with traffic lights and street markings.

Future Considerations

2.5

© NYC DOT

Future Considerations

DOT has identified a series of items that will require additional planning and analysis to address concerns or suggestions by members of the public.

Outcomes from the Community Board meeting, as well as Landmarks Preservation Commission and Public Design Commission presentations will be added to guide a future project.

All feedback will be considered if the project advances to the next stage.



Future Considerations

Initial feedback from workshops and survey:

8th Avenue and Union

Evaluate how redesign would change travel patterns on 8th Avenue and Union Street

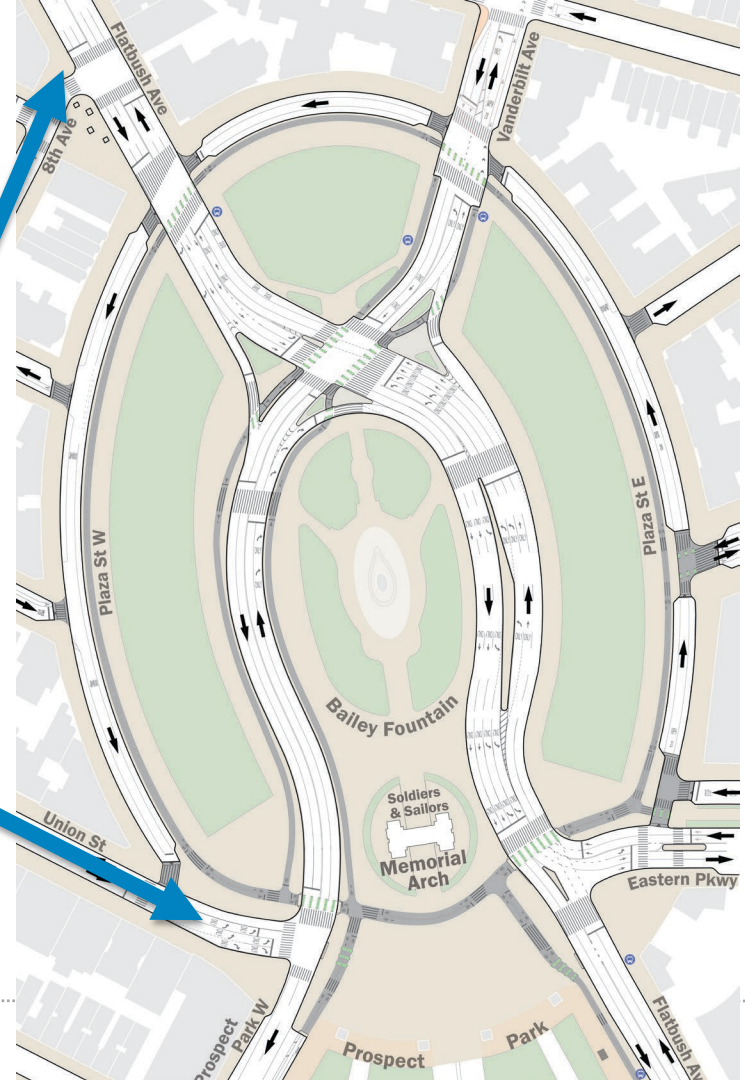
Union Street residents requested re-evaluation of one-way condition

Evaluation of changes to the intersection of Union Street and 8th Avenue

Perhaps Union is one way?

I'm very concerned about traffic on 8th Ave and Union

The volume of traffic frequently backs up as far as 8th Avenue



Future Considerations

Initial feedback from workshops and survey:

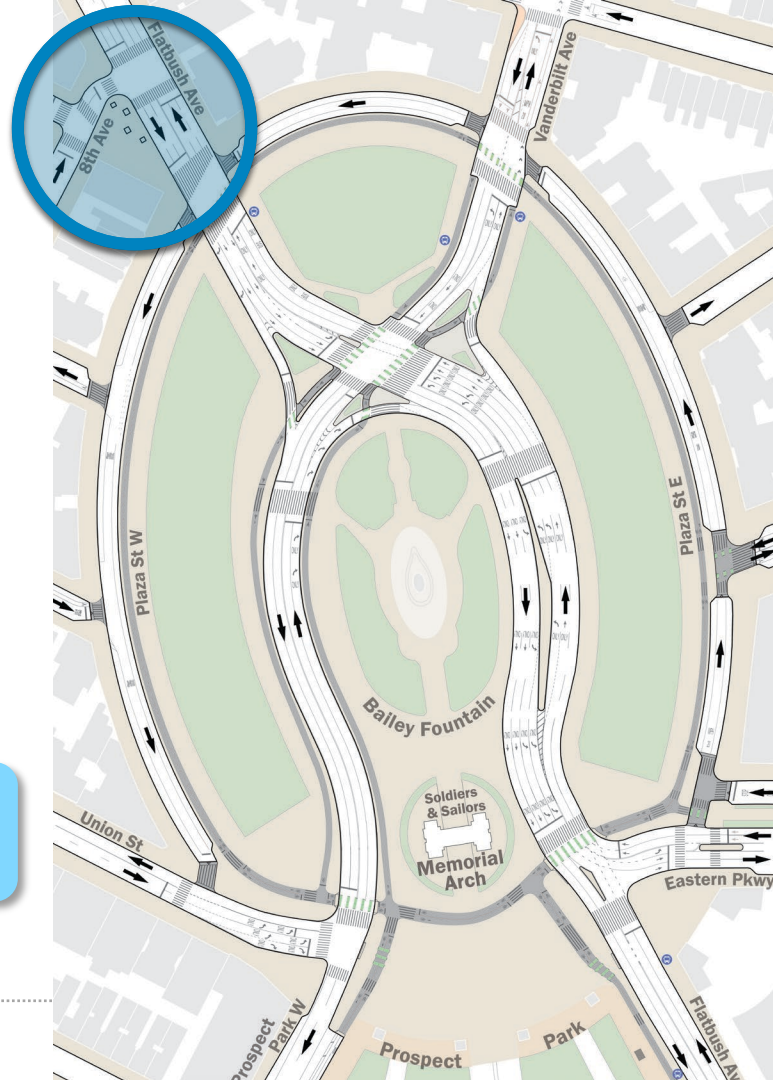
8th Avenue and St John's Pl

Coordinate with adjacent buildings to understand building operations, pick up/drop off needs, and emergency vehicle access

Explore signal timing improvements to better coordinate signals

I support the removal/closure of the block of St. John's Place. That is a very awkward merge for both vehicles and pedestrians.

How will pick-up/drop off and loading work for the residential building on St. John's?



Future Considerations

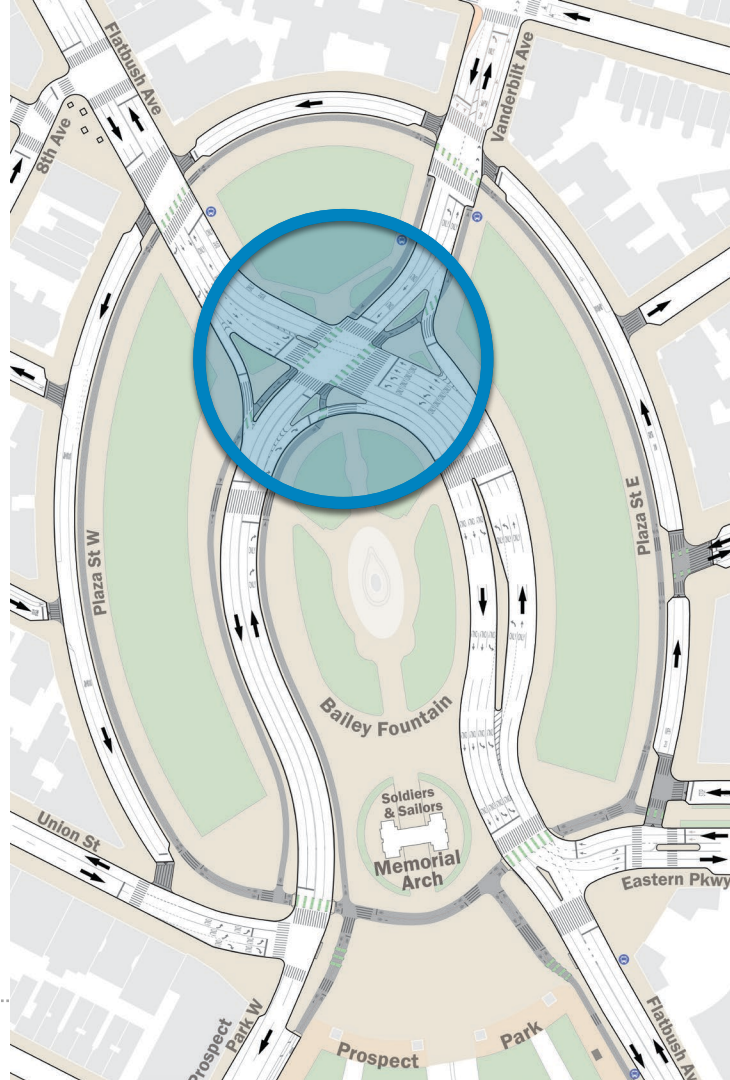
Initial feedback from workshops and survey:

Flatbush and Vanderbilt

Identify ways to shorten crossings
or create refuges, crosswalks feel
long and exposed

I am concerned about the
intersection at the north end
of the plaza - care needs to
be taken to make BOTH
ends of the plaza safe and
welcoming for pedestrians.

The lane of traffic that hugs
the loop around the north side
of the plaza needs a better
traffic signal. Drivers currently
do not stop for pedestrians
even with a red light.



Future Considerations

Initial feedback from workshops and survey:

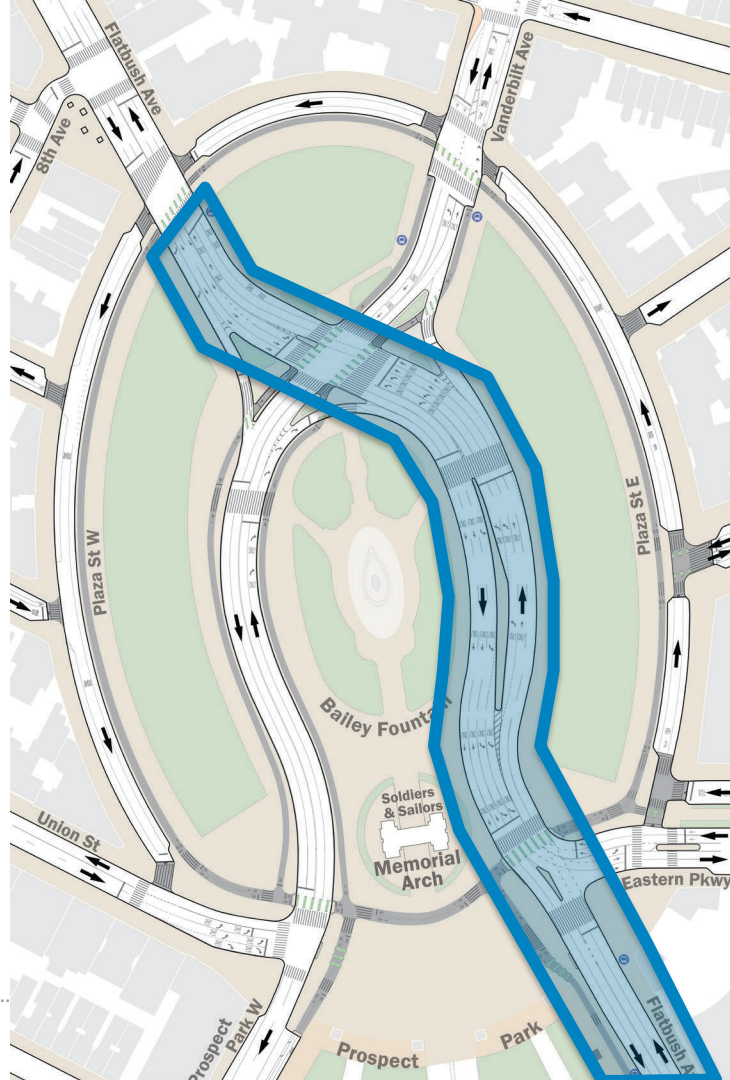
Flatbush Avenue

Incorporate or allow for future phases of Bus Priority

Would love to see Flatbush Ave busway extended through GAP

Include or accommodate future center-running bus lanes and boarding islands along Flatbush Avenue

Continue the center running bus lanes through Flatbush avenue to the south



Future Considerations

Initial feedback from workshops and survey:

Park Entrance

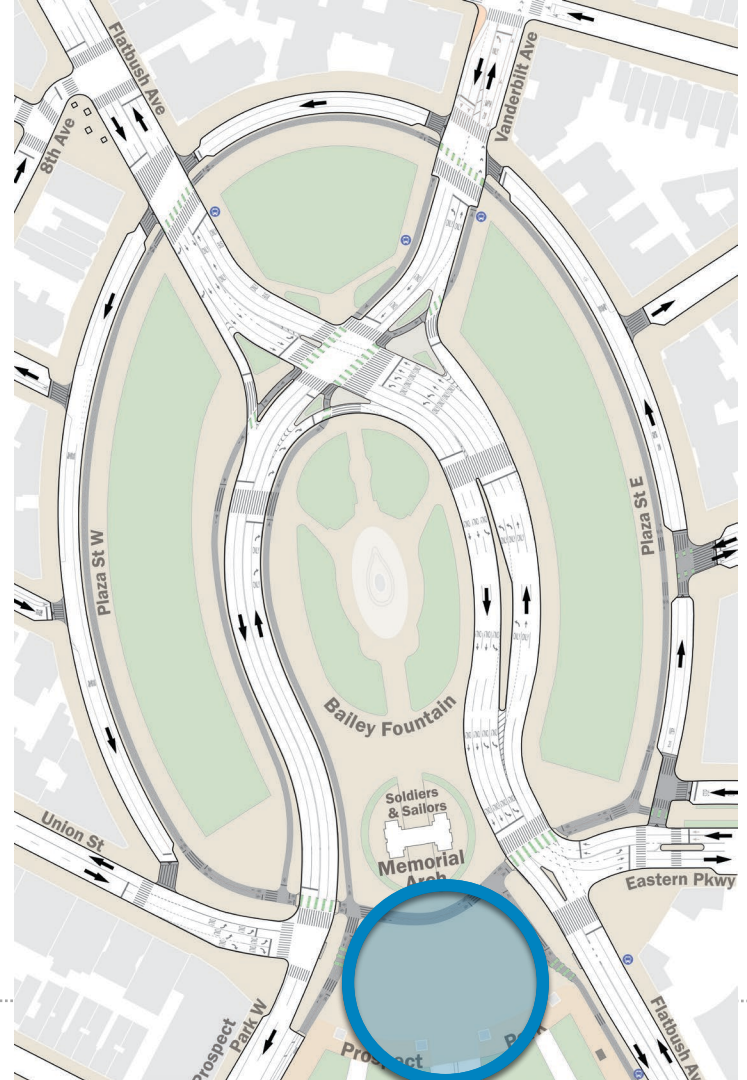
Explore ways to define pedestrian vs. bicycle space, consider defined spaces for different plaza users

it's super important that you provide wide, direct paths for pedestrians and bikers to/from the park entrance. The current paths get so cramped during busy times

I'd like the bike lanes to be clearly marked so pedestrians don't linger on them

Use plantings to define pedestrian and bike spaces

clearer and safer interactions between cyclists and pedestrians



Future Considerations

Initial feedback from workshops and survey:

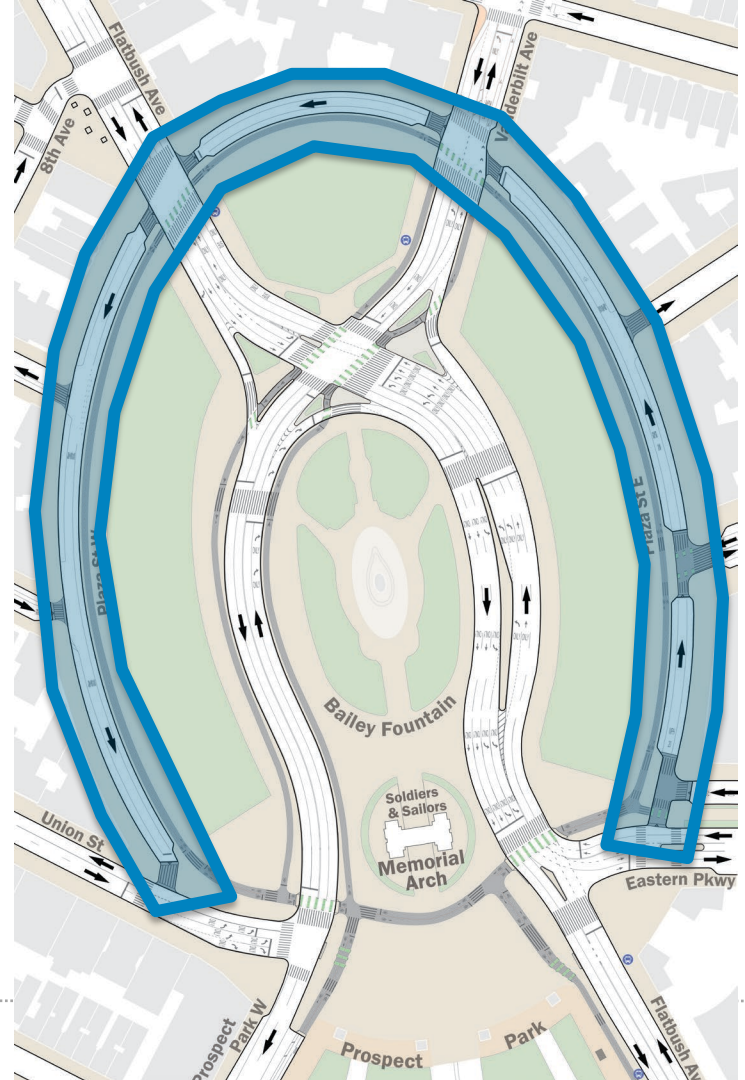
Plaza Street

Develop curb management plans to ensure delivery access and emergency vehicle access

There are Dr Offices, which require curbside drop off, residents with disabilities in many of the Plaza Street traffic buildings, deliveries, move ins/ move outs

Fresh Direct, UPS, Fed Ex, and Amazon trucks will hold up traffic

school busses double park on Plaza St

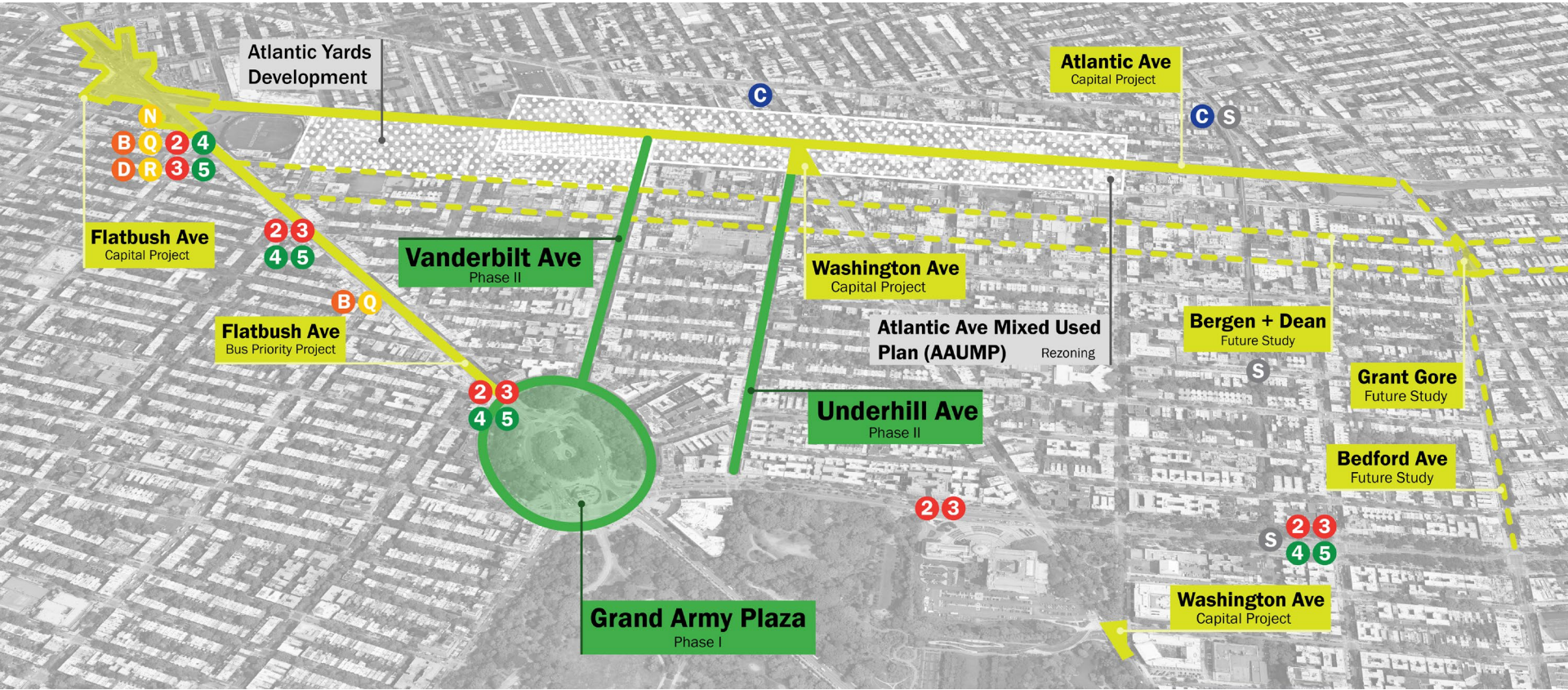




The Avenues Outreach Summary

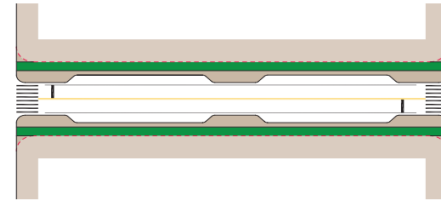
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The Avenues



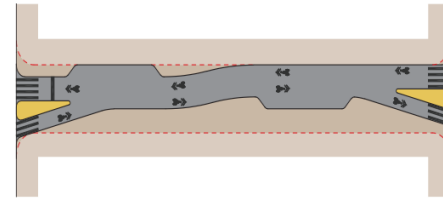
2024 Vanderbilt Outreach

- NYC DOT presented 4 block typologies for the Vanderbilt Corridor
- 55% of respondents selected a Plaza block at least once, followed by Two-Way Traffic with Bikes Lane blocks (33%), and then Transit Plaza Blocks (26%)
- Respondents were asked to place the blocks along the corridor
 - Plaza blocks were concentrated in the middle
 - Two way blocks were concentrated on the north and south ends
 - Transit Plaza Blocks were concentrated on the north



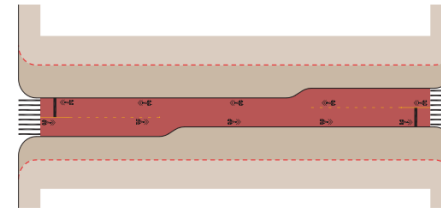
Two Way/One Way Travel Block

- Two or one way travel lanes
- Protected bike lanes
- Pedestrian refuge islands
- Flexible curb/loading lanes



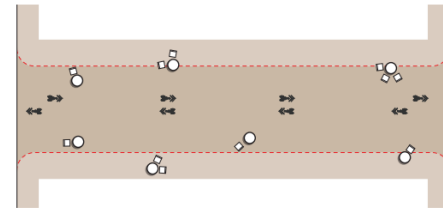
One-way Shared Street Block

- One way shared travel lane
- Raised, shared street roadway
- Shared bike lanes
- Expanded sidewalks
- Loading zones



Transit Plaza Block

- Two way bus travel guided by mid-block signals
- Shared bike lanes
- Expanded sidewalks

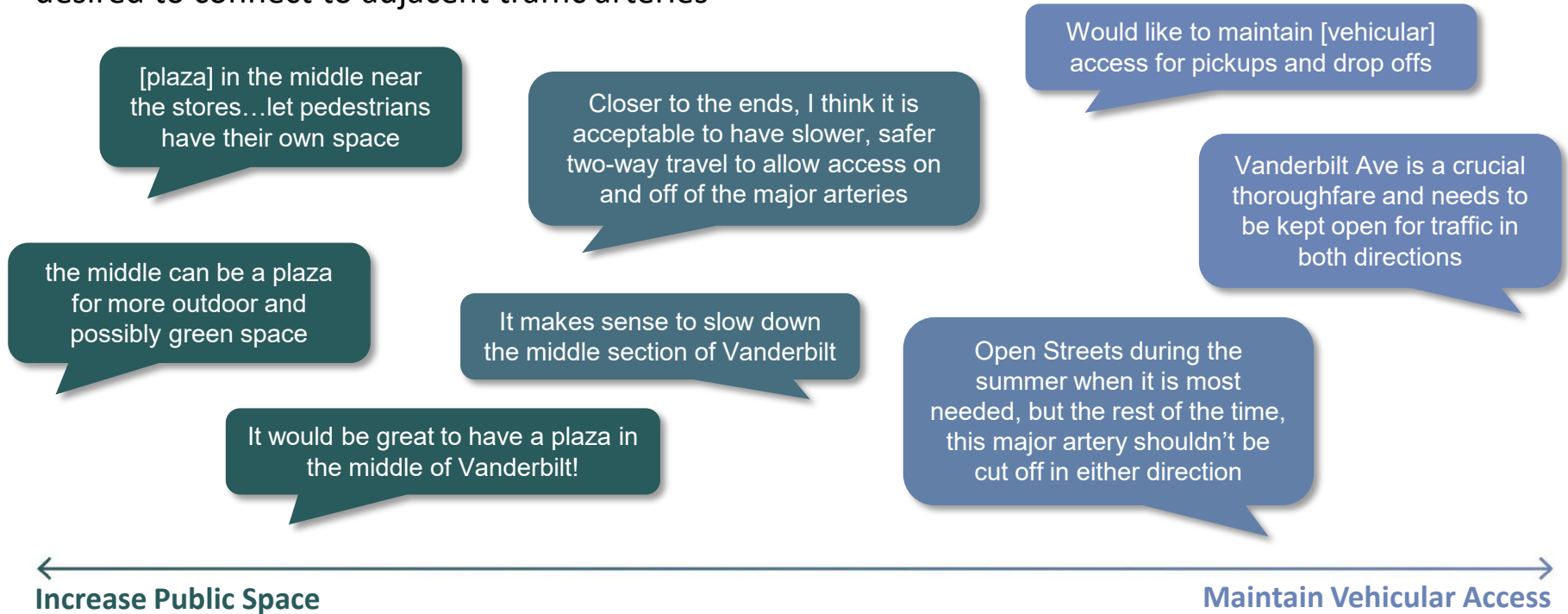


Plaza Block

- Full plaza block
- Increased seating, programming and greening benefits
- Loading zones on cross streets
- Emergency access lane

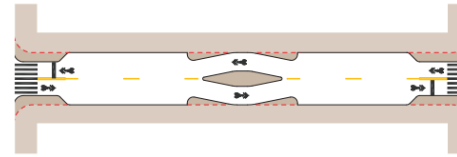
2024 Vanderbilt Outreach

Public space gains are desired near restaurants and shops, while maintaining vehicular access is desired to connect to adjacent traffic arteries



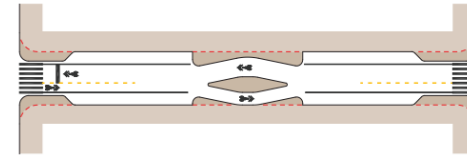
2024 Underhill Outreach

- NYC DOT presented 4 block typologies for the Underhill Corridor
- 61% of respondents selected a Plaza block at least once, followed by One-way shared or slow street blocks (40%), and then Two-way Slow blocks (28%)
- Respondents were asked to place the blocks along the corridor
 - Key plaza blocks were selected at Jame Forten Playground and Lowery Triangle
 - One-way blocks were concentrated in the middle of the corridor
 - Two-way block were concentrated on the southern four blocks and Dean to Pacific block



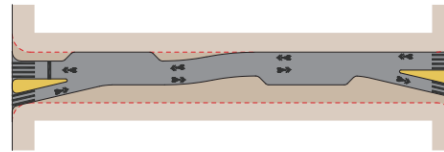
Two Way Slow Block

- Two way travel lanes
- Shared bike lanes
- Flexible curb/parking lane
- Mid-block calming



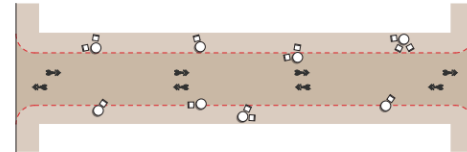
One Way Slow Block

- One way travel lane
- Shared bike lanes
- Flexible curb/parking lane
- Mid-block calming



One Way Shared Street Block

- One way shared travel lane
- Raised, shared street roadway
- Shared bike lanes
- Expanded sidewalks
- Loading zones

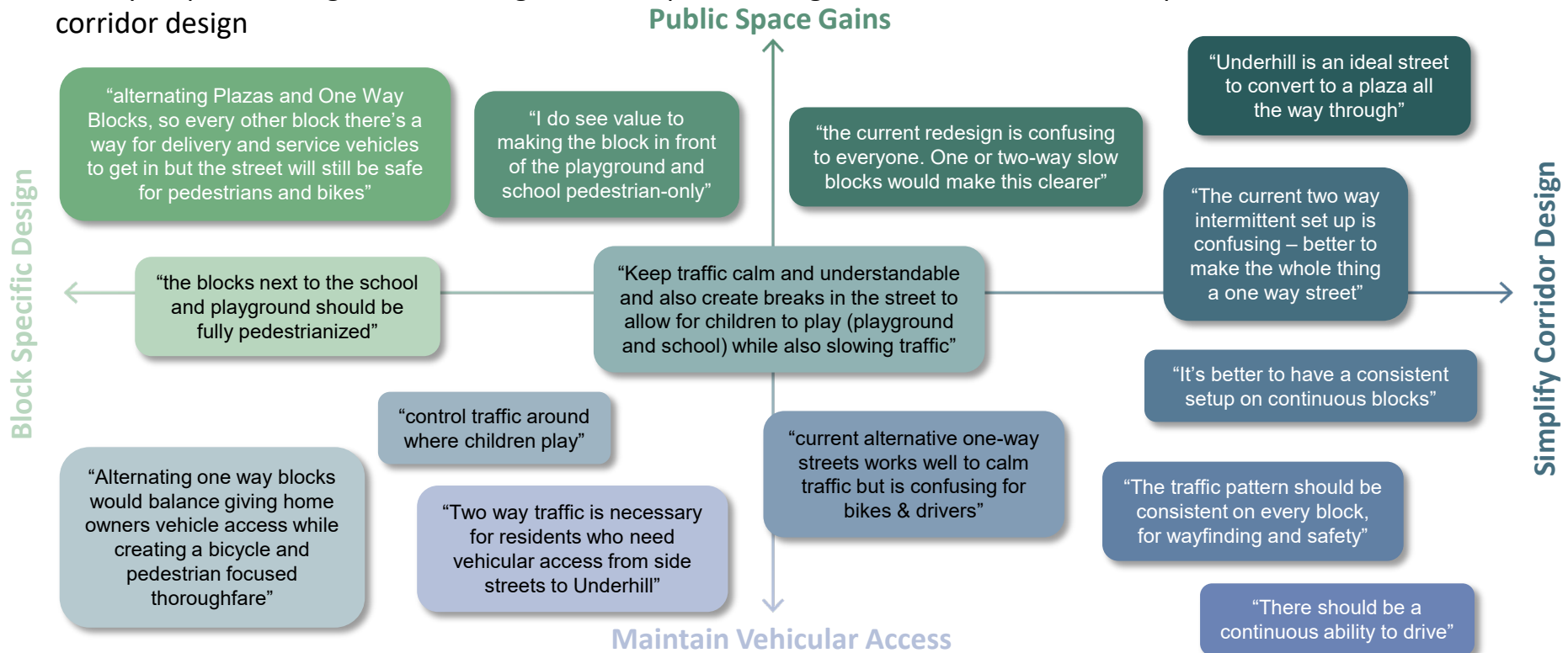


Plaza Block

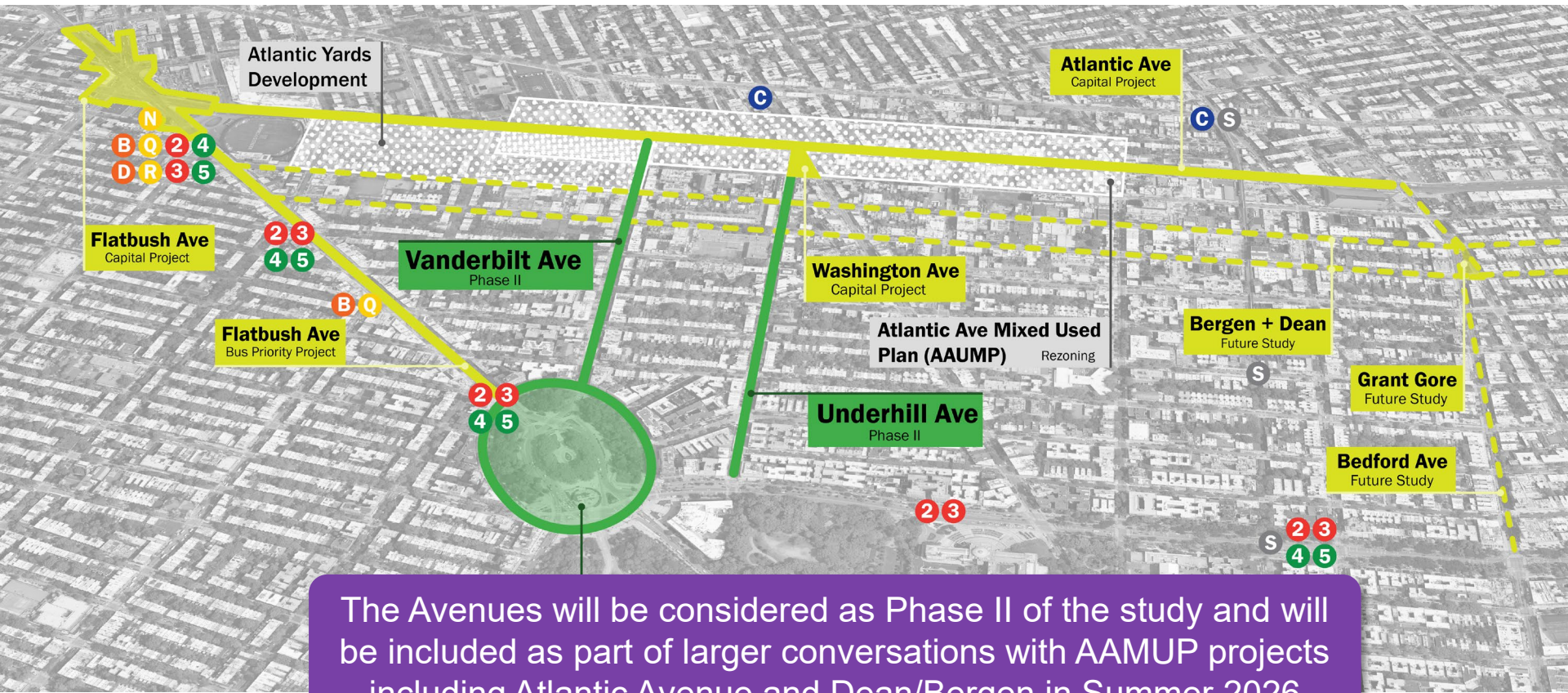
- Full plaza block
- Increased seating, programming and greening benefits
- Loading zones on cross streets
- Emergency access lane

2024 Underhill Outreach

Survey responses ranged from asking for block specific designs while others want a simplified, consistent corridor design



Phase II Coordination



The Avenues will be considered as Phase II of the study and will be included as part of larger conversations with AAMUP projects including Atlantic Avenue and Dean/Bergen in Summer 2026



Next Steps

4

Next Steps

- Landmarks Preservation Commission and Public Design Commission Presentations
- Study wrap up with presentation to Office of Management and Budget
- NYC DOT to explore reconstruction options and path forward
- If project advances, redesign will go through typical Street Reconstruction process with additional public touch points and check-ins





Thank You!



NYCDOT



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NYCDOT