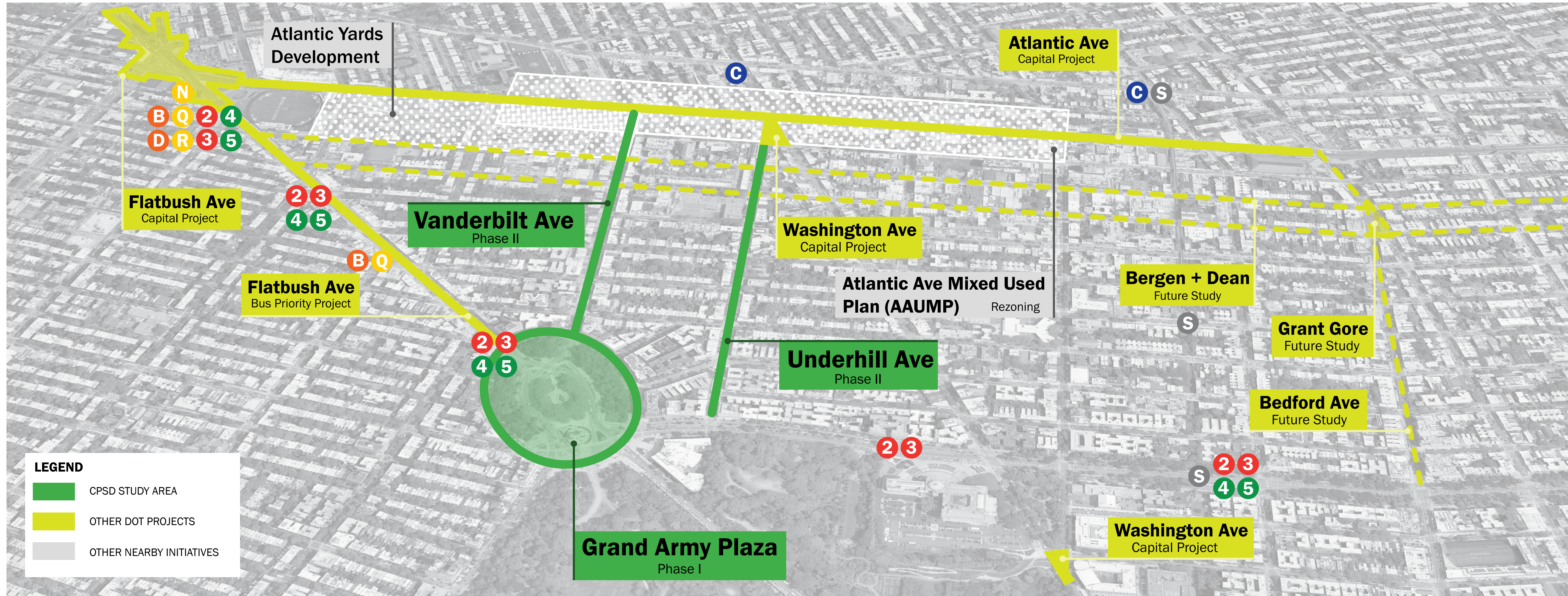
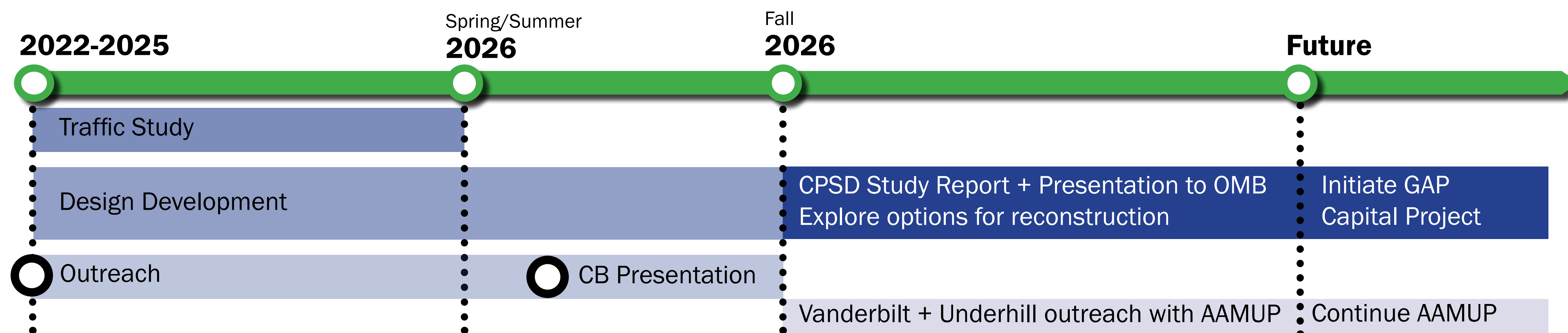


CITY INITIATIVES IN THE NEIGHBORHOOD



CPSD STUDY TIMELINE



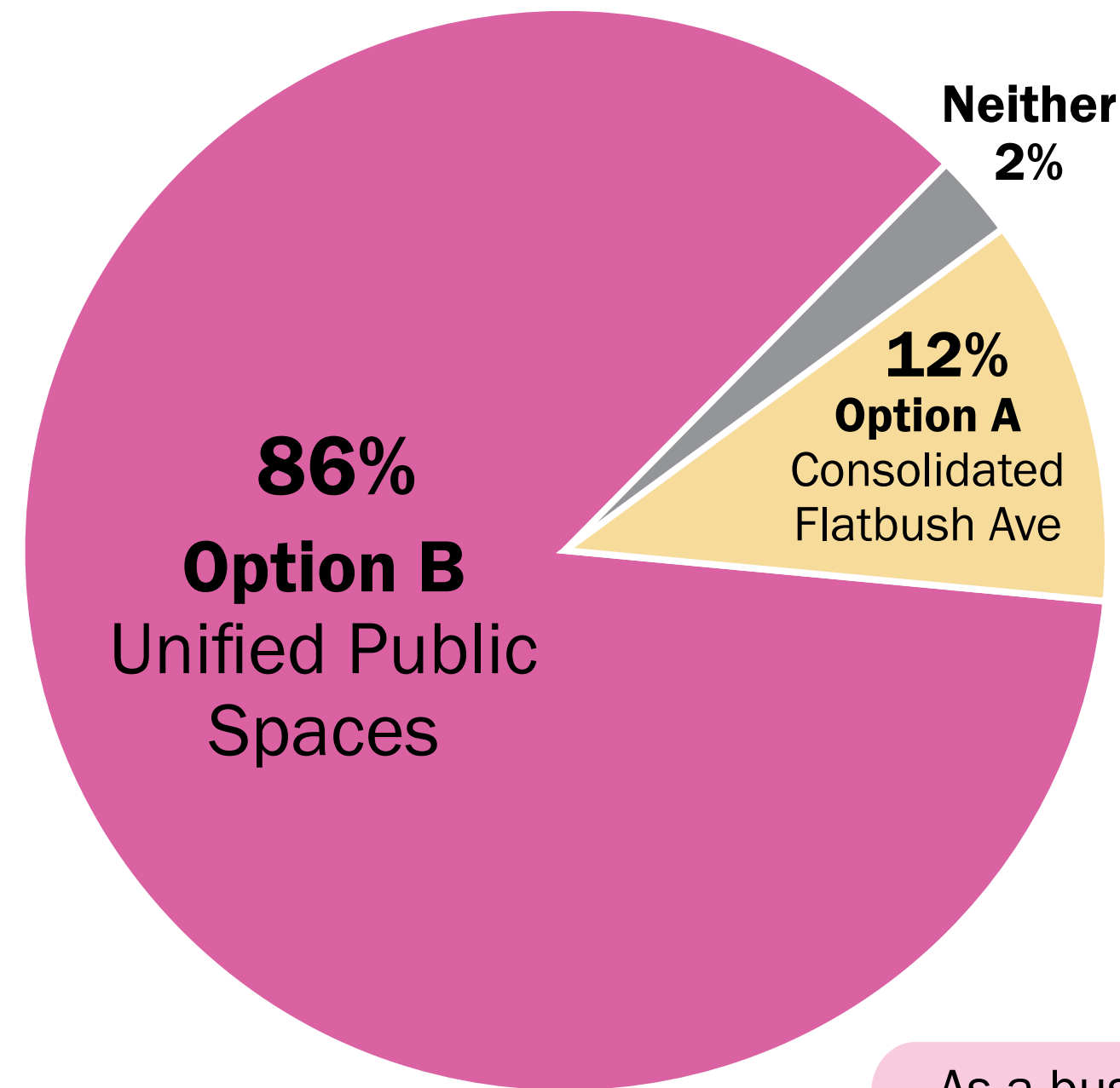
CAPITAL PROJECT SCOPE DEVELOPMENT (CPSD)
 NYC DOT is concluding a study to envision the public space around Grand Army Plaza in Brooklyn.

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

2024 OUTREACH SUMMARY

1,624 survey responses



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

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

I'd like to see the farmers market expand

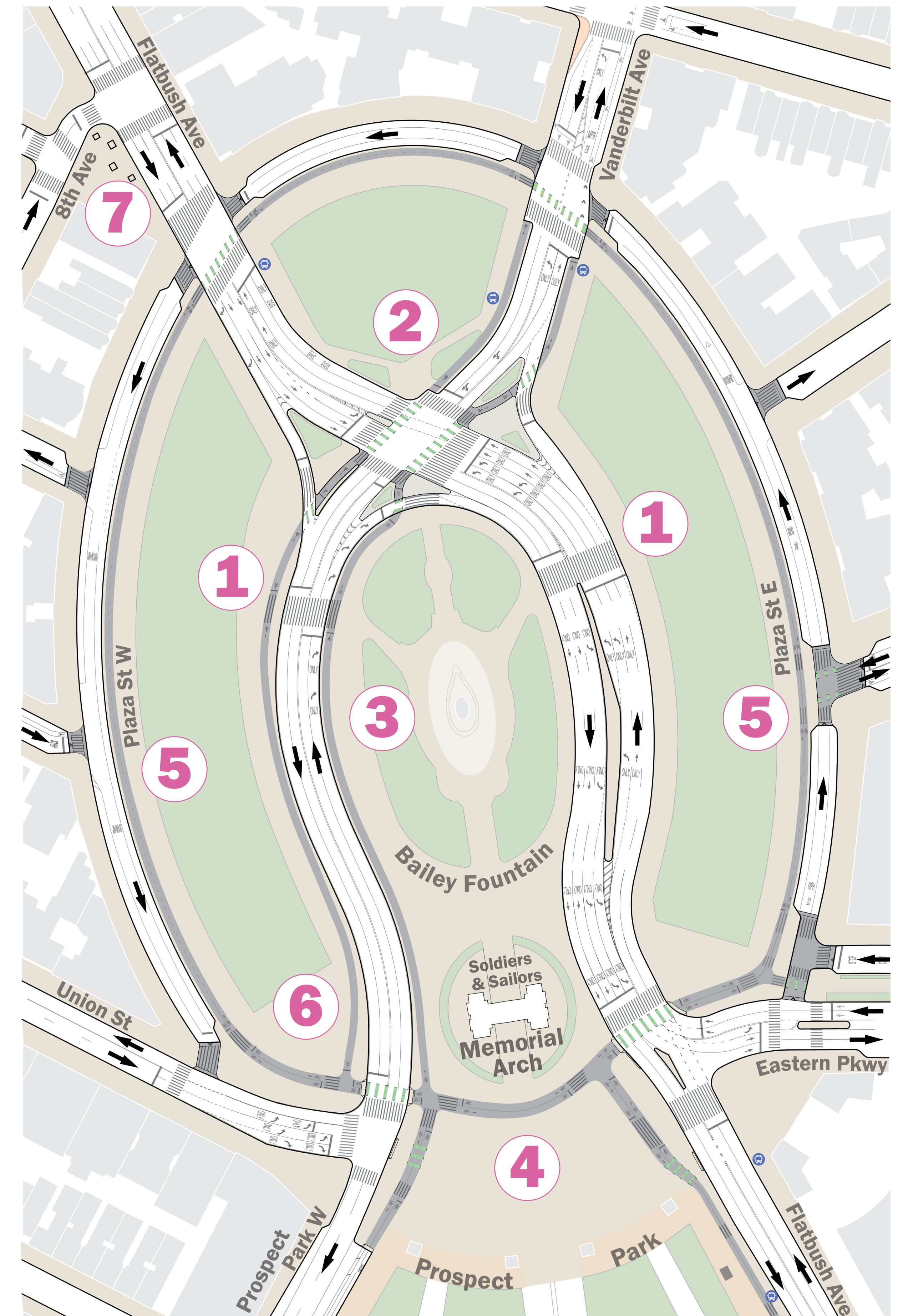
Our family likes how [Option B] prioritizes pedestrian access to Prospect Park

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

DESIGN UPDATES BASED ON COMMUNITY FEEDBACK

Design Suggestions from engagement sessions have been incorporated to improve Option B while maintaining the concept:

- 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



Take our survey!
nyc.gov/grandarmyplaza



Grand Army Plaza

Main Plaza Concepts

+ Modern plaza design

+ Build on the historic character

DESIGN STYLE

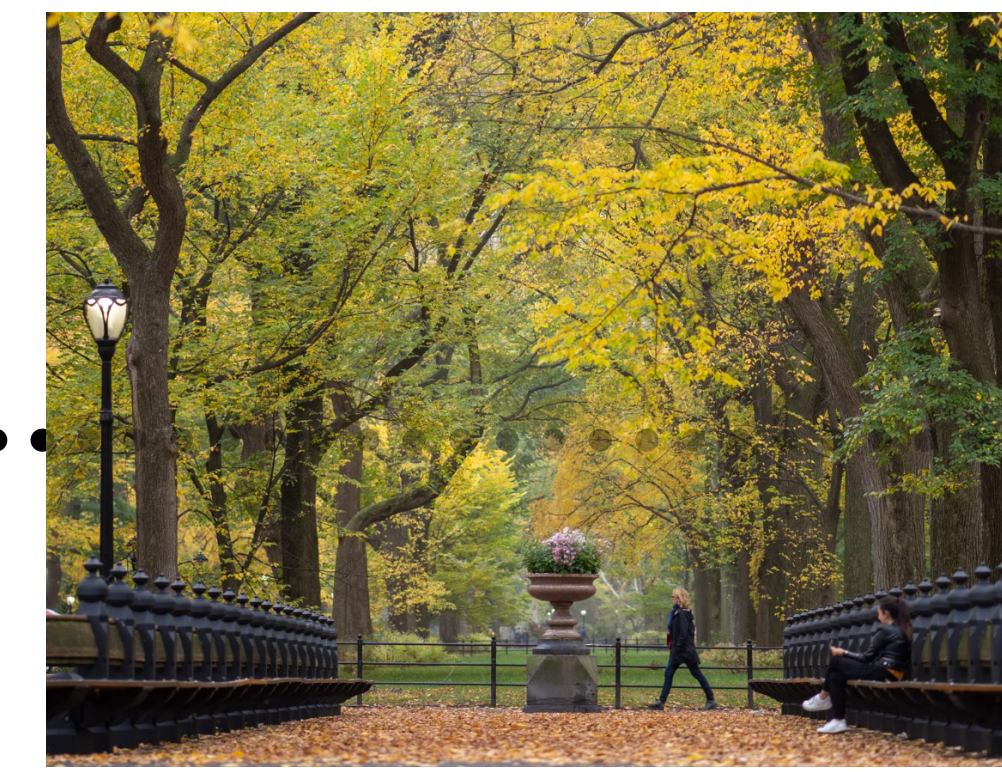


Brooklyn Museum Plaza, Brooklyn



Domino Square, Brooklyn

Bailey Plaza at Cornell, Ithaca

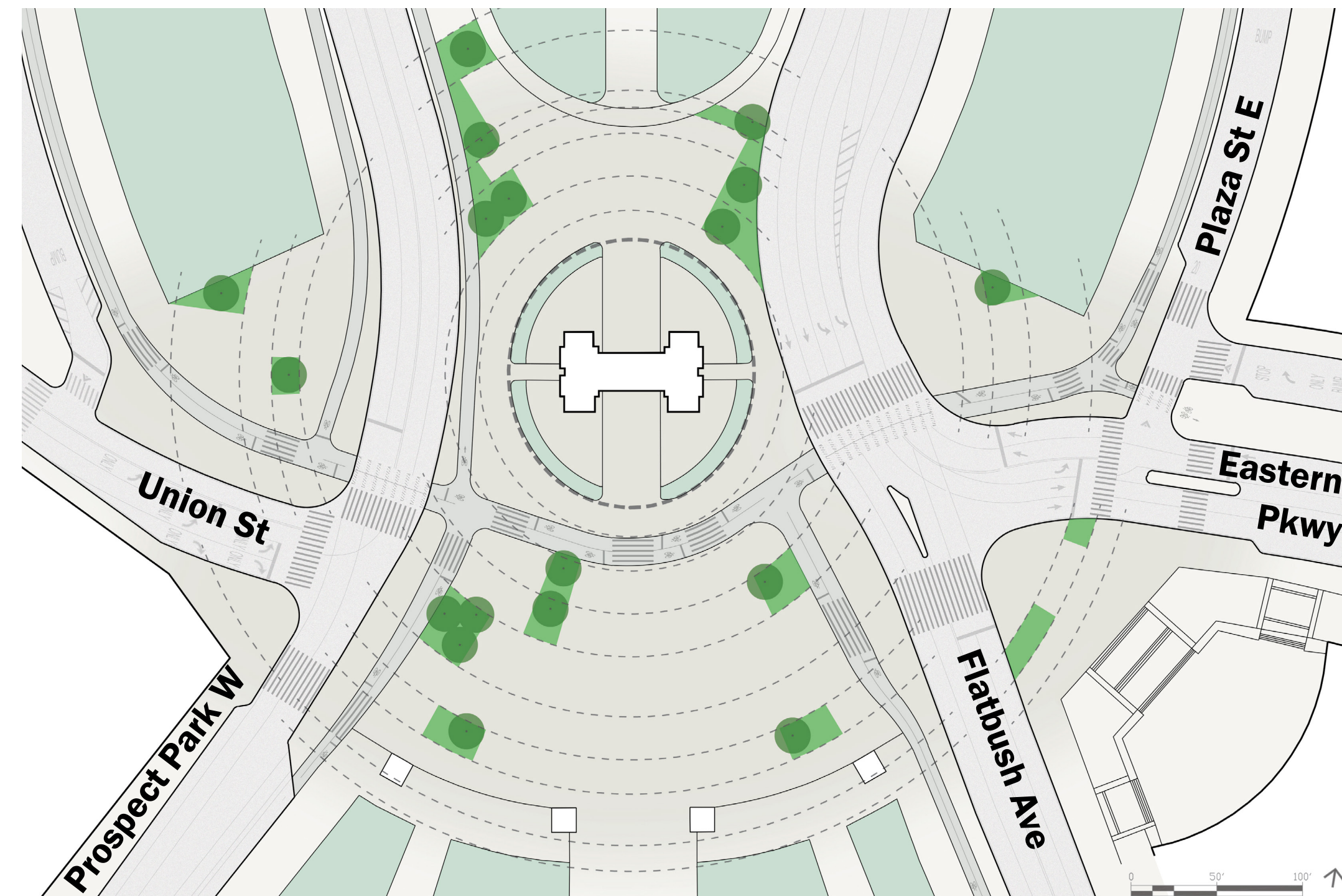


Central Park

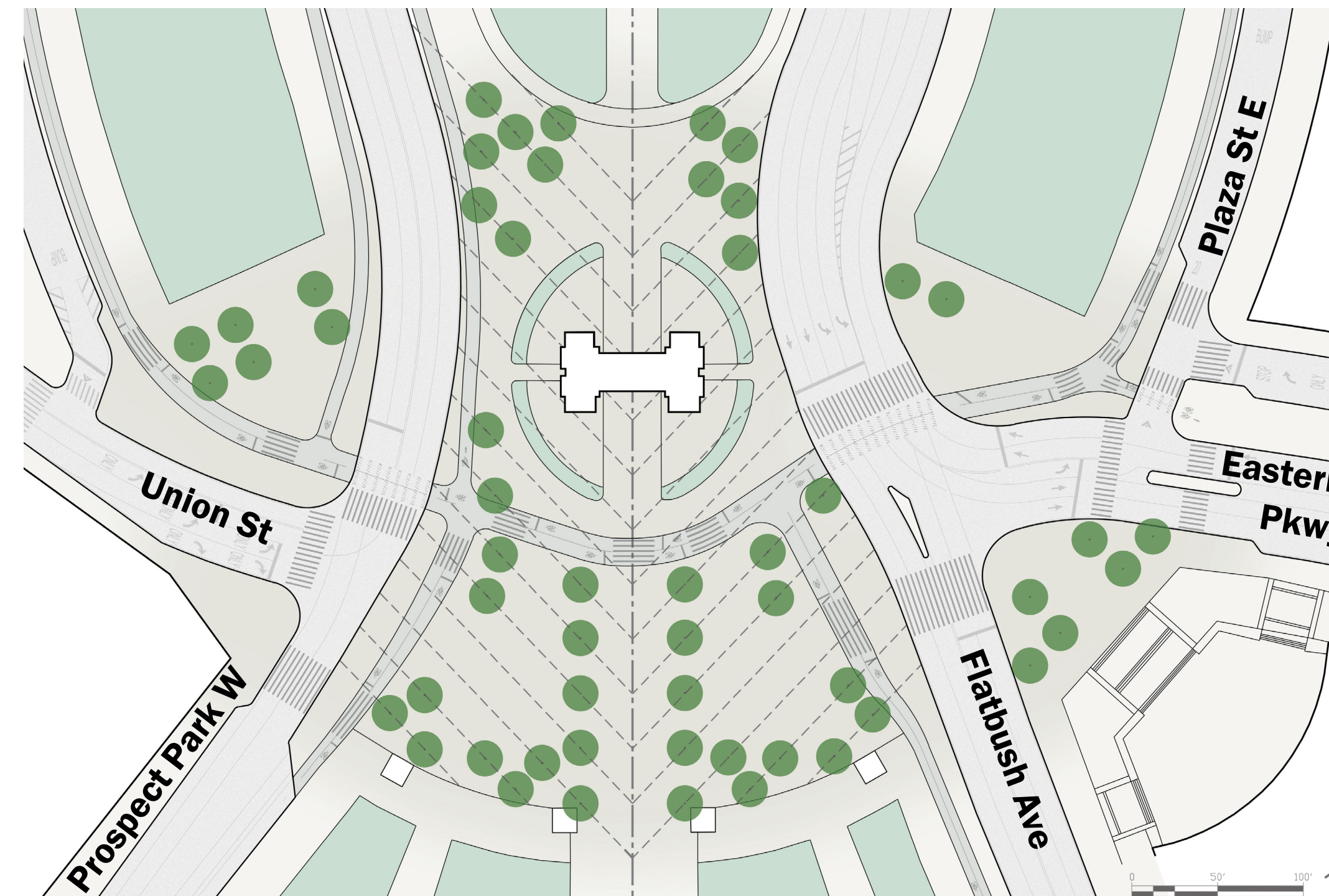


Soldiers and Sailors Memorial Arch

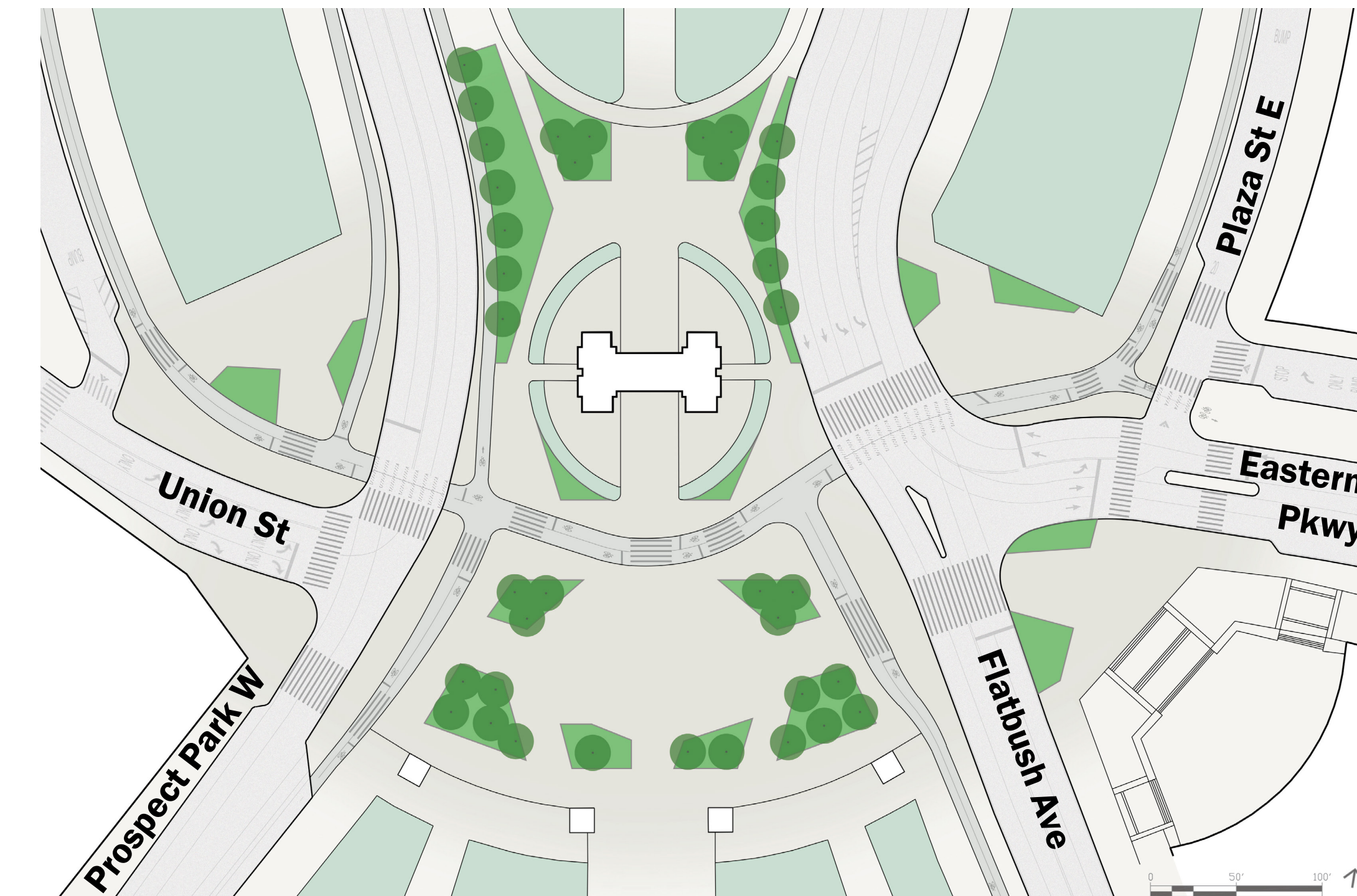
PLAZA CONCEPT 1: RADIAL



PLAZA CONCEPT 2: DIAGONAL GROVE



PLAZA CONCEPT 3: OPEN AXIS



+ Open, flexible space

+ Consistent tree canopy

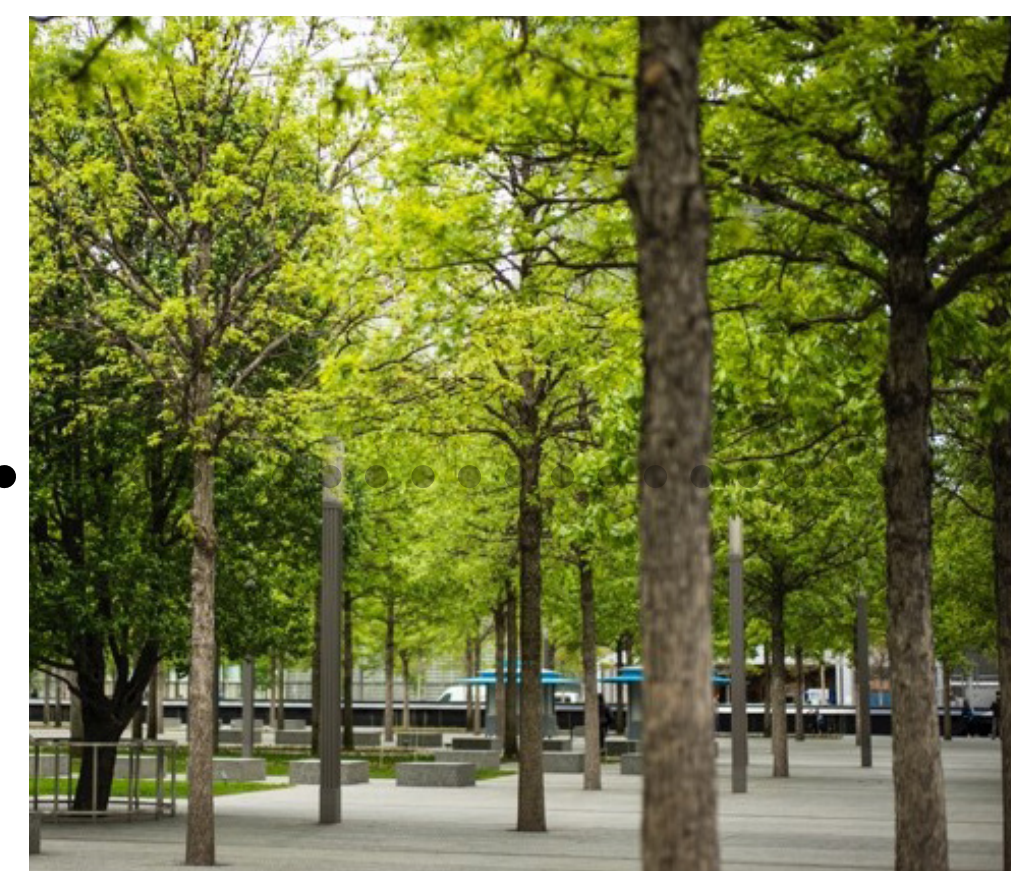
+ Low plantings + full tree canopy

GREENING + HARDSCAPE



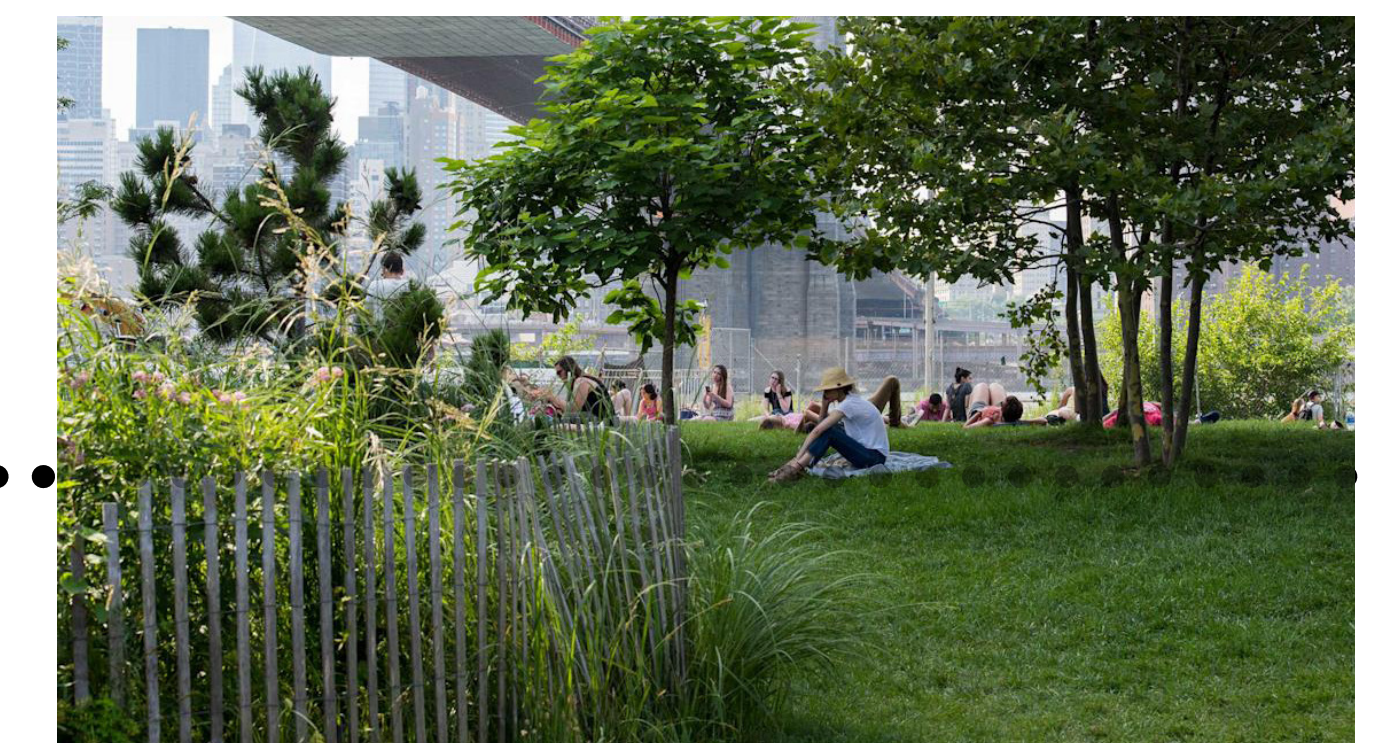
Pearl Street Plaza, Dumbo

Pershing Square West, Manhattan



World Trade Center Memorial

Bogardus Plaza, Manhattan



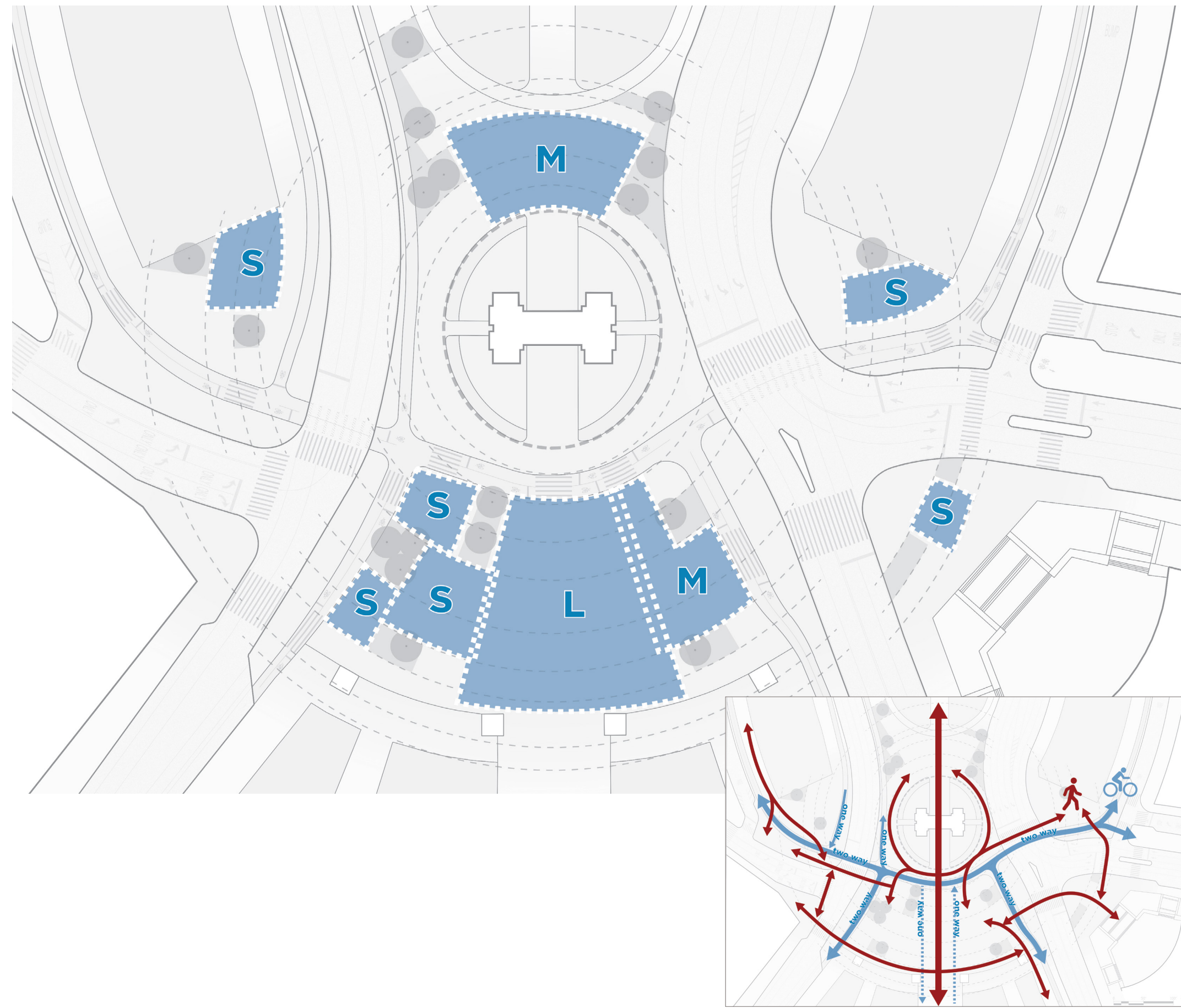
Brooklyn Bridge Park, Brooklyn



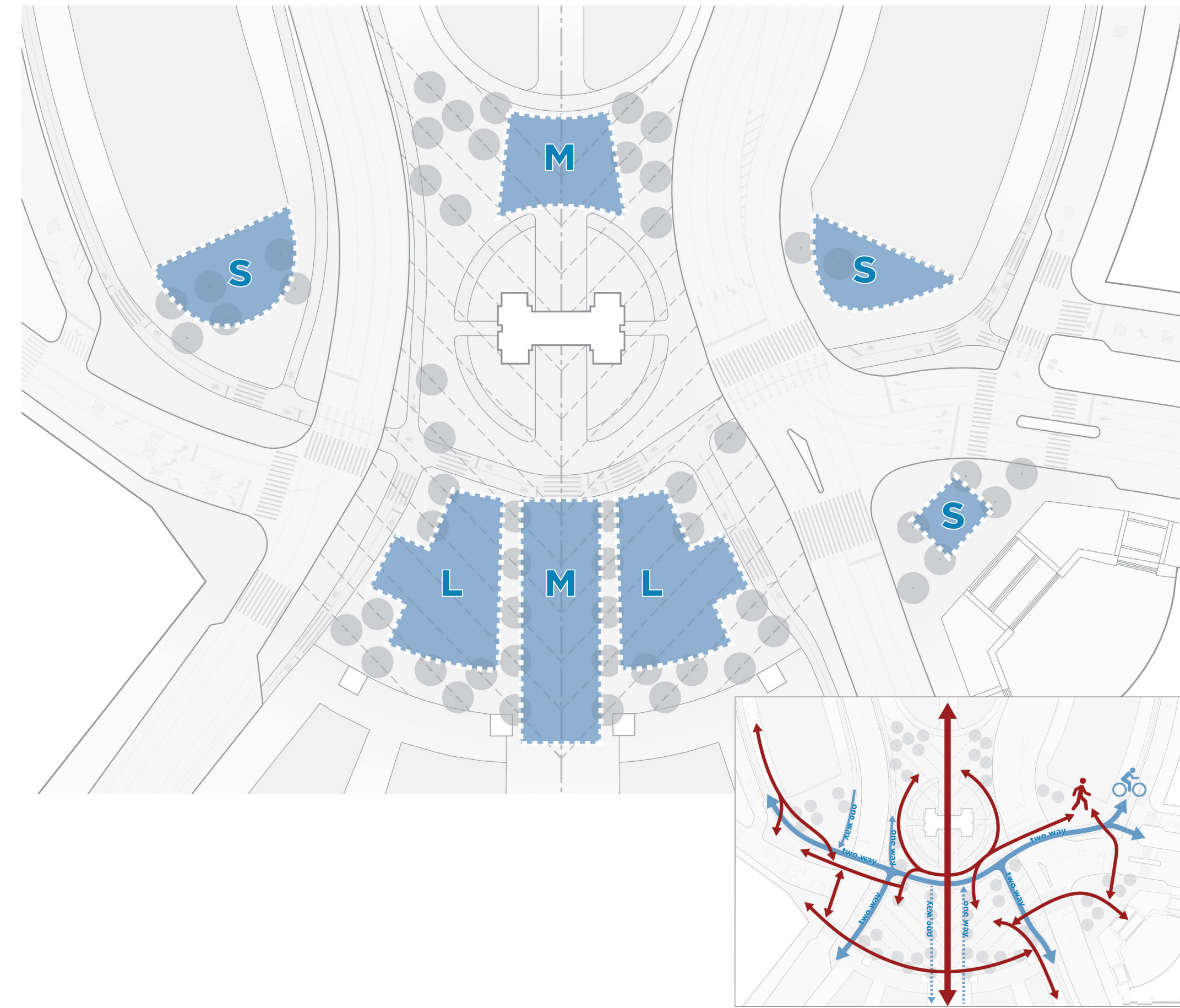
Take our survey!
nyc.gov/grandarmyplaza



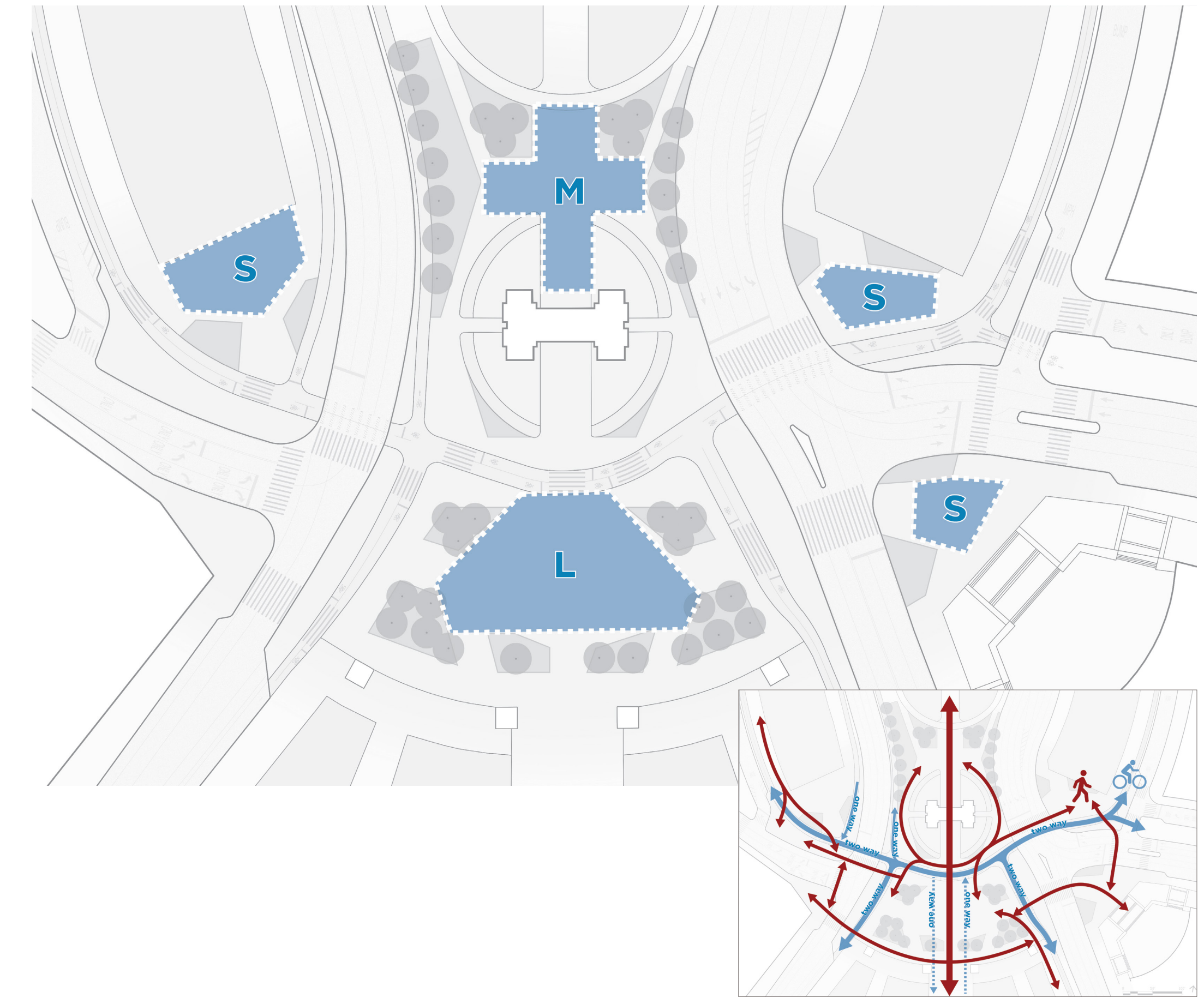
PLAZA CONCEPT 1: RADIAL



PLAZA CONCEPT 2: DIAGONAL GROVE



PLAZA CONCEPT 3: OPEN AXIS



+ Small gatherings

+ Large-Scale Events

PROGRAMMING



Informal Meetups

Kids Play



Fitness + Health

Music/Live Performance



Greenmarket and Seasonal Markets



Parades + Sports Events





2,831 vehicles in morning peak hour
counts all vehicles that use the roadway between the arch and park entrance

35% of vehicles using the entire plaza pass between the arch and park entrance

CURRENT CONDITIONS

Union Street to Eastern Parkway/Flatbush 1,064 vehicles (38%)

80 hours (cumulative travel time)

Vanderbilt/Flatbush to Eastern Parkway/Flatbush 1,767 vehicles (62%)

96 hours (cumulative travel time)

PROPOSED DESIGN

Union Street to Eastern Parkway/Flatbush

103 hours (cumulative travel time) ↑ 22% increase

Vanderbilt/Flatbush to Eastern Parkway/Flatbush

66 hours (cumulative travel time) ↓ 45% decrease

Estimated delay from traffic analysis of reconfiguration

All vehicle trips remain within the Plaza Loop



766 bus riders in morning peak hour
counts all riders going through plaza on the B41 Local or Limited, and B69

CURRENT CONDITIONS

41 hours (cumulative travel time)

Current analysis of combined rider delay in the AM peak hour

PROPOSED DESIGN

25 hours (cumulative travel time)

Estimated delay from traffic analysis of reconfiguration (a 41% decrease)

Note: stops would generally 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 ↔ Downtown Brooklyn)



3,083 pedestrians in morning peak hour
counts all pedestrians passing through or adjacent to the main plaza space

MAIN PLAZA CURRENT CONDITIONS

Vehicle conflict points at **24 crosswalks**

Analysis of Most Complained About Crossing

2 minutes max waiting time

Pedestrians often wait on a pedestrian refuge island in between signal phases

MAIN PLAZA PROPOSED DESIGN

Eliminates vehicle conflict points to **12 crosswalks**

Analysis of Most Complained About Crossing

85 seconds max waiting time

Pedestrians can now cross from the library to the plaza in one signal phase, without waiting on an island

Public Space increased by 42%



350 cyclists in morning peak hour
counts all cyclists circulating through or adjacent to the main plaza space

MAIN PLAZA CURRENT CONDITIONS

Potential waiting points at **11 intersections**

Lack of protected direct connection to Vanderbilt Ave

MAIN PLAZA PROPOSED DESIGN

Reduces waiting points to **3 intersections**

Added direct bike path connection to Vanderbilt Ave

Bicycle space increased by 122%



Grand Army Plaza

Existing + Proposed Plans

