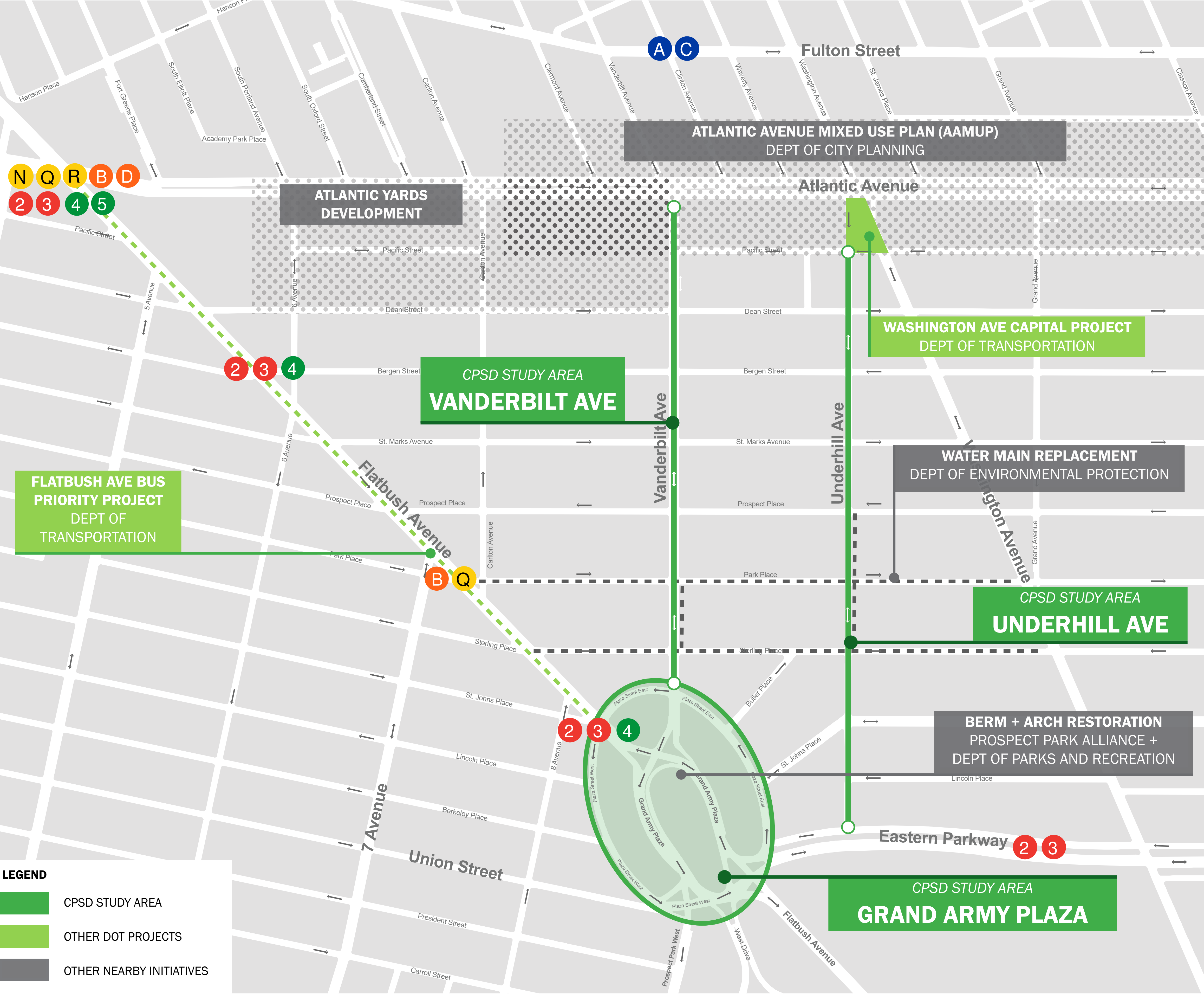


CITY INITIATIVES IN THE NEIGHBORHOOD



CAPITAL PROJECT SCOPE DEVELOPMENT (CPSD) STUDY

Vision Goals

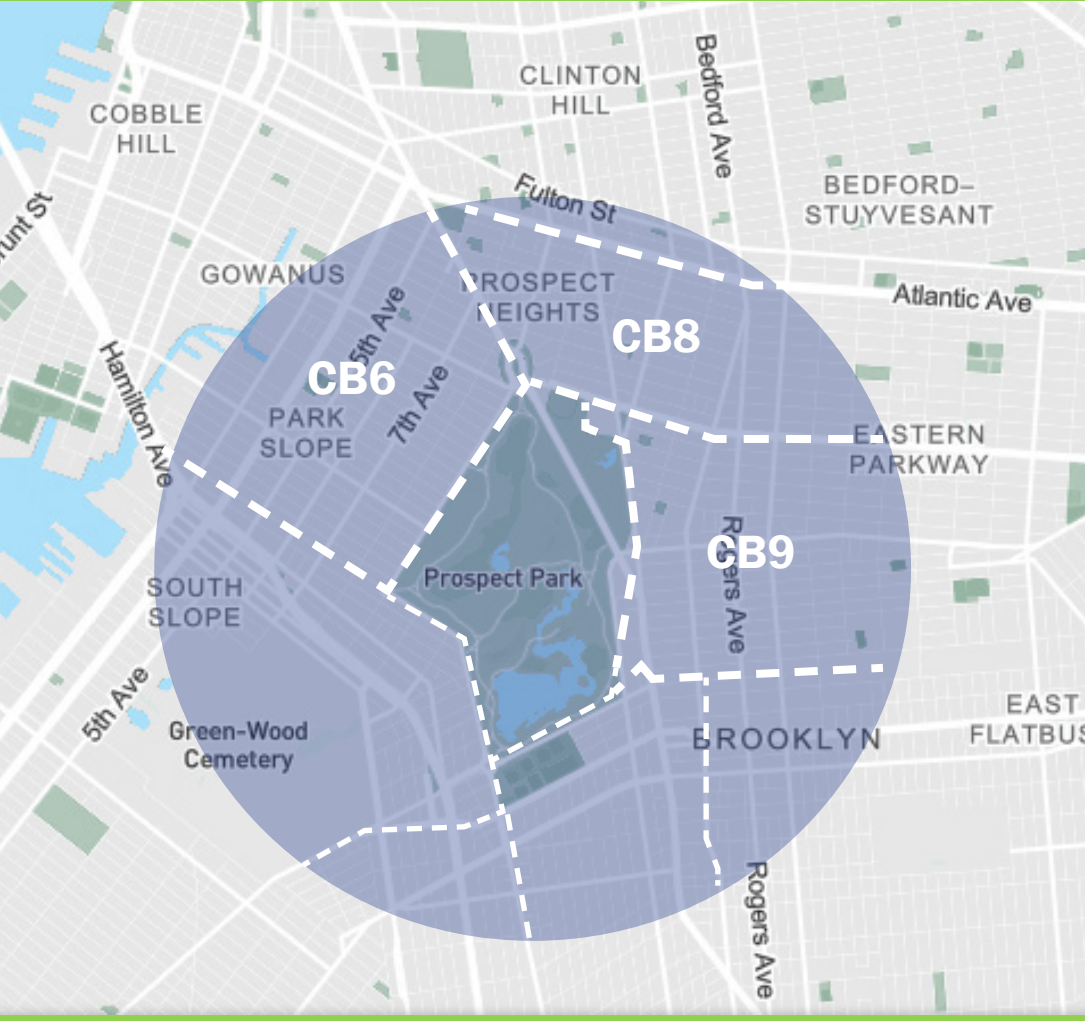
- Create a world class public space
- Improve pedestrian and cyclist connections
- Speed up bus operations
- Simplify traffic operations

Study Objectives and Deliverables

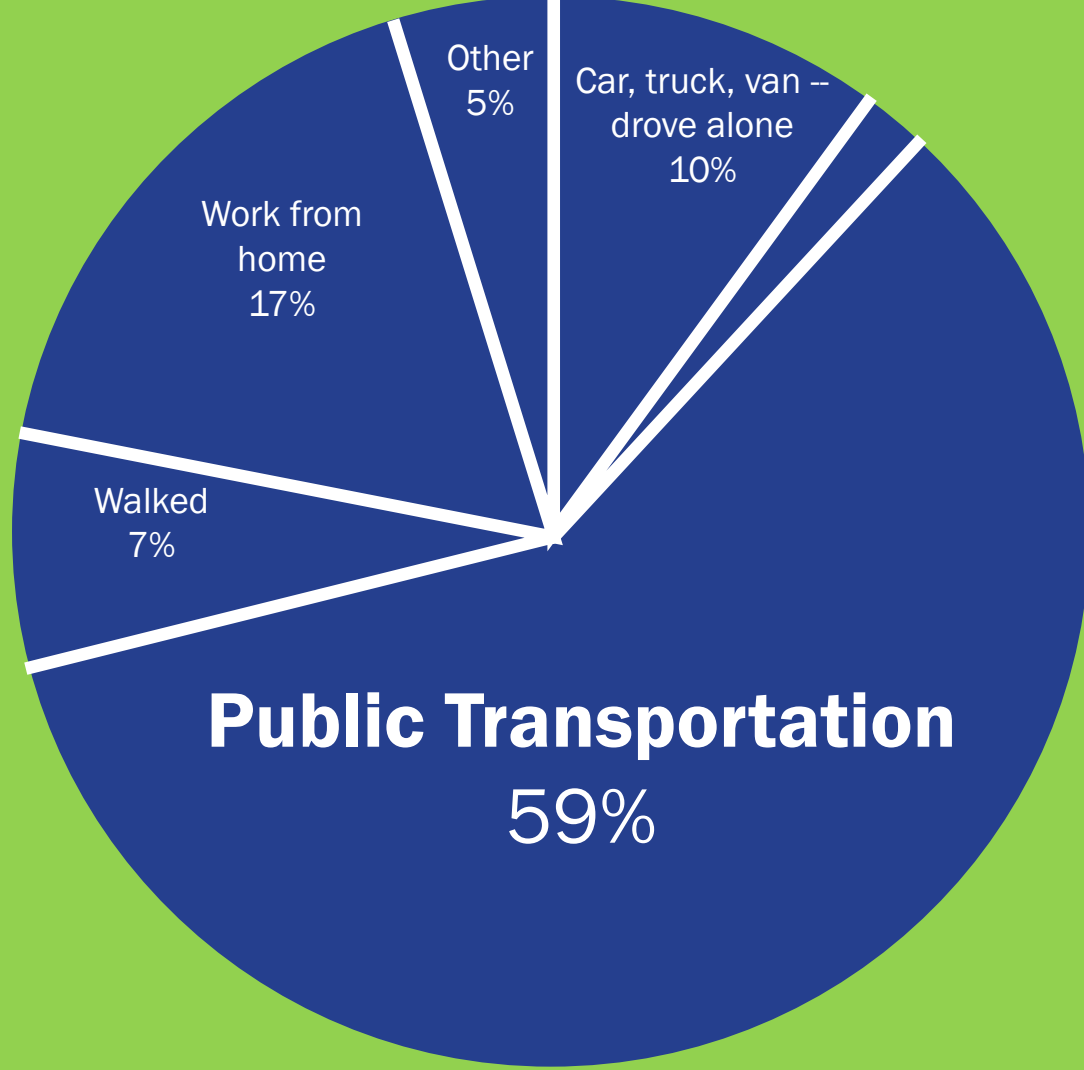
- Clearly determine project scope and cost
- Identify other key factors before construction capital dollars are committed
- Traffic Study
- 30% design documents

BROADER NEIGHBORHOOD DEMOGRAPHICS*

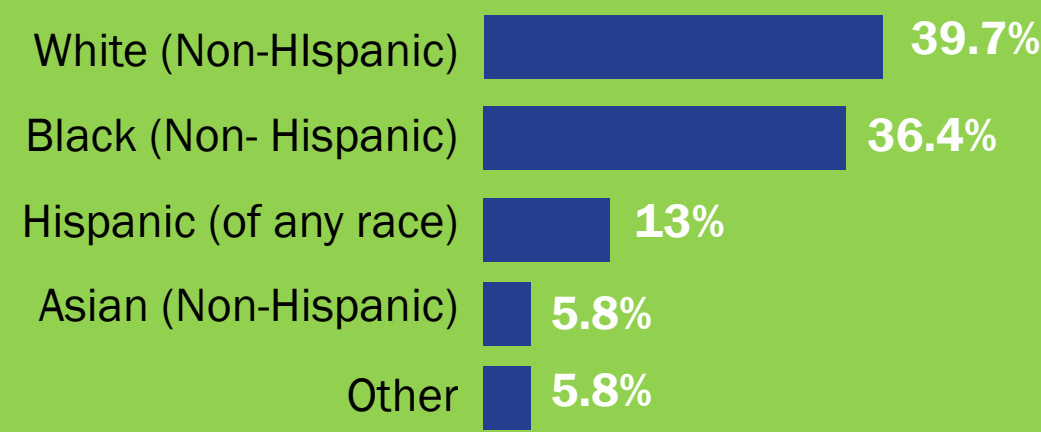
Grand Army Plaza and the surrounding area draws people from and influences a large portion of Brooklyn



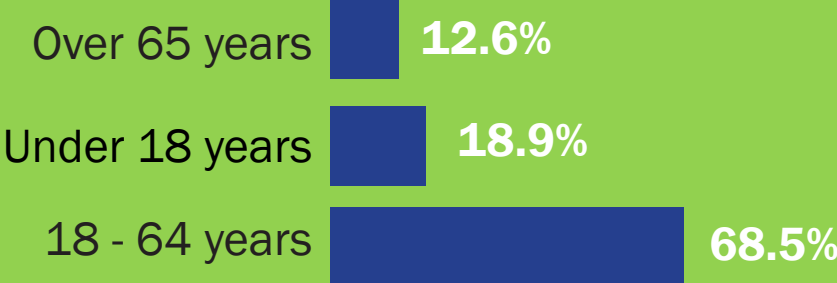
COMMUTE TO WORK
(MEAN TRAVEL TIME: 42 MINS)



RACE & HISPANIC ORIGIN

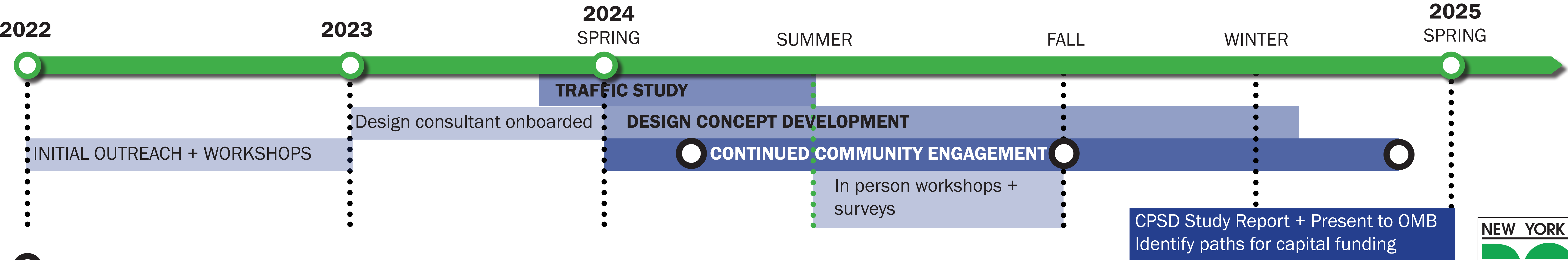


POPULATION AGE
(MEDIAN AGE 36)



*Data Source: 2017-2021 American Community Survey (ACS)
NYC Planning Labs, NYC Planning Population Fact Finder, New York City Department of City Planning

CPSD STUDY TIMELINE



Community Presentation



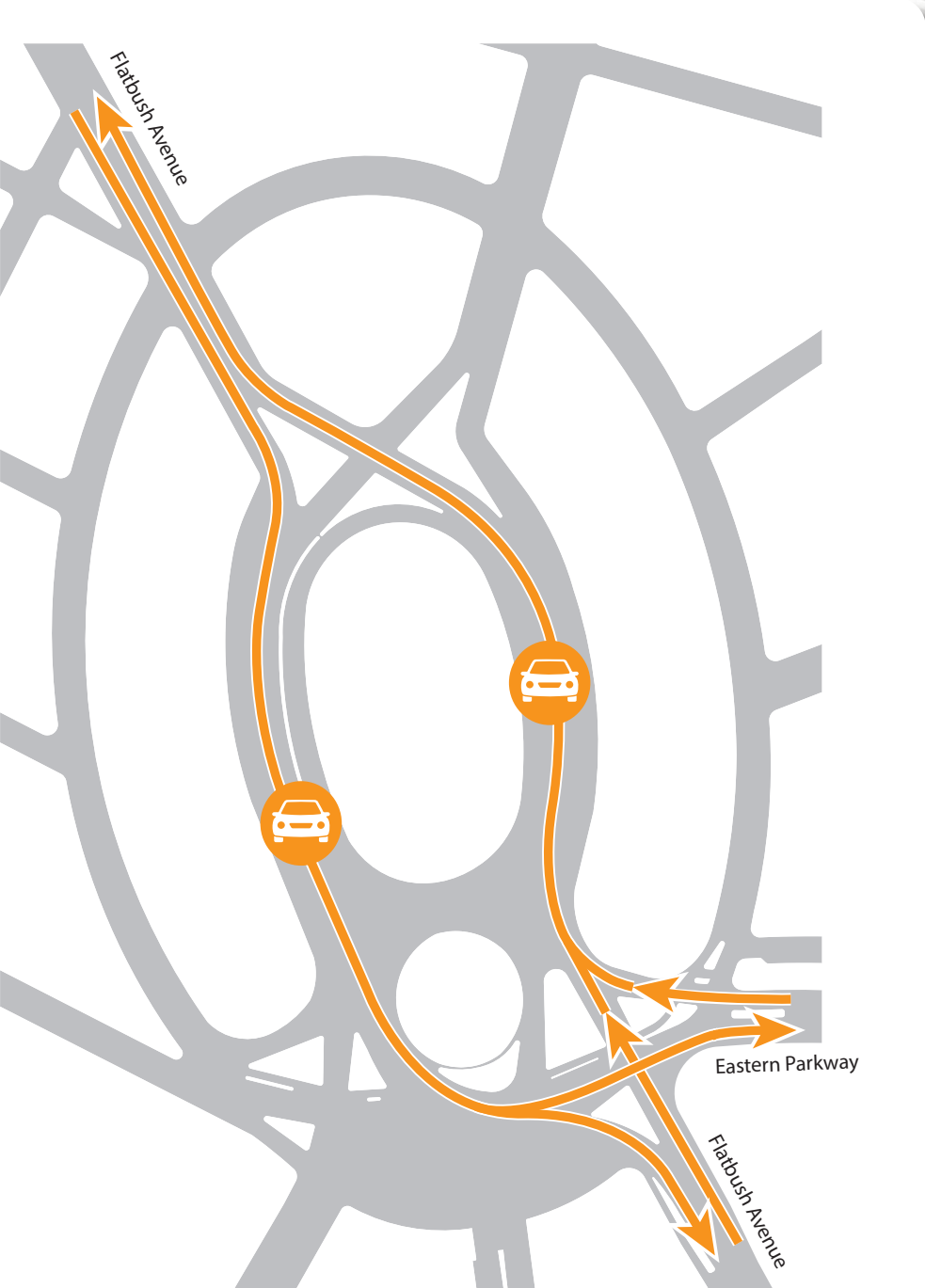
bit.ly/GAPsurvey24



KEY CONSIDERATIONS

GAP hosts second largest green market in the city and is close to major institutions for Art, Literature, and Botany

- Ped volumes drastically increase on the weekend
- B41 bus was the 9th busiest bus route citywide and 5th in Brooklyn (2023)
- Key bus routes (B41, B69) use the plaza to access broader parts of the city
- High number of people commuting under the plaza or accessing subway station at the north
- Primary arterials are Eastern Parkway and Flatbush Avenue, accounting for majority of traffic in the plaza
- Flatbush Avenue is a key truck route connecting goods and services to the broader city



Key vehicular routes between Flatbush Avenue North and Eastern Pkwy/Flatbush Avenue South accounts for 16% of possible routes through the circle, while accounting for 51% of traffic in the circle.

GRAND ARMY PLAZA TRAFFIC SAFETY PROFILE
2019 - 2023 (5 years)
Study area includes Plaza St and central plaza roadways

	Total Injuries	Severe Injuries	Fatalities	KSI*
Pedestrian	7	0	0	0
Bicyclists	19	2	0	2
Motor Vehicle Occupant	136	6	0	6
Total	162	8	0	8

Fatalities (2019 - 2024): 0

* KSI = Killed or Seriously Injured

All severe injuries occurred where Flatbush + Eastern Parkway merge

FLATBUSH + EASTERN PARKWAY TRAFFIC COUNTS

WEEKDAY PEAK HOUR (4PM - 5PM)*

1,764 6,307 297

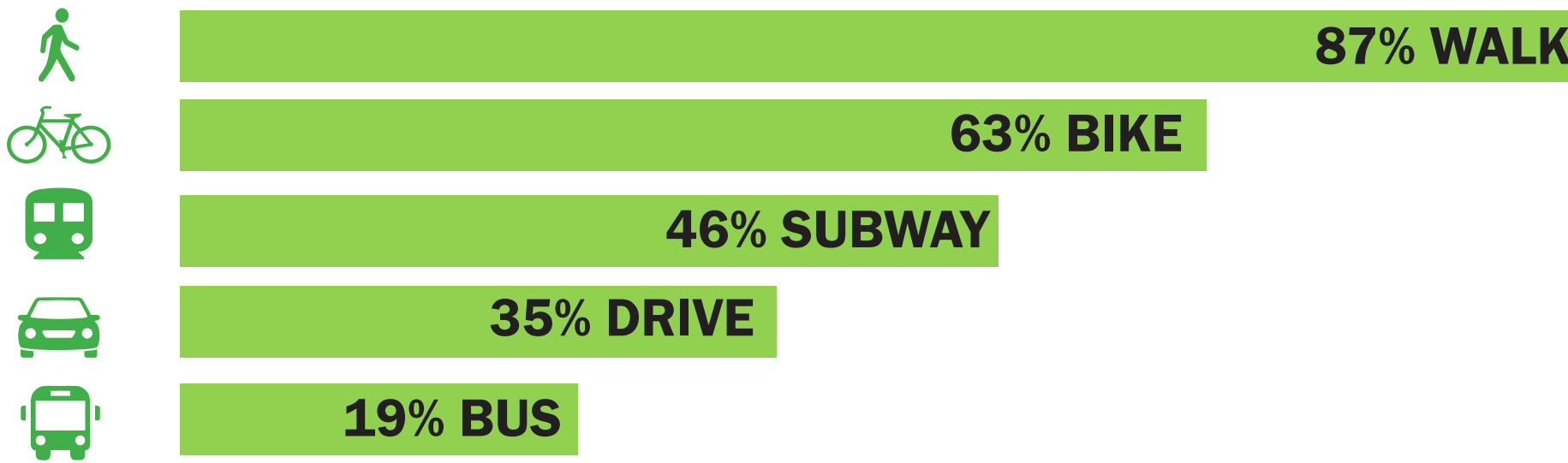
WEEKEND PEAK HOUR (1PM - 2PM)*

3,617 2,390 496

* Traffic counts were taken in June 2023

How do you get to Grand Army Plaza?*

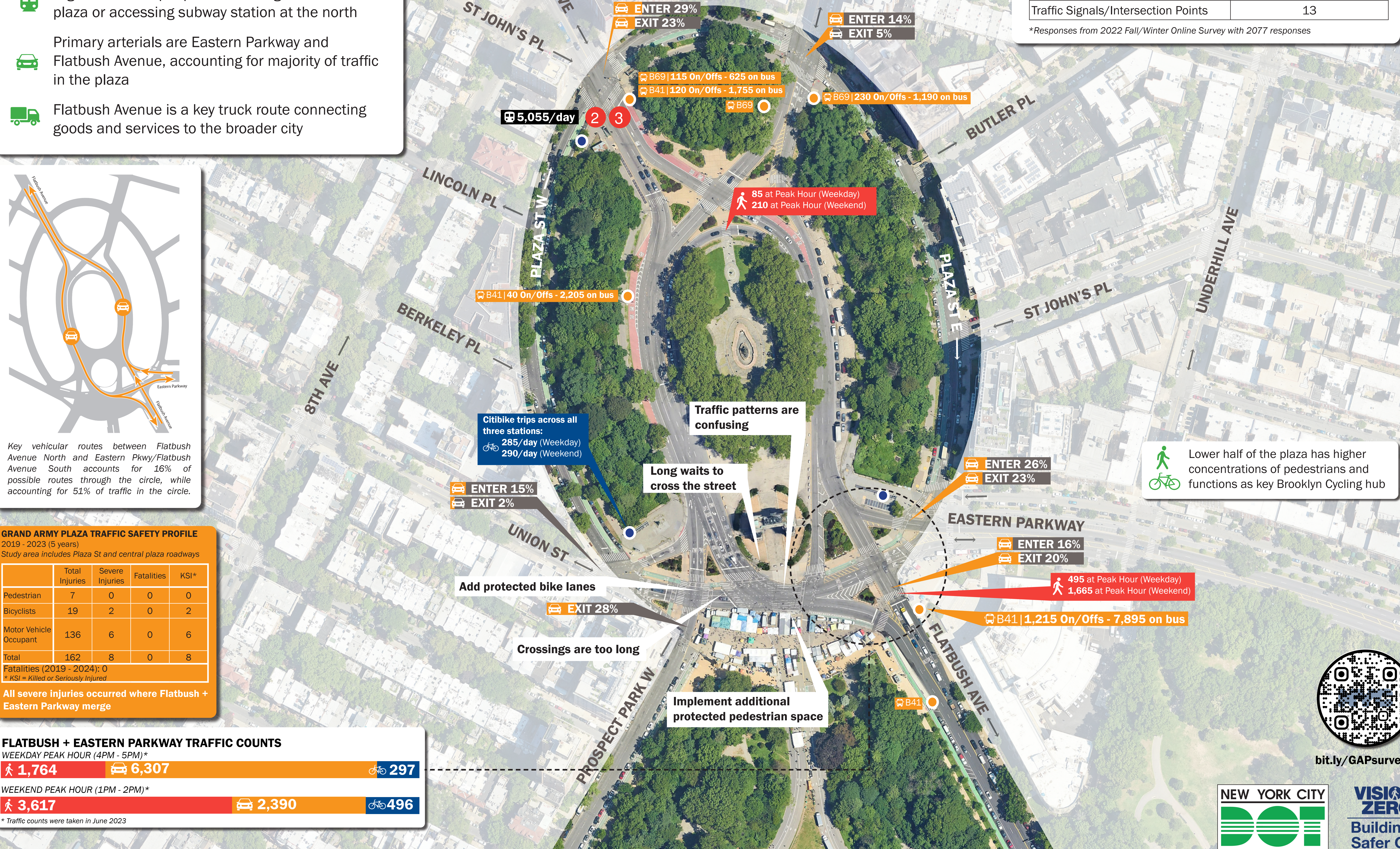
Respondants could choose more than one option



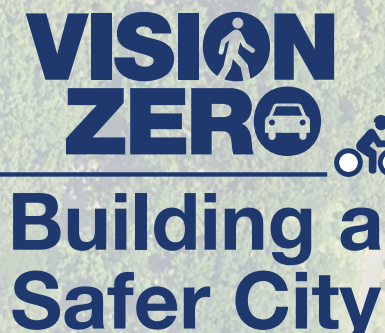
Most identified issue from survey was the amount of interaction points with vehicles*; GAP currently has:

Pedestrian Crossings	31
Bike Crossings	13
Traffic Signals/Intersection Points	13

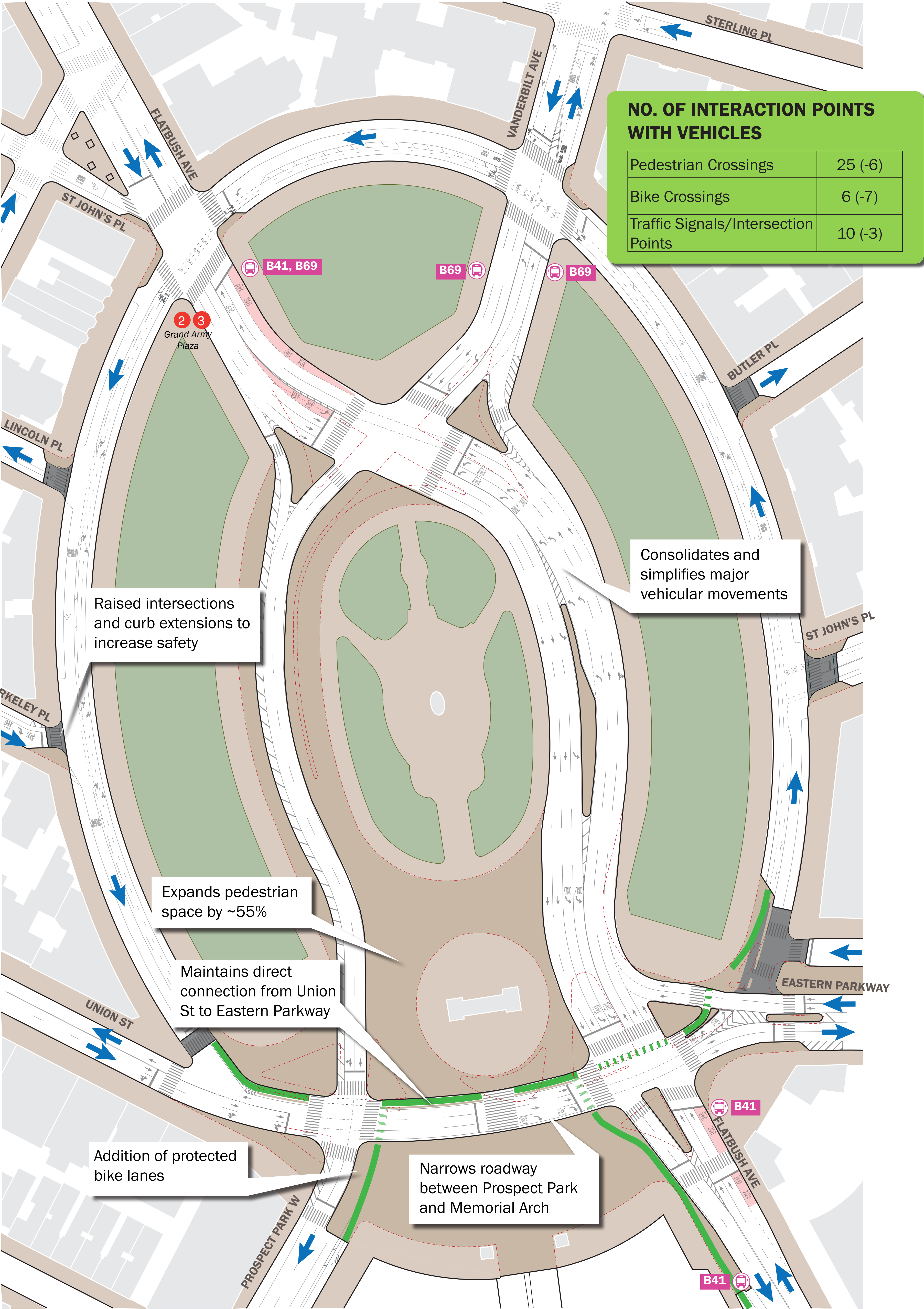
*Responses from 2022 Fall/Winter Online Survey with 2077 responses



bit.ly/GAPsurvey24

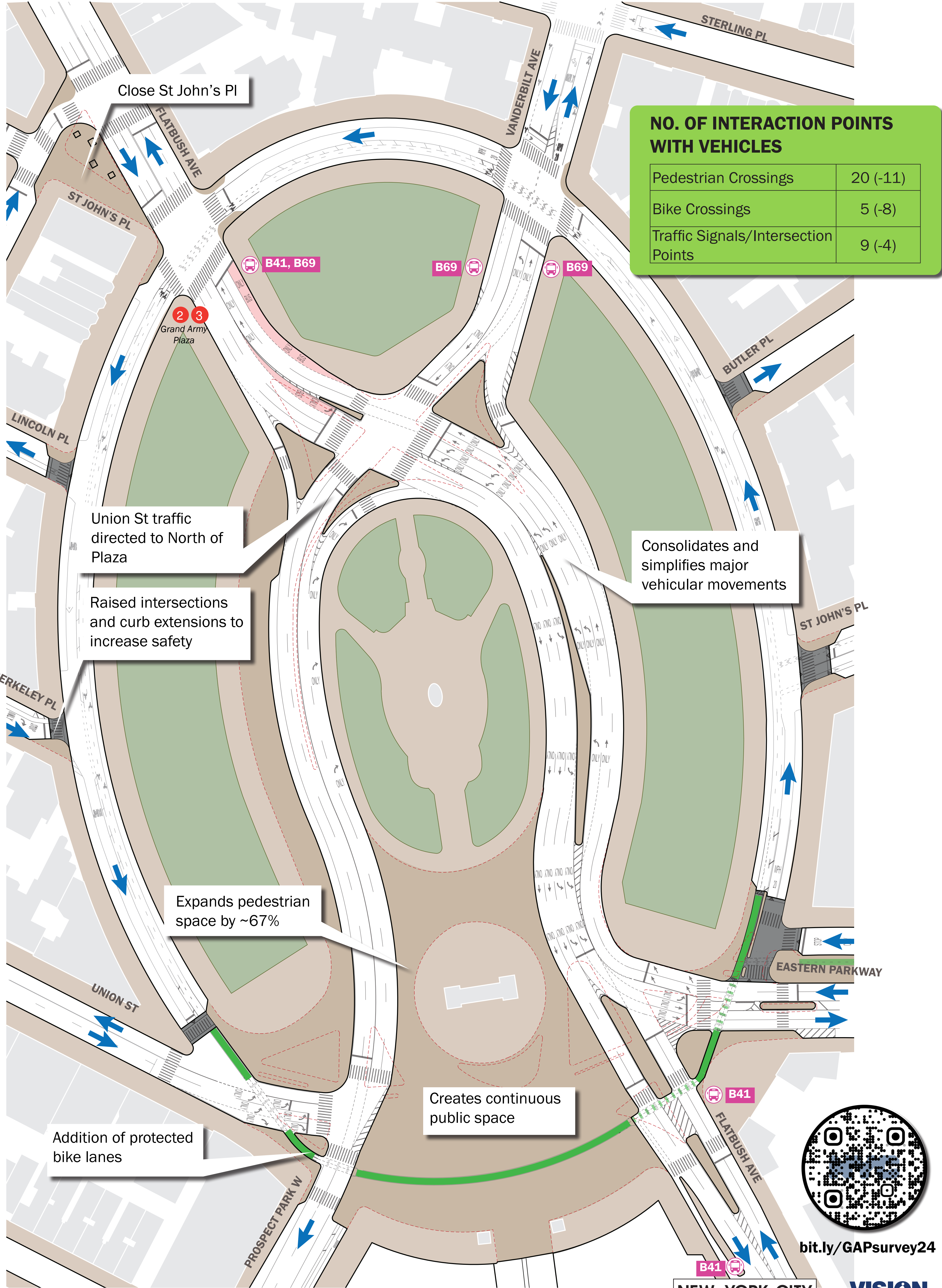


OPTION A: CONSOLIDATED FLATBUSH AVENUE



--- Existing Curb Lines

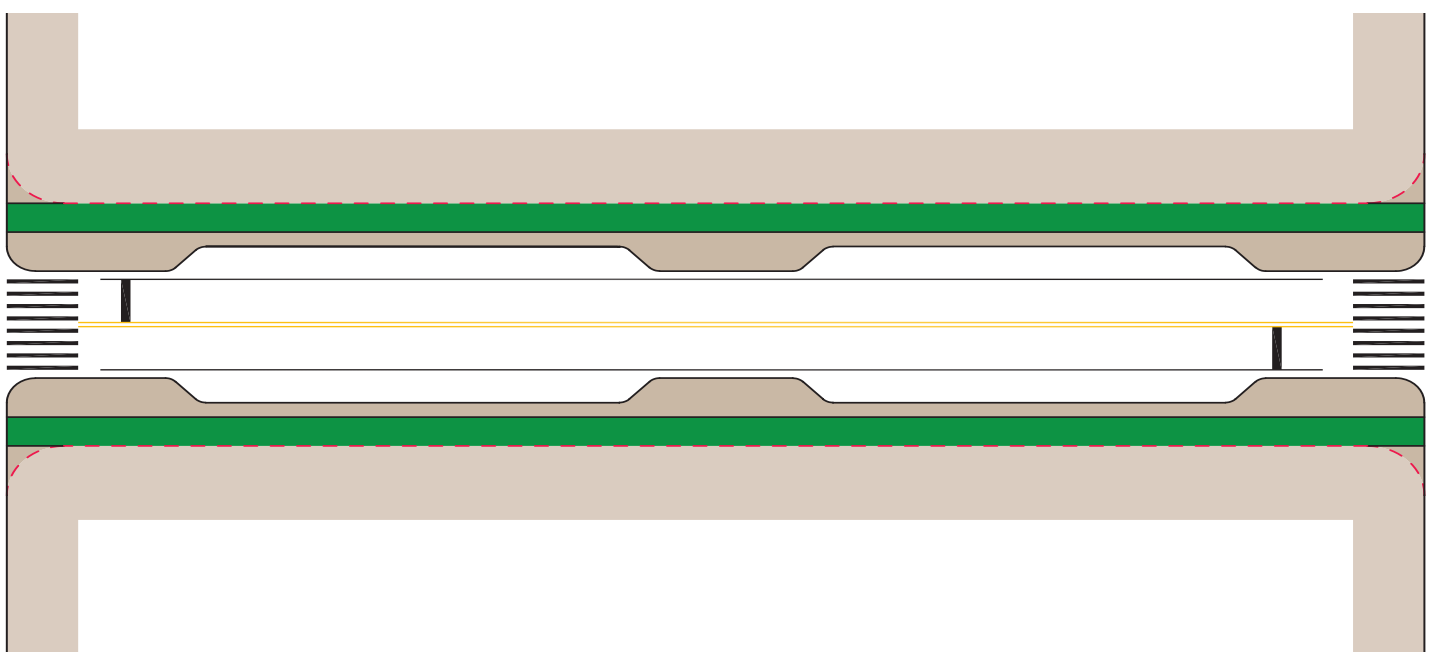
OPTION B: UNIFIED PUBLIC SPACES



bit.ly/GAPsurvey24

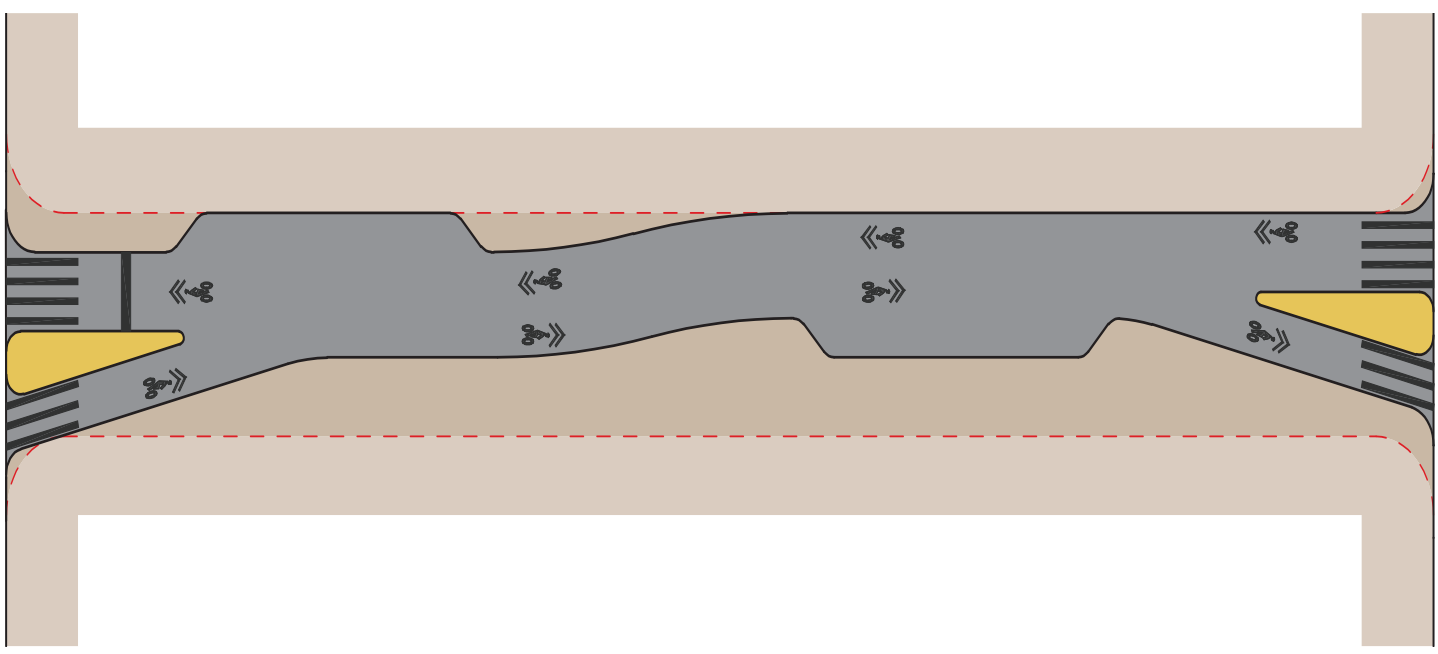


WHERE WOULD YOU PLACE THESE BLOCK DESIGNS?



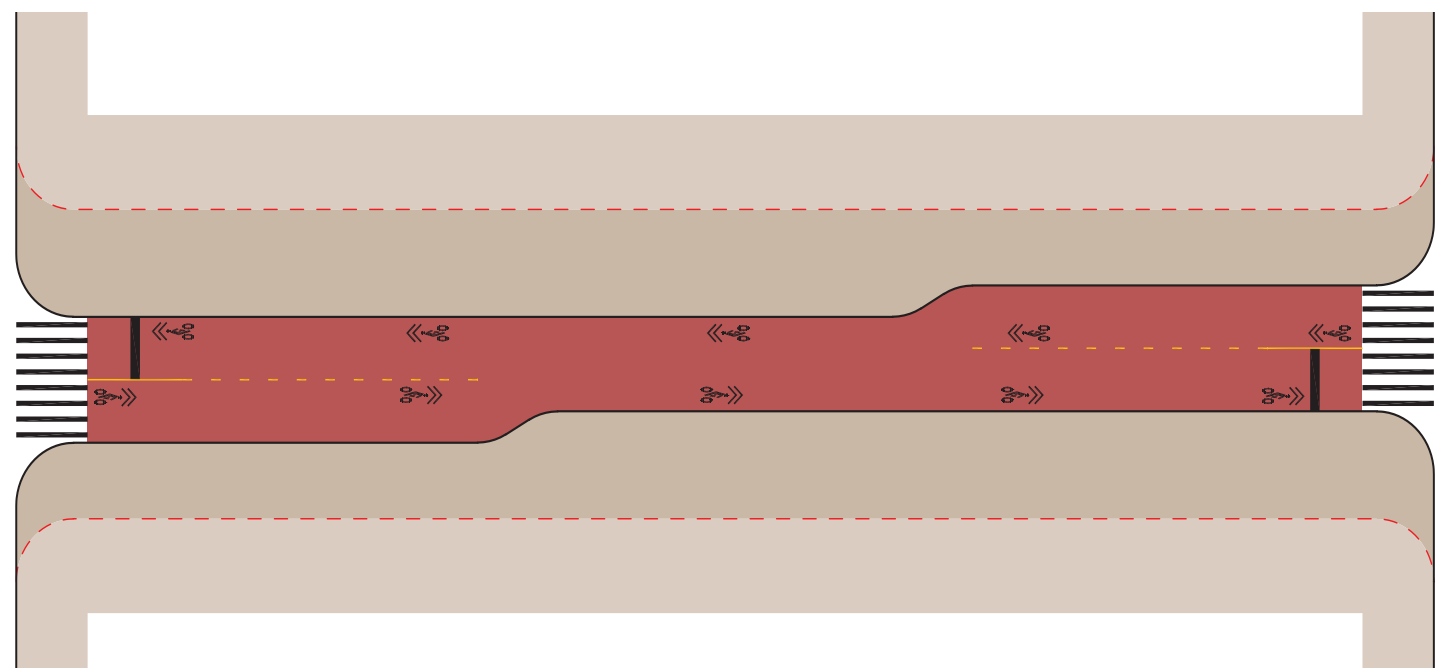
Two Way/One Way Travel Block

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



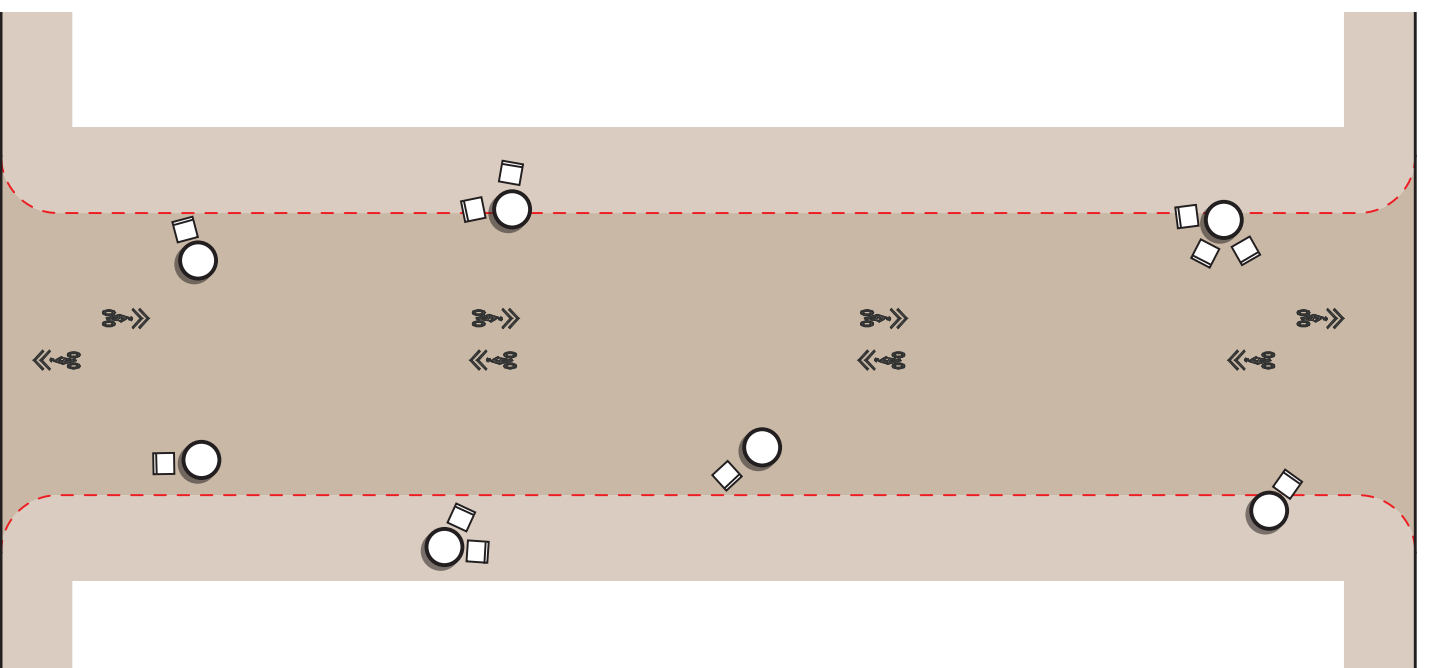
One-way Shared Street Block

- 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

WHERE WOULD YOU LIKE TO SEE THESE AMENITIES?



Raised Intersections

- Prioritize pedestrians by elevating them to sidewalk level
- Slow vehicles entering or traveling along corridor

