Empire State Development

Atlantic Yards Traffic Network Changes
Responses to June 14, 2011 Public Meeting Questions

Methodology

1. Why are you using the outdated Federal Highway Capacity Manual which maximizes vehicular throughput?

The Transportation Research Board's Highway Capacity Manual (HCM) is not outdated. It is the accepted methodology for major development projects in New York City. The Atlantic Yards FEIS utilized the HCM as called for in the *CEQR Technical Manual*. The use of this methodology was reviewed and approved by ESD and NYCDOT in 2006.

2. When the street closures study was conducted it did not include either the Atlantic/Flatbush or Vanderbilt/Atlantic intersections – even though they were anticipated to be impacted in the construction chapter of the FEIS. Why weren't they included?

The scope of the Atlantic Yards Post Roadway Closure Traffic Study (August 2010) was developed with NYCDOT. That study was focused on specific intersections and was not intended to coincide with the larger study area included in the FEIS. The reduced pace of construction at the project site (in August 2010, the Arena was the only project building under construction) has resulted in construction traffic well below the levels assumed in the FEIS construction traffic analyses, which assumed simultaneous construction of multiple buildings at the site.

Post-Arena Opening Traffic Study

3. When will the scope for a follow-up study be established? Will local Stakeholders (electeds, Community Boards and Community Members) have input into the scope? If there are additional changes that will affect traffic or pedestrian flow, what is the timeline for them and what processes will be used to consult the public?

As required by the FEIS, after the Arena opens, a traffic study will be done to provide information about traffic conditions in the area. The purpose of the study will be to optimize the implementation of the mitigation identified in the FEIS and to identify any further or different opportunities to improve traffic conditions. The study will evaluate the effectiveness of the Arena's Transportation Demand Management Plan, an FEIS-required traffic mitigation measure that seeks to divert automotive traffic away from the Arena by encouraging the use of mass transit and parking at remote locations. The study will also consider the *actual* data about conditions after the Arena opening (the FEIS was able to consider only projected traffic

conditions) to identify opportunities to improve traffic conditions and to optimize the implementation of any FEIS mitigation measures not implemented prior to the Arena opening. For example, in light of data about actual (rather than projected) traffic conditions after the Arena opens, it may be possible to improve upon signal timing recommendations made in the FEIS, as is common in other NYC projects that have a long lead time between the preparation of the FEIS and the construction of certain project elements. The study will also evaluate pedestrian issues in affected areas. This will be a public process, led by ESD and NYCDOT, and the public and other stakeholders will have an opportunity to review and comment on the scope of the study and its results and recommendations. At this time, FCRC is implementing most of the FEIS traffic mitigation for Phase I of the Project, while postponing implementation of certain traffic measures (such as the widening of 6th Avenue between Dean Street and Flatbush Avenue and the construction of additional lay-by lanes on 6th Avenue on the Arena block) at the direction of NYCDOT until after the Arena opens and data can be gathered as to how best to implement or improve upon the FEIS-required traffic measures. ESD has not approved changes to the FEIS traffic measures at this time.

4. If there are additional changes that will affect traffic or pedestrian flow, what is the timeline for them and what processes will be used to consult the public?

As noted above, during the first year of Arena operations, a traffic study will be undertaken to monitor the results of the traffic mitigation plan. Once the study has been completed, NYCDOT will review the results to determine the need for any changes to the FEIS traffic measures and mitigation. As noted above, this will be a public process.

5. Will Dean Street and Pacific have more cars and pedestrians than was originally anticipated?

No increase above FEIS-predicted levels is anticipated, but these streets will be included in the Post-Arena Opening Traffic Study.

6. The Mayor and Governor should initiate a comprehensive transportation planning exercise including major Brooklyn traffic arteries, bridges and tunnels with the goals of reducing demand for streets by through traffic, expanding the use of public transportation, and improving pedestrian and bicycle safety.

The scope of the Post-Arena Opening Traffic Study will be determined as part of a public process, as noted above. Nevertheless, it should be noted that the Study will focus on Arena-related and Project-related traffic, not Brooklyn-wide traffic issues.

Traffic Calming/Pedestrian Safety/Residential Streets

7. Why have you ignored traffic calming?

The FEIS approved for the Project in 2006 discussed traffic calming measures such as neckdowns, medians and leading pedestrian intervals at signalized intersections (FEIS at 12-21,

24-309) and recommended that a number of these measures be included in the traffic network for the Project. The traffic measures being implemented at this time include many of these elements. Other traffic measures implemented for the Project (e.g., the closing of northbound traffic on 4th Avenue between Atlantic Avenue and Flatbush Avenue and changes to certain on-street traffic regulations) seek to facilitate traffic flow on arterial roadways and would not be considered traffic calming measures. Thus, the FEIS incorporates both traffic calming measures at certain locations and measures at other locations to improve traffic flow.

8. Will DOT protect residents and merchants from a hired traffic engineer – whose aim is only to move through traffic through our local streets? Will DOT really approve this backwards thinking plan? Where is the commitment to real traffic calming which does not close streets, direct traffic to residential street and widen streets by taking parking?

The street network improvements implement mitigation and network improvement measures identified in the FEIS in the manner and as directed by NYCDOT. These mitigation measures include such traffic calming measures as curb extensions at intersections for the benefit of pedestrians, leading pedestrian movements at signalized intersections, the introduction of a pedestrian refuge on Atlantic Avenue and measures to avoid disrupting bicycle lanes. As reflected in the FEIS, NYCDOT's advice with respect to the traffic network in this area has taken into account both pedestrians and vehicular traffic. NYCDOT approved all of the FEIS traffic mitigation measures at the time that the FEIS was prepared in 2006 and worked with ESD to make the determination as to which FEIS mitigation measures should be implemented prior to Arena opening.

9. What will keep traffic off the residential streets? (Won't cars/trucks turn off Pacific, Bergen Streets etc?) How do we keep trucks off residential State Street, which is already used to avoid Atlantic Avenue?

Trucks with through destinations are required to follow NYCDOT designated truck routes per New York City traffic rules. Currently, there are several NYCDOT-designated truck routes in the vicinity of the Project site, including Atlantic, Flatbush, 4th and 3rd Avenues and a segment of Bergen Street. The New York City Police Department is responsible for the enforcement of these rules. The FEIS traffic analysis assigned new project traffic (and traffic diverted from the affected intersection of 4th Avenue and Atlantic Avenue and from the closure of 5th Avenue on the Arena block) to both the arterial system and to the local system in the study area, as discussed on page 19-52 of the FEIS. For example, the FEIS assumed that northbound vehicles diverted from the affected section of 4th Avenue would use 3rd Avenue and Pacific Street to reach Flatbush Avenue. The FEIS disclosed that traffic would increase substantially on a number of local streets in the area, including Pacific Street, Carlton Avenue, Dean Street and Bergen Street. Thus, an increase in vehicular traffic on these streets is expected. The principal measures required by the FEIS to reduce traffic on local streets include operational improvements to the arterial roadways (including reconfiguration of traffic flows at the intersection of Flatbush, Atlantic and 4th Avenues and parking restrictions) and a

comprehensive program of Transportation Demand Management to reduce automotive traffic in the study area by encouraging the use of mass transit and remote parking.

10. Since the introduction of Astroturf to Dean Playground, activity at the playground has significantly increased. Will the increase in traffic and pedestrians make the playground less safe? Will parents still be able to watch their kids play from the sidewalk during league games on the weekends?

No adverse effect on safety in or around the playground is anticipated.

11. The amount of time (number of flashes) for pedestrian walk warning has recently been reduced to as few as eight flashes to cross Atlantic at Boerum, Bond, Nevins, Third, etc. The number of flashes is not consistent and varies so the pedestrians cannot know how much time they have to cross the street. Generally there is not enough time for older or disabled people to cross (not to mention parents with small children). Since an unsafe condition already exists, what measures will be taken in your program to allow sufficient time for safe passage of pedestrians?

ESD has brought this comment to NYCDOT's attention.

12. Are any measures being taken to keep pedestrians from jaywalking, such as block fencing on Arena block?

No physical barriers are planned at this time. The traffic mitigation will implement improvements to a number of cross walks near the Project site to improve pedestrian safety.

13. Why was a pedestrian walkway not constructed? It would eliminate accidents for people going to the mall or Arena.

The FEIS did not identify pedestrian walkways as a necessary or feasible mitigation measure. Moreover, all crosswalks (with mitigation) are expected to perform at acceptable levels of service.

14. How many pedestrians do you anticipate will travel between the accessory lot and the Arena?

Approximately 3,000 pedestrians, assuming that the upper limit of 1,100 vehicles were to be parked on Block 1129.

15. Will all crosswalks around the project meet minimum CEQR pedestrian crossing times?

The FEIS and 2009 Technical Memorandum analyses concluded that there would not be any unmitigated impacts to crosswalks.

16. In the simulation, the western crosswalk at 4th and Atlantic had a steady stream of cars turning through it. What will be done to protect pedestrians crossing Atlantic here?

If this crossing movement is permitted, the signal timing at this intersection will give pedestrians a leading movement before vehicles are permitted to turn left across the crosswalk. This intersection, including the western crosswalk, will be studied in the Post-Arena Opening Traffic Study.

17. The light at Pacific & Flatbush should have a right turn signal to protect pedestrians. The current traffic agents see traffic as their priority, will they be retrained? Have witnessed accidents caused by agents waving on traffic when pedestrians are still walking.

ESD has brought this comment to NYCDOT's attention.

18. Will there be a pedestrian entrance for the Arena at 6th Avenue at Pacific Street?

No.

19. We provide housing for 300 women plus a community center in our building located on the corner of Atlantic and 3rd Avenues. Many of our residents are elderly or disabled. Will the crossing time be sufficient for pedestrians to cross safely?

ESD has brought this comment to NYCDOT's attention.

20. Can a traffic officer be posted on the corner of 3rd and Atlantic Avenues? Can a TEA be stationed along Carlton Avenue beginning at Flatbush Avenue to allow for the smooth flow of traffic as cars turn onto Carlton from Flatbush Avenue to the parking lot?

The assignment of traffic enforcement agents at specific locations will be determined in the future as needed by NYCDOT and the Police Department. Recommended locations will be included in the Transportation Demand Management Plan under development.

Issues Relating to Closure of Northbound 4th Avenue Traffic Between Atlantic and Flatbush Avenues

21. Did the models show difficulties with the left turn from Pacific at Flatbush (short area with a lay-by)? Did you consider right turn only?

The traffic engineering for the street improvements did not identify any difficulty with a left turn from Pacific Street to Flatbush Avenue. As outlined in the FEIS, the purpose of reversing the direction of Pacific Street between 4th Avenue and Flatbush Avenue (the new direction will be eastbound) is to allow traffic traveling north on 4th Avenue to turn right on Pacific Street and then make a left on Flatbush Avenue to continue traveling in a northbound direction. Accordingly, a right turn only at the Pacific Street/Flatbush Avenue intersection is not included in the network changes.

22. As a result of the closing of part of 4th Avenue, how much traffic will be directed to local streets like Dean and St. Marks in order to reach Fort Greene and points east?

It is expected that vehicles traveling north on 4th Avenue will be diverted principally to 3rd Avenue (a one-way northbound route) and Pacific Street (to become a one-way eastbound route to Flatbush Avenue). Some northbound drivers may plan their route differently and turn off 4th Avenue further south of Pacific Street or, alternatively, avoid 4th Avenue altogether. It is not possible to predict with certainty exactly what drivers will do in advance of any change to the street network in a circumstance in which the street grid offers numerous routes for reaching a particular destination. As noted above, a traffic study will be performed after Arena opening, when information about actual traffic conditions is available.

23. With reversing Pacific Street, now Pacific and Flatbush will have the backed up traffic on a residential block.

As disclosed in the FEIS, there are likely to be heavy traffic volumes on Pacific Street between 4th Avenue and Flatbush Avenue in peak travel periods, and there will be a queue at the traffic signal while vehicles are waiting for a green light to make a left or right turn on Flatbush Avenue.

24. With reversing Pacific Street, speed bumps should be installed to reduce traffic speeds on Pacific Street between 4th and Flatbush Avenues.

The FEIS did not recommend speed bumps at this location.

25. How will the plan deal with spillback issues at Flatbush and Lafayette? Why won't this intersection back up to Atlantic/Flatbush and re-create stoppage?

This intersection was examined in the FEIS and no such spill back was identified. Since the FEIS, NYCDOT eliminated southbound traffic on 3rd Avenue, a change not anticipated in the FEIS analysis. Traffic volumes on 3rd Avenue have been substantially reduced by NYCDOT's elimination of southbound traffic. For example, when the FEIS traffic counts were done, there were approximately 240 vehicles traveling southbound on 3rd Avenue in the weekday AM peak hour (at the approach to Atlantic Avenue) and approximately 450 vehicles traveling southbound on 3rd Avenue in the weekday PM peak hour (at the same location). The elimination of the southbound movement on 3rd Avenue allows for two northbound lanes on 3rd Avenue without affecting existing parking on both sides of the street and reduces congestion on this street, conflicting traffic movements and likelihood of spillback from northbound traffic. At the same time, the closure of the northbound movement on 4th Avenue between Flatbush and Atlantic Avenues will increase northbound traffic on 3rd Avenue and associated congestion. As contemplated in the FEIS and discussed above, after the Arena opens, a traffic study will be done to identify any traffic problems in the area, to evaluate measures to improve traffic conditions and to optimize the implementation of the mitigation identified in the FEIS.

26. What traffic model was employed to justify increased traffic on 3rd Avenue and Schermerhorn?

The traffic analyses in the FEIS used the *Highway Capacity Manual* and *Synchro/Sim Traffic* software, as explained at pages 12-6 and 12-27 of the FEIS.

27. Has there been any thought given to diverting traffic to underground (under the current path of 4th Ave.) to meet up with Flatbush Avenue beyond at Ashland Place so as not to shunt too much traffic onto Atlantic Avenue between 3rd and 4th Avenues?

In preparing the FEIS, ESD concluded that an underpass beneath Flatbush or Atlantic Avenues would be impracticable due to subway lines under these streets, requiring an underpass to be below the subway lines.

28. Did you model a variable change for 4th between Atlantic & Flatbush (e.g. only North to Flatbush in the AM, only south to 4th in the PM)?

No.

Air Quality

29. Will air quality samples be monitored on a regular basis? How will air quality be improved since there will be no plants on the median? Was there a study on how the air quality is expected to impact long term residents?

The FEIS included a detailed air quality analysis that determined that there would be no significant adverse air quality impacts as a result of project-generated traffic. Therefore, no air quality monitoring is warranted in connection with the traffic from the Atlantic Yards Project. It should be noted, however, that air quality is monitored by NYSDEC at a number of locations in New York State and New York City (including Brooklyn) in areas adjacent to major roadways, and that monitoring is expected to continue under the jurisdiction of NYSDEC. These data are publicly available from NYSDEC.

Sidewalks

30. The existing sidewalks on 6th Avenue vary in width anywhere from 10-12.5 feet. In the FEIS traffic chapter, they are supposed to be 15 feet wide. But in the pedestrian chapter, they will be reduced to as narrow as 4.5 feet. What width did you use in your analysis?

The FEIS did not assume uniform 15' sidewalks on 6th Avenue. For example, an 8' sidewalk was assumed on the Arena block in the area of the 6th Avenue lay-by lane. Moreover, as explained on page 13-27 of the FEIS, the pedestrian conditions analysis for 6th Avenue did not use the nominal width; it uses a more conservative measure of width referred to as "effective width," which takes into account pedestrian obstacles such as trees, building stoops, light poles, signs and other street furniture. The effective widths assumed in the Phase I pedestrian conditions

analysis were presented in FEIS Table 13-30. As noted above, the Post-Arena Opening Traffic Study will also consider pedestrian conditions, including those on 6th Avenue, in the time periods before and after an Arena event.

31. Are sidewalks on Dean between 6th and Carlton sufficient to handle crowds coming from parking lot?

Pedestrians will use Pacific Street, as well as Dean Street. Sidewalks are expected to be sufficient.

Parking

32. Your plan does nothing to address traffic congestion on the eastern end of the project. You have no information about traffic and pedestrian circulation between the Arena and the 1,100 space parking lot. What is the answer?

The FEIS included a comprehensive analysis of 93 intersections in a traffic study area that extended 1.2 miles from the project site, including the area to the east of the Project site. The FEIS also described traffic mitigation measures, physical roadway improvements and traffic management strategies to address both the western and eastern ends of the project site. There has been no change to the FEIS-identified traffic mitigation measures on the eastern end of the project site, and a number of these measures are being implemented prior to Arena opening, including signal timing adjustments, the deployment of Traffic Enforcement Agents (TEAs) where needed and the reopening of the Carlton Avenue bridge. The 1,100 space parking lot on Block 1129 is not a new feature of the Project. The FEIS analyzed traffic and pedestrian conditions associated with a much larger 1,970 space parking lot at this location. (The 2009 Technical Memorandum analyzed a 2,070 space parking lot on Block 1129.) FCRC is developing measures detailing the specific operation of the parking lot on Block 1129 at Arena opening and that information will be forthcoming when it is available. The operation of the parking lot and the adjoining streets will be included in the Post-Arena Opening Traffic Study, as required by the FEIS.

33. What is planned to mitigate pre-event traffic backups and gridlock on Carlton Avenue, as vehicles make their way to the 3-directional access from the corner of Carlton and Pacific into the block 1129 parking lot? Are the entrances to the surface parking lot on block 1129 shown in the Sam Schwartz presentation the ones that will be used? What is the plan to reduce traffic back up on Carlton, Dean and Vanderbilt going into and exiting the new parking lot on Dean?

The Block 1129 temporary parking facility will accommodate up to 1,100 vehicles and would be available for use for events at the Arena. The temporary parking facility will not be available to the general public other than for Arena events. Curb cuts for the temporary facility may be located on Dean Street, Pacific Street, Carlton Avenue and Vanderbilt Avenue. FCRC and Sam Schwartz Engineering are developing plans that will detail management of the parking lot and the use of the driveways into and out of the lot and recommendations with respect to the

placement of TEAs in the surrounding streets. These plans will be made public before Arena opening.

34. Can you detail any parking regulation changes on Vanderbilt, Pacific Street, Atlantic Avenue, Flatbush Avenue?

As approved by NYCDOT, on westbound Atlantic Avenue at 3rd Avenue, approximately 6 parking spaces will be eliminated to accommodate a new right-turn bay. On eastbound Pacific Street at Flatbush Ave, approximately 7 parking spaces on the north side and approximately 3 parking spaces on the south side will be eliminated to accommodate new left-turn and right-turn bays. No parking will be permitted adjacent to the Arena block, in order to accommodate bus and Arena pick-up/drop-off activities. There would be no changes to existing parking regulations on Vanderbilt Avenue.

35. Where will the Arena block parking garage be located and when will it be open for business?

The 250 space parking garage on the Arena block will be located beneath B3 (the building to be constructed at the corner of Dean Street and 6th Avenue) and will be constructed at the same time as B3.

36. Will local street parking constraints be implemented? Will permit parking go into effect before the Arena opens?

Neither ESD nor FCRC has the authority to require a local residence sticker for on-street parking, and the City of New York has not proposed resident permit parking. Accordingly, the implementation of resident permit parking is not expected.

37. Is there a specified route to the parking lot?

The FEIS studied traffic patterns, including assignments of traffic to and from the on-site and off-site parking lots. The Transportation Demand Management Plan, discussed below, may include recommended driving directions for parking lot patrons.

38. Will current curbside parking restrictions be extended on Flatbush on weekends to provide additional capacity?

No extension of the current peak period parking restrictions on Flatbush Avenue is anticipated prior to Arena opening; however, the Arena block lay-bys will allow three northbound travel lanes on Flatbush Avenue (between Dean Street and Atlantic Avenue) at all times.

39. DOT has already made it difficult for my customers with the 4-7 no parking. Why are they making it even more difficult for the small business?

ESD has brought this comment to NYCDOT's attention.

40. Has DOT considered extending metered parking along commercial stretches to deter Arena patrons from using metered spots and to free these spots for patrons of local business?

ESD has brought this comment to NYCDOT's attention.

Transportation Demand Management

41. There is nothing about any type of strategy to control on-street parking by Arena patrons. The potential for a catastrophe of congestion on residential streets is frightening. What is your solution? FCRC and ESD should present a parking plan detailing the locations, number and pricing of spaces where Arena and non-Arena project-generated cars will park, as well as any shuttle services which will be provided. Consider these factors in developing interim traffic mitigations, roadway improvements and the demand management plan.

The FEIS requires the development and implementation of a Transportation Demand Management program for Arena opening. The Transportation Demand Management Plan under development per this FEIS commitment will include a comprehensive strategy to encourage the use of mass transit (and remote parking) by Arena patrons and a parking management plan for those who do drive. The plan will detail the specific locations of off-site parking garages, pricing of off-site and on-site parking spaces and the mechanisms for encouraging the use of off-site parking garages and remote parking. Remote parking will be encouraged with free shuttle service to the Arena and parking spaces priced at half the price of the market rate at garages closer to the Arena. The plan will also specify the routes by which shuttle buses will travel from remote parking locations to the Arena and the pickup locations for the return shuttle trip to the remote parking location.

The Transportation Demand Management Plan will include a cross-marketing program with local businesses that would serve to stagger arrival and departure times, a 400 bike parking area adjacent to the Arena, and a requirement that at least 600 of the on-site parking spaces be HOV parking (requiring the purchase of three or more tickets). The Transportation Demand Management Plan is under development by FCRC, the Nets, and the Arena operations team and FCRC's traffic and parking consultant Sam Schwartz Engineering (which has prepared these kinds of plans for Citi Field, among others). ESD and NYCDOT will be reviewing the Transportation Demand Management Plan as it is developed. It is anticipated that FCRC will be prepared to present the Transportation Demand Management Plan to the public for comment in about six months.

42. 1,100 car garage x 3 people per car = 3,300 people. That leaves 16,700 people. What's the plan for them? Are 16,700 people going to take public transportation?

The FEIS analyses assigned Arena patrons to several modes of transport, including auto (on-site parking); auto (off-site parking); taxis; subways; buses; LIRR; remote parking facilities; and

pedestrians. Some patrons may also travel by bicycle. The information is set forth in the FEIS (including Table 12-10 and pages 19-13 and 19-14).

43. Is the parking lot open 24 hours – 7 days a week?

No. The on-site parking lot on Block 1129, in the Arena-opening condition, is for Arena events and will therefore be open only before, during and after Arena events. The parking lot hours may change as additional buildings are constructed on the Project site and the parking lot is used for the residential and office uses on the Project site.

44. What is the plan to encourage drivers to use the parking lot rather than a spot on the street that a local resident would use? Although the EIS claims the project will include sufficient off-street parking to meet the projected demand on event days, it estimates that 3,000 drivers will opt to park on-street instead. Given the extreme shortage of on-street parking today in Fort Greene, Prospect Heights, Boerum Hill and Park Slope, the potential for a catastrophe of congestion on residential streets is truly frightening, and very likely.

The FEIS conservatively assumed, for purposes of the FEIS parking availability analysis, that drivers *may* seek to utilize on-street parking. This assumption was not used to project future traffic flows in the area, as many drivers were assigned to parking garages. Thus, the statement that the FEIS "estimates that 3,000 drivers will opt to park on-street" instead of in a garage is not accurate.

In addition, it should be noted that the FEIS discussion did not relate to the Arena specifically. The FEIS stated that there is an on-street parking availability of about 3,000 spaces in the weekday 7 to 8 pm period within a ¼ mile of the Arena. The FEIS also stated separately, in its conservative assessment of the impact of the Project on parking availability, that much of that capacity *may* be utilized by project-generated traffic *including those* going to events (Phase I project-generated traffic in the FEIS included traffic resulting from three large residential buildings with over 1,300 units, approximately 180 hotel rooms, and over 1 million sq feet of office space *and* the Arena, all west of 6th Avenue). By combining the two statements as the same issue, the result is an incorrect conclusion that 3,000 drivers attending an event at the Arena will seek on-street parking.

The FEIS also explained that there is the potential for some vehicle circulation by drivers looking for on-street parking, but that many Nets fans would attend multiple games over the course of a season (especially season ticket holders) and would quickly become familiar with the locations of on-street parking, the availability of such parking in the pre-game periods, and the locations of (and quickest routes to) off-street parking facilities.

Miscellaneous

45. Vanderbilt at Atlantic was originally anticipated to have the second most mitigations of any intersection near the project. Have these plans been affected by the introduction of the HRA offices (470 Vanderbilt) that will include 1,800 employees + 32,000 daily visitors?

The proposed project at 470 Vanderbilt Avenue was accounted for in ESD's 2009 Technical Memorandum, which determined that there would not be any new significant adverse impacts for either traffic or pedestrian conditions with the 470 Vanderbilt project factored into the No-build condition. There are no changes being proposed to the mitigation measures identified for the Vanderbilt/Atlantic intersection.

46. Why is the left turn from Atlantic onto Carlton closed?

NYCDOT approved the temporary discontinuance of this left turn movement in connection with the Maintenance and Protection of Traffic (MPT) plan for the reconstruction of the Carlton Avenue Bridge. When that work is completed, which is scheduled prior to Arena opening, this MPT restriction will be lifted.

47. What is the new width of Pacific Street from 6th Avenue to Carlton?

NYCDOT has approved a widening to 37 feet; however, the cable bridge across the rail yard east of 6th Avenue is expected to remain in place for some time after the Arena opens, resulting in a potential narrowing of the sidewalk in this area if the street were to be widened. Pacific Street will not be widened prior to Arena opening. The necessity and timing of the widening of Pacific Street will be studied in the Post-Arena Opening Traffic Study.

48. Your mitigations may move through traffic but make it more difficult to get to a destination. For example, Atlantic Avenue shops.

As disclosed in the FEIS, the project would result in significant adverse traffic impacts in the surrounding area, including intersections along Atlantic Avenue. The traffic mitigation plan is designed to address these impacts and improve traffic flow in the area around the Arena and in the traffic study area; however not all impacted locations could be fully mitigated.

49. Is there a taxi stand near the Arena?

There is an existing taxi stand across Atlantic Avenue on Ft. Greene Place between the Atlantic Terminal and Atlantic Center malls.

Construction Coordination

50. The cantilevered roadway above Furman Street is scheduled for repair and is not structurally sound according to engineers after 2020. It carries 160,000 autos each day and is constantly busy. What provision has been made if there is a failure in that roadway, or when it is closed for repair (2018 – 2020)?

ESD has brought this comment to NYCDOT's attention.

51. Are the protrusions related to the construction of the permanent rail yard going to be removed from the north side of the Pacific Street sidewalk at 6th Avenue by the time of the Arena opening?

No. It is anticipated that the cable bridge would remain in place at the time of the Arena opening.

52. Has the plan taken into account DEP Construction on Temple Square? What will be done when 3rd at Flatbush closes for water tunnel replacement?

DEP construction would require a Maintenance and Protection of Traffic (MPT) plan to address and minimize the impacts of that construction work.

53. Please discuss the timetable for sidewalk closure on the Arena block while the Arena is in operation.

Once the Arena opens all sidewalks are expected to be open as well, although during construction of the remaining buildings on the Arena block, there is the potential for intermittent partial sidewalk closures in the vicinity of that construction work. FCRC has stated that B2 (at the northeast corner of Flatbush Avenue and Dean Street) will be under construction by the Arena opening. Any sidewalk closures will be included in the construction alerts posted on ESD's website and distributed to the community boards and residents. No sidewalk closings (or partial closings) would take place without NYCDOT or NYCDOB approval, and they would require a Maintenance and Protection of Traffic (MPT) plan to address and minimize the impacts of the construction work.

54. What plans have been made to protect the two 6 foot water mains running from the intersection of State Street and 3rd Avenue along 3rd Avenue to the intersection of 3rd Avenue and Schermerhorn? These mains are part of the Catskill Water System that controls all the water for Brooklyn and Staten Island.

The traffic mitigation plan for the Project does not require construction activities in this area; therefore no such protection measures are required.

55. Will the proposed traffic changes occur before the Carlton Ave bridge is restored, the left from Atlantic on to Carlton Ave is restored and cuts to buses are restored?

The Carlton Avenue bridge will be reopened in late summer 2012, prior to the opening of the Arena. A number of the traffic mitigation measures will be implemented before then. When the bridge is reopened, there will be a new turn bay constructed on Atlantic Avenue allowing westbound vehicles to make the left turn onto Carlton Avenue. When the Arena block construction is complete, there will be bus stops for the northbound B41, B63 and B67 lines on Flatbush Avenue (between Dean Street and Atlantic Avenue) and a stop for the eastbound B45 on Atlantic Avenue (between Flatbush and 6th Avenues).

56. When will second phase infrastructure be installed and will it still be down Dean Street?

There is no further infrastructure work planned in Dean Street. The only work expected in the future would be the individual connections to each of the residential buildings fronting on this Street.

Bikes/Bike Paths

57. Please provide details about on-site bike parking. Will it be sheltered and have security? What happens to the bike parking facility after FCR puts up Building #1?

The on-site bike parking will initially consist of bike racks with the capacity for 400 bicycles on a plaza at the corner of Dean Street and 6th Avenue adjacent to the Arena. This facility will be open to the air. Security will be provided before, during and after Arena events. In its permanent configuration the bike parking will be an indoor, secure facility located in the base of B3. The construction of B1 is not expected to affect the bicycle facility.

58. The Dean Street bike lane is very heavily used in evenings. What is the plan to keep it clear of cars, especially cars loading and unloading so bicyclists can proceed safely?

A 170' lay-by area on Dean Street between Flatbush and 6th Avenues is intended to allow vehicles to unload (or load) without occupying the bicycle lane.

Trees/Plantings

59. Where on the Arena block will trees be planted?

Approximately 17 trees will be planted along Atlantic and Flatbush Avenues where below grade conditions permit. There will be 12 trees on Atlantic and 5 on Flatbush.

60. A planted median on Atlantic Avenue would be safer and more attractive. Will DOT require FCRC to plant the median?

Planted medians are not part of the traffic mitigation required by the FEIS and will not be constructed by FCRC as part of the Atlantic Yards project.

61. Are you going to replace the trees you are going to chop down on Pacific Street, between 6th Ave & Carlton? How many trees are you chopping down?

If and when the widening of Pacific Street occurs, trees would be removed. Substitute trees would be planted when development of the platform over Block 1120 and the subsequent buildings and open space occurs. FCRC has received approval for the removal of these trees and paid restitution to the Parks Department. Nevertheless, the widening of Pacific Street is not anticipated prior to the Arena opening, and its necessity and timing will be evaluated in the Post-Arena Opening Traffic Study.

Emergency Vehicles/Routes

62. On Dean Street the church double parks every night. The police and fire department park on the sidewalk. You don't take that into account. Where do these cars go? How does the fire engine company get out in an emergency?

Enforcement of double parking prohibitions is the responsibility of the New York City Police Department, which will have an active presence in the Arena vicinity before and after Arena events. Potential impacts on emergency vehicles were discussed in Chapter 5 of the FEIS (*e.g.*, pages 5-10 through 5-12).

63. What will the routes of emergency egress from NYPD 78th Precinct and FDNY 105 Ladder Company be? What will the emergency response times for the 78th Precinct and the 105 Ladder Company be like during Arena events with these mitigations in place?

As noted in the FEIS, the project site is accessible by three of the borough's major thoroughfares and service to surrounding areas is from police precincts and FDNY facilities that have a broad geographic distribution. Furthermore, NYPD and FDNY vehicles are not bound to standard traffic controls when responding to emergencies and are therefore less affected by traffic congestion.

The response from the 78th Precinct would not be significantly affected since its precinct coverage extends principally to the southwest. The units from the 78th Precinct would generally respond to calls within their coverage area without having to traverse through the blocks immediately surrounding the project site.

64. What will the location of the 78th Precinct parking be at the time of the Arena opening?

At the Arena opening, replacement parking for 24 police vehicles will be provided on Blocks 1128 and 1129, 11 and 13 spaces, respectively. The permanent replacement spaces will ultimately be located in one of the on-site parking garages.

65. What are the plans for emergency access and security? Will it require changes that impact traffic and pedestrians?

FCRC has consulted with the FDNY regarding access needs of emergency vehicles and other safety considerations, such as evacuation plans for places of public gathering and fire protection and security measures. FCRC also met with NYPD to review the overall project and

public safety and security measures. During events at the Arena, special events coordination measures will be in place to ensure that vehicular and pedestrian traffic flows are maintained.

Noise

66. How will the "no honking" law be enforced? Since the initial street closures, honking has increased substantially at intersections with new delays. What additional steps can NYPD take to enforce honking laws?

The comment does not identify which intersections have experienced new delays or increased honking. ESD will be working with the local precincts to request that the no honking law be enforced in the area around the Arena.

67. What are the plans to manage noise from traffic and pedestrians late at night?

The FEIS determined that the Project would result in significant adverse noise impacts; thus some increase in noise is expected. Police officers patrolling Arena events will seek to control unruly behavior that would constitute an undue disturbance.

68. Can a "no honking" sign be posted on 3rd Avenue between Atlantic and State? How can this be enforced?

Requests for "No Honking" signs will be reviewed by NYCDEP and NYCDOT per New York City procedures for these signs.