

August 2012

**ATLANTIC YARDS PROPOSED TRAFFIC DEMAND MANAGEMENT PLAN  
ESD RESPONSE TO PUBLIC COMMENTS**

This document responds to comments received by Empire State Development Corporation (“ESD”) with respect to the proposed Transportation Demand Management Plan (“TDM Plan”). A presentation of the draft TDM Plan was presented to the local community and elected officials at a public meeting on May 22, 2012. The draft TDM Plan and supporting documents were posted on ESD’s website after the public meeting. ESD accepted written comments on the draft TDM Plan through July 3, 2012. ESD received 24 written comment submissions from individuals and organizations.

ESD has coordinated with the New York City Department of Transportation (“DOT”), New York City Transit Authority (“NYCT”) and Long Island Rail Road (“LIRR”), as well as with Forest City Ratner Companies (“FCRC”) and Barclays Center, to respond to the public comments. This document, which is organized by subject matter, includes a response to each substantive comment received on the proposed TDM Plan or related issues. In cases where multiple comments addressed the same issue, this document includes and responds to a comment that is representative of that issue. This document does not address comments that were not related to the proposed TDM Plan.

**BICYCLES & PEDESTRIANS**

- 1. As someone who bikes to local destinations, I don't understand why there is zero promotion of bike awareness to drivers. I see nothing that establishes the Plan has considered how to deal with drivers who have come from areas where they don't deal with cyclists on a regular basis, who drink at arena events, are distracted after attending a game or performance and are not able or willing to pay attention to their surroundings. Unlike pedestrian operations, I don't see any reference to the Plan's effect on cyclists - apart from those who will be buying tickets from the arena.**

The goal of the TDM Plan is to reduce the number of automobiles traveling to the arena for arena events. It does not include measures related to driver awareness of bicycles. However, DOT has advised ESD that it has several ongoing safety education campaigns, including the ‘Look’ campaign, which provides a general safety message and will soon be launched; the ‘Heads Up’ campaign, which uses humor to remind pedestrians and cyclists to obey the rules of the road; and the ‘That's Why it's 30’ Campaign, which provides an anti-speeding message. The campaigns include printed messages at bus stop shelters, subway entrances and pay phone locations. Display locations for these campaigns include areas in the vicinity of Barclays Center. Barclays Center includes a large bicycle parking facility on the southeast corner of the arena block.

- 2. The pedestrian LOS for sidewalks are incorrect because the effective widths are incorrect, including for sidewalks the arena operators are sending an increased number of patrons down due to changes to the arena parking plan and arena entrances.**

The analyses of sidewalk effective widths and pedestrian levels of service in the 2006 Final Environmental Impact Statement (“FEIS”) were consistent with the methodology presented in the 2001 CEQR Technical Manual and the Highway Capacity Manual 2000, which remains the DOT-approved methodology for assessing pedestrian conditions in New York City. The FEIS assessed conditions along

the length of specified sidewalks, taking into account significant impediments to pedestrian flow (e.g., building stoops, subway stairs, street trees, etc.). Conditions were assessed for both the full build-out of the project (Phase II) and an interim condition (Phase I) in which the arena and all development west of 6th Avenue would be complete. The FEIS analyses determined that all analyzed sidewalks would operate at acceptable levels of service in periods of peak demand in both of these build conditions. The 2009 Technical Memorandum, which considered, among other things, the moving of up to 100 parking spaces from the arena block to Block 1129, concluded that these changes would not result in sidewalk impacts. Subsequent assessments of sidewalk conditions by HDR in September 2011 and by Philip Habib & Associates in August 2012 identified a number of locations where sidewalk widths will likely be narrower upon arena opening than was assumed for the Phase I interim condition in the FEIS. However, all of these locations are still projected to operate at acceptable levels of service during periods of peak demand when the arena opens. In addition, the On-Site Parking Reduction Analysis prepared by Sam Schwartz Engineering (“SSE”) and dated April 30, 2012 concluded that changes in pedestrian routing are not likely to have a significant effect on pedestrian operations.

**3. One possible ameliorating step for the route between parking and the arena is to improve the Atlantic Avenue sidewalk from Carlton to 6th Avenues and shift at least some arena patrons there (it is as short of a walk via the Carlton Avenue Bridge to the Barclays Center entrances on Atlantic as straight down Pacific Street).**

Large volumes of pedestrians are not expected to use Atlantic Avenue between Carlton Avenue and 6th Avenue to approach the arena because most pedestrians coming to the arena from the east are expected to come from the Block 1129 parking lot, which is bounded by Pacific Street to the north and Dean Street to the south. It is expected that pedestrians will use the shortest, most direct path between their point of origin and the arena; therefore pedestrians coming from the Block 1129 parking lot would most likely take Pacific Street or Dean Street west to reach the arena block, and would not be likely to walk north over the Carlton Avenue Bridge in order to walk west along Atlantic Avenue. In addition, the sidewalks and crosswalks along Pacific Street and Dean Street between the arena block and Block 1129 are expected to operate at acceptable levels of service before and after arena event times; thus there is no need to shift pedestrians to Atlantic Avenue. Nonetheless, FCRC advises ESD that the sidewalk along the south side of Atlantic Avenue between 6<sup>th</sup> Avenue and Carlton Avenue will be restored prior to arena opening.

**4. ESD should detail the plans for the pedestrian monitors. How many will there be? How long is FCRC required to have them in place? Finally, ESD should consider creating pedestrian entrances on Vanderbilt Avenue for the lot.**

FCRC advises ESD that as part of pre-event planning, the appropriate use and deployment of pedestrian managers, arena operations personnel, traffic enforcement agents (“TEAs”), security personnel, etc., will be determined, in consultation with DOT and the New York City Police Department (“NYPD”). Different events will require different deployment plans, and the plan for each event will be determined on a case-by-case basis. FCRC indicates that large events such as opening events and sold-out Nets games could have the most significant deployment of TEAs and pedestrian managers. Deployment for such events could consist of approximately 18 pedestrian managers and 11 TEAs, focusing on pedestrian and vehicle traffic at key intersections/areas including 4<sup>th</sup> Avenue, Atlantic Avenue, Flatbush Avenue, Dean Street, 6<sup>th</sup> Avenue, Carlton Avenue, Pacific Street and Vanderbilt Avenue. The operation of area intersections and locations of traffic control personnel will be evaluated after the arena opens and

adjusted, as needed. FCRC and Barclays Center will determine in coordination with DOT, NYPD and ESD the location and coverage of the pedestrian managers for events.

A pedestrian gate on Vanderbilt Avenue is not necessary because it is unlikely that large volumes of pedestrians would enter or leave the parking lot by that route.

### **BLOCK 1129**

- 5. The replacement of an existing pervious surface with an impervious asphalt surface will increase the temperature of the parking lot area and the surrounding neighborhood. This could lead to an increase in the use of energy, and its associated costs, for the adjacent neighbors. Even more concerning is the increase in carbon dioxide that will be created with the increase in vehicular traffic and with the accumulation of over 500 cars concentrated in one area.**

The FEIS (page 11-12) documented that in the 2006 existing condition Block 1129 contained built structures and two unoccupied lots, and that most of Block 1129 was therefore impervious, with minimal percolation at the vacant lots.

The FEIS included a detailed analysis of the air quality impacts potentially resulting from mobile sources associated with the Project upon completion of Phases I and II. The vehicle load analyzed included vehicles attending arena events. The FEIS identified no significant air quality impacts, including carbon monoxide impacts. The comment refers to an increase in carbon dioxide that would be created with the increase in vehicular traffic at Block 1129. However, any localized increase in carbon dioxide emissions would not be expected to have local air quality impacts.

- 6. There should be a green infrastructure strategy for Block 1129 which would include a plan for conserving rainwater for irrigation use for the site and rain gardens as part of the planting plan for the interior and perimeter of the lot.**

A storm water detention system is being constructed as part of the Block 1129 parking lot, which is an interim use. The Block 1129 parking lot's storm water detention system is a series of buried precast concrete basins totaling about 12,000 cubic feet of capacity based on square foot calculations of impervious surfaces, per design approvals by the New York City Department of Environmental Protection ("DEP"). The basins are designed to hold the runoff water on the parking lot from a large rain event and slowly discharge it into the DEP combined sewers serving the site, thus mitigating the storm surge effect. The detention system is both a DEP requirement and an FEIS requirement.

ESD has approved a landscaping plan for the Block 1129 parking lot. There will be a 4-foot-deep planted area around the perimeter of the Block 1129 parking lot on the public streets of Carlton Avenue, Dean Street and Vanderbilt Avenue. The plantings will include approximately 600 evergreen trees and bushes of varying heights (approximately 4 to 6 feet). Complex irrigation systems storing and using rainwater are more suited to large landscaped areas, such as the eight acres of open space that will be developed with Phase II of the Atlantic Yards project. No such system is planned for the interim Block 1129 parking lot.

The open space that will be created as part of the development of Phase II of the Atlantic Yards project is expected to include water elements with irrigation features. The conceptual design of the open space is contained in the Design Guidelines for Atlantic Yards, which are available on ESD's website.

- 7. The planter along the perimeter of the parking lot should be extended to 7 feet in order to include trees and more vegetation diversity. FCRC should work with local organizations and the Million Trees Initiative to create an urban forestry plan that will include an appropriate number of trees both within and along the perimeter of the site as well as the care and maintenance of the trees for the duration of the parking lot.**

ESD has approved the landscaping plan for the Block 1129 parking lot. The plan includes a 4-foot perimeter planted with approximately 600 evergreen trees and bushes of varying heights (approximately 4 to 6 feet). The Amended Memorandum of Environmental Commitments requires the screening measures to be properly maintained for as long as the Block 1129 parking lot remains in operation.

- 8. FCRC should work closely with the adjacent neighborhood organizations and with local city officials to facilitate the programming of events that can be accommodated within the parking lot. Events could include farmer's markets, street fairs, performances, cycle track, etc.**

Until Phase II buildings are constructed on Block 1129, portions of Block 1129 will continue to be used for construction storage and staging, and the Block 1129 parking lot will be used for construction worker parking when not in use for event parking. The FEIS found that the use of Block 1129 for these purposes would help to reduce certain environmental impacts of construction, and the Amended Environmental Commitments Memorandum requires FCRC to maintain on-site designated staging areas throughout the construction period to store materials and to accommodate construction vehicles that require early arrival and marshalling for immediate material delivery to construction areas in order to reduce staging and associated impacts on City streets. Therefore, the Block 1129 portion of the project site is not expected to be available for the types of events described in the comment.

#### **CARLTON AVENUE BRIDGE**

- 9. Is the Carlton Avenue Bridge on schedule to reopen before/when the arena does? Is there a plan to open the bridge with temporary street lighting and railing? Is there a specific additional TDM plan in the work to account for a Carlton Avenue Bridge that does not reopen in time?**

FCRC has advised ESD that the Carlton Avenue Bridge is scheduled to be open and in operation in time for the first arena event. FCRC intends to open the bridge with permanent street lighting and railing, but it is possible that the bridge could open with temporary lighting and railing, a contingency that FCRC indicates it has discussed and coordinated with DOT. There is no need for an additional TDM plan to account for the bridge remaining closed at the time the arena opens.

#### **INCENTIVES TO REDUCE DRIVING**

- 10. If people are to be discouraged from driving to the arena, it needs to be clear to potential drivers that they will not be able to find parking spaces. If they think they will be able to find something, they are likely to try. Cutting the number in half, as recently proposed by the estimable Sam Schwartz, the transportation consultant to the arena, won't be enough of a deterrent. Here are a couple other approaches to consider: (i) Eliminate parking at the arena completely. This will make the prospect of finding a parking place very low; and (ii) Accept advance pre-paid parking reservations at the arena, so that people will know when it is sold out; better yet, make parking at**

**the arena "by reservation only", or make it a dual-pricing scheme, so that people without reservations pay a significantly higher rate.**

A central tenet of the proposed TDM Plan is to discourage arena patrons from driving to the arena. FCRC informs ESD that messages indicating the difficulty in finding parking near the arena are being developed and will be – and to some extent are already – included in Barclays Center advertisements, on the Barclays Center website, and in communications to event ticket holders. These messages, coupled with the message that the arena is well served by public transit, will help to discourage arena patrons from driving to the arena.

There is no plan to eliminate on-site parking entirely since the availability of the Block 1129 parking lot helps to ensure that the arena-generated parking demand can be accommodated by nearby off-street facilities, as described in the FEIS. In concluding that the project would not result in significant adverse parking impacts, the FEIS contemplated that on-site parking would be provided to accommodate as many as 1,100 arena-generated vehicles. In 2011, FCRC retained SSE to study and assess the potential to reduce the number of on-site parking spaces for the arena opening condition. In 2012, FCRC and SSE provided to ESD a memorandum dated April 30, 2012 (the "On-Site Parking Reduction Analysis") containing an analysis of the effects of reducing the number of on-site spaces for arena patrons from 1,100 to 541. It is expected that this substantial reduction in the number of on-site parking spaces in the arena-opening condition would act as a deterrent to driving. There will, however, always be a certain number of patrons who insist on driving to the arena. To accommodate a certain number of these vehicles, a limited number of parking spaces should therefore be provided on site.

The proposed TDM Plan includes an online parking reservation system, which FCRC indicates will be aggressively marketed to arena ticket buyers at the time of ticket purchase. FCRC has advised ESD that it has retained Click and Park, an experienced game-day management company, to design and implement the online parking reservation system. This system will be managed by Click and Park and promoted via the Barclays Center website. On the website, arena patrons will be told first about the extensive level of public transportation service to the arena and that parking is limited in the area around the arena and then that, if they must drive, they should pre-purchase a space in an area facility. This reservation system will include the Block 1129 parking lot, several off-site facilities in the area, and the remote parking facilities. Click and Park has reached out to over thirty garages regarding potential participation in some element of the online reservation system. When the program is launched, approximately 950 spaces are expected to be available immediately. By arena opening, the program is expected to expand to include approximately 1,300 spaces. Garages and additional spaces could be added after arena opening as well. With the purchase of each reserved space the patron will receive driving directions that avoid residential neighborhood streets and walking directions to the arena from the parking facility. The provision of driving directions is expected to help decrease congestion in the immediate vicinity of the arena, as well as reduce driver confusion and total distance driven. For the Block 1129 parking lot, all prepaid reservations must be HOV. Drivers that are not prepaid will be required to pay an additional fee, currently expected to be \$10, regardless of HOV status. In addition, a penalty charge will be imposed on drivers with HOV reservations who cannot present proof of purchase of three or more tickets for that event. (VIP ticket holders are not subject to either of these penalties.) The parking facility operator will therefore have a financial incentive to enforce the HOV program.

Parking rates at the off-street facilities will be market driven, with parking facilities farther from the arena expected to be less expensive than those that are closer to the arena.

**11. Wasn't all parking at the on-site Block 1129 lot to be pre-paid and pre-reserved? It seems like parking operators have left open the option to fill unsold slots for those who decide to use that lot on event days, and pay when they arrive. Is there a limit to the number of slots left open? How will the number be communicated to those coming to the lot? How will operators ensure that an excess of drivers don't seek that last set of open slots on Block 1129?**

For the Block 1129 parking lot, all prepaid reservations must be HOV. Drivers that are not prepaid will be required to pay an additional fee, currently expected to be \$10, regardless of HOV status. In addition, a penalty charge will be imposed on drivers with HOV reservations who cannot present proof of purchase of three or more tickets for that event. (VIP ticketholders are not subject to either of these penalties.) This policy will be clearly described in the parking purchase agreement. On the Barclays Center website, and on available smartphone apps, the Click and Park system will inform customers when a lot is sold out. The Click and Park system will allow the operator of the Block 1129 lot to know how many spaces are available in real time. In addition, the lot operator will know the number of VIP spaces reserved for each event since these spaces require a special VIP parking pass for each event. In addition, signs at the Vanderbilt and Carlton Avenue intersections with Pacific Street will indicate whether the Block 1129 lot has capacity.

**12. A few suggestions to alleviate the traffic problem with the opening of Barclay's Center: (i) to encourage the use of mass transit, Barclay's should offer a discount on food or refreshment or on Nets tickets to people who came by subway or LIRR. You should use some sort of computer to confirm that they used the MetroCard that day right before the game; (ii) or mass transit users could be entered in a lottery for future tickets or season tickets; and (iii) have shuttle buses from Penn Station, Grand Central, Port Authority so drivers won't use their cars into Brooklyn.**

FCRC and SSE examined, in consultation with NYCT, the feasibility of distributing free roundtrip MetroCards to fans who would otherwise drive as a means to increase transit ridership. This program is not included in the TDM Plan for the following reasons. First, existing technology will not permit either the activation of MetroCards only during certain times or the tracking of MetroCard usage to ensure that only arena event ticket holders are using the cards. Second, further assessment of the likely effectiveness of the distribution of free MetroCards indicated that many fans who intend to drive are not likely to be influenced by the types of financial incentives identified in the comment. This conclusion is supported by the Barclays Center Transportation Survey conducted by Clarion Research, in which 65 percent of respondents who stated they would likely drive to the arena chose convenience/ease as the most important factor in deciding their travel mode. Given the robust transit service to Barclays Center, fans who choose to drive are likely motivated by factors other than cost, and the value of roundtrip subway fare, food discounts or entry in a ticket lottery would not be expected to be significant enough to influence many drivers who are willing to pay the cost of driving and parking near the arena. Third, limiting parking in the area around the arena, promoting the existing robust transit services, and increasing the frequency of post-event transit service are expected to be effective measures to achieve the FEIS auto share goals. The effectiveness of the TDM Plan and whether it should be modified to include a MetroCard program will be evaluated in conjunction with the post-opening traffic study.

Barclays Center is connected to the major transit hubs identified in the comment by convenient, one-seat ride subway trips. Shuttle buses would take longer to reach the arena from those hubs than the subways and therefore would be unlikely to attract riders.

**13. To what extent is the presence of free, on-street parking expected to be an incentive for arena patrons to drive? How will they be discouraged to seek free, on-street parking beyond education/encouragement to take public transit and to pre-pay for parking at area lots? What are ESD and NYC going to do to keep people from parking in our neighborhood for access to games and other Barclay's Center events.**

The FEIS assumed that some arena ticket holders would seek free on-street parking first and found that on-street parking in the vicinity of the project site was expected to be fully utilized during major arena events. The TDM Plan does not contain measures that directly address on-street parking. The key objective of the TDM Plan is to discourage driving so there will be fewer cars in general coming into the area to park, and therefore fewer cars seeking to occupy on-street parking spaces. The emphasis in Barclays Center marketing materials on the limited parking available and their highlighting of off-street parking options is expected to reduce the number of arena patrons seeking on-street parking. Post-opening monitoring will include assessments of the parking locations of Nets game attendees. The results will be used to assess the adequacy of the TDM Plan.

In a parking study dated July 6, 2012 and titled "Analysis of Parking Conditions Around Yankee Stadium and Atlantic Yards" (the "DOT Parking Study"), DOT concluded that a residential parking permit system in the area of the arena would be problematic. However, DOT plans to conduct a study of parking conditions after the arena opens to assess how arena events affect on-street parking occupancy and use. See the response to Comment 45 for a discussion of the DOT Parking Study.

**14. The first round of Q&A suggested that the money Forest City Ratner saves by not paying for a free MetroCard linked with game/event tickets would be redeployed into advertising to encourage people not to drive. Can a minimum dollar amount of advertising spending be specified?**

FCRC/Barclays Event Center ("BEC") has advised ESD that it developed an extensive transit marketing plan that is part of Barclays Center's overall marketing plan on a permanent and ongoing basis. There is no minimum dollar amount that is required to be spent on the marketing program. ESD has reviewed materials from FCRC/BEC describing the scope and content of the marketing program and has discussed the program in detail with FCRC/BEC, and believes that the program is adequate. ESD does not view a minimum dollar amount as an appropriate measure for determining the adequacy of the program.

**15. Who will guarantee that the 800 arena employees come via public transportation?**

There is no guarantee as to the transportation choices of arena employees. FCRC/BEC has informed ESD that BEC intends to focus its hiring efforts in areas with convenient transit options for commuting to Barclays Center. Barclays Center company policy encourages employees to use mass transit to and from the arena. This policy will be included in the Barclays Center employee handbook.

## **MARKETING**

**16. The Barclays Center web site has 3 pull downs from the 'Getting Here' menu: Public Transportation, Driving Directions, and Parking. The public transportation option is the first on the list, but it's not highlighted or otherwise distinguished in any way from the others.**

Barclays Center is currently refining the "Getting Here" tab on the website to highlight transit options, including subway, bus, LIRR and bicycle. Educating consumers on the use of public transportation is a

priority for Barclays Center, and Barclays Center is implementing an extensive and ongoing campaign to encourage event attendees to use mass transit options. "Eleven Trains. One Destination. Barclays Center." is the tagline that was created to promote the use of mass transit for travel to the arena.

**17. The parking menu on the Barclays website is blank (no parking lots or garages are listed yet) but the Driving Directions page says nothing about preferring public transportation at all.**

Barclays Center is in the process of updating and refining its website. Public transportation will be highlighted on the website, including on the Driving Directions page where the site will, among other things, caution patrons that there is limited parking. See also the response to Comment 16. The online parking reservation system will be accessible on the website this summer, with full implementation expected in the week of August 13.

**18. Event listings from the Barclays Center web site go to Ticketmaster, which has no indication of preferring public transit over parking and driving. Worse, the links underneath the Barclays Center logo make reference only to Directions and Parking, which implies a preference of driving.**

Due to Ticketmaster restrictions, all venues listed on Ticketmaster, including Barclays Center, list driving directions first. Ticketmaster has agreed to include the following text on its Barclays Center website under "Venue Details": "Please consider taking public transit – it's fast, easy and convenient. Please note that public parking is limited."

**19. The Barclays Center, Brooklyn Nets, and Forest City Ratner web sites make no mention of and have no links to the ESD request for comment on the transit plan, nor have the Brooklyn Nets or Barclays Center twitter accounts made mention of it at all. The implication is clear: the owners and managers of the venues are not promoting the feedback or awareness of the transit options to the population that will most directly be affected, namely the customers. It behooves them to reverse course and actively promote the plan to the public with sufficient time to comment.**

The TDM Plan presentation and invitation for public comments were directed to the community most affected by arena-related traffic. Notice was not directed to Nets fans or to other potential Barclays Center event attendees. FCRC placed announcements of the May 22 public meeting at which the TDM Plan was presented in four local papers: *The Brooklyn Paper*, the *Courier-Life*, the *Brooklyn Daily Eagle* and the *Brooklyn Spectator*. In addition, Community Boards 2, 6 and 8 distributed announcements of the public meeting to their listservs and membership. ESD believes that the 6-week comment period provided ample time for public participation in the review of the TDM Plan.

To inform potential arena patrons about the transit options, Barclays Center is implementing an extensive and ongoing campaign to encourage event attendees to use mass transit options. See the response to Comment 16 regarding this campaign.

**20. The MEC requires FCRC to develop a plan to cross-market with area businesses to encourage arena visitors to patronize local restaurants and stores before and after games. As of early July, several business districts within walking distance of the arena have not been contacted by arena representatives about this initiative.**

FCRC met with all Brooklyn business improvement districts ("BIDs") at a meeting hosted by the Brooklyn Chamber of Commerce. In addition, FCRC has spoken to and met with a number of the leaders of BIDs in

for areas surrounding the arena. Additional information on the cross-marketing program is provided in the response to Comment 22.

**21. How will the planners ensure that cross-marketing efforts don't undermine other TDM measures? Cross-marketing could induce arena patrons to be in the neighborhood earlier in the day when shuttles are not yet running or after they have stopped operations for the evening, leaving them no other option than to drive.**

Generally the TDM efforts overlap and support each other. The goal of the cross-marketing component of the TDM Plan is to reduce traffic in the peak hours immediately before and after arena events by encouraging event attendees to arrive in the arena vicinity earlier or leave later. Cross-marketing programs are unlikely to encourage arena patrons who otherwise would have taken public transit to instead arrive in the area by auto.

**22. How will marketing opportunities be priced to ensure that a wide array of businesses can participate?**

The cross-marketing efforts will not cost neighborhood businesses anything. Barclays Center is generating content on their institutional assets – the Barclays Center website, printed materials, smartphone app and in-arena TV channel – that will feature local neighborhoods and institutions. The intent is to make sure the patrons of Barclays Center are aware of attractions and shopping surrounding the arena.

**23. How will the cross-marketing plan ensure that businesses near all subway lines are represented in order to distribute patrons throughout surrounding neighborhoods and encourage transit?**

Barclays Center intends to direct its cross-marketing efforts to include all of the surrounding neighborhoods.

#### **MISCELLANEOUS**

**24. When will Atlantic Avenue be paved and passable again? The swerving lanes around the arena have created a dangerous driving situation.**

Atlantic Avenue will be fully restored and repaved before arena opening.

**25. Will there be a helipad?**

No, there will not be a helipad.

**26. What is the permanent location of the Uplink Satellite Parking Lot?**

FCRC and Barclays Center will propose the permanent location for broadcast functions in the future.

**27. Turning movement counts should be taken on Tillary and Adams Street, the entrance to the Brooklyn Bridge, as well as at the other locations listed in the scope of work. Automatic traffic recorder counts should be taken along the BQE, north and south of downtown Brooklyn, and along the Brooklyn and Manhattan Bridges.**

Neither the TDM Plan nor the On-Site Parking Reduction Analysis was intended to replace the post-opening traffic study. FCRC will conduct that study sometime in 2013. The draft scope for this study has been available on the ESD website. A number of public comments have already been received on the draft scope, and ESD will open a public comment period to receive additional comments after the arena opens.

## **PARKING**

### **28. What monitoring is going to be done to ensure Barclays Center employees do not overwhelm on-street parking?**

See the response to Comment 15 regarding Barclays Center efforts to encourage employees to use public transit. The TDM Plan's post-opening monitoring will not include assessment of the utilization of on-street parking. However, DOT plans to conduct an additional study of parking conditions around the arena after the arena opens to assess how arena events affect on-street parking occupancy and use.

### **29. There is no attention paid to parking, either on-site or off-site. At the very least, counts must be taken at the site on the days when some event is taking place. It would be helpful to the community if surveys were made of on-street parking behavior with and without a Barclays Arena event.**

The TDM Plan includes components related to both on-site and off-site parking, including an online parking reservation system for both on-site and off-site parking. The TDM Plan's effectiveness will be assessed further after the arena opens. The assessment will include the gathering of data regarding the use of off-site parking facilities. As noted in the response to Comment 28, the TDM Plan's post-opening monitoring will not include assessment of the utilization of on-street parking. However, DOT plans to conduct an additional study of parking conditions around the arena after the arena opens to assess how arena events affect on-street parking occupancy and use.

### **30. The On-Site Parking Reduction Memo does not assess post-game period traffic, although FCRC's own experts have stated that is the period in which surges are most likely to occur. Some intersections near the parking lot are anticipated to have their highest volumes post-game. One implication is that the Vanderbilt/Dean intersection, shown to have its highest volume post-game in the FEIS, is not analyzed for potentially higher post-game impacts.**

The On-Site Parking Reduction Analysis focused on how patrons would arrive at an event if they drove and if the number of parking spaces on Block 1129 were reduced. The post-event period was not examined because background traffic volumes are substantially lower than in the pre-event period. The reduction in the number of vehicles parking in the Block 1129 parking lot would not be expected to increase traffic at the intersection of Dean Street and Vanderbilt Avenue.

### **31. The plan states that the FEIS set the goal of lowering the auto mode share to an average of 28.3% on weekdays and 32% on weekends for Nets game patrons. This would seem to represent about 4,200 cars. Where do these cars park?**

The FEIS (page 19-35) indicates that the target auto mode share for a weekday basketball game is 28.3% and for a Saturday afternoon basketball game is 32%. It is unclear how the commentor calculated that

an event at the arena would generate approximately 4,200 vehicles. This estimate is not consistent with the FEIS, which among other things assumed a vehicle occupancy rate of 2.35 persons per vehicle for a weekday evening game and 2.75 persons per vehicle for a Saturday afternoon game. FEIS Tables 12-17 and 12-18 project that the maximum arena-generated parking demand for a weekday evening basketball game in the 2010 Build Condition would be 2,517 vehicles, and for a Saturday afternoon basketball game would be 2,461 vehicles. Taking into consideration the reduction in arena-generated auto trips as a result of the proposed TDM measures, the On-Site Parking Reduction Analysis projected that the anticipated arena-generated parking demand would be reduced to 1,889 vehicles for a weekday evening basketball game, and to 1,842 vehicles for a Saturday afternoon basketball game. The On-Site Parking Reduction Analysis concluded that this arena-generated parking demand can be accommodated at nearby off-street parking facilities, including the on-site facility on Block 1129.

**32. Drivers know that free on-street parking is still available. Nothing in the TDM stops a driver from "cruising" for a free spot before purchasing a spot in a lot, from spending time in hopes of saving money.**

The TDM Plan's components do not directly address on-street parking. The key objective of the TDM Plan is to encourage use of mass transit and discourage driving, so that fewer cars travel to the arena. Reducing the number of cars traveling to the arena will also reduce the number of cars seeking on-street parking. There will always be, however, those who insist on driving to the arena. They will be encouraged to park in off-street facilities with a pre-reserved space, but some will park in spaces on public streets, as discussed in the FEIS.

**33. Arena patrons paying for metered parking on the commercial streets also take spots away from local residents and businesses. Since most metered parking expires at 7 pm, around the time most evening events begin, if an arena patron feeds the meter until 7 pm, the patron could buy a spot for the entire night for just a few dollars. This actually incentivizes driving: the patron has a minimum of cost and a maximum of convenience.**

DOT advises ESD that it is currently working with local residential and business representatives to explore the possibility of extending past 7 PM the shut-off time of metered parking in the area.

**34. Frustrated drivers, finding the search for free on-street parking fruitless, will be inclined to park illegally: in curb cuts, at hydrants, in sidewalks, in no-standing zones, or anywhere parking is not allowed but the curb is accessible. We do not doubt the NYPD and other forces will ticket, boot, or tow these drivers. But the fact that such lawlessness will occur in the first place, and that such enforcement will be needed, is a direct consequence of arena patrons driving to the Barclays Center.**

The TDM Plan is intended to reduce the number of vehicles driving to the arena and will encourage off-street parking to the extent feasible for those who do choose to drive, thereby minimizing the number of drivers seeking on-street parking. As the comment states, parking regulation enforcement will be handled by NYPD.

**35. In October 2011, Sam Schwartz Engineering updated the parking facility inventory within a 1/2 mile radius from what was originally identified in the 2006 FEIS. The updated capacity data was used as justification for a reduction in the amount of on-site parking that the project was required to provide. By the time the arena opens, nearly one year after the update was completed, this**

**data will be outdated. The study does not take into account any increase over the last year in the number of local residents who have signed contracts for off-street parking in local lots in anticipation of the arena opening. Therefore, evaluation of the TDM program should include an updated inventory of capacity and utilization of off-street parking facilities.**

Any developments in the area since SSE conducted its October 2011 parking inventory would not significantly affect overall off-street parking availability. Additional counts are not warranted at this time. As part of the post-opening evaluation of the TDM program and arena operations, usage and capacity data from off-site parking facilities will be reviewed.

**36. What are the opening and closing times for Block 1129 parking and satellite lots?**

There are no set times for the opening and closing of the Block 1129 parking facility. The facility will remain open until the operator determines that all or the vast majority of drivers have picked up their cars. In practice, the facility generally is expected to open two hours before an event and to close two hours after an event. However, the lot would close earlier if it emptied more quickly. The off-site parking facilities will have their own hours of operations that they will post at their locations.

**37. Why has the reduction of the number of parking spaces on Block 1129 resulted in an increase of vehicles in the pre-opening hour at the intersection of Dean Street and Carlton Avenue from what was disclosed in the FEIS?**

See also the response to Comment 50. In assigning routes for arena-generated vehicles traveling to area parking facilities for the On-Site Parking Reduction Analysis, SSE assumed that a vehicle would travel the most direct route from its origin to its off-street parking destination. Since off-street parking locations at the arena and in the area had changed somewhat since the publication of the FEIS, the volume of vehicles expected to be routed to various study area intersections also changed. The change in the projected number of vehicles at the intersection of Dean Street and Carlton Avenue was partially a result of the change in assignment methodology, and partially due to the assessment of the updated arena-opening condition in which the only on-site parking lot at the site is on Block 1129.

The changes to the locations and availability of both on- and off-site parking facilities and the projected volume of arena-generated parking demand in the 2012 Arena Opening Condition, as compared to the FEIS 2010 Build Condition, also changed the volume of arena-generated vehicle trips projected at certain intersections in the weekday and Saturday pre-game peak hours.

**QUALITY OF LIFE**

**38. After reading the Transportation Draft Plan, I am concerned about residential parking, increased traffic and pollution. The word's "resident" does not appear once in the transportation plan. The stadium is now a member of the Prospect Heights Community, and needs to act as a responsible neighbor.**

The TDM Plan does not directly address on-street parking; it focuses on encouraging transit and discouraging driving, reducing the number of vehicles coming to an event and thus the number of cars seeking on-street parking.

**39. I hope there will be adequate security for the parking lot, and tailgating will not be permitted. Dean Street is a residential street and it is imperative this is taken into account.**

FCRC has informed ESD that tailgating will not be permitted at the parking lot on Block 1129. Security will be provided by arena security personnel, supplemented by the parking lot operator, and will be fully coordinated with the NYPD. Arena security personnel will be equipped with their own radio communication system, which will enable an officer in the field to communicate to an officer in the security command center. Additionally, a traffic control room will be located adjacent to the security command center, and staff in this room (likely to include MTA and DOT) will also be able to communicate with the security command center. In addition to the CCTV cameras that will be mounted on the exterior of the arena, BEC is exploring options to place cameras at other areas to afford enhanced security measures for the areas leading to the parking facility.

**40. Will you post signs designating residential areas so that event-goers respect the privacy of neighbors forced to live near the arena?**

A portion of Boerum Hill has been established by DOT as a Neighborhood Slow Zone and will include signage at gateways designating it as such. There will be a lower speed limit within the zone, and DOT will implement other measures to reduce speeds. No other special signage in residential areas is planned.

**41. Will no honking signs be installed and enforced?**

As part of an effort to reduce excessive and ineffective signage on our streets, DOT no longer will be installing No Honking Signs. DOT has found that signage does not act as an effective deterrent to excessive honking, which can be enforced in any part of the city.

**42. How will arena traffic impact borough emergency evacuation procedures?**

If there is a preplanned evacuation, like a hurricane, all events at the arena would be canceled so there would be no impact. If an evacuation is necessary during an ongoing event, DOT, NYPD and other responsible agencies will jointly implement a response appropriate for the event. Barclays Center will have an on-site transportation control room that would facilitate communication between Barclays Center and the responsible agencies

**43. How will residents be notified of arena events so that they can make arrangements to plan for the influx of arena visitors?**

FCRC has advised ESD that Barclays Center will have a community affairs person available to answer questions from and provide information to residents. The BEC website will also be a source of event information.

**44. Recently Barclays Center management has disclosed they may have bars open inside the arena until 2 AM. That means lights in the parking lot may be on, and arena patrons present on neighborhood streets until as late as 3 AM, if not later. Regardless of the open hours of bars in Barclays Center, parking lot operators should turn the lights off (except security lighting) and lock the gates one hour after the end of every event.**

See the response to Comment 36 regarding the hours of operation for the Block 1129 parking facility. It is not expected that the Block 1129 parking lot will have bright lights that bleed out into the community even during operation. The parking lot is designed with highly directional LED lighting to greatly reduce light spill, achieving near zero light spill on opposite side of street sidewalks in photometric analysis.

There will be multiple switches controlling the lot, and the parking lot operator will have the ability to switch off some of the light fixtures. Some lights along the Pacific Street frontage and the rear of the 752 Pacific Street building will remain illuminated overnight for security and to accommodate the 24/7 parking needs of NYPD within its designated parking area.

### **RESIDENTIAL PARKING PERMITS**

**45. Local residents who can demonstrate both permanent residency in Brooklyn and car ownership should be able to obtain permits that allow both parking and unrestricted vehicle use. Permit parking is used in some areas of cities such as Philadelphia and Chicago. Though unpopular with metro area drivers who wish to be able to park for free anywhere, in my opinion it would be a popular approach to generate more support than opposition under the circumstances Brooklyn will confront when the center opens. Please outline your plan to assist the community with this effort.**

There is no plan to incorporate a Residential Parking Permit (“RPP”) system as a part of the TDM Plan. The DOT Parking Study published in July 2012 examined parking capacity and conditions in the neighborhoods surrounding Barclays Center and Yankee Stadium and was also based on survey data from Yankee Stadium patrons during event times. The study indicated that most Barclays Center-generated parking demand would be expected to be accommodated by off-street parking facilities, that the impact of Barclays Center patrons on on-street parking likely would be felt primarily in the immediate vicinity of the arena, and that the majority of non-residents parking on the streets near Barclays Center would not be generated by the Arena. The DOT Parking Study further noted that an RPP system would require all local vehicle-owning residents to purchase a yearly parking permit without a guarantee that finding an on-street parking space would be made easier and that an RPP system would be inconvenient and reduce access for non-residents who drive to the local area for non-Arena reasons. In addition, the study indicated that an RPP system would likely cost the City additional money to operate since no RPP system in the U.S. covers its entire cost solely with revenues raised by the issuance of parking permits. Finally, the study noted that the establishment of an RPP system would require authorization from the New York State Legislature and that in the near term there is no such legislative authority. The study indicates that DOT will conduct an additional study of parking conditions around the arena after the arena opens to assess how arena events affect on-street parking occupancy and use.

**46. The Atlantic Yards Community Benefits Agreement (CBA) is supposed to draw on the pioneering CBA enacted regarding the Staples Center in Los Angeles. That CBA not only includes the developer's political support for residential permit parking, but funding to help pay for it. Why not in this case?**

The Atlantic Yards CBA does not include any provisions regarding residential parking permits. Furthermore, ESD is not a party to the CBA and does not have a role in negotiating what should be addressed in the CBA or in enforcing or overseeing the CBA. See response to Comment 45 regarding the feasibility and desirability of such a parking program in the Atlantic Yards project area.

## **TDM ANALYSIS & METHOD**

**47. The transport study focused on 41 intersections, mostly on the western and eastern approaches to the center. However as most Brooklyn motorists would tell you, from the BQE it is common to approach downtown from the north along Franklin, Washington, Clinton, DeKalb and Vanderbilt avenues. As center-goers become more familiar with Brooklyn streets I would expect these routes, not mentioned in the impact study, will receive overflow traffic. These are core residential areas where additional traffic would be disruptive and destructive.**

The assignment of arena-generated vehicle trips in the FEIS was based on data from the Downtown Brooklyn Development project and the expected geographical distribution of demand to the arena from New York City's five boroughs and surrounding suburbs such as Long Island and New Jersey. Trips were assigned to the primary corridors providing access to and from the project site based on their origin or destination as well as the most direct routes to major access points such as the Brooklyn-Queens Expressway and the Brooklyn and Manhattan bridges. Various portals were established around the project site such as at Tillary Street, Atlantic Avenue, Flatbush Avenue and other local roads to channel the arena-generated traffic from. Vehicle trips were then distributed to the various on-site and off-site parking facilities surrounding the arena. The trip assignment for arena-generated vehicles developed for the On-Site Parking Reduction Analysis, which updated the off-street parking facilities within ½ mile of the arena, built upon the same methodology used in the FEIS and is consistent with the trip assignment guidance provided in the CEQR Technical Manual (January 2012). The On-Site Parking Reduction Analysis assigned vehicles to parking facilities in close proximity to their respective entry portals, thereby reducing congestion in the vicinity of the arena site and reducing overall vehicle travel.

Post-opening monitoring will be conducted as required by DOT and ESD and is expected to include a detailed post-opening traffic study during event times of 56 intersections in the vicinity of the arena. (The number of intersections has been increased from the 49 intersections presented to the Atlantic Yards Transportation Working Group on March 8, 2012.) The detailed analysis will include intersections near off-site and remote parking facilities. This post-opening traffic study will be conducted in 2013 after the Nets season has begun and will therefore occur after arena travel patterns have normalized. The post-opening traffic study will be conducted pursuant to a scope that will be subject to further public comment after the arena opens. In addition, Barclays Center, FCRC and agencies of jurisdiction (including ESD and DOT) will observe roadway conditions from the time that the arena opens and share observations and any relevant recommendations for adjustments to the transportation system. The TDM Plan will be adjusted as needed based on the results of the post-opening monitoring.

**48. It is unclear which 9 days the traffic study focused on; it would be good to know whether these were "normal" traffic days.**

Data collection for the pre-opening traffic study was conducted between Saturday, June 2 and Sunday, June 10, 2012. This data will be used to establish a current baseline of traffic conditions in the arena study area. The data collection dates were chosen in cooperation with DOT and are within the DOT-recommended data collection period for New York City. Dates of data collection for the post-opening traffic study will be decided with DOT based on the Barclays Center event schedule.

**49. Either on-street parking availability has not been updated since 2006, or that information has not been included in the Memo.**

On-street parking capacity and availability were not examined as part of the TDM Plan or On-Site Parking Reduction Analysis, but in October 2011 DOT conducted a comprehensive survey of on-street parking in a study area encompassing approximately ½ mile around the arena. The results of this survey were reported in the DOT Parking Study (see response to Comment 45). The survey involved collection of data for weekday afternoon (4 PM) and evening (7 PM, game time) periods and for Saturday afternoon (1 PM, game time) and Saturday evening (5 PM) periods. In the overall study area, the survey found occupancy of 84 percent in the weekday afternoon period, 81 percent in the weekday evening period, 66 percent in the Saturday afternoon period and 73 percent in the Saturday evening period. The FEIS parking occupancy surveys conducted were conducted in February and March 2006 in a smaller ¼-mile study area around the project site. The FEIS survey found occupancy of 65 percent in a weekday afternoon period (5-6 PM), 47 percent in a weekday evening period (7-8 PM) and 65 percent in a Saturday afternoon period (1-2 PM). The DOT Parking Study indicates that DOT will conduct an additional study of parking conditions around the arena after the arena opens to assess how arena events affect on-street parking occupancy and use.

**50. Even with the “reduction” of on-site parking, some intersections near Block 1129 show meaningfully elevated levels over what was anticipated at the point of the 2010 Build in the FEIS. Can you please detail what the differences are in assumptions and methodology between the FEIS, the 2009 AY Technical Memorandum and the On-Site Parking Reduction Memorandum?**

For the On-Site Parking Reduction Analysis, SSE updated the projected routing of arena-generated vehicles in the FEIS 2010 Build Condition to reflect conditions expected at arena opening (referred to as the 2012 Arena Opening Condition in the memorandum). Overall, the projected, arena-generated parking demand was updated to reflect the reduction in demand within ½ mile of the arena expected from the TDM program. For on-site parking, this change entailed a reduction from 1,100 spaces for arena attendees to 541 spaces and the shifting of all on-site arena parking to the Block 1129 parking lot in the Arena-Opening Condition. For off-site parking, the changes entailed differences in the number and locations of facilities and their typical event-time availability.

For both a weekday evening and Saturday afternoon Nets game, arena-generated vehicles in the pre-game peak hour were routed through the local roadway network to estimate the specific change in arena-generated vehicle volume at individual intersections between the FEIS 2010 Build Condition and the 2012 Arena Opening Condition. The detailed trip assignment that was developed was based on auto arrival patterns used in the FEIS and the assumption that all vehicles would utilize available (off-street) parking along their most direct route, which is consistent with the trip assignment guidance provided in the CEQR Technical Manual (January 2012). This revised trip assignment included routing vehicles through intersections that were analyzed in the FEIS, as well as other intersections in the vicinity of the project site.

Because of the changes to locations and availability in both on- and off-site parking facilities and the projected volume of arena-generated parking demand in the 2012 Arena Opening Condition, as compared to the FEIS 2010 Build Condition, the volume of arena-generated vehicle trips projected at certain intersections in the weekday and Saturday pre-game peak hour changed. However, because of the more direct routing assumptions that were used to develop the trip assignment in the 2012 Arena Opening Condition and the total reduction in arena parking demand (expected from the TDM program), volumes of arena-generated vehicles are expected to decrease or remain unchanged for the majority of area intersections.

**51. Have the reductions in travel lanes on 6th Avenue and Vanderbilt Avenue been taken into account in the analysis of the parking reduction memo?**

The On-Site Parking Reduction Analysis examined the revised routing of arena-generated vehicles with changes in the on-and off-site parking conditions around the site. It also included an assessment of intersections where the change in arena-generated vehicle volume could exacerbate traffic conditions; these locations have been shared with DOT and will be observed after the arena opens to determine if they warrant additional study or measures to reduce congestion.

As described in the response to question 50, the On-Site Parking Reduction Analysis revised the routing assumptions of arena-generated vehicles in the weekday and Saturday pre-game peak hours to reflect changes in on-and off-site parking locations and availability in the 2012 Arena Opening Condition. This analysis included estimates of changes to arena-generated vehicle volumes at area intersections. No capacity analyses were performed as part of this study; therefore it did not include a specific assessment of the vehicular delay on 6th or Vanderbilt Avenues. The study did, however, include an assessment of the potential effects on pre-game peak hour traffic operations at both FEIS-study intersections and non-FEIS study intersections where specific turning movement volumes may change as a result of the reduction in on-site parking.

This assessment was performed by utilizing certain evaluation criteria (detailed in the On-Site Parking Reduction Analysis), and it was determined that the projected increase in vehicle volumes at certain intersections could have an effect on operations at a number of identified intersections. These intersections are identified in the memorandum and include FEIS-study intersections (three in the weekday, pre-game peak hour and seven in the Saturday, pre-game peak hour – including the intersection of Vanderbilt and Atlantic Avenues) and non-FEIS study intersections (four in the weekday, pre-game peak hour and one in the Saturday, pre-game peak hour).

These intersections will be monitored during arena events following arena opening, and any observed congestion or operational issues will be noted and shared with DOT. Roadways adjacent to the arena block (including 6th Avenue) and the Block 1129 parking facility (including Vanderbilt Avenue) would also be monitored following arena opening. If requested by DOT, data collection and/or analysis at these locations could be conducted and appropriate congestion-reduction measures recommended, if warranted. Further, intersections along both 6th and Vanderbilt Avenues will be included in the comprehensive post-opening traffic study that will be conducted in spring 2013 in order to assess the effects of arena operations on the area roadway network.

**52. Saturday afternoon events may impacted worse than weekday and evening events, but the follow up study in 2013 will apparently not include analysis of that time period. How is that justified?**

The goal of the post-opening traffic study is to analyze the effects of actual arena events. To do this, traffic data must be collected at many locations during a large event at the arena. The FEIS traffic analysis included analysis of a Saturday afternoon event because background traffic volumes are higher at that time. However, large Saturday afternoon events (specifically Nets games) at the arena are expected to be relatively rare. Nearly all professional basketball games occur in the evening as do nearly all concerts and other large events. Therefore, data for the post-opening traffic study will be collected during the larger evening events in order to examine the typical conditions in the area once the arena opens.

**53. Based on the study from Clarion Research, the individual motor vehicle share for weekend non-Nets events will be 43.3%. In the FEIS, Nets games were identified as the worst-case scenario. However, a non-Nets weekend event at the arena, while attracting fewer patrons, could still attract as many individual vehicles as a Nets game. Therefore, evaluation of the TDM program should also study the worst-case scenario for weekend non-Nets events and appropriate mitigations should be adopted if required.**

See response to Comment 52. As the comment points out, the FEIS transportation analyses used weekday evening and Saturday afternoon Nets basketball games with a seating capacity of 18,000 as a reasonable worst case scenario. A Nets basketball game was selected as the reasonable worst case scenario based on both the frequency of home games and the relatively high level of travel demand that such games are expected to generate compared with most other uses. Furthermore, most of the TDM Plan measures are intended to be implemented for most events at the arena, not just for Nets games. Measures that are expected to be in place for events would include the following:

- Transit marketing plans (e.g., highlighting transit in event promotions and on the arena website, the renaming of the Atlantic Avenue-Pacific Street subway station as the Atlantic Avenue-Barclays Center, advertisements on subway and LIRR cars promoting transit access at the arena, etc.).
- Reduction in on-site parking capacity (to 541 spaces for arena attendees) to reduce the number of vehicles traveling to the arena and fans' expectations of finding a parking space.
- Online parking reservation system, managed through Click and Park, which will pre-sell spaces at the on-site, remote and many off-site area facilities to limit vehicle circulation in the area around the arena.
- Discounted pre-purchased parking pass rate for HOVs at all facilities participating in the online parking reservation system and limitation of the online parking reservation system for the Block 1129 parking lot to HOV customers (with penalties imposed for non-VIP, non-HOV, non-prepaid vehicles that arrive at the Block 1129 lot for an event).
- Vehicular wayfinding signage on the Brooklyn-Queens Expressway and Brooklyn and Manhattan Bridge approach routes to direct vehicles to use arterial roadways to access the area and deter them from residential streets.
- 400 free bicycle parking spaces at the arena that will be monitored by arena security staff during events.
- Pedestrian wayfinding signage around the arena block to direct fans between the arena and nearby transit stations.
- Cross-marketing efforts involving area businesses.

The other major elements of the TDM Plan are additions to transit services and remote parking. For the initial events at Barclays Center, NYCT will add additional trains on the Manhattan-bound 4 line, Manhattan-bound Q line and Coney Island-bound Q line. NYCT will also stage additional buses in the area around the arena that could be put into service on various bus routes, if needed. LIRR will also double the number of trains departing Atlantic Terminal between 10 PM and 12 AM, when most arena events would end. This would be done by adding four scheduled shuttle trains that will travel from Atlantic Terminal to Jamaica Station between 10 PM and 12 AM. NYCT and LIRR will implement these service enhancements for all initial events at the Barclays Center and will then make adjustments to service, as needed. Remote parking will be provided for certain large non-Nets game events.

The post-opening traffic study is expected to analyze four peak hours (pre- and post-event on weekday evenings and Saturday evenings). In addition, Barclays Center, FCRC, the agencies of jurisdiction (including ESD and DOT) and transportation professionals will observe transportation conditions for weekend events as well as weekday events.

**54. The TDM includes few performance goals and no remedies if goals are not met. The only required evaluation of the TDM is to occur mid-way through the first season and there are no remedies if it is determined at that time that the TDM does not meet performance goals. In contrast, the Chicago Cubs provide an annual report on their TDM activities and the City requires the Cubs to pay a penalty if the satellite parking facility is underutilized. ESD should require FCRC to monitor and report on its TDM activities at least annually. ESD should evaluate and make adjustments to the TDM on an ongoing basis during the first year of arena operations. ESD should establish ongoing performance goals and impose penalties for the failure to meet them.**

The primary goal of the TDM Plan is to reduce the percentage of arena attendees who drive to the arena to 28.3 percent for weekday Nets games and to 32 percent for Saturday afternoon Nets games, an approximately 20-percent reduction in projected peak hour auto trips to the arena. These reductions are to be achieved through the implementation of the TDM Plan's components, which are described in more detail in the TDM Plan. In addition, the TDM Plan is intended to further reduce the number of arena-generated vehicles traveling within ½ mile of the arena through the use of remote parking facilities served by shuttle buses. As described in the response to Comment 53, the TDM Plan is also intended to reduce car travel to non-Nets events. The effectiveness of the TDM Plan in achieving these goals will be monitored. FCRC and Barclays Center will report the results of monitoring to DOT and ESD, who will review and require any necessary adjustments. The scope for this monitoring and reporting will be determined in the initial months after the arena opens.

**55. In the coming year, the City of New York is expected to issue 2,000 new taxi medallions and as many as 18,000 new livery cab permits. The increased ease in securing a taxi or livery cab is likely to shift riders away from transit. Follow-up studies of the TDM should include taxi and livery cab use to be conducted once the additional taxis and livery cabs are in service. Monitoring should also include drop-off and pick up of fares on residential streets and other locations outside designated zones.**

Post-opening monitoring will include a comprehensive travel survey of arena attendees to determine the travel modes of arena visitors (including taxis and livery cabs) and a post-opening traffic study that will measure vehicle volumes and analyze operations at over 50 intersections surrounding the arena, both of which will be conducted in 2013. There are no plans to monitor separately the drop-off and pickup of fares by taxis and livery cabs.

**56. The absence of a construction plan including sidewalk and travel lane closures undermines the usefulness of the analysis.**

FCRC will obtain all required permits and approvals (including any temporary lane or sidewalk closure) from the agencies of jurisdiction prior to any Atlantic Yards-related construction activity in or around the site. Such agencies will require measures as necessary to address traffic and pedestrian conditions.

**57. It is unclear if fewer travel lanes than the FEIS anticipated on 6th Avenue and Vanderbilt Avenue have been included in the assessments. Likewise, Pacific Street between Carlton and 6th Avenues is narrower than anticipated.**

See response to Comment 51. A comprehensive post-opening traffic study will be conducted in 2013 and will provide updated and accurate information on traffic conditions. Based on the findings of this study and the assessment of the TDM program, DOT and ESD may require adjustments to the TDM Plan and/or the traffic network in the area.

**58. For some intersection analysis in our area there are no comparables because the intersections (regardless of relevance) are not consistently assessed throughout the FEIS, the 2009 Technical Memorandum and the parking reduction memo.**

The study intersections analyzed in the FEIS were selected based on intersections that are adjacent to the project site or would be affected by project-related changes to the street network; this also included arterials that would provide access to and from the site. The traffic analysis performed for the 2009 Technical Memorandum focused on intersections potentially affected by the design changes documented in the 2009 Technical Memorandum, including the relocation of up to 100 parking spaces from beneath the arena block to Block 1129 and the removal of the lay-by lane along the east side of Flatbush Avenue between Dean Street and 5th Avenue. As a result, fewer intersections were analyzed in the 2009 Technical Memorandum than in the FEIS. The On-Site Parking Reduction Analysis included an updated trip assignment to all on-site and off-site parking facilities from arterials that would provide access to and from the site. The trip assignment in the On-Site Parking Reduction Analysis reflects changes in the location of on-site and off-site parking facilities. Many (but not all) of the intersections that its trip assignments pass through were also analyzed in the FEIS. The locations not analyzed in the FEIS are primarily intersections in the vicinity of the off-site parking facilities. See also the response to Comment 50.

**59. The proposed TDM is expected to reach the target reduction only in the sub-category of personal cars. Even if the plan achieves its goal of 26.2% mode share for personal cars, the overall use of individual motor vehicles is higher than the FEIS goals once taxi, black car and motorcycle use are included in the total. The analysis also fails to account for vehicle increase from shuttle buses to and from remote parking facilities.**

The TDM Plan goals described in the FEIS were based on projected reductions in the private auto share of arena attendees. Certain components of the TDM Plan – including the transit marketing plan, the increased transit service and the cross-marketing plan – will address taxi and livery cab use as well as personal vehicle use. In its analysis of the 2010 Build with Mitigation condition, the FEIS removed the vehicles parked at the remote parking facilities from portions of the traffic network and replaced them with six shuttle buses per hour in each direction along the assumed shuttle bus routes. The FEIS projected that the remote parking TDM measure would result in a net decrease in the number of arena-generated vehicles within ½ mile of the arena, even when considering the additional number of shuttle buses added to the traffic network to serve the remote parking facilities.

**60. Predictions for mode share for weekday non-Nets events is based on a sample size of just 106 people, which cannot be considered statistically significant. Non-Nets events during weekdays and weekends could comprise more than 80% of arena events, and Forest City Ratner recently announced that concerts could attract as many as 17,500 patrons. Given the lack of depth of**

**polling in this sub-category, it is possible that the number of individual vehicles coming to the neighborhood for these events could be greater than the number coming for Nets games. For that reason, the TDM evaluation should be broadened to study this sub-category and appropriate mitigations should be adopted if required. Additionally, ESD should require additional data collection including the number of cars parking on local streets, the level of service at intersections, crosswalks and sidewalks, the number of riders on transit, and number of users of satellite parking lots.**

As a reasonable worst case for the transportation analyses, the FEIS examined the demand that would be generated by a weekday evening and a Saturday afternoon Nets basketball game. For the peak hours associated with these games, the FEIS assumed a sold-out game with 100-percent attendance for all 18,000 seats, which is more than the 17,500 attendees at a concert mentioned in the comment. The assumptions in the FEIS analyses therefore presented a reasonable worst case for analysis. Moreover, the FEIS found that non-basketball events generally are each expected to occur with less frequency, would often attract fewer spectators, and would likely generate a lower level of travel demand than a Nets basketball game. Many of the TDM Plan's measures will apply to most non-Nets events, as discussed in the response to Comment 53.

The Clarion study was conducted to obtain additional data about Nets games and other events in order to understand how people plan to arrive and how they make travel decisions. Not all the data generated by the survey has the same statistical level of significance. The information and data collected in the post-opening monitoring will allow for the evaluation of the TDM Plan and traffic conditions. The monitoring program will consist of observation by FCRC, Barclays Center, agencies of jurisdiction and transportation professionals of roadway, transit and sidewalk conditions from the time that the arena opens.

In early 2013, comprehensive travel surveys of Nets game and other large event attendees will be conducted to collect data on origin, destination, travel mode, vehicle occupancy and parking location. In addition, in early 2013, a post-opening traffic study will be conducted that will include detailed analysis during event times of 56 intersections in the vicinity of the arena. This study will collect traffic data during both a weekday and Saturday evening event; the specific events studied will be determined with DOT and will consist of Nets games or other large events.

The post-opening monitoring will collect some of the types of quantitative data suggested by the commentor such as the level of service at roadway intersections and the number of users of off-site parking lots. The TDM Plan's post-opening monitoring will not involve counts of the number of cars parking on local streets. However, DOT plans to conduct an additional study of parking conditions around the arena after the arena opens to assess how arena events affect on-street parking occupancy and use. The TDM Plan post-opening monitoring will not include calculation of the level of service at crosswalks and sidewalks or counts of the number of riders on transit. However, transit and sidewalk conditions will be evaluated after the arena opening as part of the observation of transportation conditions by FCRC, Barclays Center, agencies and transportation professionals. As mentioned elsewhere, the post-opening traffic study will be implemented pursuant to a scope that will be subject to additional public comment after the arena opens.

## **TRAFFIC MITIGATION**

**61. All Downtown Brooklyn residents are concerned about the incredible traffic jams that will occur on our already heavily encumbered streets and highways due to the new Stadium. One idea that has been given considerable credence by DOT but later dropped because, they say, no funding, is the idea of creating an underground tunnel under 4th Avenue from the Gowanus overpass at Hamilton Ave, straight through to the Navy Yard, passing under the Stadium, with an exit into a garage under the Stadium. It would be a toll road to secure funding for its building and its on-going use.**

The traffic generated by this Project does not warrant the substantial mitigation measure suggested. Furthermore, as the commenter stated, no funding is available to undertake a project of such magnitude.

**62. I believe the plan to restrict vehicle access on event days does not go far enough. It should be agonizing for anyone other than Jason Kidd to drive to the center. Missing the start of the event you paid for, unless you are on public transit, should be a real, ever-present risk. Perhaps only one exit, on Dean Street, should be permitted for non-VIP traffic. The off-site parking should probably be much more distant than planned, and emphasize locations to the South and East, not the West.**

See responses to Comments 69 and 75 regarding the rationale for having multiple exits from the Block 1129 parking lot.

A portion of the arena-generated parking demand will be served by remote parking facilities located more than ½ mile from the arena. The FEIS discussion of TDM measures indicated that remote parking facilities would be established to supply up to 20 percent of the expected demand for each basketball game at the arena (which amounts to approximately 500 spaces). Potential remote parking facilities have been identified that are more than ½ mile from the arena, that have sufficient parking availability to accommodate the required number of parking spaces and that would be convenient to many of the arena patrons and for the establishment of a shuttle bus route from the arena. These facilities are located west of the site, which would be convenient for patrons coming from the Brooklyn-Queens Expressway and Brooklyn Bridge, and the shuttle buses would operate along Atlantic Avenue. The project sponsors were not able to identify potential remote parking facilities to the south and east more than ½ mile from the site that fit the remote parking requirements.

**63. Have a traffic management plan that involves Atlantic Ave. In particular, 3rd Ave and the conduit to Flatbush will get very congested. This management plan should include strong traffic police presence as the lights are not timed properly for the new traffic patterns. The traffic police funds should come out of event fees for using the center (either ticket prices or the event holders).**

See the response to Comment 4 regarding the deployment of TEAs, traffic police and other personnel to manage traffic during arena events. There will be a police presence on event days that will help to manage traffic in and around the arena. DOT and FCRC have been meeting with NYPD to provide input into how game-day traffic operations will work. It should be noted that signal timings have been adjusted to account for the new traffic patterns introduced as part of Atlantic Yards mitigations already implemented; however, DOT is continuing to explore signal timing improvements and will have the ability to adjust timing based on observed conditions after the arena opening. FCRC has advised ESD that

FCRC is funding the additional TEAs required for arena events, but that FCRC is not paying for additional NYPD on-duty police officers required for arena events.

**64. Who will monitor double-parking in front of the Atlantic mall? Patrons currently use Atlantic Avenue across from the arena for drop-off and pick up.**

NYPD is responsible for enforcing parking regulations.

**65. Who will monitor traffic violations and how?**

NYPD is responsible for enforcing parking regulations and traffic laws.

**66. How will real-time arena traffic conditions be communicated to drivers?**

DOT has real time traffic cameras located throughout the city that monitor congestion. These are available to the public at [nyctmc.org](http://nyctmc.org). Barclays Center will have access to real-time traffic information and will be able to make this available to arena patrons. This information will be distributed through a variety of methods including smartphone applications; in-venue viewing locations such as the scoreboard; and the several hundred televisions located outside the bowl on the concourses, in club and bar areas and in suites.

**67. Will the stoplights be synchronized to help improve traffic flow? For example, the stoplights on Vanderbilt Avenue at Fulton and Greene. The light on Greene allows cars to turn left only to be stuck by the red light on Vanderbilt that doesn't allow cars to advance. There are many other pockets like this near the arena, for example, on Bergen St. at 6th Ave.**

DOT has advised ESD that it attempts to synchronize signals where needed to assist with traffic flow, especially during peak travel periods. DOT indicates that there are situations in which multiple traffic flows approach a single intersection so that all traffic cannot be easily accommodated. The major corridors adjacent to the arena (e.g., Flatbush Avenue and Atlantic Avenue) are coordinated for peak direction travel. Post-opening monitoring will include monitoring of these corridors, and adjustments can be made in real time to help facilitate movement to and from the arena.

**68. It is very important that Arena traffic not be permitted to access Carlton Avenue from the Arena parking lot or Atlantic Avenue. Additional traffic on Carlton Avenue poses risks to elderly residents, schoolchildren and to cyclists, as well as to the many families and young children who live in the area, and who must cross Carlton Avenue to reach Fort Greene Park, Edmonds Park, and to access other neighborhood restaurants and services. Increased car traffic and noise will pose a real threat to public safety as well as quality of life if through-traffic is permitted.**

The FEIS disclosed the potential for additional traffic on Carlton Avenue. While there is no plan to physically restrict access to Carlton Avenue, DOT supports arena event traffic management that encourages traffic to remain on major arterials. Such traffic management measures may include TEAs, traffic signal progression on major corridors and variable message signs encouraging use of major corridors.

**69. The most conservative approach appears to be to eliminate the Vanderbilt Avenue and Dean Street points of egress and use exclusively the Pacific Street intersections, which are managed by**

**signal lights. Traffic (and its associated problems) should be directed toward arterials and away from residents on Dean Street, Pacific Street and neighborhood streets to the south.**

The proposed Vanderbilt Avenue curb cut in the Block 1129 parking lot has been removed at the request of DOT and in response to specific public comments. The exit-only curb cut on Dean Street is required to coordinate the egress of vehicles from the lot after an event breaks. Providing an additional exit alternative after an event clears the lot faster, reduces driver frustration (e.g., horn blowing) and eliminates unnecessary idling of vehicles.

In addition, drivers of cars parked in the Block 1129 parking lot will most likely wish to leave the area on the nearby arterials, and providing an additional curb cut for vehicles to use for exiting the lot will distribute vehicles into the surrounding roadway network in a more efficient manner and allow drivers multiple ways to gain access to the arterials. For example, patrons wishing to travel south on Vanderbilt Avenue from the parking lot can exit from the Pacific Street curb cut at Vanderbilt Avenue or the Dean Street curb cut, and patrons wishing to access Atlantic Avenue can exit from the Dean Street curb cut (then turn north onto Vanderbilt Avenue) or from the Pacific Street curb cuts.

**70. Although Pacific Street is currently approximately the same width as one-way streets in the area, it is now to be turned into a two-way without the 3 feet of widening anticipated in the FEIS. If not carefully managed, the mix of traffic and pedestrians may well be unsafe, and the environmental impacts for the community increased.**

The design of Pacific Street was approved by DOT and is consistent with its standards for parking and travel lane widths. The referenced condition is an interim condition pending further implementation of the project. Traffic and pedestrian conditions along Pacific Street will be observed after the arena opens, and adjustments to the transportation system will be made as necessary.

**71. The TDM contends that those patrons who do insist on driving will opt for off-street parking rather than seek parking on local streets and that shifting a portion of arena autos from on-site to off-site facilities is not likely to result in any significant impacts. To that end, the TDM identifies 20 off-street parking facilities within a 1/2 mile radius where there is sufficient capacity to meet the projected arena parking demand. However, the assumption that patrons will walk a 1/2 mile (2,640 feet) is not realistic and not consistent with the acceptable walking distances identified by transportation research. Of the 20 lots the TDM plan identifies for off-street parking, 12 are located well past a 1600-foot radius from the arena. The distance of these lots from the arena increases the likelihood that patrons will seek out free or metered on-street parking closer to the arena, thereby increasing the impacts on adjacent residential neighborhoods. In light of the reduction in on-site parking, evaluation of the TDM program should consider the impact of spillover on local streets caused by patrons looking for convenient, free parking. On-street parking availability and traffic patterns generated by patrons circling for parking should be included in the TDM study (for Nets games and non-Nets events).**

The TDM Plan does not assume that drivers will choose pre-paid off-street parking over on-street parking. Rather, the FEIS assumed that some arena ticket holders would choose to park on street if spaces were available and that all on-street parking in the vicinity of the arena would likely be fully utilized during arena events. The FEIS concluded, however, that there would be sufficient off-street parking capacity to accommodate arena-generated demand. The On-Site Parking Reduction Analysis did not change this assumption and conclusion of the FEIS. Although there are no TDM Plan components

specifically addressed to reducing on-street parking by arena patrons, the TDM Plan indirectly addresses on-street parking by focusing on strategies to lower the number of people driving to events.

The off-site parking facilities are located within acceptable walking distances from a land use such as an arena. The CEQR Technical Manual identifies arenas as a land use with parking demands that often extend beyond ¼ mile from the project site, and the FEIS made that assumption here.

A post-opening traffic study that will be conducted in 2013 as one component of the TDM Plan's post-opening monitoring will evaluate the effect of arena event vehicle traffic on the area roadway network. The TDM Plan's post-opening monitoring will not involve counts of the number of cars parking on local streets. However, DOT plans to conduct an additional study of parking conditions around the arena after the arena opens to assess how arena events affect on-street parking occupancy and use.

**72. I am concerned with the use of garages as designated off-site parking options, in particular Long Island College Hospital (LICH). With respect to LICH, I'm concerned that this plan simply moves one traffic problem to just another location. Consider the following because the entry/exit to this lot is on Hicks, south of Atlantic; therefore access is only from the one-way Hicks northbound: (i) the shuttle plan shows a route that turns onto Henry Street and turns onto Amity Street to get to the Hicks parking lot. This Henry/Amity route is the route that ambulances take to access the ER on Amity; they also access the ER via Hicks; (ii) access to the LICH lot from BQE off ramps necessarily runs traffic in a circular pattern west on Atlantic, south on Columbia, east on Congress, then north on Hicks. This takes traffic directly through residential streets and past the heavily used Van Voorhees Playground; (iii) BQE off-ramp traffic also directs even more traffic to an area already under NYC DOT reconfiguration simply due to the Brooklyn Bridge park area and pedestrian traffic to BBP is already an "at risk" activity; and (iv) perhaps if Barclays Center/AY funded a reconfiguration of the entry/exit to Atlantic Avenue, which at the very least is two way, some issues can be mitigated?**

After further review of the proposed remote parking program and shuttle bus route, FCRC has proposed an alternative remote parking plan that would not require the use of the LICH garage and that would reduce the number of shuttle bus stops on Atlantic Avenue. The revised remote parking plan would provide approximately 600 spaces to be located in a cluster of public parking facilities approximately one mile west of the arena around Atlantic Avenue at Court Street and Boerum Place. Currently, these facilities could include the locations listed below:

- 211 Atlantic Avenue, between Court Street and Boerum Place
- 238 Atlantic Avenue, between Court Street and Boerum Place
- 205 State Street, between Court Street and Boerum Place
- 53 Boerum Place, between State Street and Schermerhorn Street
- 110 Livingston Street, between Court Street and Boerum Place

These facilities are located at the western end of Atlantic Avenue and will be particularly convenient to drivers traveling via the Brooklyn-Queens Expressway, Brooklyn Bridge and Brooklyn-Battery Tunnel, and will also be accessible to drivers coming from the Manhattan Bridge. In the period before and after arena events, these facilities will be served by a free shuttle bus service that will carry event ticket holders between the remote parking facilities and the venue. The proximity of the five facilities to each other would allow for the shuttle to operate along a single route with only one stop for passenger pick-ups and one stop for passenger drop-offs; this would limit the number of buses that would be needed to

transport patrons and allow more frequent and direct service to and from the arena. At the remote parking facilities, passenger pick-up and drop-off would occur at the NYCT bus stop on the southeast corner of Atlantic Avenue and Court Street. At the arena, passenger pick-up and drop-off would occur on Atlantic Avenue, adjacent to an arena entrance near 6th Avenue.

The shuttle buses would travel primarily on Atlantic Avenue. At the remote parking facilities, the buses would also travel on sections of Boerum Place, Schermerhorn Street and Court Street. At the arena, the shuttle buses would also travel on sections of 6th Avenue, Pacific Street and Carlton Avenue.

To incentivize use of the remote parking, these spaces will be available at a 50-percent discount compared to the on-site parking facility or the off-site parking facilities closer to the arena. The spaces in the remote parking facilities will be promoted and available for sale to fans via the online parking reservation system.

**73. The concept of using Atlantic Avenue for shuttles from East River parking is sound on paper but flawed in practice. As it is today, without the extra vehicles, Atlantic frequently backs up with traffic from Flatbush Avenue to Court Street or beyond.**

The remote parking facilities and shuttle bus service are intended to reduce the number of vehicles traveling within ½ mile of the arena. Because many personal vehicles would be required to transport the same number of passengers as a shuttle bus, the remote parking and shuttle bus service are expected to reduce the number of vehicles traveling on Atlantic Avenue near the arena. In addition, as discussed in the response to Comment 72, FCRC has proposed an alternative remote parking plan that would reduce the number of shuttle bus stops on Atlantic Avenue. All TDM Plan measures will be assessed after arena opening, and a post-opening traffic study will be conducted that will include intersections on the Atlantic Avenue corridor in the vicinity of the remote parking facilities.

**74. Intersections with new significant impacts are being disclosed, but the opportunity to pursue mitigation is only to be considered in the post-arena opening follow up study.**

See the response to Comment 51. The On-Site Parking Reduction Analysis concluded that displacing some auto trips from on-site to off-site parking facilities would not result in significant changes in vehicle volumes at most intersections studied. As discussed in the response to Comment 51, vehicular traffic at certain intersections may increase, as a result of their proximity to existing parking garages that may experience increased utilization as a result of the proposed reduction in the number of spaces in the Block 1129 parking lot in the arena-opening condition. Viewed as a whole, however, the redistribution of parking by reducing the concentration of vehicles on site is expected to result in generally improved traffic conditions. The identified locations with greater traffic volumes will be monitored during arena events upon the opening of the arena, and additional measures may be introduced to improve traffic conditions as necessary.

**75. Transportation experts recommend reducing curb cuts as a way to minimize impacts on communities. The curb cuts on Dean Street and Vanderbilt Avenue associated with the block 1129 parking lot will produce both adverse neighborhood character, noise and intersection impacts. Raising concerns, the analysis of intersections in the parking reduction memo does not appear to meaningfully assess either the impact of the curb cuts or the context where they are anticipated to be located.**

The proposed curb cut on Vanderbilt Avenue has been eliminated at the request of DOT and in response to specific public comments, and the Dean Street curb cut is intended to be used only by vehicles exiting the Block 1129 parking lot following large events, not by vehicles entering the lot. Thus, the presence of this curb cut will not have an adverse impact on the local community before any arena events. The curb cut on Dean Street is desirable in order to facilitate the ability of vehicles to exit the parking lot and provides an alternative in the event of some traffic blockage on Pacific (e.g., fender bender, disabled vehicle, etc.). This optional extra exit will decrease the amount of time needed to empty the lot while also decreasing the amount of congestion and queues forming within the parking lot as vehicles exit the facility. In addition, the exit-only curb cut on Dean Street will distribute vehicles into the surrounding roadway network in a more efficient manner. See also the response to Comment 69.

### **TRANSIT (RAIL & BUS)**

**76. About 2 years ago the MTA eliminated the B37 bus route that ran along 3rd Avenue in Bay Ridge and went all the way to downtown Brooklyn. Please help bring back the B37!**

NYCT has no plans to restore the B37 service at this time. Bay Ridge residents attending events at the Barclays Center can take the R Train or the B63 bus.

**77. The most troubling component of the TDM is the architecture and layout of the new street-level entrance to the Atlantic Ave-Barclays Center station. The proposal and the MTA mention increased Q and 4 services in the evenings or after shows, but neither the Q (BMT) nor the 4 trains are directly accessible from the platforms that are nearest to the entrance. It would be much simpler to have all trains stop on the 2/3 uptown tracks so that the descent/ascent could be avoided, but that's not feasible with the current track and platform layout. Reaching the 4/5 platform is unintuitive for people unfamiliar with the station and, most important, the stairs are not conducive to potentially thousands of people attempting to reach the 4/5 after an event. Because of the lack of MTA and Barclays Center implementation of public transportation emphasis on their respective web sites, partner web sites, and print materials as well as the fundamental structural problem with the 4/5 platform (and, to a lesser extent, the BMT platform) at Atlantic Ave-Barclays Center station, the current TDM plan is underwhelming and not credible.**

The B/Q and 4/5 platforms are as intuitive to reach as the Manhattan-bound 2/3 platform. Customers entering the subway station at the new street level entrance will face three portals, which are portrayed as "equals." Each portal is planned to have electronic signs. The only difference is that there are stairs en route to the B/Q and 4/5 but not to the 2/3. The stations have been designed to match typical demand levels with the capacities of turnstiles, platforms and trains. There will be sufficient capacity on stairwells to meet the demand for access to the 4/5 platform in order to use the additional 4 subway service. It is not feasible to have all Manhattan-bound subway service stop at the 2/3 platform. Therefore, post-event 4/5 service would continue to operate from the 4/5 platform as it normally does. See the responses to Comments 16 through 18 regarding the emphasis on public transportation in Barclays Center marketing materials.

**78. Downtown Brooklyn is not well served by Express buses, and Manhattan-Brooklyn local bus service is essentially non-existent. Adding both these transport modes should be considered strongly.**

Downtown Brooklyn, as well as most destinations in Manhattan, is well served by the subway network, which is the most efficient way to handle large crowds.

**79. The Plan states easy access to NJ Transit rail and bus, Amtrak and Metro-North Service. These buses are likely to bring increased traffic. Where will they unload and load passengers? Will they be allowed to idle and increase air and noise pollution?**

The TDM Plan presentation mentioned that the Barclays Center has convenient subway connections to the regional transportation hubs serving Metro-North, NJ Transit and Amtrak. Patrons using those lines are expected to transfer at Grand Central Terminal, Penn Station, or the Port Authority Bus Terminal to connecting subway service to the arena, not buses.

**80. Will Forest City Ratner or others involved in the Barclays Center pay for any of the additional transit service? If a large number of expected transit users already have unlimited ride MetroCards, as officials commenting on the TDM have already said, what reason is there to think this would not be a net cost to the transit agencies, rather than an opportunity for increased revenue?**

Neither FCRC nor others involved in Barclays Center will pay for the additional transit service. NYCT expects a normal mix of pay-per-ride users and pass users. The additional transit service is crucial both to provide service to Barclays Center patrons and to ensure capacity for non-Barclays Center riders.

**81. How can you say service is adequate when there is never a seat on the Brooklyn-bound Q during weekday evening rush hour?**

NYCT "loading guidelines" prescribe the level of service appropriate for various ridership levels. These guidelines allow for standing loads on trains during rush hour. NYCT will adjust service to assure the guidelines are met; however, there are and will be standing loads on all lines, including the Q near Barclays Center, in rush hour. Moreover, the FEIS noted that although the proposed project would generate a higher level of new demand during the weekday 7-8 PM pre-game period on days when a basketball game is scheduled, overall demand on the subway system is typically lower during this period than during the commuter peak hours.

**82. How can you say "based on analysis existing bus service appears to be adequate" when there is never a seat on the B52 or B38 buses during weekday evening rush hour?**

NYCT will conform to the NYCT guidelines, which allow for standing on buses during rush hour. There is available capacity on bus services toward downtown Brooklyn – the direction in which arena patrons would be traveling – during the weekday evening rush hour. The additional bus ridership generated by the arena is expected to be small and spread over many trips.

**83. What will you do about shut-down of subway service on weekends? Delays of 1-1.5 hours to arrive in Manhattan are common.**

The redundancy of seven subway stations and 11 subway routes serving the arena will allow customers to avoid construction diversions on weekends.

**84. Will you restore B69 bus service on weekends to accommodate weekend arena events?**

NYCT intends to restore weekend B69 service in January 2013.

**85. Will the free shuttle service be "green" in any way and if so, how?**

The shuttle bus provider's fleet includes some clean engine, low emission vehicles that will be used for the Barclays Center shuttle service in addition to some standard emission buses. As more low emission buses are added to the operator's fleet, they will be put into service on the Barclays Center shuttle route, replacing standard emission vehicles.

**86. Who is paying for the cost of updating MTA maps and signage to accommodate the new name? Who is paying for the traffic signage?**

FCRC/BEC is paying for the updated MTA maps, the addition of some new neighborhood maps in certain subway locations, all the updated existing pedestrian wayfinding signage and maps on the sidewalks in areas adjacent to the arena, all traffic and DOT-required signage on the streets and highways, and the new signage in the Atlantic Avenue/Barclays Center station.

**87. With fewer lay-by lane spaces than anticipated and fewer parking locations, the likelihood of buses parking on block 1129 or Pacific Street between Vanderbilt and Carlton Avenues has increased. There is no description of a permanent location for bus parking in any project documents. FCRC should locate the buses in a remote location off-site. What is the permanent location of the bus parking area during arena events?**

NYPD will not permit charter buses to stage on neighborhood streets in violation of parking and other regulations. FCRC is currently seeking an off-site location for staging other event-related buses at the Brooklyn Navy Yard.

**88. The TDM should specify how NYCTA will deal with scheduling of extra service when there is "Fastracks" work during late evenings on the 11 subway lines that serve Atlantic Avenue-Barclays Center.**

There will be Fastracks during October and November 2012. When the tracks used by the 4/5 trains are closed, the full number of extra trains will be routed via the tracks used by the 2/3 trains, and vice versa.

**89. The TDM should specify how Barclays Center events will be taken into account when NYCT plans weekend service adjustments due to capital program work on the 11 subway lines.**

The redundancy of seven subway stations and 11 subway routes serving the arena will allow customers to avoid construction diversions.

**90. Q trains would have to be staged south of Prospect Park station on the express tracks; there is no other place to store them. At that, this would work only for Manhattan-bound gap trains. There are no crossovers north of Atlantic Avenue for trains to reverse direction, meaning Coney Island-bound gap trains coming from south of Prospect Park would have to run wrong-way on the southbound track to Atlantic Avenue, disrupting regular service. In summary, gap trains on the Q**

**line are not feasible and the only alternative is increased frequency on the full length of the line on event days.**

NYCT indicates that Brooklyn-bound gap trains will originate at either Whitehall Station or from a spur north of the DeKalb Avenue Station.

**91. On the 2/3/4/5 line, the only unused portion of track is a "tail" or spare track between Atlantic Avenue and Nevins Street. It is long enough for only one train. It is hard to see how gap trains would be stored on this line unless regular express (4/5) service south of Nevins Street were to run on local tracks at these times.**

NYCT indicates that Brooklyn-bound gap trains will originate at either Whitehall Station or from a spur south of the DeKalb Avenue station. This spur is normally used only when trains coming from Whitehall Street are routed via the Q line, a routing which is not part of scheduled service.

**92. The TDM should specify which routes are likely to require additional buses.**

NYCT will dispatch extra buses without route number assignments so they can be used on any route on an as-needed basis.

**93. The TDM should specify how bus capacity will be evaluated on an on-going basis to address the range of events that would attract different fan bases.**

NYCT will be in direct communication with arena operations personnel during Nets games and other arena events to monitor and track passenger flows.

**94. The TDM should explain whether LIRR will be providing any service from Atlantic Terminal after 12 am.**

The LIRR has committed to providing extra service after arena events, including basketball games and concerts. The LIRR currently has four trains leaving Atlantic Terminal between 10 PM and 12 AM, and will add shuttle service to Jamaica that will essentially expand service from half-hour to 15-minute intervals during this period. These extra trains will be scheduled to improve connections at Jamaica. The LIRR will observe and evaluate service, and will provide service as needed after events. In March 2013, the LIRR will restore service at Atlantic Terminal until 2 AM.

**95. Will additional shuttle or public transit service be provided along Flatbush Avenue in the post-event hours to support cross-marketing program?**

Additional shuttle bus service will not be provided after arena events to support the cross-marketing program. The shuttle bus service is intended to reduce the number of arena-generated vehicles driving within ½ mile of the arena and is not intended to support the cross marketing. Similarly, the potential additional bus service that NYCT may provide after arena events is aimed at maintaining regular service for non-arena patrons and is not intended to support cross-marketing efforts.

## **TRUCK TRAFFIC**

**96. The TDM plan says nothing at all about truck movements. At a recent public meeting, FCRC representatives stated that trucks making deliveries to the arena would be staged off-site at the Brooklyn Navy Yard and dispatched from the staging area to the arena. Between Atlantic Avenue and the Navy Yard there are no north-south designated truck routes between Flatbush Avenue and Bedford Avenue. There was a suggestion that trucks could go along Flushing Avenue to Flatbush Avenue Extension to the arena; this is impossible as Flushing Avenue, once it becomes Nassau Street, exits to the Manhattan Bridge only and not to southbound Flatbush Avenue Extension. So while the Navy Yard certainly has plenty of space for staging trucks, truck drivers certainly would use the most direct route, along Vanderbilt and Washington Avenues, which are, for the most part, residential streets. The TDM has provided no information about how trucks will be routed in the immediate vicinity of the arena.**

If FCRC secures the location at the Brooklyn Navy Yard, the truck routes will be reviewed in coordination with DOT. Generally all trucks will be required to use the most efficient and direct route to the site using established truck routes and other arterial roadways, and will avoid traveling on secondary, neighborhood streets whenever possible.