

**BROOKLYN COMMUNITY BOARD 6**  
**TRANSPORTATION/PUBLIC SAFETY COMMITTEE**  
**JUNE 20, 2013**

**ATTENDANCE:**

D. ABRAHAM	J. ARMER	W. BLUM
J. COHN	D. DECOSTANZO	D. GORDON
S. LONIAL	E. MCCLURE	T. MISKEL
G. REILLY	R. RIGOLLI	M. SILVERMAN
R. SLOANE		

**EXCUSED:**

E. ANDERSON	J. THOMPSON
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**ABSENT:**

D. GIULIANO	K. KRASE	A. MCKNIGHT
M. PETTIT	M. VERRET	

**GUESTS:**

G. O'CONNELL	G. FREEDMAN
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**\*\*\*MINUTES\*\*\***

Meeting called to order at 6:45pm.

**Presentation and discussion with representatives for Forest City Ratner Company on the effectiveness of the Barclays Center Transportation Demand Management plan.**

A paper presentation was given out which is also available on line.

June 13, 2013 Report on Effectiveness of the Transportation Demand Management (TDM) plan

- FEIS \_\_\_\_\_ of limiting weekday traffic and weekend traffic arriving and departing in peak hours (page 2)
- Less trips than predicted in peak hours (page 2)
- Transit enhancements – extra/double LIRR departures/additional subway service
- Marketing of mass transit to and from the area
- Hired full time traffic manager to coordinate with government and transit agencies
- On-site parking reduced
- 400 bicycle parking on-site

Data based on 8 NETS games, 5,633 surveys – mostly from sold out games.

TDM effective because:

- Less vehicles

- More people in those vehicles
- Game attendance on average somewhat less than predicted in the FEIS i.e. 15,000 vs. 18,000 (in FEIS)
- Less arrivals in pre-game peak hours than expected @ about 55% in peak vs. 75% in FEIS
- More people walking to games than expected. One quarter of Brooklyn fans walk
- Strong subway and LIRR numbers
- Many people come to games on their way home to Brooklyn from work (page 13)

Type of event impacts on percentage using mass transit i.e. family events like Disney on Ice draws more drivers. (page 19)

TDM parking measures:

- 541 spots @ 752 Pacific Street
- Other off-site locations can be reserved
- Half price at remote site with shuttle bus
- On-site usually at possibly 50% capacity
- Employee survey (page 28) – 69-74% use mass transit, 14-17% drive

Q: Bill Blum – cost of parking?

A: \$40 to park at Pacific Street – other lots \$20 (1/2 price)

Q: Jonathan Cohn – what is future of the TDM?

A: Traffic Manager's role is ongoing to work on these \_\_\_\_\_ and goals, they are good benchmarks.

Q: Will new issues be addressed in a modified plan? (Like people parking in front of hydrants). Not sure about plan but addressing issues as they arise.

A: DOT – our percentage of mass transit is better than Madison Square Garden and the pedestrian traffic manager on street helps create safe environment and support transit use. People realize driving not worth it.

A: Not clear on the use of NJ Transit; will look into that.

Community member comment: 4<sup>th</sup> Avenue resident – the plan has worked well and a lot of traffic on 4<sup>th</sup> Avenue due to events.

Q: Eric McClure – How was survey conducted?

A: More than 600 surveys per event – weighted across sections.

Q: How many park on street?

A: Has the information but not on him.

A: Shuttle bus usage low, could be discontinued.

Q: Parking for black cars?

A: Even if we had that, they would not use it. They want to stay close to the area (& idle).

Q: Jerry Armer – Enforcement on idling?

A: DEP and 78<sup>th</sup> Precinct are doing enforcement and tickets for idling.

A: Clarion Research did surveys and samples were significant.

Q: Sayar Lonial – Please follow up with us on requested info (noted above) – on street parking, NJ Transit, etc.

Q: How do people report issues with parking, etc.

A: If enforcement issue, call 311

Now in reality post FEIS and need to continue planning on current issues.

Q: Jonathan Cohn – Bike parking is not visible enough.

A: They are promoting it actively

**Follow-up report from representatives for the Department of Transportation on committee's previous request to convert Conover Street (Beard/Sullivan Streets) to one-way northbound, Beard Street (Conover/Van Brunt Streets) to one-way westbound, and Reed Street (Conover/Van Brunt Streets) to one-way eastbound.**

Chris Hrones, the representative from DOT made a follow-up presentation on certain Red Hook streets being converted into one-way.

- Beard Street
- Also were developing plan for Greenway which required conversion of several streets to one-way.
- In February, CB6 Transportation Committee asked DOT to further look into Beard and Conover Streets and share with community.
- Met with Beard Street group, Red Hook Civic Association, and others.
- Conover Street (south of Sullivan Street) will be one-way northbound.
- Reed and Beard Streets at issue now – they are currently two-way.
- Conover Street is narrow, 30 feet with low volume.
- Beard Street is the same.
- Reed Street – very narrow (25 feet) low volume.
- Conover Street traffic is mostly northbound.
- Beard Street – very low volume, slightly higher eastbound.
- Reed Street – high volume because of Fairway.

Proposed to stakeholders a plan and it was modified based on input.

- Concerns about access to events at Liberty Warehouse.
- Concerns from Fairway and others about exit on Conover Street, cars having problems to get to Van Brunt Street under proposal.
- Beard Street residents \_\_\_ have preference on direction.
- DOT wants to help trucks leave the area efficiently, \_\_\_\_\_ want Conover Street to be a truck route. Van Brunt Street is for trucks.

Preferred pattern for stakeholders.

- Beard-westbound, Reed-eastbound and Conover –northbound from Beard Street
- Clearing corners for truck turns (daylighting)

DOT supports these patterns and modified their original plans.

Q: Sayar Lonial – Does community preference conflict with science of plan?

A: No. Planners think it will work as modified since volume is low.

Q: Eric McClure – Was there community consensus on these changes?

A: Yes – also had supportive letters from local industry.

Q: Jerry Armer – Supports the modified plan – concerned about vehicles/trucks standing?

A: DOT- this plan will \_\_\_\_ impact incoming truck deliveries.

Q: Gary Reilly – Likes the plan. Where do we anticipate Conover truck traffic going?

A: DOT – Possible trucks can stay on Conover. Could look at modifying areas for trucks and turn off.

Industry stakeholder owns parcels on Reed Street and most of block – Deligh Industries, there since the 1950’s. Distributed letter to DOT and committee – large 53 ft. trucks.

- If Reed Street goes westbound, trucks have to back down Reed Street.
- Plan will add to congestion/cars park in No Parking areas and impede trucks
- Wants more daylighting signs

Sayar Lonial – his position on directions of Reed and Beard is the same as the modified plan. He should contact DOT about his other concerns that impact him.

DOT: They will evaluate all the signs in area and will have engineers contact him.

Bill Blum: Motion to approve as presented and urging DOT to continue working with the community members on daylighting.

Friendly amendment to include directions of the traffic - Conover Street (Beard/Sullivan Streets) to one-way northbound, Beard Street (Conover/Van Brunt Streets) to one-way westbound, and Reed Street (Conover/Van Brunt Streets) to one-way eastbound – accepted.

**VOTE: 12.....YEAS 0.....NAYS**  
**MOTION PASSED: UNANIMOUSLY**

**Presentation and discussion with representative for the Office of Emergency Management on emergency preparedness including a review of the City’s new hurricane evacuation map, and developing a general household plan for hurricanes/storms, fires, utility outages water main breaks and other emergencies.**

OEM made a presentation on emergency preparedness.

- Emergency text alert system sign up
- Packet to create personal/family emergency plans
- If live in evacuation zone, you will get a guide in the mail this month.
- They are doing presentations in zones and block parties.

Q: Eric McClure – Have evacuation routes changed?

A: Existing routes not changed. \_\_\_\_\_ check if new routes created, can follow up.

Q: Jerry Armer – Is NYCHA on board with their plans?

A: OEM coordinates with NYCHA and other city agencies on planning.

Discussion among the committee about process for informing and educating full board on complex proposals. Tom Miskel asked the Committee to e-mail him with their ideas on improving the process.

A motion was made by Jerry Armer to adjourn at 8:20pm.

The minutes were submitted by Matthew Silverman.