

**NewYork-Presbyterian Brooklyn
Methodist Hospital
Traffic and Parking Management Plan**

Traffic and Parking Plan

Prepared for:

Preserve Park Slope

NewYork-Presbyterian Brooklyn Methodist Hospital



PRESERVE PARK SLOPE

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Introduction

NewYork-Presbyterian Brooklyn Methodist Hospital's location within a dense, urban neighborhood presents challenges to balance the operational needs of a full-service healthcare center with those of the surrounding residents. These challenges are amplified because the hospital is not located near major roadways or truck routes, and will likely become more acute when the Center for Community Health (CCH) is developed and staff, patient, and visitor volumes increase.

The comprehensive plan for managing traffic and parking described in this document were developed in coordination with NewYork-Presbyterian Brooklyn Methodist (NYP Brooklyn Methodist) and the local community, represented by Preserve Park Slope (PPS), as part of an agreement intended to address general issues and those specifically associated with the construction and future operation of the CCH. Although construction associated with the CCH is underway, the traffic and parking plan provides recommendations for the following three conditions:

- General Conditions (on-going operations not specifically related to construction or the future operating conditions of the CCH)
- Construction Condition (during the construction of the CCH)
- Future Condition (once the CCH is operational)

The traffic and parking plan consists of recommendations for various elements of NYP Brooklyn Methodist operations including truck deliveries/loading dock operations, ambulance/ambulette pick-up/drop-off, pedestrian safety, directional signage, and measures intended to reduce the number of employees, visitors, and patients who drive to NYP Brooklyn Methodist. NYP Brooklyn Methodist will need to work with the New York City Department of Transportation (NYCDOT), New York Police Department (NYPD), elected officials, and other relevant agencies/community groups, as needed, to implement the recommendations outlined in this report.

This document provides detail on each element of the traffic and parking plan including the specific objectives, general costs, aspects to be implemented for the three phases, and the parties responsible for implementation. Appendix A summarizes existing conditions at NYP Brooklyn Methodist (as of May/June 2015) including the results of an employee, visitor, and patient travel survey.

Executive Summary

The traffic and parking plan consists of recommendations for many elements of NYP Brooklyn Methodist operations, each of which contribute to addressing traffic and parking concerns and improving the balance between effective operations of a full-service healthcare center with the needs and interests of the surrounding residents. The success of the traffic and parking plan will be heavily dependent on the Traffic Coordinator, a new full-time employee at NYP Brooklyn Methodist, who will oversee the implementation, enforcement, and monitoring of the plan.

The following elements are the basis of the traffic and parking plans for the General, Construction, and Future conditions. Details on each program element are described in the following sections.

Traffic Coordinator

The Traffic Coordinator would oversee, coordinate, and manage the traffic and parking plan program elements described in this traffic and parking plan. Specifically, the Traffic Coordinator would be the point-person for all transportation-related issues at NYP Brooklyn Methodist and would be responsible for implementation, enforcement, and monitoring of all elements of the traffic and parking plan.

In all instances where NYP Brooklyn Methodist is listed as a responsible party for implementation of traffic and parking plan elements, the Traffic Coordinator would be the point person representing NYP Brooklyn Methodist. The Traffic Coordinator must participate in periodic training regarding state-of-the-art traffic control and travel demand management measures. The Traffic Coordinator would be required to coordinate with NYPD, NYCDOT, and NYP Brooklyn Methodist security staff.

Travel Demand Management (TDM)

Objective: Reduce auto trips to NYP Brooklyn Methodist and reduce parking demand through TDM.

To be applied during the General, Construction, and Future conditions.

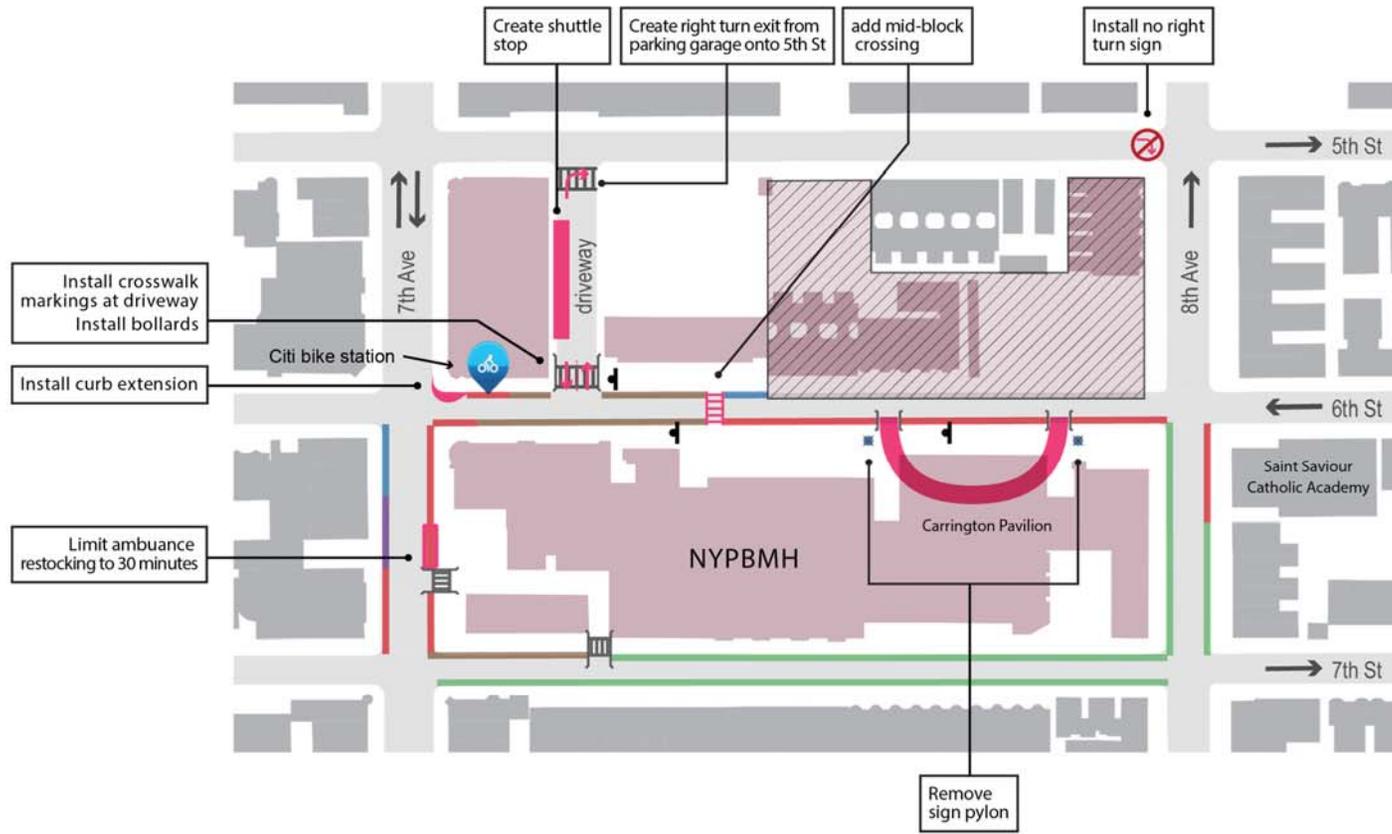
- Encourage Transit Use:
 - o Promote TransitChek program.
 - o Publicize guaranteed-ride-home program.
- Expand NYP Brooklyn Methodist shuttle service:
 - o Expand hours and frequency of service of NYP Brooklyn Methodist shuttle to Barclays Center.
 - o Publicize shuttle route map and schedule.
 - o Formalize shuttle stop near the 6th Street garage, between 5th and 6th Streets.
- Encourage carpooling:
 - o Promote ridematching program.
 - o Provide greater parking discounts to carpools.
 - o Provide preferential parking in the garage to carpools.
- Encourage cycling:
 - o Offer bicycle commuter benefits.
- Adjust parking pricing:
 - o Charge daily rather than monthly parking fees.

- Reduce parking fees for overnight/evening shifts.
- Implement focused transportation marketing and education campaign.
- Display real-time transit and shuttle information on video screens at NYP Brooklyn Methodist.

Manage Curbside Operations and Parking Regulations

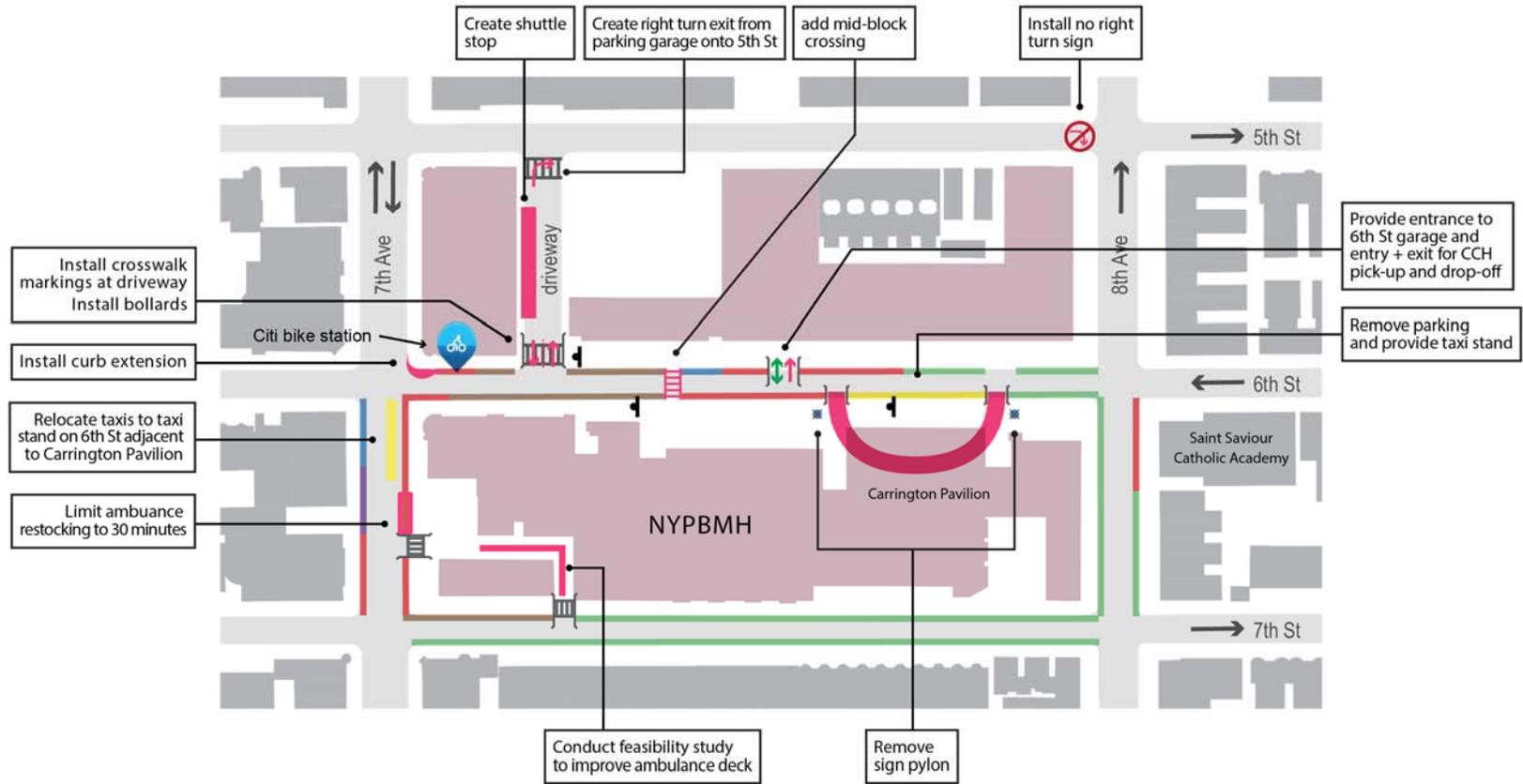
Objective: Manage curbside operations and modify parking regulations to reduce congestion around NYP Brooklyn Methodist.

To be applied during the construction condition:



- | | | |
|--|--|--|
|  Alternate side parking |  Ambulance |  Wayfinding Signage |
|  No standing / No parking |  Commercial loading | |
|  Bus / Access-A-Ride |  Taxi stand | |

To be applied during the future condition:



- | | | |
|--|--|--|
|  Alternate side parking |  Ambulance |  Wayfinding Signage |
|  No standing / No parking |  Commercial loading | |
|  Bus / Access-A-Ride |  Taxi stand | |

Minimize use of local streets for deliveries and non-emergency vehicles

Objective: Encourage use of major streets for truck and non-emergency ambulance/ambulette.

To be applied during the General, Construction, and Future conditions.

- Develop route map and distribute to truck and ambulance/ambulette drivers.



Truck/non-emergency ambulance and ambulette routes to/from NYP Brooklyn Methodist



Truck routes to/from
 NYP Brooklyn
 Methodist CCH
 construction site on
 6th Street



Truck routes to/from future NYP Brooklyn Methodist CCH loading dock on 5th Street

Recommend NYCDOT install “H” hospital directional signs.



Proposed locations for “H” hospital signage

Manage Ambulance/Ambulette Operations

To be applied during the General, Construction, and Future conditions.

Objective: Better accommodate ambulance/ambulette demands to reduce impact on local traffic.

- Consider permanent designation of the “ambulance-only” parking regulation at all times on the north curb of 7th Street between the ambulance deck and Seventh Avenue, based on a review of data on the frequency of ambulances unable to access the ambulance bay.

- Encourage ambulance/ambulette drivers to leave the area when not actively picking-up/dropping-off patients.
- Limit ambulance restocking on Seventh Avenue to 30 minutes.
- Work with local union to educate ambulance drivers and enforce fast turn-around.
- Improve WiFi at the emergency room to enable fast turn-around/ambulance processing.
- Hire outside consultant to evaluate feasibility of reconstructing and enlarging ambulance deck as part of long-term hospital development planning.

Enforce Parking Regulations

Objective: Enforce curbside parking regulations to reduce congestion around NYP Brooklyn Methodist.

To be applied during the General, Construction, and Future conditions.

- Manage curbside activity on 6th Street, 7th Street, and Seventh Avenue with trained NYP Brooklyn Methodist staff in coordination with the NYPD 78th Precinct. If efforts are not successful, NYP Brooklyn Methodist to consider hiring Paid Detail

Improve Pedestrian Safety and operations around NYP Brooklyn Methodist

Objective: Improve pedestrian safety and operations around NYP Brooklyn Methodist.

To be applied during the General, Construction, and Future conditions.

- Recommend that NYCDOT implement pedestrian intersection improvements on 9th Street, at Seventh Avenue, Eighth Avenue, and Prospect Park West.
- Assign two trained staff to manage pedestrian crossing and truck maneuvers at NYP Brooklyn Methodist loading dock on Seventh Avenue.
- Install sidewalk markings at all driveway locations (Seventh Avenue loading dock, ambulance deck entry and exit driveways, 6th Street parking garage entries and exits) to alert pedestrians that they are active driveways.
- Provide pedestrian wayfinding signage in NYP Brooklyn Methodist buildings.
- Post signage on of the corners of 6th Street, at Seventh and Eighth Avenues, to alert pedestrians of the sidewalk closure on the north side of the street during the construction phase.
- Assign flaggers to the corner of 6th Street and Eighth Avenue, at the construction zone entrance, and at the construction zone exit, to guide trucks entering and exiting the construction site and manage potential pedestrian/truck conflict points.
- Install sidewalk markings at the 5th Street garage exit, loading dock, and on 6th Street at the CCH driveways, in the future condition to alert pedestrians that they are active driveways.

Develop Truck Staging Plan

Objective: Reduce truck staging on local streets during construction.

To be applied during the construction condition.

- Provide primary truck staging by Third/Fourth Avenue and 9th Street.
- Provide space within the parking lane on the west side of Eighth Avenue, south of 6th Street, for staging of up to two concrete trucks during concrete pours. On-street concrete truck staging will only be permitted on days with large concrete pours.



Truck staging areas and routes during construction of the CCH

Metrics and Evaluation

NYP Brooklyn Methodist is obligated to monitor traffic for one year after the CCH opens to confirm that the traffic and parking plan measures are performing substantially as designed and to implement any needed modifications. To comply with this requirement, NYP Brooklyn Methodist should first establish a full baseline condition before completion of the CCH and then conduct evaluations both 6 and 12 months after the opening of the CCH, with some data collection occurring on a regular basis. Based on the findings of the evaluations, NYP Brooklyn Methodist can adjust the traffic and parking plan in coordination with PPS. The Traffic Coordinator will lead the monitoring effort.

The following monitoring metrics are recommended to evaluate the effectiveness of the elements outlined in the traffic and parking plan.

1. Employee Mode Share Surveys – NYP Brooklyn Methodist should conduct employee mode share surveys to evaluate effectiveness of TDM measures at the 6- and 12-month evaluation periods. The employee mode share surveys will provide data to track trends in non-auto mode share, participation in NYP Brooklyn Methodist TDM programs, an opportunity to solicit feedback on potential new measures (such as a Kings Plaza shuttle), and a mechanism for employees to provide feedback on current operations. The baseline employee survey was completed in June 2015.
2. Shuttle Counts – NYP Brooklyn Methodist should compile existing data to establish the baseline ridership summary and track daily shuttle ridership trends for the first 6 months after implementation of the traffic and parking plan. Based on ridership trends, NYP Brooklyn Methodist should consider modifying the shuttle service plan, assuming the marketing and education plans were successfully put into effect. NYP Brooklyn Methodist has agreed to meet with PPS to review the plans for the shuttle after the 6-month evaluation period and discuss any proposed changes to the shuttle route or schedule
3. TransitChek Participation – NYP Brooklyn Methodist should track employee participation in the TransitChek program on a monthly basis. Based on enrollment trends, NYP Brooklyn Methodist can modify the marketing strategies. NYP Brooklyn Methodist needs to establish the baseline enrollment.
4. Guaranteed Ride Home – NYP Brooklyn Methodist should track employee participation in the Guaranteed Ride Home program on a monthly basis. Based on participation trends, NYP Brooklyn Methodist can modify the marketing strategies to increase awareness of the program. NYP Brooklyn Methodist needs to establish the baseline enrollment.
5. Parking Garage Utilization – NYP Brooklyn Methodist should track parking garage utilization, special permit purchases, use of rideshare program, and bicycle rack occupancy on a monthly basis. Based on annual trends, NYP Brooklyn Methodist can modify the pricing and operational strategies to increase participation in carpool program and use of bicycle racks, and the use of the garage by employees on weekends and during the overnight shift. NYP Brooklyn Methodist needs to compile existing data to establish the baseline parking garage utilization.
6. 6th Street Taxi Stand – Once construction of the CCH is complete and a taxi stand is implemented near the Carrington Pavilion on a trial basis, NYP Brooklyn Methodist will conduct a review of operations to evaluate the feasibility of implementing the taxi stand on a permanent basis.

7. Traffic and Operations: NYP Brooklyn Methodist should conduct observations of key operations at the hospital on a monthly basis. Observations should be made for three weekdays, from 7 AM to 6 PM. NYP Brooklyn Methodist needs to establish the baseline conditions for these metrics:
 - a. Ambulance/Ambulette Operations: Determine the number of ambulances/ambulettes parked illegally on 7th Street between Seventh and Eighth Avenues, Seventh Avenue between 6th and 8th Street, and 6th Street between Seventh and Eighth Avenues. Conduct curbside/ambulance deck utilization observations to determine availability of designated ambulance parking. Count the number of ambulances that unload passengers at locations other than the ambulance deck or north curb on 7th Street, the number of times traffic is blocked by ambulance/ambulette activity, and the number of times access to the ambulance deck is blocked by other ambulances/ambulettes.
 - b. 6th Street Operations: Determine the number of times traffic is blocked on 6th Street, between Seventh and Eighth Avenues, due to lack of available curbside space or failure of NYP Brooklyn Methodist/NYPD to force traffic to use the curb for pick-up/drop-off/parking.

Traffic and Parking Plan

Detailed descriptions of each element of the Traffic and Parking Plan, listed below, are provided in the following section. The goal, cost, detailed recommendations, and responsible parties for implementation are provided for each element.

- Traffic Coordinator
- Truck/Non-Emergency Ambulance/Ambulette Routing
- Pedestrian Safety: Loading Dock
- Pedestrian Safety: 6th Street Operations
- Ambulance Patient Pick-Up/Drop-off (Emergency Operations)
- Ambulance Layovers/Restocking
- Directional Signage
- Carrington Pavilion
- Taxi Stand
- 6th Street Parking Garage Operations
- Parking Regulations/Curbside Operations
- TDM – Transit
- TDM – NYP Brooklyn Methodist Shuttle Service
- TDM - Carpool
- TDM – Bicycling
- TDM – Parking Pricing
- TDM – Construction Workers
- TDM – Marketing and Education
- Enforcement
- Construction Truck Staging

Traffic Coordinator

Goal

Designate a NYP Brooklyn Methodist staff member to oversee, coordinate, and manage the traffic and parking plan program elements. Specifically, the Traffic Coordinator would be the point-person for all transportation-related issues at NYP Brooklyn Methodist and would be responsible for implementation, enforcement, and monitoring of all elements of the traffic and parking plan.

Cost

High ongoing operational cost

Recommendations

General Conditions

- Hire a new full-time staff member to implement and oversee the traffic and parking plan, as well as conduct necessary monitoring. In all instances where NYP Brooklyn Methodist is listed as a responsible party for implementation of traffic and parking plan elements, the Traffic Coordinator would be the point person representing NYP Brooklyn Methodist. The Traffic Coordinator must participate in periodic training regarding state-of-the-art traffic control and travel demand management measures. The Traffic Coordinator would be required to coordinate with NYPD, NYCDOT, and NYP Brooklyn Methodist security staff. This recommendation would apply for the General, Construction, and Future Conditions.

Responsible Parties and Implementation

NYP Brooklyn Methodist will be responsible for implementing this measure.

Truck/Non-Emergency Ambulance/Ambulette Routing

Goal

Minimize truck and non-emergency ambulance and ambulette circulation on narrow, local, one-way streets.

Cost

Low

Recommendations

General Conditions

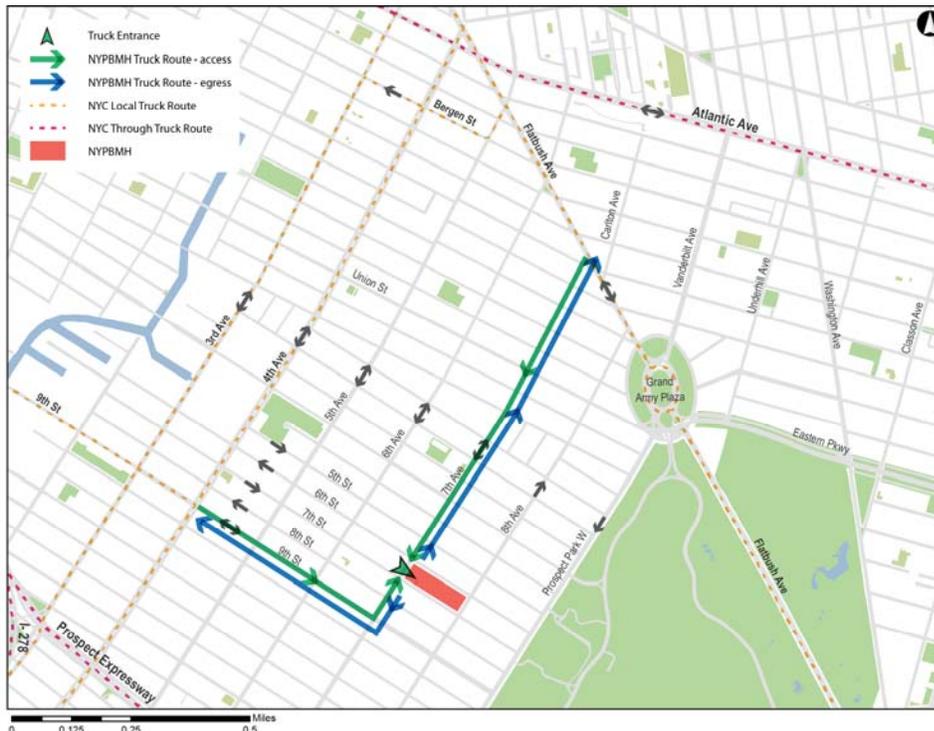
The following recommended routes to/from the NYP Brooklyn Methodist loading dock on Seventh Avenue, between 6th and 7th Streets, applies for trucks during the General, Construction, and Future Conditions. Non-emergency ambulances/ambulettes traveling to or leaving the hospital should follow these same general routes.

To NYP Brooklyn Methodist:

- 9th Street to Seventh Avenue
- Flatbush Avenue to Seventh Avenue

From NYP Brooklyn Methodist:

- Seventh Avenue to 9th Street
- Seventh Avenue to Flatbush Avenue



Truck/non-emergency ambulance and ambulette routes to/from NYP Brooklyn Methodist

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for distributing information to delivery companies, truck drivers, and non-emergency ambulance/ambulette drivers to inform them of the specific routes to and from the hospital in accordance with the Settlement Agreement with PPS.
- NYP Brooklyn Methodist is responsible for working with delivery companies, truck drivers, non-emergency ambulance/ambulette drivers, and NYPD to ensure compliance with designated routes. This recommendation would apply to General, Construction, and Future Conditions.

Construction Condition

The following recommended routes for trucks traveling to/from the construction site for the CCH on 6th Street between Seventh and Eighth Avenues applies for the Construction Condition only.

To NYP Brooklyn Methodist:

- 9th Street to Eighth Avenue to 6th Street

From NYP Brooklyn Methodist:

- 6th Street to Seventh Avenue to 9th Street
- 6th Street to Seventh Avenue to Flatbush Avenue



Truck routes to/from NYP Brooklyn Methodist CCH construction site on 6th Street

Responsible Parties and Implementation

NYP Brooklyn Methodist and Lend Lease will be responsible for distributing information to delivery companies and truck drivers to inform them of the specific routes to and from the CCH construction site.

Future Condition

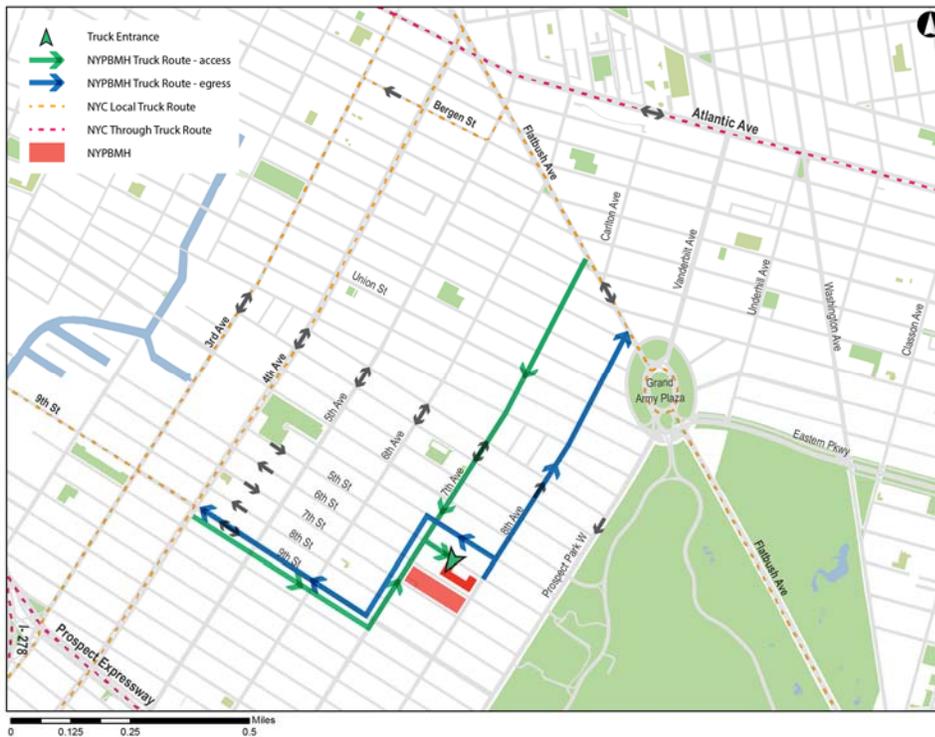
The following recommended routes to/from new loading dock at the CCH on 5th Street between Seventh and Eighth Avenues apply for the Future Condition only.

To NYP Brooklyn Methodist:

- 9th Street to Seventh Avenue to 5th Street
- Flatbush Avenue to Seventh Avenue to 5th Street

From NYP Brooklyn Methodist:

- 5th Street to Eighth Avenue to Flatbush Avenue
- 5th Street to Eighth Avenue to 4th Street to Seventh Avenue to 9th Street



Truck routes to/from future NYP Brooklyn Methodist CCH loading dock on 5th Street

Responsible Parties and Implementation

NYP Brooklyn Methodist will be responsible for distributing information to delivery companies and truck drivers to inform them of the specific routes to and from the hospital.

Pedestrian Safety: Loading Dock

Goals

- Protect pedestrians when trucks enter/exit loading dock.
- Minimize number of trucks backing out onto Seventh Avenue sidewalk.

Cost

Low capital cost; high ongoing operational cost

Recommendations

General Conditions

- Install sidewalk markings at the Seventh Avenue loading dock and on 6th Street at the parking garage entrance/exit to alert pedestrians that they are active driveways. This recommendation applies for the General, Construction, and Future Conditions.
- Assign two trained staff to the Seventh Avenue loading dock to address the potential pedestrian/truck conflicts during deliveries by managing pedestrian crossing and facilitating truck maneuvers. This recommendation applies for the General, Construction, and Future Conditions.



Schematic sidewalk markings at 7th Street loading dock

Responsible Parties and Implementation

- NYP Brooklyn Methodist would be responsible for painting and maintaining the sidewalk markings in front of the loading dock/ambulance deck entry and exit driveways, with NYCDOT approval.

- NYP Brooklyn Methodist is responsible for assigning two trained staff to the loading dock during normal hours of operation to manage pedestrian crossing and facilitate truck maneuvers. These staff shall attend Pedestrian and Traffic Management training courses in advance of assignment.

Future Condition

Install crosswalk markings on 5th Street at the 6th Street parking garage exit and loading dock, and on 6th Street at the CCH driveways to alert pedestrians that they are active driveways.

Responsible Parties and Implementation

- NYP Brooklyn Methodist would be responsible for installing markings associated with the 6th Street parking garage.

Pedestrian Safety: 6th Street Operations

Goals

- Provide safer pedestrian conditions.
- Provide connectivity of the pedestrian network and access to NYP Brooklyn Methodist buildings.

Cost

Medium

Recommendations

General Conditions

- Install a midblock crossing on 6th Street at Miner Pavilion entrance to facilitate safer pedestrian crossings between hospital facilities on either side of 6th Street, similar to midblock crossings at 6 ½ Avenue in Midtown Manhattan. This recommendation applies for the General, Construction, and Future Conditions.



6th Street midblock crossing (conceptual)



6 ½ Avenue midblock crossing (Manhattan)

- Install a curb extension on the northeast corner of 6th Street and Seventh Avenue to slow turning vehicles, reduce pedestrian crossing distance, and improve visibility of pedestrians for drivers approaching the intersection. This recommendation applies for the General, Construction, and Future Conditions.



Curb extension on 6th Street and Seventh Avenue (conceptual)

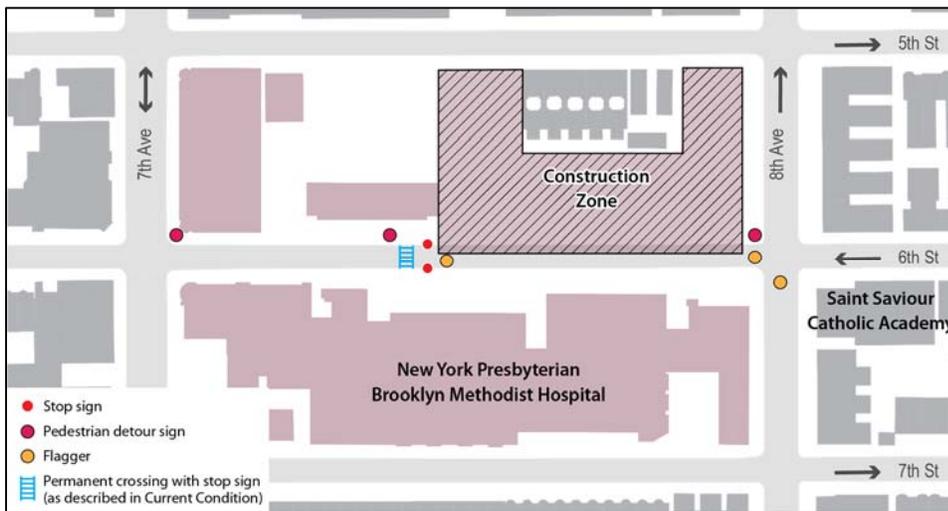
- Recommend installation of traffic and pedestrian safety improvements such as curb extensions, lead pedestrian intervals, and protected left-turns at the intersections of 9th Street with Seventh and Eighth Avenues. This recommendation applies for the General, Construction, and Future Conditions.

Responsible Parties and Implementation

NYCDOT would be responsible for determining feasibility, analyzing, designing, and installing a midblock crossing and/or curb extension on the NYP Brooklyn Methodist block as well as determining the appropriate traffic control for the midblock crossing (uncontrolled, stop-sign, or signal). NYCDOT would be responsible for determining feasibility, analyzing, designing, and installing pedestrian improvements at 9th Street at Seventh and/or Eighth Avenues.

Construction Condition

- Post signage on of the corners of 6th Street, at Seventh and Eighth Avenues, to alert pedestrians of the sidewalk closure on the north side of the street during the construction phase.
- Assign flaggers to the corner of 6th Street and Eighth Avenue, at the construction zone entrance, and at the construction zone exit to guide trucks entering and exiting the construction site and manage potential pedestrian/truck conflict points.



Location of flaggers, signage, temporary crosswalk markings during construction of the CCH.

Responsible Parties and Implementation

Lend Lease would be responsible for flaggers, signage, and any additional crosswalk markings during the construction phase.

Ambulance Patient Pick-Up/Drop-off (Emergency Operations)

Goal

Reduce ambulance/ambulette congestion on streets adjacent to NYP Brooklyn Methodist and enable ambulances unobstructed access to the ambulance deck/emergency room.

Cost

Low

Recommendations

General Conditions

- Improve WiFi connection at the emergency room to facilitate faster ambulance driver turn-around. This recommendation applies for the General, Construction, and Future Conditions.
- Work with representatives of Local #2507 (EMT/Paramedic Union) to educate drivers and enforce faster turn-around of emergency ambulance parking spaces. This recommendation applies for the General, Construction, and Future Conditions.

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for improving the WiFi connection at the emergency room.
- NYP Brooklyn Methodist is responsible for working with the EMT/Paramedic Union Local #2507 and NYPD to enforce use of “ambulance only” parking spaces.

Future Condition

- Conduct review to determine feasibility of constructing/revamping the existing ambulance deck and driveway entrance ramp to better accommodate ambulance demands generated by NYP Brooklyn Methodist. This review should be conducted in coordination with any long-term plan developments for NYP Brooklyn Methodist.
- Collect and review data on how often ambulances arrive at the emergency department (ED) and are not able to access the ambulance bay. If necessary, consider extending hours of “ambulance only” parking regulation in the north curb of 7th Street, at Seventh Avenue, to allow for ambulance operations at all times, and paint curb of the on-street ambulance area to clearly designate it as an “ambulance only” zone and eliminate the need for French barricades/flexible bollards.



*Existing Signage for 7th
Street ambulance
parking:
“Ambulance Only,
Monday – Friday
8 AM to 6 PM”*

Responsible Parties and Implementation

- NYP Brooklyn Methodist would be responsible to hire an outside consultant to conduct feasibility review on construction of the ambulance deck.
- NYP Brooklyn Methodist would be responsible for analyzing the need for all-day ambulance parking in the north curb of 7th Street. NYCDOT would be responsible for modifying the parking regulations and NYP Brooklyn Methodist would be responsible painting the curb for the on-street ambulance/ ambulette parking spaces, with NYCDOT approval.

Ambulance Layovers/Restocking

Goal

Designate space for ambulance layovers to maximize available space in the ambulance deck and limit use of curb space and double parking on adjacent streets.

Cost

Low

Recommendations

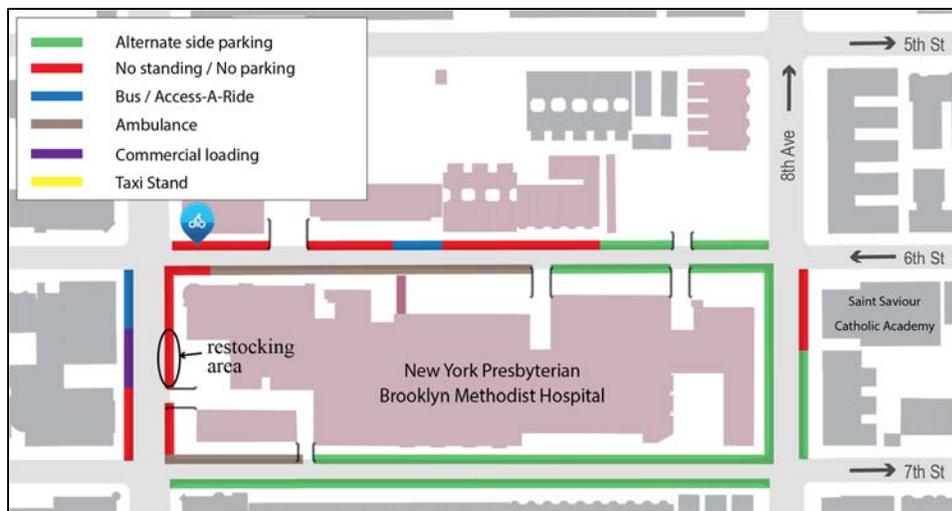
General Conditions

- Direct ambulances/ambulettes that are not actively picking-up/dropping-off passengers to leave the hospital area. This recommendation would apply to General, Construction, and Future Conditions.
- Limit restocking time for NYP ambulances to 30 minutes to maintain availability of spaces on Seventh Avenue. This recommendation would apply to General, Construction, and Future Conditions.

Responsible Parties and Implementation

By providing written instructions and maps, NYP Brooklyn Methodist is responsible for the following for:

- Working with EMT/Paramedic Union Local #2507 to encourage ambulance drivers to leave the area around the hospital after dropping off patients at the emergency room.
- Working with NYP ambulance drivers to turn over quickly at the restocking area on Seventh Avenue and leave the area when they are finished restocking.



Existing designated ambulance parking locations

Directional Signage

Goals

- Direct drivers to hospital entrances/parking garage along the most direct routes that avoid local residential streets when possible.
- Direct pedestrians to various hospital entrances, parking garages, taxi stands, and shuttle stops with internal signage and signage on-street.
- Reduce wrong-way turns at the intersection of 5th Street at Eighth Avenue
- Reduce unnecessary vehicular and pedestrian circulation.

Cost

Medium

Recommendations

General Conditions

- Install trailblazing “H” hospital signage in the surrounding area to direct drivers approaching the hospital along preferred routes. These recommendations apply to the General, Construction, and Future Conditions.



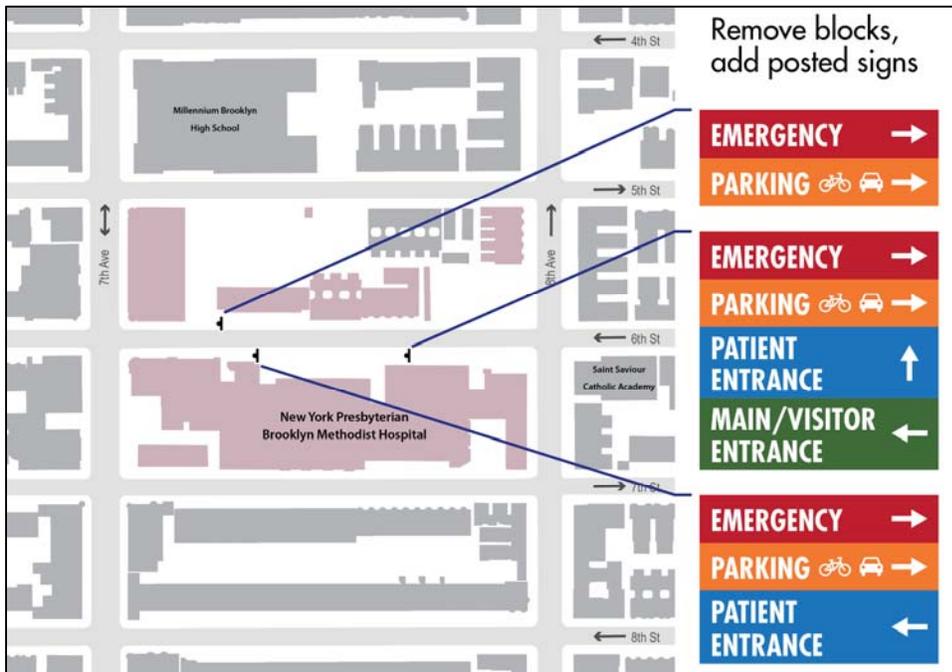
Proposed locations for “H” hospital signage

- Install “No Right Turn” signage and lane striping on 5th Street and Eighth Avenue. These recommendations apply to the General, Construction, and Future Conditions.



Sample lane marking and signage to designate turn restrictions

- Install wayfinding signage on the 6th Street hospital block to direct pedestrians and drivers to the key destinations, including the ED (for non-emergency vehicles). These signs would replace the existing signs and columns around the hospital. These recommendations apply to the General, Construction, and Future Conditions.



Proposed pedestrian and driver signage for the 6th Street hospital block

Responsible Parties and Implementation

- NYCDOT would be responsible for installing trailblazing “H” hospital signage in surrounding area.
- NYCDOT would be responsible for installing signing and striping at the intersection of 5th Street at Eighth Avenue.

- NYP Brooklyn Methodist would be responsible for working with NYCDOT to design and install wayfinding signage on 6th Street.

Construction Condition

- Provide clear and advanced signage for temporary closures of 6th Street.
- Assign flaggers to the main hospital block during closures to direct drivers and pedestrians.



Sample temporary street closure signs



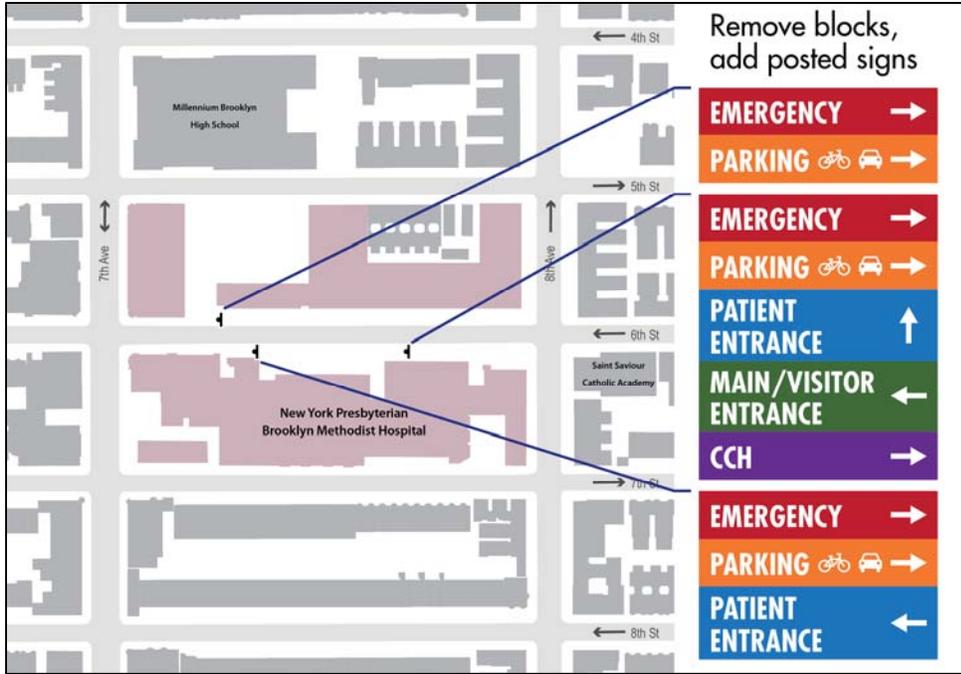
Proposed locations for signage and flagger assignments during 6th Street closures

Responsible Parties and Implementation

- Lend Lease would be responsible for assigning flaggers and working with NYCDOT to post temporary detour signage.
- NYP Brooklyn Methodist would be responsible for reaching out to staff and visitors/patients to alert them of upcoming street closures and detour routes.
- NYP Brooklyn Methodist would be responsible for reaching out to EMT/ambulance drivers, access-a-ride, and deliveries to alert them of upcoming street closures and detour routes.

Future Condition

- Update wayfinding signage on the 6th Street hospital block to direct pedestrians and drivers to the key destinations, including the new CCH facility.



Proposed pedestrian and driver signage for the 6th Street hospital block, updated to include CCH and new parking garage driveway

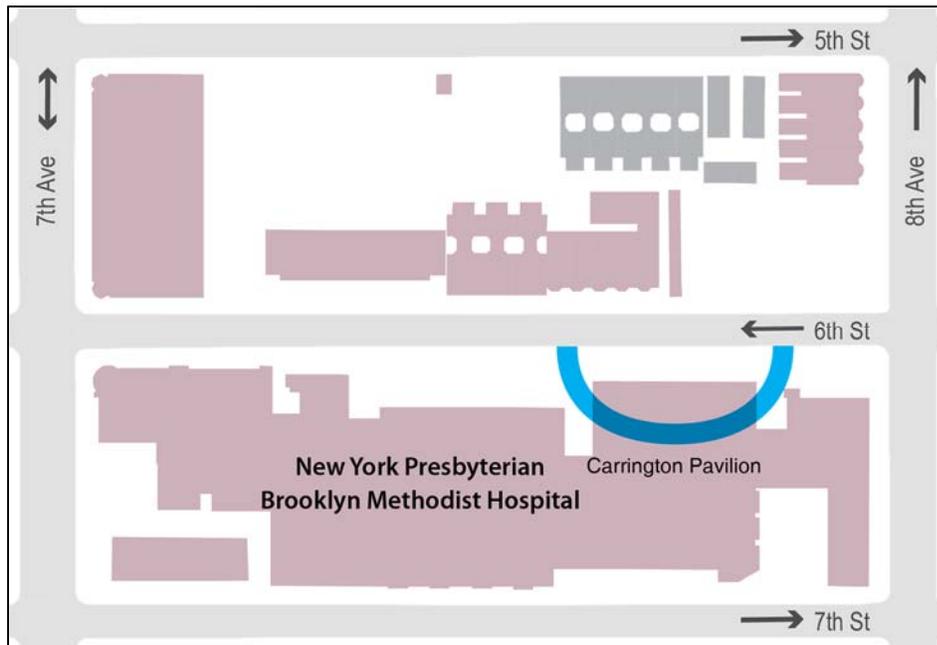
Responsible Parties and Implementation

NYP Brooklyn Methodist would be responsible for working with NYCDOT to design and install updated signage on 6th Street.

Carrington Pavilion

Goal

Improve access/egress and visibility to increase use of Carrington Pavilion to reduce curbside demand on 6th Street and Seventh Avenue.



Location of Carrington Pavilion

Cost

Medium

Recommendations

General Conditions

- Remove visual obstructions at entry and exit driveways that limit view of driveways and pedestrians on the sidewalk. This recommendation applies to the General, Construction, and Future Conditions.



Existing visual obstructions at entry and exit driveways to Carrington Pavilion to be removed

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for removing the visual obstructions at the entry and exit driveways to the Carrington Pavilion.

Taxi Stand

Goal

Reduce congestion and increase available curbside space by relocating taxi stand away from Seventh Avenue.

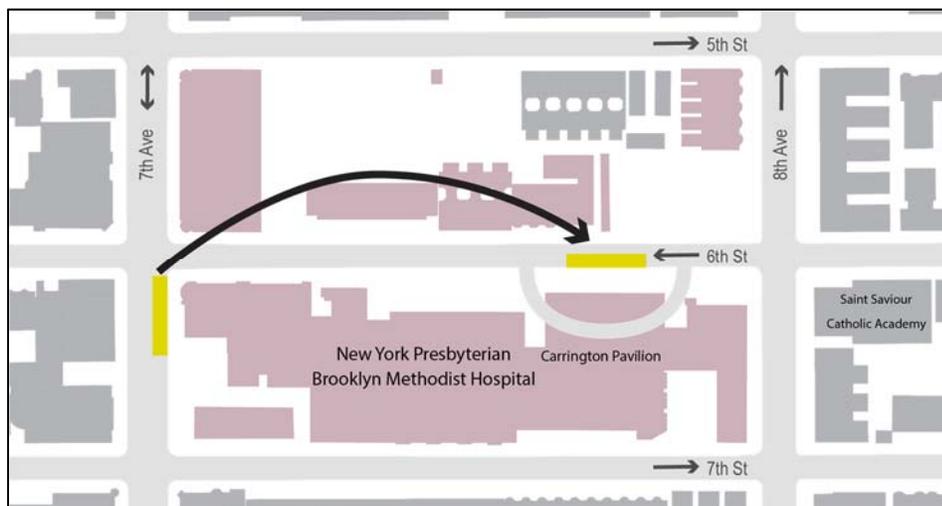
Cost

Low

Recommendations

General Conditions

Remove parking on the south curb on 6th Street and modify the parking regulations to provide a trial taxi stand adjacent to the Carrington Pavilion. This recommendation applies to the Future Condition and should not be implemented until construction of the CCH is complete. NYP Brooklyn Methodist will implement this recommendation for a 6-month trial period after construction of the CCH is complete. The Traffic Coordinator will monitor the success of this recommendation and potential effects on maintaining the flow of traffic on 6th Street to determine if it should remain a permanent recommendation.



Proposed relocation of taxi stand to 6th Street adjacent to Carrington Pavilion

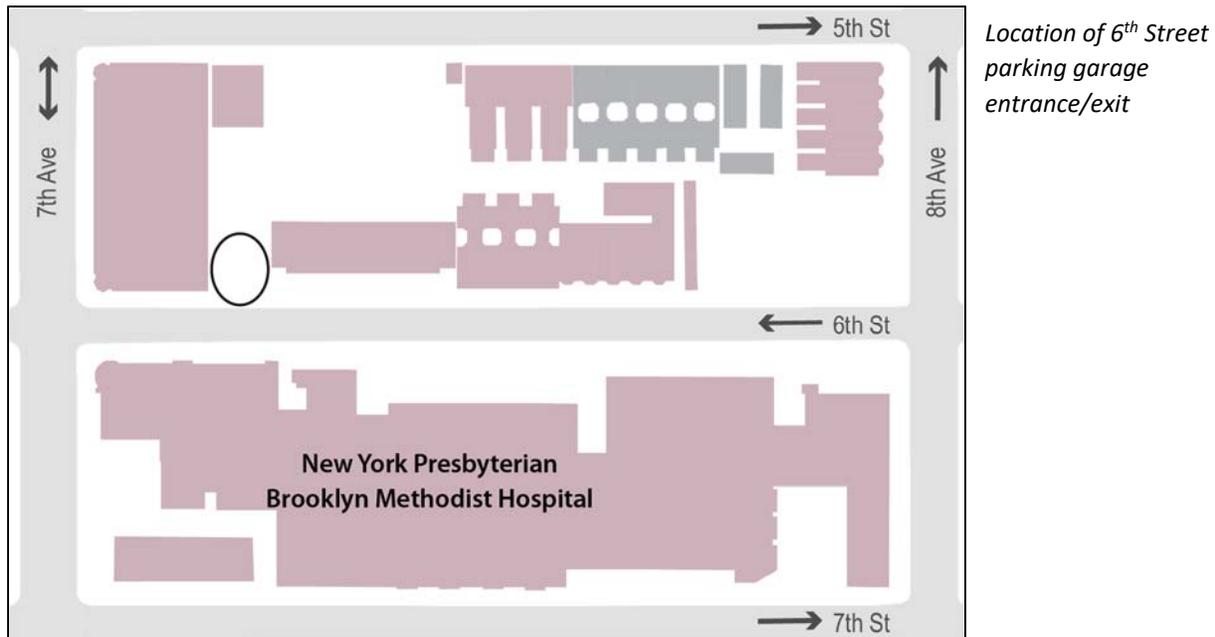
Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for coordinating with New York City Taxi and Limousine Commission (NYCTLC) and NYCDOT to provide a taxi stand on 6th Street, and to educate taxi drivers of relocated taxi stand for a 6-month trial basis.
- NYP Brooklyn Methodist is responsible for posting internal signage and communicating with employees, patients, and visitors to access taxi services from the main entrance at the Carrington Pavilion for a 6-month trial basis.
- NYPD is responsible for enforcing parking regulations at the current defacto taxi stand, located at a fire hydrant on Seventh Avenue.

6th Street Parking Garage Operations

Goal

Modify 6th Street parking garage operations to reduce congestion on 6th Street, enhance safety, improve vehicle flow, reduce circulation, and maintain access during street closures.



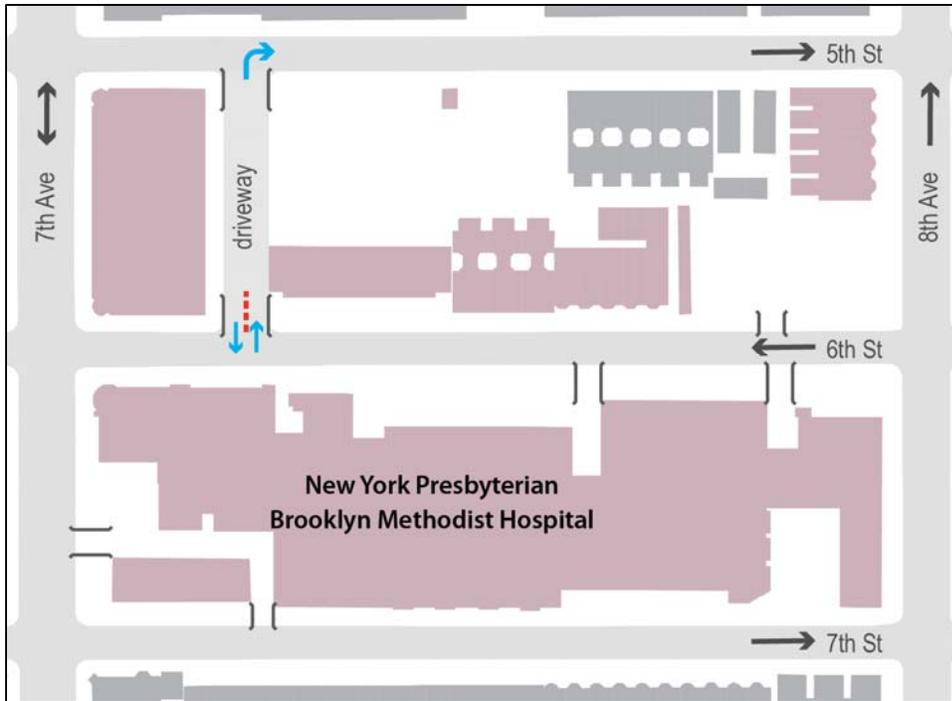
Cost

Low

Recommendations

General Conditions

- Install flexible bollards to separate traffic turning into/out of the 6th Street parking garage and to slow turning drivers. This recommendation applies to General, Construction, and Future Conditions.
- Install signage to inform drivers that the recently reactivated driveway on 5th Street is “exit-only”, except for NYP Brooklyn Methodist Shuttle.
- Install sidewalk markings on 5th and 6th Streets at the garage driveways to alert pedestrians that they are active driveways. This recommendation applies to General, Construction, and Future Conditions.
- Maintain entry and exit to the parking garage on 6th Street to minimize traffic added to 5th Street. This recommendation applies to General, Construction, and Future Conditions.
- Provide additional ADA parking spaces in the 6th Street parking garage. This recommendation applies to General, Construction, and Future Conditions.



Operational recommendations to improve circulation associated with the 6th Street parking garage

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for installing flexible bollards.
- NYP Brooklyn Methodist is responsible for installing appropriate directional signage at the 5th Street garage driveway
- NYP Brooklyn Methodist is responsible for designating additional ADA parking spaces in the 6th Street parking garage.

Construction Condition

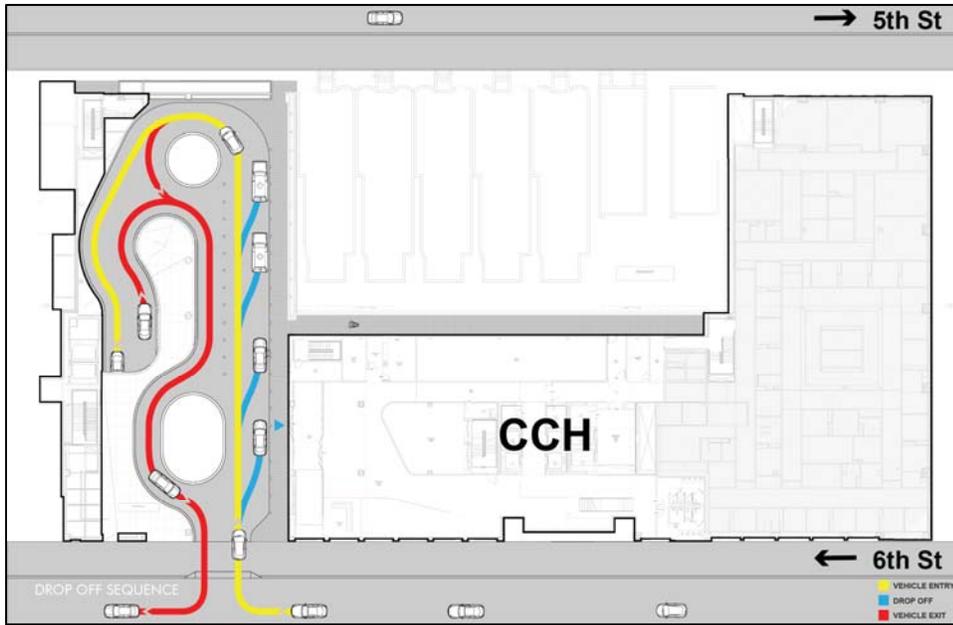
- Direct drivers to enter the 6th Street parking garage via 5th Street and exit onto 6th Street (as described in the Directional Signage chapter for the “Construction Condition”) with flaggers during any temporary closures of 6th Street.

Responsible Parties and Implementation

- Lend Lease would be responsible for assigning flaggers and working with NYCDOT to post temporary detour signage.

Future Condition

- To minimize volume of traffic using the CCH driveway and turning conflicts of vehicles entering and exiting the various driveways on 6th Street, only allow vehicles to access the CCH driveway for pick-up and drop-off activity and to enter the parking garage (handicap and valet parking only). All exits from the parking garage would occur farther down the block at the parking garage exit to 5th and 6th Streets.



Conceptual layout for CCH driveway on 6th Street



Proposed access designations on 6th Street

Responsible Parties and Implementation

- NYP Brooklyn Methodist would be responsible for signing and managing access controls on 6th Street.

Parking Regulations/Curbside Operations

Goal

Make best use of curbside adjacent to NYP Brooklyn Methodist.

Cost

Low

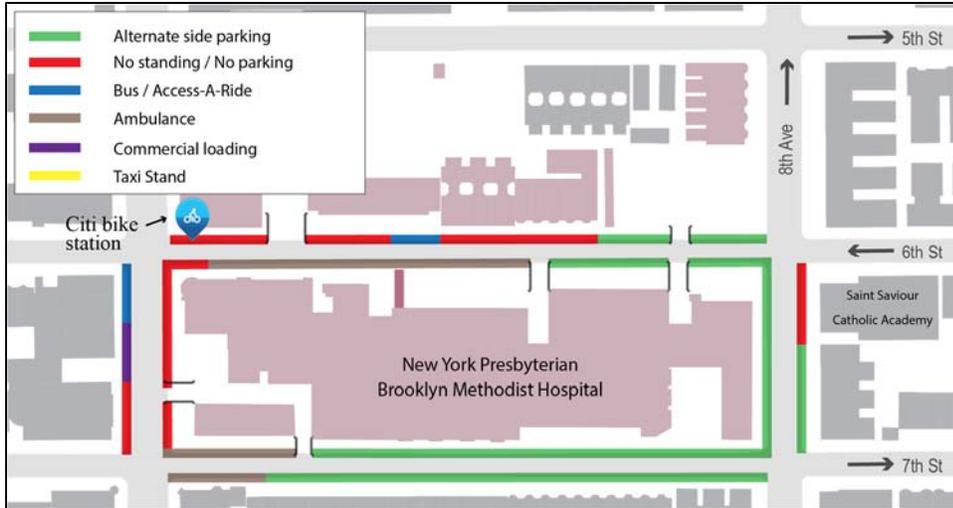
Recommendations

General Conditions

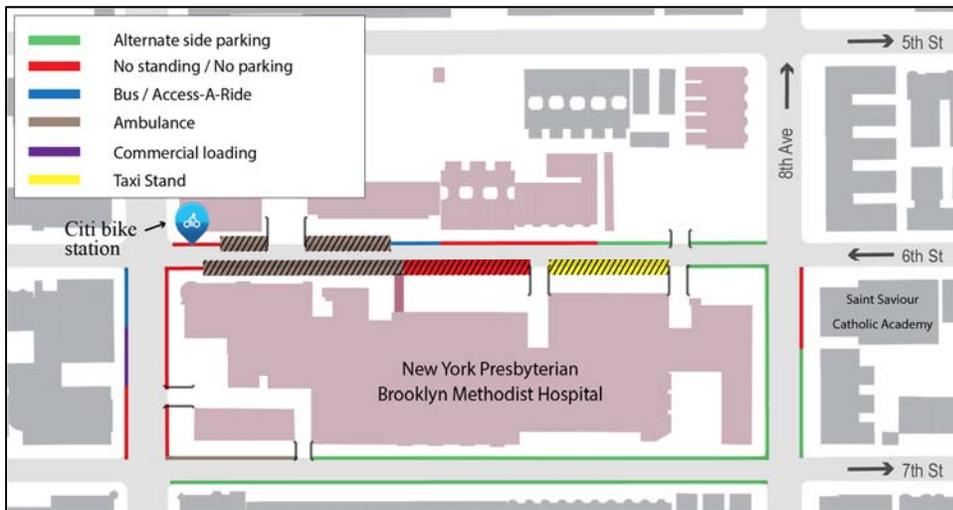
- Modify parking regulations as follows for the General and Future Conditions:
 - o Convert the ambulance parking by the Miner Pavilion to “No Standing” zones for passenger pick-up and drop-off
 - o Convert the “No Standing” zone on the north side of the street to 24-hour ambulance-only parking for ambulance layovers
 - o Convert the ambulance parking on the south side of 6th Street to 24-hours
 - o Provide a 30-minute ambulance – only parking area in front of the restocking building on Seventh Avenue
 - o Remove the flexible bollards from 6th Street that make it difficult for drivers to pull up to the curb
 - o Provide a taxi stand on the south side of 6th Street, between the entrance and exit driveways at the Carrington Pavilion, for a 6-month trial period after construction of the CCH is complete.

Responsible Parties and Implementation

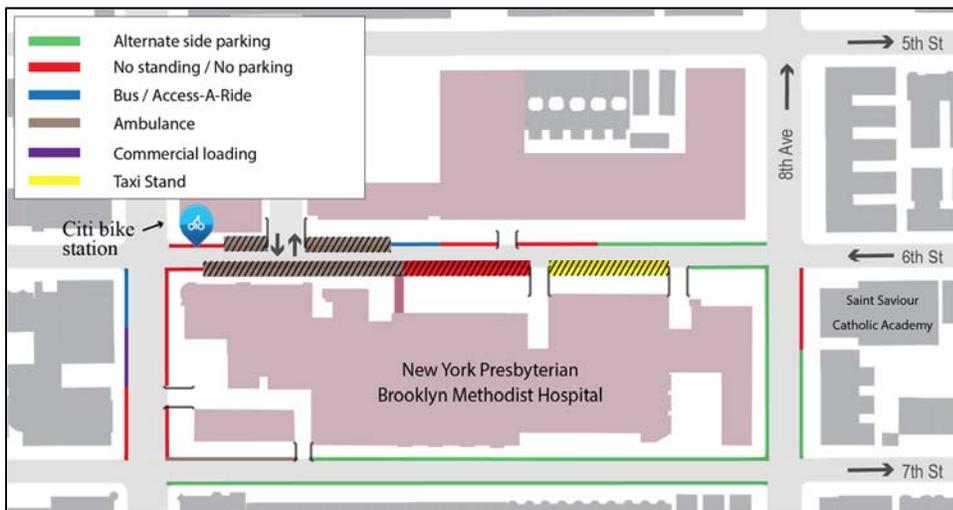
- NYP Brooklyn Methodist will be responsible for working with NYCDOT and NYCTLC to request the changes to the parking regulations and the taxi stand.
- NYPD will be responsible for enforcement of the parking regulations in coordination with trained security staff at NYP Brooklyn Methodist. If these efforts are not successful, NYP Brooklyn Methodist will consider hiring paid detail officers.
- NYCDOT will be responsible for modifying the parking regulation signage.



Early 2015 existing parking regulations on the blocks surrounding NYP Brooklyn Methodist



Recommended parking regulations for the General Condition

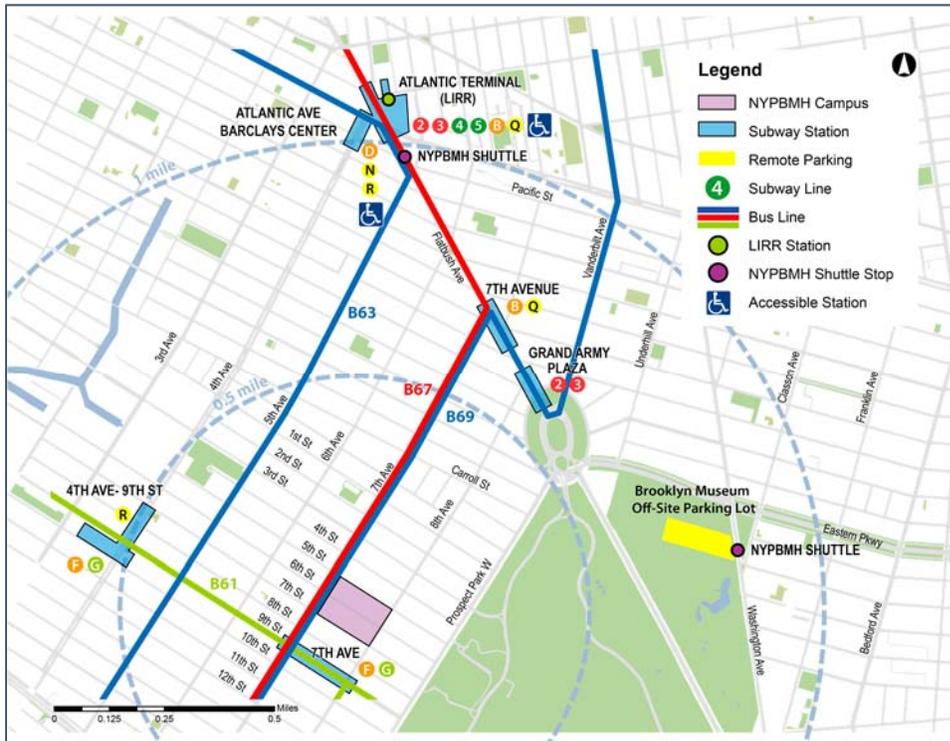


Recommended parking regulations for the Future Condition

TDM – Transit

Goal

Reduce auto trips to NYP Brooklyn Methodist by increasing transit use.



Existing transit options in the vicinity of NYP Brooklyn Methodist

Cost

Low

Recommendations

General Conditions

- Promote participation in TransitChek/Wageworks program as only 42% of employees participate based on the employee survey conducted in June 2015. Employees can save up to \$625 on transit passes per year by enrolling in the TransitChek/Wageworks program. This recommendation would apply for the General, Construction, and Future Conditions.
- Publicize guaranteed ride home program so that employees are aware that the hospital will cover up to \$40 per trip, with a maximum annual benefit of \$200 in taxi rides home in emergencies for those employees who take transit. This recommendation would apply for the General, Construction, and Future Conditions.

Responsible Parties and Implementation

NYP Brooklyn Methodist will be responsible for implementing these measures.

TDM – NYP Brooklyn Methodist Shuttle Service

Goals

Reduce auto trips to NYP Brooklyn Methodist by enhancing and expanding the NYP Brooklyn Methodist shuttle service.

Cost

High ongoing operational cost

Recommendations

General Conditions

- Expand frequency of existing NYP Brooklyn Methodist shuttle service to Barclays Center from 2 shuttles per hour (every 30 minutes) to 4 shuttles per hour (every 15 minutes) during expanded peak hours, based on employee arrival and departure patterns (6:00 AM to 10:00 AM and 2:30 PM to 9 PM). This will reduce waiting times and limit the need for passengers to consult a schedule. This recommendation applies to the General, Construction, and Future Conditions; however, the expanded service will operate on a trial basis for a 6-month period, during which the additional hours and frequency of service must be well advertised.
- Maintain existing NYP Brooklyn Methodist shuttle service to the Brooklyn Museum and consider alternate methods for more cost-effective operations including “dollar vans”/jitneys or car service. This recommendation applies to the General, Construction, and Future Conditions.
- Allow NYP Brooklyn Methodist patients and visitors to take the NYP Brooklyn Methodist shuttle on a case-by-case basis, to be determined by NYP Brooklyn Methodist. This recommendation applies to the General, Construction, and Future Conditions.
- Develop a shuttle route map and schedule, provide links to shuttle information on the NYP Brooklyn Methodist website/newsletter and post map and schedule within NYP Brooklyn Methodist buildings. This recommendation applies to the General, Construction, and Future Conditions.
- Maintain the shuttle stop along the curb space at the wide driveway adjacent to the 6th Street parking garage. Provide wayfinding signage inside the hospital buildings/signage at the shuttle stop so that passengers can easily identify where to wait for the shuttle. This recommendation applies to the General, Construction, and Future Conditions.
- NYP Brooklyn Methodist has agreed to meet with PPS after the 6-month period to review the plans for the shuttle and discuss any revisions to the route or schedule.

Late Night On-call Shuttles Are Available For All Campuses
 Monday through Friday from 9:00 pm to 2:00 am for Routes 1, 2, 3, and 4,
 and from 10:00 pm to 12:30 am to Rockledge and Ashby BART.
 Please call Security Dispatch at (510) 855-4000, Ext. 7847.
 From Summit Campus call Ext. 7847 and from
 Alta Bates or Merrick use telno 747-7947.



Sample shuttle route and schedule brochure



Route	Direction	Stop	Time
Route 1	Oakland to Berkeley	Perata Garage	9:00 AM
		2100 Telegraph	9:15 AM
		Merrick Garage	9:30 AM
		Merrick BART	9:45 AM
		Telegraph Avenue	10:00 AM
		3200 Telegraph	10:15 AM
	Berkeley to Oakland	Merrick Campus	10:30 AM
		Merrick Street Parking Lot	10:45 AM
		Telegraph Avenue	11:00 AM
		3200 Telegraph	11:15 AM
		Merrick BART	11:30 AM
		Merrick Garage	11:45 AM
Route 2	Oakland to Berkeley	Perata Garage	9:00 AM
		2100 Telegraph	9:15 AM
		Merrick Garage	9:30 AM
		Merrick BART	9:45 AM
		Telegraph Avenue	10:00 AM
		3200 Telegraph	10:15 AM
	Berkeley to Oakland	Merrick Campus	10:30 AM
		Merrick Street Parking Lot	10:45 AM
		Telegraph Avenue	11:00 AM
		3200 Telegraph	11:15 AM
		Merrick BART	11:30 AM
		Merrick Garage	11:45 AM
Route 3	Oakland to Berkeley	Perata Garage	9:00 AM
		2100 Telegraph	9:15 AM
		Merrick Garage	9:30 AM
		Merrick BART	9:45 AM
		Telegraph Avenue	10:00 AM
		3200 Telegraph	10:15 AM
	Berkeley to Oakland	Merrick Campus	10:30 AM
		Merrick Street Parking Lot	10:45 AM
		Telegraph Avenue	11:00 AM
		3200 Telegraph	11:15 AM
		Merrick BART	11:30 AM
		Merrick Garage	11:45 AM
Route 4	Oakland to Berkeley	Perata Garage	9:00 AM
		2100 Telegraph	9:15 AM
		Merrick Garage	9:30 AM
		Merrick BART	9:45 AM
		Telegraph Avenue	10:00 AM
		3200 Telegraph	10:15 AM
	Berkeley to Oakland	Merrick Campus	10:30 AM
		Merrick Street Parking Lot	10:45 AM
		Telegraph Avenue	11:00 AM
		3200 Telegraph	11:15 AM
		Merrick BART	11:30 AM
		Merrick Garage	11:45 AM

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for expanding existing NYP Brooklyn Methodist shuttle frequency and hours of operation.
- NYP Brooklyn Methodist is responsible for determining which patients and visitors will be permitted to ride the NYP Brooklyn Methodist shuttle.
- NYP Brooklyn Methodist is responsible for developing shuttle marketing materials.
- NYP Brooklyn Methodist is responsible for directing shuttle drivers to pick-up and drop-off passengers by the wide driveway adjacent to the 6th Street garage.

Construction Condition

- Allow construction workers to use the shuttle.

Responsible Parties and Implementation

- NYP Brooklyn Methodist would be responsible for allowing construction workers to use the shuttle service.
- Lend Lease would be responsible for educating construction workers about the shuttle service as a transit option.

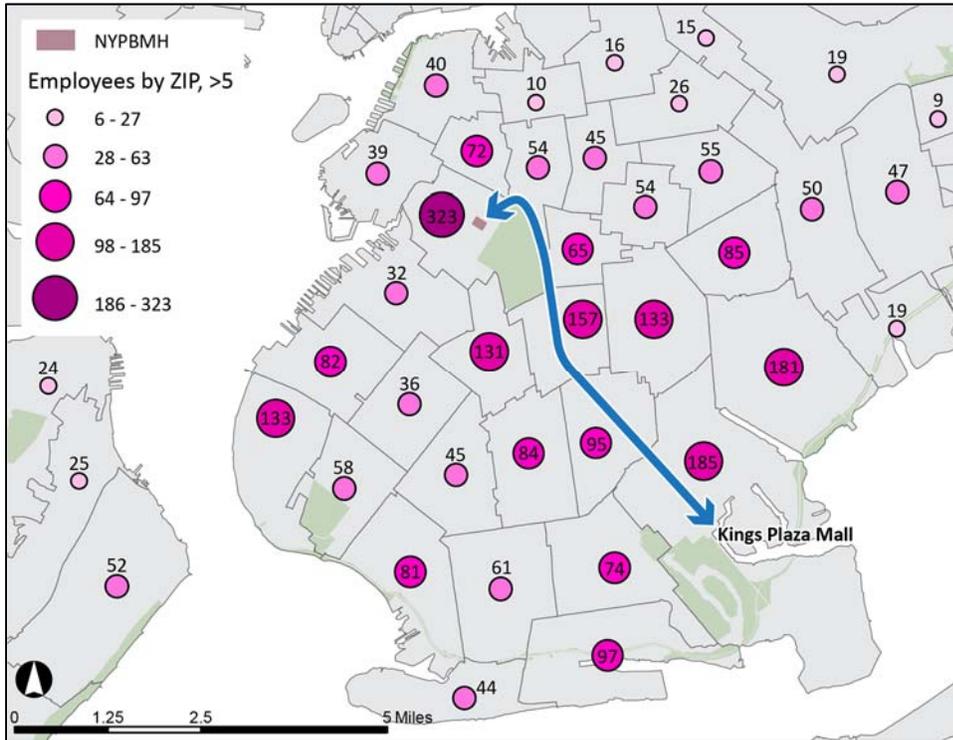
Future Condition

- Canarsie, Marine Park, and Bergen Beach are areas where a notable number of NYP Brooklyn Methodist employees reside that are not well served by transit. Shuttle service between NYP Brooklyn Methodist and Kings Plaza would provide a comparable option to driving. If employees riding a new shuttle are able to park at the Kings Plaza Mall parking garage (to be determined), they would benefit from substantially reduced parking costs

compared to the 6th Street parking garage and/or reduced stress by no longer circulating in the Park Slope area for on-street parking. It is recommended that this shuttle option be considered in the future after NYP Brooklyn Methodist can better gauge its value through employee outreach.

Responsible Parties and Implementation

- NYP Brooklyn Methodist would be responsible for conducting an employee travel survey to gauge interest in a new shuttle route to Kings Plaza/Marine Park and, if well received, implement the new shuttle route. NYP Brooklyn Methodist would be responsible for working with Kings Plaza Mall to use their parking garage as a park-and-ride facility.



Potential shuttle route to south Brooklyn could serve a large number of employees

TDM- Carpool

Goal

Reduce auto trips to the hospital by encouraging carpooling.

Cost

Low

Recommendations

General Conditions

- Promote use of existing NYP Brooklyn Methodist ride matching program. This recommendation applies to the General, Construction, and Future Conditions.
- Provide greater parking discounts for NYP Brooklyn Methodist employees that carpool; NYP Brooklyn Methodist employees can receive a pre-tax benefit.¹ Based on carpooling discounts provided by other hospitals and universities, it is recommended that 2-person carpools receive a 50% reduction in parking cost, 3-person carpools receive a 75% reduction, and carpools with 4 or more people receive a 100% reduction (free parking).

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for promoting the ridematching program.
- NYP Brooklyn Methodist is responsible for offering and administering the carpooling commuter benefit program. NYP Brooklyn Methodist plans to develop a preferential-rate/carpool pilot program for employees that live in ZIP codes that are underserved by transit. If successful, NYP Brooklyn Methodist will consider expanding the program.

Future Condition

- Provide well signed, preferential carpool parking near the garage exits.

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for designating preferential parking spaces in the 6th Street parking garage for carpool vehicles.

¹ As outlined by the National Center for Transit Research:
<http://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/>

TDM – Bicycling

Goal

Reduce auto trips to NYP Brooklyn Methodist by encouraging bicycling.

Cost

Low

Recommendations

General Conditions

- Incorporate directions to bicycle parking in wayfinding signage and prominently advertise the availability of covered bicycle parking in the 6th Street parking garage and the Citibike station installed on the north side of 6th Street, near Seventh Avenue This recommendation applies to the General, Construction, and Future Conditions.
- Offer bicycle commuting benefits, which can include up to \$20 per month, on-site showers/change rooms, and/or coordination with local bicycle shops to provide discounts and bicycle maintenance. NYP Brooklyn Methodist can incentivize cycling by covering part of the costs associated with commuting by bicycle. A qualified bicycle commuting month is any month the employee regularly uses the bicycle for a substantial portion of the travel between the employee’s residence and place of employment and does not receive other commuter benefits (transit passes, parking benefits, etc.)². The Traffic Coordinator would be responsible for managing and administering these benefits. This recommendation applies to the General, Construction, and Future Conditions.

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for providing wayfinding signage and advertising the bicycle parking spaces in the 6th Street parking garage.
- NYP Brooklyn Methodist is responsible for offering and administering the bicycle commuter benefit program.

² As outlined by the National Center for Transit Research:
<http://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/>

TDM – Parking Pricing

Goal

Reduce auto trips to NYP Brooklyn Methodist by modifying parking garage pricing structure.

Cost

Low

Recommendations

General Conditions

- Implement daily parking fees instead of monthly parking fees. Once drivers pay a monthly parking fee the cost associated with paying for parking becomes less apparent. A daily reminder of the cost of driving and parking to NYP Brooklyn Methodist may encourage drivers to shift to alternate modes since they save money each day they avoid driving. This recommendation applies to the Future Condition for daytime employees, since they cannot use the parking garage until the new CCH parking garage is constructed. This recommendation applies to the General, Construction, and Future Conditions for evening and night-shift employees
- To encourage carpooling and reduce the number of employees that travel in single-occupancy vehicles to NYP Brooklyn Methodist, implement greater parking discounts for NYP Brooklyn Methodist employees that carpool and provide easily identifiable preferential parking near the garage entrances. This recommendation applies to the General, Construction, and Future Conditions. NYP Brooklyn Methodist will develop a preferential-rate/carpool pilot program for employees that live in ZIP codes that are underserved by transit. If successful, NYP Brooklyn Methodist will consider expanding the program.
- Provide reduced (beyond existing discounts) or free parking for overnight/evening shift employees to encourage use of the 6th Street parking garage and discourage use of free on-street parking. This recommendation applies to the General, Construction, and Future Conditions.

Responsible Parties and Implementation

NYP Brooklyn Methodist is responsible for implementing changes to the 6th Street parking garage operations and pricing schemes.

TDM – Construction Workers

Goal

Reduce the potential increase in auto trips to NYP Brooklyn Methodist during the construction of the CCH.

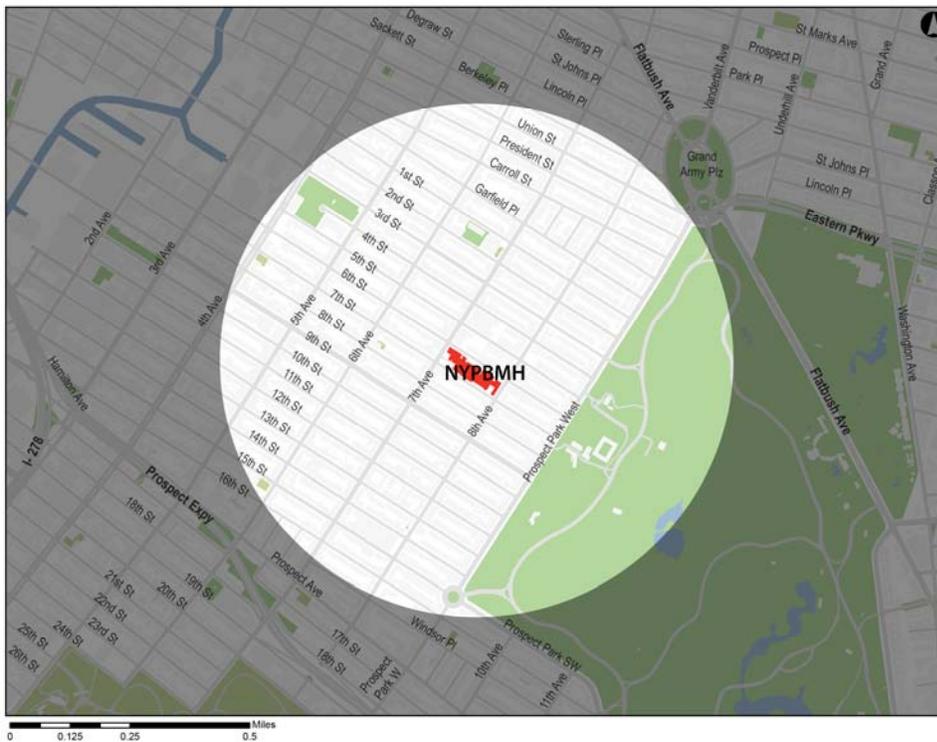
Cost

Low

Recommendations

Construction Condition

Prohibit construction worker parking within ½ mile radius around NYP Brooklyn Methodist to discourage driving. Parking beyond the ½ mile radius would result in at least a 10-minute walk, which may encourage construction workers to use available remote parking at the Brooklyn Museum or to take transit and Barclays Center shuttle buses.



Prohibit construction worker parking within ½ mile radius of NYP Brooklyn Methodist

Responsible Parties and Implementation

Lend Lease would be responsible to include this information in the construction worker orientation packet and to remove any construction workers from the project if found in violation of the parking restrictions.

TDM – Marketing and Education

Goal

Reduce auto trips to NYP Brooklyn Methodist by educating employees, visitors, and patients on available transportation options

Cost

Low

Recommendations

General Conditions

- Summarize commuter benefits (TransitChek/Wageworks, NYP Brooklyn Methodist shuttle routes, preferential commuter parking spaces and rates, rideshare matching program, guaranteed-ride-home, bicycling reimbursement) as part of the welcome packet for new employees, on the internal NYP Brooklyn Methodist website, in the employee newsletter, and via email blasts. This recommendation applies to the General, Construction, and Future Conditions.
- Provide a transit map on the NYP Brooklyn Methodist website “directions” page and more details about traveling to the hospital on transit including NYP Brooklyn Methodist shuttle maps and schedules. This recommendation applies to the General, Construction, and Future Conditions.
- Install transit screens in the hospital to show real-time multimodal travel information. Transit screens can relay information on the subway, MTA buses, NYP Brooklyn Methodist shuttles, Citibike dock availability. The cost per transit screen is approximately \$5,000 set-up charge and ongoing \$250/month but could be reduced with sponsorships.
- This recommendation applies to the General, Construction, and Future Conditions.
- Include travel option information with patient appointment confirmation emails. This recommendation applies to the General, Construction, and Future Conditions.

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for developing and maintaining a comprehensive marketing and education plan.

Find a Doctor | Services | For Patients & Visitors | Health Information | Ways to Give | For Our Health Professionals

For Patients & Visitors

- Visiting Us
 - Bus & Shuttle Service
 - Patient Rooms
 - Translation Services
 - Personal Belongings
 - Patient Safety & Comfort
 - Patient Rights & Responsibilities
 - Disabled Services
 - Visiting Hours
 - Cafeterias & Food Services
 - Gift Shops
 - Wireless Internet Access

Public Transportation

Public transportation to the medical center's three campuses is readily available.

- Bus Service
- BART Service
- Shuttle Service

Bus Service

For information on **bus routes** to the Alta Bates or Herrick campuses in Berkeley, or the Summit campus in Oakland, contact AC Transit by calling 511, and saying "AC Transit".

You can also get information by visiting the AC Transit website [↗](#).
[Back to top](#)

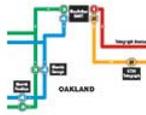
BART Service

For information on **taking BART** to the Alta Bates or Herrick campuses in Berkeley, or the Summit campus in Oakland, the BART website [↗](#) can help you with train schedules.
[Back to top](#)

Shuttle Service

We provide the following shuttle services:

- MacArthur BART station to the Summit and Alta Bates Campuses between the hours of 4:30 a.m. – 9:00 p.m. The shuttle runs every 20 minutes.
- Milvia parking lot to the Herrick Campus, and then to the Alta Bates Campus between the hours of 4:30 a.m. – 9:00 p.m. The shuttle runs every 20 minutes.
- On-call shuttle service for the Summit Campus and Alta Bates Campus, MacArthur BART station, and Rockridge BART station is available between the hours of 9:00 p.m. – 1:00 a.m.



ABSMT Shuttle Route Map
[Click to view larger image](#)
Updated 8/2013



ABSMT Shuttle Schedule (PDF, 518KB) [↗](#)
Updated 8/2013

[Get Adobe Reader](#) [↗](#)

Example of transit directions and links to shuttle information on another hospital website

AMSTERDAM AWW 81 ST	CENTRAL PK WW 81 ST
M7 HARLEM 147 ST via 6 AV via AMSTERDAM 0 1 2	M10 HARLEM 159 ST via 8 AV 2 2 3
M11 RIVERBANK 145 ST via 10 AV 0 3 3	CENTRAL PK WW 81 ST
COLUMBUS AWW 89 ST	M10 COLUMBUS CIRCLE via CENTRAL PARK W. 0 0 2
M7 14 ST via COLUMBUS via 7 AV 0 1 1	BROADWAY W 82 ST
M79 WEST SIDE-RIVERSIDE DR CROSSTOWN 1 1 1	M104 41 ST via BROADWAY/7 AV 0 0 1
M11 WEST VILL ABINGDON SQ via 9 AV 1 1 3	W 86 ST/CENTRAL PK W
W 81 ST/CENTRAL PK W	M86 YORKVILLE YORK - 91 ST CROSSTOWN 0 0 1
M79 YORKVILLE EAST END AV CROSSTOWN 0 2 2	W 86 ST/CENTRAL PK W
BXM2 RIVERDALE 283 ST via H. HUDSON PKY 0 2	M86 WEST SIDE WEST END AV CROSSTOWN 0 1 1

AMERICAN MUSEUM OF NATURAL HISTORY

[@AMNH](#)

Spotted: Eastern cottontail browsing in a pumpkin patch <http://t.co/1MKUge0R7T> #fat

citi bike	BIKES	DOCKS
Broadway & W 57 St	1	56
Central Park S & 5 Ave	15	34
Broadway & W 60 St	3	32

Example of a Transit Screen posted at the American Museum of Natural History

Construction Condition

- Post and circulate community notices to alert employees, patients, and visitors about upcoming street closures and other construction conditions. Encourage use of alternate modes during these periods.
- Provide a map of transit service options to NYP Brooklyn Methodist and details on the NYP Brooklyn Methodist shuttle schedules and routes to construction workers as part of the orientation packets.

Responsible Parties and Implementation

- NYP Brooklyn Methodist and Lend Lease would be responsible for developing and circulating community notices.
- Lend Lease would be responsible for distributing transit information to construction workers.

COMMUNITY NOTICE

Temporary Changes to the Roadway Network on or about Saturday, December 20th, 2014 from 6AM-11PM

As part of the installation of a green roof on Barclays Center, a construction crane will be reconfigured, requiring the temporary closure of Sixth Avenue, between Atlantic Avenue and Pacific Street.

The closure shown below is expected to be in effect **for a few hours during the afternoon and/or evening**, and will necessitate the temporary detour of vehicle, pedestrian, and bicycle traffic from the affected block.

Flagmen and Traffic Enforcement Agents (as required per DOT and NYPD) will be provided to assist with vehicular and pedestrian movement. Variable Message Signs will direct drivers to the approved detour routes, which are shown on the map below.

**Pacific Park Brooklyn
Community Liaison Office**
(866) 923-5315
communityliaison@pacificparkbrooklyn.com

DIAL 311 Government Services
& Information for NYC

ESD Atlantic Yards
(212) 803-3736
atlanticyards@esd.ny.gov

Sample community notice

Enforcement

Goal

Manage operations at and around NYP Brooklyn Methodist to maintain traffic flow.

Cost

High ongoing operational cost

Recommendations

General Conditions

Enforce parking regulations and illegal behavior. These recommendations apply to the General, Construction, and Future Conditions.



Patient drop-off in the travel lane



Parking at fire hydrants



Parked vehicles during street cleaning (and vehicle on the sidewalk)



Double-parking on 8th Avenue

Responsible Parties and Implementation

- NYP Brooklyn Methodist is responsible for managing traffic flow on 6th Street by guiding drivers to pull-over at the curb.
- NYP Brooklyn Methodist is responsible for managing the use of the ambulance parking spaces on the north curb of 7th Street and the south curb during the Construction Condition.
- NYP Brooklyn Methodist is responsible for managing the 30-minute restocking area on Seventh Avenue.

- NYP Brooklyn Methodist, with NYPD, is responsible for enforcing ambulance/ambulette-only parking regulations on the south curb of 6th Street. Vehicles with disabled placards have been observed using those reserved parking spaces.
- NYPD is responsible for overall enforcement of parking regulations, illegal parking/driver behavior, and failures to comply with designated routes for truck and non-emergency ambulance/ambulette drivers. NYP Brooklyn Methodist will work closely with the 78th Precinct with specially trained staff to implement focused and consistent enforcement. If unsuccessful, NYP Brooklyn Methodist will consider hiring paid detail officers.

Construction Truck Staging

Goal

Reduce truck staging on local streets during construction of CCH.

Cost

Low

Recommendations

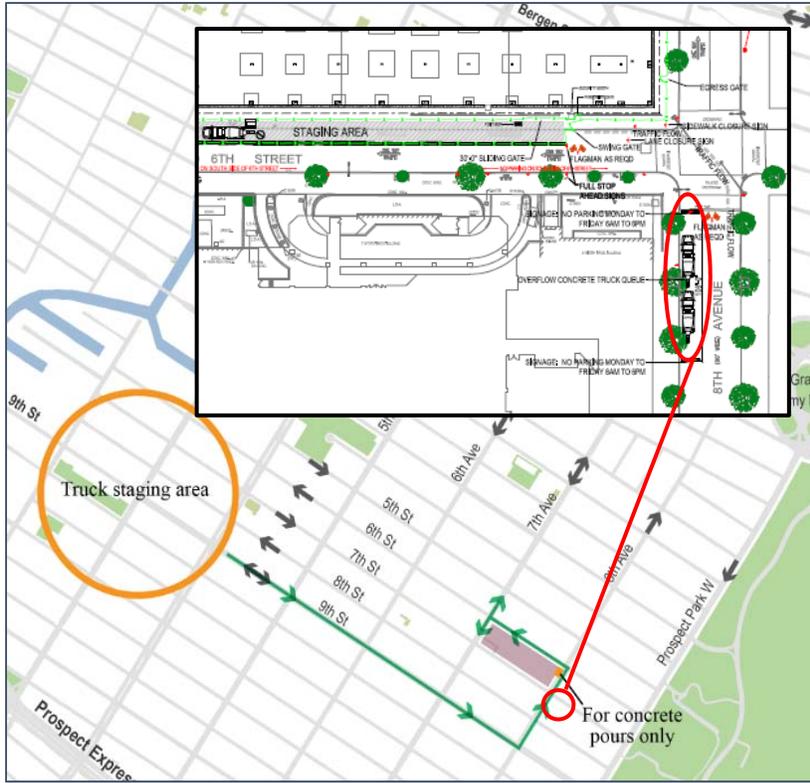
Construction Condition

- Provide primary truck staging by Third/Fourth Avenue and 9th Street.
- Provide space within the parking lane on the west side of Eighth Avenue, south of 6th Street, for staging up to two concrete trucks during concrete pours. On-street concrete truck staging will only be permitted on days with large concrete pours.

Responsible Parties and Implementation

Lend Lease will be responsible for managing truck staging and truck deliveries to the construction site on 6th Street. Lend Lease will be responsible for providing specific details regarding the staging area on Eighth Avenue, including:

- Phases of construction with substantial concrete pours.
- Approximate days and time periods when the Eighth Avenue staging area will be needed.
- If and when it will be possible to stage one concrete truck on 6th Street at the entrance to the construction site to reduce the extent of the staging area on Eighth Avenue.



Truck staging areas during construction of the CCH

Attachment

Appendix A

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A-1. Introduction

New York Presbyterian Brooklyn Methodist Hospital's (NYPBMH) location within a dense, urban neighborhood presents challenges to balancing the operational needs of a full-service health care center with those of the surrounding residents. The evaluation of the current conditions (as of May/June 2015) surrounding NYPBMH is provided in this memorandum.

A-2. Study Area

NYPBMH is located in Park Slope, a dense, urban neighborhood in northwest Brooklyn, New York City. The hospital campus is bounded by 7th Street to the south, 5th Street to the north, Seventh Avenue to the west and Eighth Avenue to the east, as shown in **Figure A2-1**. In addition to the residential uses in the area surrounding the NYPBMH campus, Seventh Avenue is a busy commercial corridor and two school complexes are located in close proximity of the hospital:

- John Jay Educational Campus (the building hosts the Millennium Brooklyn High School, Park Slope Collegiate, Secondary School for Law, and Secondary School for Journalism, as well as an additional educational program for suspended students), located north of 5th Street at Seventh Avenue.
- Saint Saviour Catholic Academy (the High School is located south of 6th Street between Eighth Avenue and Prospect Park West and the Elementary School is located east of Eighth Avenue between 7th and 8th Streets).

These uses generate high pedestrian and vehicular volumes in the study area.

Figure A2-1: NYPBMH Study Area



NYPBMH Campus

The NYPBMH campus is bounded by Seventh Avenue to the west, Eighth Avenue to the east, 5th Street to the north, and 7th Street to the south. The main access points for NYPBMH are located on 6th Street between Seventh Avenue and Eighth Avenue, and include the main visitor and patient entrances and the entrance/exit to the parking garage. The loading dock is located on Seventh Avenue between 6th and 7th Streets, and ambulances enter on 7th Street, east of Seventh Avenue, and exit on Seventh Avenue, between Sixth and Seventh Avenues.

The main visitor entrance is located at the Carrington Pavilion, on the south side of 6th Street near the intersection with Eighth Avenue. The Carrington Pavilion is a covered, one-way porte-cochere with a 9-foot clearance that operates in a counter clockwise direction. It is difficult to see from the street and not clearly marked as the main entrance. The construction of the Pavilion includes a high curb separating the roadway from the pedestrian pathway, limiting the number of vehicles that can load/unload passengers at any given time, especially those with limited mobility. Therefore, many patients and visitors enter and exit NYPBMH from the Miner Pavilion, which is located on the south side of 6th Street, mid-block. Patients and visitors also enter the hospital from the Kirkwood Pavilion entrance on the corner of 6th Street and Seventh Avenue. Since the NYPBMH buildings on the south side of the street are connected internally, it is possible for patients and visitors to enter/exit from any of the various pavilions.

The parking garage for visitors, patients, and employees is located on the north side of 6th Street west of the Wesley House. Currently, drivers enter and exit the parking garage from 6th Street. At the time of existing condition observations, trailers associated with NYPBMH were parked north of the garage entrance/exit, blocking a potential connection to 5th Street. The trailers were removed and provided an opportunity to modify traffic flow associated with the parking garage. The driveway on 6th Street to enter/exit the parking garage is approximately 45-feet wide resulting in a large paved area that could potentially be used more efficiently, especially with the removal of the trailers.

Roadway Network

The street network in the vicinity of the hospital is comprised of a grid of avenues that run north-south and streets that run east-west. Most avenues are two-way (except Eighth Avenue and Prospect Park West, which are northbound and southbound respectively). Most streets are alternating one-way roadways (except 9th Street, which is two-way). The roadway network is shown on **Figure A2-1**.

Transit Network

The hospital is served by several Metropolitan Transportation Authority (MTA) subway and bus routes, as well as the Long Island Rail Road (LIRR) at Atlantic Terminal. The closest subway stations are served by the following:

- The F/G trains at the Seventh Avenue Station (at 9th Street, a 5-minute walk from the hospital).
- The B/Q trains at the Seventh Avenue Station (on Flatbush Avenue, a 20-minute walk from the hospital).
- The 2/3 trains at Grand Army Plaza (a 20-minute walk from the hospital).
- The R train at the 4th Avenue/9th Street Station (15-minute walk from the hospital).

Atlantic Avenue/Barclays Center is farther from the NYPBMH Campus (approximately a 30-minute walk from the hospital), and serves the 2, 3, 4, 5, B, D, N, R and Q subways and LIRR. Of the transit stations in the study area, the Atlantic Avenue/Barclays Center station is the only one that is handicap-accessible.

Bus routes that serve NYPBMH include:

- The B61 (between Downtown Brooklyn and Green-Wood Cemetery) on 9th Street.
- The B63 (between Brooklyn Bridge Park and Bay Ridge/Fort Hamilton) on Fifth Avenue.
- The B67 (between the Brooklyn Navy Yard and Kensington) on Seventh Avenue.
- The B69 (between Dumbo and Kensington) on Seventh Avenue.

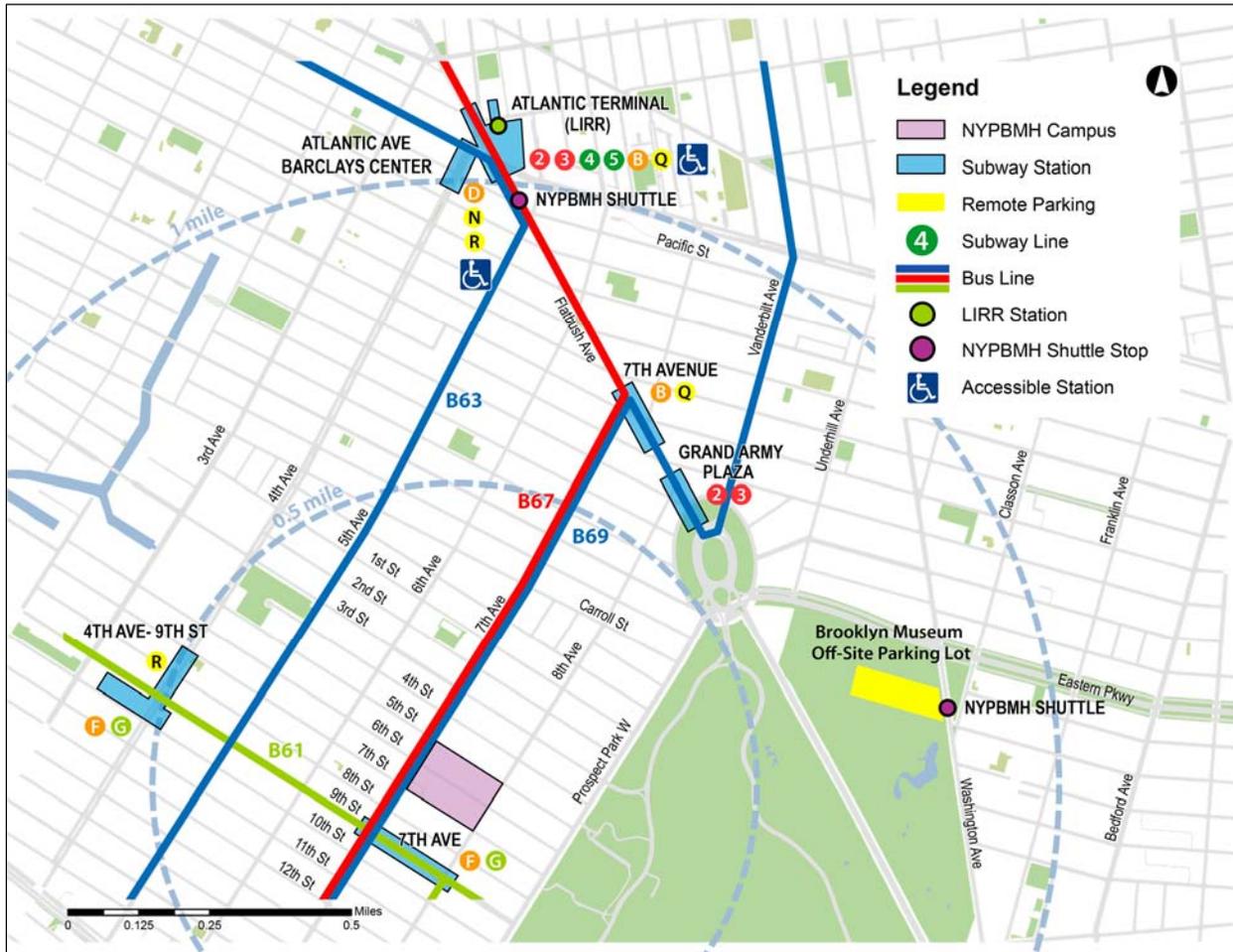
All MTA buses are handicap-accessible.

In May 2015, NYPBMH implemented a shuttle service for NYPBMH employees to provide additional transit access to NYPBMH during construction of the CCH. Shuttle service is provided at 30-minute headways on weekdays between 6:15 AM and 9:45 AM and between 3:05 PM and 7:35 PM along two routes:

- Between NYPBMH and the Barclays Center/Atlantic Avenue station,
- Between NYPBMH and the Brooklyn Museum (where remote parking is provided in the Brooklyn Museum parking lot).

The transit network surrounding the hospital is shown on **Figure A2-2**.

Figure A2-2: Transit Access to NYPBMH



Parking Facilities

NYPBMH operates two parking facilities in the study area, with a total capacity of 530 spaces, although only about 400 spaces are available to hospital-related uses. The remaining spaces are reserved for adjacent retail uses and the Wesley House. A parking garage located on 6th Street, between Seventh Avenue and Eighth Avenue, is available to employees, patients and visitors. The garage is self-park except for valet parking on the lower level. A surface parking lot is accessible from 5th Street and is reserved for employees only.

Parking rates range from \$11 for one hour to \$42 for 24 hours. A monthly parking pass is also available for employees, patients and visitors, and costs \$225 per month. Only night employees and nurses get preferred rates. Night employees can park for \$8/night or \$90/month, while nurses can park for six days every two weeks for \$120. As of September 2015, 75 nurses and 110 other employees have a monthly parking pass.

A third parking facility was available until May 2015 at the northwest corner of 6th Street and 8th Avenue. This surface parking lot was reserved for physicians, and was closed recently as part of construction of the CCH. The lot was free and contained 79 spaces.

Since the physician’s lot has been closed, NYPBMH has provided parking spaces for physicians in the 6th Street parking garage and temporarily reduced the number of monthly passes for other employees. To accommodate the displaced employee parking demand, NYPBMH has coordinated with the Brooklyn Museum to provide remote parking in the museum lot for \$18/day (daily public rate) and \$375/month. In July 2015, 12 employees had a monthly pass at the museum parking lot and approximately 20 employees paid the daily rate (based on the shuttle service occupancy). One of the NYPBMH shuttles serves this lot, as shown on **Figure A2-2**.

In addition to these parking facilities, the transportation surveys performed in June 2015 (see **Sections A-5 and 6**) shows that employees, patients and visitors also regularly park on-street and in private parking lots in the vicinity of the hospital.

Truck Routes

The closest truck routes to NYPBMH are along Flatbush Avenue, the Prospect Expressway, 9th Street (west of Fourth Avenue) and on Third and Fourth Avenues. None of these routes directly serve NYPBMH, as shown on **Figure A2-3**.

Figure A2-3: Existing Truck and Commercial Routes



Source: www.nyc.gov

Title 34, Section 4-13 of the Rules of the City of New York specifies that trucks should only operate on designated truck routes, except for the purpose of arriving at and/or leaving their destination. Trucks and commercial vehicles are allowed to leave a designated truck route at the intersection that is nearest to their destination, proceed by the most direct route, and then return to the nearest designated truck route by the most direct route.

Trucks accessing NYPBMH are generally destined for the loading dock on Seventh Avenue, between 6th and 7th Streets, or the construction site on 6th Street, between Seventh and Eighth Avenues. Specific

routes that trucks should use to travel to/from NYPBMH will be recommended in the traffic and parking plans.

Crash History

Crash summary data was obtained from New York City Department of Transportation (NYCDOT) for 2010 to 2013 and is summarized in **Table A2-1**. High-crash locations are described as intersections with the occurrence of 48 or more total reportable and non-reportable crashes and/or five or more pedestrian/bicyclists injury crashes in a 12-month period.

Table A2-1: Crash Analysis, 2010-2013

Intersection	Total Crashes				Pedestrian				Bicycle				Combined Ped/Bike			
	2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013	2010	2011	2012	2013
5th Street / 6th Avenue	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5th Street / 7th Avenue	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0
5th Street / 8th Avenue	2	2	1	3	0	0	0	1	0	1	0	0	0	1	0	1
5th Street / Prospect Park West	2	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0
6th Street / 6th Avenue	1	3	0	2	0	1	0	0	0	0	0	0	0	1	0	0
6th Street / 7th Avenue	0	4	4	2	0	0	1	0	0	0	0	0	0	0	1	0
6th Street / 8th Avenue	1	3	3	5	0	1	0	0	0	0	0	0	0	1	0	0
6th Street / Prospect Park West	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7th Street / 6th Avenue	0	2	1	0	0	1	0	0	0	0	0	0	0	1	0	0
7th Street / 7th Avenue	3	1	2	3	0	0	1	2	0	0	1	0	0	0	2	2
7th Street / 8th Avenue	1	1	1	3	0	0	0	0	0	0	0	1	0	0	0	1
7th Street / Prospect Park West	1	2	1	0	0	0	1	0	0	0	0	0	0	0	1	0
8th Street / 6th Avenue	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
8th Street / 7th Avenue	0	2	2	2	0	0	2	2	0	0	0	0	0	0	2	2
8th Street / 8th Avenue	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8th Street / Prospect Park West	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
9th Street / 6th Avenue	4	5	2	4	0	1	0	1	1	1	1	1	1	2	1	2
9th Street / 7th Avenue	1	3	5	0	0	0	2	0	0	1	0	0	0	1	2	0
9th Street / 8th Avenue	0	1	1	3	0	0	0	1	0	0	0	0	0	0	0	1
9th Street / Prospect Park West	1	3	0	2	0	0	0	0	0	1	0	1	0	1	0	1

Source: NYS DMV/DOT January 1, 2010 to December 31, 2013 crash data.

Although the analysis shows that no intersections in the study area meet the criteria for high-crash locations, a greater number of crashes were documented at the following five intersections (two of which are on either end of the 6th Street block where the main NYPBMH entrance is located and one is the corner adjacent to the loading dock and the ambulance deck):

- 6th Street and Seventh Avenue
- 6th Street and Eighth Avenue
- 7th Street and Seventh Avenue
- 9th Street and Sixth Avenue
- 9th Street and Seventh Avenue

A-3. Existing Condition Observations

Field observations were conducted in the vicinity of NYPBMH on Friday, May 8, 2015 and Tuesday, June 9, 2015 to document existing conditions. These dates were selected in coordination with NYPBMH and PPS and include days when alternate side parking/street cleaning regulations were in effect. The May 8, 2015 observations represent conditions when local schools were in session and before any construction work began on the new CCH building. The following peak periods for background traffic and peak periods for hospital activity were observed:

- Friday, May 8, 2015: 7:30 AM to 8:30 AM, 2:30 PM to 3:30 PM, and 5 PM to 6 PM
- Tuesday, June 9, 2015: 7 AM to 10 AM and 2:30 PM to 4:30 PM

A summary of the existing condition observations is included below:

6th Street Parking Garage Observations

The 6th Street parking garage was not observed to interfere or impact overall traffic operations since queues associated with vehicles entering and exiting the garage were generally accommodated off-street between the curb and the garage ticket gate. In the afternoon, when many employees end their shift, there was a queue of vehicles exiting the garage waiting to turn onto 6th Street, as shown in **Figure A3-1**, but these vehicles waited for available gaps in traffic, and therefore minimizing disruption to traffic flow on 6th Street. Potential issues associated with pedestrian safety were observed as some vehicles turned from 6th Street into the parking garage at high speeds without yielding to pedestrians crossing the driveway, particularly during the morning peak period.

Figure A3-1: Vehicles Exiting the Parking Garage on 6th Street



Curbside Operations

Curbside operations were observed on the streets with the greatest amount of hospital-related activity, including the blocks of 6th Street, Seventh Avenue, and 7th Street that surround the NYPBMH campus. In general, curbside usage and parking regulations are not enforced, which results in impacts to traffic flow and degrades overall operations. Specific observations included:

6th Street, between Seventh Avenue and Eighth Avenue

- Ambulances and ambulettes park on both side of 6th Street outside “Ambulance Only” parking spaces.
- Many vehicles park in “No Standing” zones while waiting to pick-up passengers.
- Many vehicles drop-off passengers in the travel lane and cause temporary backups to traffic flow.
- Most of the time, the Access-A-Ride bus stop on the north curb is not used for patient pick-up and drop-off. These vehicles tend to stop farther west, closer to the hospital entrances.
- Traffic cones are placed in the street on 6th street; the purpose of the cones is not clear and it makes it more difficult for drivers to pull-up to the curb for passenger pick-up/drop-off.
- Most patients want to be picked-up/dropped-off in front of the Miner Pavilion although this is not the main hospital entrance. The parking regulation at this location is “Ambulance Only” and is also where the street is narrow due to the wider sidewalk. Vehicles stopping at the main entrance often block the travel lane.

Seventh Avenue, between 6th Street and 7th Street

- Delivery trucks use the east curb lane, between the loading dock and 7th Street, to queue for a spot in the loading dock.
- Delivery vehicles park and double park along the west curb in the morning in “No Standing” zones; most of these vehicles were not making deliveries to NYPBMH and create congestion on Seventh Avenue.
- Livery vehicles/taxis park on the east curb in front of the hospital entrance in a “No Parking” zone.
- Ambulances park in “No Standing” zones on Seventh Avenue, which can make it difficult for trucks entering/exiting the loading dock.

7th Street, between Seventh Avenue and Eighth Avenue

- The barricades intended to restrict parking within the ambulance zone on the north curb are not stationary. Drivers move them throughout the day and as a result, the barriers end up in the middle of the street.

Ambulance/Ambulance Deck Operations

Ambulance Deck

The NYPBMH ambulance deck is located on the corner of 7th Street and Seventh Avenue with access from 7th Street and egress onto Seventh Avenue. The ambulance deck can currently accommodate five ambulances. Since the number of ambulances serving NYPBMH continues to increase, NYPBMH petitioned the Department of Health for five additional ambulance spaces on 7th Street. The current parking regulation on the north side of 7th Street between Seventh Avenue and the ambulance deck driveway is for “Ambulance Only” from 8 AM to 6 PM, Monday through Friday. The ambulance deck manager mentioned anecdotally that parking can be difficult for ambulances on weekends when the curb lane isn’t reserved on 7th Street.

NYPBMH security uses videos to monitor the ambulance deck and the 7th Street parking space availability for 911 emergencies. Barricades are used on 7th Street to help keep the spaces clear of non-

emergency vehicles but they are not an ideal solution since they were observed to be moved around throughout the day by ambulance and other drivers on 7th Street.

A feasibility study was conducted by NYPBMH in August 2014 to determine if the ambulance deck could be expanded but concluded that the height requirements for the loading dock below the ambulance deck and the slope of the loading dock access ramp are restrictive and are already at the minimal safe clearance. An extension of the ambulance deck would require additional structural support that would further reduce the clearance for the loading dock; therefore, expansion was determined to be infeasible.

Ambulance/Ambulance Deck Operations

Observations of ambulance operations indicated that there is light ambulance activity before 9 AM and it increases during the midday and PM peak periods. Ambulances/Ambulettes were observed parking on both sides of 6th Street at all times, even though space is provided on the south curb of 6th Street between Seventh and Eighth Avenues, from 7 AM to 7 PM, Monday through Friday. Ambulances were also observed parking on Seventh Avenue, which made it difficult for trucks entering/exiting the loading dock at some times.

Most ambulances/ambulettes were observed staying in the vicinity of the hospital for at least 15-20 minutes after dropping off patients although data from NYPBMH staff indicated that ambulance turn-around time is on average 28 minutes. NYPBMH is working with FDNY to improve wireless connections in ambulances and at NYPBMH so ambulance drivers can fill out digital paperwork more efficiently and therefore reduce the turn-around time.

There is a crew room/restocking area on Seventh Avenue between 6th and 7th Streets where the New York Presbyterian (NYP) ambulances that operate at NYPBMH can restock for day to day operations. Ambulances park here while they restock even though the parking regulation is “No Standing”. The site supervisor for the NYP ambulances that use the crew room explained that there six shift changes a day (three for each of the two working ambulances), which take approximately 30 minutes each.

Given the current level of ambulance traffic at NYPBMH and the time ambulance drivers/staff need to turnover and restock, the capacity of the ambulance deck does not always meet the demand and as a result, there is spillover of ambulance traffic onto streets adjacent to NYPBMH.

Ambulance Regulations

Based on information provided by NYPBMH, there are four basic types of ambulances that operate in New York City:

- FDNY Municipal Ambulances
- Voluntary Ambulances, such as the NYP and Brooklyn Hospital ambulances, that operate under contract to FDNY but are part of the hospital fleet
- Volunteer Ambulances, such as Hatzolah, that are run by community volunteers authorized by NYC to operate
- Proprietary Ambulances, such as Midwood, that can do transfers or discharges. There are three ambulances that are designated to serve NYPBMH that are part of the New York Presbyterian ambulance fleet; two that are in operation and one spare. The two that are in operation restock at the crew room on Seventh Avenue and then have designated posts away from the hospital to wait for calls, including one space at Grand Army Plaza.

The spare NYP ambulance was originally parked on street. Due to community complaints from the 7th Street Block Association, the spare ambulance was moved to the ambulance deck. Due to space limitations within the ambulance deck, the spare was moved back on street to Seventh Avenue but

recently was moved back into the ambulance deck due to complaints from PPS. The spare ambulance needs to be parked somewhere on the NYPBMH campus for easy access but a permanent solution is needed for where exactly it should be stored.

NYPBMH does not own any of the ambulances and does not contract directly with the ambulance drivers. As such, NYPBMH has limited control of ambulance operations but does ask the drivers to be respectful of the community and overall operations at the hospital. The community has identified several concerns related to ambulances operations, including parking in “No Standing” zones and idling, but NYPBMH has limited authority to address some of these concerns. Specifically:

- According to Vehicle and Traffic Law (Title 34, Chapter 4 Traffic Rules, Section 4-08 subsection m7 (Additional Parking Rules, Emergency Ambulance Service Vehicles)): The operator of an ambulance, as defined in section 100-b of the Vehicle and Traffic Law (Ambulance: Every motor vehicle designed, appropriately equipped and used for the purposes of carrying sick or injured persons by a person or entity registered or certified as an ambulance service by the Department of Health.), while awaiting an emergency call, may park at meters, truck loading and unloading zones, and "NO PARKING" areas not specifically designated for other vehicles. (i.e. authorized zones).
- According to Vehicle and Traffic Law (Title 34, Chapter 4 Traffic Rules, Section 4-08, subsection p (Engine Idling), vehicles cannot idle for more than 3 minutes except legally authorized emergency motor vehicles (which include ambulances).

NYPBMH has prepared a letter that it distributes to ambulance drivers to encourage them to turn off their engines when possible, but this cannot be enforced by NYPBMH.

Truck/Loading Dock Operations

The loading dock for NYPBMH is located on the east side of Seventh Avenue, between 6th and 7th Streets, and has three loading bays. Based on observations, the delivery activity peaks during the AM peak period, and the loading dock managers explained that Mondays, Wednesdays, and Fridays are the busiest delivery days. The loading dock operates based on a detailed truck delivery schedule for each day of the week from 3 AM to 3 PM. Although a function of variations in background traffic conditions, large tractor-trailer deliveries are scheduled to complete their deliveries before 7 AM. Current truck delivery time slots are also scheduled to maintain a separation of “clean” and “dirty” items at the loading dock.

Trucks back-in to the loading dock and front out; both times crossing the sidewalk on Seventh Avenue which is often busy with pedestrian traffic. Most deliveries are made by single-unit trucks (two axles) and vans, although larger tractor-trailers (3-axles) were also observed using the loading dock. As shown on **Figures A3-2 and A3-3**, the larger trucks block traffic on Seventh Avenue in both directions when they enter/exit the loading dock and the loading dock manager was observed helping the larger trucks navigate.

When the loading dock is full, trucks typically wait in a “No Standing” zone on the east curb lane on Seventh Avenue between the driveway and the corner with 7th Street until a spot in the loading dock becomes available. The community has also observed trucks loading/unloading goods from Eighth Avenue.

While NYPBMH receives many deliveries, the adjacent commercial uses on Seventh Avenue also generate considerable truck activity. Double parked delivery vehicles opposite NYPBMH in front of the All Saints Episcopal Curb, La Bagel Delight, and other shops increase congestion and reduce overall capacity on Seventh Avenue, unrelated to NYPBMH.

Figure A3-2: Tractor Trailer Blocking Seventh Avenue (May 8, 2015 at 7:42 AM)



Figure A3-3: Tractor Trailer Blocking Seventh Avenue (May 8, 2015 at 8:34 AM)



Pedestrian and Bicycle Operations

There is considerable pedestrian traffic in the area around NYPBMH from area residents commuting to/from work, employees of NYPBMH and other local businesses, and students at local schools. The Seventh Avenue corridor is well traveled given the subway at Seventh Avenue at 9th Street, the local bus stops along the corridor, and retail uses on this street.

Specific pedestrian and bicycle observations include:

- At all times, NYPBMH employees, patients, and visitors have been observed crossing 6th Street midblock between Seventh and Eighth Avenues to travel between the two main building entrances/parking garage.
- Existing bike racks appear to be insufficient and/or inadequately located with bikes attached to parking poles.

- The loading dock manager was observed holding pedestrians back on Seventh Avenue when trucks enter/exit the loading dock, though many pedestrians continued to walk behind/in front of trucks.
- Trucks/ambulances parked on Seventh Avenue between the loading dock and 7th Street block the view of the crosswalk for vehicles turning left onto 7th Street from Seventh Avenue.

Traffic Operations

Traffic operations were observed at intersections in the vicinity of NYPBMH to understand how traffic flows, where there is congestion, and what might be the sources of congestion. With the exception of 6th Street between Seventh and Eighth Avenues and the instances where trucks are backing into the NYPBMH loading dock and/or ambulances are transporting patients to the emergency room that create temporary periods of congestion, most of the congestion that was observed was not related to NYPBMH operations, including double parking, heavy pedestrian crossing volumes, and school pick-up/drop-off. Specific intersections where congestion was observed are described below:

5th Street and Seventh Avenue

During the midday peak period, high pedestrian volumes generated by the John Jay Educational Campus and double parked vehicles on Seventh Avenue resulted in congestion on Seventh Avenue.

6th Street and Seventh Avenue

During the AM and midday peak periods there were occasional queues on 6th Street when vehicles stopped in the travel lane to pick-up/drop-off patients. During the PM peak period, queues were observed on 6th Street extending $\frac{3}{4}$ down the block towards Eighth Avenue, due to vehicles exiting the garage.

6th Street and Eighth Avenue

During the midday peak period, there were high pedestrian volumes associated with dismissal at St. Savior's Catholic Academy. While most pedestrian crossings did not conflict with turning vehicles, some double parked vehicles on 6th Street between Eighth Avenue and Prospect Park West (school pick-ups) created congestion on 6th Street.

Seventh Avenue at 7th Street

During the AM peak period, vehicles double park on the west side of Seventh Avenue and create congestion for through traffic. During the midday peak period, double parking continued but the vehicles did not appear to be associated with NYPBMH. Conflicts were observed between pedestrians crossing 7th Street and ambulances turning onto 7th Street from Seventh Avenue.

Eighth Avenue at 7th Street

Double parking associated with St. Savior's Catholic Academy was observed on Eighth Avenue during the AM and midday peak periods, and on 7th Street between Eighth Avenue and Prospect Park West during the midday peak period. Travel capacity was greatly reduced on these streets due to double parking but vehicles traveling to the hospital (turning from Eighth Avenue onto 6th Street) did not seem affected.

On-Street Parking Availability

On-street parking was observed to be well used within the area bound by 5th Street to 8th Street and from Prospect Park West to Sixth Avenue (24 blocks). Days with alternate side parking/street cleaning regulations further reduced on-street parking availability.

Signage/Wayfinding

Signage for people traveling to NYPBMH exists but is not well placed or at a scale that is effective for drivers or pedestrians. Most signage is at a pedestrian level, and is therefore not visible to drivers because the signs are too small or are placed where drivers cannot see them. Specifically, existing signs do not make it clear how to access each building entrance (main entrance, visitor entrance, emergency room, etc.) or how to access the parking garage. Several community members have stated that vehicles drive the wrong way on Eighth Avenue to access NYPBMH, and while this was not observed, it was noted that there is only one “Hospital” sign posted in the area and that it is faded and difficult to read and indicates the potential need for additional signage to alert drivers of the one-way streets and/or turn prohibitions. **Figures A3-4 through A3-7** show examples of non-effective signage observed in the vicinity of the hospital.

Figure A3-4: Driver Signage at Eighth Avenue and 6th Street



Figure A3-5: Driver and Pedestrian Signage at Eighth Avenue and 7th Street



Figure A3-6: Parking Sign on 7th Street



Figure A3-7: Faded Hospital Sign at Eighth Avenue and 6th Street



Enforcement

Parking violations were observed on the blocks surrounding NYPBMH with vehicles parked illegally in “No Standing” and “Ambulance-Only” zones. While active parking enforcement was not observed during field observations, the loading dock manager noted that the New York Police Department (NYPD) does ticket vehicles in the area but that tow trucks can take a long time to arrive on-site, particularly on Seventh Avenue. General enforcement on Seventh Avenue, between 6th and 7th Streets, and adjacent blocks of Seventh Avenue, where double parking and parking in “No Standing” zones occurs frequently, would improve overall traffic flow in the area. Additional enforcement of alternate side parking regulations would address traffic congestion caused by drivers that do not move their cars during street cleaning.

A NYPBMH security agent was present at all times on 6th Street at the main NYPBMH entrance. The agent did not enforce the parking regulation signage but helped maintain traffic flow and helped pedestrians cross 6th Street between the NYPBMH entrance and the parking garage, especially during the afternoon shift change.

A-4. Existing TDM Measures

NYPBMH already offers its employees several Travel Demand Management (TDM) services to encourage alternatives to driving personal vehicles, such as transit, car/vanpooling and active transportation. Existing TDM measures at NYPBMH services include:

- Tax-free commuter transit benefits (Wageworks),
- A ride-matching system for carpools and vanpools (through 511 NY),
- Shuttle service to remote parking and mass transit,
- Guaranteed ride home,
- Off-site office locations.

Commuter Savings Program

The Commuter Savings Program, offered through Wageworks, offers employees the opportunity to set aside money on a pre-tax basis to cover the cost of public transit expenses with TransitCheks. Deductions are taken automatically from employee's paycheck. The program is accessible to all employees, even those who do not use transit on a daily basis. As of October 2015, 495 employees participated in the Commuter Savings Program.

Ride-Matching System

The NYPBMH ride-matching system, offered through 511NY Rideshare online portal, gives employees access to a pool of potential rideshare matches in their area, based on similar travel routes and patterns, and with whom they can share a ride (carpooling, vanpooling, transit or biking). To use the service, employees have to create a personal profile, then, the system will provide users with a list of potential rideshare partners that includes contact information. 511NY Rideshare interactive portal also informs employees about the best transit and biking options to reach NYPBMH and keeps them updated on unforeseen events and emergencies such as severe weather, HOV restrictions, gas shortages, transit strikes and construction projects. As of October 2015, 495 employees participate in the Ride-Matching System.

Guaranteed Ride Home

All active carpools or vanpools registered with 511 NY are pre-approved for the Guaranteed Ride Program. In case of an emergency or unexpected situation that prevents them from using their carpool or vanpool (e.g. overtime work, driver that gets sick), NYPBMH agrees to pay for the ride to the destination by public transit or taxi (up to a maximum of \$40 per trip, and \$200 per year).

Shuttle Service

NYPBMH operates two shuttle routes for employees between NYPBMH and the Brooklyn Museum parking lot (on Washington Ave) and between NYPBMH and Barclays Center (at the intersection of Pacific Street and Flatbush Ave). The shuttle service has been in operation since May 2015 to accommodate employees that have been displaced from the 6th Street garage during construction of the CCH. Shuttles operate every 30 minutes between 6:15 AM and 9:45 AM and between 3:05 PM and 7:35 PM.

Ridership data for May 2015 and sample weeks in July 2015, September 2015, January 2016, and April 2016 were provided by NYPBMH and are summarized in **Table A4-1**. The shuttle route to/from Barclays

Center appears to be growing in popularity, whereas ridership on the shuttle route to/from the Brooklyn Museum seems to have leveled off.

Table A4-1: NYPBMH Shuttle Average Daily Ridership

Brooklyn Museum Shuttle		Week of May 4, 2015	Week of May 11, 2015	Week of May 18, 2015	Week of July 27, 2015	Week of Aug 31, 2015	Week of Sep 7, 2015	Week of Sep 14, 2015	Week of Sep 21, 2015	Week of Sep 28, 2015	Week of January 4, 2016	Week of January 11, 2016	Week of January 19, 2016 (1)	Week of January 25, 2016	Week of April 4, 2016	Week of April 11, 2016	Week of April 19, 2016	Week of April 25, 2016
Morning (6:15 AM to 9:45 AM, every 30 minutes)	From the Brooklyn Museum parking lot to NYM	15	13	10	31	22	26	16	19	19	10	10	9	9	17	17	15	16
Evening (3:05 PM to 7:35 PM, every 30 minutes)	From NYM to the Brooklyn Museum parking lot	10	11	9	30	40	43	33	34	43	32	27	23	24	31	28	32	26
Barclays Center Shuttle		Week of May 4, 2015	Week of May 11, 2015	Week of May 18, 2015	Week of July 27, 2015	Week of Aug 31, 2015	Week of Sep 7, 2015	Week of Sep 14, 2015	Week of Sep 21, 2015	Week of Sep 28, 2015	Week of January 4, 2016	Week of January 11, 2016	Week of January 19, 2016 (1)	Week of January 25, 2016	Week of April 4, 2016	Week of April 11, 2016	Week of April 19, 2016	Week of April 25, 2016
Morning (6:15 AM to 9:45 AM, every 30 minutes)	From the Barclays Center to NYM	11	17	19	53	30	25	33	32	30	36	37	29	38	43	46	48	43
Evening (3:05 PM to 7:35 PM, every 30 minutes)	From NYM to the Barclays Center	10	14	16	52	37	38	38	33	29	39	42	36	46	56	56	52	53

Source: NYPBMH

1. Tuesday to Friday. 01/18 was a holiday.

A-5. Employee Travel Survey

An employee travel survey was conducted by SSE to determine current NYPBMH employee travel patterns, including travel mode, arrival/departure time, parking location, and transit connections. In addition, the survey was administered to understand the likelihood of employees changing their travel behavior, as well as to get their feedback on the newly provided shuttle service.

Methodology

The survey was administered online between Tuesday, June 23, 2015 and Wednesday, July 8, 2015 and disseminated to all NYPBMH employees via email, with periodic email reminders and employee newsletter postings to encourage participation. In total, there are 4,226 NYPBMH employees at the main campus, of which 547 (or 13%) completed the survey.

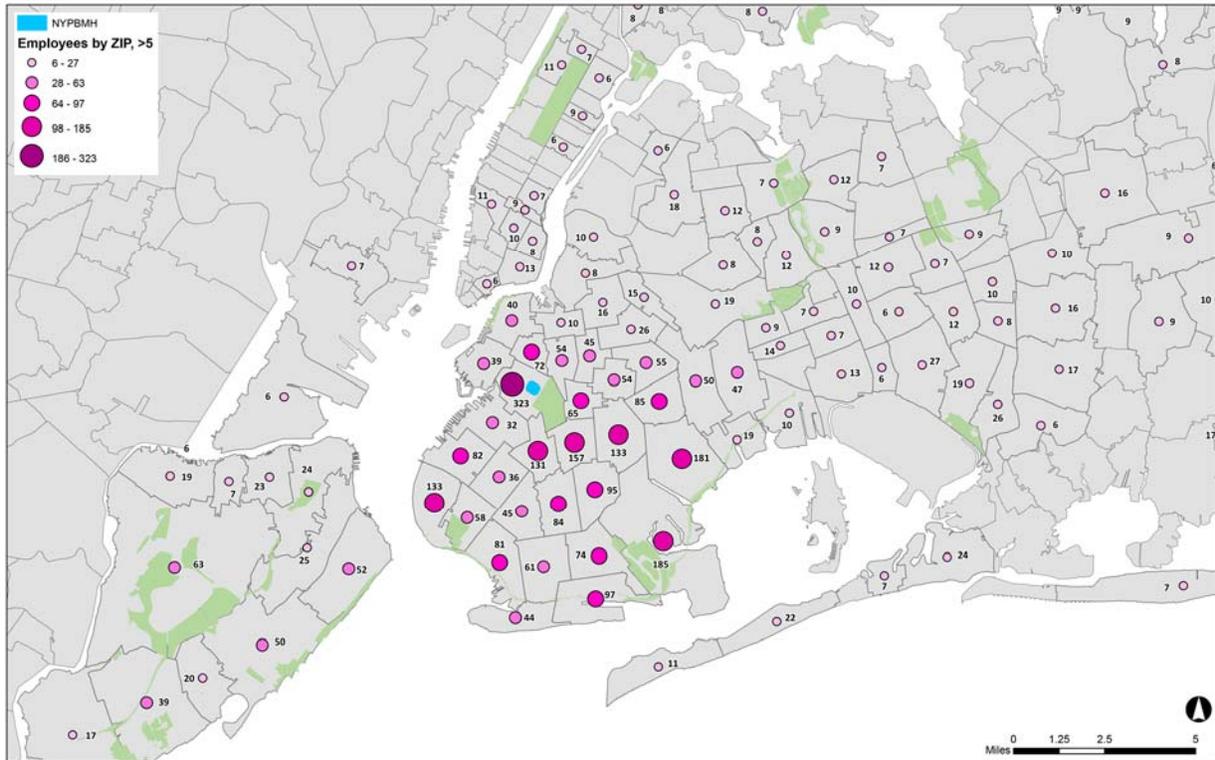
All respondents were asked questions about their typical commuting habits; however, only those that typically drive alone to NYPBMH, get dropped-off, or use a taxi or car service were asked the series of follow-up questions on their potential to shift to non-auto modes. All employees, except those who currently walk, bike, or use the shuttle service, were asked questions pertaining to the NYPBMH shuttle service. The survey questions and written comments are included in the **Attachment**.

Current Employee Demographics

NYPBMH Hospital currently has 4,523 employees (3,700 full-time equivalent) across several facilities located at various locations in Brooklyn, with the majority (93%) working at the main campus on 6th Street (4,226 employees).

The majority of employees live in Brooklyn (2,742, 63%), Queens (470, 11%) and Staten Island (344, 8%), with the remainder distributed throughout Nassau County (229, 5%) in other locations. A high concentration of employees live in Park Slope and the neighborhoods around Prospect Park including Kensington and Flatbush/East Flatbush. Other neighborhoods where many employees live are Bay Ridge, Marine Park, Sheepshead Bay, and Canarsie. While many employees live in Staten Island, they are well distributed throughout the island. **Figure A5-1** displays a map of the employee residential locations, by ZIP code.

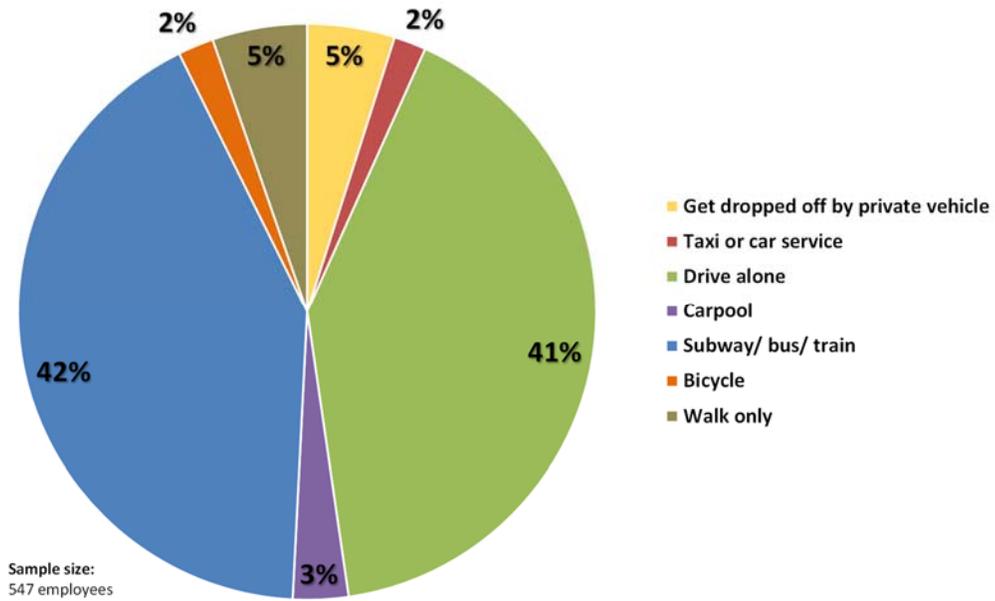
Figure A5-1: NYPBMH Employee Residence Locations



Travel Modes

Figure A5-2 shows the typical travel modes NYPBMH employees use to travel to work. Currently, half of the employees (51%) travel by auto (drive alone, get dropped-off, carpool or use a taxi), while the other half (49%) uses transit or active transportation modes (walk or bike). Most of employees (> 90%) use the same mode when they leave work. The average vehicle occupancy for drivers is 1.1 passengers per vehicle. The majority of employees that carpool do so with one other person (75%).

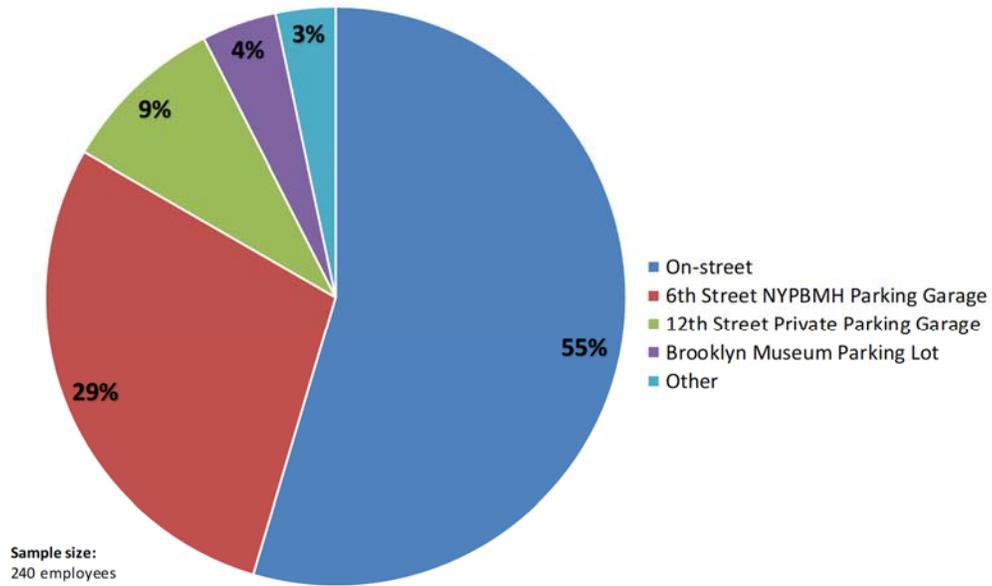
Figure A5-2: Current NYPBMH Employee Arrival Travel Modes



Parking

Of the employees that drive, more than half (55%) park on-street. The remaining 45% park in off-street parking facilities, primarily in the 6th Street garage. **Figure A5-3** shows the distribution of where drivers park.

Figure A5-3: Carpool and Drive Alone Commuter Parking Locations



The majority of employees parking in a garage or lot use the NYPBMH private parking garage on 6th Street, while 9% park in a private parking garage located on 12th Street (between Seventh Avenue and Eighth Avenue) and 4% park in the Brooklyn Museum parking lot (from where a shuttle service is provided since May). Other parking locations (3%) include the parking deck on 5th Street, Armory Heights Plaza Car Park (located on 15th Street between Seventh Avenue and Eighth Avenue) and Paramount Car Park (located on 4th Avenue between 3rd Street and 5th Street).

Receptiveness to Potential TDM Program Elements

The employees who typically drive alone to work (41%), get dropped off by private vehicle (5%), or get dropped off by at taxi/car service (2%) were given a series of “what if” questions to gauge their receptiveness to a variety of potential TDM program elements, including their likelihood to shift to transit, shift to carpooling, or shift to an employee shuttle bus (if offered). **Tables A5-1 through A5-3** show their responses to these potential elements.

Table A5-1: Survey Responses – Potential Shift to Subway/Bus/Train

What is the likelihood that you would switch to taking the subway/bus/train if...	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely	N/A
...you were able to obtain a discounted subway/bus/train pass?	18%	19%	5%	51%	8%
...the subway/bus/train service ran more frequently?	15%	21%	7%	49%	8%
...a shuttle bus for NYPBMH employees was provided from Grand Army Plaza?	8%	10%	8%	55%	19%
...a shuttle bus for NYPBMH employees was provided from the 9th Street/4th Avenue station?	10%	13%	8%	50%	19%
...NYPBMH offered up to 5 free taxi rides home per year to those who regularly take subway/bus/train, in case of an unexpected situation?	24%	13%	9%	44%	9%
...NYPBMH offered rewards for those who use subway/bus/train to get to work?	21%	19%	9%	40%	10%
...other incentives were provided?	19%	13%	6%	36%	26%

Note: The percentages shown in this table are rounded and may not equal 100% for each question.

Table A5-2: Survey Response – Potential Shift to Carpool

What is the likelihood that you would switch to a carpool if...	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely
...there were a website/app that could connect you to another NYPBMH employee who lives near you and also wants to carpool?	13%	31%	14%	42%
...NYPBMH offered up to 5 free taxi rides home per year to those who regularly carpool, in case of an unexpected situation?	15%	28%	13%	43%
...NYPBMH provided preferred parking for carpools?	35%	28%	6%	31%
...NYPBMH offered rewards for those who carpool to work?	27%	28%	10%	35%
...other incentives were provided?	19%	19%	11%	51%

Note: The percentages shown in this table are rounded and may not equal 100% for each question.

Table A5-3: Survey Responses – Potential Shift to Shuttle

What is the likelihood that you would switch to a shuttle bus if...	Very Likely	Somewhat Likely	Somewhat Unlikely	Very Unlikely
... a service for NYPBMH employees was provided from a nearby park and ride lot or transit hub?	22%	23%	16%	38%

Note: The percentages shown in this table are rounded and may not equal 100% for each question.

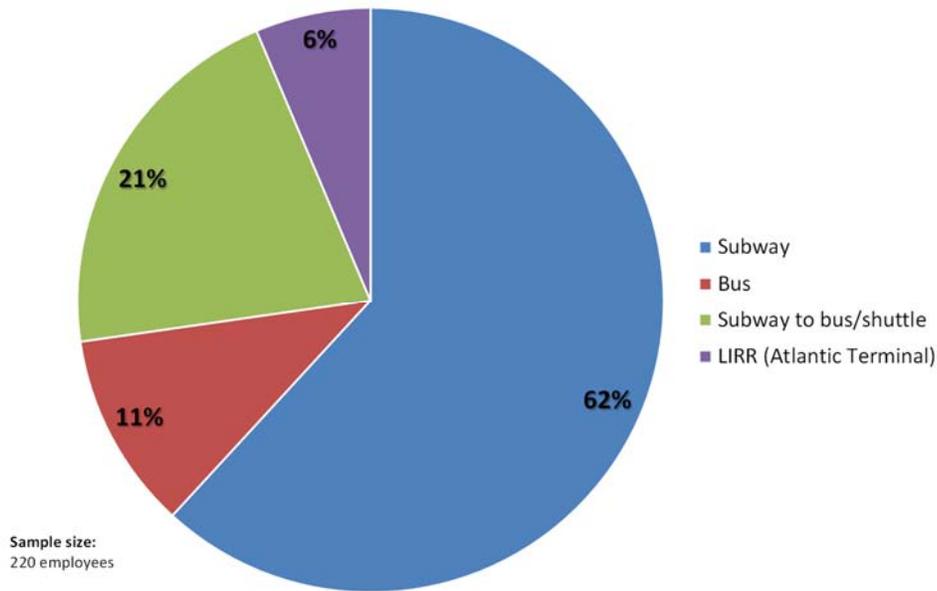
Several trends are noticeable from employee responses to these questions:

- Of the employees that were asked about the potential to use alternate modes to driving alone (approximately half of employees), 20% to 60% are receptive (those who answered “Very Likely” or “Somewhat Likely”), depending on what services and/or incentives were offered.
- Guaranteed Ride Home, preferred parking for carpool vehicles, and rewards for carpooling were the benefits that ranked highest in terms of shifting behavior. Employee comments to the above questions suggested among other things: free/discounted transit pass, gas/toll reimbursement, gifts (gift cards, free meals, uniform discounts, etc.) and compensation time as incentives for switching to transit or carpool.
- 45% of employees suggested that they were very to somewhat likely to switch to a shuttle bus if this service was provided from a nearby park and ride lot or transit hub. Employee comments often suggested more shuttle routes (especially from the Bay Ridge area for Staten Island residents), more stops on the current routes and extended schedules that match their 12-hour shift schedule.

Transit

Figure A5-4 shows the typical travel mode distribution of NYPBMH employees using transit to travel to/from NYPBMH. The vast majority of transit commuters use the subway or the subway to a bus/shuttle (83%) as their principle travel mode, while the remainder travel by bus (11%) or LIRR (6%) to reach the hospital.

Figure A5-4: NYPBMH Employee Transit Travel Modes



NYPBMH already promotes transit use via its own TransitChek/Wageworks benefit program; however, the survey results show that among employees who typically use transit to travel to work, only 42% currently participate in this benefit program. The following **Table 5-4** summarizes employee motives for not participating in the Transit Check program.

Table A5-4: Reasons for Not Participating in the TransitChek Program

Reasons for not Participating in the TransitChek Program	
Did not know the program before / Do not know how to sign up	32%
Want to participate, but have not enrolled yet / Need more information	20%
Do not use transit everyday	15%
Do not want to participate in the program / Not interested	13%
Cannot afford it	4%
Missed enrollment	3%
Part-time employee	3%
No reason	3%
Other	9%

It should be noted that only 13% are not interested in joining the program, which means that a vast majority of transit users who do not currently use this benefit could be encouraged to participate.

Figures A5-5 through A5-8 provide specific information about the employee transit trips.

- 90% of employees who travel by subway take the F/G to Seventh Avenue or the R to 4th Avenue/9th Street.
- 65% of employees that travel on the subway and transfer to a bus ride the B67 or B69 on Seventh Avenue.
- 58% of employees who travel by bus take the B67 or B69 buses.
- 50% of employees who travel on the LIRR take the shuttle to NYPBMH to complete their trip.

Figure A5-5: Stations Used by Subway Riders

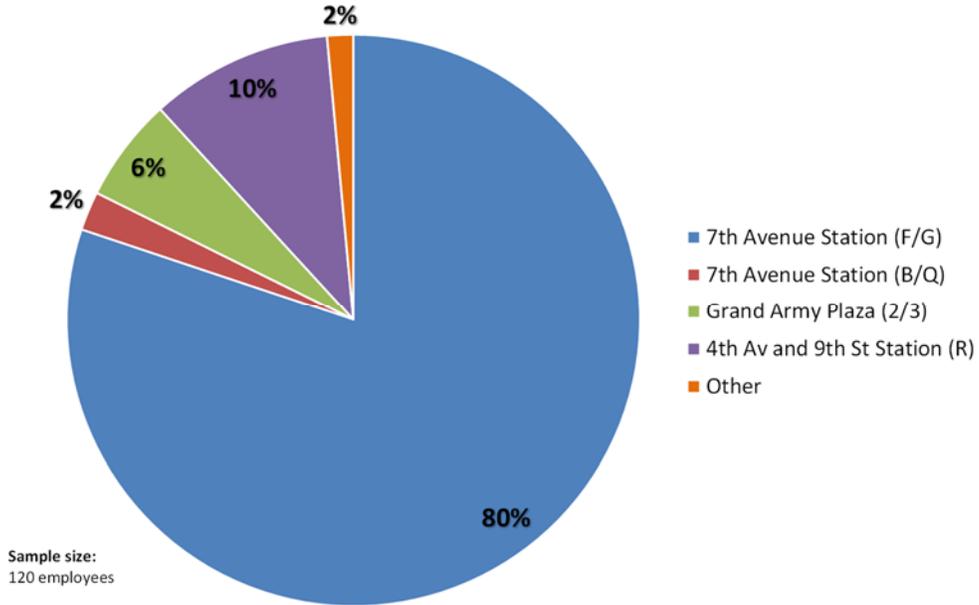


Figure A5-6: Subway to Bus Transfers

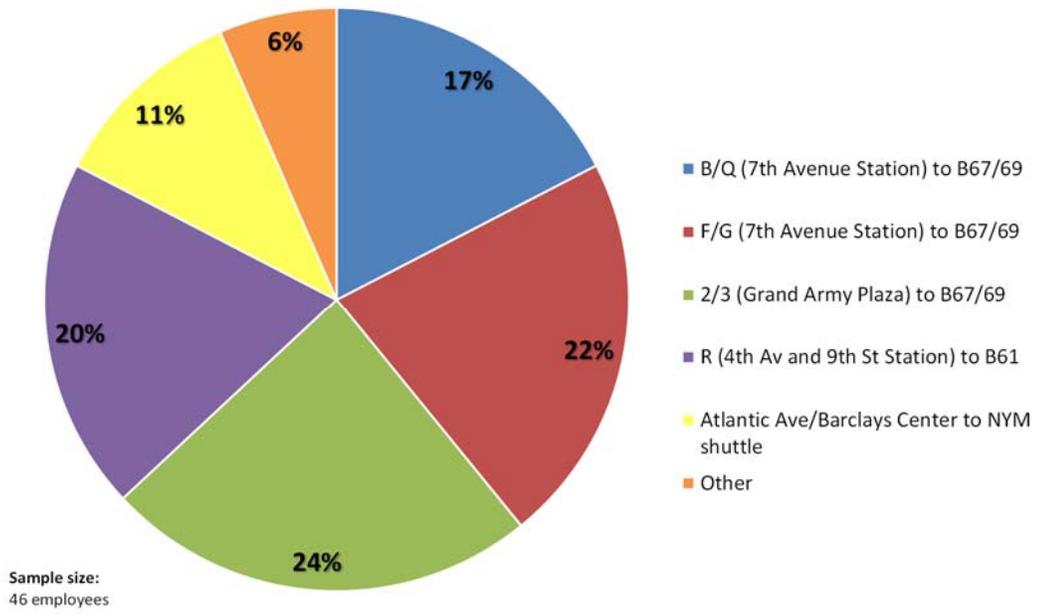


Figure A5-7: Routes Used by Bus Riders

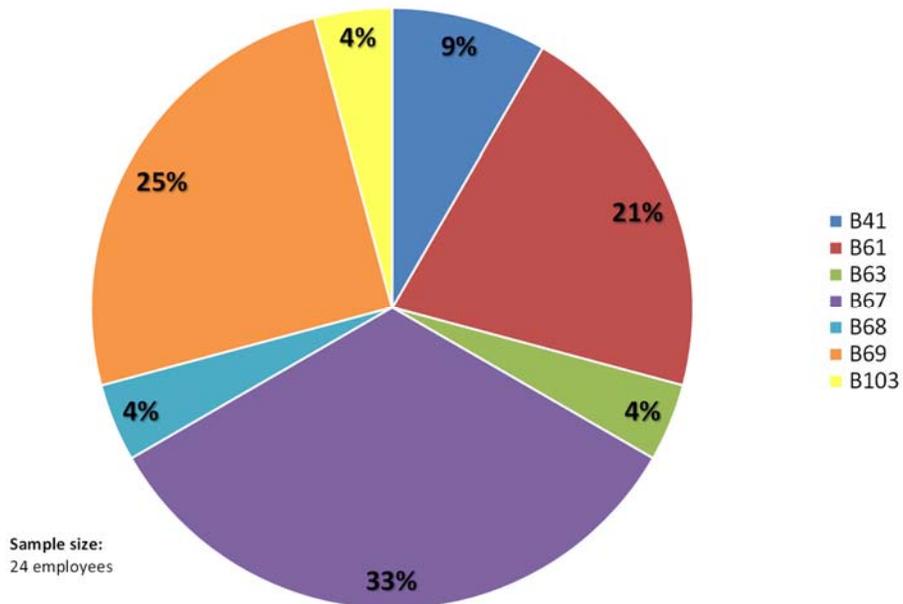
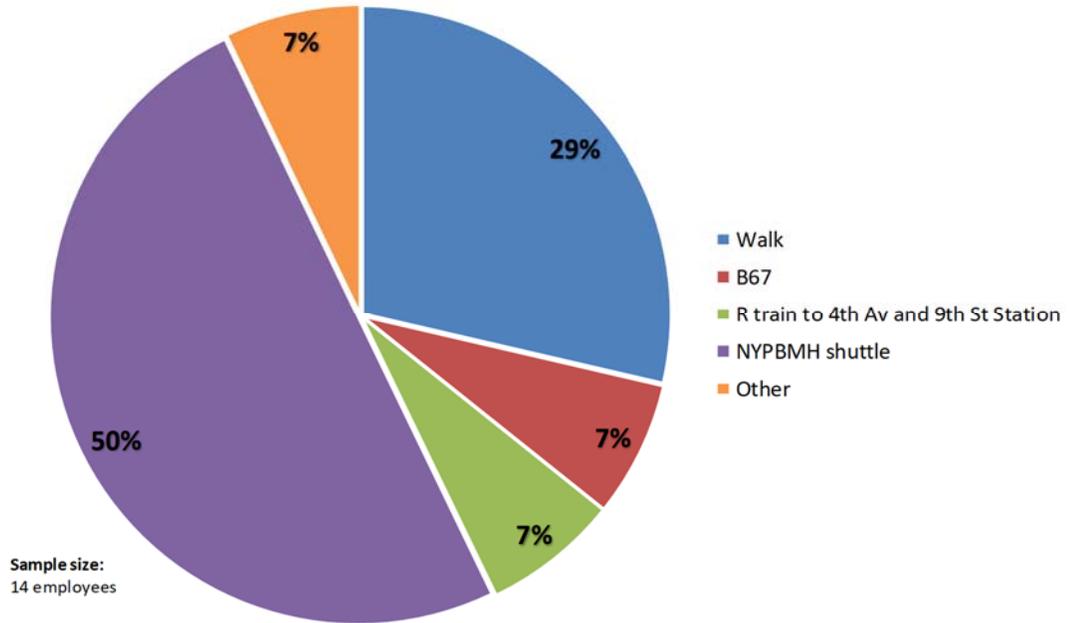


Figure A5-8: Travel Mode from Atlantic Terminal of LIRR Riders

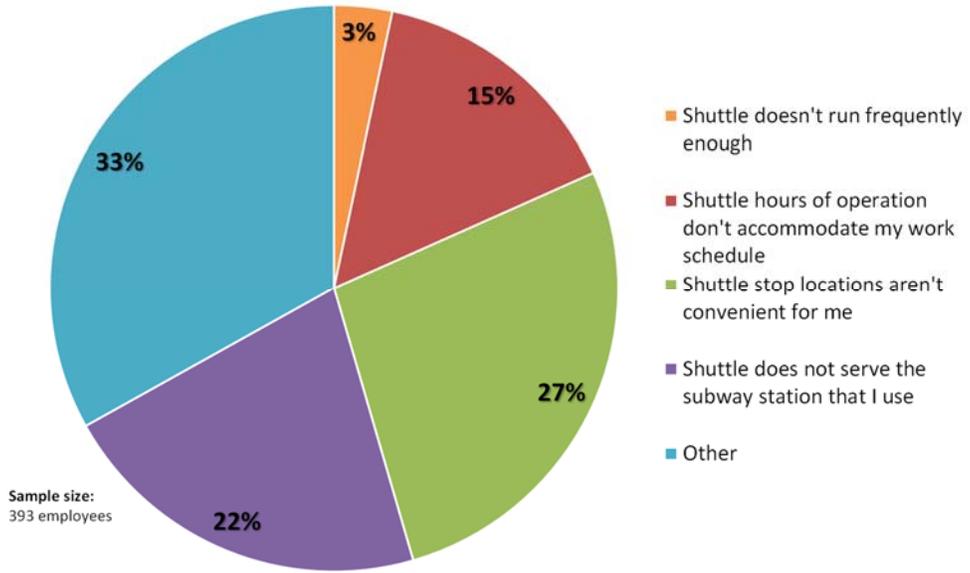


Shuttle Service

Most of the surveyed employees were asked to give feedback on the shuttle service; however, these questions were skipped for those that walk, bike or already use the shuttle as part of their transit commute. In total, 447 employees (10% of total employees) gave their impressions on the shuttle service that started in May 2015. The main conclusions are listed below and are shown on **Figure A5-9**.

- The vast majority of employees (87%) are aware of the service.
- Only 8% of employees who are aware of the service currently use the shuttle as part of their daily commute to/from work.
- Of the 13% of employees that did not know about the shuttle service, 32% would consider using it, but most (68%) would not, even though they are now aware of the service.
- The primary reasons employees provided for why they would not use the shuttle include the location of the current stops (49%) and the shuttle schedule (18%).

FigureA 5-9: Reasons for Not Using the Shuttle Service



A-6. Visitor/Patient Travel Survey

A travel survey was conducted to understand current patient (inpatient and outpatient) and visitor travel patterns, including travel mode, visit length, parking location, vehicle occupancy, and ZIP code information.

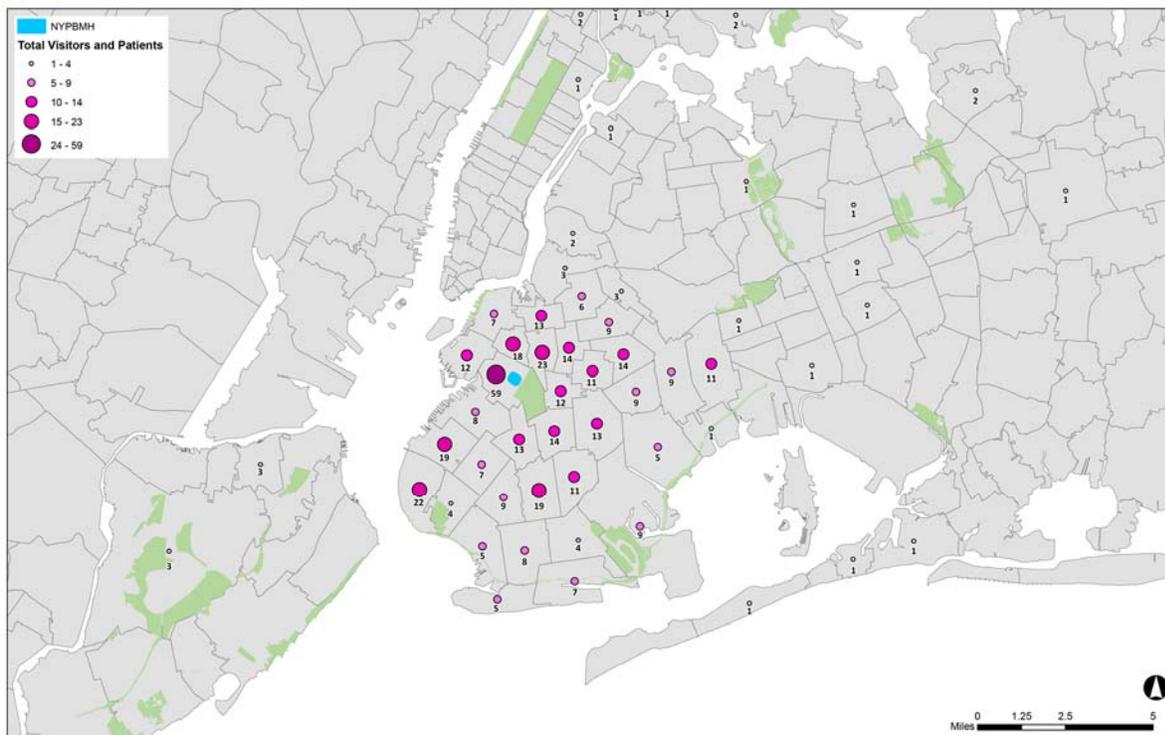
Methodology

NYPBMH staff administered the visitor/patient survey, designed by SSE, on Thursday, June 25, 2015 and Friday, June 26, 2015. In total, 366 patients and 210 visitors completed the survey. The detailed survey questions are included in the **Attachment**.

Current Visitor and Patient Demographics

Nearly all surveyed visitors and patients live in Brooklyn. **Figure A6-1** displays a map of the visitor and patient residential locations. The highest numbers of visitors and patients live in Park Slope, Bay Ridge, and Prospect Heights/Fort Greene/Clinton Hill.

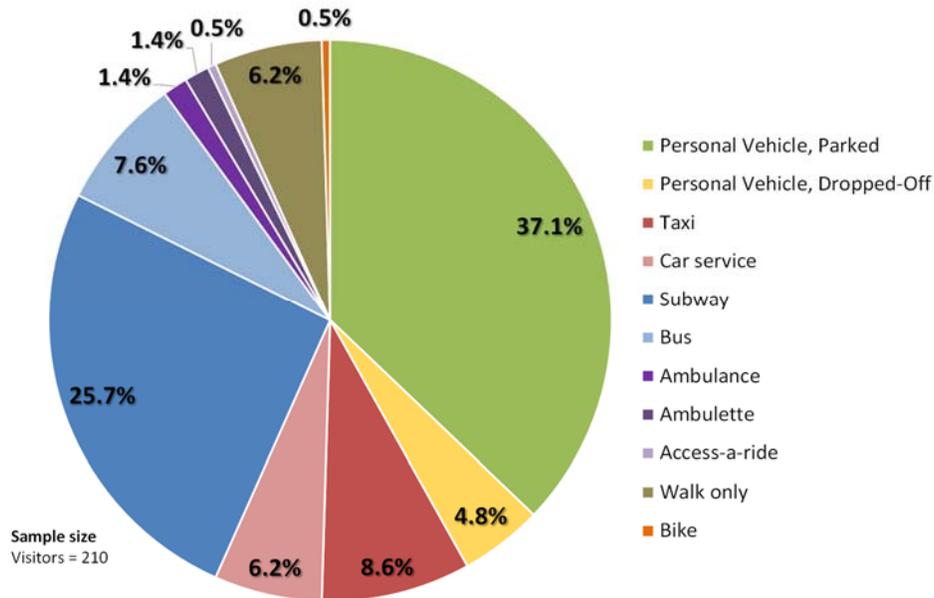
Figure A6-1: NYPBMH Visitor and Patient Residence Locations



Visitor Results

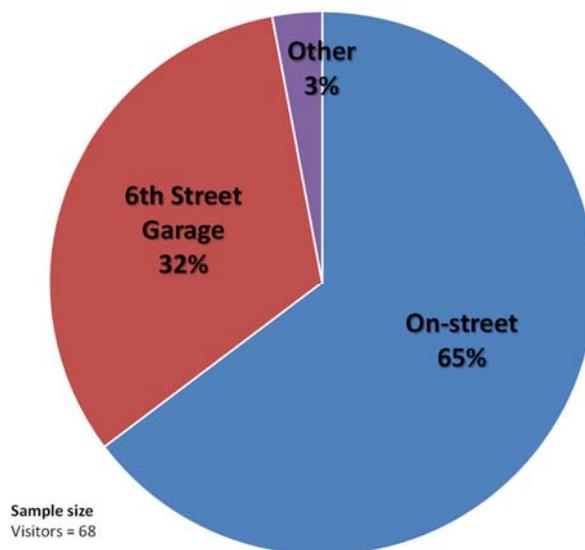
Figure A6-2 shows the typical travel modes of visitors. Approximately 57% of visitors drive to the hospital or are dropped-off (either by a personal car or a taxi/car service). 40% use transit, walk or bike, and approximately 3% arrive via ambulance, ambulette or Access-a-Ride.

Figure A6-2: NYPBMH Visitor Arrival Travel Modes



As depicted in Figure A6-3, 65% of visitors park on-street; of those that park off-street, most use the 6th Street garage.

Figure A6-3: NYPBMH Visitor Parking Locations

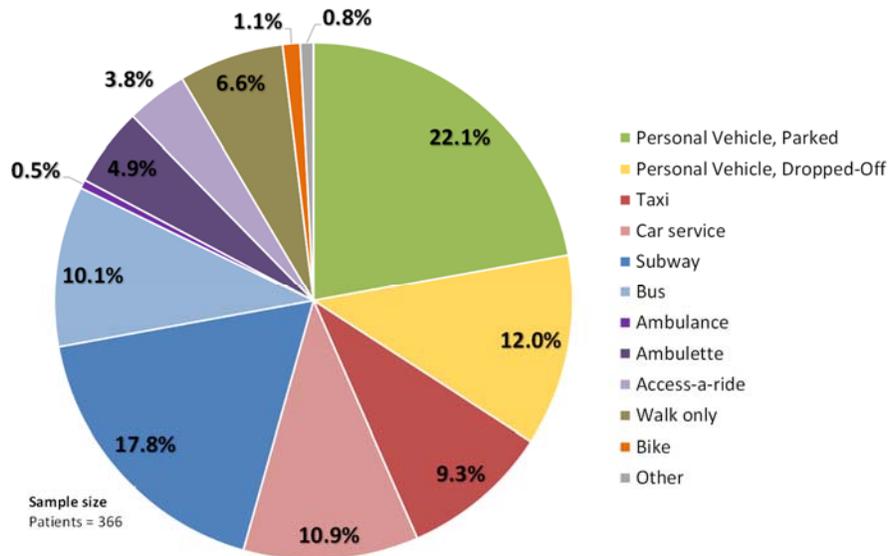


The majority (61%) of surveyed visitors stayed two hours or less, and over 75% of visitors travel alone or with just one other person. The average vehicle occupancy for visitors driving to the hospital is equal to 2.25.

Patient Results

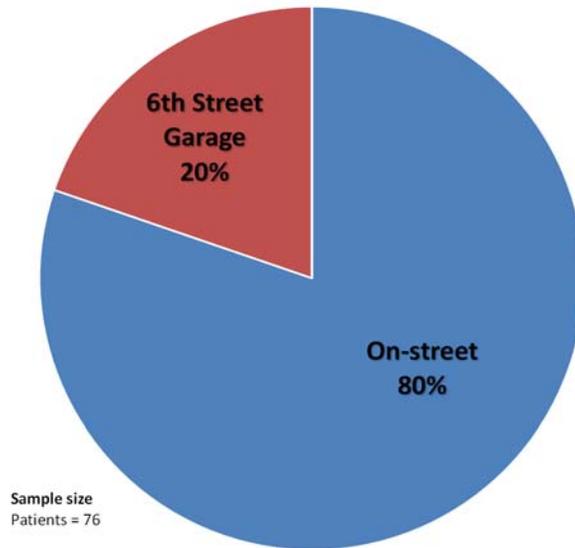
Figure A6-4 shows the typical travel modes of patients. Approximately 55% of patients drive to the hospital or are dropped-off (either by a personal car or a taxi/car service). Approximately, 36% use transit, walk or bike, and approximately 9% arrive via ambulance, ambulette or Access-a-Ride (although patients arriving directly to the emergency room at NYPBMH were not included in the survey, so the percentage that arrive by ambulance may be greater).

Figure A6-4: NYPBMH Patient Arrival Travel Modes



As depicted in **Figure A6-5**, 80% of patients park on-street; the remainder park in the 6th Street garage.

Figure A6-5: NYPBMH Patient Parking Location



Nearly all patients arrived and departed from the hospital on the same day (outpatients), and nearly half of patients travel alone. Approximately 80% travel alone or with just one other person. The average vehicle occupancy for patients driving to the hospital is equal to 2.06.