

## **15.1 INTRODUCTION**

This chapter identifies safety considerations related to the design, construction, and operation of Phase 2. The Phase 2 Modified Design would feature current safety and security systems and procedures to protect passengers and workers as well as the community. The chapter addresses safety procedures to be implemented during construction as well as those that would be in place once the new subway is in operation.

The 2004 FEIS described the safety and security components of the full-length Second Avenue Subway and did not identify any significant adverse impacts related to safety or security. The Modified Design would incorporate the latest safety and security measures into the Phase 2 project and would not change the conclusions of the 2004 FEIS with respect to safety and security.

## **15.2 FEIS FINDINGS**

### **15.2.1 CONSTRUCTION SAFETY**

The 2004 FEIS noted that MTA and NYCT have extensive experience managing safety and security in complex construction projects, as well as operating the subway system. A detailed overall Health and Safety Program (HASP) was to be developed, consisting of several HASP plans to be implemented throughout all aspects of the Project's construction.

As described in the 2004 FEIS, the HASP plans developed and implemented by each contractor would have required that detailed work scopes be reviewed and approved by MTA and NYCT to ensure safety in each task, and that equipment, materials, controls, crew size, job responsibilities, operating procedures, and maintenance practices be addressed, implemented, and audited for safety. The HASP plans were to identify potential safety concerns and describe methods to protect construction workers. In addition, the HASP plans were to include and acknowledge compliance with specialized training requirements for track safety as set forth by NYCT. The HASP plans were to also set forth the emergency response procedures to be followed. MTA and NYCT, through its contractors, were to use preventive as well as responsive measures in managing and controlling hazards. These were to include inspections, self-assessments, and testing to identify problem areas. Immediate actions to remediate problem areas were to be required. MTA and NYCT were to implement an audit program to ensure all contractors are in conformance with their individual HASP plans and the project-wide HASP. In addition, each contractor was also to perform its work in accordance with NYCT System Safety requirements for any construction along or adjacent to active NYCT property. Contractors were to also comply with safety aspects as they pertain to U.S. Occupational Safety and Health (OSHA) or MTA regulations.

### **15.2.2 OPERATIONAL SAFETY**

The 2004 FEIS stated that operational safety protocols adhering to the latest guidance and procedures were to be implemented once construction is completed. Plans for all aspects of train

## **Second Avenue Subway Phase 2 Supplemental Environmental Assessment**

---

safety, station safety, and safety in other facilities (including emergency communications systems and fire exit procedures, for example) were described as a key component of the design being developed for the Second Avenue Subway. Once completed, the new subway, including its trains, tunnels, and stations, was to be fully compliant with NYCT's overall System Safety Program Plan. As part of that plan, the 2004 FEIS noted that NYCT trains its staff and contractors in appropriate track safety procedures.

New stations were to be designed to support the provision of effective security. Visual surveillance, lighting, emergency communications and egress were to be carefully considered in the design. NYCT, in coordination with city, state, and federal law enforcement agencies, was to develop detailed security plans for the new subway.

An important operational safety aspect of the new Second Avenue Subway, as described in the 2004 FEIS, was the additional flexibility it would provide for passengers traveling along the eastern side of Manhattan, where subway service for much of the area is currently limited to one line—the severely overcrowded Lexington Avenue (4/5/6) subway line. This would also provide a needed alternative to the Lexington Avenue line in the event of shutdowns to that service due to emergencies or breakdowns.

### **15.3 UPDATE OF BACKGROUND CONDITIONS**

No notable changes have occurred with respect to safety procedures and protocols since the 2004 FEIS. However, MTA and NYCT continue to adapt to the latest standards and technologies with respect to maintaining safe construction zones and operations.

### **15.4 MODIFIED DESIGN**

#### **15.4.1 CONSTRUCTION SAFETY**

Consistent with the 2004 FEIS, all current applicable safety standards would be implemented during construction of the Modified Design to protect worker safety and public safety. HASPs would continue to be required by contractors, subject to approval by MTA and NYCT.

#### **15.4.2 OPERATIONAL SAFETY**

Consistent with the 2004 FEIS, operation of Phase 2 with the Modified Design would be conducted in accordance with all applicable NYCT operations safety procedures. Stations and ancillary facilities would be designed to accommodate NYCT emergency egress requirements and clear signage would be incorporated to indicate emergency exits. Proper lighting and emergency communication features will continue to be considered as part of the design of Project elements.

### **15.5 CONCLUSIONS**

The Phase 2 Modified Design would not result in any new or different significant adverse impacts related to construction or operations safety not previously identified in the 2004 FEIS. The Modified Design would incorporate all applicable current safety standards to ensure safety during construction and during operation of Phase 2. \*