

4.13.1 INTRODUCTION

This chapter identifies safety and security considerations related to the design and operation of the proposed Project. The safety procedures and security systems that would be implemented to protect rail employees, passengers, and the general public are described in general terms below. Safety and security concerns pertaining to the construction of the proposed project are described in Chapter 4.12, “Construction.”

FRA guidance requires public safety concerns be addressed in environmental reviews. Issues that should be considered include the short-term construction activity effects and long-term operations effects on residents and other users of the project area. Potential pedestrian and traffic hazards as well as transit user and employee security issues should also be studied. Specific regulations relevant to safety and security are discussed below.

4.13.2 EXISTING CONDITIONS

As described in Chapter 2, “Purpose and Need,” although the Farley Complex sits atop an extensive track and platform system connecting to and serving Penn Station, there is no passenger access to trains.

4.13.3 NO ACTION ALTERNATIVE

Under the No Action Alternative, there would be no changes to safety and security at the Farley Complex. The No Action Alternative assumes the Farley Complex would not be developed as a new intermodal transportation facility and would not provide passenger rail service.

4.13.4 POTENTIAL IMPACTS OF THE PREFERRED ALTERNATIVE

Moynihan Station would be designed, built, and operated to comply with all relevant federal, state, and local safety regulations, including: the New York State Uniform Fire Prevention and Building Code; New York City Fire Department (FDNY) regulations; Americans with Disabilities Act (ADA) regulations; and Occupational Safety and Health Administration (OSHA) regulations.

As described in Chapter 2, “Purpose and Need,” the proposed Project would create a safe, and efficient intermodal transportation facility at the Farley Complex. The Preferred Alternative has been designed to help ease congestion of rail traffic, redirect pedestrian movements in the vicinity of the Penn Station Complex, and reduce overcrowding and conflicting movements of intercity and commuter rail users within the passenger terminal and connecting passages. Specifically, the Preferred Alternative would widen and improve the existing underground connection between the Farley Complex, the Eighth Avenue subway, and Penn Station so as to be ADA compliant. The Preferred Alternative would provide state-of-the art emergency

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platform ventilation and security and emergency response and egress measures. Moynihan Station would include critical design elements and features that would adhere, to the maximum extent practicable, to guidelines established by the *National Fire Protection Association (NFPA) Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems*. The Preferred Alternative would provide approximately 30 new vertical access points (stairs, escalators, and elevators) within Moynihan Station connecting its concourses to train platforms. These new vertical access points would provide access from the Farley Complex to and from platforms, resulting in additional passenger access/egress and circulation space that will relieve congestion at platform and concourse levels in the Penn Station Complex. In particular, with the Preferred Alternative, egress times from most platforms would be greatly improved.

Arrangements would be made among MSDC, PANYNJ, and the operating railroads for police services. Police forces in Moynihan Station would participate in the New York City Joint Terrorism Infrastructure Task Force, which also includes FDNY, the Federal Bureau of Investigation, and the U.S. Department of Homeland Security, as well as other federal, state, and city agencies and organizations. Through this task force, and by using outside security experts, the MTA police and NYPD are at the forefront of developing strategies to strengthen protections against terrorist threats at New York City's transportation facilities. A Terrorism and Risk Assessment would be updated in connection with the design work for Moynihan Station and the NYPD anti-terrorism task force would be consulted regarding the station design.

A safety and security management plan would be developed and integrated, to the extent appropriate, with existing security arrangements at Penn Station. Standard electronic security systems (e.g., security cameras to monitor security-sensitive areas) would be incorporated into the design of Moynihan Station as determined necessary by security planning protocols.

The Development Transfer Site building would comply with local code requirements, including fire and building codes, as applicable. It is expected that the Development Transfer Site building would implement its own site security plan, which would include measures such as the deployment of security staff and monitoring and screening procedures.

With the implementation of the security systems and safety measures associated with the design of the Preferred Alternative, no adverse impacts to safety or security would result from the proposed Project. *