

## **A. INTRODUCTION**

This chapter identifies safety considerations related to the design, construction, and operation of the Second Avenue Subway. The project 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 the project's construction as well as those that would be in place once the new subway is in operation.

## **B. CONSTRUCTION SAFETY**

The Metropolitan Transportation Association (MTA) and New York City Transit (NYCT) have extensive experience managing safety and security in complex construction projects, as well as operating the subway system. Using this experience, as an initial and key step in the development of the construction plan for the Second Avenue Subway, NYCT would develop a detailed, overall Health and Safety Program (HASP), which would consist of several HASP plans, to be implemented throughout all aspects of the project's construction.

The HASP plans developed and implemented by each contractor would require that detailed work scopes be reviewed and approved by 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 would identify potential safety concerns and describe methods to protect construction workers. (As described in other chapters, additional protocols would be established to protect the public and the environment throughout the construction period.) In addition, the HASP plans would include and acknowledge compliance with specialized training requirements for track safety as set forth by NYC. The HASP plans would also set forth the emergency response procedures to be followed. NYCT, through its contractors, would use preventive as well as responsive measures in managing and controlling hazards. These would include inspections, self-assessments, and testing to identify problem areas. Immediate actions to remediate problem areas would be required. NYCT would 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 will also perform its work in accordance with NYCT System Safety requirements for any construction along or adjacent to active NYCT property. Contractors will also comply with safety aspects as they pertain to U.S. Occupational Safety and Health (OSHA) or MSHA regulations.

## **C. OPERATIONAL SAFETY**

Plans for all aspects of train safety, station safety, and safety in other facilities (including emergency communications systems and fire exit procedures, for example) are a key component of the design being developed for the Second Avenue Subway. Once the project is completed,

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the new subway system, including its trains, tunnels, stations, and yards, would be fully compliant with NYCT's overall System Safety Program Plan. As part of that plan, NYCT trains its staff and contractors in appropriate track safety procedures.

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

An important operational safety aspect of the new Second Avenue Subway would be 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 Line. As such, the new Second Avenue service would provide a needed alternative to the Lexington Avenue Line in the event of shutdowns to that service due to emergencies or breakdowns. \*