



The City of New York

# **Manhattan Community Board 1**

Catherine McVay Hughes CHAIRPERSON | Noah Pfefferblit DISTRICT MANAGER

**The City of New York Police Department**

**World Trade Center Campus Security Plan**

**Draft Environmental Impact Statement**

**Testimony by Diana Switaj, Urban Planner  
Manhattan Community Board 1**

**Tuesday, April 23, 2013**

**Specter Hall, 22 Reade Street, New York, NY**

**4:00pm**

Good afternoon. I am Diana Switaj, Urban Planner for Community Board 1. Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) of the New York Police Department (NYPD) World Trade Center Campus Security Plan. As Catherine mentioned, I will explain our specific concerns regarding buses at the WTC Campus, access for residents, business and cyclists within the WTC campus and potential negative impacts on pedestrians due to security infrastructure.

1. Bus queuing and idling on Trinity Place – Trinity Place and Cedar Street will serve as the main entry point for buses en route to the National September 11<sup>th</sup> Memorial. We have major concerns regarding bus idling on Trinity Place, primarily because idling will be in front of the High School for Economics and Finance, the High School for Leadership and Public Service and the Trinity Nursery School. In addition, the DEIS states that in the weekday midday peak hour up to seven buses would be in the queue and during the Saturday midday peak hour up to seventeen buses would be in the queue.
2. Limited vehicular accessibility for business and residents within the World Trade Center Campus – Though business and residents within the World Trade Center Campus would be eligible for enrollment in the Trusted Access Program (TAP), “The Proposed Action would alter accessibility for vehicles picking up and dropping off people and making pickups from and deliveries to existing residents, businesses, and institutions within and immediately adjacent to the proposed secure zone, potentially disrupting established business routines and customer patters” (ES-16).
3. Negative impacts on pedestrians due to security infrastructure – The installation of security infrastructure would potentially reduce the amount of space available for pedestrian circulation at some locations. Though the DEIS outlines mitigation strategies for alleviating this problem such as sidewalk and crosswalk widening, CB1 remains concerned about this problem and asks that mitigation be conducted in a way that not only neutralizes the negative affects of security infrastructure, but enhances the space in a way that encourages pedestrian activity and accommodates those with baby strollers, wheelchairs and walkers.

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4. Bicycle access at the World Trade Center Campus – The DEIS contains thorough information regarding pedestrian and vehicular access at the World Trade Center campus; CB1 asks that information be added regarding access for cyclists at the World Trade Center site.

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) of the New York Police Department (NYPD) World Trade Center Campus Security Plan.