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**Testimony of State Senator Daniel Squadron regarding the Draft Environmental
Assessment Statement, Positive Declaration and Draft Scoping Documents for the World
Trade Center Campus Security Plan
March 26, 2012**

My name is Daniel Squadron and I represent the 25th District in the New York State Senate. My district includes the Manhattan neighborhoods of Chinatown, the Lower East Side, Tribeca, Battery Park City, the Financial District, Little Italy, SoHo and the East Village, and the Brooklyn neighborhoods of Greenpoint, Williamsburg, Vinegar Hill, DUMBO, Fulton Ferry, Brooklyn Heights, Cobble Hill, Carroll Gardens and Gowanus. Thank you for the opportunity to testify.

The success of the World Trade Center (WTC) campus -- from access, to use, to security -- is critical to the long-term success of Lower Manhattan. I appreciate the opportunity to take the time now to carefully evaluate the best way to preserve safety and security, while ensuring that the WTC and surrounding blocks are woven into the fabric of Lower Manhattan. I also appreciate the thoughtful preparation of this draft plan, but it is important that in finalizing it the New York Police Department (NYPD) consider the concerns raised by the community. The final campus plan must consider both security and the needs of area residents and businesses.

When the World Trade Center was originally constructed, the site became a large superblock without connectivity to the grid for vehicles and pedestrians. The design and rebuilding of the site after September 11th, 2001, promised a reconnection to the grid. With a booming residential and commercial population in Battery Park City, Greenwich South, Tribeca, and the Financial District, it is as important as ever that the site is woven into the fabric of Lower Manhattan. We have the obligation to maximize access corridors to and through the site.

The NYPD and MTA should work together to direct appropriate MTA bus routes through the site. In addition to relieving congestion on West, Trinity and Church Streets and Broadway, this would significantly improve access for the elderly and those with limited mobility. For example, MTA and NYPD should look at local and express lines including extending the M9 into Battery Park City, through the site on Greenwich Street. Park Row, though still closed to through traffic, does accommodate MTA buses in this way. The WTC site has been closed to street transit since the 1960s, and we now have the opportunity to ease the burden on our already congested streets while enhancing the Lower Manhattan network, especially to the growing Greenwich South community, through expanded public transportation.

Due to the size and location of the site, it is also critical that NYPD create as much safe access for area residents as possible. We must be mindful that those who live in Lower Manhattan have endured a barrage of construction and security restrictions, and they must have access to their

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homes. To ensure access for residents of Cedar and Liberty Streets between Greenwich and Church Streets, NYPD should integrate a screening system to allow easy vehicular access for residential buildings outside of the heart of the site. Pedestrian access to the site should also be unhindered.

The World Trade Center office towers will bring thousands of workers and visitors to the site every day, at varied times of day. As with the Financial District and the World Financial Center and Goldman Sachs buildings in Battery Park City, there will be a considerable number of livery vehicles seeking access to the site. It is essential that NYPD coordinate with relevant agencies, Silverstein Properties, and the building tenants on a plan for the timed management of taxis, yellow cabs and “black cars,” to prevent vehicles from obstructing lanes and circling adjacent blocks.

In addition, NYPD should work with the Taxi and Limousine Commission to create alternative drop-off and pick-up zones for these vehicles. In selecting these locations, the agencies must work with the community and focus on issues of traffic flow. The screening process could be so onerous and traffic patterns could be so difficult that taxis are discouraged from going into Lower Manhattan, and local residents and businesses could not hail taxis out of Lower Manhattan. Taxi drivers should not lose customers and Lower Manhattan residents and businesses should not lose taxi traffic.

In anticipation of the ongoing construction of the Calatrava PATH Station, the Performing Arts Center, 2 WTC and 3 WTC, NYPD should continue to work closely with the Port Authority of New York/New Jersey to coordinate offsite screening of construction vehicles. Once 1 WTC and 4 WTC are occupied and the National 9/11 Museum opens there will be an increase in workers and visitors to the site; there must be an improved process for major deliveries and construction vehicles. I urge the Port Authority and their contractors to create offsite screening of large box trucks for deliveries and create offsite weight areas to reduce the volume of construction vehicles that are screened at the site.

Security is integral to the success of the new World Trade Center site and Lower Manhattan, and imperative in its own right. Access to and through the site is also critical for all those who come to Lower Manhattan to live, work, and visit. The suggestions I have included here, as well as comments submitted by the community, will help increase passage through the site while ensuring safety is never compromised. Thank you for the opportunity to testify.