

4.14 SECURITY AND SYSTEM SAFETY

4.14.1 INTRODUCTION

Information about security and system safety issues in the Phase 1 area was summarized in Section 4.14 of the FEIR and Section 4.13 of the SEIR-1, and was based on existing and future staffing, facilities, programs, and plans available at the time. Security refers to the prevention of unlawful acts resulting in harm to persons or damage to property. System safety refers to the prevention of accidents for the riding public, employees, or others present at BART facilities.

4.14.2 ENVIRONMENTAL SETTING

Since certification of the SEIR-1, information on security and system safety has been updated and expanded. This section describes the updated information.

4.14.2.1 BART Facilities

The SEIR-1 stated that, as of September 2006, the BART Police Department had 277 police personnel, with 194 sworn police officers and 83 civilian personnel. More recent BART Police Department staffing data has become available since publication of the SEIR-1.

As of August 2010, the BART Police Department has 296 police personnel, including 206 sworn police officers and 90 civilians. No other changes to BART police services or facilities in the Phase 1 area have occurred since certification of the SEIR-1.

4.14.3 REGULATORY SETTING

The SEIR-1 presented a list of applicable codes for the design of tunnel and station ventilation as well as train and station circulation and exiting. The SEIR-1 also described the safety program, which is still applicable to Phase 1. The list of applicable codes and programs related to security and system safety has not changed since certification of the SEIR-1.

4.14.4 PROJECT IMPACTS AND MITIGATION MEASURES

Design Change 1, Phasing of BART Silicon Valley, and Design Change 11, which eliminates the South Calaveras Future Station, merit discussion relative to security and system safety, specifically in regards relocating the BART Transit Police Station to the Berryessa Station and to eliminating potential security and

system safety impacts at this location. The remaining 21 design changes since certification of the SEIR-1 would not result in any impacts relative to security and system safety beyond those already discussed in the FEIR and SEIR-1.

4.14.4.1 Design Change 1. Phasing of BART Silicon Valley

Since the certification of the SEIR-1, BART Silicon Valley would be built with a phased-construction approach. The first phase of BART Silicon Valley would be a 9.9-mile segment with stations in Milpitas and the Berryessa area of north downtown San Jose. The remaining 6.2 miles of BART Silicon Valley from the Berryessa area to Santa Clara would be developed as capital funding is identified. The Alum Rock station analyzed in the SEIR-1 is not included as part of Phase 1. In the SEIR-1, a BART Transit Police Station was included in the design of Alum Rock station. As a result of this design change, the BART Transit Police Station would be located at the Berryessa Station as part of Phase 1. The police station at the Berryessa Station would provide a more visible security presence for passengers and enhance responses to emergency calls at this station and the Milpitas Station in the Phase 1 area. No new impacts would occur as a result of including the BART Transit Police Station at the Berryessa Station and no new mitigation would be required.

4.14.4.2 Design Change 11. Eliminate South Calaveras Future Station (STA 292+00)

The South Calaveras Future Station has been eliminated. As documented in **subsection 4.14.3.1** of the FEIR, the proposed BART stations would require fire sprinklers, stand pipes, smoke detectors, and alarm systems pursuant to fire department requirements and federal and state fire and building codes. BART's police force and safety department staff would also have been required at the South Calaveras Future Station. While no significant impacts related to security and system safety were identified for the South Calaveras Future Station, the elimination of this station would negate the possibility of any impacts to security and system safety at this location. Potential impacts would be eliminated, and no mitigation would be required.

4.14.5 CONCLUSION

The design changes made since certification of the SEIR-1 would not result in new impacts related to security and system safety. No new mitigation measure is necessary.