

## 4.13

# SECURITY AND SYSTEM SAFETY



### 4.13.1 INTRODUCTION

Information about the security and system safety issues in the study area was summarized in Section 4.14 of the FEIR, 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 to the riding public, employees, or others present at BART facilities.

### 4.13.2 ENVIRONMENTAL SETTING

Since the FEIR was completed, information on security and system safety is updated and expanded. This section discusses the updated and expanded information.

#### 4.13.2.1 VTA and Other Transit Facilities

The FEIR identified American Protective Services (APS) as the private security contractor under contract with VTA to provide security for VTA bus and light rail service and facilities in coordination with law

enforcement activities of a Santa Clara County Sheriff unit. Securitas Security Services USA, Inc. is the current private security contractor under contract to VTA. The current contract will expire on February 28, 2009.

#### 4.13.2.2 BART Facilities

The FEIR stated that, as of January 2003, the BART Police Department had 269 employees, 188 of which were sworn police officers. The staffing information is updated and, as of September 2006, the BART Police Department has 277 police personnel with 194 sworn police personnel and 83 civilian personnel.

### 4.13.3 REGULATORY SETTING

The FEIR included a list of applicable codes for the design of tunnel and station ventilation, and train and station circulating and exiting. The FEIR also included a description of the safety program plan for the Project. The list of applicable codes and programs relating to security and system safety is updated and expanded. The changes are described below.

The list of applicable codes included the *BART Exiting and Emergency Ventilation Design Criteria*. The correct reference is *BART Design Criteria Facilities Standards, Rev 1.2*. The list of

applicable codes is expanded to include the following two codes:

- ❑ National Fire Protection Association (NFPA) 101 Life Safety Code
- ❑ 28 CFR Part 36 ADA, Standards for Accessible Design

The Project is also being designed to comply with the BART Facilities Standards (BFS). Developed by BART, the BFS describes and specifies design requirements for all new project designs. These standards are based on experience in operations and industry-wide best practices, and have been developed to provide a high level of security and safety in a cost-effective manner. Project features that do not comply with these standards can only be implemented after the full review and approval by BART.

A Safety Certification Program (SCP) has also been developed for the Project to ensure that the Project is designed in compliance with the applicable safety and security design codes. The SCP requires that compliance be documented and applicable Project features and design characteristics itemized.

#### 4.13.4 PROJECT IMPACTS AND MITIGATION MEASURES

**Three design changes merit discussion of potential Project impacts to security and system safety.** These changes include the installation of a railroad intrusion detection system and the relocation of a BART Transit Police Station from the Yard and Shops Facility to the Alum Rock Station.

**Design Change 7. Railroad Intrusion Detection System.** The railroad intrusion detection system was not identified in the FEIR. The system will be installed to detect and alarm on derailed railroad trains encroaching on the BART right-of-way. The

system will implement a redundant railroad intrusion detection approach and cover all portions of the Project alignment adjacent to the UPRR.



**Design Change 29. Tunnel Cross Passages.** The FEIR stated that tunnel cross passages would be spaced at 650- to 800-foot intervals. For the SEIR, this interval distance is updated to 300- to 800-foot intervals.

**Design Change 33. Alum Rock Station.** A BART Transit Police Station will be included at the Alum Rock Station. The presence of the police station at the Alum Rock Station, midway along the Project alignment, will provide a more visible security presence for passengers and enhance the responses to emergency calls at this and other stations in the Project.

**Design Change 51. Yard and Shops Facility.** In the FEIR, a BART police facility was identified at the Yard and Shops Facility in San Jose. The police facility is relocated to the Alum Rock Station in San Jose to provide a more centralized location along the alignment.

## CONCLUSION

These design changes result in no new significant impacts related to security and system safety. Therefore, no new mitigation measures are necessary.