

3.13 Safety and Security

This section describes the potential safety and security impacts associated with the proposed changes to the approved project.

Environmental Setting

As discussed in Chapter 2, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*, effective January 1, 2017, Senate Bill (SB) 215 amended the Public Utilities Code to change how the California Public Utilities Commission (CPUC) processes formal applications by requiring a commissioner or administrative law judge to oversee each rail crossing application.

Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant safety and security impacts compared to the impacts previously identified and analyzed for the approved project.

If lane closures for construction activities are prohibited during peak periods, an increase of approximately one year would be anticipated for the duration of project construction, changing the construction period from 2019 to 2024 under the approved project, to 2019 to 2025 with the proposed changes. Similar to the approved project, some portions of the construction period would require that construction employees and equipment occupy portions of the project corridor, including the median and parking spaces at active construction locations. The proposed changes to the approved project would not substantially increase safety and security impacts during construction beyond what was previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would establish new light rail stations with increased pedestrian activity, auto and bus drop-offs and loadings, and park-and-ride traffic, which could be potential locations for crimes such as vandalism and theft from automobiles. However, the proposed changes to the approved project would not result in threats to security, which are typically caused by inadequate security measures.

The majority of the proposed changes to the approved project (including the modifications to the Eastridge Station platforms and tracks; reduction in parking spaces at the Eastridge Park-and-Ride lot; the minor shift in the location and straightening of the Story Station pedestrian overcrossing) would involve modifications to existing or approved project structures. These proposed changes would not result in changes to pedestrian or bicycle safety. Similarly, the proposed relocation of a construction staging area and the proposed relocation of PG&E electrical transmission facilities would not result in changes to pedestrian or bicycle safety. In addition, the proposed modification to Story Station pedestrian access, which would restrict pedestrian access to the Story Station at the median to emergency purposes only, would be beneficial to and would

improve safety compared to the impacts previously identified and analyzed for the approved project. This proposed change would reduce the potential for pedestrian and vehicle conflicts from at-grade crossings of Capitol Expressway.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) would change pedestrian or bicycle circulation and safety compared to the approved project. The proposed replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would grade-separate the light rail alignment from pedestrians and bicyclists. In general, this proposed change would reduce the potential for pedestrian/bicycle conflicts and accidents with light rail operations along Capitol Expressway. Table 2-1 in Chapter 2, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*, shows the rail crossings, safety risks, and proposed safety devices (for the at-grade crossings) included in the approved project and the proposed changes to the approved project. The proposed changes to the approved project would include revisions to rail crossings included in the approved project at the following cross streets: Ocala Avenue (pedestrian and automobile grade-separated crossing), Cunningham Avenue (pedestrian and automobile grade-separated crossing), northern pedestrian crossing to platform (at-grade), and southern pedestrian crossing to platform (at-grade). As discussed above, the grade-separated crossings would reduce the potential for pedestrian/bicycle conflicts and accidents with light rail operations and no safety devices are proposed. The at-grade pedestrian crossings would include crossing gates, flashing lights, and bells to reduce the potential for pedestrian conflicts with light rail operations.

In addition, the proposed revisions to Capitol Expressway roadway lane configurations would include the installation of bicycle slots to facilitate and improve bicycle circulation. Furthermore, the proposed center median between Story Road and Capitol Avenue, the treatment for which has not yet been designed, would separate traffic and prevent vehicle collisions with the proposed guideway columns. These proposed changes to the approved project would be beneficial to and would improve pedestrian and bicycle safety compared to the impacts previously identified and analyzed for the approved project.

Impact: Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to safety and security.

The following impacts from the 2005 Final EIR would still apply to the proposed changes to the approved project: SS (CON)-1 (Potential for Safety Risks during Construction) and SS-4 (Inadequate Lighting of Visual Obstructions at Park-and-Ride Lots).

Mitigation: Operation. The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved

project: Mitigation Measure SS-4a (Implement Safety and Security Measures to Deter Crime), SS-4b (Use Lighting, Cameras, and Security Patrols to Enhance Safety), and SS-4c (Define Fire and Life Safety Procedures and Develop Evacuation Plans). Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

Construction. The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: SS (CON)-1 (Implement Construction BMPs to Protect Workers and the Public). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

Less-than-significant operational and construction impacts with mitigation.

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