5.11 SECURITY AND SYSTEM SAFETY

This section discusses the potential for the project alternatives to have an adverse effect on security and system safety.

5.11.1 INTRODUCTION

An adverse effect on security and system safety would occur if the alternatives would cause unlawful acts resulting in harm to persons or damage to property or cause accidents to the riding public, employees, or others.

5.11.2 IMPACT DISCUSSION

Security and System Safety Incidents at BART Facilities

No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements in the SVRTC (see Section 2.6, Related Projects, for a list of these projects). The No Build Alternative projects would likely result in the potential for security and safety incidents typically associated with transit vehicles and facilities and roadway projects. Typically a System Safety Plan and Emergency Response Plan would be developed for projects, and appropriate security and safety systems installed in facilities to minimize the potential for harm to persons or damage to property. Projects planned under the No Build Alternative would undergo separate environmental review to determine the potential for security and safety incidents.

BEP and SVRTP Alternatives

The BEP and SVRTP alternatives would carry with them the potential for security and safety incidents in the trains, along the rail alignment, and near and within rail stations and entrances, parking lots and structures, and amenities located at street level. Also of concern would be passenger safety onboard trains.

BART will follow and apply the provisions of its current System Safety Plan and Emergency Response Plan to the BEP and SVRTP alternatives. The Plans address the safety of train operations and include a train control system, operating procedures, training of operating and maintenance personnel, and emergency responses. Fire sprinklers, stand pipes, smoke detectors, and alarm systems will be placed throughout the new stations in accordance with fire department jurisdiction requirements, standards set forth by the National Fire Protection Association, California Building and Fire Codes, and BART criteria. BART will coordinate and train its emergency response personnel with fire departments in Fremont, Milpitas, San Jose, and Santa Clara to assure

response readiness in the event of an emergency. In addition, BART's police force and safety department staff will be expanded to cover the extension. 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 SVRTP Alternative alignment, will provide a visible security presence for passengers and enhance the responses to emergency calls at this and other stations in this alternative.

In the City of Fremont (where BART has existing service and facilities and where the BEP and SVRTP alternatives begin), police from the City of Fremont Police Department may respond first to calls reporting crimes in progress on BART facilities. Similarly, when BART police units are patrolling nearby, they may respond first to calls outside their jurisdiction and stabilize the scene until units with authority arrive.

VTA and BART would expand existing mutual aid agreements with the cities of Fremont, Milpitas, San Jose, and Santa Clara. Provision of police services to the BEP and SVRTP alternatives will result in a safe environment. Information on police and fire department services in the SVRTC is provided in Section 4.3, Community Services and Facilities.

Fencing will be installed along the at-grade and depressed BART alignments and at train portals. Fencing will separate the BART tracks from the UPRR tracks to prevent passengers from crossing tracks after disembarking from a train.

BART stations and parking areas will be lighted and have designated walkways for pedestrians. Passengers disembarking and walking to their destinations will be clearly directed to use sidewalks and crosswalks. Station platforms, fare gates, and elevators will be monitored by closed-circuit television (CCTV). BART will ensure that there is adequate police presence, as well as surveillance cameras and emergency call boxes, at all BART stations and parking facilities.

A railroad intrusion detection system will be installed to detect and sound an alarm if a derailed railroad train encroaches onto the BART right-of-way. The system will include an additional redundant railroad intrusion detection system and cover all portions of the BEP and SVRTP alternative alignments adjacent to the UPRR right-of-way.

Application of the design requirements, as discussed in this section, will reduce safety and security risks associated with the BEP and SVRTP alternatives. A safe and secure environment will be provided through implementation of national and state codes, regulations, and guidelines (see Section 4.11, Security and System Safety). In addition, the BART Police Department, in coordination with local jurisdictions, will implement BART's System Safety Program Plan and Emergency Plan. Given the above, no mitigation measures related to security and system safety are required for the BEP or SVRTP alternative.

5.11.3 CUMULATIVE IMPACTS

Cumulative security and system safety affects from the BEP and SVRTP alternatives in combination with other transportation projects in the SVRTC will be offset by project-specific mitigation and compliance with local police and fire department requirements. In addition, as discussed above, because BART provides its own System Safety Department and police department, the BART extension would not adversely affect security and system safety. Therefore, the alternatives would not significantly contribute to cumulative effects on security and system safety.

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