

8-4.13 SAFETY AND SECURITY

8-4.13.1 Setting

As described in Section 4-13.1 of the Final EIR, three aspects of safety and security pertain to the three Rapid Bus alternatives within the San Fernando Valley East-West Transit Corridor study area:

1. Accident (and injury) prevention,
2. Crime prevention, and
3. Emergency response.

8-4.13.1.1 Existing Procedures

The MTA implements a *System Safety Program Plan* to ensure the safety of passengers and workers, prevent crimes against persons and property, and respond to emergencies (including natural disasters). MTA's proactive measures include surveillance by the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department. The details of this safety program are provided in Section 4-13.1.1 of the Final EIR.

8-4.13.1.2 Facility Design

The three Rapid Bus alternatives include RB stops located on arterial streets primarily at the farside of an intersection. RB stops are located to avoid buses stopping within pedestrian crosswalks. RB stops typically include benches, leaning poles, a canopy, and a map kiosk. Two 14-foot 5-inch tall poles topped with overhead lighting that illuminates the canopy and the pedestrian waiting areas support each canopy. Canopies are designed without rear or side panels permitting visibility from the arterial street to adjacent land uses.

8-4.13.2 Impact Analysis Methodology and Evaluation Criteria

The assessment of safety and security issues addresses accident prevention, crime prevention, and emergency response, with regard to both design and operation of the RB-3 Alternative, the RB-5 Alternative, and the RB-Network Alternative. An alternative would have a significant impact under CEQA if its design, or operation would unduly exposes the public to crime, to increased danger from accidents, or impairs the emergency response capability in surrounding communities.

8-4.13.2.1 Accident Prevention

This analysis addresses the potential for accidents resulting from operation of the three Rapid Bus alternatives. Safety issues to be considered include the potential for car/bus; pedestrian/car; pedestrian/bus; and other types of accidents. Accidents can occur along the routes, at intersections, or at RB stops. Accident prevention also relates to bus maintenance, as well as RB stop design (e.g. lighting, signage). The City of Los Angeles Department of Transportation



(LADOT) safety standards for pedestrians and bicycles would be utilized, in addition to MTA standards including the driver-training program, drug/alcohol policies, and routine vehicle inspection and maintenance.

8-4.13.2.2 Crime Prevention

This analysis addresses crimes against persons or property potentially occurring during operation of the three Rapid Bus alternatives. Crime prevention measures are typically implemented to manage this potential risk through RB stop design (layout, lighting, sight lines) and operational procedures including security along the routes, at RB stops, and graffiti removal.

Local crime statistics, design features for each of the three Rapid Bus alternatives, MTA procedures, and safety records have been reviewed. The analysis focuses on the potential for crimes against persons, property theft, and vandalism.

8-4.13.2.3 Emergency Response

RB stop design (access, layout, exits, alarms, evacuation) and operational procedures (interagency agreements, training, evacuation) are pertinent to the efficiency of emergency response personnel and the ability of passengers to clear an area in an emergency. Impacts have been assessed through a review of the expected design aspects and traffic conditions.

8-4.13.3 Impacts

8-4.13.3.1 Accident Prevention

As cited in Section 4-13.3.1 of the Final EIR and according to 1998 statistics, MTA's at-grade bus accident rate (collisions with vehicles or people) was approximately one accident per approximately 81,380 revenue vehicle-miles (MTA, 1998).¹ The MTA accident rate is based on bus operations in mixed-flow traffic.

a. RB-3 Alternative

Based on projections to the year 2020, this alternative would add approximately 2,897,720 additional revenue vehicle-miles per year to the current MTA bus system in the study area. Theoretically, this increase in revenue vehicle-miles would increase the potential for accidents (collisions with other vehicles or pedestrians) by a marginal amount. However, this alternative would enhance existing transit service in the Valley, which, by attracting new riders from automobiles, could theoretically reduce the marginal increase of potential accidents. On balance, bus operation associated with this alternative would not result in a significant impact under CEQA on public safety due to bus-related accidents.

^{1/} Russell Chisholm of Transportation Management & Design, Inc. supplied the data on additional bus-miles per year cited in this section, via personal communication on August 24, 2004.



b. RB-5 Alternative

Based on projections to the year 2020, this alternative would add approximately 3,020,960 additional revenue vehicle-miles per year to the current MTA bus system in the study area. Theoretically, this increase in revenue vehicle-miles would increase the potential for accidents (collisions with other vehicles or pedestrians) by a marginal amount. However, this alternative would enhance existing transit service in the Valley, which, by attracting new riders from automobiles, could theoretically reduce the marginal increase of potential accidents. On balance, bus operation associated with this alternative would not result in a significant impact under CEQA on public safety due to bus-related accidents.

c. RB-Network Alternative

Based on projections to the year 2020, this alternative would add approximately 5,384,640 additional revenue vehicle-miles per year to the current MTA bus system in the study area. Theoretically, this increase in revenue vehicle-miles would increase the potential for accidents (collisions with other vehicles or pedestrians) by a marginal amount. However, this alternative would enhance existing transit service in the Valley, which, by attracting new riders from automobiles, could theoretically reduce the marginal increase of potential accidents. On balance, bus operation associated with this alternative would not result in a significant impact under CEQA on public safety due to bus-related accidents.

8-4.13.3.2 Crime Prevention

The Los Angeles Police Department (LAPD) serves the study area. The LAPD's Valley Bureau has three divisions: Van Nuys, West Valley, and North Hollywood. Each bureau is further divided into divisions that provide protection and services to the local communities. The cities of San Fernando and Burbank also have their own police departments. The following discussion of crime relates to all three Rapid Bus alternatives.

Table 8-4.13.1 (Los Angeles Police Department Valley Bureau 1999 MTA Reported Crimes) displays the number of crimes reported by the LAPD for crimes reported by MTA. **Table 8-4.13.2** (Los Angeles Police Department Valley Bureau 1997 Community-Wide Crime Data) displays the total crimes reported in each community. **Table 8-4.13.3** (Community (1997) vs. MTA (1999) Crime Statistics) compares the number of MTA-reported crimes with the number of community-wide crimes, and shows that MTA-reported crimes are an extremely small percentage (0.1% to 0.3%) of the total crimes occurring in the study area communities.

Table 8-4.13.1: Los Angeles Police Department Valley Bureau 1999 MTA Reported Crimes

Category	Van Nuys	West Valley	North Hollywood	Total
Crimes Involving Property				
Vandalism	7	8	7	22
Larceny/Theft	12	4	3	19
Crimes Against Persons				
Assault	14	10	3	27
Robbery	11	6	3	20
Totals	44	28	16	88

Los Angeles Police Department, 2000.

Table 8-4.13.2: Los Angeles Police Department Valley Bureau 1997 Community-Wide Crime Data

Category	Van Nuys	West Valley	North Hollywood	Total
Crimes Involving Property				
Vandalism	1801	1728	1701	5230
Larceny/Theft	8773	8889	7438	25100
Crimes Against Persons				
Aggravated Assault	2121	1499	1698	5318
Robberies	935	792	796	2523
Totals	13630	12908	11633	38171

Los Angeles Police Department, 2000.

Table 8-4.13.3: Community (1997) vs. MTA (1999) Crime Statistics

Category	Van Nuys	West Valley	North Hollywood	Total
Total MTA Crimes	44	28	16	88
Total Community Crimes	13630	12908	11633	38171
MTA Crimes as Percentage of Community Crimes	0.3%	0.2%	0.1%	0.2%

Los Angeles Police Department, 2000.

MTA, along with external agencies, would comply with all applicable laws and local ordinances established to ensure the safety and security of the public on Rapid Buses.

Each of the three Rapid Bus alternatives would incorporate the preventative measures provided for in MTA Rapid Bus standards, in addition to MTA crime prevention policies, to deter criminal acts and protect passengers, employees, and the community from crime. Therefore, the three Rapid Bus alternatives would not have a significant impact under CEQA.



8-4.13.3.3 Emergency Response

The following discussion on emergency response relates to all three Rapid Bus alternatives. The addition of more buses to the existing street system in the study area would not negatively affect emergency access or evacuation routes, since it would only marginally affect traffic conditions. The three Rapid Bus alternatives would not have a significant impact under CEQA on emergency response in the Valley.

8-4.13.4 Mitigation Measures

8-4.13.4.1 RB-3 Alternative

No mitigation is required for accident prevention, crime prevention, or emergency response.

8-4.13.4.2 RB-5 Alternative

No mitigation is required for accident prevention, crime prevention, or emergency response.

8-4.12.4.3 RB-Network Alternative

No mitigation is required for accident prevention, crime prevention, or emergency response.

