3.14 Safety and Security

This section evaluates the potential long-term effects of the No Build Alternative and the Build Alternative on safety and security. Short-term construction effects are discussed in **Section 3.17** (Construction).

The assessment of reasonably foreseeable effects in this section is based upon the temporal proximity parameters detailed in **Chapter 3.0** (Introduction), and the geographic proximity detailed in **Section 3.14.1** (Affected Environment).

3.14.1 Affected Environment

The Study Area is the 0.5-mile to 2-mile radius from the guideway centerline described in **Section 3.1.1**. This encompasses the area where area where fire and police station response times could be affected by the Project and where conditions with a moderate to high likelihood of criminal activity could occur or require additional public safety resources. The evaluation of safety hazards from light rail operations, including conflicts involving pedestrians, bicyclists, and motor vehicles interactions focuses on the portion of the Study Area within 100 feet of the Build Alternative.

Regulations for safety and security applicable to the Project are summarized in **Appendix S** (Regulatory Setting Summary). Data sources used for this analysis include Metro light rail safety data and systemwide safety practices, crime statistics from comparable Metro Rail station areas, and identification of fire and police facilities in the Study Area.

3.14.1.1 Public Service Providers and Facilities

Law enforcement service of Metro facilities is shared between the Los Angeles County Sheriff's Department, Los Angeles Police Department, Long Beach Police Department, and the Transit Services Bureau. On the Metro system, quality of life enforcement, such as responding to serious crimes, is the primary duty of these law enforcement agencies. Metro also established the Ambassador Pilot Program in fall of 2022; transit ambassadors provide visible presence and help ensure that passengers have a safe experience when commuting (Metro 2025a). At any given time, there are approximately 320 officers and deputies patrolling the Metro system over each 24-hour period (Haskell 2022). With the exception of the existing Metro E Line service in East Los Angeles that terminates at Atlantic Station, there is currently no rail transit service that requires law enforcement service in the Study Area.

Fire prevention, protection, and emergency medical services in the Study Area are provided by the Los Angeles County Fire Department in unincorporated Los Angeles County (East Los Angeles) and the City of Commerce. The City of Montebello has its own municipal fire department. Los Angeles County Sheriff's Department provides law enforcement, police services, and civil processes in the Study Area in unincorporated Los Angeles County (East Los Angeles) and the City of Commerce. The City of Montebello has its own municipal police department.

Table 3.14-1 and **Table 3.14-2** identify the fire stations and police and sheriff's departments, respectively, within the Study Area, and **Figure 3.14-1** shows their locations. Emergency medical services in the Study Area are provided by the local fire departments, hospitals, independent government agencies (i.e., public health agency), non-profit corporations, and commercial for-profit companies.

Table 3.14-1 Fire Stations in the Study Area

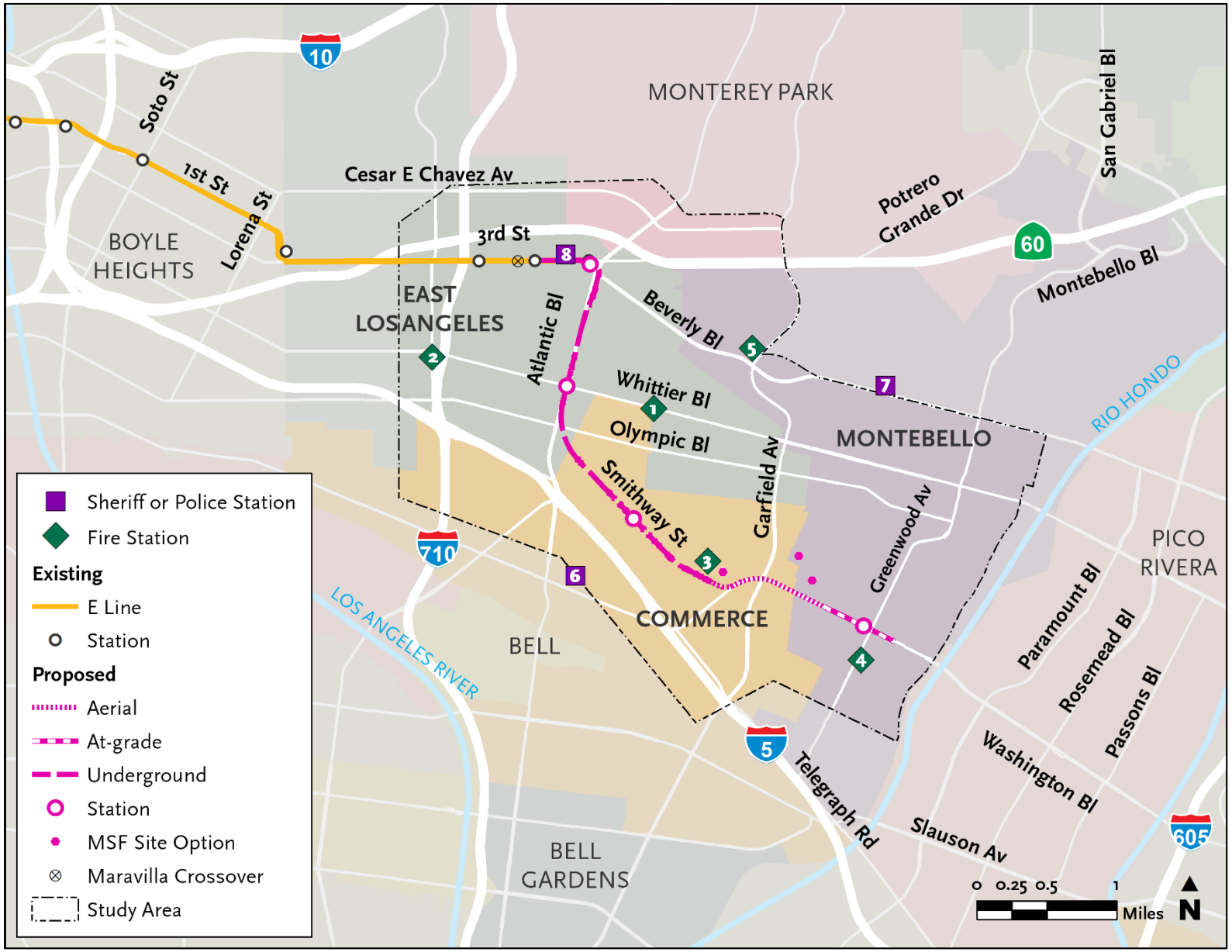
Map ID	Station Name	Address	Jurisdiction
1	Los Angeles County Fire Department - Station 22	928 Gerhart Avenue	Commerce
2	Los Angeles County Fire Department - Station 3	930 Eastern Avenue	Los Angeles
3	Los Angeles County Fire Department - Station 50	2327 Saybrook Avenue	Commerce
4	Montebello Fire Department - Station Number 2	1166 Greenwood Avenue	Montebello
5	Montebello Fire Department - Station Number 3	2950 Via Acosta	Montebello

Source: Los Angeles County 2024b.

Table 3.14-2 Police Stations in the Study Area

Map ID	Department	Address	Jurisdiction
6	Commerce Public Safety Division	2535 Commerce Way	Commerce
7	Montebello Police Department	1600 West Beverly Boulevard	Montebello
8	Los Angeles County Sheriff's Department East Los Angeles	5019 East 3rd Street	East Los Angeles

Source: Los Angeles County 2024b.



Source: CDM Smith/AECOM JV 2026.

Figure 3.14-1 Public Services Locations

As shown in **Table 3.14-3** and **Table 3.14-4**, Los Angeles County Sheriff's Department's data archives identify a total of 1,725 incidents were reported within 100 feet of the Build Alternative between 2019 and 2023 (Los Angeles County Sheriff's Department 2023).

Table 3.14-3 Part I Crimes reported to Los Angeles County Sheriff's Department within 100 feet of the Build Alternative, 2019-2023

Type	Reported Incidents	Percent[1]
Criminal Homicide	1	0.2%
Forcible Rape	1	0.2%
Robbery	72	9.4%
Aggravated Assault	93	12.2%
Burglary	66	8.6%
Larceny Theft	347	45.4%
Grand Theft Auto	175	22.9%
Arson	10	1.3%
Subtotal	**765**	**100%**

Source: Los Angeles County Sheriff's Department 2023.
Key: %=percent
Note:
[1] Totals may not add due to rounding.

Table 3.14-4 Los Angeles County Sheriff's Department Part II Crimes Reported to Los Angeles County Sheriff's Department within 100 feet of the Build Alternative, 2019-2023

Type	Reported Incidents	Percent[1]
Forgery	35	3.6%
Fraud and Non-Sufficient Funds Checks	47	4.9%
Sex Offense, Felony	41	4.3%
Sex Offense, Misdemeanor	9	0.9%
Non-aggravated Assault	118	12.3%
Weapon Laws	37	3.9%
Offense Against Family	14	1.5%
Narcotic	194	20.2%
Liquor Laws	23	2.4%
Drunk - Alcohol/Drug	13	1.4%
Disorderly Conduct	4	0.4%
Vagrancy/Quality of Life	4	0.4%
Gambling	0	0%
Drunk Driving - Vehicle/Boat	6	0.6%
Vehicle/Boating Laws	101	10.5%
Vandalism	144	15.0%
Warrant	31	3.2%
Receiving Stolen Property	2	0.2%
Federal Offense Without Money	0	0%

Type	Reported Incidents	Percent[1]
Federal Offense With Money	1	0.1%
Felony, Miscellaneous	56	5.8%
Misdemeanor, Miscellaneous	80	8.3%
Subtotal	**960**	**100%**

Source: Los Angeles County Sheriff's Department 2023.
Note:
[1] Totals may not add due to rounding.
Key: %=percent

According to the University of California Berkeley's Transportation Injury Mapping System data, 218 traffic crashes occurred within 100 feet of the Build Alternative from 2019 to 2023. As shown in **Table 3.14-5**, the most prevalent vehicle collision type resulted in injury and less than 1 percent involved a fatality. As shown in **Table 3.14-6**, the most common parties involved in collisions were vehicle-on-vehicle collisions (69 percent), followed by incidents involving pedestrians (14 percent). **Table 3.14-7** provides data on pedestrian actions prior to the collision.

Table 3.14-5 Number of Collisions by Severity within 100 feet of the Build Alternative, 2019-2023

Severity	Total Incidents	Percent[1]
Fatal	2	0.9%
Injury	216	99.1%
Total	**218**	**100%**

Source: University of California Berkeley 2024.
Note:
[1] Totals may not add due to rounding.
Key: %=percent

Table 3.14-6 Number of Collisions by Party Involved within 100 feet of the Build Alternative, 2019-2023

Party Involved	Incidents	Percent[1]
Pedestrian	32	14.2%
Bicycle	12	5.5%
Parked Motor Vehicle	6	2.8%
Train	3	1.3%
Fixed Object	6	2.8%
Not Stated	3	1.3%
Other Motor Vehicle	156	69.0%
Total	**218**	**100%**

Source: University of California Berkeley 2024.
Note:
[1] Totals may not add due to rounding.
Key: %=percent

Table 3.14-7 Pedestrian Action Prior to Collision within 100 feet of the Build Alternative, 2019-2023

Collision Type	Crossing Crosswalk (at intersection)	Crossing Crosswalk (not at intersection)	Crossing (no crosswalk)	Not In Road	In Road (including shoulder)	Approaching/ Leaving School Bus	Not Stated or Available
Pedestrian	17	0	5	4	5	0	1

Source: University of California Berkeley 2023.

3.14.2 No Build Alternative

The No Build Alternative, as described in **Section 2.2** (No Build Alternative) of the EA, would include already planned and funded roadway and transit projects but would not provide a rail transit option for communities in eastern Los Angeles County. Under the No Build Alternative, no new light rail transit facilities would be constructed within the Study Area, and existing conditions would generally remain unchanged. Public safety services and staffing levels would continue at current levels, and while future traffic congestion could affect access and response times, the No Build Alternative would not alter the demand for safety, security, or emergency response services. Existing law enforcement patrols and planned service levels would continue to be adequate to meet community needs. Overall, as shown in **Table 3.14-8,** the No Build Alternative would result in no long-term adverse effect on safety and security.

Table 3.14-8 Safety and Security Impact Summary – No Build Alternative

Topic	Impact	Rationale
Public safety, security, and emergency response service	No Adverse Effect	While access and response times could potentially be hampered by future traffic congestion, no additional security patrols beyond those currently being performed and planned to be performed in the future by law enforcement agencies would be necessary.

Source: Metro; CDM Smith/AECOM JV 2026.

3.14.3 Build Alternative

3.14.3.1 Rail Alignment and Traffic Safety

Regarding safety, the Build Alternative could introduce elements that may increase potential conflicts between pedestrians, bicyclists, motorists, and light rail vehicles. In particular, the at-grade alignment along Washington Boulevard may increase the potential for motorist safety hazards between light rail vehicles and traffic.

Under NPM TRA-1, uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns would not be permitted and would be prevented by a physical barrier. This would include uncontrolled left turns from Washington Boulevard and uncontrolled left turns and through traffic from side streets and private driveways. Compliance with the Metro Rail Design Criteria, including Fire/Life Safety Criteria, as well as First/Last Mile Guidelines, would further minimize potential hazards at all locations and continue to provide unobstructed pedestrian and bicycle access, thereby reducing any safety risks that could lead to confusion or accidents. As standard practice, and as set forth in NPM SAF-1, Metro would implement educational outreach efforts in coordination with local schools, libraries, and community centers located near the Build Alternative. This would help enhance pedestrian safety and promote awareness of safe behaviors around light rail transit operations and infrastructure (e.g., at-grade rail crossings), especially among school-aged children. There would be no long-term adverse effect.

The trench along 3rd Street where the at-grade guideway would transition to the underground guideway would be located within the existing right-of-way and would include a physical barrier to prevent accidental entry; therefore, it would not introduce new conflicts or hazards for motorized or non-motorized users. The trench would eliminate pedestrian crossings and vehicle left turns at La Verne Avenue. However, pedestrian access would be facilitated by a new crosswalk that would be established east of La Verne Avenue. This crosswalk would not be signalized, but it would have a high-visibility design with bold markings and signage for increased visibility for motorists to improve safety. Left turns would also be eliminated at Civic Center Way, although pedestrian crossings at the signalized crosswalk would remain. There would be no long-term adverse effect.

3.14.3.2 Station and MSF Safety and Access

The new parking facility at Greenwood station could involve security concerns related to potential criminal activity. These potential safety-related adverse effects would be minimized with the best practice safety

measures as identified in NPM TRA-1, which are intended to minimize potential conflicts. In addition, as required by Metro Systemwide Station Design Standards Policy (Metro 2018b), the new parking facility would include adequate lighting and security cameras to permit live video surveillance and recording. Furthermore, Metro's security personnel, including Metro Transit Ambassadors, help to respond to or report safety and security issues as they occur. Metro Ambassadors provide visible presence and in-person support for Metro patrons and report maintenance and safety concerns to Metro and would help Metro respond to potential safety concerns related to the Build Alternative (Metro 2025a). Metro also partners with the Los Angeles County Department of Mental Health to maintain public safety and divert individuals in crisis to appropriate treatment (Metro 2022c). With Metro's existing security practices and implementation of NPM SAF-1 and NPM TRA-1, the Build Alternative would have no long-term adverse effects on safety.

The MSF and lead tracks connecting the MSF to the mainline would be designed so that existing businesses in the vicinity would continue to have safe access from the driveways and parking areas to adjacent roadways. MSF Site 1 would result in the elimination of through access on Acco Street; however, a cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses, including emergency access, is maintained from Yates Avenue. The lead tracks for MSF Site 2 would be on Yates Avenue. The two-way traffic on Yates Avenue would be maintained, which would help to facilitate vehicular flow and reduce congestion, further enhancing safety for all users. For MSF Site 3, the at-grade yard lead tracks would be east of Saybrook Avenue and would not impact access to businesses or emergency access, including access for Fire Station 50, from either Gayhart Street or Saybrook Avenue. For all MSF site options, the MSF site design would include safety features such as barriers and security cameras to prevent unauthorized access to the rail yard, thereby reducing the potential for accidents. Therefore, the MSF would not have long-term adverse effects related to safety.

The Build Alternative would introduce elements such as support columns, trench guideway, and below-grade portions, that may attract activities such as graffiti. As standard operating practice, and as set forth in NPM SAF-1, Metro would supplement existing police protection services by providing Transit Services Bureau officers and contracted police services at all new light rail transit facilities, as needed, to ensure that adequate police protection services are provided. Additionally, Metro Ambassadors would provide visible presence and in-person support for Metro patrons and report maintenance and safety concerns to Metro. There would be no long-term adverse effect.

3.14.3.3 Emergency Preparedness and Public Safety Coordination

The All-Hazards Mitigation Plan for Los Angeles County, which also covers the City of Commerce, and the Local Hazard Mitigation Plan for the City of Montebello address procedures for large-scale emergency situations including terrorism-related risks. The Build Alternative would adhere to these regional and local emergency preparedness documents. In addition, the Build Alternative would align with best practices outlined in the FTA's Public Transportation System Security and Emergency Preparedness Planning Guide that provides detailed steps for conducting threat and vulnerability assessments. These best practices would include a response and evacuation plan and the identification of design and procedural countermeasures to improve crime prevention and lower the vulnerability of the Build Alternative to acceptable levels. The Build Alternative would adhere to FTA, regional, and local regulations that address large-scale emergencies including terrorism; therefore, there would be no long-term adverse effect.

The MSF would be subject to surveillance and security protocols from law enforcement and community vigilance typical of industrial areas. The MSF would include surveillance cameras, controlled access points, and adequate lighting that are common security features incorporated into maintenance facilities. Additionally, the presence of Metro security protocols, including surveillance and patrols consistent with other Metro facilities, would ensure that the area remains secure. As such, the MSF would not introduce conditions conducive to criminal activity or require additional security measures beyond standard Metro practices and, therefore, would have no long-term adverse effect.

The Build Alternative could include demand for fire and police protection services from potential incidents or emergencies at the new light rail transit stations, facilities, and grade crossings. As standard practice, and as identified in NPM TRA-1, Metro would coordinate with fire and police protection officials when designing grade crossings. Due to the existing at-grade configuration of the E Line, vehicles exiting the Sheriff's Department driveway currently can only turn right and must complete a U-turn at La Verne Avenue to travel east on 3rd Street. The proposed trench in 3rd Street for the underground guideway transition would eliminate left turns and U-turns at La Verne Avenue. Left turns would also be eliminated at Civic Center Way. A new access road would be constructed across 3rd Street to provide access to the Sheriff's Department's driveway. The new access road would include signage to restrict the use of the new access road to Sheriff's Department vehicles only. The access road would allow for safe left turns from the Sheriff's Department driveway onto 3rd Street, thus improving emergency access by providing Sheriff's Department vehicles access to eastbound 3rd Street. Similarly, eastbound Sheriff's Department vehicles on 3rd Street would be able to turn left directly into the Sheriff's Department driveway, which is not currently allowed. Thus, Sheriff Department vehicles would continue to have access in and out of their existing driveway for both directions.

In addition, as identified in NPM TRA-1, all new light rail transit facilities and crossings would be designed in accordance with the Metro Rail Design Criteria, including the Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. As set forth in NPM TRA-1, operational best management practices would be implemented to minimize potential safety hazards. The underground and aerial configuration portions of the Build Alternative would not have any effect on fire and police protection response times since those segments would not affect emergency vehicles travelling on surface streets. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities. With implementation of NPM TRA-1, NPM SAF-1, and compliance with Metro's Metro Rail Design Criteria, including the Fire/Life Safety Criteria, the Build Alternative would have no long-term adverse effect with respect to fire and police protection services.

MSF maintenance would be consistent with existing industrial operations and would not introduce any significant hazards that would necessitate additional emergency response resources or facilities. As previously described, the MSF site options would maintain access to surrounding businesses which would also ensure emergency access is maintained. As identified in NPM TRA-3, access into and around the MSF, including surrounding streets, shall be required to provide for adequate emergency access to the MSF and surrounding businesses. Thus, the Build Alternative would have no long-term adverse effect on safety and security.

3.14.4 Avoidance, Minimization, and Mitigation Measures for the Build Alternative

The measures identified in **Table 3.14-9** would be implemented for the Build Alternative in the long term. Construction measures are identified in **Section 3.17**.

Table 3.14-9 Long-Term Avoidance, Minimization, and Mitigation Measures

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Safety	Potential safety hazards from at-grade rail crossings and uncontrolled mid-block vehicular movements	**NPM SAF-1 (Fire and Police Best Management Practices).** Operational best management practices (BMP) for the Project shall include the following: ▪ Metro shall supplement existing police protection services, consistent with current industry practices and Federal guidance, by deploying Transit Services Bureau (TSB) officers, contracted law enforcement personnel, and/or Metro Ambassadors at new light rail transit facilities, as needed, to proactively address safety concerns and support rider and staff security. ▪ Metro shall offer its existing Rail Safety Program to schools, libraries, and community centers located within proximity to new at-grade light rail transit facilities. The program includes: ○ In-person or virtual rail safety workshops, which may be conducted during school hours, after school, or at special events. ○ Distribution of educational rail safety materials and manuals during in-person workshops. ○ Optional rail safety orientation tours, upon request, to demonstrate safe interaction with at-grade rail crossings and station environments. ○ Online educational content tailored for Grades 1–5 and 6–12.	Project Measure	**No Adverse Effect** - Operational best management practices related to safety would be implemented
Safety	Potential effects on pedestrian and vehicle safety from operation	**NPM TRA-1 (Operational Best Management Practices for Transportation).** Operational best management practices (BMP) for the Project shall include the following: ▪ Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act (ADA) standards. ▪ Additional enhancements to the existing signalized crosswalks, such as marked crosswalks and lighting, shall further improve pedestrian circulation and non-motorized access to transit stations. ▪ Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas. ▪ Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions. ▪ New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with the Metro Rail Design Criteria (MRDC) and standards.	Project Measure	**No Adverse Effect** - Operational best management practices related to transportation would be implemented

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
		▪ Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, and shall be determined during preliminary engineering. ▪ Proposed bicycle facilities that intersect the Project at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections. ▪ Project operations shall not preclude vehicle or truck access along Washington Boulevard, and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections. ▪ Stations and grade crossings shall be designed in accordance with the MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations. ▪ The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy), and building standards to ensure emergency vehicle access and building standards ensure that response times are maintained and at acceptable levels. ▪ Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms. ▪ Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible. ▪ Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between light rail vehicles (LRV) traffic along Washington Boulevard. ▪ Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals.		

Topic	Potential Effect	Proposed Measure	Measure Type	Effects After Implementation of Measure(s)
Security	Potential for increased vulnerability to crime at stations, parking facility, and MSF	**NPM SAF-1** (defined previously)	Project Measure	**No Adverse Effect** - Operational best management practices related to safety would be implemented
Emergency Access	Potential effects on property access and safe traffic circulation from operation	**NPM SAF-1** (defined previously) **NPM TRA-1** (defined previously) **NPM TRA-3 (Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation)**. Operational best management practices (BMP) for the maintenance and storage facility (MSF) include the following: ▪ Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue (for MSF Site 1). Access shall be maintained on Yates Avenue (for MSF Site 2). Access shall be maintained on Gayhart Street (for MSF Site 3). ▪ Any roadway changes shall be designed according to applicable Metro Rail Design Criteria (MRDC), state, and local design criteria and standards where applicable, including fire code and Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.	Project Measure	**No Adverse Effect** - Operational transportation best management practices for the MSF would be implemented

Source: CDM Smith/AECOM JV 2026.