



MEMO

To: Project File

From: Robert Forrest

Date: March 26, 2010

**Re: CENTRAL MESA EXTENSION SAFETY AND SECURITY TECHNICAL
MEMO**

1.0 INTRODUCTION

The purpose of this technical memo is to describe the measures to be taken to enhance the safety and security of LRT system users as well as residents and businesses adjacent to the planned project. Many of these features were first implemented when operations of the LRT Starter Line began and would continue to be employed for the planned Central Mesa LRT extension.

2.0 SAFETY AND SECURITY MEASURES

The design criteria for METRO LRT projects require the stations to be designed in accordance with Crime Prevention Through Environmental Design (CPTED) guidelines. For the LRT Starter Line, the stations and park-and-ride lots are designed with adequate lighting and clear visibility of the station area from the street and sidewalk. Closed circuit television (CCTV) would be provided at the station platforms, ticket vending machines, and park-and-ride facilities. In addition, both the stations and parking facilities would have emergency call boxes that would be connected to METRO Operations Control Center (OCC) which have direct communication with the City of Mesa Police and Fire Departments. At this stage of design, it is anticipated that the Central Mesa LRT Extension stations and parking facilities would be similarly equipped. The Department of Homeland Security (DHS) also requires all such facilities to install DHS-compliant trash cans for either resistance to explosives or use of an open metal frame and clear bag.

The light rail vehicles (LRVs) include passenger emergency reporting devices that allow passengers to communicate with the train operator. The LRV interior and exterior are also equipped with CCTV. The train operator can report problems directly to OCC. LRVs include both bells and flashing headlights to provide both audible and visible warnings as needed to alert drivers and pedestrians of an approaching train. In addition, LRVs are designed with energy-absorbing bumpers to lessen potential impacts in the event of an auto/LRV collision and have low-ground clearance which will reduce the likelihood of a pedestrian sliding underneath the train in the event of a collision.

Measures would be taken to discourage pedestrians from illegally crossing the tracks and to enhance safety at permitted crossing locations. Pedestrian signals and well-marked crosswalks, where existing crossings do not occur, would be provided at crossing locations and the station platforms would be marked with “Do Not Cross Tracks”. Additional measures may be taken at some locations if warranted.

Security personnel would patrol the stations, trains, and park-and-ride lots. Security services for the Central Mesa LRT Extension would be provided through a contract between METRO and a private security services firm similar to the contract METRO has for the East Valley. Fare inspections would be conducted by security personnel. The train operators and security personnel would be trained to spot potentially suspicious activities and to take appropriate action. The City of Mesa Police Department would respond to criminal incidents, auto or pedestrian accidents with LRVs, etc., and the City’s Fire Department would respond to fire and rescue emergencies.

METRO, has established a set of comprehensive security activities emphasizing the importance of security in all aspects of the LRT Starter Line system. These activities are documented in the System Security Program Plan, one of four documents addressing METRO’s safety and security program.

The other three documents are:

- System Safety Program Plan (Rev. 6, July 2009) – To establish requirements for identification, evaluation, minimization of safety risks throughout all phases of the METRO Project, and comply with Federal Transit Authority (FTA) 49 CFR, Part 659 and Arizona Department of Transportation guidelines
- Emergency Management Plan (Rev. 4, July 2009), and
- Accident/Incident Investigation Plan (Rev. 3, July 2009).

These four plans address public safety and security concerns, including, but not limited to the following:

- Threats and hazards associated with the LRT Starter Line project
- Design and architectural details to enhance safety
- Use of closed-circuit television cameras and lighting as specific design measures
- Security patrols of transit property and vehicles, ongoing train safety awareness education

These plans would be updated as the Central Mesa LRT Project advances.