

# Transportation agency wildfire evacuation

## Key considerations

- As many as 20-30% of people in any community are “non-drivers” – age (young or old); disability; health conditions (temp or permanent); poverty; car ownership; choice
- Transportation agencies and staff may not be viewed by larger emergency management systems as key team members, and/or
- Transportation agencies and staff may not view themselves that way
- Few transportation agencies have emergency plans that include transit and paratransit evacuation considerations
- Transit evacuation is largely considered reactive/serving existing users – can it be planned for and used pro-actively?



We are running with a few service impacts to some bus lines due to wildfires. All rail lines are running regular service. We're also continuing to provide free fares systemwide while fire conditions exist. Bus Lines 134 and 602 are canceled due to the Palisades Fire. There are detours on Bus Lines 233, 267, 296, 660, 662 and 761. Metro Micro: in Pasadena, Altadena, & Sierra Madre, service is currently suspended north of Sierra Madre Blvd.

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# “Evacuating the vulnerable: Public agency disaster planning and response during the 2025 LA Fires



CalFire “at risk populations” in Eaton and Palisades Fires: >13,000 households (HH) w/ someone with a disability, ~40,000 HH with an adult >65 yr old, >5,700 HH without a vehicle



Complex, multi-jurisdictional region: 46 bus and rail transportation providers, plus cities, county, NGOs



Focus: Decision-making, “work as imagined vs work as done” (McEntire et al),  
“rules in form vs rules in use” (Ostrom)



What plans and protocols were in place ahead of time? How did the response work well? What were challenges? What are lessons learned, both for LA and other agencies/regions?