

# Draft Safety and Security Task Force Report

## Introduction

The Portland to Milwaukie Light Rail Project Safety and Security Task Force met five times between September 2007 and January 2008 to provide input about safety and security issues related to the project. Metro formed this task force in response to safety and security concerns raised by community members during the project's scoping process.

## Task Force membership and charge

Membership on the Task Force was open to all interested community members and there was not a selection process, though potential members were asked to sign up through Metro and commit to participating throughout the process. The opportunity to participate in the task force was advertised on Metro's web site, at a Milwaukie City Council meeting, and through other project announcements and meetings. Calls were also made to ensure people all along the alignment had an opportunity to participate, if desired.

The following people signed up to be Task Force members:

Katherine Anderson	Rob Hamilton
Cyndia Ashkar (replaced Andrew Seubert)	Linda Hedges
Steve Baker	Peter Koonce
Ray Bryan	Susanna Pai
Ron Forbes	Dion Shepard
Jerry Foy	Michael Sota
Tanya Ghattas	Donald Stephens
Gloria Giddens	Marilyn Wall
Michael Giddens	Ed Zumwalt

The Safety and Security Task Force was charged with providing individual feedback and input about safety and security issues related the Portland to Milwaukie Light Rail project. The Task Force's report will be shared with:

- Portland to Milwaukie Light Rail Project Citizen Advisory Committee
- Portland to Milwaukie Light Rail Project Management Group
- Portland to Milwaukie Light Rail Project Steering Committee
- TriMet Fire, Life and Safety Committee

The Safety and Security Task Force did not seek consensus on discussion points, but sought to raise all safety and security-related concerns early in the process.

## Decisions on implementation of ideas

Ideas suggested by Task Force members were classified into four categories that define when a decision will be made about including the idea in the project.

### **1. Current TriMet practice and policy (already included in project)**

These ideas are current TriMet practice or policy and will be implemented as part of the project. These items do not require further action to be included in the project. TriMet will evaluate the specific comment and look for opportunities to improve upon current practice.

### **2. Supplemental Draft Environmental Impact Statement (to be released in April 2008)**

These ideas will be considered and evaluated during the current project phase. Generally, ideas that will be considered and evaluated during this phase are related to the project's design including station location.

### **3. Design and construction (2008-2015)**

These ideas will be considered and evaluated during the project's design and construction phases. During design and construction, decisions are made about station design, trackway design and operational plans.

### **4. Systemwide policy decision – will be forwarded to TriMet**

These ideas relate to the operation or design of the overall MAX system. These ideas need to be considered and evaluated by TriMet in the context of changes to the design or operation of the system.

Ideas that are not already TriMet policy will be evaluated before a decision is made about whether to include them in this project or whether TriMet should change systemwide policy or practice. Decisions to include an item in this project will generally be made by the Project Steering Committee and will be made based on environmental impacts, costs, affects on project ridership, and community support.

TriMet's General Manager is ultimately responsible for making decisions about changes to TriMet policy. In making these decisions, the general manager and TriMet staff consider the costs and benefits of changes and often must evaluate how best to use available funding for safety and security initiatives.

## Report overview

This report documents the discussions of the Task Force and is separated into two sections:

- The first section of this report documents general ideas and suggestions for ensuring a safe and secure Portland-Milwaukie Light Rail Project, themes that were more generally agreed upon by most members present at the meetings.
- The second section documents individual comments related to safety and security at specific station locations as well as general comments that were not related to safety and security issues.

## General Task Force Ideas and Suggestions

These ideas and suggestions are related to the overall project or light rail system and were identified by multiple Task Force members or were generally supported by the Task Force. The Task Force discussed many of these items at length. There were some disagreements among Task Force members about the relative importance of implementing these measures and the cost-effectiveness of some of the measures. Some members were concerned that some of these ideas placed an unreasonable burden on TriMet and would keep the project or the light rail system from being viable. The group agreed that this was a comprehensive list of ideas and suggestions and that, ultimately, TriMet would decide what was and was not cost-effective or affordable.

Though the group agreed to forward all these ideas, the Task Force generally agreed that increasing the size of the TriMet police force was the single most important way to increase safety and security on the line.

Though there was not agreement on this point, the Task Force agreed to report that some group members thought that safety and security concerns could best be mitigated by not constructing light rail through downtown Milwaukie but instead terminating the alignment at Southgate or continuing on Highway 224 from Southgate.

The matrix below identifies where each idea will be acted upon. The matrix identifies the following places where ideas will be considered and evaluated. In some cases, the ideas fell into more than one category. For instance, use of Crime Prevention Through Environmental Design (CPTED) principles is part of TriMet’s practices and policies but the application of those principles for this project happens during the SDEIS, in Preliminary Engineering, in Final Design and through construction.

	Current TriMet practice or policy	Where will idea be evaluated and where will a decision be made about implementation of this idea?		
		SDEIS	Design & construction	Systemwide policy decision – will be forwarded to TriMet
<b>Conduct thorough review of best practices for safety and security and implement them.</b>				
<ul style="list-style-type: none"> <li>Use CPTED principles, which are the industry’s proven strategies to promote safety and security, throughout design process.</li> </ul>	✓	✓	✓	✓
<ul style="list-style-type: none"> <li>Work with the Union Pacific Railroad to ensure that standards for safe operations in shared corridors are met.</li> </ul>	✓	✓	✓	

	Current TriMet practice or policy	Where will idea be evaluated and where will a decision be made about implementation of this idea?		
		SDEIS	Design & construction	Systemwide policy decision – will be forwarded to TriMet
<ul style="list-style-type: none"> <li>• Include a multidisciplinary review of safety and security practices and design during SDEIS.</li> </ul>	✓	✓	✓	
<b>Make better use of CCTV technology at station platforms.</b>				
<ul style="list-style-type: none"> <li>• Install CCTV cameras at all stations.</li> </ul>	✓	✓	✓	✓
<ul style="list-style-type: none"> <li>• Monitor CCTV cameras at all times or use biometric technology to scan for offenders so that enforcement can be dispatched immediately.</li> </ul>				✓
<b>Increase TriMet or other authoritative presence on trains and at stations.</b>				
<ul style="list-style-type: none"> <li>• Increase size of transit police force as ridership increases or as circumstances require. Commit to increasing size of transit police force to be consistent with how many police officers per riders patrol transit systems in other cities and continue to staff the transit system at this level in the future.</li> </ul>				✓
<ul style="list-style-type: none"> <li>• Increase number of TriMet-employed fare inspectors on trains, though the Task Force would prefer more transit police officers on trains if given a choice between fare inspectors and police officers.</li> </ul>				✓
<ul style="list-style-type: none"> <li>• Expand rider advocate program.</li> </ul>				✓
<ul style="list-style-type: none"> <li>• Include a camera in each car that allows the operator to see what is happening.</li> </ul>				✓
<ul style="list-style-type: none"> <li>• Plan for one TriMet employee with a functional radio in each car whether it is a fare inspector, police officer or operator.</li> </ul>				✓
<ul style="list-style-type: none"> <li>• Fund the increase in police that local jurisdictions require to police light rail stations and trains.</li> </ul>				✓
<ul style="list-style-type: none"> <li>• Consider partnerships between businesses adjacent to stations that use private security</li> </ul>	✓			✓

	Current TriMet practice or policy	Where will idea be evaluated and where will a decision be made about implementation of this idea?		
		SDEIS	Design & construction	Systemwide policy decision – will be forwarded to TriMet
contractors and TriMet to provide more frequent security patrols.				
<ul style="list-style-type: none"> <li>Increase participation in the program that encourages TSA staff ride the light rail system and monitor it for security risks as part of their commute.</li> </ul>	✓			
<b>Design park-and-ride lots and garages to be safe and secure for people and property.</b>				
<ul style="list-style-type: none"> <li>Use a garage attendant to monitor entrance and circulate in parking garages as is done in commercial garages. Circulation in garages is more important than having a garage attendant.</li> </ul>				✓
<ul style="list-style-type: none"> <li>Ensure that park-and-rides are well lighted.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Consider co-locating police contact office with park-and-ride garage.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Contract with Wackenhut or other private security firm to patrol park-and-ride garages.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Use CCTV to monitor park-and-ride lots and garages.</li> </ul>	✓		✓	
<b>Improve coordination with local first responders to ensure safe and secure light rail facilities.</b>				
<ul style="list-style-type: none"> <li>Improve coordination among transit police, local police and local fire departments.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Coordinate with local first responders to determine how emergency vehicles will reach stations, tracks and other light rail facilities.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Provide local police and fire departments with training and access to secured areas of TriMet facilities.</li> </ul>	✓			
<ul style="list-style-type: none"> <li>Coordinate with local police departments to include light rail stations and facilities on regular patrol duties.</li> </ul>				✓
<ul style="list-style-type: none"> <li>Consider how to pay, in the long-term, for additional transit police or additional local</li> </ul>				✓

	Current TriMet practice or policy	Where will idea be evaluated and where will a decision be made about implementation of this idea?		
		SDEIS	Design & construction	Systemwide policy decision – will be forwarded to TriMet
police as part of the project evaluation.				
<ul style="list-style-type: none"> <li>Implement a “transit marshal” program where plain clothes police ride and monitor random trains as air marshals do for airlines.</li> </ul>	✓			✓
<b>Design light rail system to promote safe interaction between light rail trains and cars and pedestrians.</b>				
<ul style="list-style-type: none"> <li>Use crossing gates on sidewalks as well as streets where there are at-grade crossings of light rail.</li> </ul>			✓	
<ul style="list-style-type: none"> <li>Use quad gates to prevent people from “running” the gates.</li> </ul>		✓	✓	
<ul style="list-style-type: none"> <li>Work closely with adjacent schools and community organizations to identify appropriate technology to provide safe access to platforms.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Use train crossing signs and lights (i.e. minimize signs) to warn pedestrians and motorists of light rail.</li> </ul>	✓		✓	
<b>Create inviting, safe platforms and station areas.</b>				
<ul style="list-style-type: none"> <li>Install lighting without shadows at stations, but use lights that diminish light pollution.</li> </ul>			✓	
<ul style="list-style-type: none"> <li>Install call boxes or outgoing-only payphones (free 911 calls) at platforms to allow customers to report safety and security issues to TriMet or local police. Keep these call boxes or payphones functional.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Maintain clean stations without litter or graffiti and with well-maintained landscaping and equipment.</li> </ul>	✓			✓
<ul style="list-style-type: none"> <li>Include better way-finding at platforms to help people find bus connections and other destinations.</li> </ul>	✓	✓	✓	
<ul style="list-style-type: none"> <li>Develop methods for reducing parking by light rail riders in neighborhoods especially where parking could create a safety issue</li> </ul>			✓	

	Current TriMet practice or policy	Where will idea be evaluated and where will a decision be made about implementation of this idea?		
		SDEIS	Design & construction	Systemwide policy decision – will be forwarded to TriMet
due to narrow streets.				
<ul style="list-style-type: none"> <li>Place ticket machines away from platforms, so anyone on the platform will already have purchased a ticket, and ease fare inspection</li> </ul>	✓	✓		
<ul style="list-style-type: none"> <li>If stations are not access-restricted, clearly delineate platform area and communicate that only paying customers are allowed in the platform area.</li> </ul>	✓	✓	✓	
<ul style="list-style-type: none"> <li>Use reliable ticket vending machines and keep them in working order.</li> </ul>	✓			
<ul style="list-style-type: none"> <li>Develop signage at stations clearly communicating positive transit behaviors to people from a variety of language and cultural backgrounds.</li> </ul>	✓		✓	✓
<ul style="list-style-type: none"> <li>Design single seats or segmented benches to prevent people from sleeping on seating at platforms.</li> </ul>			✓	
<b>Consider proximity to schools and children when designing light rail.</b>				
<ul style="list-style-type: none"> <li>Use “step down” curb or other ways to delineate track crossings where pedestrians cross light rail tracks. <i>(note: some suggestions for how to accomplish this may not be consistent with TriMet’s universal design standards or the Americans with Disabilities Act)</i></li> </ul>			✓	
<ul style="list-style-type: none"> <li>Use clear signage to tell people which way to look when crossing tracks, particularly where there are three tracks.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Research best practices for constructing rail near schools and implement the best ideas.</li> </ul>	✓		✓	
<ul style="list-style-type: none"> <li>Educate children and neighbors about how to be safe around light rail before operation begins.</li> </ul>	✓		✓	

	Current TriMet practice or policy	Where will idea be evaluated and where will a decision be made about implementation of this idea?		
		SDEIS	Design & construction	Systemwide policy decision – will be forwarded to TriMet
<ul style="list-style-type: none"> <li>Use fencing, lighting and signage to keep light rail riders from crossing school grounds to reach destinations in the surrounding community.</li> </ul>			✓	
<ul style="list-style-type: none"> <li>Construct fences or other physical barriers to keep school children away from light rail tracks.</li> </ul>			✓	

### Other comments and suggestions

Many other comments or suggestions were made by one or more Task Force participants in reference to a specific station. These comments are captured below in two categories: safety and security related comments and other comments that were not related to safety and security.

### Station-specific safety and security comments

- Design seating at the OMSI Station as single seats to prevent people from sleeping on them.
- Improve pedestrian and bicycle crossings in the area near the OMSI Station and install signs directing people from the station to nearby trails safely.
- Consider partnerships between TriMet and area businesses to provide security patrols at the OMSI station.
- Consider redesigning the Bybee Station to be at the same grade as Bybee Boulevard to increase visibility.
- Consider not building Bybee Station because it has poor sightlines and is isolated.
- Work with the Eastmoreland and SMILE neighborhoods to ascertain the desirability of having a station at Bybee.
- Plan for an attendant to monitor Milwaukie park-and-ride.
- Design bus layover and driver break facility at the Milwaukie Station and Park and Ride to increase TriMet presence and surveillance.
- Plan for traffic mitigation and safety at the Milwaukie Station and Park and Ride by directing some traffic to use Main Street.
- Plan for CCTV monitoring and lighting at the Milwaukie Station and Park and Ride.
- Consider co-locating the Park Avenue Station and Park and Ride to reduce the risk of auto and pedestrian conflicts when people walk from the park and ride to the station.

- Consider not building stations adjacent to the Portland Waldorf School or St. John the Baptist Catholic Church and School.
- Consider relocating the Harrison Station to the north side of the Harrison Street, if a station has to be built at Harrison Street, to minimize impacts to schools.
- Consider building only the Lake Road Station to minimize impacts to schools.
- Consider another alignment through downtown Milwaukie to minimize impacts to schools near the Tillamook Branch.
- Use fences to keep children off of tracks and away from light rail and to keep light rail riders off of school grounds.
- Use lighting and signage to direct riders to downtown Milwaukie without crossing the Waldorf School campus.
- Promote safety and security in downtown Milwaukie by truncating line at Southgate.
- Work with first responders to ensure that emergency vehicle access is not hindered by rail crossings.

### Other general comments

- Provide restrooms at the OMSI Station.
- Consider adding insulation to school walls and making other structural improvements at the Waldorf School to reduce noise impacts. Consider strategies to mitigate noise outside the school (playfields, outdoor educational areas) as well.
- Pursue a “quiet zone” designation at all crossings in downtown Milwaukie (Monroe, Harrison, Washington and Lake).
- Consider strategies to prevent light rail riders parking in private parking lots (i.e. St. John’s the Baptist and Waldorf School).