



POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT

SAFETY AND SECURITY WORK GROUP

January 12, 2015 | 4:00 to 5:30 p.m. | Human Solutions, Rockwood Office, 124 NE 181nd Ave, Gresham

KEY THEMES AND OUTCOMES

Community members, advocacy organizations, professionals working on issues related to safety and security, staff from TriMet, Portland, Gresham, Multnomah County, Metro and members of the Powell-Division Steering Committee convened on January 12. This safety and security work group meeting presented the community with information about TriMet's safety and security practices and asked participants to share their hopes and concerns for safety and security along the Powell-Division corridor. The Safety and Security work group was publicized through targeted email invitations, the project interested parties list and partner updates. Input from this work group supports development of a safe transportation corridor, transit system and neighborhoods.

- There is strong interest in using Crime Prevention through Environmental Design (CPTED) strategies to improve the feeling of safety on transit and in neighborhoods along the corridor. Among these design strategies, the most important are lighting, visibility, and clear sightlines. Also important are design features that delineate different spaces (i.e. platform, public space, private property).
- People also have very strong interest in street safety improvements: crosswalks (that may include signals, lights, flashing beacons, walk on demand, and light delay), bike facilities, and separation of modes.
- People want to see partnership and data sharing with neighboring entities and jurisdictions to improve response and anticipate issues.
- People are interested in improved security technologies.
- Participants recognize that public education will help raise awareness of safety behaviors, inform people of occurring safety and security measures, and teach people how to ride transit respectfully.

Participants (* indicates Powell-Division Steering Committee members)

Lori Stegmann*	Gresham City Council	Greg Olson	Gresham Transportation Subcommittee
Cammie Pierson	Business owner	Marlene Byrne	Community member
Eric Tschuy	Mt. Hood Community College	John Bildsoe*	Gresham Coalition of Neighborhood Associations
Carol Rulla	Gresham Coalition of Neighborhood Associations	Elizabeth Quiroz	Bicycle Transportation Alliance
Joan Albertson	Gresham Public Safety Committee	Julia Mitchell	Community member
Lisa Obunge	Portland Opportunities Industrialization Center	Brian Martin	City of Gresham
Alex Howard	Portland Bureau of Planning and Sustainability	Joanna Valencia	Multnomah County
April Bertelsen	Portland Bureau of Transportation	Katherine Kelly	City of Gresham
Brian Monberg	Metro	Kelly Betteridge	TriMet
Dana Lucero	Metro	Trell Anderson	Catholic Charities
Deb Meihoff	Communitas	Sgt John Anderson	Portland Police Bureau
Coral Egnew	TriMet	Lt Tony Silva	Gresham Police
Thomas Griffith	Gresham Public Safety Committee	Robert Langley	Community member
Mike Leloff	Portland Police Bureau	Teri Poppino	Portland Crime Prevention
Rick Doughty	Mt. Hood Community College	Carson Gorecki	Portland State University
Hannah Ritchie	TriMet	Jennifer Koozer	TriMet
Steph Routh	APANO	Harry Saporta	TriMet
Jeff Miller	Community member	Radcliffe Dacanay	Portland Bureau of Planning and Sustainability
Marty Stockton	Portland Bureau of Planning and Sustainability	Kari Schlossauer	Safe Routes to School
Kate McQuillan	Multnomah County		

Meeting purpose

- Hear community hopes and concerns
- Learn about TriMet's safety and security practices
- Explore and identify ways the new BRT line could contribute to the safety of transit riders, users of the Powell-Division corridor, and surrounding communities

Question posed to the work group

- What opportunities and solutions exist for a new Bus Rapid Transit system to improve transit rider safety, overall community safety and street safety (pedestrians, drivers, cyclists)?

RESPONSES

Station Design	<ul style="list-style-type: none">▪ Lighting – transitional and reflect true colors, human scale at crossings▪ Clear sightlines, visibility, landscaping with no stash places▪ Emergency phones, call boxes▪ Fare collected before accessing platform, fare enforcement▪ Staff at stations▪ Safe street crossings at stations▪ Design features that delineate platform, public space, vehicle space, and private property▪ Minimize surveillance needs and safety issues by using limited number of stops▪ Improve visibility at Park n Ride lots▪ Interactive activities at waiting areas▪ Add leaners only to minimize loitering▪ Cleanliness▪ Locate shelters and crosswalks in visible areas
Modes and Transportation	<ul style="list-style-type: none">▪ Crosswalks (signals, lights, flashing beacons, walk on demand, signal delay) – 82nd, inner Powell, 122nd, Division, Gresham High School area challenging▪ Bike lanes on big streets with high volumes, protected bike lanes (Division, 82nd, Powell), bike routes feed to stations, secure bike parking▪ Sidewalks on arterials, accessible design, bulb outs to shorten crossing distance▪ Separate modes – freight/autos, bus, bike, walk▪ Reduce auto speeds▪ Coordinate traffic light timing with bus movement▪ Fewer mid-street crossings▪ Add bicycle and pedestrian wayfinding to stations
Neighborhood	<ul style="list-style-type: none">▪ Provide safe access to stations – sidewalks, crossings, bikeways▪ Encourage transit-oriented development that meets community goals and provides “eyes on the street”▪ Make stations a hub, community center – include food carts, newsstands▪ Community policing▪ Design beyond the platform▪ Pedestrian-friendly storefronts and land uses
Partners	<ul style="list-style-type: none">▪ Partner with neighboring entities, collaborate across jurisdictions▪ Share data for greater collective response and anticipation (system

	<p>integration), improved training, and improved processes</p> <ul style="list-style-type: none"> ▪ Schools ▪ Portland Community College with TriMet ▪ Work with neighborhoods and community groups on station area designs and development (now and beyond planning)
Technology	<ul style="list-style-type: none"> ▪ Video recording of passengers, platforms (digital CCTV and true color lighting) ▪ Mobile app for on-board reporting, posted phone numbers for reporting/suggestions to TriMet (non-emergency) ▪ Improve cameras ▪ Flexibility to accommodate evolving technology ▪ Post camera footage online (like road cameras) ▪ Radio frequency continuity among all enforcement partners, equipment standards
Public Education	<ul style="list-style-type: none"> ▪ Public awareness, safety behaviors ▪ Educate about safety statistics and crime prevention programs, let people know street inspections happen ▪ Provide school outreach to high schools and middle schools especially about how to ride transit ▪ Encourage co-workers to ride together ▪ Educate bikers and walkers to wear visible clothing/use illumination ▪ Multi-lingual ▪ Educate people how to mediate at platforms
On Board	<ul style="list-style-type: none"> ▪ Disruptive passengers removed by someone with authority ▪ Emergency button is an amenity ▪ Monitors on each bus (driver) ▪ Awareness information ▪ Better communication (audio) between driver and passengers outside about departure
General	<ul style="list-style-type: none"> ▪ More officer, cameras, visible inspectors, signs/banners, consequences of different actions ▪ Focus on times and places – high crime spots, late night isolated places, locations where youth gather, parks, plazas ▪ Improve perception of safety particularly during off-peak and late hours ▪ Consider an escort program for Park n Ride users

Safety and security input from Powell-Division online survey, summer 2014

The public provided considerable input on improving safety and security on transit and in the neighborhoods surrounding transit. Safety should be improved for all corridor users. Certain improvements help people feel safer, whereas other experiences make them feel less safe. Particular locations in or areas of the corridor are specified for improvements.

Findings summary:

- Safety should be improved for these groups:
 - Pedestrians

- Bicyclists
- Transit riders
- Vulnerable street users
- Drivers
- These types of improvements would help people feel safer:
 - Enforcement
 - Security
 - Street crossings
 - Lighting
 - Transit stops
 - Traffic
- These experiences make people feel less safe:
 - Pedestrian
 - Traffic
 - Social
 - Security
- Safety improvements are needed at particular locations

FINDINGS

Safety should be improved for these groups

Pedestrians	<ul style="list-style-type: none"> ▪ Access improvements where ADA/sidewalks are needed ▪ Access to transit stops ▪ People walking on the shoulder of outer Powell ▪ Access to schools with safer transit areas too
Bicyclists	<ul style="list-style-type: none"> ▪ Room for bikes away from cars ▪ Safe riding near transit
Transit riders	<ul style="list-style-type: none"> ▪ On vehicles ▪ At stops
Vulnerable street users	<ul style="list-style-type: none"> ▪ Kids ▪ People with disabilities ▪ Seniors ▪ People with mobility impairments ▪ Single women
Drivers	<ul style="list-style-type: none"> ▪ People who park their cars in Park n Ride lots (in Gresham)

These types of improvements would help people feel safer

Enforcement	<ul style="list-style-type: none"> ▪ Cars run through stop signs and don't stop for oncoming traffic on Division ▪ Mid-block pedestrian crossings on Division – pedestrians difficult to see ▪ Traffic enforcement – speeding ▪ Fare checking/ticket validation ▪ Respect the ride (people talking loudly on cell phones, engaging drivers in long conversation, leaving trash on transit) ▪ Strollers occupying accessible seating and blocking aisles ▪ Drivers should feel confident enforcing policies and rules
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Security	<ul style="list-style-type: none"> ▪ Increased security presence on transit vehicles (night time, east side; weekend nights 5th Ave stops in downtown Portland) ▪ Cameras on every bus, train car, and at every station ▪ Transit drivers paying attention to on-board environment ▪ Park n Ride lots ▪ Video surveillance with remote monitoring ▪ Higher capacity cellular bandwidth to stream active remote monitoring and video storage
Street crossings	<ul style="list-style-type: none"> ▪ On major streets where transit runs ▪ Flashing crosswalk lights and crosswalk markings ▪ 'Walk' and 'Don't Walk' signals ▪ Frequent for bikes and peds ▪ Press-to-flash crossings for high congestion areas ▪ Crosswalk visibility
Lighting	<ul style="list-style-type: none"> ▪ On walking routes ▪ Well-lighted streets with lots of activity ▪ Transit stops and shelters
Transit stops	<ul style="list-style-type: none"> ▪ Visible connections to surrounding neighborhoods ▪ Minimized need for buses to cross traffic (walk, bike, drive) when pulling in and out of stops ▪ Protected from fast-moving traffic ▪ Optional flashers atop clearly marked route signage
Traffic	<ul style="list-style-type: none"> ▪ Safe access to stops include sidewalks, turnouts, and landscaping ▪ Reduce speeds on SE Powell

These kinds of experiences make people feel less safe:

Pedestrian	<ul style="list-style-type: none"> ▪ Walking up a secluded path along the highway to get to a transit stop (like Lents MAX) ▪ Lots of traffic doesn't feel safe for pedestrians (on Division) ▪ Pedestrian crashes (on Powell) ▪ Recent (pedestrian?) injuries/fatalities on Powell and Division were in the dark, on the street, in areas where the victims were not protected well from traffic, including transit ▪ Unmarked crosswalks
Traffic	<ul style="list-style-type: none"> ▪ SE Powell divides neighborhood and traffic speeds, which makes it feel unsafe for all modes ▪ Crossing streets with high speed traffic ▪ Lack of traffic enforcement (continued, unchecked speeding) ▪ Speeding traffic in proximity to bus stops
Social	<ul style="list-style-type: none"> ▪ Homeless people on Springwater Trail ▪ Panhandling ▪ Poverty ▪ Gangs ▪ Transients ▪ Teens ▪ Urine-soaked seats or urine smell on transit ▪ Petitioning ▪ Feeling of being robbed or verbally harassed

Security

- Crowding
- Transit drivers not paying attention to what happens on transit vehicles
- Transit drivers separated from riders
- People who don't pay to ride = theft = stealing a ride
- Neighborhood crime in proximity to transit lines
- Ease of on and off transit for people who have committed crimes
- Criminal activity occurring while transit is in motion
- Unaddressed/unresolved crime in and around transit (muggings at MAX stations)
- Dirty unkempt transit stops

Safety improvements are needed in these locations:

- From 122nd to 174th, sidewalks to serve housing
- 136th to Powell, sidewalks
- East of 92nd on (either) Powell and Division: sidewalks, landscaping, lighting
- East Portland/Gresham, sidewalks
- 108th and Powell, press-to-flash crossing
- Division and 156th, flashing lights crossing
- Left turn lane on outer Powell, drivers use bike-ped space to pass left-turning vehicles on the right
- Powell-MAX connection (2 crossings of 5-lane streets and up a hill)
- Eliminate a traffic lane on Powell and give the space for sidewalks and bike lanes
- Make SE Powell a more accessible district to foot and pedal traffic