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# Safety and Security Service Providers

**DRAFT-** Southwest Corridor Existing  
Conditions Technical Report

June 2012



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## 1. INTRODUCTION

This section describes the security conditions in the Southwest Corridor. This section contains discussion about public safety and security services, such as fire, police and emergency medical services. An overview of the existing police and fire services introduces the geographical coverage and workforce. A short introduction to definitions of safety and security is followed by crime statistics in the corridor, listed by jurisdiction. A qualitative understanding of the crime statistics is provided by representatives of local police departments in order to provide context and a summary of community policing initiatives. The final section briefly introduces the typically employed means of addressing security issues throughout the transportation system.

The focus of this chapter is on issues pertaining to security. Other chapters cover safety concerns in the transportation system such as crash rates, high-crash corridors, and high-crash intersections. Please see the Transportation chapter for an overview to transportation safety issues. Multimodal transportation security relates to protection from intentional danger presented by assailants along roadways, at transit stops, pedestrian and bicycle ways, and along trails.

While safety and security are terms that are often used interchangeably, they have distinct meaning and each needs to be addressed with a unique approach. Safety can be described as freedom from unintentional danger, whereas security represents freedom from intentional danger. Many of the public service providers in the Corridor are first-responders to safety and security issues.

## 2. SUMMARY OF SAFETY AND SECURITY SERVICES

### 2.1 Beaverton

#### **Beaverton Police Department**

The Beaverton Police Department covers the 86,860-plus people across 19 square miles of the city. The Police Department maintains a service ratio of about 1.5 officers per 1,000 residents. In 2010 the Department has 137 sworn personnel and 36.75 non-sworn personnel. The Police Department is located at 4755 SW Griffith Drive, located north of the Southwest Corridor, close to Highway 217. The Department covers the neighborhoods of Beaverton in the Southwest Corridor that include portions of Greenway, Neighbors Southwest, South Beaverton and a small part of Denny Whitford.

#### **Fire and Emergency Medical Services**

Fire and emergency medical services are provided through Tualatin Valley Fire & Rescue. Please see below for review of services.

### 2.2 Durham

## **Police Service**

The City of Durham contracts police services with the City of Tualatin. The Tualatin Police Department issues monthly service contract reports. Please see below for review of services.

## **Fire and Emergency Medical Services**

Fire and emergency medical services are provided through Tualatin Valley Fire & Rescue. Please see below for review of services.

### **2.3 King City**

#### **King City Police Department**

The City of King City maintains a Police Department to serve the approximately 2,750 residents across 0.4 square mile of the city (2009). The Police Department is composed of seven officers, one supervisor, and the Police Chief. The Police Department is located within City Hall at 15300 SW 116<sup>th</sup> Avenue. All of the City of King City is located within the Southwest Corridor study area.

#### **Fire and Emergency Medical Services**

Fire and emergency medical services are provided through Tualatin Valley Fire & Rescue. Please see below for review of services.

### **2.4 Lake Oswego**

#### **Lake Oswego Police Department (LOPD)**

The LOPD provides law enforcement within the jurisdiction of Lake Oswego, back-up to the Clackamas County Sheriff's Office, response to major crimes in Clackamas County, and direct support to the City of Portland. Lake Oswego's Police Station is in City Hall at 380 A Avenue, to the east of the Southwest Corridor study area. The LOPD has 43 officers including 29 patrol officers and serves an area of 11.5 square miles with a population of approximately 37,000. The LOPD covers police and emergency calls within the neighborhoods of Kruse Way and Lake Grove in the Southwest Corridor.

#### **Lake Oswego Fire Department**

The Lake Oswego Fire Department provides fire, rescue and emergency medical response to approximately 37,000 citizens within the City of Lake Oswego and three adjoining contract districts. The department has 51 fire fighters serving 15 square miles. Fire Station 214, Lake Oswego's main fire station is at 300 B Avenue in Lake Oswego, over a mile east of the Southwest Corridor. Two Fire Stations cover the portion of Lake Oswego located in the

Southwest Corridor: Fire Station 211, the Jean Road Station, and Fire Station 210, the Westlake Station

## **2.5 Portland**

### **Portland Police Bureau (PPB)**

The PPB is the largest city law enforcement agency in Oregon. In 2010, the Bureau had 978 full-time officers, 258 civilian positions, up to 100 reserves, and about 50 cadets. The PPB provides law enforcement services in three precincts: Central, North, and East. A portion of the Southwest Corridor study area intersects the Central Precinct, located on SW 2<sup>nd</sup> Avenue and covers 32.4 square miles with an estimated residential population of 99,174 as of 2000. In the most recent report, the Central Precinct has 184 Officers and a total of 215 sworn personnel.

### **Portland Fire and Rescue (PF&R)**

The PF&R is Oregon's largest fire and emergency provider. At the end of FY 2009-2010, PF&R's latest performance report, the department had 692 sworn and 59 unsworn employees. PF&R has 30 stations, five of which serve areas in the Southwest Corridor: Station 1 (Old Town) serves the Old Town/Chinatown Neighborhood Association; Station 4 (Portland State University) serves the Downtown, Corbett-Terwilliger-Lair Hill and Homestead Neighborhood Associations; Station 5 (Hillsdale) serves the Bridlemile, Hillsdale and Hayhurst Neighborhood Associations; Station 10 (Burlingame) serves the South Burlingame, Collins View, Arnold Creek Neighborhood Associations and the John's Landing area; and Station 18 (Multnomah Village) serves Marshall Park, Markham, Far Southwest, West Portland Park, Multnomah, Ash Creek, Crestwood and Maplewood Neighborhood Associations. While each station is responsible for specific parts of the city, stations support one another to provide 24-hour emergency operational readiness.

## **2.6 Sherwood**

### **Sherwood Police Department**

The City of Sherwood's Police Department is located on SW Borchers Drive. The Department has about 23 employees, about 20 are sworn officers. There is a Reserve Police Officer Program composed on volunteers who perform community policing duties after receiving training through the Reserve Police Academy. The Department serves the 4.1 square miles of the city and the more than 18,000 residents. Sherwood's population is growing and the Department is making efforts to maintain the quality of life through increased speed and traffic enforcement and community policing efforts. Almost all of the City of Sherwood is located within the Southwest Corridor study area.

### **Fire and Emergency Medical Services**



Fire and emergency medical services are provided through Tualatin Valley Fire & Rescue. Please see below for review of services.

## **2.7 Tigard**

### **Tigard Police Department**

The Tigard Police Department is located on SW Hall Boulevard. In 2011, there were 90.1 full-time equivalent positions in the Department; of that number, 72 were sworn officers. Through a Citizens Police Academy, the Department trains and educates citizens who may serve in a voluntary role. The Department is responsible for serving the more than 48,000 residents spread across about 12 square miles. All of the City of Tigard is located within the Southwest Corridor study area.

### **Fire and Emergency Medical Services**

Fire and emergency medical services are provided through Tualatin Valley Fire & Rescue. Please see below for review of services.

## **2.8 Tualatin**

### **Tualatin Police Department**

The Tualatin Police Department is located on SW Tualatin Road. The Department consists of 38 sworn officers and 8.5 non-sworn staff members. In addition to the paid staff, the Department trains and maintains a group of volunteers and reserve officers. The Department is responsible for the 7.8 square mile city with a population of over 26,000. Much, but not all, of Tualatin is in the Southwest Corridor. The southernmost and easternmost sections of Tualatin are outside of the Corridor. The Tualatin Police Department also provides law enforcement coverage to the City of Durham

### **Fire and Emergency Medical Services**

Fire and emergency medical services are provided through Tualatin Valley Fire & Rescue. Please see below for review of services.

## **2.9 Clackamas County Sherriff's Office**

The Clackamas County Sherriff's Office provides patrol, incarceration, civil process and search and rescue services for approximately 1,893 square miles within Clackamas County with approximately 90 patrol officers. In addition to enforcing state statutes and county ordinances, patrol deputies provide direct assistance to county residents as well as routine and emergency backup for city police officers and specialized units. The Lake Oswego Police Department provides police services for a small portion of this area found in the Southwest Corridor. This unincorporated land located south of Kruse Way forms the Lake Forest neighborhood.

## **2.10 Multnomah County Sheriff's Office (MCSO)**

The MCSO provides patrol, incarceration, civil process, and search and rescue services for over 17,000 residents in 291 square miles within Multnomah County. The MCSO employs 28 patrol officers and up to 75 law enforcement personnel. In addition to enforcing state statutes and county ordinances, patrol deputies provide direct assistance to city residents as well as routine and emergency backup for city police officers and specialized units. All of the Southwest Corridor located in Multnomah County has police coverage provided by the Portland Police Bureau.

## **2.11 Washington County Sheriff**

The Washington County Sheriff's office provides support for city police departments such as crime scene specialists, major crime investigation, and sex offender compliance checks. The Sheriff's Deputies are the primary first responders for urban and rural unincorporated areas of Washington County. Additionally, the Sheriff's department operates the county jail. In 2011, the Sheriff's office had 539.5 employees, 225 of those were certified enforcement staff. The enforcement staff provides patrol and investigations throughout the county. In the Southwest Corridor the rural parts of unincorporated Washington County have the Sheriff's office as first responders and the urban unincorporated areas are part of an Enhanced Sheriff's Patrol District (ESPD). The ESPD provides enhanced services of police emergency response, major crime investigation and immediate response to a number of crime calls. In the Southwest Corridor, unincorporated Washington County land is located west of Tigard, King City, and Tualatin; areas between Tigard, King City and Tualatin; and north of Tigard in the Metzger neighborhood.

## **2.12 Tualatin Valley Fire & Rescue (TVF&R)**

The TVF&R covers a 210 square mile service area, providing fire, rescue, and emergency medical services. The TVF&R fire district is Oregon's largest by population, serving a total of 450,000 residents. Protection is provided by over 400 career firefighters and approximately 100 volunteers. The TVF&R is the primary provider of these services to the Southwest Corridor cities of Beaverton, Durham, King City, Sherwood, Tigard and Tualatin as well as unincorporated Clackamas, Multnomah, and Washington County. These services are paid for by the residents through a \$1.93 tax/ \$1,000 of assessed property value. TVF&R operates six stations within the Southwest Corridor: Stations 33,34,35,50, 51, and 53.

## **2.13 Oregon State Police (OSP)**

The OSP is the main state law enforcement agency in the state of Oregon. They are responsible for helping local law enforcement agencies with their duties, highway and traffic enforcement, and monitoring of the security of the state lottery. The Patrol Division provides back-up support to local and county agencies as well as primary patrols on interstate highways. In the Portland region, and throughout the Southwest Corridor, the Portland Area Command in Milwaukie provides patrol service. These patrol services include

enforcement of hazardous violations, impaired driving, occupant safety, commercial vehicle driving, work zones, at risk juvenile behavior deterrence and criminal apprehension. In the Southwest Corridor, OSP is primarily responsible for Interstate 5, Highway 99W, and Highway 217.

## 2.14 TriMet Police and Security

Transit security services are offered through TriMet transit police officers and Wackenhut contract security personnel. There are 62 transit police officers, including command staff. All jurisdictions respond to transit incidents. All incidents on the transit system are coordinated through the regional 9-1-1 system to allow the closest available unit to respond. Officers spend up to 70 percent of their time patrolling buses, trains, stations, and stops. Officers operate out of four precincts, the West Precinct in Hillsboro and the Central Precinct in downtown Portland provide coverage to the Southwest Corridor routes. Their efforts are combined with the support of local and regional law enforcement agencies. Additional security is provided by dedicated fare inspectors and through the operators, supervisors, customer service staff and maintenance workers.

## 3. CRIME STATISTICS BY JURISDICTION

The table below illustrates crime statistics for 2010 and 2011 in the communities of the Southwest Corridor. Data was received in a clipped form from Beaverton, Lake Oswego and Portland to represent the areas within the corridor. All other jurisdictions utilize the Oregon State Police Law Enforcements Data System (LEDS). Of note, not all jurisdictions report and track crime in a similar fashion. In order to normalize the data, crime was lumped into two groups: crimes against persons and crimes against property. Through this analysis it can be seen that crime statistics are not uniform through the corridor. Crimes against persons are up in all cities, but the actual number represents small changes year to year. Transportation system specific crime data is difficult to isolate.

**Table 3.1 Southwest Corridor crimes against persons and property, by jurisdiction, 2010 and 2011.**

	2010		2011		Change, 2010-2011	
	Crimes against persons	Crimes against property	Crimes against persons	Crimes against property	% change: Crimes against persons	% change: Crimes against property
King City*	16	109	21	110	+31%	+1%
Portland**	562	3,313	599	3,709	+7%	+12%
Sherwood*	35	357	36	337	+3%	-6%
Tigard*	163	2,951	169	2,670	+4%	-10%

<b>Tualatin*</b>	95	915	121	1,050	+27%	+15%
<b>Lake Oswego**</b>	N/A	N/A	N/A	N/A	Type 1 crimes grouped together: -12%	
<b>Beaverton**</b>	23	228	20	254	+7%	+12%

\* Crime information provided by Oregon State Police LEDS: full geographic extent

\*\* Crime information provided by the jurisdiction, approximately representing the portion of the city in the corridor.

#### 4. SAFETY AND SECURITY ASSESSMENTS

An assessment of existing safety and security opportunities and challenges in the Southwest Corridor cities has been made through conversations with various law enforcement officers and representatives. Police representatives were asked to identify existing safety, security and crime challenges in their cities. Conversation also covered communities’ perceptions of threats compared to actual statistics, community policing efforts, and short versus long-term opportunities for a safer, more secure city.

The pervasive theme throughout the corridor is that, generally, the cities are secure. The police departments strive to inform their citizens about threats and instruct citizens how to keep themselves secure. Law enforcement representatives noted that their communities perceive a greater threat from crime than statistically supported. There is a current perception that there is more crime in the cities than the actual crime levels. In some cities there is a sentiment that security is lower now than in the past while most every community is now more secure than in the past.

The following are general security assessments made by representatives of police forces in the Southwest Corridor.

##### Lake Oswego

In the 2010 Community Attitudes Survey, the residents of Lake Oswego responded that they are very satisfied with the City’s police service, receiving top rating. Residents generally feel that the city is very safe and secure. Anecdotally, it is often heard that residents do not lock their cars or their houses at night.

In response to these statements, the Police Department engages in a number of community policing efforts in order to instruct people to better safeguard their homes and property. A crime prevention employee with training in CPTED (Crime Prevention Through Environmental Design) principles speaks throughout the city, educating residents about safety and security issues. At the schools, a school resource officer interacts with students and parents in order to build relationships and address crime in the schools. Two city police officers are assigned to the high school in order to support the resource officer’s role. These

officers have other patrol duties, but are trained and familiar working with youth. Additional community policing takes place through numerous public events such as the weekly farmer's market, sports events, and an annual public safety fair.

## **Portland**

The City of Portland Auditor's Office conducts an annual Community Survey, requesting information from thousands of Portlanders. One section focuses on crime and security perceptions. In the 2011 report, 76 percent of Southwest Portland neighborhood residents indicated they felt safe or very safe walking alone at night, the highest rated neighborhood in Portland. In the Southwest neighborhoods, 97 percent of respondents felt safe or very safe walking alone during the day; and 87 percent felt safe in the park closest to their house. Citywide, respondents in the Southwest neighborhoods had the lowest reported burglaries but also the lowest citywide percent of crime reporting.

Portland's Office of Neighborhood Involvement (ONI) runs the city's crime prevention programs. These include a number of crime prevention initiatives such as the Parksafecar prowl prevention program, Senior Locks Programs and neighborhood watches. Crime Prevention Program Coordinators mobilize, educate, support and advise their neighbors. Neighborhoods have Neighborhood Captains who volunteer to organize and educate their fellow residents about crime prevention and vigilance.

A representative of the Portland Police Bureau commented that residents in the Southwest neighborhoods were most concerned about livability crimes, especially car prowls. As actual crime has decreased to 1960s levels, perception of crime has steadily risen. To address these perceptions, the PPB has increased foot beats in the downtown Portland portion of the Southwest corridor. Community policing and education are important components to the PPB's mission. Educating residents about both crime prevention and the attributes of their safer communities is done through person-to-person contact, videos, Twitter and Facebook, and social media. Currently, PPB is working with TriMet and the Software Association of Oregon to develop new social media crime monitoring, reporting and prevention technologies. This will include an expanded inter-state and inter-agency crime database and new intermodal mapping systems.

## **Sherwood**

The Sherwood Police Department enjoys a great relationship with the community. Beyond the statistical story of the crime numbers, a department representative says that most community members are concerned about livability issues and community health. The community's perception of the city is that it is a safe community with engaged neighbors.

There a number of community policing efforts in partnership with neighbors and organizations. These include a community watch, business watch, and a "safe watch" that looks after church and institutional properties.

A drug use survey conducted in the high school revealed a higher than expected rate of drug-use among teens. The police are looking to address this trend through education and enforcement actions. The community is concerned about increased drug use, sexual assaults, and other violence associated with drug use.

The department is concerned about maintaining the quality of life in the city and the representative stated a concern about high capacity transit picking up transients and bringing them to the end of the line, presumably in Sherwood.

## **Tigard**

In a bi-annual survey conducted by the City of Tigard there was a significant increase in perceptions of security downtown from 58 percent feeling 'safe' in 2009 to 78 percent in 2011. Compared to 2009 results, residents also stated that walking in their neighborhoods felt 'safer' and knew more of their neighbors. While there is a positive trend in perceiving a more secure city, respondents indicate that security remains a principle concern.

In response to these concerns, the Police Department conducts a number of community policing projects that respond to 'hot spots' of activities. These are often in response to citizen and business owner requests and take the form of small plans made by shift supervisors to focus policing in particular areas. Once a 'hot spot' is cooled, officers will continue patrolling the areas in order to maintain improvements. Focus and familiarity are important; the department is committed to District Policing that allows residents and business owners to be more familiar with the officers policing their areas of the City. This also allows officers to be more familiar with problem areas and to increase opportunities to build community relationships.

## **5. DEFINITIONS OF SAFETY AND SECURITY**

While safety and security are terms that are often used interchangeably, they have distinct meaning and each needs to be addressed with a unique approach. Safety can be described as freedom from unintentional danger, whereas security represents freedom from intentional danger.

From a transit system perspective, safety focuses on elements of the system such as vehicle operations, station area function, pedestrian movements, crossings and emergency response. Safety measures aim to reduce potential conflicts related to interactions among transit, autos, bicyclists and people. Transit agencies prepare an annual system-wide safety plan that reinforces safety as a core value and defines safety requirements, lines of authority, accountability and documentation. The existing conditions for transit system safety are detailed in the transportation technical report.

Transit system security starts with facility design and is achieved by establishing appropriate policies and procedures and optimizing the use of human resources, technology and equipment, and by establishing strong partnerships among the community, transit operators and law enforcement. Transit agencies prepare an annual security plan that



establishes system wide security goals aimed at enhancing facility design, increasing employee and public awareness, reducing unlawful behavior and facilitating emergency preparedness. Addressing security concerns is an important component of TriMet's Total Transit System initiative. Stations are designed to reduce crime and increase perceptions of security; 58 Transit Police officers patrol the system; by the summer of 2012 TriMet intends to have security cameras in 100 percent of MAX station (currently 90 percent are installed); 100 percent of MAX trains have security cameras on board; and about two-thirds of buses have security cameras with all new bus purchases including cameras.

Road system safety is reviewed in the transportation chapter of the existing conditions report. Generally, road system safety refers to management of risks that cause injury or death to the road users. This management includes the reduction in the number of crashes, managing the severity of crashes and reducing the impacts of human fallibility as road users. There are many contributing influences of roadway safety that stem from facility design, driver education, predictability of facilities and traffic speed, and numerous other factors.

Security improvements across the transportation system are affected by system design and maintenance, technology, community outreach and enforcement. While enforcement is critical, a design that deters misconduct and promotes safety is important. Security for the road system may vary by user. Automobile users may prefer street oriented lighting in order to enhance security; pedestrian and bicyclists may prefer pedestrian level lighting oriented to the sidewalks. Security along trails networks and on multi-use paths may be addressed through Crime Prevention Through Environmental Design (CPTED) elements that encourage clear sightlines, well maintained landscaping, good lighting and other design elements. According to the National Institute of Crime Prevention, CPTED is defined as "The proper design and effective use of the built environment can lead to a reduction in the fear of crime and incidence of crime, and to an improvement in quality of life."<sup>1</sup>

To allow crime prevention principles to be fully incorporated into a project, safety and security considerations are evaluated when making choices about station areas, new developments, land use changes, and greenspace designs, beginning with the project's earliest planning stages. The current state of CPTED notions are developed within the framework of urban planning, moving past concepts of defensible space to better understand the role that urban developments such as freeways, high-speed roads, and lack of investment play in crime and crime prevention.

In order to incorporate the design elements best practices are followed. Best practices are derived from CPTED concepts<sup>2</sup>, which provide guidelines to deter unlawful activity in a number of areas, described as follows:

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<sup>1</sup> National Institute of Crime Prevention, CPTED training information. Accessed online: <http://www.cptedtraining.net/>

<sup>2</sup> International CPTED Association. Accessed online: [www.cpted.net](http://www.cpted.net)

- **Design and Maintenance.** Security starts with good design and upkeep. Generally, well kept and well-lit neighborhoods, office and industrial parks, good building stock, and few vacant spaces correlate with fewer security issues. Good maintenance and timely response to repairs also demonstrates capable guardianship of property, deterring adverse behavior at transit stations, along roadways and pathways.
- **Natural Surveillance.** The activity levels on surrounding streets or neighborhoods, the presence of passersby, transit personnel, and other users waiting at a station or parking area all contribute to the number of “eyes on the street,” helping to reduce the potential for security concerns. Strategies include good platform visibility, street-level windows, adequate lighting, and pedestrian friendly designs. Well-used roadways with lower traffic speeds allow for pedestrian surveillance.
- **Territorial Reinforcement.** A sense of ownership among users translates into a deterrent to intruders. Features that define property lines and distinguish public from private spaces through the use of plantings, landscaping design, pavement materials, and fencing are common tools to create ownership. Features that suggest community ownership or pride in place such as neighborhood specific art or interpretive elements, message centers or furnishings, can also create this feeling.
- **Natural Access Control.** Guiding people to safe access routes and denying access to potential targets creates a sense of risk in potential offenders. This is achieved by clearly delineating public routes through landscaping and design, and preventing access to private property through physical barriers.
- **Target Hardening.** Managing entry and access means including features that make it more difficult to vandalize improvements, things like graffiti-resistant surfaces. It could also include emergency call-boxes and/or closed circuit television (CCTV).

According to these CPTED principles, station areas and transportation facilities should be easily accessible to law enforcement personnel and should maximize opportunities for natural surveillance. The design of the facility and its surroundings should promote personal safety and security by providing good sight lines and avoiding conditions such as tall landscaping or other features that could obscure the presence of individuals on transit property. Well-lit, bright environments with high degrees of visibility from nearby streets or public areas also help deter vandalism and increase the perception of security. Though the lights from stations and along streets should be shielded from adjacent neighborhoods, the safety of pedestrians walking to those neighborhoods must be considered in design. Street light should be oriented toward the pedestrian facility rather than motor vehicle lanes.

Crime Prevention Through Environmental Design principles are important to the pedestrian, bicycle, road and transit environments. Decreasing opportunities for crime include pedestrian oriented lighting; public spaces that encourage desired behaviors such as open sight lines; comfortable and attractive amenities; and circulation of various users.



Sites that are built following the CPTED principles can have great character and attractiveness. There are many intersections between CPTED and placemaking that create pleasant places for congregation and transportation. Great places have design and maintenance standards that preserve a high quality, clean and orderly environment. They promote a sense of comfort by being visually pleasing and engendering a feeling of freedom. These elements promote “eyes on the street” through greater community activity levels. Additionally, sites that employ placemaking principles and CPTED provide a degree of self-management through self-policing effects of higher activity levels.

## 6. MEANS OF ADDRESSING TRANSPORTATION SECURITY ISSUES

TriMet has developed strategies for addressing crime at light rail stations and park-and-rides over the course of 18 years of operating light rail in the region. Local police departments identify streets and areas with higher crime rates and employ various strategies to improve localized security in those areas. These lessons learned would be applied to design and operation of new transportation facilities. Crime occurs at varying levels throughout the region and is likely to occur at higher rates in areas where people congregate such as light rail stations, shopping malls, parks, and activity centers.

TriMet has developed and adopted a system-wide *Transit Security Plan* that calls for the application of community policing goals and techniques to improve transit security. The local, county and state police departments have security protocols that help them target crime and create more secure environments.

Numerous reports have been written and studies conducted across the United States and Europe regarding general crime patterns and criminal behavior. A study of transit security by the U.S. Department of Transportation noted that transit stations with high crime rates are generally located in neighborhoods with high crime rates.<sup>3</sup> Similarly, a study of the Los Angeles Green Line light rail revealed that inner city stations showed a decrease in crime that generally followed a decrease in crime throughout Los Angeles County that crime in the higher income western suburbs did not increase after the Green Line was built.<sup>4</sup> In 2006, the Regional Transportation District (RTD) of Denver, which administers the FASTRACKS light rail system, conducted a review of one Denver light rail station and revealed that crime rates at the station directly correlated to the amount of crime in the surrounding neighborhood.<sup>5</sup>

## 7. TRANSPORTATION SECURITY KEY FINDINGS

### 7.1 Problems

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<sup>3</sup> Mauri, R., et al., *USDOT: Transit Security: A Description of Problems and Countermeasures*, 1985

<sup>4</sup> Liggett, R., et al., *Journeys to Crime: Assessing the Effects of a Light Rail Line on Crime in the Neighborhoods*, 2002

<sup>5</sup> Denver Regional Transportation District, *Technical Memorandum: Neighborhood vs. Station Crime Myths and Facts*, 2006

There remain unsurveilled areas of the Southwest Corridor's transportation network that may present a security risk, real or perceived, for users. This may include park pathways, pedestrian areas with limited activity, parking lots, and transit stops. While actual crime threats may be low, perceived crime rates remain high, possibly keeping users from active modes of transportation or influencing parents' encouragement of youth active transportation.

## **7.2 Opportunities**

Greater levels of activity at a pedestrian scale may improve community connections. More active transportation trips with more people walking and biking may mean more "eyes on the street," which in turn may create more secure neighborhoods, parks, and commercial areas. Increased ridership on transit may create more active transit stations that offer vibrant amenities and create local activity hubs. The trends present today of decreased crime have the opportunity to continue through more human-scale development and a re-orientation away from potentially isolating auto-centric development.

## **7.3 Constraints**

Budget limitations and large geographies may present difficult conditions for law enforcement coverage. The development of projects that utilize Crime Prevention Through Environmental Design (CPTED) principles may be expensive to develop attractively, when employed in a low-cost way it is possible that CPTED principles may create less-attractive and possibly more isolating locations.