Safety and Security

October 2014
Reported Crimes

Bus
• 2012 – 304
• 2013 – 230
24% Decrease

Rail
• 2012 – 575
• 2013 – 419
27% Decrease
Security Strategies

1. Presence on the System
   • Increased patrols (Supervisors, Police, G4S)
   • Partnerships

2. Transit Response Team
   • Deployed to crime “hot spots”
   • Uniformed and plainclothes presence

3. Public Education
   • Attentiveness to personal belongings

4. Physical Security Measures
   • CCTV – All MAX Stations Equipped
   • Crime Prevention Through Environmental Design (CPTED)
## 2013 - 2012

**MAX/WES Reported Crime**

<table>
<thead>
<tr>
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<tr>
<td>Gresham</td>
<td>40</td>
<td>10%</td>
<td>31</td>
<td>9</td>
<td>61</td>
<td>11%</td>
<td>34</td>
<td>18</td>
<td>-34%</td>
</tr>
<tr>
<td>Eastside</td>
<td>109</td>
<td>26%</td>
<td>70</td>
<td>39</td>
<td>161</td>
<td>28%</td>
<td>110</td>
<td>51</td>
<td>-32%</td>
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<tr>
<td>Lloyd District</td>
<td>35</td>
<td>8%</td>
<td>21</td>
<td>14</td>
<td>54</td>
<td>9%</td>
<td>34</td>
<td>20</td>
<td>-35%</td>
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<tr>
<td>Downtown</td>
<td>66</td>
<td>16%</td>
<td>45</td>
<td>21</td>
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<td>14%</td>
<td>57</td>
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<td>-20%</td>
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<tr>
<td>Beaverton</td>
<td>49</td>
<td>12%</td>
<td>34</td>
<td>15</td>
<td>57</td>
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<td>43</td>
<td>13</td>
<td>-14%</td>
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<tr>
<td>Hillsboro</td>
<td>26</td>
<td>6%</td>
<td>15</td>
<td>11</td>
<td>47</td>
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<td>32</td>
<td>15</td>
<td>-45%</td>
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<tr>
<td>Red Line</td>
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<td>3%</td>
<td>14</td>
<td>0</td>
<td>21</td>
<td>4%</td>
<td>17</td>
<td>4</td>
<td>-33%</td>
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<tr>
<td>Yellow Line</td>
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<td>6%</td>
<td>17</td>
<td>10</td>
<td>43</td>
<td>7%</td>
<td>25</td>
<td>18</td>
<td>-37%</td>
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<tr>
<td>Green Line</td>
<td>53</td>
<td>13%</td>
<td>41</td>
<td>12</td>
<td>48</td>
<td>8%</td>
<td>31</td>
<td>17</td>
<td>10%</td>
</tr>
<tr>
<td>WES</td>
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<td>0</td>
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<td>1</td>
<td>0%</td>
<td>0</td>
<td>1</td>
<td>-100%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>419</td>
<td>100%</td>
<td>288</td>
<td>131</td>
<td>575</td>
<td>100%</td>
<td>383</td>
<td>182</td>
<td>-27%</td>
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</table>
Green Line Specifics

• Slight increase in 2013
  • 2012 – 48
  • 2013 – 53

• 50% against property – not customers

• Slight increase seen in
  • Assaults (2013 – 7, 2012 – 4)
  • Thefts from passengers (2013 – 16, 2012 – 14)
It is important to remember

1. Crime on the system is low
   - Down 27% - Rail
   - Down 24% - Bus

2. Data drives strategies

3. Presence on the system by TriMet Supervisors and Code Enforcement Staff, Transit Police and G4S

4. Investigations are critical
What Are the Next Steps for the Orange Line?

• **Continue to Build on Partnerships**
  - Clackamas County Sheriffs
  - Milwaukie Police Dept

• **Develop Strategies and Tactics for the Orange Line**
  - Strong presence is key

• **Monitor and Evaluate Data**
  - Present criminal activity
  - Post Orange Line Opening Activity
Public Education / Safety Awareness:

- Students
  - 17 Schools less than a mile radius of the track alignment
  - 9 Schools less than a ½ mile radius of the track alignment
- Universities
- Business & Neighborhood Associations
Public Education / Safety Awareness:

- All Schools will be given safety materials
- Schools less than ½ mile from track alignment will be offered in school safety presentations and onboard safety preview rides
- Universities will be provided safety materials for distribution at student fairs
- Business & Neighborhood Associations will be provided safety materials for distribution at fairs & festivals.
Public Education / Safety Awareness:

- Fall 2014 : Meet with School Administrative Staff
- Early 2015 : Establishment of Rail “Quiet Zone”
- March 2015 : PMLR Bus Operator Training
- June 2015 : PMLR Rail Operator Training
- Mid August 2015 : Simulated Orange Line Service
- September 12, 2015 : Orange Line Service Begins!