

April 2010



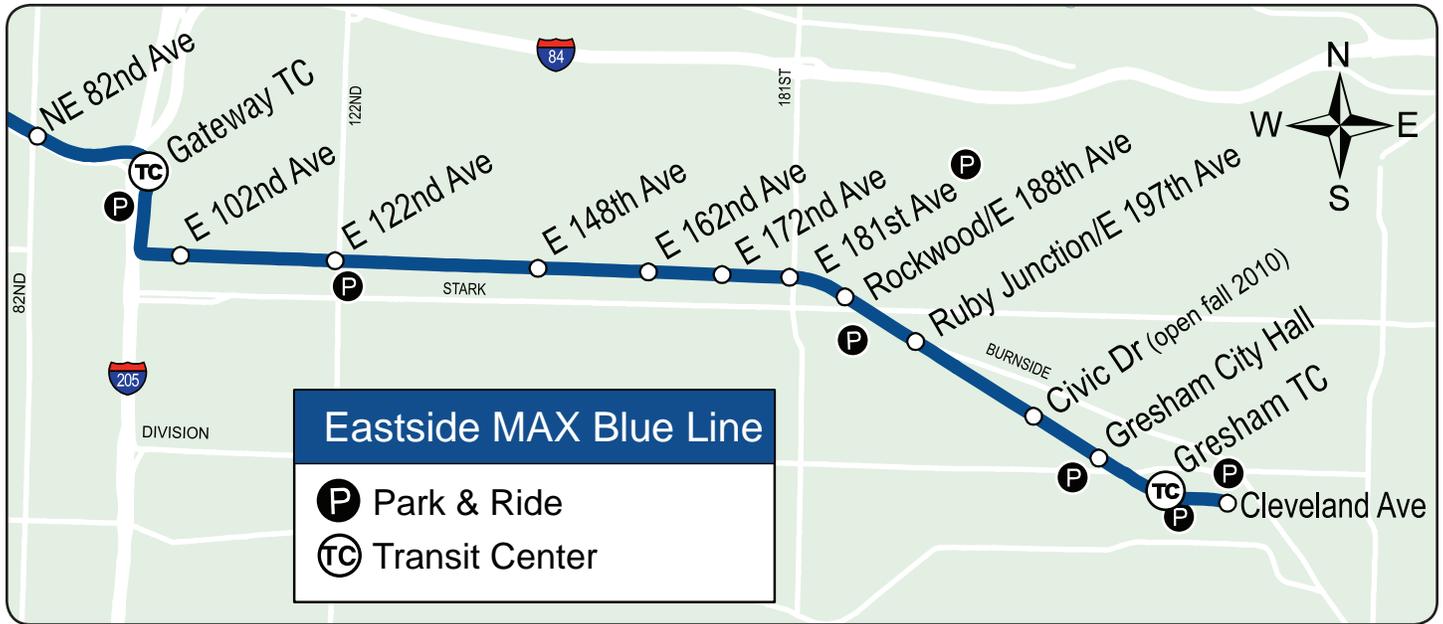
Eastside MAX Revitalization Report



Jurisdictional partners



Eastside MAX Improvements



NE 82nd Ave

- Access control
- Illumination improvements

Gateway Transit Center

- Pedestrian crossing safety improvements
- Tactile paver replacement
- Bike locker replacement

E 102nd Ave

- Pedestrian crossing safety improvements
- Station repainting
- Tactile paver replacement

E 122nd Ave

- Pedestrian crossing safety improvements
- Station repainting

E 148th Ave

- Pedestrian crossing safety improvements

E 162nd Ave

- Pedestrian crossing safety improvements
- Station repainting
- Shelter improvement

E 172nd Ave

- Pedestrian crossing safety improvements

E 181st Ave

- Pedestrian crossing safety improvements
- Station repainting

Rockwood/E 188th Ave

- Platform relocation
- New station amenities
- Improved pedestrian safety
- Public art

Ruby Junction/E 197th Ave

- Pedestrian crossing safety improvements
- Station repainting
- Tactile paver replacement

Civic Drive (opening in fall 2010)

- Complete station with new station amenities
- Pedestrian crossing safety improvements
- Public art

Gresham City Hall

- Pedestrian crossing safety improvements
- Tactile paver replacement
- Bike locker replacement

Gresham Central

- Pedestrian crossing safety improvements
- Station repainting
- Access control
- Illumination improvements
- Bike locker replacement
- Parking garage bike cage improvement

Cleveland Ave

- Pedestrian crossing safety improvements
- Tactile paver replacement



Mayor Shane Bemis announced that reported crimes on Gresham MAX stations dropped 50 percent in 2009 compared to 2008.

Introduction

First conceived of in the 1970s and opened for service in 1986, Eastside MAX has proven a success for transit riders in the Portland metropolitan region. When the 15-mile line opened between downtown Portland and Gresham, it was among just a handful of light rail lines in the country. 23 years later, many more cities have built or are building light rail. TriMet's light rail system now spans 52 miles. MAX Green Line—TriMet's fifth light rail project—opened in September 2009, carrying riders between Clackamas Town Center and Portland State University in downtown Portland.

Technological advances and improved design standards help keep the MAX system safe and create more vibrant station areas. These treatments are being applied to the Eastside MAX line.

This report highlights safety and security improvements, station upgrades and land use planning between the NE 82nd Avenue and the eastern terminus at the Cleveland Ave Station in Gresham.

NE 82nd Ave to Gresham

- 13 MAX stations
- Six Park & Ride facilities with nearly 2,900 parking spaces
- MAX runs every about 15 minutes during peak hours, and about every 30 minutes during early morning and late evening hours.

Safety and security

TriMet's top priority is building and operating a safe transit system. TriMet takes a comprehensive approach, integrating system design, security personnel, technology and partnerships to keep the system safe.

These efforts, as detailed in this report, are working. Systemwide, reported crimes decreased 19 percent between 2008 and 2009.

East Precinct

In April 2008, TriMet launched its East Precinct, which currently consists of 14 law enforcement officers. These officers patrol Eastside MAX platform areas and trains between Gateway Transit Center and Cleveland Ave Station. In addition, they respond to issues in Eastside Park & Rides and on buses.

The officers dedicated to the East Precinct:

- Patrol 12 Eastside MAX stations
- Spend up to 70 percent of their time on the system
- Reduced reported crime at these stations—In 2009, reported crimes dropped 50 percent in Gresham and 48 percent on the Eastside, compared with 2008.

The East Precinct is part of the 58 police officers within the Transit Police Division. The Division includes three other precincts: a West, South and Central precinct.

Station upgrades

Security cameras

TriMet uses security cameras to serve as a deterrent to criminal activity and as evidence for prosecuting crimes. In spring 2010, 78 percent of all MAX stations will be equipped with closed-circuit television (CCTV) cameras, and during the next 18 months, 93 percent of all MAX stations will be equipped with CCTV cameras. These Eastside MAX stations have CCTV cameras:

- NE 82nd Ave
- Gateway Transit Center
- E 148th Ave
- E 162nd Ave
- E 172nd Ave
- E 181st Ave
- Rockwood/E 188th Ave Transit Center
- Ruby Junction/E 197th Ave
- Gresham City Hall
- Gresham Central Transit Center
- Cleveland Ave

Stations to receive new or additional CCTV cameras include:

- Gateway Transit Center
- E 102nd
- E 122nd
- Ruby Junction/E 197th Ave
- Cleveland Ave

Lighting upgrades

TriMet upgraded more than 1,325 lamps and globes at all MAX platforms from Gateway to Cleveland Ave. Older, yellowed globes were replaced with new clear globes, which allow light from the new, brighter bulbs to illuminate more of the platform area.

These upgrades improve nighttime visibility and provide transition zone lighting for patrons, train operators and closed-circuit television camera imaging.



TriMet has installed security cameras at 11 Eastside MAX stations, including this one at Cleveland Avenue.



TriMet will pilot a new access control effort at Gresham Central Transit Center. This effort includes additional fencing, signage and guard railings to more clearly differentiate fare zones from public spaces.

Gresham Central Station access control

TriMet applies the principles of Crime Prevention Through Environmental Design (CPTED) to its station design and revitalization efforts. CPTED strives to prevent crime through designing a physical environment that positively influences



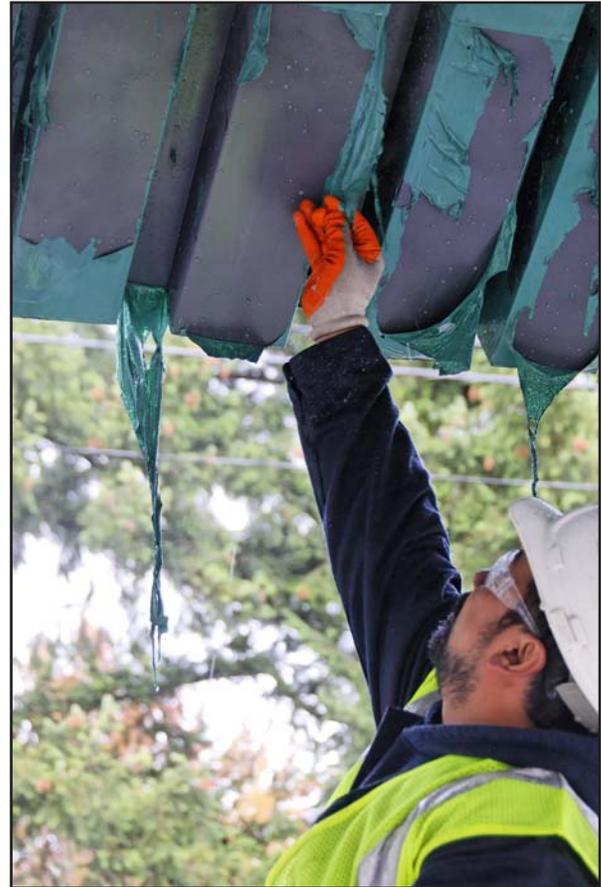
Crews are stripping the old paint off several Eastside MAX shelters in advance of repainting the stations. The work is funded through the American Recovery and Reinvestment Act (ARRA).

human behavior. Areas that conform to CPTED standards are regularly perceived as safe and as an unlikely location for successful criminal activity. Using CPTED principles to enhance security at Gresham Central Station platforms, TriMet and City of Gresham engineers developed a design to modify the station platform areas.

The station platform areas will become a fare zone, where all waiting passengers must have a valid fare. This allows for fare checks before boarding the train. Additionally, lighting will be upgraded on the platform areas to improve nighttime visibility and provide transition zones between higher- and lower-visibility areas. Federal stimulus funds will be used to implement these improvements, with an estimated construction start of April 2010.

Crossing safety improvements

TriMet is enhancing pedestrian, bicycle and rail crossings at every station between Gateway Transit Center and the MAX Blue Line terminus at Cleveland Ave. The enhancements include adding signage and fencing, as well as channeling treatments, which compel pedestrians and cyclists to look for a train before crossing tracks.



Many of these improvements are funded with federal stimulus resources, and follow earlier transit safety and security education outreach by TriMet staff to seven Gresham public and private schools.

Station Repainting

The American Recovery and Reinvestment Act (ARRA) is currently funding station upgrades to Eastside MAX stations. Six stations are being repainted to enhance their look and feel:

- E 102nd Ave
- E 122nd Ave
- E 162nd Ave
- E 181st Ave
- Ruby Junction/E 197th Ave
- Gresham Central

Ticket Vending Machines

TriMet has replaced its oldest ticket vending machines (TVM) with newer technology. New TVMs are operating at the Gateway, E 122nd, Rockwood/E 188th Ave and Gresham City Hall stations.

Additionally, TriMet has doubled its TVM maintenance effort. Two crews working seven days a week allows for immediate staff response to repair inoperable machines. In addition, TriMet is focusing on preventative maintenance resulting in greater reliability of all TVMs.

With these changes, TVM reliability has improved. In late 2008, TVM reliability (measured by percent of time functioning) was about 70 percent. In March 2010, that figure increased to 92 percent. This increase in reliability is directly correlated with customer feedback data, which shows a dramatic reduction in complaints during this same time period.

Rider Advocates

TriMet contracts with community groups to encourage appropriate behavior while riding. It started with the Northeast Coalition of Neighborhoods (NECN) and expanded to Victory Outreach Community Services. While budget cutbacks reduced the NECN work in FY10, Victory Outreach continues to ride MAX. Victory Outreach staff speak English and Spanish, providing an additional presence on the system and encouraging appropriate behavior.

Station area development

Rockwood/E 188th MAX Station redesign and construction

TriMet and the City of Gresham are working together to redesign and refurbish the MAX station in the Gresham neighborhood of Rockwood. The goal is for the new station to reflect the city's aspirations for renewal of the area. Of the seven stations serving Gresham, the city chose this one for a makeover as it is



Transparent windscreens will be part of the shelter design at the refurbished Rockwood/E 188th Ave MAX Station.

adjacent to the former Fred Meyer site owned by the Gresham Redevelopment Commission and slated for redevelopment.

The refurbished MAX station will be an important step in the area's rejuvenation in preparation for private development when the economy improves. Design elements include new shelters, ticket vending machines, furnishings and public art. The MAX platforms will both be located on the west side of E 188th Avenue to provide a sense of place to the station.

The project also will improve on public safety and security, with an emphasis on pedestrian safety. The project also responds to the City of Gresham's plans to realign E 188th Avenue between Burnside and Stark.

The goal of the public art at the station is to help create a signature light rail station. The station will feature windscreen art and

Station Area Development

landmark sculptures that create a vibrant gateway for the Rockwood neighborhood. An Art Advisory Committee comprised of Rockwood representatives, artists and art professionals selected Seattle artist Dan Corson for the commission.

The Rockwood project is funded by a \$3 million grant from the Oregon Department of Transportation's Connect Oregon II program and a \$1.95 million commitment from the Gresham Redevelopment Commission. TriMet worked closely with city leadership, staff and other stakeholders during the design process, which began in March 2009 and is now complete. Construction will begin in May 2010, with the refurbished station scheduled to open in February 2011.

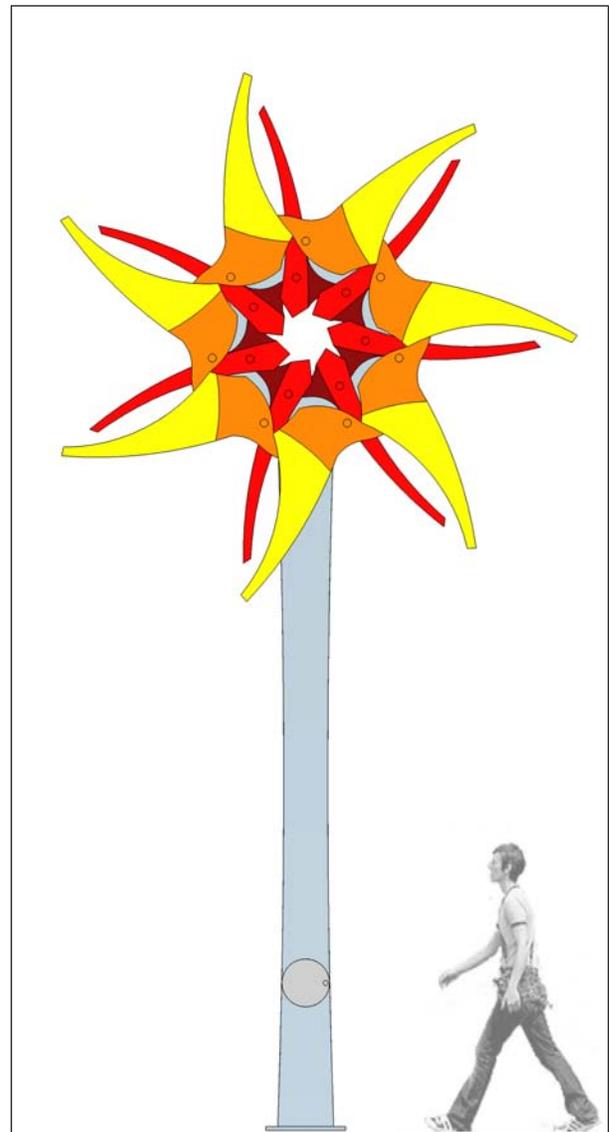
Civic Drive station completion

Planning is underway to complete a partially constructed station at Civic Drive in Gresham. The station, located on Civic Drive between Burnside and Division, will serve new development in the area as well as the Center for Advanced Learning. Project elements will include pedestrian crossing enhancements, shelters, ticket vending machines, furnishings and public art. The concept design for the project was led by Metro, which owns land on both sides of the station. TriMet will complete the final design and begin construction this summer, with an estimated opening in fall 2010.

The Civic Drive Art Program will feature a kinetic landmark sculpture located on the northeast corner of the station. An art advisory committee comprised of Gresham representatives, artists and art professionals selected Portland artist Pete Beeman for the commission.

Receive email updates

For more information or to receive email updates about Eastside MAX Revitalization projects, visit trimet.org/eastside.



The top of this kinetic landmark sculpture by Pete Beeman will move when a hand crank at its base is turned. The interactive sculpture will be sited at the new Civic Dr MAX Station.

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