

**REVENUE: No revenue impact**

**FISCAL: Minimal fiscal impact, no statement issued**

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<b>Action:</b>	Do Pass
<b>Vote:</b>	5 - 0 - 2
<b>Yeas:</b>	Gilman, Read, Smith G., Tomei, Beyer
<b>Nays:</b>	0
<b>Exc.:</b>	Buckley, Butler
<b>Prepared By:</b>	Judith Callens, Administrator
<b>Meeting Dates:</b>	5/9

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**WHAT THE MEASURE DOES:** Requires the Tri-County Metropolitan Transportation District (TriMet) to commission an independent study to make findings and recommendations regarding light rail system pedestrian crossing safety.

**ISSUES DISCUSSED:**

- 1999 Krove Engineering study and safety recommendations
- TriMet's safety strategies
- Federal requirements
- Causes of light rail collisions; example of Aaron Sturdy's bicycle train collision
- Differences in safety record between westside and older eastside MAX line

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**BACKGROUND:** TriMet's light rail system in the Portland Metropolitan area consists of track connecting Gresham, Portland, the Portland Airport, Beaverton, and Hillsboro. The 33-mile Blue Line extends from Gresham to Hillsboro, the 5.5-mile Red Line runs from Gateway to the airport, and the Yellow Line spans 7.2 miles from the Exposition Center to downtown Portland. The lines share tracks downtown and between Gateway and downtown. Trains typically run every 5-15 minutes, generally between 4:30 a.m. and midnight.

According to TriMet there are 362 pedestrian crossings on the MAX system, 12 with pedestrian gates, 54 adjacent to automatic vehicle gates, and 216 with traffic signals or other warning devices. Other forms of protection include signage and tactile strips. The system meets federal safety requirements and has a better than average safety record compared to light rail systems nationally. Even with the specialized safety engineering and warning devices, pedestrian and bicyclist injuries and deaths have occurred as a result of collisions with light rail trains. Since the first line opened in 1986, 19 pedestrians and bicyclists have died as a result of light rail train collisions. Of those fatalities, three occurred at gated crossings, three occurred at un-gated crossings, three occurred at station platforms, and ten occurred in exclusive (restricted) rights-of-way. Of the 19 fatalities, 12 were considered trespassing and two were considered suicides. Drugs and/or alcohol were involved in six of the 17 non-suicide fatalities.

Aaron Wagner Sturdy was killed on his bicycle at a Gresham crossing on June 23, 2003. His family requested the original bill to require additional crossing gates at pedestrian crossings to help prevent further collisions. SB 829-A requires TriMet to commission an independent study to make findings and recommendations regarding pedestrian crossing safety on their light rail system.

5/15/2007 6:04:00 PM

*This summary has not been adopted or officially endorsed by action of the committee.*