



Signature Report

June 3, 2003

Motion 11711

Proposed No. 2003-0173.1

Sponsors McKenna

1 A MOTION approving transit security policies.

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4 WHEREAS, the safety of its customers and employees is King County metro
5 transit's highest priority, and

6 WHEREAS, King County has demonstrated its commitment to providing safe and
7 attractive transit service by establishing the Transit Code of Conduct as a means of
8 defining and enforcing civil behavior on its vehicles and properties, and

9 WHEREAS, King County has steadily increased its investment in transit security
10 by contracting with the King County sheriff to create a full-time dedicated transit police
11 force to augment its long term use of off-duty Seattle police officers, and

12 WHEREAS, King County recognizes that, in order to succeed, transit security
13 must be a joint endeavor undertaken in partnership with local law enforcement agencies
14 throughout the transit service area, and

15 WHEREAS, all parties involved in providing transit security would benefit from
16 the establishment of transit security polices to formalize existing strategies and provide
17 additional guidance, and

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18 WHEREAS, the regional transit committee and the King County council have
19 reviewed the transit security policies;

20 NOW THEREFORE, BE IT MOVED by the Council of King County:

21 The transit security policies attached to this motion as Attachment A to this
22 motion are hereby approved.

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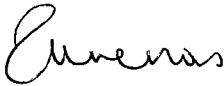
Motion 11711 was introduced on 4/14/2003 and passed by the Metropolitan King County Council on 6/2/2003, by the following vote:

Yes: 12 - Ms. Sullivan, Ms. Edmonds, Mr. von Reichbauer, Ms. Lambert, Mr. Phillips, Mr. Pelz, Mr. McKenna, Mr. Constantine, Mr. Gossett, Ms. Hague, Mr. Irons and Ms. Patterson
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Cynthia Sullivan, Chair

ATTEST:



Anne Noris, Clerk of the Council

Attachments A. Transit Security Policies

Transit Security Policies

1. The Transit Division should provide clear and consistent direction on the operator's role in fare collection and enforcement of the Transit Code of Conduct.
2. The Transit Division should emphasize public awareness of the Transit Code of Conduct and ensure that there are consistent and predictable consequences for violations.
3. The Transit Division should work with its operators to improve the quality of reporting of fare evasion and security incidents.
4. The Transit Police should establish partnerships with local law enforcement agencies to ensure prompt incident response and full sharing of transit-related crime data.
5. King County should increase the proportion of full-time officers on its Transit Police by shifting some of the resources currently expended on part-time policing by off-duty municipal officers. This should be done incrementally to determine the appropriate balance between the added productivity and flexibility of full-time dedicated officers and the benefits of using off-duty municipal officers.