

King County Transit Advisory Commission
October 15, 2019
6 p.m. to 8 p.m.
201 S. Jackson St.
General Manager's Conference Room

6 p.m. Welcome, consent agenda, announcements [*Lin Robinson*]

6:05 p.m. Driver Safety [*TBD*]

6:45 p.m. Accessibility Technology [*Matthew Weidner, Metro Accessible Services*]

- UW Taskar Center – OpenSidewalks and AccessMap [story from the Seattle Times: <https://www.seattletimes.com/business/technology/anat-caspi-applies-artificial-intelligence-to-technology-focused-on-people-with-disabilities/>]

7:15 p.m. Mobility Framework Equity Cabinet update [*Lin Robinson*]
[TAC action: discuss potential actions like letter of support]

7:30 p.m. I-976 [*DeAnna Martin*]

- Rules for boards and commissions

7:50 p.m. Adjourn [*Lin Robinson*]

King County Transit Advisory Commission – Meeting Minutes
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Attendees:

Name	Affiliation	Name	Affiliation
Peter Rubin	TAC Vice Chair	Michelle Huynh	KC Metro
Judy Stenberg (via phone)	TAC Board Member	DeAnna Martin	KC Metro
David Johnson (via phone)	TAC Board Member	Tim Flanagan	KC Metro
Aaron Morrow (via phone)	TAC Board Member	Maj. Dave Jutilla	KC Metro Transit Police
Tony Pagliocco (via phone)	TAC Board Member	Matthew Weidner	KC Metro
Jacob Struiksma (via phone)	TAC Board Member		
Ayan Mohamed (via phone)	TAC Board Member		
Cheryl Harrison	TAC Board Member		
Bobby Wooten	TAC Board Member		

Call to order – 6 p.m., P. Rubin.

Welcome

- Did not have quorum at the start of the meeting so September 17, 2019, meeting minutes were not approved – will approve in November
- A. Morrow requests addition to November meeting agenda a vote to continue as a permanent TAC representative on the King County Mobility Board

Driver Safety – Tim Flanagan, KC Metro and Maj. Dave Jutilla, KC Metro Transit Police

- Members saw/heard of the story on driver assaults on KIRO, want clarity and understanding around what is different than what was presented in the television report
 - What are the facts?
 - Want to reignite the conversation
- T. Flanagan and Maj. D. Jutilla presented a PowerPoint presentation on the Operator Assault Reduction Program.
 - Key highlights:
 - Overall, operator assaults are trending down since the implementation of the Assault Reduction Program was implemented
 - Even though ridership has trended upward
 - There are different “types” of assaults – misdemeanors and felonies
 - Rare to see felony/aggravated assaults on operators (the more serious crime)

- Program Objectives
 - Increase field responses to dispatch calls for service
 - All operator assaults are investigated by Transit Police Detectives
 - Increase awareness (educate) with riders that any act of violence against a bus driver is a felony
 - Provide operators with de-escalation training
 - Provide early intervention efforts for operators that may need extra assistance, support, and/or training
 - Conduct data-driven emphasis patrols
 - Suspend riders who have assaulted a bus operator (currently a 365-day suspension)
 - Continue to utilize our Operator Assault Reward Fund with ATU/Local 587
 - Use After Action Review by Metro Operations with bus operators after they become a victim of an assault
 - Institute 2016 Metro Transit Security Summit Action Items
 - Items include:
 - New coaches are equipped with on-board camera systems
 - Additional FTEs for Metro Transit Police
 - Develop Metro Transit Police authority mechanisms to issue criminal trespass violations to repeat on-bus violators
 - Design and implement a test of retractable operator shields on certain routes
 - Design and implement a test of public view monitors on RapidRide lines
 - Expand public awareness of Metro's code of conduct
- Over 95% of coaches are equipped with cameras
 - On average, enough onboard memory to store footage for approximately one week
- Goal is to have operators take trainings every two or three years
 - Trainings use real-life events to help teach how to diffuse hostile situations
- Balancing of safety with service
 - How do we install shields that still allow drivers to interact with riders?
 - Want the same shield format for every bus in every neighborhood
 - Positive we will find a solution
- Strong 2019 – has been a 53% reduction in driver assaults, at the same time ridership has gone up 17%
 - That's due to the collaborative efforts of all involved

- TAC members would like to follow up with discussion about how drivers are trained to work with people with disabilities
- TAC will send follow up questions to T. Flanagan and Maj. D. Jutilla – M. Huynh to collect questions and forward

Accessibility Technologies – Matthew Weidner, KC Metro Accessible Services

- M. Weidner oversees the KC Metro access technology portfolio
- Focus in on Access fleet but provide input on fixed-route fleet
- 3d modeling of streetscapes (PPT presentation)
 - Taskar Center at the University of Washington has been pursuing this; Metro is heading toward this
 - Will this be achieved in the next five years? Probably not but we have the data to help make this possible – just need to organize it in a usable way
 - Goal is to fit people with the most appropriate service
 - Includes educating people so they know what they have access to and providing support for people who want to use fixed-route service, too
 - Focus of technologies is built environment + disability
 - Pathways Information
 - Database of all the built environment conditions
 - Determining how best to assess conditions in a standardized way
 - Online “trip planners” tell you a lot about driving but not about walking conditions
 - Where is the data?
 - We don’t have it
 - Other agencies collect a lot of the data but no easy way to combine the data – our databases are all different
 - Sidewalks aren’t tracked independently – tracked as part of road (e.g., have a sidewalk or not)
 - Data is also not machine readable
 - Pathway Review Program
 - Proprietary format prevents translation across agencies/departments
 - Opportunity is the ability to survey in the same format
 - Where should this data live?
 - OpenStreet Maps
 - Wikipedia of maps
 - How can people help with this process?
 - Use OpenSidewalks/AccessMaps
 - Tags that can be used with OpenStreet Maps – we need to use tags

- Available worldwide but more data in some locations than others – in the area, Seattle and Mt. Vernon have more data
 - Metro also working to expand this map
- How can TAC help Metro with this project?
 - Spread knowledge of the platform
 - Make updates
 - Engage in topics
- Biggest impact of a technology like this is for people with disabilities using fixed-route service

Mobility Framework

- Report will be transmitted to King County Council on Oct. 31, 2019.
- After submittal, it will be heard at the Regional Transit Committee in November
- Expecting it to be heard in County Council by the end of the year.

Initiative 976

- This is an initiative on the November ballot which would impact 13 cities in King County who use a vehicle license fee. The biggest city is Seattle.
- As part of the County, which is a government agency, employees and commission members cannot use their resources to influence the outcomes. There is also a clear line between what can be said as a member of the TAC and as a private citizen.
- There must be a clear line between what you say as a commission member and what you say as a personal citizen
- Multiple impacts not just to service
 - If initiative passes, reductions to service may occur as early as the March 2020 service change

Good of the Order

- Always running out of time to discuss topics, would like to consider having few topics on the agenda

Action Items

- Card for Lei who resigned from the commission
- Vote for A. Morrow to be the permanent TAC representative of the KC Mobility Coalition
- Send M. Huynh any follow-up questions regarding driver safety presentation
- L. Robinson to write letter of support for Mobility Framework

Adjourn – 7:45 p.m., P. Rubin