

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201207

Resolution:
 Yes No

TITLE:

MTPD 2014 Annual Security Report

PRESENTATION SUMMARY:

The Metro Transit Police (MTPD) security report ensures crime information is publicly communicated to enhance the security of our customers and the protection of Metro employees. This security report will address and compare Part 1 crime data from CY2013 to CY2014.

PURPOSE:

The purpose of the MTPD security presentation is to provide members of the WMATA Board with information and analysis of annual Part 1 crime incidents in the Metro system.

DESCRIPTION:

Crime reduction is a performance measure included in Metro's Business Plan. For the purposes of this report, crime statistics used are in the major category designated by the Federal Bureau of Investigation (FBI) as Part I crime. Part I crime includes eight (8) specific crimes: homicide, rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson. As a matter of information, the FBI has added two crimes to these legacy Part I crimes: Human Trafficking, Commercial Sex Acts, and Human Trafficking, Involuntary Servitude. To date, neither of the Human Trafficking offenses have been reported to the MTPD.

Key Highlights:

- Part I crimes were reduced by about 27% in CY2014.
- The rate of Part I crime in the Metrorail system for CY2014 is approximately 5.2 crimes per million riders (CPM).
- Overall parking lot crime showed a slight reduction, however motor vehicle thefts and attempts were about 13% higher in CY2014.
- Bus crime showed a slight decrease (12%) in CY2014.
- Part I crime in Metrorail decreased significantly because of reductions in snatches of electronic devices and robberies.

Background and History:

Metro system crime decreased significantly in CY2014 with a result of 1,557 Part I crimes, well under the established target of 2,000 Part I crimes. When put into

perspective, in all modes combined, bus, rail and parking lots, the Metro system recorded the greatest year-to-year reduction in crime (27%) in the last fifteen years of MTPD available records. Throughout the year many strategies and tactics were utilized which can be sorted into one of three major actions:

1. Outreach and education,
2. Technology improvements, and
3. Analysis of crime statistics to determine patrol deployment.

The crime rate reduction is primarily attributed to two crime categories, Larceny Snatch and Robbery. Both these crimes are troubling to law enforcement because of the close proximity between victim and suspect, and particularly in the case of robbery, the propensity for violence.

Discussion:

Last year, the MTPD reported that parking lot crimes were at a ten year low and had been trending down for many years. The downward trend in thefts and attempt thefts of vehicles reversed in CY2014 to an increase of about 13%. Other parking lot crimes, including thefts from vehicles and thefts of parts and accessories, slowed this year with a very slight reduction, and almost leveling of the number of Part I crimes in parking lots. In CY2014, the rate of crime in parking lots was 1.23 CPM compared a CPM of 1.41 in CY2013 (15% reduction). The MTPD reached out to local jurisdictional law enforcement to supplement visible patrols in parking lots and stations. For example, during the summer and fall, Prince George's County Police scheduled frequent targeted one-on-one patrol partnerships for stations in their county, and provided random station checks during normal tours of duty.

Metrobus Part I crime remained low again in CY2014 with a rate of 1.08 CPM compared to a rate of 1.36 CPM in CY2013, about a 20% reduction. Similar to crime in the rail system, a slight reduction of Larceny Snatch and Robbery on buses helped to keep bus Part I crimes below 2.0 CPM. Although not a Part I crime, assaults on bus operators increased by almost 37% in CY 2014. Bus operators reported that the majority of assaults were triggered by fare disputes or verbal altercations.

In CY2013, there were 643 snatches of small electronic devices (90% cell phones) in the Metro system. In CY2014, snatches were reduced to 309 incidents, or reduced by about 52%. Even though there was a drastic reduction, snatches were the most prolific Part I crime in the Metro system, accounting for about one fifth of all Part I crimes. The MTPD utilized multiple strategies over the last few years to deter snatches on both rail and bus; crime suppression teams, distribution of crime prevention literature, station announcements, external media messages, and partnering with government agencies. As you may recall, United States Senator Barbara Mikulski introduced two pieces of legislation in 2014 to combat cell phone thefts nationwide by developing universal technology solutions through cellular providers. Even with the successful reduction of this crime in CY2014, the MTPD will continue to keep a watchful eye on this crime and encourage our customers to continue participation in their personal security.

Robberies are categorized as three (3) types, armed, fear, or force and violence. All

three categories of robberies were reduced in CY2014. Collectively, robberies were reduced by about 35%. Less than 5% of all robberies occur in Virginia. It was stated in an article published by The Washington Post, on December 5, 2014, that one in ten robberies in the United States involved the taking of a mobile device. In the Metro system, about 61% of all robberies involve the taking of only a cell phone and no other property. Armed robberies, those in which a weapon is displayed, were reduced by 26%. It is interesting to note that over one-third of armed robberies occur at bus stops by suspects driving in cars. Robberies, where fear was a motivating factor, were reduced by about 59%. Robberies that involved the use of force or violence were reduced by over 35%. Many of the strategies and tactics used to reduce the number of snatches of electronic devices are similarly used for the reduction of robberies.

Thefts, in general, account for approximately 68% of all Part I crimes in the Metro system. The number one theft is a snatch of cell phones. The second most prevalent theft is of bicycles and bicycle parts. Similar to the reduction of snatches of cell phones, bicycle thefts were reduced by over 22%. The MTPD highlighted on enforcement efforts, using casual clothes officers to provide surveillance of bicycle racks, bait bikes, and targeted uniformed patrols guided by crime statistics. We distributed literature and bicycle locks at several outreach events. In addition, we partnered with other Authority offices to make improvements to bicycle rack security to include installation of more racks at identified stations, removal of abandoned bicycles, distribution of bicycle locks to customers, and the development and launch of an online registration portal.

Closed Circuit Television (CCTV) cameras became an integral part of the Metro system security strategy this year. For over five years Metro has worked to increase the number, capability, and quality of cameras in the rail system and on-board buses. Efforts will continue to maintain the thousands of cameras and upgrade legacy equipment moving forward. Metro camera systems have proven useful in both internal and external intelligence, investigation, and emergency management. For example, MTPD and key WMATA departments utilized CCTV cameras to monitor crowding in stations during special events, such as the annual Cherry Blossom Festival, the July 4th celebration, and the Concert for Valor. Still photos retrieved from CCTV images were utilized in the investigation of more than two hundred internal criminal cases, and scores of cases from local jurisdictions. In addition, CCTV cameras are an integral part of solving and/or preventing fraud against the Authority. As you may remember, earlier this year, approval was granted to join a multi-agency regional camera sharing system to enhance public safety response to crisis events and planned special events.

In CY 2014, the MTPD conducted multiple outreach activities with customers and community groups. Members attended community and town hall meetings. They met with customers at Metro stations to distribute crime prevention literature and bicycle locks. McGruff, the crime dog, made appearances with MTPD officers. The MTPD Office of Emergency Management visited Federal government events and local colleges to distribute literature about what to do in an emergency. The MTPD continued a youth outreach collaboration with the Office of Customer Service, Communications and Marketing (CSCM), called Respect Your Ride. The Respect Your Ride campaign representatives meet with students at school assemblies, classrooms, and other events, such as National Night Out, to engage in open discussion regarding appropriate behavior and how to stay safe when riding trains and buses. This year, many youth events were held in schools in close proximity to the new Silver Line stations to both

engage the students in safety and security dialogue, and in addition, help new young riders to successfully navigate the system. -

FUNDING IMPACT:

Define current or potential funding impact, including source of reimbursable funds.	
Project Manager:	Chief Ronald A. Pavlik, Jr.
Project Department/Office:	Metro Transit Police Department

There is no impact on funding. The primary mission of the Metro Transit Police Department is the protection of passengers, employees, facilities and revenue of the Washington Metropolitan Area Transit Authority.

TIMELINE:

Previous Actions	<p>2014 – Conduct analysis of crime to determine deployment of personnel and placement of equipment and resources.</p> <p>2014 - Partner with local jurisdictions for crime prevention and enhanced uniformed patrol presence.</p> <p>2014 - Collaborate with WMATA Department of Customer Service, Communication, and Marketing (CSCM) to facilitate the Respect Your Ride youth outreach program.</p>
Anticipated actions after presentation	<p>2015 – Continue to facilitate the Respect Your Ride program.</p> <p>2015 - Utilize available technology, such as the CCTV camera network in the rail and bus system to prevent and investigate crime. Open the Security Operations Control Center (SOCC).</p> <p>2015 - Establish effective partnering strategies within the new regional camera sharing network to provide extemporaneous data during planned special events and unplanned emergency responses.</p> <p>2015 - Continue analysis of crime to help determine strategies and tactics to mitigate crime in both Metrorail and Metrobus.</p>

RECOMMENDATION:

No action required. Information only.



2014 Security Report:

Safety and Security Committee

January 22, 2015



MTPD Significant Facts

Lowest Part I Crime in over 5 years

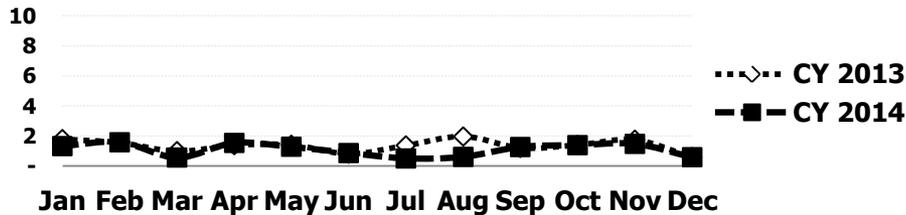
Part 1 Crime down **27%** compared to 2013
5.2 crimes per million customers

Key Actions:

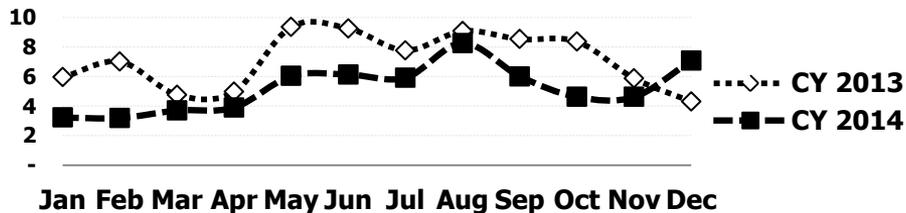
- **Outreach and education**
- **Technology improvements, and**
- **Analysis of crime statistics to determine patrol deployment**



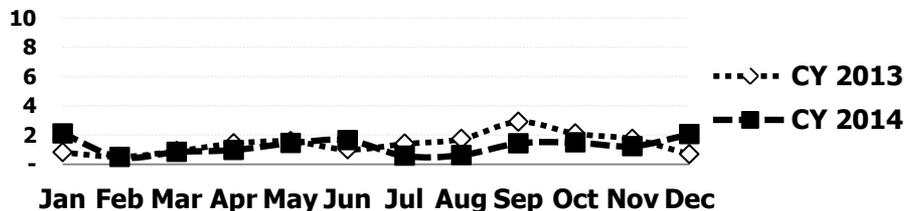
Monthly Part I Crime Rate Comparison 2013 vs 2014



Metrobus: slight reduction



Metrorail: significantly lower



Parking Facilities: slight reduction

Part I Crime Against Property

Crimes Against Property	Type	2013	2014
Larceny/Theft	Snatch	643	309
	Pickpocket	58	49
	From Auto	182	154
	Bicycle	411	319
	Other	202	224
Auto Theft/Attempts		92	106
Burglary		2	4
Arson		2	3

Thefts of cell phones down by about **52%**



Part I Crime Against Persons

Crimes Against Persons	Type	2013	2014
Robbery	Force & Violence	284	182
	Armed	114	85
	Fear	34	13
Aggravated Assault		103	107
Rape		1	2
Homicide		0	0

Robbery
reduced
by about

35%





Sexual Harassment Complaints



IT'S NOT OK

REPORT SEXUAL HARASSMENT ON METRO