

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201711

Resolution:
 Yes No

TITLE:

MTPD CY2015 Part I Crime Report

PRESENTATION SUMMARY:

The Metro Transit Police (MTPD) security report provides crime information that is publicly communicated to enhance the security and protection of Metro customers and employees. This security report will compare Part I crime data from CY2014 to CY2015.

PURPOSE:

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

DESCRIPTION:

The CY2015 target for the WMATA performance measure for Part I crime in the Metro system was set at less than or equal to 1,900 crimes. For the purposes of this report, Part I crime statistics are designated by the Federal Bureau of Investigation (FBI) as being part of a group which includes the following specific crimes: homicide, rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson. The FBI added two additional Part I crimes in recent years, Human Trafficking, Commercial Sex Acts, and Human Trafficking, Involuntary Servitude. MTPD has not received reports for the two additional Part I crimes.

Key Highlights:

- Crime was about 13% below the CY2015 performance target of $\leq 1,900$ Part I crimes (1,654).
- Parking lot crime was reduced by approximately 15%.
- Part I crimes on buses decreased by about 3.5%.
- Overall Part I crimes increased by about 5% in CY2015.
- The rate of Part I crime in the Metrorail system for CY2015 was approximately 6.8 crimes per million riders (CPM).

Background and History:

Part I crime in the Metro system was about 13% below the established performance target of 1,900 crimes. While reported crime was under the performance target, the MTPD recorded 83 (5%) more Part I crimes in CY2015 compared to CY2014. Though we experienced a slight increase in CY2015, the last two years have had the lowest crime reports on record for the last eight years. CY2014 recorded a 27% reduction.

Discussion:

Part I crime in the Metrorail system increased by about 5%, from 1,043 in CY2014 to 1,125 in CY2015. Thefts of bicycles were reduced by slightly over 4%. Theft snatches of small electronic devices in the rail system were about the same as CY2014, however, we experienced more robbery force and violence crimes which were largely associated with the taking of cell phones. The difference in theft snatch and robbery is the added component of even a small amount of force, such as shoving the victim or striking the victim during the offense. Robberies systemwide increased by over 34%, from 285 to 383, and is parallel to increases in violent crime reported in the District of Columbia (D.C.). In early January, MTPD began a collaboration with the D.C. Metropolitan Police Department (MPD) in a task force to reduce violent crimes, with particular attention to street robberies. Pickpockets increased by over 40% in the Metrorail system during CY2015. Females were a favorite target and an equal portion of cellphones and wallets, comprising 80% of property stolen from the victims. For Metrorail, more than half of pickpocket crimes occurred on trains.

In CY2015, there was about a 14% overall reduction, from 259 to 223, in parking lot crime. Crime in Metrorail parking lots account for less than 14% of all crime in the system. During August, September, and October, we experienced an unusual string of thefts of handicap parking placards in Metro parking lots. The MTPD received reports of 74 placards stolen from parked vehicles during those three months. On October 31, 2015, MTPD officers observed and subsequently arrested two subjects breaking into a vehicle and removing a placard at New Carrollton Metrorail parking lot. No further placard offenses were reported subsequent to the arrest. The placard thefts accounted for about 34% of all parking lot Part I crime and accounted for an increase in thefts from autos. Vehicle thefts were down in Metro parking lots by about 32%, from 73 to 50, in CY2015 consistent with a ten-year trend and reflecting a nationwide downturn of auto thefts.

Part I crimes on buses occurred at a rate of approximately one crime per million riders, and accounted for just over 8% of all Metro system crime. Bus crime was on par with the number of Part I crimes reported in CY2014. Although not categorized as a Part I crime, bus operator assaults increased by about 9%, from 78 to 85. Statistically, we know that about one third of bus operator assaults result from a fare dispute. In CY2015, the MTPD worked closely with Local 689 bus operators, bus managers, safety staff, and bus customer service representatives to help address safety and security concerns on buses. Bus routes were identified by information gathered from bus operators, analysis of crime statistics, and analysis of farebox intake in comparison with reported ridership. MTPD worked with bus operations to utilize dedicated teams of police officers, both uniformed and casual clothes. In other instances, MTPD utilized surges of uniformed personnel, called High Intensity Targeted Enforcement (HITE), to deter crime. A pilot program to improve camera systems on buses was initiated in CY2015, with cameras added to 22 articulated buses on the X2 route. In addition to mitigation of general crime, the MTPD worked with bus operations to help reduce fare evasion on buses.

Crimes at bus stops increased from 87 to 147, about a 69% in CY2015. We have seen gradual increases in bus stop crimes over the last few years. Bus stops are scattered throughout the Transit Zone, and are extremely difficult to adequately patrol by both the

MTPD and local jurisdictional police. While less than 9% of all Metro crime is reported at bus stops, over 60% of bus stop crimes are some form of robbery. Throughout the Metro system, one fourth of all robberies occur at bus stops.

The MTPD increased enforcement efforts in CY2015. Arrests increased by just over 6%, while citations and summonses increased by over 20%. In association with projects to reduce fare evasions on both rail and bus, MTPD officers increased the number of fare evasion citations by almost 30% (4,750 citations in CY2015), and the number of written warnings by almost 14%. In conjunction with enforcement, the MTPD conducted strategic operations utilizing uniformed officers to increase visibility as a deterrence to crime in identified crime areas. The use of video technology in rail stations and onboard buses has become a force multiplier for the identification of criminals in the system to help close cases.

FUNDING IMPACT:

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

There is no impact on funding. The performance of crime prevention and enforcement are within required duties and responsibilities of the Metro Transit Police Department.

TIMELINE:

Previous Actions	<p>2015 – Conducted Respect Your Ride outreach opportunities with school age customers in the Transit Zone, particularly Washington, DC.</p> <p>2015 - Utilized available technology, such as CCTV camera network in the rail and bus system to prevent and investigate crime. Open the Security Operations Control Center (SOCC).</p> <p>2015 - Established effective partnering strategies, both internal and external to WMATA .</p> <p>2015 - Conducted analysis of crime to determine deployment of personnel and placement of equipment and resources.</p>
Anticipated actions after presentation	<p>2016 - Continue partnerships with Metrorail and Metrobus operations to reduce crime and increase the safety of riding customers.</p> <p>2016 - Continue to collaborate with Bus Operations to increase the safety of Metrobus operators.</p> <p>2016 - Create effective strategies to reduce assaults in the Metrorail system.</p>

2016 - Collaborate with local, state and Federal partners to reduce violent crime throughout Metro.

RECOMMENDATION:

To inform the Board's Safety & Security Committee of the status of MTPD Part I Crime Report for calendar year 2015.



Washington Metropolitan Area Transit Authority

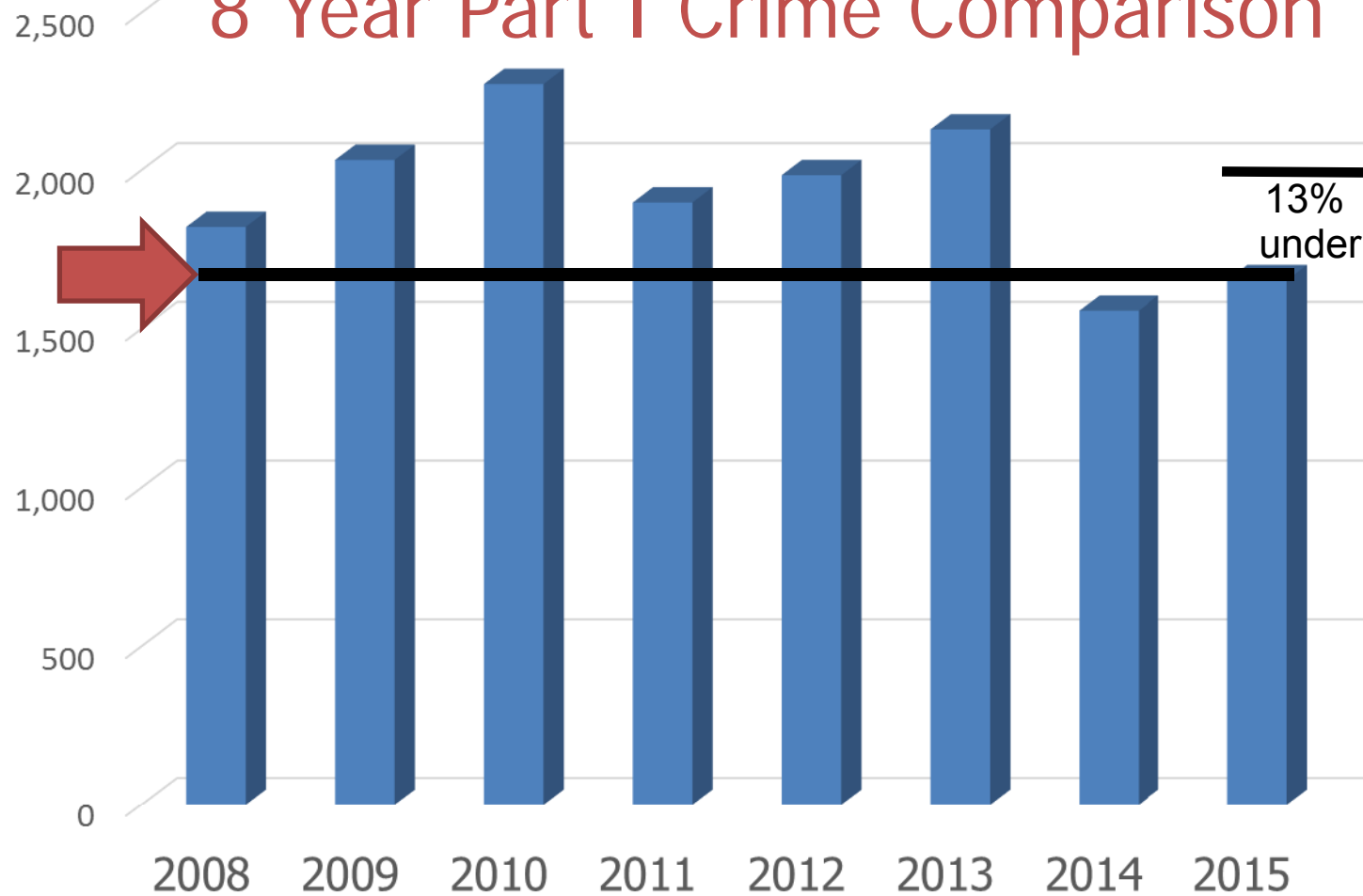
2015 Security Report

Safety and Security Committee
January 28, 2016



MTPD Performance

8 Year Part I Crime Comparison

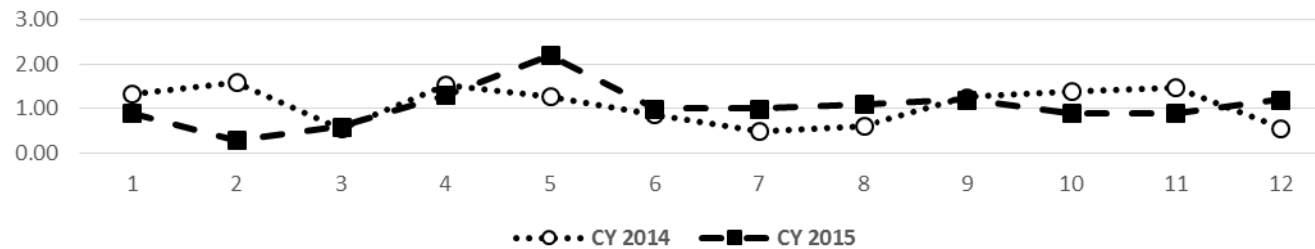


Target
 $\leq 1,900$



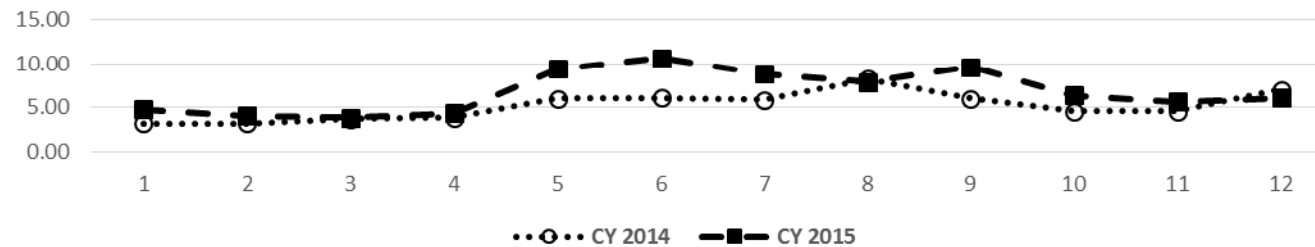
Monthly Part I Crime Rate Comparison 2014 vs 2015

Bus Crime Rate By Month



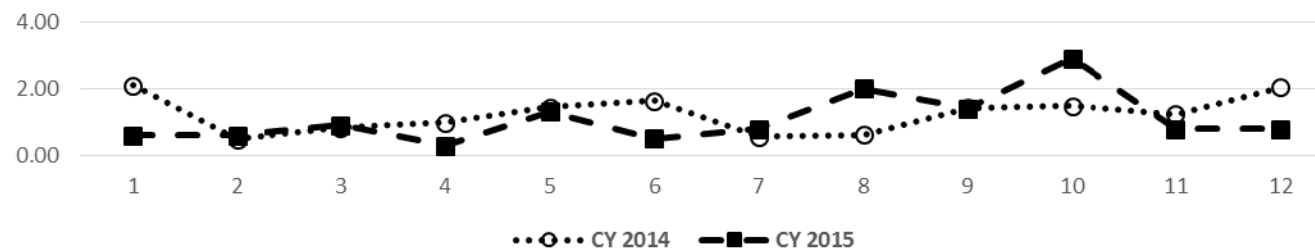
Bus down slightly

Rail Crime Rate By Month



Rail increased

Parking Lot Crime Rate By Month



Parking Lots decreased



Part I Crime Against Property

Crimes Against Property	Type	2014	2015
Larceny/Theft	Snatch	311	308
	Pickpocket	48	71
	From Auto	157	198
	Bicycle	320	313
	Other	224	188
Auto Theft/Attempts		110	76
Burglary		4	0
Arson		3	1

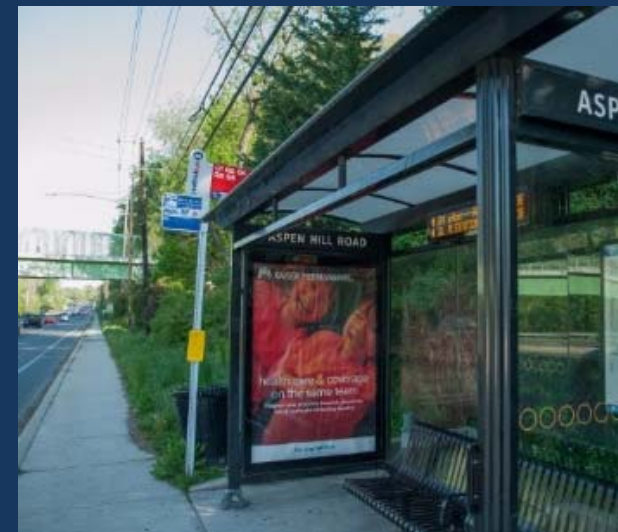


Thefts of Autos
reduced by
31%



Part I Crime Against Persons

Crimes Against Persons	Type	2014	2015
Robbery	Force & Violence	184	256
	Armed	88	110
	Fear	13	17
Aggravated Assault		108	116
Rape		2	0
Homicide		0	2*



Bus Stop
Robberies
increased



Sexual Harassment Complaints

Criminal

37 Reports

Criminal Non-Sexual

17 Reports

Harassment

33 Reports



IT'S NOT OK

REPORT SEXUAL HARASSMENT ON METRO