

Washington Metropolitan Area Transit Authority  
**Board Action/Information Summary**

Action  Information

MEAD Number:  
200667

Resolution:  
 Yes  No

**TITLE:**

MTPD 2013 Security Report

**PRESENTATION SUMMARY:**

The Metro Transit Police 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 crime data from CY2012 to CY2013.

**PURPOSE:**

The purpose of the MTPD security presentation is to provide members of the WMATA Board with information and analysis of annual crime events in the Metro system. Further, the public report increases communication to enhance security of our customers and the protection of Authority employees.

**DESCRIPTION:**

Crime reduction is a performance measure included in Metro's Strategic 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.

**Key Highlights:**

- The rate of Part I Crime in the Metrorail system for CY2013 is 7.1 crimes per million riders.
- Parking lot crime was significantly lower in 2013, and has continually improved for the last ten (10) years.
- Bus crime remains low overall, but is increasing due to snatches and robberies.
- Part I Crime in Metrorail and parking lots decreased significantly in the fourth quarter.

**Background and History:**

Overall Metro system crime increased in 2013, with a result of 128 Part I Crimes, or 6.4% over the established target of 2,000 Part I Crimes. Last year, thefts accounted for 70% of all Metro Part I Crime. In addition to conventional theft crimes, two specific

types of thefts are predominant in the Metro system, snatches of electronic devices and thefts of bicycles.

Parking lot crime continued a downward trend in 2013. Motor vehicle thefts are at more than a ten (10) year low. Less than 15% of all Metro system Part I Crime occurs in the station parking lots. It is not surprising that motor vehicle thefts and attempts have decreased significantly over the last few years with the sophistication of vehicle on-board security. The more relevant statistics to indicate improvements in parking lot security is the reduction in the number of thefts from vehicles and thefts of vehicle parts and accessories, which declined by 65% in just four years' time. The MTPD has partnered with local jurisdictions and over the last few years have provided parking lot passes to police officers allowing easy access to lots to help patrol, thereby adding an additional layer of security. We have used many other resources to reduce crime: observation towers, information boards, security outreach literature, and distribution of vehicle locks to our customers.

Metrobus crime rate remained low compared to Metrorail Part I Crime, however in 2013, the Part I Crime rate increased from 0.99 per million bus riders to 1.36 per million riders. As with crime in the rail system, snatches of electronic devices were prevalent on Metrobuses and at bus stops. Over the last few years, we have heard customer complaints regarding youth disorder in both rail and bus. The MTPD partnered with the Customer Service, Communications, and Marketing Department to launch the Respect Your Ride youth disorder prevention campaign in 2013. The outreach program successfully engaged more than 5,700 school students to help promote appropriate behavior while riding trains and buses.

### **Discussion:**

The prevalence of portable electronic devices, particularly iPhones, over the last five (5) years has made the crime of Theft Snatch sky rocket. There were 643 snatches in the Metro system last year, over 90% involved cell phones. The perpetrators are predominantly young men acting alone. About two thirds of the victims are women. The Metro system is a target-rich environment for cell phone snatches, and we would be comparable to other large cities with cell phones accounting for half of all thefts according to the Federal Communications Commission (FCC). In the District of Columbia, there were 2,486 cell phones snatched in 2013, or over three times the number of cell phone snatches in the Metro System. The MTPD utilized multiple strategies 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. Nationwide outreach to cellular providers for a universal technology solution has not yet been fruitful. The MTPD will continue to combat this crime and encourage our customers to be mindful of the security of their cell phones. In February, it was announced that two pieces of legislation were introduced in the United States Senate to help deter cell phone theft, *The Smartphone Theft Prevention Act* and *The Mobile Device Theft Deterrence Act*.

Bicycle thefts increased by about 24% in 2013 compared to 2012. Bicycle thefts are subject to seasonal patterns, being more prevalent in warmer months. These types of thefts garnered attention in the regional media by the end of summer last year. Our

partners in the District of Columbia and in Northern Virginia suburbs reported similar increases in their jurisdictions. The MTPD highlighted on enforcement efforts by using casual clothes officers to provide surveillance of bicycle racks 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 improve bike rack security by installing more racks at identified stations, removing abandoned bicycles, and constructing a secured bicycle cage at College Park Metro Station. In 2013, an online bicycle registration program was developed to be accessed by customers at [www.wmata.com](http://www.wmata.com).

Robberies, identified as a crime against persons, are of obvious concern because of the associated violence committed during the crime. Robberies account for about 20% of all Part I Crime in both rail and bus. Last year we averaged a little more than one robbery per day. Almost 70% of robberies occur within the District of Columbia. The overwhelming majority of suspects are young men under the age of 25 years old. Over 60% of victims are also young men. Many robberies involve the taking of a cell phone, and are usually divided from classification as a theft snatch because of a struggle between the victim and the suspect. Patrol tactics to prevent and arrest for robberies and theft snatches are similar and both crimes are vigorously investigated.

Part I Crimes on Metrobus increased by about 40% with theft snatches leading as the predominant serious crime, mirroring Part I Crime in rail. Bus operator assaults decreased slightly, but have remained relatively unchanged for the last few years, averaging about 56 operator assaults per year, while ridership on buses was up by about 2.7 million passengers. To improve security on buses, the MTPD conducted more than 90 High Intensity Targeted Enforcements (HITES), saturating areas identified as hot spots through analysis of crime statistics. In 2012, the WMATA Board approved an additional 32 dedicated Metrobus Enforcement Officers, and since then more than half of the positions are filled.

The MTPD underwent department-wide changes in 2013, selecting a new police chief and, a few months later, conducted a complete reorganization. A new position, Assistant Chief, was added to establish clear communication lines, and the overall command was restructured by reducing the number of bureaus from six to four. Patrol resources were reconfigured to ensure the most efficient and effective use of sworn police officers, for example, the Metrobus Enforcement Division (MED) was reassigned to Patrol Division which enhanced the ability to support bus patrol efforts with uniformed officers when necessary. In a preliminary analysis of Part I Crime for 111 days prior to and after reorganization, Part I Crime was reduced by more than 23%. Compared to 2012 during the same period of time, the impact of reorganization was more than double the reduction of Part I Crimes.

**FUNDING IMPACT:**

System security is the primary mission of the MTPD and supported by the MTPD Operational Budget.	
Project Manager:	Chief Ronald A. Pavlik, Jr.
Project Department/Office:	Metro Transit Police Department

**TIMELINE:**

<b>Previous Actions</b>	<p>2013 – MTPD organizational change, promotion of new Police Chief, Ronald A. Pavlik, Jr., and the creation and hiring of a new Assistant Police Chief, Rodney Parks.</p> <p>2013 – Creation of Respect Your Ride youth disorder prevention campaign.</p>
<b>Anticipated actions after presentation</b>	<p>2014 – Continue partnering with local jurisdictions for crime prevention and uniformed presence.</p> <p>2014 - Increase community and school outreach, continuation of the Respect Your Ride youth campaign, particularly engaging Northern Virginia schools in close proximity to the Silver Line stations.</p> <p>2014 - Continue and expand recruitment efforts to fill vacancies for the Metrobus Enforcement Division, the Silver Line, and civilian employees for the Security Operations Control Center.</p> <p>2014 - Begin patrol of Silver Line Metrorail stations upon Authority control.</p> <p>2014 - Open Security Operations Control Center.</p>

**RECOMMENDATION:**

None



## Security Report

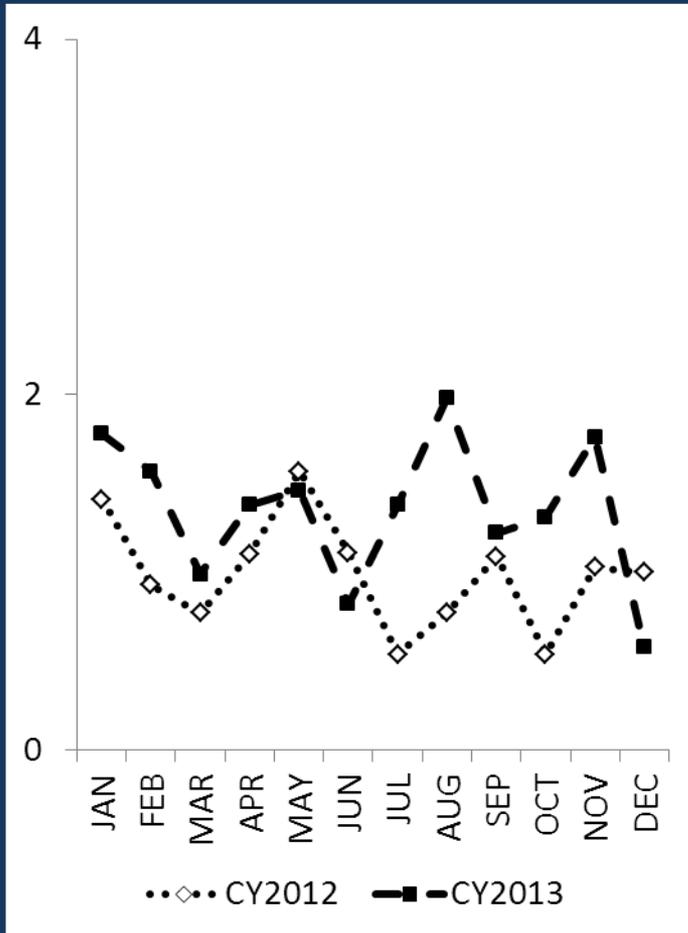
Safety and Security Committee

March 27, 2014



# Bus Crime Rate About 1.36 Per Million Riders in 2013

Crimes per million riders



## Why?

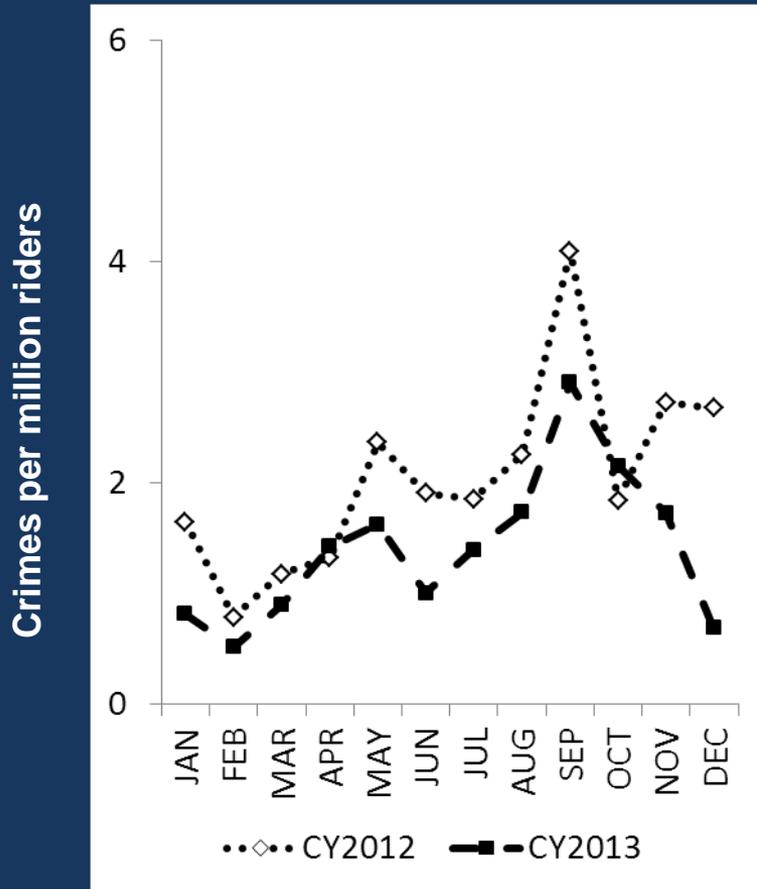
- Snatches increased aboard buses (largest factor)
- Robberies increased on buses and at bus stops

## Actions in 2013:

- Added and devoted additional resources to Metrobus Enforcement
- Partnering with local jurisdictions to be more aware of bus and bus stop crime



# Parking Lot Crime Reduced Again



## Why?

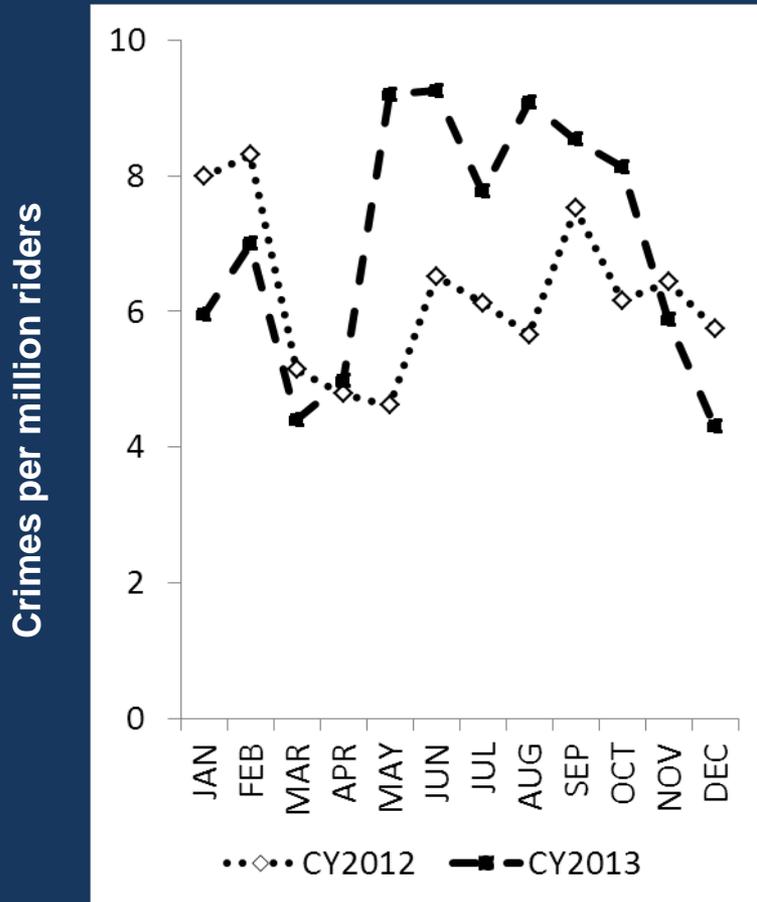
- Parking lot crime at near all-time lows
- Thefts from autos down 37%
- Auto thefts down 22%

## Actions in 2013:

- Police patrols supplemented by WMATA employees
- Expanded efforts by local jurisdictions
- Crime prevention outreach



# Bicycle Thefts & Electronic Device Snatches Drive Increase in Rail Crime



## Why?

- Bicycle thefts and snatches of electronic devices accounted for half the Part I Crimes in trains/stations during the summer months

## Actions in 2013:

- Crime suppression teams targeted bicycle theft hot spots
- Bicycle registration program and outreach activities



# Part I Crime Against Persons

Crimes Against Person	Type	2012	2013	Trend
Robbery	Force & Violence	218	284	↑
	Armed	97	114	↑
	Fear	22	34	↑
Aggravated Assault		105	103	↓
Rape		0	1	↑
Homicide*		*5	0	↓

**Crimes  
against  
persons  
increased**

# Part I Crimes Against Property

Crimes Against Property	Type	2012	2013	Trend
Larceny	Snatch	491	643	↑
	Pickpocket	180	58	↓
	From Auto	288	182	↓
	Bicycle	330	411	↑
	From Building	8	1	↓
	Other	126	201	↑
Auto Theft/Attempts		118	92	↓
Burglary		0	2	↓
Arson		1	2	↑

**Crimes against property increased by 3%**

# Sexual Harassment Reporting



**IT'S NOT OK**  
REPORT SEXUAL HARASSMENT ON METRO

**Criminal**

• 38 Reports

**Criminal  
Non-Sexual**

• 13 Reports

**Harassment**

• 38 Reports

**89 Reports**  
(10% lower than 2012)