

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

Action Information

MEAD Number:
201502

Resolution:
 Yes No

TITLE:

MTPD 2015 First Quarter Part I Crime Report

PRESENTATION SUMMARY:

The Metro Transit Police Department (MTPD) First Quarter Security Report publicly communicates security-related information about the Metrorail and Metrobus systems.

PURPOSE:

The purpose of the MTPD security presentation is to provide members of the WMATA Board with information and analysis of 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:

One of the key indicators of a safe and secure transit system is the number and types of crime reported over a period of time. Metro has established crime reduction as a major performance measure included in the annual Business Plan. In CY2015, the performance target is 1,940 for Part I crimes.

Key Highlights:

- The probability of being a victim of Part I crime in the Metrorail system is 4.3 per million riders (CPM).
- Part I crime in the Metro System increased 8.7% in CY2015 first quarter compared to CY2014 first quarter.
- The bus crime rate is less than one crime per million riders (0.57 CPM).
- Parking lot crime was reduced by 39.6%.

Background and History:

In the United States, crime statistics are categorized and collected by the Federal Bureau of Investigation (FBI). Each reporting law enforcement agency provides crime statistics for its area of responsibility. The Metro Transit Police (MTPD) provides crime statistics for incidents occurring on Metrorail, Metrobus, and facilities owned and operated by WMATA. In general, when police departments discuss crime statistics, they are referring to Part I Crimes. Part I Crimes include: Aggravated Assault, Arson, Burglary, Homicide, Larceny, Motor Vehicle Thefts and Attempts, Rape and Robbery. In 2013, the FBI added two crimes involving human trafficking to the list of Part I

Crimes.

Part I Crime has also become the measure by which we gauge the overall performance of the MTPD in providing a safe and secure riding experience for Metro customers, in alignment with Goal One of the WMATA Business Plan. The performance measure for CY2014 is to reduce Part I Crime with a target of less than 1,940 events.

Discussion:

The total number of Part I crimes in both Metrorail and Metrobus during the first quarter of CY2015 was 298 crimes. While this accounts for about 8.7% increase in Part I crimes, we continued to trend at a lower number of crimes than the prior five years. (2010--490 crimes, 2011--417 crimes, 2012--498 crimes, 2013--401 crimes, and in 2014--271 crimes). There were small increases in some of our commonly discussed Part I crimes, such as thefts of bicycles (20%) and cell phones (5%). The increase of crimes more violent in nature, namely robberies (24%) and aggravated assaults (32%), were significant drivers in the number of Part I crimes.

The most Part I crimes occurred at bus stops, with 36 crimes, or 12% of all Part I crime. Part I crimes at bus stops doubled from 18 events in CY2014 first quarter to 36 in the same period CY2015. Bus stop Part I crime included 11 cell phone snatches, 19 robberies, and six aggravated assaults. As would be anticipated, because there are more than 11,500 bus stops in the Metropolitan Region, patrolling to reduce crime at bus stops is extremely challenging. An appropriate, effective response requires a regional response from all of our local, state, and Federal law enforcement partners. As a matter of information, with 36 Part I crimes, statistically, the chance of being a victim at any bus stop in the region is about 0.03%.

Cell phone larceny snatches continue to be a prominent crime in the Metrorail and Metrobus systems. There was a slight increase (5%) from 79 in first quarter CY2014 to 83 in CY2015. The most snatches of cell phones occurred at bus stops with a count of 11 incidents (13%), followed by Stadium-Armory Metro Station with seven incidents. Even with a slight up-tick, the numbers of cell phone thefts continue to be reduced for two years in a row. Technology solutions aimed to prevent unauthorized use of stolen cell phones help assist with the reduction of incidents. Video cameras in both systems provide excellent useable images to increase solvability factors in cases. Finally, outreach to customers through system messages and printed literature also assists in helping our customers reduce the chances of being a victim of cell phone thefts.

Thefts of bicycles increased almost 20% (20 to 24). Two stations in Virginia, Braddock Road and King Street reported the most instances, six and five, respectively. No other particular stations were identified as a key target area. MTPD utilized crime suppression teams and multiple surveillance techniques to help curb the increase of bicycle thefts, and the tactics did serve to keep the number of incidents low.

In CY2015 bus operator assaults increased by two incidents compared to the first quarter of CY2014. About 56% of the assaults involved spitting on the operator. Bus operator assaults typically occur (65%) as a result of fare disputes or verbal altercations. In almost 30% of operator assaults there is no provocation for the incident. During the last two years, most operator assaults occur on Saturday, with the

vast majority of assaults occurring on the eastern half of the District of Columbia.

This year the MTPD and BUS operations personnel partnered to help reduce the number of bus operator assaults. BUS operations personnel attended MetroStat crime planning meetings to clarify reports and fill information gaps where possible unreported assaults occur. These exchanges help provide a more focused bus patrol operations plan. The more robust information sharing also underscores the need for increased enforcement of fare evasion.

The Metro Transit Police Department (MTPD) utilizes various tactics to help prevent bus operator assaults. The MTPD deploys dedicated teams of officers, both uniformed and casual clothes, to patrol bus routes identified by recent complaints from operators, and through analysis of crime statistics, to determine trends in times, locations, and circumstances. MTPD also utilizes officers in specialized patrol functions, such as K-9s and mobile patrol officers in marked police vehicles, to follow buses on identified routes and, at appropriate times, board buses to check the welfare of the operator and passengers. Frequently, the MTPD utilizes a surge of resources to engage in enforcement tactics, and other instances provided a blanketed uniformed presence to deter crime. The MTPD has established close working relationships with local, state, and Federal law enforcement to ensure an officer can be available when trouble erupts on buses anywhere in the National Capitol Region. Recently, the MTPD launched a fare enforcement task force featuring teams from each patrol district to specifically enforce fare evasion in both rail and bus, with buses being the main focus.

Metro has experienced an increase in the number of aggravated assaults, up by 31.8%, which was driven by assaults with the use of knives. Assaults with Deadly Weapons using a knife were up from five in CY2014 first quarter to sixteen in CY2015. As you may remember, a Metro station manager was stabbed by a female patron following a fare dispute on March 15, 2015. An arrest was made in that case on April 6th. That case was successfully closed through the use of good investigative techniques, video evidence, and a partnership with media outlets who released significant case information.

Robberies are divided into three major categories: fear, force and violence, and armed. By far, robbery force and violence was the category that drove the overall robbery statistics to an increase of about 24%. Robbery force and violence occurs when a victim is attacked in some way during the commission of taking property from that person. For example, a victim may be shoved or struck with a hand during the crime, or a victim may try to fight back. About 28% of robbery force and violence crimes have occurred at bus stops. Armed robberies decreased by one incident (22 to 21). Robbery fear increased from two to four incidents.

Parking lot crimes reduced significantly; a result of fewer autos stolen from Metro lots. In first quarter CY2014, nine autos were stolen, and in CY2015 only two autos were stolen. Attempted thefts of autos were also reduced considerably, from 13 to six. It is clear that new technology in automobiles has had an influence on the numbers of cars stolen, making it more difficult for thieves to take them away. The number of thefts from vehicles remained unchanged at 29 incidents.

The Respect Your Ride campaign continues to partner with WMATA Customer Service, Communications, and Marketing (CSCM) to minimize youth disruptions and improve the

safety of all riders. During this school year, CSCM purchased advertisements for the Respect Your Ride campaign at community events where MTPD officers interacted with young customers. MTPD is working with Bus Planning (BPLN) to inform students in the District of Columbia of the Ride Free on Bus program rules. The school visits provide the opportunity for police officers, bus operators and bus planners to educate students of service changes in their communities and the importance of safe behavior. From August 1, 2014, to March 31, 2015, MTPD participated in 16 school visits and six community outreach events. Ten more youth outreach events are scheduled for April and May, 2015.

On February 2, 2015, MTPD and BPLN met with District of Columbia Department of Transportation (DDOT), members of District of Columbia Public Schools (DCPS) and the Director of School Operations, to discuss student safety and the Kids Ride Free on Bus program, and will continue meeting with this group quarterly. DCPS remains committed to working with WMATA to minimize youth disorder while riding public transportation by assisting in bringing Metro presentations to the schools and sharing information of school closings and early dismissals.

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

System security is the primary mission of the MTPD and supported by the MTPD Operational Budget.

TIMELINE:

Previous Actions	<p>2014 – Partner with local jurisdictions for crime prevention and uniformed presence.</p> <p>2014 - Collaborate with WMATA Department of Customer Service, Communication, and Marketing (CSCM) to support the "Respect Your Ride" youth outreach campaign.</p> <p>2014 - Partner with BUS Operations to help reduce bus operator assaults.</p>
Anticipated actions after presentation	<p>2015 - Initiate a fare enforcement pilot with heavy emphasis on fare evasions on buses. Utilize intelligence gathered in collaboration with Bus Operations to statistically guide deployment of police teams. (Pilot to be evaluated after 90 days to determine longevity.)</p> <p>2015 - Emphasize special event planning in anticipation of large crowds during summer months, particularly during World Police & Fire Games, and the Fourth of July.</p>

2015 - Continue collaboration with CSCM for "Respect Your Ride" events.

2015 - Continue partnerships with local, state, and Federal law enforcement agencies for crime prevention and enhanced uniformed officer presence.

RECOMMENDATION:

No action required. Information only.

ORIGINATION					
INITIATOR (Prepared For)			DEPARTMENTAL APPROVAL		
AMY PHILLIPS on 4/22/2015 12:00:00 AM			Approved by LESLIE CAMPBELL on 4/29/2015 10:16:35 AM.		
PHONE:	--	OFFICE:	EOC	DEPT:	General Manager

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Security Report

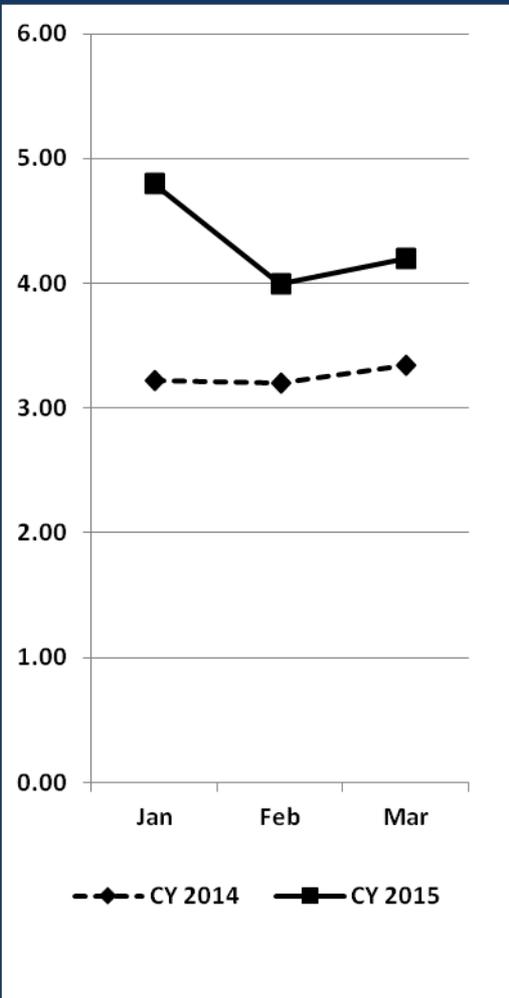
Safety and Security Committee

May 28, 2015



Rail Crime Rate Increases In First Quarter 2015

Crimes per million riders



Why?

- Aggravated assaults increase by 32%
- Robberies increase by 24%
- Bicycle thefts increase by 20%

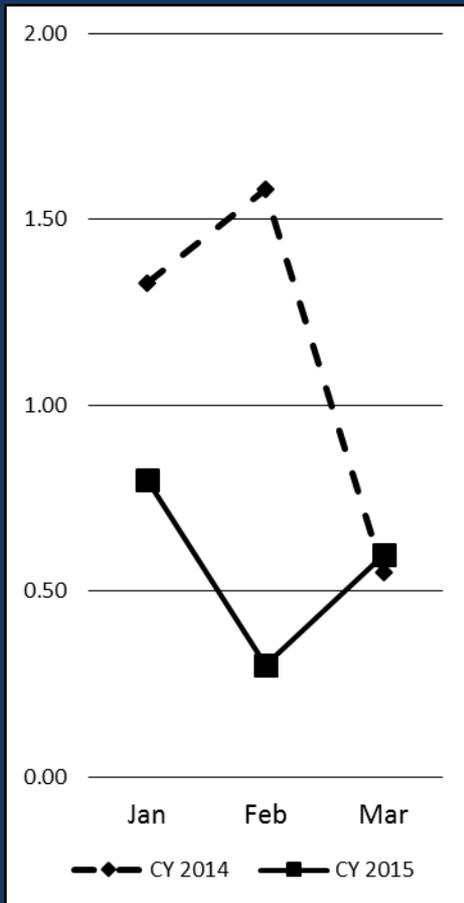
Actions in Q1 2015:

- Increased use of digital video evidence
- Customer outreach activities
- Casual clothes crime suppression teams
- Continued bicycle lock give-aways
- Fare enforcement pilot program



Bus Crime Rate Decreases In First Quarter 2015

Crimes per million riders



Why?

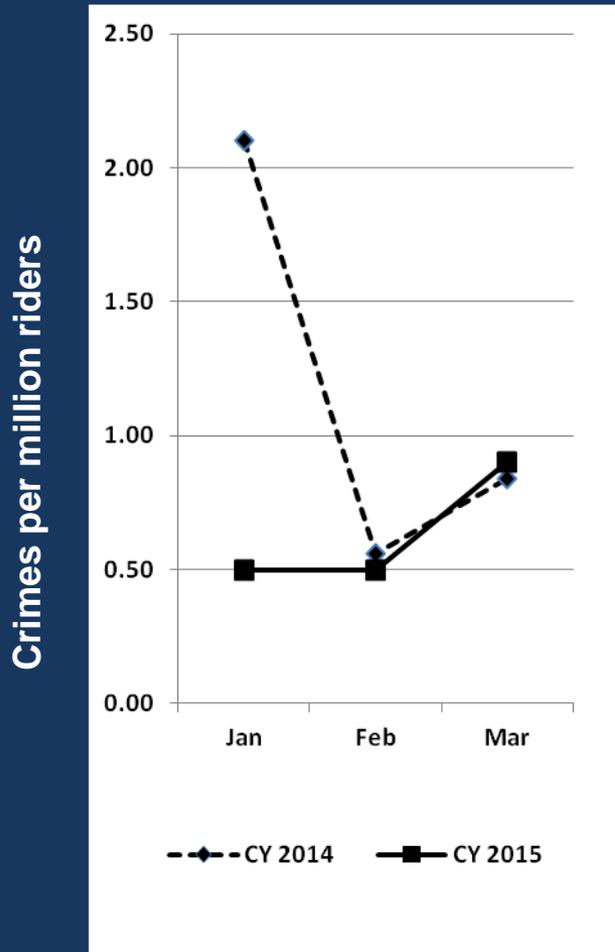
- Robberies and aggravated assaults decrease
- Reduction of snatches of electronics

Actions in Q1 2015:

- Use of MetroStat statistics to determine patrol deployments
- Utilizations of both uniformed and casual clothes patrols
- Increased partnering with BUS operations personnel



Parking Crime Rate Decreases In First Quarter 2015



Why?

- Auto thefts/attempts down
- Thefts from autos remain unchanged

Actions in Q1 2015:

- Utilization of all available personnel (even specialized units) to periodically patrol parking lots
- Deterrent vehicles in parking lots
- Partnerships with local jurisdictions

Part I Crime Against Property

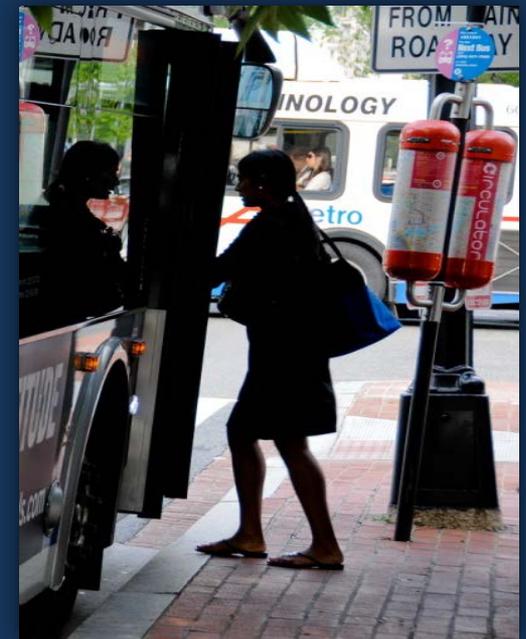
Crimes Against Property	Type	Jan – March 2013	Jan – March 2014	Jan – March 2015
Larceny/Theft	Snatch	137	79	83
	Pickpocket	7	10	15
	From Auto	15	28	28
	Auto Parts/Access.	5	3	1
	Bicycle	45	20	24
	From Building	1	0	0
	Other	32	32	37
Auto Theft/Attempts		9	22	8
Burglary		0	0	0
Arson		2	1	1



**Auto Thefts
Down 63.6%**

Part I Crime Against Persons

Crimes Against Person	Type	Jan – March 2013	Jan – March 2014	Jan – March 2015
Robbery *	Force & Violence	77	31	47
	Armed	35	22	21
	Fear	9	2	4
Aggravated Assault		27	22	29
Rape		0	0	0
Homicide		0	0	0



Crimes At Bus Stops Double

* The offense of robbery is classified as a crime against property by the Federal Bureau of Investigation. Because potential danger to victims, robbery has been classified in this presentation as a crime against persons.



Sexual Harassment Prevention



MTPD Complaints 1st Quarter	2014	2015
Harassment	9	9
Criminal	10	6
Criminal (Non-sexual)	2	2



Respect Your Ride Campaign

2014/2015
School Year

16 School Visits
6 Community
Outreach Events





Respect Your Ride Campaign

- Youth behavior most apparent before and after school
- Customer rider frequency affects number of times disruptive behavior observed
- Disruptive behavior most observed in DC
- Disruptive behavior most observed on Green and Blue lines
- Disruptive behavior examples: talking loudly, loud music or inappropriate language