



Improving Access Control

*Operations, Safety, and Customer Experience Committee
September 18, 2025*



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Concealed Weapons Screening Pilot

12 target station locations were identified*, guided by data on weapons-related incidents, Transit Watch app reports, entrance counts, and feasibility of setup.

Initial Findings from First Four Stations:



Norwalk C Line Station	
April 28 - June 29, 2025	
Event/Metric	Average per Shift
Illegal Firearms Detected	0
Bladed Objects Encounters	5
Individuals Declining Screening	2
Individuals Who Missed Their Scheduled Trains	2
Secondary Screening Time (seconds)	15
Average # of Patrons Screened	711

Compton A Line Station	
June 30 - August 29, 2025	
Event/Metric	Average per Shift
Illegal Firearms Detected	0
Bladed Objects Encounters	6
Individuals Declining Screening	4
Individuals Who Missed Their Scheduled Trains	3
Secondary Screening Time (seconds)	12
Average # of Patrons Screened	404

San Pedro A Line Station	
April 28 - June 29, 2025	
Event/Metric	Average per Shift
Illegal Firearms Detected	0
Bladed Objects Encounters	2
Individuals Declining Screening	2
Individuals Who Missed Their Scheduled Trains	2
Secondary Screening Time (seconds)	13
Average # of Patrons Screened	525

Vermont/Beverly B Line Station	
July 31 to August 29, 2025	
Event/Metric	Average per Shift
Illegal Firearms Detected	0
Bladed Objects Encounters	5
Individuals Declining Screening	4
Individuals Who Missed Their Scheduled Trains	3
Secondary Screening Time (seconds)	12
Average # of Patrons Screened	429



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- Notable Incident (Vermont/Beverly): On August 11, an individual with an unloaded firearm was identified, and LAPD made an arrest. This was a single incident, which did not impact the averages by shift.

*Selected stations are not identified for operational security purposes, in accordance with 49 CFR § 1520.5 (b)(8)(i).

Weapons Detection Onboard Buses

Implementation of bus-based weapons detection requires significant design, engineering, and integration to adapt to different vehicle types.

The millimeter wave pilot has advanced to procurement, with a vendor demonstration held on July 15 at Division 13 showing installation options for a 60-foot articulated bus and a 40-foot standard bus.

As of September 2, Metro and the vendor remain in discussions to define IT requirements and hardware installation needs. While the current plan anticipates testing on both bus types, the pilot has not yet been finalized.

Video Analytics

Brandished Firearm Detection

On May 1, SSLE staff began collaborating with key technical departments across Metro to collect detailed information related to CCTV systems deployed across the Bus Fleet, Rail Fleet, Metro facilities and Bus Terminals.

SSLE and a nonprofit organization will jointly conduct a comprehensive review of Metro's current CCTV system capabilities, configurations, and integration points.

- Directly informs the development of a formal infrastructure readiness assessment and serve as a foundational input for planning and implementing future enhancements, particularly for deploying real-time firearm detection analytics on a large scale.

Category	Current Metro CCTV Capabilities	Requirements for Brandished Firearm Detection Analytics
Camera Resolution	Low to standard definition; optimized for constant live-viewing requirements	High-definition (HD) or greater to ensure visual clarity for detection
Frame Rate	Minimal frame rate; sufficient for monitoring	High, stable frame rate required for frame-to-frame analysis
Network Bandwidth	Limited; configured for low data throughput	High bandwidth is necessary to support streaming video across the network
Storage Capacity	Optimized for incident-based playback	Rapid-access capability for video-based AI processing and review
Camera Processing Load	Low processing demand; not designed for analytics workloads	Continuous data streaming to edge servers or cloud analytics systems
System Longevity	Standard operational lifespan expected	Risk of accelerated wear from higher operating loads
Use Case Fit	Suitable for live monitoring and post-incident review	Must support real-time object recognition and alert generation via AI tools

Community Engagement

SSLE has presented updates to and collected feedback from Metro's advisory bodies.

- On July 10, 2025, SSLE staff presented to the Public Safety Advisory Committee (PSAC), sharing updates on the pilot and plans for PSAC members to conduct field surveys; they completed their surveys on August 8, 11, 15, and 18.
- On July 23, 2025, SSLE briefed the Community Advisory Council (CAC) on Phase 1 findings, Motion 39 directives, and June progress. With the support of CAC members, staff scheduled member participation in field survey efforts for September 11 and 12.
- On September 4, 2025, PSAC provided findings from their field surveys to SSLE staff. Staff will convene with PSAC to discuss the findings from the field surveys and provide a summary in the next quarterly update.
- On September 11, 2025, staff provided a follow-up presentation to the Accessibility Advisory Committee (AAC).

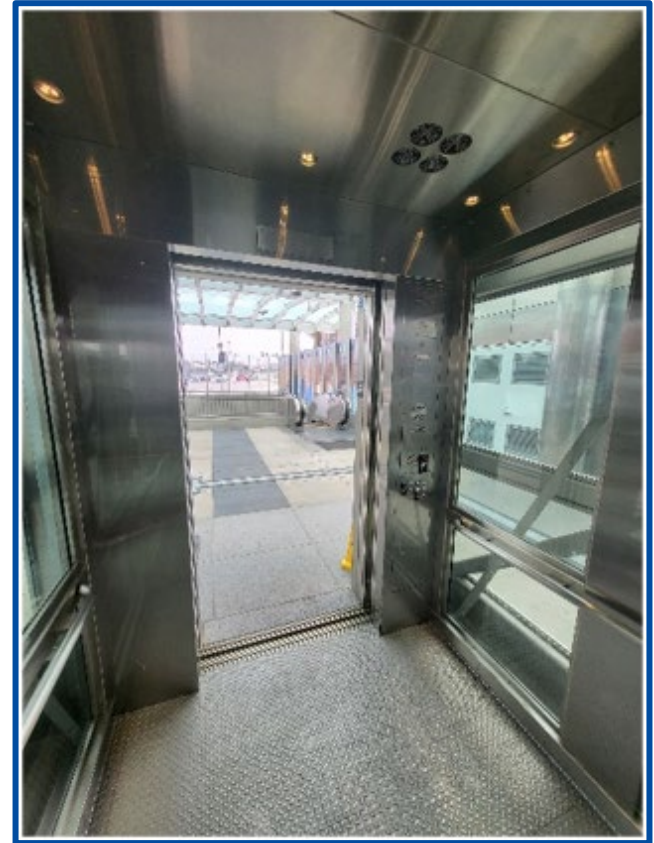
TAP-to-Exit Pilot

- Since temporarily pausing the TAP-to-Exit pilot program for North Hollywood Station and Union Station at the request of the LA City Fire Department (LAFD) on April 10, there has been an increase in security issues reported on the Transit Watch app and a decrease in fare revenue.
 - Union Station saw a +116% increase in reported security incidents
 - North Hollywood saw a +67% increase in reported security incidents
 - LAPD crime data has shown increased narcotics activity on B Line
 - Fare revenue has dropped nearly -\$35,000 in the first month of TAP-to-Exit suspension across these two stations
- In early June, staff submitted a “Request for Modification” for LAFD to review and authorize the restoration of the program to the stations within their jurisdiction.
 - Staff are working to provide engineering and architectural drawings of the faregates at North Hollywood Station to LAFD within 30 days.
- Pursuant to the Board approval of Motion 34.1 directing TAP-to-Exit expansion to all end-of-line stations, staff also plans to expand this program to the new A Line Foothill 2B end-of-line at Pomona North Station, pending Los Angeles County Fire Department concurrence.

Elevator Open-Door Pilot

In total, **all 57 eligible elevators at Metro's newer stations are now part of the Elevator Open Door Pilot Program**, which include:

- Regional Connector (Little Tokyo/Arts District, Historic Broadway, Grand Ave Arts/Bunker Hill)
- A (Gold) Line (Arcadia, Monrovia, Irwindale, APU/Citrus College)
- A (Blue) Line (Willowbrook/Rosa Parks, Willow St)
- E (Expo) Line (Palms, Expo/Sepulveda, Expo/Bundy)
- K Line (Expo/Crenshaw, MLK Jr., Leimert Park)
- El Monte Bus Station
- NoHo B-G Line Connection Portal
- Universal City/Studio City Pedestrian Bridge across Lankershim Blvd.



Smart Restroom Pilot

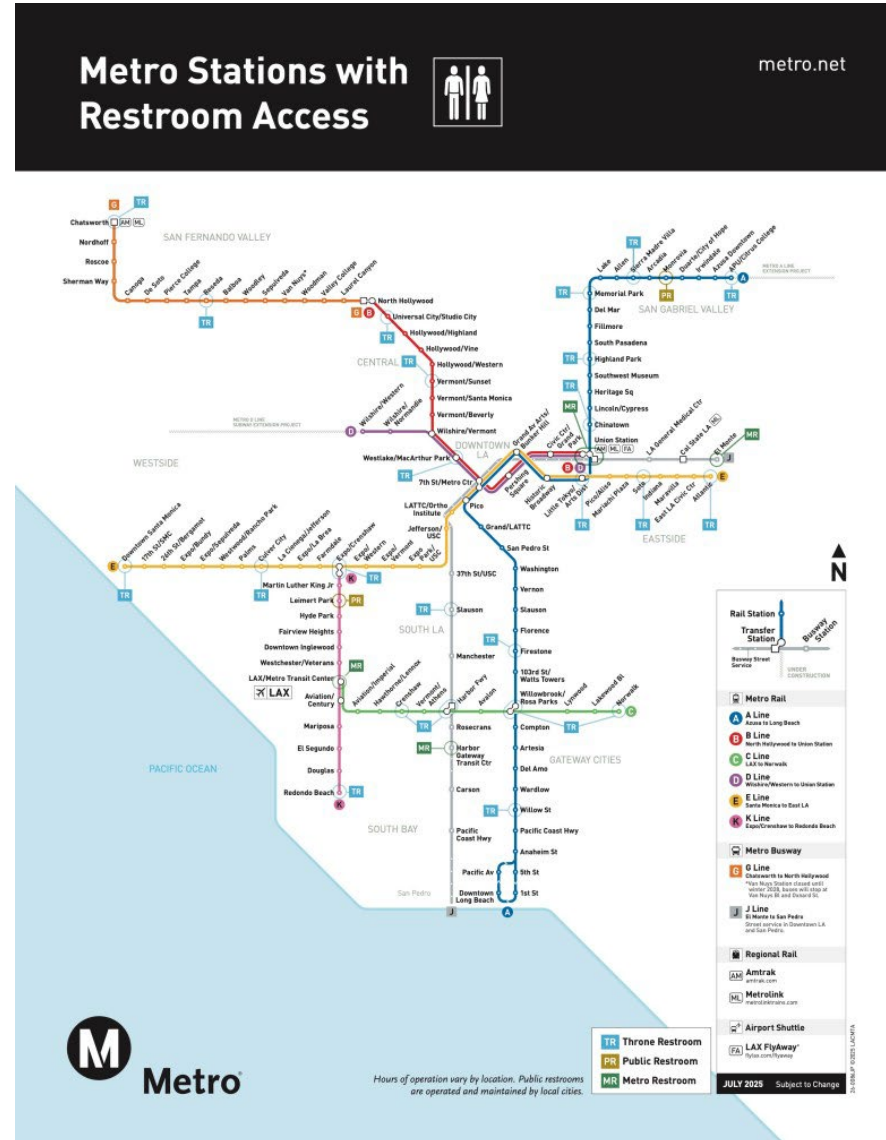
As part of the Board-approved plan, Throne Bathrooms were added to five new locations in mid-July, now totaling **20 locations across the Metro system.**

Where Throne Bathrooms have been deployed to Metro stations with elevators, like Vermont/Sunset B Line Station, custodial teams report:

- **45% reduction in urination and defecation cleanups** inside the elevators
- **40% reduction for special cleanup calls** on the platform and mezzanine levels.

Chatsworth G Line Station reported a **nearly 100% reduction in defecation and a 50% reduction in urination cleanups** since the Throne Bathroom was added there.

As of August 2025, Throne Bathrooms have served nearly 370,000 users across the Metro system, maintaining a positive 4 out of 5-star user cleanliness rating.



Taller Faregates Pilot

TAP has now successfully added three more stations online, bringing the total to **seven stations featuring the new faregates**.

Staff previously reported significant increases in paid entries at Lake and Firestone stations. This same trend is now showing at the latest stations, with these key findings:

- ***NEW*** Wilshire/Vermont +35% increase in valid entries year-over-year (YoY)
- ***NEW*** Vermont/Santa Monica +64% increase in valid entries YoY
- ***NEW*** Hollywood/Western +68% increase in valid entries YoY
- Firestone remains strong with +102% increase in valid entries YoY
- Lake remains strong with +62% increase in valid entries YoY
- LAX/MTC station has shown promising results with an increase of more than 13% in valid entries week-over-week

When analyzing the week after faregate installation compared with the week before installation, security incidents reported by the public through the Transit Watch app **dropped -24% for the B Line** and **dropped -20% for the A Line**.



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Looking ahead, TAP remains on schedule to expand the taller faregate to more stations later this year.



Phase 2 - Retrofit Taller Faregates (Tentative Schedule)

Station	Estimated Completion Date
Marichi Plaza	October 2025
Slauson	October 2025
Hollywood/Highland	October 2025
Harbor Freeway	November 2025
Downtown Santa Monica	November 2025
Norwalk	November 2025
Douglas	November 2025
Allen	December 2025
Civic Center	December 2025
Sierra Madre Villa	December 2025
Aviation/LAX	December 2025

New Rail Projects (Tentative Schedule)

No	Rail Project	Installation Date
1	LAX/MTC	In Service 6/6/25
2	A Line to Pomona	By 9/19/25
3	PLE-1	By 12/2025
4	PLE-2	By 8/31/26