

**Board Report**

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**AD-HOC TRANSIT POLICING OVERSIGHT COMMITTEE  
JUNE 18, 2015****SUBJECT: MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE****ACTION: RECEIVE AND FILE****RECOMMENDATION**RECEIVE AND FILE report on **monthly update on transit policing performance.****ISSUE**

On September 4, 2014, the board requested that staff provide a monthly update on transit policing performance to Systems Safety and Operations Committee. Specifically, the board requested monthly updates on criminal activity, fare enforcement, response time, deployment and perception of safety.

**DISCUSSION**

In June 2015, staff continues to be proactive in working with Operations and Los Angeles County Sheriff's Department in addressing perception of safety, criminal activity, fare enforcement, response time, and deployment. Below are key highlights:

**Perception of Safety:**

- The ridership survey was developed to allow staff and law enforcement to receive feedback from the public to their perceptions of safety. The feedback from the public will help staff in deployment of resources to appropriate areas and enhancing customer interface, such as increase presence in areas identified to be of concern by the public. The new survey for rail only was completed in May 2015, and the survey on bus will be completed by the end of June 2015.

**Bus Operator Assaults:**

- In California, an assault crime takes place when there is an act of force upon another person. "Aggravated Assault" is a commonly used term for the crime of "Assault with a Deadly Weapon" (ADW). The California Penal Code 245 defines this crime as one that is committed with any type of deadly weapon or by means of force that is *likely to cause* great bodily injury

to another. As such, a non-aggravated would be an assault which would not cause GBI (great bodily injury).

- Comparing January-April 2014 to January-April 2015, there has been an increase of 25 assaults, from 35 total assaults in January-April 2014 and 60 total assaults in January-April 2015. Of the 60 total assaults, 85.7% of the Aggravated Assaults, and 28.6% of the Non-Aggravated Assaults have had a suspect taken into custody. The majority of bus operator assaults are fare related followed by requesting a stop.
- Attachment B contains the matrix for the Bus Operator assault suspects LASD has been tracking.
- Of the 60 total operator assaults from January-April 2015, there were 49 Non-Aggravated Assaults, 7 Aggravated Assaults, 3 Robberies, and 1 Sex Crime. Of the 60 assaults, 22 suspects used their hands/feet for the method of assault, followed by 18 suspects spitting, 8 throwing food or liquid, 8 using a weapon, 3 throwing other objects, and 1 sexual harassment.
- From January-April 2015, there have been 113,514,294 bus boardings and 60 total operator assaults, equating to 1 bus operator assault per 1,891,904 boardings.

### Operator Safety:

- Los Angeles Metro Protective Services (LAMPS) is working with Metro Information and Technology Services Department to develop a proof-of-concept for live on-bus video streaming. The live on-bus video capabilities will allow security and law enforcement the ability to gain situational awareness and deploy accordingly to the incident as reported by our operators. This exploratory approach will continue for the next four to five months
- The pilot program for Operator barriers and live on-board video display monitors began in March 2015. As of May 18, 2015, Metro has taken delivery of 239 New Flyer buses equipped with live on-board video display monitors and currently has 206 buses in service. As of June 4, 2015 Metro staff anticipates to receive 268 buses equipped with this system no later than mid-June 2015. Of the 239 New Flyer buses, 94 are equipped with Operator barriers and 61 buses with barriers are currently in service.
- Every bus that has an Operator barrier (94 buses) also has a live on-board video display monitor.
- Surveys and communication pieces are being sent to bus operators and divisions in regards to the pilot program for the operator barriers and the live on-board video display monitors. There have been 69 total surveys received from Divisions 1,2,7,9, and 15. The feedback being received is positive.
  - 69% of respondents state the feel safe-somewhat safe operating a bus with an Operator Barrier.

- 70% of respondents state they feel safe-somewhat safe operating a bus equipped with live on-board video display monitor.
- Currently there has been one Bus Operator non-aggravated assault (threw liquid) since the implementation of the live on-board video display monitors. There have been no reported Operator assaults since the implementation of the Operator barriers.

#### **Transit Security Officer (TSO) Bus Boarding Activity:**

- Transit Security Officers (TSO's) have been deployed since January 9, 2015 at high boarding locations on the Metro bus system to perform fare checks. Locations to-date include: El Monte station, Downtown L.A., Wilshire Blvd at Western and also Vermont, Universal City/Studio City Red Line Station Bus Terminal, North Hollywood Orange Line Bus Terminal, and Hollywood Blvd. at Highland (in front of Red Line station).
  - Analyses of farebox data indicate that TSO fare checks are improving fare collection on the lines where they are working high boarding stops. Three different one-week comparison showed cash fare collections up by 8.2% (Chavez/Vignes), 10.5% (7<sup>th</sup> Street), and 6.5% (Universal City Station).
  - The total number of TSO Bus Boardings as of May 8, 2015 is 7,393. The total number of fare checks is 77,858.

#### **Criminal Activity:**

##### **ILP (Intelligence Led Policing) Top 3 Priorities 4/02/2015-4/15/2015**

###### **1. South Bus**

- Trending: South bus has experienced an increase in crimes over the last year. Since January 2015, there have been 62 crimes requiring ILP strategies in which 54 of those were crimes against persons.
- Targeted Deployment: Based on the data for South Bus, the best time for any special operations would be between 10:00am-6:00pm.
- Action Taken: The daily in-service was updated for each shift, to highlight the areas in need of: extra patrols, bus rides, and boardings per ILP.

###### **2. Red Line: Civic Center- Wilshire/Western**

- Trending: The Red Line has had an increase of crimes requiring ILP strategies of 36% since 2014. The area of concentration has had 20 crimes since January 2015. Pershing Square and Westlake/MacArthur Park have had the most with 6 crimes requiring ILP strategies.

- Targeted Deployment: Based on the data for the Red Line, the best time for operations are between 6:00am-11:00am, fare enforcement and volunteers should be focusing their efforts during this peak time.
- Action Taken: LASD special teams have continued with multiple fare enforcement operations at Pershing Square Station and McArthur Park Station.

### 3. North Bus: Central

- Trending: Since January 2015, there have been 103 crimes requiring ILP strategies in which 88 of those were crimes against persons on North Bus Central, with the highest amount of crimes occurring on the Vermont, Western, and Crenshaw lines.
- Targeted Deployment: Based on the data for North Bus, the best time for operations would be 2:00pm-8:00pm on Vermont, Western, and Crenshaw.
- Action Taken: Between April and May, LASD special teams have conducted both uniform and plain-clothes operations which include high visibility boardings, bus rides, and fare checks. On a daily basis, deputies conducting bus boardings and fare checks on the Vermont and Wilshire bus lines. Deputies have also received positive feedback from operators and patrons regarding the higher visibility.

## ILP (Intelligence Led Policing) Top 3 Priorities 4/16/2015-4/29/2015

### 1. South Bus

- Trending: South bus has experienced an increase in crimes over the last year. Since January 2015, there have been 66 crimes requiring ILP strategies in which 57 of those were crimes against persons.
- Targeted Deployment: Based on the data for South Bus, the best time for any special operations would be between 10:00am-6:00pm.
- Action Taken: The daily in-service was updated for each shift, to highlight the areas in need of: extra patrols, bus rides, and boardings per ILP. South bus conducted a plain clothes operation that led to 50 patrons being cited for various quality of life crimes and 2 patrons arrested.

### 2. Red Line: Civic Center-Wilshire/Vermont

- Trending: The Red Line has had an increase of crimes requiring ILP strategies of 36% since 2014. The area of concentration has had 25 crimes since January 2015 in which 24 of those were crimes against persons. Wilshire/Vermont has

had the most with 9 crimes requiring ILP strategies.

- Targeted Deployment: Based on the data for the Red Line, there the best times for operations are between 6:00am-12:00pm in which extra patrols, fare enforcement, and volunteers should be focusing their efforts during those times
- Action Taken: Between April and May, LASD personnel have conducted four operations based on the ILP data. The focus of these operations was high visibility, fare enforcement, to ride Red Line trains, and check platforms as well as the street level for quality of life/criminal activity.

### 3. North Bus: Central

- Trending: Since January 2015, there have been 116 crimes requiring ILP strategies in which 99 of those were crimes against persons on North Bus Central, with the highest amount of crimes occurring on the Vermont, Western, and Crenshaw lines.
- Targeted Deployment: Based on the data for North Bus Central, the best time for operations would be 2:00pm-8:00pm on Vermont, Western, and Crenshaw lines.
- Action Taken: Between April and May, LASD special teams have conducted both uniform and plain-clothes operations which include high visibility boardings, bus rides, and fare checks. Deputies have received positive feedback from operators and patrons regarding the higher visibility.

## LASD Success Stories

- **4/16/2015:** LASD Transit Policing Division Chief Ronene Anda joined Mr. Washington, several other Metro Board Members, and the Executive Director of the organization “Peace Over Violence”, at a media event highlighting Sexual Assault Awareness Month. Chief Anda commented on the disparity of persons who, through a Metro customer survey, did not report instances where they felt as if they were harassed on the Metro system. Chief Anda encouraged Metro patrons to report all instances in which they are made to feel uncomfortable or harassed.
- **4/25/2015:** A male Blue Line patron was assaulted at the San Pedro Station. He was pushed onto the tracks where he received serious injuries including a broken femur, requiring surgery. Patrol arrested the suspect blocks away and Detectives were able to obtain a confession. The suspect pled to 245(a)(1)PC Assault with a Deadly Weapon and 243(d) PC, Great Bodily Injury. As a result of the plea, the suspect will serve 5 years in State Prison and receive a strike.
- **4/29/2015:** LASD Transit Policing Division deputies responded to a call of a bus operator being assaulted at 3<sup>rd</sup> St. and Fairfax Ave. in Los Angeles. The male suspect had feigned as if he was going to spit on the Female Bus Operator, and then struck her in face several times.

The deputies were able to find the suspect and he was positively identified by several witnesses. The suspect was arrested on scene for felony assault on the bus operator, and misdemeanor assault on another patron. Several Metro Board Members took note of the incident via board alert and applauded LASD for their quick and efficient work

**Fare Enforcement:**

- In April 2015, law enforcement performed 845,429 fare checks on the rails and Orange Line. In comparison, law enforcement performed 553,786 fare checks on the rails and Orange line in March 2015, resulting in an increase of 291,643 fare checks from March 2015 to April 2015.

	FARES MONTHLY					FARES MONTHLY			
MAR	CHECKED	TARGET	TARGET	RIDERSHIP	APR	CHECKED	TARGET	TARGET	RIDERSHIP
Red/Purple	170,576	220,000	78%	4,009,324	Red/Purple	234,212	220,000	106%	3,800,539
Blue	77,008	212,000	36%	2,093,530	Blue	153,319	212,000	72%	2,093,530
Green	107,297	136,000	79%	992,213	Green	163,179	136,000	120%	992,213
Gold	74,349	116,000	64%	1,132,481	Gold	121,319	116,000	105%	1,132,481
Expo	39,033	90,000	43%	805,534	Expo	63,548	90,000	71%	805,534
Orange	74,941	92,000	81%	731,114	Orange	98,047	92,000	107%	731,114
Bus	10,582	-			Bus	11,805	-		
<b>Total</b>	<b>553,786</b>				<b>Total</b>	<b>845,429</b>			

**Response Time:**

- In April 2015, the average response time for “Calls for Service” (Emergency, Priority and Routine) for all rail lines and buses was 17.3 minutes. LASD currently complies with Metro’s Performance Metrics requirement of average of 30 minutes for calls for service. Specifically, the response time for emergent calls was 6.8 minutes.

**Deployment:**

- Transit Policing Division deploys sworn and professional staff in geographical regions throughout the Metro transit system to suppress crime and disorder on all modes of Metro transportation in the region. Region sizes are determined based on crime and disorder trends, as well as deployment strategies. A service area lieutenant is accountable for suppressing crime and disorder issues in their respective region using the principals of Community Policing. Supplemental Crime Impact Teams, Bus Riding Teams, and the Threat Interdiction Unit are system wide law enforcement assets deployed to suppress crime hotspots and emerging crime trends. The Intelligence-Led Policing Process is used as the primary tool in determining deployment of law enforcement services.

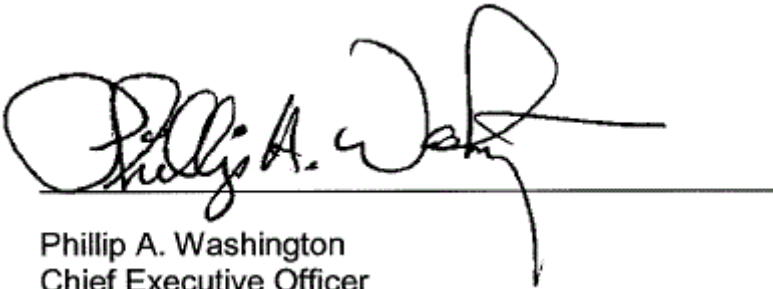
**ATTACHMENTS**

Attachment A - MTA Monthly Report

Attachment B - Matrix of Bus Operator Assault Suspects

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