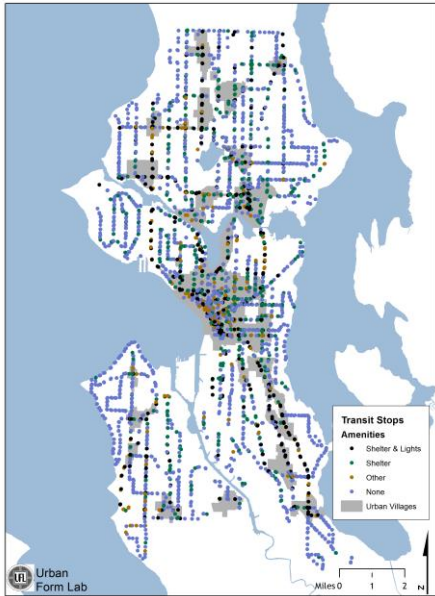


<b>UTC Project Information</b>	
Project Title	Safe From Crime at Location-Specific Transit Facilities
University	University of Washington
Principal Investigator	Anne Vernez Moudon
PI Contact Information	moudon@uw.edu
Funding Source(s) and Amounts Provided (by each agency or organization)	University of Washington PacTrans \$35,000 Washington State Department of Transportation \$35,000
Total Project Cost	\$70,000
Agency ID or Contract Number	DTRT13-G-UTC40
Start and End Dates	December 16, 2016 – January 31, 2018
Brief Description of Research Project	<p>Transit agencies address exposure to crime and related victimization by identifying two types of issues: the <i>safety</i> of riders, which involves reducing exposure to crime on the way to, while waiting for, and while traveling in transit vehicles; and <i>security</i>, which involves cooperation with law enforcement to protect transit riders. Transit operators have long monitored crime and are cognizant of high incident locations.</p> <p>The proposed research will integrate <u>four data sets</u> in order to provide a state-of-the-art system for monitoring crime in both space and time, and for developing and testing countermeasures for crime prevention.</p>
Describe Implementation of Research Outcomes (or why not implemented)  Place Any Photos Here	<p>We found that amenities at transit stops have mixed associations with crime, suggesting that amenities serve to provide riders with added comfort but not necessarily more safety. Higher ridership provides safety while waiting for transit (models including 100-m area around transit stops) but exposes riders to more crime as they walk to and from transit (models including 400-m area around transit stops). In Seattle’s urban villages (hosting 90 percent of the City’s ridership and the stops with the most crime), sidewalks are associated with a lower likelihood of crime. However, a more connected street network, which characterizes</p>

	<p>the oldest, most urban areas of Seattle, is associated with more crime.</p>
<p>Transit stops and amenities in Seattle, WA</p>	
<p>Impacts/Benefits of Implementation (actual, or anticipated)</p>	<p>This data-driven pilot project illustrated how novel sets of disaggregated data on both crime (location-specific, police-reported crime incidents by type) and transit ridership (from individual ORCA, an electronic transit fare payment system, transaction records) can serve to develop models assessing the safety of transit riders at specific locations. Future research should continue to examine how transit riders can be protected from crime while they wait for transit as well as while they walk to and from it.</p>
<p>Web Links</p> <ul style="list-style-type: none"> <li>• Reports</li> <li>• Project Website</li> </ul>	<p><a href="https://www.wsdot.wa.gov/research/reports/fullreports/882-1.pdf">https://www.wsdot.wa.gov/research/reports/fullreports/882-1.pdf</a></p>