AI-Based Security Surveillance Systems for Enhancing Public Transportation Safety

Ravikanth Konda

Senior Software Developer
konda.ravikanth@gmail.com

Abstract

Public transport networks are a critical component of urban mobility, providing a convenient and eco-friendly substitute for private vehicles. Yet, they are still exposed to various security risks, including vandalism, theft, physical violence, terrorism, and emergencies. Conventional CCTV-based surveillance systems often rely on a reactive approach and are limited by the capacity of human operators, rendering them inadequate for real-time threat identification and intervention. The rapid development of Artificial Intelligence (AI), including computer vision and deep learning, has enabled the creation of intelligent surveillance systems that revolutionize public safety in transit environments.

This work explores the deployment of AI-powered surveillance systems into public transportation systems with the aim of improving commuter safety, incident detection, and emergency response. Through the use of AI algorithms, these systems can identify unusual behavior, unauthorized entry, overcrowding, unattended luggage, and even potential violent acts through real-time video analytics. We suggest a scalable architecture that integrates edge computing, real-time streaming of data, machine learning inference engines, and cloud integration for post-event analytics.

The approach relies on established AI frameworks such as YOLOv5 for object detection, OpenPose for human body posture identification, and LSTM networks for predicting behavior. Case studies and performance tests carried out on public transport datasets exhibit remarkable improvements in threat detection accuracy, latency minimization, and response automation. The research also deals with main challenges like privacy issues, false positives, computational complexity, and ethical considerations.

This paper offers a strong, future-proof AI architecture for real-time surveillance in metropolitan transit systems, towards the larger vision of secure, smart, and resilient urban mobility. The findings of this research can benefit transport authorities, urban planners, and AI practitioners in developing effective surveillance mechanisms specific to metropolitan transit environments.

Keywords: Artificial Intelligence, Surveillance Systems, Public Transportation Safety, Computer Vision, Real-time Monitoring, Deep Learning, Edge Computing, Threat Detection, Video Analytics, Smart Transit Systems, Anomaly Detection, Object Recognition, Passenger Security, Urban Mobility, Intelligent Surveillance, AI Integration, Behavior Analysis, Transit Crime Prevention, Public Safety Automation, Intelligent Transport Infrastructure

I. INTRODUCTION

With rising urbanization and the volume of daily commuter traffic, public transportation has emerged as a vital element of urban infrastructure. Buses, metro lines, trams, and railway stations are the veins of urban

areas, facilitating the mass movement of people. Yet, this high concentration of commuters in enclosed and often complex transportation settings creates special security issues. From petty crimes and vandalism to large-scale threats like terrorist attacks, ensuring safety and security in public transit systems remains a paramount concern for both citizens and authorities.

Historically, surveillance of public transportation networks has depended to a great extent on manned CCTV surveillance systems. Although effective to a point, these systems are subject to the limitations of human attention, response time, and the inability to survey extensive or blind-spot areas in real time. Additionally, video evidence from these systems is in many instances used only after an incident has occurred, and not as an instrument of real-time deterrence or intervention.

The advent of Artificial Intelligence (AI) presents a revolutionary chance in this field. With the combination of computer vision, deep learning, edge computing, and real-time data processing, AI-powered surveillance systems offer predictive security monitoring. These systems can independently identify threats, identify suspicious activities, send alerts, and activate automatic countermeasures without human intervention. Use cases include violence detection, trespassing alarms, abandoned object identification, and crowd movement analysis—all processed with low latency and high accuracy.

Table 1: Summary of Key Research Contributions (2018–2022)

Ref	Author(s)	Technique	Focus Area	Key Outcome
1	Yang et al.	CNN	Anomaly Detection	91% accuracy in urban transit zones
3	Bochkovskiy et al.	YOLOv4/YOLOv5	Object Detection	Real-time detection under 30 ms/frame
5	Rahman et al.	Edge AI + CV	Fare Evasion, Trespassing	Low latency, scalable deployment
7	Ullah et al.	LSTM + OpenPose	Activity Recognition	Predictive modeling of actions
8	Ghosh et al.	Clustering + Density Est.	Crowd Behavior Analysis	92% anomaly detection rate
9	Zhou et al.	Federated Learning	Facial Recognition + Privacy	Privacy-preserving surveillance
10	Chen et al.	AI + Drones	Facial Recognition + Privacy	Coverage expansion and automation

With the advances in the availability of high-definition video feeds and edge computing platforms, the embedding of AI in surveillance networks is scalable and possible. Top AI algorithms currently display human-level performance in object recognition, face recognition, and activity analysis, and are well suited for dynamic environments such as transit nodes. In addition, these solutions can be integrated with smart city infrastructure, IoT sensors, and emergency response platforms, building an end-to-end public safety ecosystem.

Though promising, the introduction of AI surveillance within public transport comes with significant challenges. For one, they must ensure data privacy, handle the computational load on edge devices, counter ethical challenges, and stay cost-effective. In addition, integration with existing legacy systems, cross-agency information sharing, and legal considerations create layers of complexity that need to be overcome at the point of deployment.

This paper delves into these aspects in depth, outlining a step-by-step approach to the deployment of AI surveillance within public transport. Our work involves a literature-supported review of current systems, an envisioned AI-oriented architecture suited for transit environments, experimental tests based on public datasets, and an examination of ethical and social implications. The end aim is to provide a template for secure, smart, and green public transportation surveillance systems, consistent with the overall vision of smart cities and digital transformation.

II. LITERATURE REVIEW

The use of Artificial Intelligence (AI) in surveillance has seen significant development over the past years, especially in public transport systems where real-time monitoring is paramount for safety as well as incident minimization. The following section delves into academic research, industrial applications, and new technologies surrounding AI-based surveillance systems in transit settings.

AI technologies such as computer vision, deep learning, and real-time video analytics are making surveillance systems advance from passive observation to active threat detection. Various studies have proven the effectiveness of AI models in detecting unusual behaviors, abandoned luggage, and violence in real time.

Yang et al. in [1] proposed a surveillance model based on deep learning using convolutional neural networks (CNNs) to identify human motion anomalies in public areas. The system demonstrated excellent accuracy when used in busy city areas, including metro stations. Likewise, in [2], Akcay et al. used generative adversarial networks (GANs) to identify abnormal activity in surveillance video, with competitive precision and recall on public transportation datasets.

Real-time object detection algorithms such as YOLOv4 and YOLOv5 have proven to be highly effective in identifying potentially dangerous objects and activities in busy transit zones [3], [4]. The integration of these models into edge devices has enabled faster processing and reduced bandwidth consumption, as evident in the SmartEye project presented by Rahman et al. [5], where AI was deployed on the edge to identify fare evasion and platform trespassing.

In terms of behavioral analysis, LSTM (Long Short-Term Memory) networks have been applied to recognize temporal patterns to facilitate predictive observations of passenger behaviors [6]. Ullah et al. [7] further investigated by combining LSTM with OpenPose to recognize activities in crowded train stations.

Crowd anomaly detection and management were addressed in [8], wherein Ghosh et al. proposed an AI system that employed clustering algorithms and density estimation to detect anomalous crowd behavior. They tested their system in airport terminals and subway stations with over 92% detection accuracy.

The use of facial recognition for access control and identity tracking in transit security was discussed in [9], with a focus on privacy preservation using federated learning models. These methods reduce data centralization while ensuring surveillance accuracy.

Chen et al. [10] studied the application of AI in autonomous surveillance drones utilized to cover bus terminals and railway yards. According to their work, drone-based AI surveillance proved ideal for providing coverage over vast expanses that are not well-covered by fixed cameras.

Yet, challenges still exist. Privacy issues, data protection regulations, ethical concerns of perpetual monitoring, and bias in algorithms need to be overcome before large-scale implementation. As noted in [11], regulatory frameworks such as GDPR require AI systems used for surveillance to be transparent, auditable, and explainable.

The literature shows that AI-driven surveillance has great potential in increasing public transportation security. Methods like deep learning, edge computing, and spatio-temporal behavior modeling have proved to be highly efficient in actual implementations. However, the successful implementation of such systems relies on overcoming technical, legal, and social challenges.

III. METHODOLOGY

Design of an AI-powered security surveillance system for improving the safety of public transport involves an exhaustive multi-stage approach. The section presents the main elements and procedures utilized to develop a resilient, real-time, smart surveillance system. The approach integrates video data acquisition, preprocessing, object detection, behavior analysis, and automatic alert generation using a synergy of deep learning techniques and edge computing integration.

3.1 Data Acquisition and Preprocessing

The surveillance system is founded on ongoing video streams recorded by strategically placed IP cameras in transport terminals like metro stops, train stations, buses, and subway stops. The cameras give real-time streams of data that are examined locally and remotely to identify possible security risks.

To make the raw data ready for AI inference, preprocessing operations are utilized. These range from frame extraction, resizing, removal of noise, motion correction, and background subtraction. Frames are sampled at frames per second, optimized for real-time processing while maintaining a balance between speed and accuracy. Low-light illumination and normalization methods are also used to provide quality consistency regardless of the environment.

3.2 Object Detection and Classification

The processed frames are input to a deep learning object detection model. The You Only Look Once version 5 (YOLOv5) architecture is employed because of its speed and accuracy, being highly appropriate for real-time deployment. YOLOv5 is trained on a dataset that has been carefully curated and contains a broad variety of labeled scenarios typical of public transportation environments. They include human silhouettes, bags, vehicles, suspicious packages, threatening postures, and unauthorized access maneuvers.

By inference, the model generates bounding boxes, class labels, and confidence scores per detected object. This enables the system not only to detect entities but also to classify them in terms of predefined threat

categories. These detections form the basis of further behavioral interpretation and are the first line of analysis in the surveillance pipeline.

3.3 Object Tracking and Motion Analysis

For tracking movement in time and space, a multi-object tracking module is incorporated. This module maintains objects detected within one frame being tracked throughout subsequent frames, even in the case of occlusion or partial visibility. This enables the system to detect patterns of loitering, disordered movement, or rapid crowd gathering, which most often reflect security issues.

This continuous tracking provides the temporal context necessary for understanding events as they unfold. Tracking algorithms use object features, spatial coordinates, and historical trajectory data to maintain accuracy.

3.4 Behavioral Recognition Using Pose Estimation and LSTM

One of the major capabilities of the methodology that is being proposed is to detect intricate human behaviors that would be signs of safety risks. This is done by a coupling of pose estimation and sequence modeling. The pose estimation is carried out using the OpenPose method, which detects principal human joints and bony features. These pose vectors are then fed into a Long Short-Term Memory (LSTM) neural network that is trained on an annotated action dataset.

The LSTM model is particularly good at modeling temporal dependencies and can, therefore, differentiate between normal actions (walking, standing, approaching) and abnormal actions (fighting, falling, running, threatening gestures). Such analysis provides the system with the ability to anticipate incidents before they have developed fully, with precious seconds to act in pre-emptive mode.

3.5 Edge Computing and Real-time Response

Low-latency support is enabled through the integration of edge computing into the design. Embedded GPUs on edge devices perform inference locally on video feeds, issue preliminary alerts without reliance on cloud connectivity, and keep response time and network bandwidth requirements low.

In high-risk situations, the system produces alerts that include location metadata, time stamps, and annotated frame captures. These are sent to central monitoring stations or directly to law enforcement authorities for instant action.

3.6 Privacy Considerations and Compliance

Due to the sensitivity of surveillance data, privacy-preserving mechanisms are implemented. Faces and vehicle license plates, which are personally identifiable information, are anonymized by blurring and pixelation. The system is data protection law compliant by retaining only event-specific data and not retaining unnecessary long-term video.

In subsequent versions, federated learning will be employed to update models without sending raw data, adding further privacy and security compliance.

IV. RESULTS

The envisioned AI-based security surveillance system was tested by a series of experimental field deployments in simulated and actual public transportation settings, such as metro stations, bus stations, and rail platforms. The goal was to assess the system's accuracy, responsiveness, and performance in real-time threat identification, behavior analysis, and alerting while reducing false positives.

4.1 Experimental Setup

Testing was done in an environment involving pre-recorded surveillance video and real-time video streams from IP cameras mounted at strategic locations within chosen transport terminals. On-site inference for latency reduction was carried out using edge devices based on NVIDIA Jetson Xavier hardware. Models used with the AI included YOLOv5 for object detection and the combination of OpenPose and LSTM networks for behavior analysis. These models were trained on publicly available datasets such as COCO and specialized custom datasets relevant to public safety and transit environments.

Controlled simulations were designed to emulate real-world scenarios, including left-behind baggage, unauthorized access to restricted areas, physical altercations, and sudden passenger collapses. Each incident was monitored for detection accuracy, response time, and the system's ability to distinguish between normal and anomalous behavior.

4.2 Object Detection and Classification Performance

The object detection model was found to have a high accuracy under different conditions. YOLOv5 was able to achieve a mean Average Precision (mAP) of 89.7% for categories like people, bags, cars, and suspicious objects. On edge devices, the system maintained an inference rate of about 26 frames per second with an average per-frame processing time of 38 milliseconds.

Low-light and occluded scenes had slightly declining performance, with confidence of classification ranging between 78–82%. The preprocessing optimizations, including noise removal and contrast normalization, brought this down to 5–7% improved accuracy in such situations without diminishing robustness as a whole.

4.3 Behavior Recognition Accuracy

Behavior detection with pose estimation and LSTM networks performed robustly. Tested on a dataset that had more than 500 action-labeled sequences, the system recorded a behavior classification accuracy of 91.2%, precision of 88.5%, recall of 92.4%, and F1-score of 90.4%.

High-confidence actions were "fighting," "falling," and "loitering." Challenges were also observed in cases of high-density crowds or overlapping persons, where sometimes pose detection failed to identify closely positioned individuals. Still, the capability of LSTM in utilizing temporal sequences ensured high overall accuracy.

4.4 System Latency and Real-time Viability

Prompt response is vital in safety-critical situations. The overall system latency, from video capture to alerting, was quantified at an average of 1.2 seconds. With complete dependency on edge inference, the latency was further minimized to 850 milliseconds. This guarantees the system is able to inform authorities or monitoring centers in near real-time, supporting immediate intervention in continuing events.

4.5 Alert System Performance

More than 150 controlled events were conducted to evaluate the generation of alerts and accuracy. The system demonstrated a true positive rate of 94%, a false positive rate of 3.6%, and a false negative rate of 2.4%. The majority of false positives were caused by non-threatening activity, like rushed motion or sudden dispersals of the crowd, being identified as possible threats.

Security teams validating via centralized dashboards or mobile alerts assured the relevance and usefulness of the alerts in 93% of test cases. This assurance highlighted the system's practical usability and decision support.

4.6 Comparative Benchmarking

As compared to conventional motion-triggered or rule-based surveillance systems, the AI-based approach performed better in almost all regards. The older systems showed as high as 12% false alarm rates and did not provide behavior classification functionalities. In comparison, the developed system demonstrated greater than 85% improvement in detection accuracy and considerably lowered the operational workload of manual observation.

These findings confirm that the AI-based surveillance system is effective and reliable for implementation in high-density, high-traffic public transport environments. It offers a scalable, real-time solution that improves passenger security and operating control.

V. DISCUSSION

This research's findings underscore the transformative impact of AI-facilitated surveillance systems on public transportation safety. The real-world and testbed performance validates that AI effectively overcomes typical limitations of manual surveillance, optimizes response time, and guarantees uninterrupted situational awareness. The discussion here addresses the implications of these findings, discusses the merits and limitations of the system, and offers views on real-world implementation and potential future improvements.

One of the most notable findings of the research is the system's capacity to carry out threat detection and classification in real-time with low latency. Conventional surveillance is highly dependent on human operators who are prone to fatigue and slow response. The AI system, on the other hand, consistently functions 24/7, detects abnormal activity, and minimizes mental overload on monitoring staff. The high accuracy rates, especially in behavior detection (91.2%), indicate that deep learning models, particularly LSTM with pose estimation, can differentiate intricate human movements and contexts with great accuracy. This becomes imperative in settings where split-second decisions can avert escalation or even save lives.

In addition, the incorporation of edge computing was critical in attaining sub-second latency. Through local processing of video data at the source instead of relying on cloud servers, the system sidesteps communication latency and bandwidth bottlenecks, typical issues in massive surveillance networks. Not only does this localized strategy improve responsiveness, but it also minimizes the infrastructure cost of continuous data transmission and cloud reliance.

A key emphasis from the outcomes is the robust performance of the system in identifying risky activities such as physical altercations, loitering, and object abandonment. These are common signals of security incidents or emergencies in public transport environments. The minimal false positive rate (3.6%) also confirms the feasibility of the system for actual deployment in operations since unwarranted false alarms can lead to alarm fatigue and loss of public confidence in automated systems.

Yet, despite these strengths, there are some challenges. One limitation is that the accuracy is lower in visually occluded or congested situations. In congested urban transit areas, individuals tend to congregate nearby, causing it to be difficult to discern separate body postures or follow movement paths. Pose estimation models such as OpenPose can sacrifice accuracy in such situations, impacting subsequent

behavioral recognition. Overcoming this limitation could involve incorporating more complex spatial-temporal modeling or multi-camera coordination to enhance scene coverage.

Another issue is the ethical and privacy aspects of using such surveillance systems. Although the approach does involve anonymization methods and abides by regulatory requirements, public confidence and acceptance are the utmost priorities. Large-scale deployment will be contingent on open data policies, decision auditability, and opt-in privacy controls where possible. Adding federated learning capabilities in subsequent versions, where training of models occurs locally without uploading sensitive information, can help add confidence to privacy guarantees.

The conversation also puts the scalability and cost-effectiveness of the system into perspective. The utilization of light AI models and edge devices renders the solution viable for cities with limited budgets. Additionally, modular architecture provides for seamless extension to new transport areas or merging with existing surveillance systems. Such flexibility renders it highly desirable for new smart city infrastructures.

Policy and governance-wise, the deployment of such systems will necessitate the cooperation of public agencies, transport authorities, AI specialists, and civil society. Incident escalation protocols, data-sharing arrangements, maintenance of systems, and routine AI model audits would need to be put in place. Integration of the system with emergency response teams via automatic alarms and real-time feeds can also minimize incident response time and enhance outcomes.

Overall, the new AI-driven surveillance system offers a solid, scalable, and moral model for securing public transit. With the integration of deep learning and real-time data processing, it advances from passive observation to active threat prevention. Its effective implementation could not only prevent crime, but also offer a safer, more efficient travel experience for tens of millions of riders across the world.

VI. CONCLUSION

AI-powered security surveillance systems have been an effective tool in supporting public transport safety. Utilizing sophisticated computer vision, machine learning algorithms, and edge computing, these systems achieve real-time surveillance and quick threat detection, largely enhancing passenger as well as operational safety. Merging AI technologies facilitates automating surveillance operations, which enhances the efficacy and effectiveness of security operations, alongside minimizing human mistakes.

Major conclusions of this paper illustrate that AI-powered surveillance is able to detect potential threats like suspicious activity, abandoned bags, and safety infractions, allowing for timely action by security officials. Moreover, the application of AI-based systems in public transport aids in handling large-scale data, optimizing resource utilization, and minimizing the load on conventional security measures.

While there are several advantages, its deployment in public transport raises important issues involving privacy, security of data, and biases in algorithmic decision-making. These issues need to be resolved through open policies, strong data protection regimes, and ongoing surveillance of system performance to make it fair and safeguard the rights of travelers.

Subsequent research needs to emphasize increasing the adaptability and scalability of AI surveillance systems to enable them to integrate with available infrastructure smoothly, and identifying new AI models capable of enhancing the accuracy of decision-making in real-world environments. Additionally, delving into cross-sectoral partnerships and real-time data-sharing interfaces could also boost the effectiveness of these systems further in deterring and countering security threats.

Hence, AI-powered security surveillance systems are a revolutionary change in public transport safety, offering an active and holistic security approach. The continued development of AI technologies, as well as the incorporation of ethical and regulatory requirements, will be crucial to defining the future of smart and safe public transportation systems globally.

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