

CRIME, TRANSPORTATION, AND MALIGNANT LAND-USE COMBINATIONS

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- Crime often concentrates in or near central transit nodes, such as main train and bus stations (Block and Davis, 1996).
- Brantingham, Brantingham, and Wong (1991)
 - Vancouver elevated monorail : Problems near shopping areas
- LaVigne's (1996) classic dissertation on security in the Washington, DC. metro
 - highest risk in transit system were parking areas of suburban stations where cars were left unattended during the daily commute
 - Downtown nodes in D.C. metro found to be relatively safe

Figure 1. Montreal Shopping district and Metro



Figure 2. Spatiotemporal patterns of aggravated assaults, Youth ages 15-17

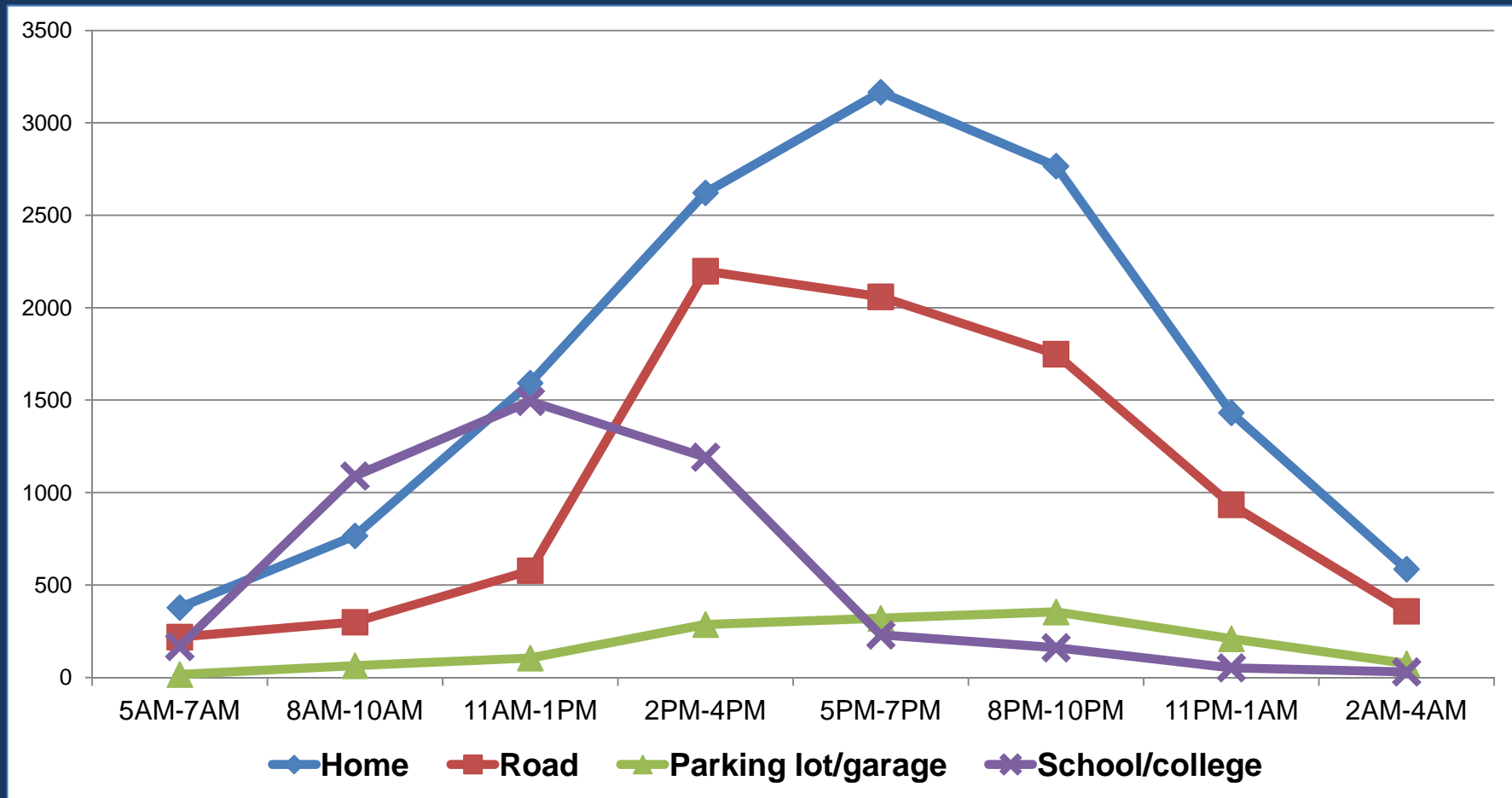
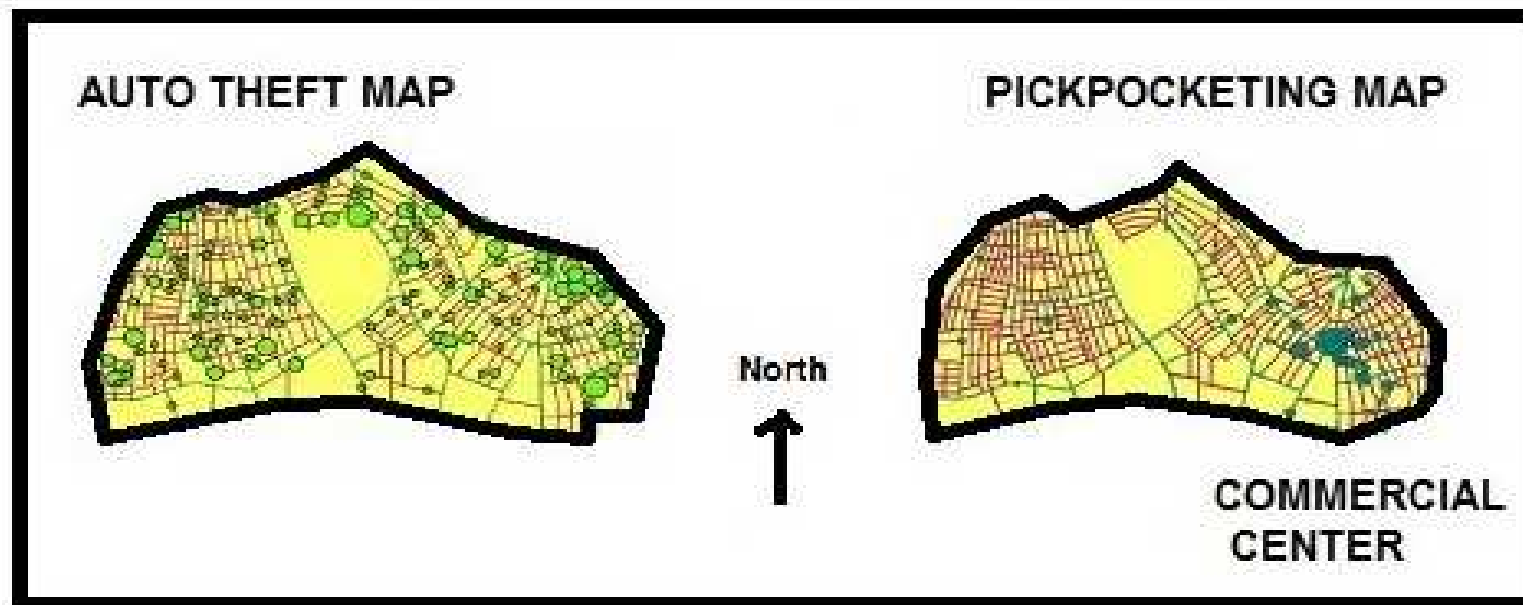


Figure 3. Auto theft and Pickpocketing Turkey, 2003

Pickpocketing vs. Auto Theft Maps, Ankara, Turkey, 2003



Source: Figure 3.6 in Esra Polat, MA Thesis, Middle East Technical University, Geodetic and Geographic Information Technologies, 2007.

“Malignant” Mixes

Two or more land uses that in combination produce crime problems, but not always separately.

Figure 4. Temporal Malignant Mix, the Bronx, New York, 2006-2010

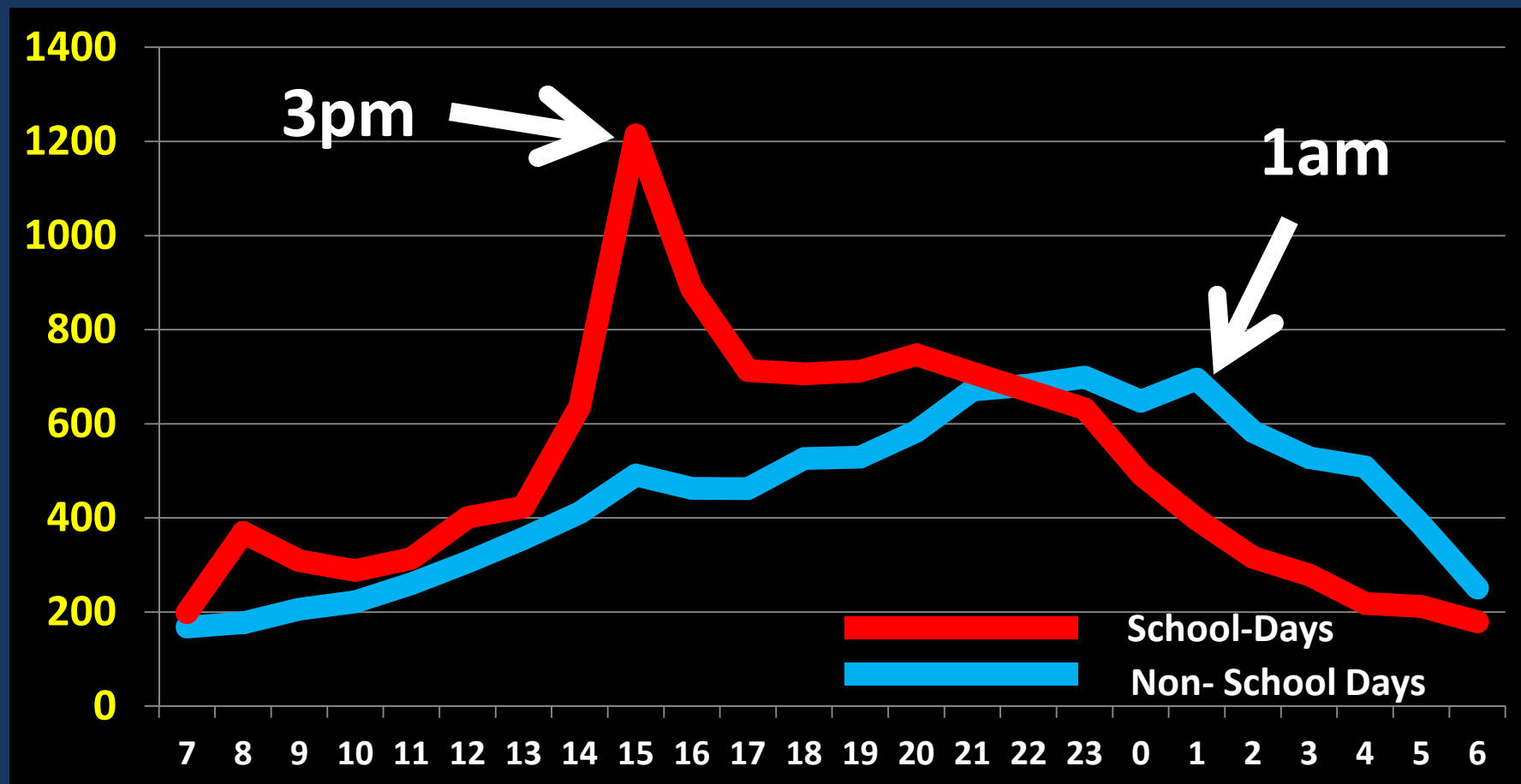


Figure 4 shows robbery disaggregated by school year:

- Distinct and dissimilar temporal patterns of robbery
- During school year robbery peaks at 3:00 pm
- During non-school year robbery peaks at 1:00 am

Figure 5. Spatiotemporal patterns of robbery, the Bronx, New York, 2006-2010

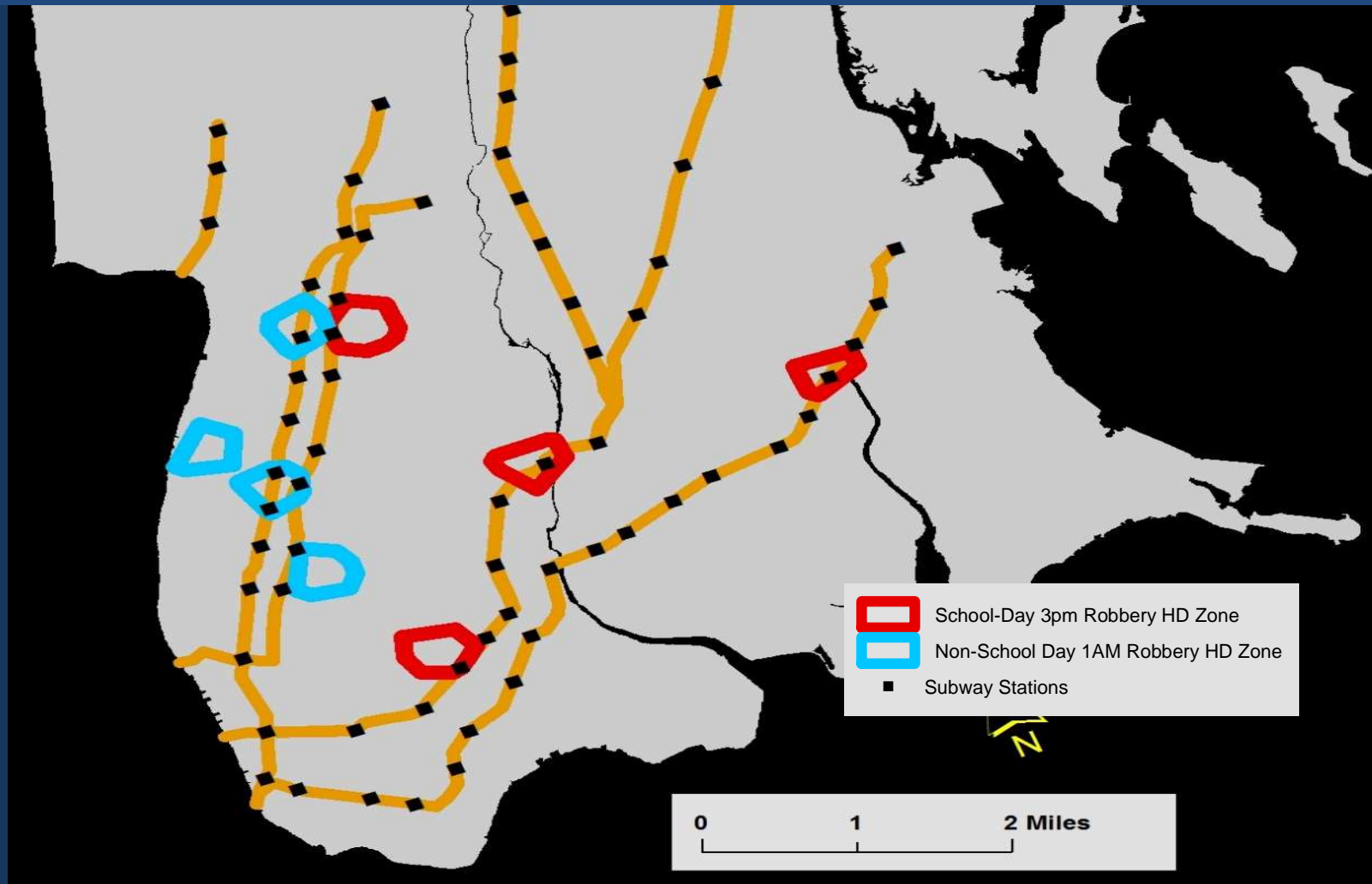


Figure 5 shows:

- Distinct and dissimilar temporal and spatial patterns
- During school year robbery peaks at 3:00 pm between stations near high schools
- During non-school year robbery peaks at 1:00 am between stations near barrooms

Literature

Groff and McCord (2012)

- Neighborhood parks are associated with higher levels of crime. Some park amenities associated with lower crime

Crewe (2001)

- Proximity to a large linear park resulted in a somewhat higher number of calls to the police

Grinols, Mustard and Staha (2011)

- Park visitors have no effect on either property or violent crime.

Other important features of parks that deserve attention:

- A malignant mix of transportation in the form of roads and their presence in recreational facilities
- Waldo Tobler's First Law of Geography

Research questions:

- Are parks that contain roads more criminogenic?
- Does proximity to other facilities play a role?

Table 1. Assaults occurring within 500 feet of park boundaries by roads within parks, Houston, Texas, United States, January 2000 to December 2009.

Miles of roads	No. of aggravated assaults	No. of parks	Avg. aggravated Assaults
No roads (NH parks)	1,038	105	9.89
No roads (Non-NH parks)	1,544	143	10.80
Under 0.25 mi.	1,162	82	14.20
0.25 to 0.49 mi.	264	16	16.50
0.50 or more mi.	567	17	33.35

Table 2. Regression of assaults on roads within parks, Houston, Texas, United States, January 1, 2000 to December 31, 2009.

Variable	B	Beta	t	Sig.
Intercept	54.743		5.636	.000
Dist. parks to school	-2.698	-.142	-2.733	.007
Distance parks to road	-3.054	-.197	-3.903	.000
No. of park amenities	.655	.124	1.829	.068
Neighborhood	-3.131	-.105	-1.740	.083
Community	-7.279	-.195	-3.126	.002
Log acres	1.686	.203	2.964	.003
Park roads	3.586	.112	1.979	.049

Preliminary Findings:

- The presence of transportation in the form of roads does increase aggravated assault
- Proximity to roads important as well
- Spatial proximity to other facilities plays a role as well
- Limitations
 - Socio-demographic factors
 - Urban life is generally complex
 - All models are wrong, but some are more useful than others

Concluding thoughts:

- We suggest paying greater attention to combinations of land uses or activities
- Malignant mixes are useful for interpreting local crime maps and considering how transportation interacts with other activities, thus affecting crime

Thank you

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