PUBLIC SAFETY

A. PROLOGUE TO SECTIONS 11, 12 & 13

Sections 11, 12 and 13 address conditions associated with quality of life in the study area cities, and how they may have changed over the past two decades.

The term "quality of life" is often qualitative and subjective. It can encompass a wide variety of indices – from financial security, job satisfaction, family life, to health and safety and overall personal happiness. And its meaning and components can vary from person to person.

The World Health Organization defines quality of life as: "An individual's perception of their position in life in the context of the culture and value systems in which they live and in relation to their goals, expectations, standards and concerns. It is a broad ranging concept affected in a complex way by the person's physical health, psychological state, personal beliefs, social relationships and their relationship to salient features of their environment."

The Federal Aviation Administration also offers guidance regarding the study of quality-of-life conditions associated with their operations, including:

- Effects on health and safety risks to children
- Socio-economic effects, such as moving homes or businesses
- Dividing or disrupting established communities
- Changing surface transportation patterns
- Disrupting orderly, planned development
- Creating a notable change in employment.

The Federal Aviation Administration's objective is to identify and analyze potential effects and to ensure that the needs and conditions of people affected by certain actions are fully taken into account and that suitable mitigation measures are identified as needed. The approach deemed most applicable for studying these effects was modeled after the Environmental and Social Management System (ESMS) methodology.

In the context of this analysis, based in part on the availability of information, Figure 11.1 details the categories of quality-of-life conditions and indicators investigated in the 2020 study.

Figure 11.1
Quality-of-Life Conditions and Indicators

Public Safety (Section 11)	Public Health (Section 12)	Other Socio-Economic Metrics (Section 13)
▪ Violent Crimes ▪ Property Crimes ▪ Motor Vehicular Theft ▪ Human Trafficking ▪ Illegal Drug Trafficking	▪ Leading Causes of Death ▪ Injury and Violence-Related Mortality ▪ Health Risk Factors and Chronic Disease ▪ Life Expectancy (at Birth) ▪ Maternal and Child Health ▪ Access to Care and Preventative Services	▪ Demographics ▪ Education ▪ Housing ▪ Economic and Land Use Development ▪ City Tax Revenue Trends

B. APPROACH

The objective of the 2020 study was to identify and quantify effects associated with airport operations across several different social and economic data points between 1997 and 2019. Particular attention was paid to conditions during three specific time periods – 1997, 2009, 2019, and trends that may have emerged between them. This was accomplished through completion of the following steps:

- Review of the 1997 study
- Investigation of verifiable sources and identification of any relationships or variations between the study area cities and larger geographies including King County, Seattle Metropolitan Statistical Area (MSA), State of Washington, and United States
- Identification of "vulnerabilities" within population groups and markets, which may or may not be exacerbated or enhanced by the presence of the Seattle-Tacoma International Airport and its operations
- Correlation of findings from this work with similar analyses of related indicators including environmental, air quality, transportation, and others
- Preparation of possible strategies or recommendations for more effectively monitoring conditions and mitigating adverse effects.

1997 study findings

As noted previously, the 1997 study was undertaken to identify potential effects resulting from construction of the then-proposed third runway; and the source of information was the Final Environmental Impact Statement for the Proposed Master Plan Update, dated February 1996. However, the 2020 study was for the purpose of identifying current and ongoing conditions surrounding the Seattle-Tacoma International Airport and establishing a baseline of effects for the study area cities. The four key findings of 1997 study were as follows.

- **Proximity to the airport has (varying levels of) value**
  The 1997 study concluded, "There is an inequity regarding the benefit of the airport to its immediate neighbors." It found that while Seattle-Tacoma International Airport had a benefit to the region and state, those benefits were not experienced locally in the 1997 study area. This finding was largely based on the assumption that, "approximately 5% of the persons utilizing the airport (at that time) lived in the area most impacted, while the remaining 95% of airport passengers and employees came from elsewhere in the region." The adverse effects affected the 5% in closest proximity of Seattle-Tacoma International Airport (which were projected to worsen) included higher service costs, lower land values and correspondingly lower property tax revenue, higher concentrations of rental properties, and lower income. The causes of these circumstances were largely attributed to noise, visual blight, pollution and traffic congestion, which ultimately influenced land use patterns and product development that attracted and supported a lower socio-economic profile. This is more fully explained in the context of the second finding below.

- **Social service demands will increase**
  With regard to elevated levels of service costs, specifically within the study area, the 1997 study forecast the following eventuality after expansion of the airport facilities:

  "In general, communities closer to the airport will experience a relative 'depression' of residential property values, which will result from a cascading effect on the area's population mix."

The 1997 study postulated that single-family homes (that were for sale) would remain on the market for a protracted period, and eventually be converted to rental properties. These rental properties would have a lower average household income and use more social services than other areas, further decreasing property values and tax revenues while increasing the demand for social services.

- **Direct and indirect effects will be adverse and favorable**

  The 1997 study also outlined secondary and tertiary effects, also known as indirect and induced effects (induced effects are jobs, income and business activity generated by multiplier effects from inter-industry linkages to direct and indirect effect companies). The 1997 study projected that depressed residential property values in the cities immediately proximate to Seattle-Tacoma International Airport, and most affected by approach and departure flight tracks, would see single-family land uses change to rental, increasing to a more transient population. This could also lead to corresponding commercial business development response to a new consumer market (transient); resistance by the rental community to support municipal and school bond issuances; and fiscal imbalances resulting from increases in service costs, reductions in property tax revenues, and less consumer spending. The 1997 study also identified specific effects including the necessity to relocate eight schools in Burien, Des Moines and unincorporated King County because of environmental effects, noise, and vibration; and, to install sound abatement insulation and establish navigation easements, in 26 other schools in the Highline School District. Effects identified in the 1997 study as beneficial to the subject cities included economic activity associated with construction jobs resulting from airport expansion projects; time savings for travelers because of additional air facilities; off-airport economic activity associated with and supporting air travel and its expansion activities; and other multiplier effects reflected in increases in employment, income and spending associated with expansion activities.

- **Forecasted growth will exceed the airport's capacity limits**

  The 1997 study noted that the growth of Seattle-Tacoma International Airport could exceed its capacity, resulting in increased airport delays. The then-proposed third runway would increase the airport's capacity to handle arrivals (since it was, at that time, proposed only for use for arrival aircraft during inclement weather). The 1997 study, however, did not predict the full-time use of the then-proposed third runway, further increasing the airport's capacity. The Federal Aviation Administration recommended an annual service volume (ASV) of 380,000 operations by the year 2000 with the third runway. Even though opening of the third runway was delayed until 2009, the year 2000 operations at Seattle-Tacoma International Airport were 445,621 – almost 20% more operations with just two runways. In 2009, annual operations with the new runway dipped to 317,873 – due to the decreased use of air taxis and the effect of the Great Recession. By 2019, airport annual operations recovered to 412,916 – still above the projection by the Federal Aviation Administration. In 2019, Seattle-Tacoma International Airport was the eighth busiest U.S. airport.

While the 2020 study agrees that most, if not all, of the circumstances cited above (favorable and adverse) have and continue to affect the study area cities to varying degrees, there is a divergence with regard to certain assumptions, as well as the cause of certain effects. For example, the 1997 study assumed that:

> "Approximately 5% of the persons utilizing the Airport (at that time) lived in the area most impacted, while the remaining 95% of Airport passengers and employees came from elsewhere in the region."

Since then, a report prepared by corporate relocation siting professionals noted the value of proximity being within 30 miles of an airport, but not directly adjacent to the airport, was most acceptable and advantageous.

Some individuals and businesses associate some level of value, regardless of adverse effects, with locating in one of the second or third ring communities from the airport. An analysis of drive-times and distance between the study area cities found that Federal Way is located approximately 20 miles to the south, while the furthest-most boundary of Tukwila is located nearly the same distance to the north. Residents and employees from these two communities experience both the convenience of and effects from proximity to Seattle-Tacoma International Airport.

In terms of whether individuals who reside within the study area cities rely on a disproportionate share of public services, the results of analyses presented herein are consistent with this conclusion. However, the 2020 study attributes this to a variety of factors including:

- Concentrations of certain ethnic groups with a higher propensity to suffer from certain illnesses
- Lower income levels
- Environmental conditions.

The 1997 study implied a nexus between apartment dwellers and high social service usage. However, the 1997 study could not predict the widespread and national effect of the Great Recession, widely considered to be the period between mid-2008 and 2012. This affected an increasing number of individuals, in every major market of the U.S., including Seattle. Since the Great Recession, an increasing percentage of homeowners began to demonstrate a preference for renting rather than owning, regardless of income. While renting was once a necessity, it has become a choice driving by demographic shifts including:

- Smaller household sizes due to an aging populace ("empty-nesters") who also seek reduced maintenance requirements
- Millennials waiting longer to marry and have children
- Younger employees who favor an abbreviated tenure with any one company
- A heightened value on leisure time
- Decreased trust in the stability of the mortgage market.

These realities have translated into a surge in development of attached residential product types, both ownership and rental, at a range of price points. Therefore, while the 2020 study agrees that the majority of individuals most in need of social services rent rather than own their home. Housing tenure alone, without regard for income and ethnicity, does not have a direct correlation with service levels. The 2020 study finds that most, if not all apartment dwellers are:

- Not necessarily highly transitory
- Do not uniformly have a lower socio-economic profile
- Do not exhibit limited support for school bond issuances.

It is also no longer true that rental properties produce less revenue for municipalities. Trends in the profile of renters of multi-family projects have also been observed among those who rent single-family homes. A growing number of real estate investment trusts (REITs) have begun to assemble portfolios of single-family homes for professionals with substantial incomes, who prefer renting to owning. In short, the consumer expectations and profiles of renters in 2020 is not the same as it was in 1997.

A significant conclusion in the 1997 study that is consistent with deductions presented herein relates to social and economic effects resulting from airport facilities reaching certain thresholds or capacity levels. Where they differ, however, is the timeframe within which these thresholds were exceeded. While the 1997 study had to rely on forecasted data, this 2020 study was able to analyze data based on tangible occurrences. As stated above, the airport was expected to reach capacity by 2000 based on anticipated enplanements, and potential operational and cargo activity. This expectation was based on figures presented in the Master Plan Update (Volume 5) that predicted enplanements between 1997 and 2008, without construction of the third runway, would reach 7,466,415 for an average of 622,200 additional passengers each year; and enplanements between 2009 and 2018, with construction of the third runway, would reach 18,622,008, for an average of 1,862,200 additional passengers each year. Using information made available from the Port of Seattle, actual growth between 1997 and 2018 totaled 25,119,407 passengers, or about 1,141,791 additional passengers each year. While the original forecast projected a 68% overall increase in passengers, the actual increase was closer to 101%.

This finding is significant for a variety of reasons, not the least of which is how effects may be exceeding levels originally anticipated in the 1997 study. The EIS that was the source of the 1997 study assumed there would be:

> "No socio-economic effects resulting from construction of the third runway since the same level of passenger enplanements, aircraft operations and cargo movements would occur whether or not facilities at the airport were expanded."

However, the 1997 study concluded that:

> "A consequence of reaching or exceeding its capacity threshold would be additional stresses on socio-economic conditions to a degree they would require mitigation."

Since those levels have been exceeded, it is reasonable to conclude that those socio-economic stresses are now being realized.

The 1997 study did not address the disproportionately higher cost of development, primarily in those cities located closest to Seattle-Tacoma International Airport. While the 1997 study addressed the need for alternative and enhanced building materials to provide adequate insulation and protections from noise and vibration from air traffic, it did so primarily with regards to school facilities and residential structures. The 2020 study arrived at a similar conclusion regarding commercial buildings. Markets that are disproportionately more expensive to develop in, whether due to onerous regulations, elevated land prices, or higher construction costs, if not able to command comparatively higher rental rates or purchase prices, are at an economic disadvantage. When these disparities exist, many communities feel compelled to offer monetary incentives, which, while necessary, effectively diminish the magnitude of return to the municipality.

C. PUBLIC SAFETY INDICATORS

Public safety refers to the welfare and protection of the general public, usually expressed as a governmental responsibility. It is as much a person's sense of safety as it is a community's relationship with police and the justice systems. To this end, it includes how people treat one another, as well as which policies, social conditions, and systems may make some neighborhoods safer than others. At its core, public safety is a measure of community vitality, economy and health outcomes.

The focus of this section is to present information related to select indicators of public safety in the study area cities and comparative geographies, between 1997 and 2019, as well as to isolate possible effects from airport operations that may have contributed to adverse circumstances.

The scope of work for this study identified statistics related to the following indicators as appropriate measures of public safety in the study area cities:

- Violent crimes
- Property crimes
- Motor vehicle theft
- Human trafficking
- Illegal drug trafficking.

The discussion that follows includes a description and analyses of each of the above indicators; positive, neutral and negative public safety effects; comments received from individuals and representatives involved in the study process, along with clarifying responses; and recommendations for ongoing investigation, as well as possible strategies to mitigate adverse influences.

D. ANALYSES

The CAP Index (provided by the firm that provides crime forecasts for USA Today) is a measure of the likelihood of becoming a crime victim. A score of 100 is the average crime risk for the entire country. The CAP Index notes that risk of becoming a crime victim is four times greater in areas outside most big city airports than the national average for all locations. The most common crimes in neighborhoods outside of airports and central train stations are thefts, assaults, and robberies, while travelers are relatively secure inside the airport boundaries. While airports and train stations may feel safe because of a greater presence of police and security people, this can lead to a false sense of security outside them.

Lewis Yablonsky, emeritus professor of criminology at California State University-Northridge, has written that "Neighborhoods closest to the airport are often poor and possess a higher likelihood of crime." As an example, Professor Yablonsky cites a CAP Index study that found the area outside Philadelphia International Airport has the greatest crime risk of any area outside an airport in the 25 most populous metropolitan regions. However, the same study ranked Seattle-Tacoma International Airport 20th out of 29 with a CAP index score of 301, and rail stations outside and serving the airport 7th out of 26, with a score of 680. The CAP score is based on an analysis of data for violent, personal and vehicular crime in the study area cities and King County.

Violent Crime

Violent crime includes all types of personal crime (rape, sexual assault, robbery, assault and murder) where a victim is harmed by or threatened with violence. Figure 11.2 details the violent crime events in the study area cities from 1997 through 2018 ("violent crime" including all types of personal crime). The trend has been fairly erratic in terms of increases and decreases, yet consistent in that Tukwila has continually reported the highest number of violent crimes, while Federal Way and Normandy Park have reported the fewest.

In terms of how incidents of violent crime in the study area cities compared to other geographies in 1997, occurrences in all but Normandy Park (168) were higher than the number for King County (213). Similarly, compared to figures for the state of Washington during this same year, incidents in all but Normandy Park (168) and Federal Way (423) were higher than the number for the state (440). This trend continued in 2009 when violent crime activity in the study area cities, with the exception of Normandy Park (31), exceeded that of the county (379) and state (329). In 2018, the last year for which this type of information was available, the number of violent crimes in the study area cities continued to exceed figures for King County (429), with the exception of Burien (426) and Normandy Park (165), and state (350) and nation (2017 – 390). During this time, Washington ranked in about the 4th percentile nationwide.

The Pew Research Center also notes the following about crime in the U.S.:
- Violent crime in the U.S. has fallen sharply over the past quarter century. The FBI has reported the violent crime fell 51% between 1993 and 2018.
- Property crime has declined significantly over the long term, decreasing by 54% between 1993 and 2018.
- Public perceptions about crime in the U.S. often do not align with the data. Opinion surveys regularly find that Americans believe crime is up nationally, even when the data shows it is down.
- There are large geographic variations in crime rates. FBI data shows significant differences from state to state and city to city. For example, in 2018, there were more than 800 violent crimes per 100,000 residents in Alaska and New Mexico. Maine, New Hampshire and Vermont had rates below 200 violent crimes per 100,000 residents. And while Chicago has drawn widespread attention for its murder totals in recent years, its murder rate in 2018 was less than half of the rates in St. Louis and Baltimore. The FBI notes that various factors might influence a particular area's crime rate, including its population density and economic conditions.

- Most crimes are <u>not</u> reported to police, and most reported crimes are not solved. The Bureau of Justice Statistics found that in 2018, only 43% of violent crimes were reported to police. And in the much more common category of property crime, only about a third (34%) were reported. There are various reasons crime might not be reported, including a feeling that police "would not or could not do anything to help" or that the crime is "a personal issue or too trivial to report."

The Pew Research Center's finding of under-reported crimes is significant. While local, county and state authorities do a good job of reporting statistics, these number may, in fact, be under-counting the actual incident by a factor of 2 to 3.

Figure 11.2
Study Area Violent Crime Rate per 100,000 Population: 1997-2018
(**bold** and yellow highlighted cell equals peak occurrence per city)

Year	Burien	Des Moines	Federal Way	Normandy Park	SeaTac	Tukwila
1997	551	**709**	423	168	660	1,032
1998	667	810	**532**	112	**806**	1,024
1999	871	401	451	100	589	950
2000	643	328	402	71	604	751
2001	726	326	377	172	602	836
2002	573	262	310	63	469	854
2003	617	368	358	47	463	**1,154**
2004	543	391	339	63	506	1,013
2005	511	397	382	47	510	1,144
2006	573	332	392	16	545	1,031
2007	615	405	342	62	616	936
2008	603	400	381	47	622	1,044
2009	534	394	438	31	518	966
2010	687	280	364	46	439	806
2011	659	299	270	47	457	979
2012	**778**	304	322	778	560	1,016
2013	355	319	316	355	617	830
2014	511	388	386	**511**	637	818
2015	408	439	416	75	622	803
2016	498	451	485	45	543	870
2017	420	447	455	105	471	834
2018	426	511	502	165	453	803

Source: FBI: Uniform Crime Reporting (UCR) Program, Washington Association of Sheriffs and Police Chiefs, and Ricker Cunningham

Property crimes

Property crimes (residential and commercial, burglary and vandalism) include many common crimes relating to theft or destruction of someone else's property. They can range from lower level offenses (shoplifting or vandalism) to higher-level felonies (armed robbery and arson).

Most property crimes include a spectrum of degrees depending on factors, including the amount stolen and use of force or arms in theft-related cases, and actual or potential bodily injury ion property destruction crimes, such as arson. The 1997 study reported that:

"Tukwila, because of increases in surface traffic on Pacific Highway South (SH 99), generated a business environment that gave rise to anti-social and criminal behavior and (therefore) required an expansion of Tukwila's public safety personnel and facilities."

The 1997 study also predicted an increase in public safety requirements for all five of the 1997 study area cities, with the greatest needs experienced in Burien, Des Moines and Tukwila.

Based on an analysis of property crime data between 1997 and 2018, published by the FBI and State of Washington Association of Sheriffs and Police Chiefs and presented in Figure 11.2, incidents of property crimes have actually remained relatively steady. This was particularly true in Burien where property crimes continued to increase during the Great Recession (mid-2018 through 2012) and peaked in 2012; and Des Moines where property crimes started falling in 2000 and did not begin to rise again until 2016.

Similar to violent crimes, rates of property crimes in Tukwila have consistently exceeded those of the other study area cities. Burien, Federal Way and SeaTac have continued to fluctuate between second and fourth place. Unlike violent crimes, Tukwila has maintained a significantly higher rate than its next closest community.

Figure 11.3 details all types of property crime (residential and commercial, burglary and vandalism) in the study area from 1997 to 2018.

Figure 11.3
Study Area Property Crime Rate per 100,000 Population: 1997-2018
(**bold** and yellow highlighted cell equals peak occurrence per city)

Year	Burien	Des Moines	Federal Way	Normandy Park	SeaTac	Tukwila
1997	7,055	**7,033**	6,910	2,570	7,759	20,584
1998	**8,127**	6,352	6,872	2,747	8,135	20,431
1999	8,008	4,862	5,960	2,161	7,598	21,209
2000	7,770	3,342	5,350	2,431	6,389	17,106
2001	6,530	3,437	6,169	2,217	6,362	15,995
2002	6,659	3,156	6,101	2,095	5,626	14,765
2003	6,056	3,476	6,048	1,655	6,135	16,955
2004	6,365	4,356	6,210	2,734	6,840	18,978
2005	6,507	4,799	**7,469**	2,631	**8,653**	**21,264**
2006	6,074	4,139	6,131	2,042	7,965	18,608
2007	5,510	3,072	5,757	2,067	6,892	17,003
2008	4,713	3,723	5,366	2,584	5,877	16,366
2009	4,913	3,192	5,382	2,143	5,621	19,123
2010	6,325	3,299	5,274	2,783	4,894	15,319
2011	6,954	3,477	4,689	3,325	5,401	14,861
2012	7,461	3,947	5,551	**7,461**	6,329	16,064
2013	5,243	3,833	5,594	5,243	5,628	16,752
2014	4,723	3,732	5,968	4,723	5,348	16,575
2015	5,034	3,880	5,658	2,659	5,193	17,741
2016	5,200	5,044	6,430	2,896	5,778	16,402
2017	4,140	4,420	5,567	2,881	5,213	13,571
2018	3,684	4,104	4,712	2,853	5,208	17,561

Source: FBI: Uniform Crime Reporting (UCR) Program, Washington Association of Sheriffs and Police Chiefs, and Ricker Cunningham

In terms of how incidents of property crime in the study area cities compared to other geographies in 1997, occurrences in all of the study area cities were higher than the number for King County (4,288) and the state of Washington (5,499).

This trend was altered in 2009 when property crime activity in all study area cities was lower than that in the county (7,061). Property crime in the cities compared to the state was slightly different, where all but Des Moines and Normandy Park were higher than and state (3,670).

In 2018, the last year for which this type of information was available, the number of property crimes in the study area cities continued the trend reflected in 2009 when figures for King County (6,372) exceed rates that of the cities. City figures compared to state figures (4,450) in this year were higher in only three cities: Federal Way (4,712), SeaTac (5,208) and Tukwila (17,561).

As with violent crime, the actual incidents of property crime may be going under-reported, but there are no reliable figures to estimate more realistic figures.

Vehicular crimes

Vehicular crimes (theft and vandalism) include:

- Driving without a license (including with a suspended or revoked license)
- Leaving the scene of an accident
- Reckless driving
- Engaging in a speed contest with another driver.

The consultant team had heard from the public that, on average, one vehicle per day is stolen from the garage at the consolidated rental car facility. However, motor vehicle thefts in Tukwila have historically exceeded those in the city of SeaTac, which many feel is due to Southcenter Mall in Tukwila, which is considered a magnet for vehicular theft and other crimes of opportunity.

Figure 11.4
Study Area Vehicular Crime Rate per 100,000 Population: 1997-2018
(**bold** and yellow highlighted cell equals peak occurrence per city)

Year	Burien	Des Moines	Federal Way	Normandy Park	SeaTac	Tukwila
1997	1,265	1,165	967	225	1,711	2,777
1998	1,581	1,269	1,089	294	2,037	2,785
1999	1,514	1,056	1,076	313	2,012	3,066
2000	1,427	882	1,020	384	1,671	2,858
2001	1,704	794	1,395	531	1,977	2,698
2002	1,654	936	1,407	328	1,646	2,742
2003	1,413	992	1,450	268	1,781	3,121
2004	1,274	1,321	1,352	375	1,814	3,686
2005	**1,939**	**1,430**	**1,908**	266	**2,699**	**4,738**
2006	1,622	1,265	1,419	249	2,211	3,650
2007	1,263	785	1,118	280	2,002	3,707
2008	807	720	963	78	1,173	2,373
2009	726	562	666	62	1,043	2,084
2010	1,126	580	830	138	1,111	2,376
2011	1,439	634	738	189	1,588	2,211
2012	1,714	727	868	**1,714**	1,549	1,962
2013	1,052	717	824	1,052	1,244	2,044
2014	980	795	907	980	1,295	2,184
2015	1,117	608	841	149	1,288	2,446
2016	1,332	1,053	1,167	194	1,625	2,805
2017	1,071	778	996	299	1,633	2,106
2018	1,049	793	832	315	1,517	2,949

Source: FBI: Uniform Crime Reporting (UCR) Program, Washington Association of Sheriffs and Police Chiefs, and Ricker Cunningham

As presented in Figure 11.4, while motor vehicle theft and vandalism activity seemed to stabilize during the Great Recession, it generally increased in the following years, with the largest increases realized in Normandy Park, Burien and SeaTac. As with violent and property crime rates, the rate of motor vehicle thefts has consistently been the highest in Tukwila, with the next highest rates in either the city of SeaTac or Burien, depending on the year. Again, Normandy Park nearly consistently maintained the lowest rate among the study area cities, except during the period 2011 and 2014 when rates there spiked.

According to Well Being in the Nation Network, in 2017, 12 per 100,000 motor vehicle accidents resulted in mortality in the U.S. In 2017, the state of Washington was in about the 4th percentile nationwide.

In terms of how incidents of motor vehicular theft in the study area cities compared to other geographies, in 1997, occurrences in all but Normandy Park (225) were higher than the number for King County (462) and the state of Washington (566). The 2009 trend for property crimes wherein figures for all of the study area cities, except Normandy Park (62), were lower than the King County figure (1,013) was replicated for motor vehicle thefts. In 2018, the last year for which this type of information was available, the number of motor vehicular thefts in the study area cities was again lower than figures for King County (590) and the state (367), in all SeaTac (1,517) and Tukwila (2,949).

Crime indices

A crime index is an indication of the relative risk of a crime occurring and is measured against the overall risk at a national level. In order to verify the accuracy of the findings presented here, crime indices information was obtained from ESRI, which conducts advanced analysis of census-related data and the Washington Association of Sheriffs and Police Chiefs. These are presented in Figure 11.5.

Values above 100 indicate the area has an above-average risk of occurring compared to the U.S. Values below 100 indicate the area has a below-average risk of occurring compared to the U.S. The crime index provides an assessment of the relative risk of seven major crime types: murder, rape, robbery, assault, burglary, larceny, and motor vehicle theft. It is modeled using data from the FBI Uniform Crime Report and demographic data from the U.S. Census and Applied Geographic Solutions (AGS).

As shown, the total crime index among the study area cities was highest in Tukwila (576) and lowest in Normandy Park (87). Tukwila and Normandy Park held the highest and lowest positions in all of the other categories, as well. Worth noting, however, is Burien's index for motor vehicle theft, which was more than 2.5 times higher than its index for either property or personal crime.

Figure 11.5
Study Area Crime Indices: 1997-2018

xxx	above average (over 100)	xxx	below average (100 or less)

Index Type	Burien	Des Moines	Federal Way	Normandy Park	SeaTac	Tukwila
Total Crime	187	149	199	87	227	576
Personal Crime	125	95	97	24	152	244
Property Crime	196	157	214	96	238	626
Motor Vehicle Theft	508	341	381	105	653	977
Personal Crime	187	149	199	87	227	576

Source: ESRI Crime Summary Report, and Washington Association of Sheriffs and Police Chiefs

Human trafficking

Human trafficking involves the use of force, fraud, or coercion to obtain some type of labor or commercial sex act. Human trafficking is an umbrella term that includes both sex trafficking and labor trafficking. Of all human trafficking incidents, 85% is sex trafficking, and 15% is labor trafficking.

In the U.S., the Victims of Trafficking and Violence Victim Protection Act features the following definition of human trafficking:

- Sex trafficking where a commercial sex act is mandated by force, fraud or coercion
- Where the person is forced to perform the act is not at least 18 years old
- The harboring, recruitment, transportation, provision or obtaining an individual for labor or services through using fraud, force, or coercion for the purpose to subject the individual to involuntary solitude, debt bondage, slavery or peonage.

As of the date of this report, no verifiable data was available at the municipal level for either human or drug trafficking. However, given pending legislation related to human trafficking, and a request by state legislators involved with this effort, information related to best practices for mitigating associated effects may be available in the near-future.

According to a 2011 Department of Justice report ("Characteristics of Suspected Human Trafficking Incidents, 2008–2010"), 82% of suspected incidents were classified as sex trafficking, and nearly half involved victims under the age of 18. Approximately 10% were classified as labor trafficking. Eighty-three percent of victims in confirmed sex-trafficking incidents were identified as U.S. citizens, while most confirmed labor trafficking victims were identified as undocumented immigrants (67%) or legal immigrants (28%).

Trafficking in persons is estimated to be one of the top-grossing criminal industries in the world (behind illegal drugs and arms trafficking). According to the International Labor Office, human trafficking in the U.S. increased by more than 57% between 2012 and 2017, followed by modest decline in 2018.

The Polaris Project is widely considered the main source for human trafficking statistics, an organization that primarily relies on state level data. According to Polaris, human trafficking is a $32 billion dollar a year criminal industry that denies freedom to 24.9 million people around the world.

The cause of human trafficking involves many complex societal problems: poverty, justice, rule of law, human rights, social inclusion. Prostitution is considered the primary driver for the prevalence of human trafficking in places like Washington, D.C. and Nevada. Sex trafficking may occur in a variety of location types:

- Residential brothels
- Online escort services (where services are provided at various locations, from homes to hotels)
- Hostess club
- Massage businesses
- Strip clubs
- Street prostitution.

Underlying much of the prostitution industry and illegal massage parlors is the fact that many of the women supposedly working there are being held against their will.

Sex traffickers usually prey upon people with a history of mental, physical and sexual abuse. The internet has been found to be the major strategic tool used to recruit sex trafficking victims. Online predators may seek out vulnerable girls and boys and lure them into the sex industry with misleading marketing information. Recent studies show that minors are the most vulnerable population to become sex slaves. In these same reports, among those individuals trafficked from other countries, some include legally documented students and temporary workers who typically fill labor needs in the hospitality, landscaping, construction, food service and agricultural industries, who are the subject of vulnerabilities in visa programs.

Most of the victims who suffer from sex trafficking came from Mexico, Central America and the Caribbean, and only 11% were born in the U.S. Other vulnerable groups include homeless and runaways. The National Runaway Switchboard reported in 2009 that one-third of runaway youths in the U.S. are lured into prostitution within 48 hours of being on the street.

Another group include individuals from Latin American countries who are victims of unemployment, natural disasters, drug abuse, etc. who then take risky job opportunities, end up in deceitful romantic relations, or a perception of the "American dream" fueled by social and mass media. A fourth vulnerable group evolved over the last decade, resulting from the opioid crisis.

Figure 11.6
Anti-Trafficking Poster at Sea-Tac Airport
(photo by Stantec)

Poverty, lack of education, immigration policy, environmental conditions, fractured families and a lack of good job opportunities are the not the causes of human trafficking – they are forces that cause vulnerabilities in individuals that makes it easier for traffickers to exploit them.

Within the commercial sex trade, there are two approaches to soliciting clients:

- Outcall – where the traffickers deliver victims to the buyer's hotel room or their home.
- In-call – when customers cycle in and out of a hotel room while the trafficker extends the victim's stay.

In the U.S., human trafficking tends to occur around international travel hubs with large immigrant populations. Those being trafficked include young children, teenagers, men and women and can be domestic citizens or foreign nations.

Almost all of the top 25 cities for human trafficking prevalence are large metropolises, and many are major tourist destinations and/or have international airports. The exception is New York City, which has the 22nd lowest rate of human trafficking in the U.S. Human trafficking tends to be less common in smaller cities.

According to the National Human Trafficking Hotline, among the top 100 largest cities in the U.S., Seattle ranked 25th for the most cumulative reported cases of human trafficking cases between 2007 and 2016, as measured in numbers of cases per 100,000 population.

In 2018, Washington's position had risen to 18th, with 1.3 cases per 100,000 population. Washington state ranks somewhere between 10 and 18 for sex trafficking with 1.3 cases per capita, and the Seattle MSA was 25th among other major markets at 26 cases per capita.

While a growing problem throughout the world, human trafficking is considered solvable by governments, nonprofits and communities around the country and world. Today, laws against trafficking exist primarily at the federal and state levels. Over half of the states now criminalize human trafficking, though the penalties are not as tough as they are under federal laws. Related efforts focus on regulating the tourism industry to prevent the facilitation of sex tourism.

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The Victims of Trafficking and Violence Protection (TVP) Act of 2000 allowed for greater statutory maximum sentences for traffickers, provided resources for protection of and assistance for victims of trafficking, and created avenues for interagency cooperation. It also allows many trafficking victims to remain in the U.S. and apply for permanent residency under a T-1 visa. (This study did not confirm if these allowances have continued to apply during the current presidential administration.)

Previously, trafficked individuals who were often in the country illegally were treated as criminals. According to the section on Severe Forms of Trafficking in Person, the definition extends to include any "commercial sex act in which the person induced to perform such act has not attained 18 years of age." This means that any minor engaged in prostitution is a victim of human trafficking, regardless of citizenship or whether or not movement has taken place. The original TVP of 2000 has been reauthorized three times, the most recent being the William Wilberforce Trafficking Victims Protection Reauthorization Act of 2008.

In addition to the TVP, a federal hotline, the National Human Trafficking Resource Center Hotline run by the Polaris Project has been established. Twenty-five states have mandated certain types of businesses post the hotline number, while three states have established their own hotline.

Safe Harbor laws have been adopted in 15 states, protecting victims of human trafficking from legal prosecution of crimes committed while under the influence of the trafficker. In addition to protection from prosecution, they provide services such as counseling and housing, and protect victims from their exploiters. Victims of trafficking are also protected under federal law but can still be charged under state law. The federal Stop Exploitation Through Trafficking Act of 2013 is a law that encourages states to pass safe harbor laws. It elevated the status of the National Human Trafficking Hotline and opened up the Job Corps program to sex trafficking victims.

There is no data that definitively prove that Seattle-Tacoma International Airport is directly responsible for incidents of human trafficking in the study area. There are extenuating circumstances that may contribute to incidents of human trafficking in the study area, including:

- Thousands of hotel rooms, mostly in the cities of SeaTac and Tukwila
- Easy access from major highways (including IH-5 and IH-405)
- Easy access via light rail and transit
- Proliferation of online sources that require no in-person contact (web camera sites).

Illegal drug trafficking

Illegal drug trafficking is a global illicit trade involving the cultivation, manufacture, distribution and sale of substances that are subject to drug prohibition laws. The United Nations Office on Drugs and Crime (UNODC) is continuously monitoring and researching global illicit drug markets in order to gain a more comprehensive understanding of their dynamics.

Like human trafficking, illegal drug trafficking is a criminal enterprise that involves the manufacture, distribution, and sale of substances that are prohibited by law. In some cases, it also involves the illegal manufacture of prescription drugs, but not to the standards set by pharmaceutical companies. The latter is evidenced by the illegal manufacture of drugs sold as various opioids.

There have been changes in attitudes to some drugs that were considered illegal in 1997. For instance, the medicinal and recreational use of marijuana and CBD oil has been legalized in many states. Washington state was the first U.S. state to legalize the recreational use of marijuana (December 2012) and had previously legalized medical marijuana in 1998. Therefore, crime statistics involving marijuana would be expected to significantly decrease between 1997 and 2019.

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There has also been a rise of "synthetic marijuana," often sold at convenience stores and gas stations under a variety of names (K2, bath salts, etc.). These products often contain unknown and dangerous chemicals, and there have been incidents of serious injury and death as a result of their use. While they do not technically represent the sale of a prohibited substance, they have been a concern in many U.S. cities.

There is no known correlation between Seattle-Tacoma International Airport and illegal drug trafficking in the study area. Additional study would be required to determine the causes for various drug trafficking offenses.

E. WHAT WE HEARD FROM THE PUBLIC

During this study, the consultant team heard comments from the public during community meetings, stakeholder interviews, and monthly technical advisory committee meetings. The following is a brief summary of this citizen input by topic area:

- **Violent crime activity in the study area cities is disproportionate**
  Some community members expressed a belief that crimes including vandalism, breaking and entering, and violent crimes against persons were disproportionately higher throughout the study area. Others offered the opinion that this was a circumstance shared by all airport communities nationwide, and not just a bi-product of being located proximate to Seattle-Tacoma International Airport. A Burien resident thought that while crime seem oppressive at times, they believed property crimes had declined, while violent crimes had increased. Based on analyses presented herein, the rate of violent crimes in Burien has remained relatively constant since 2015. The rate of motor vehicle thefts, however, did decline by 11% between 2017 and 2018.

- **Property crime activity in the study area cities is disproportionate**
  Some community members expressed concern regarding luggage theft directly from baggage claim carousels. This was predicated on the fact that several pieces of luggage were reportedly found on lawns in the neighborhoods around Seattle-Tacoma International Airport. This assumption could not be confirmed nor disputed since crime statistics were not available at the neighborhood level for the years identified.

- **Motor vehicle theft and related activity in the study area cities is disproportionate**
  Some community members thought that soft targets in the vicinity of the airport (parking garages, rental car center, hotels, mall) contributed to the frequency of motor vehicle thefts, while others thought these land uses attracted all three types of crime. Others thought that most of the crime in Des Moines happened along the Pacific Highway (drugs, loitering, potential car thefts) and in large part due to transients. In SeaTac and Des Moines, some residents said there was a "tremendous amount of crime, including shootings and stabbings" compared to the other cities. This assumption could not be confirmed nor disputed, as crime statistics were not available at the neighborhood level for the years identified; and no information regarding crimes by transients, or types of violent crimes, was available,.

- **Airport parking in residential areas**
  There were some reports from the public of airport users (travelers and employees) parking on nearby residential streets to avoid paying parking fees. This problem was largely reported within the city of SeaTac, which has the highest concentration of neighborhoods within walking distance of Seattle-Tacoma International Airport. The city of SeaTac enacted a pilot parking permit program in the summer of 2019 to address this issue, but it was discovered that illegal airport parking was not as big an issue as reported by members of the community. There may, indeed, be incidents of airport users parking illegally in nearby neighborhoods, but no data could be found to support this as a widespread problem.

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- **Crime in general**

  A Des Moines resident said there was more over-flow crime on the north side of their city, primarily due to concentrations of low-income residents. This assumption could not be confirmed nor disputed, as crime statistics were not available at an area-specific level.

  Other community members thought crime statistics did not portray an accurate picture because "people get tired of reporting crimes when there are no consequences." There was no available data to confirm or dispute this assumption.

  Numerous community members expressed their belief that crime was largely an indirect effect associated with the type of land uses (apartments, hotels) concentrated around Seattle-Tacoma International Airport. In terms of airport hotels, the assumption widely held by members of the community who shared their thoughts was that these hotels supported drug sales, prostitution, and sex trafficking; rather than supporting business travelers. In addition to land uses, the presence of public transit, particularly light rail, was blamed for attracting transients and driving up crime rates. The findings of the CAP Study, which investigated socio-economic conditions around several of the nation's largest airports, seems to support the idea that the majority of neighborhoods around U.S. airports are generally less safe. However, the authors of the study attribute it to higher concentrations of lower-income households, rather than specific land uses.

- **Homelessness is a regional problem and is pervasive near the airport**

  A heightened level of homelessness because of the airport was a concern raised by several community members. For whatever reason, they assumed that homeless individuals come from other locations, whether traveling by plane, bus or vehicle; and that they eventually find themselves concentrated in the vicinity of the airport. While homelessness was not a specific indicator identified in the context of this study, the following information was uncovered during this investigation. Specifically, an article that originally appeared in The Seattle Times in March 2016 addressed several myths about homelessness in the Seattle Metro Area. Therein, and as presented in Figure 11.7 below, based on 2014 data collected from homeless service providers, the authors found that King County was the origin of the highest number of homeless individuals.

Figure 11.7
Homeless Population Census: 2014

Index Type	Number	Percent of Total
King County	33,846	86%
Elsewhere in Washington	2,354	6%
Outside of Washington	3,316	8%
Inaccuracies	33,846	86%

Source: The Seattle Times

What this information suggests is that rather than new residents relocating to Seattle from another community, and then either unable to find or afford housing, the vast majority of the area's homeless population is existing residents who find themselves homeless. Reasons attributed to the steep increase in local homelessness included rising rents, population growth, and cuts in aid from state and federal government sources.

A report on local Seattle television outlets in December 2019 attributed part of the homeless problem to fewer apartment owners willing to accept housing vouchers. The Seattle MSA is a booming housing market, and many apartment owners feel that by accepting vouchers, they are taking a financial loss by leasing properties under market value. Therefore, many homeless have previously lived in apartments (many for years) before losing their leases. And many of these residents have full-time jobs that do not provide enough income to pay for any other apartment options. The local media described it as a "houseless" problem, rather than "homeless."

According to Barbara Poppe, advisor to then-Mayor of Seattle Ed Murray:

> "Conditions in Seattle mirror those in other major metropolitan areas where about 80% of clients seeking homeless services are local, and 90% from somewhere in the same state."

Among those groups that originally resided somewhere else in Washington, or outside the state, they had reportedly move to Seattle because of available homeless services. Nationally, the only other locations that provide more housing units and shelter beds than Seattle are New York City and Los Angeles.

It is also important to note that homelessness is occurring in areas often considered affluent areas. Homelessness has been an increasing problem in Honolulu, San Diego, Dallas and Los Angeles. Commonalities include a generally favorable annual climate and rising home and apartment prices. Homelessness is a national concern and requires a multi-lateral approach, including livable wages, available and affordable housing stock, and other challenges.

F. PUBLIC SAFETY EFFECTS ATTRIBUTABLE TO AVIATION ACTIVITY

Positive effects on public safety

Positive aspects of public safety affecting the study area cities include:
- Incidents of motor vehicle thefts have generally declined in the study area over the past two decades.
- Among the three major criminal categories investigated in the 2020 study (violent crime, property crime and motor vehicle theft), 2018 figures were lower than 1997 figures in the study area cities except Normandy Park, and Tukwila relative.

Positive effects on violent crime, property crime, and motor vehicle theft are otherwise inconclusive because any positive outcomes appear to be the result of national trends, rather than a result of airport action or activity. There was insufficient data to analyze human trafficking and drug trafficking at the local level. As these are global problems, there is insufficient data to prove a causal relationship to Seattle-Tacoma International Airport.

Neutral effects on public safety

Aspects of public safety that are neither favorable nor adverse, affecting the study area cities, include:
- Despite reports of, on average, one vehicle per day being stolen from the garage at the consolidated rental car facility, motor vehicle thefts in Tukwila have historically exceeded those in the city of SeaTac.
- The number of motor vehicle thefts in all of the study area cities – except Normandy Park – were lower than those for King County in 2009 and again in 2018, with the exception of the cities of SeaTac and Tukwila.
- Property crime rates in Tukwila that have historically exceeded those in all of the other study area cities are considered more attributable to the presence of the Southcenter Mall than the airport.

Neutral effects on violent crime, property crime, and motor vehicle theft are inconclusive because trends seem to be associated with non-airport influences. There was also insufficient data to analyze human trafficking and drug trafficking at the local level. As these are global problems, there is insufficient data to prove a causal relationship to Seattle-Tacoma International Airport.

Negative effects on public safety

The crime rate in the study area cities (except for Normandy Park) is generally higher than the average crime index. But the data varies greatly from city to city, and the data did not prove a conclusion that this was due to aviation activity. Negative aspects of public safety affecting the study area cities include:

- Violence rates among the study area cities have increased in all but Tukwila and SeaTac since 2016.
- Figures for violent crime in the study area cities in 1997 were higher than the number for King County in 1997 and 2009, with the exception of Normandy Park, as well as in 2018 with the exception of Burien and Normandy Park.
- Figures for property crime in the study area cities were higher than the number for King County and the state of Washington in 1997. In 2009, they were lower in the cities, but higher than state figures in all but Des Moines and Normandy Park. In 2018, the city figures were again lower than county figures, but higher than state figures in Federal Way, SeaTac and Tukwila.

Negative effects on violent crime, property crime, and motor vehicle theft are inconclusive because trends may also be associated with non-airport influences (opportunity, economic, etc.).

There was also insufficient data to analyze human trafficking and drug trafficking at the local level. As these are global problems, there is insufficient data to prove a causal relationship to Seattle-Tacoma International Airport. However, this should not be mistaken as diminishing the seriousness of these offenses. Additional information collected at the local level is required to determine the extent of these issues in the study area.

Data gaps

Information regarding the indicators for which there was either a lack of data, incomplete data, or data that was unavailable at the municipal level includes:

- Motor vehicle vandalism data at either the county or municipal level
- Crime indices for either county or state level
- Human trafficking data at either the county or municipal level
- Illegal drug trafficking data either the county or municipal level.

Summary of public safety effects attributable to aviation activity

The graphs and tables in this section present various aspects of public safety. However, Figure 11.8 presents a general assessment of effects on public safety in the study area attributable to aviation activity, categorized into four effect types:

- Positive effect attributable to aviation activity
- Negative effect attributable to aviation activity
- Neutral or no effect attributable to aviation activity
- Inconclusive data/needs additional study.

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Figure 11.8
Summary of Public Safety Effects Attributable to Aviation Activity – 1997 to 2019

- 🟩 Positive effect attributable to aviation activity
- 🟥 Negative effect attributable to aviation activity
- 🟨 Neutral/no effect attributable to aviation activity
- ○ Inconclusive data/needs additional study

PUBLIC SAFETY METRIC	STUDY AREA CITY																	
	Burien			Des Moines			Federal Way			Normandy Park			SeaTac			Tukwila		
	1997	2009	2019	1997	2009	2019	1997	2009	2019	1997	2009	2019	1997	2009	2019	1997	2009	2019
Violent Crime	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Property Crime	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Motor Vehicle Theft	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Human Trafficking	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Drug Trafficking	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

There are a variety of data gaps and limited information that inhibit the ability to determine the effect aviation activity has on public safety in the study area. For example, the city of Tukwila may experience a higher rate of motor vehicle theft due to a concentration of retail rather than aviation activity. Therefore, the effect that Seattle-Tacoma International Airport has on various public safety metrics is classified as inconclusive and requires further study.

G. RECOMMENDATIONS

To address the principal issues identified in this section, the following recommendations are proposed.

- **Public safety recommendation #1 – Expand the study area**
  Assuming the state determines it valuable to continue this 2019 study, consider both expanding the study area to include investigations in communities located north of Seattle-Tacoma International Airport (across all of the indicators identified herein), and allocating appropriate resources to conduct more detailed analyses of criminal incidents on a neighborhood and area-specific basis (at least in the city of SeaTac and other communities located within a specified distance of the airport). In this regard, supplement data analysis with preparation of "heat maps" that demonstrate more exact locations where certain types of crimes are occurring.

- **Public safety recommendation #2 – Consider an airport overlay district**
  This concept will be picked up again in a later section, but as it relates to public safety, consider establishing an airport overlay district that both shares in revenues and expenses associated with airport-related operations. The boundaries could be determined after a second level study (assuming there is one), in order to ensure that communities most, or even partially affected, are included. Reparation levels could be graduated by distance and/or effect level; however, this concept will depend significantly on the ability to isolate monetary advantages and disadvantages to the study area cities from airport-related activities, as well as the Port's willingness to recognize the value of agreements with all of the communities, as opposed to single agreements with only a few.

- **Public safety recommendation #3 – Pursue multiple approaches to assist victims of sex trafficking**
  Possible roadways to identify victims and get them help include educating doctors and other medical professionals, as well as employees in the airline and hospitality industries, about what to look for. Individuals in both of these arenas should be receive training from the Trafficking Education Network that can make them better equipped to respond to human trafficking. Finally, the Coalition Against Trafficking in Women (CATW) influences the shaping of U.S. policy against trafficking.

- **Public safety recommendation #4 – Consider CPTED principles in portions of the study area**
  Crime Prevention Through Environmental Design (CPTED) is a design principle intended to deter criminal activity through a variety of design strategies. These include designs that encourage more pedestrian activity, street-level retail with upper-level apartments that overlook the street ("eyes on the street"), and other principles that create a diverse mixed-use environment where residents have a sense of ownership in the success of the "neighborhood." Areas that could benefit from CPTED principles include U.S. Highway 99 in the cities of SeaTac, Des Moines, and Federal Way, and First Avenue South in Burien. CPTED principles also help to diversify a community's land uses and economic base.

H. THE FUTURE

Advances in technology will continue to be deployed to combat criminal activity and to improve public safety for residents, employees, and visitors alike. Current and future technologies include:

- **Facial recognition and artificial intelligence**
  Cameras are ubiquitous in many major metropolitan areas across the U.S. and internationally. In some cities, the number of cameras in downtown areas are in the hundreds of thousands – more images than any police department could hope to monitor in real time. Facial recognition software helps identify persons of interest and track their travel through an area. Coupled with artificial intelligence (AI), facial recognition has been a powerful police tool. While not perfect, it appears to be the preferred method for urban policing.

- **"Voluntary" surveillance**
  "Voluntary" surveillance refers to the growing network of home video cameras and video doorbells that capture criminal activity in real-time. Many police departments link to the various doorbell cameras in their neighborhoods in an effort to prevent a variety of crimes – from package theft ("porch pirates") to vehicle theft to burglary and more. Residents willingly install these systems at their own cost, creating an ever-expanding network of residential and commercial video cameras.

- **Community "policing"**
  This not only refers to a more visible police presence in some high-risk areas; it also refers to encouraging more engaged residents in neighborhoods. Programs such as First Night and National Night Out encourage community cohesion, building stronger neighborhoods, a result in areas that "self-police." Neighbors know who is supposed to be on their street, are aware if someone is not responding to calls and visits, and generally look out for the welfare of their street or neighborhoods. Another way to encourage this is to allow for a variety of housing types and residents in an area so "eyes on the street" are maximized. (Neighborhoods near a highway interchange are vulnerable to quick-strike burglaries, but if there are empty nesters/retirees in the area during the day, the chances of mid-day break-ins can decrease.)

The best crime prevention technologies are those the prevent crime from occurring in the first place. This includes summer job programs for teens, evening recreational leagues, internships and employment opportunities, family counseling for domestic/spousal abuse concerns, and other seemingly basic but necessary programs. Funding is often a concern and may be a challenge to offer these programs in certain areas.

It is also important that crimes are reported to local, county, and state law enforcement authorities. As stated earlier in this section, many crimes go unreported for a variety of reasons. But if local law enforcement agencies are not aware that crime is being committed, preventive measures cannot be effectively enacted. An illusion of safety might hide many unreported crimes.

I. SUMMARY

National statistics show a higher incidence of certain types of crime in the vicinity of airports, including robbery, theft and vehicular crime. These statistics are predicated on external factors, including poorer neighborhoods and easy access via highways or transit. However, there are no statistics in the study area that point to a direct causation between Seattle-Tacoma International Airport and criminal activity.

Reported crime during the study period (1997 to 2019) has varied per city in the study area. Figure 11.8 shows the peak year for reported violent crimes, property crimes, and property theft for each study area city. Violent crime peaks were erratic across the study area. Both property crimes and vehicular thefts generally peaked in the late 1990s to mid-2000s – except for Normandy Park, which saw its property crime and vehicular theft rates peak in 2012.

Figure 11.9
Study Area Peak Years for Reported Crime Rates per 100,000 Population: 1997-2018

Crime	Burien	Des Moines	Federal Way	Normandy Park	SeaTac	Tukwila
Violent crime	2012	1997	1998	2014	1998	2003
Property crime	1998	1997	2005	2012	2005	2005
Vehicular crime	2005	2005	2005	2012	2005	2005

Overall, the rates of reported violent and property crimes are higher than that for King County and the dtate of Washington (rates per 100,000 population). Normandy Park was the only study area city with rates lower than the county and the state. The same trend was noted for vehicular crime, with Normandy Park being lower than the county and state rates per 100,000 population.

Information for human trafficking and illegal drug trafficking was not readily available at the local level, so it was not possible to assess whether these crimes are more or less frequent in the study area.

There appears to be a coincidence of certain types of crimes occurring around attractive targets. Any large concentration of vehicles – in a parking garage, at a shopping mall, or any large parking lot – will be an attractive target to a car thief. Homes and business near highway entrance ramps provide an easy exit route for burglars. Dark and hidden entryways are easy targets for break-ins.   But none of these conditions in and of themselves causes the crime to occur. Seattle-Tacoma International Airport may be an attractive target, but it does not cause crime, just as Costco or Southcenter Mall do not cause purse-snatching or car theft.

Additional studies and new methods of data reporting will help identify patterns of criminal activity. These are recommended as part of future follow-up studies.

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