

Intervention for Preventing Motorcycle Theft in Boarding House Areas in Makassar City: A Crime Pattern Theory Approach

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ABSTRACT

Motorcycle theft remains one of the most common forms of property crime in urban residential environments, including boarding house areas characterized by high resident mobility and limited collective supervision. In many boarding house settings in Makassar City, both managers and tenants tend to pay limited attention to shared parking security, resulting in weak informal social control over parked motorcycles. This community service program was designed to provide a preventive intervention aimed at increasing awareness of motorcycle theft risks and promoting practical prevention strategies among boarding house managers and residents. The program was conducted in three boarding house settlements in Makassar City that exhibited several environmental vulnerabilities, including poor lighting, narrow alleys, direct escape access to main roads, indoor and outdoor motorcycle parking areas, and several identified crime-prone spots. The intervention employed leaflet-based education developed from field observations and interpreted through the perspective of Crime Pattern Theory. The implementation process included site observation, problem identification, the preparation of educational leaflets, and direct distribution of the material to the target groups. The main outcome of the program was the formulation of motorcycle theft prevention strategies grounded in the spatial characteristics and movement patterns found in boarding house environments. These strategies emphasized collective vigilance, surveillance of vulnerable points, safer parking arrangements, and increased attention to suspicious activity. The program demonstrates that leaflet-based intervention informed by Crime Pattern Theory can serve as a practical and context-sensitive approach to crime prevention in urban boarding house settings.



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INTRODUCTION

Urban residential security has become an increasingly important concern in rapidly growing cities, where high population mobility, mixed land use, and dense settlement patterns often produce new forms of vulnerability. Security is not only a matter of law enforcement presence, but also a matter of how everyday environments are organized and how residents interact within them. In many urban neighborhoods, especially those characterized by temporary residence and limited social cohesion, the risk of property crime tends to increase when surveillance is weak and environmental control is poorly managed (Cohen & Felson, 1979). One such environment is the boarding house area. Boarding houses serve as an important form of accommodation for students, workers, and migrants, yet their semi-transient nature often creates social conditions in which residents live in close physical proximity without necessarily developing strong collective responsibility for shared safety (Mappaselleng & Kadir, 2025).

Among the most pressing security issues in boarding house environments is motorcycle theft. For many boarding house residents, motorcycles are essential assets that support daily mobility, work, education, and access to urban services. The loss of a motorcycle therefore carries not only financial consequences but also significant disruption to daily life. Despite this, motorcycle parking in boarding house areas is frequently managed with minimal preventive consideration. Vehicles may be parked in open spaces, side alleys, narrow courtyards, or semi-enclosed areas that appear convenient but remain

vulnerable due to low visibility or limited supervision. In such settings, the opportunity structure of crime becomes particularly relevant. Theft is not simply a product of offender motivation; it is also facilitated by situational conditions that make targets accessible, conceal actions, and enable rapid escape (Felson, 1987).

The problem addressed in this community service activity emerged from the observation that boarding house residents often pay limited attention to the security of other residents' vehicles. Although many tenants are aware of their own personal belongings, they may not regard the surrounding parking area as a shared zone of responsibility. Similarly, boarding house managers may provide space for motorcycle parking without necessarily organizing it in a way that minimizes crime opportunities. This creates an environment in which responsibility for security is fragmented. When a suspicious person enters the area, when an unfamiliar vehicle appears, or when a motorcycle is moved at an unusual hour, such activities may go unnoticed because the social culture of mutual attention is weak. In criminological terms, the absence of capable guardianship at the informal level becomes a crucial issue (Hollis et al., 2013).

The three boarding house settlements selected as the setting of this program in Makassar City exhibit several physical characteristics that contribute to vulnerability. First, poor lighting conditions reduce natural surveillance, particularly at night when visual control over parking spaces becomes more difficult. Second, narrow alleys create confined movement corridors that may simultaneously conceal offender activity and connect directly to escape routes. Third, some of the observed locations provide direct access to main roads, allowing potential offenders to move quickly away from the scene after committing theft. Fourth, motorcycles are parked both inside and outside the boarding house premises, and neither arrangement is automatically secure without corresponding environmental control and social monitoring. Finally, certain points within the settlements can be categorized as crime-prone spots because they are visually obscured, weakly illuminated, or located near movement paths that facilitate entry and exit. These features indicate that the security problem in boarding house areas is inseparable from the spatial configuration of the environment (Marzbali et al., 2016).

To understand this issue more systematically, Crime Pattern Theory offers a useful analytical framework. Developed within environmental criminology, this theory explains that crime tends to occur in places that intersect with the routine movement patterns of offenders, targets, and everyday activities. Crime is therefore not randomly distributed across urban space; instead, it emerges in particular nodes, paths, and edges that create opportunities for offenders to identify suitable targets (Brantingham & Brantingham, 2017). In the context of boarding house environments, Crime Pattern Theory is relevant because it directs attention to how the arrangement of access routes, parking locations, blind spots, and circulation patterns may shape the likelihood of motorcycle theft. A narrow alley connected to a main road, for example, may function as both an approach path and an escape route. A dimly lit corner near a parking area may increase concealment and reduce the perceived risk of intervention. Through this perspective, prevention is not limited to advising residents to be careful; it involves identifying how environmental patterns and routine behaviors create opportunities that can be reduced.

The community service intervention described in this article employed leaflets as the primary educational medium. Although simple, leaflet-based intervention was considered appropriate for several reasons. First, a leaflet is practical, low-cost, and easy to distribute directly to both boarding house managers and residents. Second, it allows concise but targeted messages to be presented in a format that can be read repeatedly after the activity is completed. Third, for a setting in which formal training sessions may be difficult due to residents' varied schedules, the leaflet provides a flexible form of engagement. More importantly, the leaflet in this program was not designed as a generic public warning. Its content was developed from field observations and tailored to the actual vulnerabilities identified in the selected boarding house areas. Thus, the intervention linked criminological understanding with the practical realities of local residential space.

The educational messages conveyed through the leaflet emphasized several preventive principles. These included encouraging residents to park motorcycles in visible areas, avoid leaving vehicles in dark or isolated spots, apply double-locking measures, pay attention to unfamiliar persons entering the environment, and respond more actively to suspicious movement around parking spaces. For boarding house managers, the leaflet highlighted the need to improve lighting, organize safer parking layouts, and reduce blind spots within the environment. In this sense, the leaflet functioned not merely as an information tool, but as a mechanism for translating theoretical insights into concrete

behavioral and environmental recommendations. It sought to build awareness that motorcycle theft prevention depends on the interaction between spatial management and collective vigilance (Farrington & Welsh, 2002).

This program was therefore designed not only to provide information, but also to formulate a practical prevention strategy grounded in the conditions of boarding house settlements in Makassar City. The main objective of the activity was to strengthen awareness among boarding house managers and residents regarding motorcycle theft risks and the need for preventive action. More specifically, the program aimed to identify environmental and social vulnerabilities in selected boarding house areas, to develop an educational intervention based on Crime Pattern Theory, and to formulate prevention strategies that are realistic and applicable to the context of everyday boarding house life (Kadir, 2025).

The significance of this community service activity lies in its contribution to preventive action at the neighborhood level. In many cases, crime prevention in residential settings is discussed primarily in terms of formal policing or technological surveillance. However, in environments such as boarding house settlements, where everyday routines and spatial arrangements strongly influence vulnerability, simple educational intervention may offer an important first step toward building a culture of safety. By using Crime Pattern Theory as a practical lens, this program demonstrates that criminological concepts can be translated into accessible community-based prevention strategies (Chalfin et al., 2022). Accordingly, this article presents the implementation of leaflet-based intervention and discusses how the observed environmental conditions in boarding house areas can inform the prevention of motorcycle theft in similar urban residential contexts.

RESEARCH METHODS

This community service program employed a preventive educational approach focused on reducing the risk of motorcycle theft in boarding house environments in Makassar City. The activity was designed as a community-based intervention that combined environmental observation with the delivery of practical crime prevention messages. Rather than relying on a large-scale training model, the program used a simple and context-specific educational strategy through leaflets. This approach was considered appropriate because the identified problem was closely related to everyday behavior, environmental awareness, and the need for easily understandable preventive guidance among boarding house managers and residents. The intervention was grounded in Crime Pattern Theory, which was used as the conceptual basis for identifying vulnerable environmental features and formulating prevention messages relevant to the selected locations.

The program was conducted in three boarding house settlements in Makassar City. These locations were selected purposively based on environmental characteristics that indicated vulnerability to motorcycle theft. The main criteria for site selection included poor lighting conditions, the presence of narrow alleys, direct or relatively easy access to main roads, the existence of both indoor and outdoor motorcycle parking spaces, and the presence of points considered potentially vulnerable to criminal activity. These features were important because they reflected spatial arrangements that could facilitate offender movement, reduce natural surveillance, and increase opportunities for theft. The target groups of the program were boarding house managers and boarding house residents. Both groups were considered essential to the intervention because managers play a role in organizing physical facilities and regulating the use of shared space, while residents are the actors most directly involved in everyday surveillance and routine activity within the boarding house environment.

The first stage of the activity involved preliminary problem identification through direct field observation. Observation was conducted to examine the environmental conditions of each boarding house area and to identify factors that could contribute to motorcycle theft vulnerability. Particular attention was given to the arrangement of parking spaces, the visibility of parked motorcycles, the availability of lighting, the configuration of alleys and circulation routes, and the presence of spaces that were visually concealed or weakly monitored. In addition to the physical environment, the observation also focused on the general pattern of social attention within the settlements, especially the extent to which the security of parked motorcycles appeared to be treated as a shared concern. This stage provided the descriptive basis for understanding how spatial conditions and daily routines interacted to produce crime opportunities.

The second stage consisted of developing the educational content of the intervention. The leaflet was prepared based on the findings of field observation and organized using the logic of Crime

Pattern Theory. The content was written in a concise and practical form so that the target audience could easily understand and apply the recommended actions in everyday life. The main messages in the leaflet included the importance of parking motorcycles in visible areas, avoiding isolated and poorly lit parking spots, using additional locking mechanisms, paying attention to unfamiliar persons entering the area, recognizing movement patterns around parking spaces, and immediately responding to suspicious activity. For boarding house managers, the leaflet also emphasized the need to improve lighting quality, reduce blind spots, organize parking arrangements more safely, and strengthen environmental control over access points. In this way, the leaflet functioned as a translation of theoretical insights into practical preventive recommendations.

The third stage was the implementation of the intervention through direct leaflet distribution to the target groups in the three selected boarding house settlements. The distribution process was not limited to handing out printed material. A brief explanation was also provided to clarify the purpose of the activity, the meaning of identified vulnerable points, and the relevance of the preventive messages to the local environment. This was important because the effectiveness of educational material depends not only on accessibility but also on contextual understanding. By linking the leaflet content to the real conditions of the boarding house areas, the intervention sought to increase the likelihood that managers and residents would perceive the recommendations as practical and applicable rather than merely general advice.

The final stage involved descriptive evaluation of the activity. Since the program was primarily educational and preventive in nature, the evaluation focused on the suitability of the intervention content to the observed environmental conditions and on the practical relevance of the formulated prevention strategies. The evaluation also considered whether the leaflet successfully addressed the main vulnerabilities identified during observation, including weak collective vigilance, unsafe parking arrangements, insufficient lighting, and limited attention to access routes and suspicious activity. Thus, the assessment was directed toward the coherence between problem identification, intervention design, and recommended preventive action.

The indicators of success in this community service program were defined in descriptive terms. First, the program was expected to identify the main environmental and social vulnerabilities associated with motorcycle theft in the selected boarding house areas. Second, it was expected to produce and distribute leaflet-based educational material that reflected the actual conditions of the sites. Third, the program aimed to formulate a set of practical motorcycle theft prevention strategies based on Crime Pattern Theory and relevant to the daily realities of boarding house managers and residents. Through these stages, the method of implementation was intended to ensure that the intervention remained simple, context-sensitive, and applicable to similar urban residential environments.

RESULTS AND DISCUSSION

1. Initial Conditions of the Boarding House Environments

The community service activity was implemented in three boarding house settlements in Makassar City that shared several environmental characteristics associated with vulnerability to motorcycle theft. Although each location had its own spatial layout, the general pattern observed across the three sites indicated that security risks were shaped by a combination of physical setting and everyday residential behavior. The settlements were characterized by relatively dense housing arrangements, limited open space, and circulation patterns that connected internal residential areas to wider urban routes. Within these environments, motorcycles functioned as a dominant mode of transportation and were routinely parked in spaces that varied in terms of visibility, accessibility, and exposure to potential threats.

A key feature observed in the three locations was the existence of parking areas both inside and outside the boarding house premises. In some cases, motorcycles were parked in front of rooms, in narrow inner yards, or beneath simple building overhangs. In other cases, parking occurred along alleys, near entrances, or in open areas adjacent to the boarding house structure. These arrangements reflected practical adaptation to limited space rather than deliberate security planning. As a result, the relative safety of a parking location did not depend solely on whether the motorcycle was placed inside or outside the property boundary, but rather on whether the vehicle could be easily seen, monitored, and protected from rapid unauthorized removal (Massey et al., 1989).



Figure 1. Roadside area with limited natural surveillance at night and several visually obscured sections that may increase vulnerability to motorcycle theft.

Another important condition found in all three settlements was inadequate lighting. Several parking points, especially those located deeper within alleys or at the side of the buildings, were poorly illuminated during the evening and nighttime. This reduced natural visibility and created spaces in which suspicious activity could occur with a lower likelihood of being noticed. In addition, the spatial structure of the settlements included narrow alleys that functioned as regular movement paths for residents but could also serve as discreet approach or escape routes. In some cases, these alleys connected directly or indirectly to larger roads, increasing the ease with which an offender could leave the area after committing theft (Lawson et al., 2018).

The observations also indicated the presence of what may be described as vulnerable points within the environment. These points included dim corners near parking spaces, visually obstructed sections of the settlement, and transitional spaces between internal parking areas and alley access routes. Such locations did not necessarily appear dangerous in a general sense, but they contained situational features that could support criminal opportunity. From a crime prevention perspective, these points were significant because they represented places where surveillance was weak, access was possible, and targets were present in predictable ways. Therefore, the initial environmental condition of the boarding house areas suggested that motorcycle theft risk was embedded in the routine organization of space and daily use of the residential setting (Brantingham & Brantingham, 1975).

2. Vulnerability to Motorcycle Theft in Boarding House Areas

The field observations revealed that vulnerability to motorcycle theft in the selected boarding house environments was not caused by a single factor. Instead, it emerged from the interaction between weak social awareness and insecure spatial arrangements. One of the clearest social problems identified during the activity was the limited level of mutual concern among residents regarding parking security. While tenants generally paid attention to their own motorcycles, there was little indication that the protection of neighboring vehicles was regarded as a collective responsibility. This lack of shared vigilance meant that unusual actions around parking areas could easily pass without response.

In boarding house settings, this pattern is understandable because residents often come from different social backgrounds, maintain separate routines, and interact only minimally with one another. However, from the standpoint of crime prevention, such conditions weaken informal guardianship. When residents do not know who belongs in the environment, who regularly visits, or what patterns of activity are normal, it becomes more difficult to detect anomalies. An unfamiliar individual moving around a parking area, a motorcycle being shifted at an unusual time, or repeated observation of certain vehicles may not immediately attract attention. Consequently, offenders may benefit from a social atmosphere in which anonymity is relatively easy to maintain (Reynald, 2010).

Spatial vulnerability further intensified this problem. Poorly lit parking areas reduced visibility and increased concealment, particularly during evening hours when many residents returned from work or study and parked their motorcycles for the night. Narrow alleys also contributed to vulnerability because they created constrained sightlines and limited the capacity of residents to observe activities occurring only a short distance away. In addition, the existence of routes leading toward main roads

increased the attractiveness of the sites from an offender's perspective. A target parked in a dark or isolated position near an accessible route presents an opportunity structure in which the effort required to commit theft may be perceived as relatively low compared with the potential gain.



Figure 2. A narrow alley within the boarding house settlement used as a circulation route and informal parking area, illustrating limited visibility, roadside motorcycle parking, and spatial conditions that may facilitate offender access and escape.

The arrangement of motorcycle parking itself also shaped the risk environment. Vehicles placed in hidden inner corners were vulnerable because they were less visible to other residents, while motorcycles parked near external access points were vulnerable because they were easier to approach and remove quickly. This finding suggests that parking location alone does not determine safety. Rather, safety depends on the relationship between parking position, visibility, movement paths, and the presence or absence of watchful activity. Thus, the vulnerability of motorcycle theft in the observed boarding house areas was produced by the overlap of fragmented social control, poor environmental management, and predictable routine use of parking spaces (Miethe & Meier, 1990).

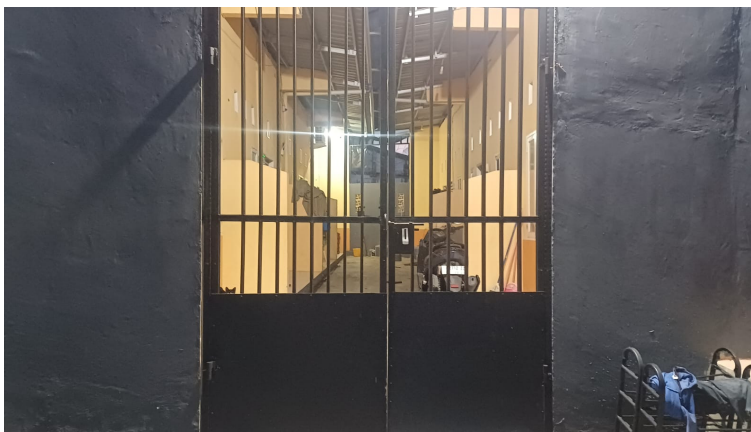


Figure 3. A gated boarding house building with an internal parking area, representing a semi-enclosed environment where access control is present, although security still depends on monitoring, visibility, and collective vigilance among residents.

3. Implementation of the Leaflet-Based Intervention

Based on the observed vulnerabilities, the community service team developed and implemented a leaflet-based educational intervention. The leaflet was designed as a simple but targeted medium for communicating practical motorcycle theft prevention strategies to boarding house managers and residents. This form of intervention was selected because it allowed the program to deliver concise guidance in a format that could be distributed directly, read repeatedly, and retained as a visual reminder within the residential setting. In the context of boarding house communities, where residents often have

different schedules and varying levels of availability, the leaflet offered flexibility while still enabling consistent message delivery.

The preparation of the leaflet was based on field observations and organized around the environmental realities of the three selected settlements. Rather than presenting crime prevention advice in abstract terms, the leaflet focused on situations likely to be encountered in the actual boarding house environment. The content emphasized actions that could be implemented immediately without requiring major institutional resources. Among the main recommendations were parking motorcycles in locations that remain visible to others, avoiding dark or isolated corners, using double locks or additional security measures, paying attention to unfamiliar persons entering the area, and responding actively to suspicious behavior around parking spaces. The leaflet also encouraged residents to increase awareness not only of their own vehicles, but also of the shared security condition of the wider parking environment (Kadir, 2026b).

In relation to boarding house managers, the leaflet contained recommendations concerning environmental management. These included improving lighting around parking spaces and alley entrances, reducing visually obscured points, organizing parking layouts more systematically, and paying closer attention to routes that connect the boarding house environment to public roads. This emphasis was important because crime prevention in residential settings is not solely a matter of individual caution. It also depends on how the physical environment is arranged and whether that arrangement supports visibility, supervision, and access control (Welsh & Farrington, 2008).

The implementation phase involved direct distribution of the leaflets to managers and residents in the three boarding house settlements. During distribution, brief verbal explanations were provided to clarify the purpose of the activity and to connect the leaflet content with the specific vulnerabilities identified at each site. This was a meaningful step because it reinforced the idea that the intervention was grounded in local conditions rather than imported as a generic message. The direct explanation also allowed the educational material to function not merely as printed information, but as a prompt for reflection on everyday security practices within the boarding house environment.

Overall, the leaflet-based intervention demonstrated the practical value of simple educational media when supported by environmental observation and contextual explanation. It enabled the delivery of preventive guidance that was not overly technical, yet remained informed by criminological reasoning. As such, the intervention served as an entry point for building local awareness of how spatial conditions and routine behavior contribute to theft risk.



Figure 4. Leaflet developed as the main educational medium in the community service activity.

4. Motorcycle Theft Prevention Strategies Based on Crime Pattern Theory

The main outcome of the activity was the formulation of motorcycle theft prevention strategies interpreted through the lens of Crime Pattern Theory. This theoretical framework is useful because it emphasizes that crime tends to occur in places connected to routine movement patterns, familiar paths, and accessible targets (Kadir et al., 2026). In the context of the observed boarding house areas, the

theory helped explain why certain points were more vulnerable than others and how preventive measures could be directed toward reducing opportunity.

The first strategy concerns strengthening collective vigilance. The observations showed that a major weakness in the boarding house environment was the low level of mutual attention among residents. Therefore, prevention must begin with the recognition that motorcycle parking security is not purely an individual matter. Residents need to develop a greater sense of shared responsibility for monitoring activity around parking spaces. In practical terms, this means becoming more attentive to unusual movement, unfamiliar persons, or attempts to handle a motorcycle in a suspicious manner. Collective vigilance increases the perceived risk for offenders because it makes anonymity and unnoticed action more difficult (Rowe, 2025).

The second strategy involves increasing surveillance at major movement points. Crime Pattern Theory highlights the importance of paths and nodes in shaping criminal opportunity. In the selected locations, narrow alleys, entrance areas, and routes leading toward main roads functioned as key movement corridors. These spaces should therefore be treated as priority points for supervision. A parking area located near a quick escape route requires greater attention than one situated in a more controlled section of the settlement. By focusing on circulation routes, prevention efforts become more spatially precise and more consistent with the actual movement structure of the environment.

The third strategy is the reduction of vulnerable points within the physical environment. The field observations identified several places where low lighting, visual obstruction, or limited resident presence made surveillance weak. Such points may become favorable settings for offenders to observe targets, approach motorcycles, or manipulate locks without attracting notice. Prevention in this context requires environmental adjustments, even if modest, such as improving lighting, reducing visual barriers, and ensuring that motorcycles are not left in isolated corners. This strategy aligns with the theoretical argument that the environment can be organized in ways that either encourage or discourage criminal opportunity (Mao et al., 2018).

The fourth strategy concerns safer parking arrangements. From the perspective of Crime Pattern Theory, targets become more attractive when they are accessible, predictable, and weakly guarded. In boarding house settings, motorcycles are highly predictable targets because they are parked in routine locations at regular times. Since predictability cannot easily be removed, prevention should focus on reducing accessibility and increasing guardianship. Motorcycles should be parked in places visible to other residents, preferably near zones of regular movement rather than in hidden spaces. At the same time, the use of double locks or additional securing methods can increase the effort required for theft, thereby reducing the attractiveness of the target (Kadir, 2024).

The fifth strategy involves strengthening social access control. Because boarding house areas often experience a high level of movement, it is important that residents and managers become more aware of who normally belongs in the environment and who does not. This does not imply rigid exclusion, but rather a practical increase in attention to unfamiliar presence, unusual behavior, or repeated observation of parked motorcycles. Crime Pattern Theory suggests that offenders often exploit environments where they can move without standing out. When social awareness of normal and abnormal movement patterns improves, the opportunity structure for theft may be reduced.

Taken together, these strategies show that effective motorcycle theft prevention in boarding house environments should address both space and behavior. The strategies are simple, but they are not random recommendations. They are grounded in an understanding of how environmental layout, daily routines, and surveillance patterns interact to shape criminal opportunity.

5. Analysis of Findings and Implications of the Activity

The findings of this community service activity support the broader criminological view that theft in residential environments is shaped not only by offender intention, but also by the structure of opportunity embedded in space. The observed boarding house settlements contained several conditions that illustrate this clearly: predictable parking behavior, limited social familiarity, poor lighting, narrow circulation routes, and relatively easy access to public roads. These conditions correspond well with the logic of Crime Pattern Theory, which explains that crime is more likely to occur where offender awareness spaces intersect with attractive targets and low guardianship (Mao et al., 2018).

In practical terms, the activity demonstrated that boarding house environments should not be treated as neutral backdrops. They are patterned spaces in which movement, visibility, and familiarity

matter. A dim parking corner is not merely an inconvenient location; it may function as a site of reduced risk for an offender. A narrow alley connected to a main road is not merely a circulation path; it may also function as an efficient route of entry and escape. Likewise, a socially disconnected residential atmosphere is not only a matter of weak community ties; it also reduces the likelihood that suspicious conduct will be recognized and challenged.

The implications of the activity are significant for community service practice. First, the program shows that a simple intervention such as leaflet distribution can still be meaningful when it is based on direct observation and contextual analysis. The value of the leaflet in this program did not lie only in its printed content, but in its role as a vehicle for translating theory into practical guidance. Second, the activity suggests that similar interventions may be replicated in other boarding house environments or dense urban settlements with comparable characteristics. Third, it points to the potential for further development through complementary actions, such as warning signage, lighting improvements, more organized parking management, or routine coordination between managers and residents on security issues (Kadir, 2026a).

Therefore, the main contribution of this program lies in demonstrating that preventive criminological thinking can be adapted to community-level education. The intervention did not attempt to solve motorcycle theft through a single measure. Instead, it offered a realistic starting point by helping local actors recognize how their environment operates and how simple changes in attention, arrangement, and response can reduce vulnerability. This is particularly relevant in urban residential settings where major security infrastructure may be unavailable, but everyday preventive action remains possible.

CONCLUSION

This community service program demonstrates that motorcycle theft vulnerability in boarding house environments in Makassar City is shaped by the interaction between social and spatial factors. Limited collective concern among residents, weak informal surveillance, poor lighting, narrow alleys, accessible escape routes, and the presence of vulnerable parking points all contribute to a setting in which theft opportunities may emerge. These findings confirm that crime prevention in boarding house areas cannot rely solely on individual caution, but must also consider how the residential environment is organized and how everyday routines influence security. In this regard, the use of Crime Pattern Theory provided a relevant analytical basis for identifying vulnerable points and understanding how the arrangement of space and movement patterns may facilitate motorcycle theft.

The leaflet-based intervention served as a practical and context-sensitive educational strategy for translating criminological insight into preventive action. The main outcome of the program was the formulation of motorcycle theft prevention strategies focused on collective vigilance, attention to movement routes, safer parking arrangements, environmental visibility, and stronger awareness of suspicious activity. Although simple in form, the intervention showed that crime prevention messages become more meaningful when they are developed from direct observation of local conditions. Therefore, this program suggests that theory-informed educational interventions can function as an effective initial step in strengthening security awareness in boarding house areas and may be adapted for similar urban residential settings facing comparable risks.

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