



A Report for

Safe Communities Project



SAFE COMMUNITIES 2002 SURVEY RESULTS

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September 30, 2002

***This project was supported by grant 582XXF3001 from the Texas Department of Transportation.**



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This report has been produced for the Nueces County Safe Communities Coalition by the Safe Communities Project, Texas A&M University—Corpus Christi. Funding was provided by the Texas Department of Transportation through grant 582XXF3001 in Fiscal Year 2001-2002. It was printed by the Social Science Research Center, College of Arts and Humanities, Texas A&M University—Corpus Christi.

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Safe Communities 2002 Survey Results¹

This report concludes the 2002 citizen survey part of the Safe Communities Project in support of the Nueces County Safe Communities Coalition's planning effort. The citizen survey was designed to expand the set of information available to the Coalition beyond that found in official sources. As noted in the Project's report from the 2000 survey, official sources of data do not contain all the information necessary for a comprehensive planning process. That survey was used to confirm and clarify issues and expand the Coalition's image of the causes of traumatic injury and death within Nueces County, Texas. It provided insight into the safety knowledge, opinions, and behavior of County citizens. The 2002 survey continues these efforts and permits comparative examination of whether or not changes have occurred over the past two years.

The Nueces County Safe Communities Plan chose safety belt and child car safety seat use, speeding, driving while intoxicated, aggressive driving, and running red lights as priority areas for intervention. The results of the 2002 survey indicate some progress with these issues. However, the results indicate that the Coalition's priority issues remain significant. The Coalition's efforts to reduce traumatic injury and death in Nueces County through prevention of motor vehicle crashes and improved occupant protection device use remain viable and important.

This report provides analysis of the 2002 survey responses by demographic variables such as age, gender, educational level, level of income, and ethnicity. The presentation is divided into sections related to sets of questions concerning traffic citations and crashes, seat belt usage, perception of safety, perception of children's safety, firearm ownership and storage, bicycle safety, perceived risk of injury and death, driver behavior, and safety knowledge.

The results presented here demonstrate the value of citizen surveys in support of comprehensive planning. In the various sections mentioned above, gaps in safety knowledge, problems of unsafe behaviors, and opinions inconsistent with facts can be found. The concluding section provides a short summary of these. The report starts with a description of the survey methodology.

ADMINISTRATION OF THE SURVEY

In 2000, the Safe Communities Coalition in Nueces County conducted a survey to assess the safety needs, perceptions, and behaviors of county residents. A second survey was conducted during the month of June in 2002. This second survey was intended to re-assess the safety needs of residents and determine whether changes had occurred over the past two years. Surveys were administered in a number of settings to gain the perceptions of various groups within the community. A total of 503 surveys were obtained.

Surveys were first distributed at the Texas A&M University- Corpus Christi University Center and public health clinics within the community. At the University

¹ This project was supported by Grant #582XXF3001 from the Texas Department of Transportation.

Center (UC), students, faculty, and staff were targeted to complete the questionnaire. TAMU-CC students were also surveyed in 2000, as were public health clinic clients. At the UC, 119 surveys were completed by students, staff and faculty, while at the clinics, 99 surveys were completed.

Surveys were also distributed throughout one week at four City of Corpus Christi Senior Centers, resulting in 115 completed surveys. Surveys were also administered at senior centers in 2000. The largest proportion of the surveys were administered to Nueces County residents entering or exiting the county courthouse building, resulting in 137 completed surveys. This location was not targeted in the 2000 survey. In addition, a small number of surveys (33) were collected from attendees of a local youth truancy summit. These five samples (see Table 1) resulted in a diverse mix of respondents representing senior citizens, college students and staff, lower income health clinic clients, residents concerned with youth issues, and a wide variety of county residents visiting the courthouse.

In addition to distributing the survey to groups within the community, the groups were also provided with educational materials on safety, including many informative brochures.

Table 1: Survey Subsamples		
	Frequency	Percent
Senior Centers	115	22.9
TAMU-CC students, faculty & staff	119	23.7
Public health clinic clients	99	19.7
City Hall	137	27.2
Truancy Summit attendees	33	6.6
Total	503	100

The survey instrument used in this research project consisted of a three-page questionnaire. It included questions on perceptions of one’s own safety and that of their children, firearm ownership and storage practices, bicycle safety, perception of risk of injury or death, safety knowledge, driving behavior, seatbelt usage, and knowledge of the causes of motor vehicle crashes. This questionnaire was a shorter version of the four-page questionnaire used in 2000 (see Appendix). This report is an explanation of findings from the 2002 survey with comparison to the 2000 results.

RESPONDENT DEMOGRAPHICS

Of the respondents who indicated gender, 64.8% (308) were female and 35.2% (167) were male. In the sample, 23.9% were in the 18-24 age group, while 18.1% were ages 25-35, 13% were ages 36-45, 15.8% were ages 46-55, 8.6% were ages 56-65, and 20.6% were over 65. Regarding ethnicity, 35.7% of the respondents indicated that they were Anglo, 54.3% Hispanic, 4.8% Black, .8% Native American, and 1.7% Asian. The remaining 2.7% indicated “other.”

Almost half or 48.6% of the respondents reported incomes under \$20,000, while 20.9% reported incomes of \$20,000-29,000, 17% reported incomes of \$30,000-49,000, 8.5% reported incomes of \$50,000 to \$75,000, and 5% had incomes above \$75,000.

In regard to the highest level of education completed, 32.9% indicated that they had completed some college education, 23.5% indicated their highest level of education was high school, and 10.6% had not completed high school. In regard to highest college degree completed, 7.7% indicated Associate’s degree, 12.7% Bachelor’s degree, and 12.5% had earned graduate degrees.

When asked if they drive, 91.7% of the sample indicated yes. Of these, 19.5% had been driving for 5 years or less, 18.3% had been driving 6-15 years, 15.4% had been driving for 16-25 years, 15.2% had been driving for 26-35 years, and 31.5% had been driving for 36 or more years of driving experience.

When the respondents were asked their current employment status, 17.9% indicated they were unemployed, while 40.2% reported full-time employment, and 12.2% reported part-time employment. Respondents who were disabled and not able to work comprised 1.4% of the sample and respondents who were retired represented 19.2%. Only 9.1% of the respondents were full-time students.

TRAFFIC CITATIONS

When asked how many tickets, warnings, or “discussions” with police officers about traffic violations they had had in the past 2 years (see Table 2), the majority of respondents (62.9%) reported that they had not had any. The remaining 37.1% had received tickets (or warnings from police officers) for traffic violations in the past two years. In comparing the responses from the survey conducted in year 2000, little change in the number of traffic tickets received was found. The survey in year 2000 indicated that 64.6% not received traffic tickets and 35.5% had received tickets for traffic violations in the past two years.

Table 2: How many tickets, warnings, or “discussions” with police officers about traffic violations have you had in the past 2 years?	
(N= 474)	
	Percent
None	62.9%
One	21.9%
2 or 3	12.2%
4 or 5	.8%
6 or more	2.1%

Males (42.6%) reported receiving more tickets than females (34.8%) in the 2002 survey, as was the case in the 2000 survey (see Chart 1).

By education level, the group with the greatest proportion reporting citations was that with less than high school followed by those with an associate’s degree and then those with some college (see Chart 2). The fewest citations were reported by those with a bachelor’s degree. These 2002 results differ from those of 2000. In 2000, those with graduate education had the greatest proportion with citations and those that had not completed high school had the least.

Chart 1: Have you had tickets or warning for traffic violations in the past two years?

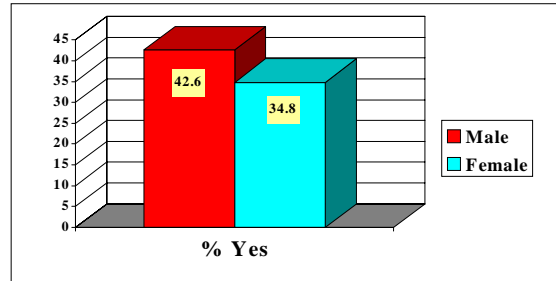
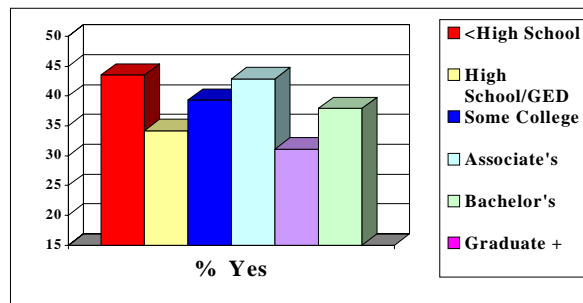


Chart 2: Have you had tickets or warning for traffic violations in the past two years?



Respondents in the lowest (less than \$20,000) income category reported receiving more tickets than the respondents in any of the other categories of income in year 2002 (see Chart 3). Generally, the number of citations declined with income in 2002. This did not occur in the 2000 survey. In 2000, respondents in the highest (\$75,000+) and lowest (less than \$20,000) income categories reported receiving more tickets than the respondents in the middle categories for year 2000.

Anglo respondents indicated that they had received tickets for traffic violations more than either the Hispanic or the Black/other ethnic groups (see Chart 4). However, the difference between the responses of the three ethnic groups was not substantial. In year 2000, Hispanic respondents reported receiving more tickets for traffic violations than respondents in the Anglo or Black/other categories. The Black/other category includes those respondents who indicated their ethnicity as Black, Native American, Asian, or “other.” It was necessary to combine these respondents into one category for comparison purposes due to the small number of respondents in these groups.

Chart 3: Have you had tickets or warning for traffic violations in the past two years?

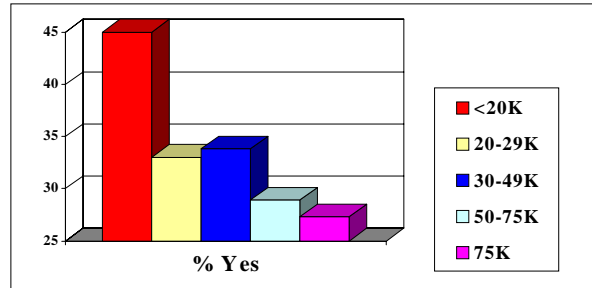
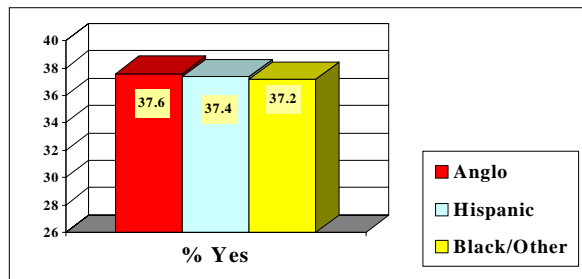
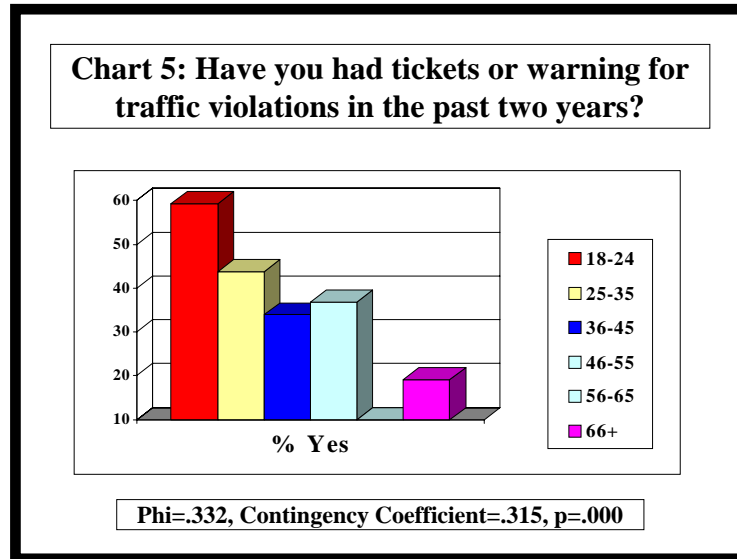


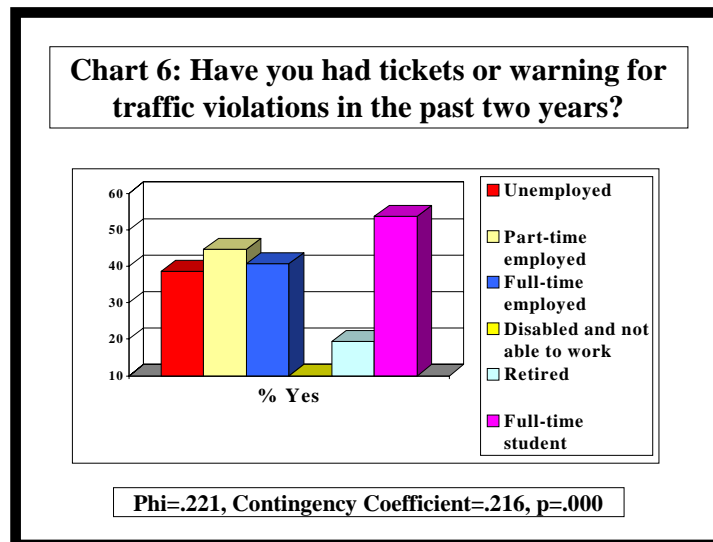
Chart 4: Have you had tickets or warning for traffic violations in the past two years?



A strong correlation between age and traffic citations exists. More respondents in the younger age groups report receiving citations than respondents in the older age groups (see Chart 5). Thus, as age increases, the percentage of respondents who reported receiving tickets decreases. This relationship is statistically significant ($\Phi = .332$, Contingency Coefficient = .315, $p = .001$). A similar pattern can be seen in the survey from year 2000 in regard to age and tickets or warnings for traffic violations



Respondents who identified themselves as full-time students reported that they had received one or more tickets at a higher percentage than the other respondent groups by employment status (see Chart 6). The disabled and retired respondents reported the fewest citations.



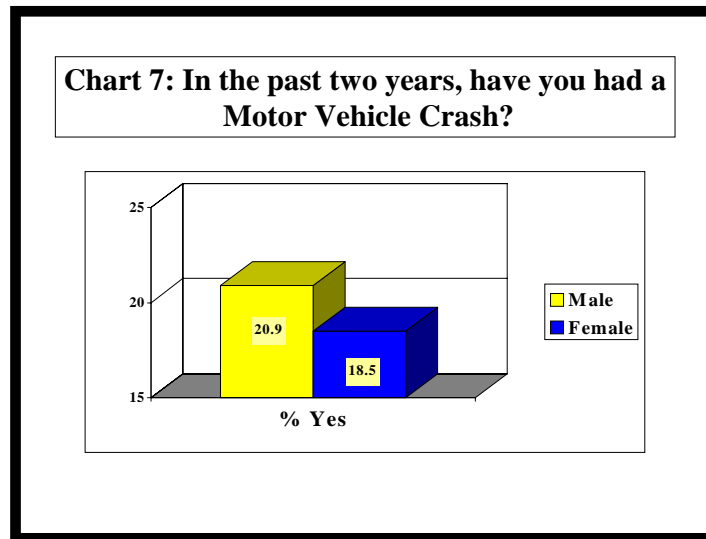
MOTOR VEHICLE CRASHES

In the past two years, 80.8% of the respondents had not been involved in a motor vehicle crash, while 19.2% had been involved in crashes (see Table 3). The respondents in year 2000 indicated a similar experience with crashes.

Table 3: How many motor vehicle crashes have you had during the past 2 years?
(N=478)

	Number	Percent
None	386	
One	71	
2-3	12	
4-5	7	
6 or more	2	

More male (20.9%) respondents reported being in crashes than females (18.5%) as reported in Chart 7. However, the difference between the proportion of males reporting crashes versus females is not as great as it was in the survey for year 2000. In 2002, the gender difference did not reach an acceptable level of statistical significance



A larger percentage of Black/other respondents reported being involved in motor vehicle crashes in the last two years, when compared to the other groups in the 2002 survey (see Chart 8). In comparing the responses with the survey for 2000, Hispanics in 2000 reported being involved in motor vehicle crashes more than any other ethnic group. In fact, the percent for the number of Black/other respondents reporting to have been involved in a motor vehicle crash within the last two years more than doubled. The 2002 difference between the Black/others group and Anglo and Hispanic groups was statistically significant (Phi= .151, Contingency Coefficient= .149, p= .005).

The respondents in the younger age groups reported being involved in crashes more often, than those in the older age groups. This was also true for the survey that was conducted in year 2000. As can be seen in Chart 9, as age increased, the percentage of respondents reporting involvement in motor vehicle crashes decreased (Phi=.189, Contingency Coefficient=.186, p=.005).

Chart 8: In the past two years, have you had a Motor Vehicle Crash?

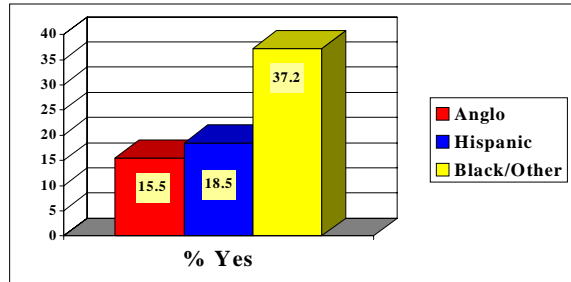
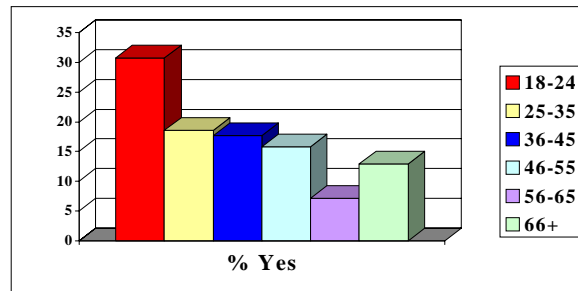


Chart 9: In the past two years, have you had a Motor Vehicle Crash?



Phi = .189, Contingency Coefficient = .186, p = .005

The survey conducted in year 2000 revealed that as the level of education increased, the percentage of respondents reporting involvement in crashes decreased. In year 2002, greater variation occurred. The respondents who most often indicated that they had been involved in a crash the most were those with some college education (see Chart 10). The difference across the levels of education in the 2002 survey was not statistically significant.

In year 2000, fewer respondents in the \$20,000-\$29,000 and \$75,000+ income groups reported involvement in crashes than in any other income group. For the 2002 survey, the respondents in the under \$20,000 and \$75,000+ income groups reported being involved in crashes more than any other respondents across the 5 income groups (see Chart 11). This is an interesting change in crash experience that cannot be explained with the data.

Chart 10: In the past two years, have you had a Motor Vehicle Crash?

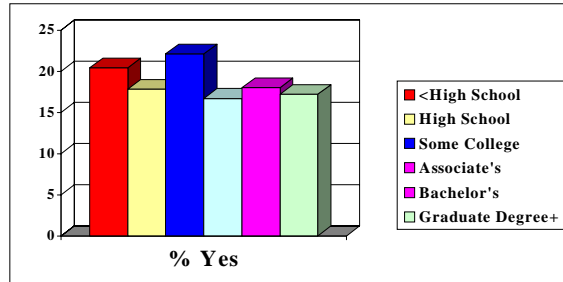
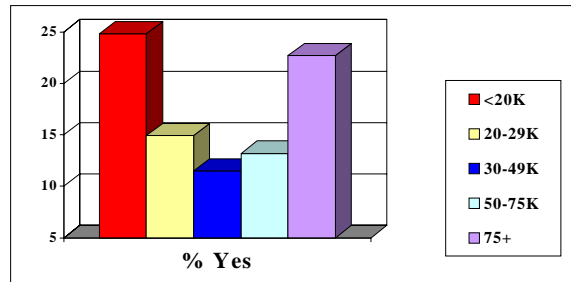
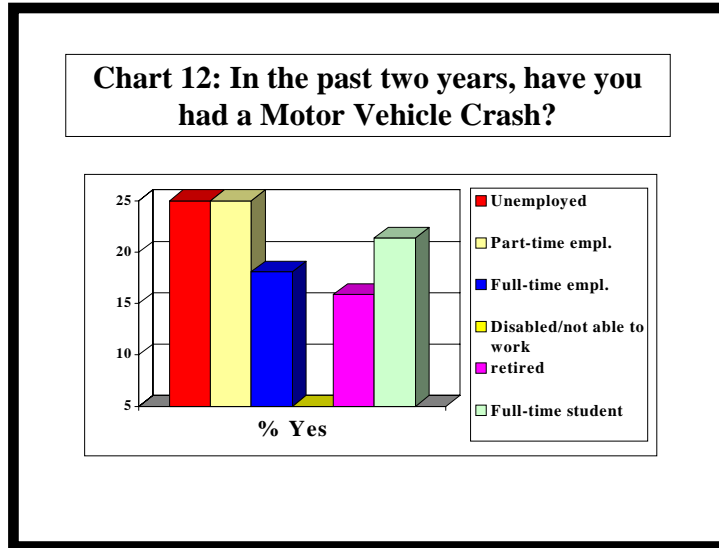


Chart 11: In the past two years, have you had a Motor Vehicle Crash?



The survey for 2002 reveals that those individuals who indicated that they were either unemployed or part-time employees had greater involvement in crashes than any other group of respondents (see Chart 12). Those who are disabled and unable to work indicated that they have never been in a crash.



DRIVING SAFETY COURSE

The survey participants were also asked whether or not they had attended a driving safety course within specified time periods. As seen in Table 4, 16.0% of the respondents had taken a driving safety course in the last year in 2002 as compared to 13.7% from the survey for year 2000. In the 2002 survey, 63.3% had taken a course prior to one year as compared to 71.2% in year 2000. Those who indicated that they had never taken a driver safety course made up 20.7% in 2002, compared to 15.2% who had reported that they had never taken a driver safety course in 2000.

Table 4: How long ago was it that you last took a driving safety course?
(N=469)

	Percent
1 year or less	16.0%
2-3 years	23.0%
4-6 years	14.9%
6 years or more	25.4%
Never	20.7%

No difference was found in the proportion of males or females that had taken a driver safety course. The unemployed and lowest income group were less likely to have taken a driver safety course than the other employment and income groups. The probability of having taken a driver safety course increased as educational level increased with the exception of those holding a Bachelor's degree. Anglos (84.5%) were more likely to have taken a driver safety course than Hispanics (76.5%) or Black/Others (76.2%). Those that had not received a citation in the past two years (23.0%) were more likely to have not taken a driver safety course than those who had received a citation (14.6%). This difference was statistically significant with $\Phi = .267$, Contingency

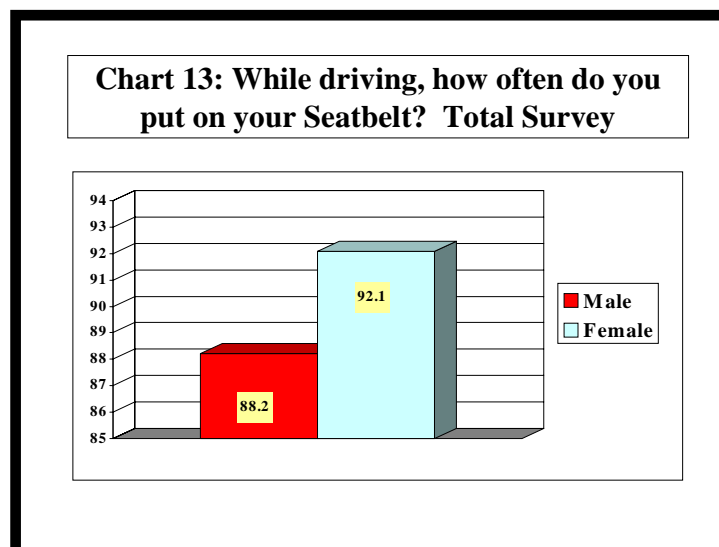
Coefficient=.258 at $p=.001$. The driver safety course taken tended to be more recent for those with citations than those without citations. A similar finding exists with those experiencing a motor vehicle crash within the past two years. Fewer of those with crashes (16.7%) had taken a driver safety course than those without a crash (21.2%). The difference was statistically significant with $\Phi=.147$, Contingency Coefficient=.146 at $p=.04$. The driver safety course taken tended to be more recent for those with a motor vehicle crash.

SAFETY BELT USAGE

Three questions were asked concerning seatbelt usage. Table 5 displays the frequencies of the various responses and the percent of respondents who selected that response. While driving, 78.9% of the sample reported that they always wear their seatbelt. Of the remaining respondents, 6.6% responded that they very often wear their seatbelt, while 5.1% replied often, 3.8% almost never, and 5.7% never. The responses for year 2002 are comparable to those of the survey that was conducted in year 2000. However, the proportion responding always decreased by .3% while the proportion reporting never increased 1.6% from 2000 to 2002.

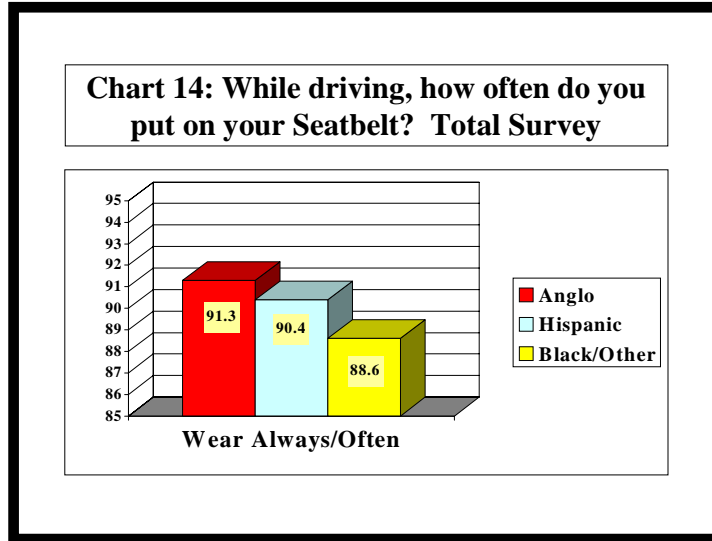
	Frequency	Percent
Always	373	78.9%
Very Often	31	6.6%
Often	24	5.1%
Almost Never	18	3.8%
Never	27	5.7%

More female (92.1%) respondents reported that they always, very often or often wear their seatbelt, when compared to male (88.2%) respondents (see Chart 13).

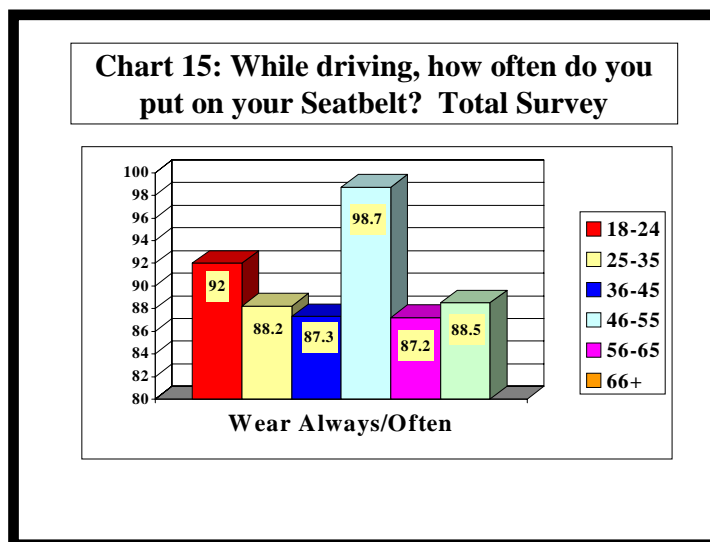


In year 2000, the opposite occurred with slightly more males than females reporting that they always, very often, or often wear their seatbelt while driving.

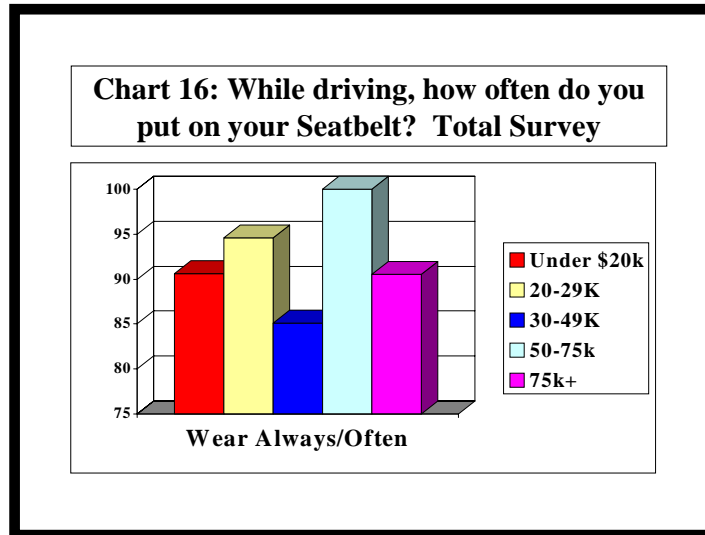
Respondents in the Anglo ethnicity category reported wearing seatbelts as drivers at a higher proportion for 2002, than did the other categories (see Chart 14). In year 2000 the Black/other ethnicity category reported wearing seatbelts as drivers at a higher proportion.



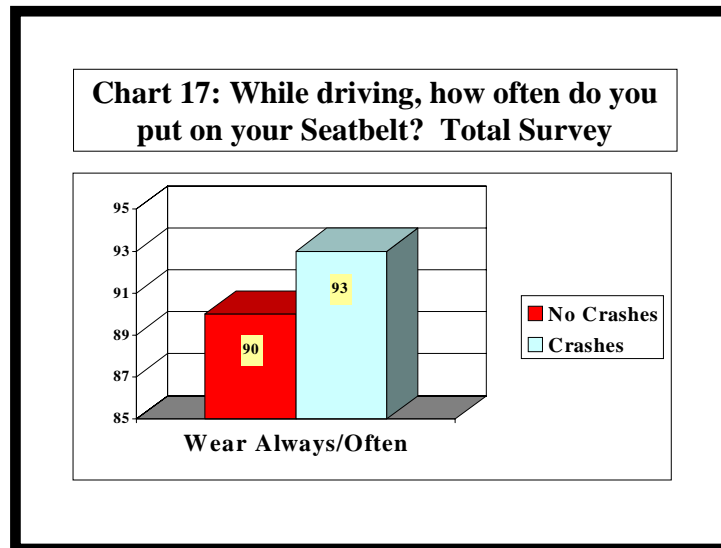
In year 2000, there was a steady increase with age of reported seatbelt usage (with the exception of the 66+ age group). As age increased so did the percentage of respondents who reported that they always, very often or often wore their seatbelt when driving. This difference was statistically significant ($\Phi=.115$, Contingency Coefficient=.114, $p=.02$). In year 2002, a statistically significant pattern between age and the use of seatbelts did not appear. In 2002, the age group that most frequently reported use of a seatbelt was the 46-55 age group (see Chart 15) and the youngest and oldest categories are next.



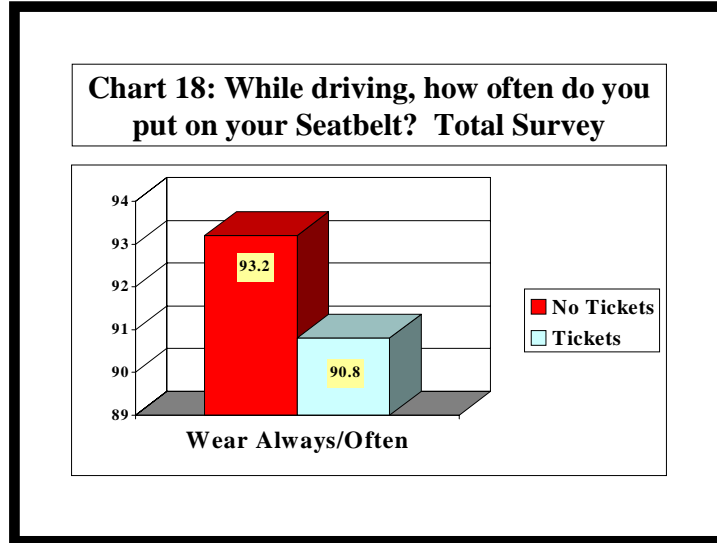
In the survey for year 2000, the respondents who most frequently reported that they always, very often or often wear their seatbelts when driving was the over \$75,000 income group. The survey for year 2002 did not show the same results (see Chart 16). The over \$75,000 income group was not the group reporting the most frequent use of seat belts, but was in the lower part of the range at 90.5%. All (100%) of the respondents in the \$50,000-75,000 income group reported wearing their seatbelts. This was followed by the \$20,000-29,000 group at 94.6%. In 2002, the group with the least frequent seatbelt use was the \$30,000-49,000 income group at 85.1%.



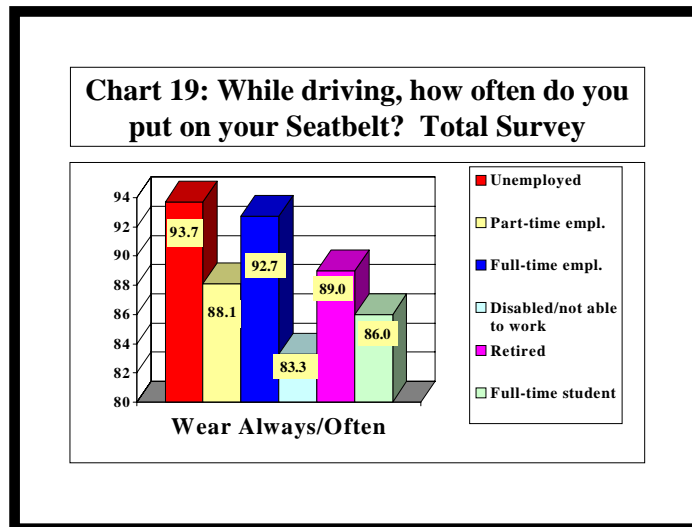
Respondents who were not involved in crashes in the last 2 years reported that they wear their seatbelt at a slightly lower percentage, than did respondents who had been in crashes (see Chart 17). These 2002 findings are essentially the same as those from 2000.



The survey results for year 2002 were also essentially similar to the 2000 results for those who had or had not received tickets. For both years, the respondents who had not received tickets for traffic violations in the last 2 years more frequently reported that they wear their seatbelt than respondents who had received tickets (see Chart 18).



The survey for 2002 reveals that those respondents who indicated that they are unemployed wear their seatbelts at a higher frequency than any of the other respondent groups (see Chart 19). The groups that wear their seatbelt the least are those individuals who are disabled and not able to work and full-time students.

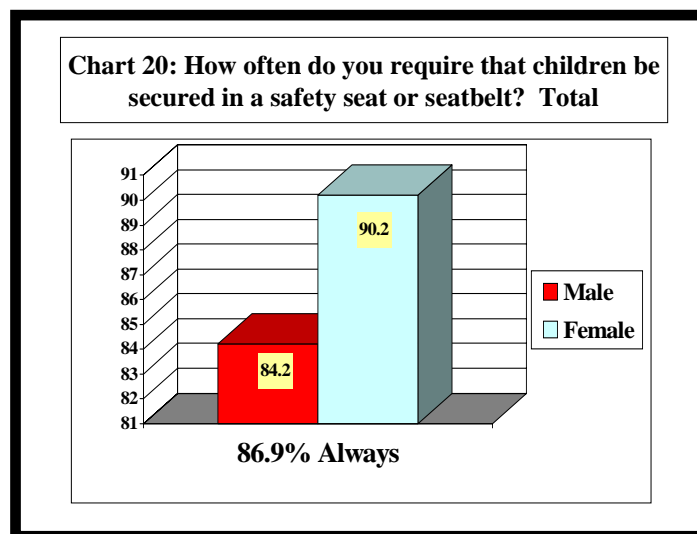


A question was asked concerning whether respondents require children to be secured while the respondent is driving. A large majority (86.9%) reported that they always require that children be secured in a car safety seat or safety belt (see Table 6). This is a decrease of 1.3% from the 2000 results. However, the Very Often category increased 1.2% from 2000 to 2002.

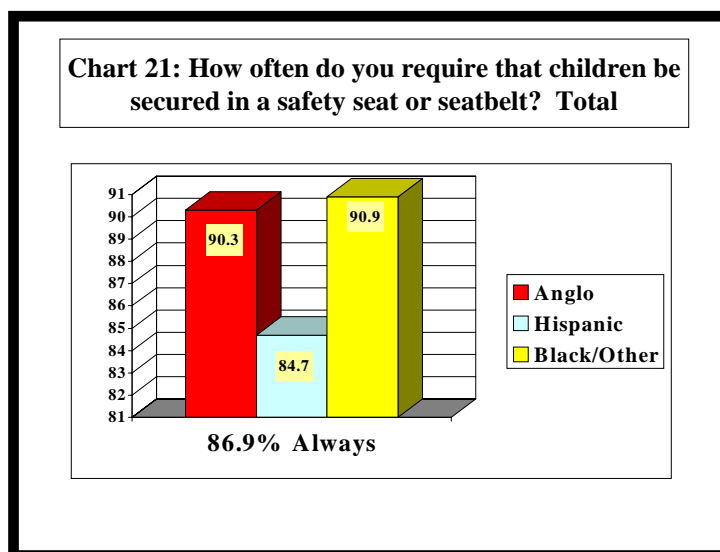
Table 6: How often do you require that children be secured in a seat or safety belt?
(N= 472)

	Frequency	Percent
Always	410	86.9
Very Often	29	6.1
Often	8	1.7
Almost Never	7	1.5
Never	18	3.8

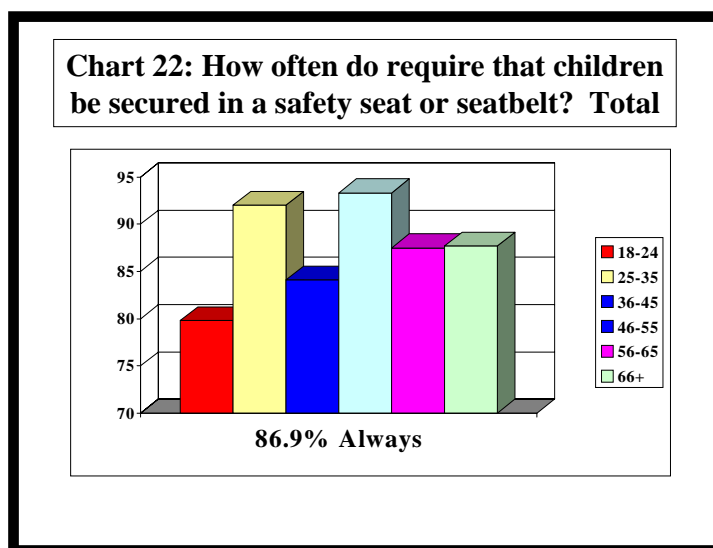
Female respondents reported that they always require children to wear seatbelts at a higher percentage than did male respondents in the survey for year 2002 (see Chart 20). This was also true for the survey in 2000. The 2002 finding is statistically significant (Phi .156, Contingency Coefficient .154, p=.026).



Based on 2002 survey results, Black/Other and Anglo respondents were more likely to report that they always require children to use a car seat or wear seatbelts (see Chart 21). Hispanics were least likely to require children to use a car seat or wear seatbelts. In the 2000 survey, more Anglo respondents reported that they always require children to use a seat or wear seatbelts with the Black/Other category the least likely to report this behavior. When this variable was broken into two groups, those that never or almost never and those that often, almost always, and always require children to use a car seat or wear seatbelts, no statistically significant difference is found between the ethnic groups.



The oldest and youngest age groups reported always requiring children to use a seat or wear a seatbelt at lower numbers than the other age groups in 2000. In the survey for year 2002, the youngest age category and the respondents in the 36-45 age category were the least likely to report always requiring children to use a car seat or wear a seatbelt than the other age groups (see Chart 22). The 25-35 and 46-55 age categories were the most likely to report requiring children to use a car seat or wear a seatbelt.



A positive correlation existed between income and requiring children to be secured in a seatbelt according to the survey in 2000. The trend remains in the survey for year 2002 with one exception. As income increases, the frequency for each group that requires children to be secured in a seatbelt or safety seat increases across the levels of income with a drop to the lowest category at the \$30,000-49,000 group.

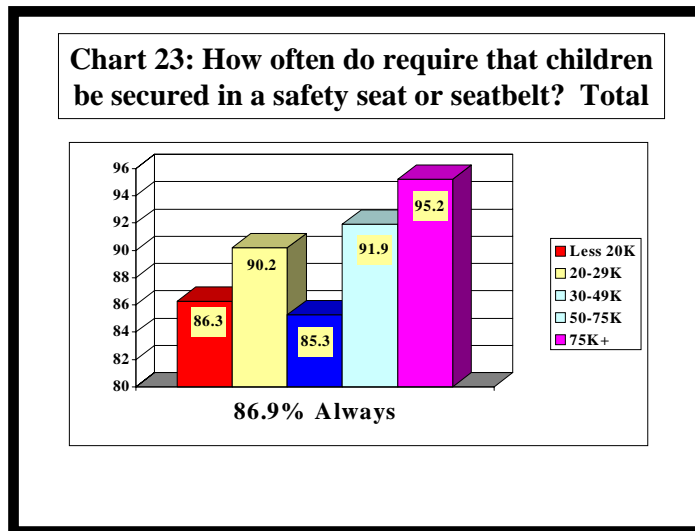
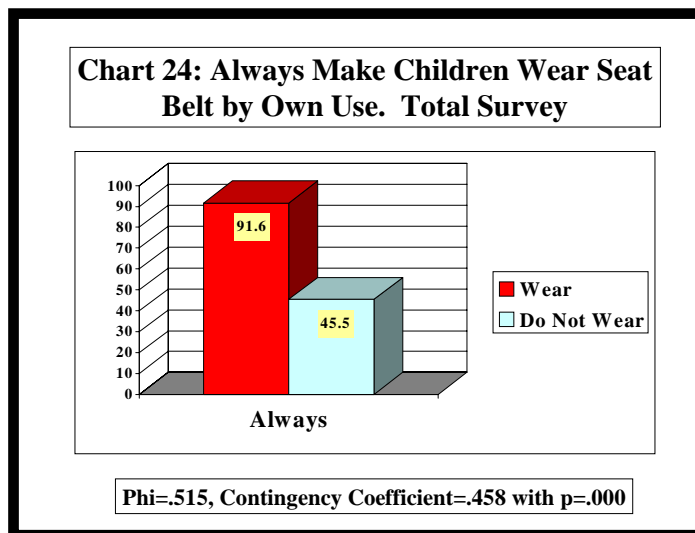
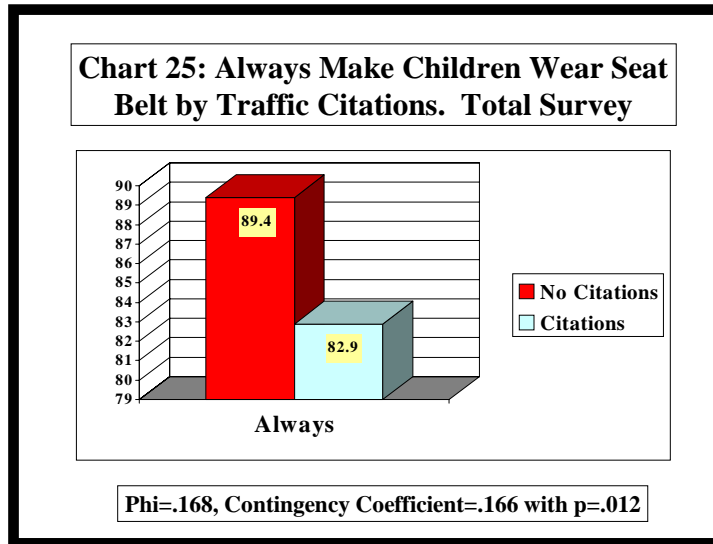


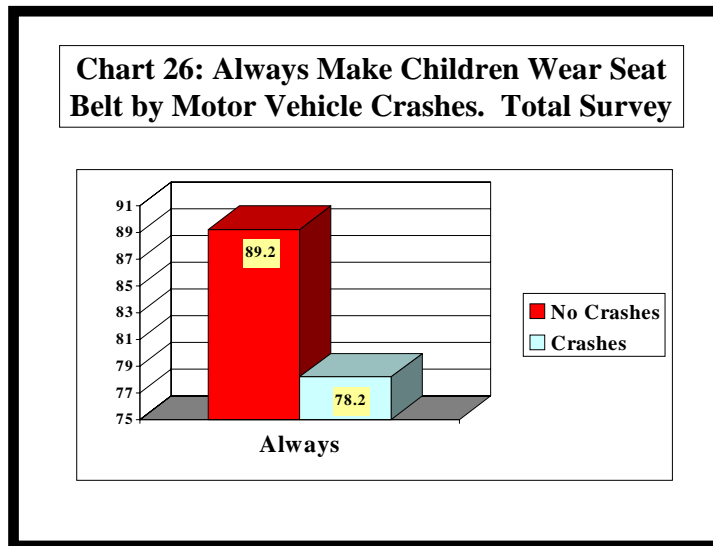
Chart 24 shows that drivers who reported that they wear their seatbelts also reported that they require their children to use a car seat or wear their seatbelt (91.6%) more frequently than those respondents who reported that they themselves do not wear a seatbelt (45.5%). This difference is statistically significant ($\Phi=.515$, Contingency Coefficient=.458, $p=0.000$). This is a finding similar to that in the 2000 results. However, the gap between the two categories has increased.



Respondents who had not received traffic citations in the past two years were more likely to report that they always require children to wear seatbelts than respondents who had received citations (see Chart 25). This difference was statistically significant ($\Phi=.168$, Contingency Coefficient=.166, $p=.012$). This finding was similar to that for the survey administered in 2000.



Respondents who had not been involved in crashes in the past two years were more likely to report that they always require children to wear seatbelts than respondents who had been in crashes (see Chart 26). The results were statistically significant (Phi=.160, Contingency Coefficient=.158, p=.001). This finding was similar to that for the survey administered in year 2000.



Respondents were also asked how often they use their safety belt as a passenger. A large majority (79.8%) responded that they always wear a seatbelt as a passenger (see Table 7), and 10.9% reported that they very often engage in this behavior. The number of respondents who indicated that they always wear a seatbelt as a passenger increased 1.1% from year 2000 to 2002.

Table 7: While a passenger, how often do you put on and buckle your safety belt?		
(N=486)		
	Frequency	Percent
Always	388	79.8
Very often	53	10.9
Often	17	3.5
Almost Never	15	3.1
Never	13	2.7

PERCEPTION OF SAFETY

Respondents were asked ten questions, all beginning with the phrase “How safe do you feel...” The possible responses ranged from “very safe,” to “very unsafe.” When asked how safe they feel alone at a local gas station, 73.1% responded either very safe or somewhat safe, while 11.2% responded either somewhat unsafe or very unsafe (see Table 8). Alone at a local bank or ATM, 60.3% replied that they feel either very or somewhat safe, and 21.9% replied somewhat or very unsafe. Alone at their job site, 75.6% responded that they feel either very or somewhat safe, while 8.0% replied very or somewhat unsafe. When asked how safe they feel alone in their community while shopping, 73.8% reported that they feel somewhat or very safe, while 11.3% feel very or somewhat unsafe. When driving in Corpus Christi, 56.8% reported they feel somewhat or very safe, while 23.9% replied somewhat or very unsafe. When asked about driving in Nueces County, 53.7% responded that they feel somewhat or very safe, and 19.9% responded somewhat or very unsafe. While at centers of entertainment, 62.6% responded they feel somewhat or very safe and 15.6% replied they feel somewhat or very unsafe. In downtown Corpus Christi, 68.6% replied that they feel somewhat or very safe and 12.6% responded that they feel somewhat or very unsafe. In downtown Corpus Christi at night, 32% responded that they feel safe while 49.2% responded that they feel unsafe in downtown Corpus at night. When respondents walk to their cars at night, 38.5% stated they feel somewhat or very safe while 44.3% stated they feel somewhat or very unsafe. During the day, 79.4% of the respondents indicated that they feel somewhat or very safe walking to their cars while 7.7% stated that they feel somewhat or very unsafe. While alone in their neighborhood at night, 62.7% responded feel somewhat or very safe compared to 23% who reported feeling somewhat or very unsafe in their neighborhood. While alone in their neighborhood during the day, 84.6% feel somewhat or very safe as compared to 4.2% of respondents who indicated that they somewhat or very unsafe.

Responses for this set of questions were converted to means as a measure of the sense of safety in each situation (see Table 9). The highest mean (indicating the highest perception of safety for the entire sample) was 3.30 for safety in the neighborhood during the day. Overall, respondents indicated their second highest perception of safety as at the job site (mean=3.09). The third was walking to the car during the day (mean=3.06). The lowest mean, indicating lowest feeling of safety was being alone in the neighborhood at night and in downtown Corpus Christi at night with means of 1.73. The next lowest perception of safety was walking to a car during the night with a mean of 1.91.

	Very Safe	Somewhat Safe	Neutral	Somewhat Unsafe	Very Unsafe
Alone, at local gas station (N= 491)	26.5%	46.6%	15.7%	9.6%	1.6%
Alone, at local bank or ATM (N= 489)	22.5%	37.8%	17.8%	16.8%	5.1%
Alone at job site (N=438)	44.5%	31.1%	16.4%	5.7%	2.3%
Alone in community, shopping (N= 493)	28.8%	45.0%	14.8%	10.1%	1.2%
Driving in Corpus Christi (N= 488)	16.8%	40.0%	19.3%	18.6%	5.3%
Driving in Nueces County (N= 483)	13.9%	39.8%	26.5%	16.6%	3.3%
At centers of entertainment (N=478)	20.1%	42.5%	21.8%	12.3%	3.3%
In downtown Corpus Christi (day)(N= 484)	27.5%	41.1%	18.8%	9.9%	2.7%
In downtown Corpus Christi (night) (N=481)	7.5%	24.5%	18.7%	32.6%	16.6%
Walking to car at night (N= 485)	8.2%	30.3%	17.1%	33.2%	11.1%
Walking to car at day (N= 490)	36.1%	43.3%	12.9%	6.3%	1.4%
Alone in neighborhood, at night (N= 491)	28.3%	34.4%	14.3%	17.5%	5.5%
Alone in neighborhood in day (N= 494)	52.0%	32.6%	11.1%	2.8%	1.4%

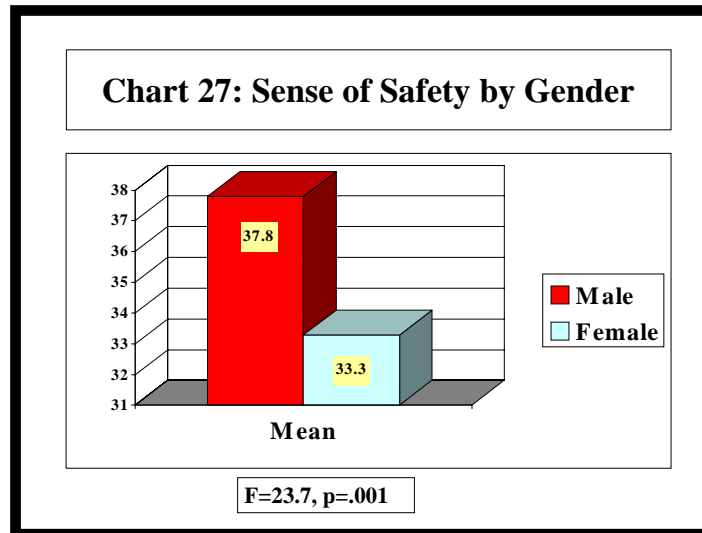
Alone, at job site	3.09
Alone, in community, shopping	2.90
Alone, at local gas station	2.86
Alone, in neighborhood at night	1.73
Alone, in neighborhood at day	3.30
Alone, at local bank or ATM	2.55
At centers of entertainment	2.63
Driving in Nueces County	2.44
Driving in Corpus Christi	2.44
In downtown Corpus Christi (night)	1.73
In downtown Corpus Christi (day)	2.80
Walking to car at night	1.91
Walking to car at day	3.06

These thirteen questions were combined to form an index or scale that measured a general sense of safety for each of the respondents. Possible scores ranged from 0 (indicating the respondent chose “very unsafe” on every question) to 52 (indicating the respondent chose “very safe” on every question). The mean score for the safety sense index was 34.89 while the median was 35. The closeness of these two numbers indicates that the scores were not significantly skewed.

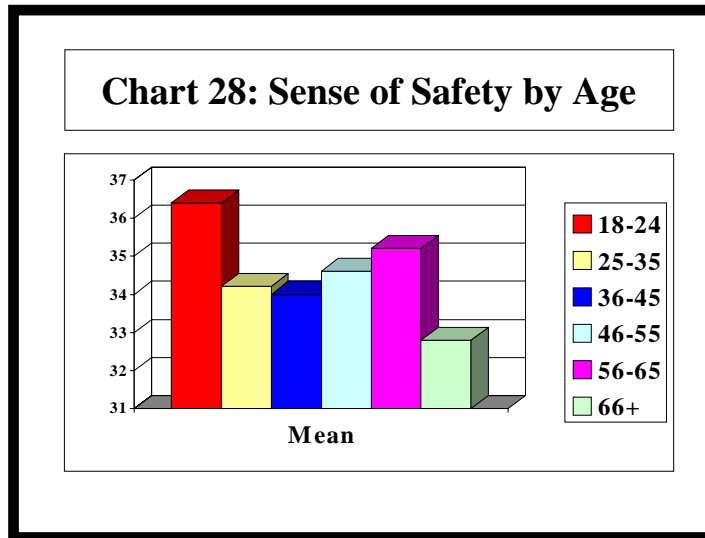
Table 10 shows the frequencies and percentages of the respondents’ index scores when divided into four ranges approximately by quartiles. Of these four ranges, the largest portion (25.95%) of the respondents had scores in the 42-52 range.

	Score Range	Frequency	Percent
Least Safe	0-28	100	25.3
	29-35	100	25.3
	36-41	93	23.5
Most Safe	42-52	102	25.9

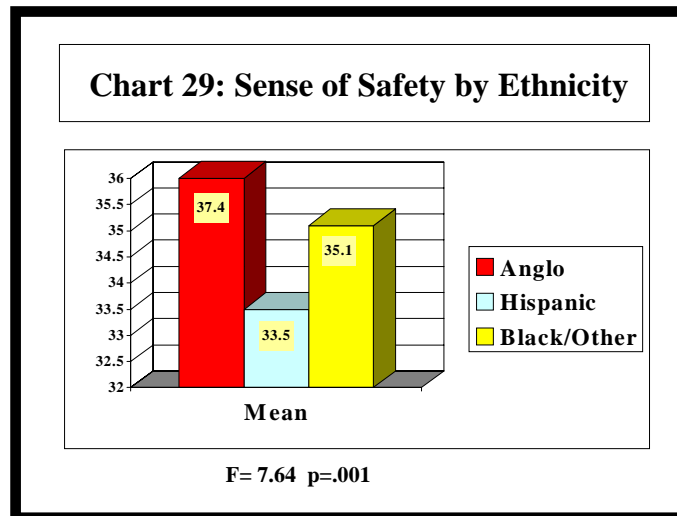
As seen in Chart 27, male respondents reported a higher overall sense of safety than female respondents ($F=23.77$, $p= .001$) for the survey conducted in year 2002. This was also the case for the 2000 survey.



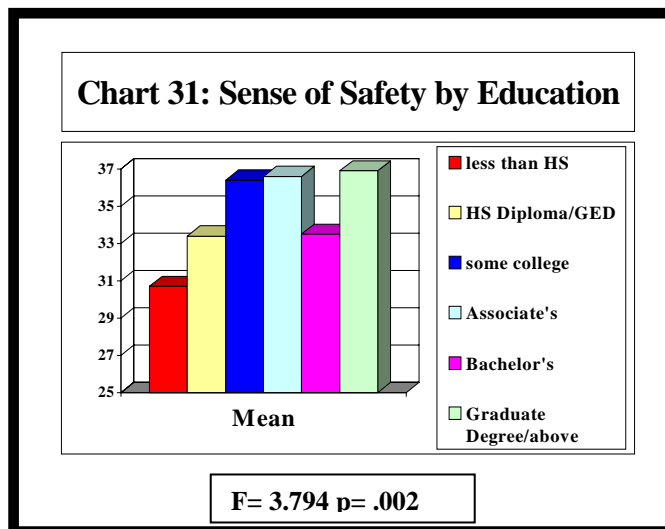
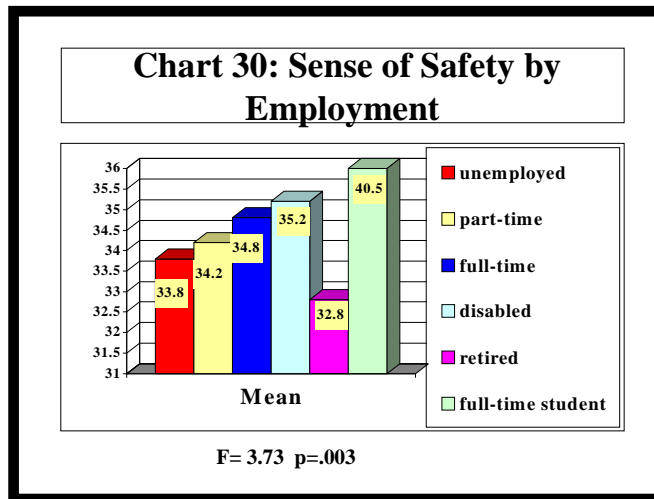
When comparing the mean safety sense index scores for the five age groups (see Chart 28), it is noticeable that respondents age 18-24 have a higher sense of safety while ages 66+ indicated that they had the lowest sense of safety. In the survey for year 2000, ages 66+ and 46-55 reported the lowest perception of overall personal safety with the 18-24 aged respondents indicating the highest.



When looking at the safety sense index and ethnicity (see Chart 29), it is noticeable that Hispanic respondents reported the lowest perception of safety and the Anglo respondents reported the highest perception of safety. The survey for year 2000 showed similar results between the safety sense index and ethnicity.



When looking at the safety sense index and employment (see Chart 30), a pattern exists in that respondents that are unemployed have a lower sense of safety than the part-time employed. Then, the part-time employed have a lower sense safety than the full-time employed. The younger, full-time students have the highest sense of safety and the retired have the lowest.



When looking at the sense of safety index and education (see Chart 31), it can be said that as education increases, so does the respondents sense of safety. The exception for 2002 occurs from respondents who indicated that they had a Bachelor's degree.

PERCEPTION OF CHILDREN'S SAFETY

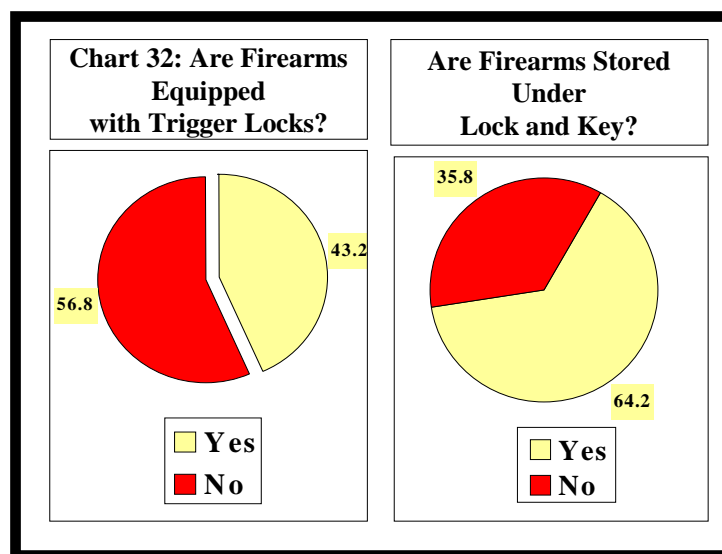
A set of questions addressed perception of child safety in various locations. Respondents were asked to use a five-point scale, where 5 indicated most safe and 1 the least safe. Based on the means, the perceived least safe locations for children are the malls (mean=2.08) and the parks (2.11), as seen in Table 13. The 2000 respondents also indicated the least safe locations for children were the malls and the parks. Overall, respondents rated church as the most safe location (3.31 for 2002) in both the surveys.

Table 13: How would you rank the safety of your children in the following public places?						
	Most safe	4	3	2	Least safe	MEAN
Malls (N=477)	9.9%	27.7%	34.2%	17.8%	10.5%	2.08
Parks (N=479)	9.0%	29.4%	36.1%	15.2%	10.2%	2.11
Grocery store (N=482)	15.8%	40.9%	25.5%	12.0%	5.8%	2.48
Shopping centers (N=479)	11.1%	32.4%	34.0%	15.0%	7.5%	2.24
Movie theaters (N=471)	13.8%	33.3%	29.1%	15.9%	7.9%	2.29
Church (N=478)	56.5%	27.4%	10.0%	3.1%	2.9%	3.31
Schools (N=472)	23.7%	39.2%	24.2%	9.3%	3.6%	2.70

FIREARM OWNERSHIP AND STORAGE

Questions were asked of respondents concerning firearm ownership and storage. They were asked if they owned a firearm. For the survey in year 2000, close to half, or 42.8% reported owning a firearm. In year 2002, 23.7% (111) reported owning a firearm. The probable difference between the two surveys is that police officers and sheriff's department employees were included as sub-samples in the 2000 survey. This was not done in 2002. The law enforcement employees are more likely to own a firearm and thus the 2000 proportion is larger.

A large proportion (56.8%) of those surveyed indicated that their firearms are not equipped with trigger locks in year 2002. This relatively large percentage of unequipped firearms was also the case for the survey in year 2000. More than half of those surveyed in year 2002 (64.2%) reported that their firearms are stored under lock and key (see Chart 32). This is a substantial change from the previous survey. For 2000, only 53.3% indicated that they stored their firearms under lock and key.



BICYCLE SAFETY

When asked about use of a bicycle, 63.0% of the respondents indicated that they never ride a bicycle while 23.8% almost never ride. Of the others, 8.5% often ride a bicycle, 3.7% ride very often, and 1.0% always ride a bicycle. Of the bicycle riders, a large number (58.8%) never wear a helmet according to the 2002 survey. This is slightly higher than in year 2000. Of the 2002 respondents, 19.6% reported almost never wearing a helmet while 2% very often and 6.8% often wear a helmet. Only 12.8% reported that they always wear a helmet in year 2002. In year 2000, 20.6% reported that they wear a helmet.

Two questions were asked concerning bicycle safety knowledge. Of the respondents, 60.6% were correct in answering that wearing a helmet reduces the probability of head injury by 70%. This is an increase of 2.2% over the 2000 findings. In regard to the second question, 68.9% of the respondents were correct in answering that bicyclists must adhere to motor vehicle laws. This is a decrease of 4.4% from the 2000 results.

PERCEIVED RISK OF INJURY AND DEATH

Respondents were asked to rate various driving conditions in regard to risk of injury or death. In this scale, 5 signified greatest risk and 1 the least risk. Based on the means (see Table 14), the sample identified speeding as the most risky situation (mean=3.18). DWI was rated as the second riskiest situation (3.10). The situation rated as the least risky was improper lane changes (2.73).

	Means
Wet roads (N=485)	2.77
Speeding (N=488)	3.18
Running traffic lights / signs (N=488)	3.02
Unsafe aggressive driving (N=490)	3.06
Inattentive drivers (N=481)	2.91
Improper lane changes (N=489)	2.73
DWI (N=490)	3.10

Respondents were asked to rate their perceived risk of injury or death in Nueces County from five categories of potential injury. Overall, motor vehicle crashes were rated the riskiest with a mean of 2.89 (see Table 15). Violent crime was the second highest (mean=2.43). Overall, respondents rated recreational activities to have less risk than the other four situations. These results are similar to the 2000 survey for the order of listing the categories by risk.

	Means
Home accidents (N=489)	1.68
Violent crime (N=483)	2.43
Motor vehicle crashes (N=482)	2.89
Accident at work (N=452)	1.71
Recreational activities (N=483)	1.62

Respondents were also asked which of these five situations they perceive as the *one* greatest risk of injury or death. Overwhelmingly, the largest proportion of respondents (69.6%) perceived the greatest risk of injury or death to be from motor vehicle crashes. While the second highest percentage, 20.6%, chose violent crime. Only 4.1% perceived accidents at work as the greatest risk while 4% replied home accidents, and 1.7% chose recreational activities as the riskiest.

The respondents for 2002 correctly identify motor vehicle crashes as the phenomenon causing the greatest risk of injury and death. However, as in 2000, violent crime is rated higher than its actual impact in the community.

DRIVER BEHAVIOR

Questions were asked of respondents concerning other drivers' behaviors and their own. For both sets of questions, respondents were asked to reply with whether the driving behaviors were seen or engaged in everyday, almost everyday, a few times a week, less than once a week, or never.

In 2000, approximately half (51.8%) of the sample reported seeing someone tailgating everyday while in the survey for year 2002 only 46.4% of respondents saw someone tailgating everyday. In 2000, 31.5% of the respondents saw swerving everyday, while only 27.1% of the respondents in year 2002 saw someone swerving (see Table 18). Nearly half (49.4%) of the 2000 respondents saw other drivers making unsafe lane changes every day while only 44.7% saw unsafe lane changes in 2002.

Of the respondents in year 2002 40.5% saw someone disobeying lights or signs every day, and 51.7% saw someone driving aggressively. Both categories are slightly lower than the percentages reported in 2000.

	Everyday	Almost everyday	A few times a week	Less than once a week	Never
Tailgating (N=487)	46.4%	28.3%	15.0%	7.2%	3.1%
Swerving (N=487)	27.1%	27.9%	23.0%	19.3%	2.7%
Making unsafe lane changes (N=485)	44.7%	28.5%	19.6%	6.6%	.6%
Disobeying lights or signs (N=487)	40.5%	26.5%	20.1%	11.5%	1.4%
Driving aggressive (N=478)	51.7	27.0%	13.4%	6.7%	1.3%

The highest mean for this set of questions is 3.21 for observing someone driving aggressively (see Table 19) while the second highest was for making unsafe lane changes (3.10). Least often, the respondents saw other drivers swerving (mean=2.57).

	MEANS
Tailgating	3.07
Swerving	2.57
Making unsafe lane changes	3.10
Disobeying lights or signs	2.93
Driving aggressive	3.21

Concerning their own driving behavior (see Table 20), 51.0% responded that they never tailgate, 64.6% never swerve, 51.2% never make unsafe lane changes, 65.6% never disobey lights or signs, and 54.2% never drive aggressively. The most common unsafe driving behavior appeared to be driving aggressively with 9.7% reporting this behavior everyday or almost everyday. The second most common unsafe driving behavior was tailgating with 8.3% indicating they engaged in this behavior everyday or almost everyday. This is followed by unsafe lane changes (6.3%), disobeying lights/signs (5.8%), and swerving (5.3%). Tailgating was the most common behavior in the category: a few time a week.

	Everyday	Almost everyday	A few times a week	Less than once a week	Never
Tailgating (N=478)	3.3%	5.0%	14.9%	25.7%	51.0%
Swerving (N=475)	2.7%	2.5%	5.9%	24.2%	64.2%
Making unsafe lane changes (N=473)	2.3%	4.0%	7.6%	34.9%	51.2%
Disobeying lights/signs (N=471)	2.8%	3.0%	4.0%	24.6%	65.6%
Driving aggressively (N=474)	4.0%	5.7%	11.0%	25.1%	54.2%

In comparing Tables 18 and 20 and Tables 19 and Table 21, those surveyed indicated that they perform these five risky driving behaviors much less often than they see them from other drivers. While the means for other drivers' behavior ranged from 2.57 to 3.21, the means for the respondents' own behaviors ranged from .526 to .838. According to the means, the surveyed respondents most often tailgate (mean = .838) and least often disobey lights or signs (.526). In year 2000, respondents reported driving aggressively most often and swerving least often.

Table 21: How often do you drive in the following ways? MEANS	
Tailgating	.838
Swerving	.545
Making unsafe lane changes	.714
Disobeying lights or signs	.526
Driving aggressive	.801

A scale of bad driving summing frequency of driving in the five ways on Table 21 was created. Respondents that had received citations in the past two years (mean 4.60) were significantly more likely to have engaged in these behaviors than those that had not received citations (mean 2.66). These means were significantly different with $F=24.36$ at $p=.001$. Those with motor vehicle crashes had a slightly higher mean on this scale of bad driving (3.99) than those who had not had a crash (3.24).

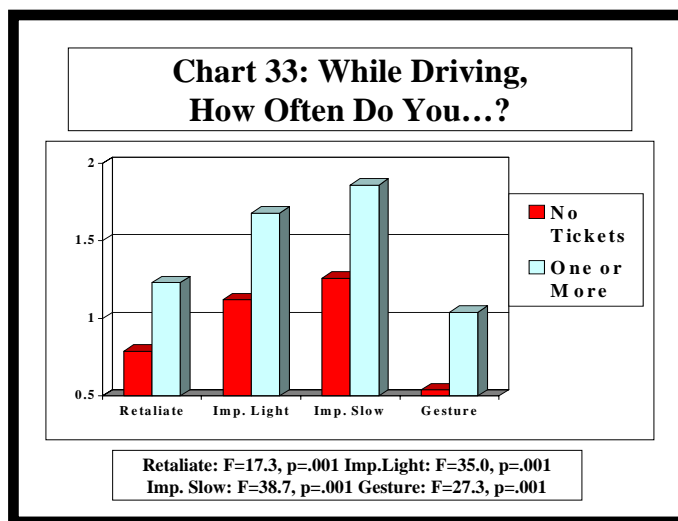
Four questions specifically addressed the respondents' personal display of improper, aggressive, or impatient driving behaviors. The possible responses included: always, very often, often, almost never, and never. In regard to getting mad and retaliating against other drivers, 43.7% of the respondents reported that they never do this while 23.8% replied often, very often or always (see Table 22). At traffic lights, 20.3% of the sample reported that they never get impatient while 36.1% reported that they often, very often or always get impatient in this situation. When a car ahead slows, 15.4% reported that they never get impatient while 42.2% reported that they often, very often or always get impatient in this situation. In regards to yelling or gesturing at other drivers, 54.4% reported that they never yell or gesture while 16.9% replied that they often, very often or always yell or gesture.

Table 22: How often do you...					
	Always	Very Often	Often	Almost Never	Never
Get mad and retaliate against "bad drivers" (N=486)	5.4%	6.2%	12.2%	32.6%	43.7%
Get impatient at traffic lights (N=478)	4.6%	7.9%	23.6%	43.5%	20.3%
Get impatient when a car ahead slows down (N=474)	5.5%	10.5%	26.2%	42.4%	15.4%
Yell or gesture at other drivers (N=469)	2.6%	5.1%	9.2%	28.8%	54.4%

Reporting the responses as means, (see Table 23), respondents most often reported getting impatient when a car ahead slows (mean=1.48) while least often they reported yelling or gesturing at other drivers (.727). A similar pattern for the 2000 survey is seen with the most common response being impatient when a car ahead slows down and the common yelling or gesturing other drivers.

Get mad and retaliate	.969
Get impatient at lights	1.33
Get impatient when car ahead slows	1.48
Yell or gesture at other drivers	.727

For the four negative driving behaviors of retaliation, impatience at lights, impatience behind slow drivers, and gesturing at other drivers, respondents with one or more traffic tickets reported that they engage in these behaviors more often than those without tickets (see Chart 33). This difference is statistically significant (Retaliate: $F=17.3$, $p=.001$, Impatient at light: $F=35.0$, $p=.001$, Impatient Slow: $F=38.7$, $p=.001$, Gesture: $F=27.3$, $p=.001$). In the survey for 2000, the same pattern for the four negative driving behaviors and respondents with one or more traffic citations could be seen.

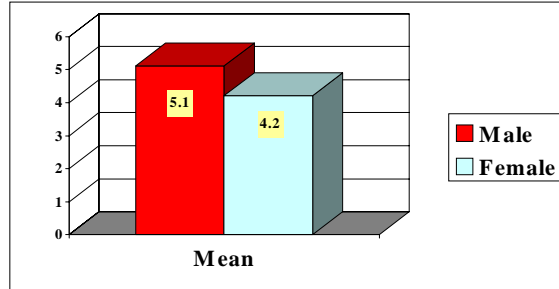


The responses from these four driving behaviors of retaliation, impatience behind slow drivers, impatience at lights, and gesturing were combined to form an index of impatient driving behaviors. As seen in Chart 34, male respondents reported engaging in these impatient driving behaviors more frequently than female respondents ($F=7.06$, $p=.008$). This finding could also be seen for the survey in year 2000.

Hispanic respondents reported displaying more impatient driving behaviors than respondents in the other ethnic groups (see Chart 35). However, the differences are very small. In the survey for year 2000, the respondents in the Black/other group reported displaying more impatient driving behaviors than respondents in the other ethnic groups.

As seen in Chart 36, as age increases, display of these impatient driving behaviors decreases ($F=12.80$, $p=.001$), with the exception of the 66+ age group. A similar pattern of increasing age and decreasing impatient driving behaviors can be seen in the 2000 survey with the exception of the 66+ age group in the survey for 2002.

Chart 34: Impatient Driver by Gender



$F = 7.06, p = .008$

Chart 35: Impatient Driver by Ethnicity

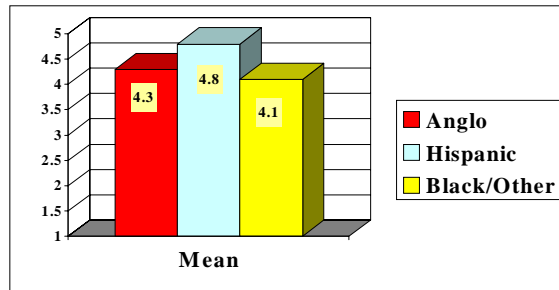
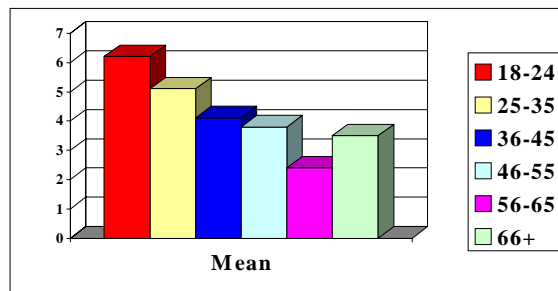


Chart 36: Impatient Driver by Age



$F = 12.80, p = .001$

Impatient driving was significantly and positively related to the receipt of citations and experiencing motor vehicle crashes. When the four impatient driving behaviors were summed into a scale, the means for those with citations and crashes were higher than for those without citations and crashes. Those without citations had a mean of 3.74 on the impatient driving scale while those with citations had a mean of 5.87 (F=47.55 at p=.001). Those without crashes had a mean on the impatient driving scale of 4.36 while those with crashes had a mean of 5.35 (F=6.03 at p=.014).

When respondents were asked if they had driven above the posted speed limit, 51.5% answered that they had in the past week according to the survey in 2002 (see Table 24). In 2002, 66.3% had driven above the speed limit in the past month (Table 24). In the last week, 10.4% reported that they had driven through a traffic signal after it turned red while 31.0% had in the last month. Also, 7.4% of the respondents had driven after consuming alcoholic beverages in the last week and 19.4% had in the last month. In the last week, 4.4% had driven after taking drugs other than alcohol while 7.1% had in the last month.

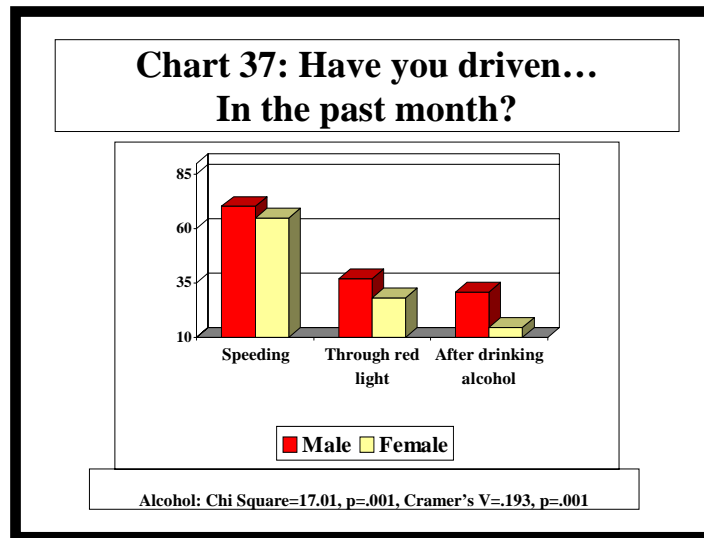
	In the past month	In the past Week
Above the posted speed limit	66.3%	51.5%
Through a traffic signal after it turned red	31.0%	10.4%
After consuming alcoholic beverages	19.4%	7.4%
After taking drugs (other than alcohol)	7.1%	4.4%

Three of the improper driving behaviors demonstrate improvements in the 2002 results when compared to the 2000 results. The 2000 results are displayed on Table 25 for comparison to the 2002 results on Table 24. The proportions reporting speeding, running red lights, and driving after consuming alcoholic beverages in both the past week and the past month have declined over the period of the two surveys. Of concern is the increase both in the proportions that report driving after using drugs both for the past

	In the past month	In the past Week
Above the posted speed limit	73.7%	62.0%
Through a traffic signal after it turned red	35.5%	15.1%
After consuming alcoholic beverages	22.6%	9.3%
After taking drugs (other than alcohol)	4.5%	3.6%

week and the past month. Overall, these data may be good news for the Nueces County Safe Communities Coalition because speeding, DWI, and running red lights were among the priority issues in the Coalition’s safety plan. The data may mean that the prevention efforts of the Coalition have had some effect on driver behavior.

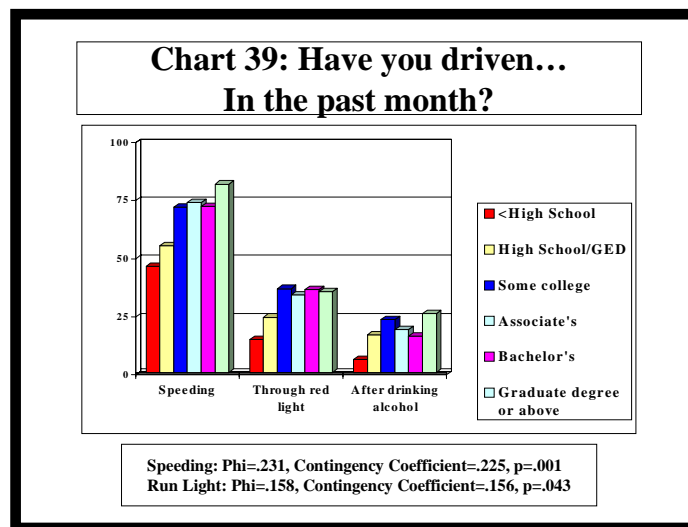
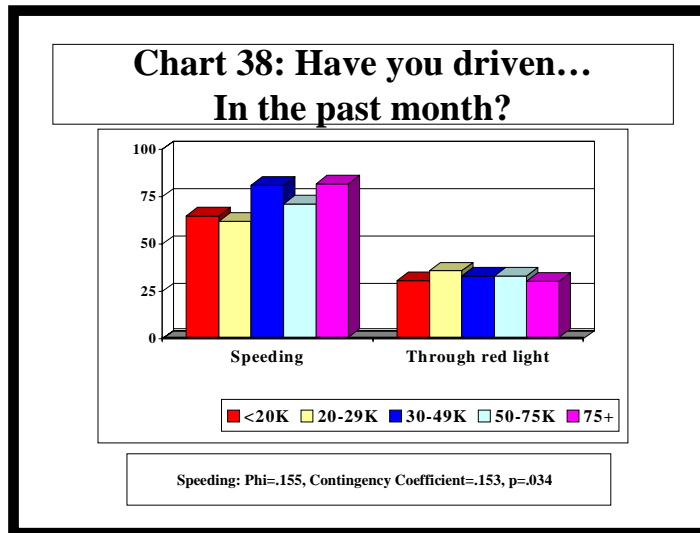
For 2002 as seen in Chart 37, male respondents reported that they engage in these three of the risky driving behaviors more often than female respondents. It is important to note that only the question pertaining to alcohol and driving was statistically significant (Alcohol: Chi Square=26.723, p=.001, Cramer’s V=.183, p=.001). The survey for 2000 also revealed that male drivers reported they engaged in these three risky driving behaviors more than female drivers.



As seen in Chart 38, the risky driving behavior of speeding increased with income (with slight dips at the \$20,000-29,000 and the \$50,000-75,000 income groups). Thus, respondents in the lower income groups reported that they have driven above the speed limit at a lower overall percentage than respondents in the higher income groups (Speeding: Phi=.155, Contingency Coefficient=.153, p=.034). A similar result was found in 2000, but with the only dip in the groups at the highest end of the income groups.

In year 2000, individuals in the highest two income groups reported that they had driven through a red signal in the past month at a higher percentage than respondents in the lower income groups. In 2002, as can be seen in Chart 38, a relationship between running red lights and income does not appear to exist.

In the survey for 2002 (see Chart 39), those respondents who indicated that they had finished a Graduate degree reported speeding at a higher percentage than any other education group (Phi=.231, Contingency Coefficient=.225, p=.001). In the 2000 survey, respondents who had completed some college and those who had earned college degrees reported that they had driven above the speed limit at higher percentages than those respondents who had completed high school or less.

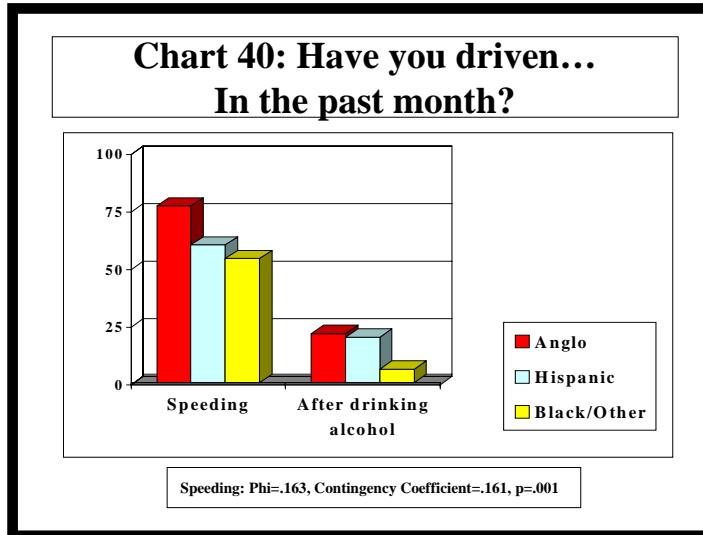


In year 2002, those respondents whose highest level of education was some college reported the highest percentage of running through red lights (Phi=.158, Contingency Coefficient=.156, p=.043). In the 2000 survey, the respondents whose highest level of education was a Bachelor's degree reported the highest percentage of running through red lights while those with less than a high school education reported the smallest percentage.

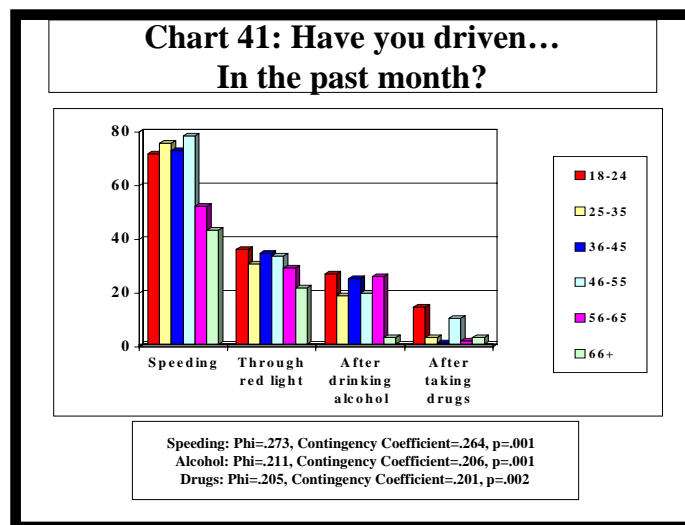
In regard to driving after drinking for 2002, respondents whose highest level of education was some college or a Graduate degree reported the highest proportion. However, the findings were not statistically significant. In year 2000, respondents whose highest level of education was some college or a Bachelor's degree reported the highest proportion for driving after drinking.

As a general pattern, speeding, driving through red lights, and driving after consuming alcohol are more common among the groups with higher levels of education than among the high school or less than high school educated groups.

As seen in Chart 40, a greater proportion of Anglo respondents reported that they had driven above the speed limit than the other ethnic groups (Phi=.184, Contingency Coefficient=.181, p=.001). Anglo respondents also reported that they had driven after consuming alcohol at a slightly higher percentage than any other ethnic group. This was the same for the survey that was conducted in 2000.



In year 2000, the younger age groups reported speeding more frequently than the older groups. This was not true for the survey in year 2002 (Chart 41). In 2002, the middle age groups were most likely to report speeding with the oldest age groups again less likely to report speeding (Phi=.273, Contingency Coefficient=.264, p=.001). In 2002, driving through a red light in the past month tended to decline with increasing age. However, the decrease with age is not a steady one across the categories. In 2000, a clear steady pattern was present with running red lights decreasing with age.



Similar relationships can be seen between age, and driving after consuming alcohol or drugs. The percentage of respondents who reported these two risky behaviors fluctuates across the age categories (Alcohol: $\Phi=.211$, Contingency Coefficient=.206, $p=.001$, Drugs: $\Phi=.205$, Contingency Coefficient=.201, $p=.002$). In 2000, a clear pattern existed in that as age increased the percentage of respondents who reported the consumption of drugs or alcohol before driving decreased. This was not the case in the survey for year 2002.

The responses of those that had or had not received citations and had or not experienced motor vehicle crashes were compared for these four improper driving behaviors. Those that had received citations were significantly more likely to report speeding in the past month (81.4%) than those who had not received a citation (58%). This difference was statistically significant ($\Phi=.241$ at $p=.001$). Those that had received citations were significantly more likely to report having run a red light in the past month (40.6%) than those who had not received a citation (25.9%). This difference was statistically significant ($\Phi=.153$ at $p=.001$). Also, those that had received citations were significantly more likely to report having driven after consuming alcohol (27%) or drugs (11.0%) in the past month than those who had not received a citation (alcohol, 15%; drugs, 4.5%). These differences were statistically significant (alcohol, $\Phi=.157$ at $p=.001$; drugs, $\Phi=.124$ at $p=.008$).

The respondents that had experienced motor vehicle crashes were more likely to have sped (70.5%) than those that had not experienced a crash (65.9%). However, this difference was not statistically significant. No real difference in consumption of alcohol and driving was found between those with or without crashes. Those with crashes were significantly more likely to report running a red light (40.2%) than those without a crash (29.4%). This difference was statistically significant (Chi Square=3.85 at $p=.05$). Those that had a motor vehicle crash were more likely to have after consuming drugs (12.5%) than those without a crash (5.9%). This difference was statistically significant (Chi Square=4.67 at $p=.031$).

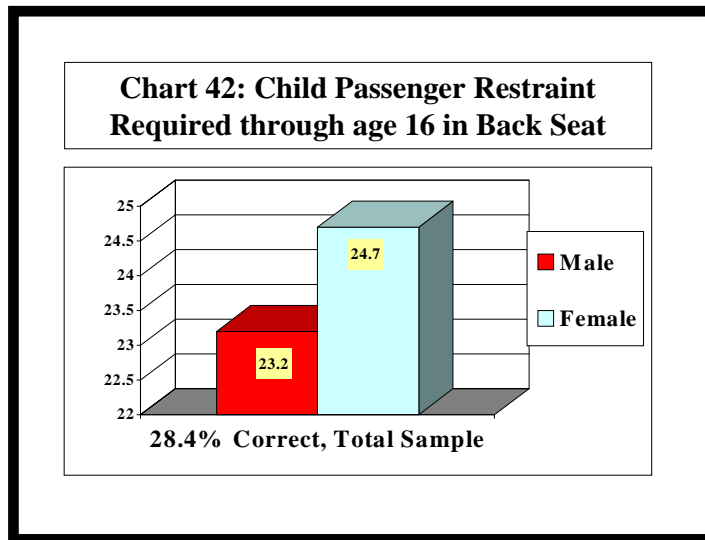
Overall, the results reported in this section indicate that drivers who have received citations and who have experienced motor vehicle crashes are more likely to have engaged in poor driving behavior, impatient driving behavior, and improper driving behavior.

SAFETY KNOWLEDGE

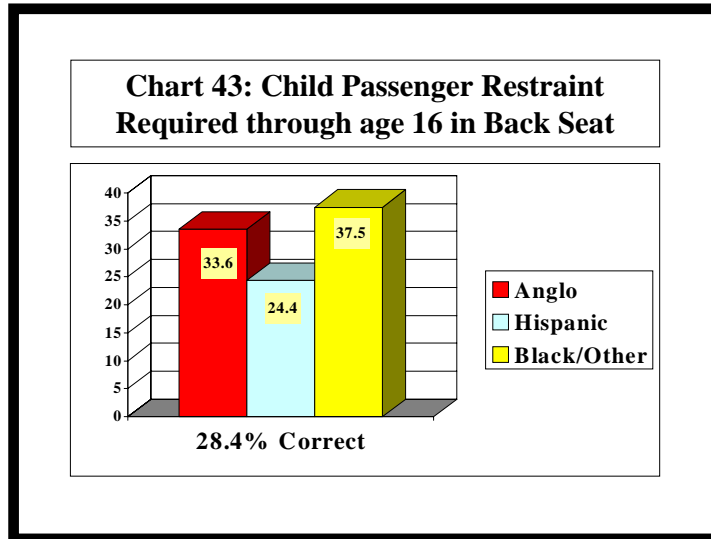
A number of questions were asked pertaining to specific safety laws and precautionary measures. The survey questioned respondents' knowledge of traffic law concerning securing child passengers in the back seat. In year 2002, 28.4% were correct in responding that child passengers in the back seat must be restrained up to and including age 16. In 2000, only 15.8% of the sample was correct in responding that child passengers in the back seat must be restrained up to and including age 16 in year 2000 even with the large sub-samples of law enforcement officers. This is a very significant increase in reported knowledge and was not expected. Texas law had changed. It was thought that the change in age for securing child passengers would not have been widely known. However, information campaigns may have been successful in distributing the new information. The increase in knowledge may be partly in response to the activities

of the Safe Communities Project and the Click It or Ticket enforcement effort of the Corpus Christi Police Department. Starting in February of 2002, the Safe Communities Project participated in 6 community events at which information was distributed concerning the change in the child passenger law. The Project used Click It or Ticket information materials obtained from the Texas Department of Transportation (TxDOT) extensively in May 2002 just prior to the administration of the survey. Also, the Click It or Ticket enforcement campaign in Corpus Christi was in May 2002. Print, billboard, radio, and television advertisement about the campaign was provided by TxDOT and others. The 12.6% increase in respondents aware of the law is likely attributable to some combination of these efforts in Nueces County.

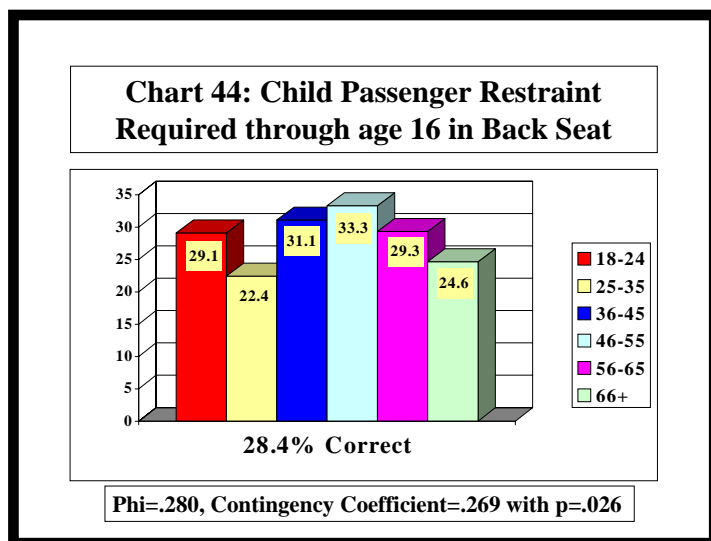
In the survey for 2002, a larger percentage of female respondents gave the correct response to the child restraint question (Chart 42). In the survey for 2000, a larger percentage of male respondents gave the correct response to the child restraint question. The proportion for males increased only slightly from 2000. For females the increase in correct responses was 13.7%. The gender difference was not statistically significant for 2002. Note that the proportion correct for males and females on Chart 42 does not correspond to the proportion correct for the total sample. A large proportion of those not indicating gender got this question correct. Thus, the total sample proportion was increased by these individuals that could not be included in the gender analysis.



In the survey for 2002, a higher percentage Black/Other respondents (37.5%) gave the correct responses concerning child restraint laws than other groups (see Chart 43). Also, 33.6% of Anglos respondents gave the correct response and 24.4% Hispanics gave the correct response. In 2000, a slightly greater percentage (16.7%) of Anglo respondents gave the correct response than the 15.4% of the Hispanic respondents and 9.8% of the Black/Other respondents. As can be seen from these figures, correct knowledge increased for each ethnic group with the greatest increase among the Black/Other category.



In the 2002 survey, the 46-55 and 36-45 age groups had the largest proportion with the correct responses for the question concerning child restraint laws (see Chart 44). The 25-35 age group was the least knowledgeable about this traffic law in 2002. The differences in proportions are statistically significant ($\Phi=.280$, Contingency Coefficient=.269, $p=.026$). The larger proportions of respondents with the correct response in 2000 were the 25-35 and 36-45 age groups.

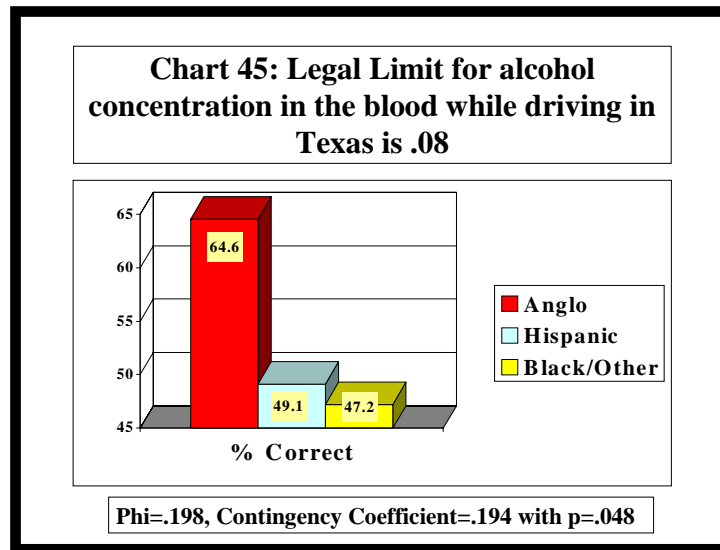


In 2000, the oldest age group was the least knowledgeable about the law. Also, in 2000 no age group had greater than 20.6% that provided the correct answer. In 2002, this group the 36-45 age group was at 31.1%. All age groups indicated increased knowledge about the child passenger restraint law. The greatest increase was with the 66+ group that increased 4 times from 6% to 24.6%.

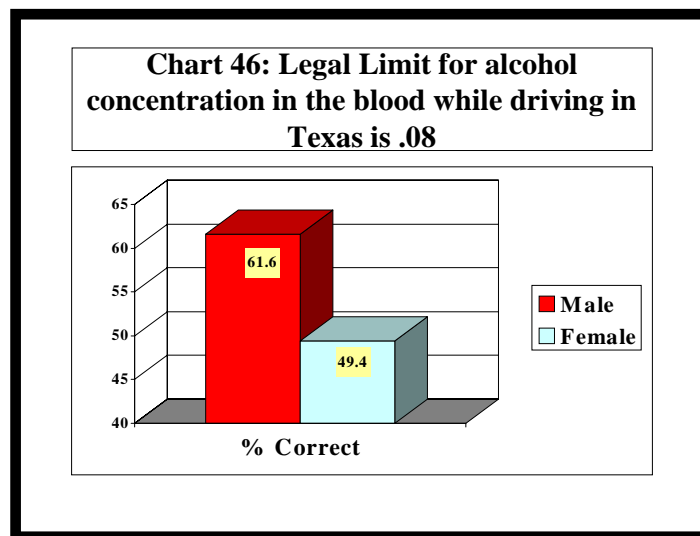
In 2002, when asked about the legal limit for alcohol concentration in the blood when driving in Texas, 54.1% were correct in responding that it is .08. In 2000, 60.6%

were correct in responding that the legal limit for alcohol is .08. The difference is likely to be the inclusion of law enforcement officers in the 2000, but not the 2002 survey. The law enforcement officers had a much higher proportion correct than other sub-samples in the 2000 survey. Only 56.1% of the mail survey respondents, 42% of the senior citizen sub-sample, and 41.7% of the health clinic sub-sample were correct in 2000. Once the data are compared by sub-sample for the two years, little difference may be found.

As seen in Chart 45, a larger percentage of Anglo respondents gave the correct response to the question concerning blood alcohol concentration in comparison to the other ethnic groups ($\Phi=.198$, Contingency Coefficient=.194, $p=.048$). This was true for both the survey in 2000 also.



As seen in Chart 46, a larger percentage of male respondents gave the correct response concerning blood alcohol concentration. However, this difference was not statistically significant. For the survey in 2000, male respondents gave the correct response at level that was different at a significant level.



CONCLUSIONS

The use of separate questions for day and night for being in downtown Corpus Christi, one's neighborhood, or walking to one's car appeared to have improved the specificity of the information obtained from this set of questions over the responses in 2000. The 2002 respondents report feeling least safe in downtown Corpus Christi followed by walking to their car at night, and then, being in their neighborhood at night. However, being alone in one's neighborhood in the day was the most safe situation reported and being in downtown Corpus Christi in the day fell into a mid-range of responses. Also, walking to one's car in the day and at one's job site were both considered safe. Similar to the 2000 responses, driving in Corpus Christi and Nueces County were considered to be in the top 5 unsafe conditions.

Male respondents reported feeling safer than female respondents. The age group that had the highest sense of safety was the 18-24 age group. The group that felt the least safe was the 66 and over group. Anglos have the highest sense of safety and Hispanics the lowest among the ethnic groups. These 2002 findings for gender, age, and ethnicity are similar to those from 2000. The retired and unemployed respondents had the lowest sense of safety among the employment groups with full-time students reporting the highest sense of safety. Those with high school or lower levels of education reported the lowest sense of safety among the educational categories.

Significantly fewer respondents in 2002 reported owning a firearm than in 2000. This is probably due to the inclusion of law enforcement officers as sub-samples in the earlier survey, but not the current one. Of those that report owning a firearm, greater proportions report use of trigger locks or storing the firearms under lock and key than in 2000. Local efforts to encourage the use of trigger locks have occurred by both the Nueces County Sheriff's Department and the Corpus Christi Police Department. It cannot be determined from the data available if the 2000 to 2002 differences can be attributed to these efforts or not. The improvement in firearm security is encouraging. Secured weapons are less likely to become involved in accidents or used in the commission of crimes.

Again in 2002, respondents were correct in indicating that motor vehicle crashes create the greatest risk of traumatic injury or death. Also, they again over estimated the risk caused by violent crime. Crime was cited as the second most risk producing phenomenon whereas home accidents and work accidents are both more common causes of traumatic injury.

Respondents again correctly indicated that speeding was the most common cause of motor vehicle crashes resulting in traumatic injury and death. Again, driving while intoxicated was rated higher by the respondents as a cause of motor vehicle crashes than law enforcement data indicates.

The most frequently observed poor driving behaviors were aggressive driving followed by unsafe lane changes and tailgating. Respondents reported these same three behaviors as those they most often engaged in with tailgating more common than aggressive driving which was more common than unsafe lane changes. The proportions that reported never engaging in these behaviors in 2002 were very similar to those from the 2000 survey.

Respondents reported engaging in all of the impatient driving behaviors. The most commonly reported behavior was becoming impatient when a vehicle slows ahead followed by becoming impatient at lights. These findings are similar to those from 2000. Impatient drivers tended to be young, male, and Hispanic.

Approximately two-thirds of the respondents reported speeding in the past month with one-third reporting running red lights, and one-fifth reporting consuming alcohol and then driving. Less than 10% reported use of drugs before driving in the previous month. In 2002, fewer respondents reported the improper driving behaviors of speeding, running red lights, and alcohol use before driving than in 2000. However, more reported use of drugs prior to driving than in 2000.

Poor, impatient, and improper driving behaviors may result in citations and motor vehicle crashes. Just over 37% of the respondents reported receiving a citation in the past two years. Those that reported citations were more likely to be males, 18-35 years of age, and in lower income groups. Full-time students were more likely to have received a citation than those in other employment status groups. Citations were more frequently reported by those who engaged in poor, impatient or improper driving behaviors than those who did not engage in those behaviors.

Some 19.2% of the respondents had experienced a motor vehicle crash within the past two years. Crashes were more frequently reported by Black/Other respondents, those in both the highest and lowest income groups, and the unemployed, part-time employed, and full-time student employment groups. Crashes were more frequently reported by those who engaged in poor, impatient, or improper driving behaviors than those who did not engage in those behaviors.

Respondents reporting that they always, very often, or often wear their seatbelts while driving comprised 90.6% of the respondents in 2002. This is very similar to the 92.4% reported from the 2000 survey. In 2002, females were more likely to report use of seatbelts than males which is a change from 2000. Anglos more likely to report use of seatbelts than the other ethnic groups. Seatbelt use did not increase with age or with income in the 2002 data as it did in 2000. Those that have received citations are less likely to report use of seatbelts. However, the experience of a motor vehicle crash appears to have an effect. Those that have experienced a motor vehicle crash are more likely to report use of seatbelts than those that have not had a crash.

Respondents reporting that they always, very often, or often require children to wear seatbelts or use a car seat comprised 99.7% of the respondents in 2002. This is very similar to the 96.1% reported from the 2000 survey. Again in 2002 as in 2000, females, Anglos, and those in higher income groups were more likely to require children to be secured in vehicles than other groups. The youngest age group was the least likely group to require children to be secured in 2002. In 2002, the 66 and older group was no longer the least likely to secure children, but had moved into a mid-range. As in 2000, those in 2002 that were least likely to wear their own belt were the least likely to secure children. Also, as in 2000, those who had received citations and those who had experienced motor vehicle crashes were least likely to secure children in comparison to those without citations or crashes.

The last sets of findings reported above are perhaps the most important from the 2002 survey. They confirm the findings of the 2000 survey that were used in the creation of the Nueces County Safe Communities Coalition Safety Plan. The plan chose as

priority issues to address by Coalition action the reduction of speeding, aggressive driving, driving while intoxicated, and running red lights and the improvement of the use of occupant safety devices. The findings indicate that Nueces County residents that engage in these improper driving practices are the least likely to use seatbelts. At the same time, they are the most likely to have motor vehicle crashes. These drivers place children at risk twice. They drive improperly and they fail to secure children riding in the their vehicles. With the goal of reducing traumatic injury and death in Nueces County, the Coalition's choice to focus on driving behaviors that increase risk of motor vehicle crash and increase risk of injury in crashes by the failure to secure occupants appears to be on target.