



A Report for

Safe Communities Project



SAFE COMMUNITIES SURVEY RESULTS 2000

SUBSAMPLE: POLICE DEPARTMENT EMPLOYEES

**Provided to the
Corpus Christi Police Department**

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ADMINISTRATION OF THE SURVEY

The Safe Communities Survey was designed to address safety concerns, perceptions of risk, safety knowledge, and driving behaviors. This project was envisioned as a needs assessment or problem identification project in support of the Safe Communities planning effort. The project was committed by grant provisions to collect 1,000 surveys from county residents. Within this number, the Safe Communities Coalition wanted to survey law enforcement, emergency medical service, and health care professionals, as well as young adults, senior citizens, and poor residents. This required the use of several processes. The survey was completed from May to July of 2000.

The most scientifically sound processes involved a survey of the county population by mail and surveys of the city police department's patrol officers and the county sheriff department's staff. The mail survey involved selecting a random sample of county residents from the local phone book. A random number generator was used to select one individual for the survey from each column of names from each page of the phone book. This resulted in a sample size of 1,100. The survey was mailed to each of these individuals followed by a reminder post card 14 days later. A total of 171 surveys were received for a response rate of 15.5%.

For the total population of police department patrol officers and the total population of sheriff department employees, surveys were distributed to each employee with a cover letter from the respective chief or sheriff through departmental mail procedures. From the 250 surveys distributed to the police patrol officers, 99 or 39.6% were returned and from the 230 distributed to sheriff department employees, 122 or 53.0% were returned.

Emergency medical service, fire department, and hospital employees at seven hospitals were surveyed by distribution through organizational procedures not in the control of project personnel. After permission to distribute the surveys was obtained by project staff, coalition members employed at each site worked out distribution and collection procedures as permitted by the site. Emergency room personnel were targeted at the hospitals. No method of accounting for how many surveys were actually distributed nor to whom they were distributed is available for these sites. The project received 45 surveys from the EMS/fire department and 201 from the hospitals.

To generate responses from young adults, senior citizens, and poor residents, the project collected convenience samples from students entering the University Center, seniors coming to programs at senior citizen centers, and clients arriving at the waiting room of the public health clinic. These efforts resulted in 144 surveys from students, 119 from senior citizens, and 179 from health clinic clients. An additional 28 surveys were received from a local private school system where a coalition member distributed surveys to the teachers.

These processes resulted in the collection of a total of 1,108 surveys. While only the first three sub-samples were collected with reasonably sound sampling procedures, the remainder adequately support the Coalition's desire to have the responses of specific groups of county citizens represented in the results.

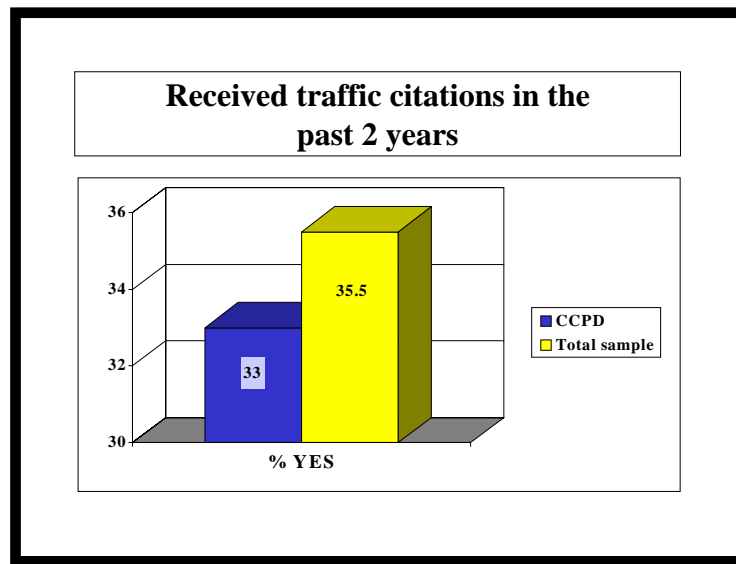
This report is based on the 99 surveys received from Police Department employees. A report for the total sample is available upon request. Here police department employees are compared to the total sample when appropriate.

Findings for Corpus Christi Police Department Employees

Of the Police Department employees, 33% had received tickets for traffic violations in the last two years, while 67% had not.

How many tickets, warnings, or “discussions” with police officers about traffic violations have you had in the past 2 years? (N=97)	
	Percent
None	67.0
One	15.5
2 or 3	7.2
4 or 5	1.0
6 or more	9.3

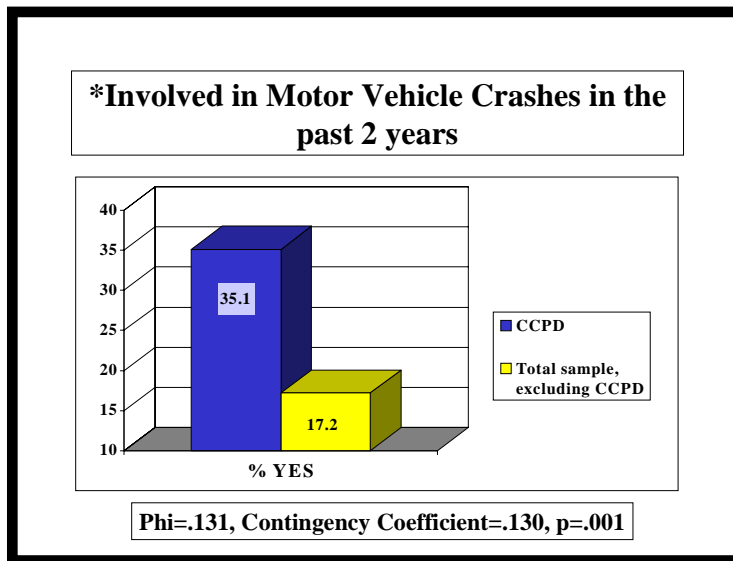
This compares to 35.5% in the total sample of 1,108, who reported receiving tickets.



The majority of the employees (64.9%) had not been involved in motor vehicle crashes in the past two years, while 35% had been in crashes.

How many motor vehicle crashes have you had during the past 2 years? (N=97)	
	Percent
None	64.9
One	26.8
2-3	8.2
4-5	0
6 or more	0

The number of Police Department employees involved in crashes is significantly higher than in the total sample (18.9%). The following chart shows the difference between the percentage of Police Department employees reporting crashes compared to all other respondents. While 17.2% of the other respondents reported that they had been involved in crashes in the last two years, a much larger percentage (35.1%) of the Police Department employees reported crashes ($\Phi=.131$, Contingency Coefficient=.130, $p=.001$).



Within the sample of Police Department employees, 68% had taken a driver safety course in the last 3 years.

How long ago was it that you last took a driving safety course? (N=97)	
	Percent
1 year or less	30.9
2-3 years	37.1
4-6 years	19.6
6 years or more	10.3
Never	2.1

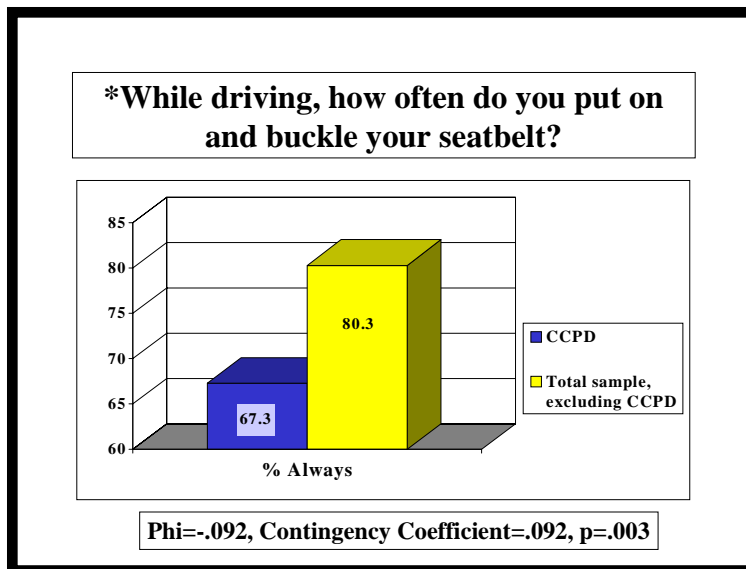
SEATBELT USAGE

When asked about seatbelt usage, 67.3% of the employees reported that they always wear a seatbelt when driving.

In the total sample, 79.2% reported that they always wear a seatbelt when driving. Police Department employees reported wearing a seatbelt at a lower rate than seen in the total sample.

While driving, how often do you put on and buckle your safety belt? (N=98)		
	Frequency	Percent
Always	66	67.3
Very Often	20	20.4
Often	7	7.1
Almost Never	3	3.1
Never	2	2.0

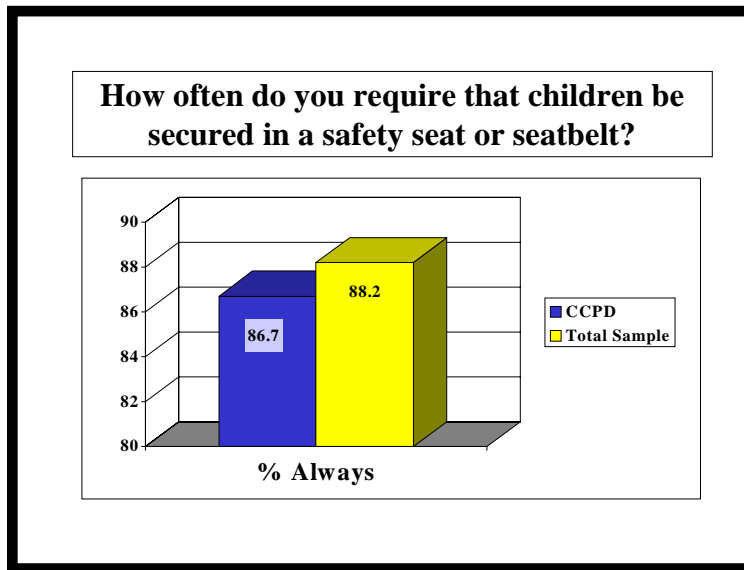
The following chart compares the seatbelt usage of the Police Department employees to all other survey respondents. Only 67.3% of the employees reported that they always wear their seatbelt when driving, compared to 80.3% of the other respondents. This difference is statistically significant (Phi=-.092, Contingency Coefficient=.092, p=.003).



Regarding children and seatbelts, 86.7% of the employees reported that they require that children always be secured in a seat or safety belt.

How often do you require that children be secured in a seat or safety belt? (N=98)		
	Frequency	Percent
Always	85	86.7
Very Often	7	7.1
Often	3	3.1
Almost Never	2	2.0
Never	1	1.0

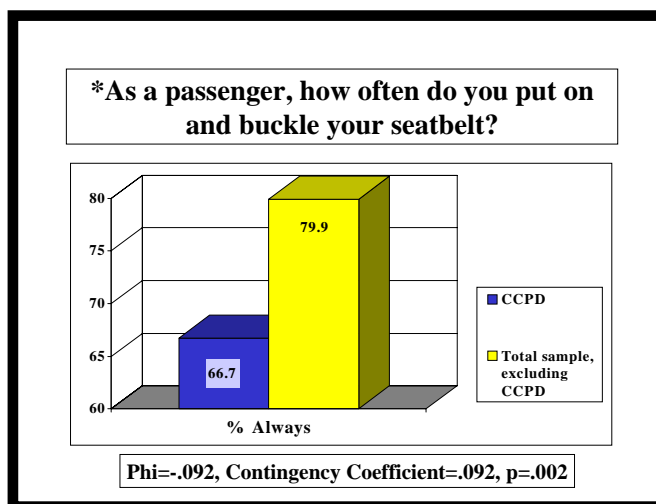
In the total sample, 88.2% of the respondents reported that they always require that children be secured. The following chart shows the difference between the seatbelt usage of the Police Department employees and that of the total sample.



As a passenger, 66.7% of the employees reported that they always wear a seatbelt. For the total sample, 78.7% reported that they always wear a seatbelt as a passenger. Again, the percentage of Police Department employees that reported always wearing a seatbelt is lower than reported in the total sample.

While a passenger, how often do you put on and buckle your safety belt? (N=99)		
	Frequency	Percent
Always	66	66.7
Very often	21	21.2
Often	7	7.1
Almost Never	4	4.0
Never	1	1.0

The following chart illustrates the difference between the employees who reported that they always wear their seatbelt as a passenger and all other respondents. Far less Police Department employees reported that they always wear their seatbelt as a passenger (66.7% compared to 79.9%). This difference is statistically significant (Phi=-.092, Contingency Coefficient=.092, p=.002).



PERCEPTION OF SAFETY

Respondents were asked how safe they feel in various situations. The following table shows the results when these questions were asked of Police Department employees.

How safe do you feel...					
	Very Safe	Somewhat Safe	Neutral	Somewhat Unsafe	Very Unsafe
Alone, at local gas station (N=99)	36.4%	33.3%	18.2%	7.1%	5.1%
Alone, at local bank or ATM (N=99)	33.3%	35.4%	18.2%	10.1%	3.0%
Alone at job site (N=99)	34.3%	29.3%	20.2%	10.1%	6.1%
Alone in community, shopping (N=99)	33.3%	36.4%	17.2%	12.1%	1.0%
Driving in Corpus Christi (N=96)	18.8%	27.1%	13.5%	28.1%	12.5%
Driving in Nueces County (N=98)	15.3%	28.6%	29.6%	18.4%	8.2%
At centers of entertainment (N=98)	20.4%	41.8%	24.5%	11.2%	2.0%
In downtown Corpus Christi (N=98)	18.4%	34.7%	25.5%	15.3%	6.1%
Walking to car at night (N=97)	22.7%	39.2%	18.6%	14.4%	5.2%
Alone in neighborhood, at night (N=98)	43.9%	29.6%	14.3%	10.2%	2.0%

Alone at a local gas station, 36.4% of the employees reported feeling very safe, while 33.3% reported feeling somewhat safe. At a local bank or ATM., 33.3% of the employees reported feeling very safe, and 35.4% reported somewhat safe. At their job site, 34.3% of the respondents reported feeling very safe and 29.3% somewhat safe, while 33.3% reported feeling very safe when shopping in the community and 36.4% reported feeling somewhat safe in this particular situation. When driving in Corpus Christi, 27.1% reported feeling somewhat safe, while 28.1% reported somewhat unsafe. When driving in Nueces County, 28.6% reported feeling somewhat safe. At centers of entertainment, 41.8% reported feeling somewhat safe, while in downtown Corpus Christi, 34.7% reported feeling somewhat safe, and when walking to their cars at night 39.2% reported feeling somewhat safe. Alone in their neighborhoods at night, 43.9% reported feeling very safe, while 29.6% reported feeling somewhat safe.

Looking at the means for this set of questions, the situation where employees reported the highest perception of safety is alone in their neighborhoods at night (mean = 4.03), while they felt least safe driving in Corpus Christi (3.11) and driving in Nueces County (3.24). In the total sample of respondents, the highest perception of safety was at one's job site, while the lowest was walking to one's own car at night.

Comparing the means for the Police Department to those of the total sample, a number of differences can be seen. Most significant of these differences concerns walking to one's car at night, where the mean for the Police Department is 3.60 and the mean for the total sample is 2.84. This shows that the Police Department employees feel much safer walking to their cars at night when compared to the total sample of respondents. Other significant differences in means concern perception of safety alone at an ATM or bank (mean for Police Department = 3.86 and mean for total sample = 3.52), in downtown Corpus Christi (Police Department = 3.44 and total sample = 3.06), and in one's neighborhood at night (Police Department = 4.03 and total sample = 3.58). For all three questions, the Police Department employees reported a higher perception of safety than the total sample.

How safe do you feel...MEANS		
	CCPD	Total Sample
Alone, at local gas station	3.89	3.78
Alone, at local bank or ATM	3.86	3.52
Alone, at job site	3.76	3.93
Alone, in community, shopping	3.89	3.80
Driving in Corpus Christi	3.11	3.24
Driving in Nueces County	3.24	3.31
At centers of entertainment	3.67	3.49
In downtown Corpus Christi	3.44	3.06
Walking to car at night	3.60	2.84
Alone, in neighborhood at night	4.03	3.58

PERCEPTIONS OF CHILDREN’S SAFETY

A number of questions were asked in regards to perception of children’s safety. Of those respondents with children, 54.5% reported that they never allow their children to go door to door alone, while 38.2% responded not very often, 5.5% often and 1.8% very often. When asked how often they allow their children to play alone in the neighborhood, 57.9% responded never, 29.8% not very often, 8.8% often, and 3.5% very often.

How often do you / would you let your children (under the age of 12)...				
	Very Often	Often	Not Very Often	Never
Go door to door alone in neighborhood (N=55)	1.8%	5.5%	38.2%	54.5%
Play in neighborhood alone (N=57)	3.5%	8.8%	29.8%	57.9%

The following table shows the results of when employees were asked about concern for children’s safety in various situations. The means indicate that respondents were most concerned with children wandering off unsupervised (mean=3.83), and least concerned with drowning accidents (3.03). The total sample of 1,108 also rated wandering off unsupervised as their highest concern.

On a scale of one to five, how would you rank your concern for child safety (all children) in regards to:						
	Most Concerned	4	3	2	Least Concerned	MEAN
Drowning accident (N=95)	14.7%	22.1%	31.6%	14.7%	16.8%	3.03
Wandering off unsupervised (N=95)	36.8%	27.4%	24.2%	5.3%	6.3%	3.83
Kidnapping (N=91)	23.1%	19.8%	20.9%	24.2%	12.1%	3.18
Riding as a passenger in a car (N=94)	19.1%	23.4%	33.0%	19.1%	5.3%	3.32
Riding a bicycle on your street (N=95)	23.2%	31.6%	26.3%	11.6%	7.4%	3.52
Crossing the street (N=95)	26.3%	34.7%	24.2%	8.4%	6.3%	3.66

Respondents were also asked to rank the safety of their children in particular public locations. Looking at the means for this set of questions, the perceived safest of the seven locations is church (mean=4.01). Parents rated the least safe place as malls (3.04), followed by parks (3.05). In the total sample, respondents also perceived church as the safest place, as well they rated malls and parks as the least safe.

How would you rank the safety of your children in the following public places?						
	Most safe	4	3	2	Least safe	MEAN
Malls (N=92)	12.0%	16.3%	44.6%	18.5%	8.7%	3.04
Parks (N=92)	8.7%	21.7%	43.5%	18.5%	7.6%	3.05
Grocery store (N=92)	12.0%	27.2%	47.8%	12.0%	1.1%	3.37
Shopping centers (N=91)	7.7%	26.4%	46.2%	16.5%	3.3%	3.19
Movie theaters (N=89)	9.0%	23.6%	51.7%	11.2%	4.5%	3.21
Church (N=91)	48.4%	28.6%	6.6%	8.8%	7.7%	4.01
Schools (N=91)	16.5%	26.4%	41.8%	9.9%	5.5%	3.38

PERCEIVED RISK OF INJURY OR DEATH

While driving in Nueces County, Police Department employees indicated that they perceive the greatest risk of motor vehicle related injury or death from intoxicated drivers (mean=4.08). Next to DWI, employees rated speeding (4.04) and wet roads (4.00) as the riskiest. They rated improper lane changes as the least risky (3.29). The total sample also rated DWI as the greatest risk and speeding as the second greatest risk.

While driving in Nueces County, how do you rate your risk of injury or death from the following? Motor vehicle crashes resulting from...	
	Means
Wet roads (N=96)	4.00
Speeding (N=97)	4.04
Running traffic lights / signs (N=96)	4.03
Unsafe aggressive driving (N=96)	3.75
Inattentive drivers (N=96)	3.76
Improper lane changes (N=97)	3.29
DWI (N=97)	4.08

When asked to rate the risk of injury from five causes, respondents rated motor vehicle crashes as the riskiest (mean=3.84) and home accidents as the least risky (2.28). The total sample also rated crashes as the highest risk of injury or death, but recreational accidents as the least risky of the five situations.

In Nueces County, how do you rate your risk of injury or death from the following?	
	Means
Home accidents (N=97)	2.28
Violent crime (N=97)	3.07
Motor vehicle crashes (N=96)	3.84
Accident at work (N=96)	3.32
Recreational activities (N=97)	2.30

Within this sample, 69.1% rated motor vehicle crashes as the *one* greatest risk of injury or death. An accident at work was chosen by 19.1% of the sample as the greatest risk, while 3.2% selected home accidents, and 8.5% violent crime. A majority of the total sample (69.6%) also rated crashes as the highest risk.

When asked which age group creates the greatest risk of motor vehicle crashes, 27.7% of the employees replied the 16-18 year old age group, while 59.6% replied the 19-25 age group, 5.3% replied the 26-55 age group, 1.1% replied the 56-65 age group, and 6.4% replied the 66 and older age group. When the total sample was asked which age group they believe creates the greatest risk of motor vehicle crashes, the largest portion responded 16-18 year olds.

DRIVER WORRY

Four questions were asked concerning driver worry. When driving, 51.5% of the employees reported that they are somewhat worried about being injured by someone speeding, while 27.3% are worried very much. In regards to other drivers running red lights, 45.5% are worried somewhat in this situation, while 39.4% are worried very much. Of the Police Department employees, 44.9% reported that they worry very much about intoxicated drivers and 36.7% worry somewhat. Drivers doing other things while driving somewhat worries 42.9% of the employees and very much worries 29.6% of them.

While driving a car, how much do you worry about being injured by someone...					
	Very much	Somewhat	Neutral	Not much	Not at all
Speeding (N=99)	27.3%	51.5%	8.1%	11.1%	2.0%
Running a red light (N=99)	39.4%	45.5%	7.1%	7.1%	1.0%
Driving while intoxicated / drunk (N=98)	44.9%	36.7%	13.3%	4.1%	1.0%
Doing other things (eating, reading, putting on makeup, etc.) (N=98)	29.6%	42.9%	19.4%	7.1%	1.0%

Looking at the means for this set of questions, the highest amount of worry was associated with intoxicated drivers (mean=4.20), as was the case in the total sample of respondents.

While driving a car how much do you worry about being injured by someone...MEANS	
Speeding	3.91
Running a red light	4.15
Driving while intoxicated / drunk	4.20
Doing other things	3.93

DRIVER BEHAVIOR

Of the surveyed Police Department employees, 61.6% indicated that everyday they see someone tailgating, while 45.5% see someone swerving everyday, 64.3% see someone making unsafe lane changes, 62.2% see other drivers disobeying lights or signs, and 64.9% see aggressive driving everyday.

For the total sample, everyday 51.8% of the respondents see tailgating, 31.5% see swerving, 49.4% see unsafe lane changes, 44.4% see another driver disobeying lights or signs, and 54.3% see aggressive driving.

The Police Department employees reported that they see these behaviors everyday at greater percentages than did the total sample.

How often do you see someone driving in the following ways?					
	Everyday	Almost everyday	A few times a week	Less than once a week	Never
Tailgating (N=99)	61.6%	25.3%	8.1%	5.1%	0%
Swerving (N=99)	45.5%	28.3%	22.2%	4.0%	0%
Making unsafe lane changes (N=98)	64.3%	25.5%	10.2%	0%	0%
Disobeying lights or signs (N=98)	62.2%	28.6%	8.2%	1.0%	0%
Driving aggressive (N=97)	64.9%	21.6%	12.4%	1.0%	0%

The means for this set of questions indicate that, most often employees see unsafe lane changes (mean=4.54) and least often they see swerving (4.15). The total sample reported aggressive driving as the most common driving behavior and swerving as the least common.

How often do you see someone driving in the following ways? MEANS	
Tailgating	4.43
Swerving	4.15
Making unsafe lane changes	4.54
Disobeying lights or signs	4.52
Driving aggressive	4.51

Looking at the employees’ own driving behavior, 46.5% indicated that they never tailgate, 59.6% never swerve, 46.5% never make unsafe lane changes, 61.6% never disobey lights or signs, and 39.8% never drive aggressively. Of the other respondents, 22.2% reported that they tailgate a few times a week or more often, 14.1% reported that they swerve a few times a week or more often, 8.1% make unsafe lane changes at least a few times a week, 20.2% disobey lights or signs at least a few times a week, and 35.6% reported that they drive aggressively a few times a week or more often.

In the total sample, 53.7% reported that they never tailgate, 64.5% never swerve, 51.6% never make unsafe lane changes, 65.3% never disobey lights or signs, and 53.3% reported that they never drive aggressively. When comparing the percentage of

respondents in the total sample, who reported never driving aggressively (53.3%) to those respondents at the Police Department, who reported never for this item (39.8%), it is noticeable that fewer employees reported that they never drive aggressively, thus more Police Department employees reported that they do drive aggressively.

How often do you drive in the following ways?					
	Everyday	Almost everyday	A few times a week	Less than once a week	Never
Tailgating (N=99)	3.0%	3.0%	16.2%	31.3%	46.5%
Swerving (N=99)	2.0%	2.0%	10.1%	26.3%	59.6%
Making unsafe lane changes (N=99)	2.0%	1.0%	5.1%	45.5%	46.5%
Disobeying lights/signs (N=99)	4.0%	5.1%	11.1%	18.2%	61.6%
Driving aggressively (N=998)	12.2%	6.1%	17.3%	24.5%	39.8%

Looking at the means for this set of questions, most often drivers reported driving aggressively (mean = 2.27), and least often they reported swerving (1.61). In the total sample, the respondents also indicated that most often they drive aggressively.

How often do you drive in the following ways?	
MEANS	
Tailgating	1.85
Swerving	1.61
Making unsafe lane changes	1.67
Disobeying lights or signs	1.72
Driving aggressive	2.27

When respondents were asked how often they retaliate against other drivers, 49% reported never, while 41.8% reported that they almost never retaliate, and the remaining 9.2% responded often, very often, or always. At traffic lights, 12.1% of the employees reported that they never get impatient, while 55.6% reported almost never, 23.2% reported often, and 9.1% reported either very often or always. When a car ahead of them slows down 7.1% reported that they never get impatient, 55.1% responded almost never, 24.5% often, and 13.2% reported that they always or very often get impatient when a car ahead of them slows down. When asked whether they yell or gesture at other drivers, 50% reported that they never do, while 39.8% reported almost never and the remaining 10.2% reported always, very often, or often.

Looking at the total sample, 48.3% reported that they never retaliate, 18.8% never get impatient at lights, 13% never get impatient when a car ahead of them slows down, and 54.3% reported that they never yell or gesture at other drivers.

How often do you...					
	Always	Very Often	Often	Almost Never	Never
Get mad and retaliate against “bad drivers” (N=98)	3.1%	1.0%	5.1%	41.8%	49.0%
Get impatient at traffic lights (N=99)	4.0%	5.1%	23.2%	55.6%	12.1%
Get impatient when a car ahead slows down (N=98)	2.0%	11.2%	24.5%	55.1%	7.1%
Yell or gesture at other drivers (N=98)	1.0%	4.1%	5.1%	39.8%	50.0%

The means for this set of questions indicate that getting impatient at slow drivers and at lights are the most common of the four behaviors (means=2.46 and 2.33, respectively). In the total sample of respondents, impatience when a car ahead slows down is the most common of these behaviors.

How often do you...MEANS	
Get mad and retaliate	1.67
Get impatient at lights	2.33
Get impatient when car ahead slows	2.46
Yell or gesture at other drivers	1.66

In the past month, 91.8% of the Police Department employees responded that they had driven above the speed limit, while 62.2% had driven through a traffic signal after it turned red, 30.9% had driven after consuming alcohol, and 6.2% had driven after taking mind-altering drugs.

For the total sample (1,108), 73.7% reported that they had driven above the speed limit in the past month, 35.5% had driven through a red signal, 22.6% had driven after consuming alcohol, and 4.5% had driven after taking drugs in the past month.

As expected, due to the nature of their work, Police Department employees reported higher rates of speeding and driving through red traffic lights.

Have you driven...in the past month	
	YES
Above the posted speed limit (N=97)	91.8%
Through a traffic signal after it turned red (N=98)	62.2%
After consuming alcoholic beverages (N=97)	30.9%
After taking drugs (other than alcohol) (N=97)	6.2%

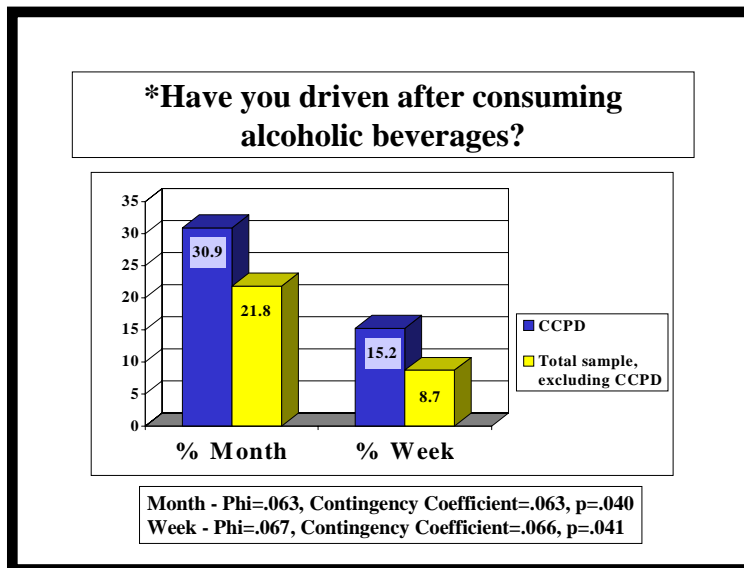
In the past week, 81.5% of the employees admitted that they had driven above the speed limit, 42.2% had driven through a red signal, 15.2% had driven after consuming alcohol, and 3.3% had driven after taking drugs. Within the total sample of respondents,

62% had driven above the speed limit, 15.1% had driven through a red light, 9.3% had driven after consuming alcohol, and 3.6% had driven after taking drugs in the past week.

Again, differences can be seen in speeding and driving through red signals when comparing the employees to the total sample of respondents.

Have you driven...in the past week	
	YES
Above the posted speed limit (N=92)	81.5%
Through a traffic signal after it turned red (N=90)	42.2%
After consuming alcoholic beverages (N=92)	15.2%
After taking drugs (other than alcohol) (N=90)	3.3%

The following chart shows the significant differences between the Police Department responses for the questions concerning driving after consuming alcohol and the responses for all other surveyed respondents. In the past week, 30.9% of the Police Department employees admitted that they had driven after consuming alcohol, while only 21.8% of the other respondents admitted that they had done this (Phi=.063, Contingency Coefficient=.063, p=.040). In the past week, 15.2% of the employees had driven after drinking, while only 8.7% of the other respondents reported engaging in this risky behavior (Phi=.067, Contingency Coefficient=.066, p=.041).



PERCEIVED CAUSES OF MOTOR VEHICLE CRASHES

Respondents were asked how likely nine driving behaviors are to cause motor vehicle crashes involving injuries or death. Of the surveyed employees, 87.4% indicated that becoming sleepy or tired while driving is very or somewhat likely to cause a motor

vehicle crash. Of the respondents, 56.8% reported that getting angry with other drivers is very or somewhat likely to cause a serious crash. Concerning tailgating or following too closely to other drivers, 81.9% responded that it is very or somewhat likely to cause a crash. Of the respondents, 61.7% reported that arguing with passengers is very or somewhat likely to cause a crash, while 68.4% reported that making an improper turn is very or somewhat likely to cause a crash, and 70.6% reported that passing in a no passing zone is very or somewhat likely to cause a motor vehicle crash involving injury or death. Looking at disregarding a stop sign or traffic light, 93.7% responded that it is very or somewhat likely to cause a crash. Of the respondents, 84.2% reported that speeding is very or somewhat likely to cause a crash, and 90.5% reported that failing to yield right of way is somewhat or very likely to cause a crash.

How likely is it for the following behaviors to cause a motor vehicle crash with injuries or death?					
	Very Likely	Somewhat likely	Neutral	Not very likely	Not at all likely
Becoming sleepy or tired (N=95)	51.6%	35.8%	10.5%	2.1%	0%
Getting angry at other drivers (N=95)	12.6%	44.2%	36.8%	6.3%	0%
Tailgating or following too closely (N=94)	31.9%	50.0%	16.0%	2.1%	0%
Arguing with passengers in car (N=94)	12.8%	48.9%	26.6%	10.6%	1.1%
Making an improper turn (N=95)	16.8%	51.6%	26.3%	4.2%	1.1%
Passing in a no passing zone (N=95)	25.3%	45.3%	20.0%	8.4%	1.1%
Disregarding stop sign / traffic light (N=95)	51.6%	42.1%	4.2%	1.1%	1.1%
Speeding (N=95)	29.5%	54.7%	12.6%	2.1%	1.1%
Failing to yield right of way to other vehicle (N=95)	56.8%	33.7%	7.4%	1.1%	1.1%

Looking specifically at the means for this set of questions, the driving behavior that is perceived to most likely cause a motor vehicle crash is failing to yield right of way (mean=4.44), followed by disregarding a sign or traffic light (4.42). For the total sample, becoming sleepy or tired was rated highest, and disregarding a stop sign or light was rated second highest.

How likely is it for the following behaviors to cause a motor vehicle crash with injuries or death? MEANS	
Becoming sleepy or tired	4.37
Getting angry at other drivers	3.63
Tailgating or following too closely	4.12
Arguing with passengers in your car	3.62
Making an improper turn	3.79
Passing in a no passing zone	3.85
Disregarding a stop sign / traffic light	4.42
Speeding	4.09
Failing to yield right of way to other vehicle	4.44

Respondents were asked how important a number of environmental issues are as causes of motor vehicle crashes resulting in injury or death. When asked about increased rush hour traffic, 51.6% of the respondents replied that it is a very important issue, and 42.1% replied that it is a somewhat important issue. Intersection design problems are considered a very important environmental issue by 32.6% of the employees and a somewhat important issue by 43.2% of the employees. Considering holes or ruts in the pavement, 42.1% of the employees saw this as a somewhat important issue, while 34.7% saw an animal on the roadway as a somewhat important issue, and 40.4% considered an object on the roadway as a somewhat important issue. When asked about a slippery, wet roadway, 55.3% of the respondents considered this a very important issue and 34% considered it a somewhat important issue. Of the employees, 30.5% considered an automobile defect a somewhat important issue and 25.3% considered roadway construction a somewhat important issue.

How important are the following environmental issues as causes of motor vehicle crashes with injury or death?					
	Very Important	Somewhat Important	Neutral	Not Very Important	Not at all Important
Increased Rush hour traffic (N=95)	51.6%	42.1%	4.2%	2.1%	0%
Intersection design problems (N=95)	32.6%	43.2%	21.1%	3.2%	0%
Holes or ruts in pavement (N=95)	12.6%	42.1%	27.4%	14.7%	3.2%
Animal on roadway (N=95)	9.5%	34.7%	31.6%	22.1%	2.1%
Object on roadway (N=94)	11.7%	40.4%	27.7%	19.1%	1.1%
Slippery, wet roadway (N=94)	55.3%	34.0%	8.5%	2.1%	0%
Automobile defect (N=95)	12.6%	30.5%	35.8%	20.0%	1.1%
Roadway construction (N=95)	10.5%	25.3%	42.1%	15.8%	6.3%

The means on this set of questions indicate that employees reported that wet roadways and rush hour traffic are the most important environmental issues (means for both = 4.43). Respondents rated roadway construction as the least important of the eight issues (mean = 3.18). The total sample of 1,108 respondents also rated rush our traffic as the most important issue and an animal on the roadway as the least important issue.

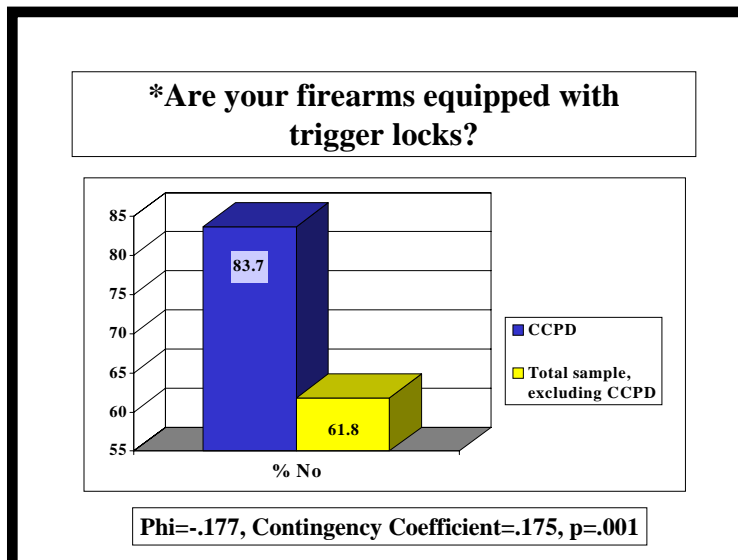
How important are the following environmental issues as causes of motor vehicle crashes with injury or death? MEANS	
Increased rush hour traffic in Nueces County	4.43
Intersection design problems	4.05
Holes or ruts in pavement	3.46
Animal on roadway	3.27
Object on roadway	3.43
Slippery, wet roadway	4.43
Automobile defect	3.34
Roadway construction	3.18

FIREARM OWNERSHIP AND STORAGE

When employees were asked if they own a firearm, 95.9% (93 of the employees) replied yes. Of these, 98.9% (92) own a handgun, 49.5% (46) own a rifle, and 66.7% (62) own a shotgun. When asked if their firearms are equipped with trigger locks, 83.7% replied no, and 56.5% reported that they do not store their firearms under lock and key.

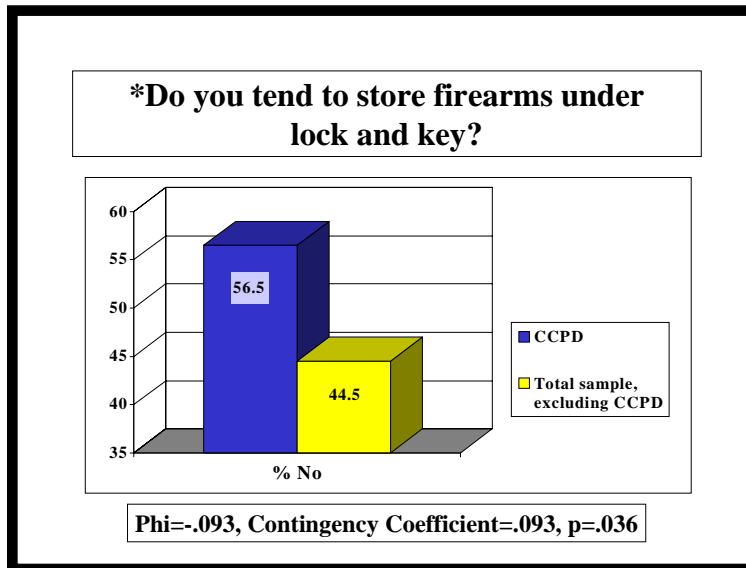
In the total sample, 42.8% of the respondents reported owning firearms. As expected, more Police Department employees own firearms than do respondents in the total sample (95.9% compared to 42.8%). The majority of these (81.5%) own at least one handgun, while 56.8% own a shotgun, and 54.8% own a rifle. When asked if their firearms are equipped with trigger locks, 65.7% responded no, while 46.7% indicated that their firearms are not stored under lock and key.

When comparing the responses to the trigger lock question, of the Police Department employees to all other respondents, a statistically significant difference can be seen.



While 61.8% of the total sample (excluding the Police Department employees) reported that their firearms are not equipped with trigger locks, a much larger portion of the Police Department employees (83.7%) reported that they do not take this precaution with their firearms (Phi=-.177, Contingency Coefficient=.175, p=.001).

Another significant difference can be seen regarding the firearm storage practices of the employees compared to the other respondents. While 56.7% of the employees reported that they do not store their firearms under lock and key, a smaller portion (44.5%) of the other respondents reported that they do not store their firearms under lock and key (Phi=-.093, Contingency Coefficient=.093, p=.036).



The previous two charts illustrate that Police Department employees have poorer gun storage practices (trigger lock and safe storage) than other surveyed respondents.

BICYCLE SAFETY

When asked how often they ride a bicycle, 30.9% of the employees responded never, 33% replied almost never, 24.5% often, 8.5% very often, and 3.2% reported that they always ride a bicycle. When asked about helmet use, 50.8% of those who ride bicycles reported that they never wear helmets, while 16.4% replied almost never, 6.6% often, 9.8% very often, and 16.4% always. Of the respondents, 54.8% were correct in answering that wearing a helmet reduces the probability of head injury by 70%. When asked which set of laws bicycle riders in Texas must adhere to, 95.5% were correct in answering motor vehicle laws.

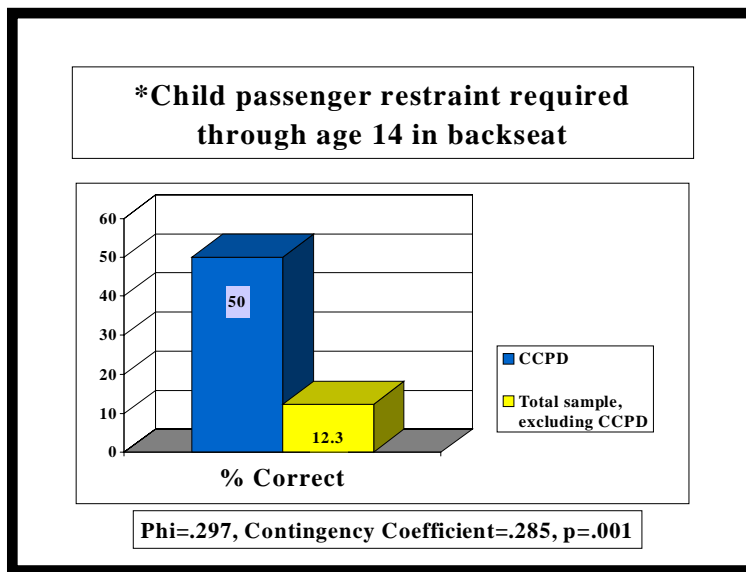
For the total sample, 57.1% of the bicycle riders never wear a helmet, while 20.6% always wear a helmet. In regards to the knowledge questions, 58.4% were correct in answering that helmets reduce the chance of injury by 70% and 73.3% were correct that bicycle riders must adhere to motor vehicle safety laws. A much greater proportion of Police Department employees knew that bicyclists must adhere to motor vehicle laws.

SAFETY KNOWLEDGE

When asked what the legal limit for alcohol concentration in the blood is while driving in Texas, 92.7% were correct in answering .08. Respondents were also asked how chemicals, medicines, and cleansers should be stored in homes with children. Of the Police Department employees, 76.3% were correct in answering that they should be kept in a locked cabinet. When asked what age Texas law requires that child passengers be restrained up to and including, 50% were correct in responding age 14.

For the total sample, 60.6% gave the correct BAC, and 75.2% gave the correct response for chemical storage. When asked about child passengers in the back seat, 15.8% gave the correct response of age 14.

A much larger portion of Police Department employees gave the correct BAC, and a larger portion also gave the correct child restraint age (although the number indicates that only half (50%) of the employees were aware of the child restraint guidelines.) The following chart shows the statistically significant difference between the responses of the Police Department employees and all other surveyed respondents (Phi=.297, Contingency Coefficient=.285, p=.001).



The Safe Communities Project staff and the Safe Communities Coalition hope that the information provided in this report is helpful to you. The information in the report may provide you with ways to improve the safety knowledge and behavior of your employees. Hopefully, with your assistance, Nueces County and Corpus Christi can become safer places to live.

You may want to share this information with your safety coordinator, training staff, or others. Please, feel free to duplicate this report as you choose.