



A Report for

Safe Communities Project



SAFE COMMUNITIES SURVEY RESULTS 2000

TOTAL SAMPLE

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Safe Communities Survey Results Total Sample¹

This report concludes the citizen survey part of the Safe Communities Project in support of the 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 reported in the Project's April 2001 report, official sources of data do not contain all the information necessary for a comprehensive planning process. The survey has been able to confirm and clarify issues and expand the Coalition's image of the causes of traumatic injury and death within Nueces County, Texas. It has provided insight into the safety knowledge, opinions, and behavior of County citizens. It has demonstrated differences on these dimensions between citizens and professionals working in agencies that respond to incidents of injury and death and among all survey respondents based on demographic variations. This type of information will permit the Coalition to target its planned efforts more effectively to those with the greatest need.

Over the course of the past twelve months, five reports were presented to the Safe Communities Coalition. In these oral and PowerPoint reports, brief overviews of the findings of this study were given. Also, the earlier reports contrasted the knowledge, opinions, and behavior of professionals and citizens. This series of reports is available upon request as sets of PowerPoint slides.

Previously, final survey results reports were distributed to the Coalition and heads of agencies that compared the results for professionals to the survey sample as a whole for the Corpus Christi Police Department, Corpus Christi Fire Department, Nueces County Sheriff's Department, and hospital employees from seven hospitals. Also, a report was distributed comparing Texas A&M University—Corpus Christi students to the survey sample as a whole. These comparisons are not repeated in this report. This set of five documents is available upon request.

This report provides analysis of the 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, motor vehicle 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 worry, driver behavior, safety knowledge, and perceived causes of motor vehicle crashes.

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 degree of summary of these. The report starts with a description of the survey methodology.

¹ This project was supported by Grant #581XXF3005 from the Texas Department of Transportation.

ADMINISTRATION OF THE SURVEY

The Safe Communities Survey was designed to inquire into issues absent in the official data by collecting information on safety concerns, perceptions of risk, safety knowledge, and driving behaviors.

From the beginning, this project was not envisioned as a traditional research project, but as a needs assessment or problem identification exercise 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 discern the views of law enforcement, emergency medical service, and health care professionals and those of young adults, senior citizens, and poor residents. This required the use of several survey processes.

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 departments 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% (see Table 1).

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.

| | Frequency | Percent |
|----------------------------------|-----------|---------|
| Mailed respondents | 171 | 15.4 |
| Sheriff's Department | 122 | 11.0 |
| Corpus Christi Police Department | 99 | 8.9 |
| TAMU-CC students | 144 | 13.0 |
| Catholic school | 28 | 2.5 |
| Fire Department | 45 | 4.1 |
| Retired | 119 | 10.7 |
| Health clients | 179 | 16.2 |
| Hospital employees | 201 | 18.1 |

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.

The survey instrument used in this research project consisted of a four-page questionnaire including 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, worry associated with driving, safety knowledge, driving behavior, seatbelt usage and knowledge of the causes of motor vehicle crashes. This report is an explanation of our findings from the survey.

RESPONDENT DEMOGRAPHICS

Of the respondents that indicated gender, 60.2% (498) were female and 39.8% (329) were male (281 not indicate gender). In the sample, 15.1% were in the 18-24 age group, while 26.2% were ages 25-35, and 25% were 36-45 years of age. The 46-55 age group accounted for 13.8% of the sample and the 56-65 age group accounted for 7.3%, while 12.7% indicated that they were over 65. Regarding ethnicity, 45% of the respondents indicated that they were Anglo, 44.6% Hispanic, 3.9% described themselves as black, while 2.1% indicated Native American, and 1.3% Asian. The remaining 3% indicated "other."

Looking at income, 31.4% of the respondents reported incomes under \$20,000, while 19% had incomes of \$20,000-29,000. Incomes of \$30,000-49,000 were reported for 26.2% of the sample, 15.6% reported incomes of \$50,000 to \$75,000, and 7.8% had incomes above \$75,000.

In regards to the highest level of education completed, the largest percentage (33.4%) indicated that they had completed some college education. Of the other respondents, 18.9% indicated their highest level of education completed as high school, while 6.9% had not completed high school. In regards to highest college degree completed, 16.7% indicated Associate's degree, 14.5% Bachelor's degree, and 9.7% had earned graduate degrees.

Almost half of the respondents (46.8%) indicated their religion as Catholic, with 25.1% Protestant, and .5% Jewish. Those reporting a religion other than Catholic, Protestant, or Jewish accounted for 20.2% of the sample, while 7.4% reported no religion.

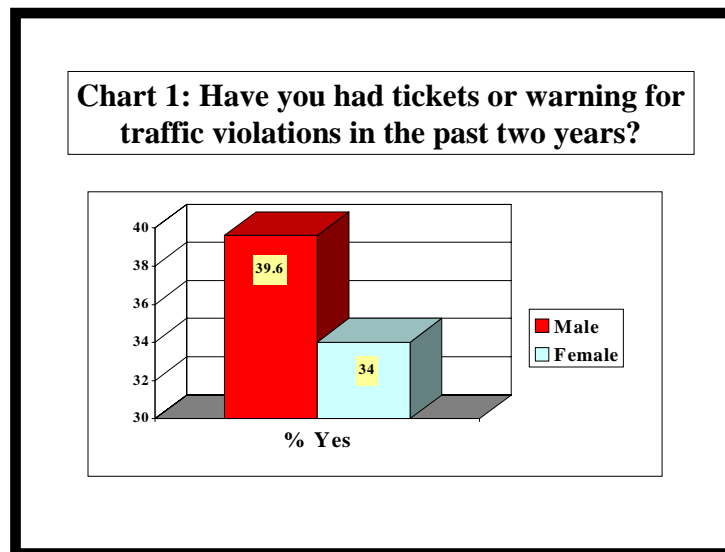
When asked if they drive, 95.4% of the sample indicated yes. Of these, 9.1% had been driving for 5 years or less, 23.5% reported 6-15 years of driving, 27.2% had 16-25 years of driving experience, 19.2% had 26-35 years and 20.9% had 36 or more years of driving experience.

TRAFFIC CITATIONS

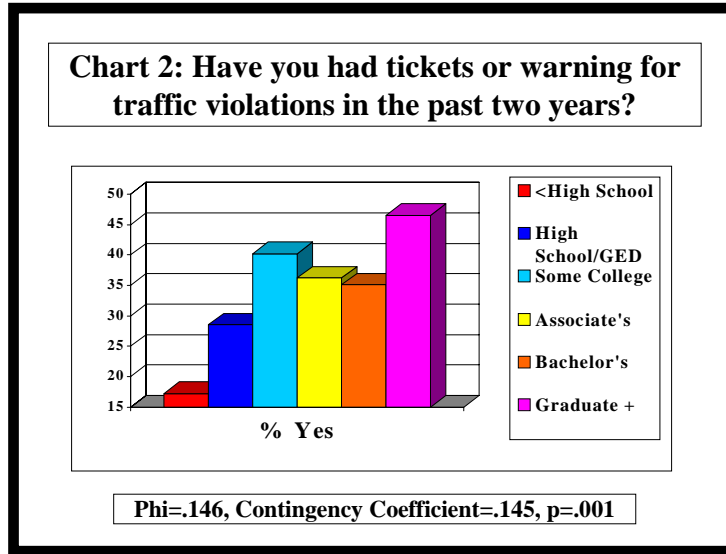
When asked how many tickets, warnings, or “discussions” with police officers about traffic violations they had had in the past 2 years (see Table 2), the majority of respondents (64.6%) reported that they had not received a ticket. The remaining 35.5% had received tickets (or warnings from police officers) 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=1072) | |
|--|---------|
| | Percent |
| None | 64.6 |
| One | 24.3 |
| 2 or 3 | 7.4 |
| 4 or 5 | 1.9 |
| 6 or more | 1.9 |

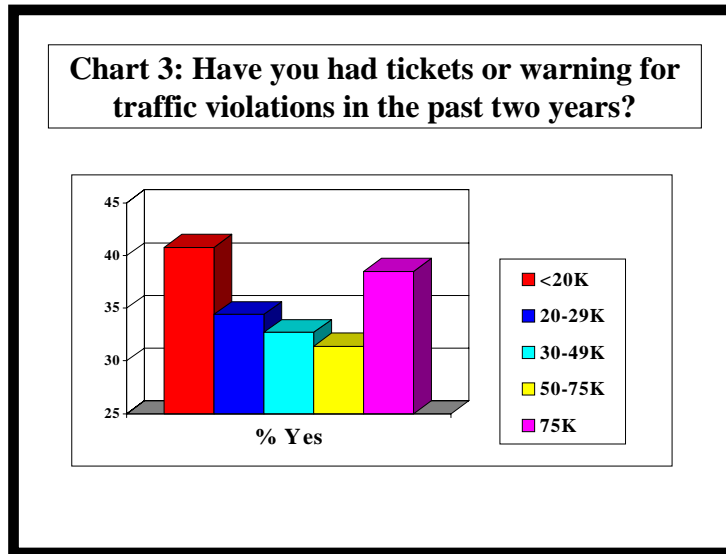
Looking at gender differences, males reported receiving more tickets than females in the past two years (see Chart 1).



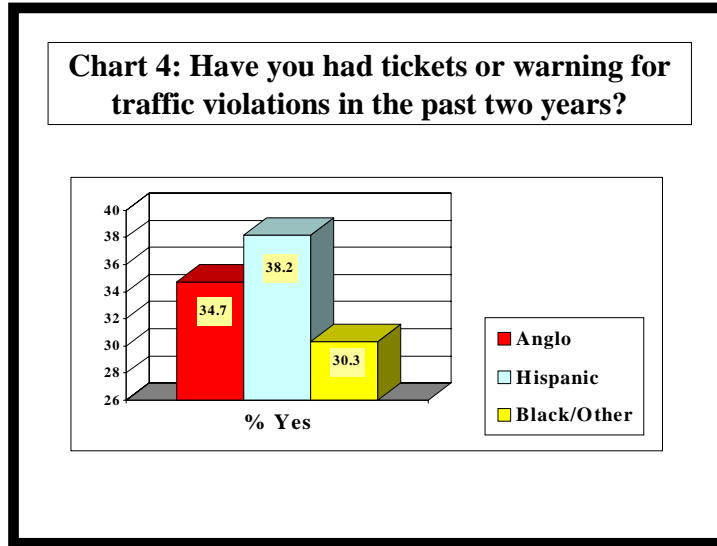
Looking at educational differences, the group who had the largest percentage of respondents who reported receiving tickets was those who had completed graduate school or above (see Chart 2). While the smallest percentage was from respondents who had not completed high school ($\Phi=.146$, Contingency Coefficient $=.145$, $p=.001$).



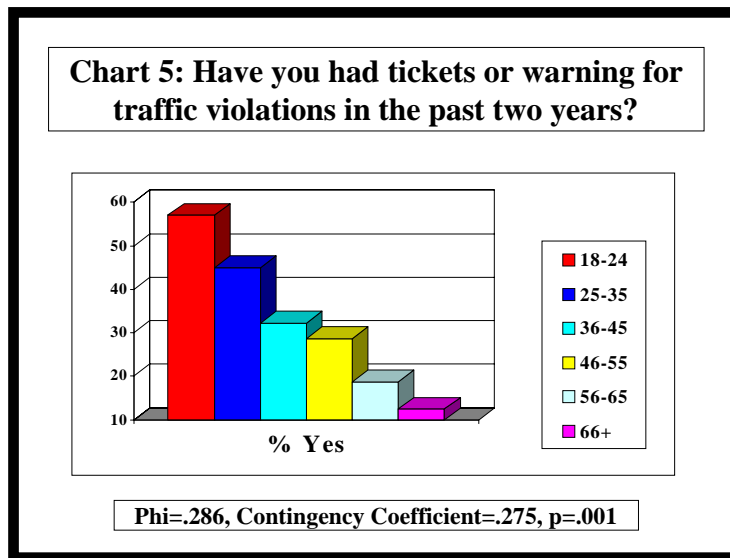
Respondents in the highest (\$75,000 +) and lowest (less than \$20,000) income categories reported receiving more tickets than the respondents in the middle categories (see Chart 3).



Hispanic respondents reported receiving more tickets for traffic violations than respondents in the Anglo or Black/other categories (see Chart 4). 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, because of the small number of respondents who indicated each of these ethnicities.



There is a strong correlation between age and traffic citations, where more respondents in the younger age groups report receiving citations and fewer respondents in the higher age groups report receiving tickets (see Chart 5). Thus, as age increases, the percentage of respondents who reported receiving tickets decreases. This relationship is statistically significant ($\Phi=.286$, Contingency Coefficient=.275, $p=.001$).



MOTOR VEHICLE CRASHES

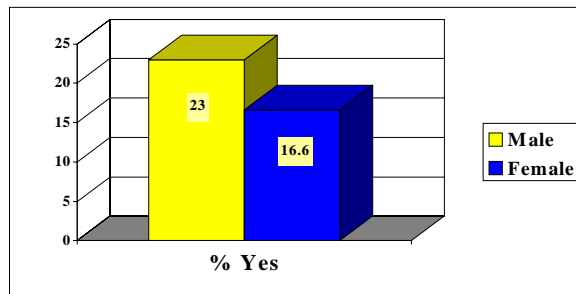
In the past two years, 81.3% of the respondents had not been involved in a motor vehicle crash, while 18.9% had been involved in crashes (see Table 3).

Table 3: How many motor vehicle crashes have you had during the past 2 years?
(N=1074)

| | Percent |
|-----------|---------|
| None | 81.3 |
| One | 14.8 |
| 2-3 | 3.3 |
| 4-5 | 0.3 |
| 6 or more | 0.5 |

More male respondents reported being in crashes than females (see Chart 6). This difference is statistically significant (Chi square=5.18, p=.023, Cramer's V=.08, p=.023).

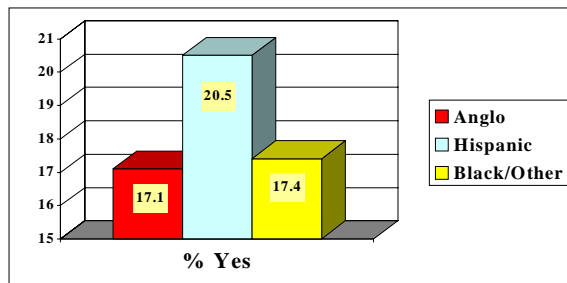
Chart 6: In the past two years, have you had a Motor Vehicle Crash?



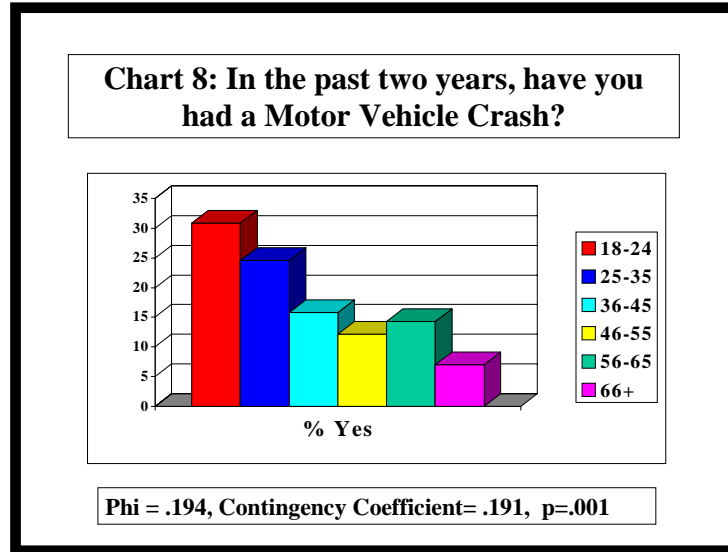
Chi Square = 5.18, p=.023, Cramer's V= .08, p=.023

A larger percentage of Hispanic respondents reported being involved in motor vehicle crashes in the last two years, when compared to the other groups (see Chart 7).

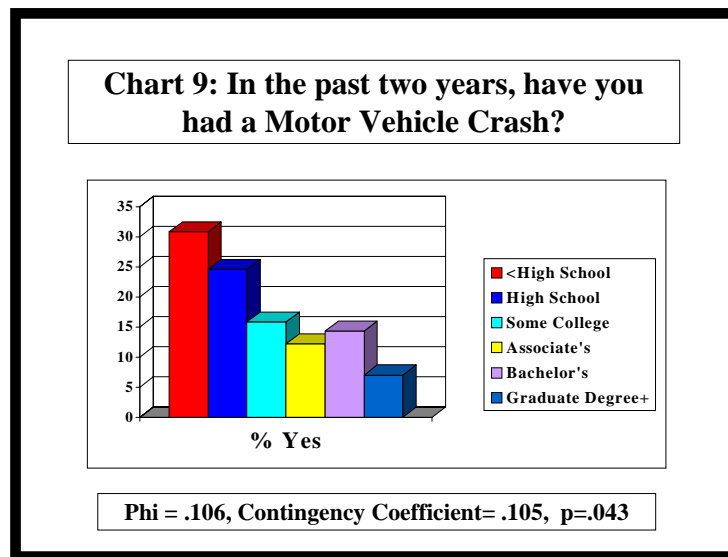
Chart 7: In the past two years, have you had a Motor Vehicle Crash?



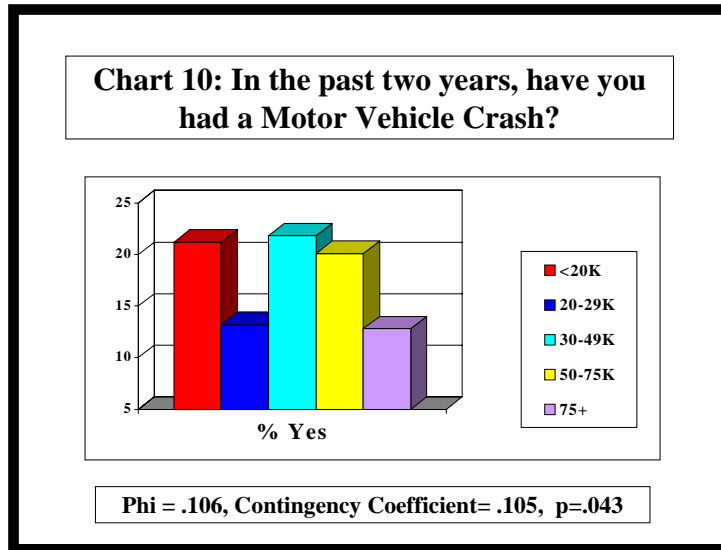
The respondents in the younger age groups reported being involved in crashes more often, than those respondents in the older age groups. As can be seen in Chart 8, as age increases, the percentage of respondents reporting involvement in motor vehicle crashes decreases (Phi=.194, Contingency Coefficient=.191, p=.001).



As can be seen in Chart 9, as the level of education increases, the percentage of respondents reporting involvement in crashes decreases. This relationship is also statistically significant (Phi=.106, Contingency Coefficient=.105, p=.043).



Fewer respondents in the \$20,000-\$29,000 and \$75,000+ income groups reported involvement in crashes, when looking at all 5 income groups (see Chart 10). This difference is statistically significant (Phi=.106, Contingency Coefficient=.105, p=.043).



The survey participants were also asked about driving safety course attendance. As seen in Table 4, 13.7% of the respondents had taken a driving safety course in the last year, 71.2% had taken a course prior to one year, while 15.2% reported that they had never taken a driver safety course.

Table 4: How long ago was it that you last took a driving safety course?
(N=1071)

| | Percent |
|-----------------|---------|
| 1 year or less | 13.7 |
| 2-3 years | 23.3 |
| 4-6 years | 17.6 |
| 6 years or more | 30.3 |
| Never | 15.2 |

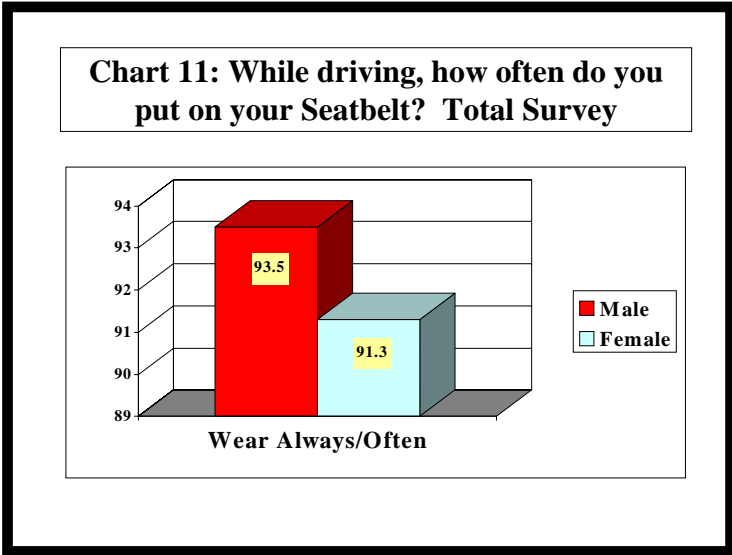
SAFETY BELT USAGE

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, 79.2% of the sample reported that they always wear their seatbelt. Of the remaining respondents, 8.4% responded that they very often wear their seatbelt, while 4.8% replied often, 3.5% almost never, and 4.1% reported that they never wear their seatbelt while driving.

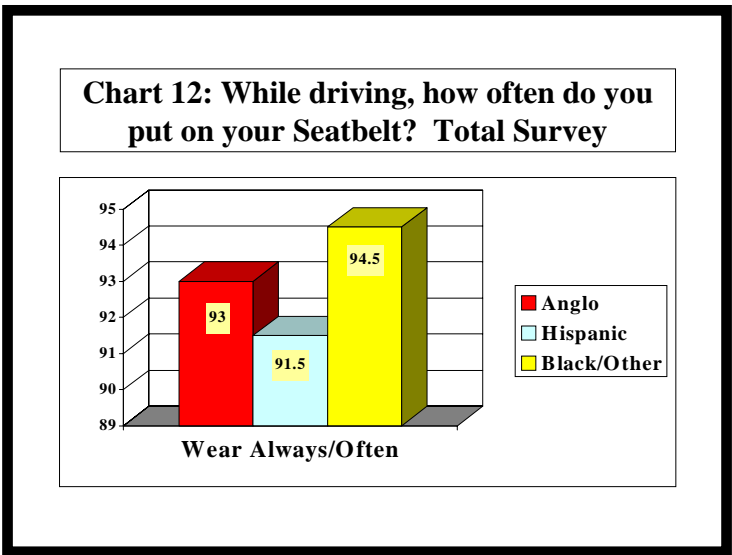
Table 5: While driving, how often do you put on and buckle your safety belt?
(N=1075)

| | Frequency | Percent |
|--------------|-----------|---------|
| Always | 851 | 79.2 |
| Very Often | 90 | 8.4 |
| Often | 52 | 4.8 |
| Almost Never | 38 | 3.5 |
| Never | 44 | 4.1 |

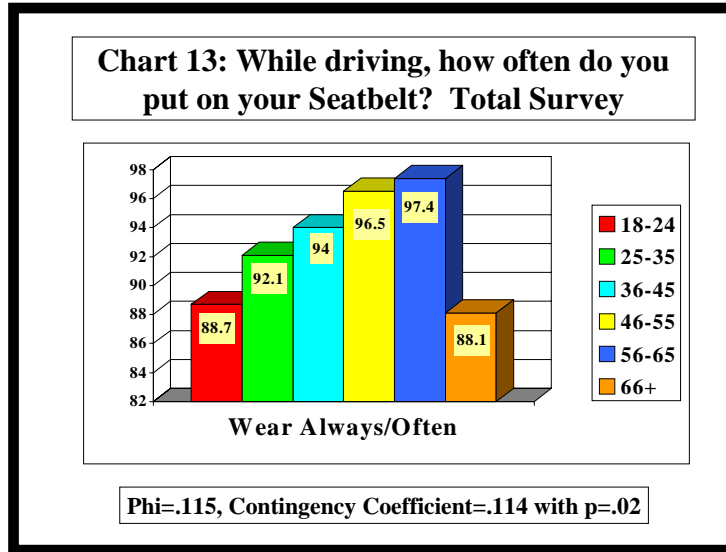
Slightly more male respondents reported that they always, very often or often wear their seatbelt when driving, when compared to the female respondents (see Chart 11).



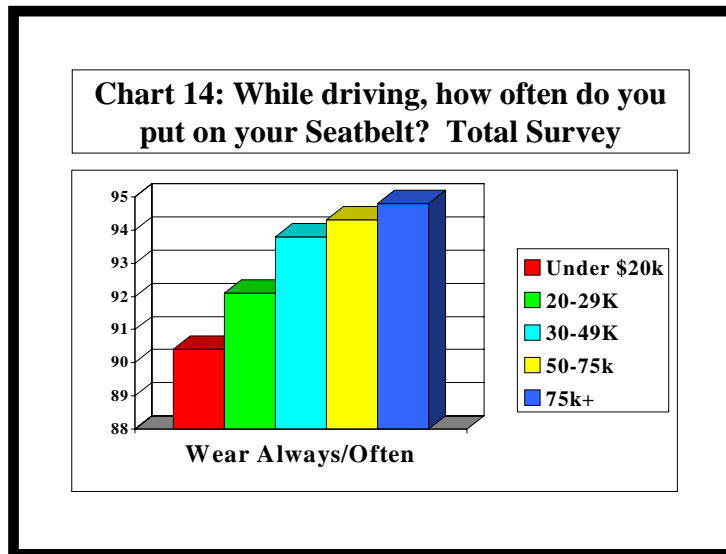
Respondents in the Black/other ethnicity category reported wearing seatbelts as drivers at higher numbers, than did the other ethnic categories (see Chart 12).



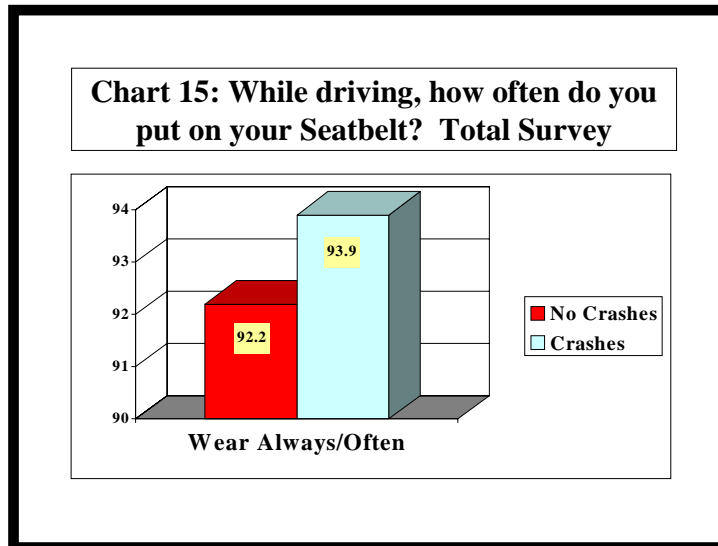
As can be seen in Chart 13, there is a steady increase with age and seatbelt usage (with the exception of the 66+ age group), where as age increases so does the percentage of respondents who reported that they always, very often or often wear their seatbelt when driving. This difference is statistically significant ($\Phi=.115$, Contingency Coefficient=.114, $p=.02$).



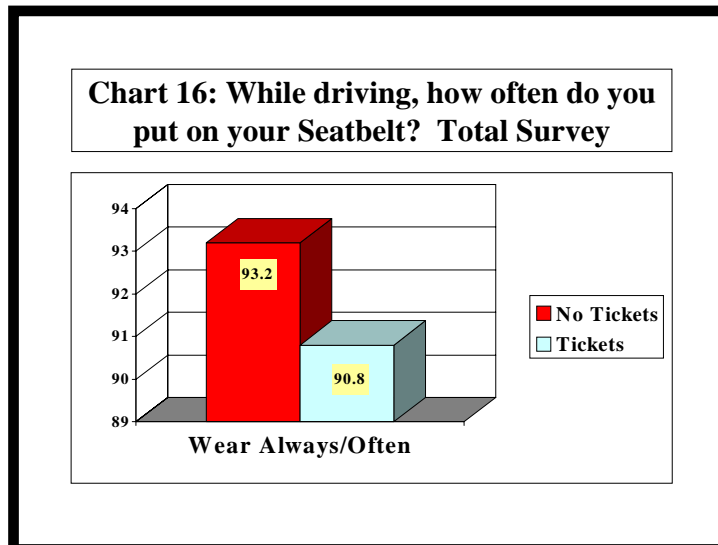
As income increases, so does the percentage of respondents who reported that they always, very often or often wear their seatbelts when driving (see Chart 14).



Respondents who were not involved in crashes in the last 2 years reported that they wear their seatbelt at a slightly higher percentage, than did respondents who had been in crashes (see Chart 15).



Respondents who had not received tickets for traffic violations in the last 2 years reported that they always wear their seatbelt at higher numbers, than did respondents who had received tickets (see Chart 16).

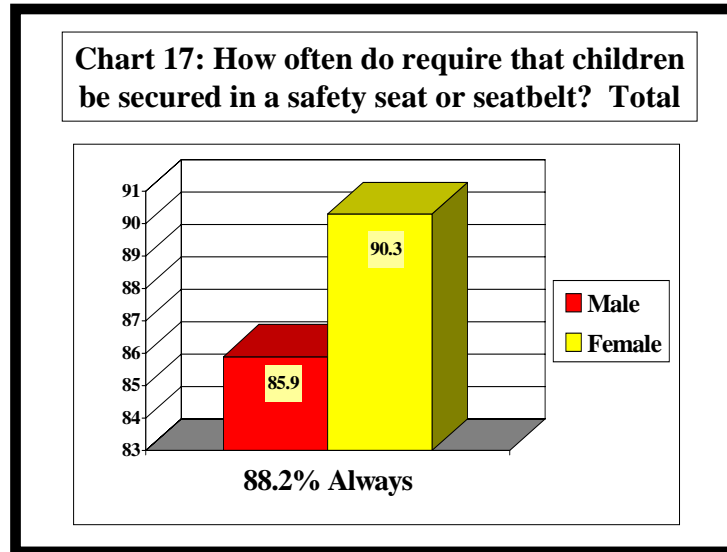


A second question was asked, concerning children and safety belt usage. A large majority (88.2%) reported that they always require that children be secured in a seat or safety belt (see Table 6).

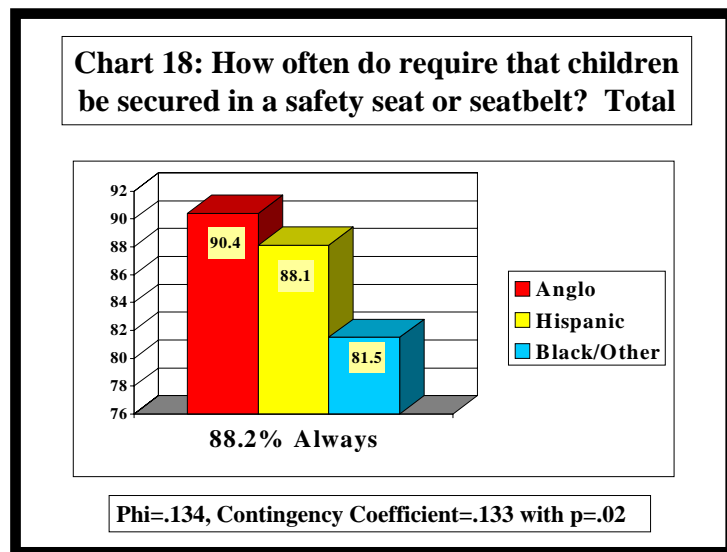
Table 6: How often do you require that children be secured in a seat or safety belt? (N=1062)

| | Frequency | Percent |
|--------------|-----------|---------|
| Always | 937 | 88.2 |
| Very Often | 52 | 4.9 |
| Often | 32 | 3.0 |
| Almost Never | 16 | 1.5 |
| Never | 25 | 2.4 |

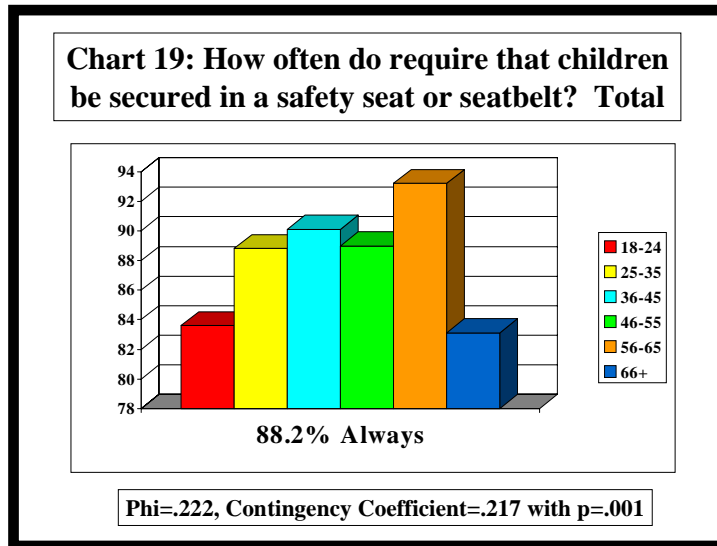
Female respondents reported that they always require children to wear seatbelts at a higher percentage than did male respondents (see Chart 17).



Based on survey results, more Anglo respondents reported that they always require children to wear seatbelts, when compared to the other respondents (see Chart 18). The black/other category reported this behavior at lower numbers than did the other respondents (Phi=.134, Contingency Coefficient=.133, p=.02).



The oldest and youngest age groups reported always requiring children to wear a seatbelt at lower numbers than the other age groups (see Chart 19). This difference is statistically significant (Phi=.222, Contingency Coefficient=.217, p=.001).



A positive correlation exists between income and requiring children to be secured in a seatbelt (see Chart 20). As income increases, so does the percentage of respondents who reported that they always require children to be secured in a seatbelt or safety seat. (Phi=.173, Contingency Coefficient=.171, p=.03).

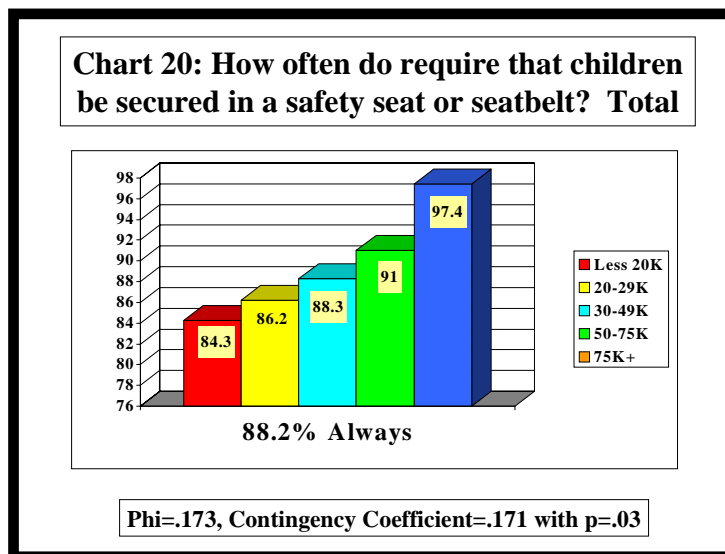
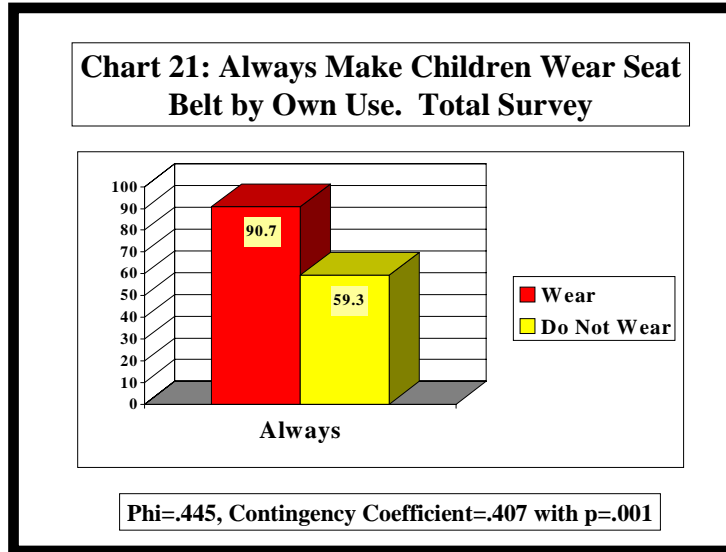
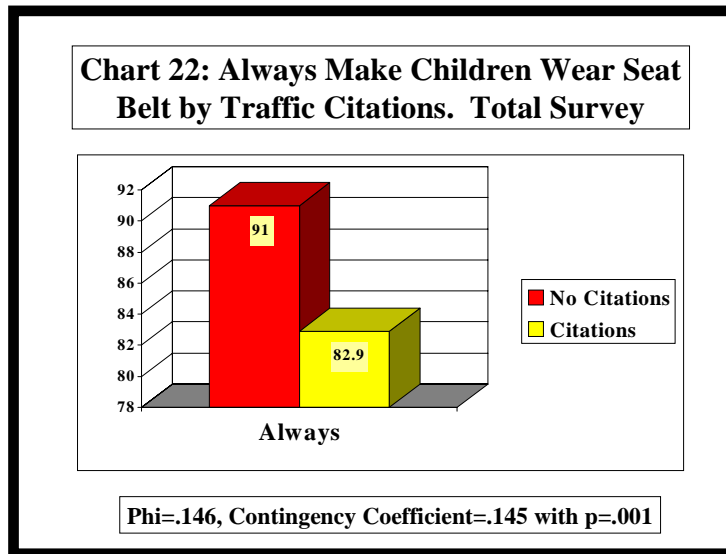


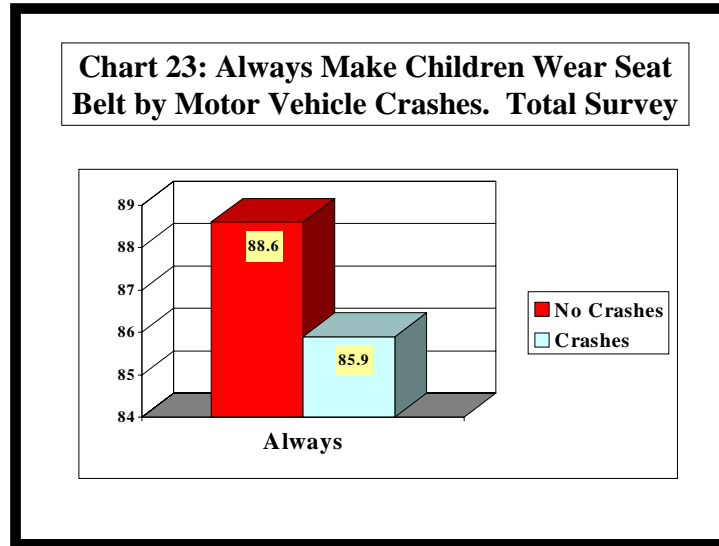
Chart 21 shows that parents who reported that they wear their seatbelts, reported that they also require their children to wear their seatbelt (90.7%), at a much higher percentage than those respondents who reported that they themselves do not wear a seatbelt (59.3%). (Phi=.455, Contingency Coefficient=.407, p=.001).



Respondents who had not received traffic citations in the past two years, reported that they always require children to wear seatbelts at higher numbers (see Chart 22), than respondents who had received citations (Phi=.146, Contingency Coefficient=.145, p=.001).



Respondents who had not been involved in crashes in the past two years reported that they always require children to wear seatbelts at higher numbers, than respondents who had been in crashes (see Chart 23).



Respondents were also asked how often they put on and buckle their safety belt as a passenger. A large majority (78.7%) responded that they always wear a seatbelt as a passenger (see Table 7), and 11% reported that they very often participate in this behavior.

Table 7: While a passenger, how often do you put on and buckle your safety belt?
(N=1092)

| | Frequency | Percent |
|--------------|-----------|---------|
| Always | 859 | 78.7 |
| Very often | 120 | 11.0 |
| Often | 55 | 5.0 |
| Almost Never | 40 | 3.7 |
| Never | 18 | 1.6 |

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, 68.9% responded either very safe or somewhat safe, while 12.5% responded either somewhat unsafe or very unsafe (see Table 8). Alone at a local bank or ATM, 59.1% replied that they feel either very or somewhat safe, and 22.8% replied somewhat or very unsafe. Alone at their job site, 69.2% feel either very or somewhat safe, while 11.4% feel very or somewhat unsafe. When asked how safe they feel alone in their community while shopping, 70.5% reported that they feel somewhat or very safe, while 13.1% feel very or somewhat unsafe. When driving in Corpus Christi, 49.3% feel somewhat or very safe, while 30.5% feel somewhat or very unsafe. When asked about driving in Nueces County, 48.5% responded that they feel

somewhat or very safe, and 24.6% responded somewhat or very unsafe. While at centers of entertainment, 57.4% feel somewhat or very safe, and 19.8% feel somewhat or very unsafe. In downtown Corpus Christi, 40.3% feel somewhat or very safe, and 34.3% feel somewhat or very unsafe. When respondents walk to their cars at night, 35.8% feel somewhat or very safe, while 45.1% feel somewhat or very unsafe. While alone in their neighborhood at night, 61.6% of the respondents feel somewhat or very safe. This compares to 22.8% who reported feeling somewhat or very unsafe in their neighborhood.

Table 8: How safe do you feel...

| | Very Safe | Somewhat Safe | Neutral | Somewhat Unsafe | Very Unsafe |
|--|------------------|----------------------|----------------|------------------------|--------------------|
| Alone, at local gas station (N=1100) | 24.5% | 44.4% | 18.6% | 9.6% | 2.9% |
| Alone, at local bank or ATM (N=1088) | 22.2% | 36.9% | 18.0% | 16.5% | 6.3% |
| Alone at job site (N=1027) | 38.0% | 31.2% | 19.5% | 8.5% | 2.9% |
| Alone in community, shopping (N=1100) | 24.8% | 45.7% | 16.4% | 11.1% | 2.0% |
| Driving in Corpus Christi (N=1086) | 12.9% | 36.4% | 20.3% | 22.6% | 7.9% |
| Driving in Nueces County (N=1085) | 12.2% | 36.3% | 26.9% | 19.1% | 5.5% |
| At centers of entertainment (N=1078) | 14.9% | 42.5% | 22.8% | 15.9% | 3.9% |
| In downtown Corpus Christi (N=1091) | 9.3% | 31.0% | 25.4% | 24.9% | 9.4% |
| Walking to car at night (N=1087) | 10.2% | 25.6% | 19.1% | 28.6% | 16.5% |
| Alone in neighborhood, at night (N=1100) | 26.0% | 35.6% | 15.5% | 16.2% | 6.6% |

Looking specifically at means for this set of questions (see Table 9), the highest mean (indicating the highest perception of safety for the entire sample) was 3.93 for perception of safety at the respondent's job site. Overall, respondents indicated their second highest perception of safety as shopping in the community (mean=3.8) and the third as, at a local gas station (3.78). The lowest mean, indicating lowest feeling of safety was 2.84 for walking to one's car at night, while the next lowest perception of safety was in downtown Corpus Christi (3.06).

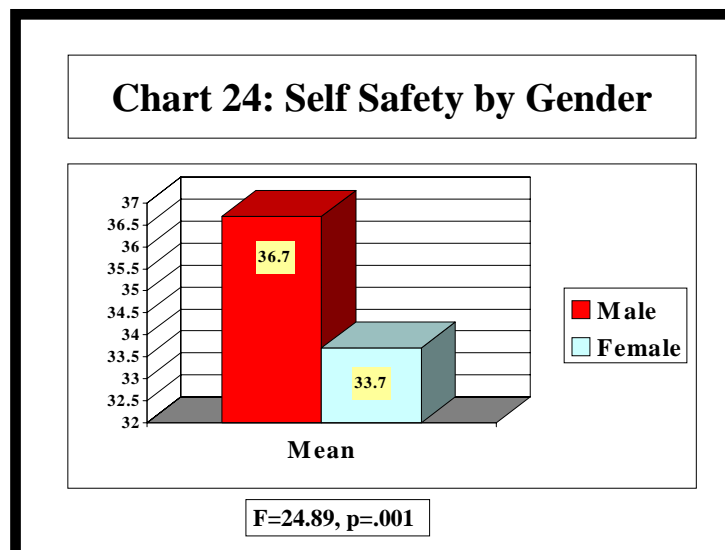
| | |
|---------------------------------|------|
| Alone, at job site | 3.93 |
| Alone, in community, shopping | 3.80 |
| Alone, at local gas station | 3.78 |
| Alone, in neighborhood at night | 3.58 |
| Alone, at local bank or ATM | 3.52 |
| At centers of entertainment | 3.49 |
| Driving in Nueces County | 3.31 |
| Driving in Corpus Christi | 3.24 |
| In downtown Corpus Christi | 3.06 |
| Walking to car at night | 2.84 |

These ten questions were combined to form an index that measured a general sense of safety for each of the respondents. Possible scores ranged from 10 (indicating the respondent chose “very unsafe” on every question) to 50 (indicating the respondent chose “very safe” on every question). The mean score for the safety sense index was 34.78, while the median was 35. The closeness of these two numbers indicates that the scores were not significantly skewed.

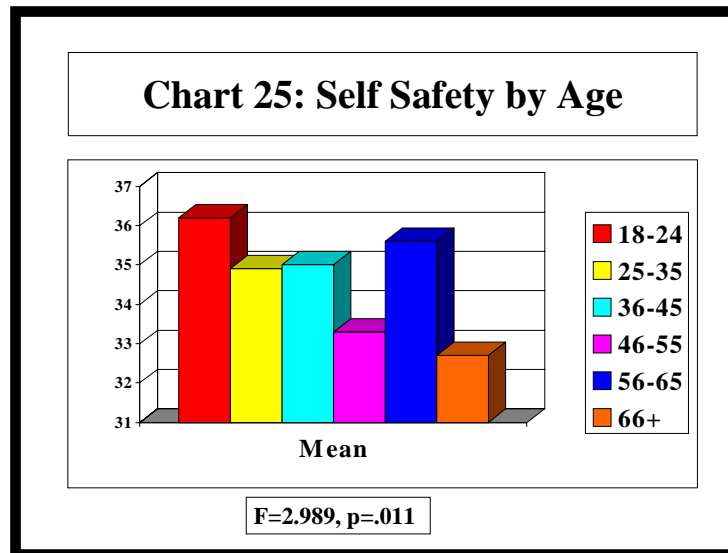
Table 10 shows the frequencies and percentages of the respondents’ index scores when divided into four ranges. Of these four ranges, the largest portion (45.9%) of the respondents had scores in the 30-39 range.

| | Score Range | Frequency | Percent |
|------------|-------------|-----------|---------|
| Least Safe | 10-19 | 30 | 3.1 |
| | 20-29 | 206 | 21.6 |
| | 30-39 | 438 | 45.9 |
| Most Safe | 40-50 | 280 | 29.4 |

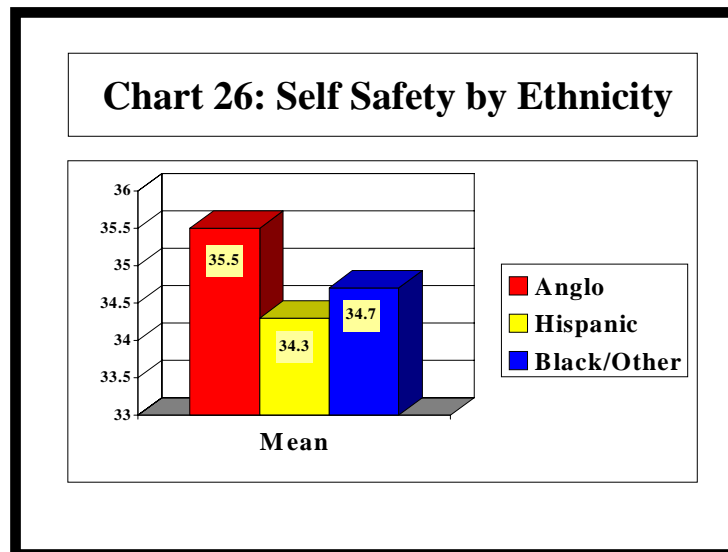
As seen in Chart 24, male respondents reported an overall higher sense of safety than female respondents ($F=24.89$, $p=.001$).



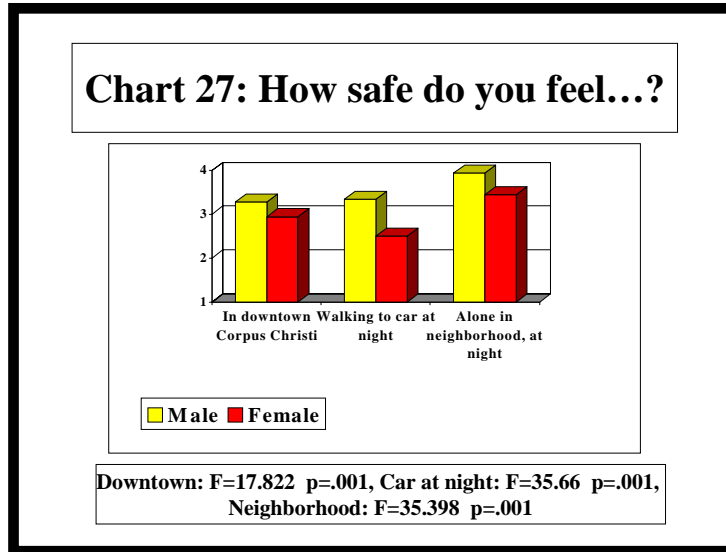
When comparing the mean safety sense index scores for the five age groups (see Chart 25), it is noticeable that the 66+ and 46-55 age groups reported the lowest perception of overall personal safety ($F=2.989$, $p=.011$).



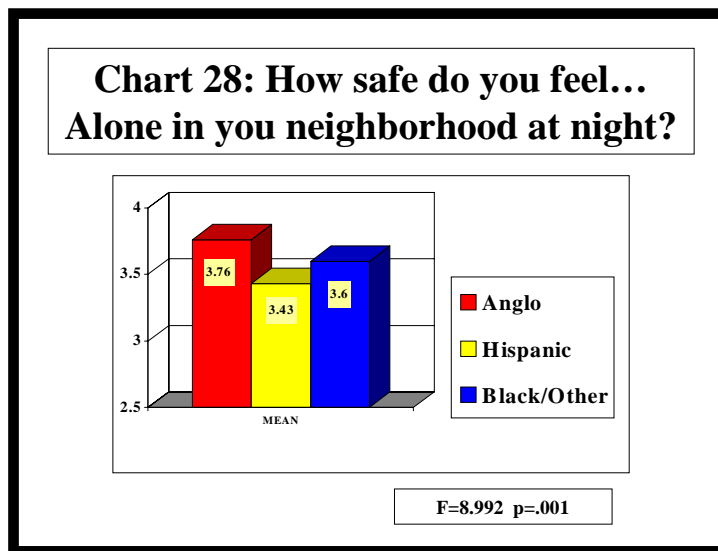
When looking at the safety sense index and ethnicity (see Chart 26), it is noticeable that Hispanic respondents reported the lowest perception of safety and the Anglo respondents reported the highest perception of safety.



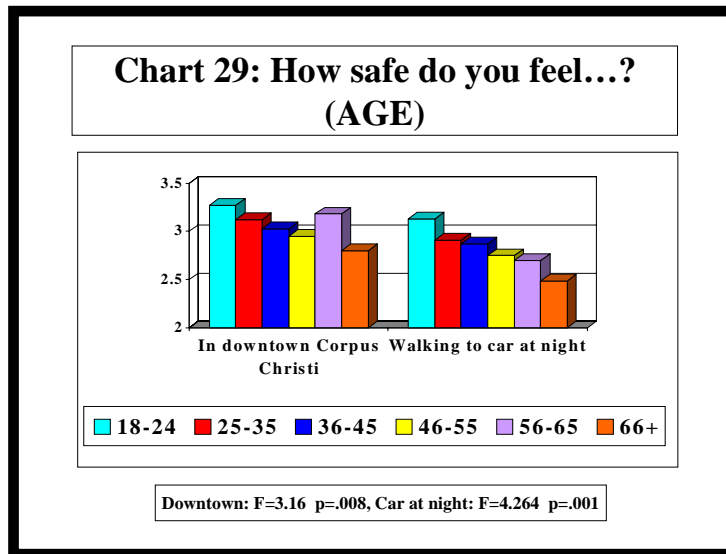
Looking at three specific questions from this set of ten questions in regards to gender differences (see Chart 27), female respondents reported a statistically lower perception of safety in these three situations (In downtown: $F=17.822$, $p=.001$, Walking to car at night: $F=35.66$, $p=.001$, Alone in neighborhood at night: $F=35.398$, $p=.001$).



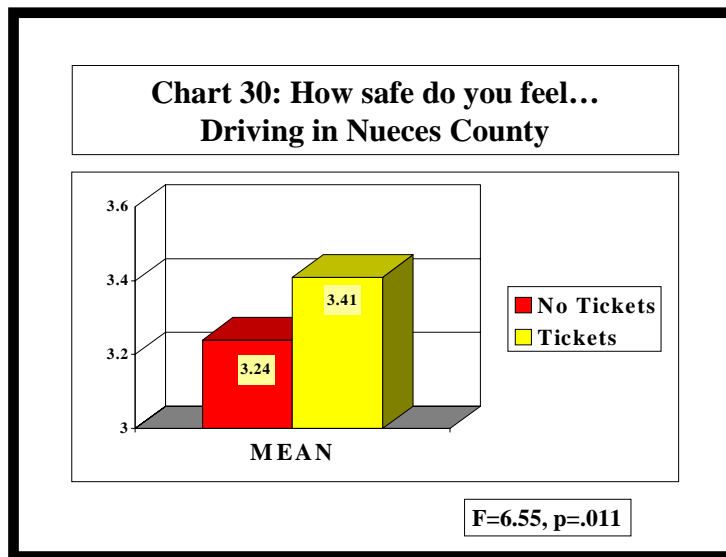
As seen in Chart 28, when alone in their neighborhood at night, Hispanic respondents reported feeling less safe than the other two ethnic groups ($F=8.992$, $p=.001$). The gender differences for the other two questions (downtown and walking to car) were not statistically significant.



When looking at the perception of safety in downtown and age (see Chart 29), there appears to be a decrease in perception of safety as age increases ($F=3.16$, $p=.008$). A similar relationship exists between perception of safety walking to one's car at night and age. As age increases, the perception of safety in this situation decreases ($F=4.264$, $p=.001$). The relationship between age and perception of safety alone in one's neighborhood at night was not significant.



Respondents who had received tickets in the last 2 years, reported a higher perception of safety while driving in Nueces County (see Chart 30). This difference is statistically significant ($F=6.55$, $p=.011$).



PERCEPTION OF CHILDREN'S SAFETY

Fifteen questions were asked pertaining to children and perception of their safety. Those respondents with children were asked how often they let their children go door to door alone in their neighborhood (see Table 11). Of those with children, 63.8 %

responded that they never let their children go door to door alone, this compares to 24.3% who responded not very often, 8.9% often, and only 3% who responded very often. A second question asked how often the surveyed parents let their children play alone in their neighborhood. Approximately half (49%) reported that they never allow this to occur. Of the other respondents, 31% replied not very often, while 13.9% responded often, and 6.1% very often.

| | Very Often | Often | Not Very Often | Never |
|---|------------|-------|----------------|-------|
| Go door to door alone in neighborhood (N=575) | 3.0% | 8.9% | 24.3% | 63.8% |
| Play in neighborhood alone (N=574) | 6.1% | 13.9% | 31.0% | 49.0% |

Respondents were asked to rank their concern for child safety in six situations, using a five point scale, where 5 signifies most concerned and 1 is least concerned. Based on the means, the most concern was associated with children wandering off alone (mean=4.17) and kidnapping (4.00), as seen in Table 12. The least amount of concern was for children riding as a passenger in a car (3.37).

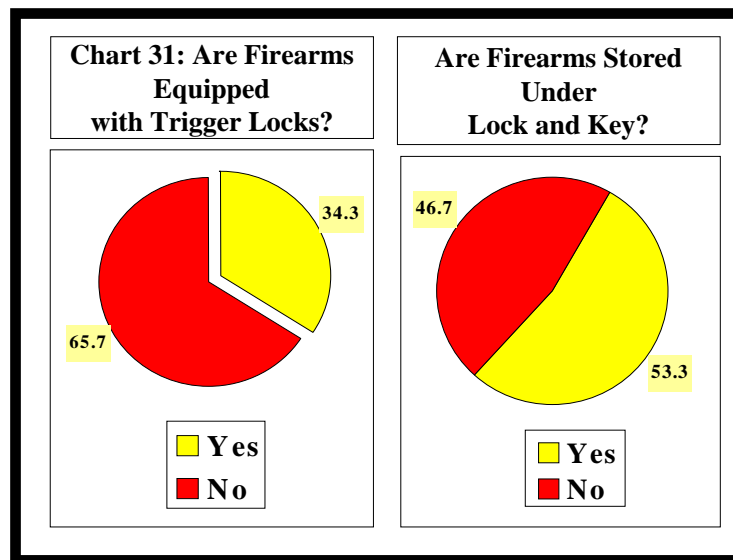
| | Most Concerned | 4 | 3 | 2 | Least Concerned | MEAN |
|--|----------------|-------|-------|-------|-----------------|------|
| Drowning accident (N=1030) | 45.1% | 17.7% | 20.4% | 8.8% | 8.0% | 3.83 |
| Wandering off unsupervised (N=1029) | 56.0% | 20.9% | 12.0% | 6.2% | 5.0% | 4.17 |
| Kidnapping (N=1016) | 52.1% | 18.0% | 14.7% | 8.6% | 6.7% | 4.00 |
| Riding as a passenger in a car (N=1023) | 32.6% | 27.1% | 25.2% | 10.7% | 4.5% | 3.37 |
| Riding a bicycle on your street (N=1019) | 38.8% | 25.8% | 21.4% | 8.4% | 5.6% | 3.84 |
| Crossing the street (N=1024) | 43.6% | 24.6% | 19.1% | 7.3% | 5.4% | 3.94 |

Another set of questions addressed perception of child safety in various locations. Respondents were asked to use a five-point scale, where 5 indicates most safe and 1, least safe. Based on the means, the perceived least safe locations for children are the parks (mean=2.96) and the malls (2.99), as seen in Table 13. Overall, respondents rated church as the most safe location (3.91).

| 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=1020) | 12% | 22.5% | 33.0% | 17.6% | 14.8% | 2.99 |
| Parks (N=1014) | 12.2% | 19.9% | 33.3% | 20.3% | 14.2% | 2.96 |
| Grocery store (N=1013) | 13.2% | 30.7% | 35.9% | 12.9% | 7.2% | 3.30 |
| Shopping centers (N=1014) | 11.4% | 23.1% | 36.4% | 17.9% | 11.1% | 3.06 |
| Movie theaters (N=999) | 11.5% | 27.1% | 36.4% | 14.7% | 10.2% | 3.15 |
| Church (N=1010) | 44.0% | 27.8% | 11.5% | 8.5% | 8.2% | 3.91 |
| Schools (N=1012) | 19.0% | 34.1% | 28.4% | 12.1% | 6.5% | 3.47 |

FIREARM OWNERSHIP AND STORAGE

Five questions were asked to respondents concerning firearm ownership and storage. They were asked if they owned a firearm and if so, what kind. Close to half, or 42.8% (461) reported owning a firearm. Of the firearm owners, 81.5% (376) owned a handgun, 56.8% (262) owned a shotgun and 54.8% (253) owned a rifle. A large proportion (65.7%) of those surveyed indicated that their firearms are not equipped with trigger locks and almost half (46.7%) reported that their firearms are not stored under lock and key (see Chart 31).



BICYCLE SAFETY

When asked about use of a bicycle, 46.7% of the respondents indicated that they never ride a bicycle, while 33% almost never ride. Of the others, 13.9% often ride a bicycle, 5% ride very often, and 1.4% always ride a bicycle. Of the bicycle riders, a large

number (57.1%) never wear a helmet, 14.5% almost never wear a helmet, while 4.6% very often and 3.2% often reported wearing a helmet. Only 20.6% reported that they always wear a helmet.

Two questions were asked concerning bicycle safety knowledge. Of the respondents, 58.4% were correct in answering that wearing a helmet reduces the probability of head injury by 70%. In regards to the second question, 73.3% of the sample were correct in answering that bicyclists must adhere to motor vehicle laws.

PERCEIVED RISK OF INJURY AND DEATH

Respondents were asked to rate various driving conditions from 1-5, in regards to risk of injury or death. In this scale, 5 signifies greatest risk and 1, least risk. Based on the means (see Table 14), overall, the sample identified DWI as the most risky situation (mean=4.41). Speeding was rated as the second overall riskiest situation (4.26). The situation rated as the least risky was improper lane changes (3.70).

| | Means |
|---|-------|
| Wet roads (N=1063) | 3.88 |
| Speeding (N=1064) | 4.26 |
| Running traffic lights / signs (N=1062) | 4.18 |
| Unsafe aggressive driving (N=1063) | 4.14 |
| Inattentive drivers (N=1063) | 4.07 |
| Improper lane changes (N=1069) | 3.70 |
| DWI (N=1066) | 4.41 |

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 3.99 (see Table 15), far above the means for the other potential risks. Violent crime was the second highest (mean=3.43). Overall, respondents rated recreational activities to have less risk than the other four situations.

| | Means |
|----------------------------------|-------|
| Home accidents (N=1058) | 2.58 |
| Violent crime (N=1071) | 3.43 |
| Motor vehicle crashes (N=1045) | 3.99 |
| Accident at work (N=1065) | 2.65 |
| Recreational activities (N=1056) | 2.45 |

Respondents were also asked which of these five situations they perceive as the *one* greatest risk of injury or death. Overwhelmingly (69.6%), respondents perceive the

greatest risk of injury or death from motor vehicle crashes. While the second highest percentage, 20.6%, chose violent crime as the greatest risk of injury or death. At much smaller proportions, 4.1% perceive accidents at work as the greatest risk, while 4% replied home accidents, and 1.7% chose recreational activities as the riskiest.

When asked which age group of drivers creates the greatest risk of motor vehicle crashes, 39.6% responded that 16-18 year olds do and 35.7% indicated that 19-25 year olds create the greatest risk. At much smaller percentages, 8.8% responded that the 26-55 age group creates the greatest risk, 1.4% indicated 56-65 year olds, and 14.5% indicated that the age group 66 and above creates the greatest risk of motor vehicle crashes.

DRIVER WORRY

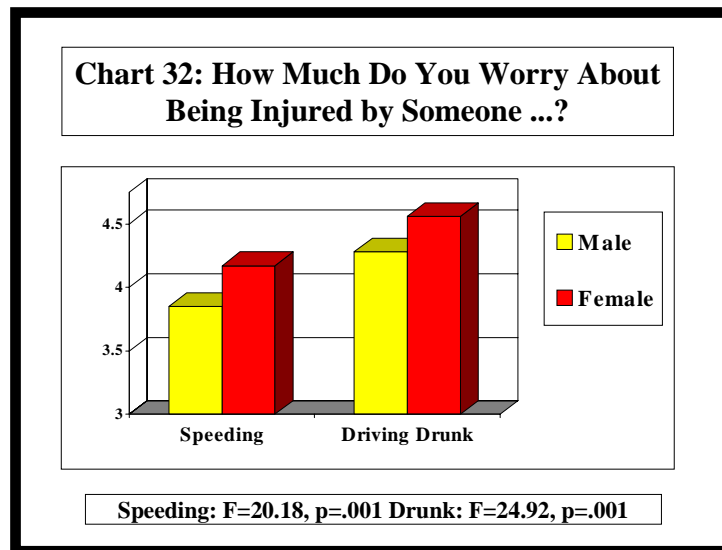
Four questions were asked pertaining to driver worry. Each of the questions began with “While driving a car, how much do you worry about being injured by someone...” Each question had the possible responses of very much, somewhat, neutral, not much, and not at all. In the sample, 39.7% of the respondents reported that they worry somewhat and 39.2% worry very much about being injured when other drivers are speeding (see Table 16). Of the respondents, 35% reported that they worry somewhat about being injured by someone running a red light and 49.4% worry very much in this situation. A large portion of the respondents (60.7%) reported that they worry very much about being injured by someone driving while intoxicated, while 27% worry somewhat in this situation. When drivers are doing other things while driving, 43.9% of the respondents reported that they worry very much and 37.6% worry somewhat.

| | Very much | Somewhat | Neutral | Not much | Not at all |
|--|-----------|----------|---------|----------|------------|
| Speeding (N=1092) | 39.2% | 39.7% | 11.1% | 8.2% | 1.9% |
| Running a red light (N=1090) | 49.4% | 35.0% | 8.1% | 6.6% | 0.9% |
| Driving while intoxicated / drunk (N=1087) | 60.7% | 27.0% | 8.2% | 3.6% | 0.6% |
| Doing other things (eating, reading, putting on makeup, etc.) (N=1089) | 43.9% | 37.6% | 11.8% | 5.7% | 1.0% |

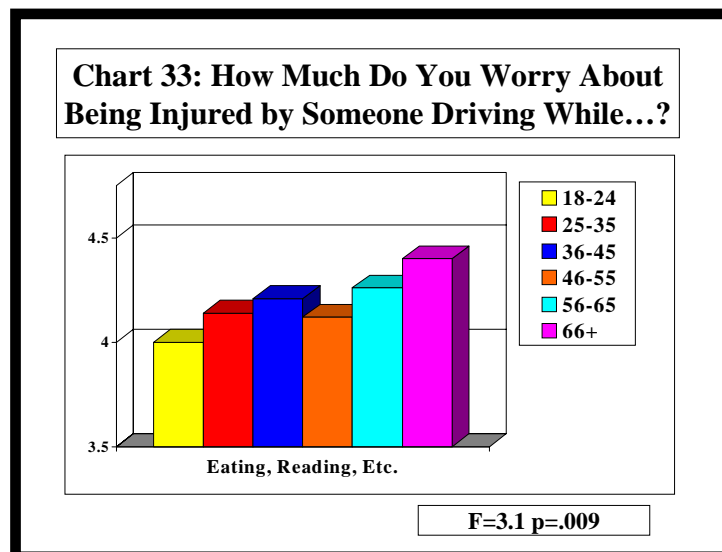
The following table shows the mean responses for these four questions. The highest mean, indicating the highest amount of worry is 4.44, for being injured by someone driving while intoxicated or drunk (see Table 17). The least amount of worry for these four situations is associated with other drivers speeding (mean=4.06).

| Table 17: While driving a car how much do you worry about being injured by someone... MEANS | |
|--|------|
| Speeding | 4.06 |
| Running a red light | 4.25 |
| Driving while intoxicated / drunk | 4.44 |
| Doing other things | 4.18 |

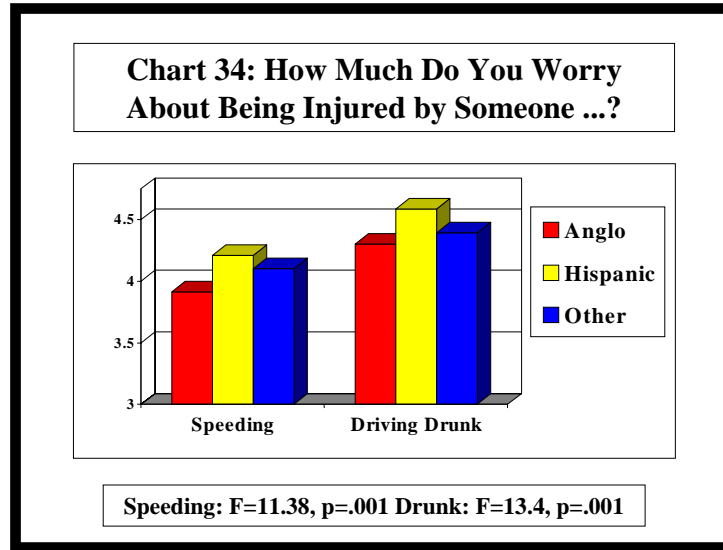
Female respondents reported more worry associated with speeding and drunk driving, than did male respondents (see Chart 32). This difference is statistically significant (Speeding: $F=20.18, p=.001$, Driving Drunk: $F=24.92, p=.001$).



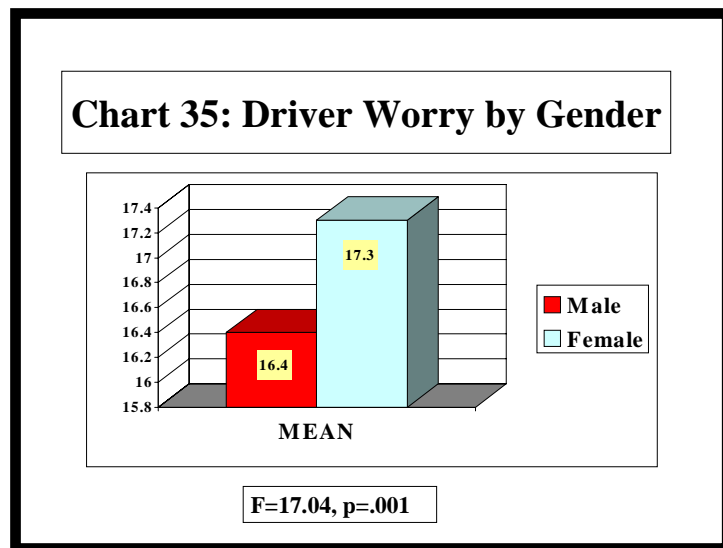
There is a gradual increase in worry with age, specifically when other drivers are doing other things while driving (see Chart 33). This difference is statistically significant ($F=3.1, p=.009$).



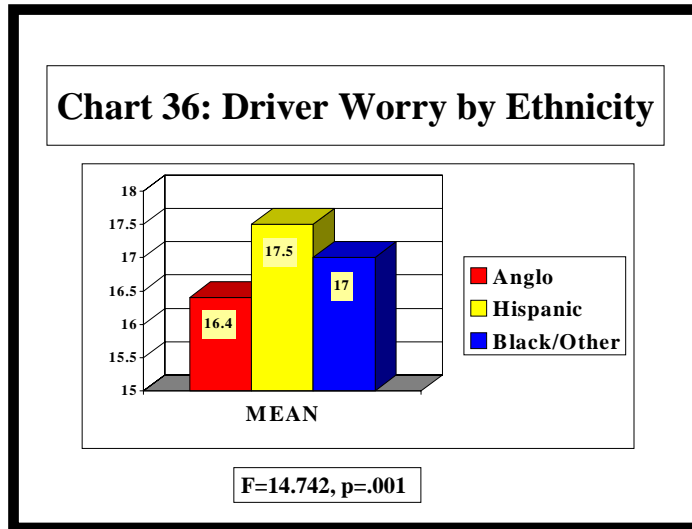
The means for the three ethnic groups were statistically different for the questions concerning worry associated with other drivers speeding and driving drunk (speeding: $F=11.38$, $p=.001$, driving drunk: $F=13.4$, $p=.001$). Based on these findings, Hispanics expressed more worry associated with these two risky behaviors (see Chart 34).



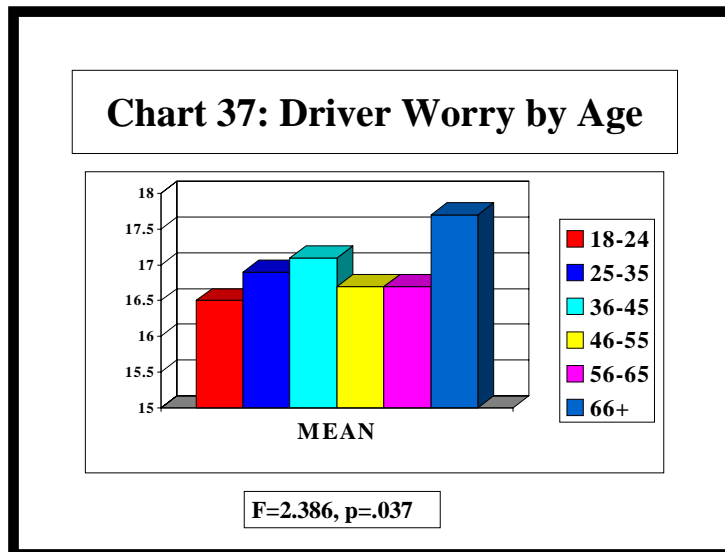
As seen in Chart 35, female respondents reported more overall driver worry than males ($F=17.04$, $p=.001$). The overall driver worry score is a combination of the responses from the four questions asked in this section.



As seen in Chart 36, Hispanic respondents reported more overall driver worry, than Anglo and Black/ other respondents ($F=14.742$, $p=.001$).



When looking at age and driver worry (see Chart 37), it is noticeable that the 66+ age group reported more overall driver worry ($F=2.386, p=.037$).



DRIVER BEHAVIOR

A series of questions was asked to respondents concerning other drivers' behavior, as well as their own. For both categories, respondents were asked to reply with: everyday, almost everyday, a few times a week, less than once a week, or never.

Based on the responses, approximately half (51.8%) of the sample sees someone tailgating everyday, while 31.5% see swerving everyday (see Table 18). Nearly half (49.4%) see other drivers making unsafe lane changes every day. While 44.4% see someone disobeying lights or signs every day, 54.3% see someone driving aggressively.

| | Everyday | Almost everyday | A few times a week | Less than once a week | Never |
|-------------------------------------|----------|-----------------|--------------------|-----------------------|-------|
| Tailgating (N=1095) | 51.8% | 28.2% | 13.3% | 5.5% | 1.2% |
| Swerving (N=1089) | 31.5% | 23.6% | 27.4% | 15.6% | 1.9% |
| Making unsafe lane changes (N=1088) | 49.4% | 27.8% | 17.1% | 5.1% | 0.7% |
| Disobeying lights or signs (N=1087) | 44.4% | 26.6% | 16.6% | 11.1% | 1.3% |
| Driving aggressive (N=1069) | 54.3% | 26.9% | 13.2% | 4.3% | 1.3% |

The highest mean for this set of questions is 4.29, indicating that most often respondents saw someone driving aggressively, while the second highest was for tailgating (4.24), as seen in Table 19. Least often, the respondents saw other drivers swerving (mean=3.67).

| | |
|----------------------------|------|
| Tailgating | 4.24 |
| Swerving | 3.67 |
| Making unsafe lane changes | 4.20 |
| Disobeying lights or signs | 4.02 |
| Driving aggressive | 4.29 |

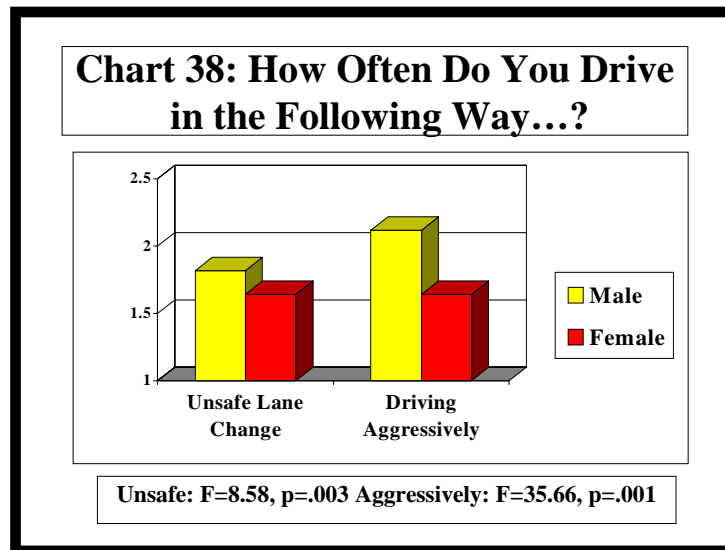
Looking at reported personal driving behavior (see Table 20), 53.7% responded that they never tailgate, while 64.5% reported that they never swerve, 51.6% never make unsafe lane changes, 65.3% never disobey lights or signs, and 53.3% reported that they never drive aggressively. Of the other respondents, 18.8% reported that they tailgate a few times a week or more often, while 9.7% reported that they swerve at least a few times a week. When asked about making unsafe lane changes, 14% of the respondents reported that they do this at least a few times a week. Of the respondents, 12.1% reported that they disobey lights or signs a few times a week or more often and 22.7% reported that they drive aggressively at least a few times a week.

| | Everyday | Almost everyday | A few times a week | Less than once a week | Never |
|-------------------------------------|----------|-----------------|--------------------|-----------------------|-------|
| Tailgating (N=1088) | 3.3% | 3.7% | 11.8% | 27.6% | 53.7% |
| Swerving (N=1083) | 2.1% | 1.9% | 5.7% | 25.7% | 64.5% |
| Making unsafe lane changes (N=1084) | 2.3% | 3.2% | 8.5% | 34.4% | 51.6% |
| Disobeying lights/signs (N=1083) | 2.5% | 3.0% | 6.6% | 22.7% | 65.3% |
| Driving aggressively (N=1085) | 5.2% | 4.9% | 12.6% | 24.1% | 53.3% |

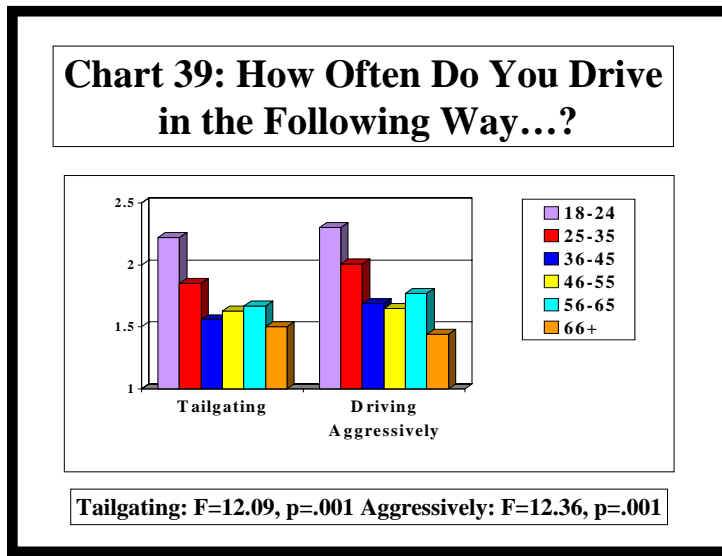
As seen in Table 21, those surveyed indicated that they perform these five risky driving behaviors much less, than they see from other drivers. While the means for other drivers' behavior ranged from 3.67 to 4.29, the means for one's own behavior ranged from 1.51 to 1.85. According to the means, the surveyed respondents most often drive aggressively (mean = 1.85) and least often swerve (1.51).

| Table 21: How often do you drive in the following ways? MEANS | |
|--|------|
| Tailgating | 1.75 |
| Swerving | 1.51 |
| Making unsafe lane changes | 1.70 |
| Disobeying lights or signs | 1.55 |
| Driving aggressive | 1.85 |

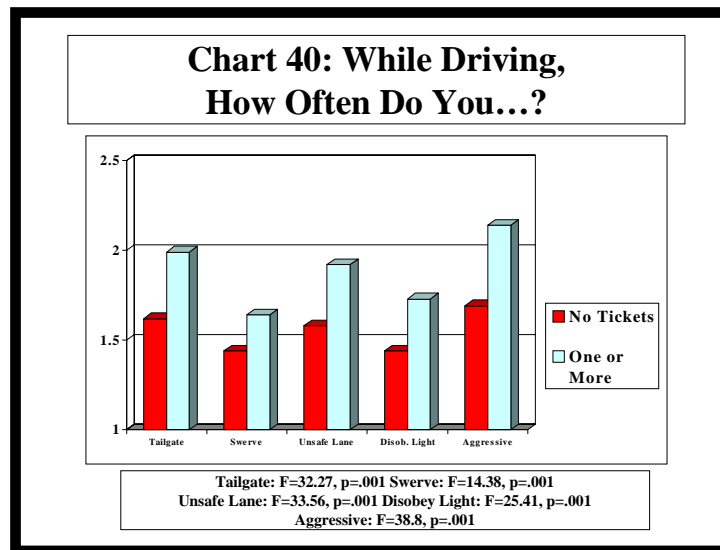
Males reported unsafe lane changes and driving aggressively at higher numbers than females (see Chart 38). These differences are statistically significant (unsafe lane changes: $F=8.58$, $p=.003$, aggressive driving: $F=35.66$, $p=.001$).



As seen in Chart 39, the youngest age groups reported tailgating and driving aggressively more often than the other age groups (Tailgating: $F=12.09$, $p=.001$, Aggressive driving: $F=12.36$, $p=.001$).



For each of these 5 risky driving behaviors, respondents who had received one or more tickets for traffic violations, reported that they had engaged in these behaviors at higher numbers (see Chart 40). These differences are statistically significant (Tailgate: F=32.27, p=.001 Swerve: F=14.38, p=.001, Unsafe Lane Changes: F=33.56, p=.001 Disobey Light: F=25.41, p=.001, Aggressive: F=38.8, p=.001)



Four questions specifically addressed the respondents' personal display of aggressive and impatient driving behaviors. The possible responses included: always, very often, often, almost never, and never. In regards to getting mad and retaliating against other drivers, 48.3% of the respondents reported that they never do this, while 17.5% replied often, very often or always (see Table 22). At traffic lights, 18.8% of the sample reported that they never get impatient, while 37.2% reported that they often, very often or always get impatient in this situation. When a car ahead slows, 13% reported

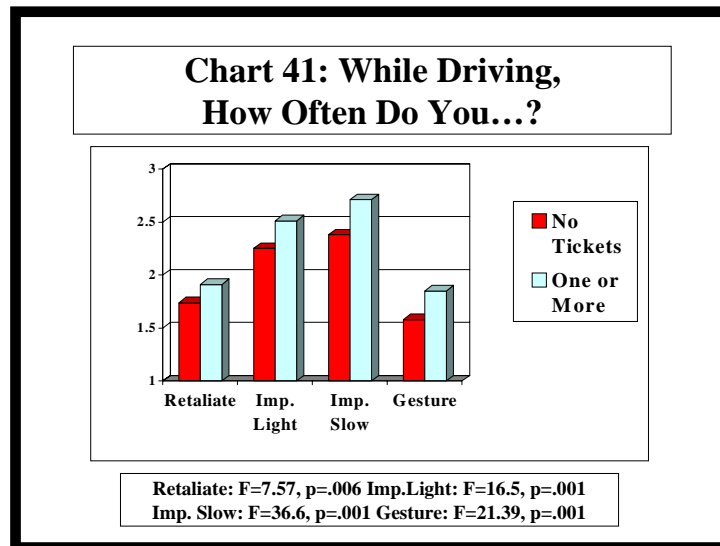
that they never get impatient, while 43.3% reported that they often, very often or always get impatient in this situation. In regards to yelling or gesturing at other drivers, 54.3% reported that they never yell or gesture, while 14% replied that they often, very often or always yell or gesture.

| | Always | Very Often | Often | Almost Never | Never |
|--|--------|------------|-------|--------------|-------|
| Get mad and retaliate against “bad drivers” (N=1091) | 3.7% | 3.8% | 10.0% | 34.2% | 48.3% |
| Get impatient at traffic lights (N=1087) | 4.3% | 6.9% | 26.0% | 44.0% | 18.8% |
| Get impatient when a car ahead slows down (N=1077) | 5.3% | 9.1% | 28.9% | 43.7% | 13.0% |
| Yell or gesture at other drivers (N=1070) | 2.1% | 3.6% | 8.3% | 31.7% | 54.3% |

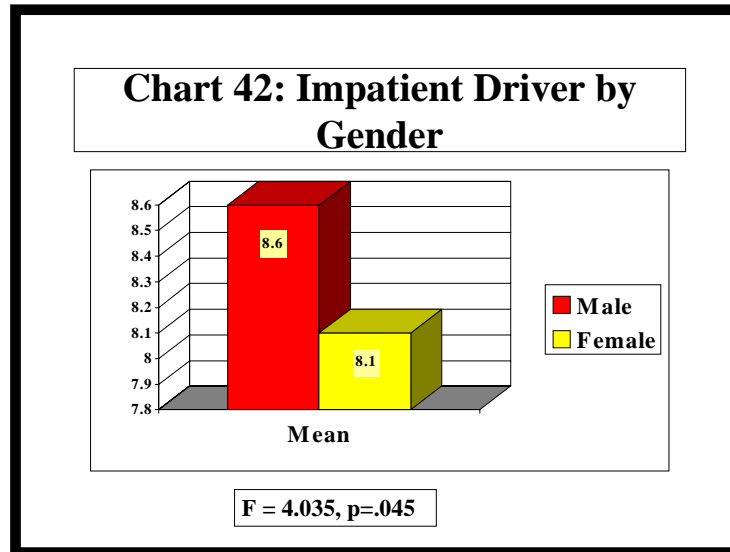
Looking at the means for this set of questions (see Table 23), most often respondents reported getting impatient when a car ahead slows (mean=2.50), while least often they reported yelling or gesturing at other drivers (1.68).

| | |
|------------------------------------|------|
| Get mad and retaliate | 1.80 |
| Get impatient at lights | 2.34 |
| Get impatient when car ahead slows | 2.50 |
| Yell or gesture at other drivers | 1.68 |

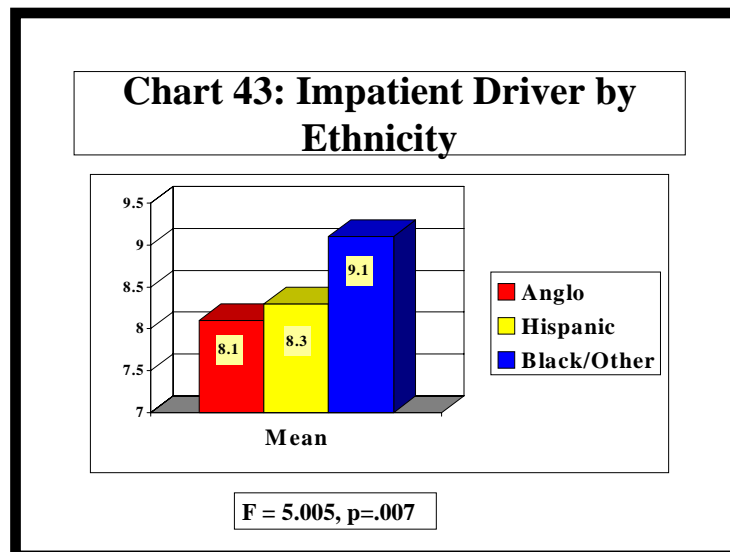
For the four negative driving behaviors of retaliation, impatience at lights, impatience behind slow drivers, and gesturing at other drivers, respondents with one or more traffic citations reported that they engage in these behaviors more often (see Chart 41). This difference is statistically significant (Retaliate: $F=7.57, p=.006$, Impatient at light: $F=16.5, p=.001$, Impatient Slow: $F=36.6, p=.001$, Gesture: $F=21.39, p=.001$).



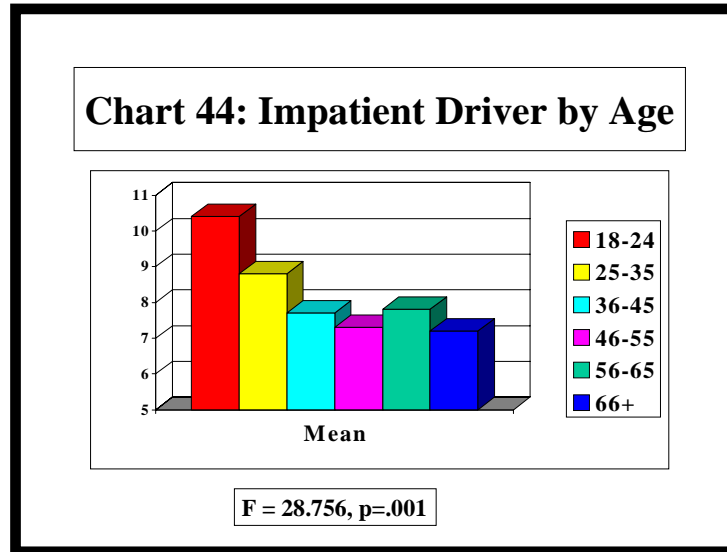
The responses from these four driving behaviors of retaliation, impatience behind slow drivers, impatience at lights and gesturing were combined to form an index of impatient driving behaviors. As seen in Chart 42, male respondents reported more of these impatient driving behaviors ($F=4.035$, $p=.045$).



Respondents in the Black/other group reported displaying more impatient driving behaviors (see Chart 43), than respondents in the other ethnic groups ($F=5.005$, $p=.007$).



As seen in Chart 44, as age increases, display of these impatient driving behaviors decreases ($F=28.756$, $p=.001$).

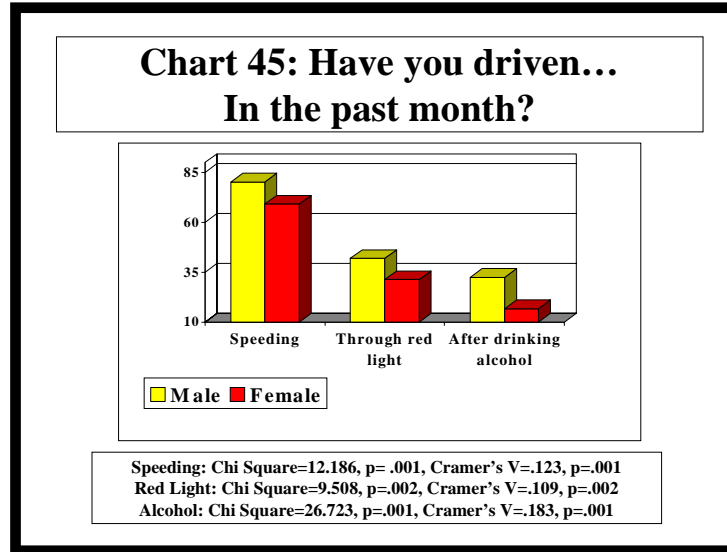


When respondents were asked if they had driven above the posted speed limit, 62% answered that they had in the past week (see Table 25) and 73.7% had in the past month (Table 24). In the last week, 15.1% reported that they had driven through a traffic signal after it turned red, while 35.5% had in the last month. According to the survey, 9.3% of the respondents had driven after consuming alcoholic beverages in the last week, and 22.6% had in the last month. In the last week 3.6% had driven after taking drugs other than alcohol, while 4.5% had in the last month.

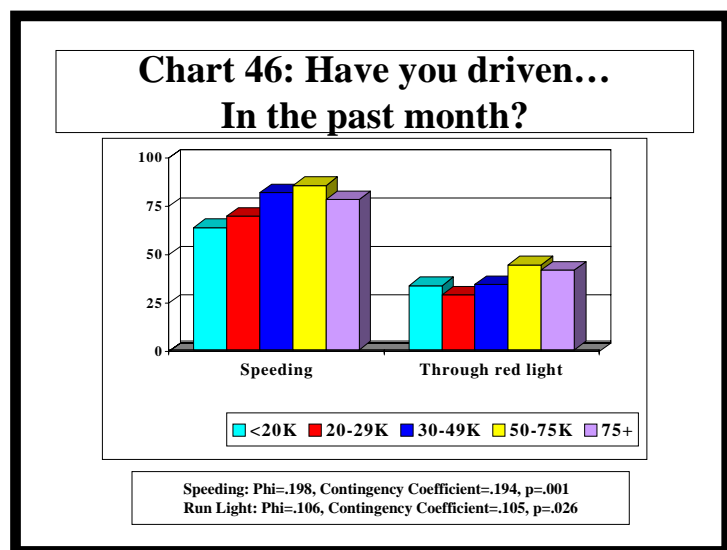
| | In the past month |
|---|-------------------|
| Above the posted speed limit (N=1069) | 73.7% |
| Through a traffic signal after it turned red (N=1067) | 35.5% |
| After consuming alcoholic beverages (N=1070) | 22.6% |
| After taking drugs (other than alcohol) (N=1074) | 4.5% |

| | In the past week |
|--|------------------|
| Above the posted speed limit (N=963) | 62.0% |
| Through a traffic signal after it turned red (N=947) | 15.1% |
| After consuming alcoholic beverages (N=944) | 9.3% |
| After taking drugs (other than alcohol) (N=946) | 3.6% |

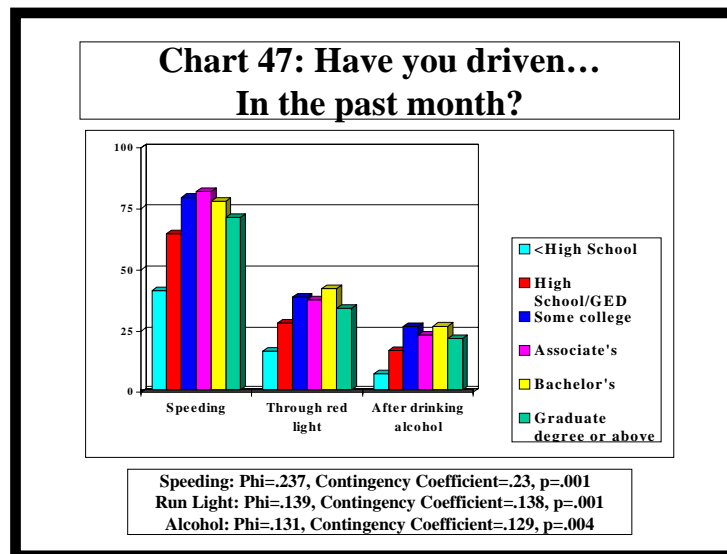
As seen in Chart 45, male respondents reported that they engage in these four risky driving behaviors more than female respondents (Speeding: Chi Square=12.186, p=.001, Cramer's V=.123, p=.001, Red Light: Chi Square=9.508, p=.002, Cramer's V=.109, p=.002, Alcohol: Chi Square=26.723, p=.001, Cramer's V=.183, p=.001).



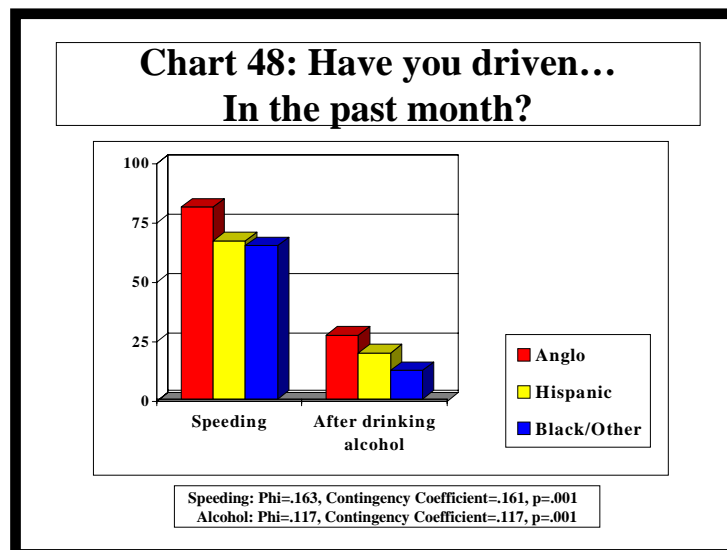
As seen in Chart 46, there is a steady increase with income and speeding (with the exception of the \$75,000 income group). Thus, respondents in the lower income groups reported that they have driven above the speed limit at a lower overall percentage than respondents in the higher income groups (Speeding: Phi=.198, Contingency Coefficient=.194, p=.001). 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 (Run Light: Phi=.106, Contingency Coefficient=.105, p=.026).



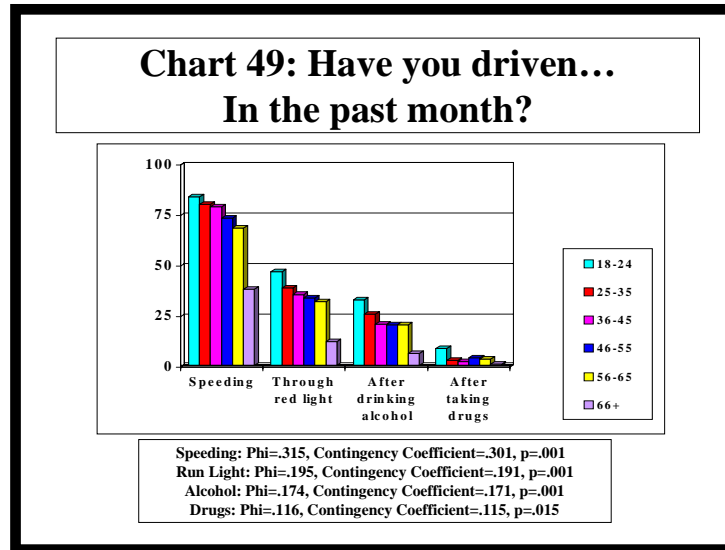
When looking at education (see Chart 47), respondents who had completed some college and those who had earned college degrees reported that they had driven above the speed limit at higher percentages than those respondents who had completed high school or less (Phi=.237, Contingency Coefficient=.23, p=.001). Those 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 (Phi=.139, Contingency Coefficient=.138, p=.001). In regards to driving after drinking, respondents whose highest level of education was some college or a Bachelor's degree reported the highest numbers (Phi=.131, Contingency Coefficient=.129, p=.004).



As seen in Chart 48, Anglo respondents reported that they had driven above the speed limit as a higher percentage than the other ethnic groups (Phi=.163, Contingency Coefficient=.161, p=.001), as well they had driven after consuming alcohol at higher numbers (Phi=.117, Contingency Coefficient=.117, p=.001).



As age increases the percentage of respondents reporting that they have driven above the speed limit in the last month decreases (see Chart 49), thus the younger age groups report the highest percentages of speeding (Phi=.315, Contingency Coefficient=.301, p=.001). As well, a larger portion of the younger respondents reported that they had driven through a red light in the past month (Phi=.195, Contingency Coefficient=.191, p=.001). Similar relationships can be seen between age, and driving after consuming alcohol or drugs. As age increases the percentage of respondents who reported these two risky behaviors decreases (Alcohol: Phi=.174, Contingency Coefficient=.171, p=.001, Drugs: Phi=.116, Contingency Coefficient=.115, p=.015).

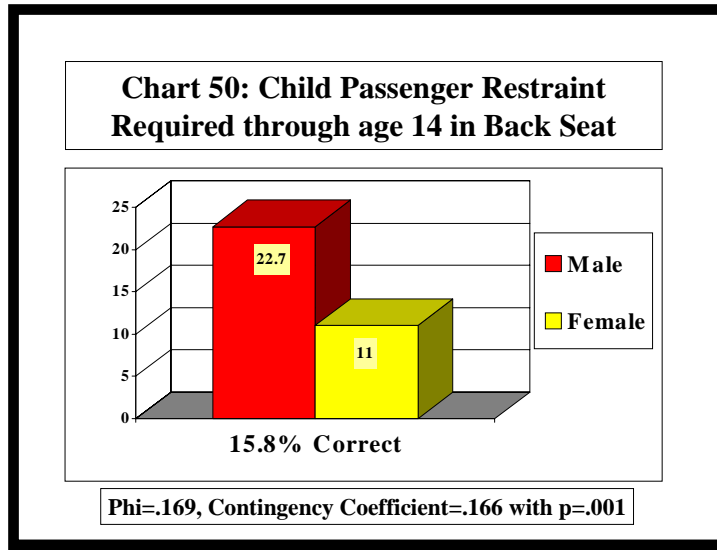


SAFETY KNOWLEDGE

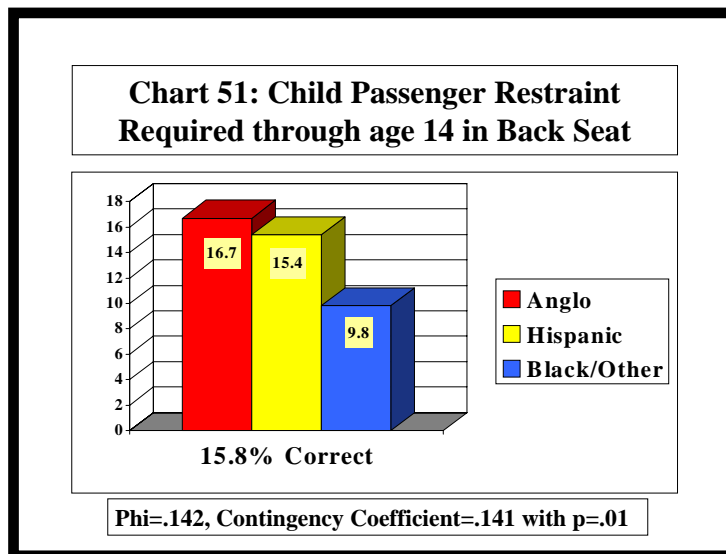
A number of questions were asked pertaining to specific safety laws, as well as precautionary measures. When asked about the legal limit for alcohol concentration in the blood when driving in Texas, 60.6% were correct in responding that it is .08. Concerning chemical storage, 75.2% were correct in answering that chemicals, medicines, and cleansers should be kept in a locked cabinet.

The survey also questioned respondents' knowledge of traffic laws, with an item concerning child passengers in the back seat. Only 15.8% of the sample were correct in responding that child passengers in the back seat must be restrained up to and including age 14.

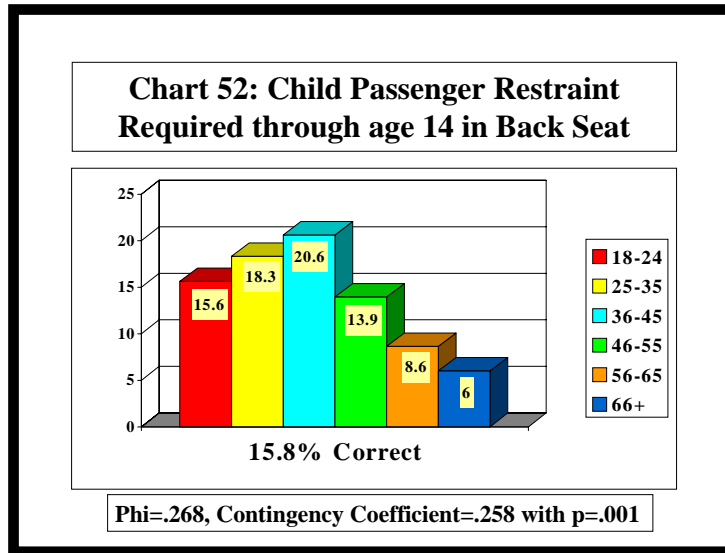
As seen in Chart 50, a larger percentage of male respondents gave the correct response to the child restraint question, when compared to the female respondents.



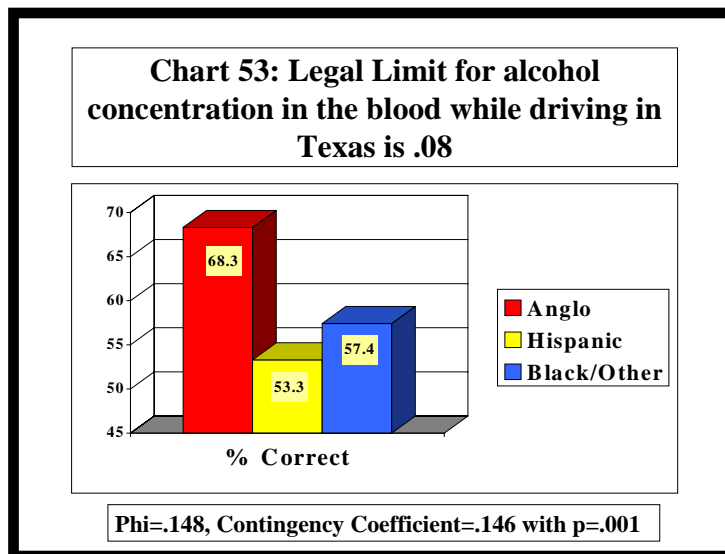
Looking at ethnicity, a slightly greater percentage (16.7%) of Anglo respondents gave the correct response, while 15.4% of the Hispanic respondents gave the correct response and 9.8% of the black/other respondents gave the correct response to the question concerning child restraint laws (see Chart 51).



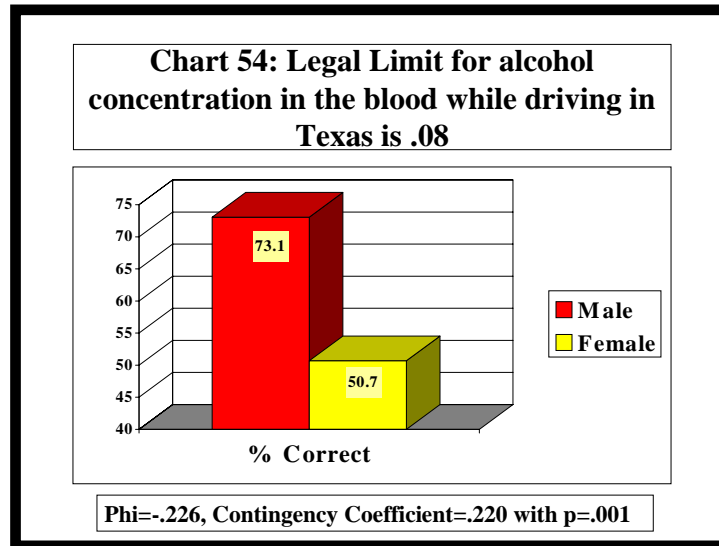
A larger percentage of respondents in 25-35 and 36-45 age groups gave the correct response for the question concerning child restraint laws (see Chart 52). The oldest age groups were the least knowledgeable about this traffic law. This difference is statistically significant (Phi=.268, Contingency Coefficient=.258, p=.001).



As seen in Chart 53, a larger percentage of Anglo respondents gave the correct response to the question concerning blood alcohol concentration (Phi=.148, Contingency Coefficient=.146, p=.001).



As seen in Chart 54, a larger percentage of male respondents gave the correct response to this question (Phi=-.226, Contingency Coefficient=.220, p=.001).



PERCEIVED CAUSES OF MOTOR VEHICLE CRASHES

Respondents were asked how likely various behaviors are to cause motor vehicle crashes involving injury or death. They were asked to respond with the following options: very likely, somewhat likely, neutral, not very likely, or not at all likely. Table 26 displays the results for this set of questions.

| Table 26: 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=1068) | 59.0% | 31.5% | 9.6% | 2.7% | 0.5% |
| Getting angry at other drivers (N=1064) | 26.7% | 43.4% | 21.1% | 6.6% | 2.2% |
| Tailgating or following too closely (N=1056) | 41.4% | 39.2% | 13.0% | 4.2% | 2.3% |
| Arguing with passengers in car (N=1064) | 29.0% | 40.9% | 19.0% | 8.1% | 3.0% |
| Making an improper turn (N=1059) | 32.2% | 40.7% | 18.2% | 6.1% | 2.7% |
| Passing in a no passing zone (N=1066) | 46.0% | 33.3% | 12.4% | 5.0% | 3.4% |
| Disregarding stop sign / traffic light (N=1062) | 64.1% | 25.5% | 5.0% | 2.4% | 2.9% |
| Speeding (N=1061) | 43.1% | 36.8% | 12.9% | 5.0% | 2.3% |
| Failing to yield right of way to other vehicle (N=1064) | 57.9% | 31.3% | 5.1% | 2.8% | 2.9% |

When asked about becoming sleepy or tired, 59% responded that it is very likely to cause a crash. Getting angry at other drivers was rated as very likely to cause a crash by 26.7% of the respondents. Tailgating was rated very likely to cause a motor vehicle crash involving injury or death by 41.4% of the sample. Of the respondents, 29% thought that arguing with passengers is very likely to cause a crash. Making an improper turn was ranked very likely to cause a crash by 32.2% of the sample. Passing in a no passing zone was seen as very likely to cause a crash for 46% of the respondents. Disregarding a stop sign or light was rated very likely to cause a crash by 64.1% of the sample. Speeding was seen as very likely to cause a motor vehicle crash involving injury or death by 43.1% of the respondents. A large portion of the sample (57.9%) rated failing to yield right of way to another vehicle as very likely to cause a crash.

| Table 26: 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=1068) | 59.0% | 31.5% | 9.6% | 2.7% | 0.5% |
| Getting angry at other drivers (N=1064) | 26.7% | 43.4% | 21.1% | 6.6% | 2.2% |
| Tailgating or following too closely (N=1056) | 41.4% | 39.2% | 13.0% | 4.2% | 2.3% |
| Arguing with passengers in car (N=1064) | 29.0% | 40.9% | 19.0% | 8.1% | 3.0% |
| Making an improper turn (N=1059) | 32.2% | 40.7% | 18.2% | 6.1% | 2.7% |
| Passing in a no passing zone (N=1066) | 46.0% | 33.3% | 12.4% | 5.0% | 3.4% |
| Disregarding stop sign / traffic light (N=1062) | 64.1% | 25.5% | 5.0% | 2.4% | 2.9% |
| Speeding (N=1061) | 43.1% | 36.8% | 12.9% | 5.0% | 2.3% |
| Failing to yield right of way to other vehicle (N=1064) | 57.9% | 31.3% | 5.1% | 2.8% | 2.9% |

Table 27 shows the means for this series of questions. The highest mean (which indicates that the total sample reported this behavior as most likely to cause a motor vehicle crash involving injuries or death) is becoming sleepy or tired (mean=4.46). Disregarding a stop sign / traffic light was rated next highest, with a mean of 4.45. The lowest means were for arguing with passengers (3.85) and getting angry at other drivers (3.86). This indicates that the sample as a whole saw these two behaviors as least likely to cause a crash involving injuries or death.

| Table 27: How likely is it for the following behaviors to cause a motor vehicle crash with injuries or death? MEANS | |
|--|------|
| Becoming sleepy or tired | 4.46 |
| Getting angry at other drivers | 3.86 |
| Tailgating or following too closely | 4.13 |
| Arguing with passengers in your car | 3.85 |
| Making an improper turn | 3.93 |
| Passing in a no passing zone | 4.14 |
| Disregarding a stop sign / traffic light | 4.45 |
| Speeding | 4.13 |
| Failing to yield right of way to other vehicle | 4.38 |

When asked how important a number of environmental issues are as causes of motor vehicle crashes involving injury or death, 53% of the respondents indicated that increased rush hour traffic was very important and 35.1% indicated it as somewhat important (see Table 28). Intersection design problems were rated as very important by 47.6% of the sample and somewhat important by 32.8%. Holes or ruts in the pavement were rated as very important by 29.9% of the respondents and somewhat important by 37.3%. While an animal on the roadway was rated very important by 25.7% of the sample and somewhat important by 33.8%, an object on the roadway was rated as a very important issue by 31.1% of the sample and somewhat important by 36.6%. Slippery, wet roadways were rated very important by 50.4% of the sample and somewhat important by 33%. An automobile defect was rated as a very important environmental issue by 32% of the sample and somewhat important by 31.6%. While 29.9% of the respondents thought that roadway construction was a very important issue, 36.1% rated it as somewhat important.

| Table 28: 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=1056) | 53.0% | 35.1% | 8.3% | 2.7% | 0.8% |
| Intersection design problems (N=1051) | 47.6% | 32.8% | 16.2% | 2.9% | 0.5% |
| Holes or ruts in pavement (N=1042) | 29.9% | 37.3% | 22.9% | 8.7% | 1.1% |
| Animal on roadway (N=1048) | 25.7% | 33.8% | 26.9% | 11.1% | 2.6% |
| Object on roadway (N=1047) | 31.1% | 36.6% | 23.0% | 7.8% | 1.4% |
| Slippery, wet roadway (N=1044) | 50.4% | 33.0% | 12.4% | 3.4% | 0.9% |
| Automobile defect (N=1045) | 32.0% | 31.6% | 23.3% | 10.6% | 2.5% |
| Roadway construction (N=1054) | 29.9% | 36.1% | 23.2% | 8.4% | 2.3% |

According to the means (see Table 29), the highest rated environmental issue associated with crashes, is increased rush hour traffic (mean=4.37), while the lowest rated issue is an animal on the roadway (3.69).

| Table 29: 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 | 4.37 |
| Intersection design problems | 4.24 |
| Holes or ruts in pavement | 3.86 |
| Animal on roadway | 3.69 |
| Object on roadway | 3.88 |
| Slippery, wet roadway | 4.29 |
| Automobile defect | 3.80 |
| Roadway construction | 3.83 |

CONCLUSIONS

The survey results reported here provide much useful information for the Safe Communities Coalition’s planning effort. Specific findings are repeated here that should help the Coalition target its activities over the next year. The findings are separated into subject matters.

Safety Behavior. The findings point to specific areas of safety behavior that may be improved with targeted actions by the Coalition. The study found that

- Driver seat belt use was lowest among
 - ◆ Males,
 - ◆ Hispanics,
 - ◆ The 18 to 35 age groups, and
 - ◆ Those of lower income.
- Child restraint use was lowest among males,
 - ◆ Blacks,
 - ◆ The 18 to 24 and 66 and over age groups,
 - ◆ Lower income groups,
 - ◆ Those who do not wear their own seat belts,
 - ◆ Those who receive citations, and
 - ◆ Those who have motor vehicle crashes.
- A majority of those who own firearms do not use trigger locks.
- Of those who own firearms 46.7% do not lock them up.
- Only 20% of those who ride bicycles always wear helmets.

Perceptions of Safety. The respondent’s perceptions of safety point to both real concerns and misperceptions. The real concerns may be useful to crime prevention and safety programs.

- Respondent demonstrated the most concern for their safety when
 - Driving in Corpus Christi and Nueces County.
 - When in Downtown Corpus Christi, and
 - When walking to their car at night.
 - These concerns were expressed most often by females, those over 66 years of age, and Hispanics.
- Respondents were not concerned about risk of injury to children while riding in vehicles even though it is the situation of greatest risk.
- Respondents over estimated the risk of injury and death from DWI.
- The greatest worry about causes of injury and death was found with
 - DWI,
 - Speeding, and
 - Running red lights.
 - Greatest worry occurred with females, Hispanics and those 66 and over in age.
- Respondents reported the seeing following behaviors by other drivers most frequently
 - Driving dangerously aggressive,
 - Tailgating, and
 - Making unsafe lane changes.

Driver Behavior. The survey provided information that identifies specific driving behaviors that need to be addressed in both enforcement and public education efforts. Respondents reported engaging in a variety of unsafe driver behaviors.

- Most frequently, respondents reported
 - Driving dangerously aggressive,
 - Tailgating, and
 - Making unsafe lane changes.
- Respondents reported getting impatient while driving
 - While waiting at red lights and
 - While driving behind a slow vehicle.
 - Impatient drivers tended to be those with citations, males, and those in the 18 to 35 age groups.
- A majority reported speeding weekly and monthly.
- About a third reported running red lights
- Drinking alcohol and then driving was reported by 22.6% in the previous month.
 - Speeding, running red lights, and driving after consumption of alcohol, was reported most frequently by
 - Males and
 - Those in the 18 to 35 age groups.
- More than a third reported receiving a citation in the past two years. This was most common among

- Males,
- The lowest and highest income groups,
- Hispanics, and
- The 18 to 35 age groups.
- Almost one fifth reported having a motor vehicle crash in the past two years. This was most common among
 - Males,
 - Hispanics,
 - The 18 to 35 age groups, and
 - Those with only high school or less education.

Driving Safety Knowledge. Gaps in knowledge about traffic law can lead to driver misbehavior. The survey found two areas where the respondents' knowledge may be improved through public information efforts.

- Only 15.8% knew that children 14 and under must be restrained while in the back seat of a vehicle. Those demonstrating less knowledge on this question were
 - Males,
 - Anglos and Hispanics, and
 - Those 56 and older.
- Only 60.6% knew that the legal limit for alcohol in the blood was .08. Those demonstrating less knowledge on this question were
 - Females and
 - Hispanics.