



# Office of Highway Safety Pedestrian Survey Report

June 2016

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## BACKGROUND AND METHODOLOGY

### **Background**

Delaware leads the nation in the number of pedestrian deaths per capita. In 2014 almost 400 pedestrians were struck by vehicles, and 28 of them died. From 2005 to 2014 more than 3,300 pedestrians were struck by vehicles, and more than 200 people died.

The highest rate of accidents occurs along four-lane highways where cars travel at 50 mph or greater. The Kirkwood Highway, DuPont Highway and the U.S. Route 40 corridor are particularly dangerous to pedestrians.

The Delaware Office of Highway (OHS) Safety has begun a program to make these roads safer for pedestrians. As part of that program, OHS commissioned a survey of people who walk along these three highways.

### **Methodology**

Pedestrians, especially those who cross major highways without using traffic signals or crosswalks, are widely dispersed, making typical intercept surveys inefficient. Therefore, to survey these people, we chose to place a surveyor on DART buses traveling the subject highways.

Because not all bus passengers make a habit of walking along the subject highways, we instructed the surveyor to tell potential respondents that the Office of Highway Safety was surveying people who walk as pedestrians along the road on which the bus was currently traveling. Those people who said they walked along these highways were asked to complete a 17-question survey. We did not ask people to record their last names so potential respondents would not refuse to participate due to fear that the state would be able to connect their answers to their individual behavior.

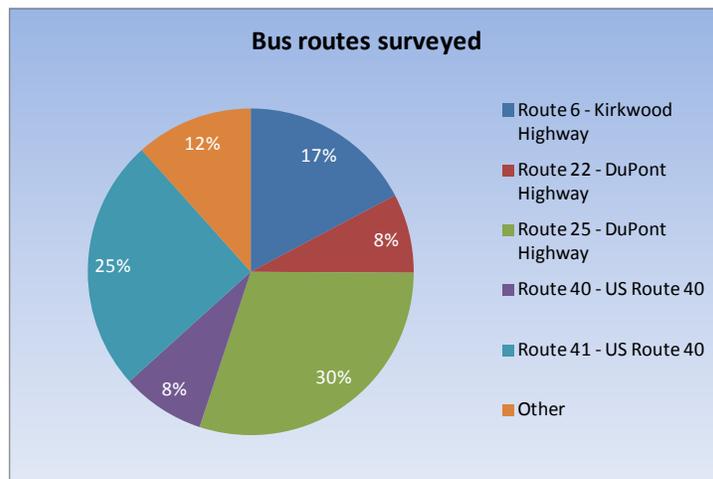
However, participants were offered the chance to win a free DARTcard, worth \$21, if they agreed to record their first name, telephone number and/or email address. The DARTcard was donated to the project by DART for use as an incentive to increase participation. Most



respondents did not wish to participate in the lottery for the DARTcard, but we did collect 37 phone numbers and 59 email addresses.

The Office of Highway Safety reviewed and approved the survey instrument before we conducted the survey. We've included a copy of the survey instrument in Appendix A. The survey instrument was also available in Spanish for Spanish-speaking respondents.

We conducted the survey over 10 workdays between May 18, 2016, and June 16, 2016, and at different times on different days. The earliest response was at 5:38 a.m. and the latest response at 8:10 p.m. DART staff prepared suggested bus routes and times to conduct the survey. We conducted surveys on routes 6, 22, 25, 40 and 41. During the process of the survey, we collected some responses at bus stops while waiting to change routes. The distribution of collected responses by bus route is shown in the graph below.



We entered survey data into survey software for analysis and preparation of this report.

We collected 267 completed responses. Not every question was answered on every questionnaire, so in some cases percents may not add to 100. Also, total sample sizes may vary slightly from question to question because not every questionnaire included an answer to every question.

A survey sample size of 267 provides statistical reliability with a confidence level of 95% and a confidence interval of about 5.9%. This means if, for example, 80% of survey



respondents say they use Facebook, the reader can be 95% certain that the true value is between 74.1% and 85.9%.

Also note that this survey represents only the behaviors and attitudes reported by the respondents of this survey, and should not be used to estimate total pedestrian traffic along these roadways. Moreover, there is no way to determine the degree to which this sample represents the total population of pedestrians in New Castle County. For one thing, these people all ride buses, so the survey does not represent pedestrians who do not ride buses. However, in designing the survey, this difference was assumed to be minimal.

It is traditional in these kinds of studies to also review stratified results even though the size of the particular sample—for example, the percent of individuals aged 21 to 29 who say they use Facebook—does not warrant statistical reliability. Therefore, the reader is cautioned to use non-statistically significant stratified results only for general guidance and not as statistically valid measures for the subpopulations.

Although consistencies and logic lend confidence to these types of stratified analysis and interpretations, there is no way to determine the degree to which those results reflect the stratified population at large. Further research should be performed if critical decisions are to be made from the stratified results in this report.

**Survey questions in this report are in green type.**



## HIGHLIGHTS

### RESPONDENTS' PERSONAL CHARACTERISTICS

- We collected 267 survey responses, 45.3% women and 54.7% men.
- About two-thirds of the respondents (66.8%) were under 40 years old. More than one-third (35.1%) were under 30 years old.
- About two in five (40.3%) do not possess a driver's license.
- More than four in five (83.5%) own a cell phone. Of the 267 respondents who reported walking along one or more of the subject highways, about 60% were aged 21–39.

### RESPONDENTS' WALKING HABITS

- Of the 267 respondents, 47.2% reported walking along Route 13/DuPont Highway, 36.0% along Route 2/Kirkwood Highway and 46.4% along U.S. Route 40.
- Men walk along these highways more frequently than women. Of the 346 total times a respondent mentioned walking along these highways, men answered 201 times and women 145 times. This is a ratio of male walkers to female walkers of about 1.39 to 1, whereas the ratio of male respondents to female respondents is only about 1.21 to 1.
- Three-quarters of respondents (75%) reported they usually walk along these highways by themselves.
- Younger people are more likely to walk with others than are older people. Only 53.3% of those aged 16–20 reported usually walking along.
- The two age groups who travel these highways most frequently—ages 21–29 and 30–39—are more likely to walk with friends than those aged 40+.
- When walking in groups, the most common group size was three.
- About 51% walk only during daylight hours, and about 4% said they walk only at nighttime.
- Men are more likely to walk along these highways at nighttime than women. Slightly less than three out of five men (57.4%) walk at nighttime vs. 34.2% of women.



- Younger respondents—i.e., those under 30—are more likely to walk during nighttime hours than older individuals.
- The most frequent reason given for walking as a pedestrian was “To get to a bus stop.” (This is not surprising because survey subjects were bus passengers.) The second-most frequent reason given was “I live nearby.”
- Few respondents use headphones while walking along highways—only 14% said they “Always” or “Usually” use headphones. Respondents aged 16–29 are most likely to use headphones.
- Almost two in five respondents (39%) carry a flashlight “Always” or “Usually” when walking along highways at night.
- Only about one in 10 respondents reported wearing reflective clothing at night “Always” or “Usually.”
- More than half of the respondents (58%) reported they “Sometimes” or “Often” cross highways without using traffic signals or crosswalks.
- The most frequent reasons for jaywalking were “No crosswalk available” or “Too far to crosswalk.” Men especially also chose “Drivers see me and let me cross,” “There is a divider in the center so I can stop halfway across if necessary” and “I do it all the time and never had a problem.” Also, about three-quarters of respondents aged 16–20 selected these responses.
- More than nine in 10 (96%) said they are willing to walk at least 50 feet to a crosswalk. About two-thirds (67%) are willing to walk 100 feet to a crosswalk.
- People aged 16–20 are most likely to say they do not bother with signaled crosswalks if they think they can safely cross without them—18.8% responded this way. However, only 16 out of 267 respondents were aged 16–20.

#### MISCELLANEOUS OPINIONS AND SOCIAL MEDIA USE

- More than three in four people (77%) taking the survey thought the risk of being injured when not using crosswalks is “Significant over long periods of time.” Respondents aged 16–20 were much more likely than the overall sample to believe that the risk is *insignificant*.



- Respondents are less likely to think the risk of getting a ticket is significant than the risk of being injured is significant. Only slightly more than one-third (37%) think the risk of getting a ticket is significant. This suggests that pedestrians would not take the threat of being ticketed for jaywalking seriously.
- The majority of respondents (95%) said they would use reflective clothing or lights if provided to them free of charge.
- About 19 out of 20 (95.2%) of respondents who own a smartphone and who walk at night said they had considered using the phone flashlight to increase their visibility.
- Almost everyone (96.5%) uses Facebook, and more than three in four (76.8%) use YouTube.

#### NOTABLE OBSERVATIONS

In the course of preparing this report, we noticed an unusual pattern involving the age group 16–20. Even though this group represented only 6% of the respondents, the pattern of their behavior and attitudes may be significant. Here are some examples.

- Three out of four respondents in this age group do not have a driver’s license. This may mean that it is unlikely they have had any formal education in traffic safety.
- This age group is much more likely to walk along highways in groups—46.7% of respondents aged 16–20 compared to 25.0% respondents overall.
- This age group is much more likely than average to walk along highways during nighttime hours—75.0% vs. 46.4% overall.
- This age group is much more likely to listen to headphones while walking along highways. Half of this age group (50%) listen to headphones “Always” or “Usually” compared to 14% of the overall respondents.
- Virtually all of this age group (100%) reported crossing highways without using traffic signals or crosswalks. This compares to 57.4% of all respondents.
- This age group is more likely to report that “Traffic signals take too long”—46.7% vs. 12.4% of overall respondents.



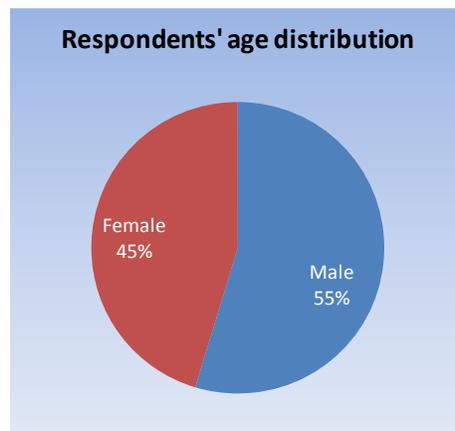
- Almost three-fourths of this age group reported jaywalking all the time because “I do it all the time and I never had a problem.” This compares with 16.1% of the overall respondent base.
- Only 31.3% of this subgroup think the risk of being hit by a car while jaywalking is significant over long periods of time. This compares with 77.2% of the overall respondent base.
- This age group is much more likely than average to think that the chances of getting a ticket are insignificant or not worth worrying about.

This pattern suggests that formal traffic safety programs targeting young people might be a viable strategy to mitigate pedestrian accidents.

## DETAILED FINDINGS

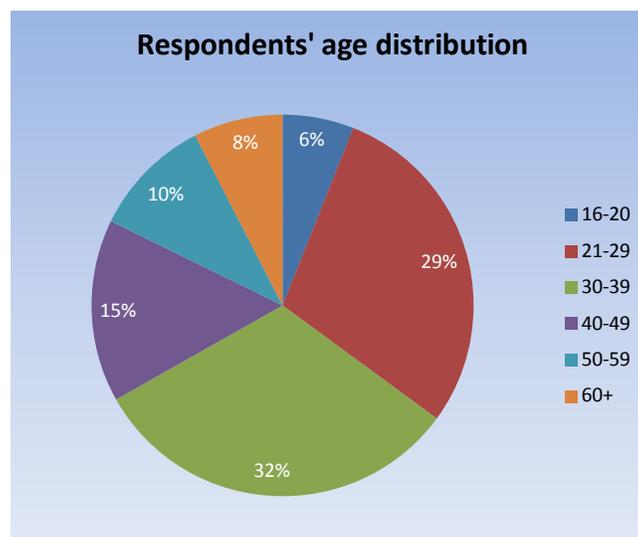
### Sex?

- Slightly more men than women responded to the survey—54.7% men and 45.3% women.



### Age?

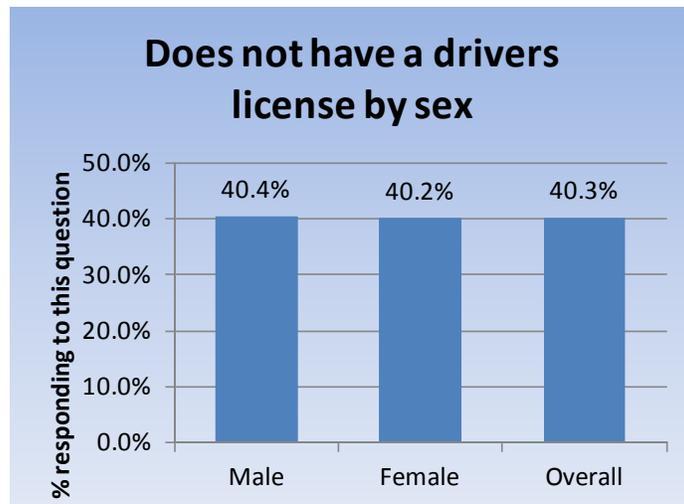
- Almost two-thirds of respondents (66.8%) were under 40 years old. More than one-third (35.1%) were under 30 years old.



### Do you have a driver's license?

- About two in five respondents (40.3%) do not have a driver's license. This is important because people who have had driver's education have been exposed to at least some traffic safety education. However, we recognize that some who have no license may have had driver's education and given up or lost their driver's license.

People without any type of traffic safety education may be at greater risk of pedestrian accidents.

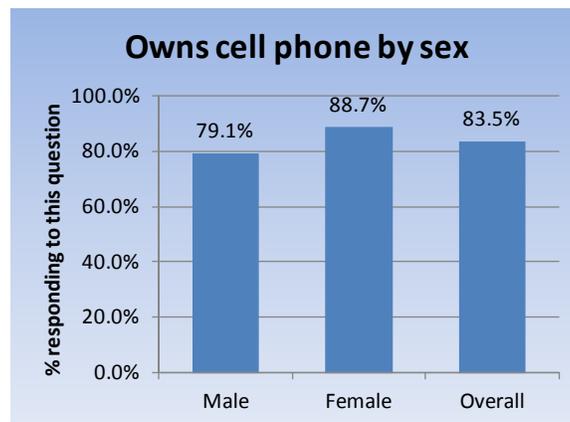


- Respondents under age 29 and over age 59 are less likely to have a driver's license than those aged 30–59. Least likely to have a driver's license are those aged 16–20 (75%) and those aged 60+ (70%).

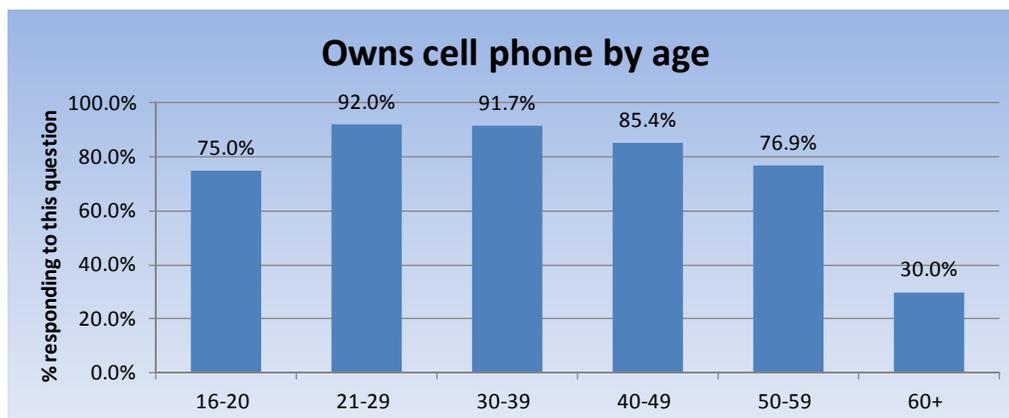


## Do you own a smartphone?

- More than four out of five people surveyed (83.5%) reported owning a smartphone. Women were somewhat more likely to own a smartphone than men—88.7% of women vs. 79.1% of men.

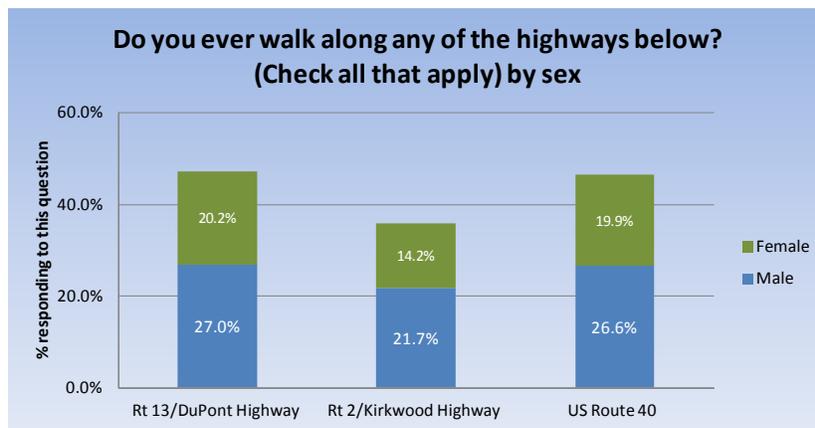


- People younger than 21 and older than 49 were less likely than average to report owning a smartphone. The least likely age group to own a smartphone was the 60+ group, where only 30% reported owning a smartphone. (However, people aged 60+ represent only about 2.7% of the responses.)



**Do you ever walk along any of the highways below? (Check all that apply.)**

- Of the 267 respondents, 47.2% reported walking along Route 13/DuPont Highway, 35.9% along Route 2/Kirkwood Highway and 46.5% along US Route 40. This is a total of 346 responses where people reported walking along one of these highways. In addition, there were 25 responses where people reported walking along other Delaware highways.



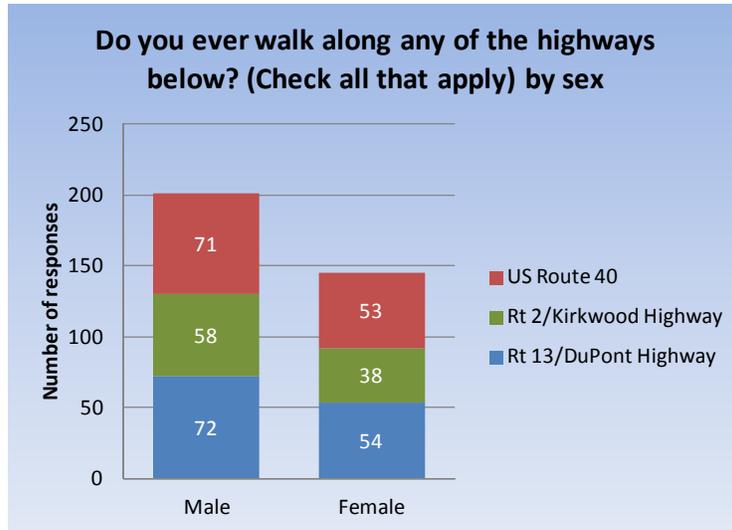
The percentages add up to more than 100% because respondents could select more than one response.

Also note that these proportions represent only the patterns reported by the respondents of this survey, and should not be used to estimate total pedestrian traffic along these roadways.

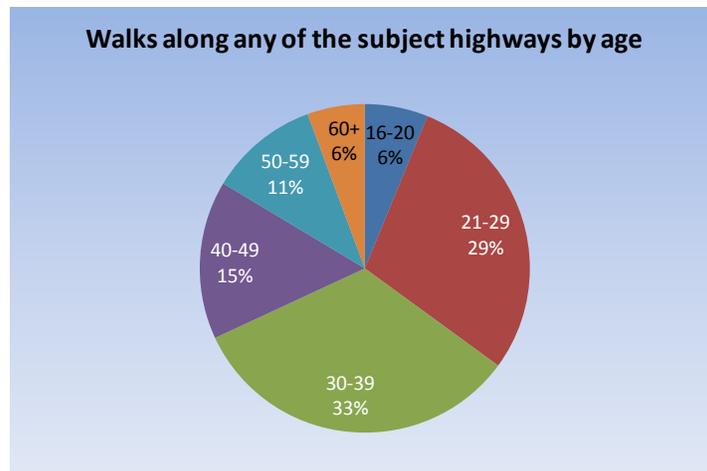
Other Delaware highways mentioned in the responses included:

Route	Number of times mentioned	Route	Number of times mentioned
Route 273	6	Philadelphia Pike	1
Route 896	4	Lancaster Avenue	1
Route 72	2	Delaware Avenue	1
Route 4	2	Basin Road	1
Governor Printz Boulevard	1	Becks Woods	1
Churchmans Road	1	Other	4

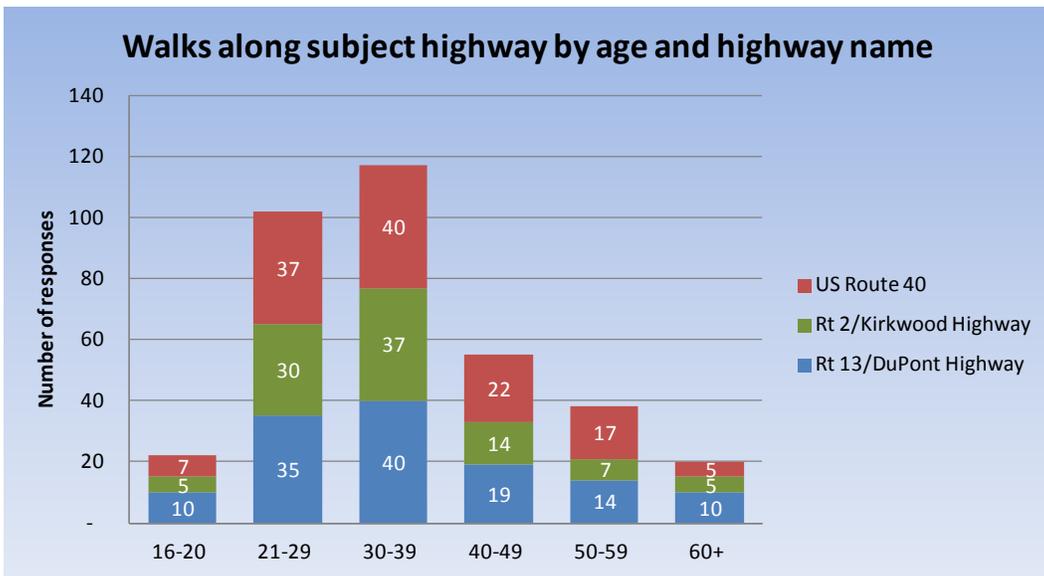
- Men walk along these highways more frequently than women. Of the 346 total times respondents mentioned walking along these highways, men answered 201 times and women 145 times. This is a ratio of male walkers to female walkers of about 1.39 to 1, whereas the ratio of male respondents to female respondents is only about 1.21 to 1.



- Of the 267 respondents who reported walking along one or more highways, about 62% were aged 21–39.



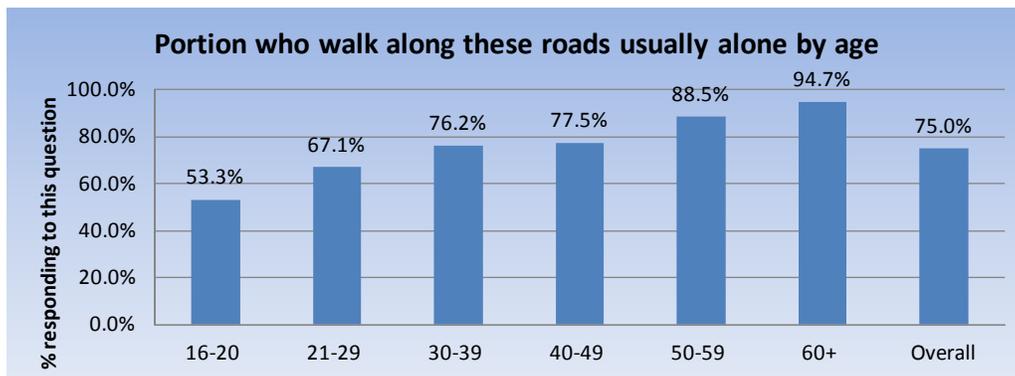
People aged 21–39 walk more often along the subject highways than members of other age groups. People in these two age groups reported a total of 219 times that they walk along one or more of the subject highways, compared to only 135 mentions by all other age groups.



**When you walk along these highways, is it usually by yourself or usually with others?**

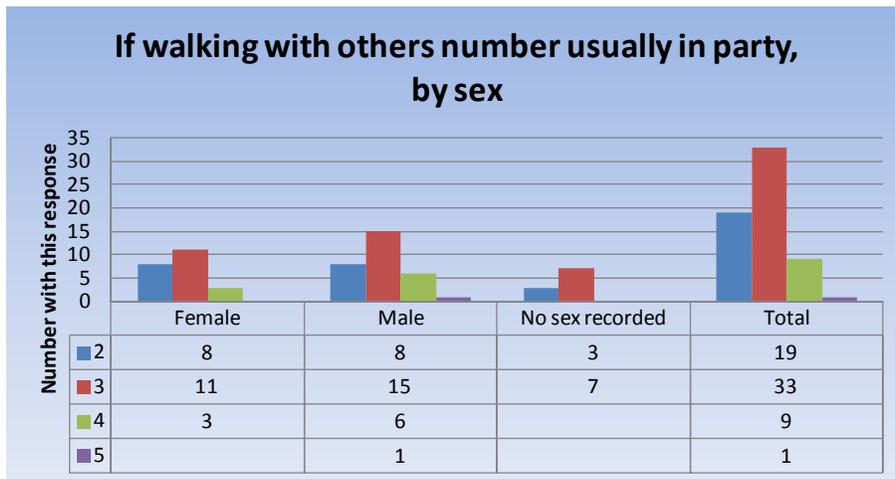
- Three-quarters of all respondents (75.0%) reported they usually walk along these highways by themselves. Younger people are more likely to walk with others than are older people. This is evidenced by the increasing percentages shown in the graph below. While only 53.3% of those aged 16–20 reported usually walking alone, that number increases with age.

Note that the two age groups who travel these highways most frequently—i.e., ages 21–29 and 30–39—are more likely to walk with friends than respondents aged 40+.



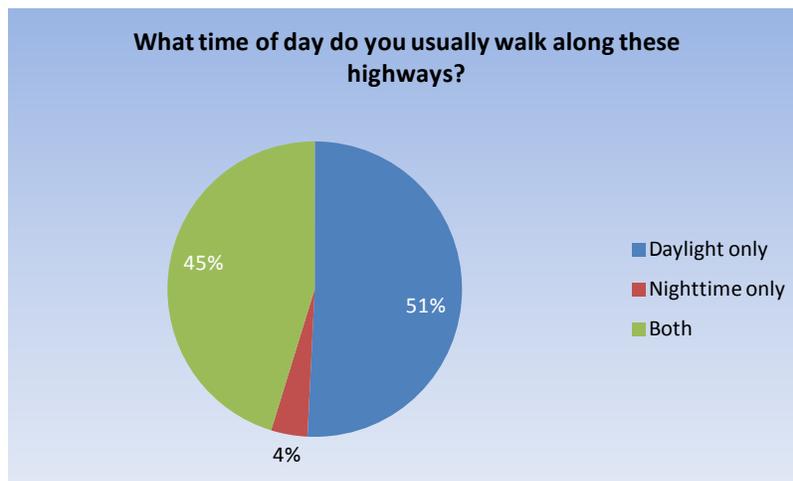
**If (you walk) with others, how many are usually in your party?**

- About 25% of those responding to the question (62 people) indicated they walk along these highways usually with others. The most common group size was three, with two as the second-most common group size. Men tend to walk in groups more often than women.

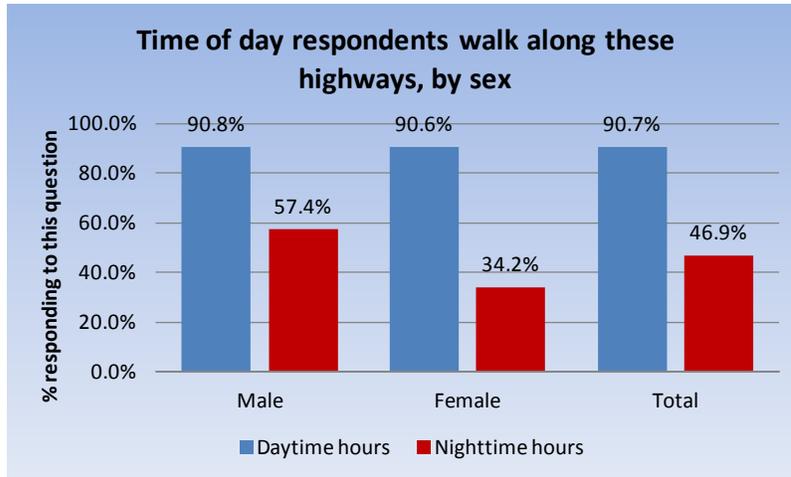


**What time of day do you usually walk along these highways? (Check all that apply)**

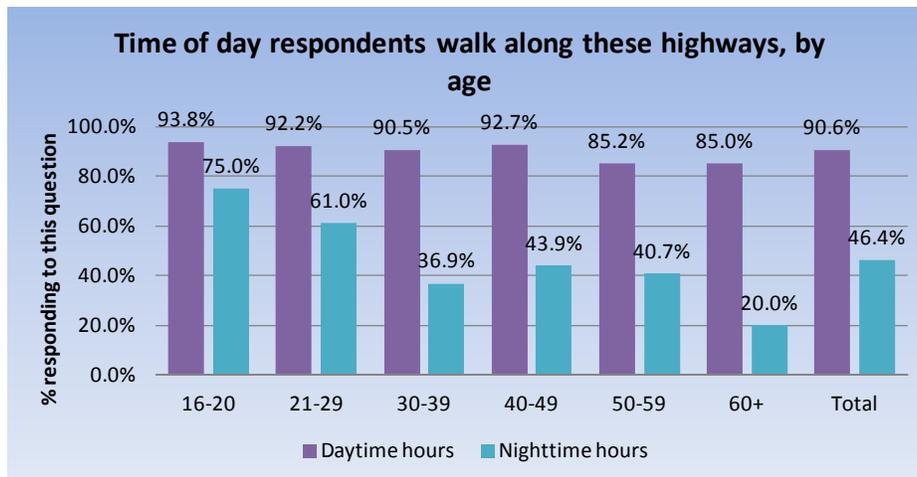
- About half of the 252 people responding to this question walk along these highways only during the day. Another 45% walk both during daytime and nighttime hours, and only about 4% walk only during nighttime hours.



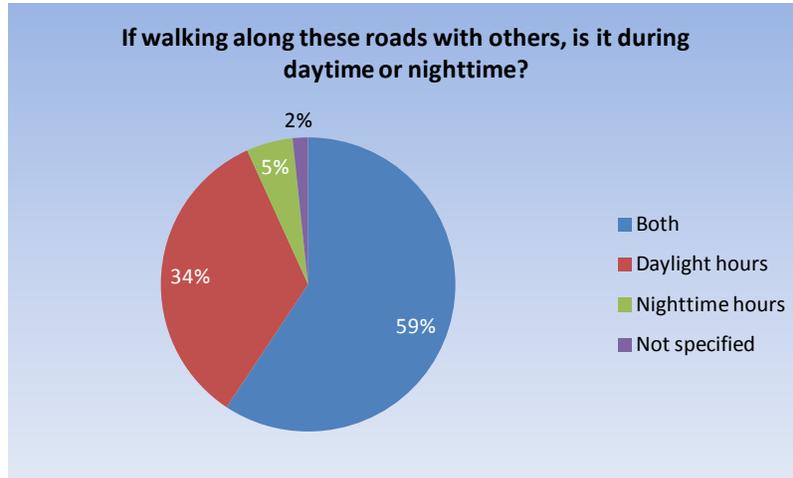
- As might be expected, men are more likely than women to walk along these highways at nighttime. About three in five men (57.4%) walk at night or both at daytime and nighttime. This compares with about one in three women (34.2%) who walk at night or during daytime and nighttime.



- Younger respondents, i.e., those aged under 30, are more likely to walk during nighttime hours than older people. Three in four respondents (75%) aged 16–20 walk at night, as do about three in five (61.0%) aged 21–29. Only a small minority of respondents aged 60+ (20%) walk at night.



- For those walking with others, about three in five (59%) walk during both daylight and nighttime hours. About one-third (34%) walk only in daylight hours. Only a small portion (5%) walk only during nighttime hours.



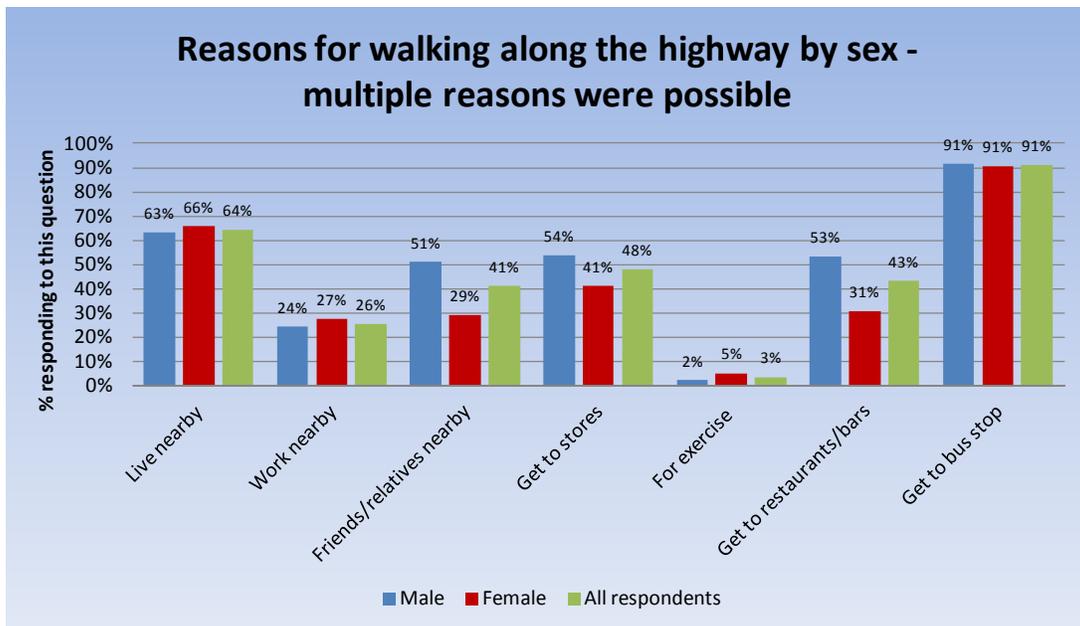
### Why do you usually walk along these highways? (Check all that apply.)

- As might be expected because the survey was conducted aboard DART buses, the most frequently mentioned reason for walking along the highways was to get to a bus stop. About nine in 10 responded in this way.

Second-most frequently mentioned was that the respondent lives nearby—about two in three answered that way.

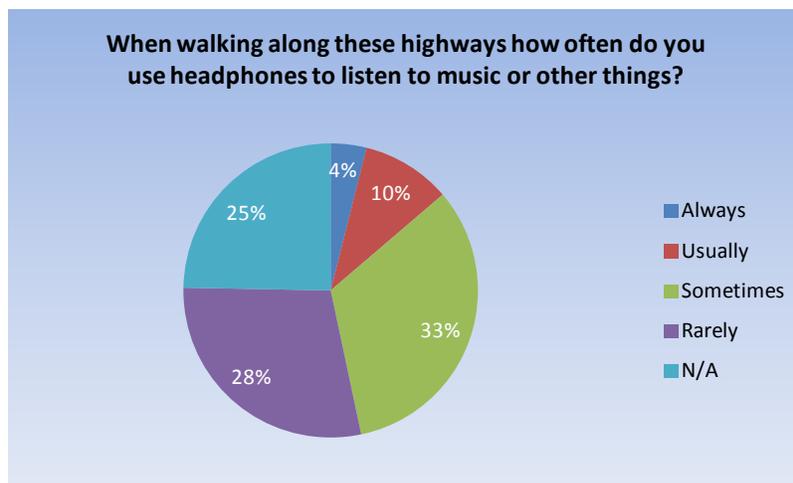
Only about one in four work nearby. Many respondents have friends or relatives who live nearby, or walk to get to nearby stores, restaurants or bars, although men are more likely than women to walk along these highways for those reasons. For example, 51% of men have friends or relatives living nearby vs. 29% of women. Fifty-four percent of men walk to stores compared to 41% of women. Fifty-three percent of men walk to nearby restaurants/bars compared to 31% of women.

Other reasons mentioned for walking included school, doctor’s appointments and “I walk a lot.”

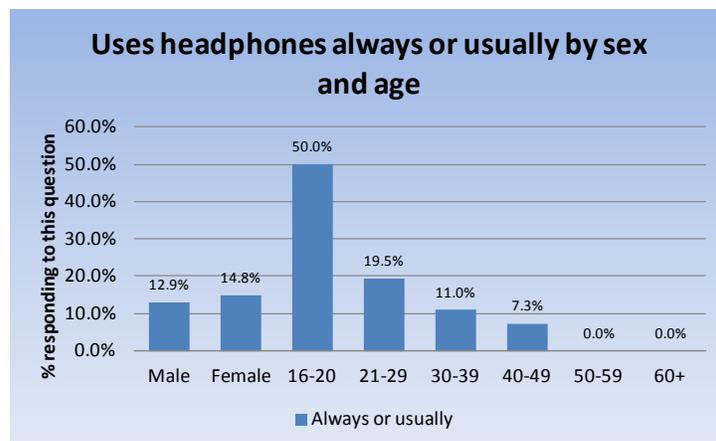


### When walking along these highways how often do you use headphones to listen to music or other things?

- Few respondents use headphones while walking along these highways. Only 14% said they “Always” or “Usually” use headphones. About one-third sometimes use headphones, and about 28% rarely use headphones. One-quarter of the respondents checked N/A.

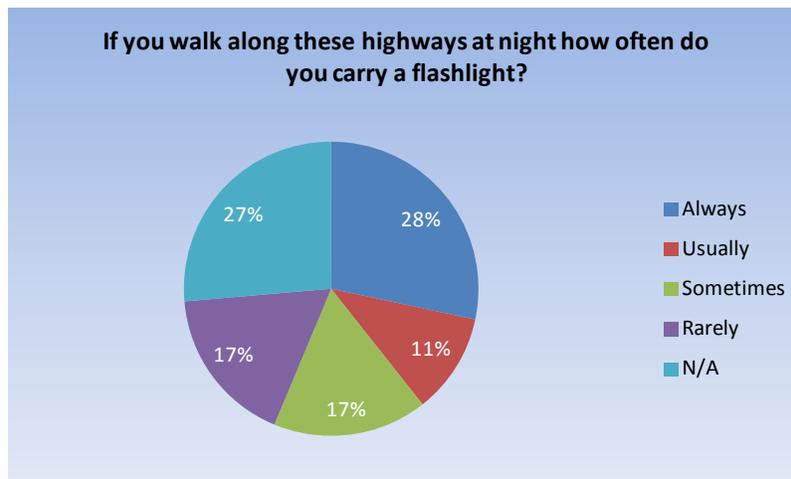


- Women reported using headphones “Always” or “Usually” more often than men— 14.8% of women vs. 12.9% of men. Respondents aged 16–20 are much more likely to use headphones “Always” or “Usually” (50.0%) than average (13.7%). The next-highest use age group is 21–29 at 19.5%.

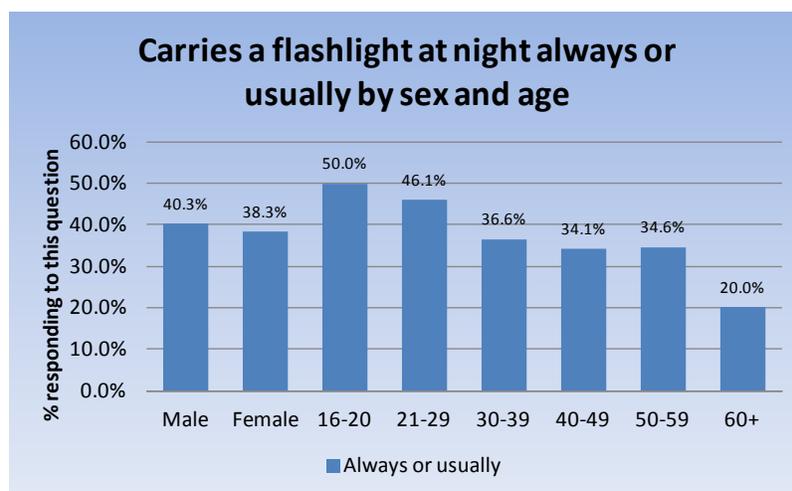


### If you walk along these highways at night how often do you carry a flashlight?

- Almost two in five respondents (39%) reported they carry a flashlight “Always” or “Usually” when walking along highways at night. About one in four (27%) responded N/A, presumably because they do not walk along these highways at night.



- Men are somewhat more likely than women to report carrying a flashlight when walking at night—40.3% of men vs. 38.3% of women. Younger people are more likely to report carrying a flashlight “Always” or “Usually.” Almost one-half of the respondents in the 16–29 age range reported carrying a flashlight.

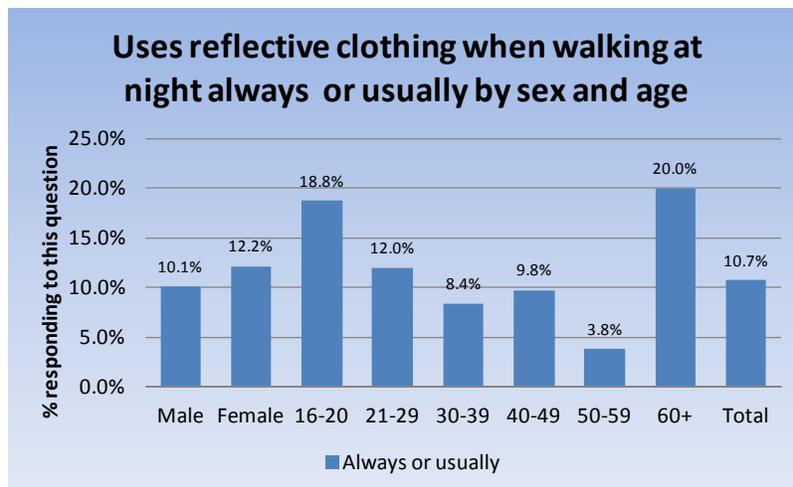


### Do you usually use reflective clothing if you walk at night?

- Only about one in 10 respondents reported wearing reflective clothing at night “Always” or “Usually.”

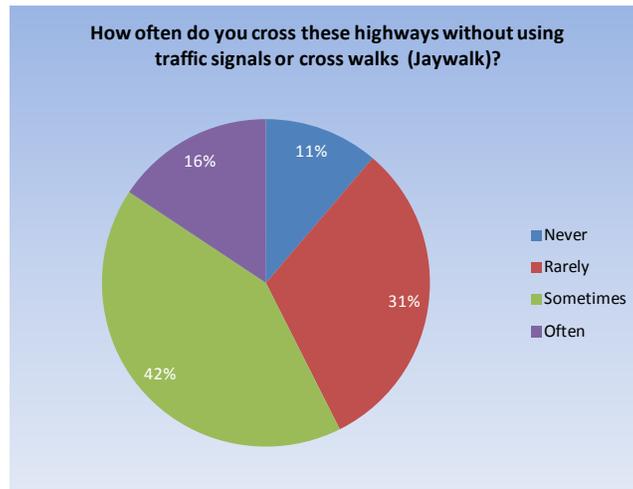


- Women are somewhat more likely than men to report using reflective clothing—12.2% of women reported wearing reflective clothing “Always” or “Usually” compared to 10.1% of the men. Respondents aged 16–29 and 60+ are more likely than other age groups to report wearing reflective clothing. Least likely are respondents aged 50–59.

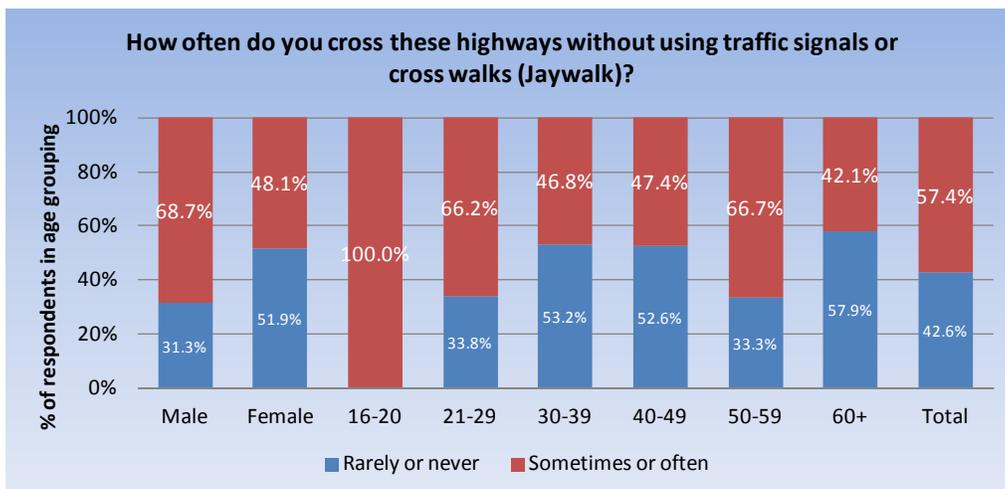


### How often do you cross these highways without using traffic signals or a crosswalk (jaywalk)?

- More than half of the respondents (58%) reported they “Sometimes” or “Often” cross highways without using traffic signals or crosswalks.



- Men are more likely than women to say that they frequently jaywalk—68.7% of men vs. 48.1% women. The age groups most likely to jaywalk are those under 29 and those 50 and older. Virtually all respondents aged 16–20 said they “Sometimes” or “Often” jaywalk.

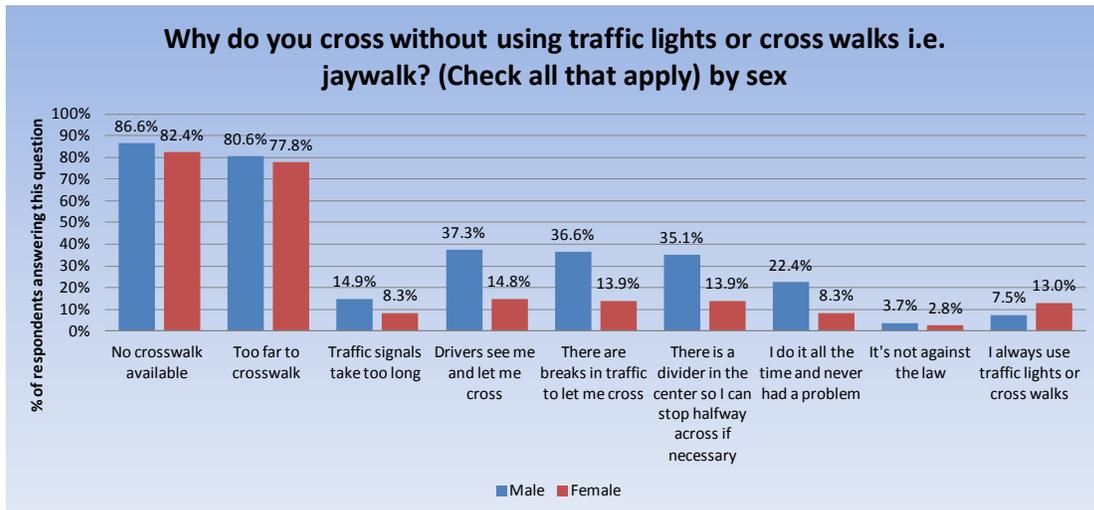


**Why do you cross without using traffic signals or a crosswalk (jaywalk)? (Check all that apply)**

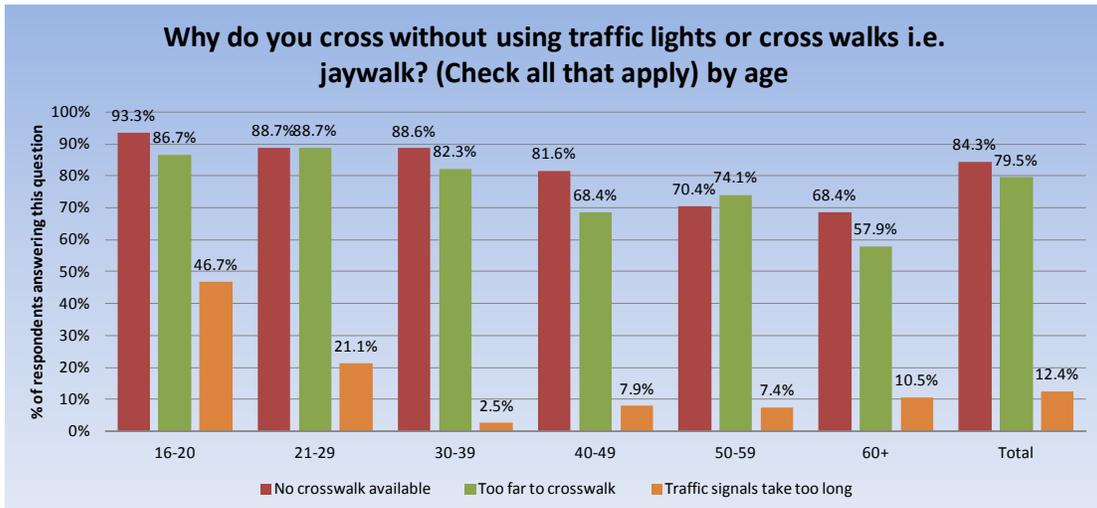
- Of those respondents who admitted to jaywalking, more than eight in ten reported they do so because there is “No crosswalk available” or it is “Too far to the crosswalk.” Men are more than twice as likely as women to cite the following reasons:

	<b>Men</b>	<b>Women</b>
Traffic signals take too long	14.9%	8.3%
Drivers see me and let me cross	37.3%	14.8%
There are breaks in traffic to let me cross	36.6%	13.9%
There is a divider in the center so I can stop halfway across if necessary	35.1%	13.9%
I do it all the time and never had a problem	22.4%	8.3%

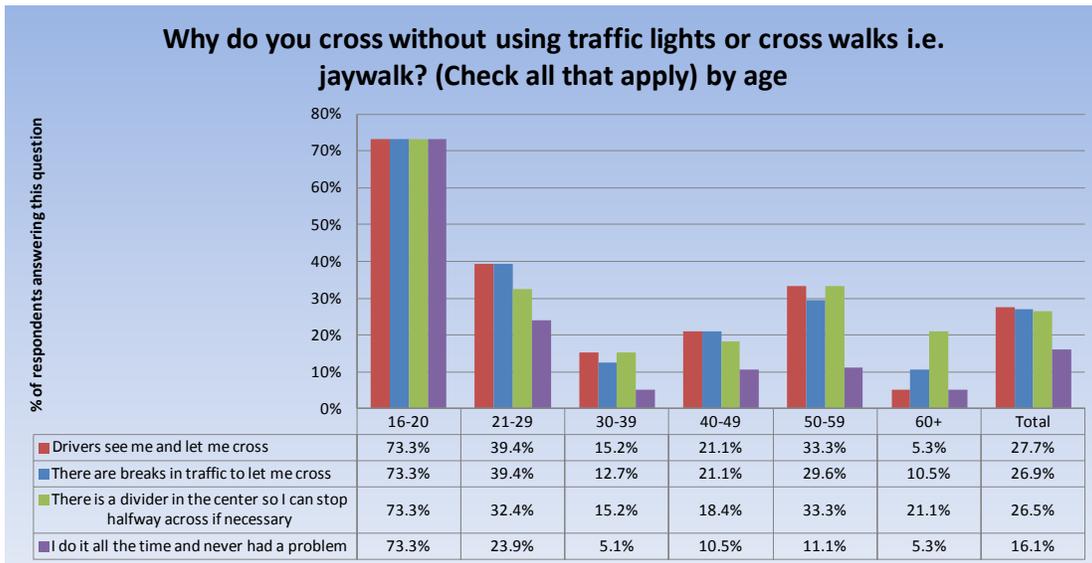
This suggests that men are more willing to take risks than women in crossing without a signal or crosswalk.



- Younger people tend to be somewhat more likely than older respondents to choose the “No crosswalk available,” “Too far to crosswalk” and “Traffic signals take too long” responses. Only in the age group 16–20 and 21–29 is there much complaint about traffic signals taking too long. People aged 40+ are somewhat less likely than younger respondents to cite these reasons for jaywalking.

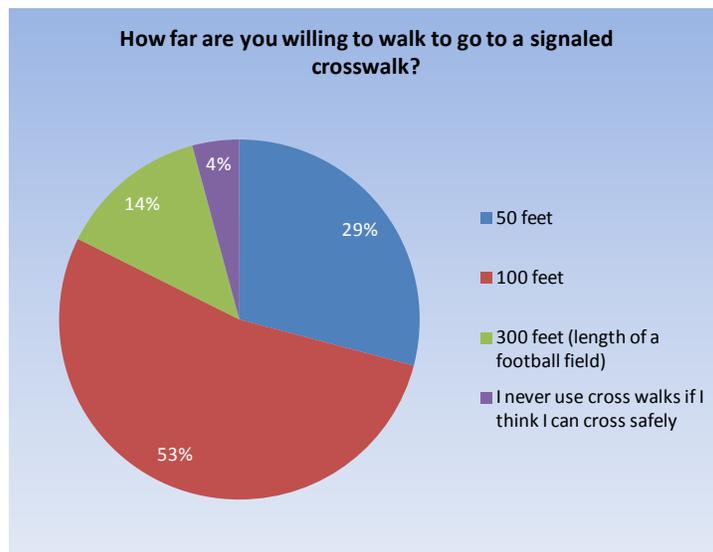


- Younger people are much more likely to answer “Drivers see me and let me cross,” “There are breaks in the traffic to let me cross,” “There is a divider in the center so I can stop halfway across if necessary” and “I do it all the time and never had a problem.” This is especially true of the 16–20 age group and somewhat true of the 21–29 age group. Somewhat surprisingly, the 50–59 age group is also above average in three of those categories.



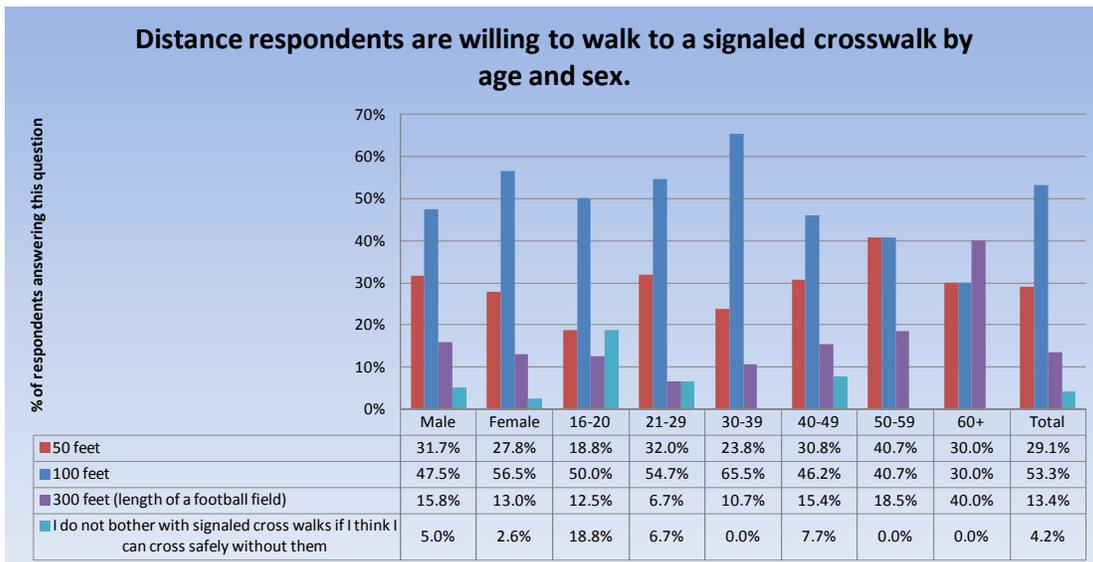
### How far are you willing to walk to a signaled crosswalk?

- About one in three respondents said they are willing to walk 50 feet to a signaled crosswalk. However, 53% are willing to walk 100 feet and 14% are willing to walk 300 feet. This means that 96% of respondents said they are willing to walk at least 50 feet to a crosswalk. About two-thirds (67%) are willing to walk at least 100 feet to a crosswalk. About one in 25 (4%) said “I never use crosswalks if I think I can cross safely.”



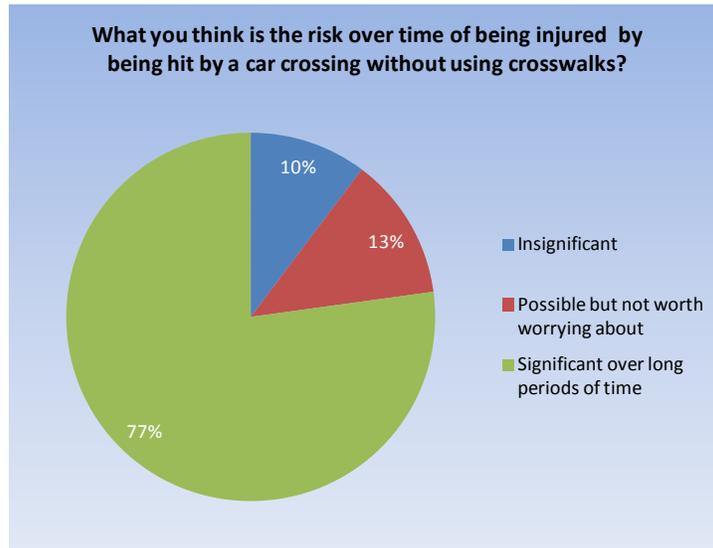
- Women are somewhat more likely than men to walk 100 feet to a signaled crosswalk— 56.5% of women vs. 47.5% of men. Men are more likely than women to say they do not bother with a signaled crosswalk if they think they can cross safely without them— 5.0% of men vs. 2.6% of women.

People aged 16–20 are most likely to say they do not bother with a signaled crosswalk if they think they can safely cross without them. This percentage (18.8%) is more than four times the average response to this question (4.2%). People aged 21–29 and 40–49 are more likely than average to say they never bother with crosswalks—6.7% and 7.7% respectively. No one aged 30–39 and 50 and above chose this answer.

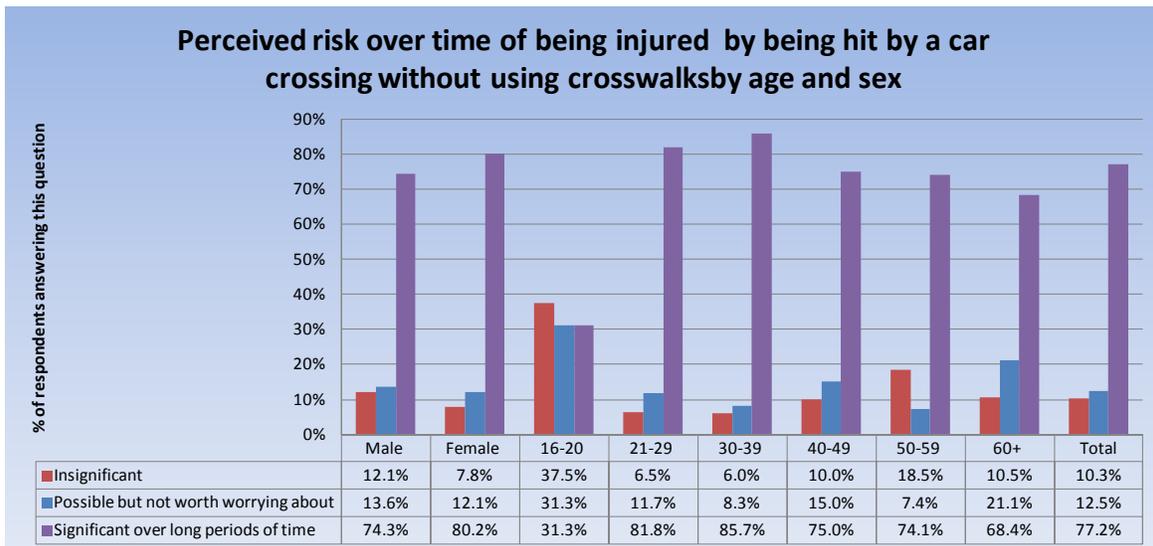


**What do you think is the risk over time of being hit and injured by a car if you cross without using crosswalks?**

- More than three in four respondents (77%) thought the risk of being injured when not using crosswalks is “Significant over long periods of time.” Only one in ten thought the risk was “Insignificant.”

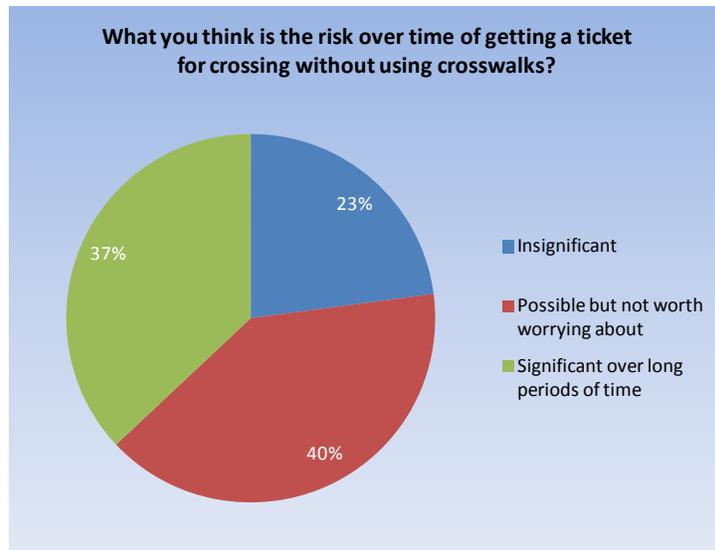


- Women are slightly more likely than men to rate this risk as “Significant over long periods of time”—80.2% of women and 74.3% of men. It is striking that respondents aged 16–20 are much more likely to believe the risk is insignificant—37.5% of people in this age group compared to 10.3% of people overall.



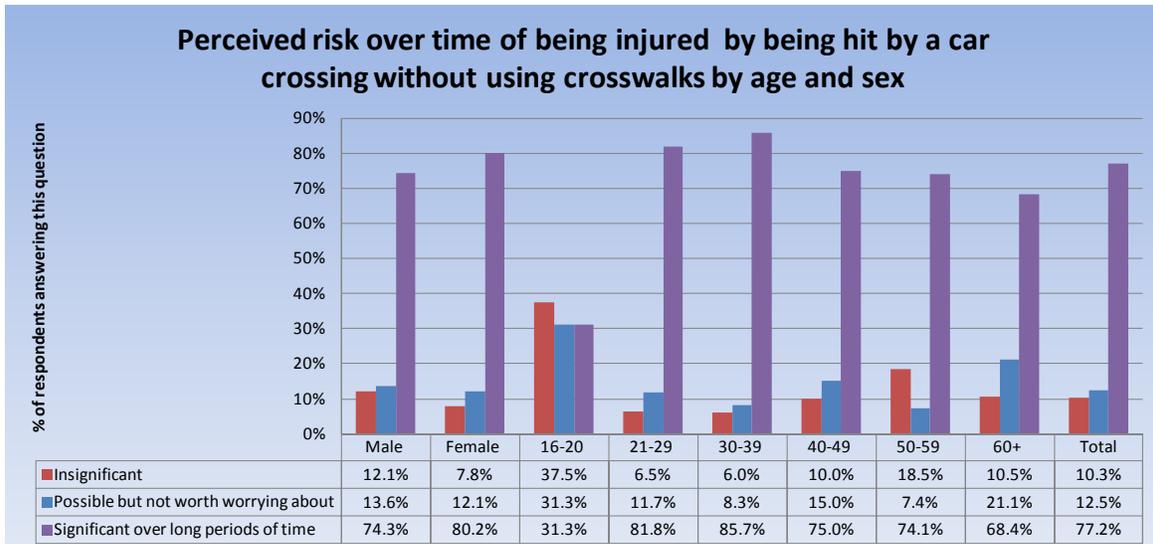
**What do you think is the risk over time of getting a ticket for crossing without using crosswalks?**

- Respondents are less likely to think that the risk of getting a ticket is significant than the risk of being injured is significant. Only slightly more than one-third (37%) think the risk of getting a ticket is significant. This suggests that pedestrians would not take the threat of being ticketed for jaywalking seriously.



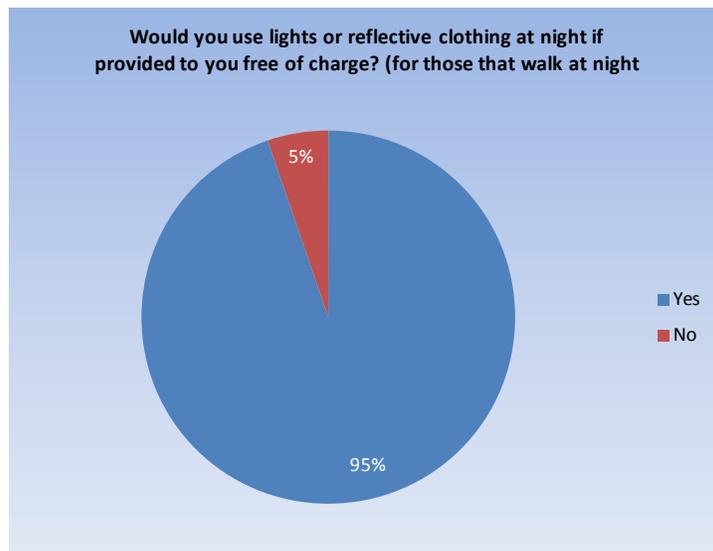
•

- Men are more likely than women to think that the risk of getting a ticket is insignificant—27.3% of men vs. 19.0% of women. More than half of the respondents aged 16–20 (56.3%) considered the risk insignificant and only 6.3% considered the risk to be significant over long periods of time.

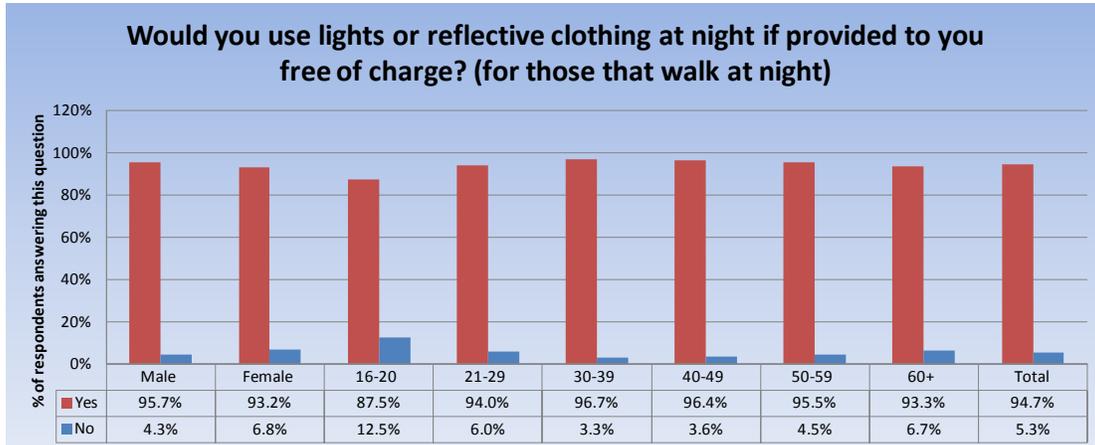


**Would you use lights or reflective clothing at night if provided to you free of charge?**

- The majority of respondents (95%) said they would use reflective clothing or lights if provided them free of charge. When analyzing the data, we noted that people responded yes to this question even if they reported they never walk at night.

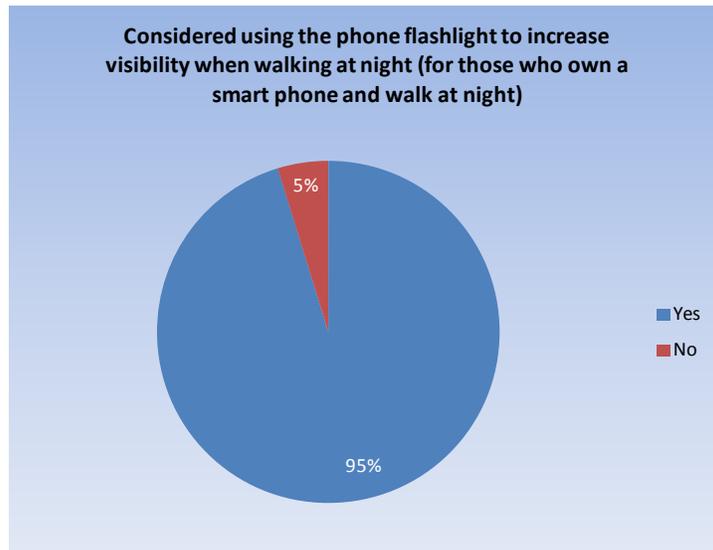


- About 19 out of 20 respondents (94.7%) said they would use lights or reflective clothing if provided free of charge. It is notable that 12.5% of people aged 16–20 responded no to this question.

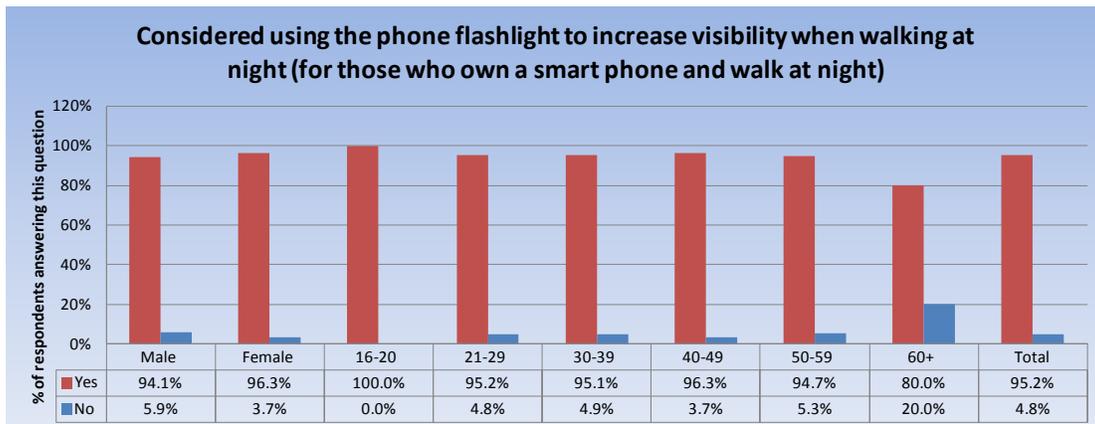


**If you have a smartphone, have you considered using the phone flashlight to increase your visibility when walking at night?**

- About 19 out of 20 (95.2%) of respondents who own a smartphone and who walk at night said they had considered using the phone flashlight to increase their visibility.

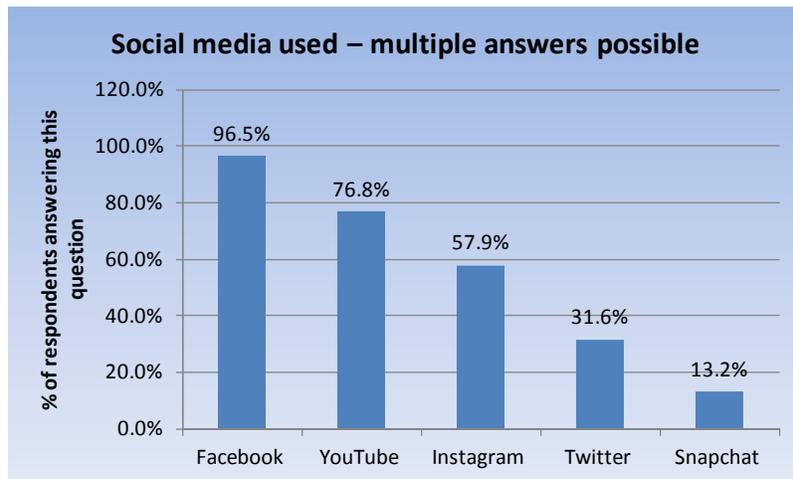


- Nearly all respondents of both sexes and all age groups responded that they had considered using the phone flashlight. The exception to this was respondents over 60 years of age.

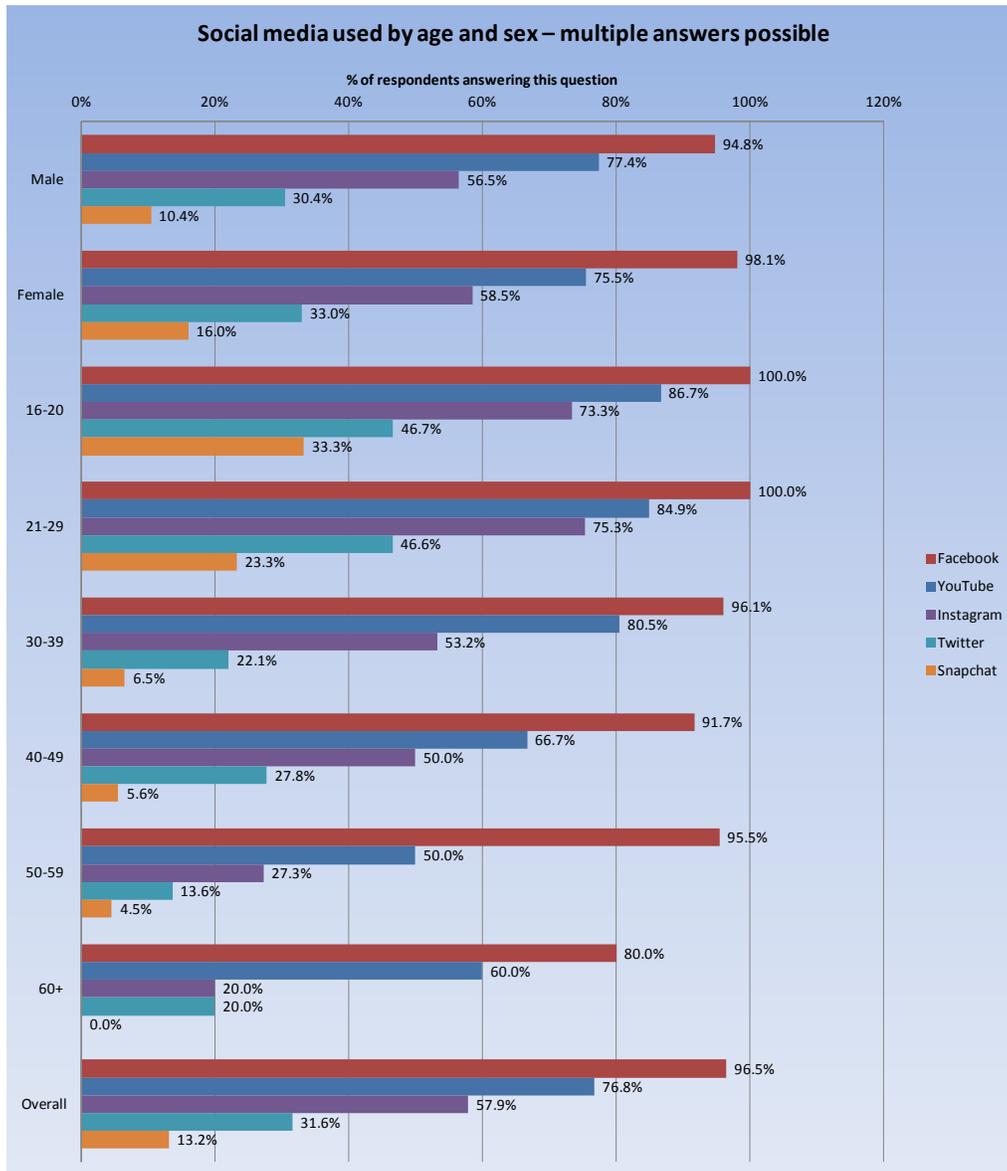


**Which of these social media platforms do you regularly use? (Check all that apply)**

- Almost everyone (96.5%) uses Facebook, and more than three in four (76.8%) use YouTube. The least-used social media platform is Snapchat at 13.2%.



- Virtually all respondents in the 16–29 age group reported using Facebook. Although Snapchat is not widely used, it is most frequently used in the 16–29 age group.





## APPENDIX A—SURVEY INSTRUMENT

Route number \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ Survey number \_\_\_\_\_

### DELAWARE OFFICE OF HIGHWAY SAFETY PEDESTRIAN SURVEY

The Delaware Office of Highway Safety is conducting a survey of Delaware pedestrians to learn about their opinions and practices. Your answers to the questions are voluntary and anonymous, and will help us to make Delaware a safer place for pedestrians. Your responses will remain strictly confidential.

1. Sex	<input type="checkbox"/> Male	<input type="checkbox"/> Female				
2. Age	<input type="checkbox"/> 16–20	<input type="checkbox"/> 21–29	<input type="checkbox"/> 30–39	<input type="checkbox"/> 40–49	<input type="checkbox"/> 50–59	<input type="checkbox"/> 60+
3. Do you have a driver's license?	<input type="checkbox"/> Yes	<input type="checkbox"/> No				
4. Do you own a smartphone?	<input type="checkbox"/> Yes	<input type="checkbox"/> No				
5. Do you ever walk along any of the highways below? (Check all that apply)	<input type="checkbox"/> Rt. 13 / Du Pont Highway <input type="checkbox"/> Rt. 2 / Kirkwood Highway <input type="checkbox"/> U.S. Route 40 <input type="checkbox"/> Other (Please specify) _____					
6. When you walk along these highways, it is	<input type="checkbox"/> Usually by yourself <input type="checkbox"/> Usually with others         If with others, how many are usually in your party? _____					
7. What time of day do you usually walk along these highways? (Check all that apply)	<input type="checkbox"/> Daylight hours <input type="checkbox"/> Nighttime hours					
8. Why do you usually walk along these highways? (Check all that apply)	<input type="checkbox"/> I live nearby <input type="checkbox"/> I work nearby <input type="checkbox"/> Friends/relatives live nearby <input type="checkbox"/> To get to nearby stores <input type="checkbox"/> For exercise <input type="checkbox"/> To get to nearby restaurants/bars <input type="checkbox"/> To get to a bus stop <input type="checkbox"/> Other (Please specify) _____					
9. When walking along these highways, how often do you	<ul style="list-style-type: none"> <li>• Use headphones? <input type="checkbox"/> Always <input type="checkbox"/> Usually <input type="checkbox"/> Sometimes <input type="checkbox"/> Rarely <input type="checkbox"/> N/A</li> <li>• Carry a flashlight if you walk at night? <input type="checkbox"/> Always <input type="checkbox"/> Usually <input type="checkbox"/> Sometimes <input type="checkbox"/> Rarely <input type="checkbox"/> N/A</li> <li>• Use reflective clothing if you walk at night? <input type="checkbox"/> Always <input type="checkbox"/> Usually <input type="checkbox"/> Sometimes <input type="checkbox"/> Rarely <input type="checkbox"/> N/A</li> </ul>					
10. How often do you cross these highways without using traffic signals or a crosswalk (jaywalking)?	<input type="checkbox"/> Never <input type="checkbox"/> Rarely <input type="checkbox"/> Sometimes <input type="checkbox"/> Often					
11. Why do you cross without using traffic signals or a crosswalk (jaywalking)? (Check all that apply)	<input type="checkbox"/> No crosswalk available <input type="checkbox"/> Too far to crosswalk <input type="checkbox"/> Traffic signals take too long <input type="checkbox"/> Drivers see me and let me cross <input type="checkbox"/> There are breaks in traffic to let me cross <input type="checkbox"/> There is a divider in the center, so I can stop halfway across if necessary <input type="checkbox"/> I do it all the time and have never had a problem <input type="checkbox"/> It's not against the law <input type="checkbox"/> I always use traffic signals or crosswalks					
12. How far are you willing to walk to a signaled crosswalk?	<input type="checkbox"/> 50 feet (Width of a basketball court) <input type="checkbox"/> 100 feet (About the distance from home plate to first base) <input type="checkbox"/> 300 feet (Length of a football field) <input type="checkbox"/> I do not bother with signaled crosswalks if I think I can cross safely without them					



<p>13. What do you think is the risk over time of being hit and injured by a car if you cross without using crosswalks?</p> <p><input type="checkbox"/> Insignificant    <input type="checkbox"/> Possible but not worth worrying about    <input type="checkbox"/> Significant over long periods of time</p>
<p>14. What do you think is the risk over time of getting a ticket for crossing without using crosswalks?</p> <p><input type="checkbox"/> Insignificant    <input type="checkbox"/> Possible but not worth worrying about    <input type="checkbox"/> Significant over long periods of time</p>
<p>15. Would you use lights or reflective clothing at night if provided to you free of charge?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No    <input type="checkbox"/> Don't walk at night</p>
<p>16. If you have a smartphone, have you considered using the phone flashlight to increase your visibility when walking at night?</p> <p><input type="checkbox"/> Yes    <input type="checkbox"/> No    <input type="checkbox"/> Don't own a smartphone    <input type="checkbox"/> Don't walk at night</p>
<p>17. Which of these social media platforms do you regularly use? (Check all that apply)</p> <p><input type="checkbox"/> Facebook    <input type="checkbox"/> Twitter    <input type="checkbox"/> Instagram    <input type="checkbox"/> Snapchat    <input type="checkbox"/> YouTube</p> <p><input type="checkbox"/> Other (Please specify) _____</p>
<p>Thank you for taking our survey. If you would like to be entered into a drawing for a free DART card (a \$21 value), please complete the following information. If you win, you will be notified in about four weeks.</p> <p><b>First name</b> _____</p> <p><b>Email address</b> _____ <b>Phone number</b> _____</p>