

A photograph of a woman with blonde hair, wearing a brown coat, black boots, and a dark beanie, walking away from the camera across a crosswalk at night. She is carrying a brown bag. The crosswalk has white stripes on a dark pavement. In the background, there are stone columns of a building.

Florida

2019

Pedestrian and Bicycle Safety Evaluation Analysis Report

Florida Department of Transportation

Final Report

September 23, 2019

DISCLAIMER

This report was prepared for the State of Florida, Department of Transportation, State Safety Office, in cooperation with the National Highway Traffic Safety Administration, U.S. Department of Transportation and/or Federal Highway Administration, U.S. Department of Transportation.

The conclusions and opinions expressed in these reports are those of the Subrecipient and do not necessarily represent those of the FDOT Safety Office, Department of Transportation, State of Florida, and/or the National Highway Traffic Safety Administration, U.S. Department of Transportation, and/or Federal Highway Administration, U.S. Department of Transportation, or any other agency of the State or Federal Government. The contents of this report reflect the findings of the authors, who are responsible for the facts and the accuracy of the data presented herein. This report is not intended for construction, bidding, or permit purposes. The researcher in charge of the project was Dr. Michael Binder, Faculty Director of the Public Opinion Research Laboratory at the University of North Florida. To contact Dr. Michael Binder, please call (904) 620-2784 or email porl@unf.edu.



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Table of Contents

Introduction 2

 State Demographic Profile..... 2

 Project Background 2

Executive Summary 2

Center for Urban Transportation Research (CUTR) Methodology..... 3

Evaluation of CUTR Methodologies 4

 Behavioral Observations 4

 Intercept Survey 5

Event Surveys..... 5

Direction of Future Research..... 6

Short-Term Goals 6

Long-Term Goals..... 7

Appendix 1: Survey Instruments 8

 CUTR Survey Instrument 1 8

 CUTR Survey Instrument 2 9

 CUTR Survey Instrument 3 10

 CUTR Survey Instrument 4 11

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Introduction

State Demographic Profile

Florida is a peninsula that is geographically located in the most southeastern region of the U.S. and is bordered by Georgia and Alabama. Florida is comprised of 67 counties. The U.S. Census estimated that in 2017, Florida's 18 years of age and older population was approximately 16,166,865 individuals, all living within 58,560 square miles. The approximate racial/ethnic breakdown was estimated as follows: 54.9% white, 15.4% black, 24.7% Hispanic/Latino origin, and 2.7% Asian. The Florida Department of Transportation (FDOT) reports a total of 122,848 miles of public roads in their annual Public Road Mileage and Travel (DVMT) Report for 2017.

Project Background

The Florida Department of Transportation first implemented the Alert Today Alive Tomorrow media campaign in the summer of 2012. The purpose of the Alert Today Alive Tomorrow media campaign is to increase awareness of pedestrian and bicyclist laws and share safety tips with the purpose of decreasing pedestrian and bicycle crashes, injuries, and fatalities. Within this campaign are five safety messages: Discover Your Role, One Foolish Act, Stop on Red, Every Pedestrian and Bicyclist is Important, and Alert Tonight Florida.

Florida is consistently ranked for having one of the highest pedestrian and bicyclist fatality rates in the United States. According to the Governors Highway Safety Association Report on Pedestrian Traffic Fatalities by State, the State of Florida had a fatality rate 3.22 per 100,000 in 2016. There was an annual average of 541 pedestrian fatalities between 2011 and 2015, and another 132 bicyclist fatalities. Further, eight of the top ten most dangerous cities in the United States for pedestrians and bicyclists are located in Florida.

Executive Summary

The Florida Department of Transportation (FDOT) hired The Public Opinion Research Lab at the University of North Florida (PORL) to evaluate previous research methodologies utilized by the Center for Urban Transportation Research (CUTR) for both behavioral observation and intercept survey data collection. The main objectives of CUTR's research over the last seven years include: measure knowledge of the *Alert Tonight Alive Tomorrow* media campaign messages; evaluate pedestrian and bicyclist behaviors at crosswalks with the highest rates of pedestrian and bicyclist fatalities; and gauge knowledge of Florida pedestrian and bicyclist safety laws.

While CUTR has collected valuable data on behalf of FDOT, PORL identified several areas for improvement to create a more efficient and cost-effective future research design. The two primary concerns with the methodology involve behavior modification effects and the lack of a standardized and representative sampling procedure. For example, the intercept surveys collected from events are not reflective of the greater population because event attendees are often markedly different than Florida's population. Often, there are a large segment of out of state visitors, and without a true measure for the demographics of event the data cannot be weighted, nor applied to the state as a whole. For crosswalk intercept surveys the respondents being observed following an intercept survey (or about to cross the street with an interviewer on the other side) may modify their behavior and be more likely to cross within the crosswalk.

The Public Opinion Research Lab's recommendations for future research can be summarized in the following short and long term goals.

Short Term Goals

- Conduct phone surveys at the PORL center with Random-Digit-Dialing methodology and include the use of Spanish language interviews to ensure:
 - A standardized sampling procedure and survey instrument
 - A representative sample that can be weighted to the true population of Florida or the 25 counties with the greatest threats of pedestrian and bicyclist fatalities
 - Reduction of behavioral modification effects of observational data with intercept surveys
- Encourage a high visibility enforcement procedure to include high crash times

Long Term Goals

- Utilize cameras for behavioral observation to allow:
 - Mitigation of behavior modification
 - More accurate data by recording throughout the day and night
 - Capturing activity away from intersections and at different types of hotspots

Center for Urban Transportation Research (CUTR) Methodology

The Center for Urban Transportation Research (CUTR) at the University of South Florida (USF) has been collecting data for the *Alert Today Alive Tomorrow* media campaign since its inception in 2012. Over the past year, CUTR has collected three types of data: observational data measuring pedestrian and bicyclist behavior when at a crosswalk, intercept surveys at crosswalks where observations are being conducted, and intercept surveys at events promoting the *Alert Today Alive Tomorrow* campaign messages.

To collect observational behavior data, two CUTR surveyors were placed at an intersection at opposite corners. Each was responsible for observing pedestrians or bicyclists that passed their respective corners. Upon seeing a pedestrian or bicyclist, the surveyor marked different behavioral key points on an iPad including: if they are distracted, whether they cross at a crosswalk, whether they use the crosswalk button, and follow pedestrian signal phasing.

Intercept surveys at crosswalks were conducted either prior to observations or following an observation. During the data collection period from December 2017 to August 2018, 814 surveys were conducted pre-observation and 1048 surveys were conducted post-observation. CUTR anticipated that conducting surveys pre-observation affected observational results because respondents were more likely to follow the law and be aware of their surroundings after taking a safety survey, in addition to the added knowledge of being watched by a surveyor. Another 197 surveys were conducted without any observations, while 7279 observations were recorded without a survey attached. Observation and intercept surveys were conducted at crosswalks across the 21 Florida counties with the highest rates of pedestrian and bicyclist fatalities.

Sites for observation and survey data collection were selected based on pedestrian and bicycle crash hotspots, previous intercept survey locations, and high visibility law enforcement operations. The bicycle and pedestrian crash data were gathered from the Florida Integrated Report Exchange System (FIRES), and subsequently the crash sites were geocoded and mapped for survey implementation.

For the intercept surveys conducted at events, locations were selected if they were promoting the *Alert Today Alive Tomorrow* outreach campaign. CUTR surveyors set up a promotional booth branded with campaign messages, where they both conducted surveys and collected pledges. A total of 3,477 surveys were collected by CUTR at events from July 2018 to May 2019. Intercept surveys collected at both intersections and outreach events were conducted only in English. The data from these event surveys is analyzed and presented in this report.

Evaluation of CUTR Methodologies

As part of this report, PORL analyzed data previously collected by CUTR from observational data from crosswalks, and intercept surveys at events and crosswalks. PORL identified several areas for improvement in both behavioral observation and intercept surveys methodologies.

Behavioral Observations

CUTR observed pedestrian behavior at intersections with high rates of pedestrian crashes, also known as “hotspots.” The hotspots selected for this study met three conditions: hotspots with the highest density of crashes, high pedestrian volume, and the highest combination of pedestrian features. Areas with a variety of pedestrian instruments, such as pedestrian signals and crosswalks, were important for CUTR to observe how pedestrians and bicyclists interacted with these features. While this site selection methodology allows CUTR to observe pedestrians’ interaction (or lack thereof) with pedestrian safety features, it is not comprehensive concerning the type of hotspot or intersection. There are several types of intersections and scenarios that could lead pedestrians to behave differently, such as location in a commercial area, or if it is an unmarked crosswalk, to name a few. Further, according to the Governor’s Highway Safety Association’s 2017 report, *A Right to the Road: Understanding & Addressing Bicyclist Safety*, 72% of pedestrian and bicyclist fatalities occur at non-intersection locations. The observational data would be more representative and comprehensive if there was a sampling of behavior at various types of hotspots, and non-hotspots, including those away from intersections.

In addition to the site selection limiting the behavioral sampling, the timing of observations is not representative of all pedestrian behavior. The available information regarding what times CUTR surveyors conducted observations is limited. According to available methodology, surveyors conducted observations at each hotspot’s respective high-volume crash period. According to the FDOT’s Pedestrian and Bicycle Strategic Safety Plan, the average number of pedestrian fatalities is dramatically higher during the nighttime hours (FDOT, 2017). The ultimate goal of FDOT’s Pedestrian and Bicycle Safety Coalition is to have zero traffic-related fatalities in Florida. In light of this, observations should be conducted at the times these fatalities are happening. It would also be instrumental to collect behavioral data at hotspots during low-crash times to make comparisons. Without collecting a representative sample to compare behavior at various times of day, the data cannot aid the Coalition in modifying behavior, as it cannot confidently determine which factors are leading to fatalities.

Likewise, there was no available information on the protocol for conducting surveys during inclement weather, and in Florida it can be assumed that there was inclement weather throughout the year that would affect a surveyor’s ability to safely go outside. Thus, it can be assumed that CUTR surveyors conducted surveys when the weather permitted. This is problematic because weather could affect a driver’s ability to see a pedestrian. Moreover, a pedestrian may behave more recklessly as they try to get out of a storm. It is reasonable to assume a pedestrian may run into the street trying to get across to access shelter. Depending on the traffic and severity of the weather, a pedestrian may not continue walking along a path in search of a crosswalk to cross safely.

A separate methodological design that had a large impact on the observed pedestrian behavior was the simultaneous collection of intercept surveys. There were 814 observations collected before the respondent took the survey, while another 1,048 observations were collected after surveys were conducted. It should be noted that another 7,279 observations were collected with no survey data attached. CUTR found that people surveyed prior to being observed exhibited safer behavior than those who were surveyed after being observed. People are likely to modify their behavior if they believe they are being watched or judged. Therefore, these observations are highly skewed and should not be included in the overall behavioral data. Even the pedestrians that were interviewed after crossing the street are likely to modify their behavior if they noticed someone watching them on a street corner taking notes on an iPad.

Intercept Survey

The same dynamic of behavior modification affecting those respondents who are observed post-survey works conversely: people who are observed and subsequently asked to take a survey on their awareness of pedestrian laws and their habits may alter their answers to the surveyor. Having just crossed or being about to cross the street may alter the respondents' answers due to a social desirability bias to appear more law abiding.

Another methodological shortcoming for this research is that surveyors only conducted interviews in English. In Florida, where 26% of the total population is Hispanic/Latino (many of which are not bilingual), and urban centers, such as Miami, Orlando and Tampa have a greater concentration of Hispanics (and also suffer from greater numbers of pedestrian fatalities) it is vital to include this demographic's awareness and opinions in survey data (US Census, 2017). Surveys conducted at events were also conducted only in English, bringing about the same methodological issue for the event surveys.

Event Surveys

In addition to intercept surveys collected at crosswalks within the 21 Florida counties with the highest rates of pedestrian and bicyclist fatalities, CUTR surveyors also administered surveys at events throughout the state. The data collected at these events is discussed earlier in this report and compared to PORL's survey data. The methodological problems can be broken down into two categories: survey instrument variation and demographic differentiation.

One prominent issue within the survey instrument is the demographic question addressing the respondent's age. First, 17% of CUTR respondents were under 18 years old. In order to survey minors, extra steps must be taken to ensure informed consent, typically receiving permission from the parents. The PORL did not include minors in our telephone surveys for several reasons, that being one. Further, the survey instruments employed by CUTR had no category that included 18-year-old respondents. Rather, there is an under 18 category and a 19-29 category. It is likely that respondents 18 years of age were included in the under 18 category, although we cannot be certain as it is not noted in the CUTR methodology. From a legal perspective, there is a substantive difference between a 17-year-old and an 18-year-old, therefore responses by minors should be kept apart from adult responses. Lastly, the categories for age are not standardized. There is a 19-29-year-old group, 30-49-year-old, 50-64, and 65+. There is a 10-year, 19-year, and 14-year gap in age categories, respectively. The question regarding race should also be categorized differently; CUTR combined "other" with "pacific islander." Typically, pacific islander is combined with Asian. Combining a race in the other category makes it impossible to discern what is pacific islander, and what is truly "other."

The CUTR surveys aimed to understand pedestrian behavior in Florida, as well as awareness of FDOT safety campaigns within the state. It stands to reason that only Floridians should be interviewed for this project, because a tourist is unlikely to be familiar with any of the FDOT campaigns. Similarly, the survey should be limited to residents of the 21 Florida counties where CUTR was conducting intercept surveys at crosswalks because these are the communities where FDOT is focusing their campaigns. However, CUTR had at least 10% of respondents from event surveys that were not residents of Florida. Moreover, many of the Floridian respondents were not residents of one of the Florida counties with the highest number of pedestrian and bicyclist fatalities. By interviewing at popular tourist events, like the Daytona 500, it is unsurprising that CUTR had so many non-Floridian respondents. Respondents should at least be limited to Florida residents, but of particular interest are the counties struggling with the greatest number of pedestrian fatalities.

Perhaps the most consequential problem with the collection of data from events is that the data cannot be weighted. Because CUTR does not have the true population at each of the events they attended, nor did they set quotas to reach their targeted population, it is unclear if the sample data collected is at all

representative of and able to be generalized to the larger population being measured. Weighting the sample data ensures that the data is reflective and representative of the actual population. Without proper weighting, the data is not applicable to the greater population of the 25 Florida counties of interest; it is only representative of those who took the survey. Even if the data happened to be representative of the event attendees, those events attract a population that is very different from the population of Florida.

Additionally, the data collected by CUTR was incredibly difficult to decipher because of the use of four different survey instruments at various events. To make the survey findings easier to understand, PORL labeled these surveys as Survey 1, Survey 2, Survey 3, and Survey 4 (see Appendix II). Some questions were the same across all survey instruments, and this data could be combined for a more coherent output with a larger sample size. However, some surveys have nearly identical questions, but where one or two words differ, in essence changing the meaning of the question. This data could not be combined, resulting in smaller sample sizes. Other times, a question would appear on one survey instrument, but not others. This resulted in certain questions having extremely small sample sizes. In short, questions with a small sample size may not be as representative or accurate as those with a larger sample size, because they draw off far fewer respondents.

Additionally, several survey types were employed at events that had narrow demographic variation, further limiting the externalizability of the results.

The survey instruments were also not consistent about the safety campaign messages respondents were asked about. Some instruments asked about *Alert Today Alive Tomorrow*, while other asked about *Alert Tonight Alive Tomorrow*. One survey instrument asked about neither. Concerning the safety campaigns, the surveys ask respondents to circle which campaign messages they are familiar with, and subsequently where they heard or saw them. In this layout, there is no way to differentiate where a respondent saw a particular message. For example, assume a respondent circled the messages *Every Pedestrian and Bicyclist is Important to Someone* and *Discover Your Role*, and next they circled they were made aware of the campaigns via TV and word of mouth. When inputting the data, it is unclear which campaign was seen on TV and which one was heard through word of mouth, or if both were seen/heard about in both places. For marketing purposes, this information is crucial to understand where a message is or is not being seen or heard by the public.

Missing data was another issue when analyzing the CUTR data. The survey instruments do not give respondents the option to be unsure, or to refuse a question. When analyzing “select all” questions, respondents who did not circle an answer choice, which is effectively a “no,” are treated the same as respondents who did not know and skipped the question, and respondents who refused to answer the question. Moreover, if the last couple of questions on a survey are blank there is no indicator as to whether the interview was partially complete, or if the respondent skipped these questions intentionally. It is good survey practice to develop survey questions that allow for all possible responses, including other options, don’t know options, and refusal options. Particularly in the campaign message awareness questions, the absence of these response choices in the CUTR surveys also made it difficult to compare with PORL awareness data, which did include “Don’t Know” and “Refusal” responses.

Direction of Future Research

In evaluating the methodologies of both PORL and CUTR studies, improvements to future research for a more concise, comprehensive, and cost-effective project have become evident.

Short-Term Goals

To counteract the behavior modification effect caused by the presence of surveyors, as well as to enable observation in a wider variety of situations, PORL will continue to utilize phone surveys to measure pedestrian and bicyclist safety knowledge and awareness. Conducting surveys independent of

observation will eliminate the possibility that survey completion would affect subsequent behavior at the intersection, or vice versa. In addition, PORL's 27-station Computer Assisted Telephone Interviewing (CATI) system and Random-Digit-Dialing methodology allows for a more systematic approach to sampling procedure and thus ensures a more representative sample of respondents. It also streamlines the process of data collection and analysis and reduces the possibility of interviewer or data entry error. In addition, the use of phone surveys allows a greater number of surveys to be completed in a shorter amount of time, and over a larger geographical area, and eliminates problems caused by inclement weather.

In the short term, the in-person observation of pedestrian and bicyclist behavior will be unencumbered by the presence of an accompanying intercept survey, as they will be conducted via phone. Behavioral observations can be further improved by standardizing times of day that the observations take place, placing observers outside intersections to detect mid-block crossings, and creating a systematic sampling procedure to ensure a representative sample. Long-term goals for improvements to the observation methodology are outlined in the next subsection.

As mentioned in the previous section, Florida has a large population of people with Latino or Hispanic ethnic backgrounds. Of the CUTR event survey respondents, which were conducted only in English, 26% reported to be of Hispanic ethnicity. Thus, it is important that surveys be conducted in Spanish as well as English to provide a more representative sample. PORL is intentional about hiring diverse interviewers to conduct surveys, including those with the ability to translate survey instruments into Spanish, as well as conduct those interviews.

In their 2018 Pedestrian and Bicycle Program Evaluation and Data Collection Report, CUTR highlights the effectiveness of High Visibility Enforcement (HVE) by local law enforcement agencies. The report also points out that only 1% of HVE was conducted after 7:00 pm and recommends that these hours be extended to include the nighttime hours during which many fatal crashes occur. PORL concurs with this assessment and recommends a more even distribution of the times of day in which HVE is being conducted.

Long-Term Goals

In the long term, PORL proposes utilizing cameras positioned at intersections with high-volume pedestrian traffic. The cameras would be placed at intersection "hotspots" with varying characteristics, such as the number of lanes, surrounding businesses and types of crosswalks. This will aid in the analysis of the interactions between different street and intersection characteristics with pedestrian and bicyclist behavior. By positioning cameras to record away from crosswalks, pedestrians crossing midblock could also be observed. Cameras can be placed in busy intersections that are too dangerous to station interviewers for in-person observations. They also provide 24-hour monitoring, in addition to allowing for a more systematic analysis with multiple coders. Finally, the use of cameras will enable systematic research and analysis of behavioral changes over time without the possibility of pedestrians modifying their behavior in response to being observed by surveyors.

The improvements outlined above will facilitate sounder methodological procedures, a more representative sample, and continued study of pedestrian and bicycle safety awareness and behavior over time.

CUTR Survey Instrument 1



ALERT TODAY ALIVE TOMORROW – Florida Department of Transportation Public Opinion Survey/ Program Evaluation



ZIP Code: 32503
 Gender: (circle one) M / F
 Age: (circle one) <18 / 19–29 / 30–49 / 50–64 / 65+

1. Have you seen or heard the Alert Today Alive

a. Yes

b. No (if No, skip to question 4)

2. If Yes, where have you seen or heard about it?

(circle all that apply)

- a. Twitter
- b. Facebook
- c. Website
- d. Billboard, TV, or radio
- e. Inside a bus or at a bus stop
- f. Sporting event
- g. Local/community event
- h. Promotional item
- i. Word of mouth
- j. Police officer
- k. Other (describe): _____

3. If Yes, which of the following Alert Today Alive Tomorrow safety campaigns have you seen before today? (circle all that apply)

- a. Discover Your Role
- b. One Foolish Act
- c. Stop on Red
- d. Every Pedestrian & Bicyclist is Important
- e. Alert Tonight Florida

4. True or False: When riding in the roadway, bicyclists are required to ride in the same direction as motor vehicles

a. True

b. False

5. What is the minimum amount of space a driver is required to leave when passing a bicyclist?

(circle one)

- a. No minimum required
- b. 1 foot
- c. 3 feet
- d. 5 feet

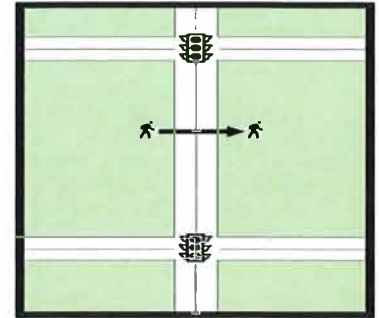
6. When turning right on red, you should: (circle one)

- a. Look left for approaching vehicles
- b. Look right for pedestrians entering crosswalk
- c. Look right for bicyclists in bike lane
- d. Stop behind STOP line (white line before crosswalk)
- e. All of the above

7. True or False: The following is LEGAL when crossing a road midblock.

a. True

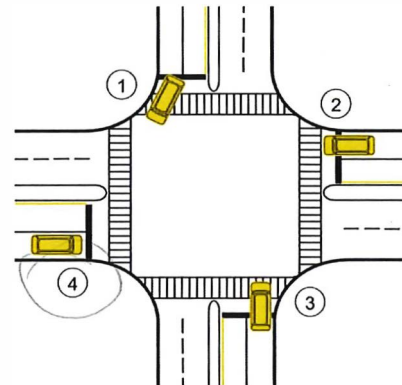
b. False



8. When walking along a road that has NO sidewalks, you should: (circle one)

- a. Walk facing traffic a safe distance away from travel lane
- b. Walk in same direction as traffic
- c. It does not matter which direction

9. Vehicles making a permitted right turn on a red signal must stop at which location? (circle one)



OPTIONAL:

Approximately how many hours do you walk or bike during a typical week?

- a. Walk: _____ hours
- b. Bike: _____ hours
- c. I do not walk or bike regularly

What is your primary trip purpose for riding a bicycle?

- a. Commute to/from work and between work facilities
- b. Shopping
- c. Recreational (i.e., individual/group fitness, leisurely individual/social ride)
- d. Other (specify): _____

What is your primary trip purpose for walking?

- a. Commute to/from work between work facilities
- b. Shopping
- c. Recreational (i.e., fitness, leisurely walk)
- d. Other (specify) _____



CUTR Survey Instrument 2

ALERT TODAY ALIVE TOMORROW – Florida Department of Transportation Public Opinion Survey/ Program Evaluation



1. Have you seen or heard of any of the following safety messages before today? (Circle all that apply)

- a. Alert Tonight Alive Tomorrow
- b. Discover Your Role
- c. One Foolish Act
- d. Stop on Red
- e. Every Pedestrian & Bicyclist is Important to Someone

2. If yes, where did you see or hear the message?

- a. Social Media
- b. Website
- c. Billboard
- d. TV or Radio
- e. Inside of bus or at a bus stop
- f. Sporting event
- g. Local/community event
- h. Other (Describe: _____)

3. Bicycles are considered vehicles and it is legal to ride a bicycle on the roadway.

- a. True
- b. False

4. What is the minimum separation required for a driver passing a bicyclist?

- a. No minimum required
- b. 1 foot
- c. 3 feet
- d. 5 feet

5. When riding a bicycle on the roadway, you should:

- a. Ride with Traffic
- b. Ride against Traffic

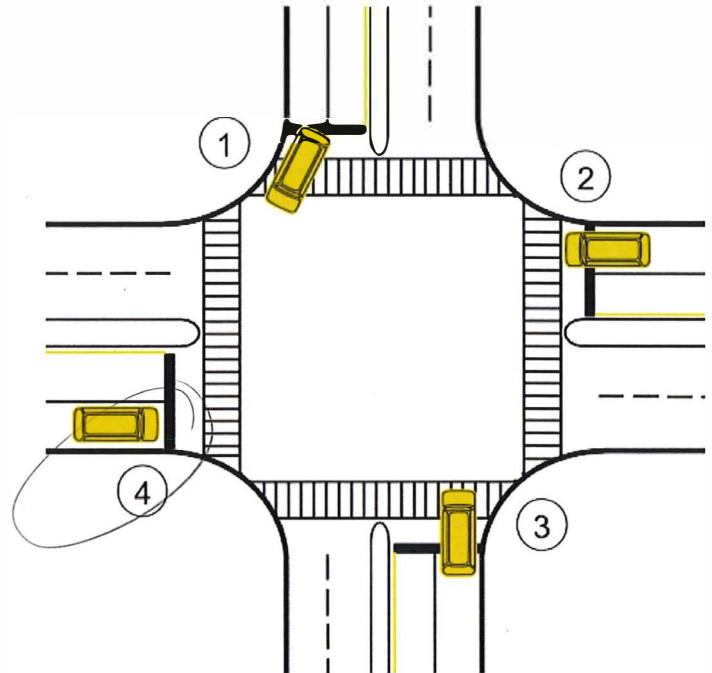
6. When turning right on red, you should:

- a. Look left for approaching vehicles
- b. Look right for bicyclists approaching in the bike lane
- c. Look for pedestrians that may be entering or in the crosswalk
- d. All of the above

7. When walking along a road with no sidewalks, you should walk:

- a. Facing traffic, along the side of the road
- b. Facing traffic, a safe distance away from the travel lane
- c. In the same direction as traffic

8. Vehicles making a permitted right turn on a red signal shall stop at which location? (Circle one)



9. Approximately how many miles do you walk or bike during the week?

- a. Walk: 1 miles
- b. Bike: 20 miles
- c. I do not walk or bike regularly

Zip Code: 32803
 Gender: M / F
 Age: <18 / 19-29 / 30-49 / 50-64 / 65+
 Ethnicity: Hispanic / Non-Hispanic
 Race: African American
 Asian
Caucasian
 American Indian
 Other/Pacific Islander



CUTR Survey Instrument 3



ALERT TONIGHT ALIVE TOMORROW – Florida Department of Transportation Public Opinion Survey/ Program Evaluation

1. Have you seen or heard the Alert Tonight Alive Tomorrow campaign before today? (circle one)

- a. Yes
- b. No (if No, skip to question 4)

2. If Yes, where have you seen or heard about it? (circle all that apply)

- a. Twitter
- b. Facebook
- c. Website
- d. Billboard, TV, or radio
- e. Inside bus or at bus stop
- f. Sporting event
- g. Local/community event
- h. Promotional Item
- i. Word of mouth
- j. Police officer
- k. Other (describe): _____

3. If Yes, which of the following Alert Today Alive Tomorrow safety campaigns have you seen before today? (circle all that apply)

- a. Discover Your Role
- b. One Foolish Act
- c. Stop on Red
- d. Every Pedestrian & Bicyclist is Important
- e. Alert Tonight Florida

4. True or False: When riding in a roadway, bicyclists are required to ride in the same direction as motor vehicles.

- a. True
- b. False

5. When walking along a road that has NO sidewalks, you should: (circle one)

- a. Walk facing traffic a safe distance away from travel lane
- b. Walk in same direction as traffic
- c. It does not matter which direction

6. When riding at night, bicycles must be equipped with: (circle one)

- a. Front white light
- b. Rear red light
- c. Rear red reflector
- d. All of the above
- e. Bicycle lights are not required at night

7. True or False: The law requires pedestrians to wear lights and reflective clothing when walking at night.

- a. True
- b. False

8. True or False: You are not allowed to use additional lights along with required bicycle lights.

- a. True
- b. False

9. True or False: Bicycle lights are allowed to flash when riding at night.

- a. True
- b. False

10. True or False: Signaling before turning or stopping is not required when riding a bicycle.

- a. True
- b. False

11. True or False: Bicyclists are allowed to wear a headset, headphones, or other listening devices while riding.

- a. True
- b. False

ZIP Code: 12809

Gender: (circle one) M F

Age: (circle one) <18 / 19-29 / 30-49 / 50-64 / 65+

Ethnicity: (circle one) Hispanic / Non-Hispanic

Race: (circle one) African American / Asian / Caucasian / American Indian / Other/Pacific Islander

CUTR Survey Instrument 4

Zip Code: _____

Gender: (Circle one) M / F

Age: (Circle one) <18 / 19-29 / 30-49 / 50-64 / 65+

1. Have you seen or heard any of the following safety messages before today? (Circle all that apply)
 - a. Alert Tonight Alive Tomorrow
 - b. Discover your Role
 - c. One Foolish Act
 - d. Stop on Red
 - e. Every Pedestrian & Bicyclist is Important to Someone

2. If yes, where did you hear the message?
 - a. Social Media
 - b. Website
 - c. Billboard
 - d. TV
 - e. Radio
 - f. Sporting event
 - g. Transit Bus/Transit Bus Shelter
 - h. Other (Describe: _____)

3. True or False: When riding in the roadway, bicyclists are required to ride in the same direction as motor vehicles.
 - a. True
 - b. False

4. What is the minimum separation required for a driver passing a bicyclist?
 - a. No minimum required
 - b. 1 foot
 - c. 3 feet
 - d. 5 feet