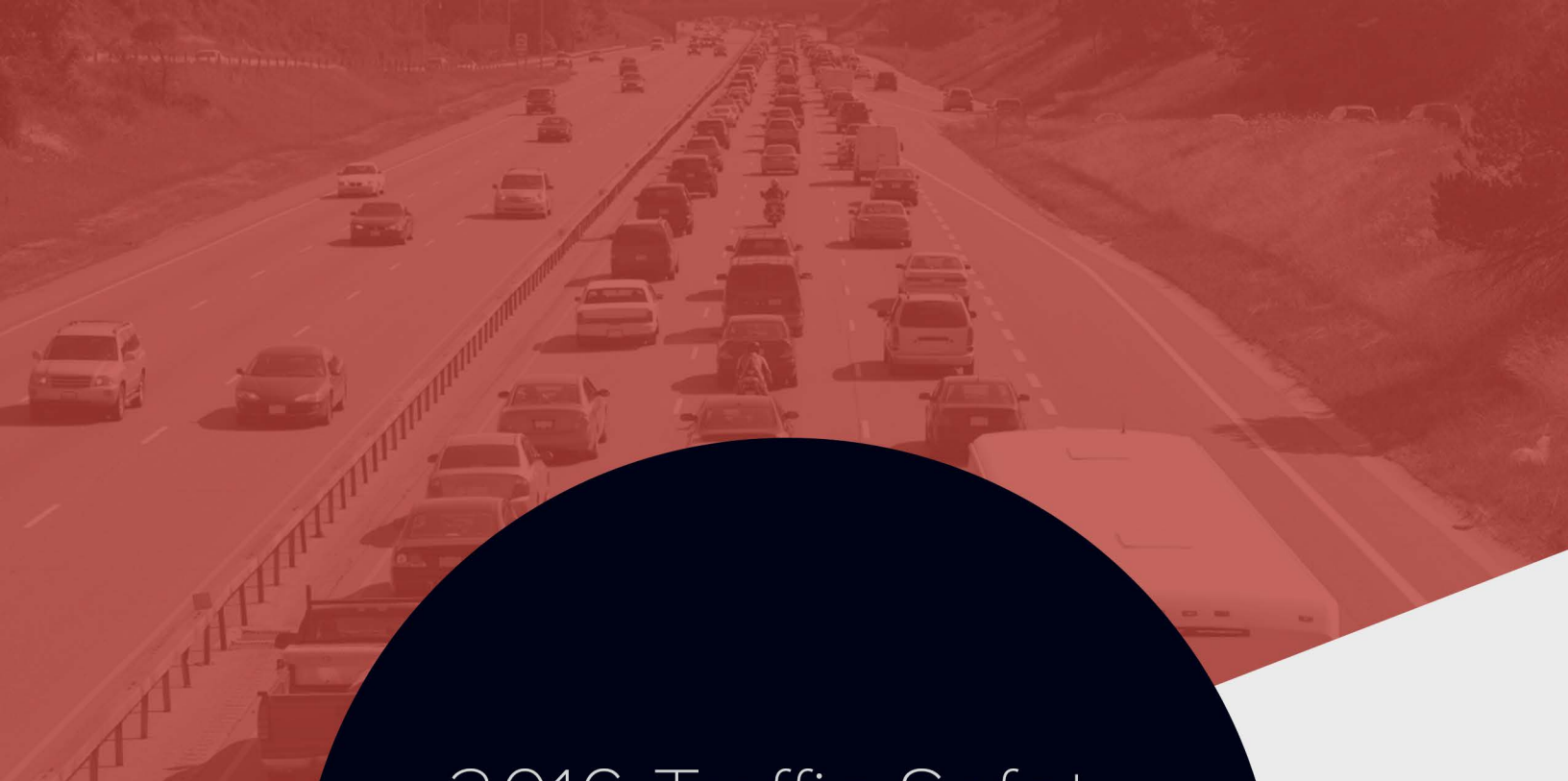

2016 Traffic Safety Culture Index

February 2017

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AAA Foundation for Traffic Safety

Title

2016 Traffic Safety Culture Index. (February 2017)

Authors

AAA Foundation for Traffic Safety

Foreword

This document presents the results of the AAA Foundation's ninth annual *Traffic Safety Culture Index,* a nationally-representative survey conducted in 2016 that assesses the U.S. driving population's attitudes and perceptions toward traffic safety. More than 2,500 survey respondents contributed to the results tabulated in the Appendix section.

This document can be a useful reference to traffic safety researchers and practitioners. Additionally, advocates of traffic safety may utilize statistics presented in this document to promote awareness.

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About the Sponsor

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Founded in 1947, the AAA Foundation in Washington, D.C. is a not-for-profit, publicly supported charitable research and education organization dedicated to saving lives by preventing traffic crashes and reducing injuries when crashes occur. Funding for this report was provided by voluntary contributions from AAA/CAA and their affiliated motor clubs, from individual members, from AAA-affiliated insurance companies, as well as from other organizations or sources.

Introduction

In the quarter century from 1991 through 2015, the lives of 982,307 men, women, and children have ended abruptly as the result of motor vehicle crashes in the United States. Motor vehicle crashes were the leading cause of death for people aged 16-24 for each year from 2012 through 2014.[1] Statistics from the United States Department of Transportation indicate that 35,092 people died in motor vehicle crashes in 2015.[2] This represents a 7.2 percent increase from 2014, and preliminary data from the first half of 2016 indicate fatalities increased more than 10 percent compared to the first half of 2015.[3] An average of 96 lives per day are cut short as the result of crashes on our roads.

AAA Foundation for Traffic Safety has a long tradition of sponsoring research to better understand traffic safety culture.[4-16] The Foundation's long-term term vision is to create a "social climate in which traffic safety is highly valued and rigorously pursued."[14] In 2008, the AAA Foundation conducted the first *Traffic Safety Culture Index*[11], a nationally-representative survey, to begin to assess a few key indicators of the degree to which traffic safety is valued and is being pursued.

As in previous years, this *Traffic Safety Culture Index* finds that people in the United Sates do value safe travel and desire a greater level of safety than they now experience. They perceive unsafe driver behaviors such as speeding and impaired driving as serious threats to their personal safety and generally support laws that would improve traffic safety by restricting driver behavior, even when such laws would restrict behaviors they admit to engaging in themselves.

As in previous years, the survey also highlights some aspects of the current traffic safety culture that might be characterized most appropriately as a culture of indifference, in which drivers effectively demonstrate a "Do as I say, not as I do" attitude. For example, substantial numbers of drivers say that it is completely unacceptable to drive 15 mph over the speed limit on freeways, yet admit having done that in the past month.

This document summarizes major national-level results for the AAA Foundation's ninth annual *Traffic Safety Culture Index* and presents the data collection methodology.

Summary of Major Findings

- Nearly 1 in 5 drivers has, at some point in their lives, been involved in a serious crash in which someone needed to go to the hospital and 1 in 9 has been seriously injured in a crash.
- Nearly 1 in 3 drivers has had a friend or relative seriously injured or killed in a crash.
- Substantial numbers of drivers (70.9%) say that it is completely unacceptable to drive without wearing a seatbelt; 1 in 6 (16.7%) admit to doing so in the past month.

Distracted Driving

- Cell phone use while driving is widespread. More than 2 in 3 drivers report talking on their cell phone while driving in the past month, and nearly 1 in 3 say they do so fairly often or regularly. There is fairly strong disapproval toward using a hand-held cell phone while driving (70.4%). People are more accepting of hands-free cell phone use than hand-held (65.9% vs. 28.6%).
- Most drivers view texting or emailing while driving as a very serious threat to their own personal safety and consider it completely unacceptable. However, nearly 1 in 3 (31.4%) admit to typing or sending a text message or email while driving in the past month, and 2 in 5 (40.2%) report reading a text message or email while driving in the past month.
- More than 2 in 3 drivers (71.5%) support restricting the use of hand-held cell phones while driving, but less than half (42.0%) support an outright ban on using any type of cell phone (including hands-free) while driving. There is strong support (88.4%) for laws restricting reading, typing, or sending a text message or email while driving.

Impaired and Drowsy Driving

- Drivers view drinking and driving as a very serious threat, and nearly all (96.7%) disapprove of drinking and driving. More than 1 in 8, however, admit to driving at least once in the past year when they thought their alcohol level might have been close to or possibly over the legal limit, and of these, more than 16 percent (2.1% of all drivers) said they did so in the past month.
- There is majority support for requiring alcohol-ignition interlocks for drivers convicted of DWI, even for first-time offenders (81.0%); requiring built-in interlocks for all new vehicles (71.8%); and having a *per se* law for marijuana (84.2%).
- More than half of U.S. drivers (59.8%) view people driving after using illegal drugs as a very serious threat, while fewer (33.9%) say the same about people driving after using prescription drugs.
- Few drivers report driving after using marijuana: 4.9 percent of drivers reported having driven within one hour of using marijuana in the past year, and 2.5 percent reported having driven within one hour of using both marijuana and alcohol in the past year.

Impaired and Drowsy Driving, continued

- Nearly all motorists (95.9%) view drowsy driving as a serious threat to their safety and a completely unacceptable behavior; yet, approximately 3 in 10 (28.9%) admit to driving when they were so tired that they had a hard time keeping their eyes open at some point in the past month.

Aggressive Driving

- Speeding on freeways is common. Nearly half of drivers (45.6%) say they have driven 15 mph over the speed limit on a freeway in the past month, and nearly 1 in 4 say they consider it acceptable to do so. Similarly, nearly half of drivers (46.0%) say they have driven 10 mph over the speed limit on a residential street in the past month. There is greater social disapproval for speeding on a residential street than on a freeway (88.3% versus 75.5%).
- Most drivers (92.8%) view it as unacceptable to drive through a traffic light that just turned red when they could have stopped safely; however, more than 1 in 3 drivers (35.6%) admit doing this in the past month.

Data Collection Methodology and Limitations

Sampling

A sample of respondents aged 16 and older was recruited from KnowledgePanel®[17], an online research panel recruited and maintained by market research firm GfK. The panel consists of members of a representative sample of households recruited using standard probability-based random digit dial (RDD) and address-based sampling methods. The sampling frame includes all U.S. households reachable by telephone or by regular mail, irrespective of telephone or Internet access or use. If a sampled household lacks Internet access or an Internet-capable computer, GfK provides Internet access and a netbook computer at no cost to the household. Individuals not sampled by GfK cannot volunteer to join the panel. Because each individual respondent's probability of selection into the panel and probability of selection for a particular survey are known, statistics can be weighted to reflect the entire population from which the sample was drawn.

Sampled panelists received an invitation to complete the survey and were asked to do so at their earliest convenience. The questionnaire was made available in English and Spanish, and respondents were able to complete it in the language of their choice. The survey was administered between August 25 and September 6, 2016.

Respondents were sampled as follows: Respondents aged 19 and older were sampled directly from the membership of the panel across the 9 U.S. Census Divisions, with a target of a minimum of 200 completed interviews per division. The questionnaire was sent to 3,971 panelists aged 19 and older; 2,383 completed the questionnaire.

Respondents aged 16-18 were recruited indirectly from a sample of panel members whose existing household information indicated were parents of at least one teen in this age range. Sampled parents were asked to confirm that they had an eligible teen, provide consent for the teen to be included in the survey, and forward the survey to the teen. If a parent had more than one eligible teen, one was selected randomly by a computer algorithm. Invitations were sent to 3,467 parents of teens aged 16-18, and 895 respondents completed the questionnaire.

Weighting

The data were weighted to account for probability of selection for recruitment into KnowledgePanel, probability of selection for this survey, non-response at both stages, and to align the characteristics of the respondents to those of the population of residents aged 16+ from which the sample was drawn with respect to gender, age, race/Hispanic ethnicity, education, census region, metropolitan/non-metro status, number of people aged 16 and older in the household, and household income using data from the U.S. Census Bureau's Current Population Survey[18]. All analyses were based on weighted data.

Limitations

The purpose of this survey is to estimate the prevalence of specific attitudes and behaviors among all drivers in the United States. However, the results of this survey may differ from

the true values in the population due to sampling error and due to various possible sources of bias.

Sampling error reflects the extent to which estimates derived from a sample (e.g., this sample of 2,511 drivers) might be expected to differ from the results that would be obtained if the same data were collected from every member of the population (i.e., all drivers in the United States). The margin of error, reported for this survey at the 95% confidence level, represents a range of estimates that is expected to include the actual population value 95 times out of 100 when estimated from a sample of the same size and with the same design. The margin of error varies by question depending on the number of respondents that answered the question and the distribution of the responses. Table 1 shows the approximate margin of error for illustrative examples of statistics derived from the entire sample; the margin of error is larger for items asked of only a subset of respondents.

Table 1. Approximate Margin of Error (in Percentage Points) for Selected Percentages, at the 95% Confidence Level.

Percentages near	Approx. margin of error
90 or 10	± 1.4
80 or 20	± 1.9
70 or 30	± 2.1
60 or 40	± 2.3
50	± 2.3

The margin of error is larger in this survey than it would have been for a simple random sample of the same size due to the design of the panel from which the sample was drawn and due to the stratification by Census Division and oversampling of respondents aged 16-18 in this survey.

The margin of error reflects only the statistical variability associated with using the survey sample to draw inferences about the entire population. It does not reflect errors attributable to bias. Potential sources of bias in surveys include systematic non-coverage of certain segments of the population (e.g., people who cannot read in English nor in Spanish), non-response (i.e., eligible respondents who either cannot be contacted or refuse to participate), differences in respondents' understanding of survey questions or response options, or deliberate misreporting of information (e.g., under-reporting of behaviors that may be perceived as undesirable).

This report summarizes the main national-level results of the survey. Complete top-line national results are included in tables in the Appendix, along with the questions participants were asked. The descriptive statistics provided in this report were calculated for respondents who reported having a valid driver's license and having driven in the past 30 days.

Results and Discussion

A majority of drivers express some opinions consistent with a belief that traffic safety is a serious issue that warrants attention. They perceive unsafe driver behaviors such as speeding, talking on cell phones, texting and e-mailing, and red light running as serious threats to their personal safety (see Table 6 in the Appendix). More than 4 in 5 drivers (81.9%) are very concerned about roadway safety, while fewer believe that most of their friends (70.3%) and most adults in the U.S. (67.8%), and their state government (60.2%), are similarly concerned (see Table 2 in the Appendix). Most drivers express support for traffic safety laws. A law against reading, typing or sending a text message or email while driving received the largest support amongst the laws and regulations included in the survey, from 88.4 percent of survey respondents (see Table 13 in the Appendix).

Although many drivers seem to think traffic safety is important generally, the survey findings reveal some aspects of the current traffic safety culture that might be characterized as a culture of indifference, with drivers effectively saying "Do as I say, not as I do." For example, substantial numbers of drivers (78.2%) say that it is completely unacceptable to type text messages or email while driving (see Table 7 in the Appendix), yet nearly 1 in 3 (31.4%) admit to doing so in the past month, and 8.2 percent report doing so fairly often or regularly (see Table 10 in the Appendix).

Nearly half of all drivers have been touched in some way by a serious motor vehicle crash at some point in their lives. Specifically, nearly 1 in 5 (18.6%) report having been involved in a motor vehicle crash in which someone had to go to the hospital, including 11.3 percent who have been seriously injured in a crash themselves. Nearly 1 in 3 drivers (31.0 %) report having had a friend or relative who was seriously injured or killed in a motor vehicle crash (see Table 25 in the Appendix). Overall, 2 in 5 drivers (40.7%) report having been involved in a serious crash, having had a friend or relative seriously injured or killed in a crash, or both.

A large percentage of drivers (83.0%) believe that they drive somewhat or much more carefully than other drivers (see Table 4 in the Appendix), which indicates that many drivers overestimate how carefully they drive. Only 0.7 percent of drivers said they drive somewhat or much less carefully than most other drivers. Drivers aged 19-24 were the least likely to rate themselves as more careful than most other drivers.

Distracted Driving

Cell phone use while driving remains widespread. More than 2 in 3 drivers (68.2%) report having talked on a cell phone while driving within the past 30 days; 61.2 percent report doing this on more than one occasion, and 32.4 percent say they talk on their cell phone while driving fairly often or regularly (see Table 10 in the Appendix).

Most drivers (91.7%) perceived that "distracted drivers" are a somewhat or much bigger problem than 3 years ago (see Table 3 in the Appendix). More than half of drivers (59.4%) say that drivers talking on cell phones are a very serious threat to their personal safety (see Table 6 in the Appendix). More than 2 in 3 drivers say that they personally consider it unacceptable for a driver to talk on a hand-held cell phone while driving; 28.6 percent

consider it acceptable (see Table 7 in the Appendix). One in 3 drivers (33.1%) consider it unacceptable for a driver to talk on a hands-free cell phone while driving; 2 in 3 (65.9%) consider it acceptable (see Table 7 in the Appendix).

Three quarter of survey respondents (75.2%) believe that when talking on a cell phone while driving, it is safer to use a hands-free device than a hand-held device (see Table 17 in the Appendix). However, of the nearly 70 percent of drivers who reported talking on a cell phone while driving in the past 30 days, more than a third said they usually or always hold their cell phone in their hand when they talk on the phone while driving (see Table 16 in the Appendix). Drivers are divided with regard to laws prohibiting any and all cell phone use while driving (hand-held and hands-free), with greater opposition than support for such legislation (57.3% oppose versus 42.0% support) (see Table 13 in the Appendix).

Four in 5 drivers (81.1%) say that drivers text messaging or emailing are a very serious threat to their personal safety (see Table 6 in the Appendix) and 93.7 percent say that they personally consider it unacceptable (78.2% completely unacceptable) for a driver to type a text or email while driving (see Table 7 in the Appendix). Nonetheless, 2 in 5 drivers (40.2%) admit to reading a text message or email while driving in the past 30 days, and 11.2 percent admit to doing this fairly often or regularly. In that same time period nearly 1 in 3 drivers (31.4%) admit to typing or sending a text or e-mail, and 8.2 percent say they do so fairly often or regularly (see Table 10 in the Appendix).

Nearly 9 in 10 drivers (88.4%) support having a law against reading, typing, or sending a text message or email while driving; nearly 2 in 3 (61.5%) strongly support such a law (see Table 13 in the Appendix). Drivers are more evenly divided on the issue of the federal government regulating non-driving-related in-vehicle technologies for distraction: 49.4 percent support such regulation, with fewer than 1 in 5 (19.3%) strongly supporting regulation.

Self-reported distracted driving behavior and support for laws that prohibit or limit distracted driving behavior vary widely by age. A greater proportion of drivers aged 19-24 report reading and typing text messages and emails while driving in the past 30 days than any other age group, with drivers aged 25-39 following closely behind (see Table 11 in the Appendix). Drivers ages 19-24, 25-39, and 40-59 were more likely than younger or older drivers to report having talked on a cell phone while driving. Drivers 60 years of age and older engage in these activities while driving less than any other age group. The social acceptability of engaging in distracting activities also varied by age: drivers aged 60 and older are the least likely to say that talking on a hand-held or hands-free cell phone while driving is acceptable, while those aged 19-24 are most likely to say that typing texts or emails while driving is acceptable (see Table 8 in the Appendix). Drivers aged 25-39 were the least likely to support a ban on text messaging, and those aged 16-39 were the least likely to support a ban on all cell phone use while driving (see Table 14 in the Appendix).

Impaired and Drowsy Driving

Alcohol-impaired Driving

Drinking and driving is viewed as a very serious safety threat, social disapproval is almost universal, social stigma is felt strongly, and relatively few drivers admit to drinking and driving. There is very strong support for requiring all DWI offenders to use alcohol-ignition interlocks on their vehicles, even for first-time offenses (see Table 13 in the Appendix).

Two in 3 drivers (69.2%) say that people driving after drinking alcohol are a very serious threat to their personal safety (see Table 6 in the Appendix), and 96.7 percent say that they personally consider it unacceptable (88.9% completely unacceptable) to drive when they think they may have had too much to drink (see Table 7 in the Appendix).

More than one in 8 motorists report having driven when they thought that their alcohol level might have been close to or possibly over the legal limit within the past 12 months; 8.6 percent said they did so more than once (see Table 18 in the Appendix). Of those who reported driving when their alcohol level may have been close to or over the legal limit in the past year, 16.3 percent (2.1% of all drivers) said they did so in the past month (see Table 19 in the Appendix).

Four out of 5 drivers (81.0%) support requiring all drivers who have been convicted of DWI to use a device that won't let their car start if they have been drinking, even for first time offenders, called an alcohol ignition interlock device. A smaller but significant majority (71.8%) also support requiring all new cars to have built-in technology that won't let the car start if the driver's alcohol level is over the legal limit (see Table 13 in the Appendix). A slightly smaller majority (63.5%) of drivers support lowering the BAC limit from .08 to .05 g/dL (32.6% strongly; 30.9% somewhat). Support was lower among those who report drinking more, but even 48.2 percent of drivers who drink "a few times a week" and 59.8 percent of drivers who drink "a few times a month" supported lowering the BAC limit (not in table).

Drug-Impaired Driving

More than half (58.7%) of drivers perceived that "drivers using drugs" are a somewhat or much bigger problem than 3 years ago (see Table 3 in the Appendix). Similarly, more than half of drivers (59.8%) reported that people driving after using illegal drugs are a very serious threat, but fewer (33.9%) reported that people driving after using prescription drugs are a very serious threat (see Table 6 in the Appendix).

Nine in 10 (89.0%) drivers reported that they feel it is unacceptable for a driver to drive one hour after using marijuana (see Table 7 in the Appendix). Among drivers who reported using marijuana in the past year, 60.4 percent reported that they personally feel it is unacceptable to drive one hour after using marijuana (not in table). Nearly all drivers (96.3%) reported feeling that it is unacceptable to drive after using both marijuana and alcohol.

Three in 5 drivers (60.3%) report that they believe that, in general, driving within one hour of using marijuana makes an individual somewhat or much more likely to cause a crash, while nearly one in three drivers (29.6%) report that they do not know how driving within an hour of use affects one's crash risk, and one in ten reported that they believe such use does not affect (6.8%) or decreases crash risk (3.2%) (see Table 20 in the Appendix).

Of all drivers surveyed, 4.9 percent reported having driven within one hour of using marijuana in the past year (see Table 21 in the Appendix). Drivers aged 25-39 and 19-24 were the most likely to report having driven within one hour of using marijuana in the past year (9.4% and 9.1%, respectively). Of those who reported driving within an hour of using marijuana in the past year, 46.6 percent (2.3% of all drivers) reported doing so in the past month (see Table 22 in the Appendix). Nearly all drivers (97.4%) reported that they did not drive within one hour of consuming both marijuana and alcohol in the past year (see Table 23 in the Appendix).

More than 4 out of 5 drivers (84.2%) support having a *per se* law for marijuana, which makes it illegal to drive with a certain amount of marijuana in one's system (see Table 13 in the Appendix). Drivers who reported having used marijuana in the last year were less likely to support such a law, but more than half (58.3%) nonetheless did express support, while 40.6 percent opposed it (not in table).

Drowsy Driving

A large number of survey respondents view driving while drowsy as a serious threat to their personal safety (84.5%) and a completely unacceptable behavior (79.4%); however, many drivers still admit to driving while extremely drowsy themselves. Nearly all drivers (95.9%) consider it unacceptable for someone to drive when they are so sleepy that they have a hard time keeping their eyes open (79.4% completely unacceptable) (see Table 7 in the Appendix).

Despite this, nearly 3 in 10 drivers (28.9%) reported having driven when they were so tired that they had a hard time keeping their eyes open in the past 30 days. One in 5 (19.6%) reported having done this more than once, and 2.9 percent reported having done this fairly often or regularly (see Table 10 in the Appendix).

Aggressive Driving

Speeding

Slightly more than half of drivers (57.0%) report that they drive about as fast as most other drivers on the roads they drive (see Table 5 in the Appendix). Nearly 1 in 5 drivers (18.1%) said they drive somewhat or much faster than other drivers, while nearly a third (31.6%) of drivers aged 19-24 and only 10.0 percent of drivers aged 60-74 admitted the same.

Speeding on freeways is prevalent. Nearly half of drivers (45.6%) say they have driven 15 mph over the speed limit on a freeway in the past month, and 13.7 percent say they did so fairly often or regularly (see Table 10 in the Appendix). Additionally, 46.0 percent of drivers report having driven 10 mph over the speed limit on a residential street in the past 30 days, with 10.5 percent reporting they did so regularly or fairly often.

Nearly half of drivers (47.6%) say that drivers speeding on residential streets are a very serious threat to their personal safety, and more than 1 in 3 (38.3%) say this about drivers speeding on freeways (see Table 6 in the Appendix). Moreover, 88.3 percent consider it unacceptable for a driver to drive 10 mph over the speed limit on a residential street (see Table 7 in the Appendix). Three in 4 drivers (75.5%) consider it unacceptable to drive 15 mph over the speed limit on freeways. More than 4 in 5 drivers consider it unacceptable to drive 10 mph over the speed limit in an urban area, and most (94.4%) consider it unacceptable to do so in a school zone.

Despite the large proportion of drivers who consider speeding on various roadways to be unacceptable, only slightly more than half of drivers (58.4%) support using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit in school zones, and even fewer support using such cameras on residential streets (43.1%), in urban areas (41.6%), and on freeways (32.0%) (see Table 13 in the Appendix).

Drivers aged 19-24 were the most likely to consider it acceptable to speed on freeways and in school zones (see Table 9 in the Appendix), and to have driven 15 mph over the speed limit on a freeway or 10 mph over the speed limit on a residential street (see Table 12 in the Appendix), and the least likely to support using automated speed enforcement on residential streets (see Table 15 in the Appendix).

Red-light running

Most drivers (92.8%) consider it unacceptable for a driver to drive through a light that had already turned red when they could have stopped safely (68.0% completely unacceptable) (see Table 7 in the Appendix). Nonetheless, more than 1 in 3 drivers (35.6%) admit to having driven through a light that had just turned red in the past 30 days when they could have stopped safely. Nearly 1 in 4 drivers (23.1%) report having done this more than once; however, very few (2.7%) report doing this fairly often or regularly (see Table 10 in the Appendix).

Despite the fact that an overwhelming proportion of drivers consider red-light running unacceptable, only slightly more than half of drivers (54.5%) support using cameras to automatically ticket drivers who run red lights in urban areas, and only slightly more (55.4%) support using such cameras on residential streets (see Table 13 in the Appendix).

Drivers aged 19-24 were the most likely to consider red-light running to be acceptable (see Table 9 in the Appendix), and to have driven through a light that had just turned red when they could have stopped safely (see Table 12 in the Appendix), and the least likely to support using automated red light enforcement on residential streets (see Table 15 in the Appendix).

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Appendix: Data Tables

Table 2. Do you agree or disagree with the following? (N=2,511)

	Strongly agree (%)	Somewhat agree (%)	Somewhat disagree (%)	Strongly disagree (%)	Don't Know/ Refused (%)
I am very concerned about safety on U.S. roads and highways	35.7	46.2	14.2	3.9	0.0
I believe most of my friends are very concerned about safety on U.S. roads and highways	21.9	48.4	24.3	4.9	0.5
I believe most adults in the U.S. are very concerned about safety on U.S. roads and highways	19.7	48.1	27.4	4.5	0.3
I believe my state government is very concerned about roadway safety	13.6	46.7	31.6	8.1	0.1
I believe my local law enforcement agency (local police) is very concerned about roadway safety	22.6	53.4	18.8	5.1	0.2

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 3. Please tell us how much of a problem each of the issues below is today compared to 3 years ago. (N=2,511)

	Much bigger problem today (%)	Somewhat bigger problem today (%)	About the same (%)	Somewhat smaller problem today (%)	Much smaller problem today (%)	Don't Know/ Refused (%)
Traffic congestion	42.5	35.4	21.1	0.8	0.2	0.0
Aggressive drivers	43.2	30.1	25.5	1.0	0.2	0.0
Distracted drivers	69.9	21.7	7.6	0.5	0.0	0.2
Drunk driving	26.1	22.9	42.9	7.5	0.5	0.1
Drivers using drugs	29.2	29.4	38.0	3.0	0.3	0.1

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 4. When you drive, how careful are you, compared to most other drivers on the roads where you drive? (N=2,511)

		Much more careful (%)	Somewhat more careful (%)	About the same (%)	Somewhat less careful (%)	Much less careful (%)	Don't know/ Refused (%)
All drivers		41.7	41.3	16.2	0.7	0.0	0.2
Age group	*16-18*	42.1	37.2	20.3	0.2	0.0	0.2
	19-24	26.2	48.3	19.8	4.4	0.0	1.4
	25-39	34.1	46.6	18.4	0.7	0.0	0.3
	40-59	43.8	40.2	15.9	0.2	0.0	0.0
	60-74	48.3	37.9	13.5	0.4	0.0	0.0
	75+	54.6	31.5	12.4	0.7	0.0	0.7

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 5. How fast do you usually drive, compared to most other drivers on the roads you drive? (N=2,511)

		Much faster (%)	Somewhat faster (%)	About the same (%)	Somewhat slower (%)	Much slower (%)	Don't know/ Refused (%)
All drivers		0.7	17.4	57.0	23.4	1.3	0.3
Age group	*16-18*	1.9	15.7	58.8	21.8	1.5	0.3
	19-24	3.6	28.0	46.1	21.8	0.6	0.0
	25-39	0.3	23.1	58.6	16.6	1.2	0.3
	40-59	1.0	16.4	55.7	24.6	2.0	0.4
	60-74	0.0	10.0	61.0	28.0	0.6	0.4
	75+	0.0	16.0	52.6	30.9	0.6	0.0

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 6. How much of a threat to your personal safety are …? (N=2,511)

	Very serious threat (%)	Somewhat serious threat (%)	Minor threat (%)	Not a threat (%)	Don't Know/ Refused (%)
People driving aggressively	54.1	34.8	10.6	0.4	0.2
Drivers talking on cell phones	59.4	29.4	10.4	0.7	0.2
People driving after drinking alcohol	69.2	23.9	6.3	0.5	0.2
People driving after using prescription drugs	33.9	39.4	24.3	2.1	0.3
People driving after using illegal drugs	59.8	28.4	11.1	0.7	0.1
Drivers text messaging or e-mailing	81.1	16.3	2.1	0.4	0.1
Drivers speeding on freeways	38.3	36.5	21.8	3.2	0.2
Drivers speeding on residential streets	47.6	35.6	15.5	1.2	0.2
Drivers running red lights	60.1	26.7	11.7	1.3	0.2
Sleepy drivers	47.9	36.6	14.3	0.8	0.4

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 7. How acceptable do you, personally, feel it is for a driver to…? (N=2,511)

	Completely acceptable (%)	Somewhat acceptable (%)	Somewhat unacceptable (%)	Completely unacceptable (%)	Total: Acceptable (%)	Total: Unacceptable (%)	Don't know/ Refused (%)
Drive 15 miles per hour over the speed limit on a freeway	5.4	17.9	27.3	48.2	23.3	75.5	1.2
Drive 10 miles per hour over the speed limit on a residential street	1.7	8.9	26.0	62.3	10.6	88.3	1.1
Drive 10 miles per hour over the speed limit in an urban area	2.4	14.7	30.4	51.6	17.0	82.0	0.9
Drive 10 miles per hour over the speed limit in a school zone	0.9	3.6	14.1	80.3	4.5	94.4	1.2
Talk on a hands-free cell phone while driving	28.0	37.9	17.0	16.1	65.9	33.1	1.0
Talk on a hand-held cell phone while driving	6.2	22.4	26.1	44.3	28.6	70.4	1.0
Type text messages or e-mails while driving	0.9	4.3	15.5	78.2	5.2	93.7	1.1
Drive when they're so sleepy that they have trouble keeping their eyes open	0.7	2.4	16.5	79.4	3.1	95.9	1.0
Drive without wearing their seatbelt	3.8	7.4	16.9	70.9	11.2	87.8	1.0
Drive through a light that just turned red, when they could have stopped safely	0.7	5.2	24.8	68.0	5.9	92.8	1.2
Drive when they think they may have had too much to drink	0.5	1.9	7.8	88.9	2.4	96.7	0.9
Drive 1 hour after using marijuana	2.7	7.1	18.1	70.9	9.8	89.0	1.2
Drive after using both marijuana and alcohol	0.6	1.9	7.3	89.0	2.5	96.3	1.2

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 8. Proportion of drivers that rate selected behaviors as acceptable to perform while driving, by age group (N=2,511)

		Type text messages or email (%)	Talk on hand-held cell phone (%)	Talk on a hands-free phone (%)
	All drivers	5.2	28.6	65.9
Age group	*16-18*	6.2	37.1	67.1
	19-24	12.9	38.1	67.8
	25-39	7.4	33.5	69.8
	40-59	5.5	31.6	70.2
	60-74	1.2	18.3	58.5
	75+	0.0	11.5	46.1

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 9. Proportion of drivers that rate speeding under selected conditions as acceptable, by age group (N=2,511)

		Drive 15 miles per hour over the speed limit on a freeway (%)	Drive 10 miles per hour over the speed limit on a residential street (%)	Drive 10 miles per hour over the speed limit in an urban area (%)	Drive 10 miles per hour over the speed limit in a school zone (%)	Drive through a light that just turned red, when they could have stopped safely (%)
All drivers		23.3	10.6	17.0	4.5	5.9
Age group	*16-18*	21.1	12.8	19.0	6.7	8.8
	19-24	35.7	15.1	23.6	11.9	13.7
	25-39	31.6	16.3	24.2	7.9	9.4
	40-59	22.6	9.3	16.1	3.1	4.8
	60-74	22.6	6.2	10.1	1.6	2.6
	75+	12.3	4.1	9.3	0.0	0.3

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 10. In the past 30 days, how often have you…? (N=2,511)

	Regularly	Fairly often	Rarely	Just once	Never	Total: Any	Fairly often/ Regularly	Don't know/ Refused
Driven 15 miles per hour over the speed limit on a freeway	3.2	10.4	25.8	6.1	54.0	45.6	13.7	0.5
Driven 10 miles per hour over the speed limit on a residential street	1.6	8.9	28.6	7.0	53.7	46.0	10.5	0.3
Read a text message or e-mail while you were driving	2.3	8.8	21.3	7.8	59.1	40.2	11.2	0.7
Typed or sent a text message or e-mail while you were driving	2.2	6.0	17.4	5.8	68.0	31.4	8.2	0.6
Driven without wearing your seatbelt	3.0	2.8	8.2	2.7	83.0	16.7	5.8	0.3
Driven when you were so tired that you had a hard time keeping your eyes open	0.7	2.1	16.7	9.3	70.8	28.9	2.9	0.3
Driven through a light that had just turned red when you could have stopped safely	0.5	2.1	20.4	12.5	63.9	35.6	2.7	0.5
Talked on a cell phone while you were driving (any type of phone)	10.1	22.3	28.8	6.9	31.6	68.2	32.4	0.3

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 11. Distracted behaviors reported at least once while driving in past 30 days by age group (N=2,511)

		Read text message or email (%)	Typed/sent text message or email (%)	Talked on a cell phone of any kind (%)
All drivers		40.2	31.4	68.2
Age group	*16-18*	44.0	34.1	61.5
	19-24	66.1	59.3	73.3
	25-39	59.7	50.9	75.7
	40-59	40.3	29.5	73.5
	60-74	17.2	10.4	57.2
	75+	9.8	3.5	38.2

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 12. Speeding and red light running reported at least once while driving in past 30 days by age group (N=2,511)

		Driven 15 mph over the speed limit on a freeway (%)	Driven 10 mph over the speed limit on a residential street (%)	Driven through a light that had just turned red when you could have stopped safely (%)
All drivers		45.6	46.0	35.6
Age group	*16-18*	38.7	44.5	32.2
	19-24	61.8	64.3	49.8
	25-39	48.4	48.6	33.9
	40-59	45.3	43.8	35.9
	60-74	40.5	41.1	33.0
	75+	39.4	48.7	36.8

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 13. How strongly do you support or oppose…?

	Support strongly (%)	Support somewhat (%)	Oppose somewhat (%)	Oppose strongly (%)	Support (strongly or somewhat) (%)	Oppose (strongly or somewhat) (%)	N
Having a law against reading, typing, or sending a text message or e-mail while driving	61.5	26.9	7.6	3.4	88.4	11.0	2,511
Having a law against using a hand-held cell phone while driving, for all drivers regardless of their age	43.6	27.9	19.5	8.3	71.5	27.8	2,511
Having a law against using any type of cell phone while driving, hand-held or hands-free, for all drivers regardless of their age	18.4	23.6	33.4	23.9	42.0	57.3	2,511
Having a law requiring all drivers who have been convicted of DWI to use a device that won't let their car start if they have been drinking, even if it's their first time being convicted of DWI	50.0	31.0	13.0	5.2	81.0	18.2	2,511
Requiring all new cars to have a built-in technology that won't let the car start if the driver's alcohol level is over the legal limit	45.2	26.6	16.1	11.6	71.8	27.7	2,511
Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit on freeways	11.5	20.5	29.9	37.8	32.0	67.7	1,255
Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit on residential streets	17.5	25.7	26.1	30.1	43.1	56.2	1,249
Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit in urban areas	17.2	24.4	28.0	30.0	41.6	58.0	1,260
Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit in school zones	32.3	26.2	18.3	22.7	58.4	41.0	1,257
Using cameras to automatically ticket drivers who run red lights in urban areas	24.5	30.0	19.3	25.6	54.5	44.9	1,275
Using cameras to automatically ticket drivers who run red lights on residential streets	27.1	28.3	21.0	23.0	55.4	44.0	1,237
Having a law requiring all motorcycle riders to wear a helmet	61.7	20.5	11.2	6.0	82.2	17.2	2,511
Having the federal government regulate non-driving-related technologies in cars to make sure they don't distract drivers	19.3	30.1	27.6	22.5	49.4	50.1	2,511

Table 13 (cont.). How strongly do you support or oppose…?

	Support strongly (%)	Support somewhat (%)	Oppose somewhat (%)	Oppose strongly (%)	Support (strongly or somewhat) (%)	Oppose (strongly or somewhat) (%)	N
Having a law making it illegal to drive with more than a certain amount of marijuana in your system	54.6	29.6	9.1	6.2	84.2	15.3	2,511
Lowering the limit for a driver's blood alcohol concentration from 0.08 to 0.05 g/dL [a]	32.6	30.9	20.7	15.4	63.5	36.1	2,511

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Note: Columns do not sum to 100 because refusals are not shown. The proportion that refused to respond was 0.8 percent or smaller for all questions.

[a] This was asked in a separate item as follows: "*In the United States, the legal limit for a driver's blood alcohol concentration (a measure of the amount of alcohol in a person's blood) is 0.08 grams of alcohol per deciliter of blood. In Australia, France, Italy, Spain, and several other countries, the limit is 0.05. How strongly do you support or oppose lowering the limit in the United States from 0.08 to 0.05?"*

Table 14. Proportion of drivers that express support for distracted driving laws & regulation by age group (N=2,511)

		Text message/ Email ban (%)	Hand-held cell phone ban (%)	All cell phone ban (%)	Federal gov't. regulation of non-driving technologies in cars (%)
	All drivers	88.4	71.5	42.0	49.4
Age group	*16-18*	86.0	65.5	36.7	41.7
	19-24	81.2	65.0	34.4	52.2
	25-39	79.3	63.0	34.0	46.4
	40-59	91.4	70.3	40.6	47.2
	60-74	94.6	81.5	51.2	53.0
	75+	95.7	90.4	63.5	62.8

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 15. Proportion of drivers that express support for automated speed and red-light enforcement by age group (N=2,511)

		Using cameras to automatically ticket drivers who…					
		drive more than 10 mph over the speed limit on freeways (%)	drive more than 10 mph over the speed limit on residential streets (%)	drive more than 10 mph over the speed limit in urban areas (%)	drive more than 10 mph over the speed limit in school zones (%)	run red lights on residential streets	run red lights in urban areas (%)
	All drivers	32.0	43.1	41.6	58.4	55.4	54.5
Age group	*16-18*	29.3	35.5	34.4	56.5	54.4	59.8
	19-24	18.4	35.6	43.9	40.9	44.7	53.2
	25-39	30.8	40.9	36.8	57.3	51.5	51.8
	40-59	27.1	39.4	37.6	55.7	53.5	49.0
	60-74	40.7	50.7	50.7	65.8	62.9	62.4
	75+	47.2	64.0	51.1	80.1	66.8	68.9

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 16. When you talk on your cell phone while driving, do you usually hold the phone in your hand, or do you use a hands-free device? (N=1,675)

		I always hold the phone in my hand	I usually hold the phone in my hand	I hold the phone in my hand about half the time, and use a hands-free device about half of the time	I usually use a hands-free device	I always use a hands-free device	Don't know/ Refused
All drivers		19.6	14.3	8.6	19.2	38.2	0.2
Age Group	*16-18*	22.0	18.9	12.0	17.9	29.2	0.0
	19-24	13.1	19.0	14.3	27.9	25.7	0.0
	25-39	19.7	15.8	11.9	21.0	31.6	0.0
	40-59	18.9	11.7	6.7	19.7	43.0	0.0
	60-74	20.9	14.4	6.0	14.3	44.5	0.0
	75+	33.1	17.9	2.8	6.8	33.7	5.7

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days and having talked on a cell phone while driving at least once, weighted to reflect US population

Table 17. Compared to holding a cell phone in your hand and talking while you were driving, how safe or dangerous do you think it is to talk while driving using a hands-free device? (N=2,511)

		Hands-free device is much safer (%)	Hands-free device is somewhat safer (%)	They are about the same (%)	Hands-free device is somewhat more dangerous (%)	Hands-free device is much more dangerous (%)	Don't know/ Refused (%)
All drivers		30.2	45.0	23.1	1.4	0.1	0.2
Age group	*16-18*	29.5	48.3	21.0	0.5	0.6	0.1
	19-24	31.2	48.7	20.1	0.0	0.0	0.0
	25-39	33.7	41.0	24.1	1.3	0.0	0.0
	40-59	31.0	44.7	23.5	0.8	0.0	0.1
	60-74	26.0	49.7	21.2	2.3	0.0	0.8
	75+	25.3	39.8	29.0	4.3	1.7	0.0

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 18. In the past year how often have you driven when you thought your alcohol level might have been close to or possibly over the legal limit? (N=2,511)

		Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Never (%)
All drivers		0.2	1.4	7.0	4.1	87.3
Age Group	*16-18*	0.6	1.6	1.9	2.1	93.9
	19-24	0.0	2.2	4.2	4.1	89.5
	25-39	0.6	2.5	8.4	8.1	80.5
	40-59	0.2	0.8	7.3	2.5	89.2
	60-74	0.0	0.9	7.7	2.5	88.9
	75+	0.0	0.0	1.8	2.7	95.5

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Note: Responses to this question were required, therefore, there are no refusals to show.

Table 19. About how long ago was the last time you drove when you thought your alcohol level might have been close to or possibly over the legal limit? (N=2,511)

		Within the past month (%)	At least 1 month ago, but less than 3 months ago (%)	At least 3 months ago, but less than 6 months ago (%)	6 months or longer ago (%)	Never (%)	Don't know/ Refused (%)
All drivers		2.1	2.3	2.2	6.0	87.3	0.0
Age Group	*16-18*	0.3	2.9	0.9	2.0	93.9	0.0
	19-24	0.0	2.2	3.7	4.6	89.5	0.0
	25-39	3.6	4.3	3.1	8.6	80.5	0.0
	40-59	1.5	1.9	2.0	5.4	89.2	0.0
	60-74	2.4	1.1	1.8	5.7	88.9	0.0
	75+	0.6	0.4	0.4	2.9	95.5	0.3

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 20. In general, how do you think using marijuana 1 hour before driving affects a person's driving? (N=2,511)

		It makes them much more likely to cause an accident (%)	It makes them somewhat more likely to cause an accident (%)	It does not affect their driving (%)	It makes them somewhat less likely to cause an accident (%)	It makes them much less likely to cause an accident (%)	I don't know (%)	Refused (%)
All drivers		30.0	30.3	6.8	2.3	0.8	29.6	0.2
Age Group	*16-18*	32.8	32.5	7.4	0.4	0.4	26.2	0.2
	19-24	22.4	43.2	13.1	2.3	0.0	18.3	0.8
	25-39	27.7	29.4	9.1	2.9	1.3	29.7	0.0
	40-59	30.8	31.4	6.3	2.1	0.9	28.1	0.4
	60-74	33.5	25.6	3.7	2.7	0.7	33.7	0.1
	75+	27.6	31.0	3.9	0.7	0.0	36.7	0.0

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 21. In the past year, how often have you driven within one hour of using marijuana? (N=2,511)

		Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Never (%)	Don't know/ Refused (%)
All drivers		1.2	1.8	1.5	0.4	95.1	0.0
Age Group	16-18	0.0	3.9	3.1	0.4	92.7	0.0
	19-24	3.8	2.9	1.4	1.0	90.9	0.0
	25-39	2.3	4.2	2.3	0.6	90.6	0.0
	40-59	0.6	0.7	1.3	0.5	96.8	0.0
	60-74	0.7	0.4	1.1	0.0	97.8	0.0
	75+	0.0	0.0	0.0	0.0	100.0	0.0

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 22. About how long ago was the last time you drove within 1 hour of using marijuana? (N=2,511)

		Within the past month (%)	At least 1 month ago, but less than 3 months ago (%)	At least 3 months ago, but less than 6 months ago (%)	6 months or longer ago (%)	Never (%)	Don't know/ Refused (%)
All drivers		2.3	1.2	0.6	0.8	95.1	0.0
Age Group	*16-18*	2.7	1.4	1.8	1.5	92.7	0.0
	19-24	3.8	2.2	0.6	2.4	90.9	0.0
	25-39	4.9	2.7	1.4	0.3	90.6	0.0
	40-59	1.0	0.7	0.3	1.1	96.8	0.0
	60-74	1.4	0.3	0.0	0.5	97.8	0.0
	75+	0.0	0.0	0.0	0.0	100.0	0.0

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 23. Sometimes people drink alcohol while using marijuana. In the past year how often have you driven within 1 hour of consuming both marijuana and alcohol, even if you weren't drunk? (N=2,511)

		Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Never (%)	Don't know/ Refused (%)
	All drivers	0.4	0.8	0.9	0.4	97.4	0.0
Age Group	*16-18*	1.2	0.3	0.7	1.0	96.9	0.0
	19-24	1.4	1.9	0.4	0.0	96.4	0.0
	25-39	0.9	1.7	2.0	1.0	94.4	0.0
	40-59	0.0	0.3	0.5	0.3	98.8	0.0
	60-74	0.0	0.4	0.4	0.0	99.1	0.0
	75+	0.0	0.0	0.0	0.0	100.0	0.0

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days, weighted to reflect US population

Table 24. Driver Characteristics (Column percent weighted to reflect U.S. resident population aged 16+, unweighted N)

Type of Vehicle Driven Most Often	%	N
Car	60.1	1,477
SUV	22.4	572
Van / Minivan	6.7	168
Pickup Truck	8.9	251
Other type of truck	1.7	35
Motorcycle	0.2	5
Don't know / Refused	0.0	3
Number of Times Stopped by Police for Moving Violation in Past 2 Years		
0	85.1	2,154
1	11.2	273
2+	3.2	71
Don't know / Refused	0.5	13
Number of Tickets for Moving Violations in Past 2 Years		
0	88.8	2,254
1	8.7	192
2+	1.6	41
Don't know / Refused	0.9	24
Number of Crashes while Driving in Past 2 Years		
0	87.1	2,187
1	9.9	250
2+	2.0	51
Don't know / Refused	1.0	23

Base: US residents aged 16+ with a driver's license who reported driving in past 30 days

Table 25. Sample Characteristics (Column percent weighted to reflect U.S. resident population aged 16+, unweighted N)

	Drivers (N=2,511)		All Respondents (N=3,278)	
	%	N	%	N
Age Group				
16-18	2.8	385	5.4	895
19-24	6.4	108	7.2	143
25-39	26.1	491	27.4	586
40-59	36.7	804	34.0	872
60-74	22.8	584	20.9	625
75+	5.3	139	5.1	157
Gender				
Male	48.1	1,236	48.2	1,621
Female	51.9	1,275	51.8	1,657
Race/Ethnicity				
Non-Hispanic White	69.7	1,919	64.9	2,274
Non-Hispanic Black	10.1	175	11.8	271
Other Race/Multiple Races	6.7	148	8.0	235
Hispanic (Any race)	13.5	269	15.4	498
Language of Interview				
English	94.5	2,416	93.3	3,063
Spanish	5.5	95	6.7	215
Type of Community				
Country	13.6	360	12.7	430
Small Town	19.5	521	18.9	669
Medium-Sized Town	20.1	534	19.6	682
Small City	24.5	590	23.9	763
Large City	22.3	503	24.1	706
Unknown	0.0	3	0.8	28
Region				
Northeast	16.8	468	17.9	617
Midwest	22.4	621	21.4	757
South	37.4	865	37.1	1,146
West	23.4	557	23.6	758
Ever Involved in Serious Motor Vehicle Accident				
Yes	18.6	448	18.2	532
No	81.1	2,055	80.8	2,715
Don't know / Refused	0.4	8	1.1	31

Ever Seriously Injured in Motor Vehicle Accident				
Yes	11.3	260	10.9	304
No	88.1	2,241	88.0	2,939
Don't know / Refused	0.6	10	1.2	35
Friend or Relative Ever Seriously Injured or Killed in Motor Vehicle Accident				
Yes	31.0	771	29.6	955
No	68.7	1,732	69.3	2,290
Don't know / Refused	0.4	8	1.1	33

Base: US residents aged 16+