

Car crashes rank among the leading causes of death in the United States.



2013 Traffic Safety Culture Index

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Title

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About the Sponsor

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Introduction

In the quarter century from 1988 through 2012, the lives of 1,018,581 men, women, and children have ended violently as the result of motor vehicle crashes in the United States. Motor vehicle crashes are a leading cause of death for children, teens, and young adults up to age 34, and the leading cause for people ages 15-24.¹ Statistics from the United States Department of Transportation indicate that 33,561 people died in motor vehicle crashes in 2012.² This represents an increase of 3.3 percent from 2011 and the first increase in fatalities since 2005. It also represents an average of 92 lives needlessly cut short on an average day as the result of crashes on our roads.

Since 2006, the AAA Foundation for Traffic Safety has been sponsoring research to better understand traffic safety culture.³⁻⁹ The Foundation's long-term vision is to create a "social climate in which traffic safety is highly valued and rigorously pursued."¹⁰ In 2008, the AAA Foundation conducted the first *Traffic Safety Culture Index*,⁷ 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. In 2013, the Foundation released the *Temporal Trends in Indicators of Traffic Safety Culture among Drivers in the United States, 2009-2012*,¹¹ an examination of changes in our survey results over time. The perceived threat of multiple risky driving behaviors have decreased in recent years, changes in public acceptance of such behaviors have been mixed, and the prevalence of self-reported dangerous driving behaviors has changed little since 2009.

As in previous years, this sixth annual *Traffic Safety Culture Index* finds that Americans do value safe travel and desire a greater level of safety than they now experience. They perceive unsafe driver behaviors such as speeding and drinking and 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 report presents the results of the AAA Foundation's sixth annual *Traffic Safety Culture Index*, conducted from September 18 through October 3, 2013 by GfK for the AAA Foundation, with a sample of 3,103 U.S. residents ages 16 and older using a web-enabled probability-based panel representative of the United States population.

Summary of Major Findings

Personal exposure to crashes

- More than 1 in 5 drivers have been involved in a serious crash, and 1 in 8 has been seriously injured in a crash.
- Nearly 1 in 3 Americans have had a friend or relative seriously injured or killed in a crash.

Impaired driving

- Drivers view drinking and driving as a very serious threat, and virtually all disapprove of drinking and driving and acknowledge that others also disapprove of it. 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 17 percent (2.2% 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 (78.2%); requiring built-in interlocks for all new vehicles (67.6%); and lowering the legal limit for blood alcohol concentration (BAC) from 0.08 to 0.05 grams per deciliter (g/dL) (63.3%).
- A majority of drivers (60.9%) view people driving after using illegal drugs as a very serious threat, while much fewer (32.4%) say the same about people driving after using prescription drugs.
- Few drivers report driving after using marijuana: 3.6 percent of drivers reported having driven within one hour of using marijuana in the past year, and 1.6 percent reported having driven within one hour of using both marijuana and alcohol in the past year.

Cell phone use and texting

- 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 (67.2%), but nearly half of all drivers believe incorrectly that most others actually approve of it. People are more accepting of hands-free cell phone use than hand-held (61.8% vs. 31.0%).
- Nearly all drivers view texting or emailing while driving as a very serious threat to their own personal safety and consider it completely unacceptable. However, more than 1 in 8 drivers (13.8%) don't perceive social disapproval from others; more than 1 in 4 (25.7%) admit to typing or sending a text message or email while driving in the past month; and more than 1 in 3 (34.6%) report reading a text message or email while driving in the past month.
- More than 2 in 3 drivers (69.5%) support restricting the use of hand-held cell phones while driving, but less than half (44.6%) support an outright ban on using any type of cell phone (including hands-free) while driving. There is strong support (88.0%) for laws restricting reading, typing, or sending a text message or email while driving.

Speeding

- Speeding on freeways is widespread. Nearly half of drivers (42.1%) say they have driven 15 mph over the speed limit on a freeway in the past month, and more than 1 in 5 say they consider it acceptable to do so. Similarly, nearly half of drivers (44.5%) 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 77.8%).

Red-light running

- Most drivers 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 (35.2%) admit doing this in the past month.

Drowsy driving

- Most drivers view drowsy driving as a serious threat to their safety and a completely unacceptable behavior; however, more than 1 in 4 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.

Seatbelts and helmets

- Most drivers view it as unacceptable to drive without wearing a seatbelt, and more than 3 in 4 say that they never do; however, nearly 1 in 5 admit that they have driven without wearing their seatbelt in the past 30 days, and more than 1 in 7 say they have done this more than once.
- More than 4 in 5 Americans (80.6%) support a law requiring all motorcycle riders to wear a helmet, and 60.7 percent strongly support this.

Methods

The data reported here were collected in the AAA Foundation's 2013 *Traffic Safety Culture Index*, a web-enabled nationally-representative probability-based survey of U.S. residents 16 years of age and older, conducted from September 18 through October 3, 2013 by GfK for the AAA Foundation. The annual survey assesses indicators of the degree to which traffic safety is valued and is being pursued. A sample of respondents ages 16 and older was recruited from GfK's KnowledgePanel®¹² to complete an online questionnaire.

KnowledgePanel consists of members of households recruited by GfK 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 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 of the United States. The questionnaire was made available in English and Spanish, and respondents were able to complete it in the language of their choice.

In this survey, drivers ages 16 to 18 were oversampled to ensure an adequate number of responses for age-specific analyses. For this portion of the sample, GfK sampled KnowledgePanel® panelists who were parents of at least one age-eligible teen and asked the panelist to confirm the presence of an age-eligible teen in the household; those who did not confirm this were excluded from the survey. If a household had more than one teen in this age range, one of the eligible teens was selected randomly by GfK's survey system. Parents were asked to provide consent for the selected teen. Parents were informed that their teen could complete the survey at a later time if the teen was not presently available.

Sampled panelists received an invitation to complete the survey and were asked to do so at their earliest convenience. The survey was sent to 3,488 parents of 16- to 18-year-olds, 1,907 parents consented, and 1,036 16- to 18-year-olds completed the survey. The survey was also sent to 3,840 panelists age 19 and older, and 2,067 people ages 19+ completed it. The data presented here are from the 3,103 eligible respondents who completed the survey. The descriptive statistics provided in this report, with the exception of the item in Table 1, were calculated for respondents who reported having a valid driver's license and having driven in the past 30 days.

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 U.S. residents ages 16+ nationwide with respect to gender, age, race/Hispanic ethnicity, education, census region, metropolitan area, number of 16+ year olds in the household, and household income using data from the Current Population Survey¹³. All analyses were based on weighted data.

The results reported here have a margin of error that varies according to whether data are being reported on the entire sample or some subset thereof, as well as the distribution of responses to each individual item. Due to factors related to the sample design, including stratification in the design of the KnowledgePanel and the oversampling of teenagers in this survey, the margin of error in this survey is slightly larger than it would be in a simple random sample in which each person had an equal chance of being included in the sample. As an illustrative example, the margin of error of a proportion of around 50 percent, computed using the entire sample of drivers, would be approximately 2.7 percentage points at the 95 percent confidence level in this survey, whereas it would be approximately 2.0 percentage points in a simple random sample of the same size. For statistics based on only a subset of the sample, the margin of error is greater.

Note that the margin of error reflects only the level of confidence that the responses of a random sample of respondents are statistically representative of the responses that would have been obtained if the entire population were to have been interviewed over the same time period using the same questionnaire. It does not reflect errors related to 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).

In addition to the core set of questions collected annually for the *Traffic Safety Culture Index*, respondents were asked additional questions relating to other research project topics, including marijuana use and driving, and in-vehicle technology, which are not reported here.

This report summarizes the main results of the survey. Complete top-line results are included in tables in the Appendix, along with the questions participants were asked. Selected results were previously released in late 2013: a Drowsy Driving Fact Sheet for National Drowsy Driving Prevention Week¹⁴ (November 3-10, 2013); an Impaired Driving Fact Sheet¹⁵ for the end-of-year holidays; and a Distracted Driving report¹⁶.

Results and Discussion

Traffic safety as a social issue

A majority of Americans express some opinions consistent with a belief that traffic safety is a serious issue that warrants attention. They believe that aggressive, distracted, and impaired drivers are bigger issues today than they were three years ago (Table 1). 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 (Table 4). Most Americans express support for traffic safety laws, such as banning hand-held cell phone use and texting and e-mailing while driving (Table 10).

Although many Americans 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 say that it is completely unacceptable for a driver to drive when they’re so sleepy that they have trouble keeping their eyes open, yet admit to doing so anyway.

Despite the fact that motor vehicle fatalities are still near the historic low that was reached in 2011, and more than 20 percent lower than a decade ago, a majority of drivers (60.9%) think there are more people killed in crashes now than 10 years ago, and only 16.6 percent think the number is lower now.

Nearly half of all Americans have been touched in some way by a serious motor vehicle crash at some point in their lives. Specifically, more than 1 in 5 Americans (20.9%) report having been involved in a motor vehicle crash in which someone had to go to the hospital, including 12.5 percent who have been seriously injured in a crash themselves. Nearly 1 in 3 Americans (32.3%) report having had a friend or relative who was seriously injured or killed in a motor vehicle crash (Table 20). Overall, more than 2 in 5 Americans (41.7%) report having been involved in a serious crash, having had a friend or relative seriously injured or killed in a crash, or both.

Most drivers (83.7%) believe that they drive somewhat or much more carefully than other drivers on the roads they drive (Table 2), which indicates that many drivers overestimate how carefully they drive. Only 1.1 percent of drivers said they drive somewhat or much less carefully than most other drivers. Drivers ages 19-24 were the least likely to rate themselves as more careful than most other drivers. Slightly more than half of drivers (56.3%) believe they drive about as fast as most other drivers on the roads they drive (Table 3). Nearly 1 in 6 drivers (16.2%) said they drive somewhat or much faster than other drivers, though nearly a quarter (24.1%) of drivers ages 25-39 and only 7.1 percent of drivers over 70 admitted the same.

Attitudes and behavior: Impaired driving

Drinking and driving is viewed as a very serious safety threat, social disapproval is almost universal, social stigma is felt strongly, and few drivers admit to drinking and driving. There is majority support for requiring all DWI offenders to use alcohol-ignition interlocks on their vehicles, even for first-time offenses (Table 10).

More than 2 in 3 drivers (70.7%) say that people driving after drinking alcohol are a very serious threat to their personal safety (Table 4), and 96.4 percent say that they personally consider it unacceptable (90.4% completely unacceptable) to drive when they think they may have had too much to drink (Table 6). Additionally, 90.8 percent perceive that, where they live, most other people consider it unacceptable for motorists to drive when they think they may have had too much to drink (Table 5).

Nearly 13 percent of drivers 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, and more than 1 in 10 (10.2%) said they did so more than once (Table 13). Of those who reported driving when their alcohol level may have been close to or over the legal limit in the past year, 17.3 percent (2.2% of all drivers) said they did so in the past month (Table 14).

Nearly four out of five (78.2%) drivers support requiring all drivers who have been convicted of DWI more than once to use a device that won't let their car start if they have been drinking, even for first time offenders. A smaller but significant majority (67.6%) 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 (Table 10). A slightly smaller majority (63.3%) of drivers support lowering the BAC limit from .08 to .05 g/dL (29.9% strongly; 33.4% somewhat). Support was lower among those who report drinking more, but even 41.9 percent of drivers who drink "a few times a week" and 61.5 percent of drivers who drink "a few times a month" supported lowering the BAC limit.

Slightly more than half (56.3%) of all respondents perceived that "drivers using drugs" are a somewhat or much bigger problem than 3 years ago (Table 1). More than 3 in 5 drivers (60.9%) reported that people driving after using illegal drugs are a very serious threat, but fewer (32.4%) reported that people driving after using prescription drugs are a very serious threat (Table 4). Older drivers (60+) were the least likely to report that people driving after using prescription drugs are a very serious threat, but were the most likely to report that such drivers were a somewhat serious threat.

More than 90 percent of licensed drivers reported that where they live, most people would say it is somewhat (32.4%) or completely (49.5%) unacceptable for a driver to drive one hour after using marijuana (Table 5), while nearly 9 in 10 drivers (89.3%) said they personally feel it is unacceptable (Table 6). Among drivers who reported using marijuana at least once in the past year, 59.7 percent reported that they personally feel it is unacceptable to drive one hour after using marijuana.

Compared to results from other surveys, including the 2012 National Survey on Drug Use and Health¹⁷, the prevalence of marijuana use in our sample in the past year (9.9%) is likely an underestimate, especially for younger drivers (<25), and therefore the estimate of the proportion of drivers who drove one hour after using marijuana is likely an underestimate.

Of all drivers surveyed, 3.6 percent reported having driven within one hour of using marijuana in the past year (Table 15). Drivers ages 19-24 were the most likely to report having driven within one hour of using marijuana in the past year (8.8%). Among those who reported having used marijuana at least once in the past year, 36.3 percent reported driving within one hour of using, and 16.9 percent reported doing so regularly or fairly often. Of those who reported driving within an hour of using marijuana in the past year, 14.7 percent (1.5% of all drivers) reported doing so in the past month (Table 16). Nearly all (98.3%) respondents reported that they did not drive within one hour of consuming both marijuana and alcohol in the past year (Table 17). Among those who reported using marijuana in the past year, 17.4 percent reported that they drove within one hour of using both it and alcohol in the past year, and 3.9 percent reported doing so fairly often or regularly.

Four out of five drivers (80.3%) support having a marijuana *per se* law, which makes it illegal to drive with a certain amount marijuana in one's system (Table 10). Drivers who reported having used marijuana in the last year were less likely to support such a law, but nearly half (48.6%) nonetheless did express support, while 46.5 percent opposed it.

Attitudes and behavior: Cell phone use and text messaging

Cell phone use while driving remains widespread. More than 2 in 3 drivers (67.2%) report having talked on a cell phone while driving within the past 30 days; 60.1 percent report doing this on more than one occasion, and 27.9 percent say they talk on their cell phone while driving fairly often or regularly (Table 8).

Nearly 3 in 5 drivers (57.7%) say that drivers talking on cell phones are a very serious threat to their personal safety (Table 4). Sixty-seven percent of drivers say that they personally consider it unacceptable (45.9% completely unacceptable) for a driver to talk on a hand-held cell phone while driving; 31.0 percent consider it somewhat or completely acceptable (Table 6). More than 1 in 3 drivers (36.3%) consider it unacceptable for a driver to talk on a hands-free cell phone while driving; more than half (61.8%) consider it acceptable (Table 6). Nearly half of drivers (48.5%) believe that most other people where they live consider it somewhat or completely acceptable for a driver to talk on a hand-held cell phone, and more than 3 in 4 drivers (77.2%) believe that most other people consider it acceptable to talk on a hands-free cell phone (Table 5).

Most drivers (69.6%) believe that when talking on a cell phone while driving, it is safer to use a hands-free device than a hand-held device (Table 18). However, of the more than 67 percent of drivers who reported talking on a cell phone while driving in the past 30 days, more than half said they usually or always hold their cell phone in their hand when they talk on the phone while driving (Table 12).

Americans are almost evenly-divided with regard to laws prohibiting any and all cell phone use while driving (hand-held and hands-free), but slightly more oppose than support such legislation (53.0% versus 44.6%), with fewer than 1 in 4 (21.6%) strongly supporting such a law. Nearly as many drivers strongly oppose such legislation (21.4%) (Table 10).

Most drivers (82.7%) say that drivers text messaging or emailing are a very serious threat to their personal safety (Table 4), 94.4 percent say that they personally consider it unacceptable (83.4% completely unacceptable) for a driver to type a text or email while driving (Table 6), and 84.5 percent believe that most other people where they live consider it unacceptable to text while driving (Table 5). Nonetheless, more than 1 in 3 drivers (34.6%) admit to reading a text message or email while driving in the past 30 days, and 7.7 percent admit to doing this fairly often or regularly. In that same time period more than 1 in 4 drivers (25.7%) admit to typing or sending a text or e-mail, and 5.5 percent say they do so fairly often or regularly (Table 8).

Nearly 9 in 10 drivers (88.0%) support having a law against reading, typing, or sending a text message or email while driving; more than 2 in 3 (67.8%) strongly support such a law (Table 10). Drivers are more evenly divided on the issue of the federal government regulating non-driving-related in-vehicle technologies for distraction: 44.7 percent support such regulation, with less than 1 in 5 (18.5%) strongly supporting regulation.

Self-reported distracted driving behavior and support for laws that prohibit or limit distracted driving behavior vary widely by age. Drivers ages 25-39 report talking on cell phones and texting and emailing while driving in the past 30 days more than any other age group, with drivers ages 19-24 and 40-59 following closely behind (Table 9). More drivers ages 19- 24 report using the internet while driving (26.9 %) than any other age group, along with 25.1 percent of drivers ages 25-39. Drivers over 60 years of age 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 ages 25-39 are the most likely to say that talking on either a hand-held or hands-free cell phone while driving, as well as using the internet while driving are acceptable, while those ages 19-24 are most likely to say that typing texts or emails driving is acceptable (Table 7). Drivers ages 19-24 were the least likely to support laws that restrict text messaging, hand-held cell phone use, and using the internet while driving (Table 11).

Attitudes and behavior: Speeding

Speeding on freeways is widespread. More than 2 in 5 drivers (42.1%) say they have driven 15 mph over the speed limit on a freeway in the past month (Table 8), and 10.8 percent say they did so fairly often or regularly. Additionally, 44.5 percent of drivers report having driven 10 mph over the speed limit on a residential street in the past 30 days, with 8.8 percent reporting they did so regularly or fairly often.

More than 2 in 5 drivers (45.2%) say that drivers speeding on residential streets are a very serious threat to their personal safety, and more than one in three (35.1%) say this about drivers speeding on freeways (Table 4). Moreover, 88.3 percent consider it unacceptable (63.9% completely unacceptable) for a driver to drive 10 mph over the speed limit on a residential street (Table 6), and 73.9 percent believe that most other people where they live consider it unacceptable for a driver to do so (Table 5). Three in four drivers (77.8%) consider it unacceptable to drive 15 mph over the speed limit on freeways. However, nearly 1 in 3 drivers (32.7%) believe incorrectly that most other people consider it acceptable 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 (94.1%) consider it unacceptable to do so in a school zone.

Attitudes and behavior: Red-light running

Most drivers (93.1%) consider it unacceptable for a driver to drive through a light that had already turned red when they could have stopped safely (71.6% completely unacceptable) (Table 6), and 81.6 percent say that most other people where they live consider this unacceptable (Table 5). Nonetheless, more than 1 in 3 drivers (35.2%) admit to having driven through a light that had just turned red in the past 30 days when they could have stopped safely. One in five (20.9%) report having done this more than once; however, very few (1.5%) report doing this fairly often or regularly (Table 8).

Despite the fact that an overwhelming proportion of drivers consider red-light running unacceptable, slightly more than half (55.3%) of drivers support using cameras to automatically ticket drivers who run red lights in urban areas, and only slightly fewer (52.5%) support using such cameras on residential streets (Table 15).

Attitudes and behavior: Drowsy driving

Most people view driving while drowsy as a serious threat to their own personal safety and a completely unacceptable behavior; however, many drivers still admit to driving while extremely drowsy themselves.

Nearly half of all drivers (47.7%) view sleepy drivers as a very serious threat to their personal safety (Table 4). Virtually all drivers (94.9%) consider it unacceptable for someone to drive when they are so sleepy that they have a hard time keeping their eyes open (86.9% completely unacceptable) (Table 6), and more than 4 in 5 (88.4%) believe that most other people where they live consider it unacceptable (Table 5).

Despite this, more than 1 in 4 drivers (28.3%) 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 five (19.0%) reported having done this more than once, and 2.0 percent reported having done this fairly often or regularly (Table 8).

Attitudes and behavior: Seatbelts and helmets

Most drivers (87.4%) say it is unacceptable for a driver to drive without wearing his or her seatbelt (70.6% completely unacceptable) (Table 6). Moreover, 79.5 percent say they believe

that most other people where they live consider driving without wearing a seatbelt to be unacceptable (Table 5).

Despite strong social disapproval, nearly 1 in 5 drivers (17.5%) report having driven without wearing their seatbelt in the past 30 days; 14.6 percent report doing this more than once, and 6.1 percent report driving without a seatbelt fairly often or regularly (Table 8).

While motorcycle helmet usage was not covered extensively in the survey, more than 4 in 5 drivers (80.6%) support a law requiring all motorcycle riders to wear a helmet (60.7% strongly support) (Table 10).

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Appendix: Data Tables

Table 1. Please tell us how much of a problem each of the issues below is today compared to 3 years ago. (N=3,103)

	Much bigger problem today (%)	Somewhat bigger problem today (%)	About the same (%)	Somewhat smaller problem today (%)	Much smaller problem today (%)	Don't Know/Refused (%)
<i>Traffic congestion</i>	27.7	37.0	31.7	1.5	0.8	1.2
<i>Aggressive drivers</i>	34.4	32.8	29.6	1.1	0.8	1.3
<i>Distracted drivers</i>	66.6	21.4	10.2	0.5	0.4	0.9
<i>Drunk driving</i>	28.8	23.5	39.3	6.6	0.7	1.2
<i>Drivers using drugs</i>	27.5	28.8	39.1	2.8	0.6	1.2

Base: US residents ages 16+, weighted to reflect US population.

Table 2. When you drive, how careful are you, compared to most other drivers on the roads where you drive? (N=2,325)

	Much more careful (%)	Somewhat more careful (%)	About the same (%)	Somewhat less careful (%)	Much less careful (%)	Don't know/ Refused (%)	
<i>All drivers</i>	43.2	40.5	15.1	1.0	0.1	0.2	
<i>Age group</i>	16-18	38.3	42.7	16.1	0.6	0.2	2.1
	19-24	33.0	46.4	18.2	1.8	0.6	0.0
	25-39	36.1	44.4	17.8	1.5	0.0	0.2
	40-59	44.6	41.4	12.8	1.2	0.0	0.0
	60-74	50.3	34.1	15.3	0.0	0.0	0.4
	75+	57.1	31.5	10.8	0.0	0.0	0.6
<i>Gender</i>	<i>Male</i>	40.7	40.9	17.3	0.8	0.1	0.2
	<i>Female</i>	45.5	40.1	13.0	1.1	0.0	0.3

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

Table 3. How fast do you usually drive, compared to most other drivers on the roads you drive? (N=2,325)

		Much faster (%)	Somewhat faster (%)	About the same (%)	Somewhat slower (%)	Much slower (%)	Don't know/Refused (%)
<i>All drivers</i>		0.7	15.5	56.3	25.4	1.6	0.5
<i>Age group</i>	<i>16-18</i>	0.5	15.0	57.0	25.3	2.1	0.1
	<i>19-24</i>	0.7	13.9	65.2	19.1	0.0	1.2
	<i>25-39</i>	1.3	22.8	56.0	19.1	0.2	0.6
	<i>40-59</i>	0.3	16.7	53.5	26.6	2.4	0.6
	<i>60-74</i>	0.3	8.3	59.1	30.1	2.1	0.2
	<i>75+</i>	1.5	5.6	50.6	39.0	3.4	0.0
<i>Gender</i>	<i>Male</i>	0.4	17.2	57.5	23.5	1.1	0.4
	<i>Female</i>	0.9	14.0	55.3	27.2	2.1	0.6

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

Table 4. How much of a threat to your personal safety are ...? (N=2,325)

	Very serious threat (%)	Somewhat serious threat (%)	Minor threat (%)	Not a threat (%)	Don't Know/Refused (%)
<i>People driving aggressively</i>	48.7	40.0	9.3	0.7	1.4
<i>Drivers talking on cell phones</i>	57.7	30.9	9.3	0.5	1.5
<i>People driving after drinking alcohol</i>	70.7	22.2	5.7	0.5	1.0
<i>People driving after using prescription drugs</i>	32.4	39.4	24.6	2.4	1.2
<i>People driving after using illegal drugs</i>	60.9	27.1	10.3	1.0	0.8
<i>Drivers text messaging or e-mailing</i>	82.7	13.4	2.7	0.4	0.8
<i>Drivers speeding on freeways</i>	35.1	37.1	24.2	2.6	1.0
<i>Drivers speeding on residential streets</i>	45.2	35.6	17.0	1.2	0.9
<i>Drivers running red lights</i>	58.7	27.1	12.5	0.8	0.9
<i>Sleepy drivers</i>	47.7	35.2	15.0	0.9	1.2
<i>Drivers checking or updating social media (ex. Facebook, twitter, etc.)</i>	78.5	16.1	3.3	0.7	1.3
<i>Large Trucks</i>	15.9	36.3	39.4	7.3	1.1

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 5. Where you live, how acceptable would most other people say it is for a driver to...? (N=2,325)

	Completely acceptable (%)	Somewhat acceptable (%)	Somewhat unacceptable (%)	Completely unacceptable (%)	Total: Acceptable (%)	Total: Unacceptable (%)	Don't know/ Refused (%)
<i>Drive 15 miles per hour over the speed limit on a freeway</i>	7.0	25.7	30.1	35.5	32.7	65.6	1.6
<i>Drive 10 miles per hour over the speed limit on a residential street</i>	4.0	19.9	32.9	41.0	23.9	73.9	2.1
<i>Drive 10 miles per hour over the speed limit in an urban area</i>	5.4	26.5	33.4	32.5	31.9	65.9	2.2
<i>Drive 10 miles per hour over the speed limit in a school zone</i>	1.9	6.8	20.7	68.4	8.7	89.1	2.2
<i>Talk on a hands-free cell phone while driving</i>	39.9	37.3	13.3	7.7	77.2	21.0	1.7
<i>Talk on a hand-held cell phone while driving</i>	12.8	35.7	24.9	24.6	48.5	49.5	2.1
<i>Type text messages or e-mails while driving</i>	3.1	10.7	24.7	59.8	13.8	84.5	1.7
<i>Drive when they're so sleepy that they have trouble keeping their eyes open</i>	1.9	7.5	29.0	59.4	9.4	88.4	2.3
<i>Drive without wearing their seatbelt</i>	4.0	14.3	31.8	47.7	18.3	79.5	2.1

<i>Drive through a light that just turned red, when they could have stopped safely</i>	3.3	13.2	30.9	50.7	16.5	81.6	1.9
<i>Drive when they think they may have had too much to drink</i>	1.7	5.6	18.2	72.6	7.3	90.8	1.8
<i>Drive 1 hour after using marijuana</i>	3.2	12.9	32.4	49.5	16.1	81.9	2.1
<i>Drive after using both marijuana and alcohol</i>	1.9	5.0	14.9	76.1	6.9	91.0	2.2
<i>Check or update social media (example: Facebook, twitter, etc) while driving</i>	3.1	9.6	22.0	62.9	12.7	84.9	2.4

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

Table 6. How acceptable do you, personally, feel it is for a driver to...? (N=2,325)

	Completely acceptable (%)	Somewhat acceptable (%)	Somewhat unacceptable (%)	Completely unacceptable (%)	Total: Acceptable (%)	Total: Unacceptable (%)	Don't know/ Refused (%)
<i>Drive 15 miles per hour over the speed limit on a freeway</i>	3.3	16.9	25.4	52.4	20.2	77.8	2.0
<i>Drive 10 miles per hour over the speed limit on a residential street</i>	0.9	8.7	24.4	63.9	9.6	88.3	2.1
<i>Drive 10 miles per hour over the speed limit in an urban area</i>	1.7	14.0	27.8	54.4	15.7	82.2	2.1
<i>Drive 10 miles per hour over the speed limit in a school zone</i>	0.7	3.3	10.7	83.4	4.0	94.1	2.0
<i>Talk on a hands-free cell phone while driving</i>	26.2	35.6	16.6	19.7	61.8	36.3	2.0
<i>Talk on a hand-held cell phone while driving</i>	7.5	23.5	21.3	45.9	31.0	67.2	1.8
<i>Type text messages or e-mails while driving</i>	0.7	2.8	11.0	83.4	3.5	94.4	2.1
<i>Drive when they're so sleepy that they have trouble keeping their eyes open</i>	0.5	2.2	15.1	79.8	2.7	94.9	2.4
<i>Drive without wearing their seatbelt</i>	3.6	6.8	16.8	70.6	10.4	87.4	2.1
<i>Drive through a light that just turned red, when they could have stopped safely</i>	0.6	4.3	21.5	71.6	4.9	93.1	2.0

<i>Drive when they think they may have had too much to drink</i>	0.5	1.4	6.0	90.4	1.9	96.4	1.8
<i>Drive 1 hour after using marijuana</i>	2.4	5.9	13.5	75.8	8.3	89.3	2.4
<i>Drive after using both marijuana and alcohol</i>	0.5	1.1	6.2	89.7	1.6	95.9	2.5
<i>Check or update social media (example: Facebook, twitter, etc) while driving</i>	0.5	2.0	8.1	86.9	2.5	95.0	2.5

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

Table 7. Acceptability of performing distracting tasks while driving by age group and gender, United States, 2013 (N=2,325)

		Type text messages or email (%)	Talk on hand-held cell phone (%)	Talk on a hands-free phone (%)	Check/update social media (%)
<i>All drivers</i>		3.5	31.0	61.7	12.7
<i>Age group</i>	<i>16-18</i>	4.3	38.0	60.4	10.6
	<i>19-24</i>	8.4	37.1	66.5	13.2
	<i>25-39</i>	6.0	41.1	69.8	13.9
	<i>40-59</i>	2.5	33.8	67.6	12.2
	<i>60-74</i>	1.1	16.8	47.5	13.1
	<i>75+</i>	0.4	10.2	36.0	9.7
<i>Gender</i>	<i>Male</i>	4.6	33.3	63.7	3.1
	<i>Female</i>	2.5	29.0	59.8	1.9

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

Table 8. In the past 30 days, how often have you...? (N=2,325)

	Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Never (%)	Total: Any (%)	Total: Fairly often/ Regularly (%)	Don't know/ Refused (%)
<i>Driven 15 miles per hour over the speed limit on a freeway</i>	2.6	8.2	25.9	5.4	56.6	42.1	10.8	1.4
<i>Driven 10 miles per hour over the speed limit on a residential street</i>	1.4	7.4	31.0	4.7	54.4	44.5	8.8	1.1
<i>Read a text message or e-mail while you were driving</i>	1.5	6.2	19.7	7.2	64.3	34.6	7.7	1.1
<i>Typed or sent a text message or e-mail while you were driving</i>	1.1	4.4	14.3	5.9	72.8	25.7	5.5	1.4
<i>Driven without wearing your seatbelt</i>	2.8	3.3	8.5	2.9	80.9	17.5	6.1	1.5
<i>Driven when you were so tired that you had a hard time keeping your eyes open</i>	0.3	1.7	17.0	9.3	69.9	28.3	2.0	1.8
<i>Driven through a light that had just turned red when you could have stopped safely</i>	0.3	1.2	20.4	13.3	63.8	35.2	1.5	1.2
<i>Talked on a cell phone while you were driving (count any type of phone including Bluetooth, speaker phone etc.)</i>	8.0	19.9	32.2	7.1	31.1	67.2	27.9	1.6
<i>Used the internet (example: Facebook, twitter, other apps and websites, etc.) while you were driving</i>	1.9	1.7	7.6	2.6	84.9	13.8	3.6	1.3

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

Table 9. Behaviors reported at least once while driving in past 30 days by age group and gender, United States, 2013 (N=2,325)

		Read text message or email (%)	Typed/sent text message or email (%)	Talked on a cell phone of any kind (%)	Used the internet (%)
<i>all drivers</i>		34.7%	25.8%	67.3%	13.8%
<i>Age group</i>	<i>16-18</i>	38.9%	31.0%	57.8%	16.5%
	<i>19-24</i>	52.4%	42.3%	72.2%	26.9%
	<i>25-39</i>	54.5%	44.5%	82.0%	25.1%
	<i>40-59</i>	32.7%	23.8%	71.9%	10.2%
	<i>60-74</i>	15.1%	6.5%	51.1%	3.8%
	<i>75+</i>	4.9%	1.3%	31.3%	2.9%
<i>Sex</i>	<i>Male</i>	32.9%	24.2%	68.2%	13.5%
	<i>Female</i>	36.2%	27.1%	66.5%	14.0%

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 10. How strongly do you support or oppose...? (N=2,325)

	Support strongly (%)	Support somewhat (%)	Oppose somewhat (%)	Oppose strongly (%)	Total Support (%)	Total Oppose (%)	Don't know/Refused (%)	N
<i>Having a law against reading, typing, or sending a text message or email while driving</i>	67.8	20.2	6.5	3.4	88.0	9.9	2.2	2,325
<i>Having a law against using a hand-held cell phone while driving, for all drivers regardless of their age</i>	44.2	25.3	19.3	8.8	69.5	28.1	2.4	2,325
<i>Having a law against using any type of cell phone while driving, hand-held or hands-free, for all drivers regardless of their age</i>	21.6	23.0	31.6	21.4	44.6	53.0	2.4	2,325
<i>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</i>	49.0	29.2	14.5	5.5	78.2	20.0	1.8	2,325
<i>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</i>	42.5	25.1	17.3	13.0	67.6	30.3	2.1	2,325
<i>Lowering the legal limit for a driver's blood alcohol concentration in the United States from 0.08 to 0.05?*</i>	29.9	33.4	17.7	18.0	63.3	35.7	1.0	2,325
<i>Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit on freeways</i>	12.0	21.6	28.6	35.5	33.6	64.1	2.4	2,325
<i>Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit on residential streets</i>	17.7	25.2	29.8	25.4	42.9	55.2	1.9	1,164
<i>Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit in urban areas</i>	17.7	22.0	27.0	31.2	39.7	58.2	2.1	1,147
<i>Using cameras to automatically ticket drivers who drive more than 10 mph over the speed limit in school zones</i>	33.9	24.0	16.3	23.6	57.9	39.9	2.2	1,149

<i>Using cameras to automatically ticket drivers who run red lights in urban areas</i>	29.9	25.4	18.3	23.5	55.3	41.8	2.9	1,178
<i>Using cameras to automatically ticket drivers who run red lights on residential streets</i>	26.9	25.6	21.1	23.4	52.5	44.5	3.0	1,176
<i>Requiring all drivers age 75 and older to renew their license in-person (not by mail or online)</i>	44.3	35.7	12.5	5.6	80.0	18.1	2.0	1,161
<i>Requiring all drivers age 75 and older to pass a simple screening test, for health problems that can affect their driving, when they renew their license</i>	38.9	40.9	12.8	5.4	79.8	18.2	1.9	1,394
<i>Requiring all states to publish maps that show the locations of motor vehicle accidents in which people were seriously injured or killed each year</i>	19.3	40.6	26.0	11.6	59.9	37.6	2.4	1,350
<i>Having a law requiring all motorcycle riders to wear a helmet</i>	60.7	19.9	10.8	7.0	80.6	17.8	1.7	2,325
<i>Having a law making it illegal to drive with more than a certain amount of marijuana in your system</i>	56.7	23.6	10.4	7.2	80.3	17.6	2.0	2,325
<i>Having the federal government regulate non-driving-related technologies in cars to make sure they don't distract drivers</i>	18.5	26.2	27.4	25.3	44.7	52.7	2.1	2,325

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

*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 11. Support for distracted driving laws & regulation by age group and gender, United States, 2013 (N=2,325)

		Text message/Email ban (%)	Hand-held cell phone ban (%)	all cell phone ban (%)	Federal gov't. regulation of non-driving technologies in cars (%)
	<i>All drivers</i>	87.9	69.4	44.6	44.7
<i>Age group</i>	<i>16-18</i>	86.4	64.4	43.5	40.9
	<i>19-24</i>	75.4	58.2	33.7	34.1
	<i>25-39</i>	85.9	60.0	32.2	41.3
	<i>40-59</i>	87.8	67.9	45.4	46.4
	<i>60-74</i>	92.8	82.0	55.4	48.0
	<i>75+</i>	98.7	93.9	71.8	54.1
<i>Gender</i>	<i>Male</i>	86.8	66.4	40.0	42.0
	<i>Female</i>	89.0	72.3	48.3	47.1

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

Table 12. 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=1,516)

		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 (%)
<i>All drivers</i>		33.6	18.1	9.4	16.9	21.5	0.6
<i>Age Group</i>	<i>16-18</i>	37.5	30.4	5.9	9.6	16.4	0.2
	<i>19-24</i>	36.4	18.2	16.5	21.6	7.4	0.0
	<i>25-39</i>	29.2	19.2	11.2	21.1	19.1	0.4
	<i>40-59</i>	33.5	17.7	9.0	15.8	23.7	0.3
	<i>60-74</i>	37.6	15.0	5.5	11.8	28.0	2.0
	<i>75+</i>	47.3	15.5	0.0	6.8	28.8	1.7
<i>Gender</i>	<i>Male</i>	35.0	17.3	8.3	17.6	21.2	0.7
	<i>Female</i>	32.2	18.8	10.5	16.2	21.7	0.6

Base: licensed drivers 16+ who reported driving in the past 30 days and having talked on a cell phone while driving, weighted to reflect the US population

Table 13. 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=2,325)

		Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Not in the past year (%)	Don't know/Refused (%)
<i>All drivers</i>		0.2	1.5	8.5	2.8	87.0	0.1
<i>Age group</i>	<i>16-18</i>	0.0	0.1	2.4	1.6	95.9	0.0
	<i>19-24</i>	0.0	5.3	5.7	4.4	83.8	0.8
	<i>25-39</i>	0.2	0.6	10.9	3.2	85.1	0.0
	<i>40-59</i>	0.3	1.8	9.2	3.4	85.4	0.0
	<i>60-74</i>	0.3	1.0	7.5	1.2	90.1	0.0
	<i>75+</i>	0.0	0.7	4.3	1.6	93.4	0.0
<i>Gender</i>	<i>Male</i>	0.2	1.8	11.8	2.7	83.3	0.1
	<i>Female</i>	0.2	1.2	5.4	2.9	90.3	0.0

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 14. 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=2,325)

		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 (%)	Not in the past year (%)	Don't know/Refused (%)
<i>All drivers</i>		2.2	3.3	2.6	4.8	87.0	0.1
<i>Age group</i>	<i>16-18</i>	0.2	0.7	1.1	2.1	95.9	0.0
	<i>19-24</i>	2.1	6.7	5.6	1.0	83.8	0.8
	<i>25-39</i>	2.6	4.0	3.1	5.2	85.0	0.1
	<i>40-59</i>	2.3	2.8	2.2	7.3	85.4	0.0
	<i>60-74</i>	2.4	2.9	2.3	2.4	90.1	0.0
	<i>75+</i>	0.7	1.6	0.5	3.8	93.4	0.0
<i>Gender</i>	<i>Male</i>	2.9	4.0	3.3	6.2	83.3	0.1
	<i>Female</i>	1.6	2.6	1.9	3.5	90.3	0.1

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 15. In the past year, how often have you driven within one hour of using marijuana? (N=2,325)

		Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Not in the past year (%)	Refused (%)
<i>all drivers</i>		0.8	0.9	1.5	0.4	96.3	0.2
<i>Age Group</i>	<i>16-18</i>	0.0	0.8	1.5	2.0	95.7	0.0
	<i>19-24</i>	0.0	4.6	3.5	0.7	91.2	0.0
	<i>25-39</i>	1.8	1.2	0.6	1.3	95.1	0.0
	<i>40-59</i>	0.7	0.4	2.2	0.0	96.6	0.1
	<i>60+</i>	0.3	0.1	0.6	0.0	98.5	0.0
<i>Gender</i>	<i>Male</i>	1.2	0.8	2.0	0.7	95.1	0.3
	<i>Female</i>	0.5	1.0	1.0	0.3	97.3	0.0

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 16. About how long ago was the last time you drove within 1 hour of using marijuana? (N=2,325)

		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 (%)	Not in the past year (%)	Don't know/Refused (%)
<i>All drivers</i>		1.5	0.5	0.8	0.8	96.4	0.0
<i>Age Group</i>	<i>16-18</i>	0.7	1.1	0.1	2.5	95.7	0.0
	<i>19-24</i>	1.8	3.3	1.8	1.9	91.2	0.0
	<i>25-39</i>	2.8	0.0	1.5	0.6	95.1	0.0
	<i>40-59</i>	1.3	0.6	0.6	0.9	96.6	0.1
	<i>60+</i>	0.4	0.1	0.1	0.5	98.5	0.4
<i>Gender</i>	<i>Male</i>	2.0	0.3	1.2	1.2	95.1	0.3
	<i>Female</i>	1.0	0.8	0.4	0.5	97.3	0.0

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 17. 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=2,325)

		Regularly (%)	Fairly often (%)	Rarely (%)	Just once (%)	Not in past year (%)	Don't know/Refused (%)
<i>all drivers</i>		0.0	0.3	0.8	0.5	98.3	0.1
<i>Age Group</i>	<i>16-18</i>	0.0	0.1	1.1	1.4	97.2	0.1
	<i>19-24</i>	0.0	3.3	1.7	1.1	93.9	0.0
	<i>25-39</i>	0.0	0.0	1.1	1.3	97.7	0.0
	<i>40-59</i>	0.0	0.2	0.9	0.0	98.9	0.1
	<i>60+</i>	0.1	0.0	0.2	0.0	99.5	0.1
<i>Gender</i>	<i>Male</i>	0.1	0.2	1.4	0.4	97.8	0.1
	<i>Female</i>	0.0	0.4	0.3	0.5	98.8	0.1

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 18. 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=2,325)

	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	
	(%)	(%)	(%)	(%)	(%)	(%)	
<i>all drivers</i>	24.9%	44.7%	27.6%	1.1%	1.0%	0.6%	
<i>Age group</i>	16-18	22.8%	45.1%	31.0%	0.9%	0.1%	0.0%
	19-24	24.4%	40.3%	32.1%	0.0%	0.8%	2.3%
	25-39	30.8%	41.9%	23.9%	1.5%	0.9%	1.0%
	40-59	25.3%	45.4%	27.5%	0.7%	1.0%	0.2%
	60-74	19.9%	47.8%	28.8%	1.5%	1.6%	0.5%
	75+	17.5%	47.4%	33.0%	1.6%	0.0%	0.5%
<i>Gender</i>	<i>Male</i>	26.0%	43.7%	26.8%	1.7%	0.8%	1.0%
	<i>Female</i>	23.9%	45.7%	28.4%	0.5%	1.2%	0.3%

Base: licensed drivers 16+ who reported driving in the past 30 days, weighted to reflect the US population

Table 19. Driver Characteristics (Column percent weighted to reflect U.S. resident population ages 16+, unweighted N)

Type of Vehicle Driven Most Often	%	N
Car	59.2	1,390
Van / Minivan	7.2	175
Pickup Truck	11.9	266
SUV	19.2	439
Other	1.3	29
Motorcycle	0.7	10
Don't know / Refused	0.6	16
Number of Times Stopped by Police for Moving Violation in Past 2 Years		
0	81.8	1,926
1	11.8	273
2+	5.3	106
Don't know / Refused	1.2	20
Number of Tickets for Moving Violations in Past 2 Years		
0	87.3	2,040
1	8.4	193
2+	2.6	62
Don't know / Refused	1.5	30
Number of Accidents while Driving in Past 2 Years		
0	87.5	2,020
1	9.8	245
2+	1.6	41
Don't know / Refused	1.1	19

Base: Respondents with a driver's license who reported driving in past 30 days.

Table 20. Sample Characteristics (Column percent weighted to reflect U.S. resident population ages 16+, unweighted N)

	Licensed Drivers (N=2,325)		All Respondents (N=3,103)	
	%	N	%	N
Age Group				
16-18	3.3	538	5.0	1,036
19-24	8.3	102	10.0	155
25-39	25.4	423	25.8	514
40-59	35.6	668	33.5	746
60-74	22.4	474	20.7	520
75+	5.1	120	4.6	132
Gender				
Male	47.6	1,139	47.8	1,511
Female	52.4	1,186	52.2	1,592
Education				
Less than high school	10.0	504	14.4	1,002
High school	28.9	606	29.6	756
Some college	29.8	585	28.2	680
Bachelor's degree or higher	31.3	630	27.8	664
Race/Ethnicity				
Non-Hispanic White	72.8	1,790	67.0	2,168
Non-Hispanic Black	9.5	149	11.9	257
Other Race/Multiple Races	6.3	145	6.5	208
Hispanic (Any race)	11.3	241	14.6	470
Language of Interview				
English	96.2	2,241	94.7	2,913
Spanish	3.8	84	5.3	190
Type of Community				
Country	14.8	344	13.4	397
Small Town	20.3	461	19.8	604
Medium-Sized Town	19.2	473	18.8	637
Small City	24.2	553	23.6	743
Large City	20.8	483	22.9	692
Unknown	0.7	11	1.5	30
Region				
Northeast	17.5	377	18.0	539
Midwest	23.3	606	21.8	736
South	36.7	844	37.1	1,108
West	22.6	498	23.0	720

Ever Involved in Serious Motor Vehicle Accident					
Yes		21.8	412	20.9	500
No		77.0	1,884	77.2	2,545
<i>Don't know / Refused</i>		1.2	29	1.9	58
Ever Seriously Injured in Motor Vehicle Accident					
Yes		13.1	245	12.5	296
No		85.8	2,061	85.9	2,760
<i>Don't know / Refused</i>		1.1	19	1.7	47
Friend or Relative Ever Seriously Injured or Killed in Motor Vehicle Accident					
Yes		33.5	739	32.3	958
No		65.6	1,565	66.2	2,104
<i>Don't know / Refused</i>		0.9	21	1.5	41