

DRIVER BEHAVIOR & PERFORMANCE  
**TECHNICAL REPORT**



# Slow Down, Move Over Laws: National Survey of Drivers' Knowledge, Attitudes, and Behaviors, 2025

**MAR 2026**

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**Title**

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Slow Down, Move Over Laws: National Survey of Drivers' Knowledge, Attitudes, and Behaviors, 2025

*(March 2026)*

**Authors**

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*AAA Foundation for Traffic Safety*

## Foreword

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More than 400 people were killed outside of disabled vehicles in 2023. These include drivers and passengers who exited vehicles that had broken down or been involved in a crash as well as ‘Good Samaritans,’ first responders, and roadside assistance providers attempting to help them. These are not merely statistics, they are fathers, mothers, sons, and daughters taken away from their families and their communities too soon. Every state has a Slow Down, Move Over law intended to prevent such tragedies; however, our research shows that not all drivers understand and follow the law.

This report presents the results of a large national survey that investigated U.S. drivers’ knowledge and understanding of Slow Down, Move Over laws as well as their attitudes and behaviors. The report includes several encouraging findings; however, it also highlights many opportunities to improve public knowledge, attitudes, and behavior. This report should be of interest to federal, state, and local transportation agencies, policymakers, law enforcement professionals, first responders, roadside service professionals, driver education providers, and all motorists.

C. Y. David Yang, Ph.D.

*President and Executive Director  
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## About the Sponsor

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## Table of Contents

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<b>Executive Summary</b> .....	<b>1</b>
<b>Introduction</b> .....	<b>3</b>
<b>Method</b> .....	<b>5</b>
Questionnaire .....	5
Survey Sample and Administration.....	7
Analysis of Data.....	10
<b>Results</b> .....	<b>11</b>
Self-Reported Driving Behavior .....	11
Behavior of Other Drivers .....	15
Opinions About What Drivers Should Do .....	18
Knowledge of State SDMO Laws .....	21
Behaviors and Attitudes in Relation to State Laws.....	28
Stated Reasons for Not Slowing Down or Moving Over .....	34
Public Support for SDMO Laws.....	35
Where Drivers Learned About SDMO Laws.....	36
<b>Discussion</b> .....	<b>40</b>
Driver Behavior .....	40
Awareness of SDMO Laws.....	42
Attitudes Toward Slowing Down and Moving Over .....	44
Limitations .....	44
Implications .....	45
<b>References</b> .....	<b>47</b>
<b>Appendix. State-Specific Data</b> .....	<b>48</b>
Alabama .....	49
Arizona .....	50
California .....	51
Colorado .....	52

Florida ..... 53  
Georgia ..... 54  
Maryland..... 55  
Massachusetts..... 56  
Michigan ..... 57  
Missouri..... 58  
New Jersey..... 59  
New York..... 60  
North Carolina..... 61  
Ohio ..... 62  
Pennsylvania..... 63  
South Carolina ..... 64  
Tennessee ..... 65  
Texas ..... 66  
Virginia..... 67  
Washington ..... 68  
Wisconsin ..... 69

## Executive Summary

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More than 2,100 people were struck and killed while stranded or working on the roadside in 2019–2023. Included among them were drivers and passengers who exited disabled vehicles, as well as roadside assistance providers, law enforcement officers, firefighters, emergency medical services providers, and “Good Samaritans” attempting to help them. Slow Down, Move Over (SDMO) laws seek to protect these vulnerable road users. These laws generally require drivers in the lane adjacent to a roadside worker or disabled vehicle to move to a different lane if possible and/or reduce their speed. While details vary by state, every U.S. state has some form of SDMO law.

This research seeks to measure drivers’ knowledge of and attitudes toward SDMO laws, as well as self-reported driving behavior in relevant situations, in a large, nationally representative survey of drivers. The AAA Foundation for Traffic Safety collaborated with Ipsos North America to administer a survey to members of Ipsos’s KnowledgePanel, a representative sample of U.S. households recruited using methods that allow statistics from survey respondents to be projected to the entire U.S. population. A total of 5,887 drivers completed the survey in September and October 2025.

In the survey, drivers were shown short, computer-generated videos of an Interstate highway with traffic in the right lane passing a disabled vehicle, a tow truck, or a police car stopped on the right shoulder. They were then asked questions about their own behavior and the behavior of other drivers in such situations, their knowledge of any applicable laws, and their personal beliefs about what actions drivers should take. Additional questions investigated overall support for SDMO laws and information sources from which drivers learn about new traffic laws.

The survey provided many important insights about drivers’ knowledge and behavior, including the following:

- More than 90% of drivers reported that they personally moved over and/or slowed down the last time they encountered a disabled vehicle, tow truck, or police car stopped on the shoulder of the highway.
  - Drivers were much more likely to report moving over than slowing down.
  - Drivers were much less likely to say that other drivers typically slowed down or moved over in similar situations.
- Only 66% of drivers believed their state’s law required drivers to take any special actions when passing a stopped police car on the shoulder of the highway, and only 58% said the same for tow trucks. (Every state’s law has such requirements.)

- In states where laws protect all stopped vehicles, fewer than half of drivers believed that the law required any special action when passing a lone disabled vehicle without incident responders present.
- Among drivers aware of the existence of any applicable laws, more than 90% knew the law required moving over, but fewer than half knew about requirements to slow down.
  - In states that always require drivers to slow down (i.e., even if they also move over), fewer than one in five drivers knew about that requirement.
- More than two-thirds believed violators were “not very likely” or “not likely at all” to be caught.
- Despite gaps in knowledge of the law, more than 90% of drivers said that drivers should move over and/or slow down when passing a disabled vehicle, tow truck, or police vehicle stopped on the side of the road.
  - Among drivers who believed incorrectly that the law only required moving over (a common misconception), almost all said drivers should move over, but fewer than one in four said drivers should slow down.
  - When SDMO laws were explained to survey respondents, 90% expressed support and only 2% opposed them.
- When potential communication channels were explored, drivers rated their likelihood of learning about new traffic laws from signs on roads higher than any other source. However, many drivers recalled hearing about them from other sources as well, and drivers who had not heard of SDMO laws appeared to favor different sources of information than those who had, highlighting the importance of utilizing multiple channels for public education and outreach.

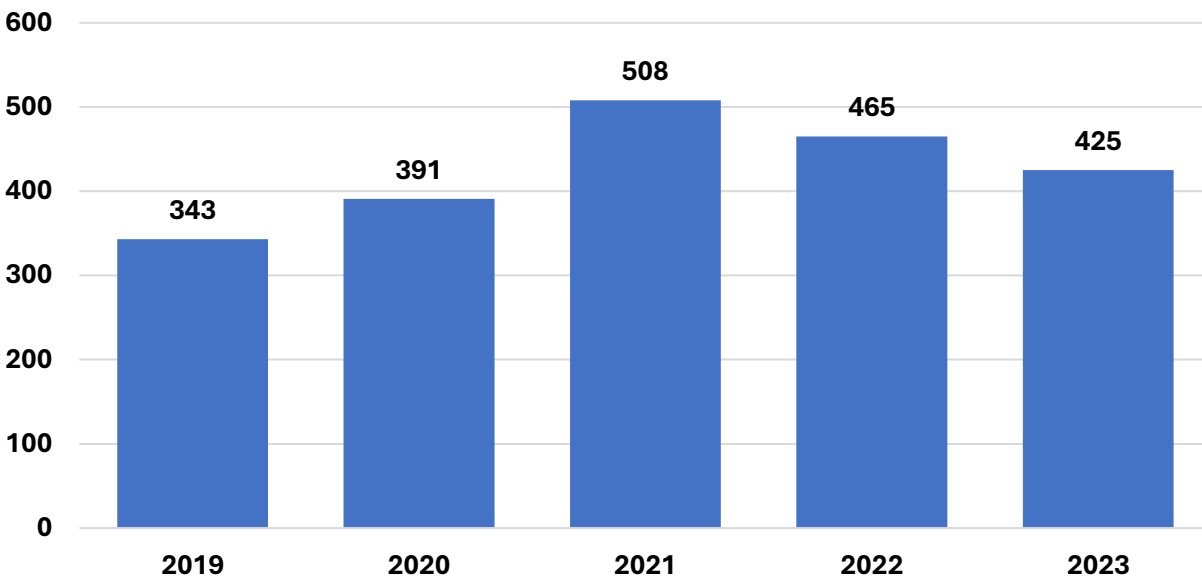
Results provide several important insights into driver behavior and knowledge. While the majority of drivers are aware of SDMO laws generally, many do not know when the laws apply, nor the specific actions required. Survey results suggest that more effort should be invested in informing drivers of the specific types of vehicles to which the laws apply, and to reinforce the “slow down” component of the law. The fact that most drivers believe drivers should slow down or move over is encouraging, and could potentially support the use of positive social norms in public education and outreach efforts. The report also provides regional data, as well as state-level data for many of the larger states, to facilitate identification of local needs and to provide baseline data for monitoring future changes and trends.

## Introduction

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More than 2,100 people were struck and killed while stranded or working on the roadside in 2019–2023 (Figure 1). Among them were 95 towing operators, 92 law enforcement officers, 40 firefighters and emergency medical services providers, 9 safety service patrollers, and 10 roadside service technicians or mobile mechanics (Emergency Responder Safety Institute, 2025), as well as nearly 1,900 stranded motorists and “Good Samaritans” attempting to help them.

Figure 1. Disabled Vehicle–Related Pedestrian Fatalities, United States, 2019–2023



Data: Fatality Analysis Reporting System (National Highway Traffic Safety Administration). Analysis by AAA Foundation for Traffic Safety. Includes deaths of pedestrians coded as disabled vehicle-related as well as incident/emergency responders.

Slow Down, Move Over (SDMO) laws are intended to protect these vulnerable road users. These laws generally require drivers approaching incident response vehicles or personnel stopped on the road or roadside to move out of the lane adjacent to the incident if possible and/or reduce their speed. Although the specific elements of these laws differ between states, every U.S. state has some form of SDMO law. A previous AAA Foundation study by Benedick et al. (2025) found that as of Fall 2025, every state’s SDMO laws applied when the stopped vehicle was a first responder vehicle (e.g., law enforcement, firefighting, emergency medical services) or a tow truck, and 28 states extended protection to all stopped vehicles including disabled passenger cars with no incident responders present. Most states generally required a driver to move out of the lane adjacent to the stopped vehicle if able, or slow down if unable to change lanes; however, 13 states always required drivers to reduce speed even if they also moved over. In addition, 13 states (overlapping with the previous, but not the same 13 states)

specified the magnitude of speed reduction required to satisfy the “slow down” component of the law, with mandatory speed reductions ranging from 5 mph below the posted speed limit to 20 mph below the speed limit or in one case half of the posted speed limit, whereas other states used less specific language (e.g., “reasonable and prudent speed,” “exercise due caution”).

Although every state has a SDMO law, previous research suggests that awareness and compliance are far from universal. Benedick et al. (2025) found that prior to focus group discussions, fewer than half of participants recruited from across 10 states knew that their state had a SDMO law. Discussions revealed that many drivers were aware of SDMO in concept, but believed that slowing down or moving over was merely a suggestion rather than a legal requirement. Among those who were aware that SDMO was a law in general, knowledge of the specific actions required and the situations in which the law applied were mixed. The same study also examined videos of incidents captured on traffic management cameras and found that while nearly two-thirds of drivers in aggregate moved over and/or slowed down, behaviors varied greatly across states, and even between incidents within the same state. It was also observed that while many drivers moved over when passing incident scenes, far fewer reduced their speed. In states requiring substantial speed reductions (e.g., 10 mph or 20 mph below the posted limit), compliance with that aspect of the law was extremely rare.

The purpose of the current study was to measure drivers’ knowledge of their state’s SDMO laws, self-reported behavior when passing incident scenes, observations regarding the behavior of other drivers, opinions about appropriate driving practices when passing incident scenes, and additional insights into opportunities to increase safe driving behavior around disabled vehicles and incident scenes. In addition to national-level statistics, the survey was designed to provide reliable estimates at the regional or state level to support identification of local safety needs, and to provide a baseline against which to measure changes and trends in the future.

## Method

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This research examined drivers' knowledge, attitudes, and behaviors related to SDMO laws. The AAA Foundation for Traffic Safety worked with Ipsos to develop and administer a survey to a representative sample of United States (U.S.) residents aged 16 years and older. In the survey, respondents were shown short computer-generated videos of traffic passing a stopped vehicle, a tow truck, and a police car, respectively, on the shoulder of a highway. Respondents were then asked questions about their own behavior, the behavior of other motorists, applicable laws, and general attitudes regarding the types of situations shown in the video, followed by additional general questions about attitudes toward SDMO laws and exposure to public education efforts and other selected countermeasures. Responses were then analyzed overall and in relation to driver characteristics and state laws.

## Questionnaire

### *Questionnaire Development*

The development of the questionnaire was informed by Benedick et al. (2025) as well as by preliminary qualitative research consisting of two online "Ideation Exchange" sessions. Sessions were led by an experienced moderator and each session included 25 participants recruited by Ipsos to reflect a broad range of participant demographics. Participants were asked general questions about their experiences with highway driving and encountering disabled vehicles or emergency responders on the roadside.

Because the traffic situations to which SDMO laws apply can be complex to describe verbally, the research team developed three short videos to depict them. Each video depicted an Interstate highway scene with one or two vehicles (a disabled vehicle alone or accompanied by a tow truck or police car) stopped on the right shoulder (Figure 2). Traffic was shown passing at approximately 75 miles per hour. Traffic volume was light and all traffic was in the right lane, to make it clear that these vehicles had the ability to move over or slow down without having to manage interactions with other traffic. Other than the presence of the tow truck or police car, the videos were identical. The videos were developed using the simulation platform BeamNG.tech (BeamNG GmbH, 2025).

In the ideation sessions, participants were asked several questions about each video, both to confirm their understanding of what the videos showed and to gather insights regarding how people thought and spoke about related issues. Most questions were open-ended, and participants typed their responses. After participants responded to each question, responses were categorized using artificial intelligence. Both individual verbatim and categorized responses were provided to the research team to inform subsequent questionnaire development.

Figure 2. Images from Computer-Generated Videos of a Lone Disabled Vehicle (top), a Disabled Vehicle and Tow Truck (middle), and a Disabled Vehicle and Police Car (bottom)



## **Questionnaire Content**

After respondents were asked to confirm their eligibility to participate in the survey (i.e., age  $\geq 16$  years and drove at least once in the past 30 days), the questionnaire generally proceeded as described below.

The participant viewed each of the three videos described previously (Figure 2) in random order. After viewing each video, the respondent was then asked what actions they personally took last time they encountered a situation like the one shown in the video. Several response options unrelated to slowing down or moving over (e.g., “stop and try to help”) were included in attempt to reduce respondents’ perception that a specific response was desired or “correct.” Respondents were also asked how often other drivers take various actions in the same situations; whether their state had any law requiring drivers to take any special action in such a situation, and if so, what the law required; how likely a driver would be caught if they violated this law; and the penalty for violating it. Finally, they were also asked, “Regardless of the law, what do you personally think other drivers should do when they’re driving past a situation like this?”

Next, SDMO laws were described, and the respondent was asked whether they had heard of such a law. If they had, they were then asked to recall where they had heard about the law. They were also asked whether they support or oppose SDMO laws.

Finally, a variety of contextual variables were collected including demographic information, frequency of driving on highways, and whether the respondent drives for their job and holds a Commercial Driver’s License (CDL).

## **Survey Sample and Administration**

The questionnaire was administered online to members of Ipsos’s KnowledgePanel. KnowledgePanel is an online research panel whose members are recruited by Ipsos using address-based sampling methods. Households invited to join KnowledgePanel that lack an Internet connection or computer are provided with them free of charge to enable their participation in surveys. The sample for this specific survey was stratified to provide highly precise estimates at the national level as well as reasonably precise estimates for each of the nine U.S. Census Divisions. Respondents aged 18 years and older were recruited directly; respondents aged 16 or 17 years old were recruited via their parents. Responses were collected from September 10 through October 6, 2025.

A total of 5,887 drivers aged 16 years and older completed the survey. The median survey completion time for drivers was 18 minutes. A small number of non-drivers also completed demographic and screening questions but were not asked any of the substantive questions about SDMO laws. Data from non-drivers were included for

weighting purposes (described below) but were excluded from all analyses shown in this report.

Because each respondent's probability of being invited to participate in the survey is known, they can be weighted to project the results of the survey onto the entire U.S. population. Respondents were assigned statistical weights to represent the U.S. population aged 16 years and older. Initial weights accounted for each respondent's probability of being invited to this survey. These initial weights were then adjusted to align with the characteristics of the U.S. population. Factors used for these adjustments included the following:

- Age
- Gender
- Race/ethnicity
- Education
- Household income
- Language dominance among the Hispanic population
- Residence in a metropolitan versus non-metropolitan area
- State of residence
- Number of people aged 16+ in the household

These factors were adjusted separately within each of the nine Census Divisions. Data from the U.S. Census Bureau's 2023 American Community Survey were used for benchmarks. The unweighted and weighted characteristics of the final sample of drivers are shown in Table 1.

Much of the survey focuses on respondents' awareness of and compliance with SDMO laws. Table 2 summarizes key features of the SDMO laws in effect at the time of the survey in respondent's states of residence, determined by linking each respondent's state of residence with the data on state SDMO laws reported by Benedick et al. (2025).

Table 1. Demographic Characteristics of Survey Respondents

	N	Unweighted %	Weighted %
<b>Age</b>			
16–24	525	8.9	11.3
25–39	1,164	19.8	24.7
40–54	1,430	24.3	24.8
55–69	1,708	29.0	24.5
70+	1,060	18.0	14.7
<b>Sex</b>			
Male	2,873	48.8	49.3
Female	3,014	51.2	50.7
<b>Education</b>			
Less than high school	435	7.4	10.3
High school or equivalent	1,429	24.3	24.9
Some college/2-year degree	1,546	26.3	28.7
4-year degree or more	2,477	42.1	36.1
<b>Drives for Work</b>			
Yes—has Commercial Driver’s License (CDL)	138	2.4	3.0
Yes—no CDL	903	15.4	17.1
No—does not drive for work	4,810	82.2	79.9
<b>Frequency of Highway Driving</b>			
Almost every day	999	17.1	18.4
Weekly/less than daily	2,758	47.1	16.6
Less than weekly	1,588	27.1	26.1
Never or almost never	507	8.7	8.9
<b>Urbanicity</b>			
Urban	1,412	24.2	26.2
Suburban	2,718	46.5	46.4
Rural	1,716	29.4	27.4
<b>Census Division (States Included)</b>			
New England (CT, MA, ME, NH, RI, VT)	556	9.4	4.6
Middle Atlantic (NJ, NY, PA)	613	10.4	11.5
East North Central (IL, IN, MI, OH, WI)	688	11.7	14.2
West North Central (IA, KS, MN, MO, ND, NE, SD)	546	9.3	6.8
South Atlantic (DC, DE, FL, GA, MD, NC, SC, VA, WV)	1,006	17.1	20.6
East South Central (AL, KY, MS, TN)	555	9.4	6.0
West South Central (AR, LA, OK, TX)	547	9.3	12.5
Mountain (AZ, CO, ID, MT, NM, NV, UT, WY)	588	10.0	8.1
Pacific (AK, CA, HI, OR, WA)	788	13.4	15.7

Table 2. Slow Down Move Over Laws in Effect in Respondents' State of Residence at the Time of the Survey

	N	Unweighted %	Weighted %
<b>Vehicles Protected</b>			
All stopped/disabled vehicles	3,100	52.7	49.2
Specific vehicles only	2,787	47.3	50.8
<b>When Slowing Down is Required</b>			
Always	1,337	22.7	18.4
If not moving over	4,550	77.3	81.6
<b>Amount of Speed Reduction Required</b>			
10+ mph below speed limit	1,554	26.4	32.2
<10 mph below speed limit or unspecified	4,333	73.6	67.8

## Analysis of Data

Most survey questions used a “check all that apply” format. For simplicity, data are summarized according to the net percentage of respondents who indicated moving over, slowing down, taking either action (moving over *OR* slowing down), or taking both actions (moving over *AND* slowing down).

Questions about the behavior of other drivers asked respondents to indicate the frequency with which other drivers took a variety of specific actions (e.g., move over, slow down, move over and slow down). To account for variability in how different respondents used the frequency scale (e.g., what one person versus another describes as “almost always” or “most of the time”), the key items (i.e., slowing down, moving over) were anchored (c.f., Ralph, 2025) relative to the common reference point of “stay in the same lane and keep driving at the same speed.” Results are thus reported as the percentage of respondents who indicated that other drivers took each action (slow down, move over, etc.) *more frequently than they reported that other drivers stay in the same lane and keep driving at the same speed.*

Respondents were deemed to have “general awareness” of SDMO laws if they indicated that the law required drivers to take “any special action” in such a scenario. Respondents with general awareness were then asked what specific actions the law required. “Specific knowledge” was measured by comparing those responses to the details of the law in effect in the respondent’s state of residence at the time of the survey. This included whether the law applied to all stopped/disabled vehicles versus only specific vehicle types; whether slowing down was always required versus only required if the driver did not move over; and whether the law required slowing down “a lot (well below the posted speed limit).” For the purpose of the study, a law was deemed to

require slowing down “a lot” if the law required a speed reduction of 10 mph or greater relative to the posted speed limit.

All statistics reported in the Results section except sample sizes are based on weighted data. Due to the large sample size of the survey, even differences too small to be of any practical importance are often statistically significant at the conventional 95% confidence level, thus tests of statistical significance are not generally reported.

All statistics in the main body of this report are based on the above-described national sample. The Appendix presents selected summary statistics at the state level for 21 states with sufficient sample size to produce reliable state-level estimates.

## Results

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### Self-Reported Driving Behavior

After being shown each of the videos shown in Figure 2, respondents were asked:

***Please think about the last time you personally drove past a situation like this. What did you do? Check all that apply***

- *Stayed in the same lane and kept driving at the same speed*
- *Moved to a different lane (away from the stopped vehicle)*
- *Slowed down a little (still close to or over the speed limit)*
- *Slowed down a lot (well below the speed limit)*
- *Reported it on your navigation app*
- *Called 911*
- *Stopped and tried to help*
- *Something else (specify)*

The vast majority of respondents reported that they slowed down, moved over, or both (Figure 3). Responses to questions about passing a stopped police car and tow truck were similar; a slightly lower proportion reported slowing down or moving over when passing a lone disabled vehicle with no incident responders present.

Figure 3. Percentage of Respondents Who Reported Slowing Down or Moving Over Last Time They Passed a Stopped Vehicle on the Highway Shoulder, by Type of Stopped Vehicle



Moving over was much more common than slowing down, and slowing down “a lot” (described in the survey as “well below the posted speed limit”) was quite rare (Table 3). The vast majority of respondents reported that they slowed down or moved over last time they encountered each of these scenarios; though far fewer reported having both slowed down *and* moved over. Respondents reported similar behaviors when passing a police car and tow truck; all actions were slightly more common when passing a police car or tow truck than when passing a disabled vehicle alone.

Table 3. Percentage of Respondents Who Reported Taking Specific Actions Last Time They Passed a Stopped Vehicle on the Highway Shoulder, by Type of Stopped Vehicle

	Move Over (Total)	Slow Down Any Amount (Total)	Slow Down A Lot	Move Over <u>AND</u> Slow Down	Move Over <u>OR</u> Slow Down
Disabled vehicle alone	74%	45%	17%	31%	89%
Tow truck	85%	46%	22%	36%	95%
Police car	85%	48%	25%	38%	95%

Columns labeled “Total” show percentage of respondents who reported taking the relevant action alone or in combination with other actions.

Table 4 shows the percentage of drivers who reported that they slowed down or moved over, as well as the percentage who reported taking both actions, the last time they encountered each respective vehicle type in relation to demographic characteristics. Patterns were generally similar across all three types of stopped vehicle scenarios, and thus are summarized generally below.

Across all three vehicle types, the youngest drivers were the least likely to self-report slowing down or moving over, whereas drivers aged 55–69 were most likely. In contrast, younger drivers were more likely than older drivers to report both slowing down and moving over. Differences by sex were minimal.

Drivers who had not completed high school were least likely to report slowing down or moving over, and those with bachelor's degrees or higher education were most likely. Differences in the percentage of drivers who both slowed down and moved over trended in the same direction but were much larger.

Drivers who reported possessing a CDL were slightly less likely than non-CDL holders to report slowing down or moving over, and much less likely to report taking both actions.

Respondents who drove on the highway the least frequently ("never or almost never") were slightly less likely to report slowing down and/or moving over, compared with more frequent highway drivers.

Drivers who reside in urban areas were the least likely to report taking either or both actions. Rural drivers were the most likely to report slowing down or moving over, whereas suburban and rural drivers were similarly likely to report taking both actions.

Drivers in the West North Central Census Division (Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, and South Dakota) were the most likely to report slowing down or moving over for all three types of vehicles and to take both actions for disabled vehicles. Drivers in New England (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont) were the most likely to report both slowing down and moving over for stopped tow trucks and police cars. Drivers in the Pacific Census Division (Alaska, California, Hawaii, Oregon, and Washington) were by far the least likely to report taking either or both actions.

Table 4. Self-Reported Behavior Last Time Passing a Stopped Vehicle on Highway Shoulder, in Relation to Vehicle Type and Demographic Characteristics

	Disabled Vehicle Alone		Tow Truck		Police Car	
	Slow Down <u>OR</u> Move Over	Slow Down <u>AND</u> Move Over	Slow Down <u>OR</u> Move Over	Slow Down <u>AND</u> Move Over	Slow Down <u>OR</u> Move Over	Slow Down <u>AND</u> Move Over
<b>All Drivers</b>	89%	31%	95%	36%	95%	38%
<b>Age</b>						
16–24	85%	35%	92%	36%	90%	39%
25–39	85%	37%	94%	42%	93%	44%
40–54	90%	32%	94%	35%	94%	38%
55–69	92%	28%	97%	34%	97%	35%
70+	89%	24%	96%	32%	96%	32%
<b>Sex</b>						
Male	88%	31%	94%	37%	95%	38%
Female	89%	31%	95%	35%	95%	37%
<b>Education</b>						
Less than high school	82%	20%	91%	26%	90%	25%
High school or equivalent	88%	27%	95%	29%	94%	32%
Some college/2-year degree	89%	32%	94%	36%	95%	39%
4-year degree or more	91%	37%	96%	44%	96%	44%
<b>Drives for Work</b>						
Yes—has CDL	84%	19%	92%	21%	91%	24%
Yes—no CDL	89%	30%	95%	36%	96%	36%
No	89%	32%	95%	37%	95%	39%
<b>Frequency of Highway Driving</b>						
Almost every day	87%	31%	94%	35%	95%	38%
Weekly/less than daily	89%	32%	95%	36%	95%	37%
Less than weekly	90%	32%	97%	39%	96%	39%
Never or almost never	83%	26%	90%	30%	91%	34%
<b>Urbanicity</b>						
Urban	84%	27%	91%	33%	92%	34%
Suburban	89%	33%	96%	38%	95%	38%
Rural	93%	33%	97%	37%	97%	40%
<b>Census Division</b>						
New England	88%	34%	94%	44%	96%	45%
Middle Atlantic	87%	32%	94%	37%	95%	36%
East North Central	92%	36%	95%	38%	97%	41%
West North Central	96%	36%	98%	38%	98%	42%
South Atlantic	88%	29%	97%	35%	96%	36%
East South Central	94%	32%	97%	36%	97%	37%
West South Central	92%	33%	96%	36%	97%	41%
Mountain	89%	35%	96%	41%	95%	44%
Pacific	80%	23%	89%	29%	86%	29%

## Behavior of Other Drivers

After responding to questions about their own behavior the last time they encountered a situation like the one in the video that they were shown, respondents were then asked about the behavior of other drivers in similar situations.

***In places where you drive, how often do other drivers do the following when they drive past situations like this?***

*(Responses: almost always, most of the time, about half of the time, less than half of the time, never or almost never)*

- *Stay in the same lane and keep driving at the same speed*
- *Stay in the same lane and slow down a little (still close to or over the speed limit)*
- *Stay in the same lane and slow down a lot (well below the speed limit)*
- *Move to a different lane and keep driving at the same speed*
- *Move to a different lane and slow down a little (still close to or over the speed limit)*
- *Move to a different lane and slow down a lot (well below the speed limit)*
- *Stop and try to help*

As noted in the Method section, different respondents may use the frequency scale provided for this question differently. To account for such differences, each of the SDMO-relevant items was anchored relative to the first item (“stay in the same lane and keep driving at the same speed,” i.e., neither move over nor slow down) as a common reference. Responses are summarized as the proportion of drivers who indicated that other drivers performed each action *more often than they stay in the same lane and keep driving at the same speed*. Figure 4 shows the percentage of respondents who said that most other drivers slow down or move over more often than they stay in same lane and keep driving at the same speed in each of the three scenarios depicted in the videos.

Figure 4. Percentage of Respondents Who Reported that Other Drivers Slow Down or Move Over More Frequently than they Stay in the Same Lane and Keep Driving at the Same Speed



Table 5 shows the proportions of respondents who indicated that other drivers take each specific action more often than they stay in the same lane and keep driving at the same speed.

Table 5. Percentage of Respondents Who Reported that Other Drivers Take Specific Actions More Often than they Stay in the Same Lane and Keep Driving at the Same Speed

	Move Over (Total)	Slow Down Any Amount (Total)	Slow Down a Lot	Move Over <u>AND</u> Slow Down	Move Over <u>OR</u> Slow Down
Disabled Vehicle Alone	43%	39%	25%	31%	47%
Tow Truck	52%	48%	33%	40%	56%
Police Car	60%	58%	42%	50%	64%

Table 6 shows the percentage of drivers who said that other drivers slowed down and/or moved over more frequently than they continued in the same lane at the same speed in relation to respondents' demographic characteristics. Differences in relation to age, sex, and education were small and are not discussed further. CDL holders were less likely than non-CDL holders to say that most other drivers slow down or move over; the difference was most pronounced with respect to the perceived behavior of other drivers passing tow trucks. Drivers who lived in rural areas were several percentage points more likely than urban residents to say that most other drivers most often take either or both actions. As with self-reported behavior, across all three scenarios examined, drivers in the West North Central division were the most likely to say that most other drivers slow down or move over, and to say that most other drivers take both actions when passing disabled vehicles or tow trucks. Drivers in the East South Central division (Alabama, Kentucky, Mississippi, Tennessee) were the most likely to say that most other drivers take both actions when passing stopped law enforcement vehicles. As with self-reported behavior, drivers in the Pacific Census Region were the least likely to say that most other drivers took either or both actions in any of the scenarios examined.

Table 6. Reported Behavior of Most Other Drivers\* When Passing a Stopped Vehicle on Highway Shoulder, in Relation to Vehicle Type and Respondent Demographics Characteristics

	Disabled Vehicle Alone		Tow Truck		Police Car	
	Slow Down OR Move Over	Slow Down AND Move Over	Slow Down OR Move Over	Slow Down AND Move Over	Slow Down OR Move Over	Slow Down AND Move Over
<b>All Drivers</b>	47%	31%	56%	40%	64%	50%
<b>Age</b>						
16–24	43%	29%	56%	40%	63%	47%
25–39	49%	32%	55%	38%	67%	53%
40–54	50%	34%	57%	41%	67%	53%
55–69	46%	31%	57%	41%	63%	48%
70+	44%	29%	54%	40%	60%	46%
<b>Sex</b>						
Male	47%	31%	56%	41%	66%	51%
Female	47%	32%	56%	39%	62%	49%
<b>Education</b>						
Less than high school	49%	33%	53%	40%	63%	50%
High school or equivalent	48%	34%	55%	40%	63%	51%
Some college/2-year degree	45%	31%	57%	41%	64%	49%
4-year degree or more	47%	30%	57%	39%	65%	51%
<b>Drives for Work</b>						
Yes—has CDL	44%	33%	47%	36%	57%	43%
Yes—no CDL	51%	37%	56%	43%	65%	53%
No	46%	30%	56%	39%	65%	50%
<b>Frequency of Highway Driving</b>						
Almost every day	44%	28%	52%	36%	59%	46%
Weekly/less than daily	48%	31%	56%	41%	66%	51%
Less than weekly	49%	35%	60%	43%	67%	53%
Never or almost never	43%	27%	51%	37%	59%	45%
<b>Urbanicity</b>						
Urban	42%	28%	52%	36%	59%	45%
Suburban	46%	29%	54%	37%	64%	50%
Rural	54%	38%	63%	49%	70%	56%
<b>Census Division</b>						
New England	43%	27%	51%	39%	64%	48%
Middle Atlantic	44%	28%	55%	37%	62%	48%
East North Central	54%	37%	60%	44%	68%	53%
West North Central	63%	47%	71%	56%	73%	59%
South Atlantic	45%	30%	56%	41%	67%	53%
East South Central	50%	32%	63%	50%	71%	60%
West South Central	54%	38%	57%	44%	68%	56%
Mountain	45%	28%	53%	38%	64%	48%
Pacific	35%	21%	46%	25%	50%	35%

\* Percent of respondents who indicated that other drivers take the action shown more frequently than they stay in the same lane and keep driving at the same speed.

## Opinions About What Drivers Should Do

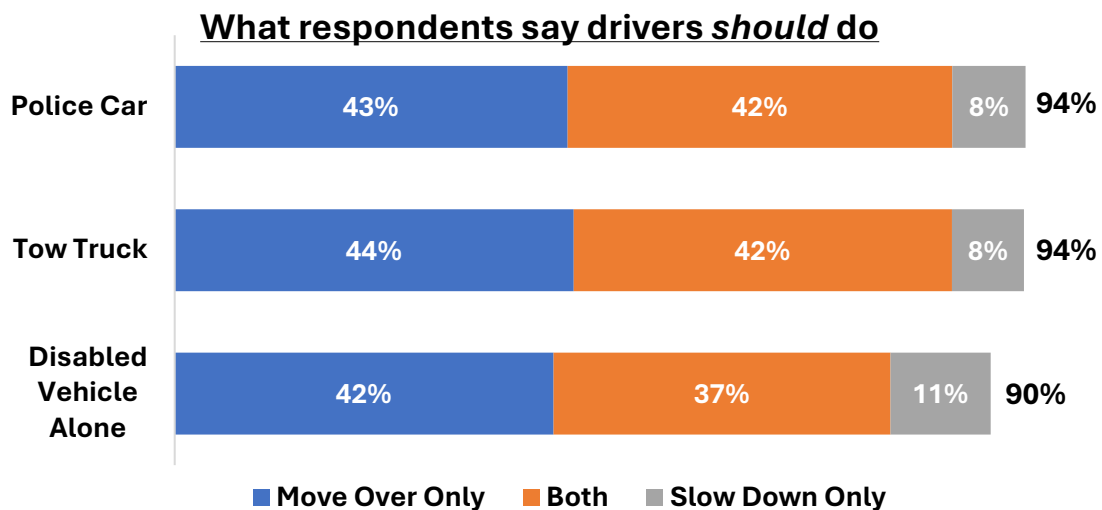
Respondents were also asked their opinion regarding what other drivers *should* do in such situations. Again, referencing the same video shown previously, respondents were asked:

***Regardless of the law, what do you personally think other drivers should do when they're driving past a situation like this? Check all that apply***

- *Stay in the same lane and keep driving at the same speed*
- *Move to a different lane (away from the stopped vehicle)*
- *Slow down a little (still close to or over the speed limit)*
- *Slow down a lot (well below the speed limit)*
- *Report it on your navigation app*
- *Call 911*
- *Stop and try to help*
- *Something else (specify)*

As in questions regarding personal behavior, the vast majority of respondents expressed that drivers should move over and/or slow down. Again, the single most common response was that drivers should move over, with similar numbers saying move over only or saying both move over and slow down (Figure 5).

*Figure 5. Percentage of Drivers Who Say That Other Drivers Should Move Over, Slow Down, or Both, When Passing a Stopped Vehicle on the Shoulder of the Highway, in Relation to Type of Stopped Vehicle*



*Note: Move Over Only + Both = Total Move Over; Both + Slow Down Only = Total Slow Down*

Table 7 in Appendix A shows the percentage of drivers who said that drivers should slow down or move over in each respective scenario in relation to demographic characteristics. Patterns were generally similar to those observed for self-reported behavior. The youngest drivers were the least likely to say that drivers should slow down or move over, whereas drivers aged 55–69 were most likely to say this. However, as with self-reported behavior, younger drivers were more likely than older drivers to say that drivers should take both actions, i.e., both slow down and move over. Differences in relation to sex were very small.

Respondents who had not completed high school were least likely to say that drivers should slow down or move over, and those with bachelor's degrees or higher education were most likely. Respondents with higher levels of education were much more likely than those with lower educational attainment to say that drivers should take both actions.

Drivers who possessed a CDL were less likely than non-CDL holders to say that drivers should slow down or move over, or that they should take both actions, in these scenarios.

Drivers who never or almost never drive on highways were slightly less likely than more frequent highway drivers to say that drivers should slow down or move over, or that they should do both.

Rural residents were more likely than urban or suburban residents to say that drivers should slow down or move over. Suburban and rural drivers were similarly likely to say that drivers should take both actions, and were more likely than urban residents to say this.

Respondents in the Pacific Census Division were again least likely to say that drivers should slow down or move over, or that they should take both actions, in these scenarios. There was no Census Division in which respondents were most likely across all scenarios to say drivers should slow down or move over, or do both.

Table 7. Respondents Opinions Regarding What Other Drivers Should Do When Passing a Stopped Vehicle on Highway Shoulder, in Relation to Vehicle Type and Respondent Demographic Characteristics

	<b>Disabled Vehicle Alone</b>		<b>Tow Truck</b>		<b>Police Car</b>	
	<b>Slow Down OR Move Over</b>	<b>Slow Down AND Move Over</b>	<b>Slow Down OR Move Over</b>	<b>Slow Down AND Move Over</b>	<b>Slow Down OR Move Over</b>	<b>Slow Down AND Move Over</b>
<b>All Drivers</b>	90%	37%	94%	42%	94%	42%
<b>Age</b>						
16–24	87%	38%	89%	43%	91%	43%
25–39	90%	42%	93%	47%	93%	46%
40–54	90%	38%	94%	43%	94%	42%
55–69	92%	36%	96%	39%	96%	42%
70+	89%	29%	94%	35%	94%	37%
<b>Sex</b>						
Male	90%	38%	94%	43%	94%	43%
Female	90%	37%	93%	40%	93%	42%
<b>Education</b>						
Less than high school	83%	24%	88%	29%	88%	33%
High school or equivalent	89%	32%	92%	37%	94%	36%
Some college/2-year degree	91%	38%	94%	43%	94%	43%
4-year degree or more	92%	44%	96%	48%	96%	49%
<b>Drives for Work</b>						
Yes—has CDL	83%	28%	89%	32%	85%	29%
Yes—no CDL	91%	37%	95%	42%	96%	41%
No	90%	38%	94%	42%	94%	43%
<b>Frequency of Highway Driving</b>						
Almost every day	90%	38%	94%	41%	93%	43%
Weekly/ less than daily	91%	37%	94%	42%	94%	43%
Less than weekly	90%	40%	94%	44%	95%	44%
Never or almost never	85%	30%	92%	38%	89%	38%
<b>Urbanicity</b>						
Urban	86%	33%	91%	39%	91%	39%
Suburban	91%	39%	95%	43%	94%	43%
Rural	93%	39%	96%	43%	96%	45%
<b>Census Division</b>						
New England	90%	42%	95%	50%	95%	52%
Middle Atlantic	89%	36%	94%	42%	93%	42%
East North Central	92%	40%	94%	43%	95%	44%
West North Central	96%	40%	96%	43%	97%	43%
South Atlantic	89%	35%	95%	40%	94%	40%
East South Central	92%	38%	96%	43%	97%	45%
West South Central	92%	41%	94%	45%	97%	45%
Mountain	93%	42%	96%	46%	97%	49%
Pacific	83%	31%	88%	34%	88%	34%

## Knowledge of State SDMO Laws

### *General Awareness*

The following question was asked to assess drivers' general awareness of the existence of laws requiring drivers to take specific actions when passing a stopped vehicle on the shoulder of the highway. Again, referencing the video shown previously, the respondent was asked:

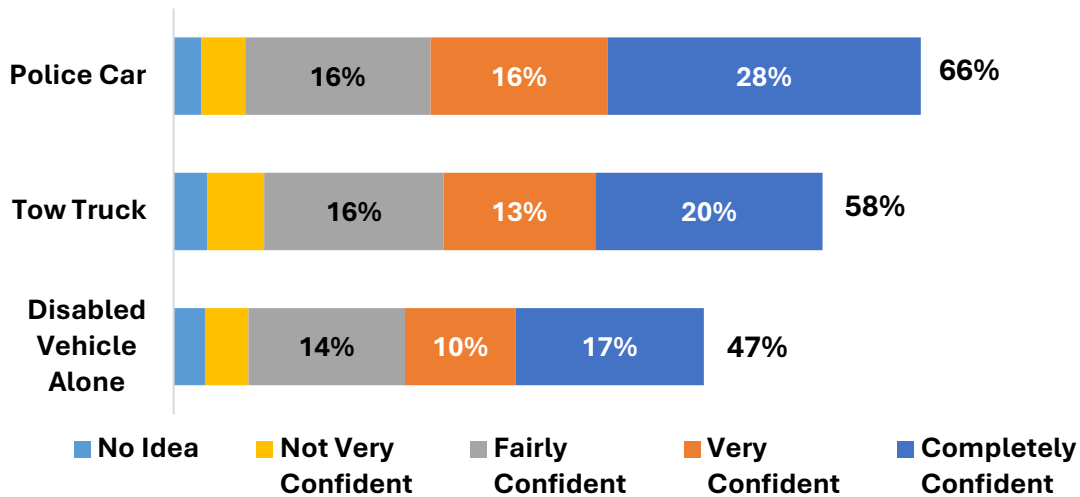
***Does your state have a law that requires drivers to take any special action when they're driving past a situation like this? If you don't know, your best guess is fine.***

To further probe whether the respondent truly believed their state had such a law or whether they were merely guessing, they were then asked how confident they were in their answer (completely confident, very confident, fairly confident, not very confident, or "I have no idea").

General awareness varied significantly according to the type of stopped vehicle, but overall was far from universal (Figure 6). Two-thirds of all drivers responded correctly that their state required drivers to take special actions when passing a stopped police car, though only 60% were at least fairly confident that their state had such a law, and fewer than half said they were "very" or "completely" confident of it. When asked about passing a stopped tow truck, a significantly lower 58% responded correctly that special actions were required, though only half were at least fairly confident of it and only one-third were very or completely confident of it. In states where laws required drivers to take special actions when passing a lone disabled vehicle even with no incident responders present (28 states comprising 53% of respondents), fewer than half responded correctly and only 40% were at least fairly confident that special actions were required.

Table 8 shows responses in relation to the actual laws in each respondent's state. Interestingly, awareness of requirements pertaining to all three vehicle types was approximately 10 percentage points higher in states where laws applied to all stopped/disabled vehicles than in states where laws only applied to specific vehicle types, even though every state has an SDMO law applicable when passing stopped tow trucks and police vehicles.

Figure 6. Percentage of Respondents Who Believed Their State Law Required Drivers to Take “Any Special Action” When Passing a Stopped Vehicle on the Highway Shoulder, and Confidence in Response, by Type of Stopped Vehicle



Note: Data for “Disabled Vehicle Alone” is based on respondents in 28 states with applicable laws.

Table 8. Percentage of Respondents Who Believed Their State's Law Required Drivers to Take “Any Special Action” When Passing a Stopped Vehicle on the Highway Shoulder

	Disabled Vehicle Alone		Tow Truck		Police Car	
	Believes Law Exists	At Least Fairly Confident Law Exists	Believes Law Exists	At Least Fairly Confident Law Exists	Believes Law Exists	At Least Fairly Confident Law Exists
<b>Drivers in States Where Law Protects:</b>						
All Stopped/Disabled Vehicles	47%	40%	63%	55%	72%	66%
Specific Vehicles Only	37%	30%	53%	44%	61%	54%

Table 9 shows the percentage of drivers who believed that their state had a law requiring drivers to take special actions in each situation, in relation to their demographic characteristics. (Note that data for the disabled vehicle scenario only include respondents residing in states in which SDMO laws were applicable in this scenario.) CDL holders were much more likely than non-CDL holders to be aware of the existence of laws requiring drivers to take special actions in all three scenarios examined. Rural residents were much more likely than urban or suburban residents to be aware of such laws. Awareness of such laws was highest in the West North Central division across all three scenarios examined. Awareness that special legal requirements applied when passing stopped tow trucks and police cars was lowest in the Pacific

division; however, it was lowest in New England states in the case of laws applicable to disabled vehicles. Across all three vehicle types, the youngest drivers were again least likely to be aware of the existence of legal requirements, and drivers aged 55–69 were the most likely to be aware. Men were slightly more likely than women to be aware of legal requirements. Differences in relation to education attainment were inconsistent between vehicle types and thus difficult to interpret. Awareness of laws applicable to disabled vehicles varied least in relation to age, sex, and educational attainment, whereas awareness that laws applied to tow trucks and police cars varied more.

*Table 9. Awareness of the Existence of State Laws Requiring Specific Actions When Passing a Stopped Vehicle on Highway Shoulder, in Relation to Vehicle Type and Respondent Demographic Characteristics*

	<b>Disabled Vehicle Alone*</b>	<b>Tow Truck</b>	<b>Police Car</b>
<b>All Drivers</b>	47%	58%	66%
<b>Age</b>			
16–24	45%	46%	55%
25–39	45%	52%	65%
40–54	46%	58%	66%
55–69	51%	66%	71%
70+	45%	62%	69%
<b>Sex</b>			
Male	47%	61%	70%
Female	46%	55%	63%
<b>Education</b>			
Less than high school	46%	55%	59%
High school or equivalent	48%	60%	67%
Some college/2-year degree	51%	60%	67%
4-year degree or more	44%	55%	68%
<b>Drives for Work</b>			
Yes—has CDL	67%	74%	77%
Yes—no CDL	52%	58%	67%
No	45%	57%	66%
<b>Frequency of Highway Driving</b>			
Almost every day	49%	60%	67%
Weekly/less than daily	50%	58%	67%
Less than weekly	42%	58%	67%
Never or almost never	41%	51%	59%
<b>Urbanicity</b>			
Urban	43%	54%	60%
Suburban	45%	55%	66%
Rural	55%	66%	73%
<b>Census Division</b>			
New England	36%	60%	63%
Middle Atlantic	42%	56%	67%
East North Central	44%	65%	74%
West North Central	53%	68%	76%
South Atlantic	52%	66%	74%
East South Central	48%	58%	73%
West South Central	40%	54%	66%
Mountain	50%	61%	70%
Pacific	47%	38%	41%

\* Percentages are based on drivers in states with SDMO laws applicable in this scenario only.

## ***Specific Knowledge***

Drivers who responded affirmatively that their state had a law requiring drivers to take special actions when driving past such incident scenes were then asked:

***What does your state’s law require drivers to do when they’re driving past a situation like this? Check all that apply***

- *Stay in the same lane and keep driving at the same speed*
- *Move to a different lane (away from the stopped vehicle)*
- *Slow down a little (still close to or over the speed limit)*
- *Slow down a lot (well below the speed limit)*
- *Report it on your navigation app*
- *Call 911*
- *Stop and try to help*
- *Something else (specify)*

To differentiate between requiring drivers to both slow down and move over versus requiring drivers to take either action (but not necessarily both), respondents who selected both “move to a different lane” and either of the “slow down” items were then asked the following:

***Which of the following statements best describes your state’s law?***

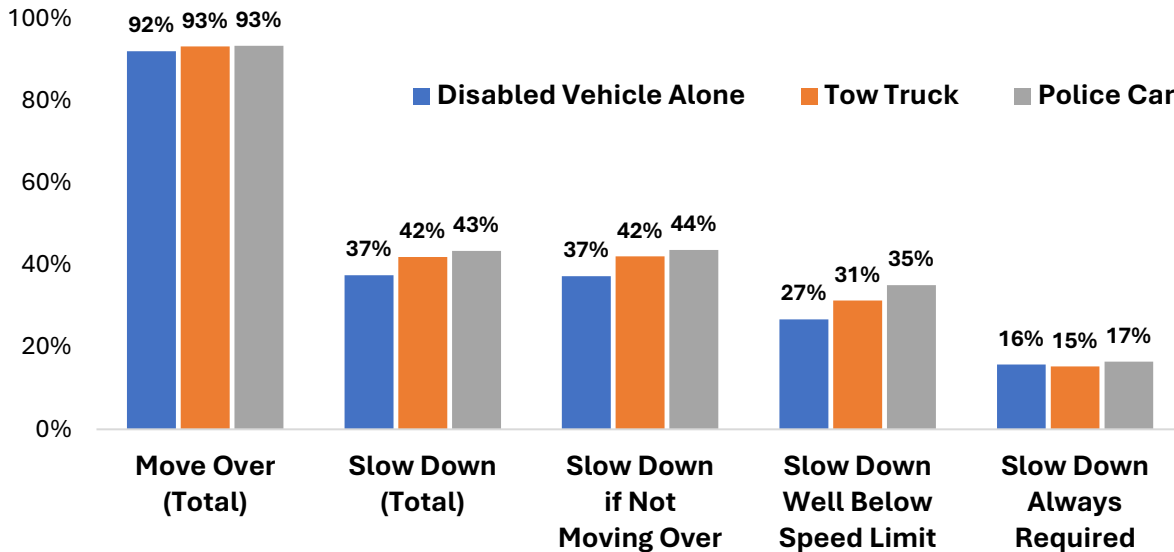
- *Drivers must slow down AND move to a different lane. (They must do both).*
- *Drivers must slow down OR move to a different lane. (Either one is OK).*
- *Drivers must move to a different lane if they can. If they can’t move to a different lane, then they must slow down.*

Throughout the report, drivers who selected the first option are referred to as “Slow Down AND Move Over.” Those who selected the second or third option are referred to collectively as “Slow Down if Not Moving Over.” Technically most states require drivers to move over if able, and to slow down if unable to move over. However, given the complexity of the language of many states’ laws (c.f., Benedick et al., 2025), the second and third items shown above were treated as equivalent and combined for analysis purposes.

Among respondents who were aware that any special actions were required, knowledge of the specific actions required was mixed. Virtually all of them were aware of requirements to move over, but awareness of the existence and details of requirements to slow down was much lower (Figure 7). Even among respondents who correctly identified that there was a requirement to move over, fewer than half knew that there was also a requirement to slow down. In states that always required drivers to slow down (i.e., even if they also moved over), awareness of that requirement was especially low. Among those who were aware that any special actions were required in a

particular scenario, knowledge of what specific actions were required did not vary greatly by vehicle type.

Figure 7. Percentage of Drivers Who Correctly Identified Specific Actions Required by Their State’s Law, Among Drivers Aware that Any Special Action Was Required



Note: Percentages based on drivers in states with the specific requirements shown. Bars labeled “Total” show percentage of respondents who reported that the relevant action was required whether alone or in combination with other actions.

More generally, the relationship between the actual requirements of the laws and respondents’ beliefs about the requirements was quite weak. Among drivers aware of the existence of any pertinent legal requirements, knowledge of any requirement to slow down only differed by 1 to 2 percentage points between states that always required slowing down versus states that required slowing down only if not moving over (Table 10). Similarly, the percentage of drivers who believed that slowing down was always required only differed by 1 to 4 percentage points between states where it actually was always required versus states where it was not. The percentages of drivers who knew that the law required slowing to a speed “well below the speed limit” differed statistically between states that required speed reductions of 10 mph or greater versus in states that required lesser or unspecified reductions, but from a practical standpoint the differences still were not large. For example, in states requiring a speed reduction of 10 mph or greater, 31% believed that the law required slowing “well below the speed limit” when passing a stopped tow truck, compared with 26% of drivers who believed the same in states requiring a lesser or unspecified speed reduction.

Knowledge of specific legal requirements was not examined in relation to driver demographics due to the extensive state-to-state variation in the specific requirements of state SDMO laws.

Table 10. Respondents' Beliefs About Actions Required by State Law in Relation to the Actual Requirements, Among Respondents Aware that Any Special Action was Required

Actual Requirements based on Respondents' State of Residence	Respondents' Beliefs About Actions Required by State Law				
	Moving Over is Required	Slowing Down Always Required	Slowing Down if not Moving Over Required	Slowing Down at Least a Little is Required	Slowing Down a Lot is Required
<b>Disabled Vehicle Alone<sup>a</sup></b>					
Slowing down is always required by law	91%	16%	22%	39%	23%
Slowing down is required if not moving over	92%	12%	25%	37%	25%
Required speed reduction of 10+ mph below speed limit	94%	11%	27%	38%	27%
Required speed reduction of <10 mph below speed limit or unspecified	91%	13%	24%	37%	24%
<b>Tow Truck</b>					
Slowing down is always required by law	93%	15%	26%	41%	27%
Slowing down is required if not moving over	93%	14%	28%	42%	28%
Required speed reduction of 10+ mph below speed limit	94%	14%	30%	44%	31%
Required speed reduction of <10 mph below speed limit or unspecified	93%	14%	26%	41%	26%
<b>Police Car</b>					
Slowing down is always required by law	94%	17%	26%	42%	28%
Slowing down is required if not moving over	93%	14%	29%	44%	30%
Required speed reduction of 10+ mph below speed limit	94%	15%	32%	47%	35%
Required speed reduction of <10 mph below speed limit or unspecified	93%	14%	27%	41%	27%

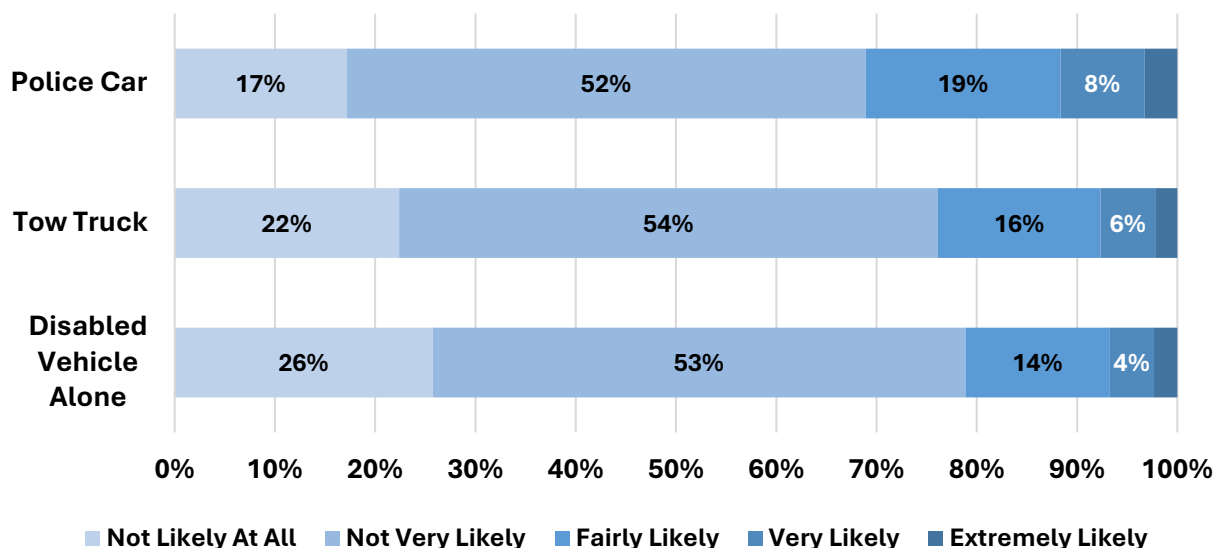
<sup>a</sup>. Based on respondents in states where law protects disabled vehicles.

### Perceived Risk of Getting Caught for Violations

Among drivers who were generally aware of laws requiring drivers to take specific actions when passing stopped vehicles on the highway, few perceived any meaningful risk of getting caught for violating these laws (Figure 8). While perceived risk of getting caught was slightly higher when passing a police car than a tow truck or a lone disabled vehicle, only 31% of drivers believed a violator was at least “fairly likely” to be caught even when passing a stopped police car. Only 24% believed a driver was at least

fairly likely to be caught for not taking the required actions when passing a stopped tow truck. In states where laws protected disabled passenger vehicles as well, only 21% of drivers who were aware of these laws believed that violators were at least fairly likely to be caught.

*Figure 8. Perceived Likelihood of Getting Caught for Failing to Take Required Actions When Passing a Stopped Vehicle, Among Drivers Aware that Special Actions Were Required*

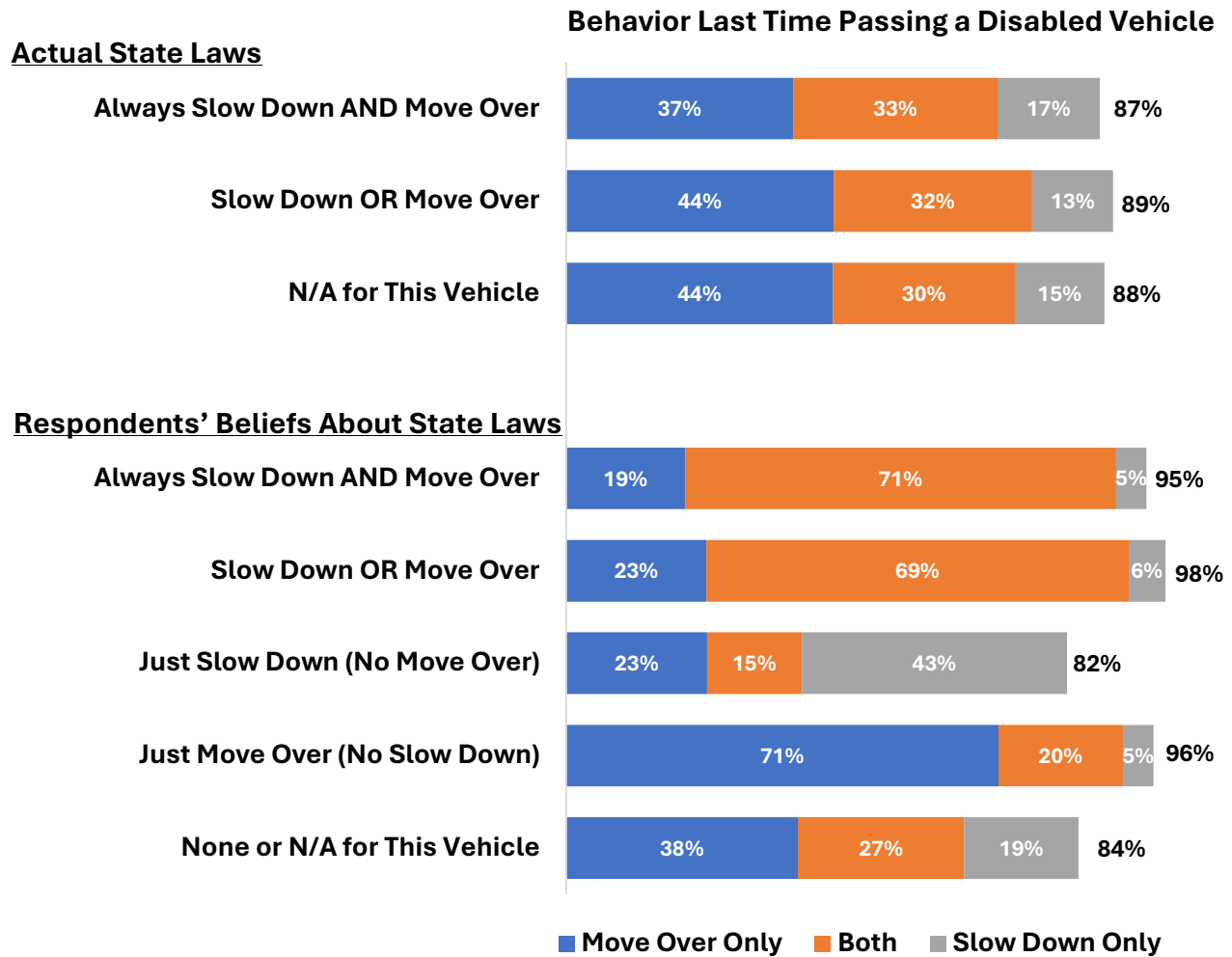


*Note: Data for “Disabled Vehicle Alone” based on respondents in 28 states with applicable laws.*

### Behaviors and Attitudes in Relation to State Laws

When respondents’ self-reported behavior in a recent Slow Down Move Over-relevant scenario was examined in relation to state laws, very little relationship was observed. The top panel of Figure 9 shows drivers’ self-reported actions last time they passed a disabled vehicle stopped alone on the shoulder of the highway, in relation to the actual law in the respondent’s state. Variations in self-reported behavior in relation to differences in state laws were statistically non-significant and practically negligible. In states where drivers were always required to both slow down and move over, 33% of drivers reported both slowing down and moving over as required, and 87% reported taking one or both actions. In states that required drivers to move over if able, and slow down only if not moving over, a similar 32% of drivers took both actions and 89% took at least one relevant action. In states where the SDMO law does not apply to a disabled vehicle alone on the roadside with no incident responders present, 30% still took both actions and 88% took at least one.

Figure 9. Self-Reported Behavior Last Time Passing a Disabled Vehicle Stopped on the Shoulder of the Highway, in Relation to Actual State Laws (top) and Respondents' Beliefs About State Laws (bottom)



Note: Move Over Only + Both = Total Move Over; Both + Slow Down Only = Total Slow Down

In contrast, drivers' self-reported actions were strongly related to the actions they *believed* the law required. Among drivers who believed the law always required slowing down in addition to moving over, 71% of drivers reported taking both actions and 95% reported taking at least one of those actions the last time they passed a disabled vehicle on the highway (Figure 9, bottom). Responses were similar among drivers who believed the law required drivers to either slow down or move over. Among drivers who believed the law only required slowing down (note this was fewer than 3% of all drivers), far fewer drivers reported taking both actions, but more reported only slowing down. Among drivers who believed the law only required moving over (24% of all drivers), 91% reported moving over alone or in combination with slowing down—on par with those who believed the law required slowing down always or if not moving over. However, only 25% reported slowing down at all, alone or in combination with moving over,

making this group by far the least likely to report slowing down. Among drivers who did not believe that any requirement to slow down or move over applied in this situation, 84% still reported taking at least one of those actions and 27% reported doing both. Of this group who were unaware of any applicable law, 46% reported slowing down alone or in combination with moving over, nearly twice as many as among those who believed the law only required moving over. Absolute percentages differed, but patterns were similar, when examining driver behaviors in relation to laws pertaining to situations involving tow trucks and law enforcement vehicles as well (Table 11).

Table 11. Self-Reported Behavior When Passing Stopped Vehicles on Highway Shoulder in Relation to Type of Stopped Vehicle, Actual State Laws, and Beliefs About State Laws

	Self-Reported Behavior			
	Move Over (Total)	Slow Down (Total)	Move Over <u>AND</u> Slow Down	Move Over <u>OR</u> Slow Down
<b>Disabled Vehicle Alone</b>				
<b>Actions Actually Required by State Law:</b>				
Always slow down <u>AND</u> move over	71%	50%	33%	87%
Move over <u>OR</u> slow down	76%	46%	32%	89%
N/A for this vehicle type	73%	44%	30%	88%
<b>Respondent's Beliefs About Actions Required by Law:</b>				
Always slow down <u>AND</u> move over	90%	75%	71%	95%
Move over <u>OR</u> slow down	92%	75%	69%	98%
Just slow down (no move over)	39%	59%	15%	82%
Just move over (no slow down)	91%	25%	20%	96%
Neither action required	65%	46%	27%	84%
<b>Tow Truck</b>				
<b>Actions Actually Required by State Law:</b>				
Always slow down <u>AND</u> move over	84%	47%	38%	93%
Move over <u>OR</u> slow down	85%	45%	36%	95%
<b>Respondent's Beliefs About Actions Required by Law:</b>				
Always slow down <u>AND</u> move over	95%	84%	81%	98%
Move over <u>OR</u> slow down	96%	75%	72%	99%
Just slow down (no move over)	40%	68%	20%	89%
Just move over (no slow down)	95%	24%	21%	98%
Neither action required	75%	45%	29%	90%
<b>Police Car</b>				
<b>Actions Actually Required by State Law:</b>				
Always slow down <u>AND</u> move over	85%	49%	39%	95%
Move over <u>OR</u> slow down	84%	47%	37%	94%
<b>Respondent's Beliefs About Actions Required by Law:</b>				
Always slow down <u>AND</u> move over	96%	84%	81%	99%
Move over <u>OR</u> slow down	97%	76%	73%	100%
Just slow down (no move over)	48%	69%	23%	94%
Just move over (no slow down)	96%	24%	21%	98%
Neither action required	67%	48%	28%	87%

Columns labeled "Total" show percentage of respondents who reported taking the relevant action alone or in combination with other actions.

As with self-reported behavior, no major differences were observed when examining respondents' beliefs about what other drivers *should* do in relation to actual state laws. However, beliefs were strongly associated with what respondents believed their state's law required (Table 12). As with self-reported behavior, a similar pattern was again observed wherein drivers who believed the law only required moving over (and did not require any speed reduction) were by far the least likely to believe that drivers should slow down in these situations. Even drivers who did not believe that either action was required by law were much more likely to say that drivers should slow down, compared with those who believed that the law only required moving over.

Table 12. Opinions About What Other Drivers Should Do When Passing Stopped Vehicles on Highway Shoulder in Relation to Type of Stopped Vehicle, Actual State Laws, and Beliefs About State Laws

	What Other Drivers Should Do			
	Move Over (Total)	Slow Down (Total)	Move Over <u>AND</u> Slow Down	Move Over <u>OR</u> Slow Down
<b>Disabled Vehicle Alone</b>				
<b>Actions Actually Required by State Law:</b>				
Always slow down <u>AND</u> move over	79%	50%	35%	90%
Move over <u>OR</u> slow down	80%	48%	36%	91%
N/a for this vehicle type	78%	48%	35%	89%
<b>Respondent's Beliefs About Actions Required by Law:</b>				
Always slow down <u>AND</u> move over	95%	91%	85%	99%
Move over <u>OR</u> slow down	98%	88%	82%	99%
Just slow down (no move over)	37%	71%	29%	86%
Just move over (no slow down)	94%	24%	22%	96%
Neither action required	71%	48%	31%	85%
<b>Tow Truck</b>				
<b>Actions Actually Required by State Law:</b>				
Always slow down <u>AND</u> move over	86%	50%	42%	94%
Move over <u>OR</u> slow down	86%	50%	42%	94%
<b>Respondent's Beliefs About Actions Required by Law:</b>				
Always slow down <u>AND</u> move over	97%	94%	90%	99%
Move over <u>OR</u> slow down	98%	87%	83%	100%
Just slow down (no move over)	34%	75%	30%	89%
Just move over (no slow down)	97%	24%	23%	98%
Neither action required	75%	48%	35%	88%
<b>Police Car</b>				
<b>Actions Actually Required by State Law:</b>				
Always slow down <u>AND</u> move over	87%	52%	44%	94%
Move over <u>OR</u> slow down	86%	50%	42%	94%
<b>Respondent's Beliefs About Actions Required by Law:</b>				
Always slow down <u>AND</u> move over	98%	94%	90%	100%
Move over <u>OR</u> slow down	98%	88%	85%	100%
Just slow down (no move over)	48%	71%	34%	90%
Just move over (no slow down)	96%	24%	23%	98%
Neither action required	69%	47%	31%	85%

Columns labeled "Total" show percentage of respondents who reported taking the relevant action alone or in combination with other actions.

## Stated Reasons for Not Slowing Down or Moving Over

Drivers who reported that they neither slowed down nor moved over the last time they passed a stopped disabled vehicle, tow truck, or police car on the shoulder of the highway were prompted to recall the situation and asked why they did not slow down or move over.

***Earlier we asked you about a time when you were driving past a vehicle stopped on the side of the highway. You said you stayed in the same lane and kept driving at the same speed. Please think about that time. If you happen to remember, why didn't you move to a different lane? Check all that apply***

- *I just didn't think of it at the time*
- *Things seemed safe enough without moving to a different lane*
- *I didn't have room to move over because of other traffic*
- *I didn't notice the stopped vehicle until it was too late*
- *I wasn't in the lane right beside the stopped vehicle*
- *I was driving slowly*
- *Another reason (specify)*
- *I don't remember*

***Still thinking about the same time, if you happen to remember, why didn't you slow down? Check all that apply***

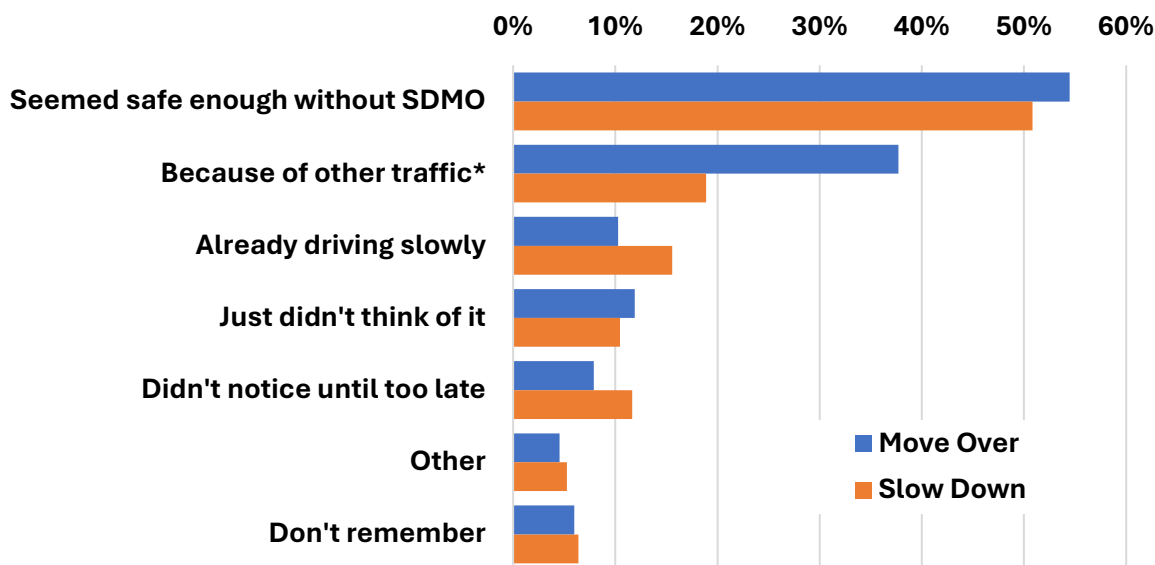
- *I just didn't think of it at the time*
- *Things seemed safe enough without slowing down*
- *I was concerned about getting rear-ended*
- *I didn't notice the stopped vehicle until it was too late*
- *I was already driving slowly*
- *I wasn't in the lane right beside the stopped vehicle*
- *Another reason (specify)*
- *I don't remember*

Responses are summarized in Figure 10 below. (Note: A small number of respondents indicated the reason they did not slow down or move over was because they were not in the lane adjacent to the stopped vehicle; those respondents were excluded from this analysis.)

The most common reason cited by respondents was that things seemed safe enough without moving over or slowing down: 54% cited this as a reason for not moving over and 51% as a reason for not slowing down. The next most common reason cited was because of other traffic: 38% of respondents who neither slowed down nor moved over indicated that they did not move over because other traffic did not give them room to do so, and 19% said they did not slow down because they were concerned about getting rear-ended. Other reasons, including that they were already driving slowly, did not think

of slowing down or moving over, or did not notice the situation until it was too late, were cited much less frequently.

Figure 10. Self-Reported Reasons for Not Moving Over or Slowing Down Last Time They Passed a Stopped Disabled Vehicle, Tow Truck, or Police Car on the Highway Shoulder



Note: Based on N=398 respondents who indicated they neither slowed down nor moved over in at least one of the three scenarios shown. Respondents who said they were not in the lane adjacent to the stopped vehicle were excluded. Multiple responses were allowed.

\* Includes both “didn’t have room to move over because of other traffic” and “concerned about getting rear-ended.”

When reasons for neither slowing down nor moving over were analyzed together, the role of other traffic was reduced somewhat. While 38% of drivers cited other traffic as a reason for not moving over, only a minority of them also cited concern about getting rear-ended as their reason for not slowing down. In total, among all respondents who reported having neither slowed down nor moved over in at least one of the three scenarios shown in the survey, only 11% indicated that other traffic precluded both slowing down and moving over. In a substantial majority of cases drivers said that they felt safe enough and apparently perceived no need to slow down or move over.

### Public Support for SDMO Laws

After responding to the preceding questions regarding driver behavior and legal requirements in specific situations, SDMO laws were explained to respondents as follows:

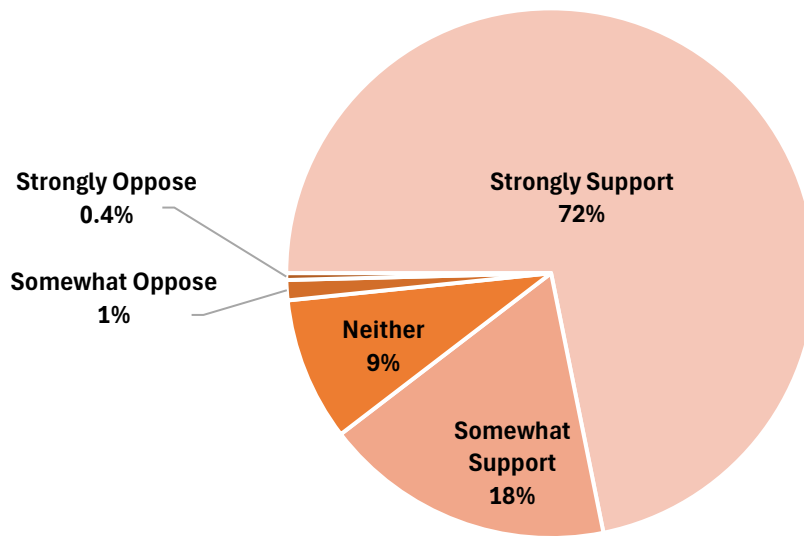
*Many states have **Slow Down, Move Over laws**. These laws require drivers to slow down or move to a different lane when emergency vehicles, tow trucks, or other vehicles are stopped on the side of the road. The details of the laws are different in different states.*

Respondents were then asked whether they had heard of SDMO laws before. Two-thirds of drivers said they had heard of these laws, 16% said they had not, and 17% said that they were not sure. Respondents were then asked the following question:

***Regardless of the law in your state, do you personally support or oppose a law that requires drivers to slow down or move over when emergency vehicles, tow trucks, or other vehicles are stopped on the side of the road?***

Fully 90% of drivers expressed support for these laws, and fewer than 2% opposed them (Figure 11).

Figure 11. Support for SDMO Laws Following a Brief Explanation



### Where Drivers Learned About SDMO Laws

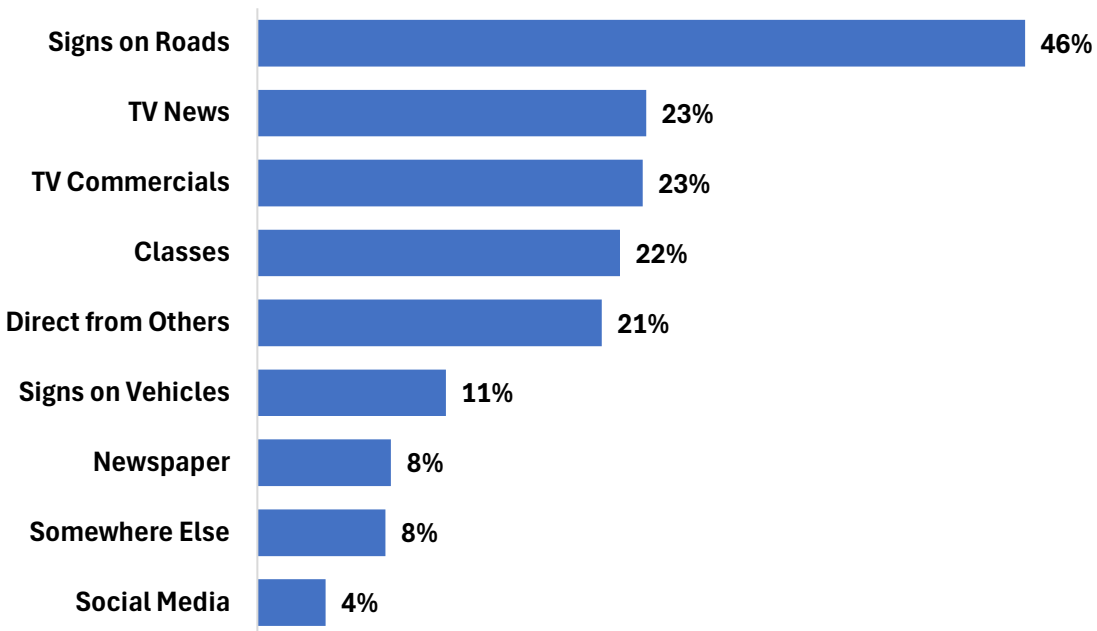
Drivers who reported having heard of SDMO laws were asked:

***Where do you remember hearing about a Slow Down, Move Over law?***  
*Check all that apply*

- *TV news*
- *TV commercials*
- *Newspaper (print or online)*
- *Signs on the road*
- *Signs on vehicles*
- *A class (example: driver education)*
- *Directly from other people (friends, family, etc.)*
- *Social media (specify)*
- *Somewhere else (specify)*

Responses are shown in Figure 12. Signs on roads were the source cited by far the most frequently, followed by television news and commercials, classes (e.g., driver education), and directly from other people. Few respondents recalled having heard about SDMO laws from signs on vehicles, the newspaper, or social media. Eight percent of respondents reported having heard of SDMO laws from other sources. (Responses are not mutually exclusive—a person could have heard about SDMO laws from multiple sources.)

*Figure 12. Percent of Drivers Who Recalled Having Heard About Slow Down, Move Over Laws from Various Sources, Among Drivers Who Had Heard of Them*



## ***Potential Channels to Educate Motorists***

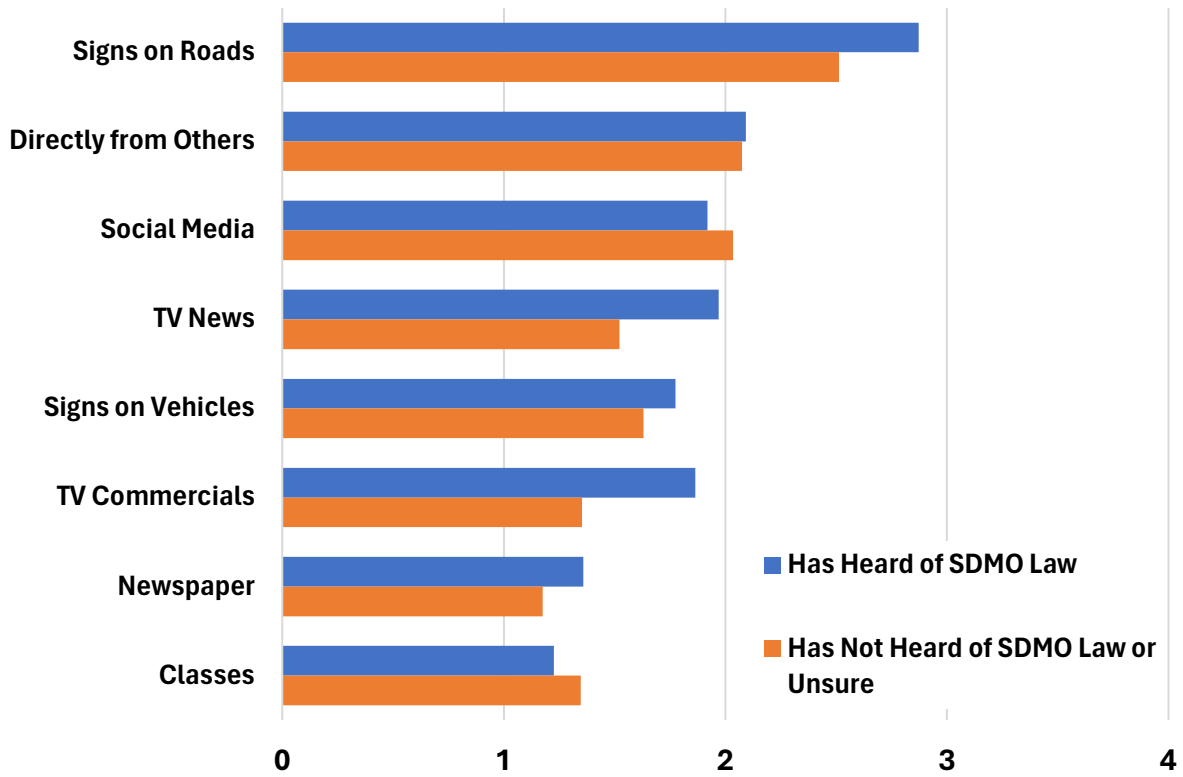
All drivers, regardless of awareness of SDMO laws, were asked where they believe they would be likely to learn about a hypothetical new traffic law.

***Imagine there is a new traffic law in your state. There is information about it in all of the following places. How likely are you, personally, to hear about it from each one? Check all that apply***

- *TV news*
- *TV commercials*
- *Newspaper (print or online)*
- *Signs on the road*
- *Signs on vehicles*
- *A class (example: driver education)*
- *Directly from other people (friends, family, etc.)*
- *Social media (specify)*
- *Somewhere else (specify)*

Figure 13 shows responses in relation to whether the respondent recalled having ever heard of a SDMO law. Results show some similarities relative to where people who had heard of SDMO laws recalled having heard about them (shown in Figure 12). In both cases, signs on roads were rated highest by far, and newspapers were rated among the lowest. There were also major differences, however. While social media was ranked lowest with respect to the percentage of drivers who recalled having heard about SDMO laws, it was rated much higher in terms of where drivers believed they would be likely to learn about a new law. And while more than one in five drivers reported having heard about SDMO laws from classes such as driver education, participants rated their likelihood of learning about new laws from classes lower than any other source. Interestingly, those who had not heard of SDMO laws rated their likelihood of learning of a new traffic law from television news or commercials much lower than drivers who had heard of these laws, and they also rated social media somewhat higher.

Figure 13. Drivers' Self-Rated Likelihood of Learning of New Traffic Law from Various Sources in Relation to Having Heard of Slow Down, Move Over Laws



Note: Ratings summarized as weighted means (0 = "Not Likely at All" to 4 = "Extremely Likely")

## Discussion

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This survey sought to measure knowledge of SDMO laws and related driving behaviors in a representative sample of drivers. Results provide many important insights.

### Driver Behavior

The vast majority of drivers reported that they slowed down or moved over the last time they encountered a disabled vehicle or a stopped tow truck or police car on the shoulder of the highway. Self-reported moving over was much more common than slowing down. Taking both actions and slowing well below the speed limit were both considerably less common.

When self-reported behavior was examined in relation to demographic characteristics, differences in relation to educational attainment, CDL status, and region were notable. While drivers with higher levels of education were slightly more likely than drivers with lower educational attainment to report slowing down or moving over, they were much more likely than those with lower educational attainment to report both slowing down and moving over (though the behavior was still uncommon even among those with the highest levels of education).

Interestingly, drivers with commercial driver's licenses were slightly *less* likely than non-CDL holders to report slowing down or moving over, and much less likely than non-CDL holders to report taking both actions. The reasons for this are unclear. CDL holders were much more likely than non-CDL holders to be aware of SDMO laws. It is possible that CDL holders' lower likelihood of self-reported slowing down and moving over is influenced by factors such as the large amount of time they spend driving or the difficulty associated with maneuvering a large vehicle. The number of CDL holders in the sample was not large, though, so this finding should be treated with caution and merits additional investigation.

Regional differences were also noteworthy. Drivers in the West North Central Census Division were the most likely to report slowing down or moving over in all scenarios examined, though several other regions also had high rates of self-reported slowing down or moving over. Drivers in the New England Census Division had the highest rates of self-reported slowing down and moving over for tow trucks and police. Drivers in the Pacific Census Division consistently had the lowest rates of self-reported slowing down and/or moving over by all measures examined.

While finding that a large majority of drivers report slowing down or moving over appears encouraging on its face, it should be viewed with caution. It is arguably inconsistent with other survey findings and clearly is inconsistent with data collected in

other studies using other methods to estimate the prevalence of slowing down and moving over (e.g., Benedick et al., 2025).

Drivers were much less likely to say that other drivers typically slowed down or moved over when they encountered a stopped vehicle on the roadside than that they personally did so the last time they encountered a similar situation. For example, while 95% of drivers reported that they personally slowed down or moved over the last time they passed a stopped tow truck, only 56% said other drivers in the same situation slowed down or moved over more often than they continued driving in the same lane at the same speed. While the underlying survey questions were worded differently and do not prove conclusively that survey respondents over-reported their own SDMO behavior (or under-reported that of others), the magnitude of the discrepancy is striking. At the individual level, any given driver may have acted differently than usual the last time they encountered a stopped vehicle on the shoulder. However, in aggregate, the actions taken by each member of a large representative sample of drivers the last time they passed a stopped vehicle should provide at least a reasonable approximation of the relative frequencies of those actions at the population level. If 95% of U.S. drivers truly slowed down and/or moved over the last time they passed a stopped tow truck, it seems the proportion of them who perceive that other drivers slow down or move over more often than they continue driving in the same lane at the same speed would have been considerably higher than the 56% that was reported.

There are many possible reasons why respondents may have overreported their own SDMO behavior. Some drivers who typically slow down or move over may have simply forgotten that they did not do so the last time they passed a stopped vehicle, perhaps due to unusual circumstances. Some drivers may have failed to notice the last stopped vehicle that they passed, in which case they would be unaware that they had passed it without slowing down or moving over. Some respondents may have exaggerated their own behavior to cast themselves in a more positive light; so-called “social desirability bias” is well-documented in survey research (Edwards, 1957). It is also possible that drivers under-reported how often other drivers slow down or move over. For instance, one may see situations frequently where not all drivers slow down or move over. Some respondents may have conflated the frequency with which they see such situations with the frequency of the behavior itself.

Comparison of the survey responses to data collected using different methodologies also supports the notion that drivers in the current study likely over-reported their own slowing down and moving over. Benedick et al. (2025) examined video from several state DOTs to quantify the proportion of drivers observed slowing down or moving over among a convenience sample of over 12,000 drivers passing over 100 incident scenes across 12 states. Benedick et al. reported that 66% of drivers slowed down and/or moved when passing a stopped police vehicle on the shoulder of the highway, and 58% did so when passing a stopped tow truck. While these findings are not

strictly comparable to those of the current survey due to methodological differences, it nonetheless seems likely that respondents in the current survey over-reported their own slowing down and moving over to at least some degree. It is also interesting to note that the proportions of drivers that Benedick et al. observed slowing down or moving over when passing police or tow vehicles were both very similar to the proportions of respondents in the current survey who said that most other drivers slow down or move over in the corresponding situations. It is possible that respondents' appraisals of the behaviors of other drivers, in aggregate, may reflect the prevalences of slowing down and moving over more accurately than do drivers' self-reports of their own behaviors.

### **Awareness of SDMO Laws**

The survey also produced many important findings related to awareness and knowledge of SDMO laws. Only two-thirds of drivers said their state's law required drivers to take "any special action" when passing a stopped police car on the shoulder of the highway, only 58% said the same for tow trucks, and in both cases, even fewer were confident of it. In reality, every U.S. state has a law requiring drivers to slow down and/or move over in these situations. In states where laws protect all stopped/disabled vehicles even if there are no incident responders present, fewer than half of drivers were aware of it. Interestingly, while overall awareness of these laws was low, it was roughly 10 percentage points higher—across all three vehicle types examined—in states whose SDMO laws applied to all stopped vehicles than in states where the law only protects specific vehicles. Most SDMO laws protecting all stopped vehicles were enacted within the past few years, thus although speculative, publicity surrounding the changes in these laws may have had the benefit of raising awareness of the SDMO law more generally.

Among drivers aware of the existence of any applicable laws and aware that they applied for a specific type of vehicle, virtually all drivers knew that the law required moving over, but fewer than half were aware of requirements to slow down. In states with more specific speed reduction requirements, awareness of these requirements was especially low. For example, in states that always require drivers to slow down (i.e., even if they also move over), fewer than one in five drivers who were generally aware of the existence of an applicable law knew that the law always required slowing down.

Drivers' broad lack of awareness of requirements to slow down may be a particular safety concern. All state SDMO laws contain some requirement to slow down, either in all cases or at least if unable to move over. Sometimes practical considerations preclude moving over, either because other traffic does not leave enough space to move over, or in some instances because there may not be another lane to move over into. Reducing speed is critical in these cases, yet both self-report data from the current survey and observational video data reported previously by Benedick et al. (2025) indicate that most drivers do not do so. Perhaps most concerning, drivers who were

aware of the existence of a law applicable to the situation in general—but believed incorrectly that it only required moving over—were especially unlikely to report slowing down themselves or even to say that other drivers should do so. In fact, drivers who were completely unaware of the existence of any applicable law were nearly twice as likely to report slowing down and to say that others should do so, compared to those who were generally aware of the law but believed it only required moving over. This highlights the importance of educating motorists about the “slow down” component of the law, and suggests that the common use of “Move Over Law” in place of “Slow Down Move Over Law” may have unintended consequences.

It is clear that more effort is required to educate motorists about the existence as well as the specific requirements of SDMO laws. When drivers were queried about where they had heard of SDMO laws and/or where they would be likely to learn about new traffic laws in general, signs on roads were by far the most commonly cited source, highlighting their value for reaching the target audience for such messaging, i.e., drivers. While all other channels were rated much lower, there were some interesting differences between where drivers recalled having heard about SDMO laws versus where they believed they were likely to learn of hypothetical new traffic laws. For example, among drivers who knew about SDMO laws, few recalled having heard about them on social media. In contrast, social media ranked considerably higher as a likely source of information for learning about future changes in laws. It is unclear from these results whether social media is a potentially valuable communication channel but is currently underutilized (plausibly explaining its low rating as a place where respondents had heard about SDMO laws), or if perhaps drivers overestimate their likelihood of encountering information about traffic laws on social media. These results suggest, albeit indirectly, that social media could be a useful channel to inform drivers who are not already being reached by other more traditional channels. The vastly discrepant ratings of classes such as driver education as a source for having heard about SDMO laws (on par with television and far higher than social media) versus as a source of information about new traffic laws (lowest) is notable. This may suggest that classes are a useful channel to reach special populations at particular points in time (e.g., new drivers seeking their first license, or potentially drivers enrolled in driver improvement courses), but should not be relied on heavily to communicate new laws to drivers who have already been licensed. Finally, it is important to note that even among respondents who were aware of the law, fewer than half recalled having heard about it from any single source, highlighting the importance of utilizing multiple channels to educate the public.

Among drivers who were generally aware of laws requiring drivers to take special actions when passing stopped vehicles, perceptions of enforcement were consistently low. Only one-third believed violators were at least “fairly likely” to be caught for passing a stopped police car without taking the required actions, even fewer said the same with respect to passing stopped tow trucks or disabled vehicles. Benedick

et al. (2025) found similarly low perceptions of enforcement of SDMO laws in focus groups conducted with drivers in several states; the current study confirms those findings in a large representative sample of drivers. Benedick et al. recommended that enforcement could be used as an opportunity to educate drivers about SDMO laws, the rationale for them, and the importance of compliance, rather than as a punitive approach. This is especially important given the widespread lack of awareness of the existence and requirements of SDMO laws revealed in the current survey.

### **Attitudes Toward Slowing Down and Moving Over**

In contrast to the preceding, findings related to driver attitudes toward SDMO behavior and laws are more optimistic. Despite gaps in awareness and knowledge of the law, more than 90% of drivers expressed the opinion that drivers *should* move over and/or slow down when passing a disabled vehicle, tow truck, or police vehicle stopped on the side of the road. This opinion was prevalent even among drivers who were completely unaware of the existence of any law requiring any special action when passing stopped vehicles. Additionally, when SDMO laws were explained to respondents, 90% expressed support for them and only 2% expressed opposition. In addition to educating the public about the existence and details of the law itself, these findings suggest that highlighting these positive social norms may provide another productive avenue for promoting safe behavior and compliance with the law (c.f., Linkenbach & Perkins, 2005).

### **Limitations**

This research has several limitations that should be noted. First, all data are self-reported. As discussed previously, self-reported measures of drivers' own behavior may be biased. While results cannot be compared in a strict quantitative sense, comparison to what respondents report about the behavior of other drivers, as well as comparison to data reported in other studies using more objective measures such as video, collectively suggest that drivers in the current survey likely over-reported their own SDMO behavior. In the context of using surveys to track future progress in SDMO behavior, querying respondents about the behavior of other drivers may be more useful than querying them about their own behavior. First, respondents' reports of the behavior of *other drivers* are less likely to suffer from social desirability bias. Also importantly, measurement of any future improvement in self-reported SDMO behavior would likely be constrained by ceiling effects. Given that more than 90% of respondents already report slowing down or moving over, aggregate reports of drivers' observations of the behaviors of others may provide a measure that is both less biased and more sensitive to population-level changes in SDMO behavior.

In addition, the situations in which SDMO laws apply are inherently complex, and thus difficult to describe to respondents in a survey. For example, in most states, the laws

only apply to drivers in the lane adjacent to the lane or shoulder where the stopped vehicle is located, not other lanes. Additionally, on multi-lane roads, the laws generally require drivers to vacate the lane adjacent to the stopped vehicle or emergency responder, not merely “move over” to navigate around a vehicle stopped in the same lane. Details such as these are difficult to communicate concisely, especially in the context of a self-administered survey. This is why the current study showed brief videos to respondents depicting relevant scenarios and asked drivers about their behavior, applicable laws, etc., in those situations, rather than describing them verbally. A recent survey by the National Highway Traffic Safety Administration used similar methodology to assess drivers’ understanding of laws related to passing stopped school buses (Wright et al., 2024). Nonetheless, some of the inherent complexities may have still impacted efforts to measure drivers’ behavior. Difficulties measuring the frequency with which *other drivers* slow down or move over were discussed previously. This was addressed to some degree by anchoring responses relative to a common reference point; however, that also complicates the interpretation of the results.

Finally, the current survey only investigated a small number of relatively simple traffic situations in which the presence of the disabled vehicle, tow truck, or police car was designed to be obvious and the ability to move over was not constrained by other traffic. However, in reality, drivers may encounter situations where the incident scene is less salient or the traffic environment is more complex. For example, previous research has shown that a majority of roadside assistance provider fatalities occur in darkness (Tefft et al., 2024). Focus group participants discussed many nuances of traffic incidents that may influence their decisions regarding whether to slow down and/or move over (Benedick et al., 2025). Thus, even ignoring biases such as those discussed previously, results should be interpreted as drivers’ attitudes, beliefs, and behaviors regarding slowing down or moving over under ideal conditions, while actual behavior—as well as knowledge and beliefs about appropriate behavior—might differ in relation to factors not depicted in the survey.

## **Implications**

More than 2,100 people have been stuck and killed outside of disabled vehicles at the roadside from 2019 through 2023. SDMO laws are designed to protect them. Every state has some form of SDMO law. However, this research finds that awareness of these laws is not high. Many drivers are unaware that the laws even exist. Moreover, drivers’ self-reported SDMO behavior (while potentially exaggerated to some degree), as well as their beliefs about what drivers *should* do when passing stopped vehicles, were shown to be related strongly to what they *believed* the law required, but only weakly related to what the law actually requires. This suggests, albeit not definitively, that increasing awareness of SDMO laws and educating them about their specific requirements may help to increase compliance.

Regarding awareness, two in five drivers were either completely unaware of laws requiring drivers to take any special actions when passing a stopped law enforcement vehicle, or thought there may be such a law but were not confident of it. Awareness that such laws protected tow trucks was slightly lower, and awareness that they applied to ordinary cars (in states where they did) was much lower. Benedick et al. (2025) noted that many education campaigns funded by state agencies featured only law enforcement vehicles, and recommended that such campaigns should feature all applicable vehicles. This research supports that recommendation.

The current study also finds that among drivers generally aware of laws requiring drivers to take specific actions when passing stopped vehicles, knowledge that they require moving over is nearly universal, but knowledge that they also require slowing down if unable to move over was much lower. In states that always require slowing down, or require a specific magnitude of speed reduction, knowledge of those requirements was extremely low. Sometimes moving over is unsafe or impossible due to traffic or road conditions. Lack of awareness of “slow down” requirements is especially concerning, because drivers who believed incorrectly that the law only requires moving over were by far the least likely to say that they personally slow down in relevant situations or that other drivers should do so—less likely than even drivers who were unaware that any special actions were required by law. These results suggest that the common practice of referring to these laws as “Move Over Laws” for short may be counterproductive, and supports the recommendation by Benedick et al. (2025) that public education about SDMO should highlight both actions.

The current study shows that although awareness of the law is low, most motorists believe that drivers should slow down or move over when passing stopped vehicles. This finding is encouraging in itself, and could potentially be integrated into public education campaigns, as social norms have been shown to influence many aspects of behavior.

Finally, SDMO laws have been an active area for legislative changes in recent years. As states continue to strengthen their SDMO laws and stakeholders continue efforts to educate the public about their existence and importance, surveys should be conducted periodically to track public awareness, attitudes, and behaviors, and to examine the impacts of specific efforts as well. This research can serve as a baseline for such comparisons in the future.

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## Appendix. State-Specific Data

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This Appendix presents results comparing key performance indicators in individual states or groups of states to the nation as a whole.

As described previously, national-level statistics are based entirely on survey respondents from Ipsos's KnowledgePanel. For state-level analysis, however, data from KnowledgePanel were supplemented with data from opt-in survey respondents in some states to increase the statistical precision of the state-level estimates. State-level estimates are provided for the following states: Alabama, Arizona, California, Colorado, Florida, Georgia, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington, and Wisconsin. The numbers of survey responses received from residents of other states were not large enough to produce reliable state-level estimates. In states for which state-level estimates are not provided, results for their corresponding Census Divisions (included in the main body of the report, see Tables 4, 6, 7, and 9) may provide some insights into drivers' knowledge, attitudes, and behaviors in general areas of the country, albeit not at the level of the individual state.

Statistics for the nation as a whole were computed from the national-level survey sample derived entirely from the KnowledgePanel as described previously. State-level statistics reported in this Appendix were computed with respondents from each individual state weighted to be representative of the population of the individual state rather than population of the entire Census Division. In addition, in states where data from KnowledgePanel respondents were supplemented with data from opt-in survey respondents, data from opt-in respondents were also adjusted with respect to the following additional variables to align the characteristics of the opt-in sample with the characteristics of KnowledgePanel respondents: amount of time spent watching television on an average day, amount of time spent on the Internet for personal use in a typical week, frequency of using the Internet to express opinions about political and community issues, and tendency to try new products.

Tables for each state display selected summary statistics for the state based on the state-level sample and for the entire U.S. based on the national sample. State-level statistics are highlighted in **bold red** if they differ significantly at the 95% confidence level from the corresponding statistics for the entire U.S. (National-level statistics are shown for the entire U.S. for simplicity; however, tests of statistical significance compared the state-level statistic to the corresponding national-level statistic with that state excluded.)

## Alabama

Alabama law requires drivers to move over one lane, or slow down to 15 mph below the posted speed limit if unable to move over, when approaching stopped first responders, tow trucks, or other specific vehicles (but not a disabled vehicle alone).

Compared to the national average, Alabama respondents were significantly more likely to report moving over, and slowing down or moving over, the last time they encountered a disabled vehicle stopped on the highway. They were also significantly more likely than the national average to report that other drivers are likely to slow down and/or move over when passing a stopped tow truck. They were significantly more likely than the national average to correctly identify that state law requires drivers to take special actions when passing a stopped police car, but similar to the national average regarding knowledge of other details of the state law. They were more likely than the national average to believe that a violator was likely to be caught for passing a stopped tow truck without taking the required actions.

Table A-1. Selected SDMO Indicators, Comparison of Alabama versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	AL	U.S. Avg.	AL	U.S. Avg.	AL	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	<b>87%</b>	74%	85%	85%	86%	85%
Slow down (total)	38%	45%	44%	46%	41%	48%
Slow well below speed limit	19%	17%	26%	22%	24%	25%
Slow down AND move over	30%	31%	32%	36%	30%	38%
Slow down OR move over	<b>95%</b>	89%	97%	95%	97%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	45%	43%	<b>64%</b>	52%	66%	60%
Slow down (total)	37%	39%	<b>60%</b>	48%	59%	58%
Slow well below speed limit	29%	25%	<b>46%</b>	33%	47%	42%
Slow down AND move over	29%	31%	<b>51%</b>	40%	56%	50%
Slow down OR move over	49%	47%	<b>67%</b>	56%	68%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	42%	42%	62%	58%	<b>74%</b>	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	87%	90%	93%	93%	91%	93%
Slow down (total)	44%	40%	38%	42%	43%	43%
Slow well below speed limit	29%	25%	26%	28%	28%	30%
Slow down AND move over	8%	8%	15%	10%	13%	10%
Slow down OR move over	27%	25%	<b>18%</b>	28%	22%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	30%	23%	<b>37%</b>	24%	39%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	85%	79%	89%	86%	89%	86%
Slow down (total)	47%	48%	48%	50%	47%	51%
Slow well below speed limit	27%	24%	29%	28%	26%	29%
Slow down AND move over	39%	37%	40%	42%	40%	42%
Slow down OR move over	94%	90%	97%	94%	97%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Arizona

Arizona law requires drivers to move over one lane, or slow down if unable to move over, when approaching any stopped vehicle displaying warning lights.

Compared to the national average, Arizona respondents were significantly less likely to report slowing down last the time they encountered a stopped police car. They were also significantly less likely than the national average to report that other drivers slow down and/or move over when they encounter a stopped tow truck, disabled vehicle, or police car. Their awareness of the state law and knowledge of what it requires was largely similar to the national average, as were their opinions about what drivers *should* do when they encounter a disabled vehicle, tow truck, or police car stopped on the shoulder of the highway.

Table A-2. Selected SDMO Indicators, Comparison of Arizona versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	AZ	U.S. Avg.	AZ	U.S. Avg.	AZ	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	79%	74%	88%	85%	87%	85%
Slow down (total)	44%	45%	41%	46%	40%	48%
Slow well below speed limit	19%	17%	16%	22%	17%	25%
Slow down AND move over	32%	31%	35%	36%	34%	38%
Slow down OR move over	91%	89%	94%	95%	93%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	32%	43%	43%	52%	53%	60%
Slow down (total)	32%	39%	38%	48%	45%	58%
Slow well below speed limit	19%	25%	25%	33%	32%	42%
Slow down AND move over	20%	31%	29%	40%	39%	50%
Slow down OR move over	39%	47%	48%	56%	53%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	41%	42%	58%	58%	65%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	88%	90%	95%	93%	94%	93%
Slow down (total)	33%	40%	35%	42%	38%	43%
Slow well below speed limit	23%	25%	20%	28%	21%	30%
Slow down AND move over	4%	8%	5%	10%	5%	10%
Slow down OR move over	26%	25%	27%	28%	29%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	17%	23%	19%	24%	25%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	79%	79%	87%	86%	87%	86%
Slow down (total)	47%	48%	47%	50%	50%	51%
Slow well below speed limit	19%	24%	24%	28%	27%	29%
Slow down AND move over	37%	37%	41%	42%	43%	42%
Slow down OR move over	89%	90%	93%	94%	95%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## California

At the time of the survey, California law required drivers to move over one lane, or slow down if unable to move over, when approaching a stopped first responder, tow truck, or other specific vehicles. The law was extended to all stopped vehicles after the survey in January 2026.

Compared to the national average, California respondents reported significantly lower rates of moving over, and of slowing down and/or moving over, in all three scenarios examined. They were also significantly less likely than the national average to report that other drivers were likely to slow down and/or move over in these situations, and less likely than the national average to say that other drivers should slow down and/or move over in these situations. Their awareness that state law required any special action in these situations was also significantly lower than the national average.

Table A-3. Selected SDMO Indicators, Comparison of California versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	CA	U.S. Avg.	CA	U.S. Avg.	CA	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	51%	74%	68%	85%	63%	85%
Slow down (total)	48%	45%	46%	46%	47%	48%
Slow well below speed limit	14%	17%	17%	22%	17%	25%
Slow down AND move over	21%	31%	26%	36%	26%	38%
Slow down OR move over	78%	89%	88%	95%	84%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	29%	43%	36%	52%	39%	60%
Slow down (total)	26%	39%	34%	48%	40%	58%
Slow well below speed limit	16%	25%	23%	33%	26%	42%
Slow down AND move over	20%	31%	22%	40%	31%	50%
Slow down OR move over	34%	47%	43%	56%	47%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	26%	42%	35%	58%	36%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	80%	90%	81%	93%	85%	93%
Slow down (total)	50%	40%	52%	42%	49%	43%
Slow well below speed limit	26%	25%	31%	28%	29%	30%
Slow down AND move over	9%	8%	8%	10%	6%	10%
Slow down OR move over	25%	25%	30%	28%	31%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	26%	23%	22%	24%	22%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	63%	79%	69%	86%	69%	86%
Slow down (total)	46%	48%	50%	50%	48%	51%
Slow well below speed limit	17%	24%	23%	28%	22%	29%
Slow down AND move over	29%	37%	32%	42%	31%	42%
Slow down OR move over	81%	90%	87%	94%	86%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Colorado

Colorado law requires drivers to move over one lane, or slow down to 20 mph below the speed limit if unable to move over, when approaching any stopped vehicle displaying warning lights. (The speed reduction requirement differs slightly on some lower-speed roads.)

Colorado respondents were far more likely than the national average to be aware that state law requires drivers to take special actions when passing a disabled vehicle or a stopped tow truck or police car on the shoulder of the highway. They were also significantly more likely than the national average to say that a driver *should* slow down or move over when passing a disabled vehicle. Colorado respondents were generally similar to the national average on most other measures.

Table A-4. Selected SDMO Indicators, Comparison of Colorado versus National Average

	Disabled Vehicle		Tow Truck		Police Car		
	CO	U.S. Avg.	CO	U.S. Avg.	CO	U.S. Avg.	
<b>What Drivers Say They Did Last Time in This Situation</b>							
Move over (total)	77%	74%	88%	85%	85%	85%	
Slow down (total)	45%	45%	49%	46%	49%	48%	
Slow well below speed limit	21%	17%	26%	22%	26%	25%	
Slow down AND move over	35%	31%	42%	36%	41%	38%	
Slow down OR move over	87%	89%	94%	95%	93%	95%	
<b>What Drivers Say Most Other Drivers Do</b>							
Move over (total)	45%	43%	52%	52%	62%	60%	
Slow down (total)	42%	39%	48%	48%	58%	58%	
Slow well below speed limit	22%	25%	33%	33%	41%	42%	
Slow down AND move over	31%	31%	41%	40%	50%	50%	
Slow down OR move over	52%	47%	56%	56%	66%	64%	
<b>General Awareness of Laws Requiring Special Actions</b>							
Believes state law applies to this situation	<b>63%</b>	42%	<b>70%</b>	58%	<b>79%</b>	66%	
<b>What Specific Actions Drivers Believe the Law Requires*</b>							
Move over (total)	94%	90%	92%	93%	94%	93%	
Slow down (total)	43%	40%	44%	42%	48%	43%	
Slow well below speed limit	33%	25%	31%	28%	33%	30%	
Slow down AND move over	6%	8%	12%	10%	11%	10%	
Slow down OR move over	33%	25%	28%	28%	33%	29%	
<b>Perceived Likelihood of Getting Caught for Violation*</b>							
Fairly / very / extremely likely	21%	23%	21%	24%	33%	31%	
<b>What Drivers Say Other Drivers Should Do</b>							
Move over (total)	85%	79%	88%	86%	88%	86%	
Slow down (total)	50%	48%	52%	50%	51%	51%	
Slow well below speed limit	30%	24%	30%	28%	35%	29%	
Slow down AND move over	41%	37%	46%	42%	46%	42%	
Slow down OR move over	<b>94%</b>	90%	93%	94%	94%	94%	

\*Among respondents who believe state law requiring special actions applies in this situation.

## Florida

Florida law requires drivers to move over one lane, or slow down to 20 mph below the speed limit if unable to move over, when approaching any stopped vehicle displaying warning lights. (The speed reduction requirement differs slightly on some lower-speed roads.)

Florida respondents were far more likely than the national average to be aware that state law requires drivers to take special actions when passing a disabled vehicle, a stopped tow truck, or police car on the shoulder of the highway. They were also significantly more likely than the national average to say that a driver was likely to be caught for passing a stopped tow truck without taking the required actions. In contrast, they were less likely than the national average to report slowing down, alone or in conjunction with moving over, the last time they passed a stopped police car on the highway. Florida respondents were similar to the national average on most other measures.

Table A-5. Selected SDMO Indicators, Comparison of Florida versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	FL	U.S. Avg.	FL	U.S. Avg.	FL	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	72%	74%	87%	85%	88%	85%
Slow down (total)	40%	45%	40%	46%	40%	48%
Slow well below speed limit	17%	17%	22%	22%	21%	25%
Slow down AND move over	26%	31%	31%	36%	31%	38%
Slow down OR move over	86%	89%	96%	95%	96%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	42%	43%	53%	52%	61%	60%
Slow down (total)	39%	39%	46%	48%	61%	58%
Slow well below speed limit	26%	25%	36%	33%	46%	42%
Slow down AND move over	31%	31%	41%	40%	55%	50%
Slow down OR move over	46%	47%	56%	56%	63%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	54%	42%	73%	58%	77%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	92%	90%	94%	93%	95%	93%
Slow down (total)	34%	40%	40%	42%	40%	43%
Slow well below speed limit	25%	25%	26%	28%	30%	30%
Slow down AND move over	3%	8%	9%	10%	8%	10%
Slow down OR move over	25%	25%	26%	28%	29%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	26%	23%	32%	24%	34%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	76%	79%	86%	86%	85%	86%
Slow down (total)	45%	48%	44%	50%	46%	51%
Slow well below speed limit	27%	24%	25%	28%	28%	29%
Slow down AND move over	32%	37%	36%	42%	38%	42%
Slow down OR move over	89%	90%	94%	94%	93%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Georgia

Georgia law requires drivers to make a lane change, or slow down if unable to move over, when approaching a stopped first responder, tow truck, or other specific vehicles (but not a disabled vehicle alone).

Georgia respondents were significantly less likely than the national average to report slowing down in each of the three scenarios examined, and were also less likely to say that other drivers should slow down when passing a disabled vehicle or tow truck. While Georgia respondents' awareness of the existence of special requirements was comparable to the national average, they were significantly less likely to be aware of requirements to slow down when passing a stopped tow truck. In contrast, those who were aware of the law were significantly more likely than the national average to say that drivers were likely to be caught if they failed to take the required actions.

Table A-6. Selected SDMO Indicators, Comparison of Georgia versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	GA	U.S. Avg.	GA	U.S. Avg.	GA	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	75%	74%	85%	85%	85%	85%
Slow down (total)	<b>36%</b>	45%	<b>35%</b>	46%	<b>39%</b>	48%
Slow well below speed limit	14%	17%	20%	22%	29%	25%
Slow down AND move over	26%	31%	<b>26%</b>	36%	31%	38%
Slow down OR move over	85%	89%	93%	95%	94%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	37%	43%	54%	52%	<b>52%</b>	60%
Slow down (total)	38%	39%	51%	48%	54%	58%
Slow well below speed limit	27%	25%	36%	33%	40%	42%
Slow down AND move over	29%	31%	42%	40%	47%	50%
Slow down OR move over	42%	47%	58%	56%	57%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	45%	42%	64%	58%	73%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	86%	90%	89%	93%	91%	93%
Slow down (total)	39%	40%	<b>31%</b>	42%	37%	43%
Slow well below speed limit	20%	25%	<b>18%</b>	28%	25%	30%
Slow down AND move over	14%	8%	<b>5%</b>	10%	7%	10%
Slow down OR move over	<b>13%</b>	25%	21%	28%	25%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	<b>36%</b>	23%	<b>42%</b>	24%	<b>46%</b>	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	77%	79%	83%	86%	87%	86%
Slow down (total)	<b>38%</b>	48%	<b>42%</b>	50%	43%	51%
Slow well below speed limit	22%	24%	26%	28%	27%	29%
Slow down AND move over	30%	37%	<b>32%</b>	42%	36%	42%
Slow down OR move over	<b>85%</b>	90%	94%	94%	94%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Maryland

Maryland law requires drivers to make a lane change, or slow down if unable to move over, when approaching any stopped vehicle displaying warning lights.

Drivers in Maryland were significantly less likely than drivers nationally to say that they personally moved over, or that they slowed down or moved over, the last time they passed a disabled vehicle, a stopped tow truck, or police car on the shoulder of the highway. They were also significantly less likely than drivers nationally to say that drivers should move over, or slow down or move over, in these scenarios. They were also significantly less likely than drivers nationally to say that most other drivers move over, or slow down and/or move over, when passing stopped tow trucks. Their awareness of applicable laws and perceptions of the likelihood of getting caught for violating them were comparable to the national average.

Table A-7. Selected SDMO Indicators, Comparison of Maryland vs. National Average

	Disabled Vehicle		Tow Truck		Police Car	
	MD	U.S. Avg.	MD	U.S. Avg.	MD	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	58%	74%	77%	85%	74%	85%
Slow down (total)	52%	45%	44%	46%	49%	48%
Slow well below speed limit	21%	17%	21%	22%	24%	25%
Slow down AND move over	28%	31%	31%	36%	34%	38%
Slow down OR move over	82%	89%	89%	95%	89%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	37%	43%	39%	52%	59%	60%
Slow down (total)	35%	39%	40%	48%	57%	58%
Slow well below speed limit	26%	25%	27%	33%	40%	42%
Slow down AND move over	26%	31%	28%	40%	51%	50%
Slow down OR move over	41%	47%	47%	56%	62%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	41%	42%	54%	58%	67%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	82%	90%	89%	93%	89%	93%
Slow down (total)	43%	40%	40%	42%	44%	43%
Slow well below speed limit	28%	25%	29%	28%	31%	30%
Slow down AND move over	9%	8%	9%	10%	12%	10%
Slow down OR move over	24%	25%	28%	28%	27%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	30%	23%	28%	24%	27%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	65%	79%	75%	86%	70%	86%
Slow down (total)	52%	48%	50%	50%	56%	51%
Slow well below speed limit	23%	24%	26%	28%	29%	29%
Slow down AND move over	36%	37%	41%	42%	38%	42%
Slow down OR move over	81%	90%	84%	94%	88%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Massachusetts

Massachusetts law requires drivers to both make a lane change and reduce speed, when approaching a stopped first responder, tow truck, or other specific vehicles (but not a disabled vehicle alone).

Massachusetts respondents were significantly more likely than the national average to report that they both slowed down and moved over the last time they passed a stopped tow truck, though they were slightly less likely to say that they slowed down or moved over in aggregate. They were significantly less likely than the national average to say that most other drivers move over when passing disabled vehicles. Awareness that the law required both slowing down and moving over was slightly higher than the national average, though it was still very low in absolute terms. Among those aware of the law, Massachusetts drivers' perceptions of the likelihood of getting caught for violating it were significantly lower than the national average.

Table A-8. Selected SDMO Indicators, Comparison of Massachusetts vs. National Average

	Disabled Vehicle		Tow Truck		Police Car	
	MA	U.S. Avg.	MA	U.S. Avg.	MA	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	72%	74%	84%	85%	83%	85%
Slow down (total)	52%	45%	49%	46%	52%	48%
Slow well below speed limit	17%	17%	22%	22%	28%	25%
Slow down AND move over	35%	31%	<b>44%</b>	36%	43%	38%
Slow down OR move over	88%	89%	<b>89%</b>	95%	92%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	<b>33%</b>	43%	48%	52%	54%	60%
Slow down (total)	34%	39%	46%	48%	55%	58%
Slow well below speed limit	21%	25%	33%	33%	41%	42%
Slow down AND move over	25%	31%	39%	40%	46%	50%
Slow down OR move over	40%	47%	52%	56%	60%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	35%	42%	60%	58%	63%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	94%	90%	92%	93%	96%	93%
Slow down (total)	40%	40%	41%	42%	48%	43%
Slow well below speed limit	27%	25%	31%	28%	34%	30%
Slow down AND move over	11%	8%	13%	10%	<b>16%</b>	10%
Slow down OR move over	23%	25%	21%	28%	27%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	13%	23%	<b>13%</b>	24%	<b>21%</b>	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	77%	79%	85%	86%	87%	86%
Slow down (total)	54%	48%	54%	50%	56%	51%
Slow well below speed limit	20%	24%	29%	28%	32%	29%
Slow down AND move over	41%	37%	46%	42%	<b>50%</b>	42%
Slow down OR move over	90%	90%	92%	94%	93%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Michigan

Michigan law requires drivers to both change lanes and slow to 10 mph below the posted speed limit when approaching a stopped first responder, tow truck, or other specific vehicles (but not a disabled vehicle alone).

Michigan drivers were significantly more likely than drivers nationwide to say that most other drivers slow down and/or move over, that they slow well below the speed limit when passing stopped tow trucks, and that most drivers slow down or move over when passing disabled vehicles. They were also more likely to be aware of the existence of state law regarding what drivers must do when passing stopped tow trucks or police cars, though among those aware of the law generally, they were less likely than drivers nationally to believe the law required slowing well below the speed limit or that it required both slowing down and moving over. They were also less likely than average to say that drivers should slow down when passing a disabled vehicle or tow truck.

Table A-9. Selected SDMO Indicators, Comparison of Michigan versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	MI	U.S. Avg.	MI	U.S. Avg.	MI	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	80%	74%	89%	85%	88%	85%
Slow down (total)	40%	45%	40%	46%	44%	48%
Slow well below speed limit	17%	17%	20%	22%	26%	25%
Slow down AND move over	31%	31%	34%	36%	37%	38%
Slow down OR move over	89%	89%	94%	95%	95%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	<b>53%</b>	43%	<b>60%</b>	52%	66%	60%
Slow down (total)	46%	39%	<b>57%</b>	48%	62%	58%
Slow well below speed limit	30%	25%	<b>41%</b>	33%	49%	42%
Slow down AND move over	36%	31%	<b>50%</b>	40%	54%	50%
Slow down OR move over	<b>57%</b>	47%	<b>64%</b>	56%	69%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	46%	42%	<b>66%</b>	58%	<b>74%</b>	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	<b>82%</b>	90%	90%	93%	91%	93%
Slow down (total)	35%	40%	36%	42%	39%	43%
Slow well below speed limit	20%	25%	<b>19%</b>	28%	22%	30%
Slow down AND move over	4%	8%	<b>5%</b>	10%	7%	10%
Slow down OR move over	25%	25%	26%	28%	26%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	26%	23%	21%	24%	30%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	82%	79%	88%	86%	88%	86%
Slow down (total)	<b>40%</b>	48%	<b>41%</b>	50%	45%	51%
Slow well below speed limit	19%	24%	22%	28%	28%	29%
Slow down AND move over	33%	37%	36%	42%	40%	42%
Slow down OR move over	90%	90%	93%	94%	93%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Missouri

Missouri law requires drivers to change lanes or slow down when approaching a stopped first responder or tow truck (but not other vehicles).

Missouri respondents were much more likely than the national average to report moving over, and slowing down or moving over, in all scenarios examined. They were also much more likely than the national average to report that most other drivers slow down and/or move over when passing disabled vehicles and tow trucks, and that they slow down or move over when passing stopped law enforcement vehicles. They were also more likely than the national average to be aware of the existence of laws requiring drivers to take specific actions when passing stopped tow trucks and law enforcement vehicles, and to say that drivers should slow down or move over in these situations.

Table A-10. Selected SDMO Indicators, Comparison of Missouri versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	MO	U.S. Avg.	MO	U.S. Avg.	MO	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	87%	74%	97%	85%	94%	85%
Slow down (total)	39%	45%	41%	46%	46%	48%
Slow well below speed limit	15%	17%	21%	22%	25%	25%
Slow down AND move over	29%	31%	39%	36%	41%	38%
Slow down OR move over	96%	89%	99%	95%	99%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	58%	43%	67%	52%	69%	60%
Slow down (total)	51%	39%	61%	48%	64%	58%
Slow well below speed limit	33%	25%	41%	33%	46%	42%
Slow down AND move over	42%	31%	55%	40%	56%	50%
Slow down OR move over	62%	47%	69%	56%	72%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	46%	42%	68%	58%	74%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	94%	90%	97%	93%	98%	93%
Slow down (total)	29%	40%	39%	42%	40%	43%
Slow well below speed limit	15%	25%	25%	28%	27%	30%
Slow down AND move over	9%	8%	13%	10%	16%	10%
Slow down OR move over	17%	25%	24%	28%	23%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	16%	23%	16%	24%	24%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	88%	79%	95%	86%	95%	86%
Slow down (total)	45%	48%	48%	50%	47%	51%
Slow well below speed limit	21%	24%	25%	28%	28%	29%
Slow down AND move over	39%	37%	45%	42%	45%	42%
Slow down OR move over	94%	90%	98%	94%	98%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## New Jersey

New Jersey law requires drivers to make a lane change, or slow down if unable to move over, when approaching any emergency vehicle, tow truck, or disabled vehicle displaying flashing hazard warning lights.

New Jersey respondents were much less likely than the national average to report moving over in any of the scenarios examined, and less likely to report slowing down or moving over for stopped disabled vehicles and/or tow trucks. They were also significantly less likely than average to say that most other drivers slow down and/or move over for tow trucks, and less likely to slow down, or slow down and move over, for stopped law enforcement vehicles. While awareness of the existence of applicable laws was comparable to the national average, they were significantly less likely than average to know that the law required moving over. They were also less likely than average to say that drivers should slow down or move over for disabled vehicles or tow trucks.

Table A-11. Selected SDMO Indicators, Comparison of New Jersey versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	NJ	U.S. Avg.	NJ	U.S. Avg.	NJ	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	56%	74%	69%	85%	70%	85%
Slow down (total)	49%	45%	49%	46%	48%	48%
Slow well below speed limit	23%	17%	27%	22%	26%	25%
Slow down AND move over	23%	31%	29%	36%	26%	38%
Slow down OR move over	81%	89%	90%	95%	91%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	38%	43%	42%	52%	54%	60%
Slow down (total)	34%	39%	39%	48%	49%	58%
Slow well below speed limit	22%	25%	26%	33%	35%	42%
Slow down AND move over	27%	31%	28%	40%	39%	50%
Slow down OR move over	42%	47%	46%	56%	57%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	39%	42%	54%	58%	65%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	83%	90%	85%	93%	88%	93%
Slow down (total)	45%	40%	37%	42%	48%	43%
Slow well below speed limit	33%	25%	25%	28%	26%	30%
Slow down AND move over	11%	8%	10%	10%	17%	10%
Slow down OR move over	24%	25%	18%	28%	21%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	39%	23%	29%	24%	36%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	68%	79%	75%	86%	81%	86%
Slow down (total)	50%	48%	49%	50%	50%	51%
Slow well below speed limit	28%	24%	28%	28%	30%	29%
Slow down AND move over	33%	37%	36%	42%	38%	42%
Slow down OR move over	84%	90%	88%	94%	94%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## New York

New York law requires drivers to make a lane change, or slow down if unable to move over, when approaching all stopped vehicles.

New York respondents were similar to drivers nationwide with respect to most measures. However, New York drivers were significantly less likely than the national average to report that they personally moved over the last time they encountered a stopped disabled vehicle, tow truck, or police car. Similarly, they were significantly less likely than drivers nationwide to say a driver should move over in these situations. They were also significantly less likely than drivers nationwide to say that most other drivers move over when they encounter a stopped police car. While their awareness of the existence of applicable laws was similar to the national average, New York drivers were significantly less likely than drivers nationwide to know that the law required slowing down or moving over when passing a stopped police car.

Table A-12. Selected SDMO Indicators, Comparison of New York versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	NY	U.S. Avg.	NY	U.S. Avg.	NY	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	67%	74%	77%	85%	78%	85%
Slow down (total)	50%	45%	48%	46%	50%	48%
Slow well below speed limit	16%	17%	26%	22%	24%	25%
Slow down AND move over	28%	31%	34%	36%	34%	38%
Slow down OR move over	88%	89%	92%	95%	94%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	41%	43%	48%	52%	53%	60%
Slow down (total)	38%	39%	50%	48%	57%	58%
Slow well below speed limit	22%	25%	33%	33%	42%	42%
Slow down AND move over	32%	31%	40%	40%	49%	50%
Slow down OR move over	46%	47%	56%	56%	60%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	42%	42%	61%	58%	70%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	86%	90%	91%	93%	89%	93%
Slow down (total)	42%	40%	37%	42%	34%	43%
Slow well below speed limit	23%	25%	23%	28%	21%	30%
Slow down AND move over	10%	8%	8%	10%	8%	10%
Slow down OR move over	20%	25%	20%	28%	18%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	25%	23%	26%	24%	35%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	69%	79%	81%	86%	76%	86%
Slow down (total)	50%	48%	50%	50%	52%	51%
Slow well below speed limit	19%	24%	24%	28%	26%	29%
Slow down AND move over	32%	37%	40%	42%	39%	42%
Slow down OR move over	87%	90%	91%	94%	90%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## North Carolina

North Carolina law requires drivers to make a lane change, or slow down if unable to move over, when approaching a stopped first responder, tow truck, or other specific vehicles (but not a disabled vehicle alone).

North Carolina drivers were similar to the national average on most measures. They were significantly more likely than drivers nationwide to say that most other drivers move over, or slow down or move over, when passing stopped law enforcement vehicles. They were also more likely to be aware of the existence of laws requiring drivers to take special actions when passing stopped law enforcement vehicles, though among those aware of the existence of the law, they were slightly less likely than average to know that the law requires moving over. Among drivers aware of special requirements when passing stopped tow trucks or disabled vehicles, North Carolina drivers were more likely than drivers nationwide to believe that violators were at least fairly likely to be caught, though this still represented only a minority of drivers.

Table A-13. Selected SDMO Indicators, Comparison of North Carolina vs. National Average

	Disabled Vehicle		Tow Truck		Police Car	
	NC	U.S. Avg.	NC	U.S. Avg.	NC	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	73%	74%	85%	85%	87%	85%
Slow down (total)	38%	45%	41%	46%	40%	48%
Slow well below speed limit	12%	17%	15%	22%	21%	25%
Slow down AND move over	25%	31%	29%	36%	33%	38%
Slow down OR move over	85%	89%	97%	95%	94%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	35%	43%	51%	52%	70%	60%
Slow down (total)	38%	39%	47%	48%	59%	58%
Slow well below speed limit	28%	25%	32%	33%	44%	42%
Slow down AND move over	28%	31%	40%	40%	51%	50%
Slow down OR move over	43%	47%	54%	56%	73%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	42%	42%	61%	58%	74%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	82%	90%	87%	93%	85%	93%
Slow down (total)	36%	40%	36%	42%	41%	43%
Slow well below speed limit	23%	25%	25%	28%	25%	30%
Slow down AND move over	4%	8%	6%	10%	5%	10%
Slow down OR move over	22%	25%	24%	28%	26%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	36%	23%	36%	24%	38%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	75%	79%	86%	86%	85%	86%
Slow down (total)	43%	48%	47%	50%	41%	51%
Slow well below speed limit	21%	24%	27%	28%	23%	29%
Slow down AND move over	31%	37%	37%	42%	33%	42%
Slow down OR move over	87%	90%	96%	94%	93%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Ohio

Ohio law requires drivers to make a lane change, or slow down if unable to move over, when approaching a stopped first responder, tow truck, or other specific vehicles (but not a disabled vehicle alone).

Ohio drivers were generally similar to drivers nationwide with respect to most measures. However, they were significantly more likely to say that they personally moved over the last time they passed a disabled vehicle, tow truck, or police car. In contrast, they were significantly less likely than drivers nationally to say that they personally slowed down the last time they passed a disabled vehicle. They were also significantly more likely than drivers nationally to say that most other drivers move over for stopped police cars, and more likely to say that other drivers should slow down or move over for disabled vehicles.

Table A-14. Selected SDMO Indicators, Comparison of Ohio versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	OH	U.S. Avg.	OH	U.S. Avg.	OH	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	83%	74%	91%	85%	90%	85%
Slow down (total)	37%	45%	41%	46%	47%	48%
Slow well below speed limit	15%	17%	22%	22%	20%	25%
Slow down AND move over	30%	31%	35%	36%	41%	38%
Slow down OR move over	90%	89%	97%	95%	96%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	44%	43%	57%	52%	67%	60%
Slow down (total)	40%	39%	47%	48%	59%	58%
Slow well below speed limit	23%	25%	32%	33%	44%	42%
Slow down AND move over	33%	31%	40%	40%	55%	50%
Slow down OR move over	48%	47%	60%	56%	69%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	46%	42%	59%	58%	72%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	92%	90%	94%	93%	94%	93%
Slow down (total)	33%	40%	39%	42%	41%	43%
Slow well below speed limit	18%	25%	18%	28%	22%	30%
Slow down AND move over	5%	8%	10%	10%	8%	10%
Slow down OR move over	23%	25%	26%	28%	27%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	18%	23%	20%	24%	29%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	86%	79%	90%	86%	89%	86%
Slow down (total)	44%	48%	50%	50%	47%	51%
Slow well below speed limit	21%	24%	28%	28%	26%	29%
Slow down AND move over	36%	37%	44%	42%	42%	42%
Slow down OR move over	94%	90%	95%	94%	95%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Pennsylvania

Pennsylvania law requires drivers to make a lane change, or slow to 20 mph below the posted speed limit if unable to change lanes, when approaching all stopped vehicles displaying hazard warning lights.

Pennsylvania drivers were generally similar to drivers nationally on most SDMO indicators examined, with the one notable exception that they were more likely to report slowing down in a variety of situations. Pennsylvania drivers were significantly more likely than the national average to report having slowed down the last they passed a disabled vehicle, a tow truck, or a police car, significantly more likely than the national average to report slowing well below the speed limit when passing a disabled vehicle or tow truck (though this was still relatively rare), and significantly more likely than the national average to report that they both slowed down and moved over when passing a disabled vehicle or tow truck.

Table A-15. Selected SDMO Indicators, Comparison of Pennsylvania vs. National Average

	Disabled Vehicle		Tow Truck		Police Car	
	PA	U.S. Avg.	PA	U.S. Avg.	PA	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	71%	74%	83%	85%	81%	85%
Slow down (total)	56%	45%	57%	46%	56%	48%
Slow well below speed limit	26%	17%	30%	22%	29%	25%
Slow down AND move over	39%	31%	45%	36%	42%	38%
Slow down OR move over	88%	89%	94%	95%	95%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	39%	43%	56%	52%	63%	60%
Slow down (total)	34%	39%	50%	48%	60%	58%
Slow well below speed limit	21%	25%	32%	33%	42%	42%
Slow down AND move over	25%	31%	42%	40%	53%	50%
Slow down OR move over	45%	47%	59%	56%	67%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	43%	42%	54%	58%	63%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	90%	90%	94%	93%	94%	93%
Slow down (total)	45%	40%	37%	42%	47%	43%
Slow well below speed limit	24%	25%	25%	28%	33%	30%
Slow down AND move over	10%	8%	11%	10%	13%	10%
Slow down OR move over	27%	25%	22%	28%	30%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	21%	23%	19%	24%	28%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	76%	79%	88%	86%	84%	86%
Slow down (total)	53%	48%	53%	50%	57%	51%
Slow well below speed limit	26%	24%	31%	28%	31%	29%
Slow down AND move over	39%	37%	46%	42%	47%	42%
Slow down OR move over	90%	90%	96%	94%	94%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## South Carolina

South Carolina law requires drivers to both change lanes and slow down when approaching a stopped first responder or tow truck (but not other vehicles).

South Carolina drivers' self-reported behavior when passing stopped vehicles was mostly similar to drivers nationally; however, they were significantly less likely than drivers nationally to say that most other drivers slow down and/or move over when passing stopped tow trucks. They were also less likely than the national average to know that the law required moving over for stopped tow trucks. They were also less likely than the national average to say that drivers should slow down for disabled vehicles or stopped law enforcement vehicles, and less likely to say that drivers should both slow down and move over for stopped police vehicles.

Table A-16. Selected SDMO Indicators, Comparison of South Carolina vs. National Average

	Disabled Vehicle		Tow Truck		Police Car	
	SC	U.S. Avg.	SC	U.S. Avg.	SC	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	73%	74%	84%	85%	84%	85%
Slow down (total)	38%	45%	48%	46%	43%	48%
Slow well below speed limit	18%	17%	23%	22%	23%	25%
Slow down AND move over	<b>21%</b>	31%	36%	36%	33%	38%
Slow down OR move over	90%	89%	95%	95%	94%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	39%	43%	<b>41%</b>	52%	61%	60%
Slow down (total)	33%	39%	<b>40%</b>	48%	55%	58%
Slow well below speed limit	21%	25%	29%	33%	40%	42%
Slow down AND move over	28%	31%	<b>33%</b>	40%	47%	50%
Slow down OR move over	43%	47%	<b>45%</b>	56%	64%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	38%	42%	53%	58%	62%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	89%	90%	<b>87%</b>	93%	90%	93%
Slow down (total)	40%	40%	46%	42%	37%	43%
Slow well below speed limit	28%	25%	31%	28%	28%	30%
Slow down AND move over	9%	8%	8%	10%	10%	10%
Slow down OR move over	23%	25%	24%	28%	<b>19%</b>	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	30%	23%	25%	24%	34%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	82%	79%	85%	86%	86%	86%
Slow down (total)	<b>40%</b>	48%	45%	50%	<b>42%</b>	51%
Slow well below speed limit	22%	24%	25%	28%	26%	29%
Slow down AND move over	32%	37%	37%	42%	<b>35%</b>	42%
Slow down OR move over	91%	90%	93%	94%	94%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Tennessee

Tennessee law requires drivers to make a lane change, or slow down if unable to move over, when approaching all stopped vehicles displaying hazard warning lights.

The self-reported behavior of Tennessee drivers when passing disabled vehicles, tow trucks, or law enforcement vehicles was similar to that of drivers nationally, with the exception that Tennessee drivers were significantly more likely to report moving over when passing a disabled vehicle. Tennessee drivers were also significantly more likely than drivers nationally to say that most other drivers move over for tow trucks, both slow down and move over for stopped tow trucks and police cars, and slow well below the speed limit when passing stopped police cars. They were also significantly more likely than the national average to know that the law required drivers to take specific actions when passing stopped police cars, and more likely to say that drivers should move over in all scenarios examined.

Table A-17. Selected SDMO Indicators, Comparison of Tennessee versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	TN	U.S. Avg.	TN	U.S. Avg.	TN	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	81%	74%	88%	85%	89%	85%
Slow down (total)	43%	45%	40%	46%	43%	48%
Slow well below speed limit	21%	17%	20%	22%	25%	25%
Slow down AND move over	33%	31%	36%	36%	39%	38%
Slow down OR move over	91%	89%	93%	95%	93%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	47%	43%	60%	52%	67%	60%
Slow down (total)	40%	39%	54%	48%	63%	58%
Slow well below speed limit	26%	25%	38%	33%	51%	42%
Slow down AND move over	33%	31%	48%	40%	59%	50%
Slow down OR move over	51%	47%	62%	56%	68%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	49%	42%	60%	58%	78%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	91%	90%	96%	93%	95%	93%
Slow down (total)	32%	40%	35%	42%	40%	43%
Slow well below speed limit	24%	25%	22%	28%	28%	30%
Slow down AND move over	6%	8%	7%	10%	9%	10%
Slow down OR move over	21%	25%	25%	28%	29%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	20%	23%	24%	24%	32%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	87%	79%	93%	86%	94%	86%
Slow down (total)	43%	48%	49%	50%	51%	51%
Slow well below speed limit	26%	24%	28%	28%	34%	29%
Slow down AND move over	37%	37%	47%	42%	48%	42%
Slow down OR move over	93%	90%	95%	94%	97%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Texas

Texas law requires drivers to make a lane change, or slow to 20 mph below the posted speed limit if unable to change lanes, when approaching stopped first responders, tow trucks, or other specific vehicles.

Texas drivers were significantly more likely than drivers nationally to report having slowed well below the speed limit the last time they passed a disabled vehicle, tow truck, or law enforcement vehicle, and were more likely than drivers nationally to say that drivers should slow well below the speed limit in such situations. They were also more likely to report that other drivers slow down, slow well below the speed limit, and both slow down and move over when passing stopped law enforcement vehicles. While awareness of the existence of applicable laws was similar to the national average, Texas drivers were significantly more likely to know that the law required slowing down, and were more likely than average to say the law required slowing well below the speed limit. They were also significantly more likely than drivers nationally to say that violators were likely to be caught.

Table A-18. Selected SDMO Indicators, Comparison of Texas versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	TX	U.S. Avg.	TX	U.S. Avg.	TX	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	77%	74%	86%	85%	87%	85%
Slow down (total)	47%	45%	46%	46%	49%	48%
Slow well below speed limit	<b>21%</b>	17%	<b>27%</b>	22%	<b>33%</b>	25%
Slow down AND move over	33%	31%	35%	36%	39%	38%
Slow down OR move over	91%	89%	97%	95%	97%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	45%	43%	53%	52%	64%	60%
Slow down (total)	42%	39%	52%	48%	<b>64%</b>	58%
Slow well below speed limit	29%	25%	38%	33%	<b>51%</b>	42%
Slow down AND move over	35%	31%	43%	40%	<b>56%</b>	50%
Slow down OR move over	49%	47%	57%	56%	68%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	38%	42%	53%	58%	65%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	85%	90%	94%	93%	91%	93%
Slow down (total)	<b>53%</b>	40%	<b>59%</b>	42%	<b>57%</b>	43%
Slow well below speed limit	<b>40%</b>	25%	<b>48%</b>	28%	<b>47%</b>	30%
Slow down AND move over	8%	8%	9%	10%	11%	10%
Slow down OR move over	<b>33%</b>	25%	<b>43%</b>	28%	<b>39%</b>	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	<b>38%</b>	23%	<b>35%</b>	24%	<b>42%</b>	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	81%	79%	87%	86%	88%	86%
Slow down (total)	53%	48%	52%	50%	54%	51%
Slow well below speed limit	<b>28%</b>	24%	<b>36%</b>	28%	<b>39%</b>	29%
Slow down AND move over	42%	37%	46%	42%	46%	42%
Slow down OR move over	92%	90%	94%	94%	<b>96%</b>	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Virginia

Virginia law requires drivers to make a lane change, or slow down if unable to move over, when approaching all stopped vehicles displaying hazard warning lights.

Virginia drivers were very similar to drivers nationally on most almost all SDMO indicators examined. Their awareness of the existence of laws requiring drivers to take specific actions was slightly higher than the national average in each of the scenarios examined; however, none of these differences were statistically significant.

Table A-19. Selected SDMO Indicators, Comparison of Virginia versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	VA	U.S. Avg.	VA	U.S. Avg.	VA	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	75%	74%	85%	85%	83%	85%
Slow down (total)	48%	45%	47%	46%	50%	48%
Slow well below speed limit	20%	17%	21%	22%	30%	25%
Slow down AND move over	35%	31%	39%	36%	40%	38%
Slow down OR move over	89%	89%	93%	95%	94%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	43%	43%	51%	52%	62%	60%
Slow down (total)	43%	39%	46%	48%	65%	58%
Slow well below speed limit	22%	25%	28%	33%	43%	42%
Slow down AND move over	29%	31%	39%	40%	55%	50%
Slow down OR move over	50%	47%	55%	56%	68%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	46%	42%	66%	58%	72%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	88%	90%	95%	93%	96%	93%
Slow down (total)	33%	40%	42%	42%	39%	43%
Slow well below speed limit	23%	25%	28%	28%	28%	30%
Slow down AND move over	1%	8%	9%	10%	5%	10%
Slow down OR move over	25%	25%	29%	28%	32%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	22%	23%	23%	24%	37%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	75%	79%	86%	86%	86%	86%
Slow down (total)	54%	48%	52%	50%	50%	51%
Slow well below speed limit	24%	24%	28%	28%	27%	29%
Slow down AND move over	39%	37%	46%	42%	41%	42%
Slow down OR move over	90%	90%	92%	94%	94%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Washington

Washington State law requires drivers to both change lanes and slow to 10 mph below the speed limit (or to 50 mph if the speed limit is >60 mph) when approaching a stopped first responder, tow truck, or other specific vehicles (but not a disabled vehicle alone).

Compared to drivers nationwide, drivers in Washington State were less likely to report moving over, less likely to report slowing down or moving over, and less likely to say that other drivers should do so, in all scenarios examined in the survey. They were also much less likely than drivers nationally to say that most other drivers slow down and/or move over in these situations. They were also significantly less likely than the national average to be aware that state law requires drivers to take special actions when passing stopped tow trucks or law enforcement vehicles.

Table A-20. Selected SDMO Indicators, Comparison of Washington versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	WA	U.S. Avg.	WA	U.S. Avg.	WA	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	<b>62%</b>	74%	<b>74%</b>	85%	<b>72%</b>	85%
Slow down (total)	44%	45%	50%	46%	55%	48%
Slow well below speed limit	12%	17%	17%	22%	21%	25%
Slow down AND move over	25%	31%	36%	36%	35%	38%
Slow down OR move over	<b>81%</b>	89%	<b>88%</b>	95%	92%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	<b>34%</b>	43%	<b>37%</b>	52%	<b>51%</b>	60%
Slow down (total)	33%	39%	<b>38%</b>	48%	<b>47%</b>	58%
Slow well below speed limit	<b>19%</b>	25%	<b>25%</b>	33%	<b>31%</b>	42%
Slow down AND move over	25%	31%	<b>27%</b>	40%	<b>40%</b>	50%
Slow down OR move over	<b>38%</b>	47%	<b>44%</b>	56%	<b>55%</b>	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	<b>24%</b>	42%	<b>44%</b>	58%	<b>52%</b>	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	<b>77%</b>	90%	<b>85%</b>	93%	90%	93%
Slow down (total)	28%	40%	49%	42%	47%	43%
Slow well below speed limit	19%	25%	24%	28%	30%	30%
Slow down AND move over	3%	8%	6%	10%	9%	10%
Slow down OR move over	17%	25%	32%	28%	33%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	<b>37%</b>	23%	19%	24%	25%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	<b>69%</b>	79%	<b>78%</b>	86%	<b>78%</b>	86%
Slow down (total)	45%	48%	53%	50%	51%	51%
Slow well below speed limit	<b>17%</b>	24%	22%	28%	26%	29%
Slow down AND move over	31%	37%	40%	42%	42%	42%
Slow down OR move over	<b>83%</b>	90%	91%	94%	<b>87%</b>	94%

\*Among respondents who believe state law requiring special actions applies in this situation.

## Wisconsin

At the time of the survey, Wisconsin law required drivers to make a lane change, or slow down if unable to move over, when approaching a stopped first responder or tow truck. The law was expanded to protect disabled vehicles in December 2025 (after the survey).

Compared to all drivers nationwide, Wisconsin drivers were significantly more likely to report moving over, and to report both slowing down and moving over, in all scenarios examined. They were much more likely than drivers nationally to report that most other drivers slow down and/or move over in these situations. They were also significantly more likely than drivers nationally to believe that the law required drivers to take specific actions when passing disabled vehicles (even though this requirement was not in effect at the time of the survey). Among drivers who were aware of the law, Wisconsin drivers were more likely than drivers nationally to know that the law required slowing down for disabled vehicles and for law enforcement vehicles, and to believe that it required drivers to both slow down and move over.

Table A-21. Selected SDMO Indicators, Comparison of Wisconsin versus National Average

	Disabled Vehicle		Tow Truck		Police Car	
	WI	U.S. Avg.	WI	U.S. Avg.	WI	U.S. Avg.
<b>What Drivers Say They Did Last Time in This Situation</b>						
Move over (total)	87%	74%	92%	85%	92%	85%
Slow down (total)	50%	45%	52%	46%	50%	48%
Slow well below speed limit	16%	17%	21%	22%	21%	25%
Slow down AND move over	42%	31%	47%	36%	47%	38%
Slow down OR move over	95%	89%	97%	95%	95%	95%
<b>What Drivers Say Most Other Drivers Do</b>						
Move over (total)	60%	43%	64%	52%	73%	60%
Slow down (total)	53%	39%	59%	48%	66%	58%
Slow well below speed limit	40%	25%	45%	33%	48%	42%
Slow down AND move over	46%	31%	51%	40%	58%	50%
Slow down OR move over	64%	47%	68%	56%	76%	64%
<b>General Awareness of Laws Requiring Special Actions</b>						
Believes state law applies to this situation	50%	42%	65%	58%	70%	66%
<b>What Specific Actions Drivers Believe the Law Requires*</b>						
Move over (total)	92%	90%	92%	93%	95%	93%
Slow down (total)	51%	40%	42%	42%	53%	43%
Slow well below speed limit	26%	25%	17%	28%	30%	30%
Slow down AND move over	19%	8%	16%	10%	17%	10%
Slow down OR move over	26%	25%	22%	28%	33%	29%
<b>Perceived Likelihood of Getting Caught for Violation*</b>						
Fairly / very / extremely likely	20%	23%	19%	24%	28%	31%
<b>What Drivers Say Other Drivers Should Do</b>						
Move over (total)	82%	79%	90%	86%	92%	86%
Slow down (total)	53%	48%	53%	50%	57%	51%
Slow well below speed limit	20%	24%	28%	28%	32%	29%
Slow down AND move over	42%	37%	47%	42%	53%	42%
Slow down OR move over	93%	90%	95%	94%	96%	94%

\*Among respondents who believe state law requiring special actions applies in this situation.