

2013 STATEWIDE TELEPHONE SURVEY OF SEAT BELT USE, ALCOHOL-IMPAIRED DRIVING, DISTRACTED DRIVING, SPEEDING, AND OVERALL TRAFFIC SAFETY



Prepared for:
The Ohio Department of Public Safety
The Ohio Traffic Safety Office

John R. Kasich, Governor

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Robert L. Seufert
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TABLE OF CONTENTS

INTRODUCTION	1
LITERATURE REVIEW	2
EXECUTIVE SUMMARY	5
METHODOLOGY	9
RESULTS – PART I: DEMOGRAPHICS AND GENERAL DRIVING HABITS	11
RESULTS – PART II: SEAT BELT USE	12
PERCEIVED SEAT BELT USE BY OTHER DRIVERS.....	12
FACTORS THAT MIGHT ENCOURAGE OTHER DRIVERS TO WEAR THEIR SEAT BELT.....	13
LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT.....	13
RESPONDENTS’ REPORTED SEAT BELT USE.....	14
FAVOR LAWS REQUIRING SEAT BELT USE.....	15
SUPPORT FOR A PRIMARY SEAT BELT LAW.....	16
POTENTIAL IMPACT OF A PRIMARY SEAT BELT LAW.....	18
SIGNIFICANT OTHERS’ INFLUENCE ON SEAT BELT USE.....	19
LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT.....	19
ATTITUDES ABOUT SEAT BELT USE.....	20
PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS.....	21
VISIBILITY OF MEDIA MESSAGES AND SLOGANS PERTAINING TO SEAT BELT USE.....	21
EXPOSURE TO MEDIA MESSAGES.....	22
SLOGANS ENCOURAGING SEAT BELT USE.....	23
IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS.....	25
PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE.....	26
INTENDED SEAT BELT USE IN THE NEAR FUTURE.....	27
KNOWLEDGE OF SEAT BELT AND BOOSTER SEAT LAWS.....	29
RESULTS – PART III: ALCOHOL-IMPAIRED DRIVING	29
LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING.....	29
LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING.....	30
ATTITUDES ABOUT DRINKING AND DRIVING.....	31
LIKELIHOOD OF RESPONDENT BEING STOPPED FOR DRIVING AFTER DRINKING.....	31
LIKELIHOOD OF RESPONDENT TO RECEIVE PUNISHMENT FOR DRIVING AFTER DRINKING.....	32
ATTITUDES AND OPINIONS CONCERNING PENALTIES FOR DRINKING AND DRIVING.....	33
PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING.....	33
SOBRIETY CHECKPOINTS.....	34
BLOOD ALCOHOL CONCENTRATION (BAC).....	35
DETERRENTS TO DRUNK DRIVING IN OHIO.....	35
HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING.....	36
RECALL OF SLOGANS DISCOURAGING ALCOHOL-IMPAIRED DRIVING.....	36
RESPONDENTS’ PERSONAL DRINKING AND DRIVING BEHAVIORS.....	41
CURRENT LAW ENFORCEMENT COMPARED TO 3 MONTHS AGO.....	41

RESULTS – PART IV: DISTRACTED DRIVING, SPEEDING, AND OVERALL TRAFFIC SAFETY	43
GENERAL CELL PHONE USE WHILE DRIVING	43
OBEYING THE SPEED LIMIT	49
DRIVING BEHAVIOR CHANGES TO IMPROVE PERSONAL SAFETY	49
RECOMMENDATIONS	50
CONCLUSIONS	52
REFERENCES	54
CROSS-TABULATED SURVEY DATA.....	Appendix A

INTRODUCTION

Consistent with National Highway Traffic Safety Administration (NHTSA) objectives, the Ohio Department of Public Safety (ODPS) and its Ohio Traffic Safety Office (OTSO) goals for the 2013 Statewide Seat Belt Use and Alcohol-Impaired Driving Campaigns were to increase seat belt use, reduce alcohol-impaired driving and other risky driving behaviors, and thereby decrease highway crashes, fatalities and serious injuries. To document progress toward achieving those objectives, three longitudinal statewide telephone surveys were conducted with random probability samples of 3,008 respondents having valid drivers' licenses. Goals of the combined surveys was to document if, when, and how Ohio's statewide interventions positively impacted the attitudes, beliefs, and behaviors regarding seat belt use, alcohol-impaired driving, distracted driving—cell phone use and texting—speeding, and other significant highway safety issues. The longitudinal surveys were completed between April, 2013 and September, 2013, as follows:

- ▶ **Survey 1:** The baseline 2013 survey of 992 drivers began in mid-April, prior to the “Click It or Ticket” (CIOT) Campaign, and documented key seat belt use, alcohol-impaired driving and status of the remaining highway safety objectives.
- ▶ **Survey 2:** The follow-up survey of 1,008 drivers was conducted in early June at the conclusion of the “Click It or Ticket” Campaign Earned Media and Enforcement initiatives and after the TV and Radio Paid Media initiatives had been completed. This second survey was also conducted prior to the 2013 “Drive Sober or Get Pulled Over” Campaign.
- ▶ **Survey 3:** The final follow-up survey of 1,008 drivers was conducted in September after the 2013 “Drive Sober or Get Pulled Over” Campaign.

This evaluation research documents the longitudinal impact of the 2013 Paid Media, Earned Media, and Enforcement Initiatives on attitudes, beliefs, and behaviors of Ohio drivers regarding the national and state highway safety goals of increasing seat belt use; reducing alcohol-impaired driving, distracted driving, and speeding; and increasing overall highway safety in Ohio, thereby helping to achieve NHTSA's long-term national objectives.

LITERATURE REVIEW

Research shows that seat belt use is the most effective means of reducing fatalities and serious injuries when traffic crashes occur. During 2012, seat belts were estimated to have saved approximately 12,174 lives in the U.S. (NHTSA, 2013) Also, when used properly seat belts reduced the risk of fatal injuries to front seat vehicle occupants by 45% and the risk of moderate to critical injury by 50% (U.S. Secretary of Transportation, 2001).

The official Ohio seat belt use rate annually reported to NHTSA increased steadily from 65.3% in 2000 to 84.1% in 2011. However, during 2012, NHTSA's mandated national protocol revision (Federal Register, Vol. 76, No. 63 Friday, April 1, 2011) meant that additional counties and observation sites were surveyed in Ohio. As a result of the sample change, Ohio's 2012 seat belt use rate declined slightly to 82%. Consequently, the Ohio seat belt use rate remains below what is possible, especially with enactment of a primary seat belt law (Seufert, Walton, and Kubilius, 2012).

NHTSA and the Ohio Department of Public Safety set Ohio's goal for seat belt use at 85%. As stated above, this is significant since seat belt use is an important means to reduce deaths and serious injuries when motor vehicle crashes occur. In addition, injuries are often reduced in severity when motor vehicle occupants are restrained by a seat belt (Allen, Zhu, Sauter, Layde, & Hargarten, 2006).

While Ohio continues to have a secondary seat belt law, studies have shown that the passage of a primary seat belt law can greatly increase statewide seatbelt usage rates. States with primary seat belt enforcement laws consistently have higher observed daytime belt use rates and lower fatality rates than secondary law States. Secondary seatbelt law States consistently have more occupant fatalities who were unrestrained at the time of their deaths and a 15% higher fatality rate per 100,000 population than primary law States (NHTSA, 2008). A primary seat belt law gives law enforcement officials the ability to cite drivers for not wearing their seat belts without first having to observe another traffic-related offense. States that have primary laws generally have higher rates of seat belt usage than states without primary laws (Shults, Elder, Sleet, Thomson, & Nichols, 2004; NHTSA, 2010; Pickrell & Ye, 2011).

Alcohol-impaired driving is another significant traffic safety concern nationally. Nationally, an average of one alcohol-impaired-driving fatality occurred every 51 minutes in 2012 (NHTSA, 2013). Furthermore, NHTSA estimates that during 2012, 10,322 individuals were killed in alcohol-impaired-driving crashes, representing approximately 31% of all motor vehicle traffic fatalities in the nation that year (NHTSA, 2012).

In 2012, 431 (i.e., 38.4%) of 1,122 motor vehicle fatalities in Ohio resulted from alcohol-related crashes (ODPS Crash Statistics, 2012). During 2008, 445 Ohio residents died in alcohol-related crashes (Seufert, Schneider, Walton and Mehdi, 2010). Consequently, reducing alcohol-related crashes and fatalities remains a significant Ohio highway safety goal.

Driving at unsafe speeds or exceeding the speed limit can contribute to the possibility of a motor vehicle crash occurring by reducing the ability of the driver to safely operate a motor vehicle or to stop a moving vehicle quickly in an emergency (Liu, Chen, Subramanian, & Utter, 2005). High-speed crashes often result in fatalities or serious injury. In 2012, 30.8% of Ohio's crash fatalities were speeding-related. From 2006 to 2012, the average percentage of speeding-related fatalities was approximately 31.7% of all crash-related fatalities in Ohio (ODPS Electronic Crash Submission Database).

Nationally, young drivers were involved in 16.4% of fatal crashes in 2012 (ODPS Electronic Crash Submission Database). In Ohio, drivers and passengers between the ages of 16 and 20 had the highest combined rates of fatal crashes of all age groups in 2010. Out of the 1,124 traffic fatalities in 2012, 65 drivers and 39 passengers were within this age range (ODPS Electronic Crash Submission

Database). While inexperienced drivers may be involved in more crashes for a variety of reasons, the added influence of teenage passengers affecting risky driving behaviors should not be underestimated. Teenage passengers may be distracting to their peer drivers. In addition, teenage drivers who are in the presence of other teens may be more likely to speed or participate in other risky driving-related behaviors (Simons-Morton, Lerner, & Singer, 2005; Seufert, Walton, Kubilius and Bischof, 2008).

A more recent concern, especially among young drivers, is distracted driving. Distracted driving includes any activity that could divert a person's attention away from the primary task of driving. As of December 2012, 171.3 billion text messages were sent in the US every month. For drivers 15-19 years old involved in fatal crashes, 21% of the distracted drivers were distracted by the use of cell phones. Because texting requires visual, manual, and cognitive attention, it is by far the most alarming distraction for drivers. Ohio recognizes this and as of August 8th, 2012, there is a ban on cell phone use by novice drivers and ban on texting while driving (secondary law) for all drivers. Drivers in the 18-20 age range self-reported the highest rate of crash or near crash experiences and also, the highest rate of cell phone use during crashes or near crashes (Chaudhary, Cosgrove & Tison, 2011).

Specific Ohio populations may need special consideration when the goal is to reduce motor vehicle fatalities and injuries. Males, and pickup truck drivers exhibit lower levels of seat belt use, according to results from Observational Surveys of Seat Belt Use in Ohio (Seufert, et. al. 2006, 2007, 2008, 2009, 2010, 2011, 2012, and 2013). Drivers and passengers who live in rural communities may also be less likely to wear their seat belts. Other regional, ethnic, age- or gender-related demographic statistics are related to sub-optimal traffic safety behaviors and emerge through ongoing research. Addressing these special populations through targeted initiatives will increase road safety within those populations and for all of Ohio.

Theory of Planned Behavior: The Ohio Department of Public Safety's use of an appropriate theoretical framework provides a means for effectively organizing and enhancing its prevention and intervention initiatives. For instance, theories that have most strongly influenced prevention research and programs include the Health Belief Model, Social Cognitive Theory, and the Theories of Reasoned Action and Planned Behavior.

Those related theories suggest that four primary factors may influence an individual's behavioral intentions and subsequent behavior as it applies to seat belt use, alcohol-impaired driving, distracted driving and other significant behaviors:

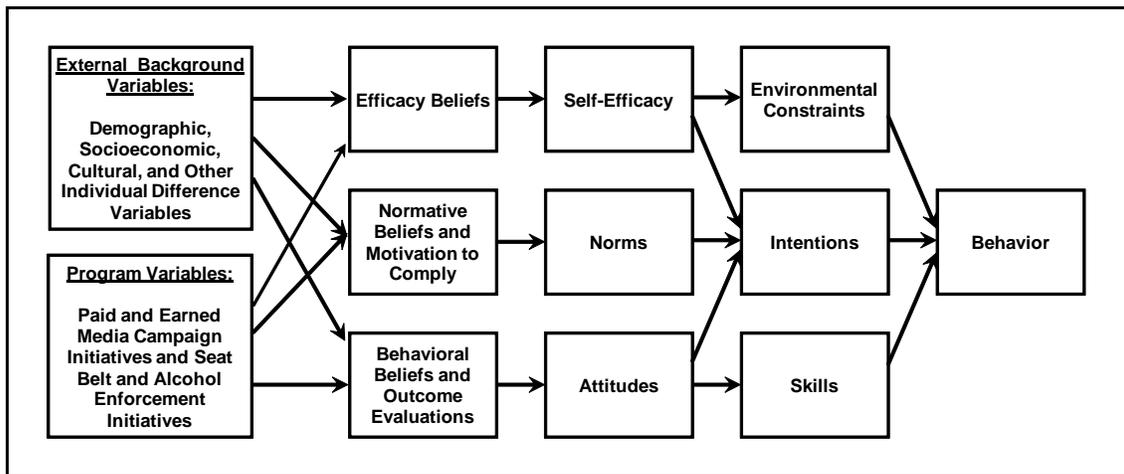
1. The individual's perception that he or she is personally susceptible to being involved, injured, or killed in an accident; receiving a ticket for not wearing a seat belt; being in an accident, or receiving punishment due to alcohol-impaired driving.
2. The individual's attitude toward performing the specific behavior, which is based on one's belief about the positive versus negative consequences of performing that behavior.
3. Norms, which include the perceived social norm regarding seat belt use, and the perception that "significant others" with whom the individual interacts closely (e.g., family members, close friends, peers, etc.) support and encourage the individual's attempts to engage in specific behavior.
4. Self-efficacy, including the individual's perception that he or she can or should perform the appropriate and recommended behavior (e.g., seat belt use or refusing to drive a vehicle after drinking alcoholic beverages) under a variety of difficult or challenging circumstances, including legal constraints (see Fishbein, *et al.*, 2002).

The above theories and derived statements have been combined to form an Integrated Theory of Planned Behavior (Fishbein, *et al.*, 2002). The Evaluator expanded that model to include other potentially important program constructs, such as those associated with ODPS's Media and Enforcement Campaigns, including "Drive Sober or Get Pulled Over," "Click It or Ticket", "What's Holding You Back," "You Drink and Drive You Lose," "Friends Don't Let Friends Drive Drunk," and "Drunk Driving, Over the Limit, Under Arrest." Figure A

illustrates the Evaluator’s conception of one way to include those important constructs in the theoretical model and to further understand and enhance the ODPS initiatives.

The Integrated Theory of Planned Behavior provides a theoretical framework to predict behaviors such as seat belt use and acts like driving under the influence. It incorporates attitudes, subjective norms, and perceived behavioral control regarding highway safety issues. Furthermore, it guides in developing educational communications by providing important insights as to which behavioral cognition one should try to change. This is achieved by assessing which beliefs discriminate between those who intend and those who do not intend to wear their seat belts, or those who intend or do not intend to drive after drinking. In this way, it will distinguish appropriate targets for informational influence (Fishbein and Middlestad, 1987; Surton, *et al.*, 1990) and implies that changing behavior becomes a matter of changing the underlying cognitive structure through effective interventions.

Figure A. An Integrated Theoretical Model of Planned Behavior Including Program Variables



A criticism of the Theory of Planned Behavior and Reasoned Action concerns the contribution of previous behavior to explaining current or ongoing behavior. Fishbein and Ajzen allow for the possibility of behavior producing feedback that can influence attitudes and subjective norms, but their model seems to be better suited to situations where a person is weighing the pros and cons of an action for the first time. In many cases, however, this condition does not apply. The action under consideration by a person will often be similar, if not identical, to action performed many times before (e.g., seat belt use, speeding, alcohol-impaired driving, and distracted and inattentive driving, etc.). Therefore, the inclusion of past behavior may provide a better prediction of the decision to perform a subsequent behavior. Several empirical studies have shown that past behavior can influence intentions beyond the effect mediated by the constructs of the model (Bentler and Speckart, 1979, 1981; Bagozzi, 1981; Fredricks and Dosset, 1983; Rise, 1992). Consequently, for the present highway safety research, the Theory of Planned Behavior was expanded to include past behavior.

In summary, we used an extended or modified version of the Integrated Theory of Planned Behavior which included program variables (i.e., media campaign exposure, recall, and perceived effectiveness) and past behavior. The theory was applied during the planning process of the 2013 study, while designing survey questions, and organizing the overall evaluation results. A detailed analysis of the cognitive and other factors, underlying attitudes, and subjective norms provides information about arguments that may be used in persuasive communications to reinforce the decision by the target population to use seat belts or to avoid drinking and driving. Specifically, this theory-based evaluation research will help establish an effective public information and education campaign to significantly increase seat belt use and decrease alcohol-impaired driving among the target population. The theoretical model will be tested in a subsequent multivariate analysis with survey data from 2003 through 2013.

EXECUTIVE SUMMARY

The following narrative summarizes major findings from the *2013 Statewide Telephone Survey of Seat Belt Use, Alcohol-impaired Driving, Distracted Driving, Speeding, and Overall Traffic Safety*. A random-probability sample of 3,008 individuals with a valid Ohio drivers' license participated in three consecutive surveys. Each survey was scheduled to document changes in attitudes and behavior (pre-and post) resulting from ODPS media campaigns and law enforcement initiatives pertaining to seat belt use and alcohol-impaired driving in the eight State Highway Patrol Districts. The Results section contains the complete survey findings.

PERCEIVED SEAT BELT USE OF OTHER DRIVERS

When survey respondents were asked about their perceptions of seat belt use among other drivers, 29.6% said the average driver "always" wears a seat belt and 52.5% said belt use occurs "most of the time."

When asked to identify reasons that would cause some drivers who do not currently wear their seat belts to do so, the most frequently mentioned responses were being injured in an accident, fear of getting a ticket, and seeing others injured.

Nearly 53% (52.8%) of respondents said drivers who never wear a seat belt during the next six months are "very" or "somewhat" likely to get a ticket.

RESPONDENTS REPORTED SEAT BELT USE

When asked about their own seat belt use, 86.0% of those surveyed indicated that they "always" wear their seat belt, while 7.6% said they wear their seat belt "most of the time." Approximately 91.0% said their seat belt use stayed the same over the course of the media and enforcement campaigns, while about 8.6% indicated that their seat belt use had increased.

SEAT BELT LAWS AND LAW ENFORCEMENT

When asked about seat belt use and related law enforcement, 66.4% of respondents greatly favored laws that require seat belt use. Also, nearly all (99.1%) respondents correctly knew that Ohio has a law requiring seat belt use by adults; however, 56.9% incorrectly thought law enforcement officers can stop a vehicle solely for a seat belt violation without observing another offense. At the time of the 2013 survey, approximately 97.9% of respondents correctly believed that Ohio law mandated booster seat use by children who are under age 8 and/or less than 4 feet and 9 inches in height.

When survey participants were asked about law enforcement relative to seat belt use, 64.6% stated that law enforcement officers should be able to stop a vehicle if they observe a seat belt violation when no other traffic laws have been broken.

Nearly 67% of respondents would "definitely" (51.7%) or "probably" (15.2%) support passage of a primary seat belt law. Furthermore, 53.4% would "definitely" and 13.3% would "probably" vote for passage of a primary seat belt law. Approximately 88.7% of respondents said they would "always" wear a seat belt if Ohio had a primary seat belt law and an additional 6.4% said they would obey a primary seat belt law "most of the time." Most respondents said the passage of a primary seat belt law would "definitely" or "probably" reduce serious injuries (83.0%), and fatalities (84.8%), and offer greater protection to drivers and passengers (87.0%). Consequently, passage of a primary seat belt law is viewed in a very positive manner by Ohio drivers.

Approximately 22.5% of those surveyed said it was "very likely" they would receive a ticket if they did not wear a seat belt at all over the next six months. Moreover, 22.6% have "definitely" or "probably" seen or heard of special efforts by police to ticket drivers in their community for not wearing a seat belt.

EXPOSURE TO MEDIA CAMPAIGN MESSAGES ABOUT SEAT BELT USE

The majority (73.0%) of respondents had “definitely” or “probably” seen or heard media messages that encouraged seat belt use 30 days prior to the survey. In contrast, 18.4% “definitely” had not seen or heard any messages. Approximately 45.7% had seen media messages promoting seat belt use on billboards, while 42.3% had seen or heard a message on television, 33.4% observed messages on road signs, and 22.1% claim to have heard a message on the radio during the 2013 campaign.

Part of the survey pertained to the “*Click It or Ticket*” campaign which aims to increase seat belt use. Unprompted recall of “*Click It or Ticket*” for those respondents claiming to have seen or heard a message about seat belt use increased from 82.8% to 85.2% after the campaign initiative. Furthermore, 79.6% of all respondents could recall “*Click It or Ticket*” when prompted by an interviewer. Both results suggest the campaign was effective in accomplishing its objective. In addition, prompted recall of “*What’s Holding You Back?*” also increased from 29.6% to 38.1% between the first and second surveys.

ATTITUDES ABOUT DRINKING AND DRIVING

Over 70% (70.7%) of survey respondents said it was “very” (24.7%) or “somewhat” (46.0%) likely that an individual would be stopped by law enforcement if they were driving after consuming too much alcohol. Additionally, 30.3% said it was “very likely” an individual would be in a crash if they were driving while alcohol-impaired. Twenty-eight percent (28.1%) of respondents said that if they were apprehended after drinking and driving the punishment would likely be “very severe” and 44.0% said the penalties for driving after drinking too much should be “much more severe” than they presently are. Approximately 71.5% of respondents said Ohio laws were “very” or “somewhat” effective at reducing alcohol-impaired driving; moreover 75.9% agreed that the enforcement of such laws is “very” or “somewhat” effective.

About 28.4% of respondents had seen a sobriety checkpoint within the last 12 months, and 56.8% agreed that checkpoints should be used more frequently.

Nearly one-half (49.9%) of those surveyed said they knew the specific BAC-level in Ohio at which a person is considered legally intoxicated and 81.9% of those who claimed to know Ohio’s legal limit, correctly identified that level as .08.

Respondents said the most effective methods of deterring alcohol-impaired driving in Ohio were jail time for DUI offenders, more sobriety checkpoints, and more law enforcement officers on roads.

EXPOSURE TO MEDIA CAMPAIGN MESSAGES ABOUT DRINKING AND DRIVING

Almost half (49.4%), of survey participants had seen or heard slogans discouraging alcohol-impaired driving in the past 30 days. “*Drive Sober or Get Pulled Over*” was frequently recalled, with 17.4% remembering it when not prompted, and 47.5% remembering it when prompted. When prompted, 32.4% of those surveyed recalled the slogan “*Drunk Driving. Over the Limit. Under Arrest.*” and 8.6% remembered it without prompting. The slogan, “*You Drink and Drive, You Lose*” was recalled by 14.0% of those surveyed without prompting and 54.5% when prompted by an interviewer. Additionally, unprompted recall of the “*Buzzed Driving is Drunk Driving*” slogan was 13.9% while 47.8% could recall the slogan when prompted. In the sixty days prior to the survey, 14.4% of respondents had driven within two hours of drinking an alcoholic beverage.

The majority (74.9%) of survey participants said they saw law enforcement officers on roads “about the same” as they did three months ago, and 22.1% said the likelihood of being stopped by an officer for alcohol-impaired driving was “more likely” than three months ago. Approximately 27.2% of respondents said they had “definitely” or “probably” seen special efforts by police to ticket drunk drivers in their community.

DISTRACTED DRIVING, SPEEDING, AND DRIVER SAFETY

Only 18.6% of respondents admitted to using a cell phone to make a call without a hands-free device while driving daily or almost every day. About 65.1% of 2013 respondents maintain they never use a hands-free device to talk on their cell phone while driving. While 42.8% of those surveyed said they see other drivers' texting on a cell phone every day, only 2.3% claim to personally engage in this behavior on a daily basis. More than half (54.2%) of respondents believe they are able to determine when it is safe to use a cell phone to make a call while driving; however, 57.3% maintain they cannot safely adapt their driving while using a cell phone to make a call. Approximately 55.8% agree that using a hands-free device makes calling safe while driving. Few respondents (14.8%) believe they are able to determine when it is safe to use a cell phone to text while driving and 9.7% said they can safely adapt their driving while using a cell phone to text.

Approximately 70.3% of those surveyed maintain that they rarely or never drive faster than 35 miles per hour on a road with a 30 mph posted speed limit and 65.8% claim to rarely or never drive faster than 70 mph on a local road where the speed limit is 65 mph. When asked if they have seen, heard, or read something about speed enforcement by police, 39.3% said they have and 74.1% think it is likely someone would receive a ticket for driving over the speed limit.

While relatively few respondents acknowledged they need to make changes to their own driving behaviors, it is interesting to see that 34.1% of respondents did say they should watch their speed and 21.3% say they should stop talking on their cell phone while driving. Additionally, 6.7% of those surveyed feel they need to stop texting while they drive. As expected, most respondents found the actions and behaviors of other drivers to be the cause of most problems on the road.

CONCLUSION

The 2013 survey increases and reinforces knowledge about Ohioans who are or are not using seat belts and provides information on their attitudes and behaviors regarding drinking and driving. Respondents continue to acknowledge the multiple safety benefits of seat belt use, with the majority of respondents saying they always wear their seat belt and that they have intentions to wear their seat belt all of the time over the next six months. Exposure to the *"Click It or Ticket"* media messages continued to increase, and a majority of respondents said strict enforcement of seat belt laws would improve overall seat belt use in Ohio. Consistent with our other research findings, survey respondents believe the passage of a primary seat belt law in Ohio could have a significant positive impact on overall seat belt use and subsequent highway safety.

Results from 2013 concerning alcohol-impaired driving were generally similar to the 2012 findings in terms of respondents' drinking and driving behavior. Therefore, this important highway safety concern warrants continued attention from media campaigns, law enforcement, and other related initiatives.

Few respondents acknowledged needing to make changes to their own driving behaviors, and as expected, most respondents found the actions and behaviors of other drivers to be the cause of most problems on the road.

RECOMMENDATIONS

Consistent with the results of previous evaluations, the following recommendations are suggested as possible ways to further enhance the media and enforcement campaign initiatives throughout Ohio:

- ▶ **RECOMMENDATION 1 - CONTINUE TO PURSUE THE PASSAGE OF A PRIMARY SEAT BELT LAW:** Survey results again suggest that the majority of Ohio drivers support, would vote for, and obey a primary seat belt law for Ohio. Furthermore, respondents believe

that enacting and enforcing a primary law would offer greater protection to drivers and passenger and thereby help reduce fatalities and serious injuries.

- ▶ **RECOMMENDATION 2 - TARGET DRIVERS AND PASSENGERS AGES 25 AND YOUNGER:** Increasing seat belt use among drivers and passengers ages 25 and younger remains crucial to further reducing traffic-related injuries and fatalities in Ohio.
- ▶ **RECOMMENDATION 3 - DESIGN MEDIA MESSAGES TO REACH PICKUP TRUCK DRIVERS:** Media sources and messages that are most likely to reach pickup truck drivers should be utilized.
- ▶ **RECOMMENDATION 4 - INCREASE PENALTIES FOR ALCOHOL-IMPAIRED DRIVING:** Strict law enforcement, along with swift and appropriate punishments, should be used to better deter Ohioans from drinking and driving.
- ▶ **RECOMMENDATION 5 - ENHANCE THE VISIBILITY OF LAW ENFORCEMENT AND THE IMPACT OF SOBRIETY CHECKPOINTS:** Enhanced law enforcement visibility and sobriety checkpoints, along with effective informational and educational campaigns, remain vital in reducing the number of alcohol-impaired drivers and subsequent crashes on Ohio's roadways.
- ▶ **RECOMMENDATION 6 - NHTSA AND ODPS SHOULD FOCUS THEIR INTERVENTIONS ON THE PROBLEMS OF DISTRACTED AND INATTENTIVE DRIVING BEHAVIOR AND SPEED:** As expected, drivers compare themselves favorably but inaccurately to other drivers on the road in terms of distractedness and speed. Therefore, NHTSA and ODPS should focus their interests and interventions on the problems of distracted and inattentive driving behavior and speed in 2013 and beyond.
- ▶ **RECOMMENDATION 7 – DISSEMINATE CONCISE MEDIA MESSAGES TO EDUCATE OHIO ADULT AND TEEN DRIVERS ABOUT THE NEW BAN AGAINST THE USE OF ELECTRONIC COMMUNICATION DEVICES:¹, WHICH MAKES: 1) IT A SECONDARY OFFENSE FOR ADULT DRIVERS USING A HANDHELD ELECTRIC COMMUNICATION DEVICE AND 2) PROHIBITS DRIVERS UNDER 18 YEARS OF AGE FROM USING AN ELECTRONIC WIRELESS COMMUNICATION DEVICE:** Relatively few adults and teens, including drivers, are knowledgeable about House Bill 99.

¹Ohio House Bill 99 became effective on August 31, 2012 and prohibits the use of electronic communication devices during driving for adult drivers (with exemptions for ten situations) and juvenile drivers (with exemptions for three situations).

METHODOLOGY

RESEARCH DESIGN

A coordinated formative and summative research design was used in conducting the 2013 Statewide Survey of Seat Belt Use, Alcohol-Impaired Driving, Speeding, and Overall Traffic Safety. The purpose of the evaluation was to determine the effectiveness of Ohio Traffic Safety Office Paid Media, Earned Media, and Enforcement initiatives, and to help assure that valid conclusions and policy recommendations result from the project. Also, qualitative and quantitative information was obtained from key stakeholders or informants at various stages in the research. For instance, NHTSA, OCJS, and ODPS personnel, law enforcement, and other stakeholders or informants were consulted to obtain pertinent background information for the research design. Overall, a random-digit dialing survey was completed with 3,008 individuals across the eight Highway Patrol Districts of Ohio. Random-digit dialing surveys result in self-weighting samples that are generally proportional to households and/or drivers in the geographical area.

SURVEY

Random-digit dialing telephone surveys of 3,008 individuals were conducted to evaluate the 2013 Paid Media, Earned Media, and Enforcement initiatives that were used to promote greater seat belt use and reduce alcohol-impaired driving throughout Ohio. Overall, three surveys were conducted in order to more clearly determine how the statewide interventions impacted the attitudes, beliefs, and behavior of Ohio drivers regarding seat belt use and alcohol-impaired driving. The surveys were completed between April and September, 2013.

SAMPLE

The four main factors influencing sample size requirements are the size of the population from which the sample is to be drawn, the confidence coefficient, the confidence interval, and the degree of variance or difference existing in the population regarding the issues being measured. The overall confidence coefficient selected for the Ohio statewide survey is 95%, while the designated minimum confidence interval for the total sample is plus or minus 2% and the minimum confidence interval for each separate sample is plus or minus 3%. This means that if repeated samples of drivers were drawn, 95% of the time the sample confidence interval would include the population parameter. For example, if 60% of the drivers profess a specific position regarding a key highway safety issue, we can be 95% confident that between 57% and 63% of all drivers would profess the same position.

It is often impossible for the researcher to be certain about the degree of variance among a population on the issues being studied. When this condition exists, it is necessary to assume maximum variance within the target population, i.e., a 50% to 50% split on the highway safety issue. For example, 50% of the respondents agree with the issue and 50% disagree. This assumption requires the researcher to select the maximum sample size.

Given the number of Ohio drivers in each of the eight OSP Districts, and assuming maximum variance of the population on the survey topics, a random baseline sample of 992 drivers were interviewed. Two subsequent surveys of approximately 1,000 or more drivers were completed.

QUESTIONNAIRE DEVELOPMENT

As previously noted, the topics covered in the survey were derived from: the goals and objectives of the Paid Media, Earned Media and Enforcement initiatives; key indicator and pilot questions identified by NHTSA; discussions with OCJS and ODPS personnel, key stakeholders and informants (i.e., law enforcement and other knowledgeable experts); and a comprehensive computer search and review of related research. The primary concern was to collect valid information for evaluating the OCJS seat belt use and alcohol-

impaired driving initiatives. The survey questionnaires included a common core of questions which provided the opportunity to compare and contrast the perceptions of survey participants regarding salient seat belt usage and alcohol-impaired driving issues.

During the research review process, questions, scales, and indices were selected that have known and acceptable levels of validity and reliability for inclusion in the questionnaire. Since single survey questions usually fail to fully capture nuances of complex issues, multiple indicators such as scales and indices were selected to measure attitudes, behavior, and subjective norms pertaining to seat belt use and attitudes and behaviors related to drinking and driving. Multiple indicators are necessary whenever theoretical concepts exist, but single, unambiguous operational indicators are absent.

Questionnaire wording and the response categories were structured so that the language was appropriate to the target population and accurately differentiate among opinions about the issues. The final questionnaire was approved by OCJS-TS personnel prior to carrying out the research and was pre-tested before the formal data collection.

INTERVIEWER SELECTION AND TRAINING

Interviewers were specially trained for the project at the Applied Research Center. Interviewing was structured so that interviewers received prompt feedback regarding consistency, completeness of entries and other quality indicators. All telephone interviews were completed from the Applied Research Center between 9:00 a.m. and 9:00 p.m. during the week and 10:00 a.m. and 4:00 p.m. on Saturday.

DATA ANALYSIS

Survey data were analyzed by integrating both qualitative and quantitative methods (Blalock, 1979; Felding and Lee, 1991; Miles and Huberman, 1984). Data were first analyzed through descriptive statistics and measures of association which indicate how strongly two variables are related to each other. When appropriate, interpretations based on the descriptive statistics were extended through the use of other suitable multivariate statistical procedures such as factor analysis and regression (Blalock, 1979; Cohen and Cohen, 1983; Tabachnick and Fidell, 1996; Mertler and Vannatta, 2010).

RESULTS

This section of the report contains the overall results of the *Statewide Telephone Survey of Seat Belt Use, Alcohol-Impaired, and Distracted Driving for 2013*. Results are presented not only by survey year, but by the eight Ohio State Patrol (OSP) Districts during 2013. Counties included in each district are as follows:

Findlay District – Allen, Defiance, Fulton, Hancock, Henry, Lucas, Paulding, Putnam, Van Wert, Williams, and Wood, Hardin;

Bucyrus District – Ashland, Crawford, Erie, Holmes, Huron, Lorain, Marion, Ottawa, Richland, Sandusky, Seneca, Wayne, and Wyandot;

Cleveland District – Ashtabula, Cuyahoga, Geauga, Lake, Mahoning, Medina, Portage, Stark, Summit, and Trumbull;

Piqua District – Auglaize, Champaign, Clark, Darke, Greene, Logan, Mercer, Miami, Montgomery, Preble, Shelby, and Union;

Columbus District – Delaware, Fairfield, Franklin, Knox, Licking, Madison, Morrow, Perry, and Pickaway;

Cambridge District – Belmont, Carroll, Columbiana, Coshocton, Guernsey, Harrison, Jefferson, Monroe, Muskingum, Noble, and Tuscarawas;

Wilmington District – Adams, Brown, Butler, Clermont, Clinton, Fayette, Hamilton, Highland, and Warren; and

Jackson District – Athens, Gallia, Hocking, Jackson, Lawrence, Meigs, Morgan, Pike, Ross, Scioto, Vinton, and Washington.

Appendix A contains responses cross-tabulated by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

PART I: DEMOGRAPHICS AND GENERAL DRIVING HABITS

Demographic statistics for the 2013 sample are as follows:

- ▶ Highest Level of Education – 26.4% are high school graduates (GED); 2.9% attended business or vocational school; 18.8% have had some college (no degree); 12.6% have their Associate's Degree; 21.7% have a Bachelor's Degree; 12.7% have a Master's Degree; and 1.9% a Ph.D.
- ▶ Work or Employment Status – 54.6% are employed full-time; 13.8% hold part-time jobs; 7.0% are retired; 2.9% are full- or part-time students; 11.5% are homemaker's; 4.5% are unemployed; and 4.7% maintain they are disabled.
- ▶ Occupation type – 38.0% are professionals; 10.5% are laborer's; 9.6% work in the service field; 7.3% are in the managerial field; 6.9% hold clerical positions; 6.6% are in sales; 6.4% have jobs in the technical field; 3.7% are in law enforcement; 3.6% work in transportation; 2.7% are craftsman; and 8.4% work in some other field.
- ▶ Age – 5.2% of participants are 25 or younger; 4.6% are 26-30 years old; 6.5% are 31-35 years of age; 11.4% are 36-40; 16.3% are 41-45 years old; 25.1% are 46-50 years of age; and 31.0% are 51 years of age and older.
- ▶ Marital Status – 15.4% of those surveyed are single, never married; 75.0% are married; 7.8% are separated or divorced; and 1.9% claim to be widowed.
- ▶ Race – 92.2% consider themselves to be Caucasian; 4.8% are African American; and 3.0% are from "other" races.
- ▶ Hispanic/Latino – 2.1% of those surveyed said they are Hispanic or Latino.
- ▶ Living Community – 13.8% live in an urban setting; 41.0% live in a suburban area; and 45.2% live in a rural area.
- ▶ Sex – 65.4% of respondents are female; and 34.6% are male.

Most respondents (48.5%) said they drive an “automobile” most often, while 24.1% said they drive a SUV, 14.5% drive a minivan and 11.8% said they drive a pickup truck most often. Additionally, 35.0% of those surveyed maintain they use their vehicle as part of their job. In response to other questions about personal driving habits, 83.1% of those surveyed said they drive five or more days a week. Nearly 56 % of the respondents (55.9%) stated that they drive 100 miles or less during an average week, while 40.1% said they drive between 101 and 500 miles. Additionally, 36.6% stated that they drive in a rural setting most of the time, 35.9% say they mainly drive in suburban settings, and 27.6% primarily drive in urban areas. Close to half (46.5%) of those surveyed claimed to drive for both “work” and “pleasure”.

PART II: SEAT BELT USE

PERCEIVED SEAT BELT USE BY OTHER DRIVERS

During 2013, 29.6% of respondents said the average driver “always” wears a seat belt, while 52.5% said they think other drivers wear their seat belt “most of the time.” Results were similar to previous survey years (Table 1). Respondents felt that drivers 25 years of age and younger, males, single, and pickup truck drivers were less likely to “always” wear their seat belt (Appendix A; Table A2.1). Additionally, respondents in the Bucyrus and Wilmington OSP Districts were more likely to say other drivers “always” wear their seat belts (Table 1A).

TABLE 1: PERCEIVED SEAT BELT USE BY OTHER DRIVERS 2003- 2013

		ALWAYS	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL
SURVEY YEAR	2013	29.6%	52.5%	14.8%	2.3%	0.8%	2,913
	2012	28.3%	55.8%	15.5%	0.0%	1.0%	4,408
	2011	27.6%	51.2%	17.3%	3.0%	1.0%	3,679
	2010	31.8%	47.2%	16.3%	3.9%	1.0%	3,989
	2009	26.0%	52.0%	18.0%	4.0%	1.0%	4,041
	2008	17.4%	54.7%	23.5%	3.9%	0.3%	4,070
	2007	16.7%	58.1%	22.2%	2.6%	0.5%	3,799
	2006	16.7%	56.1%	23.2%	3.3%	0.7%	4,062
	2005	19.3%	50.8%	25.3%	3.8%	0.8%	3,831
	2004	18.1%	49.5%	27.8%	3.9%	0.9%	4,444
2003	14.8%	51.3%	28.8%	4.4%	0.4%	3,959	

TABLE 1A: PERCEIVED SEAT BELT USE BY OTHER DRIVERS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.079	4.049	4.087	4.100	2,913
OSP DISTRICT	FINDLAY DISTRICT	4.059	4.053	3.984	4.135	392
	BUCYRUS DISTRICT	4.149	4.208	4.090	4.138	329
	CLEVELAND DISTRICT	4.107	4.037	4.187	4.070	319
	PIQUA DISTRICT	4.090	4.071	4.053	4.142	346
	COLUMBUS DISTRICT	4.095	4.132	4.030	4.139	346
	CAMBRIDGE DISTRICT	4.013	3.934	4.026	4.076	397
	WILMINGTON DISTRICT	4.116	4.052	4.159	4.132	422
	JACKSON DISTRICT	4.014	3.943	4.158	3.954	362

The mean score calculation is based on “Always” = 5 to “Never” = 1; therefore, the greater the mean score, the greater the perceived seat belt use by others.

FACTORS THAT MIGHT ENCOURAGE OTHER DRIVERS TO WEAR THEIR SEAT BELT

The most frequently mentioned factors that might cause or encourage drivers who do not currently wear a seat belt to do so include being injured in an accident and fear of getting a ticket (Table 2). These were the most frequently cited responses during all four surveys and during other ODPS telephone surveys about seat belt use conducted by the ARC since 2000 (Seufert, *et al.*, 2000 through 2012). It should also be noted that close to thirteen percent (12.8%) said there is “nothing” that might encourage drivers who do not currently wear a seat belt to do so.

TABLE 2: TOP FACTORS THAT MIGHT ENCOURAGE OTHER DRIVERS TO WEAR THEIR SEAT BELT 2003- 2013

	BEING INJURED IN ACCIDENT		FEAR OF TICKET		SEEING OTHERS INJURED		FEAR OF LARGE FINE		NOTHING	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
2013	44.3%	1,333	23.4%	704	12.4%	373	6.2%	186	12.8%	385
2012	41.3%	1,879	18.2%	828	11.6%	528	4.0%	182	15.4%	701
2011	42.8%	1,652	24.8%	956	13.0%	502	4.7%	181	15.0%	580
2010	44.2%	1,809	22.4%	915	14.6%	598	5.4%	220	8.3%	338
2009	44.8%	1,854	23.2%	959	10.9%	450	3.7%	153	13.7%	569
2008	50.7%	2,107	20.6%	858	11.3%	471	3.7%	152	8.7%	360
2007	47.7%	1,852	22.9%	890	13.6%	527	4.4%	169	5.4%	210
2006	48.1%	1,993	26.9%	1,112	11.9%	494	3.3%	135	7.5%	310
2005	46.4%	1,837	26.2%	1,038	14.1%	558	5.1%	200	9.3%	368
2004	46.9%	2,152	25.6%	1,176	15.2%	696	4.8%	218	8.1%	371
2003	51.5%	1,620	27.1%	852	12.8%	401	6.7%	212	-	-

Other less mentioned factors that respondents feel might encourage other drivers to wear a seat belt include: increased awareness of consequences (3.5%); ability of police to stop drivers for not wearing a seat belt (2.9%); traveling with a child (2.5%); make seat belts more comfortable (1.7%); influence or pressure from others (1.2%); more information on seat belt use (1.2%); strict enforcement of seat belt laws (1.1%); strict seat belt laws (0.7%); insurance discounts for seat belt use (0.4%); and monetary incentives for seat belt use (0.3%). Additionally, 6.0% of those surveyed “don’t know” what might actually encourage others to wear their seat belt.

LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

As with previous survey years, respondents were divided over whether those who do not wear their seat belt would receive a ticket (Table 3). Respondents’ perceptions that the average driver would be likely to receive a ticket for not wearing a seat belt decreased between the first and second surveys; however, an increase can be seen during the third survey (Appendix A; Table A2.2). Respondents who were more apt to say it was “very likely” that a driver would receive a ticket for not wearing a seat belt included those who are 35 years old and younger, females, those who live in and drive in rural areas, and SUV drivers (Appendix A; Table A2.2). Respondents who reside in the Bucyrus, Cambridge and Jackson OSP Districts also are more likely to feel a driver would receive a ticket for not wearing a seat belt (Table 3A).

TABLE 3: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 – 2013

SURVEY YEAR	VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
	2013	18.9%	33.9%	24.0%	23.3%
2012	16.7%	31.5%	25.8%	26.0%	4,403
2011	20.4%	23.8%	35.0%	20.9%	3,679

TABLE 3 CONTINUED: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 – 2013

		VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
SURVEY YEAR	2010	20.8%	34.6%	27.0%	17.6%	3,942
	2009	18.0%	34.0%	27.0%	21.0%	4,012
	2008	16.0%	36.2%	29.8%	17.9%	4,015
	2007	16.0%	36.9%	26.8%	20.2%	3,711
	2006	18.3%	37.6%	28.3%	15.8%	4,019
	2005	21.8%	36.0%	24.2%	18.0%	3,799
	2004	21.4%	35.2%	26.5%	17.0%	4,406
	2003	20.2%	36.3%	26.9%	16.6%	3,959

TABLE 3A: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2013

	OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL	
ALL RESPONDENTS	2.484	2.479	2.474	2.498	2880	
OSP DISTRICT	FINDLAY DISTRICT	2.443	2.354	2.472	2.500	384
	BUCYRUS DISTRICT	2.588	2.607	2.561	2.591	330
	CLEVELAND DISTRICT	2.502	2.506	2.467	2.538	307
	PIQUA DISTRICT	2.435	2.394	2.466	2.441	345
	COLUMBUS DISTRICT	2.190	2.200	2.162	2.213	343
	CAMBRIDGE DISTRICT	2.600	2.652	2.641	2.517	395
	WILMINGTON DISTRICT	2.327	2.234	2.362	2.385	416
	JACKSON DISTRICT	2.797	2.813	2.748	2.830	360

The mean score calculation is based on "Very Likely" = 4 to "Very Unlikely" = 1; therefore, the greater the mean score, the greater the perceived likelihood of a driver receiving a ticket.

RESPONDENTS' REPORTED SEAT BELT USE

In 2013, reported seat belt use for those who claim to always wear a seat belt was 86.0% overall (Table 4). This rate remained fairly consistent throughout the survey period (Appendix A; Table A2.3). While most respondents indicated they "always" wear their seat belt when driving, very few respondents said they "rarely" or "never" wear their seat belt. As expected, reported seat belt use is generally lower among respondents who are: age 30 and younger, male, single and pick-up drivers (Appendix A; Table A2.3). Additionally, 86.9% of those surveyed claimed they always wear their seat belt when riding as a front seat passenger in a vehicle and most respondents (91.0%) said their seat belt use had "stayed the same" over the 30 days prior to the survey. See Appendix A for results cross-tabulated by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type. Self-reported seat belt use was lowest in the Cambridge, Jackson, and Cleveland OSP Districts (Table 4A). In contrast, the Wilmington OSP District had the highest self-reported seat belt use of all OSP Districts.

TABLE 4: RESPONDENTS' REPORTED SEAT BELT USE 2003 – 2013

		ALL THE TIME	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL
SURVEY YEAR	2013	86.0%	7.6%	2.8%	1.7%	2.0%	3,006
	2012	85.3%	8.7%	2.7%	1.5%	1.8%	4,547
	2011	82.0%	11.0%	3.0%	2.0%	2.0%	3,850
	2010	84.9%	8.7%	2.4%	1.7%	2.3%	4,085
	2009	85.0%	8.0%	3.0%	2.0%	2.0%	4,135
	2008	85.0%	8.3%	2.8%	1.9%	2.0%	4,142
	2007	87.0%	8.0%	2.0%	2.0%	1.0%	3,872

TABLE 4 CONTINUED: RESPONDENTS' REPORTED SEAT BELT USE 2003 - 2013

		ALL THE TIME	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL
SURVEY YEAR	2006	84.0%	9.0%	4.0%	2.0%	2.0%	4,135
	2005	80.0%	12.0%	4.0%	3.0%	2.0%	3,946
	2004	80.0%	12.0%	4.0%	3.0%	2.0%	4,578
	2003	82.0%	10.0%	4.0%	2.0%	2.0%	4,003

TABLE 4A: RESPONDENTS' REPORTED SEAT BELT USE - 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.739	4.706	4.769	4.741	3,006
OSP DISTRICT	FINDLAY DISTRICT	4.775	4.720	4.746	4.855	404
	BUCYRUS DISTRICT	4.752	4.780	4.767	4.709	347
	CLEVELAND DISTRICT	4.695	4.798	4.624	4.698	325
	PIQUA DISTRICT	4.781	4.757	4.760	4.823	360
	COLUMBUS DISTRICT	4.788	4.748	4.800	4.813	354
	CAMBRIDGE DISTRICT	4.616	4.532	4.746	4.592	411
	WILMINGTON DISTRICT	4.825	4.764	4.890	4.813	434
	JACKSON DISTRICT	4.674	4.621	4.786	4.624	371

The mean score calculation is based on "Always" = 5 to "Never" = 1; therefore, the greater the mean score, the more likely respondent is to wear a seat belt.

FAVOR LAWS REQUIRING SEAT BELT USE

In 2013, the overall percentage of respondents who greatly favored laws that require seat belt use was slightly higher than in 2012 (Table 5). As expected, respondents' approval of laws that require drivers and all passengers to wear properly adjusted seat belts was highest during the 2nd Survey which coincided with the "Click It Or Ticket" media campaign (Appendix A; Table A2.7). Females, married respondents and those who live and reside in suburban areas were more likely to favor these laws "a great deal" (Appendix A; Table A2.7). Residents in the Findlay, Columbus, and Wilmington OSP Districts were more likely to favor laws that require seat belt use (Table 5A).

TABLE 5: FAVOR LAWS REQUIRING SEAT BELT USE 2003 - 2013

		A GREAT DEAL	SOMEWHAT	NOT AT ALL	TOTAL
SURVEY YEAR	2013	66.4%	22.9%	10.7%	2,979
	2012	64.4%	23.8%	11.8%	4,524
	2011	66.0%	23.0%	11.0%	2,829
	2010	67.4%	22.2%	10.4%	4,063
	2009	66.4%	22.3%	11.3%	4,109
	2008	63.2%	23.2%	13.7%	4,125
	2007	64.0%	23.0%	13.0%	3,747
	2006	62.1%	25.0%	12.9%	4,103
	2005	60.8%	25.7%	13.4%	3,997
	2004	60.2%	26.8%	13.1%	4,522
	2003	58.1%	27.2%	14.6%	3,994

TABLE 5A: FAVOR LAWS REQUIRING SEAT BELT USE – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.577	2.548	2.571	2.556	2,979
OSP DISTRICT	FINDLAY DISTRICT	2.583	2.538	2.560	2.650	403
	BUCYRUS DISTRICT	2.567	2.575	2.549	2.574	344
	CLEVELAND DISTRICT	2.567	2.607	2.552	2.553	323
	PIQUA DISTRICT	2.548	2.614	2.529	2.504	358
	COLUMBUS DISTRICT	2.574	2.571	2.571	2.580	350
	CAMBRIDGE DISTRICT	2.490	2.417	2.586	2.480	405
	WILMINGTON DISTRICT	2.631	2.626	2.701	2.559	429
	JACKSON DISTRICT	2.493	2.458	2.474	2.560	367

The mean score calculation is based on "A Great Deal" = 3 to "Not At All" = 1; therefore, the greater the mean score, the more likely respondent is to favor laws requiring seat belt use.

Additionally, 64.6% of all respondents said "yes" when asked if they think law enforcement officers *should* be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are broken (Appendix A; Table A2.14).

SUPPORT FOR A PRIMARY SEAT BELT LAW

While passage of a primary seat belt law is the quickest and most certain way for Ohio to achieve NHTSA's goal of an 85% seat belt usage rate, support for a primary seat belt law decreased throughout the 2013 campaign (Appendix A; Table A2.15). Close to fifty-two percent (51.7%) of respondents said they would "definitely support" the passage of a primary seat belt law (Table 6). Even though those who "definitely support" a primary seat belt law was higher than in 2012, the percentage of respondents who "definitely oppose" a primary seat belt law for Ohio increased during 2013. Respondents who more likely support a primary seat belt law included those 30 years of age and younger, females, married respondents, SUV drivers, and those who reside and drive mainly in suburban areas (Appendix A; Table A2.15). As seen in Table 6A, respondents in the Piqua, Columbus, and Cambridge OSP Districts were less likely to support a primary seat belt law.

TABLE 6: SUPPORT FOR A PRIMARY SEAT BELT LAW 2003 – 2013

		DEFINITELY SUPPORT	PROBABLY SUPPORT	PROBABLY OPPOSE	DEFINITELY OPPOSE	TOTAL
SURVEY YEAR	2013	51.7%	15.2%	8.4%	24.8%	2,910
	2012	47.9%	16.0%	9.9%	26.2%	4,424
	2011	51.0%	17.0%	9.0%	24.0%	3,742
	2010	57.0%	13.6%	7.6%	21.8%	4,003
	2009	50.0%	17.0%	9.0%	24.0%	4,075
	2008	49.1%	17.7%	10.5%	22.8%	4,073
	2007	55.0%	14.0%	8.0%	23.0%	3,778
	2006	56.4%	15.2%	11.2%	17.1%	4,019
	2005	52.3%	17.2%	10.4%	20.1%	3,818
	2004	51.4%	18.0%	9.7%	20.9%	4,472
	2003	49.0%	20.6%	10.6%	19.9%	3,941

TABLE 6A: SUPPORT FOR A PRIMARY SEAT BELT LAW – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.937	2.545	2.571	2.556	2,910
OSP DISTRICT	FINDLAY DISTRICT	2.977	3.016	2.924	2.993	391
	BUCYRUS DISTRICT	2.921	3.146	2.802	2.775	330
	CLEVELAND DISTRICT	2.921	3.122	2.967	2.723	317
	PIQUA DISTRICT	2.864	2.956	2.838	2.802	346
	COLUMBUS DISTRICT	2.918	3.029	3.016	2.705	342
	CAMBRIDGE DISTRICT	2.915	2.899	3.035	2.837	399
	WILMINGTON DISTRICT	2.998	3.145	3.040	2.801	424
	JACKSON DISTRICT	2.964	3.029	2.821	3.038	361

The mean score calculation is based on "Definitely Support" = 4 to "Definitely Oppose" = 1; therefore, the greater the mean score, the more likely respondent is to support laws requiring seat belt use.

During 2013, 66.7% of respondents said they would "definitely" or "probably" vote for a law in which law enforcement officers could stop drivers for a seat belt violation when no other law was broken (Table 7). The number of respondents who said they would vote for a primary seat belt law was highest during the 1st Survey of the 2013 campaign (Appendix A; Table A2.16). Additionally, results show that 88.7% of respondents said they would "always" wear their seat belt, while an additional 6.4% said "most of the time," in response to the passage of a primary seat belt law. Appendix A contains responses cross-tabulated by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type. Respondents in the Piqua and Cleveland OSP Districts were less likely to say they would vote for a primary seat belt law (Table 7A).

TABLE 7: VOTE FOR A PRIMARY SEAT BELT LAW 2003 – 2013

		DEFINITELY FOR	PROBABLY FOR	PROBABLY AGAINST	DEFINITELY AGAINST	TOTAL
SURVEY YEAR	2013	53.4%	13.3%	8.5%	24.8%	2,902
	2012	50.4%	13.6%	9.5%	26.5%	4,395
	2011	52.0%	15.0%	9.0%	24.0%	3,742
	2010	57.9%	13.0%	7.4%	21.8%	3,983
	2009	51.0%	16.0%	9.0%	24.0%	4,065
	2008	50.7%	16.4%	10.2%	22.6%	4,064
	2007	55.0%	14.0%	9.0%	22.0%	3,770
	2006	55.8%	16.6%	9.0%	18.7%	4,015
	2005	53.3%	16.0%	9.8%	20.8%	3,803
	2004	51.9%	17.1%	9.3%	21.7%	4,424
	2003	49.5%	18.9%	9.8%	21.9%	3,923

TABLE 7A: VOTE FOR A PRIMARY SEAT BELT LAW – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.952	3.030	2.964	2.863	2902
OSP DISTRICT	FINDLAY DISTRICT	2.974	2.976	2.938	3.007	387
	BUCYRUS DISTRICT	2.967	3.174	2.875	2.821	329
	CLEVELAND DISTRICT	2.892	3.099	2.902	2.732	316
	PIQUA DISTRICT	2.899	2.938	2.948	2.814	347
	COLUMBUS DISTRICT	2.948	3.000	3.038	2.793	344
	CAMBRIDGE DISTRICT	2.932	2.891	3.079	2.855	396

The mean score calculation is based on "Definitely For" = 4 to "Definitely Against" = 1; therefore, the greater the mean score, the more likely respondent is to vote for laws requiring seat belt use.

TABLE 7A CONTINUED: VOTE FOR A PRIMARY SEAT BELT LAW – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
OSP DISTRICT	WILMINGTON DISTRICT	3.005	3.152	3.040	2.815	423
	JACKSON DISTRICT	2.983	3.028	2.850	3.066	360

The mean score calculation is based on "Definitely For" = 4 to "Definitely Against" = 1; therefore, the greater the mean score, the more likely respondent is to vote for laws requiring seat belt use.

POTENTIAL IMPACT OF A PRIMARY SEAT BELT LAW

During 2013, 71.8% of respondents reported that the passage of a primary seat belt law in Ohio would "definitely" or "probably" increase seat belt use (Table 8). Characteristics of those respondents who maintain a primary seat belt law would increase seat belt use include respondents 25 years of age and younger, females, those who reside in suburban areas, and those who mainly drive in suburban areas. In contrast, males and those who primarily drive pickup trucks were most likely to believe that a primary seat belt law would not increase seat belt use (Appendix A; Table A2.17). Drivers in both the Cleveland and Wilmington OSP Districts were somewhat more likely to say that the passage of a primary seat belt law would increase seat belt use in Ohio (Table 8A).

TABLE 8: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO 2003 – 2013

		YES, DEFINITELY	YES, PROBABLY	NO, PROBABLY	NO, DEFINITELY	TOTAL
SURVEY YEAR	2013	35.8%	36.0%	17.0%	11.2%	2,881
	2012	31.0%	40.0%	17.5%	11.6%	4,395
	2011	38.0%	37.0%	15.0%	10.0%	3,700
	2010	40.1%	35.7%	14.1%	10.1%	3,971
	2009	41.0%	35.0%	14.0%	10.0%	3,042
	2008	36.8%	35.8%	17.9%	9.5%	4,070
	2007	46.4%	27.0%	12.8%	13.8%	3,781
	2006	43.0%	33.5%	13.9%	9.7%	4,064
	2005	41.2%	32.2%	16.1%	10.6%	3,828
	2004	40.2%	33.9%	15.9%	10.0%	4,442
	2003	37.0%	36.9%	17.6%	8.4%	3,941

TABLE 8A: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.963	3.029	2.937	2.923	2,881
OSP DISTRICT	FINDLAY DISTRICT	2.957	2.952	2.833	3.077	375
	BUCYRUS DISTRICT	2.964	3.024	2.847	3.000	333
	CLEVELAND DISTRICT	3.022	3.210	3.000	2.913	317
	PIQUA DISTRICT	2.939	3.106	2.828	2.890	347
	COLUMBUS DISTRICT	2.959	3.019	3.016	2.832	338
	CAMBRIDGE DISTRICT	2.889	2.912	2.920	2.842	396
	WILMINGTON DISTRICT	3.022	3.082	3.026	2.953	414
	JACKSON DISTRICT	2.958	3.007	2.982	2.869	361

The mean score calculation is based on "Yes, Definitely" = 4 to "No, Definitely" = 1; therefore, the greater the mean score, the more likely respondents are to feel that a primary seat belt law would increase seat belt use.

Most survey respondents agreed that the passage of a primary seat belt law in Ohio would "definitely" or "probably" reduce serious injuries due to accidents, reduce fatalities resulting from accidents, and offer greater protection to drivers and passengers. Appendix A contains responses cross-tabulated by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary

driving area (urban, suburban or rural); and vehicle type. It should be noted that over the years, respondents have repeatedly stated that a primary seat belt law would increase seat belt use.

SIGNIFICANT OTHERS’ INFLUENCE ON SEAT BELT USE

Table 9 shows that overall, the majority of the 2013 sample “strongly agreed” *people important to them think they should wear a seat belt* (89.0%); *their immediate family thinks they should wear a seat belt* (90.0%); *most people important to them become concerned if they do not wear a seat belt* (82.1%); and *those who really care about them think they should wear a seat belt* (88.3%).

TABLE 9: SIGNIFICANT OTHERS’ INFLUENCE ON SEAT BELT USE – 2013

	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	MEAN	TOTAL
PEOPLE IMPORTANT TO YOU THINK YOU SHOULD WEAR A SEAT BELT.	89.0%	8.2%	1.5%	1.3%	3.848	2,990
YOUR IMMEDIATE FAMILY THINKS YOU SHOULD WEAR A SEAT BELT.	90.0%	7.0%	1.4%	1.5%	3.856	2,990
PEOPLE IMPORTANT TO YOU ARE CONCERNED WHEN YOU DON’T WEAR A SEAT BELT.	82.1%	10.1%	4.5%	3.3%	3.711	2,946
PEOPLE WHO CARE ABOUT YOU THINK YOU SHOULD WEAR A SEAT BELT.	88.3%	8.1%	1.9%	1.7%	3.830	2,980

The mean score calculation is based on “Strongly Agree” = 4 to “Strongly Disagree” = 1; therefore, the greater the mean score, the more likely respondent is to agree with the statement.

LIKELIHOOD OF RESPONDENT RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

Less than half (48.2%) of 2013 respondents said it was “very” or “somewhat” likely they would receive a ticket if they did not wear a seat belt at all over the next six months, which is slightly higher than in 2013 (Table 10). In addition, 85.4% of those surveyed in 2013 “strongly” or “somewhat” agreed that it is important for law enforcement officers to enforce seat belt laws (Appendix A; Table A2.29). Drivers in the Jackson, Cambridge, and Bucyrus OSP Districts were more inclined to think it was likely they would receive a ticket for not wearing their seat belt (Table 10A).

TABLE 10: LIKELIHOOD OF RESPONDENT RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 – 2013

		VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
SURVEY YEAR	2013	22.5%	25.7%	21.3%	30.5%	2,927
	2012	17.5%	24.1%	24.1%	34.3%	4,445
	2011	22.0%	27.0%	24.0%	26.0%	3,738
	2010	22.8%	26.9%	25.6%	24.8%	3,985
	2009	20.0%	27.0%	25.0%	28.0%	4,073
	2008	16.6%	27.8%	27.8%	27.8%	4,075
	2007	17.0%	29.0%	28.0%	27.0%	3,796
	2006	18.2%	29.2%	28.8%	23.8%	4,072
	2005	20.0%	27.4%	25.3%	27.4%	3,843
	2004	21.2%	29.4%	25.8%	23.6%	4,472
	2003	22.2%	32.1%	25.4%	20.2%	3,948

TABLE 10A: LIKELIHOOD OF RESPONDENT RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.401	2.378	2.347	2.479	2,927
OSP DISTRICT	FINDLAY DISTRICT	2.318	2.295	2.176	2.481	396
	BUCYRUS DISTRICT	2.518	2.537	2.374	2.625	334
	CLEVELAND DISTRICT	2.429	2.500	2.355	2.455	315
	PIQUA DISTRICT	2.276	2.234	2.144	2.445	348
	COLUMBUS DISTRICT	2.202	2.115	2.242	2.236	346
	CAMBRIDGE DISTRICT	2.569	2.565	2.590	2.556	399
	WILMINGTON DISTRICT	2.231	2.108	2.255	2.331	424
JACKSON DISTRICT	2.682	2.636	2.701	2.722	365	

The mean score calculation is based on “Very Likely” = 4 to “Very Unlikely” = 1; therefore, the greater the mean score, the more likely respondents believes they are likely to receive a ticket for not wearing a seat belt.

Few respondents (13.5%) said they have received a ticket in Ohio for not wearing a seat belt, and of those, nearly all (92.5%) had received the ticket more than a year prior to the survey. Cross-tabulated results by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type for all survey questions can be found in Appendix A.

ATTITUDES ABOUT SEAT BELT USE

During 2013, most respondents (95.8%) clearly recognized the benefits derived from wearing a seat belt by agreeing that if they were to be involved in an accident, they would want to have their seat belt on (Table 11). Moreover, 77.1% of those surveyed “strongly agreed” that seat belt use helps reduce the number of deaths caused by serious crashes and 74.6% maintain that seat belts are likely to reduce the severity of injuries to people who are wearing a seat belt when a crash occurs. More than half (62.7%) either “somewhat” or “strongly” *disagreed* that seat belt use could actually be harmful. Additionally, 91.9% “somewhat” or “strongly” *disagreed* that they worry more about being in an accident when wearing their seat belt. Cross-tabulated results by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type for these statements can be found in Appendix A.

TABLE 11: ATTITUDES ABOUT SEAT BELT USE – 2013

	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	MEAN	TOTAL
SEAT BELTS ARE JUST AS LIKELY TO HARM YOU AS HELP YOU.	15.6%	21.6%	19.8%	42.9%	2.901	2,918
IF I WAS IN AN ACCIDENT, I WOULD WANT TO HAVE MY SEAT BELT ON.	86.6%	9.2%	2.1%	2.1%	3.803	2,965
PUTTING ON A SEAT BELT MAKES ME WORRY ABOUT BEING IN AN ACCIDENT.	4.8%	3.3%	12.4%	79.5%	3.665	2,989
SEAT BELTS HELP REDUCE THE NUMBER OF DEATHS CAUSED BY SERIOUS VEHICLE CRASHES.	77.1%	17.0%	3.1%	2.8%	3.684	2,931
SEAT BELTS ARE LIKELY TO REDUCE THE SEVERITY OF INJURIES WHEN A CRASH OCCURS.	74.6%	19.7%	3.2%	2.5%	3.664	2,942

The mean score calculation is based on “Strongly Agree” = 4 to “Strongly Disagree” = 1; therefore, the greater the mean score, the more likely respondent is to give the desired response.

PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS

While 64.6% of those surveyed “strongly agree” that it is important for law enforcement officers to enforce seat belt laws (Appendix A; Table A2.29), the percentage of respondents that noticed special efforts by law enforcement officers to ticket drivers for seat belt offenses was relatively small (Table 12). Respondents most likely to say they “definitely” witnessed these special efforts include those who are 26 to 30 years of age, males, and those who primarily drive pickup trucks (Appendix A; Table A2.35). Survey respondents residing in the Jackson and Cleveland OSP Districts were more likely than others to believe special efforts are being made by police to ticket drivers for seat belt violations (Table 12A).

TABLE 12: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS² 2004 – 2013

		YES, DEFINITELY	YES, PROBABLY	NO, PROBABLY	NO, DEFINITELY	TOTAL
SURVEY YEAR	2013	16.9%	5.7%	15.9%	61.4%	2,962
	2012	14.1%	4.1%	13.7%	68.1%	4,501
	2011	16.0%	4.0%	16.0%	63.0%	3,782
	2010	14.7%	6.4%	16.2%	62.7%	3,992
	2009	13.0%	7.0%	16.0%	65.0%	4,046
	2008	14.6%	9.6%	17.3%	58.5%	4,077
	2007	17.0%	10.0%	14.0%	59.0%	3,770
	2006	20.7%	12.9%	17.6%	48.9%	4,006
	2005	22.8%	10.9%	16.2%	50.1%	3,817
	2004	19.3%	10.9%	18.4%	51.3%	2,386

TABLE 12A: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS – 2013

	OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL	
ALL RESPONDENTS	1.782	1.580	1.978	1.784	2,962	
OSP DISTRICT	FINDLAY DISTRICT	1.773	1.550	2.030	1.735	396
	BUCYRUS DISTRICT	1.716	1.698	1.794	1.664	341
	CLEVELAND DISTRICT	1.923	1.500	2.272	1.853	325
	PIQUA DISTRICT	1.769	1.460	1.941	1.891	351
	COLUMBUS DISTRICT	1.693	1.581	1.850	1.609	348
	CAMBRIDGE DISTRICT	1.749	1.536	2.043	1.719	402
	WILMINGTON DISTRICT	1.724	1.543	1.851	1.766	431
	JACKSON DHQ	1.929	1.727	2.052	2.064	368

The mean score calculation is based on “Yes, Definitely” = 4 to “No Definitely” = 1; therefore, the greater the mean score, the greater the perceived efforts by to ticket drivers for seat belt violations.

VISIBILITY OF MEDIA MESSAGES AND SLOGANS PERTAINING TO SEAT BELT USE

The reported exposure to seat belt use messages and slogans was slightly higher in 2013 than in 2012 (Table 13). However, consistent with the “Click It or Ticket” campaign goals, respondents reported an increase in exposure to campaign messages and slogans between the 1st (53.3%) and 2nd Surveys (71.9%). Respondents least likely to have seen or heard a message were 51 years of age and older, females, married respondents, those who reside in urban areas, and those who drive primarily in suburban areas (Appendix A; Table A2.36). Respondents in the Cleveland, Jackson, and Cambridge OSP Districts were more likely to say they heard or saw messages 30 days prior to the survey encouraging seat belt use (Table 13A).

² This statement was added to the third survey in 2004; therefore data is not available prior to that time.

TABLE 13: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS 2003 – 2013

		YES, DEFINITELY	YES, PROBABLY	NO, PROBABLY	NO, DEFINITELY	TOTAL
SURVEY YEAR	2013	63.4%	9.6%	8.6%	18.4%	2,970
	2012	62.8%	7.3%	8.8%	21.1%	4,500
	2011	68.0%	6.0%	6.0%	19.0%	3,808
	2010	70.2%	6.7%	5.5%	17.6%	4,045
	2009	62.0%	7.0%	11.0%	20.0%	4,124
	2008	62.0%	5.4%	10.0%	22.6%	4,141
	2007	54.0%	8.0%	9.0%	29.0%	3,870
	2006	67.8%	6.2%	3.9%	22.1%	4,130
	2005	67.4%	6.4%	4.6%	21.6%	3,938
	2004	69.7%	10.4%	6.3%	13.6%	4,568
	2003	72.0%	9.9%	6.4%	11.7%	3,987

TABLE 13A: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.181	2.939	3.377	3.222	2,970
OSP DISTRICT	FINDLAY DISTRICT	3.085	2.789	3.211	3.252	401
	BUCYRUS DISTRICT	3.263	3.000	3.495	3.342	342
	CLEVELAND DISTRICT	3.300	3.049	3.520	3.241	317
	PIQUA DISTRICT	3.189	3.045	3.250	3.262	354
	COLUMBUS DISTRICT	3.145	3.096	3.318	2.982	346
	CAMBRIDGE DISTRICT	3.201	2.914	3.496	3.240	407
	WILMINGTON DISTRICT	3.067	2.703	3.338	3.129	431
	JACKSON DISTRICT	3.242	3.014	3.444	3.327	372

The mean score calculation is based on "Yes, Definitely" = 4 to "No Definitely" = 1; therefore, the greater the mean score, the more likely respondent has seen/heard messages encouraging seat belt use.

EXPOSURE TO MEDIA MESSAGES

Overall, during 2013, 45.7% of those who had reported seeing a media message encouraging seat belt use said that they had seen the message on billboards, while 42.3% saw a message on television, 33.4% saw messages on road signs, 22.1% heard the message on the radio, and 9.3% saw a message on a banner (Table 14). Also, the majority of respondents (77.7%) maintain that the number of messages they had seen or heard in the 30 days prior to the survey was about the same as usual (Appendix A; Table A2.37). Respondents who claimed to have seen or heard more messages than usual increased from 8.3% during the baseline survey to 26.2% during the 2nd Survey which is consistent with the "Click It or Ticket" campaign goals. Cross-tabulated results by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type for these statements can be found in Appendix A.

TABLE 14: LOCATION OF MESSAGES ENCOURAGING SEAT BELT USE 2003- 2013

	BILLBOARDS		TELEVISION		ROAD SIGNS		RADIO		BANNERS	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
2013	45.7%	991	42.3%	917	33.4%	724	22.1%	479	9.3%	202
2012	37.2%	1,174	43.7%	1,379	38.9%	1,227	20.3%	640	5.1%	161
2011	42.4%	1,201	44.3%	1,254	37.1%	1,051	23.0%	653	4.0%	112
2010	48.5%	1,509	52.2%	1,623	48.7%	1,515	26.5%	824	4.0%	123

TABLE 14 CONTINUED: LOCATION OF MESSAGES ENCOURAGING SEAT BELT USE 2003- 2013

	BILLBOARDS		TELEVISION		ROAD SIGNS		RADIO		BANNERS	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
2009	47.3%	1,351	55.6%	1,587	42.1%	1,204	26.6%	760	5.9%	168
2008	51.1%	1,427	55.6%	1,553	42.4%	1,183	28.5%	797	7.7%	214
2007	55.1%	1,318	61.0%	1,468	42.9%	1,025	39.1%	940	9.9%	236
2006	45.6%	1,418	64.4%	2,007	38.6%	1,202	35.0%	1,091	8.5%	263
2005	76.4%	1,323	83.8%	1,775	68.7%	1,053	63.8%	969	19.5%	162
2004	38.8%	1,779	52.8%	2,420	37.4%	1,716	26.6%	1,219	4.0%	185
2003	49.4%	1,553	52.1%	1,639	-	-	22.1%	696	5.2%	162

SLOGANS ENCOURAGING SEAT BELT USE

In 2013, 64.2% of respondents reported having seen and/or heard media campaign slogans encouraging seat belt use in the 30 days prior to the survey (Appendix A; Table A2.38). Positive responses to this question in the 2nd Survey were higher than in the others. For example, reported exposure to campaign messages and slogans encouraging seat belt use increased from 53.9% during the Baseline Survey to 72.9% during the 2nd Survey. Appendix A contains cross-tabulated results by survey; region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

Table 15 shows of the respondents claiming to have seen or heard a slogan, “unprompted” recall of the “*Click It or Ticket*” slogan was 85.3%. When the entire sample was “prompted” by an interviewer, 79.6% said they recalled the “*Click It or Ticket*” slogan. Overall, unprompted recall was highest in the Bucyrus and Cleveland OSP Districts, while prompted recall was highest in Jackson, Cleveland, and Columbus OSP Districts (Table 15A).

TABLE 15: RECALL OF THE “CLICK IT OR TICKET” SLOGAN - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
UNPROMPTED	85.3%	1,602	82.7%	424	85.2%	615	87.6%	563
PROMPTED	79.6%	2,330	68.7%	658	87.7%	861	82.3%	812

TABLE 15A: RECALL OF THE “CLICK IT OR TICKET” SLOGAN BY DISTRICT - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
FINDLAY DISTRICT								
UNPROMPTED	85.0%	209	82.0%	50	84.9%	73	86.9%	86
PROMPTED	74.5%	292	62.5%	80	78.8%	104	81.8%	108
BUCYRUS DISTRICT								
UNPROMPTED	87.8%	187	86.8%	59	85.7%	60	90.7%	68
PROMPTED	79.6%	270	69.4%	86	87.9%	87	83.6%	97
CLEVELAND DISTRICT								
UNPROMPTED	87.1%	195	82.0%	41	84.8%	84	93.3%	70
PROMPTED	83.8%	268	69.9%	58	95.9%	118	80.7%	92

TABLE 15A CONTINUED: RECALL OF THE “CLICK IT OR TICKET” SLOGAN BY DISTRICT - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
PIQUA DISTRICT								
UNPROMPTED	83.6%	184	80.4%	45	81.6%	71	88.3%	68
PROMPTED	75.9%	267	65.1%	71	81.8%	99	79.5%	97
COLUMBUS DISTRICT								
UNPROMPTED	86.6%	200	89.4%	59	84.2%	85	87.5%	56
PROMPTED	83.0%	284	76.9%	80	90.6%	115	80.2%	89
CAMBRIDGE DISTRICT								
UNPROMPTED	85.3%	203	77.3%	51	89.0%	73	87.8%	79
PROMPTED	77.7%	310	66.4%	91	85.2%	98	82.3%	121
WILMINGTON DISTRICT								
UNPROMPTED	84.1%	233	78.6%	55	86.8%	99	84.9%	79
PROMPTED	78.7%	332	62.2%	84	88.7%	134	83.8%	114
JACKSON DISTRICT								
UNPROMPTED	83.4%	191	84.2%	64	84.3%	70	81.4%	57
PROMPTED	85.3%	308	78.3%	108	93.0%	106	86.2%	94

Only 5.9% of respondents who said they had seen or heard a slogan could remember the “*What’s Holding You Back*” slogan without prompting (Table 15B). However, when the entire 2012 sample was prompted, 34.0% of respondents said they recalled the slogan. Table 15C shows that unprompted recall of the “*What’s Holding You Back*” slogan was relatively small for each OSP Region. In contrast, the number of respondents who recalled the slogan when prompted was considerably higher. Both the Piqua and Wilmington OSP Regions had a 40.9% recall rate when prompted.

TABLE 15B: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
UNPROMPTED	5.9%	111	5.8%	30	1.1%	8	11.4%	73
PROMPTED	34.0%	978	29.6%	284	38.1%	362	34.3%	332

TABLE 15C: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN BY DISTRICT – 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
FINDLAY DISTRICT								
UNPROMPTED	8.5%	21	6.6%	4	2.3%	2	15.2%	15
PROMPTED	29.2%	114	26.9%	35	27.6%	35	33.1%	44
BUCYRUS DISTRICT								
UNPROMPTED	5.2%	11	1.5%	1	2.9%	2	10.7%	8
PROMPTED	32.0%	107	27.6%	34	42.7%	41	27.8%	32
CLEVELAND DISTRICT								
UNPROMPTED	6.3%	14	8.0%	4	1.0%	1	12.0%	9
PROMPTED	32.5%	101	31.6%	25	36.7%	44	28.6%	32

TABLE 15C CONTINUED: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN BY DISTRICT – 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
PIQUA DISTRICT								
UNPROMPTED	5.9%	13	3.6%	2	2.3%	2	11.7%	9
PROMPTED	40.9%	141	28.6%	32	46.6%	55	47.0%	54
COLUMBUS DISTRICT								
UNPROMPTED	8.2%	19	13.6%	9	0.0%	0	15.6%	10
PROMPTED	39.6%	132	40.8%	42	40.7%	50	37.4%	40
CAMBRIDGE DISTRICT								
UNPROMPTED	6.7%	16	4.5%	3	0.0%	0	14.4%	13
PROMPTED	28.9%	114	24.8%	34	31.0%	35	31.0%	45
WILMINGTON DISTRICT								
UNPROMPTED	4.7%	13	7.1%	5	0.9%	1	7.5%	7
PROMPTED	40.9%	167	36.8%	49	46.9%	67	38.6%	51
JACKSON DISTRICT								
UNPROMPTED	1.7%	4	2.6%	2	0.0%	0	2.9%	2
PROMPTED	28.3%	102	23.4%	33	31.5%	35	31.2%	34

IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS

The majority of respondents over the past ten years said that strict enforcement of seat belt laws for adults was “very” or “somewhat” important (Table 16). Also, as in previous years, the vast majority of respondents (90.6%) said that it is “very important” to strictly enforce seat belt laws for children or minors. Cross-tabulated results by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type can be found in Appendix A. Respondents in all OSP Districts believe the strict enforcement of seat belt laws for adults is important (Table 16A).

TABLE 16: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS 2003 – 2013

		VERY IMPORTANT	SOMEWHAT IMPORTANT	SOMEWHAT UNIMPORTANT	NOT THAT IMPORTANT	TOTAL
SURVEY YEAR	2013	48.5%	32.9%	6.6%	12.1%	2,970
	2012	48.5%	32.0%	6.2%	13.4%	4,531
	2011	49.0%	32.0%	5.0%	13.0%	3,823
	2010	53.0%	30.0%	6.0%	11.0%	4,040
	2009	52.0%	30.0%	6.0%	13.0%	4,121
	2008	52.0%	31.0%	7.0%	11.0%	4,133
	2007	53.0%	28.0%	7.0%	12.0%	3,855
	2006	54.0%	30.0%	6.0%	11.0%	4,120
	2005	52.0%	31.0%	6.0%	11.0%	3,909
	2004	52.0%	31.0%	6.0%	11.0%	4,543
2003	49.0%	33.0%	7.0%	12.0%	4,003	

TABLE 16A: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.177	3.206	3.208	3.118	2,970
OSP DISTRICT	FINDLAY DISTRICT	3.198	3.154	3.150	3.289	398
	BUCYRUS DISTRICT	3.163	3.222	3.119	3.138	343

The mean score calculation is based on “Very Important” = 4 to “Not That Important” = 1; therefore, the greater the mean score, the more likely respondent is to see the importance of strict enforcement of seat belt laws for adults.

TABLE 16A CONTINUED: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
OSP DISTRICT	CLEVELAND DISTRICT	3.167	3.333	3.160	3.052	324
	PIQUA DISTRICT	3.179	3.304	3.208	3.033	358
	COLUMBUS DISTRICT	3.120	3.223	3.144	2.991	343
	CAMBRIDGE DISTRICT	3.153	3.092	3.246	3.136	406
	WILMINGTON DISTRICT	3.249	3.281	3.362	3.094	429
	JACKSON DISTRICT	3.171	3.111	3.235	3.182	369

The mean score calculation is based on "Very Important" = 4 to "Not That Important" = 1; therefore, the greater the mean score, the more likely respondent is to see the importance of strict enforcement of seat belt laws for adults.

PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE

As shown in Table 17, the perception that increased visibility of law enforcement officers on Ohio roadways would increase seat belt use has remained relatively consistent throughout the years. The majority of respondents between 2003 and 2013 thought an increase in law enforcement officer visibility would positively impact seat belt use. Characteristics of 2013 respondents more likely to perceive an increase in seat belt use due to visible law enforcement include females, those 25 years of age and younger, those who reside in urban areas, and drivers in rural areas (Appendix A; Table A2.45). Respondents in all OSP Districts feel that increased visibility of law enforcement on roads would increase seat belt use (Table 17A).

TABLE 17: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE 2003 – 2013

		INCREASE	STAY THE SAME	DECREASE	TOTAL
SURVEY YEAR	2013	53.5%	45.2%	1.4%	2,961
	2012	54.5%	44.7%	0.9%	4,477
	2011	59.0%	40.0%	1.0%	3,792
	2010	59.0%	40.0%	1.0%	3,994
	2009	60.0%	39.0%	1.0%	4,055
	2008	58.9%	40.3%	0.9%	4,109
	2007	59.0%	40.0%	1.0%	3,824
	2006	59.5%	39.7%	1.0%	4,087
	2005	60.8%	38.5%	1.0%	3,862
	2004	61.9%	37.1%	1.0%	4,543
	2003	64.9%	34.0%	1.1%	3,971

TABLE 17A: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.521	2.539	2.519	2.506	2961
OSP DISTRICT	FINDLAY DISTRICT	2.513	2.473	2.515	2.548	398
	BUCYRUS DISTRICT	2.556	2.556	2.530	2.578	340
	CLEVELAND DISTRICT	2.488	2.561	2.480	2.443	320
	PIQUA DISTRICT	2.562	2.558	2.587	2.542	354
	COLUMBUS DISTRICT	2.458	2.490	2.481	2.398	345
	CAMBRIDGE DISTRICT	2.534	2.536	2.525	2.540	408
	WILMINGTON DISTRICT	2.476	2.486	2.474	2.467	429
	JACKSON DISTRICT	2.583	2.645	2.578	2.509	367

The mean score calculation is based on "Increase" = 3 to "Decrease" = 1; therefore, the greater the mean score, the more likely respondent is to believe visible law enforcement would increase seat belt use.

INTENDED SEAT BELT USE IN THE NEAR FUTURE

As shown in Table 18, respondents' intentions to wear their seat belt on short trips of less than five miles during the six months following the survey was consistent with previous years. The majority of respondents (85.7%) said they would "always" wear their seat belt during short trips of less than five miles during the following six months. The majority of those surveyed in 2013 also maintain they intend to wear their seat belt on short trips such as going to the grocery or drug store. Males, single respondents, those 30 years of age and younger and pickup truck drivers were less likely to say they would always wear their seat belt on short trips (Appendix A; Table A2.46). Survey participants in the Cleveland and Wilmington OSP Districts were less likely to say they would wear their seat belt during short trips of less than five miles during the following six months (Table 18A).

TABLE 18: INTENDED SEAT BELT USE ON SHORT TRIPS OF LESS THAN FIVE MILES 2003 – 2013

		ALL OF THE TIME	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL
SURVEY YEAR	2013	85.7%	5.5%	2.3%	2.5%	4.0%	3,006
	2012	84.7%	6.9%	2.3%	2.5%	3.6%	4,545
	2011	82.0%	7.0%	4.0%	3.0%	4.0%	3,848
	2010	85.5%	6.2%	2.6%	2.6%	3.2%	4,076
	2009	85.0%	6.0%	3.0%	2.0%	4.0%	4,133
	2008	85.2%	5.8%	3.0%	2.6%	3.4%	4,153
	2007	86.0%	6.0%	3.0%	2.0%	3.0%	3,877
	2006	83.5%	6.6%	3.5%	3.0%	3.5%	4,135
	2005	79.9%	8.8%	4.4%	3.1%	3.6%	3,948
	2004	79.7%	9.3%	4.4%	3.1%	3.6%	4,577
2003	76.3%	11.4%	5.2%	2.9%	4.2%	4,010	

TABLE 18A: INTENDED SEAT BELT USE ON SHORT TRIPS OF LESS THAN FIVE MILES – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.663	4.615	4.706	4.667	3,006
OSP DISTRICT	FINDLAY DISTRICT	2.513	2.473	2.515	2.548	398
	BUCYRUS DISTRICT	2.556	2.556	2.530	2.578	340
	CLEVELAND DISTRICT	2.488	2.561	2.480	2.443	320
	PIQUA DISTRICT	2.562	2.558	2.587	2.542	354
	COLUMBUS DISTRICT	2.458	2.490	2.481	2.398	345
	CAMBRIDGE DISTRICT	2.534	2.536	2.525	2.540	408
	WILMINGTON DISTRICT	2.476	2.486	2.474	2.467	429
	JACKSON DISTRICT	2.583	2.645	2.578	2.509	367

The mean score calculation is based on "All the Time" = 5 to "Never" = 1; therefore, the greater the mean score, the more likely respondent is to wear a seat belt on short trips.

The 2013 survey results show respondents' intentions to wear their seat belt during long trips (more than 25 miles) in the six months following the survey remained high over the survey years (Table 19). The percentage of respondents who claimed they will "always" wear their seat belt on longer trips has been consistently high since 2003. Additionally, 90.3% of those surveyed say they will "always" wear their seat belt when driving on the highway (Appendix A; Table A2.48). Results show that respondents in all OSP Districts are likely to wear their seat belts on long trips (Table 19A).

TABLE 19: INTENDED SEAT BELT USE ON LONG TRIPS OF MORE THAN 25 MILES 2003 – 2013

		ALWAYS	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL
SURVEY YEAR	2013	91.1%	4.4%	1.6%	1.1%	1.9%	3,006
	2012	91.3%	4.2%	1.7%	0.8%	1.9%	4,544
	2011	89.0%	5.0%	2.0%	1.0%	2.0%	3,849
	2010	91.2%	4.5%	1.4%	0.9%	2.0%	4,077
	2009	91.0%	4.0%	2.0%	1.0%	2.0%	4,133
	2008	90.2%	4.7%	2.0%	1.1%	2.0%	4,152
	2007	92.0%	4.0%	2.0%	1.0%	1.0%	3,878
	2006	90.9%	4.1%	2.3%	1.1%	1.6%	4,134
	2005	88.7%	6.2%	2.2%	1.2%	1.8%	3,949
	2004	88.7%	5.9%	2.5%	1.0%	1.8%	4,584
	2003	89.0%	5.1%	2.5%	1.1%	2.3%	4,018

TABLE 19A: INTENDED SEAT BELT USE ON LONG TRIPS OF MORE THAN 25 MILES – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.816	4.766	4.858	4.822	3,006
OSP DISTRICT	FINDLAY DISTRICT	4.821	4.780	4.797	4.884	403
	BUCYRUS DISTRICT	4.824	4.819	4.864	4.795	347
	CLEVELAND DISTRICT	4.840	4.869	4.808	4.853	325
	PIQUA DISTRICT	4.844	4.843	4.851	4.839	360
	COLUMBUS DISTRICT	4.828	4.748	4.881	4.839	354
	CAMBRIDGE DISTRICT	4.730	4.596	4.890	4.730	411
	WILMINGTON DISTRICT	4.887	4.820	4.903	4.906	434
	JACKSON DISTRICT	4.753	4.683	4.863	4.727	372

The mean score calculation is based on "Always" = 5 to "Never" = 1; therefore, the greater the mean score, the more likely respondent to wear a seat belt on long trips.

The number of respondents who said they would "always" encourage passengers in their vehicles to wear their seat belt during the six months following the survey was higher than in 2012 (Table 20). Respondents in the Cambridge OSP Region were less likely to encourage their passengers to wear their seat belts (Table 20A). Appendix A contains cross-tabulated results by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

TABLE 20: INTENDED FREQUENCY OF ENCOURAGING PASSENGERS TO WEAR THEIR SEAT BELT 2003 – 2013

		ALWAYS	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL
SURVEY YEAR	2013	86.5%	5.4%	2.3%	2.1%	3.7%	2,991
	2012	83.6%	6.5%	3.3%	2.6%	4.0%	4,517
	2011	83.0%	8.0%	3.0%	2.0%	5.0%	3,721
	2010	89.1%	4.5%	2.2%	1.0%	3.1%	4,040
	2009	88.0%	5.0%	2.0%	1.0%	4.0%	4,141
	2008	88.7%	4.7%	2.2%	1.4%	2.9%	4,143
	2007	90.0%	5.0%	2.0%	1.0%	2.0%	3,870
	2006	85.9%	5.2%	3.6%	2.0%	3.2%	4,125
	2005	82.0%	8.3%	3.5%	1.9%	4.3%	3,932
	2004	82.8%	7.9%	3.4%	1.9%	3.9%	4,561
	2003	80.4%	8.6%	3.9%	2.4%	4.7%	4,018

TABLE 20A: INTENDED FREQUENCY OF ENCOURAGING PASSENGERS TO WEAR THEIR SEAT BELT – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.690	4.679	4.704	4.689	2,991
OSP DISTRICT	FINDLAY DISTRICT	4.662	4.626	4.602	4.754	402
	BUCYRUS DISTRICT	4.702	4.754	4.689	4.658	346
	CLEVELAND DISTRICT	4.695	4.732	4.653	4.713	321
	PIQUA DISTRICT	4.764	4.841	4.800	4.659	356
	COLUMBUS DISTRICT	4.705	4.645	4.746	4.714	353
	CAMBRIDGE DISTRICT	4.527	4.457	4.538	4.583	408
	WILMINGTON DISTRICT	4.779	4.736	4.794	4.806	434
	JACKSON DISTRICT	4.698	4.688	4.786	4.618	371

The mean score calculation is based on "All the Time" = 5 to "Never" = 1; therefore, the greater the mean score, the more likely respondent is to encourage passengers to wear a seat belt.

KNOWLEDGE OF SEAT BELT AND BOOSTER SEAT LAWS

Virtually all (99.1%) of the 2013 respondents knew that Ohio has a law requiring seat belt use by adults; 58.6% of those correctly stated that drivers and front seat passengers must wear seat belts. Overall, 43.1% of respondents correctly believed that law enforcement officers must observe another traffic violation before they can issue seat belt citations, while 56.9% of Ohioans still have the misconception that Ohio has a primary seat belt law, where police officers can stop drivers solely for not wearing a seat belt. Additionally, the majority of all respondents knew that Ohio does have a law requiring restraint use by children/minors between the ages of 4 and 15, as well as a law requiring child safety seat use by children who are younger than 4 years of age and/or weigh less than 40 pounds, and that there is a law in Ohio requiring booster seat use. Appendix A contains results by survey; OSP Region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

PART III: ALCOHOL-IMPAIRED DRIVING DESCRIPTIVE STATISTICS

LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING

During 2013, 70.7% of those surveyed said the perceived likelihood of the average driver being stopped by law enforcement if they had too much to drink to drive safely was "somewhat" or "very" likely (Table 21). Those in the Columbus OSP District were less apt than others to find the likelihood of the average driver being stopped by law enforcement if they had too much to drink to drive safely (Table 21A). Appendix A contains cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

TABLE 21: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING 2003 – 2013

		VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
SURVEY YEAR	2013	24.7%	46.0%	20.6%	8.7%	2,874
	2012	22.5%	45.9%	23.9%	7.7%	4,368
	2011	26.4%	44.0%	22.7%	6.8%	3,698
	2010	28.4%	44.4%	20.1%	7.0%	3,908
	2009	24.0%	47.0%	23.0%	7.0%	4,008
	2008	19.8%	45.8%	27.7%	6.7%	4,024
	2007	19.0%	47.0%	25.0%	8.0%	3,709
	2006	23.0%	42.9%	26.7%	7.4%	4,019
	2005	27.8%	40.7%	24.4%	7.1%	3,735
	2004	25.7%	41.8%	25.4%	7.0%	4,368
	2003	21.5%	43.5%	27.9%	7.1%	3,863

TABLE 21A: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.867	2.917	2.848	2.836	2,874
OSP DISTRICT	FINDLAY DISTRICT	2.859	2.866	2.823	2.888	382
	BUCYRUS DISTRICT	2.882	2.870	2.906	2.875	331
	CLEVELAND DISTRICT	2.873	2.878	2.926	2.809	314
	PIQUA DISTRICT	2.836	2.991	2.776	2.752	342
	COLUMBUS DISTRICT	2.781	2.952	2.750	2.651	338
	CAMBRIDGE DISTRICT	2.916	2.978	2.862	2.901	395
	WILMINGTON DISTRICT	2.847	2.781	2.857	2.907	413
	JACKSON DISTRICT	2.936	3.014	2.903	2.868	359

The mean score calculation is based on "Very Likely" = 4 to "Very Unlikely" = 1; therefore, the greater the mean score, the more likely respondent is to believe the average driver would be stopped for drinking and driving.

LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING

In 2013, the percentage of respondents who said that it would be "very likely" that an individual would be in a crash if they drove after drinking too much to safely drive increased from the 2012 Survey. As in previous years, very few respondents in 2013 said that it was "very unlikely" that an individual would be in a crash if they drove after drinking (Table 22). Individuals who were more inclined to find it "very likely" that a driver would be in a crash if they drove after drinking included females, and those 30 years of age and younger (Appendix A; Table A3.2). Additionally, respondents in the Jackson OSP District were more apt to find it likely that a driver would be in a crash if they drove after drinking (Table 22A).

TABLE 22: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING 2003 – 2013

		VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
SURVEY YEAR	2013	30.3%	53.0%	14.2%	2.4%	2,869
	2012	28.7%	53.4%	15.3%	2.6%	4,348
	2011	33.5%	51.3%	13.4%	1.8%	3,693
	2010	34.8%	50.9%	12.4%	1.9%	3,924
	2009	28.0%	54.0%	15.0%	2.0%	4,014
	2008	25.4%	52.5%	19.5%	2.6%	4,030
	2007	26.0%	55.0%	16.0%	3.0%	3,691
	2006	28.8%	49.8%	18.6%	2.8%	3,988
	2005	30.2%	51.0%	16.5%	2.3%	3,741
	2004	29.7%	51.5%	16.1%	2.6%	4,357
	2003	27.3%	52.9%	18.0%	1.8%	3,876

TABLE 22A: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.113	3.156	3.126	3.054	2,869
OSP DISTRICT	FINDLAY DISTRICT	3.092	3.133	3.109	3.032	382
	BUCYRUS DISTRICT	3.122	3.056	3.192	3.133	328
	CLEVELAND DISTRICT	3.135	3.157	3.183	3.064	312
	PIQUA DISTRICT	3.084	3.193	3.071	2.991	335
	COLUMBUS DISTRICT	3.018	3.190	2.969	2.904	338
	CAMBRIDGE DISTRICT	3.127	3.134	3.087	3.151	395
	WILMINGTON DISTRICT	3.062	3.051	3.100	3.031	417
	JACKSON DISTRICT	3.265	3.333	3.339	3.101	362

The mean score calculation is based on "Very Likely" = 4 to "Very Unlikely" = 1; therefore, the greater the mean score, the more likely respondent is to believe the average driver would be involved in a crash due to drinking and driving.

ATTITUDES ABOUT DRINKING AND DRIVING

As can be seen in Table 23, respondents “strongly” (76.1%) or “somewhat” (20.1%) agreed with the statement: “Drinking alcohol distorts a driver’s judgement of distance.” The majority, 92.3% of those surveyed “strongly” or “somewhat” agreed that drinking and driving is a serious highway safety problem. In general, 71.5% of the respondents agreed that any amount of alcohol has an effect on one’s driving ability. Additionally, 87.1% of those surveyed agreed that driving after a few beers can be as dangerous as driving after drinking hard liquor. Cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type are located in Appendix A.

TABLE 23: ATTITUDES ABOUT DRINKING AND DRIVING – 2013

	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	MEAN	TOTAL
DRINKING AND DRIVING BY PEOPLE WHO AREN'T ALCOHOLICS IS A SERIOUS HIGHWAY PROBLEM.	73.6%	18.7%	4.3%	3.5%	3.623	2,949
PEOPLE SHOULD NOT BE ALLOWED TO DRIVE IF THEY'VE BEEN DRINKING ANY ALCOHOL AT ALL.	41.0%	17.2%	24.2%	17.6%	2.817	2,951
SCIENTIFIC EVIDENCE HAS SHOWN THAT ANY AMOUNT OF ALCOHOL IMPAIRS DRIVING.	44.5%	27.0%	16.7%	11.8%	3.042	2,826
DRIVING AFTER DRINKING A FEW BEERS CAN BE AS DANGEROUS AS DRIVING AFTER DRINKING HARD LIQUOR.	68.0%	19.1%	7.6%	5.3%	3.498	2,871
DRINKING ALCOHOL DISTORTS A DRIVER'S JUDGMENT OF DISTANCE.	76.1%	20.1%	2.7%	1.1%	3.712	2,896

The mean score calculation is based on “Strongly Agree” = 4 to “Strongly Disagree” = 1; therefore, the greater the mean score, the more likely respondent is to agree with the statement.

LIKELIHOOD OF RESPONDENT BEING STOPPED FOR DRIVING AFTER DRINKING

In 2013, 17.8% of respondents said it was “almost certain” and 22.1% said it was “very likely” that *they* would be stopped by a law enforcement officer for driving after having had too much to drink (Table 24). More respondents in the Jackson OSP District said that it was likely they would be stopped by a law enforcement officer for driving after drinking (Table 24A). Those who were more likely to be certain they would be pulled over for driving after drinking included females, those who are single, respondents who are 25 years of age or younger and those who primarily live and drive in urban areas.

TABLE 24: LIKELIHOOD OF RESPONDENT BEING STOPPED FOR DRIVING AFTER DRINKING 2003 – 2013

		ALMOST CERTAIN	VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
SURVEY YEAR	2013	17.8%	22.1%	32.7%	17.4%	10.0%	2,872
	2012	14.1%	22.3%	34.3%	19.6%	9.6%	4,382
	2011	16.8%	21.9%	35.0%	16.4%	9.9%	3,659
	2010	18.4%	24.2%	32.7%	15.7%	8.9%	3,868
	2009	19.0%	22.0%	32.0%	15.0%	11.0%	3,987
	2008	16.0%	22.0%	33.1%	18.9%	10.0%	3,997
	2007	13.0%	20.0%	32.0%	18.0%	17.0%	3,660
	2006	17.4%	21.0%	33.5%	19.7%	8.4%	3,972
	2005	17.9%	22.6%	32.5%	16.1%	10.9%	3,721
	2004	15.9%	23.7%	31.8%	16.8%	11.8%	4,333
	2003	20.0%	22.8%	33.4%	16.0%	7.8%	3,840

TABLE 24A: LIKELIHOOD OF RESPONDENT BEING STOPPED FOR DRIVING AFTER DRINKING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.203	3.188	3.194	3.228	2872
OSP DISTRICT	FINDLAY DISTRICT	3.126	3.175	3.055	3.148	381
	BUCYRUS DISTRICT	3.214	2.851	3.427	3.427	327
	CLEVELAND DISTRICT	3.192	3.247	3.149	3.196	307
	PIQUA DISTRICT	3.192	3.283	3.035	3.259	343
	COLUMBUS DISTRICT	3.182	3.216	3.205	3.121	341
	CAMBRIDGE DISTRICT	3.191	3.296	3.252	3.042	392
	WILMINGTON DISTRICT	3.177	3.190	3.046	3.318	419
	JACKSON DISTRICT	3.356	3.250	3.491	3.361	362

The mean score calculation is based on “Almost Certain” = 5 to “Very Unlikely” = 1; therefore, the greater the mean score, the more likely respondent is to believe they would be stopped for drinking and driving.

LIKELIHOOD OF RESPONDENT TO RECEIVE PUNISHMENT FOR DRIVING AFTER DRINKING

More respondents than in 2012 believed it was “almost certain” that they would receive some sort of punishment if they drove after having had too much to drink (Table 25). Approximately 28.1% of 2013 respondents maintained their punishment would be “very severe” if they were to be arrested for drinking and driving, and 55.1% said the punishment would be “somewhat severe” (Appendix A; Table A3.10). Respondents in the Piqua OSP District were more likely to believe they would receive some sort of punishment if they drove after having had too much to drink (Table 25A).

TABLE 25: LIKELIHOOD OF RESPONDENT TO RECEIVE PUNISHMENT FOR DRIVING AFTER DRINKING 2003 – 2013

		ALMOST CERTAIN	VERY LIKELY	SOMEWHAT LIKELY	SOMEWHAT UNLIKELY	VERY UNLIKELY	TOTAL
SURVEY YEAR	2013	49.5%	37.6%	8.2%	2.1%	2.6%	2,872
	2012	45.0%	44.0%	7.4%	1.8%	1.9%	4,404
	2011	50.6%	38.6%	6.8%	2.0%	2.0%	3,720
	2010	55.2%	35.0%	6.5%	1.7%	1.6%	3,928
	2009	54.0%	34.0%	8.0%	2.0%	2.0%	4,033
	2008	56.3%	31.4%	8.0%	2.4%	1.9%	4,075
	2007	54.0%	31.0%	10.0%	2.0%	3.0%	3,700
	2006	55.4%	33.2%	6.9%	2.2%	2.2%	4,017
	2005	55.9%	33.7%	7.0%	1.5%	1.9%	3,799
	2004	48.5%	37.9%	8.6%	2.5%	2.6%	4,419
	2003	55.6%	32.2%	8.4%	2.1%	1.7%	3,840

TABLE 25A: LIKELIHOOD OF RESPONDENT TO RECEIVE PUNISHMENT FOR DRIVING AFTER DRINKING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.293	4.241	4.293	4.344	2,872
OSP DISTRICT	FINDLAY DISTRICT	4.310	4.260	4.333	4.336	381
	BUCYRUS DISTRICT	4.238	4.049	4.387	4.321	328
	CLEVELAND DISTRICT	4.313	4.383	4.221	4.354	307
	PIQUA DISTRICT	4.371	4.389	4.248	4.482	342
	COLUMBUS DISTRICT	4.289	4.129	4.289	4.439	336
	CAMBRIDGE DISTRICT	4.218	4.135	4.243	4.272	395
	WILMINGTON DISTRICT	4.283	4.272	4.253	4.328	417
	JACKSON DISTRICT	4.331	4.343	4.398	4.245	366

The mean score calculation is based on “Almost Certain” = 5 to “Very Unlikely” = 1; therefore, the greater the mean score, the more likely respondent is to believe they would receive some form of punishment for drinking and driving.

ATTITUDES AND OPINIONS CONCERNING PENALTIES FOR DRINKING AND DRIVING

In 2013, 44.0% of respondents said the penalties for driving after drinking should be “much more severe” than they are now, which is higher than in previous years (Table 26). Respondents who live in the Jackson and Cambridge OSP Districts were more apt to say the current penalties for drinking and driving should be more severe (Table 26A). Characteristics of those who say the current penalties for drinking and driving should be more severe include those 26 to 30 years of age, females, and married respondents (Appendix A; Table A3.11).

TABLE 26: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE³ 2003 – 2013

		MUCH MORE SEVERE	SOMEWHAT MORE SEVERE	SAME AS THEY ARE	SOMEWHAT LESS SEVERE	MUCH LESS SEVERE	TOTAL
SURVEY YEAR	2013	44.0%	17.9%	35.2%	2.0%	0.9%	2,773
	2012	38.5%	20.5%	38.6%	1.9%	0.5%	4,216
	2011	36.6%	21.1%	39.3%	2.2%	0.9%	3,577
	2010	36.8%	23.1%	37.5%	2.1%	0.5%	3,763
	2009	34.0%	24.0%	39.0%	2.0%	1.0%	3,854
	2008	39.3%	23.0%	34.8%	2.3%	0.6%	3,901
	2007	37.0%	24.0%	36.0%	2.0%	1.0%	3,526
	2006	36.8%	22.6%	37.8%	1.8%	1.0%	3,838
	2005	39.4%	20.8%	34.9%	1.9%	0.6%	3,614
	2004	34.9%	23.4%	38.8%	2.1%	0.9%	4,218

TABLE 26A: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE – 2013

	OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL	
ALL RESPONDENTS	4.021	4.131	3.964	3.967	2,773	
OSP DISTRICT	FINDLAY DISTRICT	3.921	3.983	3.927	3.855	365
	BUCYRUS DISTRICT	4.059	4.156	3.934	4.056	321
	CLEVELAND DISTRICT	3.958	4.076	3.949	3.884	309
	PIQUA DISTRICT	4.030	4.118	4.009	3.964	336
	COLUMBUS DISTRICT	3.946	4.010	3.957	3.870	317
	CAMBRIDGE DISTRICT	4.116	4.183	3.956	4.185	379
	WILMINGTON DISTRICT	3.992	4.228	3.971	3.780	393
	JACKSON DISTRICT	4.133	4.230	4.009	4.144	353

³ The mean score calculation is based on “Much More Severe” = 5 to “Much Less Severe” = 1; therefore, the greater the mean score, the more likely respondent is to believe the punishment for drinking and driving and should be more severe than it is currently.

PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING

Only 13.2% of 2013 respondents perceived Ohio laws to be “very effective” at reducing drinking and driving (Table 27). As with previous evaluations, the majority of those surveyed think the current Ohio laws to reduce drunk driving as only “somewhat effective.” Survey results show that respondents in the Findlay and Cleveland OSP Districts were more likely to believe Ohio laws to be “very effective” at reducing drinking and driving (Table 27A). Only 18.3% of 2013 respondents felt the *actual* enforcement of current penalties for drinking and driving were “very effective” (Appendix A; Table A3.13). In addition, 66.5% of those surveyed indicated that the court sentences for DUI convictions were either “very” or “somewhat” effective at reducing drunk driving (Appendix A; Table A3.14).

³ During 2003, a different measurement scale was used for this question, therefore, the data for that year is not represented
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Miami University

TABLE 27: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING 2003 – 2013

		VERY EFFECTIVE	SOMEWHAT EFFECTIVE	NOT TOO EFFECTIVE	NOT AT ALL EFFECTIVE	TOTAL
SURVEY YEAR	2013	13.2%	58.3%	20.3%	8.2%	2,837
	2012	14.0%	59.4%	19.8%	6.7%	4,325
	2011	15.4%	59.3%	19.2%	6.0%	3,669
	2010	11.6%	59.0%	21.4%	8.0%	3,816
	2009	12.0%	57.0%	24.0%	8.0%	3,959
	2008	9.8%	55.0%	27.9%	7.3%	3,973
	2007	9.0%	59.0%	24.0%	9.0%	3,605
	2006	10.5%	57.2%	25.1%	7.1%	3,945
	2005	13.7%	58.9%	20.9%	6.4%	3,683
	2004	13.2%	57.1%	22.9%	6.8%	4,336
	2003	12.1%	58.2%	24.0%	5.7%	3,872

TABLE 27A: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.765	2.725	2.752	2.820	2,837
OSP DISTRICT	FINDLAY DISTRICT	2.802	2.746	2.778	2.880	373
	BUCYRUS DISTRICT	2.747	2.600	2.856	2.818	332
	CLEVELAND DISTRICT	2.824	2.808	2.815	2.845	307
	PIQUA DISTRICT	2.736	2.721	2.655	2.832	337
	COLUMBUS DISTRICT	2.760	2.764	2.672	2.869	333
	CAMBRIDGE DISTRICT	2.731	2.729	2.769	2.699	386
	WILMINGTON DISTRICT	2.782	2.701	2.757	2.898	409
	JACKSON DISTRICT	2.742	2.761	2.730	2.729	360

The mean score calculation is based on "Very Effective" = 4 to "Not At All Effective" = 1; therefore, the greater the mean score, the more likely respondent is to perceive Ohio's current laws are effective at reducing drunk driving.

SOBRIETY CHECKPOINTS

In 2013, only 28.4% of respondents indicated that they had seen a sobriety checkpoint in the past 12 months (Appendix A; Table A3.15). More than half, 56.8%, of respondents in 2013 said sobriety checkpoints should be used "more frequently" than they are now, which is a slight decrease from 2012 (Table 28). Those living in the Cambridge OSP District are more likely to want sobriety checkpoints used more often (Table 28A). Appendix A contains cross-tabulated results by survey; region; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

TABLE 28: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) 2003 – 2013

		MORE FREQUENTLY	ABOUT THE SAME	LESS FREQUENTLY	TOTAL
SURVEY YEAR	2013	56.8%	35.2%	8.0%	2,880
	2012	57.1%	35.9%	7.0%	4,502
	2011	61.1%	32.6%	6.3%	3,692
	2010	62.2%	30.9%	6.9%	3,916
	2009	60.0%	33.0%	7.0%	4,039
	2008	59.3%	33.3%	7.4%	4,023
	2007	57.0%	37.0%	6.0%	3,723
	2006	56.1%	37.8%	6.1%	3,973
	2005	62.2%	31.4%	6.4%	3,739
	2004	61.2%	31.4%	7.4%	4,363
	2003	61.9%	29.8%	8.0%	3,893

TABLE 28A: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.489	2.535	2.469	2.461	2,880
OSP DISTRICT	FINDLAY DISTRICT	2.428	2.500	2.357	2.424	388
	BUCYRUS DISTRICT	2.545	2.589	2.475	2.560	334
	CLEVELAND DISTRICT	2.431	2.557	2.467	2.307	313
	PIQUA DISTRICT	2.478	2.495	2.474	2.466	343
	COLUMBUS DISTRICT	2.412	2.480	2.422	2.336	337
	CAMBRIDGE DISTRICT	2.573	2.563	2.548	2.604	389
	WILMINGTON DISTRICT	2.431	2.451	2.456	2.380	411
	JACKSON DISTRICT	2.605	2.632	2.579	2.598	365

The mean score calculation is based on "More Frequently" = 3 to "Less Frequently" = 1; therefore, the greater the mean score, the more likely respondent is to believe sobriety checkpoints should be used more often.

BLOOD ALCOHOL CONCENTRATION (BAC)

Approximately half (49.9%) of respondents said that they knew the specific Blood Alcohol Concentration (BAC) in Ohio at which a person is considered legally intoxicated; 81.9% of those who claimed to know Ohio's legal limit correctly identified that level as .08 (Appendix A; Tables A3.17 and A3.18). In 2013, relatively few respondents (18.7%) say that lowering the BAC-level has reduced drinking and driving in Ohio (Appendix A; Table A3.19).

PERCEIVED DETERRENTS TO DRUNK DRIVING IN OHIO

Table 29 shows the most effective methods of deterring or reducing drunk driving in Ohio given by respondents were: jail time for DUI offenders, more sobriety checkpoints, and more law enforcement officers on roads. These results were similar to those from previous years. Cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type can be found in Appendix A.

TABLE 29: PERCEIVED DETERRENTS TO DRUNK DRIVING IN OHIO – 2013

	EXTREMELY EFFECTIVE	SOMEWHAT EFFECTIVE	NOT AT ALL EFFECTIVE	MEAN	TOTAL
JAIL TIME FOR DUI OFFENDERS	56.5%	34.2%	9.3%	2.472	2,947
MORE LAW ENFORCEMENT OFFICERS ON ROADS	49.9%	40.7%	9.4%	2.406	2,970
MORE SOBRIETY CHECKPOINTS	51.5%	35.9%	12.6%	2.389	2,947
FREE TRANSPORTATION FOR IMPAIRED DRIVERS	42.7%	49.3%	8.0%	2.347	2,963
INCREASED INSURANCE RATES FOR DUI OFFENDERS	43.9%	39.5%	16.6%	2.272	2,959
DRIVER'S LICENSE SANCTIONS FOR DUI OFFENDERS	41.1%	42.0%	16.9%	2.242	2,944
FINES FOR THOSE CONVICTED OF DUI	37.0%	47.8%	15.2%	2.218	2,947
COURT ORDERED YELLOW PLATES FOR DUI OFFENDERS	38.8%	37.4%	23.7%	2.151	2,881
TREATMENT FOR DUI OFFENDERS	32.0%	49.5%	18.5%	2.135	2,897
DUI COURT PROGRAM	30.0%	52.6%	17.4%	2.127	2,766
LOW-COST TRANSPORTATION FOR IMPAIRED DRIVERS	29.4%	53.4%	17.1%	2.123	2,945
MEDIA PROGRAMS ABOUT THE RISKS OF DRINKING AND DRIVING	19.6%	49.9%	30.5%	1.891	2,951

The mean score calculation is based on "Extremely Effective" = 3 to "Not At All Effective" = 1; therefore, the greater the mean score, the more likely respondent is to perceive the item as an effective deterrent to drunk driving.

HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING

Exposure by respondents to media campaign messages that discourage drinking and driving increased from 2012 (Table 30). The percentage of respondents who reported hearing or seeing a slogan discouraging alcohol-impaired driving was highest during the 3rd Survey in 2013. More than half (57.4%) of 2013 respondents claimed to have heard or seen a slogan discouraging drinking and driving during the 3rd Survey period, the post-intervention National Campaign: *“Drive Sober or Get Pulled Over”* (Appendix A; Table A3.32). Residents of the Wilmington and Findlay OSP Districts were more apt to have seen or heard a slogan discouraging alcohol-impaired driving (Table 30A).

FIGURE 30: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2003 - 2013

		YES	NO	TOTAL
SURVEY YEAR	2013	49.4%	50.6%	2,801
	2012	45.1%	54.9%	4,251
	2011	47.7%	52.3%	3,634
	2010	47.0%	53.0%	3,844
	2009	38.0%	62.0%	4,007
	2008	34.0%	66.0%	4,008
	2007	41.0%	59.0%	3,708
	2006	38.0%	62.0%	3,981
	2005	42.0%	58.0%	3,685
	2004	39.0%	61.0%	4,363
2003	48.0%	52.0%	3,679	

FIGURE 30A: HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		.494	.416	.492	.574	2801
OSP DISTRICT	FINDLAY DISTRICT	.523	.392	.532	.634	375
	BUCYRUS DISTRICT	.461	.369	.474	.549	332
	CLEVELAND DISTRICT	.487	.392	.500	.541	308
	PIQUA DISTRICT	.479	.481	.393	.557	326
	COLUMBUS DISTRICT	.502	.451	.517	.533	325
	CAMBRIDGE DISTRICT	.468	.402	.486	.519	376
	WILMINGTON DISTRICT	.535	.421	.524	.664	409
	JACKSON DISTRICT	.491	.429	.486	.575	350

The mean score calculation is based on “No” = 0 to “Yes” = 1; therefore, the greater the mean score, the more likely respondent is to have heard or saw a slogan discouraging alcohol-impaired driving.

RECALL OF SLOGANS DISCOURAGING ALCOHOL-IMPAIRED DRIVING

For Tables 30B – 30I, “unprompted” results depict respondents who said they had seen or heard a slogan discouraging drinking and driving within the 30 days prior to the survey, and were able to accurately recall the specific slogan without being “prompted” by the interviewer. Then respondents were “prompted” and asked whether they had heard or seen specific slogans discouraging alcohol-impaired driving. Cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type can be found in Appendix A.

Overall, 14.0% of those surveyed could recall the “*You Drink and Drive, You Lose*” slogan without being prompted by an interviewer and 54.5% said they were familiar with the slogan when prompted by an interviewer (Table 30B). Results for the individual OSP Districts can be found in Table 30C.

TABLE 30B: RECALL OF THE “YOU DRINK AND DRIVE, YOU LOSE” SLOGAN - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
UNPROMPTED	14.0%	194	14.5%	56	3.3%	15	22.7%	123
PROMPTED	54.5%	1,593	52.8%	506	55.2%	542	55.3%	544

TABLE 30C: RECALL OF THE “YOU DRINK AND DRIVE, YOU LOSE” SLOGAN BY OSP DISTRICT – 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
FINDLAY DISTRICT								
UNPROMPTED	13.3%	26	10.6%	5	4.5%	3	21.7%	18
PROMPTED	55.9%	219	45.3%	58	61.4%	78	60.6%	83
BUCYRUS DISTRICT								
UNPROMPTED	20.3%	31	20.0%	9	8.7%	4	29.0%	18
PROMPTED	55.4%	186	61.2%	74	51.5%	52	52.6%	60
CLEVELAND DISTRICT								
UNPROMPTED	12.6%	19	12.9%	4	0.0%	0	25.0%	15
PROMPTED	52.8%	170	47.6%	39	58.1%	72	50.9%	59
PIQUA DISTRICT								
UNPROMPTED	11.5%	18	14.0%	7	2.4%	1	15.6%	10
PROMPTED	54.9%	191	54.6%	59	54.6%	65	55.4%	67
COLUMBUS DISTRICT								
UNPROMPTED	16.0%	26	15.2%	7	1.6%	1	32.1%	18
PROMPTED	58.6%	198	64.2%	68	53.2%	67	59.4%	63
CAMBRIDGE DISTRICT								
UNPROMPTED	13.6%	24	7.5%	4	7.5%	4	22.9%	16
PROMPTED	49.1%	196	44.9%	62	52.6%	61	50.3%	73
WILMINGTON DISTRICT								
UNPROMPTED	11.9%	26	14.3%	8	2.6%	2	18.4%	16
PROMPTED	53.6%	228	51.5%	70	53.6%	82	55.9%	76
JACKSON DISTRICT								
UNPROMPTED	13.8%	24	20.7%	12	0.0%	0	19.7%	12
PROMPTED	56.2%	204	54.7%	76	56.0%	65	58.3%	63

Overall, 8.6% of respondents could remember the “*Drunk Driving. Over the Limit. Under Arrest.*” slogan without prompting (Table 30D). This rate fluctuated somewhat throughout the 2013 evaluation. When prompted, 32.4% of respondents said they recalled the slogan. Individual results for the OSP Districts can be found in Table 30E.

TABLE 30D: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
UNPROMPTED	8.6%	119	7.5%	29	3.1%	14	14.0%	76
PROMPTED	32.4%	958	31.3%	306	34.3%	340	31.6%	312

TABLE 30E: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN BY OSP DISTRICT – 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
FINDLAY DISTRICT								
UNPROMPTED	11.2%	22	10.6%	5	6.1%	4	15.7%	13
PROMPTED	30.4%	121	27.3%	36	35.4%	46	28.7%	39
BUCYRUS DISTRICT								
UNPROMPTED	8.5%	13	4.4%	2	2.2%	1	16.1%	10
PROMPTED	29.0%	100	26.0%	33	34.0%	35	27.8%	32
CLEVELAND DISTRICT								
UNPROMPTED	5.3%	8	0.0%	0	1.7%	1	11.7%	7
PROMPTED	27.5%	89	28.6%	24	28.0%	35	26.1%	30
PIQUA DISTRICT								
UNPROMPTED	7.1%	11	10.0%	5	2.4%	1	7.8%	5
PROMPTED	27.5%	98	31.0%	35	27.5%	33	24.4%	30
COLUMBUS DISTRICT								
UNPROMPTED	11.0%	18	8.7%	4	1.6%	1	23.2%	13
PROMPTED	35.4%	122	36.2%	38	37.1%	49	32.4%	35
CAMBRIDGE DISTRICT								
UNPROMPTED	12.5%	22	11.3%	6	5.7%	3	18.6%	13
PROMPTED	27.4%	109	24.3%	33	27.6%	32	30.1%	44
WILMINGTON DISTRICT								
UNPROMPTED	7.8%	17	8.9%	5	1.3%	1	12.6%	11
PROMPTED	44.3%	189	41.6%	57	46.1%	70	44.9%	62
JACKSON DISTRICT								
UNPROMPTED	4.6%	8	3.4%	2	3.6%	2	6.6%	4
PROMPTED	35.9%	131	35.0%	50	35.1%	40	38.0%	41

Table 30F shows that overall, “unprompted” recall of the “*Buzzed Driving is Drunk Driving*” slogan was 13.9%. When “prompted” by an interviewer, 47.8% said they recalled the slogan. Results for the individual OSP Districts can be found in Table 30G.

TABLE 30F: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
UNPROMPTED	13.9%	193	12.2%	47	8.5%	39	19.7%	107
PROMPTED	47.8%	1,413	44.1%	429	49.7%	491	49.6%	493

TABLE 30G: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN BY REGION - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
FINDLAY DISTRICT								
UNPROMPTED	10.6%	43	14.9%	7	18.2%	12	28.9%	24
PROMPTED	62.2%	248	55.0%	72	61.1%	80	70.1%	96
BUCYRUS DISTRICT								
UNPROMPTED	6.3%	22	8.9%	4	8.7%	4	22.6%	14
PROMPTED	46.8%	161	41.3%	52	47.6%	49	52.2%	60
CLEVELAND DISTRICT								
UNPROMPTED	5.2%	17	12.9%	4	0.0%	0	21.7%	13
PROMPTED	43.0%	138	34.5%	29	52.0%	64	39.5%	45
PIQUA DISTRICT								
UNPROMPTED	6.1%	22	10.0%	5	7.1%	3	21.9%	14
PROMPTED	49.6%	175	44.1%	49	50.4%	60	53.7%	66
COLUMBUS DISTRICT								
UNPROMPTED	5.6%	20	13.0%	6	4.9%	3	19.6%	11
PROMPTED	38.6%	133	44.3%	47	33.8%	44	38.5%	42
CAMBRIDGE DISTRICT								
UNPROMPTED	4.6%	19	9.4%	5	7.5%	4	14.3%	10
PROMPTED	46.0%	185	41.6%	57	49.1%	57	47.7%	71
WILMINGTON DISTRICT								
UNPROMPTED	6.5%	28	16.1%	9	9.2%	7	13.8%	12
PROMPTED	48.6%	207	44.1%	60	54.3%	82	46.8%	65
JACKSON DISTRICT								
UNPROMPTED	5.9%	22	12.1%	7	10.9%	6	14.8%	9
PROMPTED	45.6%	167	44.4%	63	47.8%	55	45.0%	49

“Drive Sober or Get Pulled Over” was a newest slogan which was introduced in 2011. Prior to the media campaign aimed at reducing drinking and driving, 17.4% of those surveyed could name the “Drive Sober or Get Pulled Over” slogan without prompting (Table 30H). After the campaign, this increased to 34.1%. “Prompted” recall was 47.5% prior to the campaign and rose to 60.0% after the campaign. Individual results for the OSP Districts can be found in Table 30I.

TABLE 30H: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
UNPROMPTED	17.4%	242	10.4%	40	3.7%	17	34.1%	185
PROMPTED	47.5%	1,401	40.5%	396	41.9%	413	60.0%	592

TABLE 30I: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN BY REGION – 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
FINDLAY DISTRICT								
UNPROMPTED	18.4%	36	8.5%	4	3.0%	2	36.1%	30
PROMPTED	43.4%	172	34.1%	45	34.6%	44	60.6%	83
BUCYRUS DISTRICT								
UNPROMPTED	19.6%	30	8.9%	4	4.3%	2	38.7%	24
PROMPTED	51.5%	175	52.0%	65	39.6%	40	61.4%	70
CLEVELAND DISTRICT								
UNPROMPTED	15.2%	23	6.5%	2	3.3%	2	31.7%	19
PROMPTED	49.8%	160	45.2%	38	48.0%	59	55.3%	63
PIQUA DISTRICT								
UNPROMPTED	14.1%	22	10.0%	5	0.0%	0	26.6%	17
PROMPTED	45.4%	161	36.8%	42	40.8%	49	57.9%	70
COLUMBUS DISTRICT								
UNPROMPTED	19.6%	32	17.4%	8	4.9%	3	37.5%	21
PROMPTED	47.8%	165	47.6%	50	42.0%	55	55.0%	60
CAMBRIDGE DISTRICT								
UNPROMPTED	17.0%	30	9.4%	5	3.8%	2	32.9%	23
PROMPTED	41.7%	168	36.0%	50	32.5%	38	54.4%	80
WILMINGTON DISTRICT								
UNPROMPTED	17.4%	38	7.1%	4	1.3%	1	37.9%	33
PROMPTED	51.2%	217	37.8%	51	44.4%	68	72.1%	98
JACKSON DISTRICT								
UNPROMPTED	17.8%	31	13.8%	8	9.1%	5	29.5%	18
PROMPTED	50.0%	183	38.2%	55	52.6%	60	63.0%	68

In addition, 21.3% of those who claimed they had seen or heard a slogan targeted at reducing drinking and driving recalled some “other” slogan, while 48.0% said that while they had seen or heard a slogan, they were not sure of the exact name (Appendix A; Tables A3.41 and A3.42).

RESPONDENTS' PERSONAL DRINKING AND DRIVING BEHAVIORS

Approximately 14.4% of those surveyed in 2013 said that they had driven a motor vehicle within two hours of consuming alcohol in the 60 days prior to completing the survey (Appendix A; Table A3.43). Respondents who were most likely to have driven a motor vehicle within two hours of consuming alcohol were those between the ages of 36 and 40, males, single respondents, Those who reside in and drive primarily in suburban areas, and those who drive pickup trucks. It is important to note that of those, 12.8% said they had done so 5 or more times (Appendix A; Table A3.44).

CURRENT LAW ENFORCEMENT COMPARED TO 3 MONTHS AGO

As shown in Table 31, most people (74.9%) said they saw law enforcement officers on the roads they normally drive about as often as they had three months prior, which is similar to previous years results. Frequency of seeing law enforcement on the road more often was slightly higher in the Jackson OSP District (Table 31A). Cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type can be found in Appendix A.

TABLE 31: FREQUENCY OF SEEING LAW ENFORCEMENT ON THE ROAD COMPARED TO 3 MONTHS AGO 2003 - 2013

		MORE OFTEN	ABOUT THE SAME	LESS OFTEN	NEVER	TOTAL
SURVEY YEAR	2013	20.2%	74.9%	4.4%	0.4%	2993
	2012	17.6%	77.5%	4.6%	0.2%	4,527
	2011	17.8%	75.7%	6.2%	0.0%	3,837
	2010	17.2%	76.1%	5.9%	0.8%	3,991
	2009	18.0%	75.0%	7.0%	1.0%	4,122
	2008	19.6%	74.8%	4.7%	0.9%	4,125
	2007	19.0%	77.0%	3.0%	1.0%	3,842
	2006	18.1%	77.4%	3.6%	1.0%	4,064
	2005	20.5%	74.7%	4.3%	0.6%	3,861
	2004	20.7%	74.6%	3.9%	0.8%	4,546
	2003	28.8%	65.1%	4.5%	1.6%	4,002

TABLE 31A: FREQUENCY OF SEEING LAW ENFORCEMENT ON THE ROAD COMPARED TO 3 MONTHS AGO - 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.151	3.120	3.175	3.156	2,993
OSP DISTRICT	FINDLAY DISTRICT	3.155	3.106	3.137	3.217	401
	BUCYRUS DISTRICT	3.156	3.142	3.175	3.155	346
	CLEVELAND DISTRICT	3.114	3.060	3.145	3.121	324
	PIQUA DISTRICT	3.174	3.202	3.193	3.130	356
	COLUMBUS DISTRICT	3.102	3.028	3.126	3.143	353
	CAMBRIDGE DISTRICT	3.127	3.128	3.212	3.060	409
	WILMINGTON DISTRICT	3.166	3.071	3.188	3.237	433
	JACKSON DISTRICT	3.205	3.193	3.233	3.191	371

The mean score calculation is based on "More Often" = 4 to "Never" = 1; therefore, the greater the mean score, the more likely respondent is to report seeing law enforcement on roads more often.

In 2013, 71.3% of respondents said that the likelihood of being stopped by law enforcement for driving after drinking was “about as likely” as three months prior (Table 32). Responses were similar to those from previous years. Table 32A shows that the mean responses for the likelihood of being stopped by law enforcement officials due to driving after drinking was fairly consistent for all OSP Districts.

TABLE 32: CHANCE OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO 2003 – 2013

		MORE LIKELY	ABOUT THE SAME	LESS LIKELY	TOTAL
SURVEY YEAR	2013	22.1%	71.3%	6.6%	2,919
	2012	20.8%	72.2%	7.0%	4,427
	2011	23.8%	67.0%	9.2%	3,729
	2010	24.0%	66.9%	9.1%	3,902
	2009	22.0%	69.0%	9.0%	4,055
	2008	22.3%	70.1%	7.6%	4,057
	2007	23.0%	71.0%	6.0%	3,768
	2006	26.0%	66.5%	7.6%	3,992
	2005	27.5%	65.2%	7.3%	3,790
	2004	28.7%	63.1%	8.3%	4,401
2003	30.3%	63.0%	6.7%	3,917	

TABLE 32A: CHANCE OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.155	2.141	2.147	2.177	2,957
OSP DISTRICT	FINDLAY DISTRICT	2.144	2.062	2.124	2.244	390
	BUCYRUS DISTRICT	2.166	2.153	2.186	2.162	332
	CLEVELAND DISTRICT	2.196	2.185	2.212	2.186	312
	PIQUA DISTRICT	2.168	2.158	2.164	2.180	352
	COLUMBUS DISTRICT	2.120	2.162	2.101	2.101	343
	CAMBRIDGE DISTRICT	2.108	2.111	2.103	2.110	397
	WILMINGTON DISTRICT	2.167	2.159	2.131	2.216	425
	JACKSON DISTRICT	2.182	2.160	2.175	2.218	368

The mean score calculation is based on “More Likely” = 3 to “Less Likely” = 1; therefore, the greater the mean score, the more likely respondent is to find the chance of being stopped for drunk driving more likely than 3 months ago.

While 51.6% of respondents said they had definitely not seen or heard of special efforts by police to ticket drunk drivers in their community, 27.2% “definitely” or “probably” had witnessed such efforts (Table 33). Moreover, the perception of increased special efforts by police to ticket drunk drivers was highest after the National Campaign: “*Drive Sober or Get Pulled Over*” (Appendix A; Table A3.47). Respondents in the Findlay OSP District were more likely than other districts to claim they have witnessed special efforts to ticket drunk drivers (Table 33A). Cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type can be found in Appendix A.

**TABLE 33: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS⁴
2003 – 2013**

		YES, DEFINITELY	YES, PROBABLY	NO, PROBABLY	NO, DEFINITELY	TOTAL
SURVEY YEAR	2013	18.7%	8.5%	21.2%	51.6%	2,957
	2012	18.2%	6.3%	16.9%	58.6%	4,476
	2011	20.0%	5.0%	19.0%	56.0%	3,760
	2010	17.0%	8.0%	17.0%	58.0%	3,956
	2009	13.0%	9.0%	18.0%	61.0%	4,069
	2008	14.0%	11.0%	21.0%	54.0%	4,075
	2007	13.0%	11.0%	20.0%	55.0%	3,768
	2006	14.0%	11.0%	21.0%	54.05	4,023
	2005	14.0%	9.0%	21.0%	55.0%	3,810
	2004	15.0%	8.0%	22.0%	55.0%	2,424

TABLE 33A: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		1,943	1,780	2,022	2,023	2,957
OSP DISTRICT	FINDLAY DISTRICT	2.135	1.894	2.218	2.289	400
	BUCYRUS DISTRICT	1.950	1.833	2.081	1.965	338
	CLEVELAND DISTRICT	1.928	1.726	2.107	1.886	319
	PIQUA DISTRICT	1.989	1.841	1.983	2.131	355
	COLUMBUS DISTRICT	1.852	1.573	2.000	1.936	344
	CAMBRIDGE DISTRICT	1.837	1.734	1.907	1.878	404
	WILMINGTON DISTRICT	1.895	1.739	1.876	2.072	430
	JACKSON DISTRICT	1.951	1.847	2.035	2.000	367

The mean score calculation is based on "Yes, Definitely" = 4 to "No, Definitely" = 1; therefore, the greater the mean score, the more likely respondent is to report seeing special efforts to ticket drunk drivers during the past 30 days .

PART IV: DISTRACTED DRIVING, SPEEDING, AND OVERALL TRAFFIC SAFETY

GENERAL CELL PHONE USE WHILE DRIVING

As shown in Table 34, few respondents (18.6%) claim to talk on a cell phone without a hands-free device daily or almost every day. In contrast, 91.3% of respondents said they see *other* drivers talking on a cell phone without a hands-free device every day or almost every day (Table 34B). Close to eighty percent (79.6%) of those surveyed claim that driving while talking on a cell phone without a hands-free device is somewhat (43.0%) or very (36.6%) dangerous (Table 34D). Those surveyed in the Columbus, Piqua, and Wilmington OSP District were less likely to find talking on a cell phone without a hands-free device dangerous (Table 34E). Respondents who were less likely to talk on a cell phone without a hands-free device on a regular basis include those who are from the Cleveland, Jackson, and Cambridge OSP District (Table 34A). Additionally, survey participants in the Columbus and Wilmington OSP District were more apt to say they see other drivers on a cell phone without a hands-free device regularly (Table 34C). Cross-tabulated results by survey; OSP District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type can be found in Appendix A.

⁴ This specific question was not asked in 2003, and only in Surveys 3 and 4 during the 2004 evaluation.

TABLE 34: FREQUENCY OF RESPONDENT TALKING ON A CELL PHONE WHILE DRIVING (NO HANDS-FREE DEVICE) 2009 – 2013

		NEVER	RARELY	SOMETIMES	ALMOST EVERY DAY	EVERY DAY	TOTAL
SURVEY YEAR	2013	35.1%	24.8%	21.6%	6.3%	12.3%	3,001
	2012	31.6%	22.8%	23.7%	8.2%	13.5%	4,534
	2011	31.9%	21.4%	23.6%	8.6%	14.5%	3,843
	2010	34.5%	20.2%	21.9%	8.1%	15.3%	4,034
	2009	33.7%	20.7%	21.6%	8.7%	15.3%	4,116

TABLE 34A: FREQUENCY OF RESPONDENT TALKING ON A CELL PHONE WHILE DRIVING (NO HANDS-FREE DEVICE) – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.641	3.677	3.657	3.591	3,001
OSP DISTRICT	FINDLAY DISTRICT	3.653	3.758	3.619	3.584	403
	BUCYRUS DISTRICT	3.658	3.675	3.680	3.621	345
	CLEVELAND DISTRICT	3.778	3.726	3.798	3.793	324
	PIQUA DISTRICT	3.525	3.417	3.678	3.476	360
	COLUMBUS DISTRICT	3.492	3.617	3.378	3.509	354
	CAMBRIDGE DISTRICT	3.705	3.730	3.593	3.768	410
	WILMINGTON DISTRICT	3.603	3.614	3.786	3.388	433
	JACKSON DISTRICT	3.726	3.834	3.726	3.582	372

The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never talk on a cell phone without a hands-free device while driving.

TABLE 34B: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE (NO HANDS-FREE DEVICE) 2009 – 2013

		NEVER	RARELY	SOMETIMES	ALMOST EVERY DAY	EVERY DAY	TOTAL
SURVEY YEAR	2013	0.7%	1.4%	6.6%	17.7%	73.6%	3,004
	2012	0.4%	0.9%	5.2%	17.4%	76.1%	4,543
	2011	0.0%	1.0%	6.0%	16.0%	77.0%	3,845
	2010	0.5%	0.6%	4.4%	14.6%	79.9%	4,041
	2009	0.3%	0.7%	4.3%	13.3%	81.5%	4,137

TABLE 34C: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE (NO HANDS-FREE DEVICE) – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		1.379	1.402	1.353	1.384	3,004
OSP DISTRICT	FINDLAY DISTRICT	1.460	1.564	1.398	1.420	404
	BUCYRUS DISTRICT	1.354	1.386	1.282	1.385	347
	CLEVELAND DISTRICT	1.382	1.345	1.352	1.440	325
	PIQUA DISTRICT	1.419	1.426	1.488	1.344	358
	COLUMBUS DISTRICT	1.311	1.327	1.281	1.330	354
	CAMBRIDGE DISTRICT	1.388	1.390	1.398	1.377	410
	WILMINGTON DISTRICT	1.311	1.300	1.290	1.345	434
	JACKSON DISTRICT	1.411	1.448	1.342	1.436	372

The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers talk on a cell phone without a hands-free device.

TABLE 34D: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS 2009 - 2013

		VERY DANGEROUS	SOMEWHAT DANGEROUS	NEITHER	SOMEWHAT SAFE	VERY SAFE	TOTAL
SURVEY YEAR	2013	36.6%	43.0%	7.5%	11.6%	1.4%	2,995
	2012	32.0%	45.6%	7.8%	13.4%	1.1%	4,521
	2011	36.0%	45.0%	7.0%	11.0%	1.0%	3,825
	2010	41.4%	41.6%	5.8%	9.6%	1.6%	4,013
	2009	44.1%	39.6%	6.1%	9.1%	1.1%	4,126

TABLE 34E: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS - 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.017	4.056	3.992	4.005	2995
OSP DISTRICT	FINDLAY DISTRICT	4.015	3.985	4.038	4.022	402
	BUCYRUS DISTRICT	4.104	4.126	4.146	4.043	346
	CLEVELAND DISTRICT	4.176	4.325	4.056	4.198	324
	PIQUA DISTRICT	3.905	3.895	3.934	3.887	359
	COLUMBUS DISTRICT	3.892	4.000	3.822	3.874	352
	CAMBRIDGE DISTRICT	4.007	4.000	3.915	4.086	408
	WILMINGTON DISTRICT	3.984	4.057	3.968	3.928	434
	JACKSON DISTRICT	4.078	4.124	4.103	3.991	370

The mean score calculation is based on "Very Dangerous" = 5 to "Very Safe" = 1; therefore, the greater the mean score, the more likely respondent is to feel that talking on a cell phone without a hands-free device while driving is dangerous.

Table 35 shows that 10.5% of those surveyed claim to talk on a cell phone with a hands-free device on a daily basis, while 65.1% said they never do so. Respondents from the Cambridge and Jackson OSP Districts were more likely than others to say they never talk on a cell phone with a hands-free device (Table 35A). When asked about seeing *other* drivers talk on a cell phone with a hands-free device, 40.2% of those surveyed said they see others do so every day or almost every day (Table 35B). Those in the Bucyrus OSP District were more apt to say they never see others talk on a cell phone with a hands-free device (Table 35C). Respondents were somewhat divided when asked whether or not they find talking on a cell phone with a hands-free device safe or dangerous (Table 35D). In addition, those in the Cambridge Wilmington, and Piqua OSP Districts were less apt to say talking on a cell phone with a hands-free device is dangerous (Table 35E). Appendix A contains these results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area, and vehicle type.

TABLE 35: FREQUENCY OF RESPONDENT TALKING ON A CELL PHONE WHILE DRIVING (WITH HANDS-FREE DEVICE) 2009 - 2013

		NEVER	RARELY	SOMETIMES	ALMOST EVERY DAY	EVERY DAY	TOTAL
SURVEY YEAR	2013	65.1%	7.6%	11.0%	5.8%	10.5%	3001
	2012	69.4%	7.6%	9.7%	4.7%	8.7%	4524
	2011	68.9%	7.4%	10.2%	4.8%	8.7%	3829
	2010	74.6%	5.9%	8.4%	3.3%	7.8%	4034
	2009	77.3%	6.1%	7.3%	3.2%	6.0%	4091

TABLE 35A: FREQUENCY OF RESPONDENT TALKING ON A CELL PHONE WHILE DRIVING (WITH HANDS-FREE DEVICE) – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.109	4.104	4.191	4.031	2,993
OSP DISTRICT	FINDLAY DISTRICT	4.177	4.176	4.276	4.081	401
	BUCYRUS DISTRICT	4.113	4.254	4.262	3.828	345
	CLEVELAND DISTRICT	4.127	4.071	4.161	4.132	322
	PIQUA DISTRICT	4.159	4.226	4.182	4.073	359
	COLUMBUS DISTRICT	4.023	3.869	4.178	3.982	354
	CAMBRIDGE DISTRICT	4.206	4.114	4.203	4.295	407
	WILMINGTON DISTRICT	3.878	3.857	3.948	3.820	433
	JACKSON DISTRICT	4.212	4.234	4.393	3.991	372

The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never talk on a cell phone with a hands-free device while driving.

TABLE 35B: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE (WITH HANDS-FREE DEVICE) 2009 – 2013

		NEVER	RARELY	SOMETIMES	ALMOST EVERY DAY	EVERY DAY	TOTAL
SURVEY YEAR	2013	12.7%	19.9%	27.3%	13.8%	26.4%	2,715
	2012	13.5%	21.1%	25.1%	12.9%	27.4%	4,203
	2011	13.0%	20.0%	27.0%	12.0%	28.0%	3,543
	2010	18.4%	21.1%	24.1%	11.5%	24.8%	3,807
	2009	18.7%	21.9%	22.4%	13.1%	24.0%	3,977

TABLE 35C: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE (WITH HANDS-FREE DEVICE) – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.786	2.914	2.793	2.653	2,715
OSP DISTRICT	FINDLAY DISTRICT	2.886	2.950	2.881	2.826	359
	BUCYRUS DISTRICT	2.974	3.179	2.910	2.804	313
	CLEVELAND DISTRICT	2.780	2.962	2.619	2.826	305
	PIQUA DISTRICT	2.802	2.714	2.991	2.705	324
	COLUMBUS DISTRICT	2.681	2.845	2.675	2.528	329
	CAMBRIDGE DISTRICT	2.814	2.945	2.961	2.573	361
	WILMINGTON DISTRICT	2.594	2.659	2.654	2.465	389
	JACKSON DISTRICT	2.791	3.054	2.733	2.519	335

The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers talk on a cell phone with a hands-free device.

TABLE 35D: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS 2009 – 2013

		VERY DANGEROUS	SOMEWHAT DANGEROUS	NEITHER	SOMEWHAT SAFE	VERY SAFE	TOTAL
SURVEY YEAR	2013	12.9%	33.2%	8.8%	35.9%	9.1%	2973
	2012	10.6%	37.1%	7.9%	34.7%	9.6%	4,501
	2011	12.0%	37.0%	7.0%	35.0%	9.0%	3,800
	2010	18.0%	36.0%	8.2%	28.7%	9.0%	3,999
	2009	20.5%	36.4%	8.7%	26.0%	8.4%	4,105

TABLE 35E: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		3.048	2.997	3.035	3.113	2,973
OSP DISTRICT	FINDLAY DISTRICT	3.136	2.870	3.176	3.353	398
	BUCYRUS DISTRICT	3.143	3.126	3.120	3.183	342
	CLEVELAND DISTRICT	3.117	3.179	3.056	3.138	324
	PIQUA DISTRICT	2.964	3.018	2.983	2.895	357
	COLUMBUS DISTRICT	3.006	2.925	3.030	3.055	351
	CAMBRIDGE DISTRICT	2.993	2.928	2.863	3.158	401
	WILMINGTON DISTRICT	2.930	2.843	2.974	2.971	431
	JACKSON DISTRICT	3.127	3.146	3.094	3.139	369

The mean score calculation is based on "Very Dangerous" = 5 to "Very Safe" = 1; therefore, the greater the mean score, the more likely respondent is to feel that talking on a cell phone with a hands-free device while driving is dangerous.

When asked about perceived cell phone use by other drivers to text, 60.5% of those surveyed said they see drivers other than themselves texting while driving every day or almost every day (Table 36B). In contrast, only 3.5% claim they personally text daily or almost daily while driving (Table 36). Respondents in the Findlay and Cleveland OSP Districts were more likely to say they "never" text while driving (Table 36A) while those in the Jackson OSP District were more likely to say they see other drivers text regularly (Table 36C). In addition, the majority of respondents overall and in each OSP District say that texting while driving is dangerous (Tables 36D and 36E). Appendix A contains these results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area, and vehicle type.

TABLE 36: FREQUENCY OF RESPONDENT TEXTING WHILE DRIVING 2009 – 2013

		NEVER	RARELY	SOMETIMES	ALMOST EVERY DAY	EVERY DAY	TOTAL
SURVEY YEAR	2013	81.8%	10.2%	4.4%	1.2%	2.3%	2,989
	2012	82.0%	8.7%	5.5%	1.1%	2.6%	4,529
	2011	78.9%	10.3%	5.7%	1.4%	3.7%	3,841
	2010	84.2%	7.2%	4.2%	1.1%	3.3%	4,034
	2009	87.0%	6.0%	4.0%	1.0%	2.0%	4,110

TABLE 36A: FREQUENCY OF RESPONDENT TEXTING WHILE DRIVING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.680	4.670	4.737	4.631	2989
OSP DISTRICT	FINDLAY DISTRICT	4.718	4.695	4.761	4.696	400
	BUCYRUS DISTRICT	4.660	4.627	4.767	4.600	344
	CLEVELAND DISTRICT	4.736	4.762	4.829	4.617	322
	PIQUA DISTRICT	4.699	4.702	4.678	4.718	359
	COLUMBUS DISTRICT	4.675	4.654	4.659	4.714	354
	CAMBRIDGE DISTRICT	4.667	4.643	4.686	4.676	406
	WILMINGTON DISTRICT	4.654	4.636	4.766	4.547	433
	JACKSON DISTRICT	4.639	4.681	4.752	4.464	371

The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never text on a cell phone while driving.

TABLE 36B: FREQUENCY OF RESPONDENT SEEING OTHERS TEXT WHILE DRIVING 2009 – 2013

		NEVER	RARELY	SOMETIMES	ALMOST EVERY DAY	EVERY DAY	TOTAL
SURVEY YEAR	2013	7.3%	11.4%	20.9%	17.7%	42.8%	2,933
	2012	7.4%	9.4%	21.0%	17.7%	44.4%	4,444
	2011	9.0%	10.0%	22.0%	16.0%	43.0%	3,747
	2010	14.5%	10.5%	20.7%	15.3%	39.1%	3,918
	2009	26.2%	12.3%	21.1%	14.5%	25.8%	4,016

TABLE 36C: FREQUENCY OF RESPONDENT SEEING OTHERS TEXT WHILE DRIVING – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		2.226	2.406	2.119	2.155	2933
OSP DISTRICT	FINDLAY DISTRICT	2.325	2.489	2.246	2.243	397
	BUCYRUS DISTRICT	2.313	2.636	2.059	2.198	339
	CLEVELAND DISTRICT	2.310	2.634	2.250	2.140	316
	PIQUA DISTRICT	2.328	2.345	2.356	2.282	348
	COLUMBUS DISTRICT	2.174	2.295	2.076	2.176	344
	CAMBRIDGE DISTRICT	2.197	2.394	2.147	2.054	401
	WILMINGTON DISTRICT	2.136	2.307	1.906	2.212	426
	JACKSON DISTRICT	2.050	2.234	1.948	1.927	362

The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers text on a cell phone while driving.

TABLE 36D: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS 2009 – 2013

		VERY DANGEROUS	SOMEWHAT DANGEROUS	NEITHER	SOMEWHAT SAFE	VERY SAFE	TOTAL
SURVEY YEAR	2013	91.5%	6.0%	0.7%	1.3%	0.3%	3,001
	2012	91.3%	7.0%	0.5%	0.9%	0.2%	4,533
	2011	91.0%	8.0%	1.0%	1.0%	0.0%	3,835
	2010	91.8%	6.4%	0.6%	1.0%	0.2%	4,019
	2009	90.0%	8.0%	0.8%	0.9%	0.3%	4,113

TABLE 36E: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS – 2013

		OVERALL	SURVEY 1	SURVEY 2	SURVEY 3	TOTAL
ALL RESPONDENTS		4.873	4.871	4.905	4.844	3,001
OSP DISTRICT	FINDLAY DISTRICT	4.856	4.856	4.881	4.832	403
	BUCYRUS DISTRICT	4.824	4.811	4.922	4.752	347
	CLEVELAND DISTRICT	4.914	4.893	4.912	4.931	325
	PIQUA DISTRICT	4.864	4.852	4.884	4.855	360
	COLUMBUS DISTRICT	4.904	4.896	4.896	4.920	353
	CAMBRIDGE DISTRICT	4.880	4.900	4.924	4.829	410
	WILMINGTON DISTRICT	4.857	4.850	4.883	4.835	433
	JACKSON DISTRICT	4.892	4.910	4.949	4.806	370

The mean score calculation is based on "Very Dangerous" = 5 to "Very Safe" = 1; therefore, the greater the mean score, the more likely respondent is to feel that texting on a cell phone while driving is dangerous.

More than half, 54.2% of respondents agree they are able to determine when it is safe to use a cell phone to make a call while driving. The majority (55.8%) of those surveyed maintain that using a hands-free device makes calling safe while driving. Additionally, 42.7% of 2013 survey participants think they can safely adapt their driving while using a cell phone to make a call. Appendix A contains results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area and vehicle type.

Only 14.8% of respondents agree they are able to determine when it is safe to use a cell phone to text when driving, which is consistent with the 2012 survey results. Additionally, 9.7% of 2013 survey participants think they can safely adapt their driving while using a cell phone to text, and 20.5% maintain that using a hands-free device makes texting safe while driving.

Ohio recently enacted a law regarding cell phone use while driving which states that *all drivers younger than 18 years of age are banned from using a cell phone while behind the wheel, and all drivers, regardless of age, are banned from texting while driving.* Just over half (52.7%) of those surveyed in 2013 said “yes, definitely” or “yes, probably” when asked if they had any knowledge of this law (Appendix A; Table A4.16).

OBEYING THE SPEED LIMIT

Approximately 17.1% of those surveyed said they “always” drive at least 5 mph over the posted limit on local roads, and 22.0% claim they do so “most of the time.” The majority (70.3%) of those surveyed maintain that they “never” or “rarely” drive faster than 35 mph on local roads where the posted speed limit is 30 mph, while 15.1% of the respondents acknowledged they engage in this behavior “always,” or “most of the time.” Likewise, 65.8% said they “never” or “rarely” drive faster than 70 mph on a local road with a posted speed limit of 65. Nevertheless, 19.4% of the respondents acknowledged they engage in this driving behavior “always,” or “most of the time.” Few respondents (39.3%) claim to have seen, read, or heard anything about speed enforcement by police in the 30 days prior to the survey. When asked what they felt the chances are they would receive a ticket for driving over the speed limit, 27.7% said the chances were “very likely” and an additional 46.4% felt their chances of being ticketed were “somewhat likely.” Appendix A contains these results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area and vehicle type.

DRIVING BEHAVIOR CHANGES TO IMPROVE PERSONAL SAFETY

The survey concluded by asking respondents what changes they would make to their own driving behaviors to make them safer drivers (Table 37). The most frequently mentioned answer was to watch their speed while driving. Even though it was the most frequently mentioned item, only 34.1% of those surveyed felt it was a change they needed to make in their own driving behavior. Likewise, 21.3% of respondents claim they need to stop talking on a cell phone when driving. Only 6.2% of 2013 survey participants indicated that they need to wear their seat belt more often, which is expected since 86.0% stated earlier in the survey that they “always” wear their seat belt. Additionally, 6.7% of those surveyed feel they need to stop text messaging while they drive which is consistent with 2012. It is also important to note that 22.8% of 2013 respondents believe there is “nothing” they need to change when it comes to their driving behaviors. Cross-tabulated results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area, and vehicle type are located in Appendix A.

TABLE 37: CHANGES IN DRIVING BEHAVIOR THAT WOULD IMPROVE PERSONAL SAFETY - 2013

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
WATCH MY SPEED	34.1%	1026	38.3%	380	31.4%	317	32.5%	328
NOTHING	22.8%	686	19.3%	191	22.9%	231	26.2%	264
STOP TALKING ON CELL PHONE	21.3%	641	21.6%	214	21.9%	221	20.5%	207
STOP TEXTING WHILE DRIVING	6.7%	202	7.0%	69	6.0%	60	7.1%	72
WEAR SEAT BELT MORE OFTEN	6.2%	186	4.9%	49	4.5%	45	9.1%	92
NOT SURE	6.1%	183	6.9%	68	6.6%	67	4.7%	47
CHECK MIRRORS MORE OFTEN	3.8%	114	4.0%	40	1.6%	16	5.9%	59
STOP ADJUSTING RADIO	2.5%	75	3.3%	33	2.4%	24	1.8%	18
STOP EATING WHILE DRIVING	2.4%	72	3.1%	31	1.8%	18	2.4%	24
2ND MIRROR FOR KIDS IN BACK	2.0%	60	2.7%	27	1.3%	13	2.1%	21
LET OTHERS DRIVE WHEN DRINKING	1.3%	39	1.1%	11	1.2%	12	1.7%	17

RECOMMENDATIONS

This section of the report contains six general recommendations derived from all phases of the 2013 Statewide Survey of Seat Belt Use and Alcohol-Impaired Driving and other evaluation initiatives. The 2013 survey reinforces knowledge about Ohioans who are and are not using seat belts and provides information on the attitudes and behaviors of Ohioans regarding drinking and driving, speeding, and distracted driving. Successfully achieving the overall goals and objectives of the Ohio Department of Public Safety’s campaign to increase seat belt use and reduce alcohol-impaired driving, speeding, and distracted driving is a formidable challenge. Nevertheless, the overall annual survey results illustrate that the campaign has had many significant accomplishments, but much work remains. Therefore, the following six recommendations are suggested as possible ways to reach those important objectives.

RECOMMENDATION 1 - CONTINUE TO PURSUE THE PASSAGE OF A PRIMARY SEAT BELT LAW

Survey results demonstrate that a little more than half (52.8%) of survey participants believe it is “very” or “somewhat” likely a driver will be ticketed for not wearing a seat belt. This response is due in part because more respondents are wearing their seat belts all or most of the time, but it also could be due to a perceived lack of enforcement of the seat belt law by the police and state highway patrol. This perception of a lack of consequences, combined with Ohio’s current secondary seat belt law, leads the public to believe that seat belt use is not an absolute necessity. Nevertheless, general support for a primary seat belt law continues to remain high from year to year, and most respondents say they would vote for such a law and obey it if it were passed. Since the ultimate goal of the initiative is to reduce serious injuries and fatalities relative to highway safety, it is recommended that Ohio continues to pursue the passage of a state primary seat belt law.

RECOMMENDATION 2 - TARGET DRIVERS AND PASSENGERS AGES 25 AND YOUNGER

Ohio Department of Public Safety and Ohio Traffic Safety Office personnel should carefully review the survey results, focusing on drivers and passengers ages 25 and younger. These drivers reported the lowest seat belt use rates of all age groups surveyed and have among the highest rates of injury in traffic crashes. Therefore, it is important for drivers and passengers in the 25 and under age group to better understand the importance of wearing a seat belt. Future initiatives should use age-appropriate messages and media sources that directly target this age group, for example, recruiting a well-known celebrity to function as a spokesperson and positive role model for seat belt use among the 25 and under age group.

As recommended in prior reports, targeting the peer groups and “significant others” of this age group can serve to increase seat belt use, since the opinions of family members and friends can be of influence, particularly to young drivers who regularly transport passengers of the same age. If the passengers of young drivers are made amenable to seat belt use, they may, either through example or by expressing concern, show young drivers that they have a responsibility to themselves and others to properly wear a seat belt. Targeting young drivers, their passengers, and “significant others” can be achieved through increased emphasis on youth intervention initiatives such as drunk driving simulations and skills obstacle courses, thereby provoking thought and discussion about safe driving among parents and youth. Additionally, if such programs are implemented with the support and participation of community leaders and public service institutions, such as police and EMS, young drivers can familiarize themselves with public safety personnel and gain a better understanding of the importance of adhering to seat belt laws and following safe driving practices.

RECOMMENDATION 3 - DESIGN MEDIA MESSAGES TO TARGET PICKUP TRUCK DRIVERS

As survey results continue to demonstrate, pickup truck drivers are among the groups least likely to wear seat belts and most likely to drive after drinking. In addition, they are the least supportive group of legislation regarding seat belt use and alcohol-impaired driving. Overall, this group participates in a relatively greater number of high-risk behaviors, leading to increased highway injuries and fatalities. In order to promote safer driving habits among pickup truck drivers, it remains imperative to design initiatives that promote positive attitudes about seat belt use and highlight the negative consequences of drinking and driving.

RECOMMENDATION 4 - INCREASE PENALTIES FOR ALCOHOL-IMPAIRED DRIVING

The majority of those surveyed believe that penalties for drinking and driving should be more severe. Survey responses suggest that many Ohioans feel current penalties are little more than a “slap on the wrist.” Strict enforcement of current laws, as well as possible alternative punishments which are more swift and severe, would help to prevent individuals from drinking and driving. In addition, once a person is arrested for alcohol-impaired driving, the court should also impose swift and appropriate punishment for the offender.

RECOMMENDATION 5 - ENHANCE THE VISIBILITY OF LAW ENFORCEMENT AND THE IMPACT OF SOBRIETY CHECKPOINTS

Research demonstrates that sobriety checkpoints are one of the most effective ways of deterring alcohol-impaired driving. However, the 2013 survey results indicate that relatively few survey participants recall seeing a sobriety checkpoint. In addition, a majority of those surveyed feel such checkpoints should be utilized more frequently. Since law enforcement agencies must announce in advance the general date and location of checkpoints, as well as provide exact times and locations of checkpoints just prior to their utilization, further examination of this issue could be warranted. For example, survey questions could be added to obtain information about whether respondents were aware of any sobriety checkpoints being implemented for particular holidays or from various media outlets, and if it would change their driving and/or drinking habits. In addition, law enforcement agencies should seek to increase the use and visibility of sobriety checkpoints, as well as publicize the outcomes of such initiatives.

RECOMMENDATION 6 - NHTSA AND ODPS SHOULD FOCUS THEIR INTERESTS AND INTERVENTIONS ON THE PROBLEMS OF DISTRACTED AND INATTENTIVE DRIVING BEHAVIOR AND SPEED

Most 2013 survey respondents claim the actions and behaviors of other drivers cause most problems on Ohio roads. In addition, relatively few respondents claim they need to make changes to their own driving behaviors relative to distracted and inattentive driving and exceeding the posted speed limit. Nevertheless, as stated in the report, survey respondents acknowledged they should stop talking and/or texting on their cell phone while driving.

RECOMMENDATION 7 – DISSEMINATE CONCISE MEDIA MESSAGES TO EDUCATE OHIO ADULT AND TEEN DRIVERS ABOUT THE NEW BAN AGAINST THE USE OF ELECTRONIC COMMUNICATION DEVICES:⁵, WHICH MAKES: 1) IT A SECONDARY OFFENSE FOR ADULT DRIVERS USING A HANDHELD ELECTRIC COMMUNICATION DEVICE AND 2) PROHIBITS DRIVERS UNDER 18 YEARS OF AGE FROM USING AN ELECTRONIC WIRELESS COMMUNICATION DEVICE:

Relatively few drivers, are knowledgeable about House Bill 99. The Ohio Department of Public Safety should focus efforts on making sure that not only do Ohio residents know that there is a law in place, but what House Bill 99 entails. Additionally, future surveys should include more questions aimed at determining if drivers understand the law.

CONCLUSIONS

The key findings from the 2013 Statewide Seat Belt Use and Alcohol-Impaired Driving Evaluation are summarized below.

“CLICK IT OR TICKET” NATIONAL CAMPAIGN TO INCREASE SEAT BELT USE

Over the course of the 2013 campaign period, Ohio residents have become more aware of the importance of seat belt use to their safety as well as Ohio law regarding seat belt use. Respondents’ unprompted recall of *“Click It or Ticket”* increased from 82.7% to 85.2% after the campaign initiative. These results suggest the campaign was effective in accomplishing its objective.

Respondents’ perceived frequency of seat belt use among fellow Ohioans was relatively high over the course of the campaign period, as was their awareness of the possible dangers and legal penalties for driving without wearing a seat belt. A large percentage of individuals said they would support, vote for, and obey an Ohio primary seat belt law. More specifically, the majority of respondents reported they thought the passage of a primary seat belt law would have the following positive effects:

- ▶ Increase seat belt use
- ▶ Increase highway safety
- ▶ Reduce serious injuries due to accidents
- ▶ Reduce fatalities due to accidents
- ▶ Offer greater protection to drivers and passengers

Most importantly, respondents reported increased seat belt use and indicated they intend to continue their seat belt use in the future. For instance, exposure to media campaign messages and slogans pertaining to seat belt use had a positive relationship with the perceived importance of wearing a seat belt, perceived influence of “significant others” on the respondent’s seat belt use, and the perceived likelihood of receiving a ticket for violating Ohio’s seat belt law.

“DRIVE SOBER OR GET PULLED OVER” NATIONAL CAMPAIGN TO REDUCE ALCOHOL-IMPAIRED DRIVING

The percentage of respondents who “definitely” witnessed special efforts by police to ticket drunk drivers increased from the 2nd to the 3rd Survey. Fewer respondents in 2013 (54.8%) than in 2012 (56.6%) said it was at least “somewhat” likely they would be stopped by a law enforcement officer for driving after drinking.

In reference to alcohol-impaired driving issues, survey respondents appeared to understand the dangers of driving a motor vehicle while intoxicated, and also expressed knowledge of the various penalties and consequences that can be imposed for such violations. Furthermore, respondents’ exposure to the various anti-drinking and driving messages increased over the course of the campaign. For example, during the 3rd (post-intervention) Survey, 34.1% of those surveyed recalled the slogan *“Drive Sober or Get Pulled Over”* without prompting, while 60.0% remembered it when prompted.

⁵Ohio House Bill 99 became effective on August 31, 2012 and prohibits the use of electronic communication devices during driving for adult drivers (with exemptions for ten situations) and juvenile drivers (with exemptions for three situations).

While the overall results suggest the campaign is discouraging drinking and driving and making Ohioans more aware of the dangers of alcohol-impaired driving, much work remains to be done. This is exemplified by the fact that unprompted recall of all campaigns was relatively low. In addition, many of those surveyed are of the opinion that penalties for driving under the influence are somewhat lenient. Therefore, strict law enforcement, along with swift and appropriately severe punishments, will better deter Ohioans from drinking and driving. Consequently, the analysis indicates media and enforcement initiatives pertaining to alcohol-impaired driving should be further enhanced and directed toward “high risk” groups. With these considerations, the outcome will be an incremental reduction in alcohol-impaired driving, highway fatalities, and serious injuries in Ohio.

DISTRACTED DRIVING, SPEEDING, AND OVERALL SAFETY

The majority of respondents reported seeing other drivers engage in distracting behaviors, but a much smaller percentage reported engaging in them personally. This is exemplified by the way in which the majority of those surveyed (73.6%) claimed to see someone talking on a cell phone without a hands-free device on a daily basis, while only 12.3% of respondents said they personally talk on a cell phone without a hands-free device every day. Also, when asked about the perceived frequency of other drivers texting while driving, 42.8% of respondents said they see drivers other than themselves texting while driving every day, while only 2.3% claim they personally text daily while driving. Furthermore, the majority of respondents claimed engaging in these and other related behaviors is “very” or “somewhat” dangerous, which is consistent with the 2012 survey. Many agree they are able to determine when it is safe to use a cell phone while driving and think they can safely adapt their driving while using a cell phone to make a call.

The most frequently mentioned “change” respondents noted to become safer drivers was to watch their speed while driving; however, even though it was the most frequently mentioned item, only 34.1% of those surveyed felt it was a change they needed to make in their own driving behavior. Likewise, 21.3% of respondents claimed they need to stop talking on a cell phone while driving. Consequently, future law enforcement and media initiatives related to distracted and unsafe driving should focus attention on making individuals more aware of their own distracting and unsafe driving behaviors, especially the 22.8% of 2013 respondents who believe there is “nothing” they need to change when it comes to their driving behaviors.

In summary of the overall evaluation, the 2013 Statewide Seat Belt Use and Alcohol-impaired Driving Media Campaign found that most of the Ohio sample of drivers reported they had definitely seen or heard messages encouraging seat belt use in the 30 days prior to the time at which they were surveyed. Therefore, as stated in previous reports, one of the best ways to increase seat belt use and awareness is the passage of a primary seat belt law; media initiatives regarding a primary law would not go unnoticed by the Ohio public. The media and enforcement initiatives pertaining to seat belt use and alcohol-impaired driving generally appear to have had the desired effect on the opinions and actions of Ohio drivers. Consistent with goals established by the National Highway Traffic Safety Administration (NHTSA), the overall Ohio Department of Public Safety (ODPS) and the Ohio Traffic Safety Office (OTSO), the 2013 Statewide Seat Belt Use and Alcohol-Impaired Driving Campaign evaluation suggests incremental progress has been made on reducing alcohol-impaired driving and increasing support for a primary seat belt law, which could raise seat belt use by 10 percentage points or more. Innovative, persistent, and effective action on the above recommendations and on other salient evaluation results will further reduce highway fatalities and serious injuries in Ohio.

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APPENDIX A

TABLES – PART I: GENERAL DRIVING HABITS	1
TABLE A1.1: VEHICLE DRIVEN MOST FREQUENTLY BY RESPONDENT	1
TABLE A1.2: NUMBER OF DAYS DRIVEN DURING AN AVERAGE WEEK	2
TABLE A1.3: MILES DRIVEN DURING AN AVERAGE WEEK	3
TABLE A1.4: DRIVING AREA	4
TABLE A1.5: DRIVE FOR WORK, PLEASURE OR BOTH	5
TABLES – PART II: SEAT BELT USE	6
TABLE A2.1: PERCEIVED SEAT BELT USE BY OTHER DRIVERS	6
TABLE A2.2: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT	7
TABLE A2.3: RESPONDENTS’ REPORTED SEAT BELT USE	8
TABLE A2.4: FREQUENCY OF WEARING A SEAT BELT AS A FRONT SEAT PASSENGER	9
TABLE A2.5: RESPONDENTS’ SEAT BELT USE INCREASED, DECREASED, OR STAYED THE SAME IN LAST 30 DAYS	10
TABLE A2.6: SEAT BELT USE DURING THE PAST 30 DAYS	11
TABLE A2.7: FAVOR LAWS REQUIRING SEAT BELT USE	12
TABLE A2.8: WHEN LAW ENFORCEMENT IN OHIO CAN STOP A VEHICLE FOR SEAT A BELT VIOLATION	13
TABLE A2.9: OHIO CURRENTLY HAS A LAW REQUIRING SEAT BELT USE BY ADULTS	14
TABLE A2.10: ADULTS REQUIRED TO WEAR A SEAT BELT ACCORDING TO OHIO LAW	15
TABLE A2.11: OHIO HAS A LAW REQUIRING A RESTRAINING DEVICE BY CHILDREN/MINORS BETWEEN 4 AND 15 YEARS OF AGE	16
TABLE A2.12: OHIO HAS LAW REQUIRING SAFETY SEAT USE FOR THOSE UNDER 4 YEARS OLD AND/OR WEIGH LESS THAN 40LBS	17
TABLE A2.13: OHIO CURRENTLY HAS A BOOSTER SEAT LAW	18
TABLE A2.14: LAW ENFORCEMENT SHOULD BE ABLE TO STOP A VEHICLE FOR SEAT BELT VIOLATIONS	19
TABLE A2.15: SUPPORT OR OPPOSE A PRIMARY SEAT BELT LAW	20
TABLE A2.16: VOTING ON A PRIMARY SEAT BELT LAW	21
TABLE A2.17: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO	22
TABLE A2.18: PRIMARY SEAT BELT LAW WOULD REDUCE SERIOUS INJURIES DUE TO ACCIDENTS	23
TABLE A2.19: PRIMARY SEAT BELT LAW WOULD REDUCE FATALITIES DUE TO ACCIDENTS	24
TABLE A2.20: PRIMARY SEAT BELT LAW WOULD OFFER GREATER PROTECTION TO DRIVERS AND PASSENGERS	25
TABLE A2.21: RESPONDENTS’ FREQUENCY OF SEAT BELT USE IF OHIO PASSED A PRIMARY SEAT BELT LAW	26
TABLE A2.22: PEOPLE IMPORTANT TO YOU THINK YOU SHOULD WEAR A SEAT BELT	27
TABLE A2.23: MEMBERS OF YOUR IMMEDIATE FAMILY THINK YOU SHOULD WEAR A SEAT BELT	28
TABLE A2.24: PEOPLE IMPORTANT TO YOU ARE CONCERNED WHEN YOU DON’T WEAR A SEAT BELT	29
TABLE A2.25: PEOPLE WHO CARE ABOUT YOU THINK YOU SHOULD WEAR A SEAT BELT	30
TABLE A2.26: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT IN THE NEXT 6 MONTHS	31
TABLE A2.27: RECEIVED A TICKET IN OHIO FOR NOT WEARING A SEAT BELT	32
TABLE A2.28: LENGTH OF TIME SINCE RECEIVING A TICKET FOR NOT WEARING A SEAT BELT	33
TABLE A2.29: IT IS IMPORTANT FOR LAW ENFORCEMENT OFFICERS TO ENFORCE THE SEAT BELT LAWS	34
TABLE A2.30: SEAT BELTS ARE JUST AS LIKELY TO HARM YOU AS HELP YOU	35
TABLE A2.31: IF I WAS IN AN ACCIDENT WOULD WANT TO HAVE MY SEAT BELT ON	36

TABLE A2.32: PUTTING ON A SEAT BELT MAKES ME WORRY MORE ABOUT BEING IN AN ACCIDENT.....	37
TABLE A2.33: SEAT BELT USE HELPS REDUCE THE NUMBER OF DEATHS CAUSED BY SERIOUS VEHICLE CRASHES.....	38
TABLE A2.34: SEAT BELTS ARE LIKELY TO REDUCE THE SEVERITY OF INJURIES WHEN A CRASH OCCURS.....	39
TABLE A2.35: SPECIAL EFFORTS ARE BEING MADE BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS.....	40
TABLE A2.36: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS.....	41
TABLE A2.37: FREQUENCY OF SEEING/HEARING MEDIA MESSAGES PERTAINING TO SEAT BELT USE.....	42
TABLE A2.38: SAW/HEARD SLOGAN ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS.....	43
TABLE A2.39: SAW/HEARD “CLICK IT OR TICKET” SLOGAN - UNPROMPTED.....	44
TABLE A2.40: SAW/HEARD “CLICK IT OR TICKET” SLOGAN - PROMPTED.....	45
TABLE A2.41: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN - UNPROMPTED.....	46
TABLE A2.42: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN - PROMPTED.....	47
TABLE A2.43: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS.....	48
TABLE A2.44: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR CHILDREN/MINORS.....	49
TABLE A2.45: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE.....	50
TABLE A2.46: INTENDED SEAT BELT USE ON SHORT TRIPS OF LESS THAN FIVE MILES.....	51
TABLE A2.47: INTENDED SEAT BELT USE ON SHORT TRIPS SUCH AS GROCERY OR DRUG.....	52
TABLE A2.48: INTENDED SEAT BELT USE ON LONG TRIPS OF MORE THAN 25 MILES.....	53
TABLE A2.49: INTENDED SEAT BELT USE WHEN DRIVING ON THE INTERSTATE.....	54
TABLE A2.50: FREQUENCY OF ENCOURAGING PASSENGERS TO WEAR THEIR SEAT BELT.....	55
TABLES – PART III: ALCOHOL-IMPAIRED DRIVING.....	56
TABLE A3.1: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING.....	56
TABLE A3.2: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING.....	57
TABLE A3.3: DRINKING AND DRIVING BY PEOPLE WHO AREN’T ALCOHOLICS IS A SERIOUS HIGHWAY SAFETY PROBLEM.....	58
TABLE A3.4: PEOPLE SHOULD NOT BE ALLOWED TO DRIVE IF THEY HAVE BEEN DRINKING ANY ALCOHOL AT ALL.....	59
TABLE A3.5: SCIENTIFIC EVIDENCE HAS SHOWN THAT ANY AMOUNT OF ALCOHOL IMPAIRS DRIVING.....	60
TABLE A3.6: DRIVING AFTER DRINKING A FEW BEERS CAN BE AS DANGEROUS AS DRIVING AFTER DRINKING HARD LIQUOR.....	61
TABLE A3.7: DRINKING ALCOHOL DISTORTS A DRIVER’S JUDGMENT OF DISTANCE.....	62
TABLE A3.8: LIKELIHOOD OF RESPONDENT BEING STOPPED FOR DRIVER AFTER DRINKING.....	63
TABLE A3.9: LIKELIHOOD OF RESPONDENT TO RECEIVE PUNISHMENT FOR DRIVING AFTER DRINKING.....	64
TABLE A3.10: SEVERITY OF RESPONDENTS PUNISHMENT FOR DRINKING AND DRIVING.....	65
TABLE A3.11: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE.....	66
TABLE A3.12: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING.....	67
TABLE A3.13: PERCEIVED EFFECTIVENESS OF THE ENFORCEMENT OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING.....	68
TABLE A3.14: PERCEIVED EFFECTIVENESS OF COURT SENTENCES FOR DUI CONVICTIONS AT REDUCING DRUNK DRIVING.....	69
TABLE A3.15: SAW A SOBRIETY CHECKPOINT IN THE PAST 12 MONTHS.....	70
TABLE A3.16: FREQUENCY OF USE FOR SOBRIETY CHECKPOINTS.....	71
TABLE A3.17: RESPONDENT KNOWS OHIO’S BAC LEVEL.....	72
TABLE A3.18: OHIO’S BAC LEGAL LIMIT.....	73
TABLE A3.19: LOWERING BAC-LEVEL HAS REDUCED DRINKING AND DRIVING IN OHIO.....	74
TABLE A3.20: EFFECTIVENESS OF REDUCING DRUNK DRIVING – AVAILABLE FREE TRANSPORTATION.....	75

TABLE A3.21: EFFECTIVENESS OF REDUCING DRUNK DRIVING – AVAILABLE LOW-COST TRANSPORTATION	76
TABLE A3.22: EFFECTIVENESS OF REDUCING DRUNK DRIVING – COURT ORDERED YELLOW PLATES	77
TABLE A3.23: EFFECTIVENESS OF REDUCING DRUNK DRIVING – DRIVER’S LICENSE SANCTIONS.....	78
TABLE A3.24: EFFECTIVENESS OF REDUCING DRUNK DRIVING – FINES	79
TABLE A3.25: EFFECTIVENESS OF REDUCING DRUNK DRIVING – INCREASED INSURANCE RATES.....	80
TABLE A3.26: EFFECTIVENESS OF REDUCING DRUNK DRIVING – JAIL TIME.....	81
TABLE A3.27: EFFECTIVENESS OF REDUCING DRUNK DRIVING – MEDIA PROGRAMS ABOUT THE RISKS OF DRINKING AND DRIVING.....	82
TABLE A3.28: EFFECTIVENESS OF REDUCING DRUNK DRIVING – MORE LAW ENFORCEMENT ON ROADS	83
TABLE A3.29: EFFECTIVENESS OF REDUCING DRUNK DRIVING – MORE SOBRIETY CHECKPOINTS	84
TABLE A3.30: EFFECTIVENESS OF REDUCING DRUNK DRIVING – DUI COURT PROGRAM.....	85
TABLE A3.31: EFFECTIVENESS OF REDUCING DRUNK DRIVING – TREATMENT.....	86
TABLE A3.32: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING	87
TABLE A3.33: RECALL OF THE “ <i>YOU DRINK AND DRIVE, YOU LOSE</i> ” SLOGAN – UNPROMPTED.....	88
TABLE A3.34: RECALL OF THE “ <i>YOU DRINK AND DRIVE, YOU LOSE</i> ” SLOGAN – PROMPTED	89
TABLE A3.35: RECALL OF THE “ <i>DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST</i> ” SLOGAN – UNPROMPTED.....	90
TABLE A3.36: RECALL OF THE “ <i>DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST</i> ” SLOGAN – PROMPTED	91
TABLE A3.37: RECALL OF THE “ <i>BUZZED DRIVING IS DRUNK DRIVING</i> ” SLOGAN – UNPROMPTED.....	92
TABLE A3.38: RECALL OF THE “ <i>BUZZED DRIVING IS DRUNK DRIVING</i> ” SLOGAN – PROMPTED	93
TABLE A3.39: RECALL OF THE “ <i>DRIVE SOBER OR GET PULLED OVER</i> ” SLOGAN – UNPROMPTED	94
TABLE A3.40: RECALL OF THE “ <i>DRIVE SOBER OR GET PULLED OVER</i> ” SLOGAN – PROMPTED	95
TABLE A3.41: RECALL OF SOME “ <i>OTHER</i> ” SLOGAN – UNPROMPTED	96
TABLE A3.42: HEARD SLOGAN - CAN’T RECALL NAME	97
TABLE A3.43: DRIVEN A MOTOR VEHICLE WITHIN TWO HOURS OF DRINKING ALCOHOL IN PAST 60 DAYS.....	98
TABLE A3.44: NUMBER OF TIMES DRIVING WITHIN TWO HOURS OF CONSUMING ALCOHOL IN PAST 60 DAYS	99
TABLE A3.45: FREQUENCY OF SEEING LAW ENFORCEMENT ON THE ROAD COMPARED TO THREE MONTHS AGO.....	100
TABLE A3.46: LIKELIHOOD OF A DRIVER BEING PULLED OVER FOR DRINKING AND DRIVING COMPARED TO THREE MONTHS AGO	101
TABLE A3.47: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS.....	102
TABLES – PART IV: DISTRACTED DRIVING, SPEEDING, AND OVERALL TRAFFIC SAFETY	103
TABLE A4.1: FREQUENCY OF RESPONDENT TALKING ON A CELL PHONE WHILE DRIVING (NO HANDS-FREE DEVICE)	103
TABLE A4.2: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE (NO HANDS-FREE DEVICE)	104
TABLE A4.3: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE – SAFE OR DANGEROUS	105
TABLE A4.4: FREQUENCY OF RESPONDENT TALKING ON CELL PHONE WHILE DRIVING (WITH HANDS-FREE DEVICE)	106
TABLE A4.5: FREQUENCY OF SEEING OTHER DRIVERS TALK ON CELL PHONE (WITH HANDS-FREE DEVICE)	107
TABLE A4.6: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE – SAFE OR DANGEROUS.....	108
TABLE A4.7: FREQUENCY OF RESPONDENT TEXTING ON CELL PHONE WHILE DRIVING	109
TABLE A4.8: FREQUENCY OF SEEING OTHER DRIVERS TEXTING ON CELL PHONE.....	110
TABLE A4.9: TEXTING WHILE DRIVING – SAFE OR DANGEROUS.....	111
TABLE A4.10: RESPONDENT FEELS THEY ARE ABLE TO DETERMINE WHEN IT IS SAFE TO USE A CELL PHONE TO CALL WHILE DRIVING....	112
TABLE A4.11: USING A HANDS-FREE DEVICE MAKES CALLING SAFE WHILE DRIVING.....	113
TABLE A4.12: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE	114

TABLE A4.13: RESPONDENT FEELS THEY ARE ABLE TO DETERMINE WHEN IT IS SAFE TO TEXT WHILE DRIVING.....	115
TABLE A4.14: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE to Text	116
TABLE A4.15: USING A HANDS-FREE DEVICE MAKES TEXTING SAFE WHILE DRIVING	117
TABLE A4.16: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING	118
TABLE A4.17: FREQUENCY OF DRIVING AT LEAST FIVE MILES OVER THE POSTED SPEED LIMIT ON LOCAL ROADS	119
TABLE A4.18: FREQUENCY OF DRIVING FASTER THAN 35 MPH ON LOCAL ROADS WITH A POSTED SPEED LIMIT OF 30 MPH.....	120
TABLE A4.19: FREQUENCY OF DRIVING FASTER THAN 70 MPH ON LOCAL ROADS WITH A POSTED SPEED LIMIT OF 65 MPH.....	121
TABLE A4.20: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN THE PAST 30 DAYS	122
TABLE A4.21: CHANCES OF RECEIVING A TICKET FOR DRIVING OVER THE POSTED SPEED LIMIT	123
TABLE A4.22: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WEAR SEAT BELT MORE OFTEN.....	124
TABLE A4.23: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – CHECK MIRRORS MORE OFTEN	125
TABLE A4.24: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WATCH SPEED.....	126
TABLE A4.25: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TALKING ON CELL PHONE WHILE DRIVING	127
TABLE A4.26: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TEXTING WHILE DRIVING	128
TABLE A4.27: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – LET SOMEONE ELSE DRIVE WHEN RESPONDENT HAS BEEN DRINKING ALCOHOL	129
TABLE A4.28: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – USE 2 ND MIRROR TO WATCH KIDS IN BACKSEAT	130
TABLE A4.29: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP EATING WHILE DRIVING	131
TABLE A4.30: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – ADJUSTING THE RADIO	132
TABLE A4.31: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – OTHER.....	133
TABLE A4.32: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NONE.....	134
TABLE A4.33: CHANGES IN RESPONDENTS’ DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NOT SURE	135

TABLES – PART I: GENERAL DRIVING HABITS

TABLE A1.1: VEHICLE DRIVEN MOST FREQUENTLY BY RESPONDENT

		AUTOMOBILE	VAN/ MINI VAN	PICKUP TRUCK	SUV	OTHER	TOTAL
ALL RESPONDENTS		48.5%	14.5%	11.8%	24.1%	1.1%	3,007
SURVEY	SURVEY 1	49.9%	13.9%	11.1%	23.9%	1.2%	992
	SURVEY 2	48.7%	14.6%	11.0%	24.5%	1.2%	1,007
	SURVEY 3	46.9%	15.0%	13.3%	24.0%	0.8%	1,008
OSP DISTRICT	FINDLAY DISTRICT	48.3%	18.8%	12.4%	19.6%	1.0%	404
	BUCYRUS DISTRICT	47.6%	11.8%	13.5%	25.9%	1.2%	347
	CLEVELAND DISTRICT	49.5%	14.8%	10.2%	24.0%	1.5%	325
	PIQUA DISTRICT	46.1%	16.7%	9.2%	26.7%	1.4%	360
	COLUMBUS DISTRICT	50.0%	19.2%	7.6%	22.9%	0.3%	354
	CAMBRIDGE DISTRICT	46.0%	9.7%	16.3%	26.5%	1.5%	411
	WILMINGTON DISTRICT	52.8%	14.3%	8.5%	23.7%	0.7%	434
AGE	JACKSON DISTRICT	47.3%	11.0%	16.4%	24.2%	1.1%	372
	25 AND YOUNGER	70.5%	5.8%	6.4%	14.7%	2.6%	156
	26 - 30 YEARS OLD	52.2%	12.5%	6.6%	27.9%	0.7%	136
	31 - 35 YEARS OLD	40.6%	19.3%	9.9%	29.7%	0.5%	192
	36 - 40 YEARS OLD	36.6%	22.1%	12.7%	27.7%	0.9%	339
	41 - 45 YEARS OLD	42.1%	17.6%	13.4%	25.2%	1.7%	484
	46 - 50 YEARS OLD	47.9%	14.8%	11.8%	24.3%	1.2%	745
SEX	51 AND OLDER	54.3%	10.5%	12.9%	21.5%	0.7%	920
	MALE	47.1%	7.7%	26.7%	16.5%	2.1%	1,039
RACE	FEMALE	49.2%	18.1%	4.0%	28.2%	0.5%	1,968
	CAUCASIAN	47.6%	14.8%	12.3%	24.2%	1.0%	2,743
	AFRICAN AMERICAN	61.3%	7.7%	6.3%	23.9%	0.7%	142
HISPANIC/ LATINO	OTHER	49.5%	15.4%	5.5%	25.3%	4.4%	91
	NO	48.7%	14.5%	11.8%	24.0%	1.0%	2,906
MARITAL STATUS	YES	41.0%	14.8%	11.5%	29.5%	3.3%	61
	SINGLE	65.9%	5.2%	11.6%	16.2%	1.1%	458
	MARRIED	43.5%	17.0%	12.0%	26.6%	0.9%	2,242
RESIDENTIAL LOCATION	OTHER	58.9%	9.1%	11.2%	18.2%	2.5%	285
	URBAN	54.1%	15.2%	12.6%	16.9%	1.2%	414
	SUBURBAN	50.4%	16.7%	7.5%	24.7%	0.6%	1,232
DRIVING AREA	RURAL	45.1%	12.2%	15.5%	25.8%	1.4%	1,358
	URBAN	52.9%	14.8%	9.5%	21.7%	1.1%	823
	SUBURBAN	51.3%	15.9%	7.9%	24.3%	0.7%	1,071
	RURAL	42.9%	12.7%	17.1%	26.0%	1.3%	1,092

TABLE A1.2: NUMBER OF DAYS DRIVEN DURING AN AVERAGE WEEK

		1 DAY	2 DAYS	3 DAYS	4 DAYS	5 DAYS	6 DAYS	7 DAYS	TOTAL	AVERAGE
	ALL RESPONDENTS	1.5%	3.2%	5.3%	6.8%	16.3%	14.1%	52.7%	2,999	5.863
SURVEY	SURVEY 1	1.4%	2.6%	5.2%	7.2%	19.4%	12.8%	51.5%	987	5.846
	SURVEY 2	1.4%	3.7%	4.7%	7.0%	14.9%	15.2%	53.1%	1,005	5.886
	SURVEY 3	1.8%	3.4%	6.1%	6.3%	14.7%	14.3%	53.5%	1,007	5.857
OSP DISTRICT	FINDLAY DISTRICT	0.7%	2.2%	5.2%	7.0%	14.7%	14.7%	55.5%	402	5.985
	BUCYRUS DISTRICT	1.2%	3.7%	4.9%	8.9%	15.3%	12.1%	53.9%	347	5.853
	CLEVELAND DISTRICT	1.5%	3.4%	3.4%	5.6%	13.3%	13.3%	59.6%	324	6.037
	PIQUA DISTRICT	1.7%	2.0%	5.0%	6.1%	15.9%	19.0%	50.3%	358	5.908
	COLUMBUS DISTRICT	1.7%	2.5%	5.4%	7.6%	16.1%	15.3%	51.4%	354	5.853
	CAMBRIDGE DISTRICT	2.0%	5.4%	5.4%	7.3%	20.5%	13.4%	46.1%	410	5.637
	WILMINGTON DISTRICT	1.2%	2.3%	4.6%	6.0%	15.5%	12.2%	58.2%	433	6.018
	JACKSON DISTRICT	2.4%	4.3%	8.4%	5.9%	18.6%	13.2%	47.2%	371	5.623
AGE	25 AND YOUNGER	1.3%	0.6%	5.1%	7.7%	10.9%	16.7%	57.7%	156	6.071
	26 - 30 YEARS OLD	-	2.9%	6.6%	8.1%	13.2%	11.0%	58.1%	136	5.971
	31 - 35 YEARS OLD	1.0%	6.2%	5.2%	8.9%	16.1%	18.8%	43.8%	192	5.641
	36 - 40 YEARS OLD	1.5%	0.9%	3.8%	6.2%	17.4%	12.7%	57.5%	339	6.053
	41 - 45 YEARS OLD	1.9%	2.9%	4.3%	5.2%	18.0%	13.4%	54.3%	484	5.921
	46 - 50 YEARS OLD	0.8%	3.0%	3.9%	6.3%	16.4%	15.2%	54.4%	743	5.977
	51 AND OLDER	2.3%	4.4%	7.3%	7.7%	16.5%	12.9%	48.9%	914	5.661
SEX	MALE	1.4%	2.8%	5.1%	5.3%	17.7%	14.5%	53.2%	1,036	5.911
	FEMALE	1.6%	3.5%	5.4%	7.6%	15.6%	13.9%	52.5%	1,963	5.837
RACE	CAUCASIAN	1.5%	3.1%	5.4%	6.5%	16.4%	14.4%	52.6%	2,739	5.870
	AFRICAN AMERICAN	0.7%	4.3%	5.0%	9.3%	17.9%	7.9%	55.0%	140	5.829
	OTHER	3.4%	4.5%	2.2%	10.1%	14.6%	12.4%	52.8%	89	5.764
HISPANIC/ LATINO	NO	1.6%	3.3%	5.4%	6.6%	16.3%	14.2%	52.8%	2,899	5.864
	YES	1.7%	1.7%	5.0%	11.7%	11.7%	15.0%	53.3%	60	5.883
MARITAL STATUS	SINGLE	0.9%	2.6%	6.1%	7.0%	16.4%	12.3%	54.7%	457	5.910
	MARRIED	1.3%	3.3%	4.5%	6.6%	16.8%	14.7%	52.8%	2,239	5.897
	OTHER	3.9%	3.9%	10.0%	8.5%	12.8%	12.5%	48.4%	281	5.534
RESIDENTIAL LOCATION	URBAN	1.2%	3.9%	6.3%	8.0%	12.9%	11.7%	56.1%	412	5.867
	SUBURBAN	1.0%	2.8%	4.2%	5.9%	15.1%	13.7%	57.4%	1,228	6.020
	RURAL	2.1%	3.5%	6.0%	7.2%	18.5%	15.2%	47.4%	1,356	5.718
DRIVING AREA	URBAN	1.5%	2.9%	4.6%	6.6%	15.0%	11.9%	57.5%	821	5.965
	SUBURBAN	1.1%	2.7%	4.1%	6.6%	15.9%	13.9%	55.6%	1,069	5.976
	RURAL	2.0%	4.0%	7.0%	7.1%	17.8%	16.0%	46.0%	1,091	5.668
VEHICLE TYPE	AUTOMOBILE	2.3%	2.9%	4.8%	6.7%	17.5%	15.1%	50.6%	1,454	5.823
	VAN/MINI VAN	0.9%	2.8%	7.4%	8.3%	12.4%	12.2%	56.1%	435	5.894
	PICKUP TRUCK	0.8%	2.8%	7.3%	5.4%	17.2%	16.1%	50.3%	354	5.847
	SUV	0.8%	4.5%	4.0%	6.3%	15.2%	12.5%	56.6%	726	5.945
	OTHER	-	-	6.7%	16.7%	30.0%	6.7%	40.0%	30	5.567

TABLE A1.3: MILES DRIVEN DURING AN AVERAGE WEEK

		100 OR LESS	101 TO 500	501 TO 1000	MORE THAN 1000	TOTAL
ALL RESPONDENTS		55.9%	40.1%	3.3%	0.7%	3,007
SURVEY	SURVEY 1	54.6%	40.9%	3.8%	0.6%	992
	SURVEY 2	52.1%	44.6%	2.8%	0.5%	1,008
	SURVEY 3	61.1%	34.7%	3.2%	1.1%	1,007
OSP DISTRICT	FINDLAY DISTRICT	58.0%	39.0%	3.0%	-	405
	BUCYRUS DISTRICT	52.9%	43.9%	2.3%	0.9%	346
	CLEVELAND DISTRICT	57.5%	39.4%	2.5%	0.6%	325
	PIQUA DISTRICT	60.6%	36.4%	1.9%	1.1%	360
	COLUMBUS DISTRICT	55.9%	39.3%	4.2%	0.6%	354
	CAMBRIDGE DISTRICT	54.5%	40.1%	4.6%	0.7%	411
	WILMINGTON DISTRICT	56.5%	41.7%	1.6%	0.2%	434
	JACKSON DISTRICT	51.6%	40.6%	5.9%	1.9%	372
AGE	25 AND YOUNGER	59.0%	37.8%	1.9%	1.3%	156
	26 - 30 YEARS OLD	52.2%	40.4%	7.4%	-	136
	31 - 35 YEARS OLD	57.3%	37.0%	5.7%	-	192
	36 - 40 YEARS OLD	49.6%	45.7%	3.8%	0.9%	339
	41 - 45 YEARS OLD	52.5%	43.2%	3.1%	1.2%	484
	46 - 50 YEARS OLD	55.4%	41.3%	2.8%	0.4%	745
	51 AND OLDER	60.6%	35.8%	2.7%	0.9%	921
SEX	MALE	45.0%	47.6%	5.6%	1.8%	1,040
	FEMALE	61.7%	36.1%	2.0%	0.2%	1,967
RACE	CAUCASIAN	54.8%	41.2%	3.3%	0.7%	2,743
	AFRICAN AMERICAN	76.1%	21.1%	2.1%	0.7%	142
	OTHER	52.7%	40.7%	5.5%	1.1%	91
HISPANIC/ LATINO	NO	55.6%	40.4%	3.3%	0.7%	2,906
	YES	57.4%	39.3%	1.6%	1.6%	61
MARITAL STATUS	SINGLE	61.4%	35.4%	2.6%	0.7%	458
	MARRIED	53.9%	41.9%	3.5%	0.7%	2,241
	OTHER	62.6%	33.9%	2.1%	1.4%	286
RESIDENTIAL LOCATION	URBAN	62.8%	33.1%	3.4%	0.7%	414
	SUBURBAN	60.3%	37.6%	1.8%	0.2%	1,233
	RURAL	49.8%	44.5%	4.5%	1.2%	1,357
DRIVING AREA	URBAN	58.7%	37.0%	3.3%	1.0%	824
	SUBURBAN	59.9%	37.2%	2.6%	0.4%	1,071
	RURAL	50.0%	45.2%	3.8%	0.9%	1,091
VEHICLE TYPE	AUTOMOBILE	56.4%	39.5%	3.6%	0.5%	1,457
	VAN/MINI VAN	57.3%	40.1%	2.1%	0.5%	436
	PICKUP TRUCK	47.3%	46.5%	5.1%	1.1%	355
	SUV	59.5%	37.9%	2.2%	0.4%	726
	OTHER	28.1%	43.8%	9.4%	18.8%	32

TABLE A1.4: DRIVING AREA

		URBAN	SUBURBAN	RURAL	TOTAL
ALL RESPONDENTS		27.6%	35.9%	36.6%	2,987
SURVEY	SURVEY 1	27.9%	34.5%	37.6%	984
	SURVEY 2	27.5%	37.7%	34.8%	1,004
	SURVEY 3	27.3%	35.3%	37.3%	999
OSP DISTRICT	FINDLAY DISTRICT	34.6%	31.8%	33.6%	402
	BUCYRUS DISTRICT	24.9%	32.9%	42.2%	346
	CLEVELAND DISTRICT	31.9%	50.2%	18.0%	323
	PIQUA DISTRICT	28.2%	37.4%	34.4%	358
	COLUMBUS DISTRICT	34.9%	44.0%	21.0%	352
	CAMBRIDGE DISTRICT	17.7%	22.9%	59.5%	407
	WILMINGTON DISTRICT	31.2%	53.0%	15.8%	430
	JACKSON DISTRICT	17.9%	15.4%	66.7%	369
AGE	25 AND YOUNGER	25.0%	37.8%	37.2%	156
	26 - 30 YEARS OLD	26.5%	31.6%	41.9%	136
	31 - 35 YEARS OLD	26.7%	30.9%	42.4%	191
	36 - 40 YEARS OLD	23.7%	39.8%	36.5%	337
	41 - 45 YEARS OLD	25.3%	35.5%	39.2%	482
	46 - 50 YEARS OLD	27.8%	38.1%	34.1%	738
	51 AND OLDER	30.8%	34.0%	35.2%	912
SEX	MALE	30.6%	30.7%	38.7%	1,029
	FEMALE	26.0%	38.6%	35.4%	1,958
RACE	CAUCASIAN	26.2%	35.6%	38.2%	2,725
	AFRICAN AMERICAN	52.8%	29.6%	17.6%	142
	OTHER	31.1%	46.7%	22.2%	90
HISPANIC/ LATINO	NO	27.6%	35.8%	36.5%	2,887
	YES	31.1%	34.4%	34.4%	61
MARITAL STATUS	SINGLE	34.6%	36.3%	29.1%	457
	MARRIED	25.0%	35.8%	39.1%	2,228
	OTHER	34.5%	35.2%	30.2%	281
RESIDENTIAL LOCATION	URBAN	73.2%	17.0%	9.7%	411
	SUBURBAN	27.5%	64.1%	8.5%	1,227
	RURAL	13.7%	15.9%	70.4%	1,347
VEHICLE TYPE	AUTOMOBILE	30.0%	37.8%	32.2%	1,452
	VAN/MINI VAN	28.3%	39.4%	32.3%	431
	PICKUP TRUCK	22.3%	24.3%	53.4%	350
	SUV	24.8%	36.0%	39.3%	723
	OTHER	30.0%	23.3%	46.7%	30

TABLE A1.5: DRIVE FOR WORK, PLEASURE OR BOTH

		BOTH WORK AND PLEASURE	WORK	PLEASURE	TOTAL
ALL RESPONDENTS		46.5%	32.7%	20.8%	2,992
SURVEY	SURVEY 1	46.6%	33.7%	19.8%	986
	SURVEY 2	46.9%	33.3%	19.8%	1,003
	SURVEY 3	46.1%	31.1%	22.8%	1,003
OSP DISTRICT	FINDLAY DISTRICT	45.9%	32.3%	21.8%	403
	BUCYRUS DISTRICT	47.7%	32.1%	20.2%	346
	CLEVELAND DISTRICT	49.8%	33.4%	16.7%	323
	PIQUA DISTRICT	46.1%	32.7%	21.2%	358
	COLUMBUS DISTRICT	46.5%	32.3%	21.2%	353
	CAMBRIDGE DISTRICT	43.4%	34.1%	22.5%	408
	WILMINGTON DISTRICT	48.1%	31.7%	20.1%	432
	JACKSON DISTRICT	45.0%	33.1%	22.0%	369
AGE	25 AND YOUNGER	56.8%	36.1%	7.1%	155
	26 - 30 YEARS OLD	44.8%	33.6%	21.6%	134
	31 - 35 YEARS OLD	46.9%	29.7%	23.4%	192
	36 - 40 YEARS OLD	48.1%	33.2%	18.7%	337
	41 - 45 YEARS OLD	51.2%	32.5%	16.2%	480
	46 - 50 YEARS OLD	46.2%	35.1%	18.8%	741
	51 AND OLDER	42.3%	30.6%	27.1%	919
SEX	MALE	41.9%	41.0%	17.0%	1,033
	FEMALE	48.9%	28.3%	22.8%	1,959
RACE	CAUCASIAN	46.4%	32.6%	21.0%	2,730
	AFRICAN AMERICAN	49.3%	31.4%	19.3%	140
	OTHER	44.0%	39.6%	16.5%	91
HISPANIC/LATINO	NO	46.2%	32.8%	21.0%	2,891
	YES	49.2%	32.8%	18.0%	61
MARITAL STATUS	SINGLE	52.9%	33.2%	13.9%	452
	MARRIED	45.7%	33.5%	20.7%	2,234
	OTHER	42.1%	25.3%	32.6%	285
RESIDENTIAL LOCATION	URBAN	50.7%	28.4%	20.9%	412
	SUBURBAN	49.1%	29.9%	20.9%	1,227
	RURAL	42.7%	36.6%	20.7%	1,350
DRIVING AREA	URBAN	46.7%	35.5%	17.8%	820
	SUBURBAN	50.6%	27.3%	22.1%	1,067
	RURAL	42.1%	36.1%	21.8%	1,086
VEHICLE TYPE	AUTOMOBILE	45.6%	35.4%	19.1%	1,451
	VAN/MINI VAN	49.9%	22.5%	27.6%	431
	PICKUP TRUCK	46.6%	37.3%	16.1%	354
	SUV	47.1%	29.8%	23.1%	724
	OTHER	29.0%	64.5%	6.5%	31

TABLES – PART II: SEAT BELT USE

TABLE A2.1: PERCEIVED SEAT BELT USE BY OTHER DRIVERS

		NEVER	RARELY	SOMETIMES	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		0.8%	2.3%	14.8%	52.5%	29.6%	2,913	4.079
SURVEY	SURVEY 1	0.9%	2.5%	15.5%	53.0%	28.1%	963	4.049
	SURVEY 2	0.7%	2.4%	14.4%	52.6%	30.0%	978	4.087
	SURVEY 3	0.7%	2.1%	14.5%	52.0%	30.8%	972	4.100
OSP DISTRICT	FINDLAY DISTRICT	0.8%	3.3%	14.8%	51.5%	29.6%	392	4.059
	BUCYRUS DISTRICT	0.3%	1.8%	12.2%	54.1%	31.6%	329	4.149
	CLEVELAND DISTRICT	0.6%	2.2%	13.5%	53.3%	30.4%	319	4.107
	PIQUA DISTRICT	0.6%	2.0%	14.5%	53.8%	29.2%	346	4.090
	COLUMBUS DISTRICT	0.9%	1.4%	13.9%	54.9%	28.9%	346	4.095
	CAMBRIDGE DISTRICT	1.5%	2.3%	18.1%	49.6%	28.5%	397	4.013
	WILMINGTON DISTRICT	0.2%	2.4%	13.7%	52.8%	30.8%	422	4.116
	JACKSON DISTRICT	1.4%	2.8%	17.1%	50.6%	28.2%	362	4.014
AGE	25 AND YOUNGER	3.9%	3.9%	25.0%	55.9%	11.2%	152	3.664
	26 - 30 YEARS OLD	1.5%	5.3%	29.3%	40.6%	23.3%	133	3.789
	31 - 35 YEARS OLD	0.5%	5.4%	20.4%	47.8%	25.8%	186	3.930
	36 - 40 YEARS OLD	-	1.2%	17.0%	52.9%	28.9%	329	4.094
	41 - 45 YEARS OLD	0.9%	2.3%	14.9%	53.2%	28.7%	470	4.066
	46 - 50 YEARS OLD	0.7%	1.9%	11.0%	55.1%	31.3%	728	4.144
	51 AND OLDER	0.6%	1.7%	12.1%	51.8%	33.8%	882	4.166
SEX	MALE	1.2%	2.4%	15.7%	55.2%	25.4%	1,010	4.014
	FEMALE	0.6%	2.3%	14.3%	51.0%	31.8%	1,903	4.113
RACE	CAUCASIAN	0.7%	2.1%	14.6%	52.9%	29.6%	2,663	4.086
	AFRICAN AMERICAN	0.7%	4.5%	18.7%	51.5%	24.6%	134	3.948
	OTHER	2.3%	4.7%	12.8%	45.3%	34.9%	86	4.058
HISPANIC/LATINO	NO	0.7%	2.4%	14.7%	52.6%	29.5%	2,816	4.078
	YES	3.4%	-	15.3%	55.9%	25.4%	59	4.000
MARITAL STATUS	SINGLE	1.8%	3.6%	24.4%	49.1%	21.1%	446	3.841
	MARRIED	0.5%	2.0%	12.3%	53.5%	31.7%	2,179	4.139
	OTHER	1.5%	3.0%	18.3%	50.4%	26.9%	268	3.981
RESIDENTIAL LOCATION	URBAN	1.2%	2.8%	18.0%	51.0%	27.0%	400	3.998
	SUBURBAN	0.5%	1.9%	14.0%	52.5%	31.0%	1,199	4.117
	RURAL	0.9%	2.5%	14.6%	52.9%	29.1%	1,311	4.067
DRIVING AREA	URBAN	1.3%	2.5%	16.5%	50.1%	29.7%	795	4.044
	SUBURBAN	0.1%	2.0%	14.0%	53.5%	30.4%	1,046	4.121
	RURAL	1.0%	2.4%	14.1%	53.6%	28.8%	1,054	4.068
VEHICLE TYPE	AUTOMOBILE	0.8%	1.8%	16.0%	53.6%	27.7%	1,416	4.054
	VAN/MINI VAN	0.2%	1.4%	8.5%	55.0%	34.8%	422	4.227
	PICKUP TRUCK	1.5%	3.5%	20.8%	49.1%	25.1%	342	3.930
	SUV	0.3%	3.3%	13.4%	51.1%	32.0%	703	4.112
	OTHER	10.0%	-	10.0%	36.7%	43.3%	30	4.033

TABLE A2.2: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		23.3%	24.0%	33.9%	18.9%	2,880	2.484
SURVEY	SURVEY 1	22.6%	23.4%	37.6%	16.4%	955	2.479
	SURVEY 2	22.7%	26.3%	31.9%	19.1%	974	2.474
	SURVEY 3	24.5%	22.3%	32.1%	21.1%	951	2.498
OSP DISTRICT	FINDLAY DISTRICT	23.7%	24.0%	36.7%	15.6%	384	2.443
	BUCYRUS DISTRICT	18.8%	26.1%	32.7%	22.4%	330	2.588
	CLEVELAND DISTRICT	25.1%	22.5%	29.6%	22.8%	307	2.502
	PIQUA DISTRICT	24.6%	24.6%	33.3%	17.4%	345	2.435
	COLUMBUS DISTRICT	32.7%	28.0%	27.1%	12.2%	343	2.190
	CAMBRIDGE DISTRICT	19.2%	21.5%	39.2%	20.0%	395	2.600
	WILMINGTON DISTRICT	26.2%	28.1%	32.5%	13.2%	416	2.327
AGE	JACKSON DISTRICT	16.1%	16.9%	38.1%	28.9%	360	2.797
	25 AND YOUNGER	19.1%	25.0%	36.2%	19.7%	152	2.566
	26 - 30 YEARS OLD	21.8%	20.3%	39.8%	18.0%	133	2.541
	31 - 35 YEARS OLD	22.3%	22.3%	35.6%	19.7%	188	2.527
	36 - 40 YEARS OLD	23.0%	25.1%	31.4%	20.5%	331	2.495
	41 - 45 YEARS OLD	21.2%	24.8%	37.0%	16.9%	467	2.497
	46 - 50 YEARS OLD	25.0%	24.6%	33.6%	16.7%	711	2.421
SEX	51 AND OLDER	24.2%	23.4%	31.7%	20.6%	867	2.488
	MALE	25.2%	24.0%	31.9%	18.9%	991	2.444
RACE	FEMALE	22.2%	24.0%	34.9%	18.9%	1,889	2.504
	CAUCASIAN	23.6%	24.3%	33.9%	18.3%	2,632	2.469
	AFRICAN AMERICAN	14.0%	21.3%	39.7%	25.0%	136	2.757
HISPANIC/LATINO	OTHER	27.7%	24.1%	22.9%	25.3%	83	2.458
	NO	23.3%	24.3%	33.8%	18.6%	2,784	2.477
MARITAL STATUS	YES	20.0%	15.0%	35.0%	30.0%	60	2.750
	SINGLE	20.3%	24.4%	37.7%	17.6%	438	2.525
	MARRIED	24.2%	24.5%	32.6%	18.7%	2,156	2.457
RESIDENTIAL LOCATION	OTHER	20.2%	19.5%	37.8%	22.5%	267	2.625
	URBAN	24.4%	20.4%	36.5%	18.6%	397	2.494
	SUBURBAN	26.8%	26.5%	30.2%	16.5%	1,175	2.364
DRIVING AREA	RURAL	19.8%	22.9%	36.3%	21.1%	1,306	2.587
	URBAN	24.7%	18.9%	35.9%	20.5%	797	2.521
	SUBURBAN	25.5%	27.6%	30.7%	16.2%	1,017	2.377
VEHICLE TYPE	RURAL	19.8%	24.4%	35.3%	20.4%	1,048	2.563
	AUTOMOBILE	23.0%	25.5%	33.5%	18.1%	1,393	2.467
	VAN/MINI VAN	23.2%	25.2%	32.8%	18.8%	409	2.472
	PICKUP TRUCK	23.3%	22.2%	35.7%	18.7%	347	2.499
	SUV	23.8%	21.5%	34.8%	19.9%	702	2.509
	OTHER	25.0%	17.9%	25.0%	32.1%	28	2.643

TABLE A2.3: RESPONDENTS' REPORTED SEAT BELT USE

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		2.0%	1.7%	2.8%	7.6%	86.0%	3,006	4.739
SURVEY	SURVEY 1	2.4%	1.6%	3.3%	8.2%	84.5%	991	4.706
	SURVEY 2	1.4%	1.4%	2.8%	7.8%	86.6%	1,008	4.769
	SURVEY 3	2.2%	2.0%	2.2%	6.9%	86.8%	1,007	4.741
OSP DISTRICT	FINDLAY DISTRICT	1.2%	2.0%	2.7%	6.2%	87.9%	404	4.775
	BUCYRUS DISTRICT	1.4%	2.3%	2.0%	8.1%	86.2%	347	4.752
	CLEVELAND DISTRICT	1.5%	1.8%	5.2%	8.3%	83.1%	325	4.695
	PIQUA DISTRICT	1.4%	1.9%	2.2%	6.1%	88.3%	360	4.781
	COLUMBUS DISTRICT	1.7%	1.4%	2.0%	6.2%	88.7%	354	4.788
	CAMBRIDGE DISTRICT	4.4%	1.7%	2.9%	10.0%	81.0%	411	4.616
	WILMINGTON DISTRICT	0.9%	1.4%	1.6%	6.5%	89.6%	434	4.825
	JACKSON DISTRICT	3.2%	0.8%	3.8%	9.7%	82.5%	371	4.674
AGE	25 AND YOUNGER	0.6%	3.2%	3.2%	11.5%	81.4%	156	4.699
	26 - 30 YEARS OLD	0.7%	4.4%	5.1%	14.0%	75.7%	136	4.596
	31 - 35 YEARS OLD	2.6%	3.1%	2.6%	8.3%	83.3%	192	4.667
	36 - 40 YEARS OLD	2.1%	1.8%	2.9%	9.1%	84.1%	339	4.714
	41 - 45 YEARS OLD	2.9%	1.0%	3.7%	6.6%	85.7%	484	4.713
	46 - 50 YEARS OLD	2.3%	1.3%	2.8%	7.5%	86.0%	743	4.736
	51 AND OLDER	1.6%	1.3%	1.8%	6.2%	89.0%	921	4.797
SEX	MALE	3.7%	2.7%	3.1%	9.8%	80.8%	1,039	4.613
	FEMALE	1.1%	1.1%	2.6%	6.5%	88.7%	1,967	4.805
RACE	CAUCASIAN	2.1%	1.5%	2.7%	7.5%	86.2%	2,742	4.742
	AFRICAN AMERICAN	1.4%	3.5%	4.2%	12.7%	78.2%	142	4.627
	OTHER	-	3.3%	2.2%	4.4%	90.1%	91	4.813
HISPANIC/LATINO	NO	2.0%	1.7%	2.8%	7.7%	85.8%	2,905	4.737
	YES	3.3%	1.6%	-	6.6%	88.5%	61	4.754
MARITAL STATUS	SINGLE	2.0%	3.9%	4.6%	8.7%	80.8%	458	4.624
	MARRIED	1.8%	1.2%	2.2%	7.2%	87.6%	2,240	4.775
	OTHER	3.5%	1.7%	4.2%	8.4%	82.2%	286	4.640
RESIDENTIAL LOCATION	URBAN	1.7%	2.4%	3.1%	8.5%	84.3%	414	4.713
	SUBURBAN	1.1%	1.5%	2.9%	7.0%	87.4%	1,233	4.780
	RURAL	2.9%	1.5%	2.5%	8.0%	85.1%	1,356	4.709
DRIVING AREA	URBAN	1.7%	2.2%	2.3%	7.6%	86.2%	824	4.744
	SUBURBAN	1.2%	1.5%	2.8%	7.9%	86.6%	1,070	4.772
	RURAL	2.7%	1.5%	3.0%	7.5%	85.2%	1,091	4.710
VEHICLE TYPE	AUTOMOBILE	1.4%	1.6%	2.5%	7.4%	87.0%	1,457	4.771
	VAN/MINI VAN	0.7%	0.9%	3.2%	6.4%	88.8%	436	4.817
	PICKUP TRUCK	6.2%	2.3%	4.8%	9.3%	77.4%	354	4.494
	SUV	1.8%	1.7%	2.1%	7.9%	86.6%	726	4.759
	OTHER	6.2%	6.2%	-	9.4%	78.1%	32	4.469

TABLE A2.4: FREQUENCY OF WEARING A SEAT BELT AS A FRONT SEAT PASSENGER

		NEVER	RARELY	SOMETIMES	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		2.3%	1.6%	3.2%	7.0%	85.9%	3,003	4.727
SURVEY	SURVEY 1	2.7%	1.4%	4.2%	7.5%	84.1%	989	4.689
	SURVEY 2	2.0%	1.3%	3.3%	6.9%	86.6%	1,007	4.748
	SURVEY 3	2.2%	2.0%	2.2%	6.6%	87.1%	1,007	4.744
OSP DISTRICT	FINDLAY DISTRICT	1.2%	1.7%	3.2%	7.2%	86.6%	404	4.762
	BUCYRUS DISTRICT	1.4%	1.4%	1.2%	9.2%	86.7%	346	4.783
	CLEVELAND DISTRICT	1.8%	1.2%	4.9%	8.0%	84.0%	325	4.711
	PIQUA DISTRICT	2.2%	1.7%	2.2%	6.7%	87.2%	360	4.750
	COLUMBUS DISTRICT	2.8%	0.6%	3.7%	4.5%	88.4%	354	4.751
	CAMBRIDGE DISTRICT	4.2%	2.7%	4.4%	7.8%	80.9%	409	4.587
	WILMINGTON DISTRICT	1.6%	1.8%	0.7%	6.2%	89.6%	434	4.804
	JACKSON DISTRICT	3.0%	1.1%	5.9%	6.2%	83.8%	371	4.668
AGE	25 AND YOUNGER	2.6%	2.6%	6.5%	10.3%	78.1%	155	4.587
	26 - 30 YEARS OLD	0.7%	4.4%	2.9%	12.5%	79.4%	136	4.654
	31 - 35 YEARS OLD	2.6%	4.2%	3.6%	6.8%	82.8%	192	4.630
	36 - 40 YEARS OLD	1.8%	1.8%	3.8%	8.6%	84.1%	339	4.714
	41 - 45 YEARS OLD	3.1%	1.0%	4.0%	6.2%	85.7%	481	4.703
	46 - 50 YEARS OLD	2.8%	1.1%	3.1%	7.8%	85.2%	744	4.715
	51 AND OLDER	1.8%	1.1%	2.2%	5.0%	89.9%	921	4.800
SEX	MALE	3.7%	2.2%	3.8%	9.3%	81.1%	1,036	4.619
	FEMALE	1.6%	1.2%	2.9%	5.7%	88.5%	1,967	4.784
RACE	CAUCASIAN	2.3%	1.5%	3.2%	6.9%	86.0%	2,739	4.727
	AFRICAN AMERICAN	0.7%	2.1%	4.2%	9.9%	83.1%	142	4.725
	OTHER	2.2%	2.2%	1.1%	6.6%	87.9%	91	4.758
HISPANIC/ LATINO	NO	2.2%	1.6%	3.2%	7.0%	85.9%	2,902	4.728
	YES	3.3%	1.6%	3.3%	8.2%	83.6%	61	4.672
MARITAL STATUS	SINGLE	4.2%	2.2%	6.3%	10.3%	77.0%	457	4.538
	MARRIED	1.8%	1.4%	2.4%	6.2%	88.2%	2,238	4.777
	OTHER	3.5%	2.1%	4.5%	7.3%	82.5%	286	4.633
RESIDENTIAL LOCATION	URBAN	2.2%	2.2%	3.1%	8.0%	84.5%	414	4.705
	SUBURBAN	1.7%	1.1%	2.5%	6.7%	87.9%	1,232	4.780
	RURAL	2.9%	1.8%	3.9%	6.9%	84.6%	1,354	4.685
DRIVING AREA	URBAN	2.9%	1.3%	3.2%	7.7%	84.9%	823	4.704
	SUBURBAN	1.4%	1.6%	2.4%	7.2%	87.4%	1,071	4.776
	RURAL	2.6%	1.7%	4.0%	6.3%	85.3%	1,088	4.700
VEHICLE TYPE	AUTOMOBILE	1.9%	1.6%	2.9%	7.1%	86.5%	1,455	4.747
	VAN/MINI VAN	0.9%	0.9%	3.4%	7.6%	87.2%	436	4.791
	PICKUP TRUCK	6.2%	2.8%	5.9%	7.3%	77.7%	354	4.475
	SUV	2.2%	0.8%	2.5%	6.1%	88.4%	725	4.777
	OTHER	-	9.4%	3.1%	6.2%	81.2%	32	4.594

TABLE A2.5: RESPONDENTS' SEAT BELT USE INCREASED, DECREASED, OR STAYED THE SAME IN THE LAST 30 DAYS

		DECREASED	STAYED THE SAME	INCREASED	TOTAL	AVERAGE
ALL RESPONDENTS		0.4%	91.0%	8.6%	3,001	2.083
SURVEY	SURVEY 1	0.2%	93.9%	5.9%	990	2.057
	SURVEY 2	0.4%	95.1%	4.5%	1,007	2.041
	SURVEY 3	0.5%	84.0%	15.5%	1,004	2.150
OSP DISTRICT	FINDLAY DISTRICT	0.2%	90.9%	8.9%	405	2.086
	BUCYRUS DISTRICT	-	89.9%	10.1%	346	2.101
	CLEVELAND DISTRICT	0.9%	89.8%	9.3%	324	2.083
	PIQUA DISTRICT	0.3%	91.9%	7.8%	359	2.075
	COLUMBUS DISTRICT	-	90.1%	9.9%	353	2.099
	CAMBRIDGE DISTRICT	0.2%	88.8%	11.0%	410	2.107
	WILMINGTON DISTRICT	0.2%	92.9%	6.9%	434	2.067
	JACKSON DISTRICT	1.1%	93.5%	5.4%	370	2.043
AGE	25 AND YOUNGER	-	92.3%	7.7%	155	2.077
	26 - 30 YEARS OLD	0.7%	90.4%	8.8%	136	2.081
	31 - 35 YEARS OLD	1.0%	91.7%	7.3%	192	2.063
	36 - 40 YEARS OLD	0.6%	92.6%	6.8%	339	2.062
	41 - 45 YEARS OLD	0.4%	91.9%	7.7%	482	2.073
	46 - 50 YEARS OLD	0.4%	90.2%	9.4%	745	2.090
	51 AND OLDER	0.1%	90.7%	9.2%	917	2.091
SEX	MALE	0.4%	90.7%	8.9%	1,035	2.085
	FEMALE	0.4%	91.1%	8.5%	1,966	2.081
RACE	CAUCASIAN	0.3%	91.3%	8.3%	2,739	2.080
	AFRICAN AMERICAN	1.4%	83.1%	15.5%	142	2.141
	OTHER	-	93.3%	6.7%	89	2.067
HISPANIC/LATINO	NO	0.4%	90.9%	8.7%	2,900	2.083
	YES	-	93.4%	6.6%	61	2.066
MARITAL STATUS	SINGLE	0.9%	91.2%	7.9%	457	2.070
	MARRIED	0.3%	91.4%	8.3%	2,238	2.080
	OTHER	0.4%	87.7%	12.0%	284	2.116
RESIDENTIAL LOCATION	URBAN	0.7%	87.6%	11.7%	412	2.109
	SUBURBAN	0.2%	90.1%	9.7%	1,231	2.094
	RURAL	0.4%	92.8%	6.8%	1,355	2.064
DRIVING AREA	URBAN	0.6%	89.7%	9.7%	823	2.091
	SUBURBAN	0.2%	91.0%	8.8%	1,068	2.086
	RURAL	0.4%	91.9%	7.7%	1,090	2.073
VEHICLE TYPE	AUTOMOBILE	0.4%	90.4%	9.1%	1,455	2.087
	VAN/MINI VAN	0.5%	89.9%	9.6%	436	2.092
	PICKUP TRUCK	0.6%	89.9%	9.6%	355	2.090
	SUV	0.1%	93.4%	6.5%	724	2.064
	OTHER	-	90.0%	10.0%	30	2.100

TABLE A2.6: SEAT BELT USE DURING THE PAST 30 DAYS

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		2.1%	1.4%	2.4%	7.9%	86.2%	3,004	4.746
SURVEY	SURVEY 1	2.6%	1.1%	2.6%	9.0%	84.6%	990	4.719
	SURVEY 2	1.8%	1.2%	2.7%	7.4%	86.9%	1,007	4.765
	SURVEY 3	2.0%	2.0%	1.8%	7.1%	87.1%	1,007	4.754
OSP DISTRICT	FINDLAY DISTRICT	1.2%	2.0%	2.5%	6.7%	87.6%	404	4.775
	BUCYRUS DISTRICT	1.2%	2.0%	2.3%	6.9%	87.6%	347	4.778
	CLEVELAND DISTRICT	1.8%	1.5%	4.3%	10.2%	82.2%	325	4.692
	PIQUA DISTRICT	1.7%	1.4%	2.2%	6.4%	88.3%	359	4.783
	COLUMBUS DISTRICT	2.0%	1.1%	2.0%	5.9%	89.0%	354	4.788
	CAMBRIDGE DISTRICT	4.4%	1.5%	2.4%	10.2%	81.5%	410	4.629
	WILMINGTON DISTRICT	1.4%	1.2%	0.2%	6.5%	90.8%	434	4.841
	JACKSON DISTRICT	3.2%	0.8%	3.5%	10.2%	82.2%	371	4.674
AGE	25 AND YOUNGER	0.6%	2.6%	3.2%	10.9%	82.7%	156	4.724
	26 - 30 YEARS OLD	1.5%	3.7%	4.4%	12.5%	77.9%	136	4.618
	31 - 35 YEARS OLD	3.1%	2.6%	2.6%	6.8%	84.9%	192	4.677
	36 - 40 YEARS OLD	2.4%	1.5%	2.7%	9.4%	84.1%	339	4.714
	41 - 45 YEARS OLD	2.9%	1.0%	2.1%	7.9%	86.2%	484	4.733
	46 - 50 YEARS OLD	2.6%	0.9%	2.7%	7.8%	86.0%	743	4.738
	51 AND OLDER	1.5%	1.3%	1.6%	6.6%	88.9%	919	4.801
SEX	MALE	3.8%	1.9%	2.5%	10.0%	81.8%	1,037	4.641
	FEMALE	1.3%	1.2%	2.3%	6.7%	88.6%	1,967	4.801
RACE	CAUCASIAN	2.1%	1.4%	2.3%	7.6%	86.6%	2,741	4.752
	AFRICAN AMERICAN	2.1%	2.8%	2.8%	14.1%	78.2%	142	4.634
	OTHER	3.3%	1.1%	2.2%	4.4%	88.9%	90	4.744
HISPANIC/LATINO	NO	2.1%	1.5%	2.4%	7.8%	86.2%	2,903	4.745
	YES	3.3%	-	1.6%	11.5%	83.6%	61	4.721
MARITAL STATUS	SINGLE	2.4%	3.3%	4.6%	9.2%	80.6%	458	4.622
	MARRIED	2.0%	1.0%	1.7%	7.4%	87.9%	2,239	4.783
	OTHER	3.2%	2.1%	3.5%	8.8%	82.5%	285	4.653
RESIDENTIAL LOCATION	URBAN	1.9%	1.7%	2.4%	9.9%	84.0%	413	4.724
	SUBURBAN	1.5%	1.2%	2.7%	6.9%	87.7%	1,232	4.782
	RURAL	2.8%	1.5%	2.1%	8.1%	85.5%	1,356	4.719
DRIVING AREA	URBAN	1.9%	1.8%	2.3%	7.5%	86.4%	824	4.746
	SUBURBAN	1.6%	1.0%	2.2%	8.5%	86.7%	1,069	4.777
	RURAL	2.6%	1.6%	2.6%	7.6%	85.7%	1,091	4.723
VEHICLE TYPE	AUTOMOBILE	1.5%	1.7%	2.2%	7.5%	87.1%	1,457	4.769
	VAN/MINI VAN	0.9%	0.7%	3.0%	5.7%	89.7%	436	4.826
	PICKUP TRUCK	5.4%	2.3%	2.8%	11.0%	78.5%	354	4.551
	SUV	2.2%	0.8%	2.1%	8.3%	86.6%	726	4.763
	OTHER	10.0%	3.3%	3.3%	10.0%	73.3%	30	4.333

TABLE A2.7: FAVOR LAWS REQUIRING SEAT BELT USE

		NOT AT ALL	SOMEWHAT	A GREAT DEAL	TOTAL	AVERAGE
ALL RESPONDENTS		10.7%	22.9%	66.4%	2,979	2.557
SURVEY	SURVEY 1	11.3%	23.0%	65.8%	984	2.545
	SURVEY 2	9.7%	23.5%	66.8%	999	2.571
	SURVEY 3	11.1%	22.1%	66.8%	996	2.556
OSP DISTRICT	FINDLAY DISTRICT	10.2%	21.3%	68.5%	403	2.583
	BUCYRUS DISTRICT	9.0%	25.3%	65.7%	344	2.567
	CLEVELAND DISTRICT	9.9%	23.5%	66.6%	323	2.567
	PIQUA DISTRICT	12.0%	21.2%	66.8%	358	2.547
	COLUMBUS DISTRICT	10.6%	21.4%	68.0%	350	2.574
	CAMBRIDGE DISTRICT	13.6%	24.0%	62.5%	405	2.489
	WILMINGTON DISTRICT	8.4%	20.0%	71.6%	429	2.632
	JACKSON DISTRICT	12.0%	26.7%	61.3%	367	2.493
AGE	25 AND YOUNGER	4.5%	31.0%	64.5%	155	2.600
	26 - 30 YEARS OLD	8.3%	26.3%	65.4%	133	2.571
	31 - 35 YEARS OLD	12.5%	19.3%	68.2%	192	2.557
	36 - 40 YEARS OLD	9.8%	21.9%	68.3%	338	2.586
	41 - 45 YEARS OLD	11.7%	23.8%	64.5%	479	2.528
	46 - 50 YEARS OLD	11.5%	23.4%	65.1%	736	2.535
	51 AND OLDER	11.0%	21.1%	67.9%	913	2.570
SEX	MALE	18.2%	27.9%	53.9%	1,028	2.357
	FEMALE	6.8%	20.2%	73.0%	1,951	2.663
RACE	CAUCASIAN	11.0%	23.4%	65.6%	2,717	2.547
	AFRICAN AMERICAN	7.0%	15.5%	77.5%	142	2.704
	OTHER	7.7%	18.7%	73.6%	91	2.659
HISPANIC/ LATINO	NO	10.7%	22.9%	66.4%	2,878	2.557
	YES	13.1%	23.0%	63.9%	61	2.508
MARITAL STATUS	SINGLE	11.3%	28.8%	59.9%	451	2.486
	MARRIED	10.3%	21.3%	68.5%	2,222	2.582
	OTHER	12.3%	26.1%	61.6%	284	2.493
RESIDENTIAL LOCATION	URBAN	9.3%	24.5%	66.2%	408	2.569
	SUBURBAN	9.5%	20.3%	70.2%	1,223	2.608
	RURAL	12.3%	24.8%	63.0%	1,345	2.507
DRIVING AREA	URBAN	11.1%	23.0%	65.9%	817	2.547
	SUBURBAN	8.7%	21.1%	70.3%	1,059	2.616
	RURAL	12.3%	24.5%	63.2%	1,082	2.509
VEHICLE TYPE	AUTOMOBILE	9.8%	23.2%	66.9%	1,443	2.571
	VAN/MINI VAN	9.7%	17.6%	72.6%	431	2.629
	PICKUP TRUCK	22.7%	27.8%	49.4%	352	2.267
	SUV	6.9%	22.6%	70.4%	720	2.635
	OTHER	15.6%	28.1%	56.2%	32	2.406

TABLE A2.8: WHEN LAW ENFORCEMENT IN OHIO CAN STOP A VEHICLE FOR SEAT A BELT VIOLATION

		CAN STOP FOR SEAT BELT VIOLATION ONLY	MUST OBSERVE ANOTHER OFFENSE FIRST	TOTAL
ALL RESPONDENTS		56.9%	43.1%	2,857
SURVEY	SURVEY 1	54.4%	45.6%	947
	SURVEY 2	54.8%	45.2%	964
	SURVEY 3	61.5%	38.5%	946
OSP DISTRICT	FINDLAY DISTRICT	57.4%	42.6%	371
	BUCYRUS DISTRICT	58.1%	41.9%	334
	CLEVELAND DISTRICT	54.6%	45.4%	317
	PIQUA DISTRICT	57.0%	43.0%	344
	COLUMBUS DISTRICT	49.4%	50.6%	342
	CAMBRIDGE DISTRICT	62.3%	37.7%	382
	WILMINGTON DISTRICT	53.7%	46.3%	415
AGE	JACKSON DISTRICT	62.2%	37.8%	352
	25 AND YOUNGER	62.2%	37.8%	148
	26 - 30 YEARS OLD	61.1%	38.9%	131
	31 - 35 YEARS OLD	66.7%	33.3%	186
	36 - 40 YEARS OLD	55.7%	44.3%	323
	41 - 45 YEARS OLD	55.3%	44.7%	456
	46 - 50 YEARS OLD	51.7%	48.3%	712
SEX	51 AND OLDER	59.0%	41.0%	871
	MALE	59.7%	40.3%	999
RACE	FEMALE	55.4%	44.6%	1,858
	CAUCASIAN	56.0%	44.0%	2,602
	AFRICAN AMERICAN	65.4%	34.6%	136
HISPANIC/ LATINO	OTHER	66.3%	33.7%	89
	NO	56.7%	43.3%	2,766
MARITAL STATUS	YES	67.9%	32.1%	56
	SINGLE	61.6%	38.4%	438
	MARRIED	54.7%	45.3%	2,130
RESIDENTIAL LOCATION	OTHER	66.7%	33.3%	270
	URBAN	60.4%	39.6%	394
	SUBURBAN	53.1%	46.9%	1,163
DRIVING AREA	RURAL	59.2%	40.8%	1,297
	URBAN	57.8%	42.2%	779
	SUBURBAN	54.0%	46.0%	1,027
VEHICLE TYPE	RURAL	59.3%	40.7%	1,033
	AUTOMOBILE	55.5%	44.5%	1,388
	VAN/MINI VAN	53.3%	46.7%	409
	PICKUP TRUCK	61.1%	38.9%	334
	SUV	59.3%	40.7%	693
	OTHER	65.6%	34.4%	32

TABLE A2.9: OHIO CURRENTLY HAS A LAW REQUIRING SEAT BELT USE BY ADULTS

		No	YES	TOTAL
ALL RESPONDENTS		0.9%	99.1%	2,943
SURVEY	SURVEY 1	1.0%	99.0%	971
	SURVEY 2	0.3%	99.7%	982
	SURVEY 3	1.3%	98.7%	990
OSP DISTRICT	FINDLAY DISTRICT	0.3%	99.7%	391
	BUCYRUS DISTRICT	0.9%	99.1%	343
	CLEVELAND DISTRICT	0.9%	99.1%	318
	PIQUA DISTRICT	0.9%	99.1%	350
	COLUMBUS DISTRICT	1.2%	98.8%	346
	CAMBRIDGE DISTRICT	1.5%	98.5%	407
	WILMINGTON DISTRICT	1.4%	98.6%	424
	JACKSON DISTRICT	-	100.0%	364
AGE	25 AND YOUNGER	1.4%	98.6%	148
	26 - 30 YEARS OLD	1.5%	98.5%	132
	31 - 35 YEARS OLD	1.6%	98.4%	188
	36 - 40 YEARS OLD	0.6%	99.4%	332
	41 - 45 YEARS OLD	0.6%	99.4%	475
	46 - 50 YEARS OLD	0.7%	99.3%	727
	51 AND OLDER	1.0%	99.0%	907
SEX	MALE	0.6%	99.4%	1,024
	FEMALE	1.0%	99.0%	1,919
RACE	CAUCASIAN	0.9%	99.1%	2,689
	AFRICAN AMERICAN	1.5%	98.5%	137
	OTHER	-	100.0%	86
HISPANIC/ LATINO	NO	0.9%	99.1%	2,843
	YES	1.7%	98.3%	60
MARITAL STATUS	SINGLE	1.6%	98.4%	445
	MARRIED	0.6%	99.4%	2,195
	OTHER	1.8%	98.2%	282
RESIDENTIAL LOCATION	URBAN	1.0%	99.0%	405
	SUBURBAN	0.8%	99.2%	1,200
	RURAL	0.9%	99.1%	1,335
DRIVING AREA	URBAN	1.3%	98.7%	799
	SUBURBAN	0.5%	99.5%	1,048
	RURAL	1.0%	99.0%	1,075
VEHICLE TYPE	AUTOMOBILE	0.8%	99.2%	1,425
	VAN/MINI VAN	0.7%	99.3%	425
	PICKUP TRUCK	1.7%	98.3%	349
	SUV	0.7%	99.3%	711
	OTHER	3.1%	96.9%	32

TABLE A2.10: ADULTS REQUIRED TO WEAR A SEAT BELT ACCORDING TO OHIO LAW

		DRIVER ONLY	DRIVER AND ALL PASSENGERS	DRIVER AND FRONT SEAT PASSENGER	TOTAL
ALL RESPONDENTS		2.5%	38.9%	58.6%	2,820
SURVEY	SURVEY 1	3.0%	41.4%	55.6%	934
	SURVEY 2	2.4%	41.0%	56.5%	943
	SURVEY 3	2.1%	34.3%	63.6%	943
OSP DISTRICT	FINDLAY DISTRICT	1.9%	40.1%	58.1%	372
	BUCYRUS DISTRICT	2.7%	36.3%	61.0%	333
	CLEVELAND DISTRICT	2.6%	41.2%	56.2%	308
	PIQUA DISTRICT	2.1%	38.0%	59.9%	334
	COLUMBUS DISTRICT	4.2%	39.8%	56.0%	332
	CAMBRIDGE DISTRICT	2.6%	34.9%	62.5%	392
	WILMINGTON DISTRICT	2.0%	47.5%	50.5%	396
AGE	JACKSON DISTRICT	2.3%	32.9%	64.9%	353
	25 AND YOUNGER	4.1%	30.3%	65.5%	145
	26 - 30 YEARS OLD	3.1%	36.2%	60.6%	127
	31 - 35 YEARS OLD	4.5%	37.6%	57.9%	178
	36 - 40 YEARS OLD	1.6%	36.6%	61.8%	322
	41 - 45 YEARS OLD	2.8%	40.8%	56.3%	458
	46 - 50 YEARS OLD	2.9%	39.1%	58.0%	690
SEX	51 AND OLDER	1.5%	40.9%	57.6%	867
	MALE	2.2%	37.1%	60.6%	988
RACE	FEMALE	2.7%	39.8%	57.5%	1,832
	CAUCASIAN	2.5%	38.1%	59.3%	2,575
	AFRICAN AMERICAN	3.0%	50.4%	46.6%	133
HISPANIC/LATINO	OTHER	1.2%	40.2%	58.5%	82
	NO	2.5%	38.6%	59.0%	2,723
MARITAL STATUS	YES	1.8%	52.6%	45.6%	57
	SINGLE	3.0%	39.1%	57.8%	427
	MARRIED	2.6%	38.7%	58.7%	2,108
RESIDENTIAL LOCATION	OTHER	1.1%	41.0%	57.9%	266
	URBAN	1.3%	41.6%	57.1%	387
	SUBURBAN	3.6%	42.9%	53.5%	1,145
DRIVING AREA	RURAL	1.9%	34.6%	63.5%	1,285
	URBAN	2.0%	43.5%	54.5%	765
	SUBURBAN	3.0%	41.0%	56.1%	1,008
VEHICLE TYPE	RURAL	2.4%	33.4%	64.2%	1,028
	AUTOMOBILE	2.4%	38.3%	59.3%	1,369
	VAN/MINI VAN	3.2%	40.0%	56.8%	405
	PICKUP TRUCK	1.2%	40.0%	58.8%	330
	SUV	3.1%	39.1%	57.9%	686
	OTHER	-	37.9%	62.1%	29

TABLE A2.11: OHIO HAS A LAW REQUIRING A RESTRAINING DEVICE BY CHILDREN/MINORS BETWEEN 4 AND 15 YEARS OF AGE

		No	YES	TOTAL
ALL RESPONDENTS		3.3%	96.7%	2,773
SURVEY	SURVEY 1	4.4%	95.6%	899
	SURVEY 2	2.7%	97.3%	936
	SURVEY 3	2.8%	97.2%	938
OSP DISTRICT	FINDLAY DISTRICT	2.2%	97.8%	368
	BUCYRUS DISTRICT	4.0%	96.0%	323
	CLEVELAND DISTRICT	3.7%	96.3%	297
	PIQUA DISTRICT	4.6%	95.4%	328
	COLUMBUS DISTRICT	2.8%	97.2%	325
	CAMBRIDGE DISTRICT	3.2%	96.8%	378
	WILMINGTON DISTRICT	2.9%	97.1%	410
	JACKSON DISTRICT	3.2%	96.8%	344
AGE	25 AND YOUNGER	4.5%	95.5%	133
	26 - 30 YEARS OLD	0.8%	99.2%	124
	31 - 35 YEARS OLD	2.2%	97.8%	180
	36 - 40 YEARS OLD	4.3%	95.7%	322
	41 - 45 YEARS OLD	3.1%	96.9%	451
	46 - 50 YEARS OLD	2.4%	97.6%	678
	51 AND OLDER	4.1%	95.9%	853
SEX	MALE	3.4%	96.6%	961
	FEMALE	3.2%	96.8%	1,812
RACE	CAUCASIAN	3.2%	96.8%	2,533
	AFRICAN AMERICAN	4.6%	95.4%	131
	OTHER	4.9%	95.1%	82
HISPANIC/LATINO	NO	3.3%	96.7%	2,680
	YES	3.5%	96.5%	57
MARITAL STATUS	SINGLE	3.4%	96.6%	411
	MARRIED	3.3%	96.7%	2,080
	OTHER	3.4%	96.6%	263
RESIDENTIAL LOCATION	URBAN	3.9%	96.1%	386
	SUBURBAN	3.0%	97.0%	1,137
	RURAL	3.4%	96.6%	1,247
DRIVING AREA	URBAN	3.0%	97.0%	743
	SUBURBAN	3.1%	96.9%	1,003
	RURAL	3.8%	96.2%	1,008
VEHICLE TYPE	AUTOMOBILE	3.4%	96.6%	1,344
	VAN/MINI VAN	3.0%	97.0%	402
	PICKUP TRUCK	2.8%	97.2%	324
	SUV	3.3%	96.7%	676
	OTHER	7.7%	92.3%	26

TABLE A2.12: OHIO HAS A LAW REQUIRING CHILD SAFETY SEAT USE FOR THOSE UNDER 4 YEARS OLD AND/OR WEIGH LESS THAN 40LBS

		NO	YES	TOTAL
ALL RESPONDENTS		0.5%	99.5%	2,968
SURVEY	SURVEY 1	0.6%	99.4%	979
	SURVEY 2	0.2%	99.8%	999
	SURVEY 3	0.8%	99.2%	990
OSP DISTRICT	FINDLAY DISTRICT	0.2%	99.8%	402
	BUCYRUS DISTRICT	0.6%	99.4%	343
	CLEVELAND DISTRICT	0.6%	99.4%	323
	PIQUA DISTRICT	0.6%	99.4%	356
	COLUMBUS DISTRICT	0.6%	99.4%	348
	CAMBRIDGE DISTRICT	1.2%	98.8%	404
	WILMINGTON DISTRICT	0.2%	99.8%	425
	JACKSON DISTRICT	0.3%	99.7%	367
AGE	25 AND YOUNGER	1.3%	98.7%	155
	26 - 30 YEARS OLD	0.7%	99.3%	134
	31 - 35 YEARS OLD	1.1%	98.9%	187
	36 - 40 YEARS OLD	-	100.0%	336
	41 - 45 YEARS OLD	1.0%	99.0%	479
	46 - 50 YEARS OLD	0.3%	99.7%	734
	51 AND OLDER	0.3%	99.7%	908
SEX	MALE	0.7%	99.3%	1,018
	FEMALE	0.5%	99.5%	1,950
RACE	CAUCASIAN	0.6%	99.4%	2,709
	AFRICAN AMERICAN	-	100.0%	141
	OTHER	-	100.0%	89
HISPANIC/LATINO	NO	0.5%	99.5%	2,872
	YES	1.7%	98.3%	60
MARITAL STATUS	SINGLE	0.4%	99.6%	449
	MARRIED	0.6%	99.4%	2,218
	OTHER	0.4%	99.6%	279
RESIDENTIAL LOCATION	URBAN	0.5%	99.5%	408
	SUBURBAN	0.7%	99.3%	1,214
	RURAL	0.4%	99.6%	1,343
DRIVING AREA	URBAN	0.5%	99.5%	815
	SUBURBAN	0.7%	99.3%	1,056
	RURAL	0.5%	99.5%	1,079
VEHICLE TYPE	AUTOMOBILE	0.6%	99.4%	1,436
	VAN/MINI VAN	0.5%	99.5%	432
	PICKUP TRUCK	0.9%	99.1%	349
	SUV	0.4%	99.6%	720
	OTHER	-	100.0%	30

TABLE A2.13: OHIO CURRENTLY HAS A BOOSTER SEAT LAW

		NO	YES	TOTAL
ALL RESPONDENTS		2.1%	97.9%	2,793
SURVEY	SURVEY 1	2.7%	97.3%	918
	SURVEY 2	1.4%	98.6%	940
	SURVEY 3	2.2%	97.8%	935
OSP DISTRICT	FINDLAY DISTRICT	1.6%	98.4%	371
	BUCYRUS DISTRICT	1.5%	98.5%	326
	CLEVELAND DISTRICT	2.3%	97.7%	300
	PIQUA DISTRICT	1.5%	98.5%	337
	COLUMBUS DISTRICT	3.4%	96.6%	326
	CAMBRIDGE DISTRICT	1.8%	98.2%	384
	WILMINGTON DISTRICT	2.2%	97.8%	403
AGE	JACKSON DISTRICT	2.6%	97.4%	346
	25 AND YOUNGER	5.6%	94.4%	144
	26 - 30 YEARS OLD	1.5%	98.5%	133
	31 - 35 YEARS OLD	1.1%	98.9%	185
	36 - 40 YEARS OLD	1.9%	98.1%	324
	41 - 45 YEARS OLD	1.7%	98.3%	458
	46 - 50 YEARS OLD	1.0%	99.0%	680
SEX	51 AND OLDER	3.1%	96.9%	834
	MALE	3.4%	96.6%	940
RACE	FEMALE	1.5%	98.5%	1,853
	CAUCASIAN	2.2%	97.8%	2,552
	AFRICAN AMERICAN	1.5%	98.5%	131
HISPANIC/ LATINO	OTHER	2.5%	97.5%	81
	NO	2.1%	97.9%	2,699
MARITAL STATUS	YES	1.8%	98.2%	57
	SINGLE	3.9%	96.1%	412
	MARRIED	1.9%	98.1%	2,107
RESIDENTIAL LOCATION	OTHER	1.2%	98.8%	257
	URBAN	2.9%	97.1%	379
	SUBURBAN	1.7%	98.3%	1,146
DRIVING AREA	RURAL	2.3%	97.7%	1,265
	URBAN	2.2%	97.8%	768
	SUBURBAN	2.0%	98.0%	989
VEHICLE TYPE	RURAL	2.1%	97.9%	1,017
	AUTOMOBILE	2.0%	98.0%	1,337
	VAN/MINI VAN	1.7%	98.3%	408
	PICKUP TRUCK	3.4%	96.6%	321
	SUV	1.9%	98.1%	696
	OTHER	3.3%	96.7%	30

TABLE A2.14: LAW ENFORCEMENT SHOULD BE ABLE TO STOP A VEHICLE FOR SEAT BELT VIOLATIONS

		No	YES	TOTAL
ALL RESPONDENTS		35.4%	64.6%	2,883
SURVEY	SURVEY 1	33.2%	66.8%	952
	SURVEY 2	34.7%	65.3%	970
	SURVEY 3	38.4%	61.6%	961
OSP DISTRICT	FINDLAY DISTRICT	36.6%	63.4%	383
	BUCYRUS DISTRICT	31.9%	68.1%	332
	CLEVELAND DISTRICT	38.7%	61.3%	318
	PIQUA DISTRICT	32.4%	67.6%	343
	COLUMBUS DISTRICT	35.4%	64.6%	339
	CAMBRIDGE DISTRICT	36.6%	63.4%	393
	WILMINGTON DISTRICT	34.9%	65.1%	421
AGE	JACKSON DISTRICT	37.0%	63.0%	354
	25 AND YOUNGER	27.3%	72.7%	150
	26 - 30 YEARS OLD	34.9%	65.1%	129
	31 - 35 YEARS OLD	32.6%	67.4%	184
	36 - 40 YEARS OLD	31.8%	68.2%	321
	41 - 45 YEARS OLD	37.7%	62.3%	470
	46 - 50 YEARS OLD	37.8%	62.2%	704
SEX	51 AND OLDER	35.3%	64.7%	892
	MALE	43.9%	56.1%	1,006
RACE	FEMALE	30.9%	69.1%	1,877
	CAUCASIAN	34.9%	65.1%	2,629
	AFRICAN AMERICAN	43.5%	56.5%	138
HISPANIC/LATINO	OTHER	37.9%	62.1%	87
	NO	35.6%	64.4%	2,787
MARITAL STATUS	YES	31.0%	69.0%	58
	SINGLE	40.3%	59.7%	434
	MARRIED	34.2%	65.8%	2,156
RESIDENTIAL LOCATION	OTHER	37.2%	62.8%	274
	URBAN	34.7%	65.3%	395
	SUBURBAN	34.0%	66.0%	1,180
DRIVING AREA	RURAL	37.1%	62.9%	1,305
	URBAN	36.7%	63.3%	781
	SUBURBAN	33.5%	66.5%	1,031
VEHICLE TYPE	RURAL	36.5%	63.5%	1,050
	AUTOMOBILE	37.2%	62.8%	1,394
	VAN/MINI VAN	32.8%	67.2%	418
	PICKUP TRUCK	45.1%	54.9%	346
	SUV	28.4%	71.6%	693
	OTHER	41.9%	58.1%	31

TABLE A2.15: SUPPORT OR OPPOSE A PRIMARY SEAT BELT LAW

		DEFINITELY OPPOSE	PROBABLY OPPOSE	PROBABLY SUPPORT	DEFINITELY SUPPORT	TOTAL	AVERAGE
ALL RESPONDENTS		24.8%	8.4%	15.2%	51.7%	2,910	2.937
SURVEY	SURVEY 1	22.8%	7.1%	13.4%	56.7%	960	3.040
	SURVEY 2	23.3%	9.3%	17.7%	49.6%	975	2.937
	SURVEY 3	28.3%	8.6%	14.3%	48.8%	975	2.836
OSP DISTRICT	FINDLAY DISTRICT	22.8%	9.5%	15.1%	52.7%	391	2.977
	BUCYRUS DISTRICT	25.5%	8.2%	15.2%	51.2%	330	2.921
	CLEVELAND DISTRICT	24.9%	7.9%	17.4%	49.8%	317	2.921
	PIQUA DISTRICT	27.5%	8.1%	15.0%	49.4%	346	2.864
	COLUMBUS DISTRICT	27.5%	5.0%	15.8%	51.8%	342	2.918
	CAMBRIDGE DISTRICT	24.1%	11.5%	13.3%	51.1%	399	2.915
	WILMINGTON DISTRICT	24.3%	5.9%	15.6%	54.2%	424	2.998
	JACKSON DISTRICT	22.7%	10.5%	14.4%	52.4%	361	2.964
AGE	25 AND YOUNGER	16.9%	8.1%	18.2%	56.8%	148	3.149
	26 - 30 YEARS OLD	20.6%	9.9%	10.7%	58.8%	131	3.076
	31 - 35 YEARS OLD	25.3%	8.6%	12.9%	53.2%	186	2.941
	36 - 40 YEARS OLD	22.9%	7.7%	17.6%	51.7%	323	2.981
	41 - 45 YEARS OLD	23.6%	11.3%	12.1%	53.1%	471	2.947
	46 - 50 YEARS OLD	27.3%	9.1%	15.3%	48.2%	724	2.844
	51 AND OLDER	25.5%	6.2%	16.6%	51.7%	893	2.945
SEX	MALE	37.0%	7.0%	12.9%	43.1%	1,009	2.621
	FEMALE	18.4%	9.0%	16.4%	56.2%	1,901	3.105
RACE	CAUCASIAN	24.4%	8.6%	15.3%	51.7%	2,652	2.943
	AFRICAN AMERICAN	30.9%	7.2%	14.4%	47.5%	139	2.784
	OTHER	27.5%	3.3%	11.0%	58.2%	91	3.000
HISPANIC/ LATINO	NO	24.9%	8.4%	15.0%	51.7%	2,812	2.935
	YES	25.9%	5.2%	15.5%	53.4%	58	2.966
MARITAL STATUS	SINGLE	27.0%	10.0%	17.9%	45.1%	441	2.812
	MARRIED	24.0%	7.8%	14.3%	53.8%	2,175	2.980
	OTHER	27.0%	9.5%	17.2%	46.4%	274	2.828
RESIDENTIAL LOCATION	URBAN	25.1%	5.7%	17.4%	51.9%	403	2.960
	SUBURBAN	23.9%	7.2%	15.2%	53.7%	1,188	2.987
	RURAL	25.6%	10.3%	14.4%	49.7%	1,316	2.882
DRIVING AREA	URBAN	27.4%	7.2%	16.6%	48.8%	800	2.868
	SUBURBAN	21.8%	8.2%	15.3%	54.7%	1,034	3.030
	RURAL	25.8%	9.4%	13.9%	50.9%	1,055	2.900
VEHICLE TYPE	AUTOMOBILE	23.7%	9.5%	15.2%	51.6%	1,409	2.947
	VAN/MINI VAN	22.5%	8.6%	16.1%	52.8%	417	2.990
	PICKUP TRUCK	38.8%	5.2%	16.2%	39.7%	345	2.568
	SUV	20.9%	7.4%	14.1%	57.6%	707	3.083
	OTHER	38.7%	9.7%	12.9%	38.7%	31	2.516

TABLE A2.16: VOTING ON A PRIMARY SEAT BELT LAW

		DEFINITELY AGAINST	PROBABLY AGAINST	PROBABLY FOR	DEFINITELY FOR	TOTAL	AVERAGE
ALL RESPONDENTS		24.8%	8.5%	13.3%	53.4%	2,902	2.952
SURVEY	SURVEY 1	22.9%	7.6%	12.9%	56.5%	959	3.030
	SURVEY 2	24.0%	8.6%	14.4%	53.0%	970	2.964
	SURVEY 3	27.4%	9.5%	12.4%	50.7%	973	2.863
OSP DISTRICT	FINDLAY DISTRICT	22.5%	10.6%	14.0%	53.0%	387	2.974
	BUCYRUS DISTRICT	24.6%	8.5%	12.5%	54.4%	329	2.967
	CLEVELAND DISTRICT	27.2%	7.0%	15.2%	50.6%	316	2.892
	PIQUA DISTRICT	25.9%	8.6%	15.0%	50.4%	347	2.899
	COLUMBUS DISTRICT	26.2%	6.7%	13.4%	53.8%	344	2.948
	CAMBRIDGE DISTRICT	25.8%	9.6%	10.4%	54.3%	396	2.932
	WILMINGTON DISTRICT	23.9%	7.3%	13.2%	55.6%	423	3.005
	JACKSON DISTRICT	23.1%	9.7%	13.1%	54.2%	360	2.983
AGE	25 AND YOUNGER	17.3%	6.0%	19.3%	57.3%	150	3.167
	26 - 30 YEARS OLD	21.9%	9.4%	11.7%	57.0%	128	3.039
	31 - 35 YEARS OLD	26.1%	9.8%	15.2%	48.9%	184	2.870
	36 - 40 YEARS OLD	22.4%	9.6%	12.1%	55.9%	322	3.016
	41 - 45 YEARS OLD	24.1%	10.7%	11.9%	53.3%	469	2.945
	46 - 50 YEARS OLD	28.9%	8.0%	13.0%	50.1%	724	2.844
	51 AND OLDER	23.9%	7.5%	13.6%	55.0%	891	2.997
SEX	MALE	37.0%	7.7%	11.4%	43.8%	1,008	2.621
	FEMALE	18.3%	9.0%	14.3%	58.4%	1,894	3.128
RACE	CAUCASIAN	24.4%	8.8%	13.3%	53.5%	2,644	2.959
	AFRICAN AMERICAN	30.2%	7.2%	15.8%	46.8%	139	2.791
	OTHER	27.8%	3.3%	6.7%	62.2%	90	3.033
HISPANIC/ LATINO	NO	24.9%	8.6%	13.1%	53.5%	2,804	2.952
	YES	27.6%	6.9%	15.5%	50.0%	58	2.879
MARITAL STATUS	SINGLE	26.8%	9.3%	18.0%	45.9%	440	2.830
	MARRIED	24.1%	8.1%	12.2%	55.6%	2,163	2.993
	OTHER	25.7%	10.4%	14.6%	49.3%	280	2.875
RESIDENTIAL LOCATION	URBAN	26.2%	5.0%	14.7%	54.1%	401	2.968
	SUBURBAN	23.0%	8.7%	13.3%	54.9%	1,185	3.002
	RURAL	26.0%	9.5%	12.8%	51.6%	1,313	2.900
DRIVING AREA	URBAN	27.6%	7.2%	13.7%	51.5%	793	2.890
	SUBURBAN	20.9%	8.9%	14.1%	56.1%	1,037	3.054
	RURAL	26.5%	9.2%	12.2%	52.1%	1,052	2.898
VEHICLE TYPE	AUTOMOBILE	24.1%	8.8%	14.1%	53.0%	1,408	2.959
	VAN/MINI VAN	21.0%	9.9%	11.6%	57.5%	414	3.056
	PICKUP TRUCK	39.1%	7.5%	13.9%	39.4%	345	2.536
	SUV	20.8%	7.7%	12.5%	59.0%	703	3.098
	OTHER	38.7%	9.7%	9.7%	41.9%	31	2.548

TABLE A2.17: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO

		No, DEFINITELY	No, PROBABLY	Yes, PROBABLY	Yes, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		11.2%	17.0%	36.0%	35.8%	2,881	2.963
SURVEY	SURVEY 1	10.0%	16.9%	33.3%	39.8%	962	3.029
	SURVEY 2	11.6%	16.8%	37.8%	33.8%	957	2.937
	SURVEY 3	12.2%	17.2%	36.9%	33.8%	962	2.923
OSP DISTRICT	FINDLAY DISTRICT	10.7%	18.1%	36.0%	35.2%	375	2.957
	BUCYRUS DISTRICT	10.2%	18.0%	36.9%	34.8%	333	2.964
	CLEVELAND DISTRICT	13.2%	12.6%	32.8%	41.3%	317	3.022
	PIQUA DISTRICT	11.2%	19.0%	34.3%	35.4%	347	2.939
	COLUMBUS DISTRICT	11.8%	14.2%	40.2%	33.7%	338	2.959
	CAMBRIDGE DISTRICT	14.6%	16.4%	34.3%	34.6%	396	2.889
	WILMINGTON DISTRICT	8.5%	17.9%	36.7%	37.0%	414	3.022
	JACKSON DISTRICT	10.0%	18.8%	36.6%	34.6%	361	2.958
AGE	25 AND YOUNGER	7.9%	13.2%	36.8%	42.1%	152	3.132
	26 - 30 YEARS OLD	9.8%	20.5%	31.8%	37.9%	132	2.977
	31 - 35 YEARS OLD	12.0%	12.6%	38.8%	36.6%	183	3.000
	36 - 40 YEARS OLD	11.8%	16.8%	36.6%	34.8%	322	2.944
	41 - 45 YEARS OLD	11.8%	17.0%	36.8%	34.4%	465	2.938
	46 - 50 YEARS OLD	11.8%	16.9%	39.3%	32.0%	710	2.914
	51 AND OLDER	10.6%	17.5%	33.1%	38.8%	885	3.000
SEX	MALE	14.6%	18.9%	30.6%	35.9%	1,004	2.876
	FEMALE	9.4%	15.9%	38.9%	35.7%	1,877	3.010
RACE	CAUCASIAN	11.1%	17.2%	37.0%	34.6%	2,627	2.952
	AFRICAN AMERICAN	13.8%	11.6%	25.4%	49.3%	138	3.101
	OTHER	11.5%	16.1%	26.4%	46.0%	87	3.069
HISPANIC/ LATINO	NO	11.2%	17.0%	36.0%	35.8%	2,783	2.963
	YES	16.7%	15.0%	30.0%	38.3%	60	2.900
MARITAL STATUS	SINGLE	12.4%	17.0%	31.9%	38.7%	442	2.968
	MARRIED	10.9%	16.5%	37.3%	35.3%	2,142	2.969
	OTHER	11.9%	20.1%	33.8%	34.2%	278	2.903
RESIDENTIAL LOCATION	URBAN	11.9%	17.5%	33.0%	37.6%	394	2.962
	SUBURBAN	10.2%	15.4%	36.6%	37.8%	1,172	3.020
	RURAL	12.0%	18.2%	36.4%	33.4%	1,312	2.912
DRIVING AREA	URBAN	13.1%	15.9%	33.4%	37.6%	781	2.956
	SUBURBAN	9.1%	16.2%	37.6%	37.1%	1,026	3.028
	RURAL	11.9%	18.5%	36.6%	33.0%	1,055	2.906
VEHICLE TYPE	AUTOMOBILE	10.2%	16.3%	35.8%	37.7%	1,398	3.009
	VAN/MINI VAN	11.2%	18.9%	42.3%	27.6%	402	2.863
	PICKUP TRUCK	17.6%	20.2%	31.1%	31.1%	347	2.758
	SUV	10.2%	15.6%	35.3%	38.9%	705	3.028
	OTHER	10.7%	14.3%	35.7%	39.3%	28	3.036

TABLE A2.18: PRIMARY SEAT BELT LAW WOULD REDUCE SERIOUS INJURIES DUE TO ACCIDENTS

		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		6.7%	10.3%	34.5%	48.5%	2,838	3.248
SURVEY	SURVEY 1	6.5%	9.2%	34.9%	49.4%	937	3.272
	SURVEY 2	6.4%	11.1%	33.9%	48.5%	946	3.245
	SURVEY 3	7.1%	10.7%	34.6%	47.6%	955	3.227
OSP DISTRICT	FINDLAY DISTRICT	6.4%	9.6%	33.7%	50.3%	374	3.278
	BUCYRUS DISTRICT	7.1%	9.6%	37.0%	46.3%	322	3.224
	CLEVELAND DISTRICT	8.2%	8.8%	34.0%	49.0%	306	3.239
	PIQUA DISTRICT	6.7%	10.2%	36.8%	46.2%	342	3.225
	COLUMBUS DISTRICT	7.3%	12.3%	31.7%	48.7%	341	3.217
	CAMBRIDGE DISTRICT	8.1%	8.9%	37.0%	46.1%	384	3.211
	WILMINGTON DISTRICT	4.5%	11.2%	29.5%	54.8%	420	3.345
	JACKSON DISTRICT	5.7%	11.7%	37.0%	45.6%	349	3.223
AGE	25 AND YOUNGER	4.8%	12.2%	33.3%	49.7%	147	3.279
	26 - 30 YEARS OLD	6.2%	16.4%	39.8%	37.5%	128	3.086
	31 - 35 YEARS OLD	7.7%	11.5%	39.6%	41.2%	182	3.143
	36 - 40 YEARS OLD	9.3%	11.2%	35.8%	43.6%	321	3.137
	41 - 45 YEARS OLD	7.4%	9.1%	37.9%	45.7%	462	3.219
	46 - 50 YEARS OLD	6.5%	10.1%	34.5%	48.9%	705	3.258
	51 AND OLDER	5.6%	9.4%	30.7%	54.4%	864	3.339
SEX	MALE	9.5%	13.7%	33.9%	43.0%	980	3.103
	FEMALE	5.2%	8.6%	34.8%	51.5%	1,858	3.325
RACE	CAUCASIAN	6.9%	10.3%	35.1%	47.7%	2,594	3.236
	AFRICAN AMERICAN	4.7%	7.0%	25.8%	62.5%	128	3.461
	OTHER	3.4%	14.9%	28.7%	52.9%	87	3.310
HISPANIC/ LATINO	NO	6.7%	10.2%	34.5%	48.7%	2,742	3.251
	YES	8.6%	13.8%	27.6%	50.0%	58	3.190
MARITAL STATUS	SINGLE	6.8%	12.7%	35.4%	45.1%	426	3.188
	MARRIED	6.3%	9.7%	34.3%	49.7%	2,138	3.274
	OTHER	9.3%	12.0%	34.0%	44.8%	259	3.143
RESIDENTIAL LOCATION	URBAN	4.9%	10.4%	32.3%	52.3%	384	3.320
	SUBURBAN	6.3%	9.3%	33.8%	50.6%	1,172	3.287
	RURAL	7.6%	11.3%	35.8%	45.3%	1,279	3.189
DRIVING AREA	URBAN	6.1%	9.3%	32.1%	52.5%	766	3.309
	SUBURBAN	6.4%	10.2%	35.1%	48.3%	1,029	3.253
	RURAL	7.3%	11.1%	35.8%	45.8%	1,025	3.200
VEHICLE TYPE	AUTOMOBILE	6.0%	10.5%	34.7%	48.8%	1,379	3.263
	VAN/MINI VAN	4.9%	9.7%	39.3%	46.1%	412	3.267
	PICKUP TRUCK	12.9%	12.0%	35.0%	40.2%	326	3.025
	SUV	6.2%	8.8%	30.8%	54.2%	692	3.329
	OTHER	7.1%	28.6%	35.7%	28.6%	28	2.857

TABLE A2.19: PRIMARY SEAT BELT LAW WOULD REDUCE FATALITIES DUE TO ACCIDENTS

		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		6.1%	9.1%	34.9%	49.9%	2,857	3.286
SURVEY	SURVEY 1	6.2%	8.1%	35.4%	50.4%	943	3.300
	SURVEY 2	5.7%	9.8%	34.6%	49.9%	955	3.288
	SURVEY 3	6.5%	9.5%	34.7%	49.3%	959	3.269
OSP DISTRICT	FINDLAY DISTRICT	5.3%	7.2%	36.6%	50.9%	377	3.332
	BUCYRUS DISTRICT	7.4%	8.3%	37.1%	47.2%	326	3.242
	CLEVELAND DISTRICT	7.4%	7.8%	34.3%	50.5%	309	3.278
	PIQUA DISTRICT	6.7%	8.7%	37.2%	47.4%	344	3.253
	COLUMBUS DISTRICT	7.1%	10.3%	30.7%	51.9%	339	3.274
	CAMBRIDGE DISTRICT	6.5%	10.4%	36.1%	47.0%	385	3.236
	WILMINGTON DISTRICT	4.2%	9.9%	28.7%	57.2%	425	3.388
	JACKSON DISTRICT	4.8%	10.2%	39.5%	45.5%	352	3.256
AGE	25 AND YOUNGER	3.3%	9.2%	34.2%	53.3%	152	3.375
	26 - 30 YEARS OLD	4.7%	14.0%	43.4%	38.0%	129	3.147
	31 - 35 YEARS OLD	6.0%	10.4%	39.9%	43.7%	183	3.213
	36 - 40 YEARS OLD	9.0%	9.6%	35.5%	46.0%	324	3.185
	41 - 45 YEARS OLD	6.3%	10.0%	37.0%	46.7%	460	3.241
	46 - 50 YEARS OLD	5.3%	9.5%	35.6%	49.5%	713	3.293
	51 AND OLDER	6.1%	7.5%	30.7%	55.7%	866	3.359
SEX	MALE	8.8%	12.2%	34.2%	44.8%	987	3.150
	FEMALE	4.7%	7.5%	35.2%	52.6%	1,870	3.357
RACE	CAUCASIAN	6.2%	9.3%	35.2%	49.3%	2,605	3.276
	AFRICAN AMERICAN	5.1%	5.9%	32.4%	56.6%	136	3.404
	OTHER	4.5%	6.7%	31.5%	57.3%	89	3.416
HISPANIC/ LATINO	NO	6.1%	9.1%	34.9%	50.0%	2,762	3.287
	YES	8.5%	10.2%	30.5%	50.8%	59	3.237
MARITAL STATUS	SINGLE	5.1%	11.1%	38.6%	45.3%	433	3.240
	MARRIED	5.8%	8.7%	34.1%	51.3%	2,141	3.309
	OTHER	9.5%	9.5%	33.7%	47.3%	264	3.189
RESIDENTIAL LOCATION	URBAN	4.8%	8.7%	34.1%	52.4%	393	3.341
	SUBURBAN	6.1%	7.6%	32.8%	53.4%	1,177	3.336
	RURAL	6.5%	10.7%	37.1%	45.7%	1,284	3.221
DRIVING AREA	URBAN	6.2%	7.6%	34.5%	51.7%	779	3.318
	SUBURBAN	5.4%	8.9%	33.5%	52.3%	1,027	3.327
	RURAL	6.8%	10.4%	37.0%	45.9%	1,031	3.219
VEHICLE TYPE	AUTOMOBILE	5.9%	8.8%	34.4%	50.9%	1,382	3.303
	VAN/MINI VAN	4.8%	8.2%	38.7%	48.3%	416	3.305
	PICKUP TRUCK	10.7%	11.9%	37.8%	39.6%	328	3.064
	SUV	5.0%	8.6%	32.2%	54.2%	701	3.357
	OTHER	6.9%	24.1%	37.9%	31.0%	29	2.931

TABLE A2.20: PRIMARY SEAT BELT LAW WOULD OFFER GREATER PROTECTION TO DRIVERS AND PASSENGERS

		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		6.0%	7.0%	28.1%	58.9%	2,906	3.400
SURVEY	SURVEY 1	6.5%	5.9%	29.6%	57.9%	958	3.390
	SURVEY 2	5.9%	6.0%	27.6%	60.5%	976	3.425
	SURVEY 3	5.5%	9.1%	27.1%	58.4%	972	3.385
OSP DISTRICT	FINDLAY DISTRICT	6.0%	6.2%	30.1%	57.8%	386	3.396
	BUCYRUS DISTRICT	5.2%	6.4%	29.1%	59.3%	327	3.425
	CLEVELAND DISTRICT	7.6%	4.7%	24.1%	63.6%	316	3.437
	PIQUA DISTRICT	6.8%	7.6%	28.0%	57.6%	354	3.364
	COLUMBUS DISTRICT	6.1%	7.3%	28.0%	58.6%	343	3.391
	CAMBRIDGE DISTRICT	8.1%	7.1%	30.8%	53.9%	393	3.305
	WILMINGTON DISTRICT	3.5%	8.4%	23.0%	65.1%	427	3.496
AGE	JACKSON DISTRICT	4.7%	7.8%	31.9%	55.6%	360	3.383
	25 AND YOUNGER	3.9%	5.8%	28.6%	61.7%	154	3.481
	26 - 30 YEARS OLD	6.1%	8.4%	34.4%	51.1%	131	3.305
	31 - 35 YEARS OLD	6.9%	9.0%	27.5%	56.6%	189	3.339
	36 - 40 YEARS OLD	7.9%	7.0%	29.0%	56.1%	328	3.332
	41 - 45 YEARS OLD	5.7%	8.7%	28.5%	57.1%	473	3.370
	46 - 50 YEARS OLD	5.8%	7.0%	28.6%	58.6%	711	3.401
SEX	51 AND OLDER	5.6%	5.9%	26.0%	62.5%	888	3.454
	MALE	9.2%	9.2%	28.1%	53.5%	1,008	3.258
RACE	FEMALE	4.2%	5.8%	28.1%	61.9%	1,898	3.476
	CAUCASIAN	6.0%	7.1%	28.4%	58.4%	2,648	3.392
	AFRICAN AMERICAN	2.9%	4.3%	25.2%	67.6%	139	3.576
HISPANIC/ LATINO	OTHER	6.7%	7.9%	23.6%	61.8%	89	3.404
	NO	6.0%	6.9%	27.9%	59.1%	2,810	3.402
MARITAL STATUS	YES	6.9%	8.6%	25.9%	58.6%	58	3.362
	SINGLE	4.7%	7.9%	33.8%	53.6%	444	3.363
	MARRIED	5.8%	6.7%	26.7%	60.8%	2,171	3.424
RESIDENTIAL LOCATION	OTHER	7.7%	8.1%	29.4%	54.8%	272	3.313
	URBAN	4.8%	6.3%	28.6%	60.4%	399	3.446
	SUBURBAN	5.9%	5.7%	24.9%	63.5%	1,194	3.459
DRIVING AREA	RURAL	6.3%	8.5%	30.9%	54.3%	1,310	3.331
	URBAN	6.3%	5.6%	27.4%	60.7%	792	3.426
	SUBURBAN	5.2%	6.2%	27.0%	61.6%	1,045	3.451
VEHICLE TYPE	RURAL	6.5%	8.8%	29.9%	54.9%	1,050	3.331
	AUTOMOBILE	5.1%	7.4%	27.0%	60.5%	1,404	3.428
	VAN/MINI VAN	5.7%	5.9%	33.2%	55.2%	422	3.379
	PICKUP TRUCK	9.4%	8.2%	32.4%	50.0%	340	3.229
	SUV	6.1%	6.1%	24.7%	63.2%	709	3.450
	OTHER	6.7%	13.3%	40.0%	40.0%	30	3.133

TABLE A2.21: RESPONDENTS' FREQUENCY OF SEAT BELT USE IF OHIO PASSED A PRIMARY SEAT BELT LAW

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		1.7%	1.1%	2.1%	6.4%	88.7%	3,002	4.791
SURVEY	SURVEY 1	2.6%	1.0%	2.2%	7.0%	87.2%	990	4.751
	SURVEY 2	1.3%	1.1%	1.7%	6.2%	89.8%	1,008	4.820
	SURVEY 3	1.3%	1.3%	2.3%	6.1%	89.0%	1,004	4.803
OSP DISTRICT	FINDLAY DISTRICT	1.2%	1.0%	3.0%	5.7%	89.1%	404	4.804
	BUCYRUS DISTRICT	1.4%	1.2%	1.4%	7.5%	88.5%	347	4.804
	CLEVELAND DISTRICT	1.2%	1.5%	2.5%	5.6%	89.2%	323	4.799
	PIQUA DISTRICT	1.7%	0.8%	2.2%	4.7%	90.6%	360	4.817
	COLUMBUS DISTRICT	1.7%	1.1%	2.0%	4.5%	90.7%	353	4.813
	CAMBRIDGE DISTRICT	3.2%	1.5%	2.9%	9.0%	83.4%	410	4.680
	WILMINGTON DISTRICT	0.7%	1.2%	0.7%	5.3%	92.1%	433	4.871
JACKSON DISTRICT	2.7%	0.8%	1.9%	8.6%	86.0%	372	4.745	
AGE	25 AND YOUNGER	1.3%	0.6%	2.6%	10.9%	84.6%	156	4.769
	26 - 30 YEARS OLD	-	3.7%	3.0%	11.1%	82.2%	135	4.719
	31 - 35 YEARS OLD	2.1%	2.1%	1.0%	5.2%	89.6%	192	4.781
	36 - 40 YEARS OLD	2.1%	1.8%	2.4%	8.0%	85.8%	339	4.737
	41 - 45 YEARS OLD	2.7%	0.8%	1.4%	5.4%	89.7%	484	4.785
	46 - 50 YEARS OLD	1.9%	0.7%	2.2%	6.6%	88.7%	743	4.795
	51 AND OLDER	1.3%	0.9%	2.3%	5.2%	90.3%	918	4.824
SEX	MALE	3.0%	1.9%	2.9%	9.0%	83.2%	1,035	4.674
	FEMALE	1.1%	0.7%	1.6%	5.0%	91.6%	1,967	4.853
RACE	CAUCASIAN	1.8%	1.2%	2.1%	6.4%	88.6%	2,740	4.788
	AFRICAN AMERICAN	-	0.7%	2.1%	8.5%	88.7%	141	4.851
	OTHER	2.2%	1.1%	1.1%	4.4%	91.1%	90	4.811
HISPANIC/LATINO	NO	1.6%	1.1%	2.0%	6.4%	88.8%	2,901	4.797
	YES	4.9%	1.6%	1.6%	6.6%	85.2%	61	4.656
MARITAL STATUS	SINGLE	2.2%	2.0%	3.3%	8.7%	83.8%	458	4.701
	MARRIED	1.6%	0.9%	1.5%	5.7%	90.2%	2,238	4.820
	OTHER	2.1%	1.4%	4.6%	7.4%	84.6%	285	4.709
RESIDENTIAL LOCATION	URBAN	1.7%	1.2%	2.4%	6.1%	88.6%	412	4.786
	SUBURBAN	1.1%	0.8%	1.8%	5.6%	90.7%	1,231	4.838
	RURAL	2.3%	1.4%	2.2%	7.2%	86.9%	1,356	4.750
DRIVING AREA	URBAN	1.8%	1.5%	1.6%	6.1%	89.1%	822	4.791
	SUBURBAN	1.2%	0.7%	2.1%	5.9%	90.1%	1,070	4.830
	RURAL	2.1%	1.3%	2.3%	7.3%	87.1%	1,089	4.758
VEHICLE TYPE	AUTOMOBILE	1.2%	1.1%	1.9%	6.5%	89.3%	1,455	4.816
	VAN/MINI VAN	0.7%	0.9%	1.8%	4.1%	92.4%	435	4.867
	PICKUP TRUCK	5.1%	2.5%	3.7%	8.5%	80.3%	355	4.563
	SUV	1.7%	0.6%	1.8%	6.4%	89.6%	724	4.818
	OTHER	3.1%	3.1%	3.1%	12.5%	78.1%	32	4.594

TABLE A2.22: PEOPLE IMPORTANT TO YOU THINK YOU SHOULD WEAR A SEAT BELT

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.3%	1.5%	8.2%	89.0%	2,990	3.848
SURVEY	SURVEY 1	1.7%	2.3%	8.8%	87.1%	985	3.813
	SURVEY 2	1.0%	1.3%	7.6%	90.1%	1,002	3.868
	SURVEY 3	1.3%	0.9%	8.2%	89.6%	1,003	3.861
OSP DISTRICT	FINDLAY DISTRICT	1.7%	1.2%	9.0%	88.1%	402	3.833
	BUCYRUS DISTRICT	1.2%	1.2%	9.0%	88.7%	345	3.852
	CLEVELAND DISTRICT	0.9%	0.6%	8.0%	90.4%	324	3.880
	PIQUA DISTRICT	1.7%	0.8%	8.9%	88.5%	358	3.844
	COLUMBUS DISTRICT	1.4%	1.7%	4.3%	92.6%	351	3.880
	CAMBRIDGE DISTRICT	2.0%	2.4%	10.8%	84.8%	409	3.785
	WILMINGTON DISTRICT	0.2%	1.6%	6.0%	92.1%	432	3.900
	JACKSON DISTRICT	1.6%	2.2%	9.5%	86.7%	369	3.813
AGE	25 AND YOUNGER	1.3%	-	5.8%	92.9%	156	3.904
	26 - 30 YEARS OLD	-	3.0%	11.2%	85.8%	134	3.828
	31 - 35 YEARS OLD	2.6%	0.5%	6.3%	90.6%	191	3.848
	36 - 40 YEARS OLD	0.9%	1.5%	7.7%	90.0%	339	3.867
	41 - 45 YEARS OLD	1.7%	1.5%	7.7%	89.2%	481	3.844
	46 - 50 YEARS OLD	1.2%	1.5%	8.7%	88.6%	739	3.847
	51 AND OLDER	1.4%	1.9%	8.9%	87.9%	915	3.832
SEX	MALE	1.4%	1.8%	9.4%	87.4%	1,031	3.828
	FEMALE	1.3%	1.3%	7.6%	89.8%	1,959	3.858
RACE	CAUCASIAN	1.3%	1.6%	8.4%	88.8%	2,728	3.846
	AFRICAN AMERICAN	1.4%	1.4%	4.3%	92.9%	141	3.887
	OTHER	2.2%	-	11.1%	86.7%	90	3.822
HISPANIC/ LATINO	NO	1.3%	1.5%	8.2%	89.0%	2,889	3.848
	YES	1.6%	1.6%	4.9%	91.8%	61	3.869
MARITAL STATUS	SINGLE	1.3%	0.9%	10.5%	87.3%	455	3.837
	MARRIED	1.1%	1.6%	7.7%	89.7%	2,231	3.860
	OTHER	3.5%	2.1%	8.5%	85.9%	283	3.767
RESIDENTIAL LOCATION	URBAN	1.5%	1.2%	5.6%	91.7%	410	3.876
	SUBURBAN	0.6%	1.2%	6.4%	91.8%	1,226	3.894
	RURAL	2.0%	1.8%	10.6%	85.6%	1,351	3.799
DRIVING AREA	URBAN	2.1%	1.2%	6.2%	90.5%	817	3.851
	SUBURBAN	0.3%	1.8%	7.4%	90.5%	1,066	3.882
	RURAL	1.7%	1.4%	10.6%	86.4%	1,086	3.817
VEHICLE TYPE	AUTOMOBILE	1.1%	1.4%	8.3%	89.2%	1,452	3.855
	VAN/MINI VAN	1.2%	1.2%	6.7%	91.0%	433	3.875
	PICKUP TRUCK	2.3%	3.4%	10.9%	83.4%	350	3.754
	SUV	1.2%	1.0%	7.2%	90.6%	722	3.871
	OTHER	6.2%	-	18.8%	75.0%	32	3.625

TABLE A2.23: MEMBERS OF YOUR IMMEDIATE FAMILY THINK YOU SHOULD WEAR A SEAT BELT

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	1.4%	7.0%	90.0%	2,990	3.856
SURVEY	SURVEY 1	2.0%	1.9%	7.3%	88.7%	984	3.827
	SURVEY 2	0.8%	1.1%	6.7%	91.4%	1,002	3.887
	SURVEY 3	1.7%	1.3%	7.1%	89.9%	1,004	3.853
OSP DISTRICT	FINDLAY DISTRICT	2.0%	1.0%	6.0%	91.1%	403	3.861
	BUCYRUS DISTRICT	0.9%	0.9%	7.0%	91.3%	343	3.886
	CLEVELAND DISTRICT	0.6%	0.3%	6.5%	92.6%	324	3.910
	PIQUA DISTRICT	2.2%	0.8%	7.8%	89.1%	358	3.838
	COLUMBUS DISTRICT	1.1%	1.4%	4.3%	93.1%	349	3.894
	CAMBRIDGE DISTRICT	2.9%	3.2%	10.0%	83.9%	410	3.749
	WILMINGTON DISTRICT	-	1.4%	5.1%	93.5%	431	3.921
JACKSON DISTRICT	2.2%	2.2%	9.4%	86.3%	372	3.798	
AGE	25 AND YOUNGER	1.3%	1.9%	4.5%	92.3%	156	3.878
	26 - 30 YEARS OLD	1.5%	2.2%	10.4%	85.9%	135	3.807
	31 - 35 YEARS OLD	2.6%	1.6%	7.3%	88.5%	192	3.818
	36 - 40 YEARS OLD	1.2%	0.9%	7.7%	90.2%	338	3.870
	41 - 45 YEARS OLD	2.1%	1.2%	5.4%	91.3%	483	3.859
	46 - 50 YEARS OLD	1.6%	1.8%	7.2%	89.4%	739	3.844
	51 AND OLDER	1.1%	1.3%	7.6%	90.0%	912	3.865
SEX	MALE	1.8%	1.5%	6.7%	90.0%	1,031	3.849
	FEMALE	1.3%	1.4%	7.2%	90.0%	1,959	3.860
RACE	CAUCASIAN	1.5%	1.5%	7.1%	89.9%	2,728	3.853
	AFRICAN AMERICAN	0.7%	-	5.0%	94.3%	141	3.929
	OTHER	2.2%	-	11.0%	86.8%	91	3.824
HISPANIC/ LATINO	NO	1.5%	1.3%	7.1%	90.1%	2,889	3.858
	YES	3.3%	3.3%	4.9%	88.5%	61	3.787
MARITAL STATUS	SINGLE	2.0%	1.3%	9.0%	87.7%	454	3.824
	MARRIED	1.3%	1.4%	6.3%	91.1%	2,235	3.872
	OTHER	2.9%	1.8%	8.9%	86.4%	280	3.789
RESIDENTIAL LOCATION	URBAN	1.2%	0.7%	5.6%	92.4%	409	3.892
	SUBURBAN	0.7%	0.9%	5.2%	93.2%	1,223	3.910
	RURAL	2.4%	2.1%	9.1%	86.4%	1,355	3.796
DRIVING AREA	URBAN	2.0%	0.5%	5.4%	92.1%	815	3.877
	SUBURBAN	0.5%	1.6%	6.0%	91.9%	1,067	3.894
	RURAL	2.0%	1.9%	9.4%	86.7%	1,087	3.807
VEHICLE TYPE	AUTOMOBILE	1.0%	1.4%	7.0%	90.6%	1,448	3.872
	VAN/MINI VAN	1.2%	1.4%	4.8%	92.6%	434	3.889
	PICKUP TRUCK	3.1%	2.8%	10.2%	83.8%	352	3.747
	SUV	1.8%	0.8%	6.8%	90.6%	723	3.862
	OTHER	3.1%	3.1%	9.4%	84.4%	32	3.750

TABLE A2.24: PEOPLE IMPORTANT TO YOU ARE CONCERNED WHEN YOU DON'T WEAR A SEAT BELT

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		3.3%	4.5%	10.1%	82.1%	2,946	3.711
SURVEY	SURVEY 1	3.8%	5.4%	12.0%	78.8%	968	3.658
	SURVEY 2	2.5%	3.9%	10.7%	82.8%	989	3.738
	SURVEY 3	3.4%	4.2%	7.7%	84.6%	989	3.735
OSP DISTRICT	FINDLAY DISTRICT	3.3%	4.9%	10.7%	81.1%	391	3.696
	BUCYRUS DISTRICT	3.0%	3.3%	9.9%	83.8%	334	3.746
	CLEVELAND DISTRICT	2.2%	2.8%	9.7%	85.3%	320	3.781
	PIQUA DISTRICT	3.7%	4.8%	10.5%	81.1%	354	3.689
	COLUMBUS DISTRICT	2.3%	4.9%	6.7%	86.1%	345	3.765
	CAMBRIDGE DISTRICT	4.7%	6.1%	13.3%	75.9%	407	3.604
	WILMINGTON DISTRICT	2.3%	3.5%	9.6%	84.6%	429	3.765
	JACKSON DISTRICT	4.4%	5.5%	10.1%	80.1%	366	3.658
AGE	25 AND YOUNGER	3.2%	7.1%	13.5%	76.1%	155	3.626
	26 - 30 YEARS OLD	1.5%	9.9%	11.5%	77.1%	131	3.641
	31 - 35 YEARS OLD	3.2%	3.7%	11.1%	82.0%	189	3.720
	36 - 40 YEARS OLD	3.3%	4.5%	10.3%	81.9%	331	3.707
	41 - 45 YEARS OLD	4.2%	2.3%	9.5%	84.0%	476	3.733
	46 - 50 YEARS OLD	3.6%	4.7%	9.9%	81.8%	725	3.699
	51 AND OLDER	2.8%	4.6%	9.8%	82.7%	904	3.726
SEX	MALE	3.6%	5.2%	11.6%	79.5%	1,017	3.671
	FEMALE	3.1%	4.1%	9.3%	83.5%	1,929	3.732
RACE	CAUCASIAN	3.3%	4.7%	10.3%	81.7%	2,688	3.705
	AFRICAN AMERICAN	2.2%	1.5%	8.8%	87.6%	137	3.818
	OTHER	4.4%	2.2%	10.0%	83.3%	90	3.722
HISPANIC/ LATINO	NO	3.2%	4.5%	10.1%	82.2%	2,846	3.712
	YES	6.7%	5.0%	5.0%	83.3%	60	3.650
MARITAL STATUS	SINGLE	4.9%	7.4%	11.9%	75.8%	446	3.585
	MARRIED	2.5%	3.5%	10.0%	84.0%	2,201	3.754
	OTHER	6.8%	6.5%	7.9%	78.8%	278	3.586
RESIDENTIAL LOCATION	URBAN	3.0%	2.2%	9.9%	85.0%	406	3.768
	SUBURBAN	2.1%	3.9%	9.5%	84.6%	1,205	3.765
	RURAL	4.4%	5.8%	10.8%	79.0%	1,332	3.643
DRIVING AREA	URBAN	3.8%	3.5%	9.7%	83.0%	806	3.718
	SUBURBAN	2.1%	4.5%	9.3%	84.1%	1,052	3.755
	RURAL	3.8%	5.3%	11.4%	79.4%	1,067	3.664
VEHICLE TYPE	AUTOMOBILE	2.9%	4.5%	10.9%	81.7%	1,423	3.715
	VAN/MINI VAN	2.6%	3.0%	9.5%	84.9%	431	3.768
	PICKUP TRUCK	5.2%	6.1%	13.9%	74.9%	346	3.584
	SUV	3.1%	4.5%	7.2%	85.3%	713	3.746
	OTHER	12.5%	6.2%	9.4%	71.9%	32	3.406

TABLE A2.25: PEOPLE WHO CARE ABOUT YOU THINK YOU SHOULD WEAR A SEAT BELT

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.7%	1.9%	8.1%	88.3%	2,980	3.830
SURVEY	SURVEY 1	2.1%	2.6%	9.3%	85.9%	986	3.790
	SURVEY 2	1.1%	1.7%	7.1%	90.1%	997	3.862
	SURVEY 3	1.9%	1.4%	7.8%	88.9%	997	3.837
OSP DISTRICT	FINDLAY DISTRICT	1.5%	1.7%	7.7%	89.0%	401	3.843
	BUCYRUS DISTRICT	1.2%	1.2%	7.6%	90.1%	342	3.865
	CLEVELAND DISTRICT	0.6%	0.9%	8.1%	90.4%	322	3.882
	PIQUA DISTRICT	2.2%	1.4%	8.9%	87.5%	359	3.816
	COLUMBUS DISTRICT	2.0%	2.0%	6.3%	89.6%	347	3.836
	CAMBRIDGE DISTRICT	3.2%	3.4%	11.0%	82.4%	408	3.725
	WILMINGTON DISTRICT	0.5%	1.2%	6.9%	91.4%	432	3.894
	JACKSON DISTRICT	2.4%	3.3%	7.9%	86.4%	369	3.783
AGE	25 AND YOUNGER	1.9%	1.3%	6.4%	90.4%	156	3.853
	26 - 30 YEARS OLD	0.7%	3.7%	12.6%	83.0%	135	3.778
	31 - 35 YEARS OLD	2.6%	0.5%	8.5%	88.4%	189	3.825
	36 - 40 YEARS OLD	1.2%	1.2%	10.1%	87.5%	337	3.840
	41 - 45 YEARS OLD	2.5%	1.5%	6.7%	89.4%	479	3.829
	46 - 50 YEARS OLD	1.9%	2.4%	8.0%	87.7%	738	3.814
	51 AND OLDER	1.3%	2.2%	7.8%	88.7%	911	3.839
SEX	MALE	1.9%	1.9%	9.3%	87.0%	1,027	3.815
	FEMALE	1.6%	1.9%	7.5%	88.9%	1,953	3.837
RACE	CAUCASIAN	1.7%	2.0%	8.2%	88.1%	2,721	3.826
	AFRICAN AMERICAN	0.7%	-	6.5%	92.8%	139	3.914
	OTHER	2.2%	2.2%	8.9%	86.7%	90	3.800
HISPANIC/ LATINO	NO	1.7%	1.8%	8.0%	88.5%	2,879	3.833
	YES	4.9%	4.9%	6.6%	83.6%	61	3.689
MARITAL STATUS	SINGLE	2.4%	1.5%	10.5%	85.5%	456	3.792
	MARRIED	1.3%	1.8%	7.5%	89.4%	2,225	3.851
	OTHER	4.0%	3.2%	8.3%	84.5%	278	3.734
RESIDENTIAL LOCATION	URBAN	1.7%	0.7%	6.6%	91.0%	409	3.868
	SUBURBAN	0.9%	1.6%	7.3%	90.3%	1,222	3.869
	RURAL	2.5%	2.6%	9.3%	85.7%	1,346	3.782
DRIVING AREA	URBAN	2.5%	1.5%	6.7%	89.4%	811	3.830
	SUBURBAN	0.6%	1.7%	7.5%	90.2%	1,066	3.874
	RURAL	2.2%	2.4%	9.8%	85.6%	1,082	3.787
VEHICLE TYPE	AUTOMOBILE	1.5%	1.9%	7.8%	88.9%	1,445	3.842
	VAN/MINI VAN	0.9%	1.2%	8.4%	89.5%	430	3.865
	PICKUP TRUCK	3.1%	3.4%	12.0%	81.4%	350	3.717
	SUV	1.8%	1.5%	6.8%	89.9%	722	3.848
	OTHER	6.2%	3.1%	6.2%	84.4%	32	3.688

TABLE A2.26: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT IN THE NEXT 6 MONTHS

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	STRONGLY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		30.5%	21.3%	25.7%	22.5%	2,927	2.401
SURVEY	SURVEY 1	30.3%	22.7%	25.8%	21.2%	969	2.378
	SURVEY 2	33.0%	19.9%	26.4%	20.6%	984	2.347
	SURVEY 3	28.2%	21.3%	24.8%	25.7%	974	2.479
OSP DISTRICT	FINDLAY DISTRICT	33.3%	20.2%	27.8%	18.7%	396	2.318
	BUCYRUS DISTRICT	26.6%	21.0%	26.3%	26.0%	334	2.518
	CLEVELAND DISTRICT	29.5%	22.2%	24.1%	24.1%	315	2.429
	PIQUA DISTRICT	34.2%	21.6%	26.7%	17.5%	348	2.276
	COLUMBUS DISTRICT	35.0%	25.7%	23.4%	15.9%	346	2.202
	CAMBRIDGE DISTRICT	27.6%	15.5%	29.3%	27.6%	399	2.569
	WILMINGTON DISTRICT	34.0%	26.9%	21.2%	17.9%	424	2.231
	JACKSON DISTRICT	23.6%	17.3%	26.6%	32.6%	365	2.682
AGE	25 AND YOUNGER	25.3%	22.0%	27.3%	25.3%	150	2.527
	26 - 30 YEARS OLD	30.3%	22.0%	28.8%	18.9%	132	2.364
	31 - 35 YEARS OLD	30.8%	24.3%	21.6%	23.2%	185	2.373
	36 - 40 YEARS OLD	29.6%	23.4%	25.1%	21.9%	334	2.392
	41 - 45 YEARS OLD	31.1%	17.2%	26.5%	25.2%	476	2.458
	46 - 50 YEARS OLD	34.7%	21.9%	25.5%	17.9%	726	2.266
	51 AND OLDER	28.0%	21.9%	25.8%	24.3%	892	2.464
SEX	MALE	32.6%	22.3%	24.1%	21.0%	1,019	2.336
	FEMALE	29.5%	20.8%	26.5%	23.3%	1,908	2.436
RACE	CAUCASIAN	30.9%	21.6%	25.6%	21.9%	2,676	2.386
	AFRICAN AMERICAN	22.6%	18.2%	33.6%	25.5%	137	2.620
	OTHER	31.0%	20.2%	15.5%	33.3%	84	2.512
HISPANIC/LATINO	NO	30.3%	21.6%	25.8%	22.3%	2,830	2.401
	YES	33.3%	11.7%	25.0%	30.0%	60	2.517
MARITAL STATUS	SINGLE	29.4%	18.9%	28.5%	23.1%	445	2.454
	MARRIED	31.4%	22.3%	25.3%	21.0%	2,188	2.359
	OTHER	25.9%	17.5%	24.1%	32.5%	274	2.631
RESIDENTIAL LOCATION	URBAN	32.3%	18.7%	25.6%	23.4%	402	2.400
	SUBURBAN	32.0%	25.3%	23.9%	18.8%	1,203	2.295
	RURAL	28.7%	18.5%	27.3%	25.5%	1,320	2.496
DRIVING AREA	URBAN	31.9%	18.1%	27.9%	22.1%	800	2.403
	SUBURBAN	31.5%	26.6%	23.9%	18.0%	1,042	2.285
	RURAL	28.4%	18.6%	25.8%	27.2%	1,065	2.519
VEHICLE TYPE	AUTOMOBILE	30.4%	22.3%	24.5%	22.8%	1,419	2.396
	VAN/MINI VAN	31.2%	21.3%	27.6%	19.9%	413	2.361
	PICKUP TRUCK	29.7%	22.2%	24.8%	23.3%	347	2.418
	SUV	30.9%	18.9%	27.2%	23.0%	716	2.425
	OTHER	29.0%	22.6%	29.0%	19.4%	31	2.387

TABLE A2.27: RECEIVED A TICKET IN OHIO FOR NOT WEARING A SEAT BELT

		NO	YES	TOTAL
ALL RESPONDENTS		86.5%	13.5%	3,004
SURVEY	SURVEY 1	86.7%	13.3%	990
	SURVEY 2	87.6%	12.4%	1,007
	SURVEY 3	85.1%	14.9%	1,007
OSP DISTRICT	FINDLAY DISTRICT	86.9%	13.1%	405
	BUCYRUS DISTRICT	86.1%	13.9%	346
	CLEVELAND DISTRICT	85.5%	14.5%	325
	PIQUA DISTRICT	86.9%	13.1%	360
	COLUMBUS DISTRICT	89.8%	10.2%	354
	CAMBRIDGE DISTRICT	83.9%	16.1%	411
	WILMINGTON DISTRICT	92.2%	7.8%	434
	JACKSON DISTRICT	79.4%	20.6%	369
AGE	25 AND YOUNGER	93.6%	6.4%	156
	26 - 30 YEARS OLD	79.4%	20.6%	136
	31 - 35 YEARS OLD	82.3%	17.7%	192
	36 - 40 YEARS OLD	83.8%	16.2%	339
	41 - 45 YEARS OLD	85.5%	14.5%	484
	46 - 50 YEARS OLD	87.3%	12.7%	743
	51 AND OLDER	87.7%	12.3%	921
SEX	MALE	80.8%	19.2%	1,040
	FEMALE	89.5%	10.5%	1,964
RACE	CAUCASIAN	86.3%	13.7%	2,741
	AFRICAN AMERICAN	87.3%	12.7%	142
	OTHER	89.0%	11.0%	91
HISPANIC/LATINO	NO	86.5%	13.5%	2,903
	YES	86.9%	13.1%	61
MARITAL STATUS	SINGLE	83.6%	16.4%	458
	MARRIED	87.8%	12.2%	2,239
	OTHER	80.7%	19.3%	285
RESIDENTIAL LOCATION	URBAN	85.3%	14.7%	414
	SUBURBAN	89.5%	10.5%	1,232
	RURAL	84.1%	15.9%	1,355
DRIVING AREA	URBAN	84.6%	15.4%	824
	SUBURBAN	90.7%	9.3%	1,070
	RURAL	83.7%	16.3%	1,089
VEHICLE TYPE	AUTOMOBILE	87.4%	12.6%	1,455
	VAN/MINI VAN	87.8%	12.2%	436
	PICKUP TRUCK	76.9%	23.1%	355
	SUV	88.8%	11.2%	725
	OTHER	75.0%	25.0%	32

TABLE A2.28: LENGTH OF TIME SINCE RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		1.0%	0.3%	6.3%	92.5%	399
SURVEY	SURVEY 1	1.5%	0.8%	3.8%	93.8%	130
	SURVEY 2	0.8%	-	4.0%	95.2%	125
	SURVEY 3	0.7%	-	10.4%	88.9%	144
OSP DISTRICT	FINDLAY DISTRICT	1.9%	-		98.1%	52
	BUCYRUS DISTRICT	-	-	10.6%	89.4%	47
	CLEVELAND DISTRICT	-	-	6.4%	93.6%	47
	PIQUA DISTRICT	-	-	4.3%	95.7%	47
	COLUMBUS DISTRICT	-	2.9%	2.9%	94.3%	35
	CAMBRIDGE DISTRICT	-	-	7.8%	92.2%	64
	WILMINGTON DISTRICT	3.1%	-	6.2%	90.6%	32
	JACKSON DISTRICT	2.7%	-	9.3%	88.0%	75
AGE	25 AND YOUNGER	-	-	20.0%	80.0%	10
	26 - 30 YEARS OLD	7.1%	-	3.6%	89.3%	28
	31 - 35 YEARS OLD	3.0%	-	3.0%	93.9%	33
	36 - 40 YEARS OLD	-	-	3.8%	96.2%	53
	41 - 45 YEARS OLD	-	-	4.3%	95.7%	70
	46 - 50 YEARS OLD	-	-	7.5%	92.5%	93
	51 AND OLDER	0.9%	0.9%	8.2%	90.0%	110
SEX	MALE	1.5%	-	5.6%	92.9%	198
	FEMALE	0.5%	0.5%	7.0%	92.0%	201
RACE	CAUCASIAN	0.8%	0.3%	6.0%	92.9%	368
	AFRICAN AMERICAN	5.6%	-	5.6%	88.9%	18
	OTHER	-	-	-	100.0%	10
HISPANIC/ LATINO	NO	0.8%	-	6.0%	93.2%	383
	YES	-	12.5%	-	87.5%	8
MARITAL STATUS	SINGLE	1.4%	-	9.5%	89.2%	74
	MARRIED	0.7%	0.4%	5.2%	93.6%	267
	OTHER	1.8%	-	7.3%	90.9%	55
RESIDENTIAL LOCATION	URBAN	1.6%	-	8.2%	90.2%	61
	SUBURBAN	0.8%	-	3.9%	95.3%	127
	RURAL	1.0%	0.5%	7.2%	91.4%	209
DRIVING AREA	URBAN	2.4%	-	7.9%	89.8%	127
	SUBURBAN	-	1.0%	4.2%	94.8%	96
	RURAL	0.6%	-	6.4%	93.1%	173
VEHICLE TYPE	AUTOMOBILE	2.2%	0.6%	6.6%	90.6%	181
	VAN/MINI VAN	-	-	3.8%	96.2%	52
	PICKUP TRUCK	-	-	11.1%	88.9%	81
	SUV	-	-	2.6%	97.4%	77
	OTHER	-	-	-	100.0%	8

TABLE A2.29: IT IS IMPORTANT FOR LAW ENFORCEMENT OFFICERS TO ENFORCE THE SEAT BELT LAWS

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		8.0%	6.6%	20.8%	64.6%	2,970	3.419
SURVEY	SURVEY 1	8.3%	6.7%	21.2%	63.7%	984	3.403
	SURVEY 2	5.9%	6.0%	20.8%	67.3%	999	3.494
	SURVEY 3	9.8%	7.2%	20.3%	62.7%	987	3.359
OSP DISTRICT	FINDLAY DISTRICT	9.4%	6.5%	20.3%	63.8%	403	3.385
	BUCYRUS DISTRICT	6.9%	7.5%	19.4%	66.2%	346	3.448
	CLEVELAND DISTRICT	10.0%	6.2%	19.7%	64.1%	320	3.378
	PIQUA DISTRICT	7.3%	5.1%	20.8%	66.9%	356	3.472
	COLUMBUS DISTRICT	8.4%	7.5%	24.0%	60.1%	346	3.358
	CAMBRIDGE DISTRICT	9.3%	7.9%	20.4%	62.4%	407	3.359
	WILMINGTON DISTRICT	5.6%	5.6%	19.8%	69.0%	429	3.522
	JACKSON DISTRICT	7.4%	6.9%	22.0%	63.6%	363	3.419
AGE	25 AND YOUNGER	4.5%	6.4%	17.3%	71.8%	156	3.564
	26 - 30 YEARS OLD	6.0%	8.3%	22.6%	63.2%	133	3.429
	31 - 35 YEARS OLD	8.9%	4.7%	16.8%	69.5%	190	3.468
	36 - 40 YEARS OLD	8.4%	4.8%	23.3%	63.6%	335	3.421
	41 - 45 YEARS OLD	7.8%	4.2%	22.0%	66.0%	477	3.463
	46 - 50 YEARS OLD	8.6%	7.9%	21.3%	62.2%	736	3.372
	51 AND OLDER	7.9%	7.9%	19.8%	64.4%	909	3.406
SEX	MALE	13.1%	9.6%	20.7%	56.6%	1,029	3.207
	FEMALE	5.3%	5.0%	20.8%	68.8%	1,941	3.532
RACE	CAUCASIAN	7.9%	6.9%	20.8%	64.4%	2,710	3.417
	AFRICAN AMERICAN	7.8%	2.8%	24.1%	65.2%	141	3.468
	OTHER	10.0%	4.4%	15.6%	70.0%	90	3.456
HISPANIC/ LATINO	NO	7.9%	6.7%	20.8%	64.7%	2,871	3.422
	YES	13.3%	5.0%	16.7%	65.0%	60	3.333
MARITAL STATUS	SINGLE	9.3%	7.7%	21.1%	61.9%	454	3.357
	MARRIED	7.4%	6.4%	20.7%	65.5%	2,216	3.444
	OTHER	10.8%	6.5%	20.4%	62.4%	279	3.344
RESIDENTIAL LOCATION	URBAN	6.8%	8.1%	18.3%	66.7%	409	3.450
	SUBURBAN	7.4%	6.6%	20.7%	65.3%	1,217	3.440
	RURAL	8.9%	6.3%	21.6%	63.2%	1,341	3.390
DRIVING AREA	URBAN	8.6%	6.8%	21.2%	63.5%	813	3.395
	SUBURBAN	6.5%	6.7%	20.9%	65.8%	1,054	3.460
	RURAL	8.8%	6.4%	20.7%	64.1%	1,082	3.402
VEHICLE TYPE	AUTOMOBILE	7.9%	6.5%	20.6%	65.0%	1,438	3.427
	VAN/MINI VAN	5.6%	6.5%	20.8%	67.1%	428	3.493
	PICKUP TRUCK	14.8%	10.0%	20.8%	54.4%	351	3.148
	SUV	6.1%	5.3%	20.9%	67.7%	721	3.502
	OTHER	12.9%	9.7%	25.8%	51.6%	31	3.161

TABLE A2.30: SEAT BELTS ARE JUST AS LIKELY TO HARM YOU AS HELP YOU

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		15.6%	21.6%	19.8%	42.9%	2,918	2.901
SURVEY	SURVEY 1	15.7%	23.0%	19.7%	41.5%	968	2.871
	SURVEY 2	12.4%	22.9%	19.7%	45.0%	974	2.972
	SURVEY 3	18.8%	19.0%	20.0%	42.3%	976	2.859
OSP DISTRICT	FINDLAY DISTRICT	13.6%	23.3%	20.3%	42.8%	390	2.923
	BUCYRUS DISTRICT	17.7%	23.1%	22.8%	36.5%	334	2.781
	CLEVELAND DISTRICT	17.7%	19.9%	23.4%	38.9%	316	2.835
	PIQUA DISTRICT	14.2%	21.0%	18.7%	46.2%	353	2.969
	COLUMBUS DISTRICT	12.5%	19.5%	17.5%	50.4%	343	3.058
	CAMBRIDGE DISTRICT	21.1%	26.7%	18.3%	33.8%	393	2.649
	WILMINGTON DISTRICT	9.6%	16.2%	19.3%	54.8%	425	3.193
	JACKSON DISTRICT	19.5%	23.4%	19.0%	38.2%	364	2.758
AGE	25 AND YOUNGER	23.7%	21.1%	25.7%	29.6%	152	2.612
	26 - 30 YEARS OLD	22.5%	24.0%	24.8%	28.7%	129	2.597
	31 - 35 YEARS OLD	17.7%	15.6%	21.5%	45.2%	186	2.941
	36 - 40 YEARS OLD	13.1%	20.8%	20.2%	45.9%	327	2.988
	41 - 45 YEARS OLD	16.2%	20.8%	19.7%	43.3%	476	2.901
	46 - 50 YEARS OLD	12.5%	22.7%	19.1%	45.6%	726	2.978
	51 AND OLDER	15.6%	22.4%	18.2%	43.8%	889	2.901
SEX	MALE	15.6%	19.0%	18.6%	46.9%	1,018	2.967
	FEMALE	15.6%	23.1%	20.5%	40.8%	1,900	2.865
RACE	CAUCASIAN	15.3%	20.9%	20.1%	43.7%	2,658	2.922
	AFRICAN AMERICAN	17.7%	34.0%	20.6%	27.7%	141	2.582
	OTHER	18.9%	27.8%	10.0%	43.3%	90	2.778
HISPANIC/ LATINO	NO	15.4%	21.5%	19.9%	43.2%	2,820	2.909
	YES	26.7%	25.0%	10.0%	38.3%	60	2.600
MARITAL STATUS	SINGLE	21.8%	24.3%	21.6%	32.3%	449	2.644
	MARRIED	13.0%	20.1%	20.2%	46.7%	2,178	3.006
	OTHER	26.0%	28.9%	12.8%	32.2%	273	2.513
RESIDENTIAL LOCATION	URBAN	17.8%	21.3%	22.8%	38.1%	399	2.812
	SUBURBAN	12.9%	18.8%	19.8%	48.4%	1,206	3.037
	RURAL	17.5%	24.4%	18.8%	39.4%	1,310	2.801
DRIVING AREA	URBAN	17.1%	21.5%	18.1%	43.2%	805	2.875
	SUBURBAN	12.5%	19.2%	21.4%	46.8%	1,045	3.025
	RURAL	17.5%	23.9%	19.6%	38.9%	1,049	2.799
VEHICLE TYPE	AUTOMOBILE	15.7%	21.5%	19.1%	43.7%	1,408	2.908
	VAN/MINI VAN	11.3%	17.9%	22.1%	48.7%	425	3.082
	PICKUP TRUCK	22.7%	22.7%	16.3%	38.4%	344	2.703
	SUV	13.8%	23.0%	22.0%	41.2%	709	2.906
	OTHER	35.5%	32.3%	9.7%	22.6%	31	2.194

TABLE A2.31: IF I WAS IN AN ACCIDENT WOULD WANT TO HAVE MY SEAT BELT ON

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		2.1%	2.1%	9.2%	86.6%	2,965	3.803
SURVEY	SURVEY 1	3.0%	1.5%	10.1%	85.3%	976	3.779
	SURVEY 2	1.1%	1.6%	9.5%	87.8%	994	3.840
	SURVEY 3	2.2%	3.1%	8.1%	86.5%	995	3.790
OSP DISTRICT	FINDLAY DISTRICT	2.5%	0.8%	9.3%	87.5%	399	3.817
	BUCYRUS DISTRICT	1.2%	3.0%	10.1%	85.8%	338	3.805
	CLEVELAND DISTRICT	1.9%	1.2%	9.0%	87.9%	322	3.829
	PIQUA DISTRICT	1.1%	2.5%	7.8%	88.5%	358	3.838
	COLUMBUS DISTRICT	2.9%	1.7%	8.0%	87.4%	349	3.799
	CAMBRIDGE DISTRICT	2.2%	3.2%	12.7%	81.8%	402	3.741
	WILMINGTON DISTRICT	1.9%	0.7%	6.0%	91.4%	431	3.870
	JACKSON DISTRICT	3.0%	3.8%	11.2%	82.0%	366	3.721
AGE	25 AND YOUNGER	1.3%	1.3%	6.5%	90.9%	154	3.870
	26 - 30 YEARS OLD	2.2%	4.5%	13.4%	79.9%	134	3.709
	31 - 35 YEARS OLD	2.6%	0.5%	9.0%	87.8%	189	3.820
	36 - 40 YEARS OLD	2.1%	2.4%	12.2%	83.3%	335	3.767
	41 - 45 YEARS OLD	2.7%	1.9%	10.5%	84.9%	477	3.776
	46 - 50 YEARS OLD	3.0%	1.5%	8.2%	87.3%	735	3.799
	51 AND OLDER	1.1%	2.8%	8.0%	88.1%	907	3.831
SEX	MALE	3.6%	2.8%	9.9%	83.7%	1,023	3.736
	FEMALE	1.3%	1.7%	8.9%	88.1%	1,942	3.838
RACE	CAUCASIAN	2.1%	2.1%	9.3%	86.4%	2,706	3.801
	AFRICAN AMERICAN	1.4%	1.4%	7.1%	90.0%	140	3.857
	OTHER	2.2%	1.1%	13.5%	83.1%	89	3.775
HISPANIC/ LATINO	NO	2.0%	2.1%	9.1%	86.8%	2,865	3.808
	YES	8.2%	-	14.8%	77.0%	61	3.607
MARITAL STATUS	SINGLE	3.8%	2.0%	11.1%	83.2%	452	3.737
	MARRIED	1.6%	1.8%	8.6%	88.1%	2,213	3.831
	OTHER	3.6%	5.0%	11.5%	79.9%	279	3.677
RESIDENTIAL LOCATION	URBAN	2.5%	2.2%	10.0%	85.3%	408	3.782
	SUBURBAN	1.2%	1.4%	7.5%	89.8%	1,220	3.860
	RURAL	2.8%	2.7%	10.6%	84.0%	1,334	3.757
DRIVING AREA	URBAN	2.3%	1.4%	9.6%	86.7%	813	3.807
	SUBURBAN	1.6%	1.7%	7.7%	89.0%	1,056	3.841
	RURAL	2.2%	3.0%	10.5%	84.3%	1,075	3.768
VEHICLE TYPE	AUTOMOBILE	2.2%	1.5%	8.6%	87.8%	1,437	3.820
	VAN/MINI VAN	0.9%	1.6%	9.3%	88.2%	431	3.847
	PICKUP TRUCK	3.7%	6.3%	13.3%	76.7%	347	3.628
	SUV	1.5%	1.5%	8.8%	88.1%	717	3.835
	OTHER	9.4%	3.1%	6.2%	81.2%	32	3.594

TABLE A2.32: PUTTING ON A SEAT BELT MAKES ME WORRY MORE ABOUT BEING IN AN ACCIDENT

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		4.8%	3.3%	12.4%	79.5%	2,989	3.665
SURVEY	SURVEY 1	3.9%	2.8%	13.0%	80.3%	987	3.698
	SURVEY 2	3.6%	3.0%	12.8%	80.7%	1,003	3.705
	SURVEY 3	7.0%	4.1%	11.4%	77.5%	999	3.594
OSP DISTRICT	FINDLAY DISTRICT	4.0%	3.5%	10.4%	82.1%	403	3.707
	BUCYRUS DISTRICT	5.2%	3.2%	12.8%	78.8%	344	3.651
	CLEVELAND DISTRICT	6.2%	2.5%	11.7%	79.7%	325	3.649
	PIQUA DISTRICT	2.8%	3.6%	15.1%	78.4%	357	3.692
	COLUMBUS DISTRICT	5.9%	3.1%	11.0%	79.9%	354	3.650
	CAMBRIDGE DISTRICT	5.7%	2.7%	13.8%	77.8%	405	3.637
	WILMINGTON DISTRICT	3.0%	1.4%	12.3%	83.3%	432	3.759
	JACKSON DISTRICT	6.2%	6.8%	11.9%	75.1%	369	3.558
AGE	25 AND YOUNGER	9.0%	4.5%	14.7%	71.8%	156	3.494
	26 - 30 YEARS OLD	10.5%	3.0%	12.8%	73.7%	133	3.496
	31 - 35 YEARS OLD	4.2%	2.6%	11.6%	81.5%	189	3.704
	36 - 40 YEARS OLD	3.6%	2.1%	12.5%	81.9%	337	3.727
	41 - 45 YEARS OLD	4.6%	2.7%	10.6%	82.1%	480	3.702
	46 - 50 YEARS OLD	4.3%	3.2%	13.3%	79.1%	743	3.673
	51 AND OLDER	4.4%	4.1%	12.1%	79.4%	916	3.665
SEX	MALE	5.1%	3.3%	13.5%	78.1%	1,030	3.645
	FEMALE	4.6%	3.3%	11.8%	80.2%	1,959	3.676
RACE	CAUCASIAN	4.5%	3.0%	12.7%	79.8%	2,727	3.678
	AFRICAN AMERICAN	10.6%	7.1%	9.9%	72.3%	141	3.440
	OTHER	6.6%	5.5%	6.6%	81.3%	91	3.626
HISPANIC/ LATINO	NO	4.7%	3.3%	12.3%	79.7%	2,888	3.669
	YES	8.2%	1.6%	18.0%	72.1%	61	3.541
MARITAL STATUS	SINGLE	8.6%	4.4%	13.2%	73.8%	455	3.523
	MARRIED	3.7%	2.9%	11.9%	81.5%	2,230	3.713
	OTHER	7.1%	4.6%	13.8%	74.5%	282	3.557
RESIDENTIAL LOCATION	URBAN	7.3%	2.9%	12.9%	76.9%	411	3.594
	SUBURBAN	4.1%	2.6%	11.5%	81.8%	1,228	3.711
	RURAL	4.8%	4.1%	12.9%	78.2%	1,347	3.647
DRIVING AREA	URBAN	4.9%	3.2%	11.1%	80.9%	821	3.680
	SUBURBAN	4.4%	2.3%	12.5%	80.8%	1,063	3.697
	RURAL	5.2%	4.4%	13.4%	77.0%	1,084	3.623
VEHICLE TYPE	AUTOMOBILE	5.4%	3.0%	13.2%	78.3%	1,450	3.643
	VAN/MINI VAN	4.4%	2.8%	9.2%	83.6%	434	3.721
	PICKUP TRUCK	3.4%	4.3%	15.8%	76.4%	348	3.652
	SUV	4.3%	3.7%	10.8%	81.2%	724	3.689
	OTHER	9.4%	3.1%	15.6%	71.9%	32	3.500

TABLE A2.33: SEAT BELT USE HELPS REDUCE THE NUMBER OF DEATHS CAUSED BY SERIOUS VEHICLE CRASHES

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		2.8%	3.1%	17.0%	77.1%	2,931	3.684
SURVEY	SURVEY 1	3.6%	3.2%	18.9%	74.3%	969	3.639
	SURVEY 2	2.0%	2.7%	15.9%	79.4%	981	3.727
	SURVEY 3	2.9%	3.4%	16.1%	77.7%	981	3.686
OSP DISTRICT	FINDLAY DISTRICT	2.8%	2.8%	18.6%	75.8%	393	3.674
	BUCYRUS DISTRICT	1.8%	3.6%	17.4%	77.2%	333	3.700
	CLEVELAND DISTRICT	3.2%	2.5%	17.4%	77.0%	317	3.681
	PIQUA DISTRICT	1.7%	3.1%	14.0%	81.1%	350	3.746
	COLUMBUS DISTRICT	4.3%	3.2%	14.2%	78.3%	346	3.665
	CAMBRIDGE DISTRICT	4.5%	2.7%	23.7%	69.1%	401	3.574
	WILMINGTON DISTRICT	1.6%	1.4%	12.1%	84.8%	429	3.802
	JACKSON DISTRICT	2.8%	5.5%	18.2%	73.5%	362	3.624
AGE	25 AND YOUNGER	3.2%	4.5%	12.9%	79.4%	155	3.684
	26 - 30 YEARS OLD	3.1%	3.1%	22.5%	71.3%	129	3.620
	31 - 35 YEARS OLD	4.8%	1.1%	17.5%	76.7%	189	3.661
	36 - 40 YEARS OLD	2.4%	2.8%	20.2%	74.6%	327	3.670
	41 - 45 YEARS OLD	3.2%	3.4%	16.2%	77.2%	470	3.674
	46 - 50 YEARS OLD	3.3%	3.2%	16.9%	76.6%	726	3.668
	51 AND OLDER	2.0%	3.1%	15.4%	79.5%	902	3.724
SEX	MALE	3.5%	3.6%	17.6%	75.2%	1,016	3.645
	FEMALE	2.5%	2.8%	16.6%	78.2%	1,915	3.705
RACE	CAUCASIAN	2.9%	3.1%	16.5%	77.5%	2,677	3.686
	AFRICAN AMERICAN	2.2%	2.2%	23.5%	72.1%	136	3.654
	OTHER	2.2%	2.2%	18.0%	77.5%	89	3.708
HISPANIC/ LATINO	NO	2.8%	2.9%	16.8%	77.5%	2,835	3.690
	YES	6.8%	8.5%	16.9%	67.8%	59	3.458
MARITAL STATUS	SINGLE	4.5%	3.6%	16.9%	75.0%	444	3.624
	MARRIED	2.3%	2.6%	15.9%	79.1%	2,191	3.719
	OTHER	4.3%	5.8%	23.9%	65.9%	276	3.514
RESIDENTIAL LOCATION	URBAN	2.7%	1.2%	18.0%	78.1%	401	3.713
	SUBURBAN	1.9%	3.2%	13.8%	81.0%	1,203	3.740
	RURAL	3.7%	3.5%	19.6%	73.3%	1,324	3.624
DRIVING AREA	URBAN	3.0%	3.4%	15.5%	78.1%	800	3.688
	SUBURBAN	2.2%	2.6%	14.4%	80.8%	1,045	3.738
	RURAL	3.1%	3.2%	20.7%	73.0%	1,066	3.636
VEHICLE TYPE	AUTOMOBILE	2.7%	3.0%	16.1%	78.2%	1,423	3.698
	VAN/MINI VAN	1.7%	1.9%	17.7%	78.7%	423	3.735
	PICKUP TRUCK	5.3%	5.3%	21.3%	68.1%	342	3.523
	SUV	2.4%	2.7%	15.9%	79.0%	711	3.716
	OTHER	6.5%	9.7%	22.6%	61.3%	31	3.387

TABLE A2.34: SEAT BELTS ARE LIKELY TO REDUCE THE SEVERITY OF INJURIES WHEN A CRASH OCCURS

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		2.5%	3.2%	19.7%	74.6%	2,942	3.664
SURVEY	SURVEY 1	3.3%	3.2%	21.1%	72.4%	974	3.626
	SURVEY 2	1.3%	2.8%	18.7%	77.1%	987	3.716
	SURVEY 3	3.0%	3.5%	19.4%	74.2%	981	3.648
OSP DISTRICT	FINDLAY DISTRICT	2.5%	2.8%	23.5%	71.1%	395	3.633
	BUCYRUS DISTRICT	1.5%	4.4%	19.5%	74.6%	339	3.673
	CLEVELAND DISTRICT	2.2%	3.2%	17.1%	77.5%	316	3.699
	PIQUA DISTRICT	2.0%	2.5%	14.8%	80.7%	357	3.742
	COLUMBUS DISTRICT	3.5%	3.5%	18.6%	74.5%	345	3.641
	CAMBRIDGE DISTRICT	3.7%	2.0%	27.9%	66.3%	401	3.569
	WILMINGTON DISTRICT	0.9%	2.8%	13.6%	82.7%	427	3.780
AGE	JACKSON DISTRICT	3.9%	4.4%	22.4%	69.3%	362	3.572
	25 AND YOUNGER	2.6%	3.9%	20.0%	73.5%	155	3.645
	26 - 30 YEARS OLD	0.8%	4.5%	26.5%	68.2%	132	3.621
	31 - 35 YEARS OLD	4.8%	1.1%	19.1%	75.0%	188	3.644
	36 - 40 YEARS OLD	3.3%	0.9%	21.6%	74.2%	333	3.667
	41 - 45 YEARS OLD	2.6%	3.4%	19.2%	74.8%	468	3.662
	46 - 50 YEARS OLD	2.1%	3.1%	19.2%	75.6%	731	3.684
SEX	51 AND OLDER	2.2%	4.0%	18.3%	75.4%	900	3.670
	MALE	3.5%	4.2%	19.3%	73.0%	1,021	3.617
RACE	FEMALE	2.0%	2.6%	20.0%	75.4%	1,921	3.689
	CAUCASIAN	2.4%	3.1%	19.5%	75.0%	2,686	3.670
	AFRICAN AMERICAN	3.6%	2.2%	23.9%	70.3%	138	3.609
HISPANIC/ LATINO	OTHER	2.3%	4.5%	22.7%	70.5%	88	3.614
	NO	2.6%	2.9%	19.7%	74.9%	2,843	3.668
MARITAL STATUS	YES	1.7%	11.7%	18.3%	68.3%	60	3.533
	SINGLE	3.6%	4.9%	21.7%	69.8%	447	3.577
	MARRIED	1.9%	2.5%	19.2%	76.5%	2,203	3.703
RESIDENTIAL LOCATION	OTHER	5.8%	6.2%	20.4%	67.5%	274	3.496
	URBAN	2.7%	3.5%	19.5%	74.3%	405	3.654
	SUBURBAN	1.5%	2.7%	17.4%	78.4%	1,204	3.728
DRIVING AREA	RURAL	3.4%	3.5%	21.9%	71.2%	1,330	3.609
	URBAN	2.7%	2.6%	18.9%	75.8%	805	3.677
	SUBURBAN	1.8%	3.0%	17.8%	77.4%	1,046	3.708
VEHICLE TYPE	RURAL	2.9%	3.6%	22.4%	71.1%	1,071	3.616
	AUTOMOBILE	2.2%	2.7%	18.6%	76.4%	1,422	3.693
	VAN/MINI VAN	1.6%	2.6%	21.9%	74.0%	430	3.681
	PICKUP TRUCK	5.2%	6.4%	23.3%	65.0%	343	3.481
	SUV	2.4%	2.2%	19.0%	76.4%	715	3.694
	OTHER	3.2%	16.1%	19.4%	61.3%	31	3.387

TABLE A2.35: SPECIAL EFFORTS ARE BEING MADE BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS

		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		61.4%	15.9%	5.7%	16.9%	2,962	1.782
SURVEY	SURVEY 1	67.4%	18.0%	3.7%	10.9%	982	1.580
	SURVEY 2	53.6%	18.0%	5.6%	22.9%	997	1.978
	SURVEY 3	63.4%	11.8%	7.8%	17.0%	983	1.784
OSP DISTRICT	FINDLAY DISTRICT	61.6%	15.2%	7.6%	15.7%	396	1.773
	BUCYRUS DISTRICT	61.9%	19.4%	4.1%	14.7%	341	1.716
	CLEVELAND DISTRICT	57.5%	16.0%	3.1%	23.4%	325	1.923
	PIQUA DISTRICT	62.7%	14.2%	6.6%	16.5%	351	1.769
	COLUMBUS DISTRICT	64.7%	15.2%	6.3%	13.8%	348	1.693
	CAMBRIDGE DISTRICT	62.7%	14.9%	7.2%	15.2%	402	1.749
	WILMINGTON DISTRICT	62.9%	17.2%	4.6%	15.3%	431	1.724
	JACKSON DISTRICT	56.8%	15.5%	5.7%	22.0%	368	1.929
AGE	25 AND YOUNGER	56.4%	17.3%	6.4%	19.9%	156	1.897
	26 - 30 YEARS OLD	50.8%	19.7%	12.1%	17.4%	132	1.962
	31 - 35 YEARS OLD	54.7%	21.6%	5.8%	17.9%	190	1.868
	36 - 40 YEARS OLD	64.8%	14.2%	5.8%	15.2%	330	1.712
	41 - 45 YEARS OLD	58.5%	15.8%	7.1%	18.7%	482	1.859
	46 - 50 YEARS OLD	63.8%	15.1%	4.7%	16.4%	730	1.737
	51 AND OLDER	63.9%	15.5%	4.7%	15.8%	907	1.723
SEX	MALE	56.3%	15.3%	6.8%	21.6%	1,028	1.937
	FEMALE	64.1%	16.3%	5.1%	14.5%	1,934	1.700
RACE	CAUCASIAN	61.8%	15.9%	5.8%	16.4%	2,701	1.768
	AFRICAN AMERICAN	55.3%	18.4%	5.0%	21.3%	141	1.922
	OTHER	60.0%	12.2%	3.3%	24.4%	90	1.922
HISPANIC/ LATINO	NO	61.5%	16.0%	5.8%	16.7%	2862	1.776
	YES	60.0%	10.0%	1.7%	28.3%	60	1.983
MARITAL STATUS	SINGLE	57.2%	16.9%	6.2%	19.7%	451	1.885
	MARRIED	62.0%	15.9%	5.7%	16.4%	2,211	1.765
	OTHER	65.2%	13.6%	5.0%	16.1%	279	1.720
RESIDENTIAL LOCATION	URBAN	55.5%	17.4%	7.1%	19.9%	407	1.914
	SUBURBAN	60.0%	17.7%	5.7%	16.7%	1,212	1.790
	RURAL	64.4%	14.0%	5.3%	16.3%	1,340	1.736
DRIVING AREA	URBAN	59.4%	15.8%	7.2%	17.6%	811	1.830
	SUBURBAN	60.9%	17.5%	5.0%	16.5%	1,052	1.772
	RURAL	63.3%	14.7%	5.3%	16.7%	1,078	1.754
VEHICLE TYPE	AUTOMOBILE	62.1%	15.8%	5.6%	16.5%	1,439	1.764
	VAN/MINI VAN	61.9%	17.3%	6.3%	14.5%	428	1.734
	PICKUP TRUCK	55.9%	15.0%	6.9%	22.2%	347	1.954
	SUV	62.7%	15.8%	5.0%	16.5%	715	1.754
	OTHER	56.2%	12.5%	6.2%	25.0%	32	2.000

TABLE A2.36: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS

		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		18.4%	8.6%	9.6%	63.4%	2,970	3.181
SURVEY	SURVEY 1	24.3%	10.7%	11.7%	53.3%	978	2.939
	SURVEY 2	13.2%	7.7%	7.1%	71.9%	997	3.377
	SURVEY 3	17.6%	7.4%	10.2%	64.8%	995	3.222
OSP DISTRICT	FINDLAY DISTRICT	21.9%	7.2%	11.2%	59.6%	401	3.085
	BUCYRUS DISTRICT	17.8%	5.0%	10.2%	67.0%	342	3.263
	CLEVELAND DISTRICT	14.2%	10.1%	7.3%	68.5%	317	3.300
	PIQUA DISTRICT	16.9%	9.3%	11.6%	62.1%	354	3.189
	COLUMBUS DISTRICT	19.9%	9.2%	7.2%	63.6%	346	3.145
	CAMBRIDGE DISTRICT	16.7%	9.3%	11.1%	62.9%	407	3.201
	WILMINGTON DISTRICT	20.6%	10.7%	10.0%	58.7%	431	3.067
AGE	JACKSON DISTRICT	17.5%	7.8%	7.8%	66.9%	372	3.242
	25 AND YOUNGER	21.3%	6.5%	6.5%	65.8%	155	3.168
	26 - 30 YEARS OLD	14.0%	6.6%	10.3%	69.1%	136	3.346
	31 - 35 YEARS OLD	18.3%	12.0%	12.0%	57.6%	191	3.089
	36 - 40 YEARS OLD	18.6%	7.5%	9.3%	64.6%	333	3.198
	41 - 45 YEARS OLD	17.0%	8.2%	9.0%	65.8%	476	3.235
	46 - 50 YEARS OLD	16.2%	8.4%	9.9%	65.4%	735	3.246
SEX	51 AND OLDER	20.9%	9.5%	9.7%	60.0%	909	3.087
	MALE	16.3%	7.9%	8.6%	67.2%	1,028	3.267
	FEMALE	19.4%	9.0%	10.2%	61.4%	1,942	3.135
RACE	CAUCASIAN	18.6%	8.8%	9.7%	62.9%	2,709	3.169
	AFRICAN AMERICAN	16.9%	7.7%	11.3%	64.1%	142	3.225
	OTHER	15.9%	5.7%	8.0%	70.5%	88	3.330
HISPANIC/ LATINO	NO	18.2%	8.9%	9.4%	63.5%	2,870	3.183
	YES	24.6%	3.3%	6.6%	65.6%	61	3.131
MARITAL STATUS	SINGLE	19.0%	6.9%	8.8%	65.3%	452	3.204
	MARRIED	18.2%	8.9%	9.3%	63.6%	2,212	3.183
	OTHER	19.0%	8.1%	13.4%	59.5%	284	3.134
RESIDENTIAL LOCATION	URBAN	17.6%	10.7%	9.0%	62.7%	410	3.168
	SUBURBAN	18.1%	8.7%	10.8%	62.3%	1,213	3.173
	RURAL	18.8%	7.9%	8.7%	64.7%	1,344	3.193
DRIVING AREA	URBAN	17.8%	9.4%	9.6%	63.2%	815	3.182
	SUBURBAN	18.3%	8.8%	10.7%	62.2%	1,052	3.168
	RURAL	18.8%	7.8%	8.7%	64.8%	1,082	3.195
VEHICLE TYPE	AUTOMOBILE	19.1%	9.8%	9.7%	61.5%	1,440	3.135
	VAN/MINI VAN	16.4%	9.6%	10.3%	63.7%	427	3.213
	PICKUP TRUCK	17.2%	7.6%	9.0%	66.1%	354	3.240
	SUV	18.6%	6.3%	9.6%	65.5%	716	3.221
	OTHER	18.8%	6.2%	6.2%	68.8%	32	3.250

TABLE A2.37: FREQUENCY OF SEEING/HEARING MEDIA MESSAGES PERTAINING TO SEAT BELT USE

		FEWER THAN USUAL	ABOUT THE SAME	MORE THAN USUAL	TOTAL	AVERAGE
ALL RESPONDENTS		5.5%	77.7%	16.8%	2,148	2.113
SURVEY	SURVEY 1	4.9%	86.8%	8.3%	628	2.033
	SURVEY 2	3.7%	70.1%	26.2%	783	2.225
	SURVEY 3	8.0%	77.9%	14.1%	737	2.061
OSP DISTRICT	FINDLAY DISTRICT	6.1%	76.6%	17.3%	278	2.112
	BUCYRUS DISTRICT	5.3%	77.9%	16.7%	263	2.114
	CLEVELAND DISTRICT	5.9%	73.5%	20.6%	238	2.147
	PIQUA DISTRICT	6.2%	78.4%	15.4%	259	2.093
	COLUMBUS DISTRICT	4.9%	77.8%	17.3%	243	2.123
	CAMBRIDGE DISTRICT	5.4%	81.3%	13.4%	299	2.080
	WILMINGTON DISTRICT	4.4%	80.3%	15.3%	294	2.109
AGE	JACKSON DISTRICT	6.2%	74.5%	19.3%	274	2.131
	25 AND YOUNGER	6.2%	75.0%	18.8%	112	2.125
	26 - 30 YEARS OLD	4.7%	78.5%	16.8%	107	2.121
	31 - 35 YEARS OLD	5.4%	73.1%	21.5%	130	2.162
	36 - 40 YEARS OLD	4.9%	75.7%	19.3%	243	2.144
	41 - 45 YEARS OLD	5.7%	75.6%	18.7%	353	2.130
	46 - 50 YEARS OLD	5.3%	77.6%	17.1%	549	2.118
SEX	51 AND OLDER	6.0%	80.6%	13.3%	630	2.073
	MALE	4.9%	77.4%	17.7%	770	2.127
RACE	FEMALE	5.9%	77.8%	16.3%	1,378	2.104
	CAUCASIAN	5.1%	78.3%	16.6%	1,949	2.115
	AFRICAN AMERICAN	11.4%	66.7%	21.9%	105	2.105
HISPANIC/LATINO	OTHER	11.8%	69.1%	19.1%	68	2.074
	NO	5.5%	77.6%	16.9%	2,074	2.113
MARITAL STATUS	YES	2.3%	76.7%	20.9%	43	2.186
	SINGLE	7.2%	75.7%	17.1%	333	2.099
	MARRIED	4.9%	78.1%	16.9%	1,597	2.120
RESIDENTIAL LOCATION	OTHER	7.8%	77.5%	14.7%	204	2.069
	URBAN	4.8%	77.0%	18.2%	291	2.134
	SUBURBAN	5.1%	77.1%	17.8%	877	2.127
DRIVING AREA	RURAL	6.1%	78.4%	15.4%	978	2.093
	URBAN	5.5%	77.6%	16.9%	586	2.114
	SUBURBAN	5.5%	77.0%	17.4%	758	2.119
VEHICLE TYPE	RURAL	5.6%	78.2%	16.2%	790	2.106
	AUTOMOBILE	5.0%	79.4%	15.6%	1,014	2.106
	VAN/MINI VAN	6.7%	78.3%	15.0%	313	2.083
	PICKUP TRUCK	6.1%	74.7%	19.2%	261	2.130
	SUV	5.4%	75.5%	19.1%	535	2.136
	OTHER	8.3%	79.2%	12.5%	24	2.042

TABLE A2.38: SAW/HEARD SLOGAN ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS

		NO	YES	TOTAL
ALL RESPONDENTS		35.8%	64.2%	2,920
SURVEY	SURVEY 1	46.1%	53.9%	952
	SURVEY 2	27.1%	72.9%	990
	SURVEY 3	34.5%	65.5%	978
QSP DISTRICT	FINDLAY DISTRICT	37.7%	62.3%	395
	BUCYRUS DISTRICT	37.2%	62.8%	339
	CLEVELAND DISTRICT	29.7%	70.3%	317
	PIQUA DISTRICT	37.0%	63.0%	349
	COLUMBUS DISTRICT	32.5%	67.5%	342
	CAMBRIDGE DISTRICT	40.2%	59.8%	398
	WILMINGTON DISTRICT	33.5%	66.5%	415
AGE	JACKSON DISTRICT	37.3%	62.7%	365
	25 AND YOUNGER	39.9%	60.1%	153
	26 - 30 YEARS OLD	26.5%	73.5%	132
	31 - 35 YEARS OLD	37.1%	62.9%	186
	36 - 40 YEARS OLD	35.3%	64.7%	329
	41 - 45 YEARS OLD	34.8%	65.2%	471
	46 - 50 YEARS OLD	34.3%	65.7%	726
SEX	51 AND OLDER	37.8%	62.2%	889
	MALE	32.3%	67.7%	1,003
	FEMALE	37.6%	62.4%	1,917
RACE	CAUCASIAN	36.1%	63.9%	2,661
	AFRICAN AMERICAN	37.4%	62.6%	139
	OTHER	27.0%	73.0%	89
HISPANIC/ LATINO	NO	35.8%	64.2%	2,821
	YES	40.7%	59.3%	59
MARITAL STATUS	SINGLE	35.2%	64.8%	446
	MARRIED	35.5%	64.5%	2,181
	OTHER	38.4%	61.6%	271
RESIDENTIAL LOCATION	URBAN	34.0%	66.0%	400
	SUBURBAN	34.8%	65.2%	1,196
	RURAL	37.2%	62.8%	1,321
DRIVING AREA	URBAN	36.7%	63.3%	798
	SUBURBAN	34.6%	65.4%	1,037
	RURAL	35.8%	64.2%	1,064
VEHICLE TYPE	AUTOMOBILE	37.7%	62.3%	1,420
	VAN/MINI VAN	33.3%	66.7%	421
	PICKUP TRUCK	33.5%	66.5%	343
	SUV	34.2%	65.8%	704
	OTHER	41.9%	58.1%	31

TABLE A2.39: SAW/HEARD “CLICK IT OR TICKET” SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		14.7%	85.3%	1,878
SURVEY	SURVEY 1	17.3%	82.7%	513
	SURVEY 2	14.8%	85.2%	722
	SURVEY 3	12.4%	87.6%	643
OSP DISTRICT	FINDLAY DISTRICT	15.0%	85.0%	246
	BUCYRUS DISTRICT	12.2%	87.8%	213
	CLEVELAND DISTRICT	12.9%	87.1%	224
	PIQUA DISTRICT	16.4%	83.6%	220
	COLUMBUS DISTRICT	13.4%	86.6%	231
	CAMBRIDGE DISTRICT	14.7%	85.3%	238
	WILMINGTON DISTRICT	15.9%	84.1%	277
	JACKSON DISTRICT	16.6%	83.4%	229
AGE	25 AND YOUNGER	10.9%	89.1%	92
	26 - 30 YEARS OLD	13.4%	86.6%	97
	31 - 35 YEARS OLD	8.5%	91.5%	117
	36 - 40 YEARS OLD	13.6%	86.4%	213
	41 - 45 YEARS OLD	16.2%	83.8%	309
	46 - 50 YEARS OLD	13.6%	86.4%	477
	51 AND OLDER	17.0%	83.0%	553
SEX	MALE	12.9%	87.1%	681
	FEMALE	15.7%	84.3%	1,197
RACE	CAUCASIAN	13.9%	86.1%	1,703
	AFRICAN AMERICAN	28.7%	71.3%	87
	OTHER	16.9%	83.1%	65
HISPANIC/ LATINO	NO	14.8%	85.2%	1,814
	YES	8.6%	91.4%	35
MARITAL STATUS	SINGLE	15.9%	84.1%	290
	MARRIED	14.1%	85.9%	1,407
	OTHER	17.3%	82.7%	168
RESIDENTIAL LOCATION	URBAN	17.4%	82.6%	265
	SUBURBAN	15.5%	84.5%	780
	RURAL	13.0%	87.0%	831
DRIVING AREA	URBAN	16.8%	83.2%	505
	SUBURBAN	14.3%	85.7%	679
	RURAL	13.5%	86.5%	684
VEHICLE TYPE	AUTOMOBILE	15.3%	84.7%	885
	VAN/MINI VAN	14.2%	85.8%	282
	PICKUP TRUCK	10.9%	89.1%	229
	SUV	15.8%	84.2%	463
	OTHER	11.1%	88.9%	18

TABLE A2.40: SAW/HEARD “CLICK IT OR TICKET” SLOGAN – PROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		20.4%	79.6%	2,927
SURVEY	SURVEY 1	31.3%	68.7%	958
	SURVEY 2	12.3%	87.7%	982
	SURVEY 3	17.7%	82.3%	987
OSP DISTRICT	FINDLAY DISTRICT	25.5%	74.5%	392
	BUCYRUS DISTRICT	20.4%	79.6%	339
	CLEVELAND DISTRICT	16.2%	83.8%	320
	PIQUA DISTRICT	24.1%	75.9%	352
	COLUMBUS DISTRICT	17.0%	83.0%	342
	CAMBRIDGE DISTRICT	22.3%	77.7%	399
	WILMINGTON DISTRICT	21.3%	78.7%	422
	JACKSON DISTRICT	14.7%	85.3%	361
AGE	25 AND YOUNGER	19.5%	80.5%	154
	26 - 30 YEARS OLD	9.8%	90.2%	132
	31 - 35 YEARS OLD	22.3%	77.7%	188
	36 - 40 YEARS OLD	20.8%	79.2%	327
	41 - 45 YEARS OLD	20.3%	79.7%	472
	46 - 50 YEARS OLD	18.9%	81.1%	720
	51 AND OLDER	22.5%	77.5%	899
SEX	MALE	17.0%	83.0%	1,019
	FEMALE	22.2%	77.8%	1,908
RACE	CAUCASIAN	20.5%	79.5%	2,673
	AFRICAN AMERICAN	23.9%	76.1%	138
	OTHER	14.0%	86.0%	86
HISPANIC/ LATINO	NO	20.3%	79.7%	2,826
	YES	24.6%	75.4%	61
MARITAL STATUS	SINGLE	18.0%	82.0%	450
	MARRIED	20.2%	79.8%	2,181
	OTHER	25.2%	74.8%	274
RESIDENTIAL LOCATION	URBAN	21.1%	78.9%	402
	SUBURBAN	20.0%	80.0%	1,203
	RURAL	20.5%	79.5%	1,319
DRIVING AREA	URBAN	21.5%	78.5%	800
	SUBURBAN	20.3%	79.7%	1,042
	RURAL	19.3%	80.7%	1,064
VEHICLE TYPE	AUTOMOBILE	21.6%	78.4%	1,417
	VAN/MINI VAN	16.0%	84.0%	419
	PICKUP TRUCK	16.9%	83.1%	349
	SUV	22.1%	77.9%	709
	OTHER	21.9%	78.1%	32

TABLE A2.41: SAW/HEARD "WHAT'S HOLDING YOU BACK" SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		94.1%	5.9%	1,878
SURVEY	SURVEY 1	94.2%	5.8%	513
	SURVEY 2	98.9%	1.1%	722
	SURVEY 3	88.6%	11.4%	643
OSP DISTRICT	FINDLAY DISTRICT	91.5%	8.5%	246
	BUCYRUS DISTRICT	94.8%	5.2%	213
	CLEVELAND DISTRICT	93.8%	6.2%	224
	PIQUA DISTRICT	94.1%	5.9%	220
	COLUMBUS DISTRICT	91.8%	8.2%	231
	CAMBRIDGE DISTRICT	93.3%	6.7%	238
	WILMINGTON DISTRICT	95.3%	4.7%	277
	JACKSON DISTRICT	98.3%	1.7%	229
AGE	25 AND YOUNGER	94.6%	5.4%	92
	26 - 30 YEARS OLD	97.9%	2.1%	97
	31 - 35 YEARS OLD	94.9%	5.1%	117
	36 - 40 YEARS OLD	93.4%	6.6%	213
	41 - 45 YEARS OLD	95.5%	4.5%	309
	46 - 50 YEARS OLD	92.9%	7.1%	477
	51 AND OLDER	94.4%	5.6%	553
SEX	MALE	91.6%	8.4%	681
	FEMALE	95.5%	4.5%	1,197
RACE	CAUCASIAN	94.1%	5.9%	1,703
	AFRICAN AMERICAN	96.6%	3.4%	87
	OTHER	90.8%	9.2%	65
HISPANIC/ LATINO	NO	94.0%	6.0%	1,814
	YES	94.3%	5.7%	35
MARITAL STATUS	SINGLE	95.9%	4.1%	290
	MARRIED	93.9%	6.1%	1,407
	OTHER	93.5%	6.5%	168
RESIDENTIAL LOCATION	URBAN	92.1%	7.9%	265
	SUBURBAN	93.1%	6.9%	780
	RURAL	95.8%	4.2%	831
DRIVING AREA	URBAN	92.9%	7.1%	505
	SUBURBAN	94.6%	5.4%	679
	RURAL	94.6%	5.4%	684
VEHICLE TYPE	AUTOMOBILE	94.6%	5.4%	885
	VAN/MINI VAN	92.6%	7.4%	282
	PICKUP TRUCK	93.0%	7.0%	229
	SUV	94.4%	5.6%	463
	OTHER	100.0%	-	18

TABLE A2.42: SAW/HEARD "WHAT'S HOLDING YOU BACK" SLOGAN – PROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		66.0%	34.0%	2,877
SURVEY	SURVEY 1	70.4%	29.6%	958
	SURVEY 2	61.9%	38.1%	951
	SURVEY 3	65.7%	34.3%	968
OSP DISTRICT	FINDLAY DISTRICT	70.8%	29.2%	390
	BUCYRUS DISTRICT	68.0%	32.0%	334
	CLEVELAND DISTRICT	67.5%	32.5%	311
	PIQUA DISTRICT	59.1%	40.9%	345
	COLUMBUS DISTRICT	60.4%	39.6%	333
	CAMBRIDGE DISTRICT	71.1%	28.9%	395
	WILMINGTON DISTRICT	59.1%	40.9%	408
	JACKSON DISTRICT	71.7%	28.3%	361
AGE	25 AND YOUNGER	60.8%	39.2%	153
	26 - 30 YEARS OLD	62.7%	37.3%	134
	31 - 35 YEARS OLD	68.4%	31.6%	187
	36 - 40 YEARS OLD	64.1%	35.9%	326
	41 - 45 YEARS OLD	64.6%	35.4%	461
	46 - 50 YEARS OLD	62.8%	37.2%	710
	51 AND OLDER	70.9%	29.1%	874
SEX	MALE	60.7%	39.3%	1,004
	FEMALE	68.9%	31.1%	1,873
RACE	CAUCASIAN	65.2%	34.8%	2,624
	AFRICAN AMERICAN	80.3%	19.7%	137
	OTHER	67.1%	32.9%	85
HISPANIC/ LATINO	NO	65.9%	34.1%	2,783
	YES	71.2%	28.8%	59
MARITAL STATUS	SINGLE	69.3%	30.7%	436
	MARRIED	64.9%	35.1%	2,147
	OTHER	70.0%	30.0%	273
RESIDENTIAL LOCATION	URBAN	66.1%	33.9%	395
	SUBURBAN	63.7%	36.3%	1,172
	RURAL	68.1%	31.9%	1,307
DRIVING AREA	URBAN	67.3%	32.7%	781
	SUBURBAN	65.5%	34.5%	1,021
	RURAL	65.2%	34.8%	1,054
VEHICLE TYPE	AUTOMOBILE	68.3%	31.7%	1,390
	VAN/MINI VAN	61.9%	38.1%	412
	PICKUP TRUCK	64.1%	35.9%	345
	SUV	64.9%	35.1%	698
	OTHER	61.3%	38.7%	31

TABLE A2.43: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS

		NOT THAT IMPORTANT	SOMEWHAT UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	AVERAGE
ALL RESPONDENTS		12.1%	6.6%	32.9%	48.5%	2,970	3.177
SURVEY	SURVEY 1	12.4%	6.6%	28.9%	52.0%	982	3.206
	SURVEY 2	10.0%	6.9%	35.2%	47.8%	996	3.208
	SURVEY 3	13.7%	6.4%	34.4%	45.6%	992	3.118
OSP DISTRICT	FINDLAY DISTRICT	9.8%	7.5%	35.7%	47.0%	398	3.198
	BUCYRUS DISTRICT	12.8%	5.0%	35.3%	46.9%	343	3.163
	CLEVELAND DISTRICT	12.7%	7.1%	31.2%	49.1%	324	3.167
	PIQUA DISTRICT	12.8%	4.7%	34.1%	48.3%	358	3.179
	COLUMBUS DISTRICT	13.1%	10.2%	28.3%	48.4%	343	3.120
	CAMBRIDGE DISTRICT	13.1%	7.1%	31.3%	48.5%	406	3.153
	WILMINGTON DISTRICT	9.8%	6.8%	32.2%	51.3%	429	3.249
	JACKSON DISTRICT	13.0%	4.6%	34.7%	47.7%	369	3.171
AGE	25 AND YOUNGER	7.8%	5.9%	33.3%	52.9%	153	3.314
	26 - 30 YEARS OLD	13.5%	7.5%	33.8%	45.1%	133	3.105
	31 - 35 YEARS OLD	10.6%	6.3%	31.7%	51.3%	189	3.238
	36 - 40 YEARS OLD	13.1%	7.2%	33.4%	46.3%	335	3.128
	41 - 45 YEARS OLD	12.0%	6.9%	32.8%	48.2%	475	3.173
	46 - 50 YEARS OLD	13.0%	6.8%	33.4%	46.7%	736	3.139
	51 AND OLDER	11.6%	6.3%	31.8%	50.2%	914	3.207
SEX	MALE	19.0%	9.3%	32.8%	39.0%	1,029	2.917
	FEMALE	8.4%	5.2%	32.9%	53.5%	1,941	3.315
RACE	CAUCASIAN	12.4%	6.5%	33.2%	47.9%	2,709	3.166
	AFRICAN AMERICAN	5.6%	7.0%	33.8%	53.5%	142	3.352
	OTHER	12.4%	6.7%	21.3%	59.6%	89	3.281
HISPANIC/ LATINO	NO	12.2%	6.6%	33.0%	48.2%	2,872	3.173
	YES	10.2%	6.8%	28.8%	54.2%	59	3.271
MARITAL STATUS	SINGLE	11.8%	7.5%	34.8%	45.9%	451	3.149
	MARRIED	11.8%	6.5%	33.0%	48.8%	2,214	3.187
	OTHER	14.1%	6.4%	29.0%	50.5%	283	3.159
RESIDENTIAL LOCATION	URBAN	11.2%	5.6%	30.1%	53.1%	409	3.249
	SUBURBAN	10.6%	7.3%	31.9%	50.2%	1,219	3.217
	RURAL	13.7%	6.3%	34.7%	45.3%	1,339	3.117
DRIVING AREA	URBAN	10.7%	5.9%	33.5%	49.9%	815	3.227
	SUBURBAN	11.0%	7.6%	31.4%	50.0%	1,059	3.205
	RURAL	14.2%	6.1%	33.9%	45.8%	1,075	3.112
VEHICLE TYPE	AUTOMOBILE	11.0%	7.3%	33.0%	48.6%	1,439	3.192
	VAN/MINI VAN	10.8%	6.6%	34.0%	48.6%	424	3.203
	PICKUP TRUCK	21.0%	7.9%	31.4%	39.7%	353	2.898
	SUV	10.1%	4.9%	31.9%	53.1%	721	3.280
	OTHER	18.8%	3.1%	50.0%	28.1%	32	2.875

TABLE A2.44: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR CHILDREN/MINORS

		NOT THAT IMPORTANT	SOMEWHAT UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	1.0%	6.9%	90.6%	2,989	3.866
SURVEY	SURVEY 1	1.6%	0.4%	6.7%	91.3%	986	3.876
	SURVEY 2	1.1%	1.6%	5.6%	91.7%	1,004	3.879
	SURVEY 3	1.7%	1.1%	8.5%	88.7%	999	3.842
OSP DISTRICT	FINDLAY DISTRICT	2.0%	1.0%	8.0%	89.0%	400	3.840
	BUCYRUS DISTRICT	1.2%	0.9%	7.5%	90.4%	345	3.872
	CLEVELAND DISTRICT	1.9%	0.9%	7.7%	89.5%	324	3.849
	PIQUA DISTRICT	2.5%	0.8%	8.9%	87.8%	360	3.819
	COLUMBUS DISTRICT	1.7%	2.9%	5.7%	89.7%	350	3.834
	CAMBRIDGE DISTRICT	1.2%	1.0%	6.1%	91.7%	409	3.883
	WILMINGTON DISTRICT	0.9%	0.5%	6.2%	92.4%	432	3.900
AGE	JACKSON DISTRICT	0.5%	0.5%	5.4%	93.5%	369	3.919
	25 AND YOUNGER	-	0.6%	10.3%	89.1%	156	3.885
	26 - 30 YEARS OLD	1.5%	1.5%	5.9%	91.2%	136	3.868
	31 - 35 YEARS OLD	1.6%	1.0%	6.3%	91.1%	191	3.869
	36 - 40 YEARS OLD	0.6%	0.3%	5.9%	93.2%	337	3.917
	41 - 45 YEARS OLD	1.9%	1.0%	6.7%	90.4%	480	3.856
	46 - 50 YEARS OLD	1.4%	1.4%	7.4%	89.9%	740	3.858
SEX	51 AND OLDER	1.7%	1.1%	6.9%	90.3%	915	3.857
	MALE	2.2%	2.0%	10.5%	85.3%	1,031	3.788
	FEMALE	1.1%	0.5%	5.1%	93.4%	1,958	3.907
RACE	CAUCASIAN	1.5%	1.1%	6.8%	90.6%	2,731	3.865
	AFRICAN AMERICAN	-	0.7%	7.1%	92.2%	141	3.915
	OTHER	1.1%	1.1%	10.3%	87.4%	87	3.839
HISPANIC/ LATINO	NO	1.5%	1.1%	6.9%	90.5%	2,891	3.865
	YES	1.7%		3.4%	94.9%	59	3.915
MARITAL STATUS	SINGLE	0.9%	1.1%	8.1%	89.9%	456	3.871
	MARRIED	1.5%	0.9%	6.8%	90.8%	2,229	3.868
	OTHER	2.1%	2.1%	5.6%	90.1%	284	3.838
RESIDENTIAL LOCATION	URBAN	1.5%	1.0%	7.5%	90.0%	411	3.861
	SUBURBAN	1.3%	1.4%	7.3%	90.0%	1,225	3.860
	RURAL	1.6%	0.7%	6.4%	91.3%	1,350	3.873
DRIVING AREA	URBAN	1.0%	1.1%	6.3%	91.6%	820	3.885
	SUBURBAN	1.4%	0.8%	7.2%	90.5%	1,064	3.868
	RURAL	1.9%	1.1%	7.2%	89.8%	1,084	3.848
VEHICLE TYPE	AUTOMOBILE	1.7%	1.2%	6.8%	90.3%	1,451	3.857
	VAN/MINI VAN	1.2%	0.5%	8.8%	89.6%	432	3.868
	PICKUP TRUCK	2.3%	1.7%	6.2%	89.8%	352	3.835
	SUV	1.0%	0.6%	6.5%	92.0%	721	3.895
	OTHER	-	3.1%	3.1%	93.8%	32	3.906

TABLE A2.45: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE

		DECREASE	STAY THE SAME	INCREASE	TOTAL	AVERAGE
ALL RESPONDENTS		1.4%	45.2%	53.5%	2,961	2.521
SURVEY	SURVEY 1	0.7%	44.7%	54.6%	973	2.539
	SURVEY 2	1.5%	45.1%	53.4%	997	2.519
	SURVEY 3	1.9%	45.6%	52.5%	991	2.506
OSP DISTRICT	FINDLAY DISTRICT	2.0%	44.7%	53.3%	398	2.513
	BUCYRUS DISTRICT	0.9%	42.6%	56.5%	340	2.556
	CLEVELAND DISTRICT	1.6%	48.1%	50.3%	320	2.488
	PIQUA DISTRICT	0.6%	42.7%	56.8%	354	2.562
	COLUMBUS DISTRICT	1.7%	50.7%	47.5%	345	2.458
	CAMBRIDGE DISTRICT	1.2%	44.1%	54.7%	408	2.534
	WILMINGTON DISTRICT	1.4%	49.7%	49.0%	429	2.476
AGE	JACKSON DISTRICT	1.6%	38.4%	59.9%	367	2.583
	25 AND YOUNGER	1.3%	38.3%	60.4%	154	2.591
	26 - 30 YEARS OLD	-	47.8%	52.2%	136	2.522
	31 - 35 YEARS OLD	1.1%	40.4%	58.5%	188	2.574
	36 - 40 YEARS OLD	0.6%	42.4%	57.0%	335	2.564
	41 - 45 YEARS OLD	1.7%	45.3%	53.0%	479	2.514
	46 - 50 YEARS OLD	1.6%	48.2%	50.1%	730	2.485
SEX	51 AND OLDER	1.5%	45.1%	53.4%	905	2.518
	MALE	1.3%	48.2%	50.5%	1,029	2.493
RACE	FEMALE	1.4%	43.5%	55.0%	1,932	2.536
	CAUCASIAN	1.3%	45.5%	53.2%	2,703	2.519
	AFRICAN AMERICAN	1.4%	40.3%	58.3%	139	2.568
HISPANIC/ LATINO	OTHER	3.3%	42.2%	54.4%	90	2.511
	NO	1.4%	45.0%	53.7%	2,863	2.523
MARITAL STATUS	YES	-	51.7%	48.3%	60	2.483
	SINGLE	1.5%	44.6%	53.9%	453	2.523
	MARRIED	1.2%	45.1%	53.7%	2,211	2.525
RESIDENTIAL LOCATION	OTHER	2.2%	46.9%	50.9%	277	2.487
	URBAN	1.2%	42.3%	56.5%	407	2.553
	SUBURBAN	1.3%	46.9%	51.8%	1,210	2.505
DRIVING AREA	RURAL	1.5%	44.6%	53.9%	1,341	2.524
	URBAN	1.6%	47.0%	51.4%	811	2.498
	SUBURBAN	1.0%	46.3%	52.8%	1,052	2.518
VEHICLE TYPE	RURAL	1.6%	42.5%	55.9%	1,079	2.543
	AUTOMOBILE	1.4%	44.9%	53.7%	1,431	2.523
	VAN/MINI VAN	0.9%	44.4%	54.7%	428	2.537
	PICKUP TRUCK	0.9%	50.1%	49.0%	351	2.481
	SUV	1.5%	44.3%	54.2%	718	2.526
	OTHER	9.4%	31.2%	59.4%	32	2.500

TABLE A2.46: INTENDED SEAT BELT USE ON SHORT TRIPS OF LESS THAN FIVE MILES

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		4.0%	2.5%	2.3%	5.5%	85.7%	3,006	4.663
SURVEY	SURVEY 1	5.2%	1.9%	2.9%	6.0%	84.0%	991	4.615
	SURVEY 2	2.9%	2.7%	2.3%	5.3%	86.9%	1,008	4.706
	SURVEY 3	3.9%	3.0%	1.8%	5.3%	86.1%	1,007	4.667
OSP DISTRICT	FINDLAY DISTRICT	5.0%	2.0%	2.0%	4.5%	86.6%	404	4.658
	BUCYRUS DISTRICT	2.9%	2.9%	2.6%	6.6%	85.0%	347	4.680
	CLEVELAND DISTRICT	3.4%	2.8%	4.0%	5.8%	84.0%	325	4.643
	PIQUA DISTRICT	2.8%	2.2%	1.1%	5.6%	88.3%	360	4.744
	COLUMBUS DISTRICT	3.4%	1.7%	2.8%	4.8%	87.3%	353	4.708
	CAMBRIDGE DISTRICT	6.8%	3.2%	2.7%	6.6%	80.8%	411	4.513
	WILMINGTON DISTRICT	2.5%	1.6%	1.2%	4.1%	90.6%	434	4.786
	JACKSON DISTRICT	4.8%	4.0%	2.7%	6.2%	82.3%	372	4.570
AGE	25 AND YOUNGER	6.4%	3.8%	1.9%	7.7%	80.1%	156	4.513
	26 - 30 YEARS OLD	3.7%	5.1%	5.1%	8.1%	77.9%	136	4.515
	31 - 35 YEARS OLD	4.7%	4.2%	2.1%	5.2%	83.9%	192	4.594
	36 - 40 YEARS OLD	3.8%	3.8%	3.5%	6.5%	82.3%	339	4.596
	41 - 45 YEARS OLD	3.7%	2.7%	2.5%	4.8%	86.4%	484	4.674
	46 - 50 YEARS OLD	4.6%	1.7%	1.5%	5.7%	86.5%	743	4.678
	51 AND OLDER	3.4%	1.7%	2.2%	4.8%	87.9%	921	4.722
SEX	MALE	6.5%	3.8%	3.2%	6.2%	80.4%	1,038	4.504
	FEMALE	2.7%	1.9%	1.9%	5.1%	88.4%	1,968	4.747
RACE	CAUCASIAN	3.9%	2.6%	2.2%	5.5%	85.8%	2,743	4.667
	AFRICAN AMERICAN	4.9%	2.8%	2.1%	9.2%	81.0%	142	4.585
	OTHER	4.4%	1.1%	4.4%	2.2%	87.8%	90	4.678
HISPANIC/LATINO	NO	3.9%	2.6%	2.4%	5.5%	85.7%	2,905	4.666
	YES	6.6%	1.6%	1.6%	6.6%	83.6%	61	4.590
MARITAL STATUS	SINGLE	6.6%	4.6%	3.7%	7.2%	77.9%	458	4.454
	MARRIED	3.2%	1.9%	1.9%	5.2%	87.7%	2,240	4.723
	OTHER	5.9%	3.5%	3.1%	5.2%	82.2%	286	4.542
RESIDENTIAL LOCATION	URBAN	3.9%	2.9%	2.9%	5.8%	84.5%	414	4.643
	SUBURBAN	2.9%	2.2%	2.0%	5.4%	87.5%	1,232	4.723
	RURAL	5.0%	2.7%	2.4%	5.5%	84.3%	1,357	4.614
DRIVING AREA	URBAN	4.2%	2.8%	2.5%	4.5%	85.9%	824	4.650
	SUBURBAN	3.0%	2.0%	2.1%	6.5%	86.4%	1,070	4.713
	RURAL	4.6%	2.9%	2.3%	5.3%	84.9%	1,091	4.630
VEHICLE TYPE	AUTOMOBILE	3.5%	3.0%	2.1%	5.1%	86.3%	1,456	4.677
	VAN/MINI VAN	1.1%	2.3%	1.6%	5.7%	89.2%	436	4.796
	PICKUP TRUCK	9.6%	2.5%	4.5%	6.5%	76.9%	355	4.386
	SUV	3.7%	1.4%	2.2%	5.8%	86.9%	726	4.708
	OTHER	9.4%	9.4%	3.1%	3.1%	75.0%	32	4.250

TABLE A2.47: INTENDED SEAT BELT USE ON SHORT TRIPS SUCH AS GROCERY OR DRUG STORES

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		4.0%	2.1%	2.6%	5.1%	86.2%	3,007	4.674
SURVEY	SURVEY 1	4.6%	1.5%	2.6%	6.3%	85.0%	991	4.654
	SURVEY 2	3.4%	2.3%	2.3%	5.0%	87.1%	1,008	4.701
	SURVEY 3	4.0%	2.6%	2.9%	4.1%	86.5%	1,008	4.666
OSP DISTRICT	FINDLAY DISTRICT	5.0%	3.2%	1.2%	4.0%	86.6%	404	4.641
	BUCYRUS DISTRICT	3.2%	2.6%	1.4%	6.9%	85.9%	347	4.697
	CLEVELAND DISTRICT	3.7%	1.5%	4.3%	5.5%	84.9%	325	4.665
	PIQUA DISTRICT	3.1%	1.7%	2.2%	4.2%	88.9%	360	4.742
	COLUMBUS DISTRICT	3.7%	1.7%	3.1%	3.7%	87.9%	354	4.703
	CAMBRIDGE DISTRICT	5.8%	3.2%	4.1%	6.3%	80.5%	411	4.526
	WILMINGTON DISTRICT	2.5%	1.2%	1.2%	4.4%	90.8%	434	4.797
AGE	JACKSON DISTRICT	4.8%	1.9%	3.5%	5.9%	83.9%	372	4.621
	25 AND YOUNGER	7.1%	2.6%	3.2%	5.8%	81.4%	156	4.519
	26 - 30 YEARS OLD	2.2%	5.1%	5.9%	8.8%	77.9%	136	4.551
	31 - 35 YEARS OLD	4.2%	4.2%	2.1%	4.2%	85.4%	192	4.625
	36 - 40 YEARS OLD	4.7%	2.7%	2.7%	5.6%	84.4%	339	4.622
	41 - 45 YEARS OLD	3.9%	2.3%	2.5%	5.4%	86.0%	484	4.671
	46 - 50 YEARS OLD	4.0%	1.5%	2.6%	5.2%	86.7%	744	4.691
SEX	51 AND OLDER	3.6%	1.5%	2.1%	4.1%	88.7%	921	4.729
	MALE	6.4%	2.8%	3.0%	6.3%	81.6%	1,039	4.540
RACE	FEMALE	2.7%	1.8%	2.4%	4.5%	88.6%	1,968	4.744
	CAUCASIAN	3.9%	2.0%	2.5%	5.1%	86.4%	2,743	4.681
	AFRICAN AMERICAN	5.6%	2.8%	2.8%	7.7%	81.0%	142	4.556
HISPANIC/LATINO	OTHER	3.3%	4.4%	3.3%	2.2%	86.8%	91	4.648
	NO	3.9%	2.2%	2.6%	5.1%	86.2%	2,906	4.677
MARITAL STATUS	YES	6.6%	1.6%	-	6.6%	85.2%	61	4.623
	SINGLE	7.0%	3.9%	4.1%	5.9%	79.0%	458	4.461
	MARRIED	3.1%	1.7%	2.0%	4.9%	88.3%	2,241	4.735
RESIDENTIAL LOCATION	OTHER	5.9%	2.8%	4.5%	5.6%	81.1%	286	4.531
	URBAN	3.9%	3.4%	1.4%	6.8%	84.5%	414	4.647
	SUBURBAN	3.1%	2.0%	2.6%	4.4%	87.9%	1,233	4.720
DRIVING AREA	RURAL	4.9%	1.8%	2.9%	5.2%	85.1%	1,357	4.639
	URBAN	4.7%	2.3%	2.3%	4.1%	86.5%	824	4.654
	SUBURBAN	3.0%	2.1%	2.4%	5.8%	86.7%	1,071	4.712
VEHICLE TYPE	RURAL	4.3%	2.1%	2.9%	5.2%	85.4%	1,091	4.654
	AUTOMOBILE	3.5%	2.2%	2.4%	5.0%	86.9%	1,457	4.696
	VAN/MINI VAN	1.8%	1.8%	1.6%	4.8%	89.9%	436	4.791
	PICKUP TRUCK	9.9%	2.5%	2.8%	7.0%	77.7%	355	4.403
	SUV	3.3%	1.8%	3.3%	4.5%	87.1%	726	4.702
	OTHER	6.2%	6.2%	6.2%	3.1%	78.1%	32	4.406

TABLE A2.48: INTENDED SEAT BELT USE ON LONG TRIPS OF MORE THAN 25 MILES

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		1.9%	1.1%	1.6%	4.4%	91.1%	3,006	4.816
SURVEY	SURVEY 1	2.9%	1.1%	1.7%	4.9%	89.3%	991	4.766
	SURVEY 2	1.4%	0.8%	1.4%	3.5%	92.9%	1,007	4.858
	SURVEY 3	1.5%	1.3%	1.6%	4.8%	90.9%	1,008	4.822
OSP DISTRICT	FINDLAY DISTRICT	2.2%	1.0%	1.5%	3.0%	92.3%	403	4.821
	BUCYRUS DISTRICT	1.4%	1.4%	2.3%	2.9%	91.9%	347	4.824
	CLEVELAND DISTRICT	0.9%	0.6%	2.2%	6.2%	90.2%	325	4.840
	PIQUA DISTRICT	1.4%	1.1%	1.1%	4.4%	91.9%	360	4.844
	COLUMBUS DISTRICT	2.3%	0.6%	1.1%	4.2%	91.8%	354	4.828
	CAMBRIDGE DISTRICT	3.2%	1.9%	1.7%	5.1%	88.1%	411	4.730
	WILMINGTON DISTRICT	0.9%	0.7%	1.2%	3.2%	94.0%	434	4.887
AGE	JACKSON DISTRICT	3.0%	1.1%	1.6%	6.5%	87.9%	372	4.753
	25 AND YOUNGER	1.9%	0.6%	2.6%	8.3%	86.5%	156	4.769
	26 - 30 YEARS OLD	-	2.9%	3.7%	5.1%	88.2%	136	4.787
	31 - 35 YEARS OLD	2.6%	1.6%	1.6%	8.3%	85.9%	192	4.734
	36 - 40 YEARS OLD	2.4%	1.2%	2.9%	4.4%	89.1%	339	4.767
	41 - 45 YEARS OLD	1.9%	1.7%	1.0%	3.9%	91.5%	484	4.816
	46 - 50 YEARS OLD	2.7%	0.7%	1.2%	3.6%	91.8%	744	4.812
SEX	51 AND OLDER	1.4%	0.8%	1.2%	3.8%	92.8%	920	4.859
	MALE	3.3%	1.7%	2.1%	6.4%	86.5%	1,038	4.711
	FEMALE	1.2%	0.7%	1.3%	3.4%	93.4%	1,968	4.871
RACE	CAUCASIAN	1.9%	1.1%	1.5%	4.4%	91.1%	2,742	4.817
	AFRICAN AMERICAN	2.1%	1.4%	2.1%	7.0%	87.3%	142	4.761
	OTHER	1.1%	1.1%	1.1%	1.1%	95.6%	91	4.890
HISPANIC/LATINO	NO	1.8%	1.1%	1.6%	4.5%	91.0%	2,905	4.819
	YES	6.6%	-	-	3.3%	90.2%	61	4.705
MARITAL STATUS	SINGLE	2.4%	1.1%	3.5%	6.6%	86.4%	457	4.735
	MARRIED	1.7%	1.0%	1.1%	3.8%	92.4%	2,241	4.844
	OTHER	3.1%	1.7%	1.7%	4.9%	88.5%	286	4.738
RESIDENTIAL LOCATION	URBAN	1.9%	1.9%	2.4%	4.6%	89.1%	414	4.771
	SUBURBAN	1.0%	0.9%	1.2%	3.8%	93.1%	1,233	4.872
	RURAL	2.8%	1.0%	1.6%	4.9%	89.7%	1,356	4.778
DRIVING AREA	URBAN	2.3%	1.6%	1.6%	3.9%	90.7%	824	4.790
	SUBURBAN	1.0%	0.5%	1.8%	4.2%	92.5%	1,071	4.867
	RURAL	2.3%	1.3%	1.3%	5.0%	90.1%	1,090	4.794
VEHICLE TYPE	AUTOMOBILE	1.4%	0.9%	1.5%	4.5%	91.6%	1,457	4.840
	VAN/MINI VAN	0.9%	0.5%	0.7%	3.0%	95.0%	436	4.906
	PICKUP TRUCK	5.4%	2.3%	2.5%	8.2%	81.6%	354	4.585
	SUV	1.7%	1.0%	1.8%	3.2%	92.4%	726	4.837
	OTHER	6.2%	6.2%	-	3.1%	84.4%	32	4.531

TABLE A2.49: INTENDED SEAT BELT USE WHEN DRIVING ON THE INTERSTATE

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		1.8%	0.9%	1.5%	5.6%	90.3%	3,004	4.817
SURVEY	SURVEY 1	2.5%	0.9%	1.4%	5.3%	89.9%	990	4.791
	SURVEY 2	1.5%	1.0%	1.2%	4.2%	92.2%	1,008	4.845
	SURVEY 3	1.3%	0.8%	1.9%	7.3%	88.8%	1,006	4.814
OSP DISTRICT	FINDLAY DISTRICT	1.7%	1.0%	1.2%	4.0%	92.1%	404	4.837
	BUCYRUS DISTRICT	1.4%	1.7%	1.2%	4.3%	91.4%	347	4.824
	CLEVELAND DISTRICT	1.5%	0.9%	3.7%	5.5%	88.3%	325	4.782
	PIQUA DISTRICT	1.4%	0.3%	1.9%	6.4%	90.0%	360	4.833
	COLUMBUS DISTRICT	2.3%	0.8%	0.8%	5.1%	91.0%	354	4.816
	CAMBRIDGE DISTRICT	2.2%	1.5%	1.0%	8.3%	87.1%	410	4.766
	WILMINGTON DISTRICT	1.2%	0.7%	0.9%	4.4%	92.9%	434	4.871
AGE	JACKSON DISTRICT	2.4%	0.3%	1.6%	6.5%	89.2%	370	4.797
	25 AND YOUNGER	2.6%	0.6%	1.9%	10.3%	84.6%	156	4.737
	26 - 30 YEARS OLD	-	1.5%	2.9%	6.6%	89.0%	136	4.831
	31 - 35 YEARS OLD	3.1%	1.6%	1.6%	7.8%	85.9%	192	4.719
	36 - 40 YEARS OLD	1.8%	0.9%	2.4%	5.3%	89.7%	339	4.802
	41 - 45 YEARS OLD	1.7%	1.4%	1.9%	4.8%	90.3%	483	4.805
	46 - 50 YEARS OLD	2.3%	0.4%	1.5%	5.0%	90.9%	744	4.817
SEX	51 AND OLDER	1.3%	0.9%	0.8%	4.8%	92.3%	919	4.859
	MALE	3.1%	1.4%	2.1%	7.3%	86.0%	1,038	4.718
RACE	FEMALE	1.1%	0.6%	1.2%	4.6%	92.5%	1,966	4.869
	CAUCASIAN	1.9%	0.8%	1.4%	5.7%	90.3%	2,740	4.819
	AFRICAN AMERICAN	0.7%	2.1%	4.2%	5.6%	87.3%	142	4.768
HISPANIC/LATINO	OTHER	-	3.3%	1.1%	1.1%	94.5%	91	4.868
	NO	1.7%	0.9%	1.5%	5.6%	90.3%	2,904	4.818
MARITAL STATUS	YES	4.9%	-	-	4.9%	90.2%	61	4.754
	SINGLE	2.0%	2.0%	2.2%	5.9%	88.0%	457	4.759
	MARRIED	1.5%	0.7%	1.3%	5.5%	91.0%	2,239	4.838
RESIDENTIAL LOCATION	OTHER	3.5%	0.7%	1.4%	5.6%	88.8%	286	4.755
	URBAN	1.7%	1.4%	1.7%	6.5%	88.6%	414	4.790
	SUBURBAN	1.1%	0.8%	1.8%	4.8%	91.6%	1,233	4.850
DRIVING AREA	RURAL	2.4%	0.8%	1.2%	6.0%	89.6%	1,354	4.795
	URBAN	1.8%	1.1%	1.2%	5.9%	89.9%	824	4.811
	SUBURBAN	1.1%	0.7%	1.8%	5.4%	90.9%	1,070	4.843
VEHICLE TYPE	RURAL	2.2%	0.9%	1.5%	5.5%	89.9%	1,089	4.800
	AUTOMOBILE	1.2%	1.0%	1.2%	4.9%	91.7%	1,456	4.848
	VAN/MINI VAN	1.1%	0.5%	1.4%	4.4%	92.7%	436	4.869
	PICKUP TRUCK	5.1%	1.1%	3.1%	9.6%	81.1%	355	4.606
	SUV	1.4%	0.7%	1.5%	5.8%	90.6%	724	4.836
	OTHER	6.2%	3.1%	-	3.1%	87.5%	32	4.625

TABLE A2.50: FREQUENCY OF ENCOURAGING PASSENGERS TO WEAR THEIR SEAT BELT

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		3.7%	2.1%	2.3%	5.4%	86.5%	2,991	4.690
SURVEY	SURVEY 1	4.5%	1.2%	2.6%	5.3%	86.4%	983	4.679
	SURVEY 2	3.6%	2.0%	1.9%	5.5%	87.0%	1,003	4.704
	SURVEY 3	3.0%	3.0%	2.4%	5.5%	86.2%	1,005	4.689
OSP DISTRICT	FINDLAY DISTRICT	4.7%	2.0%	2.2%	4.5%	86.6%	402	4.662
	BUCYRUS DISTRICT	2.6%	2.3%	3.8%	4.9%	86.4%	346	4.702
	CLEVELAND DISTRICT	2.5%	2.5%	3.4%	6.2%	85.4%	321	4.695
	PIQUA DISTRICT	1.7%	2.5%	2.0%	5.3%	88.5%	356	4.764
	COLUMBUS DISTRICT	3.7%	2.3%	1.7%	4.5%	87.8%	353	4.705
	CAMBRIDGE DISTRICT	6.9%	2.5%	2.2%	8.1%	80.4%	408	4.527
	WILMINGTON DISTRICT	3.2%	0.9%	1.4%	3.7%	90.8%	434	4.779
AGE	JACKSON DISTRICT	3.5%	1.9%	2.2%	6.2%	86.3%	371	4.698
	25 AND YOUNGER	4.5%	3.2%	1.3%	6.5%	84.5%	155	4.632
	26 - 30 YEARS OLD	2.2%	3.7%	6.6%	10.3%	77.2%	136	4.566
	31 - 35 YEARS OLD	2.6%	3.7%	3.7%	5.2%	84.8%	191	4.660
	36 - 40 YEARS OLD	3.6%	1.2%	2.4%	7.7%	85.2%	338	4.698
	41 - 45 YEARS OLD	4.2%	1.7%	2.5%	4.4%	87.3%	481	4.690
	46 - 50 YEARS OLD	4.0%	2.0%	2.0%	5.9%	86.0%	742	4.678
SEX	51 AND OLDER	3.6%	2.0%	1.6%	3.9%	88.8%	913	4.724
	MALE	7.1%	3.2%	2.4%	6.2%	81.1%	1,031	4.510
	FEMALE	1.9%	1.5%	2.2%	5.0%	89.4%	1,960	4.785
RACE	CAUCASIAN	3.7%	2.1%	2.1%	5.3%	86.7%	2,730	4.691
	AFRICAN AMERICAN	2.1%	0.7%	5.7%	9.3%	82.1%	140	4.686
	OTHER	4.4%	1.1%	3.3%	2.2%	88.9%	90	4.700
HISPANIC/LATINO	NO	3.6%	2.1%	2.3%	5.5%	86.5%	2,890	4.693
	YES	8.2%	-	1.6%	4.9%	85.2%	61	4.590
MARITAL STATUS	SINGLE	5.5%	3.7%	3.1%	7.7%	80.0%	455	4.530
	MARRIED	3.2%	1.6%	2.1%	4.9%	88.3%	2,231	4.736
	OTHER	4.9%	2.8%	3.2%	4.9%	84.1%	283	4.604
RESIDENTIAL LOCATION	URBAN	3.9%	2.9%	2.4%	5.1%	85.6%	410	4.656
	SUBURBAN	2.0%	2.0%	2.8%	5.0%	88.3%	1,227	4.755
	RURAL	5.1%	1.9%	1.9%	5.9%	85.2%	1,351	4.642
DRIVING AREA	URBAN	4.3%	2.2%	2.3%	5.9%	85.3%	817	4.657
	SUBURBAN	2.0%	1.6%	2.5%	5.7%	88.2%	1,067	4.766
	RURAL	4.7%	2.5%	2.1%	4.9%	85.8%	1,086	4.646
VEHICLE TYPE	AUTOMOBILE	3.2%	1.9%	2.3%	5.4%	87.2%	1,450	4.717
	VAN/MINI VAN	1.8%	2.5%	1.8%	3.9%	89.9%	435	4.775
	PICKUP TRUCK	9.3%	2.8%	3.7%	7.9%	76.2%	353	4.388
	SUV	2.6%	1.7%	2.1%	5.0%	88.6%	720	4.753
	OTHER	12.5%	6.2%	-	6.2%	75.0%	32	4.250

TABLES – PART III: ALCOHOL IMPAIRED DRIVING

TABLE A3.1: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		8.7%	20.6%	46.0%	24.7%	2,874	2.867
SURVEY	SURVEY 1	7.2%	20.2%	46.3%	26.3%	959	2.917
	SURVEY 2	9.2%	20.4%	46.9%	23.6%	968	2.848
	SURVEY 3	9.6%	21.3%	44.9%	24.2%	947	2.836
OSP DISTRICT	FINDLAY DISTRICT	8.6%	21.7%	44.8%	24.9%	382	2.859
	BUCYRUS DISTRICT	8.8%	19.9%	45.6%	25.7%	331	2.882
	CLEVELAND DISTRICT	10.2%	15.6%	51.0%	23.2%	314	2.873
	PIQUA DISTRICT	7.9%	23.7%	45.3%	23.1%	342	2.836
	COLUMBUS DISTRICT	10.7%	22.2%	45.6%	21.6%	338	2.781
	CAMBRIDGE DISTRICT	7.3%	19.2%	47.8%	25.6%	395	2.916
	WILMINGTON DISTRICT	7.7%	22.8%	46.5%	23.0%	413	2.847
	JACKSON DISTRICT	8.6%	19.2%	42.1%	30.1%	359	2.936
AGE	25 AND YOUNGER	5.8%	11.6%	51.6%	31.0%	155	3.077
	26 - 30 YEARS OLD	5.4%	19.2%	36.9%	38.5%	130	3.085
	31 - 35 YEARS OLD	10.6%	16.7%	49.4%	23.3%	180	2.856
	36 - 40 YEARS OLD	10.9%	19.6%	44.2%	25.2%	321	2.838
	41 - 45 YEARS OLD	8.2%	22.3%	44.6%	24.9%	462	2.861
	46 - 50 YEARS OLD	9.1%	22.4%	47.3%	21.2%	706	2.807
	51 AND OLDER	8.1%	21.2%	46.1%	24.6%	887	2.871
SEX	MALE	9.9%	22.2%	45.2%	22.7%	1,009	2.807
	FEMALE	8.0%	19.8%	46.5%	25.7%	1,865	2.900
RACE	CAUCASIAN	8.5%	21.1%	46.4%	23.9%	2,629	2.857
	AFRICAN AMERICAN	10.2%	16.8%	40.9%	32.1%	137	2.949
	OTHER	8.9%	11.4%	43.0%	36.7%	79	3.076
HISPANIC/ LATINO	NO	8.8%	20.8%	45.7%	24.6%	2,779	2.862
	YES	5.1%	10.2%	54.2%	30.5%	59	3.102
MARITAL STATUS	SINGLE	6.1%	13.5%	49.0%	31.4%	443	3.056
	MARRIED	9.0%	22.3%	46.4%	22.3%	2,144	2.819
	OTHER	9.7%	19.4%	38.4%	32.5%	268	2.937
RESIDENTIAL LOCATION	URBAN	7.9%	21.8%	44.7%	25.6%	394	2.881
	SUBURBAN	9.0%	20.0%	48.9%	22.1%	1,179	2.841
	RURAL	8.6%	20.7%	43.9%	26.8%	1,299	2.888
DRIVING AREA	URBAN	7.9%	18.3%	47.5%	26.2%	793	2.921
	SUBURBAN	8.3%	21.5%	48.3%	21.9%	1,014	2.838
	RURAL	9.6%	21.4%	42.7%	26.3%	1,048	2.857
VEHICLE TYPE	AUTOMOBILE	9.2%	19.6%	45.9%	25.4%	1,387	2.875
	VAN/MINI VAN	7.8%	22.0%	47.7%	22.5%	409	2.848
	PICKUP TRUCK	12.1%	21.0%	42.9%	23.9%	347	2.787
	SUV	6.3%	21.5%	47.6%	24.5%	701	2.904
	OTHER	13.8%	24.1%	31.0%	31.0%	29	2.793

TABLE A3.2: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		2.4%	14.2%	53.0%	30.3%	2,869	3.113
SURVEY	SURVEY 1	1.8%	12.8%	53.5%	31.9%	961	3.156
	SURVEY 2	1.6%	13.3%	56.0%	29.1%	967	3.126
	SURVEY 3	4.0%	16.5%	49.5%	30.0%	941	3.054
OSP DISTRICT	FINDLAY DISTRICT	3.1%	14.1%	53.1%	29.6%	382	3.092
	BUCYRUS DISTRICT	2.4%	12.2%	56.1%	29.3%	328	3.122
	CLEVELAND DISTRICT	2.6%	11.9%	55.1%	30.4%	312	3.135
	PIQUA DISTRICT	2.1%	17.3%	50.7%	29.9%	335	3.084
	COLUMBUS DISTRICT	3.3%	16.6%	55.3%	24.9%	338	3.018
	CAMBRIDGE DISTRICT	1.8%	13.2%	55.7%	29.4%	395	3.127
	WILMINGTON DISTRICT	2.2%	18.2%	50.8%	28.8%	417	3.062
AGE	JACKSON DISTRICT	2.2%	9.4%	48.1%	40.3%	362	3.265
	25 AND YOUNGER	2.6%	3.9%	54.8%	38.7%	155	3.297
	26 - 30 YEARS OLD	2.3%	9.9%	50.4%	37.4%	131	3.229
	31 - 35 YEARS OLD	1.7%	12.3%	55.3%	30.7%	179	3.151
	36 - 40 YEARS OLD	2.5%	17.8%	49.8%	29.8%	325	3.071
	41 - 45 YEARS OLD	1.5%	15.3%	52.3%	30.9%	463	3.125
	46 - 50 YEARS OLD	2.8%	14.8%	57.6%	24.7%	708	3.042
SEX	51 AND OLDER	2.6%	14.5%	50.8%	32.0%	874	3.122
	MALE	3.7%	18.4%	52.7%	25.3%	997	2.995
	FEMALE	1.8%	12.0%	53.3%	33.0%	1,872	3.175
RACE	CAUCASIAN	2.4%	14.9%	53.4%	29.3%	2,624	3.096
	AFRICAN AMERICAN	3.7%	6.7%	48.5%	41.0%	134	3.269
	OTHER	2.4%	7.2%	49.4%	41.0%	83	3.289
HISPANIC/ LATINO	NO	2.5%	14.5%	52.8%	30.2%	2,775	3.107
	YES	-	3.4%	60.3%	36.2%	58	3.328
MARITAL STATUS	SINGLE	3.2%	10.4%	51.6%	34.9%	444	3.182
	MARRIED	2.2%	14.9%	54.6%	28.3%	2,140	3.090
	OTHER	3.0%	15.4%	43.2%	38.3%	266	3.169
RESIDENTIAL LOCATION	URBAN	2.5%	13.7%	50.9%	32.9%	395	3.142
	SUBURBAN	2.5%	16.3%	53.5%	27.8%	1,169	3.066
	RURAL	2.4%	12.5%	53.3%	31.8%	1,302	3.145
DRIVING AREA	URBAN	2.7%	13.5%	50.8%	33.0%	785	3.141
	SUBURBAN	2.1%	15.8%	55.1%	27.0%	1,016	3.070
	RURAL	2.7%	13.2%	52.5%	31.7%	1,048	3.132
VEHICLE TYPE	AUTOMOBILE	2.6%	13.9%	52.0%	31.5%	1,393	3.124
	VAN/MINI VAN	1.5%	13.3%	54.7%	30.5%	413	3.143
	PICKUP TRUCK	3.0%	16.0%	54.9%	26.1%	337	3.042
	SUV	2.4%	13.9%	54.1%	29.6%	697	3.108
	OTHER	3.6%	21.4%	35.7%	39.3%	28	3.107

TABLE A3.3: DRINKING AND DRIVING BY PEOPLE WHO AREN'T ALCOHOLICS IS A SERIOUS HIGHWAY SAFETY PROBLEM

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		3.5%	4.3%	18.7%	73.6%	2,949	3.623
SURVEY	SURVEY 1	2.2%	2.6%	18.1%	77.1%	970	3.702
	SURVEY 2	3.4%	4.6%	20.2%	71.7%	998	3.603
	SURVEY 3	4.8%	5.8%	17.5%	71.9%	981	3.565
OSP DISTRICT	FINDLAY DISTRICT	3.8%	4.1%	20.4%	71.7%	392	3.599
	BUCYRUS DISTRICT	4.4%	4.4%	18.0%	73.1%	338	3.598
	CLEVELAND DISTRICT	5.3%	5.3%	20.7%	68.7%	319	3.527
	PIQUA DISTRICT	1.7%	5.1%	17.9%	75.2%	351	3.667
	COLUMBUS DISTRICT	3.4%	4.0%	24.1%	68.5%	349	3.576
	CAMBRIDGE DISTRICT	2.2%	4.2%	14.7%	78.9%	407	3.703
	WILMINGTON DISTRICT	4.4%	5.2%	19.9%	70.5%	427	3.564
	JACKSON DISTRICT	2.5%	2.5%	13.9%	81.1%	366	3.738
AGE	25 AND YOUNGER	4.5%	3.9%	20.8%	70.8%	154	3.578
	26 - 30 YEARS OLD	2.2%	3.0%	14.8%	80.0%	135	3.726
	31 - 35 YEARS OLD	3.2%	2.6%	19.5%	74.7%	190	3.658
	36 - 40 YEARS OLD	2.7%	3.3%	18.7%	75.2%	331	3.665
	41 - 45 YEARS OLD	2.3%	2.7%	18.7%	76.3%	477	3.690
	46 - 50 YEARS OLD	3.7%	4.2%	19.6%	72.5%	730	3.608
	51 AND OLDER	4.3%	6.1%	17.9%	71.6%	899	3.568
SEX	MALE	4.4%	5.2%	19.7%	70.8%	1,026	3.568
	FEMALE	3.0%	3.9%	18.1%	75.0%	1,923	3.652
RACE	CAUCASIAN	3.2%	4.3%	18.1%	74.4%	2,692	3.637
	AFRICAN AMERICAN	6.5%	5.8%	27.5%	60.1%	138	3.413
	OTHER	6.7%	4.5%	19.1%	69.7%	89	3.517
HISPANIC/ LATINO	NO	3.5%	4.4%	18.6%	73.6%	2,850	3.623
	YES	5.1%	1.7%	15.3%	78.0%	59	3.661
MARITAL STATUS	SINGLE	4.4%	4.0%	20.6%	71.0%	452	3.582
	MARRIED	3.0%	4.5%	18.7%	73.7%	2,198	3.632
	OTHER	5.8%	2.9%	15.5%	75.8%	277	3.614
RESIDENTIAL LOCATION	URBAN	4.0%	4.5%	19.6%	72.0%	404	3.597
	SUBURBAN	3.2%	4.9%	20.0%	71.9%	1,207	3.606
	RURAL	3.5%	3.8%	17.2%	75.4%	1,335	3.646
DRIVING AREA	URBAN	4.0%	4.7%	18.1%	73.2%	805	3.605
	SUBURBAN	3.1%	4.4%	20.0%	72.5%	1,052	3.619
	RURAL	3.5%	3.8%	18.0%	74.7%	1,072	3.640
VEHICLE TYPE	AUTOMOBILE	3.4%	4.5%	19.4%	72.7%	1,427	3.615
	VAN/MINI VAN	2.4%	2.6%	21.6%	73.5%	422	3.661
	PICKUP TRUCK	5.7%	6.3%	16.2%	71.8%	351	3.541
	SUV	3.1%	4.0%	16.7%	76.2%	717	3.660
	OTHER	6.5%	6.5%	16.1%	71.0%	31	3.516

TABLE A3.4: PEOPLE SHOULD NOT BE ALLOWED TO DRIVE IF THEY'VE BEEN DRINKING ANY ALCOHOL AT ALL

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		17.6%	24.2%	17.2%	41.0%	2,951	2.817
SURVEY	SURVEY 1	13.5%	23.2%	20.5%	42.8%	977	2.925
	SURVEY 2	17.3%	26.3%	15.8%	40.6%	998	2.797
	SURVEY 3	21.8%	23.1%	15.4%	39.8%	976	2.731
OSP DISTRICT	FINDLAY DISTRICT	20.9%	23.9%	16.3%	38.9%	393	2.733
	BUCYRUS DISTRICT	19.8%	21.2%	20.3%	38.7%	344	2.779
	CLEVELAND DISTRICT	18.1%	25.2%	17.4%	39.3%	321	2.779
	PIQUA DISTRICT	15.6%	24.2%	18.2%	42.1%	347	2.867
	COLUMBUS DISTRICT	22.9%	28.6%	18.6%	30.0%	350	2.557
	CAMBRIDGE DISTRICT	12.4%	21.3%	19.4%	46.9%	403	3.007
	WILMINGTON DISTRICT	19.0%	30.5%	14.6%	35.9%	426	2.674
	JACKSON DISTRICT	12.3%	18.0%	13.6%	56.1%	367	3.136
AGE	25 AND YOUNGER	12.3%	21.9%	18.1%	47.7%	155	3.013
	26 - 30 YEARS OLD	15.0%	18.0%	19.5%	47.4%	133	2.992
	31 - 35 YEARS OLD	15.6%	27.4%	13.4%	43.5%	186	2.849
	36 - 40 YEARS OLD	19.2%	24.9%	16.8%	39.0%	333	2.757
	41 - 45 YEARS OLD	18.5%	23.1%	17.6%	40.8%	476	2.807
	46 - 50 YEARS OLD	17.9%	25.0%	15.9%	41.2%	736	2.803
	51 AND OLDER	17.8%	24.3%	18.5%	39.4%	898	2.795
SEX	MALE	24.2%	25.5%	15.7%	34.6%	1,024	2.606
	FEMALE	14.0%	23.5%	18.0%	44.5%	1,927	2.929
RACE	CAUCASIAN	17.6%	24.3%	17.3%	40.8%	2,693	2.812
	AFRICAN AMERICAN	15.1%	25.2%	16.5%	43.2%	139	2.878
	OTHER	18.2%	19.3%	12.5%	50.0%	88	2.943
HISPANIC/ LATINO	NO	17.6%	24.4%	17.0%	41.0%	2,851	2.814
	YES	23.0%	11.5%	19.7%	45.9%	61	2.885
MARITAL STATUS	SINGLE	18.1%	21.5%	17.3%	43.1%	452	2.854
	MARRIED	17.9%	25.1%	16.8%	40.2%	2,199	2.793
	OTHER	15.0%	19.6%	20.4%	45.0%	280	2.954
RESIDENTIAL LOCATION	URBAN	17.3%	25.7%	15.8%	41.2%	405	2.810
	SUBURBAN	20.4%	26.0%	17.3%	36.3%	1,212	2.696
	RURAL	15.1%	22.2%	17.6%	45.2%	1,331	2.928
DRIVING AREA	URBAN	19.1%	25.6%	13.8%	41.5%	805	2.776
	SUBURBAN	18.7%	25.3%	18.9%	37.1%	1,053	2.745
	RURAL	15.5%	22.2%	18.1%	44.2%	1,072	2.910
VEHICLE TYPE	AUTOMOBILE	18.3%	23.4%	18.2%	40.2%	1,434	2.803
	VAN/MINI VAN	16.1%	29.9%	18.2%	35.8%	422	2.737
	PICKUP TRUCK	21.2%	20.9%	15.8%	42.1%	349	2.788
	SUV	14.8%	24.8%	14.8%	45.6%	715	2.912
	OTHER	26.7%	10.0%	30.0%	33.3%	30	2.700

TABLE A3.5: SCIENTIFIC EVIDENCE HAS SHOWN THAT ANY AMOUNT OF ALCOHOL IMPAIRS DRIVING

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		11.8%	16.7%	27.0%	44.5%	2,826	3.042
SURVEY	SURVEY 1	10.6%	16.2%	26.6%	46.6%	930	3.090
	SURVEY 2	11.3%	16.7%	27.0%	45.0%	945	3.056
	SURVEY 3	13.5%	17.0%	27.4%	42.1%	951	2.981
OSP DISTRICT	FINDLAY DISTRICT	10.3%	13.8%	31.0%	45.0%	378	3.106
	BUCYRUS DISTRICT	14.5%	15.2%	24.2%	46.1%	330	3.018
	CLEVELAND DISTRICT	11.7%	17.2%	26.9%	44.2%	308	3.036
	PIQUA DISTRICT	9.6%	17.2%	28.3%	44.9%	332	3.084
	COLUMBUS DISTRICT	17.9%	21.5%	24.2%	36.4%	335	2.791
	CAMBRIDGE DISTRICT	8.6%	14.7%	28.0%	48.7%	382	3.168
	WILMINGTON DISTRICT	12.9%	19.2%	28.6%	39.3%	412	2.944
AGE	JACKSON DISTRICT	9.5%	14.9%	23.8%	51.9%	349	3.181
	25 AND YOUNGER	9.9%	8.6%	28.9%	52.6%	152	3.243
	26 - 30 YEARS OLD	6.2%	20.3%	25.0%	48.4%	128	3.156
	31 - 35 YEARS OLD	8.9%	19.0%	23.5%	48.6%	179	3.117
	36 - 40 YEARS OLD	11.3%	16.9%	28.2%	43.6%	326	3.040
	41 - 45 YEARS OLD	13.1%	17.1%	28.2%	41.6%	457	2.982
	46 - 50 YEARS OLD	12.3%	17.0%	27.5%	43.2%	699	3.016
SEX	51 AND OLDER	12.8%	16.3%	26.2%	44.7%	854	3.029
	MALE	15.8%	18.0%	27.4%	38.7%	992	2.890
RACE	FEMALE	9.7%	15.9%	26.8%	47.7%	1,834	3.124
	CAUCASIAN	11.7%	16.6%	27.3%	44.4%	2,579	3.042
	AFRICAN AMERICAN	11.2%	17.9%	23.1%	47.8%	134	3.075
HISPANIC/ LATINO	OTHER	15.5%	15.5%	20.2%	48.8%	84	3.024
	NO	11.8%	16.8%	26.9%	44.5%	2,732	3.042
MARITAL STATUS	YES	19.0%	13.8%	15.5%	51.7%	58	3.000
	SINGLE	9.3%	13.7%	29.2%	47.8%	439	3.155
	MARRIED	12.4%	17.3%	26.8%	43.5%	2,103	3.013
RESIDENTIAL LOCATION	OTHER	11.4%	16.3%	24.6%	47.7%	264	3.087
	URBAN	11.9%	16.7%	25.6%	45.8%	395	3.053
	SUBURBAN	12.8%	17.0%	27.9%	42.3%	1,156	2.997
DRIVING AREA	RURAL	10.9%	16.4%	26.7%	46.0%	1,272	3.078
	URBAN	13.7%	16.8%	25.8%	43.7%	772	2.994
	SUBURBAN	11.7%	17.1%	27.9%	43.4%	1,008	3.029
VEHICLE TYPE	RURAL	10.6%	16.1%	27.2%	46.0%	1,025	3.087
	AUTOMOBILE	11.9%	16.7%	26.5%	44.9%	1,388	3.044
	VAN/MINI VAN	10.3%	20.2%	29.7%	39.8%	397	2.990
	PICKUP TRUCK	14.6%	16.4%	28.6%	40.4%	329	2.948
	SUV	10.7%	14.8%	26.0%	48.5%	681	3.122
	OTHER	23.3%	13.3%	20.0%	43.3%	30	2.833

TABLE A3.6: DRIVING AFTER DRINKING A FEW BEERS CAN BE AS DANGEROUS AS DRIVING AFTER DRINKING HARD LIQUOR

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		5.3%	7.6%	19.1%	68.0%	2,871	3.498
SURVEY	SURVEY 1	5.7%	7.3%	19.5%	67.5%	947	3.488
	SURVEY 2	5.6%	7.0%	17.7%	69.7%	964	3.516
	SURVEY 3	4.6%	8.6%	20.0%	66.8%	960	3.490
OSP DISTRICT	FINDLAY DISTRICT	6.9%	7.9%	16.1%	69.1%	379	3.475
	BUCYRUS DISTRICT	5.6%	6.5%	21.0%	67.0%	324	3.494
	CLEVELAND DISTRICT	5.8%	5.2%	18.4%	70.6%	309	3.537
	PIQUA DISTRICT	4.3%	5.1%	19.7%	70.9%	350	3.571
	COLUMBUS DISTRICT	3.8%	7.7%	22.4%	66.1%	339	3.507
	CAMBRIDGE DISTRICT	4.8%	9.8%	19.4%	65.9%	396	3.465
	WILMINGTON DISTRICT	6.3%	10.4%	20.0%	63.4%	415	3.405
	JACKSON DISTRICT	4.7%	7.2%	15.9%	72.1%	359	3.554
AGE	25 AND YOUNGER	6.6%	10.6%	19.2%	63.6%	151	3.397
	26 - 30 YEARS OLD	5.5%	7.0%	20.3%	67.2%	128	3.492
	31 - 35 YEARS OLD	3.7%	10.2%	16.6%	69.5%	187	3.519
	36 - 40 YEARS OLD	3.7%	6.7%	17.4%	72.2%	327	3.581
	41 - 45 YEARS OLD	5.2%	6.7%	19.4%	68.8%	464	3.517
	46 - 50 YEARS OLD	5.8%	7.6%	18.3%	68.3%	709	3.491
	51 AND OLDER	5.6%	7.6%	19.7%	67.1%	872	3.483
SEX	MALE	7.8%	10.0%	19.5%	62.7%	1,000	3.371
	FEMALE	4.0%	6.4%	18.9%	70.8%	1,871	3.565
RACE	CAUCASIAN	5.4%	7.4%	19.3%	67.9%	2,624	3.498
	AFRICAN AMERICAN	2.3%	10.5%	17.3%	69.9%	133	3.549
	OTHER	7.1%	8.2%	17.6%	67.1%	85	3.447
HISPANIC/ LATINO	NO	5.3%	7.4%	19.0%	68.3%	2,773	3.502
	YES	8.3%	15.0%	10.0%	66.7%	60	3.350
MARITAL STATUS	SINGLE	6.8%	6.5%	20.7%	66.0%	444	3.459
	MARRIED	4.9%	7.9%	18.9%	68.3%	2,145	3.507
	OTHER	6.4%	6.4%	18.5%	68.7%	265	3.494
RESIDENTIAL LOCATION	URBAN	5.1%	6.6%	19.0%	69.4%	395	3.527
	SUBURBAN	5.0%	8.0%	20.5%	66.5%	1,180	3.486
	RURAL	5.6%	7.7%	17.9%	68.8%	1,293	3.499
DRIVING AREA	URBAN	5.8%	7.5%	17.4%	69.3%	776	3.503
	SUBURBAN	5.0%	8.0%	21.0%	66.1%	1,029	3.482
	RURAL	5.3%	7.5%	18.5%	68.7%	1,046	3.508
VEHICLE TYPE	AUTOMOBILE	5.2%	7.8%	19.3%	67.8%	1,390	3.496
	VAN/MINI VAN	3.1%	6.3%	22.3%	68.3%	413	3.557
	PICKUP TRUCK	8.1%	10.4%	18.2%	63.3%	335	3.367
	SUV	5.5%	6.7%	17.4%	70.4%	703	3.526
	OTHER	3.4%	10.3%	17.2%	69.0%	29	3.517

TABLE A3.7: DRINKING ALCOHOL DISTORTS A DRIVER'S JUDGMENT OF DISTANCE

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.1%	2.7%	20.1%	76.1%	2,896	3.712
SURVEY	SURVEY 1	1.1%	2.0%	19.0%	78.0%	949	3.739
	SURVEY 2	0.7%	2.9%	19.5%	76.9%	976	3.726
	SURVEY 3	1.6%	3.1%	21.8%	73.4%	971	3.670
OSP DISTRICT	FINDLAY DISTRICT	1.6%	3.4%	20.7%	74.3%	381	3.677
	BUCYRUS DISTRICT	1.2%	0.9%	21.2%	76.7%	330	3.733
	CLEVELAND DISTRICT	2.2%	3.8%	19.5%	74.5%	318	3.664
	PIQUA DISTRICT	0.6%	2.8%	19.9%	76.7%	352	3.727
	COLUMBUS DISTRICT	0.3%	4.2%	21.8%	73.7%	335	3.690
	CAMBRIDGE DISTRICT	1.0%	1.5%	21.4%	76.1%	397	3.725
	WILMINGTON DISTRICT	0.7%	2.1%	21.9%	75.3%	421	3.717
AGE	JACKSON DISTRICT	1.7%	2.8%	14.1%	81.5%	362	3.754
	25 AND YOUNGER	1.3%	1.3%	17.1%	80.3%	152	3.763
	26 - 30 YEARS OLD	-	0.8%	16.7%	82.6%	132	3.818
	31 - 35 YEARS OLD	-	2.1%	20.1%	77.8%	189	3.757
	36 - 40 YEARS OLD	0.6%	2.1%	16.9%	80.4%	332	3.771
	41 - 45 YEARS OLD	1.1%	2.8%	22.1%	74.0%	470	3.691
	46 - 50 YEARS OLD	1.3%	2.7%	20.4%	75.6%	714	3.704
SEX	51 AND OLDER	1.6%	3.5%	20.7%	74.1%	874	3.674
	MALE	2.4%	4.4%	21.2%	72.1%	1,006	3.629
	FEMALE	0.5%	1.7%	19.5%	78.3%	1,890	3.756
RACE	CAUCASIAN	1.1%	2.5%	19.9%	76.4%	2,648	3.717
	AFRICAN AMERICAN	2.2%	4.4%	22.6%	70.8%	137	3.620
	OTHER	-	4.9%	17.1%	78.0%	82	3.732
HISPANIC/ LATINO	NO	1.1%	2.6%	20.1%	76.1%	2,800	3.714
	YES	5.1%	5.1%	16.9%	72.9%	59	3.576
MARITAL STATUS	SINGLE	2.7%	2.2%	18.1%	77.0%	447	3.694
	MARRIED	0.7%	2.7%	20.3%	76.3%	2,162	3.722
	OTHER	2.2%	2.6%	21.9%	73.2%	269	3.662
RESIDENTIAL LOCATION	URBAN	1.0%	2.8%	22.8%	73.5%	400	3.688
	SUBURBAN	1.3%	2.5%	20.5%	75.7%	1,183	3.707
	RURAL	1.1%	2.7%	19.0%	77.2%	1,310	3.723
DRIVING AREA	URBAN	1.3%	1.6%	22.3%	74.8%	789	3.706
	SUBURBAN	0.7%	3.2%	20.3%	75.8%	1,033	3.712
	RURAL	1.4%	2.9%	18.3%	77.3%	1,054	3.715
VEHICLE TYPE	AUTOMOBILE	1.1%	2.9%	20.1%	76.0%	1,402	3.710
	VAN/MINI VAN	0.5%	2.6%	21.7%	75.2%	420	3.717
	PICKUP TRUCK	2.3%	4.0%	22.5%	71.1%	346	3.624
	SUV	1.0%	1.7%	18.2%	79.1%	697	3.753
	OTHER	3.3%	-	13.3%	83.3%	30	3.767

TABLE A3.8: LIKELIHOOD OF RESPONDENT BEING STOPPED FOR DRIVING AFTER DRINKING

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	ALMOST CERTAIN	TOTAL	AVERAGE
ALL RESPONDENTS		10.0%	17.4%	32.7%	22.1%	17.8%	2,872	3.203
SURVEY	SURVEY 1	11.6%	16.4%	31.5%	22.8%	17.7%	959	3.188
	SURVEY 2	8.5%	16.8%	37.0%	22.2%	15.5%	961	3.194
	SURVEY 3	10.0%	19.0%	29.5%	21.2%	20.3%	952	3.228
OSP DISTRICT	FINDLAY DISTRICT	10.8%	18.6%	34.1%	20.2%	16.3%	381	3.126
	BUCYRUS DISTRICT	12.2%	14.4%	30.9%	24.8%	17.7%	327	3.214
	CLEVELAND DISTRICT	10.7%	16.3%	32.2%	24.4%	16.3%	307	3.192
	PIQUA DISTRICT	10.5%	16.3%	34.4%	21.0%	17.8%	343	3.192
	COLUMBUS DISTRICT	9.1%	21.7%	31.7%	17.0%	20.5%	341	3.182
	CAMBRIDGE DISTRICT	11.0%	16.1%	33.2%	22.4%	17.3%	392	3.191
	WILMINGTON DISTRICT	7.4%	20.3%	36.3%	19.3%	16.7%	419	3.177
	JACKSON DISTRICT	9.1%	14.6%	27.9%	28.2%	20.2%	362	3.356
AGE	25 AND YOUNGER	5.9%	13.1%	37.9%	22.2%	20.9%	153	3.392
	26 - 30 YEARS OLD	6.8%	19.5%	28.6%	33.1%	12.0%	133	3.241
	31 - 35 YEARS OLD	10.7%	18.2%	28.9%	20.9%	21.4%	187	3.241
	36 - 40 YEARS OLD	11.4%	17.4%	34.1%	18.0%	19.2%	317	3.164
	41 - 45 YEARS OLD	6.9%	18.0%	31.1%	23.8%	20.2%	466	3.324
	46 - 50 YEARS OLD	11.3%	17.1%	32.9%	22.1%	16.6%	709	3.158
	51 AND OLDER	11.3%	17.4%	33.6%	21.2%	16.5%	874	3.141
SEX	MALE	10.9%	21.5%	33.9%	18.3%	15.4%	993	3.059
	FEMALE	9.6%	15.2%	32.0%	24.1%	19.1%	1,879	3.279
RACE	CAUCASIAN	10.2%	17.8%	32.9%	21.7%	17.4%	2,628	3.182
	AFRICAN AMERICAN	8.2%	9.7%	32.8%	27.6%	21.6%	134	3.448
	OTHER	8.6%	13.6%	27.2%	25.9%	24.7%	81	3.444
HISPANIC/ LATINO	NO	10.0%	17.4%	33.0%	22.0%	17.6%	2,775	3.198
	YES	11.9%	16.9%	20.3%	23.7%	27.1%	59	3.373
MARITAL STATUS	SINGLE	8.7%	14.4%	31.6%	25.6%	19.7%	437	3.332
	MARRIED	10.1%	18.4%	33.3%	21.4%	16.8%	2,149	3.164
	OTHER	11.7%	13.9%	30.1%	21.8%	22.6%	266	3.297
RESIDENTIAL LOCATION	URBAN	6.6%	21.6%	29.7%	22.8%	19.3%	394	3.266
	SUBURBAN	9.6%	16.7%	35.8%	21.2%	16.6%	1,173	3.185
	RURAL	11.4%	16.7%	30.9%	22.6%	18.4%	1,302	3.199
DRIVING AREA	URBAN	9.5%	16.7%	33.7%	22.1%	18.1%	780	3.226
	SUBURBAN	10.0%	17.6%	33.8%	20.9%	17.7%	1,023	3.188
	RURAL	10.5%	17.6%	30.7%	23.3%	17.9%	1,051	3.206
VEHICLE TYPE	AUTOMOBILE	9.8%	17.6%	31.4%	22.3%	19.0%	1,387	3.230
	VAN/MINI VAN	8.2%	17.2%	34.6%	23.2%	16.7%	413	3.230
	PICKUP TRUCK	14.8%	16.6%	33.4%	19.2%	16.0%	338	3.050
	SUV	9.4%	17.4%	33.7%	22.0%	17.5%	703	3.209
	OTHER	6.7%	16.7%	36.7%	30.0%	10.0%	30	3.200

TABLE A3.9: LIKELIHOOD OF RESPONDENT TO RECEIVE PUNISHMENT FOR DRIVING AFTER DRINKING

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	ALMOST CERTAIN	TOTAL	AVERAGE
ALL RESPONDENTS		2.6%	2.1%	8.2%	37.6%	49.5%	2,872	4.293
SURVEY	SURVEY 1	3.4%	1.6%	8.8%	39.8%	46.4%	957	4.241
	SURVEY 2	1.7%	1.7%	8.5%	42.0%	46.2%	955	4.293
	SURVEY 3	2.8%	2.9%	7.3%	31.0%	55.9%	960	4.344
OSP DISTRICT	FINDLAY DISTRICT	2.9%	2.1%	7.1%	37.0%	50.9%	381	4.310
	BUCYRUS DISTRICT	4.3%	2.4%	7.6%	36.6%	49.1%	328	4.238
	CLEVELAND DISTRICT	2.0%	1.6%	9.1%	37.8%	49.5%	307	4.313
	PIQUA DISTRICT	2.0%	2.3%	6.7%	34.2%	54.7%	342	4.371
	COLUMBUS DISTRICT	2.1%	1.8%	8.6%	40.2%	47.3%	336	4.289
	CAMBRIDGE DISTRICT	3.0%	2.0%	11.4%	37.2%	46.3%	395	4.218
	WILMINGTON DISTRICT	2.4%	2.2%	7.4%	40.8%	47.2%	417	4.283
	JACKSON DISTRICT	2.5%	1.9%	7.4%	36.6%	51.6%	366	4.331
AGE	25 AND YOUNGER	3.3%	3.9%	7.8%	39.2%	45.8%	153	4.203
	26 - 30 YEARS OLD	3.9%	3.9%	11.6%	36.4%	44.2%	129	4.132
	31 - 35 YEARS OLD	3.2%	2.7%	8.0%	35.3%	50.8%	187	4.278
	36 - 40 YEARS OLD	3.1%	1.2%	7.2%	39.9%	48.6%	321	4.296
	41 - 45 YEARS OLD	2.6%	1.5%	6.9%	36.2%	52.9%	467	4.353
	46 - 50 YEARS OLD	3.1%	1.9%	8.4%	35.9%	50.7%	702	4.292
	51 AND OLDER	1.8%	2.2%	8.3%	39.1%	48.7%	883	4.307
SEX	MALE	2.4%	1.7%	6.6%	35.4%	54.0%	1,004	4.369
	FEMALE	2.8%	2.2%	9.0%	38.8%	47.1%	1,868	4.252
RACE	CAUCASIAN	2.7%	2.1%	8.0%	37.7%	49.5%	2,626	4.292
	AFRICAN AMERICAN	3.0%	0.8%	11.4%	33.3%	51.5%	132	4.295
	OTHER	1.2%	2.4%	7.1%	38.8%	50.6%	85	4.353
HISPANIC/LATINO	NO	2.6%	2.1%	8.2%	37.7%	49.4%	2,774	4.294
	YES	5.0%	1.7%	6.7%	35.0%	51.7%	60	4.267
MARITAL STATUS	SINGLE	3.9%	1.6%	6.8%	37.6%	50.1%	439	4.285
	MARRIED	2.5%	2.1%	8.3%	38.0%	49.1%	2,141	4.292
	OTHER	1.8%	3.0%	8.5%	35.8%	50.9%	271	4.310
RESIDENTIAL LOCATION	URBAN	1.8%	3.8%	6.6%	39.1%	48.7%	394	4.292
	SUBURBAN	2.7%	2.0%	8.2%	38.4%	48.6%	1,177	4.281
	RURAL	2.9%	1.5%	8.6%	36.4%	50.5%	1,298	4.303
DRIVING AREA	URBAN	2.6%	2.6%	6.9%	40.1%	47.8%	780	4.281
	SUBURBAN	2.4%	1.9%	8.8%	38.3%	48.6%	1,027	4.286
	RURAL	3.0%	1.8%	8.4%	35.0%	51.8%	1,044	4.308
VEHICLE TYPE	AUTOMOBILE	2.1%	1.9%	8.0%	37.9%	50.2%	1,397	4.322
	VAN/MINI VAN	3.9%	3.2%	8.6%	39.1%	45.2%	409	4.186
	PICKUP TRUCK	3.0%	2.1%	6.5%	34.9%	53.6%	338	4.340
	SUV	3.0%	1.7%	9.0%	37.1%	49.2%	699	4.278
	OTHER	-	3.6%	10.7%	46.4%	39.3%	28	4.214

TABLE A3.10: SEVERITY OF RESPONDENTS PUNISHMENT FOR DRINKING AND DRIVING

		NOT SEVERE	SOMEWHAT SEVERE	VERY SEVERE	TOTAL	AVERAGE
ALL RESPONDENTS		16.9%	55.1%	28.1%	2,830	2.112
SURVEY	SURVEY 1	16.6%	55.7%	27.7%	942	2.111
	SURVEY 2	16.9%	54.7%	28.4%	954	2.115
	SURVEY 3	17.1%	54.8%	28.1%	934	2.109
OSP DISTRICT	FINDLAY DISTRICT	16.4%	54.0%	29.6%	372	2.132
	BUCYRUS DISTRICT	19.1%	54.4%	26.6%	320	2.075
	CLEVELAND DISTRICT	13.4%	57.2%	29.4%	313	2.160
	PIQUA DISTRICT	16.1%	58.9%	25.0%	336	2.089
	COLUMBUS DISTRICT	18.8%	54.3%	27.0%	341	2.082
	CAMBRIDGE DISTRICT	16.9%	52.6%	30.5%	384	2.135
	WILMINGTON DISTRICT	13.9%	57.2%	28.9%	409	2.149
	JACKSON DISTRICT	20.6%	52.4%	27.0%	355	2.065
AGE	25 AND YOUNGER	10.5%	53.9%	35.5%	152	2.250
	26 - 30 YEARS OLD	25.0%	48.5%	26.5%	132	2.015
	31 - 35 YEARS OLD	17.3%	54.7%	27.9%	179	2.106
	36 - 40 YEARS OLD	21.0%	51.9%	27.1%	310	2.061
	41 - 45 YEARS OLD	15.9%	53.3%	30.8%	454	2.150
	46 - 50 YEARS OLD	17.4%	56.5%	26.1%	697	2.088
	51 AND OLDER	15.3%	57.4%	27.3%	875	2.120
SEX	MALE	13.8%	52.5%	33.7%	1,001	2.199
	FEMALE	18.5%	56.5%	25.0%	1,829	2.065
RACE	CAUCASIAN	17.0%	55.4%	27.5%	2,585	2.105
	AFRICAN AMERICAN	14.0%	52.9%	33.1%	136	2.191
	OTHER	15.0%	48.8%	36.2%	80	2.213
HISPANIC/ LATINO	NO	16.6%	55.3%	28.1%	2,739	2.114
	YES	24.1%	46.6%	29.3%	58	2.052
MARITAL STATUS	SINGLE	14.4%	48.1%	37.4%	430	2.230
	MARRIED	17.4%	56.9%	25.7%	2,117	2.083
	OTHER	16.7%	51.7%	31.6%	263	2.148
RESIDENTIAL LOCATION	URBAN	17.2%	54.3%	28.5%	396	2.114
	SUBURBAN	15.9%	57.8%	26.3%	1,157	2.104
	RURAL	17.7%	52.8%	29.5%	1,274	2.119
DRIVING AREA	URBAN	14.9%	56.2%	29.0%	780	2.141
	SUBURBAN	17.0%	57.0%	26.0%	999	2.090
	RURAL	18.5%	52.3%	29.2%	1,032	2.107
VEHICLE TYPE	AUTOMOBILE	17.1%	54.9%	28.0%	1,378	2.109
	VAN/MINI VAN	17.6%	55.2%	27.2%	404	2.097
	PICKUP TRUCK	13.6%	51.2%	35.2%	330	2.215
	SUV	17.3%	57.1%	25.6%	688	2.083
	OTHER	20.7%	58.6%	20.7%	29	2.000

TABLE A3.11: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE

		MUCH LESS SEVERE	SOMEWHAT LESS SEVERE	STAY THE SAME	SOMEWHAT MORE SEVERE	MUCH MORE SEVERE	TOTAL	AVERAGE
ALL RESPONDENTS		0.9%	2.0%	35.2%	17.9%	44.0%	2,773	4.021
SURVEY	SURVEY 1	0.9%	1.4%	31.3%	16.5%	49.9%	922	4.131
	SURVEY 2	0.8%	1.9%	37.5%	19.8%	40.0%	929	3.964
	SURVEY 3	1.1%	2.6%	36.9%	17.4%	42.1%	922	3.967
OSP DISTRICT	FINDLAY DISTRICT	2.5%	2.2%	38.1%	15.3%	41.9%	365	3.921
	BUCYRUS DISTRICT	1.2%	3.1%	32.4%	15.0%	48.3%	321	4.059
	CLEVELAND DISTRICT	0.6%	2.3%	36.6%	21.7%	38.8%	309	3.958
	PIQUA DISTRICT	0.6%	1.5%	36.0%	18.2%	43.8%	336	4.030
	COLUMBUS DISTRICT	-	2.5%	39.1%	19.6%	38.8%	317	3.946
	CAMBRIDGE DISTRICT	0.3%	0.8%	34.0%	16.9%	48.0%	379	4.116
	WILMINGTON DISTRICT	0.8%	1.8%	36.1%	20.1%	41.2%	393	3.992
	JACKSON DISTRICT	1.1%	2.0%	29.7%	16.7%	50.4%	353	4.133
AGE	25 AND YOUNGER	-	2.1%	42.8%	22.1%	33.1%	145	3.862
	26 - 30 YEARS OLD	0.8%	0.8%	26.8%	15.0%	56.7%	127	4.260
	31 - 35 YEARS OLD	1.1%	1.6%	34.4%	14.2%	48.6%	183	4.077
	36 - 40 YEARS OLD	0.6%	2.2%	29.5%	21.0%	46.7%	315	4.108
	41 - 45 YEARS OLD	0.9%	1.5%	30.9%	19.6%	47.0%	453	4.104
	46 - 50 YEARS OLD	1.5%	2.4%	37.6%	16.9%	41.6%	670	3.948
	51 AND OLDER	0.7%	1.9%	37.8%	17.2%	42.5%	850	3.988
SEX	MALE	1.1%	3.4%	44.4%	14.8%	36.3%	984	3.818
	FEMALE	0.8%	1.2%	30.2%	19.6%	48.2%	1,789	4.132
RACE	CAUCASIAN	0.8%	2.0%	35.3%	18.0%	43.9%	2,535	4.022
	AFRICAN AMERICAN	1.6%	0.8%	40.2%	17.3%	40.2%	127	3.937
	OTHER	2.4%	3.5%	30.6%	18.8%	44.7%	85	4.000
HISPANIC/LATINO	NO	0.9%	1.9%	35.5%	17.9%	43.9%	2,682	4.020
	YES	1.9%	5.6%	33.3%	11.1%	48.1%	54	3.981
MARITAL STATUS	SINGLE	0.9%	3.5%	44.5%	15.8%	35.3%	425	3.809
	MARRIED	0.6%	1.7%	33.3%	18.7%	45.6%	2,066	4.070
	OTHER	2.7%	1.5%	35.0%	16.0%	44.9%	263	3.989
RESIDENTIAL LOCATION	URBAN	0.8%	1.8%	38.4%	16.4%	42.6%	385	3.982
	SUBURBAN	0.5%	1.8%	36.4%	19.4%	41.8%	1,126	4.003
	RURAL	1.3%	2.2%	33.2%	17.0%	46.3%	1,259	4.048
DRIVING AREA	URBAN	0.8%	1.9%	38.9%	17.0%	41.5%	755	3.964
	SUBURBAN	0.9%	1.9%	33.8%	19.0%	44.3%	979	4.039
	RURAL	1.0%	2.2%	34.1%	17.5%	45.3%	1,020	4.039
VEHICLE TYPE	AUTOMOBILE	1.0%	1.8%	36.0%	17.8%	43.4%	1,351	4.010
	VAN/MINI VAN	0.5%	1.9%	36.2%	17.7%	43.7%	378	4.021
	PICKUP TRUCK	1.2%	4.1%	35.8%	15.1%	43.8%	338	3.962
	SUV	0.9%	1.2%	32.6%	19.1%	46.1%	674	4.085
	OTHER	-	6.5%	41.9%	25.8%	25.8%	31	3.710

TABLE A3.12: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		8.2%	20.3%	58.3%	13.2%	2,837	2.765
SURVEY	SURVEY 1	8.7%	23.8%	53.8%	13.7%	951	2.725
	SURVEY 2	8.1%	20.0%	60.4%	11.5%	959	2.752
	SURVEY 3	7.7%	17.2%	60.7%	14.5%	927	2.820
OSP DISTRICT	FINDLAY DISTRICT	7.8%	19.0%	58.4%	14.7%	373	2.802
	BUCYRUS DISTRICT	10.2%	21.1%	52.4%	16.3%	332	2.747
	CLEVELAND DISTRICT	6.2%	16.9%	65.1%	11.7%	307	2.824
	PIQUA DISTRICT	9.5%	19.9%	58.2%	12.5%	337	2.736
	COLUMBUS DISTRICT	7.8%	21.6%	57.4%	13.2%	333	2.760
	CAMBRIDGE DISTRICT	9.1%	19.7%	60.4%	10.9%	386	2.731
	WILMINGTON DISTRICT	6.6%	21.5%	58.9%	13.0%	409	2.782
AGE	JACKSON DISTRICT	8.3%	22.5%	55.8%	13.3%	360	2.742
	25 AND YOUNGER	9.3%	17.9%	61.6%	11.3%	151	2.748
	26 - 30 YEARS OLD	9.4%	21.1%	54.7%	14.8%	128	2.750
	31 - 35 YEARS OLD	10.8%	22.7%	53.5%	13.0%	185	2.686
	36 - 40 YEARS OLD	10.5%	21.3%	57.1%	11.1%	324	2.688
	41 - 45 YEARS OLD	8.2%	18.8%	61.6%	11.5%	453	2.764
	46 - 50 YEARS OLD	7.7%	22.4%	57.3%	12.7%	702	2.749
SEX	51 AND OLDER	7.0%	18.9%	59.2%	14.9%	861	2.820
	MALE	7.4%	17.1%	58.9%	16.6%	1,005	2.848
RACE	FEMALE	8.6%	22.1%	58.0%	11.3%	1,832	2.719
	CAUCASIAN	7.9%	20.6%	59.0%	12.5%	2,597	2.761
	AFRICAN AMERICAN	7.0%	18.0%	53.1%	21.9%	128	2.898
HISPANIC/LATINO	OTHER	14.5%	13.3%	50.6%	21.7%	83	2.795
	NO	8.0%	20.4%	58.4%	13.2%	2,747	2.768
MARITAL STATUS	YES	14.3%	16.1%	51.8%	17.9%	56	2.732
	SINGLE	8.0%	16.6%	58.1%	17.3%	439	2.847
	MARRIED	7.9%	21.2%	58.7%	12.2%	2,110	2.751
RESIDENTIAL LOCATION	OTHER	10.4%	19.8%	55.2%	14.6%	268	2.739
	URBAN	8.2%	16.1%	60.4%	15.3%	391	2.829
	SUBURBAN	7.5%	21.7%	58.7%	12.1%	1,161	2.755
DRIVING AREA	RURAL	8.8%	20.4%	57.3%	13.5%	1,282	2.754
	URBAN	7.9%	18.7%	58.7%	14.7%	782	2.802
	SUBURBAN	8.1%	21.2%	59.1%	11.6%	1,003	2.742
VEHICLE TYPE	RURAL	8.4%	20.7%	57.1%	13.8%	1,032	2.762
	AUTOMOBILE	8.7%	19.3%	57.4%	14.6%	1,373	2.778
	VAN/MINI VAN	7.4%	20.6%	61.8%	10.2%	393	2.748
	PICKUP TRUCK	9.1%	21.3%	56.4%	13.2%	342	2.737
	SUV	7.5%	21.4%	58.8%	12.3%	697	2.760
	OTHER	-	29.0%	61.3%	9.7%	31	2.806

TABLE A3.13: PERCEIVED EFFECTIVENESS OF THE ENFORCEMENT OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		6.4%	17.7%	57.6%	18.3%	2,793	2.879
SURVEY	SURVEY 1	7.3%	20.5%	57.1%	15.0%	926	2.798
	SURVEY 2	5.9%	15.5%	58.7%	19.9%	946	2.925
	SURVEY 3	6.0%	16.9%	57.0%	20.1%	921	2.912
OSP DISTRICT	FINDLAY DISTRICT	6.2%	16.0%	58.2%	19.6%	368	2.910
	BUCYRUS DISTRICT	8.3%	16.6%	56.6%	18.5%	325	2.852
	CLEVELAND DISTRICT	7.9%	12.5%	60.1%	19.5%	303	2.911
	PIQUA DISTRICT	6.0%	17.5%	61.0%	15.4%	331	2.858
	COLUMBUS DISTRICT	6.2%	20.7%	54.6%	18.5%	324	2.855
	CAMBRIDGE DISTRICT	5.2%	22.9%	54.8%	17.1%	385	2.839
	WILMINGTON DISTRICT	5.2%	14.5%	60.8%	19.5%	400	2.945
AGE	JACKSON DISTRICT	6.7%	19.9%	54.9%	18.5%	357	2.852
	25 AND YOUNGER	7.3%	16.0%	60.0%	16.7%	150	2.860
	26 - 30 YEARS OLD	5.4%	18.6%	55.8%	20.2%	129	2.907
	31 - 35 YEARS OLD	8.3%	15.0%	56.7%	20.0%	180	2.883
	36 - 40 YEARS OLD	7.0%	17.4%	57.9%	17.7%	316	2.864
	41 - 45 YEARS OLD	6.6%	19.3%	59.2%	15.0%	441	2.825
	46 - 50 YEARS OLD	6.5%	17.1%	57.0%	19.3%	689	2.891
SEX	51 AND OLDER	5.7%	18.1%	56.6%	19.5%	855	2.899
	MALE	5.9%	14.0%	58.2%	21.9%	996	2.961
RACE	FEMALE	6.7%	19.7%	57.3%	16.4%	1,797	2.833
	CAUCASIAN	6.2%	17.6%	58.6%	17.6%	2,561	2.875
	AFRICAN AMERICAN	4.8%	18.5%	45.2%	31.5%	124	3.032
HISPANIC/ LATINO	OTHER	9.9%	16.0%	51.9%	22.2%	81	2.864
	NO	6.4%	17.4%	57.9%	18.3%	2,707	2.882
MARITAL STATUS	YES	7.5%	26.4%	41.5%	24.5%	53	2.830
	SINGLE	5.9%	13.0%	57.2%	23.8%	437	2.989
	MARRIED	6.2%	18.2%	58.9%	16.7%	2,074	2.861
RESIDENTIAL LOCATION	OTHER	8.7%	20.5%	48.3%	22.4%	263	2.844
	URBAN	6.5%	17.3%	56.8%	19.4%	387	2.891
	SUBURBAN	6.5%	16.7%	59.3%	17.5%	1,140	2.879
DRIVING AREA	RURAL	6.3%	18.6%	56.3%	18.8%	1,264	2.875
	URBAN	7.4%	16.3%	57.3%	19.0%	768	2.879
	SUBURBAN	6.5%	16.4%	60.3%	16.8%	983	2.874
VEHICLE TYPE	RURAL	5.6%	19.8%	55.0%	19.6%	1,023	2.886
	AUTOMOBILE	6.7%	17.2%	57.4%	18.8%	1,349	2.882
	VAN/MINI VAN	6.7%	15.9%	62.1%	15.4%	390	2.862
	PICKUP TRUCK	8.6%	16.8%	53.4%	21.2%	339	2.873
	SUV	5.0%	19.4%	57.2%	18.4%	685	2.891
	OTHER	-	27.6%	69.0%	3.4%	29	2.759

TABLE A3.14: PERCEIVED EFFECTIVENESS OF COURT SENTENCES FOR DUI CONVICTIONS AT REDUCING DRUNK DRIVING

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		10.8%	22.8%	52.1%	14.4%	2,707	2.700
SURVEY	SURVEY 1	12.2%	24.5%	49.7%	13.6%	895	2.648
	SURVEY 2	11.7%	22.6%	52.4%	13.3%	904	2.673
	SURVEY 3	8.5%	21.4%	54.0%	16.2%	908	2.779
OSP DISTRICT	FINDLAY DISTRICT	10.5%	21.0%	53.9%	14.6%	343	2.726
	BUCYRUS DISTRICT	12.8%	21.8%	50.6%	14.7%	312	2.673
	CLEVELAND DISTRICT	11.1%	20.2%	52.5%	16.2%	297	2.737
	PIQUA DISTRICT	9.8%	24.8%	53.5%	11.9%	327	2.676
	COLUMBUS DISTRICT	8.8%	29.2%	45.6%	16.4%	318	2.695
	CAMBRIDGE DISTRICT	11.4%	21.5%	53.8%	13.3%	377	2.690
	WILMINGTON DISTRICT	9.7%	18.7%	56.7%	14.9%	390	2.767
AGE	JACKSON DISTRICT	12.2%	25.9%	48.4%	13.4%	343	2.630
	25 AND YOUNGER	7.4%	17.4%	55.0%	20.1%	149	2.879
	26 - 30 YEARS OLD	7.4%	24.0%	52.1%	16.5%	121	2.777
	31 - 35 YEARS OLD	11.9%	18.8%	55.1%	14.2%	176	2.716
	36 - 40 YEARS OLD	9.7%	26.0%	51.6%	12.7%	308	2.672
	41 - 45 YEARS OLD	11.8%	22.8%	53.7%	11.8%	434	2.654
	46 - 50 YEARS OLD	13.3%	22.7%	49.8%	14.2%	653	2.649
SEX	51 AND OLDER	9.7%	23.5%	51.9%	14.9%	834	2.719
	MALE	9.7%	19.6%	52.3%	18.4%	969	2.794
RACE	FEMALE	11.4%	24.6%	51.9%	12.1%	1,738	2.648
	CAUCASIAN	11.0%	22.7%	52.5%	13.8%	2,483	2.690
	AFRICAN AMERICAN	3.3%	26.4%	49.6%	20.7%	121	2.876
HISPANIC/LATINO	OTHER	12.8%	17.9%	44.9%	24.4%	78	2.808
	NO	10.8%	22.6%	52.4%	14.2%	2,620	2.701
MARITAL STATUS	YES	11.5%	26.9%	36.5%	25.0%	52	2.750
	SINGLE	9.2%	18.2%	50.8%	21.7%	423	2.851
	MARRIED	10.7%	23.5%	53.1%	12.8%	2,012	2.679
RESIDENTIAL LOCATION	OTHER	14.2%	24.5%	46.2%	15.0%	253	2.621
	URBAN	7.6%	21.7%	52.1%	18.6%	382	2.817
	SUBURBAN	10.1%	23.0%	52.2%	14.7%	1,094	2.716
DRIVING AREA	RURAL	12.4%	22.9%	51.8%	12.8%	1,229	2.649
	URBAN	9.4%	21.4%	51.7%	17.5%	747	2.774
	SUBURBAN	11.5%	22.5%	53.2%	12.8%	942	2.674
VEHICLE TYPE	RURAL	11.3%	23.8%	51.3%	13.6%	1,000	2.672
	AUTOMOBILE	10.5%	22.1%	52.3%	15.1%	1,316	2.720
	VAN/MINI VAN	11.4%	20.9%	54.7%	13.0%	369	2.694
	PICKUP TRUCK	13.0%	22.1%	50.6%	14.2%	330	2.661
	SUV	10.1%	24.8%	51.1%	14.0%	662	2.690
		6.9%	41.4%	44.8%	6.9%	29	2.517

TABLE A3.15: SAW A SOBRIETY CHECKPOINT IN THE PAST 12 MONTHS

		NO	YES	TOTAL
ALL RESPONDENTS		71.6%	28.4%	3,000
SURVEY	SURVEY 1	77.8%	22.2%	990
	SURVEY 2	70.2%	29.8%	1,007
	SURVEY 3	66.8%	33.2%	1,003
OSP DISTRICT	FINDLAY DISTRICT	70.3%	29.7%	404
	BUCYRUS DISTRICT	73.5%	26.5%	344
	CLEVELAND DISTRICT	67.3%	32.7%	324
	PIQUA DISTRICT	74.7%	25.3%	359
	COLUMBUS DISTRICT	69.2%	30.8%	354
	CAMBRIDGE DISTRICT	75.4%	24.6%	410
	WILMINGTON DISTRICT	74.9%	25.1%	434
	JACKSON DISTRICT	66.0%	34.0%	371
AGE	25 AND YOUNGER	63.5%	36.5%	156
	26 - 30 YEARS OLD	67.6%	32.4%	136
	31 - 35 YEARS OLD	70.3%	29.7%	192
	36 - 40 YEARS OLD	72.9%	27.1%	336
	41 - 45 YEARS OLD	70.9%	29.1%	484
	46 - 50 YEARS OLD	70.0%	30.0%	743
	51 AND OLDER	74.7%	25.3%	918
SEX	MALE	69.4%	30.6%	1,037
	FEMALE	72.7%	27.3%	1,963
RACE	CAUCASIAN	72.2%	27.8%	2,736
	AFRICAN AMERICAN	63.4%	36.6%	142
	OTHER	64.8%	35.2%	91
HISPANIC/ LATINO	NO	71.6%	28.4%	2,899
	YES	73.8%	26.2%	61
MARITAL STATUS	SINGLE	63.5%	36.5%	457
	MARRIED	73.6%	26.4%	2,237
	OTHER	69.1%	30.9%	285
RESIDENTIAL LOCATION	URBAN	66.3%	33.7%	412
	SUBURBAN	71.6%	28.4%	1,230
	RURAL	73.2%	26.8%	1,355
DRIVING AREA	URBAN	69.4%	30.6%	820
	SUBURBAN	71.7%	28.3%	1,069
	RURAL	72.8%	27.2%	1,090
VEHICLE TYPE	AUTOMOBILE	72.7%	27.3%	1,455
	VAN/MINI VAN	75.3%	24.7%	434
	PICKUP TRUCK	66.9%	33.1%	353
	SUV	69.5%	30.5%	725
	OTHER	65.6%	34.4%	32

TABLE A3.16: FREQUENCY OF USE FOR SOBRIETY CHECKPOINTS

		LESS FREQUENTLY	ABOUT THE SAME	MORE FREQUENTLY	TOTAL	AVERAGE
ALL RESPONDENTS		8.0%	35.2%	56.8%	2,880	2.489
SURVEY	SURVEY 1	6.4%	33.7%	59.9%	958	2.535
	SURVEY 2	8.1%	36.9%	55.0%	967	2.469
	SURVEY 3	9.5%	34.9%	55.6%	955	2.461
OSP DISTRICT	FINDLAY DISTRICT	10.3%	36.6%	53.1%	388	2.428
	BUCYRUS DISTRICT	7.2%	31.1%	61.7%	334	2.545
	CLEVELAND DISTRICT	9.9%	37.1%	53.0%	313	2.431
	PIQUA DISTRICT	7.9%	36.4%	55.7%	343	2.478
	COLUMBUS DISTRICT	8.6%	41.5%	49.9%	337	2.412
	CAMBRIDGE DISTRICT	4.6%	33.4%	62.0%	389	2.573
	WILMINGTON DISTRICT	9.7%	37.5%	52.8%	411	2.431
AGE	JACKSON DISTRICT	5.8%	27.9%	66.3%	365	2.605
	25 AND YOUNGER	6.6%	32.9%	60.5%	152	2.539
	26 - 30 YEARS OLD	6.7%	26.9%	66.4%	134	2.597
	31 - 35 YEARS OLD	8.1%	31.9%	60.0%	185	2.519
	36 - 40 YEARS OLD	8.4%	34.7%	57.0%	323	2.486
	41 - 45 YEARS OLD	7.3%	31.3%	61.3%	463	2.540
	46 - 50 YEARS OLD	7.8%	37.2%	55.0%	715	2.471
SEX	51 AND OLDER	8.2%	37.9%	53.8%	875	2.456
	MALE	14.0%	39.3%	46.7%	998	2.327
RACE	FEMALE	4.8%	33.0%	62.2%	1,882	2.574
	CAUCASIAN	8.0%	35.1%	56.9%	2,628	2.489
	AFRICAN AMERICAN	5.1%	41.3%	53.6%	138	2.486
HISPANIC/ LATINO	OTHER	11.6%	27.9%	60.5%	86	2.488
	NO	8.2%	35.0%	56.8%	2,784	2.487
MARITAL STATUS	YES	5.0%	41.7%	53.3%	60	2.483
	SINGLE	9.7%	36.0%	54.4%	445	2.447
	MARRIED	7.6%	35.0%	57.4%	2143	2.499
RESIDENTIAL LOCATION	OTHER	8.8%	35.8%	55.5%	274	2.467
	URBAN	11.1%	37.0%	51.9%	397	2.408
	SUBURBAN	8.2%	38.1%	53.7%	1,175	2.455
DRIVING AREA	RURAL	6.9%	32.0%	61.1%	1,305	2.542
	URBAN	9.5%	37.4%	53.1%	797	2.435
	SUBURBAN	8.1%	34.7%	57.2%	1,014	2.491
VEHICLE TYPE	RURAL	6.8%	34.0%	59.2%	1,050	2.525
	AUTOMOBILE	8.7%	37.1%	54.2%	1,403	2.455
	VAN/MINI VAN	5.9%	37.7%	56.5%	409	2.506
	PICKUP TRUCK	11.5%	28.7%	59.8%	338	2.482
	SUV	6.1%	33.4%	60.4%	700	2.543
	OTHER	6.9%	27.6%	65.5%	29	2.586

TABLE A3.17: RESPONDENT KNOWS OHIO'S BAC LEVEL

		NO	YES	TOTAL
ALL RESPONDENTS		50.1%	49.9%	2,996
SURVEY	SURVEY 1	51.8%	48.2%	988
	SURVEY 2	47.8%	52.2%	1,007
	SURVEY 3	50.8%	49.2%	1,001
OSP DISTRICT	FINDLAY DISTRICT	47.5%	52.5%	404
	BUCYRUS DISTRICT	52.3%	47.7%	346
	CLEVELAND DISTRICT	53.7%	46.3%	322
	PIQUA DISTRICT	46.8%	53.2%	359
	COLUMBUS DISTRICT	46.3%	53.7%	354
	CAMBRIDGE DISTRICT	52.1%	47.9%	407
	WILMINGTON DISTRICT	48.6%	51.4%	434
	JACKSON DISTRICT	54.3%	45.7%	370
AGE	25 AND YOUNGER	39.4%	60.6%	155
	26 - 30 YEARS OLD	47.4%	52.6%	135
	31 - 35 YEARS OLD	47.6%	52.4%	191
	36 - 40 YEARS OLD	45.1%	54.9%	339
	41 - 45 YEARS OLD	49.6%	50.4%	482
	46 - 50 YEARS OLD	50.9%	49.1%	742
	51 AND OLDER	54.3%	45.7%	917
SEX	MALE	31.8%	68.2%	1,036
	FEMALE	59.8%	40.2%	1,960
RACE	CAUCASIAN	49.3%	50.7%	2,734
	AFRICAN AMERICAN	64.5%	35.5%	141
	OTHER	50.5%	49.5%	91
HISPANIC/ LATINO	NO	50.7%	49.3%	2,895
	YES	31.1%	68.9%	61
MARITAL STATUS	SINGLE	45.7%	54.3%	457
	MARRIED	49.4%	50.6%	2,234
	OTHER	62.7%	37.3%	284
RESIDENTIAL LOCATION	URBAN	50.0%	50.0%	414
	SUBURBAN	49.6%	50.4%	1,228
	RURAL	50.6%	49.4%	1,351
DRIVING AREA	URBAN	48.3%	51.7%	818
	SUBURBAN	51.7%	48.3%	1,069
	RURAL	49.6%	50.4%	1,088
VEHICLE TYPE	AUTOMOBILE	51.4%	48.6%	1,451
	VAN/MINI VAN	55.5%	44.5%	436
	PICKUP TRUCK	37.1%	62.9%	353
	SUV	51.5%	48.5%	723
	OTHER	34.4%	65.6%	32

TABLE A3.18: OHIO'S BAC LEGAL LIMIT

		.01	.02	.03	.04	.05	.06	.07	.08	.09	.10	OTHER	TOTAL
ALL RESPONDENTS		3.1%	2.5%	0.6%	0.9%	1.5%	1.0%	1.1%	81.9%	0.3%	2.6%	4.6%	1,495
SURVEY	SURVEY 1	2.9%	2.7%	0.6%	0.8%	0.6%	0.8%	0.4%	83.2%	0.2%	3.2%	4.4%	476
	SURVEY 2	2.3%	2.3%	0.2%	0.4%	1.1%	0.8%	1.1%	80.8%	-	3.4%	7.6%	526
	SURVEY 3	4.1%	2.6%	1.0%	1.4%	2.6%	1.4%	1.6%	81.7%	0.6%	1.2%	1.6%	493
OSP DISTRICT	FINDLAY DISTRICT	1.9%	1.4%	0.5%	-	1.4%	0.9%	0.9%	84.9%	-	1.4%	6.6%	212
	BUCYRUS DISTRICT	4.8%	1.8%	0.6%	1.8%	3.6%	-	1.2%	81.8%	-	1.8%	2.4%	165
	CLEVELAND DISTRICT	2.7%	2.0%	-	-	2.0%	1.3%	2.7%	80.5%	0.7%	4.0%	4.0%	149
	PIQUA DISTRICT	2.1%	3.1%	0.5%	1.6%	1.0%	1.0%	-	79.6%	-	4.7%	6.3%	191
	COLUMBUS DISTRICT	2.6%	2.1%	0.5%	1.1%	1.6%	1.1%	1.6%	85.8%	0.5%	1.1%	2.1%	190
	CAMBRIDGE DISTRICT	1.5%	3.6%	0.5%	1.5%	0.5%	1.5%	0.5%	81.5%	-	3.1%	5.6%	195
	WILMINGTON DISTRICT	2.7%	2.2%	1.3%	0.4%	0.9%	0.4%	0.9%	86.2%	0.9%	1.8%	2.2%	224
	JACKSON DISTRICT	7.1%	4.1%	0.6%	0.6%	1.2%	1.8%	1.2%	72.2%	-	3.6%	7.7%	169
AGE	25 AND YOUNGER	-	3.2%	2.1%	1.1%	1.1%	3.2%	-	78.7%	1.1%	-	9.6%	94
	26 - 30 YEARS OLD	4.2%	1.4%	-	-	-	1.4%	1.4%	80.3%	-	2.8%	8.5%	71
	31 - 35 YEARS OLD	3.0%	7.0%	2.0%	2.0%	1.0%	1.0%	2.0%	79.0%	-	2.0%	1.0%	100
	36 - 40 YEARS OLD	3.8%	3.2%	-	-	2.2%	-	-	83.9%	-	4.3%	2.7%	186
	41 - 45 YEARS OLD	2.5%	2.5%	0.4%	0.8%	0.8%	0.8%	1.6%	84.0%	-	3.3%	3.3%	244
	46 - 50 YEARS OLD	3.6%	1.4%	0.8%	1.1%	0.8%	0.8%	0.3%	84.1%	0.5%	2.7%	3.8%	364
	51 AND OLDER	3.1%	2.4%	0.2%	1.0%	2.6%	1.0%	1.9%	79.7%	0.2%	2.1%	5.7%	419
SEX	MALE	2.1%	1.8%	0.7%	0.8%	1.6%	1.0%	1.0%	85.3%	0.3%	1.7%	3.7%	708
	FEMALE	3.9%	3.2%	0.5%	0.9%	1.4%	1.0%	1.1%	78.8%	0.3%	3.4%	5.5%	787
RACE	CAUCASIAN	3.2%	2.5%	0.4%	0.9%	1.4%	1.0%	1.2%	82.3%	0.2%	2.7%	4.3%	1,386
	AFRICAN AMERICAN	-	-	4.0%	-	2.0%	-	-	70.0%	2.0%	4.0%	18.0%	50
	OTHER	-	6.7%	-	-	2.2%	2.2%	-	88.9%	-	-	-	45
HISPANIC/LATINO	NO	3.1%	2.6%	0.5%	0.8%	1.4%	0.9%	1.1%	82.1%	0.3%	2.7%	4.5%	1,428
	YES	4.8%	2.4%	2.4%	2.4%	2.4%	-	-	78.6%	-	-	7.1%	42
MARITAL STATUS	SINGLE	1.2%	2.8%	1.6%	1.2%	2.4%	1.6%	1.2%	75.9%	-	3.6%	8.4%	249
	MARRIED	3.2%	2.6%	0.4%	0.6%	1.1%	1.0%	1.1%	83.8%	0.3%	2.3%	3.7%	1,131
	OTHER	6.6%	1.9%	-	2.8%	3.8%	-	0.9%	75.5%	-	2.8%	5.7%	106
RESIDENTIAL LOCATION	URBAN	2.4%	2.9%	1.4%	0.5%	2.4%	1.0%	-	83.7%	1.0%	2.4%	2.4%	208
	SUBURBAN	3.2%	1.9%	0.5%	1.0%	1.3%	1.1%	1.3%	81.3%	0.3%	2.7%	5.3%	619
	RURAL	3.1%	3.0%	0.4%	0.9%	1.3%	0.9%	1.2%	81.9%	-	2.5%	4.6%	668
DRIVING AREA	URBAN	2.6%	4.0%	0.9%	0.7%	1.4%	0.7%	1.2%	79.0%	0.2%	4.0%	5.2%	423
	SUBURBAN	3.5%	1.4%	0.6%	1.0%	1.5%	1.2%	0.6%	85.5%	0.4%	1.9%	2.5%	517
	RURAL	3.1%	2.6%	0.4%	0.9%	1.5%	1.1%	1.5%	81.0%	0.2%	2.2%	5.7%	548
VEHICLE TYPE	AUTOMOBILE	3.0%	2.4%	0.9%	1.1%	1.1%	1.0%	0.9%	82.1%	0.6%	2.3%	4.7%	705
	VAN/MINI VAN	4.6%	3.6%	0.5%	1.0%	0.5%	1.5%	2.1%	80.5%	-	2.6%	3.1%	195
	PICKUP TRUCK	3.2%	3.6%	0.9%	0.5%	2.7%	0.9%	0.9%	82.0%	-	2.3%	3.2%	222
	SUV	2.0%	1.7%	-	0.6%	2.0%	0.9%	1.1%	82.6%	-	3.7%	5.4%	351
	OTHER	9.5%	-	-	-	-	-	-	76.2%	-	-	14.3%	21

TABLE A3.19: LOWERING BAC-LEVEL HAS REDUCED DRINKING AND DRIVING IN OHIO

		NO	YES	TOTAL
ALL RESPONDENTS		81.3%	18.7%	2,588
SURVEY	SURVEY 1	82.5%	17.5%	871
	SURVEY 2	80.5%	19.5%	868
	SURVEY 3	80.8%	19.2%	849
OSP DISTRICT	FINDLAY DISTRICT	82.1%	17.9%	330
	BUCYRUS DISTRICT	81.4%	18.6%	290
	CLEVELAND DISTRICT	79.2%	20.8%	284
	PIQUA DISTRICT	84.0%	16.0%	318
	COLUMBUS DISTRICT	79.8%	20.2%	312
	CAMBRIDGE DISTRICT	81.1%	18.9%	366
	WILMINGTON DISTRICT	82.4%	17.6%	374
AGE	JACKSON DISTRICT	79.9%	20.1%	314
	25 AND YOUNGER	81.2%	18.8%	144
	26 - 30 YEARS OLD	78.3%	21.7%	120
	31 - 35 YEARS OLD	85.1%	14.9%	168
	36 - 40 YEARS OLD	83.8%	16.2%	303
	41 - 45 YEARS OLD	84.3%	15.7%	426
	46 - 50 YEARS OLD	80.4%	19.6%	621
SEX	51 AND OLDER	78.7%	21.3%	775
	MALE	80.1%	19.9%	936
RACE	FEMALE	82.0%	18.0%	1,652
	CAUCASIAN	81.8%	18.2%	2,368
	AFRICAN AMERICAN	79.5%	20.5%	117
HISPANIC/LATINO	OTHER	70.4%	29.6%	81
	NO	81.6%	18.4%	2,497
MARITAL STATUS	YES	70.2%	29.8%	57
	SINGLE	78.9%	21.1%	403
	MARRIED	81.6%	18.4%	1,919
RESIDENTIAL LOCATION	OTHER	83.0%	17.0%	247
	URBAN	78.5%	21.5%	358
	SUBURBAN	81.2%	18.8%	1,042
DRIVING AREA	RURAL	82.2%	17.8%	1,186
	URBAN	79.9%	20.1%	711
	SUBURBAN	80.2%	19.8%	905
VEHICLE TYPE	RURAL	83.1%	16.9%	957
	AUTOMOBILE	80.7%	19.3%	1,254
	VAN/MINI VAN	83.3%	16.7%	353
	PICKUP TRUCK	81.5%	18.5%	313
	SUV	81.2%	18.8%	637
	OTHER	83.3%	16.7%	30

TABLE A3.20: EFFECTIVENESS OF REDUCING DRUNK DRIVING – AVAILABLE FREE TRANSPORTATION

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		8.0%	49.3%	42.7%	2,963	2.347
SURVEY	SURVEY 1	5.9%	49.4%	44.6%	981	2.387
	SURVEY 2	9.0%	51.4%	39.6%	992	2.306
	SURVEY 3	9.2%	47.0%	43.8%	990	2.346
OSP DISTRICT	FINDLAY DISTRICT	8.6%	47.6%	43.8%	397	2.353
	BUCYRUS DISTRICT	5.8%	46.4%	47.8%	343	2.420
	CLEVELAND DISTRICT	8.4%	50.5%	41.2%	323	2.328
	PIQUA DISTRICT	6.2%	51.4%	42.3%	352	2.361
	COLUMBUS DISTRICT	9.0%	50.6%	40.5%	346	2.315
	CAMBRIDGE DISTRICT	9.4%	48.1%	42.5%	405	2.331
	WILMINGTON DISTRICT	7.7%	49.7%	42.7%	431	2.350
AGE	JACKSON DISTRICT	9.0%	50.3%	40.7%	366	2.317
	25 AND YOUNGER	1.9%	42.6%	55.5%	155	2.535
	26 - 30 YEARS OLD	8.9%	40.0%	51.1%	135	2.422
	31 - 35 YEARS OLD	6.3%	44.7%	48.9%	190	2.426
	36 - 40 YEARS OLD	7.7%	52.4%	39.9%	338	2.322
	41 - 45 YEARS OLD	6.3%	52.2%	41.4%	473	2.351
	46 - 50 YEARS OLD	9.2%	49.6%	41.3%	732	2.321
SEX	51 AND OLDER	9.2%	50.4%	40.5%	907	2.313
	MALE	10.8%	50.4%	38.8%	1,029	2.280
RACE	FEMALE	6.6%	48.7%	44.8%	1,934	2.382
	CAUCASIAN	8.2%	50.3%	41.5%	2,702	2.333
	AFRICAN AMERICAN	5.7%	42.9%	51.4%	140	2.457
HISPANIC/ LATINO	OTHER	7.8%	37.8%	54.4%	90	2.467
	NO	8.1%	49.8%	42.0%	2,862	2.339
MARITAL STATUS	YES	4.9%	26.2%	68.9%	61	2.639
	SINGLE	7.3%	38.9%	53.8%	452	2.465
	MARRIED	8.3%	51.8%	39.9%	2,206	2.316
RESIDENTIAL LOCATION	OTHER	6.7%	48.2%	45.1%	284	2.384
	URBAN	8.1%	46.6%	45.3%	408	2.373
	SUBURBAN	6.6%	49.8%	43.6%	1,212	2.370
DRIVING AREA	RURAL	9.3%	49.7%	41.0%	1,340	2.318
	URBAN	7.4%	46.8%	45.8%	812	2.384
	SUBURBAN	6.6%	50.6%	42.8%	1,053	2.363
VEHICLE TYPE	RURAL	9.6%	50.2%	40.3%	1,078	2.307
	AUTOMOBILE	8.0%	48.9%	43.1%	1,435	2.351
	VAN/MINI VAN	6.3%	51.3%	42.4%	429	2.361
	PICKUP TRUCK	10.6%	48.0%	41.4%	350	2.309
	SUV	8.1%	49.4%	42.5%	717	2.344
	OTHER	3.2%	54.8%	41.9%	31	2.387

TABLE A3.21: EFFECTIVENESS OF REDUCING DRUNK DRIVING – AVAILABLE LOW-COST TRANSPORTATION

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		17.1%	53.4%	29.4%	2,945	2.123
SURVEY	SURVEY 1	14.9%	55.5%	29.6%	977	2.146
	SURVEY 2	19.3%	52.5%	28.1%	988	2.088
	SURVEY 3	17.1%	52.3%	30.5%	980	2.134
OSP DISTRICT	FINDLAY DISTRICT	17.9%	51.3%	30.8%	390	2.128
	BUCYRUS DISTRICT	12.9%	54.7%	32.4%	340	2.194
	CLEVELAND DISTRICT	20.6%	52.8%	26.6%	320	2.059
	PIQUA DISTRICT	15.8%	53.2%	31.0%	355	2.152
	COLUMBUS DISTRICT	17.6%	52.0%	30.3%	346	2.127
	CAMBRIDGE DISTRICT	15.8%	57.8%	26.5%	400	2.108
	WILMINGTON DISTRICT	15.2%	54.2%	30.6%	428	2.154
AGE	JACKSON DISTRICT	21.9%	51.1%	27.0%	366	2.052
	25 AND YOUNGER	10.3%	52.9%	36.8%	155	2.265
	26 - 30 YEARS OLD	22.4%	43.3%	34.3%	134	2.119
	31 - 35 YEARS OLD	15.1%	53.1%	31.8%	192	2.167
	36 - 40 YEARS OLD	16.8%	56.9%	26.3%	334	2.096
	41 - 45 YEARS OLD	14.2%	58.4%	27.5%	473	2.133
	46 - 50 YEARS OLD	20.1%	51.4%	28.6%	728	2.085
SEX	51 AND OLDER	17.0%	53.1%	29.9%	896	2.129
	MALE	18.7%	55.1%	26.2%	1,016	2.075
RACE	FEMALE	16.3%	52.6%	31.1%	1,929	2.148
	CAUCASIAN	17.6%	54.2%	28.2%	2,688	2.107
	AFRICAN AMERICAN	12.5%	44.1%	43.4%	136	2.309
HISPANIC/LATINO	OTHER	14.4%	46.7%	38.9%	90	2.244
	NO	17.5%	53.3%	29.2%	2,846	2.116
MARITAL STATUS	YES	6.6%	54.1%	39.3%	61	2.328
	SINGLE	13.2%	47.3%	39.5%	446	2.262
	MARRIED	18.3%	55.3%	26.4%	2,200	2.081
RESIDENTIAL LOCATION	OTHER	14.7%	48.7%	36.6%	279	2.219
	URBAN	15.8%	50.1%	34.1%	405	2.183
	SUBURBAN	15.6%	55.3%	29.1%	1,205	2.135
DRIVING AREA	RURAL	18.9%	52.9%	28.2%	1,332	2.093
	URBAN	15.8%	53.1%	31.1%	806	2.154
	SUBURBAN	16.0%	54.7%	29.2%	1,047	2.132
VEHICLE TYPE	RURAL	19.1%	53.0%	27.9%	1,072	2.088
	AUTOMOBILE	16.5%	53.1%	30.4%	1,427	2.139
	VAN/MINI VAN	17.0%	54.3%	28.7%	429	2.117
	PICKUP TRUCK	20.1%	52.0%	27.9%	344	2.078
	SUV	17.6%	53.9%	28.5%	712	2.110
	OTHER	9.4%	62.5%	28.1%	32	2.188

TABLE A3.22: EFFECTIVENESS OF REDUCING DRUNK DRIVING – COURT ORDERED YELLOW PLATES

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		23.7%	37.4%	38.8%	2,881	2.151
SURVEY	SURVEY 1	24.0%	35.9%	40.1%	955	2.161
	SURVEY 2	23.6%	36.1%	40.3%	966	2.167
	SURVEY 3	23.6%	40.2%	36.1%	960	2.125
OSP DISTRICT	FINDLAY DISTRICT	24.1%	39.7%	36.2%	390	2.121
	BUCYRUS DISTRICT	21.1%	38.3%	40.7%	332	2.196
	CLEVELAND DISTRICT	22.6%	42.9%	34.5%	310	2.119
	PIQUA DISTRICT	21.8%	36.3%	41.9%	344	2.201
	COLUMBUS DISTRICT	25.5%	35.6%	39.0%	326	2.135
	CAMBRIDGE DISTRICT	24.9%	36.9%	38.2%	398	2.133
	WILMINGTON DISTRICT	23.9%	35.5%	40.5%	422	2.166
	JACKSON DISTRICT	25.6%	34.8%	39.6%	359	2.139
AGE	25 AND YOUNGER	19.1%	40.1%	40.8%	152	2.217
	26 - 30 YEARS OLD	19.2%	44.6%	36.2%	130	2.169
	31 - 35 YEARS OLD	34.4%	36.5%	29.1%	189	1.947
	36 - 40 YEARS OLD	21.2%	36.4%	42.4%	330	2.212
	41 - 45 YEARS OLD	22.5%	39.7%	37.8%	466	2.152
	46 - 50 YEARS OLD	25.0%	35.2%	39.9%	697	2.149
	51 AND OLDER	23.3%	37.4%	39.3%	883	2.160
SEX	MALE	28.3%	36.9%	34.9%	1,001	2.066
	FEMALE	21.3%	37.7%	41.0%	1,880	2.196
RACE	CAUCASIAN	23.6%	38.1%	38.3%	2,634	2.147
	AFRICAN AMERICAN	17.9%	32.8%	49.3%	134	2.313
	OTHER	27.7%	28.9%	43.4%	83	2.157
HISPANIC/ LATINO	NO	23.7%	37.7%	38.7%	2,785	2.150
	YES	22.8%	28.1%	49.1%	57	2.263
MARITAL STATUS	SINGLE	23.1%	36.5%	40.4%	438	2.174
	MARRIED	23.2%	38.6%	38.2%	2,156	2.150
	OTHER	29.2%	30.3%	40.4%	267	2.112
RESIDENTIAL LOCATION	URBAN	21.1%	36.5%	42.4%	394	2.213
	SUBURBAN	22.4%	37.3%	40.3%	1,171	2.179
	RURAL	25.7%	37.7%	36.6%	1,313	2.108
DRIVING AREA	URBAN	23.3%	34.4%	42.3%	787	2.191
	SUBURBAN	21.6%	38.9%	39.5%	1,019	2.180
	RURAL	26.2%	38.4%	35.4%	1,056	2.092
VEHICLE TYPE	AUTOMOBILE	23.4%	36.8%	39.7%	1,399	2.163
	VAN/MINI VAN	23.2%	39.7%	37.0%	413	2.138
	PICKUP TRUCK	32.5%	34.2%	33.3%	345	2.009
	SUV	20.5%	38.7%	40.8%	692	2.202
	OTHER	19.4%	41.9%	38.7%	31	2.194

TABLE A3.23: EFFECTIVENESS OF REDUCING DRUNK DRIVING – DRIVER’S LICENSE SANCTIONS

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		16.9%	42.0%	41.1%	2,944	2.242
SURVEY	SURVEY 1	16.6%	42.1%	41.2%	973	2.246
	SURVEY 2	16.0%	40.5%	43.5%	993	2.275
	SURVEY 3	18.0%	43.5%	38.5%	978	2.206
OSP DISTRICT	FINDLAY DISTRICT	16.2%	42.1%	41.6%	394	2.254
	BUCYRUS DISTRICT	15.8%	43.6%	40.6%	342	2.249
	CLEVELAND DISTRICT	15.9%	44.4%	39.7%	320	2.238
	PIQUA DISTRICT	15.5%	42.9%	41.5%	354	2.260
	COLUMBUS DISTRICT	18.4%	37.8%	43.8%	347	2.254
	CAMBRIDGE DISTRICT	19.6%	41.4%	39.0%	403	2.194
	WILMINGTON DISTRICT	13.3%	45.5%	41.2%	422	2.280
	JACKSON DISTRICT	20.4%	38.1%	41.4%	362	2.210
AGE	25 AND YOUNGER	10.3%	40.0%	49.7%	155	2.394
	26 - 30 YEARS OLD	14.8%	43.0%	42.2%	135	2.274
	31 - 35 YEARS OLD	18.2%	36.9%	44.9%	187	2.267
	36 - 40 YEARS OLD	18.0%	40.2%	41.7%	333	2.237
	41 - 45 YEARS OLD	15.0%	43.4%	41.5%	472	2.265
	46 - 50 YEARS OLD	19.8%	42.0%	38.2%	727	2.184
	51 AND OLDER	16.4%	43.1%	40.5%	902	2.241
SEX	MALE	18.3%	40.3%	41.4%	1,021	2.231
	FEMALE	16.1%	43.0%	40.9%	1,923	2.248
RACE	CAUCASIAN	16.8%	42.4%	40.8%	2,689	2.239
	AFRICAN AMERICAN	14.4%	39.6%	46.0%	139	2.317
	OTHER	19.5%	31.0%	49.4%	87	2.299
HISPANIC/ LATINO	NO	16.8%	42.4%	40.8%	2,846	2.239
	YES	16.7%	26.7%	56.7%	60	2.400
MARITAL STATUS	SINGLE	15.8%	40.0%	44.2%	450	2.284
	MARRIED	16.6%	42.6%	40.8%	2,194	2.242
	OTHER	21.4%	38.9%	39.6%	280	2.182
RESIDENTIAL LOCATION	URBAN	16.6%	40.2%	43.2%	410	2.266
	SUBURBAN	14.8%	43.2%	42.0%	1,202	2.272
	RURAL	18.9%	41.5%	39.7%	1,329	2.208
DRIVING AREA	URBAN	16.4%	40.8%	42.8%	809	2.263
	SUBURBAN	14.5%	44.6%	40.9%	1,044	2.264
	RURAL	19.2%	40.7%	40.1%	1,070	2.209
VEHICLE TYPE	AUTOMOBILE	17.5%	41.3%	41.2%	1,430	2.237
	VAN/MINI VAN	15.1%	43.6%	41.3%	424	2.262
	PICKUP TRUCK	22.1%	40.8%	37.1%	348	2.149
	SUV	14.5%	43.0%	42.5%	709	2.279
	OTHER	9.4%	43.8%	46.9%	32	2.375

TABLE A3.24: EFFECTIVENESS OF REDUCING DRUNK DRIVING – FINES

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		15.2%	47.8%	37.0%	2,947	2.218
SURVEY	SURVEY 1	15.6%	48.6%	35.8%	971	2.203
	SURVEY 2	14.5%	46.6%	38.9%	995	2.244
	SURVEY 3	15.6%	48.2%	36.2%	981	2.206
OSP DISTRICT	FINDLAY DISTRICT	16.3%	42.2%	41.5%	393	2.252
	BUCYRUS DISTRICT	15.6%	45.7%	38.6%	339	2.230
	CLEVELAND DISTRICT	16.0%	48.6%	35.4%	319	2.194
	PIQUA DISTRICT	12.9%	54.2%	32.9%	356	2.199
	COLUMBUS DISTRICT	14.7%	50.6%	34.7%	346	2.199
	CAMBRIDGE DISTRICT	16.2%	45.7%	38.1%	407	2.219
	WILMINGTON DISTRICT	13.9%	48.3%	37.7%	424	2.238
AGE	JACKSON DISTRICT	16.0%	47.9%	36.1%	363	2.201
	25 AND YOUNGER	16.3%	45.1%	38.6%	153	2.222
	26 - 30 YEARS OLD	14.8%	49.6%	35.6%	135	2.207
	31 - 35 YEARS OLD	16.8%	48.4%	34.7%	190	2.179
	36 - 40 YEARS OLD	18.5%	46.4%	35.1%	336	2.167
	41 - 45 YEARS OLD	15.0%	47.8%	37.2%	473	2.222
	46 - 50 YEARS OLD	15.7%	48.2%	36.1%	726	2.204
SEX	51 AND OLDER	13.1%	48.3%	38.6%	901	2.255
	MALE	15.9%	46.1%	38.0%	1,020	2.222
RACE	FEMALE	14.8%	48.7%	36.4%	1,927	2.216
	CAUCASIAN	15.2%	48.0%	36.8%	2,692	2.216
	AFRICAN AMERICAN	10.1%	47.8%	42.0%	138	2.319
HISPANIC/LATINO	OTHER	21.1%	38.9%	40.0%	90	2.189
	NO	15.1%	48.2%	36.7%	2,849	2.217
MARITAL STATUS	YES	20.3%	25.4%	54.2%	59	2.339
	SINGLE	16.0%	46.1%	37.9%	451	2.220
	MARRIED	14.7%	49.0%	36.4%	2,198	2.217
RESIDENTIAL LOCATION	OTHER	16.8%	42.7%	40.5%	279	2.237
	URBAN	17.1%	45.7%	37.2%	403	2.201
	SUBURBAN	13.7%	49.5%	36.8%	1,204	2.231
DRIVING AREA	RURAL	16.0%	46.9%	37.1%	1,337	2.211
	URBAN	15.5%	45.3%	39.2%	811	2.237
	SUBURBAN	13.2%	50.6%	36.2%	1,039	2.230
VEHICLE TYPE	RURAL	16.5%	47.2%	36.3%	1,077	2.198
	AUTOMOBILE	15.8%	47.3%	36.9%	1,428	2.211
	VAN/MINI VAN	11.1%	53.6%	35.3%	425	2.242
	PICKUP TRUCK	17.6%	46.5%	35.8%	346	2.182
	SUV	15.4%	46.6%	38.0%	716	2.226
	OTHER	12.9%	35.5%	51.6%	31	2.387

TABLE A3.25: EFFECTIVENESS OF REDUCING DRUNK DRIVING – INCREASED INSURANCE RATES

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		16.6%	39.5%	43.9%	2,959	2.272
SURVEY	SURVEY 1	14.5%	40.4%	45.0%	979	2.305
	SURVEY 2	17.3%	37.6%	45.1%	995	2.278
	SURVEY 3	18.1%	40.5%	41.4%	985	2.234
OSP DISTRICT	FINDLAY DISTRICT	18.8%	37.7%	43.5%	398	2.246
	BUCYRUS DISTRICT	14.2%	38.1%	47.8%	339	2.336
	CLEVELAND DISTRICT	16.2%	42.5%	41.2%	320	2.250
	PIQUA DISTRICT	14.9%	40.6%	44.5%	355	2.296
	COLUMBUS DISTRICT	14.3%	42.1%	43.6%	349	2.292
	CAMBRIDGE DISTRICT	20.5%	37.9%	41.6%	409	2.210
	WILMINGTON DISTRICT	13.4%	39.9%	46.7%	424	2.333
	JACKSON DISTRICT	20.0%	38.1%	41.9%	365	2.219
AGE	25 AND YOUNGER	10.3%	30.3%	59.4%	155	2.490
	26 - 30 YEARS OLD	14.8%	37.0%	48.1%	135	2.333
	31 - 35 YEARS OLD	15.9%	41.8%	42.3%	189	2.265
	36 - 40 YEARS OLD	19.6%	38.7%	41.7%	336	2.220
	41 - 45 YEARS OLD	14.8%	42.8%	42.4%	479	2.276
	46 - 50 YEARS OLD	17.9%	40.7%	41.5%	728	2.236
	51 AND OLDER	16.7%	38.9%	44.4%	903	2.277
SEX	MALE	19.2%	37.2%	43.6%	1,025	2.244
	FEMALE	15.3%	40.7%	44.0%	1,934	2.287
RACE	CAUCASIAN	16.7%	40.0%	43.3%	2,703	2.266
	AFRICAN AMERICAN	13.8%	34.1%	52.2%	138	2.384
	OTHER	13.3%	36.7%	50.0%	90	2.367
HISPANIC/ LATINO	NO	16.7%	40.1%	43.2%	2,861	2.265
	YES	10.2%	20.3%	69.5%	59	2.593
MARITAL STATUS	SINGLE	15.3%	35.8%	48.9%	452	2.336
	MARRIED	15.9%	40.8%	43.3%	2,205	2.274
	OTHER	23.5%	35.6%	40.9%	281	2.174
RESIDENTIAL LOCATION	URBAN	19.9%	38.7%	41.4%	403	2.216
	SUBURBAN	14.4%	40.8%	44.8%	1,212	2.304
	RURAL	17.7%	38.5%	43.8%	1,341	2.260
DRIVING AREA	URBAN	17.6%	36.7%	45.7%	809	2.282
	SUBURBAN	13.9%	42.6%	43.5%	1,052	2.297
	RURAL	18.5%	38.5%	43.0%	1,077	2.245
VEHICLE TYPE	AUTOMOBILE	17.2%	38.9%	43.8%	1,433	2.266
	VAN/MINI VAN	16.2%	44.6%	39.2%	426	2.230
	PICKUP TRUCK	23.3%	34.4%	42.3%	352	2.190
	SUV	13.0%	40.2%	46.8%	716	2.338
	OTHER	3.2%	38.7%	58.1%	31	2.548

TABLE A3.26: EFFECTIVENESS OF REDUCING DRUNK DRIVING – JAIL TIME

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		9.3%	34.2%	56.5%	2,947	2.472
SURVEY	SURVEY 1	9.3%	35.3%	55.4%	978	2.461
	SURVEY 2	9.0%	34.7%	56.3%	986	2.473
	SURVEY 3	9.6%	32.6%	57.9%	983	2.483
OSP DISTRICT	FINDLAY DISTRICT	10.9%	31.6%	57.5%	395	2.466
	BUCYRUS DISTRICT	9.2%	34.3%	56.5%	338	2.473
	CLEVELAND DISTRICT	10.1%	32.6%	57.3%	316	2.472
	PIQUA DISTRICT	7.4%	36.4%	56.2%	352	2.489
	COLUMBUS DISTRICT	6.3%	34.3%	59.4%	350	2.531
	CAMBRIDGE DISTRICT	10.1%	38.1%	51.8%	407	2.418
	WILMINGTON DISTRICT	8.2%	31.6%	60.2%	427	2.520
AGE	JACKSON DISTRICT	12.2%	34.5%	53.3%	362	2.412
	25 AND YOUNGER	7.8%	21.4%	70.8%	154	2.630
	26 - 30 YEARS OLD	10.3%	28.7%	61.0%	136	2.507
	31 - 35 YEARS OLD	6.3%	31.7%	61.9%	189	2.556
	36 - 40 YEARS OLD	11.1%	36.2%	52.7%	334	2.416
	41 - 45 YEARS OLD	10.8%	33.3%	55.9%	481	2.451
	46 - 50 YEARS OLD	8.3%	35.6%	56.1%	724	2.478
SEX	51 AND OLDER	9.2%	36.0%	54.9%	895	2.457
	MALE	11.1%	33.6%	55.3%	1,019	2.443
RACE	FEMALE	8.4%	34.5%	57.2%	1,928	2.488
	CAUCASIAN	9.0%	34.8%	56.2%	2,691	2.472
	AFRICAN AMERICAN	10.7%	29.3%	60.0%	140	2.493
HISPANIC/LATINO	OTHER	10.2%	25.0%	64.8%	88	2.545
	NO	9.3%	34.4%	56.2%	2,851	2.469
MARITAL STATUS	YES	6.9%	22.4%	70.7%	58	2.638
	SINGLE	12.3%	29.2%	58.5%	448	2.462
	MARRIED	8.4%	35.2%	56.4%	2,199	2.480
RESIDENTIAL LOCATION	OTHER	12.2%	33.1%	54.7%	278	2.424
	URBAN	11.9%	33.2%	55.0%	404	2.431
	SUBURBAN	7.6%	33.2%	59.1%	1,204	2.515
DRIVING AREA	RURAL	10.0%	35.3%	54.7%	1,336	2.447
	URBAN	10.6%	33.3%	56.1%	805	2.456
	SUBURBAN	7.2%	34.1%	58.6%	1,049	2.514
VEHICLE TYPE	RURAL	10.4%	34.6%	55.0%	1,072	2.447
	AUTOMOBILE	9.8%	32.4%	57.8%	1,425	2.481
	VAN/MINI VAN	7.7%	38.6%	53.7%	428	2.460
	PICKUP TRUCK	14.4%	32.8%	52.9%	348	2.385
	SUV	7.1%	35.6%	57.3%	716	2.501
	OTHER	3.3%	36.7%	60.0%	30	2.567

TABLE A3.27: EFFECTIVENESS OF REDUCING DRUNK DRIVING – MEDIA PROGRAMS ABOUT THE RISKS OF DRINKING AND DRIVING

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		30.5%	49.9%	19.6%	2,951	1.891
SURVEY	SURVEY 1	29.9%	49.2%	20.9%	977	1.910
	SURVEY 2	31.6%	49.3%	19.1%	991	1.875
	SURVEY 3	30.0%	51.3%	18.7%	983	1.887
OSP DISTRICT	FINDLAY DISTRICT	30.8%	51.3%	17.9%	396	1.871
	BUCYRUS DISTRICT	31.2%	46.2%	22.6%	340	1.915
	CLEVELAND DISTRICT	27.6%	51.1%	21.4%	323	1.938
	PIQUA DISTRICT	30.9%	52.4%	16.7%	353	1.858
	COLUMBUS DISTRICT	29.4%	48.4%	22.2%	347	1.928
	CAMBRIDGE DISTRICT	32.0%	49.9%	18.1%	403	1.861
	WILMINGTON DISTRICT	30.0%	50.2%	19.7%	426	1.897
AGE	JACKSON DISTRICT	31.7%	49.9%	18.5%	363	1.868
	25 AND YOUNGER	27.6%	46.8%	25.6%	156	1.981
	26 - 30 YEARS OLD	32.3%	48.1%	19.5%	133	1.872
	31 - 35 YEARS OLD	34.4%	45.7%	19.9%	186	1.855
	36 - 40 YEARS OLD	33.7%	50.1%	16.1%	335	1.824
	41 - 45 YEARS OLD	31.2%	49.6%	19.2%	478	1.881
	46 - 50 YEARS OLD	31.2%	50.1%	18.7%	731	1.876
SEX	51 AND OLDER	27.9%	52.0%	20.1%	900	1.922
	MALE	30.6%	50.6%	18.8%	1,020	1.882
RACE	FEMALE	30.5%	49.6%	19.9%	1,931	1.895
	CAUCASIAN	30.7%	50.5%	18.8%	2,694	1.881
	AFRICAN AMERICAN	26.1%	46.4%	27.5%	138	2.014
HISPANIC/LATINO	OTHER	33.3%	38.9%	27.8%	90	1.944
	NO	30.8%	50.2%	19.1%	2,853	1.883
MARITAL STATUS	YES	23.3%	31.7%	45.0%	60	2.217
	SINGLE	30.7%	44.6%	24.7%	453	1.940
	MARRIED	30.5%	51.6%	17.8%	2,200	1.873
RESIDENTIAL LOCATION	OTHER	30.5%	46.2%	23.3%	279	1.928
	URBAN	31.9%	44.6%	23.5%	408	1.917
	SUBURBAN	27.8%	53.2%	19.0%	1,203	1.911
DRIVING AREA	RURAL	32.5%	48.5%	18.9%	1,337	1.864
	URBAN	31.1%	46.9%	22.0%	808	1.910
	SUBURBAN	28.7%	52.8%	18.5%	1,048	1.898
VEHICLE TYPE	RURAL	31.7%	49.5%	18.8%	1,075	1.871
	AUTOMOBILE	30.7%	48.8%	20.5%	1,427	1.898
	VAN/MINI VAN	29.2%	57.5%	13.2%	431	1.840
	PICKUP TRUCK	32.6%	48.8%	18.6%	344	1.860
	SUV	30.0%	48.3%	21.6%	716	1.916
	OTHER	28.1%	50.0%	21.9%	32	1.938

TABLE A3.28: EFFECTIVENESS OF REDUCING DRUNK DRIVING – MORE LAW ENFORCEMENT ON ROADS

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		9.4%	40.7%	49.9%	2,970	2.406
SURVEY	SURVEY 1	8.3%	41.5%	50.2%	983	2.418
	SURVEY 2	8.7%	40.1%	51.2%	995	2.424
	SURVEY 3	11.0%	40.5%	48.5%	992	2.375
OSP DISTRICT	FINDLAY DISTRICT	11.6%	40.0%	48.4%	395	2.367
	BUCYRUS DISTRICT	8.6%	38.3%	53.1%	339	2.445
	CLEVELAND DISTRICT	8.1%	43.2%	48.8%	322	2.407
	PIQUA DISTRICT	6.2%	40.1%	53.8%	357	2.476
	COLUMBUS DISTRICT	10.3%	40.2%	49.6%	351	2.393
	CAMBRIDGE DISTRICT	10.3%	41.9%	47.8%	408	2.375
	WILMINGTON DISTRICT	10.7%	44.4%	44.9%	430	2.342
AGE	JACKSON DISTRICT	8.4%	37.0%	54.6%	368	2.462
	25 AND YOUNGER	7.1%	35.9%	57.1%	156	2.500
	26 - 30 YEARS OLD	11.1%	37.0%	51.9%	135	2.407
	31 - 35 YEARS OLD	7.4%	40.5%	52.1%	190	2.447
	36 - 40 YEARS OLD	11.2%	34.9%	53.8%	338	2.426
	41 - 45 YEARS OLD	8.3%	42.1%	49.6%	482	2.413
	46 - 50 YEARS OLD	9.9%	40.3%	49.9%	730	2.400
SEX	51 AND OLDER	9.3%	43.4%	47.3%	905	2.380
	MALE	13.3%	38.8%	47.9%	1,024	2.347
RACE	FEMALE	7.3%	41.7%	51.0%	1,946	2.437
	CAUCASIAN	9.3%	41.0%	49.7%	2,711	2.404
	AFRICAN AMERICAN	8.5%	41.8%	49.6%	141	2.411
HISPANIC/LATINO	OTHER	8.0%	31.8%	60.2%	88	2.523
	NO	9.2%	41.1%	49.7%	2,871	2.405
MARITAL STATUS	YES	16.7%	20.0%	63.3%	60	2.467
	SINGLE	11.5%	34.8%	53.7%	451	2.421
	MARRIED	8.2%	42.8%	49.0%	2,216	2.407
RESIDENTIAL LOCATION	OTHER	14.5%	33.3%	52.1%	282	2.376
	URBAN	13.0%	38.2%	48.8%	408	2.358
	SUBURBAN	8.6%	41.5%	49.9%	1,213	2.413
DRIVING AREA	RURAL	9.0%	40.6%	50.4%	1,346	2.414
	URBAN	10.8%	37.3%	51.8%	812	2.410
	SUBURBAN	8.0%	43.8%	48.2%	1,054	2.402
VEHICLE TYPE	RURAL	9.4%	40.1%	50.5%	1,084	2.411
	AUTOMOBILE	9.8%	39.8%	50.3%	1,432	2.405
	VAN/MINI VAN	6.9%	45.4%	47.7%	432	2.407
	PICKUP TRUCK	16.2%	37.2%	46.6%	352	2.304
	SUV	6.6%	41.8%	51.5%	722	2.449
	OTHER	6.2%	31.2%	62.5%	32	2.563

TABLE A3.29: EFFECTIVENESS OF REDUCING DRUNK DRIVING – MORE SOBRIETY CHECKPOINTS

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		12.6%	35.9%	51.5%	2,947	2.389
SURVEY	SURVEY 1	11.2%	38.1%	50.7%	976	2.395
	SURVEY 2	13.3%	33.9%	52.8%	988	2.396
	SURVEY 3	13.4%	35.7%	50.9%	983	2.374
OSP DISTRICT	FINDLAY DISTRICT	15.2%	38.7%	46.1%	401	2.309
	BUCYRUS DISTRICT	9.5%	32.2%	58.3%	338	2.488
	CLEVELAND DISTRICT	14.4%	34.5%	51.1%	319	2.367
	PIQUA DISTRICT	10.5%	38.7%	50.7%	351	2.402
	COLUMBUS DISTRICT	14.9%	37.8%	47.3%	349	2.324
	CAMBRIDGE DISTRICT	13.2%	33.8%	53.0%	402	2.398
	WILMINGTON DISTRICT	13.8%	39.0%	47.3%	421	2.335
AGE	JACKSON DISTRICT	9.0%	31.7%	59.3%	366	2.503
	25 AND YOUNGER	9.0%	30.8%	60.3%	156	2.513
	26 - 30 YEARS OLD	7.4%	33.1%	59.6%	136	2.522
	31 - 35 YEARS OLD	9.6%	33.5%	56.9%	188	2.473
	36 - 40 YEARS OLD	15.2%	34.0%	50.7%	335	2.355
	41 - 45 YEARS OLD	11.0%	37.1%	51.9%	472	2.409
	46 - 50 YEARS OLD	14.0%	36.0%	49.9%	727	2.359
SEX	51 AND OLDER	13.0%	37.5%	49.4%	898	2.364
	MALE	16.9%	37.4%	45.7%	1,013	2.288
RACE	FEMALE	10.4%	35.1%	54.5%	1,934	2.441
	CAUCASIAN	12.6%	36.3%	51.0%	2,689	2.384
	AFRICAN AMERICAN	9.3%	32.9%	57.9%	140	2.486
HISPANIC/LATINO	OTHER	13.6%	28.4%	58.0%	88	2.443
	NO	12.7%	36.0%	51.4%	2,850	2.387
MARITAL STATUS	YES	11.9%	32.2%	55.9%	59	2.441
	SINGLE	12.9%	33.9%	53.2%	449	2.403
	MARRIED	12.4%	37.2%	50.4%	2,195	2.380
RESIDENTIAL LOCATION	OTHER	13.1%	29.7%	57.2%	283	2.442
	URBAN	14.7%	37.1%	48.2%	407	2.334
	SUBURBAN	13.9%	36.1%	50.0%	1,206	2.361
DRIVING AREA	RURAL	10.8%	35.5%	53.7%	1,331	2.429
	URBAN	13.7%	33.4%	52.8%	808	2.391
	SUBURBAN	12.6%	37.3%	50.1%	1,049	2.376
VEHICLE TYPE	RURAL	11.9%	36.6%	51.5%	1,070	2.396
	AUTOMOBILE	13.5%	36.2%	50.3%	1,423	2.368
	VAN/MINI VAN	11.7%	38.9%	49.4%	427	2.377
	PICKUP TRUCK	16.7%	34.9%	48.4%	347	2.317
	SUV	9.3%	34.3%	56.3%	717	2.470
	OTHER	15.6%	31.2%	53.1%	32	2.375

TABLE A3.30: EFFECTIVENESS OF REDUCING DRUNK DRIVING – DUI COURT PROGRAM

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		17.4%	52.6%	30.0%	2,766	2.127
SURVEY	SURVEY 1	18.2%	51.1%	30.7%	914	2.126
	SURVEY 2	16.5%	52.1%	31.4%	917	2.149
	SURVEY 3	17.5%	54.4%	28.0%	935	2.105
OSP DISTRICT	FINDLAY DISTRICT	19.9%	52.9%	27.1%	361	2.072
	BUCYRUS DISTRICT	14.5%	53.2%	32.3%	325	2.178
	CLEVELAND DISTRICT	16.5%	56.6%	26.9%	297	2.104
	PIQUA DISTRICT	20.1%	53.2%	26.7%	329	2.067
	COLUMBUS DISTRICT	13.7%	54.8%	31.5%	321	2.178
	CAMBRIDGE DISTRICT	19.1%	51.9%	28.9%	387	2.098
	WILMINGTON DISTRICT	16.2%	51.4%	32.4%	401	2.162
AGE	JACKSON DISTRICT	18.6%	47.5%	33.9%	345	2.154
	25 AND YOUNGER	9.9%	53.9%	36.2%	152	2.263
	26 - 30 YEARS OLD	22.4%	46.4%	31.2%	125	2.088
	31 - 35 YEARS OLD	19.6%	51.1%	29.3%	184	2.098
	36 - 40 YEARS OLD	21.6%	52.5%	25.9%	324	2.043
	41 - 45 YEARS OLD	15.3%	52.6%	32.1%	445	2.169
	46 - 50 YEARS OLD	18.8%	52.0%	29.1%	669	2.103
SEX	51 AND OLDER	15.7%	54.3%	30.0%	836	2.144
	MALE	20.9%	52.2%	26.9%	959	2.060
RACE	FEMALE	15.6%	52.7%	31.7%	1,807	2.162
	CAUCASIAN	17.6%	53.1%	29.3%	2,529	2.117
	AFRICAN AMERICAN	10.2%	52.3%	37.5%	128	2.273
HISPANIC/ LATINO	OTHER	20.2%	36.9%	42.9%	84	2.226
	NO	17.4%	52.8%	29.7%	2,676	2.123
MARITAL STATUS	YES	14.8%	33.3%	51.9%	54	2.370
	SINGLE	15.0%	50.0%	35.0%	428	2.201
	MARRIED	17.5%	53.8%	28.7%	2,052	2.112
RESIDENTIAL LOCATION	OTHER	20.4%	46.0%	33.6%	265	2.132
	URBAN	17.4%	49.6%	33.0%	379	2.156
	SUBURBAN	15.9%	55.0%	29.1%	1,138	2.132
DRIVING AREA	RURAL	18.8%	51.3%	29.9%	1,247	2.111
	URBAN	17.2%	50.3%	32.5%	762	2.154
	SUBURBAN	15.4%	55.8%	28.8%	981	2.135
VEHICLE TYPE	RURAL	19.2%	51.3%	29.5%	1,006	2.103
	AUTOMOBILE	16.3%	52.4%	31.4%	1,333	2.151
	VAN/MINI VAN	17.5%	54.6%	27.8%	399	2.103
	PICKUP TRUCK	20.9%	51.5%	27.6%	326	2.067
	SUV	17.9%	52.7%	29.4%	677	2.115
	OTHER	16.7%	43.3%	40.0%	30	2.233

TABLE A3.31: EFFECTIVENESS OF REDUCING DRUNK DRIVING – TREATMENT

		NOT AT ALL EFFECTIVE	SOMEWHAT EFFECTIVE	EXTREMELY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		18.5%	49.5%	32.0%	2,897	2.135
SURVEY	SURVEY 1	18.0%	50.2%	31.9%	957	2.139
	SURVEY 2	17.6%	48.0%	34.4%	974	2.168
	SURVEY 3	20.0%	50.2%	29.8%	966	2.098
OSP DISTRICT	FINDLAY DISTRICT	19.4%	48.8%	31.8%	387	2.124
	BUCYRUS DISTRICT	16.5%	50.9%	32.6%	328	2.162
	CLEVELAND DISTRICT	18.2%	50.3%	31.4%	318	2.132
	PIQUA DISTRICT	15.9%	55.1%	29.0%	345	2.130
	COLUMBUS DISTRICT	17.8%	48.5%	33.7%	338	2.160
	CAMBRIDGE DISTRICT	22.6%	47.7%	29.6%	398	2.070
	WILMINGTON DISTRICT	15.1%	47.4%	37.5%	424	2.224
AGE	JACKSON DISTRICT	22.3%	47.9%	29.8%	359	2.075
	25 AND YOUNGER	9.9%	52.6%	37.5%	152	2.276
	26 - 30 YEARS OLD	18.9%	49.2%	31.8%	132	2.129
	31 - 35 YEARS OLD	20.5%	43.2%	36.2%	185	2.157
	36 - 40 YEARS OLD	21.4%	47.3%	31.3%	332	2.099
	41 - 45 YEARS OLD	17.9%	49.0%	33.0%	469	2.151
	46 - 50 YEARS OLD	18.6%	50.7%	30.7%	710	2.121
SEX	51 AND OLDER	18.9%	50.1%	31.0%	883	2.121
	MALE	21.7%	49.0%	29.3%	996	2.076
RACE	FEMALE	16.8%	49.7%	33.5%	1,901	2.166
	CAUCASIAN	18.7%	50.1%	31.3%	2,643	2.126
	AFRICAN AMERICAN	14.6%	38.7%	46.7%	137	2.321
HISPANIC/LATINO	OTHER	19.3%	46.6%	34.1%	88	2.148
	NO	18.7%	49.7%	31.6%	2,798	2.129
MARITAL STATUS	YES	15.0%	28.3%	56.7%	60	2.417
	SINGLE	15.8%	46.6%	37.6%	444	2.218
	MARRIED	18.9%	51.1%	30.0%	2,156	2.111
RESIDENTIAL LOCATION	OTHER	19.9%	42.0%	38.0%	276	2.181
	URBAN	19.8%	43.7%	36.4%	398	2.166
	SUBURBAN	16.2%	51.8%	32.1%	1,182	2.159
DRIVING AREA	RURAL	20.2%	49.2%	30.6%	1,315	2.103
	URBAN	17.3%	47.5%	35.2%	793	2.179
	SUBURBAN	16.0%	51.7%	32.4%	1,028	2.164
VEHICLE TYPE	RURAL	21.8%	48.7%	29.5%	1,056	2.078
	AUTOMOBILE	17.6%	50.1%	32.3%	1,399	2.147
	VAN/MINI VAN	16.7%	53.1%	30.1%	418	2.134
	PICKUP TRUCK	25.2%	45.2%	29.6%	341	2.044
	SUV	18.1%	48.6%	33.3%	706	2.152
	OTHER	18.8%	40.6%	40.6%	32	2.219

TABLE A3.32: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING

		NO	YES	TOTAL
ALL RESPONDENTS		50.6%	49.4%	2,801
SURVEY	SURVEY 1	58.4%	41.6%	925
	SURVEY 2	50.8%	49.2%	931
	SURVEY 3	42.6%	57.4%	945
OSP DISTRICT	FINDLAY DISTRICT	47.7%	52.3%	375
	BUCYRUS DISTRICT	53.9%	46.1%	332
	CLEVELAND DISTRICT	51.3%	48.7%	308
	PIQUA DISTRICT	52.1%	47.9%	326
	COLUMBUS DISTRICT	49.8%	50.2%	325
	CAMBRIDGE DISTRICT	53.2%	46.8%	376
	WILMINGTON DISTRICT	46.5%	53.5%	409
	JACKSON DISTRICT	50.9%	49.1%	350
AGE	25 AND YOUNGER	46.3%	53.7%	147
	26 - 30 YEARS OLD	49.2%	50.8%	128
	31 - 35 YEARS OLD	50.8%	49.2%	181
	36 - 40 YEARS OLD	47.8%	52.2%	320
	41 - 45 YEARS OLD	50.8%	49.2%	445
	46 - 50 YEARS OLD	51.9%	48.1%	690
	51 AND OLDER	51.0%	49.0%	859
SEX	MALE	41.6%	58.4%	991
	FEMALE	55.5%	44.5%	1,810
RACE	CAUCASIAN	50.2%	49.8%	2,546
	AFRICAN AMERICAN	55.1%	44.9%	138
	OTHER	54.7%	45.3%	86
HISPANIC/ LATINO	NO	50.6%	49.4%	2,705
	YES	50.0%	50.0%	58
MARITAL STATUS	SINGLE	49.8%	50.2%	430
	MARRIED	50.2%	49.8%	2,086
	OTHER	54.9%	45.1%	264
RESIDENTIAL LOCATION	URBAN	51.0%	49.0%	390
	SUBURBAN	48.4%	51.6%	1,138
	RURAL	52.4%	47.6%	1,271
DRIVING AREA	URBAN	49.0%	51.0%	773
	SUBURBAN	50.5%	49.5%	979
	RURAL	51.4%	48.6%	1,032
VEHICLE TYPE	AUTOMOBILE	52.7%	47.3%	1,347
	VAN/MINI VAN	46.4%	53.6%	407
	PICKUP TRUCK	47.6%	52.4%	332
	SUV	49.9%	50.1%	684
	OTHER	56.7%	43.3%	30

TABLE A3.33: RECALL OF THE “YOU DRINK AND DRIVE, YOU LOSE” SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		86.0%	14.0%	1,388
SURVEY	SURVEY 1	85.5%	14.5%	386
	SURVEY 2	96.7%	3.3%	459
	SURVEY 3	77.3%	22.7%	543
OSP DISTRICT	FINDLAY DISTRICT	86.7%	13.3%	196
	BUCYRUS DISTRICT	79.7%	20.3%	153
	CLEVELAND DISTRICT	87.4%	12.6%	151
	PIQUA DISTRICT	88.5%	11.5%	156
	COLUMBUS DISTRICT	84.0%	16.0%	163
	CAMBRIDGE DISTRICT	86.4%	13.6%	176
	WILMINGTON DISTRICT	88.1%	11.9%	219
	JACKSON DISTRICT	86.2%	13.8%	174
AGE	25 AND YOUNGER	86.1%	13.9%	79
	26 - 30 YEARS OLD	84.6%	15.4%	65
	31 - 35 YEARS OLD	92.1%	7.9%	89
	36 - 40 YEARS OLD	87.4%	12.6%	167
	41 - 45 YEARS OLD	88.6%	11.4%	220
	46 - 50 YEARS OLD	88.3%	11.7%	334
	51 AND OLDER	81.5%	18.5%	421
SEX	MALE	83.3%	16.7%	580
	FEMALE	88.0%	12.0%	808
RACE	CAUCASIAN	86.0%	14.0%	1,271
	AFRICAN AMERICAN	90.3%	9.7%	62
	OTHER	84.6%	15.4%	39
HISPANIC/ LATINO	NO	86.2%	13.8%	1,338
	YES	86.2%	13.8%	29
MARITAL STATUS	SINGLE	89.4%	10.6%	216
	MARRIED	86.3%	13.7%	1,040
	OTHER	77.5%	22.5%	120
RESIDENTIAL LOCATION	URBAN	83.8%	16.2%	191
	SUBURBAN	86.2%	13.8%	587
	RURAL	86.5%	13.5%	608
DRIVING AREA	URBAN	86.5%	13.5%	394
	SUBURBAN	86.2%	13.8%	485
	RURAL	85.7%	14.3%	505
VEHICLE TYPE	AUTOMOBILE	86.4%	13.6%	638
	VAN/MINI VAN	88.1%	11.9%	218
	PICKUP TRUCK	79.4%	20.6%	175
	SUV	87.2%	12.8%	344
	OTHER	92.3%	7.7%	13

TABLE A3.34: RECALL OF THE “YOU DRINK AND DRIVE, YOU LOSE” SLOGAN – PROMPTED

		NO	YES	TOTAL	
ALL RESPONDENTS		45.5%	54.5%	2,923	
SURVEY	SURVEY 1	47.2%	52.8%	958	
	SURVEY 2	44.8%	55.2%	982	
	SURVEY 3	44.7%	55.3%	983	
OSP DISTRICT	FINDLAY DISTRICT	44.1%	55.9%	392	
	BUCYRUS DISTRICT	44.6%	55.4%	336	
	CLEVELAND DISTRICT	47.2%	52.8%	322	
	PIQUA DISTRICT	45.1%	54.9%	348	
	COLUMBUS DISTRICT	41.4%	58.6%	338	
	CAMBRIDGE DISTRICT	50.9%	49.1%	399	
	WILMINGTON DISTRICT	46.4%	53.6%	425	
AGE	JACKSON DISTRICT	43.8%	56.2%	363	
	25 AND YOUNGER	44.8%	55.2%	154	
	26 - 30 YEARS OLD	45.1%	54.9%	133	
	31 - 35 YEARS OLD	48.9%	51.1%	188	
	36 - 40 YEARS OLD	38.5%	61.5%	330	
	41 - 45 YEARS OLD	44.6%	55.4%	471	
	46 - 50 YEARS OLD	48.8%	51.2%	727	
SEX	51 AND OLDER	45.1%	54.9%	886	
	MALE	42.5%	57.5%	1,017	
RACE	FEMALE	47.2%	52.8%	1,906	
	CAUCASIAN	45.3%	54.7%	2,670	
	AFRICAN AMERICAN	47.1%	52.9%	136	
HISPANIC/ LATINO	OTHER	49.4%	50.6%	87	
	NO	45.7%	54.3%	2,824	
MARITAL STATUS	YES	40.0%	60.0%	60	
	SINGLE	47.9%	52.1%	447	
	MARRIED	44.7%	55.3%	2,180	
RESIDENTIAL LOCATION	OTHER	47.7%	52.3%	277	
	URBAN	45.5%	54.5%	396	
	SUBURBAN	46.2%	53.8%	1,204	
DRIVING AREA	RURAL	45.0%	55.0%	1,320	
	URBAN	44.8%	55.2%	792	
	SUBURBAN	47.2%	52.8%	1,051	
VEHICLE TYPE	RURAL	44.4%	55.6%	1,059	
	AUTOMOBILE	45.9%	54.1%	1,415	
	VAN/MINI VAN	46.7%	53.3%	420	
	PICKUP TRUCK	41.0%	59.0%	346	
	SUV	46.3%	53.7%	709	
		OTHER	50.0%	50.0%	32

TABLE A3.35: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		91.4%	8.6%	1,388
SURVEY	SURVEY 1	92.5%	7.5%	386
	SURVEY 2	96.9%	3.1%	459
	SURVEY 3	86.0%	14.0%	543
OSP DISTRICT	FINDLAY DISTRICT	88.8%	11.2%	196
	BUCYRUS DISTRICT	91.5%	8.5%	153
	CLEVELAND DISTRICT	94.7%	5.3%	151
	PIQUA DISTRICT	92.9%	7.1%	156
	COLUMBUS DISTRICT	89.0%	11.0%	163
	CAMBRIDGE DISTRICT	87.5%	12.5%	176
	WILMINGTON DISTRICT	92.2%	7.8%	219
AGE	JACKSON DISTRICT	95.4%	4.6%	174
	25 AND YOUNGER	91.1%	8.9%	79
	26 - 30 YEARS OLD	90.8%	9.2%	65
	31 - 35 YEARS OLD	96.6%	3.4%	89
	36 - 40 YEARS OLD	91.6%	8.4%	167
	41 - 45 YEARS OLD	92.7%	7.3%	220
	46 - 50 YEARS OLD	92.2%	7.8%	334
SEX	51 AND OLDER	89.1%	10.9%	421
	MALE	88.6%	11.4%	580
RACE	FEMALE	93.4%	6.6%	808
	CAUCASIAN	91.4%	8.6%	1,271
	AFRICAN AMERICAN	93.5%	6.5%	62
HISPANIC/LATINO	OTHER	89.7%	10.3%	39
	NO	91.6%	8.4%	1,338
MARITAL STATUS	YES	89.7%	10.3%	29
	SINGLE	91.2%	8.8%	216
	MARRIED	91.9%	8.1%	1,040
RESIDENTIAL LOCATION	OTHER	87.5%	12.5%	120
	URBAN	88.5%	11.5%	191
	SUBURBAN	92.2%	7.8%	587
DRIVING AREA	RURAL	91.8%	8.2%	608
	URBAN	91.4%	8.6%	394
	SUBURBAN	92.2%	7.8%	485
VEHICLE TYPE	RURAL	90.9%	9.1%	505
	AUTOMOBILE	91.1%	8.9%	638
	VAN/MINI VAN	92.7%	7.3%	218
	PICKUP TRUCK	88.6%	11.4%	175
	SUV	92.7%	7.3%	344
	OTHER	92.3%	7.7%	13

TABLE A3.36: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – PROMPTED

		No	YES	TOTAL
ALL RESPONDENTS		67.6%	32.4%	2,958
SURVEY	SURVEY 1	68.7%	31.3%	977
	SURVEY 2	65.7%	34.3%	992
	SURVEY 3	68.4%	31.6%	989
OSP DISTRICT	FINDLAY DISTRICT	69.6%	30.4%	398
	BUCYRUS DISTRICT	71.0%	29.0%	345
	CLEVELAND DISTRICT	72.5%	27.5%	324
	PIQUA DISTRICT	72.5%	27.5%	356
	COLUMBUS DISTRICT	64.6%	35.4%	345
	CAMBRIDGE DISTRICT	72.6%	27.4%	398
	WILMINGTON DISTRICT	55.7%	44.3%	427
AGE	JACKSON DISTRICT	64.1%	35.9%	365
	25 AND YOUNGER	54.8%	45.2%	155
	26 - 30 YEARS OLD	54.8%	45.2%	135
	31 - 35 YEARS OLD	66.1%	33.9%	189
	36 - 40 YEARS OLD	63.3%	36.7%	335
	41 - 45 YEARS OLD	68.1%	31.9%	473
	46 - 50 YEARS OLD	70.0%	30.0%	734
SEX	51 AND OLDER	71.0%	29.0%	902
	MALE	52.6%	47.4%	1,021
RACE	FEMALE	75.5%	24.5%	1,937
	CAUCASIAN	67.0%	33.0%	2,699
	AFRICAN AMERICAN	73.4%	26.6%	139
HISPANIC/ LATINO	OTHER	75.3%	24.7%	89
	NO	67.7%	32.3%	2,857
MARITAL STATUS	YES	67.2%	32.8%	61
	SINGLE	60.8%	39.2%	451
	MARRIED	69.3%	30.7%	2,206
RESIDENTIAL LOCATION	OTHER	66.0%	34.0%	282
	URBAN	64.8%	35.2%	400
	SUBURBAN	67.4%	32.6%	1,216
DRIVING AREA	RURAL	68.6%	31.4%	1,339
	URBAN	66.8%	33.2%	808
	SUBURBAN	68.0%	32.0%	1,058
VEHICLE TYPE	RURAL	67.6%	32.4%	1,071
	AUTOMOBILE	67.1%	32.9%	1,433
	VAN/MINI VAN	73.0%	27.0%	429
	PICKUP TRUCK	58.3%	41.7%	350
	SUV	70.5%	29.5%	713
	OTHER	53.1%	46.9%	32

TABLE A3.37: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		86.1%	13.9%	1,388
SURVEY	SURVEY 1	87.8%	12.2%	386
	SURVEY 2	91.5%	8.5%	459
	SURVEY 3	80.3%	19.7%	543
OSP DISTRICT	FINDLAY DISTRICT	78.1%	21.9%	196
	BUCYRUS DISTRICT	85.6%	14.4%	153
	CLEVELAND DISTRICT	88.7%	11.3%	151
	PIQUA DISTRICT	85.9%	14.1%	156
	COLUMBUS DISTRICT	87.7%	12.3%	163
	CAMBRIDGE DISTRICT	89.2%	10.8%	176
	WILMINGTON DISTRICT	87.2%	12.8%	219
AGE	JACKSON DISTRICT	87.4%	12.6%	174
	25 AND YOUNGER	84.8%	15.2%	79
	26 - 30 YEARS OLD	90.8%	9.2%	65
	31 - 35 YEARS OLD	91.0%	9.0%	89
	36 - 40 YEARS OLD	83.8%	16.2%	167
	41 - 45 YEARS OLD	89.1%	10.9%	220
	46 - 50 YEARS OLD	86.2%	13.8%	334
SEX	51 AND OLDER	83.6%	16.4%	421
	MALE	85.3%	14.7%	580
RACE	FEMALE	86.6%	13.4%	808
	CAUCASIAN	86.2%	13.8%	1,271
	AFRICAN AMERICAN	88.7%	11.3%	62
HISPANIC/ LATINO	OTHER	79.5%	20.5%	39
	NO	86.2%	13.8%	1,338
MARITAL STATUS	YES	86.2%	13.8%	29
	SINGLE	86.1%	13.9%	216
	MARRIED	86.2%	13.8%	1,040
RESIDENTIAL LOCATION	OTHER	85.0%	15.0%	120
	URBAN	82.7%	17.3%	191
	SUBURBAN	85.3%	14.7%	587
DRIVING AREA	RURAL	87.8%	12.2%	608
	URBAN	85.3%	14.7%	394
	SUBURBAN	86.6%	13.4%	485
VEHICLE TYPE	RURAL	86.3%	13.7%	505
	AUTOMOBILE	86.8%	13.2%	638
	VAN/MINI VAN	83.9%	16.1%	218
	PICKUP TRUCK	84.6%	15.4%	175
	SUV	86.9%	13.1%	344
	OTHER	84.6%	15.4%	13

TABLE A3.38: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – PROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		52.2%	47.8%	2,956
SURVEY	SURVEY 1	55.9%	44.1%	973
	SURVEY 2	50.3%	49.7%	988
	SURVEY 3	50.4%	49.6%	995
OSP DISTRICT	FINDLAY DISTRICT	37.8%	62.2%	399
	BUCYRUS DISTRICT	53.2%	46.8%	344
	CLEVELAND DISTRICT	57.0%	43.0%	321
	PIQUA DISTRICT	50.4%	49.6%	353
	COLUMBUS DISTRICT	61.4%	38.6%	345
	CAMBRIDGE DISTRICT	54.0%	46.0%	402
	WILMINGTON DISTRICT	51.4%	48.6%	426
	JACKSON DISTRICT	54.4%	45.6%	366
AGE	25 AND YOUNGER	46.1%	53.9%	154
	26 - 30 YEARS OLD	44.0%	56.0%	134
	31 - 35 YEARS OLD	55.6%	44.4%	189
	36 - 40 YEARS OLD	50.9%	49.1%	334
	41 - 45 YEARS OLD	55.7%	44.3%	474
	46 - 50 YEARS OLD	52.5%	47.5%	732
	51 AND OLDER	51.9%	48.1%	906
SEX	MALE	43.1%	56.9%	1,022
	FEMALE	57.0%	43.0%	1,934
RACE	CAUCASIAN	52.3%	47.7%	2,696
	AFRICAN AMERICAN	51.1%	48.9%	139
	OTHER	47.8%	52.2%	90
HISPANIC/ LATINO	NO	52.4%	47.6%	2,857
	YES	45.8%	54.2%	59
MARITAL STATUS	SINGLE	44.4%	55.6%	450
	MARRIED	54.5%	45.5%	2,209
	OTHER	45.8%	54.2%	277
RESIDENTIAL LOCATION	URBAN	46.4%	53.6%	401
	SUBURBAN	54.2%	45.8%	1,208
	RURAL	51.9%	48.1%	1,344
DRIVING AREA	URBAN	49.4%	50.6%	803
	SUBURBAN	54.5%	45.5%	1,055
	RURAL	51.9%	48.1%	1,077
VEHICLE TYPE	AUTOMOBILE	51.5%	48.5%	1,427
	VAN/MINI VAN	56.8%	43.2%	431
	PICKUP TRUCK	45.2%	54.8%	347
	SUV	55.0%	45.0%	718
	OTHER	31.2%	68.8%	32

TABLE A3.39: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		82.6%	17.4%	1,388
SURVEY	SURVEY 1	89.6%	10.4%	386
	SURVEY 2	96.3%	3.7%	459
	SURVEY 3	65.9%	34.1%	543
OSP DISTRICT	FINDLAY DISTRICT	81.6%	18.4%	196
	BUCYRUS DISTRICT	80.4%	19.6%	153
	CLEVELAND DISTRICT	84.8%	15.2%	151
	PIQUA DISTRICT	85.9%	14.1%	156
	COLUMBUS DISTRICT	80.4%	19.6%	163
	CAMBRIDGE DISTRICT	83.0%	17.0%	176
	WILMINGTON DISTRICT	82.6%	17.4%	219
AGE	JACKSON DISTRICT	82.2%	17.8%	174
	25 AND YOUNGER	72.2%	27.8%	79
	26 - 30 YEARS OLD	87.7%	12.3%	65
	31 - 35 YEARS OLD	87.6%	12.4%	89
	36 - 40 YEARS OLD	79.6%	20.4%	167
	41 - 45 YEARS OLD	84.5%	15.5%	220
	46 - 50 YEARS OLD	85.9%	14.1%	334
SEX	51 AND OLDER	80.3%	19.7%	421
	MALE	79.1%	20.9%	580
	FEMALE	85.0%	15.0%	808
RACE	CAUCASIAN	82.9%	17.1%	1,271
	AFRICAN AMERICAN	85.5%	14.5%	62
	OTHER	69.2%	30.8%	39
HISPANIC/ LATINO	NO	82.8%	17.2%	1,338
	YES	72.4%	27.6%	29
MARITAL STATUS	SINGLE	80.1%	19.9%	216
	MARRIED	83.3%	16.7%	1,040
	OTHER	82.5%	17.5%	120
RESIDENTIAL LOCATION	URBAN	80.1%	19.9%	191
	SUBURBAN	80.9%	19.1%	587
	RURAL	85.0%	15.0%	608
DRIVING AREA	URBAN	79.7%	20.3%	394
	SUBURBAN	83.5%	16.5%	485
	RURAL	84.0%	16.0%	505
VEHICLE TYPE	AUTOMOBILE	82.6%	17.4%	638
	VAN/MINI VAN	81.7%	18.3%	218
	PICKUP TRUCK	79.4%	20.6%	175
	SUV	84.6%	15.4%	344
	OTHER	84.6%	15.4%	13

TABLE A3.40: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – PROMPTED

		No	YES	TOTAL
ALL RESPONDENTS		52.5%	47.5%	2,950
SURVEY	SURVEY 1	59.5%	40.5%	978
	SURVEY 2	58.1%	41.9%	986
	SURVEY 3	40.0%	60.0%	986
OSP DISTRICT	FINDLAY DISTRICT	56.6%	43.4%	396
	BUCYRUS DISTRICT	48.5%	51.5%	340
	CLEVELAND DISTRICT	50.2%	49.8%	321
	PIQUA DISTRICT	54.6%	45.4%	355
	COLUMBUS DISTRICT	52.2%	47.8%	345
	CAMBRIDGE DISTRICT	58.3%	41.7%	403
	WILMINGTON DISTRICT	48.8%	51.2%	424
	JACKSON DISTRICT	50.0%	50.0%	366
AGE	25 AND YOUNGER	43.2%	56.8%	155
	26 - 30 YEARS OLD	48.5%	51.5%	136
	31 - 35 YEARS OLD	57.8%	42.2%	187
	36 - 40 YEARS OLD	50.5%	49.5%	333
	41 - 45 YEARS OLD	53.6%	46.4%	478
	46 - 50 YEARS OLD	54.3%	45.7%	726
	51 AND OLDER	51.9%	48.1%	901
SEX	MALE	42.9%	57.1%	1,019
	FEMALE	57.6%	42.4%	1,931
RACE	CAUCASIAN	52.0%	48.0%	2,692
	AFRICAN AMERICAN	57.2%	42.8%	138
	OTHER	56.2%	43.8%	89
HISPANIC/ LATINO	NO	52.7%	47.3%	2,850
	YES	52.5%	47.5%	61
MARITAL STATUS	SINGLE	50.7%	49.3%	454
	MARRIED	52.8%	47.2%	2,194
	OTHER	53.2%	46.8%	282
RESIDENTIAL LOCATION	URBAN	54.3%	45.7%	405
	SUBURBAN	51.2%	48.8%	1,207
	RURAL	53.2%	46.8%	1,335
DRIVING AREA	URBAN	50.6%	49.4%	807
	SUBURBAN	53.4%	46.6%	1,052
	RURAL	53.0%	47.0%	1,071
VEHICLE TYPE	AUTOMOBILE	52.6%	47.4%	1,434
	VAN/MINI VAN	55.5%	44.5%	427
	PICKUP TRUCK	45.6%	54.4%	344
	SUV	53.7%	46.3%	712
	OTHER	56.2%	43.8%	32

TABLE A3.41: RECALL OF SOME "OTHER" SLOGAN – UNPROMPTED

		NO	YES	TOTAL
ALL RESPONDENTS		78.7%	21.3%	1,388
SURVEY	SURVEY 1	75.6%	24.4%	386
	SURVEY 2	71.5%	28.5%	459
	SURVEY 3	87.1%	12.9%	543
OSP DISTRICT	FINDLAY DISTRICT	78.1%	21.9%	196
	BUCYRUS DISTRICT	80.4%	19.6%	153
	CLEVELAND DISTRICT	77.5%	22.5%	151
	PIQUA DISTRICT	75.0%	25.0%	156
	COLUMBUS DISTRICT	75.5%	24.5%	163
	CAMBRIDGE DISTRICT	79.5%	20.5%	176
	WILMINGTON DISTRICT	79.5%	20.5%	219
AGE	JACKSON DISTRICT	83.9%	16.1%	174
	25 AND YOUNGER	84.8%	15.2%	79
	26 - 30 YEARS OLD	76.9%	23.1%	65
	31 - 35 YEARS OLD	80.9%	19.1%	89
	36 - 40 YEARS OLD	79.0%	21.0%	167
	41 - 45 YEARS OLD	76.4%	23.6%	220
	46 - 50 YEARS OLD	77.2%	22.8%	334
SEX	51 AND OLDER	79.8%	20.2%	421
	MALE	80.2%	19.8%	580
RACE	FEMALE	77.7%	22.3%	808
	CAUCASIAN	79.5%	20.5%	1,271
	AFRICAN AMERICAN	64.5%	35.5%	62
HISPANIC/LATINO	OTHER	74.4%	25.6%	39
	NO	78.8%	21.2%	1,338
MARITAL STATUS	YES	79.3%	20.7%	29
	SINGLE	81.0%	19.0%	216
	MARRIED	79.4%	20.6%	1,040
RESIDENTIAL LOCATION	OTHER	69.2%	30.8%	120
	URBAN	76.4%	23.6%	191
	SUBURBAN	78.9%	21.1%	587
DRIVING AREA	RURAL	79.3%	20.7%	608
	URBAN	78.7%	21.3%	394
	SUBURBAN	80.0%	20.0%	485
VEHICLE TYPE	RURAL	77.6%	22.4%	505
	AUTOMOBILE	77.9%	22.1%	638
	VAN/MINI VAN	77.5%	22.5%	218
	PICKUP TRUCK	82.3%	17.7%	175
	SUV	80.2%	19.8%	344
	OTHER	53.8%	46.2%	13

TABLE A3.42: HEARD SLOGAN - CAN'T RECALL NAME

		NO	YES	TOTAL
ALL RESPONDENTS		52.0%	48.0%	1,388
SURVEY	SURVEY 1	50.3%	49.7%	386
	SURVEY 2	42.9%	57.1%	459
	SURVEY 3	61.0%	39.0%	543
OSP DISTRICT	FINDLAY DISTRICT	58.7%	41.3%	196
	BUCYRUS DISTRICT	54.2%	45.8%	153
	CLEVELAND DISTRICT	46.4%	53.6%	151
	PIQUA DISTRICT	51.9%	48.1%	156
	COLUMBUS DISTRICT	55.2%	44.8%	163
	CAMBRIDGE DISTRICT	50.6%	49.4%	176
	WILMINGTON DISTRICT	53.4%	46.6%	219
AGE	JACKSON DISTRICT	44.3%	55.7%	174
	25 AND YOUNGER	54.4%	45.6%	79
	26 - 30 YEARS OLD	53.8%	46.2%	65
	31 - 35 YEARS OLD	44.9%	55.1%	89
	36 - 40 YEARS OLD	52.1%	47.9%	167
	41 - 45 YEARS OLD	51.8%	48.2%	220
	46 - 50 YEARS OLD	50.6%	49.4%	334
SEX	51 AND OLDER	54.2%	45.8%	421
	MALE	54.3%	45.7%	580
RACE	FEMALE	50.4%	49.6%	808
	CAUCASIAN	50.9%	49.1%	1,271
	AFRICAN AMERICAN	64.5%	35.5%	62
HISPANIC/LATINO	OTHER	64.1%	35.9%	39
	NO	51.7%	48.3%	1,338
MARITAL STATUS	YES	55.2%	44.8%	29
	SINGLE	52.3%	47.7%	216
	MARRIED	50.2%	49.8%	1,040
RESIDENTIAL LOCATION	OTHER	66.7%	33.3%	120
	URBAN	60.2%	39.8%	191
	SUBURBAN	53.3%	46.7%	587
DRIVING AREA	RURAL	48.2%	51.8%	608
	URBAN	55.1%	44.9%	394
	SUBURBAN	50.1%	49.9%	485
VEHICLE TYPE	RURAL	51.3%	48.7%	505
	AUTOMOBILE	52.0%	48.0%	638
	VAN/MINI VAN	56.0%	44.0%	218
	PICKUP TRUCK	54.9%	45.1%	175
	SUV	47.4%	52.6%	344
	OTHER	69.2%	30.8%	13

TABLE A3.43: DRIVEN A MOTOR VEHICLE WITHIN TWO HOURS OF DRINKING ALCOHOL IN THE PAST 60 DAYS

		NO	YES	TOTAL
ALL RESPONDENTS		85.6%	14.4%	2,979
SURVEY	SURVEY 1	88.1%	11.9%	984
	SURVEY 2	85.2%	14.8%	1002
	SURVEY 3	83.4%	16.6%	993
OSP DISTRICT	FINDLAY DISTRICT	84.7%	15.3%	398
	BUCYRUS DISTRICT	83.9%	16.1%	341
	CLEVELAND DISTRICT	83.2%	16.8%	322
	PIQUA DISTRICT	83.0%	17.0%	359
	COLUMBUS DISTRICT	84.6%	15.4%	350
	CAMBRIDGE DISTRICT	88.7%	11.3%	407
	WILMINGTON DISTRICT	84.9%	15.1%	430
	JACKSON DISTRICT	90.9%	9.1%	372
AGE	25 AND YOUNGER	83.9%	16.1%	155
	26 - 30 YEARS OLD	87.5%	12.5%	136
	31 - 35 YEARS OLD	85.9%	14.1%	192
	36 - 40 YEARS OLD	80.6%	19.4%	335
	41 - 45 YEARS OLD	85.5%	14.5%	482
	46 - 50 YEARS OLD	86.4%	13.6%	736
	51 AND OLDER	86.7%	13.3%	909
SEX	MALE	77.6%	22.4%	1,025
	FEMALE	89.8%	10.2%	1,954
RACE	CAUCASIAN	85.2%	14.8%	2,721
	AFRICAN AMERICAN	88.3%	11.7%	137
	OTHER	91.1%	8.9%	90
HISPANIC/ LATINO	NO	85.5%	14.5%	2,878
	YES	82.0%	18.0%	61
MARITAL STATUS	SINGLE	83.7%	16.3%	453
	MARRIED	85.3%	14.7%	2,223
	OTHER	90.4%	9.6%	282
RESIDENTIAL LOCATION	URBAN	84.3%	15.7%	408
	SUBURBAN	83.3%	16.7%	1,220
	RURAL	88.0%	12.0%	1,348
DRIVING AREA	URBAN	85.3%	14.7%	816
	SUBURBAN	84.8%	15.2%	1,063
	RURAL	86.4%	13.6%	1,080
VEHICLE TYPE	AUTOMOBILE	85.4%	14.6%	1,442
	VAN/MINI VAN	86.9%	13.1%	434
	PICKUP TRUCK	82.6%	17.4%	350
	SUV	86.8%	13.2%	721
	OTHER	77.4%	22.6%	31

TABLE A3.44: NUMBER OF TIMES DRIVING WITHIN TWO HOURS OF CONSUMING ALCOHOL IN PAST 60 DAYS

		1	2	3	4	5 OR MORE	TOTAL	AVERAGE
ALL RESPONDENTS		30.7%	38.3%	11.8%	6.4%	12.8%	407	2.322
SURVEY	SURVEY 1	27.4%	41.6%	11.5%	8.8%	10.6%	113	2.336
	SURVEY 2	27.7%	40.5%	11.5%	6.1%	14.2%	148	2.385
	SURVEY 3	36.3%	33.6%	12.3%	4.8%	13.0%	146	2.247
OSP DISTRICT	FINDLAY DISTRICT	26.8%	35.7%	12.5%	5.4%	19.6%	56	2.554
	BUCYRUS DISTRICT	38.5%	28.8%	15.4%	7.7%	9.6%	52	2.212
	CLEVELAND DISTRICT	28.3%	41.5%	5.7%	11.3%	13.2%	53	2.396
	PIQUA DISTRICT	27.1%	52.5%	5.1%	6.8%	8.5%	59	2.169
	COLUMBUS DISTRICT	36.5%	34.6%	15.4%	5.8%	7.7%	52	2.135
	CAMBRIDGE DISTRICT	34.9%	37.2%	9.3%	4.7%	14.0%	43	2.256
	WILMINGTON DISTRICT	24.6%	32.8%	19.7%	4.9%	18.0%	61	2.590
	JACKSON DISTRICT	32.3%	45.2%	9.7%	3.2%	9.7%	31	2.129
AGE	25 AND YOUNGER	27.3%	22.7%	22.7%	9.1%	18.2%	22	2.682
	26 - 30 YEARS OLD	41.2%	41.2%	5.9%	-	11.8%	17	2.000
	31 - 35 YEARS OLD	29.6%	40.7%	11.1%	3.7%	14.8%	27	2.333
	36 - 40 YEARS OLD	34.4%	36.1%	18.0%	8.2%	3.3%	61	2.098
	41 - 45 YEARS OLD	33.8%	41.2%	11.8%	5.9%	7.4%	68	2.118
	46 - 50 YEARS OLD	28.0%	38.7%	9.7%	5.4%	18.3%	93	2.473
	51 AND OLDER	28.9%	39.5%	9.6%	7.9%	14.0%	114	2.386
SEX	MALE	20.9%	42.8%	12.1%	6.0%	18.1%	215	2.577
	FEMALE	41.7%	33.3%	11.5%	6.8%	6.8%	192	2.036
RACE	CAUCASIAN	31.0%	37.8%	12.2%	6.5%	12.5%	384	2.318
	AFRICAN AMERICAN	35.7%	28.6%	7.1%	-	28.6%	14	2.571
	OTHER	-	85.7%	-	14.3%	-	7	2.286
HISPANIC/ LATINO	NO	30.7%	38.3%	11.9%	6.1%	12.9%	394	2.322
	YES	27.3%	36.4%	9.1%	18.2%	9.1%	11	2.455
MARITAL STATUS	SINGLE	29.9%	34.3%	11.9%	9.0%	14.9%	67	2.448
	MARRIED	29.4%	39.6%	11.8%	6.4%	12.8%	313	2.335
	OTHER	52.0%	32.0%	8.0%	-	8.0%	25	1.800
RESIDENTIAL LOCATION	URBAN	32.2%	35.6%	13.6%	6.8%	11.9%	59	2.305
	SUBURBAN	30.6%	34.7%	13.5%	7.3%	14.0%	193	2.394
	RURAL	30.3%	43.9%	9.0%	5.2%	11.6%	155	2.239
DRIVING AREA	URBAN	34.8%	33.0%	15.7%	6.1%	10.4%	115	2.243
	SUBURBAN	26.0%	40.9%	9.7%	7.8%	15.6%	154	2.461
	RURAL	32.1%	40.1%	10.9%	5.1%	11.7%	137	2.241
VEHICLE TYPE	AUTOMOBILE	24.7%	39.4%	13.6%	8.1%	14.1%	198	2.475
	VAN/MINI VAN	45.5%	36.4%	5.5%	7.3%	5.5%	55	1.909
	PICKUP TRUCK	29.1%	45.5%	3.6%	1.8%	20.0%	55	2.382
	SUV	37.0%	33.7%	14.1%	5.4%	9.8%	92	2.174
	OTHER	14.3%	28.6%	42.9%	-	14.3%	7	2.714

TABLE A3.45: FREQUENCY OF SEEING LAW ENFORCEMENT ON THE ROAD COMPARED TO 3 MONTHS AGO

		NEVER	LESS OFTEN	ABOUT THE SAME	MORE OFTEN	TOTAL	AVERAGE
ALL RESPONDENTS		0.4%	4.4%	74.9%	20.2%	2,993	3.151
SURVEY	SURVEY 1	0.5%	4.7%	77.1%	17.7%	989	3.120
	SURVEY 2	-	4.5%	73.5%	22.0%	1,000	3.175
	SURVEY 3	0.6%	4.2%	74.2%	21.0%	1,004	3.156
OSP DISTRICT	FINDLAY DISTRICT	0.2%	5.7%	72.3%	21.7%	401	3.155
	BUCYRUS DISTRICT	0.6%	4.9%	72.8%	21.7%	346	3.156
	CLEVELAND DISTRICT	0.3%	3.4%	80.9%	15.4%	324	3.114
	PIQUA DISTRICT	-	4.5%	73.6%	21.9%	356	3.174
	COLUMBUS DISTRICT	0.6%	4.5%	79.0%	15.9%	353	3.102
	CAMBRIDGE DISTRICT	0.7%	5.4%	74.3%	19.6%	409	3.127
	WILMINGTON DISTRICT	0.5%	3.0%	76.0%	20.6%	433	3.166
	JACKSON DISTRICT	-	4.0%	71.4%	24.5%	371	3.205
AGE	25 AND YOUNGER	1.3%	6.5%	71.6%	20.6%	155	3.116
	26 - 30 YEARS OLD	-	5.9%	76.5%	17.6%	136	3.118
	31 - 35 YEARS OLD	0.5%	4.7%	68.9%	25.8%	190	3.200
	36 - 40 YEARS OLD	-	2.7%	81.4%	15.9%	339	3.133
	41 - 45 YEARS OLD	0.8%	3.8%	76.0%	19.4%	480	3.140
	46 - 50 YEARS OLD	0.1%	5.4%	72.5%	21.9%	743	3.163
	51 AND OLDER	0.3%	4.2%	74.9%	20.7%	915	3.158
SEX	MALE	0.4%	5.0%	76.8%	17.8%	1,035	3.120
	FEMALE	0.4%	4.1%	74.0%	21.6%	1,958	3.167
RACE	CAUCASIAN	0.4%	4.0%	75.5%	20.1%	2,732	3.152
	AFRICAN AMERICAN	-	8.6%	65.0%	26.4%	140	3.179
	OTHER	-	11.0%	71.4%	17.6%	91	3.066
HISPANIC/LATINO	NO	0.3%	4.5%	74.7%	20.5%	2,892	3.153
	YES	1.6%	3.3%	78.7%	16.4%	61	3.098
MARITAL STATUS	SINGLE	0.2%	6.1%	72.6%	21.1%	456	3.145
	MARRIED	0.3%	3.9%	75.7%	20.1%	2,230	3.156
	OTHER	0.7%	5.6%	73.0%	20.7%	285	3.137
RESIDENTIAL LOCATION	URBAN	-	6.1%	73.2%	20.7%	411	3.146
	SUBURBAN	0.2%	3.6%	76.3%	19.8%	1,226	3.157
	RURAL	0.6%	4.7%	74.2%	20.5%	1,353	3.146
DRIVING AREA	URBAN	0.4%	6.3%	74.8%	18.5%	820	3.115
	SUBURBAN	0.2%	2.7%	77.7%	19.4%	1,066	3.163
	RURAL	0.6%	4.6%	72.4%	22.4%	1,087	3.167
VEHICLE TYPE	AUTOMOBILE	0.4%	4.8%	75.4%	19.4%	1,452	3.138
	VAN/MINI VAN	-	3.2%	73.7%	23.1%	433	3.199
	PICKUP TRUCK	0.3%	6.2%	73.7%	19.8%	353	3.130
	SUV	0.4%	3.9%	75.2%	20.5%	723	3.158
	OTHER	3.2%	-	77.4%	19.4%	31	3.129

TABLE A3.46: LIKELIHOOD OF A DRIVER BEING PULLED OVER FOR DRINKING AND DRIVING COMPARED TO THREE MONTHS AGO

		LESS LIKELY	ABOUT AS LIKELY	MORE LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		6.6%	71.3%	22.1%	2,919	2.155
SURVEY	SURVEY 1	6.5%	72.9%	20.6%	971	2.141
	SURVEY 2	7.2%	70.9%	21.9%	973	2.147
	SURVEY 3	6.1%	70.2%	23.8%	975	2.177
OSP DISTRICT	FINDLAY DISTRICT	7.9%	69.7%	22.3%	390	2.144
	BUCYRUS DISTRICT	7.5%	68.4%	24.1%	332	2.166
	CLEVELAND DISTRICT	4.8%	70.8%	24.4%	312	2.196
	PIQUA DISTRICT	7.4%	68.5%	24.1%	352	2.168
	COLUMBUS DISTRICT	6.4%	75.2%	18.4%	343	2.120
	CAMBRIDGE DISTRICT	8.1%	73.0%	18.9%	397	2.108
	WILMINGTON DISTRICT	3.1%	77.2%	19.8%	425	2.167
	JACKSON DISTRICT	7.6%	66.6%	25.8%	368	2.182
AGE	25 AND YOUNGER	6.5%	69.5%	24.0%	154	2.175
	26 - 30 YEARS OLD	5.4%	74.4%	20.2%	129	2.147
	31 - 35 YEARS OLD	4.7%	72.8%	22.5%	191	2.178
	36 - 40 YEARS OLD	4.5%	76.6%	18.9%	333	2.144
	41 - 45 YEARS OLD	6.4%	73.3%	20.3%	468	2.139
	46 - 50 YEARS OLD	6.9%	73.7%	19.4%	727	2.125
	51 AND OLDER	8.0%	66.0%	25.9%	883	2.179
SEX	MALE	6.4%	72.3%	21.2%	1,012	2.148
	FEMALE	6.7%	70.8%	22.5%	1,907	2.159
RACE	CAUCASIAN	6.1%	72.5%	21.5%	2,665	2.154
	AFRICAN AMERICAN	13.8%	55.1%	31.2%	138	2.174
	OTHER	11.6%	62.8%	25.6%	86	2.140
HISPANIC/LATINO	NO	6.6%	71.1%	22.3%	2,820	2.157
	YES	6.7%	73.3%	20.0%	60	2.133
MARITAL STATUS	SINGLE	7.0%	67.5%	25.6%	446	2.186
	MARRIED	6.4%	73.1%	20.5%	2,181	2.141
	OTHER	7.7%	65.4%	26.8%	272	2.191
RESIDENTIAL LOCATION	URBAN	7.7%	70.4%	21.9%	402	2.142
	SUBURBAN	5.2%	71.2%	23.6%	1,187	2.184
	RURAL	7.5%	71.8%	20.7%	1,327	2.133
DRIVING AREA	URBAN	7.9%	70.0%	22.1%	797	2.142
	SUBURBAN	4.8%	72.9%	22.3%	1,039	2.175
	RURAL	7.3%	70.7%	21.9%	1,063	2.146
VEHICLE TYPE	AUTOMOBILE	6.6%	71.5%	21.9%	1,406	2.153
	VAN/MINI VAN	5.2%	74.2%	20.6%	423	2.154
	PICKUP TRUCK	9.2%	68.5%	22.3%	346	2.130
	SUV	6.2%	70.5%	23.3%	713	2.171
	OTHER	3.3%	76.7%	20.0%	30	2.167

TABLE A3.47: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS

		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		51.6%	21.2%	8.5%	18.7%	2,957	1.943
SURVEY	SURVEY 1	57.0%	21.9%	7.3%	13.9%	979	1.780
	SURVEY 2	47.1%	23.6%	9.2%	20.1%	991	2.022
	SURVEY 3	50.9%	18.0%	9.0%	22.1%	987	2.023
OSP DISTRICT	FINDLAY DISTRICT	44.0%	22.2%	10.0%	23.8%	400	2.135
	BUCYRUS DISTRICT	49.1%	24.0%	9.8%	17.2%	338	1.950
	CLEVELAND DISTRICT	50.8%	22.9%	9.1%	17.2%	319	1.928
	PIQUA DISTRICT	52.4%	16.9%	10.1%	20.6%	355	1.989
	COLUMBUS DISTRICT	57.3%	17.7%	7.6%	17.4%	344	1.852
	CAMBRIDGE DISTRICT	55.2%	22.0%	6.7%	16.1%	404	1.837
	WILMINGTON DISTRICT	53.5%	21.2%	7.7%	17.7%	430	1.895
	JACKSON DISTRICT	51.0%	22.3%	7.4%	19.3%	367	1.951
AGE	25 AND YOUNGER	50.3%	23.5%	6.5%	19.6%	153	1.954
	26 - 30 YEARS OLD	53.3%	25.9%	8.1%	12.6%	135	1.800
	31 - 35 YEARS OLD	50.3%	26.5%	9.5%	13.8%	189	1.868
	36 - 40 YEARS OLD	56.4%	20.0%	6.3%	17.3%	335	1.845
	41 - 45 YEARS OLD	48.7%	20.5%	10.0%	20.7%	478	2.027
	46 - 50 YEARS OLD	51.7%	20.4%	8.6%	19.3%	725	1.954
	51 AND OLDER	51.6%	20.2%	8.8%	19.4%	909	1.959
SEX	MALE	47.7%	20.2%	9.0%	23.1%	1,028	2.075
	FEMALE	53.8%	21.7%	8.2%	16.4%	1,929	1.872
RACE	CAUCASIAN	51.9%	21.7%	8.4%	18.1%	2,700	1.926
	AFRICAN AMERICAN	46.7%	16.1%	10.2%	27.0%	137	2.175
	OTHER	52.2%	13.3%	8.9%	25.6%	90	2.078
HISPANIC/ LATINO	NO	51.8%	21.2%	8.4%	18.6%	2,858	1.938
	YES	45.9%	18.0%	13.1%	23.0%	61	2.131
MARITAL STATUS	SINGLE	47.4%	22.0%	9.0%	21.6%	454	2.048
	MARRIED	52.8%	21.1%	8.1%	18.0%	2,206	1.912
	OTHER	50.5%	19.5%	10.8%	19.1%	277	1.986
RESIDENTIAL LOCATION	URBAN	44.3%	20.3%	10.3%	25.2%	409	2.164
	SUBURBAN	51.4%	21.2%	8.1%	19.3%	1,207	1.954
	RURAL	54.2%	21.4%	8.3%	16.1%	1,338	1.862
DRIVING AREA	URBAN	50.6%	19.9%	8.4%	21.0%	808	1.999
	SUBURBAN	49.3%	23.4%	8.7%	18.6%	1,053	1.967
	RURAL	54.5%	20.1%	8.4%	17.0%	1,075	1.879
VEHICLE TYPE	AUTOMOBILE	52.0%	21.7%	7.9%	18.4%	1,432	1.926
	VAN/MINI VAN	49.9%	23.4%	9.1%	17.6%	427	1.944
	PICKUP TRUCK	47.0%	19.5%	11.7%	21.8%	349	2.083
	SUV	53.8%	19.4%	7.9%	18.8%	717	1.918
	OTHER	58.1%	25.8%	3.2%	12.9%	31	1.710

TABLES – PART IV: DISTRACTED DRIVING, SPEEDING, AND OVERALL TRAFFIC SAFETY

TABLE A4.1: FREQUENCY OF RESPONDENT TALKING ON CELL PHONE WHILE DRIVING (NO HANDS-FREE DEVICE)

		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		12.3%	6.3%	21.6%	24.8%	35.1%	3,001	3.641
SURVEY	SURVEY 1	12.5%	4.9%	21.9%	23.5%	37.1%	990	3.677
	SURVEY 2	10.7%	6.4%	24.4%	23.6%	35.0%	1,006	3.657
	SURVEY 3	13.6%	7.5%	18.4%	27.2%	33.3%	1,005	3.591
OSP DISTRICT	FINDLAY DISTRICT	13.9%	4.2%	21.6%	23.3%	37.0%	403	3.653
	BUCYRUS DISTRICT	11.6%	6.1%	19.1%	31.3%	31.9%	345	3.658
	CLEVELAND DISTRICT	11.1%	5.9%	18.5%	23.1%	41.4%	324	3.778
	PIQUA DISTRICT	11.9%	7.8%	26.4%	23.6%	30.3%	360	3.525
	COLUMBUS DISTRICT	14.4%	6.8%	24.3%	24.3%	30.2%	354	3.492
	CAMBRIDGE DISTRICT	10.2%	7.3%	19.8%	27.1%	35.6%	410	3.705
	WILMINGTON DISTRICT	12.0%	6.9%	22.2%	26.6%	32.3%	433	3.603
AGE	JACKSON DISTRICT	13.2%	5.1%	20.4%	18.5%	42.7%	372	3.726
	25 AND YOUNGER	12.2%	6.4%	26.3%	26.3%	28.8%	156	3.532
	26 - 30 YEARS OLD	18.4%	6.6%	27.2%	16.2%	31.6%	136	3.360
	31 - 35 YEARS OLD	19.9%	7.3%	23.6%	24.6%	24.6%	191	3.267
	36 - 40 YEARS OLD	18.0%	9.8%	21.6%	23.7%	26.9%	338	3.317
	41 - 45 YEARS OLD	14.5%	7.0%	22.4%	23.8%	32.3%	483	3.524
	46 - 50 YEARS OLD	11.1%	4.3%	24.6%	27.1%	32.9%	745	3.663
SEX	51 AND OLDER	7.6%	6.0%	16.5%	24.4%	45.5%	917	3.941
	MALE	12.2%	6.5%	19.3%	25.4%	36.6%	1,037	3.677
RACE	FEMALE	12.3%	6.2%	22.8%	24.4%	34.3%	1,964	3.623
	CAUCASIAN	12.7%	6.4%	22.0%	25.0%	33.9%	2,738	3.611
	AFRICAN AMERICAN	9.9%	4.2%	19.0%	20.4%	46.5%	142	3.894
HISPANIC/LATINO	OTHER	6.6%	6.6%	16.5%	23.1%	47.3%	91	3.978
	NO	12.3%	6.4%	21.7%	24.8%	34.9%	2,902	3.637
MARITAL STATUS	YES	10.0%	1.7%	11.7%	26.7%	50.0%	60	4.050
	SINGLE	10.0%	4.4%	21.6%	24.2%	39.7%	458	3.793
	MARRIED	13.4%	7.1%	22.1%	25.2%	32.3%	2,235	3.560
RESIDENTIAL LOCATION	OTHER	7.7%	3.1%	17.1%	22.4%	49.7%	286	4.031
	URBAN	11.7%	5.8%	17.8%	23.6%	41.1%	411	3.766
	SUBURBAN	12.1%	7.0%	23.2%	24.8%	33.0%	1,231	3.595
DRIVING AREA	RURAL	12.5%	5.8%	21.3%	25.1%	35.3%	1,356	3.648
	URBAN	13.3%	6.0%	20.6%	20.7%	39.5%	821	3.671
	SUBURBAN	12.2%	7.5%	22.3%	25.9%	32.2%	1,069	3.585
VEHICLE TYPE	RURAL	11.8%	5.3%	21.8%	26.9%	34.2%	1,091	3.663
	AUTOMOBILE	10.7%	5.7%	19.5%	24.5%	39.6%	1,456	3.765
	VAN/MINI VAN	13.4%	8.8%	28.3%	27.6%	21.9%	434	3.359
	PICKUP TRUCK	15.9%	5.1%	16.1%	25.2%	37.7%	353	3.637
	SUV	13.2%	6.8%	25.1%	23.6%	31.3%	725	3.530
	OTHER	9.4%	-	3.1%	15.6%	71.9%	32	4.406

TABLE A4.2: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE (NO HANDS-FREE DEVICE)

		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		73.6%	17.7%	6.6%	1.4%	0.7%	3,004	1.379
SURVEY	SURVEY 1	71.7%	19.2%	7.2%	1.3%	0.7%	992	1.402
	SURVEY 2	74.4%	18.3%	5.7%	1.1%	0.6%	1,007	1.353
	SURVEY 3	74.6%	15.7%	7.1%	1.8%	0.8%	1,005	1.384
OSP DISTRICT	FINDLAY DISTRICT	68.8%	20.0%	8.2%	2.2%	0.7%	404	1.460
	BUCYRUS DISTRICT	75.5%	16.4%	6.1%	1.2%	0.9%	347	1.354
	CLEVELAND DISTRICT	72.9%	18.5%	6.8%	1.2%	0.6%	325	1.382
	PIQUA DISTRICT	70.7%	19.6%	7.5%	1.7%	0.6%	358	1.419
	COLUMBUS DISTRICT	77.4%	15.5%	6.2%	0.3%	0.6%	354	1.311
	CAMBRIDGE DISTRICT	73.9%	16.6%	6.8%	2.2%	0.5%	410	1.388
	WILMINGTON DISTRICT	76.7%	17.5%	4.1%	1.2%	0.5%	434	1.311
AGE	JACKSON DISTRICT	72.6%	17.5%	7.5%	1.1%	1.3%	372	1.411
	25 AND YOUNGER	62.2%	24.4%	11.5%	0.6%	1.3%	156	1.545
	26 - 30 YEARS OLD	69.9%	19.9%	7.4%	1.5%	1.5%	136	1.449
	31 - 35 YEARS OLD	71.9%	18.8%	7.8%	0.5%	1.0%	192	1.401
	36 - 40 YEARS OLD	75.5%	18.3%	5.0%	1.2%	-	339	1.319
	41 - 45 YEARS OLD	73.7%	18.6%	5.6%	1.7%	0.4%	483	1.364
	46 - 50 YEARS OLD	75.4%	17.1%	5.8%	1.1%	0.7%	744	1.345
SEX	51 AND OLDER	74.2%	16.0%	7.2%	1.7%	0.9%	919	1.391
	MALE	74.7%	17.2%	5.8%	1.5%	0.8%	1,038	1.365
	FEMALE	73.0%	18.0%	7.1%	1.3%	0.7%	1,966	1.387
RACE	CAUCASIAN	73.6%	17.9%	6.5%	1.4%	0.6%	2,740	1.375
	AFRICAN AMERICAN	72.5%	16.9%	7.0%	2.1%	1.4%	142	1.430
	OTHER	75.8%	15.4%	5.5%	1.1%	2.2%	91	1.385
HISPANIC/ LATINO	NO	73.6%	17.9%	6.5%	1.3%	0.7%	2,904	1.376
	YES	82.0%	6.6%	8.2%	1.6%	1.6%	61	1.344
MARITAL STATUS	SINGLE	68.9%	20.1%	8.3%	1.5%	1.1%	457	1.457
	MARRIED	75.0%	17.5%	5.9%	1.1%	0.5%	2,240	1.346
	OTHER	70.5%	15.8%	8.4%	3.5%	1.8%	285	1.502
RESIDENTIAL LOCATION	URBAN	75.1%	14.0%	7.7%	2.7%	0.5%	414	1.394
	SUBURBAN	75.1%	18.0%	5.2%	1.0%	0.6%	1,231	1.340
	RURAL	71.7%	18.5%	7.6%	1.4%	0.8%	1,356	1.412
DRIVING AREA	URBAN	76.9%	14.9%	6.6%	1.2%	0.4%	823	1.332
	SUBURBAN	73.6%	19.4%	5.3%	0.8%	0.8%	1,068	1.360
	RURAL	71.2%	17.9%	8.0%	2.1%	0.8%	1,092	1.435
VEHICLE TYPE	AUTOMOBILE	71.4%	19.0%	7.3%	1.6%	0.8%	1,456	1.413
	VAN/MINI VAN	73.6%	17.5%	6.7%	1.6%	0.7%	435	1.384
	PICKUP TRUCK	82.0%	10.7%	4.8%	1.4%	1.1%	355	1.290
	SUV	73.8%	18.3%	6.5%	1.0%	0.4%	726	1.358
	OTHER	75.0%	25.0%	-	-	-	32	1.250

TABLE A4.3: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE – SAFE OR DANGEROUS

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		1.4%	11.6%	7.5%	43.0%	36.6%	2,995	4.017
SURVEY	SURVEY 1	1.1%	11.0%	8.1%	40.9%	38.9%	986	4.056
	SURVEY 2	0.9%	11.3%	7.9%	47.4%	32.5%	1,007	3.992
	SURVEY 3	2.2%	12.4%	6.5%	40.6%	38.3%	1,002	4.005
OSP DISTRICT	FINDLAY DISTRICT	0.7%	12.4%	8.2%	41.8%	36.8%	402	4.015
	BUCYRUS DISTRICT	0.9%	9.8%	6.4%	43.9%	39.0%	346	4.104
	CLEVELAND DISTRICT	1.5%	8.0%	4.9%	42.3%	43.2%	324	4.176
	PIQUA DISTRICT	1.1%	13.6%	8.6%	46.8%	29.8%	359	3.905
	COLUMBUS DISTRICT	1.7%	13.6%	9.1%	44.9%	30.7%	352	3.892
	CAMBRIDGE DISTRICT	2.2%	12.5%	6.9%	39.2%	39.2%	408	4.007
	WILMINGTON DISTRICT	1.8%	10.8%	7.6%	46.5%	33.2%	434	3.984
	JACKSON DISTRICT	1.1%	11.1%	8.1%	38.4%	41.4%	370	4.078
AGE	25 AND YOUNGER	1.3%	9.6%	11.5%	51.9%	25.6%	156	3.910
	26 - 30 YEARS OLD	3.0%	15.6%	11.9%	40.0%	29.6%	135	3.778
	31 - 35 YEARS OLD	1.6%	14.6%	10.4%	44.8%	28.6%	192	3.844
	36 - 40 YEARS OLD	1.2%	15.0%	9.4%	45.1%	29.2%	339	3.861
	41 - 45 YEARS OLD	0.8%	12.8%	7.9%	46.0%	32.5%	483	3.965
	46 - 50 YEARS OLD	1.9%	12.0%	7.2%	41.4%	37.5%	741	4.007
	51 AND OLDER	1.1%	8.4%	4.8%	40.3%	45.4%	914	4.205
SEX	MALE	1.3%	11.5%	7.9%	44.2%	35.2%	1,035	4.005
	FEMALE	1.5%	11.6%	7.3%	42.3%	37.3%	1,960	4.024
RACE	CAUCASIAN	1.5%	12.1%	7.8%	43.6%	35.1%	2,732	3.987
	AFRICAN AMERICAN	1.4%	7.8%	2.8%	39.0%	48.9%	141	4.262
	OTHER	-	4.4%	8.8%	34.1%	52.7%	91	4.352
HISPANIC/ LATINO	NO	1.3%	11.7%	7.4%	43.1%	36.4%	2,894	4.016
	YES	1.6%	4.9%	8.2%	37.7%	47.5%	61	4.246
MARITAL STATUS	SINGLE	1.1%	10.3%	7.5%	41.4%	39.7%	456	4.083
	MARRIED	1.5%	11.9%	7.9%	43.9%	34.7%	2,233	3.984
	OTHER	1.1%	11.2%	4.6%	38.6%	44.6%	285	4.144
RESIDENTIAL LOCATION	URBAN	1.9%	10.0%	5.3%	39.1%	43.7%	412	4.126
	SUBURBAN	1.0%	11.4%	7.5%	45.6%	34.5%	1,228	4.013
	RURAL	1.6%	12.2%	8.2%	41.8%	36.2%	1,352	3.987
DRIVING AREA	URBAN	1.2%	11.5%	6.8%	41.3%	39.2%	819	4.057
	SUBURBAN	1.0%	11.9%	6.9%	45.4%	34.8%	1,067	4.009
	RURAL	1.9%	11.3%	8.6%	42.3%	35.8%	1,088	3.988
VEHICLE TYPE	AUTOMOBILE	1.1%	10.4%	6.0%	43.3%	39.1%	1,449	4.090
	VAN/MINI VAN	0.9%	15.6%	9.2%	46.7%	27.6%	435	3.844
	PICKUP TRUCK	2.0%	12.7%	6.8%	38.5%	39.9%	353	4.017
	SUV	2.1%	10.9%	10.2%	42.6%	34.2%	725	3.960
	OTHER	-	9.4%	-	31.2%	59.4%	32	4.406

TABLE A4.4: FREQUENCY OF RESPONDENT TALKING ON CELL PHONE WHILE DRIVING (WITH HANDS-FREE DEVICE)

		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		10.5%	5.8%	11.0%	7.6%	65.1%	2,993	4.109
SURVEY	SURVEY 1	11.9%	5.4%	9.2%	7.3%	66.2%	988	4.104
	SURVEY 2	8.5%	5.9%	11.2%	6.7%	67.7%	1,006	4.191
	SURVEY 3	11.0%	6.3%	12.5%	8.9%	61.3%	999	4.031
OSP DISTRICT	FINDLAY DISTRICT	8.5%	4.7%	12.5%	9.2%	65.1%	401	4.177
	BUCYRUS DISTRICT	11.3%	6.7%	7.8%	7.8%	66.4%	345	4.113
	CLEVELAND DISTRICT	10.6%	5.9%	9.9%	7.5%	66.1%	322	4.127
	PIQUA DISTRICT	8.9%	6.4%	10.3%	8.6%	65.7%	359	4.159
	COLUMBUS DISTRICT	9.6%	5.1%	18.4%	7.3%	59.6%	354	4.023
	CAMBRIDGE DISTRICT	10.6%	3.9%	8.4%	8.6%	68.6%	407	4.206
	WILMINGTON DISTRICT	15.0%	8.3%	10.6%	6.0%	60.0%	433	3.878
	JACKSON DISTRICT	8.9%	5.6%	10.2%	5.9%	69.4%	372	4.212
AGE	25 AND YOUNGER	9.6%	3.2%	6.4%	9.0%	71.8%	156	4.301
	26 - 30 YEARS OLD	8.1%	5.9%	12.5%	8.1%	65.4%	136	4.169
	31 - 35 YEARS OLD	9.5%	6.3%	14.3%	7.4%	62.4%	189	4.069
	36 - 40 YEARS OLD	12.4%	7.4%	11.2%	8.0%	61.1%	339	3.979
	41 - 45 YEARS OLD	11.2%	6.2%	13.0%	7.0%	62.5%	483	4.035
	46 - 50 YEARS OLD	11.2%	6.3%	9.9%	8.4%	64.2%	741	4.081
	51 AND OLDER	9.5%	5.0%	10.5%	6.9%	68.1%	914	4.189
SEX	MALE	12.4%	7.1%	9.7%	8.2%	62.6%	1,036	4.016
	FEMALE	9.5%	5.2%	11.7%	7.3%	66.3%	1,957	4.158
RACE	CAUCASIAN	10.3%	5.9%	10.6%	7.5%	65.7%	2,731	4.126
	AFRICAN AMERICAN	14.9%	4.3%	17.7%	7.8%	55.3%	141	3.844
	OTHER	9.9%	8.8%	14.3%	9.9%	57.1%	91	3.956
HISPANIC/LATINO	NO	10.3%	5.9%	11.0%	7.6%	65.2%	2,894	4.116
	YES	20.0%	5.0%	8.3%	5.0%	61.7%	60	3.833
MARITAL STATUS	SINGLE	10.1%	4.2%	10.1%	8.5%	67.2%	457	4.186
	MARRIED	10.9%	6.2%	11.7%	7.4%	63.8%	2,229	4.069
	OTHER	8.7%	5.2%	6.6%	7.3%	72.0%	286	4.287
RESIDENTIAL LOCATION	URBAN	11.9%	5.6%	13.9%	7.3%	61.3%	411	4.005
	SUBURBAN	10.5%	7.2%	11.7%	8.6%	62.1%	1,227	4.046
	RURAL	10.1%	4.7%	9.5%	6.9%	68.9%	1,352	4.200
DRIVING AREA	URBAN	11.8%	5.7%	11.7%	7.2%	63.5%	820	4.049
	SUBURBAN	10.4%	7.2%	11.2%	8.0%	63.3%	1,067	4.065
	RURAL	9.5%	4.6%	10.4%	7.6%	67.9%	1,086	4.198
VEHICLE TYPE	AUTOMOBILE	9.9%	6.6%	11.1%	7.6%	64.8%	1,449	4.108
	VAN/MINI VAN	6.0%	2.8%	11.5%	9.5%	70.2%	433	4.351
	PICKUP TRUCK	11.6%	4.8%	8.0%	6.8%	68.8%	352	4.162
	SUV	13.1%	6.6%	12.1%	7.2%	61.0%	726	3.964
	OTHER	25.0%	9.4%	6.2%	-	59.4%	32	3.594

TABLE A4.5: FREQUENCY OF SEEING OTHER DRIVERS TALK ON CELL PHONE (WITH HANDS-FREE DEVICE)

		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		26.4%	13.8%	27.3%	19.9%	12.7%	2,715	2.786
SURVEY	SURVEY 1	22.9%	13.2%	29.3%	18.9%	15.7%	910	2.914
	SURVEY 2	25.7%	13.5%	28.5%	20.5%	11.8%	888	2.793
	SURVEY 3	30.5%	14.7%	24.1%	20.2%	10.5%	917	2.653
OSP DISTRICT	FINDLAY DISTRICT	24.5%	10.3%	30.9%	20.6%	13.6%	359	2.886
	BUCYRUS DISTRICT	21.1%	13.1%	27.8%	23.3%	14.7%	313	2.974
	CLEVELAND DISTRICT	27.2%	14.1%	24.6%	21.6%	12.5%	305	2.780
	PIQUA DISTRICT	25.0%	13.6%	29.0%	21.0%	11.4%	324	2.802
	COLUMBUS DISTRICT	28.9%	16.1%	25.8%	16.4%	12.8%	329	2.681
	CAMBRIDGE DISTRICT	25.2%	14.7%	26.9%	19.9%	13.3%	361	2.814
	WILMINGTON DISTRICT	32.4%	16.5%	22.9%	15.9%	12.3%	389	2.594
	JACKSON DISTRICT	25.7%	11.9%	30.7%	20.9%	10.7%	335	2.791
AGE	25 AND YOUNGER	23.5%	16.3%	24.8%	22.9%	12.4%	153	2.843
	26 - 30 YEARS OLD	21.6%	9.6%	30.4%	23.2%	15.2%	125	3.008
	31 - 35 YEARS OLD	24.3%	13.9%	28.3%	22.0%	11.6%	173	2.827
	36 - 40 YEARS OLD	28.2%	14.6%	29.4%	18.4%	9.4%	309	2.663
	41 - 45 YEARS OLD	25.2%	14.6%	28.4%	18.5%	13.3%	437	2.801
	46 - 50 YEARS OLD	26.8%	14.4%	28.3%	18.4%	12.1%	668	2.747
	51 AND OLDER	27.5%	13.1%	24.9%	20.9%	13.6%	818	2.800
SEX	MALE	25.2%	13.1%	24.6%	23.5%	13.6%	944	2.871
	FEMALE	27.0%	14.2%	28.7%	17.9%	12.2%	1,771	2.741
RACE	CAUCASIAN	25.7%	14.1%	27.3%	20.1%	12.8%	2,471	2.803
	AFRICAN AMERICAN	34.1%	11.4%	25.0%	21.2%	8.3%	132	2.583
	OTHER	35.7%	8.3%	29.8%	13.1%	13.1%	84	2.595
HISPANIC/ LATINO	NO	26.4%	13.8%	27.3%	19.9%	12.5%	2,624	2.784
	YES	22.2%	14.8%	37.0%	11.1%	14.8%	54	2.815
MARITAL STATUS	SINGLE	24.6%	13.4%	28.6%	20.2%	13.1%	426	2.838
	MARRIED	27.5%	14.2%	26.9%	19.5%	12.0%	2,006	2.743
	OTHER	21.7%	11.8%	28.1%	21.3%	17.1%	263	3.004
RESIDENTIAL LOCATION	URBAN	26.7%	12.8%	26.4%	20.5%	13.6%	375	2.816
	SUBURBAN	29.1%	15.5%	25.5%	17.9%	12.0%	1,134	2.682
	RURAL	23.6%	12.5%	29.3%	21.5%	13.0%	1,204	2.879
DRIVING AREA	URBAN	30.7%	13.3%	25.3%	19.7%	11.0%	752	2.670
	SUBURBAN	27.5%	15.5%	26.7%	18.4%	12.0%	975	2.719
	RURAL	22.0%	12.5%	29.6%	21.6%	14.3%	969	2.938
VEHICLE TYPE	AUTOMOBILE	26.6%	13.0%	27.0%	20.5%	12.9%	1,305	2.801
	VAN/MINI VAN	26.2%	14.9%	28.5%	17.2%	13.1%	389	2.761
	PICKUP TRUCK	24.0%	14.2%	23.7%	25.5%	12.6%	325	2.886
	SUV	26.9%	14.6%	29.3%	17.1%	12.2%	666	2.731
	OTHER	33.3%	13.3%	20.0%	23.3%	10.0%	30	2.633

TABLE A4.6: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE – SAFE OR DANGEROUS

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		9.1%	35.9%	8.8%	33.2%	12.9%	2,973	3.048
SURVEY	SURVEY 1	8.7%	38.4%	9.2%	31.6%	12.0%	984	2.997
	SURVEY 2	8.4%	36.3%	8.5%	36.8%	9.9%	997	3.035
	SURVEY 3	10.3%	33.0%	8.8%	31.1%	16.8%	992	3.113
OSP DISTRICT	FINDLAY DISTRICT	7.3%	34.9%	8.3%	35.9%	13.6%	398	3.136
	BUCYRUS DISTRICT	9.6%	31.0%	9.6%	34.8%	14.9%	342	3.143
	CLEVELAND DISTRICT	8.3%	33.0%	11.1%	33.6%	13.9%	324	3.117
	PIQUA DISTRICT	11.2%	37.0%	6.7%	34.5%	10.6%	357	2.964
	COLUMBUS DISTRICT	8.8%	38.7%	7.1%	33.6%	11.7%	351	3.006
	CAMBRIDGE DISTRICT	10.2%	37.7%	9.2%	28.4%	14.5%	401	2.993
	WILMINGTON DISTRICT	9.3%	39.2%	9.5%	33.2%	8.8%	431	2.930
	JACKSON DISTRICT	8.4%	34.4%	9.2%	32.0%	16.0%	369	3.127
AGE	25 AND YOUNGER	9.6%	38.5%	15.4%	24.4%	12.2%	156	2.910
	26 - 30 YEARS OLD	13.4%	43.3%	7.5%	27.6%	8.2%	134	2.739
	31 - 35 YEARS OLD	7.3%	45.0%	9.4%	29.3%	8.9%	191	2.874
	36 - 40 YEARS OLD	7.4%	40.2%	9.2%	33.3%	9.8%	336	2.979
	41 - 45 YEARS OLD	11.5%	37.9%	8.6%	31.4%	10.5%	477	2.914
	46 - 50 YEARS OLD	9.8%	35.5%	8.4%	34.0%	12.2%	735	3.034
	51 AND OLDER	8.0%	30.1%	8.0%	36.1%	17.7%	909	3.253
SEX	MALE	9.2%	38.4%	8.6%	31.2%	12.7%	1,024	2.998
	FEMALE	9.1%	34.6%	9.0%	34.3%	13.0%	1,949	3.075
RACE	CAUCASIAN	9.1%	36.1%	9.2%	32.8%	12.8%	2,711	3.039
	AFRICAN AMERICAN	14.2%	37.6%	3.5%	35.5%	9.2%	141	2.879
	OTHER	3.3%	28.9%	6.7%	38.9%	22.2%	90	3.478
HISPANIC/ LATINO	NO	9.2%	35.5%	8.9%	33.4%	13.0%	2,874	3.055
	YES	5.0%	56.7%	8.3%	20.0%	10.0%	60	2.733
MARITAL STATUS	SINGLE	8.4%	36.6%	9.1%	32.8%	13.1%	451	3.055
	MARRIED	9.5%	36.6%	9.0%	33.1%	11.9%	2,219	3.013
	OTHER	8.5%	31.2%	7.1%	33.7%	19.5%	282	3.245
RESIDENTIAL LOCATION	URBAN	8.3%	37.3%	4.2%	31.6%	18.6%	408	3.150
	SUBURBAN	9.2%	34.9%	9.8%	34.9%	11.1%	1,222	3.038
	RURAL	9.3%	36.4%	9.3%	32.1%	12.8%	1,340	3.027
DRIVING AREA	URBAN	9.1%	35.1%	7.3%	33.7%	14.8%	810	3.100
	SUBURBAN	9.2%	36.7%	9.0%	33.8%	11.3%	1,065	3.012
	RURAL	9.3%	35.7%	9.6%	32.3%	13.1%	1,077	3.042
VEHICLE TYPE	AUTOMOBILE	8.6%	36.1%	7.9%	33.2%	14.1%	1,438	3.081
	VAN/MINI VAN	7.5%	36.8%	10.3%	33.1%	12.4%	429	3.061
	PICKUP TRUCK	8.6%	37.0%	8.9%	30.9%	14.6%	349	3.060
	SUV	11.2%	34.9%	9.7%	34.3%	9.9%	724	2.968
	OTHER	15.6%	25.0%	12.5%	31.2%	15.6%	32	3.063

TABLE A4.7: FREQUENCY OF RESPONDENT TEXTING ON CELL PHONE WHILE DRIVING

		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		2.3%	1.2%	4.4%	10.2%	81.8%	2,989	4.680
SURVEY	SURVEY 1	2.7%	0.9%	4.7%	9.9%	81.7%	986	4.670
	SURVEY 2	1.2%	1.2%	4.9%	8.2%	84.6%	1,005	4.737
	SURVEY 3	3.1%	1.4%	3.8%	12.6%	79.1%	998	4.631
OSP DISTRICT	FINDLAY DISTRICT	2.5%	0.2%	3.8%	10.0%	83.5%	400	4.718
	BUCYRUS DISTRICT	3.5%	1.2%	3.8%	9.0%	82.6%	344	4.660
	CLEVELAND DISTRICT	1.9%	0.6%	4.3%	8.4%	84.8%	322	4.736
	PIQUA DISTRICT	1.1%	0.8%	6.1%	10.9%	81.1%	359	4.699
	COLUMBUS DISTRICT	2.3%	0.6%	4.2%	13.3%	79.7%	354	4.675
	CAMBRIDGE DISTRICT	2.2%	1.2%	3.9%	12.8%	79.8%	406	4.667
	WILMINGTON DISTRICT	2.5%	1.6%	4.6%	10.4%	80.8%	433	4.654
	JACKSON DISTRICT	2.7%	3.0%	4.9%	6.7%	82.7%	371	4.639
AGE	25 AND YOUNGER	5.8%	1.9%	13.5%	19.2%	59.6%	156	4.250
	26 - 30 YEARS OLD	5.1%	3.7%	8.1%	9.6%	73.5%	136	4.426
	31 - 35 YEARS OLD	4.8%	1.1%	6.9%	14.3%	73.0%	189	4.497
	36 - 40 YEARS OLD	3.0%	1.5%	7.7%	14.8%	73.1%	338	4.536
	41 - 45 YEARS OLD	1.9%	1.0%	3.9%	11.6%	81.6%	483	4.700
	46 - 50 YEARS OLD	1.5%	0.8%	3.2%	9.2%	85.3%	739	4.759
	51 AND OLDER	1.4%	0.9%	1.6%	6.4%	89.7%	913	4.820
SEX	MALE	3.8%	1.1%	5.0%	13.0%	77.1%	1,036	4.587
	FEMALE	1.6%	1.2%	4.1%	8.8%	84.3%	1,953	4.729
RACE	CAUCASIAN	2.4%	1.3%	4.3%	10.3%	81.7%	2,729	4.677
	AFRICAN AMERICAN	2.9%	-	7.1%	9.3%	80.7%	140	4.650
	OTHER	1.1%	-	3.3%	11.0%	84.6%	91	4.780
HISPANIC/ LATINO	NO	2.3%	1.2%	4.4%	10.4%	81.7%	2,890	4.680
	YES	5.0%	-	1.7%	-	93.3%	60	4.767
MARITAL STATUS	SINGLE	4.4%	1.3%	6.3%	11.6%	76.4%	457	4.543
	MARRIED	1.8%	1.2%	4.3%	10.5%	82.2%	2,226	4.700
	OTHER	2.8%	1.0%	2.4%	6.3%	87.4%	286	4.745
RESIDENTIAL LOCATION	URBAN	4.6%	1.0%	5.6%	8.3%	80.5%	410	4.590
	SUBURBAN	1.7%	1.3%	4.7%	10.5%	81.8%	1,224	4.693
	RURAL	2.2%	1.1%	3.8%	10.7%	82.2%	1,352	4.695
DRIVING AREA	URBAN	2.7%	1.0%	4.0%	8.8%	83.4%	815	4.693
	SUBURBAN	1.9%	1.0%	4.8%	9.9%	82.4%	1,068	4.699
	RURAL	2.6%	1.5%	4.5%	11.8%	79.7%	1,086	4.645
VEHICLE TYPE	AUTOMOBILE	2.4%	1.0%	4.4%	9.1%	83.1%	1,448	4.695
	VAN/MINI VAN	1.8%	1.4%	5.5%	10.6%	80.6%	433	4.667
	PICKUP TRUCK	4.6%	0.6%	2.6%	10.3%	82.1%	351	4.647
	SUV	1.2%	1.8%	4.8%	12.4%	79.7%	724	4.675
	OTHER	6.2%	-	3.1%	3.1%	87.5%	32	4.656

TABLE A4.8: FREQUENCY OF SEEING OTHER DRIVERS TEXTING ON CELL PHONE

		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		42.8%	17.7%	20.9%	11.4%	7.3%	2,933	2.226
SURVEY	SURVEY 1	37.8%	16.8%	22.6%	12.8%	10.0%	966	2.406
	SURVEY 2	45.7%	17.8%	20.5%	10.8%	5.2%	982	2.119
	SURVEY 3	44.8%	18.6%	19.6%	10.5%	6.6%	985	2.155
OSP DISTRICT	FINDLAY DISTRICT	39.3%	16.1%	25.4%	11.1%	8.1%	397	2.325
	BUCYRUS DISTRICT	41.0%	15.9%	21.5%	13.9%	7.7%	339	2.313
	CLEVELAND DISTRICT	42.4%	16.8%	18.4%	12.3%	10.1%	316	2.310
	PIQUA DISTRICT	38.5%	17.5%	23.6%	13.5%	6.9%	348	2.328
	COLUMBUS DISTRICT	43.3%	19.5%	19.5%	11.9%	5.8%	344	2.174
	CAMBRIDGE DISTRICT	45.9%	16.5%	17.2%	13.0%	7.5%	401	2.197
	WILMINGTON DISTRICT	44.1%	19.7%	21.1%	8.5%	6.6%	426	2.136
	JACKSON DISTRICT	47.2%	19.6%	19.9%	7.5%	5.8%	362	2.050
AGE	25 AND YOUNGER	48.7%	19.9%	14.1%	12.8%	4.5%	156	2.045
	26 - 30 YEARS OLD	43.7%	21.5%	17.8%	11.1%	5.9%	135	2.141
	31 - 35 YEARS OLD	44.5%	16.2%	24.6%	8.9%	5.8%	191	2.152
	36 - 40 YEARS OLD	45.3%	18.4%	19.9%	12.4%	3.9%	331	2.112
	41 - 45 YEARS OLD	43.2%	18.1%	19.4%	10.3%	8.9%	474	2.234
	46 - 50 YEARS OLD	42.4%	18.3%	21.6%	10.2%	7.6%	728	2.221
	51 AND OLDER	40.0%	16.3%	22.7%	12.7%	8.4%	883	2.332
SEX	MALE	44.2%	20.6%	18.4%	11.0%	5.8%	1,017	2.136
	FEMALE	42.0%	16.2%	22.2%	11.5%	8.0%	1,916	2.273
RACE	CAUCASIAN	42.7%	17.8%	21.0%	11.5%	7.1%	2,675	2.225
	AFRICAN AMERICAN	40.6%	17.4%	19.6%	11.6%	10.9%	138	2.348
	OTHER	46.7%	21.1%	18.9%	7.8%	5.6%	90	2.044
HISPANIC/ LATINO	NO	42.8%	17.8%	21.0%	11.4%	7.1%	2,836	2.221
	YES	46.7%	8.3%	18.3%	10.0%	16.7%	60	2.417
MARITAL STATUS	SINGLE	43.8%	19.9%	18.1%	11.4%	6.7%	447	2.172
	MARRIED	42.6%	17.3%	21.8%	11.0%	7.3%	2,190	2.229
	OTHER	42.2%	18.2%	18.2%	13.1%	8.4%	275	2.273
RESIDENTIAL LOCATION	URBAN	46.3%	17.9%	17.4%	12.4%	6.0%	402	2.139
	SUBURBAN	42.4%	17.9%	21.9%	10.6%	7.1%	1,203	2.223
	RURAL	42.0%	17.5%	21.0%	11.7%	7.8%	1,325	2.257
DRIVING AREA	URBAN	46.3%	17.4%	17.3%	11.4%	7.6%	804	2.167
	SUBURBAN	41.5%	18.0%	23.1%	10.6%	6.8%	1,042	2.232
	RURAL	41.0%	17.7%	21.6%	12.2%	7.5%	1,068	2.274
VEHICLE TYPE	AUTOMOBILE	39.3%	18.9%	22.3%	11.4%	8.1%	1,415	2.301
	VAN/MINI VAN	41.0%	15.0%	22.2%	13.1%	8.7%	427	2.335
	PICKUP TRUCK	51.0%	19.0%	13.8%	9.5%	6.6%	347	2.017
	SUV	46.2%	16.5%	21.0%	11.2%	5.2%	715	2.127
	OTHER	58.6%	13.8%	13.8%	10.3%	3.4%	29	1.862

TABLE A4.9: TEXTING WHILE DRIVING – SAFE OR DANGEROUS

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		0.3%	1.3%	0.7%	6.2%	91.5%	3,001	4.873
SURVEY	SURVEY 1	0.3%	1.1%	0.5%	7.4%	90.7%	989	4.871
	SURVEY 2	0.1%	0.6%	0.9%	5.6%	92.9%	1,007	4.905
	SURVEY 3	0.5%	2.2%	0.7%	5.7%	90.9%	1,005	4.844
OSP DISTRICT	FINDLAY DISTRICT	0.7%	0.7%	0.7%	7.7%	90.1%	403	4.856
	BUCYRUS DISTRICT	0.9%	2.0%	0.9%	6.3%	89.9%	347	4.824
	CLEVELAND DISTRICT	-	1.2%	0.6%	3.7%	94.5%	325	4.914
	PIQUA DISTRICT	-	0.8%	0.3%	10.6%	88.3%	360	4.864
	COLUMBUS DISTRICT	-	0.8%	0.6%	5.9%	92.6%	353	4.904
	CAMBRIDGE DISTRICT	0.2%	1.5%	0.5%	5.6%	92.2%	410	4.880
	WILMINGTON DISTRICT	0.5%	1.6%	1.4%	4.8%	91.7%	433	4.857
	JACKSON DISTRICT	-	1.6%	0.5%	4.9%	93.0%	370	4.892
AGE	25 AND YOUNGER	0.6%	0.6%	1.3%	16.7%	80.8%	156	4.763
	26 - 30 YEARS OLD	-	2.2%	-	14.1%	83.7%	135	4.793
	31 - 35 YEARS OLD	0.5%	2.6%	1.0%	7.3%	88.5%	192	4.807
	36 - 40 YEARS OLD	0.6%	2.4%	1.8%	6.8%	88.5%	339	4.802
	41 - 45 YEARS OLD	0.2%	1.7%	0.4%	5.2%	92.6%	484	4.882
	46 - 50 YEARS OLD	0.5%	0.7%	0.8%	5.2%	92.7%	743	4.890
	51 AND OLDER	-	0.9%	0.2%	4.3%	94.7%	917	4.927
SEX	MALE	0.5%	1.7%	0.6%	8.5%	88.7%	1,037	4.832
	FEMALE	0.2%	1.1%	0.8%	5.0%	93.0%	1,964	4.895
RACE	CAUCASIAN	0.3%	1.3%	0.7%	6.4%	91.3%	2,738	4.870
	AFRICAN AMERICAN	-	1.4%	0.7%	5.7%	92.2%	141	4.887
	OTHER	-	1.1%	1.1%	4.4%	93.4%	91	4.901
HISPANIC/LATINO	NO	0.3%	1.3%	0.7%	6.2%	91.4%	2,900	4.872
	YES	-	1.6%	1.6%	1.6%	95.1%	61	4.902
MARITAL STATUS	SINGLE	0.7%	1.3%	0.4%	10.8%	86.8%	455	4.818
	MARRIED	0.2%	1.3%	0.8%	5.5%	92.2%	2,239	4.883
	OTHER	0.3%	1.7%	-	4.9%	93.0%	286	4.885
RESIDENTIAL LOCATION	URBAN	0.2%	1.9%	1.0%	7.3%	89.6%	413	4.840
	SUBURBAN	0.3%	1.1%	0.7%	5.4%	92.4%	1,230	4.886
	RURAL	0.3%	1.3%	0.6%	6.6%	91.2%	1,355	4.871
DRIVING AREA	URBAN	0.5%	0.7%	0.7%	6.0%	92.1%	821	4.884
	SUBURBAN	0.3%	1.7%	0.6%	5.7%	91.8%	1,069	4.870
	RURAL	0.2%	1.3%	0.8%	7.0%	90.7%	1,090	4.868
VEHICLE TYPE	AUTOMOBILE	0.1%	1.2%	0.3%	6.5%	91.8%	1,454	4.886
	VAN/MINI VAN	0.2%	0.9%	1.6%	6.2%	91.1%	436	4.869
	PICKUP TRUCK	1.1%	2.0%	0.9%	5.4%	90.6%	352	4.824
	SUV	0.3%	1.4%	0.8%	5.9%	91.6%	726	4.872
	OTHER	-	-	-	9.4%	90.6%	32	4.906

TABLE A4.10: RESPONDENT FEELS THEY ARE ABLE TO DETERMINE WHEN IT IS SAFE TO USE A CELL PHONE TO MAKE A CALL WHILE DRIVING

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		26.2%	28.0%	10.2%	35.6%	2,864	2.553
SURVEY	SURVEY 1	27.6%	25.8%	10.3%	36.4%	954	2.555
	SURVEY 2	24.8%	29.7%	9.9%	35.6%	978	2.562
	SURVEY 3	26.1%	28.5%	10.4%	35.0%	932	2.543
OSP DISTRICT	FINDLAY DISTRICT	27.6%	28.2%	8.2%	36.1%	380	2.526
	BUCYRUS DISTRICT	29.3%	26.3%	8.5%	36.0%	331	2.511
	CLEVELAND DISTRICT	22.1%	25.3%	13.0%	39.6%	308	2.701
	PIQUA DISTRICT	33.4%	27.9%	7.3%	31.4%	344	2.366
	COLUMBUS DISTRICT	28.2%	30.9%	8.6%	32.3%	337	2.451
	CAMBRIDGE DISTRICT	21.2%	27.6%	13.2%	38.0%	387	2.680
	WILMINGTON DISTRICT	25.4%	31.4%	12.1%	31.1%	421	2.489
	JACKSON DISTRICT	22.5%	25.6%	10.4%	41.6%	356	2.711
AGE	25 AND YOUNGER	32.9%	29.5%	9.4%	28.2%	149	2.329
	26 - 30 YEARS OLD	36.2%	26.2%	6.2%	31.5%	130	2.331
	31 - 35 YEARS OLD	36.6%	31.2%	9.1%	23.1%	186	2.188
	36 - 40 YEARS OLD	30.9%	33.6%	12.5%	22.9%	327	2.275
	41 - 45 YEARS OLD	28.2%	28.9%	12.1%	30.8%	464	2.455
	46 - 50 YEARS OLD	26.7%	28.7%	9.2%	35.4%	715	2.533
	51 AND OLDER	17.5%	24.3%	10.2%	48.0%	859	2.887
SEX	MALE	28.0%	27.5%	9.3%	35.3%	983	2.519
	FEMALE	25.2%	28.3%	10.7%	35.8%	1,881	2.572
RACE	CAUCASIAN	26.6%	28.6%	10.3%	34.5%	2,619	2.527
	AFRICAN AMERICAN	20.3%	22.6%	9.8%	47.4%	133	2.842
	OTHER	21.7%	20.5%	10.8%	47.0%	83	2.831
HISPANIC/LATINO	NO	26.0%	28.2%	10.4%	35.4%	2,769	2.552
	YES	29.8%	22.8%	3.5%	43.9%	57	2.614
MARITAL STATUS	SINGLE	25.9%	26.4%	8.2%	39.5%	440	2.614
	MARRIED	27.3%	29.3%	10.2%	33.1%	2,150	2.491
	OTHER	16.8%	21.9%	12.1%	49.2%	256	2.938
RESIDENTIAL LOCATION	URBAN	27.5%	23.2%	8.3%	41.1%	397	2.630
	SUBURBAN	25.0%	30.7%	10.1%	34.2%	1,174	2.534
	RURAL	26.7%	27.1%	10.8%	35.3%	1,290	2.547
DRIVING AREA	URBAN	26.7%	27.2%	7.2%	39.0%	783	2.584
	SUBURBAN	25.6%	30.2%	10.7%	33.5%	1,025	2.521
	RURAL	26.4%	26.7%	11.9%	34.9%	1,040	2.553
VEHICLE TYPE	AUTOMOBILE	23.4%	27.7%	10.1%	38.9%	1,382	2.644
	VAN/MINI VAN	29.6%	30.5%	10.8%	29.1%	416	2.394
	PICKUP TRUCK	24.5%	26.6%	9.7%	39.3%	331	2.637
	SUV	30.1%	28.4%	10.8%	30.7%	704	2.420
	OTHER	33.3%	13.3%	-	53.3%	30	2.733

TABLE A4.11: USING A HANDS-FREE DEVICE MAKES CALLING SAFE WHILE DRIVING

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		23.8%	32.0%	10.8%	33.4%	2,767	2.538
SURVEY	SURVEY 1	22.2%	32.3%	9.2%	36.3%	925	2.597
	SURVEY 2	23.9%	32.6%	11.3%	32.2%	943	2.520
	SURVEY 3	25.4%	31.0%	12.0%	31.6%	899	2.498
OSP DISTRICT	FINDLAY DISTRICT	21.2%	32.3%	10.6%	35.9%	359	2.613
	BUCYRUS DISTRICT	22.5%	30.1%	10.4%	37.0%	316	2.620
	CLEVELAND DISTRICT	21.9%	33.8%	7.9%	36.4%	302	2.589
	PIQUA DISTRICT	25.9%	34.5%	11.3%	28.3%	336	2.420
	COLUMBUS DISTRICT	26.9%	28.5%	12.7%	31.9%	323	2.495
	CAMBRIDGE DISTRICT	23.1%	30.1%	8.9%	37.9%	372	2.616
	WILMINGTON DISTRICT	25.5%	33.9%	12.3%	28.4%	416	2.435
JACKSON DISTRICT	23.0%	32.4%	12.2%	32.4%	343	2.539	
AGE	25 AND YOUNGER	22.3%	30.4%	12.8%	34.5%	148	2.595
	26 - 30 YEARS OLD	24.4%	33.1%	14.2%	28.3%	127	2.465
	31 - 35 YEARS OLD	28.3%	36.7%	9.4%	25.6%	180	2.322
	36 - 40 YEARS OLD	27.8%	33.2%	13.4%	25.6%	313	2.367
	41 - 45 YEARS OLD	24.4%	37.1%	10.4%	28.1%	442	2.421
	46 - 50 YEARS OLD	24.9%	32.8%	10.3%	32.0%	687	2.495
	51 AND OLDER	20.1%	27.8%	10.0%	42.2%	842	2.742
SEX	MALE	26.2%	31.9%	9.2%	32.7%	957	2.484
	FEMALE	22.5%	32.0%	11.7%	33.8%	1,810	2.567
RACE	CAUCASIAN	23.6%	32.4%	11.0%	33.0%	2,528	2.535
	AFRICAN AMERICAN	31.3%	26.0%	10.7%	32.1%	131	2.435
	OTHER	19.8%	33.3%	6.2%	40.7%	81	2.679
HISPANIC/ LATINO	NO	23.9%	32.0%	10.9%	33.2%	2,681	2.535
	YES	26.4%	22.6%	7.5%	43.4%	53	2.679
MARITAL STATUS	SINGLE	21.5%	30.2%	10.8%	37.5%	427	2.642
	MARRIED	24.4%	33.1%	11.1%	31.4%	2,068	2.496
	OTHER	22.8%	26.8%	9.4%	40.9%	254	2.685
RESIDENTIAL LOCATION	URBAN	25.3%	27.1%	9.8%	37.7%	387	2.599
	SUBURBAN	24.3%	33.2%	11.4%	31.2%	1,134	2.496
	RURAL	22.8%	32.4%	10.7%	34.0%	1,243	2.559
DRIVING AREA	URBAN	23.8%	30.6%	8.1%	37.5%	761	2.593
	SUBURBAN	24.4%	33.1%	11.6%	30.9%	991	2.489
	RURAL	23.4%	31.9%	12.0%	32.6%	999	2.539
VEHICLE TYPE	AUTOMOBILE	23.7%	31.3%	9.4%	35.6%	1,336	2.569
	VAN/MINI VAN	18.9%	36.3%	14.1%	30.7%	397	2.567
	PICKUP TRUCK	26.9%	29.6%	7.7%	35.8%	324	2.525
	SUV	25.0%	32.3%	13.7%	29.1%	681	2.468
	OTHER	32.1%	25.0%	3.6%	39.3%	28	2.500

TABLE A4.12: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		16.8%	25.9%	11.1%	46.2%	2,872	2.867
SURVEY	SURVEY 1	18.2%	25.1%	10.1%	46.6%	955	2.850
	SURVEY 2	16.3%	24.8%	10.9%	48.1%	976	2.907
	SURVEY 3	15.9%	27.7%	12.4%	43.9%	941	2.843
OSP DISTRICT	FINDLAY DISTRICT	15.9%	26.6%	9.4%	48.2%	384	2.898
	BUCYRUS DISTRICT	16.2%	25.8%	11.4%	46.5%	333	2.883
	CLEVELAND DISTRICT	15.8%	23.2%	10.6%	50.3%	310	2.955
	PIQUA DISTRICT	23.2%	25.8%	11.7%	39.3%	341	2.672
	COLUMBUS DISTRICT	21.0%	25.8%	12.0%	41.1%	333	2.733
	CAMBRIDGE DISTRICT	11.8%	27.4%	11.0%	49.7%	390	2.987
	WILMINGTON DISTRICT	16.1%	27.0%	13.0%	43.8%	422	2.846
	JACKSON DISTRICT	15.6%	24.5%	9.5%	50.4%	359	2.947
AGE	25 AND YOUNGER	19.9%	31.8%	8.6%	39.7%	151	2.682
	26 - 30 YEARS OLD	22.9%	32.8%	8.4%	35.9%	131	2.573
	31 - 35 YEARS OLD	23.4%	29.3%	9.2%	38.0%	184	2.620
	36 - 40 YEARS OLD	19.1%	31.5%	15.1%	34.3%	324	2.645
	41 - 45 YEARS OLD	17.0%	27.5%	11.8%	43.7%	465	2.822
	46 - 50 YEARS OLD	17.8%	26.9%	10.4%	44.9%	721	2.825
	51 AND OLDER	12.0%	19.8%	11.2%	57.0%	865	3.132
SEX	MALE	19.8%	24.6%	11.1%	44.5%	984	2.803
	FEMALE	15.3%	26.5%	11.1%	47.1%	1,888	2.900
RACE	CAUCASIAN	17.3%	26.6%	11.4%	44.7%	2,625	2.835
	AFRICAN AMERICAN	12.8%	15.8%	11.3%	60.2%	133	3.188
	OTHER	10.6%	21.2%	5.9%	62.4%	85	3.200
HISPANIC/ LATINO	NO	16.6%	26.0%	11.2%	46.1%	2,777	2.868
	YES	22.8%	19.3%	7.0%	50.9%	57	2.860
MARITAL STATUS	SINGLE	16.4%	25.5%	8.4%	49.7%	439	2.913
	MARRIED	17.5%	26.9%	11.9%	43.7%	2,153	2.818
	OTHER	12.3%	18.8%	8.8%	60.2%	261	3.169
RESIDENTIAL LOCATION	URBAN	20.1%	21.3%	10.5%	48.1%	399	2.867
	SUBURBAN	15.8%	27.5%	11.8%	44.9%	1,174	2.857
	RURAL	16.7%	25.8%	10.7%	46.8%	1,296	2.876
DRIVING AREA	URBAN	19.2%	22.7%	9.3%	48.8%	787	2.877
	SUBURBAN	15.2%	28.9%	12.1%	43.8%	1,024	2.844
	RURAL	16.7%	25.4%	11.7%	46.2%	1,045	2.874
VEHICLE TYPE	AUTOMOBILE	14.8%	26.6%	9.1%	49.5%	1,395	2.932
	VAN/MINI VAN	19.1%	25.1%	15.8%	40.0%	418	2.766
	PICKUP TRUCK	17.2%	19.9%	11.2%	51.7%	331	2.973
	SUV	18.9%	28.2%	12.6%	40.3%	698	2.742
	OTHER	24.1%	13.8%	3.4%	58.6%	29	2.966

TABLE A4.13: RESPONDENT FEELS THEY CAN DETERMINE WHEN IT IS SAFE TO TEXT WHILE DRIVING

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		6.6%	8.2%	6.7%	78.5%	2,862	3.572
SURVEY	SURVEY 1	7.5%	7.3%	5.6%	79.6%	953	3.574
	SURVEY 2	6.2%	6.9%	5.7%	81.2%	975	3.621
	SURVEY 3	6.1%	10.5%	8.9%	74.5%	934	3.518
OSP DISTRICT	FINDLAY DISTRICT	7.6%	8.1%	7.1%	77.2%	382	3.539
	BUCYRUS DISTRICT	8.4%	7.5%	6.3%	77.8%	333	3.535
	CLEVELAND DISTRICT	4.2%	7.5%	5.5%	82.8%	308	3.669
	PIQUA DISTRICT	9.8%	7.2%	8.7%	74.3%	346	3.474
	COLUMBUS DISTRICT	7.5%	7.8%	6.0%	78.7%	333	3.559
	CAMBRIDGE DISTRICT	5.1%	9.3%	5.7%	79.9%	389	3.604
	WILMINGTON DISTRICT	4.8%	8.7%	8.9%	77.6%	416	3.594
	JACKSON DISTRICT	5.4%	9.3%	5.1%	80.3%	355	3.603
AGE	25 AND YOUNGER	10.6%	15.9%	11.9%	61.6%	151	3.245
	26 - 30 YEARS OLD	8.5%	14.6%	7.7%	69.2%	130	3.377
	31 - 35 YEARS OLD	9.8%	6.0%	11.5%	72.7%	183	3.470
	36 - 40 YEARS OLD	9.0%	11.8%	8.0%	71.2%	323	3.415
	41 - 45 YEARS OLD	7.1%	7.3%	9.0%	76.6%	465	3.551
	46 - 50 YEARS OLD	5.7%	7.3%	4.1%	82.9%	714	3.641
	51 AND OLDER	4.2%	6.2%	5.1%	84.5%	864	3.699
SEX	MALE	7.2%	9.9%	7.6%	75.4%	978	3.511
	FEMALE	6.3%	7.3%	6.3%	80.1%	1,884	3.603
RACE	CAUCASIAN	6.5%	8.4%	6.6%	78.5%	2,620	3.571
	AFRICAN AMERICAN	7.6%	6.9%	11.5%	74.0%	131	3.519
	OTHER	7.1%	8.2%	4.7%	80.0%	85	3.576
HISPANIC/ LATINO	NO	6.5%	8.3%	6.7%	78.5%	2,767	3.571
	YES	3.6%	5.4%	3.6%	87.5%	56	3.750
MARITAL STATUS	SINGLE	8.0%	9.9%	8.0%	74.0%	435	3.480
	MARRIED	6.6%	8.2%	6.8%	78.5%	2,148	3.572
	OTHER	3.8%	6.2%	3.5%	86.5%	260	3.727
RESIDENTIAL LOCATION	URBAN	9.2%	10.2%	5.4%	75.3%	392	3.467
	SUBURBAN	6.1%	8.1%	8.1%	77.6%	1,171	3.572
	RURAL	6.2%	7.7%	5.9%	80.2%	1,296	3.602
DRIVING AREA	URBAN	7.3%	8.5%	5.2%	79.0%	781	3.560
	SUBURBAN	6.4%	7.6%	7.5%	78.4%	1,020	3.580
	RURAL	6.3%	8.6%	7.1%	78.0%	1,045	3.567
VEHICLE TYPE	AUTOMOBILE	6.0%	8.2%	6.9%	78.9%	1,384	3.587
	VAN/MINI VAN	6.7%	9.1%	8.6%	75.6%	418	3.531
	PICKUP TRUCK	4.9%	7.9%	5.8%	81.5%	329	3.638
	SUV	8.4%	8.0%	5.7%	77.9%	700	3.530
	OTHER	6.7%	6.7%	3.3%	83.3%	30	3.633

TABLE A4.14: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE TO TEXT

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		3.6%	6.1%	6.7%	83.5%	2,868	3.702
SURVEY	SURVEY 1	3.7%	6.6%	5.7%	84.1%	953	3.701
	SURVEY 2	3.2%	4.2%	5.2%	87.4%	979	3.769
	SURVEY 3	4.1%	7.6%	9.4%	79.0%	936	3.632
OSP DISTRICT	FINDLAY DISTRICT	4.4%	5.0%	5.5%	85.1%	383	3.713
	BUCYRUS DISTRICT	4.5%	6.3%	6.3%	82.9%	333	3.676
	CLEVELAND DISTRICT	2.6%	5.1%	6.1%	86.2%	311	3.759
	PIQUA DISTRICT	3.2%	5.5%	7.0%	84.3%	344	3.724
	COLUMBUS DISTRICT	4.8%	6.7%	6.7%	81.8%	330	3.655
	CAMBRIDGE DISTRICT	2.3%	6.4%	5.2%	86.1%	388	3.750
	WILMINGTON DISTRICT	4.5%	5.9%	7.6%	82.0%	422	3.671
	JACKSON DISTRICT	2.5%	7.8%	9.5%	80.1%	357	3.672
AGE	25 AND YOUNGER	4.7%	15.3%	13.3%	66.7%	150	3.420
	26 - 30 YEARS OLD	5.3%	10.7%	9.9%	74.0%	131	3.527
	31 - 35 YEARS OLD	7.7%	6.0%	8.2%	78.0%	182	3.566
	36 - 40 YEARS OLD	5.8%	8.9%	8.6%	76.8%	327	3.563
	41 - 45 YEARS OLD	3.6%	5.4%	5.8%	85.2%	467	3.726
	46 - 50 YEARS OLD	2.8%	6.0%	5.3%	86.0%	721	3.745
	51 AND OLDER	2.1%	3.4%	5.9%	88.6%	861	3.811
SEX	MALE	4.2%	7.3%	6.5%	82.0%	981	3.663
	FEMALE	3.3%	5.5%	6.8%	84.4%	1,887	3.722
RACE	CAUCASIAN	3.6%	6.1%	6.9%	83.4%	2,623	3.700
	AFRICAN AMERICAN	4.5%	6.0%	6.8%	82.7%	133	3.677
	OTHER	2.4%	7.2%	3.6%	86.7%	83	3.747
HISPANIC/ LATINO	NO	3.6%	6.1%	6.8%	83.5%	2,778	3.702
	YES	1.8%	1.8%	3.6%	92.9%	56	3.875
MARITAL STATUS	SINGLE	4.1%	8.4%	7.1%	80.4%	438	3.637
	MARRIED	3.5%	6.0%	6.7%	83.8%	2,149	3.709
	OTHER	3.8%	3.4%	5.4%	87.4%	261	3.762
RESIDENTIAL LOCATION	URBAN	6.1%	7.3%	6.3%	80.3%	396	3.609
	SUBURBAN	3.5%	5.2%	7.4%	83.9%	1,172	3.717
	RURAL	3.0%	6.6%	6.2%	84.2%	1,297	3.716
DRIVING AREA	URBAN	4.3%	6.0%	6.1%	83.6%	785	3.689
	SUBURBAN	3.7%	5.8%	7.3%	83.2%	1,024	3.700
	RURAL	3.1%	6.6%	6.7%	83.6%	1,043	3.709
VEHICLE TYPE	AUTOMOBILE	3.2%	6.7%	6.3%	83.8%	1,390	3.708
	VAN/MINI VAN	4.3%	4.6%	9.6%	81.4%	415	3.682
	PICKUP TRUCK	4.2%	4.8%	7.2%	83.7%	332	3.705
	SUV	3.9%	6.4%	5.7%	84.0%	701	3.699
	OTHER	3.4%	6.9%	3.4%	86.2%	29	3.724

TABLE A4.15: USING A HANDS-FREE DEVICE MAKES TEXTING SAFE WHILE DRIVING

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		7.4%	13.1%	9.2%	70.3%	2,716	3.423
SURVEY	SURVEY 1	5.7%	10.3%	7.4%	76.6%	907	3.549
	SURVEY 2	7.3%	12.4%	8.8%	71.5%	924	3.446
	SURVEY 3	9.4%	16.6%	11.5%	62.5%	885	3.271
OSP DISTRICT	FINDLAY DISTRICT	5.6%	12.6%	9.8%	72.1%	358	3.483
	BUCYRUS DISTRICT	7.2%	14.2%	10.7%	67.9%	318	3.393
	CLEVELAND DISTRICT	7.5%	14.3%	7.1%	71.1%	294	3.418
	PIQUA DISTRICT	8.2%	15.2%	9.4%	67.3%	330	3.358
	COLUMBUS DISTRICT	9.7%	10.0%	6.1%	74.2%	310	3.448
	CAMBRIDGE DISTRICT	7.0%	14.0%	7.5%	71.4%	371	3.434
	WILMINGTON DISTRICT	8.1%	12.6%	9.9%	69.4%	405	3.405
	JACKSON DISTRICT	6.4%	11.8%	12.7%	69.1%	330	3.445
AGE	25 AND YOUNGER	12.4%	17.9%	12.4%	57.2%	145	3.145
	26 - 30 YEARS OLD	8.6%	21.9%	10.9%	58.6%	128	3.195
	31 - 35 YEARS OLD	12.4%	16.9%	11.9%	58.8%	177	3.169
	36 - 40 YEARS OLD	9.7%	15.3%	11.0%	64.0%	308	3.292
	41 - 45 YEARS OLD	5.7%	14.4%	9.8%	70.0%	437	3.442
	46 - 50 YEARS OLD	6.8%	12.9%	8.5%	71.8%	674	3.453
	51 AND OLDER	6.0%	8.7%	7.3%	78.0%	819	3.574
SEX	MALE	8.2%	14.3%	9.1%	68.4%	936	3.376
	FEMALE	7.0%	12.4%	9.3%	71.3%	1,780	3.448
RACE	CAUCASIAN	7.5%	13.3%	9.1%	70.1%	2,484	3.417
	AFRICAN AMERICAN	10.1%	8.5%	13.2%	68.2%	129	3.395
	OTHER	2.6%	14.3%	5.2%	77.9%	77	3.584
HISPANIC/ LATINO	NO	7.4%	13.1%	9.2%	70.2%	2,631	3.423
	YES	7.3%	7.3%	1.8%	83.6%	55	3.618
MARITAL STATUS	SINGLE	8.2%	14.7%	11.1%	65.9%	414	3.348
	MARRIED	7.2%	13.1%	9.1%	70.6%	2,031	3.430
	OTHER	7.5%	10.3%	7.1%	75.1%	253	3.498
RESIDENTIAL LOCATION	URBAN	10.4%	13.1%	8.3%	68.3%	375	3.344
	SUBURBAN	7.1%	13.2%	9.7%	70.0%	1,115	3.427
	RURAL	6.8%	13.0%	9.1%	71.2%	1,224	3.446
DRIVING AREA	URBAN	8.4%	12.6%	9.1%	70.0%	749	3.406
	SUBURBAN	6.6%	13.8%	9.4%	70.2%	969	3.431
	RURAL	7.5%	12.9%	9.3%	70.3%	982	3.423
VEHICLE TYPE	AUTOMOBILE	7.1%	12.3%	9.6%	71.1%	1,314	3.447
	VAN/MINI VAN	7.0%	14.0%	10.6%	68.4%	386	3.404
	PICKUP TRUCK	7.9%	14.2%	6.6%	71.3%	317	3.413
	SUV	7.8%	13.7%	9.0%	69.6%	670	3.403
	OTHER	17.9%	10.7%	7.1%	64.3%	28	3.179

TABLE A4.16: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING

		NO, DEFINITELY	NO, PROBABLY	UNSURE	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		10.2%	18.7%	18.4%	19.0%	33.7%	2,998	3.473
SURVEY	SURVEY 1	10.4%	18.1%	18.9%	18.2%	34.4%	989	3.480
	SURVEY 2	10.5%	20.0%	17.6%	21.0%	30.9%	1,006	3.417
	SURVEY 3	9.7%	17.9%	18.7%	17.9%	35.7%	1,003	3.520
OSP DISTRICT	FINDLAY DISTRICT	9.4%	19.6%	17.1%	18.9%	35.0%	403	3.504
	BUCYRUS DISTRICT	10.4%	13.6%	22.3%	18.3%	35.4%	345	3.545
	CLEVELAND DISTRICT	6.8%	18.5%	23.8%	16.7%	34.3%	324	3.531
	PIQUA DISTRICT	12.8%	15.3%	15.6%	20.8%	35.6%	360	3.511
	COLUMBUS DISTRICT	15.5%	24.3%	16.7%	16.1%	27.4%	354	3.155
	CAMBRIDGE DISTRICT	6.6%	15.6%	19.3%	21.5%	36.9%	409	3.665
	WILMINGTON DISTRICT	11.1%	22.6%	15.5%	21.2%	29.6%	433	3.356
AGE	JACKSON DISTRICT	9.2%	19.2%	18.4%	17.8%	35.4%	370	3.511
	25 AND YOUNGER	2.6%	9.0%	15.5%	25.8%	47.1%	155	4.058
	26 - 30 YEARS OLD	8.8%	13.2%	20.6%	22.8%	34.6%	136	3.610
	31 - 35 YEARS OLD	7.8%	16.7%	20.3%	21.4%	33.9%	192	3.568
	36 - 40 YEARS OLD	14.2%	16.6%	20.1%	17.8%	31.4%	338	3.355
	41 - 45 YEARS OLD	9.5%	21.5%	15.9%	20.0%	33.1%	484	3.457
	46 - 50 YEARS OLD	9.7%	21.9%	17.7%	17.6%	33.1%	744	3.425
SEX	51 AND OLDER	11.4%	18.3%	19.7%	18.3%	32.4%	914	3.420
	MALE	11.7%	19.0%	18.6%	17.0%	33.8%	1,034	3.422
RACE	FEMALE	9.4%	18.5%	18.3%	20.1%	33.6%	1,964	3.499
	CAUCASIAN	10.3%	18.8%	18.5%	19.0%	33.3%	2,735	3.462
	AFRICAN AMERICAN	11.3%	17.0%	15.6%	18.4%	37.6%	141	3.539
HISPANIC/ LATINO	OTHER	7.7%	13.2%	20.9%	23.1%	35.2%	91	3.648
	NO	10.4%	18.8%	18.4%	18.9%	33.5%	2,897	3.463
MARITAL STATUS	YES	6.6%	11.5%	18.0%	16.4%	47.5%	61	3.869
	SINGLE	5.3%	14.9%	16.0%	21.7%	42.1%	456	3.805
	MARRIED	11.3%	19.5%	18.8%	18.5%	31.8%	2,236	3.401
RESIDENTIAL LOCATION	OTHER	9.8%	17.5%	18.2%	20.0%	34.4%	285	3.516
	URBAN	8.9%	16.7%	20.8%	16.9%	36.7%	414	3.558
	SUBURBAN	12.2%	20.5%	17.4%	18.7%	31.3%	1,227	3.363
DRIVING AREA	RURAL	8.8%	17.7%	18.7%	20.0%	34.9%	1,354	3.545
	URBAN	11.7%	17.9%	18.3%	17.9%	34.2%	821	3.451
	SUBURBAN	10.1%	21.0%	18.0%	18.6%	32.4%	1,069	3.422
VEHICLE TYPE	RURAL	9.3%	17.1%	18.6%	20.4%	34.6%	1,087	3.539
	AUTOMOBILE	10.1%	18.9%	18.9%	18.7%	33.4%	1,452	3.464
	VAN/MINI VAN	10.3%	19.8%	17.2%	20.2%	32.4%	435	3.446
	PICKUP TRUCK	7.9%	16.1%	18.4%	21.0%	36.5%	353	3.620
	SUV	12.0%	18.7%	17.9%	18.0%	33.3%	726	3.420
	OTHER	-	19.4%	22.6%	19.4%	38.7%	31	3.774

TABLE A4.17: FREQUENCY OF DRIVING AT LEAST FIVE MILES OVER THE POSTED SPEED LIMIT ON LOCAL ROADS

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		17.1%	22.0%	24.6%	26.9%	9.5%	2,996	2.897
SURVEY	SURVEY 1	20.3%	23.1%	23.4%	23.9%	9.2%	990	2.786
	SURVEY 2	14.0%	22.6%	26.7%	28.5%	8.3%	1,005	2.943
	SURVEY 3	17.0%	20.2%	23.6%	28.3%	11.0%	1,001	2.961
OSP DISTRICT	FINDLAY DISTRICT	14.9%	21.3%	22.8%	30.0%	10.9%	403	3.007
	BUCYRUS DISTRICT	18.0%	22.1%	24.4%	27.0%	8.4%	344	2.858
	CLEVELAND DISTRICT	19.8%	25.9%	21.3%	24.1%	9.0%	324	2.765
	PIQUA DISTRICT	19.2%	21.2%	22.3%	28.1%	9.2%	359	2.869
	COLUMBUS DISTRICT	17.6%	18.1%	28.9%	27.8%	7.6%	353	2.898
	CAMBRIDGE DISTRICT	14.2%	21.0%	24.0%	28.9%	12.0%	409	3.034
	WILMINGTON DISTRICT	17.3%	28.2%	27.9%	20.8%	5.8%	433	2.695
	JACKSON DISTRICT	16.7%	17.3%	24.3%	28.8%	12.9%	371	3.040
AGE	25 AND YOUNGER	29.7%	29.7%	19.4%	14.8%	6.5%	155	2.387
	26 - 30 YEARS OLD	19.9%	25.7%	23.5%	23.5%	7.4%	136	2.728
	31 - 35 YEARS OLD	24.5%	25.0%	23.4%	17.2%	9.9%	192	2.630
	36 - 40 YEARS OLD	21.0%	22.2%	26.3%	23.4%	7.1%	338	2.734
	41 - 45 YEARS OLD	17.6%	22.6%	24.7%	25.1%	10.0%	482	2.871
	46 - 50 YEARS OLD	15.9%	21.8%	24.9%	29.9%	7.5%	743	2.914
	51 AND OLDER	12.1%	19.5%	24.9%	31.4%	12.1%	915	3.119
SEX	MALE	20.3%	23.1%	21.6%	27.0%	8.0%	1,034	2.793
	FEMALE	15.4%	21.4%	26.1%	26.9%	10.2%	1,962	2.952
RACE	CAUCASIAN	17.5%	22.1%	25.1%	26.5%	8.8%	2,733	2.870
	AFRICAN AMERICAN	14.1%	19.7%	19.7%	28.9%	17.6%	142	3.162
	OTHER	8.9%	23.3%	21.1%	33.3%	13.3%	90	3.189
HISPANIC/ LATINO	NO	16.9%	21.9%	24.7%	26.9%	9.7%	2,896	2.907
	YES	21.7%	28.3%	23.3%	21.7%	5.0%	60	2.600
MARITAL STATUS	SINGLE	20.1%	24.7%	23.0%	21.4%	10.7%	457	2.779
	MARRIED	17.1%	22.2%	24.9%	27.4%	8.4%	2,233	2.878
	OTHER	12.7%	15.8%	24.3%	32.0%	15.1%	284	3.211
RESIDENTIAL LOCATION	URBAN	16.3%	22.6%	20.6%	28.6%	11.9%	412	2.973
	SUBURBAN	17.9%	21.7%	27.3%	24.8%	8.3%	1,225	2.840
	RURAL	16.7%	21.9%	23.4%	28.3%	9.7%	1,356	2.926
DRIVING AREA	URBAN	17.7%	21.2%	23.8%	26.7%	10.6%	820	2.913
	SUBURBAN	18.0%	23.2%	26.1%	25.1%	7.7%	1,069	2.813
	RURAL	15.8%	21.1%	23.7%	29.0%	10.3%	1,088	2.969
VEHICLE TYPE	AUTOMOBILE	17.8%	22.9%	24.5%	24.5%	10.3%	1,452	2.868
	VAN/MINI VAN	13.9%	21.2%	27.7%	30.3%	6.9%	433	2.952
	PICKUP TRUCK	21.4%	20.0%	19.2%	31.0%	8.5%	355	2.851
	SUV	15.7%	21.5%	25.5%	27.6%	9.7%	725	2.939
	OTHER	13.3%	23.3%	23.3%	26.7%	13.3%	30	3.033

TABLE A4.18: FREQUENCY OF DRIVING FASTER THAN 35 MPH ON LOCAL ROADS WITH A POSTED SPEED LIMIT OF 30 MPH

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		5.8%	9.3%	14.6%	41.3%	29.0%	2,995	3.784
SURVEY	SURVEY 1	7.0%	12.3%	14.9%	38.8%	27.0%	988	3.665
	SURVEY 2	4.5%	7.9%	15.7%	41.2%	30.7%	1,002	3.858
	SURVEY 3	6.0%	7.7%	13.2%	43.9%	29.3%	1,005	3.828
OSP DISTRICT	FINDLAY DISTRICT	3.7%	5.9%	13.1%	44.3%	32.9%	404	3.968
	BUCYRUS DISTRICT	4.9%	7.5%	14.2%	43.5%	29.9%	345	3.858
	CLEVELAND DISTRICT	5.5%	12.6%	15.1%	43.7%	23.1%	325	3.662
	PIQUA DISTRICT	7.0%	8.9%	12.6%	40.8%	30.7%	358	3.793
	COLUMBUS DISTRICT	5.7%	9.1%	13.9%	46.2%	25.2%	353	3.762
	CAMBRIDGE DISTRICT	5.9%	9.8%	14.6%	37.8%	32.0%	410	3.802
	WILMINGTON DISTRICT	7.2%	13.2%	17.9%	41.5%	20.2%	431	3.543
	JACKSON DISTRICT	6.5%	7.0%	14.9%	33.3%	38.2%	369	3.897
AGE	25 AND YOUNGER	10.3%	14.1%	14.1%	37.8%	23.7%	156	3.506
	26 - 30 YEARS OLD	9.6%	8.1%	14.8%	38.5%	28.9%	135	3.689
	31 - 35 YEARS OLD	8.9%	10.5%	15.7%	32.5%	32.5%	191	3.691
	36 - 40 YEARS OLD	5.9%	10.0%	17.4%	44.0%	22.7%	339	3.676
	41 - 45 YEARS OLD	5.0%	7.9%	17.9%	38.5%	30.8%	481	3.821
	46 - 50 YEARS OLD	4.9%	9.8%	12.5%	44.2%	28.6%	742	3.818
	51 AND OLDER	5.0%	8.2%	13.3%	42.1%	31.3%	916	3.866
SEX	MALE	8.1%	10.6%	14.3%	44.3%	22.8%	1,037	3.630
	FEMALE	4.6%	8.6%	14.8%	39.7%	32.3%	1,958	3.866
RACE	CAUCASIAN	5.9%	9.3%	14.9%	41.1%	28.8%	2,732	3.777
	AFRICAN AMERICAN	6.3%	9.9%	10.6%	43.7%	29.6%	142	3.803
	OTHER	4.4%	10.0%	14.4%	43.3%	27.8%	90	3.800
HISPANIC/ LATINO	NO	5.7%	9.5%	14.5%	41.2%	29.1%	2,894	3.783
	YES	6.6%		16.4%	52.5%	24.6%	61	3.885
MARITAL STATUS	SINGLE	8.8%	10.7%	12.9%	42.0%	25.6%	457	3.650
	MARRIED	5.2%	9.6%	15.2%	41.1%	28.8%	2,232	3.787
	OTHER	5.6%	4.9%	12.0%	42.3%	35.2%	284	3.965
RESIDENTIAL LOCATION	URBAN	6.1%	10.7%	12.2%	39.4%	31.6%	411	3.798
	SUBURBAN	5.5%	9.5%	17.1%	43.9%	24.0%	1,229	3.713
	RURAL	6.0%	8.5%	13.1%	39.6%	32.8%	1,352	3.847
DRIVING AREA	URBAN	7.1%	10.2%	14.0%	41.2%	27.5%	822	3.719
	SUBURBAN	4.8%	10.6%	16.7%	43.4%	24.5%	1,069	3.723
	RURAL	5.8%	7.2%	13.2%	39.3%	34.6%	1,085	3.896
VEHICLE TYPE	AUTOMOBILE	6.2%	10.3%	14.3%	40.5%	28.8%	1,453	3.754
	VAN/MINI VAN	2.8%	8.4%	16.7%	43.2%	29.0%	431	3.872
	PICKUP TRUCK	9.6%	9.0%	11.5%	41.7%	28.2%	355	3.699
	SUV	5.0%	8.1%	15.9%	41.3%	29.7%	724	3.826
	OTHER	6.5%	6.5%	3.2%	48.4%	35.5%	31	4.000

TABLE A4.19: FREQUENCY OF DRIVING FASTER THAN 70 MPH ON LOCAL ROADS WITH A POSTED SPEED LIMIT OF 65 MPH

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		7.8%	11.6%	14.8%	33.3%	32.5%	3,000	3.712
SURVEY	SURVEY 1	8.8%	12.0%	12.8%	32.0%	34.4%	991	3.712
	SURVEY 2	6.6%	10.5%	16.3%	35.8%	30.8%	1,007	3.738
	SURVEY 3	8.0%	12.3%	15.3%	32.1%	32.3%	1,002	3.686
OSP DISTRICT	FINDLAY DISTRICT	8.9%	9.9%	12.2%	33.0%	36.0%	403	3.772
	BUCYRUS DISTRICT	8.7%	7.3%	14.0%	33.4%	36.6%	344	3.820
	CLEVELAND DISTRICT	9.8%	9.8%	16.9%	33.8%	29.5%	325	3.634
	PIQUA DISTRICT	10.1%	13.7%	15.6%	31.8%	28.8%	358	3.556
	COLUMBUS DISTRICT	7.9%	13.3%	17.2%	36.7%	24.9%	354	3.573
	CAMBRIDGE DISTRICT	5.4%	9.8%	12.4%	36.8%	35.6%	410	3.876
	WILMINGTON DISTRICT	7.1%	17.5%	18.9%	31.6%	24.9%	434	3.495
	JACKSON DISTRICT	4.8%	10.5%	11.3%	29.6%	43.8%	372	3.970
AGE	25 AND YOUNGER	13.5%	16.0%	16.0%	32.1%	22.4%	156	3.340
	26 - 30 YEARS OLD	10.3%	8.8%	13.2%	34.6%	33.1%	136	3.713
	31 - 35 YEARS OLD	12.0%	13.0%	18.8%	24.0%	32.3%	192	3.516
	36 - 40 YEARS OLD	8.6%	13.6%	12.7%	38.9%	26.3%	339	3.608
	41 - 45 YEARS OLD	6.6%	13.4%	16.5%	31.0%	32.4%	484	3.692
	46 - 50 YEARS OLD	7.4%	12.1%	14.7%	33.3%	32.5%	744	3.715
	51 AND OLDER	5.9%	8.8%	13.3%	34.9%	37.1%	914	3.885
SEX	MALE	10.9%	14.2%	16.0%	34.3%	24.6%	1,036	3.475
	FEMALE	6.1%	10.2%	14.2%	32.8%	36.7%	1,964	3.837
RACE	CAUCASIAN	7.7%	11.8%	15.1%	33.7%	31.6%	2,737	3.695
	AFRICAN AMERICAN	7.7%	12.0%	10.6%	28.9%	40.8%	142	3.831
	OTHER	10.0%	5.6%	11.1%	30.0%	43.3%	90	3.911
HISPANIC/ LATINO	NO	7.8%	11.8%	14.8%	33.6%	32.1%	2,899	3.705
	YES	6.6%	6.6%	11.5%	21.3%	54.1%	61	4.098
MARITAL STATUS	SINGLE	9.4%	12.9%	14.0%	30.8%	33.0%	458	3.651
	MARRIED	7.8%	11.9%	15.6%	33.9%	30.9%	2,236	3.682
	OTHER	4.9%	7.4%	9.9%	33.5%	44.4%	284	4.049
RESIDENTIAL LOCATION	URBAN	7.3%	13.3%	13.1%	31.0%	35.4%	413	3.738
	SUBURBAN	9.0%	13.5%	17.8%	32.7%	27.0%	1,228	3.552
	RURAL	6.9%	9.3%	12.6%	34.7%	36.6%	1,356	3.848
DRIVING AREA	URBAN	9.0%	12.8%	14.7%	30.2%	33.3%	822	3.661
	SUBURBAN	8.7%	12.4%	17.1%	34.2%	27.5%	1,069	3.594
	RURAL	5.9%	9.9%	12.6%	35.1%	36.5%	1,090	3.865
VEHICLE TYPE	AUTOMOBILE	7.8%	12.9%	14.4%	31.7%	33.2%	1,453	3.696
	VAN/MINI VAN	6.0%	9.0%	18.2%	34.0%	32.9%	435	3.789
	PICKUP TRUCK	11.0%	12.7%	11.5%	32.7%	32.1%	355	3.623
	SUV	7.0%	10.6%	15.3%	36.7%	30.3%	725	3.727
	OTHER	9.7%	-	12.9%	29.0%	48.4%	31	4.065

TABLE A4.20: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN THE PAST 30 DAYS

		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		43.7%	17.0%	9.8%	29.5%	2,974	2.251
SURVEY	SURVEY 1	48.6%	17.3%	9.1%	25.0%	979	2.105
	SURVEY 2	37.6%	19.8%	8.8%	33.8%	1,000	2.388
	SURVEY 3	45.1%	13.9%	11.4%	29.6%	995	2.255
OSP DISTRICT	FINDLAY DISTRICT	44.9%	19.2%	8.2%	27.7%	401	2.187
	BUCYRUS DISTRICT	46.9%	16.6%	10.8%	25.7%	343	2.152
	CLEVELAND DISTRICT	43.0%	13.1%	10.3%	33.6%	321	2.346
	PIQUA DISTRICT	44.2%	15.2%	9.6%	31.0%	355	2.273
	COLUMBUS DISTRICT	42.1%	15.5%	10.3%	32.1%	349	2.324
	CAMBRIDGE DISTRICT	46.7%	17.4%	10.8%	25.1%	407	2.143
	WILMINGTON DISTRICT	40.2%	20.2%	10.0%	29.5%	430	2.288
	JACKSON DISTRICT	42.1%	17.1%	8.2%	32.6%	368	2.313
AGE	25 AND YOUNGER	46.4%	14.4%	8.5%	30.7%	153	2.235
	26 - 30 YEARS OLD	36.0%	19.9%	13.2%	30.9%	136	2.390
	31 - 35 YEARS OLD	35.3%	23.2%	6.8%	34.7%	190	2.411
	36 - 40 YEARS OLD	42.5%	19.8%	9.9%	27.8%	334	2.231
	41 - 45 YEARS OLD	42.8%	17.1%	9.0%	31.1%	479	2.284
	46 - 50 YEARS OLD	42.9%	15.3%	11.5%	30.3%	737	2.292
	51 AND OLDER	47.3%	15.9%	9.1%	27.7%	910	2.173
SEX	MALE	43.5%	16.8%	9.1%	30.7%	1,026	2.270
	FEMALE	43.9%	17.1%	10.1%	28.9%	1,948	2.240
RACE	CAUCASIAN	44.5%	17.1%	9.7%	28.7%	2,713	2.226
	AFRICAN AMERICAN	36.6%	11.3%	12.0%	40.1%	142	2.556
	OTHER	33.0%	19.3%	10.2%	37.5%	88	2.523
HISPANIC/ LATINO	NO	43.6%	16.9%	9.7%	29.8%	2,873	2.257
	YES	55.7%	11.5%	8.2%	24.6%	61	2.016
MARITAL STATUS	SINGLE	43.4%	15.7%	10.4%	30.5%	452	2.281
	MARRIED	43.0%	17.6%	9.8%	29.5%	2,221	2.259
	OTHER	49.5%	13.6%	8.2%	28.7%	279	2.161
RESIDENTIAL LOCATION	URBAN	44.0%	15.5%	7.1%	33.4%	407	2.300
	SUBURBAN	41.1%	18.1%	10.5%	30.2%	1,220	2.298
	RURAL	46.1%	16.3%	9.9%	27.7%	1,344	2.191
DRIVING AREA	URBAN	43.5%	17.1%	9.1%	30.3%	814	2.263
	SUBURBAN	41.9%	18.3%	11.1%	28.6%	1,059	2.264
	RURAL	45.7%	15.6%	9.0%	29.7%	1,083	2.227
VEHICLE TYPE	AUTOMOBILE	45.6%	16.6%	10.5%	27.4%	1,443	2.196
	VAN/MINI VAN	43.0%	18.9%	9.5%	28.6%	433	2.238
	PICKUP TRUCK	42.0%	16.1%	10.3%	31.6%	348	2.316
	SUV	40.7%	17.1%	8.5%	33.7%	718	2.352
	OTHER	58.1%	16.1%	3.2%	22.6%	31	1.903

TABLE A4.21: CHANCES OF RECEIVING A TICKET FOR DRIVING OVER THE POSTED SPEED LIMIT

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	STRONGLY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		9.2%	16.6%	46.4%	27.7%	2,956	2.927
SURVEY	SURVEY 1	9.7%	18.2%	45.9%	26.2%	977	2.885
	SURVEY 2	8.9%	14.8%	48.2%	28.0%	995	2.954
	SURVEY 3	8.9%	16.9%	45.2%	29.0%	984	2.942
OSP DISTRICT	FINDLAY DISTRICT	9.5%	16.1%	47.1%	27.4%	391	2.923
	BUCYRUS DISTRICT	9.1%	14.4%	45.6%	30.9%	340	2.982
	CLEVELAND DISTRICT	8.4%	18.1%	46.7%	26.8%	321	2.919
	PIQUA DISTRICT	10.4%	16.3%	47.0%	26.2%	355	2.890
	COLUMBUS DISTRICT	9.7%	19.5%	48.7%	22.1%	349	2.831
	CAMBRIDGE DISTRICT	7.7%	17.1%	47.8%	27.5%	404	2.950
	WILMINGTON DISTRICT	11.0%	19.7%	43.8%	25.5%	427	2.838
	JACKSON DISTRICT	7.6%	11.4%	45.3%	35.8%	369	3.092
AGE	25 AND YOUNGER	9.0%	12.3%	53.5%	25.2%	155	2.948
	26 - 30 YEARS OLD	6.7%	18.7%	40.3%	34.3%	134	3.022
	31 - 35 YEARS OLD	8.5%	12.2%	46.8%	32.4%	188	3.032
	36 - 40 YEARS OLD	9.5%	19.6%	41.1%	29.8%	336	2.911
	41 - 45 YEARS OLD	8.6%	16.6%	45.7%	29.1%	475	2.952
	46 - 50 YEARS OLD	9.1%	16.2%	48.9%	25.8%	736	2.914
	51 AND OLDER	10.2%	17.1%	46.0%	26.6%	898	2.890
SEX	MALE	10.7%	21.1%	45.1%	23.1%	1,019	2.806
	FEMALE	8.4%	14.2%	47.1%	30.2%	1,937	2.991
RACE	CAUCASIAN	9.1%	16.6%	47.9%	26.4%	2,698	2.915
	AFRICAN AMERICAN	9.4%	14.4%	30.2%	46.0%	139	3.129
	OTHER	10.2%	20.5%	31.8%	37.5%	88	2.966
HISPANIC/LATINO	NO	9.0%	16.8%	46.5%	27.7%	2,858	2.929
	YES	13.3%	11.7%	48.3%	26.7%	60	2.883
MARITAL STATUS	SINGLE	9.9%	14.1%	44.8%	31.1%	453	2.971
	MARRIED	8.8%	17.2%	48.0%	26.0%	2,204	2.912
	OTHER	11.5%	15.5%	37.1%	36.0%	278	2.975
RESIDENTIAL LOCATION	URBAN	9.1%	17.7%	42.8%	30.5%	407	2.946
	SUBURBAN	9.6%	17.2%	46.7%	26.5%	1,210	2.902
	RURAL	8.9%	15.7%	47.5%	27.9%	1,336	2.944
DRIVING AREA	URBAN	9.8%	15.0%	45.8%	29.4%	807	2.948
	SUBURBAN	9.7%	18.7%	46.0%	25.7%	1,056	2.877
	RURAL	8.4%	15.8%	47.6%	28.3%	1,076	2.957
VEHICLE TYPE	AUTOMOBILE	10.4%	17.4%	44.6%	27.6%	1,433	2.895
	VAN/MINI VAN	6.8%	16.0%	48.1%	29.1%	426	2.995
	PICKUP TRUCK	7.7%	17.2%	48.4%	26.6%	349	2.940
	SUV	8.9%	15.2%	48.0%	27.9%	717	2.948
	OTHER	10.0%	16.7%	53.3%	20.0%	30	2.833

TABLE A4.22: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – WEAR SEAT BELT MORE OFTEN

		No	YES	TOTAL
ALL RESPONDENTS		93.8%	6.2%	3,008
SURVEY	SURVEY 1	95.1%	4.9%	992
	SURVEY 2	95.5%	4.5%	1,008
	SURVEY 3	90.9%	9.1%	1,008
OSP DISTRICT	FINDLAY DISTRICT	95.1%	4.9%	405
	BUCYRUS DISTRICT	93.4%	6.6%	347
	CLEVELAND DISTRICT	91.4%	8.6%	325
	PIQUA DISTRICT	95.6%	4.4%	360
	COLUMBUS DISTRICT	95.8%	4.2%	354
	CAMBRIDGE DISTRICT	92.7%	7.3%	411
	WILMINGTON DISTRICT	93.8%	6.2%	434
AGE	JACKSON DISTRICT	92.7%	7.3%	372
	25 AND YOUNGER	92.3%	7.7%	156
	26 - 30 YEARS OLD	90.4%	9.6%	136
	31 - 35 YEARS OLD	92.7%	7.3%	192
	36 - 40 YEARS OLD	92.9%	7.1%	339
	41 - 45 YEARS OLD	95.5%	4.5%	484
	46 - 50 YEARS OLD	94.6%	5.4%	745
SEX	51 AND OLDER	93.5%	6.5%	921
	MALE	93.4%	6.6%	1,040
RACE	FEMALE	94.1%	5.9%	1,968
	CAUCASIAN	94.0%	6.0%	2,744
	AFRICAN AMERICAN	88.7%	11.3%	142
HISPANIC/ LATINO	OTHER	94.5%	5.5%	91
	NO	93.7%	6.3%	2,907
MARITAL STATUS	YES	98.4%	1.6%	61
	SINGLE	91.5%	8.5%	458
	MARRIED	94.7%	5.3%	2,242
RESIDENTIAL LOCATION	OTHER	90.9%	9.1%	286
	URBAN	91.8%	8.2%	414
	SUBURBAN	93.7%	6.3%	1,233
DRIVING AREA	RURAL	94.6%	5.4%	1,358
	URBAN	94.1%	5.9%	824
	SUBURBAN	92.9%	7.1%	1,071
VEHICLE TYPE	RURAL	94.4%	5.6%	1,092
	AUTOMOBILE	93.6%	6.4%	1,458
	VAN/MINI VAN	95.6%	4.4%	436
	PICKUP TRUCK	92.7%	7.3%	355
	SUV	93.7%	6.3%	726
	OTHER	96.9%	3.1%	32

TABLE A4.23: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – CHECK MIRRORS MORE OFTEN

		No	YES	TOTAL
ALL RESPONDENTS		96.2%	3.8%	3,008
SURVEY	SURVEY 1	96.0%	4.0%	992
	SURVEY 2	98.4%	1.6%	1,008
	SURVEY 3	94.1%	5.9%	1,008
OSP DISTRICT	FINDLAY DISTRICT	97.0%	3.0%	405
	BUCYRUS DISTRICT	94.2%	5.8%	347
	CLEVELAND DISTRICT	94.2%	5.8%	325
	PIQUA DISTRICT	94.7%	5.3%	360
	COLUMBUS DISTRICT	96.6%	3.4%	354
	CAMBRIDGE DISTRICT	96.8%	3.2%	411
	WILMINGTON DISTRICT	97.9%	2.1%	434
	JACKSON DISTRICT	97.0%	3.0%	372
AGE	25 AND YOUNGER	94.2%	5.8%	156
	26 - 30 YEARS OLD	95.6%	4.4%	136
	31 - 35 YEARS OLD	98.4%	1.6%	192
	36 - 40 YEARS OLD	96.5%	3.5%	339
	41 - 45 YEARS OLD	95.9%	4.1%	484
	46 - 50 YEARS OLD	96.8%	3.2%	745
	51 AND OLDER	96.1%	3.9%	921
SEX	MALE	96.0%	4.0%	1,040
	FEMALE	96.3%	3.7%	1,968
RACE	CAUCASIAN	96.1%	3.9%	2,744
	AFRICAN AMERICAN	95.8%	4.2%	142
	OTHER	97.8%	2.2%	91
HISPANIC/ LATINO	NO	96.2%	3.8%	2,907
	YES	96.7%	3.3%	61
MARITAL STATUS	SINGLE	95.0%	5.0%	458
	MARRIED	96.8%	3.2%	2,242
	OTHER	94.1%	5.9%	286
RESIDENTIAL LOCATION	URBAN	95.2%	4.8%	414
	SUBURBAN	95.9%	4.1%	1,233
	RURAL	96.8%	3.2%	1,358
DRIVING AREA	URBAN	95.5%	4.5%	824
	SUBURBAN	96.3%	3.7%	1,071
	RURAL	96.5%	3.5%	1,092
VEHICLE TYPE	AUTOMOBILE	96.2%	3.8%	1,458
	VAN/MINI VAN	96.3%	3.7%	436
	PICKUP TRUCK	95.8%	4.2%	355
	SUV	96.1%	3.9%	726
	OTHER	96.9%	3.1%	32

TABLE A4.24: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – WATCH SPEED

		No	YES	TOTAL
ALL RESPONDENTS		65.9%	34.1%	3,008
SURVEY	SURVEY 1	61.7%	38.3%	992
	SURVEY 2	68.6%	31.4%	1,008
	SURVEY 3	67.5%	32.5%	1,008
OSP DISTRICT	FINDLAY DISTRICT	69.1%	30.9%	405
	BUCYRUS DISTRICT	65.4%	34.6%	347
	CLEVELAND DISTRICT	65.5%	34.5%	325
	PIQUA DISTRICT	66.1%	33.9%	360
	COLUMBUS DISTRICT	64.7%	35.3%	354
	CAMBRIDGE DISTRICT	65.7%	34.3%	411
	WILMINGTON DISTRICT	63.4%	36.6%	434
	JACKSON DISTRICT	67.5%	32.5%	372
AGE	25 AND YOUNGER	56.4%	43.6%	156
	26 - 30 YEARS OLD	68.4%	31.6%	136
	31 - 35 YEARS OLD	59.9%	40.1%	192
	36 - 40 YEARS OLD	62.5%	37.5%	339
	41 - 45 YEARS OLD	64.3%	35.7%	484
	46 - 50 YEARS OLD	68.3%	31.7%	745
	51 AND OLDER	68.6%	31.4%	921
SEX	MALE	67.2%	32.8%	1,040
	FEMALE	65.2%	34.8%	1,968
RACE	CAUCASIAN	65.4%	34.6%	2,744
	AFRICAN AMERICAN	66.9%	33.1%	142
	OTHER	75.8%	24.2%	91
HISPANIC/ LATINO	NO	66.0%	34.0%	2,907
	YES	62.3%	37.7%	61
MARITAL STATUS	SINGLE	68.3%	31.7%	458
	MARRIED	65.1%	34.9%	2,242
	OTHER	69.2%	30.8%	286
RESIDENTIAL LOCATION	URBAN	67.6%	32.4%	414
	SUBURBAN	63.3%	36.7%	1,233
	RURAL	67.7%	32.3%	1,358
DRIVING AREA	URBAN	65.5%	34.5%	824
	SUBURBAN	63.4%	36.6%	1,071
	RURAL	68.4%	31.6%	1,092
VEHICLE TYPE	AUTOMOBILE	64.9%	35.1%	1,458
	VAN/MINI VAN	66.3%	33.7%	436
	PICKUP TRUCK	68.7%	31.3%	355
	SUV	65.7%	34.3%	726
	OTHER	81.2%	18.8%	32

TABLE A4.25: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – STOP TALKING ON CELL PHONE WHILE DRIVING

		No	YES	TOTAL
ALL RESPONDENTS		78.7%	21.3%	3,008
SURVEY	SURVEY 1	78.4%	21.6%	992
	SURVEY 2	78.1%	21.9%	1,008
	SURVEY 3	79.5%	20.5%	1,008
OSP DISTRICT	FINDLAY DISTRICT	79.3%	20.7%	405
	BUCYRUS DISTRICT	80.1%	19.9%	347
	CLEVELAND DISTRICT	79.7%	20.3%	325
	PIQUA DISTRICT	78.6%	21.4%	360
	COLUMBUS DISTRICT	76.0%	24.0%	354
	CAMBRIDGE DISTRICT	82.0%	18.0%	411
	WILMINGTON DISTRICT	75.6%	24.4%	434
	JACKSON DISTRICT	78.2%	21.8%	372
AGE	25 AND YOUNGER	76.3%	23.7%	156
	26 - 30 YEARS OLD	73.5%	26.5%	136
	31 - 35 YEARS OLD	73.4%	26.6%	192
	36 - 40 YEARS OLD	73.5%	26.5%	339
	41 - 45 YEARS OLD	74.2%	25.8%	484
	46 - 50 YEARS OLD	79.3%	20.7%	745
	51 AND OLDER	84.5%	15.5%	921
SEX	MALE	82.1%	17.9%	1,040
	FEMALE	76.8%	23.2%	1,968
RACE	CAUCASIAN	78.1%	21.9%	2,744
	AFRICAN AMERICAN	85.2%	14.8%	142
	OTHER	85.7%	14.3%	91
HISPANIC/ LATINO	NO	78.5%	21.5%	2,907
	YES	91.8%	8.2%	61
MARITAL STATUS	SINGLE	80.3%	19.7%	458
	MARRIED	77.4%	22.6%	2,242
	OTHER	85.3%	14.7%	286
RESIDENTIAL LOCATION	URBAN	82.4%	17.6%	414
	SUBURBAN	77.6%	22.4%	1,233
	RURAL	78.5%	21.5%	1,358
DRIVING AREA	URBAN	81.9%	18.1%	824
	SUBURBAN	75.4%	24.6%	1,071
	RURAL	79.1%	20.9%	1,092
VEHICLE TYPE	AUTOMOBILE	80.7%	19.3%	1,458
	VAN/MINI VAN	73.4%	26.6%	436
	PICKUP TRUCK	81.4%	18.6%	355
	SUV	75.8%	24.2%	726
	OTHER	93.8%	6.2%	32

TABLE A4.26: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – STOP TEXTING WHILE DRIVING

		No	YES	TOTAL
ALL RESPONDENTS		93.3%	6.7%	3,008
SURVEY	SURVEY 1	93.0%	7.0%	992
	SURVEY 2	94.0%	6.0%	1,008
	SURVEY 3	92.9%	7.1%	1,008
OSP DISTRICT	FINDLAY DISTRICT	93.3%	6.7%	405
	BUCYRUS DISTRICT	93.4%	6.6%	347
	CLEVELAND DISTRICT	93.2%	6.8%	325
	PIQUA DISTRICT	93.1%	6.9%	360
	COLUMBUS DISTRICT	92.1%	7.9%	354
	CAMBRIDGE DISTRICT	94.4%	5.6%	411
	WILMINGTON DISTRICT	92.6%	7.4%	434
	JACKSON DISTRICT	94.4%	5.6%	372
AGE	25 AND YOUNGER	85.3%	14.7%	156
	26 - 30 YEARS OLD	87.5%	12.5%	136
	31 - 35 YEARS OLD	91.7%	8.3%	192
	36 - 40 YEARS OLD	92.6%	7.4%	339
	41 - 45 YEARS OLD	93.8%	6.2%	484
	46 - 50 YEARS OLD	95.7%	4.3%	745
	51 AND OLDER	94.0%	6.0%	921
SEX	MALE	92.4%	7.6%	1,040
	FEMALE	93.8%	6.2%	1,968
RACE	CAUCASIAN	93.1%	6.9%	2,744
	AFRICAN AMERICAN	93.0%	7.0%	142
	OTHER	97.8%	2.2%	91
HISPANIC/ LATINO	NO	93.3%	6.7%	2,907
	YES	98.4%	1.6%	61
MARITAL STATUS	SINGLE	90.4%	9.6%	458
	MARRIED	93.7%	6.3%	2,242
	OTHER	94.8%	5.2%	286
RESIDENTIAL LOCATION	URBAN	92.0%	8.0%	414
	SUBURBAN	94.0%	6.0%	1,233
	RURAL	93.1%	6.9%	1,358
DRIVING AREA	URBAN	93.4%	6.6%	824
	SUBURBAN	93.7%	6.3%	1,071
	RURAL	92.7%	7.3%	1,092
VEHICLE TYPE	AUTOMOBILE	94.0%	6.0%	1,458
	VAN/MINI VAN	92.2%	7.8%	436
	PICKUP TRUCK	94.4%	5.6%	355
	SUV	91.9%	8.1%	726
	OTHER	96.9%	3.1%	32

TABLE A4.27: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – LET SOMEONE ELSE DRIVE WHEN RESPONDENT HAS BEEN DRINKING ALCOHOL

		No	YES	TOTAL
ALL RESPONDENTS		98.7%	1.3%	3,008
SURVEY	SURVEY 1	98.9%	1.1%	992
	SURVEY 2	98.8%	1.2%	1,008
	SURVEY 3	98.3%	1.7%	1,008
OSP DISTRICT	FINDLAY DISTRICT	99.3%	0.7%	405
	BUCYRUS DISTRICT	97.1%	2.9%	347
	CLEVELAND DISTRICT	98.8%	1.2%	325
	PIQUA DISTRICT	98.6%	1.4%	360
	COLUMBUS DISTRICT	99.7%	0.3%	354
	CAMBRIDGE DISTRICT	98.3%	1.7%	411
	WILMINGTON DISTRICT	98.6%	1.4%	434
	JACKSON DISTRICT	98.9%	1.1%	372
AGE	25 AND YOUNGER	98.1%	1.9%	156
	26 - 30 YEARS OLD	100.0%	-	136
	31 - 35 YEARS OLD	98.4%	1.6%	192
	36 - 40 YEARS OLD	98.2%	1.8%	339
	41 - 45 YEARS OLD	98.6%	1.4%	484
	46 - 50 YEARS OLD	98.9%	1.1%	745
	51 AND OLDER	98.7%	1.3%	921
SEX	MALE	98.1%	1.9%	1,040
	FEMALE	99.0%	1.0%	1,968
RACE	CAUCASIAN	98.6%	1.4%	2,744
	AFRICAN AMERICAN	99.3%	0.7%	142
	OTHER	100.0%	-	91
HISPANIC/ LATINO	NO	98.7%	1.3%	2,907
	YES	100.0%	-	61
MARITAL STATUS	SINGLE	98.5%	1.5%	458
	MARRIED	98.6%	1.4%	2,242
	OTHER	99.7%	0.3%	286
RESIDENTIAL LOCATION	URBAN	99.3%	0.7%	414
	SUBURBAN	98.5%	1.5%	1,233
	RURAL	98.7%	1.3%	1,358
DRIVING AREA	URBAN	98.8%	1.2%	824
	SUBURBAN	98.4%	1.6%	1,071
	RURAL	98.8%	1.2%	1,092
VEHICLE TYPE	AUTOMOBILE	98.6%	1.4%	1,458
	VAN/MINI VAN	98.6%	1.4%	436
	PICKUP TRUCK	98.6%	1.4%	355
	SUV	98.8%	1.2%	726
	OTHER	100.0%	-	32

**TABLE A4.28: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY –
USE 2ND MIRROR TO WATCH KIDS IN BACKSEAT**

		No	YES	TOTAL
ALL RESPONDENTS		98.0%	2.0%	3,008
SURVEY	SURVEY 1	97.3%	2.7%	992
	SURVEY 2	98.7%	1.3%	1,008
	SURVEY 3	97.9%	2.1%	1,008
OSP DISTRICT	FINDLAY DISTRICT	99.8%	0.2%	405
	BUCYRUS DISTRICT	98.0%	2.0%	347
	CLEVELAND DISTRICT	99.7%	0.3%	325
	PIQUA DISTRICT	97.5%	2.5%	360
	COLUMBUS DISTRICT	96.9%	3.1%	354
	CAMBRIDGE DISTRICT	96.8%	3.2%	411
	WILMINGTON DISTRICT	97.5%	2.5%	434
	JACKSON DISTRICT	97.8%	2.2%	372
AGE	25 AND YOUNGER	99.4%	0.6%	156
	26 - 30 YEARS OLD	95.6%	4.4%	136
	31 - 35 YEARS OLD	96.9%	3.1%	192
	36 - 40 YEARS OLD	95.6%	4.4%	339
	41 - 45 YEARS OLD	97.9%	2.1%	484
	46 - 50 YEARS OLD	98.5%	1.5%	745
	51 AND OLDER	98.7%	1.3%	921
SEX	MALE	98.8%	1.2%	1,040
	FEMALE	97.6%	2.4%	1,968
RACE	CAUCASIAN	98.1%	1.9%	2,744
	AFRICAN AMERICAN	96.5%	3.5%	142
	OTHER	97.8%	2.2%	91
HISPANIC/ LATINO	NO	98.0%	2.0%	2,907
	YES	96.7%	3.3%	61
MARITAL STATUS	SINGLE	99.3%	0.7%	458
	MARRIED	97.8%	2.2%	2,242
	OTHER	97.2%	2.8%	286
RESIDENTIAL LOCATION	URBAN	98.1%	1.9%	414
	SUBURBAN	97.6%	2.4%	1,233
	RURAL	98.3%	1.7%	1,358
DRIVING AREA	URBAN	98.2%	1.8%	824
	SUBURBAN	97.9%	2.1%	1,071
	RURAL	97.9%	2.1%	1,092
VEHICLE TYPE	AUTOMOBILE	98.5%	1.5%	1,458
	VAN/MINI VAN	95.9%	4.1%	436
	PICKUP TRUCK	99.2%	0.8%	355
	SUV	97.5%	2.5%	726
	OTHER	100.0%	-	32

TABLE A4.29: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – STOP EATING WHILE DRIVING

		No	YES	TOTAL
ALL RESPONDENTS		97.6%	2.4%	3,008
SURVEY	SURVEY 1	96.9%	3.1%	992
	SURVEY 2	98.2%	1.8%	1,008
	SURVEY 3	97.6%	2.4%	1,008
OSP DISTRICT	FINDLAY DISTRICT	97.3%	2.7%	405
	BUCYRUS DISTRICT	97.4%	2.6%	347
	CLEVELAND DISTRICT	98.8%	1.2%	325
	PIQUA DISTRICT	96.4%	3.6%	360
	COLUMBUS DISTRICT	97.7%	2.3%	354
	CAMBRIDGE DISTRICT	96.8%	3.2%	411
	WILMINGTON DISTRICT	97.7%	2.3%	434
	JACKSON DISTRICT	98.7%	1.3%	372
AGE	25 AND YOUNGER	98.7%	1.3%	156
	26 - 30 YEARS OLD	98.5%	1.5%	136
	31 - 35 YEARS OLD	99.0%	1.0%	192
	36 - 40 YEARS OLD	98.8%	1.2%	339
	41 - 45 YEARS OLD	98.1%	1.9%	484
	46 - 50 YEARS OLD	96.6%	3.4%	745
	51 AND OLDER	96.9%	3.1%	921
SEX	MALE	96.7%	3.3%	1,040
	FEMALE	98.0%	2.0%	1,968
RACE	CAUCASIAN	97.4%	2.6%	2,744
	AFRICAN AMERICAN	99.3%	0.7%	142
	OTHER	97.8%	2.2%	91
HISPANIC/ LATINO	NO	97.5%	2.5%	2,907
	YES	100.0%	-	61
MARITAL STATUS	SINGLE	96.9%	3.1%	458
	MARRIED	97.7%	2.3%	2,242
	OTHER	97.6%	2.4%	286
RESIDENTIAL LOCATION	URBAN	98.1%	1.9%	414
	SUBURBAN	97.7%	2.3%	1,233
	RURAL	97.3%	2.7%	1,358
DRIVING AREA	URBAN	97.6%	2.4%	824
	SUBURBAN	98.1%	1.9%	1,071
	RURAL	97.0%	3.0%	1,092
VEHICLE TYPE	AUTOMOBILE	97.6%	2.4%	1,458
	VAN/MINI VAN	96.6%	3.4%	436
	PICKUP TRUCK	98.3%	1.7%	355
	SUV	97.8%	2.2%	726
	OTHER	96.9%	3.1%	32

TABLE A4.30: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – ADJUSTING THE RADIO

		No	YES	TOTAL
ALL RESPONDENTS		97.5%	2.5%	3,008
SURVEY	SURVEY 1	96.7%	3.3%	992
	SURVEY 2	97.6%	2.4%	1,008
	SURVEY 3	98.2%	1.8%	1,008
OSP DISTRICT	FINDLAY DISTRICT	97.5%	2.5%	405
	BUCYRUS DISTRICT	98.0%	2.0%	347
	CLEVELAND DISTRICT	95.7%	4.3%	325
	PIQUA DISTRICT	97.8%	2.2%	360
	COLUMBUS DISTRICT	98.9%	1.1%	354
	CAMBRIDGE DISTRICT	96.1%	3.9%	411
	WILMINGTON DISTRICT	98.8%	1.2%	434
	JACKSON DISTRICT	97.0%	3.0%	372
AGE	25 AND YOUNGER	93.6%	6.4%	156
	26 - 30 YEARS OLD	97.8%	2.2%	136
	31 - 35 YEARS OLD	98.4%	1.6%	192
	36 - 40 YEARS OLD	98.2%	1.8%	339
	41 - 45 YEARS OLD	98.1%	1.9%	484
	46 - 50 YEARS OLD	98.1%	1.9%	745
	51 AND OLDER	96.7%	3.3%	921
SEX	MALE	97.4%	2.6%	1,040
	FEMALE	97.6%	2.4%	1,968
RACE	CAUCASIAN	97.4%	2.6%	2,744
	AFRICAN AMERICAN	99.3%	0.7%	142
	OTHER	97.8%	2.2%	91
HISPANIC/ LATINO	NO	97.5%	2.5%	2,907
	YES	100.0%	-	61
MARITAL STATUS	SINGLE	95.2%	4.8%	458
	MARRIED	97.9%	2.1%	2,242
	OTHER	98.3%	1.7%	286
RESIDENTIAL LOCATION	URBAN	97.8%	2.2%	414
	SUBURBAN	98.0%	2.0%	1,233
	RURAL	97.0%	3.0%	1,358
DRIVING AREA	URBAN	97.7%	2.3%	824
	SUBURBAN	98.3%	1.7%	1,071
	RURAL	96.5%	3.5%	1,092
VEHICLE TYPE	AUTOMOBILE	97.5%	2.5%	1,458
	VAN/MINI VAN	97.9%	2.1%	436
	PICKUP TRUCK	97.7%	2.3%	355
	SUV	97.1%	2.9%	726
	OTHER	100.0%	-	32

TABLE A4.31: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – OTHER

		No	YES	TOTAL
ALL RESPONDENTS		79.5%	20.5%	3,008
SURVEY	SURVEY 1	80.3%	19.7%	992
	SURVEY 2	78.3%	21.7%	1,008
	SURVEY 3	79.8%	20.2%	1,008
OSP DISTRICT	FINDLAY DISTRICT	80.5%	19.5%	405
	BUCYRUS DISTRICT	79.3%	20.7%	347
	CLEVELAND DISTRICT	81.2%	18.8%	325
	PIQUA DISTRICT	79.2%	20.8%	360
	COLUMBUS DISTRICT	75.7%	24.3%	354
	CAMBRIDGE DISTRICT	78.3%	21.7%	411
	WILMINGTON DISTRICT	81.3%	18.7%	434
AGE	JACKSON DISTRICT	79.8%	20.2%	372
	25 AND YOUNGER	87.8%	12.2%	156
	26 - 30 YEARS OLD	80.1%	19.9%	136
	31 - 35 YEARS OLD	83.3%	16.7%	192
	36 - 40 YEARS OLD	80.2%	19.8%	339
	41 - 45 YEARS OLD	78.7%	21.3%	484
	46 - 50 YEARS OLD	76.1%	23.9%	745
SEX	51 AND OLDER	79.4%	20.6%	921
	MALE	78.7%	21.3%	1,040
RACE	FEMALE	79.9%	20.1%	1,968
	CAUCASIAN	79.4%	20.6%	2,744
	AFRICAN AMERICAN	82.4%	17.6%	142
HISPANIC/ LATINO	OTHER	72.5%	27.5%	91
	NO	79.4%	20.6%	2,907
MARITAL STATUS	YES	80.3%	19.7%	61
	SINGLE	83.2%	16.8%	458
	MARRIED	78.7%	21.3%	2,242
RESIDENTIAL LOCATION	OTHER	79.0%	21.0%	286
	URBAN	81.6%	18.4%	414
	SUBURBAN	80.3%	19.7%	1,233
DRIVING AREA	RURAL	78.0%	22.0%	1,358
	URBAN	80.3%	19.7%	824
	SUBURBAN	80.7%	19.3%	1,071
VEHICLE TYPE	RURAL	77.5%	22.5%	1,092
	AUTOMOBILE	79.6%	20.4%	1,458
	VAN/MINI VAN	79.4%	20.6%	436
	PICKUP TRUCK	78.0%	22.0%	355
	SUV	80.6%	19.4%	726
	OTHER	65.6%	34.4%	32

TABLE A4.32: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – NONE

		NO	YES	TOTAL
ALL RESPONDENTS		77.2%	22.8%	3,008
SURVEY	SURVEY 1	80.7%	19.3%	992
	SURVEY 2	77.1%	22.9%	1,008
	SURVEY 3	73.8%	26.2%	1,008
OSP DISTRICT	FINDLAY DISTRICT	75.6%	24.4%	405
	BUCYRUS DISTRICT	76.4%	23.6%	347
	CLEVELAND DISTRICT	76.0%	24.0%	325
	PIQUA DISTRICT	78.6%	21.4%	360
	COLUMBUS DISTRICT	79.9%	20.1%	354
	CAMBRIDGE DISTRICT	74.2%	25.8%	411
	WILMINGTON DISTRICT	79.0%	21.0%	434
	JACKSON DISTRICT	78.0%	22.0%	372
AGE	25 AND YOUNGER	82.7%	17.3%	156
	26 - 30 YEARS OLD	85.3%	14.7%	136
	31 - 35 YEARS OLD	83.3%	16.7%	192
	36 - 40 YEARS OLD	85.0%	15.0%	339
	41 - 45 YEARS OLD	79.8%	20.2%	484
	46 - 50 YEARS OLD	76.6%	23.4%	745
	51 AND OLDER	70.5%	29.5%	921
SEX	MALE	74.9%	25.1%	1,040
	FEMALE	78.4%	21.6%	1,968
RACE	CAUCASIAN	78.0%	22.0%	2,744
	AFRICAN AMERICAN	71.8%	28.2%	142
	OTHER	72.5%	27.5%	91
HISPANIC/ LATINO	NO	77.3%	22.7%	2,907
	YES	73.8%	26.2%	61
MARITAL STATUS	SINGLE	76.2%	23.8%	458
	MARRIED	78.8%	21.2%	2,242
	OTHER	66.8%	33.2%	286
RESIDENTIAL LOCATION	URBAN	72.9%	27.1%	414
	SUBURBAN	78.5%	21.5%	1,233
	RURAL	77.4%	22.6%	1,358
DRIVING AREA	URBAN	76.3%	23.7%	824
	SUBURBAN	77.5%	22.5%	1,071
	RURAL	78.2%	21.8%	1,092
VEHICLE TYPE	AUTOMOBILE	76.1%	23.9%	1,458
	VAN/MINI VAN	83.7%	16.3%	436
	PICKUP TRUCK	73.2%	26.8%	355
	SUV	78.2%	21.8%	726
	OTHER	62.5%	37.5%	32

TABLE A4.33: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS TO INCREASE SAFETY – NOT SURE

		No	YES	TOTAL
ALL RESPONDENTS		93.9%	6.1%	3,008
SURVEY	SURVEY 1	93.1%	6.9%	992
	SURVEY 2	93.4%	6.6%	1,008
	SURVEY 3	95.3%	4.7%	1,008
OSP DISTRICT	FINDLAY DISTRICT	91.9%	8.1%	405
	BUCYRUS DISTRICT	95.1%	4.9%	347
	CLEVELAND DISTRICT	95.1%	4.9%	325
	PIQUA DISTRICT	92.8%	7.2%	360
	COLUMBUS DISTRICT	95.2%	4.8%	354
	CAMBRIDGE DISTRICT	94.6%	5.4%	411
	WILMINGTON DISTRICT	94.9%	5.1%	434
AGE	JACKSON DISTRICT	92.2%	7.8%	372
	25 AND YOUNGER	93.6%	6.4%	156
	26 - 30 YEARS OLD	91.2%	8.8%	136
	31 - 35 YEARS OLD	95.8%	4.2%	192
	36 - 40 YEARS OLD	94.4%	5.6%	339
	41 - 45 YEARS OLD	94.0%	6.0%	484
	46 - 50 YEARS OLD	93.8%	6.2%	745
SEX	51 AND OLDER	94.1%	5.9%	921
	MALE	94.0%	6.0%	1,040
RACE	FEMALE	93.9%	6.1%	1,968
	CAUCASIAN	93.9%	6.1%	2,744
	AFRICAN AMERICAN	96.5%	3.5%	142
HISPANIC/ LATINO	OTHER	91.2%	8.8%	91
	NO	93.9%	6.1%	2,907
MARITAL STATUS	YES	95.1%	4.9%	61
	SINGLE	92.8%	7.2%	458
	MARRIED	94.2%	5.8%	2,242
RESIDENTIAL LOCATION	OTHER	93.4%	6.6%	286
	URBAN	93.5%	6.5%	414
	SUBURBAN	94.8%	5.2%	1,233
DRIVING AREA	RURAL	93.3%	6.7%	1,358
	URBAN	94.1%	5.9%	824
	SUBURBAN	94.7%	5.3%	1,071
VEHICLE TYPE	RURAL	93.1%	6.9%	1,092
	AUTOMOBILE	93.9%	6.1%	1,458
	VAN/MINI VAN	93.8%	6.2%	436
	PICKUP TRUCK	95.5%	4.5%	355
	SUV	93.4%	6.6%	726
		93.8%	6.2%	32