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**2014 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**

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

John R. Kasich, Governor

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ACKNOWLEDGMENTS

The dedication shown by the Ohio Department of Public Safety (ODPS) and its Ohio Traffic Safety Office (OTSO), with National Highway Traffic Safety Administration (NHTSA) support, to evaluate the 2014 Statewide Seat Belt Use and Alcohol-Impaired Driving Campaign demonstrates great commitment to reducing highway fatalities and serious injuries throughout Ohio. Toward achieving these related goals, I appreciate the support provided by Staff Lieutenant Steven R. Rine, Commander, Ohio Traffic Safety Office. Also, timely assistance was expertly provided throughout the evaluation by Felice J. Moretti, Federal Projects Manager, Ohio Traffic Safety Office. Finally, I greatly appreciate the assistance provided by Robert Wakefield and all other ODPS and OTSO personnel.

I am sincerely indebted to the many Ohio drivers who completed the telephone interviews. Their willing contribution of time and thoughtful suggestions were crucial to successfully completing the research.

I value the dedication shown throughout this project by Amy J. Walton, Applied Research Center (ARC) Project Analyst and IT Coordinator who—building on prior ARC telephone survey protocol for ODPS—organized and monitored the call center and its employees, kept equipment updated, supervised data collection, facilitated interviewer training, updated the 2013 survey instrument, completed the analysis, and prepared the 2014 report. I am also grateful for the many contributions from the Applied Research Center's interviewing staff; Rosanna Cupp, Brianna Blevins, Debbie Gingerich, El-Mon Prier, James Gillis, James Tipell, Kim Huffman, Gail Warren, Robin Cox, and Stefani Valluzzo. Finally, I am responsible for the final contents of this research monograph.

Robert L. Seufert
February, 2015

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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 2014 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, four longitudinal statewide telephone surveys were conducted with random probability samples of 4,753 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, 2014 and September, 2014, as follows:

- ▶ **Survey 1:** The baseline 2014 survey of 1,398 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 1,116 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.
- ▶ **Survey 3:** This second survey of 1,111 drivers was conducted prior to the 2014 "Drive Sober or Get Pulled Over" Campaign.
- ▶ **Survey 4:** The final follow-up survey of 1,128 drivers was conducted in September after the 2014 "Drive Sober or Get Pulled Over" Campaign.

This evaluation research documents the longitudinal impact of the 2014 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 82.0%, but increased to 84.5% in 2013 and 84.9% in 2014. 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, 2013).

NHTSA and the Ohio Department of Public Safety set Ohio's goal for seat belt use at 85.0%. 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 seat 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 (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 52 minutes in 2013. Furthermore, NHTSA estimates that during 2013, 10,076 individuals were killed in alcohol-impaired-driving crashes, representing approximately 31% of all motor vehicle traffic fatalities in the nation that year (NHTSA, 2014).

In 2013, 300 (i.e., 30.3%) of 990 motor vehicle fatalities in Ohio resulted from alcohol-related crashes (Ohio Traffic Crash Facts, 2013). During 2008, 445 people died on Ohio roads from 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 2013, 30.7% of Ohio's crash fatalities were speeding-related. From 2009 to 2013, the percentage of speeding-related fatalities was approximately 31.1% of all crash-related fatalities in Ohio (ODPS Electronic Crash Submission Database).

Approximately 8.7% of all drivers involved in fatal crashes were young drivers (16-20 years of age) in 2013 (Ohio Traffic Crash Facts, 2013). 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 (Ohio Traffic Crash Facts, 2010). Out of the 990 traffic fatalities in 2013, 61 drivers and 22 passengers were within this age

range (Ohio Traffic Crash Facts, 2013). 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. In Ohio, 363 drivers between the ages of 15-19 involved in a crash were reported to be distracted by their cell phone in 2013 (ODPS Electronic Crash Submission Database). Since 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, through 2014). 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:

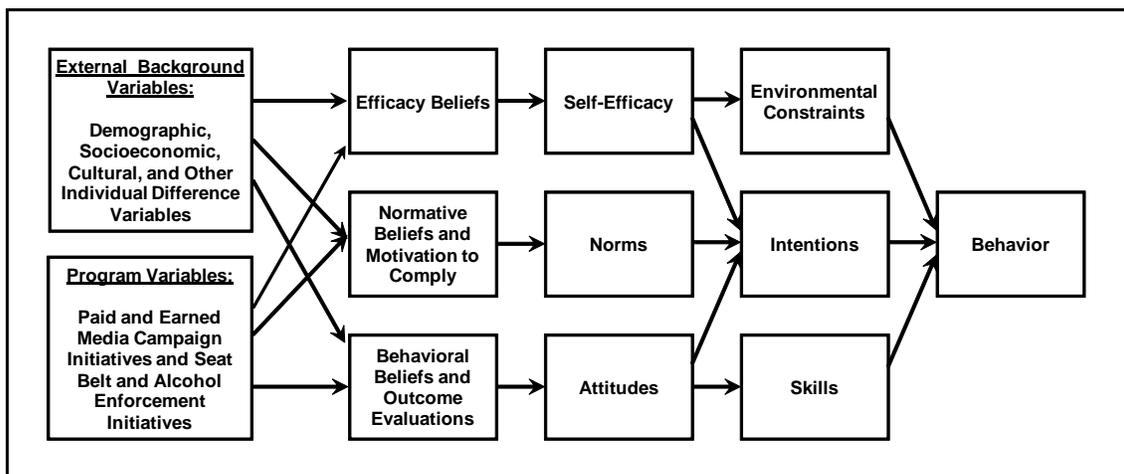
1. The individual's perception that he or she is personally susceptible to being involved, injured, or killed in an accident; receiving a ticket for not wearing a seat belt; being in an accident, or receiving punishment due to alcohol-impaired driving.
2. The individual's attitude toward performing the 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 "Click It or Ticket", "What's Holding You Back," "Drunk Driving, Over the Limit,

Under Arrest,” “Buzzed Driving is Drunk Driving,” and “Drive Sober or Get Pulled Over.” 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 2014 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 2014.

EXECUTIVE SUMMARY

The following narrative summarizes major findings from the *2014 Statewide Telephone Survey of Seat Belt Use, Alcohol-impaired Driving, Distracted Driving, Speeding, and Overall Traffic Safety*. A random-probability sample of 4,753 individuals with a valid Ohio drivers' license participated in four 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, 36.9% said the average driver "always" wears a seat belt and 49.8% said belt use occurs "most of the time."

A little more than half (50.8%) 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, 87.7% of those surveyed indicated that they "always" wear their seat belt, while 7.2% said they wear their seat belt "most of the time." Approximately 95.9% said their seat belt use stayed the same over the course of the media and enforcement campaigns, while about 3.8% indicated that their seat belt use had increased.

SEAT BELT LAWS AND LAW ENFORCEMENT

When asked about seat belt use and related law enforcement, 70.0% of respondents greatly favored laws that require seat belt use. Also, nearly all (99.3%) respondents correctly knew that Ohio has a law requiring seat belt use by adults; however, 54.7% incorrectly thought law enforcement officers can stop a vehicle solely for a seat belt violation without observing another offense. At the time of the 2014 survey, approximately 99.7% 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, 65.9% 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.

The majority of respondents would "definitely" (52.2%) or "probably" (14.2%) support passage of a primary seat belt law. Furthermore, 52.5% would "definitely" and 14.0% would "probably" vote for passage of a primary seat belt law. Approximately 90.0% of respondents said they would "always" wear a seat belt if Ohio had a primary seat belt law and an additional 6.0% said they would obey a primary seat belt law "most of the time." Most respondents (93.9%) agreed that the passage of a primary seat belt law would reduce serious injuries when a crash occurred. Therefore, passage of a primary seat belt law is viewed in a very positive manner by Ohio drivers.

Consistent with the 2013 survey results, 22.2% of those surveyed in 2014 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, 18.4% 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 (63.7%) of respondents had “definitely” or “probably” seen or heard media messages that encouraged seat belt use 30 days prior to the survey. In contrast, 28.5% “definitely” had not seen or heard any messages. Approximately 44.7% had seen media messages promoting seat belt use on television, while 38.5% had seen messages on billboards, 30.7% observed messages on road signs, and 17.2% claim to have heard a message on the radio during the 2014 campaign. In addition, 12.1% saw or heard messages on electronic message signs on roadways, 8.1% saw messages on banners, and 3.1% claim to have seen a message on signs on buses.

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 76.8% to 77.6% after the campaign initiative. Furthermore, 78.2% 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 26.6% to 28.3% between the first and second surveys.

ATTITUDES ABOUT DRINKING AND DRIVING

Most survey respondents said it was “very” (26.4%) or “somewhat” (43.2%) likely that an individual would be stopped by law enforcement if they were driving after consuming too much alcohol. Additionally, 31.5% said it was “very likely” an individual would be in a crash if they were driving while alcohol-impaired. More than one-third of those surveyed claim to be familiar with the current penalties for OVI convictions in Ohio; and 51.4% said the penalties for driving after drinking too much should be the same as they presently are. Approximately 73.5% of respondents said Ohio laws were “very” or “somewhat” effective at reducing alcohol-impaired driving; moreover 75.8% agreed that the enforcement of such laws is “very” or “somewhat” effective.

About 70.6% of respondents had seen a sobriety checkpoint within the last 12 months, and 56.3% agreed that checkpoints should be used more frequently.

Nearly one-half (47.0%) of those surveyed said they knew the specific BAC-level in Ohio at which a person is considered legally intoxicated and 81.3% of those who claimed to know Ohio’s legal limit, correctly identified that level as .08.

EXPOSURE TO MEDIA CAMPAIGN MESSAGES ABOUT DRINKING AND DRIVING

More than half (52.5%), 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 15.9% remembering it without prompting, and 57.8% remembering it when prompted. When prompted by an interviewer, 27.0% of those surveyed recalled the slogan “*Drunk Driving. Over the Limit. Under Arrest.*” and 5.5% remembered it without prompting. Additionally, unprompted recall of the “*Buzzed Driving is Drunk Driving*” slogan was 9.1% while 48.0% could recall the slogan when prompted.

In the sixty days prior to the survey, 10.9% of respondents had driven within two hours of drinking an alcoholic beverage, and 16.6% of those claim to have done so 5 or more times.

Only 32.1% of survey participants said they had “definitely” or “probably” seen special efforts by police to ticket drunk drivers in their community, and 23.3% said the likelihood of being stopped by an officer for alcohol-impaired driving was “more likely” than three months ago.

DISTRACTED DRIVING, SPEEDING, AND OVERALL DRIVER SAFETY

Most respondents (91.5%) said they see other drivers talking on a cell phone daily or almost every day and close to 60.0% of those surveyed maintain they see other drivers' texting on a cell phone every day (37.5%) or almost every day (20.4%).

The majority of respondents believe it is dangerous to talk on a cell phone *without* a hands-free device (78.9%) and 41.9% said it is dangerous to talk on a cell phone *with* a hands-free device. Additionally, 99.0% maintain that it is dangerous to text while driving.

Less than half, 41.9% of respondents agree they are able to determine when it is safe to use a cell phone to make a call while driving. Also, 31.6% of 2014 survey participants think they can safely adapt their driving while using a cell phone to make a call.

Only 4.6% of respondents agree they are able to determine when it is safe to use a cell phone to text when driving. Additionally, 3.1% of 2014 survey participants think they can safely adapt their driving while using a cell phone to text.

Sixty-seven percent (67.0%) of those surveyed in 2014 said they are somewhat (22.1%) or very (44.9%) uncomfortable when they are riding as a passenger with a driver talking on a cell phone and 73.0% of those believe it is likely they would say something to the driver. Also, most respondents are uncomfortable when riding as a passenger and their driver is texting and they are very likely to say something to the driver.

Approximately 11.0% of those surveyed said they "always" drive at least 5 mph over the posted limit on local roads, and 19.8% claim they do so "most of the time." Few respondents (33.7%) claim to have "definitely" 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, 30.8% said the chances were "very likely" and an additional 43.5% felt their chances of being ticketed were "somewhat likely."

While relatively few respondents acknowledged they need to make changes to their own driving behaviors, 21.1% of respondents did say they should watch their speed and 12.9% say they should stop talking on their cell phone while driving. Additionally, 3.1% of those surveyed feel they need to stop texting while they drive.

CONCLUSION

The 2014 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 2014 concerning alcohol-impaired driving were generally similar to the 2013 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 - 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 2014 and beyond.
- ▶ **RECOMMENDATION 2 – DISSEMINATE CONCISE MEDIA MESSAGES TO EDUCATE OHIO ADULT AND TEEN DRIVERS ABOUT THE BAN AGAINST THE USE OF ELECTRONIC COMMUNICATION DEVICES:, 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 Ohio’s ban on cell phone use while driving.
- ▶ **RECOMMENDATION 3 - 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 4 - 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 5 - 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 6 - DESIGN MEDIA MESSAGES TO REACH PICKUP TRUCK DRIVERS:** Media sources and messages that are most likely to reach pickup truck drivers should be utilized.

METHODOLOGY

RESEARCH DESIGN

A coordinated formative and summative research design was used in conducting the 2014 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, the survey was completed with 4,753 individuals across the eight Highway Patrol Districts of Ohio.

SURVEY

Telephone surveys of 4,753 individuals were conducted to evaluate the 2014 Paid Media, Earned Media, and Enforcement initiatives that were used to promote greater seat belt use and reduce alcohol-impaired driving throughout Ohio. Overall, four 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, 2014.

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 1,398 drivers were interviewed. Three 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 - PART I: DEMOGRAPHICS AND GENERAL DRIVING HABITS

This section of the report contains the overall results of the *Statewide Telephone Survey of Seat Belt Use, Alcohol-Impaired, and Distracted Driving for 2014*. Results are presented not only by survey year, but by the eight Ohio State Patrol (OSP) Districts during 2014. 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;

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.

Demographic statistics for the 2014 sample are as follows:

- ▶ Highest Level of Education – 27.5% are high school graduates (GED); 3.0% attended business or vocational school; 16.9% have had some college (no degree); 12.5% have their Associate’s Degree; 21.4% have a Bachelor’s Degree; 12.5% have a Master’s Degree; and 2.3% a Ph.D.
- ▶ Work or Employment Status – 43.8% are employed full-time; 29.2% are retired; 10.8% hold part-time jobs; 7.3% are homemaker’s; 4.3% maintain they are disabled; 3.3% are unemployed; and 1.2% are full- or part-time students.
- ▶ Occupation type – 44.0% are professionals; 10.1% are laborer’s; 6.8% work in the service field; 9.1% are in the managerial field; 6.9% hold clerical positions; 7.0% are in sales; 7.6% have jobs in the technical field; 3.0% are in law enforcement; 4.4% work in transportation; and 4.0% are craftsman.
- ▶ Age – 2.2% of participants are 25 or younger; 1.6% are 26-30 years old; 3.9% are 31-35 years of age; 6.0% are 36-40; 9.4% are 41-45 years old; 13.7% are 46-50 years of age; 20.6% are 51 -55 years old; 11.2 are 56-60 years of age; and 31.4% are 61 years of age and older.
- ▶ Marital Status – 10.0% of those surveyed are single, never married; 73.1% are married; and 16.9% are separated, divorced, or widowed.
- ▶ Race – 91.9% consider themselves to be Caucasian; 4.6% are African American; and 3.5% are from “other” races.
- ▶ Hispanic/Latino – 1.1% of those surveyed said they are Hispanic or Latino.
- ▶ Living Community – 13.7% live in an urban setting; 41.4% live in a suburban area; and 44.9% live in a rural area.
- ▶ Sex – 63.7% of respondents are female; and 36.3% are male.

Most respondents (52.4%) said they drive an “automobile” most often, while 22.1% said they drive a SUV, 12.1% drive a minivan; 12.5% said they drive a pickup truck most often; and 1.0% drive some “other” type of vehicle most often. Additionally, 34.3% of those surveyed maintain they use their vehicle as part of their job. In response to other questions about personal driving habits, 75.0% of those surveyed said they drive five or more days a week. Nearly sixty percent, (59.5%) said they drive 100 miles or less while 40.5% stated that they drive 101 miles or more during an average week. Additionally, 36.9% stated that they drive in a rural setting most of the time, 34.2% say they mainly drive in suburban settings, and 28.9% primarily drive in urban areas. Less than half (37.5%) of those surveyed claimed to drive for both “work” and “pleasure”. The majority of survey respondents said that there are two or more people in their household who are 18 years of age or older and have a valid Ohio’s driver’s license or temporary permit.

RESULTS - PART II: SEAT BELT USE

PERCEIVED SEAT BELT USE BY OTHER DRIVERS

During 2014, 36.9% of respondents said the average driver “always” wears a seat belt, while 49.8% said they think other drivers wear their seat belt “most of the time.” Results were slightly more positive than previous survey years (Table 1). Respondents feel that drivers 25 years of age and younger, males, those who are single, and pickup truck drivers were less likely to “always” wear their seat belt (Appendix A; Table A2.1). Additionally, respondents in the Warren and Bucyrus 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- 2014

| | | ALWAYS | MOST OF THE TIME | SOMETIMES | RARELY | NEVER | TOTAL |
|-------------|-------|--------|------------------|-----------|--------|-------|-------|
| SURVEY YEAR | 2014 | 36.9% | 49.8% | 11.4% | 1.4% | 0.4% | 4,572 |
| | 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 – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 4.214 | 4.201 | 4.200 | 4.227 | 4.230 | 4,572 |
| OSP DISTRICT | FINDLAY DISTRICT | 4.227 | 4.297 | 4.127 | 4.281 | 4.199 | 546 |
| | BUCYRUS DISTRICT | 4.247 | 4.217 | 4.203 | 4.303 | 4.262 | 576 |
| | WARREN DISTRICT | 4.280 | 4.226 | 4.252 | 4.328 | 4.333 | 532 |
| | PIQUA DISTRICT | 4.238 | 4.310 | 4.204 | 4.203 | 4.220 | 580 |
| | COLUMBUS DISTRICT | 4.208 | 4.156 | 4.195 | 4.213 | 4.291 | 582 |
| | CAMBRIDGE DISTRICT | 4.122 | 4.115 | 4.146 | 4.158 | 4.071 | 600 |
| | WILMINGTON DISTRICT | 4.213 | 4.257 | 4.200 | 4.128 | 4.254 | 595 |
| | JACKSON DISTRICT | 4.184 | 4.044 | 4.276 | 4.220 | 4.226 | 561 |

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.

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 2). Respondents’ perceptions that the average driver would be likely to receive a ticket for not wearing a seat belt fluctuated throughout the survey period (Appendix A; Table A2.2). Additionally, 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 25 years of age and younger, females, those who live in and drive in rural areas, and pickup truck drivers. 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 2A).

TABLE 2: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 - 2014

| | | VERY LIKELY | SOMEWHAT LIKELY | SOMEWHAT UNLIKELY | VERY UNLIKELY | TOTAL |
|-------------|-------|-------------|-----------------|-------------------|---------------|-------|
| SURVEY YEAR | 2014 | 18.6% | 32.2% | 24.3% | 25.0% | 4,515 |
| | 2013 | 18.9% | 33.9% | 24.0% | 23.3% | 2,880 |
| | 2012 | 16.7% | 31.5% | 25.8% | 26.0% | 4,403 |
| | 2011 | 20.4% | 23.8% | 35.0% | 20.9% | 3,679 |
| | 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 2A: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT - 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 2.443 | 2.369 | 2.487 | 2.454 | 2.479 | 4,515 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.496 | 2.380 | 2.477 | 2.632 | 2.518 | 548 |
| | BUCYRUS DISTRICT | 2.562 | 2.500 | 2.433 | 2.715 | 2.602 | 582 |
| | CLEVELAND DISTRICT | 2.461 | 2.478 | 2.458 | 2.451 | 2.452 | 525 |
| | PIQUA DISTRICT | 2.384 | 2.358 | 2.372 | 2.290 | 2.527 | 560 |
| | COLUMBUS DISTRICT | 2.291 | 2.177 | 2.400 | 2.319 | 2.314 | 564 |
| | CAMBRIDGE DISTRICT | 2.485 | 2.379 | 2.645 | 2.432 | 2.514 | 596 |
| | WILMINGTON DISTRICT | 2.207 | 2.068 | 2.421 | 2.112 | 2.263 | 584 |
| | JACKSON DISTRICT | 2.665 | 2.677 | 2.699 | 2.697 | 2.585 | 556 |

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 2014, reported seat belt use for those who claim to wear a seat belt all of the time was 87.7% (Table 3). This rate remained fairly consistent throughout the survey period. 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, 88.1% of those

surveyed claimed they always wear their seat belt when riding as a front seat passenger in a vehicle and most respondents (95.9%) 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 District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban, or rural); and vehicle type. The Cleveland, Piqua, and Columbus OSP Districts had the highest self-reported seat belt use of all OSP Districts (Table 3A).

TABLE 3: RESPONDENTS’ REPORTED SEAT BELT USE 2003 – 2014

| | | ALL OF THE TIME | MOST OF THE TIME | SOMETIMES | RARELY | NEVER | TOTAL |
|-------------|-------|-----------------|------------------|-----------|--------|-------|-------|
| SURVEY YEAR | 2014 | 87.7% | 7.2% | 2.2% | 1.2% | 1.6% | 4,742 |
| | 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 |
| | 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 3A: RESPONDENTS’ REPORTED SEAT BELT USE – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 4.782 | 4.746 | 4.779 | 4.809 | 4.801 | 4,742 |
| OSP DISTRICT | FINDLAY DISTRICT | 4.793 | 4.838 | 4.734 | 4.838 | 4.762 | 576 |
| | BUCYRUS DISTRICT | 4.768 | 4.717 | 4.732 | 4.818 | 4.805 | 603 |
| | CLEVELAND DISTRICT | 4.804 | 4.793 | 4.691 | 4.840 | 4.908 | 545 |
| | PIQUA DISTRICT | 4.848 | 4.816 | 4.841 | 4.885 | 4.855 | 598 |
| | COLUMBUS DISTRICT | 4.815 | 4.712 | 4.922 | 4.771 | 4.899 | 605 |
| | CAMBRIDGE DISTRICT | 4.677 | 4.725 | 4.597 | 4.704 | 4.669 | 623 |
| | WILMINGTON DISTRICT | 4.794 | 4.725 | 4.824 | 4.838 | 4.813 | 612 |
| | JACKSON DISTRICT | 4.759 | 4.659 | 4.899 | 4.782 | 4.724 | 580 |

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.

KNOWLEDGE OF SEAT BELT LAWS IN OHIO

The vast majority (99.3%) of respondents are aware that Ohio does have a law requiring seat belt use by adults, however; more than half (54.7%) of those surveyed in 2014 incorrectly believe that law enforcement in Ohio can stop a vehicle for a seat belt violation without observing another offense first. Additionally, 58.1% know that adults required to wear a seat belt include the driver and front seat passenger. See Appendix A for results 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.

FAVOR LAWS REQUIRING SEAT BELT USE

The overall percentage of respondents who greatly favored laws that require seat belt use was higher than in 2013 (Table 4). As expected, respondents’ approval of laws that require drivers and all passengers to wear properly adjusted seat belts was lowest during the 1st Survey which was prior to the “Click It Or Ticket” media campaign. Males, single respondents, those who live and reside in rural areas, and pickup truck drivers were less likely to favor these laws “a great deal” (Appendix A; Table A2.6). Residents in the Cleveland, Columbus, and Piqua OSP Districts were more likely to favor laws that require seat belt use (Table 4A).

TABLE 4: FAVOR LAWS REQUIRING SEAT BELT USE 2003 – 2014

| | | A GREAT DEAL | SOMEWHAT | NOT AT ALL | TOTAL |
|----------------|-------|--------------|----------|------------|-------|
| SURVEY YEAR | 2014 | 70.0% | 19.0% | 11.0% | 4,720 |
| | 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 4A: FAVOR LAWS REQUIRING SEAT BELT USE – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.590 | 2.543 | 2.601 | 2.613 | 2.617 | 4,720 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.583 | 2.573 | 2.588 | 2.535 | 2.630 | 568 |
| | BUCYRUS DISTRICT | 2.564 | 2.506 | 2.569 | 2.654 | 2.542 | 597 |
| | CLEVELAND DISTRICT | 2.659 | 2.677 | 2.632 | 2.635 | 2.689 | 545 |
| | PIQUA DISTRICT | 2.625 | 2.529 | 2.637 | 2.673 | 2.681 | 594 |
| | COLUMBUS DISTRICT | 2.645 | 2.583 | 2.719 | 2.629 | 2.672 | 602 |
| | CAMBRIDGE DISTRICT | 2.509 | 2.420 | 2.451 | 2.599 | 2.592 | 621 |
| | WILMINGTON DISTRICT | 2.602 | 2.571 | 2.611 | 2.577 | 2.657 | 615 |
| | JACKSON DISTRICT | 2.545 | 2.488 | 2.602 | 2.599 | 2.504 | 578 |

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, 65.9% 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 A2.13).

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 fluctuated throughout the 2014 campaign. More than half (52.2%) of respondents said they would “definitely support” the passage of a primary seat belt law (Table 5). Even though those who “definitely support” a primary seat belt law was higher than in 2013, the percentage of respondents who “definitely oppose” a primary seat belt law for Ohio increased slightly during 2014. Respondents who more likely support a primary seat belt law included those 61 years of age and older, females, married respondents, SUV and automobile drivers, and those who reside and drive mainly in rural areas (Appendix A; Table A2.14). As seen in Table 5A, respondents in the Piqua, Columbus, and Cleveland OSP Districts were more likely to support a primary seat belt law.

TABLE 5: SUPPORT FOR A PRIMARY SEAT BELT LAW 2003 - 2014

| | | DEFINITELY SUPPORT | PROBABLY SUPPORT | PROBABLY OPPOSE | DEFINITELY OPPOSE | TOTAL |
|--------------------|-------------|---------------------------|-------------------------|------------------------|--------------------------|--------------|
| SURVEY YEAR | 2014 | 52.2% | 14.2% | 8.2% | 25.4% | 4,623 |
| | 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 5A: SUPPORT FOR A PRIMARY SEAT BELT LAW - 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|----------------------------|----------------|-----------------|-----------------|-----------------|-----------------|--------------|
| ALL RESPONDENTS | | 2.931 | 2.956 | 3.024 | 2.855 | 2.882 | 4,623 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.887 | 2.943 | 2.910 | 2.803 | 2.880 | 559 |
| | BUCYRUS DISTRICT | 2.883 | 2.761 | 2.850 | 3.038 | 2.901 | 581 |
| | CLEVELAND DISTRICT | 2.981 | 3.094 | 2.902 | 2.976 | 2.924 | 534 |
| | PIQUA DISTRICT | 2.973 | 3.017 | 3.187 | 2.848 | 2.839 | 588 |
| | COLUMBUS DISTRICT | 3.026 | 3.110 | 3.196 | 2.797 | 2.968 | 583 |
| | CAMBRIDGE DISTRICT | 2.889 | 2.899 | 3.021 | 2.759 | 2.869 | 611 |
| | WILMINGTON DISTRICT | 2.908 | 2.913 | 3.041 | 2.769 | 2.891 | 600 |
| | JACKSON DISTRICT | 2.905 | 2.898 | 3.078 | 2.861 | 2.791 | 567 |

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.

VOTING ON A PRIMARY SEAT BELT LAW

During 2014, 66.5% 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 6). The number of respondents who said they would vote for a primary seat belt law was highest during the 2nd Survey of the 2014 campaign (Appendix A; Table A2.15). Additionally, results show that 90.0% of respondents said they would “always” wear their seat belt, while an additional 6.0% 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 District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type. Respondents in the Columbus and Cleveland OSP Districts were more likely to say they would vote for a primary seat belt law (Table 6A).

TABLE 6: VOTE FOR A PRIMARY SEAT BELT LAW 2003 – 2014

| | | DEFINITELY FOR | PROBABLY FOR | PROBABLY AGAINST | DEFINITELY AGAINST | TOTAL |
|------------------------|-------------|----------------|--------------|------------------|--------------------|--------------|
| SURVEY YEAR | 2014 | 52.5% | 14.0% | 9.0% | 24.5% | 4,584 |
| | 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 6A: VOTE FOR A PRIMARY SEAT BELT LAW – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.944 | 2.956 | 3.046 | 2.871 | 2.902 | 4,584 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.912 | 2.929 | 2.953 | 2.820 | 2.938 | 557 |
| | BUCYRUS DISTRICT | 2.897 | 2.778 | 2.876 | 3.078 | 2.882 | 571 |
| | CLEVELAND DISTRICT | 3.004 | 3.108 | 2.954 | 2.968 | 2.957 | 528 |
| | PIQUA DISTRICT | 2.997 | 3.053 | 3.200 | 2.870 | 2.858 | 584 |
| | COLUMBUS DISTRICT | 3.050 | 3.076 | 3.230 | 2.861 | 3.017 | 580 |
| | CAMBRIDGE DISTRICT | 2.890 | 2.930 | 2.943 | 2.790 | 2.881 | 608 |
| | WILMINGTON DISTRICT | 2.911 | 2.897 | 3.068 | 2.769 | 2.895 | 595 |
| | JACKSON DISTRICT | 2.900 | 2.862 | 3.128 | 2.830 | 2.805 | 561 |

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

The 2014 survey results show that 67.6% of respondents believe that the passage of a primary seat belt law in Ohio would “definitely” or “probably” increase seat belt use (Table 7). 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 urban areas, and those who mainly drive in suburban areas (Appendix A; Table A2.17). Drivers in both the Findlay and Wilmington OSP Districts were somewhat less likely to say that the passage of a primary seat belt law would increase seat belt use in Ohio (Table 7A).

TABLE 7: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO 2003 – 2014

| | | YES, DEFINITELY | YES, PROBABLY | NO, PROBABLY | NO, DEFINITELY | TOTAL |
|------------------------|-------------|-----------------|---------------|--------------|----------------|--------------|
| SURVEY YEAR | 2014 | 30.8% | 36.8% | 19.0% | 13.4% | 4,484 |
| | 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 7A: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.849 | 2.882 | 2.864 | 2.853 | 2.791 | 4,484 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.790 | 2.909 | 2.725 | 2.836 | 2.790 | 548 |
| | BUCYRUS DISTRICT | 2.829 | 2.788 | 2.795 | 2.947 | 2.796 | 567 |
| | CLEVELAND DISTRICT | 2.896 | 2.987 | 2.809 | 2.959 | 2.804 | 521 |
| | PIQUA DISTRICT | 2.908 | .938 | 3.045 | 2.773 | 2.876 | 564 |
| | COLUMBUS DISTRICT | 2.887 | 2.837 | 2.909 | 2.881 | 2.942 | 565 |
| | CAMBRIDGE DISTRICT | 2.867 | 2.899 | 2.903 | 2.899 | 2.762 | 594 |
| | WILMINGTON DISTRICT | 2.776 | 2.890 | 2.815 | 2.682 | 2.674 | 577 |
| | JACKSON DISTRICT | 2.845 | 2.907 | 2.909 | 2.854 | 2.698 | 548 |

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.

LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

Less than half (45.0%) of 2014 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 lower than in 2013 (Table 8). In addition, 84.3% of those surveyed in 2014 “strongly” or “somewhat” agreed that it is important for law enforcement officers to enforce seat belt laws (Appendix A; Table A2.22). Drivers in the Jackson and Cleveland OSP Districts were more inclined to think it was likely they would receive a ticket for not wearing their seat belt (Table 8A).

TABLE 8: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 – 2014

| | | VERY LIKELY | SOMEWHAT LIKELY | SOMEWHAT UNLIKELY | VERY UNLIKELY | TOTAL |
|--------------------|-------------|--------------|-----------------|-------------------|---------------|--------------|
| SURVEY YEAR | 2014 | 22.2% | 22.8% | 21.1% | 33.9% | 4,587 |
| | 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 8A: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.334 | 2.312 | 2.407 | 2.345 | 2.278 | 4,587 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.360 | 2.372 | 2.382 | 2.477 | 2.222 | 564 |
| | BUCYRUS DISTRICT | 2.353 | 2.380 | 2.314 | 2.395 | 2.329 | 580 |
| | CLEVELAND DISTRICT | 2.404 | 2.444 | 2.471 | 2.341 | 2.339 | 530 |
| | PIQUA DISTRICT | 2.236 | 2.216 | 2.376 | 2.217 | 2.142 | 581 |
| | COLUMBUS DISTRICT | 2.253 | 2.199 | 2.326 | 2.266 | 2.242 | 584 |
| | CAMBRIDGE DISTRICT | 2.361 | 2.350 | 2.446 | 2.308 | 2.340 | 590 |
| | WILMINGTON DISTRICT | 2.104 | 2.043 | 2.262 | 1.977 | 2.140 | 598 |
| | JACKSON DISTRICT | 2.625 | 2.562 | 2.715 | 2.768 | 2.466 | 560 |

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 said they have received a ticket (9.3%) or warning (2.1%) in Ohio for not wearing a seat belt, and of those, nearly all had received the ticket or warning more than a year prior to the survey. 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 for all survey questions can be found in Appendix A.

ATTITUDES ABOUT SEAT BELT USE

During 2014, most respondents (96.6%) 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 (Appendix A; Table A2.25). Moreover, 76.9% of those surveyed “strongly agreed” that seat belt use is likely to reduce the severity of injuries to people who are wearing a seat belt when a crash occurs (Appendix A; Table A2.23). In addition, 96.6% of respondents believe that people most important to them think they should wear their seat belt (Appendix A; Table A2.24).

PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS

While 84.3% of those surveyed agree that it is important for law enforcement officers to enforce seat belt laws, the percentage of respondents that noticed special efforts by law enforcement officers to ticket drivers for seat belt offenses was relatively small (Table 9). Respondents most likely to say they witnessed these special efforts include those who are 31 to 35 years of age, males, single respondents, and those who primarily drive pickup trucks (Appendix A; Table A2.26). Survey respondents residing in the Cleveland, Piqua, and Columbus OSP Districts were less likely than others to believe special efforts are being made by police to ticket drivers for seat belt violations (Table 9A).

TABLE 9: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS¹ 2004 – 2014

| | YES, DEFINITELY | YES, PROBABLY | NO, PROBABLY | NO, DEFINITELY | TOTAL |
|--------------------|--------------------|------------------|-----------------|-------------------|-------|
| | 14.1% | 4.3% | 8.7% | 72.9% | 4,700 |
| 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 9A: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS – 2014

| | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | 1.597 | 1.451 | 1.843 | 1.606 | 1.524 | 4,700 |
| OSP DISTRICT | | | | | | |
| FINDLAY DISTRICT | 1.659 | 1.571 | 1.862 | 1.569 | 1.639 | 566 |
| BUCYRUS DISTRICT | 1.662 | 1.558 | 1.956 | 1.647 | 1.530 | 597 |
| CLEVELAND DISTRICT | 1.598 | 1.385 | 1.770 | 1.734 | 1.550 | 540 |
| PIQUA DISTRICT | 1.476 | 1.316 | 1.816 | 1.438 | 1.380 | 590 |
| COLUMBUS DISTRICT | 1.507 | 1.292 | 1.660 | 1.600 | 1.558 | 602 |
| CAMBRIDGE DISTRICT | 1.650 | 1.500 | 1.866 | 1.693 | 1.592 | 617 |
| WILMINGTON DISTRICT | 1.600 | 1.519 | 1.932 | 1.577 | 1.381 | 610 |
| JACKSON DISTRICT | 1.623 | 1.494 | 1.876 | 1.608 | 1.559 | 578 |

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.

¹ This statement was added to the third survey in 2004; therefore data is not available prior to that time.

RESULTS - PART III: MEDIA MESSAGES AND SLOGANS ABOUT SEAT BELT USE

VISIBILITY OF MEDIA MESSAGES AND SLOGANS PERTAINING TO SEAT BELT USE

The reported exposure to seat belt use messages and slogans was lower in 2014 than in 2013 (Table 10). However, consistent with the “Click It or Ticket” campaign goals, respondents reported a considerable increase in exposure to campaign messages and slogans between the 1st (57.6%) and 2nd Surveys (72.0%). Respondents most likely to have seen or heard a message were 30 years of age and younger, males, single respondents, those who reside and drive primarily in rural areas, and pickup truck drivers (Appendix A; Table A3.1). Respondents in the Piqua, Jackson and Findlay OSP Districts were less likely to say they heard or saw messages 30 days prior to the survey encouraging seat belt use (Table 10A).

TABLE 10: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS 2003 – 2014

| | | YES, DEFINITELY | YES, PROBABLY | NO, PROBABLY | NO, DEFINITELY | TOTAL |
|----------------|-------|-----------------|---------------|--------------|----------------|-------|
| SURVEY YEAR | 2014 | 56.0% | 7.7% | 7.7% | 28.5% | 4,701 |
| | 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 10A: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 2.912 | 2.738 | 3.147 | 2.977 | 2.829 | 4,701 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.875 | 2.673 | 3.007 | 2.961 | 2.890 | 568 |
| | BUCYRUS DISTRICT | 3.053 | 2.924 | 3.241 | 3.015 | 3.053 | 601 |
| | CLEVELAND DISTRICT | 2.954 | 2.700 | 3.228 | 3.080 | 2.850 | 541 |
| | PIQUA DISTRICT | 2.743 | 2.743 | 2.925 | 2.664 | 2.652 | 588 |
| | COLUMBUS DISTRICT | 2.949 | 2.777 | 3.108 | 3.085 | 2.880 | 593 |
| | CAMBRIDGE DISTRICT | 2.952 | 2.735 | 3.294 | 3.028 | 2.822 | 619 |
| | WILMINGTON DISTRICT | 2.916 | 2.707 | 3.284 | 3.104 | 2.629 | 610 |
| | JACKSON DISTRICT | 2.845 | 2.647 | 3.062 | 2.911 | 2.816 | 581 |

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 2014, those who had reported seeing a media message encouraging seat belt use said that they saw the message on television (44.7%), billboards (38.5%), road signs (30.7%), electronic message signs on roadways (12.1%), banners (8.1%), and signs on buses (3.1%). In addition, 17.2% heard messages encouraging seat belt use on the radio 9.5% said they saw or heard the message elsewhere (Appendix A; Tables A3.2 thru A3.10). Also, the majority of respondents (81.0%) 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 A3.16). Respondents who claimed to have seen or heard more messages than usual increased from 9.2% during the baseline survey to 21.3% during the 2nd Survey which is consistent with the “Click It or Ticket” campaign goals.

SLOGANS ENCOURAGING SEAT BELT USE

In 2014, 64.6% 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 A3.11). 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 59.1% during the Baseline Survey to 72.6% during the 2nd Survey. 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 11 shows of the respondents claiming to have seen or heard a slogan, “unprompted” recall of the “Click It or Ticket” slogan was 78.6%. When the entire sample was “prompted” by an interviewer, 78.2% said they recalled the “Click It or Ticket” slogan, which is slightly lower than in 2013. Overall, unprompted recall was highest in the Cleveland, Columbus, and Wilmington OSP Districts, while prompted recall was highest in Bucyrus, Cleveland, and Wilmington OSP Districts (Table 11A).

TABLE 11: RECALL OF THE “CLICK IT OR TICKET” SLOGAN - 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|-------------------|---------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES |
| UNPROMPTED | 78.6% | 2,376 | 76.8% | 619 | 77.6% | 567 | 77.6% | 567 | 75.8% | 521 |
| PROMPTED | 78.2% | 3,616 | 72.9% | 989 | 84.0% | 912 | 78.9% | 858 | 78.3% | 857 |

TABLE 11A: RECALL OF THE “CLICK IT OR TICKET” SLOGAN BY DISTRICT - 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|----------------------------|---------|-----------|----------|-----------|----------|-------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | % YES | % YES | TOTAL YES | % YES | TOTAL YES |
| FINDLAY DISTRICT | | | | | | | | | | |
| UNPROMPTED | 77.5% | 269 | 70.2% | 59 | 86.1% | 87 | 77.8% | 63 | 74.1% | 60 |
| PROMPTED | 73.3% | 415 | 66.7% | 104 | 83.2% | 114 | 74.4% | 96 | 70.1% | 101 |
| BUCYRUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 77.4% | 311 | 83.0% | 88 | 79.8% | 79 | 73.6% | 67 | 72.6% | 77 |
| PROMPTED | 81.4% | 477 | 76.6% | 119 | 83.6% | 112 | 84.3% | 113 | 82.1% | 133 |
| CLEVELAND DISTRICT | | | | | | | | | | |
| UNPROMPTED | 81.2% | 306 | 86.5% | 75 | 86.7% | 85 | 87.9% | 80 | 73.3% | 66 |
| PROMPTED | 81.3% | 453 | 73.8% | 118 | 87.9% | 116 | 79.0% | 98 | 86.6% | 103 |
| PIQUA DISTRICT | | | | | | | | | | |
| UNPROMPTED | 74.0% | 251 | 72.8% | 59 | 77.5% | 69 | 73.2% | 71 | 72.2% | 52 |
| PROMPTED | 73.7% | 423 | 69.3% | 113 | 75.8% | 100 | 77.8% | 112 | 72.6% | 98 |
| COLUMBUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 80.7% | 310 | 78.8% | 82 | 83.8% | 83 | 73.5% | 72 | 88.0% | 73 |
| PROMPTED | 75.9% | 447 | 71.1% | 133 | 80.1% | 109 | 73.9% | 105 | 80.6% | 100 |
| CAMBRIDGE DISTRICT | | | | | | | | | | |
| UNPROMPTED | 78.0% | 309 | 76.8% | 86 | 75.5% | 83 | 83.0% | 73 | 77.9% | 67 |
| PROMPTED | 79.1% | 480 | 69.9% | 128 | 88.2% | 127 | 80.3% | 110 | 80.4% | 115 |
| WILMINGTON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 81.6% | 332 | 73.0% | 89 | 94.4% | 101 | 78.3% | 72 | 81.4% | 70 |
| PROMPTED | 81.1% | 485 | 81.5% | 150 | 84.1% | 122 | 79.7% | 106 | 78.7% | 107 |
| JACKSON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 77.4% | 287 | 81.8% | 81 | 84.4% | 81 | 74.2% | 69 | 67.5% | 56 |
| PROMPTED | 79.6% | 453 | 73.7% | 123 | 88.9% | 112 | 81.4% | 118 | 76.3% | 100 |

Only 2.3% of respondents who said they had seen or heard a slogan could remember the “*What’s Holding You Back*” slogan without prompting (Table 11B). However, when the entire 2014 sample was prompted, 29.1% of respondents said they recalled the slogan. Table 11C 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.

TABLE 11B: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|------------|---------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES |
| UNPROMPTED | 2.3% | 695 | 4.7% | 38 | 1.4% | 11 | 1.6% | 12 | 1.5% | 10 |
| PROMPTED | 29.1% | 1,335 | 26.6% | 361 | 28.3% | 303 | 30.6% | 329 | 31.5% | 341 |

TABLE 11C: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN BY DISTRICT – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|----------------------------|---------|-----------|----------|-----------|----------|-------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | % YES | % YES | TOTAL YES | % YES | TOTAL YES |
| FINDLAY DISTRICT | | | | | | | | | | |
| UNPROMPTED | 1.7% | 6 | 6.0% | 5 | 1.0% | 1 | 0.0% | 0 | 0.0% | 0 |
| PROMPTED | 22.7% | 127 | 22.6% | 35 | 20.9% | 28 | 24.2% | 31 | 23.2% | 33 |
| BUCYRUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 2.5% | 10 | 4.7% | 5 | 1.0% | 1 | 2.2% | 2 | 1.9% | 2 |
| PROMPTED | 33.3% | 192 | 32.5% | 50 | 29.5% | 39 | 37.7% | 49 | 33.8% | 54 |
| CLEVELAND DISTRICT | | | | | | | | | | |
| UNPROMPTED | 1.9% | 7 | 2.0% | 2 | 2.0% | 2 | 2.2% | 2 | 1.1% | 1 |
| PROMPTED | 28.9% | 153 | 32.3% | 51 | 22.9% | 30 | 27.0% | 33 | 33.1% | 39 |
| PIQUA DISTRICT | | | | | | | | | | |
| UNPROMPTED | 1.8% | 6 | 4.9% | 4 | 0.0% | 0 | 0.0% | 0 | 2.8% | 2 |
| PROMPTED | 29.3% | 169 | 26.9% | 46 | 24.8% | 33 | 35.7% | 50 | 30.1% | 40 |
| COLUMBUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 2.6% | 10 | 5.8% | 6 | 1.0% | 1 | 3.1% | 3 | 0.0% | 0 |
| PROMPTED | 33.8% | 197 | 25.9% | 48 | 32.8% | 45 | 33.8% | 47 | 47.1% | 57 |
| CAMBRIDGE DISTRICT | | | | | | | | | | |
| UNPROMPTED | 2.0% | 8 | 3.6% | 4 | 1.8% | 2 | 0.0% | 0 | 2.3% | 2 |
| PROMPTED | 23.1% | 140 | 22.2% | 42 | 23.6% | 33 | 23.5% | 32 | 23.4% | 33 |
| WILMINGTON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 4.4% | 18 | 7.4% | 9 | 3.7% | 4 | 3.3% | 3 | 2.3% | 2 |
| PROMPTED | 36.8% | 217 | 33.3% | 60 | 41.1% | 58 | 39.1% | 52 | 34.6% | 47 |
| JACKSON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 1.6% | 6 | 3.0% | 3 | 0.0% | 0 | 2.2% | 2 | 1.2% | 1 |
| PROMPTED | 24.7% | 140 | 17.7% | 29 | 29.8% | 37 | 24.0% | 35 | 29.3% | 39 |

IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS

The majority of respondents over the past eleven years said that strict enforcement of seat belt laws for adults was “very” or “somewhat” important (Table 12). Also, as in previous years, the vast majority of respondents (91.3%) said that it is “very important” to strictly enforce seat belt laws for children or minors. 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. Respondents in all OSP Districts believe the strict enforcement of seat belt laws for adults is important (Table 12A).

TABLE 12: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS 2003 – 2014

| | | VERY IMPORTANT | SOMEWHAT IMPORTANT | SOMEWHAT UNIMPORTANT | NOT THAT IMPORTANT | TOTAL |
|-------------|-------|----------------|--------------------|----------------------|--------------------|-------|
| SURVEY YEAR | 2014 | 50.8% | 30.3% | 6.2% | 12.6% | 4,004 |
| | 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 12A: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 3.194 | 3.150 | 3.237 | 3.170 | 3.210 | 4,004 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.124 | 2.988 | 3.168 | 3.101 | 3.186 | 483 |
| | BUCYRUS DISTRICT | 3.187 | 3.136 | 3.157 | 3.277 | 3.167 | 529 |
| | CLEVELAND DISTRICT | 3.228 | 3.271 | 3.205 | 3.262 | 3.183 | 464 |
| | PIQUA DISTRICT | 3.305 | 3.173 | 3.384 | 3.338 | 3.285 | 475 |
| | COLUMBUS DISTRICT | .279 | 3.269 | 3.370 | 3.169 | 3.318 | 502 |
| | CAMBRIDGE DISTRICT | 3.120 | 3.135 | 3.047 | 3.085 | 3.205 | 527 |
| | WILMINGTON DISTRICT | 3.198 | 3.180 | 3.313 | 3.044 | 3.252 | 531 |
| | JACKSON DISTRICT | 3.118 | 3.020 | 3.268 | 3.088 | 3.096 | 493 |

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 13, 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 2014 thought an increase in law enforcement officer visibility would positively impact seat belt use. Characteristics of 2014 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 and drive primarily in rural areas (Appendix A; Table A3.19). Respondents in all OSP Districts feel that increased visibility of law enforcement on roads would increase seat belt use (Table 13A).

TABLE 13: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE 2003 - 2014

| | | INCREASE | STAY THE SAME | DECREASE | TOTAL |
|------------------------|-------------|--------------|---------------|-------------|--------------|
| SURVEY YEAR | 2014 | 53.2% | 46.2% | 0.6% | 4,644 |
| | 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 13A: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE - 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.527 | 2.514 | 2.532 | 2.535 | 2.529 | 4,644 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.519 | 2.474 | 2.585 | 2.504 | 2.517 | 563 |
| | BUCYRUS DISTRICT | 2.515 | 2.522 | 2.444 | 2.597 | 2.500 | 588 |
| | CLEVELAND DISTRICT | 2.523 | 2.548 | 2.545 | 2.508 | 2.479 | 530 |
| | PIQUA DISTRICT | 2.514 | 2.429 | 2.574 | 2.517 | 2.556 | 586 |
| | COLUMBUS DISTRICT | 2.510 | 2.478 | 2.479 | 2.521 | 2.579 | 588 |
| | CAMBRIDGE DISTRICT | 2.541 | 2.540 | 2.542 | 2.553 | 2.531 | 619 |
| | WILMINGTON DISTRICT | 2.487 | 2.511 | 2.503 | 2.436 | 2.485 | 598 |
| | JACKSON DISTRICT | 2.607 | 2.609 | 2.589 | 2.633 | 2.591 | 572 |

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.

KNOWLEDGE OF BOOSTER SEAT LAWS IN OHIO

The majority of all respondents know that Ohio does have a law requiring restraint use by children/minors between the 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 District; age; sex; race; marital status; urban, suburban or rural residence; primary driving area (urban, suburban or rural); and vehicle type.

RESULTS - PART IV: ALCOHOL-IMPAIRED DRIVING

LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING

During 2014, 69.6% 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 14). Those in the Wilmington 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 14A). 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 14: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING 2003 – 2014

| | | VERY LIKELY | SOMEWHAT LIKELY | SOMEWHAT UNLIKELY | VERY UNLIKELY | TOTAL |
|------------------------|-------------|--------------|-----------------|-------------------|---------------|--------------|
| SURVEY YEAR | 2014 | 26.4% | 43.2% | 22.5% | 7.9% | 4,542 |
| | 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 14A: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.881 | 2.889 | 2.885 | 2.854 | 2.896 | 4,542 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.877 | 2.993 | 2.761 | 2.919 | 2.829 | 554 |
| | BUCYRUS DISTRICT | 2.972 | 2.980 | 2.953 | 2.985 | 2.969 | 576 |
| | CLEVELAND DISTRICT | 2.990 | 3.013 | 3.055 | 2.983 | 2.897 | 515 |
| | PIQUA DISTRICT | 2.882 | 2.897 | 2.924 | 2.801 | 2.914 | 570 |
| | COLUMBUS DISTRICT | 2.822 | 2.886 | 2.765 | 2.794 | 2.820 | 578 |
| | CAMBRIDGE DISTRICT | 2.860 | 2.727 | 3.056 | 2.774 | 2.917 | 607 |
| | WILMINGTON DISTRICT | 2.723 | 2.716 | 2.717 | 2.552 | 2.915 | 584 |
| | JACKSON DISTRICT | 2.941 | 2.957 | 2.865 | 3.035 | 2.889 | 558 |

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 2014, 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 2013 Survey. As in previous years, very few respondents in 2014 said that it was “very unlikely” that an individual would be in a crash if they drove after drinking (Table 15). 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 35 years of age and younger (Appendix A; Table A4.2). Additionally, respondents in the Jackson OSP District were more likely to find it likely that a driver would be in a crash if they drove after drinking (Table 15A).

TABLE 15: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING 2003 – 2014

| | | VERY LIKELY | SOMEWHAT LIKELY | SOMEWHAT UNLIKELY | VERY UNLIKELY | TOTAL |
|------------------------|-------------|--------------|-----------------|-------------------|---------------|--------------|
| SURVEY YEAR | 2014 | 31.5% | 52.0% | 13.8% | 2.7% | 4,515 |
| | 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 15A: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 3.122 | 3.151 | 3.144 | 3.063 | 3.121 | 4,515 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.072 | 3.138 | 3.023 | 2.992 | | 538 |
| | BUCYRUS DISTRICT | 3.079 | 3.054 | 3.047 | 3.113 | | 571 |
| | CLEVELAND DISTRICT | 3.170 | 3.230 | 3.215 | 3.068 | | 512 |
| | PIQUA DISTRICT | 3.163 | 3.149 | 3.267 | 3.064 | | 570 |
| | COLUMBUS DISTRICT | 3.095 | 3.122 | 3.125 | 3.086 | | 587 |
| | CAMBRIDGE DISTRICT | 3.156 | 3.215 | 3.174 | 3.045 | | 595 |
| | WILMINGTON DISTRICT | 3.029 | 3.027 | 3.043 | 2.924 | | 584 |
| | JACKSON DISTRICT | 3.215 | 3.285 | 3.268 | 3.193 | | 558 |

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 AND OPINIONS CONCERNING PENALTIES FOR DRINKING AND DRIVING

More than one-third (38.7%) of 2014 respondents said they are familiar with the current penalties for OVI convictions in Ohio. Respondents 25 years of age and younger, males, single respondents, and pickup truck drivers are more likely to be familiar with OVI penalties in Ohio (Appendix A; Table A4.3). The majority (51.4%) of respondents believe the current penalties for OVI convictions should remain the same as they are now while 43.9% said the penalties should be more severe (Table 16). Respondents who live in the Jackson OSP District were more apt to say the current penalties for drinking and driving should be more severe (Table 26A).

TABLE 16: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE² 2003 – 2014

| | | MUCH MORE SEVERE | SOMEWHAT MORE SEVERE | SAME AS THEY ARE | SOMEWHAT LESS SEVERE | MUCH LESS SEVERE | TOTAL |
|----------------|-------|---------------------|-------------------------|---------------------|-------------------------|---------------------|-------|
| SURVEY YEAR | 2014 | 23.4% | 20.5% | 51.4% | 4.0% | 0.7% | 4,509 |
| | 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 16A: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 3.620 | 3.670 | 3.651 | 3.617 | 3.527 | 4,509 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.500 | 3.526 | 3.556 | 3.492 | 3.422 | 546 |
| | BUCYRUS DISTRICT | 3.541 | 3.577 | 3.591 | 3.562 | 3.447 | 575 |
| | CLEVELAND DISTRICT | 3.640 | 3.716 | 3.728 | 3.632 | 3.446 | 506 |
| | PIQUA DISTRICT | 3.682 | 3.712 | 3.689 | 3.754 | 3.558 | 569 |
| | COLUMBUS DISTRICT | 3.591 | 3.754 | 3.489 | 3.554 | 3.504 | 572 |
| | CAMBRIDGE DISTRICT | 3.660 | 3.720 | 3.712 | 3.596 | 3.593 | 597 |
| | WILMINGTON DISTRICT | 3.619 | 3.628 | 3.712 | 3.564 | 3.567 | 586 |
| | JACKSON DISTRICT | 3.722 | 3.703 | 3.734 | 3.768 | 3.685 | 558 |

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.

² During 2003, a different measurement scale was used for this question, therefore, the data for that year is not represented

PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING

Only 14.0% of 2014 respondents perceived Ohio laws to be “very effective” at reducing drinking and driving (Table 17). 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 Piqua and Wilmington OSP Districts were less likely to believe Ohio laws to be “very effective” at reducing drinking and driving (Table 17A). Only 18.0% of 2014 respondents felt the *actual* enforcement of current penalties for drinking and driving were “very effective” (Appendix A; Table A4.6).

TABLE 17: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING 2003 – 2014

| | | VERY EFFECTIVE | SOMEWHAT EFFECTIVE | NOT TOO EFFECTIVE | NOT AT ALL EFFECTIVE | TOTAL |
|----------------|------|----------------|--------------------|-------------------|----------------------|-------|
| SURVEY YEAR | 2014 | 14.0% | 59.5% | 20.5% | 6.0% | 4,495 |
| | 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 17A: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 2.814 | 2.814 | 2.815 | 2.804 | 2.825 | 4,495 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.896 | 2.815 | 2.898 | 2.959 | 2.926 | 530 |
| | BUCYRUS DISTRICT | 2.820 | 2.836 | 2.800 | 2.817 | 2.825 | 567 |
| | CLEVELAND DISTRICT | 2.858 | 2.834 | 2.891 | 2.831 | 2.883 | 514 |
| | PIQUA DISTRICT | 2.758 | 2.834 | 2.734 | 2.678 | 2.772 | 567 |
| | COLUMBUS DISTRICT | 2.816 | 2.814 | 2.792 | 2.763 | 2.902 | 571 |
| | CAMBRIDGE DISTRICT | 2.817 | 2.826 | 2.831 | 2.888 | 2.725 | 602 |
| | WILMINGTON DISTRICT | 2.759 | 2.797 | 2.743 | 2.738 | 2.744 | 581 |
| | JACKSON DISTRICT | 2.801 | 2.756 | 2.841 | 2.782 | 2.840 | 563 |

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

The majority (70.6%) of those surveyed in 2014, indicated that they had seen a sobriety checkpoint in the past 12 months (Appendix A; Table A4.7). Additionally, 56.3%, of respondents said sobriety checkpoints should be used “more frequently” than they are now, which is a slight increase from 2013 (Table 18). Those living in the Jackson OSP District are more likely to want sobriety checkpoints used more often (Table 18A). 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 28: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) 2003 - 2014

| | | MORE FREQUENTLY | ABOUT THE SAME | LESS FREQUENTLY | TOTAL |
|--------------------|-------------|------------------------|-----------------------|------------------------|--------------|
| SURVEY YEAR | 2014 | 56.3% | 36.0% | 7.7% | 4,527 |
| | 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 18A: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) - 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|----------------------------|----------------|-----------------|-----------------|-----------------|-----------------|--------------|
| ALL RESPONDENTS | | 2.486 | 2.464 | 2.508 | 2.484 | 2.493 | 4,527 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.433 | 2.493 | 2.422 | 2.376 | 2.430 | 545 |
| | BUCYRUS DISTRICT | 2.458 | 2.346 | 2.462 | 2.545 | 2.487 | 577 |
| | CLEVELAND DISTRICT | 2.479 | 2.461 | 2.470 | 2.491 | 2.500 | 516 |
| | PIQUA DISTRICT | 2.526 | 2.440 | 2.586 | 2.601 | 2.492 | 567 |
| | COLUMBUS DISTRICT | 2.500 | 2.503 | 2.537 | 2.449 | 2.512 | 576 |
| | CAMBRIDGE DISTRICT | 2.503 | 2.495 | 2.550 | 2.500 | 2.468 | 597 |
| | WILMINGTON DISTRICT | 2.404 | 2.419 | 2.448 | 2.288 | 2.455 | 586 |
| | JACKSON DISTRICT | 2.586 | 2.542 | 2.602 | 2.597 | 2.615 | 563 |

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)

A little less than half (47.0%) of respondents said that they knew the specific Blood Alcohol Concentration (BAC) in Ohio at which a person is considered legally intoxicated; 81.3% of those who claimed to know Ohio’s legal limit correctly identified that level as .08 (Appendix A; Tables A4.9 and A4.10).

RESULTS - PART V: MEDIA MESSAGES AND SLOGANS ABOUT ALCOHOL IMPAIRED DRIVING

HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING

Exposure by respondents to media campaign messages that discourage drinking and driving increased from 2013 (Table 19). The percentage of respondents who reported hearing or seeing a slogan discouraging alcohol-impaired driving was highest during the 4th Survey in 2014. More than half (55.6%) of 2014 respondents claimed to have heard or seen a slogan discouraging drinking and driving during the 4th Survey period, the post-intervention National Campaign: *“Drive Sober or Get Pulled Over”* (Appendix A; Table A5.1). Residents of the Bucyrus and Wilmington OSP Districts were more apt to have seen or heard a slogan discouraging alcohol-impaired driving (Table 19A).

TABLE 19: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2003 - 2014

| | | YES | NO | TOTAL |
|------------------------|-------------|--------------|--------------|--------------|
| SURVEY YEAR | 2014 | 52.5% | 47.5% | 4,470 |
| | 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 | |

TABLE 19A: HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| ALL RESPONDENTS | | .525 | .502 | .534 | .514 | .556 | 4,470 |
| OSP DISTRICT | FINDLAY DISTRICT | .527 | .513 | .575 | .555 | .471 | 543 |
| | BUCYRUS DISTRICT | .584 | .545 | .620 | .574 | .596 | 562 |
| | CLEVELAND DISTRICT | .511 | .506 | .477 | .488 | .581 | 522 |
| | PIQUA DISTRICT | .496 | .446 | .536 | .478 | .542 | 558 |
| | COLUMBUS DISTRICT | .535 | .519 | .504 | .573 | .549 | 563 |
| | CAMBRIDGE DISTRICT | .508 | .480 | .514 | .470 | .572 | 587 |
| | WILMINGTON DISTRICT | .550 | .526 | .549 | .523 | .607 | 584 |
| | JACKSON DISTRICT | .490 | .488 | .487 | .461 | .527 | 551 |

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 20A – 20F, “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 all 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, 5.5% of respondents could remember the “*Drunk Driving. Over the Limit. Under Arrest.*” slogan without prompting (Table 20A). This rate decreased throughout the 2014 evaluation. When prompted, 27.0% of respondents said they recalled the slogan. Individual results for the OSP Districts can be found in Table 20B.

TABLE 20A: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|-------------------|---------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES |
| UNPROMPTED | 5.5% | 129 | 11.1% | 73 | 5.0% | 28 | 2.8% | 15 | 2.3% | 14 |
| PROMPTED | 27.0% | 1,261 | 27.0% | 372 | 28.6% | 313 | 25.8% | 281 | 26.4% | 293 |

TABLE 20B: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN BY OSP DISTRICT – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|----------------------------|---------|-----------|----------|-----------|----------|-------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | % YES | % YES | TOTAL YES | % YES | TOTAL YES |
| FINDLAY DISTRICT | | | | | | | | | | |
| UNPROMPTED | 2.8% | 8 | 1.3% | 1 | 6.5% | 5 | 3.0% | 2 | 0.0% | 0 |
| PROMPTED | 23.6% | 134 | 21.2% | 33 | 25.5% | 35 | 21.9% | 28 | 26.0% | 38 |
| BUCYRUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 5.2% | 17 | 10.3% | 8 | 2.5% | 2 | 2.7% | 2 | 5.2% | 5 |
| PROMPTED | 27.2% | 161 | 29.7% | 47 | 19.1% | 26 | 25.9% | 35 | 32.7% | 53 |
| CLEVELAND DISTRICT | | | | | | | | | | |
| UNPROMPTED | 5.6% | 15 | 11.5% | 9 | 3.3% | 2 | 6.7% | 4 | 0.0% | 0 |
| PROMPTED | 22.0% | 119 | 23.2% | 38 | 21.5% | 29 | 20.2% | 25 | 22.7% | 27 |
| PIQUA DISTRICT | | | | | | | | | | |
| UNPROMPTED | 3.6% | 10 | 6.8% | 5 | 4.5% | 3 | 0.0% | 0 | 2.8% | 2 |
| PROMPTED | 20.0% | 117 | 18.2% | 31 | 22.1% | 30 | 22.9% | 33 | 17.0% | 23 |
| COLUMBUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 7.3% | 22 | 12.6% | 12 | 6.2% | 4 | 4.0% | 3 | 4.4% | 3 |
| PROMPTED | 32.4% | 192 | 29.3% | 55 | 37.0% | 51 | 32.9% | 46 | 31.5% | 40 |
| CAMBRIDGE DISTRICT | | | | | | | | | | |
| UNPROMPTED | 4.7% | 14 | 12.9% | 11 | 1.4% | 1 | 3.2% | 2 | 0.0% | 0 |
| PROMPTED | 25.9% | 159 | 27.5% | 52 | 28.4% | 40 | 22.5% | 31 | 24.7% | 36 |
| WILMINGTON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 9.0% | 29 | 16.3% | 15 | 11.5% | 9 | 1.4% | 1 | 4.9% | 4 |
| PROMPTED | 34.8% | 211 | 37.0% | 68 | 41.5% | 61 | 28.5% | 39 | 31.2% | 43 |
| JACKSON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 5.5% | 15 | 14.8% | 12 | 3.5% | 2 | 1.5% | 1 | 0.0% | 0 |
| PROMPTED | 29.0% | 166 | 28.6% | 48 | 33.3% | 42 | 30.6% | 44 | 23.7% | 32 |

Table 20C shows that overall, “unprompted” recall of the “*Buzzed Driving is Drunk Driving*” slogan was 9.1%. When “prompted” by an interviewer, 48.0% said they recalled the slogan. Results for the individual OSP Districts can be found in Table 20D.

TABLE 20C: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|-------------------|---------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES |
| UNPROMPTED | 9.1% | 214 | 16.5% | 109 | 10.4% | 58 | 6.2% | 33 | 2.3% | 14 |
| PROMPTED | 48.0% | 2,242 | 49.0% | 675 | 47.9% | 525 | 45.5% | 496 | 49.2% | 546 |

TABLE 20D: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN BY REGION – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|----------------------------|---------|-----------|----------|-----------|----------|-------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | % YES | % YES | TOTAL YES | % YES | TOTAL YES |
| FINDLAY DISTRICT | | | | | | | | | | |
| UNPROMPTED | 11.9% | 34 | 19.5% | 15 | 14.3% | 11 | 9.1% | 6 | 3.0% | 2 |
| PROMPTED | 58.9% | 336 | 64.2% | 102 | 55.8% | 77 | 53.9% | 69 | 60.7% | 88 |
| BUCYRUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 8.5% | 28 | 20.5% | 16 | 8.8% | 7 | 4.1% | 3 | 2.1% | 2 |
| PROMPTED | 49.3% | 292 | 51.3% | 81 | 47.0% | 63 | 51.8% | 71 | 47.2% | 77 |
| CLEVELAND DISTRICT | | | | | | | | | | |
| UNPROMPTED | 8.2% | 22 | 11.5% | 9 | 14.8% | 9 | 6.7% | 4 | 0.0% | 0 |
| PROMPTED | 41.0% | 222 | 41.4% | 67 | 38.5% | 52 | 41.1% | 51 | 43.3% | 52 |
| PIQUA DISTRICT | | | | | | | | | | |
| UNPROMPTED | 7.6% | 21 | 12.2% | 9 | 7.5% | 5 | 7.7% | 5 | 2.8% | 2 |
| PROMPTED | 41.8% | 247 | 37.4% | 64 | 44.5% | 61 | 40.7% | 59 | 45.7% | 63 |
| COLUMBUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 6.0% | 18 | 12.6% | 12 | 4.7% | 3 | 1.3% | 1 | 2.9% | 2 |
| PROMPTED | 39.6% | 233 | 35.5% | 66 | 43.4% | 59 | 40.0% | 56 | 40.9% | 52 |
| CAMBRIDGE DISTRICT | | | | | | | | | | |
| UNPROMPTED | 9.4% | 28 | 16.5% | 14 | 13.7% | 10 | 6.5% | 4 | 0.0% | 0 |
| PROMPTED | 55.6% | 339 | 61.0% | 114 | 51.0% | 73 | 51.1% | 70 | 57.3% | 82 |
| WILMINGTON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 9.3% | 30 | 13.0% | 12 | 14.1% | 11 | 7.2% | 5 | 2.4% | 2 |
| PROMPTED | 49.4% | 299 | 52.4% | 97 | 48.3% | 70 | 44.9% | 61 | 51.1% | 71 |
| JACKSON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 12.2% | 33 | 27.2% | 22 | 3.5% | 2 | 7.7% | 5 | 5.9% | 4 |
| PROMPTED | 47.7% | 273 | 49.7% | 84 | 54.8% | 69 | 41.3% | 59 | 45.5% | 61 |

Prior to the media campaign aimed at reducing drinking and driving, 12.1% of those surveyed could name the “*Drive Sober or Get Pulled Over*” slogan without prompting (Table 20E). After the campaign, this increased to 18.5%. “Prompted” recall was 55.1% prior to the campaign and rose to 67.2% after the campaign. Individual results for the OSP Districts can be found in Table 20F.

TABLE 20E: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|-------------------|---------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES |
| UNPROMPTED | 15.9% | 374 | 20.6% | 136 | 11.3% | 63 | 12.1% | 65 | 18.5% | 111 |
| PROMPTED | 57.8% | 2,539 | 54.5% | 752 | 55.0% | 600 | 55.1% | 596 | 67.2% | 744 |

TABLE 20F: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN BY REGION – 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|----------------------------|---------|-----------|----------|-----------|----------|-------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | % YES | % YES | TOTAL YES | % YES | TOTAL YES |
| FINDLAY DISTRICT | | | | | | | | | | |
| UNPROMPTED | 15.7% | 45 | 20.8% | 16 | 10.4% | 8 | 10.6% | 7 | 21.2% | 14 |
| PROMPTED | 53.1% | 301 | 50.6% | 81 | 49.3% | 66 | 48.8% | 63 | 63.2% | 0 |
| BUCYRUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 18.0% | 59 | 19.2% | 15 | 8.8% | 7 | 17.6% | 13 | 25.0% | 24 |
| PROMPTED | 63.1% | 374 | 58.0% | 91 | 59.6% | 81 | 60.4% | 81 | 72.9% | 91 |
| CLEVELAND DISTRICT | | | | | | | | | | |
| UNPROMPTED | 14.2% | 38 | 16.7% | 13 | 16.4% | 10 | 6.7% | 4 | 16.2% | 11 |
| PROMPTED | 58.4% | 314 | 55.8% | 91 | 57.1% | 76 | 55.6% | 69 | 66.1% | 121 |
| PIQUA DISTRICT | | | | | | | | | | |
| UNPROMPTED | 12.2% | 34 | 16.2% | 12 | 9.0% | 6 | 3.1% | 2 | 19.4% | 14 |
| PROMPTED | 50.3% | 296 | 47.7% | 82 | 45.9% | 62 | 48.3% | 70 | 60.3% | 78 |
| COLUMBUS DISTRICT | | | | | | | | | | |
| UNPROMPTED | 11.9% | 36 | 15.8% | 15 | 9.4% | 6 | 12.0% | 9 | 8.8% | 6 |
| PROMPTED | 58.0% | 344 | 56.9% | 107 | 52.9% | 73 | 56.7% | 80 | 66.7% | 82 |
| CAMBRIDGE DISTRICT | | | | | | | | | | |
| UNPROMPTED | 18.1% | 54 | 23.5% | 20 | 11.0% | 8 | 19.4% | 12 | 17.7% | 14 |
| PROMPTED | 56.8% | 346 | 50.8% | 96 | 55.6% | 79 | 57.9% | 77 | 64.8% | 84 |
| WILMINGTON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 19.9% | 64 | 23.9% | 22 | 11.5% | 9 | 15.9% | 11 | 26.8% | 22 |
| PROMPTED | 63.2% | 380 | 61.4% | 113 | 60.0% | 87 | 57.0% | 36 | 75.2% | 94 |
| JACKSON DISTRICT | | | | | | | | | | |
| UNPROMPTED | 16.6% | 45 | 28.4% | 23 | 15.8% | 9 | 10.8% | 7 | 8.8% | 6 |
| PROMPTED | 58.9% | 336 | 54.5% | 91 | 59.1% | 75 | 56.0% | 79 | 67.4% | 103 |

RESPONDENTS' PERSONAL DRINKING AND DRIVING BEHAVIORS

Approximately 10.9% of those surveyed in 2014 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 A5.8). 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, married respondents, those who reside in suburban areas, and those who drive pickup trucks. It is important to note that of those, 16.6% said they had done so 5 or more times (Appendix A; Table A5.9).

CURRENT LAW ENFORCEMENT

In 2014, 65.3% of respondents said that the likelihood of being stopped by law enforcement for driving after drinking was “about as likely” as three months prior, while 23.3% thought it is more likely that a driver would be stopped (Table 21). Table 21A shows that respondents in the Findlay OSP District were less likely to think a driver would be stopped by law enforcement for drinking and driving.

TABLE 21: CHANCE OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO 2003 – 2014

| | | MORE LIKELY | ABOUT THE SAME | LESS LIKELY | TOTAL |
|--------------------|-------------|--------------------|-----------------------|--------------------|--------------|
| SURVEY YEAR | 2014 | 23.3% | 65.3% | 11.4% | 4,464 |
| | 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 21A: CHANCE OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|----------------------------|----------------|-----------------|-----------------|-----------------|-----------------|--------------|
| ALL RESPONDENTS | | 2.118 | 2.103 | 2.154 | 2.102 | 2.118 | 4,464 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.089 | 2.055 | 2.145 | 2.098 | 2.065 | 538 |
| | BUCYRUS DISTRICT | 2.160 | 2.124 | 2.189 | 2.135 | 2.191 | 555 |
| | CLEVELAND DISTRICT | 2.112 | 2.119 | 2.142 | 2.059 | 2.126 | 507 |
| | PIQUA DISTRICT | 2.126 | 2.099 | 2.186 | 2.079 | 2.153 | 571 |
| | COLUMBUS DISTRICT | 2.104 | 2.086 | 2.141 | 2.094 | 2.107 | 575 |
| | CAMBRIDGE DISTRICT | 2.106 | 2.151 | 2.129 | 2.119 | 2.014 | 592 |
| | WILMINGTON DISTRICT | 2.108 | 2.096 | 2.143 | 2.065 | 2.129 | 573 |
| | JACKSON DISTRICT | 2.139 | 2.094 | 2.159 | 2.156 | 2.157 | 553 |

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 57.2% of respondents said they had definitely not seen or heard of special efforts by police to ticket drunk drivers in their community, 32.1% “definitely” or “probably” had witnessed such efforts (Table 22). Respondents in the Findlay, Piqua, and Cambridge OSP Districts were more likely than other districts to claim they have witnessed special efforts to ticket drunk drivers (Table 22A). 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 22: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS³
2003 - 2014**

| | | YES, DEFINITELY | YES, PROBABLY | NO, PROBABLY | NO, DEFINITELY | TOTAL |
|------------------------|-------------|-----------------|---------------|--------------|----------------|--------------|
| SURVEY YEAR | 2014 | 25.6% | 6.5% | 10.7% | 57.2% | 4,689 |
| | 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 22A: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS - 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.004 | 1.825 | 2.120 | 2.053 | 2.059 | 4,689 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.388 | 2.381 | 2.493 | 2.209 | 2.456 | 569 |
| | BUCYRUS DISTRICT | 1.965 | 1.834 | 2.073 | 2.051 | 1.928 | 598 |
| | CLEVELAND DISTRICT | 1.913 | 1.665 | 2.119 | 1.944 | 1.983 | 539 |
| | PIQUA DISTRICT | 2.124 | 1.877 | 2.187 | 2.293 | 2.193 | 587 |
| | COLUMBUS DISTRICT | 1.905 | 1.783 | 1.986 | 1.825 | 2.087 | 600 |
| | CAMBRIDGE DISTRICT | 2.040 | 1.676 | 2.034 | 2.307 | 2.259 | 620 |
| | WILMINGTON DISTRICT | 1.865 | 1.856 | 2.027 | 1.772 | 1.797 | 602 |
| | JACKSON DISTRICT | 1.836 | 1.587 | 2.054 | 2.014 | 1.742 | 574 |

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 .

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

RESULTS - PART VI: DISTRACTED DRIVING, SPEEDING, AND OVERALL TRAFFIC SAFETY

GENERAL CELL PHONE USE WHILE DRIVING

As shown in Table 23, the majority of those surveyed said they see other drivers talking on a cell phone every day (75.9%) or almost every day (15.6%). Close to eighty percent (78.9%) of respondents claim that driving while talking on a cell phone without a hands-free device is somewhat (37.9%) or very (41.0%) dangerous (Table 24). Those surveyed in the Cleveland, Cambridge, and Jackson OSP Districts were more likely to find talking on a cell phone without a hands-free device dangerous (Table 24A). 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 23: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE 2009 – 2014

| | | NEVER | RARELY | SOMETIMES | ALMOST EVERY DAY | EVERY DAY | TOTAL |
|-------------|------|-------|--------|-----------|------------------|-----------|-------|
| SURVEY YEAR | 2014 | 0.6% | 1.5% | 6.3% | 15.6% | 75.9% | 4,746 |
| | 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 23A: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 1.353 | 1.323 | 1.307 | 1.368 | 1.422 | 4,746 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.358 | 1.333 | 1.331 | 1.369 | 1.401 | 575 |
| | BUCYRUS DISTRICT | 1.355 | 1.308 | 1.384 | 1.365 | 1.369 | 602 |
| | CLEVELAND DISTRICT | 1.333 | 1.268 | 1.365 | 1.262 | 1.458 | 547 |
| | PIQUA DISTRICT | 1.388 | 1.329 | 1.304 | 1.374 | 1.558 | 596 |
| | COLUMBUS DISTRICT | 1.322 | 1.272 | 1.326 | 1.354 | 1.357 | 605 |
| | CAMBRIDGE DISTRICT | 1.400 | 1.400 | 1.297 | 1.472 | 1.432 | 625 |
| | WILMINGTON DISTRICT | 1.305 | 1.323 | 1.196 | 1.328 | 1.371 | 614 |
| | JACKSON DISTRICT | 1.361 | 1.341 | 1.256 | 1.401 | 1.441 | 582 |

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 24: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS 2009 – 2014

| | | VERY DANGEROUS | SOMEWHAT DANGEROUS | NEITHER | SOMEWHAT SAFE | VERY SAFE | TOTAL |
|-------------|------|----------------|--------------------|---------|---------------|-----------|-------|
| SURVEY YEAR | 2014 | 41.0% | 37.9% | 3.2% | 16.1% | 1.7% | 4,707 |
| | 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 24A: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 4.004 | 4.079 | 3.950 | 3.885 | 4.080 | 4,707 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.938 | 4.076 | 3.874 | 3.750 | 4.014 | 567 |
| | BUCYRUS DISTRICT | 3.980 | 4.133 | 3.778 | 3.919 | 4.047 | 597 |
| | CLEVELAND DISTRICT | 4.078 | 4.179 | 4.060 | 3.888 | 4.158 | 541 |
| | PIQUA DISTRICT | 3.958 | 4.069 | 3.957 | 3.764 | 4.029 | 595 |
| | COLUMBUS DISTRICT | 3.993 | 3.990 | 4.028 | 3.924 | 4.040 | 602 |
| | CAMBRIDGE DISTRICT | 4.165 | 4.198 | 4.125 | 4.043 | 4.277 | 619 |
| | WILMINGTON DISTRICT | 3.897 | 3.909 | 3.770 | 3.897 | 4.014 | 609 |
| | JACKSON DISTRICT | 4.021 | 4.100 | 4.016 | 3.889 | 4.067 | 577 |

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.

While respondents were somewhat divided when asked whether or not they find talking on a cell phone with a hands-free device safe or dangerous, more than half (55.2%) said they thought it was safe (Table 25). In addition, those in the Wilmington OSP District were less apt to say talking on a cell phone with a hands-free device is dangerous (Table 25A). Appendix A contains these results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area, and vehicle type.

TABLE 25: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS 2009 – 2014

| | | VERY DANGEROUS | SOMEWHAT DANGEROUS | NEITHER | SOMEWHAT SAFE | VERY SAFE | TOTAL |
|--------------------|-------------|----------------|--------------------|-------------|---------------|--------------|--------------|
| SURVEY YEAR | 2014 | 11.2% | 30.7% | 2.9% | 42.6% | 12.6% | 4,697 |
| | 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 25A: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|------------------------|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ALL RESPONDENTS | | 2.853 | 2.957 | 2.865 | 2.724 | 2.841 | 4,697 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.816 | 2.968 | 2.784 | 2.703 | 2.781 | 566 |
| | BUCYRUS DISTRICT | 2.829 | 2.987 | 2.818 | 2.730 | 2.771 | 597 |
| | CLEVELAND DISTRICT | 2.834 | 3.074 | 2.874 | 2.552 | 2.758 | 543 |
| | PIQUA DISTRICT | 2.949 | 3.058 | 3.074 | 2.717 | 2.935 | 592 |
| | COLUMBUS DISTRICT | 2.847 | 2.806 | 2.842 | 2.818 | 2.945 | 601 |
| | CAMBRIDGE DISTRICT | 2.871 | 2.859 | 2.888 | 2.764 | 2.972 | 613 |
| | WILMINGTON DISTRICT | 2.794 | 2.830 | 2.898 | 2.619 | 2.804 | 607 |
| | JACKSON DISTRICT | 2.884 | 3.118 | 2.729 | 2.854 | 2.770 | 578 |

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, 57.9% of those surveyed said they see drivers other than themselves texting while driving every day or almost every day (Table 26). Respondents in the Bucyrus, Columbus, and Wilmington OSP Districts were more likely to say they see other driver's text regularly (Table 26A). In addition, the majority of respondents overall and in each OSP District say that texting while driving is dangerous (Tables 27 and 27A). Appendix A contains these results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area, and vehicle type.

TABLE 26: FREQUENCY OF RESPONDENT SEEING OTHERS TEXT WHILE DRIVING 2009 – 2014

| | | NEVER | RARELY | SOMETIMES | ALMOST EVERY DAY | EVERY DAY | TOTAL |
|-------------|------|-------|--------|-----------|------------------|-----------|-------|
| SURVEY YEAR | 2014 | 6.9% | 12.7% | 22.4% | 20.4% | 37.5% | 4,562 |
| | 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 26A: FREQUENCY OF RESPONDENT SEEING OTHERS TEXT WHILE DRIVING – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 2.311 | 2.382 | 2.209 | 2.281 | 2.356 | 4,562 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.349 | 2.517 | 2.235 | 2.303 | 2.314 | 545 |
| | BUCYRUS DISTRICT | 2.287 | 2.166 | 2.220 | 2.492 | 2.296 | 571 |
| | CLEVELAND DISTRICT | 2.312 | 2.301 | 2.328 | 2.236 | 2.390 | 525 |
| | PIQUA DISTRICT | 2.393 | 2.701 | 2.146 | 2.245 | 2.412 | 573 |
| | COLUMBUS DISTRICT | 2.258 | 2.302 | 2.241 | 2.183 | 2.295 | 590 |
| | CAMBRIDGE DISTRICT | 2.342 | 2.467 | 2.143 | 2.293 | 2.427 | 605 |
| | WILMINGTON DISTRICT | 2.242 | 2.278 | 2.140 | 2.231 | 2.314 | 594 |
| | JACKSON DISTRICT | 2.313 | 2.325 | 2.228 | 2.287 | 2.411 | 559 |

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 27: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS 2009 – 2014

| | | VERY DANGEROUS | SOMEWHAT DANGEROUS | NEITHER | SOMEWHAT SAFE | VERY SAFE | TOTAL |
|-------------|------|----------------|--------------------|---------|---------------|-----------|-------|
| SURVEY YEAR | 2014 | 95.4% | 3.6% | 0.1% | 0.6% | 0.3% | 4,748 |
| | 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 27A: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS – 2014

| | | OVERALL | SURVEY 1 | SURVEY 2 | SURVEY 3 | SURVEY 4 | TOTAL |
|-----------------|---------------------|---------|----------|----------|----------|----------|-------|
| ALL RESPONDENTS | | 4.933 | 4.924 | 4.935 | 4.937 | 4.939 | 4,748 |
| OSP DISTRICT | FINDLAY DISTRICT | 4.945 | 4.956 | 4.942 | 4.938 | 4.939 | 577 |
| | BUCYRUS DISTRICT | 4.934 | 4.918 | 4.928 | 4.942 | 4.947 | 602 |
| | CLEVELAND DISTRICT | 4.940 | 4.890 | 4.942 | 4.976 | 4.967 | 547 |
| | PIQUA DISTRICT | 4.928 | 4.925 | 4.949 | 4.912 | 4.928 | 598 |
| | COLUMBUS DISTRICT | 4.913 | 4.885 | 4.936 | 4.910 | 4.930 | 606 |
| | CAMBRIDGE DISTRICT | 4.942 | 4.968 | 4.931 | 4.894 | 4.966 | 624 |
| | WILMINGTON DISTRICT | 4.920 | 4.899 | 4.919 | 4.971 | 4.899 | 613 |
| | JACKSON DISTRICT | 4.945 | 4.953 | 4.960 | 4.959 | 4.934 | 581 |

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.

Less than half, 41.9% of respondents agree they are able to determine when it is safe to use a cell phone to make a call while driving. Additionally, 31.6% of 2014 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 4.6% of respondents agree they are able to determine when it is safe to use a cell phone to text when driving. This is considerably lower than the 2013 survey results where 14.8% of those surveyed felt they could determine when it is safe to text while driving. Additionally, 3.1% of 2014 survey participants think they can safely adapt their driving while using a cell phone to text.

Sixty-seven percent (67.0%) of those surveyed in 2014 said they are somewhat (22.1%) or very (44.9%) uncomfortable when they are riding as a passenger with a driver talking on a cell phone and 73.0% of those believe it is likely they would say something to the driver. Also, most respondents are uncomfortable when riding as a passenger and their driver is texting and they are very likely to say something to the driver.

LAWS REGARDING CELL PHONE USE AND 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 (51.0%) of those surveyed in 2014 said “yes, definitely” or “yes, probably” when asked if they had any knowledge of this law (Appendix A; Table A5.14). In addition, virtually all respondents (99.5%) claim to have never received a ticket or a warning for cell phone use while driving.

SLOGANS REGARDING CELL PHONE USE WHILE DRIVING

Those surveyed in 2014 were asked if they were familiar with the “Stay Alive! Don’t Text and Drive” slogan. Close to eighty-five percent (84.8%) maintain they have probably (6.4%) or definitely (78.4%) seen or heard the slogan (Appendix A; TableA5.20).

Again, Appendix A contains results by survey, OSP District, age, sex, race, Hispanic/Latino, marital status, resident location, driving area and vehicle type for all results.

SPEED LIMIT

Approximately 11.0% of those surveyed said they “always” drive at least 5 mph over the posted limit on local roads, and 19.8% claim they do so “most of the time.” Few respondents 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, 30.8% said the chances were “very likely” and an additional 43.5% 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 BEHAVIORS AND CHANGES TO IMPROVE PERSONAL SAFETY

The survey concluded by asking respondents about their own personal driving behaviors, as well as what changes they would make to those behaviors to make them safer drivers. The majority of those surveyed said they “never” check social media websites, engage in personal hygiene, or use a cell phone to make or receive calls or texts (Table 28). Most respondents claim to talk to their passengers most or all of the time while they driving.

TABLE 28: PERSONAL DRIVING HABITS - 2014

| WHILE DRIVING, HOW OFTEN DO YOU... | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|---|--------|------------------|------------------|--------|-------|-------|---------|
| CHECK SOCIAL MEDIA WEBSITES | 0.1% | 0.2% | 1.1% | 1.9% | 96.7% | 4,749 | 4.947 |
| ENGAGE IN PERSONAL HYGIENE | 0.3% | 0.2% | 2.0% | 4.2% | 93.4% | 4,748 | 4.903 |
| USE A CELL PHONE TO TEXT | 0.5% | 0.7% | 2.9% | 7.2% | 88.8% | 4,744 | 4.831 |
| READ, INCLUDING MAPS | 0.3% | 0.3% | 4.3% | 12.3% | 82.7% | 4,746 | 4.770 |
| USE A NAVIGATION OR GPS SYSTEM | 2.1% | 3.1% | 24.9% | 20.9% | 49.1% | 4,747 | 4.118 |
| USE A CELL PHONE TO MAKE/RECEIVE A CALL | 3.9% | 5.4% | 26.25 | 22.4% | 42.2% | 4,737 | 3.937 |
| EAT AND/OR DRINK | 8.4% | 12.8% | 40.8% | 20.2% | 17.9% | 4,747 | 3.264 |
| ADJUST THE RADIO/CD OR MP3 PLAYER | 12.4% | 12.3% | 30.7% | 28.7% | 15.9% | 4,745 | 3.235 |
| TALK TO PASSENGERS | 40.2% | 30.6% | 21.6% | 5.3% | 2.4% | 4,745 | 1.992 |

When asked about changes they could make in their own driving behaviors to make them safer, 44.4% said they need to make no changes (Table 28A). Since few respondents claim to use a cell phone to call or text while driving it is not unexpected that only 12.9% think they need to stop talking on a cell phone and 3.1% feel they need to stop texting while driving. Additionally, 21.1% of those surveyed said they should pay more attention to their speed when driving. Only 3.0% of 2014 survey participants indicated that they need to wear their seat belt more often, which is expected since 87.7% stated earlier in the survey that they “always” wear their seat belt. 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 28A: CHANGES IN RESPONDENTS PERSONAL DRIVING BEHAVIORS THAT WOULD IMPROVE THEIR SAFETY - 2014

| | OVERALL | | SURVEY 1 | | SURVEY 2 | | SURVEY 3 | | SURVEY 4 | |
|---|---------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES | % YES | TOTAL YES |
| NOTHING | 44.4% | 2,108 | 41.6% | 581 | 43.3% | 483 | 44.2% | 491 | 49.0% | 553 |
| WATCH MY SPEED | 21.1% | 1,004 | 22.0% | 308 | 23.5% | 262 | 20.1% | 223 | 18.7% | 211 |
| STOP TALKING ON CELL PHONE | 12.9% | 611 | 12.8% | 179 | 13.2% | 147 | 13.7% | 152 | 11.8% | 133 |
| STOP EATING WHILE DRIVING | 4.6% | 218 | 4.4% | 62 | 5.1% | 57 | 5.9% | 65 | 3.0% | 34 |
| STOP ADJUSTING RADIO | 3.6% | 171 | 4.1% | 57 | 4.2% | 47 | 3.3% | 37 | 2.7% | 30 |
| STOP TEXTING WHILE DRIVING | 3.1% | 145 | 3.2% | 45 | 3.7% | 41 | 3.4% | 38 | 1.9% | 21 |
| WEAR SEAT BELT MORE OFTEN | 3.0% | 144 | 4.4% | 61 | 2.6% | 29 | 2.6% | 29 | 2.2% | 25 |
| NOT SURE | 2.4% | 116 | 2.6% | 36 | 2.3% | 26 | 2.0% | 22 | 2.8% | 32 |
| CHECK MIRRORS MORE OFTEN | 2.1% | 98 | 2.3% | 32 | 2.6% | 29 | 2.3% | 25 | 1.1% | 12 |
| 2 ND MIRROR FOR KIDS IN BACK | 0.8% | 39 | 1.1% | 15 | 0.6% | 7 | 0.8% | 9 | 0.7% | 8 |
| LET OTHERS DRIVE WHEN DRINKING | 0.6% | 29 | 1.0% | 14 | 0.7% | 8 | 0.4% | 4 | 0.3% | 3 |

Finally, 40.7% of those surveyed said they believe it takes less than one second for a driver to take their eyes off the road before driving becomes significantly more dangerous (Appendix A; Table A6.30).

RECOMMENDATIONS

This section of the report contains six general recommendations derived from all phases of the 2014 Statewide Survey of Seat Belt Use and Alcohol-Impaired Driving and other evaluation initiatives. The 2014 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 challenge. Nevertheless, the overall annual survey results illustrate that the campaign has had many significant accomplishments.

RECOMMENDATION 1 - NHTSA AND ODPS SHOULD FOCUS THEIR INTERESTS AND INTERVENTIONS ON THE PROBLEMS OF DISTRACTED AND INATTENTIVE DRIVING BEHAVIOR AND SPEED

As in previous surveys, most 2014 survey respondents claim the actions and behaviors of other drivers cause most problems on Ohio roads. Also, 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 2 - DISSEMINATE CONCISE MEDIA MESSAGES TO EDUCATE OHIO ADULT AND TEEN DRIVERS ABOUT THE BAN AGAINST THE USE OF ELECTRONIC COMMUNICATION DEVICES, 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:

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 it entails. Additionally, future surveys should include more questions aimed at determining if drivers understand the law.

RECOMMENDATION 3 - 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. The 2014 survey results indicate that about half of those surveyed 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 4 - CONTINUE TO PURSUE THE PASSAGE OF A PRIMARY SEAT BELT LAW

Survey results demonstrate that a little more than half (50.8%) 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 5 - 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.

RECOMMENDATION 6 - 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.

CONCLUSIONS

The key findings from the 2014 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 2014 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 76.8% to 83.6% 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 increase seat belt use and reduce serious injuries due to accidents.

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 3rd to the 4th Survey. Few respondents in 2014 (26.4%) said it was “very” likely the average driver 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 4th (post-intervention) Survey, 18.5% of those surveyed recalled the slogan *“Drive Sober or Get Pulled Over”* without prompting, while 67.2% remembered it when prompted.

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. 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 (75.9%) claimed to see someone talking on a cell phone on a daily basis. Also, when asked about the perceived frequency of others texting while driving, 37.5% of respondents said they see drivers other than themselves texting while driving every day. Furthermore, the majority of respondents claimed engaging in these and other related behaviors is “very” or “somewhat” dangerous, which is consistent with the 2012 and 2013 surveys. 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.

In summary of the overall evaluation, the 2014 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 2014 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. 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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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 | | 52.4% | 12.1% | 12.5% | 22.1% | 1.0% | 4,746 |
| SURVEY | SURVEY 1 | 53.3% | 10.8% | 12.7% | 22.2% | 1.0% | 1,397 |
| | SURVEY 2 | 49.6% | 13.4% | 14.0% | 21.5% | 1.5% | 1,116 |
| | SURVEY 3 | 53.5% | 10.6% | 10.9% | 24.2% | 0.8% | 1,108 |
| | SURVEY 4 | 52.8% | 13.8% | 12.5% | 20.4% | 0.5% | 1,125 |
| OSP DISTRICT | FINDLAY DISTRICT | 50.1% | 14.3% | 12.7% | 22.1% | 0.9% | 575 |
| | BUCYRUS DISTRICT | 54.4% | 10.5% | 13.8% | 21.0% | 0.3% | 601 |
| | CLEVELAND DISTRICT | 59.8% | 11.0% | 8.0% | 20.1% | 1.1% | 547 |
| | PIQUA DISTRICT | 51.8% | 13.9% | 11.1% | 22.3% | 0.8% | 596 |
| | COLUMBUS DISTRICT | 54.5% | 15.2% | 7.3% | 22.8% | 0.3% | 606 |
| | CAMBRIDGE DISTRICT | 46.9% | 9.1% | 19.5% | 22.7% | 1.8% | 625 |
| | WILMINGTON DISTRICT | 53.6% | 12.2% | 9.4% | 23.9% | 0.8% | 614 |
| | JACKSON DISTRICT | 48.5% | 10.5% | 18.0% | 21.3% | 1.7% | 582 |
| AGE | 25 AND YOUNGER | 72.5% | 2.9% | 12.7% | 11.8% | - | 102 |
| | 26 - 30 YEARS OLD | 52.6% | 9.2% | 10.5% | 26.3% | 1.3% | 76 |
| | 31 - 35 YEARS OLD | 39.7% | 18.5% | 14.1% | 26.6% | 1.1% | 184 |
| | 36 - 40 YEARS OLD | 37.1% | 21.6% | 13.8% | 27.2% | 0.4% | 283 |
| | 41 - 45 YEARS OLD | 43.2% | 16.1% | 14.7% | 24.9% | 1.1% | 442 |
| | 46 - 50 YEARS OLD | 47.3% | 15.7% | 11.6% | 24.2% | 1.2% | 649 |
| | 51 - 55 YEARS OLD | 47.9% | 10.4% | 14.0% | 26.1% | 1.6% | 974 |
| | 56 - 60 YEARS OLD | 54.5% | 10.2% | 14.2% | 20.1% | 0.9% | 528 |
| SEX | 61 AND OLDER | 62.5% | 9.0% | 10.6% | 17.4% | 0.5% | 1485 |
| | MALE | 47.2% | 8.2% | 26.9% | 15.8% | 1.7% | 1,723 |
| RACE | FEMALE | 55.3% | 14.3% | 4.3% | 25.6% | 0.5% | 3,023 |
| | CAUCASIAN | 51.4% | 12.3% | 12.8% | 22.5% | 1.0% | 4,317 |
| | AFRICAN AMERICAN | 67.4% | 8.4% | 4.2% | 18.6% | 1.4% | 215 |
| HISPANIC/ LATINO | OTHER | 54.9% | 13.4% | 12.8% | 18.3% | 0.6% | 164 |
| | YES | 44.2% | 15.4% | 11.5% | 28.8% | - | 52 |
| MARITAL STATUS | NO | 52.3% | 12.1% | 12.6% | 22.0% | 1.0% | 4,669 |
| | SINGLE | 62.7% | 7.1% | 11.4% | 17.8% | 1.1% | 466 |
| | MARRIED | 47.4% | 13.7% | 13.7% | 24.1% | 1.0% | 3,446 |
| RESIDENTIAL LOCATION | OTHER | 66.7% | 8.3% | 8.3% | 16.3% | 0.5% | 799 |
| | URBAN | 60.5% | 10.8% | 10.5% | 17.4% | 0.9% | 650 |
| | SUBURBAN | 55.5% | 13.3% | 7.8% | 22.5% | 0.9% | 1,959 |
| DRIVING AREA | RURAL | 47.1% | 11.4% | 17.3% | 23.2% | 1.0% | 2,123 |
| | URBAN | 57.8% | 10.4% | 9.8% | 20.9% | 1.1% | 1,352 |
| | SUBURBAN | 55.3% | 14.3% | 7.3% | 22.5% | 0.6% | 1,603 |
| | RURAL | 45.5% | 11.5% | 19.4% | 22.5% | 1.1% | 1,731 |

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 | 2.6% | 5.8% | 8.3% | 8.4% | 15.6% | 13.8% | 45.6% | 4,733 | 5.524 |
| SURVEY | SURVEY 1 | 2.4% | 6.8% | 8.8% | 8.0% | 14.7% | 13.6% | 45.6% | 1,392 | 5.494 |
| | SURVEY 2 | 2.3% | 5.6% | 6.4% | 7.2% | 14.7% | 14.8% | 49.0% | 1,113 | 5.668 |
| | SURVEY 3 | 2.7% | 5.4% | 9.0% | 8.1% | 17.2% | 14.1% | 43.4% | 1,105 | 5.478 |
| | SURVEY 4 | 2.9% | 5.0% | 8.9% | 10.3% | 15.8% | 12.7% | 44.3% | 1,123 | 5.466 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.9% | 5.2% | 7.1% | 8.2% | 13.9% | 12.3% | 51.4% | 576 | 5.694 |
| | BUCYRUS DISTRICT | 2.3% | 6.8% | 8.5% | 8.3% | 14.8% | 12.2% | 47.0% | 600 | 5.510 |
| | CLEVELAND DISTRICT | 2.8% | 3.1% | 7.5% | 8.3% | 13.9% | 14.5% | 49.9% | 545 | 5.706 |
| | PIQUA DISTRICT | 2.9% | 6.1% | 8.7% | 9.6% | 14.6% | 15.3% | 42.9% | 595 | 5.444 |
| | COLUMBUS DISTRICT | 2.3% | 4.3% | 8.2% | 7.5% | 16.1% | 15.8% | 45.8% | 601 | 5.612 |
| | CAMBRIDGE DISTRICT | 3.2% | 7.5% | 7.1% | 9.6% | 21.3% | 13.2% | 38.0% | 623 | 5.300 |
| | WILMINGTON DISTRICT | 1.8% | 4.4% | 6.4% | 8.2% | 14.0% | 13.7% | 51.5% | 613 | 5.755 |
| | JACKSON DISTRICT | 3.4% | 8.4% | 12.9% | 7.6% | 15.2% | 13.6% | 38.8% | 580 | 5.186 |
| AGE | 25 AND YOUNGER | 2.0% | 2.9% | 4.9% | 7.8% | 19.6% | 14.7% | 48.0% | 102 | 5.765 |
| | 26 - 30 YEARS OLD | 1.3% | 1.3% | 5.3% | 6.7% | 18.7% | 14.7% | 52.0% | 75 | 5.920 |
| | 31 - 35 YEARS OLD | - | 4.3% | 2.2% | 7.1% | 17.4% | 21.7% | 47.3% | 184 | 5.918 |
| | 36 - 40 YEARS OLD | 1.1% | 2.1% | 1.8% | 7.8% | 12.7% | 12.4% | 62.2% | 283 | 6.148 |
| | 41 - 45 YEARS OLD | 0.7% | 3.8% | 4.1% | 5.0% | 12.6% | 15.6% | 58.2% | 443 | 6.047 |
| | 46 - 50 YEARS OLD | 1.1% | 3.2% | 5.9% | 7.1% | 16.0% | 14.7% | 52.0% | 648 | 5.858 |
| | 51 - 55 YEARS OLD | 2.4% | 5.0% | 7.3% | 6.3% | 16.2% | 16.8% | 46.0% | 973 | 5.634 |
| | 56 - 60 YEARS OLD | 3.0% | 5.3% | 8.0% | 7.8% | 15.3% | 14.6% | 46.0% | 528 | 5.549 |
| SEX | 61 AND OLDER | 4.5% | 9.5% | 13.8% | 12.1% | 15.7% | 9.9% | 34.5% | 1,474 | 4.929 |
| | MALE | 1.7% | 3.9% | 5.9% | 7.0% | 16.6% | 14.0% | 50.8% | 1,718 | 5.781 |
| | FEMALE | 3.1% | 6.8% | 9.6% | 9.2% | 15.0% | 13.7% | 42.6% | 3,015 | 5.378 |
| RACE | CAUCASIAN | 2.5% | 5.8% | 8.1% | 8.4% | 15.6% | 14.2% | 45.3% | 4,305 | 5.529 |
| | AFRICAN AMERICAN | 1.4% | 3.3% | 12.1% | 7.5% | 15.4% | 6.5% | 53.7% | 214 | 5.668 |
| | OTHER | 4.9% | 6.1% | 8.5% | 12.8% | 12.2% | 14.0% | 41.5% | 164 | 5.293 |
| HISPANIC/ LATINO | YES | 1.9% | 5.8% | 1.9% | 15.4% | 15.4% | 7.7% | 51.9% | 52 | 5.673 |
| | NO | 2.6% | 5.8% | 8.3% | 8.4% | 15.5% | 13.9% | 45.6% | 4,656 | 5.526 |
| MARITAL STATUS | SINGLE | 2.6% | 4.5% | 7.3% | 5.8% | 14.2% | 13.3% | 52.3% | 465 | 5.735 |
| | MARRIED | 2.0% | 5.3% | 7.3% | 8.1% | 16.1% | 14.8% | 46.5% | 3,440 | 5.612 |
| | OTHER | 5.0% | 8.6% | 13.0% | 11.6% | 13.5% | 10.1% | 38.2% | 793 | 5.030 |
| RESIDENTIAL LOCATION | URBAN | 3.1% | 6.5% | 8.5% | 7.4% | 15.7% | 11.6% | 47.2% | 648 | 5.498 |
| | SUBURBAN | 2.1% | 4.5% | 7.3% | 7.7% | 14.1% | 14.6% | 49.7% | 1,956 | 5.697 |
| | RURAL | 2.9% | 6.8% | 9.1% | 9.4% | 16.8% | 13.9% | 41.2% | 2,115 | 5.370 |
| DRIVING AREA | URBAN | 2.3% | 5.1% | 8.0% | 8.1% | 15.1% | 12.5% | 48.9% | 1,348 | 5.616 |
| | SUBURBAN | 2.1% | 5.3% | 7.9% | 8.4% | 13.9% | 14.2% | 48.1% | 1,601 | 5.620 |
| | RURAL | 3.2% | 6.7% | 8.9% | 8.6% | 17.6% | 14.4% | 40.6% | 1,725 | 5.361 |
| VEHICLE TYPE | AUTOMOBILE | 2.8% | 6.3% | 8.9% | 9.3% | 15.3% | 14.1% | 43.3% | 2,476 | 5.438 |
| | VAN/MINI VAN | 1.8% | 4.4% | 8.1% | 7.4% | 13.0% | 13.5% | 52.0% | 571 | 5.739 |
| | PICKUP TRUCK | 4.1% | 5.7% | 8.1% | 6.6% | 17.4% | 14.2% | 43.9% | 592 | 5.458 |
| | SUV | 1.8% | 5.3% | 7.4% | 7.9% | 15.6% | 13.0% | 49.0% | 1,047 | 5.651 |
| | OTHER | - | 8.9% | - | 6.7% | 40.0% | 15.6% | 28.9% | 45 | 5.400 |

TABLE A1.3: MILES DRIVEN DURING AN AVERAGE WEEK

| | | 100 OR LESS | 101 TO 500 | 501 TO 1000 | MORE THAN 1000 | TOTAL |
|-------------------------|---------------------|----------------|---------------|----------------|-------------------|-------|
| ALL RESPONDENTS | | 59.5% | 36.7% | 2.8% | 1.1% | 4,752 |
| SURVEY | SURVEY 1 | 59.8% | 36.8% | 2.5% | 0.9% | 1,397 |
| | SURVEY 2 | 56.3% | 39.1% | 3.0% | 1.6% | 1,116 |
| | SURVEY 3 | 60.4% | 36.5% | 2.4% | 0.6% | 1,111 |
| | SURVEY 4 | 61.5% | 34.2% | 3.1% | 1.2% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 58.4% | 37.4% | 2.6% | 1.6% | 577 |
| | BUCYRUS DISTRICT | 62.7% | 34.7% | 1.8% | 0.8% | 603 |
| | CLEVELAND DISTRICT | 59.8% | 38.8% | 1.1% | 0.4% | 547 |
| | PIQUA DISTRICT | 63.5% | 33.6% | 2.7% | 0.2% | 598 |
| | COLUMBUS DISTRICT | 57.8% | 38.4% | 2.0% | 1.8% | 606 |
| | CAMBRIDGE DISTRICT | 57.4% | 35.8% | 4.6% | 2.1% | 625 |
| | WILMINGTON DISTRICT | 58.5% | 39.2% | 1.8% | 0.5% | 615 |
| | JACKSON DISTRICT | 58.0% | 35.5% | 5.3% | 1.2% | 581 |
| AGE | 25 AND YOUNGER | 53.9% | 43.1% | 2.0% | 1.0% | 102 |
| | 26 - 30 YEARS OLD | 50.0% | 47.4% | 2.6% | - | 76 |
| | 31 - 35 YEARS OLD | 43.5% | 50.5% | 2.7% | 3.3% | 184 |
| | 36 - 40 YEARS OLD | 47.3% | 46.3% | 5.3% | 1.1% | 283 |
| | 41 - 45 YEARS OLD | 45.9% | 49.3% | 3.2% | 1.6% | 444 |
| | 46 - 50 YEARS OLD | 53.5% | 40.9% | 4.2% | 1.4% | 650 |
| | 51 - 55 YEARS OLD | 57.5% | 38.3% | 3.3% | 0.9% | 974 |
| | 56 - 60 YEARS OLD | 60.5% | 35.2% | 3.4% | 0.9% | 529 |
| SEX | 61 AND OLDER | 72.2% | 26.0% | 1.1% | 0.7% | 1487 |
| | MALE | 46.8% | 46.1% | 4.8% | 2.3% | 1,724 |
| | FEMALE | 66.7% | 31.3% | 1.6% | 0.4% | 3,028 |
| RACE | CAUCASIAN | 58.6% | 37.5% | 2.8% | 1.1% | 4,322 |
| | AFRICAN AMERICAN | 75.8% | 21.9% | 1.9% | 0.5% | 215 |
| | OTHER | 63.6% | 32.1% | 3.6% | 0.6% | 165 |
| HISPANIC/ LATINO | YES | 76.9% | 21.2% | 1.9% | - | 52 |
| | NO | 59.3% | 36.8% | 2.8% | 1.1% | 4,675 |
| MARITAL STATUS | SINGLE | 60.9% | 34.5% | 2.8% | 1.9% | 470 |
| | MARRIED | 56.8% | 39.2% | 2.9% | 1.2% | 3,448 |
| | OTHER | 70.6% | 26.9% | 2.3% | 0.3% | 799 |
| RESIDENTIAL LOCATION | URBAN | 68.5% | 29.3% | 1.2% | 0.9% | 651 |
| | SUBURBAN | 61.3% | 36.2% | 1.8% | 0.6% | 1,961 |
| | RURAL | 55.0% | 39.4% | 4.1% | 1.5% | 2,126 |
| DRIVING AREA | URBAN | 61.9% | 34.1% | 2.5% | 1.4% | 1,353 |
| | SUBURBAN | 63.8% | 34.1% | 1.8% | 0.3% | 1,603 |
| | RURAL | 54.3% | 41.0% | 3.4% | 1.4% | 1,731 |
| VEHICLE TYPE | AUTOMOBILE | 63.4% | 33.7% | 2.1% | 0.8% | 2,484 |
| | VAN/MINI VAN | 56.9% | 40.7% | 2.1% | 0.3% | 573 |
| | PICKUP TRUCK | 52.6% | 38.8% | 6.1% | 2.5% | 595 |
| | SUV | 56.9% | 40.3% | 2.2% | 0.6% | 1,047 |
| | OTHER | 28.3% | 39.1% | 15.2% | 17.4% | 46 |

TABLE A1.4: DRIVING AREA

| | | URBAN | SUBURBAN | RURAL | TOTAL |
|----------------------|---------------------|-------|----------|-------|-------|
| ALL RESPONDENTS | | 28.9% | 34.2% | 36.9% | 4,688 |
| SURVEY | SURVEY 1 | 27.9% | 34.9% | 37.1% | 1,382 |
| | SURVEY 2 | 29.0% | 33.4% | 37.6% | 1,093 |
| | SURVEY 3 | 29.9% | 34.9% | 35.1% | 1,099 |
| | SURVEY 4 | 28.8% | 33.3% | 37.9% | 1,114 |
| OSP DISTRICT | FINDLAY DISTRICT | 35.4% | 28.6% | 36.0% | 567 |
| | BUCYRUS DISTRICT | 23.6% | 29.6% | 46.8% | 592 |
| | CLEVELAND DISTRICT | 36.8% | 47.9% | 15.3% | 543 |
| | PIQUA DISTRICT | 29.0% | 39.0% | 32.0% | 587 |
| | COLUMBUS DISTRICT | 37.2% | 40.7% | 22.2% | 600 |
| | CAMBRIDGE DISTRICT | 19.8% | 21.6% | 58.5% | 615 |
| | WILMINGTON DISTRICT | 32.2% | 48.2% | 19.6% | 608 |
| | JACKSON DISTRICT | 17.5% | 18.6% | 63.9% | 576 |
| AGE | 25 AND YOUNGER | 32.4% | 28.4% | 39.2% | 102 |
| | 26 - 30 YEARS OLD | 27.0% | 24.3% | 48.6% | 74 |
| | 31 - 35 YEARS OLD | 23.3% | 31.7% | 45.0% | 180 |
| | 36 - 40 YEARS OLD | 28.1% | 28.5% | 43.4% | 281 |
| | 41 - 45 YEARS OLD | 25.3% | 38.7% | 36.0% | 439 |
| | 46 - 50 YEARS OLD | 24.8% | 36.6% | 38.6% | 642 |
| | 51 - 55 YEARS OLD | 26.4% | 34.8% | 38.8% | 957 |
| | 56 - 60 YEARS OLD | 28.6% | 35.5% | 35.9% | 521 |
| | 61 AND OLDER | 34.3% | 32.9% | 32.7% | 1,469 |
| SEX | MALE | 32.5% | 30.0% | 37.5% | 1,694 |
| | FEMALE | 26.8% | 36.6% | 36.6% | 2,994 |
| RACE | CAUCASIAN | 26.7% | 34.7% | 38.6% | 4,264 |
| | AFRICAN AMERICAN | 62.9% | 23.9% | 13.1% | 213 |
| | OTHER | 39.1% | 35.4% | 25.5% | 161 |
| HISPANIC/ LATINO | YES | 27.5% | 27.5% | 45.1% | 51 |
| | NO | 28.8% | 34.3% | 36.9% | 4,612 |
| MARITAL STATUS | SINGLE | 39.4% | 29.5% | 31.0% | 464 |
| | MARRIED | 25.4% | 35.4% | 39.1% | 3,400 |
| | OTHER | 36.5% | 32.0% | 31.5% | 790 |
| RESIDENTIAL LOCATION | URBAN | 73.2% | 16.7% | 10.1% | 642 |
| | SUBURBAN | 30.5% | 60.4% | 9.1% | 1,941 |
| | RURAL | 13.6% | 15.4% | 71.1% | 2,091 |
| VEHICLE TYPE | AUTOMOBILE | 31.8% | 36.1% | 32.1% | 2,454 |
| | VAN/MINI VAN | 24.6% | 40.4% | 35.0% | 569 |
| | PICKUP TRUCK | 22.7% | 20.0% | 57.3% | 586 |
| | SUV | 27.4% | 34.8% | 37.8% | 1,033 |
| | OTHER | 34.1% | 22.7% | 43.2% | 44 |

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

| | | BOTH WORK AND PLEASURE | WORK | PLEASURE | TOTAL |
|----------------------|---------------------|------------------------|-------|----------|-------|
| ALL RESPONDENTS | | 37.5% | 28.5% | 34.1% | 4,724 |
| SURVEY | SURVEY 1 | 35.7% | 29.2% | 35.1% | 1,387 |
| | SURVEY 2 | 39.2% | 30.9% | 29.8% | 1,109 |
| | SURVEY 3 | 38.4% | 27.9% | 33.7% | 1,104 |
| | SURVEY 4 | 37.0% | 25.6% | 37.4% | 1,124 |
| OSP DISTRICT | FINDLAY DISTRICT | 37.6% | 29.4% | 33.0% | 575 |
| | BUCYRUS DISTRICT | 36.8% | 25.8% | 37.5% | 598 |
| | CLEVELAND DISTRICT | 40.1% | 27.4% | 32.5% | 544 |
| | PIQUA DISTRICT | 38.1% | 24.1% | 37.8% | 593 |
| | COLUMBUS DISTRICT | 36.4% | 29.0% | 34.6% | 601 |
| | CAMBRIDGE DISTRICT | 37.4% | 28.4% | 34.2% | 623 |
| | WILMINGTON DISTRICT | 39.3% | 30.7% | 30.0% | 610 |
| | JACKSON DISTRICT | 34.1% | 32.9% | 32.9% | 580 |
| AGE | 25 AND YOUNGER | 57.8% | 33.3% | 8.8% | 102 |
| | 26 - 30 YEARS OLD | 49.3% | 41.3% | 9.3% | 75 |
| | 31 - 35 YEARS OLD | 46.2% | 34.8% | 19.0% | 184 |
| | 36 - 40 YEARS OLD | 47.3% | 37.7% | 14.9% | 281 |
| | 41 - 45 YEARS OLD | 45.1% | 39.3% | 15.6% | 443 |
| | 46 - 50 YEARS OLD | 43.6% | 36.4% | 20.0% | 649 |
| | 51 - 55 YEARS OLD | 41.6% | 36.4% | 22.0% | 972 |
| | 56 - 60 YEARS OLD | 37.1% | 33.1% | 29.8% | 526 |
| SEX | 61 AND OLDER | 24.6% | 11.4% | 64.0% | 1,470 |
| | MALE | 36.1% | 35.3% | 28.6% | 1,715 |
| | FEMALE | 38.3% | 24.6% | 37.2% | 3,009 |
| RACE | CAUCASIAN | 37.1% | 29.0% | 33.9% | 4,298 |
| | AFRICAN AMERICAN | 46.7% | 17.9% | 35.4% | 212 |
| | OTHER | 35.8% | 29.1% | 35.2% | 165 |
| HISPANIC/LATINO | YES | 46.2% | 21.2% | 32.7% | 52 |
| | NO | 37.3% | 28.6% | 34.1% | 4,648 |
| MARITAL STATUS | SINGLE | 45.6% | 33.2% | 21.2% | 467 |
| | MARRIED | 37.8% | 30.4% | 31.8% | 3,431 |
| | OTHER | 30.6% | 17.7% | 51.7% | 793 |
| RESIDENTIAL LOCATION | URBAN | 39.2% | 23.3% | 37.5% | 645 |
| | SUBURBAN | 39.0% | 26.3% | 34.7% | 1,949 |
| | RURAL | 35.4% | 32.0% | 32.6% | 2,116 |
| DRIVING AREA | URBAN | 38.1% | 28.5% | 33.4% | 1,345 |
| | SUBURBAN | 39.0% | 24.0% | 37.0% | 1,595 |
| | RURAL | 35.5% | 32.2% | 32.3% | 1,726 |
| VEHICLE TYPE | AUTOMOBILE | 35.6% | 27.5% | 36.8% | 2,470 |
| | VAN/MINI VAN | 41.4% | 24.6% | 34.0% | 568 |
| | PICKUP TRUCK | 36.3% | 36.3% | 27.5% | 593 |
| | SUV | 40.4% | 27.2% | 32.4% | 1,044 |
| | OTHER | 32.6% | 54.3% | 13.0% | 46 |

TABLE A1.6: NUMBER OF PEOPLE 18 OR OLDER IN HOUSEHOLD WITH VALID OH DRIVER'S LICENSE OR TEMPORARY PERMIT

| | | 1 Person | 2 People | 3 People | 4 People | 5 OR MORE PEOPLE | TOTAL | AVERAGE |
|----------------------|---------------------|----------|----------|----------|----------|------------------|-------|---------|
| ALL RESPONDENTS | | 17.7% | 55.4% | 17.1% | 7.8% | 2.0% | 4,731 | 2.210 |
| SURVEY | SURVEY 1 | 17.5% | 53.4% | 18.8% | 8.3% | 1.9% | 1,386 | 2.237 |
| | SURVEY 2 | 17.8% | 54.0% | 18.1% | 7.6% | 2.4% | 1,113 | 2.229 |
| | SURVEY 3 | 18.5% | 57.6% | 14.7% | 7.3% | 1.9% | 1,108 | 2.165 |
| | SURVEY 4 | 16.9% | 57.2% | 16.4% | 7.7% | 1.8% | 1,124 | 2.203 |
| OSP DISTRICT | FINDLAY DISTRICT | 16.7% | 56.8% | 17.2% | 7.6% | 1.7% | 576 | 2.210 |
| | BUCYRUS DISTRICT | 19.5% | 55.9% | 16.6% | 6.3% | 1.7% | 601 | 2.148 |
| | CLEVELAND DISTRICT | 19.3% | 49.5% | 19.9% | 7.7% | 3.5% | 543 | 2.265 |
| | PIQUA DISTRICT | 17.2% | 53.0% | 20.7% | 7.6% | 1.5% | 593 | 2.233 |
| | COLUMBUS DISTRICT | 17.3% | 56.6% | 15.1% | 9.1% | 1.8% | 602 | 2.216 |
| | CAMBRIDGE DISTRICT | 18.0% | 58.4% | 13.5% | 8.2% | 1.9% | 623 | 2.177 |
| | WILMINGTON DISTRICT | 16.2% | 54.6% | 17.3% | 9.3% | 2.6% | 613 | 2.276 |
| | JACKSON DISTRICT | 17.4% | 57.9% | 17.1% | 6.2% | 1.4% | 580 | 2.162 |
| AGE | 25 AND YOUNGER | 4.0% | 18.8% | 42.6% | 23.8% | 10.9% | 101 | 3.188 |
| | 26 - 30 YEARS OLD | 14.5% | 63.2% | 14.5% | 5.3% | 2.6% | 76 | 2.184 |
| | 31 - 35 YEARS OLD | 15.2% | 73.4% | 8.2% | 2.7% | 0.5% | 184 | 2.000 |
| | 36 - 40 YEARS OLD | 10.2% | 75.7% | 11.6% | 1.8% | 0.7% | 284 | 2.070 |
| | 41 - 45 YEARS OLD | 10.6% | 66.8% | 16.0% | 5.4% | 1.1% | 443 | 2.196 |
| | 46 - 50 YEARS OLD | 11.4% | 49.2% | 25.5% | 11.6% | 2.3% | 648 | 2.441 |
| | 51 - 55 YEARS OLD | 16.4% | 49.3% | 19.0% | 11.3% | 4.0% | 972 | 2.373 |
| | 56 - 60 YEARS OLD | 13.7% | 54.9% | 18.3% | 11.4% | 1.7% | 526 | 2.325 |
| 61 AND OLDER | 27.5% | 55.0% | 12.8% | 4.1% | 0.7% | 1,474 | 1.956 | |
| SEX | MALE | 15.8% | 56.7% | 16.9% | 8.3% | 2.4% | 1,721 | 2.248 |
| | FEMALE | 18.7% | 54.7% | 17.3% | 7.5% | 1.8% | 3,010 | 2.189 |
| RACE | CAUCASIAN | 16.2% | 56.9% | 16.9% | 7.9% | 2.0% | 4,309 | 2.225 |
| | AFRICAN AMERICAN | 40.8% | 32.7% | 17.1% | 7.6% | 1.9% | 211 | 1.972 |
| | OTHER | 23.0% | 46.6% | 22.4% | 5.6% | 2.5% | 161 | 2.180 |
| HISPANIC/LATINO | YES | 23.1% | 42.3% | 26.9% | 5.8% | 1.9% | 52 | 2.212 |
| | NO | 17.5% | 55.7% | 17.0% | 7.8% | 2.0% | 4,654 | 2.212 |
| MARITAL STATUS | SINGLE | 41.2% | 28.2% | 19.8% | 7.3% | 3.4% | 464 | 2.037 |
| | MARRIED | 5.3% | 64.9% | 18.8% | 9.0% | 2.1% | 3,442 | 2.376 |
| | OTHER | 56.0% | 31.4% | 8.6% | 3.2% | 0.9% | 791 | 1.616 |
| RESIDENTIAL LOCATION | URBAN | 23.5% | 50.8% | 17.6% | 6.8% | 1.2% | 646 | 2.115 |
| | SUBURBAN | 18.3% | 54.6% | 16.6% | 8.5% | 2.0% | 1,951 | 2.212 |
| | RURAL | 15.0% | 57.8% | 17.5% | 7.4% | 2.3% | 2,120 | 2.241 |
| DRIVING AREA | URBAN | 22.3% | 52.1% | 17.3% | 6.6% | 1.7% | 1,343 | 2.133 |
| | SUBURBAN | 16.5% | 55.6% | 17.3% | 8.6% | 2.0% | 1,597 | 2.239 |
| | RURAL | 14.9% | 57.6% | 17.1% | 8.1% | 2.3% | 1,727 | 2.251 |
| VEHICLE TYPE | AUTOMOBILE | 21.8% | 51.8% | 17.0% | 7.3% | 2.1% | 2,469 | 2.162 |
| | VAN/MINI VAN | 12.3% | 59.0% | 17.0% | 9.6% | 2.1% | 571 | 2.303 |
| | PICKUP TRUCK | 14.6% | 56.6% | 19.0% | 7.9% | 1.9% | 594 | 2.258 |
| | SUV | 12.1% | 61.9% | 16.6% | 7.8% | 1.6% | 1,045 | 2.251 |
| | OTHER | 23.9% | 47.8% | 15.2% | 8.7% | 4.3% | 46 | 2.217 |

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 | | 0.4% | 1.4% | 11.4% | 49.8% | 36.9% | 4,572 | 4.214 |
| SURVEY | SURVEY 1 | 0.3% | 1.7% | 12.8% | 48.0% | 37.2% | 1,346 | 4.201 |
| | SURVEY 2 | 0.7% | 1.5% | 11.4% | 49.8% | 36.6% | 1,072 | 4.200 |
| | SURVEY 3 | 0.4% | 1.2% | 10.1% | 52.0% | 36.4% | 1,070 | 4.227 |
| | SURVEY 4 | 0.3% | 1.3% | 11.2% | 49.7% | 37.5% | 1,084 | 4.230 |
| OSP DISTRICT | FINDLAY DISTRICT | - | 0.9% | 10.3% | 54.0% | 34.8% | 546 | 4.227 |
| | BUCYRUS DISTRICT | 0.3% | 0.7% | 11.8% | 48.3% | 38.9% | 576 | 4.247 |
| | CLEVELAND DISTRICT | - | 0.9% | 11.3% | 46.6% | 41.2% | 532 | 4.280 |
| | PIQUA DISTRICT | 0.5% | 1.2% | 9.1% | 52.2% | 36.9% | 580 | 4.238 |
| | COLUMBUS DISTRICT | 0.7% | 0.9% | 11.3% | 51.2% | 35.9% | 582 | 4.208 |
| | CAMBRIDGE DISTRICT | 0.7% | 3.0% | 14.0% | 48.2% | 34.2% | 600 | 4.122 |
| | WILMINGTON DISTRICT | 0.7% | 0.8% | 12.1% | 49.2% | 37.1% | 595 | 4.213 |
| JACKSON DISTRICT | 0.4% | 3.0% | 11.4% | 48.3% | 36.9% | 561 | 4.184 | |
| AGE | 25 AND YOUNGER | 1.0% | 2.0% | 19.4% | 51.0% | 26.5% | 98 | 4.000 |
| | 26 - 30 YEARS OLD | 1.3% | 1.3% | 21.1% | 46.1% | 30.3% | 76 | 4.026 |
| | 31 - 35 YEARS OLD | 0.6% | 3.3% | 14.9% | 45.3% | 35.9% | 181 | 4.127 |
| | 36 - 40 YEARS OLD | - | 0.4% | 16.8% | 51.6% | 31.2% | 279 | 4.136 |
| | 41 - 45 YEARS OLD | 0.5% | 1.9% | 10.0% | 49.9% | 37.8% | 429 | 4.226 |
| | 46 - 50 YEARS OLD | 0.8% | 1.6% | 11.0% | 50.2% | 36.5% | 630 | 4.200 |
| | 51 - 55 YEARS OLD | 0.5% | 1.5% | 10.3% | 49.6% | 38.1% | 942 | 4.232 |
| | 56 - 60 YEARS OLD | 0.4% | 1.4% | 10.5% | 51.4% | 36.3% | 504 | 4.218 |
| 61 AND OLDER | 0.1% | 1.1% | 10.6% | 49.4% | 38.7% | 1,412 | 4.254 | |
| SEX | MALE | 0.9% | 1.6% | 14.0% | 51.1% | 32.4% | 1,645 | 4.126 |
| | FEMALE | 0.2% | 1.3% | 10.0% | 49.0% | 39.5% | 2,927 | 4.263 |
| RACE | CAUCASIAN | 0.4% | 1.5% | 11.1% | 50.6% | 36.4% | 4,166 | 4.212 |
| | AFRICAN AMERICAN | 0.5% | 0.5% | 14.4% | 45.2% | 39.4% | 208 | 4.226 |
| | OTHER | 1.3% | 1.3% | 16.3% | 36.6% | 44.4% | 153 | 4.216 |
| HISPANIC/ LATINO | YES | - | - | 18.0% | 44.0% | 38.0% | 50 | 4.200 |
| | NO | 0.4% | 1.5% | 11.4% | 49.8% | 37.0% | 4,500 | 4.214 |
| MARITAL STATUS | SINGLE | 1.1% | 3.2% | 17.3% | 48.2% | 30.2% | 444 | 4.032 |
| | MARRIED | 0.4% | 1.1% | 10.3% | 50.5% | 37.7% | 3,332 | 4.242 |
| | OTHER | 0.3% | 1.8% | 13.0% | 47.9% | 37.0% | 764 | 4.196 |
| RESIDENTIAL LOCATION | URBAN | 0.8% | 2.1% | 13.6% | 48.2% | 35.2% | 616 | 4.149 |
| | SUBURBAN | 0.4% | 0.8% | 10.7% | 50.1% | 38.0% | 1,904 | 4.245 |
| | RURAL | 0.3% | 1.8% | 11.5% | 49.9% | 36.5% | 2,040 | 4.203 |
| DRIVING AREA | URBAN | 0.8% | 1.4% | 13.1% | 46.9% | 37.8% | 1,298 | 4.196 |
| | SUBURBAN | 0.3% | 1.2% | 10.5% | 51.1% | 37.0% | 1,561 | 4.233 |
| | RURAL | 0.3% | 1.7% | 11.0% | 51.0% | 36.1% | 1,656 | 4.208 |
| VEHICLE TYPE | AUTOMOBILE | 0.3% | 1.7% | 11.3% | 48.7% | 38.1% | 2,399 | 4.225 |
| | VAN/MINI VAN | 0.4% | 0.7% | 7.0% | 50.6% | 41.3% | 559 | 4.318 |
| | PICKUP TRUCK | 0.9% | 2.7% | 18.1% | 49.1% | 29.3% | 564 | 4.032 |
| | SUV | 0.1% | 0.7% | 10.6% | 52.4% | 36.2% | 1,006 | 4.239 |
| | OTHER | 7.5% | - | 10.0% | 45.0% | 37.5% | 40 | 4.050 |

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 | | 25.0% | 24.3% | 32.2% | 18.6% | 4,515 | 2.443 |
| SURVEY | SURVEY 1 | 27.2% | 27.6% | 26.3% | 18.9% | 1,317 | 2.369 |
| | SURVEY 2 | 23.8% | 23.7% | 32.3% | 20.2% | 1,057 | 2.487 |
| | SURVEY 3 | 24.7% | 22.2% | 36.2% | 17.0% | 1,065 | 2.454 |
| | SURVEY 4 | 23.7% | 22.9% | 35.3% | 18.1% | 1,076 | 2.479 |
| OSP DISTRICT | FINDLAY DISTRICT | 20.8% | 26.1% | 35.8% | 17.3% | 548 | 2.496 |
| | BUCYRUS DISTRICT | 21.8% | 22.3% | 33.7% | 22.2% | 582 | 2.562 |
| | CLEVELAND DISTRICT | 23.4% | 25.0% | 33.7% | 17.9% | 525 | 2.461 |
| | PIQUA DISTRICT | 26.8% | 27.1% | 27.0% | 19.1% | 560 | 2.384 |
| | COLUMBUS DISTRICT | 28.9% | 27.5% | 29.3% | 14.4% | 564 | 2.291 |
| | CAMBRIDGE DISTRICT | 25.0% | 21.3% | 33.9% | 19.8% | 596 | 2.485 |
| | WILMINGTON DISTRICT | 33.2% | 25.7% | 28.3% | 12.8% | 584 | 2.207 |
| JACKSON DISTRICT | 19.4% | 19.6% | 36.0% | 25.0% | 556 | 2.665 | |
| AGE | 25 AND YOUNGER | 21.6% | 22.5% | 34.3% | 21.6% | 102 | 2.559 |
| | 26 - 30 YEARS OLD | 13.9% | 26.4% | 41.7% | 18.1% | 72 | 2.639 |
| | 31 - 35 YEARS OLD | 14.8% | 30.7% | 35.8% | 18.8% | 176 | 2.585 |
| | 36 - 40 YEARS OLD | 22.4% | 28.9% | 31.4% | 17.3% | 277 | 2.437 |
| | 41 - 45 YEARS OLD | 23.3% | 23.1% | 33.7% | 19.8% | 424 | 2.500 |
| | 46 - 50 YEARS OLD | 26.2% | 24.4% | 33.7% | 15.8% | 627 | 2.391 |
| | 51 - 55 YEARS OLD | 25.3% | 25.6% | 31.7% | 17.3% | 928 | 2.411 |
| | 56 - 60 YEARS OLD | 26.1% | 22.7% | 30.6% | 20.6% | 494 | 2.457 |
| 61 AND OLDER | 26.8% | 22.5% | 31.0% | 19.7% | 1,394 | 2.435 | |
| SEX | MALE | 28.2% | 24.4% | 29.4% | 18.0% | 1,637 | 2.372 |
| | FEMALE | 23.2% | 24.2% | 33.7% | 18.9% | 2,878 | 2.483 |
| RACE | CAUCASIAN | 25.2% | 24.6% | 32.3% | 17.9% | 4,105 | 2.429 |
| | AFRICAN AMERICAN | 15.9% | 23.2% | 32.9% | 28.0% | 207 | 2.729 |
| | OTHER | 30.4% | 17.7% | 28.5% | 23.4% | 158 | 2.449 |
| HISPANIC/LATINO | YES | 11.8% | 21.6% | 35.3% | 31.4% | 51 | 2.863 |
| | NO | 25.1% | 24.2% | 32.1% | 18.5% | 4,442 | 2.439 |
| MARITAL STATUS | SINGLE | 20.4% | 25.3% | 31.6% | 22.7% | 450 | 2.564 |
| | MARRIED | 25.7% | 25.6% | 31.6% | 17.1% | 3,281 | 2.400 |
| | OTHER | 24.5% | 17.8% | 34.9% | 22.8% | 754 | 2.560 |
| RESIDENTIAL LOCATION | URBAN | 25.0% | 23.9% | 33.1% | 18.0% | 616 | 2.442 |
| | SUBURBAN | 27.4% | 25.5% | 30.7% | 16.5% | 1,866 | 2.362 |
| | RURAL | 22.6% | 23.4% | 33.3% | 20.7% | 2,019 | 2.522 |
| DRIVING AREA | URBAN | 25.8% | 24.0% | 32.6% | 17.6% | 1,283 | 2.420 |
| | SUBURBAN | 27.3% | 27.0% | 29.0% | 16.8% | 1,532 | 2.352 |
| | RURAL | 22.3% | 22.3% | 34.7% | 20.8% | 1,644 | 2.540 |
| VEHICLE TYPE | AUTOMOBILE | 23.0% | 23.6% | 33.7% | 19.7% | 2,350 | 2.500 |
| | VAN/MINI VAN | 26.6% | 25.6% | 32.1% | 15.8% | 546 | 2.370 |
| | PICKUP TRUCK | 26.2% | 24.1% | 29.1% | 20.6% | 564 | 2.440 |
| | SUV | 27.4% | 25.5% | 30.8% | 16.3% | 1,007 | 2.359 |
| | OTHER | 36.6% | 17.1% | 26.8% | 19.5% | 41 | 2.293 |

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 | | 1.6% | 1.2% | 2.2% | 7.2% | 87.7% | 4,742 | 4.782 |
| SURVEY | SURVEY 1 | 1.7% | 1.5% | 3.0% | 8.0% | 85.8% | 1,396 | 4.746 |
| | SURVEY 2 | 2.0% | 1.2% | 1.7% | 7.3% | 87.9% | 1,113 | 4.779 |
| | SURVEY 3 | 1.4% | 0.9% | 2.1% | 6.5% | 89.1% | 1,109 | 4.809 |
| | SURVEY 4 | 1.4% | 1.2% | 2.0% | 6.9% | 88.6% | 1,124 | 4.801 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.2% | 0.7% | 2.4% | 8.9% | 86.8% | 576 | 4.793 |
| | BUCYRUS DISTRICT | 1.7% | 1.5% | 2.7% | 6.8% | 87.4% | 603 | 4.768 |
| | CLEVELAND DISTRICT | 1.5% | 0.4% | 2.6% | 7.5% | 88.1% | 545 | 4.804 |
| | PIQUA DISTRICT | 0.8% | 0.8% | 1.8% | 5.7% | 90.8% | 598 | 4.848 |
| | COLUMBUS DISTRICT | 1.5% | 0.7% | 1.7% | 7.3% | 88.9% | 605 | 4.815 |
| | CAMBRIDGE DISTRICT | 2.6% | 2.4% | 3.0% | 8.7% | 83.3% | 623 | 4.677 |
| | WILMINGTON DISTRICT | 1.6% | 1.5% | 1.6% | 6.4% | 88.9% | 612 | 4.794 |
| | JACKSON DISTRICT | 2.2% | 1.6% | 2.1% | 6.4% | 87.8% | 580 | 4.759 |
| AGE | 25 AND YOUNGER | 2.9% | 2.9% | 2.9% | 10.8% | 80.4% | 102 | 4.627 |
| | 26 - 30 YEARS OLD | 1.3% | 2.6% | 5.3% | 10.5% | 80.3% | 76 | 4.658 |
| | 31 - 35 YEARS OLD | 2.2% | 1.1% | 1.1% | 7.6% | 88.0% | 184 | 4.783 |
| | 36 - 40 YEARS OLD | 1.4% | 1.1% | 2.8% | 8.5% | 86.3% | 284 | 4.771 |
| | 41 - 45 YEARS OLD | 1.6% | 2.3% | 1.8% | 6.1% | 88.3% | 443 | 4.772 |
| | 46 - 50 YEARS OLD | 2.2% | 1.2% | 2.3% | 7.1% | 87.2% | 648 | 4.759 |
| | 51 - 55 YEARS OLD | 1.9% | 1.5% | 1.8% | 7.6% | 87.2% | 970 | 4.768 |
| | 56 - 60 YEARS OLD | 1.9% | 0.9% | 2.7% | 8.2% | 86.3% | 527 | 4.761 |
| | 61 AND OLDER | 1.1% | 0.6% | 2.4% | 6.3% | 89.7% | 1,485 | 4.829 |
| SEX | MALE | 2.9% | 2.2% | 2.4% | 11.4% | 81.3% | 1,718 | 4.660 |
| | FEMALE | 1.0% | 0.7% | 2.1% | 4.8% | 91.4% | 3,024 | 4.851 |
| RACE | CAUCASIAN | 1.6% | 1.3% | 2.2% | 7.1% | 87.8% | 4,312 | 4.782 |
| | AFRICAN AMERICAN | 1.4% | 0.5% | 2.3% | 9.3% | 86.5% | 215 | 4.791 |
| | OTHER | 2.4% | 0.6% | 3.6% | 7.3% | 86.1% | 165 | 4.739 |
| HISPANIC/ LATINO | YES | - | - | 3.8% | 7.7% | 88.5% | 52 | 4.846 |
| | NO | 1.7% | 1.2% | 2.2% | 7.2% | 87.7% | 4,665 | 4.781 |
| MARITAL STATUS | SINGLE | 2.4% | 2.6% | 2.8% | 9.8% | 82.5% | 468 | 4.675 |
| | MARRIED | 1.5% | 1.0% | 2.0% | 6.8% | 88.7% | 3,442 | 4.802 |
| | OTHER | 1.9% | 1.3% | 2.6% | 7.5% | 86.7% | 797 | 4.759 |
| RESIDENTIAL LOCATION | URBAN | 2.2% | 1.7% | 2.0% | 8.6% | 85.5% | 649 | 4.737 |
| | SUBURBAN | 1.2% | 0.8% | 1.9% | 6.3% | 89.8% | 1,958 | 4.827 |
| | RURAL | 1.9% | 1.5% | 2.6% | 7.6% | 86.4% | 2,121 | 4.752 |
| DRIVING AREA | URBAN | 1.9% | 1.3% | 2.2% | 6.9% | 87.8% | 1,349 | 4.775 |
| | SUBURBAN | 1.0% | 1.0% | 1.8% | 6.5% | 89.7% | 1,599 | 4.830 |
| | RURAL | 2.0% | 1.3% | 2.7% | 8.1% | 85.8% | 1,730 | 4.744 |
| VEHICLE TYPE | AUTOMOBILE | 1.3% | 1.0% | 1.9% | 6.4% | 89.3% | 2,478 | 4.812 |
| | VAN/MINI VAN | 1.6% | 0.5% | 1.6% | 6.5% | 89.9% | 573 | 4.825 |
| | PICKUP TRUCK | 4.0% | 3.7% | 3.4% | 12.8% | 76.1% | 595 | 4.533 |
| | SUV | 1.0% | 0.6% | 2.6% | 6.4% | 89.5% | 1,047 | 4.829 |
| | OTHER | 4.8% | - | 4.8% | 4.8% | 85.7% | 42 | 4.667 |

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 | | 2.1% | 1.1% | 2.1% | 6.6% | 88.1% | 4,741 | 4.775 |
| SURVEY | SURVEY 1 | 2.4% | 1.4% | 2.6% | 7.2% | 86.5% | 1,396 | 4.739 |
| | SURVEY 2 | 2.2% | 1.1% | 2.0% | 6.5% | 88.2% | 1,114 | 4.774 |
| | SURVEY 3 | 1.8% | 1.1% | 2.3% | 6.1% | 88.8% | 1,106 | 4.789 |
| | SURVEY 4 | 1.8% | 0.9% | 1.5% | 6.5% | 89.3% | 1,125 | 4.807 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.7% | 1.2% | 1.2% | 7.1% | 88.7% | 576 | 4.799 |
| | BUCYRUS DISTRICT | 2.2% | 1.3% | 2.2% | 7.0% | 87.4% | 602 | 4.761 |
| | CLEVELAND DISTRICT | 1.8% | 0.9% | 2.2% | 7.5% | 87.5% | 546 | 4.780 |
| | PIQUA DISTRICT | 1.2% | 0.3% | 2.3% | 6.2% | 90.0% | 598 | 4.834 |
| | COLUMBUS DISTRICT | 1.7% | 1.0% | 2.0% | 6.4% | 88.9% | 606 | 4.800 |
| | CAMBRIDGE DISTRICT | 3.9% | 1.6% | 3.2% | 6.9% | 84.4% | 620 | 4.663 |
| | WILMINGTON DISTRICT | 1.1% | 1.8% | 1.3% | 6.0% | 89.7% | 612 | 4.814 |
| JACKSON DISTRICT | 2.9% | 0.9% | 2.4% | 5.5% | 88.3% | 581 | 4.754 | |
| AGE | 25 AND YOUNGER | 4.9% | 2.9% | 4.9% | 10.8% | 76.5% | 102 | 4.510 |
| | 26 - 30 YEARS OLD | 2.6% | 2.6% | 3.9% | 9.2% | 81.6% | 76 | 4.645 |
| | 31 - 35 YEARS OLD | 3.8% | - | 2.2% | 6.0% | 88.0% | 184 | 4.745 |
| | 36 - 40 YEARS OLD | 1.8% | 0.7% | 1.8% | 9.5% | 86.3% | 284 | 4.778 |
| | 41 - 45 YEARS OLD | 2.0% | 0.9% | 2.5% | 5.2% | 89.4% | 443 | 4.790 |
| | 46 - 50 YEARS OLD | 2.5% | 1.5% | 2.3% | 6.0% | 87.6% | 647 | 4.748 |
| | 51 - 55 YEARS OLD | 2.3% | 1.7% | 1.9% | 7.4% | 86.7% | 972 | 4.746 |
| | 56 - 60 YEARS OLD | 2.3% | 1.3% | 2.1% | 7.0% | 87.3% | 527 | 4.757 |
| 61 AND OLDER | 1.3% | 0.6% | 1.9% | 5.7% | 90.5% | 1,483 | 4.835 | |
| SEX | MALE | 3.8% | 1.7% | 3.1% | 9.0% | 82.3% | 1,717 | 4.643 |
| | FEMALE | 1.1% | 0.8% | 1.5% | 5.2% | 91.4% | 3,024 | 4.850 |
| RACE | CAUCASIAN | 2.0% | 1.1% | 2.1% | 6.4% | 88.3% | 4,311 | 4.778 |
| | AFRICAN AMERICAN | 1.4% | 1.4% | 1.4% | 10.2% | 85.6% | 215 | 4.772 |
| | OTHER | 4.2% | 0.6% | 3.0% | 5.5% | 86.7% | 165 | 4.697 |
| HISPANIC/LATINO | YES | - | 1.9% | - | 1.9% | 96.2% | 52 | 4.923 |
| | NO | 2.1% | 1.1% | 2.1% | 6.6% | 88.1% | 4,664 | 4.774 |
| MARITAL STATUS | SINGLE | 3.6% | 2.1% | 3.4% | 8.1% | 82.7% | 468 | 4.641 |
| | MARRIED | 1.7% | 1.0% | 2.1% | 6.4% | 88.9% | 3,444 | 4.798 |
| | OTHER | 2.6% | 1.3% | 1.5% | 6.8% | 87.8% | 794 | 4.758 |
| RESIDENTIAL LOCATION | URBAN | 2.9% | 1.9% | 1.9% | 8.7% | 84.7% | 647 | 4.703 |
| | SUBURBAN | 1.2% | 0.8% | 1.7% | 5.9% | 90.4% | 1,958 | 4.837 |
| | RURAL | 2.6% | 1.3% | 2.5% | 6.6% | 87.0% | 2,122 | 4.740 |
| DRIVING AREA | URBAN | 2.4% | 1.5% | 2.2% | 6.9% | 87.0% | 1,348 | 4.747 |
| | SUBURBAN | 1.3% | 0.9% | 1.4% | 5.6% | 90.7% | 1,598 | 4.835 |
| | RURAL | 2.5% | 1.0% | 2.7% | 7.3% | 86.5% | 1,732 | 4.742 |
| VEHICLE TYPE | AUTOMOBILE | 1.7% | 1.0% | 1.3% | 6.1% | 89.9% | 2,477 | 4.814 |
| | VAN/MINI VAN | 1.7% | 0.9% | 2.1% | 5.9% | 89.4% | 573 | 4.803 |
| | PICKUP TRUCK | 5.2% | 2.0% | 4.7% | 9.8% | 78.3% | 594 | 4.539 |
| | SUV | 1.3% | 1.0% | 2.2% | 6.5% | 89.0% | 1,047 | 4.809 |
| | OTHER | 2.3% | 2.3% | 11.6% | 2.3% | 81.4% | 43 | 4.581 |

TABLE A2.5: RESPONDENTS' SEAT BELT USE IN THE LAST 30 DAYS

| | | DECREASED | STAYED THE SAME | INCREASED | TOTAL | AVERAGE |
|----------------------|---------------------|-----------|-----------------|-----------|-------|---------|
| ALL RESPONDENTS | | 0.3% | 95.9% | 3.8% | 4,739 | 2.035 |
| SURVEY | SURVEY 1 | 0.3% | 96.5% | 3.2% | 1,395 | 2.029 |
| | SURVEY 2 | 0.3% | 95.4% | 4.3% | 1,112 | 2.040 |
| | SURVEY 3 | 0.3% | 97.6% | 2.2% | 1,109 | 2.019 |
| | SURVEY 4 | 0.3% | 94.2% | 5.5% | 1,123 | 2.053 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.2% | 96.7% | 3.1% | 576 | 2.030 |
| | BUCYRUS DISTRICT | 0.3% | 95.5% | 4.1% | 603 | 2.038 |
| | CLEVELAND DISTRICT | 0.2% | 94.1% | 5.7% | 545 | 2.055 |
| | PIQUA DISTRICT | 0.5% | 96.8% | 2.7% | 598 | 2.022 |
| | COLUMBUS DISTRICT | 0.2% | 96.4% | 3.5% | 606 | 2.033 |
| | CAMBRIDGE DISTRICT | 0.3% | 95.8% | 3.9% | 621 | 2.035 |
| | WILMINGTON DISTRICT | - | 96.7% | 3.3% | 612 | 2.033 |
| | JACKSON DISTRICT | 0.5% | 95.3% | 4.2% | 578 | 2.036 |
| AGE | 25 AND YOUNGER | - | 89.2% | 10.8% | 102 | 2.108 |
| | 26 - 30 YEARS OLD | - | 96.1% | 3.9% | 76 | 2.039 |
| | 31 - 35 YEARS OLD | - | 95.7% | 4.3% | 184 | 2.043 |
| | 36 - 40 YEARS OLD | 0.4% | 95.1% | 4.6% | 284 | 2.042 |
| | 41 - 45 YEARS OLD | 0.5% | 95.7% | 3.9% | 441 | 2.034 |
| | 46 - 50 YEARS OLD | 0.3% | 95.8% | 3.9% | 648 | 2.035 |
| | 51 - 55 YEARS OLD | 0.2% | 97.0% | 2.8% | 973 | 2.026 |
| | 56 - 60 YEARS OLD | 0.2% | 96.4% | 3.4% | 526 | 2.032 |
| | 61 AND OLDER | 0.3% | 95.8% | 3.8% | 1,482 | 2.035 |
| SEX | MALE | 0.3% | 94.6% | 5.0% | 1,715 | 2.047 |
| | FEMALE | 0.2% | 96.7% | 3.1% | 3,024 | 2.028 |
| RACE | CAUCASIAN | 0.3% | 96.1% | 3.6% | 4,309 | 2.033 |
| | AFRICAN AMERICAN | - | 94.4% | 5.6% | 215 | 2.056 |
| | OTHER | - | 92.7% | 7.3% | 165 | 2.073 |
| HISPANIC/ LATINO | YES | - | 92.3% | 7.7% | 52 | 2.077 |
| | NO | 0.3% | 96.0% | 3.7% | 4,662 | 2.034 |
| MARITAL STATUS | SINGLE | 0.9% | 94.0% | 5.1% | 468 | 2.043 |
| | MARRIED | 0.2% | 96.3% | 3.5% | 3,438 | 2.032 |
| | OTHER | 0.1% | 95.5% | 4.4% | 798 | 2.043 |
| RESIDENTIAL LOCATION | URBAN | - | 94.8% | 5.2% | 648 | 2.052 |
| | SUBURBAN | 0.4% | 96.3% | 3.4% | 1,958 | 2.030 |
| | RURAL | 0.3% | 96.0% | 3.7% | 2,119 | 2.034 |
| DRIVING AREA | URBAN | 0.3% | 95.7% | 4.0% | 1,346 | 2.037 |
| | SUBURBAN | 0.2% | 96.1% | 3.7% | 1,601 | 2.035 |
| | RURAL | 0.3% | 95.8% | 3.8% | 1,728 | 2.035 |
| VEHICLE TYPE | AUTOMOBILE | 0.3% | 95.5% | 4.2% | 2,477 | 2.038 |
| | VAN/MINI VAN | 0.5% | 96.7% | 2.8% | 573 | 2.023 |
| | PICKUP TRUCK | 0.2% | 94.3% | 5.6% | 593 | 2.054 |
| | SUV | 0.1% | 97.6% | 2.3% | 1,046 | 2.022 |
| | OTHER | - | 93.0% | 7.0% | 43 | 2.070 |

TABLE A2.6: FAVOR LAWS REQUIRING SEAT BELT USE

| | | NOT AT ALL | SOMEWHAT | A GREAT DEAL | TOTAL | AVERAGE |
|----------------------|---------------------|------------|----------|--------------|-------|---------|
| ALL RESPONDENTS | | 11.0% | 19.0% | 70.0% | 4,720 | 2.590 |
| SURVEY | SURVEY 1 | 12.9% | 20.0% | 67.1% | 1,388 | 2.543 |
| | SURVEY 2 | 10.1% | 19.7% | 70.2% | 1,104 | 2.601 |
| | SURVEY 3 | 10.6% | 17.5% | 71.9% | 1,107 | 2.613 |
| | SURVEY 4 | 9.8% | 18.6% | 71.5% | 1,121 | 2.617 |
| OSP DISTRICT | FINDLAY DISTRICT | 11.6% | 18.5% | 69.9% | 568 | 2.583 |
| | BUCYRUS DISTRICT | 11.6% | 20.4% | 68.0% | 597 | 2.564 |
| | CLEVELAND DISTRICT | 7.7% | 18.7% | 73.6% | 545 | 2.659 |
| | PIQUA DISTRICT | 9.3% | 19.0% | 71.7% | 594 | 2.625 |
| | COLUMBUS DISTRICT | 8.8% | 17.9% | 73.3% | 602 | 2.645 |
| | CAMBRIDGE DISTRICT | 14.5% | 20.1% | 65.4% | 621 | 2.509 |
| | WILMINGTON DISTRICT | 11.5% | 16.7% | 71.7% | 615 | 2.602 |
| | JACKSON DISTRICT | 12.5% | 20.6% | 67.0% | 578 | 2.545 |
| AGE | 25 AND YOUNGER | 12.7% | 20.6% | 66.7% | 102 | 2.539 |
| | 26 - 30 YEARS OLD | 9.2% | 23.7% | 67.1% | 76 | 2.579 |
| | 31 - 35 YEARS OLD | 12.1% | 20.9% | 67.0% | 182 | 2.549 |
| | 36 - 40 YEARS OLD | 10.2% | 18.3% | 71.5% | 284 | 2.613 |
| | 41 - 45 YEARS OLD | 13.8% | 22.8% | 63.4% | 443 | 2.497 |
| | 46 - 50 YEARS OLD | 13.6% | 21.2% | 65.2% | 647 | 2.516 |
| | 51 - 55 YEARS OLD | 13.5% | 20.0% | 66.5% | 969 | 2.529 |
| | 56 - 60 YEARS OLD | 11.1% | 19.3% | 69.5% | 522 | 2.584 |
| SEX | 61 AND OLDER | 7.3% | 15.6% | 77.1% | 1,473 | 2.697 |
| | MALE | 18.8% | 22.3% | 58.9% | 1,707 | 2.401 |
| | FEMALE | 6.5% | 17.1% | 76.3% | 3,013 | 2.698 |
| RACE | CAUCASIAN | 11.1% | 19.2% | 69.7% | 4,293 | 2.585 |
| | AFRICAN AMERICAN | 4.2% | 15.4% | 80.4% | 214 | 2.762 |
| | OTHER | 14.5% | 18.2% | 67.3% | 165 | 2.527 |
| HISPANIC/ LATINO | YES | 7.7% | 11.5% | 80.8% | 52 | 2.731 |
| | NO | 11.0% | 19.1% | 69.9% | 4,644 | 2.590 |
| MARITAL STATUS | SINGLE | 12.2% | 23.1% | 64.7% | 468 | 2.526 |
| | MARRIED | 11.1% | 18.5% | 70.4% | 3,424 | 2.592 |
| | OTHER | 9.4% | 18.5% | 72.0% | 794 | 2.626 |
| RESIDENTIAL LOCATION | URBAN | 10.2% | 17.5% | 72.3% | 646 | 2.621 |
| | SUBURBAN | 9.0% | 18.0% | 73.0% | 1,948 | 2.640 |
| | RURAL | 13.1% | 20.3% | 66.7% | 2,112 | 2.536 |
| DRIVING AREA | URBAN | 9.5% | 18.2% | 72.2% | 1,344 | 2.627 |
| | SUBURBAN | 9.2% | 18.3% | 72.5% | 1,593 | 2.633 |
| | RURAL | 13.7% | 20.5% | 65.8% | 1,721 | 2.522 |
| VEHICLE TYPE | AUTOMOBILE | 8.9% | 19.3% | 71.8% | 2,469 | 2.629 |
| | VAN/MINI VAN | 9.3% | 14.8% | 75.9% | 568 | 2.665 |
| | PICKUP TRUCK | 21.9% | 23.2% | 54.9% | 590 | 2.331 |
| | SUV | 10.1% | 17.9% | 72.1% | 1,042 | 2.620 |
| | OTHER | 25.0% | 29.5% | 45.5% | 44 | 2.205 |

TABLE A2.7: OHIO CURRENTLY HAS A LAW REQUIRING SEAT BELT USE BY ADULTS

| | | No | YES | TOTAL |
|----------------------|---------------------|------|--------|-------|
| ALL RESPONDENTS | | 0.7% | 99.3% | 4,669 |
| SURVEY | SURVEY 1 | 0.7% | 99.3% | 1,372 |
| | SURVEY 2 | 0.6% | 99.4% | 1,091 |
| | SURVEY 3 | 0.6% | 99.4% | 1,090 |
| | SURVEY 4 | 0.8% | 99.2% | 1,116 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.7% | 99.3% | 567 |
| | BUCYRUS DISTRICT | 0.5% | 99.5% | 591 |
| | CLEVELAND DISTRICT | 0.4% | 99.6% | 540 |
| | PIQUA DISTRICT | 1.2% | 98.8% | 588 |
| | COLUMBUS DISTRICT | 0.5% | 99.5% | 592 |
| | CAMBRIDGE DISTRICT | 0.5% | 99.5% | 616 |
| | WILMINGTON DISTRICT | 1.0% | 99.0% | 598 |
| | JACKSON DISTRICT | 0.7% | 99.3% | 577 |
| AGE | 25 AND YOUNGER | 2.0% | 98.0% | 99 |
| | 26 - 30 YEARS OLD | 1.3% | 98.7% | 76 |
| | 31 - 35 YEARS OLD | - | 100.0% | 181 |
| | 36 - 40 YEARS OLD | 0.7% | 99.3% | 280 |
| | 41 - 45 YEARS OLD | 0.9% | 99.1% | 438 |
| | 46 - 50 YEARS OLD | 0.3% | 99.7% | 637 |
| | 51 - 55 YEARS OLD | 0.6% | 99.4% | 962 |
| | 56 - 60 YEARS OLD | 1.0% | 99.0% | 522 |
| | 61 AND OLDER | 0.7% | 99.3% | 1,452 |
| SEX | MALE | 0.5% | 99.5% | 1,693 |
| | FEMALE | 0.8% | 99.2% | 2,976 |
| RACE | CAUCASIAN | 0.7% | 99.3% | 4,250 |
| | AFRICAN AMERICAN | 1.0% | 99.0% | 209 |
| | OTHER | 1.2% | 98.8% | 160 |
| HISPANIC/ LATINO | YES | 2.0% | 98.0% | 51 |
| | NO | 0.7% | 99.3% | 4,594 |
| MARITAL STATUS | SINGLE | 0.7% | 99.3% | 458 |
| | MARRIED | 0.6% | 99.4% | 3,397 |
| | OTHER | 1.2% | 98.8% | 780 |
| RESIDENTIAL LOCATION | URBAN | 0.8% | 99.2% | 636 |
| | SUBURBAN | 0.6% | 99.4% | 1,925 |
| | RURAL | 0.7% | 99.3% | 2,094 |
| DRIVING AREA | URBAN | 0.6% | 99.4% | 1,334 |
| | SUBURBAN | 0.9% | 99.1% | 1,564 |
| | RURAL | 0.6% | 99.4% | 1,707 |
| VEHICLE TYPE | AUTOMOBILE | 0.7% | 99.3% | 2,443 |
| | VAN/MINI VAN | 0.7% | 99.3% | 556 |
| | PICKUP TRUCK | 0.5% | 99.5% | 593 |
| | SUV | 0.7% | 99.3% | 1,025 |
| | OTHER | - | 100.0% | 45 |

TABLE A2.8: 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 | | 2.6% | 39.3% | 58.1% | 4,500 |
| SURVEY | SURVEY 1 | 3.5% | 42.9% | 53.6% | 1,319 |
| | SURVEY 2 | 2.8% | 38.3% | 58.9% | 1,045 |
| | SURVEY 3 | 1.9% | 38.2% | 59.9% | 1,052 |
| | SURVEY 4 | 2.1% | 37.0% | 60.9% | 1,084 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.7% | 36.6% | 60.6% | 546 |
| | BUCYRUS DISTRICT | 2.3% | 35.8% | 61.9% | 567 |
| | CLEVELAND DISTRICT | 2.9% | 42.4% | 54.7% | 519 |
| | PIQUA DISTRICT | 2.8% | 40.2% | 57.0% | 567 |
| | COLUMBUS DISTRICT | 1.9% | 42.4% | 55.7% | 566 |
| | CAMBRIDGE DISTRICT | 2.7% | 35.6% | 61.7% | 601 |
| | WILMINGTON DISTRICT | 3.5% | 45.7% | 50.8% | 571 |
| AGE | JACKSON DISTRICT | 2.1% | 36.1% | 61.8% | 563 |
| | 25 AND YOUNGER | 7.3% | 29.2% | 63.5% | 96 |
| | 26 - 30 YEARS OLD | 2.7% | 36.5% | 60.8% | 74 |
| | 31 - 35 YEARS OLD | 2.3% | 26.3% | 71.4% | 175 |
| | 36 - 40 YEARS OLD | 2.9% | 38.0% | 59.1% | 274 |
| | 41 - 45 YEARS OLD | 2.6% | 32.7% | 64.7% | 425 |
| | 46 - 50 YEARS OLD | 2.6% | 36.2% | 61.2% | 621 |
| | 51 - 55 YEARS OLD | 3.7% | 39.2% | 57.1% | 928 |
| SEX | 56 - 60 YEARS OLD | 2.6% | 41.0% | 56.4% | 498 |
| | 61 AND OLDER | 1.7% | 44.8% | 53.5% | 1,388 |
| RACE | MALE | 2.3% | 38.1% | 59.6% | 1,637 |
| | FEMALE | 2.8% | 40.0% | 57.2% | 2,863 |
| RACE | CAUCASIAN | 2.8% | 38.2% | 59.0% | 4,095 |
| | AFRICAN AMERICAN | 1.5% | 57.9% | 40.6% | 202 |
| | OTHER | - | 42.2% | 57.8% | 154 |
| HISPANIC/ LATINO | YES | 2.1% | 56.2% | 41.7% | 48 |
| | NO | 2.6% | 39.1% | 58.3% | 4,428 |
| MARITAL STATUS | SINGLE | 2.7% | 38.6% | 58.7% | 446 |
| | MARRIED | 3.0% | 37.5% | 59.5% | 3,277 |
| | OTHER | 1.2% | 47.0% | 51.8% | 745 |
| RESIDENTIAL LOCATION | URBAN | 2.9% | 44.6% | 52.5% | 612 |
| | SUBURBAN | 2.8% | 41.7% | 55.5% | 1,840 |
| | RURAL | 2.4% | 35.6% | 62.0% | 2,034 |
| DRIVING AREA | URBAN | 2.4% | 43.0% | 54.7% | 1,275 |
| | SUBURBAN | 3.1% | 41.2% | 55.7% | 1,501 |
| | RURAL | 2.5% | 35.0% | 62.6% | 1,665 |
| VEHICLE TYPE | AUTOMOBILE | 2.6% | 40.1% | 57.4% | 2,343 |
| | VAN/MINI VAN | 3.7% | 36.1% | 60.2% | 545 |
| | PICKUP TRUCK | 1.7% | 42.2% | 56.1% | 578 |
| | SUV | 2.7% | 37.7% | 59.6% | 984 |
| | OTHER | 2.3% | 38.6% | 59.1% | 44 |

TABLE A2.9: OHIO HAS A LAW REQUIRING A RESTRAINING DEVICE BY MINORS BETWEEN 4 & 15 YEARS OF AGE

| | | No | YES | TOTAL |
|----------------------|---------------------|------|--------|-------|
| ALL RESPONDENTS | | 3.7% | 96.3% | 4,385 |
| SURVEY | SURVEY 1 | 4.1% | 95.9% | 1,301 |
| | SURVEY 2 | 2.6% | 97.4% | 1,029 |
| | SURVEY 3 | 4.8% | 95.2% | 1,015 |
| | SURVEY 4 | 3.3% | 96.7% | 1,040 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.2% | 96.8% | 531 |
| | BUCYRUS DISTRICT | 3.9% | 96.1% | 535 |
| | CLEVELAND DISTRICT | 2.8% | 97.2% | 499 |
| | PIQUA DISTRICT | 3.7% | 96.3% | 565 |
| | COLUMBUS DISTRICT | 4.1% | 95.9% | 563 |
| | CAMBRIDGE DISTRICT | 3.5% | 96.5% | 571 |
| | WILMINGTON DISTRICT | 4.5% | 95.5% | 583 |
| | JACKSON DISTRICT | 3.9% | 96.1% | 538 |
| AGE | 25 AND YOUNGER | 6.6% | 93.4% | 91 |
| | 26 - 30 YEARS OLD | 2.8% | 97.2% | 71 |
| | 31 - 35 YEARS OLD | 2.9% | 97.1% | 170 |
| | 36 - 40 YEARS OLD | 2.6% | 97.4% | 271 |
| | 41 - 45 YEARS OLD | 3.8% | 96.2% | 420 |
| | 46 - 50 YEARS OLD | 3.4% | 96.6% | 591 |
| | 51 - 55 YEARS OLD | 4.5% | 95.5% | 885 |
| | 56 - 60 YEARS OLD | 4.0% | 96.0% | 498 |
| | 61 AND OLDER | 3.4% | 96.6% | 1,368 |
| SEX | MALE | 4.5% | 95.5% | 1,575 |
| | FEMALE | 3.3% | 96.7% | 2,810 |
| RACE | CAUCASIAN | 3.7% | 96.3% | 3,991 |
| | AFRICAN AMERICAN | 5.5% | 94.5% | 201 |
| | OTHER | 3.3% | 96.7% | 152 |
| HISPANIC/ LATINO | YES | - | 100.0% | 49 |
| | NO | 3.8% | 96.2% | 4,316 |
| MARITAL STATUS | SINGLE | 4.7% | 95.3% | 426 |
| | MARRIED | 3.7% | 96.3% | 3,203 |
| | OTHER | 3.2% | 96.8% | 728 |
| RESIDENTIAL LOCATION | URBAN | 4.2% | 95.8% | 592 |
| | SUBURBAN | 3.8% | 96.2% | 1,819 |
| | RURAL | 3.5% | 96.5% | 1,960 |
| DRIVING AREA | URBAN | 3.7% | 96.3% | 1,265 |
| | SUBURBAN | 3.6% | 96.4% | 1,480 |
| | RURAL | 3.8% | 96.2% | 1,580 |
| VEHICLE TYPE | AUTOMOBILE | 3.9% | 96.1% | 2,289 |
| | VAN/MINI VAN | 2.4% | 97.6% | 538 |
| | PICKUP TRUCK | 3.7% | 96.3% | 544 |
| | SUV | 4.0% | 96.0% | 965 |
| | OTHER | 4.8% | 95.2% | 42 |

TABLE A2.10: 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 | | 0.3% | 99.7% | 4,682 |
| SURVEY | SURVEY 1 | 0.4% | 99.6% | 1,366 |
| | SURVEY 2 | 0.5% | 99.5% | 1,103 |
| | SURVEY 3 | 0.4% | 99.6% | 1,090 |
| | SURVEY 4 | 0.1% | 99.9% | 1,123 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.5% | 99.5% | 573 |
| | BUCYRUS DISTRICT | 0.2% | 99.8% | 591 |
| | CLEVELAND DISTRICT | 0.6% | 99.4% | 533 |
| | PIQUA DISTRICT | 0.2% | 99.8% | 590 |
| | COLUMBUS DISTRICT | 0.2% | 99.8% | 601 |
| | CAMBRIDGE DISTRICT | 0.5% | 99.5% | 616 |
| | WILMINGTON DISTRICT | 0.3% | 99.7% | 600 |
| | JACKSON DISTRICT | 0.2% | 99.8% | 578 |
| AGE | 25 AND YOUNGER | 1.0% | 99.0% | 101 |
| | 26 - 30 YEARS OLD | - | 100.0% | 75 |
| | 31 - 35 YEARS OLD | - | 100.0% | 180 |
| | 36 - 40 YEARS OLD | - | 100.0% | 282 |
| | 41 - 45 YEARS OLD | 0.2% | 99.8% | 439 |
| | 46 - 50 YEARS OLD | 0.5% | 99.5% | 644 |
| | 51 - 55 YEARS OLD | 0.2% | 99.8% | 962 |
| | 56 - 60 YEARS OLD | 0.4% | 99.6% | 522 |
| | 61 AND OLDER | 0.3% | 99.7% | 1,454 |
| SEX | MALE | 0.4% | 99.6% | 1,691 |
| | FEMALE | 0.3% | 99.7% | 2,991 |
| RACE | CAUCASIAN | 0.3% | 99.7% | 4,264 |
| | AFRICAN AMERICAN | - | 100.0% | 208 |
| | OTHER | 0.6% | 99.4% | 161 |
| HISPANIC/LATINO | YES | - | 100.0% | 49 |
| | NO | 0.3% | 99.7% | 4,608 |
| MARITAL STATUS | SINGLE | 0.9% | 99.1% | 461 |
| | MARRIED | 0.2% | 99.8% | 3,406 |
| | OTHER | 0.4% | 99.6% | 780 |
| RESIDENTIAL LOCATION | URBAN | 0.2% | 99.8% | 634 |
| | SUBURBAN | 0.4% | 99.6% | 1,930 |
| | RURAL | 0.3% | 99.7% | 2,104 |
| DRIVING AREA | URBAN | 0.5% | 99.5% | 1,327 |
| | SUBURBAN | 0.3% | 99.7% | 1,583 |
| | RURAL | 0.2% | 99.8% | 1,708 |
| VEHICLE TYPE | AUTOMOBILE | 0.5% | 99.5% | 2,444 |
| | VAN/MINI VAN | - | 100.0% | 565 |
| | PICKUP TRUCK | - | 100.0% | 589 |
| | SUV | 0.1% | 99.9% | 1,032 |
| | OTHER | 2.2% | 97.8% | 45 |

TABLE A2.11: OHIO CURRENTLY HAS A BOOSTER SEAT LAW

| | | No | YES | TOTAL |
|----------------------|---------------------|------|--------|-------|
| ALL RESPONDENTS | | 1.9% | 98.1% | 4,384 |
| SURVEY | SURVEY 1 | 2.1% | 97.9% | 1,266 |
| | SURVEY 2 | 2.7% | 97.3% | 1,033 |
| | SURVEY 3 | 1.9% | 98.1% | 1,027 |
| | SURVEY 4 | 1.0% | 99.0% | 1,058 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.9% | 98.1% | 525 |
| | BUCYRUS DISTRICT | 1.8% | 98.2% | 546 |
| | CLEVELAND DISTRICT | 3.0% | 97.0% | 501 |
| | PIQUA DISTRICT | 1.8% | 98.2% | 566 |
| | COLUMBUS DISTRICT | 2.9% | 97.1% | 555 |
| | CAMBRIDGE DISTRICT | 1.2% | 98.8% | 571 |
| | WILMINGTON DISTRICT | 1.9% | 98.1% | 574 |
| | JACKSON DISTRICT | 1.1% | 98.9% | 546 |
| AGE | 25 AND YOUNGER | 6.2% | 93.8% | 97 |
| | 26 - 30 YEARS OLD | 1.4% | 98.6% | 72 |
| | 31 - 35 YEARS OLD | 2.3% | 97.7% | 175 |
| | 36 - 40 YEARS OLD | 0.7% | 99.3% | 269 |
| | 41 - 45 YEARS OLD | 1.2% | 98.8% | 421 |
| | 46 - 50 YEARS OLD | 2.5% | 97.5% | 602 |
| | 51 - 55 YEARS OLD | 2.5% | 97.5% | 903 |
| | 56 - 60 YEARS OLD | 1.8% | 98.2% | 494 |
| SEX | 61 AND OLDER | 1.4% | 98.6% | 1,329 |
| | MALE | 2.6% | 97.4% | 1,548 |
| | FEMALE | 1.6% | 98.4% | 2,836 |
| RACE | CAUCASIAN | 2.0% | 98.0% | 3,992 |
| | AFRICAN AMERICAN | 1.5% | 98.5% | 198 |
| | OTHER | 2.7% | 97.3% | 149 |
| HISPANIC/ LATINO | YES | - | 100.0% | 49 |
| | NO | 2.0% | 98.0% | 4,310 |
| MARITAL STATUS | SINGLE | 4.0% | 96.0% | 430 |
| | MARRIED | 1.8% | 98.2% | 3,209 |
| | OTHER | 1.3% | 98.7% | 711 |
| RESIDENTIAL LOCATION | URBAN | 2.9% | 97.1% | 591 |
| | SUBURBAN | 2.0% | 98.0% | 1,805 |
| | RURAL | 1.6% | 98.4% | 1,974 |
| DRIVING AREA | URBAN | 2.2% | 97.8% | 1,249 |
| | SUBURBAN | 2.1% | 97.9% | 1,473 |
| | RURAL | 1.6% | 98.4% | 1,603 |
| VEHICLE TYPE | AUTOMOBILE | 2.0% | 98.0% | 2,275 |
| | VAN/MINI VAN | 2.0% | 98.0% | 539 |
| | PICKUP TRUCK | 1.5% | 98.5% | 539 |
| | SUV | 1.9% | 98.1% | 983 |
| | OTHER | 2.4% | 97.6% | 41 |

TABLE A2.12: WHEN OHIO LAW ENFORCEMENT CAN STOP A VEHICLE FOR SEAT A BELT VIOLATION

| | | CAN STOP FOR SEAT BELT VIOLATION ONLY | MUST OBSERVE ANOTHER OFFENSE FIRST | TOTAL |
|-------------------------|---------------------|--|---------------------------------------|-------|
| ALL RESPONDENTS | | 54.7% | 45.3% | 4,467 |
| SURVEY | SURVEY 1 | 54.8% | 45.2% | 1,295 |
| | SURVEY 2 | 58.0% | 42.0% | 1,049 |
| | SURVEY 3 | 51.3% | 48.7% | 1,064 |
| | SURVEY 4 | 54.8% | 45.2% | 1,059 |
| OSP DISTRICT | FINDLAY DISTRICT | 59.1% | 40.9% | 538 |
| | BUCYRUS DISTRICT | 55.6% | 44.4% | 561 |
| | CLEVELAND DISTRICT | 51.0% | 49.0% | 510 |
| | PIQUA DISTRICT | 54.3% | 45.7% | 558 |
| | COLUMBUS DISTRICT | 45.8% | 54.2% | 576 |
| | CAMBRIDGE DISTRICT | 57.4% | 42.6% | 596 |
| | WILMINGTON DISTRICT | 54.5% | 45.5% | 580 |
| AGE | JACKSON DISTRICT | 60.0% | 40.0% | 548 |
| | 25 AND YOUNGER | 67.7% | 32.3% | 99 |
| | 26 - 30 YEARS OLD | 63.9% | 36.1% | 72 |
| | 31 - 35 YEARS OLD | 65.9% | 34.1% | 179 |
| | 36 - 40 YEARS OLD | 59.0% | 41.0% | 268 |
| | 41 - 45 YEARS OLD | 53.8% | 46.2% | 429 |
| | 46 - 50 YEARS OLD | 53.2% | 46.8% | 622 |
| | 51 - 55 YEARS OLD | 51.8% | 48.2% | 908 |
| SEX | 56 - 60 YEARS OLD | 53.3% | 46.7% | 501 |
| | 61 AND OLDER | 54.2% | 45.8% | 1,370 |
| SEX | MALE | 54.5% | 45.5% | 1,647 |
| | FEMALE | 54.9% | 45.1% | 2,820 |
| RACE | CAUCASIAN | 54.1% | 45.9% | 4,064 |
| | AFRICAN AMERICAN | 63.7% | 36.3% | 201 |
| | OTHER | 60.0% | 40.0% | 155 |
| HISPANIC/ LATINO | YES | 62.0% | 38.0% | 50 |
| | NO | 54.7% | 45.3% | 4,395 |
| MARITAL STATUS | SINGLE | 59.5% | 40.5% | 444 |
| | MARRIED | 54.2% | 45.8% | 3,266 |
| | OTHER | 54.1% | 45.9% | 725 |
| RESIDENTIAL LOCATION | URBAN | 58.8% | 41.2% | 609 |
| | SUBURBAN | 50.9% | 49.1% | 1,849 |
| | RURAL | 57.0% | 43.0% | 1,997 |
| DRIVING AREA | URBAN | 56.5% | 43.5% | 1,263 |
| | SUBURBAN | 50.4% | 49.6% | 1,515 |
| | RURAL | 57.4% | 42.6% | 1,628 |
| VEHICLE TYPE | AUTOMOBILE | 54.4% | 45.6% | 2,320 |
| | VAN/MINI VAN | 52.6% | 47.4% | 542 |
| | PICKUP TRUCK | 57.8% | 42.2% | 573 |
| | SUV | 54.7% | 45.3% | 982 |
| | OTHER | 56.8% | 43.2% | 44 |

TABLE A2.13: LAW ENFORCEMENT SHOULD BE ABLE TO STOP A VEHICLE FOR SEAT BELT VIOLATIONS

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 34.1% | 65.9% | 4,569 |
| SURVEY | SURVEY 1 | 37.1% | 62.9% | 1,346 |
| | SURVEY 2 | 29.2% | 70.8% | 1,080 |
| | SURVEY 3 | 34.9% | 65.1% | 1,073 |
| | SURVEY 4 | 34.4% | 65.6% | 1,070 |
| OSP DISTRICT | FINDLAY DISTRICT | 34.9% | 65.1% | 556 |
| | BUCYRUS DISTRICT | 36.3% | 63.7% | 573 |
| | CLEVELAND DISTRICT | 34.6% | 65.4% | 523 |
| | PIQUA DISTRICT | 30.7% | 69.3% | 576 |
| | COLUMBUS DISTRICT | 31.2% | 68.8% | 581 |
| | CAMBRIDGE DISTRICT | 36.8% | 63.2% | 606 |
| | WILMINGTON DISTRICT | 34.3% | 65.7% | 592 |
| | JACKSON DISTRICT | 34.0% | 66.0% | 562 |
| AGE | 25 AND YOUNGER | 28.7% | 71.3% | 101 |
| | 26 - 30 YEARS OLD | 40.3% | 59.7% | 72 |
| | 31 - 35 YEARS OLD | 26.1% | 73.9% | 176 |
| | 36 - 40 YEARS OLD | 39.1% | 60.9% | 271 |
| | 41 - 45 YEARS OLD | 38.0% | 62.0% | 426 |
| | 46 - 50 YEARS OLD | 39.6% | 60.4% | 623 |
| | 51 - 55 YEARS OLD | 37.4% | 62.6% | 932 |
| | 56 - 60 YEARS OLD | 33.0% | 67.0% | 515 |
| SEX | 61 AND OLDER | 28.8% | 71.2% | 1,433 |
| | MALE | 42.7% | 57.3% | 1,667 |
| RACE | FEMALE | 29.2% | 70.8% | 2,902 |
| | CAUCASIAN | 33.9% | 66.1% | 4,155 |
| | AFRICAN AMERICAN | 34.8% | 65.2% | 207 |
| HISPANIC/ LATINO | OTHER | 36.0% | 64.0% | 161 |
| | YES | 32.7% | 67.3% | 52 |
| MARITAL STATUS | NO | 34.0% | 66.0% | 4,492 |
| | SINGLE | 38.9% | 61.1% | 447 |
| | MARRIED | 33.8% | 66.2% | 3,321 |
| RESIDENTIAL LOCATION | OTHER | 32.4% | 67.6% | 766 |
| | URBAN | 31.7% | 68.3% | 630 |
| | SUBURBAN | 33.3% | 66.7% | 1,879 |
| DRIVING AREA | RURAL | 35.6% | 64.4% | 2,047 |
| | URBAN | 33.1% | 66.9% | 1,303 |
| | SUBURBAN | 33.1% | 66.9% | 1,545 |
| VEHICLE TYPE | RURAL | 35.8% | 64.2% | 1,662 |
| | AUTOMOBILE | 32.2% | 67.8% | 2,389 |
| | VAN/MINI VAN | 30.5% | 69.5% | 547 |
| | PICKUP TRUCK | 45.8% | 54.2% | 574 |
| | SUV | 33.4% | 66.6% | 1,009 |
| | OTHER | 44.4% | 55.6% | 45 |

TABLE A2.14: SUPPORT OR OPPOSE A PRIMARY SEAT BELT LAW

| | | DEFINITELY OPPOSE | PROBABLY OPPOSE | PROBABLY SUPPORT | DEFINITELY SUPPORT | TOTAL | AVERAGE |
|-------------------------|---------------------|----------------------|--------------------|---------------------|-----------------------|-------|---------|
| ALL RESPONDENTS | | 25.4% | 8.2% | 14.2% | 52.2% | 4,623 | 2.931 |
| SURVEY | SURVEY 1 | 25.5% | 7.0% | 13.9% | 53.6% | 1,363 | 2.956 |
| | SURVEY 2 | 21.6% | 8.2% | 16.4% | 53.8% | 1,087 | 3.024 |
| | SURVEY 3 | 28.2% | 8.8% | 12.2% | 50.8% | 1,077 | 2.855 |
| | SURVEY 4 | 26.5% | 8.9% | 14.5% | 50.1% | 1,096 | 2.882 |
| OSP DISTRICT | FINDLAY DISTRICT | 26.3% | 7.9% | 16.6% | 49.2% | 559 | 2.887 |
| | BUCYRUS DISTRICT | 26.0% | 9.5% | 14.8% | 49.7% | 581 | 2.883 |
| | CLEVELAND DISTRICT | 24.5% | 6.6% | 15.2% | 53.7% | 534 | 2.981 |
| | PIQUA DISTRICT | 23.8% | 8.8% | 13.6% | 53.7% | 588 | 2.973 |
| | COLUMBUS DISTRICT | 22.6% | 8.1% | 13.4% | 55.9% | 583 | 3.026 |
| | CAMBRIDGE DISTRICT | 27.5% | 8.0% | 12.6% | 51.9% | 611 | 2.889 |
| | WILMINGTON DISTRICT | 26.2% | 8.3% | 14.0% | 51.5% | 600 | 2.908 |
| | JACKSON DISTRICT | 26.5% | 8.1% | 13.9% | 51.5% | 567 | 2.905 |
| AGE | 25 AND YOUNGER | 21.0% | 7.0% | 19.0% | 53.0% | 100 | 3.040 |
| | 26 - 30 YEARS OLD | 21.1% | 9.9% | 16.9% | 52.1% | 71 | 3.000 |
| | 31 - 35 YEARS OLD | 26.6% | 6.8% | 16.4% | 50.3% | 177 | 2.904 |
| | 36 - 40 YEARS OLD | 28.9% | 7.1% | 17.5% | 46.4% | 280 | 2.814 |
| | 41 - 45 YEARS OLD | 29.2% | 9.6% | 10.7% | 50.5% | 428 | 2.825 |
| | 46 - 50 YEARS OLD | 28.9% | 9.0% | 14.6% | 47.4% | 622 | 2.805 |
| | 51 - 55 YEARS OLD | 30.7% | 8.3% | 13.0% | 48.0% | 952 | 2.784 |
| | 56 - 60 YEARS OLD | 25.3% | 8.7% | 15.1% | 51.0% | 518 | 2.917 |
| | 61 AND OLDER | 19.3% | 7.4% | 14.2% | 59.1% | 1,454 | 3.133 |
| SEX | MALE | 37.5% | 8.1% | 13.0% | 41.5% | 1,679 | 2.584 |
| | FEMALE | 18.6% | 8.2% | 14.9% | 58.3% | 2,944 | 3.129 |
| RACE | CAUCASIAN | 25.4% | 8.1% | 14.3% | 52.2% | 4,205 | 2.934 |
| | AFRICAN AMERICAN | 22.0% | 10.0% | 9.6% | 58.4% | 209 | 3.043 |
| | OTHER | 28.7% | 5.6% | 20.0% | 45.6% | 160 | 2.825 |
| HISPANIC/ LATINO | YES | 16.0% | 10.0% | 22.0% | 52.0% | 50 | 3.100 |
| | NO | 25.4% | 8.2% | 14.2% | 52.2% | 4,549 | 2.932 |
| MARITAL STATUS | SINGLE | 27.6% | 9.9% | 13.9% | 48.6% | 453 | 2.834 |
| | MARRIED | 25.2% | 8.2% | 14.4% | 52.2% | 3,353 | 2.936 |
| | OTHER | 25.2% | 6.9% | 13.7% | 54.2% | 782 | 2.969 |
| RESIDENTIAL LOCATION | URBAN | 23.6% | 7.8% | 14.7% | 54.0% | 632 | 2.991 |
| | SUBURBAN | 24.1% | 8.2% | 15.1% | 52.6% | 1,914 | 2.961 |
| | RURAL | 27.2% | 8.3% | 13.2% | 51.2% | 2,063 | 2.885 |
| DRIVING AREA | URBAN | 23.6% | 8.2% | 14.0% | 54.2% | 1,316 | 2.987 |
| | SUBURBAN | 24.2% | 8.3% | 15.0% | 52.6% | 1,560 | 2.960 |
| | RURAL | 28.0% | 8.1% | 13.7% | 50.3% | 1,689 | 2.862 |
| VEHICLE TYPE | AUTOMOBILE | 23.3% | 8.3% | 14.8% | 53.6% | 2,411 | 2.988 |
| | VAN/MINI VAN | 23.1% | 8.8% | 15.2% | 53.0% | 559 | 2.980 |
| | PICKUP TRUCK | 38.1% | 8.0% | 11.6% | 42.2% | 585 | 2.579 |
| | SUV | 24.0% | 7.6% | 14.1% | 54.4% | 1,017 | 2.988 |
| | OTHER | 40.0% | 13.3% | 4.4% | 42.2% | 45 | 2.489 |

TABLE A2.15: VOTING ON A PRIMARY SEAT BELT LAW

| | | DEFINITELY AGAINST | PROBABLY AGAINST | PROBABLY FOR | DEFINITELY FOR | TOTAL | AVERAGE |
|-------------------------|---------------------|-----------------------|---------------------|-----------------|-------------------|-------|---------|
| ALL RESPONDENTS | | 24.5% | 9.0% | 14.0% | 52.5% | 4,584 | 2.944 |
| SURVEY | SURVEY 1 | 24.9% | 8.2% | 13.5% | 53.5% | 1,356 | 2.956 |
| | SURVEY 2 | 20.9% | 8.3% | 16.1% | 54.7% | 1,075 | 3.046 |
| | SURVEY 3 | 27.1% | 9.9% | 11.9% | 51.1% | 1,072 | 2.871 |
| | SURVEY 4 | 25.3% | 9.8% | 14.4% | 50.5% | 1,081 | 2.902 |
| OSP DISTRICT | FINDLAY DISTRICT | 24.8% | 9.2% | 16.2% | 49.9% | 557 | 2.912 |
| | BUCYRUS DISTRICT | 25.0% | 10.2% | 14.9% | 49.9% | 571 | 2.897 |
| | CLEVELAND DISTRICT | 22.5% | 8.7% | 14.6% | 54.2% | 528 | 3.004 |
| | PIQUA DISTRICT | 22.9% | 9.4% | 12.7% | 55.0% | 584 | 2.997 |
| | COLUMBUS DISTRICT | 21.7% | 8.4% | 12.9% | 56.9% | 580 | 3.050 |
| | CAMBRIDGE DISTRICT | 27.3% | 8.1% | 13.0% | 51.6% | 608 | 2.890 |
| | WILMINGTON DISTRICT | 25.5% | 9.2% | 13.8% | 51.4% | 595 | 2.911 |
| | JACKSON DISTRICT | 26.2% | 8.7% | 13.9% | 51.2% | 561 | 2.900 |
| AGE | 25 AND YOUNGER | 15.3% | 14.3% | 18.4% | 52.0% | 98 | 3.071 |
| | 26 - 30 YEARS OLD | 22.5% | 8.5% | 18.3% | 50.7% | 71 | 2.972 |
| | 31 - 35 YEARS OLD | 27.4% | 6.9% | 14.9% | 50.9% | 175 | 2.891 |
| | 36 - 40 YEARS OLD | 26.9% | 9.5% | 15.3% | 48.4% | 275 | 2.851 |
| | 41 - 45 YEARS OLD | 28.8% | 10.6% | 9.9% | 50.7% | 424 | 2.825 |
| | 46 - 50 YEARS OLD | 29.0% | 9.0% | 15.5% | 46.5% | 624 | 2.795 |
| | 51 - 55 YEARS OLD | 29.8% | 8.9% | 13.3% | 48.0% | 942 | 2.794 |
| | 56 - 60 YEARS OLD | 24.7% | 8.9% | 14.6% | 51.8% | 514 | 2.934 |
| | 61 AND OLDER | 17.8% | 8.3% | 13.8% | 60.1% | 1,440 | 3.163 |
| SEX | MALE | 36.6% | 8.9% | 12.7% | 41.8% | 1,668 | 2.597 |
| | FEMALE | 17.7% | 9.0% | 14.7% | 58.6% | 2,916 | 3.143 |
| RACE | CAUCASIAN | 24.5% | 8.9% | 14.0% | 52.5% | 4,174 | 2.946 |
| | AFRICAN AMERICAN | 18.4% | 12.1% | 10.2% | 59.2% | 206 | 3.102 |
| | OTHER | 28.8% | 5.1% | 16.7% | 49.4% | 156 | 2.865 |
| HISPANIC/ LATINO | YES | 16.3% | 8.2% | 26.5% | 49.0% | 49 | 3.082 |
| | NO | 24.5% | 9.0% | 13.8% | 52.6% | 4,511 | 2.946 |
| MARITAL STATUS | SINGLE | 26.3% | 10.9% | 16.5% | 46.3% | 449 | 2.829 |
| | MARRIED | 24.7% | 8.9% | 13.9% | 52.6% | 3,322 | 2.943 |
| | OTHER | 22.7% | 8.2% | 12.9% | 56.2% | 780 | 3.026 |
| RESIDENTIAL LOCATION | URBAN | 23.1% | 8.1% | 14.6% | 54.1% | 628 | 2.998 |
| | SUBURBAN | 22.6% | 10.0% | 14.0% | 53.4% | 1,896 | 2.982 |
| | RURAL | 26.8% | 8.4% | 13.7% | 51.2% | 2,047 | 2.893 |
| DRIVING AREA | URBAN | 22.5% | 9.7% | 13.4% | 54.4% | 1,305 | 2.998 |
| | SUBURBAN | 23.1% | 8.9% | 14.6% | 53.4% | 1,545 | 2.983 |
| | RURAL | 27.5% | 8.4% | 13.9% | 50.3% | 1,675 | 2.870 |
| VEHICLE TYPE | AUTOMOBILE | 21.7% | 9.4% | 14.7% | 54.1% | 2,394 | 3.013 |
| | VAN/MINI VAN | 22.4% | 8.9% | 14.4% | 54.4% | 550 | 3.007 |
| | PICKUP TRUCK | 38.1% | 8.8% | 11.4% | 41.7% | 578 | 2.567 |
| | SUV | 24.2% | 7.8% | 13.6% | 54.3% | 1,011 | 2.980 |
| | OTHER | 37.8% | 15.6% | 4.4% | 42.2% | 45 | 2.511 |

TABLE A2.16: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO

| | | NO, DEFINITELY | NO, PROBABLY | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 13.4% | 19.0% | 36.8% | 30.8% | 4,484 | 2.849 |
| SURVEY | SURVEY 1 | 13.6% | 18.2% | 34.4% | 33.7% | 1,319 | 2.882 |
| | SURVEY 2 | 14.3% | 18.0% | 34.8% | 33.0% | 1,044 | 2.864 |
| | SURVEY 3 | 12.7% | 18.6% | 39.5% | 29.3% | 1,056 | 2.853 |
| | SURVEY 4 | 13.0% | 21.5% | 39.1% | 26.5% | 1,065 | 2.791 |
| OSP DISTRICT | FINDLAY DISTRICT | 13.3% | 21.5% | 38.0% | 27.2% | 548 | 2.790 |
| | BUCYRUS DISTRICT | 12.7% | 19.4% | 40.2% | 27.7% | 567 | 2.829 |
| | CLEVELAND DISTRICT | 14.0% | 16.1% | 36.1% | 33.8% | 521 | 2.896 |
| | PIQUA DISTRICT | 12.8% | 18.3% | 34.4% | 34.6% | 564 | 2.908 |
| | COLUMBUS DISTRICT | 13.1% | 15.4% | 41.2% | 30.3% | 565 | 2.887 |
| | CAMBRIDGE DISTRICT | 13.6% | 19.2% | 34.0% | 33.2% | 594 | 2.867 |
| | WILMINGTON DISTRICT | 14.7% | 22.0% | 34.1% | 29.1% | 577 | 2.776 |
| JACKSON DISTRICT | 13.0% | 20.1% | 36.5% | 30.5% | 548 | 2.845 | |
| AGE | 25 AND YOUNGER | 2.0% | 21.0% | 38.0% | 39.0% | 100 | 3.140 |
| | 26 - 30 YEARS OLD | 14.9% | 20.3% | 41.9% | 23.0% | 74 | 2.730 |
| | 31 - 35 YEARS OLD | 13.4% | 19.6% | 33.5% | 33.5% | 179 | 2.872 |
| | 36 - 40 YEARS OLD | 16.5% | 20.5% | 35.5% | 27.5% | 273 | 2.740 |
| | 41 - 45 YEARS OLD | 20.3% | 17.4% | 30.8% | 31.5% | 419 | 2.735 |
| | 46 - 50 YEARS OLD | 14.4% | 18.3% | 36.7% | 30.7% | 619 | 2.837 |
| | 51 - 55 YEARS OLD | 14.1% | 19.2% | 35.8% | 30.9% | 916 | 2.835 |
| | 56 - 60 YEARS OLD | 11.6% | 21.4% | 37.7% | 29.3% | 501 | 2.848 |
| 61 AND OLDER | 11.4% | 18.1% | 39.2% | 31.3% | 1,382 | 2.905 | |
| SEX | MALE | 16.3% | 19.6% | 36.3% | 27.8% | 1,639 | 2.757 |
| | FEMALE | 11.7% | 18.7% | 37.1% | 32.5% | 2,845 | 2.903 |
| RACE | CAUCASIAN | 13.2% | 19.3% | 37.5% | 30.0% | 4,080 | 2.842 |
| | AFRICAN AMERICAN | 10.2% | 12.2% | 27.8% | 49.8% | 205 | 3.171 |
| | OTHER | 18.5% | 19.2% | 31.1% | 31.1% | 151 | 2.748 |
| HISPANIC/ LATINO | YES | 8.0% | 10.0% | 46.0% | 36.0% | 50 | 3.100 |
| | NO | 13.4% | 19.0% | 36.8% | 30.8% | 4,410 | 2.849 |
| MARITAL STATUS | SINGLE | 13.3% | 19.3% | 33.1% | 34.2% | 450 | 2.882 |
| | MARRIED | 13.5% | 18.6% | 38.1% | 29.8% | 3,260 | 2.843 |
| | OTHER | 12.3% | 19.8% | 34.4% | 33.5% | 741 | 2.891 |
| RESIDENTIAL LOCATION | URBAN | 12.8% | 19.0% | 35.8% | 32.3% | 625 | 2.877 |
| | SUBURBAN | 12.6% | 18.0% | 38.8% | 30.6% | 1,837 | 2.874 |
| | RURAL | 14.3% | 20.0% | 35.3% | 30.4% | 2,008 | 2.818 |
| DRIVING AREA | URBAN | 14.7% | 17.2% | 35.9% | 32.2% | 1,282 | 2.856 |
| | SUBURBAN | 11.0% | 18.1% | 40.2% | 30.7% | 1,504 | 2.906 |
| | RURAL | 14.3% | 21.5% | 34.7% | 29.6% | 1,639 | 2.796 |
| VEHICLE TYPE | AUTOMOBILE | 12.1% | 17.9% | 37.5% | 32.4% | 2,330 | 2.902 |
| | VAN/MINI VAN | 11.1% | 19.5% | 40.5% | 28.8% | 548 | 2.870 |
| | PICKUP TRUCK | 16.2% | 23.1% | 33.1% | 27.6% | 568 | 2.722 |
| | SUV | 15.5% | 19.1% | 35.6% | 29.8% | 989 | 2.798 |
| | OTHER | 25.0% | 15.9% | 31.8% | 27.3% | 44 | 2.614 |

TABLE A2.17: 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 | | 1.6% | 0.7% | 1.7% | 6.0% | 90.0% | 4,743 | 4.820 |
| SURVEY | SURVEY 1 | 1.6% | 0.9% | 2.7% | 6.4% | 88.4% | 1,395 | 4.791 |
| | SURVEY 2 | 2.2% | 0.4% | 1.0% | 5.4% | 91.0% | 1,112 | 4.826 |
| | SURVEY 3 | 1.5% | 0.6% | 0.9% | 6.0% | 91.0% | 1,109 | 4.842 |
| | SURVEY 4 | 1.1% | 1.0% | 1.9% | 6.1% | 90.0% | 1,127 | 4.830 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.4% | 0.5% | 2.1% | 8.2% | 87.8% | 576 | 4.806 |
| | BUCYRUS DISTRICT | 1.3% | 0.3% | 1.7% | 7.0% | 89.7% | 601 | 4.834 |
| | CLEVELAND DISTRICT | 0.9% | 0.7% | 1.8% | 4.8% | 91.8% | 546 | 4.857 |
| | PIQUA DISTRICT | 1.2% | 0.5% | 1.7% | 5.2% | 91.5% | 598 | 4.853 |
| | COLUMBUS DISTRICT | 1.3% | 0.7% | 0.8% | 5.8% | 91.4% | 604 | 4.853 |
| | CAMBRIDGE DISTRICT | 3.2% | 1.3% | 1.8% | 7.7% | 86.1% | 624 | 4.721 |
| | WILMINGTON DISTRICT | 1.6% | 0.7% | 1.1% | 4.4% | 92.2% | 614 | 4.849 |
| | JACKSON DISTRICT | 1.7% | 1.2% | 2.6% | 4.8% | 89.7% | 580 | 4.795 |
| AGE | 25 AND YOUNGER | 2.9% | - | 3.9% | 10.8% | 82.4% | 102 | 4.696 |
| | 26 - 30 YEARS OLD | 2.6% | 2.6% | 2.6% | 10.5% | 81.6% | 76 | 4.658 |
| | 31 - 35 YEARS OLD | 2.7% | - | - | 4.9% | 92.4% | 184 | 4.842 |
| | 36 - 40 YEARS OLD | 0.7% | 1.1% | 2.1% | 8.1% | 88.0% | 284 | 4.817 |
| | 41 - 45 YEARS OLD | 2.3% | 1.1% | 1.1% | 5.9% | 89.6% | 442 | 4.794 |
| | 46 - 50 YEARS OLD | 2.5% | 0.3% | 2.0% | 5.4% | 89.8% | 649 | 4.798 |
| | 51 - 55 YEARS OLD | 1.6% | 1.2% | 2.0% | 6.9% | 88.3% | 972 | 4.789 |
| | 56 - 60 YEARS OLD | 1.3% | 0.6% | 1.9% | 5.9% | 90.3% | 527 | 4.833 |
| | 61 AND OLDER | 0.9% | 0.5% | 1.4% | 4.9% | 92.2% | 1,484 | 4.869 |
| SEX | MALE | 2.9% | 1.2% | 2.7% | 9.3% | 84.0% | 1,717 | 4.705 |
| | FEMALE | 0.9% | 0.5% | 1.1% | 4.1% | 93.4% | 3,026 | 4.886 |
| RACE | CAUCASIAN | 1.6% | 0.7% | 1.8% | 6.1% | 89.8% | 4,313 | 4.818 |
| | AFRICAN AMERICAN | 0.9% | 0.9% | - | 4.2% | 94.0% | 215 | 4.893 |
| | OTHER | 2.4% | 0.6% | 1.8% | 7.3% | 87.9% | 165 | 4.776 |
| HISPANIC/LATINO | YES | - | - | 1.9% | 7.7% | 90.4% | 52 | 4.885 |
| | NO | 1.6% | 0.8% | 1.7% | 5.9% | 90.0% | 4,666 | 4.820 |
| MARITAL STATUS | SINGLE | 2.6% | 1.5% | 2.8% | 8.3% | 84.9% | 470 | 4.715 |
| | MARRIED | 1.4% | 0.7% | 1.5% | 5.6% | 90.9% | 3,443 | 4.839 |
| | OTHER | 2.0% | 0.6% | 1.9% | 6.2% | 89.3% | 795 | 4.801 |
| RESIDENTIAL LOCATION | URBAN | 2.2% | 0.6% | 1.4% | 7.7% | 88.1% | 649 | 4.790 |
| | SUBURBAN | 1.1% | 0.6% | 1.5% | 4.8% | 91.9% | 1,961 | 4.859 |
| | RURAL | 1.9% | 0.9% | 2.0% | 6.5% | 88.7% | 2,119 | 4.793 |
| DRIVING AREA | URBAN | 1.8% | 0.6% | 1.4% | 7.0% | 89.3% | 1,350 | 4.813 |
| | SUBURBAN | 1.0% | 0.8% | 1.4% | 4.3% | 92.6% | 1,600 | 4.867 |
| | RURAL | 2.0% | 0.9% | 2.3% | 6.8% | 88.1% | 1,729 | 4.783 |
| VEHICLE TYPE | AUTOMOBILE | 1.2% | 0.7% | 1.3% | 5.0% | 91.8% | 2,481 | 4.854 |
| | VAN/MINI VAN | 1.2% | - | 0.7% | 5.6% | 92.5% | 571 | 4.881 |
| | PICKUP TRUCK | 4.7% | 1.9% | 3.9% | 11.1% | 78.5% | 594 | 4.567 |
| | SUV | 1.0% | 0.5% | 1.6% | 5.6% | 91.3% | 1,046 | 4.859 |
| | OTHER | 2.3% | 2.3% | 9.1% | 6.8% | 79.5% | 44 | 4.591 |

TABLE A2.18: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT IN NEXT 6 MONTHS

| | | VERY UNLIKELY | SOMEWHAT UNLIKELY | SOMEWHAT LIKELY | VERY LIKELY | TOTAL | AVERAGE |
|----------------------|---------------------|---------------|-------------------|-----------------|-------------|-------|---------|
| ALL RESPONDENTS | | 33.9% | 21.1% | 22.8% | 22.2% | 4,587 | 2.334 |
| SURVEY | SURVEY 1 | 34.0% | 23.8% | 19.2% | 23.0% | 1,339 | 2.312 |
| | SURVEY 2 | 31.6% | 19.6% | 25.1% | 23.6% | 1,084 | 2.407 |
| | SURVEY 3 | 32.7% | 20.7% | 26.0% | 20.6% | 1,073 | 2.345 |
| | SURVEY 4 | 37.0% | 19.6% | 21.9% | 21.4% | 1,091 | 2.278 |
| OSP DISTRICT | FINDLAY DISTRICT | 33.5% | 18.3% | 27.0% | 21.3% | 564 | 2.360 |
| | BUCYRUS DISTRICT | 33.4% | 21.2% | 21.9% | 23.4% | 580 | 2.353 |
| | CLEVELAND DISTRICT | 30.2% | 23.8% | 21.5% | 24.5% | 530 | 2.404 |
| | PIQUA DISTRICT | 35.8% | 22.9% | 23.2% | 18.1% | 581 | 2.236 |
| | COLUMBUS DISTRICT | 36.1% | 21.7% | 22.8% | 19.3% | 584 | 2.253 |
| | CAMBRIDGE DISTRICT | 35.8% | 17.1% | 22.4% | 24.7% | 590 | 2.361 |
| | WILMINGTON DISTRICT | 39.8% | 24.9% | 20.4% | 14.9% | 598 | 2.104 |
| | JACKSON DISTRICT | 25.4% | 18.9% | 23.6% | 32.1% | 560 | 2.625 |
| AGE | 25 AND YOUNGER | 28.7% | 28.7% | 26.7% | 15.8% | 101 | 2.297 |
| | 26 - 30 YEARS OLD | 27.4% | 17.8% | 26.0% | 28.8% | 73 | 2.562 |
| | 31 - 35 YEARS OLD | 28.7% | 27.5% | 26.4% | 17.4% | 178 | 2.326 |
| | 36 - 40 YEARS OLD | 32.9% | 24.3% | 23.2% | 19.6% | 280 | 2.296 |
| | 41 - 45 YEARS OLD | 30.8% | 21.4% | 27.8% | 20.0% | 435 | 2.370 |
| | 46 - 50 YEARS OLD | 33.5% | 22.4% | 22.9% | 21.1% | 629 | 2.316 |
| | 51 - 55 YEARS OLD | 34.4% | 20.6% | 23.3% | 21.7% | 939 | 2.324 |
| | 56 - 60 YEARS OLD | 34.9% | 19.1% | 20.3% | 25.7% | 513 | 2.368 |
| | 61 AND OLDER | 35.9% | 19.6% | 21.0% | 23.6% | 1,416 | 2.323 |
| SEX | MALE | 36.4% | 21.0% | 21.7% | 20.9% | 1,653 | 2.271 |
| | FEMALE | 32.4% | 21.2% | 23.5% | 22.9% | 2,934 | 2.369 |
| RACE | CAUCASIAN | 34.3% | 21.2% | 22.9% | 21.6% | 4,178 | 2.318 |
| | AFRICAN AMERICAN | 24.3% | 22.3% | 23.3% | 30.1% | 206 | 2.592 |
| | OTHER | 35.8% | 16.4% | 19.5% | 28.3% | 159 | 2.403 |
| HISPANIC/LATINO | YES | 26.0% | 16.0% | 30.0% | 28.0% | 50 | 2.600 |
| | NO | 33.9% | 21.1% | 22.8% | 22.2% | 4,516 | 2.332 |
| MARITAL STATUS | SINGLE | 29.1% | 21.9% | 24.1% | 24.9% | 457 | 2.449 |
| | MARRIED | 34.8% | 22.4% | 22.6% | 20.2% | 3,332 | 2.282 |
| | OTHER | 32.6% | 15.1% | 23.0% | 29.2% | 766 | 2.488 |
| RESIDENTIAL LOCATION | URBAN | 34.5% | 22.4% | 20.9% | 22.2% | 621 | 2.309 |
| | SUBURBAN | 35.2% | 22.1% | 23.1% | 19.6% | 1,906 | 2.270 |
| | RURAL | 32.4% | 19.7% | 23.3% | 24.6% | 2,046 | 2.402 |
| DRIVING AREA | URBAN | 35.3% | 19.8% | 23.5% | 21.4% | 1,291 | 2.310 |
| | SUBURBAN | 34.3% | 24.6% | 21.4% | 19.8% | 1,568 | 2.266 |
| | RURAL | 32.4% | 18.9% | 23.7% | 25.0% | 1,666 | 2.414 |
| VEHICLE TYPE | AUTOMOBILE | 32.9% | 20.3% | 23.3% | 23.5% | 2,389 | 2.374 |
| | VAN/MINI VAN | 35.6% | 25.3% | 22.2% | 16.9% | 562 | 2.205 |
| | PICKUP TRUCK | 37.3% | 18.1% | 19.9% | 24.8% | 569 | 2.322 |
| | SUV | 32.8% | 22.7% | 24.0% | 20.4% | 1,020 | 2.320 |
| | OTHER | 41.5% | 14.6% | 19.5% | 24.4% | 41 | 2.268 |

TABLE A2.19: RECEIVED A TICKET OR WARNING IN OHIO FOR NOT WEARING A SEAT BELT

| | | YES – TICKET | YES - WARNING | NO | TOTAL |
|----------------------|---------------------|--------------|---------------|-------|-------|
| ALL RESPONDENTS | | 9.3% | 2.1% | 88.5% | 4,720 |
| SURVEY | SURVEY 1 | 10.2% | 1.7% | 88.1% | 1,374 |
| | SURVEY 2 | 9.5% | 2.9% | 87.7% | 1,110 |
| | SURVEY 3 | 9.1% | 2.1% | 88.8% | 1,110 |
| | SURVEY 4 | 8.4% | 2.0% | 89.5% | 1,126 |
| OSP DISTRICT | FINDLAY DISTRICT | 8.1% | 3.2% | 88.8% | 571 |
| | BUCYRUS DISTRICT | 11.1% | 1.5% | 87.4% | 602 |
| | CLEVELAND DISTRICT | 7.9% | 0.9% | 91.2% | 545 |
| | PIQUA DISTRICT | 6.4% | 0.8% | 92.8% | 597 |
| | COLUMBUS DISTRICT | 7.1% | 2.0% | 90.9% | 605 |
| | CAMBRIDGE DISTRICT | 12.3% | 3.4% | 84.3% | 611 |
| | WILMINGTON DISTRICT | 6.7% | 2.0% | 91.4% | 613 |
| AGE | JACKSON DISTRICT | 15.3% | 3.3% | 81.4% | 576 |
| | 25 AND YOUNGER | 4.9% | - | 95.1% | 102 |
| | 26 - 30 YEARS OLD | 14.5% | 2.6% | 82.9% | 76 |
| | 31 - 35 YEARS OLD | 12.1% | 2.7% | 85.2% | 182 |
| | 36 - 40 YEARS OLD | 12.5% | 4.3% | 83.3% | 281 |
| | 41 - 45 YEARS OLD | 15.1% | 2.9% | 82.0% | 444 |
| | 46 - 50 YEARS OLD | 10.6% | 2.6% | 86.8% | 642 |
| | 51 - 55 YEARS OLD | 10.2% | 2.9% | 86.9% | 966 |
| SEX | 56 - 60 YEARS OLD | 9.0% | 1.5% | 89.5% | 524 |
| | 61 AND OLDER | 5.9% | 1.1% | 93.0% | 1,480 |
| SEX | MALE | 14.7% | 3.2% | 82.0% | 1,709 |
| | FEMALE | 6.3% | 1.5% | 92.2% | 3,011 |
| RACE | CAUCASIAN | 9.3% | 2.0% | 88.6% | 4,293 |
| | AFRICAN AMERICAN | 8.4% | 2.8% | 88.8% | 215 |
| | OTHER | 11.6% | 3.0% | 85.4% | 164 |
| HISPANIC/ LATINO | YES | 9.8% | 7.8% | 82.4% | 51 |
| | NO | 9.3% | 2.1% | 88.6% | 4,644 |
| MARITAL STATUS | SINGLE | 11.1% | 3.6% | 85.2% | 467 |
| | MARRIED | 8.4% | 2.1% | 89.6% | 3,425 |
| | OTHER | 12.7% | 1.6% | 85.6% | 794 |
| RESIDENTIAL LOCATION | URBAN | 9.4% | 2.0% | 88.6% | 648 |
| | SUBURBAN | 6.9% | 1.8% | 91.3% | 1,950 |
| | RURAL | 11.5% | 2.5% | 86.0% | 2,108 |
| DRIVING AREA | URBAN | 9.1% | 2.1% | 88.8% | 1,341 |
| | SUBURBAN | 6.6% | 1.4% | 92.1% | 1,598 |
| | RURAL | 11.8% | 2.9% | 85.4% | 1,717 |
| VEHICLE TYPE | AUTOMOBILE | 8.3% | 1.8% | 89.9% | 2,473 |
| | VAN/MINI VAN | 7.0% | 2.3% | 90.7% | 571 |
| | PICKUP TRUCK | 18.3% | 3.9% | 77.8% | 586 |
| | SUV | 7.2% | 1.7% | 91.0% | 1,039 |
| | OTHER | 29.5% | 4.5% | 65.9% | 44 |

TABLE A2.20: LENGTH OF TIME SINCE RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

| | | DAYS AGO | WEEKS AGO | MONTHS AGO | YEARS AGO | TOTAL |
|----------------------|---------------------|----------|-----------|------------|-----------|-------|
| ALL RESPONDENTS | | 0.9% | 0.7% | 6.2% | 92.2% | 438 |
| SURVEY | SURVEY 1 | - | 0.7% | 8.0% | 91.3% | 138 |
| | SURVEY 2 | 1.0% | 1.0% | 4.8% | 93.3% | 105 |
| | SURVEY 3 | 1.0% | - | 7.9% | 91.1% | 101 |
| | SURVEY 4 | 2.1% | 1.1% | 3.2% | 93.6% | 94 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.2% | - | 6.5% | 91.3% | 46 |
| | BUCYRUS DISTRICT | - | - | 1.5% | 98.5% | 67 |
| | CLEVELAND DISTRICT | 2.4% | - | 9.5% | 88.1% | 42 |
| | PIQUA DISTRICT | - | - | 10.5% | 89.5% | 38 |
| | COLUMBUS DISTRICT | - | - | 4.8% | 95.2% | 42 |
| | CAMBRIDGE DISTRICT | 1.3% | 2.6% | 3.9% | 92.1% | 76 |
| | WILMINGTON DISTRICT | 2.5% | 2.5% | 7.5% | 87.5% | 40 |
| | JACKSON DISTRICT | - | - | 8.0% | 92.0% | 87 |
| AGE | 25 AND YOUNGER | - | - | 40.0% | 60.0% | 5 |
| | 26 - 30 YEARS OLD | - | - | 18.2% | 81.8% | 11 |
| | 31 - 35 YEARS OLD | - | - | - | 100.0% | 22 |
| | 36 - 40 YEARS OLD | - | - | 2.9% | 97.1% | 35 |
| | 41 - 45 YEARS OLD | - | 1.5% | 6.0% | 92.5% | 67 |
| | 46 - 50 YEARS OLD | - | 1.5% | 4.4% | 94.1% | 68 |
| | 51 - 55 YEARS OLD | 1.0% | - | 7.2% | 91.8% | 97 |
| | 56 - 60 YEARS OLD | 2.2% | - | - | 97.8% | 45 |
| | 61 AND OLDER | 2.3% | 1.1% | 9.1% | 87.5% | 88 |
| SEX | MALE | 0.8% | 0.4% | 6.0% | 92.7% | 248 |
| | FEMALE | 1.1% | 1.1% | 6.3% | 91.6% | 190 |
| RACE | CAUCASIAN | 1.0% | 0.8% | 6.3% | 92.0% | 398 |
| | AFRICAN AMERICAN | - | - | 5.6% | 94.4% | 18 |
| | OTHER | - | - | 5.3% | 94.7% | 19 |
| HISPANIC/LATINO | YES | - | - | 40.0% | 60.0% | 5 |
| | NO | 0.9% | 0.7% | 5.8% | 92.6% | 431 |
| MARITAL STATUS | SINGLE | - | - | 11.5% | 88.5% | 52 |
| | MARRIED | 0.7% | 0.7% | 4.9% | 93.7% | 284 |
| | OTHER | 2.0% | 1.0% | 5.9% | 91.1% | 101 |
| RESIDENTIAL LOCATION | URBAN | 3.3% | 1.6% | 9.8% | 85.2% | 61 |
| | SUBURBAN | 0.7% | 0.7% | 4.5% | 94.0% | 134 |
| | RURAL | 0.4% | 0.4% | 6.2% | 92.9% | 241 |
| DRIVING AREA | URBAN | 1.7% | 0.8% | 6.7% | 90.8% | 120 |
| | SUBURBAN | - | 1.0% | 5.7% | 93.3% | 105 |
| | RURAL | 0.5% | 0.5% | 6.5% | 92.5% | 201 |
| VEHICLE TYPE | AUTOMOBILE | 1.5% | 1.5% | 5.9% | 91.2% | 204 |
| | VAN/MINI VAN | - | - | 7.5% | 92.5% | 40 |
| | PICKUP TRUCK | 0.9% | - | 7.5% | 91.5% | 106 |
| | SUV | - | - | 2.7% | 97.3% | 75 |
| | OTHER | - | - | 15.4% | 84.6% | 13 |

TABLE A2.21: LENGTH OF TIME SINCE RECEIVING A WARNING FOR NOT WEARING A SEAT BELT

| | | DAYS AGO | WEEKS AGO | MONTHS AGO | YEARS AGO | TOTAL |
|----------------------|---------------------|----------|-----------|------------|-----------|-------|
| ALL RESPONDENTS | | - | 5.0% | 3.0% | 92.0% | 100 |
| SURVEY | SURVEY 1 | - | 4.3% | - | 95.7% | 23 |
| | SURVEY 2 | - | 3.1% | 3.1% | 93.8% | 32 |
| | SURVEY 3 | - | 8.7% | - | 91.3% | 23 |
| | SURVEY 4 | - | 4.5% | 9.1% | 86.4% | 22 |
| OSP DISTRICT | FINDLAY DISTRICT | - | 17.6% | 5.9% | 76.5% | 17 |
| | BUCYRUS DISTRICT | - | - | 11.1% | 88.9% | 9 |
| | CLEVELAND DISTRICT | - | - | - | 100.0% | 5 |
| | PIQUA DISTRICT | - | - | - | 100.0% | 5 |
| | COLUMBUS DISTRICT | - | - | - | 100.0% | 12 |
| | CAMBRIDGE DISTRICT | - | 4.8% | - | 95.2% | 21 |
| | WILMINGTON DISTRICT | - | 8.3% | - | 91.7% | 12 |
| | JACKSON DISTRICT | - | - | 5.3% | 94.7% | 19 |
| AGE | 25 AND YOUNGER | - | - | - | 100.0% | 2 |
| | 26 - 30 YEARS OLD | - | - | - | 100.0% | 5 |
| | 31 - 35 YEARS OLD | - | 8.3% | 8.3% | 83.3% | 12 |
| | 36 - 40 YEARS OLD | - | - | - | 100.0% | 13 |
| | 41 - 45 YEARS OLD | - | 5.9% | - | 94.1% | 17 |
| | 46 - 50 YEARS OLD | - | 3.7% | 3.7% | 92.6% | 27 |
| | 51 - 55 YEARS OLD | - | 12.5% | - | 87.5% | 8 |
| | 56 - 60 YEARS OLD | - | 6.2% | 6.2% | 87.5% | 16 |
| | 61 AND OLDER | - | 3.7% | 5.6% | 90.7% | 54 |
| SEX | MALE | - | 6.5% | - | 93.5% | 46 |
| | FEMALE | - | 5.7% | 1.1% | 93.1% | 87 |
| RACE | CAUCASIAN | - | - | 16.7% | 83.3% | 6 |
| | AFRICAN AMERICAN | - | - | - | 100.0% | 5 |
| | OTHER | - | - | 25.0% | 75.0% | 4 |
| HISPANIC/ LATINO | YES | - | 5.2% | 2.1% | 92.7% | 96 |
| | NO | - | - | - | 100.0% | 17 |
| MARITAL STATUS | SINGLE | - | 7.1% | 2.9% | 90.0% | 70 |
| | MARRIED | - | - | 7.7% | 92.3% | 13 |
| | OTHER | - | 7.7% | 7.7% | 84.6% | 13 |
| RESIDENTIAL LOCATION | URBAN | - | 5.7% | 2.9% | 91.4% | 35 |
| | SUBURBAN | - | 3.8% | 1.9% | 94.2% | 52 |
| | RURAL | - | 7.1% | - | 92.9% | 28 |
| DRIVING AREA | URBAN | - | 4.5% | 4.5% | 90.9% | 22 |
| | SUBURBAN | - | 4.2% | 4.2% | 91.7% | 48 |
| | RURAL | - | 6.7% | 2.2% | 91.1% | 45 |
| VEHICLE TYPE | AUTOMOBILE | - | - | - | 100.0% | 12 |
| | VAN/MINI VAN | - | 4.3% | - | 95.7% | 23 |
| | PICKUP TRUCK | - | 5.6% | 5.6% | 88.9% | 18 |
| | SUV | - | - | 50.0% | 50.0% | 2 |
| | OTHER | - | 4.3% | - | 95.7% | 23 |

TABLE A2.22: 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 | | 9.4% | 6.3% | 21.3% | 63.0% | 4,693 | 3.379 |
| SURVEY | SURVEY 1 | 11.3% | 6.2% | 19.5% | 62.9% | 1,376 | 3.340 |
| | SURVEY 2 | 9.7% | 4.9% | 22.6% | 62.8% | 1,098 | 3.383 |
| | SURVEY 3 | 8.1% | 6.0% | 21.5% | 64.4% | 1,097 | 3.421 |
| | SURVEY 4 | 7.9% | 8.1% | 21.9% | 62.0% | 1,122 | 3.381 |
| OSP DISTRICT | FINDLAY DISTRICT | 11.1% | 5.5% | 18.7% | 64.7% | 566 | 3.369 |
| | BUCYRUS DISTRICT | 7.1% | 7.8% | 24.8% | 60.2% | 588 | 3.381 |
| | CLEVELAND DISTRICT | 7.7% | 7.0% | 20.8% | 64.4% | 542 | 3.419 |
| | PIQUA DISTRICT | 8.4% | 6.1% | 20.2% | 65.4% | 595 | 3.425 |
| | COLUMBUS DISTRICT | 7.2% | 5.2% | 21.1% | 66.4% | 596 | 3.468 |
| | CAMBRIDGE DISTRICT | 12.8% | 7.1% | 20.2% | 59.9% | 619 | 3.273 |
| | WILMINGTON DISTRICT | 10.6% | 5.7% | 22.4% | 61.2% | 611 | 3.342 |
| AGE | JACKSON DISTRICT | 9.9% | 6.2% | 21.7% | 62.2% | 576 | 3.361 |
| | 25 AND YOUNGER | 5.9% | 3.9% | 20.6% | 69.6% | 102 | 3.539 |
| | 26 - 30 YEARS OLD | 12.2% | 12.2% | 18.9% | 56.8% | 74 | 3.203 |
| | 31 - 35 YEARS OLD | 10.6% | 5.6% | 21.7% | 62.2% | 180 | 3.356 |
| | 36 - 40 YEARS OLD | 8.1% | 6.7% | 25.1% | 60.1% | 283 | 3.371 |
| | 41 - 45 YEARS OLD | 12.8% | 6.4% | 19.6% | 61.2% | 438 | 3.292 |
| | 46 - 50 YEARS OLD | 10.9% | 6.7% | 22.0% | 60.4% | 642 | 3.319 |
| | 51 - 55 YEARS OLD | 12.2% | 6.6% | 21.9% | 59.3% | 959 | 3.284 |
| SEX | 56 - 60 YEARS OLD | 9.6% | 5.4% | 22.2% | 62.8% | 522 | 3.383 |
| | 61 AND OLDER | 6.1% | 6.3% | 19.7% | 67.9% | 1,470 | 3.494 |
| MALE | MALE | 14.7% | 7.4% | 22.3% | 55.6% | 1,698 | 3.187 |
| | FEMALE | 6.4% | 5.7% | 20.7% | 67.2% | 2,995 | 3.487 |
| RACE | CAUCASIAN | 9.3% | 6.4% | 21.3% | 63.1% | 4,267 | 3.383 |
| | AFRICAN AMERICAN | 6.5% | 6.5% | 19.5% | 67.4% | 215 | 3.479 |
| | OTHER | 12.9% | 4.9% | 21.5% | 60.7% | 163 | 3.301 |
| HISPANIC/ LATINO | YES | 2.0% | 2.0% | 29.4% | 66.7% | 51 | 3.608 |
| | NO | 9.4% | 6.4% | 21.2% | 63.1% | 4,617 | 3.379 |
| MARITAL STATUS | SINGLE | 11.7% | 6.9% | 23.6% | 57.7% | 461 | 3.273 |
| | MARRIED | 8.9% | 6.4% | 21.1% | 63.6% | 3,406 | 3.394 |
| | OTHER | 9.4% | 5.7% | 20.5% | 64.5% | 791 | 3.401 |
| RESIDENTIAL LOCATION | URBAN | 8.7% | 7.3% | 19.5% | 64.6% | 646 | 3.399 |
| | SUBURBAN | 8.1% | 5.9% | 21.9% | 64.1% | 1,938 | 3.420 |
| | RURAL | 10.7% | 6.5% | 21.2% | 61.5% | 2,095 | 3.336 |
| DRIVING AREA | URBAN | 8.9% | 6.0% | 20.6% | 64.5% | 1,341 | 3.407 |
| | SUBURBAN | 8.2% | 6.5% | 21.8% | 63.4% | 1,577 | 3.404 |
| | RURAL | 10.8% | 6.4% | 21.2% | 61.5% | 1,711 | 3.335 |
| VEHICLE TYPE | AUTOMOBILE | 7.3% | 6.7% | 20.8% | 65.1% | 2,450 | 3.438 |
| | VAN/MINI VAN | 7.9% | 4.6% | 21.1% | 66.4% | 569 | 3.460 |
| | PICKUP TRUCK | 18.9% | 8.7% | 22.1% | 50.3% | 588 | 3.039 |
| | SUV | 9.3% | 4.9% | 21.9% | 63.9% | 1,035 | 3.404 |
| | OTHER | 18.2% | 11.4% | 22.7% | 47.7% | 44 | 3.000 |

TABLE A2.23: 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 | | 2.7% | 3.5% | 17.0% | 76.9% | 4,660 | 3.680 |
| SURVEY | SURVEY 1 | 3.2% | 3.0% | 16.3% | 77.5% | 1,367 | 3.680 |
| | SURVEY 2 | 3.1% | 4.1% | 15.9% | 76.8% | 1,087 | 3.664 |
| | SURVEY 3 | 2.2% | 3.2% | 17.1% | 77.5% | 1,094 | 3.699 |
| | SURVEY 4 | 2.2% | 3.7% | 18.6% | 75.5% | 1,112 | 3.675 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.8% | 4.3% | 15.8% | 77.0% | 562 | 3.671 |
| | BUCYRUS DISTRICT | 2.5% | 4.2% | 22.6% | 70.7% | 594 | 3.614 |
| | CLEVELAND DISTRICT | 3.0% | 3.2% | 14.5% | 79.3% | 532 | 3.701 |
| | PIQUA DISTRICT | 2.5% | 2.2% | 13.7% | 81.6% | 591 | 3.743 |
| | COLUMBUS DISTRICT | 1.9% | 1.9% | 15.3% | 81.0% | 594 | 3.754 |
| | CAMBRIDGE DISTRICT | 3.8% | 4.4% | 20.1% | 71.7% | 608 | 3.597 |
| | WILMINGTON DISTRICT | 1.3% | 2.8% | 11.6% | 84.3% | 610 | 3.789 |
| JACKSON DISTRICT | 3.9% | 4.9% | 22.0% | 69.2% | 569 | 3.566 | |
| AGE | 25 AND YOUNGER | 2.0% | 2.0% | 23.5% | 72.5% | 102 | 3.667 |
| | 26 - 30 YEARS OLD | 4.2% | 7.0% | 16.9% | 71.8% | 71 | 3.563 |
| | 31 - 35 YEARS OLD | 2.8% | 1.7% | 25.4% | 70.2% | 181 | 3.630 |
| | 36 - 40 YEARS OLD | 1.8% | 3.2% | 18.4% | 76.6% | 282 | 3.699 |
| | 41 - 45 YEARS OLD | 3.4% | 3.6% | 15.1% | 77.9% | 443 | 3.675 |
| | 46 - 50 YEARS OLD | 2.8% | 3.5% | 16.6% | 77.1% | 633 | 3.679 |
| | 51 - 55 YEARS OLD | 3.5% | 4.1% | 16.8% | 75.6% | 951 | 3.646 |
| | 56 - 60 YEARS OLD | 2.9% | 3.3% | 15.9% | 77.9% | 517 | 3.689 |
| 61 AND OLDER | 2.0% | 3.4% | 16.5% | 78.2% | 1,458 | 3.709 | |
| SEX | MALE | 3.3% | 4.1% | 19.4% | 73.2% | 1,696 | 3.624 |
| | FEMALE | 2.4% | 3.1% | 15.6% | 79.0% | 2,964 | 3.712 |
| RACE | CAUCASIAN | 2.6% | 3.4% | 16.7% | 77.3% | 4,241 | 3.687 |
| | AFRICAN AMERICAN | 2.4% | 3.3% | 18.5% | 75.8% | 211 | 3.678 |
| | OTHER | 5.6% | 5.0% | 17.5% | 71.9% | 160 | 3.556 |
| HISPANIC/ LATINO | YES | 1.9% | 3.8% | 17.3% | 76.9% | 52 | 3.692 |
| | NO | 2.7% | 3.5% | 16.9% | 76.9% | 4,586 | 3.680 |
| MARITAL STATUS | SINGLE | 4.1% | 5.7% | 19.8% | 70.4% | 459 | 3.564 |
| | MARRIED | 2.2% | 2.8% | 16.3% | 78.8% | 3,393 | 3.717 |
| | OTHER | 4.1% | 5.1% | 18.0% | 72.7% | 777 | 3.593 |
| RESIDENTIAL LOCATION | URBAN | 3.3% | 4.2% | 18.3% | 74.1% | 638 | 3.633 |
| | SUBURBAN | 2.2% | 2.9% | 13.8% | 81.2% | 1,940 | 3.740 |
| | RURAL | 3.0% | 3.8% | 19.5% | 73.6% | 2,069 | 3.637 |
| DRIVING AREA | URBAN | 2.3% | 3.3% | 17.1% | 77.3% | 1,328 | 3.693 |
| | SUBURBAN | 1.8% | 3.0% | 15.3% | 79.9% | 1,577 | 3.732 |
| | RURAL | 3.8% | 4.1% | 18.6% | 73.5% | 1,693 | 3.618 |
| VEHICLE TYPE | AUTOMOBILE | 2.3% | 3.2% | 16.0% | 78.5% | 2,434 | 3.706 |
| | VAN/MINI VAN | 2.3% | 2.8% | 16.1% | 78.8% | 565 | 3.713 |
| | PICKUP TRUCK | 5.1% | 5.6% | 23.9% | 65.3% | 585 | 3.494 |
| | SUV | 2.0% | 3.2% | 16.0% | 78.7% | 1,025 | 3.714 |
| | OTHER | 11.4% | 2.3% | 11.4% | 75.0% | 44 | 3.500 |

TABLE A2.24: PEOPLE IMPORTANT TO YOU THINK YOU SHOULD WEAR A SEAT BELT

| | | STRONGLY DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | STRONGLY AGREE | TOTAL | AVERAGE |
|-------------------------|---------------------|----------------------|----------------------|-------------------|-------------------|-------|---------|
| ALL RESPONDENTS | | 1.7% | 1.7% | 7.6% | 89.0% | 4,710 | 3.838 |
| SURVEY | SURVEY 1 | 2.0% | 2.2% | 7.8% | 87.9% | 1,384 | 3.816 |
| | SURVEY 2 | 1.9% | 1.6% | 7.1% | 89.3% | 1,105 | 3.839 |
| | SURVEY 3 | 1.5% | 1.5% | 8.3% | 88.7% | 1,102 | 3.842 |
| | SURVEY 4 | 1.5% | 1.3% | 7.0% | 90.3% | 1,119 | 3.860 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.2% | 1.6% | 7.9% | 89.4% | 573 | 3.853 |
| | BUCYRUS DISTRICT | 1.8% | 1.2% | 8.8% | 88.2% | 600 | 3.833 |
| | CLEVELAND DISTRICT | 1.7% | 1.3% | 6.5% | 90.5% | 539 | 3.859 |
| | PIQUA DISTRICT | 1.2% | 1.5% | 6.4% | 90.9% | 594 | 3.870 |
| | COLUMBUS DISTRICT | 1.8% | 1.2% | 6.7% | 90.3% | 600 | 3.855 |
| | CAMBRIDGE DISTRICT | 2.4% | 3.2% | 8.9% | 85.4% | 618 | 3.773 |
| | WILMINGTON DISTRICT | 1.1% | 1.0% | 8.0% | 89.8% | 609 | 3.865 |
| | JACKSON DISTRICT | 2.6% | 2.6% | 7.3% | 87.5% | 577 | 3.797 |
| AGE | 25 AND YOUNGER | 2.9% | - | 9.8% | 87.3% | 102 | 3.814 |
| | 26 - 30 YEARS OLD | 3.9% | 2.6% | 10.5% | 82.9% | 76 | 3.724 |
| | 31 - 35 YEARS OLD | 2.2% | 1.1% | 7.7% | 89.1% | 183 | 3.836 |
| | 36 - 40 YEARS OLD | 1.4% | 1.8% | 8.5% | 88.3% | 281 | 3.836 |
| | 41 - 45 YEARS OLD | 2.0% | 1.1% | 6.6% | 90.2% | 441 | 3.850 |
| | 46 - 50 YEARS OLD | 1.7% | 2.8% | 8.6% | 86.9% | 641 | 3.807 |
| | 51 - 55 YEARS OLD | 1.8% | 2.1% | 7.9% | 88.3% | 967 | 3.827 |
| | 56 - 60 YEARS OLD | 2.7% | 1.5% | 6.5% | 89.3% | 525 | 3.825 |
| | 61 AND OLDER | 1.2% | 1.4% | 7.1% | 90.4% | 1,472 | 3.867 |
| SEX | MALE | 2.6% | 1.8% | 8.7% | 86.9% | 1,708 | 3.799 |
| | FEMALE | 1.2% | 1.7% | 6.9% | 90.2% | 3,002 | 3.860 |
| RACE | CAUCASIAN | 1.7% | 1.7% | 7.6% | 89.0% | 4,286 | 3.839 |
| | AFRICAN AMERICAN | 1.9% | 1.9% | 6.2% | 90.0% | 211 | 3.844 |
| | OTHER | 1.8% | 2.4% | 7.3% | 88.4% | 164 | 3.823 |
| HISPANIC/ LATINO | YES | - | - | 9.6% | 90.4% | 52 | 3.904 |
| | NO | 1.8% | 1.7% | 7.5% | 89.0% | 4,633 | 3.837 |
| MARITAL STATUS | SINGLE | 3.4% | 1.9% | 10.9% | 83.7% | 467 | 3.749 |
| | MARRIED | 1.4% | 1.7% | 6.8% | 90.2% | 3,422 | 3.857 |
| | OTHER | 2.3% | 1.6% | 8.8% | 87.3% | 788 | 3.811 |
| RESIDENTIAL LOCATION | URBAN | 1.9% | 1.6% | 7.2% | 89.4% | 642 | 3.841 |
| | SUBURBAN | 1.3% | 1.1% | 6.4% | 91.2% | 1,947 | 3.874 |
| | RURAL | 2.1% | 2.3% | 8.8% | 86.9% | 2,107 | 3.804 |
| DRIVING AREA | URBAN | 1.7% | 1.2% | 7.4% | 89.7% | 1,339 | 3.851 |
| | SUBURBAN | 1.1% | 1.6% | 6.3% | 91.0% | 1,590 | 3.872 |
| | RURAL | 2.4% | 2.2% | 9.0% | 86.4% | 1,716 | 3.794 |
| VEHICLE TYPE | AUTOMOBILE | 1.6% | 1.1% | 7.4% | 89.8% | 2,456 | 3.854 |
| | VAN/MINI VAN | 1.8% | 0.7% | 6.3% | 91.2% | 571 | 3.870 |
| | PICKUP TRUCK | 2.4% | 3.6% | 9.8% | 84.2% | 589 | 3.759 |
| | SUV | 1.6% | 2.4% | 7.2% | 88.8% | 1,041 | 3.831 |
| | OTHER | 2.2% | 4.3% | 10.9% | 82.6% | 46 | 3.739 |

TABLE A2.25: IF I WAS IN AN ACCIDENT, I WOULD WANT TO HAVE MY SEAT BELT ON

| | | STRONGLY DISAGREE | SOMEWHAT DISAGREE | SOMEWHAT AGREE | STRONGLY AGREE | TOTAL | AVERAGE |
|-------------------------|---------------------|----------------------|----------------------|-------------------|-------------------|-------|---------|
| ALL RESPONDENTS | | 1.7% | 1.6% | 7.9% | 88.7% | 4,691 | 3.836 |
| SURVEY | SURVEY 1 | 2.0% | 2.3% | 7.1% | 88.6% | 1,377 | 3.823 |
| | SURVEY 2 | 2.1% | 1.3% | 8.8% | 87.8% | 1,101 | 3.824 |
| | SURVEY 3 | 1.6% | 1.5% | 8.0% | 88.8% | 1,097 | 3.840 |
| | SURVEY 4 | 1.2% | 1.3% | 7.7% | 89.8% | 1,116 | 3.861 |
| QSP DISTRICT | FINDLAY DISTRICT | 1.6% | 2.1% | 9.2% | 87.1% | 568 | 3.819 |
| | BUCYRUS DISTRICT | 1.3% | 1.5% | 10.4% | 86.7% | 594 | 3.825 |
| | CLEVELAND DISTRICT | 1.8% | 1.5% | 8.5% | 88.2% | 541 | 3.830 |
| | PIQUA DISTRICT | 1.4% | 1.7% | 3.9% | 93.1% | 591 | 3.887 |
| | COLUMBUS DISTRICT | 1.0% | 1.2% | 5.9% | 91.9% | 596 | 3.888 |
| | CAMBRIDGE DISTRICT | 2.4% | 2.6% | 9.3% | 85.6% | 613 | 3.781 |
| | WILMINGTON DISTRICT | 1.5% | 0.5% | 6.0% | 92.0% | 613 | 3.886 |
| AGE | JACKSON DISTRICT | 3.0% | 2.1% | 9.9% | 85.0% | 575 | 3.770 |
| | 25 AND YOUNGER | 2.0% | 1.0% | 10.8% | 86.3% | 102 | 3.814 |
| | 26 - 30 YEARS OLD | 2.8% | 4.2% | 15.3% | 77.8% | 72 | 3.681 |
| | 31 - 35 YEARS OLD | 1.7% | 1.1% | 11.7% | 85.6% | 180 | 3.811 |
| | 36 - 40 YEARS OLD | 0.7% | 2.9% | 8.2% | 88.2% | 279 | 3.839 |
| | 41 - 45 YEARS OLD | 1.8% | 2.1% | 7.8% | 88.3% | 436 | 3.826 |
| | 46 - 50 YEARS OLD | 2.4% | 2.2% | 8.0% | 87.5% | 638 | 3.806 |
| | 51 - 55 YEARS OLD | 2.2% | 1.6% | 8.9% | 87.3% | 964 | 3.814 |
| SEX | 56 - 60 YEARS OLD | 2.1% | 1.5% | 5.5% | 90.9% | 525 | 3.851 |
| | 61 AND OLDER | 1.2% | 1.2% | 6.9% | 90.8% | 1,472 | 3.873 |
| SEX | MALE | 2.9% | 2.5% | 9.4% | 85.1% | 1,696 | 3.767 |
| | FEMALE | 1.1% | 1.1% | 7.0% | 90.8% | 2,995 | 3.875 |
| RACE | CAUCASIAN | 1.7% | 1.6% | 7.9% | 88.8% | 4,266 | 3.839 |
| | AFRICAN AMERICAN | 1.4% | 1.4% | 6.5% | 90.7% | 214 | 3.864 |
| | OTHER | 4.3% | 3.7% | 6.2% | 85.8% | 162 | 3.735 |
| HISPANIC/ LATINO | YES | - | - | 2.0% | 98.0% | 51 | 3.980 |
| | NO | 1.8% | 1.7% | 7.9% | 88.7% | 4,616 | 3.835 |
| MARITAL STATUS | SINGLE | 2.2% | 2.6% | 11.4% | 83.8% | 464 | 3.769 |
| | MARRIED | 1.5% | 1.5% | 6.9% | 90.1% | 3,413 | 3.856 |
| | OTHER | 2.6% | 1.8% | 9.7% | 85.9% | 780 | 3.790 |
| RESIDENTIAL LOCATION | URBAN | 1.7% | 2.2% | 8.9% | 87.3% | 644 | 3.817 |
| | SUBURBAN | 1.4% | 1.2% | 6.5% | 90.8% | 1,943 | 3.868 |
| | RURAL | 2.1% | 1.9% | 8.8% | 87.3% | 2,090 | 3.812 |
| DRIVING AREA | URBAN | 1.6% | 1.8% | 7.5% | 89.0% | 1,340 | 3.840 |
| | SUBURBAN | 1.1% | 1.2% | 6.9% | 90.8% | 1,585 | 3.873 |
| | RURAL | 2.3% | 1.9% | 9.0% | 86.7% | 1,705 | 3.801 |
| VEHICLE TYPE | AUTOMOBILE | 1.4% | 1.3% | 7.3% | 90.1% | 2,458 | 3.860 |
| | VAN/MINI VAN | 1.8% | 0.5% | 6.5% | 91.2% | 567 | 3.871 |
| | PICKUP TRUCK | 4.3% | 3.8% | 12.7% | 79.2% | 581 | 3.668 |
| | SUV | 1.0% | 1.6% | 7.0% | 90.4% | 1,033 | 3.868 |
| | OTHER | 6.7% | 6.7% | 15.6% | 71.1% | 45 | 3.511 |

TABLE A2.26: DURING THE LAST 30 DAYS, EFFORTS WERE MADE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS

| | | NO, DEFINITELY | NO, PROBABLY | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 72.9% | 8.7% | 4.3% | 14.1% | 4,700 | 1.597 |
| SURVEY | SURVEY 1 | 77.2% | 10.1% | 3.3% | 9.5% | 1,379 | 1.451 |
| | SURVEY 2 | 62.5% | 11.0% | 6.2% | 20.3% | 1,105 | 1.843 |
| | SURVEY 3 | 74.3% | 6.3% | 4.0% | 15.4% | 1,096 | 1.606 |
| | SURVEY 4 | 76.3% | 7.3% | 3.9% | 12.4% | 1,120 | 1.524 |
| OSP DISTRICT | FINDLAY DISTRICT | 70.5% | 8.8% | 4.9% | 15.7% | 566 | 1.659 |
| | BUCYRUS DISTRICT | 70.9% | 8.7% | 3.9% | 16.6% | 597 | 1.662 |
| | CLEVELAND DISTRICT | 74.3% | 6.7% | 4.1% | 15.0% | 540 | 1.598 |
| | PIQUA DISTRICT | 76.6% | 9.5% | 3.6% | 10.3% | 590 | 1.476 |
| | COLUMBUS DISTRICT | 74.6% | 10.6% | 4.3% | 10.5% | 602 | 1.507 |
| | CAMBRIDGE DISTRICT | 70.3% | 9.4% | 5.2% | 15.1% | 617 | 1.650 |
| | WILMINGTON DISTRICT | 73.6% | 7.9% | 3.4% | 15.1% | 610 | 1.600 |
| | JACKSON DISTRICT | 72.1% | 8.1% | 5.0% | 14.7% | 578 | 1.623 |
| AGE | 25 AND YOUNGER | 66.7% | 11.8% | 6.9% | 14.7% | 102 | 1.696 |
| | 26 - 30 YEARS OLD | 73.7% | 9.2% | 2.6% | 14.5% | 76 | 1.579 |
| | 31 - 35 YEARS OLD | 66.1% | 8.2% | 5.5% | 20.2% | 183 | 1.798 |
| | 36 - 40 YEARS OLD | 74.4% | 6.0% | 5.3% | 14.2% | 281 | 1.594 |
| | 41 - 45 YEARS OLD | 67.6% | 9.5% | 5.2% | 17.7% | 441 | 1.730 |
| | 46 - 50 YEARS OLD | 72.2% | 8.4% | 3.9% | 15.6% | 643 | 1.628 |
| | 51 - 55 YEARS OLD | 71.8% | 8.3% | 4.9% | 15.0% | 962 | 1.630 |
| | 56 - 60 YEARS OLD | 70.7% | 10.2% | 4.4% | 14.8% | 522 | 1.632 |
| 61 AND OLDER | 77.2% | 8.6% | 3.3% | 10.8% | 1,467 | 1.478 | |
| SEX | MALE | 65.0% | 8.7% | 5.8% | 20.4% | 1,697 | 1.817 |
| | FEMALE | 77.3% | 8.8% | 3.4% | 10.5% | 3,003 | 1.472 |
| RACE | CAUCASIAN | 73.0% | 8.7% | 4.2% | 14.1% | 4,282 | 1.594 |
| | AFRICAN AMERICAN | 70.1% | 8.5% | 6.2% | 15.2% | 211 | 1.664 |
| | OTHER | 73.9% | 7.6% | 5.1% | 13.4% | 157 | 1.580 |
| HISPANIC/ LATINO | YES | 66.7% | 12.5% | 10.4% | 10.4% | 48 | 1.646 |
| | NO | 73.0% | 8.6% | 4.3% | 14.2% | 4,627 | 1.596 |
| MARITAL STATUS | SINGLE | 69.2% | 10.3% | 4.1% | 16.3% | 465 | 1.675 |
| | MARRIED | 72.5% | 8.5% | 4.3% | 14.6% | 3,413 | 1.610 |
| | OTHER | 76.8% | 8.2% | 4.6% | 10.4% | 788 | 1.486 |
| RESIDENTIAL LOCATION | URBAN | 73.5% | 6.7% | 4.4% | 15.4% | 638 | 1.616 |
| | SUBURBAN | 73.5% | 8.9% | 4.1% | 13.5% | 1,946 | 1.576 |
| | RURAL | 72.2% | 9.2% | 4.4% | 14.3% | 2,102 | 1.608 |
| DRIVING AREA | URBAN | 72.7% | 8.6% | 4.1% | 14.6% | 1,331 | 1.606 |
| | SUBURBAN | 73.7% | 8.8% | 4.5% | 13.1% | 1,592 | 1.569 |
| | RURAL | 72.7% | 8.6% | 4.3% | 14.4% | 1,714 | 1.604 |
| VEHICLE TYPE | AUTOMOBILE | 73.8% | 9.2% | 4.4% | 12.5% | 2,457 | 1.556 |
| | VAN/MINI VAN | 76.4% | 7.0% | 3.5% | 13.0% | 569 | 1.531 |
| | PICKUP TRUCK | 64.4% | 7.5% | 5.3% | 22.8% | 584 | 1.865 |
| | SUV | 73.7% | 9.4% | 4.0% | 13.0% | 1,037 | 1.563 |
| | OTHER | 63.0% | 6.5% | 2.2% | 28.3% | 46 | 1.957 |

TABLES – PART III: MEDIA MESSAGES AND SLOGANS ENCOURAGING SEAT BELT USE

TABLE A3.1: 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 | | 28.5% | 7.7% | 7.7% | 56.0% | 4,701 | 2.912 |
| SURVEY | SURVEY 1 | 31.5% | 10.9% | 9.9% | 47.7% | 1,380 | 2.738 |
| | SURVEY 2 | 21.5% | 6.5% | 7.8% | 64.2% | 1,103 | 3.147 |
| | SURVEY 3 | 27.7% | 6.3% | 6.7% | 59.3% | 1,099 | 2.977 |
| | SURVEY 4 | 32.7% | 6.5% | 5.9% | 54.9% | 1,119 | 2.829 |
| OSP DISTRICT | FINDLAY DISTRICT | 31.2% | 6.5% | 6.0% | 56.3% | 568 | 2.875 |
| | BUCYRUS DISTRICT | 23.0% | 9.3% | 7.2% | 60.6% | 601 | 3.053 |
| | CLEVELAND DISTRICT | 26.2% | 9.1% | 7.8% | 56.9% | 541 | 2.954 |
| | PIQUA DISTRICT | 32.5% | 9.9% | 8.5% | 49.1% | 588 | 2.743 |
| | COLUMBUS DISTRICT | 26.6% | 8.4% | 8.3% | 56.7% | 593 | 2.949 |
| | CAMBRIDGE DISTRICT | 29.4% | 4.8% | 6.9% | 58.8% | 619 | 2.952 |
| | WILMINGTON DISTRICT | 27.4% | 8.0% | 10.2% | 54.4% | 610 | 2.916 |
| JACKSON DISTRICT | 32.2% | 6.0% | 6.9% | 54.9% | 581 | 2.845 | |
| AGE | 25 AND YOUNGER | 21.8% | 3.0% | 9.9% | 65.3% | 101 | 3.188 |
| | 26 - 30 YEARS OLD | 21.1% | 3.9% | 6.6% | 68.4% | 76 | 3.224 |
| | 31 - 35 YEARS OLD | 30.6% | 5.5% | 8.2% | 55.7% | 183 | 2.891 |
| | 36 - 40 YEARS OLD | 35.0% | 6.0% | 8.5% | 50.5% | 283 | 2.746 |
| | 41 - 45 YEARS OLD | 24.1% | 7.2% | 7.2% | 61.5% | 444 | 3.061 |
| | 46 - 50 YEARS OLD | 29.6% | 8.0% | 6.2% | 56.2% | 648 | 2.889 |
| | 51 - 55 YEARS OLD | 24.4% | 9.0% | 6.6% | 60.1% | 960 | 3.024 |
| | 56 - 60 YEARS OLD | 30.0% | 6.5% | 8.4% | 55.2% | 524 | 2.887 |
| 61 AND OLDER | 31.2% | 8.4% | 8.8% | 51.6% | 1,460 | 2.808 | |
| SEX | MALE | 23.3% | 7.5% | 7.4% | 61.8% | 1,713 | 3.078 |
| | FEMALE | 31.6% | 7.9% | 7.9% | 52.6% | 2,988 | 2.816 |
| RACE | CAUCASIAN | 28.7% | 8.0% | 7.8% | 55.5% | 4,276 | 2.902 |
| | AFRICAN AMERICAN | 26.9% | 4.2% | 5.7% | 63.2% | 212 | 3.052 |
| | OTHER | 29.3% | 7.9% | 6.7% | 56.1% | 164 | 2.896 |
| HISPANIC/ LATINO | YES | 30.8% | 5.8% | 9.6% | 53.8% | 52 | 2.865 |
| | NO | 28.5% | 7.8% | 7.7% | 56.0% | 4,624 | 2.911 |
| MARITAL STATUS | SINGLE | 27.9% | 6.2% | 4.9% | 60.9% | 466 | 2.989 |
| | MARRIED | 28.2% | 7.9% | 7.9% | 56.0% | 3,415 | 2.917 |
| | OTHER | 30.8% | 7.9% | 8.5% | 52.8% | 786 | 2.833 |
| RESIDENTIAL LOCATION | URBAN | 30.3% | 8.2% | 9.0% | 52.5% | 646 | 2.836 |
| | SUBURBAN | 28.2% | 8.6% | 7.4% | 55.8% | 1,939 | 2.908 |
| | RURAL | 28.4% | 6.8% | 7.6% | 57.3% | 2,102 | 2.938 |
| DRIVING AREA | URBAN | 29.5% | 7.2% | 7.1% | 56.2% | 1,341 | 2.899 |
| | SUBURBAN | 28.0% | 8.7% | 8.3% | 55.0% | 1,583 | 2.903 |
| | RURAL | 28.4% | 7.3% | 7.5% | 56.8% | 1,712 | 2.926 |
| VEHICLE TYPE | AUTOMOBILE | 28.4% | 7.6% | 8.6% | 55.4% | 2,452 | 2.909 |
| | VAN/MINI VAN | 32.9% | 8.1% | 7.2% | 51.8% | 566 | 2.779 |
| | PICKUP TRUCK | 21.7% | 7.4% | 5.8% | 65.1% | 591 | 3.144 |
| | SUV | 30.5% | 8.0% | 7.3% | 54.2% | 1,039 | 2.852 |
| | OTHER | 26.1% | 4.3% | 4.3% | 65.2% | 46 | 3.087 |

TABLE A3.2: SAW/HEARD MESSAGE - TELEVISION

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 55.3% | 44.7% | 2,998 |
| SURVEY | SURVEY 1 | 57.0% | 43.0% | 796 |
| | SURVEY 2 | 53.8% | 46.2% | 794 |
| | SURVEY 3 | 55.5% | 44.5% | 726 |
| | SURVEY 4 | 54.8% | 45.2% | 682 |
| OSP DISTRICT | FINDLAY DISTRICT | 55.4% | 44.6% | 354 |
| | BUCYRUS DISTRICT | 60.9% | 39.1% | 407 |
| | CLEVELAND DISTRICT | 57.7% | 42.3% | 350 |
| | PIQUA DISTRICT | 46.5% | 53.5% | 340 |
| | COLUMBUS DISTRICT | 55.1% | 44.9% | 385 |
| | CAMBRIDGE DISTRICT | 52.6% | 47.4% | 407 |
| | WILMINGTON DISTRICT | 60.5% | 39.5% | 395 |
| | JACKSON DISTRICT | 52.5% | 47.5% | 360 |
| AGE | 25 AND YOUNGER | 56.6% | 43.4% | 76 |
| | 26 - 30 YEARS OLD | 68.4% | 31.6% | 57 |
| | 31 - 35 YEARS OLD | 64.1% | 35.9% | 117 |
| | 36 - 40 YEARS OLD | 58.3% | 41.7% | 168 |
| | 41 - 45 YEARS OLD | 67.2% | 32.8% | 305 |
| | 46 - 50 YEARS OLD | 59.9% | 40.1% | 404 |
| | 51 - 55 YEARS OLD | 54.5% | 45.5% | 640 |
| | 56 - 60 YEARS OLD | 54.4% | 45.6% | 333 |
| | 61 AND OLDER | 47.4% | 52.6% | 884 |
| SEX | MALE | 51.7% | 48.3% | 1,186 |
| | FEMALE | 57.7% | 42.3% | 1,812 |
| RACE | CAUCASIAN | 56.1% | 43.9% | 2,712 |
| | AFRICAN AMERICAN | 46.3% | 53.7% | 147 |
| | OTHER | 45.6% | 54.4% | 103 |
| HISPANIC/ LATINO | YES | 57.6% | 42.4% | 33 |
| | NO | 55.2% | 44.8% | 2,948 |
| MARITAL STATUS | SINGLE | 53.4% | 46.6% | 307 |
| | MARRIED | 57.2% | 42.8% | 2,186 |
| | OTHER | 47.1% | 52.9% | 482 |
| RESIDENTIAL LOCATION | URBAN | 48.6% | 51.4% | 397 |
| | SUBURBAN | 54.9% | 45.1% | 1,228 |
| | RURAL | 57.6% | 42.4% | 1,364 |
| DRIVING AREA | URBAN | 53.3% | 46.7% | 850 |
| | SUBURBAN | 53.7% | 46.3% | 1,002 |
| | RURAL | 58.0% | 42.0% | 1,101 |
| VEHICLE TYPE | AUTOMOBILE | 55.5% | 44.5% | 1,570 |
| | VAN/MINI VAN | 57.8% | 42.2% | 334 |
| | PICKUP TRUCK | 53.0% | 47.0% | 419 |
| | SUV | 55.5% | 44.5% | 640 |
| | OTHER | 46.9% | 53.1% | 32 |

TABLE A3.3: SAW/HEARD MESSAGE - RADIO

| | | NO | YES | TOTAL | |
|----------------------|---------------------|-------|-------|-------|----|
| ALL RESPONDENTS | | 82.8% | 17.2% | 2,998 | |
| SURVEY | SURVEY 1 | 83.9% | 16.1% | 796 | |
| | SURVEY 2 | 79.8% | 20.2% | 794 | |
| | SURVEY 3 | 85.0% | 15.0% | 726 | |
| | SURVEY 4 | 82.6% | 17.4% | 682 | |
| OSP DISTRICT | FINDLAY DISTRICT | 83.9% | 16.1% | 354 | |
| | BUCYRUS DISTRICT | 84.5% | 15.5% | 407 | |
| | CLEVELAND DISTRICT | 83.7% | 16.3% | 350 | |
| | PIQUA DISTRICT | 83.8% | 16.2% | 340 | |
| | COLUMBUS DISTRICT | 85.2% | 14.8% | 385 | |
| | CAMBRIDGE DISTRICT | 80.6% | 19.4% | 407 | |
| | WILMINGTON DISTRICT | 79.5% | 20.5% | 395 | |
| | JACKSON DISTRICT | 81.4% | 18.6% | 360 | |
| AGE | 25 AND YOUNGER | 85.5% | 14.5% | 76 | |
| | 26 - 30 YEARS OLD | 77.2% | 22.8% | 57 | |
| | 31 - 35 YEARS OLD | 71.8% | 28.2% | 117 | |
| | 36 - 40 YEARS OLD | 79.2% | 20.8% | 168 | |
| | 41 - 45 YEARS OLD | 78.4% | 21.6% | 305 | |
| | 46 - 50 YEARS OLD | 81.9% | 18.1% | 404 | |
| | 51 - 55 YEARS OLD | 83.6% | 16.4% | 640 | |
| | 56 - 60 YEARS OLD | 84.7% | 15.3% | 333 | |
| SEX | 61 AND OLDER | 85.5% | 14.5% | 884 | |
| | MALE | 75.4% | 24.6% | 1,186 | |
| RACE | FEMALE | 87.6% | 12.4% | 1,812 | |
| | CAUCASIAN | 82.7% | 17.3% | 2,712 | |
| | AFRICAN AMERICAN | 82.3% | 17.7% | 147 | |
| HISPANIC/ LATINO | OTHER | 86.4% | 13.6% | 103 | |
| | YES | 72.7% | 27.3% | 33 | |
| MARITAL STATUS | NO | 82.9% | 17.1% | 2,948 | |
| | SINGLE | 83.1% | 16.9% | 307 | |
| | MARRIED | 81.8% | 18.2% | 2,186 | |
| RESIDENTIAL LOCATION | OTHER | 87.1% | 12.9% | 482 | |
| | URBAN | 85.4% | 14.6% | 397 | |
| | SUBURBAN | 83.5% | 16.5% | 1,228 | |
| DRIVING AREA | RURAL | 81.5% | 18.5% | 1,364 | |
| | URBAN | 82.1% | 17.9% | 850 | |
| | SUBURBAN | 84.8% | 15.2% | 1,002 | |
| VEHICLE TYPE | RURAL | 81.3% | 18.7% | 1,101 | |
| | AUTOMOBILE | 82.7% | 17.3% | 1,570 | |
| | VAN/MINI VAN | 86.8% | 13.2% | 334 | |
| | PICKUP TRUCK | 77.6% | 22.4% | 419 | |
| | SUV | 84.5% | 15.5% | 640 | |
| | | OTHER | 78.1% | 21.9% | 32 |

TABLE A3.4: SAW/HEARD MESSAGE – BOTH TELEVISION AND RADIO

| | | NO | YES | TOTAL | |
|----------------------|---------------------|-------|--------|-------|----|
| ALL RESPONDENTS | | 88.3% | 11.7% | 2,268 | |
| SURVEY | SURVEY 1 | - | 100.0% | 66 | |
| | SURVEY 2 | 90.6% | 9.4% | 794 | |
| | SURVEY 3 | 92.8% | 7.2% | 726 | |
| | SURVEY 4 | 89.3% | 10.7% | 682 | |
| OSP DISTRICT | FINDLAY DISTRICT | 90.9% | 9.1% | 274 | |
| | BUCYRUS DISTRICT | 88.8% | 11.2% | 313 | |
| | CLEVELAND DISTRICT | 88.9% | 11.1% | 270 | |
| | PIQUA DISTRICT | 86.1% | 13.9% | 252 | |
| | COLUMBUS DISTRICT | 87.9% | 12.1% | 282 | |
| | CAMBRIDGE DISTRICT | 87.5% | 12.5% | 303 | |
| | WILMINGTON DISTRICT | 87.9% | 12.1% | 298 | |
| | JACKSON DISTRICT | 88.0% | 12.0% | 276 | |
| AGE | 25 AND YOUNGER | 90.2% | 9.8% | 51 | |
| | 26 - 30 YEARS OLD | 88.6% | 11.4% | 44 | |
| | 31 - 35 YEARS OLD | 84.4% | 15.6% | 96 | |
| | 36 - 40 YEARS OLD | 85.6% | 14.4% | 125 | |
| | 41 - 45 YEARS OLD | 87.3% | 12.7% | 228 | |
| | 46 - 50 YEARS OLD | 89.5% | 10.5% | 305 | |
| | 51 - 55 YEARS OLD | 87.4% | 12.6% | 478 | |
| | 56 - 60 YEARS OLD | 90.2% | 9.8% | 244 | |
| SEX | 61 AND OLDER | 88.7% | 11.3% | 688 | |
| | MALE | 83.5% | 16.5% | 902 | |
| RACE | FEMALE | 91.4% | 8.6% | 1,366 | |
| | CAUCASIAN | 88.6% | 11.4% | 2,048 | |
| | AFRICAN AMERICAN | 83.3% | 16.7% | 114 | |
| HISPANIC/ LATINO | OTHER | 86.2% | 13.8% | 80 | |
| | YES | 78.6% | 21.4% | 28 | |
| MARITAL STATUS | NO | 88.3% | 11.7% | 2,226 | |
| | SINGLE | 87.2% | 12.8% | 234 | |
| | MARRIED | 87.8% | 12.2% | 1,654 | |
| RESIDENTIAL LOCATION | OTHER | 91.2% | 8.8% | 362 | |
| | URBAN | 88.2% | 11.8% | 306 | |
| | SUBURBAN | 87.9% | 12.1% | 917 | |
| DRIVING AREA | RURAL | 88.6% | 11.4% | 1,038 | |
| | URBAN | 86.2% | 13.8% | 647 | |
| | SUBURBAN | 89.3% | 10.7% | 758 | |
| VEHICLE TYPE | RURAL | 88.4% | 11.6% | 827 | |
| | AUTOMOBILE | 88.3% | 11.7% | 1,167 | |
| | VAN/MINI VAN | 91.5% | 8.5% | 271 | |
| | PICKUP TRUCK | 84.3% | 15.7% | 324 | |
| | SUV | 89.0% | 11.0% | 480 | |
| | | OTHER | 91.3% | 8.7% | 23 |

TABLE A3.5: SAW/HEARD MESSAGE - BANNERS

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 91.9% | 8.1% | 2,998 |
| SURVEY | SURVEY 1 | 91.0% | 9.0% | 796 |
| | SURVEY 2 | 92.7% | 7.3% | 794 |
| | SURVEY 3 | 92.6% | 7.4% | 726 |
| | SURVEY 4 | 91.5% | 8.5% | 682 |
| OSP DISTRICT | FINDLAY DISTRICT | 94.1% | 5.9% | 354 |
| | BUCYRUS DISTRICT | 88.9% | 11.1% | 407 |
| | CLEVELAND DISTRICT | 89.7% | 10.3% | 350 |
| | PIQUA DISTRICT | 92.9% | 7.1% | 340 |
| | COLUMBUS DISTRICT | 93.5% | 6.5% | 385 |
| | CAMBRIDGE DISTRICT | 93.4% | 6.6% | 407 |
| | WILMINGTON DISTRICT | 92.2% | 7.8% | 395 |
| | JACKSON DISTRICT | 90.8% | 9.2% | 360 |
| AGE | 25 AND YOUNGER | 90.8% | 9.2% | 76 |
| | 26 - 30 YEARS OLD | 91.2% | 8.8% | 57 |
| | 31 - 35 YEARS OLD | 90.6% | 9.4% | 117 |
| | 36 - 40 YEARS OLD | 92.3% | 7.7% | 168 |
| | 41 - 45 YEARS OLD | 91.8% | 8.2% | 305 |
| | 46 - 50 YEARS OLD | 89.6% | 10.4% | 404 |
| | 51 - 55 YEARS OLD | 92.7% | 7.3% | 640 |
| | 56 - 60 YEARS OLD | 91.9% | 8.1% | 333 |
| | 61 AND OLDER | 92.6% | 7.4% | 884 |
| SEX | MALE | 92.7% | 7.3% | 1,186 |
| | FEMALE | 91.4% | 8.6% | 1,812 |
| RACE | CAUCASIAN | 91.7% | 8.3% | 2,712 |
| | AFRICAN AMERICAN | 91.2% | 8.8% | 147 |
| | OTHER | 95.1% | 4.9% | 103 |
| HISPANIC/ LATINO | YES | 84.8% | 15.2% | 33 |
| | NO | 92.0% | 8.0% | 2,948 |
| MARITAL STATUS | SINGLE | 89.6% | 10.4% | 307 |
| | MARRIED | 91.9% | 8.1% | 2,186 |
| | OTHER | 93.6% | 6.4% | 482 |
| RESIDENTIAL LOCATION | URBAN | 92.4% | 7.6% | 397 |
| | SUBURBAN | 92.5% | 7.5% | 1,228 |
| | RURAL | 91.3% | 8.7% | 1,364 |
| DRIVING AREA | URBAN | 91.2% | 8.8% | 850 |
| | SUBURBAN | 92.1% | 7.9% | 1,002 |
| | RURAL | 92.0% | 8.0% | 1,101 |
| VEHICLE TYPE | AUTOMOBILE | 91.5% | 8.5% | 1,570 |
| | VAN/MINI VAN | 92.5% | 7.5% | 334 |
| | PICKUP TRUCK | 93.6% | 6.4% | 419 |
| | SUV | 91.2% | 8.8% | 640 |
| | OTHER | 96.9% | 3.1% | 32 |

TABLE A3.6: SAW/HEARD MESSAGE – BILLBOARDS/SIGNS

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 61.5% | 38.5% | 2,998 |
| SURVEY | SURVEY 1 | 59.5% | 40.5% | 796 |
| | SURVEY 2 | 61.5% | 38.5% | 794 |
| | SURVEY 3 | 62.3% | 37.7% | 726 |
| | SURVEY 4 | 63.2% | 36.8% | 682 |
| OSP DISTRICT | FINDLAY DISTRICT | 59.9% | 40.1% | 354 |
| | BUCYRUS DISTRICT | 59.7% | 40.3% | 407 |
| | CLEVELAND DISTRICT | 63.1% | 36.9% | 350 |
| | PIQUA DISTRICT | 67.4% | 32.6% | 340 |
| | COLUMBUS DISTRICT | 61.6% | 38.4% | 385 |
| | CAMBRIDGE DISTRICT | 64.6% | 35.4% | 407 |
| | WILMINGTON DISTRICT | 54.7% | 45.3% | 395 |
| | JACKSON DISTRICT | 62.2% | 37.8% | 360 |
| AGE | 25 AND YOUNGER | 57.9% | 42.1% | 76 |
| | 26 - 30 YEARS OLD | 61.4% | 38.6% | 57 |
| | 31 - 35 YEARS OLD | 59.0% | 41.0% | 117 |
| | 36 - 40 YEARS OLD | 61.9% | 38.1% | 168 |
| | 41 - 45 YEARS OLD | 55.7% | 44.3% | 305 |
| | 46 - 50 YEARS OLD | 56.7% | 43.3% | 404 |
| | 51 - 55 YEARS OLD | 60.9% | 39.1% | 640 |
| | 56 - 60 YEARS OLD | 61.0% | 39.0% | 333 |
| | 61 AND OLDER | 67.1% | 32.9% | 884 |
| SEX | MALE | 63.0% | 37.0% | 1,186 |
| | FEMALE | 60.6% | 39.4% | 1,812 |
| RACE | CAUCASIAN | 61.4% | 38.6% | 2,712 |
| | AFRICAN AMERICAN | 64.6% | 35.4% | 147 |
| | OTHER | 61.2% | 38.8% | 103 |
| HISPANIC/ LATINO | YES | 48.5% | 51.5% | 33 |
| | NO | 61.7% | 38.3% | 2,948 |
| MARITAL STATUS | SINGLE | 63.5% | 36.5% | 307 |
| | MARRIED | 59.7% | 40.3% | 2,186 |
| | OTHER | 68.3% | 31.7% | 482 |
| RESIDENTIAL LOCATION | URBAN | 59.7% | 40.3% | 397 |
| | SUBURBAN | 60.9% | 39.1% | 1,228 |
| | RURAL | 62.5% | 37.5% | 1,364 |
| DRIVING AREA | URBAN | 57.8% | 42.2% | 850 |
| | SUBURBAN | 61.3% | 38.7% | 1,002 |
| | RURAL | 64.4% | 35.6% | 1,101 |
| VEHICLE TYPE | AUTOMOBILE | 62.4% | 37.6% | 1,570 |
| | VAN/MINI VAN | 64.1% | 35.9% | 334 |
| | PICKUP TRUCK | 60.1% | 39.9% | 419 |
| | SUV | 59.2% | 40.8% | 640 |
| | OTHER | 56.2% | 43.8% | 32 |

TABLE A3.7: SAW/HEARD MESSAGE – ELECTRIC MESSAGE SIGNS ON ROADWAYS

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 87.9% | 12.1% | 2,998 |
| SURVEY | SURVEY 1 | 86.6% | 13.4% | 796 |
| | SURVEY 2 | 88.0% | 12.0% | 794 |
| | SURVEY 3 | 87.9% | 12.1% | 726 |
| | SURVEY 4 | 89.3% | 10.7% | 682 |
| OSP DISTRICT | FINDLAY DISTRICT | 90.4% | 9.6% | 354 |
| | BUCYRUS DISTRICT | 88.0% | 12.0% | 407 |
| | CLEVELAND DISTRICT | 87.4% | 12.6% | 350 |
| | PIQUA DISTRICT | 89.4% | 10.6% | 340 |
| | COLUMBUS DISTRICT | 86.8% | 13.2% | 385 |
| | CAMBRIDGE DISTRICT | 92.6% | 7.4% | 407 |
| | WILMINGTON DISTRICT | 76.5% | 23.5% | 395 |
| | JACKSON DISTRICT | 92.8% | 7.2% | 360 |
| AGE | 25 AND YOUNGER | 93.4% | 6.6% | 76 |
| | 26 - 30 YEARS OLD | 93.0% | 7.0% | 57 |
| | 31 - 35 YEARS OLD | 83.8% | 16.2% | 117 |
| | 36 - 40 YEARS OLD | 85.1% | 14.9% | 168 |
| | 41 - 45 YEARS OLD | 87.2% | 12.8% | 305 |
| | 46 - 50 YEARS OLD | 88.9% | 11.1% | 404 |
| | 51 - 55 YEARS OLD | 86.2% | 13.8% | 640 |
| | 56 - 60 YEARS OLD | 84.4% | 15.6% | 333 |
| SEX | 61 AND OLDER | 90.4% | 9.6% | 884 |
| | MALE | 88.4% | 11.6% | 1,186 |
| RACE | FEMALE | 87.5% | 12.5% | 1,812 |
| | CAUCASIAN | 88.2% | 11.8% | 2,712 |
| | AFRICAN AMERICAN | 85.7% | 14.3% | 147 |
| HISPANIC/ LATINO | OTHER | 84.5% | 15.5% | 103 |
| | YES | 87.9% | 12.1% | 33 |
| MARITAL STATUS | NO | 87.9% | 12.1% | 2,948 |
| | SINGLE | 89.3% | 10.7% | 307 |
| | MARRIED | 87.3% | 12.7% | 2,186 |
| RESIDENTIAL LOCATION | OTHER | 89.6% | 10.4% | 482 |
| | URBAN | 88.4% | 11.6% | 397 |
| | SUBURBAN | 84.8% | 15.2% | 1,228 |
| DRIVING AREA | RURAL | 90.7% | 9.3% | 1,364 |
| | URBAN | 87.9% | 12.1% | 850 |
| | SUBURBAN | 84.5% | 15.5% | 1,002 |
| VEHICLE TYPE | RURAL | 91.0% | 9.0% | 1,101 |
| | AUTOMOBILE | 88.7% | 11.3% | 1,570 |
| | VAN/MINI VAN | 85.9% | 14.1% | 334 |
| | PICKUP TRUCK | 86.2% | 13.8% | 419 |
| | SUV | 88.1% | 11.9% | 640 |
| | | 87.5% | 12.5% | 32 |

TABLE A3.8: SAW/HEARD MESSAGE – ROAD SIGNS

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 69.3% | 30.7% | 2,998 |
| SURVEY | SURVEY 1 | 68.2% | 31.8% | 796 |
| | SURVEY 2 | 74.4% | 25.6% | 794 |
| | SURVEY 3 | 67.9% | 32.1% | 726 |
| | SURVEY 4 | 66.1% | 33.9% | 682 |
| OSP DISTRICT | FINDLAY DISTRICT | 74.3% | 25.7% | 354 |
| | BUCYRUS DISTRICT | 60.9% | 39.1% | 407 |
| | CLEVELAND DISTRICT | 65.4% | 34.6% | 350 |
| | PIQUA DISTRICT | 71.5% | 28.5% | 340 |
| | COLUMBUS DISTRICT | 69.9% | 30.1% | 385 |
| | CAMBRIDGE DISTRICT | 67.3% | 32.7% | 407 |
| | WILMINGTON DISTRICT | 75.4% | 24.6% | 395 |
| | JACKSON DISTRICT | 70.6% | 29.4% | 360 |
| AGE | 25 AND YOUNGER | 71.1% | 28.9% | 76 |
| | 26 - 30 YEARS OLD | 61.4% | 38.6% | 57 |
| | 31 - 35 YEARS OLD | 69.2% | 30.8% | 117 |
| | 36 - 40 YEARS OLD | 69.0% | 31.0% | 168 |
| | 41 - 45 YEARS OLD | 73.8% | 26.2% | 305 |
| | 46 - 50 YEARS OLD | 69.3% | 30.7% | 404 |
| | 51 - 55 YEARS OLD | 71.4% | 28.6% | 640 |
| | 56 - 60 YEARS OLD | 67.0% | 33.0% | 333 |
| SEX | 61 AND OLDER | 67.8% | 32.2% | 884 |
| | MALE | 73.1% | 26.9% | 1,186 |
| RACE | FEMALE | 66.8% | 33.2% | 1,812 |
| | CAUCASIAN | 69.1% | 30.9% | 2,712 |
| | AFRICAN AMERICAN | 74.8% | 25.2% | 147 |
| HISPANIC/ LATINO | OTHER | 68.9% | 31.1% | 103 |
| | YES | 81.8% | 18.2% | 33 |
| MARITAL STATUS | NO | 69.1% | 30.9% | 2,948 |
| | SINGLE | 72.0% | 28.0% | 307 |
| | MARRIED | 69.7% | 30.3% | 2,186 |
| RESIDENTIAL LOCATION | OTHER | 65.8% | 34.2% | 482 |
| | URBAN | 76.8% | 23.2% | 397 |
| | SUBURBAN | 69.6% | 30.4% | 1,228 |
| DRIVING AREA | RURAL | 66.9% | 33.1% | 1,364 |
| | URBAN | 72.2% | 27.8% | 850 |
| | SUBURBAN | 69.4% | 30.6% | 1,002 |
| VEHICLE TYPE | RURAL | 66.8% | 33.2% | 1,101 |
| | AUTOMOBILE | 69.2% | 30.8% | 1,570 |
| | VAN/MINI VAN | 67.1% | 32.9% | 334 |
| | PICKUP TRUCK | 73.7% | 26.3% | 419 |
| | SUV | 67.0% | 33.0% | 640 |
| | OTHER | 84.4% | 15.6% | 32 |

TABLE A3.9: SAW/HEARD MESSAGE – SIGNS ON BUSES

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|------|-------|
| ALL RESPONDENTS | | 96.9% | 3.1% | 2,998 |
| SURVEY | SURVEY 1 | 97.6% | 2.4% | 796 |
| | SURVEY 2 | 96.6% | 3.4% | 794 |
| | SURVEY 3 | 97.2% | 2.8% | 726 |
| | SURVEY 4 | 96.0% | 4.0% | 682 |
| OSP DISTRICT | FINDLAY DISTRICT | 95.5% | 4.5% | 354 |
| | BUCYRUS DISTRICT | 97.3% | 2.7% | 407 |
| | CLEVELAND DISTRICT | 95.7% | 4.3% | 350 |
| | PIQUA DISTRICT | 96.8% | 3.2% | 340 |
| | COLUMBUS DISTRICT | 97.7% | 2.3% | 385 |
| | CAMBRIDGE DISTRICT | 96.8% | 3.2% | 407 |
| | WILMINGTON DISTRICT | 97.7% | 2.3% | 395 |
| | JACKSON DISTRICT | 97.5% | 2.5% | 360 |
| AGE | 25 AND YOUNGER | 97.4% | 2.6% | 76 |
| | 26 - 30 YEARS OLD | 98.2% | 1.8% | 57 |
| | 31 - 35 YEARS OLD | 95.7% | 4.3% | 117 |
| | 36 - 40 YEARS OLD | 97.0% | 3.0% | 168 |
| | 41 - 45 YEARS OLD | 98.0% | 2.0% | 305 |
| | 46 - 50 YEARS OLD | 96.3% | 3.7% | 404 |
| | 51 - 55 YEARS OLD | 96.2% | 3.8% | 640 |
| | 56 - 60 YEARS OLD | 98.2% | 1.8% | 333 |
| | 61 AND OLDER | 96.7% | 3.3% | 884 |
| SEX | MALE | 97.1% | 2.9% | 1,186 |
| | FEMALE | 96.7% | 3.3% | 1,812 |
| RACE | CAUCASIAN | 96.8% | 3.2% | 2,712 |
| | AFRICAN AMERICAN | 97.3% | 2.7% | 147 |
| | OTHER | 98.1% | 1.9% | 103 |
| HISPANIC/ LATINO | YES | 97.0% | 3.0% | 33 |
| | NO | 96.9% | 3.1% | 2,948 |
| MARITAL STATUS | SINGLE | 97.4% | 2.6% | 307 |
| | MARRIED | 96.8% | 3.2% | 2,186 |
| | OTHER | 97.3% | 2.7% | 482 |
| RESIDENTIAL LOCATION | URBAN | 97.5% | 2.5% | 397 |
| | SUBURBAN | 97.7% | 2.3% | 1,228 |
| | RURAL | 96.0% | 4.0% | 1,364 |
| DRIVING AREA | URBAN | 97.9% | 2.1% | 850 |
| | SUBURBAN | 97.1% | 2.9% | 1,002 |
| | RURAL | 95.8% | 4.2% | 1,101 |
| VEHICLE TYPE | AUTOMOBILE | 97.1% | 2.9% | 1,570 |
| | VAN/MINI VAN | 97.3% | 2.7% | 334 |
| | PICKUP TRUCK | 96.9% | 3.1% | 419 |
| | SUV | 96.2% | 3.8% | 640 |
| | OTHER | 93.8% | 6.2% | 32 |

TABLE A3.10: SAW/HEARD MESSAGE - OTHER

| | | NO | YES | TOTAL | |
|----------------------|---------------------|-------|-------|-------|----|
| ALL RESPONDENTS | | 90.5% | 9.5% | 2,998 | |
| SURVEY | SURVEY 1 | 91.5% | 8.5% | 796 | |
| | SURVEY 2 | 89.2% | 10.8% | 794 | |
| | SURVEY 3 | 92.4% | 7.6% | 726 | |
| | SURVEY 4 | 88.9% | 11.1% | 682 | |
| OSP DISTRICT | FINDLAY DISTRICT | 89.5% | 10.5% | 354 | |
| | BUCYRUS DISTRICT | 88.5% | 11.5% | 407 | |
| | CLEVELAND DISTRICT | 92.0% | 8.0% | 350 | |
| | PIQUA DISTRICT | 89.1% | 10.9% | 340 | |
| | COLUMBUS DISTRICT | 89.6% | 10.4% | 385 | |
| | CAMBRIDGE DISTRICT | 90.2% | 9.8% | 407 | |
| | WILMINGTON DISTRICT | 92.9% | 7.1% | 395 | |
| | JACKSON DISTRICT | 92.2% | 7.8% | 360 | |
| AGE | 25 AND YOUNGER | 88.2% | 11.8% | 76 | |
| | 26 - 30 YEARS OLD | 89.5% | 10.5% | 57 | |
| | 31 - 35 YEARS OLD | 89.7% | 10.3% | 117 | |
| | 36 - 40 YEARS OLD | 90.5% | 9.5% | 168 | |
| | 41 - 45 YEARS OLD | 85.6% | 14.4% | 305 | |
| | 46 - 50 YEARS OLD | 91.3% | 8.7% | 404 | |
| | 51 - 55 YEARS OLD | 89.5% | 10.5% | 640 | |
| | 56 - 60 YEARS OLD | 92.8% | 7.2% | 333 | |
| SEX | 61 AND OLDER | 92.1% | 7.9% | 884 | |
| | MALE | 91.2% | 8.8% | 1,186 | |
| RACE | FEMALE | 90.0% | 10.0% | 1,812 | |
| | CAUCASIAN | 90.2% | 9.8% | 2,712 | |
| | AFRICAN AMERICAN | 94.6% | 5.4% | 147 | |
| HISPANIC/ LATINO | OTHER | 92.2% | 7.8% | 103 | |
| | YES | 90.9% | 9.1% | 33 | |
| MARITAL STATUS | NO | 90.5% | 9.5% | 2,948 | |
| | SINGLE | 89.3% | 10.7% | 307 | |
| | MARRIED | 90.5% | 9.5% | 2,186 | |
| RESIDENTIAL LOCATION | OTHER | 90.9% | 9.1% | 482 | |
| | URBAN | 90.9% | 9.1% | 397 | |
| | SUBURBAN | 90.1% | 9.9% | 1,228 | |
| DRIVING AREA | RURAL | 90.8% | 9.2% | 1,364 | |
| | URBAN | 91.2% | 8.8% | 850 | |
| | SUBURBAN | 91.3% | 8.7% | 1,002 | |
| VEHICLE TYPE | RURAL | 89.2% | 10.8% | 1,101 | |
| | AUTOMOBILE | 90.8% | 9.2% | 1,570 | |
| | VAN/MINI VAN | 89.5% | 10.5% | 334 | |
| | PICKUP TRUCK | 92.1% | 7.9% | 419 | |
| | SUV | 88.9% | 11.1% | 640 | |
| | | OTHER | 93.8% | 6.2% | 32 |

TABLE A3.11: SAW/HEARD SLOGANS IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS

| | | No, DEFINITELY | No, PROBABLY | Yes, PROBABLY | Yes, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 28.2% | 7.1% | 5.9% | 58.7% | 4,670 | 2.952 |
| SURVEY | SURVEY 1 | 31.9% | 9.0% | 7.8% | 51.3% | 1,362 | 2.785 |
| | SURVEY 2 | 21.2% | 6.3% | 6.3% | 66.3% | 1,101 | 3.177 |
| | SURVEY 3 | 27.8% | 5.5% | 4.7% | 62.0% | 1,096 | 3.008 |
| | SURVEY 4 | 31.0% | 7.4% | 4.5% | 57.2% | 1,111 | 2.878 |
| OSP DISTRICT | FINDLAY DISTRICT | 32.4% | 6.2% | 4.2% | 57.2% | 565 | 2.862 |
| | BUCYRUS DISTRICT | 23.8% | 8.9% | 5.5% | 61.8% | 597 | 3.054 |
| | CLEVELAND DISTRICT | 24.2% | 5.8% | 8.2% | 61.9% | 538 | 3.078 |
| | PIQUA DISTRICT | 31.5% | 10.6% | 4.6% | 53.3% | 584 | 2.796 |
| | COLUMBUS DISTRICT | 28.5% | 6.9% | 6.1% | 58.6% | 594 | 2.948 |
| | CAMBRIDGE DISTRICT | 30.7% | 5.0% | 5.4% | 58.9% | 616 | 2.925 |
| | WILMINGTON DISTRICT | 25.3% | 7.2% | 8.8% | 58.7% | 601 | 3.010 |
| | JACKSON DISTRICT | 29.2% | 6.4% | 4.7% | 59.7% | 575 | 2.948 |
| AGE | 25 AND YOUNGER | 20.8% | 5.0% | 5.0% | 69.3% | 101 | 3.228 |
| | 26 - 30 YEARS OLD | 15.8% | 3.9% | 6.6% | 73.7% | 76 | 3.382 |
| | 31 - 35 YEARS OLD | 24.5% | 7.6% | 6.0% | 62.0% | 184 | 3.054 |
| | 36 - 40 YEARS OLD | 26.8% | 5.7% | 5.7% | 61.8% | 280 | 3.025 |
| | 41 - 45 YEARS OLD | 24.3% | 5.9% | 5.7% | 64.1% | 440 | 3.095 |
| | 46 - 50 YEARS OLD | 29.2% | 6.1% | 4.4% | 60.3% | 643 | 2.958 |
| | 51 - 55 YEARS OLD | 23.9% | 7.0% | 7.4% | 61.7% | 952 | 3.067 |
| | 56 - 60 YEARS OLD | 27.6% | 7.1% | 5.8% | 59.5% | 518 | 2.971 |
| | 61 AND OLDER | 33.9% | 8.6% | 5.8% | 51.8% | 1,453 | 2.754 |
| SEX | MALE | 24.6% | 5.6% | 5.5% | 64.3% | 1,697 | 3.095 |
| | FEMALE | 30.3% | 8.0% | 6.2% | 55.6% | 2,973 | 2.870 |
| RACE | CAUCASIAN | 27.7% | 7.4% | 6.1% | 58.8% | 4,244 | 2.960 |
| | AFRICAN AMERICAN | 33.5% | 3.7% | 5.1% | 57.7% | 215 | 2.870 |
| | OTHER | 33.1% | 4.9% | 4.9% | 57.1% | 163 | 2.859 |
| HISPANIC/ LATINO | YES | 27.5% | 3.9% | 5.9% | 62.7% | 51 | 3.039 |
| | NO | 28.2% | 7.2% | 6.0% | 58.6% | 4,595 | 2.949 |
| MARITAL STATUS | SINGLE | 25.1% | 5.8% | 4.3% | 64.7% | 462 | 3.087 |
| | MARRIED | 27.1% | 7.3% | 6.3% | 59.3% | 3,391 | 2.979 |
| | OTHER | 34.8% | 7.7% | 5.2% | 52.3% | 784 | 2.750 |
| RESIDENTIAL LOCATION | URBAN | 33.4% | 5.8% | 5.1% | 55.7% | 643 | 2.830 |
| | SUBURBAN | 27.4% | 7.5% | 6.9% | 58.2% | 1,924 | 2.959 |
| | RURAL | 27.3% | 7.2% | 5.3% | 60.2% | 2,089 | 2.984 |
| DRIVING AREA | URBAN | 30.1% | 6.4% | 5.4% | 58.1% | 1,334 | 2.915 |
| | SUBURBAN | 27.1% | 7.9% | 7.0% | 58.0% | 1,573 | 2.959 |
| | RURAL | 27.7% | 6.9% | 5.5% | 59.8% | 1,701 | 2.975 |
| VEHICLE TYPE | AUTOMOBILE | 29.4% | 6.6% | 6.3% | 57.6% | 2,436 | 2.922 |
| | VAN/MINI VAN | 30.3% | 8.8% | 4.8% | 56.1% | 567 | 2.866 |
| | PICKUP TRUCK | 23.8% | 7.9% | 4.4% | 63.9% | 585 | 3.085 |
| | SUV | 27.0% | 7.1% | 6.6% | 59.3% | 1,030 | 2.983 |
| | OTHER | 22.2% | 2.2% | 4.4% | 71.1% | 45 | 3.244 |

TABLE A3.12: SAW/HEARD “CLICK IT OR TICKET” SLOGAN – UNPROMPTED

| | | NO | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 21.4% | 78.6% | 3,023 |
| SURVEY | SURVEY 1 | 23.2% | 76.8% | 806 |
| | SURVEY 2 | 16.4% | 83.6% | 799 |
| | SURVEY 3 | 22.4% | 77.6% | 731 |
| | SURVEY 4 | 24.2% | 75.8% | 687 |
| OSP DISTRICT | FINDLAY DISTRICT | 22.5% | 77.5% | 347 |
| | BUCYRUS DISTRICT | 22.6% | 77.4% | 402 |
| | CLEVELAND DISTRICT | 18.8% | 81.2% | 377 |
| | PIQUA DISTRICT | 26.0% | 74.0% | 339 |
| | COLUMBUS DISTRICT | 19.3% | 80.7% | 384 |
| | CAMBRIDGE DISTRICT | 22.0% | 78.0% | 396 |
| | WILMINGTON DISTRICT | 18.4% | 81.6% | 407 |
| AGE | JACKSON DISTRICT | 22.6% | 77.4% | 371 |
| | 25 AND YOUNGER | 12.0% | 88.0% | 75 |
| | 26 - 30 YEARS OLD | 14.8% | 85.2% | 61 |
| | 31 - 35 YEARS OLD | 12.0% | 88.0% | 125 |
| | 36 - 40 YEARS OLD | 21.6% | 78.4% | 190 |
| | 41 - 45 YEARS OLD | 13.0% | 87.0% | 307 |
| | 46 - 50 YEARS OLD | 16.3% | 83.7% | 416 |
| | 51 - 55 YEARS OLD | 18.1% | 81.9% | 657 |
| SEX | 56 - 60 YEARS OLD | 24.6% | 75.4% | 338 |
| | 61 AND OLDER | 30.8% | 69.2% | 838 |
| SEX | MALE | 18.9% | 81.1% | 1,185 |
| | FEMALE | 23.1% | 76.9% | 1,838 |
| RACE | CAUCASIAN | 21.2% | 78.8% | 2,755 |
| | AFRICAN AMERICAN | 24.3% | 75.7% | 136 |
| | OTHER | 20.8% | 79.2% | 101 |
| HISPANIC/ LATINO | YES | 31.4% | 68.6% | 35 |
| | NO | 21.3% | 78.7% | 2,969 |
| MARITAL STATUS | SINGLE | 20.4% | 79.6% | 319 |
| | MARRIED | 19.4% | 80.6% | 2,229 |
| | OTHER | 31.7% | 68.3% | 451 |
| RESIDENTIAL LOCATION | URBAN | 24.6% | 75.4% | 391 |
| | SUBURBAN | 20.2% | 79.8% | 1,255 |
| | RURAL | 21.6% | 78.4% | 1,368 |
| DRIVING AREA | URBAN | 21.3% | 78.7% | 849 |
| | SUBURBAN | 19.6% | 80.4% | 1,022 |
| | RURAL | 23.5% | 76.5% | 1,113 |
| VEHICLE TYPE | AUTOMOBILE | 23.0% | 77.0% | 1,560 |
| | VAN/MINI VAN | 21.4% | 78.6% | 345 |
| | PICKUP TRUCK | 17.8% | 82.2% | 400 |
| | SUV | 20.0% | 80.0% | 680 |
| | OTHER | 20.6% | 79.4% | 34 |

TABLE A3.13: SAW/HEARD "CLICK IT OR TICKET" SLOGAN - PROMPTED

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 21.8% | 78.2% | 4,624 |
| SURVEY | SURVEY 1 | 27.1% | 72.9% | 1,356 |
| | SURVEY 2 | 16.0% | 84.0% | 1,086 |
| | SURVEY 3 | 21.1% | 78.9% | 1,088 |
| | SURVEY 4 | 21.7% | 78.3% | 1,094 |
| OSP DISTRICT | FINDLAY DISTRICT | 26.7% | 73.3% | 566 |
| | BUCYRUS DISTRICT | 18.6% | 81.4% | 586 |
| | CLEVELAND DISTRICT | 18.7% | 81.3% | 535 |
| | PIQUA DISTRICT | 26.3% | 73.7% | 574 |
| | COLUMBUS DISTRICT | 24.1% | 75.9% | 589 |
| | CAMBRIDGE DISTRICT | 20.9% | 79.1% | 607 |
| | WILMINGTON DISTRICT | 18.9% | 81.1% | 598 |
| | JACKSON DISTRICT | 20.4% | 79.6% | 569 |
| AGE | 25 AND YOUNGER | 12.0% | 88.0% | 100 |
| | 26 - 30 YEARS OLD | 13.2% | 86.8% | 76 |
| | 31 - 35 YEARS OLD | 18.8% | 81.2% | 181 |
| | 36 - 40 YEARS OLD | 24.7% | 75.3% | 275 |
| | 41 - 45 YEARS OLD | 18.8% | 81.2% | 436 |
| | 46 - 50 YEARS OLD | 20.7% | 79.3% | 632 |
| | 51 - 55 YEARS OLD | 18.8% | 81.2% | 945 |
| | 56 - 60 YEARS OLD | 19.6% | 80.4% | 516 |
| | 61 AND OLDER | 26.9% | 73.1% | 1,440 |
| SEX | MALE | 17.6% | 82.4% | 1,686 |
| | FEMALE | 24.2% | 75.8% | 2,938 |
| RACE | CAUCASIAN | 21.3% | 78.7% | 4,201 |
| | AFRICAN AMERICAN | 26.3% | 73.7% | 213 |
| | OTHER | 27.2% | 72.8% | 162 |
| HISPANIC/ LATINO | YES | 15.4% | 84.6% | 52 |
| | NO | 21.9% | 78.1% | 4,548 |
| MARITAL STATUS | SINGLE | 20.3% | 79.7% | 458 |
| | MARRIED | 20.3% | 79.7% | 3,350 |
| | OTHER | 29.3% | 70.7% | 782 |
| RESIDENTIAL LOCATION | URBAN | 24.9% | 75.1% | 638 |
| | SUBURBAN | 22.0% | 78.0% | 1,907 |
| | RURAL | 20.8% | 79.2% | 2,065 |
| DRIVING AREA | URBAN | 23.8% | 76.2% | 1,321 |
| | SUBURBAN | 21.3% | 78.7% | 1,557 |
| | RURAL | 20.8% | 79.2% | 1,684 |
| VEHICLE TYPE | AUTOMOBILE | 22.9% | 77.1% | 2,409 |
| | VAN/MINI VAN | 23.1% | 76.9% | 555 |
| | PICKUP TRUCK | 17.4% | 82.6% | 585 |
| | SUV | 21.5% | 78.5% | 1,025 |
| | OTHER | 15.6% | 84.4% | 45 |

TABLE A3.14: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN – UNPROMPTED

| | | No | YES | TOTAL |
|----------------------|---------------------|--------|------|-------|
| ALL RESPONDENTS | | 97.7% | 2.3% | 3,023 |
| SURVEY | SURVEY 1 | 95.3% | 4.7% | 806 |
| | SURVEY 2 | 98.6% | 1.4% | 799 |
| | SURVEY 3 | 98.4% | 1.6% | 731 |
| | SURVEY 4 | 98.5% | 1.5% | 687 |
| OSP DISTRICT | FINDLAY DISTRICT | 98.3% | 1.7% | 347 |
| | BUCYRUS DISTRICT | 97.5% | 2.5% | 402 |
| | CLEVELAND DISTRICT | 98.1% | 1.9% | 377 |
| | PIQUA DISTRICT | 98.2% | 1.8% | 339 |
| | COLUMBUS DISTRICT | 97.4% | 2.6% | 384 |
| | CAMBRIDGE DISTRICT | 98.0% | 2.0% | 396 |
| | WILMINGTON DISTRICT | 95.6% | 4.4% | 407 |
| | JACKSON DISTRICT | 98.4% | 1.6% | 371 |
| AGE | 25 AND YOUNGER | 100.0% | - | 75 |
| | 26 - 30 YEARS OLD | 98.4% | 1.6% | 61 |
| | 31 - 35 YEARS OLD | 96.0% | 4.0% | 125 |
| | 36 - 40 YEARS OLD | 97.4% | 2.6% | 190 |
| | 41 - 45 YEARS OLD | 96.7% | 3.3% | 307 |
| | 46 - 50 YEARS OLD | 97.6% | 2.4% | 416 |
| | 51 - 55 YEARS OLD | 97.0% | 3.0% | 657 |
| | 56 - 60 YEARS OLD | 98.5% | 1.5% | 338 |
| SEX | 61 AND OLDER | 98.2% | 1.8% | 838 |
| | MALE | 96.8% | 3.2% | 1,185 |
| RACE | FEMALE | 98.2% | 1.8% | 1,838 |
| | CAUCASIAN | 97.5% | 2.5% | 2,755 |
| | AFRICAN AMERICAN | 99.3% | 0.7% | 136 |
| HISPANIC/ LATINO | OTHER | 100.0% | - | 101 |
| | YES | 97.1% | 2.9% | 35 |
| MARITAL STATUS | NO | 97.7% | 2.3% | 2,969 |
| | SINGLE | 98.4% | 1.6% | 319 |
| | MARRIED | 97.5% | 2.5% | 2,229 |
| RESIDENTIAL LOCATION | OTHER | 98.0% | 2.0% | 451 |
| | URBAN | 96.7% | 3.3% | 391 |
| | SUBURBAN | 97.5% | 2.5% | 1,255 |
| DRIVING AREA | RURAL | 98.1% | 1.9% | 1,368 |
| | URBAN | 97.2% | 2.8% | 849 |
| | SUBURBAN | 97.6% | 2.4% | 1,022 |
| VEHICLE TYPE | RURAL | 98.0% | 2.0% | 1,113 |
| | AUTOMOBILE | 97.2% | 2.8% | 1,560 |
| | VAN/MINI VAN | 98.6% | 1.4% | 345 |
| | PICKUP TRUCK | 97.2% | 2.8% | 400 |
| | SUV | 98.5% | 1.5% | 680 |
| | | 94.1% | 5.9% | 34 |

TABLE A3.15: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN – PROMPTED

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 70.9% | 29.1% | 4,586 |
| SURVEY | SURVEY 1 | 73.4% | 26.6% | 1,356 |
| | SURVEY 2 | 71.7% | 28.3% | 1,072 |
| | SURVEY 3 | 69.4% | 30.6% | 1,074 |
| | SURVEY 4 | 68.5% | 31.5% | 1,084 |
| OSP DISTRICT | FINDLAY DISTRICT | 77.3% | 22.7% | 559 |
| | BUCYRUS DISTRICT | 66.7% | 33.3% | 576 |
| | CLEVELAND DISTRICT | 71.1% | 28.9% | 529 |
| | PIQUA DISTRICT | 70.7% | 29.3% | 577 |
| | COLUMBUS DISTRICT | 66.2% | 33.8% | 582 |
| | CAMBRIDGE DISTRICT | 76.9% | 23.1% | 606 |
| | WILMINGTON DISTRICT | 63.2% | 36.8% | 590 |
| | JACKSON DISTRICT | 75.3% | 24.7% | 567 |
| AGE | 25 AND YOUNGER | 72.7% | 27.3% | 99 |
| | 26 - 30 YEARS OLD | 70.3% | 29.7% | 74 |
| | 31 - 35 YEARS OLD | 60.7% | 39.3% | 178 |
| | 36 - 40 YEARS OLD | 65.6% | 34.4% | 273 |
| | 41 - 45 YEARS OLD | 65.1% | 34.9% | 430 |
| | 46 - 50 YEARS OLD | 66.0% | 34.0% | 626 |
| | 51 - 55 YEARS OLD | 70.1% | 29.9% | 936 |
| | 56 - 60 YEARS OLD | 71.4% | 28.6% | 514 |
| SEX | 61 AND OLDER | 77.4% | 22.6% | 1,433 |
| | MALE | 64.9% | 35.1% | 1,660 |
| | FEMALE | 74.3% | 25.7% | 2,926 |
| RACE | CAUCASIAN | 70.1% | 29.9% | 4,167 |
| | AFRICAN AMERICAN | 84.2% | 15.8% | 209 |
| | OTHER | 73.3% | 26.7% | 161 |
| HISPANIC/ LATINO | YES | 76.5% | 23.5% | 51 |
| | NO | 70.8% | 29.2% | 4,511 |
| MARITAL STATUS | SINGLE | 76.5% | 23.5% | 460 |
| | MARRIED | 67.7% | 32.3% | 3,326 |
| | OTHER | 81.0% | 19.0% | 767 |
| RESIDENTIAL LOCATION | URBAN | 72.5% | 27.5% | 632 |
| | SUBURBAN | 70.5% | 29.5% | 1,900 |
| | RURAL | 70.7% | 29.3% | 2,041 |
| DRIVING AREA | URBAN | 72.2% | 27.8% | 1,315 |
| | SUBURBAN | 70.8% | 29.2% | 1,548 |
| | RURAL | 70.4% | 29.6% | 1,661 |
| VEHICLE TYPE | AUTOMOBILE | 72.8% | 27.2% | 2,384 |
| | VAN/MINI VAN | 68.4% | 31.6% | 553 |
| | PICKUP TRUCK | 64.3% | 35.7% | 583 |
| | SUV | 71.8% | 28.2% | 1,015 |
| | OTHER | 61.4% | 38.6% | 44 |

TABLE A3.16: FREQUENCY OF SEEING/HEARING MEDIA MESSAGES PERTAINING TO SEAT BELT USE

| | | FEWER THAN USUAL | ABOUT THE SAME | MORE THAN USUAL | TOTAL | AVERAGE |
|----------------------|---------------------|------------------|----------------|-----------------|-------|---------|
| ALL RESPONDENTS | | 5.7% | 81.0% | 13.3% | 2,992 | 2.075 |
| SURVEY | SURVEY 1 | 8.4% | 82.4% | 9.2% | 797 | 2.008 |
| | SURVEY 2 | 4.2% | 74.5% | 21.3% | 789 | 2.171 |
| | SURVEY 3 | 4.8% | 83.0% | 12.1% | 725 | 2.073 |
| | SURVEY 4 | 5.4% | 84.6% | 10.0% | 681 | 2.046 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.8% | 84.9% | 11.3% | 345 | 2.075 |
| | BUCYRUS DISTRICT | 6.3% | 80.1% | 13.6% | 396 | 2.073 |
| | CLEVELAND DISTRICT | 5.4% | 82.3% | 12.4% | 372 | 2.070 |
| | PIQUA DISTRICT | 8.0% | 81.0% | 11.0% | 337 | 2.030 |
| | COLUMBUS DISTRICT | 5.0% | 80.2% | 14.8% | 379 | 2.098 |
| | CAMBRIDGE DISTRICT | 6.1% | 80.7% | 13.2% | 393 | 2.071 |
| | WILMINGTON DISTRICT | 6.2% | 76.7% | 17.1% | 404 | 2.109 |
| | JACKSON DISTRICT | 5.2% | 82.8% | 12.0% | 366 | 2.068 |
| AGE | 25 AND YOUNGER | 4.0% | 88.0% | 8.0% | 75 | 2.040 |
| | 26 - 30 YEARS OLD | 6.6% | 85.2% | 8.2% | 61 | 2.016 |
| | 31 - 35 YEARS OLD | 4.1% | 82.9% | 13.0% | 123 | 2.089 |
| | 36 - 40 YEARS OLD | 3.7% | 81.9% | 14.4% | 188 | 2.106 |
| | 41 - 45 YEARS OLD | 5.2% | 80.7% | 14.1% | 305 | 2.089 |
| | 46 - 50 YEARS OLD | 6.8% | 77.0% | 16.2% | 413 | 2.094 |
| | 51 - 55 YEARS OLD | 5.8% | 81.3% | 12.9% | 653 | 2.070 |
| | 56 - 60 YEARS OLD | 5.7% | 81.2% | 13.1% | 335 | 2.075 |
| | 61 AND OLDER | 6.3% | 81.2% | 12.5% | 824 | 2.062 |
| SEX | MALE | 5.6% | 80.0% | 14.4% | 1,171 | 2.089 |
| | FEMALE | 5.9% | 81.6% | 12.5% | 1,821 | 2.066 |
| RACE | CAUCASIAN | 5.7% | 81.2% | 13.0% | 2,729 | 2.073 |
| | AFRICAN AMERICAN | 8.8% | 72.8% | 18.4% | 136 | 2.096 |
| | OTHER | 3.1% | 86.7% | 10.2% | 98 | 2.071 |
| HISPANIC/LATINO | YES | 2.9% | 88.6% | 8.6% | 35 | 2.057 |
| | NO | 5.7% | 80.9% | 13.3% | 2,938 | 2.076 |
| MARITAL STATUS | SINGLE | 5.7% | 80.7% | 13.6% | 316 | 2.079 |
| | MARRIED | 6.1% | 80.2% | 13.7% | 2,211 | 2.076 |
| | OTHER | 4.1% | 85.1% | 10.8% | 443 | 2.068 |
| RESIDENTIAL LOCATION | URBAN | 5.7% | 80.1% | 14.2% | 387 | 2.085 |
| | SUBURBAN | 5.9% | 80.5% | 13.6% | 1,242 | 2.077 |
| | RURAL | 5.7% | 81.7% | 12.6% | 1,353 | 2.069 |
| DRIVING AREA | URBAN | 5.6% | 81.6% | 12.8% | 841 | 2.073 |
| | SUBURBAN | 5.1% | 80.9% | 13.9% | 1,013 | 2.088 |
| | RURAL | 6.6% | 80.5% | 12.9% | 1,099 | 2.064 |
| VEHICLE TYPE | AUTOMOBILE | 6.3% | 80.4% | 13.2% | 1,544 | 2.069 |
| | VAN/MINI VAN | 3.5% | 84.4% | 12.1% | 340 | 2.085 |
| | PICKUP TRUCK | 4.3% | 81.6% | 14.1% | 397 | 2.098 |
| | SUV | 6.5% | 79.9% | 13.5% | 673 | 2.070 |
| | OTHER | 2.9% | 85.3% | 11.8% | 34 | 2.088 |

TABLE A3.17: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS

| | | NOT THAT IMPORTANT | SOMEWHAT UNIMPORTANT | SOMEWHAT IMPORTANT | VERY IMPORTANT | TOTAL | AVERAGE |
|-------------------------|---------------------|-----------------------|-------------------------|-----------------------|-------------------|-------|---------|
| ALL RESPONDENTS | | 12.6% | 6.2% | 30.3% | 50.8% | 4,004 | 3.194 |
| SURVEY | SURVEY 1 | 14.0% | 6.4% | 30.2% | 49.4% | 800 | 3.150 |
| | SURVEY 2 | 11.0% | 6.3% | 30.7% | 52.0% | 982 | 3.237 |
| | SURVEY 3 | 12.6% | 7.2% | 30.8% | 49.4% | 1,103 | 3.170 |
| | SURVEY 4 | 13.1% | 5.0% | 29.6% | 52.3% | 1,119 | 3.210 |
| OSP DISTRICT | FINDLAY DISTRICT | 14.5% | 7.7% | 28.8% | 49.1% | 483 | 3.124 |
| | BUCYRUS DISTRICT | 11.3% | 5.3% | 36.7% | 46.7% | 529 | 3.187 |
| | CLEVELAND DISTRICT | 11.2% | 6.0% | 31.5% | 51.3% | 464 | 3.228 |
| | PIQUA DISTRICT | 9.3% | 6.3% | 29.1% | 55.4% | 475 | 3.305 |
| | COLUMBUS DISTRICT | 10.4% | 5.2% | 30.7% | 53.8% | 502 | 3.279 |
| | CAMBRIDGE DISTRICT | 16.3% | 5.3% | 28.5% | 49.9% | 527 | 3.120 |
| | WILMINGTON DISTRICT | 13.0% | 7.0% | 27.3% | 52.7% | 531 | 3.198 |
| | JACKSON DISTRICT | 14.8% | 6.9% | 30.0% | 48.3% | 493 | 3.118 |
| AGE | 25 AND YOUNGER | 9.2% | 4.6% | 35.6% | 50.6% | 87 | 3.276 |
| | 26 - 30 YEARS OLD | 22.1% | 5.9% | 26.5% | 45.6% | 68 | 2.956 |
| | 31 - 35 YEARS OLD | 14.3% | 3.2% | 27.9% | 54.5% | 154 | 3.227 |
| | 36 - 40 YEARS OLD | 13.4% | 7.3% | 34.0% | 45.3% | 247 | 3.113 |
| | 41 - 45 YEARS OLD | 15.5% | 7.8% | 36.4% | 40.3% | 387 | 3.016 |
| | 46 - 50 YEARS OLD | 16.9% | 6.6% | 32.1% | 44.4% | 561 | 3.039 |
| | 51 - 55 YEARS OLD | 16.1% | 7.2% | 29.3% | 47.3% | 828 | 3.080 |
| | 56 - 60 YEARS OLD | 10.7% | 7.3% | 32.6% | 49.3% | 438 | 3.205 |
| SEX | 61 AND OLDER | 7.5% | 4.7% | 26.7% | 61.1% | 1,214 | 3.414 |
| | MALE | 19.1% | 7.8% | 31.6% | 41.5% | 1,493 | 2.956 |
| RACE | FEMALE | 8.8% | 5.3% | 29.5% | 56.4% | 2,511 | 3.335 |
| | CAUCASIAN | 12.6% | 6.4% | 30.9% | 50.1% | 3,646 | 3.185 |
| | AFRICAN AMERICAN | 7.8% | 0.6% | 27.2% | 64.4% | 180 | 3.483 |
| HISPANIC/ LATINO | OTHER | 14.6% | 8.0% | 19.7% | 57.7% | 137 | 3.204 |
| | YES | 2.4% | 4.8% | 28.6% | 64.3% | 42 | 3.548 |
| MARITAL STATUS | NO | 12.6% | 6.2% | 30.4% | 50.8% | 3,940 | 3.193 |
| | SINGLE | 13.6% | 7.4% | 33.3% | 45.7% | 403 | 3.109 |
| | MARRIED | 12.6% | 6.0% | 30.9% | 50.5% | 2,936 | 3.193 |
| RESIDENTIAL LOCATION | OTHER | 11.8% | 6.0% | 26.1% | 56.1% | 636 | 3.266 |
| | URBAN | 11.8% | 6.6% | 29.3% | 52.3% | 532 | 3.220 |
| | SUBURBAN | 11.0% | 5.7% | 30.6% | 52.8% | 1,652 | 3.252 |
| DRIVING AREA | RURAL | 14.3% | 6.6% | 30.4% | 48.7% | 1,808 | 3.134 |
| | URBAN | 11.2% | 6.2% | 30.1% | 52.5% | 1,142 | 3.238 |
| | SUBURBAN | 11.4% | 6.1% | 30.7% | 51.8% | 1,347 | 3.229 |
| VEHICLE TYPE | RURAL | 14.9% | 6.4% | 30.4% | 48.3% | 1,468 | 3.122 |
| | AUTOMOBILE | 11.2% | 6.4% | 29.6% | 52.8% | 2,081 | 3.240 |
| | VAN/MINI VAN | 10.9% | 4.4% | 32.8% | 51.9% | 476 | 3.256 |
| | PICKUP TRUCK | 21.0% | 7.7% | 29.8% | 41.5% | 504 | 2.917 |
| | SUV | 11.7% | 5.5% | 31.3% | 51.5% | 895 | 3.226 |
| | OTHER | 23.8% | 11.9% | 23.8% | 40.5% | 42 | 2.810 |

TABLE A3.18: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR CHILDREN/MINORS

| | | NOT THAT IMPORTANT | SOMEWHAT UNIMPORTANT | SOMEWHAT IMPORTANT | VERY IMPORTANT | TOTAL | AVERAGE |
|-------------------------|---------------------|-----------------------|-------------------------|-----------------------|-------------------|-------|---------|
| ALL RESPONDENTS | | 1.6% | 0.8% | 6.3% | 91.3% | 4,729 | 3.873 |
| SURVEY | SURVEY 1 | 1.7% | 0.9% | 7.1% | 90.4% | 1,387 | 3.862 |
| | SURVEY 2 | 1.5% | 0.5% | 6.0% | 92.0% | 1,108 | 3.884 |
| | SURVEY 3 | 2.0% | 1.1% | 6.0% | 91.0% | 1,109 | 3.859 |
| | SURVEY 4 | 1.2% | 0.6% | 6.1% | 92.0% | 1,125 | 3.889 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.0% | 0.7% | 7.0% | 89.4% | 573 | 3.827 |
| | BUCYRUS DISTRICT | 1.5% | 0.2% | 6.3% | 92.0% | 599 | 3.888 |
| | CLEVELAND DISTRICT | 0.7% | 1.5% | 5.9% | 91.9% | 546 | 3.890 |
| | PIQUA DISTRICT | 0.8% | 0.8% | 5.7% | 92.6% | 594 | 3.901 |
| | COLUMBUS DISTRICT | 1.5% | 0.7% | 6.5% | 91.4% | 602 | 3.877 |
| | CAMBRIDGE DISTRICT | 1.6% | 0.8% | 6.9% | 90.7% | 623 | 3.867 |
| | WILMINGTON DISTRICT | 2.1% | 1.0% | 7.0% | 89.9% | 612 | 3.846 |
| JACKSON DISTRICT | 1.6% | 0.7% | 5.2% | 92.6% | 580 | 3.888 | |
| AGE | 25 AND YOUNGER | 2.0% | - | 8.8% | 89.2% | 102 | 3.853 |
| | 26 - 30 YEARS OLD | - | - | 7.9% | 92.1% | 76 | 3.921 |
| | 31 - 35 YEARS OLD | 1.6% | - | 4.9% | 93.4% | 182 | 3.901 |
| | 36 - 40 YEARS OLD | 1.4% | 1.1% | 6.7% | 90.8% | 284 | 3.870 |
| | 41 - 45 YEARS OLD | 2.5% | 1.8% | 8.4% | 87.3% | 441 | 3.805 |
| | 46 - 50 YEARS OLD | 2.0% | 0.5% | 7.1% | 90.4% | 648 | 3.860 |
| | 51 - 55 YEARS OLD | 1.8% | 1.1% | 6.3% | 90.8% | 968 | 3.862 |
| | 56 - 60 YEARS OLD | 1.9% | 0.6% | 7.4% | 90.1% | 525 | 3.857 |
| 61 AND OLDER | 1.1% | 0.6% | 4.9% | 93.4% | 1,480 | 3.906 | |
| SEX | MALE | 2.9% | 1.2% | 8.7% | 87.2% | 1,711 | 3.802 |
| | FEMALE | 0.9% | 0.5% | 5.0% | 93.6% | 3,018 | 3.913 |
| RACE | CAUCASIAN | 1.6% | 0.8% | 6.5% | 91.1% | 4,301 | 3.871 |
| | AFRICAN AMERICAN | 0.9% | 0.5% | 3.3% | 95.3% | 215 | 3.930 |
| | OTHER | 1.8% | - | 3.0% | 95.1% | 164 | 3.915 |
| HISPANIC/ LATINO | YES | - | - | 1.9% | 98.1% | 52 | 3.981 |
| | NO | 1.6% | 0.8% | 6.4% | 91.3% | 4,653 | 3.872 |
| MARITAL STATUS | SINGLE | 2.6% | 0.6% | 7.7% | 89.1% | 468 | 3.833 |
| | MARRIED | 1.6% | 0.9% | 6.3% | 91.2% | 3,429 | 3.871 |
| | OTHER | 1.0% | 0.4% | 5.4% | 93.2% | 798 | 3.909 |
| RESIDENTIAL LOCATION | URBAN | 1.5% | 0.6% | 5.4% | 92.4% | 649 | 3.888 |
| | SUBURBAN | 1.8% | 0.8% | 6.2% | 91.2% | 1,952 | 3.867 |
| | RURAL | 1.4% | 0.9% | 6.7% | 91.0% | 2,114 | 3.873 |
| DRIVING AREA | URBAN | 1.7% | 0.7% | 6.2% | 91.5% | 1,347 | 3.874 |
| | SUBURBAN | 1.3% | 0.6% | 6.1% | 92.0% | 1,598 | 3.887 |
| | RURAL | 1.8% | 1.0% | 6.7% | 90.5% | 1,722 | 3.858 |
| VEHICLE TYPE | AUTOMOBILE | 1.4% | 0.8% | 6.6% | 91.2% | 2,474 | 3.877 |
| | VAN/MINI VAN | 1.1% | 0.7% | 5.6% | 92.6% | 570 | 3.898 |
| | PICKUP TRUCK | 3.2% | 1.0% | 6.4% | 89.4% | 592 | 3.819 |
| | SUV | 1.3% | 0.7% | 5.9% | 92.1% | 1,041 | 3.888 |
| | OTHER | 6.7% | - | 11.1% | 82.2% | 45 | 3.689 |

TABLE A3.19: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE

| | | DECREASE | STAY THE SAME | INCREASE | TOTAL | AVERAGE |
|-------------------------|---------------------|----------|------------------|----------|-------|---------|
| ALL RESPONDENTS | | 0.6% | 46.2% | 53.2% | 4,644 | 2.527 |
| SURVEY | SURVEY 1 | 0.5% | 47.6% | 51.9% | 1,364 | 2.514 |
| | SURVEY 2 | 0.6% | 45.7% | 53.7% | 1,089 | 2.532 |
| | SURVEY 3 | 0.5% | 45.6% | 54.0% | 1,091 | 2.535 |
| | SURVEY 4 | 0.7% | 45.6% | 53.6% | 1,100 | 2.529 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.5% | 47.1% | 52.4% | 563 | 2.519 |
| | BUCYRUS DISTRICT | 0.5% | 47.4% | 52.0% | 588 | 2.515 |
| | CLEVELAND DISTRICT | 0.6% | 46.6% | 52.8% | 530 | 2.523 |
| | PIQUA DISTRICT | 0.7% | 47.3% | 52.0% | 586 | 2.514 |
| | COLUMBUS DISTRICT | 0.2% | 48.6% | 51.2% | 588 | 2.510 |
| | CAMBRIDGE DISTRICT | 1.0% | 43.9% | 55.1% | 619 | 2.541 |
| | WILMINGTON DISTRICT | 0.5% | 50.3% | 49.2% | 598 | 2.487 |
| | JACKSON DISTRICT | 0.5% | 38.3% | 61.2% | 572 | 2.607 |
| AGE | 25 AND YOUNGER | 1.0% | 39.2% | 59.8% | 102 | 2.588 |
| | 26 - 30 YEARS OLD | - | 44.0% | 56.0% | 75 | 2.560 |
| | 31 - 35 YEARS OLD | - | 45.4% | 54.6% | 183 | 2.546 |
| | 36 - 40 YEARS OLD | 0.4% | 48.4% | 51.2% | 283 | 2.509 |
| | 41 - 45 YEARS OLD | 0.7% | 50.8% | 48.5% | 439 | 2.478 |
| | 46 - 50 YEARS OLD | 0.5% | 50.4% | 49.1% | 637 | 2.487 |
| | 51 - 55 YEARS OLD | 0.3% | 46.1% | 53.6% | 952 | 2.533 |
| | 56 - 60 YEARS OLD | 1.4% | 44.0% | 54.7% | 514 | 2.533 |
| | 61 AND OLDER | 0.5% | 44.2% | 55.3% | 1,436 | 2.548 |
| SEX | MALE | 0.7% | 49.3% | 50.1% | 1,692 | 2.494 |
| | FEMALE | 0.5% | 44.4% | 55.0% | 2,952 | 2.545 |
| RACE | CAUCASIAN | 0.5% | 46.6% | 53.0% | 4,226 | 2.525 |
| | AFRICAN AMERICAN | 2.4% | 35.2% | 62.4% | 210 | 2.600 |
| | OTHER | 0.6% | 46.2% | 53.2% | 158 | 2.525 |
| HISPANIC/ LATINO | YES | - | 42.0% | 58.0% | 50 | 2.580 |
| | NO | 0.6% | 46.2% | 53.3% | 4,570 | 2.527 |
| MARITAL STATUS | SINGLE | 0.4% | 46.1% | 53.4% | 464 | 2.530 |
| | MARRIED | 0.5% | 46.6% | 52.9% | 3,373 | 2.525 |
| | OTHER | 0.9% | 44.4% | 54.7% | 773 | 2.538 |
| RESIDENTIAL LOCATION | URBAN | 1.3% | 45.6% | 53.1% | 636 | 2.519 |
| | SUBURBAN | 0.5% | 47.6% | 51.9% | 1,914 | 2.514 |
| | RURAL | 0.4% | 44.9% | 54.7% | 2,080 | 2.542 |
| DRIVING AREA | URBAN | 0.5% | 45.6% | 53.8% | 1,321 | 2.533 |
| | SUBURBAN | 0.6% | 47.7% | 51.7% | 1,564 | 2.512 |
| | RURAL | 0.6% | 45.3% | 54.1% | 1,696 | 2.535 |
| VEHICLE TYPE | AUTOMOBILE | 0.5% | 45.2% | 54.3% | 2,418 | 2.537 |
| | VAN/MINI VAN | 0.5% | 48.4% | 51.1% | 566 | 2.505 |
| | PICKUP TRUCK | 0.5% | 48.2% | 51.3% | 583 | 2.508 |
| | SUV | 0.6% | 46.0% | 53.4% | 1,026 | 2.528 |
| | OTHER | 2.2% | 53.3% | 44.4% | 45 | 2.422 |

TABLES – PART IV: ALCOHOL IMPAIRED DRIVING

TABLE A4.1: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING

| | | VERY UNLIKELY | SOMEWHAT UNLIKELY | SOMEWHAT LIKELY | VERY LIKELY | TOTAL | AVERAGE |
|----------------------|---------------------|---------------|-------------------|-----------------|-------------|-------|---------|
| ALL RESPONDENTS | | 7.9% | 22.5% | 43.2% | 26.4% | 4,542 | 2.881 |
| SURVEY | SURVEY 1 | 9.0% | 22.8% | 38.5% | 29.7% | 1,327 | 2.889 |
| | SURVEY 2 | 8.2% | 22.0% | 43.0% | 26.8% | 1,074 | 2.885 |
| | SURVEY 3 | 7.1% | 24.2% | 45.1% | 23.7% | 1,072 | 2.854 |
| | SURVEY 4 | 7.2% | 20.8% | 47.2% | 24.8% | 1,069 | 2.896 |
| OSP DISTRICT | FINDLAY DISTRICT | 9.0% | 21.8% | 41.5% | 27.6% | 554 | 2.877 |
| | BUCYRUS DISTRICT | 6.1% | 17.2% | 50.2% | 26.6% | 576 | 2.972 |
| | CLEVELAND DISTRICT | 5.8% | 21.7% | 40.0% | 32.4% | 515 | 2.990 |
| | PIQUA DISTRICT | 6.5% | 24.0% | 44.2% | 25.3% | 570 | 2.882 |
| | COLUMBUS DISTRICT | 7.8% | 24.6% | 45.3% | 22.3% | 578 | 2.822 |
| | CAMBRIDGE DISTRICT | 9.9% | 22.1% | 40.2% | 27.8% | 607 | 2.860 |
| | WILMINGTON DISTRICT | 9.6% | 27.7% | 43.5% | 19.2% | 584 | 2.723 |
| | JACKSON DISTRICT | 8.4% | 20.3% | 40.1% | 31.2% | 558 | 2.941 |
| AGE | 25 AND YOUNGER | 3.0% | 12.9% | 42.6% | 41.6% | 101 | 3.228 |
| | 26 - 30 YEARS OLD | 6.9% | 20.8% | 43.1% | 29.2% | 72 | 2.944 |
| | 31 - 35 YEARS OLD | 6.7% | 20.1% | 43.6% | 29.6% | 179 | 2.961 |
| | 36 - 40 YEARS OLD | 7.3% | 23.4% | 45.8% | 23.4% | 273 | 2.853 |
| | 41 - 45 YEARS OLD | 9.6% | 20.4% | 44.3% | 25.8% | 427 | 2.862 |
| | 46 - 50 YEARS OLD | 7.9% | 25.6% | 43.0% | 23.5% | 630 | 2.821 |
| | 51 - 55 YEARS OLD | 7.8% | 22.3% | 44.7% | 25.2% | 927 | 2.874 |
| | 56 - 60 YEARS OLD | 9.0% | 21.8% | 45.3% | 24.0% | 501 | 2.842 |
| SEX | 61 AND OLDER | 7.8% | 22.8% | 40.9% | 28.6% | 1,410 | 2.902 |
| | MALE | 8.9% | 25.8% | 41.1% | 24.2% | 1,657 | 2.806 |
| RACE | FEMALE | 7.3% | 20.6% | 44.4% | 27.7% | 2,885 | 2.925 |
| | CAUCASIAN | 8.0% | 22.6% | 43.8% | 25.6% | 4,130 | 2.869 |
| | AFRICAN AMERICAN | 4.3% | 17.1% | 36.2% | 42.4% | 210 | 3.167 |
| HISPANIC/LATINO | OTHER | 10.4% | 20.1% | 40.3% | 29.2% | 154 | 2.883 |
| | YES | 4.0% | 22.0% | 40.0% | 34.0% | 50 | 3.040 |
| MARITAL STATUS | NO | 8.0% | 22.4% | 43.2% | 26.4% | 4,468 | 2.881 |
| | SINGLE | 6.2% | 18.2% | 45.7% | 29.9% | 451 | 2.993 |
| | MARRIED | 8.2% | 24.0% | 44.2% | 23.6% | 3,294 | 2.833 |
| RESIDENTIAL LOCATION | OTHER | 7.8% | 18.4% | 37.8% | 36.0% | 767 | 3.020 |
| | URBAN | 6.8% | 23.3% | 40.3% | 29.6% | 618 | 2.927 |
| | SUBURBAN | 7.3% | 23.5% | 43.9% | 25.3% | 1,877 | 2.872 |
| DRIVING AREA | RURAL | 8.8% | 21.3% | 43.3% | 26.5% | 2,034 | 2.875 |
| | URBAN | 7.5% | 21.3% | 40.7% | 30.5% | 1,293 | 2.943 |
| | SUBURBAN | 7.6% | 24.4% | 44.4% | 23.5% | 1,530 | 2.839 |
| VEHICLE TYPE | RURAL | 8.6% | 21.8% | 44.0% | 25.6% | 1,657 | 2.865 |
| | AUTOMOBILE | 7.1% | 22.5% | 42.4% | 28.1% | 2,381 | 2.915 |
| | VAN/MINI VAN | 7.2% | 22.4% | 46.3% | 24.1% | 544 | 2.873 |
| | PICKUP TRUCK | 9.9% | 20.6% | 43.0% | 26.5% | 563 | 2.860 |
| | SUV | 9.2% | 23.8% | 43.2% | 23.8% | 1,004 | 2.817 |
| | OTHER | 11.4% | 15.9% | 45.5% | 27.3% | 44 | 2.886 |

TABLE A4.2: 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 | | 2.7% | 13.8% | 52.0% | 31.5% | 4,515 | 3.122 |
| SURVEY | SURVEY 1 | 3.0% | 13.1% | 49.6% | 34.3% | 1,340 | 3.151 |
| | SURVEY 2 | 2.8% | 12.9% | 51.3% | 33.0% | 1,056 | 3.144 |
| | SURVEY 3 | 2.7% | 16.1% | 53.3% | 27.9% | 1,055 | 3.063 |
| | SURVEY 4 | 2.3% | 13.3% | 54.4% | 30.0% | 1,064 | 3.121 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.7% | 14.1% | 53.3% | 28.8% | 538 | 3.072 |
| | BUCYRUS DISTRICT | 2.5% | 13.5% | 57.8% | 26.3% | 571 | 3.079 |
| | CLEVELAND DISTRICT | 2.1% | 13.3% | 50.0% | 34.6% | 512 | 3.170 |
| | PIQUA DISTRICT | 1.6% | 13.7% | 51.6% | 33.2% | 570 | 3.163 |
| | COLUMBUS DISTRICT | 3.7% | 13.3% | 52.6% | 30.3% | 587 | 3.095 |
| | CAMBRIDGE DISTRICT | 2.7% | 13.3% | 49.7% | 34.3% | 595 | 3.156 |
| | WILMINGTON DISTRICT | 3.3% | 18.5% | 50.3% | 27.9% | 584 | 3.029 |
| | JACKSON DISTRICT | 2.2% | 10.8% | 50.5% | 36.6% | 558 | 3.215 |
| AGE | 25 AND YOUNGER | 2.0% | 14.0% | 39.0% | 45.0% | 100 | 3.270 |
| | 26 - 30 YEARS OLD | 1.4% | 12.3% | 42.5% | 43.8% | 73 | 3.288 |
| | 31 - 35 YEARS OLD | 1.7% | 10.5% | 48.1% | 39.8% | 181 | 3.260 |
| | 36 - 40 YEARS OLD | 2.2% | 12.6% | 57.0% | 28.1% | 270 | 3.111 |
| | 41 - 45 YEARS OLD | 3.8% | 17.6% | 51.6% | 27.0% | 426 | 3.019 |
| | 46 - 50 YEARS OLD | 4.0% | 16.7% | 54.8% | 24.5% | 624 | 2.998 |
| | 51 - 55 YEARS OLD | 2.5% | 13.4% | 52.7% | 31.4% | 919 | 3.131 |
| | 56 - 60 YEARS OLD | 3.0% | 14.8% | 52.1% | 30.1% | 501 | 3.094 |
| SEX | 61 AND OLDER | 2.1% | 12.2% | 51.6% | 34.1% | 1,399 | 3.177 |
| | MALE | 4.0% | 18.6% | 50.4% | 27.0% | 1,630 | 3.003 |
| | FEMALE | 2.0% | 11.1% | 52.9% | 34.0% | 2,885 | 3.189 |
| RACE | CAUCASIAN | 2.8% | 14.1% | 52.6% | 30.5% | 4,108 | 3.107 |
| | AFRICAN AMERICAN | 1.0% | 10.6% | 36.5% | 51.9% | 208 | 3.394 |
| | OTHER | 3.2% | 9.1% | 51.9% | 35.7% | 154 | 3.201 |
| HISPANIC/ LATINO | YES | 2.1% | 6.2% | 50.0% | 41.7% | 48 | 3.313 |
| | NO | 2.7% | 13.9% | 51.9% | 31.4% | 4,446 | 3.120 |
| MARITAL STATUS | SINGLE | 3.1% | 12.9% | 47.0% | 37.0% | 451 | 3.180 |
| | MARRIED | 2.8% | 14.6% | 53.6% | 29.0% | 3,293 | 3.089 |
| | OTHER | 2.0% | 11.3% | 48.2% | 38.5% | 743 | 3.231 |
| RESIDENTIAL LOCATION | URBAN | 1.8% | 11.3% | 50.6% | 36.3% | 620 | 3.215 |
| | SUBURBAN | 3.1% | 16.1% | 51.0% | 29.8% | 1,865 | 3.075 |
| | RURAL | 2.7% | 12.6% | 53.4% | 31.3% | 2,016 | 3.134 |
| DRIVING AREA | URBAN | 2.6% | 13.1% | 51.0% | 33.4% | 1,279 | 3.152 |
| | SUBURBAN | 3.1% | 16.7% | 50.7% | 29.5% | 1,536 | 3.066 |
| | RURAL | 2.6% | 11.8% | 54.0% | 31.7% | 1,642 | 3.147 |
| VEHICLE TYPE | AUTOMOBILE | 2.5% | 12.7% | 52.3% | 32.5% | 2,358 | 3.148 |
| | VAN/MINI VAN | 2.3% | 12.6% | 51.1% | 33.9% | 554 | 3.166 |
| | PICKUP TRUCK | 3.4% | 17.4% | 48.7% | 30.5% | 558 | 3.063 |
| | SUV | 3.0% | 15.0% | 54.0% | 28.0% | 997 | 3.069 |
| | OTHER | 4.8% | 16.7% | 45.2% | 33.3% | 42 | 3.071 |

TABLE A4.3: FAMILIAR WITH CURRENT PENALTIES FOR OVI CONVICTIONS IN OHIO

| | | NO, DEFINITELY | NO, PROBABLY | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 37.9% | 23.5% | 16.0% | 22.7% | 4,737 | 2.234 |
| SURVEY | SURVEY 1 | 36.1% | 24.9% | 15.2% | 23.8% | 1,392 | 2.267 |
| | SURVEY 2 | 38.3% | 23.1% | 15.2% | 23.4% | 1,112 | 2.237 |
| | SURVEY 3 | 36.2% | 25.7% | 17.3% | 20.8% | 1,109 | 2.228 |
| | SURVEY 4 | 41.4% | 19.8% | 16.5% | 22.3% | 1,124 | 2.198 |
| OSP DISTRICT | FINDLAY DISTRICT | 41.7% | 21.6% | 14.1% | 22.6% | 575 | 2.176 |
| | BUCYRUS DISTRICT | 34.7% | 21.9% | 16.6% | 26.7% | 602 | 2.354 |
| | CLEVELAND DISTRICT | 35.1% | 25.6% | 15.8% | 23.5% | 544 | 2.278 |
| | PIQUA DISTRICT | 43.6% | 21.8% | 14.9% | 19.6% | 596 | 2.106 |
| | COLUMBUS DISTRICT | 37.6% | 24.7% | 17.7% | 20.0% | 604 | 2.202 |
| | CAMBRIDGE DISTRICT | 33.3% | 23.2% | 16.5% | 26.9% | 624 | 2.370 |
| | WILMINGTON DISTRICT | 37.6% | 26.3% | 15.7% | 20.4% | 612 | 2.190 |
| | JACKSON DISTRICT | 39.5% | 22.8% | 16.6% | 21.2% | 580 | 2.195 |
| AGE | 25 AND YOUNGER | 33.3% | 21.6% | 16.7% | 28.4% | 102 | 2.402 |
| | 26 - 30 YEARS OLD | 35.5% | 22.4% | 21.1% | 21.1% | 76 | 2.276 |
| | 31 - 35 YEARS OLD | 35.9% | 29.3% | 9.2% | 25.5% | 184 | 2.245 |
| | 36 - 40 YEARS OLD | 36.3% | 22.9% | 16.5% | 24.3% | 284 | 2.289 |
| | 41 - 45 YEARS OLD | 38.4% | 23.0% | 17.6% | 21.0% | 443 | 2.212 |
| | 46 - 50 YEARS OLD | 40.1% | 24.5% | 13.6% | 21.9% | 649 | 2.173 |
| | 51 - 55 YEARS OLD | 35.8% | 23.6% | 16.9% | 23.7% | 966 | 2.285 |
| | 56 - 60 YEARS OLD | 36.3% | 21.9% | 16.8% | 25.0% | 529 | 2.304 |
| | 61 AND OLDER | 39.4% | 23.4% | 16.1% | 21.1% | 1,481 | 2.188 |
| SEX | MALE | 33.5% | 22.1% | 15.9% | 28.5% | 1,721 | 2.394 |
| | FEMALE | 40.4% | 24.2% | 16.0% | 19.3% | 3,016 | 2.143 |
| RACE | CAUCASIAN | 37.2% | 23.9% | 16.2% | 22.7% | 4,307 | 2.244 |
| | AFRICAN AMERICAN | 49.3% | 18.6% | 12.6% | 19.5% | 215 | 2.023 |
| | OTHER | 41.8% | 17.6% | 17.0% | 23.6% | 165 | 2.224 |
| HISPANIC/ LATINO | YES | 36.5% | 21.2% | 11.5% | 30.8% | 52 | 2.365 |
| | NO | 37.9% | 23.5% | 16.1% | 22.5% | 4,660 | 2.233 |
| MARITAL STATUS | SINGLE | 33.0% | 21.4% | 16.5% | 29.1% | 467 | 2.418 |
| | MARRIED | 38.0% | 24.4% | 16.4% | 21.2% | 3,438 | 2.208 |
| | OTHER | 40.3% | 21.5% | 13.9% | 24.3% | 797 | 2.223 |
| RESIDENTIAL LOCATION | URBAN | 41.1% | 24.5% | 13.2% | 21.2% | 650 | 2.146 |
| | SUBURBAN | 37.7% | 24.1% | 16.6% | 21.7% | 1,951 | 2.222 |
| | RURAL | 36.9% | 22.8% | 16.4% | 23.9% | 2,122 | 2.274 |
| DRIVING AREA | URBAN | 38.0% | 22.8% | 15.1% | 24.0% | 1,348 | 2.252 |
| | SUBURBAN | 37.7% | 25.6% | 16.5% | 20.1% | 1,596 | 2.190 |
| | RURAL | 37.4% | 22.5% | 16.4% | 23.7% | 1,729 | 2.263 |
| VEHICLE TYPE | AUTOMOBILE | 37.3% | 24.4% | 16.1% | 22.2% | 2,475 | 2.233 |
| | VAN/MINI VAN | 45.3% | 24.8% | 14.7% | 15.2% | 572 | 1.998 |
| | PICKUP TRUCK | 34.3% | 18.4% | 15.0% | 32.3% | 594 | 2.453 |
| | SUV | 38.2% | 23.5% | 16.8% | 21.6% | 1,044 | 2.216 |
| | OTHER | 17.4% | 23.9% | 23.9% | 34.8% | 46 | 2.761 |

TABLE A4.4: 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 | | 0.7% | 4.0% | 51.4% | 20.5% | 23.4% | 4,509 | 3.620 |
| SURVEY | SURVEY 1 | 1.1% | 4.1% | 49.7% | 16.7% | 28.4% | 1,332 | 3.670 |
| | SURVEY 2 | 0.3% | 4.0% | 50.9% | 20.1% | 24.8% | 1,062 | 3.651 |
| | SURVEY 3 | 0.7% | 3.2% | 51.7% | 22.6% | 21.8% | 1,058 | 3.617 |
| | SURVEY 4 | 0.6% | 4.6% | 53.6% | 23.8% | 17.3% | 1,057 | 3.527 |
| QSP DISTRICT | FINDLAY DISTRICT | 0.5% | 4.8% | 57.0% | 19.6% | 18.1% | 546 | 3.500 |
| | BUCYRUS DISTRICT | 0.5% | 4.3% | 56.3% | 18.1% | 20.7% | 575 | 3.541 |
| | CLEVELAND DISTRICT | 0.8% | 4.0% | 50.0% | 20.9% | 24.3% | 506 | 3.640 |
| | PIQUA DISTRICT | 1.1% | 3.2% | 48.5% | 21.1% | 26.2% | 569 | 3.682 |
| | COLUMBUS DISTRICT | 0.3% | 3.3% | 54.7% | 20.1% | 21.5% | 572 | 3.591 |
| | CAMBRIDGE DISTRICT | 0.7% | 4.7% | 47.9% | 21.4% | 25.3% | 597 | 3.660 |
| | WILMINGTON DISTRICT | 0.5% | 4.4% | 50.5% | 21.7% | 22.9% | 586 | 3.619 |
| JACKSON DISTRICT | 1.1% | 3.2% | 46.2% | 21.3% | 28.1% | 558 | 3.722 | |
| AGE | 25 AND YOUNGER | - | 3.0% | 52.0% | 27.0% | 18.0% | 100 | 3.600 |
| | 26 - 30 YEARS OLD | 2.7% | 4.1% | 47.3% | 24.3% | 21.6% | 74 | 3.581 |
| | 31 - 35 YEARS OLD | 1.1% | 3.4% | 47.5% | 24.9% | 23.2% | 177 | 3.655 |
| | 36 - 40 YEARS OLD | 0.7% | 3.3% | 45.9% | 22.6% | 27.4% | 270 | 3.726 |
| | 41 - 45 YEARS OLD | 0.7% | 5.2% | 48.0% | 19.0% | 27.2% | 427 | 3.667 |
| | 46 - 50 YEARS OLD | 0.3% | 3.6% | 55.6% | 19.2% | 21.3% | 615 | 3.576 |
| | 51 - 55 YEARS OLD | 0.8% | 3.8% | 54.0% | 18.7% | 22.8% | 931 | 3.590 |
| | 56 - 60 YEARS OLD | 0.6% | 4.6% | 53.0% | 22.8% | 19.0% | 496 | 3.548 |
| 61 AND OLDER | 0.7% | 4.1% | 50.0% | 20.6% | 24.6% | 1,397 | 3.644 | |
| SEX | MALE | 1.5% | 5.8% | 57.0% | 16.4% | 19.3% | 1,644 | 3.464 |
| | FEMALE | 0.2% | 3.0% | 48.2% | 22.9% | 25.7% | 2,865 | 3.709 |
| RACE | CAUCASIAN | 0.7% | 4.0% | 51.5% | 20.5% | 23.4% | 4,107 | 3.618 |
| | AFRICAN AMERICAN | 0.5% | 2.4% | 53.2% | 21.0% | 22.9% | 205 | 3.634 |
| | OTHER | 0.7% | 3.3% | 43.4% | 23.7% | 28.9% | 152 | 3.770 |
| HISPANIC/LATINO | YES | - | - | 51.0% | 22.4% | 26.5% | 49 | 3.755 |
| | NO | 0.7% | 4.0% | 51.4% | 20.5% | 23.5% | 4,439 | 3.621 |
| MARITAL STATUS | SINGLE | 1.6% | 4.9% | 55.1% | 20.3% | 18.1% | 448 | 3.484 |
| | MARRIED | 0.6% | 3.8% | 51.2% | 20.6% | 23.8% | 3,280 | 3.634 |
| | OTHER | 0.7% | 4.4% | 49.9% | 20.1% | 24.9% | 751 | 3.642 |
| RESIDENTIAL LOCATION | URBAN | 0.5% | 4.7% | 51.2% | 20.1% | 23.5% | 621 | 3.615 |
| | SUBURBAN | 0.8% | 4.1% | 52.8% | 20.5% | 21.8% | 1,847 | 3.586 |
| | RURAL | 0.7% | 3.7% | 50.0% | 20.7% | 24.9% | 2,027 | 3.654 |
| DRIVING AREA | URBAN | 0.4% | 4.5% | 50.9% | 20.1% | 24.1% | 1,284 | 3.629 |
| | SUBURBAN | 0.8% | 4.4% | 52.2% | 20.5% | 22.2% | 1,511 | 3.589 |
| | RURAL | 0.8% | 3.3% | 51.1% | 20.7% | 24.1% | 1,658 | 3.639 |
| VEHICLE TYPE | AUTOMOBILE | 0.7% | 3.5% | 51.7% | 20.6% | 23.6% | 2,343 | 3.629 |
| | VAN/MINI VAN | 0.4% | 3.2% | 50.5% | 20.7% | 25.2% | 555 | 3.672 |
| | PICKUP TRUCK | 1.6% | 5.7% | 52.6% | 18.3% | 21.8% | 563 | 3.531 |
| | SUV | 0.3% | 4.6% | 50.9% | 21.5% | 22.7% | 1,001 | 3.616 |
| | OTHER | 2.3% | 7.0% | 37.2% | 25.6% | 27.9% | 43 | 3.698 |

TABLE A4.5: 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 | | 6.0% | 20.5% | 59.5% | 14.0% | 4,495 | 2.814 |
| SURVEY | SURVEY 1 | 6.4% | 20.2% | 58.9% | 14.4% | 1,337 | 2.814 |
| | SURVEY 2 | 5.5% | 21.9% | 58.1% | 14.5% | 1,051 | 2.815 |
| | SURVEY 3 | 5.8% | 19.9% | 62.4% | 11.9% | 1,054 | 2.804 |
| | SURVEY 4 | 6.3% | 20.0% | 58.6% | 15.1% | 1,053 | 2.825 |
| OSP DISTRICT | FINDLAY DISTRICT | 4.7% | 16.8% | 62.6% | 15.8% | 530 | 2.896 |
| | BUCYRUS DISTRICT | 6.2% | 20.6% | 58.2% | 15.0% | 567 | 2.820 |
| | CLEVELAND DISTRICT | 5.4% | 18.7% | 60.5% | 15.4% | 514 | 2.858 |
| | PIQUA DISTRICT | 5.3% | 24.7% | 58.9% | 11.1% | 567 | 2.758 |
| | COLUMBUS DISTRICT | 5.6% | 20.7% | 60.2% | 13.5% | 571 | 2.816 |
| | CAMBRIDGE DISTRICT | 7.1% | 18.8% | 59.3% | 14.8% | 602 | 2.817 |
| | WILMINGTON DISTRICT | 6.7% | 21.9% | 60.2% | 11.2% | 581 | 2.759 |
| JACKSON DISTRICT | 6.9% | 21.5% | 56.1% | 15.5% | 563 | 2.801 | |
| AGE | 25 AND YOUNGER | 6.1% | 13.1% | 70.7% | 10.1% | 99 | 2.848 |
| | 26 - 30 YEARS OLD | 9.9% | 23.9% | 57.7% | 8.5% | 71 | 2.648 |
| | 31 - 35 YEARS OLD | 8.6% | 24.7% | 57.5% | 9.2% | 174 | 2.672 |
| | 36 - 40 YEARS OLD | 5.9% | 23.0% | 57.8% | 13.3% | 270 | 2.785 |
| | 41 - 45 YEARS OLD | 5.7% | 20.7% | 56.7% | 16.9% | 420 | 2.848 |
| | 46 - 50 YEARS OLD | 6.0% | 17.6% | 62.0% | 14.5% | 621 | 2.850 |
| | 51 - 55 YEARS OLD | 6.2% | 18.6% | 60.2% | 15.1% | 926 | 2.842 |
| | 56 - 60 YEARS OLD | 5.0% | 21.8% | 57.7% | 15.5% | 496 | 2.837 |
| 61 AND OLDER | 5.9% | 21.7% | 59.5% | 12.9% | 1,396 | 2.793 | |
| SEX | MALE | 6.1% | 15.8% | 61.3% | 16.8% | 1,654 | 2.888 |
| | FEMALE | 6.0% | 23.2% | 58.4% | 12.4% | 2,841 | 2.772 |
| RACE | CAUCASIAN | 5.8% | 20.8% | 60.0% | 13.4% | 4,094 | 2.810 |
| | AFRICAN AMERICAN | 4.9% | 20.5% | 52.2% | 22.4% | 205 | 2.922 |
| | OTHER | 10.7% | 16.1% | 57.0% | 16.1% | 149 | 2.785 |
| HISPANIC/LATINO | YES | 2.2% | 19.6% | 54.3% | 23.9% | 46 | 3.000 |
| | NO | 6.1% | 20.5% | 59.5% | 13.8% | 4,426 | 2.812 |
| MARITAL STATUS | SINGLE | 6.3% | 16.4% | 59.6% | 17.7% | 446 | 2.888 |
| | MARRIED | 5.8% | 20.8% | 60.2% | 13.2% | 3,273 | 2.807 |
| | OTHER | 6.6% | 21.7% | 56.9% | 14.8% | 745 | 2.799 |
| RESIDENTIAL LOCATION | URBAN | 6.3% | 20.9% | 59.1% | 13.8% | 618 | 2.803 |
| | SUBURBAN | 5.1% | 20.3% | 61.6% | 13.0% | 1,851 | 2.825 |
| | RURAL | 6.8% | 20.5% | 57.9% | 14.9% | 2,012 | 2.808 |
| DRIVING AREA | URBAN | 6.8% | 19.6% | 59.7% | 13.9% | 1,281 | 2.807 |
| | SUBURBAN | 5.4% | 22.3% | 59.5% | 12.8% | 1,509 | 2.797 |
| | RURAL | 6.1% | 19.3% | 59.6% | 15.0% | 1,649 | 2.836 |
| VEHICLE TYPE | AUTOMOBILE | 5.8% | 20.4% | 60.3% | 13.5% | 2,338 | 2.816 |
| | VAN/MINI VAN | 5.4% | 23.1% | 59.5% | 12.0% | 541 | 2.782 |
| | PICKUP TRUCK | 8.4% | 14.6% | 58.6% | 18.4% | 570 | 2.870 |
| | SUV | 5.7% | 22.5% | 58.4% | 13.4% | 995 | 2.794 |
| | OTHER | 4.4% | 26.7% | 48.9% | 20.0% | 45 | 2.844 |

TABLE A4.6: EFFECTIVENESS OF ENFORCEMENT OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING

| | | NOT AT ALL EFFECTIVE | NOT TOO EFFECTIVE | SOMEWHAT EFFECTIVE | VERY EFFECTIVE | TOTAL | AVERAGE |
|----------------------|---------------------|----------------------|-------------------|--------------------|----------------|-------|---------|
| ALL RESPONDENTS | | 5.8% | 18.5% | 57.8% | 18.0% | 4,379 | 2.880 |
| SURVEY | SURVEY 1 | 5.6% | 20.2% | 56.2% | 17.9% | 1,304 | 2.865 |
| | SURVEY 2 | 6.0% | 17.9% | 57.6% | 18.5% | 1,017 | 2.886 |
| | SURVEY 3 | 5.4% | 18.4% | 59.5% | 16.7% | 1,037 | 2.875 |
| | SURVEY 4 | 6.1% | 16.7% | 58.3% | 18.9% | 1,021 | 2.900 |
| OSP DISTRICT | FINDLAY DISTRICT | 5.2% | 15.0% | 58.6% | 21.2% | 515 | 2.957 |
| | BUCYRUS DISTRICT | 6.3% | 18.1% | 56.9% | 18.7% | 552 | 2.879 |
| | CLEVELAND DISTRICT | 5.4% | 17.7% | 58.3% | 18.7% | 503 | 2.903 |
| | PIQUA DISTRICT | 4.7% | 19.9% | 61.0% | 14.4% | 549 | 2.851 |
| | COLUMBUS DISTRICT | 4.2% | 20.9% | 58.8% | 16.1% | 565 | 2.867 |
| | CAMBRIDGE DISTRICT | 6.6% | 18.2% | 56.2% | 18.9% | 587 | 2.874 |
| | WILMINGTON DISTRICT | 6.8% | 19.1% | 57.6% | 16.6% | 561 | 2.840 |
| | JACKSON DISTRICT | 6.6% | 18.5% | 55.2% | 19.7% | 547 | 2.881 |
| AGE | 25 AND YOUNGER | 1.0% | 16.7% | 59.4% | 22.9% | 96 | 3.042 |
| | 26 - 30 YEARS OLD | 13.7% | 15.1% | 52.1% | 19.2% | 73 | 2.767 |
| | 31 - 35 YEARS OLD | 5.8% | 20.2% | 57.2% | 16.8% | 173 | 2.850 |
| | 36 - 40 YEARS OLD | 6.0% | 19.2% | 58.3% | 16.5% | 266 | 2.853 |
| | 41 - 45 YEARS OLD | 7.7% | 18.6% | 55.2% | 18.6% | 415 | 2.846 |
| | 46 - 50 YEARS OLD | 4.6% | 17.2% | 59.7% | 18.5% | 605 | 2.921 |
| | 51 - 55 YEARS OLD | 5.5% | 16.6% | 58.8% | 19.0% | 904 | 2.914 |
| | 56 - 60 YEARS OLD | 6.0% | 18.6% | 57.3% | 18.1% | 485 | 2.876 |
| | 61 AND OLDER | 5.6% | 20.2% | 57.5% | 16.8% | 1,343 | 2.854 |
| SEX | MALE | 5.8% | 13.4% | 59.4% | 21.3% | 1,622 | 2.963 |
| | FEMALE | 5.7% | 21.4% | 56.8% | 16.0% | 2,757 | 2.832 |
| RACE | CAUCASIAN | 5.6% | 18.1% | 58.5% | 17.7% | 3,990 | 2.883 |
| | AFRICAN AMERICAN | 5.6% | 19.5% | 51.3% | 23.6% | 195 | 2.928 |
| | OTHER | 6.8% | 26.5% | 50.3% | 16.3% | 147 | 2.762 |
| HISPANIC/LATINO | YES | - | 10.9% | 58.7% | 30.4% | 46 | 3.196 |
| | NO | 5.8% | 18.5% | 57.7% | 17.9% | 4,310 | 2.878 |
| MARITAL STATUS | SINGLE | 4.4% | 14.4% | 57.6% | 23.6% | 436 | 3.005 |
| | MARRIED | 5.8% | 18.3% | 59.1% | 16.8% | 3,181 | 2.869 |
| | OTHER | 6.4% | 21.3% | 52.4% | 19.8% | 731 | 2.856 |
| RESIDENTIAL LOCATION | URBAN | 5.5% | 18.6% | 58.2% | 17.6% | 596 | 2.879 |
| | SUBURBAN | 5.0% | 18.1% | 60.4% | 16.5% | 1,811 | 2.885 |
| | RURAL | 6.6% | 18.5% | 55.4% | 19.4% | 1,959 | 2.877 |
| DRIVING AREA | URBAN | 5.2% | 19.2% | 58.3% | 17.3% | 1,258 | 2.878 |
| | SUBURBAN | 5.5% | 19.0% | 59.1% | 16.3% | 1,468 | 2.863 |
| | RURAL | 6.4% | 17.5% | 56.4% | 19.7% | 1,595 | 2.895 |
| VEHICLE TYPE | AUTOMOBILE | 5.3% | 18.0% | 58.8% | 17.9% | 2,274 | 2.893 |
| | VAN/MINI VAN | 6.7% | 20.0% | 58.2% | 15.2% | 526 | 2.819 |
| | PICKUP TRUCK | 8.4% | 15.1% | 53.0% | 23.5% | 558 | 2.916 |
| | SUV | 5.0% | 20.1% | 58.0% | 16.9% | 973 | 2.866 |
| | OTHER | 2.4% | 28.6% | 54.8% | 14.3% | 42 | 2.810 |

TABLE A4.7: SAW A SOBRIETY CHECKPOINT IN THE PAST 12 MONTHS

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 29.4% | 70.6% | 4,739 |
| SURVEY | SURVEY 1 | 32.5% | 67.5% | 1,397 |
| | SURVEY 2 | 32.9% | 67.1% | 1,114 |
| | SURVEY 3 | 26.5% | 73.5% | 1,106 |
| | SURVEY 4 | 25.0% | 75.0% | 1,122 |
| OSP DISTRICT | FINDLAY DISTRICT | 22.4% | 77.6% | 575 |
| | BUCYRUS DISTRICT | 35.7% | 64.3% | 602 |
| | CLEVELAND DISTRICT | 32.7% | 67.3% | 544 |
| | PIQUA DISTRICT | 21.6% | 78.4% | 596 |
| | COLUMBUS DISTRICT | 22.3% | 77.7% | 602 |
| | CAMBRIDGE DISTRICT | 36.2% | 63.8% | 625 |
| | WILMINGTON DISTRICT | 28.4% | 71.6% | 613 |
| AGE | JACKSON DISTRICT | 35.9% | 64.1% | 582 |
| | 25 AND YOUNGER | 32.7% | 67.3% | 101 |
| | 26 - 30 YEARS OLD | 29.3% | 70.7% | 75 |
| | 31 - 35 YEARS OLD | 32.1% | 67.9% | 184 |
| | 36 - 40 YEARS OLD | 29.9% | 70.1% | 284 |
| | 41 - 45 YEARS OLD | 30.0% | 70.0% | 443 |
| | 46 - 50 YEARS OLD | 27.5% | 72.5% | 648 |
| | 51 - 55 YEARS OLD | 26.6% | 73.4% | 973 |
| SEX | 56 - 60 YEARS OLD | 27.8% | 72.2% | 529 |
| | 61 AND OLDER | 31.8% | 68.2% | 1,479 |
| SEX | MALE | 27.1% | 72.9% | 1,717 |
| | FEMALE | 30.7% | 69.3% | 3,022 |
| RACE | CAUCASIAN | 29.1% | 70.9% | 4,310 |
| | AFRICAN AMERICAN | 30.8% | 69.2% | 214 |
| | OTHER | 37.6% | 62.4% | 165 |
| HISPANIC/ LATINO | YES | 38.5% | 61.5% | 52 |
| | NO | 29.3% | 70.7% | 4,662 |
| MARITAL STATUS | SINGLE | 29.8% | 70.2% | 467 |
| | MARRIED | 28.8% | 71.2% | 3,444 |
| | OTHER | 31.8% | 68.2% | 793 |
| RESIDENTIAL LOCATION | URBAN | 26.1% | 73.9% | 647 |
| | SUBURBAN | 26.5% | 73.5% | 1,956 |
| | RURAL | 33.3% | 66.7% | 2,122 |
| DRIVING AREA | URBAN | 26.1% | 73.9% | 1,347 |
| | SUBURBAN | 28.4% | 71.6% | 1,600 |
| | RURAL | 33.1% | 66.9% | 1,728 |
| VEHICLE TYPE | AUTOMOBILE | 29.2% | 70.8% | 2,476 |
| | VAN/MINI VAN | 30.4% | 69.6% | 573 |
| | PICKUP TRUCK | 29.3% | 70.7% | 593 |
| | SUV | 29.7% | 70.3% | 1,045 |
| | OTHER | 23.9% | 76.1% | 46 |

TABLE A4.8: FREQUENCY OF USE FOR SOBRIETY CHECKPOINTS

| | | LESS FREQUENTLY | ABOUT THE SAME | MORE FREQUENTLY | TOTAL | AVERAGE |
|-------------------------|---------------------|--------------------|-------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 7.7% | 36.0% | 56.3% | 4,527 | 2.486 |
| SURVEY | SURVEY 1 | 8.3% | 37.0% | 54.7% | 1,335 | 2.464 |
| | SURVEY 2 | 7.5% | 34.1% | 58.4% | 1,060 | 2.508 |
| | SURVEY 3 | 8.3% | 35.1% | 56.7% | 1,066 | 2.484 |
| | SURVEY 4 | 6.5% | 37.7% | 55.8% | 1,066 | 2.493 |
| OSP DISTRICT | FINDLAY DISTRICT | 8.4% | 39.8% | 51.7% | 545 | 2.433 |
| | BUCYRUS DISTRICT | 8.5% | 37.3% | 54.2% | 577 | 2.458 |
| | CLEVELAND DISTRICT | 5.8% | 40.5% | 53.7% | 516 | 2.479 |
| | PIQUA DISTRICT | 6.2% | 35.1% | 58.7% | 567 | 2.526 |
| | COLUMBUS DISTRICT | 5.9% | 38.2% | 55.9% | 576 | 2.500 |
| | CAMBRIDGE DISTRICT | 8.4% | 33.0% | 58.6% | 597 | 2.503 |
| | WILMINGTON DISTRICT | 11.6% | 36.3% | 52.0% | 586 | 2.404 |
| | JACKSON DISTRICT | 6.4% | 28.6% | 65.0% | 563 | 2.586 |
| AGE | 25 AND YOUNGER | 7.0% | 34.0% | 59.0% | 100 | 2.520 |
| | 26 - 30 YEARS OLD | 4.1% | 41.1% | 54.8% | 73 | 2.507 |
| | 31 - 35 YEARS OLD | 8.0% | 28.6% | 63.4% | 175 | 2.554 |
| | 36 - 40 YEARS OLD | 8.8% | 31.0% | 60.2% | 274 | 2.515 |
| | 41 - 45 YEARS OLD | 9.5% | 34.5% | 56.0% | 423 | 2.466 |
| | 46 - 50 YEARS OLD | 9.9% | 38.9% | 51.2% | 627 | 2.413 |
| | 51 - 55 YEARS OLD | 9.0% | 37.6% | 53.5% | 926 | 2.445 |
| | 56 - 60 YEARS OLD | 7.7% | 36.2% | 56.1% | 506 | 2.484 |
| | 61 AND OLDER | 5.3% | 35.9% | 58.8% | 1,402 | 2.534 |
| SEX | MALE | 14.0% | 40.3% | 45.7% | 1,647 | 2.316 |
| | FEMALE | 4.1% | 33.6% | 62.4% | 2,880 | 2.583 |
| RACE | CAUCASIAN | 7.8% | 35.7% | 56.5% | 4,113 | 2.486 |
| | AFRICAN AMERICAN | 1.9% | 41.1% | 56.9% | 209 | 2.550 |
| | OTHER | 7.6% | 35.0% | 57.3% | 157 | 2.497 |
| HISPANIC/ LATINO | YES | 1.9% | 48.1% | 50.0% | 52 | 2.481 |
| | NO | 7.7% | 35.9% | 56.4% | 4,455 | 2.487 |
| MARITAL STATUS | SINGLE | 9.3% | 40.3% | 50.4% | 454 | 2.412 |
| | MARRIED | 8.0% | 36.1% | 56.0% | 3,283 | 2.480 |
| | OTHER | 5.3% | 33.2% | 61.6% | 757 | 2.563 |
| RESIDENTIAL LOCATION | URBAN | 6.3% | 36.0% | 57.7% | 617 | 2.514 |
| | SUBURBAN | 7.7% | 38.5% | 53.8% | 1,876 | 2.461 |
| | RURAL | 8.1% | 33.8% | 58.2% | 2,020 | 2.501 |
| DRIVING AREA | URBAN | 6.6% | 36.3% | 57.1% | 1,295 | 2.504 |
| | SUBURBAN | 8.4% | 36.6% | 54.9% | 1,527 | 2.465 |
| | RURAL | 7.8% | 35.2% | 56.9% | 1,646 | 2.491 |
| VEHICLE TYPE | AUTOMOBILE | 6.6% | 36.6% | 56.8% | 2,359 | 2.503 |
| | VAN/MINI VAN | 7.8% | 34.3% | 57.8% | 548 | 2.500 |
| | PICKUP TRUCK | 12.1% | 36.0% | 51.9% | 570 | 2.398 |
| | SUV | 7.3% | 35.1% | 57.6% | 1,002 | 2.503 |
| | OTHER | 16.7% | 50.0% | 33.3% | 42 | 2.167 |

TABLE A4.9: RESPONDENT KNOWS OHIO'S BAC LEVEL

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 53.0% | 47.0% | 4,733 |
| SURVEY | SURVEY 1 | 52.7% | 47.3% | 1,393 |
| | SURVEY 2 | 51.3% | 48.7% | 1,112 |
| | SURVEY 3 | 55.4% | 44.6% | 1,106 |
| | SURVEY 4 | 52.8% | 47.2% | 1,122 |
| OSP DISTRICT | FINDLAY DISTRICT | 52.1% | 47.9% | 574 |
| | BUCYRUS DISTRICT | 48.5% | 51.5% | 600 |
| | CLEVELAND DISTRICT | 53.8% | 46.2% | 545 |
| | PIQUA DISTRICT | 55.5% | 44.5% | 596 |
| | COLUMBUS DISTRICT | 49.0% | 51.0% | 604 |
| | CAMBRIDGE DISTRICT | 54.7% | 45.3% | 623 |
| | WILMINGTON DISTRICT | 52.9% | 47.1% | 613 |
| | JACKSON DISTRICT | 58.0% | 42.0% | 578 |
| AGE | 25 AND YOUNGER | 36.3% | 63.7% | 102 |
| | 26 - 30 YEARS OLD | 34.7% | 65.3% | 75 |
| | 31 - 35 YEARS OLD | 44.6% | 55.4% | 184 |
| | 36 - 40 YEARS OLD | 47.0% | 53.0% | 283 |
| | 41 - 45 YEARS OLD | 45.7% | 54.3% | 442 |
| | 46 - 50 YEARS OLD | 46.4% | 53.6% | 649 |
| | 51 - 55 YEARS OLD | 51.9% | 48.1% | 971 |
| | 56 - 60 YEARS OLD | 55.2% | 44.8% | 527 |
| | 61 AND OLDER | 62.4% | 37.6% | 1,477 |
| SEX | MALE | 37.9% | 62.1% | 1,718 |
| | FEMALE | 61.7% | 38.3% | 3,015 |
| RACE | CAUCASIAN | 52.1% | 47.9% | 4,304 |
| | AFRICAN AMERICAN | 72.9% | 27.1% | 214 |
| | OTHER | 53.9% | 46.1% | 165 |
| HISPANIC/ LATINO | YES | 63.5% | 36.5% | 52 |
| | NO | 53.0% | 47.0% | 4,656 |
| MARITAL STATUS | SINGLE | 49.8% | 50.2% | 468 |
| | MARRIED | 51.5% | 48.5% | 3,439 |
| | OTHER | 62.1% | 37.9% | 792 |
| RESIDENTIAL LOCATION | URBAN | 51.9% | 48.1% | 644 |
| | SUBURBAN | 53.1% | 46.9% | 1,953 |
| | RURAL | 53.4% | 46.6% | 2,122 |
| DRIVING AREA | URBAN | 52.3% | 47.7% | 1,344 |
| | SUBURBAN | 54.4% | 45.6% | 1,598 |
| | RURAL | 53.0% | 47.0% | 1,727 |
| VEHICLE TYPE | AUTOMOBILE | 54.4% | 45.6% | 2,471 |
| | VAN/MINI VAN | 57.2% | 42.8% | 573 |
| | PICKUP TRUCK | 40.2% | 59.8% | 592 |
| | SUV | 55.1% | 44.9% | 1,045 |
| | OTHER | 47.8% | 52.2% | 46 |

TABLE A4.10: OHIO'S BAC LEGAL LIMIT

| | | .08 [CORRECT] | OTHER [INCORRECT] | TOTAL |
|-------------------------|---------------------|------------------|----------------------|-------|
| ALL RESPONDENTS | | 81.3% | 18.7% | 2,225 |
| SURVEY | SURVEY 1 | 86.7% | 13.3% | 660 |
| | SURVEY 2 | 81.5% | 18.5% | 542 |
| | SURVEY 3 | 75.7% | 24.3% | 493 |
| | SURVEY 4 | 79.4% | 20.6% | 530 |
| OSP DISTRICT | FINDLAY DISTRICT | 82.5% | 17.5% | 275 |
| | BUCYRUS DISTRICT | 82.8% | 17.2% | 309 |
| | CLEVELAND DISTRICT | 77.8% | 22.2% | 252 |
| | PIQUA DISTRICT | 80.0% | 20.0% | 265 |
| | COLUMBUS DISTRICT | 82.5% | 17.5% | 308 |
| | CAMBRIDGE DISTRICT | 79.6% | 20.4% | 284 |
| | WILMINGTON DISTRICT | 82.0% | 18.0% | 289 |
| | JACKSON DISTRICT | 82.3% | 17.7% | 243 |
| AGE | 25 AND YOUNGER | 90.8% | 9.2% | 65 |
| | 26 - 30 YEARS OLD | 85.7% | 14.3% | 49 |
| | 31 - 35 YEARS OLD | 80.6% | 19.4% | 103 |
| | 36 - 40 YEARS OLD | 86.7% | 13.3% | 150 |
| | 41 - 45 YEARS OLD | 82.9% | 17.1% | 240 |
| | 46 - 50 YEARS OLD | 81.4% | 18.6% | 349 |
| | 51 - 55 YEARS OLD | 80.3% | 19.7% | 467 |
| | 56 - 60 YEARS OLD | 82.6% | 17.4% | 236 |
| | 61 AND OLDER | 77.9% | 22.1% | 556 |
| SEX | MALE | 87.0% | 13.0% | 1,068 |
| | FEMALE | 76.0% | 24.0% | 1,157 |
| RACE | CAUCASIAN | 81.7% | 18.3% | 2,065 |
| | AFRICAN AMERICAN | 70.7% | 29.3% | 58 |
| | OTHER | 76.3% | 23.7% | 76 |
| HISPANIC/ LATINO | YES | 73.7% | 26.3% | 19 |
| | NO | 81.4% | 18.6% | 2,191 |
| MARITAL STATUS | SINGLE | 83.5% | 16.5% | 236 |
| | MARRIED | 81.8% | 18.2% | 1,669 |
| | OTHER | 76.3% | 23.7% | 300 |
| RESIDENTIAL LOCATION | URBAN | 75.5% | 24.5% | 310 |
| | SUBURBAN | 83.1% | 16.9% | 916 |
| | RURAL | 81.4% | 18.6% | 989 |
| DRIVING AREA | URBAN | 81.3% | 18.7% | 641 |
| | SUBURBAN | 81.2% | 18.8% | 729 |
| | RURAL | 81.3% | 18.7% | 813 |
| VEHICLE TYPE | AUTOMOBILE | 80.2% | 19.8% | 1,129 |
| | VAN/MINI VAN | 80.4% | 19.6% | 245 |
| | PICKUP TRUCK | 85.1% | 14.9% | 355 |
| | SUV | 81.0% | 19.0% | 469 |
| | OTHER | 87.5% | 12.5% | 24 |

TABLES – PART V: MEDIA MESSAGES AND SLOGANS ABOUT ALCOHOL IMPAIRED DRIVING

TABLE A5.1: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 47.5% | 52.5% | 4,470 |
| SURVEY | SURVEY 1 | 49.8% | 50.2% | 1,312 |
| | SURVEY 2 | 46.6% | 53.4% | 1,042 |
| | SURVEY 3 | 48.6% | 51.4% | 1,043 |
| | SURVEY 4 | 44.4% | 55.6% | 1,073 |
| OSP DISTRICT | FINDLAY DISTRICT | 47.3% | 52.7% | 543 |
| | BUCYRUS DISTRICT | 41.6% | 58.4% | 562 |
| | CLEVELAND DISTRICT | 48.9% | 51.1% | 522 |
| | PIQUA DISTRICT | 50.4% | 49.6% | 558 |
| | COLUMBUS DISTRICT | 46.5% | 53.5% | 563 |
| | CAMBRIDGE DISTRICT | 49.2% | 50.8% | 587 |
| | WILMINGTON DISTRICT | 45.0% | 55.0% | 584 |
| | JACKSON DISTRICT | 51.0% | 49.0% | 551 |
| AGE | 25 AND YOUNGER | 40.6% | 59.4% | 101 |
| | 26 - 30 YEARS OLD | 41.1% | 58.9% | 73 |
| | 31 - 35 YEARS OLD | 48.0% | 52.0% | 173 |
| | 36 - 40 YEARS OLD | 43.5% | 56.5% | 276 |
| | 41 - 45 YEARS OLD | 43.5% | 56.5% | 421 |
| | 46 - 50 YEARS OLD | 46.8% | 53.2% | 619 |
| | 51 - 55 YEARS OLD | 45.9% | 54.1% | 909 |
| | 56 - 60 YEARS OLD | 47.2% | 52.8% | 494 |
| | 61 AND OLDER | 51.8% | 48.2% | 1,383 |
| SEX | MALE | 40.5% | 59.5% | 1,628 |
| | FEMALE | 51.5% | 48.5% | 2,842 |
| RACE | CAUCASIAN | 47.2% | 52.8% | 4,059 |
| | AFRICAN AMERICAN | 48.6% | 51.4% | 208 |
| | OTHER | 52.9% | 47.1% | 157 |
| HISPANIC/LATINO | YES | 56.0% | 44.0% | 50 |
| | NO | 47.4% | 52.6% | 4,398 |
| MARITAL STATUS | SINGLE | 45.9% | 54.1% | 453 |
| | MARRIED | 46.1% | 53.9% | 3,225 |
| | OTHER | 54.2% | 45.8% | 758 |
| RESIDENTIAL LOCATION | URBAN | 48.6% | 51.4% | 609 |
| | SUBURBAN | 47.3% | 52.7% | 1,838 |
| | RURAL | 47.3% | 52.7% | 2,010 |
| DRIVING AREA | URBAN | 46.2% | 53.8% | 1,287 |
| | SUBURBAN | 50.2% | 49.8% | 1,500 |
| | RURAL | 46.1% | 53.9% | 1,625 |
| VEHICLE TYPE | AUTOMOBILE | 48.2% | 51.8% | 2,337 |
| | VAN/MINI VAN | 50.9% | 49.1% | 529 |
| | PICKUP TRUCK | 44.0% | 56.0% | 563 |
| | SUV | 46.3% | 53.7% | 991 |
| | OTHER | 36.4% | 63.6% | 44 |

TABLE A5.2: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – UNPROMPTED

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 94.5% | 5.5% | 2,352 |
| SURVEY | SURVEY 1 | 88.9% | 11.1% | 660 |
| | SURVEY 2 | 95.0% | 5.0% | 557 |
| | SURVEY 3 | 97.2% | 2.8% | 536 |
| | SURVEY 4 | 97.7% | 2.3% | 599 |
| OSP DISTRICT | FINDLAY DISTRICT | 97.2% | 2.8% | 286 |
| | BUCYRUS DISTRICT | 94.8% | 5.2% | 328 |
| | CLEVELAND DISTRICT | 94.4% | 5.6% | 267 |
| | PIQUA DISTRICT | 96.4% | 3.6% | 278 |
| | COLUMBUS DISTRICT | 92.7% | 7.3% | 302 |
| | CAMBRIDGE DISTRICT | 95.3% | 4.7% | 299 |
| | WILMINGTON DISTRICT | 91.0% | 9.0% | 321 |
| AGE | JACKSON DISTRICT | 94.5% | 5.5% | 271 |
| | 25 AND YOUNGER | 93.3% | 6.7% | 60 |
| | 26 - 30 YEARS OLD | 97.7% | 2.3% | 43 |
| | 31 - 35 YEARS OLD | 96.7% | 3.3% | 90 |
| | 36 - 40 YEARS OLD | 94.9% | 5.1% | 157 |
| | 41 - 45 YEARS OLD | 93.7% | 6.3% | 238 |
| | 46 - 50 YEARS OLD | 91.8% | 8.2% | 331 |
| | 51 - 55 YEARS OLD | 92.1% | 7.9% | 492 |
| SEX | 56 - 60 YEARS OLD | 95.8% | 4.2% | 261 |
| | 61 AND OLDER | 96.7% | 3.3% | 668 |
| SEX | MALE | 93.8% | 6.2% | 970 |
| | FEMALE | 94.9% | 5.1% | 1,382 |
| RACE | CAUCASIAN | 94.6% | 5.4% | 2,146 |
| | AFRICAN AMERICAN | 93.5% | 6.5% | 107 |
| | OTHER | 94.6% | 5.4% | 74 |
| HISPANIC/ LATINO | YES | 90.9% | 9.1% | 22 |
| | NO | 94.5% | 5.5% | 2,318 |
| MARITAL STATUS | SINGLE | 93.9% | 6.1% | 247 |
| | MARRIED | 94.5% | 5.5% | 1,740 |
| | OTHER | 95.1% | 4.9% | 347 |
| RESIDENTIAL LOCATION | URBAN | 93.0% | 7.0% | 313 |
| | SUBURBAN | 94.1% | 5.9% | 972 |
| | RURAL | 95.2% | 4.8% | 1,060 |
| DRIVING AREA | URBAN | 93.5% | 6.5% | 695 |
| | SUBURBAN | 94.2% | 5.8% | 747 |
| | RURAL | 95.3% | 4.7% | 878 |
| VEHICLE TYPE | AUTOMOBILE | 94.5% | 5.5% | 1,215 |
| | VAN/MINI VAN | 95.4% | 4.6% | 260 |
| | PICKUP TRUCK | 94.0% | 6.0% | 315 |
| | SUV | 94.9% | 5.1% | 532 |
| | OTHER | 82.1% | 17.9% | 28 |

TABLE A5.3: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – PROMPTED

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 73.0% | 27.0% | 4,671 |
| SURVEY | SURVEY 1 | 73.0% | 27.0% | 1,377 |
| | SURVEY 2 | 71.4% | 28.6% | 1,096 |
| | SURVEY 3 | 74.2% | 25.8% | 1,090 |
| | SURVEY 4 | 73.6% | 26.4% | 1,108 |
| OSP DISTRICT | FINDLAY DISTRICT | 76.4% | 23.6% | 567 |
| | BUCYRUS DISTRICT | 72.8% | 27.2% | 591 |
| | CLEVELAND DISTRICT | 78.0% | 22.0% | 542 |
| | PIQUA DISTRICT | 80.0% | 20.0% | 585 |
| | COLUMBUS DISTRICT | 67.6% | 32.4% | 593 |
| | CAMBRIDGE DISTRICT | 74.1% | 25.9% | 614 |
| | WILMINGTON DISTRICT | 65.2% | 34.8% | 606 |
| AGE | JACKSON DISTRICT | 71.0% | 29.0% | 573 |
| | 25 AND YOUNGER | 50.0% | 50.0% | 100 |
| | 26 - 30 YEARS OLD | 58.3% | 41.7% | 72 |
| | 31 - 35 YEARS OLD | 63.4% | 36.6% | 183 |
| | 36 - 40 YEARS OLD | 69.1% | 30.9% | 282 |
| | 41 - 45 YEARS OLD | 67.7% | 32.3% | 437 |
| | 46 - 50 YEARS OLD | 74.3% | 25.7% | 643 |
| | 51 - 55 YEARS OLD | 72.5% | 27.5% | 956 |
| SEX | 56 - 60 YEARS OLD | 72.0% | 28.0% | 521 |
| | 61 AND OLDER | 78.8% | 21.2% | 1,454 |
| SEX | MALE | 62.7% | 37.3% | 1,685 |
| | FEMALE | 78.9% | 21.1% | 2,986 |
| RACE | CAUCASIAN | 73.3% | 26.7% | 4,249 |
| | AFRICAN AMERICAN | 71.2% | 28.8% | 212 |
| | OTHER | 70.4% | 29.6% | 162 |
| HISPANIC/ LATINO | YES | 68.6% | 31.4% | 51 |
| | NO | 73.0% | 27.0% | 4,597 |
| MARITAL STATUS | SINGLE | 63.3% | 36.7% | 460 |
| | MARRIED | 73.8% | 26.2% | 3,391 |
| | OTHER | 75.4% | 24.6% | 785 |
| RESIDENTIAL LOCATION | URBAN | 72.8% | 27.2% | 635 |
| | SUBURBAN | 72.4% | 27.6% | 1,928 |
| | RURAL | 73.7% | 26.3% | 2,094 |
| DRIVING AREA | URBAN | 70.6% | 29.4% | 1,327 |
| | SUBURBAN | 74.7% | 25.3% | 1,575 |
| | RURAL | 73.7% | 26.3% | 1,705 |
| VEHICLE TYPE | AUTOMOBILE | 74.0% | 26.0% | 2,433 |
| | VAN/MINI VAN | 77.1% | 22.9% | 568 |
| | PICKUP TRUCK | 63.8% | 36.2% | 589 |
| | SUV | 74.6% | 25.4% | 1,031 |
| | OTHER | 54.5% | 45.5% | 44 |

TABLE A5.4: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – UNPROMPTED

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 90.9% | 9.1% | 2,352 |
| SURVEY | SURVEY 1 | 83.5% | 16.5% | 660 |
| | SURVEY 2 | 89.6% | 10.4% | 557 |
| | SURVEY 3 | 93.8% | 6.2% | 536 |
| | SURVEY 4 | 97.7% | 2.3% | 599 |
| OSP DISTRICT | FINDLAY DISTRICT | 88.1% | 11.9% | 286 |
| | BUCYRUS DISTRICT | 91.5% | 8.5% | 328 |
| | CLEVELAND DISTRICT | 91.8% | 8.2% | 267 |
| | PIQUA DISTRICT | 92.4% | 7.6% | 278 |
| | COLUMBUS DISTRICT | 94.0% | 6.0% | 302 |
| | CAMBRIDGE DISTRICT | 90.6% | 9.4% | 299 |
| | WILMINGTON DISTRICT | 90.7% | 9.3% | 321 |
| | JACKSON DISTRICT | 87.8% | 12.2% | 271 |
| AGE | 25 AND YOUNGER | 86.7% | 13.3% | 60 |
| | 26 - 30 YEARS OLD | 86.0% | 14.0% | 43 |
| | 31 - 35 YEARS OLD | 95.6% | 4.4% | 90 |
| | 36 - 40 YEARS OLD | 89.2% | 10.8% | 157 |
| | 41 - 45 YEARS OLD | 90.3% | 9.7% | 238 |
| | 46 - 50 YEARS OLD | 89.4% | 10.6% | 331 |
| | 51 - 55 YEARS OLD | 89.4% | 10.6% | 492 |
| | 56 - 60 YEARS OLD | 90.8% | 9.2% | 261 |
| | 61 AND OLDER | 93.6% | 6.4% | 668 |
| SEX | MALE | 90.8% | 9.2% | 970 |
| | FEMALE | 91.0% | 9.0% | 1,382 |
| RACE | CAUCASIAN | 91.1% | 8.9% | 2,146 |
| | AFRICAN AMERICAN | 89.7% | 10.3% | 107 |
| | OTHER | 85.1% | 14.9% | 74 |
| HISPANIC/ LATINO | YES | 86.4% | 13.6% | 22 |
| | NO | 90.9% | 9.1% | 2,318 |
| MARITAL STATUS | SINGLE | 90.7% | 9.3% | 247 |
| | MARRIED | 90.6% | 9.4% | 1,740 |
| | OTHER | 92.5% | 7.5% | 347 |
| RESIDENTIAL LOCATION | URBAN | 91.1% | 8.9% | 313 |
| | SUBURBAN | 91.6% | 8.4% | 972 |
| | RURAL | 90.3% | 9.7% | 1,060 |
| DRIVING AREA | URBAN | 90.4% | 9.6% | 695 |
| | SUBURBAN | 92.1% | 7.9% | 747 |
| | RURAL | 90.1% | 9.9% | 878 |
| VEHICLE TYPE | AUTOMOBILE | 90.9% | 9.1% | 1,215 |
| | VAN/MINI VAN | 88.8% | 11.2% | 260 |
| | PICKUP TRUCK | 88.9% | 11.1% | 315 |
| | SUV | 93.4% | 6.6% | 532 |
| | OTHER | 85.7% | 14.3% | 28 |

TABLE A5.5: RECALL OF THE "BUZZED DRIVING IS DRUNK DRIVING" SLOGAN – PROMPTED

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 52.0% | 48.0% | 4,670 |
| SURVEY | SURVEY 1 | 51.0% | 49.0% | 1,377 |
| | SURVEY 2 | 52.1% | 47.9% | 1,094 |
| | SURVEY 3 | 54.5% | 45.5% | 1,090 |
| | SURVEY 4 | 50.8% | 49.2% | 1,109 |
| OSP DISTRICT | FINDLAY DISTRICT | 41.1% | 58.9% | 570 |
| | BUCYRUS DISTRICT | 50.7% | 49.3% | 592 |
| | CLEVELAND DISTRICT | 59.0% | 41.0% | 541 |
| | PIQUA DISTRICT | 58.2% | 41.8% | 591 |
| | COLUMBUS DISTRICT | 60.4% | 39.6% | 589 |
| | CAMBRIDGE DISTRICT | 44.4% | 55.6% | 610 |
| | WILMINGTON DISTRICT | 50.6% | 49.4% | 605 |
| AGE | JACKSON DISTRICT | 52.3% | 47.7% | 572 |
| | 25 AND YOUNGER | 31.3% | 68.7% | 99 |
| | 26 - 30 YEARS OLD | 53.3% | 46.7% | 75 |
| | 31 - 35 YEARS OLD | 53.0% | 47.0% | 181 |
| | 36 - 40 YEARS OLD | 45.9% | 54.1% | 281 |
| | 41 - 45 YEARS OLD | 47.4% | 52.6% | 439 |
| | 46 - 50 YEARS OLD | 51.0% | 49.0% | 637 |
| | 51 - 55 YEARS OLD | 46.7% | 53.3% | 952 |
| SEX | 56 - 60 YEARS OLD | 50.6% | 49.4% | 524 |
| | 61 AND OLDER | 60.0% | 40.0% | 1,459 |
| SEX | MALE | 44.8% | 55.2% | 1,686 |
| | FEMALE | 56.1% | 43.9% | 2,984 |
| RACE | CAUCASIAN | 52.0% | 48.0% | 4,251 |
| | AFRICAN AMERICAN | 46.7% | 53.3% | 210 |
| | OTHER | 60.2% | 39.8% | 161 |
| HISPANIC/ LATINO | YES | 46.2% | 53.8% | 52 |
| | NO | 52.1% | 47.9% | 4,593 |
| MARITAL STATUS | SINGLE | 47.0% | 53.0% | 460 |
| | MARRIED | 52.1% | 47.9% | 3,388 |
| | OTHER | 54.1% | 45.9% | 787 |
| RESIDENTIAL LOCATION | URBAN | 51.4% | 48.6% | 638 |
| | SUBURBAN | 52.8% | 47.2% | 1,930 |
| | RURAL | 51.4% | 48.6% | 2,088 |
| DRIVING AREA | URBAN | 51.7% | 48.3% | 1,332 |
| | SUBURBAN | 53.8% | 46.2% | 1,574 |
| | RURAL | 50.8% | 49.2% | 1,701 |
| VEHICLE TYPE | AUTOMOBILE | 53.4% | 46.6% | 2,440 |
| | VAN/MINI VAN | 56.7% | 43.3% | 564 |
| | PICKUP TRUCK | 44.8% | 55.2% | 580 |
| | SUV | 51.0% | 49.0% | 1,036 |
| | OTHER | 34.1% | 65.9% | 44 |

TABLE A5.6: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – UNPROMPTED

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 84.1% | 15.9% | 2,352 |
| SURVEY | SURVEY 1 | 79.4% | 20.6% | 660 |
| | SURVEY 2 | 88.7% | 11.3% | 557 |
| | SURVEY 3 | 87.9% | 12.1% | 536 |
| | SURVEY 4 | 81.5% | 18.5% | 599 |
| OSP DISTRICT | FINDLAY DISTRICT | 84.3% | 15.7% | 286 |
| | BUCYRUS DISTRICT | 82.0% | 18.0% | 328 |
| | CLEVELAND DISTRICT | 85.8% | 14.2% | 267 |
| | PIQUA DISTRICT | 87.8% | 12.2% | 278 |
| | COLUMBUS DISTRICT | 88.1% | 11.9% | 302 |
| | CAMBRIDGE DISTRICT | 81.9% | 18.1% | 299 |
| | WILMINGTON DISTRICT | 80.1% | 19.9% | 321 |
| AGE | JACKSON DISTRICT | 83.4% | 16.6% | 271 |
| | 25 AND YOUNGER | 70.0% | 30.0% | 60 |
| | 26 - 30 YEARS OLD | 88.4% | 11.6% | 43 |
| | 31 - 35 YEARS OLD | 75.6% | 24.4% | 90 |
| | 36 - 40 YEARS OLD | 83.4% | 16.6% | 157 |
| | 41 - 45 YEARS OLD | 81.9% | 18.1% | 238 |
| | 46 - 50 YEARS OLD | 84.3% | 15.7% | 331 |
| | 51 - 55 YEARS OLD | 82.5% | 17.5% | 492 |
| SEX | 56 - 60 YEARS OLD | 82.0% | 18.0% | 261 |
| | 61 AND OLDER | 88.8% | 11.2% | 668 |
| RACE | MALE | 81.9% | 18.1% | 970 |
| | FEMALE | 85.6% | 14.4% | 1,382 |
| RACE | CAUCASIAN | 83.7% | 16.3% | 2,146 |
| | AFRICAN AMERICAN | 88.8% | 11.2% | 107 |
| | OTHER | 89.2% | 10.8% | 74 |
| HISPANIC/ LATINO | YES | 86.4% | 13.6% | 22 |
| | NO | 84.0% | 16.0% | 2,318 |
| MARITAL STATUS | SINGLE | 84.2% | 15.8% | 247 |
| | MARRIED | 83.3% | 16.7% | 1,740 |
| | OTHER | 86.7% | 13.3% | 347 |
| RESIDENTIAL LOCATION | URBAN | 85.6% | 14.4% | 313 |
| | SUBURBAN | 86.2% | 13.8% | 972 |
| | RURAL | 81.5% | 18.5% | 1,060 |
| DRIVING AREA | URBAN | 86.0% | 14.0% | 695 |
| | SUBURBAN | 85.1% | 14.9% | 747 |
| | RURAL | 81.4% | 18.6% | 878 |
| VEHICLE TYPE | AUTOMOBILE | 84.0% | 16.0% | 1,215 |
| | VAN/MINI VAN | 84.2% | 15.8% | 260 |
| | PICKUP TRUCK | 78.4% | 21.6% | 315 |
| | SUV | 87.8% | 12.2% | 532 |
| | OTHER | 78.6% | 21.4% | 28 |

TABLE A5.7: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – PROMPTED

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 42.2% | 57.8% | 4,659 |
| SURVEY | SURVEY 1 | 45.5% | 54.5% | 1,380 |
| | SURVEY 2 | 45.0% | 55.0% | 1,090 |
| | SURVEY 3 | 44.9% | 55.1% | 1,082 |
| | SURVEY 4 | 32.8% | 67.2% | 1,107 |
| OSP DISTRICT | FINDLAY DISTRICT | 46.9% | 53.1% | 567 |
| | BUCYRUS DISTRICT | 36.9% | 63.1% | 593 |
| | CLEVELAND DISTRICT | 41.6% | 58.4% | 538 |
| | PIQUA DISTRICT | 49.7% | 50.3% | 588 |
| | COLUMBUS DISTRICT | 42.0% | 58.0% | 593 |
| | CAMBRIDGE DISTRICT | 43.2% | 56.8% | 609 |
| | WILMINGTON DISTRICT | 36.8% | 63.2% | 601 |
| AGE | JACKSON DISTRICT | 41.1% | 58.9% | 570 |
| | 25 AND YOUNGER | 24.2% | 75.8% | 99 |
| | 26 - 30 YEARS OLD | 38.7% | 61.3% | 75 |
| | 31 - 35 YEARS OLD | 36.3% | 63.7% | 182 |
| | 36 - 40 YEARS OLD | 39.7% | 60.3% | 282 |
| | 41 - 45 YEARS OLD | 36.6% | 63.4% | 437 |
| | 46 - 50 YEARS OLD | 38.8% | 61.3% | 640 |
| | 51 - 55 YEARS OLD | 40.8% | 59.2% | 956 |
| SEX | 56 - 60 YEARS OLD | 37.6% | 62.4% | 519 |
| | 61 AND OLDER | 50.8% | 49.2% | 1,446 |
| RACE | MALE | 36.5% | 63.5% | 1,691 |
| | FEMALE | 45.5% | 54.5% | 2,968 |
| | CAUCASIAN | 41.7% | 58.3% | 4,236 |
| HISPANIC/ LATINO | AFRICAN AMERICAN | 44.8% | 55.2% | 212 |
| | OTHER | 50.0% | 50.0% | 164 |
| MARITAL STATUS | YES | 48.1% | 51.9% | 52 |
| | NO | 42.2% | 57.8% | 4,583 |
| | SINGLE | 36.0% | 64.0% | 464 |
| RESIDENTIAL LOCATION | MARRIED | 40.9% | 59.1% | 3,381 |
| | OTHER | 51.5% | 48.5% | 779 |
| | URBAN | 44.0% | 56.0% | 637 |
| DRIVING AREA | SUBURBAN | 42.6% | 57.4% | 1,925 |
| | RURAL | 41.5% | 58.5% | 2,083 |
| | URBAN | 42.5% | 57.5% | 1,332 |
| VEHICLE TYPE | SUBURBAN | 43.1% | 56.9% | 1,563 |
| | RURAL | 41.6% | 58.4% | 1,701 |
| | AUTOMOBILE | 43.7% | 56.3% | 2,435 |
| | VAN/MINI VAN | 44.6% | 55.4% | 561 |
| | PICKUP TRUCK | 34.4% | 65.6% | 585 |
| | SUV | 42.2% | 57.8% | 1,028 |
| | OTHER | 31.8% | 68.2% | 44 |

TABLE A5.8: DRIVEN VEHICLE WITHIN 2 HOURS OF DRINKING ALCOHOL IN PAST 60 DAYS

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 89.1% | 10.9% | 4,720 |
| SURVEY | SURVEY 1 | 87.2% | 12.8% | 1,386 |
| | SURVEY 2 | 88.3% | 11.7% | 1,110 |
| | SURVEY 3 | 91.0% | 9.0% | 1,105 |
| | SURVEY 4 | 90.6% | 9.4% | 1,119 |
| OSP DISTRICT | FINDLAY DISTRICT | 87.8% | 12.2% | 575 |
| | BUCYRUS DISTRICT | 88.4% | 11.6% | 595 |
| | CLEVELAND DISTRICT | 86.9% | 13.1% | 541 |
| | PIQUA DISTRICT | 90.9% | 9.1% | 595 |
| | COLUMBUS DISTRICT | 87.1% | 12.9% | 605 |
| | CAMBRIDGE DISTRICT | 92.3% | 7.7% | 620 |
| | WILMINGTON DISTRICT | 84.9% | 15.1% | 608 |
| | JACKSON DISTRICT | 94.7% | 5.3% | 581 |
| AGE | 25 AND YOUNGER | 92.1% | 7.9% | 101 |
| | 26 - 30 YEARS OLD | 85.5% | 14.5% | 76 |
| | 31 - 35 YEARS OLD | 89.7% | 10.3% | 184 |
| | 36 - 40 YEARS OLD | 85.9% | 14.1% | 283 |
| | 41 - 45 YEARS OLD | 87.3% | 12.7% | 440 |
| | 46 - 50 YEARS OLD | 89.1% | 10.9% | 641 |
| | 51 - 55 YEARS OLD | 86.7% | 13.3% | 966 |
| | 56 - 60 YEARS OLD | 88.0% | 12.0% | 526 |
| | 61 AND OLDER | 92.0% | 8.0% | 1,480 |
| SEX | MALE | 82.5% | 17.5% | 1,708 |
| | FEMALE | 92.9% | 7.1% | 3,012 |
| RACE | CAUCASIAN | 88.7% | 11.3% | 4,293 |
| | AFRICAN AMERICAN | 94.4% | 5.6% | 215 |
| | OTHER | 91.5% | 8.5% | 164 |
| HISPANIC/ LATINO | YES | 98.0% | 2.0% | 50 |
| | NO | 89.0% | 11.0% | 4,647 |
| MARITAL STATUS | SINGLE | 89.7% | 10.3% | 467 |
| | MARRIED | 88.3% | 11.7% | 3,426 |
| | OTHER | 92.2% | 7.8% | 794 |
| RESIDENTIAL LOCATION | URBAN | 88.9% | 11.1% | 647 |
| | SUBURBAN | 86.7% | 13.3% | 1,947 |
| | RURAL | 91.4% | 8.6% | 2,112 |
| DRIVING AREA | URBAN | 87.8% | 12.2% | 1,345 |
| | SUBURBAN | 87.9% | 12.1% | 1,591 |
| | RURAL | 91.4% | 8.6% | 1,720 |
| VEHICLE TYPE | AUTOMOBILE | 89.6% | 10.4% | 2,468 |
| | VAN/MINI VAN | 90.3% | 9.7% | 569 |
| | PICKUP TRUCK | 87.0% | 13.0% | 591 |
| | SUV | 88.7% | 11.3% | 1,040 |
| | OTHER | 84.8% | 15.2% | 46 |

TABLE A5.9: NUMBER OF TIMES DRIVING WITHIN 2 HOURS OF CONSUMING ALCOHOL IN PAST 60 DAYS

| | | 1 | 2 | 3 | 4 | 5 OR MORE | TOTAL | AVERAGE |
|----------------------|---------------------|-------|-------|-------|--------|-----------|-------|---------|
| ALL RESPONDENTS | | 24.0% | 38.2% | 12.7% | 8.5% | 16.6% | 495 | 2.554 |
| SURVEY | SURVEY 1 | 28.0% | 33.9% | 9.5% | 9.5% | 19.0% | 168 | 2.577 |
| | SURVEY 2 | 24.0% | 42.4% | 12.0% | 9.6% | 12.0% | 125 | 2.432 |
| | SURVEY 3 | 27.3% | 38.4% | 12.1% | 8.1% | 14.1% | 99 | 2.434 |
| | SURVEY 4 | 14.6% | 39.8% | 19.4% | 5.8% | 20.4% | 103 | 2.777 |
| OSP DISTRICT | FINDLAY DISTRICT | 24.6% | 39.1% | 11.6% | 8.7% | 15.9% | 69 | 2.522 |
| | BUCYRUS DISTRICT | 15.4% | 41.5% | 10.8% | 10.8% | 21.5% | 65 | 2.815 |
| | CLEVELAND DISTRICT | 32.4% | 32.4% | 13.2% | 7.4% | 14.7% | 68 | 2.397 |
| | PIQUA DISTRICT | 22.0% | 42.0% | 18.0% | 4.0% | 14.0% | 50 | 2.460 |
| | COLUMBUS DISTRICT | 20.8% | 33.8% | 14.3% | 11.7% | 19.5% | 77 | 2.753 |
| | CAMBRIDGE DISTRICT | 37.5% | 39.6% | 8.3% | 4.2% | 10.4% | 48 | 2.104 |
| | WILMINGTON DISTRICT | 19.5% | 39.1% | 13.8% | 9.2% | 18.4% | 87 | 2.678 |
| AGE | JACKSON DISTRICT | 25.8% | 41.9% | 9.7% | 9.7% | 12.9% | 31 | 2.419 |
| | 25 AND YOUNGER | 37.5% | 12.5% | - | 12.5% | 37.5% | 8 | 3.000 |
| | 26 - 30 YEARS OLD | 36.4% | 36.4% | 9.1% | - | 18.2% | 11 | 2.273 |
| | 31 - 35 YEARS OLD | 33.3% | 44.4% | 5.6% | 5.6% | 11.1% | 18 | 2.167 |
| | 36 - 40 YEARS OLD | 24.3% | 56.8% | 13.5% | - | 5.4% | 37 | 2.054 |
| | 41 - 45 YEARS OLD | 27.3% | 36.4% | 10.9% | 7.3% | 18.2% | 55 | 2.527 |
| | 46 - 50 YEARS OLD | 27.9% | 35.3% | 8.8% | 11.8% | 16.2% | 68 | 2.529 |
| | 51 - 55 YEARS OLD | 20.3% | 40.7% | 12.2% | 8.9% | 17.9% | 123 | 2.634 |
| SEX | 56 - 60 YEARS OLD | 12.7% | 39.7% | 20.6% | 9.5% | 17.5% | 63 | 2.794 |
| | 61 AND OLDER | 26.8% | 32.1% | 14.3% | 9.8% | 17.0% | 112 | 2.580 |
| RACE | MALE | 16.9% | 35.9% | 15.5% | 9.7% | 22.1% | 290 | 2.841 |
| | FEMALE | 34.1% | 41.5% | 8.8% | 6.8% | 8.8% | 205 | 2.146 |
| RACE | CAUCASIAN | 24.0% | 38.8% | 12.2% | 8.4% | 16.5% | 466 | 2.545 |
| | AFRICAN AMERICAN | 16.7% | 25.0% | 25.0% | 16.7% | 16.7% | 12 | 2.917 |
| | OTHER | 28.6% | 35.7% | 14.3% | 7.1% | 14.3% | 14 | 2.429 |
| HISPANIC/LATINO | YES | - | - | - | 100.0% | - | 1 | 4.000 |
| | NO | 24.2% | 38.4% | 12.6% | 8.3% | 16.5% | 492 | 2.545 |
| MARITAL STATUS | SINGLE | 25.0% | 39.6% | 8.3% | 4.2% | 22.9% | 48 | 2.604 |
| | MARRIED | 24.7% | 38.9% | 12.4% | 9.0% | 14.9% | 388 | 2.505 |
| | OTHER | 17.5% | 33.3% | 17.5% | 8.8% | 22.8% | 57 | 2.860 |
| RESIDENTIAL LOCATION | URBAN | 27.9% | 35.3% | 17.6% | 7.4% | 11.8% | 68 | 2.397 |
| | SUBURBAN | 22.3% | 36.8% | 12.6% | 8.9% | 19.4% | 247 | 2.664 |
| | RURAL | 25.1% | 40.8% | 11.2% | 8.4% | 14.5% | 179 | 2.464 |
| DRIVING AREA | URBAN | 27.7% | 35.2% | 15.1% | 6.9% | 15.1% | 159 | 2.465 |
| | SUBURBAN | 22.4% | 38.8% | 13.7% | 8.7% | 16.4% | 183 | 2.579 |
| | RURAL | 21.5% | 40.3% | 8.3% | 10.4% | 19.4% | 144 | 2.660 |
| VEHICLE TYPE | AUTOMOBILE | 25.0% | 37.9% | 13.7% | 6.5% | 16.9% | 248 | 2.524 |
| | VAN/MINI VAN | 30.8% | 36.5% | 15.4% | 7.7% | 9.6% | 52 | 2.288 |
| | PICKUP TRUCK | 10.8% | 39.2% | 16.2% | 13.5% | 20.3% | 74 | 2.932 |
| | SUV | 28.1% | 37.7% | 7.0% | 10.5% | 16.7% | 114 | 2.500 |
| | OTHER | 14.3% | 57.1% | 14.3% | - | 14.3% | 7 | 2.429 |

TABLE A5.10: LIKELIHOOD OF A DRIVER BEING STOPPED FOR DRINKING AND DRIVING COMPARED TO THREE MONTHS AGO

| | | LESS LIKELY | ABOUT AS LIKELY | MORE LIKELY | TOTAL | AVERAGE |
|----------------------|---------------------|-------------|-----------------|-------------|-------|---------|
| ALL RESPONDENTS | | 11.4% | 65.3% | 23.3% | 4,464 | 2.118 |
| SURVEY | SURVEY 1 | 12.3% | 65.1% | 22.6% | 1,317 | 2.103 |
| | SURVEY 2 | 10.7% | 63.2% | 26.1% | 1,047 | 2.154 |
| | SURVEY 3 | 10.8% | 68.2% | 21.0% | 1,043 | 2.102 |
| | SURVEY 4 | 11.6% | 64.9% | 23.5% | 1,057 | 2.118 |
| OSP DISTRICT | FINDLAY DISTRICT | 13.0% | 65.1% | 21.9% | 538 | 2.089 |
| | BUCYRUS DISTRICT | 11.2% | 61.6% | 27.2% | 555 | 2.160 |
| | CLEVELAND DISTRICT | 12.6% | 63.5% | 23.9% | 507 | 2.112 |
| | PIQUA DISTRICT | 10.7% | 66.0% | 23.3% | 571 | 2.126 |
| | COLUMBUS DISTRICT | 7.7% | 74.3% | 18.1% | 575 | 2.104 |
| | CAMBRIDGE DISTRICT | 15.0% | 59.3% | 25.7% | 592 | 2.106 |
| | WILMINGTON DISTRICT | 9.8% | 69.6% | 20.6% | 573 | 2.108 |
| AGE | JACKSON DISTRICT | 11.6% | 62.9% | 25.5% | 553 | 2.139 |
| | 25 AND YOUNGER | 6.0% | 68.0% | 26.0% | 100 | 2.200 |
| | 26 - 30 YEARS OLD | 12.0% | 65.3% | 22.7% | 75 | 2.107 |
| | 31 - 35 YEARS OLD | 7.3% | 73.0% | 19.7% | 178 | 2.124 |
| | 36 - 40 YEARS OLD | 8.9% | 69.4% | 21.7% | 281 | 2.128 |
| | 41 - 45 YEARS OLD | 10.1% | 70.0% | 19.9% | 427 | 2.098 |
| | 46 - 50 YEARS OLD | 10.2% | 68.9% | 21.0% | 620 | 2.108 |
| | 51 - 55 YEARS OLD | 10.2% | 66.4% | 23.4% | 922 | 2.132 |
| SEX | 56 - 60 YEARS OLD | 10.9% | 64.6% | 24.5% | 486 | 2.136 |
| | 61 AND OLDER | 14.8% | 59.7% | 25.5% | 1,356 | 2.107 |
| SEX | MALE | 10.9% | 66.3% | 22.8% | 1,632 | 2.119 |
| | FEMALE | 11.7% | 64.8% | 23.5% | 2,832 | 2.118 |
| RACE | CAUCASIAN | 10.8% | 66.6% | 22.6% | 4,072 | 2.118 |
| | AFRICAN AMERICAN | 18.5% | 43.0% | 38.5% | 200 | 2.200 |
| | OTHER | 16.6% | 62.3% | 21.2% | 151 | 2.046 |
| HISPANIC/LATINO | YES | 12.5% | 45.8% | 41.7% | 48 | 2.292 |
| | NO | 11.4% | 65.5% | 23.1% | 4,396 | 2.117 |
| MARITAL STATUS | SINGLE | 12.2% | 61.7% | 26.1% | 444 | 2.140 |
| | MARRIED | 10.5% | 68.1% | 21.4% | 3,261 | 2.110 |
| | OTHER | 15.1% | 55.2% | 29.7% | 730 | 2.147 |
| RESIDENTIAL LOCATION | URBAN | 14.4% | 59.2% | 26.4% | 603 | 2.119 |
| | SUBURBAN | 10.3% | 68.1% | 21.6% | 1,841 | 2.114 |
| | RURAL | 11.5% | 64.6% | 23.9% | 2,006 | 2.124 |
| DRIVING AREA | URBAN | 13.2% | 62.7% | 24.1% | 1,267 | 2.109 |
| | SUBURBAN | 10.1% | 68.6% | 21.3% | 1,501 | 2.111 |
| | RURAL | 11.2% | 64.4% | 24.3% | 1,636 | 2.131 |
| VEHICLE TYPE | AUTOMOBILE | 11.6% | 64.6% | 23.8% | 2,315 | 2.122 |
| | VAN/MINI VAN | 9.3% | 71.5% | 19.2% | 548 | 2.099 |
| | PICKUP TRUCK | 12.5% | 62.9% | 24.6% | 561 | 2.121 |
| | SUV | 11.7% | 64.8% | 23.4% | 990 | 2.117 |
| | OTHER | 11.4% | 63.6% | 25.0% | 44 | 2.136 |

TABLE A5.11: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS

| | | No, DEFINITELY | No, PROBABLY | Yes, PROBABLY | Yes, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 57.2% | 10.7% | 6.5% | 25.6% | 4,689 | 2.004 |
| SURVEY | SURVEY 1 | 61.0% | 12.9% | 8.6% | 17.5% | 1,369 | 1.825 |
| | SURVEY 2 | 51.5% | 13.8% | 5.8% | 28.9% | 1,105 | 2.120 |
| | SURVEY 3 | 58.2% | 7.8% | 4.3% | 29.6% | 1,104 | 2.053 |
| | SURVEY 4 | 57.2% | 7.8% | 6.7% | 28.3% | 1,111 | 2.059 |
| OSP DISTRICT | FINDLAY DISTRICT | 45.0% | 8.4% | 9.3% | 37.3% | 569 | 2.388 |
| | BUCYRUS DISTRICT | 56.9% | 13.4% | 6.2% | 23.6% | 598 | 1.965 |
| | CLEVELAND DISTRICT | 60.9% | 10.0% | 6.1% | 23.0% | 539 | 1.913 |
| | PIQUA DISTRICT | 52.8% | 10.7% | 7.7% | 28.8% | 587 | 2.124 |
| | COLUMBUS DISTRICT | 60.0% | 11.3% | 6.8% | 21.8% | 600 | 1.905 |
| | CAMBRIDGE DISTRICT | 56.8% | 10.0% | 5.6% | 27.6% | 620 | 2.040 |
| | WILMINGTON DISTRICT | 60.8% | 12.3% | 6.5% | 20.4% | 602 | 1.865 |
| | JACKSON DISTRICT | 64.6% | 9.4% | 3.7% | 22.3% | 574 | 1.836 |
| AGE | 25 AND YOUNGER | 60.2% | 9.2% | 6.1% | 24.5% | 98 | 1.949 |
| | 26 - 30 YEARS OLD | 56.6% | 17.1% | 3.9% | 22.4% | 76 | 1.921 |
| | 31 - 35 YEARS OLD | 58.2% | 10.3% | 7.1% | 24.5% | 184 | 1.978 |
| | 36 - 40 YEARS OLD | 59.7% | 11.3% | 6.4% | 22.6% | 283 | 1.919 |
| | 41 - 45 YEARS OLD | 58.2% | 10.3% | 6.6% | 24.9% | 438 | 1.982 |
| | 46 - 50 YEARS OLD | 60.3% | 9.6% | 5.3% | 24.8% | 645 | 1.946 |
| | 51 - 55 YEARS OLD | 53.3% | 10.5% | 8.4% | 27.8% | 963 | 2.108 |
| | 56 - 60 YEARS OLD | 57.0% | 10.7% | 4.4% | 27.8% | 521 | 2.031 |
| 61 AND OLDER | 57.5% | 11.1% | 6.5% | 24.9% | 1,458 | 1.988 | |
| SEX | MALE | 52.6% | 10.7% | 6.6% | 30.0% | 1,705 | 2.141 |
| | FEMALE | 59.9% | 10.7% | 6.4% | 23.0% | 2,984 | 1.926 |
| RACE | CAUCASIAN | 57.0% | 10.9% | 6.6% | 25.5% | 4,266 | 2.006 |
| | AFRICAN AMERICAN | 59.6% | 6.1% | 3.3% | 31.0% | 213 | 2.056 |
| | OTHER | 60.9% | 9.9% | 6.8% | 22.4% | 161 | 1.907 |
| HISPANIC/ LATINO | YES | 57.7% | 21.2% | 1.9% | 19.2% | 52 | 1.827 |
| | NO | 57.2% | 10.5% | 6.5% | 25.7% | 4,612 | 2.007 |
| MARITAL STATUS | SINGLE | 55.2% | 12.2% | 5.1% | 27.4% | 467 | 2.047 |
| | MARRIED | 57.8% | 10.4% | 6.8% | 25.0% | 3,406 | 1.991 |
| | OTHER | 56.3% | 10.6% | 5.9% | 27.1% | 781 | 2.038 |
| RESIDENTIAL LOCATION | URBAN | 53.1% | 9.4% | 8.0% | 29.5% | 640 | 2.139 |
| | SUBURBAN | 55.6% | 11.6% | 6.7% | 26.1% | 1,932 | 2.033 |
| | RURAL | 60.0% | 10.4% | 5.8% | 23.8% | 2,103 | 1.934 |
| DRIVING AREA | URBAN | 55.0% | 10.4% | 6.5% | 28.1% | 1,332 | 2.077 |
| | SUBURBAN | 57.7% | 11.2% | 6.7% | 24.5% | 1,578 | 1.980 |
| | RURAL | 58.9% | 10.7% | 6.2% | 24.3% | 1,716 | 1.959 |
| VEHICLE TYPE | AUTOMOBILE | 57.7% | 11.4% | 6.3% | 24.7% | 2,444 | 1.980 |
| | VAN/MINI VAN | 57.2% | 10.4% | 8.0% | 24.4% | 566 | 1.995 |
| | PICKUP TRUCK | 52.0% | 10.9% | 5.9% | 31.2% | 589 | 2.165 |
| | SUV | 59.4% | 9.7% | 6.4% | 24.5% | 1,038 | 1.959 |
| | OTHER | 50.0% | 2.2% | 10.9% | 37.0% | 46 | 2.348 |

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

TABLE A6.1: FREQUENCY OF SEEING OTHERS TALK ON A CELL PHONE WHILE DRIVING

| | | EVERY DAY | ALMOST EVERY DAY | SOMETIMES | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|-----------|------------------|-----------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 75.9% | 15.6% | 6.3% | 1.5% | 0.6% | 4,746 | 1.353 |
| SURVEY | SURVEY 1 | 78.0% | 13.8% | 6.7% | 1.0% | 0.5% | 1,395 | 1.323 |
| | SURVEY 2 | 79.5% | 13.0% | 5.6% | 1.3% | 0.6% | 1,115 | 1.307 |
| | SURVEY 3 | 74.1% | 17.8% | 5.9% | 1.8% | 0.5% | 1,110 | 1.368 |
| | SURVEY 4 | 71.6% | 18.4% | 7.1% | 2.1% | 0.8% | 1,126 | 1.422 |
| OSP DISTRICT | FINDLAY DISTRICT | 76.3% | 15.1% | 6.1% | 1.2% | 1.2% | 575 | 1.358 |
| | BUCYRUS DISTRICT | 75.1% | 16.6% | 6.0% | 2.3% | - | 602 | 1.355 |
| | CLEVELAND DISTRICT | 76.4% | 15.9% | 6.0% | 1.3% | 0.4% | 547 | 1.333 |
| | PIQUA DISTRICT | 72.8% | 18.0% | 7.6% | 1.0% | 0.7% | 596 | 1.388 |
| | COLUMBUS DISTRICT | 77.2% | 15.7% | 5.3% | 1.3% | 0.5% | 605 | 1.322 |
| | CAMBRIDGE DISTRICT | 74.6% | 16.2% | 5.4% | 2.4% | 1.4% | 625 | 1.400 |
| | WILMINGTON DISTRICT | 77.7% | 15.0% | 6.5% | 0.8% | - | 614 | 1.305 |
| | JACKSON DISTRICT | 77.1% | 12.5% | 7.9% | 1.9% | 0.5% | 582 | 1.361 |
| AGE | 25 AND YOUNGER | 67.3% | 22.8% | 8.9% | 1.0% | - | 101 | 1.436 |
| | 26 - 30 YEARS OLD | 85.5% | 7.9% | 3.9% | 2.6% | - | 76 | 1.237 |
| | 31 - 35 YEARS OLD | 78.8% | 13.0% | 7.6% | 0.5% | - | 184 | 1.299 |
| | 36 - 40 YEARS OLD | 79.6% | 13.4% | 4.9% | 1.4% | 0.7% | 284 | 1.303 |
| | 41 - 45 YEARS OLD | 80.9% | 12.4% | 6.1% | 0.5% | 0.2% | 444 | 1.268 |
| | 46 - 50 YEARS OLD | 78.9% | 13.3% | 6.5% | 1.4% | - | 649 | 1.304 |
| | 51 - 55 YEARS OLD | 79.4% | 15.5% | 4.0% | 0.9% | 0.2% | 974 | 1.271 |
| | 56 - 60 YEARS OLD | 79.0% | 13.4% | 5.7% | 1.1% | 0.8% | 528 | 1.313 |
| SEX | 61 AND OLDER | 68.7% | 19.4% | 8.2% | 2.6% | 1.2% | 1,483 | 1.482 |
| | MALE | 77.2% | 14.9% | 5.3% | 2.0% | 0.5% | 1,720 | 1.338 |
| | FEMALE | 75.2% | 16.0% | 6.9% | 1.3% | 0.6% | 3,026 | 1.361 |
| RACE | CAUCASIAN | 75.9% | 15.7% | 6.4% | 1.5% | 0.5% | 4,317 | 1.352 |
| | AFRICAN AMERICAN | 76.7% | 14.4% | 5.6% | 2.3% | 0.9% | 215 | 1.363 |
| | OTHER | 74.4% | 18.3% | 6.1% | 0.6% | 0.6% | 164 | 1.348 |
| HISPANIC/ LATINO | YES | 84.3% | 11.8% | 2.0% | 2.0% | - | 51 | 1.216 |
| | NO | 75.9% | 15.6% | 6.4% | 1.5% | 0.6% | 4,670 | 1.352 |
| MARITAL STATUS | SINGLE | 75.0% | 16.7% | 5.1% | 2.8% | 0.4% | 468 | 1.370 |
| | MARRIED | 77.5% | 14.8% | 6.2% | 1.1% | 0.4% | 3,446 | 1.320 |
| | OTHER | 69.8% | 18.4% | 7.7% | 2.8% | 1.4% | 797 | 1.476 |
| RESIDENTIAL LOCATION | URBAN | 75.7% | 14.8% | 7.1% | 1.5% | 0.9% | 649 | 1.373 |
| | SUBURBAN | 77.0% | 15.7% | 5.4% | 1.3% | 0.6% | 1,959 | 1.329 |
| | RURAL | 74.8% | 15.9% | 7.1% | 1.7% | 0.5% | 2,124 | 1.371 |
| DRIVING AREA | URBAN | 77.0% | 14.9% | 5.6% | 1.9% | 0.6% | 1,352 | 1.342 |
| | SUBURBAN | 77.0% | 15.7% | 5.9% | 0.7% | 0.7% | 1,601 | 1.323 |
| | RURAL | 73.4% | 16.5% | 7.6% | 2.0% | 0.5% | 1,729 | 1.398 |
| VEHICLE TYPE | AUTOMOBILE | 73.1% | 16.7% | 7.5% | 1.9% | 0.8% | 2,479 | 1.407 |
| | VAN/MINI VAN | 75.6% | 17.3% | 5.9% | 0.9% | 0.3% | 573 | 1.332 |
| | PICKUP TRUCK | 82.8% | 10.6% | 4.9% | 1.3% | 0.3% | 594 | 1.258 |
| | SUV | 78.2% | 15.3% | 5.0% | 1.1% | 0.4% | 1,047 | 1.302 |
| | OTHER | 89.1% | 8.7% | - | 2.2% | - | 46 | 1.152 |

TABLE A6.2: FREQUENCY OF SEEING OTHERS TEXT WHILE DRIVING

| | | EVERY DAY | ALMOST EVERY DAY | SOMETIMES | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|-----------|------------------|-----------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 37.5% | 20.4% | 22.4% | 12.7% | 6.9% | 4,562 | 2.311 |
| SURVEY | SURVEY 1 | 36.9% | 17.9% | 23.5% | 13.6% | 8.1% | 1,326 | 2.382 |
| | SURVEY 2 | 40.2% | 21.6% | 21.3% | 10.8% | 6.1% | 1,069 | 2.209 |
| | SURVEY 3 | 37.8% | 20.8% | 23.0% | 12.1% | 6.2% | 1,073 | 2.281 |
| | SURVEY 4 | 35.4% | 21.8% | 21.7% | 14.1% | 7.0% | 1,094 | 2.356 |
| OSP DISTRICT | FINDLAY DISTRICT | 36.0% | 20.4% | 22.8% | 14.7% | 6.2% | 545 | 2.349 |
| | BUCYRUS DISTRICT | 37.3% | 19.6% | 25.0% | 13.1% | 4.9% | 571 | 2.287 |
| | CLEVELAND DISTRICT | 36.2% | 22.1% | 23.8% | 10.1% | 7.8% | 525 | 2.312 |
| | PIQUA DISTRICT | 36.0% | 17.6% | 24.8% | 14.5% | 7.2% | 573 | 2.393 |
| | COLUMBUS DISTRICT | 37.5% | 23.1% | 21.5% | 12.2% | 5.8% | 590 | 2.258 |
| | CAMBRIDGE DISTRICT | 38.5% | 19.0% | 20.2% | 14.4% | 7.9% | 605 | 2.342 |
| | WILMINGTON DISTRICT | 40.1% | 20.5% | 21.5% | 10.8% | 7.1% | 594 | 2.242 |
| | JACKSON DISTRICT | 38.5% | 20.9% | 20.2% | 11.6% | 8.8% | 559 | 2.313 |
| AGE | 25 AND YOUNGER | 44.0% | 29.0% | 18.0% | 8.0% | 1.0% | 100 | 1.930 |
| | 26 - 30 YEARS OLD | 46.1% | 28.9% | 15.8% | 5.3% | 3.9% | 76 | 1.921 |
| | 31 - 35 YEARS OLD | 44.7% | 21.2% | 23.5% | 8.4% | 2.2% | 179 | 2.022 |
| | 36 - 40 YEARS OLD | 43.0% | 19.5% | 23.8% | 10.1% | 3.6% | 277 | 2.119 |
| | 41 - 45 YEARS OLD | 44.1% | 22.3% | 20.2% | 10.5% | 3.0% | 440 | 2.059 |
| | 46 - 50 YEARS OLD | 44.3% | 20.3% | 20.3% | 10.7% | 4.4% | 635 | 2.107 |
| | 51 - 55 YEARS OLD | 38.6% | 22.2% | 21.8% | 12.4% | 5.0% | 937 | 2.229 |
| | 56 - 60 YEARS OLD | 38.1% | 19.0% | 24.2% | 11.3% | 7.3% | 504 | 2.308 |
| | 61 AND OLDER | 28.4% | 18.0% | 24.1% | 17.0% | 12.4% | 1,392 | 2.669 |
| SEX | MALE | 41.9% | 21.0% | 20.1% | 11.4% | 5.5% | 1,654 | 2.176 |
| | FEMALE | 35.0% | 20.0% | 23.8% | 13.4% | 7.8% | 2,908 | 2.389 |
| RACE | CAUCASIAN | 37.2% | 20.6% | 22.6% | 12.8% | 6.8% | 4,147 | 2.313 |
| | AFRICAN AMERICAN | 38.2% | 17.4% | 20.8% | 13.5% | 10.1% | 207 | 2.401 |
| | OTHER | 43.1% | 19.4% | 21.2% | 9.4% | 6.9% | 160 | 2.175 |
| HISPANIC/LATINO | YES | 44.2% | 25.0% | 17.3% | 5.8% | 7.7% | 52 | 2.077 |
| | NO | 37.4% | 20.4% | 22.5% | 12.7% | 6.9% | 4,487 | 2.313 |
| MARITAL STATUS | SINGLE | 39.3% | 20.2% | 20.2% | 12.3% | 7.9% | 455 | 2.292 |
| | MARRIED | 38.3% | 20.7% | 23.5% | 11.9% | 5.5% | 3,316 | 2.257 |
| | OTHER | 32.5% | 19.4% | 19.4% | 16.6% | 12.1% | 759 | 2.564 |
| RESIDENTIAL LOCATION | URBAN | 38.1% | 19.6% | 24.3% | 11.4% | 6.6% | 622 | 2.288 |
| | SUBURBAN | 37.1% | 20.3% | 23.0% | 12.4% | 7.2% | 1,894 | 2.323 |
| | RURAL | 37.7% | 20.6% | 21.6% | 13.5% | 6.7% | 2,032 | 2.309 |
| DRIVING AREA | URBAN | 38.5% | 19.9% | 22.5% | 12.5% | 6.5% | 1,300 | 2.285 |
| | SUBURBAN | 36.5% | 20.8% | 23.0% | 12.3% | 7.5% | 1,555 | 2.336 |
| | RURAL | 37.1% | 20.7% | 21.9% | 13.3% | 6.9% | 1,651 | 2.322 |
| VEHICLE TYPE | AUTOMOBILE | 33.5% | 20.5% | 23.5% | 14.2% | 8.3% | 2,376 | 2.432 |
| | VAN/MINI VAN | 36.4% | 19.6% | 25.5% | 13.0% | 5.4% | 552 | 2.315 |
| | PICKUP TRUCK | 50.6% | 19.1% | 16.2% | 9.7% | 4.3% | 575 | 1.981 |
| | SUV | 39.6% | 21.0% | 22.0% | 10.9% | 6.4% | 1,008 | 2.236 |
| | OTHER | 47.7% | 25.0% | 20.5% | 6.8% | - | 44 | 1.864 |

TABLE A6.3: 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 | | 14.4% | 27.5% | 10.2% | 48.0% | 4,678 | 2.917 |
| SURVEY | SURVEY 1 | 13.2% | 22.3% | 10.8% | 53.8% | 1,375 | 3.052 |
| | SURVEY 2 | 13.7% | 28.5% | 9.8% | 48.0% | 1,092 | 2.920 |
| | SURVEY 3 | 16.8% | 31.3% | 10.1% | 41.8% | 1,100 | 2.769 |
| | SURVEY 4 | 14.0% | 29.3% | 9.9% | 46.8% | 1,111 | 2.895 |
| OSP DISTRICT | FINDLAY DISTRICT | 15.7% | 30.0% | 8.7% | 45.6% | 566 | 2.841 |
| | BUCYRUS DISTRICT | 13.7% | 29.1% | 7.6% | 49.7% | 592 | 2.932 |
| | CLEVELAND DISTRICT | 14.0% | 26.1% | 9.6% | 50.4% | 544 | 2.963 |
| | PIQUA DISTRICT | 14.1% | 28.5% | 11.2% | 46.2% | 582 | 2.895 |
| | COLUMBUS DISTRICT | 17.3% | 26.7% | 10.8% | 45.2% | 602 | 2.839 |
| | CAMBRIDGE DISTRICT | 11.3% | 20.9% | 10.1% | 57.6% | 611 | 3.141 |
| | WILMINGTON DISTRICT | 18.2% | 34.5% | 11.6% | 35.7% | 605 | 2.648 |
| AGE | JACKSON DISTRICT | 10.6% | 24.0% | 11.8% | 53.6% | 576 | 3.085 |
| | 25 AND YOUNGER | 13.9% | 34.7% | 13.9% | 37.6% | 101 | 2.752 |
| | 26 - 30 YEARS OLD | 27.6% | 35.5% | 6.6% | 30.3% | 76 | 2.395 |
| | 31 - 35 YEARS OLD | 21.0% | 39.8% | 9.9% | 29.3% | 181 | 2.475 |
| | 36 - 40 YEARS OLD | 20.0% | 36.8% | 8.2% | 35.0% | 280 | 2.582 |
| | 41 - 45 YEARS OLD | 19.7% | 32.1% | 12.7% | 35.5% | 442 | 2.640 |
| | 46 - 50 YEARS OLD | 20.4% | 33.1% | 12.0% | 34.5% | 641 | 2.605 |
| | 51 - 55 YEARS OLD | 14.1% | 30.7% | 9.9% | 45.2% | 955 | 2.863 |
| SEX | 56 - 60 YEARS OLD | 15.0% | 25.9% | 10.6% | 48.6% | 521 | 2.927 |
| | 61 AND OLDER | 7.5% | 17.9% | 8.9% | 65.6% | 1,458 | 3.326 |
| RACE | MALE | 17.4% | 26.4% | 9.7% | 46.5% | 1,692 | 2.853 |
| | FEMALE | 12.6% | 28.1% | 10.4% | 48.8% | 2,986 | 2.954 |
| RACE | CAUCASIAN | 14.3% | 28.2% | 10.3% | 47.1% | 4,256 | 2.903 |
| | AFRICAN AMERICAN | 14.1% | 17.4% | 8.0% | 60.6% | 213 | 3.150 |
| | OTHER | 16.1% | 21.7% | 9.9% | 52.2% | 161 | 2.981 |
| HISPANIC/LATINO | YES | 17.6% | 15.7% | 13.7% | 52.9% | 51 | 3.020 |
| | NO | 14.4% | 27.6% | 10.1% | 47.9% | 4,602 | 2.916 |
| MARITAL STATUS | SINGLE | 13.3% | 24.6% | 9.6% | 52.6% | 460 | 3.015 |
| | MARRIED | 15.7% | 30.4% | 10.6% | 43.3% | 3,399 | 2.814 |
| | OTHER | 9.0% | 17.3% | 8.9% | 64.8% | 787 | 3.295 |
| RESIDENTIAL LOCATION | URBAN | 12.1% | 22.4% | 10.0% | 55.5% | 638 | 3.089 |
| | SUBURBAN | 16.8% | 28.0% | 10.3% | 44.9% | 1,934 | 2.834 |
| | RURAL | 13.0% | 28.5% | 10.1% | 48.4% | 2,092 | 2.939 |
| DRIVING AREA | URBAN | 13.2% | 25.8% | 10.0% | 51.0% | 1,337 | 2.989 |
| | SUBURBAN | 16.8% | 27.4% | 10.4% | 45.4% | 1,579 | 2.845 |
| | RURAL | 12.9% | 28.9% | 10.3% | 47.9% | 1,707 | 2.931 |
| VEHICLE TYPE | AUTOMOBILE | 12.5% | 25.4% | 10.7% | 51.4% | 2,440 | 3.009 |
| | VAN/MINI VAN | 17.1% | 33.0% | 10.2% | 39.6% | 566 | 2.723 |
| | PICKUP TRUCK | 15.8% | 23.7% | 7.7% | 52.8% | 587 | 2.974 |
| | SUV | 16.4% | 31.4% | 10.6% | 41.5% | 1,034 | 2.772 |
| | OTHER | 11.1% | 28.9% | 4.4% | 55.6% | 45 | 3.044 |

TABLE A6.4: RESPONDENT CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE TO MAKE A CALL

| | | STRONGLY AGREE | SOMEWHAT AGREE | SOMEWHAT DISAGREE | STRONGLY DISAGREE | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-------------------|----------------------|----------------------|-------|---------|
| ALL RESPONDENTS | | 10.3% | 21.3% | 13.1% | 55.2% | 4,686 | 3.133 |
| SURVEY | SURVEY 1 | 9.8% | 18.2% | 12.1% | 59.9% | 1,377 | 3.221 |
| | SURVEY 2 | 9.0% | 22.1% | 13.3% | 55.6% | 1,098 | 3.154 |
| | SURVEY 3 | 12.2% | 24.9% | 15.1% | 47.9% | 1,101 | 2.986 |
| | SURVEY 4 | 10.5% | 20.9% | 12.3% | 56.4% | 1,110 | 3.146 |
| OSP DISTRICT | FINDLAY DISTRICT | 11.5% | 22.7% | 12.2% | 53.5% | 564 | 3.078 |
| | BUCYRUS DISTRICT | 10.5% | 21.8% | 11.6% | 56.2% | 593 | 3.135 |
| | CLEVELAND DISTRICT | 11.4% | 19.6% | 13.0% | 56.0% | 545 | 3.136 |
| | PIQUA DISTRICT | 9.7% | 21.9% | 13.0% | 55.4% | 585 | 3.140 |
| | COLUMBUS DISTRICT | 10.8% | 20.3% | 15.3% | 53.5% | 600 | 3.115 |
| | CAMBRIDGE DISTRICT | 8.1% | 17.3% | 9.6% | 65.0% | 614 | 3.314 |
| | WILMINGTON DISTRICT | 12.6% | 27.1% | 17.9% | 42.4% | 609 | 2.900 |
| | JACKSON DISTRICT | 8.0% | 19.8% | 12.2% | 60.1% | 576 | 3.243 |
| AGE | 25 AND YOUNGER | 14.9% | 23.8% | 18.8% | 42.6% | 101 | 2.891 |
| | 26 - 30 YEARS OLD | 19.7% | 32.9% | 11.8% | 35.5% | 76 | 2.632 |
| | 31 - 35 YEARS OLD | 13.7% | 36.3% | 13.7% | 36.3% | 182 | 2.725 |
| | 36 - 40 YEARS OLD | 16.0% | 32.7% | 10.7% | 40.6% | 281 | 2.758 |
| | 41 - 45 YEARS OLD | 13.4% | 25.9% | 16.1% | 44.7% | 441 | 2.921 |
| | 46 - 50 YEARS OLD | 14.9% | 25.8% | 16.4% | 42.9% | 639 | 2.873 |
| | 51 - 55 YEARS OLD | 10.9% | 24.0% | 13.8% | 51.3% | 959 | 3.054 |
| | 56 - 60 YEARS OLD | 11.1% | 19.9% | 13.2% | 55.7% | 522 | 3.136 |
| | 61 AND OLDER | 4.5% | 12.0% | 10.3% | 73.2% | 1,462 | 3.522 |
| SEX | MALE | 13.8% | 21.1% | 13.0% | 52.1% | 1,694 | 3.035 |
| | FEMALE | 8.4% | 21.5% | 13.2% | 57.0% | 2,992 | 3.188 |
| RACE | CAUCASIAN | 10.3% | 22.1% | 13.4% | 54.2% | 4,261 | 3.115 |
| | AFRICAN AMERICAN | 8.9% | 11.3% | 11.3% | 68.5% | 213 | 3.394 |
| | OTHER | 12.2% | 14.6% | 10.4% | 62.8% | 164 | 3.238 |
| HISPANIC/ LATINO | YES | 11.5% | 13.5% | 9.6% | 65.4% | 52 | 3.288 |
| | NO | 10.3% | 21.4% | 13.2% | 55.1% | 4,609 | 3.131 |
| MARITAL STATUS | SINGLE | 11.2% | 17.0% | 12.2% | 59.7% | 466 | 3.204 |
| | MARRIED | 11.1% | 24.3% | 14.0% | 50.6% | 3,395 | 3.040 |
| | OTHER | 6.1% | 11.6% | 10.2% | 72.1% | 791 | 3.483 |
| RESIDENTIAL LOCATION | URBAN | 10.5% | 17.1% | 10.4% | 62.0% | 637 | 3.239 |
| | SUBURBAN | 11.1% | 21.5% | 14.5% | 52.9% | 1,938 | 3.092 |
| | RURAL | 9.6% | 22.4% | 12.7% | 55.2% | 2,097 | 3.135 |
| DRIVING AREA | URBAN | 10.6% | 18.5% | 12.9% | 58.0% | 1,335 | 3.182 |
| | SUBURBAN | 10.6% | 22.3% | 14.0% | 53.1% | 1,584 | 3.095 |
| | RURAL | 9.5% | 22.6% | 12.7% | 55.1% | 1,710 | 3.135 |
| VEHICLE TYPE | AUTOMOBILE | 9.1% | 19.2% | 13.4% | 58.4% | 2,452 | 3.210 |
| | VAN/MINI VAN | 12.0% | 25.4% | 14.6% | 48.0% | 567 | 2.986 |
| | PICKUP TRUCK | 11.7% | 20.1% | 8.8% | 59.4% | 581 | 3.158 |
| | SUV | 11.7% | 24.7% | 14.4% | 49.2% | 1,035 | 3.011 |
| | OTHER | 6.7% | 24.4% | 8.9% | 60.0% | 45 | 3.222 |

TABLE A6.5: 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 | | 1.6% | 3.0% | 4.4% | 90.9% | 4,710 | 3.846 |
| SURVEY | SURVEY 1 | 2.2% | 2.2% | 3.7% | 91.8% | 1,382 | 3.851 |
| | SURVEY 2 | 0.9% | 3.1% | 4.4% | 91.6% | 1,104 | 3.867 |
| | SURVEY 3 | 1.9% | 3.7% | 5.3% | 89.0% | 1,104 | 3.815 |
| | SURVEY 4 | 1.3% | 3.3% | 4.3% | 91.1% | 1,120 | 3.851 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.6% | 3.0% | 5.4% | 90.0% | 570 | 3.839 |
| | BUCYRUS DISTRICT | 1.5% | 3.7% | 4.0% | 90.8% | 597 | 3.841 |
| | CLEVELAND DISTRICT | 1.5% | 3.7% | 2.9% | 91.9% | 544 | 3.853 |
| | PIQUA DISTRICT | 1.5% | 3.4% | 5.1% | 90.0% | 591 | 3.836 |
| | COLUMBUS DISTRICT | 1.5% | 3.2% | 4.6% | 90.7% | 603 | 3.846 |
| | CAMBRIDGE DISTRICT | 1.6% | 2.3% | 3.1% | 93.0% | 618 | 3.875 |
| | WILMINGTON DISTRICT | 2.3% | 3.0% | 5.6% | 89.2% | 609 | 3.816 |
| | JACKSON DISTRICT | 1.6% | 2.2% | 4.3% | 91.9% | 578 | 3.865 |
| AGE | 25 AND YOUNGER | 5.9% | 9.8% | 13.7% | 70.6% | 102 | 3.490 |
| | 26 - 30 YEARS OLD | 2.6% | 6.6% | 7.9% | 82.9% | 76 | 3.711 |
| | 31 - 35 YEARS OLD | 1.1% | 5.0% | 10.5% | 83.4% | 181 | 3.762 |
| | 36 - 40 YEARS OLD | 2.1% | 9.3% | 6.8% | 81.9% | 281 | 3.683 |
| | 41 - 45 YEARS OLD | 2.7% | 5.0% | 4.3% | 88.0% | 441 | 3.776 |
| | 46 - 50 YEARS OLD | 2.5% | 3.2% | 5.4% | 88.9% | 647 | 3.807 |
| | 51 - 55 YEARS OLD | 1.6% | 2.2% | 4.4% | 91.9% | 964 | 3.866 |
| | 56 - 60 YEARS OLD | 1.3% | 1.9% | 4.2% | 92.6% | 525 | 3.880 |
| SEX | 61 AND OLDER | 0.7% | 1.2% | 2.0% | 96.0% | 1,470 | 3.933 |
| | MALE | 2.3% | 3.5% | 4.8% | 89.3% | 1,707 | 3.811 |
| | FEMALE | 1.2% | 2.8% | 4.2% | 91.8% | 3,003 | 3.866 |
| RACE | CAUCASIAN | 1.5% | 3.0% | 4.5% | 91.0% | 4,285 | 3.849 |
| | AFRICAN AMERICAN | 1.9% | 2.8% | 4.2% | 91.1% | 213 | 3.845 |
| | OTHER | 1.2% | 4.3% | 2.4% | 92.1% | 164 | 3.854 |
| HISPANIC/ LATINO | YES | 1.9% | 5.8% | 3.8% | 88.5% | 52 | 3.788 |
| | NO | 1.6% | 3.0% | 4.4% | 91.0% | 4,633 | 3.848 |
| MARITAL STATUS | SINGLE | 2.8% | 4.1% | 6.0% | 87.1% | 465 | 3.774 |
| | MARRIED | 1.5% | 3.3% | 4.6% | 90.7% | 3,417 | 3.844 |
| | OTHER | 1.4% | 1.4% | 2.9% | 94.3% | 794 | 3.902 |
| RESIDENTIAL LOCATION | URBAN | 1.2% | 3.4% | 4.2% | 91.1% | 643 | 3.852 |
| | SUBURBAN | 2.1% | 3.5% | 4.5% | 89.9% | 1,943 | 3.821 |
| | RURAL | 1.3% | 2.5% | 4.3% | 91.8% | 2,110 | 3.867 |
| DRIVING AREA | URBAN | 1.9% | 2.8% | 5.6% | 89.7% | 1,342 | 3.831 |
| | SUBURBAN | 1.4% | 3.4% | 4.2% | 91.1% | 1,590 | 3.849 |
| | RURAL | 1.6% | 3.0% | 3.7% | 91.7% | 1,720 | 3.855 |
| VEHICLE TYPE | AUTOMOBILE | 1.7% | 3.1% | 4.3% | 90.9% | 2,464 | 3.845 |
| | VAN/MINI VAN | 2.1% | 3.5% | 5.1% | 89.3% | 570 | 3.816 |
| | PICKUP TRUCK | 1.7% | 2.2% | 3.2% | 92.9% | 589 | 3.873 |
| | SUV | 1.4% | 3.1% | 5.0% | 90.5% | 1,036 | 3.847 |
| | OTHER | - | 2.2% | 2.2% | 95.6% | 45 | 3.933 |

TABLE A6.6: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE TEXTING

| | | STRONGLY AGREE | SOMEWHAT AGREE | SOMEWHAT DISAGREE | STRONGLY DISAGREE | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-------------------|----------------------|----------------------|-------|---------|
| ALL RESPONDENTS | | 1.2% | 1.9% | 3.5% | 93.4% | 4,709 | 3.890 |
| SURVEY | SURVEY 1 | 1.8% | 1.4% | 3.2% | 93.6% | 1,385 | 3.885 |
| | SURVEY 2 | 0.6% | 1.9% | 3.4% | 94.1% | 1,103 | 3.909 |
| | SURVEY 3 | 1.4% | 2.3% | 3.9% | 92.5% | 1,103 | 3.875 |
| | SURVEY 4 | 1.0% | 2.0% | 3.8% | 93.3% | 1,118 | 3.894 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.9% | 1.9% | 2.8% | 94.4% | 569 | 3.907 |
| | BUCYRUS DISTRICT | 1.2% | 1.8% | 5.0% | 91.9% | 595 | 3.877 |
| | CLEVELAND DISTRICT | 1.1% | 1.7% | 2.2% | 95.0% | 544 | 3.912 |
| | PIQUA DISTRICT | 1.0% | 2.5% | 4.2% | 92.2% | 592 | 3.877 |
| | COLUMBUS DISTRICT | 1.2% | 1.7% | 3.5% | 93.7% | 603 | 3.897 |
| | CAMBRIDGE DISTRICT | 1.1% | 2.3% | 2.4% | 94.2% | 618 | 3.896 |
| | WILMINGTON DISTRICT | 2.0% | 1.6% | 4.6% | 91.8% | 609 | 3.862 |
| | JACKSON DISTRICT | 1.4% | 1.4% | 3.3% | 94.0% | 579 | 3.898 |
| AGE | 25 AND YOUNGER | 5.9% | 6.9% | 11.8% | 75.5% | 102 | 3.569 |
| | 26 - 30 YEARS OLD | 2.6% | 3.9% | 6.6% | 86.8% | 76 | 3.776 |
| | 31 - 35 YEARS OLD | 0.6% | 5.0% | 7.8% | 86.7% | 180 | 3.806 |
| | 36 - 40 YEARS OLD | 1.8% | 3.9% | 7.5% | 86.8% | 280 | 3.793 |
| | 41 - 45 YEARS OLD | 2.7% | 2.7% | 4.1% | 90.5% | 443 | 3.824 |
| | 46 - 50 YEARS OLD | 1.7% | 1.7% | 5.1% | 91.5% | 647 | 3.864 |
| | 51 - 55 YEARS OLD | 1.2% | 1.7% | 3.0% | 94.1% | 964 | 3.899 |
| | 56 - 60 YEARS OLD | 0.8% | 1.3% | 2.9% | 95.1% | 526 | 3.922 |
| | 61 AND OLDER | 0.3% | 0.8% | 1.2% | 97.6% | 1,468 | 3.961 |
| SEX | MALE | 1.8% | 2.3% | 4.6% | 91.3% | 1,706 | 3.853 |
| | FEMALE | 0.9% | 1.6% | 2.9% | 94.6% | 3,003 | 3.912 |
| RACE | CAUCASIAN | 1.2% | 1.8% | 3.7% | 93.3% | 4,285 | 3.890 |
| | AFRICAN AMERICAN | 0.9% | 1.9% | 0.9% | 96.2% | 212 | 3.925 |
| | OTHER | 0.6% | 2.4% | 3.0% | 93.9% | 164 | 3.902 |
| HISPANIC/ LATINO | YES | 1.9% | 5.8% | 1.9% | 90.4% | 52 | 3.808 |
| | NO | 1.2% | 1.8% | 3.5% | 93.5% | 4,632 | 3.893 |
| MARITAL STATUS | SINGLE | 2.4% | 2.6% | 4.9% | 90.1% | 465 | 3.828 |
| | MARRIED | 1.1% | 1.9% | 3.8% | 93.2% | 3,417 | 3.890 |
| | OTHER | 0.9% | 1.4% | 1.6% | 96.1% | 793 | 3.929 |
| RESIDENTIAL LOCATION | URBAN | 0.9% | 2.3% | 3.0% | 93.8% | 640 | 3.895 |
| | SUBURBAN | 1.4% | 2.0% | 3.8% | 92.9% | 1,945 | 3.880 |
| | RURAL | 1.1% | 1.7% | 3.5% | 93.7% | 2,110 | 3.898 |
| DRIVING AREA | URBAN | 1.5% | 1.9% | 3.7% | 92.9% | 1,340 | 3.881 |
| | SUBURBAN | 1.0% | 1.8% | 3.6% | 93.5% | 1,593 | 3.897 |
| | RURAL | 1.2% | 2.0% | 3.3% | 93.5% | 1,718 | 3.891 |
| VEHICLE TYPE | AUTOMOBILE | 1.3% | 2.0% | 3.4% | 93.3% | 2,462 | 3.887 |
| | VAN/MINI VAN | 1.4% | 1.8% | 4.4% | 92.4% | 569 | 3.879 |
| | PICKUP TRUCK | 1.5% | 1.5% | 3.7% | 93.2% | 590 | 3.886 |
| | SUV | 0.9% | 1.9% | 3.2% | 94.0% | 1,037 | 3.904 |
| | OTHER | - | - | 4.4% | 95.6% | 45 | 3.956 |

TABLE A6.7: 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 | | 1.7% | 16.1% | 3.2% | 37.9% | 41.0% | 4,707 | 4.004 |
| SURVEY | SURVEY 1 | 1.3% | 14.9% | 4.3% | 33.8% | 45.8% | 1,385 | 4.079 |
| | SURVEY 2 | 1.8% | 17.3% | 2.4% | 41.1% | 37.4% | 1,103 | 3.950 |
| | SURVEY 3 | 1.9% | 18.1% | 4.1% | 41.5% | 34.5% | 1,100 | 3.885 |
| | SURVEY 4 | 2.0% | 14.7% | 1.9% | 36.4% | 45.1% | 1,119 | 4.080 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.5% | 16.6% | 3.2% | 40.2% | 37.6% | 567 | 3.938 |
| | BUCYRUS DISTRICT | 0.8% | 18.1% | 3.7% | 37.0% | 40.4% | 597 | 3.980 |
| | CLEVELAND DISTRICT | 1.1% | 14.0% | 2.6% | 40.5% | 41.8% | 541 | 4.078 |
| | PIQUA DISTRICT | 1.3% | 18.7% | 2.5% | 37.8% | 39.7% | 595 | 3.958 |
| | COLUMBUS DISTRICT | 2.0% | 14.6% | 3.3% | 42.2% | 37.9% | 602 | 3.993 |
| | CAMBRIDGE DISTRICT | 1.0% | 13.1% | 3.4% | 33.6% | 48.9% | 619 | 4.165 |
| | WILMINGTON DISTRICT | 3.4% | 17.1% | 3.4% | 38.4% | 37.6% | 609 | 3.897 |
| | JACKSON DISTRICT | 1.6% | 17.0% | 3.5% | 33.8% | 44.2% | 577 | 4.021 |
| AGE | 25 AND YOUNGER | 1.0% | 22.8% | 5.0% | 43.6% | 27.7% | 101 | 3.743 |
| | 26 - 30 YEARS OLD | 1.3% | 25.3% | 5.3% | 40.0% | 28.0% | 75 | 3.680 |
| | 31 - 35 YEARS OLD | 1.1% | 21.7% | 4.9% | 42.4% | 29.9% | 184 | 3.783 |
| | 36 - 40 YEARS OLD | 1.1% | 24.0% | 3.2% | 41.6% | 30.1% | 279 | 3.756 |
| | 41 - 45 YEARS OLD | 2.9% | 19.9% | 2.0% | 38.4% | 36.8% | 443 | 3.862 |
| | 46 - 50 YEARS OLD | 2.3% | 18.4% | 4.4% | 39.3% | 35.6% | 643 | 3.876 |
| | 51 - 55 YEARS OLD | 1.7% | 15.7% | 4.5% | 39.8% | 38.3% | 968 | 3.974 |
| | 56 - 60 YEARS OLD | 2.3% | 15.1% | 2.1% | 38.6% | 41.9% | 523 | 4.027 |
| | 61 AND OLDER | 1.2% | 11.6% | 2.1% | 33.7% | 51.3% | 1,468 | 4.222 |
| SEX | MALE | 2.3% | 17.2% | 3.5% | 38.5% | 38.5% | 1,705 | 3.937 |
| | FEMALE | 1.4% | 15.5% | 3.1% | 37.6% | 42.4% | 3,002 | 4.041 |
| RACE | CAUCASIAN | 1.6% | 16.4% | 3.3% | 38.2% | 40.4% | 4,278 | 3.995 |
| | AFRICAN AMERICAN | 2.3% | 9.8% | 2.3% | 36.7% | 48.8% | 215 | 4.200 |
| | OTHER | 2.4% | 21.2% | 3.0% | 27.3% | 46.1% | 165 | 3.933 |
| HISPANIC/LATINO | YES | - | 13.5% | - | 19.2% | 67.3% | 52 | 4.404 |
| | NO | 1.7% | 16.3% | 3.3% | 38.0% | 40.8% | 4,632 | 3.999 |
| MARITAL STATUS | SINGLE | 1.5% | 16.9% | 4.3% | 34.8% | 42.5% | 468 | 4.000 |
| | MARRIED | 1.8% | 16.9% | 3.1% | 39.6% | 38.6% | 3,415 | 3.962 |
| | OTHER | 1.4% | 12.6% | 2.8% | 32.5% | 50.7% | 791 | 4.185 |
| RESIDENTIAL LOCATION | URBAN | 2.8% | 11.9% | 2.5% | 39.3% | 43.6% | 647 | 4.090 |
| | SUBURBAN | 1.6% | 15.7% | 3.5% | 38.7% | 40.5% | 1,945 | 4.008 |
| | RURAL | 1.5% | 17.9% | 3.1% | 36.7% | 40.7% | 2,101 | 3.972 |
| DRIVING AREA | URBAN | 2.2% | 15.0% | 3.4% | 38.0% | 41.4% | 1,341 | 4.013 |
| | SUBURBAN | 1.4% | 15.7% | 3.0% | 38.4% | 41.6% | 1,590 | 4.032 |
| | RURAL | 1.6% | 17.6% | 3.4% | 37.3% | 40.1% | 1,714 | 3.969 |
| VEHICLE TYPE | AUTOMOBILE | 2.0% | 14.8% | 2.8% | 37.1% | 43.2% | 2,465 | 4.048 |
| | VAN/MINI VAN | 1.2% | 17.5% | 3.0% | 40.6% | 37.7% | 567 | 3.961 |
| | PICKUP TRUCK | 1.5% | 17.9% | 4.1% | 34.4% | 42.1% | 587 | 3.976 |
| | SUV | 1.4% | 17.2% | 3.8% | 41.2% | 36.4% | 1,035 | 3.939 |
| | OTHER | 2.2% | 23.9% | 2.2% | 23.9% | 47.8% | 46 | 3.913 |

TABLE A6.8: 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 | | 12.6% | 42.6% | 2.9% | 30.7% | 11.2% | 4,697 | 2.853 |
| SURVEY | SURVEY 1 | 10.3% | 42.6% | 3.0% | 29.2% | 14.9% | 1,385 | 2.957 |
| | SURVEY 2 | 11.9% | 42.6% | 3.4% | 31.3% | 10.8% | 1,100 | 2.865 |
| | SURVEY 3 | 14.8% | 44.3% | 3.1% | 29.6% | 8.3% | 1,096 | 2.724 |
| | SURVEY 4 | 13.8% | 41.0% | 2.2% | 33.2% | 9.8% | 1,116 | 2.841 |
| OSP DISTRICT | FINDLAY DISTRICT | 12.0% | 44.3% | 3.5% | 30.2% | 9.9% | 566 | 2.816 |
| | BUCYRUS DISTRICT | 13.7% | 42.5% | 2.0% | 30.5% | 11.2% | 597 | 2.829 |
| | CLEVELAND DISTRICT | 11.4% | 44.8% | 3.7% | 29.3% | 10.9% | 543 | 2.834 |
| | PIQUA DISTRICT | 12.5% | 39.0% | 2.7% | 32.6% | 13.2% | 592 | 2.949 |
| | COLUMBUS DISTRICT | 11.1% | 44.1% | 3.5% | 31.4% | 9.8% | 601 | 2.847 |
| | CAMBRIDGE DISTRICT | 11.6% | 43.4% | 2.8% | 30.8% | 11.4% | 613 | 2.871 |
| | WILMINGTON DISTRICT | 14.5% | 42.3% | 3.1% | 29.3% | 10.7% | 607 | 2.794 |
| | JACKSON DISTRICT | 13.5% | 40.7% | 2.1% | 31.5% | 12.3% | 578 | 2.884 |
| AGE | 25 AND YOUNGER | 16.7% | 46.1% | 3.9% | 22.5% | 10.8% | 102 | 2.647 |
| | 26 - 30 YEARS OLD | 17.3% | 49.3% | 4.0% | 26.7% | 2.7% | 75 | 2.480 |
| | 31 - 35 YEARS OLD | 15.2% | 50.0% | 4.9% | 23.4% | 6.5% | 184 | 2.560 |
| | 36 - 40 YEARS OLD | 10.1% | 57.2% | 2.2% | 23.7% | 6.8% | 278 | 2.601 |
| | 41 - 45 YEARS OLD | 15.2% | 46.4% | 2.5% | 28.3% | 7.7% | 442 | 2.670 |
| | 46 - 50 YEARS OLD | 16.3% | 42.2% | 3.0% | 30.9% | 7.6% | 644 | 2.713 |
| | 51 - 55 YEARS OLD | 11.8% | 43.6% | 4.2% | 30.2% | 10.3% | 961 | 2.837 |
| | 56 - 60 YEARS OLD | 12.6% | 43.8% | 2.5% | 29.4% | 11.7% | 523 | 2.837 |
| | 61 AND OLDER | 10.2% | 36.4% | 2.2% | 35.3% | 15.9% | 1,466 | 3.104 |
| SEX | MALE | 13.9% | 42.6% | 2.3% | 30.6% | 10.5% | 1,707 | 2.811 |
| | FEMALE | 11.8% | 42.6% | 3.2% | 30.8% | 11.6% | 2,990 | 2.877 |
| RACE | CAUCASIAN | 12.7% | 43.0% | 2.9% | 30.6% | 10.9% | 4,270 | 2.840 |
| | AFRICAN AMERICAN | 10.3% | 42.1% | 1.4% | 30.8% | 15.4% | 214 | 2.991 |
| | OTHER | 12.3% | 37.4% | 3.1% | 33.7% | 13.5% | 163 | 2.988 |
| HISPANIC/LATINO | YES | 9.8% | 27.5% | 5.9% | 37.3% | 19.6% | 51 | 3.294 |
| | NO | 12.6% | 42.8% | 2.9% | 30.6% | 11.1% | 4,622 | 2.848 |
| MARITAL STATUS | SINGLE | 13.9% | 38.2% | 4.1% | 29.8% | 13.9% | 466 | 2.916 |
| | MARRIED | 13.0% | 44.7% | 2.8% | 30.2% | 9.4% | 3,411 | 2.784 |
| | OTHER | 9.8% | 36.5% | 2.8% | 34.2% | 16.7% | 786 | 3.115 |
| RESIDENTIAL LOCATION | URBAN | 12.3% | 37.6% | 2.8% | 33.2% | 14.1% | 644 | 2.994 |
| | SUBURBAN | 12.7% | 43.4% | 2.8% | 30.1% | 11.0% | 1,940 | 2.833 |
| | RURAL | 12.6% | 43.6% | 3.0% | 30.3% | 10.4% | 2,099 | 2.824 |
| DRIVING AREA | URBAN | 11.7% | 40.9% | 3.1% | 31.8% | 12.6% | 1,335 | 2.927 |
| | SUBURBAN | 12.8% | 43.6% | 2.8% | 30.9% | 10.0% | 1,588 | 2.817 |
| | RURAL | 12.9% | 43.3% | 3.0% | 29.6% | 11.1% | 1,712 | 2.827 |
| VEHICLE TYPE | AUTOMOBILE | 11.8% | 40.8% | 2.9% | 31.5% | 12.9% | 2,457 | 2.928 |
| | VAN/MINI VAN | 13.3% | 42.8% | 2.5% | 33.3% | 8.1% | 565 | 2.802 |
| | PICKUP TRUCK | 13.1% | 44.6% | 2.6% | 28.9% | 10.9% | 588 | 2.799 |
| | SUV | 13.5% | 46.0% | 3.4% | 28.2% | 8.9% | 1,035 | 2.729 |
| | OTHER | 15.2% | 37.0% | 4.3% | 32.6% | 10.9% | 46 | 2.870 |

TABLE A6.9: TEXTING WHILE DRIVING – SAFE OR DANGEROUS

| | | VERY SAFE | SOMEWHAT SAFE | NEITHER | SOMEWHAT DANGEROUS | VERY DANGEROUS | TOTAL | AVERAGE |
|----------------------|---------------------|-----------|---------------|---------|--------------------|----------------|-------|---------|
| ALL RESPONDENTS | | 0.3% | 0.6% | 0.1% | 3.6% | 95.4% | 4,748 | 4.933 |
| SURVEY | SURVEY 1 | 0.4% | 0.8% | 0.1% | 3.4% | 95.3% | 1,397 | 4.924 |
| | SURVEY 2 | 0.4% | 0.6% | 0.2% | 2.9% | 96.0% | 1,115 | 4.935 |
| | SURVEY 3 | 0.1% | 0.5% | 0.2% | 4.2% | 95.0% | 1,110 | 4.937 |
| | SURVEY 4 | 0.3% | 0.4% | - | 4.0% | 95.4% | 1,126 | 4.939 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.2% | 0.3% | 0.2% | 3.5% | 95.8% | 577 | 4.945 |
| | BUCYRUS DISTRICT | 0.2% | 0.3% | - | 5.0% | 94.5% | 602 | 4.934 |
| | CLEVELAND DISTRICT | 0.2% | 0.7% | - | 3.1% | 96.0% | 547 | 4.940 |
| | PIQUA DISTRICT | 0.2% | 0.7% | - | 4.5% | 94.6% | 598 | 4.928 |
| | COLUMBUS DISTRICT | 0.7% | 0.8% | 0.2% | 3.3% | 95.0% | 606 | 4.913 |
| | CAMBRIDGE DISTRICT | - | 0.6% | 0.2% | 3.5% | 95.7% | 624 | 4.942 |
| | WILMINGTON DISTRICT | 0.5% | 0.8% | 0.2% | 3.3% | 95.3% | 613 | 4.920 |
| | JACKSON DISTRICT | 0.5% | 0.2% | 0.2% | 2.6% | 96.6% | 581 | 4.945 |
| AGE | 25 AND YOUNGER | 1.0% | 1.0% | - | 13.7% | 84.3% | 102 | 4.794 |
| | 26 - 30 YEARS OLD | - | - | - | 9.2% | 90.8% | 76 | 4.908 |
| | 31 - 35 YEARS OLD | - | - | - | 9.8% | 90.2% | 184 | 4.902 |
| | 36 - 40 YEARS OLD | 0.4% | - | 0.4% | 8.5% | 90.8% | 284 | 4.894 |
| | 41 - 45 YEARS OLD | 0.5% | 0.9% | 0.2% | 2.5% | 95.9% | 444 | 4.926 |
| | 46 - 50 YEARS OLD | 0.2% | 0.5% | - | 4.3% | 95.1% | 649 | 4.937 |
| | 51 - 55 YEARS OLD | 0.6% | 0.6% | 0.2% | 2.7% | 95.9% | 973 | 4.926 |
| | 56 - 60 YEARS OLD | - | 0.6% | - | 3.0% | 96.4% | 529 | 4.953 |
| | 61 AND OLDER | 0.2% | 0.6% | 0.1% | 1.8% | 97.4% | 1,484 | 4.955 |
| SEX | MALE | 0.4% | 0.8% | 0.2% | 5.0% | 93.7% | 1,723 | 4.908 |
| | FEMALE | 0.2% | 0.5% | 0.1% | 2.8% | 96.4% | 3,025 | 4.947 |
| RACE | CAUCASIAN | 0.3% | 0.5% | 0.1% | 3.7% | 95.3% | 4,318 | 4.933 |
| | AFRICAN AMERICAN | - | 0.5% | - | 2.3% | 97.2% | 215 | 4.963 |
| | OTHER | 1.2% | 1.2% | - | 1.8% | 95.8% | 165 | 4.897 |
| HISPANIC/LATINO | YES | - | - | - | 3.8% | 96.2% | 52 | 4.962 |
| | NO | 0.3% | 0.6% | 0.1% | 3.6% | 95.4% | 4,671 | 4.933 |
| MARITAL STATUS | SINGLE | 0.2% | 0.6% | 0.4% | 4.9% | 93.8% | 470 | 4.915 |
| | MARRIED | 0.3% | 0.4% | 0.1% | 3.7% | 95.5% | 3,445 | 4.938 |
| | OTHER | 0.4% | 1.0% | - | 2.3% | 96.4% | 798 | 4.932 |
| RESIDENTIAL LOCATION | URBAN | 0.6% | 0.3% | - | 3.7% | 95.4% | 648 | 4.929 |
| | SUBURBAN | 0.3% | 0.8% | 0.1% | 3.8% | 95.0% | 1,961 | 4.925 |
| | RURAL | 0.2% | 0.5% | 0.1% | 3.4% | 95.8% | 2,125 | 4.942 |
| DRIVING AREA | URBAN | 0.3% | 1.0% | 0.1% | 3.2% | 95.5% | 1,349 | 4.926 |
| | SUBURBAN | 0.3% | 0.2% | 0.1% | 3.9% | 95.5% | 1,602 | 4.940 |
| | RURAL | 0.2% | 0.6% | 0.2% | 3.7% | 95.3% | 1,732 | 4.933 |
| VEHICLE TYPE | AUTOMOBILE | 0.2% | 0.8% | 0.1% | 3.5% | 95.4% | 2,482 | 4.933 |
| | VAN/MINI VAN | 0.7% | 0.2% | 0.3% | 4.5% | 94.2% | 573 | 4.914 |
| | PICKUP TRUCK | 0.7% | 0.3% | - | 3.0% | 96.0% | 594 | 4.933 |
| | SUV | 0.2% | 0.4% | - | 3.4% | 96.0% | 1,046 | 4.946 |
| | OTHER | - | 2.2% | - | 8.7% | 89.1% | 46 | 4.848 |

TABLE A6.10: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE

| | | VERY COMFORTABLE | SOMEWHAT COMFORTABLE | UNSURE | SOMEWHAT UNCOMFORTABLE | VERY UNCOMFORTABLE | TOTAL | AVERAGE |
|----------------------|---------------------|------------------|----------------------|--------|------------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 7.8% | 21.0% | 4.2% | 22.1% | 44.9% | 4,729 | 3.752 |
| SURVEY | SURVEY 1 | 8.2% | 19.0% | 4.5% | 22.3% | 46.0% | 1,392 | 3.790 |
| | SURVEY 2 | 7.6% | 21.3% | 5.0% | 19.9% | 46.2% | 1,111 | 3.758 |
| | SURVEY 3 | 8.1% | 23.8% | 4.2% | 21.7% | 42.2% | 1,107 | 3.659 |
| | SURVEY 4 | 7.3% | 20.5% | 2.9% | 24.3% | 45.0% | 1,119 | 3.791 |
| OSP DISTRICT | FINDLAY DISTRICT | 7.7% | 22.3% | 4.2% | 24.2% | 41.7% | 575 | 3.701 |
| | BUCYRUS DISTRICT | 8.5% | 20.2% | 2.3% | 21.5% | 47.5% | 600 | 3.793 |
| | CLEVELAND DISTRICT | 6.4% | 20.6% | 4.8% | 21.2% | 47.0% | 543 | 3.816 |
| | PIQUA DISTRICT | 8.0% | 21.2% | 4.7% | 21.6% | 44.5% | 598 | 3.732 |
| | COLUMBUS DISTRICT | 6.2% | 24.8% | 4.7% | 20.7% | 43.7% | 600 | 3.708 |
| | CAMBRIDGE DISTRICT | 7.1% | 17.5% | 4.8% | 21.1% | 49.5% | 622 | 3.884 |
| | WILMINGTON DISTRICT | 11.1% | 23.6% | 4.3% | 25.4% | 35.7% | 611 | 3.509 |
| JACKSON DISTRICT | 7.4% | 18.1% | 3.6% | 20.9% | 50.0% | 580 | 3.879 | |
| AGE | 25 AND YOUNGER | 4.9% | 45.1% | 3.9% | 18.6% | 27.5% | 102 | 3.186 |
| | 26 - 30 YEARS OLD | 11.8% | 27.6% | 1.3% | 27.6% | 31.6% | 76 | 3.395 |
| | 31 - 35 YEARS OLD | 12.0% | 30.1% | 7.7% | 20.8% | 29.5% | 183 | 3.257 |
| | 36 - 40 YEARS OLD | 11.3% | 33.0% | 6.4% | 23.4% | 25.9% | 282 | 3.195 |
| | 41 - 45 YEARS OLD | 9.5% | 27.2% | 4.8% | 20.0% | 38.5% | 441 | 3.508 |
| | 46 - 50 YEARS OLD | 11.4% | 25.9% | 4.8% | 23.1% | 34.7% | 648 | 3.438 |
| | 51 - 55 YEARS OLD | 9.5% | 22.8% | 4.0% | 22.4% | 41.3% | 970 | 3.633 |
| | 56 - 60 YEARS OLD | 7.4% | 19.4% | 4.4% | 22.4% | 46.4% | 526 | 3.810 |
| 61 AND OLDER | 3.7% | 11.2% | 2.9% | 21.8% | 60.4% | 1,478 | 4.238 | |
| SEX | MALE | 9.8% | 21.2% | 4.3% | 23.6% | 41.1% | 1,711 | 3.652 |
| | FEMALE | 6.7% | 21.0% | 4.1% | 21.2% | 47.1% | 3,018 | 3.808 |
| RACE | CAUCASIAN | 8.1% | 21.5% | 4.3% | 22.3% | 43.8% | 4,300 | 3.723 |
| | AFRICAN AMERICAN | 5.6% | 11.6% | 2.3% | 22.3% | 58.1% | 215 | 4.158 |
| | OTHER | 3.6% | 21.2% | 3.6% | 16.4% | 55.2% | 165 | 3.982 |
| HISPANIC/LATINO | YES | 3.8% | 13.5% | 7.7% | 13.5% | 61.5% | 52 | 4.154 |
| | NO | 7.8% | 21.1% | 4.1% | 22.2% | 44.8% | 4,654 | 3.750 |
| MARITAL STATUS | SINGLE | 7.0% | 22.8% | 4.5% | 17.7% | 48.1% | 470 | 3.770 |
| | MARRIED | 8.3% | 23.0% | 4.4% | 23.5% | 40.7% | 3,431 | 3.654 |
| | OTHER | 6.4% | 11.2% | 2.8% | 18.6% | 61.1% | 796 | 4.167 |
| RESIDENTIAL LOCATION | URBAN | 7.9% | 16.4% | 2.8% | 22.6% | 50.3% | 646 | 3.910 |
| | SUBURBAN | 8.2% | 22.0% | 4.2% | 22.2% | 43.4% | 1,953 | 3.706 |
| | RURAL | 7.5% | 21.6% | 4.6% | 21.7% | 44.6% | 2,116 | 3.743 |
| DRIVING AREA | URBAN | 7.6% | 19.7% | 3.3% | 21.3% | 48.2% | 1,348 | 3.829 |
| | SUBURBAN | 7.9% | 22.0% | 4.1% | 23.5% | 42.5% | 1,593 | 3.707 |
| | RURAL | 8.0% | 21.4% | 4.9% | 21.3% | 44.5% | 1,725 | 3.728 |
| VEHICLE TYPE | AUTOMOBILE | 7.0% | 19.9% | 3.6% | 21.4% | 48.1% | 2,473 | 3.836 |
| | VAN/MINI VAN | 8.2% | 25.4% | 5.3% | 22.3% | 38.8% | 570 | 3.579 |
| | PICKUP TRUCK | 10.0% | 16.9% | 5.8% | 22.0% | 45.3% | 591 | 3.758 |
| | SUV | 8.3% | 23.6% | 3.9% | 23.7% | 40.4% | 1,042 | 3.642 |
| | OTHER | 6.5% | 21.7% | 6.5% | 19.6% | 45.7% | 46 | 3.761 |

TABLE A6.11: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TALKING ON A CELL PHONE

| | | VERY UNLIKELY | SOMEWHAT UNLIKELY | UNSURE | SOMEWHAT LIKELY | VERY LIKELY | AVERAGE |
|----------------------|---------------------|---------------|-------------------|--------|-----------------|-------------|---------|
| ALL RESPONDENTS | | 10.7% | 11.1% | 5.1% | 20.5% | 52.5% | 4665 |
| SURVEY | SURVEY 1 | 9.9% | 10.1% | 5.4% | 19.1% | 55.6% | 1,368 |
| | SURVEY 2 | 10.6% | 10.1% | 6.0% | 19.4% | 54.0% | 1,088 |
| | SURVEY 3 | 11.9% | 13.2% | 4.8% | 21.8% | 48.3% | 1,091 |
| | SURVEY 4 | 10.7% | 11.4% | 4.3% | 22.2% | 51.3% | 1,118 |
| OSP DISTRICT | FINDLAY DISTRICT | 12.3% | 10.4% | 4.6% | 24.2% | 48.5% | 567 |
| | BUCYRUS DISTRICT | 13.3% | 11.0% | 3.7% | 19.9% | 52.0% | 592 |
| | CLEVELAND DISTRICT | 8.7% | 9.6% | 4.8% | 18.7% | 58.1% | 539 |
| | PIQUA DISTRICT | 11.7% | 11.0% | 5.9% | 21.1% | 50.3% | 589 |
| | COLUMBUS DISTRICT | 8.4% | 13.0% | 6.7% | 21.8% | 50.2% | 586 |
| | CAMBRIDGE DISTRICT | 8.5% | 10.0% | 4.7% | 18.5% | 58.3% | 612 |
| | WILMINGTON DISTRICT | 11.9% | 13.3% | 5.8% | 19.9% | 49.1% | 607 |
| JACKSON DISTRICT | 10.8% | 10.6% | 4.7% | 20.2% | 53.6% | 573 | |
| AGE | 25 AND YOUNGER | 16.3% | 15.3% | 5.1% | 24.5% | 38.8% | 98 |
| | 26 - 30 YEARS OLD | 19.7% | 17.1% | 1.3% | 19.7% | 42.1% | 76 |
| | 31 - 35 YEARS OLD | 14.9% | 16.6% | 6.1% | 21.5% | 40.9% | 181 |
| | 36 - 40 YEARS OLD | 15.3% | 13.8% | 4.7% | 25.5% | 40.7% | 275 |
| | 41 - 45 YEARS OLD | 13.8% | 12.4% | 5.5% | 23.6% | 44.7% | 436 |
| | 46 - 50 YEARS OLD | 14.1% | 10.4% | 6.5% | 20.7% | 48.3% | 632 |
| | 51 - 55 YEARS OLD | 10.7% | 10.5% | 5.2% | 21.9% | 51.7% | 955 |
| | 56 - 60 YEARS OLD | 10.7% | 12.3% | 4.5% | 18.9% | 53.7% | 514 |
| 61 AND OLDER | 6.2% | 9.4% | 4.7% | 17.9% | 61.8% | 1,475 | |
| SEX | MALE | 13.5% | 12.6% | 5.5% | 20.1% | 48.3% | 1,685 |
| | FEMALE | 9.2% | 10.3% | 4.9% | 20.8% | 54.8% | 2,980 |
| RACE | CAUCASIAN | 10.8% | 11.6% | 5.3% | 21.1% | 51.4% | 4,247 |
| | AFRICAN AMERICAN | 9.6% | 7.7% | 2.9% | 9.1% | 70.8% | 209 |
| | OTHER | 11.1% | 6.2% | 2.5% | 19.8% | 60.5% | 162 |
| HISPANIC/ LATINO | YES | 7.7% | 5.8% | 3.8% | 17.3% | 65.4% | 52 |
| | NO | 10.7% | 11.2% | 5.1% | 20.6% | 52.4% | 4,591 |
| MARITAL STATUS | SINGLE | 12.6% | 11.0% | 3.9% | 18.0% | 54.5% | 462 |
| | MARRIED | 11.0% | 11.7% | 5.5% | 22.0% | 49.8% | 3,383 |
| | OTHER | 7.9% | 9.1% | 4.3% | 16.0% | 62.7% | 789 |
| RESIDENTIAL LOCATION | URBAN | 8.3% | 10.0% | 4.1% | 20.7% | 56.9% | 638 |
| | SUBURBAN | 11.3% | 10.8% | 5.2% | 20.3% | 52.4% | 1,932 |
| | RURAL | 11.0% | 11.8% | 5.4% | 20.8% | 51.0% | 2,082 |
| DRIVING AREA | URBAN | 9.9% | 10.2% | 4.1% | 19.9% | 55.9% | 1,330 |
| | SUBURBAN | 10.9% | 10.9% | 6.0% | 19.5% | 52.6% | 1,573 |
| | RURAL | 11.3% | 12.1% | 5.3% | 22.1% | 49.1% | 1,705 |
| VEHICLE TYPE | AUTOMOBILE | 10.7% | 10.8% | 5.0% | 19.6% | 53.9% | 2,444 |
| | VAN/MINI VAN | 11.1% | 11.5% | 7.0% | 21.9% | 48.6% | 558 |
| | PICKUP TRUCK | 14.1% | 11.0% | 5.3% | 15.8% | 53.9% | 583 |
| | SUV | 8.6% | 12.1% | 4.5% | 24.9% | 50.0% | 1,029 |
| | OTHER | 11.4% | 6.8% | 2.3% | 18.2% | 61.4% | 44 |

TABLE A6.12: COMFORT LEVEL WHEN RIDING AS A PASSENGER WHILE THE DRIVER TEXTS

| | | VERY COMFORTABLE | SOMEWHAT COMFORTABLE | UNSURE | SOMEWHAT UNCOMFORTABLE | VERY UNCOMFORTABLE | TOTAL | AVERAGE |
|----------------------|---------------------|------------------|----------------------|--------|------------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 1.6% | 0.7% | 0.3% | 2.9% | 94.6% | 4,745 | 4.883 |
| SURVEY | SURVEY 1 | 3.2% | 0.5% | 0.4% | 2.7% | 93.3% | 1,396 | 4.824 |
| | SURVEY 2 | 1.1% | 0.7% | 0.2% | 2.7% | 95.3% | 1,113 | 4.905 |
| | SURVEY 3 | 0.8% | 0.6% | 0.3% | 3.1% | 95.2% | 1,110 | 4.913 |
| | SURVEY 4 | 0.9% | 0.8% | 0.3% | 3.1% | 94.9% | 1,126 | 4.904 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.5% | 0.7% | 0.3% | 3.5% | 95.0% | 576 | 4.917 |
| | BUCYRUS DISTRICT | 0.7% | 1.0% | 0.3% | 2.5% | 95.5% | 603 | 4.912 |
| | CLEVELAND DISTRICT | 1.1% | 0.2% | 0.2% | 3.1% | 95.4% | 546 | 4.916 |
| | PIQUA DISTRICT | 1.5% | 0.8% | 0.5% | 2.7% | 94.5% | 597 | 4.878 |
| | COLUMBUS DISTRICT | 1.0% | 0.5% | 0.2% | 3.5% | 94.9% | 604 | 4.907 |
| | CAMBRIDGE DISTRICT | 2.9% | 0.5% | 0.3% | 2.4% | 93.9% | 624 | 4.840 |
| | WILMINGTON DISTRICT | 3.6% | 1.0% | 0.2% | 3.3% | 92.0% | 614 | 4.792 |
| | JACKSON DISTRICT | 1.2% | 0.5% | 0.3% | 2.1% | 95.9% | 581 | 4.909 |
| AGE | 25 AND YOUNGER | 3.9% | 2.0% | - | 10.8% | 83.3% | 102 | 4.676 |
| | 26 - 30 YEARS OLD | - | 1.3% | - | 11.8% | 86.8% | 76 | 4.842 |
| | 31 - 35 YEARS OLD | 3.3% | 2.2% | 0.5% | 3.8% | 90.2% | 184 | 4.755 |
| | 36 - 40 YEARS OLD | 2.1% | 0.7% | 0.7% | 7.4% | 89.0% | 282 | 4.805 |
| | 41 - 45 YEARS OLD | 1.8% | 1.6% | - | 2.7% | 93.9% | 444 | 4.854 |
| | 46 - 50 YEARS OLD | 1.4% | 0.6% | 0.3% | 3.7% | 94.0% | 650 | 4.883 |
| | 51 - 55 YEARS OLD | 2.0% | 0.3% | 0.4% | 2.1% | 95.3% | 972 | 4.884 |
| | 56 - 60 YEARS OLD | 1.3% | 0.4% | 0.2% | 1.7% | 96.4% | 528 | 4.915 |
| | 61 AND OLDER | 1.1% | 0.3% | 0.3% | 1.5% | 96.8% | 1,484 | 4.927 |
| SEX | MALE | 2.1% | 1.0% | 0.4% | 4.1% | 92.3% | 1,723 | 4.835 |
| | FEMALE | 1.3% | 0.5% | 0.2% | 2.2% | 95.9% | 3,022 | 4.910 |
| RACE | CAUCASIAN | 1.6% | 0.7% | 0.3% | 3.0% | 94.4% | 4,315 | 4.879 |
| | AFRICAN AMERICAN | 0.9% | 0.5% | 0.5% | 1.4% | 96.7% | 215 | 4.926 |
| | OTHER | - | - | - | 1.2% | 98.8% | 165 | 4.988 |
| HISPANIC/LATINO | YES | - | - | - | 1.9% | 98.1% | 52 | 4.981 |
| | NO | 1.5% | 0.6% | 0.3% | 2.9% | 94.7% | 4,668 | 4.885 |
| MARITAL STATUS | SINGLE | 2.1% | 1.5% | 0.2% | 4.1% | 92.1% | 469 | 4.825 |
| | MARRIED | 1.6% | 0.6% | 0.2% | 2.9% | 94.7% | 3,445 | 4.887 |
| | OTHER | 1.1% | 0.3% | 0.8% | 1.9% | 96.0% | 796 | 4.913 |
| RESIDENTIAL LOCATION | URBAN | 1.8% | 0.5% | 0.2% | 2.2% | 95.4% | 649 | 4.888 |
| | SUBURBAN | 1.8% | 0.8% | 0.4% | 3.6% | 93.4% | 1,960 | 4.860 |
| | RURAL | 1.3% | 0.6% | 0.2% | 2.5% | 95.4% | 2,122 | 4.902 |
| DRIVING AREA | URBAN | 2.0% | 0.8% | 0.3% | 3.0% | 93.9% | 1,350 | 4.860 |
| | SUBURBAN | 1.7% | 0.5% | 0.2% | 3.1% | 94.5% | 1,600 | 4.882 |
| | RURAL | 1.2% | 0.7% | 0.3% | 2.7% | 95.0% | 1,730 | 4.897 |
| VEHICLE TYPE | AUTOMOBILE | 1.5% | 0.6% | 0.4% | 2.7% | 94.8% | 2,481 | 4.887 |
| | VAN/MINI VAN | 1.6% | 0.5% | 0.2% | 3.1% | 94.6% | 573 | 4.887 |
| | PICKUP TRUCK | 2.4% | 1.3% | 0.5% | 3.4% | 92.4% | 595 | 4.822 |
| | SUV | 1.3% | 0.5% | 0.1% | 3.0% | 95.1% | 1,043 | 4.900 |
| | OTHER | - | - | - | 2.2% | 97.8% | 46 | 4.978 |

TABLE A6.13: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TEXTING

| | | VERY UNLIKELY | SOMEWHAT UNLIKELY | UNSURE | SOMEWHAT LIKELY | VERY LIKELY | AVERAGE |
|----------------------|---------------------|---------------|-------------------|--------|-----------------|-------------|---------|
| ALL RESPONDENTS | | 1.3% | 0.8% | 0.5% | 4.2% | 93.2% | 4,742 |
| SURVEY | SURVEY 1 | 1.1% | 0.9% | 0.6% | 4.2% | 93.2% | 1,396 |
| | SURVEY 2 | 1.6% | 0.8% | 0.6% | 3.8% | 93.2% | 1,111 |
| | SURVEY 3 | 1.3% | 0.8% | 0.5% | 3.9% | 93.6% | 1,109 |
| | SURVEY 4 | 1.2% | 0.8% | 0.4% | 4.8% | 92.9% | 1,126 |
| OSP DISTRICT | FINDLAY DISTRICT | 1.4% | 0.9% | 0.5% | 3.5% | 93.8% | 576 |
| | BUCYRUS DISTRICT | 1.8% | 0.7% | 1.0% | 3.6% | 92.9% | 603 |
| | CLEVELAND DISTRICT | 0.7% | 0.4% | - | 4.2% | 94.7% | 546 |
| | PIQUA DISTRICT | 1.2% | 1.2% | 1.0% | 5.5% | 91.1% | 597 |
| | COLUMBUS DISTRICT | 1.2% | 1.2% | 0.3% | 4.0% | 93.4% | 605 |
| | CAMBRIDGE DISTRICT | 1.0% | 1.1% | 0.5% | 3.2% | 94.2% | 623 |
| | WILMINGTON DISTRICT | 2.1% | 0.7% | 0.2% | 5.6% | 91.5% | 612 |
| JACKSON DISTRICT | 0.9% | 0.5% | 0.5% | 3.8% | 94.3% | 580 | |
| AGE | 25 AND YOUNGER | 5.9% | 1.0% | 1.0% | 12.9% | 79.2% | 101 |
| | 26 - 30 YEARS OLD | 1.3% | 1.3% | - | 10.5% | 86.8% | 76 |
| | 31 - 35 YEARS OLD | 1.1% | 2.2% | 0.5% | 7.1% | 89.1% | 184 |
| | 36 - 40 YEARS OLD | 1.1% | 1.1% | 0.4% | 7.4% | 90.1% | 282 |
| | 41 - 45 YEARS OLD | 0.9% | 0.9% | 0.7% | 4.3% | 93.2% | 444 |
| | 46 - 50 YEARS OLD | 1.4% | 0.5% | 0.2% | 4.3% | 93.7% | 650 |
| | 51 - 55 YEARS OLD | 0.9% | 0.7% | 0.4% | 3.0% | 95.0% | 972 |
| | 56 - 60 YEARS OLD | 0.6% | 0.6% | - | 2.7% | 96.2% | 528 |
| 61 AND OLDER | 1.5% | 0.9% | 0.9% | 3.5% | 93.3% | 1,482 | |
| SEX | MALE | 1.7% | 1.3% | 0.8% | 5.2% | 91.1% | 1,721 |
| | FEMALE | 1.1% | 0.6% | 0.4% | 3.6% | 94.4% | 3,021 |
| RACE | CAUCASIAN | 1.2% | 0.8% | 0.5% | 4.3% | 93.1% | 4,312 |
| | AFRICAN AMERICAN | 1.9% | 0.5% | 0.5% | 3.3% | 94.0% | 215 |
| | OTHER | 1.8% | 0.6% | - | 1.8% | 95.8% | 165 |
| HISPANIC/LATINO | YES | 1.9% | 1.9% | - | 1.9% | 94.2% | 52 |
| | NO | 1.2% | 0.8% | 0.5% | 4.2% | 93.2% | 4,665 |
| MARITAL STATUS | SINGLE | 2.4% | 0.6% | 0.4% | 6.0% | 90.6% | 468 |
| | MARRIED | 0.8% | 0.8% | 0.5% | 4.2% | 93.7% | 3,444 |
| | OTHER | 2.1% | 0.9% | 0.6% | 3.4% | 93.0% | 795 |
| RESIDENTIAL LOCATION | URBAN | 0.9% | 0.8% | 0.5% | 3.4% | 94.5% | 649 |
| | SUBURBAN | 1.4% | 0.8% | 0.7% | 4.5% | 92.7% | 1,958 |
| | RURAL | 1.3% | 0.9% | 0.4% | 4.1% | 93.3% | 2,121 |
| DRIVING AREA | URBAN | 1.5% | 0.7% | 0.4% | 3.7% | 93.7% | 1,348 |
| | SUBURBAN | 1.0% | 0.8% | 0.5% | 4.8% | 92.9% | 1,599 |
| | RURAL | 1.4% | 0.9% | 0.6% | 4.0% | 93.0% | 1,730 |
| VEHICLE TYPE | AUTOMOBILE | 1.4% | 0.8% | 0.4% | 4.7% | 92.7% | 2,478 |
| | VAN/MINI VAN | 0.9% | 0.5% | 0.7% | 4.7% | 93.2% | 572 |
| | PICKUP TRUCK | 1.8% | 1.0% | 0.8% | 3.5% | 92.8% | 595 |
| | SUV | 1.0% | 1.1% | 0.4% | 2.9% | 94.7% | 1,044 |
| | OTHER | - | - | - | 6.5% | 93.5% | 46 |

TABLE A6.14: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING

| | | NO, DEFINITELY | NO, PROBABLY | UNSURE | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|--------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 11.2% | 18.2% | 19.7% | 20.9% | 30.1% | 4,735 | 3.404 |
| SURVEY | SURVEY 1 | 8.8% | 18.4% | 18.7% | 23.3% | 30.7% | 1,393 | 3.487 |
| | SURVEY 2 | 11.2% | 17.0% | 19.7% | 20.6% | 31.4% | 1,109 | 3.440 |
| | SURVEY 3 | 12.2% | 18.1% | 20.9% | 18.9% | 29.9% | 1,110 | 3.363 |
| | SURVEY 4 | 13.1% | 19.1% | 19.8% | 19.9% | 28.0% | 1,123 | 3.307 |
| OSP DISTRICT | FINDLAY DISTRICT | 11.6% | 18.1% | 18.6% | 21.4% | 30.4% | 576 | 3.408 |
| | BUCYRUS DISTRICT | 10.5% | 17.3% | 21.6% | 23.6% | 27.0% | 601 | 3.393 |
| | CLEVELAND DISTRICT | 8.4% | 15.9% | 17.9% | 21.8% | 35.9% | 546 | 3.608 |
| | PIQUA DISTRICT | 11.7% | 24.2% | 16.9% | 21.1% | 26.0% | 596 | 3.255 |
| | COLUMBUS DISTRICT | 17.8% | 18.1% | 20.3% | 17.6% | 26.2% | 602 | 3.164 |
| | CAMBRIDGE DISTRICT | 9.8% | 14.2% | 17.4% | 23.1% | 35.5% | 620 | 3.602 |
| | WILMINGTON DISTRICT | 11.8% | 22.5% | 21.6% | 15.5% | 28.6% | 612 | 3.266 |
| JACKSON DISTRICT | 7.4% | 15.1% | 23.2% | 23.0% | 31.3% | 582 | 3.557 | |
| AGE | 25 AND YOUNGER | 5.9% | 4.9% | 9.8% | 28.4% | 51.0% | 102 | 4.137 |
| | 26 - 30 YEARS OLD | 7.9% | 17.1% | 18.4% | 17.1% | 39.5% | 76 | 3.632 |
| | 31 - 35 YEARS OLD | 9.2% | 17.4% | 20.7% | 20.7% | 32.1% | 184 | 3.489 |
| | 36 - 40 YEARS OLD | 9.2% | 18.0% | 15.5% | 21.5% | 35.9% | 284 | 3.570 |
| | 41 - 45 YEARS OLD | 12.6% | 19.4% | 15.8% | 20.7% | 31.5% | 444 | 3.392 |
| | 46 - 50 YEARS OLD | 13.3% | 20.1% | 19.1% | 19.6% | 27.9% | 648 | 3.289 |
| | 51 - 55 YEARS OLD | 11.2% | 17.9% | 19.3% | 22.0% | 29.5% | 972 | 3.407 |
| | 56 - 60 YEARS OLD | 12.2% | 18.4% | 20.9% | 19.6% | 28.9% | 526 | 3.346 |
| 61 AND OLDER | 10.5% | 18.5% | 22.3% | 20.9% | 27.8% | 1,477 | 3.370 | |
| SEX | MALE | 13.7% | 18.8% | 19.9% | 18.6% | 29.0% | 1,719 | 3.304 |
| | FEMALE | 9.7% | 17.8% | 19.6% | 22.1% | 30.7% | 3,016 | 3.462 |
| RACE | CAUCASIAN | 11.2% | 18.6% | 19.8% | 20.6% | 29.8% | 4,305 | 3.393 |
| | AFRICAN AMERICAN | 10.2% | 12.1% | 17.2% | 25.1% | 35.3% | 215 | 3.633 |
| | OTHER | 11.5% | 15.8% | 19.4% | 20.0% | 33.3% | 165 | 3.479 |
| HISPANIC/ LATINO | YES | 3.8% | 19.2% | 15.4% | 25.0% | 36.5% | 52 | 3.712 |
| | NO | 11.2% | 18.2% | 19.8% | 20.8% | 30.0% | 4,658 | 3.402 |
| MARITAL STATUS | SINGLE | 8.7% | 14.7% | 19.4% | 18.7% | 38.5% | 470 | 3.636 |
| | MARRIED | 12.3% | 19.5% | 19.2% | 20.6% | 28.5% | 3,440 | 3.336 |
| | OTHER | 7.3% | 15.2% | 22.5% | 23.5% | 31.4% | 790 | 3.565 |
| RESIDENTIAL LOCATION | URBAN | 9.9% | 17.6% | 21.3% | 20.0% | 31.3% | 649 | 3.453 |
| | SUBURBAN | 12.7% | 20.8% | 18.4% | 20.1% | 27.9% | 1,953 | 3.296 |
| | RURAL | 10.1% | 16.1% | 20.2% | 21.7% | 31.8% | 2,119 | 3.489 |
| DRIVING AREA | URBAN | 11.3% | 17.6% | 20.3% | 20.6% | 30.2% | 1,349 | 3.410 |
| | SUBURBAN | 12.4% | 20.6% | 19.2% | 18.7% | 29.0% | 1,595 | 3.312 |
| | RURAL | 10.0% | 16.3% | 19.7% | 22.8% | 31.1% | 1,726 | 3.487 |
| VEHICLE TYPE | AUTOMOBILE | 11.6% | 17.3% | 21.0% | 19.9% | 30.2% | 2,472 | 3.398 |
| | VAN/MINI VAN | 11.5% | 18.9% | 18.5% | 21.2% | 29.9% | 572 | 3.390 |
| | PICKUP TRUCK | 9.9% | 19.7% | 17.7% | 21.9% | 30.7% | 593 | 3.437 |
| | SUV | 11.0% | 19.1% | 18.6% | 22.6% | 28.7% | 1,045 | 3.389 |
| | OTHER | 6.5% | 15.2% | 19.6% | 17.4% | 41.3% | 46 | 3.717 |

TABLE A6.15: RECEIVED A TICKET OR WARNING FOR CELL PHONE USE WHILE DRIVING

| | | TICKET – TALKING | WARNING – TALKING | TICKET – TEXTING | WARNING – TEXTING | No | TOTAL |
|----------------------|---------------------|------------------|-------------------|------------------|-------------------|--------|-------|
| ALL RESPONDENTS | | 0.3% | 0.1% | 0.0% | 0.2% | 99.5% | 4,750 |
| SURVEY | SURVEY 1 | 0.6% | - | 0.1% | 0.1% | 99.2% | 1,397 |
| | SURVEY 2 | 0.2% | 0.2% | - | 0.1% | 99.6% | 1,114 |
| | SURVEY 3 | 0.2% | 0.1% | - | 0.1% | 99.6% | 1,111 |
| | SURVEY 4 | 0.1% | - | - | 0.4% | 99.6% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.2% | 0.2% | - | - | 99.7% | 576 |
| | BUCYRUS DISTRICT | 0.2% | - | - | 0.2% | 99.7% | 603 |
| | CLEVELAND DISTRICT | 0.7% | 0.2% | - | 0.4% | 98.7% | 547 |
| | PIQUA DISTRICT | - | - | - | 0.2% | 99.8% | 598 |
| | COLUMBUS DISTRICT | 0.7% | - | - | - | 99.3% | 605 |
| | CAMBRIDGE DISTRICT | 0.2% | - | - | 0.3% | 99.5% | 625 |
| | WILMINGTON DISTRICT | 0.3% | 0.2% | - | 0.2% | 99.3% | 615 |
| | JACKSON DISTRICT | - | - | 0.2% | 0.2% | 99.7% | 581 |
| AGE | 25 AND YOUNGER | 1.0% | - | 1.0% | - | 98.0% | 102 |
| | 26 - 30 YEARS OLD | - | 1.3% | - | - | 98.7% | 76 |
| | 31 - 35 YEARS OLD | - | - | - | - | 100.0% | 184 |
| | 36 - 40 YEARS OLD | 1.1% | - | - | 0.4% | 98.6% | 283 |
| | 41 - 45 YEARS OLD | - | - | - | 0.5% | 99.5% | 444 |
| | 46 - 50 YEARS OLD | 0.2% | - | - | 0.6% | 99.2% | 649 |
| | 51 - 55 YEARS OLD | 0.2% | 0.1% | - | - | 99.7% | 974 |
| | 56 - 60 YEARS OLD | 0.4% | 0.2% | - | - | 99.4% | 529 |
| | 61 AND OLDER | 0.3% | - | - | 0.1% | 99.7% | 1,486 |
| SEX | MALE | 0.2% | 0.1% | - | 0.2% | 99.5% | 1,723 |
| | FEMALE | 0.3% | 0.0% | 0.0% | 0.2% | 99.5% | 3,027 |
| RACE | CAUCASIAN | 0.3% | 0.1% | 0.0% | 0.2% | 99.5% | 4,320 |
| | AFRICAN AMERICAN | 0.5% | - | - | - | 99.5% | 215 |
| | OTHER | 0.6% | - | - | 0.6% | 98.8% | 165 |
| HISPANIC/LATINO | YES | - | - | - | - | 100.0% | 52 |
| | NO | 0.3% | 0.1% | 0.0% | 0.2% | 99.5% | 4,673 |
| MARITAL STATUS | SINGLE | 0.2% | 0.2% | 0.2% | 0.2% | 99.1% | 470 |
| | MARRIED | 0.3% | 0.1% | - | 0.1% | 99.5% | 3,446 |
| | OTHER | 0.3% | - | - | 0.3% | 99.5% | 799 |
| RESIDENTIAL LOCATION | URBAN | 0.3% | - | - | - | 99.7% | 651 |
| | SUBURBAN | 0.4% | 0.1% | - | 0.2% | 99.4% | 1,959 |
| | RURAL | 0.2% | 0.1% | 0.0% | 0.2% | 99.5% | 2,126 |
| DRIVING AREA | URBAN | 0.4% | 0.1% | 0.1% | 0.2% | 99.3% | 1,352 |
| | SUBURBAN | 0.4% | - | - | 0.1% | 99.5% | 1,601 |
| | RURAL | 0.1% | 0.1% | - | 0.2% | 99.7% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 0.4% | 0.0% | 0.0% | 0.3% | 99.3% | 2,485 |
| | VAN/MINI VAN | 0.2% | 0.2% | - | 0.2% | 99.5% | 571 |
| | PICKUP TRUCK | 0.2% | - | - | - | 99.8% | 595 |
| | SUV | 0.2% | 0.1% | - | - | 99.7% | 1,046 |
| | OTHER | - | - | - | - | 100.0% | 46 |

TABLE A6.16: WHEN WARNING RECEIVED FOR TALKING ON A CELL PHONE WHILE DRIVING

| | | DAYS AGO | WEEKS AGO | MONTHS AGO | YEARS AGO | TOTAL |
|----------------------|---------------------|----------|-----------|------------|-----------|-------|
| ALL RESPONDENTS | | - | - | - | 100.0% | 3 |
| SURVEY | SURVEY 1 | - | - | - | - | - |
| | SURVEY 2 | - | - | - | 100.0% | 2 |
| | SURVEY 3 | - | - | - | 100.0% | 1 |
| | SURVEY 4 | - | - | - | - | - |
| OSP DISTRICT | FINDLAY DISTRICT | - | - | - | 100.0% | 1 |
| | BUCYRUS DISTRICT | - | - | - | - | - |
| | CLEVELAND DISTRICT | - | - | - | 100.0% | 1 |
| | PIQUA DISTRICT | - | - | - | - | - |
| | COLUMBUS DISTRICT | - | - | - | - | - |
| | CAMBRIDGE DISTRICT | - | - | - | - | - |
| | WILMINGTON DISTRICT | - | - | - | 100.0% | 1 |
| | JACKSON DISTRICT | - | - | - | - | - |
| AGE | 25 AND YOUNGER | - | - | - | - | - |
| | 26 - 30 YEARS OLD | - | - | - | 100.0% | 1 |
| | 31 - 35 YEARS OLD | - | - | - | - | - |
| | 36 - 40 YEARS OLD | - | - | - | - | - |
| | 41 - 45 YEARS OLD | - | - | - | - | - |
| | 46 - 50 YEARS OLD | - | - | - | - | - |
| | 51 - 55 YEARS OLD | - | - | - | 100.0% | 1 |
| | 56 - 60 YEARS OLD | - | - | - | 100.0% | 1 |
| | 61 AND OLDER | - | - | - | - | - |
| SEX | MALE | - | - | - | 100.0% | 2 |
| | FEMALE | - | - | - | 100.0% | 1 |
| RACE | CAUCASIAN | - | - | - | 100.0% | 3 |
| | AFRICAN AMERICAN | - | - | - | - | - |
| | OTHER | - | - | - | - | - |
| HISPANIC/ LATINO | YES | - | - | - | - | - |
| | NO | - | - | - | 100.0% | 3 |
| MARITAL STATUS | SINGLE | - | - | - | 100.0% | 1 |
| | MARRIED | - | - | - | 100.0% | 2 |
| | OTHER | - | - | - | - | - |
| RESIDENTIAL LOCATION | URBAN | - | - | - | - | - |
| | SUBURBAN | - | - | - | 100.0% | 1 |
| | RURAL | - | - | - | 100.0% | 2 |
| DRIVING AREA | URBAN | - | - | - | 100.0% | 1 |
| | SUBURBAN | - | - | - | - | - |
| | RURAL | - | - | - | 100.0% | 1 |
| VEHICLE TYPE | AUTOMOBILE | - | - | - | 100.0% | 1 |
| | VAN/MINI VAN | - | - | - | 100.0% | 1 |
| | PICKUP TRUCK | - | - | - | - | - |
| | SUV | - | - | - | 100.0% | 1 |
| | OTHER | - | - | - | - | - |

TABLE A6.17: WHEN TICKET RECEIVED FOR TALKING ON A CELL PHONE WHILE DRIVING

| | | DAYS AGO | WEEKS AGO | MONTHS AGO | YEARS AGO | TOTAL |
|----------------------|---------------------|----------|-----------|------------|-----------|-------|
| ALL RESPONDENTS | | 11.1% | 11.1% | 22.2% | 55.6% | 9 |
| SURVEY | SURVEY 1 | 16.7% | - | 33.3% | 50.0% | 6 |
| | SURVEY 2 | - | - | - | 100.0% | 1 |
| | SURVEY 3 | - | 50.0% | - | 50.0% | 2 |
| | SURVEY 4 | - | - | - | - | - |
| OSP DISTRICT | FINDLAY DISTRICT | - | - | - | 100.0% | 1 |
| | BUCYRUS DISTRICT | - | - | - | 100.0% | 1 |
| | CLEVELAND DISTRICT | - | - | 66.7% | 33.3% | 3 |
| | PIQUA DISTRICT | - | - | - | - | - |
| | COLUMBUS DISTRICT | - | 50.0% | - | 50.0% | 2 |
| | CAMBRIDGE DISTRICT | - | - | - | 100.0% | 1 |
| | WILMINGTON DISTRICT | 100.0% | - | - | - | 1 |
| JACKSON DISTRICT | - | - | - | - | - | |
| AGE | 25 AND YOUNGER | - | - | - | 100.0% | 1 |
| | 26 - 30 YEARS OLD | - | - | - | - | - |
| | 31 - 35 YEARS OLD | - | - | - | - | - |
| | 36 - 40 YEARS OLD | - | - | 100.0% | - | 1 |
| | 41 - 45 YEARS OLD | - | - | - | - | - |
| | 46 - 50 YEARS OLD | 100.0% | - | - | - | 1 |
| | 51 - 55 YEARS OLD | - | - | 50.0% | 50.0% | 2 |
| | 56 - 60 YEARS OLD | - | - | - | 100.0% | 2 |
| 61 AND OLDER | - | 50.0% | - | 50.0% | 2 | |
| SEX | MALE | 33.3% | - | - | 66.7% | 3 |
| | FEMALE | - | 16.7% | 33.3% | 50.0% | 6 |
| RACE | CAUCASIAN | 14.3% | 14.3% | 28.6% | 42.9% | 7 |
| | AFRICAN AMERICAN | - | - | - | 100.0% | 1 |
| | OTHER | - | - | - | 100.0% | 1 |
| HISPANIC/ LATINO | YES | - | - | - | - | - |
| | NO | 11.1% | 11.1% | 22.2% | 55.6% | 9 |
| MARITAL STATUS | SINGLE | - | - | - | 100.0% | 1 |
| | MARRIED | 14.3% | - | 28.6% | 57.1% | 7 |
| | OTHER | - | 100.0% | - | - | 1 |
| RESIDENTIAL LOCATION | URBAN | - | - | 50.0% | 50.0% | 2 |
| | SUBURBAN | 20.0% | 20.0% | 20.0% | 40.0% | 5 |
| | RURAL | - | - | - | 100.0% | 2 |
| DRIVING AREA | URBAN | - | - | 50.0% | 50.0% | 4 |
| | SUBURBAN | 25.0% | - | - | 75.0% | 4 |
| | RURAL | - | 100.0% | - | - | 1 |
| VEHICLE TYPE | AUTOMOBILE | 16.7% | 16.7% | 16.7% | 50.0% | 6 |
| | VAN/MINI VAN | - | - | - | 100.0% | 1 |
| | PICKUP TRUCK | - | - | - | 100.0% | 1 |
| | SUV | - | - | 100.0% | - | 1 |
| | OTHER | - | - | - | - | - |

TABLE A6.18: WHEN WARNING RECEIVED FOR TEXTING ON A CELL PHONE WHILE DRIVING

| | | DAYS AGO | WEEKS AGO | MONTHS AGO | YEARS AGO | TOTAL |
|----------------------|---------------------|----------|-----------|------------|-----------|-------|
| ALL RESPONDENTS | | - | - | 37.5% | 62.5% | 8 |
| SURVEY | SURVEY 1 | - | - | 50.0% | 50.0% | 2 |
| | SURVEY 2 | - | - | - | 100.0% | 1 |
| | SURVEY 3 | - | - | 100.0% | - | 1 |
| | SURVEY 4 | - | - | 25.0% | 75.0% | 4 |
| OSP DISTRICT | FINDLAY DISTRICT | - | - | - | - | - |
| | BUCYRUS DISTRICT | - | - | - | 100.0% | 1 |
| | CLEVELAND DISTRICT | - | - | 50.0% | 50.0% | 2 |
| | PIQUA DISTRICT | - | - | 100.0% | - | 1 |
| | COLUMBUS DISTRICT | - | - | - | - | - |
| | CAMBRIDGE DISTRICT | - | - | 50.0% | 50.0% | 2 |
| | WILMINGTON DISTRICT | - | - | - | 100.0% | 1 |
| | JACKSON DISTRICT | - | - | - | 100.0% | 1 |
| AGE | 25 AND YOUNGER | - | - | - | - | - |
| | 26 - 30 YEARS OLD | - | - | - | - | - |
| | 31 - 35 YEARS OLD | - | - | - | - | - |
| | 36 - 40 YEARS OLD | - | - | 100.0% | - | 1 |
| | 41 - 45 YEARS OLD | - | - | 50.0% | 50.0% | 2 |
| | 46 - 50 YEARS OLD | - | - | 25.0% | 75.0% | 4 |
| | 51 - 55 YEARS OLD | - | - | - | - | - |
| | 56 - 60 YEARS OLD | - | - | - | - | - |
| | 61 AND OLDER | - | - | - | 100.0% | 1 |
| SEX | MALE | - | - | - | 100.0% | 3 |
| | FEMALE | - | - | 60.0% | 40.0% | 5 |
| RACE | CAUCASIAN | - | - | 28.6% | 71.4% | 7 |
| | AFRICAN AMERICAN | - | - | - | - | - |
| | OTHER | - | - | 100.0% | - | 1 |
| HISPANIC/ LATINO | YES | - | - | - | - | - |
| | NO | - | - | 37.5% | 62.5% | 8 |
| MARITAL STATUS | SINGLE | - | - | - | 100.0% | 1 |
| | MARRIED | - | - | 60.0% | 40.0% | 5 |
| | OTHER | - | - | - | 100.0% | 2 |
| RESIDENTIAL LOCATION | URBAN | - | - | - | - | - |
| | SUBURBAN | - | - | 50.0% | 50.0% | 4 |
| | RURAL | - | - | 25.0% | 75.0% | 4 |
| DRIVING AREA | URBAN | - | - | 33.3% | 66.7% | 3 |
| | SUBURBAN | - | - | 50.0% | 50.0% | 2 |
| | RURAL | - | - | 33.3% | 66.7% | 3 |
| VEHICLE TYPE | AUTOMOBILE | - | - | 42.9% | 57.1% | 7 |
| | VAN/MINI VAN | - | - | - | 100.0% | 1 |
| | PICKUP TRUCK | - | - | - | - | - |
| | SUV | - | - | - | - | - |
| | OTHER | - | - | - | - | - |

TABLE A6.19: WHEN TICKET RECEIVED FOR TEXTING ON A CELL PHONE WHILE DRIVING

| | | DAYS AGO | WEEKS AGO | MONTHS AGO | YEARS AGO | TOTAL |
|----------------------|---------------------|----------|-----------|------------|-----------|-------|
| ALL RESPONDENTS | | - | - | 100.0% | - | 1 |
| SURVEY | SURVEY 1 | - | - | 100.0% | - | 1 |
| | SURVEY 2 | - | - | - | - | - |
| | SURVEY 3 | - | - | - | - | - |
| | SURVEY 4 | - | - | - | - | - |
| OSP DISTRICT | FINDLAY DISTRICT | - | - | - | - | - |
| | BUCYRUS DISTRICT | - | - | - | - | - |
| | CLEVELAND DISTRICT | - | - | - | - | - |
| | PIQUA DISTRICT | - | - | - | - | - |
| | COLUMBUS DISTRICT | - | - | - | - | - |
| | CAMBRIDGE DISTRICT | - | - | - | - | - |
| | WILMINGTON DISTRICT | - | - | - | - | - |
| | JACKSON DISTRICT | - | - | 100.0% | - | 1 |
| AGE | 25 AND YOUNGER | - | - | 100.0% | - | 1 |
| | 26 - 30 YEARS OLD | - | - | - | - | - |
| | 31 - 35 YEARS OLD | - | - | - | - | - |
| | 36 - 40 YEARS OLD | - | - | - | - | - |
| | 41 - 45 YEARS OLD | - | - | - | - | - |
| | 46 - 50 YEARS OLD | - | - | - | - | - |
| | 51 - 55 YEARS OLD | - | - | - | - | - |
| | 56 - 60 YEARS OLD | - | - | - | - | - |
| | 61 AND OLDER | - | - | - | - | - |
| SEX | MALE | - | - | - | - | - |
| | FEMALE | - | - | 100.0% | - | 1 |
| RACE | CAUCASIAN | - | - | 100.0% | - | 1 |
| | AFRICAN AMERICAN | - | - | - | - | - |
| | OTHER | - | - | - | - | - |
| HISPANIC/LATINO | YES | - | - | - | - | - |
| | NO | - | - | 100.0% | - | 1 |
| MARITAL STATUS | SINGLE | - | - | 100.0% | - | 1 |
| | MARRIED | - | - | - | - | - |
| | OTHER | - | - | - | - | - |
| RESIDENTIAL LOCATION | URBAN | - | - | - | - | - |
| | SUBURBAN | - | - | - | - | - |
| | RURAL | - | - | 100.0% | - | 1 |
| DRIVING AREA | URBAN | - | - | 100.0% | - | 1 |
| | SUBURBAN | - | - | - | - | - |
| | RURAL | - | - | - | - | - |
| VEHICLE TYPE | AUTOMOBILE | - | - | 100.0% | - | 1 |
| | VAN/MINI VAN | - | - | - | - | - |
| | PICKUP TRUCK | - | - | - | - | - |
| | SUV | - | - | - | - | - |
| | OTHER | - | - | - | - | - |

TABLE A6.20: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE”

| | | NO, DEFINITELY NOT | NO, PROBABLY NOT | UNSURE | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-----------------------|---------------------|--------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 7.4% | 6.2% | 1.6% | 6.4% | 78.4% | 4,750 | 4.421 |
| SURVEY | SURVEY 1 | 10.1% | 7.3% | 1.8% | 7.3% | 73.5% | 1,398 | 4.269 |
| | SURVEY 2 | 6.6% | 6.6% | 1.3% | 6.6% | 78.9% | 1,114 | 4.446 |
| | SURVEY 3 | 6.4% | 5.4% | 1.8% | 5.8% | 80.6% | 1,111 | 4.489 |
| | SURVEY 4 | 5.9% | 5.3% | 1.3% | 5.8% | 81.6% | 1,127 | 4.518 |
| OSP DISTRICT | FINDLAY DISTRICT | 6.4% | 5.2% | 1.4% | 5.4% | 81.6% | 576 | 4.505 |
| | BUCYRUS DISTRICT | 7.0% | 5.1% | 1.5% | 6.0% | 80.4% | 603 | 4.478 |
| | CLEVELAND DISTRICT | 7.9% | 5.3% | 1.1% | 5.9% | 79.9% | 547 | 4.446 |
| | PIQUA DISTRICT | 7.9% | 6.9% | 1.8% | 4.2% | 79.3% | 598 | 4.401 |
| | COLUMBUS DISTRICT | 8.4% | 5.6% | 2.3% | 6.4% | 77.2% | 605 | 4.383 |
| | CAMBRIDGE DISTRICT | 5.0% | 5.4% | 1.0% | 7.2% | 81.4% | 625 | 4.547 |
| | WILMINGTON DISTRICT | 7.7% | 8.0% | 2.0% | 8.6% | 73.8% | 614 | 4.329 |
| | JACKSON DISTRICT | 9.5% | 8.1% | 1.4% | 7.6% | 73.5% | 582 | 4.277 |
| AGE | 25 AND YOUNGER | 6.9% | 9.8% | - | 3.9% | 79.4% | 102 | 4.392 |
| | 26 - 30 YEARS OLD | 5.3% | 4.0% | 1.3% | 5.3% | 84.0% | 75 | 4.587 |
| | 31 - 35 YEARS OLD | 3.8% | 3.8% | - | 6.0% | 86.4% | 184 | 4.674 |
| | 36 - 40 YEARS OLD | 6.0% | 4.9% | 0.7% | 6.4% | 82.0% | 283 | 4.534 |
| | 41 - 45 YEARS OLD | 5.6% | 5.6% | 1.1% | 3.4% | 84.2% | 444 | 4.550 |
| | 46 - 50 YEARS OLD | 6.6% | 5.4% | 1.2% | 4.8% | 82.0% | 649 | 4.501 |
| | 51 - 55 YEARS OLD | 5.2% | 5.4% | 1.1% | 6.0% | 82.2% | 974 | 4.545 |
| | 56 - 60 YEARS OLD | 6.4% | 5.9% | 1.9% | 7.0% | 78.8% | 529 | 4.459 |
| | 61 AND OLDER | 10.9% | 7.9% | 2.5% | 8.3% | 70.4% | 1,487 | 4.195 |
| SEX | MALE | 8.5% | 6.8% | 1.7% | 6.3% | 76.8% | 1,724 | 4.361 |
| | FEMALE | 6.8% | 5.9% | 1.5% | 6.5% | 79.3% | 3,026 | 4.455 |
| RACE | CAUCASIAN | 7.2% | 6.4% | 1.6% | 6.3% | 78.6% | 4,320 | 4.428 |
| | AFRICAN AMERICAN | 10.2% | 4.2% | 1.9% | 7.0% | 76.7% | 215 | 4.358 |
| | OTHER | 9.1% | 2.4% | 0.6% | 7.3% | 80.6% | 165 | 4.479 |
| HISPANIC/ LATINO | YES | 7.7% | 3.8% | 1.9% | 7.7% | 78.8% | 52 | 4.462 |
| | NO | 7.4% | 6.2% | 1.6% | 6.4% | 78.5% | 4,673 | 4.424 |
| MARITAL STATUS | SINGLE | 6.4% | 5.8% | 0.9% | 6.6% | 80.4% | 469 | 4.488 |
| | MARRIED | 6.7% | 5.8% | 1.8% | 6.1% | 79.6% | 3,448 | 4.461 |
| | OTHER | 10.7% | 8.3% | 1.0% | 7.5% | 72.6% | 798 | 4.231 |
| RESIDENTIAL LOCATION | URBAN | 7.7% | 5.5% | 1.5% | 6.6% | 78.6% | 651 | 4.430 |
| | SUBURBAN | 8.3% | 6.7% | 1.7% | 6.4% | 76.8% | 1,961 | 4.368 |
| | RURAL | 6.5% | 6.0% | 1.4% | 6.4% | 79.7% | 2,124 | 4.467 |
| DRIVING AREA | URBAN | 7.5% | 6.6% | 1.5% | 7.2% | 77.3% | 1,352 | 4.402 |
| | SUBURBAN | 8.4% | 6.5% | 2.2% | 6.4% | 76.5% | 1,602 | 4.362 |
| | RURAL | 6.6% | 5.8% | 1.0% | 6.0% | 80.7% | 1,731 | 4.484 |
| VEHICLE TYPE | AUTOMOBILE | 8.9% | 7.0% | 1.6% | 7.0% | 75.5% | 2,484 | 4.333 |
| | VAN/MINI VAN | 7.0% | 5.8% | 1.9% | 6.1% | 79.2% | 573 | 4.449 |
| | PICKUP TRUCK | 6.4% | 5.2% | 1.3% | 4.7% | 82.4% | 595 | 4.514 |
| | SUV | 5.0% | 5.3% | 1.4% | 6.2% | 82.1% | 1,045 | 4.552 |
| | OTHER | 2.2% | 6.5% | - | 4.3% | 87.0% | 46 | 4.674 |

TABLE A6.21: FREQUENCY OF ADJUSTING THE RADIO/CD PLAYER/MP3 PLAYER WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 12.4% | 12.3% | 30.7% | 28.7% | 15.9% | 4,745 | 3.235 |
| SURVEY | SURVEY 1 | 14.8% | 12.4% | 30.6% | 25.7% | 16.4% | 1,394 | 3.164 |
| | SURVEY 2 | 12.1% | 13.5% | 28.6% | 29.1% | 16.7% | 1,114 | 3.248 |
| | SURVEY 3 | 11.5% | 12.1% | 33.0% | 31.0% | 12.4% | 1,110 | 3.207 |
| | SURVEY 4 | 10.5% | 11.2% | 30.4% | 30.0% | 17.9% | 1,127 | 3.337 |
| OSP DISTRICT | FINDLAY DISTRICT | 14.6% | 12.7% | 32.0% | 27.5% | 13.2% | 575 | 3.120 |
| | BUCYRUS DISTRICT | 9.8% | 9.5% | 31.1% | 31.7% | 17.9% | 602 | 3.385 |
| | CLEVELAND DISTRICT | 12.6% | 14.1% | 31.0% | 26.7% | 15.6% | 546 | 3.185 |
| | PIQUA DISTRICT | 11.6% | 12.7% | 31.5% | 28.1% | 16.1% | 597 | 3.245 |
| | COLUMBUS DISTRICT | 12.4% | 14.2% | 30.2% | 29.5% | 13.7% | 606 | 3.180 |
| | CAMBRIDGE DISTRICT | 11.5% | 10.7% | 27.6% | 30.8% | 19.4% | 624 | 3.357 |
| | WILMINGTON DISTRICT | 16.6% | 13.2% | 32.8% | 23.7% | 13.7% | 615 | 3.047 |
| | JACKSON DISTRICT | 10.0% | 11.4% | 29.3% | 31.7% | 17.6% | 580 | 3.355 |
| AGE | 25 AND YOUNGER | 34.3% | 20.6% | 20.6% | 16.7% | 7.8% | 102 | 2.431 |
| | 26 - 30 YEARS OLD | 32.9% | 11.8% | 25.0% | 25.0% | 5.3% | 76 | 2.579 |
| | 31 - 35 YEARS OLD | 18.0% | 15.3% | 38.8% | 22.4% | 5.5% | 183 | 2.820 |
| | 36 - 40 YEARS OLD | 24.0% | 16.6% | 33.2% | 19.1% | 7.1% | 283 | 2.686 |
| | 41 - 45 YEARS OLD | 20.3% | 18.2% | 34.0% | 21.6% | 5.9% | 444 | 2.745 |
| | 46 - 50 YEARS OLD | 15.1% | 15.3% | 32.7% | 26.9% | 10.0% | 648 | 3.014 |
| | 51 - 55 YEARS OLD | 11.6% | 13.4% | 31.3% | 31.1% | 12.5% | 973 | 3.196 |
| | 56 - 60 YEARS OLD | 10.0% | 12.3% | 30.3% | 29.9% | 17.4% | 528 | 3.324 |
| | 61 AND OLDER | 4.6% | 6.7% | 28.1% | 33.5% | 27.1% | 1,485 | 3.718 |
| SEX | MALE | 15.6% | 13.7% | 30.9% | 27.3% | 12.5% | 1,721 | 3.073 |
| | FEMALE | 10.5% | 11.5% | 30.5% | 29.6% | 17.9% | 3,024 | 3.327 |
| RACE | CAUCASIAN | 12.3% | 12.7% | 31.2% | 28.6% | 15.1% | 4,317 | 3.214 |
| | AFRICAN AMERICAN | 13.5% | 9.3% | 23.7% | 27.9% | 25.6% | 215 | 3.428 |
| | OTHER | 12.1% | 6.1% | 26.7% | 31.5% | 23.6% | 165 | 3.485 |
| HISPANIC/ LATINO | YES | 11.5% | 7.7% | 28.8% | 26.9% | 25.0% | 52 | 3.462 |
| | NO | 12.4% | 12.3% | 30.6% | 28.8% | 15.9% | 4,670 | 3.233 |
| MARITAL STATUS | SINGLE | 18.6% | 13.6% | 25.6% | 26.7% | 15.6% | 469 | 3.070 |
| | MARRIED | 12.8% | 13.3% | 33.2% | 28.3% | 12.5% | 3,446 | 3.144 |
| | OTHER | 6.6% | 7.5% | 23.3% | 32.0% | 30.5% | 797 | 3.721 |
| RESIDENTIAL LOCATION | URBAN | 11.5% | 11.1% | 26.4% | 32.3% | 18.7% | 651 | 3.356 |
| | SUBURBAN | 13.4% | 13.5% | 31.2% | 27.8% | 14.2% | 1,961 | 3.161 |
| | RURAL | 11.7% | 11.6% | 31.6% | 28.4% | 16.7% | 2,120 | 3.267 |
| DRIVING AREA | URBAN | 12.6% | 12.7% | 27.5% | 29.5% | 17.7% | 1,352 | 3.270 |
| | SUBURBAN | 12.9% | 13.5% | 32.0% | 27.3% | 14.3% | 1,602 | 3.166 |
| | RURAL | 11.9% | 11.1% | 32.1% | 29.7% | 15.3% | 1,728 | 3.256 |
| VEHICLE TYPE | AUTOMOBILE | 12.4% | 12.6% | 28.7% | 28.8% | 17.5% | 2,482 | 3.263 |
| | VAN/MINI VAN | 12.0% | 14.0% | 33.7% | 27.9% | 12.4% | 573 | 3.147 |
| | PICKUP TRUCK | 13.6% | 9.8% | 29.5% | 30.1% | 17.0% | 594 | 3.271 |
| | SUV | 12.0% | 12.2% | 34.4% | 28.6% | 12.7% | 1,045 | 3.179 |
| | OTHER | 11.1% | 8.9% | 28.9% | 24.4% | 26.7% | 45 | 3.467 |

TABLE A6.22: FREQUENCY OF CHECKING SOCIAL MEDIA WEBSITES WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|--------|-------|---------|
| ALL RESPONDENTS | | 0.1% | 0.2% | 1.1% | 1.9% | 96.7% | 4,749 | 4.947 |
| SURVEY | SURVEY 1 | 0.2% | 0.4% | 1.4% | 1.6% | 96.3% | 1,396 | 4.935 |
| | SURVEY 2 | 0.1% | 0.1% | 1.0% | 2.0% | 96.9% | 1,115 | 4.954 |
| | SURVEY 3 | 0.1% | 0.3% | 0.9% | 1.4% | 97.4% | 1,111 | 4.957 |
| | SURVEY 4 | 0.2% | - | 0.9% | 2.8% | 96.1% | 1,127 | 4.947 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.2% | 0.3% | 0.9% | 1.6% | 97.0% | 575 | 4.950 |
| | BUCYRUS DISTRICT | 0.3% | 0.3% | 0.7% | 2.7% | 96.0% | 603 | 4.937 |
| | CLEVELAND DISTRICT | 0.2% | 0.2% | 0.9% | 1.3% | 97.4% | 547 | 4.956 |
| | PIQUA DISTRICT | 0.2% | - | 1.0% | 1.5% | 97.3% | 597 | 4.958 |
| | COLUMBUS DISTRICT | - | 0.3% | 0.5% | 2.5% | 96.7% | 606 | 4.955 |
| | CAMBRIDGE DISTRICT | 0.2% | - | 0.8% | 1.8% | 97.3% | 624 | 4.960 |
| | WILMINGTON DISTRICT | 0.2% | 0.3% | 1.6% | 1.5% | 96.4% | 615 | 4.937 |
| | JACKSON DISTRICT | - | 0.2% | 2.1% | 2.7% | 95.0% | 582 | 4.926 |
| AGE | 25 AND YOUNGER | 1.0% | - | 6.9% | 5.9% | 86.3% | 102 | 4.765 |
| | 26 - 30 YEARS OLD | - | - | 1.3% | 10.5% | 88.2% | 76 | 4.868 |
| | 31 - 35 YEARS OLD | - | - | 1.6% | 6.0% | 92.4% | 184 | 4.908 |
| | 36 - 40 YEARS OLD | 0.7% | 0.7% | 2.1% | 3.2% | 93.3% | 283 | 4.876 |
| | 41 - 45 YEARS OLD | 0.2% | 0.2% | 1.4% | 3.4% | 94.8% | 444 | 4.923 |
| | 46 - 50 YEARS OLD | - | 0.3% | 1.5% | 1.5% | 96.6% | 649 | 4.945 |
| | 51 - 55 YEARS OLD | 0.1% | 0.2% | 0.4% | 1.6% | 97.6% | 973 | 4.965 |
| | 56 - 60 YEARS OLD | - | 0.4% | 0.9% | 1.3% | 97.4% | 529 | 4.957 |
| | 61 AND OLDER | 0.1% | 0.1% | 0.5% | 0.7% | 98.7% | 1,486 | 4.976 |
| SEX | MALE | 0.3% | 0.2% | 1.2% | 2.0% | 96.2% | 1,723 | 4.937 |
| | FEMALE | 0.1% | 0.2% | 1.0% | 1.9% | 96.9% | 3,026 | 4.953 |
| RACE | CAUCASIAN | 0.1% | 0.2% | 1.0% | 2.0% | 96.6% | 4,320 | 4.947 |
| | AFRICAN AMERICAN | 0.5% | - | 0.9% | 1.4% | 97.2% | 215 | 4.949 |
| | OTHER | - | - | 1.8% | 0.6% | 97.6% | 165 | 4.958 |
| HISPANIC/ LATINO | YES | - | - | 3.8% | 1.9% | 94.2% | 52 | 4.904 |
| | NO | 0.1% | 0.2% | 1.0% | 1.9% | 96.7% | 4,673 | 4.949 |
| MARITAL STATUS | SINGLE | 0.2% | 0.2% | 2.3% | 2.8% | 94.5% | 469 | 4.910 |
| | MARRIED | 0.1% | 0.2% | 1.0% | 2.0% | 96.7% | 3,447 | 4.949 |
| | OTHER | 0.3% | 0.3% | 0.3% | 1.3% | 98.0% | 799 | 4.965 |
| RESIDENTIAL LOCATION | URBAN | - | 0.3% | 0.3% | 1.7% | 97.7% | 651 | 4.968 |
| | SUBURBAN | 0.2% | 0.3% | 1.2% | 2.0% | 96.3% | 1,961 | 4.940 |
| | RURAL | 0.1% | 0.1% | 1.1% | 2.0% | 96.6% | 2,124 | 4.948 |
| DRIVING AREA | URBAN | 0.4% | 0.1% | 0.8% | 1.9% | 96.8% | 1,353 | 4.948 |
| | SUBURBAN | 0.1% | 0.2% | 1.1% | 1.7% | 96.9% | 1,602 | 4.950 |
| | RURAL | - | 0.3% | 1.2% | 2.1% | 96.3% | 1,730 | 4.944 |
| VEHICLE TYPE | AUTOMOBILE | 0.1% | 0.2% | 1.0% | 1.7% | 96.9% | 2,484 | 4.950 |
| | VAN/MINI VAN | - | - | 1.6% | 2.8% | 95.6% | 573 | 4.941 |
| | PICKUP TRUCK | 0.2% | 0.2% | 0.7% | 1.8% | 97.1% | 595 | 4.956 |
| | SUV | 0.3% | 0.3% | 1.1% | 2.1% | 96.2% | 1,046 | 4.936 |
| | OTHER | - | - | - | - | 100.0% | 45 | 5.000 |

TABLE A6.23: FREQUENCY OF USING A GPS/NAVIGATION SYSTEM WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 2.1% | 3.1% | 24.9% | 20.9% | 49.1% | 4,747 | 4.118 |
| SURVEY | SURVEY 1 | 2.3% | 3.9% | 23.4% | 19.6% | 50.8% | 1,396 | 4.128 |
| | SURVEY 2 | 2.3% | 3.0% | 25.3% | 19.9% | 49.5% | 1,115 | 4.113 |
| | SURVEY 3 | 1.7% | 3.1% | 28.7% | 20.1% | 46.4% | 1,109 | 4.065 |
| | SURVEY 4 | 1.9% | 2.2% | 22.8% | 24.0% | 49.1% | 1,127 | 4.162 |
| OSP DISTRICT | FINDLAY DISTRICT | 2.6% | 3.3% | 23.7% | 21.4% | 49.0% | 575 | 4.110 |
| | BUCYRUS DISTRICT | 2.0% | 3.3% | 20.9% | 20.7% | 53.1% | 603 | 4.196 |
| | CLEVELAND DISTRICT | 1.8% | 4.0% | 27.1% | 19.4% | 47.6% | 546 | 4.070 |
| | PIQUA DISTRICT | 1.5% | 2.9% | 25.0% | 21.0% | 49.7% | 596 | 4.144 |
| | COLUMBUS DISTRICT | 2.3% | 3.6% | 27.7% | 19.5% | 46.9% | 606 | 4.050 |
| | CAMBRIDGE DISTRICT | 1.3% | 2.6% | 22.6% | 21.2% | 52.4% | 624 | 4.208 |
| | WILMINGTON DISTRICT | 2.8% | 4.1% | 31.1% | 21.1% | 41.0% | 615 | 3.935 |
| | JACKSON DISTRICT | 2.2% | 0.9% | 21.5% | 22.5% | 52.9% | 582 | 4.230 |
| AGE | 25 AND YOUNGER | 2.9% | 5.9% | 41.2% | 20.6% | 29.4% | 102 | 3.676 |
| | 26 - 30 YEARS OLD | 3.9% | 6.6% | 26.3% | 26.3% | 36.8% | 76 | 3.855 |
| | 31 - 35 YEARS OLD | 3.8% | 3.8% | 39.1% | 25.5% | 27.7% | 184 | 3.696 |
| | 36 - 40 YEARS OLD | 2.5% | 4.2% | 32.9% | 23.3% | 37.1% | 283 | 3.883 |
| | 41 - 45 YEARS OLD | 3.2% | 6.3% | 31.8% | 23.6% | 35.1% | 444 | 3.813 |
| | 46 - 50 YEARS OLD | 2.3% | 3.9% | 27.9% | 24.7% | 41.2% | 648 | 3.986 |
| | 51 - 55 YEARS OLD | 1.4% | 1.7% | 25.2% | 20.0% | 51.6% | 973 | 4.186 |
| | 56 - 60 YEARS OLD | 2.5% | 3.2% | 25.0% | 21.7% | 47.6% | 529 | 4.089 |
| 61 AND OLDER | 1.5% | 1.9% | 17.2% | 17.4% | 62.1% | 1,485 | 4.367 | |
| SEX | MALE | 3.2% | 4.2% | 26.4% | 22.7% | 43.5% | 1,721 | 3.991 |
| | FEMALE | 1.4% | 2.4% | 24.1% | 19.8% | 52.2% | 3,026 | 4.190 |
| RACE | CAUCASIAN | 2.1% | 3.1% | 25.1% | 21.1% | 48.6% | 4,320 | 4.111 |
| | AFRICAN AMERICAN | 1.4% | 2.8% | 23.7% | 14.0% | 58.1% | 215 | 4.247 |
| | OTHER | 3.0% | 2.4% | 23.6% | 20.6% | 50.3% | 165 | 4.127 |
| HISPANIC/ LATINO | YES | - | 3.8% | 21.2% | 15.4% | 59.6% | 52 | 4.308 |
| | NO | 2.1% | 3.1% | 25.0% | 20.8% | 49.0% | 4,673 | 4.115 |
| MARITAL STATUS | SINGLE | 2.6% | 3.6% | 24.9% | 19.2% | 49.7% | 469 | 4.098 |
| | MARRIED | 2.1% | 3.2% | 28.3% | 22.4% | 44.0% | 3,447 | 4.032 |
| | OTHER | 1.8% | 2.5% | 10.8% | 15.1% | 69.8% | 799 | 4.488 |
| RESIDENTIAL LOCATION | URBAN | 1.7% | 2.9% | 20.5% | 19.1% | 55.8% | 650 | 4.245 |
| | SUBURBAN | 2.4% | 4.3% | 28.2% | 19.9% | 45.2% | 1,961 | 4.012 |
| | RURAL | 1.9% | 2.0% | 23.4% | 22.3% | 50.4% | 2,123 | 4.173 |
| DRIVING AREA | URBAN | 1.8% | 3.5% | 24.8% | 20.3% | 49.6% | 1,352 | 4.124 |
| | SUBURBAN | 2.4% | 4.2% | 26.7% | 20.1% | 46.7% | 1,602 | 4.046 |
| | RURAL | 1.9% | 1.8% | 23.8% | 22.1% | 50.5% | 1,729 | 4.176 |
| VEHICLE TYPE | AUTOMOBILE | 1.8% | 2.9% | 24.1% | 18.3% | 53.0% | 2,482 | 4.178 |
| | VAN/MINI VAN | 1.9% | 3.1% | 27.7% | 22.2% | 45.0% | 573 | 4.052 |
| | PICKUP TRUCK | 3.0% | 3.0% | 21.2% | 23.5% | 49.2% | 595 | 4.129 |
| | SUV | 2.3% | 3.5% | 27.9% | 24.3% | 42.0% | 1,046 | 4.001 |
| | OTHER | 2.2% | 2.2% | 20.0% | 33.3% | 42.2% | 45 | 4.111 |

TABLE A6.24: FREQUENCY OF READING, INCLUDING MAPS, WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 0.3% | 0.3% | 4.3% | 12.3% | 82.7% | 4,746 | 4.770 |
| SURVEY | SURVEY 1 | 0.4% | 0.4% | 4.4% | 10.5% | 84.4% | 1,395 | 4.781 |
| | SURVEY 2 | - | 0.1% | 3.2% | 13.6% | 83.0% | 1,115 | 4.796 |
| | SURVEY 3 | 0.3% | 0.5% | 5.2% | 13.1% | 80.9% | 1,110 | 4.738 |
| | SURVEY 4 | 0.4% | 0.3% | 4.4% | 12.7% | 82.2% | 1,126 | 4.762 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.3% | 0.3% | 5.4% | 13.0% | 80.9% | 575 | 4.737 |
| | BUCYRUS DISTRICT | - | 0.3% | 3.3% | 13.8% | 82.6% | 602 | 4.786 |
| | CLEVELAND DISTRICT | - | 0.2% | 3.8% | 12.3% | 83.7% | 546 | 4.795 |
| | PIQUA DISTRICT | 0.3% | 0.5% | 4.9% | 12.6% | 81.7% | 597 | 4.749 |
| | COLUMBUS DISTRICT | 0.2% | 0.7% | 5.9% | 14.2% | 79.0% | 606 | 4.713 |
| | CAMBRIDGE DISTRICT | 0.3% | 0.2% | 2.4% | 10.6% | 86.5% | 623 | 4.828 |
| | WILMINGTON DISTRICT | 0.2% | 0.2% | 5.2% | 14.3% | 80.2% | 615 | 4.741 |
| | JACKSON DISTRICT | 0.7% | 0.3% | 3.6% | 7.9% | 87.5% | 582 | 4.811 |
| AGE | 25 AND YOUNGER | - | 2.0% | 9.8% | 11.8% | 76.5% | 102 | 4.627 |
| | 26 - 30 YEARS OLD | 1.3% | - | 5.3% | 15.8% | 77.6% | 76 | 4.684 |
| | 31 - 35 YEARS OLD | - | 0.5% | 4.3% | 15.2% | 79.9% | 184 | 4.745 |
| | 36 - 40 YEARS OLD | 1.1% | 0.7% | 7.1% | 18.4% | 72.8% | 283 | 4.611 |
| | 41 - 45 YEARS OLD | 0.2% | 0.2% | 6.3% | 16.4% | 76.8% | 444 | 4.694 |
| | 46 - 50 YEARS OLD | 0.3% | 0.5% | 5.9% | 16.5% | 76.9% | 648 | 4.691 |
| | 51 - 55 YEARS OLD | 0.2% | 0.2% | 4.1% | 12.1% | 83.4% | 973 | 4.782 |
| | 56 - 60 YEARS OLD | 0.6% | 0.4% | 4.7% | 13.1% | 81.2% | 528 | 4.741 |
| 61 AND OLDER | - | 0.2% | 2.2% | 7.5% | 90.2% | 1,485 | 4.876 | |
| SEX | MALE | 0.5% | 0.5% | 5.2% | 14.1% | 79.7% | 1,721 | 4.721 |
| | FEMALE | 0.1% | 0.2% | 3.8% | 11.3% | 84.5% | 3,025 | 4.798 |
| RACE | CAUCASIAN | 0.2% | 0.3% | 4.4% | 12.6% | 82.4% | 4,319 | 4.767 |
| | AFRICAN AMERICAN | 0.9% | - | 3.7% | 8.9% | 86.4% | 214 | 4.799 |
| | OTHER | - | 1.2% | 3.0% | 7.9% | 87.9% | 165 | 4.824 |
| HISPANIC/ LATINO | YES | - | - | 7.7% | 7.7% | 84.6% | 52 | 4.769 |
| | NO | 0.3% | 0.3% | 4.3% | 12.4% | 82.7% | 4,671 | 4.769 |
| MARITAL STATUS | SINGLE | 0.6% | 0.9% | 5.8% | 11.7% | 81.0% | 469 | 4.716 |
| | MARRIED | 0.2% | 0.3% | 4.6% | 13.7% | 81.2% | 3,446 | 4.754 |
| | OTHER | 0.1% | 0.4% | 2.5% | 7.0% | 90.0% | 798 | 4.863 |
| RESIDENTIAL LOCATION | URBAN | 0.2% | 0.5% | 4.5% | 10.5% | 84.4% | 649 | 4.786 |
| | SUBURBAN | 0.3% | 0.4% | 5.3% | 13.4% | 80.7% | 1,961 | 4.738 |
| | RURAL | 0.3% | 0.2% | 3.4% | 12.0% | 84.0% | 2,123 | 4.793 |
| DRIVING AREA | URBAN | 0.4% | 0.4% | 4.2% | 11.1% | 83.9% | 1,352 | 4.777 |
| | SUBURBAN | 0.1% | 0.3% | 4.9% | 13.5% | 81.1% | 1,602 | 4.752 |
| | RURAL | 0.3% | 0.3% | 3.9% | 12.4% | 83.2% | 1,728 | 4.778 |
| VEHICLE TYPE | AUTOMOBILE | 0.1% | 0.3% | 4.5% | 10.6% | 84.5% | 2,483 | 4.791 |
| | VAN/MINI VAN | 0.2% | 0.3% | 5.9% | 16.4% | 77.1% | 573 | 4.700 |
| | PICKUP TRUCK | 0.8% | 0.2% | 3.5% | 13.3% | 82.2% | 594 | 4.758 |
| | SUV | 0.1% | 0.6% | 3.7% | 13.9% | 81.7% | 1,046 | 4.766 |
| | OTHER | 4.5% | - | - | 9.1% | 86.4% | 44 | 4.727 |

TABLE A6.25: FREQUENCY OF ENGAGING IN PERSONAL HYGIENE WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 0.3% | 0.2% | 2.0% | 4.2% | 93.4% | 4,748 | 4.903 |
| SURVEY | SURVEY 1 | 0.4% | 0.1% | 2.8% | 3.9% | 92.8% | 1,396 | 4.884 |
| | SURVEY 2 | 0.1% | 0.3% | 1.8% | 3.6% | 94.3% | 1,115 | 4.917 |
| | SURVEY 3 | 0.3% | 0.2% | 2.1% | 4.9% | 92.6% | 1,111 | 4.894 |
| | SURVEY 4 | 0.2% | 0.2% | 1.0% | 4.7% | 94.0% | 1,126 | 4.921 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.2% | 0.2% | 1.9% | 5.0% | 92.7% | 575 | 4.899 |
| | BUCYRUS DISTRICT | 0.3% | - | 1.3% | 3.5% | 94.9% | 602 | 4.925 |
| | CLEVELAND DISTRICT | 0.2% | 0.2% | 2.4% | 4.6% | 92.7% | 547 | 4.894 |
| | PIQUA DISTRICT | 0.3% | 0.5% | 2.2% | 4.5% | 92.5% | 597 | 4.883 |
| | COLUMBUS DISTRICT | - | 0.3% | 1.5% | 2.8% | 95.4% | 606 | 4.932 |
| | CAMBRIDGE DISTRICT | 0.3% | - | 1.6% | 5.4% | 92.6% | 624 | 4.901 |
| | WILMINGTON DISTRICT | 0.5% | 0.2% | 2.8% | 4.4% | 92.2% | 615 | 4.876 |
| | JACKSON DISTRICT | 0.2% | 0.2% | 2.1% | 3.6% | 94.0% | 582 | 4.911 |
| AGE | 25 AND YOUNGER | - | - | 3.9% | 2.9% | 93.1% | 102 | 4.892 |
| | 26 - 30 YEARS OLD | - | - | 2.6% | 6.6% | 90.8% | 76 | 4.882 |
| | 31 - 35 YEARS OLD | - | - | 3.8% | 4.9% | 91.3% | 184 | 4.875 |
| | 36 - 40 YEARS OLD | 0.4% | 0.4% | 2.8% | 6.7% | 89.8% | 283 | 4.852 |
| | 41 - 45 YEARS OLD | 0.5% | - | 2.5% | 4.5% | 92.6% | 444 | 4.887 |
| | 46 - 50 YEARS OLD | 0.5% | 0.5% | 2.5% | 5.4% | 91.2% | 649 | 4.864 |
| | 51 - 55 YEARS OLD | 0.3% | 0.3% | 2.1% | 3.9% | 93.4% | 973 | 4.898 |
| | 56 - 60 YEARS OLD | 0.4% | 0.4% | 1.5% | 4.2% | 93.6% | 529 | 4.902 |
| | 61 AND OLDER | 0.1% | - | 1.0% | 3.3% | 95.6% | 1,485 | 4.944 |
| SEX | MALE | 0.2% | 0.1% | 0.6% | 1.9% | 97.2% | 1,722 | 4.957 |
| | FEMALE | 0.3% | 0.2% | 2.7% | 5.6% | 91.2% | 3,026 | 4.872 |
| RACE | CAUCASIAN | 0.2% | 0.2% | 1.9% | 4.2% | 93.5% | 4,320 | 4.906 |
| | AFRICAN AMERICAN | 0.9% | 0.5% | 4.2% | 5.6% | 88.8% | 214 | 4.808 |
| | OTHER | - | - | 1.2% | 1.8% | 97.0% | 165 | 4.958 |
| HISPANIC/ LATINO | YES | - | - | - | 5.8% | 94.2% | 52 | 4.942 |
| | NO | 0.3% | 0.2% | 2.0% | 4.2% | 93.3% | 4,672 | 4.902 |
| MARITAL STATUS | SINGLE | 0.2% | 0.2% | 3.6% | 4.7% | 91.3% | 469 | 4.866 |
| | MARRIED | 0.3% | 0.2% | 1.9% | 4.4% | 93.3% | 3,447 | 4.902 |
| | OTHER | 0.1% | 0.1% | 1.4% | 3.6% | 94.7% | 798 | 4.927 |
| RESIDENTIAL LOCATION | URBAN | - | - | 2.2% | 4.0% | 93.8% | 650 | 4.917 |
| | SUBURBAN | 0.4% | 0.4% | 2.0% | 4.2% | 93.1% | 1,961 | 4.892 |
| | RURAL | 0.2% | 0.1% | 1.8% | 4.4% | 93.5% | 2,124 | 4.907 |
| DRIVING AREA | URBAN | 0.1% | 0.1% | 1.7% | 3.8% | 94.3% | 1,353 | 4.921 |
| | SUBURBAN | 0.4% | 0.3% | 2.2% | 4.9% | 92.2% | 1,602 | 4.883 |
| | RURAL | 0.3% | 0.1% | 2.0% | 3.9% | 93.8% | 1,729 | 4.907 |
| VEHICLE TYPE | AUTOMOBILE | 0.3% | 0.2% | 2.0% | 4.4% | 93.1% | 2,484 | 4.897 |
| | VAN/MINI VAN | 0.2% | 0.2% | 2.6% | 5.2% | 91.8% | 573 | 4.883 |
| | PICKUP TRUCK | 0.5% | - | 0.3% | 1.2% | 98.0% | 595 | 4.961 |
| | SUV | 0.1% | 0.2% | 2.4% | 5.1% | 92.3% | 1,046 | 4.892 |
| | OTHER | - | - | 2.3% | 4.5% | 93.2% | 44 | 4.909 |

TABLE A6.26: FREQUENCY OF TALKING TO PASSENGERS WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 40.2% | 30.6% | 21.6% | 5.3% | 2.4% | 4,745 | 1.992 |
| SURVEY | SURVEY 1 | 47.0% | 27.0% | 19.6% | 4.4% | 1.9% | 1,396 | 1.873 |
| | SURVEY 2 | 37.2% | 32.0% | 22.0% | 5.8% | 3.0% | 1,113 | 2.054 |
| | SURVEY 3 | 37.2% | 34.5% | 20.8% | 5.0% | 2.4% | 1,109 | 2.008 |
| | SURVEY 4 | 37.6% | 29.6% | 24.2% | 6.0% | 2.5% | 1,127 | 2.061 |
| OSP DISTRICT | FINDLAY DISTRICT | 39.2% | 32.4% | 21.4% | 4.9% | 2.1% | 574 | 1.983 |
| | BUCYRUS DISTRICT | 42.0% | 29.9% | 19.8% | 5.0% | 3.3% | 602 | 1.977 |
| | CLEVELAND DISTRICT | 39.4% | 32.2% | 20.3% | 6.0% | 2.0% | 546 | 1.991 |
| | PIQUA DISTRICT | 38.8% | 30.8% | 21.9% | 5.9% | 2.7% | 598 | 2.028 |
| | COLUMBUS DISTRICT | 37.8% | 30.9% | 25.7% | 4.1% | 1.5% | 606 | 2.007 |
| | CAMBRIDGE DISTRICT | 39.2% | 31.0% | 20.5% | 6.3% | 3.0% | 623 | 2.030 |
| | WILMINGTON DISTRICT | 45.2% | 27.6% | 20.0% | 4.7% | 2.4% | 615 | 1.915 |
| | JACKSON DISTRICT | 39.8% | 29.9% | 22.7% | 5.3% | 2.2% | 581 | 2.003 |
| AGE | 25 AND YOUNGER | 52.9% | 24.5% | 16.7% | 3.9% | 2.0% | 102 | 1.775 |
| | 26 - 30 YEARS OLD | 48.7% | 32.9% | 10.5% | 5.3% | 2.6% | 76 | 1.803 |
| | 31 - 35 YEARS OLD | 48.9% | 29.9% | 15.2% | 4.3% | 1.6% | 184 | 1.799 |
| | 36 - 40 YEARS OLD | 49.8% | 25.8% | 17.7% | 5.3% | 1.4% | 283 | 1.827 |
| | 41 - 45 YEARS OLD | 46.6% | 29.3% | 18.5% | 2.7% | 2.9% | 444 | 1.860 |
| | 46 - 50 YEARS OLD | 41.1% | 33.3% | 19.7% | 4.0% | 1.8% | 649 | 1.921 |
| | 51 - 55 YEARS OLD | 42.4% | 29.1% | 20.9% | 5.7% | 2.0% | 973 | 1.956 |
| | 56 - 60 YEARS OLD | 41.1% | 29.9% | 21.0% | 5.5% | 2.5% | 528 | 1.983 |
| | 61 AND OLDER | 31.9% | 32.4% | 26.1% | 6.5% | 3.1% | 1,483 | 2.165 |
| SEX | MALE | 38.4% | 29.5% | 23.1% | 6.0% | 2.9% | 1,721 | 2.055 |
| | FEMALE | 41.2% | 31.2% | 20.7% | 4.8% | 2.1% | 3,024 | 1.956 |
| RACE | CAUCASIAN | 41.3% | 30.3% | 21.0% | 5.2% | 2.2% | 4,317 | 1.967 |
| | AFRICAN AMERICAN | 28.8% | 33.0% | 26.0% | 7.4% | 4.7% | 215 | 2.260 |
| | OTHER | 27.9% | 33.9% | 27.9% | 6.1% | 4.2% | 165 | 2.248 |
| HISPANIC/LATINO | YES | 38.5% | 21.2% | 32.7% | 1.9% | 5.8% | 52 | 2.154 |
| | NO | 40.3% | 30.6% | 21.4% | 5.3% | 2.4% | 4,670 | 1.988 |
| MARITAL STATUS | SINGLE | 38.9% | 31.8% | 17.9% | 6.8% | 4.5% | 468 | 2.062 |
| | MARRIED | 41.9% | 30.6% | 21.6% | 4.4% | 1.5% | 3,445 | 1.931 |
| | OTHER | 33.9% | 30.3% | 22.5% | 8.0% | 5.3% | 799 | 2.204 |
| RESIDENTIAL LOCATION | URBAN | 38.1% | 29.2% | 22.6% | 6.0% | 4.1% | 651 | 2.089 |
| | SUBURBAN | 40.5% | 30.3% | 21.9% | 5.3% | 2.0% | 1,960 | 1.981 |
| | RURAL | 40.4% | 31.4% | 20.8% | 5.1% | 2.3% | 2,121 | 1.974 |
| DRIVING AREA | URBAN | 37.8% | 30.7% | 23.5% | 5.1% | 3.0% | 1,353 | 2.048 |
| | SUBURBAN | 41.4% | 30.5% | 21.1% | 5.1% | 1.9% | 1,600 | 1.954 |
| | RURAL | 40.6% | 30.8% | 20.5% | 5.6% | 2.5% | 1,729 | 1.985 |
| VEHICLE TYPE | AUTOMOBILE | 38.0% | 30.4% | 23.0% | 5.8% | 2.9% | 2,481 | 2.051 |
| | VAN/MINI VAN | 43.8% | 32.8% | 18.3% | 4.0% | 1.0% | 573 | 1.857 |
| | PICKUP TRUCK | 39.7% | 28.5% | 22.1% | 5.9% | 3.9% | 594 | 2.057 |
| | SUV | 44.0% | 30.9% | 19.5% | 4.4% | 1.2% | 1,046 | 1.880 |
| | OTHER | 35.6% | 33.3% | 22.2% | 4.4% | 4.4% | 45 | 2.089 |

TABLE A6.27: FREQUENCY OF EATING AND/OR DRINKING WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 8.4% | 12.8% | 40.8% | 20.2% | 17.9% | 4,747 | 3.264 |
| SURVEY | SURVEY 1 | 10.9% | 14.6% | 36.5% | 18.3% | 19.8% | 1,396 | 3.214 |
| | SURVEY 2 | 6.8% | 12.6% | 43.4% | 20.5% | 16.7% | 1,115 | 3.277 |
| | SURVEY 3 | 8.8% | 14.0% | 43.9% | 18.7% | 14.6% | 1,109 | 3.162 |
| | SURVEY 4 | 6.4% | 9.5% | 40.6% | 23.6% | 19.9% | 1,127 | 3.411 |
| OSP DISTRICT | FINDLAY DISTRICT | 8.3% | 11.3% | 41.0% | 23.3% | 16.0% | 575 | 3.273 |
| | BUCYRUS DISTRICT | 8.0% | 11.1% | 42.3% | 18.4% | 20.2% | 603 | 3.318 |
| | CLEVELAND DISTRICT | 7.0% | 14.1% | 39.1% | 19.1% | 20.7% | 545 | 3.325 |
| | PIQUA DISTRICT | 8.5% | 11.2% | 40.0% | 21.2% | 19.1% | 598 | 3.311 |
| | COLUMBUS DISTRICT | 6.9% | 13.9% | 41.7% | 20.1% | 17.3% | 606 | 3.271 |
| | CAMBRIDGE DISTRICT | 8.5% | 13.8% | 38.5% | 18.8% | 20.5% | 624 | 3.290 |
| | WILMINGTON DISTRICT | 10.6% | 11.9% | 42.9% | 21.0% | 13.7% | 615 | 3.153 |
| | JACKSON DISTRICT | 9.1% | 15.0% | 41.0% | 19.4% | 15.5% | 581 | 3.172 |
| AGE | 25 AND YOUNGER | 10.8% | 17.6% | 42.2% | 14.7% | 14.7% | 102 | 3.049 |
| | 26 - 30 YEARS OLD | 13.2% | 17.1% | 40.8% | 15.8% | 13.2% | 76 | 2.987 |
| | 31 - 35 YEARS OLD | 12.5% | 12.5% | 52.2% | 14.7% | 8.2% | 184 | 2.935 |
| | 36 - 40 YEARS OLD | 12.4% | 19.4% | 41.7% | 17.7% | 8.8% | 283 | 2.912 |
| | 41 - 45 YEARS OLD | 11.7% | 16.2% | 45.3% | 18.5% | 8.3% | 444 | 2.955 |
| | 46 - 50 YEARS OLD | 10.0% | 14.6% | 47.0% | 18.2% | 10.2% | 649 | 3.039 |
| | 51 - 55 YEARS OLD | 9.2% | 13.5% | 46.2% | 18.5% | 12.5% | 973 | 3.116 |
| | 56 - 60 YEARS OLD | 7.8% | 14.6% | 40.6% | 22.9% | 14.2% | 529 | 3.212 |
| | 61 AND OLDER | 4.7% | 8.1% | 31.8% | 23.4% | 32.0% | 1,484 | 3.699 |
| SEX | MALE | 8.5% | 13.4% | 40.2% | 20.8% | 17.0% | 1,722 | 3.243 |
| | FEMALE | 8.3% | 12.4% | 41.2% | 19.8% | 18.4% | 3,025 | 3.275 |
| RACE | CAUCASIAN | 8.8% | 13.0% | 41.3% | 19.9% | 17.1% | 4,319 | 3.236 |
| | AFRICAN AMERICAN | 4.7% | 8.8% | 37.7% | 20.5% | 28.4% | 215 | 3.591 |
| | OTHER | 4.2% | 12.7% | 36.4% | 22.4% | 24.2% | 165 | 3.497 |
| HISPANIC/LATINO | YES | 7.7% | 11.5% | 40.4% | 17.3% | 23.1% | 52 | 3.365 |
| | NO | 8.4% | 12.8% | 40.9% | 20.1% | 17.8% | 4,672 | 3.261 |
| MARITAL STATUS | SINGLE | 9.6% | 13.9% | 40.3% | 18.6% | 17.7% | 469 | 3.209 |
| | MARRIED | 8.5% | 13.4% | 43.3% | 20.2% | 14.5% | 3,446 | 3.188 |
| | OTHER | 7.0% | 9.5% | 30.8% | 20.9% | 31.8% | 799 | 3.610 |
| RESIDENTIAL LOCATION | URBAN | 7.8% | 12.4% | 36.4% | 20.3% | 23.0% | 651 | 3.382 |
| | SUBURBAN | 8.0% | 12.7% | 40.6% | 21.2% | 17.5% | 1,960 | 3.276 |
| | RURAL | 9.0% | 13.0% | 42.3% | 19.2% | 16.6% | 2,123 | 3.214 |
| DRIVING AREA | URBAN | 7.6% | 12.4% | 39.3% | 20.0% | 20.7% | 1,352 | 3.338 |
| | SUBURBAN | 8.7% | 12.3% | 41.9% | 20.4% | 16.7% | 1,602 | 3.241 |
| | RURAL | 8.6% | 13.6% | 41.4% | 20.1% | 16.3% | 1,730 | 3.218 |
| VEHICLE TYPE | AUTOMOBILE | 7.4% | 11.6% | 39.3% | 20.8% | 20.9% | 2,482 | 3.362 |
| | VAN/MINI VAN | 9.1% | 14.5% | 45.9% | 18.2% | 12.4% | 573 | 3.103 |
| | PICKUP TRUCK | 9.4% | 13.9% | 38.0% | 20.5% | 18.2% | 595 | 3.240 |
| | SUV | 9.8% | 14.0% | 43.3% | 19.7% | 13.3% | 1,046 | 3.128 |
| | OTHER | 8.9% | 11.1% | 42.2% | 20.0% | 17.8% | 45 | 3.267 |

TABLE A6.28: FREQUENCY OF USING A CELL PHONE TO MAKE/RECEIVE A PHONE CALL WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 3.9% | 5.4% | 26.2% | 22.4% | 42.2% | 4,737 | 3.937 |
| SURVEY | SURVEY 1 | 5.0% | 5.5% | 25.0% | 19.9% | 44.6% | 1,393 | 3.935 |
| | SURVEY 2 | 2.9% | 5.4% | 25.9% | 25.0% | 40.7% | 1,110 | 3.953 |
| | SURVEY 3 | 4.2% | 4.7% | 30.0% | 22.8% | 38.4% | 1,108 | 3.866 |
| | SURVEY 4 | 3.2% | 5.8% | 24.1% | 22.4% | 44.6% | 1,126 | 3.994 |
| OSP DISTRICT | FINDLAY DISTRICT | 3.1% | 6.4% | 27.0% | 25.0% | 38.4% | 575 | 3.892 |
| | BUCYRUS DISTRICT | 3.8% | 5.8% | 23.4% | 21.6% | 45.3% | 602 | 3.988 |
| | CLEVELAND DISTRICT | 4.2% | 4.4% | 25.3% | 20.7% | 45.3% | 545 | 3.985 |
| | PIQUA DISTRICT | 3.0% | 4.2% | 26.6% | 24.0% | 42.2% | 597 | 3.982 |
| | COLUMBUS DISTRICT | 4.6% | 4.5% | 28.9% | 23.0% | 39.0% | 605 | 3.873 |
| | CAMBRIDGE DISTRICT | 3.7% | 4.0% | 24.0% | 20.0% | 48.2% | 624 | 4.051 |
| | WILMINGTON DISTRICT | 5.1% | 7.8% | 30.7% | 25.6% | 30.8% | 613 | 3.693 |
| | JACKSON DISTRICT | 3.5% | 5.7% | 23.1% | 18.9% | 48.8% | 576 | 4.038 |
| AGE | 25 AND YOUNGER | 5.9% | 9.9% | 36.6% | 24.8% | 22.8% | 101 | 3.485 |
| | 26 - 30 YEARS OLD | 13.2% | 2.6% | 30.3% | 22.4% | 31.6% | 76 | 3.566 |
| | 31 - 35 YEARS OLD | 4.9% | 9.2% | 40.8% | 25.5% | 19.6% | 184 | 3.457 |
| | 36 - 40 YEARS OLD | 7.1% | 8.5% | 38.9% | 20.5% | 25.1% | 283 | 3.481 |
| | 41 - 45 YEARS OLD | 5.6% | 7.0% | 34.8% | 24.6% | 28.0% | 443 | 3.623 |
| | 46 - 50 YEARS OLD | 4.3% | 9.1% | 32.9% | 24.3% | 29.4% | 647 | 3.652 |
| | 51 - 55 YEARS OLD | 3.9% | 5.6% | 29.8% | 24.1% | 36.6% | 972 | 3.840 |
| | 56 - 60 YEARS OLD | 4.2% | 4.4% | 23.7% | 23.3% | 44.4% | 527 | 3.994 |
| 61 AND OLDER | 1.7% | 2.2% | 13.9% | 19.3% | 62.9% | 1,481 | 4.394 | |
| SEX | MALE | 4.8% | 6.6% | 25.2% | 23.9% | 39.6% | 1,719 | 3.867 |
| | FEMALE | 3.3% | 4.7% | 26.7% | 21.5% | 43.7% | 3,018 | 3.976 |
| RACE | CAUCASIAN | 4.0% | 5.5% | 26.5% | 22.6% | 41.4% | 4,310 | 3.918 |
| | AFRICAN AMERICAN | 2.8% | 1.9% | 23.7% | 19.5% | 52.1% | 215 | 4.163 |
| | OTHER | 1.8% | 5.5% | 23.6% | 18.8% | 50.3% | 165 | 4.103 |
| HISPANIC/LATINO | YES | 1.9% | 5.8% | 23.1% | 19.2% | 50.0% | 52 | 4.096 |
| | NO | 3.9% | 5.3% | 26.2% | 22.4% | 42.1% | 4,662 | 3.934 |
| MARITAL STATUS | SINGLE | 4.9% | 4.7% | 23.7% | 21.8% | 44.9% | 468 | 3.970 |
| | MARRIED | 4.1% | 5.9% | 29.6% | 23.3% | 37.1% | 3,438 | 3.833 |
| | OTHER | 2.1% | 3.3% | 13.2% | 19.0% | 62.4% | 798 | 4.363 |
| RESIDENTIAL LOCATION | URBAN | 2.6% | 2.9% | 24.6% | 20.7% | 49.2% | 651 | 4.109 |
| | SUBURBAN | 4.4% | 5.6% | 25.7% | 24.6% | 39.7% | 1,955 | 3.897 |
| | RURAL | 3.8% | 5.9% | 27.1% | 21.0% | 42.3% | 2,118 | 3.922 |
| DRIVING AREA | URBAN | 4.1% | 4.0% | 24.1% | 23.2% | 44.5% | 1,351 | 3.999 |
| | SUBURBAN | 3.9% | 6.2% | 25.9% | 23.2% | 40.8% | 1,597 | 3.906 |
| | RURAL | 3.5% | 5.6% | 28.1% | 21.1% | 41.7% | 1,726 | 3.918 |
| VEHICLE TYPE | AUTOMOBILE | 3.4% | 5.1% | 22.9% | 21.2% | 47.3% | 2,476 | 4.039 |
| | VAN/MINI VAN | 4.7% | 5.6% | 31.1% | 24.1% | 34.4% | 572 | 3.780 |
| | PICKUP TRUCK | 4.2% | 5.9% | 25.4% | 21.5% | 43.0% | 595 | 3.933 |
| | SUV | 4.4% | 5.8% | 31.5% | 24.4% | 33.8% | 1,043 | 3.774 |
| | OTHER | 2.2% | - | 26.7% | 24.4% | 46.7% | 45 | 4.133 |

TABLE A6.29: FREQUENCY OF USING A CELL PHONE TO SEND/RECEIVE A TEXT MESSAGE WHILE DRIVING

| | | ALWAYS | MOST OF THE TIME | SOME OF THE TIME | RARELY | NEVER | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 0.5% | 0.7% | 2.9% | 7.2% | 88.8% | 4,744 | 4.831 |
| SURVEY | SURVEY 1 | 0.6% | 1.2% | 3.1% | 6.0% | 89.0% | 1,395 | 4.816 |
| | SURVEY 2 | 0.4% | 0.5% | 2.7% | 8.3% | 88.0% | 1,114 | 4.829 |
| | SURVEY 3 | 0.6% | 0.4% | 2.8% | 8.7% | 87.5% | 1,109 | 4.821 |
| | SURVEY 4 | 0.3% | 0.4% | 2.8% | 6.0% | 90.5% | 1,126 | 4.861 |
| OSP DISTRICT | FINDLAY DISTRICT | 0.5% | 0.5% | 3.0% | 7.0% | 89.0% | 575 | 4.835 |
| | BUCYRUS DISTRICT | 0.3% | 0.7% | 2.8% | 7.5% | 88.7% | 603 | 4.836 |
| | CLEVELAND DISTRICT | 0.6% | 0.6% | 2.8% | 6.6% | 89.5% | 545 | 4.840 |
| | PIQUA DISTRICT | 0.5% | 0.7% | 2.8% | 6.2% | 89.8% | 597 | 4.841 |
| | COLUMBUS DISTRICT | 0.3% | 0.2% | 3.5% | 6.9% | 89.1% | 605 | 4.843 |
| | CAMBRIDGE DISTRICT | 0.6% | 0.5% | 2.2% | 7.7% | 88.9% | 624 | 4.838 |
| | WILMINGTON DISTRICT | 0.7% | 0.7% | 3.7% | 8.9% | 86.0% | 615 | 4.790 |
| | JACKSON DISTRICT | 0.5% | 1.6% | 2.1% | 6.7% | 89.1% | 580 | 4.824 |
| AGE | 25 AND YOUNGER | 2.0% | 1.0% | 15.7% | 16.7% | 64.7% | 102 | 4.412 |
| | 26 - 30 YEARS OLD | 1.3% | 1.3% | 9.2% | 13.2% | 75.0% | 76 | 4.592 |
| | 31 - 35 YEARS OLD | - | 2.2% | 4.9% | 16.4% | 76.5% | 183 | 4.672 |
| | 36 - 40 YEARS OLD | 1.8% | 2.8% | 5.3% | 13.8% | 76.3% | 283 | 4.601 |
| | 41 - 45 YEARS OLD | 0.7% | 0.5% | 5.2% | 12.2% | 81.5% | 444 | 4.734 |
| | 46 - 50 YEARS OLD | 0.5% | 0.8% | 3.4% | 9.1% | 86.3% | 648 | 4.799 |
| | 51 - 55 YEARS OLD | 0.6% | 0.4% | 2.4% | 7.1% | 89.5% | 973 | 4.845 |
| | 56 - 60 YEARS OLD | 0.4% | 0.2% | 1.5% | 6.4% | 91.5% | 528 | 4.884 |
| | 61 AND OLDER | 0.1% | 0.3% | 0.8% | 1.9% | 96.9% | 1,484 | 4.952 |
| SEX | MALE | 0.9% | 0.9% | 3.5% | 8.2% | 86.5% | 1,719 | 4.785 |
| | FEMALE | 0.3% | 0.5% | 2.5% | 6.6% | 90.0% | 3,025 | 4.857 |
| RACE | CAUCASIAN | 0.5% | 0.7% | 2.9% | 7.3% | 88.5% | 4,317 | 4.826 |
| | AFRICAN AMERICAN | 0.5% | - | 1.9% | 5.1% | 92.5% | 214 | 4.893 |
| | OTHER | - | 0.6% | 3.6% | 5.5% | 90.3% | 165 | 4.855 |
| HISPANIC/ LATINO | YES | - | 1.9% | 3.8% | 11.5% | 82.7% | 52 | 4.750 |
| | NO | 0.5% | 0.6% | 2.8% | 7.2% | 88.8% | 4,669 | 4.832 |
| MARITAL STATUS | SINGLE | 1.1% | 0.4% | 4.9% | 8.3% | 85.3% | 468 | 4.763 |
| | MARRIED | 0.5% | 0.8% | 2.8% | 7.8% | 88.2% | 3,444 | 4.825 |
| | OTHER | 0.4% | 0.4% | 1.9% | 4.1% | 93.2% | 799 | 4.895 |
| RESIDENTIAL LOCATION | URBAN | 0.2% | 0.6% | 2.0% | 6.0% | 91.2% | 651 | 4.876 |
| | SUBURBAN | 0.7% | 0.4% | 3.2% | 7.8% | 88.0% | 1,959 | 4.820 |
| | RURAL | 0.4% | 0.9% | 2.9% | 7.1% | 88.7% | 2,121 | 4.826 |
| DRIVING AREA | URBAN | 0.5% | 0.4% | 2.7% | 7.1% | 89.3% | 1,351 | 4.842 |
| | SUBURBAN | 0.6% | 0.3% | 2.9% | 6.6% | 89.6% | 1,600 | 4.842 |
| | RURAL | 0.4% | 1.2% | 3.0% | 8.0% | 87.4% | 1,730 | 4.809 |
| VEHICLE TYPE | AUTOMOBILE | 0.4% | 0.7% | 2.7% | 6.9% | 89.3% | 2,480 | 4.840 |
| | VAN/MINI VAN | 0.3% | 0.5% | 3.5% | 8.9% | 86.7% | 573 | 4.812 |
| | PICKUP TRUCK | 0.5% | 0.7% | 2.7% | 7.4% | 88.7% | 595 | 4.832 |
| | SUV | 0.7% | 0.7% | 3.2% | 7.0% | 88.5% | 1,045 | 4.820 |
| | OTHER | 2.2% | - | 2.2% | 4.4% | 91.1% | 45 | 4.822 |

TABLE A6.30: NUMBER OF SECONDS A DRIVER CAN TAKE THEIR EYES OFF THE ROAD BEFORE DRIVING BECOMES DANGEROUS

| | | LESS THAN 1 SECOND | 1-2 SECONDS | 3-4 SECONDS | 5-10 SECONDS | MORE THAN 10 SECONDS | TOTAL |
|-------------------------|---------------------|-----------------------|----------------|----------------|-----------------|-------------------------|-------|
| ALL RESPONDENTS | | 40.7% | 42.3% | 13.7% | 2.8% | 0.5% | 4,704 |
| SURVEY | SURVEY 1 | 38.5% | 43.5% | 15.0% | 2.5% | 0.6% | 1,378 |
| | SURVEY 2 | 38.3% | 43.3% | 14.5% | 3.4% | 0.5% | 1,103 |
| | SURVEY 3 | 42.2% | 40.9% | 13.8% | 2.5% | 0.5% | 1,106 |
| | SURVEY 4 | 44.5% | 41.1% | 11.3% | 2.9% | 0.3% | 1,117 |
| OSP DISTRICT | FINDLAY DISTRICT | 41.7% | 41.9% | 13.0% | 3.0% | 0.4% | 568 |
| | BUCYRUS DISTRICT | 37.6% | 46.0% | 13.8% | 2.0% | 0.5% | 593 |
| | CLEVELAND DISTRICT | 44.0% | 36.6% | 16.3% | 2.8% | 0.4% | 541 |
| | PIQUA DISTRICT | 39.5% | 46.4% | 12.1% | 2.0% | - | 593 |
| | COLUMBUS DISTRICT | 42.1% | 41.3% | 13.0% | 2.5% | 1.0% | 598 |
| | CAMBRIDGE DISTRICT | 40.0% | 40.0% | 15.6% | 4.2% | 0.3% | 623 |
| | WILMINGTON DISTRICT | 40.0% | 45.1% | 12.5% | 2.1% | 0.3% | 610 |
| | JACKSON DISTRICT | 41.3% | 40.3% | 13.7% | 3.8% | 0.9% | 578 |
| AGE | 25 AND YOUNGER | 39.2% | 42.2% | 12.7% | 4.9% | 1.0% | 102 |
| | 26 - 30 YEARS OLD | 47.4% | 36.8% | 14.5% | 1.3% | - | 76 |
| | 31 - 35 YEARS OLD | 45.1% | 37.0% | 15.8% | 1.6% | 0.5% | 184 |
| | 36 - 40 YEARS OLD | 39.9% | 41.3% | 17.0% | 1.8% | - | 283 |
| | 41 - 45 YEARS OLD | 45.8% | 39.9% | 11.8% | 2.1% | 0.5% | 439 |
| | 46 - 50 YEARS OLD | 37.6% | 45.0% | 13.0% | 4.3% | - | 646 |
| | 51 - 55 YEARS OLD | 39.0% | 43.8% | 14.6% | 2.1% | 0.5% | 961 |
| | 56 - 60 YEARS OLD | 38.0% | 44.1% | 15.3% | 1.9% | 0.8% | 524 |
| | 61 AND OLDER | 41.9% | 41.3% | 12.7% | 3.5% | 0.6% | 1,466 |
| SEX | MALE | 39.3% | 42.9% | 14.5% | 2.8% | 0.5% | 1,700 |
| | FEMALE | 41.5% | 41.9% | 13.3% | 2.8% | 0.5% | 3,004 |
| RACE | CAUCASIAN | 39.9% | 42.9% | 13.9% | 2.9% | 0.4% | 4,280 |
| | AFRICAN AMERICAN | 51.4% | 35.0% | 10.7% | 2.3% | 0.5% | 214 |
| | OTHER | 48.5% | 33.3% | 13.9% | 2.4% | 1.8% | 165 |
| HISPANIC/ LATINO | YES | 48.1% | 36.5% | 15.4% | - | - | 52 |
| | NO | 40.6% | 42.3% | 13.8% | 2.9% | 0.5% | 4,630 |
| MARITAL STATUS | SINGLE | 42.4% | 40.9% | 13.3% | 2.8% | 0.6% | 467 |
| | MARRIED | 39.4% | 43.3% | 14.3% | 2.6% | 0.4% | 3,416 |
| | OTHER | 45.0% | 38.9% | 11.8% | 3.7% | 0.6% | 789 |
| RESIDENTIAL LOCATION | URBAN | 46.4% | 36.2% | 12.7% | 3.7% | 0.9% | 644 |
| | SUBURBAN | 39.6% | 44.0% | 13.7% | 2.4% | 0.3% | 1,941 |
| | RURAL | 39.8% | 42.6% | 14.2% | 2.9% | 0.5% | 2,106 |
| DRIVING AREA | URBAN | 42.5% | 42.1% | 12.4% | 2.4% | 0.7% | 1,344 |
| | SUBURBAN | 38.5% | 43.7% | 14.6% | 2.9% | 0.3% | 1,584 |
| | RURAL | 41.3% | 41.1% | 14.1% | 3.0% | 0.5% | 1,712 |
| VEHICLE TYPE | AUTOMOBILE | 42.1% | 42.2% | 12.3% | 2.8% | 0.5% | 2,461 |
| | VAN/MINI VAN | 39.4% | 43.8% | 13.9% | 2.3% | 0.7% | 569 |
| | PICKUP TRUCK | 39.6% | 41.3% | 16.6% | 2.2% | 0.3% | 589 |
| | SUV | 38.5% | 42.3% | 15.5% | 3.4% | 0.3% | 1,033 |
| | OTHER | 42.2% | 42.2% | 13.3% | 2.2% | - | 45 |

TABLE A6.31: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE ENFORCEMENT BY POLICE IN PAST 30 DAYS

| | | NO, DEFINITELY | NO, PROBABLY | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 74.8% | 9.1% | 5.0% | 11.1% | 4,685 | 1.523 |
| SURVEY | SURVEY 1 | 72.1% | 10.8% | 6.2% | 10.9% | 1,375 | 1.559 |
| | SURVEY 2 | 74.3% | 10.6% | 6.2% | 9.0% | 1,103 | 1.499 |
| | SURVEY 3 | 77.1% | 7.0% | 4.1% | 11.7% | 1,098 | 1.505 |
| | SURVEY 4 | 76.6% | 7.5% | 3.2% | 12.7% | 1,109 | 1.521 |
| OSP DISTRICT | FINDLAY DISTRICT | 78.4% | 7.7% | 4.0% | 9.8% | 570 | 1.453 |
| | BUCYRUS DISTRICT | 77.5% | 8.1% | 4.9% | 9.6% | 595 | 1.466 |
| | CLEVELAND DISTRICT | 70.4% | 9.1% | 5.4% | 15.2% | 540 | 1.654 |
| | PIQUA DISTRICT | 78.4% | 7.8% | 4.2% | 9.5% | 589 | 1.448 |
| | COLUMBUS DISTRICT | 76.7% | 9.0% | 6.7% | 7.7% | 600 | 1.453 |
| | CAMBRIDGE DISTRICT | 71.0% | 9.8% | 5.9% | 13.3% | 611 | 1.614 |
| | WILMINGTON DISTRICT | 76.8% | 11.1% | 5.1% | 7.0% | 604 | 1.422 |
| AGE | JACKSON DISTRICT | 69.1% | 10.1% | 3.6% | 17.2% | 576 | 1.689 |
| | 25 AND YOUNGER | 62.4% | 9.9% | 5.9% | 21.8% | 101 | 1.871 |
| | 26 - 30 YEARS OLD | 69.7% | 9.2% | 3.9% | 17.1% | 76 | 1.684 |
| | 31 - 35 YEARS OLD | 70.9% | 11.0% | 4.4% | 13.7% | 182 | 1.610 |
| | 36 - 40 YEARS OLD | 74.1% | 8.2% | 6.4% | 11.3% | 282 | 1.550 |
| | 41 - 45 YEARS OLD | 72.7% | 9.1% | 5.5% | 12.8% | 439 | 1.583 |
| | 46 - 50 YEARS OLD | 77.3% | 8.5% | 3.7% | 10.4% | 644 | 1.472 |
| | 51 - 55 YEARS OLD | 75.3% | 8.6% | 4.9% | 11.1% | 960 | 1.519 |
| 56 - 60 YEARS OLD | 73.5% | 9.2% | 6.5% | 10.7% | 521 | 1.545 | |
| SEX | 61 AND OLDER | 76.5% | 9.3% | 4.8% | 9.3% | 1,458 | 1.469 |
| | MALE | 73.2% | 9.3% | 5.2% | 12.3% | 1,693 | 1.566 |
| RACE | FEMALE | 75.8% | 9.0% | 4.9% | 10.4% | 2,992 | 1.499 |
| | CAUCASIAN | 74.8% | 9.6% | 4.9% | 10.7% | 4,261 | 1.515 |
| | AFRICAN AMERICAN | 70.6% | 5.6% | 7.0% | 16.8% | 214 | 1.701 |
| HISPANIC/ LATINO | OTHER | 80.1% | 3.7% | 4.3% | 11.8% | 161 | 1.478 |
| | YES | 70.6% | 9.8% | 7.8% | 11.8% | 51 | 1.608 |
| MARITAL STATUS | NO | 74.9% | 9.1% | 5.0% | 11.1% | 4,610 | 1.523 |
| | SINGLE | 70.9% | 8.6% | 5.0% | 15.5% | 464 | 1.651 |
| | MARRIED | 75.3% | 9.2% | 5.1% | 10.4% | 3,398 | 1.507 |
| RESIDENTIAL LOCATION | OTHER | 75.3% | 8.7% | 4.4% | 11.5% | 791 | 1.521 |
| | URBAN | 76.2% | 7.5% | 5.2% | 11.1% | 640 | 1.511 |
| | SUBURBAN | 74.9% | 9.5% | 4.9% | 10.7% | 1,932 | 1.513 |
| DRIVING AREA | RURAL | 74.3% | 9.3% | 5.0% | 11.3% | 2,100 | 1.534 |
| | URBAN | 75.9% | 8.4% | 5.0% | 10.8% | 1,330 | 1.506 |
| | SUBURBAN | 75.5% | 9.0% | 5.2% | 10.3% | 1,581 | 1.503 |
| VEHICLE TYPE | RURAL | 73.5% | 9.8% | 4.7% | 12.0% | 1,709 | 1.552 |
| | AUTOMOBILE | 75.0% | 9.2% | 4.6% | 11.2% | 2,442 | 1.521 |
| | VAN/MINI VAN | 78.7% | 7.9% | 4.6% | 8.8% | 567 | 1.436 |
| | PICKUP TRUCK | 72.2% | 8.6% | 5.3% | 13.9% | 583 | 1.609 |
| | SUV | 74.2% | 9.7% | 6.0% | 10.1% | 1,040 | 1.519 |
| | OTHER | 69.6% | 8.7% | 4.3% | 17.4% | 46 | 1.696 |

TABLE A6.32: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING

| | | VERY UNLIKELY | SOMEWHAT UNLIKELY | SOMEWHAT LIKELY | VERY LIKELY | TOTAL | AVERAGE |
|----------------------|---------------------|---------------|-------------------|-----------------|-------------|-------|---------|
| ALL RESPONDENTS | | 45.6% | 24.6% | 21.0% | 8.8% | 4,598 | 1.930 |
| SURVEY | SURVEY 1 | 45.1% | 25.2% | 19.2% | 10.6% | 1,345 | 1.952 |
| | SURVEY 2 | 46.2% | 23.3% | 22.5% | 7.9% | 1,084 | 1.922 |
| | SURVEY 3 | 42.1% | 25.6% | 22.6% | 9.7% | 1,081 | 1.999 |
| | SURVEY 4 | 49.0% | 24.3% | 20.2% | 6.5% | 1,088 | 1.843 |
| OSP DISTRICT | FINDLAY DISTRICT | 50.7% | 22.4% | 18.6% | 8.2% | 548 | 1.843 |
| | BUCYRUS DISTRICT | 44.8% | 24.2% | 22.3% | 8.6% | 582 | 1.947 |
| | CLEVELAND DISTRICT | 35.7% | 25.3% | 26.7% | 12.3% | 529 | 2.155 |
| | PIQUA DISTRICT | 47.7% | 24.2% | 21.9% | 6.2% | 579 | 1.867 |
| | COLUMBUS DISTRICT | 46.5% | 28.0% | 19.1% | 6.4% | 596 | 1.854 |
| | CAMBRIDGE DISTRICT | 44.4% | 23.7% | 21.5% | 10.4% | 604 | 1.980 |
| | WILMINGTON DISTRICT | 49.7% | 27.1% | 17.3% | 5.9% | 597 | 1.792 |
| AGE | JACKSON DISTRICT | 44.2% | 21.8% | 21.1% | 12.8% | 563 | 2.025 |
| | 25 AND YOUNGER | 28.7% | 25.7% | 30.7% | 14.9% | 101 | 2.317 |
| | 26 - 30 YEARS OLD | 43.1% | 19.4% | 18.1% | 19.4% | 72 | 2.139 |
| | 31 - 35 YEARS OLD | 46.1% | 25.8% | 21.9% | 6.2% | 178 | 1.882 |
| | 36 - 40 YEARS OLD | 40.3% | 27.7% | 23.4% | 8.6% | 278 | 2.004 |
| | 41 - 45 YEARS OLD | 45.4% | 27.3% | 19.3% | 8.0% | 436 | 1.899 |
| | 46 - 50 YEARS OLD | 43.5% | 28.9% | 20.2% | 7.5% | 630 | 1.916 |
| | 51 - 55 YEARS OLD | 45.5% | 25.0% | 20.8% | 8.7% | 949 | 1.927 |
| SEX | 56 - 60 YEARS OLD | 49.8% | 21.3% | 21.3% | 7.7% | 508 | 1.868 |
| | 61 AND OLDER | 47.4% | 22.3% | 21.0% | 9.3% | 1,426 | 1.922 |
| RACE | MALE | 52.0% | 24.1% | 16.2% | 7.7% | 1,665 | 1.795 |
| | FEMALE | 41.9% | 24.9% | 23.8% | 9.4% | 2,933 | 2.007 |
| RACE | CAUCASIAN | 45.8% | 25.0% | 20.9% | 8.2% | 4,184 | 1.916 |
| | AFRICAN AMERICAN | 35.4% | 23.9% | 24.4% | 16.3% | 209 | 2.215 |
| | OTHER | 50.0% | 18.1% | 18.8% | 13.1% | 160 | 1.950 |
| HISPANIC/LATINO | YES | 40.0% | 22.0% | 18.0% | 20.0% | 50 | 2.180 |
| | NO | 45.6% | 24.7% | 21.1% | 8.7% | 4,526 | 1.929 |
| MARITAL STATUS | SINGLE | 40.2% | 24.5% | 21.0% | 14.4% | 458 | 2.096 |
| | MARRIED | 47.1% | 24.9% | 20.5% | 7.5% | 3,350 | 1.884 |
| | OTHER | 42.5% | 23.0% | 23.1% | 11.4% | 762 | 2.034 |
| RESIDENTIAL LOCATION | URBAN | 45.2% | 24.6% | 20.0% | 10.1% | 621 | 1.950 |
| | SUBURBAN | 45.6% | 25.9% | 20.6% | 7.9% | 1,912 | 1.908 |
| | RURAL | 45.7% | 23.5% | 21.8% | 9.1% | 2,052 | 1.942 |
| DRIVING AREA | URBAN | 45.4% | 22.7% | 22.9% | 9.0% | 1,300 | 1.955 |
| | SUBURBAN | 46.3% | 26.8% | 18.7% | 8.2% | 1,561 | 1.889 |
| | RURAL | 45.1% | 23.9% | 21.8% | 9.2% | 1,677 | 1.951 |
| VEHICLE TYPE | AUTOMOBILE | 45.0% | 24.6% | 21.8% | 8.5% | 2,402 | 1.938 |
| | VAN/MINI VAN | 40.7% | 25.9% | 23.9% | 9.6% | 553 | 2.024 |
| | PICKUP TRUCK | 54.7% | 21.0% | 14.5% | 9.8% | 572 | 1.794 |
| | SUV | 43.8% | 26.5% | 21.5% | 8.2% | 1,019 | 1.942 |
| | OTHER | 57.8% | 13.3% | 17.8% | 11.1% | 45 | 1.822 |

TABLE A6.33: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS

| | | ALWAYS | MOST OF THE TIME | HALF OF THE TIME | RARELY | Never | TOTAL | AVERAGE |
|----------------------|---------------------|--------|------------------|------------------|--------|-------|-------|---------|
| ALL RESPONDENTS | | 11.0% | 19.8% | 22.8% | 32.6% | 13.9% | 4,734 | 3.187 |
| SURVEY | SURVEY 1 | 13.1% | 19.1% | 21.2% | 31.8% | 14.8% | 1,392 | 3.162 |
| | SURVEY 2 | 11.9% | 20.4% | 22.0% | 30.9% | 14.7% | 1,112 | 3.163 |
| | SURVEY 3 | 9.2% | 20.5% | 25.3% | 32.9% | 12.0% | 1,105 | 3.181 |
| | SURVEY 4 | 9.2% | 19.2% | 23.0% | 34.9% | 13.7% | 1,125 | 3.248 |
| OSP DISTRICT | FINDLAY DISTRICT | 10.3% | 18.7% | 25.3% | 32.0% | 13.6% | 572 | 3.199 |
| | BUCYRUS DISTRICT | 9.0% | 20.3% | 23.3% | 32.5% | 14.9% | 597 | 3.240 |
| | CLEVELAND DISTRICT | 11.3% | 22.9% | 23.0% | 31.6% | 11.2% | 547 | 3.084 |
| | PIQUA DISTRICT | 11.6% | 19.5% | 25.2% | 31.4% | 12.4% | 596 | 3.136 |
| | COLUMBUS DISTRICT | 10.1% | 19.1% | 22.7% | 34.7% | 13.4% | 603 | 3.222 |
| | CAMBRIDGE DISTRICT | 10.4% | 15.7% | 20.4% | 35.3% | 18.1% | 623 | 3.350 |
| | WILMINGTON DISTRICT | 14.3% | 25.1% | 22.8% | 27.7% | 10.1% | 614 | 2.941 |
| | JACKSON DISTRICT | 10.5% | 17.0% | 19.8% | 35.7% | 17.0% | 582 | 3.318 |
| AGE | 25 AND YOUNGER | 27.7% | 19.8% | 25.7% | 20.8% | 5.9% | 101 | 2.574 |
| | 26 - 30 YEARS OLD | 21.1% | 19.7% | 21.1% | 28.9% | 9.2% | 76 | 2.855 |
| | 31 - 35 YEARS OLD | 21.9% | 26.8% | 17.5% | 26.2% | 7.7% | 183 | 2.710 |
| | 36 - 40 YEARS OLD | 14.9% | 27.7% | 25.9% | 21.6% | 9.9% | 282 | 2.840 |
| | 41 - 45 YEARS OLD | 13.5% | 24.8% | 19.4% | 32.7% | 9.5% | 443 | 2.998 |
| | 46 - 50 YEARS OLD | 12.3% | 19.7% | 23.4% | 33.6% | 10.9% | 649 | 3.111 |
| | 51 - 55 YEARS OLD | 10.5% | 19.0% | 24.5% | 32.4% | 13.6% | 969 | 3.196 |
| | 56 - 60 YEARS OLD | 10.9% | 18.1% | 23.2% | 35.8% | 12.0% | 525 | 3.200 |
| | 61 AND OLDER | 6.1% | 17.1% | 22.3% | 35.1% | 19.4% | 1,483 | 3.446 |
| SEX | MALE | 13.2% | 20.6% | 21.2% | 32.9% | 12.1% | 1,719 | 3.101 |
| | FEMALE | 9.7% | 19.3% | 23.7% | 32.5% | 14.9% | 3,015 | 3.236 |
| RACE | CAUCASIAN | 11.0% | 19.7% | 23.3% | 32.7% | 13.2% | 4,311 | 3.174 |
| | AFRICAN AMERICAN | 8.4% | 19.6% | 19.2% | 32.7% | 20.1% | 214 | 3.364 |
| | OTHER | 12.8% | 22.6% | 15.9% | 26.2% | 22.6% | 164 | 3.232 |
| HISPANIC/LATINO | YES | 13.5% | 13.5% | 23.1% | 34.6% | 15.4% | 52 | 3.250 |
| | NO | 11.0% | 19.8% | 22.7% | 32.5% | 13.9% | 4,661 | 3.186 |
| MARITAL STATUS | SINGLE | 15.2% | 20.5% | 18.6% | 29.7% | 16.0% | 468 | 3.109 |
| | MARRIED | 10.9% | 20.8% | 24.1% | 32.5% | 11.7% | 3,435 | 3.131 |
| | OTHER | 8.3% | 15.1% | 20.0% | 35.0% | 21.5% | 799 | 3.464 |
| RESIDENTIAL LOCATION | URBAN | 10.6% | 18.0% | 20.8% | 34.5% | 16.2% | 650 | 3.275 |
| | SUBURBAN | 11.5% | 21.9% | 24.6% | 30.7% | 11.3% | 1,953 | 3.083 |
| | RURAL | 10.6% | 18.3% | 21.7% | 33.8% | 15.5% | 2,118 | 3.253 |
| DRIVING AREA | URBAN | 12.0% | 19.5% | 22.6% | 31.2% | 14.8% | 1,347 | 3.174 |
| | SUBURBAN | 10.2% | 21.6% | 25.2% | 30.9% | 12.0% | 1,597 | 3.130 |
| | RURAL | 11.0% | 18.3% | 20.9% | 35.2% | 14.6% | 1,725 | 3.241 |
| VEHICLE TYPE | AUTOMOBILE | 10.2% | 20.2% | 23.1% | 32.1% | 14.4% | 2,472 | 3.204 |
| | VAN/MINI VAN | 10.0% | 18.7% | 24.7% | 33.7% | 12.9% | 572 | 3.210 |
| | PICKUP TRUCK | 12.9% | 17.3% | 19.5% | 34.9% | 15.6% | 591 | 3.230 |
| | SUV | 12.2% | 20.8% | 23.6% | 31.4% | 12.0% | 1,046 | 3.099 |
| | OTHER | 13.0% | 15.2% | 10.9% | 47.8% | 13.0% | 46 | 3.326 |

TABLE A6.34: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS

| | | NO, DEFINITELY | NO, PROBABLY | YES, PROBABLY | YES, DEFINITELY | TOTAL | AVERAGE |
|-------------------------|---------------------|-------------------|-----------------|------------------|--------------------|-------|---------|
| ALL RESPONDENTS | | 49.9% | 9.1% | 7.3% | 33.7% | 4,724 | 2.249 |
| SURVEY | SURVEY 1 | 51.8% | 10.4% | 9.6% | 28.2% | 1,388 | 2.143 |
| | SURVEY 2 | 47.4% | 10.4% | 7.2% | 35.0% | 1,110 | 2.299 |
| | SURVEY 3 | 49.9% | 8.3% | 6.4% | 35.3% | 1,104 | 2.272 |
| | SURVEY 4 | 50.0% | 7.0% | 5.3% | 37.7% | 1,122 | 2.307 |
| OSP DISTRICT | FINDLAY DISTRICT | 50.7% | 8.2% | 6.5% | 34.6% | 572 | 2.250 |
| | BUCYRUS DISTRICT | 49.1% | 9.7% | 6.8% | 34.4% | 599 | 2.265 |
| | CLEVELAND DISTRICT | 46.8% | 7.7% | 8.1% | 37.4% | 543 | 2.361 |
| | PIQUA DISTRICT | 48.3% | 9.6% | 8.2% | 33.9% | 596 | 2.277 |
| | COLUMBUS DISTRICT | 53.1% | 9.9% | 8.6% | 28.4% | 605 | 2.124 |
| | CAMBRIDGE DISTRICT | 51.5% | 8.4% | 6.8% | 33.4% | 620 | 2.221 |
| | WILMINGTON DISTRICT | 45.6% | 9.2% | 7.5% | 37.7% | 610 | 2.374 |
| JACKSON DISTRICT | 54.1% | 10.0% | 5.5% | 30.4% | 579 | 2.123 | |
| AGE | 25 AND YOUNGER | 53.5% | 11.9% | 5.9% | 28.7% | 101 | 2.099 |
| | 26 - 30 YEARS OLD | 50.0% | 9.2% | 3.9% | 36.8% | 76 | 2.276 |
| | 31 - 35 YEARS OLD | 52.5% | 7.1% | 10.9% | 29.5% | 183 | 2.175 |
| | 36 - 40 YEARS OLD | 55.3% | 10.3% | 5.7% | 28.7% | 282 | 2.078 |
| | 41 - 45 YEARS OLD | 54.2% | 7.7% | 4.5% | 33.6% | 443 | 2.176 |
| | 46 - 50 YEARS OLD | 47.5% | 9.6% | 7.3% | 35.6% | 648 | 2.310 |
| | 51 - 55 YEARS OLD | 49.5% | 10.2% | 7.7% | 32.5% | 968 | 2.233 |
| | 56 - 60 YEARS OLD | 49.0% | 9.7% | 6.3% | 35.0% | 526 | 2.272 |
| 61 AND OLDER | 48.9% | 8.2% | 8.1% | 34.8% | 1,474 | 2.288 | |
| SEX | MALE | 49.7% | 8.8% | 7.4% | 34.2% | 1,713 | 2.260 |
| | FEMALE | 50.0% | 9.3% | 7.2% | 33.5% | 3,011 | 2.242 |
| RACE | CAUCASIAN | 50.3% | 9.2% | 7.4% | 33.1% | 4,300 | 2.233 |
| | AFRICAN AMERICAN | 41.6% | 11.7% | 6.1% | 40.7% | 214 | 2.458 |
| | OTHER | 51.9% | 3.7% | 3.7% | 40.7% | 162 | 2.333 |
| HISPANIC/ LATINO | YES | 50.0% | 9.6% | 13.5% | 26.9% | 52 | 2.173 |
| | NO | 49.8% | 9.1% | 7.2% | 33.9% | 4,649 | 2.252 |
| MARITAL STATUS | SINGLE | 50.7% | 9.8% | 6.0% | 33.5% | 469 | 2.222 |
| | MARRIED | 49.7% | 8.8% | 7.6% | 33.9% | 3,432 | 2.258 |
| | OTHER | 50.4% | 10.0% | 6.8% | 32.7% | 791 | 2.219 |
| RESIDENTIAL LOCATION | URBAN | 50.2% | 9.6% | 7.0% | 33.3% | 646 | 2.234 |
| | SUBURBAN | 47.7% | 8.3% | 7.1% | 36.9% | 1,953 | 2.332 |
| | RURAL | 51.7% | 9.7% | 7.5% | 31.1% | 2,112 | 2.179 |
| DRIVING AREA | URBAN | 48.8% | 9.4% | 7.5% | 34.3% | 1,344 | 2.273 |
| | SUBURBAN | 48.8% | 8.6% | 6.8% | 35.8% | 1,596 | 2.295 |
| | RURAL | 51.8% | 9.4% | 7.4% | 31.4% | 1,719 | 2.183 |
| VEHICLE TYPE | AUTOMOBILE | 49.3% | 10.0% | 7.7% | 33.0% | 2,467 | 2.243 |
| | VAN/MINI VAN | 51.4% | 7.7% | 7.7% | 33.2% | 572 | 2.227 |
| | PICKUP TRUCK | 51.3% | 8.1% | 6.6% | 34.0% | 589 | 2.233 |
| | SUV | 50.0% | 8.0% | 6.5% | 35.6% | 1,043 | 2.277 |
| | OTHER | 43.5% | 17.4% | 2.2% | 37.0% | 46 | 2.326 |

TABLE A6.35: CHANCES OF RECEIVING A TICKET FOR SPEEDING

| | | VERY UNLIKELY | SOMEWHAT UNLIKELY | SOMEWHAT LIKELY | VERY LIKELY | TOTAL | AVERAGE |
|----------------------|---------------------|---------------|-------------------|-----------------|-------------|-------|---------|
| ALL RESPONDENTS | | 9.8% | 16.0% | 43.5% | 30.8% | 4,640 | 2.952 |
| SURVEY | SURVEY 1 | 10.0% | 17.6% | 39.6% | 32.7% | 1,368 | 2.951 |
| | SURVEY 2 | 9.6% | 14.9% | 43.3% | 32.2% | 1,076 | 2.982 |
| | SURVEY 3 | 8.0% | 15.3% | 46.9% | 29.8% | 1,094 | 2.984 |
| | SURVEY 4 | 11.4% | 15.7% | 45.0% | 27.9% | 1,102 | 2.893 |
| OSP DISTRICT | FINDLAY DISTRICT | 11.3% | 17.8% | 43.1% | 27.8% | 557 | 2.874 |
| | BUCYRUS DISTRICT | 12.1% | 15.1% | 45.3% | 27.5% | 589 | 2.883 |
| | CLEVELAND DISTRICT | 8.1% | 14.0% | 40.6% | 37.3% | 534 | 3.071 |
| | PIQUA DISTRICT | 9.1% | 16.8% | 47.0% | 27.2% | 585 | 2.923 |
| | COLUMBUS DISTRICT | 11.3% | 17.0% | 44.6% | 27.1% | 594 | 2.875 |
| | CAMBRIDGE DISTRICT | 9.7% | 15.1% | 40.1% | 35.2% | 611 | 3.008 |
| | WILMINGTON DISTRICT | 10.0% | 17.2% | 46.8% | 25.9% | 598 | 2.886 |
| | JACKSON DISTRICT | 6.6% | 14.7% | 39.9% | 38.8% | 572 | 3.108 |
| AGE | 25 AND YOUNGER | 5.0% | 14.9% | 41.6% | 38.6% | 101 | 3.139 |
| | 26 - 30 YEARS OLD | 10.8% | 4.1% | 39.2% | 45.9% | 74 | 3.203 |
| | 31 - 35 YEARS OLD | 13.2% | 13.2% | 42.9% | 30.8% | 182 | 2.912 |
| | 36 - 40 YEARS OLD | 6.1% | 18.4% | 46.6% | 28.9% | 277 | 2.982 |
| | 41 - 45 YEARS OLD | 8.6% | 13.4% | 47.3% | 30.7% | 440 | 3.000 |
| | 46 - 50 YEARS OLD | 8.5% | 15.9% | 47.3% | 28.2% | 634 | 2.953 |
| | 51 - 55 YEARS OLD | 7.8% | 15.7% | 44.6% | 31.9% | 957 | 3.005 |
| | 56 - 60 YEARS OLD | 10.3% | 17.8% | 40.5% | 31.4% | 516 | 2.930 |
| SEX | 61 AND OLDER | 12.5% | 17.0% | 40.6% | 29.9% | 1,437 | 2.878 |
| | MALE | 13.2% | 19.4% | 40.8% | 26.6% | 1,679 | 2.809 |
| | FEMALE | 7.9% | 14.0% | 45.0% | 33.1% | 2,961 | 3.034 |
| RACE | CAUCASIAN | 9.6% | 16.2% | 44.0% | 30.2% | 4,221 | 2.948 |
| | AFRICAN AMERICAN | 10.9% | 10.9% | 34.6% | 43.6% | 211 | 3.109 |
| | OTHER | 11.1% | 14.8% | 43.8% | 30.2% | 162 | 2.932 |
| HISPANIC/ LATINO | YES | 12.0% | 14.0% | 30.0% | 44.0% | 50 | 3.060 |
| | NO | 9.7% | 16.0% | 43.7% | 30.7% | 4,569 | 2.953 |
| MARITAL STATUS | SINGLE | 7.9% | 12.9% | 40.8% | 38.4% | 456 | 3.096 |
| | MARRIED | 9.7% | 17.0% | 44.6% | 28.7% | 3,375 | 2.923 |
| | OTHER | 10.7% | 13.2% | 40.3% | 35.8% | 782 | 3.012 |
| RESIDENTIAL LOCATION | URBAN | 12.7% | 15.4% | 40.4% | 31.5% | 631 | 2.908 |
| | SUBURBAN | 9.8% | 16.7% | 45.4% | 28.1% | 1,920 | 2.917 |
| | RURAL | 8.9% | 15.5% | 42.7% | 32.9% | 2,076 | 2.997 |
| DRIVING AREA | URBAN | 10.7% | 15.6% | 40.2% | 33.4% | 1,322 | 2.964 |
| | SUBURBAN | 9.7% | 17.3% | 46.1% | 26.9% | 1,568 | 2.902 |
| | RURAL | 9.2% | 14.9% | 43.9% | 32.0% | 1,687 | 2.985 |
| VEHICLE TYPE | AUTOMOBILE | 10.2% | 15.8% | 42.6% | 31.4% | 2,423 | 2.951 |
| | VAN/MINI VAN | 7.8% | 16.9% | 44.6% | 30.7% | 561 | 2.980 |
| | PICKUP TRUCK | 12.2% | 15.0% | 42.9% | 29.8% | 580 | 2.903 |
| | SUV | 8.1% | 16.6% | 45.8% | 29.6% | 1,025 | 2.968 |
| | OTHER | 15.6% | 8.9% | 33.3% | 42.2% | 45 | 3.022 |

TABLE A6.36: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WEAR SEAT BELT MORE OFTEN

| | | No | Yes | TOTAL |
|----------------------|---------------------|--------|------|-------|
| ALL RESPONDENTS | | 97.0% | 3.0% | 4,753 |
| SURVEY | SURVEY 1 | 95.6% | 4.4% | 1,398 |
| | SURVEY 2 | 97.4% | 2.6% | 1,116 |
| | SURVEY 3 | 97.4% | 2.6% | 1,111 |
| | SURVEY 4 | 97.8% | 2.2% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 98.1% | 1.9% | 577 |
| | BUCYRUS DISTRICT | 97.0% | 3.0% | 603 |
| | CLEVELAND DISTRICT | 95.6% | 4.4% | 547 |
| | PIQUA DISTRICT | 97.7% | 2.3% | 598 |
| | COLUMBUS DISTRICT | 98.2% | 1.8% | 606 |
| | CAMBRIDGE DISTRICT | 96.2% | 3.8% | 625 |
| | WILMINGTON DISTRICT | 96.4% | 3.6% | 615 |
| AGE | JACKSON DISTRICT | 96.6% | 3.4% | 582 |
| | 25 AND YOUNGER | 94.1% | 5.9% | 102 |
| | 26 - 30 YEARS OLD | 96.1% | 3.9% | 76 |
| | 31 - 35 YEARS OLD | 97.8% | 2.2% | 184 |
| | 36 - 40 YEARS OLD | 96.8% | 3.2% | 284 |
| | 41 - 45 YEARS OLD | 97.3% | 2.7% | 444 |
| | 46 - 50 YEARS OLD | 96.5% | 3.5% | 650 |
| | 51 - 55 YEARS OLD | 96.6% | 3.4% | 974 |
| SEX | 56 - 60 YEARS OLD | 96.4% | 3.6% | 529 |
| | 61 AND OLDER | 97.8% | 2.2% | 1,487 |
| SEX | MALE | 95.7% | 4.3% | 1,724 |
| | FEMALE | 97.7% | 2.3% | 3,029 |
| RACE | CAUCASIAN | 97.2% | 2.8% | 4,323 |
| | AFRICAN AMERICAN | 94.9% | 5.1% | 215 |
| | OTHER | 94.5% | 5.5% | 165 |
| HISPANIC/ LATINO | YES | 98.1% | 1.9% | 52 |
| | NO | 97.0% | 3.0% | 4,676 |
| MARITAL STATUS | SINGLE | 96.6% | 3.4% | 470 |
| | MARRIED | 97.0% | 3.0% | 3,449 |
| | OTHER | 97.4% | 2.6% | 799 |
| RESIDENTIAL LOCATION | URBAN | 97.7% | 2.3% | 651 |
| | SUBURBAN | 96.9% | 3.1% | 1,962 |
| | RURAL | 96.8% | 3.2% | 2,126 |
| DRIVING AREA | URBAN | 97.0% | 3.0% | 1,353 |
| | SUBURBAN | 96.9% | 3.1% | 1,603 |
| | RURAL | 96.9% | 3.1% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 97.5% | 2.5% | 2,485 |
| | VAN/MINI VAN | 97.6% | 2.4% | 573 |
| | PICKUP TRUCK | 93.3% | 6.7% | 595 |
| | SUV | 97.3% | 2.7% | 1,047 |
| | OTHER | 100.0% | - | 46 |

TABLE A6.37: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – CHECK MIRRORS MORE OFTEN

| | | No | Yes | TOTAL |
|----------------------|---------------------|--------|------|-------|
| ALL RESPONDENTS | | 97.9% | 2.1% | 4,753 |
| SURVEY | SURVEY 1 | 97.7% | 2.3% | 1,398 |
| | SURVEY 2 | 97.4% | 2.6% | 1,116 |
| | SURVEY 3 | 97.7% | 2.3% | 1,111 |
| | SURVEY 4 | 98.9% | 1.1% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 99.0% | 1.0% | 577 |
| | BUCYRUS DISTRICT | 98.0% | 2.0% | 603 |
| | CLEVELAND DISTRICT | 98.0% | 2.0% | 547 |
| | PIQUA DISTRICT | 97.7% | 2.3% | 598 |
| | COLUMBUS DISTRICT | 97.0% | 3.0% | 606 |
| | CAMBRIDGE DISTRICT | 98.1% | 1.9% | 625 |
| | WILMINGTON DISTRICT | 98.0% | 2.0% | 615 |
| | JACKSON DISTRICT | 97.8% | 2.2% | 582 |
| AGE | 25 AND YOUNGER | 99.0% | 1.0% | 102 |
| | 26 - 30 YEARS OLD | 100.0% | - | 76 |
| | 31 - 35 YEARS OLD | 97.3% | 2.7% | 184 |
| | 36 - 40 YEARS OLD | 98.6% | 1.4% | 284 |
| | 41 - 45 YEARS OLD | 98.4% | 1.6% | 444 |
| | 46 - 50 YEARS OLD | 98.6% | 1.4% | 650 |
| | 51 - 55 YEARS OLD | 98.4% | 1.6% | 974 |
| | 56 - 60 YEARS OLD | 98.1% | 1.9% | 529 |
| | 61 AND OLDER | 97.0% | 3.0% | 1,487 |
| SEX | MALE | 98.0% | 2.0% | 1,724 |
| | FEMALE | 97.9% | 2.1% | 3,029 |
| RACE | CAUCASIAN | 97.9% | 2.1% | 4,323 |
| | AFRICAN AMERICAN | 96.7% | 3.3% | 215 |
| | OTHER | 98.8% | 1.2% | 165 |
| HISPANIC/ LATINO | YES | 100.0% | - | 52 |
| | NO | 97.9% | 2.1% | 4,676 |
| MARITAL STATUS | SINGLE | 97.4% | 2.6% | 470 |
| | MARRIED | 98.1% | 1.9% | 3,449 |
| | OTHER | 97.4% | 2.6% | 799 |
| RESIDENTIAL LOCATION | URBAN | 97.1% | 2.9% | 651 |
| | SUBURBAN | 98.3% | 1.7% | 1,962 |
| | RURAL | 97.9% | 2.1% | 2,126 |
| DRIVING AREA | URBAN | 97.0% | 3.0% | 1,353 |
| | SUBURBAN | 98.4% | 1.6% | 1,603 |
| | RURAL | 98.2% | 1.8% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 97.6% | 2.4% | 2,485 |
| | VAN/MINI VAN | 98.6% | 1.4% | 573 |
| | PICKUP TRUCK | 98.2% | 1.8% | 595 |
| | SUV | 98.3% | 1.7% | 1,047 |
| | OTHER | 95.7% | 4.3% | 46 |

TABLE A6.38: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WATCH SPEED

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 78.9% | 21.1% | 4,753 |
| SURVEY | SURVEY 1 | 78.0% | 22.0% | 1,398 |
| | SURVEY 2 | 76.5% | 23.5% | 1,116 |
| | SURVEY 3 | 79.9% | 20.1% | 1,111 |
| | SURVEY 4 | 81.3% | 18.7% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 78.5% | 21.5% | 577 |
| | BUCYRUS DISTRICT | 80.6% | 19.4% | 603 |
| | CLEVELAND DISTRICT | 75.5% | 24.5% | 547 |
| | PIQUA DISTRICT | 78.1% | 21.9% | 598 |
| | COLUMBUS DISTRICT | 79.7% | 20.3% | 606 |
| | CAMBRIDGE DISTRICT | 82.9% | 17.1% | 625 |
| | WILMINGTON DISTRICT | 74.6% | 25.4% | 615 |
| | JACKSON DISTRICT | 80.8% | 19.2% | 582 |
| AGE | 25 AND YOUNGER | 67.6% | 32.4% | 102 |
| | 26 - 30 YEARS OLD | 75.0% | 25.0% | 76 |
| | 31 - 35 YEARS OLD | 72.8% | 27.2% | 184 |
| | 36 - 40 YEARS OLD | 70.8% | 29.2% | 284 |
| | 41 - 45 YEARS OLD | 75.5% | 24.5% | 444 |
| | 46 - 50 YEARS OLD | 76.5% | 23.5% | 650 |
| | 51 - 55 YEARS OLD | 78.3% | 21.7% | 974 |
| | 56 - 60 YEARS OLD | 76.0% | 24.0% | 529 |
| | 61 AND OLDER | 85.7% | 14.3% | 1,487 |
| SEX | MALE | 81.8% | 18.2% | 1,724 |
| | FEMALE | 77.2% | 22.8% | 3,029 |
| RACE | CAUCASIAN | 78.5% | 21.5% | 4,323 |
| | AFRICAN AMERICAN | 82.8% | 17.2% | 215 |
| | OTHER | 81.2% | 18.8% | 165 |
| HISPANIC/ LATINO | YES | 71.2% | 28.8% | 52 |
| | NO | 78.9% | 21.1% | 4,676 |
| MARITAL STATUS | SINGLE | 77.9% | 22.1% | 470 |
| | MARRIED | 77.5% | 22.5% | 3,449 |
| | OTHER | 85.0% | 15.0% | 799 |
| RESIDENTIAL LOCATION | URBAN | 81.3% | 18.7% | 651 |
| | SUBURBAN | 77.5% | 22.5% | 1,962 |
| | RURAL | 79.3% | 20.7% | 2,126 |
| DRIVING AREA | URBAN | 79.9% | 20.1% | 1,353 |
| | SUBURBAN | 76.8% | 23.2% | 1,603 |
| | RURAL | 79.6% | 20.4% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 79.7% | 20.3% | 2,485 |
| | VAN/MINI VAN | 77.8% | 22.2% | 573 |
| | PICKUP TRUCK | 82.7% | 17.3% | 595 |
| | SUV | 75.2% | 24.8% | 1,047 |
| | OTHER | 80.4% | 19.6% | 46 |

TABLE A6.39: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TALKING ON CELL PHONE WHILE DRIVING

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 87.1% | 12.9% | 4,753 |
| SURVEY | SURVEY 1 | 87.2% | 12.8% | 1,398 |
| | SURVEY 2 | 86.8% | 13.2% | 1,116 |
| | SURVEY 3 | 86.3% | 13.7% | 1,111 |
| | SURVEY 4 | 88.2% | 11.8% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 87.9% | 12.1% | 577 |
| | BUCYRUS DISTRICT | 88.6% | 11.4% | 603 |
| | CLEVELAND DISTRICT | 88.5% | 11.5% | 547 |
| | PIQUA DISTRICT | 85.8% | 14.2% | 598 |
| | COLUMBUS DISTRICT | 84.8% | 15.2% | 606 |
| | CAMBRIDGE DISTRICT | 89.6% | 10.4% | 625 |
| | WILMINGTON DISTRICT | 83.7% | 16.3% | 615 |
| AGE | JACKSON DISTRICT | 88.5% | 11.5% | 582 |
| | 25 AND YOUNGER | 81.4% | 18.6% | 102 |
| | 26 - 30 YEARS OLD | 84.2% | 15.8% | 76 |
| | 31 - 35 YEARS OLD | 81.0% | 19.0% | 184 |
| | 36 - 40 YEARS OLD | 82.7% | 17.3% | 284 |
| | 41 - 45 YEARS OLD | 81.1% | 18.9% | 444 |
| | 46 - 50 YEARS OLD | 82.3% | 17.7% | 650 |
| | 51 - 55 YEARS OLD | 86.0% | 14.0% | 974 |
| SEX | 56 - 60 YEARS OLD | 87.1% | 12.9% | 529 |
| | 61 AND OLDER | 93.9% | 6.1% | 1,487 |
| SEX | MALE | 88.8% | 11.2% | 1,724 |
| | FEMALE | 86.2% | 13.8% | 3,029 |
| RACE | CAUCASIAN | 86.9% | 13.1% | 4,323 |
| | AFRICAN AMERICAN | 87.9% | 12.1% | 215 |
| | OTHER | 90.9% | 9.1% | 165 |
| HISPANIC/ LATINO | YES | 92.3% | 7.7% | 52 |
| | NO | 87.1% | 12.9% | 4,676 |
| MARITAL STATUS | SINGLE | 87.2% | 12.8% | 470 |
| | MARRIED | 85.5% | 14.5% | 3,449 |
| | OTHER | 94.0% | 6.0% | 799 |
| RESIDENTIAL LOCATION | URBAN | 88.9% | 11.1% | 651 |
| | SUBURBAN | 85.6% | 14.4% | 1,962 |
| | RURAL | 88.0% | 12.0% | 2,126 |
| DRIVING AREA | URBAN | 88.0% | 12.0% | 1,353 |
| | SUBURBAN | 85.6% | 14.4% | 1,603 |
| | RURAL | 87.5% | 12.5% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 88.0% | 12.0% | 2,485 |
| | VAN/MINI VAN | 83.2% | 16.8% | 573 |
| | PICKUP TRUCK | 90.6% | 9.4% | 595 |
| | SUV | 84.9% | 15.1% | 1,047 |
| | OTHER | 95.7% | 4.3% | 46 |

TABLE A6.40: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TEXTING WHILE DRIVING

| | | No | Yes | TOTAL |
|----------------------|---------------------|--------|-------|-------|
| ALL RESPONDENTS | | 96.9% | 3.1% | 4,753 |
| SURVEY | SURVEY 1 | 96.8% | 3.2% | 1,398 |
| | SURVEY 2 | 96.3% | 3.7% | 1,116 |
| | SURVEY 3 | 96.6% | 3.4% | 1,111 |
| | SURVEY 4 | 98.1% | 1.9% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 97.9% | 2.1% | 577 |
| | BUCYRUS DISTRICT | 97.0% | 3.0% | 603 |
| | CLEVELAND DISTRICT | 96.5% | 3.5% | 547 |
| | PIQUA DISTRICT | 96.0% | 4.0% | 598 |
| | COLUMBUS DISTRICT | 97.2% | 2.8% | 606 |
| | CAMBRIDGE DISTRICT | 97.4% | 2.6% | 625 |
| | WILMINGTON DISTRICT | 97.1% | 2.9% | 615 |
| AGE | JACKSON DISTRICT | 96.4% | 3.6% | 582 |
| | 25 AND YOUNGER | 86.3% | 13.7% | 102 |
| | 26 - 30 YEARS OLD | 96.1% | 3.9% | 76 |
| | 31 - 35 YEARS OLD | 92.9% | 7.1% | 184 |
| | 36 - 40 YEARS OLD | 93.3% | 6.7% | 284 |
| | 41 - 45 YEARS OLD | 95.5% | 4.5% | 444 |
| | 46 - 50 YEARS OLD | 96.3% | 3.7% | 650 |
| | 51 - 55 YEARS OLD | 96.9% | 3.1% | 974 |
| SEX | 56 - 60 YEARS OLD | 96.8% | 3.2% | 529 |
| | 61 AND OLDER | 99.7% | 0.3% | 1,487 |
| SEX | MALE | 96.4% | 3.6% | 1,724 |
| | FEMALE | 97.3% | 2.7% | 3,029 |
| RACE | CAUCASIAN | 96.9% | 3.1% | 4,323 |
| | AFRICAN AMERICAN | 97.2% | 2.8% | 215 |
| | OTHER | 96.4% | 3.6% | 165 |
| HISPANIC/ LATINO | YES | 98.1% | 1.9% | 52 |
| | NO | 96.9% | 3.1% | 4,676 |
| MARITAL STATUS | SINGLE | 94.9% | 5.1% | 470 |
| | MARRIED | 96.8% | 3.2% | 3,449 |
| | OTHER | 98.7% | 1.3% | 799 |
| RESIDENTIAL LOCATION | URBAN | 97.8% | 2.2% | 651 |
| | SUBURBAN | 96.9% | 3.1% | 1,962 |
| | RURAL | 96.7% | 3.3% | 2,126 |
| DRIVING AREA | URBAN | 97.3% | 2.7% | 1,353 |
| | SUBURBAN | 96.9% | 3.1% | 1,603 |
| | RURAL | 96.5% | 3.5% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 97.1% | 2.9% | 2,485 |
| | VAN/MINI VAN | 95.6% | 4.4% | 573 |
| | PICKUP TRUCK | 98.5% | 1.5% | 595 |
| | SUV | 96.2% | 3.8% | 1,047 |
| | OTHER | 100.0% | - | 46 |

TABLE A6.41: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – LET OTHERS DRIVE WHEN DRINKING ALCOHOL

| | | No | Yes | TOTAL |
|----------------------|---------------------|--------|------|-------|
| ALL RESPONDENTS | | 99.4% | 0.6% | 4,753 |
| SURVEY | SURVEY 1 | 99.0% | 1.0% | 1,398 |
| | SURVEY 2 | 99.3% | 0.7% | 1,116 |
| | SURVEY 3 | 99.6% | 0.4% | 1,111 |
| | SURVEY 4 | 99.7% | 0.3% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 99.5% | 0.5% | 577 |
| | BUCYRUS DISTRICT | 99.3% | 0.7% | 603 |
| | CLEVELAND DISTRICT | 99.1% | 0.9% | 547 |
| | PIQUA DISTRICT | 99.3% | 0.7% | 598 |
| | COLUMBUS DISTRICT | 99.7% | 0.3% | 606 |
| | CAMBRIDGE DISTRICT | 99.7% | 0.3% | 625 |
| | WILMINGTON DISTRICT | 99.0% | 1.0% | 615 |
| AGE | JACKSON DISTRICT | 99.5% | 0.5% | 582 |
| | 25 AND YOUNGER | 98.0% | 2.0% | 102 |
| | 26 - 30 YEARS OLD | 98.7% | 1.3% | 76 |
| | 31 - 35 YEARS OLD | 100.0% | - | 184 |
| | 36 - 40 YEARS OLD | 99.3% | 0.7% | 284 |
| | 41 - 45 YEARS OLD | 99.8% | 0.2% | 444 |
| | 46 - 50 YEARS OLD | 99.2% | 0.8% | 650 |
| | 51 - 55 YEARS OLD | 99.0% | 1.0% | 974 |
| SEX | 56 - 60 YEARS OLD | 100.0% | - | 529 |
| | 61 AND OLDER | 99.5% | 0.5% | 1,487 |
| SEX | MALE | 99.4% | 0.6% | 1,724 |
| | FEMALE | 99.4% | 0.6% | 3,029 |
| RACE | CAUCASIAN | 99.3% | 0.7% | 4,323 |
| | AFRICAN AMERICAN | 100.0% | - | 215 |
| | OTHER | 100.0% | - | 165 |
| HISPANIC/ LATINO | YES | 100.0% | - | 52 |
| | NO | 99.4% | 0.6% | 4,676 |
| MARITAL STATUS | SINGLE | 99.4% | 0.6% | 470 |
| | MARRIED | 99.4% | 0.6% | 3,449 |
| | OTHER | 99.5% | 0.5% | 799 |
| RESIDENTIAL LOCATION | URBAN | 99.4% | 0.6% | 651 |
| | SUBURBAN | 99.3% | 0.7% | 1,962 |
| | RURAL | 99.5% | 0.5% | 2,126 |
| DRIVING AREA | URBAN | 99.5% | 0.5% | 1,353 |
| | SUBURBAN | 99.3% | 0.7% | 1,603 |
| | RURAL | 99.4% | 0.6% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 99.4% | 0.6% | 2,485 |
| | VAN/MINI VAN | 99.5% | 0.5% | 573 |
| | PICKUP TRUCK | 99.3% | 0.7% | 595 |
| | SUV | 99.3% | 0.7% | 1,047 |
| | OTHER | 100.0% | - | 46 |

TABLE A6.42: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – USE 2ND MIRROR TO WATCH KIDS IN BACKSEAT

| | | No | Yes | TOTAL |
|----------------------|---------------------|--------|------|-------|
| ALL RESPONDENTS | | 99.2% | 0.8% | 4,753 |
| SURVEY | SURVEY 1 | 98.9% | 1.1% | 1,398 |
| | SURVEY 2 | 99.4% | 0.6% | 1,116 |
| | SURVEY 3 | 99.2% | 0.8% | 1,111 |
| | SURVEY 4 | 99.3% | 0.7% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 99.1% | 0.9% | 577 |
| | BUCYRUS DISTRICT | 99.7% | 0.3% | 603 |
| | CLEVELAND DISTRICT | 99.6% | 0.4% | 547 |
| | PIQUA DISTRICT | 99.2% | 0.8% | 598 |
| | COLUMBUS DISTRICT | 99.3% | 0.7% | 606 |
| | CAMBRIDGE DISTRICT | 98.9% | 1.1% | 625 |
| | WILMINGTON DISTRICT | 98.0% | 2.0% | 615 |
| | JACKSON DISTRICT | 99.7% | 0.3% | 582 |
| AGE | 25 AND YOUNGER | 98.0% | 2.0% | 102 |
| | 26 - 30 YEARS OLD | 93.4% | 6.6% | 76 |
| | 31 - 35 YEARS OLD | 98.4% | 1.6% | 184 |
| | 36 - 40 YEARS OLD | 98.2% | 1.8% | 284 |
| | 41 - 45 YEARS OLD | 97.7% | 2.3% | 444 |
| | 46 - 50 YEARS OLD | 99.7% | 0.3% | 650 |
| | 51 - 55 YEARS OLD | 99.7% | 0.3% | 974 |
| | 56 - 60 YEARS OLD | 99.6% | 0.4% | 529 |
| | 61 AND OLDER | 99.5% | 0.5% | 1,487 |
| SEX | MALE | 99.8% | 0.2% | 1,724 |
| | FEMALE | 98.8% | 1.2% | 3,029 |
| RACE | CAUCASIAN | 99.2% | 0.8% | 4,323 |
| | AFRICAN AMERICAN | 99.5% | 0.5% | 215 |
| | OTHER | 98.8% | 1.2% | 165 |
| HISPANIC/ LATINO | YES | 100.0% | - | 52 |
| | NO | 99.2% | 0.8% | 4,676 |
| MARITAL STATUS | SINGLE | 99.4% | 0.6% | 470 |
| | MARRIED | 99.1% | 0.9% | 3,449 |
| | OTHER | 99.4% | 0.6% | 799 |
| RESIDENTIAL LOCATION | URBAN | 99.4% | 0.6% | 651 |
| | SUBURBAN | 98.8% | 1.2% | 1,962 |
| | RURAL | 99.4% | 0.6% | 2,126 |
| DRIVING AREA | URBAN | 99.3% | 0.7% | 1,353 |
| | SUBURBAN | 98.7% | 1.3% | 1,603 |
| | RURAL | 99.5% | 0.5% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 99.4% | 0.6% | 2,485 |
| | VAN/MINI VAN | 98.4% | 1.6% | 573 |
| | PICKUP TRUCK | 99.2% | 0.8% | 595 |
| | SUV | 99.0% | 1.0% | 1,047 |
| | OTHER | 100.0% | - | 46 |

TABLE A6.43: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP EATING WHILE DRIVING

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|------|-------|
| ALL RESPONDENTS | | 95.4% | 4.6% | 4,753 |
| SURVEY | SURVEY 1 | 95.6% | 4.4% | 1,398 |
| | SURVEY 2 | 94.9% | 5.1% | 1,116 |
| | SURVEY 3 | 94.1% | 5.9% | 1,111 |
| | SURVEY 4 | 97.0% | 3.0% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 95.5% | 4.5% | 577 |
| | BUCYRUS DISTRICT | 94.9% | 5.1% | 603 |
| | CLEVELAND DISTRICT | 96.0% | 4.0% | 547 |
| | PIQUA DISTRICT | 96.5% | 3.5% | 598 |
| | COLUMBUS DISTRICT | 94.1% | 5.9% | 606 |
| | CAMBRIDGE DISTRICT | 95.5% | 4.5% | 625 |
| | WILMINGTON DISTRICT | 95.9% | 4.1% | 615 |
| AGE | JACKSON DISTRICT | 95.0% | 5.0% | 582 |
| | 25 AND YOUNGER | 95.1% | 4.9% | 102 |
| | 26 - 30 YEARS OLD | 97.4% | 2.6% | 76 |
| | 31 - 35 YEARS OLD | 92.9% | 7.1% | 184 |
| | 36 - 40 YEARS OLD | 94.4% | 5.6% | 284 |
| | 41 - 45 YEARS OLD | 94.6% | 5.4% | 444 |
| | 46 - 50 YEARS OLD | 94.8% | 5.2% | 650 |
| | 51 - 55 YEARS OLD | 95.2% | 4.8% | 974 |
| SEX | 56 - 60 YEARS OLD | 96.4% | 3.6% | 529 |
| | 61 AND OLDER | 96.2% | 3.8% | 1,487 |
| SEX | MALE | 95.8% | 4.2% | 1,724 |
| | FEMALE | 95.2% | 4.8% | 3,029 |
| RACE | CAUCASIAN | 95.3% | 4.7% | 4,323 |
| | AFRICAN AMERICAN | 95.8% | 4.2% | 215 |
| | OTHER | 97.0% | 3.0% | 165 |
| HISPANIC/ LATINO | YES | 98.1% | 1.9% | 52 |
| | NO | 95.4% | 4.6% | 4,676 |
| MARITAL STATUS | SINGLE | 95.1% | 4.9% | 470 |
| | MARRIED | 95.0% | 5.0% | 3,449 |
| | OTHER | 97.5% | 2.5% | 799 |
| RESIDENTIAL LOCATION | URBAN | 95.1% | 4.9% | 651 |
| | SUBURBAN | 95.6% | 4.4% | 1,962 |
| | RURAL | 95.3% | 4.7% | 2,126 |
| DRIVING AREA | URBAN | 96.1% | 3.9% | 1,353 |
| | SUBURBAN | 94.7% | 5.3% | 1,603 |
| | RURAL | 95.6% | 4.4% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 95.5% | 4.5% | 2,485 |
| | VAN/MINI VAN | 94.2% | 5.8% | 573 |
| | PICKUP TRUCK | 96.6% | 3.4% | 595 |
| | SUV | 95.1% | 4.9% | 1,047 |
| | OTHER | 97.8% | 2.2% | 46 |

TABLE A6.44: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – ADJUSTING THE RADIO

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|------|-------|
| ALL RESPONDENTS | | 96.4% | 3.6% | 4,753 |
| SURVEY | SURVEY 1 | 95.9% | 4.1% | 1,398 |
| | SURVEY 2 | 95.8% | 4.2% | 1,116 |
| | SURVEY 3 | 96.7% | 3.3% | 1,111 |
| | SURVEY 4 | 97.3% | 2.7% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 96.5% | 3.5% | 577 |
| | BUCYRUS DISTRICT | 96.7% | 3.3% | 603 |
| | CLEVELAND DISTRICT | 96.7% | 3.3% | 547 |
| | PIQUA DISTRICT | 97.0% | 3.0% | 598 |
| | COLUMBUS DISTRICT | 95.5% | 4.5% | 606 |
| | CAMBRIDGE DISTRICT | 97.0% | 3.0% | 625 |
| | WILMINGTON DISTRICT | 95.3% | 4.7% | 615 |
| AGE | JACKSON DISTRICT | 96.6% | 3.4% | 582 |
| | 25 AND YOUNGER | 91.2% | 8.8% | 102 |
| | 26 - 30 YEARS OLD | 92.1% | 7.9% | 76 |
| | 31 - 35 YEARS OLD | 95.7% | 4.3% | 184 |
| | 36 - 40 YEARS OLD | 96.8% | 3.2% | 284 |
| | 41 - 45 YEARS OLD | 94.1% | 5.9% | 444 |
| | 46 - 50 YEARS OLD | 94.8% | 5.2% | 650 |
| | 51 - 55 YEARS OLD | 96.9% | 3.1% | 974 |
| SEX | 56 - 60 YEARS OLD | 97.4% | 2.6% | 529 |
| | 61 AND OLDER | 97.7% | 2.3% | 1,487 |
| SEX | MALE | 97.0% | 3.0% | 1,724 |
| | FEMALE | 96.1% | 3.9% | 3,029 |
| RACE | CAUCASIAN | 96.3% | 3.7% | 4,323 |
| | AFRICAN AMERICAN | 97.2% | 2.8% | 215 |
| | OTHER | 97.6% | 2.4% | 165 |
| HISPANIC/ LATINO | YES | 98.1% | 1.9% | 52 |
| | NO | 96.4% | 3.6% | 4,676 |
| MARITAL STATUS | SINGLE | 95.7% | 4.3% | 470 |
| | MARRIED | 96.1% | 3.9% | 3,449 |
| | OTHER | 97.7% | 2.3% | 799 |
| RESIDENTIAL LOCATION | URBAN | 96.5% | 3.5% | 651 |
| | SUBURBAN | 96.2% | 3.8% | 1,962 |
| | RURAL | 96.5% | 3.5% | 2,126 |
| DRIVING AREA | URBAN | 96.7% | 3.3% | 1,353 |
| | SUBURBAN | 96.0% | 4.0% | 1,603 |
| | RURAL | 96.4% | 3.6% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 96.3% | 3.7% | 2,485 |
| | VAN/MINI VAN | 96.7% | 3.3% | 573 |
| | PICKUP TRUCK | 98.0% | 2.0% | 595 |
| | SUV | 95.6% | 4.4% | 1,047 |
| | OTHER | 97.8% | 2.2% | 46 |

TABLE A6.45: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – OTHER

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 78.7% | 21.3% | 4,753 |
| SURVEY | SURVEY 1 | 77.6% | 22.4% | 1,398 |
| | SURVEY 2 | 81.4% | 18.6% | 1,116 |
| | SURVEY 3 | 77.5% | 22.5% | 1,111 |
| | SURVEY 4 | 78.5% | 21.5% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 79.5% | 20.5% | 577 |
| | BUCYRUS DISTRICT | 80.1% | 19.9% | 603 |
| | CLEVELAND DISTRICT | 78.6% | 21.4% | 547 |
| | PIQUA DISTRICT | 77.9% | 22.1% | 598 |
| | COLUMBUS DISTRICT | 79.5% | 20.5% | 606 |
| | CAMBRIDGE DISTRICT | 78.6% | 21.4% | 625 |
| | WILMINGTON DISTRICT | 78.0% | 22.0% | 615 |
| | JACKSON DISTRICT | 77.0% | 23.0% | 582 |
| AGE | 25 AND YOUNGER | 80.4% | 19.6% | 102 |
| | 26 - 30 YEARS OLD | 77.6% | 22.4% | 76 |
| | 31 - 35 YEARS OLD | 76.6% | 23.4% | 184 |
| | 36 - 40 YEARS OLD | 78.9% | 21.1% | 284 |
| | 41 - 45 YEARS OLD | 78.2% | 21.8% | 444 |
| | 46 - 50 YEARS OLD | 79.7% | 20.3% | 650 |
| | 51 - 55 YEARS OLD | 77.6% | 22.4% | 974 |
| | 56 - 60 YEARS OLD | 77.1% | 22.9% | 529 |
| | 61 AND OLDER | 79.8% | 20.2% | 1,487 |
| SEX | MALE | 77.6% | 22.4% | 1,724 |
| | FEMALE | 79.3% | 20.7% | 3,029 |
| RACE | CAUCASIAN | 78.4% | 21.6% | 4,323 |
| | AFRICAN AMERICAN | 82.3% | 17.7% | 215 |
| | OTHER | 80.6% | 19.4% | 165 |
| HISPANIC/ LATINO | YES | 76.9% | 23.1% | 52 |
| | NO | 78.6% | 21.4% | 4,676 |
| MARITAL STATUS | SINGLE | 80.4% | 19.6% | 470 |
| | MARRIED | 78.5% | 21.5% | 3,449 |
| | OTHER | 78.2% | 21.8% | 799 |
| RESIDENTIAL LOCATION | URBAN | 79.6% | 20.4% | 651 |
| | SUBURBAN | 78.2% | 21.8% | 1,962 |
| | RURAL | 78.8% | 21.2% | 2,126 |
| DRIVING AREA | URBAN | 80.0% | 20.0% | 1,353 |
| | SUBURBAN | 77.8% | 22.2% | 1,603 |
| | RURAL | 78.6% | 21.4% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 78.3% | 21.7% | 2,485 |
| | VAN/MINI VAN | 74.9% | 25.1% | 573 |
| | PICKUP TRUCK | 78.7% | 21.3% | 595 |
| | SUV | 81.5% | 18.5% | 1,047 |
| | OTHER | 78.3% | 21.7% | 46 |

TABLE A6.46: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NONE

| | | No | YES | TOTAL |
|----------------------|---------------------|-------|-------|-------|
| ALL RESPONDENTS | | 55.6% | 44.4% | 4,753 |
| SURVEY | SURVEY 1 | 58.4% | 41.6% | 1,398 |
| | SURVEY 2 | 56.7% | 43.3% | 1,116 |
| | SURVEY 3 | 55.8% | 44.2% | 1,111 |
| | SURVEY 4 | 51.0% | 49.0% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 53.2% | 46.8% | 577 |
| | BUCYRUS DISTRICT | 52.4% | 47.6% | 603 |
| | CLEVELAND DISTRICT | 55.9% | 44.1% | 547 |
| | PIQUA DISTRICT | 57.4% | 42.6% | 598 |
| | COLUMBUS DISTRICT | 58.1% | 41.9% | 606 |
| | CAMBRIDGE DISTRICT | 52.6% | 47.4% | 625 |
| | WILMINGTON DISTRICT | 61.3% | 38.7% | 615 |
| | JACKSON DISTRICT | 54.1% | 45.9% | 582 |
| AGE | 25 AND YOUNGER | 68.6% | 31.4% | 102 |
| | 26 - 30 YEARS OLD | 68.4% | 31.6% | 76 |
| | 31 - 35 YEARS OLD | 63.0% | 37.0% | 184 |
| | 36 - 40 YEARS OLD | 63.4% | 36.6% | 284 |
| | 41 - 45 YEARS OLD | 65.5% | 34.5% | 444 |
| | 46 - 50 YEARS OLD | 61.2% | 38.8% | 650 |
| | 51 - 55 YEARS OLD | 58.5% | 41.5% | 974 |
| | 56 - 60 YEARS OLD | 56.7% | 43.3% | 529 |
| SEX | 61 AND OLDER | 44.0% | 56.0% | 1,487 |
| | MALE | 53.0% | 47.0% | 1,724 |
| | FEMALE | 57.1% | 42.9% | 3,029 |
| RACE | CAUCASIAN | 56.3% | 43.7% | 4,323 |
| | AFRICAN AMERICAN | 49.3% | 50.7% | 215 |
| | OTHER | 48.5% | 51.5% | 165 |
| HISPANIC/ LATINO | YES | 50.0% | 50.0% | 52 |
| | NO | 55.8% | 44.2% | 4,676 |
| MARITAL STATUS | SINGLE | 56.6% | 43.4% | 470 |
| | MARRIED | 57.9% | 42.1% | 3,449 |
| | OTHER | 45.9% | 54.1% | 799 |
| RESIDENTIAL LOCATION | URBAN | 52.1% | 47.9% | 651 |
| | SUBURBAN | 57.3% | 42.7% | 1,962 |
| | RURAL | 55.3% | 44.7% | 2,126 |
| DRIVING AREA | URBAN | 53.6% | 46.4% | 1,353 |
| | SUBURBAN | 58.7% | 41.3% | 1,603 |
| | RURAL | 54.9% | 45.1% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 54.7% | 45.3% | 2,485 |
| | VAN/MINI VAN | 62.7% | 37.3% | 573 |
| | PICKUP TRUCK | 51.3% | 48.7% | 595 |
| | SUV | 57.0% | 43.0% | 1,047 |
| | OTHER | 47.8% | 52.2% | 46 |

TABLE A6.47: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NOT SURE

| | | No | Yes | TOTAL |
|----------------------|---------------------|-------|------|-------|
| ALL RESPONDENTS | | 97.6% | 2.4% | 4,753 |
| SURVEY | SURVEY 1 | 97.4% | 2.6% | 1,398 |
| | SURVEY 2 | 97.7% | 2.3% | 1,116 |
| | SURVEY 3 | 98.0% | 2.0% | 1,111 |
| | SURVEY 4 | 97.2% | 2.8% | 1,128 |
| OSP DISTRICT | FINDLAY DISTRICT | 97.7% | 2.3% | 577 |
| | BUCYRUS DISTRICT | 98.5% | 1.5% | 603 |
| | CLEVELAND DISTRICT | 98.0% | 2.0% | 547 |
| | PIQUA DISTRICT | 98.0% | 2.0% | 598 |
| | COLUMBUS DISTRICT | 97.5% | 2.5% | 606 |
| | CAMBRIDGE DISTRICT | 96.2% | 3.8% | 625 |
| | WILMINGTON DISTRICT | 98.0% | 2.0% | 615 |
| AGE | JACKSON DISTRICT | 96.6% | 3.4% | 582 |
| | 25 AND YOUNGER | 99.0% | 1.0% | 102 |
| | 26 - 30 YEARS OLD | 94.7% | 5.3% | 76 |
| | 31 - 35 YEARS OLD | 98.9% | 1.1% | 184 |
| | 36 - 40 YEARS OLD | 97.9% | 2.1% | 284 |
| | 41 - 45 YEARS OLD | 98.2% | 1.8% | 444 |
| | 46 - 50 YEARS OLD | 97.5% | 2.5% | 650 |
| | 51 - 55 YEARS OLD | 97.8% | 2.2% | 974 |
| SEX | 56 - 60 YEARS OLD | 97.2% | 2.8% | 529 |
| | 61 AND OLDER | 97.2% | 2.8% | 1,487 |
| SEX | MALE | 97.9% | 2.1% | 1,724 |
| | FEMALE | 97.4% | 2.6% | 3,029 |
| RACE | CAUCASIAN | 97.5% | 2.5% | 4,323 |
| | AFRICAN AMERICAN | 98.6% | 1.4% | 215 |
| | OTHER | 98.2% | 1.8% | 165 |
| HISPANIC/ LATINO | YES | 96.2% | 3.8% | 52 |
| | NO | 97.6% | 2.4% | 4,676 |
| MARITAL STATUS | SINGLE | 98.1% | 1.9% | 470 |
| | MARRIED | 97.7% | 2.3% | 3,449 |
| | OTHER | 97.1% | 2.9% | 799 |
| RESIDENTIAL LOCATION | URBAN | 97.7% | 2.3% | 651 |
| | SUBURBAN | 97.9% | 2.1% | 1,962 |
| | RURAL | 97.2% | 2.8% | 2,126 |
| DRIVING AREA | URBAN | 98.2% | 1.8% | 1,353 |
| | SUBURBAN | 97.7% | 2.3% | 1,603 |
| | RURAL | 96.9% | 3.1% | 1,732 |
| VEHICLE TYPE | AUTOMOBILE | 97.7% | 2.3% | 2,485 |
| | VAN/MINI VAN | 97.9% | 2.1% | 573 |
| | PICKUP TRUCK | 96.5% | 3.5% | 595 |
| | SUV | 97.7% | 2.3% | 1,047 |
| | OTHER | 97.8% | 2.2% | 46 |