



**2016 STATEWIDE TELEPHONE SURVEY OF  
SEAT BELT USE, ALCOHOL-IMPAIRED DRIVING,  
DISTRACTED DRIVING, SPEEDING, AND  
OVERALL TRAFFIC SAFETY**

**PREPARED FOR:**

**PREPARED BY:**

**THE OHIO DEPARTMENT OF PUBLIC SAFETY  
THE OHIO TRAFFIC SAFETY OFFICE**

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## **ACKNOWLEDGMENTS**

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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 2016 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, timely assistance was expertly provided throughout the evaluation by Felice J. Moretti, Federal Projects Manager, Ohio Traffic Safety Office, 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, updated the 2016 survey instrument, completed the analysis, and prepared the 2016 report. I am also grateful for the many contributions from the Applied Research Center's staff including Rosanna Cupp who monitored the call center on a daily basis, facilitated interviewer training, and helped with report preparation; and interviewers, Jeni Adams, Brianna Blevins, Nancy Ferguson, Julie Kirk, Bridget Miller, El-Mon Prier, Carla Smith, Sharon South, Stefani Valluzzo, William Valluzzo, and Cathy Wasson. Finally, I am responsible for the final contents of this research monograph.

*Robert L. Seufert*

January, 2017

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## INTRODUCTION

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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 2016 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 4,156 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, 2016 and September, 2016, as follows:

- ▶ **Survey 1:** The baseline 2016 survey of 962 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 1,106 drivers started 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 third survey of 1,041 drivers was conducted prior to the 2016 "Drive Sober or Get Pulled Over" Campaign.
- ▶ **Survey 4:** The final follow-up survey of 1,047 drivers started in September after the 2016 "Drive Sober or Get Pulled Over" Campaign.

This evaluation documents the longitudinal impact of the 2016 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

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Research shows that seat belt use is the most effective means of reducing fatalities and serious injuries when traffic crashes occur. During 2015, seat belts were estimated to have saved approximately 13,971 lives in the U.S. (NHTSA, 2016). Additionally, an estimated 266 child occupants 4 and younger were saved by the use of child restraints. An additional 2,804 lives *would* have been saved in 2015 if all unrestrained passenger vehicle occupants 5 and older involved in fatal crashes had worn their seat belts.

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. While the usage rate was 84.9% in 2014 and 83.9% in 2015, a slight decrease (0.1%) occurred in 2016. 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, 2011, 2012, 2013, 2014, 2015).

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. 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, an average of one alcohol-impaired-driving fatality occurred every 53 minutes in 2014. Furthermore, NHTSA estimates that during 2015, 10,265 individuals were killed in alcohol-impaired-driving crashes, representing approximately 29% of all motor vehicle traffic fatalities in the nation that year (NHTSA, 2015).

In 2015, 346 (i.e., 31.2%) of 1,110 motor vehicle fatalities in Ohio resulted from alcohol-related crashes (Ohio Traffic Crash Facts, 2015). 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 2015, 11.2% of Ohio's total crashes were speed-related.

Approximately 9.7% of all drivers involved in fatal crashes were young drivers (16-20 years of age) in 2014 (Ohio Traffic Crash Facts, 2014). 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 1008 traffic fatalities in 2014, 66 drivers and 28 passengers were within this age range (Ohio Traffic Crash Facts, 2014). 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).

A more recent concern, especially among young drivers, is distracted driving which includes any activity that could divert a person's attention away from the primary task of driving. In Ohio, 478 drivers between the ages of 16-20 involved in a crash were reported to be distracted by their cell phone in 2015 (Ohio Traffic Crash Facts 2015). 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 8<sup>th</sup>, 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 attention 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 2015). 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.

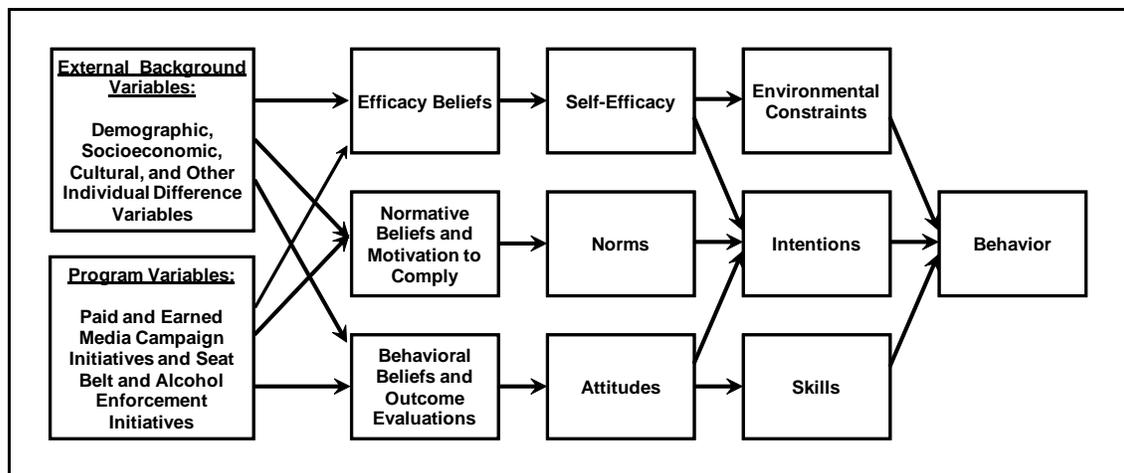
Those related theories suggest that four primary factors may influence an individual's behavioral intentions and subsequent behavior as it applies to seat belt use, alcohol-impaired driving, distracted driving and other significant behaviors:

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) 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 Ohio 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 2016 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 2016.

## **EXECUTIVE SUMMARY**

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The following narrative summarizes major findings from the *2016 Statewide Telephone Survey of Seat Belt Use, Alcohol-impaired Driving, Distracted Driving, Speeding, and Overall Traffic Safety*. A random-probability sample of 4,156 individuals with a valid Ohio drivers' license participated in one of 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 nine State Highway Patrol Districts. The results section of this report 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, 40.0% said the average driver "always" wears a seat belt and 46.9% said belt use occurs "most of the time."

A little more than half (53.1%) 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, 87.6% of those surveyed indicated that they "always" wear their seat belt, while 7.5% said they wear their seat belt "most of the time." The majority (97.5%) said their seat belt use stayed the same over the course of the media and enforcement campaigns, while about 2.2% indicated that their seat belt use had increased.

### **SEAT BELT LAWS AND LAW ENFORCEMENT**

When asked about seat belt use and related law enforcement, 70.5% of respondents greatly favored laws that require seat belt use. Also, nearly all (98.8%) respondents correctly knew that Ohio has a law requiring seat belt use by adults; however, 60.3% incorrectly thought law enforcement officers could stop a vehicle solely for a seat belt violation without observing another offense. At the time of the 2016 survey, approximately 97.4% 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, 66.6% stated that law enforcement officers should be able to stop a vehicle if they observe a seat belt violation when no other traffic laws have been broken.

The majority of respondents would "definitely" (49.2%) or "probably" (19.5%) support passage of a primary seat belt law. Furthermore, 50.3% would "definitely" and 18.2% would "probably" vote for passage of a primary seat belt law. Most respondents (90.7%) said they would "always" wear a seat belt if Ohio had a primary seat belt law and an additional 5.5% said they would obey a primary seat belt law "most of the time." Most respondents (68.7%) agreed that the passage of a primary seat belt law would increase seat belt use in Ohio. Therefore, passage of a primary seat belt law is viewed in a very positive manner by most Ohio drivers.

Only 19.4% of those surveyed in 2016 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, 13.2% 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 (62.0%) of respondents had "definitely" or "probably" seen or heard media messages that encouraged seat belt use 30 days prior to the survey. Overall, during 2016, those who had reported seeing a media message encouraging seat belt use said that

they saw the message on television (39.6%), road signs (33.5%), billboards (31.9%), electronic message signs on roadways (20.5%), banners (8.9%), and signs on buses (4.5%). In addition, 14.6% heard messages encouraging seat belt use on the radio, 7.6% heard/saw the messages on both television and radio, and 10.5% said they saw or heard the message elsewhere.

Part of the survey pertained to the *"Click It or Ticket"* campaign which aims to increase seat belt use. Unprompted recall of *"Click It or Ticket"* for those respondents claiming to have seen or heard a message about seat belt use increased from 82.6% to 84.7% 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 contrast, prompted recall of *"What's Holding You Back?"* decreased from 23.5% to 21.4% between the first and second surveys.

### **ATTITUDES ABOUT DRINKING AND DRIVING**

Most survey respondents said it was "very" (25.0%) or "somewhat" (48.3%) likely that an individual would be stopped by law enforcement if they were driving after consuming too much alcohol. Additionally, 31.3% said it was "very likely" an individual would be in a crash if they were driving while alcohol-impaired. More than one-fourth of those surveyed (26.3%) claim to be familiar with the current penalties for OVI convictions in Ohio; and 55.9% said the penalties for driving after drinking too much should be the same as they presently are. Most respondents (73.8%) said Ohio laws were "very" or "somewhat" effective at reducing alcohol-impaired driving; moreover 78.2% agreed that the enforcement of such laws is "very" or "somewhat" effective.

The majority those surveyed (70.6%) had seen a sobriety checkpoint within the last 12 months, and 54.6% agreed that checkpoints should be used more frequently.

Less than half of those surveyed (44.4%) said they knew the specific BAC-level in Ohio at which a person is considered legally intoxicated and 81.1% 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**

Nearly half (45.9%), 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 14.6% remembering it without prompting, and 66.7% remembering it when prompted. When prompted by an interviewer, 21.4% of those surveyed recalled the slogan *"Drunk Driving. Over the Limit. Under Arrest."* and 1.3% remembered it without prompting. Additionally, unprompted recall of the *"Buzzed Driving is Drunk Driving"* slogan was 7.2% while 55.1% could recall the slogan when prompted.

In the sixty days prior to the survey, 12.8% of respondents said they had driven within two hours of drinking an alcoholic beverage, and 15.9% of those claim to have done so 5 or more times.

Only 29.2% of survey participants said they had "definitely" or "probably" seen special efforts by police to ticket drunk drivers in their community, and 25.2% 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 (89.8%) said they see other drivers talking on a cell phone daily or almost every day and 56.3% of those surveyed maintain they see other drivers' texting on a cell phone every day (38.8%) or almost every day (17.5%).

The majority of respondents believe it is dangerous to talk on a cell phone *without* a hands-free device (83.0%) and 41.9% said it is dangerous to talk on a cell phone *with* a hands-free device. Additionally, 99.7% maintain that it is dangerous to text while driving.

Just over one-third (33.7%) of respondents agree they are able to determine when it is safe to use a cell phone to make a call while driving. Also, 24.0% of 2016 survey participants think they can safely adapt their driving while using a cell phone to make a call.

Only 3.7% of respondents agree they are able to determine when it is safe to use a cell phone to text when driving. Additionally, 2.4% of 2016 survey participants think they can safely adapt their driving while using a cell phone to text.

Most respondents (72.5%) in 2016 said they are somewhat (26.5%) or very (46.0%) uncomfortable when they are riding as a passenger with a driver talking on a cell phone and 74.8% of those believe it is likely they would say something to the driver. Also, the vast majority of those surveyed are uncomfortable when riding as a passenger and their driver is texting and are very likely to say something to the driver.

More than half (57.0%) of survey participants correctly knew that Ohio has a law regarding cell phone use while driving. Only 11.9% of respondents have seen, heard, or read anything about cell phone laws being enforced in the 30 days prior to the survey. Additionally, 70.0% of those surveyed said it is “very” or “somewhat” unlikely they would receive a ticket for cell phone use while driving.

Respondents were asked if they were familiar with the “*Stay Alive! don’t TXT & drive*” slogan and 88.9% maintained they had probably (4.6%) or definitely (84.3%) seen or heard the slogan.

Approximately 11.3% of those surveyed said they “always” drive at least 5 mph over the posted limit on local roads, and 18.8% claim they do so “most of the time.” Few respondents (37.7%) 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, 25.1% said the chances were “very likely” and an additional 48.9% felt their chances of being ticketed were “somewhat likely.”

While relatively few respondents acknowledged they need to make changes to their own driving behaviors, 21.9% of respondents did say they should watch their speed and 10.7% say they should stop talking on their cell phone while driving. Additionally, 3.6% of those surveyed feel they need to stop texting while they drive.

## **MOTORCYCLE SAFETY**

During the 2<sup>nd</sup> survey of the 2015 evaluation questions were added addressing motorcycle safety. These questions were repeated in 2016. A total of 511 respondents indicated that they have now or have previously held a motorcycle endorsement. An additional 108 respondents claim that while they themselves do not have a motorcycle endorsement, they ride as a passenger with a household member who does. Results are based on those 619 riders.

About forty percent (40.1%) of respondents said “no” when asked if they have completed a motorcycle training course. Those who had not taken a course were then asked why they had not taken the course. The most frequently mentioned response when asked why they haven’t taken such a course was that the course was not available when they received their endorsement.

Less than half of respondents “strongly agree” that training is necessary *only* for beginning riders (26.3%), young riders (14.1%), and unskilled riders (20.6%). More than half (51.3%) feel that training is necessary for all riders. Few respondents believe that while training is a good idea, it should not be required and 22.8% said riders can learn skills without training. The majority of respondents (91.6%) said they have not lost control while cornering over the last 12 months nor have they had to brake in order to avoid rear-ending a vehicle (83.2%).

The final question regarding motorcycle safety was asked not only of motorcycle riders, but the entire 2016 sample. When asked what they feel is the greatest risk to motorcycle riders' safety is, 38.8% of the entire sample and 47.2% of motorcycle riders think that inattention or distraction poses the biggest risk to riders.

## CONCLUSION

The 2016 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, speeding, and overall distracted driving.

As in previous surveys, respondents 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 during the campaign, and a majority of respondents said strict enforcement of seat belt laws would improve overall seat belt use in Ohio. Consistent with our 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 2016 concerning alcohol-impaired driving were generally similar to the 2015 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

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

- ▶ **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 2017 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:** While there has been increased awareness regarding Ohio's ban on cell phone use while driving, there are still many Ohioans who are not familiar with the laws.
- ▶ **RECOMMENDATION 3 - DISSEMINATE CONCISE MEDIA MESSAGES TO EDUCATE OHIO ADULT AND TEEN DRIVERS ABOUT THE CONSEQUENCES OF DRINKING AND DRIVING:** NHTSA and ODPS should continue to focus efforts and interventions on the problems of drinking and driving throughout 2017. 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 passengers and thereby help reduce fatalities and serious injuries.

## **METHODOLOGY**

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### **RESEARCH DESIGN**

A coordinated formative and summative research design was used in conducting the 2016 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 4,156 individuals across the eight Highway Patrol Districts of Ohio.

### **SURVEY**

Telephone surveys of 4,156 individuals were conducted to evaluate the 2016 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, alcohol-impaired driving, distracted driving, speeding, motorcycle safety, and overall driving safety. The surveys were completed between April and October, 2016.

### **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.

### **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 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 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 Ohio Department of Public Safety 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 2:00 p.m. and 8:00 p.m. during the week and 11:00 a.m. and 6:00 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

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This section of the report contains the overall results of the *Statewide Telephone Survey of Seat Belt Use, Alcohol-Impaired, and Distracted Driving for 2016*. Results are presented not only by survey year, but by the nine Ohio State Patrol (OSP) Districts during 2016. Counties included in each district are as follows:

**District 1** - Allen, Defiance, Fulton, Hancock, Hardin, Henry, Lucas, Paulding, Putnam, Van Wert, Williams, and Wood;

**District 2** - Crawford, Erie, Huron, Marion, Ottawa, Richland, Sandusky, Seneca, and Wyandot;

**District 3** - Ashland, Cuyahoga, Holmes, Lorain, Medina, Stark, Summit, and Wayne;

**District 4** - Ashtabula, Columbiana, Geauga, Lake, Mahoning, Portage, and Trumbull;

**District 5** - Auglaize, Champaign, Clark, Darke, Greene, Logan, Mercer, Miami, Montgomery, Preble, Shelby, and Union;

**District 6** - Delaware, Fairfield, Franklin, Knox, Licking, Madison, Morrow, Perry, and Pickaway;

**District 7** - Belmont, Carroll, Coshocton, Guernsey, Harrison, Jefferson, Monroe, Morgan, Muskingum, Noble, Tuscarawas, and Washington;

**District 8** - Adams, Brown, Butler, Clermont, Clinton, Fayette, Hamilton, Highland, and Warren;

**District 9** - Athens, Gallia, Hocking, Jackson, Lawrence, Meigs, Pike, Ross, Scioto, and Vinton.

Results also include 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 2016 sample are as follows:

- ▶ Highest Level of Education – 3.7% have less than a high school diploma, 28.8% are high school graduates (GED); 3.7% attended business or vocational school; 16.6% have had some college (no degree); 10.9% have their Associate’s Degree; 21.7% have a Bachelor’s Degree; 12.3% have a Master’s Degree; and 2.3% a Ph.D.
- ▶ Work or Employment Status – 38.5% are employed full-time; 33.1% are retired; 11.9% hold part-time jobs; 6.8% are homemaker’s; 5.4% maintain they are disabled; 2.6% are unemployed; 1.7% are full- or part-time students.
- ▶ Occupation type – 39.4% are professionals; 10.7% are laborer’s; 7.7% are in the managerial field; 7.1% hold clerical positions; 6.8% have jobs in the technical field; 6.7% work in the service field; 6.7% are in sales; 4.3% work in transportation; 3.6% are craftsman, and 7.0% claim to work in “other” fields. Additionally, 2.4% of those surveyed work in law enforcement and 33.5% said they use their vehicle as part of their job.
- ▶ Age – 4.3% of participants are 25 or younger; 6.1% are 26-35 years old; 8.5% are 36-45 years of age; 23.0% are 46-55; 34.6% are 56-65 years old; and 23.5% are 66 years of age and older.
- ▶ Marital Status – 13.6% of those surveyed are single, never married; 69.7% are married; and 16.8% are separated, divorced, or widowed.
- ▶ Race – 91.2% consider themselves to be Caucasian; 5.7% are African American; and 3.1% are from “other” races.
- ▶ Hispanic/Latino – 1.2% of those surveyed said they are Hispanic or Latino.
- ▶ Living Community – 13.9% live in an urban setting; 40.4% live in a suburban area; and 45.7% live in a rural area.
- ▶ Sex – 60.1% of respondents are female; and 39.9% are male.

The majority of respondents (51.5%) said they drive an “automobile” most often, while 24.6% said they drive a SUV, 9.8% drive a minivan; 13.0% said they drive a pickup truck most often; and 1.2% drive some “other” type of vehicle most often. In response to other questions about personal driving habits, 72.6% of those surveyed said they drive five or more days a week. Nearly sixty-four percent, (63.5%) said they drive 100 miles or less while 36.6% stated that they drive 101 miles or more during an average week. Additionally, 37.9% stated that they drive in a rural setting most of the time, 32.6% say they mainly drive in suburban settings, and 29.5% primarily drive in urban areas. Less than half (34.7%) 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. Tables 1.1 through 1.6 provide these general driving habits by survey, OSP district, age, sex, race, marital status, residential location, and driving area.

**TABLE 1.1: VEHICLE DRIVEN MOST FREQUENTLY BY RESPONDENT -2016**

		AUTOMOBILE	VAN/ MINI VAN	PICKUP TRUCK	SUV	OTHER	TOTAL
ALL RESPONDENTS		51.5%	9.8%	13.0%	24.6%	1.2%	4,152
SURVEY	SURVEY 1	53.0%	10.1%	11.2%	24.6%	1.0%	962
	SURVEY 2	51.6%	9.3%	13.9%	24.3%	0.8%	1,104
	SURVEY 3	52.5%	8.9%	12.9%	24.2%	1.4%	1,040
	SURVEY 4	49.0%	10.8%	13.6%	25.1%	1.4%	1,046
OSP DISTRICT	DISTRICT 1	50.0%	10.9%	13.0%	24.9%	1.3%	470
	DISTRICT 2	49.7%	10.9%	15.6%	22.3%	1.6%	449
	DISTRICT 3	58.6%	8.4%	8.4%	23.9%	0.7%	418
	DISTRICT 4	53.7%	6.0%	12.5%	25.9%	1.9%	464
	DISTRICT 5	51.6%	12.8%	11.3%	23.6%	0.7%	461
	DISTRICT 6	52.1%	12.1%	8.5%	27.1%	0.2%	413
	DISTRICT 7	47.1%	5.2%	18.6%	27.0%	2.1%	478
	DISTRICT 8	54.6%	11.7%	8.4%	24.7%	0.6%	489
	DISTRICT 9	47.5%	10.2%	19.0%	22.0%	1.4%	510
AGE	25 AND YOUNGER	71.5%	3.4%	10.6%	13.4%	1.1%	179
	26 - 35 YEARS OLD	48.4%	11.4%	10.6%	28.0%	1.6%	254
	36 - 45 YEARS OLD	37.3%	15.1%	17.1%	27.6%	2.8%	351
	46 - 55 YEARS OLD	47.2%	9.4%	13.6%	28.4%	1.4%	954
	56 - 65 YEARS OLD	49.3%	10.1%	14.0%	25.4%	1.3%	1,439
	66 AND OLDER	61.3%	8.5%	10.4%	19.6%	0.2%	975
SEX	MALE	46.0%	7.7%	26.3%	17.6%	2.4%	1,657
	FEMALE	55.2%	11.2%	4.1%	29.2%	0.4%	2,495
RACE	CAUCASIAN	50.6%	9.7%	13.6%	24.9%	1.2%	3,771
	AFRICAN AMERICAN	62.1%	10.6%	3.8%	22.1%	1.3%	235
	OTHER	58.6%	11.7%	11.7%	17.2%	0.8%	128
MARITAL STATUS	SINGLE	61.0%	5.9%	12.3%	18.7%	2.1%	562
	MARRIED	46.3%	11.0%	14.4%	27.3%	1.0%	2,889
	OTHER	65.2%	7.9%	7.8%	17.8%	1.3%	695
RESIDENTIAL LOCATION	URBAN	60.4%	9.0%	9.5%	19.8%	1.2%	576
	SUBURBAN	56.0%	9.5%	8.2%	25.6%	0.7%	1,676
	RURAL	44.8%	10.2%	18.3%	25.2%	1.6%	1,894
DRIVING AREA	URBAN	58.6%	8.8%	9.9%	21.0%	1.6%	1,221
	SUBURBAN	52.9%	10.8%	8.4%	27.4%	0.4%	1,350
	RURAL	44.8%	9.7%	19.2%	24.9%	1.4%	1,573

**TABLE 1.2: NUMBER OF DAYS DRIVEN DURING AN AVERAGE WEEK -2016**

		1 DAY	2 DAYS	3 DAYS	4 DAYS	5 DAYS	6 DAYS	7 DAYS	TOTAL	AVERAGE
ALL RESPONDENTS		3.3%	6.2%	10.2%	7.8%	14.7%	12.5%	45.4%	4,147	5.434
SURVEY	SURVEY 1	3.1%	5.8%	7.2%	7.0%	15.9%	15.3%	45.6%	960	5.552
	SURVEY 2	4.0%	7.3%	13.5%	7.7%	15.2%	12.3%	40.0%	1,103	5.199
	SURVEY 3	2.5%	4.6%	9.0%	6.8%	13.6%	11.1%	52.4%	1,038	5.672
	SURVEY 4	3.3%	6.9%	10.9%	9.5%	14.2%	11.4%	43.8%	1,046	5.337
OSP DISTRICT	DISTRICT 1	2.6%	6.8%	10.2%	7.0%	14.7%	12.4%	46.3%	469	5.467
	DISTRICT 2	2.9%	6.2%	7.8%	8.0%	13.1%	13.4%	48.6%	449	5.566
	DISTRICT 3	2.4%	5.7%	9.1%	7.4%	17.7%	10.5%	47.1%	418	5.524
	DISTRICT 4	1.7%	5.2%	10.8%	9.1%	15.8%	13.0%	44.5%	463	5.488
	DISTRICT 5	3.9%	5.4%	10.9%	6.1%	13.5%	13.9%	46.3%	460	5.467
	DISTRICT 6	2.9%	5.1%	7.8%	8.5%	14.8%	12.9%	48.1%	412	5.580
	DISTRICT 7	3.8%	5.5%	9.4%	9.4%	16.1%	10.9%	44.9%	477	5.409
	DISTRICT 8	2.5%	6.7%	11.7%	5.5%	14.5%	12.9%	46.2%	489	5.464
	DISTRICT 9	6.3%	8.4%	13.7%	8.8%	12.7%	12.4%	37.6%	510	5.010
AGE	25 AND YOUNGER	1.7%	2.8%	4.5%	7.3%	16.2%	10.1%	57.5%	179	5.939
	26 - 35 YEARS OLD	1.6%	2.8%	3.9%	5.5%	17.3%	14.2%	54.7%	254	5.957
	36 - 45 YEARS OLD	2.0%	2.6%	6.5%	4.0%	14.5%	14.8%	55.7%	352	5.935
	46 - 55 YEARS OLD	2.3%	4.2%	8.0%	5.8%	14.5%	17.6%	47.7%	954	5.695
	56 - 65 YEARS OLD	3.6%	6.3%	10.1%	9.3%	14.3%	11.7%	44.7%	1,437	5.381
	66 AND OLDER	4.8%	10.7%	16.8%	9.6%	14.7%	7.7%	35.6%	971	4.843
SEX	MALE	2.1%	5.1%	7.7%	6.6%	14.8%	14.2%	49.5%	1,657	5.675
	FEMALE	4.0%	6.9%	11.9%	8.6%	14.7%	11.3%	42.6%	2,490	5.273
RACE	CAUCASIAN	3.3%	6.2%	10.4%	8.0%	14.8%	12.7%	44.7%	3,766	5.417
	AFRICAN AMERICAN	3.4%	5.1%	9.8%	5.1%	9.4%	8.9%	58.3%	235	5.719
	OTHER	3.1%	7.8%	7.8%	5.5%	21.9%	10.2%	43.8%	128	5.406
MARITAL STATUS	SINGLE	3.2%	4.6%	8.0%	7.3%	14.6%	11.6%	50.6%	561	5.627
	MARRIED	3.0%	5.7%	9.4%	8.0%	15.1%	13.4%	45.4%	2,889	5.480
	OTHER	4.2%	9.4%	15.6%	7.2%	13.6%	9.1%	40.8%	691	5.072
RESIDENTIAL LOCATION	URBAN	3.3%	5.7%	8.9%	7.1%	13.2%	13.2%	48.6%	576	5.552
	SUBURBAN	2.5%	5.4%	10.1%	7.2%	14.8%	12.3%	47.8%	1,673	5.544
	RURAL	4.0%	7.0%	10.8%	8.5%	15.1%	12.4%	42.3%	1,892	5.303
DRIVING AREA	URBAN	2.4%	6.5%	9.9%	6.2%	14.6%	11.6%	48.9%	1,217	5.545
	SUBURBAN	2.2%	5.5%	8.8%	7.3%	15.1%	13.9%	47.1%	1,350	5.579
	RURAL	4.8%	6.6%	11.8%	9.3%	14.6%	12.0%	41.1%	1,572	5.226
VEHICLE TYPE	AUTOMOBILE	3.0%	6.8%	11.4%	7.4%	15.0%	12.3%	44.0%	2,136	5.375
	VAN/MINIVAN	5.2%	7.2%	11.6%	7.2%	13.8%	10.6%	44.4%	405	5.269
	PICKUP TRUCK	4.1%	6.1%	9.1%	7.2%	14.1%	15.1%	44.2%	538	5.433
	SUV	2.5%	4.8%	8.3%	8.8%	13.9%	11.6%	50.1%	1,018	5.622
	OTHER	4.1%	0.0%	2.0%	10.2%	32.7%	24.5%	26.5%	49	5.469

**TABLE 1.3: MILES DRIVEN DURING AN AVERAGE WEEK -2016**

		100 OR LESS	101 TO 500	501 TO 1000	MORE THAN 1000	TOTAL
ALL RESPONDENTS		63.5%	32.8%	2.6%	1.2%	4,152
SURVEY	SURVEY 1	61.4%	34.2%	3.4%	0.9%	962
	SURVEY 2	65.3%	31.7%	2.3%	0.7%	1,103
	SURVEY 3	62.3%	34.0%	2.6%	1.1%	1,040
	SURVEY 4	64.6%	31.3%	2.2%	1.9%	1,047
OSP DISTRICT	DISTRICT 1	66.1%	30.9%	2.6%	0.4%	469
	DISTRICT 2	65.3%	30.1%	2.4%	2.2%	449
	DISTRICT 3	63.6%	34.4%	1.7%	0.2%	418
	DISTRICT 4	62.7%	34.1%	2.4%	0.9%	464
	DISTRICT 5	62.3%	33.6%	3.0%	1.1%	461
	DISTRICT 6	64.5%	34.3%	0.2%	1.0%	414
	DISTRICT 7	61.1%	33.5%	3.6%	1.9%	478
	DISTRICT 8	62.8%	32.7%	3.9%	0.6%	489
	DISTRICT 9	63.1%	31.8%	3.1%	2.0%	510
AGE	25 AND YOUNGER	58.1%	35.2%	3.9%	2.8%	179
	26 - 35 YEARS OLD	58.7%	35.8%	3.5%	2.0%	254
	36 - 45 YEARS OLD	52.8%	40.6%	4.3%	2.3%	352
	46 - 55 YEARS OLD	55.6%	40.1%	3.1%	1.2%	953
	56 - 65 YEARS OLD	63.7%	32.4%	2.8%	1.0%	1,439
	66 AND OLDER	76.8%	22.2%	0.6%	0.4%	975
SEX	MALE	51.0%	42.3%	4.3%	2.4%	1,658
	FEMALE	71.8%	26.4%	1.4%	0.4%	2,494
RACE	CAUCASIAN	62.6%	33.6%	2.6%	1.2%	3,770
	AFRICAN AMERICAN	76.3%	21.2%	2.1%	0.4%	236
	OTHER	67.2%	27.3%	3.9%	1.6%	128
MARITAL STATUS	SINGLE	61.9%	33.6%	2.1%	2.3%	562
	MARRIED	61.6%	34.8%	2.6%	1.0%	2,889
	OTHER	72.2%	23.7%	3.2%	0.9%	695
RESIDENTIAL LOCATION	URBAN	72.9%	24.5%	1.7%	0.9%	576
	SUBURBAN	65.9%	31.1%	2.1%	0.9%	1,676
	RURAL	58.4%	36.8%	3.3%	1.5%	1,894
DRIVING AREA	URBAN	66.1%	29.1%	3.4%	1.5%	1,221
	SUBURBAN	66.0%	31.9%	1.6%	0.5%	1,350
	RURAL	59.3%	36.4%	2.9%	1.4%	1,573
VEHICLE TYPE	AUTOMOBILE	66.4%	30.8%	2.3%	0.5%	2,139
	VAN/MINIVAN	67.5%	29.3%	2.0%	1.2%	406
	PICKUP TRUCK	53.9%	40.0%	4.1%	2.0%	538
	SUV	62.8%	34.7%	2.2%	0.3%	1,019
	OTHER	18.4%	30.6%	12.2%	38.8%	49

**TABLE 1.4: DRIVING AREA -2016**

		URBAN	SUBURBAN	RURAL	TOTAL
ALL RESPONDENTS		29.5%	32.6%	37.9%	4,147
SURVEY	SURVEY 1	26.0%	37.1%	36.9%	959
	SURVEY 2	26.2%	31.8%	42.1%	1,101
	SURVEY 3	34.4%	30.5%	35.1%	1,040
	SURVEY 4	31.2%	31.4%	37.3%	1,047
OSP DISTRICT	DISTRICT 1	38.0%	27.1%	35.0%	469
	DISTRICT 2	25.7%	23.5%	50.8%	447
	DISTRICT 3	35.4%	44.3%	20.3%	418
	DISTRICT 4	24.6%	40.0%	35.4%	463
	DISTRICT 5	32.2%	33.5%	34.3%	460
	DISTRICT 6	41.1%	38.6%	20.3%	414
	DISTRICT 7	21.4%	25.2%	53.5%	477
	DISTRICT 8	32.7%	48.3%	19.0%	489
	DISTRICT 9	17.1%	15.7%	67.3%	510
AGE	25 AND YOUNGER	30.7%	34.1%	35.2%	179
	26 - 35 YEARS OLD	33.9%	28.7%	37.4%	254
	36 - 45 YEARS OLD	28.9%	32.9%	38.3%	350
	46 - 55 YEARS OLD	27.1%	32.7%	40.2%	952
	56 - 65 YEARS OLD	27.8%	32.8%	39.4%	1,435
	66 AND OLDER	33.1%	32.9%	34.1%	977
SEX	MALE	31.3%	29.0%	39.7%	1,655
	FEMALE	28.3%	35.0%	36.8%	2,492
RACE	CAUCASIAN	27.4%	32.5%	40.1%	3,765
	AFRICAN AMERICAN	58.5%	32.6%	8.9%	236
	OTHER	36.7%	32.8%	30.5%	128
MARITAL STATUS	SINGLE	37.9%	30.1%	32.0%	562
	MARRIED	26.2%	33.7%	40.0%	2,885
	OTHER	35.9%	30.1%	34.0%	694
RESIDENTIAL LOCATION	URBAN	75.7%	14.1%	10.2%	576
	SUBURBAN	29.5%	58.3%	12.1%	1,673
	RURAL	15.3%	15.6%	69.1%	1,892
VEHICLE TYPE	AUTOMOBILE	33.5%	33.4%	33.0%	2,135
	VAN/MINIVAN	26.4%	36.0%	37.7%	406
	PICKUP TRUCK	22.5%	21.2%	56.2%	537
	SUV	25.2%	36.3%	38.4%	1,018
	OTHER	41.7%	12.5%	45.8%	48

**TABLE 1.5: DRIVE FOR WORK, PLEASURE OR BOTH -2016**

		BOTH WORK AND PLEASURE	WORK	PLEASURE	TOTAL
ALL RESPONDENTS		34.7%	25.1%	40.3%	4,146
SURVEY	SURVEY 1	35.9%	27.8%	36.3%	959
	SURVEY 2	34.1%	21.5%	44.4%	1,101
	SURVEY 3	36.5%	29.3%	34.2%	1,041
	SURVEY 4	32.4%	22.0%	45.6%	1,045
OSP DISTRICT	DISTRICT 1	35.7%	23.0%	41.3%	470
	DISTRICT 2	35.7%	26.3%	37.9%	448
	DISTRICT 3	41.1%	19.9%	39.0%	418
	DISTRICT 4	32.3%	24.1%	43.7%	465
	DISTRICT 5	31.5%	27.4%	41.1%	460
	DISTRICT 6	36.2%	26.8%	37.0%	414
	DISTRICT 7	35.9%	29.0%	35.1%	476
	DISTRICT 8	31.9%	26.0%	42.1%	489
	DISTRICT 9	32.8%	22.9%	44.3%	506
AGE	25 AND YOUNGER	58.1%	30.7%	11.2%	179
	26 - 35 YEARS OLD	52.2%	34.4%	13.4%	253
	36 - 45 YEARS OLD	43.5%	37.8%	18.8%	352
	46 - 55 YEARS OLD	42.1%	34.9%	23.0%	951
	56 - 65 YEARS OLD	33.8%	24.7%	41.5%	1,436
	66 AND OLDER	16.8%	7.9%	75.3%	975
SEX	MALE	33.6%	31.9%	34.5%	1,653
	FEMALE	35.4%	20.5%	44.1%	2,493
RACE	CAUCASIAN	33.9%	25.1%	41.0%	3,764
	AFRICAN AMERICAN	42.8%	23.7%	33.5%	236
	OTHER	43.8%	26.6%	29.7%	128
MARITAL STATUS	SINGLE	44.2%	26.5%	29.3%	563
	MARRIED	34.9%	26.8%	38.3%	2,884
	OTHER	26.1%	16.6%	57.3%	693
RESIDENTIAL LOCATION	URBAN	34.2%	24.1%	41.7%	576
	SUBURBAN	35.0%	22.4%	42.6%	1,674
	RURAL	34.6%	27.7%	37.8%	1,890
DRIVING AREA	URBAN	34.4%	26.4%	39.3%	1,222
	SUBURBAN	35.9%	20.3%	43.8%	1,349
	RURAL	33.9%	28.1%	38.0%	1,568
VEHICLE TYPE	AUTOMOBILE	33.5%	24.3%	42.2%	2,136
	VAN/MINI VAN	39.6%	20.0%	40.3%	404
	PICKUP TRUCK	35.3%	29.9%	34.8%	535
	SUV	35.8%	23.4%	40.8%	1,020
	OTHER	16.7%	77.1%	6.3%	48

**TABLE 1.6: PEOPLE 18 OR OLDER IN HOUSEHOLD WITH VALID OH DRIVER'S LICENSE OR TEMPORARY PERMIT -2016**

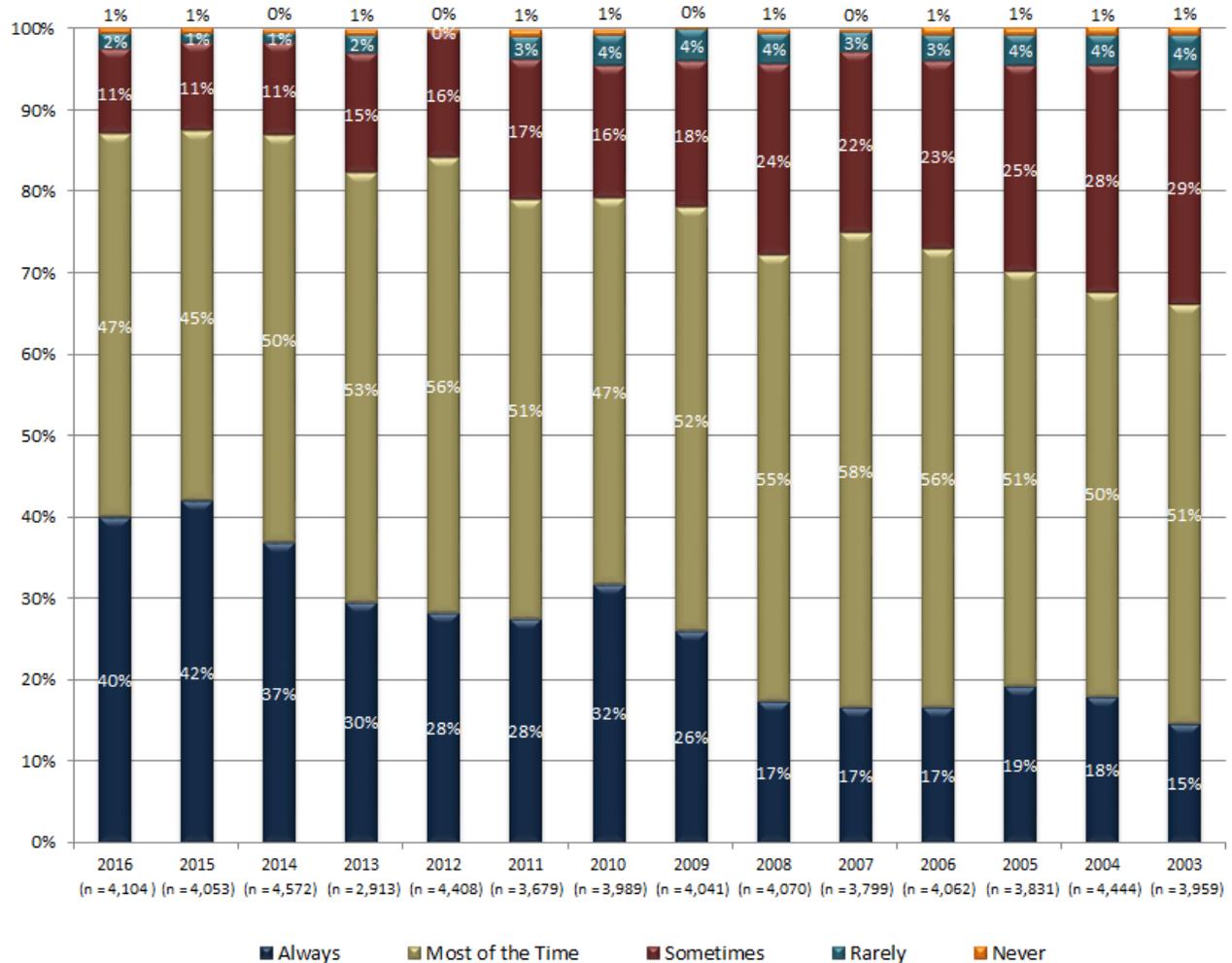
		1 PERSON	2 PEOPLE	3 PEOPLE	4 PEOPLE	5 OR MORE PEOPLE	TOTAL	AVERAGE
ALL RESPONDENTS		18.4%	49.9%	19.5%	8.9%	3.3%	4,147	2.288
SURVEY	SURVEY 1	15.6%	46.2%	23.1%	11.2%	3.9%	959	2.414
	SURVEY 2	17.3%	48.9%	20.7%	10.2%	2.9%	1,102	2.324
	SURVEY 3	18.7%	49.5%	18.6%	8.9%	4.3%	1,040	2.308
	SURVEY 4	21.7%	54.9%	15.7%	5.5%	2.2%	1,046	2.117
OSP DISTRICT	DISTRICT 1	20.5%	46.5%	21.1%	9.4%	2.6%	469	2.271
	DISTRICT 2	15.6%	54.5%	19.2%	7.4%	3.3%	448	2.283
	DISTRICT 3	19.5%	48.8%	20.0%	7.9%	3.8%	416	2.279
	DISTRICT 4	18.8%	47.6%	20.0%	10.6%	3.0%	464	2.315
	DISTRICT 5	17.6%	49.8%	20.2%	8.5%	3.9%	460	2.313
	DISTRICT 6	18.9%	45.3%	22.0%	9.2%	4.6%	413	2.354
	DISTRICT 7	15.7%	54.4%	18.4%	8.6%	2.9%	478	2.287
	DISTRICT 8	17.8%	48.9%	18.2%	11.9%	3.3%	489	2.339
	DISTRICT 9	21.0%	52.9%	16.7%	6.9%	2.5%	510	2.171
AGE	25 AND YOUNGER	11.7%	29.1%	26.8%	20.1%	12.3%	179	2.922
	26 - 35 YEARS OLD	18.9%	67.3%	10.6%	1.6%	1.6%	254	1.996
	36 - 45 YEARS OLD	15.6%	58.2%	17.0%	6.8%	2.3%	352	2.219
	46 - 55 YEARS OLD	12.1%	37.4%	28.3%	16.6%	5.7%	953	2.664
	56 - 65 YEARS OLD	16.4%	54.1%	19.1%	7.9%	2.6%	1,435	2.262
	66 AND OLDER	29.6%	52.5%	13.1%	3.6%	1.2%	974	1.945
SEX	MALE	17.0%	52.7%	18.4%	8.5%	3.3%	1,656	2.284
	FEMALE	19.3%	48.1%	20.2%	9.2%	3.3%	2,491	2.291
RACE	CAUCASIAN	16.8%	50.7%	19.7%	9.2%	3.5%	3,768	2.318
	AFRICAN AMERICAN	41.8%	36.6%	14.7%	6.0%	0.9%	232	1.875
	OTHER	23.3%	48.1%	20.2%	6.2%	2.3%	129	2.163
MARITAL STATUS	SINGLE	44.4%	26.4%	16.6%	8.4%	4.3%	561	2.018
	MARRIED	4.4%	60.1%	21.8%	10.0%	3.6%	2,889	2.484
	OTHER	55.7%	26.8%	11.6%	4.8%	1.2%	691	1.689
RESIDENTIAL LOCATION	URBAN	24.7%	49.3%	16.7%	8.0%	1.2%	574	2.117
	SUBURBAN	19.2%	49.1%	19.1%	9.0%	3.6%	1,674	2.286
	RURAL	15.7%	50.9%	20.5%	9.2%	3.7%	1,893	2.343
DRIVING AREA	URBAN	22.6%	48.6%	18.9%	7.9%	2.1%	1,218	2.182
	SUBURBAN	18.4%	49.3%	19.6%	9.3%	3.6%	1,350	2.304
	RURAL	15.1%	51.5%	19.9%	9.4%	4.1%	1,570	2.359
VEHICLE TYPE	AUTOMOBILE	21.2%	47.8%	19.4%	8.3%	3.3%	2,134	2.247
	VAN/MINIVAN	14.6%	48.6%	21.5%	10.9%	4.4%	405	2.420
	PICKUP TRUCK	16.2%	53.6%	18.8%	7.8%	3.5%	537	2.289
	SUV	14.9%	53.3%	19.2%	9.8%	2.7%	1,019	2.322
	OTHER	20.8%	43.8%	16.7%	14.6%	4.2%	48	2.375

## RESULTS - PART II: SEAT BELT USE

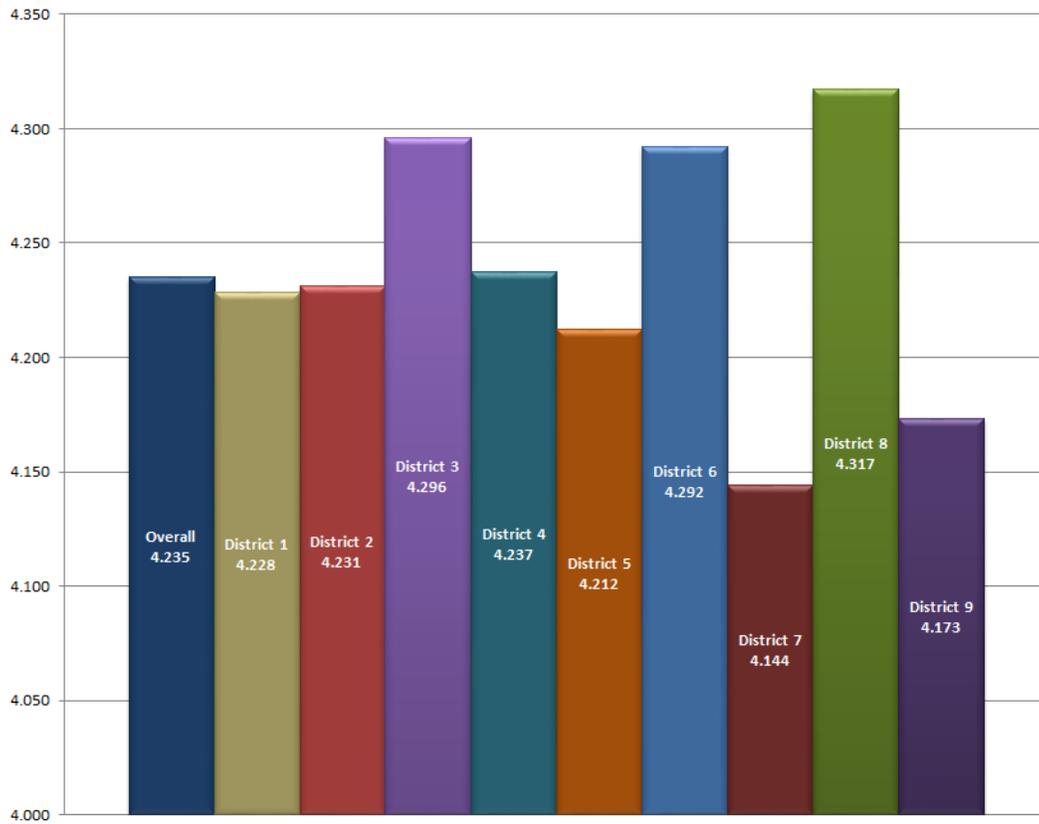
### PERCEIVED SEAT BELT USE BY OTHER DRIVERS

During 2016, 40.0% of respondents said the average driver “always” wears a seat belt, while 46.9% said they think other drivers wear their seat belt “most of the time.” Results were comparable to previous survey years (Figure 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 (Table 2.2). Additionally, respondents in OSP Districts 3, 6, and 8 were more likely to say other drivers “always” wear their seat belts (Figure 1A).

**FIGURE 1: PERCEIVED SEAT BELT USE BY OTHER DRIVERS 2003- 2016**



**FIGURE 1A: PERCEIVED SEAT BELT USE BY OTHER DRIVERS 2016 [MEAN SCORE]**



**TABLE 2.1: PERCEIVED SEAT BELT USE BY OTHER DRIVERS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.320</b>	<b>4.252</b>	<b>4.207</b>	<b>4.167</b>	<b>4,104</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.339	4.118	4.234	4.230	464
	<b>DISTRICT 2</b>	4.304	4.198	4.271	4.153	442
	<b>DISTRICT 3</b>	4.472	4.320	4.133	4.267	412
	<b>DISTRICT 4</b>	4.336	4.393	4.198	4.041	459
	<b>DISTRICT 5</b>	4.295	4.269	4.205	4.087	457
	<b>DISTRICT 6</b>	4.319	4.313	4.243	4.300	411
	<b>DISTRICT 7</b>	4.127	4.231	4.101	4.112	473
	<b>DISTRICT 8</b>	4.415	4.335	4.245	4.265	483
	<b>DISTRICT 9</b>	4.286	4.120	4.223	4.098	503

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.

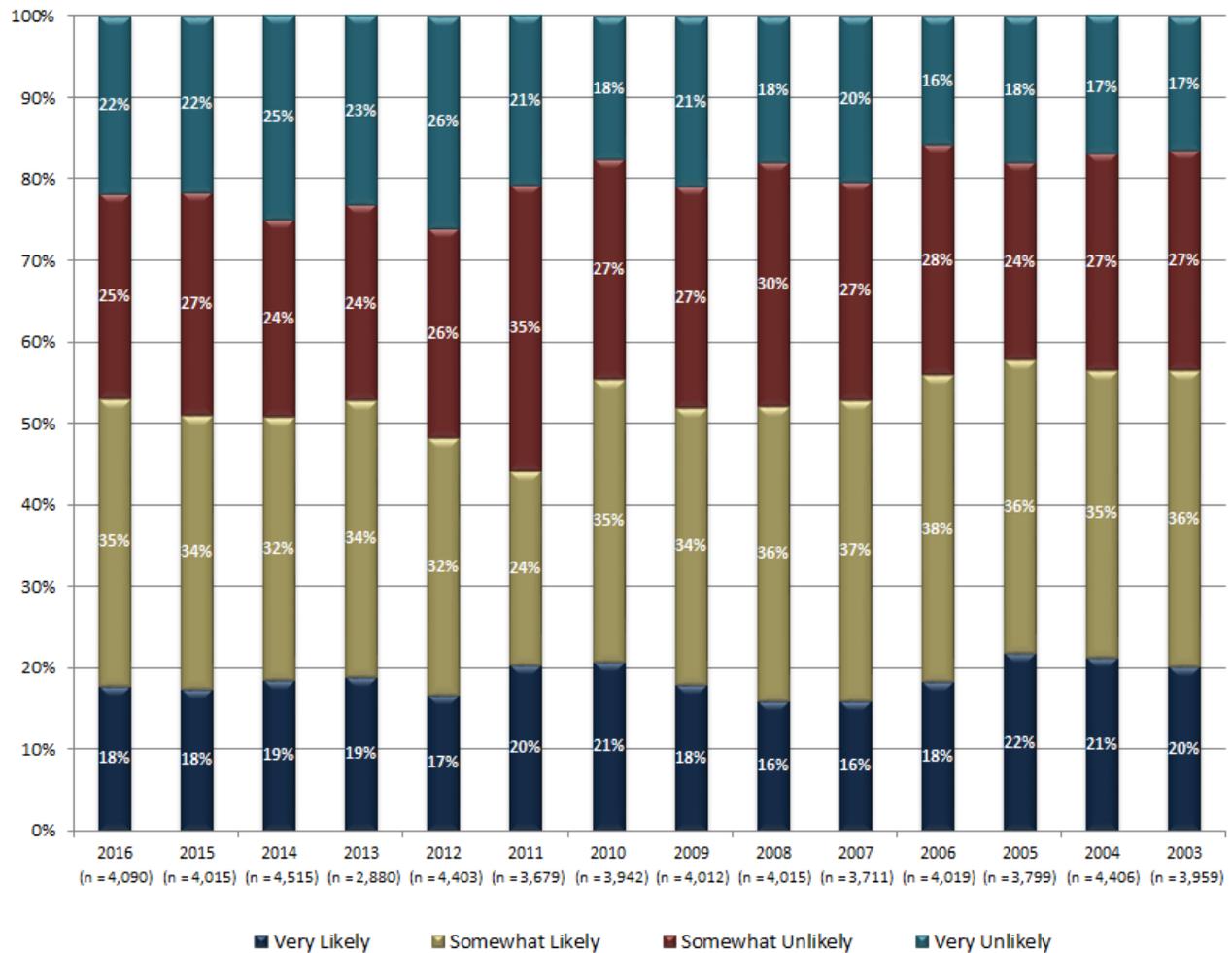
**TABLE 2.2: PERCEIVED SEAT BELT USE BY OTHER DRIVERS -2016**

		NEVER	RARELY	SOMETIMES	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
	ALL RESPONDENTS	0.7%	2.0%	10.5%	46.9%	40.0%	4,104	4.235
SURVEY	SURVEY 1	1.0%	1.4%	9.5%	41.1%	47.1%	947	4.320
	SURVEY 2	0.5%	1.9%	10.2%	46.8%	40.6%	1,090	4.252
	SURVEY 3	0.5%	2.3%	10.0%	50.3%	36.8%	1,026	4.207
	SURVEY 4	0.9%	2.3%	12.0%	48.9%	35.9%	1,041	4.167
OSP DISTRICT	DISTRICT 1	0.6%	2.4%	10.3%	46.8%	39.9%	464	4.228
	DISTRICT 2	0.5%	1.4%	10.9%	49.3%	38.0%	442	4.231
	DISTRICT 3	0.5%	1.7%	9.0%	45.4%	43.4%	412	4.296
	DISTRICT 4	0.7%	2.4%	10.5%	45.5%	41.0%	459	4.237
	DISTRICT 5	0.9%	2.0%	10.9%	47.5%	38.7%	457	4.212
	DISTRICT 6	0.5%	1.9%	8.8%	45.5%	43.3%	411	4.292
	DISTRICT 7	1.1%	2.7%	12.3%	48.6%	35.3%	473	4.144
	DISTRICT 8	0.4%	1.0%	8.1%	47.4%	43.1%	483	4.317
	DISTRICT 9	1.0%	2.4%	12.9%	45.7%	38.0%	503	4.173
AGE	25 AND YOUNGER	2.8%	6.1%	14.5%	51.4%	25.1%	179	3.899
	26 - 35 YEARS OLD	0.4%	4.0%	15.1%	46.4%	34.1%	252	4.099
	36 - 45 YEARS OLD	0.3%	3.2%	12.1%	46.4%	38.0%	347	4.187
	46 - 55 YEARS OLD	0.9%	1.8%	8.9%	45.7%	42.7%	941	4.276
	56 - 65 YEARS OLD	0.5%	1.3%	9.3%	47.5%	41.4%	1,426	4.281
	66 AND OLDER	0.6%	1.6%	11.1%	46.5%	40.3%	959	4.242
SEX	MALE	0.8%	2.6%	11.9%	49.0%	35.7%	1,637	4.162
	FEMALE	0.6%	1.6%	9.5%	45.5%	42.8%	2,467	4.283
RACE	CAUCASIAN	0.7%	2.0%	10.1%	48.0%	39.3%	3,735	4.231
	AFRICAN AMERICAN	0.4%	2.2%	13.7%	35.7%	48.0%	227	4.286
	OTHER	0.0%	3.2%	14.5%	36.3%	46.0%	124	4.250
MARITAL STATUS	SINGLE	1.8%	3.6%	14.6%	49.8%	30.2%	556	4.031
	MARRIED	0.3%	1.7%	8.9%	47.6%	41.5%	2,853	4.284
	OTHER	1.5%	1.9%	13.6%	41.8%	41.2%	689	4.194
RESIDENTIAL LOCATION	URBAN	0.9%	1.9%	12.5%	46.1%	38.6%	568	4.195
	SUBURBAN	0.7%	1.8%	9.2%	47.0%	41.4%	1,659	4.265
	RURAL	0.6%	2.2%	11.0%	47.0%	39.2%	1,871	4.219
DRIVING AREA	URBAN	1.3%	2.2%	11.4%	45.3%	39.8%	1,203	4.201
	SUBURBAN	0.4%	1.5%	9.0%	46.8%	42.2%	1,338	4.288
	RURAL	0.4%	2.3%	10.9%	48.3%	38.2%	1,554	4.216
VEHICLE TYPE	AUTOMOBILE	0.7%	1.4%	10.8%	45.2%	41.9%	2,113	4.262
	VAN/MINIVAN	0.0%	2.0%	10.0%	45.8%	42.3%	402	4.284
	PICKUP TRUCK	0.9%	4.4%	16.5%	46.2%	32.0%	528	4.040
	SUV	0.7%	2.0%	6.5%	51.8%	39.0%	1,010	4.264
	OTHER	2.1%	4.3%	17.0%	34.0%	42.6%	47	4.106

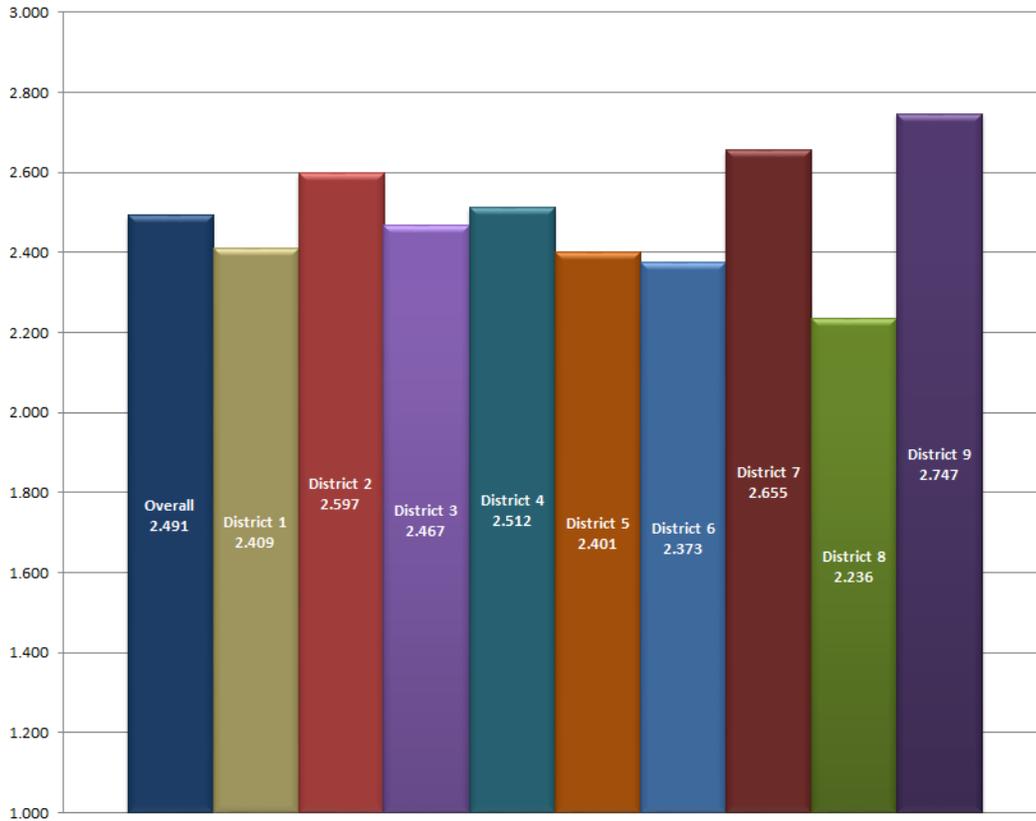
### LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

As with previous survey years, respondents were divided over whether those who do not wear their seat belt would receive a ticket (Figure 2). While respondents' perceptions that the average driver would be likely to receive a ticket for not wearing a seat belt fluctuated throughout the survey period, drivers during the 4<sup>th</sup> survey were more likely to believe drivers would receive a ticket for not wearing their seat belt (Table 2.4). 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 45 years of age and younger, females, and those who live in and drive in rural areas. Respondents who reside in OSP Districts 2, 7, and 9 are also more likely to feel a driver would receive a ticket for not wearing a seat belt (Figure 2A).

**FIGURE 2: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 - 2016**



**FIGURE 2A: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2016 [MEAN SCORE]**



**TABLE 2.3: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.481</b>	<b>2.485</b>	<b>2.457</b>	<b>2.542</b>	<b>4,090</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.445	2.466	2.230	2.488	462
	<b>DISTRICT 2</b>	2.457	2.716	2.581	2.631	442
	<b>DISTRICT 3</b>	2.371	2.451	2.509	2.544	407
	<b>DISTRICT 4</b>	2.557	2.444	2.495	2.545	457
	<b>DISTRICT 5</b>	2.415	2.382	2.429	2.383	459
	<b>DISTRICT 6</b>	2.322	2.343	2.411	2.402	408
	<b>DISTRICT 7</b>	2.720	2.664	2.565	2.664	470
	<b>DISTRICT 8</b>	2.234	2.253	2.140	2.306	483
	<b>DISTRICT 9</b>	2.773	2.676	2.709	2.842	502

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.

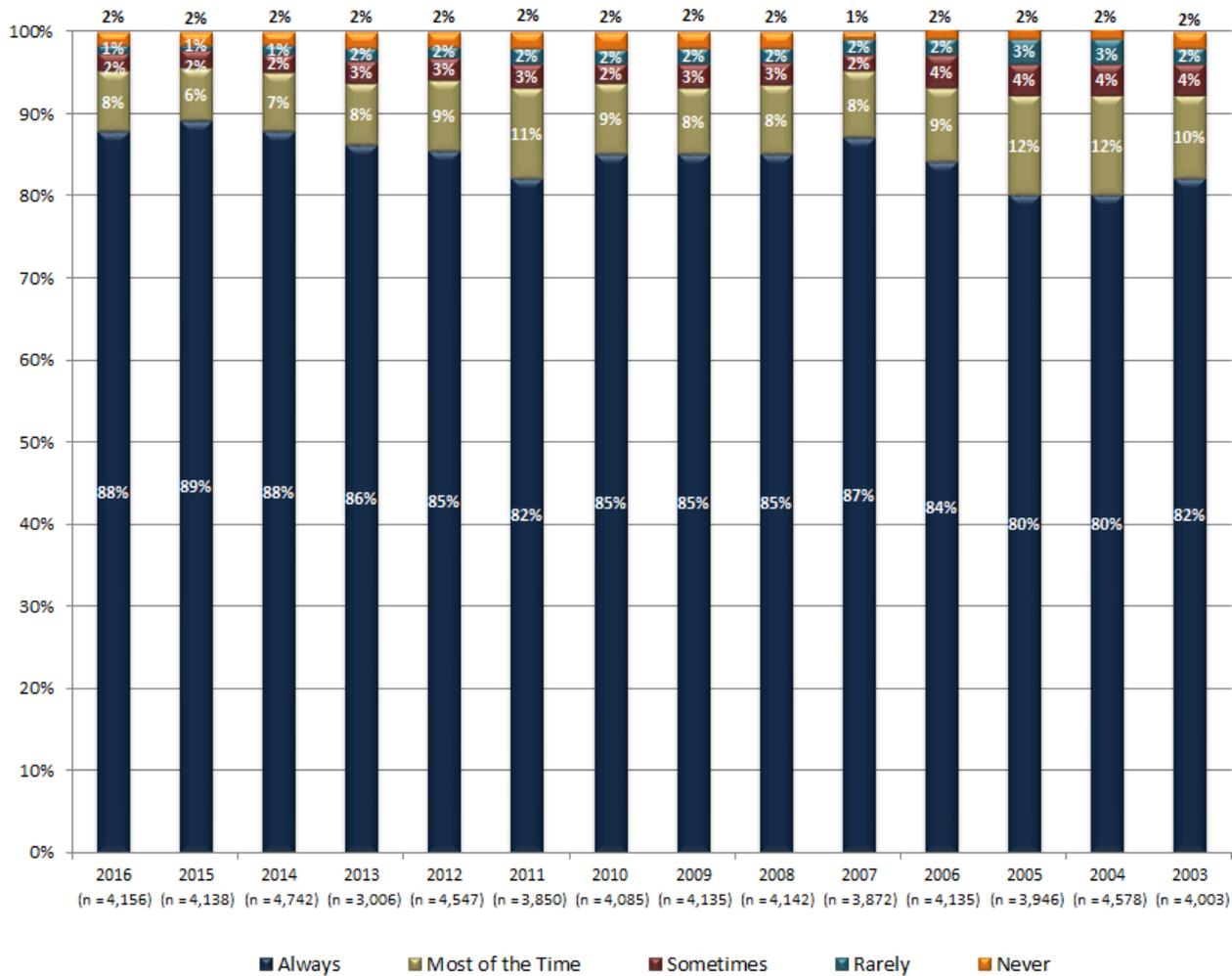
**TABLE 2.4: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT -2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		21.9%	25.0%	35.2%	17.9%	4,090	2.491
SURVEY	SURVEY 1	21.5%	25.9%	35.6%	17.0%	941	2.481
	SURVEY 2	22.7%	24.1%	35.4%	17.9%	1,089	2.485
	SURVEY 3	23.5%	24.7%	34.3%	17.5%	1,024	2.457
	SURVEY 4	19.9%	25.4%	35.4%	19.3%	1,036	2.542
OSP DISTRICT	DISTRICT 1	25.1%	26.4%	31.0%	17.5%	462	2.409
	DISTRICT 2	17.9%	24.7%	37.3%	20.1%	442	2.597
	DISTRICT 3	22.1%	28.0%	31.0%	18.9%	407	2.467
	DISTRICT 4	21.9%	21.7%	39.8%	16.6%	457	2.512
	DISTRICT 5	22.9%	28.1%	35.1%	13.9%	459	2.401
	DISTRICT 6	26.0%	26.0%	32.8%	15.2%	408	2.373
	DISTRICT 7	16.4%	23.0%	39.4%	21.3%	470	2.655
	DISTRICT 8	29.8%	28.4%	30.2%	11.6%	483	2.236
	DISTRICT 9	15.7%	19.5%	39.0%	25.7%	502	2.747
AGE	25 AND YOUNGER	17.9%	24.6%	39.1%	18.4%	179	2.581
	26 - 35 YEARS OLD	17.5%	25.4%	37.3%	19.8%	252	2.595
	36 - 45 YEARS OLD	22.6%	19.8%	36.1%	21.5%	349	2.564
	46 - 55 YEARS OLD	22.0%	26.5%	36.2%	15.2%	939	2.446
	56 - 65 YEARS OLD	20.2%	27.0%	34.1%	18.7%	1,409	2.514
	66 AND OLDER	26.0%	22.3%	34.1%	17.6%	962	2.432
SEX	MALE	25.4%	24.5%	33.1%	17.0%	1,633	2.418
	FEMALE	19.6%	25.3%	36.5%	18.6%	2,457	2.540
RACE	CAUCASIAN	21.7%	25.7%	35.6%	17.0%	3,717	2.479
	AFRICAN AMERICAN	18.3%	17.5%	34.1%	30.1%	229	2.760
	OTHER	31.5%	18.9%	24.4%	25.2%	127	2.433
MARITAL STATUS	SINGLE	20.0%	22.2%	38.4%	19.5%	555	2.573
	MARRIED	22.9%	27.4%	33.2%	16.6%	2,845	2.434
	OTHER	19.2%	17.4%	40.8%	22.7%	684	2.670
RESIDENTIAL LOCATION	URBAN	23.6%	25.5%	29.7%	21.3%	569	2.487
	SUBURBAN	24.3%	27.0%	33.7%	15.0%	1,649	2.395
	RURAL	19.3%	23.1%	38.2%	19.4%	1,866	2.576
DRIVING AREA	URBAN	21.5%	25.2%	33.6%	19.7%	1,207	2.516
	SUBURBAN	24.6%	26.8%	34.2%	14.3%	1,323	2.382
	RURAL	19.8%	23.3%	37.2%	19.7%	1,551	2.569
VEHICLE TYPE	AUTOMOBILE	21.5%	25.4%	35.2%	17.9%	2,099	2.494
	VAN/MINIVAN	21.9%	28.2%	33.2%	16.6%	397	2.446
	PICKUP TRUCK	22.8%	21.0%	34.6%	21.5%	534	2.549
	SUV	22.5%	25.0%	36.0%	16.4%	1,007	2.463
	OTHER	14.3%	26.5%	34.7%	24.5%	49	2.694

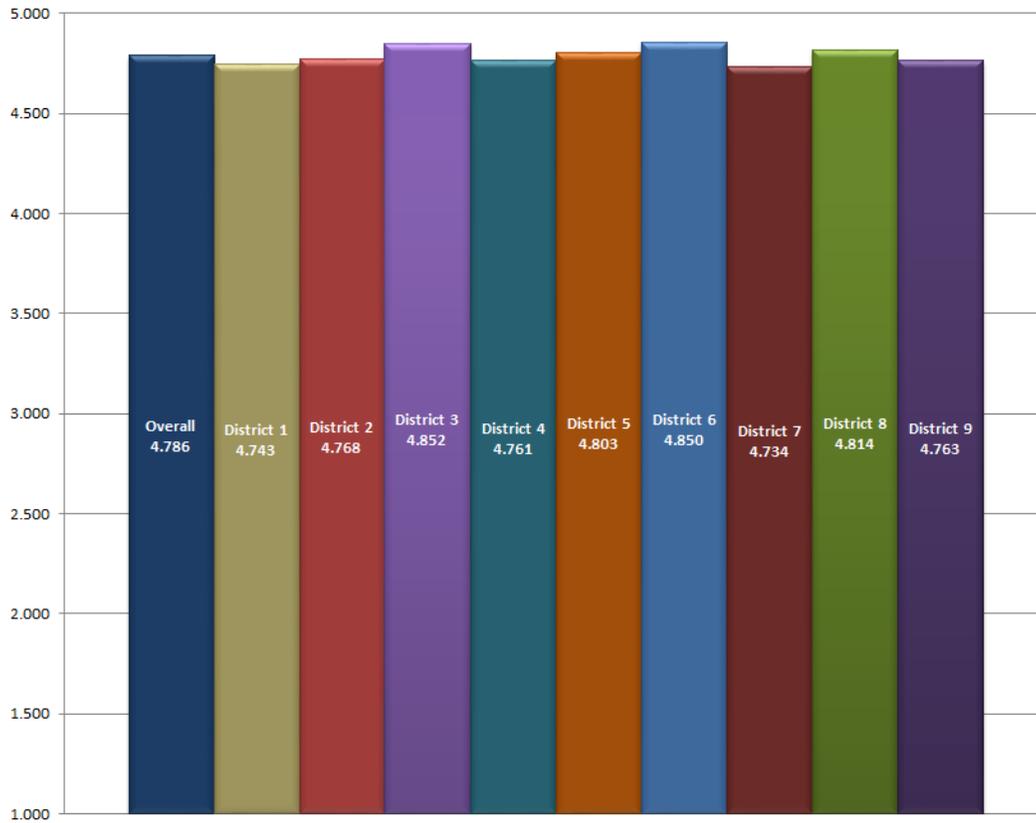
### RESPONDENTS' REPORTED SEAT BELT USE

In 2016, reported seat belt use for those who claim to wear a seat belt all of the time was 87.6% (Figure 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. Reported seat belt use is generally lower among respondents who are: age 36-45, male, single, and pickup drivers (Table 2.6). Additionally, 88.7% of those surveyed claimed they always wear their seat belt when riding as a front seat passenger in a vehicle (Table 2.7) and most respondents (97.5%) said their seat belt use had “stayed the same” over the 30 days prior to the survey (Table 2.8). See Tables 2.6, 2.7, and 2.8 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. OSP Districts 3, 5, 6, and 8 had the highest self-reported seat belt use of all OSP Districts (Figure 3A).

**FIGURE 3: RESPONDENTS' REPORTED SEAT BELT USE 2003 - 2016**



**FIGURE 3A: RESPONDENTS' REPORTED SEAT BELT USE - 2016 [MEAN SCORE]**



**TABLE 2.5: RESPONDENTS' REPORTED SEAT BELT USE - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.828</b>	<b>4.791</b>	<b>4.787</b>	<b>4.740</b>	<b>4,156</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.835	4.675	4.779	4.691	471
	<b>DISTRICT 2</b>	4.771	4.841	4.739	4.723	449
	<b>DISTRICT 3</b>	4.898	4.875	4.826	4.802	418
	<b>DISTRICT 4</b>	4.924	4.826	4.779	4.532	465
	<b>DISTRICT 5</b>	4.895	4.765	4.742	4.835	462
	<b>DISTRICT 6</b>	4.848	4.840	4.821	4.891	414
	<b>DISTRICT 7</b>	4.731	4.707	4.745	4.754	478
	<b>DISTRICT 8</b>	4.761	4.824	4.824	4.841	489
	<b>DISTRICT 9</b>	4.800	4.788	4.824	4.647	510

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.

**TABLE 2.6: RESPONDENTS' REPORTED SEAT BELT USE -2016**

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	1.1%	2.2%	7.5%	87.6%	4,156	4.786
SURVEY	SURVEY 1	1.0%	1.1%	1.6%	6.4%	89.8%	962	4.828
	SURVEY 2	1.5%	1.0%	2.2%	7.4%	87.9%	1,106	4.791
	SURVEY 3	1.6%	0.9%	2.0%	8.2%	87.3%	1,041	4.787
	SURVEY 4	1.9%	1.5%	2.9%	8.0%	85.7%	1,047	4.740
OSP DISTRICT	DISTRICT 1	1.9%	1.5%	3.6%	6.4%	86.6%	471	4.743
	DISTRICT 2	0.9%	2.2%	2.4%	8.0%	86.4%	449	4.768
	DISTRICT 3	0.7%	0.7%	1.2%	7.4%	90.0%	418	4.852
	DISTRICT 4	1.7%	1.5%	3.0%	6.5%	87.3%	465	4.761
	DISTRICT 5	1.1%	0.6%	2.4%	8.7%	87.2%	462	4.803
	DISTRICT 6	1.0%	0.0%	1.9%	7.2%	89.9%	414	4.850
	DISTRICT 7	2.7%	1.5%	2.1%	7.1%	86.6%	478	4.734
	DISTRICT 8	1.6%	0.6%	1.4%	7.4%	89.0%	489	4.814
	DISTRICT 9	2.0%	1.4%	1.4%	9.0%	86.3%	510	4.763
AGE	25 AND YOUNGER	2.2%	0.6%	2.2%	8.9%	86.0%	179	4.760
	26 - 35 YEARS OLD	1.6%	1.6%	2.4%	8.7%	85.8%	254	4.756
	36 - 45 YEARS OLD	2.5%	1.1%	2.8%	11.9%	81.6%	353	4.688
	46 - 55 YEARS OLD	1.3%	0.9%	1.4%	7.2%	89.2%	954	4.822
	56 - 65 YEARS OLD	1.8%	0.9%	2.4%	6.5%	88.5%	1,439	4.789
	66 AND OLDER	0.9%	1.6%	2.4%	7.3%	87.8%	977	4.794
SEX	MALE	2.0%	1.7%	3.0%	10.0%	83.3%	1,658	4.708
	FEMALE	1.2%	0.7%	1.6%	5.9%	90.5%	2,498	4.837
RACE	CAUCASIAN	1.6%	1.2%	2.2%	7.2%	87.8%	3,773	4.784
	AFRICAN AMERICAN	0.8%	0.8%	2.1%	12.7%	83.5%	236	4.771
	OTHER	0.8%	0.8%	0.8%	8.5%	89.1%	129	4.845
MARITAL STATUS	SINGLE	2.1%	2.0%	2.3%	9.2%	84.4%	563	4.718
	MARRIED	1.3%	0.8%	2.0%	7.3%	88.6%	2,891	4.810
	OTHER	2.2%	1.7%	2.6%	7.2%	86.4%	696	4.739
RESIDENTIAL LOCATION	URBAN	1.2%	0.9%	2.6%	9.4%	85.9%	576	4.780
	SUBURBAN	1.1%	0.9%	1.7%	6.6%	89.7%	1,678	4.831
	RURAL	2.0%	1.4%	2.5%	7.8%	86.3%	1,896	4.749
DRIVING AREA	URBAN	1.6%	1.3%	2.1%	9.0%	85.9%	1,222	4.763
	SUBURBAN	1.0%	0.7%	1.8%	5.8%	90.8%	1,352	4.846
	RURAL	2.0%	1.3%	2.5%	7.9%	86.2%	1,573	4.751
VEHICLE TYPE	AUTOMOBILE	1.3%	0.8%	2.4%	6.3%	89.1%	2,139	4.811
	VAN/MINIVAN	1.5%	0.5%	2.0%	7.9%	88.2%	406	4.808
	PICKUP TRUCK	3.5%	3.0%	2.8%	13.2%	77.5%	538	4.582
	SUV	1.0%	0.9%	1.4%	7.1%	89.7%	1,020	4.836
	OTHER	2.0%	4.1%	2.0%	6.1%	85.7%	49	4.694

**TABLE 2.7: FREQUENCY OF WEARING A SEAT BELT AS A FRONT SEAT PASSENGER - 2016**

		NEVER	RARELY	SOMETIMES	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	1.1%	2.2%	6.4%	88.7%	4,151	4.797
SURVEY	SURVEY 1	1.1%	1.1%	1.7%	5.9%	90.1%	961	4.827
	SURVEY 2	1.4%	0.8%	2.3%	5.4%	90.1%	1,104	4.822
	SURVEY 3	1.4%	1.3%	2.1%	6.8%	88.3%	1,040	4.791
	SURVEY 4	2.2%	1.2%	2.7%	7.4%	86.5%	1,046	4.748
OSP DISTRICT	DISTRICT 1	2.1%	1.9%	2.5%	7.2%	86.2%	471	4.735
	DISTRICT 2	1.1%	1.6%	3.1%	6.3%	87.9%	448	4.783
	DISTRICT 3	0.5%	0.5%	2.6%	5.5%	90.9%	418	4.859
	DISTRICT 4	2.2%	1.5%	1.7%	5.6%	89.0%	463	4.778
	DISTRICT 5	1.1%	0.9%	2.6%	5.0%	90.5%	461	4.829
	DISTRICT 6	0.2%	0.7%	1.9%	6.5%	90.6%	414	4.865
	DISTRICT 7	2.7%	1.9%	1.9%	6.3%	87.2%	478	4.734
	DISTRICT 8	1.0%	0.4%	0.8%	7.0%	90.8%	488	4.861
	DISTRICT 9	2.5%	0.8%	2.5%	7.8%	86.3%	510	4.745
AGE	25 AND YOUNGER	1.7%	0.6%	2.2%	12.3%	83.2%	179	4.749
	26 - 35 YEARS OLD	1.6%	1.6%	3.2%	7.9%	85.8%	253	4.747
	36 - 45 YEARS OLD	2.6%	1.4%	4.3%	12.2%	79.5%	352	4.648
	46 - 55 YEARS OLD	1.3%	1.3%	1.2%	5.5%	90.9%	954	4.834
	56 - 65 YEARS OLD	1.9%	1.2%	2.2%	5.1%	89.7%	1,437	4.795
	66 AND OLDER	0.9%	0.8%	2.3%	5.6%	90.4%	976	4.837
SEX	MALE	1.8%	1.6%	2.8%	8.7%	85.1%	1,655	4.737
	FEMALE	1.4%	0.8%	1.8%	4.8%	91.2%	2,496	4.836
RACE	CAUCASIAN	1.6%	1.1%	2.2%	6.1%	89.0%	3,771	4.797
	AFRICAN AMERICAN	0.9%	1.7%	2.1%	11.1%	84.2%	234	4.761
	OTHER	0.8%	0.0%	3.1%	7.0%	89.1%	129	4.837
MARITAL STATUS	SINGLE	2.1%	1.4%	3.2%	9.4%	83.8%	562	4.714
	MARRIED	1.3%	1.0%	1.9%	6.1%	89.8%	2,889	4.822
	OTHER	2.2%	1.6%	2.7%	5.3%	88.2%	694	4.758
RESIDENTIAL LOCATION	URBAN	1.0%	1.4%	3.5%	7.1%	87.0%	576	4.776
	SUBURBAN	1.1%	0.9%	1.3%	6.1%	90.7%	1,673	4.844
	RURAL	2.1%	1.3%	2.6%	6.4%	87.6%	1,896	4.761
DRIVING AREA	URBAN	1.5%	1.5%	2.3%	6.5%	88.3%	1,219	4.786
	SUBURBAN	1.0%	1.0%	1.2%	5.9%	91.0%	1,350	4.847
	RURAL	2.0%	1.0%	3.0%	6.8%	87.2%	1,573	4.760
VEHICLE TYPE	AUTOMOBILE	1.4%	0.8%	2.0%	5.6%	90.3%	2,135	4.825
	VAN/MINIVAN	1.7%	0.2%	2.7%	6.9%	88.4%	406	4.800
	PICKUP TRUCK	2.2%	2.6%	4.5%	11.5%	79.2%	538	4.628
	SUV	1.3%	1.2%	1.3%	5.3%	91.0%	1,020	4.835
	OTHER	6.3%	4.2%	2.1%	4.2%	83.3%	48	4.542

**TABLE 2.8: RESPONDENTS' SEAT BELT USE IN THE LAST 30 DAYS -2016**

		DECREASED	STAYED THE SAME	INCREASED	TOTAL	AVERAGE
ALL RESPONDENTS		0.2%	97.5%	2.2%	4,156	2.020
SURVEY	SURVEY 1	0.2%	97.4%	2.4%	962	2.022
	SURVEY 2	0.5%	97.6%	1.9%	1,106	2.014
	SURVEY 3	0.1%	97.4%	2.5%	1,041	2.024
	SURVEY 4	0.1%	97.8%	2.1%	1,047	2.020
OSP DISTRICT	DISTRICT 1	0.4%	97.2%	2.3%	471	2.019
	DISTRICT 2	0.0%	97.8%	2.2%	449	2.022
	DISTRICT 3	0.5%	97.1%	2.4%	418	2.019
	DISTRICT 4	0.0%	99.6%	0.4%	465	2.004
	DISTRICT 5	0.0%	97.4%	2.6%	462	2.026
	DISTRICT 6	0.2%	96.9%	2.9%	414	2.027
	DISTRICT 7	0.4%	97.9%	1.7%	478	2.013
	DISTRICT 8	0.2%	97.8%	2.0%	489	2.018
	DISTRICT 9	0.4%	96.3%	3.3%	510	2.029
AGE	25 AND YOUNGER	0.0%	95.0%	5.0%	179	2.050
	26 - 35 YEARS OLD	0.4%	96.9%	2.8%	254	2.024
	36 - 45 YEARS OLD	0.6%	96.9%	2.5%	353	2.020
	46 - 55 YEARS OLD	0.0%	97.7%	2.3%	954	2.023
	56 - 65 YEARS OLD	0.3%	97.8%	1.9%	1,439	2.016
	66 AND OLDER	0.3%	97.9%	1.8%	977	2.015
SEX	MALE	0.3%	97.1%	2.6%	1,658	2.023
	FEMALE	0.2%	97.8%	2.0%	2,498	2.018
RACE	CAUCASIAN	0.3%	97.7%	2.0%	3,773	2.017
	AFRICAN AMERICAN	0.0%	94.5%	5.5%	236	2.055
	OTHER	0.0%	97.7%	2.3%	129	2.023
MARITAL STATUS	SINGLE	0.2%	95.7%	4.1%	563	2.039
	MARRIED	0.2%	98.1%	1.8%	2,891	2.016
	OTHER	0.6%	96.8%	2.6%	696	2.020
RESIDENTIAL LOCATION	URBAN	0.2%	95.3%	4.5%	576	2.043
	SUBURBAN	0.2%	97.9%	1.9%	1,678	2.017
	RURAL	0.3%	97.9%	1.8%	1,896	2.015
DRIVING AREA	URBAN	0.4%	97.0%	2.6%	1,222	2.022
	SUBURBAN	0.0%	98.2%	1.8%	1,352	2.018
	RURAL	0.3%	97.5%	2.3%	1,573	2.020
VEHICLE TYPE	AUTOMOBILE	0.1%	98.0%	1.8%	2,139	2.017
	VAN/MINIVAN	0.2%	97.5%	2.2%	406	2.020
	PICKUP TRUCK	0.6%	95.9%	3.5%	538	2.030
	SUV	0.2%	97.5%	2.4%	1,020	2.022
	OTHER	2.0%	95.9%	2.0%	49	2.000

## KNOWLEDGE OF SEAT BELT LAWS IN OHIO

The vast majority (98.8%) of respondents are aware that Ohio does have a law requiring seat belt use by adults (Table 2.9), however; 60.3% of those surveyed in 2016 incorrectly believe that law enforcement in Ohio can stop a vehicle for a seat belt violation without observing another offense first (Table 2.10). Additionally, 54.2% know that adults required to wear a seat belt include the driver and front seat passenger (Table 2.11).

**TABLE 2.9: OHIO CURRENTLY HAS A LAW REQUIRING SEAT BELT USE BY ADULTS -2016**

		No	YES	TOTAL
ALL RESPONDENTS		1.2%	98.8%	4,102
SURVEY	SURVEY 1	1.1%	98.9%	948
	SURVEY 2	1.9%	98.1%	1,088
	SURVEY 3	1.1%	98.9%	1,029
	SURVEY 4	0.9%	99.1%	1,037
OSP DISTRICT	DISTRICT 1	1.5%	98.5%	466
	DISTRICT 2	2.5%	97.5%	444
	DISTRICT 3	0.7%	99.3%	414
	DISTRICT 4	0.9%	99.1%	458
	DISTRICT 5	1.5%	98.5%	456
	DISTRICT 6	0.5%	99.5%	410
	DISTRICT 7	0.6%	99.4%	472
	DISTRICT 8	2.3%	97.7%	481
	DISTRICT 9	0.6%	99.4%	501
AGE	25 AND YOUNGER	6.3%	93.8%	176
	26 - 35 YEARS OLD	2.1%	97.9%	243
	36 - 45 YEARS OLD	0.9%	99.1%	348
	46 - 55 YEARS OLD	1.0%	99.0%	947
	56 - 65 YEARS OLD	0.8%	99.2%	1,427
	66 AND OLDER	1.1%	98.9%	961
SEX	MALE	0.9%	99.1%	1,643
	FEMALE	1.5%	98.5%	2,459
RACE	CAUCASIAN	1.2%	98.8%	3,720
	AFRICAN AMERICAN	1.7%	98.3%	236
	OTHER	3.1%	96.9%	128
MARITAL STATUS	SINGLE	2.5%	97.5%	558
	MARRIED	1.1%	98.9%	2,853
	OTHER	0.9%	99.1%	685
RESIDENTIAL LOCATION	URBAN	1.2%	98.8%	569
	SUBURBAN	1.3%	98.7%	1,654
	RURAL	1.2%	98.8%	1,873
DRIVING AREA	URBAN	1.2%	98.8%	1,211
	SUBURBAN	1.3%	98.7%	1,337
	RURAL	1.2%	98.8%	1,546
VEHICLE TYPE	AUTOMOBILE	1.2%	98.8%	2,108
	VAN/MINIVAN	1.2%	98.8%	401
	PICKUP TRUCK	1.1%	98.9%	531
	SUV	1.3%	98.7%	1,009
	OTHER	2.0%	98.0%	49

**TABLE 2.10: WHEN OHIO LAW ENFORCEMENT CAN STOP A VEHICLE FOR SEAT A BELT VIOLATION -2016**

		CAN STOP FOR SEAT BELT VIOLATION ONLY	MUST OBSERVE ANOTHER OFFENSE FIRST	TOTAL
ALL RESPONDENTS		60.3%	39.7%	4,006
SURVEY	SURVEY 1	59.4%	40.6%	923
	SURVEY 2	59.9%	40.1%	1,057
	SURVEY 3	61.6%	38.4%	1,015
	SURVEY 4	60.3%	39.7%	1,011
OSP DISTRICT	DISTRICT 1	59.3%	40.7%	459
	DISTRICT 2	62.5%	37.5%	435
	DISTRICT 3	62.4%	37.6%	407
	DISTRICT 4	53.5%	46.5%	447
	DISTRICT 5	61.2%	38.8%	446
	DISTRICT 6	58.9%	41.1%	397
	DISTRICT 7	61.5%	38.5%	457
	DISTRICT 8	57.9%	42.1%	466
	DISTRICT 9	65.2%	34.8%	492
AGE	25 AND YOUNGER	64.0%	36.0%	172
	26 - 35 YEARS OLD	69.4%	30.6%	248
	36 - 45 YEARS OLD	63.8%	36.2%	340
	46 - 55 YEARS OLD	55.0%	45.0%	931
	56 - 65 YEARS OLD	59.8%	40.2%	1,396
	66 AND OLDER	62.0%	38.0%	919
SEX	MALE	60.5%	39.5%	1,614
	FEMALE	60.2%	39.8%	2,392
RACE	CAUCASIAN	59.7%	40.3%	3,638
	AFRICAN AMERICAN	68.6%	31.4%	226
	OTHER	59.7%	40.3%	124
MARITAL STATUS	SINGLE	64.1%	35.9%	541
	MARRIED	59.5%	40.5%	2,808
	OTHER	60.5%	39.5%	651
RESIDENTIAL LOCATION	URBAN	61.9%	38.1%	557
	SUBURBAN	60.1%	39.9%	1,606
	RURAL	60.1%	39.9%	1,837
DRIVING AREA	URBAN	60.9%	39.1%	1,178
	SUBURBAN	60.6%	39.4%	1,301
	RURAL	59.8%	40.2%	1,520
VEHICLE TYPE	AUTOMOBILE	61.3%	38.7%	2,052
	VAN/MINI VAN	56.0%	44.0%	389
	PICKUP TRUCK	62.2%	37.8%	521
	SUV	59.0%	41.0%	991
	OTHER	57.1%	42.9%	49

**TABLE 2.11: ADULTS REQUIRED TO WEAR A SEAT BELT ACCORDING TO OHIO LAW -2016**

		DRIVER ONLY	DRIVER AND ALL PASSENGERS	DRIVER AND FRONT SEAT PASSENGER	TOTAL
ALL RESPONDENTS		2.5%	43.2%	54.2%	3,994
SURVEY	SURVEY 1	2.8%	42.4%	54.8%	926
	SURVEY 2	1.8%	43.9%	54.3%	1,048
	SURVEY 3	3.2%	41.4%	55.4%	1,007
	SURVEY 4	2.4%	45.1%	52.5%	1,013
OSP DISTRICT	DISTRICT 1	1.1%	44.3%	54.5%	451
	DISTRICT 2	2.8%	35.4%	61.8%	429
	DISTRICT 3	2.7%	47.3%	50.0%	406
	DISTRICT 4	2.9%	46.3%	50.8%	447
	DISTRICT 5	4.5%	43.7%	51.8%	442
	DISTRICT 6	4.5%	43.3%	52.2%	402
	DISTRICT 7	2.2%	37.8%	60.0%	460
	DISTRICT 8	1.5%	52.1%	46.4%	463
	DISTRICT 9	1.0%	39.3%	59.7%	494
AGE	25 AND YOUNGER	4.2%	32.1%	63.6%	165
	26 - 35 YEARS OLD	1.3%	40.4%	58.3%	235
	36 - 45 YEARS OLD	1.8%	37.1%	61.1%	342
	46 - 55 YEARS OLD	2.1%	41.1%	56.8%	932
	56 - 65 YEARS OLD	2.7%	44.4%	53.0%	1,391
	66 AND OLDER	3.0%	48.7%	48.3%	929
SEX	MALE	2.7%	41.7%	55.6%	1,610
	FEMALE	2.4%	44.3%	53.3%	2,384
RACE	CAUCASIAN	2.6%	42.3%	55.2%	3,622
	AFRICAN AMERICAN	1.7%	57.4%	40.9%	230
	OTHER	3.2%	45.2%	51.6%	124
MARITAL STATUS	SINGLE	2.8%	43.3%	53.9%	538
	MARRIED	2.7%	42.0%	55.3%	2,785
	OTHER	1.7%	48.6%	49.8%	665
RESIDENTIAL LOCATION	URBAN	1.8%	47.3%	50.9%	556
	SUBURBAN	3.1%	47.1%	49.8%	1,602
	RURAL	2.3%	38.7%	59.0%	1,830
DRIVING AREA	URBAN	2.1%	48.8%	49.1%	1,185
	SUBURBAN	3.4%	43.7%	52.9%	1,292
	RURAL	2.1%	38.5%	59.4%	1,510
VEHICLE TYPE	AUTOMOBILE	2.7%	43.2%	54.1%	2,054
	VAN/MINIVAN	2.1%	42.3%	55.6%	390
	PICKUP TRUCK	2.5%	45.0%	52.5%	522
	SUV	2.6%	42.0%	55.4%	978
	OTHER	0.0%	57.4%	42.6%	47

## KNOWLEDGE OF RESTRAINT LAWS FOR CHILDREN/MINORS

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. Tables 2.12 through 2.14 contain 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 2.12: OHIO HAS A LAW REQUIRING A RESTRAINING DEVICE BY MINORS BETWEEN 4 & 15 YEARS OF AGE -2016**

		No	YES	TOTAL
ALL RESPONDENTS		4.2%	95.8%	4,020
SURVEY	SURVEY 1	5.1%	94.9%	935
	SURVEY 2	4.2%	95.8%	1,057
	SURVEY 3	3.3%	96.7%	1,012
	SURVEY 4	4.2%	95.8%	1,016
OSP DISTRICT	DISTRICT 1	2.6%	97.4%	456
	DISTRICT 2	4.4%	95.6%	434
	DISTRICT 3	4.5%	95.5%	399
	DISTRICT 4	4.9%	95.1%	446
	DISTRICT 5	4.2%	95.8%	448
	DISTRICT 6	2.8%	97.2%	397
	DISTRICT 7	4.5%	95.5%	467
	DISTRICT 8	6.1%	93.9%	473
	DISTRICT 9	3.4%	96.6%	500
AGE	25 AND YOUNGER	1.7%	98.3%	172
	26 - 35 YEARS OLD	3.6%	96.4%	247
	36 - 45 YEARS OLD	2.6%	97.4%	343
	46 - 55 YEARS OLD	3.9%	96.1%	927
	56 - 65 YEARS OLD	5.0%	95.0%	1,398
	66 AND OLDER	4.4%	95.6%	933
SEX	MALE	4.7%	95.3%	1,605
	FEMALE	3.8%	96.2%	2,415
RACE	CAUCASIAN	4.1%	95.9%	3,653
	AFRICAN AMERICAN	4.8%	95.2%	229
	OTHER	4.1%	95.9%	121
MARITAL STATUS	SINGLE	4.1%	95.9%	539
	MARRIED	4.3%	95.7%	2,814
	OTHER	3.8%	96.2%	661
RESIDENTIAL LOCATION	URBAN	3.8%	96.2%	554
	SUBURBAN	4.5%	95.5%	1,618
	RURAL	4.0%	96.0%	1,842
DRIVING AREA	URBAN	3.3%	96.7%	1,175
	SUBURBAN	4.7%	95.3%	1,307
	RURAL	4.4%	95.6%	1,529
VEHICLE TYPE	AUTOMOBILE	4.0%	96.0%	2,074
	VAN/MINIVAN	3.8%	96.2%	393
	PICKUP TRUCK	5.4%	94.6%	520
	SUV	4.3%	95.7%	980
	OTHER	2.0%	98.0%	49

**TABLE 2.13: OHIO HAS A LAW REQUIRING CHILD SAFETY SEAT USE FOR THOSE UNDER 4 YEARS OLD AND/OR WEIGH LESS THAN 40LBS -2016**

		No	YES	TOTAL
ALL RESPONDENTS		0.3%	99.7%	4,138
SURVEY	SURVEY 1	0.1%	99.9%	956
	SURVEY 2	0.3%	99.7%	1,102
	SURVEY 3	0.2%	99.8%	1,038
	SURVEY 4	0.5%	99.5%	1,042
OSP DISTRICT	DISTRICT 1	0.4%	99.6%	466
	DISTRICT 2	0.0%	100.0%	446
	DISTRICT 3	0.0%	100.0%	416
	DISTRICT 4	0.4%	99.6%	463
	DISTRICT 5	0.2%	99.8%	461
	DISTRICT 6	0.0%	100.0%	413
	DISTRICT 7	0.6%	99.4%	478
	DISTRICT 8	0.4%	99.6%	487
	DISTRICT 9	0.2%	99.8%	508
AGE	25 AND YOUNGER	0.6%	99.4%	177
	26 - 35 YEARS OLD	0.4%	99.6%	254
	36 - 45 YEARS OLD	0.3%	99.7%	350
	46 - 55 YEARS OLD	0.3%	99.7%	952
	56 - 65 YEARS OLD	0.1%	99.9%	1,437
	66 AND OLDER	0.3%	99.7%	968
SEX	MALE	0.4%	99.6%	1,649
	FEMALE	0.2%	99.8%	2,489
RACE	CAUCASIAN	0.3%	99.7%	3,758
	AFRICAN AMERICAN	0.0%	100.0%	234
	OTHER	0.0%	100.0%	128
MARITAL STATUS	SINGLE	0.2%	99.8%	554
	MARRIED	0.3%	99.7%	2,887
	OTHER	0.0%	100.0%	691
RESIDENTIAL LOCATION	URBAN	0.2%	99.8%	574
	SUBURBAN	0.2%	99.8%	1,669
	RURAL	0.4%	99.6%	1,889
DRIVING AREA	URBAN	0.2%	99.8%	1,216
	SUBURBAN	0.1%	99.9%	1,348
	RURAL	0.4%	99.6%	1,565
VEHICLE TYPE	AUTOMOBILE	0.3%	99.7%	2,127
	VAN/MINIVAN	0.0%	100.0%	405
	PICKUP TRUCK	0.2%	99.8%	533
	SUV	0.4%	99.6%	1,020
	OTHER	0.0%	100.0%	49

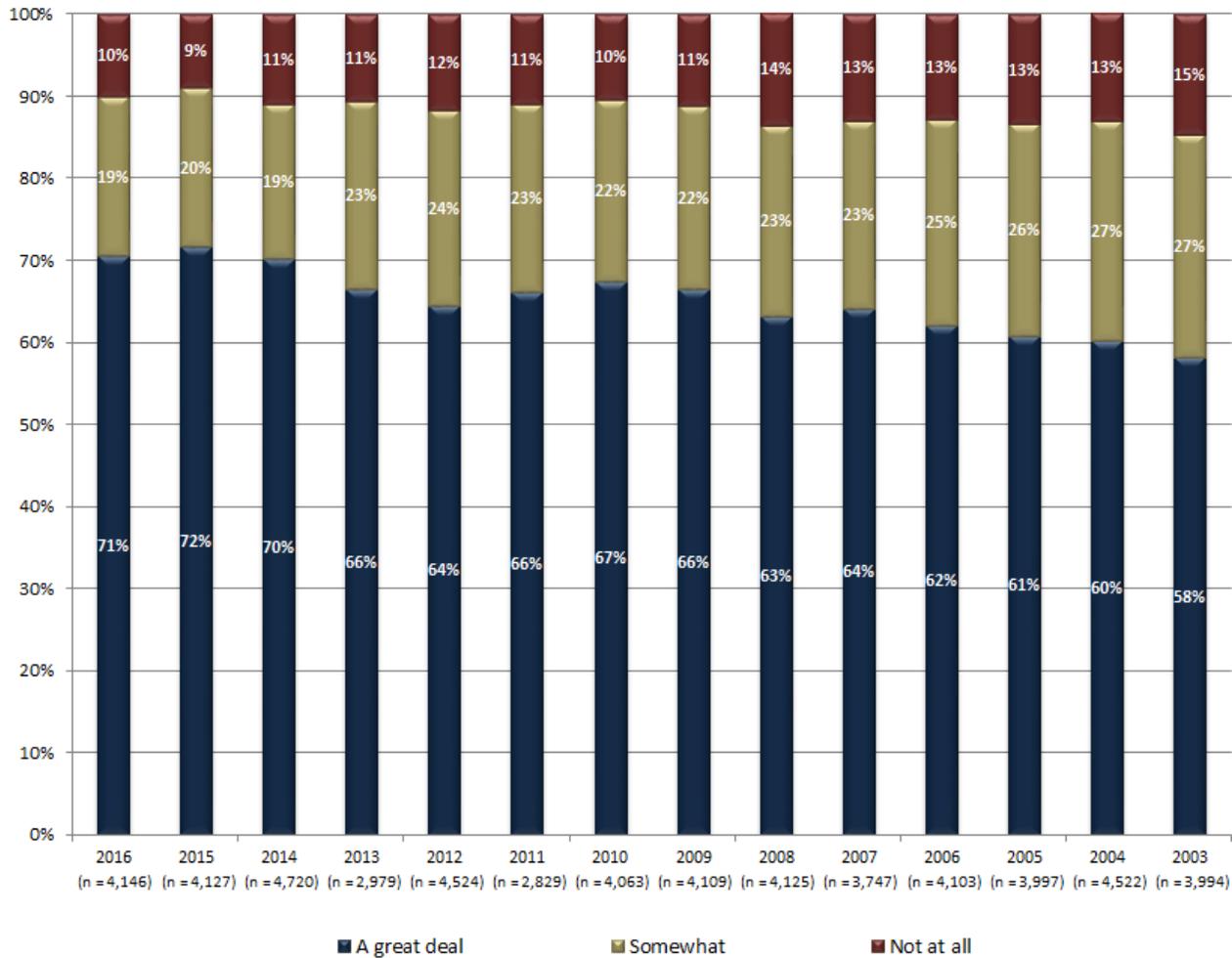
**TABLE 2.14: OHIO CURRENTLY HAS A BOOSTER SEAT LAW FOR CHILDREN YOUNGER THAN AGE 8 AND/OR LESS THAN 4 FEET 9 INCHES IN HEIGHT - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		2.6%	97.4%	3,951
SURVEY	SURVEY 1	3.5%	96.5%	908
	SURVEY 2	2.5%	97.5%	1,048
	SURVEY 3	2.4%	97.6%	999
	SURVEY 4	2.2%	97.8%	996
OSP DISTRICT	DISTRICT 1	2.7%	97.3%	446
	DISTRICT 2	2.8%	97.2%	431
	DISTRICT 3	3.8%	96.2%	391
	DISTRICT 4	1.8%	98.2%	440
	DISTRICT 5	2.5%	97.5%	434
	DISTRICT 6	2.6%	97.4%	390
	DISTRICT 7	1.7%	98.3%	458
	DISTRICT 8	4.0%	96.0%	473
	DISTRICT 9	1.8%	98.2%	488
AGE	25 AND YOUNGER	2.9%	97.1%	174
	26 - 35 YEARS OLD	1.6%	98.4%	250
	36 - 45 YEARS OLD	1.4%	98.6%	345
	46 - 55 YEARS OLD	2.8%	97.2%	920
	56 - 65 YEARS OLD	2.3%	97.7%	1,363
	66 AND OLDER	3.7%	96.3%	899
SEX	MALE	3.7%	96.3%	1,547
	FEMALE	1.9%	98.1%	2,404
RACE	CAUCASIAN	2.4%	97.6%	3,584
	AFRICAN AMERICAN	3.5%	96.5%	226
	OTHER	6.5%	93.5%	124
MARITAL STATUS	SINGLE	3.2%	96.8%	532
	MARRIED	2.4%	97.6%	2,770
	OTHER	3.1%	96.9%	643
RESIDENTIAL LOCATION	URBAN	2.6%	97.4%	546
	SUBURBAN	2.8%	97.2%	1,587
	RURAL	2.5%	97.5%	1,812
DRIVING AREA	URBAN	2.9%	97.1%	1,154
	SUBURBAN	3.1%	96.9%	1,285
	RURAL	2.1%	97.9%	1,504
VEHICLE TYPE	AUTOMOBILE	2.7%	97.3%	2,015
	VAN/MINIVAN	1.5%	98.5%	394
	PICKUP TRUCK	3.2%	96.8%	499
	SUV	2.6%	97.4%	991
	OTHER	2.1%	97.9%	48

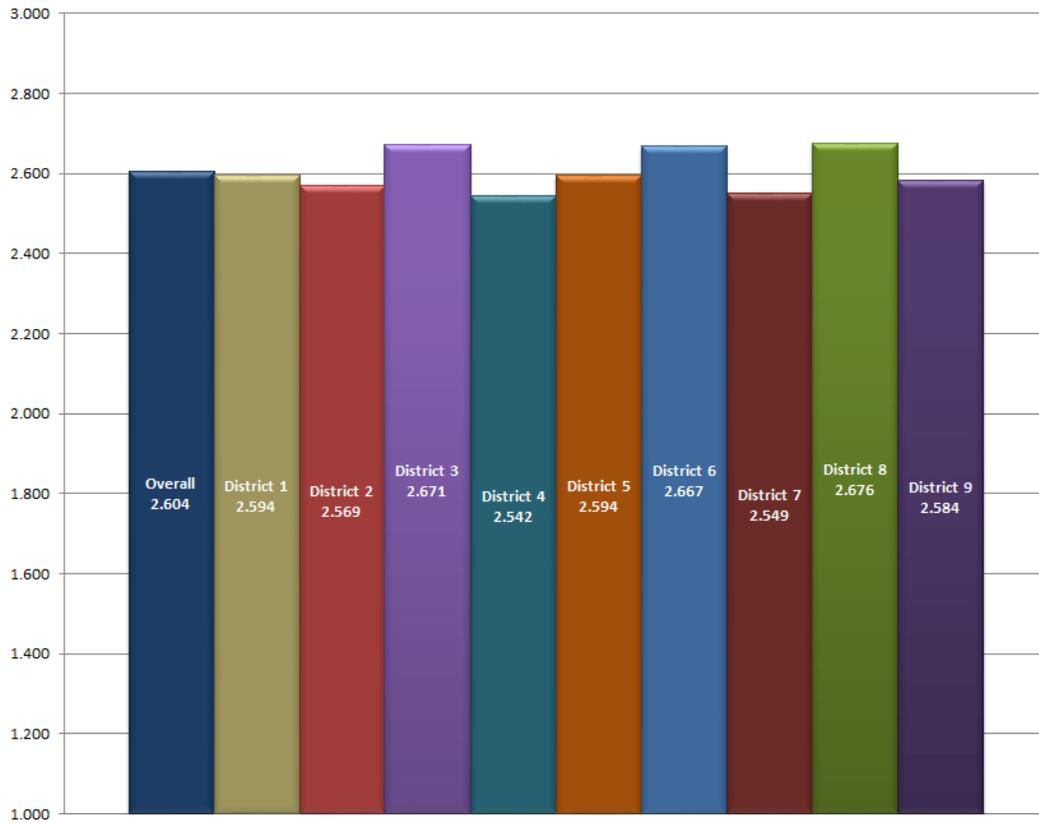
### FAVOR LAWS REQUIRING SEAT BELT USE

The overall percentage of respondents who greatly favored laws that require seat belt use was consistent with the 2015 survey results (Figure 4). Respondents' approval of laws that require drivers and all passengers to wear properly adjusted seat belts was lowest during the 2<sup>nd</sup> and 4<sup>th</sup> surveys (Table 2.16). Respondents 26-35 years of age, 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" (Table 2.16). Residents in OSP Districts 3, 6, and 8 were more likely to favor laws that require seat belt use (Figure 4A). Additionally, 66.6% of all respondents said "yes" when asked if they think law enforcement officers *should* be allowed to stop a vehicle if they observe a seat belt violation when no other traffic laws are broken (Table 2.17).

**FIGURE 4: FAVOR LAWS REQUIRING SEAT BELT USE 2003 - 2016**



**FIGURE 4A: FAVOR LAWS REQUIRING SEAT BELT USE 2016 [MEAN SCORE]**



**TABLE 2.15: FAVOR LAWS REQUIRING SEAT BELT USE – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.651</b>	<b>2.581</b>	<b>2.610</b>	<b>2.579</b>	<b>4,146</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.626	2.517	2.549	2.683	471
	<b>DISTRICT 2</b>	2.581	2.584	2.542	2.571	448
	<b>DISTRICT 3</b>	2.722	2.731	2.614	2.615	417
	<b>DISTRICT 4</b>	2.580	2.583	2.566	2.447	463
	<b>DISTRICT 5</b>	2.702	2.500	2.675	2.530	461
	<b>DISTRICT 6</b>	2.685	2.630	2.643	2.709	414
	<b>DISTRICT 7</b>	2.585	2.496	2.591	2.532	477
	<b>DISTRICT 8</b>	2.688	2.654	2.701	2.673	488
	<b>DISTRICT 9</b>	2.717	2.555	2.615	2.485	507

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.

**TABLE 2.16: FAVOR LAWS REQUIRING SEAT BELT USE -2016**

		NOT AT ALL	SOMEWHAT	A GREAT DEAL	TOTAL	AVERAGE
ALL RESPONDENTS		10.1%	19.4%	70.5%	4,146	2.604
SURVEY	SURVEY 1	7.7%	19.5%	72.8%	959	2.651
	SURVEY 2	11.5%	18.9%	69.6%	1,105	2.581
	SURVEY 3	10.3%	18.3%	71.4%	1,037	2.610
	SURVEY 4	10.5%	21.1%	68.4%	1,045	2.579
OSP DISTRICT	DISTRICT 1	11.0%	18.5%	70.5%	471	2.594
	DISTRICT 2	10.9%	21.2%	67.9%	448	2.569
	DISTRICT 3	8.2%	16.5%	75.3%	417	2.671
	DISTRICT 4	10.8%	24.2%	65.0%	463	2.542
	DISTRICT 5	10.6%	19.3%	70.1%	461	2.594
	DISTRICT 6	8.7%	15.9%	75.4%	414	2.667
	DISTRICT 7	13.0%	19.1%	67.9%	477	2.549
	DISTRICT 8	6.6%	19.3%	74.2%	488	2.676
	DISTRICT 9	10.7%	20.3%	69.0%	507	2.584
AGE	25 AND YOUNGER	6.1%	25.1%	68.7%	179	2.626
	26 - 35 YEARS OLD	10.0%	19.1%	70.9%	251	2.610
	36 - 45 YEARS OLD	12.5%	22.2%	65.3%	352	2.528
	46 - 55 YEARS OLD	10.5%	21.5%	68.0%	952	2.575
	56 - 65 YEARS OLD	11.4%	18.6%	70.0%	1,438	2.586
	66 AND OLDER	7.6%	16.7%	75.7%	974	2.681
SEX	MALE	16.4%	21.4%	62.2%	1,653	2.458
	FEMALE	5.9%	18.1%	76.0%	2,493	2.701
RACE	CAUCASIAN	10.7%	19.4%	69.9%	3,765	2.593
	AFRICAN AMERICAN	3.4%	17.1%	79.5%	234	2.761
	OTHER	4.7%	24.0%	71.3%	129	2.667
MARITAL STATUS	SINGLE	10.0%	22.6%	67.4%	561	2.574
	MARRIED	10.2%	18.9%	70.9%	2,883	2.607
	OTHER	9.8%	19.4%	70.8%	696	2.611
RESIDENTIAL LOCATION	URBAN	9.6%	17.9%	72.5%	575	2.630
	SUBURBAN	8.0%	17.9%	74.1%	1,676	2.661
	RURAL	12.1%	21.3%	66.6%	1,889	2.545
DRIVING AREA	URBAN	9.3%	18.5%	72.1%	1,220	2.628
	SUBURBAN	7.3%	18.6%	74.1%	1,349	2.667
	RURAL	13.0%	20.9%	66.1%	1,568	2.531
VEHICLE TYPE	AUTOMOBILE	8.4%	18.9%	72.7%	2,137	2.642
	VAN/MINIVAN	10.4%	20.3%	69.3%	404	2.589
	PICKUP TRUCK	17.8%	24.2%	58.1%	534	2.403
	SUV	8.5%	17.8%	73.7%	1,018	2.651
	OTHER	28.6%	20.4%	51.0%	49	2.224

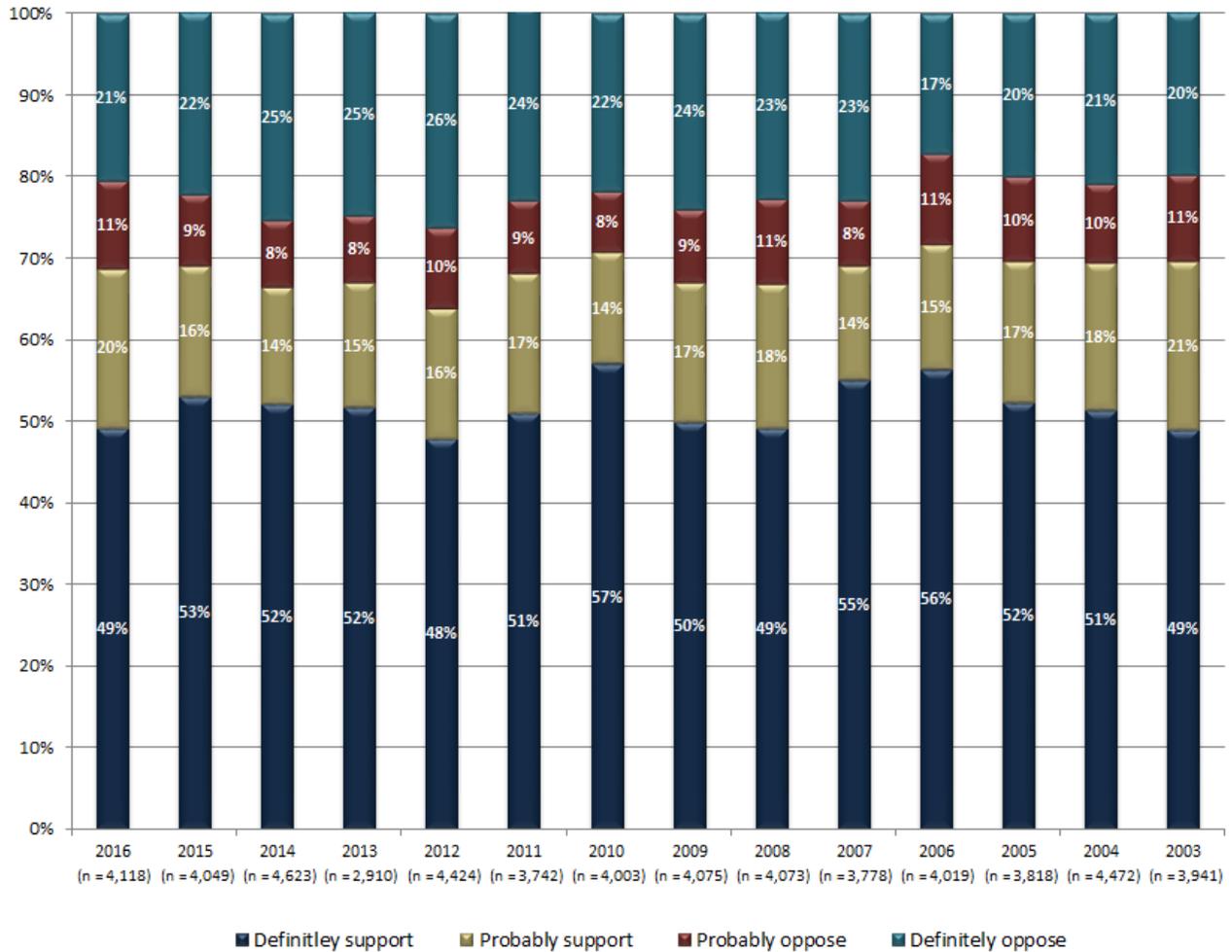
**TABLE 2.17: LAW ENFORCEMENT SHOULD BE ABLE TO STOP A VEHICLE FOR SEAT BELT VIOLATIONS -2016**

		No	YES	TOTAL
ALL RESPONDENTS		33.4%	66.6%	4,062
SURVEY	SURVEY 1	31.2%	68.8%	946
	SURVEY 2	32.8%	67.2%	1,075
	SURVEY 3	33.6%	66.4%	1,015
	SURVEY 4	35.8%	64.2%	1,026
OSP DISTRICT	DISTRICT 1	33.0%	67.0%	460
	DISTRICT 2	31.7%	68.3%	436
	DISTRICT 3	33.4%	66.6%	413
	DISTRICT 4	38.7%	61.3%	457
	DISTRICT 5	34.4%	65.6%	453
	DISTRICT 6	30.1%	69.9%	402
	DISTRICT 7	32.3%	67.7%	465
	DISTRICT 8	35.8%	64.2%	480
	DISTRICT 9	30.6%	69.4%	496
AGE	25 AND YOUNGER	34.3%	65.7%	175
	26 - 35 YEARS OLD	34.1%	65.9%	249
	36 - 45 YEARS OLD	38.5%	61.5%	340
	46 - 55 YEARS OLD	36.5%	63.5%	937
	56 - 65 YEARS OLD	33.2%	66.8%	1,404
	66 AND OLDER	28.4%	71.6%	957
SEX	MALE	40.3%	59.7%	1,627
	FEMALE	28.7%	71.3%	2,435
RACE	CAUCASIAN	32.9%	67.1%	3,686
	AFRICAN AMERICAN	38.3%	61.7%	230
	OTHER	35.9%	64.1%	128
MARITAL STATUS	SINGLE	38.2%	61.8%	553
	MARRIED	33.0%	67.0%	2,827
	OTHER	31.5%	68.5%	676
RESIDENTIAL LOCATION	URBAN	34.9%	65.1%	568
	SUBURBAN	32.6%	67.4%	1,634
	RURAL	33.7%	66.3%	1,854
DRIVING AREA	URBAN	34.2%	65.8%	1,199
	SUBURBAN	32.4%	67.6%	1,319
	RURAL	33.6%	66.4%	1,535
VEHICLE TYPE	AUTOMOBILE	33.1%	66.9%	2,096
	VAN/MINI VAN	31.0%	69.0%	390
	PICKUP TRUCK	38.1%	61.9%	527
	SUV	31.5%	68.5%	997
	OTHER	52.1%	47.9%	48

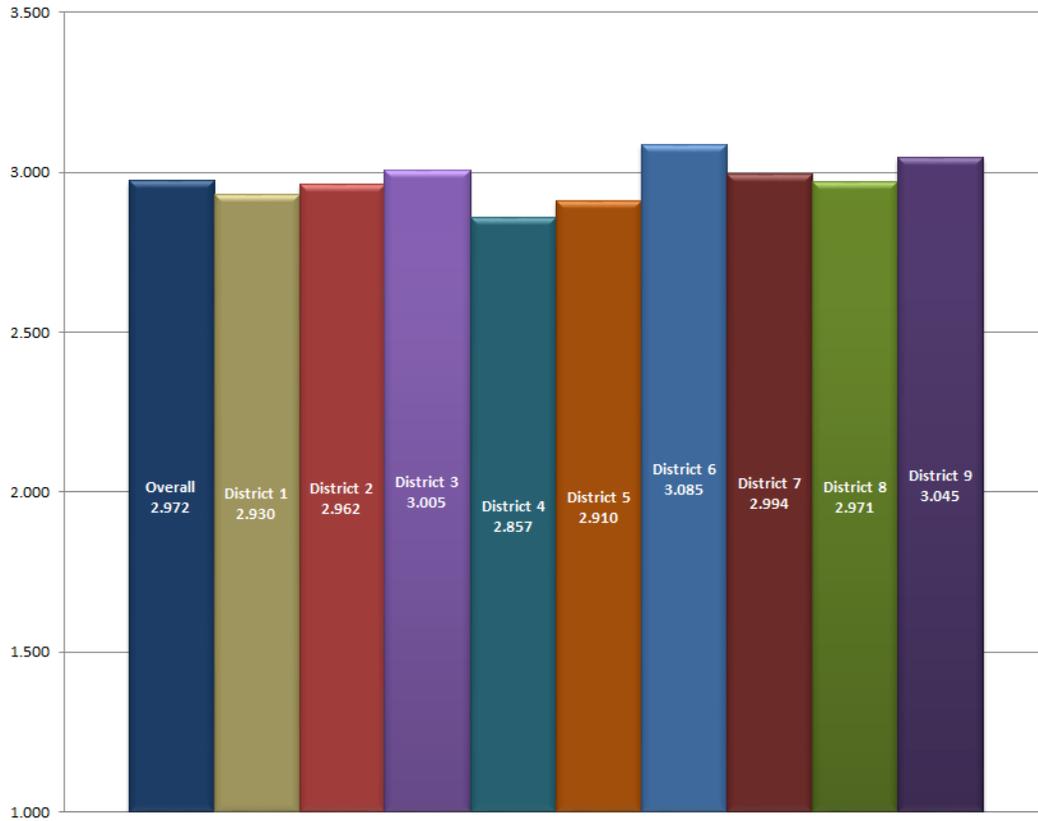
### SUPPORT FOR A PRIMARY SEAT BELT LAW

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 2016 campaign. Less than half (49.2%) of respondents said they would “definitely support” the passage of a primary seat belt law (Figure 5). Those who “definitely support” a primary seat belt law was lower than in 2015, and the percentage of respondents who “definitely oppose” a primary seat belt law for Ohio decreased slightly during 2016. Respondents more likely support a primary seat belt law included those 66 years of age and older, and females (Table 2.19). As seen in Figure 5A, respondents in OSP Districts 3, 6, and 9 were more likely to support a primary seat belt law.

**FIGURE 5: SUPPORT FOR A PRIMARY SEAT BELT LAW 2003 – 2016**



**FIGURE 5A: SUPPORT FOR A PRIMARY SEAT BELT LAW 2016 [MEAN SCORE]**



**TABLE 2.18: SUPPORT FOR A PRIMARY SEAT BELT LAW – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.050</b>	<b>2.955</b>	<b>2.915</b>	<b>2.976</b>	<b>4,118</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.991	2.800	2.779	3.138	469
	<b>DISTRICT 2</b>	2.971	3.018	2.873	2.991	442
	<b>DISTRICT 3</b>	3.189	2.971	2.912	2.945	414
	<b>DISTRICT 4</b>	2.958	2.830	2.910	2.734	460
	<b>DISTRICT 5</b>	3.053	2.806	2.847	2.974	456
	<b>DISTRICT 6</b>	2.978	3.091	3.171	3.083	411
	<b>DISTRICT 7</b>	3.144	2.959	2.926	2.944	474
	<b>DISTRICT 8</b>	2.981	3.013	2.806	3.062	485
	<b>DISTRICT 9</b>	3.192	3.089	3.000	2.932	507

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.

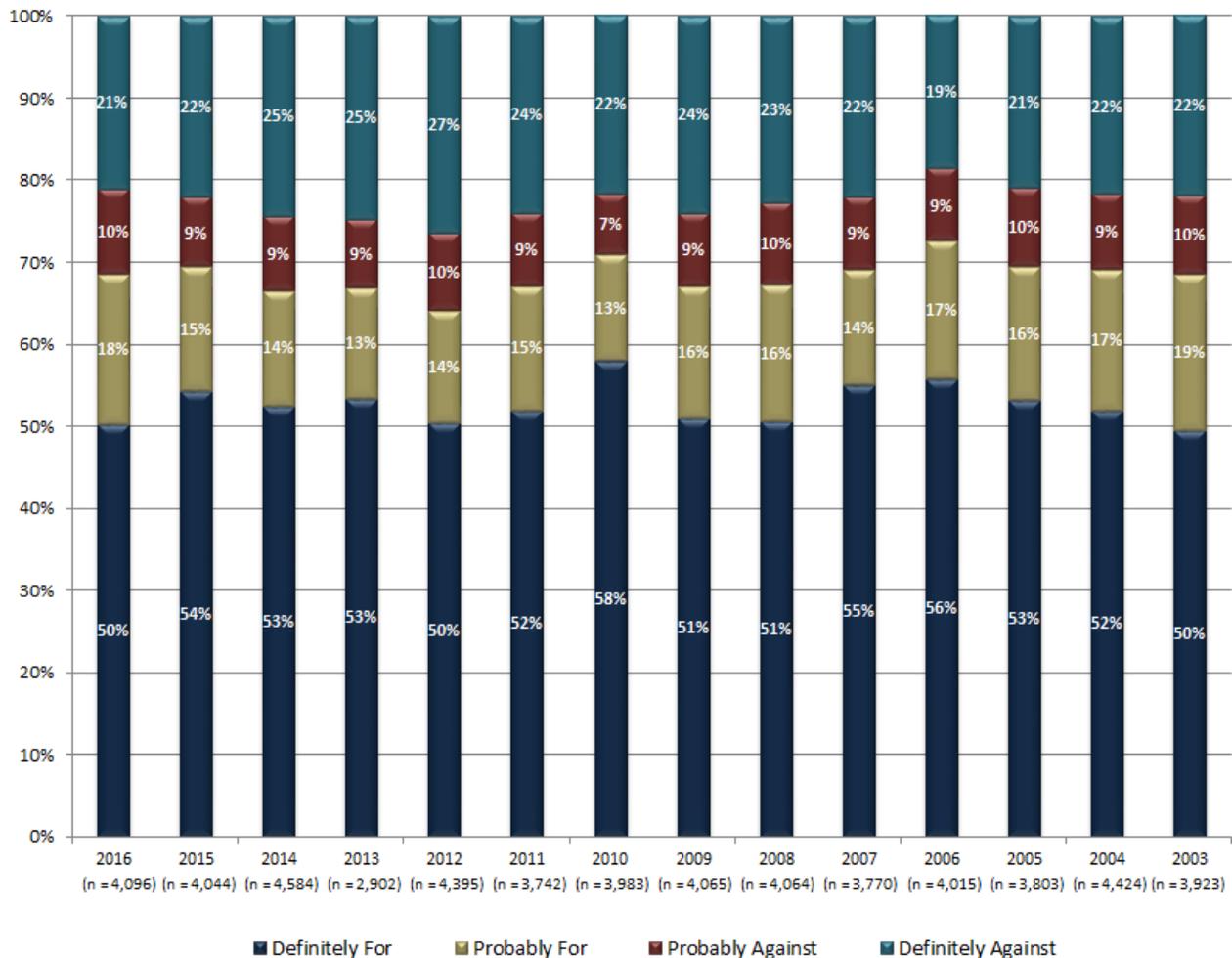
**TABLE 2.19: SUPPORT OR OPPOSE A PRIMARY SEAT BELT LAW -2016**

		DEFINITELY OPPOSE	PROBABLY OPPOSE	PROBABLY SUPPORT	DEFINITELY SUPPORT	TOTAL	AVERAGE
ALL RESPONDENTS		20.6%	10.7%	19.5%	49.2%	4,118	2.972
SURVEY	SURVEY 1	17.6%	10.4%	21.2%	50.7%	952	3.050
	SURVEY 2	21.9%	10.2%	18.2%	49.6%	1,094	2.955
	SURVEY 3	21.4%	12.5%	19.4%	46.7%	1,030	2.915
	SURVEY 4	21.2%	9.8%	19.2%	49.8%	1,042	2.976
OSP DISTRICT	DISTRICT 1	22.2%	10.4%	19.6%	47.8%	469	2.930
	DISTRICT 2	20.8%	10.6%	20.1%	48.4%	442	2.962
	DISTRICT 3	18.4%	11.8%	20.8%	49.0%	414	3.005
	DISTRICT 4	22.6%	12.8%	20.9%	43.7%	460	2.857
	DISTRICT 5	20.8%	12.5%	21.5%	45.2%	456	2.910
	DISTRICT 6	17.8%	9.0%	20.2%	53.0%	411	3.085
	DISTRICT 7	22.8%	8.0%	16.2%	53.0%	474	2.994
	DISTRICT 8	20.2%	13.0%	16.3%	50.5%	485	2.971
	DISTRICT 9	19.5%	8.5%	19.9%	52.1%	507	3.045
AGE	25 AND YOUNGER	18.0%	12.9%	26.4%	42.7%	178	2.938
	26 - 35 YEARS OLD	24.2%	7.5%	16.7%	51.6%	252	2.956
	36 - 45 YEARS OLD	24.4%	12.3%	16.9%	46.4%	349	2.854
	46 - 55 YEARS OLD	22.5%	11.7%	18.9%	46.8%	945	2.899
	56 - 65 YEARS OLD	21.6%	10.5%	18.0%	49.9%	1,430	2.962
	66 AND OLDER	15.5%	10.0%	22.5%	52.1%	964	3.112
SEX	MALE	29.0%	12.1%	17.0%	42.0%	1,647	2.719
	FEMALE	15.1%	9.8%	21.1%	54.0%	2,471	3.141
RACE	CAUCASIAN	20.3%	11.0%	19.6%	49.2%	3,738	2.976
	AFRICAN AMERICAN	25.6%	6.0%	19.7%	48.7%	234	2.915
	OTHER	18.8%	12.5%	16.4%	52.3%	128	3.023
MARITAL STATUS	SINGLE	22.7%	9.8%	20.4%	47.1%	560	2.920
	MARRIED	20.9%	11.1%	18.8%	49.1%	2,865	2.963
	OTHER	17.9%	9.9%	21.1%	51.1%	687	3.054
RESIDENTIAL LOCATION	URBAN	21.0%	9.1%	18.0%	51.9%	572	3.009
	SUBURBAN	18.5%	11.9%	19.9%	49.7%	1,665	3.008
	RURAL	22.3%	10.2%	19.6%	47.8%	1,875	2.929
DRIVING AREA	URBAN	20.8%	10.3%	18.5%	50.4%	1,216	2.985
	SUBURBAN	17.3%	12.3%	20.4%	50.0%	1,337	3.031
	RURAL	23.4%	9.8%	19.5%	47.4%	1,557	2.909
VEHICLE TYPE	AUTOMOBILE	19.4%	10.8%	19.9%	49.9%	2,123	3.002
	VAN/MINIVAN	20.1%	9.3%	20.3%	50.4%	399	3.010
	PICKUP TRUCK	29.0%	10.2%	16.8%	44.1%	531	2.759
	SUV	18.5%	11.2%	19.9%	50.4%	1,013	3.024
	OTHER	29.2%	16.7%	12.5%	41.7%	48	2.667

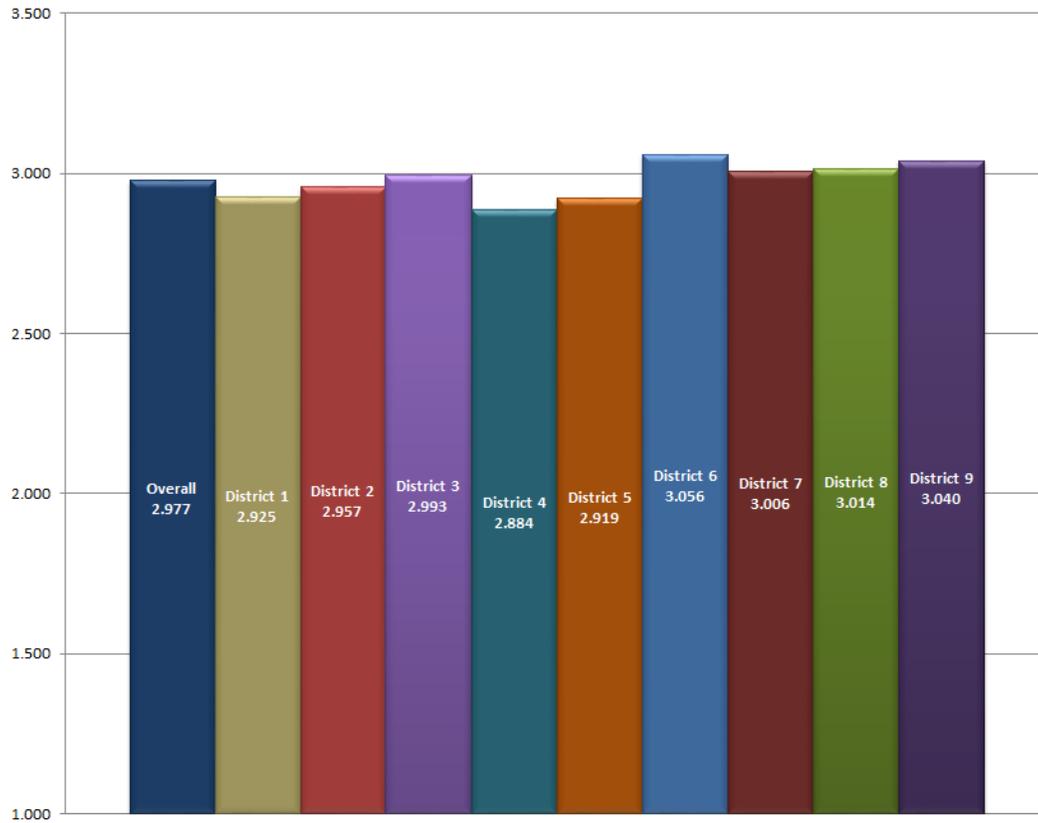
### VOTING ON A PRIMARY SEAT BELT LAW

During 2016, 68.5% 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 (Figure 6). The number of respondents who said they would vote for a primary seat belt law was highest during the 1<sup>st</sup> survey of the 2016 campaign (Table 2.21). Additionally, results show that 90.7% of respondents said they would “always” wear their seat belt, while an additional 5.5% said “most of the time,” in response to the passage of a primary seat belt law. Tables 2.21 and 2.22 contain 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 OSP Districts 6 and 9 were more likely to say they would vote for a primary seat belt law (Figure 6A).

**FIGURE 6: VOTE FOR A PRIMARY SEAT BELT LAW 2003 - 2016**



**FIGURE 6A: VOTE FOR A PRIMARY SEAT BELT LAW – 2016 [MEAN SCORE]**



**TABLE 2.20: VOTE FOR A PRIMARY SEAT BELT LAW – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.053</b>	<b>2.955</b>	<b>2.932</b>	<b>2.976</b>	<b>4,096</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.920	2.874	2.743	3.146	467
	<b>DISTRICT 2</b>	2.952	2.991	2.912	2.973	439
	<b>DISTRICT 3</b>	3.257	2.931	2.858	2.921	408
	<b>DISTRICT 4</b>	2.957	2.907	2.973	2.715	457
	<b>DISTRICT 5</b>	3.063	2.811	2.916	2.921	455
	<b>DISTRICT 6</b>	2.967	3.051	3.127	3.064	410
	<b>DISTRICT 7</b>	3.143	2.943	2.991	2.952	474
	<b>DISTRICT 8</b>	3.038	3.006	2.868	3.142	483
	<b>DISTRICT 9</b>	3.184	3.062	2.992	2.955	503

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

**TABLE 2.21: VOTING ON A PRIMARY SEAT BELT LAW -2016**

		DEFINITELY AGAINST	PROBABLY AGAINST	PROBABLY FOR	DEFINITELY FOR	TOTAL	AVERAGE
ALL RESPONDENTS		21.2%	10.3%	18.2%	50.3%	4,096	2.977
SURVEY	SURVEY 1	19.5%	8.4%	19.2%	52.8%	947	3.053
	SURVEY 2	22.2%	10.3%	17.2%	50.3%	1,088	2.955
	SURVEY 3	21.6%	12.1%	17.7%	48.5%	1,022	2.932
	SURVEY 4	21.1%	10.2%	18.8%	50.0%	1,039	2.976
OSP DISTRICT	DISTRICT 1	22.9%	10.5%	17.8%	48.8%	467	2.925
	DISTRICT 2	22.1%	8.9%	20.3%	48.7%	439	2.957
	DISTRICT 3	19.6%	11.8%	18.4%	50.2%	408	2.993
	DISTRICT 4	21.4%	13.6%	20.1%	44.9%	457	2.884
	DISTRICT 5	22.0%	11.2%	19.8%	47.0%	455	2.919
	DISTRICT 6	19.3%	8.0%	20.5%	52.2%	410	3.056
	DISTRICT 7	22.8%	7.0%	17.1%	53.2%	474	3.006
	DISTRICT 8	19.7%	12.8%	13.9%	53.6%	483	3.014
	DISTRICT 9	20.5%	8.9%	16.7%	53.9%	503	3.040
AGE	25 AND YOUNGER	18.4%	12.8%	26.3%	42.5%	179	2.927
	26 - 35 YEARS OLD	24.8%	8.3%	17.7%	49.2%	254	2.913
	36 - 45 YEARS OLD	25.5%	11.7%	16.6%	46.1%	349	2.834
	46 - 55 YEARS OLD	23.9%	11.4%	17.0%	47.6%	936	2.884
	56 - 65 YEARS OLD	22.1%	10.3%	17.1%	50.6%	1,424	2.962
	66 AND OLDER	15.1%	8.8%	20.1%	56.0%	954	3.170
SEX	MALE	30.1%	11.1%	16.6%	42.2%	1,640	2.709
	FEMALE	15.2%	9.8%	19.3%	55.8%	2,456	3.156
RACE	CAUCASIAN	20.9%	10.4%	18.3%	50.4%	3,720	2.981
	AFRICAN AMERICAN	23.3%	8.2%	19.0%	49.6%	232	2.948
	OTHER	21.4%	12.7%	14.3%	51.6%	126	2.960
MARITAL STATUS	SINGLE	22.9%	10.6%	19.1%	47.4%	559	2.911
	MARRIED	21.6%	10.5%	17.7%	50.1%	2,848	2.963
	OTHER	17.9%	9.2%	19.3%	53.6%	683	3.086
RESIDENTIAL LOCATION	URBAN	21.3%	9.7%	15.8%	53.3%	569	3.011
	SUBURBAN	19.2%	10.6%	18.9%	51.3%	1,654	3.022
	RURAL	22.8%	10.3%	18.3%	48.6%	1,867	2.927
DRIVING AREA	URBAN	21.0%	10.3%	16.2%	52.5%	1,207	3.002
	SUBURBAN	18.1%	10.5%	20.2%	51.1%	1,330	3.044
	RURAL	23.9%	10.2%	18.1%	47.8%	1,551	2.898
VEHICLE TYPE	AUTOMOBILE	19.7%	10.9%	18.0%	51.4%	2,105	3.011
	VAN/MINI VAN	20.4%	9.6%	19.6%	50.4%	397	3.000
	PICKUP TRUCK	29.9%	9.2%	17.1%	43.7%	531	2.746
	SUV	19.2%	9.8%	19.0%	52.1%	1,012	3.040
	OTHER	34.0%	14.9%	10.6%	40.4%	47	2.574

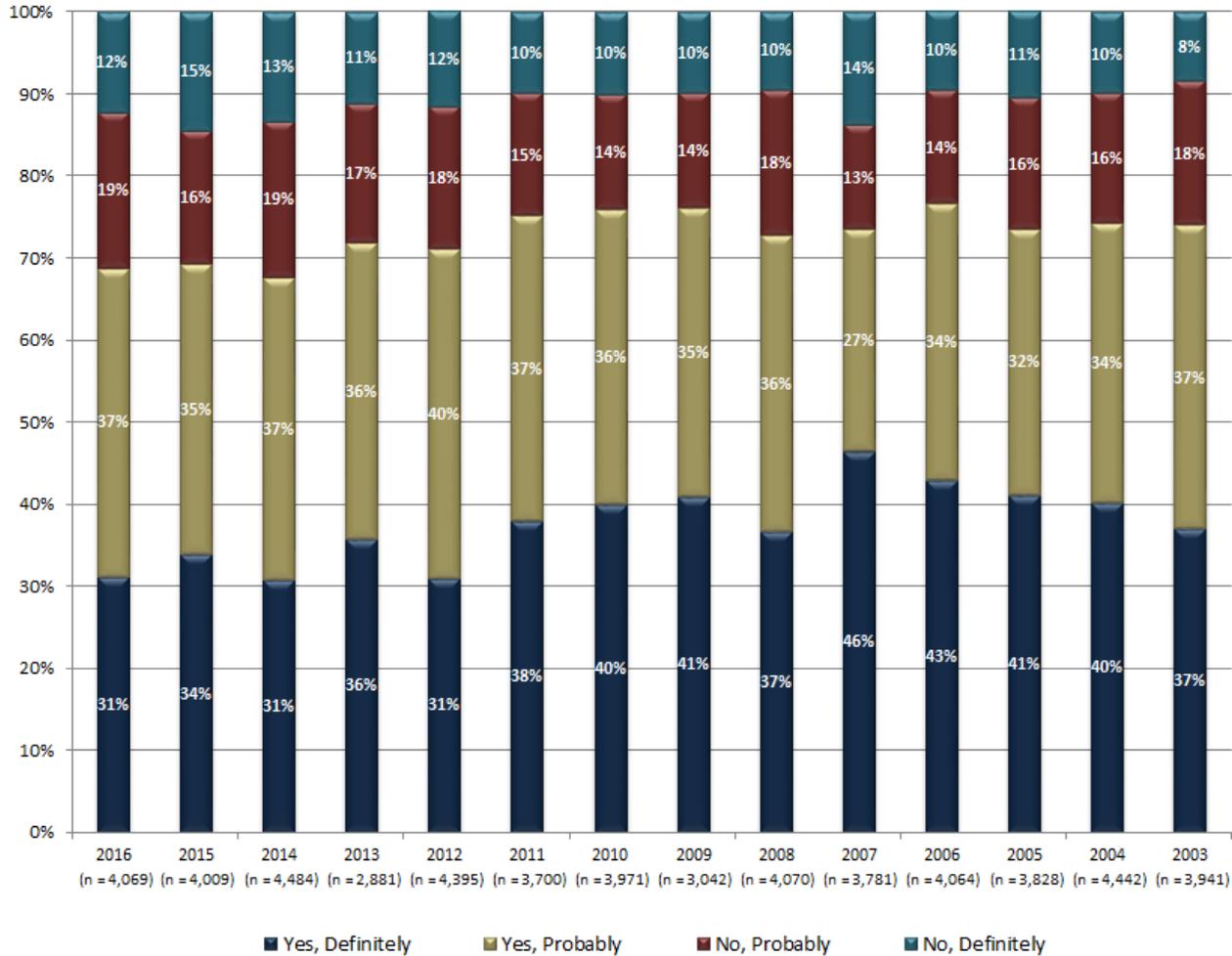
**TABLE 2.22: RESPONDENTS' FREQUENCY OF SEAT BELT USE IF OHIO PASSED A PRIMARY SEAT BELT LAW - 2016**

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		1.4%	0.9%	1.3%	5.5%	90.7%	4,152	4.832
SURVEY	SURVEY 1	0.8%	1.0%	0.8%	5.1%	92.2%	961	4.868
	SURVEY 2	1.3%	0.6%	1.5%	5.4%	91.1%	1,105	4.845
	SURVEY 3	1.6%	0.7%	1.2%	5.8%	90.7%	1,041	4.832
	SURVEY 4	2.0%	1.4%	1.7%	5.8%	89.0%	1,045	4.784
OSP DISTRICT	DISTRICT 1	2.3%	1.3%	1.7%	5.7%	89.0%	471	4.777
	DISTRICT 2	0.9%	1.8%	2.0%	5.8%	89.5%	449	4.813
	DISTRICT 3	0.5%	0.5%	0.7%	5.0%	93.3%	418	4.902
	DISTRICT 4	1.9%	0.4%	1.9%	5.4%	90.3%	464	4.817
	DISTRICT 5	1.3%	0.4%	1.1%	7.4%	89.8%	462	4.840
	DISTRICT 6	1.0%	0.2%	1.7%	3.1%	93.9%	413	4.889
	DISTRICT 7	1.9%	2.5%	0.8%	4.6%	90.2%	478	4.787
	DISTRICT 8	1.2%	0.4%	1.2%	5.3%	91.8%	488	4.861
	DISTRICT 9	1.8%	0.8%	1.0%	7.1%	89.4%	509	4.815
AGE	25 AND YOUNGER	2.2%	0.6%	0.6%	8.4%	88.3%	179	4.799
	26 - 35 YEARS OLD	1.2%	0.8%	2.0%	5.9%	90.2%	254	4.831
	36 - 45 YEARS OLD	2.3%	0.6%	2.0%	7.7%	87.5%	352	4.776
	46 - 55 YEARS OLD	1.5%	0.7%	0.9%	5.2%	91.6%	954	4.848
	56 - 65 YEARS OLD	1.7%	0.9%	1.5%	4.6%	91.4%	1,438	4.831
	66 AND OLDER	0.7%	1.4%	1.3%	5.8%	90.7%	975	4.843
SEX	MALE	1.9%	1.5%	2.1%	7.7%	86.8%	1,655	4.759
	FEMALE	1.1%	0.6%	0.9%	4.1%	93.4%	2,497	4.880
RACE	CAUCASIAN	1.5%	1.0%	1.3%	5.5%	90.6%	3,769	4.828
	AFRICAN AMERICAN	1.3%	0.4%	1.7%	5.9%	90.7%	236	4.843
	OTHER	0.8%	0.0%	1.6%	5.4%	92.2%	129	4.884
MARITAL STATUS	SINGLE	1.8%	1.2%	1.4%	7.5%	88.1%	562	4.788
	MARRIED	1.2%	0.8%	1.2%	5.3%	91.6%	2,890	4.853
	OTHER	2.2%	1.4%	2.0%	5.2%	89.2%	694	4.778
RESIDENTIAL LOCATION	URBAN	1.4%	0.5%	1.0%	7.1%	89.9%	575	4.837
	SUBURBAN	0.8%	0.8%	1.0%	4.5%	92.9%	1,676	4.878
	RURAL	2.0%	1.2%	1.7%	6.0%	89.1%	1,895	4.791
DRIVING AREA	URBAN	1.9%	0.8%	1.1%	6.6%	89.6%	1,220	4.811
	SUBURBAN	0.7%	0.5%	1.2%	4.4%	93.3%	1,351	4.890
	RURAL	1.8%	1.4%	1.7%	5.8%	89.4%	1,572	4.796
VEHICLE TYPE	AUTOMOBILE	1.4%	0.5%	1.3%	4.6%	92.2%	2,135	4.858
	VAN/MINI VAN	1.7%	0.5%	1.7%	5.9%	90.1%	406	4.823
	PICKUP TRUCK	3.2%	2.4%	1.7%	11.0%	81.8%	538	4.658
	SUV	0.7%	1.0%	1.0%	4.2%	93.1%	1,020	4.881
	OTHER	0.0%	6.1%	4.1%	8.2%	81.6%	49	4.653

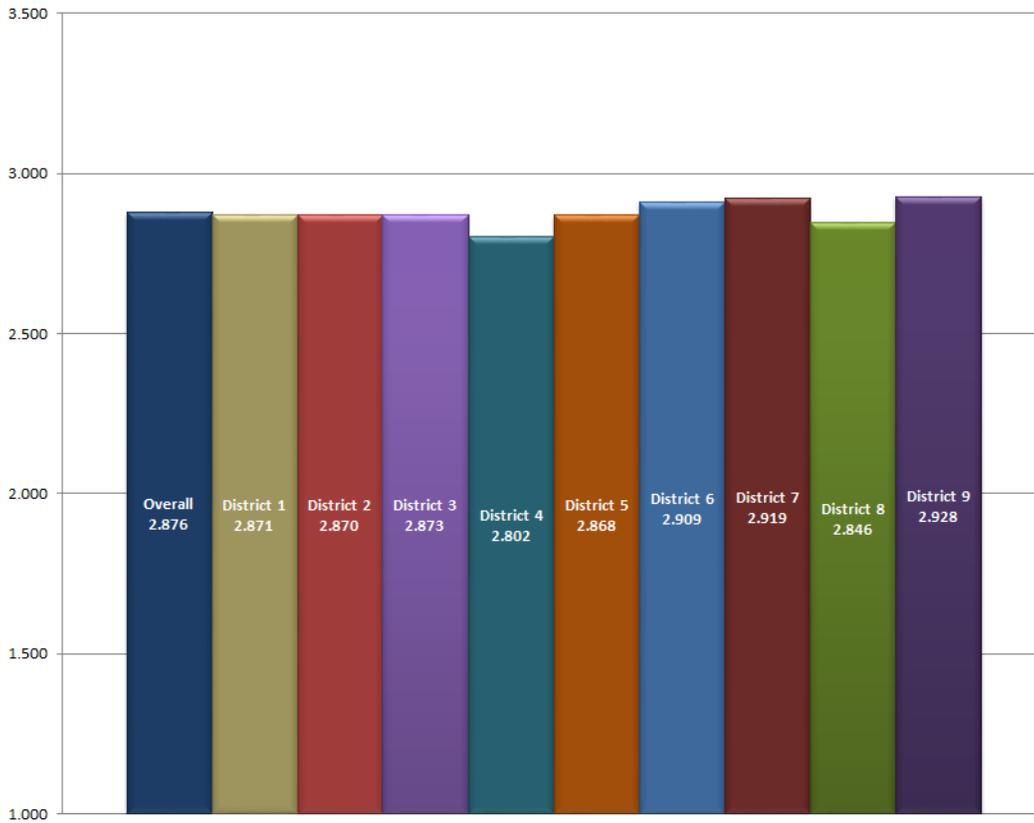
**POTENTIAL IMPACT OF A PRIMARY SEAT BELT LAW**

The 2016 survey results show that 68.7% of respondents believe that the passage of a primary seat belt law in Ohio would “definitely” or “probably” increase seat belt use (Figure 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, single respondents, those who reside in urban areas, as well as those who mainly drive in suburban areas (Table 2.24). Drivers in OSP Districts 6, 7, and 9 were more likely to say that the passage of a primary seat belt law would increase seat belt use in Ohio (Figure 7A).

**FIGURE 7: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO 2003 - 2016**



**FIGURE 7A: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO – 2016 [MEAN SCORE]**



**TABLE 2.23: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.877</b>	<b>2.887</b>	<b>2.894</b>	<b>2.847</b>	<b>4,069</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.830	2.777	2.893	2.975	457
	<b>DISTRICT 2</b>	3.000	2.844	2.838	2.811	439
	<b>DISTRICT 3</b>	2.952	3.049	2.739	2.747	410
	<b>DISTRICT 4</b>	2.723	2.794	2.946	2.756	455
	<b>DISTRICT 5</b>	2.839	2.844	2.950	2.832	453
	<b>DISTRICT 6</b>	2.844	3.020	2.963	2.806	406
	<b>DISTRICT 7</b>	2.992	2.966	2.824	2.886	469
	<b>DISTRICT 8</b>	2.708	2.917	2.925	2.804	482
	<b>DISTRICT 9</b>	3.020	2.799	2.961	2.962	498

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.

**TABLE 2.24: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO - 2016**

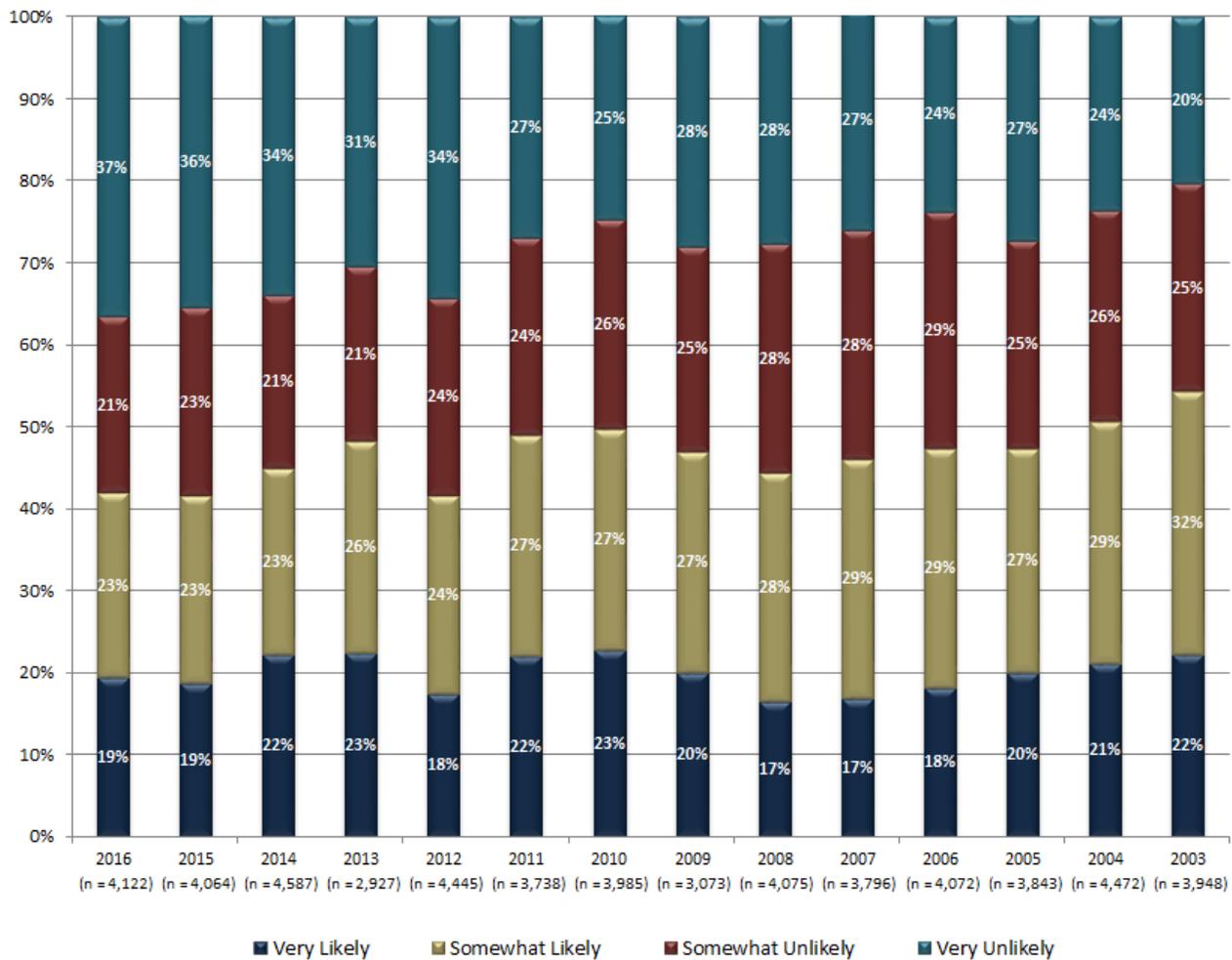
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		12.3%	19.0%	37.4%	31.3%	4,069	2.876
SURVEY	SURVEY 1	13.2%	17.8%	37.0%	32.0%	945	2.877
	SURVEY 2	13.6%	17.9%	34.9%	33.7%	1,069	2.887
	SURVEY 3	11.8%	18.7%	37.9%	31.6%	1,021	2.894
	SURVEY 4	10.7%	21.6%	39.9%	27.8%	1,034	2.847
OSP DISTRICT	DISTRICT 1	10.5%	22.5%	36.3%	30.6%	457	2.871
	DISTRICT 2	12.3%	19.8%	36.4%	31.4%	439	2.870
	DISTRICT 3	13.2%	19.0%	35.1%	32.7%	410	2.873
	DISTRICT 4	14.9%	18.9%	37.1%	29.0%	455	2.802
	DISTRICT 5	12.4%	19.2%	37.7%	30.7%	453	2.868
	DISTRICT 6	11.8%	17.2%	39.2%	31.8%	406	2.909
	DISTRICT 7	10.9%	18.1%	39.2%	31.8%	469	2.919
	DISTRICT 8	14.1%	16.6%	39.8%	29.5%	482	2.846
	DISTRICT 9	10.8%	19.5%	35.7%	33.9%	498	2.928
AGE	25 AND YOUNGER	9.6%	14.1%	39.0%	37.3%	177	3.040
	26 - 35 YEARS OLD	12.9%	16.9%	30.2%	39.9%	248	2.972
	36 - 45 YEARS OLD	15.8%	19.0%	35.9%	29.3%	348	2.787
	46 - 55 YEARS OLD	12.2%	20.0%	35.4%	32.5%	936	2.881
	56 - 65 YEARS OLD	12.6%	19.3%	37.3%	30.8%	1,416	2.862
	66 AND OLDER	11.0%	19.1%	41.8%	28.1%	944	2.870
SEX	MALE	15.1%	19.0%	33.4%	32.4%	1,618	2.833
	FEMALE	10.5%	19.0%	40.1%	30.5%	2,451	2.905
RACE	CAUCASIAN	12.2%	19.3%	38.3%	30.3%	3,694	2.866
	AFRICAN AMERICAN	12.9%	14.7%	31.9%	40.5%	232	3.000
	OTHER	15.6%	17.2%	24.2%	43.0%	128	2.945
MARITAL STATUS	SINGLE	13.2%	16.5%	34.2%	36.2%	553	2.933
	MARRIED	12.1%	18.8%	38.3%	30.8%	2,835	2.877
	OTHER	12.3%	22.1%	36.3%	29.3%	675	2.827
RESIDENTIAL LOCATION	URBAN	11.4%	18.3%	36.5%	33.8%	562	2.927
	SUBURBAN	11.9%	17.3%	39.8%	31.0%	1,650	2.899
	RURAL	12.9%	20.7%	35.7%	30.7%	1,851	2.842
DRIVING AREA	URBAN	12.2%	18.7%	36.3%	32.8%	1,194	2.897
	SUBURBAN	11.5%	17.7%	40.2%	30.6%	1,335	2.900
	RURAL	13.0%	20.4%	36.0%	30.5%	1,532	2.841
VEHICLE TYPE	AUTOMOBILE	11.5%	18.4%	39.0%	31.2%	2,086	2.898
	VAN/MINIVAN	12.2%	21.4%	35.2%	31.2%	401	2.853
	PICKUP TRUCK	17.5%	19.1%	33.6%	29.8%	530	2.757
	SUV	11.2%	19.0%	37.4%	32.4%	1,002	2.911
	OTHER	13.0%	23.9%	32.6%	30.4%	46	2.804

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

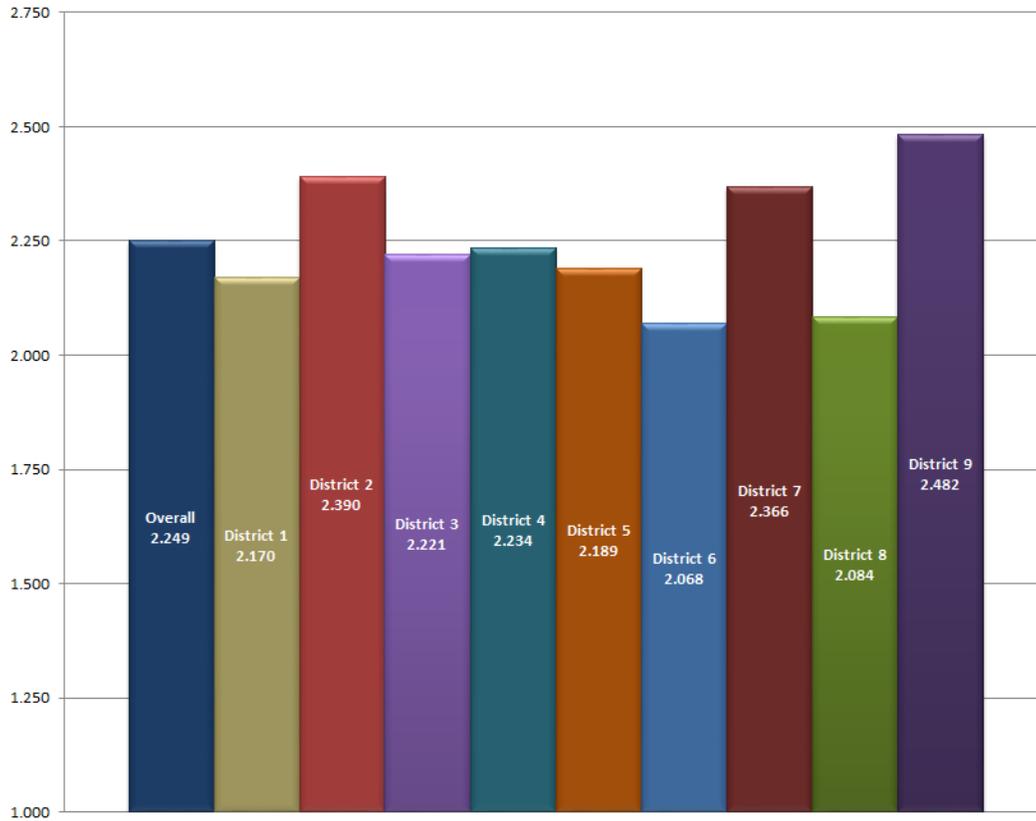
Less than half (42.0%) of 2016 respondents said it was “very” or “somewhat” likely they would receive a ticket if they did not wear a seat belt at all over the next six months, which is consistent with the 2015 results (Figure 8). In addition, 87.1% of those surveyed in 2016 “strongly” or “somewhat” agreed that it is important for law enforcement officers to enforce seat belt laws (Table 2.27). Drivers in OSP Districts 2, 7 and 9 were more inclined to think it was likely they would receive a ticket for not wearing their seat belt (Figure 8A).

Few respondents said they have received a ticket (11.2%) or warning (3.1%) 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 these survey questions can be found in Tables 2.28 through 2.30.

**FIGURE 8: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2003 - 2016**



**FIGURE 8A: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2016 [MEAN SCORE]**



**TABLE 2.25: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2,340</b>	<b>2,275</b>	<b>2,204</b>	<b>2,184</b>	<b>4,122</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.114	2.271	2.027	2.254	466
	<b>DISTRICT 2</b>	2.385	2.566	2.297	2.315	446
	<b>DISTRICT 3</b>	2.390	2.269	2.134	2.077	412
	<b>DISTRICT 4</b>	2.302	2.229	2.150	2.252	461
	<b>DISTRICT 5</b>	2.298	2.159	2.167	2.157	461
	<b>DISTRICT 6</b>	2.054	2.030	2.173	2.009	409
	<b>DISTRICT 7</b>	2.551	2.377	2.191	2.336	475
	<b>DISTRICT 8</b>	2.222	1.994	2.241	1.929	486
	<b>DISTRICT 9</b>	2.732	2.579	2.420	2.256	506

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.

**TABLE 2.26: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT IN NEXT 6 MONTHS - 2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		36.5%	21.4%	22.6%	19.4%	4,122	2.249
SURVEY	SURVEY 1	32.5%	22.0%	24.5%	21.0%	948	2.340
	SURVEY 2	36.3%	20.7%	22.3%	20.7%	1,100	2.275
	SURVEY 3	37.2%	22.6%	22.6%	17.5%	1,034	2.204
	SURVEY 4	39.8%	20.5%	21.3%	18.5%	1,040	2.184
OSP DISTRICT	DISTRICT 1	40.1%	19.3%	24.0%	16.5%	466	2.170
	DISTRICT 2	29.4%	23.8%	25.3%	21.5%	446	2.390
	DISTRICT 3	38.1%	21.4%	20.9%	19.7%	412	2.221
	DISTRICT 4	38.6%	17.8%	25.2%	18.4%	461	2.234
	DISTRICT 5	37.1%	23.2%	23.4%	16.3%	461	2.189
	DISTRICT 6	41.1%	24.7%	20.5%	13.7%	409	2.068
	DISTRICT 7	33.3%	20.2%	23.2%	23.4%	475	2.366
	DISTRICT 8	41.6%	24.9%	17.1%	16.5%	486	2.084
	DISTRICT 9	30.4%	18.4%	23.7%	27.5%	506	2.482
AGE	25 AND YOUNGER	31.5%	23.0%	28.1%	17.4%	178	2.315
	26 - 35 YEARS OLD	34.4%	20.6%	24.5%	20.6%	253	2.312
	36 - 45 YEARS OLD	31.7%	23.4%	21.4%	23.4%	350	2.366
	46 - 55 YEARS OLD	37.4%	23.3%	21.6%	17.7%	949	2.196
	56 - 65 YEARS OLD	37.4%	20.2%	21.8%	20.5%	1,424	2.254
	66 AND OLDER	37.6%	20.7%	23.7%	18.1%	968	2.222
SEX	MALE	38.1%	21.0%	21.8%	19.2%	1,644	2.220
	FEMALE	35.5%	21.8%	23.2%	19.6%	2,478	2.268
RACE	CAUCASIAN	36.7%	22.1%	22.7%	18.5%	3,748	2.232
	AFRICAN AMERICAN	32.3%	13.5%	23.1%	31.0%	229	2.528
	OTHER	38.8%	17.8%	17.8%	25.6%	129	2.302
MARITAL STATUS	SINGLE	34.2%	19.6%	22.6%	23.5%	561	2.355
	MARRIED	37.9%	22.3%	22.3%	17.5%	2,868	2.195
	OTHER	32.9%	19.1%	24.0%	24.0%	687	2.392
RESIDENTIAL LOCATION	URBAN	35.9%	19.2%	23.2%	21.7%	568	2.306
	SUBURBAN	38.0%	22.4%	21.9%	17.7%	1,666	2.193
	RURAL	35.5%	21.2%	23.1%	20.2%	1,882	2.281
DRIVING AREA	URBAN	33.9%	22.2%	22.8%	21.1%	1,216	2.312
	SUBURBAN	39.0%	22.6%	22.0%	16.3%	1,335	2.157
	RURAL	36.5%	19.9%	22.9%	20.7%	1,563	2.279
VEHICLE TYPE	AUTOMOBILE	35.2%	21.8%	24.0%	19.1%	2,127	2.270
	VAN/MINIVAN	36.7%	24.7%	18.5%	20.2%	401	2.222
	PICKUP TRUCK	34.7%	20.2%	23.8%	21.3%	530	2.317
	SUV	40.6%	20.2%	21.0%	18.2%	1,013	2.168
	OTHER	33.3%	18.8%	16.7%	31.3%	48	2.458

**TABLE 2.27: IT IS IMPORTANT FOR LAW ENFORCEMENT OFFICERS TO ENFORCE THE SEAT BELT LAWS - 2016**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		6.8%	6.1%	23.2%	63.9%	4,141	3.442
SURVEY	SURVEY 1	5.5%	6.7%	22.7%	65.1%	956	3.473
	SURVEY 2	7.9%	5.8%	23.9%	62.4%	1,104	3.409
	SURVEY 3	6.5%	5.4%	22.6%	65.5%	1,036	3.472
	SURVEY 4	7.2%	6.5%	23.6%	62.7%	1,045	3.418
OSP DISTRICT	DISTRICT 1	8.1%	5.3%	23.7%	62.8%	468	3.412
	DISTRICT 2	5.3%	6.0%	26.9%	61.7%	449	3.450
	DISTRICT 3	5.0%	5.8%	20.4%	68.8%	416	3.529
	DISTRICT 4	9.1%	7.1%	25.1%	58.7%	462	3.333
	DISTRICT 5	7.6%	7.8%	23.0%	61.6%	461	3.386
	DISTRICT 6	5.8%	4.6%	24.5%	65.1%	413	3.489
	DISTRICT 7	6.9%	6.7%	22.5%	63.9%	476	3.433
	DISTRICT 8	5.7%	6.1%	22.9%	65.2%	489	3.476
	DISTRICT 9	7.3%	5.1%	20.3%	67.3%	507	3.475
AGE	25 AND YOUNGER	2.8%	5.0%	26.8%	65.4%	179	3.547
	26 - 35 YEARS OLD	7.5%	8.3%	20.2%	63.9%	252	3.405
	36 - 45 YEARS OLD	8.8%	6.0%	24.5%	60.7%	351	3.370
	46 - 55 YEARS OLD	6.8%	6.9%	24.3%	62.1%	947	3.417
	56 - 65 YEARS OLD	7.5%	6.1%	23.9%	62.5%	1,439	3.413
	66 AND OLDER	5.7%	4.9%	20.9%	68.6%	973	3.523
SEX	MALE	10.8%	7.5%	23.3%	58.3%	1,649	3.292
	FEMALE	4.2%	5.1%	23.2%	67.5%	2,492	3.541
RACE	CAUCASIAN	6.9%	6.1%	23.3%	63.7%	3,761	3.438
	AFRICAN AMERICAN	6.4%	6.8%	19.6%	67.2%	235	3.477
	OTHER	5.5%	3.9%	25.8%	64.8%	128	3.500
MARITAL STATUS	SINGLE	8.4%	6.9%	23.3%	61.4%	562	3.377
	MARRIED	6.4%	6.0%	23.5%	64.2%	2,881	3.454
	OTHER	7.4%	5.9%	22.3%	64.5%	692	3.438
RESIDENTIAL LOCATION	URBAN	7.0%	5.6%	22.1%	65.3%	574	3.458
	SUBURBAN	6.1%	5.8%	22.7%	65.4%	1,674	3.474
	RURAL	7.4%	6.5%	24.1%	62.0%	1,887	3.408
DRIVING AREA	URBAN	7.1%	6.2%	21.7%	65.0%	1,219	3.445
	SUBURBAN	5.3%	5.6%	23.1%	65.9%	1,349	3.496
	RURAL	7.7%	6.5%	24.5%	61.3%	1,564	3.394
VEHICLE TYPE	AUTOMOBILE	5.4%	6.2%	22.4%	66.0%	2,132	3.490
	VAN/MINIVAN	4.7%	7.4%	23.7%	64.2%	405	3.474
	PICKUP TRUCK	12.3%	7.5%	25.2%	55.0%	536	3.229
	SUV	7.0%	4.2%	23.9%	64.9%	1,016	3.467
	OTHER	22.9%	10.4%	20.8%	45.8%	48	2.896

**TABLE 2.28: RECEIVED A TICKET OR WARNING IN OHIO FOR NOT WEARING A SEAT BELT - 2016**

		YES – TICKET	YES - WARNING	NO	TOTAL
ALL RESPONDENTS		11.2%	3.1%	85.6%	4,136
SURVEY	SURVEY 1	11.1%	4.1%	84.8%	951
	SURVEY 2	11.1%	3.3%	85.7%	1,103
	SURVEY 3	11.5%	2.5%	86.0%	1,039
	SURVEY 4	11.2%	2.8%	86.0%	1,043
OSP DISTRICT	DISTRICT 1	10.4%	3.6%	85.9%	469
	DISTRICT 2	12.8%	4.5%	82.7%	446
	DISTRICT 3	9.8%	4.1%	86.1%	417
	DISTRICT 4	14.7%	3.7%	81.6%	462
	DISTRICT 5	9.8%	2.6%	87.6%	461
	DISTRICT 6	8.3%	1.5%	90.3%	412
	DISTRICT 7	11.8%	3.6%	84.6%	473
	DISTRICT 8	6.0%	1.2%	92.8%	487
	DISTRICT 9	16.7%	3.5%	79.8%	509
AGE	25 AND YOUNGER	6.3%	3.4%	90.3%	176
	26 - 35 YEARS OLD	16.6%	5.9%	77.5%	253
	36 - 45 YEARS OLD	19.1%	6.3%	74.6%	351
	46 - 55 YEARS OLD	11.4%	3.5%	85.1%	952
	56 - 65 YEARS OLD	11.0%	2.5%	86.5%	1,433
	66 AND OLDER	7.9%	1.9%	90.2%	971
SEX	MALE	16.6%	3.8%	79.7%	1,647
	FEMALE	7.7%	2.7%	89.6%	2,489
RACE	CAUCASIAN	11.5%	3.1%	85.4%	3,755
	AFRICAN AMERICAN	7.2%	4.7%	88.1%	235
	OTHER	10.9%	1.6%	87.6%	129
MARITAL STATUS	SINGLE	15.2%	5.2%	79.6%	560
	MARRIED	10.2%	3.1%	86.7%	2,880
	OTHER	12.4%	1.6%	86.0%	691
RESIDENTIAL LOCATION	URBAN	10.8%	3.7%	85.6%	575
	SUBURBAN	8.4%	2.8%	88.8%	1,670
	RURAL	13.8%	3.3%	82.9%	1,885
DRIVING AREA	URBAN	10.8%	3.0%	86.2%	1,218
	SUBURBAN	7.9%	2.8%	89.3%	1,346
	RURAL	14.5%	3.5%	82.0%	1,563
VEHICLE TYPE	AUTOMOBILE	9.8%	2.9%	87.3%	2,127
	VAN/MINIVAN	12.3%	1.7%	86.0%	406
	PICKUP TRUCK	20.2%	4.9%	75.0%	535
	SUV	7.8%	3.3%	88.9%	1,015
	OTHER	36.7%	2.0%	61.2%	49

**TABLE 2.29: LENGTH OF TIME SINCE RECEIVING A TICKET FOR NOT WEARING A SEAT BELT - 2016**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		0.2%	0.6%	6.3%	92.9%	464
SURVEY	SURVEY 1	0.9%	1.9%	0.9%	96.2%	106
	SURVEY 2	0.0%	0.0%	4.1%	95.9%	122
	SURVEY 3	0.0%	0.0%	10.1%	89.9%	119
	SURVEY 4	0.0%	0.9%	9.4%	89.7%	117
OSP DISTRICT	DISTRICT 1	2.0%	0.0%	6.1%	91.8%	49
	DISTRICT 2	0.0%	0.0%	7.0%	93.0%	57
	DISTRICT 3	0.0%	0.0%	4.9%	95.1%	41
	DISTRICT 4	0.0%	0.0%	2.9%	97.1%	68
	DISTRICT 5	0.0%	0.0%	4.4%	95.6%	45
	DISTRICT 6	0.0%	0.0%	5.9%	94.1%	34
	DISTRICT 7	0.0%	1.8%	8.9%	89.3%	56
	DISTRICT 8	0.0%	3.4%	6.9%	89.7%	29
	DISTRICT 9	0.0%	1.2%	8.2%	90.6%	85
AGE	25 AND YOUNGER	0.0%	0.0%	45.5%	54.5%	11
	26 - 35 YEARS OLD	0.0%	2.4%	2.4%	95.2%	42
	36 - 45 YEARS OLD	1.5%	0.0%	6.0%	92.5%	67
	46 - 55 YEARS OLD	0.0%	1.8%	6.4%	91.7%	109
	56 - 65 YEARS OLD	0.0%	0.0%	5.7%	94.3%	158
	66 AND OLDER	0.0%	0.0%	3.9%	96.1%	77
SEX	MALE	0.4%	1.1%	7.7%	90.8%	273
	FEMALE	0.0%	0.0%	4.2%	95.8%	191
RACE	CAUCASIAN	0.2%	0.5%	6.3%	93.0%	430
	AFRICAN AMERICAN	0.0%	0.0%	11.8%	88.2%	17
	OTHER	0.0%	7.1%	0.0%	92.9%	14
MARITAL STATUS	SINGLE	1.2%	2.4%	10.6%	85.9%	85
	MARRIED	0.0%	0.3%	4.4%	95.2%	293
	OTHER	0.0%	0.0%	8.1%	91.9%	86
RESIDENTIAL LOCATION	URBAN	0.0%	0.0%	9.7%	90.3%	62
	SUBURBAN	0.7%	0.7%	5.7%	92.9%	140
	RURAL	0.0%	0.8%	5.8%	93.5%	260
DRIVING AREA	URBAN	0.0%	0.8%	10.7%	88.5%	131
	SUBURBAN	0.9%	0.9%	5.7%	92.5%	106
	RURAL	0.0%	0.4%	4.0%	95.6%	227
VEHICLE TYPE	AUTOMOBILE	0.0%	0.5%	5.3%	94.3%	209
	VAN/MINIVAN	0.0%	0.0%	4.0%	96.0%	50
	PICKUP TRUCK	0.0%	1.9%	9.3%	88.9%	108
	SUV	1.3%	0.0%	7.6%	91.1%	79
	OTHER	0.0%	0.0%	0.0%	100.0%	18

**TABLE 2.30: LENGTH OF TIME SINCE RECEIVING A WARNING FOR NOT WEARING A SEAT BELT - 2016**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		0.0%	0.8%	5.4%	93.8%	130
SURVEY	SURVEY 1	0.0%	2.6%	2.6%	94.9%	39
	SURVEY 2	0.0%	0.0%	5.6%	94.4%	36
	SURVEY 3	0.0%	0.0%	11.5%	88.5%	26
	SURVEY 4	0.0%	0.0%	3.4%	96.6%	29
OSP DISTRICT	DISTRICT 1	0.0%	5.9%	17.6%	76.5%	17
	DISTRICT 2	0.0%	0.0%	5.0%	95.0%	20
	DISTRICT 3	0.0%	0.0%	5.9%	94.1%	17
	DISTRICT 4	0.0%	0.0%	5.9%	94.1%	17
	DISTRICT 5	0.0%	0.0%	0.0%	100.0%	12
	DISTRICT 6	0.0%	0.0%	0.0%	100.0%	6
	DISTRICT 7	0.0%	0.0%	5.9%	94.1%	17
	DISTRICT 8	0.0%	0.0%	0.0%	100.0%	6
	DISTRICT 9	0.0%	0.0%	0.0%	100.0%	18
AGE	25 AND YOUNGER	0.0%	0.0%	33.3%	66.7%	6
	26 - 35 YEARS OLD	0.0%	0.0%	13.3%	86.7%	15
	36 - 45 YEARS OLD	0.0%	4.5%	0.0%	95.5%	22
	46 - 55 YEARS OLD	0.0%	0.0%	3.0%	97.0%	33
	56 - 65 YEARS OLD	0.0%	0.0%	5.6%	94.4%	36
	66 AND OLDER	0.0%	0.0%	0.0%	100.0%	18
SEX	MALE	0.0%	1.6%	9.7%	88.7%	62
	FEMALE	0.0%	0.0%	1.5%	98.5%	68
RACE	CAUCASIAN	0.0%	0.9%	4.3%	94.9%	117
	AFRICAN AMERICAN	0.0%	0.0%	18.2%	81.8%	11
	OTHER	0.0%	0.0%	0.0%	100.0%	2
MARITAL STATUS	SINGLE	0.0%	0.0%	10.3%	89.7%	29
	MARRIED	0.0%	1.1%	3.3%	95.6%	90
	OTHER	0.0%	0.0%	9.1%	90.9%	11
RESIDENTIAL LOCATION	URBAN	0.0%	0.0%	14.3%	85.7%	21
	SUBURBAN	0.0%	2.1%	6.4%	91.5%	47
	RURAL	0.0%	0.0%	1.6%	98.4%	62
DRIVING AREA	URBAN	0.0%	0.0%	13.5%	86.5%	37
	SUBURBAN	0.0%	2.6%	0.0%	97.4%	38
	RURAL	0.0%	0.0%	3.6%	96.4%	55
VEHICLE TYPE	AUTOMOBILE	0.0%	0.0%	3.2%	96.8%	62
	VAN/MINIVAN	0.0%	0.0%	0.0%	100.0%	7
	PICKUP TRUCK	0.0%	0.0%	7.7%	92.3%	26
	SUV	0.0%	2.9%	8.8%	88.2%	34
	OTHER	0.0%	0.0%	0.0%	100.0%	1

## ATTITUDES ABOUT SEAT BELT USE

During 2016, most respondents (97.1%) agreed that if they were to be involved in an accident, they would want to have their seat belt on (Table 2.31). Moreover, 76.2% 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 (Table 2.32). In addition, 97.2% of respondents believe that people most important to them think they should wear their seat belt (Table 2.33).

**TABLE 2.31: IF I WAS IN AN ACCIDENT, I WOULD WANT TO HAVE MY SEAT BELT ON - 2016**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.3%	1.7%	7.7%	89.4%	4,137	3.852
SURVEY	SURVEY 1	1.0%	1.1%	7.5%	90.3%	957	3.870
	SURVEY 2	1.0%	1.5%	7.4%	90.1%	1,099	3.865
	SURVEY 3	1.3%	1.6%	7.5%	89.6%	1,039	3.855
	SURVEY 4	1.7%	2.3%	8.3%	87.7%	1,042	3.820
OSP DISTRICT	DISTRICT 1	1.3%	2.1%	8.3%	88.3%	469	3.836
	DISTRICT 2	0.9%	1.8%	11.2%	86.2%	448	3.826
	DISTRICT 3	0.7%	1.4%	7.5%	90.4%	416	3.875
	DISTRICT 4	1.1%	2.4%	8.4%	88.1%	463	3.836
	DISTRICT 5	0.0%	2.4%	5.7%	92.0%	460	3.896
	DISTRICT 6	1.0%	0.7%	4.9%	93.4%	411	3.908
	DISTRICT 7	2.1%	2.1%	9.3%	86.5%	475	3.802
	DISTRICT 8	1.4%	0.2%	4.1%	94.3%	489	3.912
	DISTRICT 9	2.6%	1.8%	9.5%	86.2%	506	3.792
AGE	25 AND YOUNGER	0.0%	1.1%	10.6%	88.3%	179	3.872
	26 - 35 YEARS OLD	0.8%	2.0%	10.0%	87.3%	251	3.837
	36 - 45 YEARS OLD	2.3%	1.7%	10.9%	85.1%	350	3.789
	46 - 55 YEARS OLD	1.5%	1.5%	7.3%	89.8%	951	3.854
	56 - 65 YEARS OLD	1.3%	2.2%	6.3%	90.1%	1,436	3.852
	66 AND OLDER	0.9%	1.0%	7.7%	90.3%	970	3.874
SEX	MALE	1.5%	2.4%	9.0%	87.1%	1,651	3.817
	FEMALE	1.1%	1.2%	6.8%	90.9%	2,486	3.876
RACE	CAUCASIAN	1.3%	1.7%	7.5%	89.4%	3,755	3.850
	AFRICAN AMERICAN	0.4%	0.4%	9.4%	89.8%	235	3.885
	OTHER	0.8%	2.3%	10.1%	86.8%	129	3.829
MARITAL STATUS	SINGLE	1.2%	2.7%	10.9%	85.2%	561	3.800
	MARRIED	1.1%	1.4%	6.7%	90.9%	2,878	3.873
	OTHER	1.9%	2.2%	9.2%	86.7%	692	3.808
RESIDENTIAL LOCATION	URBAN	0.5%	1.4%	9.6%	88.5%	574	3.861
	SUBURBAN	1.0%	1.0%	5.5%	92.5%	1,672	3.894
	RURAL	1.7%	2.3%	9.0%	87.0%	1,885	3.813
DRIVING AREA	URBAN	1.2%	1.7%	8.6%	88.5%	1,217	3.845
	SUBURBAN	0.7%	1.2%	5.1%	93.0%	1,348	3.903
	RURAL	1.8%	2.0%	9.1%	87.1%	1,563	3.814
VEHICLE TYPE	AUTOMOBILE	0.8%	1.1%	7.5%	90.6%	2,130	3.878
	VAN/MINIVAN	0.7%	2.7%	5.2%	91.3%	404	3.871
	PICKUP TRUCK	2.8%	3.9%	10.9%	82.4%	533	3.728
	SUV	1.3%	1.0%	6.6%	91.2%	1,017	3.876
	OTHER	8.2%	6.1%	22.4%	63.3%	49	3.408

**TABLE 2.32: SEAT BELTS ARE LIKELY TO REDUCE THE SEVERITY OF INJURIES WHEN A CRASH OCCURS - 2016**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	3.6%	18.6%	76.2%	4,136	3.696
SURVEY	SURVEY 1	1.6%	3.7%	17.9%	76.9%	956	3.701
	SURVEY 2	1.6%	3.5%	19.2%	75.7%	1,096	3.690
	SURVEY 3	1.1%	3.7%	17.5%	77.7%	1,038	3.720
	SURVEY 4	1.7%	3.7%	19.9%	74.7%	1,046	3.675
OSP DISTRICT	DISTRICT 1	1.5%	4.7%	17.9%	76.0%	470	3.683
	DISTRICT 2	1.1%	2.9%	23.4%	72.5%	448	3.674
	DISTRICT 3	1.9%	4.1%	14.4%	79.6%	416	3.716
	DISTRICT 4	0.7%	4.3%	22.6%	72.5%	461	3.668
	DISTRICT 5	2.0%	3.1%	15.9%	79.0%	458	3.721
	DISTRICT 6	1.0%	2.9%	15.6%	80.5%	410	3.756
	DISTRICT 7	1.5%	3.6%	22.1%	72.9%	476	3.664
	DISTRICT 8	0.8%	2.0%	12.9%	84.3%	489	3.806
	DISTRICT 9	3.0%	4.9%	22.2%	69.9%	508	3.591
AGE	25 AND YOUNGER	0.0%	4.5%	19.6%	76.0%	179	3.715
	26 - 35 YEARS OLD	0.8%	4.7%	18.6%	75.9%	253	3.696
	36 - 45 YEARS OLD	1.1%	4.3%	23.0%	71.6%	352	3.651
	46 - 55 YEARS OLD	1.7%	3.4%	18.3%	76.6%	949	3.699
	56 - 65 YEARS OLD	1.7%	3.3%	17.4%	77.6%	1,434	3.710
	66 AND OLDER	1.7%	3.7%	19.0%	75.6%	969	3.686
SEX	MALE	1.8%	3.6%	19.6%	75.1%	1,650	3.680
	FEMALE	1.3%	3.7%	18.0%	77.0%	2,486	3.707
RACE	CAUCASIAN	1.5%	3.4%	18.6%	76.5%	3,755	3.700
	AFRICAN AMERICAN	0.9%	4.7%	19.6%	74.9%	235	3.685
	OTHER	2.3%	7.0%	18.8%	71.9%	128	3.602
MARITAL STATUS	SINGLE	1.4%	5.4%	21.3%	71.9%	559	3.637
	MARRIED	1.4%	3.0%	17.5%	78.1%	2,881	3.724
	OTHER	2.0%	4.9%	21.4%	71.6%	690	3.626
RESIDENTIAL LOCATION	URBAN	1.2%	3.5%	19.0%	76.3%	574	3.704
	SUBURBAN	1.1%	2.8%	14.8%	81.3%	1,671	3.762
	RURAL	1.9%	4.4%	22.0%	71.7%	1,885	3.635
DRIVING AREA	URBAN	1.4%	3.1%	18.2%	77.3%	1,216	3.714
	SUBURBAN	1.0%	3.3%	14.6%	81.0%	1,345	3.755
	RURAL	2.0%	4.3%	22.4%	71.3%	1,567	3.631
VEHICLE TYPE	AUTOMOBILE	1.1%	2.9%	17.5%	78.4%	2,128	3.733
	VAN/MINIVAN	1.7%	4.2%	19.2%	74.9%	406	3.672
	PICKUP TRUCK	2.6%	6.2%	25.8%	65.4%	535	3.540
	SUV	1.5%	3.1%	16.4%	79.1%	1,014	3.731
	OTHER	4.1%	14.3%	30.6%	51.0%	49	3.286

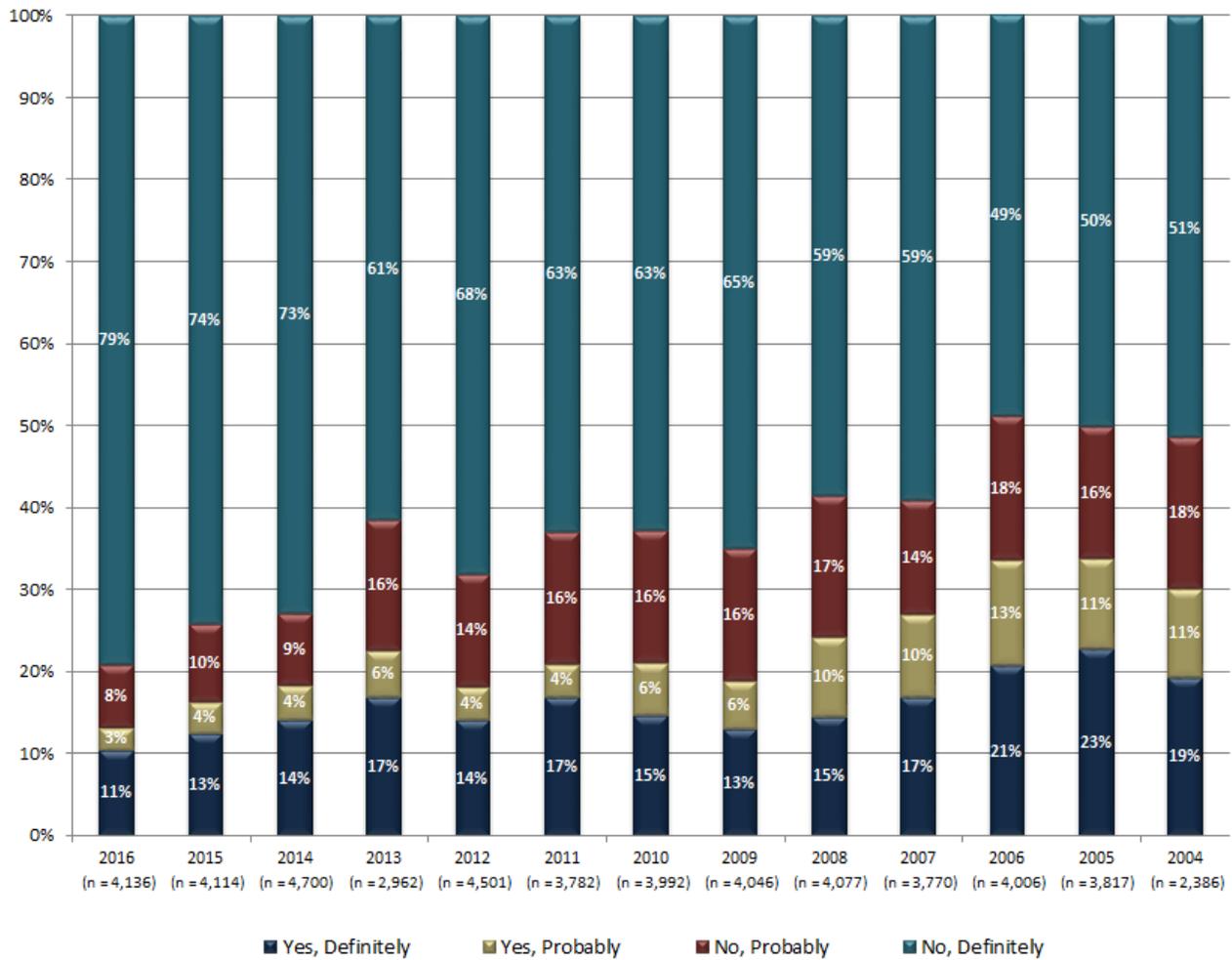
**TABLE 2.33: PEOPLE IMPORTANT TO YOU THINK YOU SHOULD WEAR A SEAT BELT - 2016**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.1%	1.7%	8.8%	88.4%	4,132	3.845
SURVEY	SURVEY 1	1.3%	0.9%	6.8%	91.0%	958	3.876
	SURVEY 2	1.0%	2.0%	10.7%	86.3%	1,098	3.823
	SURVEY 3	0.9%	1.8%	7.4%	89.9%	1,036	3.863
	SURVEY 4	1.3%	1.8%	10.2%	86.6%	1,040	3.821
OSP DISTRICT	DISTRICT 1	1.5%	3.0%	8.1%	87.5%	471	3.815
	DISTRICT 2	1.3%	1.1%	9.6%	87.9%	446	3.841
	DISTRICT 3	0.7%	1.7%	8.2%	89.4%	414	3.862
	DISTRICT 4	1.1%	1.3%	9.8%	87.7%	457	3.842
	DISTRICT 5	0.4%	1.3%	9.5%	88.7%	462	3.866
	DISTRICT 6	1.5%	0.7%	7.8%	90.0%	412	3.864
	DISTRICT 7	1.3%	2.3%	11.6%	84.8%	475	3.800
	DISTRICT 8	0.4%	1.6%	6.4%	91.6%	488	3.891
	DISTRICT 9	1.8%	1.8%	8.5%	88.0%	507	3.826
AGE	25 AND YOUNGER	0.0%	3.4%	7.3%	89.4%	179	3.860
	26 - 35 YEARS OLD	1.2%	2.0%	8.7%	88.1%	252	3.837
	36 - 45 YEARS OLD	1.4%	1.1%	9.1%	88.4%	352	3.844
	46 - 55 YEARS OLD	0.8%	1.5%	8.5%	89.1%	949	3.860
	56 - 65 YEARS OLD	1.1%	2.0%	9.0%	87.9%	1,429	3.837
	66 AND OLDER	1.4%	1.2%	9.1%	88.3%	971	3.841
SEX	MALE	1.3%	1.3%	9.1%	88.3%	1,643	3.844
	FEMALE	1.0%	1.9%	8.6%	88.5%	2,489	3.846
RACE	CAUCASIAN	1.1%	1.6%	8.9%	88.4%	3,751	3.845
	AFRICAN AMERICAN	1.3%	2.1%	7.3%	89.3%	234	3.846
	OTHER	0.0%	3.1%	8.5%	88.4%	129	3.853
MARITAL STATUS	SINGLE	0.7%	3.8%	9.7%	85.8%	557	3.806
	MARRIED	1.0%	1.2%	8.0%	89.7%	2,877	3.864
	OTHER	1.7%	1.9%	11.6%	84.8%	692	3.795
RESIDENTIAL LOCATION	URBAN	1.2%	1.0%	8.5%	89.2%	574	3.857
	SUBURBAN	0.9%	1.6%	7.0%	90.6%	1,669	3.872
	RURAL	1.3%	2.0%	10.5%	86.2%	1,883	3.817
DRIVING AREA	URBAN	1.2%	1.6%	8.7%	88.5%	1,216	3.845
	SUBURBAN	0.7%	1.4%	6.9%	90.9%	1,346	3.880
	RURAL	1.4%	1.9%	10.6%	86.1%	1,562	3.814
VEHICLE TYPE	AUTOMOBILE	1.0%	1.4%	8.4%	89.2%	2,124	3.859
	VAN/MINI VAN	1.2%	2.0%	8.4%	88.4%	405	3.840
	PICKUP TRUCK	1.7%	2.4%	12.2%	83.7%	534	3.779
	SUV	1.0%	1.7%	8.3%	89.1%	1,016	3.854
	OTHER	0.0%	4.1%	6.1%	89.8%	49	3.857

**PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS**

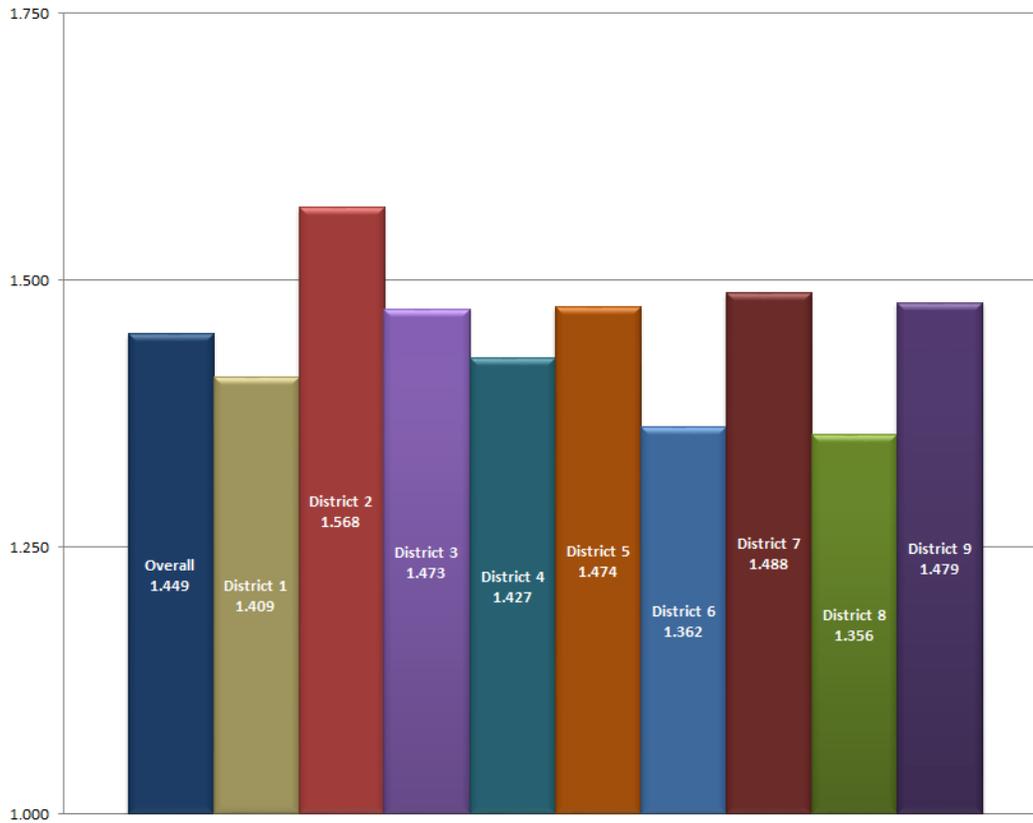
While the majority of those surveyed agree that it is important for law enforcement officers to enforce seat belt laws, the percentage of respondents that noticed special efforts by law enforcement officers to ticket drivers for seat belt offenses was relatively small (Figure 9). Respondents most likely to say they witnessed these special efforts include those who are 26 to 35 years of age, males, single respondents, and those who primarily drive pickup trucks (Table 2.35). Survey respondents residing in OSP Districts 2, 3, 5, 7, and 9 were more likely than others to believe special efforts are being made by police to ticket drivers for seat belt violations (Figure 9A).

**FIGURE 9: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS<sup>1</sup> 2004 - 2016**



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

**FIGURE 9A: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS – 2016 [MEAN SCORE]**



**TABLE 2.34: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1,397</b>	<b>1,563</b>	<b>1,413</b>	<b>1,412</b>	<b>4,136</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.365	1.558	1.327	1.377	470
	<b>DISTRICT 2</b>	1.381	1.717	1.547	1.616	447
	<b>DISTRICT 3</b>	1.495	1.564	1.452	1.374	414
	<b>DISTRICT 4</b>	1.322	1.550	1.402	1.443	461
	<b>DISTRICT 5</b>	1.337	1.623	1.408	1.487	460
	<b>DISTRICT 6</b>	1.283	1.440	1.437	1.282	414
	<b>DISTRICT 7</b>	1.398	1.672	1.400	1.472	475
	<b>DISTRICT 8</b>	1.370	1.446	1.352	1.221	486
	<b>DISTRICT 9</b>	1.620	1.521	1.385	1.421	509

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 police to ticket drivers for seat belt violations.

**TABLE 2.35: DURING THE LAST 30 DAYS, EFFORTS WERE MADE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS - 2016**

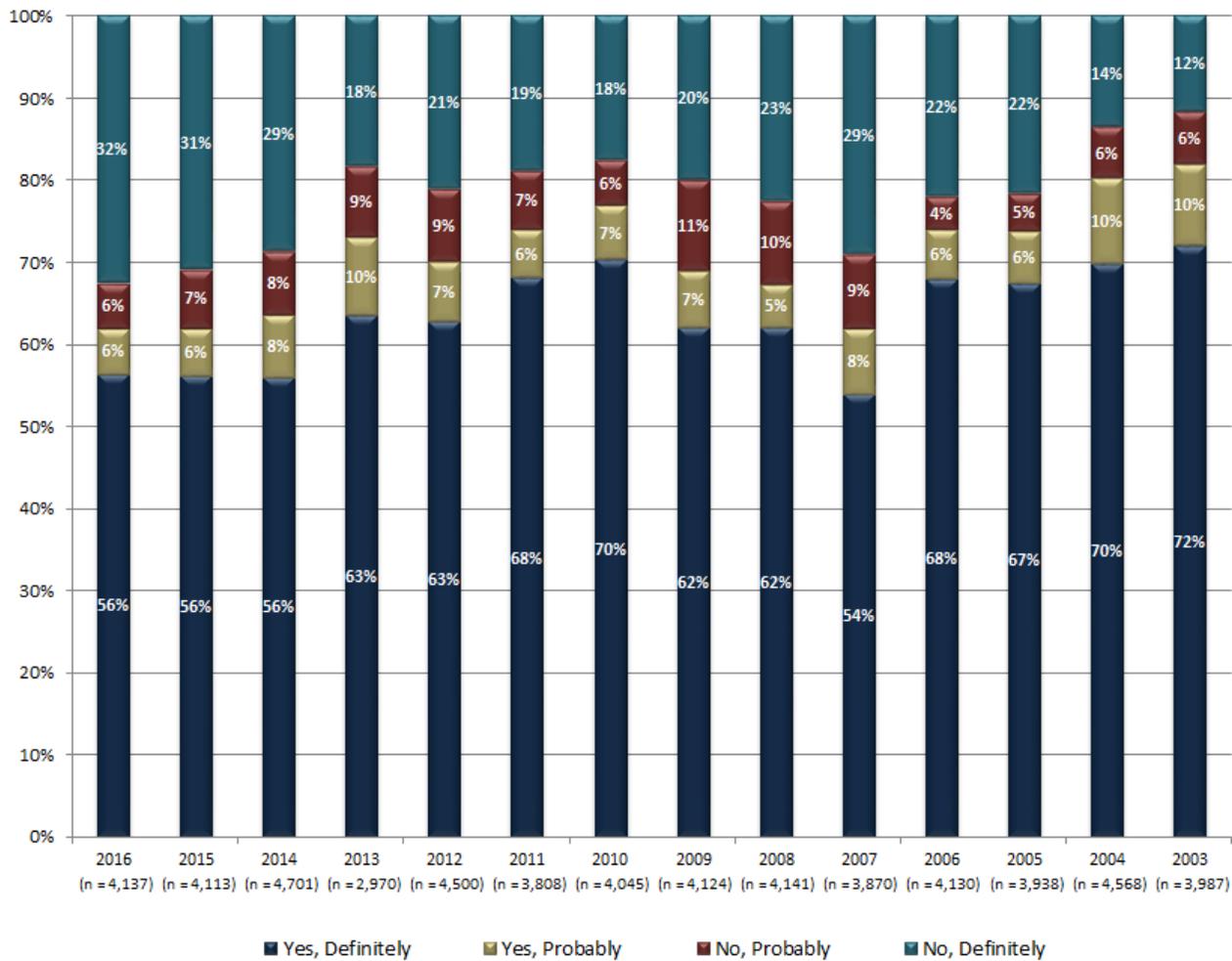
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		78.9%	7.8%	2.7%	10.5%	4,136	1.449
SURVEY	SURVEY 1	80.4%	8.4%	2.5%	8.8%	958	1.397
	SURVEY 2	74.4%	8.5%	3.6%	13.6%	1,098	1.563
	SURVEY 3	80.3%	7.8%	2.1%	9.7%	1,037	1.413
	SURVEY 4	80.9%	6.7%	2.6%	9.8%	1,043	1.412
OSP DISTRICT	DISTRICT 1	80.6%	7.9%	1.5%	10.0%	470	1.409
	DISTRICT 2	74.7%	7.6%	3.8%	13.9%	447	1.568
	DISTRICT 3	78.5%	6.8%	3.6%	11.1%	414	1.473
	DISTRICT 4	80.0%	7.4%	2.4%	10.2%	461	1.427
	DISTRICT 5	75.2%	12.6%	1.7%	10.4%	460	1.474
	DISTRICT 6	84.3%	4.6%	1.7%	9.4%	414	1.362
	DISTRICT 7	76.4%	9.3%	3.4%	10.9%	475	1.488
	DISTRICT 8	83.5%	5.6%	2.7%	8.2%	486	1.356
	DISTRICT 9	77.2%	8.4%	3.5%	10.8%	509	1.479
AGE	25 AND YOUNGER	71.5%	12.8%	2.2%	13.4%	179	1.575
	26 - 35 YEARS OLD	73.2%	8.7%	3.5%	14.6%	254	1.594
	36 - 45 YEARS OLD	75.2%	8.3%	2.0%	14.5%	351	1.558
	46 - 55 YEARS OLD	78.7%	7.9%	3.7%	9.8%	952	1.445
	56 - 65 YEARS OLD	80.5%	7.7%	2.5%	9.3%	1,433	1.405
	66 AND OLDER	81.0%	6.7%	2.2%	10.1%	967	1.415
SEX	MALE	75.5%	6.9%	3.1%	14.5%	1,653	1.566
	FEMALE	81.2%	8.5%	2.4%	7.9%	2,483	1.371
RACE	CAUCASIAN	78.9%	7.8%	2.8%	10.5%	3,756	1.448
	AFRICAN AMERICAN	79.6%	9.4%	2.1%	8.9%	235	1.404
	OTHER	78.1%	5.5%	0.8%	15.6%	128	1.539
MARITAL STATUS	SINGLE	74.7%	9.4%	3.2%	12.7%	561	1.538
	MARRIED	79.7%	7.6%	2.5%	10.1%	2,878	1.431
	OTHER	79.2%	7.4%	3.0%	10.4%	691	1.447
RESIDENTIAL LOCATION	URBAN	75.6%	8.4%	3.3%	12.7%	574	1.531
	SUBURBAN	79.7%	7.6%	2.6%	10.1%	1,666	1.432
	RURAL	79.3%	7.9%	2.6%	10.2%	1,890	1.437
DRIVING AREA	URBAN	78.0%	8.3%	2.3%	11.5%	1,212	1.473
	SUBURBAN	80.8%	7.1%	3.0%	9.1%	1,349	1.404
	RURAL	78.1%	8.2%	2.8%	10.9%	1,566	1.466
VEHICLE TYPE	AUTOMOBILE	79.2%	8.2%	2.5%	10.1%	2,128	1.435
	VAN/MINIVAN	80.2%	7.2%	1.7%	10.9%	405	1.432
	PICKUP TRUCK	74.4%	7.6%	3.4%	14.6%	536	1.580
	SUV	80.8%	7.6%	2.9%	8.8%	1,015	1.396
	OTHER	66.7%	4.2%	10.4%	18.8%	48	1.813

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

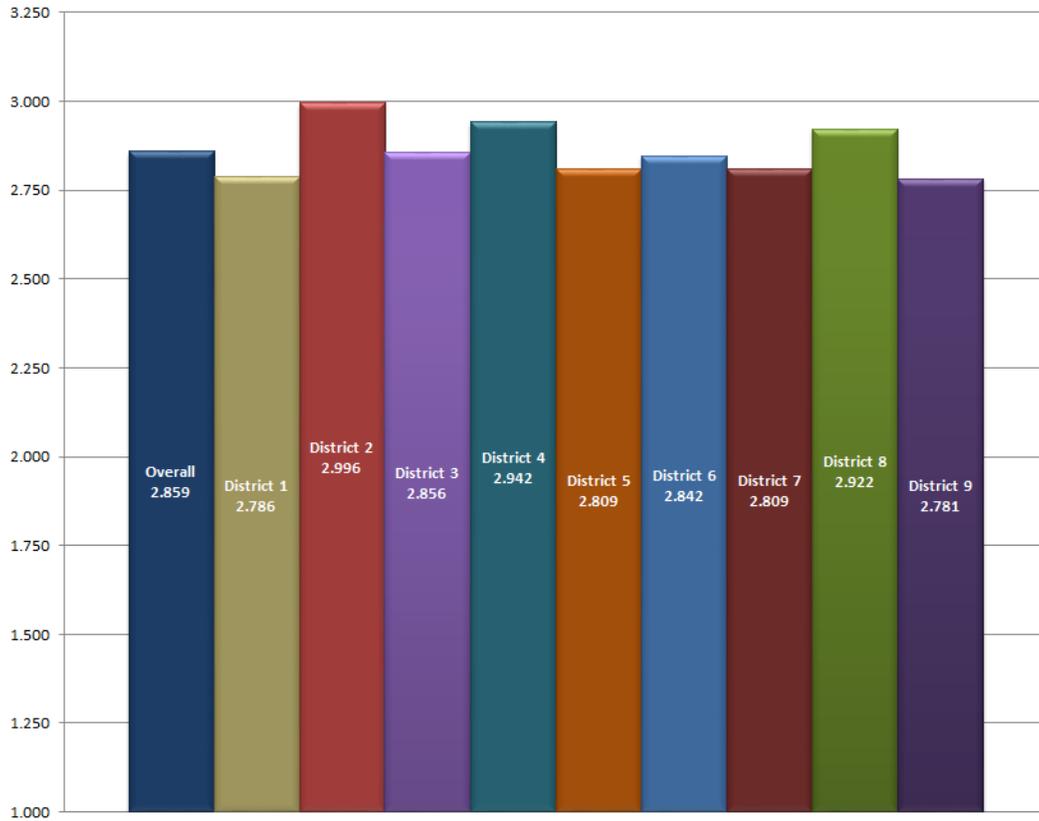
**VISIBILITY OF MEDIA MESSAGES AND SLOGANS PERTAINING TO SEAT BELT USE**

The reported exposure to seat belt use messages and slogans in 2016 is consistent with 2015 results (Figure 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 1<sup>st</sup> (50.1%) and 2<sup>nd</sup> surveys (58.4%). Respondents most likely to have seen or heard a message were 26 to 35 years of age, males, single respondents, those who reside in suburban areas, those who drive primarily in urban areas, and pickup truck drivers (Table 3.2). Respondents in OSP Districts 1, 5, 7, and 9 were less likely to say they heard or saw messages 30 days prior to the survey encouraging seat belt use (Figure 10A).

**FIGURE 10: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS 2003 - 2016**



**FIGURE 10A: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS – 2016 [MEAN SCORE]**



**TABLE 3.1: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.759</b>	<b>2.902</b>	<b>2.925</b>	<b>2.841</b>	<b>4,137</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.626	2.788	2.743	2.975	468
	<b>DISTRICT 2</b>	2.913	3.134	3.067	2.857	447
	<b>DISTRICT 3</b>	2.741	2.788	3.053	2.824	417
	<b>DISTRICT 4</b>	2.706	3.178	2.938	2.968	462
	<b>DISTRICT 5</b>	2.766	2.847	2.767	2.843	460
	<b>DISTRICT 6</b>	2.685	2.830	3.000	2.824	412
	<b>DISTRICT 7</b>	2.714	2.934	2.800	2.784	476
	<b>DISTRICT 8</b>	2.991	2.843	3.167	2.735	488
	<b>DISTRICT 9</b>	2.697	2.833	2.817	2.752	507

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.

**TABLE 3.2: SAW/HEARD MESSAGE(S) IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS - 2016**

		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		32.4%	5.6%	5.7%	56.3%	4,137	2.859
SURVEY	SURVEY 1	32.5%	9.3%	8.1%	50.1%	958	2.759
	SURVEY 2	31.3%	5.7%	4.6%	58.4%	1,097	2.902
	SURVEY 3	31.8%	3.6%	5.1%	59.6%	1,039	2.925
	SURVEY 4	34.0%	4.3%	5.2%	56.5%	1,043	2.841
OSP DISTRICT	DISTRICT 1	35.9%	3.6%	6.4%	54.1%	468	2.786
	DISTRICT 2	28.4%	4.9%	5.4%	61.3%	447	2.996
	DISTRICT 3	32.9%	5.0%	5.8%	56.4%	417	2.856
	DISTRICT 4	31.2%	4.5%	3.2%	61.0%	462	2.942
	DISTRICT 5	32.8%	8.3%	4.1%	54.8%	460	2.809
	DISTRICT 6	32.0%	6.1%	7.5%	54.4%	412	2.842
	DISTRICT 7	34.0%	5.3%	6.5%	54.2%	476	2.809
	DISTRICT 8	29.5%	7.2%	4.9%	58.4%	488	2.922
	DISTRICT 9	34.3%	5.7%	7.5%	52.5%	507	2.781
AGE	25 AND YOUNGER	28.7%	2.2%	3.4%	65.7%	178	3.062
	26 - 35 YEARS OLD	23.2%	4.7%	7.5%	64.6%	254	3.134
	36 - 45 YEARS OLD	25.3%	4.8%	5.1%	64.8%	352	3.094
	46 - 55 YEARS OLD	33.1%	4.9%	6.3%	55.7%	948	2.846
	56 - 65 YEARS OLD	33.1%	6.2%	5.7%	55.0%	1,434	2.827
	66 AND OLDER	36.3%	6.7%	5.3%	51.8%	971	2.726
SEX	MALE	28.1%	4.0%	6.4%	61.6%	1,652	3.014
	FEMALE	35.2%	6.7%	5.3%	52.8%	2,485	2.757
RACE	CAUCASIAN	32.2%	5.9%	5.9%	56.1%	3,756	2.858
	AFRICAN AMERICAN	35.5%	2.6%	4.3%	57.7%	234	2.842
	OTHER	33.3%	3.1%	3.1%	60.5%	129	2.907
MARITAL STATUS	SINGLE	29.6%	3.0%	4.3%	63.1%	561	3.009
	MARRIED	32.4%	6.0%	6.2%	55.4%	2,877	2.846
	OTHER	34.6%	6.1%	4.6%	54.7%	693	2.794
RESIDENTIAL LOCATION	URBAN	34.5%	4.0%	5.0%	56.4%	576	2.833
	SUBURBAN	31.0%	6.2%	5.6%	57.1%	1,669	2.888
	RURAL	32.9%	5.6%	6.0%	55.5%	1,886	2.841
DRIVING AREA	URBAN	30.7%	5.1%	4.9%	59.3%	1,216	2.928
	SUBURBAN	31.9%	6.8%	6.0%	55.3%	1,346	2.848
	RURAL	34.0%	5.1%	6.0%	54.9%	1,566	2.817
VEHICLE TYPE	AUTOMOBILE	33.2%	6.1%	5.2%	55.6%	2,129	2.831
	VAN/MINIVAN	29.8%	3.0%	6.5%	60.8%	403	2.983
	PICKUP TRUCK	28.6%	3.9%	6.9%	60.6%	535	2.994
	SUV	33.7%	6.9%	6.1%	53.3%	1,017	2.790
	OTHER	28.6%	2.0%	2.0%	67.3%	49	3.082

## EXPOSURE TO MEDIA MESSAGES

Overall, during 2016, those who had reported seeing a media message encouraging seat belt use said that they saw the message on television (39.6%), road signs (33.5%), billboards (31.9%), electronic message signs on roadways (20.5%), banners (8.9%), and signs on buses (4.5%). In addition, 14.6% heard messages encouraging seat belt use on the radio, 7.6% heard/saw the messages on both television and radio, and 10.5% said they saw or heard the message elsewhere (Tables 3.3 thru 3.11).

**TABLE 3.3: SAW/HEARD MESSAGE - TELEVISION - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		60.4%	39.6%	2,565
SURVEY	SURVEY 1	63.8%	36.2%	558
	SURVEY 2	55.5%	44.5%	692
	SURVEY 3	65.3%	34.7%	672
	SURVEY 4	57.7%	42.3%	643
OSP DISTRICT	DISTRICT 1	54.4%	45.6%	283
	DISTRICT 2	61.1%	38.9%	298
	DISTRICT 3	63.7%	36.3%	259
	DISTRICT 4	64.3%	35.7%	297
	DISTRICT 5	56.5%	43.5%	271
	DISTRICT 6	61.2%	38.8%	255
	DISTRICT 7	58.8%	41.2%	289
	DISTRICT 8	66.7%	33.3%	309
	DISTRICT 9	56.9%	43.1%	304
AGE	25 AND YOUNGER	67.5%	32.5%	123
	26 - 35 YEARS OLD	75.4%	24.6%	183
	36 - 45 YEARS OLD	69.1%	30.9%	246
	46 - 55 YEARS OLD	66.3%	33.7%	588
	56 - 65 YEARS OLD	56.1%	43.9%	871
	66 AND OLDER	50.5%	49.5%	554
SEX	MALE	58.5%	41.5%	1,122
	FEMALE	62.0%	38.0%	1,443
RACE	CAUCASIAN	61.0%	39.0%	2,326
	AFRICAN AMERICAN	51.7%	48.3%	145
	OTHER	59.8%	40.2%	82
MARITAL STATUS	SINGLE	66.1%	33.9%	378
	MARRIED	61.4%	38.6%	1,772
	OTHER	50.9%	49.1%	411
RESIDENTIAL LOCATION	URBAN	62.1%	37.9%	354
	SUBURBAN	61.3%	38.7%	1,047
	RURAL	59.1%	40.9%	1,160
DRIVING AREA	URBAN	59.0%	41.0%	781
	SUBURBAN	62.7%	37.3%	826
	RURAL	59.8%	40.2%	953
VEHICLE TYPE	AUTOMOBILE	58.4%	41.6%	1,293
	VAN/MINIVAN	65.3%	34.7%	271
	PICKUP TRUCK	52.9%	47.1%	361
	SUV	66.2%	33.8%	604
	OTHER	76.5%	23.5%	34

**TABLE 3.4: SAW/HEARD MESSAGE - RADIO - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		85.4%	14.6%	2,565
SURVEY	SURVEY 1	86.0%	14.0%	558
	SURVEY 2	84.2%	15.8%	692
	SURVEY 3	85.9%	14.1%	672
	SURVEY 4	85.5%	14.5%	643
OSP DISTRICT	DISTRICT 1	86.6%	13.4%	283
	DISTRICT 2	79.5%	20.5%	298
	DISTRICT 3	88.0%	12.0%	259
	DISTRICT 4	86.5%	13.5%	297
	DISTRICT 5	87.5%	12.5%	271
	DISTRICT 6	84.7%	15.3%	255
	DISTRICT 7	87.9%	12.1%	289
	DISTRICT 8	83.5%	16.5%	309
	DISTRICT 9	84.9%	15.1%	304
AGE	25 AND YOUNGER	87.0%	13.0%	123
	26 - 35 YEARS OLD	79.8%	20.2%	183
	36 - 45 YEARS OLD	83.3%	16.7%	246
	46 - 55 YEARS OLD	81.6%	18.4%	588
	56 - 65 YEARS OLD	86.7%	13.3%	871
	66 AND OLDER	89.7%	10.3%	554
SEX	MALE	79.9%	20.1%	1,122
	FEMALE	89.7%	10.3%	1,443
RACE	CAUCASIAN	85.2%	14.8%	2,326
	AFRICAN AMERICAN	86.2%	13.8%	145
	OTHER	87.8%	12.2%	82
MARITAL STATUS	SINGLE	83.9%	16.1%	378
	MARRIED	84.9%	15.1%	1,772
	OTHER	89.3%	10.7%	411
RESIDENTIAL LOCATION	URBAN	85.9%	14.1%	354
	SUBURBAN	85.4%	14.6%	1,047
	RURAL	85.3%	14.7%	1,160
DRIVING AREA	URBAN	83.6%	16.4%	781
	SUBURBAN	87.8%	12.2%	826
	RURAL	84.9%	15.1%	953
VEHICLE TYPE	AUTOMOBILE	85.6%	14.4%	1,293
	VAN/MINI VAN	86.0%	14.0%	271
	PICKUP TRUCK	83.7%	16.3%	361
	SUV	85.8%	14.2%	604
	OTHER	82.4%	17.6%	34

**TABLE 3.5: SAW/HEARD MESSAGE – BOTH TELEVISION AND RADIO - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		92.4%	7.6%	2,565
SURVEY	SURVEY 1	92.7%	7.3%	558
	SURVEY 2	90.6%	9.4%	692
	SURVEY 3	93.3%	6.7%	672
	SURVEY 4	93.2%	6.8%	643
OSP DISTRICT	DISTRICT 1	94.0%	6.0%	283
	DISTRICT 2	91.6%	8.4%	298
	DISTRICT 3	90.7%	9.3%	259
	DISTRICT 4	93.6%	6.4%	297
	DISTRICT 5	92.6%	7.4%	271
	DISTRICT 6	91.0%	9.0%	255
	DISTRICT 7	94.1%	5.9%	289
	DISTRICT 8	92.2%	7.8%	309
	DISTRICT 9	91.4%	8.6%	304
AGE	25 AND YOUNGER	92.7%	7.3%	123
	26 - 35 YEARS OLD	90.2%	9.8%	183
	36 - 45 YEARS OLD	93.9%	6.1%	246
	46 - 55 YEARS OLD	90.3%	9.7%	588
	56 - 65 YEARS OLD	92.9%	7.1%	871
	66 AND OLDER	93.9%	6.1%	554
SEX	MALE	89.7%	10.3%	1,122
	FEMALE	94.5%	5.5%	1,443
RACE	CAUCASIAN	92.4%	7.6%	2,326
	AFRICAN AMERICAN	91.0%	9.0%	145
	OTHER	92.7%	7.3%	82
MARITAL STATUS	SINGLE	91.3%	8.7%	378
	MARRIED	92.3%	7.7%	1,772
	OTHER	94.2%	5.8%	411
RESIDENTIAL LOCATION	URBAN	92.1%	7.9%	354
	SUBURBAN	92.3%	7.7%	1,047
	RURAL	92.7%	7.3%	1,160
DRIVING AREA	URBAN	91.2%	8.8%	781
	SUBURBAN	94.1%	5.9%	826
	RURAL	92.1%	7.9%	953
VEHICLE TYPE	AUTOMOBILE	91.4%	8.6%	1,293
	VAN/MINIVAN	93.0%	7.0%	271
	PICKUP TRUCK	92.2%	7.8%	361
	SUV	93.9%	6.1%	604
	OTHER	100.0%	0.0%	34

**TABLE 3.6: SAW/HEARD MESSAGE - BANNERS - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		91.1%	8.9%	2,565
SURVEY	SURVEY 1	90.5%	9.5%	558
	SURVEY 2	90.5%	9.5%	692
	SURVEY 3	92.3%	7.7%	672
	SURVEY 4	91.0%	9.0%	643
OSP DISTRICT	DISTRICT 1	92.2%	7.8%	283
	DISTRICT 2	90.3%	9.7%	298
	DISTRICT 3	87.6%	12.4%	259
	DISTRICT 4	88.6%	11.4%	297
	DISTRICT 5	91.9%	8.1%	271
	DISTRICT 6	90.6%	9.4%	255
	DISTRICT 7	91.3%	8.7%	289
	DISTRICT 8	93.2%	6.8%	309
	DISTRICT 9	93.4%	6.6%	304
AGE	25 AND YOUNGER	87.8%	12.2%	123
	26 - 35 YEARS OLD	89.1%	10.9%	183
	36 - 45 YEARS OLD	91.5%	8.5%	246
	46 - 55 YEARS OLD	91.5%	8.5%	588
	56 - 65 YEARS OLD	90.8%	9.2%	871
	66 AND OLDER	92.2%	7.8%	554
SEX	MALE	91.5%	8.5%	1,122
	FEMALE	90.7%	9.3%	1,443
RACE	CAUCASIAN	90.9%	9.1%	2,326
	AFRICAN AMERICAN	91.7%	8.3%	145
	OTHER	93.9%	6.1%	82
MARITAL STATUS	SINGLE	87.8%	12.2%	378
	MARRIED	92.0%	8.0%	1,772
	OTHER	90.0%	10.0%	411
RESIDENTIAL LOCATION	URBAN	95.8%	4.2%	354
	SUBURBAN	88.4%	11.6%	1,047
	RURAL	92.0%	8.0%	1,160
DRIVING AREA	URBAN	92.1%	7.9%	781
	SUBURBAN	89.1%	10.9%	826
	RURAL	92.0%	8.0%	953
VEHICLE TYPE	AUTOMOBILE	90.9%	9.1%	1,293
	VAN/MINIVAN	91.5%	8.5%	271
	PICKUP TRUCK	91.4%	8.6%	361
	SUV	90.9%	9.1%	604
	OTHER	94.1%	5.9%	34

**TABLE 3.7: SAW/HEARD MESSAGE – BILLBOARDS/SIGNS - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		68.1%	31.9%	2,565
SURVEY	SURVEY 1	60.9%	39.1%	558
	SURVEY 2	69.9%	30.1%	692
	SURVEY 3	67.4%	32.6%	672
	SURVEY 4	72.9%	27.1%	643
OSP DISTRICT	DISTRICT 1	76.0%	24.0%	283
	DISTRICT 2	72.8%	27.2%	298
	DISTRICT 3	65.6%	34.4%	259
	DISTRICT 4	66.7%	33.3%	297
	DISTRICT 5	70.5%	29.5%	271
	DISTRICT 6	61.6%	38.4%	255
	DISTRICT 7	67.5%	32.5%	289
	DISTRICT 8	66.7%	33.3%	309
	DISTRICT 9	64.8%	35.2%	304
AGE	25 AND YOUNGER	65.0%	35.0%	123
	26 - 35 YEARS OLD	55.7%	44.3%	183
	36 - 45 YEARS OLD	58.1%	41.9%	246
	46 - 55 YEARS OLD	69.2%	30.8%	588
	56 - 65 YEARS OLD	68.8%	31.2%	871
	66 AND OLDER	74.9%	25.1%	554
SEX	MALE	69.3%	30.7%	1,122
	FEMALE	67.2%	32.8%	1,443
RACE	CAUCASIAN	68.1%	31.9%	2,326
	AFRICAN AMERICAN	66.9%	33.1%	145
	OTHER	69.5%	30.5%	82
MARITAL STATUS	SINGLE	65.6%	34.4%	378
	MARRIED	67.7%	32.3%	1,772
	OTHER	71.8%	28.2%	411
RESIDENTIAL LOCATION	URBAN	66.4%	33.6%	354
	SUBURBAN	67.7%	32.3%	1,047
	RURAL	68.9%	31.1%	1,160
DRIVING AREA	URBAN	67.2%	32.8%	781
	SUBURBAN	66.3%	33.7%	826
	RURAL	70.1%	29.9%	953
VEHICLE TYPE	AUTOMOBILE	68.8%	31.2%	1,293
	VAN/MINI VAN	70.1%	29.9%	271
	PICKUP TRUCK	69.0%	31.0%	361
	SUV	65.4%	34.6%	604
	OTHER	61.8%	38.2%	34

**TABLE 3.8: SAW/HEARD MESSAGE – ELECTRIC MESSAGE SIGNS ON ROADWAYS - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		79.5%	20.5%	2,565
SURVEY	SURVEY 1	84.2%	15.8%	558
	SURVEY 2	77.7%	22.3%	692
	SURVEY 3	78.6%	21.4%	672
	SURVEY 4	78.4%	21.6%	643
OSP DISTRICT	DISTRICT 1	84.1%	15.9%	283
	DISTRICT 2	87.6%	12.4%	298
	DISTRICT 3	76.4%	23.6%	259
	DISTRICT 4	83.2%	16.8%	297
	DISTRICT 5	75.3%	24.7%	271
	DISTRICT 6	73.7%	26.3%	255
	DISTRICT 7	81.3%	18.7%	289
	DISTRICT 8	64.4%	35.6%	309
	DISTRICT 9	88.8%	11.2%	304
AGE	25 AND YOUNGER	74.0%	26.0%	123
	26 - 35 YEARS OLD	73.8%	26.2%	183
	36 - 45 YEARS OLD	77.2%	22.8%	246
	46 - 55 YEARS OLD	78.6%	21.4%	588
	56 - 65 YEARS OLD	79.6%	20.4%	871
	66 AND OLDER	84.7%	15.3%	554
SEX	MALE	80.2%	19.8%	1,122
	FEMALE	79.0%	21.0%	1,443
RACE	CAUCASIAN	79.4%	20.6%	2,326
	AFRICAN AMERICAN	82.8%	17.2%	145
	OTHER	79.3%	20.7%	82
MARITAL STATUS	SINGLE	76.7%	23.3%	378
	MARRIED	79.5%	20.5%	1,772
	OTHER	82.2%	17.8%	411
RESIDENTIAL LOCATION	URBAN	77.7%	22.3%	354
	SUBURBAN	75.9%	24.1%	1,047
	RURAL	83.3%	16.7%	1,160
DRIVING AREA	URBAN	79.4%	20.6%	781
	SUBURBAN	75.1%	24.9%	826
	RURAL	83.7%	16.3%	953
VEHICLE TYPE	AUTOMOBILE	79.0%	21.0%	1,293
	VAN/MINIVAN	76.0%	24.0%	271
	PICKUP TRUCK	86.1%	13.9%	361
	SUV	78.8%	21.2%	604
	OTHER	70.6%	29.4%	34

**TABLE 3.9: SAW/HEARD MESSAGE – ROAD SIGNS - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		66.5%	33.5%	2,565
SURVEY	SURVEY 1	71.0%	29.0%	558
	SURVEY 2	68.4%	31.6%	692
	SURVEY 3	63.2%	36.8%	672
	SURVEY 4	64.1%	35.9%	643
OSP DISTRICT	DISTRICT 1	65.4%	34.6%	283
	DISTRICT 2	62.4%	37.6%	298
	DISTRICT 3	63.3%	36.7%	259
	DISTRICT 4	68.4%	31.6%	297
	DISTRICT 5	69.4%	30.6%	271
	DISTRICT 6	70.2%	29.8%	255
	DISTRICT 7	62.3%	37.7%	289
	DISTRICT 8	72.8%	27.2%	309
	DISTRICT 9	64.5%	35.5%	304
AGE	25 AND YOUNGER	62.6%	37.4%	123
	26 - 35 YEARS OLD	71.0%	29.0%	183
	36 - 45 YEARS OLD	67.1%	32.9%	246
	46 - 55 YEARS OLD	68.4%	31.6%	588
	56 - 65 YEARS OLD	66.1%	33.9%	871
	66 AND OLDER	64.3%	35.7%	554
SEX	MALE	68.7%	31.3%	1,122
	FEMALE	64.8%	35.2%	1,443
RACE	CAUCASIAN	66.4%	33.6%	2,326
	AFRICAN AMERICAN	72.4%	27.6%	145
	OTHER	57.3%	42.7%	82
MARITAL STATUS	SINGLE	62.7%	37.3%	378
	MARRIED	66.9%	33.1%	1,772
	OTHER	68.4%	31.6%	411
RESIDENTIAL LOCATION	URBAN	67.5%	32.5%	354
	SUBURBAN	67.6%	32.4%	1,047
	RURAL	65.3%	34.7%	1,160
DRIVING AREA	URBAN	69.3%	30.7%	781
	SUBURBAN	67.1%	32.9%	826
	RURAL	63.7%	36.3%	953
VEHICLE TYPE	AUTOMOBILE	66.0%	34.0%	1,293
	VAN/MINIVAN	64.6%	35.4%	271
	PICKUP TRUCK	67.9%	32.1%	361
	SUV	68.2%	31.8%	604
	OTHER	52.9%	47.1%	34

**TABLE 3.10: SAW/HEARD MESSAGE – SIGNS ON BUSES - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		95.5%	4.5%	2,565
SURVEY	SURVEY 1	93.4%	6.6%	558
	SURVEY 2	94.2%	5.8%	692
	SURVEY 3	96.1%	3.9%	672
	SURVEY 4	98.0%	2.0%	643
OSP DISTRICT	DISTRICT 1	96.8%	3.2%	283
	DISTRICT 2	94.6%	5.4%	298
	DISTRICT 3	94.6%	5.4%	259
	DISTRICT 4	94.3%	5.7%	297
	DISTRICT 5	96.7%	3.3%	271
	DISTRICT 6	92.9%	7.1%	255
	DISTRICT 7	96.2%	3.8%	289
	DISTRICT 8	95.5%	4.5%	309
	DISTRICT 9	97.4%	2.6%	304
AGE	25 AND YOUNGER	94.3%	5.7%	123
	26 - 35 YEARS OLD	95.1%	4.9%	183
	36 - 45 YEARS OLD	95.1%	4.9%	246
	46 - 55 YEARS OLD	94.7%	5.3%	588
	56 - 65 YEARS OLD	95.4%	4.6%	871
	66 AND OLDER	96.9%	3.1%	554
SEX	MALE	96.1%	3.9%	1,122
	FEMALE	95.0%	5.0%	1,443
RACE	CAUCASIAN	95.4%	4.6%	2,326
	AFRICAN AMERICAN	94.5%	5.5%	145
	OTHER	97.6%	2.4%	82
MARITAL STATUS	SINGLE	94.7%	5.3%	378
	MARRIED	95.5%	4.5%	1,772
	OTHER	96.1%	3.9%	411
RESIDENTIAL LOCATION	URBAN	94.6%	5.4%	354
	SUBURBAN	95.3%	4.7%	1,047
	RURAL	95.9%	4.1%	1,160
DRIVING AREA	URBAN	95.4%	4.6%	781
	SUBURBAN	95.8%	4.2%	826
	RURAL	95.3%	4.7%	953
VEHICLE TYPE	AUTOMOBILE	95.5%	4.5%	1,293
	VAN/MINIVAN	96.3%	3.7%	271
	PICKUP TRUCK	95.0%	5.0%	361
	SUV	95.0%	5.0%	604
	OTHER	100.0%	0.0%	34

**TABLE 3.11: SAW/HEARD MESSAGE - OTHER - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		89.5%	10.5%	2,565
SURVEY	SURVEY 1	85.3%	14.7%	558
	SURVEY 2	93.5%	6.5%	692
	SURVEY 3	89.7%	10.3%	672
	SURVEY 4	88.5%	11.5%	643
OSP DISTRICT	DISTRICT 1	91.5%	8.5%	283
	DISTRICT 2	91.3%	8.7%	298
	DISTRICT 3	84.9%	15.1%	259
	DISTRICT 4	87.2%	12.8%	297
	DISTRICT 5	90.4%	9.6%	271
	DISTRICT 6	88.6%	11.4%	255
	DISTRICT 7	89.6%	10.4%	289
	DISTRICT 8	93.9%	6.1%	309
	DISTRICT 9	87.2%	12.8%	304
AGE	25 AND YOUNGER	88.6%	11.4%	123
	26 - 35 YEARS OLD	89.6%	10.4%	183
	36 - 45 YEARS OLD	89.8%	10.2%	246
	46 - 55 YEARS OLD	88.1%	11.9%	588
	56 - 65 YEARS OLD	90.2%	9.8%	871
	66 AND OLDER	89.7%	10.3%	554
SEX	MALE	90.7%	9.3%	1,122
	FEMALE	88.5%	11.5%	1,443
RACE	CAUCASIAN	89.6%	10.4%	2,326
	AFRICAN AMERICAN	88.3%	11.7%	145
	OTHER	85.4%	14.6%	82
MARITAL STATUS	SINGLE	88.4%	11.6%	378
	MARRIED	90.4%	9.6%	1,772
	OTHER	86.6%	13.4%	411
RESIDENTIAL LOCATION	URBAN	92.1%	7.9%	354
	SUBURBAN	87.8%	12.2%	1,047
	RURAL	90.2%	9.8%	1,160
DRIVING AREA	URBAN	89.5%	10.5%	781
	SUBURBAN	90.0%	10.0%	826
	RURAL	89.1%	10.9%	953
VEHICLE TYPE	AUTOMOBILE	89.1%	10.9%	1,293
	VAN/MINI VAN	90.8%	9.2%	271
	PICKUP TRUCK	88.6%	11.4%	361
	SUV	90.2%	9.8%	604
	OTHER	88.2%	11.8%	34

The majority of respondents (87.1%) 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 (Table 3.12). Respondents who claimed to have seen or heard more messages than usual increased from 6.9% during the baseline survey to 9.9% during the 2<sup>nd</sup> survey which is consistent with the “Click It or Ticket” campaign goals.

**TABLE 3.12: FREQUENCY OF SEEING/HEARING MEDIA MESSAGES PERTAINING TO SEAT BELT USE - 2016**

		FEWER THAN USUAL	ABOUT THE SAME	MORE THAN USUAL	TOTAL	AVERAGE
ALL RESPONDENTS		4.7%	87.1%	8.2%	2,535	2.035
SURVEY	SURVEY 1	5.6%	87.5%	6.9%	568	2.012
	SURVEY 2	4.6%	85.6%	9.9%	679	2.053
	SURVEY 3	4.2%	87.3%	8.5%	639	2.042
	SURVEY 4	4.5%	88.3%	7.2%	649	2.028
OSP DISTRICT	DISTRICT 1	5.5%	85.0%	9.5%	273	2.040
	DISTRICT 2	4.9%	90.1%	4.9%	283	2.000
	DISTRICT 3	4.7%	85.2%	10.1%	257	2.054
	DISTRICT 4	3.6%	86.8%	9.6%	302	2.060
	DISTRICT 5	2.6%	90.0%	7.4%	269	2.048
	DISTRICT 6	2.3%	87.8%	9.9%	263	2.076
	DISTRICT 7	7.1%	83.7%	9.2%	294	2.020
	DISTRICT 8	5.5%	87.7%	6.8%	293	2.014
	DISTRICT 9	5.6%	88.0%	6.3%	301	2.007
AGE	25 AND YOUNGER	6.1%	81.1%	12.9%	132	2.068
	26 - 35 YEARS OLD	6.4%	86.7%	6.9%	173	2.006
	36 - 45 YEARS OLD	3.7%	85.9%	10.4%	241	2.066
	46 - 55 YEARS OLD	5.3%	85.3%	9.4%	587	2.041
	56 - 65 YEARS OLD	3.6%	88.9%	7.5%	901	2.040
	66 AND OLDER	5.6%	88.4%	6.0%	501	2.004
SEX	MALE	4.1%	88.4%	7.5%	1,091	2.034
	FEMALE	5.1%	86.2%	8.7%	1,444	2.035
RACE	CAUCASIAN	4.6%	87.5%	7.9%	2,315	2.034
	AFRICAN AMERICAN	3.8%	86.9%	9.2%	130	2.054
	OTHER	5.2%	81.8%	13.0%	77	2.078
MARITAL STATUS	SINGLE	5.2%	84.7%	10.1%	366	2.049
	MARRIED	4.3%	88.4%	7.3%	1,800	2.031
	OTHER	6.3%	83.2%	10.5%	363	2.041
RESIDENTIAL LOCATION	URBAN	5.6%	85.7%	8.7%	356	2.031
	SUBURBAN	4.6%	86.1%	9.3%	1,011	2.046
	RURAL	4.5%	88.5%	7.0%	1,164	2.026
DRIVING AREA	URBAN	5.4%	85.5%	9.1%	744	2.038
	SUBURBAN	5.0%	86.6%	8.4%	835	2.034
	RURAL	3.9%	88.9%	7.3%	951	2.034
VEHICLE TYPE	AUTOMOBILE	4.9%	87.2%	7.9%	1,268	2.030
	VAN/MINI VAN	2.0%	87.9%	10.2%	256	2.082
	PICKUP TRUCK	5.2%	87.6%	7.2%	348	2.020
	SUV	5.2%	86.8%	7.9%	630	2.027
	OTHER	3.2%	83.9%	12.9%	31	2.097

### SLOGANS ENCOURAGING SEAT BELT USE

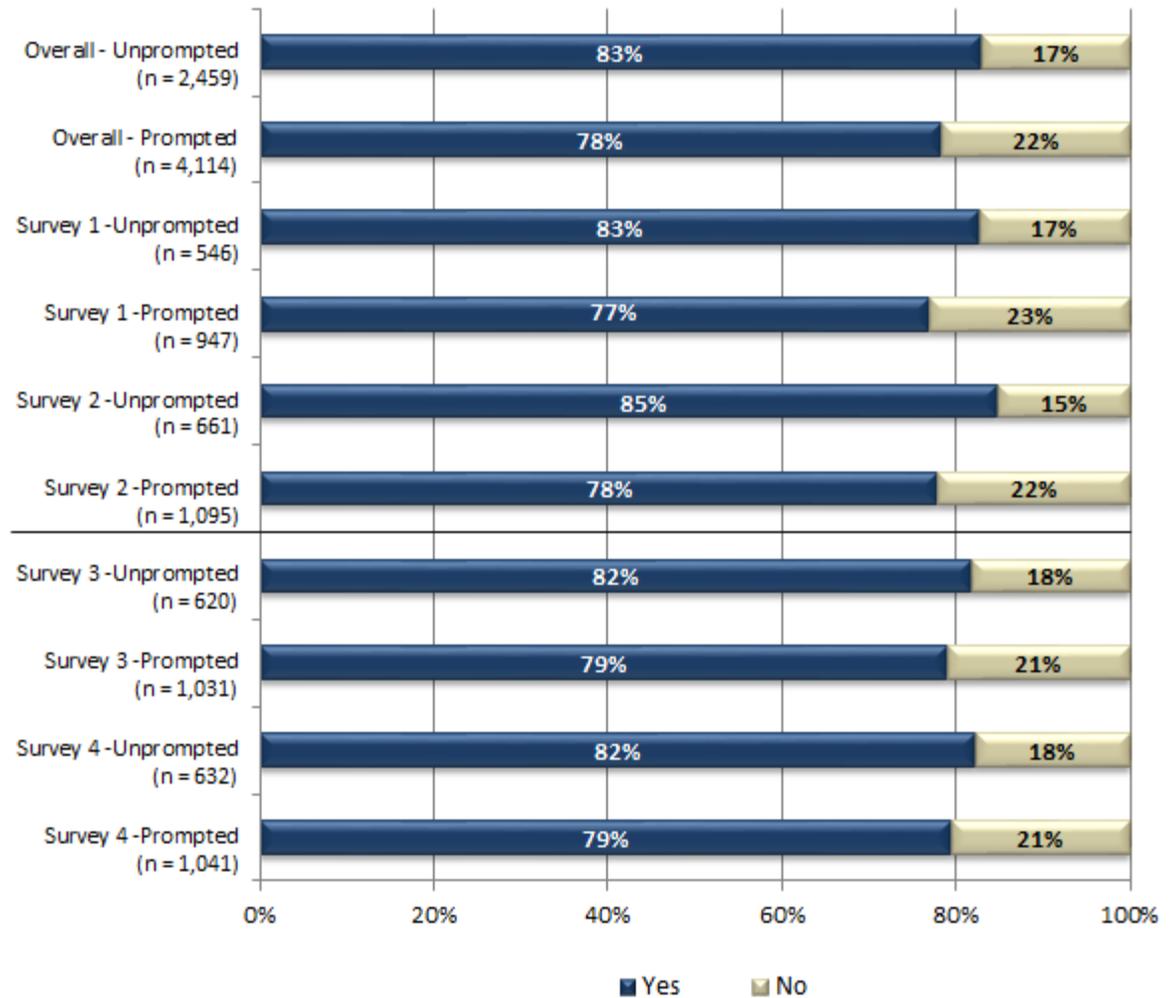
In 2016, 61.5% of respondents reported having seen and/or heard media campaign slogans encouraging seat belt use in the 30 days prior to the survey (Table 3.13). Positive responses to this question in the 2<sup>nd</sup> survey were higher than in the others. For example, reported exposure to campaign messages and slogans encouraging seat belt use increased from 52.8% during the baseline survey to 59.3% during the 2<sup>nd</sup> survey.

**TABLE 3.13: SAW/HEARD SLOGAN(S) IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS - 2016**

		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		32.5%	6.0%	4.5%	57.0%	4,135	2.859
SURVEY	SURVEY 1	31.6%	8.8%	6.8%	52.8%	956	2.809
	SURVEY 2	32.9%	5.0%	2.7%	59.3%	1,096	2.884
	SURVEY 3	32.4%	5.9%	3.9%	57.9%	1,038	2.873
	SURVEY 4	33.0%	4.8%	4.8%	57.4%	1,045	2.866
OSP DISTRICT	DISTRICT 1	35.5%	5.8%	6.0%	52.8%	468	2.761
	DISTRICT 2	31.0%	5.6%	6.0%	57.4%	448	2.897
	DISTRICT 3	33.7%	4.3%	1.4%	60.6%	416	2.889
	DISTRICT 4	30.7%	4.1%	5.6%	59.6%	463	2.942
	DISTRICT 5	33.8%	7.6%	5.2%	53.4%	459	2.782
	DISTRICT 6	30.1%	5.8%	2.9%	61.2%	412	2.951
	DISTRICT 7	31.8%	6.3%	4.8%	57.1%	475	2.872
	DISTRICT 8	33.3%	6.4%	3.3%	57.1%	487	2.842
	DISTRICT 9	32.5%	8.1%	4.5%	54.8%	507	2.817
AGE	25 AND YOUNGER	21.9%	3.9%	2.8%	71.3%	178	3.236
	26 - 35 YEARS OLD	24.9%	6.3%	2.0%	66.8%	253	3.107
	36 - 45 YEARS OLD	25.6%	5.7%	3.4%	65.2%	351	3.083
	46 - 55 YEARS OLD	31.8%	6.1%	6.2%	55.9%	948	2.863
	56 - 65 YEARS OLD	30.9%	6.3%	4.8%	58.0%	1,435	2.900
	66 AND OLDER	42.1%	6.1%	3.6%	48.2%	970	2.580
SEX	MALE	28.8%	4.8%	4.7%	61.7%	1,650	2.993
	FEMALE	35.0%	6.9%	4.3%	53.8%	2,485	2.770
RACE	CAUCASIAN	32.0%	6.2%	4.6%	57.2%	3,753	2.871
	AFRICAN AMERICAN	39.1%	5.1%	4.3%	51.5%	235	2.681
	OTHER	37.2%	3.9%	0.8%	58.1%	129	2.798
MARITAL STATUS	SINGLE	30.6%	4.3%	3.2%	61.9%	562	2.964
	MARRIED	31.1%	6.1%	4.8%	58.0%	2,875	2.897
	OTHER	40.2%	7.4%	4.0%	48.4%	692	2.607
RESIDENTIAL LOCATION	URBAN	33.9%	4.2%	3.8%	58.1%	575	2.861
	SUBURBAN	33.1%	6.1%	4.1%	56.7%	1,669	2.844
	RURAL	31.5%	6.6%	5.0%	56.9%	1,885	2.873
DRIVING AREA	URBAN	33.2%	5.3%	4.4%	57.1%	1,213	2.854
	SUBURBAN	31.6%	6.2%	4.3%	57.9%	1,346	2.885
	RURAL	32.7%	6.5%	4.7%	56.1%	1,567	2.842
VEHICLE TYPE	AUTOMOBILE	33.7%	6.5%	4.9%	54.9%	2,130	2.811
	VAN/MINIVAN	30.8%	5.5%	3.7%	60.0%	402	2.928
	PICKUP TRUCK	29.0%	6.0%	4.7%	60.4%	535	2.964
	SUV	32.4%	5.5%	3.8%	58.2%	1,015	2.879
	OTHER	34.7%	2.0%	4.1%	59.2%	49	2.878

Figure 11 shows of the respondents claiming to have seen or heard a slogan, “unprompted” recall of the “Click It or Ticket” slogan was 82.8%. When the entire sample was “prompted” by an interviewer, 78.2% said they recalled the “Click It or Ticket” slogan. Overall, unprompted recall was highest in OSP Districts 2 and 4, while prompted recall was highest in OSP Districts 2, 4, and 7 (Table 3.14). 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 Tables 3.15 and 3.16.

**FIGURE 11: RECALL OF THE “CLICK IT OR TICKET” SLOGAN - 2016**



**TABLE 3.14: RECALL OF THE “CLICK IT OR TICKET” SLOGAN BY DISTRICT - 2016**

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3		SURVEY 4	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	% YES	% YES	TOTAL YES	% YES	TOTAL YES
<b>DISTRICT 1</b>										
<b>UNPROMPTED</b>	80.8%	211	88.7%	55	81.2%	56	82.0%	50	72.5%	50
<b>PROMPTED</b>	74.2%	342	72.6%	82	76.9%	90	70.3%	78	76.7%	92
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	84.4%	232	79.7%	55	88.4%	61	81.6%	62	88.5%	54
<b>PROMPTED</b>	81.1%	364	83.8%	88	83.2%	94	81.5%	97	75.9%	85
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	82.5%	212	80.6%	50	85.5%	53	79.7%	59	84.7%	50
<b>PROMPTED</b>	77.2%	319	79.2%	84	71.3%	72	80.9%	93	76.9%	70
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	84.0%	241	82.1%	55	87.0%	60	86.6%	58	81.0%	68
<b>PROMPTED</b>	82.5%	381	78.6%	92	78.7%	85	79.6%	90	91.9%	114
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	83.5%	217	86.4%	38	89.0%	65	82.4%	56	77.3%	58
<b>PROMPTED</b>	75.4%	343	71.0%	66	73.1%	95	75.4%	89	81.6%	93
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	83.8%	218	89.1%	49	81.5%	53	82.6%	57	83.1%	59
<b>PROMPTED</b>	76.5%	315	67.0%	61	77.8%	77	76.8%	86	82.7%	91
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	81.5%	229	78.5%	51	84.9%	62	77.1%	54	84.9%	62
<b>PROMPTED</b>	80.9%	382	79.5%	93	82.0%	100	84.3%	91	78.4%	98
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	82.1%	234	83.1%	54	77.7%	73	87.9%	58	81.7%	49
<b>PROMPTED</b>	78.0%	380	80.4%	86	75.5%	120	81.5%	88	76.1%	86
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	82.6%	242	77.2%	44	88.5%	77	75.4%	52	86.3%	69
<b>PROMPTED</b>	78.1%	393	76.5%	75	81.5%	119	79.5%	101	74.2%	98

**TABLE 3.15: SAW/HEARD "CLICK IT OR TICKET" SLOGAN - UNPROMPTED - 2016**

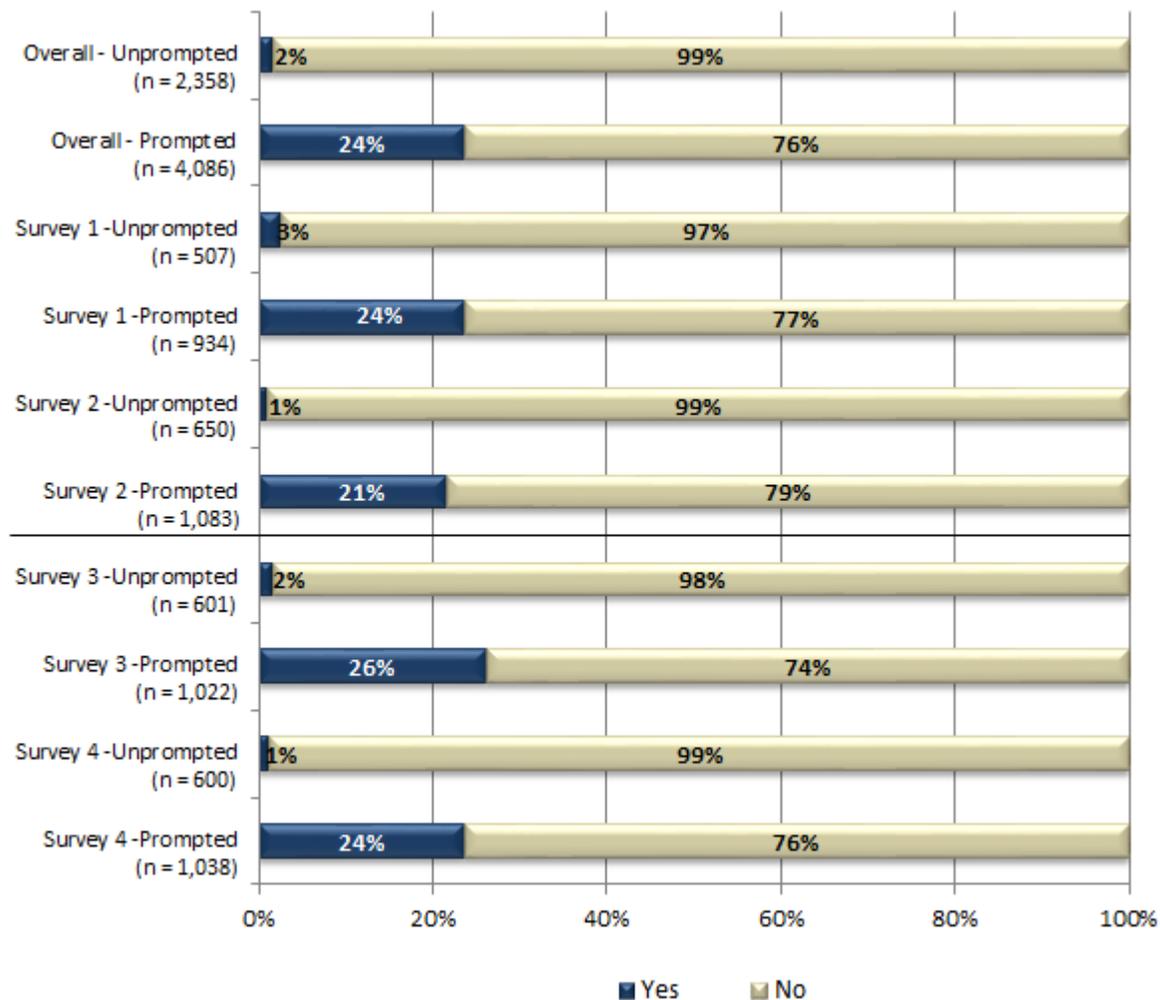
		No	YES	TOTAL
ALL RESPONDENTS		17.2%	82.8%	2,459
SURVEY	SURVEY 1	17.4%	82.6%	546
	SURVEY 2	15.3%	84.7%	661
	SURVEY 3	18.4%	81.6%	620
	SURVEY 4	17.9%	82.1%	632
OSP DISTRICT	DISTRICT 1	19.2%	80.8%	261
	DISTRICT 2	15.6%	84.4%	275
	DISTRICT 3	17.5%	82.5%	257
	DISTRICT 4	16.0%	84.0%	287
	DISTRICT 5	16.5%	83.5%	260
	DISTRICT 6	16.2%	83.8%	260
	DISTRICT 7	18.5%	81.5%	281
	DISTRICT 8	17.9%	82.1%	285
	DISTRICT 9	17.4%	82.6%	293
AGE	25 AND YOUNGER	7.6%	92.4%	131
	26 - 35 YEARS OLD	13.2%	86.8%	174
	36 - 45 YEARS OLD	12.3%	87.7%	235
	46 - 55 YEARS OLD	14.8%	85.2%	566
	56 - 65 YEARS OLD	15.6%	84.4%	871
	66 AND OLDER	29.3%	70.7%	482
SEX	MALE	15.7%	84.3%	1,062
	FEMALE	18.3%	81.7%	1,397
RACE	CAUCASIAN	16.8%	83.2%	2,243
	AFRICAN AMERICAN	24.2%	75.8%	128
	OTHER	16.0%	84.0%	75
MARITAL STATUS	SINGLE	12.9%	87.1%	356
	MARRIED	16.0%	84.0%	1,751
	OTHER	27.7%	72.3%	346
RESIDENTIAL LOCATION	URBAN	22.0%	78.0%	345
	SUBURBAN	16.8%	83.2%	983
	RURAL	16.0%	84.0%	1,128
DRIVING AREA	URBAN	18.2%	81.8%	718
	SUBURBAN	15.5%	84.5%	815
	RURAL	17.9%	82.1%	921
VEHICLE TYPE	AUTOMOBILE	17.7%	82.3%	1,221
	VAN/MINIVAN	14.5%	85.5%	248
	PICKUP TRUCK	18.9%	81.1%	338
	SUV	16.3%	83.7%	621
	OTHER	20.7%	79.3%	29

**TABLE 3.16: SAW/HEARD "CLICK IT OR TICKET" SLOGAN - PROMPTED - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		21.8%	78.2%	4,114
SURVEY	SURVEY 1	23.2%	76.8%	947
	SURVEY 2	22.2%	77.8%	1,095
	SURVEY 3	21.1%	78.9%	1,031
	SURVEY 4	20.6%	79.4%	1,041
OSP DISTRICT	DISTRICT 1	25.8%	74.2%	461
	DISTRICT 2	18.9%	81.1%	449
	DISTRICT 3	22.8%	77.2%	413
	DISTRICT 4	17.5%	82.5%	462
	DISTRICT 5	24.6%	75.4%	455
	DISTRICT 6	23.5%	76.5%	412
	DISTRICT 7	19.1%	80.9%	472
	DISTRICT 8	22.0%	78.0%	487
	DISTRICT 9	21.9%	78.1%	503
AGE	25 AND YOUNGER	17.9%	82.1%	179
	26 - 35 YEARS OLD	18.9%	81.1%	254
	36 - 45 YEARS OLD	17.8%	82.2%	349
	46 - 55 YEARS OLD	21.1%	78.9%	941
	56 - 65 YEARS OLD	19.9%	80.1%	1,424
	66 AND OLDER	27.9%	72.1%	967
SEX	MALE	17.9%	82.1%	1,644
	FEMALE	24.3%	75.7%	2,470
RACE	CAUCASIAN	21.0%	79.0%	3,735
	AFRICAN AMERICAN	32.9%	67.1%	234
	OTHER	22.7%	77.3%	128
MARITAL STATUS	SINGLE	20.7%	79.3%	561
	MARRIED	20.4%	79.6%	2,854
	OTHER	28.3%	71.7%	693
RESIDENTIAL LOCATION	URBAN	24.2%	75.8%	574
	SUBURBAN	22.1%	77.9%	1,659
	RURAL	20.8%	79.2%	1,875
DRIVING AREA	URBAN	20.6%	79.4%	1,216
	SUBURBAN	22.7%	77.3%	1,338
	RURAL	21.8%	78.2%	1,551
VEHICLE TYPE	AUTOMOBILE	23.3%	76.7%	2,116
	VAN/MINI VAN	17.2%	82.8%	401
	PICKUP TRUCK	19.7%	80.3%	534
	SUV	21.8%	78.2%	1,010
	OTHER	16.3%	83.7%	49

Very few respondents who said they had seen or heard a slogan could remember the “*What’s Holding You Back*” slogan without prompting (Figure 12). However, when the entire 2016 sample was prompted, 24.0% of respondents said they recalled the slogan. Table 3.17 shows that unprompted recall of the “*What’s Holding You Back*” slogan was relatively small for each OSP District. In contrast, the number of respondents who recalled the slogan when prompted was considerably higher. 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 Tables 3.18 and 3.19.

**FIGURE 12: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN – 2016**



**TABLE 3.17: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN BY DISTRICT – 2016**

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3		SURVEY 4	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	% YES	% YES	TOTAL YES	% YES	TOTAL YES
<b>DISTRICT 1</b>										
<b>UNPROMPTED</b>	2.4%	6	6.9%	4	1.4%	1	1.8%	1	0.0%	0
<b>PROMPTED</b>	20.9%	97	22.6%	26	23.3%	27	16.2%	18	21.3%	26
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	0.8%	2	3.2%	2	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	26.1%	115	20.6%	21	28.6%	32	31.9%	37	22.5%	25
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	1.2%	3	1.7%	1	0.0%	0	2.7%	2	0.0%	0
<b>PROMPTED</b>	21.4%	89	23.1%	25	19.4%	20	23.5%	27	18.9%	17
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	0.7%	2	0.0%	0	1.5%	1	0.0%	0	1.2%	1
<b>PROMPTED</b>	21.7%	100	24.4%	29	12.4%	13	28.6%	32	21.0%	26
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	1.2%	3	0.0%	0	0.0%	0	3.1%	2	1.4%	1
<b>PROMPTED</b>	25.2%	115	20.2%	19	22.5%	29	30.3%	36	27.0%	31
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	2.4%	6	2.0%	1	1.6%	1	1.5%	1	4.3%	3
<b>PROMPTED</b>	31.9%	128	35.6%	31	27.4%	26	32.7%	36	32.1%	35
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	14.8%	69	13.8%	16	12.3%	15	16.2%	17	17.1%	21
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	4.3%	12	4.9%	3	3.2%	3	6.2%	4	3.4%	2
<b>PROMPTED</b>	31.1%	150	31.1%	33	27.6%	43	34.3%	37	33.0%	37
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	0.7%	2	3.8%	2	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	20.4%	102	22.9%	22	18.6%	27	20.6%	26	20.5%	27

**TABLE 3.18: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN – UNPROMPTED - 2016**

		NO	YES	TOTAL
ALL RESPONDENTS		98.5%	1.5%	2,358
SURVEY	SURVEY 1	97.4%	2.6%	507
	SURVEY 2	99.1%	0.9%	650
	SURVEY 3	98.3%	1.7%	601
	SURVEY 4	98.8%	1.2%	600
OSP DISTRICT	DISTRICT 1	97.6%	2.4%	249
	DISTRICT 2	99.2%	0.8%	257
	DISTRICT 3	98.8%	1.2%	252
	DISTRICT 4	99.3%	0.7%	276
	DISTRICT 5	98.8%	1.2%	245
	DISTRICT 6	97.6%	2.4%	252
	DISTRICT 7	100.0%	0.0%	271
	DISTRICT 8	95.7%	4.3%	278
	DISTRICT 9	99.3%	0.7%	278
AGE	25 AND YOUNGER	98.4%	1.6%	127
	26 - 35 YEARS OLD	98.8%	1.2%	169
	36 - 45 YEARS OLD	97.4%	2.6%	229
	46 - 55 YEARS OLD	98.5%	1.5%	531
	56 - 65 YEARS OLD	98.3%	1.7%	834
	66 AND OLDER	99.1%	0.9%	468
SEX	MALE	98.0%	2.0%	1,019
	FEMALE	98.8%	1.2%	1,339
RACE	CAUCASIAN	98.6%	1.4%	2,150
	AFRICAN AMERICAN	99.2%	0.8%	121
	OTHER	98.7%	1.3%	75
MARITAL STATUS	SINGLE	98.0%	2.0%	348
	MARRIED	98.6%	1.4%	1,670
	OTHER	98.8%	1.2%	335
RESIDENTIAL LOCATION	URBAN	98.2%	1.8%	334
	SUBURBAN	98.1%	1.9%	948
	RURAL	98.9%	1.1%	1,073
DRIVING AREA	URBAN	98.6%	1.4%	694
	SUBURBAN	98.1%	1.9%	780
	RURAL	98.9%	1.1%	879
VEHICLE TYPE	AUTOMOBILE	98.3%	1.7%	1,172
	VAN/MINIVAN	97.9%	2.1%	241
	PICKUP TRUCK	98.8%	1.2%	323
	SUV	98.8%	1.2%	591
	OTHER	100.0%	0.0%	29

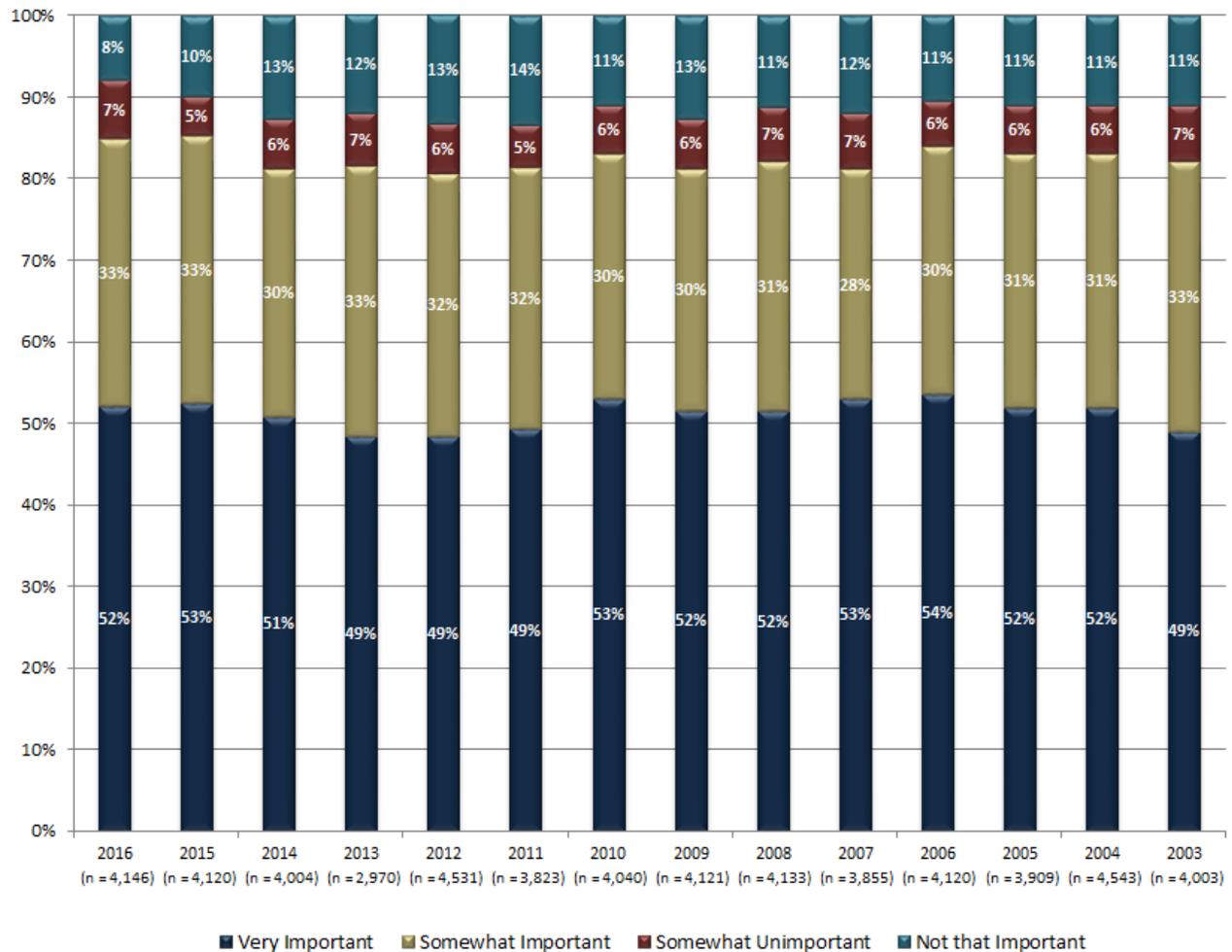
**TABLE 3.19: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN – PROMPTED - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		76.4%	23.6%	4,086
SURVEY	SURVEY 1	76.5%	23.5%	943
	SURVEY 2	78.6%	21.4%	1,083
	SURVEY 3	74.0%	26.0%	1,022
	SURVEY 4	76.4%	23.6%	1,038
OSP DISTRICT	DISTRICT 1	79.1%	20.9%	464
	DISTRICT 2	73.9%	26.1%	441
	DISTRICT 3	78.6%	21.4%	416
	DISTRICT 4	78.3%	21.7%	460
	DISTRICT 5	74.8%	25.2%	457
	DISTRICT 6	68.1%	31.9%	401
	DISTRICT 7	85.2%	14.8%	466
	DISTRICT 8	68.9%	31.1%	482
	DISTRICT 9	79.6%	20.4%	499
AGE	25 AND YOUNGER	68.9%	31.1%	177
	26 - 35 YEARS OLD	73.8%	26.2%	252
	36 - 45 YEARS OLD	72.8%	27.2%	345
	46 - 55 YEARS OLD	73.9%	26.1%	931
	56 - 65 YEARS OLD	76.2%	23.8%	1,417
	66 AND OLDER	82.4%	17.6%	964
SEX	MALE	71.0%	29.0%	1,630
	FEMALE	80.0%	20.0%	2,456
RACE	CAUCASIAN	75.8%	24.2%	3,710
	AFRICAN AMERICAN	85.0%	15.0%	233
	OTHER	77.0%	23.0%	126
MARITAL STATUS	SINGLE	74.5%	25.5%	557
	MARRIED	75.5%	24.5%	2,836
	OTHER	81.7%	18.3%	687
RESIDENTIAL LOCATION	URBAN	78.6%	21.4%	565
	SUBURBAN	77.3%	22.7%	1,650
	RURAL	75.0%	25.0%	1,866
DRIVING AREA	URBAN	77.3%	22.7%	1,197
	SUBURBAN	77.0%	23.0%	1,332
	RURAL	75.3%	24.7%	1,548
VEHICLE TYPE	AUTOMOBILE	77.4%	22.6%	2,106
	VAN/MINIVAN	71.4%	28.6%	398
	PICKUP TRUCK	75.8%	24.2%	529
	SUV	77.0%	23.0%	1,000
	OTHER	65.3%	34.7%	49

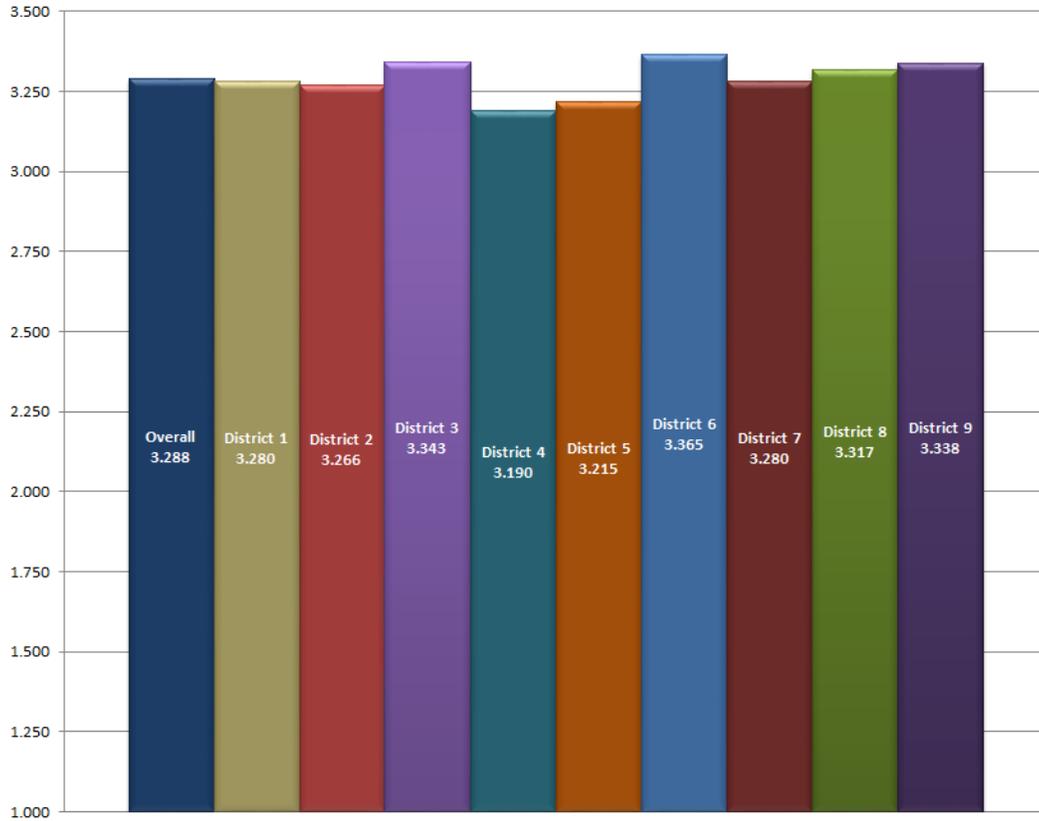
### IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS

The majority of respondents over the past thirteen years as well as those from the 2016 sample said that strict enforcement of seat belt laws for adults was “very” or “somewhat” important (Figure 13). Also, as in previous years, the vast majority of respondents (92.0%) 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 Tables 3.21 and 3.22.

**FIGURE 13: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS 2003 – 2016**



**FIGURE 13A: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2016 [MEAN SCORE]**



**TABLE 3.20: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.281</b>	<b>3.322</b>	<b>3.272</b>	<b>3.273</b>	<b>4,146</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.209	3.325	3.177	3.398	471
	<b>DISTRICT 2</b>	3.295	3.375	3.202	3.196	448
	<b>DISTRICT 3</b>	3.398	3.495	3.209	3.275	417
	<b>DISTRICT 4</b>	3.185	3.280	3.336	2.984	463
	<b>DISTRICT 5</b>	3.316	3.115	3.258	3.200	460
	<b>DISTRICT 6</b>	3.326	3.370	3.357	3.400	414
	<b>DISTRICT 7</b>	3.294	3.285	3.245	3.294	478
	<b>DISTRICT 8</b>	3.248	3.371	3.213	3.407	489
	<b>DISTRICT 9</b>	3.280	3.317	3.430	3.316	506

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

**TABLE 3.21: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS - 2016**

		NOT THAT IMPORTANT	SOMEWHAT UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	AVERAGE
ALL RESPONDENTS		7.9%	7.4%	32.6%	52.1%	4,146	3.288
SURVEY	SURVEY 1	6.8%	8.9%	33.8%	50.5%	962	3.281
	SURVEY 2	7.7%	5.7%	33.1%	53.4%	1,099	3.322
	SURVEY 3	7.9%	8.4%	32.4%	51.3%	1,038	3.272
	SURVEY 4	9.3%	6.9%	31.1%	52.7%	1,047	3.273
OSP DISTRICT	DISTRICT 1	8.7%	7.9%	30.1%	53.3%	471	3.280
	DISTRICT 2	8.7%	6.0%	35.3%	50.0%	448	3.266
	DISTRICT 3	7.7%	6.2%	30.2%	55.9%	417	3.343
	DISTRICT 4	10.2%	8.4%	33.7%	47.7%	463	3.190
	DISTRICT 5	7.8%	10.2%	34.6%	47.4%	460	3.215
	DISTRICT 6	5.3%	7.0%	33.6%	54.1%	414	3.365
	DISTRICT 7	8.6%	7.7%	30.8%	52.9%	478	3.280
	DISTRICT 8	5.7%	9.0%	33.1%	52.1%	489	3.317
	DISTRICT 9	8.5%	4.3%	32.0%	55.1%	506	3.338
AGE	25 AND YOUNGER	8.9%	6.1%	40.2%	44.7%	179	3.207
	26 - 35 YEARS OLD	11.8%	7.9%	33.1%	47.2%	254	3.157
	36 - 45 YEARS OLD	11.9%	9.6%	28.9%	49.6%	353	3.161
	46 - 55 YEARS OLD	8.3%	9.8%	34.0%	47.9%	950	3.215
	56 - 65 YEARS OLD	8.2%	7.2%	33.0%	51.5%	1,438	3.279
	66 AND OLDER	4.5%	4.7%	30.3%	60.4%	972	3.466
SEX	MALE	12.8%	9.5%	33.9%	43.8%	1,654	3.088
	FEMALE	4.7%	6.1%	31.7%	57.5%	2,492	3.420
RACE	CAUCASIAN	8.3%	7.5%	33.2%	51.0%	3,764	3.269
	AFRICAN AMERICAN	3.0%	7.2%	22.5%	67.4%	236	3.542
	OTHER	7.0%	1.6%	34.4%	57.0%	128	3.414
MARITAL STATUS	SINGLE	11.4%	6.6%	33.7%	48.3%	563	3.190
	MARRIED	7.6%	7.6%	33.0%	51.8%	2,883	3.291
	OTHER	6.8%	7.5%	29.8%	55.9%	694	3.349
RESIDENTIAL LOCATION	URBAN	8.3%	7.3%	29.2%	55.2%	576	3.313
	SUBURBAN	6.5%	7.2%	32.1%	54.2%	1,675	3.340
	RURAL	9.1%	7.7%	34.1%	49.1%	1,889	3.233
DRIVING AREA	URBAN	7.5%	6.6%	30.0%	55.9%	1,221	3.343
	SUBURBAN	6.3%	7.4%	33.5%	52.8%	1,350	3.328
	RURAL	9.6%	8.2%	33.9%	48.3%	1,566	3.208
VEHICLE TYPE	AUTOMOBILE	6.7%	7.3%	32.3%	53.7%	2,133	3.331
	VAN/MINIVAN	7.2%	8.4%	32.3%	52.1%	405	3.294
	PICKUP TRUCK	13.0%	8.0%	36.1%	42.8%	537	3.088
	SUV	7.4%	7.1%	31.6%	53.9%	1,018	3.321
	OTHER	26.5%	6.1%	28.6%	38.8%	49	2.796

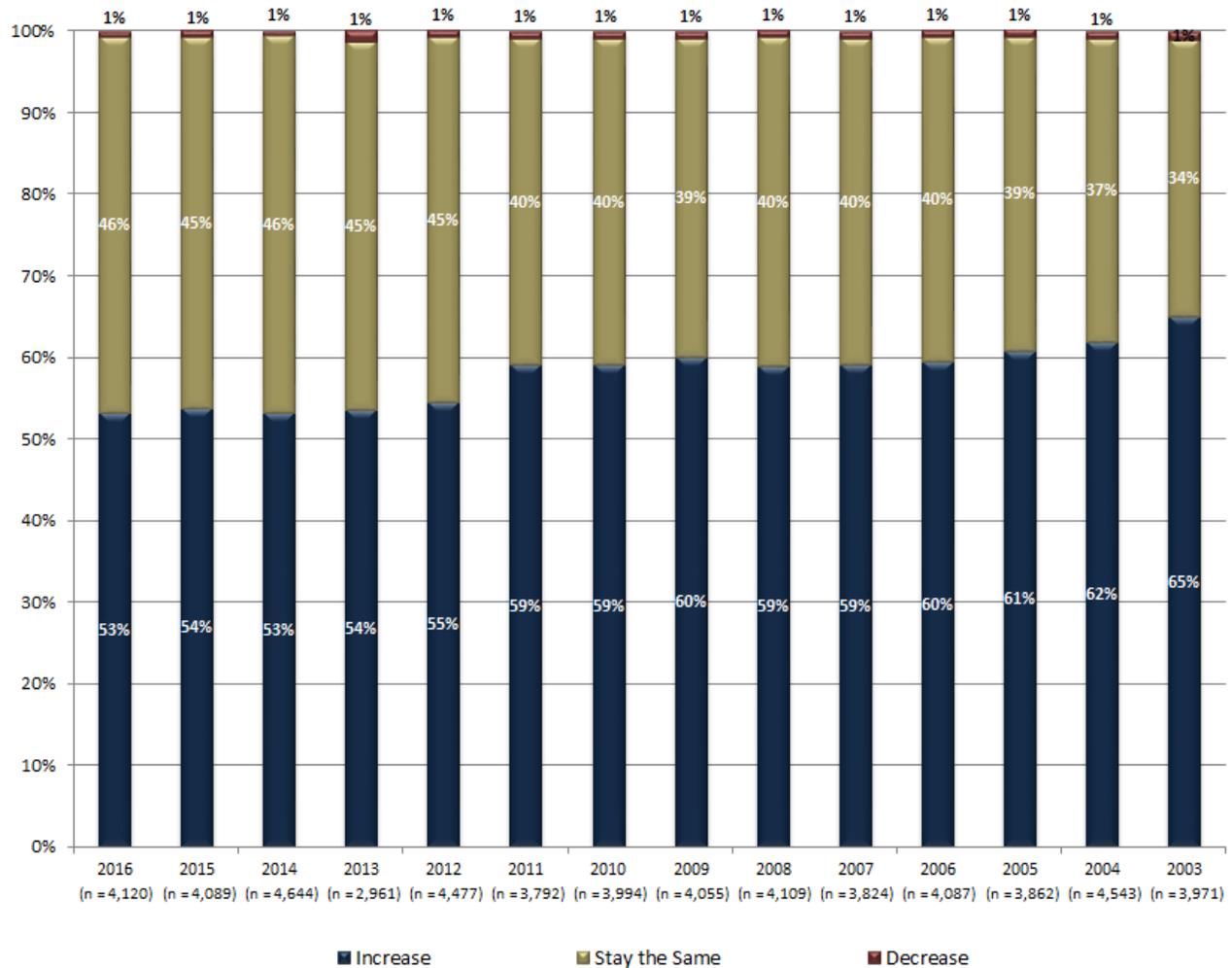
**TABLE 3.22: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR CHILDREN/MINORS - 2016**

		NOT THAT IMPORTANT	SOMEWHAT UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	AVERAGE
ALL RESPONDENTS		0.9%	0.8%	6.2%	92.0%	4,151	3.894
SURVEY	SURVEY 1	0.7%	0.9%	6.0%	92.3%	961	3.899
	SURVEY 2	1.0%	0.7%	6.6%	91.7%	1,104	3.889
	SURVEY 3	1.2%	0.8%	5.7%	92.4%	1,040	3.893
	SURVEY 4	0.8%	0.9%	6.6%	91.8%	1,046	3.894
OSP DISTRICT	DISTRICT 1	0.9%	0.4%	6.8%	91.9%	470	3.898
	DISTRICT 2	0.4%	0.2%	6.0%	93.3%	448	3.922
	DISTRICT 3	0.7%	1.4%	6.2%	91.6%	418	3.888
	DISTRICT 4	0.4%	0.6%	6.9%	92.0%	464	3.905
	DISTRICT 5	1.7%	0.4%	6.9%	90.9%	462	3.870
	DISTRICT 6	0.0%	0.7%	7.0%	92.3%	414	3.915
	DISTRICT 7	1.3%	1.0%	5.9%	91.8%	477	3.883
	DISTRICT 8	1.0%	1.6%	6.8%	90.6%	488	3.869
	DISTRICT 9	1.6%	0.8%	3.9%	93.7%	510	3.898
AGE	25 AND YOUNGER	0.6%	0.6%	7.3%	91.6%	179	3.899
	26 - 35 YEARS OLD	1.2%	1.6%	4.3%	92.9%	254	3.890
	36 - 45 YEARS OLD	1.4%	0.6%	6.8%	91.2%	353	3.878
	46 - 55 YEARS OLD	0.7%	1.1%	7.9%	90.3%	952	3.878
	56 - 65 YEARS OLD	1.1%	0.4%	6.4%	92.1%	1,437	3.894
	66 AND OLDER	0.6%	1.1%	4.5%	93.8%	976	3.914
SEX	MALE	1.5%	1.0%	9.1%	88.3%	1,655	3.843
	FEMALE	0.5%	0.7%	4.3%	94.5%	2,496	3.927
RACE	CAUCASIAN	0.9%	0.9%	6.3%	91.9%	3,769	3.891
	AFRICAN AMERICAN	0.8%	0.0%	5.9%	93.2%	236	3.915
	OTHER	0.8%	0.0%	2.3%	96.9%	129	3.953
MARITAL STATUS	SINGLE	0.9%	1.1%	7.8%	90.2%	563	3.874
	MARRIED	0.8%	0.8%	6.1%	92.3%	2,887	3.898
	OTHER	1.3%	0.7%	5.5%	92.5%	695	3.892
RESIDENTIAL LOCATION	URBAN	0.7%	0.9%	5.7%	92.7%	575	3.904
	SUBURBAN	0.5%	0.9%	6.0%	92.6%	1,676	3.906
	RURAL	1.3%	0.7%	6.7%	91.3%	1,894	3.879
DRIVING AREA	URBAN	0.7%	0.7%	5.4%	93.1%	1,221	3.909
	SUBURBAN	0.6%	1.0%	6.7%	91.7%	1,349	3.895
	RURAL	1.3%	0.7%	6.5%	91.5%	1,572	3.883
VEHICLE TYPE	AUTOMOBILE	1.0%	0.9%	6.1%	91.9%	2,136	3.890
	VAN/MINIVAN	0.7%	0.5%	6.7%	92.1%	406	3.901
	PICKUP TRUCK	1.5%	1.3%	6.5%	90.7%	537	3.864
	SUV	0.6%	0.5%	5.4%	93.5%	1,019	3.919
	OTHER	0.0%	0.0%	22.4%	77.6%	49	3.776

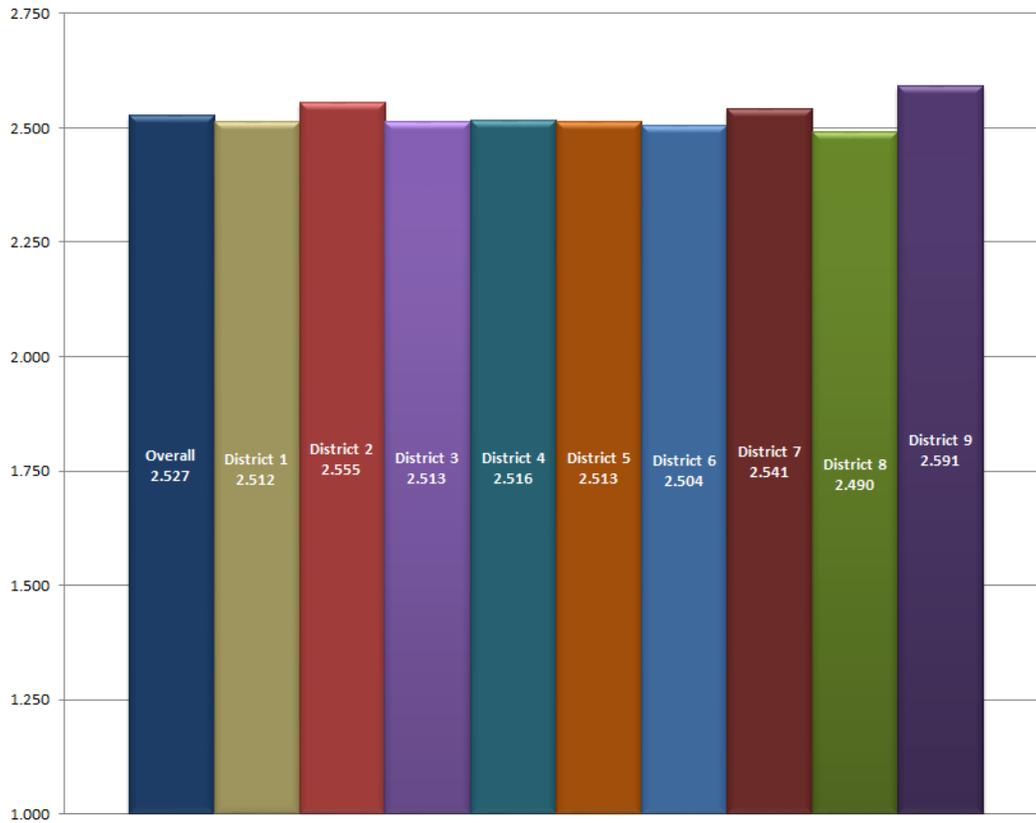
**PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE**

As shown in Figure 14, 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 2016 thought an increase in law enforcement officer visibility would positively impact seat belt use. Characteristics of 2016 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 (Table 3.24). Respondents in *all* OSP Districts feel that increased visibility of law enforcement on roads would increase seat belt use (Figure 14A).

**FIGURE 14: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE 2003 – 2016**



**FIGURE 14A: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE – 2016 [MEAN SCORE]**



**TABLE 3.23: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2,546</b>	<b>2,535</b>	<b>2,509</b>	<b>2,519</b>	<b>4,120</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.522	2.475	2.513	2.538	463
	<b>DISTRICT 2</b>	2.524	2.545	2.556	2.595	445
	<b>DISTRICT 3</b>	2.574	2.544	2.460	2.473	415
	<b>DISTRICT 4</b>	2.580	2.457	2.566	2.460	461
	<b>DISTRICT 5</b>	2.570	2.568	2.400	2.522	460
	<b>DISTRICT 6</b>	2.505	2.566	2.446	2.505	411
	<b>DISTRICT 7</b>	2.534	2.570	2.555	2.508	475
	<b>DISTRICT 8</b>	2.462	2.481	2.514	2.504	484
	<b>DISTRICT 9</b>	2.640	2.604	2.569	2.561	506

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.

**TABLE 3.24: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE - 2016**

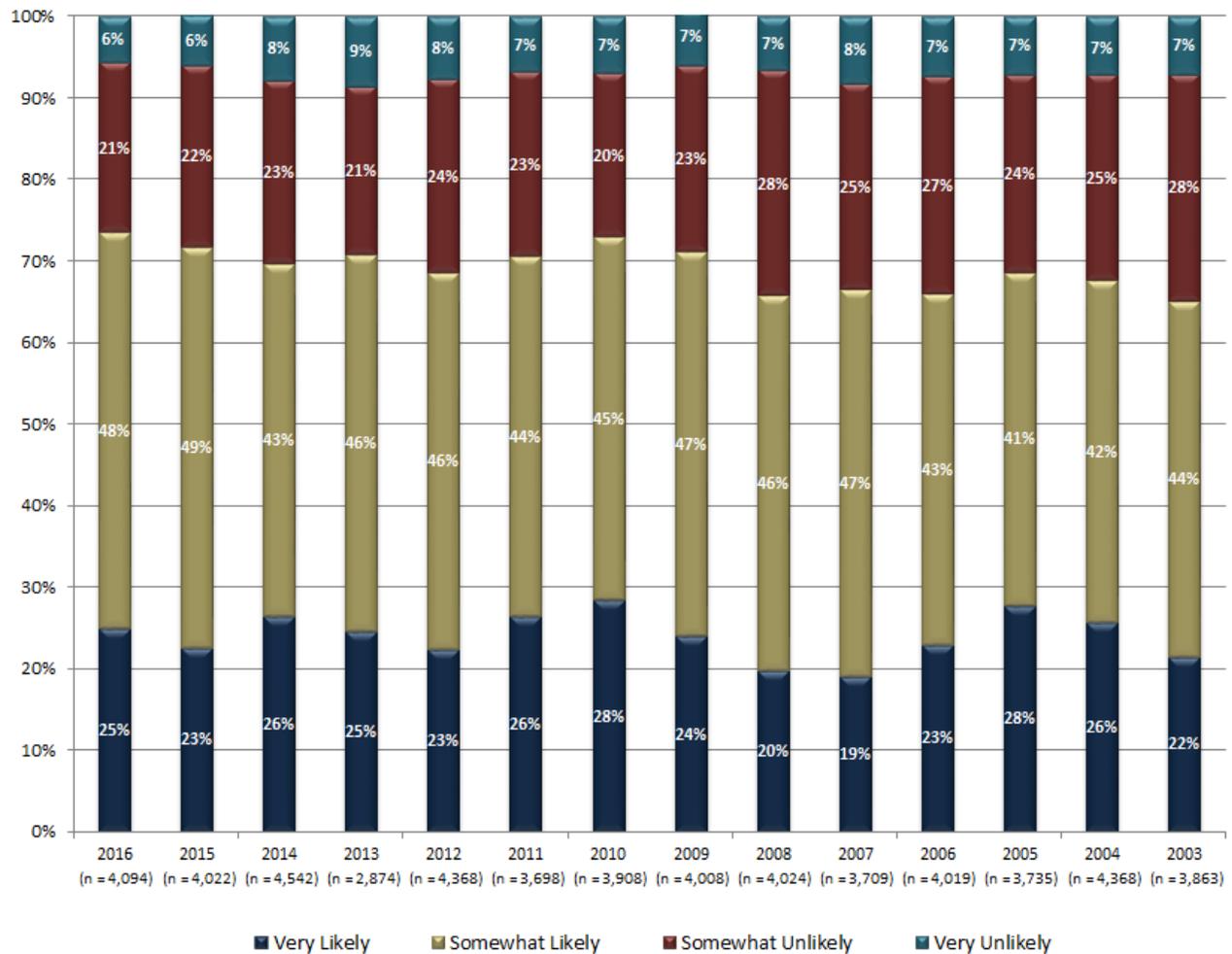
		DECREASE	STAY THE SAME	INCREASE	TOTAL	AVERAGE
ALL RESPONDENTS		0.7%	46.0%	53.3%	4,120	2.527
SURVEY	SURVEY 1	0.8%	43.8%	55.4%	953	2.546
	SURVEY 2	0.5%	45.4%	54.0%	1,092	2.535
	SURVEY 3	0.6%	47.9%	51.5%	1,035	2.509
	SURVEY 4	0.7%	46.7%	52.6%	1,040	2.519
OSP DISTRICT	DISTRICT 1	0.9%	47.1%	52.1%	463	2.512
	DISTRICT 2	1.3%	41.8%	56.9%	445	2.555
	DISTRICT 3	0.7%	47.2%	52.0%	415	2.513
	DISTRICT 4	0.2%	47.9%	51.8%	461	2.516
	DISTRICT 5	0.2%	48.3%	51.5%	460	2.513
	DISTRICT 6	0.2%	49.1%	50.6%	411	2.504
	DISTRICT 7	0.8%	44.2%	54.9%	475	2.541
	DISTRICT 8	0.6%	49.8%	49.6%	484	2.490
	DISTRICT 9	0.8%	39.3%	59.9%	506	2.591
AGE	25 AND YOUNGER	1.1%	41.6%	57.3%	178	2.562
	26 - 35 YEARS OLD	0.4%	46.9%	52.8%	254	2.524
	36 - 45 YEARS OLD	0.6%	51.3%	48.1%	351	2.476
	46 - 55 YEARS OLD	0.3%	46.4%	53.3%	951	2.530
	56 - 65 YEARS OLD	0.6%	46.7%	52.7%	1,427	2.521
	66 AND OLDER	1.1%	43.2%	55.7%	959	2.545
SEX	MALE	0.8%	47.4%	51.9%	1,645	2.511
	FEMALE	0.6%	45.1%	54.3%	2,475	2.538
RACE	CAUCASIAN	0.5%	46.4%	53.1%	3,743	2.526
	AFRICAN AMERICAN	2.2%	43.1%	54.7%	232	2.526
	OTHER	2.4%	38.6%	59.1%	127	2.567
MARITAL STATUS	SINGLE	0.9%	46.8%	52.3%	558	2.514
	MARRIED	0.6%	45.5%	53.9%	2,871	2.534
	OTHER	0.9%	47.3%	51.8%	685	2.509
RESIDENTIAL LOCATION	URBAN	1.6%	46.4%	52.0%	569	2.504
	SUBURBAN	0.4%	47.2%	52.4%	1,664	2.520
	RURAL	0.6%	44.9%	54.4%	1,881	2.538
DRIVING AREA	URBAN	1.1%	49.3%	49.6%	1,209	2.486
	SUBURBAN	0.3%	45.5%	54.2%	1,346	2.539
	RURAL	0.6%	43.9%	55.5%	1,556	2.548
VEHICLE TYPE	AUTOMOBILE	0.6%	45.6%	53.8%	2,115	2.532
	VAN/MINI VAN	0.2%	48.6%	51.1%	403	2.509
	PICKUP TRUCK	1.3%	45.4%	53.3%	537	2.520
	SUV	0.7%	45.3%	54.0%	1,013	2.533
	OTHER	0.0%	60.4%	39.6%	48	2.396

**RESULTS - PART IV: ALCOHOL-IMPAIRED DRIVING**

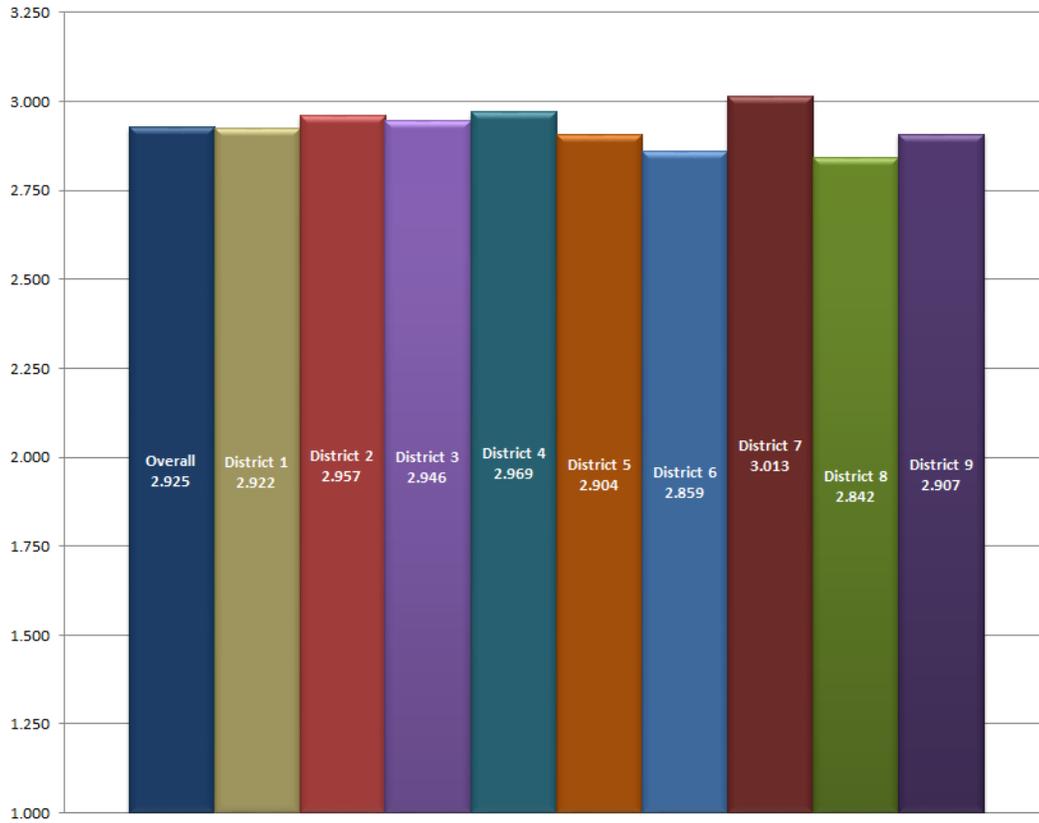
**LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING**

During 2016, 73.3% 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 (Figure 15). Those in OSP Districts 6 and 8 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 (Figure 15A). Table 4.2 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.

**FIGURE 15: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING 2003 – 2016**



**FIGURE 15A: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING – 2016 [MEAN SCORE]**



**TABLE 4.1: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.896</b>	<b>2.886</b>	<b>2.983</b>	<b>2.932</b>	<b>4,094</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.798	2.882	3.018	2.992	464
	<b>DISTRICT 2</b>	2.902	3.018	3.025	2.875	443
	<b>DISTRICT 3</b>	2.944	2.911	2.947	2.989	410
	<b>DISTRICT 4</b>	2.905	3.009	2.973	2.992	459
	<b>DISTRICT 5</b>	2.925	2.823	3.008	2.870	457
	<b>DISTRICT 6</b>	2.868	2.729	2.991	2.833	404
	<b>DISTRICT 7</b>	3.051	2.950	3.091	2.968	472
	<b>DISTRICT 8</b>	2.761	2.837	2.860	2.911	481
	<b>DISTRICT 9</b>	2.900	2.841	2.937	2.955	504

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.

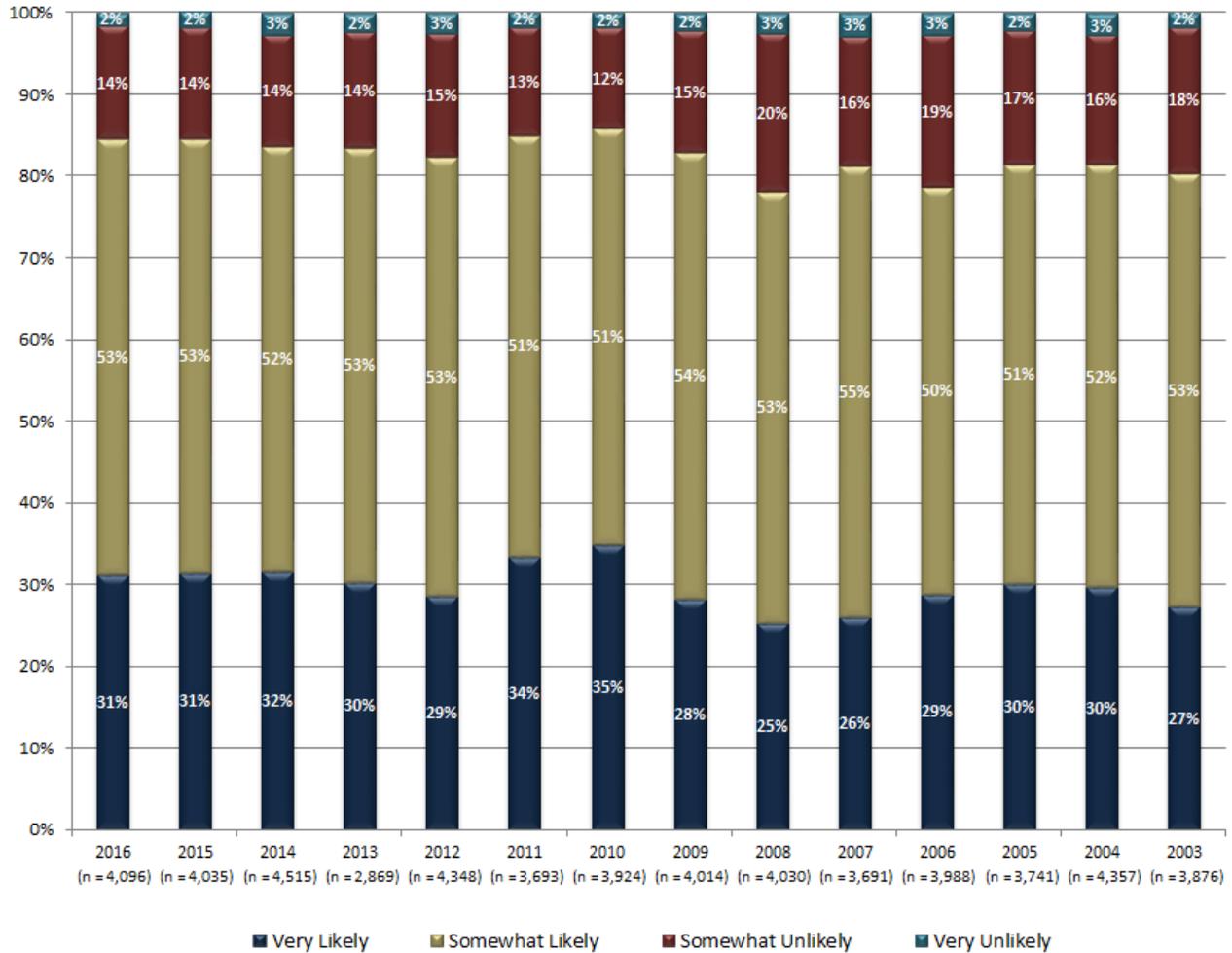
**TABLE 4.2: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING - 2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		5.8%	20.9%	48.3%	25.0%	4,094	2.925
SURVEY	SURVEY 1	7.0%	22.4%	44.7%	25.9%	949	2.896
	SURVEY 2	7.1%	21.2%	47.6%	24.1%	1,083	2.886
	SURVEY 3	3.4%	19.7%	52.1%	24.8%	1,027	2.983
	SURVEY 4	5.8%	20.4%	48.6%	25.2%	1,035	2.932
OSP DISTRICT	DISTRICT 1	4.7%	22.0%	49.6%	23.7%	464	2.922
	DISTRICT 2	4.5%	20.1%	50.6%	24.8%	443	2.957
	DISTRICT 3	5.4%	21.0%	47.3%	26.3%	410	2.946
	DISTRICT 4	4.6%	19.6%	50.1%	25.7%	459	2.969
	DISTRICT 5	7.7%	19.3%	48.1%	24.9%	457	2.904
	DISTRICT 6	5.9%	23.5%	49.3%	21.3%	404	2.859
	DISTRICT 7	4.2%	20.3%	45.3%	30.1%	472	3.013
	DISTRICT 8	7.1%	24.5%	45.5%	22.9%	481	2.842
	DISTRICT 9	7.9%	18.3%	49.0%	24.8%	504	2.907
AGE	25 AND YOUNGER	1.1%	15.6%	43.0%	40.2%	179	3.223
	26 - 35 YEARS OLD	2.4%	17.4%	56.5%	23.7%	253	3.016
	36 - 45 YEARS OLD	8.4%	17.9%	44.1%	29.7%	347	2.951
	46 - 55 YEARS OLD	7.2%	22.5%	49.2%	21.0%	941	2.841
	56 - 65 YEARS OLD	5.4%	21.6%	48.1%	24.9%	1,416	2.924
	66 AND OLDER	5.8%	21.3%	48.0%	24.8%	958	2.919
SEX	MALE	6.7%	24.1%	45.1%	24.1%	1,636	2.867
	FEMALE	5.2%	18.8%	50.4%	25.5%	2,458	2.963
RACE	CAUCASIAN	6.0%	21.6%	48.6%	23.8%	3,721	2.901
	AFRICAN AMERICAN	3.0%	10.4%	44.6%	42.0%	231	3.255
	OTHER	5.6%	18.4%	44.0%	32.0%	125	3.024
MARITAL STATUS	SINGLE	3.6%	17.6%	43.5%	35.3%	556	3.104
	MARRIED	6.6%	22.1%	49.2%	22.2%	2,851	2.870
	OTHER	4.4%	18.8%	48.3%	28.5%	681	3.009
RESIDENTIAL LOCATION	URBAN	6.0%	17.5%	47.5%	29.0%	566	2.995
	SUBURBAN	5.5%	22.2%	49.0%	23.3%	1,651	2.902
	RURAL	6.1%	20.8%	47.9%	25.1%	1,871	2.921
DRIVING AREA	URBAN	6.0%	19.3%	48.4%	26.3%	1,197	2.950
	SUBURBAN	5.0%	23.9%	47.9%	23.1%	1,335	2.892
	RURAL	6.3%	19.6%	48.5%	25.5%	1,554	2.933
VEHICLE TYPE	AUTOMOBILE	5.1%	20.8%	48.0%	26.1%	2,104	2.950
	VAN/MINIVAN	8.3%	19.5%	48.6%	23.6%	399	2.875
	PICKUP TRUCK	6.7%	20.4%	49.6%	23.2%	534	2.893
	SUV	5.8%	21.9%	48.5%	23.9%	1,005	2.904
	OTHER	6.3%	22.9%	43.8%	27.1%	48	2.917

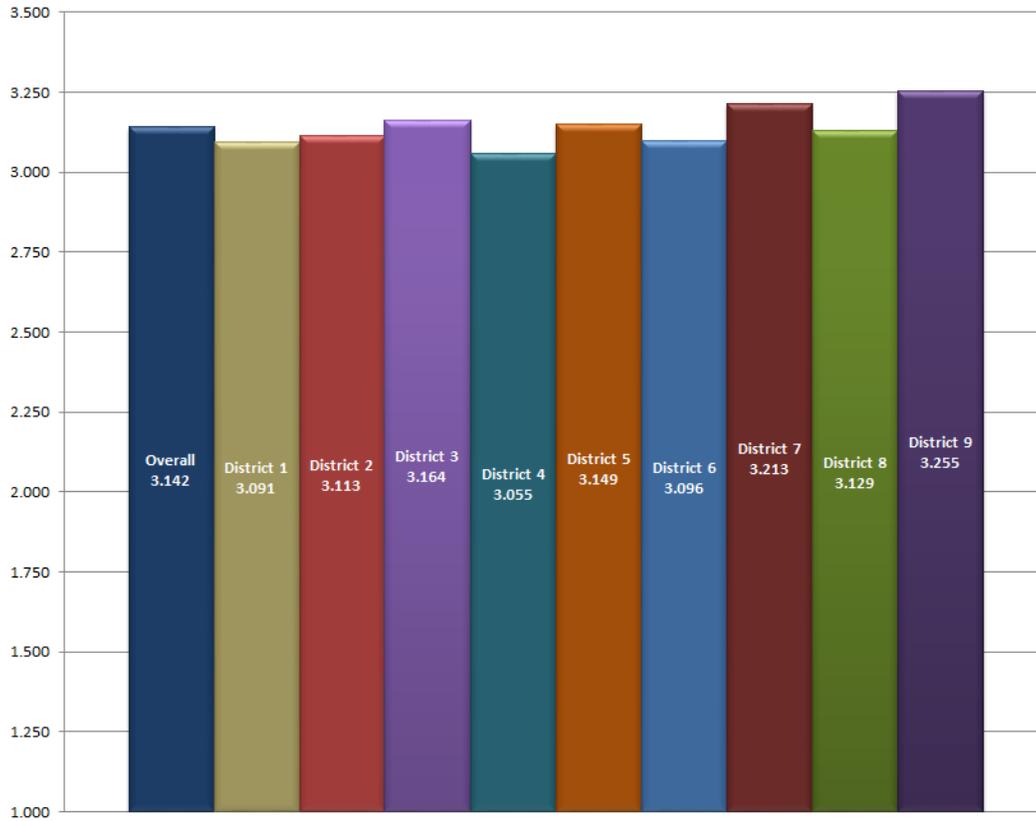
**LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING**

In 2016, the percentage of respondents who said that it would be “very likely” or “somewhat likely” that an individual would be in a crash if they drove after drinking too much to safely drive was the same as in the 2015 survey (Figure 16). As in previous years, very few respondents in 2016 said that it was “very unlikely” that an individual would be in a crash if they drove after drinking. Individuals who were more inclined to find it “very likely” that a driver would be in a crash if they drove after drinking included those 25 years of age and younger, and females (Table 4.4). Additionally, respondents in OSP Districts 7 and 9 were more apt to find it likely that a driver would be in a crash if they drove after drinking (Figure 16A).

**FIGURE 16: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING 2003 – 2016**



**FIGURE 16A: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2016 [MEAN SCORE]**



**TABLE 4.3: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.105</b>	<b>3.139</b>	<b>3.165</b>	<b>3.158</b>	<b>4,096</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.070	3.120	3.099	3.074	464
	<b>DISTRICT 2</b>	3.049	3.126	3.169	3.100	441
	<b>DISTRICT 3</b>	3.187	3.126	3.186	3.154	414
	<b>DISTRICT 4</b>	3.085	3.057	2.973	3.098	458
	<b>DISTRICT 5</b>	3.117	3.070	3.125	3.289	456
	<b>DISTRICT 6</b>	2.978	3.167	3.153	3.075	405
	<b>DISTRICT 7</b>	3.193	3.240	3.291	3.136	475
	<b>DISTRICT 8</b>	3.102	3.083	3.171	3.179	481
	<b>DISTRICT 9</b>	3.141	3.254	3.302	3.295	502

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.

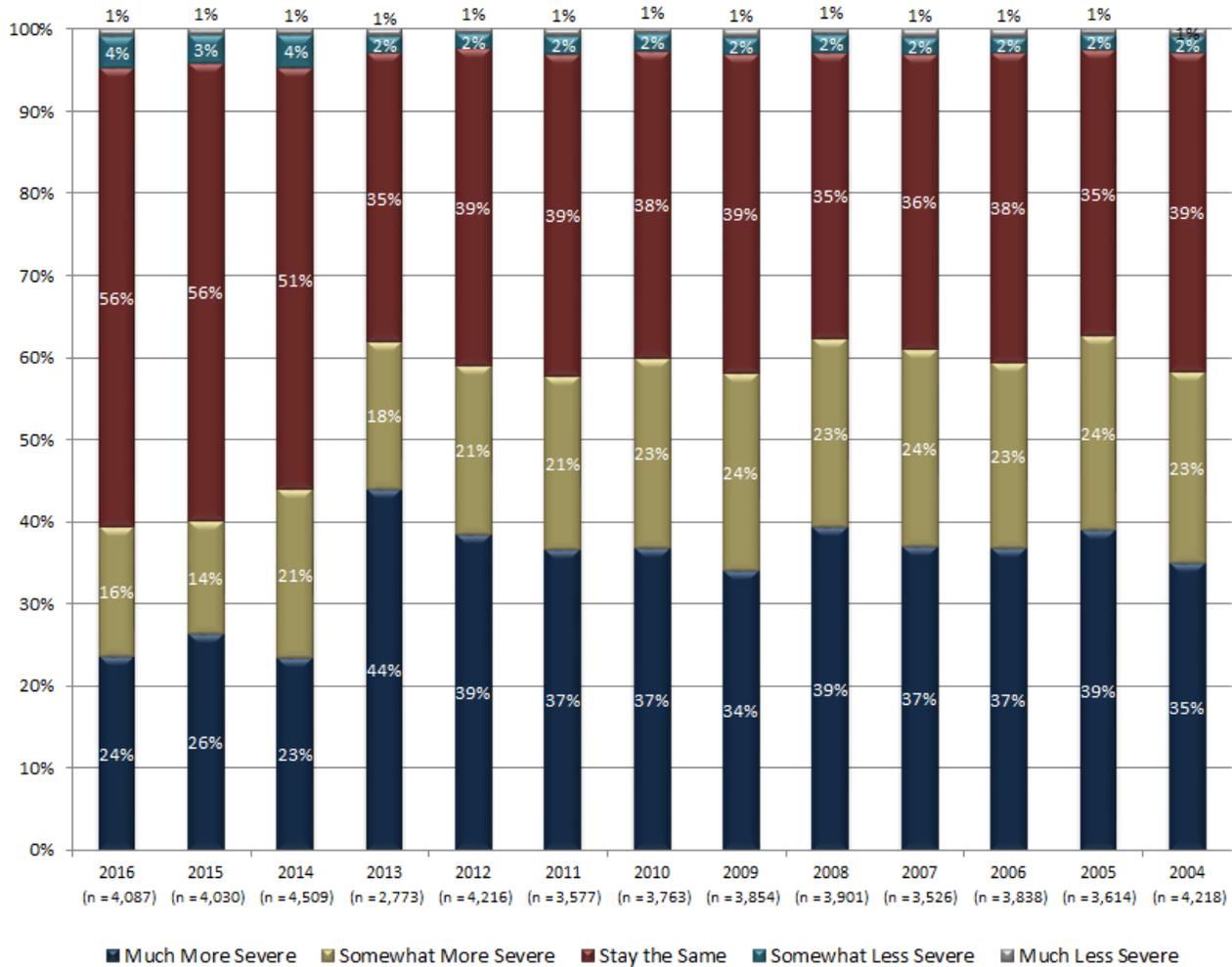
**TABLE 4.4: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING - 2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	14.1%	53.0%	31.3%	4,096	3.142
SURVEY	SURVEY 1	1.9%	17.1%	49.6%	31.4%	952	3.105
	SURVEY 2	1.5%	14.5%	52.6%	31.4%	1,080	3.139
	SURVEY 3	1.1%	12.4%	55.4%	31.1%	1,030	3.165
	SURVEY 4	1.5%	12.7%	54.3%	31.5%	1,034	3.158
OSP DISTRICT	DISTRICT 1	2.2%	15.1%	54.3%	28.4%	464	3.091
	DISTRICT 2	2.0%	12.0%	58.5%	27.4%	441	3.113
	DISTRICT 3	1.0%	11.8%	57.0%	30.2%	414	3.164
	DISTRICT 4	1.7%	17.9%	53.5%	26.9%	458	3.055
	DISTRICT 5	2.0%	14.7%	49.8%	33.6%	456	3.149
	DISTRICT 6	2.0%	16.0%	52.3%	29.6%	405	3.096
	DISTRICT 7	1.1%	11.6%	52.4%	34.9%	475	3.213
	DISTRICT 8	1.2%	16.8%	49.7%	32.2%	481	3.129
	DISTRICT 9	0.4%	11.4%	50.6%	37.6%	502	3.255
AGE	25 AND YOUNGER	1.1%	6.7%	47.8%	44.4%	178	3.354
	26 - 35 YEARS OLD	0.4%	14.2%	48.6%	36.8%	253	3.217
	36 - 45 YEARS OLD	1.1%	15.2%	47.7%	35.9%	348	3.184
	46 - 55 YEARS OLD	1.4%	16.4%	53.4%	28.7%	943	3.095
	56 - 65 YEARS OLD	1.8%	14.6%	54.4%	29.2%	1,415	3.110
	66 AND OLDER	1.7%	12.1%	54.6%	31.6%	959	3.162
SEX	MALE	2.8%	18.1%	53.0%	26.1%	1,632	3.025
	FEMALE	0.6%	11.5%	53.0%	34.8%	2,464	3.220
RACE	CAUCASIAN	1.5%	14.5%	54.3%	29.7%	3,722	3.122
	AFRICAN AMERICAN	0.4%	7.8%	39.6%	52.2%	230	3.435
	OTHER	3.9%	12.6%	40.2%	43.3%	127	3.228
MARITAL STATUS	SINGLE	1.1%	12.9%	49.1%	36.9%	558	3.219
	MARRIED	1.7%	15.0%	54.1%	29.2%	2,851	3.108
	OTHER	0.9%	11.5%	51.7%	36.0%	681	3.228
RESIDENTIAL LOCATION	URBAN	1.0%	14.7%	48.4%	35.8%	572	3.191
	SUBURBAN	1.3%	14.3%	53.8%	30.6%	1,648	3.136
	RURAL	1.8%	13.9%	53.9%	30.5%	1,870	3.132
DRIVING AREA	URBAN	1.1%	12.9%	51.9%	34.1%	1,201	3.191
	SUBURBAN	1.3%	15.0%	53.6%	30.0%	1,337	3.123
	RURAL	1.9%	14.3%	53.5%	30.3%	1,550	3.121
VEHICLE TYPE	AUTOMOBILE	1.2%	13.9%	52.9%	32.0%	2,101	3.157
	VAN/MINIVAN	1.2%	11.1%	55.7%	31.9%	404	3.183
	PICKUP TRUCK	2.4%	16.0%	52.8%	28.8%	532	3.079
	SUV	1.6%	14.7%	52.9%	30.8%	1,007	3.129
	OTHER	4.2%	18.8%	37.5%	39.6%	48	3.125

**ATTITUDES AND OPINIONS CONCERNING PENALTIES FOR DRINKING AND DRIVING**

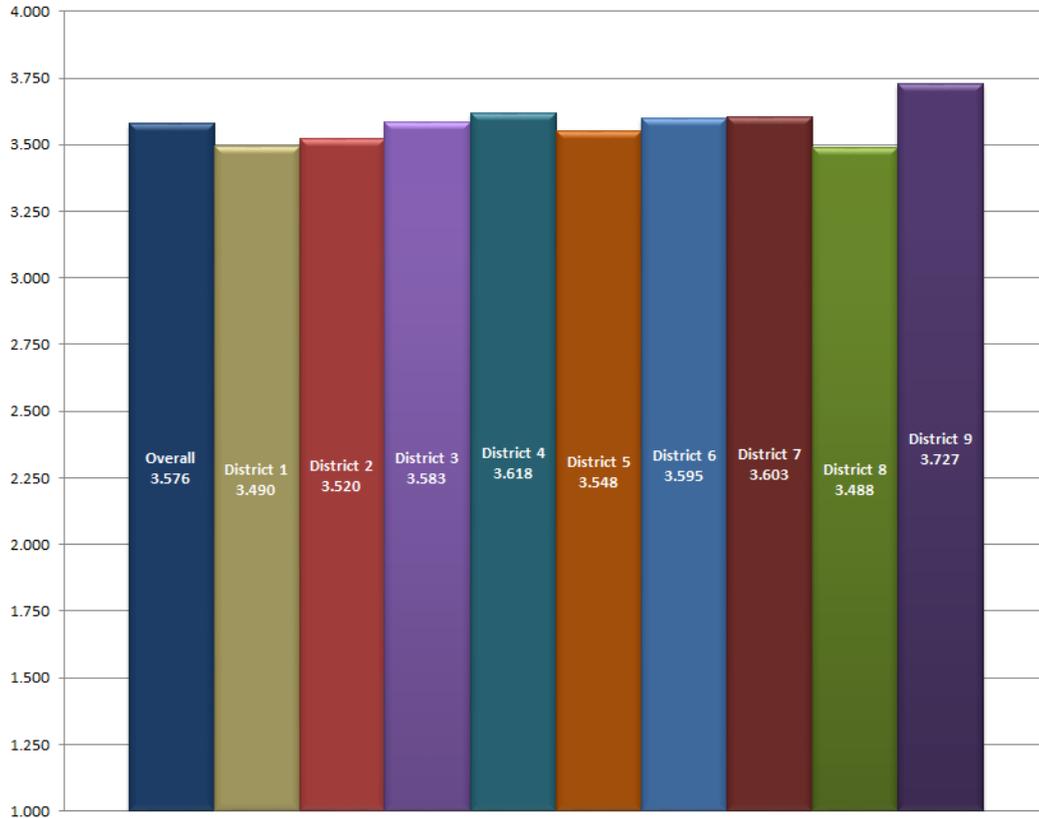
Slightly more than one-fourth (26.3%) of 2016 respondents said they are familiar with the current penalties for OVI convictions in Ohio (Table 4.6). Respondents 25 years of age and younger, males, single respondents, and pickup truck drivers are more likely to be familiar with OVI penalties. The majority (55.9%) of respondents believe the current penalties for OVI convictions should remain the same as they are now while 39.4% said the penalties should be more severe (Figure 17). Respondents who live in OSP Districts 4, 7 and 9 were more apt to say the current penalties for drinking and driving should be more severe (Figure 17A).

**FIGURE 17: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE<sup>2</sup> 2004- 2016**



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

**FIGURE 17A: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE – 2016 [MEAN SCORE]**



**TABLE 4.5: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.579</b>	<b>3.576</b>	<b>3.541</b>	<b>3.608</b>	<b>4,087</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.491	3.470	3.565	3.442	459
	<b>DISTRICT 2</b>	3.490	3.455	3.487	3.651	442
	<b>DISTRICT 3</b>	3.698	3.456	3.548	3.636	412
	<b>DISTRICT 4</b>	3.712	3.642	3.450	3.658	453
	<b>DISTRICT 5</b>	3.415	3.682	3.462	3.595	454
	<b>DISTRICT 6</b>	3.589	3.545	3.598	3.642	410
	<b>DISTRICT 7</b>	3.689	3.636	3.541	3.540	473
	<b>DISTRICT 8</b>	3.393	3.522	3.425	3.589	482
	<b>DISTRICT 9</b>	3.700	3.722	3.762	3.720	502

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.

**TABLE 4.6: FAMILIAR WITH CURRENT PENALTIES FOR OVI CONVICTIONS IN OHIO - 2016**

		No, DEFINITELY	No, PROBABLY	Yes, PROBABLY	Yes, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		57.7%	16.1%	9.6%	16.7%	4,156	1.852
SURVEY	SURVEY 1	47.8%	23.6%	13.0%	15.6%	962	1.964
	SURVEY 2	61.2%	13.1%	8.9%	16.8%	1,106	1.813
	SURVEY 3	62.3%	13.4%	8.6%	15.7%	1,041	1.776
	SURVEY 4	58.5%	15.0%	8.1%	18.4%	1,047	1.865
OSP DISTRICT	DISTRICT 1	57.3%	16.3%	11.0%	15.3%	471	1.843
	DISTRICT 2	51.9%	14.0%	12.0%	22.0%	449	2.042
	DISTRICT 3	60.3%	16.0%	8.9%	14.8%	418	1.782
	DISTRICT 4	55.9%	16.3%	9.9%	17.8%	465	1.897
	DISTRICT 5	57.4%	18.4%	9.1%	15.2%	462	1.820
	DISTRICT 6	58.9%	12.3%	11.8%	16.9%	414	1.867
	DISTRICT 7	57.9%	14.6%	8.6%	18.8%	478	1.883
	DISTRICT 8	57.9%	19.8%	7.4%	14.9%	489	1.793
	DISTRICT 9	61.6%	16.1%	8.0%	14.3%	510	1.751
AGE	25 AND YOUNGER	46.4%	15.6%	17.3%	20.7%	179	2.123
	26 - 35 YEARS OLD	52.4%	13.4%	12.2%	22.0%	254	2.039
	36 - 45 YEARS OLD	57.2%	14.7%	8.5%	19.5%	353	1.904
	46 - 55 YEARS OLD	56.9%	16.1%	9.6%	17.3%	954	1.873
	56 - 65 YEARS OLD	58.4%	17.0%	10.1%	14.5%	1,439	1.807
	66 AND OLDER	61.1%	15.9%	7.0%	16.1%	977	1.780
SEX	MALE	51.4%	16.4%	10.2%	22.0%	1,658	2.028
	FEMALE	61.9%	15.9%	9.2%	13.1%	2,498	1.735
RACE	CAUCASIAN	57.5%	16.2%	9.7%	16.6%	3,773	1.854
	AFRICAN AMERICAN	65.7%	12.7%	6.8%	14.8%	236	1.708
	OTHER	51.2%	16.3%	10.1%	22.5%	129	2.039
MARITAL STATUS	SINGLE	51.7%	14.2%	12.8%	21.3%	563	2.037
	MARRIED	57.8%	17.3%	9.2%	15.7%	2,891	1.828
	OTHER	62.2%	12.2%	8.8%	16.8%	696	1.802
RESIDENTIAL LOCATION	URBAN	59.4%	13.0%	10.1%	17.5%	576	1.858
	SUBURBAN	58.3%	16.6%	8.8%	16.3%	1,678	1.831
	RURAL	56.7%	16.6%	10.1%	16.6%	1,896	1.867
DRIVING AREA	URBAN	58.0%	14.4%	9.2%	18.4%	1,222	1.880
	SUBURBAN	58.2%	17.1%	10.1%	14.6%	1,352	1.811
	RURAL	56.8%	16.6%	9.5%	17.1%	1,573	1.868
VEHICLE TYPE	AUTOMOBILE	57.3%	16.8%	9.4%	16.5%	2,139	1.852
	VAN/MINIVAN	60.1%	17.5%	8.4%	14.0%	406	1.764
	PICKUP TRUCK	52.2%	15.1%	11.2%	21.6%	538	2.020
	SUV	61.4%	14.0%	9.7%	14.9%	1,020	1.781
	OTHER	36.7%	26.5%	10.2%	26.5%	49	2.265

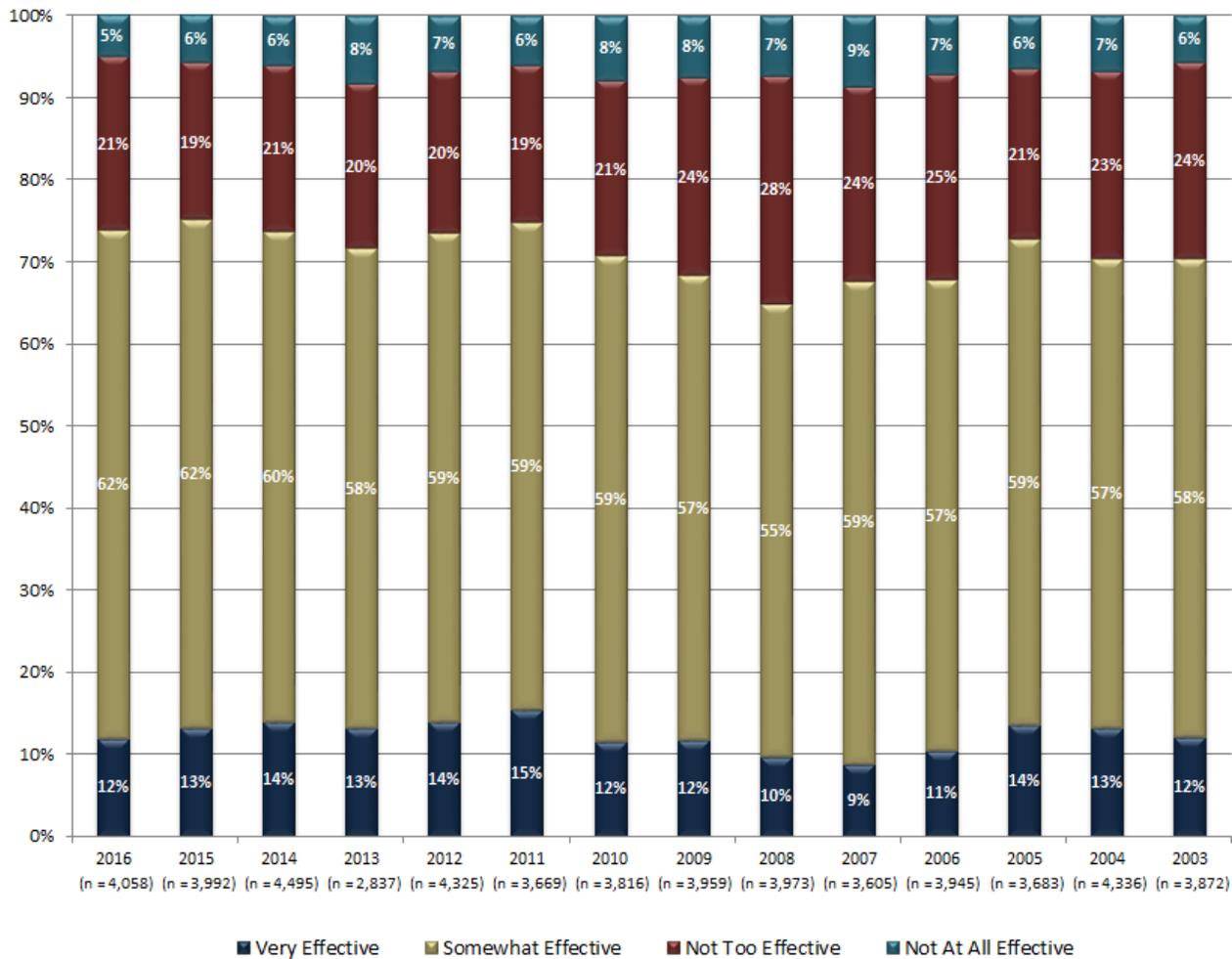
**TABLE 4.7: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE - 2016**

		MUCH LESS SEVERE	SOMEWHAT LESS SEVERE	STAY THE SAME	SOMEWHAT MORE SEVERE	MUCH MORE SEVERE	TOTAL	AVERAGE
ALL RESPONDENTS		0.8%	3.9%	55.9%	15.8%	23.6%	4,087	3.576
SURVEY	SURVEY 1	0.8%	4.8%	53.6%	17.1%	23.6%	952	3.579
	SURVEY 2	0.9%	3.5%	56.9%	14.5%	24.2%	1,091	3.576
	SURVEY 3	0.9%	3.5%	58.1%	15.6%	21.9%	1,019	3.541
	SURVEY 4	0.5%	3.7%	54.9%	16.3%	24.6%	1,025	3.608
OSP DISTRICT	DISTRICT 1	1.1%	4.8%	58.8%	14.6%	20.7%	459	3.490
	DISTRICT 2	0.5%	2.7%	60.4%	17.2%	19.2%	442	3.520
	DISTRICT 3	0.7%	2.7%	57.3%	16.3%	23.1%	412	3.583
	DISTRICT 4	0.7%	5.1%	53.0%	14.3%	26.9%	453	3.618
	DISTRICT 5	0.9%	4.8%	55.9%	15.2%	23.1%	454	3.548
	DISTRICT 6	0.0%	3.4%	57.8%	14.6%	24.1%	410	3.595
	DISTRICT 7	1.1%	3.6%	53.3%	18.2%	23.9%	473	3.603
	DISTRICT 8	1.0%	4.4%	58.7%	16.6%	19.3%	482	3.488
	DISTRICT 9	1.0%	3.2%	49.2%	15.3%	31.3%	502	3.727
AGE	25 AND YOUNGER	0.6%	2.8%	59.0%	19.1%	18.5%	178	3.522
	26 - 35 YEARS OLD	0.8%	2.8%	53.4%	17.9%	25.1%	251	3.637
	36 - 45 YEARS OLD	0.9%	3.7%	46.0%	19.3%	30.2%	348	3.741
	46 - 55 YEARS OLD	0.6%	4.4%	56.3%	17.2%	21.4%	934	3.544
	56 - 65 YEARS OLD	0.6%	4.0%	59.2%	13.4%	22.8%	1,415	3.539
	66 AND OLDER	1.1%	3.7%	54.5%	15.6%	25.0%	961	3.595
SEX	MALE	1.2%	5.9%	58.9%	12.8%	21.1%	1,622	3.467
	FEMALE	0.5%	2.5%	54.0%	17.8%	25.2%	2,465	3.647
RACE	CAUCASIAN	0.7%	3.7%	56.3%	16.0%	23.3%	3,712	3.575
	AFRICAN AMERICAN	1.7%	4.4%	55.5%	14.4%	24.0%	229	3.546
	OTHER	0.8%	7.8%	48.1%	12.4%	31.0%	129	3.651
MARITAL STATUS	SINGLE	1.1%	5.4%	54.9%	14.0%	24.6%	556	3.558
	MARRIED	0.6%	3.7%	56.6%	15.9%	23.2%	2,834	3.575
	OTHER	1.3%	3.5%	53.7%	17.1%	24.5%	691	3.599
RESIDENTIAL LOCATION	URBAN	1.6%	3.9%	59.0%	13.4%	22.2%	568	3.507
	SUBURBAN	0.7%	4.0%	57.5%	16.4%	21.4%	1,646	3.539
	RURAL	0.6%	3.7%	53.8%	16.1%	25.8%	1,867	3.626
DRIVING AREA	URBAN	1.3%	3.7%	55.8%	14.8%	24.4%	1,193	3.574
	SUBURBAN	0.4%	4.0%	57.4%	17.4%	20.7%	1,336	3.539
	RURAL	0.7%	3.8%	54.7%	15.4%	25.4%	1,549	3.610
VEHICLE TYPE	AUTOMOBILE	1.0%	3.9%	56.0%	16.0%	23.1%	2,109	3.563
	VAN/MINIVAN	0.5%	3.7%	53.6%	17.0%	25.2%	401	3.626
	PICKUP TRUCK	0.8%	5.3%	57.9%	13.1%	22.9%	525	3.520
	SUV	0.5%	3.0%	55.9%	16.5%	24.1%	999	3.608
	OTHER	0.0%	4.1%	53.1%	14.3%	28.6%	49	3.673

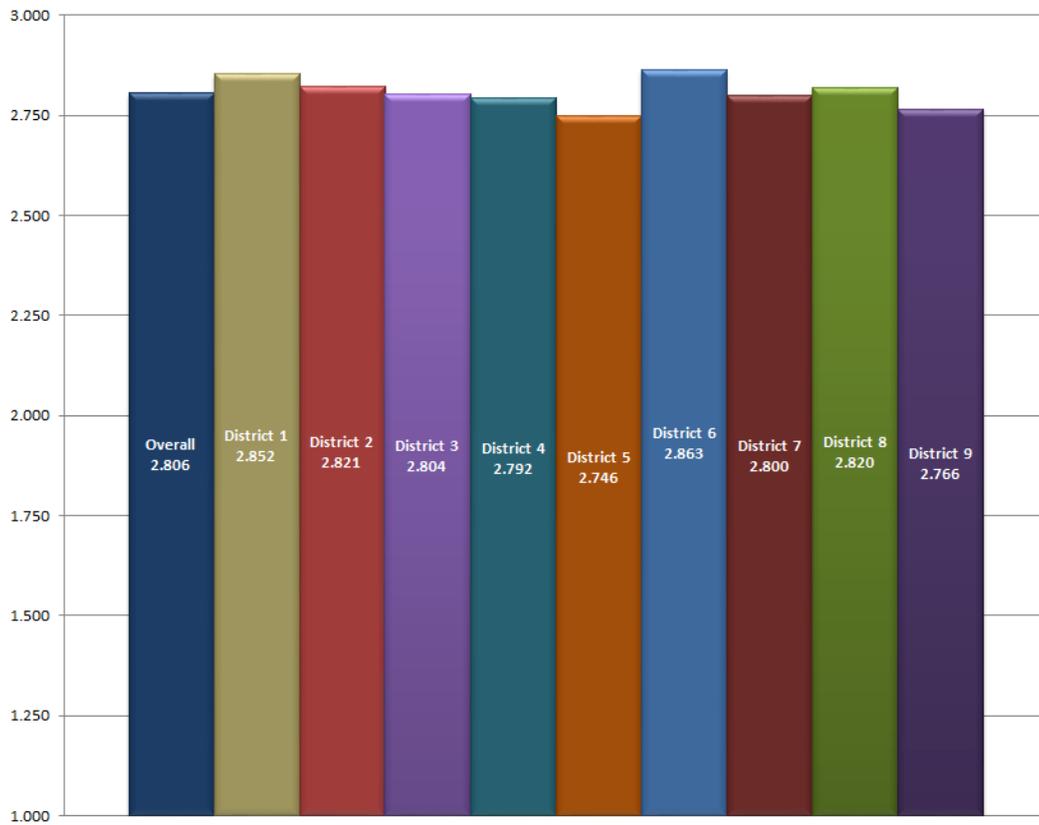
**PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING**

Only 12.0% of 2016 respondents perceived Ohio laws to be “very effective” at reducing drinking and driving (Figure 18). As with previous evaluations, the majority of those surveyed think the current Ohio laws to reduce drunk driving is only “somewhat effective.” Survey results show that respondents in OSP Districts 4, 5, and 9 were less likely to believe Ohio laws to be “very effective” at reducing drinking and driving (Figure 18A). Only 17.3% of 2016 respondents felt the *actual* enforcement of current penalties for drinking and driving were “very effective” (Table 4.10).

**FIGURE 18: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING 2003 – 2016**



**FIGURE 18A: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING – 2016 [MEAN SCORE]**



**TABLE 4.8: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2,783</b>	<b>2,829</b>	<b>2,782</b>	<b>2,828</b>	<b>4,058</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.761	3.026	2.717	2.893	465
	<b>DISTRICT 2</b>	2.832	2.723	2.761	2.973	441
	<b>DISTRICT 3</b>	2.714	2.908	2.800	2.800	403
	<b>DISTRICT 4</b>	2.609	2.916	2.856	2.797	451
	<b>DISTRICT 5</b>	2.710	2.760	2.723	2.783	456
	<b>DISTRICT 6</b>	3.000	2.758	2.919	2.785	408
	<b>DISTRICT 7</b>	2.800	2.797	2.815	2.792	466
	<b>DISTRICT 8</b>	2.838	2.828	2.676	2.926	472
	<b>DISTRICT 9</b>	2.820	2.768	2.770	2.720	496

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.

**TABLE 4.9: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING - 2016**

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		5.1%	21.2%	61.8%	12.0%	4,058	2.806
SURVEY	SURVEY 1	6.4%	19.7%	63.1%	10.8%	938	2.783
	SURVEY 2	4.5%	20.9%	61.9%	12.7%	1,075	2.829
	SURVEY 3	5.1%	23.2%	60.1%	11.6%	1,017	2.782
	SURVEY 4	4.4%	21.0%	62.1%	12.5%	1,028	2.828
OSP DISTRICT	DISTRICT 1	3.9%	21.1%	61.1%	14.0%	465	2.852
	DISTRICT 2	4.1%	19.7%	66.2%	10.0%	441	2.821
	DISTRICT 3	5.5%	20.8%	61.5%	12.2%	403	2.804
	DISTRICT 4	5.8%	22.2%	59.2%	12.9%	451	2.792
	DISTRICT 5	5.0%	24.8%	60.7%	9.4%	456	2.746
	DISTRICT 6	4.9%	17.6%	63.7%	13.7%	408	2.863
	DISTRICT 7	5.2%	21.5%	61.6%	11.8%	466	2.800
	DISTRICT 8	4.7%	20.1%	63.8%	11.4%	472	2.820
	DISTRICT 9	6.5%	22.8%	58.5%	12.3%	496	2.766
AGE	25 AND YOUNGER	5.2%	17.8%	64.4%	12.6%	174	2.845
	26 - 35 YEARS OLD	6.1%	21.1%	61.9%	10.9%	247	2.777
	36 - 45 YEARS OLD	6.4%	25.4%	56.1%	12.1%	346	2.740
	46 - 55 YEARS OLD	4.4%	20.2%	62.4%	13.0%	926	2.839
	56 - 65 YEARS OLD	5.9%	19.3%	63.0%	11.9%	1,416	2.809
	66 AND OLDER	3.7%	24.3%	60.8%	11.2%	949	2.795
SEX	MALE	5.3%	18.8%	61.6%	14.3%	1,632	2.849
	FEMALE	4.9%	22.9%	61.9%	10.3%	2,426	2.777
RACE	CAUCASIAN	4.8%	21.1%	62.7%	11.3%	3,685	2.807
	AFRICAN AMERICAN	7.9%	17.5%	56.8%	17.9%	229	2.847
	OTHER	7.9%	31.0%	44.4%	16.7%	126	2.698
MARITAL STATUS	SINGLE	4.0%	19.1%	63.5%	13.4%	551	2.864
	MARRIED	5.2%	20.7%	62.6%	11.5%	2,825	2.803
	OTHER	5.3%	25.1%	56.8%	12.7%	676	2.769
RESIDENTIAL LOCATION	URBAN	6.4%	22.5%	58.8%	12.3%	560	2.770
	SUBURBAN	4.3%	19.7%	63.4%	12.6%	1,641	2.843
	RURAL	5.3%	22.2%	61.3%	11.3%	1,851	2.786
DRIVING AREA	URBAN	6.5%	19.8%	61.0%	12.7%	1,194	2.799
	SUBURBAN	4.2%	20.3%	63.6%	11.9%	1,324	2.833
	RURAL	4.5%	23.3%	60.8%	11.4%	1,531	2.790
VEHICLE TYPE	AUTOMOBILE	4.5%	20.8%	62.9%	11.8%	2,089	2.820
	VAN/MINIVAN	7.3%	16.4%	66.4%	9.8%	396	2.788
	PICKUP TRUCK	6.6%	19.7%	60.2%	13.4%	528	2.805
	SUV	4.3%	24.5%	59.2%	12.0%	994	2.788
	OTHER	6.4%	31.9%	46.8%	14.9%	47	2.702

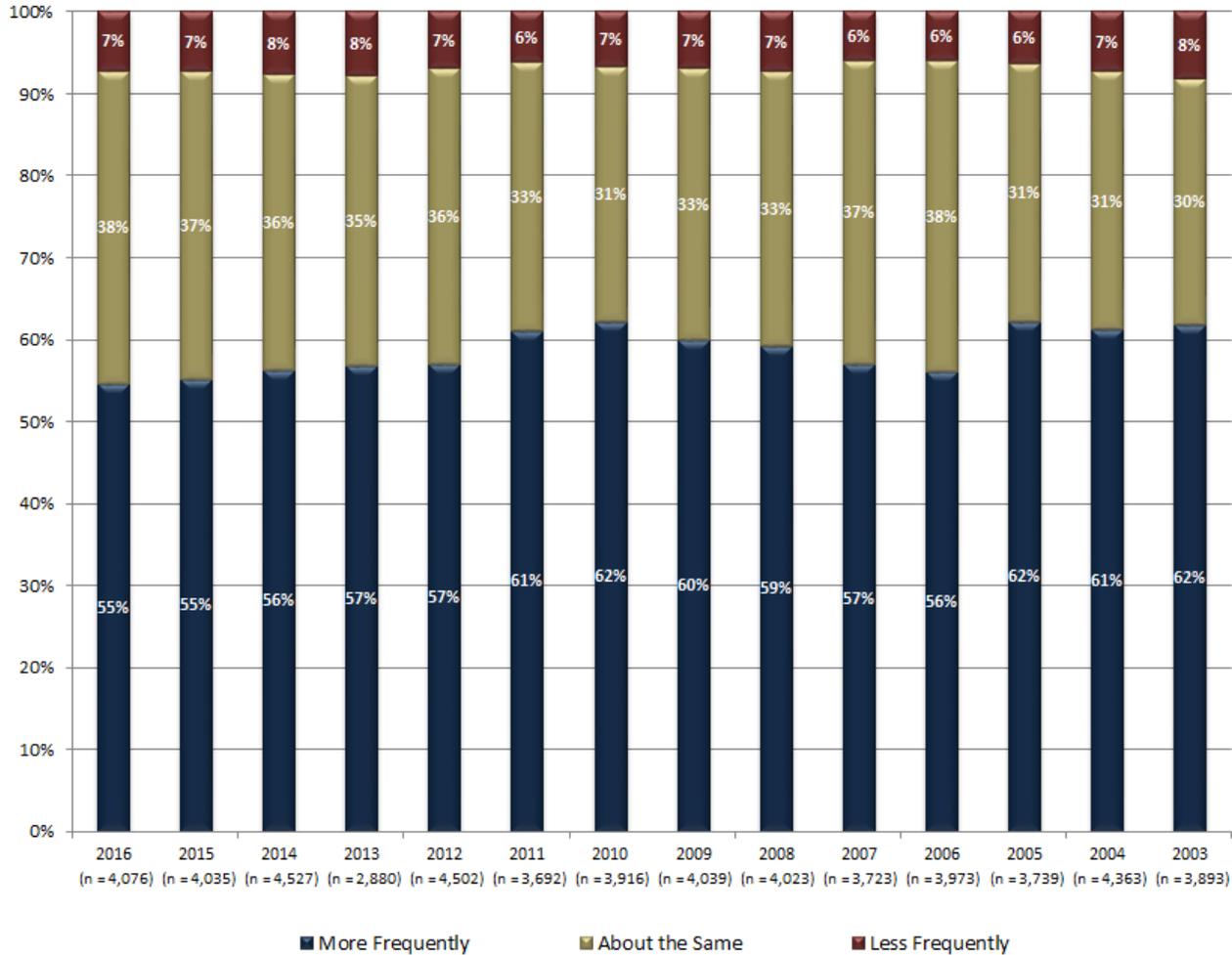
**TABLE 4.10: EFFECTIVENESS OF ENFORCEMENT OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING - 2016**

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		4.5%	17.3%	60.9%	17.3%	4,029	2.910
SURVEY	SURVEY 1	6.7%	17.4%	60.0%	15.9%	937	2.851
	SURVEY 2	3.5%	17.8%	60.8%	17.9%	1,061	2.931
	SURVEY 3	3.8%	17.4%	59.7%	19.0%	1,003	2.940
	SURVEY 4	4.1%	16.7%	62.8%	16.3%	1,028	2.914
OSP DISTRICT	DISTRICT 1	3.9%	17.1%	59.3%	19.7%	457	2.947
	DISTRICT 2	3.0%	14.8%	63.6%	18.7%	439	2.979
	DISTRICT 3	5.7%	17.1%	60.3%	16.9%	403	2.883
	DISTRICT 4	4.7%	18.6%	58.8%	17.9%	447	2.899
	DISTRICT 5	4.9%	20.0%	61.4%	13.7%	451	2.840
	DISTRICT 6	4.2%	14.8%	63.3%	17.7%	406	2.946
	DISTRICT 7	6.2%	16.5%	60.0%	17.3%	468	2.885
	DISTRICT 8	2.6%	16.0%	65.9%	15.6%	463	2.944
	DISTRICT 9	5.1%	20.8%	55.8%	18.4%	495	2.875
AGE	25 AND YOUNGER	2.2%	15.2%	62.9%	19.7%	178	3.000
	26 - 35 YEARS OLD	6.0%	17.3%	59.3%	17.3%	248	2.879
	36 - 45 YEARS OLD	5.8%	18.8%	56.6%	18.8%	346	2.884
	46 - 55 YEARS OLD	3.7%	19.0%	60.2%	17.2%	921	2.908
	56 - 65 YEARS OLD	5.2%	16.6%	60.1%	18.1%	1,390	2.911
	66 AND OLDER	3.7%	16.7%	64.2%	15.4%	946	2.913
SEX	MALE	4.0%	15.9%	60.3%	19.7%	1,616	2.958
	FEMALE	4.8%	18.3%	61.2%	15.7%	2,413	2.879
RACE	CAUCASIAN	4.3%	17.5%	61.5%	16.8%	3,657	2.907
	AFRICAN AMERICAN	6.6%	14.0%	54.8%	24.6%	228	2.974
	OTHER	5.6%	19.8%	54.0%	20.6%	126	2.897
MARITAL STATUS	SINGLE	3.3%	14.7%	59.5%	22.5%	550	3.013
	MARRIED	4.5%	17.5%	61.8%	16.3%	2,796	2.898
	OTHER	5.2%	19.2%	58.1%	17.6%	677	2.880
RESIDENTIAL LOCATION	URBAN	5.4%	15.1%	60.5%	19.0%	557	2.932
	SUBURBAN	4.2%	15.9%	62.8%	17.1%	1,625	2.929
	RURAL	4.5%	19.3%	59.2%	17.0%	1,841	2.888
DRIVING AREA	URBAN	5.2%	14.7%	61.6%	18.5%	1,186	2.933
	SUBURBAN	4.0%	17.2%	62.4%	16.4%	1,314	2.913
	RURAL	4.3%	19.6%	58.9%	17.2%	1,520	2.890
VEHICLE TYPE	AUTOMOBILE	4.4%	15.9%	62.8%	16.9%	2,071	2.921
	VAN/MINIVAN	4.5%	17.9%	61.5%	16.1%	397	2.892
	PICKUP TRUCK	6.4%	17.1%	58.0%	18.5%	519	2.886
	SUV	3.5%	20.3%	58.6%	17.6%	991	2.902
	OTHER	6.4%	17.0%	51.1%	25.5%	47	2.957

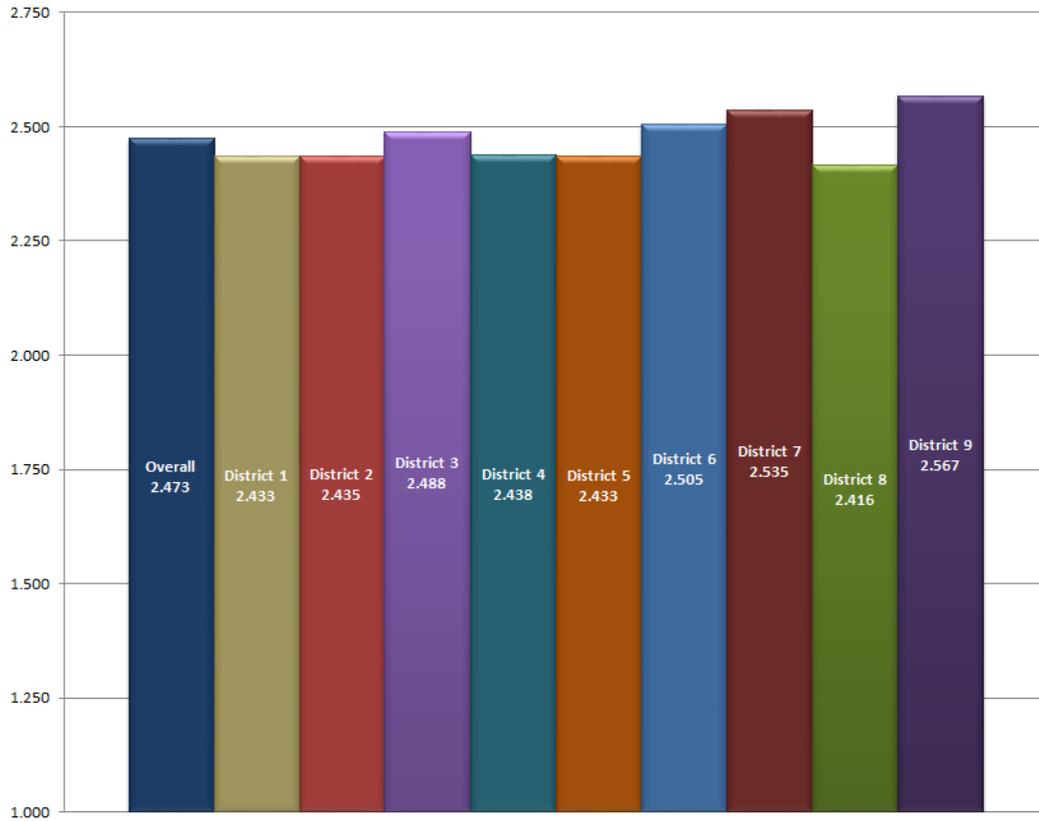
## SOBRIETY CHECKPOINTS

The majority (70.6%) of those surveyed in 2016 indicated they had seen a sobriety checkpoint in the past 12 months (Table 4.12). Additionally, 54.6% of respondents said sobriety checkpoints should be used “more frequently” than they are now, which is consistent with the 2015 results (Figure 19). Those living in OSP Districts 6, 7, and 9 are more likely to want sobriety checkpoints used more often (Figure 19A). Tables 4.12 and 4.13 contain 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.

**FIGURE 19: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) 2003 - 2016**



**FIGURE 19A: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) – 2016 [MEAN SCORE]**



**TABLE 4.11: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2,465</b>	<b>2,474</b>	<b>2,486</b>	<b>2,465</b>	<b>4,076</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.496	2.425	2.409	2.405	464
	<b>DISTRICT 2</b>	2.437	2.473	2.513	2.312	437
	<b>DISTRICT 3</b>	2.452	2.402	2.563	2.534	406
	<b>DISTRICT 4</b>	2.453	2.519	2.420	2.372	454
	<b>DISTRICT 5</b>	2.442	2.400	2.392	2.509	455
	<b>DISTRICT 6</b>	2.495	2.545	2.527	2.454	408
	<b>DISTRICT 7</b>	2.581	2.520	2.523	2.516	473
	<b>DISTRICT 8</b>	2.343	2.395	2.371	2.558	483
	<b>DISTRICT 9</b>	2.474	2.599	2.635	2.534	496

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.

**TABLE 4.12: SAW/HEARD ABOUT A SOBRIETY CHECKPOINT IN THE PAST 12 MONTHS - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		29.4%	70.6%	4,155
SURVEY	SURVEY 1	32.5%	67.5%	962
	SURVEY 2	31.7%	68.3%	1,105
	SURVEY 3	26.8%	73.2%	1,041
	SURVEY 4	26.6%	73.4%	1,047
OSP DISTRICT	DISTRICT 1	19.5%	80.5%	471
	DISTRICT 2	30.1%	69.9%	449
	DISTRICT 3	40.4%	59.6%	418
	DISTRICT 4	30.3%	69.7%	465
	DISTRICT 5	19.7%	80.3%	462
	DISTRICT 6	20.3%	79.7%	414
	DISTRICT 7	33.1%	66.9%	477
	DISTRICT 8	29.4%	70.6%	489
	DISTRICT 9	40.4%	59.6%	510
AGE	25 AND YOUNGER	35.2%	64.8%	179
	26 - 35 YEARS OLD	29.9%	70.1%	254
	36 - 45 YEARS OLD	27.2%	72.8%	353
	46 - 55 YEARS OLD	28.8%	71.2%	953
	56 - 65 YEARS OLD	26.5%	73.5%	1,439
	66 AND OLDER	33.7%	66.3%	977
SEX	MALE	28.0%	72.0%	1,657
	FEMALE	30.3%	69.7%	2,498
RACE	CAUCASIAN	29.8%	70.2%	3,772
	AFRICAN AMERICAN	20.8%	79.2%	236
	OTHER	33.3%	66.7%	129
MARITAL STATUS	SINGLE	29.5%	70.5%	563
	MARRIED	29.1%	70.9%	2,890
	OTHER	30.2%	69.8%	696
RESIDENTIAL LOCATION	URBAN	23.1%	76.9%	576
	SUBURBAN	26.1%	73.9%	1,678
	RURAL	34.2%	65.8%	1,895
DRIVING AREA	URBAN	24.9%	75.1%	1,222
	SUBURBAN	26.4%	73.6%	1,352
	RURAL	35.4%	64.6%	1,572
VEHICLE TYPE	AUTOMOBILE	30.1%	69.9%	2,139
	VAN/MINIVAN	32.3%	67.7%	406
	PICKUP TRUCK	29.0%	71.0%	538
	SUV	27.1%	72.9%	1,019
	OTHER	26.5%	73.5%	49

**TABLE 4.13: FREQUENCY OF USE FOR SOBRIETY CHECKPOINTS - 2016**

		LESS FREQUENTLY	ABOUT THE SAME	MORE FREQUENTLY	TOTAL	AVERAGE
ALL RESPONDENTS		7.3%	38.1%	54.6%	4,076	2.473
SURVEY	SURVEY 1	7.7%	38.1%	54.2%	945	2.465
	SURVEY 2	6.8%	39.0%	54.2%	1,087	2.474
	SURVEY 3	6.8%	37.9%	55.3%	1,019	2.486
	SURVEY 4	8.0%	37.5%	54.5%	1,025	2.465
OSP DISTRICT	DISTRICT 1	6.0%	44.6%	49.4%	464	2.433
	DISTRICT 2	8.7%	39.1%	52.2%	437	2.435
	DISTRICT 3	6.9%	37.4%	55.7%	406	2.488
	DISTRICT 4	10.6%	35.0%	54.4%	454	2.438
	DISTRICT 5	8.4%	40.0%	51.6%	455	2.433
	DISTRICT 6	5.1%	39.2%	55.6%	408	2.505
	DISTRICT 7	6.1%	34.2%	59.6%	473	2.535
	DISTRICT 8	7.9%	42.7%	49.5%	483	2.416
	DISTRICT 9	6.0%	31.3%	62.7%	496	2.567
AGE	25 AND YOUNGER	5.1%	33.3%	61.6%	177	2.565
	26 - 35 YEARS OLD	12.0%	35.5%	52.6%	251	2.406
	36 - 45 YEARS OLD	11.7%	35.0%	53.3%	349	2.415
	46 - 55 YEARS OLD	8.5%	38.8%	52.7%	936	2.441
	56 - 65 YEARS OLD	6.9%	39.0%	54.1%	1,410	2.472
	66 AND OLDER	4.3%	38.9%	56.8%	953	2.525
SEX	MALE	12.6%	41.4%	46.0%	1,624	2.334
	FEMALE	3.8%	36.0%	60.2%	2,452	2.564
RACE	CAUCASIAN	7.6%	37.8%	54.5%	3,697	2.469
	AFRICAN AMERICAN	3.0%	45.7%	51.3%	234	2.483
	OTHER	3.9%	34.4%	61.7%	128	2.578
MARITAL STATUS	SINGLE	8.3%	39.9%	51.9%	557	2.436
	MARRIED	7.5%	37.8%	54.7%	2,831	2.472
	OTHER	5.9%	38.0%	56.2%	682	2.503
RESIDENTIAL LOCATION	URBAN	6.9%	38.0%	55.1%	566	2.482
	SUBURBAN	7.6%	39.9%	52.5%	1,645	2.449
	RURAL	7.2%	36.6%	56.2%	1,860	2.490
DRIVING AREA	URBAN	6.4%	38.9%	54.6%	1,199	2.482
	SUBURBAN	8.3%	38.3%	53.4%	1,330	2.450
	RURAL	7.2%	37.3%	55.5%	1,538	2.484
VEHICLE TYPE	AUTOMOBILE	7.5%	39.4%	53.1%	2,100	2.457
	VAN/MINIVAN	5.8%	34.3%	59.8%	396	2.540
	PICKUP TRUCK	10.9%	36.8%	52.3%	532	2.414
	SUV	5.4%	37.6%	57.0%	995	2.516
	OTHER	10.2%	40.8%	49.0%	49	2.388

## BLOOD ALCOHOL CONCENTRATION (BAC)

Less than half (44.4%) of respondents said that they knew the specific Blood Alcohol Concentration (BAC) in Ohio at which a person is considered legally intoxicated (Table 4.14); 81.1% of those who claimed to know Ohio's legal limit correctly identified that level as .08 (Table 4.15).

**TABLE 4.14: RESPONDENT KNOWS OHIO'S BAC LEVEL - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		55.6%	44.4%	4,155
SURVEY	SURVEY 1	55.7%	44.3%	961
	SURVEY 2	57.3%	42.7%	1,106
	SURVEY 3	55.2%	44.8%	1,041
	SURVEY 4	54.2%	45.8%	1,047
OSP DISTRICT	DISTRICT 1	52.7%	47.3%	471
	DISTRICT 2	48.9%	51.1%	448
	DISTRICT 3	55.0%	45.0%	418
	DISTRICT 4	55.9%	44.1%	465
	DISTRICT 5	56.9%	43.1%	462
	DISTRICT 6	56.5%	43.5%	414
	DISTRICT 7	54.6%	45.4%	478
	DISTRICT 8	55.0%	45.0%	489
	DISTRICT 9	64.1%	35.9%	510
AGE	25 AND YOUNGER	40.2%	59.8%	179
	26 - 35 YEARS OLD	39.8%	60.2%	254
	36 - 45 YEARS OLD	50.4%	49.6%	353
	46 - 55 YEARS OLD	53.8%	46.2%	954
	56 - 65 YEARS OLD	55.8%	44.2%	1,439
	66 AND OLDER	66.0%	34.0%	976
SEX	MALE	41.4%	58.6%	1,658
	FEMALE	65.0%	35.0%	2,497
RACE	CAUCASIAN	54.5%	45.5%	3,772
	AFRICAN AMERICAN	69.9%	30.1%	236
	OTHER	64.3%	35.7%	129
MARITAL STATUS	SINGLE	48.8%	51.2%	563
	MARRIED	54.4%	45.6%	2,891
	OTHER	65.9%	34.1%	695
RESIDENTIAL LOCATION	URBAN	59.7%	40.3%	576
	SUBURBAN	54.1%	45.9%	1,677
	RURAL	55.7%	44.3%	1,896
DRIVING AREA	URBAN	56.7%	43.3%	1,222
	SUBURBAN	53.3%	46.7%	1,351
	RURAL	56.8%	43.2%	1,573
VEHICLE TYPE	AUTOMOBILE	57.2%	42.8%	2,138
	VAN/MINI VAN	59.9%	40.1%	406
	PICKUP TRUCK	44.8%	55.2%	538
	SUV	57.7%	42.3%	1,020
	OTHER	26.5%	73.5%	49

**TABLE 4.15: OHIO'S BAC LEGAL LIMIT - 2016**

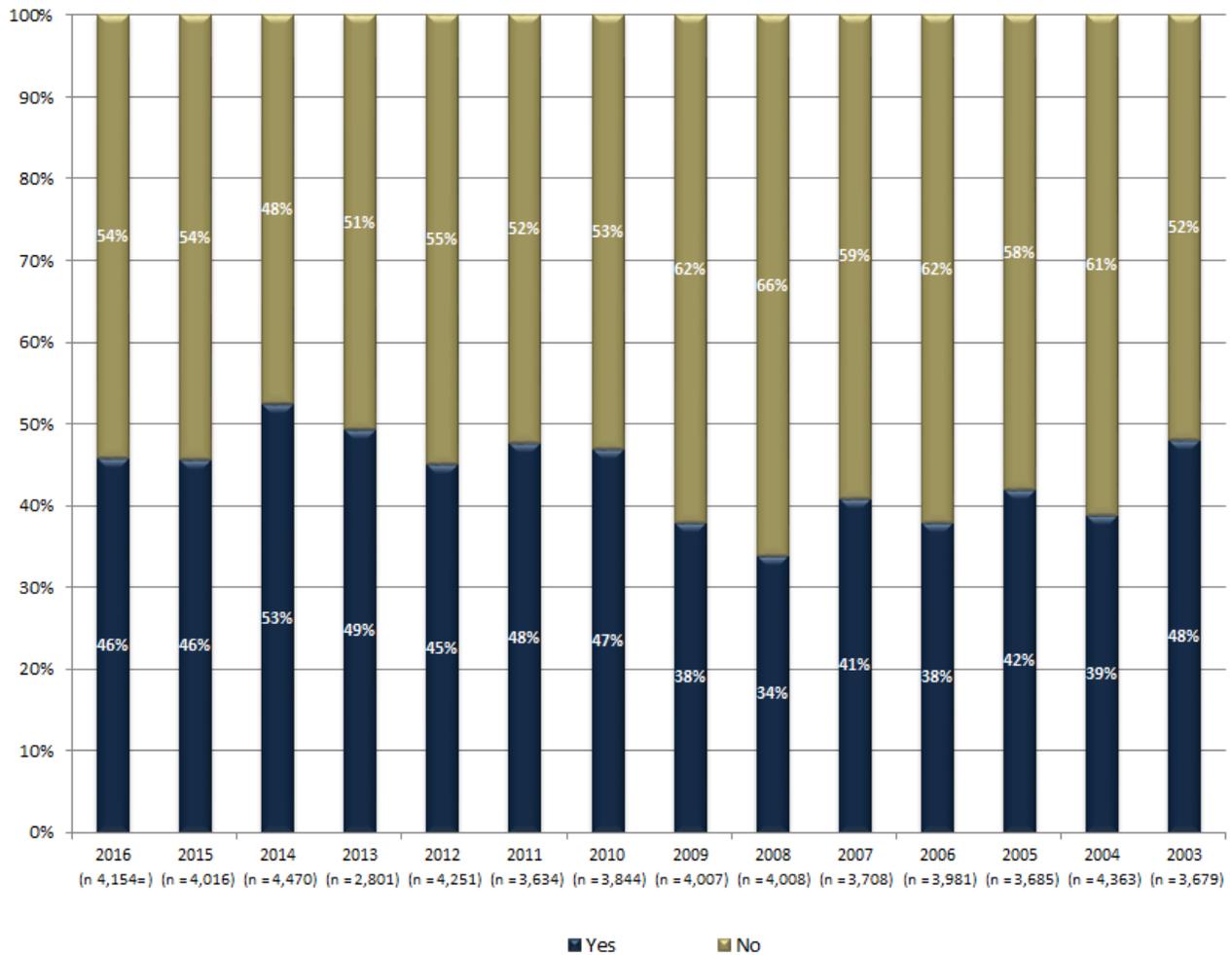
		OTHER [INCORRECT]	.08 [CORRECT]	TOTAL
ALL RESPONDENTS		18.9%	81.1%	1,842
SURVEY	SURVEY 1	19.4%	80.6%	427
	SURVEY 2	16.8%	83.2%	471
	SURVEY 3	18.9%	81.1%	466
	SURVEY 4	20.7%	79.3%	478
OSP DISTRICT	DISTRICT 1	14.3%	85.7%	223
	DISTRICT 2	14.0%	86.0%	229
	DISTRICT 3	22.3%	77.7%	188
	DISTRICT 4	18.0%	82.0%	205
	DISTRICT 5	19.2%	80.8%	198
	DISTRICT 6	16.2%	83.8%	179
	DISTRICT 7	16.6%	83.4%	217
	DISTRICT 8	25.9%	74.1%	220
	DISTRICT 9	25.1%	74.9%	183
AGE	25 AND YOUNGER	12.3%	87.7%	106
	26 - 35 YEARS OLD	14.5%	85.5%	152
	36 - 45 YEARS OLD	16.6%	83.4%	175
	46 - 55 YEARS OLD	19.0%	81.0%	441
	56 - 65 YEARS OLD	20.2%	79.8%	635
	66 AND OLDER	21.9%	78.1%	333
SEX	MALE	11.7%	88.3%	969
	FEMALE	27.0%	73.0%	873
RACE	CAUCASIAN	18.2%	81.8%	1,716
	AFRICAN AMERICAN	35.2%	64.8%	71
	OTHER	21.7%	78.3%	46
MARITAL STATUS	SINGLE	16.0%	84.0%	288
	MARRIED	17.8%	82.2%	1,314
	OTHER	29.0%	71.0%	238
RESIDENTIAL LOCATION	URBAN	16.8%	83.2%	232
	SUBURBAN	21.0%	79.0%	770
	RURAL	17.7%	82.3%	838
DRIVING AREA	URBAN	20.8%	79.2%	529
	SUBURBAN	20.6%	79.4%	631
	RURAL	16.1%	83.9%	678
VEHICLE TYPE	AUTOMOBILE	20.9%	79.1%	917
	VAN/MINIVAN	20.9%	79.1%	163
	PICKUP TRUCK	12.5%	87.5%	295
	SUV	18.1%	81.9%	430
	OTHER	22.2%	77.8%	36

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

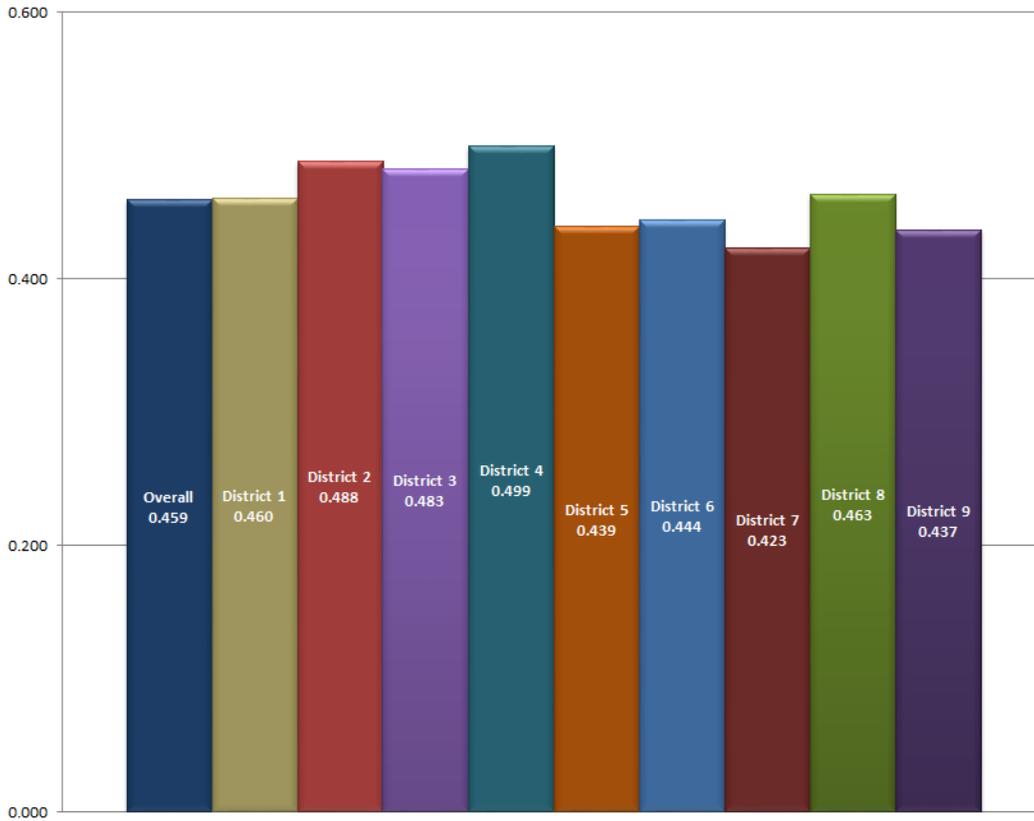
**HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING**

Exposure by respondents to media campaign messages that discourage drinking and driving remained consistent with the 2015 survey results (Figure 20). The percentage of respondents who reported hearing or seeing a slogan discouraging alcohol-impaired driving was highest during the 4<sup>th</sup> survey in 2016. Close to half (48.9%) of 2016 respondents claimed to have heard or seen a slogan discouraging drinking and driving during the 4<sup>th</sup> survey period, the post-intervention National Campaign: *“Drive Sober or Get Pulled Over”* (Table 5.2). Residents of OSP District 4 were more apt to have seen or heard a slogan discouraging alcohol-impaired driving (Figure 20A).

**FIGURE 20: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2003 - 2016**



**FIGURE 20A: HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2016 [MEAN SCORE]**



**TABLE 5.1: HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>.479</b>	<b>.438</b>	<b>.433</b>	<b>.489</b>	<b>4,154</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	.509	.392	.434	.504	470
	<b>DISTRICT 2</b>	.476	.460	.496	.518	449
	<b>DISTRICT 3</b>	.398	.558	.461	.527	418
	<b>DISTRICT 4</b>	.605	.422	.460	.500	465
	<b>DISTRICT 5</b>	.389	.447	.392	.522	462
	<b>DISTRICT 6</b>	.446	.410	.438	.482	414
	<b>DISTRICT 7</b>	.479	.415	.382	.413	478
	<b>DISTRICT 8</b>	.519	.421	.454	.478	488
	<b>DISTRICT 9</b>	.460	.432	.389	.474	510

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.

**TABLE 5.2: HEARD/SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING - 2016**

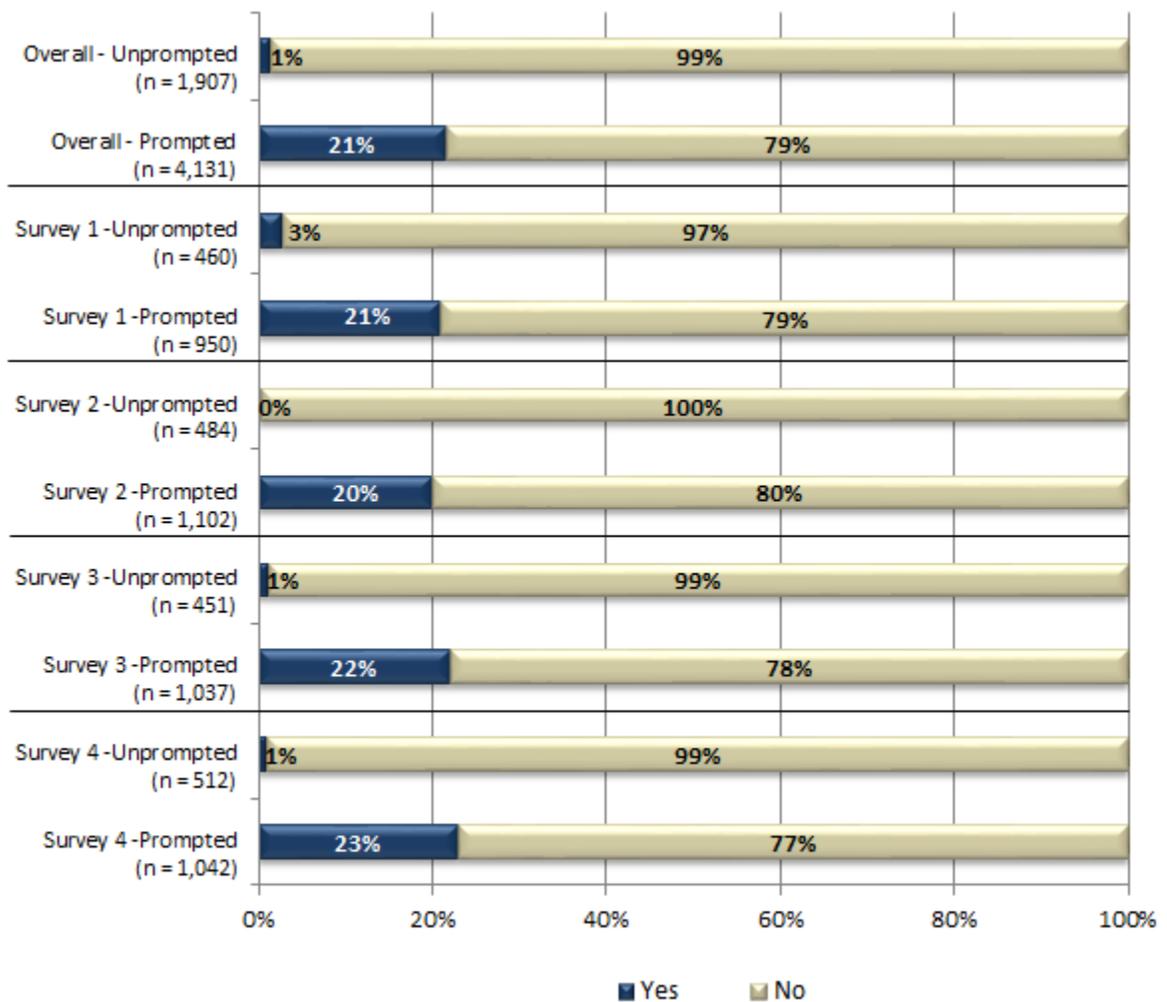
		NO	YES	TOTAL
ALL RESPONDENTS		54.1%	45.9%	4,154
SURVEY	SURVEY 1	52.1%	47.9%	960
	SURVEY 2	56.2%	43.8%	1,106
	SURVEY 3	56.7%	43.3%	1,041
	SURVEY 4	51.1%	48.9%	1,047
OSP DISTRICT	DISTRICT 1	54.0%	46.0%	470
	DISTRICT 2	51.2%	48.8%	449
	DISTRICT 3	51.7%	48.3%	418
	DISTRICT 4	50.1%	49.9%	465
	DISTRICT 5	56.1%	43.9%	462
	DISTRICT 6	55.6%	44.4%	414
	DISTRICT 7	57.7%	42.3%	478
	DISTRICT 8	53.7%	46.3%	488
	DISTRICT 9	56.3%	43.7%	510
AGE	25 AND YOUNGER	42.5%	57.5%	179
	26 - 35 YEARS OLD	50.8%	49.2%	254
	36 - 45 YEARS OLD	51.8%	48.2%	353
	46 - 55 YEARS OLD	53.4%	46.6%	954
	56 - 65 YEARS OLD	52.1%	47.9%	1,437
	66 AND OLDER	61.6%	38.4%	977
SEX	MALE	46.7%	53.3%	1,657
	FEMALE	59.0%	41.0%	2,497
RACE	CAUCASIAN	53.9%	46.1%	3,771
	AFRICAN AMERICAN	60.6%	39.4%	236
	OTHER	50.4%	49.6%	129
MARITAL STATUS	SINGLE	49.2%	50.8%	563
	MARRIED	53.5%	46.5%	2,889
	OTHER	60.2%	39.8%	696
RESIDENTIAL LOCATION	URBAN	54.7%	45.3%	576
	SUBURBAN	53.9%	46.1%	1,676
	RURAL	54.0%	46.0%	1,896
DRIVING AREA	URBAN	55.6%	44.4%	1,222
	SUBURBAN	54.0%	46.0%	1,351
	RURAL	52.9%	47.1%	1,572
VEHICLE TYPE	AUTOMOBILE	55.0%	45.0%	2,138
	VAN/MINI VAN	51.0%	49.0%	406
	PICKUP TRUCK	48.8%	51.2%	537
	SUV	56.6%	43.4%	1,020
	OTHER	46.9%	53.1%	49

**RECALL OF SLOGANS DISCOURAGING ALCOHOL-IMPAIRED DRIVING**

For the following tables and figures, “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.

Overall, 1.3% of respondents could remember the “*Drunk Driving. Over the Limit. Under Arrest.*” slogan without prompting (Figure 21). This rate varied throughout the 2016 evaluation. When prompted, 21.4% of respondents said they recalled the slogan. Individual results for the OSP Districts can be found in Table 5.3. 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 Tables 5.4 and 5.5.

**FIGURE 21: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN – 2016**



**TABLE 5.3: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN BY OSP DISTRICT – 2016**

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3		SURVEY 4	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	% YES	% YES	TOTAL YES	% YES	TOTAL YES
<b>DISTRICT 1</b>										
<b>UNPROMPTED</b>	1.9%	4	3.4%	2	0.0%	0	2.0%	1	1.6%	1
<b>PROMPTED</b>	20.7%	97	23.9%	27	18.3%	22	17.9%	20	22.8%	28
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	1.4%	3	4.0%	2	0.0%	0	1.7%	1	0.0%	0
<b>PROMPTED</b>	22.1%	99	11.5%	12	23.0%	26	28.8%	34	24.1%	27
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	1.5%	3	2.3%	1	0.0%	0	1.9%	1	2.1%	1
<b>PROMPTED</b>	20.6%	86	19.6%	21	19.2%	20	21.7%	25	22.0%	20
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	18.6%	86	21.2%	25	15.6%	17	15.0%	17	22.1%	27
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	1.0%	2	2.7%	1	0.0%	0	0.0%	0	1.7%	1
<b>PROMPTED</b>	21.4%	98	25.3%	24	15.3%	20	22.9%	27	23.7%	27
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	0.5%	1	0.0%	0	0.0%	0	0.0%	0	1.9%	1
<b>PROMPTED</b>	20.9%	86	15.4%	14	24.2%	24	23.2%	26	20.0%	22
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	2.0%	4	5.3%	3	0.0%	0	2.4%	1	0.0%	0
<b>PROMPTED</b>	21.7%	103	24.8%	29	21.1%	26	19.1%	21	21.8%	27
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	2.2%	5	7.1%	4	0.0%	0	0.0%	0	1.9%	1
<b>PROMPTED</b>	25.9%	126	23.1%	25	22.3%	35	30.6%	33	29.2%	33
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	0.9%	2	0.0%	0	1.6%	1	2.0%	1	0.0%	0
<b>PROMPTED</b>	20.1%	102	22.7%	22	19.2%	28	18.3%	24	21.1%	28

**TABLE 5.4: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST”  
SLOGAN – UNPROMPTED - 2016**

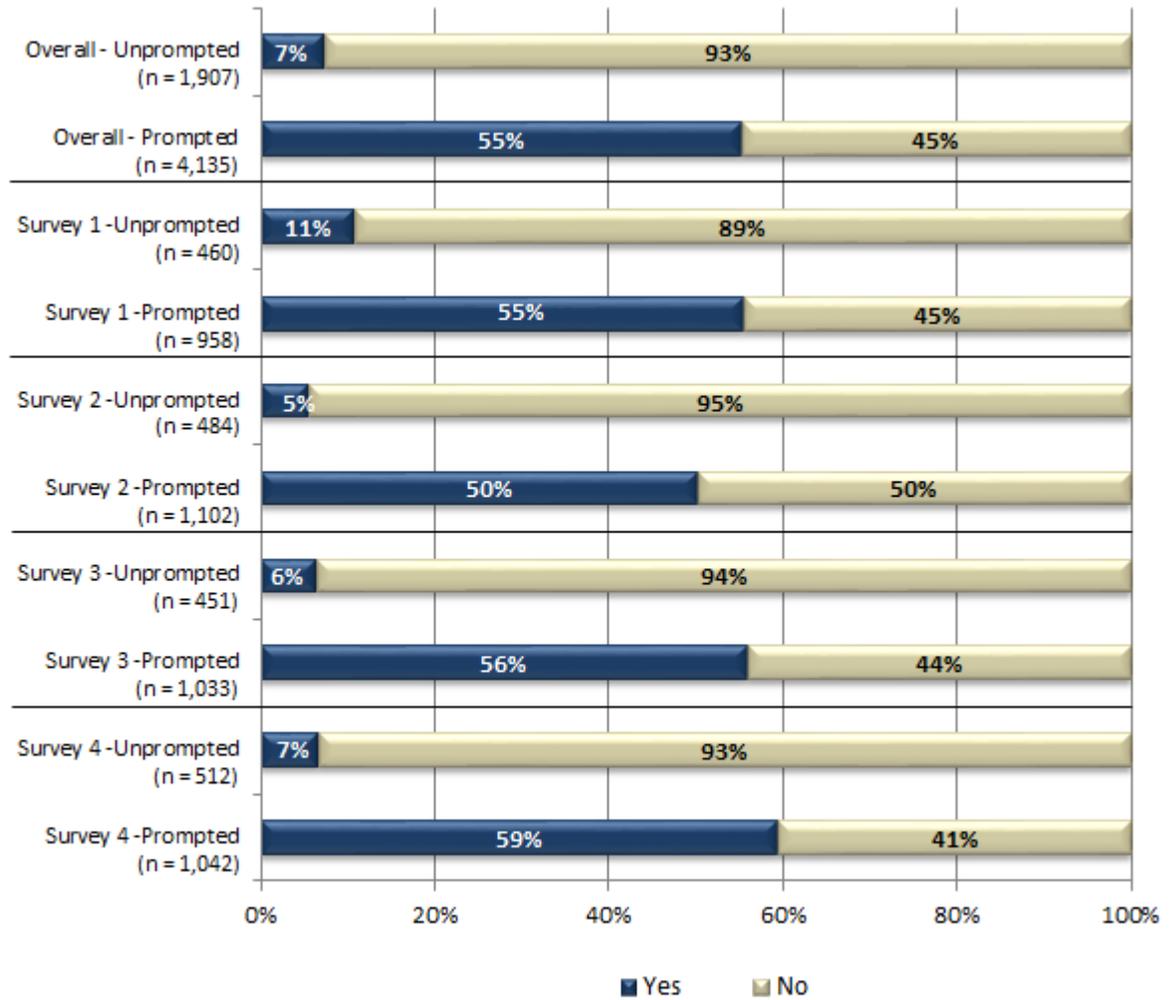
		No	YES	TOTAL
ALL RESPONDENTS		98.7%	1.3%	1,907
SURVEY	SURVEY 1	97.2%	2.8%	460
	SURVEY 2	99.8%	0.2%	484
	SURVEY 3	98.9%	1.1%	451
	SURVEY 4	99.0%	1.0%	512
OSP DISTRICT	DISTRICT 1	98.1%	1.9%	216
	DISTRICT 2	98.6%	1.4%	219
	DISTRICT 3	98.5%	1.5%	202
	DISTRICT 4	100.0%	0.0%	232
	DISTRICT 5	99.0%	1.0%	203
	DISTRICT 6	99.5%	0.5%	184
	DISTRICT 7	98.0%	2.0%	202
	DISTRICT 8	97.8%	2.2%	226
	DISTRICT 9	99.1%	0.9%	223
AGE	25 AND YOUNGER	98.1%	1.9%	103
	26 - 35 YEARS OLD	96.8%	3.2%	125
	36 - 45 YEARS OLD	98.2%	1.8%	170
	46 - 55 YEARS OLD	99.3%	0.7%	445
	56 - 65 YEARS OLD	98.5%	1.5%	689
	66 AND OLDER	99.5%	0.5%	375
SEX	MALE	98.1%	1.9%	883
	FEMALE	99.3%	0.7%	1,024
RACE	CAUCASIAN	98.7%	1.3%	1,740
	AFRICAN AMERICAN	98.9%	1.1%	93
	OTHER	100.0%	0.0%	64
MARITAL STATUS	SINGLE	98.6%	1.4%	286
	MARRIED	98.8%	1.2%	1,342
	OTHER	98.6%	1.4%	277
RESIDENTIAL LOCATION	URBAN	99.2%	0.8%	261
	SUBURBAN	98.7%	1.3%	772
	RURAL	98.7%	1.3%	872
DRIVING AREA	URBAN	99.4%	0.6%	542
	SUBURBAN	98.2%	1.8%	622
	RURAL	98.6%	1.4%	740
VEHICLE TYPE	AUTOMOBILE	98.7%	1.3%	963
	VAN/MINIVAN	98.5%	1.5%	199
	PICKUP TRUCK	98.5%	1.5%	275
	SUV	99.1%	0.9%	443
	OTHER	100.0%	0.0%	26

**TABLE 5.5: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – PROMPTED - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		78.6%	21.4%	4,131
SURVEY	SURVEY 1	79.1%	20.9%	950
	SURVEY 2	80.2%	19.8%	1,102
	SURVEY 3	78.1%	21.9%	1,037
	SURVEY 4	77.1%	22.9%	1,042
OSP DISTRICT	DISTRICT 1	79.3%	20.7%	468
	DISTRICT 2	77.9%	22.1%	447
	DISTRICT 3	79.4%	20.6%	417
	DISTRICT 4	81.4%	18.6%	462
	DISTRICT 5	78.6%	21.4%	458
	DISTRICT 6	79.1%	20.9%	412
	DISTRICT 7	78.3%	21.7%	474
	DISTRICT 8	74.1%	25.9%	486
	DISTRICT 9	79.9%	20.1%	507
AGE	25 AND YOUNGER	67.6%	32.4%	179
	26 - 35 YEARS OLD	64.8%	35.2%	253
	36 - 45 YEARS OLD	73.6%	26.4%	352
	46 - 55 YEARS OLD	78.6%	21.4%	943
	56 - 65 YEARS OLD	81.1%	18.9%	1,433
	66 AND OLDER	82.5%	17.5%	971
SEX	MALE	69.7%	30.3%	1,646
	FEMALE	84.5%	15.5%	2,485
RACE	CAUCASIAN	79.2%	20.8%	3,749
	AFRICAN AMERICAN	72.8%	27.2%	235
	OTHER	72.9%	27.1%	129
MARITAL STATUS	SINGLE	71.4%	28.6%	562
	MARRIED	80.0%	20.0%	2,868
	OTHER	79.0%	21.0%	695
RESIDENTIAL LOCATION	URBAN	78.4%	21.6%	574
	SUBURBAN	78.5%	21.5%	1,662
	RURAL	79.0%	21.0%	1,889
DRIVING AREA	URBAN	76.2%	23.8%	1,216
	SUBURBAN	79.8%	20.2%	1,339
	RURAL	79.6%	20.4%	1,567
VEHICLE TYPE	AUTOMOBILE	78.8%	21.2%	2,127
	VAN/MINI VAN	82.9%	17.1%	404
	PICKUP TRUCK	70.7%	29.3%	536
	SUV	82.0%	18.0%	1,011
	OTHER	53.1%	46.9%	49

Figure 21A shows that overall, “unprompted” recall of the “*Buzzed Driving is Drunk Driving*” slogan was 7.2%. When “prompted” by an interviewer, 55.1% said they recalled the slogan. Results for the individual OSP Districts can be found in Table 5.6. 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 Tables 5.7 and 5.8.

**FIGURE 21A: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – 2016**



**TABLE 5.6: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN BY DISTRICT - 2016**

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3		SURVEY 4	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	% YES	% YES	TOTAL YES	% YES	TOTAL YES
<b>DISTRICT 1</b>										
<b>UNPROMPTED</b>	10.2%	22	15.5%	9	8.5%	4	14.3%	7	3.2%	2
<b>PROMPTED</b>	64.7%	302	66.4%	75	62.2%	74	62.5%	70	67.5%	83
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	6.4%	14	8.0%	4	5.8%	3	5.1%	3	6.9%	4
<b>PROMPTED</b>	60.8%	271	58.1%	61	54.0%	61	68.6%	81	61.8%	68
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	4.0%	8	4.7%	2	5.2%	3	3.8%	2	2.1%	1
<b>PROMPTED</b>	47.4%	197	44.9%	48	38.5%	40	54.4%	62	51.6%	47
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	3.4%	8	4.2%	3	4.3%	2	1.9%	1	3.2%	2
<b>PROMPTED</b>	50.8%	235	52.1%	62	42.2%	46	51.4%	57	56.5%	70
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	8.4%	17	18.9%	7	1.7%	1	10.6%	5	6.7%	4
<b>PROMPTED</b>	59.4%	274	61.1%	58	53.8%	71	56.7%	68	67.5%	77
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	8.7%	16	17.1%	7	2.4%	1	6.1%	3	9.4%	5
<b>PROMPTED</b>	51.3%	212	56.5%	52	48.0%	48	43.8%	49	57.8%	63
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	8.4%	17	14.0%	8	2.0%	1	7.1%	3	9.6%	5
<b>PROMPTED</b>	60.8%	288	64.7%	77	53.7%	66	58.9%	63	65.6%	82
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	11.9%	27	12.5%	7	14.9%	10	6.1%	3	13.0%	7
<b>PROMPTED</b>	58.3%	284	50.5%	55	58.6%	92	65.7%	71	58.4%	66
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	4.0%	9	4.3%	2	1.6%	1	3.9%	2	6.3%	4
<b>PROMPTED</b>	42.1%	214	43.4%	43	37.2%	54	42.0%	55	46.6%	62

**TABLE 5.7: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – UNPROMPTED - 2016**

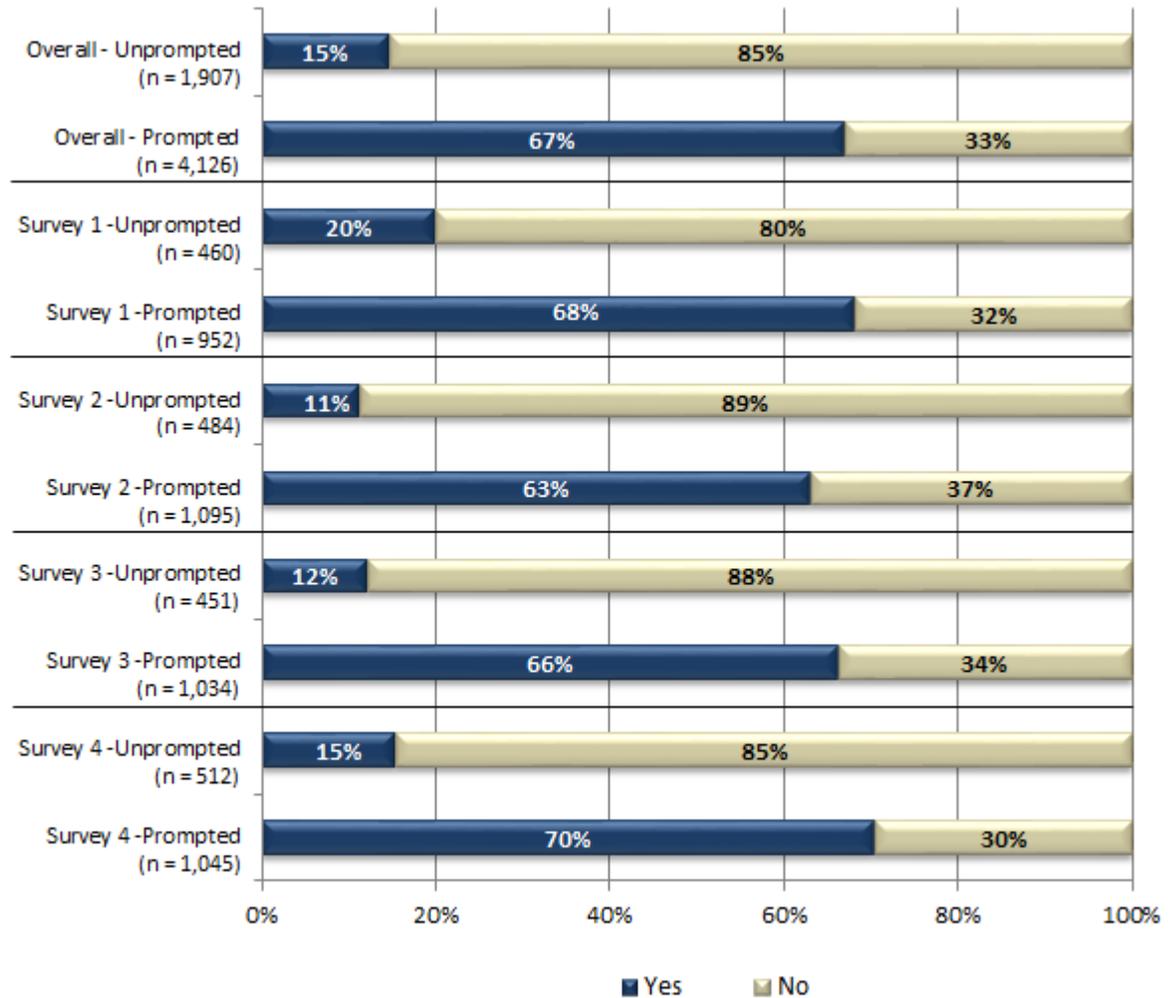
		NO	YES	TOTAL
ALL RESPONDENTS		92.8%	7.2%	1,907
SURVEY	SURVEY 1	89.3%	10.7%	460
	SURVEY 2	94.6%	5.4%	484
	SURVEY 3	93.6%	6.4%	451
	SURVEY 4	93.4%	6.6%	512
OSP DISTRICT	DISTRICT 1	89.8%	10.2%	216
	DISTRICT 2	93.6%	6.4%	219
	DISTRICT 3	96.0%	4.0%	202
	DISTRICT 4	96.6%	3.4%	232
	DISTRICT 5	91.6%	8.4%	203
	DISTRICT 6	91.3%	8.7%	184
	DISTRICT 7	91.6%	8.4%	202
	DISTRICT 8	88.1%	11.9%	226
	DISTRICT 9	96.0%	4.0%	223
AGE	25 AND YOUNGER	94.2%	5.8%	103
	26 - 35 YEARS OLD	87.2%	12.8%	125
	36 - 45 YEARS OLD	88.2%	11.8%	170
	46 - 55 YEARS OLD	92.6%	7.4%	445
	56 - 65 YEARS OLD	93.9%	6.1%	689
	66 AND OLDER	94.4%	5.6%	375
SEX	MALE	92.8%	7.2%	883
	FEMALE	92.8%	7.2%	1,024
RACE	CAUCASIAN	93.0%	7.0%	1,740
	AFRICAN AMERICAN	91.4%	8.6%	93
	OTHER	89.1%	10.9%	64
MARITAL STATUS	SINGLE	91.6%	8.4%	286
	MARRIED	92.4%	7.6%	1,342
	OTHER	96.0%	4.0%	277
RESIDENTIAL LOCATION	URBAN	89.3%	10.7%	261
	SUBURBAN	91.8%	8.2%	772
	RURAL	94.6%	5.4%	872
DRIVING AREA	URBAN	92.4%	7.6%	542
	SUBURBAN	91.5%	8.5%	622
	RURAL	94.1%	5.9%	740
VEHICLE TYPE	AUTOMOBILE	93.3%	6.7%	963
	VAN/MINIVAN	91.5%	8.5%	199
	PICKUP TRUCK	94.2%	5.8%	275
	SUV	91.6%	8.4%	443
	OTHER	88.5%	11.5%	26

**TABLE 5.8: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – PROMPTED - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		44.9%	55.1%	4,135
SURVEY	SURVEY 1	44.6%	55.4%	958
	SURVEY 2	49.9%	50.1%	1,102
	SURVEY 3	44.2%	55.8%	1,033
	SURVEY 4	40.7%	59.3%	1,042
OSP DISTRICT	DISTRICT 1	35.3%	64.7%	467
	DISTRICT 2	39.2%	60.8%	446
	DISTRICT 3	52.6%	47.4%	416
	DISTRICT 4	49.2%	50.8%	463
	DISTRICT 5	40.6%	59.4%	461
	DISTRICT 6	48.7%	51.3%	413
	DISTRICT 7	39.2%	60.8%	474
	DISTRICT 8	41.7%	58.3%	487
	DISTRICT 9	57.9%	42.1%	508
AGE	25 AND YOUNGER	33.0%	67.0%	179
	26 - 35 YEARS OLD	42.1%	57.9%	254
	36 - 45 YEARS OLD	44.4%	55.6%	349
	46 - 55 YEARS OLD	42.4%	57.6%	949
	56 - 65 YEARS OLD	40.7%	59.3%	1,431
	66 AND OLDER	56.7%	43.3%	973
SEX	MALE	38.7%	61.3%	1,652
	FEMALE	49.1%	50.9%	2,483
RACE	CAUCASIAN	45.2%	54.8%	3,754
	AFRICAN AMERICAN	44.4%	55.6%	234
	OTHER	39.5%	60.5%	129
MARITAL STATUS	SINGLE	40.0%	60.0%	563
	MARRIED	44.8%	55.2%	2,873
	OTHER	49.8%	50.2%	693
RESIDENTIAL LOCATION	URBAN	41.3%	58.7%	574
	SUBURBAN	45.6%	54.4%	1,670
	RURAL	45.5%	54.5%	1,885
DRIVING AREA	URBAN	43.0%	57.0%	1,217
	SUBURBAN	44.3%	55.7%	1,342
	RURAL	46.9%	53.1%	1,567
VEHICLE TYPE	AUTOMOBILE	45.9%	54.1%	2,130
	VAN/MINIVAN	41.2%	58.8%	403
	PICKUP TRUCK	44.5%	55.5%	537
	SUV	45.6%	54.4%	1,013
	OTHER	24.5%	75.5%	49

Close to fifteen percent (14.6%) of those surveyed could name the “Drive Sober or Get Pulled Over” slogan without prompting (Figure 21B), while “prompted” recall was 66.7%. Individual results for the OSP Districts can be found in Table 5.9. 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 Tables 5.10 and 5.11.

**FIGURE 21B: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – 2016**



**TABLE 5.9: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN BY DISTRICT – 2016**

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3		SURVEY 4	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	% YES	% YES	TOTAL YES	% YES	TOTAL YES
<b>DISTRICT 1</b>										
<b>UNPROMPTED</b>	13.4%	29	22.4%	13	10.6%	5	12.2%	6	8.1%	5
<b>PROMPTED</b>	65.1%	304	72.2%	83	63.0%	75	59.5%	66	65.6%	80
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	18.7%	41	28.0%	14	13.5%	7	15.3%	9	19.0%	11
<b>PROMPTED</b>	70.4%	314	67.3%	70	73.2%	82	73.7%	87	67.0%	75
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	13.4%	27	23.3%	10	12.1%	7	13.2%	7	6.3%	3
<b>PROMPTED</b>	64.8%	269	66.0%	70	67.3%	70	63.2%	72	62.6%	57
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	10.8%	25	9.7%	7	10.9%	5	5.8%	3	16.1%	10
<b>PROMPTED</b>	68.4%	314	69.2%	81	59.0%	62	64.6%	73	79.0%	98
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	16.7%	34	24.3%	9	6.8%	4	10.6%	5	26.7%	16
<b>PROMPTED</b>	62.7%	288	60.0%	57	56.2%	73	63.3%	76	71.9%	82
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	16.8%	31	24.4%	10	12.2%	5	16.3%	8	15.1%	8
<b>PROMPTED</b>	64.6%	267	70.7%	65	60.0%	60	62.2%	69	66.4%	73
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	13.4%	27	19.3%	11	9.8%	5	11.9%	5	11.5%	6
<b>PROMPTED</b>	68.1%	323	66.9%	79	56.2%	68	68.8%	75	80.2%	101
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	17.7%	40	19.6%	11	10.4%	7	14.3%	7	27.8%	15
<b>PROMPTED</b>	64.9%	316	62.0%	67	62.3%	99	69.2%	74	67.3%	76
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	11.2%	25	13.0%	6	14.3%	9	9.8%	5	7.9%	5
<b>PROMPTED</b>	70.8%	358	77.3%	75	69.0%	100	68.7%	90	69.9%	93

**TABLE 5.10: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – UNPROMPTED - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		85.4%	14.6%	1,907
SURVEY	SURVEY 1	80.2%	19.8%	460
	SURVEY 2	88.8%	11.2%	484
	SURVEY 3	87.8%	12.2%	451
	SURVEY 4	84.6%	15.4%	512
OSP DISTRICT	DISTRICT 1	86.6%	13.4%	216
	DISTRICT 2	81.3%	18.7%	219
	DISTRICT 3	86.6%	13.4%	202
	DISTRICT 4	89.2%	10.8%	232
	DISTRICT 5	83.3%	16.7%	203
	DISTRICT 6	83.2%	16.8%	184
	DISTRICT 7	86.6%	13.4%	202
	DISTRICT 8	82.3%	17.7%	226
	DISTRICT 9	88.8%	11.2%	223
AGE	25 AND YOUNGER	55.3%	44.7%	103
	26 - 35 YEARS OLD	75.2%	24.8%	125
	36 - 45 YEARS OLD	77.6%	22.4%	170
	46 - 55 YEARS OLD	85.2%	14.8%	445
	56 - 65 YEARS OLD	90.4%	9.6%	689
	66 AND OLDER	91.5%	8.5%	375
SEX	MALE	82.0%	18.0%	883
	FEMALE	88.3%	11.7%	1,024
RACE	CAUCASIAN	85.0%	15.0%	1,740
	AFRICAN AMERICAN	94.6%	5.4%	93
	OTHER	82.8%	17.2%	64
MARITAL STATUS	SINGLE	75.9%	24.1%	286
	MARRIED	86.4%	13.6%	1,342
	OTHER	90.6%	9.4%	277
RESIDENTIAL LOCATION	URBAN	83.9%	16.1%	261
	SUBURBAN	86.0%	14.0%	772
	RURAL	85.2%	14.8%	872
DRIVING AREA	URBAN	86.9%	13.1%	542
	SUBURBAN	83.4%	16.6%	622
	RURAL	85.8%	14.2%	740
VEHICLE TYPE	AUTOMOBILE	85.7%	14.3%	963
	VAN/MINIVAN	82.4%	17.6%	199
	PICKUP TRUCK	84.0%	16.0%	275
	SUV	86.9%	13.1%	443
	OTHER	84.6%	15.4%	26

**TABLE 5.11: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – PROMPTED - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		33.3%	66.7%	4,126
SURVEY	SURVEY 1	32.0%	68.0%	952
	SURVEY 2	37.1%	62.9%	1,095
	SURVEY 3	34.0%	66.0%	1,034
	SURVEY 4	29.7%	70.3%	1,045
OSP DISTRICT	DISTRICT 1	34.9%	65.1%	467
	DISTRICT 2	29.6%	70.4%	446
	DISTRICT 3	35.2%	64.8%	415
	DISTRICT 4	31.6%	68.4%	459
	DISTRICT 5	37.3%	62.7%	459
	DISTRICT 6	35.4%	64.6%	413
	DISTRICT 7	31.9%	68.1%	474
	DISTRICT 8	35.1%	64.9%	487
	DISTRICT 9	29.2%	70.8%	506
AGE	25 AND YOUNGER	14.0%	86.0%	178
	26 - 35 YEARS OLD	29.1%	70.9%	254
	36 - 45 YEARS OLD	32.1%	67.9%	352
	46 - 55 YEARS OLD	31.4%	68.6%	948
	56 - 65 YEARS OLD	32.9%	67.1%	1,428
	66 AND OLDER	40.7%	59.3%	966
SEX	MALE	25.9%	74.1%	1,644
	FEMALE	38.2%	61.8%	2,482
RACE	CAUCASIAN	32.7%	67.3%	3,744
	AFRICAN AMERICAN	43.4%	56.6%	235
	OTHER	33.3%	66.7%	129
MARITAL STATUS	SINGLE	27.6%	72.4%	562
	MARRIED	32.5%	67.5%	2,868
	OTHER	41.2%	58.8%	690
RESIDENTIAL LOCATION	URBAN	35.7%	64.3%	575
	SUBURBAN	34.2%	65.8%	1,670
	RURAL	31.8%	68.2%	1,875
DRIVING AREA	URBAN	35.3%	64.7%	1,214
	SUBURBAN	33.6%	66.4%	1,343
	RURAL	31.4%	68.6%	1,560
VEHICLE TYPE	AUTOMOBILE	35.3%	64.7%	2,126
	VAN/MINIVAN	32.6%	67.4%	402
	PICKUP TRUCK	26.5%	73.5%	532
	SUV	33.2%	66.8%	1,013
	OTHER	20.4%	79.6%	49

## RESPONDENTS' PERSONAL DRINKING AND DRIVING BEHAVIORS

Approximately 12.8% of those surveyed in 2016 said they had driven a motor vehicle within two hours of consuming alcohol in the 60 days prior to completing the survey (Table 5.12). Respondents who were most likely to have driven a motor vehicle within two hours of consuming alcohol were those 25 years of age and younger, males, those who reside in and primarily drive in suburban areas, and those who drive pickup trucks. It is important to note that of those, 15.9% said they had done so 5 or more times (Table 5.13).

**TABLE 5.12: DRIVEN VEHICLE WITHIN 2 HOURS OF DRINKING ALCOHOL IN PAST 60 DAYS - 2016**

		NO	YES	TOTAL
ALL RESPONDENTS		87.2%	12.8%	4,150
SURVEY	SURVEY 1	85.2%	14.8%	962
	SURVEY 2	89.2%	10.8%	1,105
	SURVEY 3	85.5%	14.5%	1,038
	SURVEY 4	88.6%	11.4%	1,045
OSP DISTRICT	DISTRICT 1	88.9%	11.1%	468
	DISTRICT 2	88.2%	11.8%	449
	DISTRICT 3	81.3%	18.7%	417
	DISTRICT 4	87.3%	12.7%	465
	DISTRICT 5	86.1%	13.9%	462
	DISTRICT 6	84.8%	15.2%	414
	DISTRICT 7	91.2%	8.8%	477
	DISTRICT 8	83.2%	16.8%	489
	DISTRICT 9	92.5%	7.5%	509
AGE	25 AND YOUNGER	82.7%	17.3%	179
	26 - 35 YEARS OLD	83.9%	16.1%	254
	36 - 45 YEARS OLD	86.6%	13.4%	352
	46 - 55 YEARS OLD	85.8%	14.2%	953
	56 - 65 YEARS OLD	87.5%	12.5%	1,437
	66 AND OLDER	89.9%	10.1%	975
SEX	MALE	79.4%	20.6%	1,652
	FEMALE	92.4%	7.6%	2,498
RACE	CAUCASIAN	86.7%	13.3%	3,768
	AFRICAN AMERICAN	94.5%	5.5%	235
	OTHER	91.5%	8.5%	129
MARITAL STATUS	SINGLE	86.1%	13.9%	563
	MARRIED	86.3%	13.7%	2,888
	OTHER	91.9%	8.1%	693
RESIDENTIAL LOCATION	URBAN	87.5%	12.5%	574
	SUBURBAN	84.7%	15.3%	1,677
	RURAL	89.3%	10.7%	1,893
DRIVING AREA	URBAN	87.0%	13.0%	1,219
	SUBURBAN	85.5%	14.5%	1,351
	RURAL	88.9%	11.1%	1,571
VEHICLE TYPE	AUTOMOBILE	87.4%	12.6%	2,138
	VAN/MINIVAN	91.4%	8.6%	405
	PICKUP TRUCK	83.8%	16.2%	537
	SUV	86.9%	13.1%	1,017
	OTHER	87.8%	12.2%	49

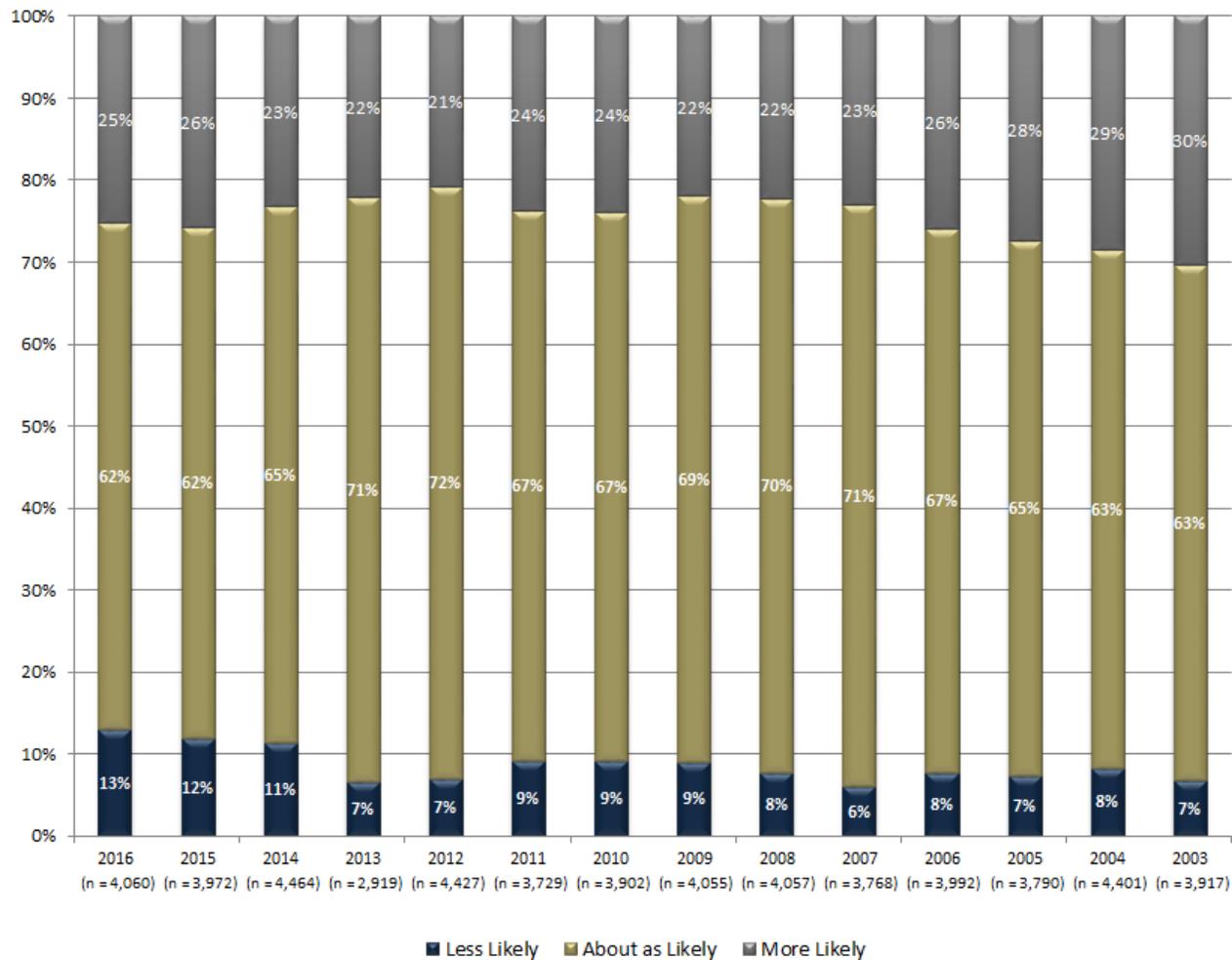
**TABLE 5.13: NUMBER OF TIMES DRIVING WITHIN 2 HOURS OF CONSUMING ALCOHOL IN THE PAST 60 DAYS - 2016**

		1	2	3	4	5 OR MORE	TOTAL	AVERAGE
ALL RESPONDENTS		28.3%	34.6%	13.0%	8.2%	15.9%	523	2.488
SURVEY	SURVEY 1	31.7%	32.4%	10.8%	10.8%	14.4%	139	2.439
	SURVEY 2	27.1%	35.6%	15.3%	8.5%	13.6%	118	2.458
	SURVEY 3	31.1%	35.1%	11.3%	6.0%	16.6%	151	2.417
	SURVEY 4	21.7%	35.7%	15.7%	7.8%	19.1%	115	2.670
OSP DISTRICT	DISTRICT 1	23.5%	41.2%	13.7%	7.8%	13.7%	51	2.471
	DISTRICT 2	28.3%	26.4%	18.9%	7.5%	18.9%	53	2.623
	DISTRICT 3	26.9%	39.7%	10.3%	10.3%	12.8%	78	2.423
	DISTRICT 4	32.2%	30.5%	18.6%	5.1%	13.6%	59	2.373
	DISTRICT 5	27.0%	41.3%	6.3%	7.9%	17.5%	63	2.476
	DISTRICT 6	41.0%	19.7%	16.4%	8.2%	14.8%	61	2.361
	DISTRICT 7	24.4%	41.5%	9.8%	9.8%	14.6%	41	2.488
	DISTRICT 8	18.8%	33.8%	15.0%	11.3%	21.3%	80	2.825
	DISTRICT 9	37.8%	40.5%	5.4%	2.7%	13.5%	37	2.135
AGE	25 AND YOUNGER	32.3%	41.9%	6.5%	0.0%	19.4%	31	2.323
	26 - 35 YEARS OLD	31.7%	31.7%	17.1%	9.8%	9.8%	41	2.341
	36 - 45 YEARS OLD	28.9%	31.1%	13.3%	6.7%	20.0%	45	2.578
	46 - 55 YEARS OLD	31.6%	33.8%	11.3%	9.0%	14.3%	133	2.406
	56 - 65 YEARS OLD	25.8%	33.1%	15.2%	8.4%	17.4%	178	2.584
	66 AND OLDER	25.3%	38.9%	11.6%	9.5%	14.7%	95	2.495
SEX	MALE	20.7%	37.5%	13.2%	7.5%	21.0%	333	2.706
	FEMALE	41.6%	29.5%	12.6%	9.5%	6.8%	190	2.105
RACE	CAUCASIAN	28.2%	34.3%	13.3%	8.3%	15.9%	496	2.494
	AFRICAN AMERICAN	53.8%	46.2%	0.0%	0.0%	0.0%	13	1.462
	OTHER	10.0%	30.0%	10.0%	20.0%	30.0%	10	3.300
MARITAL STATUS	SINGLE	25.6%	37.2%	11.5%	3.8%	21.8%	78	2.590
	MARRIED	29.6%	33.7%	13.1%	8.7%	14.9%	389	2.458
	OTHER	23.2%	37.5%	14.3%	10.7%	14.3%	56	2.554
RESIDENTIAL LOCATION	URBAN	25.4%	36.6%	11.3%	4.2%	22.5%	71	2.620
	SUBURBAN	28.3%	33.9%	14.7%	10.0%	13.1%	251	2.458
	RURAL	29.0%	35.0%	11.5%	7.5%	17.0%	200	2.485
DRIVING AREA	URBAN	30.6%	35.0%	14.0%	7.0%	13.4%	157	2.376
	SUBURBAN	28.9%	31.4%	13.4%	9.8%	16.5%	194	2.536
	RURAL	25.7%	37.4%	11.7%	7.6%	17.5%	171	2.538
VEHICLE TYPE	AUTOMOBILE	28.5%	36.9%	12.2%	9.1%	13.3%	263	2.418
	VAN/MINIVAN	17.1%	37.1%	31.4%	8.6%	5.7%	35	2.486
	PICKUP TRUCK	14.9%	35.6%	14.9%	5.7%	28.7%	87	2.977
	SUV	39.4%	29.5%	8.3%	7.6%	15.2%	132	2.295
	OTHER	33.3%	16.7%	16.7%	16.7%	16.7%	6	2.667

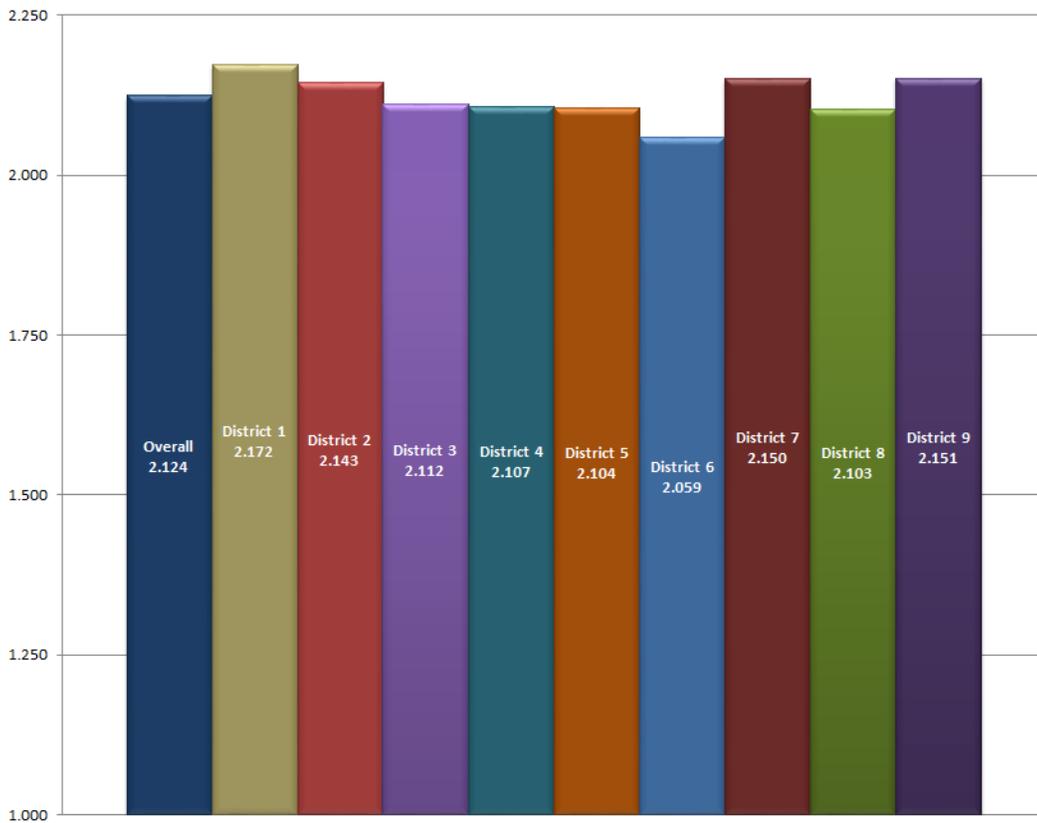
## CURRENT LAW ENFORCEMENT

In 2016, 61.9% 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 25.2% thought it is “more likely” that a driver would be stopped (Figure 22). Figure 22A shows that respondents in OSP District 1 were more likely to think a driver would be stopped by law enforcement for drinking and 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 Table 5.15.

**FIGURE 22: LIKELIHOOD OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO 2003 – 2016**



**FIGURE 22A: LIKELIHOOD OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO – 2016 [MEAN SCORE]**



**TABLE 5.14: CHANCE OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.118</b>	<b>2.089</b>	<b>2.179</b>	<b>2.110</b>	<b>4,060</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.126	2.157	2.205	2.198	459
	<b>DISTRICT 2</b>	2.126	2.145	2.235	2.055	442
	<b>DISTRICT 3</b>	2.123	2.059	2.135	2.132	410
	<b>DISTRICT 4</b>	2.051	2.058	2.173	2.145	448
	<b>DISTRICT 5</b>	2.097	2.119	2.175	2.018	453
	<b>DISTRICT 6</b>	2.135	1.958	2.080	2.064	405
	<b>DISTRICT 7</b>	2.095	2.179	2.239	2.096	467
	<b>DISTRICT 8</b>	2.133	2.013	2.192	2.118	474
	<b>DISTRICT 9</b>	2.190	2.105	2.175	2.150	502

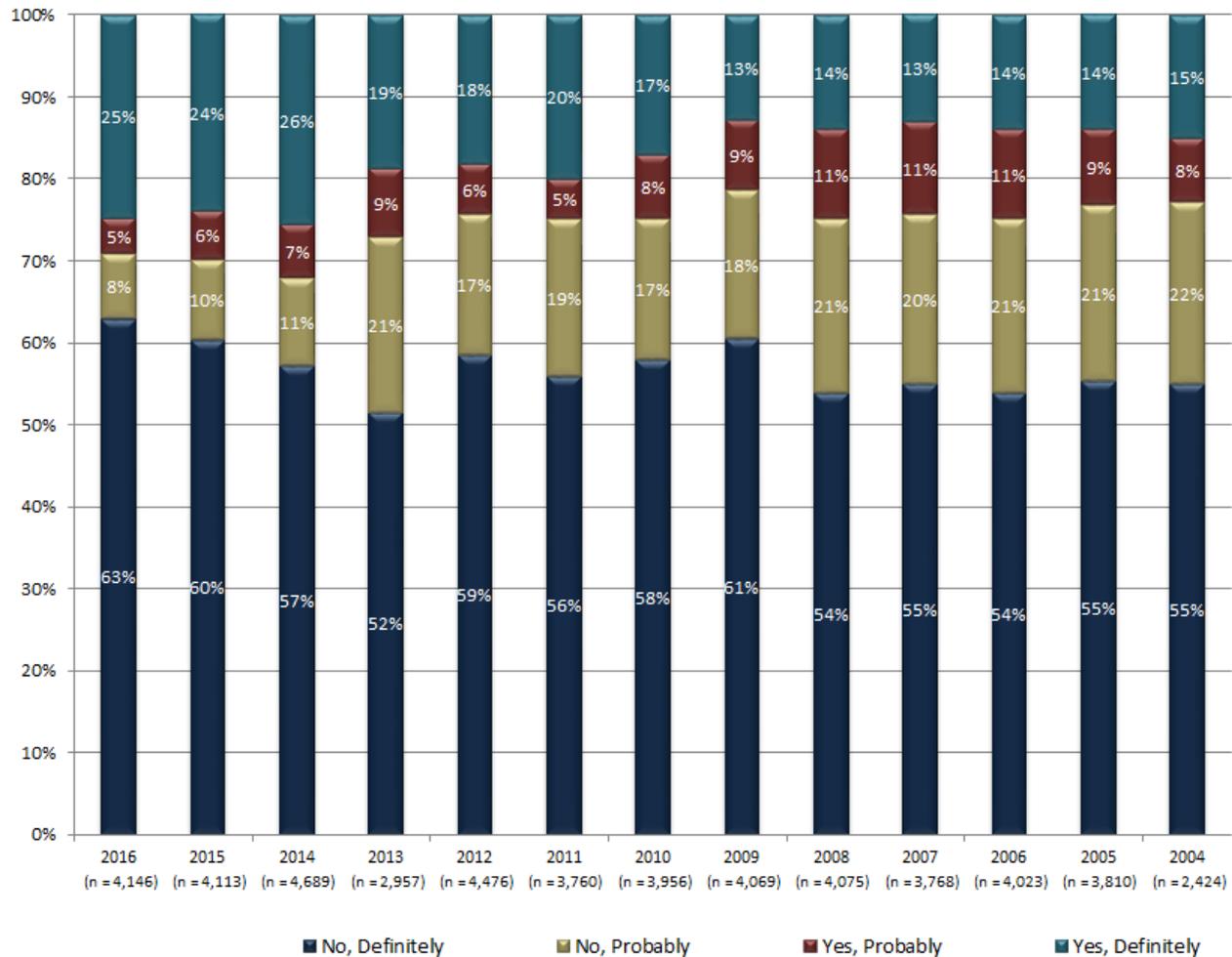
The mean score calculation is based on "More Likely" = 3 to "Less Likely" = 1; therefore, the greater the mean score, the more likely respondent is to find the chance of being stopped for drunk driving more likely than 3 months ago.

**TABLE 5.15: LIKELIHOOD OF A DRIVER BEING STOPPED FOR DRINKING AND DRIVING COMPARED TO THREE MONTHS AGO - 2016**

		LESS LIKELY	ABOUT AS LIKELY	MORE LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		12.9%	61.9%	25.2%	4,060	2.124
SURVEY	SURVEY 1	13.9%	60.3%	25.7%	940	2.118
	SURVEY 2	13.5%	64.1%	22.4%	1,067	2.089
	SURVEY 3	10.1%	62.0%	28.0%	1,023	2.179
	SURVEY 4	14.1%	60.9%	25.0%	1,030	2.110
OSP DISTRICT	DISTRICT 1	9.8%	63.2%	27.0%	459	2.172
	DISTRICT 2	12.0%	61.8%	26.2%	442	2.143
	DISTRICT 3	15.4%	58.0%	26.6%	410	2.112
	DISTRICT 4	13.8%	61.6%	24.6%	448	2.107
	DISTRICT 5	14.1%	61.4%	24.5%	453	2.104
	DISTRICT 6	14.8%	64.4%	20.7%	405	2.059
	DISTRICT 7	11.8%	61.5%	26.8%	467	2.150
	DISTRICT 8	12.4%	64.8%	22.8%	474	2.103
	DISTRICT 9	12.4%	60.2%	27.5%	502	2.151
AGE	25 AND YOUNGER	5.1%	60.1%	34.8%	178	2.298
	26 - 35 YEARS OLD	11.2%	62.5%	26.3%	251	2.151
	36 - 45 YEARS OLD	8.9%	62.1%	29.0%	348	2.201
	46 - 55 YEARS OLD	9.9%	68.6%	21.6%	932	2.117
	56 - 65 YEARS OLD	14.1%	61.3%	24.5%	1,402	2.104
	66 AND OLDER	17.4%	56.2%	26.4%	949	2.091
SEX	MALE	12.0%	63.2%	24.8%	1,622	2.128
	FEMALE	13.5%	61.0%	25.6%	2,438	2.121
RACE	CAUCASIAN	12.3%	64.0%	23.8%	3,684	2.115
	AFRICAN AMERICAN	19.2%	37.6%	43.2%	234	2.239
	OTHER	19.0%	46.8%	34.1%	126	2.151
MARITAL STATUS	SINGLE	10.1%	56.6%	33.3%	555	2.232
	MARRIED	12.6%	64.6%	22.8%	2,826	2.102
	OTHER	16.5%	54.5%	29.0%	673	2.125
RESIDENTIAL LOCATION	URBAN	12.3%	58.6%	29.1%	567	2.168
	SUBURBAN	12.8%	62.7%	24.5%	1,636	2.117
	RURAL	13.2%	62.2%	24.6%	1,851	2.115
DRIVING AREA	URBAN	13.3%	59.1%	27.5%	1,199	2.142
	SUBURBAN	12.3%	64.5%	23.2%	1,319	2.109
	RURAL	13.0%	61.8%	25.2%	1,535	2.122
VEHICLE TYPE	AUTOMOBILE	13.1%	60.6%	26.3%	2,077	2.132
	VAN/MINIVAN	10.3%	62.5%	27.3%	400	2.170
	PICKUP TRUCK	15.3%	61.6%	23.1%	529	2.078
	SUV	11.7%	64.8%	23.6%	1,002	2.119
	OTHER	25.0%	52.1%	22.9%	48	1.979

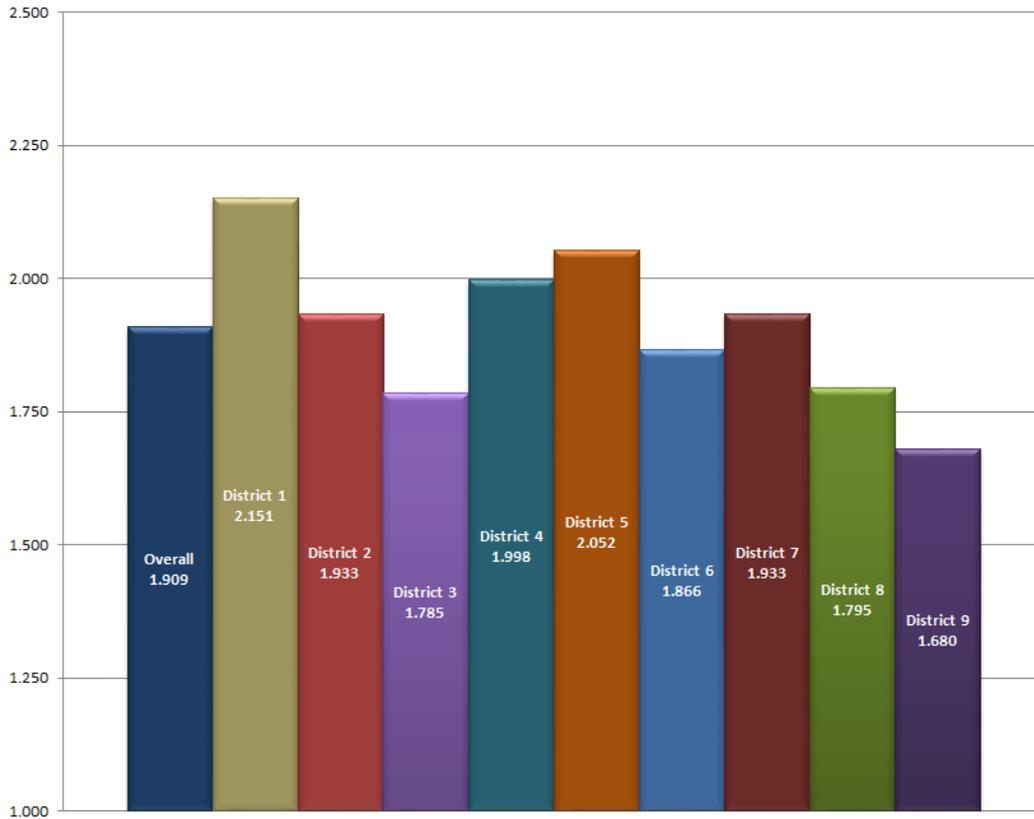
While 63.0% of respondents said they had definitely *not* seen or heard of special efforts by police to ticket drunk drivers in their community, 29.2% “definitely” or “probably” had witnessed such efforts (Figure 23). Respondents in OSP Districts 1 and 5 were more likely than other districts to claim they have witnessed special efforts to ticket drunk drivers (Figure 23A). 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 Table 5.17.

**FIGURE 23: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS<sup>3</sup> 2004 – 2016**



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

**FIGURE 23A: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS - 2016 [MEAN SCORE]**



**TABLE 5.16: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.821</b>	<b>1.953</b>	<b>1.870</b>	<b>1.984</b>	<b>4,146</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.878	2.142	2.186	2.385	470
	<b>DISTRICT 2</b>	1.714	2.053	1.831	2.126	447
	<b>DISTRICT 3</b>	1.917	1.798	1.748	1.659	418
	<b>DISTRICT 4</b>	1.882	1.945	2.124	2.041	464
	<b>DISTRICT 5</b>	2.063	2.205	1.917	2.009	462
	<b>DISTRICT 6</b>	1.813	1.840	1.893	1.907	411
	<b>DISTRICT 7</b>	1.790	2.008	1.873	2.048	478
	<b>DISTRICT 8</b>	1.645	1.874	1.806	1.814	487
	<b>DISTRICT 9</b>	1.690	1.724	1.511	1.789	509

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 .

**TABLE 5.17: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS - 2016**

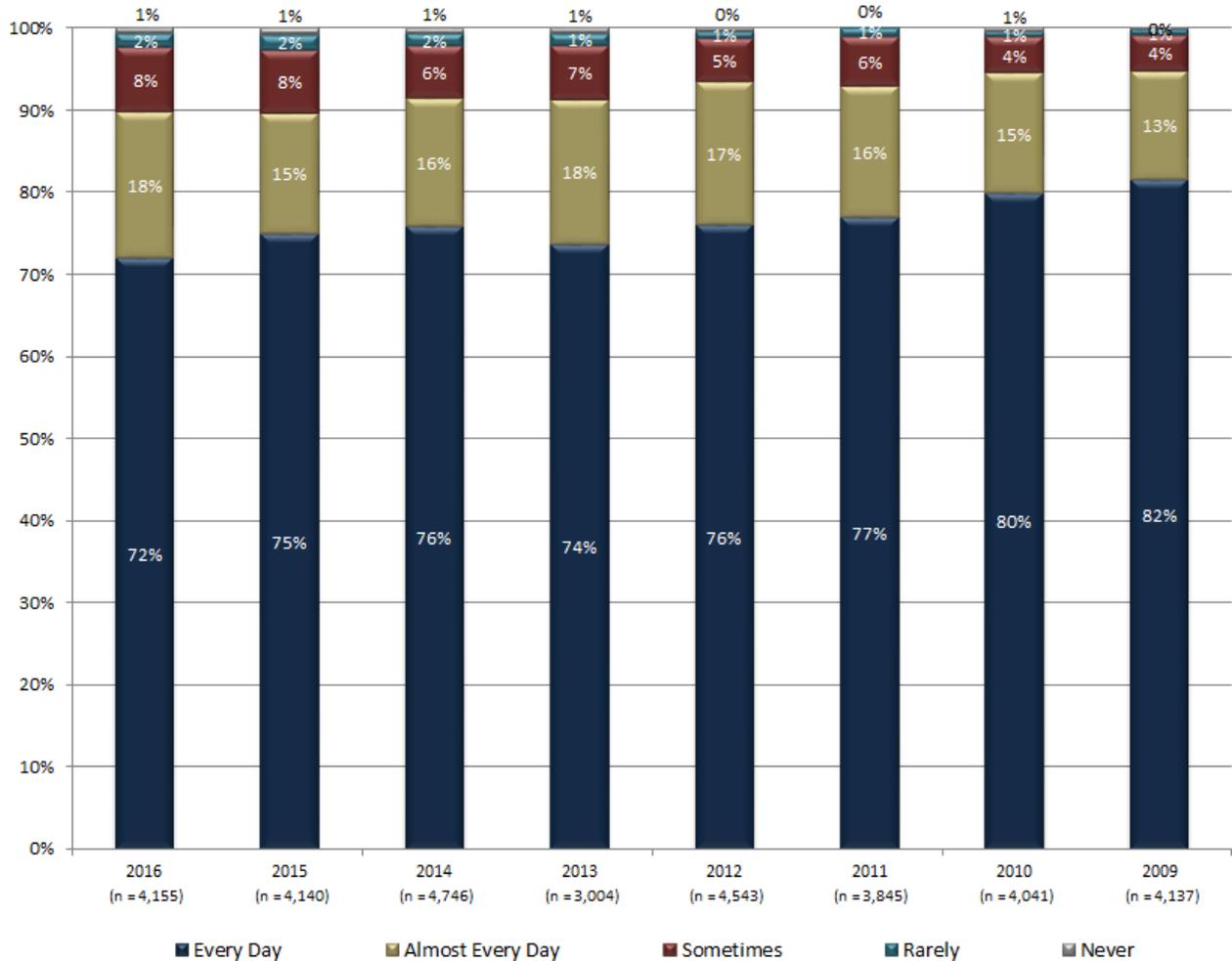
		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		63.0%	7.8%	4.5%	24.7%	4,146	1.909
SURVEY	SURVEY 1	65.0%	9.0%	5.1%	21.0%	959	1.821
	SURVEY 2	60.9%	8.9%	4.3%	26.0%	1,105	1.953
	SURVEY 3	65.3%	6.4%	4.2%	24.0%	1,040	1.870
	SURVEY 4	61.0%	7.1%	4.3%	27.5%	1,042	1.984
OSP DISTRICT	DISTRICT 1	54.7%	7.7%	5.5%	32.1%	470	2.151
	DISTRICT 2	62.4%	7.8%	3.8%	26.0%	447	1.933
	DISTRICT 3	67.2%	8.1%	3.6%	21.1%	418	1.785
	DISTRICT 4	60.3%	8.4%	2.4%	28.9%	464	1.998
	DISTRICT 5	57.1%	9.1%	5.2%	28.6%	462	2.052
	DISTRICT 6	64.0%	7.5%	6.3%	22.1%	411	1.866
	DISTRICT 7	63.0%	6.9%	4.0%	26.2%	478	1.933
	DISTRICT 8	66.5%	8.0%	4.9%	20.5%	487	1.795
	DISTRICT 9	71.1%	7.1%	4.5%	17.3%	509	1.680
AGE	25 AND YOUNGER	59.0%	10.1%	1.7%	29.2%	178	2.011
	26 - 35 YEARS OLD	63.0%	7.5%	5.1%	24.4%	254	1.909
	36 - 45 YEARS OLD	58.1%	7.7%	6.3%	27.9%	351	2.040
	46 - 55 YEARS OLD	63.8%	7.6%	4.3%	24.4%	952	1.893
	56 - 65 YEARS OLD	62.4%	7.7%	4.7%	25.2%	1,437	1.927
	66 AND OLDER	65.5%	8.1%	3.9%	22.5%	974	1.834
SEX	MALE	60.7%	6.8%	4.8%	27.6%	1,653	1.995
	FEMALE	64.5%	8.5%	4.2%	22.8%	2,493	1.853
RACE	CAUCASIAN	63.7%	7.7%	4.4%	24.2%	3,764	1.891
	AFRICAN AMERICAN	55.3%	11.5%	5.1%	28.1%	235	2.060
	OTHER	57.4%	6.2%	4.7%	31.8%	129	2.109
MARITAL STATUS	SINGLE	60.4%	7.5%	3.2%	28.9%	561	2.005
	MARRIED	62.9%	8.3%	4.8%	24.0%	2,885	1.898
	OTHER	65.3%	6.2%	4.0%	24.5%	694	1.878
RESIDENTIAL LOCATION	URBAN	56.6%	8.2%	5.2%	30.0%	576	2.087
	SUBURBAN	61.5%	8.1%	4.7%	25.7%	1,674	1.946
	RURAL	66.3%	7.5%	4.0%	22.2%	1,890	1.821
DRIVING AREA	URBAN	57.5%	9.4%	4.5%	28.6%	1,219	2.043
	SUBURBAN	63.3%	7.7%	4.7%	24.2%	1,349	1.899
	RURAL	67.0%	6.7%	4.2%	22.1%	1,569	1.815
VEHICLE TYPE	AUTOMOBILE	62.1%	8.2%	4.5%	25.1%	2,132	1.926
	VAN/MINIVAN	64.0%	9.6%	4.2%	22.2%	406	1.845
	PICKUP TRUCK	60.0%	5.6%	4.8%	29.6%	537	2.041
	SUV	66.1%	7.6%	4.4%	21.9%	1,018	1.821
	OTHER	63.3%	6.1%	2.0%	28.6%	49	1.959

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

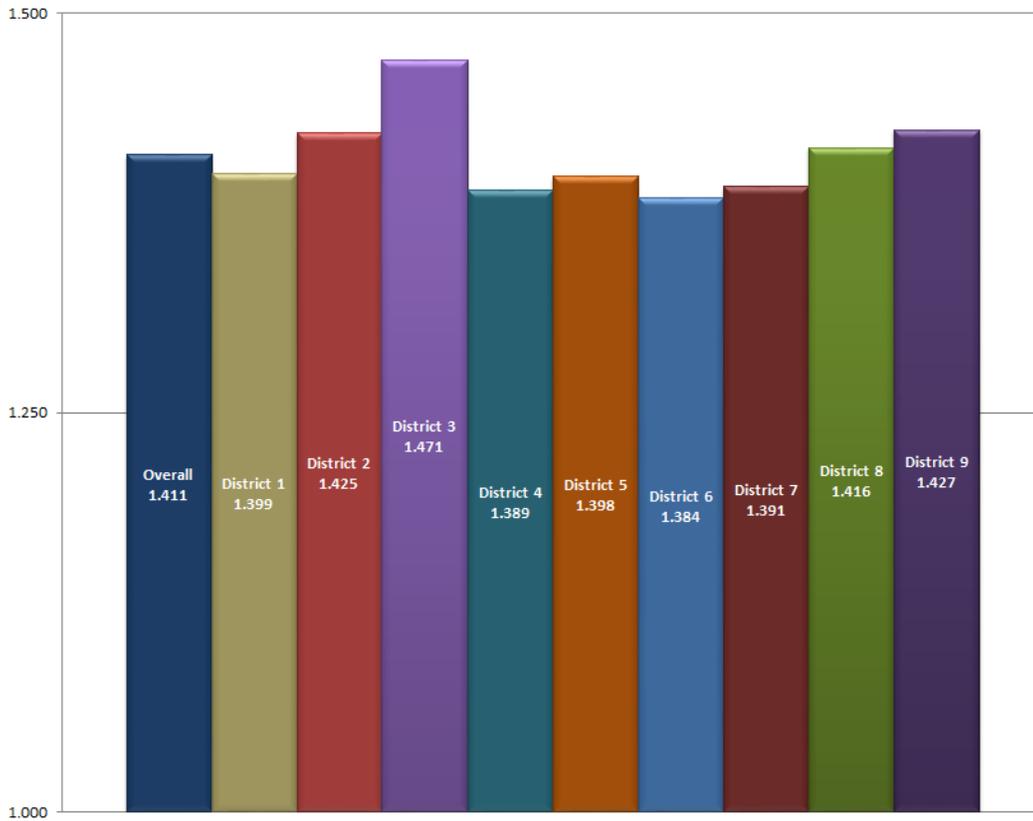
**GENERAL CELL PHONE USE WHILE DRIVING**

As shown in Figure 24, the majority of those surveyed said they see other drivers talking on a cell phone every day (72.1%) or almost every day (17.7%). These results are consistent with past evaluations. Drivers in OSP Districts 2, 3, 8, and 9 are more likely to say they see other drivers talk on a cell phone (Figure 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 Table 6.2.

**FIGURE 24: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE 2009 - 2016**



**FIGURE 24A: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE – 2016 [MEAN SCORE]**



**TABLE 6.1: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.416</b>	<b>1.450</b>	<b>1.354</b>	<b>1.422</b>	<b>4,155</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.357	1.458	1.265	1.504	471
	<b>DISTRICT 2</b>	1.448	1.504	1.403	1.348	449
	<b>DISTRICT 3</b>	1.546	1.490	1.409	1.440	418
	<b>DISTRICT 4</b>	1.361	1.376	1.274	1.532	465
	<b>DISTRICT 5</b>	1.400	1.402	1.425	1.365	462
	<b>DISTRICT 6</b>	1.337	1.510	1.286	1.409	414
	<b>DISTRICT 7</b>	1.437	1.439	1.318	1.365	478
	<b>DISTRICT 8</b>	1.376	1.418	1.407	1.460	488
	<b>DISTRICT 9</b>	1.480	1.473	1.389	1.376	510

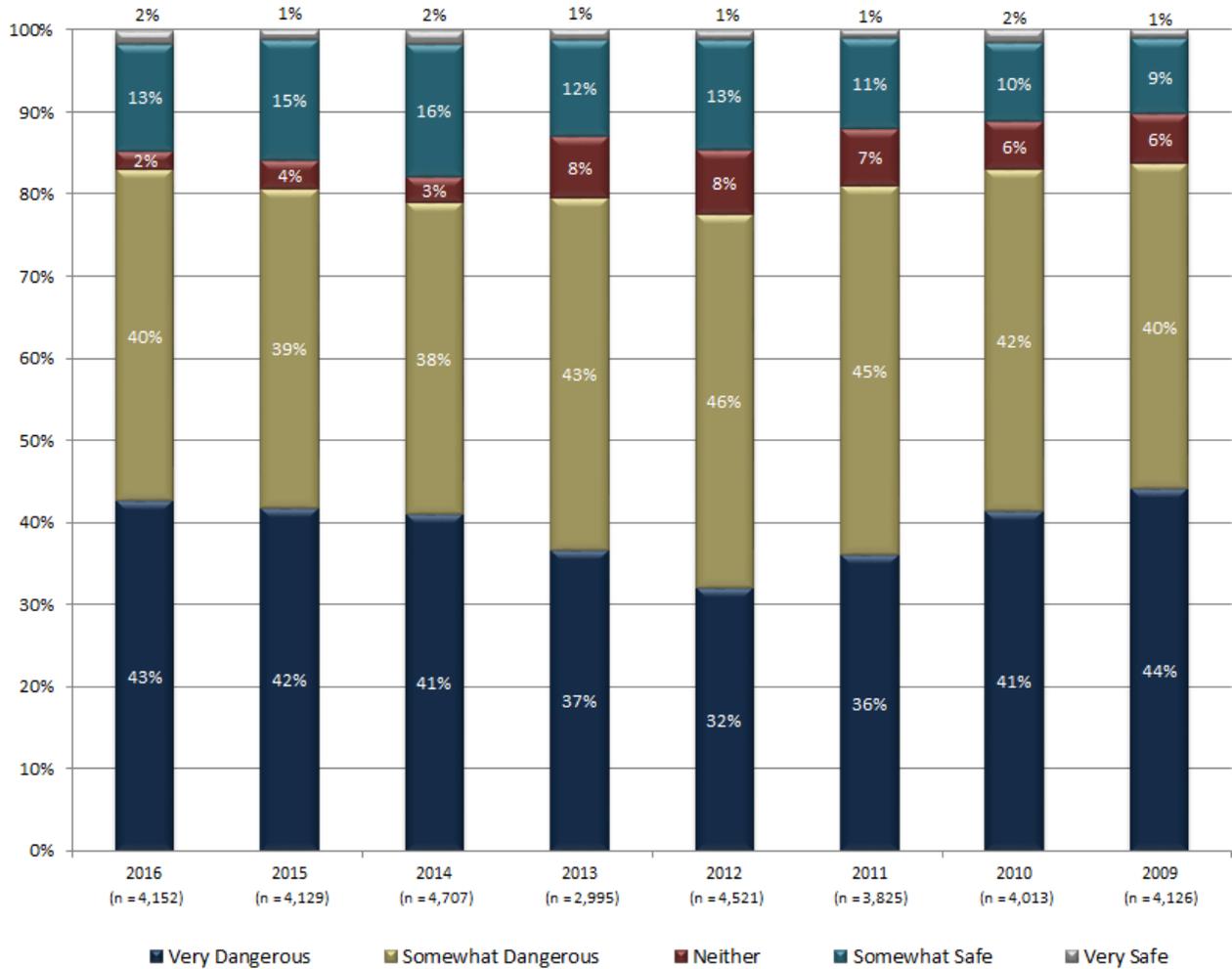
The mean score calculation is based on “Never” = 5 to “Every Day” = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers talk on a cell phone without a hands-free device.

**TABLE 6.2: FREQUENCY OF SEEING OTHERS TALK ON A CELL PHONE WHILE DRIVING - 2016**

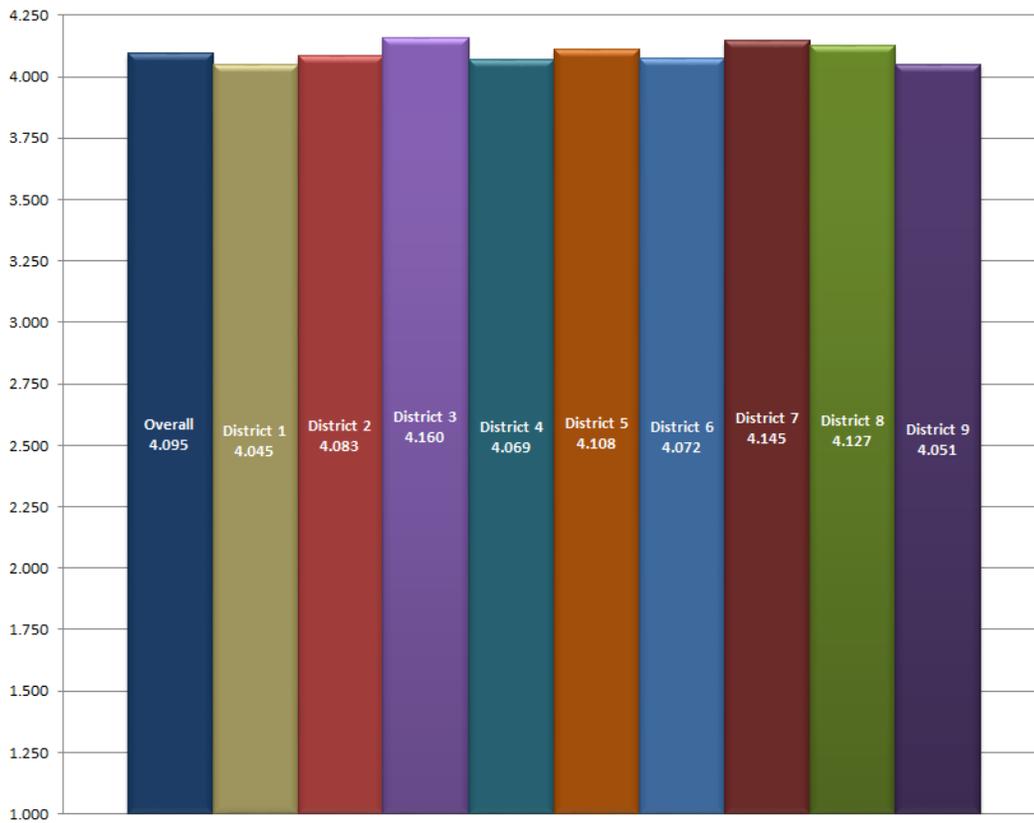
		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		72.1%	17.7%	7.9%	1.6%	0.7%	4,155	1.411
SURVEY	SURVEY 1	71.5%	18.2%	8.4%	0.9%	0.9%	962	1.416
	SURVEY 2	70.0%	18.2%	9.4%	1.8%	0.6%	1,105	1.450
	SURVEY 3	75.5%	15.9%	6.5%	1.6%	0.4%	1,041	1.354
	SURVEY 4	71.5%	18.4%	7.3%	1.8%	1.0%	1,047	1.422
OSP DISTRICT	DISTRICT 1	71.1%	19.5%	7.9%	1.3%	0.2%	471	1.399
	DISTRICT 2	70.4%	19.4%	8.2%	1.3%	0.7%	449	1.425
	DISTRICT 3	69.4%	18.2%	9.6%	1.7%	1.2%	418	1.471
	DISTRICT 4	74.0%	15.5%	8.4%	1.9%	0.2%	465	1.389
	DISTRICT 5	74.0%	15.8%	7.4%	1.9%	0.9%	462	1.398
	DISTRICT 6	74.9%	14.7%	8.2%	1.4%	0.7%	414	1.384
	DISTRICT 7	73.0%	18.6%	5.9%	1.3%	1.3%	478	1.391
	DISTRICT 8	71.5%	18.2%	8.0%	1.6%	0.6%	488	1.416
	DISTRICT 9	70.8%	18.8%	8.0%	1.6%	0.8%	510	1.427
AGE	25 AND YOUNGER	67.6%	18.4%	12.8%	1.1%	0.0%	179	1.475
	26 - 35 YEARS OLD	72.0%	19.3%	7.1%	1.2%	0.4%	254	1.386
	36 - 45 YEARS OLD	79.0%	15.3%	4.8%	0.6%	0.3%	353	1.278
	46 - 55 YEARS OLD	76.1%	16.5%	5.9%	1.0%	0.5%	954	1.334
	56 - 65 YEARS OLD	73.4%	16.4%	8.1%	1.5%	0.7%	1,439	1.397
	66 AND OLDER	64.7%	21.1%	10.1%	2.8%	1.3%	976	1.550
SEX	MALE	75.0%	15.8%	7.1%	1.3%	0.9%	1,658	1.373
	FEMALE	70.2%	18.9%	8.5%	1.8%	0.6%	2,497	1.436
RACE	CAUCASIAN	71.4%	18.3%	8.0%	1.6%	0.7%	3,772	1.419
	AFRICAN AMERICAN	78.0%	11.4%	8.1%	1.7%	0.8%	236	1.360
	OTHER	78.3%	13.2%	7.8%	0.0%	0.8%	129	1.318
MARITAL STATUS	SINGLE	72.5%	15.5%	9.8%	1.8%	0.5%	563	1.425
	MARRIED	72.7%	18.3%	7.2%	1.4%	0.5%	2,891	1.388
	OTHER	69.6%	17.0%	9.5%	2.0%	1.9%	695	1.495
RESIDENTIAL LOCATION	URBAN	75.9%	16.3%	5.9%	1.4%	0.5%	576	1.344
	SUBURBAN	72.2%	17.8%	8.2%	1.1%	0.8%	1,678	1.405
	RURAL	70.9%	18.0%	8.3%	2.0%	0.7%	1,895	1.436
DRIVING AREA	URBAN	75.4%	15.9%	6.5%	1.5%	0.8%	1,222	1.365
	SUBURBAN	70.7%	18.8%	8.6%	1.5%	0.4%	1,352	1.422
	RURAL	70.7%	18.3%	8.5%	1.7%	0.9%	1,572	1.439
VEHICLE TYPE	AUTOMOBILE	68.3%	19.8%	9.1%	1.8%	0.9%	2,138	1.473
	VAN/MINIVAN	71.7%	20.2%	5.9%	1.2%	1.0%	406	1.397
	PICKUP TRUCK	80.5%	13.2%	5.2%	0.6%	0.6%	538	1.275
	SUV	74.8%	15.3%	7.9%	1.7%	0.3%	1,020	1.374
	OTHER	91.8%	4.1%	2.0%	2.0%	0.0%	49	1.143

The majority of those surveyed (83.0%) claim that driving while talking on a cell phone without a hands-free device is somewhat (40.4%) or very (42.6%) dangerous (Figure 25). Those surveyed in OSP Districts 3, 5, 7, and 8 were more likely to find talking on a cell phone without a hands-free device dangerous (Figure 25A).

**FIGURE 25: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS 2009 - 2016**



**FIGURE 25A: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2016 [MEAN SCORE]**



**TABLE 6.3: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.046</b>	<b>4.120</b>	<b>4.034</b>	<b>4.174</b>	<b>4,152</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.870	3.875	3.973	4.439	471
	<b>DISTRICT 2</b>	4.029	4.088	4.220	3.982	448
	<b>DISTRICT 3</b>	4.222	4.038	4.122	4.275	418
	<b>DISTRICT 4</b>	4.017	4.139	4.044	4.081	464
	<b>DISTRICT 5</b>	4.095	4.129	3.942	4.270	462
	<b>DISTRICT 6</b>	4.076	4.070	3.964	4.182	414
	<b>DISTRICT 7</b>	4.151	4.252	4.091	4.080	477
	<b>DISTRICT 8</b>	4.018	4.302	4.000	4.106	489
	<b>DISTRICT 9</b>	3.940	4.110	3.954	4.165	509

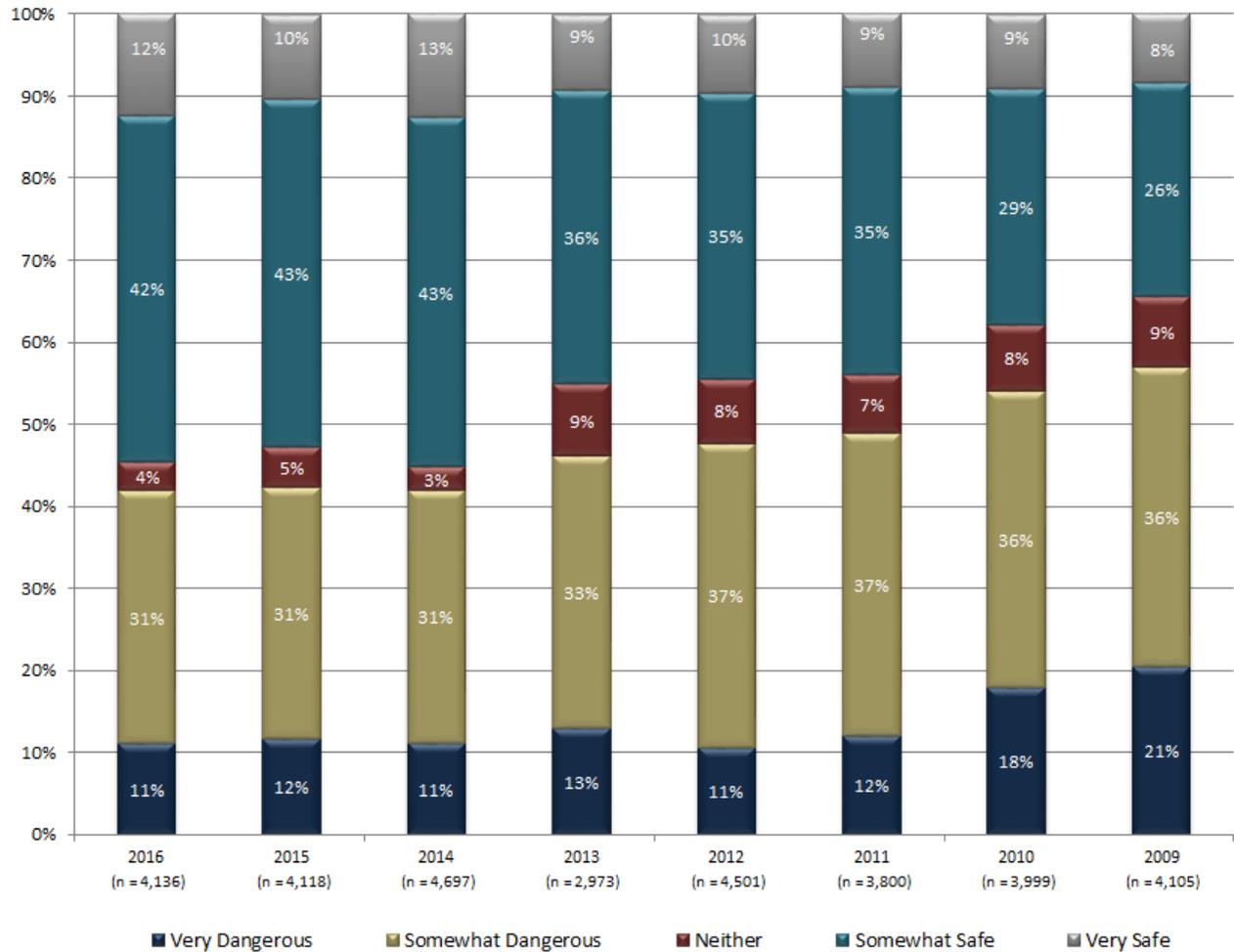
The mean score calculation is based on “Very Dangerous” = 5 to “Very Safe” = 1; therefore, the greater the mean score, the more likely respondent is to feel that talking on a cell phone without a hands-free device while driving is dangerous.

**TABLE 6.4: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE – SAFE OR DANGEROUS - 2016**

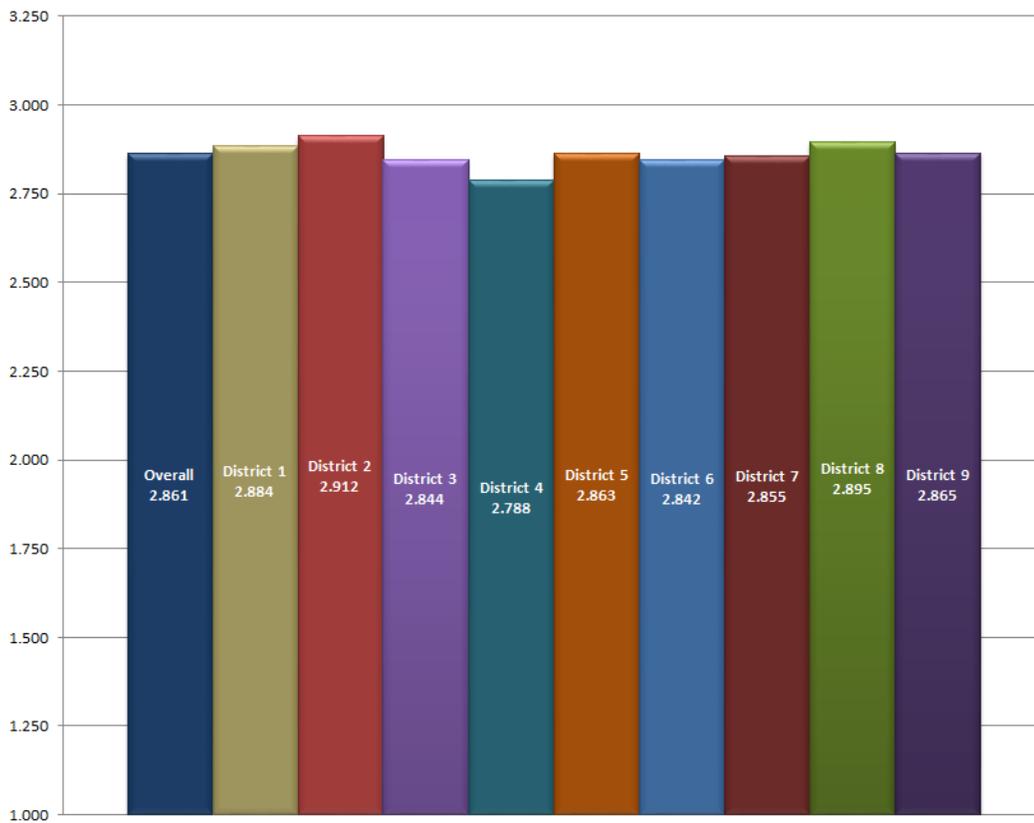
		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		1.6%	13.0%	2.3%	40.4%	42.6%	4,152	4.095
SURVEY	SURVEY 1	2.1%	14.4%	1.6%	40.6%	41.3%	962	4.046
	SURVEY 2	1.0%	13.3%	1.7%	40.6%	43.4%	1,104	4.120
	SURVEY 3	2.1%	13.9%	2.7%	41.0%	40.3%	1,040	4.034
	SURVEY 4	1.2%	10.5%	3.3%	39.6%	45.4%	1,046	4.174
OSP DISTRICT	DISTRICT 1	0.8%	15.1%	3.4%	40.1%	40.6%	471	4.045
	DISTRICT 2	0.7%	12.7%	3.6%	43.8%	39.3%	448	4.083
	DISTRICT 3	1.0%	12.7%	1.0%	40.2%	45.2%	418	4.160
	DISTRICT 4	1.7%	15.1%	2.6%	35.8%	44.8%	464	4.069
	DISTRICT 5	1.3%	13.0%	2.4%	40.3%	43.1%	462	4.108
	DISTRICT 6	2.7%	11.4%	2.4%	43.2%	40.3%	414	4.072
	DISTRICT 7	2.7%	11.1%	1.5%	38.4%	46.3%	477	4.145
	DISTRICT 8	1.6%	10.4%	2.5%	44.6%	40.9%	489	4.127
	DISTRICT 9	1.8%	15.5%	1.6%	38.1%	43.0%	509	4.051
AGE	25 AND YOUNGER	2.8%	22.9%	3.4%	44.1%	26.8%	179	3.693
	26 - 35 YEARS OLD	2.4%	20.5%	3.1%	48.0%	26.0%	254	3.748
	36 - 45 YEARS OLD	3.1%	15.3%	4.0%	44.2%	33.4%	353	3.895
	46 - 55 YEARS OLD	2.1%	15.9%	2.6%	43.4%	36.0%	954	3.952
	56 - 65 YEARS OLD	1.1%	11.9%	2.3%	39.1%	45.6%	1,437	4.161
	66 AND OLDER	0.8%	7.3%	1.0%	35.5%	55.4%	975	4.373
SEX	MALE	2.1%	14.7%	3.0%	41.5%	38.8%	1,657	4.002
	FEMALE	1.2%	11.9%	1.9%	39.8%	45.2%	2,495	4.157
RACE	CAUCASIAN	1.4%	13.2%	2.3%	41.4%	41.7%	3,769	4.087
	AFRICAN AMERICAN	3.4%	11.0%	3.8%	30.9%	50.8%	236	4.148
	OTHER	3.1%	12.4%	0.0%	28.7%	55.8%	129	4.217
MARITAL STATUS	SINGLE	2.5%	15.6%	2.7%	41.2%	38.0%	563	3.966
	MARRIED	1.4%	13.8%	2.5%	41.6%	40.7%	2,888	4.064
	OTHER	1.6%	7.8%	1.3%	35.0%	54.4%	695	4.328
RESIDENTIAL LOCATION	URBAN	2.1%	11.3%	1.9%	37.7%	47.0%	576	4.163
	SUBURBAN	1.3%	12.5%	2.3%	40.2%	43.7%	1,676	4.126
	RURAL	1.7%	14.0%	2.5%	41.5%	40.3%	1,894	4.046
DRIVING AREA	URBAN	1.8%	11.3%	2.8%	38.8%	45.3%	1,221	4.145
	SUBURBAN	1.8%	12.7%	2.1%	41.7%	41.7%	1,351	4.090
	RURAL	1.3%	14.6%	2.1%	40.7%	41.4%	1,571	4.063
VEHICLE TYPE	AUTOMOBILE	1.6%	11.5%	2.3%	40.5%	44.1%	2,139	4.139
	VAN/MINIVAN	0.7%	16.5%	1.7%	43.7%	37.3%	405	4.002
	PICKUP TRUCK	1.9%	15.5%	3.0%	39.6%	40.1%	536	4.006
	SUV	1.7%	13.8%	2.4%	39.4%	42.8%	1,019	4.078
	OTHER	2.0%	6.1%	0.0%	46.9%	44.9%	49	4.265

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 (54.6%) said they thought it was safe (Figure 26). In addition, those in OSP District 2 were more apt to say talking on a cell phone with a hands-free device is dangerous (Figure 26A). Table 6.6 contains these results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 26: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS 2009 – 2016**



**FIGURE 26A: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2016 [MEAN SCORE]**



**TABLE 6.5: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2,778</b>	<b>2,943</b>	<b>2,734</b>	<b>2,980</b>	<b>4,136</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.632	2.881	2.875	3.133	464
	<b>DISTRICT 2</b>	2.786	2.965	2.950	2.936	445
	<b>DISTRICT 3</b>	2.796	2.692	2.791	3.143	418
	<b>DISTRICT 4</b>	2.672	2.935	2.628	2.919	463
	<b>DISTRICT 5</b>	2.968	3.000	2.675	2.816	461
	<b>DISTRICT 6</b>	2.848	2.837	2.658	3.027	411
	<b>DISTRICT 7</b>	2.873	2.967	2.691	2.873	476
	<b>DISTRICT 8</b>	2.761	3.038	2.657	3.054	488
	<b>DISTRICT 9</b>	2.700	3.055	2.679	2.962	510

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.

**TABLE 6.6: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE – SAFE OR DANGEROUS - 2016**

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		12.4%	42.2%	3.5%	30.8%	11.1%	4,136	2.861
SURVEY	SURVEY 1	14.8%	43.2%	1.8%	29.7%	10.4%	958	2.778
	SURVEY 2	9.2%	43.4%	3.2%	32.5%	11.7%	1,100	2.943
	SURVEY 3	15.2%	43.1%	3.8%	28.9%	9.0%	1,039	2.734
	SURVEY 4	10.6%	39.2%	5.1%	32.0%	13.2%	1,039	2.980
OSP DISTRICT	DISTRICT 1	12.7%	42.0%	2.6%	29.5%	13.1%	464	2.884
	DISTRICT 2	10.6%	42.0%	2.9%	34.6%	9.9%	445	2.912
	DISTRICT 3	11.5%	44.5%	2.9%	30.4%	10.8%	418	2.844
	DISTRICT 4	13.6%	43.8%	3.7%	27.9%	11.0%	463	2.788
	DISTRICT 5	11.9%	42.1%	5.0%	29.7%	11.3%	461	2.863
	DISTRICT 6	11.7%	43.8%	3.2%	31.4%	10.0%	411	2.842
	DISTRICT 7	14.7%	38.4%	4.2%	31.9%	10.7%	476	2.855
	DISTRICT 8	11.9%	41.0%	2.9%	34.2%	10.0%	488	2.895
	DISTRICT 9	12.4%	42.7%	3.9%	28.0%	12.9%	510	2.865
AGE	25 AND YOUNGER	20.7%	48.0%	5.0%	22.9%	3.4%	179	2.402
	26 - 35 YEARS OLD	15.8%	53.0%	4.0%	21.7%	5.5%	253	2.482
	36 - 45 YEARS OLD	19.9%	44.6%	2.3%	26.7%	6.5%	352	2.554
	46 - 55 YEARS OLD	15.4%	42.9%	5.3%	27.3%	9.2%	949	2.720
	56 - 65 YEARS OLD	10.7%	44.9%	2.7%	31.2%	10.5%	1,432	2.859
	66 AND OLDER	6.7%	32.9%	2.9%	39.0%	18.5%	971	3.299
SEX	MALE	14.0%	44.1%	3.6%	28.7%	9.6%	1,646	2.758
	FEMALE	11.3%	41.0%	3.4%	32.2%	12.1%	2,490	2.930
RACE	CAUCASIAN	12.1%	42.3%	3.6%	31.3%	10.8%	3,756	2.863
	AFRICAN AMERICAN	14.5%	43.8%	2.6%	23.0%	16.2%	235	2.826
	OTHER	14.2%	40.2%	0.8%	30.7%	14.2%	127	2.906
MARITAL STATUS	SINGLE	16.6%	41.8%	5.5%	27.0%	9.1%	560	2.702
	MARRIED	12.0%	44.1%	3.1%	31.3%	9.5%	2,877	2.823
	OTHER	10.4%	35.1%	3.5%	31.7%	19.3%	693	3.146
RESIDENTIAL LOCATION	URBAN	13.9%	37.3%	3.5%	30.5%	14.8%	574	2.949
	SUBURBAN	11.5%	43.8%	2.9%	31.8%	9.9%	1,674	2.848
	RURAL	12.6%	42.3%	4.0%	30.1%	10.9%	1,882	2.844
DRIVING AREA	URBAN	12.3%	39.6%	3.5%	31.9%	12.7%	1,217	2.931
	SUBURBAN	11.9%	43.4%	3.7%	30.6%	10.4%	1,348	2.841
	RURAL	12.8%	43.1%	3.3%	30.2%	10.5%	1,562	2.825
VEHICLE TYPE	AUTOMOBILE	12.0%	41.1%	3.8%	30.9%	12.3%	2,130	2.903
	VAN/MINIVAN	11.7%	42.6%	2.0%	33.4%	10.2%	401	2.878
	PICKUP TRUCK	13.3%	41.2%	3.4%	29.6%	12.5%	534	2.869
	SUV	12.6%	45.1%	3.5%	30.1%	8.7%	1,018	2.773
	OTHER	20.4%	36.7%	0.0%	38.8%	4.1%	49	2.694

Just over one-third (33.7%) of 2016 respondents agree they are able to determine when it is safe to use a cell phone to make a call while driving (Table 6.7). Respondents who tend to agree they can determine when it is safe to make a call on a cell phone include those who are 25 years of age and younger, males, and those who primarily drive an SUV.

**TABLE 6.7: RESPONDENT FEELS THEY ARE ABLE TO DETERMINE WHEN IT IS SAFE TO USE A CELL PHONE TO MAKE A CALL WHILE DRIVING - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		9.6%	24.1%	12.9%	53.4%	4,142	3.100
SURVEY	SURVEY 1	11.6%	24.4%	12.2%	51.9%	960	3.044
	SURVEY 2	8.6%	24.7%	11.9%	54.8%	1,099	3.129
	SURVEY 3	11.5%	24.3%	13.4%	50.8%	1,039	3.035
	SURVEY 4	7.1%	23.1%	14.0%	55.8%	1,044	3.186
OSP DISTRICT	DISTRICT 1	11.5%	22.4%	13.6%	52.5%	469	3.070
	DISTRICT 2	7.4%	26.4%	11.4%	54.8%	447	3.136
	DISTRICT 3	8.9%	23.5%	13.7%	54.0%	417	3.127
	DISTRICT 4	10.6%	24.1%	11.2%	54.1%	464	3.088
	DISTRICT 5	12.4%	24.2%	11.8%	51.5%	458	3.024
	DISTRICT 6	9.0%	29.4%	14.1%	47.6%	412	3.002
	DISTRICT 7	7.4%	19.7%	13.2%	59.7%	476	3.252
	DISTRICT 8	10.4%	27.8%	13.7%	48.1%	489	2.994
	DISTRICT 9	9.0%	20.4%	13.1%	57.5%	510	3.190
AGE	25 AND YOUNGER	17.3%	35.2%	18.4%	29.1%	179	2.592
	26 - 35 YEARS OLD	15.0%	32.7%	19.3%	33.1%	254	2.705
	36 - 45 YEARS OLD	15.6%	29.3%	15.1%	40.1%	352	2.795
	46 - 55 YEARS OLD	13.0%	27.5%	13.0%	46.5%	953	2.930
	56 - 65 YEARS OLD	7.3%	23.9%	13.0%	55.9%	1,432	3.175
	66 AND OLDER	4.8%	15.0%	9.1%	71.1%	972	3.464
SEX	MALE	12.1%	24.5%	14.1%	49.3%	1,648	3.005
	FEMALE	8.0%	23.9%	12.1%	56.1%	2,494	3.163
RACE	CAUCASIAN	9.7%	24.5%	12.8%	53.0%	3,761	3.091
	AFRICAN AMERICAN	9.7%	17.8%	14.4%	58.1%	236	3.208
	OTHER	9.4%	21.9%	10.9%	57.8%	128	3.172
MARITAL STATUS	SINGLE	11.4%	24.2%	15.1%	49.3%	562	3.023
	MARRIED	10.1%	25.6%	13.0%	51.2%	2,882	3.053
	OTHER	6.2%	17.6%	10.5%	65.6%	692	3.355
RESIDENTIAL LOCATION	URBAN	9.6%	23.9%	10.8%	55.7%	574	3.127
	SUBURBAN	9.7%	24.0%	13.1%	53.2%	1,672	3.099
	RURAL	9.6%	24.3%	13.3%	52.8%	1,890	3.093
DRIVING AREA	URBAN	9.4%	20.4%	12.0%	58.2%	1,217	3.189
	SUBURBAN	9.1%	26.9%	13.5%	50.5%	1,347	3.053
	RURAL	10.3%	24.7%	13.1%	52.0%	1,569	3.068
VEHICLE TYPE	AUTOMOBILE	8.5%	22.6%	12.8%	56.0%	2,130	3.163
	VAN/MINIVAN	10.1%	24.2%	13.8%	51.9%	405	3.074
	PICKUP TRUCK	11.4%	22.9%	12.7%	53.0%	536	3.073
	SUV	10.7%	28.2%	13.1%	48.0%	1,018	2.984
	OTHER	10.2%	18.4%	6.1%	65.3%	49	3.265

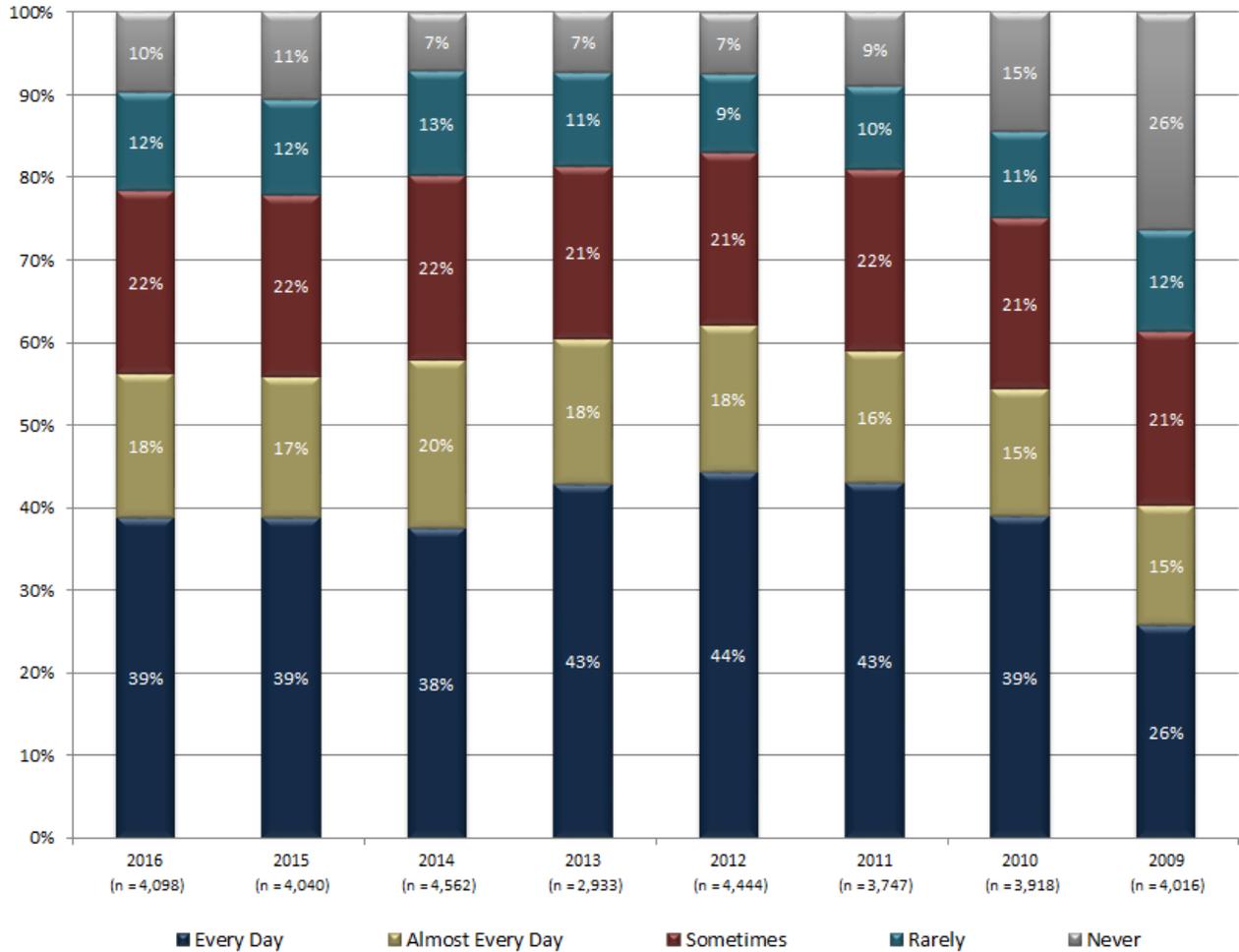
Close to one-fourth (24.0%) of survey participants think they can safely adapt their driving while using a cell phone to make a call (Table 6.8). Participants 25 years of age and younger, males, and single respondents were more likely to feel they can safely adapt their driving to use a cell phone to make a call.

**TABLE 6.8: RESPONDENT CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE TO MAKE A CALL - 2016**

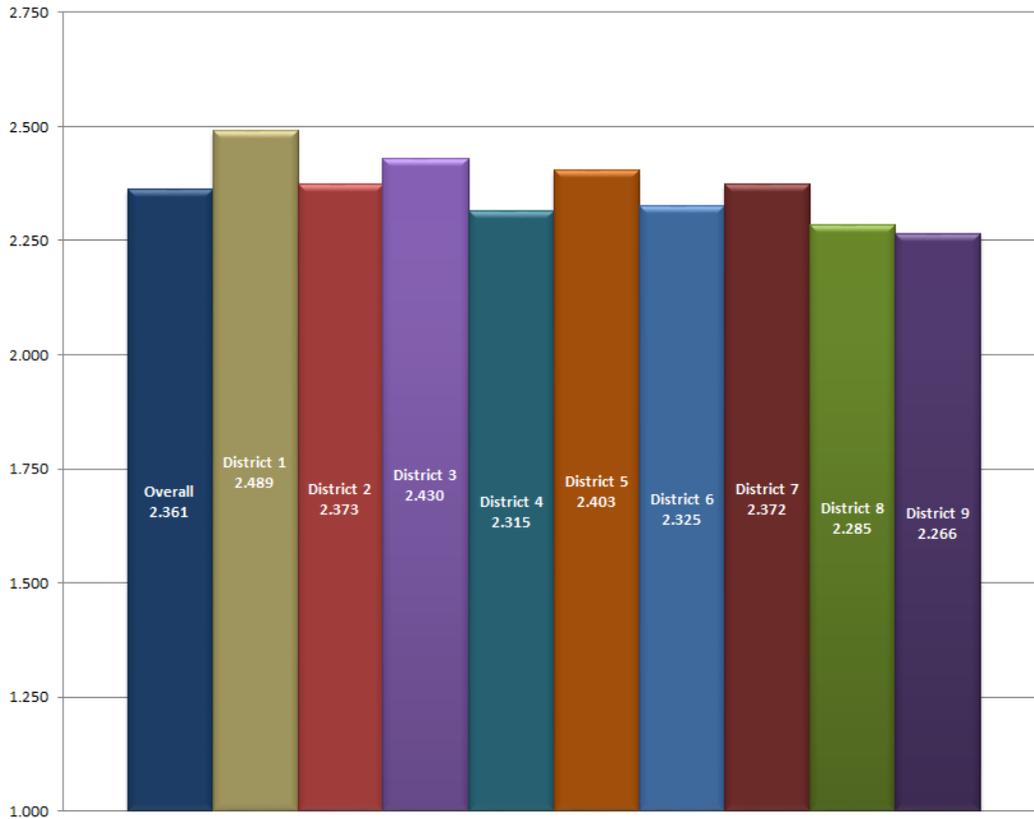
		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		6.4%	17.6%	14.1%	61.9%	4,143	3.315
SURVEY	SURVEY 1	7.9%	18.3%	14.7%	59.1%	958	3.249
	SURVEY 2	5.9%	16.3%	15.1%	62.8%	1,101	3.347
	SURVEY 3	7.7%	19.7%	11.8%	60.7%	1,039	3.256
	SURVEY 4	4.1%	16.5%	14.7%	64.7%	1,045	3.400
OSP DISTRICT	DISTRICT 1	6.6%	17.1%	15.1%	61.2%	469	3.309
	DISTRICT 2	4.5%	19.2%	13.2%	63.1%	447	3.349
	DISTRICT 3	6.5%	18.5%	10.1%	65.0%	417	3.336
	DISTRICT 4	6.5%	16.8%	12.5%	64.1%	463	3.343
	DISTRICT 5	8.3%	18.6%	15.7%	57.4%	458	3.223
	DISTRICT 6	5.3%	20.0%	17.4%	57.2%	414	3.266
	DISTRICT 7	5.5%	14.7%	12.8%	67.1%	477	3.415
	DISTRICT 8	7.8%	18.2%	17.8%	56.1%	488	3.223
	DISTRICT 9	6.3%	16.3%	12.2%	65.3%	510	3.365
AGE	25 AND YOUNGER	12.3%	29.1%	21.2%	37.4%	179	2.838
	26 - 35 YEARS OLD	11.0%	28.0%	21.3%	39.8%	254	2.898
	36 - 45 YEARS OLD	11.1%	22.2%	15.4%	51.3%	351	3.068
	46 - 55 YEARS OLD	8.8%	21.7%	16.5%	53.0%	951	3.137
	56 - 65 YEARS OLD	5.1%	16.1%	13.9%	64.9%	1,434	3.386
	66 AND OLDER	1.8%	9.5%	8.4%	80.2%	974	3.669
SEX	MALE	8.4%	19.5%	15.2%	56.9%	1,651	3.207
	FEMALE	5.1%	16.4%	13.4%	65.2%	2,492	3.386
RACE	CAUCASIAN	6.3%	17.7%	14.5%	61.5%	3,762	3.312
	AFRICAN AMERICAN	7.2%	15.7%	11.4%	65.7%	236	3.356
	OTHER	6.3%	16.4%	8.6%	68.8%	128	3.398
MARITAL STATUS	SINGLE	7.1%	19.8%	16.3%	56.8%	560	3.227
	MARRIED	6.8%	18.9%	14.6%	59.7%	2,883	3.272
	OTHER	4.0%	10.8%	10.4%	74.8%	694	3.559
RESIDENTIAL LOCATION	URBAN	5.9%	17.5%	12.2%	64.3%	572	3.350
	SUBURBAN	6.3%	17.7%	14.2%	61.8%	1,674	3.315
	RURAL	6.6%	17.6%	14.6%	61.2%	1,891	3.305
DRIVING AREA	URBAN	5.2%	16.6%	12.0%	66.2%	1,220	3.393
	SUBURBAN	6.8%	18.4%	15.8%	59.0%	1,347	3.271
	RURAL	7.0%	17.7%	14.3%	60.9%	1,567	3.292
VEHICLE TYPE	AUTOMOBILE	5.7%	15.6%	14.7%	64.0%	2,133	3.371
	VAN/MINIVAN	6.4%	18.8%	13.4%	61.4%	404	3.297
	PICKUP TRUCK	7.1%	18.8%	13.2%	60.9%	537	3.279
	SUV	7.4%	21.1%	14.0%	57.6%	1,016	3.218
	OTHER	8.2%	14.3%	8.2%	69.4%	49	3.388

When asked about perceived cell phone use by other drivers to text, 56.3% of those surveyed said they see other drivers' texting every day or almost every day (Figure 27). Respondents in OSP Districts 1, 3, and 5 were more likely to say they see other driver's text regularly (Figure 27A).

**FIGURE 27: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT 2009 - 2016**



**FIGURE 27A: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT – 2016 [MEAN SCORE]**



**TABLE 6.9: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.358</b>	<b>2.443</b>	<b>2.268</b>	<b>2.370</b>	<b>4,098</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.522	2.754	2.107	2.554	466
	<b>DISTRICT 2</b>	2.353	2.455	2.314	2.373	442
	<b>DISTRICT 3</b>	2.463	2.427	2.325	2.527	416
	<b>DISTRICT 4</b>	2.277	2.419	2.265	2.309	460
	<b>DISTRICT 5</b>	2.330	2.445	2.483	2.330	457
	<b>DISTRICT 6</b>	2.261	2.526	2.071	2.463	409
	<b>DISTRICT 7</b>	2.388	2.417	2.318	2.363	470
	<b>DISTRICT 8</b>	2.255	2.174	2.349	2.398	474
	<b>DISTRICT 9</b>	2.343	2.451	2.183	2.091	504

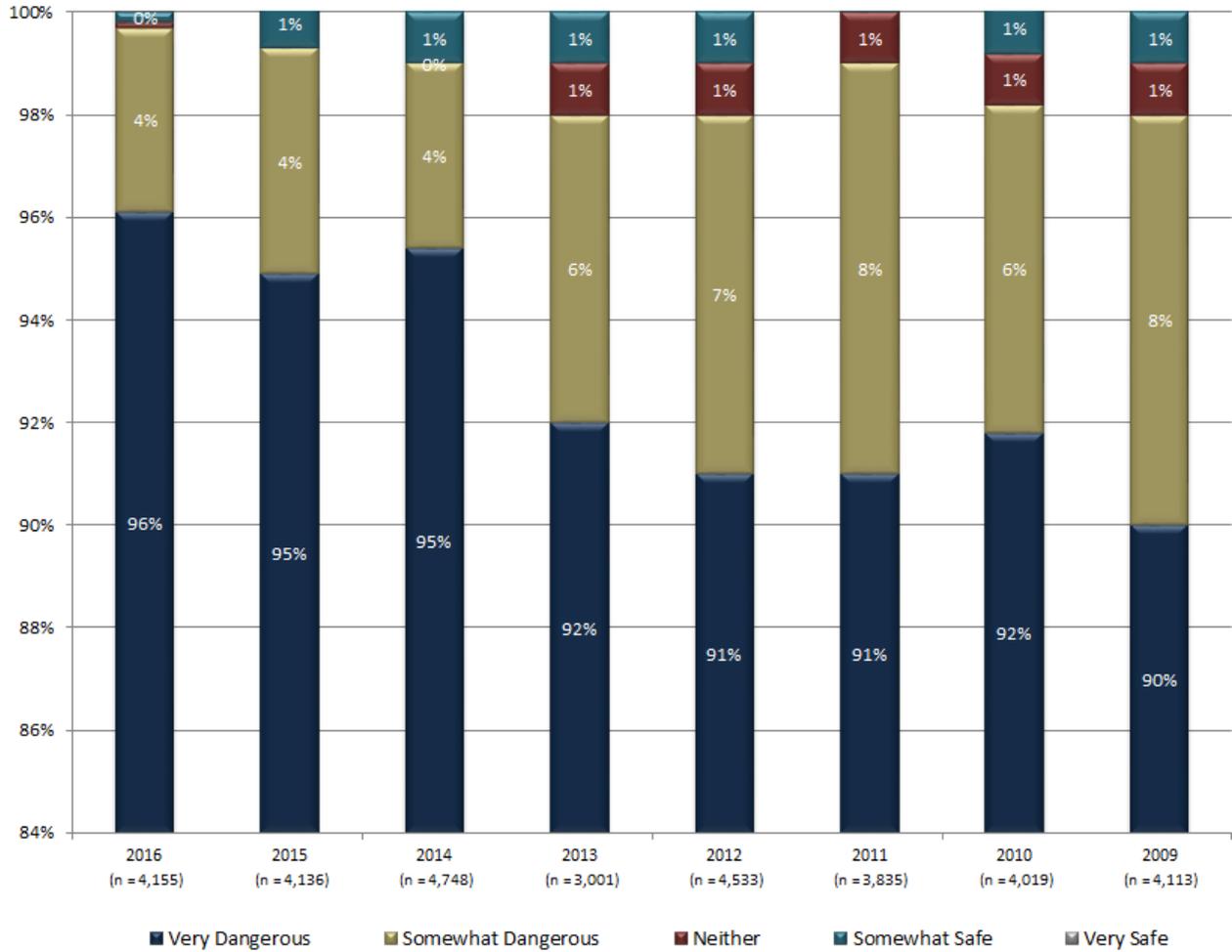
The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers text on a cell phone while driving.

**TABLE 6.10: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT - 2016**

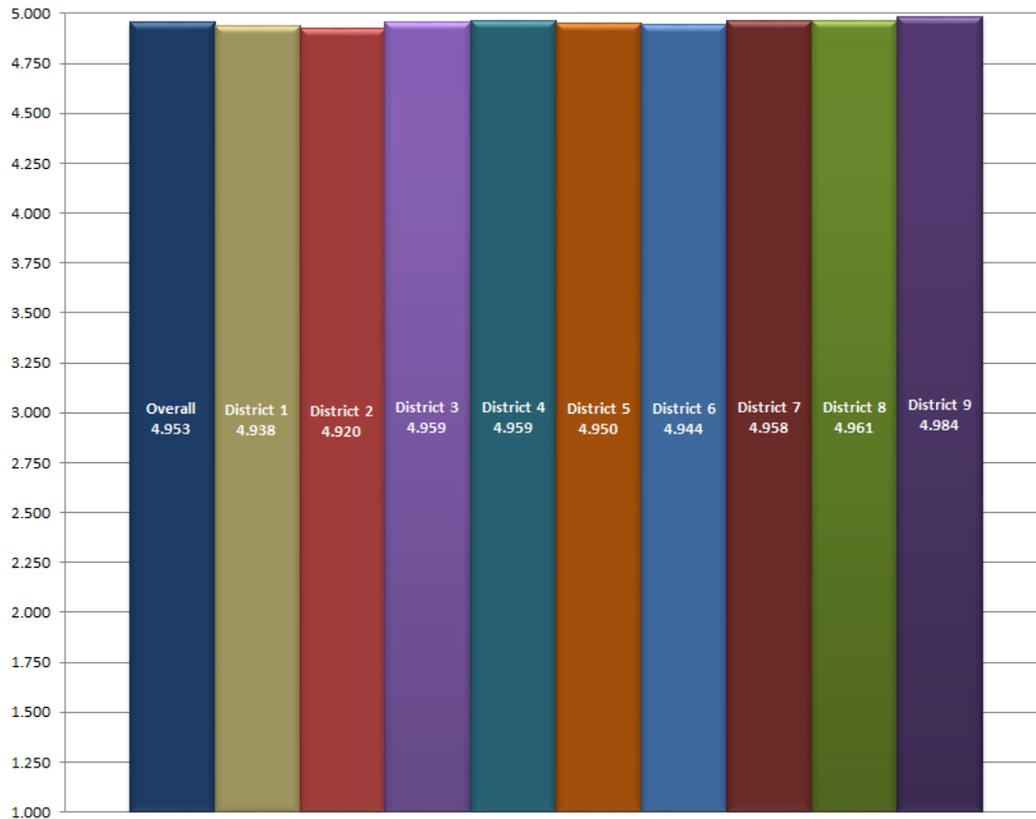
		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		38.8%	17.5%	22.1%	11.9%	9.7%	4,098	2.361
SURVEY	SURVEY 1	38.7%	17.1%	23.3%	11.4%	9.5%	951	2.358
	SURVEY 2	35.3%	17.9%	24.5%	11.9%	10.4%	1,074	2.443
	SURVEY 3	41.5%	17.0%	21.6%	12.9%	6.9%	1,036	2.268
	SURVEY 4	40.0%	17.8%	19.0%	11.4%	11.8%	1,037	2.370
OSP DISTRICT	DISTRICT 1	37.8%	14.4%	21.2%	14.4%	12.2%	466	2.489
	DISTRICT 2	34.2%	20.6%	26.5%	11.3%	7.5%	442	2.373
	DISTRICT 3	37.0%	18.8%	20.4%	11.8%	12.0%	416	2.430
	DISTRICT 4	39.6%	18.3%	22.8%	9.8%	9.6%	460	2.315
	DISTRICT 5	38.5%	16.4%	21.0%	14.4%	9.6%	457	2.403
	DISTRICT 6	37.7%	20.0%	24.7%	7.3%	10.3%	409	2.325
	DISTRICT 7	39.4%	17.4%	20.6%	11.7%	10.9%	470	2.372
	DISTRICT 8	43.0%	14.1%	21.1%	14.8%	7.0%	474	2.285
	DISTRICT 9	41.7%	17.9%	21.0%	11.1%	8.3%	504	2.266
AGE	25 AND YOUNGER	50.8%	17.9%	20.7%	7.3%	3.4%	179	1.944
	26 - 35 YEARS OLD	48.4%	20.5%	17.7%	9.1%	4.3%	254	2.004
	36 - 45 YEARS OLD	53.3%	19.0%	15.9%	8.8%	3.1%	353	1.895
	46 - 55 YEARS OLD	44.2%	19.4%	20.1%	10.2%	6.1%	945	2.146
	56 - 65 YEARS OLD	36.6%	15.8%	24.1%	13.1%	10.4%	1,411	2.450
	66 AND OLDER	26.8%	16.6%	24.9%	14.6%	17.1%	956	2.786
SEX	MALE	42.6%	17.5%	20.1%	11.6%	8.2%	1,639	2.254
	FEMALE	36.4%	17.4%	23.5%	12.1%	10.6%	2,459	2.432
RACE	CAUCASIAN	38.0%	18.2%	22.2%	11.8%	9.8%	3,719	2.373
	AFRICAN AMERICAN	45.1%	9.0%	21.5%	15.5%	9.0%	233	2.343
	OTHER	51.2%	13.2%	20.9%	7.8%	7.0%	129	2.062
MARITAL STATUS	SINGLE	45.7%	16.5%	18.1%	12.0%	7.7%	558	2.195
	MARRIED	37.8%	18.4%	23.2%	11.8%	8.8%	2,854	2.356
	OTHER	37.9%	14.4%	20.7%	12.2%	14.8%	681	2.517
RESIDENTIAL LOCATION	URBAN	45.1%	15.4%	18.2%	12.4%	8.8%	565	2.244
	SUBURBAN	38.2%	18.2%	22.6%	10.7%	10.3%	1,654	2.368
	RURAL	37.5%	17.5%	22.9%	12.8%	9.3%	1,873	2.389
DRIVING AREA	URBAN	43.3%	15.3%	20.9%	10.9%	9.6%	1,208	2.282
	SUBURBAN	36.1%	19.2%	22.8%	11.9%	10.0%	1,331	2.405
	RURAL	37.7%	17.7%	22.5%	12.8%	9.4%	1,550	2.386
VEHICLE TYPE	AUTOMOBILE	36.0%	16.3%	22.9%	13.8%	11.0%	2,101	2.475
	VAN/MINIVAN	35.7%	19.4%	23.6%	11.4%	9.9%	403	2.404
	PICKUP TRUCK	46.7%	18.3%	17.8%	9.6%	7.6%	529	2.130
	SUV	40.4%	18.9%	22.6%	9.9%	8.2%	1,012	2.266
	OTHER	69.4%	10.2%	12.2%	4.1%	4.1%	49	1.633

Consistent with previous evaluations, the majority of respondents overall and in each OSP District say that texting while driving is dangerous (Figure 28). Figure 28A shows that both overall and in each OSP District, respondents find texting while driving to be dangerous. Table 6.12 contains these results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 28: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS 2009 - 2016**



**FIGURE 28A: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS – 2016 [MEAN SCORE]**



**TABLE 6.11: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.937</b>	<b>4.960</b>	<b>4.965</b>	<b>4.949</b>	<b>4,155</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.861	4.942	4.973	4.976	471
	<b>DISTRICT 2</b>	4.924	4.965	4.916	4.875	449
	<b>DISTRICT 3</b>	4.935	4.923	5.000	4.978	418
	<b>DISTRICT 4</b>	4.983	4.936	4.965	4.952	465
	<b>DISTRICT 5</b>	4.947	4.962	4.941	4.948	461
	<b>DISTRICT 6</b>	4.935	4.960	4.946	4.936	414
	<b>DISTRICT 7</b>	4.958	4.967	4.982	4.929	478
	<b>DISTRICT 8</b>	4.927	4.975	4.972	4.965	489
	<b>DISTRICT 9</b>	4.960	4.993	4.992	4.985	510

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.

**TABLE 6.12: TEXTING WHILE DRIVING – SAFE OR DANGEROUS - 2016**

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		0.1%	0.2%	0.1%	3.6%	96.1%	4,155	4.953
SURVEY	SURVEY 1	0.1%	0.6%	0.1%	3.8%	95.3%	962	4.937
	SURVEY 2	0.0%	0.1%	0.2%	3.3%	96.4%	1,106	4.960
	SURVEY 3	0.1%	0.0%	0.0%	3.1%	96.8%	1,040	4.965
	SURVEY 4	0.1%	0.2%	0.0%	4.1%	95.6%	1,047	4.949
OSP DISTRICT	DISTRICT 1	0.0%	0.8%	0.2%	3.2%	95.8%	471	4.938
	DISTRICT 2	0.2%	0.4%	0.0%	5.8%	93.5%	449	4.920
	DISTRICT 3	0.2%	0.0%	0.0%	3.1%	96.7%	418	4.959
	DISTRICT 4	0.0%	0.0%	0.2%	3.7%	96.1%	465	4.959
	DISTRICT 5	0.0%	0.2%	0.0%	4.3%	95.4%	461	4.950
	DISTRICT 6	0.0%	0.0%	0.2%	5.1%	94.7%	414	4.944
	DISTRICT 7	0.2%	0.2%	0.0%	2.7%	96.9%	478	4.958
	DISTRICT 8	0.0%	0.2%	0.0%	3.3%	96.5%	489	4.961
	DISTRICT 9	0.0%	0.0%	0.0%	1.6%	98.4%	510	4.984
AGE	25 AND YOUNGER	0.0%	0.0%	0.0%	9.5%	90.5%	179	4.905
	26 - 35 YEARS OLD	0.0%	0.4%	0.4%	7.5%	91.7%	254	4.906
	36 - 45 YEARS OLD	0.0%	0.3%	0.0%	5.1%	94.6%	353	4.941
	46 - 55 YEARS OLD	0.1%	0.4%	0.2%	3.3%	96.0%	953	4.946
	56 - 65 YEARS OLD	0.1%	0.1%	0.0%	3.1%	96.7%	1,439	4.962
	66 AND OLDER	0.1%	0.1%	0.0%	2.0%	97.7%	977	4.972
SEX	MALE	0.1%	0.3%	0.1%	5.1%	94.5%	1,657	4.937
	FEMALE	0.1%	0.2%	0.1%	2.6%	97.1%	2,498	4.964
RACE	CAUCASIAN	0.1%	0.2%	0.0%	3.4%	96.3%	3,773	4.955
	AFRICAN AMERICAN	0.0%	0.0%	0.9%	3.4%	95.7%	235	4.949
	OTHER	0.0%	0.0%	0.0%	9.3%	90.7%	129	4.907
MARITAL STATUS	SINGLE	0.0%	0.2%	0.4%	7.3%	92.2%	562	4.915
	MARRIED	0.0%	0.2%	0.0%	3.0%	96.7%	2,891	4.961
	OTHER	0.3%	0.1%	0.0%	3.2%	96.4%	696	4.953
RESIDENTIAL LOCATION	URBAN	0.0%	0.2%	0.0%	4.7%	95.1%	576	4.948
	SUBURBAN	0.1%	0.2%	0.2%	3.9%	95.6%	1,677	4.948
	RURAL	0.1%	0.2%	0.0%	3.0%	96.7%	1,896	4.960
DRIVING AREA	URBAN	0.0%	0.1%	0.0%	3.6%	96.3%	1,222	4.962
	SUBURBAN	0.1%	0.3%	0.2%	3.8%	95.6%	1,351	4.943
	RURAL	0.1%	0.3%	0.0%	3.4%	96.2%	1,573	4.955
VEHICLE TYPE	AUTOMOBILE	0.0%	0.3%	0.1%	3.6%	95.9%	2,139	4.950
	VAN/MINIVAN	0.2%	0.0%	0.0%	3.9%	95.8%	406	4.951
	PICKUP TRUCK	0.0%	0.4%	0.0%	4.1%	95.5%	537	4.948
	SUV	0.1%	0.1%	0.0%	3.0%	96.8%	1,020	4.963
	OTHER	0.0%	0.0%	0.0%	4.1%	95.9%	49	4.959

The majority of those surveyed in 2016 (96.4%) feel they are unable to determine when it is safe to use a cell phone to text when driving (Table 6.13). Additionally, 97.7% of 2016 survey participants do not think they can safely adapt their driving while using a cell phone to text (Table 6.14).

**TABLE 6.13: RESPONDENT FEELS THEY CAN DETERMINE WHEN IT IS SAFE TO TEXT WHILE DRIVING - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.1%	2.6%	5.4%	91.0%	4,149	3.863
SURVEY	SURVEY 1	0.9%	3.3%	6.9%	88.9%	961	3.837
	SURVEY 2	1.4%	1.7%	5.0%	91.9%	1,105	3.872
	SURVEY 3	1.6%	2.2%	6.5%	89.7%	1,038	3.842
	SURVEY 4	0.3%	3.1%	3.3%	93.4%	1,045	3.898
OSP DISTRICT	DISTRICT 1	1.1%	2.8%	6.0%	90.2%	470	3.853
	DISTRICT 2	0.4%	2.5%	4.2%	92.9%	448	3.895
	DISTRICT 3	1.2%	3.6%	6.7%	88.5%	417	3.825
	DISTRICT 4	0.6%	2.4%	4.5%	92.5%	465	3.888
	DISTRICT 5	1.5%	3.7%	6.1%	88.7%	461	3.820
	DISTRICT 6	1.4%	2.7%	7.7%	88.2%	414	3.826
	DISTRICT 7	1.3%	1.7%	3.8%	93.3%	476	3.891
	DISTRICT 8	0.8%	3.1%	6.1%	90.0%	488	3.852
	DISTRICT 9	1.4%	1.0%	3.5%	94.1%	510	3.904
AGE	25 AND YOUNGER	3.4%	8.9%	15.6%	72.1%	179	3.564
	26 - 35 YEARS OLD	2.8%	7.5%	13.0%	76.8%	254	3.638
	36 - 45 YEARS OLD	1.7%	4.0%	7.4%	87.0%	353	3.796
	46 - 55 YEARS OLD	1.6%	3.0%	6.3%	89.1%	954	3.829
	56 - 65 YEARS OLD	0.5%	1.3%	3.8%	94.4%	1,436	3.921
	66 AND OLDER	0.4%	0.9%	2.1%	96.6%	973	3.949
SEX	MALE	1.6%	3.4%	6.6%	88.3%	1,654	3.816
	FEMALE	0.7%	2.0%	4.5%	92.8%	2,495	3.894
RACE	CAUCASIAN	1.1%	2.5%	5.2%	91.2%	3,766	3.866
	AFRICAN AMERICAN	0.8%	3.0%	8.5%	87.7%	236	3.831
	OTHER	1.6%	3.9%	4.7%	89.9%	129	3.829
MARITAL STATUS	SINGLE	2.1%	5.3%	8.2%	84.3%	562	3.747
	MARRIED	1.0%	2.4%	5.3%	91.4%	2,888	3.871
	OTHER	0.7%	1.2%	3.3%	94.8%	693	3.922
RESIDENTIAL LOCATION	URBAN	1.0%	2.8%	6.8%	89.4%	576	3.845
	SUBURBAN	1.1%	3.5%	5.9%	89.5%	1,673	3.837
	RURAL	1.0%	1.7%	4.4%	92.9%	1,894	3.892
DRIVING AREA	URBAN	1.2%	2.7%	6.0%	90.1%	1,221	3.849
	SUBURBAN	1.0%	3.0%	6.0%	89.9%	1,348	3.848
	RURAL	1.0%	2.0%	4.3%	92.7%	1,571	3.886
VEHICLE TYPE	AUTOMOBILE	1.0%	2.8%	5.7%	90.5%	2,136	3.856
	VAN/MINIVAN	1.0%	1.5%	5.2%	92.3%	405	3.889
	PICKUP TRUCK	1.5%	2.2%	3.9%	92.4%	537	3.872
	SUV	1.1%	2.7%	5.5%	90.8%	1,018	3.860
	OTHER	0.0%	2.0%	6.1%	91.8%	49	3.898

**TABLE 6.14: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE TEXTING - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		0.7%	1.7%	4.6%	93.1%	4,150	3.901
SURVEY	SURVEY 1	0.7%	2.1%	7.1%	90.1%	961	3.866
	SURVEY 2	0.9%	1.1%	3.9%	94.1%	1,105	3.912
	SURVEY 3	0.5%	1.7%	4.9%	92.9%	1,039	3.902
	SURVEY 4	0.5%	1.9%	2.7%	94.9%	1,045	3.921
OSP DISTRICT	DISTRICT 1	1.3%	1.3%	4.9%	92.6%	470	3.887
	DISTRICT 2	0.4%	1.8%	2.5%	95.3%	448	3.926
	DISTRICT 3	1.2%	1.4%	5.7%	91.6%	418	3.878
	DISTRICT 4	0.2%	0.9%	4.7%	94.2%	465	3.929
	DISTRICT 5	0.4%	4.1%	4.3%	91.1%	461	3.861
	DISTRICT 6	0.2%	1.9%	6.8%	91.1%	414	3.886
	DISTRICT 7	0.8%	1.3%	3.4%	94.5%	476	3.916
	DISTRICT 8	0.4%	1.8%	6.6%	91.2%	488	3.885
	DISTRICT 9	0.8%	0.8%	2.7%	95.7%	510	3.933
AGE	25 AND YOUNGER	1.7%	6.1%	15.1%	77.1%	179	3.676
	26 - 35 YEARS OLD	1.6%	3.9%	11.4%	83.1%	254	3.760
	36 - 45 YEARS OLD	0.6%	3.1%	5.1%	91.2%	353	3.870
	46 - 55 YEARS OLD	0.9%	2.2%	5.2%	91.6%	954	3.875
	56 - 65 YEARS OLD	0.4%	0.9%	3.2%	95.5%	1,437	3.937
	66 AND OLDER	0.3%	0.4%	2.1%	97.2%	973	3.962
SEX	MALE	1.2%	2.6%	5.6%	90.6%	1,655	3.856
	FEMALE	0.3%	1.1%	3.9%	94.7%	2,495	3.931
RACE	CAUCASIAN	0.6%	1.7%	4.2%	93.4%	3,767	3.905
	AFRICAN AMERICAN	0.8%	1.3%	8.1%	89.8%	236	3.869
	OTHER	1.6%	2.3%	7.8%	88.4%	129	3.829
MARITAL STATUS	SINGLE	0.9%	3.6%	7.7%	87.9%	562	3.826
	MARRIED	0.6%	1.4%	4.3%	93.7%	2,889	3.911
	OTHER	0.7%	1.3%	3.5%	94.5%	693	3.918
RESIDENTIAL LOCATION	URBAN	1.2%	1.2%	6.1%	91.5%	576	3.878
	SUBURBAN	0.5%	2.0%	5.4%	92.1%	1,674	3.892
	RURAL	0.6%	1.6%	3.3%	94.5%	1,894	3.918
DRIVING AREA	URBAN	0.7%	1.6%	4.9%	92.8%	1,221	3.898
	SUBURBAN	0.5%	1.9%	5.2%	92.4%	1,349	3.894
	RURAL	0.8%	1.5%	3.8%	94.0%	1,571	3.909
VEHICLE TYPE	AUTOMOBILE	0.7%	1.8%	4.7%	92.7%	2,136	3.894
	VAN/MINIVAN	0.2%	0.7%	4.2%	94.8%	405	3.936
	PICKUP TRUCK	0.6%	2.2%	3.9%	93.3%	538	3.900
	SUV	0.7%	1.5%	4.7%	93.1%	1,018	3.903
	OTHER	0.0%	2.0%	6.1%	91.8%	49	3.898

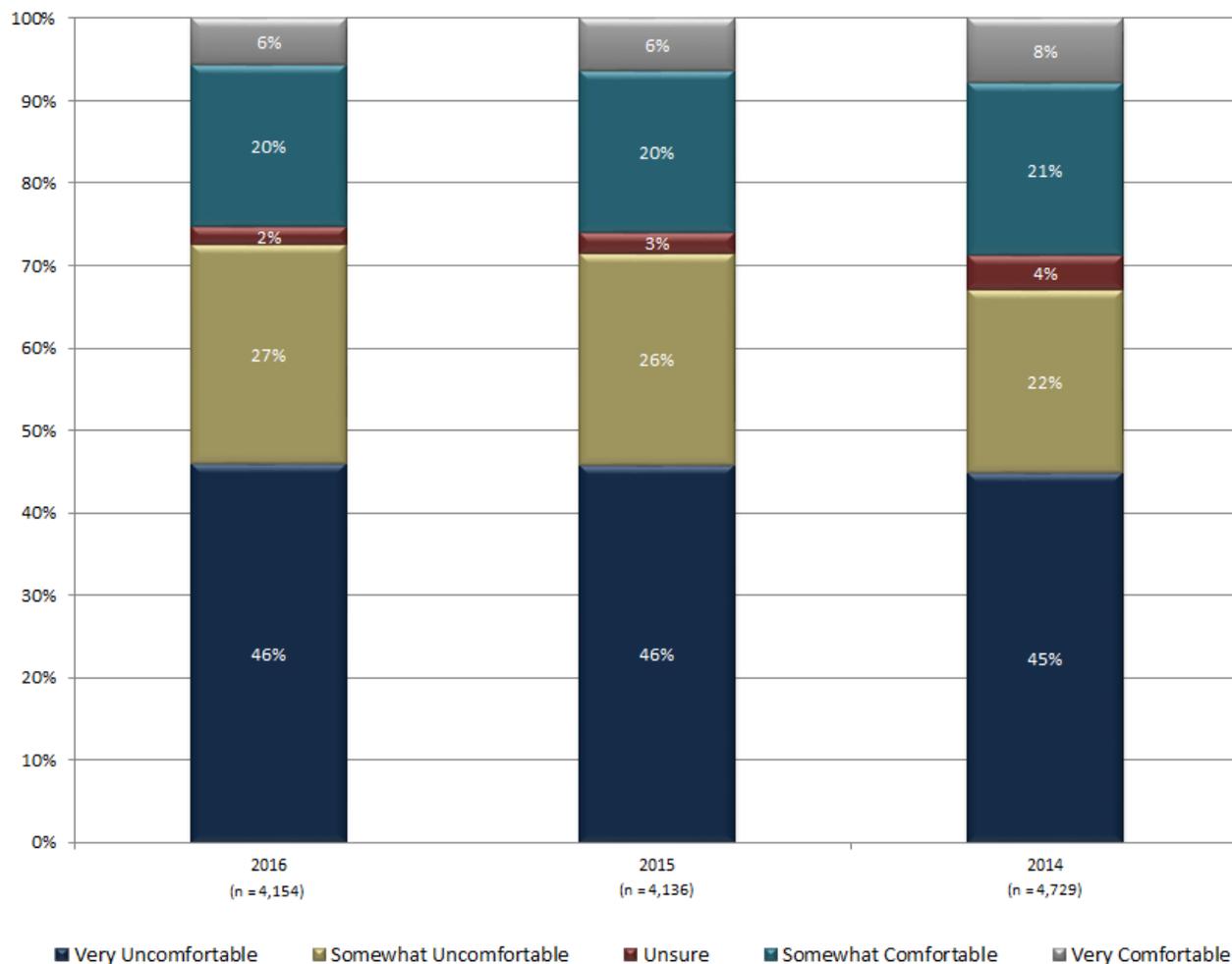
A new question was added to the survey in 2015 where respondents were asked about the amount of time a driver can take their eyes off the road before driving becomes dangerous. This question was repeated in 2016. Close to half (48.7%) of those surveyed said 1-2 seconds and 35.6% said it takes a driver less than one second with their eyes off the road for driving to become dangerous (Table 6.15).

**TABLE 6.15: NUMBER OF SECONDS A DRIVER CAN TAKE THEIR EYES OFF THE ROAD BEFORE DRIVING BECOMES DANGEROUS - 2016**

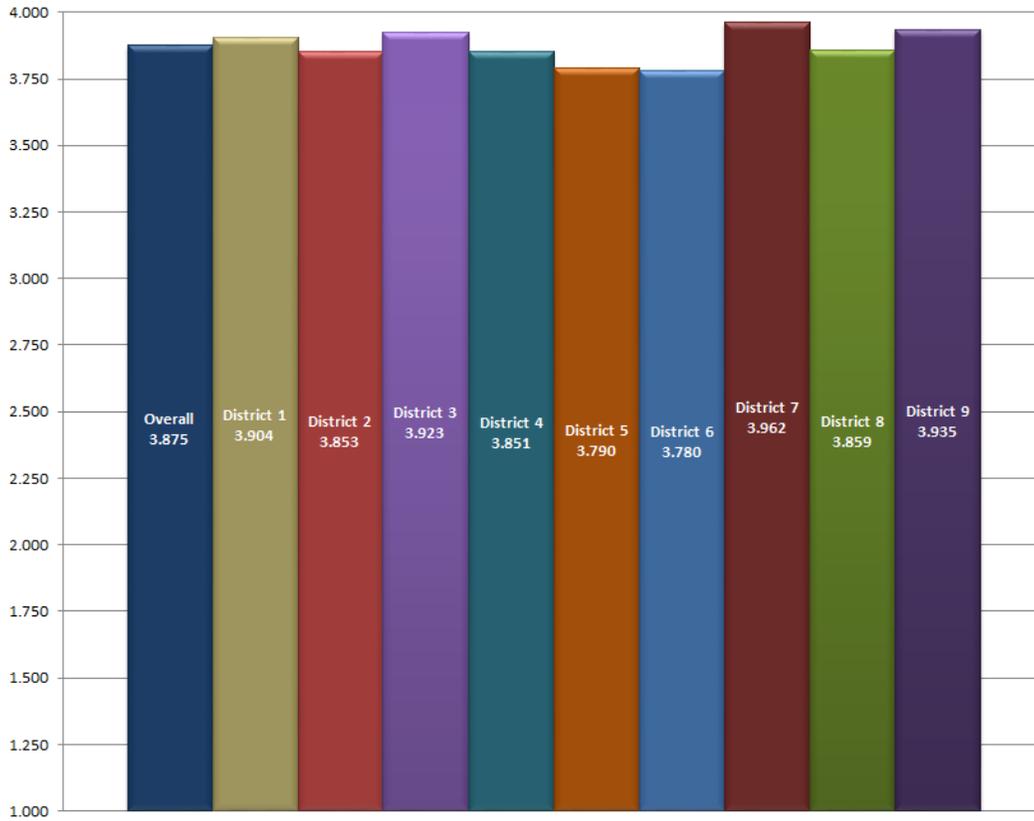
		LESS THAN 1 SECOND	1-2 SECONDS	3-4 SECONDS	5-10 SECONDS	MORE THAN 10 SECONDS	TOTAL
ALL RESPONDENTS		35.6%	48.7%	12.4%	2.8%	0.5%	4,144
SURVEY	SURVEY 1	34.5%	49.5%	13.3%	2.2%	0.4%	961
	SURVEY 2	34.1%	50.5%	12.5%	2.4%	0.5%	1,103
	SURVEY 3	36.4%	47.8%	11.8%	3.5%	0.5%	1,040
	SURVEY 4	37.3%	47.1%	12.1%	3.0%	0.5%	1,040
OSP DISTRICT	DISTRICT 1	37.7%	47.0%	12.8%	1.9%	0.6%	470
	DISTRICT 2	31.3%	50.6%	14.3%	3.6%	0.2%	447
	DISTRICT 3	35.0%	49.4%	12.9%	2.2%	0.5%	417
	DISTRICT 4	36.6%	48.9%	10.8%	3.2%	0.4%	464
	DISTRICT 5	33.3%	48.4%	15.7%	2.0%	0.7%	459
	DISTRICT 6	38.6%	47.6%	10.9%	1.4%	1.4%	414
	DISTRICT 7	34.0%	48.6%	12.4%	4.8%	0.2%	477
	DISTRICT 8	35.7%	49.9%	12.1%	2.1%	0.2%	487
	DISTRICT 9	37.9%	48.3%	10.2%	3.3%	0.2%	509
AGE	25 AND YOUNGER	33.0%	44.1%	17.3%	5.6%	0.0%	179
	26 - 35 YEARS OLD	39.8%	42.5%	14.2%	3.1%	0.4%	254
	36 - 45 YEARS OLD	36.8%	51.6%	9.9%	1.1%	0.6%	353
	46 - 55 YEARS OLD	36.1%	48.1%	13.0%	2.2%	0.6%	951
	56 - 65 YEARS OLD	34.1%	50.6%	12.3%	2.5%	0.4%	1,434
	66 AND OLDER	36.3%	48.1%	11.5%	3.6%	0.5%	973
SEX	MALE	33.1%	51.1%	12.5%	2.9%	0.4%	1,654
	FEMALE	37.3%	47.1%	12.4%	2.7%	0.6%	2,490
RACE	CAUCASIAN	34.4%	49.8%	12.7%	2.7%	0.4%	3,761
	AFRICAN AMERICAN	53.8%	33.5%	8.9%	2.1%	1.7%	236
	OTHER	36.4%	44.2%	11.6%	6.2%	1.6%	129
MARITAL STATUS	SINGLE	34.2%	46.8%	15.7%	2.7%	0.7%	562
	MARRIED	34.5%	50.5%	12.0%	2.6%	0.4%	2,883
	OTHER	41.1%	43.3%	11.5%	3.5%	0.6%	693
RESIDENTIAL LOCATION	URBAN	38.7%	46.1%	12.0%	2.1%	1.0%	573
	SUBURBAN	35.1%	50.0%	11.5%	3.0%	0.4%	1,673
	RURAL	35.0%	48.5%	13.4%	2.7%	0.4%	1,892
DRIVING AREA	URBAN	38.4%	46.5%	11.6%	2.8%	0.7%	1,214
	SUBURBAN	34.6%	50.3%	12.3%	2.2%	0.5%	1,351
	RURAL	34.3%	49.0%	13.2%	3.1%	0.3%	1,570
VEHICLE TYPE	AUTOMOBILE	35.9%	48.6%	12.5%	2.4%	0.5%	2,128
	VAN/MINIVAN	36.2%	49.5%	10.3%	3.4%	0.5%	406
	PICKUP TRUCK	34.9%	50.2%	11.3%	3.0%	0.6%	538
	SUV	34.3%	48.5%	13.9%	2.8%	0.4%	1,019
	OTHER	46.9%	38.8%	8.2%	6.1%	0.0%	49

Most of those surveyed in 2016 (72.5%) said they are somewhat (26.5%) or very (46.0%) uncomfortable when they are riding as a passenger with a driver talking on a cell phone (Figure 29). Those who were more likely to be uncomfortable riding with a driver who is talking on a cell phone include those who are 56 years of age and older, females, and married respondents (Table 6.17).

**FIGURE 29: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE 2014 - 2016**



**FIGURE 29A: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE – 2016 [MEAN SCORE]**



**TABLE 6.16: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.756</b>	<b>3.873</b>	<b>3.838</b>	<b>4.022</b>	<b>4,154</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.809	3.775	3.788	4.228	471
	<b>DISTRICT 2</b>	3.762	3.795	3.966	3.875	448
	<b>DISTRICT 3</b>	3.880	3.798	3.948	4.088	418
	<b>DISTRICT 4</b>	3.765	3.945	3.795	3.903	464
	<b>DISTRICT 5</b>	3.726	3.909	3.558	3.948	462
	<b>DISTRICT 6</b>	3.630	3.860	3.750	3.864	414
	<b>DISTRICT 7</b>	3.832	3.862	4.027	4.127	478
	<b>DISTRICT 8</b>	3.569	3.887	3.815	4.142	489
	<b>DISTRICT 9</b>	3.800	3.986	3.901	4.015	510

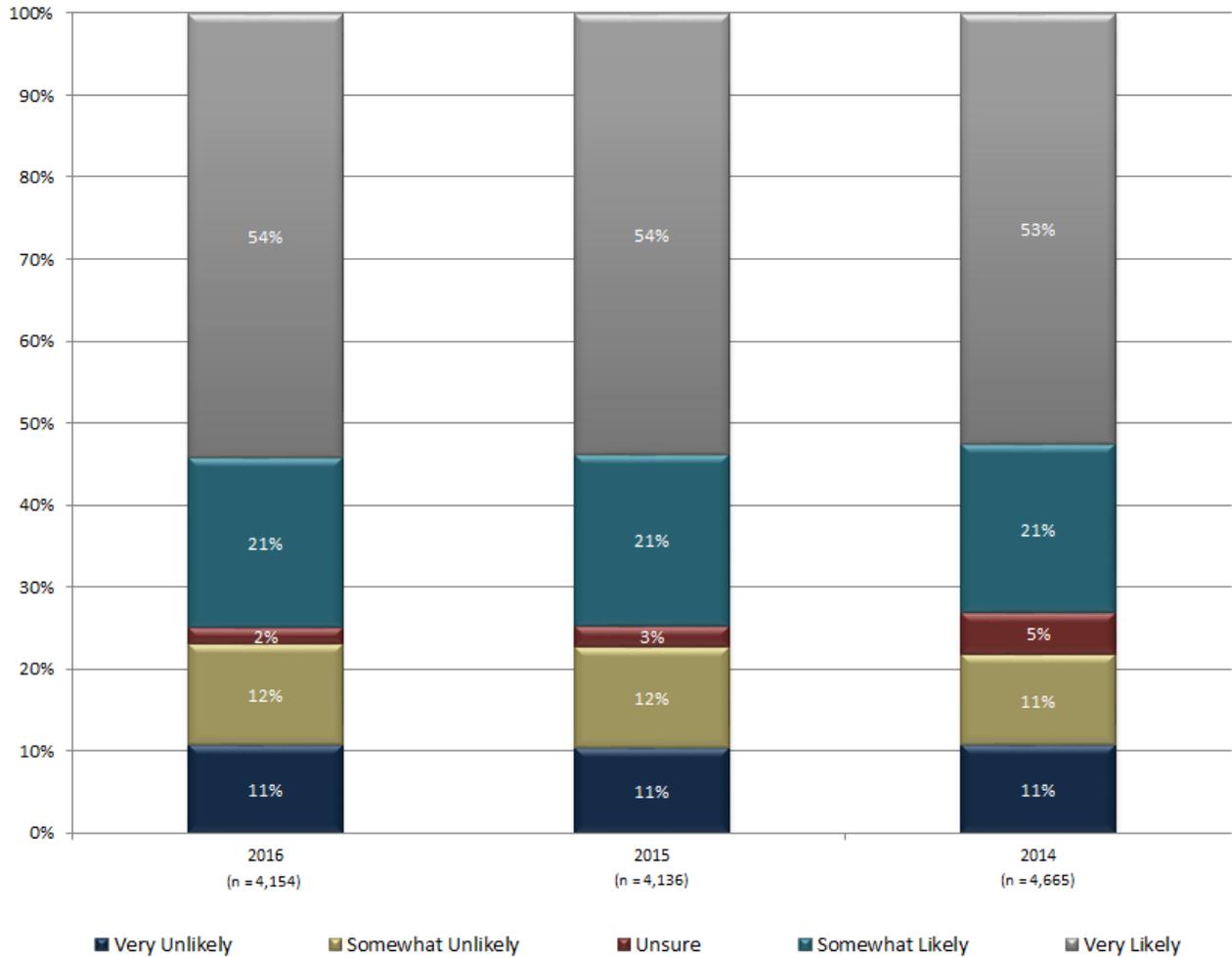
The mean score calculation is based on "Very Uncomfortable" = 5 to "Very Comfortable" = 1; therefore, the greater the mean score, the more likely respondent is to feel uncomfortable riding with a driver who is talking on a cell phone.

**TABLE 6.17: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE - 2016**

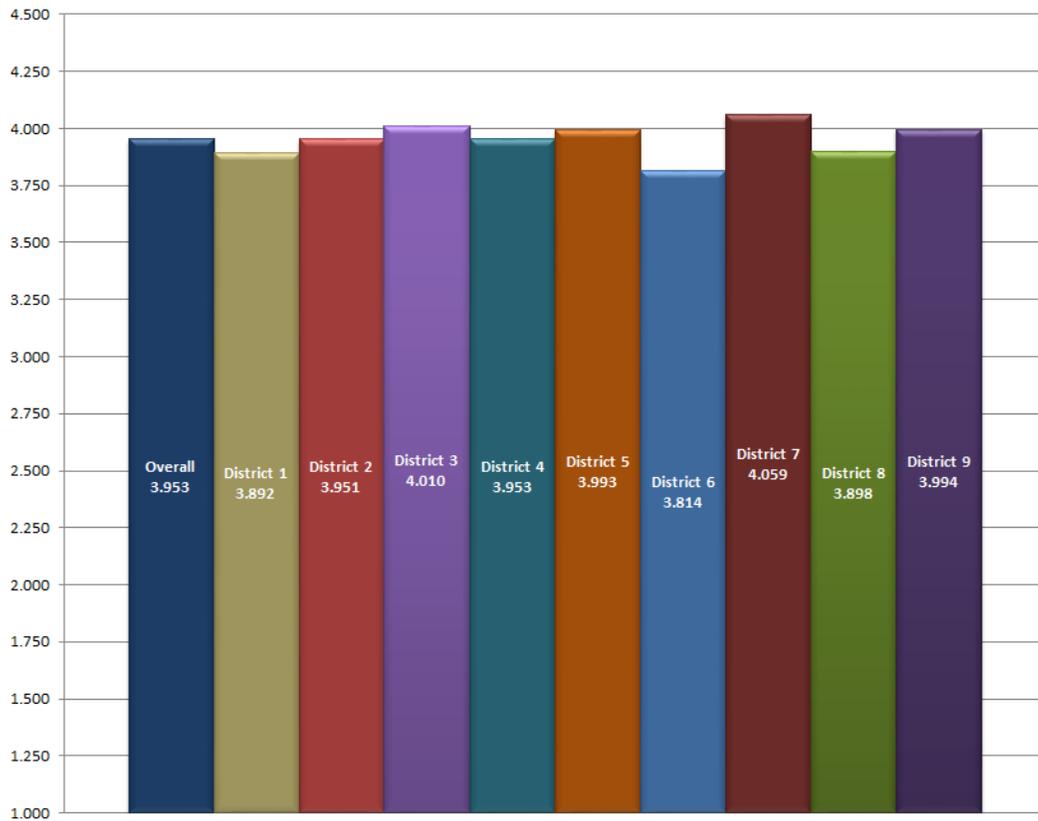
		VERY COMFORTABLE	SOMEWHAT COMFORTABLE	UNSURE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL	AVERAGE
ALL RESPONDENTS		5.7%	19.6%	2.2%	26.5%	46.0%	4,154	3.875
SURVEY	SURVEY 1	7.4%	21.0%	2.0%	28.0%	41.7%	962	3.756
	SURVEY 2	5.0%	21.4%	1.9%	24.6%	47.1%	1,105	3.873
	SURVEY 3	6.7%	19.2%	1.9%	27.7%	44.4%	1,040	3.838
	SURVEY 4	3.8%	16.9%	2.9%	26.1%	50.3%	1,047	4.022
OSP DISTRICT	DISTRICT 1	6.4%	17.8%	2.3%	25.9%	47.6%	471	3.904
	DISTRICT 2	5.4%	20.1%	2.5%	28.1%	44.0%	448	3.853
	DISTRICT 3	5.7%	18.4%	2.2%	25.1%	48.6%	418	3.923
	DISTRICT 4	7.1%	19.0%	1.9%	25.6%	46.3%	464	3.851
	DISTRICT 5	6.3%	20.8%	3.7%	26.2%	43.1%	462	3.790
	DISTRICT 6	5.6%	21.7%	1.7%	31.2%	39.9%	414	3.780
	DISTRICT 7	5.2%	17.6%	2.1%	25.9%	49.2%	478	3.962
	DISTRICT 8	4.5%	21.1%	2.0%	28.8%	43.6%	489	3.859
	DISTRICT 9	5.1%	20.4%	1.2%	22.5%	50.8%	510	3.935
AGE	25 AND YOUNGER	15.1%	26.3%	3.4%	25.1%	30.2%	179	3.291
	26 - 35 YEARS OLD	7.9%	32.7%	3.1%	28.0%	28.3%	254	3.362
	36 - 45 YEARS OLD	10.5%	28.0%	0.8%	25.5%	35.1%	353	3.467
	46 - 55 YEARS OLD	6.4%	25.2%	2.2%	28.4%	37.8%	952	3.660
	56 - 65 YEARS OLD	4.6%	17.3%	2.2%	27.4%	48.5%	1,439	3.980
	66 AND OLDER	2.6%	10.0%	2.1%	23.6%	61.6%	977	4.317
SEX	MALE	7.2%	21.2%	2.2%	26.2%	43.2%	1,658	3.771
	FEMALE	4.7%	18.6%	2.1%	26.7%	47.8%	2,496	3.944
RACE	CAUCASIAN	5.7%	20.1%	2.3%	27.1%	44.9%	3,771	3.854
	AFRICAN AMERICAN	5.5%	15.7%	2.1%	19.1%	57.6%	236	4.076
	OTHER	5.4%	15.5%	0.0%	24.0%	55.0%	129	4.078
MARITAL STATUS	SINGLE	7.8%	21.4%	2.1%	24.7%	44.0%	562	3.756
	MARRIED	5.8%	20.9%	2.4%	27.3%	43.6%	2,890	3.820
	OTHER	3.3%	13.4%	1.4%	24.6%	57.3%	696	4.193
RESIDENTIAL LOCATION	URBAN	5.0%	16.3%	2.4%	25.0%	51.2%	576	4.010
	SUBURBAN	5.0%	19.0%	2.3%	27.1%	46.6%	1,678	3.914
	RURAL	6.5%	21.3%	2.0%	26.5%	43.8%	1,894	3.798
DRIVING AREA	URBAN	5.8%	16.0%	2.6%	27.2%	48.4%	1,222	3.962
	SUBURBAN	5.6%	20.3%	2.2%	26.1%	45.9%	1,351	3.865
	RURAL	5.7%	21.9%	1.8%	26.5%	44.0%	1,572	3.812
VEHICLE TYPE	AUTOMOBILE	5.4%	17.8%	2.0%	25.4%	49.4%	2,139	3.956
	VAN/MINIVAN	6.4%	22.7%	2.2%	24.9%	43.8%	406	3.771
	PICKUP TRUCK	6.1%	20.7%	2.2%	24.6%	46.4%	537	3.844
	SUV	5.6%	22.1%	2.5%	30.5%	39.4%	1,019	3.760
	OTHER	8.2%	16.3%	2.0%	26.5%	46.9%	49	3.878

Almost three-fourths (74.8%) of those surveyed believe it is likely they would say something to their driver if they were talking on a cell phone. Passengers who maintain they are likely to say something to their driver if they were talking on a cell phone has been consistent since 2014. Characteristics of passengers most likely to say something to a driver talking on a cell phone include those who are 36 years of age and older, females, married respondents, and those who live and primarily drive in urban areas (Table 6.19).

**FIGURE 30: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER TALKING ON A CELL PHONE 2014 – 2016**



**FIGURE 30A: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER TALKING ON A CELL PHONE 2016 [MEAN SCORE]**



**TABLE 6.18: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER TALKING ON A CELL PHONE - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.860</b>	<b>3.966</b>	<b>3.888</b>	<b>4.090</b>	<b>4,154</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.843	3.725	3.841	4.146	471
	<b>DISTRICT 2</b>	3.971	3.885	4.008	3.937	449
	<b>DISTRICT 3</b>	3.898	3.894	4.017	4.264	418
	<b>DISTRICT 4</b>	3.831	4.028	3.929	4.024	464
	<b>DISTRICT 5</b>	4.063	4.137	3.667	4.113	461
	<b>DISTRICT 6</b>	3.717	4.030	3.607	3.909	414
	<b>DISTRICT 7</b>	3.899	4.179	4.045	4.103	478
	<b>DISTRICT 8</b>	3.688	3.824	3.907	4.195	489
	<b>DISTRICT 9</b>	3.830	4.007	3.962	4.135	510

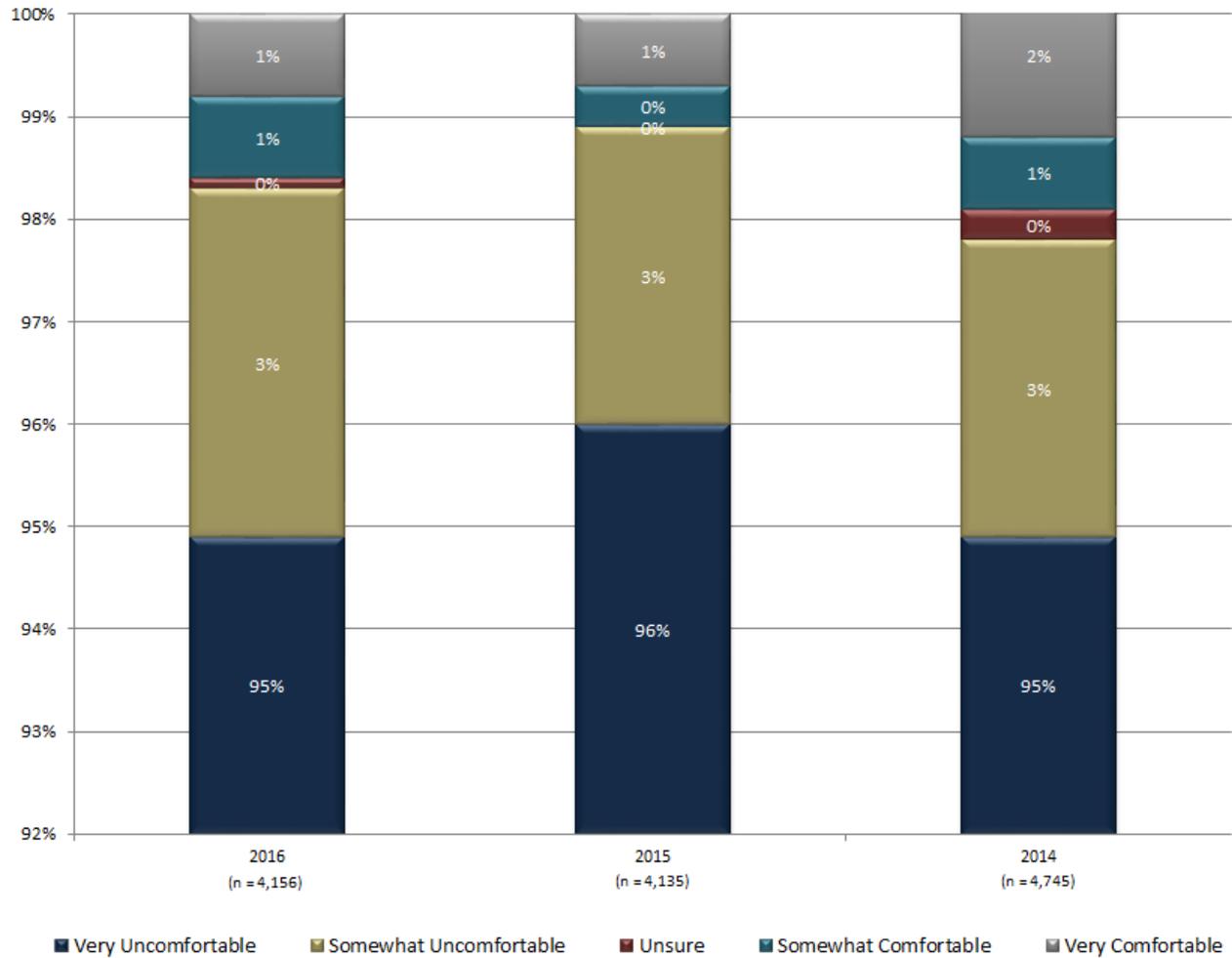
The mean score calculation is based on "Very Likely" = 5 to "Very Unlikely" = 1; therefore, the greater the mean score, the more likely respondent is to say something to a driver who is talking on a cell phone.

**TABLE 6.19: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TALKING ON A CELL PHONE - 2016**

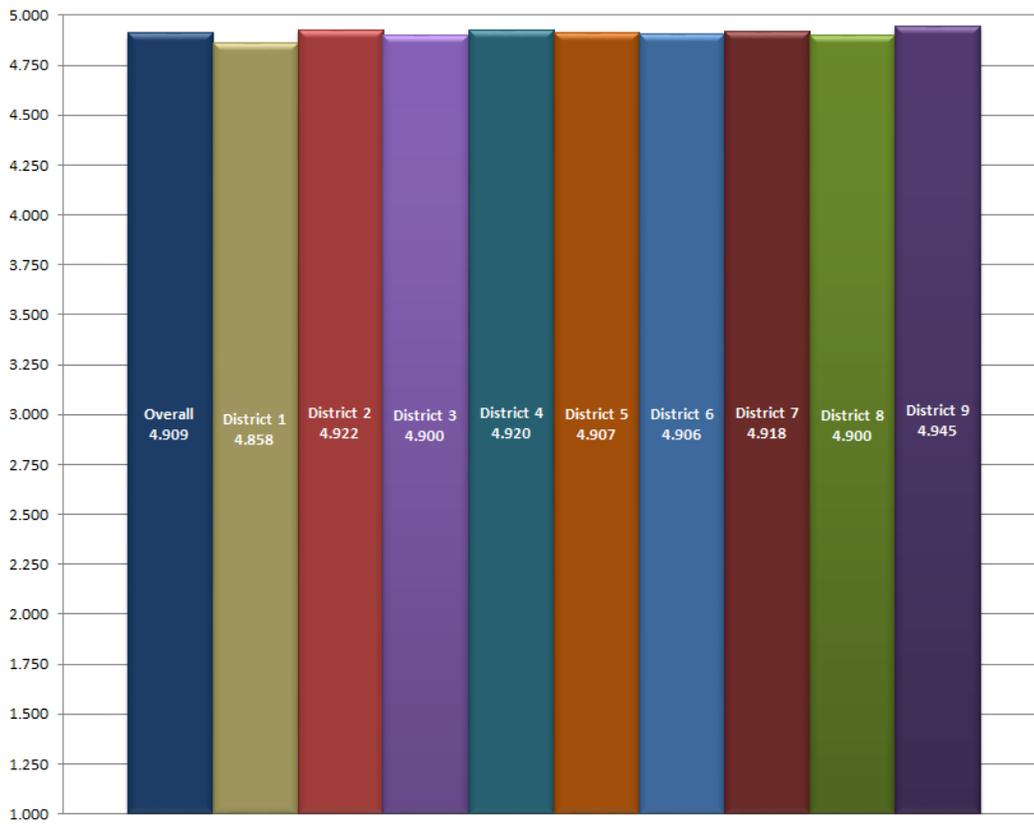
		VERY UNLIKELY	SOMEWHAT UNLIKELY	UNSURE	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		10.7%	12.3%	2.1%	20.7%	54.1%	4,154	3.953
SURVEY	SURVEY 1	11.7%	14.0%	1.6%	22.2%	50.6%	961	3.860
	SURVEY 2	10.2%	12.5%	2.7%	19.6%	54.9%	1,105	3.966
	SURVEY 3	12.6%	12.3%	1.9%	20.2%	53.0%	1,041	3.888
	SURVEY 4	8.6%	10.3%	2.3%	21.1%	57.7%	1,047	4.090
OSP DISTRICT	DISTRICT 1	12.3%	12.7%	2.3%	18.7%	53.9%	471	3.892
	DISTRICT 2	9.8%	11.8%	2.9%	24.5%	51.0%	449	3.951
	DISTRICT 3	10.3%	10.5%	1.9%	22.5%	54.8%	418	4.010
	DISTRICT 4	11.9%	11.2%	1.9%	19.8%	55.2%	464	3.953
	DISTRICT 5	10.2%	11.5%	1.5%	22.3%	54.4%	461	3.993
	DISTRICT 6	11.8%	15.2%	2.7%	20.3%	50.0%	414	3.814
	DISTRICT 7	9.6%	10.5%	2.3%	19.7%	57.9%	478	4.059
	DISTRICT 8	11.2%	13.3%	1.6%	22.1%	51.7%	489	3.898
	DISTRICT 9	9.6%	13.5%	2.2%	17.3%	57.5%	510	3.994
AGE	25 AND YOUNGER	20.1%	15.6%	3.4%	25.7%	35.2%	179	3.402
	26 - 35 YEARS OLD	16.1%	20.9%	2.0%	20.1%	40.9%	254	3.488
	36 - 45 YEARS OLD	16.8%	14.2%	1.4%	17.0%	50.6%	352	3.705
	46 - 55 YEARS OLD	11.4%	12.8%	2.4%	21.3%	52.1%	954	3.898
	56 - 65 YEARS OLD	7.9%	12.0%	2.2%	22.6%	55.4%	1,439	4.056
	66 AND OLDER	8.9%	8.6%	1.9%	18.0%	62.5%	976	4.166
SEX	MALE	14.4%	13.8%	2.4%	20.2%	49.3%	1,657	3.763
	FEMALE	8.3%	11.3%	2.0%	21.1%	57.3%	2,497	4.079
RACE	CAUCASIAN	11.0%	12.7%	2.2%	21.4%	52.8%	3,772	3.923
	AFRICAN AMERICAN	8.9%	9.3%	1.7%	11.4%	68.6%	236	4.216
	OTHER	8.5%	6.2%	1.6%	17.8%	65.9%	129	4.264
MARITAL STATUS	SINGLE	13.3%	12.6%	2.5%	20.2%	51.3%	563	3.837
	MARRIED	10.9%	13.1%	2.1%	21.5%	52.4%	2,890	3.913
	OTHER	8.2%	8.3%	1.9%	18.1%	63.5%	695	4.203
RESIDENTIAL LOCATION	URBAN	8.3%	11.5%	3.3%	19.7%	57.2%	575	4.059
	SUBURBAN	10.9%	12.0%	2.0%	21.2%	54.0%	1,678	3.954
	RURAL	11.3%	12.8%	2.0%	20.6%	53.3%	1,895	3.918
DRIVING AREA	URBAN	10.2%	10.7%	2.4%	18.3%	58.5%	1,221	4.042
	SUBURBAN	10.4%	13.9%	2.2%	23.2%	50.3%	1,351	3.889
	RURAL	11.4%	12.1%	1.9%	20.6%	54.0%	1,573	3.936
VEHICLE TYPE	AUTOMOBILE	10.6%	12.2%	2.0%	19.6%	55.6%	2,138	3.976
	VAN/MINIVAN	12.3%	10.9%	2.7%	24.0%	50.1%	405	3.886
	PICKUP TRUCK	11.7%	11.2%	2.6%	19.9%	54.6%	538	3.946
	SUV	9.7%	13.8%	2.1%	22.5%	52.0%	1,020	3.931
	OTHER	16.3%	8.2%	0.0%	16.3%	59.2%	49	3.939

As with previous survey years, most respondents are uncomfortable when riding as a passenger and their driver is texting (Figure 31). As expected, older respondents, females, and those who are married were more likely to find it uncomfortable having their driver text while they are riding with them (Table 6.21).

**FIGURE 31: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TEXTING ON A CELL PHONE 2014- 2016**



**FIGURE 31A: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TEXTING ON A CELL PHONE – 2016 [MEAN SCORE]**



**TABLE 6.20: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TEXTING ON A CELL PHONE – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4,885</b>	<b>4,900</b>	<b>4,919</b>	<b>4,930</b>	<b>4,156</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.748	4.817	4.903	4.959	471
	<b>DISTRICT 2</b>	4.962	4.894	4.924	4.911	449
	<b>DISTRICT 3</b>	4.898	4.837	4.939	4.923	418
	<b>DISTRICT 4</b>	4.958	4.936	4.858	4.927	465
	<b>DISTRICT 5</b>	4.842	4.909	4.917	4.948	462
	<b>DISTRICT 6</b>	4.859	4.940	4.902	4.918	414
	<b>DISTRICT 7</b>	4.950	4.870	4.964	4.897	478
	<b>DISTRICT 8</b>	4.844	4.906	4.926	4.920	489
	<b>DISTRICT 9</b>	4.890	4.973	4.939	4.962	510

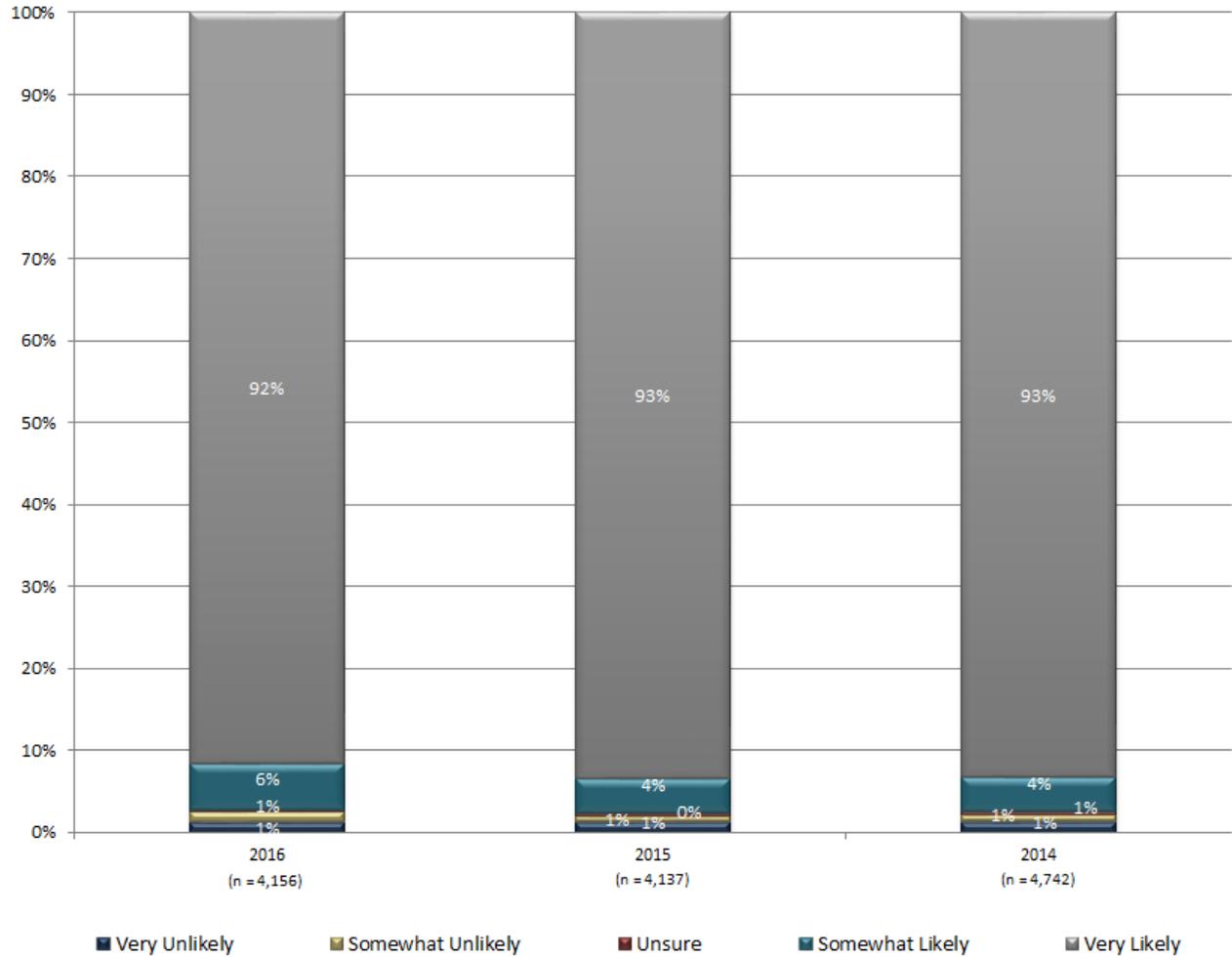
The mean score calculation is based on "Very Uncomfortable" = 5 to "Very Comfortable" = 1; therefore, the greater the mean score, the more likely respondent is to feel uncomfortable riding with a driver who is texting on a cell phone.

**TABLE 6.21: COMFORT LEVEL WHEN RIDING AS A PASSENGER WHILE THE DRIVER TEXTS - 2016**

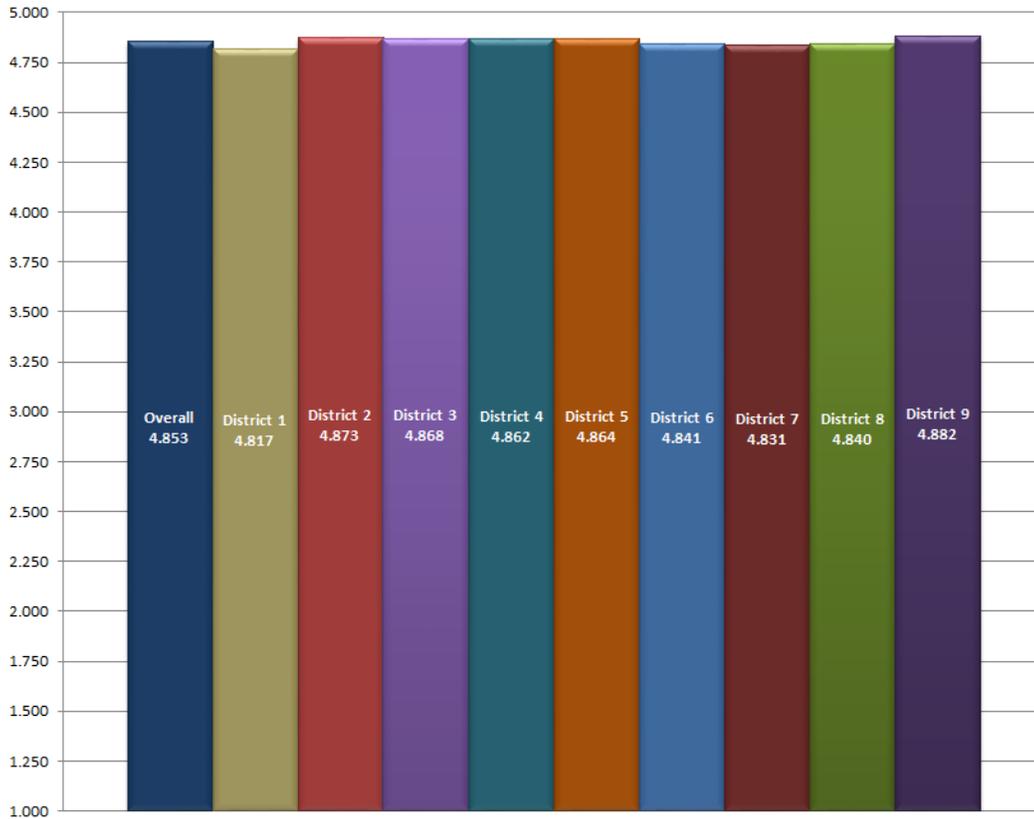
		VERY COMFORTABLE	SOMEWHAT COMFORTABLE	UNSURE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL	AVERAGE
ALL RESPONDENTS		0.8%	0.8%	0.1%	3.4%	94.9%	4,156	4.909
SURVEY	SURVEY 1	1.2%	0.6%	0.2%	4.3%	93.7%	962	4.885
	SURVEY 2	1.2%	0.5%	0.3%	3.2%	94.8%	1,106	4.900
	SURVEY 3	0.3%	1.2%	0.0%	3.5%	95.1%	1,041	4.919
	SURVEY 4	0.4%	0.8%	0.1%	3.0%	95.8%	1,047	4.930
OSP DISTRICT	DISTRICT 1	1.5%	1.1%	0.0%	5.1%	92.4%	471	4.858
	DISTRICT 2	0.4%	0.9%	0.0%	3.3%	95.3%	449	4.922
	DISTRICT 3	0.7%	0.7%	0.5%	4.1%	94.0%	418	4.900
	DISTRICT 4	0.2%	0.9%	0.4%	3.7%	94.8%	465	4.920
	DISTRICT 5	0.9%	0.9%	0.2%	2.8%	95.2%	462	4.907
	DISTRICT 6	1.0%	0.7%	0.2%	2.9%	95.2%	414	4.906
	DISTRICT 7	0.6%	0.6%	0.0%	3.8%	95.0%	478	4.918
	DISTRICT 8	1.2%	0.8%	0.0%	2.7%	95.3%	489	4.900
	DISTRICT 9	0.4%	0.4%	0.0%	2.7%	96.5%	510	4.945
AGE	25 AND YOUNGER	1.1%	2.2%	0.6%	7.3%	88.8%	179	4.804
	26 - 35 YEARS OLD	0.4%	3.1%	0.0%	7.9%	88.6%	254	4.811
	36 - 45 YEARS OLD	0.8%	2.0%	0.0%	5.9%	91.2%	353	4.847
	46 - 55 YEARS OLD	0.8%	0.6%	0.2%	3.4%	95.0%	954	4.910
	56 - 65 YEARS OLD	0.9%	0.4%	0.1%	2.4%	96.1%	1,439	4.924
	66 AND OLDER	0.5%	0.1%	0.1%	2.3%	97.0%	977	4.952
SEX	MALE	0.7%	1.3%	0.2%	5.1%	92.8%	1,658	4.881
	FEMALE	0.8%	0.4%	0.1%	2.3%	96.3%	2,498	4.928
RACE	CAUCASIAN	0.7%	0.7%	0.2%	3.5%	94.9%	3,773	4.911
	AFRICAN AMERICAN	0.8%	2.1%	0.0%	2.1%	94.9%	236	4.881
	OTHER	1.6%	0.8%	0.0%	3.9%	93.8%	129	4.876
MARITAL STATUS	SINGLE	0.9%	2.3%	0.5%	6.2%	90.1%	563	4.822
	MARRIED	0.9%	0.5%	0.1%	3.1%	95.4%	2,891	4.917
	OTHER	0.1%	0.6%	0.1%	2.6%	96.6%	696	4.948
RESIDENTIAL LOCATION	URBAN	1.6%	1.0%	0.2%	3.6%	93.6%	576	4.866
	SUBURBAN	0.7%	0.8%	0.2%	2.9%	95.4%	1,678	4.914
	RURAL	0.6%	0.6%	0.1%	3.9%	94.8%	1,896	4.917
DRIVING AREA	URBAN	0.8%	0.7%	0.2%	3.5%	94.8%	1,222	4.909
	SUBURBAN	1.0%	1.0%	0.2%	3.6%	94.2%	1,352	4.892
	RURAL	0.6%	0.7%	0.1%	3.2%	95.4%	1,573	4.922
VEHICLE TYPE	AUTOMOBILE	0.9%	0.7%	0.1%	3.2%	95.1%	2,139	4.911
	VAN/MINIVAN	0.5%	1.0%	0.2%	3.0%	95.3%	406	4.916
	PICKUP TRUCK	0.2%	0.9%	0.0%	4.1%	94.8%	538	4.924
	SUV	1.0%	0.7%	0.3%	3.6%	94.4%	1,020	4.898
	OTHER	0.0%	4.1%	0.0%	6.1%	89.8%	49	4.816

The vast majority of those surveyed in 2016 (97.3%) said it is likely that they would say something to a driver who was texting while they were the passenger (Figure 32; Figure 32A; Table 6:22; Table 6.23).

**FIGURE 32: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TEXTING ON A CELL PHONE 2014 - 2016**



**FIGURE 32A: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TEXTING ON A CELL PHONE – 2016 [MEAN SCORE]**



**TABLE 6.22: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER TEXTING ON A CELL PHONE - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.818</b>	<b>4.857</b>	<b>4.872</b>	<b>4.862</b>	<b>4,156</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.791	4.850	4.761	4.862	471
	<b>DISTRICT 2</b>	4.838	4.876	4.924	4.848	449
	<b>DISTRICT 3</b>	4.889	4.769	4.939	4.868	418
	<b>DISTRICT 4</b>	4.840	4.890	4.832	4.887	465
	<b>DISTRICT 5</b>	4.811	4.894	4.808	4.930	462
	<b>DISTRICT 6</b>	4.793	4.900	4.866	4.800	414
	<b>DISTRICT 7</b>	4.790	4.805	4.936	4.802	478
	<b>DISTRICT 8</b>	4.734	4.824	4.907	4.903	489
	<b>DISTRICT 9</b>	4.880	4.904	4.878	4.865	510

The mean score calculation is based on "Very Likely" = 5 to "Very Unlikely" = 1; therefore, the greater the mean score, the more likely respondent is to say something to a driver who is texting on a cell phone.

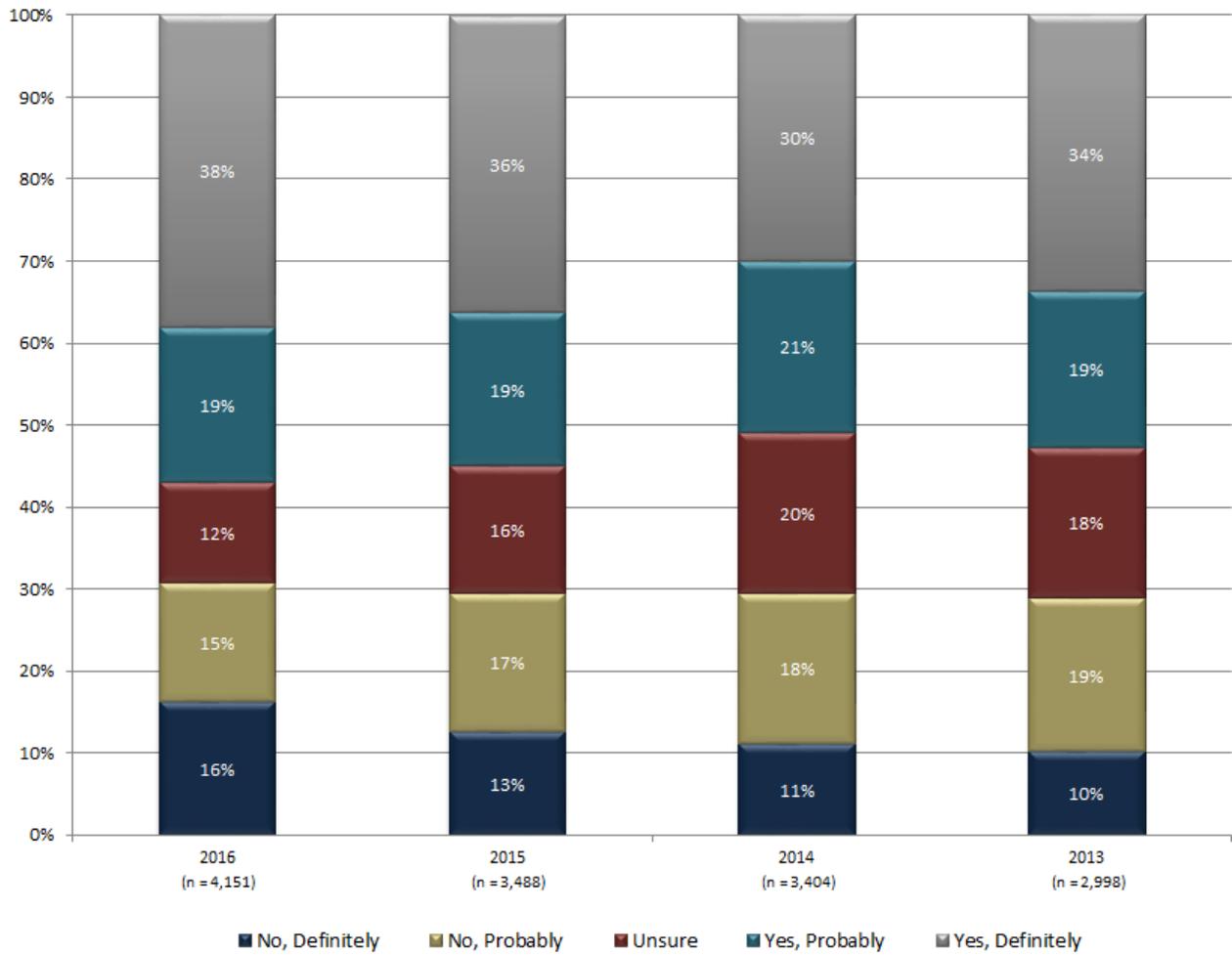
**TABLE 6.23: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TEXTING - 2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	UNSURE	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
	ALL RESPONDENTS	1.2%	1.3%	0.3%	5.6%	91.7%	4,156	4.853
SURVEY	SURVEY 1	1.7%	1.8%	0.1%	6.0%	90.4%	962	4.818
	SURVEY 2	1.2%	1.0%	0.5%	5.5%	91.8%	1,106	4.857
	SURVEY 3	1.1%	1.1%	0.3%	4.8%	92.8%	1,041	4.872
	SURVEY 4	0.9%	1.3%	0.2%	5.9%	91.7%	1,047	4.862
OSP DISTRICT	DISTRICT 1	1.1%	1.9%	0.8%	6.6%	89.6%	471	4.817
	DISTRICT 2	0.9%	1.6%	0.2%	4.0%	93.3%	449	4.873
	DISTRICT 3	0.5%	1.2%	0.7%	6.2%	91.4%	418	4.868
	DISTRICT 4	1.7%	0.2%	0.4%	5.4%	92.3%	465	4.862
	DISTRICT 5	1.3%	1.1%	0.0%	5.2%	92.4%	462	4.864
	DISTRICT 6	1.4%	1.0%	0.0%	7.2%	90.3%	414	4.841
	DISTRICT 7	1.5%	1.3%	0.2%	6.9%	90.2%	478	4.831
	DISTRICT 8	1.2%	2.0%	0.2%	4.5%	92.0%	489	4.840
	DISTRICT 9	1.0%	1.2%	0.0%	4.3%	93.5%	510	4.882
AGE	25 AND YOUNGER	3.9%	2.2%	0.0%	10.1%	83.8%	179	4.676
	26 - 35 YEARS OLD	1.2%	3.1%	0.4%	10.2%	85.0%	254	4.748
	36 - 45 YEARS OLD	0.3%	2.0%	0.3%	7.1%	90.4%	353	4.853
	46 - 55 YEARS OLD	1.3%	1.4%	0.3%	4.8%	92.2%	954	4.854
	56 - 65 YEARS OLD	0.7%	0.7%	0.1%	4.7%	93.7%	1,439	4.901
	66 AND OLDER	1.6%	1.1%	0.5%	4.9%	91.8%	977	4.841
SEX	MALE	1.8%	1.4%	0.4%	6.9%	89.4%	1,658	4.807
	FEMALE	0.8%	1.2%	0.2%	4.7%	93.2%	2,498	4.884
RACE	CAUCASIAN	1.1%	1.3%	0.3%	5.7%	91.5%	3,773	4.853
	AFRICAN AMERICAN	1.7%	0.8%	0.0%	3.4%	94.1%	236	4.873
	OTHER	2.3%	0.8%	0.8%	5.4%	90.7%	129	4.814
MARITAL STATUS	SINGLE	2.8%	1.8%	0.7%	8.0%	86.7%	563	4.739
	MARRIED	0.7%	1.2%	0.2%	5.2%	92.6%	2,891	4.878
	OTHER	1.9%	1.0%	0.1%	5.2%	91.8%	696	4.841
RESIDENTIAL LOCATION	URBAN	1.6%	1.2%	0.3%	4.7%	92.2%	576	4.847
	SUBURBAN	1.1%	1.3%	0.4%	5.6%	91.5%	1,678	4.851
	RURAL	1.1%	1.3%	0.2%	5.8%	91.7%	1,896	4.857
DRIVING AREA	URBAN	1.1%	1.3%	0.5%	5.2%	91.8%	1,222	4.853
	SUBURBAN	1.0%	1.4%	0.3%	6.1%	91.2%	1,352	4.850
	RURAL	1.3%	1.1%	0.1%	5.4%	92.0%	1,573	4.856
VEHICLE TYPE	AUTOMOBILE	1.3%	1.4%	0.2%	5.8%	91.4%	2,139	4.846
	VAN/MINIVAN	0.5%	1.0%	1.0%	5.4%	92.1%	406	4.877
	PICKUP TRUCK	1.7%	1.5%	0.2%	5.6%	91.1%	538	4.829
	SUV	1.0%	0.9%	0.3%	5.1%	92.7%	1,020	4.877
	OTHER	2.0%	4.1%	0.0%	8.2%	85.7%	49	4.714

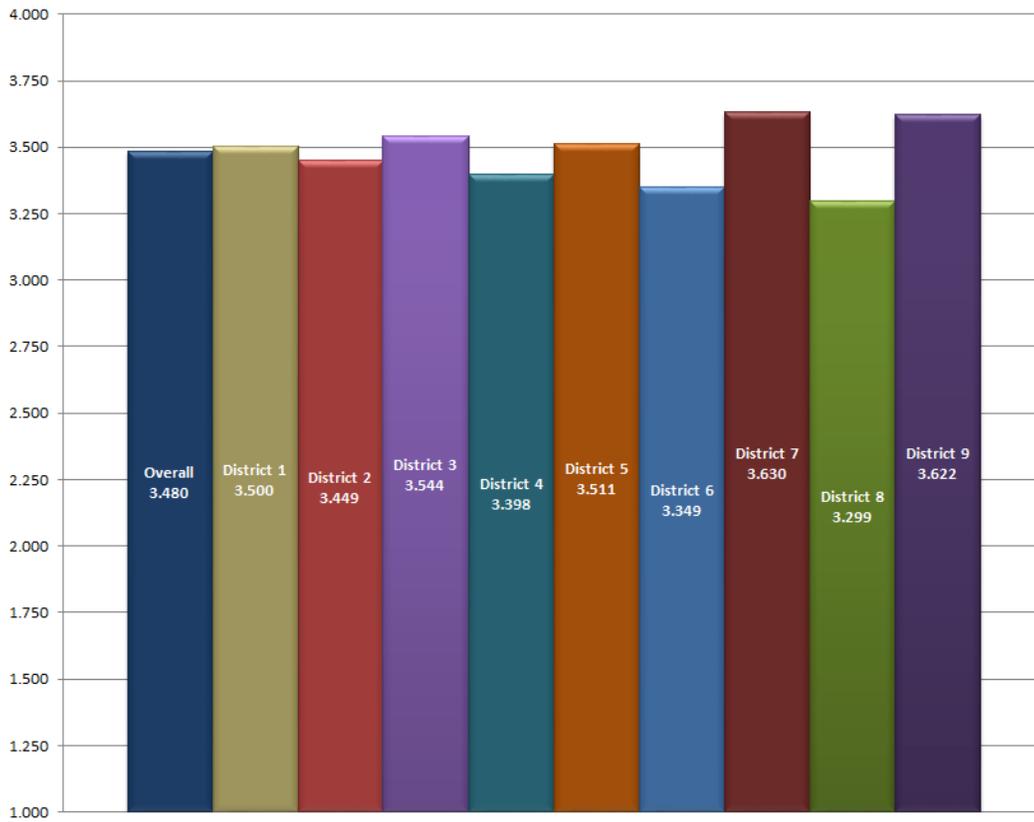
**LAWS REGARDING CELL PHONE USE AND DRIVING**

Ohio has 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 (57.0%) of those surveyed in 2016 said “yes, definitely” or “yes, probably” when asked if they were aware of this law (Figure 33). While more respondents than in previous years are aware of cell phone use laws, there are still many Ohioans who do not know such a law exists. Survey participants who reside in OSP Districts 7 and 9 are more likely to say they are aware of a law regarding cell phone use while driving (Figure 33A). Respondents 25 years of age and younger, females, and those who are single were more apt to be aware of such a law (Table 6.25).

**FIGURE 33: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING 2013 - 2016**



**FIGURE 33A: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING – 2016 [MEAN SCORE]**



**TABLE 6.24: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.446</b>	<b>3.384</b>	<b>3.520</b>	<b>3.573</b>	<b>4,151</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.452	3.258	3.717	3.582	470
	<b>DISTRICT 2</b>	3.423	3.336	3.605	3.420	448
	<b>DISTRICT 3</b>	3.533	3.442	3.530	3.692	417
	<b>DISTRICT 4</b>	3.387	3.367	3.265	3.556	465
	<b>DISTRICT 5</b>	3.284	3.417	3.658	3.652	462
	<b>DISTRICT 6</b>	3.380	3.394	3.223	3.409	413
	<b>DISTRICT 7</b>	3.555	3.699	3.636	3.627	478
	<b>DISTRICT 8</b>	3.468	3.095	3.231	3.487	488
	<b>DISTRICT 9</b>	3.500	3.507	3.748	3.714	510

The mean score calculation is based on "Yes Definitely" = 5 to "No, Definitely" = 1; therefore, the greater the mean score, the more likely respondent is to know about Ohio's law regarding cell phone use and driving.

**TABLE 6.25: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING - 2016**

		NO, DEFINITELY	NO, PROBABLY	UNSURE	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		16.3%	14.5%	12.2%	19.0%	38.0%	4,151	3.480
SURVEY	SURVEY 1	15.9%	16.0%	10.9%	21.7%	35.4%	960	3.446
	SURVEY 2	19.3%	15.2%	11.1%	16.5%	37.9%	1,104	3.384
	SURVEY 3	16.0%	13.6%	12.7%	17.6%	40.1%	1,041	3.520
	SURVEY 4	13.7%	13.1%	14.1%	20.5%	38.6%	1,046	3.573
OSP DISTRICT	DISTRICT 1	15.5%	13.6%	13.0%	21.1%	36.8%	470	3.500
	DISTRICT 2	16.7%	15.6%	11.8%	17.6%	38.2%	448	3.449
	DISTRICT 3	16.3%	10.8%	12.2%	23.5%	37.2%	417	3.544
	DISTRICT 4	16.8%	14.2%	14.6%	21.3%	33.1%	465	3.398
	DISTRICT 5	15.6%	15.2%	12.3%	16.5%	40.5%	462	3.511
	DISTRICT 6	19.4%	14.8%	13.3%	16.7%	35.8%	413	3.349
	DISTRICT 7	11.9%	16.5%	11.7%	16.3%	43.5%	478	3.630
	DISTRICT 8	20.9%	16.8%	10.0%	16.0%	36.3%	488	3.299
	DISTRICT 9	13.9%	12.5%	11.4%	21.8%	40.4%	510	3.622
AGE	25 AND YOUNGER	3.9%	8.4%	10.1%	20.7%	57.0%	179	4.184
	26 - 35 YEARS OLD	11.0%	12.2%	8.7%	20.1%	48.0%	254	3.819
	36 - 45 YEARS OLD	17.0%	15.0%	12.5%	19.3%	36.3%	353	3.428
	46 - 55 YEARS OLD	19.6%	11.9%	12.9%	16.9%	38.7%	952	3.431
	56 - 65 YEARS OLD	18.2%	16.6%	11.3%	19.3%	34.6%	1,437	3.356
	66 AND OLDER	13.6%	15.4%	14.2%	19.7%	37.1%	976	3.512
SEX	MALE	18.3%	15.0%	11.8%	17.4%	37.5%	1,657	3.408
	FEMALE	15.0%	14.1%	12.6%	20.0%	38.4%	2,494	3.528
RACE	CAUCASIAN	16.8%	14.9%	11.9%	19.1%	37.4%	3,769	3.453
	AFRICAN AMERICAN	9.8%	8.5%	17.9%	18.3%	45.5%	235	3.813
	OTHER	11.6%	14.7%	11.6%	17.1%	45.0%	129	3.690
MARITAL STATUS	SINGLE	9.6%	10.0%	14.2%	19.8%	46.4%	562	3.835
	MARRIED	18.1%	15.9%	11.4%	18.4%	36.2%	2,889	3.388
	OTHER	14.3%	12.1%	14.0%	20.6%	39.0%	694	3.581
RESIDENTIAL LOCATION	URBAN	15.8%	12.7%	13.0%	15.5%	43.0%	575	3.570
	SUBURBAN	16.3%	14.3%	12.4%	18.5%	38.6%	1,676	3.489
	RURAL	16.5%	15.2%	11.9%	20.5%	36.0%	1,894	3.443
DRIVING AREA	URBAN	15.6%	13.7%	13.2%	17.0%	40.5%	1,222	3.531
	SUBURBAN	17.2%	15.3%	12.0%	18.1%	37.4%	1,349	3.433
	RURAL	16.0%	14.5%	11.6%	21.3%	36.5%	1,571	3.479
VEHICLE TYPE	AUTOMOBILE	15.4%	14.8%	12.5%	19.1%	38.1%	2,137	3.497
	VAN/MINIVAN	17.8%	13.3%	13.8%	18.3%	36.8%	405	3.430
	PICKUP TRUCK	16.7%	15.4%	12.8%	16.7%	38.3%	538	3.444
	SUV	17.5%	13.8%	10.5%	19.5%	38.7%	1,018	3.482
	OTHER	14.3%	14.3%	12.2%	30.6%	28.6%	49	3.449

As with previous surveys, virtually all respondents (99.7%) claim to have *never* received a ticket or a warning for cell phone use while driving (Tables 6.26 through 6.28).

**TABLE 6.26: RECEIVED A TICKET OR WARNING FOR CELL PHONE USE WHILE DRIVING - 2016**

		TICKET – TALKING	WARNING – TALKING	TICKET – TEXTING	WARNING – TEXTING	No	TOTAL
ALL RESPONDENTS		0.1%	0.1%	0.1%	0.0%	99.7%	4,156
SURVEY	SURVEY 1	0.0%	0.2%	0.1%	0.1%	99.6%	962
	SURVEY 2	0.1%	0.0%	0.1%	0.0%	99.8%	1,106
	SURVEY 3	0.2%	0.2%	0.1%	0.0%	99.5%	1,041
	SURVEY 4	0.0%	0.0%	0.1%	0.0%	99.9%	1,047
OSP DISTRICT	DISTRICT 1	0.0%	0.0%	0.0%	0.0%	100.0%	471
	DISTRICT 2	0.0%	0.0%	0.2%	0.0%	99.8%	449
	DISTRICT 3	0.5%	0.2%	0.2%	0.0%	99.0%	418
	DISTRICT 4	0.0%	0.0%	0.0%	0.0%	100.0%	465
	DISTRICT 5	0.0%	0.0%	0.0%	0.0%	100.0%	462
	DISTRICT 6	0.0%	0.0%	0.2%	0.0%	99.8%	414
	DISTRICT 7	0.2%	0.6%	0.2%	0.2%	98.7%	478
	DISTRICT 8	0.0%	0.0%	0.0%	0.0%	100.0%	489
	DISTRICT 9	0.0%	0.0%	0.0%	0.0%	100.0%	510
AGE	25 AND YOUNGER	0.0%	0.0%	0.6%	0.0%	99.4%	179
	26 - 35 YEARS OLD	0.4%	0.4%	0.4%	0.0%	98.8%	254
	36 - 45 YEARS OLD	0.3%	0.3%	0.0%	0.0%	99.4%	353
	46 - 55 YEARS OLD	0.1%	0.1%	0.1%	0.0%	99.7%	954
	56 - 65 YEARS OLD	0.0%	0.0%	0.1%	0.0%	99.9%	1,439
	66 AND OLDER	0.0%	0.1%	0.0%	0.1%	99.8%	977
SEX	MALE	0.1%	0.0%	0.1%	0.0%	99.8%	1,658
	FEMALE	0.0%	0.2%	0.1%	0.0%	99.7%	2,498
RACE	CAUCASIAN	0.0%	0.1%	0.1%	0.0%	99.8%	3,773
	AFRICAN AMERICAN	0.4%	0.0%	0.4%	0.0%	99.2%	236
	OTHER	0.8%	0.0%	0.0%	0.0%	99.2%	129
MARITAL STATUS	SINGLE	0.2%	0.0%	0.2%	0.0%	99.6%	563
	MARRIED	0.1%	0.0%	0.1%	0.0%	99.8%	2,891
	OTHER	0.0%	0.4%	0.0%	0.1%	99.4%	696
RESIDENTIAL LOCATION	URBAN	0.2%	0.0%	0.2%	0.0%	99.7%	576
	SUBURBAN	0.1%	0.1%	0.1%	0.0%	99.8%	1,678
	RURAL	0.0%	0.2%	0.1%	0.1%	99.7%	1,896
DRIVING AREA	URBAN	0.1%	0.0%	0.1%	0.0%	99.8%	1,222
	SUBURBAN	0.1%	0.1%	0.1%	0.1%	99.6%	1,352
	RURAL	0.0%	0.2%	0.1%	0.0%	99.7%	1,573
VEHICLE TYPE	AUTOMOBILE	0.1%	0.1%	0.1%	0.0%	99.7%	2,139
	VAN/MINIVAN	0.0%	0.0%	0.0%	0.0%	100.0%	406
	PICKUP TRUCK	0.0%	0.0%	0.2%	0.0%	99.8%	538
	SUV	0.1%	0.2%	0.1%	0.0%	99.6%	1,020
	OTHER	0.0%	0.0%	0.0%	0.0%	100.0%	49

**TABLE 6.27: WHEN WARNING RECEIVED FOR USING A CELL PHONE WHILE DRIVING - 2016**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		0.0%	20.0%	40.0%	40.0%	5
SURVEY	SURVEY 1	0.0%	33.3%	33.3%	33.3%	3
	SURVEY 2	0.0%	0.0%	0.0%	0.0%	0
	SURVEY 3	0.0%	0.0%	50.0%	50.0%	2
	SURVEY 4	0.0%	0.0%	0.0%	0.0%	0
OSP DISTRICT	DISTRICT 1	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 2	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 3	0.0%	100.0%	0.0%	0.0%	1
	DISTRICT 4	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 5	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 6	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 7	0.0%	0.0%	50.0%	50.0%	4
	DISTRICT 8	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 9	0.0%	0.0%	0.0%	0.0%	0
AGE	25 AND YOUNGER	0.0%	0.0%	0.0%	0.0%	0
	26 - 35 YEARS OLD	0.0%	0.0%	0.0%	100.0%	1
	36 - 45 YEARS OLD	0.0%	0.0%	0.0%	100.0%	1
	46 - 55 YEARS OLD	0.0%	100.0%	0.0%	0.0%	1
	56 - 65 YEARS OLD	0.0%	0.0%	0.0%	0.0%	0
	66 AND OLDER	0.0%	0.0%	100.0%	0.0%	2
SEX	MALE	0.0%	0.0%	0.0%	0.0%	0
	FEMALE	0.0%	20.0%	40.0%	40.0%	5
RACE	CAUCASIAN	0.0%	20.0%	40.0%	40.0%	5
	AFRICAN AMERICAN	0.0%	0.0%	0.0%	0.0%	0
	OTHER	0.0%	0.0%	0.0%	0.0%	0
MARITAL STATUS	SINGLE	0.0%	0.0%	0.0%	0.0%	0
	MARRIED	0.0%	0.0%	0.0%	100.0%	1
	OTHER	0.0%	25.0%	50.0%	25.0%	4
RESIDENTIAL LOCATION	URBAN	0.0%	0.0%	0.0%	0.0%	0
	SUBURBAN	0.0%	100.0%	0.0%	0.0%	1
	RURAL	0.0%	0.0%	50.0%	50.0%	4
DRIVING AREA	URBAN	0.0%	0.0%	0.0%	0.0%	0
	SUBURBAN	0.0%	50.0%	50.0%	0.0%	2
	RURAL	0.0%	0.0%	33.3%	66.7%	3
VEHICLE TYPE	AUTOMOBILE	0.0%	0.0%	66.7%	33.3%	3
	VAN/MINIVAN	0.0%	0.0%	0.0%	0.0%	0
	PICKUP TRUCK	0.0%	0.0%	0.0%	0.0%	0
	SUV	0.0%	50.0%	0.0%	50.0%	2
	OTHER	0.0%	0.0%	0.0%	0.0%	0

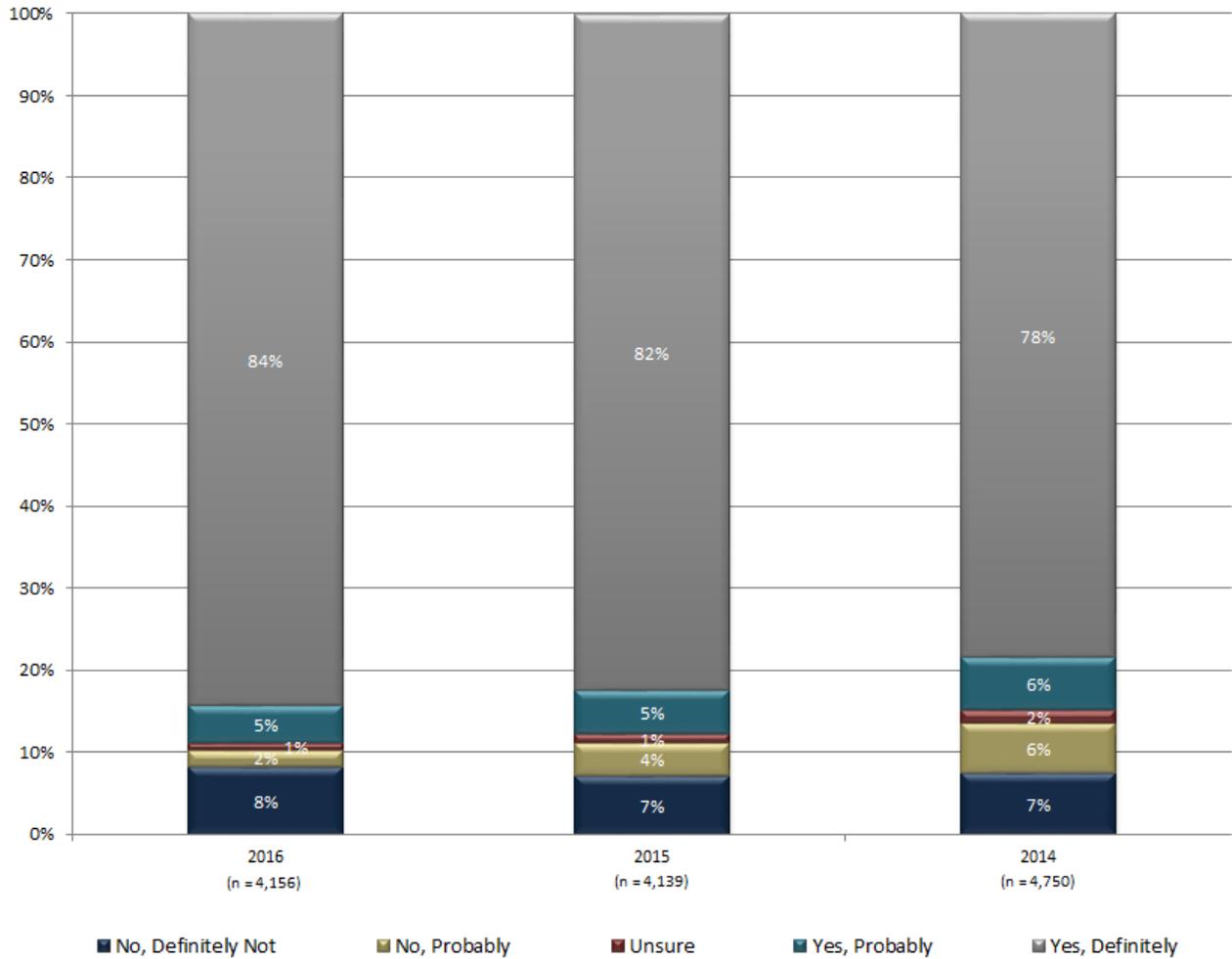
**TABLE 6.28: WHEN TICKET RECEIVED FOR USING A CELL PHONE WHILE DRIVING - 2016**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		0.0%	14.3%	42.9%	42.9%	7
SURVEY	SURVEY 1	0.0%	100.0%	0.0%	0.0%	1
	SURVEY 2	0.0%	0.0%	100.0%	0.0%	2
	SURVEY 3	0.0%	0.0%	33.3%	66.7%	3
	SURVEY 4	0.0%	0.0%	0.0%	100.0%	1
OSP DISTRICT	DISTRICT 1	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 2	0.0%	100.0%	0.0%	0.0%	1
	DISTRICT 3	0.0%	0.0%	66.7%	33.3%	3
	DISTRICT 4	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 5	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 6	0.0%	0.0%	0.0%	100.0%	1
	DISTRICT 7	0.0%	0.0%	50.0%	50.0%	2
	DISTRICT 8	0.0%	0.0%	0.0%	0.0%	0
	DISTRICT 9	0.0%	0.0%	0.0%	0.0%	0
AGE	25 AND YOUNGER	0.0%	0.0%	100.0%	0.0%	1
	26 - 35 YEARS OLD	0.0%	50.0%	50.0%	0.0%	2
	36 - 45 YEARS OLD	0.0%	0.0%	0.0%	100.0%	1
	46 - 55 YEARS OLD	0.0%	0.0%	50.0%	50.0%	2
	56 - 65 YEARS OLD	0.0%	0.0%	0.0%	100.0%	1
	66 AND OLDER	0.0%	0.0%	0.0%	0.0%	0
SEX	MALE	0.0%	25.0%	25.0%	50.0%	4
	FEMALE	0.0%	0.0%	66.7%	33.3%	3
RACE	CAUCASIAN	0.0%	25.0%	50.0%	25.0%	4
	AFRICAN AMERICAN	0.0%	0.0%	50.0%	50.0%	2
	OTHER	0.0%	0.0%	0.0%	100.0%	1
MARITAL STATUS	SINGLE	0.0%	0.0%	50.0%	50.0%	2
	MARRIED	0.0%	20.0%	40.0%	40.0%	5
	OTHER	0.0%	0.0%	0.0%	0.0%	0
RESIDENTIAL LOCATION	URBAN	0.0%	0.0%	50.0%	50.0%	2
	SUBURBAN	0.0%	0.0%	33.3%	66.7%	3
	RURAL	0.0%	50.0%	50.0%	0.0%	2
DRIVING AREA	URBAN	0.0%	0.0%	50.0%	50.0%	2
	SUBURBAN	0.0%	0.0%	33.3%	66.7%	3
	RURAL	0.0%	50.0%	50.0%	0.0%	2
VEHICLE TYPE	AUTOMOBILE	0.0%	0.0%	75.0%	25.0%	4
	VAN/MINIVAN	0.0%	0.0%	0.0%	0.0%	0
	PICKUP TRUCK	0.0%	100.0%	0.0%	0.0%	1
	SUV	0.0%	0.0%	0.0%	100.0%	2
	OTHER	0.0%	0.0%	0.0%	0.0%	0

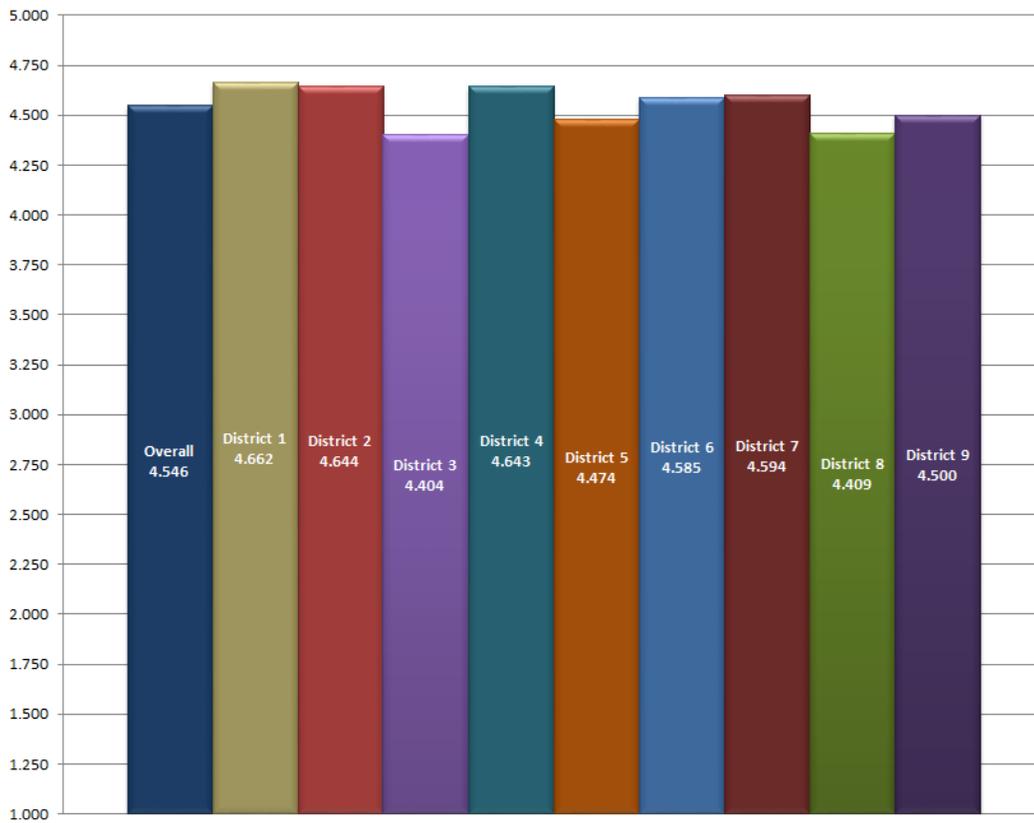
**SLOGANS REGARDING CELL PHONE USE WHILE DRIVING**

Those surveyed in 2016 were asked if they were familiar with the “Stay Alive! Don’t Text & Drive” slogan. The majority (88.9%) maintained they had probably (4.6%) or definitely (84.3%) seen or heard the slogan (Figure 34). Exposure to the slogan has steadily increased since 2014. Respondents in OSP Districts 1, 2, and 4 were more inclined to say they were familiar with the “Stay Alive! Don’t Text & Drive” slogan (Figure 34A). Table 6.30 contains these results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 34: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” 2014 - 2016**



**FIGURE 34A: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” - 2016 [MEAN SCORE]**



**TABLE 6.29: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.507</b>	<b>4.533</b>	<b>4.598</b>	<b>5.543</b>	<b>4,156</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.661	4.600	4.779	4.618	471
	<b>DISTRICT 2</b>	4.438	4.655	4.739	4.723	449
	<b>DISTRICT 3</b>	4.398	4.500	4.478	4.209	418
	<b>DISTRICT 4</b>	4.672	4.376	4.814	4.694	465
	<b>DISTRICT 5</b>	4.495	4.523	4.308	4.574	462
	<b>DISTRICT 6</b>	4.609	4.750	4.348	4.655	414
	<b>DISTRICT 7</b>	4.605	4.740	4.636	4.405	478
	<b>DISTRICT 8</b>	4.183	4.365	4.657	4.451	489
	<b>DISTRICT 9</b>	4.480	4.397	4.634	4.496	510

The mean score calculation is based on “Yes Definitely” = 5 to “No, Definitely Not” = 1; therefore, the greater the mean score, the more likely respondent is to be familiar with the slogan.

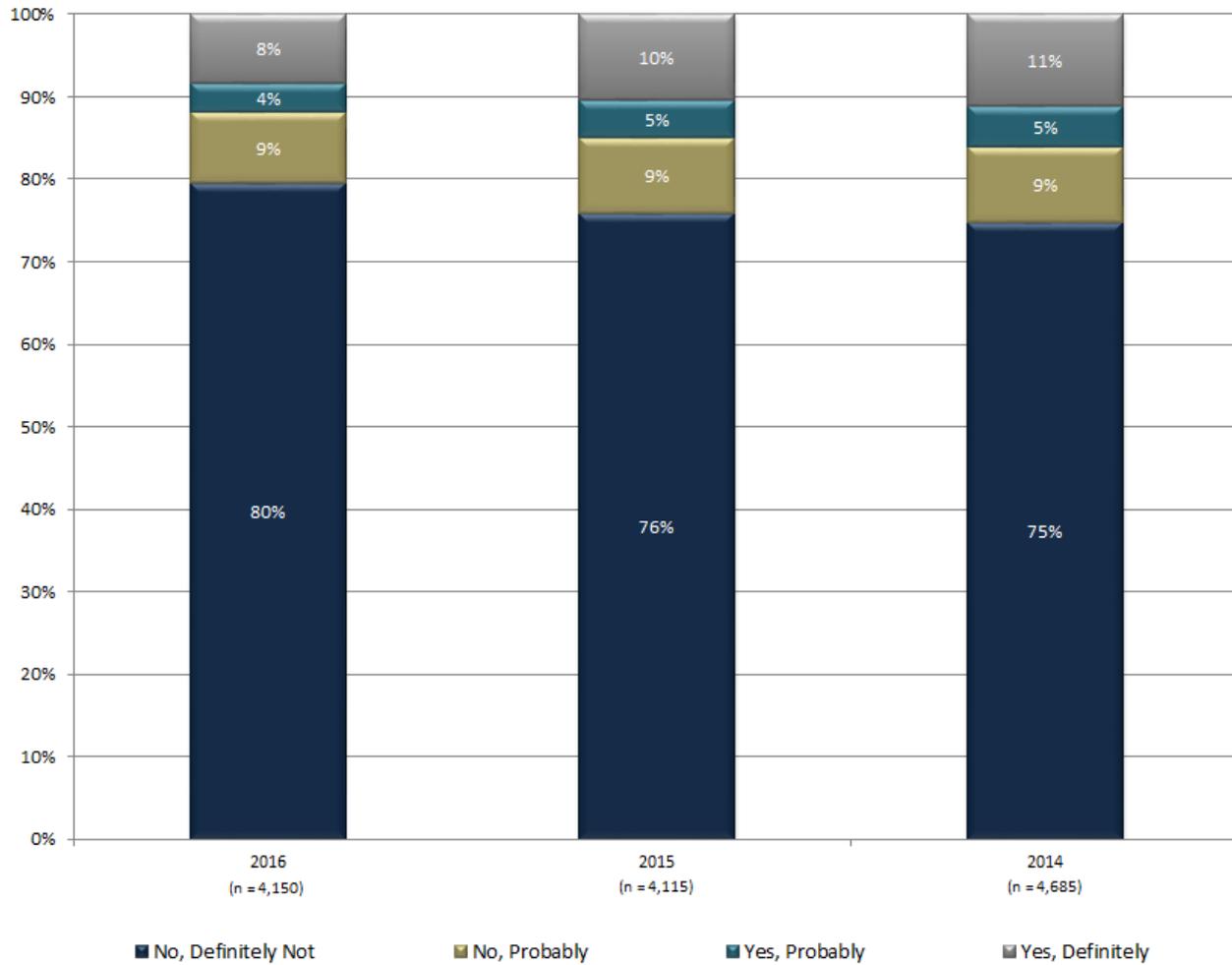
**TABLE 6.30: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” - 2016**

		No, DEFINITELY NOT	No, PROBABLY NOT	UNSURE	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		8.3%	2.0%	0.8%	4.6%	84.3%	4,156	4.546
SURVEY	SURVEY 1	8.9%	2.0%	0.7%	6.1%	82.2%	962	4.507
	SURVEY 2	8.4%	2.4%	0.7%	4.5%	84.0%	1,106	4.533
	SURVEY 3	7.4%	1.8%	0.8%	3.6%	86.5%	1,041	4.598
	SURVEY 4	8.6%	1.7%	1.0%	4.3%	84.4%	1,047	4.543
OSP DISTRICT	DISTRICT 1	5.9%	0.8%	0.8%	5.7%	86.6%	471	4.662
	DISTRICT 2	6.5%	1.1%	0.9%	4.7%	86.9%	449	4.644
	DISTRICT 3	12.9%	1.4%	0.5%	2.6%	82.5%	418	4.404
	DISTRICT 4	6.2%	1.7%	0.9%	3.9%	87.3%	465	4.643
	DISTRICT 5	9.5%	3.0%	0.4%	4.5%	82.5%	462	4.474
	DISTRICT 6	6.8%	2.2%	1.0%	6.0%	84.1%	414	4.585
	DISTRICT 7	6.5%	2.3%	1.0%	5.6%	84.5%	478	4.594
	DISTRICT 8	10.6%	3.1%	1.0%	5.3%	80.0%	489	4.409
	DISTRICT 9	10.0%	2.0%	0.6%	2.9%	84.5%	510	4.500
AGE	25 AND YOUNGER	5.0%	0.0%	0.6%	3.9%	90.5%	179	4.749
	26 - 35 YEARS OLD	8.3%	2.0%	0.4%	0.8%	88.6%	254	4.594
	36 - 45 YEARS OLD	8.2%	1.1%	0.0%	3.1%	87.5%	353	4.606
	46 - 55 YEARS OLD	5.3%	1.9%	0.4%	4.4%	87.9%	954	4.677
	56 - 65 YEARS OLD	6.9%	1.5%	0.7%	4.5%	86.3%	1,439	4.617
	66 AND OLDER	13.9%	3.4%	1.7%	6.6%	74.4%	977	4.242
SEX	MALE	8.6%	2.0%	0.7%	4.6%	84.1%	1,658	4.538
	FEMALE	8.2%	2.0%	0.9%	4.6%	84.4%	2,498	4.551
RACE	CAUCASIAN	8.0%	1.9%	0.8%	4.5%	84.8%	3,773	4.563
	AFRICAN AMERICAN	10.6%	3.8%	0.0%	4.7%	80.9%	236	4.415
	OTHER	10.9%	2.3%	1.6%	7.0%	78.3%	129	4.395
MARITAL STATUS	SINGLE	8.0%	2.1%	0.4%	4.3%	85.3%	563	4.567
	MARRIED	7.8%	1.6%	0.7%	4.6%	85.3%	2,891	4.579
	OTHER	10.5%	3.2%	1.6%	4.9%	79.9%	696	4.405
RESIDENTIAL LOCATION	URBAN	10.8%	2.4%	0.2%	4.0%	82.6%	576	4.453
	SUBURBAN	8.9%	2.0%	1.0%	5.2%	82.9%	1,678	4.511
	RURAL	7.1%	1.7%	0.8%	4.3%	86.1%	1,896	4.607
DRIVING AREA	URBAN	9.8%	2.7%	0.8%	4.6%	82.1%	1,222	4.464
	SUBURBAN	8.0%	1.8%	1.0%	5.0%	84.2%	1,352	4.555
	RURAL	7.4%	1.5%	0.6%	4.3%	86.2%	1,573	4.603
VEHICLE TYPE	AUTOMOBILE	9.6%	2.1%	1.0%	4.4%	82.9%	2,139	4.489
	VAN/MINIVAN	6.9%	0.5%	0.7%	5.2%	86.7%	406	4.643
	PICKUP TRUCK	7.2%	1.9%	0.6%	4.8%	85.5%	538	4.595
	SUV	7.1%	2.5%	0.5%	4.8%	85.2%	1,020	4.586
	OTHER	2.0%	2.0%	0.0%	0.0%	95.9%	49	4.857

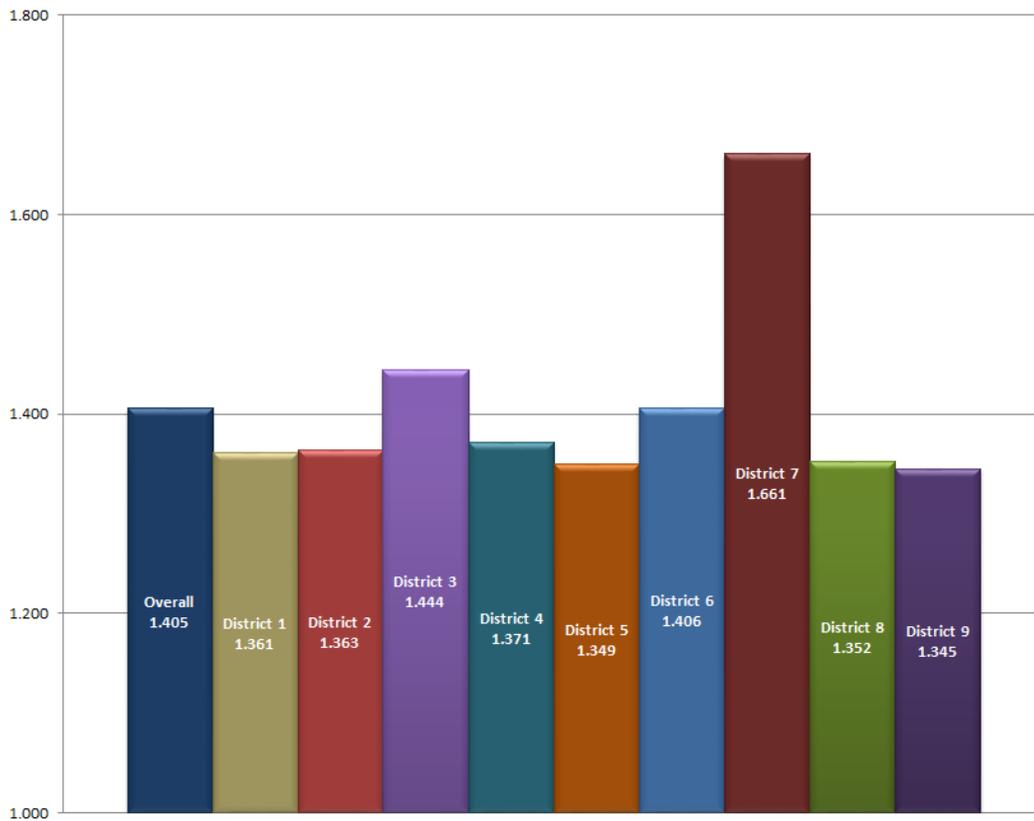
### ENFORCEMENT OF CELL PHONE USE WHILE DRIVING LAWS

When asked if they had seen, heard or read anything about the enforcement of cell phone use while driving laws during the past 30 days, 88.1% of respondents said that they had not (Figure 35; Figure 35A; Table 6.31; and Table 6.32).

**FIGURE 35: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2014 - 2016**



**FIGURE 35A: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2016[MEAN SCORE]**



**TABLE 6.31: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2016[MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.449</b>	<b>1.384</b>	<b>1.367</b>	<b>1.426</b>	<b>4,150</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.316	1.367	1.389	1.372	468
	<b>DISTRICT 2</b>	1.476	1.354	1.227	1.411	449
	<b>DISTRICT 3</b>	1.491	1.398	1.391	1.505	417
	<b>DISTRICT 4</b>	1.339	1.404	1.425	1.323	464
	<b>DISTRICT 5</b>	1.383	1.341	1.308	1.374	461
	<b>DISTRICT 6</b>	1.424	1.460	1.259	1.491	414
	<b>DISTRICT 7</b>	1.748	1.610	1.673	1.619	478
	<b>DISTRICT 8</b>	1.431	1.352	1.241	1.381	489
	<b>DISTRICT 9</b>	1.410	1.226	1.397	1.376	510

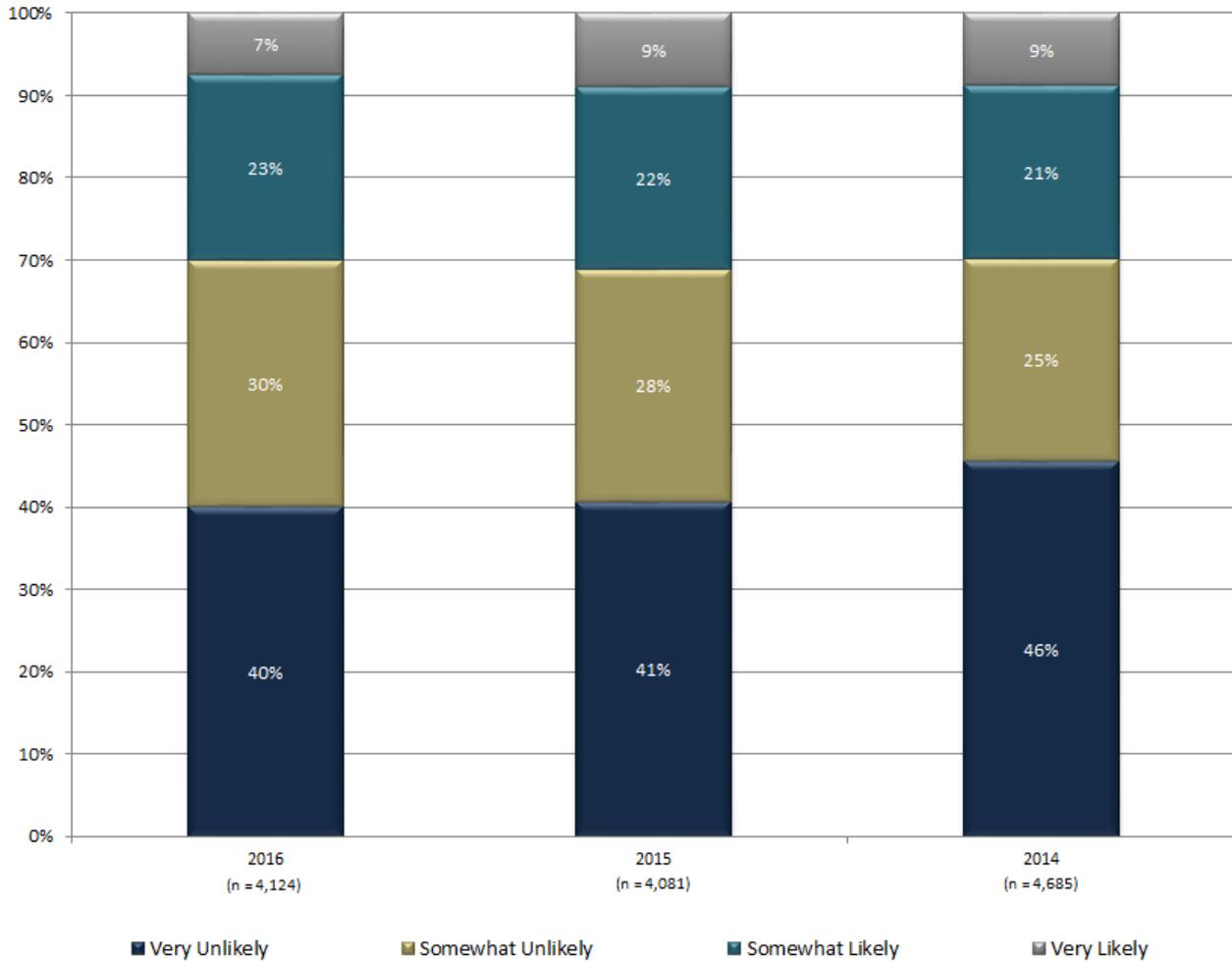
The mean score calculation is based on "Yes Definitely" = 4 to "No, Definitely Not" = 1; therefore, the greater the mean score, the more likely respondent is to have witnessed cell phone law enforcement by police.

**TABLE 6.32: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2016**

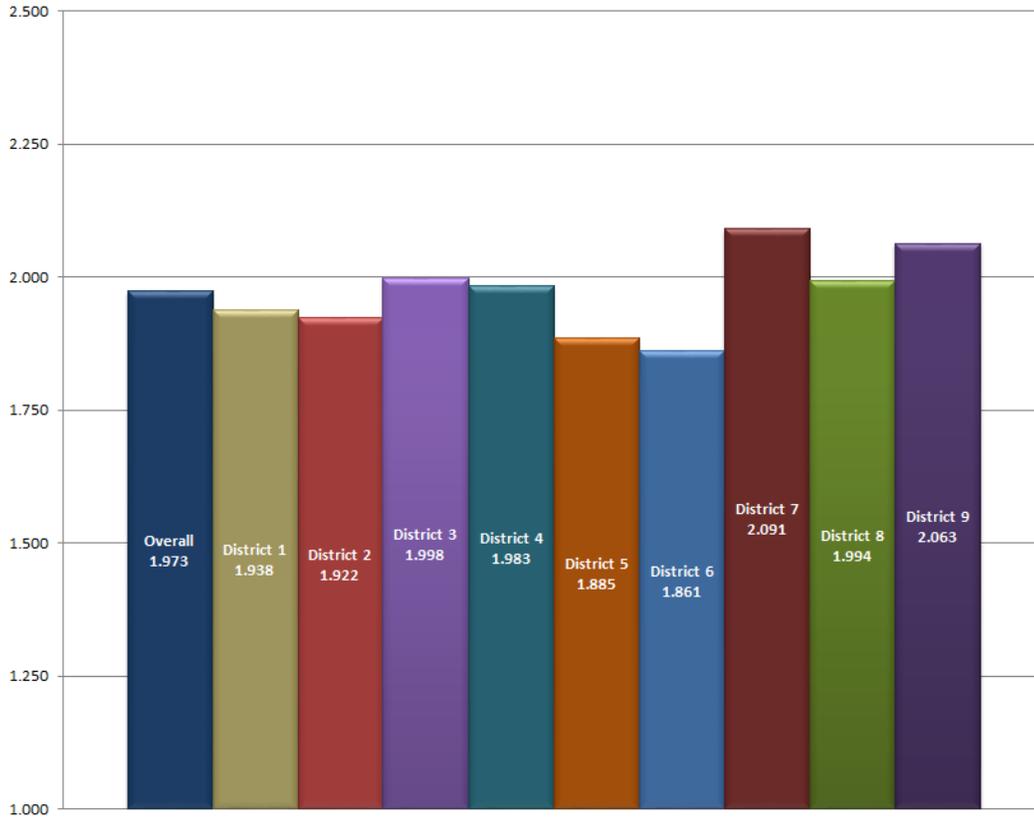
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		79.6%	8.5%	3.6%	8.3%	4,150	1.405
SURVEY	SURVEY 1	77.0%	10.1%	4.0%	9.0%	959	1.449
	SURVEY 2	80.6%	8.4%	2.9%	8.1%	1,105	1.384
	SURVEY 3	81.3%	8.3%	3.0%	7.5%	1,041	1.367
	SURVEY 4	79.3%	7.4%	4.7%	8.6%	1,045	1.426
OSP DISTRICT	DISTRICT 1	81.2%	8.5%	3.2%	7.1%	468	1.361
	DISTRICT 2	80.4%	9.8%	2.9%	6.9%	449	1.363
	DISTRICT 3	79.9%	5.5%	5.0%	9.6%	417	1.444
	DISTRICT 4	81.5%	8.2%	2.2%	8.2%	464	1.371
	DISTRICT 5	80.3%	10.8%	2.6%	6.3%	461	1.349
	DISTRICT 6	80.9%	6.5%	3.6%	8.9%	414	1.406
	DISTRICT 7	69.0%	10.3%	6.3%	14.4%	478	1.661
	DISTRICT 8	81.2%	9.0%	3.3%	6.5%	489	1.352
	DISTRICT 9	82.4%	7.5%	3.5%	6.7%	510	1.345
AGE	25 AND YOUNGER	62.6%	14.0%	6.7%	16.8%	179	1.777
	26 - 35 YEARS OLD	69.6%	11.1%	5.1%	14.2%	253	1.640
	36 - 45 YEARS OLD	78.8%	7.4%	4.8%	9.1%	353	1.442
	46 - 55 YEARS OLD	79.7%	8.4%	3.4%	8.6%	954	1.409
	56 - 65 YEARS OLD	81.1%	7.7%	3.3%	7.9%	1,439	1.380
	66 AND OLDER	83.4%	8.5%	3.0%	5.0%	972	1.296
SEX	MALE	78.7%	8.0%	4.3%	8.9%	1,656	1.434
	FEMALE	80.2%	8.8%	3.2%	7.8%	2,494	1.386
RACE	CAUCASIAN	79.6%	8.6%	3.6%	8.2%	3,768	1.404
	AFRICAN AMERICAN	78.4%	8.5%	3.0%	10.2%	236	1.449
	OTHER	82.8%	6.3%	4.7%	6.3%	128	1.344
MARITAL STATUS	SINGLE	73.1%	10.2%	4.6%	12.1%	561	1.558
	MARRIED	80.2%	8.7%	3.6%	7.6%	2,888	1.386
	OTHER	82.7%	6.3%	3.0%	7.9%	695	1.361
RESIDENTIAL LOCATION	URBAN	79.0%	7.5%	4.3%	9.2%	576	1.438
	SUBURBAN	80.4%	8.6%	3.3%	7.8%	1,675	1.384
	RURAL	79.1%	8.8%	3.7%	8.5%	1,893	1.415
DRIVING AREA	URBAN	78.2%	8.9%	3.6%	9.3%	1,220	1.439
	SUBURBAN	81.2%	8.4%	3.6%	6.8%	1,352	1.360
	RURAL	79.5%	8.2%	3.6%	8.6%	1,569	1.413
VEHICLE TYPE	AUTOMOBILE	79.3%	8.8%	3.4%	8.5%	2,135	1.411
	VAN/MINIVAN	80.0%	8.9%	4.2%	6.9%	406	1.379
	PICKUP TRUCK	77.5%	7.4%	3.5%	11.5%	538	1.491
	SUV	81.6%	8.2%	3.8%	6.4%	1,018	1.350
	OTHER	73.5%	8.2%	4.1%	14.3%	49	1.592

Figure 36 shows that the chances of receiving a ticket for cell phone use has declined since 2014. In 2016, those surveyed said that the chances of receiving a ticket for using a cell phone while driving was somewhat (29.9%) or very (40.1%) unlikely (Figure 36). Respondents in OSP Districts 7 and 9 were more apt to find the chances of receiving a ticket likely (Figure 36A). Table 6.34 contains these results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 36: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING 2014 - 2016**



**FIGURE 36A: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING - 2016 [MEAN SCORE]**



**TABLE 6.33: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.999</b>	<b>1.963</b>	<b>1.982</b>	<b>1.952</b>	<b>4,124</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.851	2.025	1.832	2.033	467
	<b>DISTRICT 2</b>	1.943	1.938	1.933	1.874	448
	<b>DISTRICT 3</b>	2.019	2.010	1.991	1.967	415
	<b>DISTRICT 4</b>	2.008	1.981	1.982	1.959	461
	<b>DISTRICT 5</b>	1.957	1.916	1.808	1.870	460
	<b>DISTRICT 6</b>	1.878	1.878	1.875	1.817	409
	<b>DISTRICT 7</b>	2.101	2.049	2.222	2.008	474
	<b>DISTRICT 8</b>	2.157	1.873	2.009	1.991	486
	<b>DISTRICT 9</b>	2.051	2.007	2.180	2.023	504

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 chances of receiving a ticket for cell phone use while driving is high.

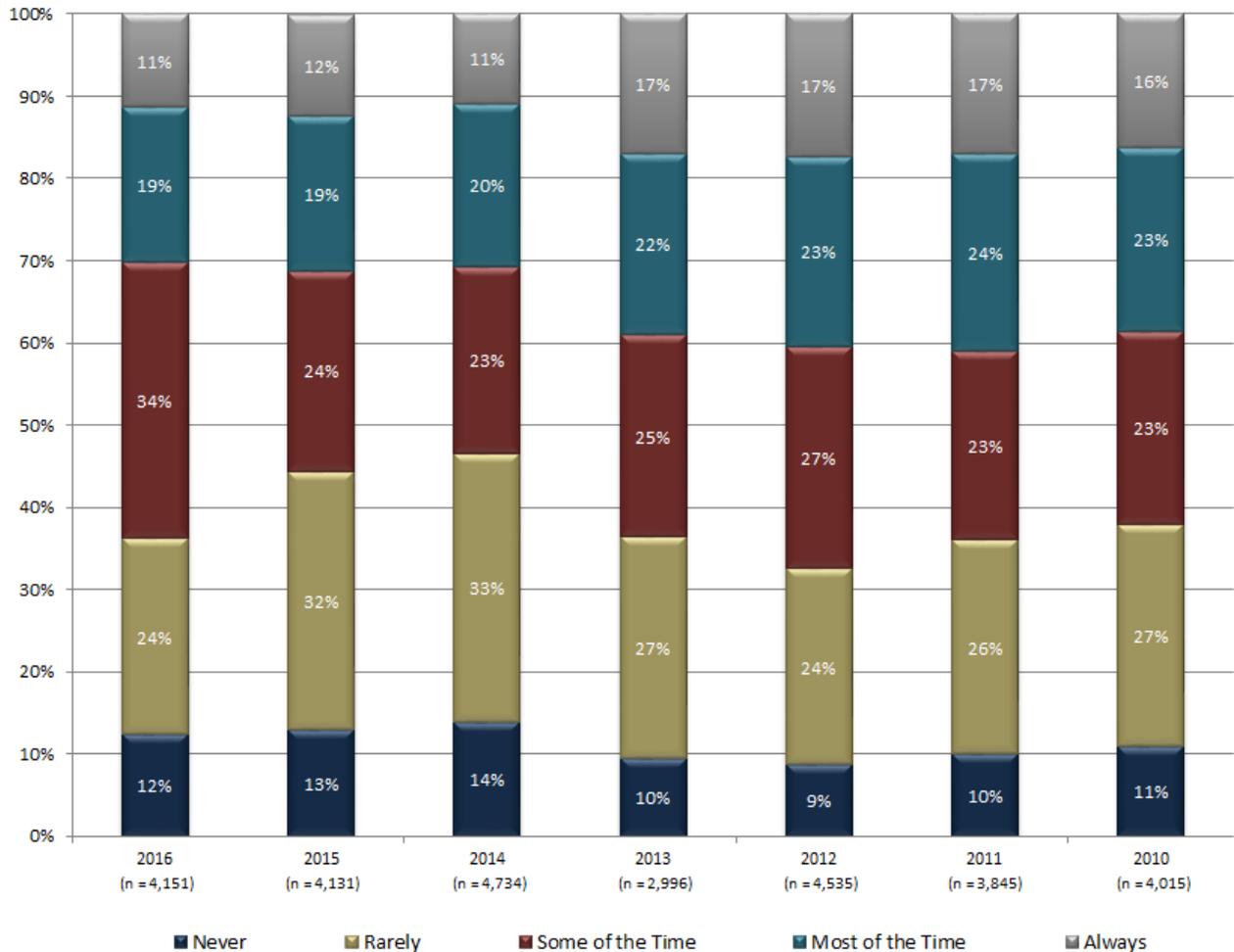
**TABLE 6.34: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING - 2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		40.1%	29.9%	22.6%	7.4%	4,124	1.973
SURVEY	SURVEY 1	37.6%	32.6%	22.2%	7.6%	956	1.999
	SURVEY 2	40.0%	30.0%	23.7%	6.3%	1,094	1.963
	SURVEY 3	40.6%	28.7%	22.5%	8.1%	1,034	1.982
	SURVEY 4	41.9%	28.7%	21.7%	7.7%	1,040	1.952
OSP DISTRICT	DISTRICT 1	42.8%	29.8%	18.2%	9.2%	467	1.938
	DISTRICT 2	43.1%	28.3%	21.9%	6.7%	448	1.922
	DISTRICT 3	40.2%	28.7%	22.2%	8.9%	415	1.998
	DISTRICT 4	38.2%	31.7%	23.9%	6.3%	461	1.983
	DISTRICT 5	41.5%	33.0%	20.9%	4.6%	460	1.885
	DISTRICT 6	45.0%	29.3%	20.3%	5.4%	409	1.861
	DISTRICT 7	35.9%	28.5%	26.4%	9.3%	474	2.091
	DISTRICT 8	36.0%	36.0%	20.6%	7.4%	486	1.994
	DISTRICT 9	39.1%	24.2%	28.0%	8.7%	504	2.063
AGE	25 AND YOUNGER	26.3%	26.3%	36.3%	11.2%	179	2.324
	26 - 35 YEARS OLD	33.9%	30.3%	25.6%	10.2%	254	2.122
	36 - 45 YEARS OLD	41.5%	30.9%	18.1%	9.5%	349	1.954
	46 - 55 YEARS OLD	42.0%	30.5%	20.9%	6.5%	950	1.920
	56 - 65 YEARS OLD	40.2%	30.7%	22.6%	6.5%	1,429	1.954
	66 AND OLDER	41.6%	28.6%	22.3%	7.5%	963	1.956
SEX	MALE	45.8%	27.8%	20.4%	6.0%	1,646	1.866
	FEMALE	36.3%	31.4%	24.0%	8.4%	2,478	2.044
RACE	CAUCASIAN	40.6%	30.5%	22.2%	6.7%	3,746	1.951
	AFRICAN AMERICAN	31.2%	23.1%	27.4%	18.4%	234	2.329
	OTHER	40.5%	27.0%	24.6%	7.9%	126	2.000
MARITAL STATUS	SINGLE	35.5%	26.4%	27.3%	10.7%	560	2.132
	MARRIED	41.7%	31.8%	20.6%	5.9%	2,871	1.907
	OTHER	37.0%	24.9%	27.1%	11.1%	687	2.122
RESIDENTIAL LOCATION	URBAN	38.7%	28.9%	23.6%	8.8%	568	2.025
	SUBURBAN	39.0%	32.7%	20.9%	7.4%	1,670	1.966
	RURAL	41.4%	27.8%	23.7%	7.0%	1,880	1.963
DRIVING AREA	URBAN	38.9%	28.7%	23.4%	9.1%	1,207	2.027
	SUBURBAN	39.5%	33.2%	21.1%	6.3%	1,348	1.942
	RURAL	41.5%	28.2%	23.1%	7.1%	1,560	1.958
VEHICLE TYPE	AUTOMOBILE	38.7%	29.6%	23.5%	8.3%	2,119	2.013
	VAN/MINIVAN	41.5%	31.1%	21.2%	6.2%	405	1.921
	PICKUP TRUCK	47.1%	25.6%	21.1%	6.2%	535	1.864
	SUV	39.1%	32.4%	21.9%	6.5%	1,012	1.958
	OTHER	30.6%	34.7%	22.4%	12.2%	49	2.163

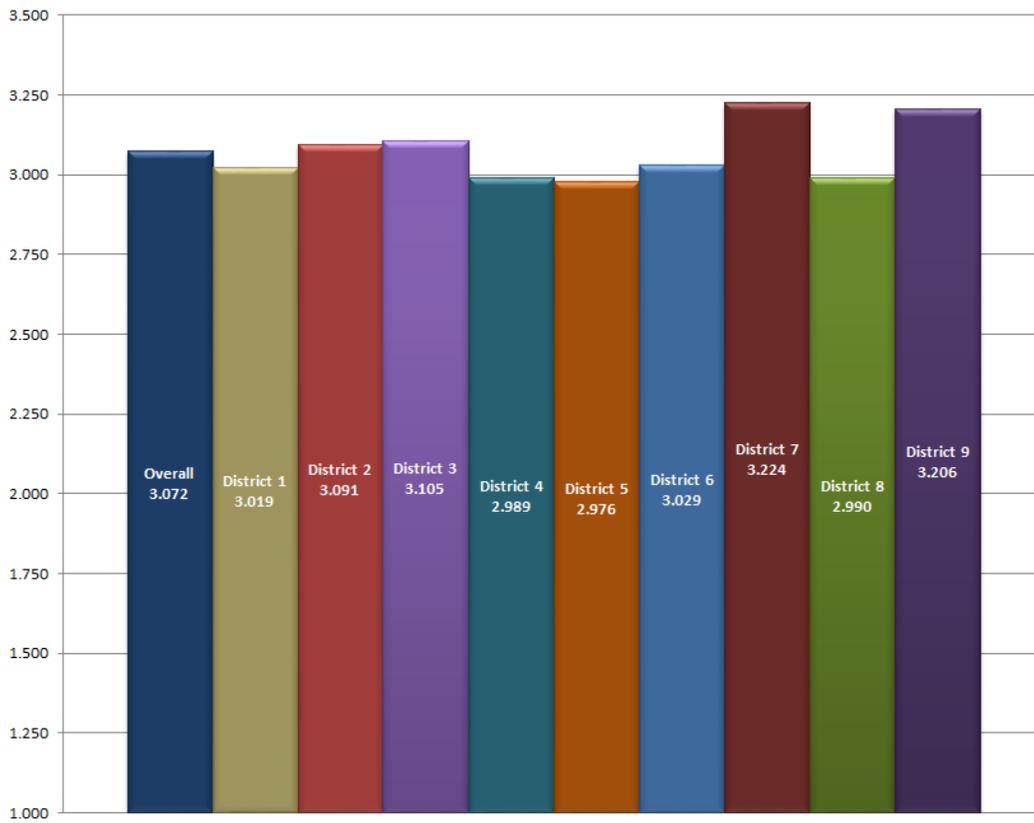
## SPEED LIMITS

Close to one-third (30.1%) of those surveyed said they drive at least 5 mph over the posted limit on local roads “always” or “most of the time” (Figure 37). Those 26 to 35 years of age, males, single respondents, those who live in suburban areas, and respondents who drive SUV’s are more likely to say they drive at least 5 mph over the posted speed limit on local roads (Table 6.36). Drivers in OSP Districts 4, 5, and 8 are more likely to say they drive at least 5 mph over the posted speed limit on local roads (Figure 37A).

**FIGURE 37: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS 2010 - 2016**



**FIGURE 37A: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS – 2016 [MEAN SCORE]**



**TABLE 6.35: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS - 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.079</b>	<b>3.119</b>	<b>3.042</b>	<b>3.044</b>	<b>4,151</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.878	3.167	2.947	3.073	471
	<b>DISTRICT 2</b>	3.124	3.186	3.050	3.009	449
	<b>DISTRICT 3</b>	3.259	3.077	3.113	2.945	418
	<b>DISTRICT 4</b>	3.017	3.110	3.133	2.726	465
	<b>DISTRICT 5</b>	3.011	3.000	2.925	2.974	461
	<b>DISTRICT 6</b>	3.065	2.950	3.018	3.083	413
	<b>DISTRICT 7</b>	3.277	3.187	3.191	3.238	478
	<b>DISTRICT 8</b>	3.019	3.082	2.804	3.009	486
	<b>DISTRICT 9</b>	3.050	3.267	3.176	3.286	510

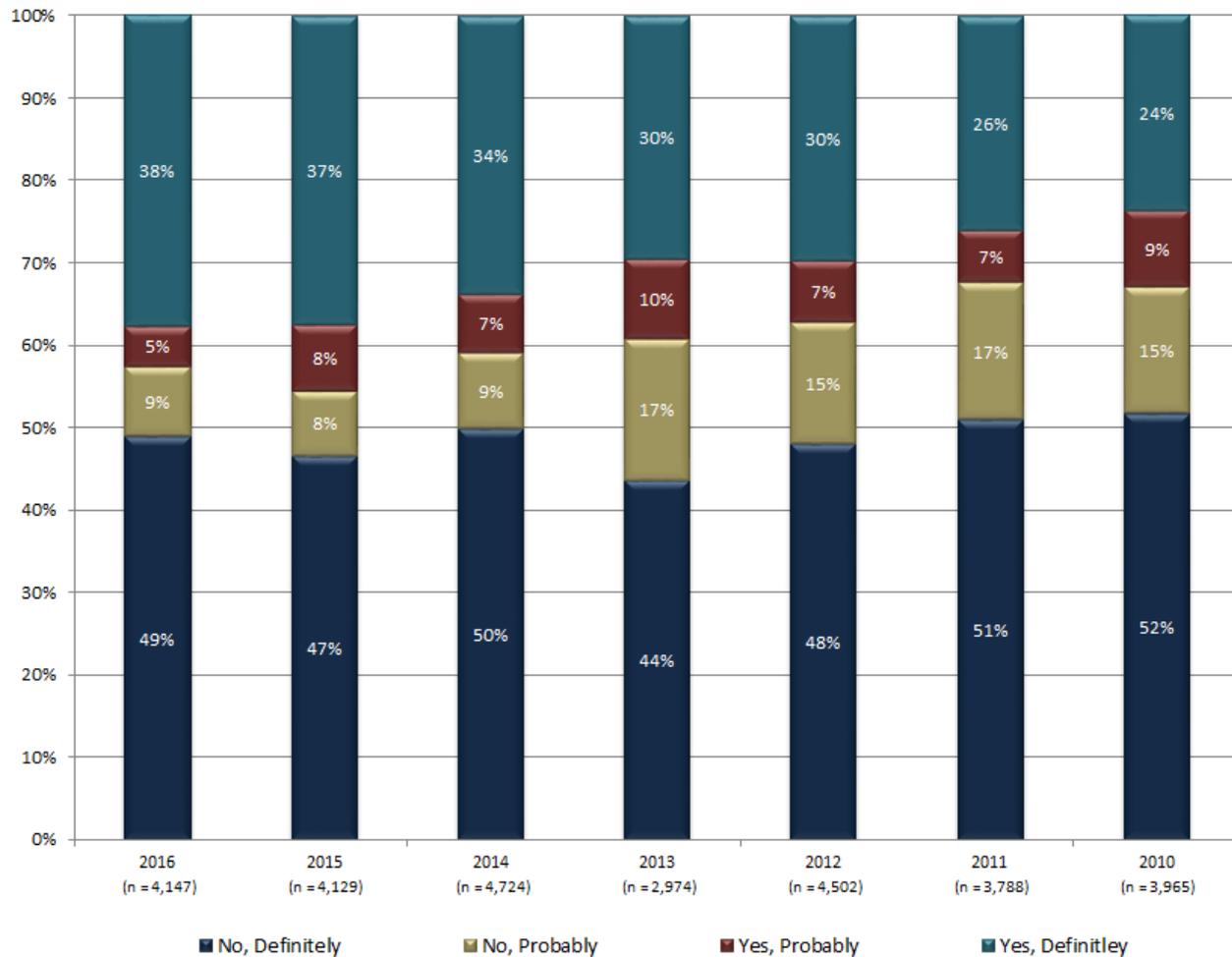
The mean score calculation is based on "Never" = 5 to "Always" = 1; therefore, the greater the mean score, the more likely respondent is to drive at least 5 mph over the posted speed limit on local roads.

**TABLE 6.36: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS - 2016**

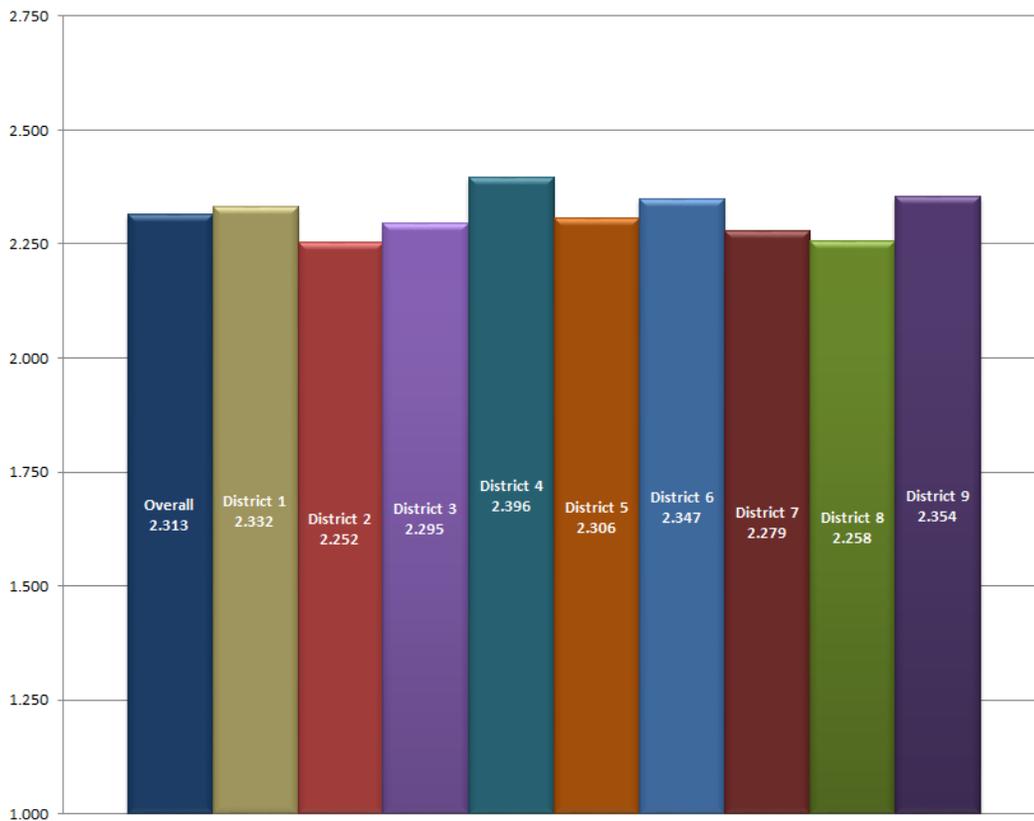
		ALWAYS	MOST OF THE TIME	HALF OF THE TIME	RARELY	Never	TOTAL	AVERAGE
ALL RESPONDENTS		11.3%	18.8%	33.7%	23.8%	12.4%	4,151	3.072
SURVEY	SURVEY 1	11.6%	18.2%	33.0%	25.3%	12.0%	961	3.079
	SURVEY 2	10.9%	17.8%	33.8%	23.6%	13.9%	1,104	3.119
	SURVEY 3	11.6%	19.3%	33.8%	23.6%	11.6%	1,040	3.042
	SURVEY 4	11.2%	19.9%	34.2%	22.8%	12.0%	1,046	3.044
OSP DISTRICT	DISTRICT 1	12.7%	18.0%	35.5%	22.1%	11.7%	471	3.019
	DISTRICT 2	12.7%	17.6%	29.8%	27.6%	12.2%	449	3.091
	DISTRICT 3	11.0%	16.5%	34.9%	26.1%	11.5%	418	3.105
	DISTRICT 4	12.7%	21.5%	31.4%	23.0%	11.4%	465	2.989
	DISTRICT 5	12.4%	19.3%	35.8%	23.4%	9.1%	461	2.976
	DISTRICT 6	10.9%	21.3%	33.7%	22.3%	11.9%	413	3.029
	DISTRICT 7	10.0%	15.3%	32.6%	26.4%	15.7%	478	3.224
	DISTRICT 8	8.6%	23.9%	36.8%	21.2%	9.5%	486	2.990
	DISTRICT 9	10.8%	16.1%	32.9%	22.2%	18.0%	510	3.206
AGE	25 AND YOUNGER	21.8%	24.6%	24.6%	17.9%	11.2%	179	2.721
	26 - 35 YEARS OLD	22.0%	24.0%	29.5%	18.1%	6.3%	254	2.626
	36 - 45 YEARS OLD	19.0%	23.5%	29.2%	18.7%	9.6%	353	2.765
	46 - 55 YEARS OLD	11.8%	20.4%	32.9%	25.5%	9.5%	952	3.005
	56 - 65 YEARS OLD	8.6%	18.3%	36.4%	24.4%	12.4%	1,437	3.137
	66 AND OLDER	7.4%	13.9%	35.0%	25.5%	18.1%	976	3.331
SEX	MALE	13.2%	19.9%	32.8%	22.3%	11.7%	1,657	2.994
	FEMALE	10.0%	18.1%	34.3%	24.7%	12.9%	2,494	3.123
RACE	CAUCASIAN	11.1%	19.1%	34.1%	23.9%	11.9%	3,769	3.064
	AFRICAN AMERICAN	14.5%	16.6%	29.8%	23.0%	16.2%	235	3.098
	OTHER	13.2%	17.1%	29.5%	20.2%	20.2%	129	3.171
MARITAL STATUS	SINGLE	15.3%	18.8%	30.2%	22.7%	13.0%	563	2.993
	MARRIED	11.1%	19.5%	34.8%	24.1%	10.5%	2,886	3.036
	OTHER	9.2%	16.1%	32.0%	23.1%	19.5%	696	3.277
RESIDENTIAL LOCATION	URBAN	11.7%	17.9%	34.1%	23.3%	13.0%	575	3.082
	SUBURBAN	10.6%	20.2%	34.2%	23.7%	11.3%	1,676	3.048
	RURAL	11.8%	18.0%	33.1%	24.0%	13.2%	1,894	3.089
DRIVING AREA	URBAN	12.6%	18.4%	34.9%	22.0%	12.1%	1,220	3.026
	SUBURBAN	9.9%	20.4%	33.9%	24.1%	11.6%	1,350	3.071
	RURAL	11.5%	17.7%	32.7%	24.8%	13.3%	1,572	3.108
VEHICLE TYPE	AUTOMOBILE	11.0%	18.5%	33.6%	24.1%	12.8%	2,137	3.091
	VAN/MINIVAN	8.6%	14.1%	34.6%	27.2%	15.6%	405	3.269
	PICKUP TRUCK	11.5%	19.2%	32.2%	22.0%	15.1%	537	3.099
	SUV	12.6%	21.4%	35.0%	22.4%	8.6%	1,019	2.931
	OTHER	14.3%	12.2%	24.5%	32.7%	16.3%	49	3.245

Less than half (42.6%) of respondents claim to have seen, read, or heard anything about speed enforcement by police in the 30 days prior to the survey, which is slightly lower than it was during the 2015 evaluation (Figure 38). Those more likely to say they have seen, heard, or read anything about speed enforcement recently include drivers 25 years of age and younger, males, single respondents, those who live and primarily drive in urban areas, and pickup truck drivers (Table 6.38). In addition, respondents living in OSP Districts 1, 4, 5, 6, and 9 were more apt to claim they have seen, heard, or read anything about speed enforcement in the 30 days prior to the survey (Figure 38A).

**FIGURE 38: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS 2010 – 2016**



**FIGURE 38A: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS – 2016**  
**[MEAN SCORE]**



**TABLE 6.37: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.257</b>	<b>2.300</b>	<b>2.416</b>	<b>2.276</b>	<b>4,147</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.272	2.233	2.558	2.276	470
	<b>DISTRICT 2</b>	2.010	2.363	2.294	2.321	449
	<b>DISTRICT 3</b>	2.250	2.223	2.435	2.253	417
	<b>DISTRICT 4</b>	2.345	2.422	2.531	2.298	465
	<b>DISTRICT 5</b>	2.287	2.341	2.400	2.183	461
	<b>DISTRICT 6</b>	2.231	2.470	2.420	2.257	412
	<b>DISTRICT 7</b>	2.203	2.187	2.436	2.302	477
	<b>DISTRICT 8</b>	2.194	2.302	2.361	2.159	488
	<b>DISTRICT 9</b>	2.530	2.208	2.328	2.406	508

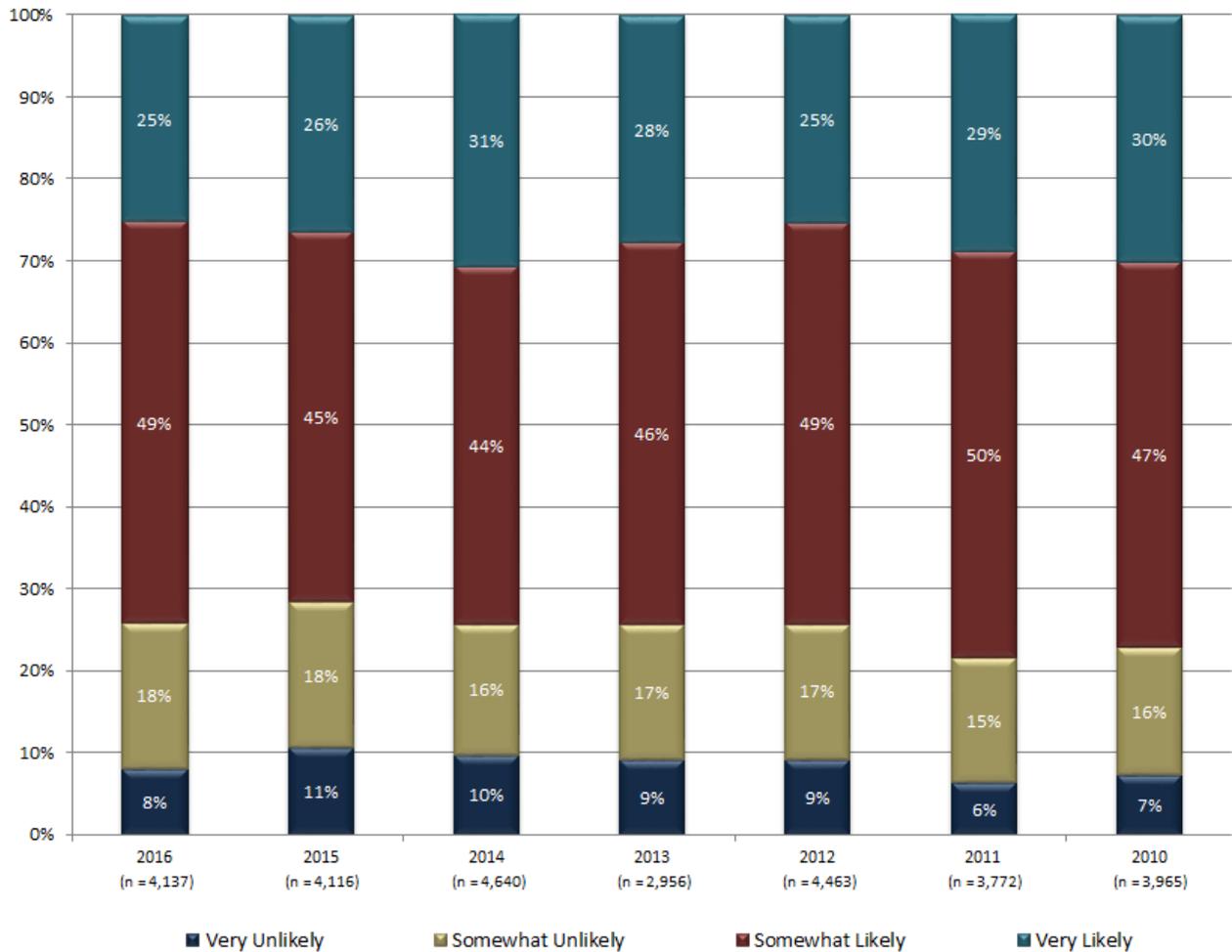
The mean score calculation is based on "Yes, Definitely" = 4 to "No, Definitely" = 1; therefore, the greater the mean score, the more likely respondent is to have been exposed to some type of speed enforcement in the 30 days prior to the survey.

**TABLE 6.38: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2016**

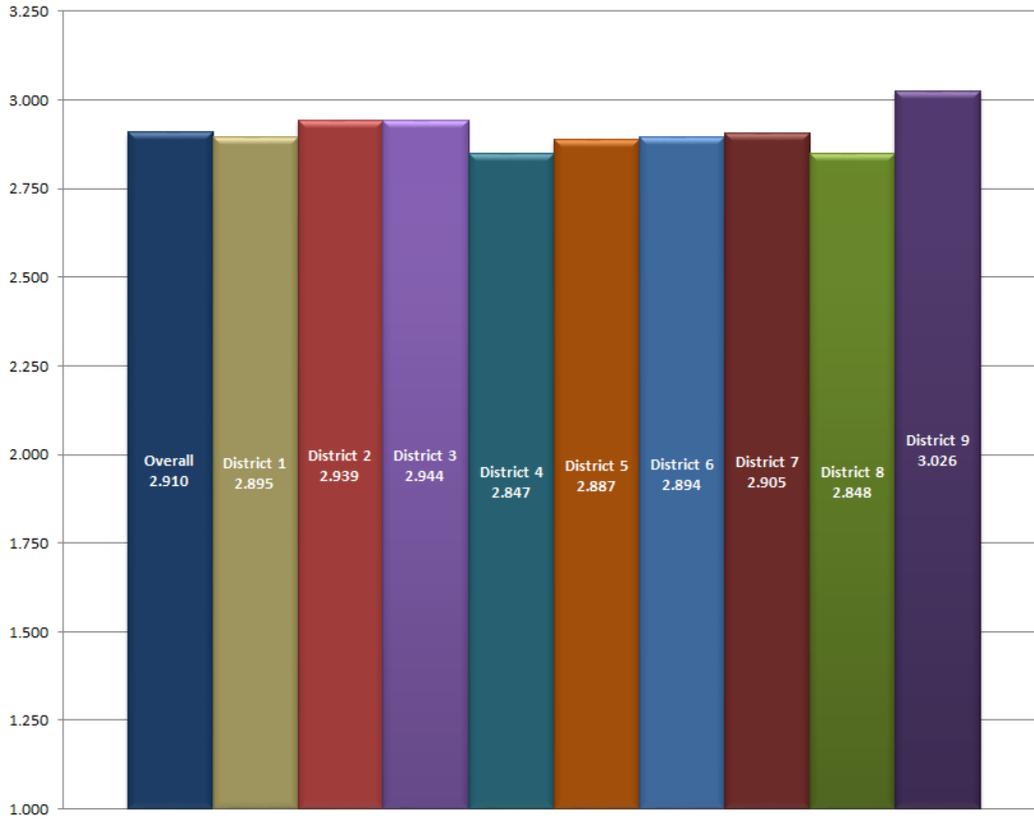
		NO, DEFINITELY	NO, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		49.0%	8.5%	4.9%	37.7%	4,147	2.313
SURVEY	SURVEY 1	49.5%	9.8%	6.1%	34.6%	957	2.257
	SURVEY 2	50.3%	7.3%	4.5%	37.9%	1,103	2.300
	SURVEY 3	45.4%	8.6%	4.8%	41.1%	1,041	2.416
	SURVEY 4	50.5%	8.3%	4.3%	36.9%	1,046	2.276
OSP DISTRICT	DISTRICT 1	48.9%	7.7%	4.7%	38.7%	470	2.332
	DISTRICT 2	50.3%	10.0%	3.8%	35.9%	449	2.252
	DISTRICT 3	51.3%	5.5%	5.5%	37.6%	417	2.295
	DISTRICT 4	46.7%	7.7%	4.9%	40.6%	465	2.396
	DISTRICT 5	47.1%	12.1%	3.9%	36.9%	461	2.306
	DISTRICT 6	48.5%	7.0%	5.6%	38.8%	412	2.347
	DISTRICT 7	49.3%	8.8%	6.7%	35.2%	477	2.279
	DISTRICT 8	50.4%	9.6%	3.7%	36.3%	488	2.258
	DISTRICT 9	48.2%	7.3%	5.3%	39.2%	508	2.354
AGE	25 AND YOUNGER	40.2%	12.3%	3.9%	43.6%	179	2.508
	26 - 35 YEARS OLD	42.7%	11.5%	5.5%	40.3%	253	2.435
	36 - 45 YEARS OLD	44.5%	7.4%	6.8%	41.4%	353	2.450
	46 - 55 YEARS OLD	50.5%	8.7%	4.2%	36.6%	951	2.269
	56 - 65 YEARS OLD	48.2%	8.1%	4.9%	38.8%	1,437	2.343
	66 AND OLDER	53.4%	7.7%	4.9%	34.0%	974	2.195
SEX	MALE	45.3%	8.7%	5.6%	40.4%	1,656	2.411
	FEMALE	51.4%	8.3%	4.4%	35.9%	2,491	2.248
RACE	CAUCASIAN	49.1%	8.4%	5.0%	37.5%	3,766	2.309
	AFRICAN AMERICAN	48.1%	11.1%	3.0%	37.9%	235	2.306
	OTHER	46.1%	4.7%	5.5%	43.8%	128	2.469
MARITAL STATUS	SINGLE	44.3%	9.3%	4.8%	41.6%	560	2.438
	MARRIED	49.5%	8.8%	5.0%	36.7%	2,886	2.288
	OTHER	50.2%	6.3%	4.7%	38.7%	695	2.319
RESIDENTIAL LOCATION	URBAN	46.9%	8.0%	3.8%	41.3%	574	2.395
	SUBURBAN	48.8%	7.8%	5.4%	38.0%	1,674	2.326
	RURAL	49.7%	9.2%	4.8%	36.3%	1,893	2.278
DRIVING AREA	URBAN	45.8%	8.7%	3.9%	41.5%	1,218	2.412
	SUBURBAN	48.3%	8.4%	5.7%	37.6%	1,351	2.326
	RURAL	52.0%	8.3%	4.9%	34.8%	1,569	2.225
VEHICLE TYPE	AUTOMOBILE	48.6%	8.2%	5.3%	38.0%	2,133	2.327
	VAN/MINI VAN	48.8%	7.1%	6.4%	37.7%	406	2.330
	PICKUP TRUCK	47.0%	9.7%	4.3%	39.0%	538	2.353
	SUV	51.5%	8.8%	3.7%	35.9%	1,017	2.240
	OTHER	36.7%	10.2%	6.1%	46.9%	49	2.633

When asked what they felt the chances are they would receive a ticket for driving over the speed limit, 25.1% said the chances were “very likely” and an additional 48.9% felt their chances of being ticketed were “somewhat likely” (Figure 39). Respondents 26 to 45 years of age, females, and those who are single, were more apt than others to say the chances of receiving a ticket for speeding were likely (Table 6.40). Additionally, survey participants residing in OSP Districts 2, 3, 7, and 9 were more apt to believe the chances of receiving a speeding ticket were likely (Figure 39A).

**FIGURE 39: CHANCES OF RECEIVING A TICKET FOR SPEEDING 2010 - 2016**



**FIGURE 39A: CHANCES OF RECEIVING A TICKET FOR SPEEDING – 2016 [MEAN SCORE]**



**TABLE 6.39: CHANCES OF RECEIVING A TICKET FOR SPEEDING – 2016 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.923</b>	<b>2.901</b>	<b>2.930</b>	<b>2.889</b>	<b>4,137</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.719	2.966	2.982	2.911	468
	<b>DISTRICT 2</b>	2.971	2.938	2.983	2.865	446
	<b>DISTRICT 3</b>	2.981	2.883	2.930	2.989	414
	<b>DISTRICT 4</b>	2.866	2.853	2.912	2.766	465
	<b>DISTRICT 5</b>	2.936	2.856	2.850	2.921	460
	<b>DISTRICT 6</b>	2.848	2.910	2.955	2.855	414
	<b>DISTRICT 7</b>	2.975	2.844	2.927	2.881	476
	<b>DISTRICT 8</b>	2.927	2.824	2.861	2.795	488
	<b>DISTRICT 9</b>	3.100	3.035	2.962	3.023	506

The mean score calculation is based on "Very Likely" = 4 to "Very Unlikely" = 1; therefore, the greater the mean score, the more apt respondent is to think the chances of receiving a ticket for speeding are likely.

**TABLE 6.40: CHANCES OF RECEIVING A TICKET FOR SPEEDING - 2016**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		8.1%	17.8%	48.9%	25.1%	4,137	2.910
SURVEY	SURVEY 1	8.0%	17.4%	48.8%	25.8%	959	2.923
	SURVEY 2	8.6%	17.6%	49.1%	24.7%	1,099	2.901
	SURVEY 3	6.7%	18.1%	51.0%	24.3%	1,036	2.930
	SURVEY 4	9.2%	18.3%	46.9%	25.6%	1,043	2.889
OSP DISTRICT	DISTRICT 1	8.5%	17.5%	49.8%	24.1%	468	2.895
	DISTRICT 2	5.6%	20.9%	47.5%	26.0%	446	2.939
	DISTRICT 3	8.9%	14.7%	49.3%	27.1%	414	2.944
	DISTRICT 4	10.8%	17.2%	48.6%	23.4%	465	2.847
	DISTRICT 5	7.4%	20.7%	47.8%	24.1%	460	2.887
	DISTRICT 6	7.2%	20.0%	48.8%	23.9%	414	2.894
	DISTRICT 7	8.8%	16.8%	49.4%	25.0%	476	2.905
	DISTRICT 8	8.6%	20.5%	48.4%	22.5%	488	2.848
	DISTRICT 9	7.1%	12.6%	50.8%	29.4%	506	3.026
AGE	25 AND YOUNGER	6.1%	16.8%	50.3%	26.8%	179	2.978
	26 - 35 YEARS OLD	4.0%	15.1%	51.6%	29.4%	252	3.063
	36 - 45 YEARS OLD	7.1%	13.7%	48.7%	30.5%	351	3.026
	46 - 55 YEARS OLD	7.4%	17.3%	50.1%	25.2%	948	2.931
	56 - 65 YEARS OLD	8.6%	16.9%	49.7%	24.9%	1,436	2.909
	66 AND OLDER	10.0%	22.2%	45.9%	21.8%	971	2.796
SEX	MALE	10.7%	21.0%	47.2%	21.2%	1,650	2.788
	FEMALE	6.4%	15.7%	50.1%	27.7%	2,487	2.991
RACE	CAUCASIAN	8.1%	18.5%	50.1%	23.3%	3,759	2.886
	AFRICAN AMERICAN	8.1%	9.8%	36.8%	45.3%	234	3.192
	OTHER	7.9%	10.3%	38.9%	42.9%	126	3.167
MARITAL STATUS	SINGLE	7.8%	13.9%	50.7%	27.6%	562	2.980
	MARRIED	8.3%	18.8%	49.7%	23.2%	2,874	2.878
	OTHER	7.8%	17.0%	44.2%	31.1%	695	2.986
RESIDENTIAL LOCATION	URBAN	8.4%	17.8%	47.2%	26.6%	572	2.920
	SUBURBAN	7.6%	18.9%	49.8%	23.7%	1,672	2.896
	RURAL	8.5%	17.0%	48.6%	26.0%	1,887	2.921
DRIVING AREA	URBAN	7.5%	17.5%	46.6%	28.4%	1,218	2.960
	SUBURBAN	8.2%	19.3%	51.3%	21.2%	1,346	2.855
	RURAL	8.6%	16.8%	48.8%	25.8%	1,564	2.918
VEHICLE TYPE	AUTOMOBILE	7.7%	18.6%	48.8%	25.0%	2,129	2.910
	VAN/MINIVAN	7.4%	18.9%	45.9%	27.8%	403	2.940
	PICKUP TRUCK	8.6%	17.0%	49.5%	24.9%	535	2.907
	SUV	9.1%	16.8%	50.3%	23.7%	1,017	2.886
	OTHER	6.1%	10.2%	51.0%	32.7%	49	3.102

**DRIVING BEHAVIORS AND CHANGES TO IMPROVE PERSONAL SAFETY**

This part of 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 text (Table 6.41). In contrast, most respondents claim to talk to their passengers most or all of the time while driving. Cross-tabulated results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type are located in Tables 6.42 through 6.50.

**TABLE 6.41: PERSONAL DRIVING HABITS - 2016**

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%	0.1%	1.0%	2.4%	96.4%	4,156	4.949
ENGAGE IN PERSONAL HYGIENE	0.2%	0.2%	2.1%	3.8%	93.6%	4,156	4.904
USE A CELL PHONE TO TEXT	0.4%	0.3%	3.1%	8.3%	87.9%	4,154	4.831
READ, INCLUDING MAPS	0.3%	0.3%	8.6%	19.3%	71.6%	4,155	4.614
USE A NAVIGATION OR GPS SYSTEM	2.5%	3.7%	29.3%	20.5%	44.0%	4,156	3.998
USE A CELL PHONE TO MAKE/RECEIVE A CALL	3.1%	4.6%	28.3%	21.9%	42.1%	4,154	3.952
EAT AND/OR DRINK	8.0%	9.7%	46.2%	20.3%	15.9%	4,156	3.265
ADJUST THE RADIO/CD OR MP3 PLAYER	13.4%	10.9%	34.8%	25.9%	15.0%	4,156	3.181
TALK TO PASSENGERS	43.7%	26.5%	23.8%	3.9%	2.1%	4,156	1.940

**TABLE 6.42: FREQUENCY OF CHECKING SOCIAL MEDIA WEBSITES WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		0.1%	0.1%	1.0%	2.4%	96.4%	4,156	4.949
SURVEY	SURVEY 1	0.1%	0.1%	1.2%	1.7%	96.9%	962	4.951
	SURVEY 2	0.1%	0.1%	0.7%	1.4%	97.6%	1,106	4.965
	SURVEY 3	0.2%	0.3%	1.3%	4.2%	93.9%	1,041	4.915
	SURVEY 4	0.1%	0.0%	0.6%	2.1%	97.2%	1,047	4.964
OSP DISTRICT	DISTRICT 1	0.0%	0.2%	1.9%	1.5%	96.4%	471	4.941
	DISTRICT 2	0.0%	0.0%	0.4%	1.8%	97.8%	449	4.973
	DISTRICT 3	0.2%	0.5%	1.7%	3.3%	94.3%	418	4.909
	DISTRICT 4	0.0%	0.0%	0.4%	2.8%	96.8%	465	4.963
	DISTRICT 5	0.2%	0.0%	1.1%	2.2%	96.5%	462	4.948
	DISTRICT 6	0.2%	0.0%	0.7%	2.9%	96.1%	414	4.947
	DISTRICT 7	0.2%	0.2%	0.4%	2.1%	97.1%	478	4.956
	DISTRICT 8	0.0%	0.2%	1.6%	2.0%	96.1%	489	4.941
	DISTRICT 9	0.2%	0.0%	0.4%	2.7%	96.7%	510	4.957
AGE	25 AND YOUNGER	1.1%	1.1%	3.4%	10.6%	83.8%	179	4.749
	26 - 35 YEARS OLD	0.0%	0.4%	3.1%	7.9%	88.6%	254	4.846
	36 - 45 YEARS OLD	0.0%	0.3%	2.3%	5.1%	92.4%	353	4.895
	46 - 55 YEARS OLD	0.3%	0.0%	1.4%	2.4%	95.9%	954	4.936
	56 - 65 YEARS OLD	0.0%	0.1%	0.2%	1.0%	98.7%	1,439	4.984
	66 AND OLDER	0.0%	0.0%	0.2%	0.4%	99.4%	977	4.992
SEX	MALE	0.2%	0.1%	1.1%	2.6%	96.0%	1,658	4.940
	FEMALE	0.1%	0.1%	0.8%	2.2%	96.8%	2,498	4.954
RACE	CAUCASIAN	0.1%	0.1%	0.8%	2.1%	96.8%	3,773	4.955
	AFRICAN AMERICAN	0.4%	0.4%	2.1%	5.1%	91.9%	236	4.877
	OTHER	0.0%	0.8%	2.3%	3.1%	93.8%	129	4.899
MARITAL STATUS	SINGLE	0.4%	0.2%	2.3%	5.5%	91.7%	563	4.879
	MARRIED	0.0%	0.1%	0.9%	2.0%	97.0%	2,891	4.958
	OTHER	0.3%	0.1%	0.3%	1.1%	98.1%	696	4.967
RESIDENTIAL LOCATION	URBAN	0.0%	0.2%	1.6%	2.4%	95.8%	576	4.939
	SUBURBAN	0.1%	0.2%	1.3%	2.7%	95.6%	1,678	4.936
	RURAL	0.2%	0.1%	0.5%	2.0%	97.3%	1,896	4.963
DRIVING AREA	URBAN	0.0%	0.1%	1.6%	2.5%	95.8%	1,222	4.941
	SUBURBAN	0.2%	0.1%	0.7%	2.4%	96.5%	1,352	4.948
	RURAL	0.1%	0.1%	0.7%	2.2%	96.8%	1,573	4.955
VEHICLE TYPE	AUTOMOBILE	0.1%	0.1%	0.9%	2.5%	96.3%	2,139	4.947
	VAN/MINIVAN	0.0%	0.0%	0.2%	2.5%	97.3%	406	4.970
	PICKUP TRUCK	0.2%	0.0%	1.1%	1.5%	97.2%	538	4.955
	SUV	0.1%	0.2%	1.4%	2.5%	95.8%	1,020	4.937
	OTHER	0.0%	0.0%	0.0%	0.0%	100.0%	49	5.000

**TABLE 6.43: FREQUENCY OF ENGAGING IN PERSONAL HYGIENE WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		0.2%	0.2%	2.1%	3.8%	93.6%	4,156	4.904
SURVEY	SURVEY 1	0.3%	0.2%	2.8%	4.2%	92.5%	962	4.884
	SURVEY 2	0.3%	0.0%	2.2%	3.3%	94.3%	1,106	4.913
	SURVEY 3	0.3%	0.4%	2.6%	4.4%	92.3%	1,041	4.881
	SURVEY 4	0.1%	0.2%	0.9%	3.6%	95.2%	1,047	4.937
OSP DISTRICT	DISTRICT 1	0.2%	0.2%	1.9%	5.1%	92.6%	471	4.896
	DISTRICT 2	0.0%	0.0%	1.8%	2.7%	95.5%	449	4.938
	DISTRICT 3	0.7%	0.0%	2.4%	4.1%	92.8%	418	4.883
	DISTRICT 4	0.4%	0.0%	2.2%	4.3%	93.1%	465	4.897
	DISTRICT 5	0.4%	0.2%	2.2%	4.5%	92.6%	462	4.887
	DISTRICT 6	0.2%	0.5%	2.2%	2.9%	94.2%	414	4.903
	DISTRICT 7	0.2%	0.4%	2.5%	3.3%	93.5%	478	4.895
	DISTRICT 8	0.0%	0.2%	1.8%	5.5%	92.4%	489	4.902
	DISTRICT 9	0.0%	0.2%	2.0%	2.2%	95.7%	510	4.933
AGE	25 AND YOUNGER	0.6%	0.6%	2.2%	2.8%	93.9%	179	4.888
	26 - 35 YEARS OLD	0.4%	0.4%	2.4%	5.5%	91.3%	254	4.870
	36 - 45 YEARS OLD	0.3%	0.3%	2.5%	4.5%	92.4%	353	4.884
	46 - 55 YEARS OLD	0.6%	0.1%	2.8%	4.2%	92.2%	954	4.873
	56 - 65 YEARS OLD	0.1%	0.2%	2.2%	3.9%	93.7%	1,439	4.909
	66 AND OLDER	0.0%	0.1%	1.0%	3.0%	95.9%	977	4.947
SEX	MALE	0.1%	0.2%	0.4%	1.1%	98.2%	1,658	4.972
	FEMALE	0.4%	0.2%	3.2%	5.6%	90.6%	2,498	4.859
RACE	CAUCASIAN	0.3%	0.2%	2.0%	3.8%	93.8%	3,773	4.908
	AFRICAN AMERICAN	0.0%	0.0%	5.1%	5.5%	89.4%	236	4.843
	OTHER	0.0%	0.8%	0.8%	3.1%	95.3%	129	4.930
MARITAL STATUS	SINGLE	0.2%	0.2%	2.3%	3.7%	93.6%	563	4.904
	MARRIED	0.3%	0.1%	2.1%	3.9%	93.6%	2,891	4.904
	OTHER	0.1%	0.4%	2.0%	3.6%	93.8%	696	4.905
RESIDENTIAL LOCATION	URBAN	0.3%	0.2%	0.7%	3.1%	95.7%	576	4.936
	SUBURBAN	0.2%	0.2%	2.6%	4.8%	92.1%	1,678	4.883
	RURAL	0.2%	0.2%	2.1%	3.3%	94.3%	1,896	4.913
DRIVING AREA	URBAN	0.3%	0.2%	1.9%	3.4%	94.2%	1,222	4.910
	SUBURBAN	0.1%	0.3%	2.7%	5.0%	91.9%	1,352	4.882
	RURAL	0.3%	0.1%	1.8%	3.2%	94.6%	1,573	4.918
VEHICLE TYPE	AUTOMOBILE	0.2%	0.2%	2.4%	4.1%	93.1%	2,139	4.896
	VAN/MINIVAN	0.5%	0.2%	0.7%	4.2%	94.3%	406	4.916
	PICKUP TRUCK	0.2%	0.0%	0.4%	2.0%	97.4%	538	4.965
	SUV	0.2%	0.2%	3.0%	4.2%	92.4%	1,020	4.883
	OTHER	0.0%	2.0%	0.0%	2.0%	95.9%	49	4.918

**TABLE 6.44: FREQUENCY OF USING A CELL PHONE TO SEND/RECEIVE A TEXT MESSAGE WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		0.4%	0.3%	3.1%	8.3%	87.9%	4,154	4.831
SURVEY	SURVEY 1	0.5%	0.1%	3.7%	8.5%	87.1%	961	4.816
	SURVEY 2	0.3%	0.3%	2.4%	6.5%	90.6%	1,106	4.869
	SURVEY 3	0.6%	0.4%	3.7%	10.1%	85.3%	1,041	4.792
	SURVEY 4	0.4%	0.3%	2.6%	8.2%	88.5%	1,046	4.842
OSP DISTRICT	DISTRICT 1	0.4%	0.0%	4.9%	7.9%	86.8%	471	4.807
	DISTRICT 2	0.7%	0.4%	2.2%	7.6%	89.1%	449	4.840
	DISTRICT 3	0.7%	0.7%	3.6%	9.1%	85.9%	418	4.787
	DISTRICT 4	0.2%	0.2%	2.2%	7.1%	90.3%	464	4.871
	DISTRICT 5	0.9%	0.4%	4.3%	9.3%	85.1%	462	4.773
	DISTRICT 6	0.2%	0.0%	2.9%	9.7%	87.2%	414	4.836
	DISTRICT 7	0.4%	0.0%	1.5%	6.5%	91.6%	477	4.889
	DISTRICT 8	0.2%	0.6%	3.7%	9.8%	85.7%	489	4.802
	DISTRICT 9	0.2%	0.0%	2.4%	8.0%	89.4%	510	4.865
AGE	25 AND YOUNGER	1.1%	3.4%	14.0%	17.9%	63.7%	179	4.397
	26 - 35 YEARS OLD	1.6%	0.0%	6.3%	20.1%	72.0%	254	4.610
	36 - 45 YEARS OLD	1.4%	0.3%	6.5%	13.6%	78.2%	353	4.669
	46 - 55 YEARS OLD	0.6%	0.1%	4.0%	11.0%	84.3%	953	4.782
	56 - 65 YEARS OLD	0.1%	0.2%	1.2%	6.1%	92.4%	1,438	4.906
	66 AND OLDER	0.0%	0.0%	0.8%	2.1%	97.0%	977	4.962
SEX	MALE	0.7%	0.3%	4.3%	10.0%	84.7%	1,657	4.777
	FEMALE	0.2%	0.2%	2.2%	7.2%	90.1%	2,497	4.866
RACE	CAUCASIAN	0.4%	0.2%	2.9%	8.4%	88.1%	3,771	4.835
	AFRICAN AMERICAN	0.4%	0.4%	5.5%	5.9%	87.7%	236	4.801
	OTHER	0.8%	1.6%	3.1%	7.8%	86.8%	129	4.783
MARITAL STATUS	SINGLE	0.9%	0.9%	5.5%	11.7%	81.0%	563	4.710
	MARRIED	0.4%	0.2%	2.7%	8.4%	88.3%	2,889	4.840
	OTHER	0.1%	0.1%	2.4%	5.2%	92.1%	696	4.889
RESIDENTIAL LOCATION	URBAN	0.5%	0.3%	3.5%	7.5%	88.2%	576	4.825
	SUBURBAN	0.4%	0.2%	3.6%	8.6%	87.3%	1,677	4.823
	RURAL	0.5%	0.3%	2.5%	8.3%	88.4%	1,895	4.839
DRIVING AREA	URBAN	0.4%	0.1%	3.4%	7.0%	89.2%	1,222	4.845
	SUBURBAN	0.4%	0.4%	3.5%	9.5%	86.2%	1,351	4.809
	RURAL	0.5%	0.3%	2.4%	8.3%	88.4%	1,572	4.838
VEHICLE TYPE	AUTOMOBILE	0.5%	0.2%	3.0%	8.0%	88.3%	2,137	4.834
	VAN/MINIVAN	0.2%	0.0%	3.0%	8.9%	87.9%	406	4.842
	PICKUP TRUCK	0.4%	0.4%	3.5%	8.6%	87.2%	538	4.818
	SUV	0.4%	0.4%	3.0%	8.7%	87.5%	1,020	4.825
	OTHER	2.0%	0.0%	0.0%	8.2%	89.8%	49	4.837

**TABLE 6.45: FREQUENCY OF READING, INCLUDING MAPS, WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		0.3%	0.3%	8.6%	19.3%	71.6%	4,155	4.614
SURVEY	SURVEY 1	0.3%	0.3%	9.1%	20.1%	70.2%	961	4.596
	SURVEY 2	0.3%	0.4%	8.2%	17.2%	74.0%	1,106	4.642
	SURVEY 3	0.2%	0.3%	10.7%	20.1%	68.8%	1,041	4.570
	SURVEY 4	0.5%	0.2%	6.5%	19.9%	73.0%	1,047	4.647
OSP DISTRICT	DISTRICT 1	0.4%	0.6%	10.8%	19.1%	69.0%	471	4.556
	DISTRICT 2	0.2%	0.4%	7.8%	20.0%	71.5%	449	4.621
	DISTRICT 3	0.2%	0.5%	7.9%	20.4%	71.0%	417	4.614
	DISTRICT 4	0.0%	0.0%	6.9%	20.4%	72.7%	465	4.658
	DISTRICT 5	0.2%	0.2%	10.6%	20.8%	68.2%	462	4.565
	DISTRICT 6	0.2%	0.0%	10.4%	23.4%	65.9%	414	4.548
	DISTRICT 7	0.4%	0.2%	8.2%	15.5%	75.7%	478	4.659
	DISTRICT 8	0.4%	0.6%	9.4%	18.8%	70.8%	489	4.589
	DISTRICT 9	0.6%	0.0%	5.7%	15.9%	77.8%	510	4.704
AGE	25 AND YOUNGER	1.1%	0.6%	15.1%	14.0%	69.3%	179	4.497
	26 - 35 YEARS OLD	0.0%	0.4%	9.8%	22.0%	67.7%	254	4.571
	36 - 45 YEARS OLD	0.3%	0.8%	9.9%	21.5%	67.4%	353	4.550
	46 - 55 YEARS OLD	0.7%	0.2%	10.8%	21.4%	66.9%	954	4.535
	56 - 65 YEARS OLD	0.1%	0.1%	7.6%	20.2%	71.9%	1,438	4.638
	66 AND OLDER	0.2%	0.3%	5.8%	15.1%	78.5%	977	4.714
SEX	MALE	0.5%	0.6%	9.0%	20.1%	69.8%	1,658	4.581
	FEMALE	0.2%	0.1%	8.3%	18.7%	72.7%	2,497	4.637
RACE	CAUCASIAN	0.3%	0.3%	8.2%	20.2%	71.0%	3,773	4.612
	AFRICAN AMERICAN	0.0%	0.9%	12.8%	8.5%	77.9%	235	4.634
	OTHER	0.0%	0.0%	11.6%	10.1%	78.3%	129	4.667
MARITAL STATUS	SINGLE	0.7%	0.7%	10.7%	15.5%	72.5%	563	4.583
	MARRIED	0.2%	0.2%	8.7%	20.9%	70.0%	2,890	4.602
	OTHER	0.4%	0.1%	6.3%	15.5%	77.6%	696	4.697
RESIDENTIAL LOCATION	URBAN	0.5%	0.5%	9.4%	19.0%	70.6%	575	4.586
	SUBURBAN	0.3%	0.1%	9.2%	20.4%	70.0%	1,678	4.597
	RURAL	0.3%	0.4%	7.8%	18.2%	73.3%	1,896	4.638
DRIVING AREA	URBAN	0.3%	0.4%	8.8%	17.0%	73.5%	1,221	4.629
	SUBURBAN	0.2%	0.2%	9.8%	22.2%	67.5%	1,352	4.566
	RURAL	0.4%	0.3%	7.4%	18.3%	73.7%	1,573	4.647
VEHICLE TYPE	AUTOMOBILE	0.4%	0.4%	8.1%	19.6%	71.5%	2,138	4.615
	VAN/MINIVAN	0.0%	0.0%	10.3%	18.7%	70.9%	406	4.606
	PICKUP TRUCK	0.4%	0.4%	7.1%	14.3%	77.9%	538	4.690
	SUV	0.3%	0.1%	9.5%	20.6%	69.5%	1,020	4.589
	OTHER	0.0%	2.0%	12.2%	32.7%	53.1%	49	4.367

**TABLE 6.46: FREQUENCY OF USING A GPS/NAVIGATION SYSTEM WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		2.5%	3.7%	29.3%	20.5%	44.0%	4,156	3.998
SURVEY	SURVEY 1	2.7%	2.5%	30.8%	21.0%	43.0%	962	3.992
	SURVEY 2	1.8%	2.9%	26.2%	20.6%	48.5%	1,106	4.110
	SURVEY 3	2.6%	6.4%	33.7%	18.6%	38.6%	1,041	3.842
	SURVEY 4	2.9%	3.1%	26.7%	22.0%	45.4%	1,047	4.039
OSP DISTRICT	DISTRICT 1	2.8%	2.5%	29.5%	18.5%	46.7%	471	4.038
	DISTRICT 2	1.8%	2.7%	26.3%	20.9%	48.3%	449	4.114
	DISTRICT 3	3.8%	3.6%	30.6%	17.0%	45.0%	418	3.957
	DISTRICT 4	3.4%	3.9%	33.1%	24.3%	35.3%	465	3.841
	DISTRICT 5	3.5%	4.3%	29.9%	19.7%	42.6%	462	3.937
	DISTRICT 6	1.7%	4.6%	31.4%	19.8%	42.5%	414	3.969
	DISTRICT 7	2.5%	4.2%	24.3%	22.4%	46.7%	478	4.065
	DISTRICT 8	1.4%	4.1%	33.7%	20.2%	40.5%	489	3.943
	DISTRICT 9	1.6%	3.7%	25.3%	21.6%	47.8%	510	4.104
AGE	25 AND YOUNGER	5.6%	8.9%	41.9%	20.7%	22.9%	179	3.464
	26 - 35 YEARS OLD	4.3%	4.3%	40.6%	26.8%	24.0%	254	3.618
	36 - 45 YEARS OLD	3.7%	6.8%	40.2%	19.0%	30.3%	353	3.654
	46 - 55 YEARS OLD	2.8%	3.8%	33.1%	22.2%	38.1%	954	3.889
	56 - 65 YEARS OLD	2.2%	3.3%	27.4%	21.1%	46.1%	1,439	4.055
	66 AND OLDER	1.0%	2.1%	19.1%	17.1%	60.6%	977	4.341
SEX	MALE	3.4%	4.3%	31.9%	22.3%	38.1%	1,658	3.873
	FEMALE	1.8%	3.4%	27.5%	19.4%	47.8%	2,498	4.080
RACE	CAUCASIAN	2.3%	3.4%	29.3%	21.4%	43.7%	3,773	4.008
	AFRICAN AMERICAN	5.9%	5.9%	28.0%	11.0%	49.2%	236	3.915
	OTHER	3.1%	9.3%	30.2%	14.7%	42.6%	129	3.845
MARITAL STATUS	SINGLE	3.7%	5.0%	29.5%	18.5%	43.3%	563	3.927
	MARRIED	2.4%	3.5%	32.2%	21.7%	40.2%	2,891	3.939
	OTHER	1.7%	3.7%	17.1%	17.4%	60.1%	696	4.303
RESIDENTIAL LOCATION	URBAN	2.1%	4.7%	28.0%	16.7%	48.6%	576	4.050
	SUBURBAN	2.9%	3.9%	31.3%	19.7%	42.1%	1,678	3.942
	RURAL	2.2%	3.3%	28.0%	22.4%	44.2%	1,896	4.031
DRIVING AREA	URBAN	3.0%	4.1%	27.3%	18.7%	46.9%	1,222	4.023
	SUBURBAN	2.2%	4.0%	32.7%	20.3%	40.8%	1,352	3.935
	RURAL	2.2%	3.2%	28.0%	22.3%	44.3%	1,573	4.032
VEHICLE TYPE	AUTOMOBILE	2.4%	4.0%	27.4%	19.5%	46.6%	2,139	4.039
	VAN/MINIVAN	2.5%	4.4%	32.5%	19.5%	41.1%	406	3.924
	PICKUP TRUCK	1.7%	3.7%	28.3%	22.9%	43.5%	538	4.028
	SUV	2.3%	3.0%	32.7%	22.0%	40.0%	1,020	3.944
	OTHER	18.4%	2.0%	22.4%	20.4%	36.7%	49	3.551

**TABLE 6.47: FREQUENCY OF USING A CELL PHONE TO MAKE/RECEIVE A PHONE CALL WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		3.1%	4.6%	28.3%	21.9%	42.1%	4,154	3.952
SURVEY	SURVEY 1	3.4%	5.5%	30.6%	21.2%	39.3%	962	3.874
	SURVEY 2	3.1%	3.7%	25.9%	21.5%	45.8%	1,106	4.032
	SURVEY 3	3.8%	6.0%	30.4%	21.2%	38.6%	1,041	3.848
	SURVEY 4	2.1%	3.5%	26.7%	23.4%	44.2%	1,045	4.041
OSP DISTRICT	DISTRICT 1	1.7%	5.5%	28.7%	22.1%	41.9%	470	3.970
	DISTRICT 2	4.0%	4.0%	26.3%	23.8%	41.9%	449	3.955
	DISTRICT 3	2.9%	4.1%	26.6%	21.5%	45.0%	418	4.017
	DISTRICT 4	2.6%	5.4%	26.0%	23.4%	42.6%	465	3.981
	DISTRICT 5	5.0%	3.5%	32.9%	20.8%	37.9%	462	3.831
	DISTRICT 6	3.1%	4.8%	28.7%	22.5%	40.8%	414	3.930
	DISTRICT 7	2.9%	4.0%	25.4%	20.3%	47.4%	477	4.052
	DISTRICT 8	3.3%	5.7%	32.9%	21.7%	36.4%	489	3.822
	DISTRICT 9	2.5%	4.7%	27.1%	20.8%	44.9%	510	4.008
AGE	25 AND YOUNGER	6.7%	8.4%	41.3%	19.6%	24.0%	179	3.458
	26 - 35 YEARS OLD	4.3%	7.5%	40.2%	22.8%	25.2%	254	3.571
	36 - 45 YEARS OLD	7.4%	9.1%	34.6%	19.8%	29.2%	353	3.544
	46 - 55 YEARS OLD	4.5%	5.7%	36.8%	22.0%	31.0%	954	3.694
	56 - 65 YEARS OLD	2.0%	3.5%	27.8%	24.3%	42.4%	1,437	4.015
	66 AND OLDER	0.8%	2.3%	13.1%	19.0%	64.8%	977	4.447
SEX	MALE	4.4%	6.3%	29.3%	21.7%	38.3%	1,657	3.830
	FEMALE	2.2%	3.5%	27.6%	22.0%	44.6%	2,497	4.032
RACE	CAUCASIAN	3.0%	4.7%	28.8%	22.2%	41.4%	3,771	3.944
	AFRICAN AMERICAN	3.8%	4.7%	25.0%	19.5%	47.0%	236	4.013
	OTHER	3.9%	3.9%	23.3%	14.0%	55.0%	129	4.124
MARITAL STATUS	SINGLE	3.9%	5.0%	29.7%	19.4%	42.1%	563	3.908
	MARRIED	3.2%	5.2%	30.5%	23.1%	38.1%	2,889	3.878
	OTHER	2.2%	2.3%	18.4%	18.5%	58.6%	696	4.292
RESIDENTIAL LOCATION	URBAN	2.8%	4.3%	27.3%	19.4%	46.2%	576	4.019
	SUBURBAN	2.9%	4.2%	27.3%	22.1%	43.6%	1,677	3.993
	RURAL	3.4%	5.1%	29.6%	22.4%	39.5%	1,895	3.896
DRIVING AREA	URBAN	2.4%	4.5%	26.3%	20.6%	46.2%	1,222	4.038
	SUBURBAN	3.1%	5.0%	29.0%	22.9%	39.9%	1,351	3.915
	RURAL	3.7%	4.5%	29.3%	21.9%	40.6%	1,572	3.914
VEHICLE TYPE	AUTOMOBILE	2.3%	4.1%	26.2%	21.6%	45.8%	2,137	4.044
	VAN/MINIVAN	3.0%	3.9%	33.0%	24.1%	36.0%	406	3.862
	PICKUP TRUCK	5.2%	6.3%	27.7%	18.4%	42.4%	538	3.864
	SUV	3.4%	5.1%	31.8%	23.1%	36.6%	1,020	3.843
	OTHER	8.2%	8.2%	16.3%	24.5%	42.9%	49	3.857

**TABLE 6.48: FREQUENCY OF EATING AND/OR DRINKING WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		8.0%	9.7%	46.2%	20.3%	15.9%	4,156	3.265
SURVEY	SURVEY 1	9.9%	10.5%	42.8%	21.4%	15.4%	962	3.219
	SURVEY 2	7.7%	10.4%	45.7%	19.8%	16.5%	1,106	3.269
	SURVEY 3	8.3%	9.3%	49.5%	19.6%	13.4%	1,041	3.205
	SURVEY 4	6.2%	8.5%	46.5%	20.5%	18.2%	1,047	3.361
OSP DISTRICT	DISTRICT 1	8.1%	8.9%	48.0%	20.4%	14.6%	471	3.246
	DISTRICT 2	7.3%	9.8%	45.2%	21.6%	16.0%	449	3.292
	DISTRICT 3	5.3%	8.6%	43.8%	21.5%	20.8%	418	3.440
	DISTRICT 4	8.4%	9.0%	46.0%	20.9%	15.7%	465	3.265
	DISTRICT 5	8.7%	10.4%	47.2%	19.7%	14.1%	462	3.201
	DISTRICT 6	7.0%	8.9%	49.0%	18.4%	16.7%	414	3.287
	DISTRICT 7	6.9%	9.4%	47.5%	20.1%	16.1%	478	3.291
	DISTRICT 8	11.0%	10.2%	41.5%	21.9%	15.3%	489	3.202
	DISTRICT 9	8.4%	11.4%	47.5%	18.4%	14.3%	510	3.188
AGE	25 AND YOUNGER	8.9%	12.8%	48.6%	16.8%	12.8%	179	3.117
	26 - 35 YEARS OLD	6.7%	13.4%	55.9%	16.9%	7.1%	254	3.043
	36 - 45 YEARS OLD	13.9%	12.5%	53.0%	14.4%	6.2%	353	2.867
	46 - 55 YEARS OLD	10.2%	12.2%	50.1%	18.6%	9.0%	954	3.041
	56 - 65 YEARS OLD	7.9%	9.6%	46.5%	21.9%	14.2%	1,439	3.249
	66 AND OLDER	4.0%	4.8%	36.4%	23.3%	31.4%	977	3.734
SEX	MALE	7.8%	9.7%	46.3%	22.7%	13.4%	1,658	3.242
	FEMALE	8.0%	9.6%	46.1%	18.7%	17.5%	2,498	3.279
RACE	CAUCASIAN	8.1%	9.5%	47.1%	20.5%	14.8%	3,773	3.243
	AFRICAN AMERICAN	6.4%	12.3%	36.4%	17.8%	27.1%	236	3.470
	OTHER	5.4%	10.9%	40.3%	17.1%	26.4%	129	3.481
MARITAL STATUS	SINGLE	9.2%	9.6%	44.0%	21.7%	15.5%	563	3.245
	MARRIED	7.7%	10.1%	48.8%	20.4%	12.9%	2,891	3.207
	OTHER	7.6%	7.8%	37.2%	19.0%	28.4%	696	3.529
RESIDENTIAL LOCATION	URBAN	8.2%	10.1%	41.0%	20.1%	20.7%	576	3.351
	SUBURBAN	7.1%	9.3%	46.4%	20.9%	16.3%	1,678	3.301
	RURAL	8.7%	9.9%	47.6%	19.9%	13.9%	1,896	3.205
DRIVING AREA	URBAN	8.1%	9.2%	42.7%	21.1%	18.8%	1,222	3.333
	SUBURBAN	7.2%	9.4%	47.1%	20.8%	15.5%	1,352	3.278
	RURAL	8.4%	10.2%	48.1%	19.3%	14.0%	1,573	3.203
VEHICLE TYPE	AUTOMOBILE	8.0%	8.4%	43.9%	20.8%	18.9%	2,139	3.340
	VAN/MINIVAN	6.7%	12.1%	49.0%	17.5%	14.8%	406	3.217
	PICKUP TRUCK	7.4%	11.0%	46.8%	20.8%	13.9%	538	3.229
	SUV	8.1%	10.1%	49.8%	20.6%	11.4%	1,020	3.170
	OTHER	18.4%	22.4%	38.8%	14.3%	6.1%	49	2.673

**TABLE 6.49: FREQUENCY OF ADJUSTING THE RADIO/CD PLAYER/MP3 PLAYER WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		13.4%	10.9%	34.8%	25.9%	15.0%	4,156	3.181
SURVEY	SURVEY 1	15.1%	10.1%	35.4%	25.1%	14.3%	962	3.135
	SURVEY 2	12.8%	10.1%	35.3%	25.3%	16.5%	1,106	3.224
	SURVEY 3	14.3%	13.5%	35.3%	25.1%	11.8%	1,041	3.065
	SURVEY 4	11.7%	9.8%	33.3%	28.1%	17.1%	1,047	3.291
OSP DISTRICT	DISTRICT 1	11.9%	10.2%	37.4%	25.9%	14.6%	471	3.212
	DISTRICT 2	13.4%	10.0%	34.3%	27.8%	14.5%	449	3.200
	DISTRICT 3	13.6%	10.3%	35.2%	26.1%	14.8%	418	3.182
	DISTRICT 4	11.6%	12.5%	33.8%	26.9%	15.3%	465	3.217
	DISTRICT 5	17.7%	10.4%	31.6%	29.4%	10.8%	462	3.052
	DISTRICT 6	15.9%	15.0%	36.0%	18.4%	14.7%	414	3.010
	DISTRICT 7	12.6%	11.1%	36.0%	24.3%	16.1%	478	3.203
	DISTRICT 8	14.5%	9.8%	37.2%	24.5%	13.9%	489	3.135
	DISTRICT 9	10.2%	9.4%	32.2%	28.8%	19.4%	510	3.378
AGE	25 AND YOUNGER	30.7%	20.1%	34.1%	12.3%	2.8%	179	2.363
	26 - 35 YEARS OLD	24.8%	18.1%	34.6%	14.6%	7.9%	254	2.626
	36 - 45 YEARS OLD	21.0%	16.7%	31.7%	21.0%	9.6%	353	2.816
	46 - 55 YEARS OLD	15.7%	11.5%	38.9%	23.0%	10.9%	954	3.018
	56 - 65 YEARS OLD	10.6%	10.1%	37.0%	28.5%	13.8%	1,439	3.247
	66 AND OLDER	6.4%	5.8%	28.9%	32.1%	26.7%	977	3.668
SEX	MALE	16.2%	12.6%	35.5%	23.6%	12.1%	1,658	3.030
	FEMALE	11.6%	9.8%	34.4%	27.4%	16.9%	2,498	3.281
RACE	CAUCASIAN	13.2%	11.0%	35.2%	26.3%	14.3%	3,773	3.174
	AFRICAN AMERICAN	16.9%	10.2%	30.5%	19.1%	23.3%	236	3.216
	OTHER	12.4%	7.8%	33.3%	26.4%	20.2%	129	3.341
MARITAL STATUS	SINGLE	19.5%	13.3%	33.7%	23.1%	10.3%	563	2.913
	MARRIED	13.3%	11.1%	37.4%	25.8%	12.4%	2,891	3.129
	OTHER	9.1%	7.9%	25.1%	28.6%	29.3%	696	3.612
RESIDENTIAL LOCATION	URBAN	12.7%	10.4%	32.8%	24.5%	19.6%	576	3.280
	SUBURBAN	14.1%	10.7%	35.9%	25.3%	14.0%	1,678	3.143
	RURAL	13.0%	11.2%	34.4%	26.9%	14.5%	1,896	3.186
DRIVING AREA	URBAN	13.1%	9.8%	34.0%	25.6%	17.4%	1,222	3.245
	SUBURBAN	14.3%	12.0%	36.5%	24.7%	12.5%	1,352	3.090
	RURAL	13.0%	10.9%	34.1%	27.1%	14.9%	1,573	3.202
VEHICLE TYPE	AUTOMOBILE	13.4%	10.2%	34.0%	26.2%	16.1%	2,139	3.214
	VAN/MINIVAN	12.8%	11.3%	33.0%	27.1%	15.8%	406	3.217
	PICKUP TRUCK	12.5%	11.0%	34.8%	24.5%	17.3%	538	3.232
	SUV	14.5%	11.9%	37.5%	25.7%	10.5%	1,020	3.058
	OTHER	6.1%	16.3%	30.6%	24.5%	22.4%	49	3.408

**TABLE 6.50: FREQUENCY OF TALKING TO PASSENGERS WHILE DRIVING - 2016**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		43.7%	26.5%	23.8%	3.9%	2.1%	4,156	1.940
SURVEY	SURVEY 1	48.3%	22.0%	24.3%	3.4%	1.9%	962	1.885
	SURVEY 2	41.6%	27.1%	25.2%	4.1%	2.0%	1,106	1.977
	SURVEY 3	42.5%	28.6%	21.8%	4.6%	2.5%	1,041	1.961
	SURVEY 4	43.1%	27.9%	23.8%	3.3%	1.9%	1,047	1.931
OSP DISTRICT	DISTRICT 1	42.7%	25.9%	26.1%	3.2%	2.1%	471	1.962
	DISTRICT 2	40.3%	29.0%	24.5%	3.3%	2.9%	449	1.996
	DISTRICT 3	46.9%	23.4%	23.7%	3.1%	2.9%	418	1.916
	DISTRICT 4	42.4%	28.2%	22.6%	4.7%	2.2%	465	1.961
	DISTRICT 5	40.9%	28.4%	25.5%	3.0%	2.2%	462	1.972
	DISTRICT 6	46.1%	25.6%	21.5%	5.8%	1.0%	414	1.899
	DISTRICT 7	46.4%	25.9%	22.6%	3.1%	1.9%	478	1.881
	DISTRICT 8	43.1%	27.0%	23.9%	3.7%	2.2%	489	1.949
	DISTRICT 9	45.1%	25.1%	23.5%	4.9%	1.4%	510	1.924
AGE	25 AND YOUNGER	46.9%	28.5%	21.2%	2.2%	1.1%	179	1.821
	26 - 35 YEARS OLD	48.8%	28.3%	16.5%	4.3%	2.0%	254	1.823
	36 - 45 YEARS OLD	51.3%	23.8%	19.8%	3.7%	1.4%	353	1.802
	46 - 55 YEARS OLD	46.8%	27.3%	21.3%	2.6%	2.1%	954	1.861
	56 - 65 YEARS OLD	42.9%	26.7%	24.7%	3.7%	2.0%	1,439	1.951
	66 AND OLDER	37.4%	25.7%	28.8%	5.6%	2.6%	977	2.103
SEX	MALE	41.6%	26.5%	25.1%	4.3%	2.4%	1,658	1.994
	FEMALE	45.2%	26.5%	22.9%	3.6%	1.8%	2,498	1.904
RACE	CAUCASIAN	44.2%	26.7%	23.6%	3.7%	1.8%	3,773	1.923
	AFRICAN AMERICAN	41.9%	20.8%	26.3%	4.7%	6.4%	236	2.127
	OTHER	37.2%	32.6%	22.5%	6.2%	1.6%	129	2.023
MARITAL STATUS	SINGLE	40.9%	27.5%	22.7%	5.0%	3.9%	563	2.036
	MARRIED	44.9%	27.1%	23.1%	3.4%	1.4%	2,891	1.893
	OTHER	41.1%	23.4%	27.3%	4.9%	3.3%	696	2.059
RESIDENTIAL LOCATION	URBAN	40.3%	27.6%	25.7%	3.8%	2.6%	576	2.009
	SUBURBAN	43.2%	26.2%	24.1%	4.2%	2.3%	1,678	1.961
	RURAL	45.3%	26.5%	22.8%	3.6%	1.7%	1,896	1.901
DRIVING AREA	URBAN	39.4%	28.6%	25.1%	4.3%	2.5%	1,222	2.020
	SUBURBAN	45.1%	25.7%	23.4%	3.6%	2.1%	1,352	1.918
	RURAL	45.9%	25.6%	23.1%	3.8%	1.7%	1,573	1.897
VEHICLE TYPE	AUTOMOBILE	42.4%	25.9%	25.0%	4.2%	2.5%	2,139	1.986
	VAN/MINIVAN	44.1%	29.6%	23.9%	2.0%	0.5%	406	1.852
	PICKUP TRUCK	41.3%	27.9%	24.0%	4.1%	2.8%	538	1.993
	SUV	48.5%	26.0%	21.0%	3.6%	0.9%	1,020	1.824
	OTHER	26.5%	22.4%	30.6%	8.2%	12.2%	49	2.571

When asked about changes they could make in their own driving behaviors to make them safer, 46.2% said they need to make no changes (Table 6.51). Since few respondents claim to use a cell phone to call or text while driving it is not unexpected that only 10.7% think they need to stop talking on a cell phone and 3.6% feel they need to stop texting while driving. Additionally, 21.9% of those surveyed said they should pay more attention to their speed when driving. Only 2.4% of 2016 survey participants indicated that they need to wear their seat belt more often, which is expected since most stated earlier in the survey that they “always” wear their seat belt. Cross-tabulated results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type are located in Tables 6.52 through 6.62.

**TABLE 6.51: CHANGES IN RESPONDENTS PERSONAL DRIVING BEHAVIORS THAT WOULD IMPROVE THEIR SAFETY - 2016**

	OVERALL		SURVEY 1		SURVEY 2		SURVEY 3		SURVEY 4	
	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES	% YES	TOTAL YES
<b>NOTHING</b>	46.2%	1920	44.7%	430	49.0%	542	42.4%	441	48.4%	507
<b>WATCH MY SPEED</b>	21.9%	910	23.3%	224	18.9%	209	25.4%	264	20.5%	215
<b>STOP TALKING ON CELL PHONE</b>	10.7%	445	9.5%	91	9.9%	109	13.2%	137	10.2%	107
<b>STOP EATING WHILE DRIVING</b>	4.5%	187	3.1%	30	5.4%	60	4.9%	51	4.5%	47
<b>STOP ADJUSTING RADIO</b>	3.8%	158	3.4%	33	3.6%	40	4.0%	42	4.1%	43
<b>STOP TEXTING WHILE DRIVING</b>	3.6%	150	3.0%	29	2.8%	31	5.5%	57	3.2%	34
<b>WEAR SEAT BELT MORE OFTEN</b>	2.4%	100	2.0%	19	1.9%	21	3.2%	33	2.4%	25
<b>NOT SURE</b>	1.2%	50	0.8%	8	2.4%	27	0.5%	5	0.8%	8
<b>CHECK MIRRORS MORE OFTEN</b>	1.2%	50	1.0%	10	1.1%	12	1.4%	15	1.3%	14
<b>2<sup>ND</sup> MIRROR FOR KIDS IN BACK</b>	0.5%	21	0.7%	7	0.3%	3	0.2%	2	0.9%	9
<b>LET OTHERS DRIVE WHEN DRINKING</b>	0.3%	12	0.1%	1	0.5%	6	0.6%	6	0.2%	2

**TABLE 6.52: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NOTHING - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		53.8%	46.2%	4,156
SURVEY	SURVEY 1	55.3%	44.7%	962
	SURVEY 2	51.0%	49.0%	1,106
	SURVEY 3	57.6%	42.4%	1,041
	SURVEY 4	51.6%	48.4%	1,047
OSP DISTRICT	DISTRICT 1	55.8%	44.2%	471
	DISTRICT 2	56.1%	43.9%	449
	DISTRICT 3	54.1%	45.9%	418
	DISTRICT 4	51.6%	48.4%	465
	DISTRICT 5	54.8%	45.2%	462
	DISTRICT 6	57.7%	42.3%	414
	DISTRICT 7	50.4%	49.6%	478
	DISTRICT 8	54.2%	45.8%	489
	DISTRICT 9	50.4%	49.6%	510
AGE	25 AND YOUNGER	74.9%	25.1%	179
	26 - 35 YEARS OLD	63.4%	36.6%	254
	36 - 45 YEARS OLD	61.2%	38.8%	353
	46 - 55 YEARS OLD	58.1%	41.9%	954
	56 - 65 YEARS OLD	53.6%	46.4%	1,439
	66 AND OLDER	40.8%	59.2%	977
SEX	MALE	50.0%	50.0%	1,658
	FEMALE	56.3%	43.7%	2,498
RACE	CAUCASIAN	54.4%	45.6%	3,773
	AFRICAN AMERICAN	47.9%	52.1%	236
	OTHER	46.5%	53.5%	129
MARITAL STATUS	SINGLE	55.1%	44.9%	563
	MARRIED	55.7%	44.3%	2,891
	OTHER	45.0%	55.0%	696
RESIDENTIAL LOCATION	URBAN	51.6%	48.4%	576
	SUBURBAN	54.7%	45.3%	1,678
	RURAL	53.7%	46.3%	1,896
DRIVING AREA	URBAN	52.9%	47.1%	1,222
	SUBURBAN	55.8%	44.2%	1,352
	RURAL	52.8%	47.2%	1,573
VEHICLE TYPE	AUTOMOBILE	53.5%	46.5%	2,139
	VAN/MINI VAN	59.9%	40.1%	406
	PICKUP TRUCK	45.0%	55.0%	538
	SUV	57.2%	42.8%	1,020
	OTHER	44.9%	55.1%	49

**TABLE 6.53: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WATCH MY SPEED - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		78.1%	21.9%	4,156
SURVEY	SURVEY 1	76.7%	23.3%	962
	SURVEY 2	81.1%	18.9%	1,106
	SURVEY 3	74.6%	25.4%	1,041
	SURVEY 4	79.5%	20.5%	1,047
OSP DISTRICT	DISTRICT 1	76.9%	23.1%	471
	DISTRICT 2	78.6%	21.4%	449
	DISTRICT 3	79.2%	20.8%	418
	DISTRICT 4	79.1%	20.9%	465
	DISTRICT 5	77.1%	22.9%	462
	DISTRICT 6	75.1%	24.9%	414
	DISTRICT 7	78.9%	21.1%	478
	DISTRICT 8	77.1%	22.9%	489
	DISTRICT 9	80.2%	19.8%	510
AGE	25 AND YOUNGER	63.7%	36.3%	179
	26 - 35 YEARS OLD	71.7%	28.3%	254
	36 - 45 YEARS OLD	72.0%	28.0%	353
	46 - 55 YEARS OLD	75.2%	24.8%	954
	56 - 65 YEARS OLD	78.9%	21.1%	1,439
	66 AND OLDER	86.2%	13.8%	977
SEX	MALE	81.9%	18.1%	1,658
	FEMALE	75.5%	24.5%	2,498
RACE	CAUCASIAN	77.6%	22.4%	3,773
	AFRICAN AMERICAN	80.9%	19.1%	236
	OTHER	85.3%	14.7%	129
MARITAL STATUS	SINGLE	76.4%	23.6%	563
	MARRIED	77.0%	23.0%	2,891
	OTHER	83.8%	16.2%	696
RESIDENTIAL LOCATION	URBAN	80.9%	19.1%	576
	SUBURBAN	77.1%	22.9%	1,678
	RURAL	78.1%	21.9%	1,896
DRIVING AREA	URBAN	79.1%	20.9%	1,222
	SUBURBAN	76.6%	23.4%	1,352
	RURAL	78.5%	21.5%	1,573
VEHICLE TYPE	AUTOMOBILE	77.0%	23.0%	2,139
	VAN/MINI VAN	79.1%	20.9%	406
	PICKUP TRUCK	84.2%	15.8%	538
	SUV	76.3%	23.7%	1,020
	OTHER	85.7%	14.3%	49

**TABLE 6.54: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TALKING ON CELL PHONE WHILE DRIVING - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		89.3%	10.7%	4,156
SURVEY	SURVEY 1	90.5%	9.5%	962
	SURVEY 2	90.1%	9.9%	1,106
	SURVEY 3	86.8%	13.2%	1,041
	SURVEY 4	89.8%	10.2%	1,047
OSP DISTRICT	DISTRICT 1	90.2%	9.8%	471
	DISTRICT 2	89.1%	10.9%	449
	DISTRICT 3	88.0%	12.0%	418
	DISTRICT 4	92.0%	8.0%	465
	DISTRICT 5	86.4%	13.6%	462
	DISTRICT 6	86.2%	13.8%	414
	DISTRICT 7	93.5%	6.5%	478
	DISTRICT 8	86.7%	13.3%	489
	DISTRICT 9	90.8%	9.2%	510
AGE	25 AND YOUNGER	77.7%	22.3%	179
	26 - 35 YEARS OLD	85.0%	15.0%	254
	36 - 45 YEARS OLD	86.1%	13.9%	353
	46 - 55 YEARS OLD	86.8%	13.2%	954
	56 - 65 YEARS OLD	89.4%	10.6%	1,439
	66 AND OLDER	95.9%	4.1%	977
SEX	MALE	90.7%	9.3%	1,658
	FEMALE	88.4%	11.6%	2,498
RACE	CAUCASIAN	89.2%	10.8%	3,773
	AFRICAN AMERICAN	88.1%	11.9%	236
	OTHER	93.0%	7.0%	129
MARITAL STATUS	SINGLE	86.3%	13.7%	563
	MARRIED	89.0%	11.0%	2,891
	OTHER	93.0%	7.0%	696
RESIDENTIAL LOCATION	URBAN	89.1%	10.9%	576
	SUBURBAN	88.6%	11.4%	1,678
	RURAL	89.9%	10.1%	1,896
DRIVING AREA	URBAN	89.4%	10.6%	1,222
	SUBURBAN	87.9%	12.1%	1,352
	RURAL	90.3%	9.7%	1,573
VEHICLE TYPE	AUTOMOBILE	90.2%	9.8%	2,139
	VAN/MINI VAN	87.7%	12.3%	406
	PICKUP TRUCK	90.7%	9.3%	538
	SUV	87.0%	13.0%	1,020
	OTHER	93.9%	6.1%	49

**TABLE 6.55: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP EATING WHILE DRIVING - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		95.5%	4.5%	4,156
SURVEY	SURVEY 1	96.9%	3.1%	962
	SURVEY 2	94.6%	5.4%	1,106
	SURVEY 3	95.1%	4.9%	1,041
	SURVEY 4	95.5%	4.5%	1,047
OSP DISTRICT	DISTRICT 1	97.5%	2.5%	471
	DISTRICT 2	94.4%	5.6%	449
	DISTRICT 3	95.0%	5.0%	418
	DISTRICT 4	96.8%	3.2%	465
	DISTRICT 5	94.6%	5.4%	462
	DISTRICT 6	95.7%	4.3%	414
	DISTRICT 7	95.0%	5.0%	478
	DISTRICT 8	96.1%	3.9%	489
	DISTRICT 9	94.3%	5.7%	510
AGE	25 AND YOUNGER	91.6%	8.4%	179
	26 - 35 YEARS OLD	95.3%	4.7%	254
	36 - 45 YEARS OLD	95.5%	4.5%	353
	46 - 55 YEARS OLD	95.1%	4.9%	954
	56 - 65 YEARS OLD	94.7%	5.3%	1,439
	66 AND OLDER	97.7%	2.3%	977
SEX	MALE	95.5%	4.5%	1,658
	FEMALE	95.4%	4.6%	2,498
RACE	CAUCASIAN	95.3%	4.7%	3,773
	AFRICAN AMERICAN	97.0%	3.0%	236
	OTHER	96.9%	3.1%	129
MARITAL STATUS	SINGLE	95.6%	4.4%	563
	MARRIED	95.0%	5.0%	2,891
	OTHER	97.3%	2.7%	696
RESIDENTIAL LOCATION	URBAN	96.2%	3.8%	576
	SUBURBAN	95.8%	4.2%	1,678
	RURAL	94.9%	5.1%	1,896
DRIVING AREA	URBAN	95.5%	4.5%	1,222
	SUBURBAN	96.1%	3.9%	1,352
	RURAL	95.0%	5.0%	1,573
VEHICLE TYPE	AUTOMOBILE	96.0%	4.0%	2,139
	VAN/MINIVAN	94.6%	5.4%	406
	PICKUP TRUCK	94.8%	5.2%	538
	SUV	95.2%	4.8%	1,020
	OTHER	93.9%	6.1%	49

**TABLE 6.56: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP ADJUSTING THE RADIO - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		96.2%	3.8%	4,156
SURVEY	SURVEY 1	96.6%	3.4%	962
	SURVEY 2	96.4%	3.6%	1,106
	SURVEY 3	96.0%	4.0%	1,041
	SURVEY 4	95.9%	4.1%	1,047
OSP DISTRICT	DISTRICT 1	96.4%	3.6%	471
	DISTRICT 2	94.4%	5.6%	449
	DISTRICT 3	95.2%	4.8%	418
	DISTRICT 4	95.9%	4.1%	465
	DISTRICT 5	95.9%	4.1%	462
	DISTRICT 6	95.9%	4.1%	414
	DISTRICT 7	97.9%	2.1%	478
	DISTRICT 8	97.8%	2.2%	489
	DISTRICT 9	96.1%	3.9%	510
AGE	25 AND YOUNGER	88.3%	11.7%	179
	26 - 35 YEARS OLD	92.5%	7.5%	254
	36 - 45 YEARS OLD	95.8%	4.2%	353
	46 - 55 YEARS OLD	96.4%	3.6%	954
	56 - 65 YEARS OLD	96.9%	3.1%	1,439
	66 AND OLDER	97.5%	2.5%	977
SEX	MALE	96.4%	3.6%	1,658
	FEMALE	96.1%	3.9%	2,498
RACE	CAUCASIAN	96.1%	3.9%	3,773
	AFRICAN AMERICAN	97.0%	3.0%	236
	OTHER	96.9%	3.1%	129
MARITAL STATUS	SINGLE	93.4%	6.6%	563
	MARRIED	96.4%	3.6%	2,891
	OTHER	97.6%	2.4%	696
RESIDENTIAL LOCATION	URBAN	96.2%	3.8%	576
	SUBURBAN	96.5%	3.5%	1,678
	RURAL	95.9%	4.1%	1,896
DRIVING AREA	URBAN	96.3%	3.7%	1,222
	SUBURBAN	96.3%	3.7%	1,352
	RURAL	96.0%	4.0%	1,573
VEHICLE TYPE	AUTOMOBILE	95.8%	4.2%	2,139
	VAN/MINIVAN	97.0%	3.0%	406
	PICKUP TRUCK	98.0%	2.0%	538
	SUV	95.7%	4.3%	1,020
	OTHER	98.0%	2.0%	49

**TABLE 6.57: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TEXTING WHILE DRIVING - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		96.4%	3.6%	4,156
SURVEY	SURVEY 1	97.0%	3.0%	962
	SURVEY 2	97.2%	2.8%	1,106
	SURVEY 3	94.5%	5.5%	1,041
	SURVEY 4	96.8%	3.2%	1,047
OSP DISTRICT	DISTRICT 1	97.2%	2.8%	471
	DISTRICT 2	97.3%	2.7%	449
	DISTRICT 3	95.0%	5.0%	418
	DISTRICT 4	97.6%	2.4%	465
	DISTRICT 5	94.2%	5.8%	462
	DISTRICT 6	94.4%	5.6%	414
	DISTRICT 7	98.3%	1.7%	478
	DISTRICT 8	95.5%	4.5%	489
	DISTRICT 9	97.5%	2.5%	510
AGE	25 AND YOUNGER	84.4%	15.6%	179
	26 - 35 YEARS OLD	88.6%	11.4%	254
	36 - 45 YEARS OLD	91.8%	8.2%	353
	46 - 55 YEARS OLD	97.0%	3.0%	954
	56 - 65 YEARS OLD	98.1%	1.9%	1,439
	66 AND OLDER	99.2%	0.8%	977
SEX	MALE	95.9%	4.1%	1,658
	FEMALE	96.7%	3.3%	2,498
RACE	CAUCASIAN	96.6%	3.4%	3,773
	AFRICAN AMERICAN	92.8%	7.2%	236
	OTHER	95.3%	4.7%	129
MARITAL STATUS	SINGLE	91.3%	8.7%	563
	MARRIED	97.0%	3.0%	2,891
	OTHER	98.1%	1.9%	696
RESIDENTIAL LOCATION	URBAN	95.0%	5.0%	576
	SUBURBAN	95.8%	4.2%	1,678
	RURAL	97.3%	2.7%	1,896
DRIVING AREA	URBAN	95.1%	4.9%	1,222
	SUBURBAN	96.3%	3.7%	1,352
	RURAL	97.5%	2.5%	1,573
VEHICLE TYPE	AUTOMOBILE	96.4%	3.6%	2,139
	VAN/MINIVAN	97.5%	2.5%	406
	PICKUP TRUCK	96.5%	3.5%	538
	SUV	95.9%	4.1%	1,020
	OTHER	95.9%	4.1%	49

**TABLE 6.58: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WEAR SEAT BELT MORE OFTEN - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		97.6%	2.4%	4,156
SURVEY	SURVEY 1	98.0%	2.0%	962
	SURVEY 2	98.1%	1.9%	1,106
	SURVEY 3	96.8%	3.2%	1,041
	SURVEY 4	97.6%	2.4%	1,047
OSP DISTRICT	DISTRICT 1	97.7%	2.3%	471
	DISTRICT 2	97.3%	2.7%	449
	DISTRICT 3	97.1%	2.9%	418
	DISTRICT 4	98.3%	1.7%	465
	DISTRICT 5	97.6%	2.4%	462
	DISTRICT 6	98.6%	1.4%	414
	DISTRICT 7	97.3%	2.7%	478
	DISTRICT 8	97.3%	2.7%	489
	DISTRICT 9	97.6%	2.4%	510
AGE	25 AND YOUNGER	98.9%	1.1%	179
	26 - 35 YEARS OLD	96.9%	3.1%	254
	36 - 45 YEARS OLD	95.8%	4.2%	353
	46 - 55 YEARS OLD	97.5%	2.5%	954
	56 - 65 YEARS OLD	97.6%	2.4%	1,439
	66 AND OLDER	98.6%	1.4%	977
SEX	MALE	97.5%	2.5%	1,658
	FEMALE	97.7%	2.3%	2,498
RACE	CAUCASIAN	97.7%	2.3%	3,773
	AFRICAN AMERICAN	96.6%	3.4%	236
	OTHER	98.4%	1.6%	129
MARITAL STATUS	SINGLE	97.3%	2.7%	563
	MARRIED	97.7%	2.3%	2,891
	OTHER	97.7%	2.3%	696
RESIDENTIAL LOCATION	URBAN	97.4%	2.6%	576
	SUBURBAN	97.6%	2.4%	1,678
	RURAL	97.8%	2.2%	1,896
DRIVING AREA	URBAN	96.9%	3.1%	1,222
	SUBURBAN	97.9%	2.1%	1,352
	RURAL	98.0%	2.0%	1,573
VEHICLE TYPE	AUTOMOBILE	97.5%	2.5%	2,139
	VAN/MINIVAN	97.0%	3.0%	406
	PICKUP TRUCK	97.8%	2.2%	538
	SUV	98.1%	1.9%	1,020
	OTHER	95.9%	4.1%	49

**TABLE 6.59: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NOT SURE - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		98.8%	1.2%	4,156
SURVEY	SURVEY 1	99.2%	0.8%	962
	SURVEY 2	97.6%	2.4%	1,106
	SURVEY 3	99.5%	0.5%	1,041
	SURVEY 4	99.2%	0.8%	1,047
OSP DISTRICT	DISTRICT 1	99.2%	0.8%	471
	DISTRICT 2	98.9%	1.1%	449
	DISTRICT 3	99.3%	0.7%	418
	DISTRICT 4	98.5%	1.5%	465
	DISTRICT 5	98.7%	1.3%	462
	DISTRICT 6	98.8%	1.2%	414
	DISTRICT 7	99.0%	1.0%	478
	DISTRICT 8	98.6%	1.4%	489
	DISTRICT 9	98.8%	1.2%	510
AGE	25 AND YOUNGER	98.3%	1.7%	179
	26 - 35 YEARS OLD	99.6%	0.4%	254
	36 - 45 YEARS OLD	99.4%	0.6%	353
	46 - 55 YEARS OLD	98.8%	1.2%	954
	56 - 65 YEARS OLD	98.6%	1.4%	1,439
	66 AND OLDER	98.9%	1.1%	977
SEX	MALE	98.7%	1.3%	1,658
	FEMALE	99.0%	1.0%	2,498
RACE	CAUCASIAN	98.9%	1.1%	3,773
	AFRICAN AMERICAN	97.9%	2.1%	236
	OTHER	97.7%	2.3%	129
MARITAL STATUS	SINGLE	98.9%	1.1%	563
	MARRIED	98.9%	1.1%	2,891
	OTHER	98.4%	1.6%	696
RESIDENTIAL LOCATION	URBAN	98.6%	1.4%	576
	SUBURBAN	99.0%	1.0%	1,678
	RURAL	98.8%	1.2%	1,896
DRIVING AREA	URBAN	98.4%	1.6%	1,222
	SUBURBAN	99.3%	0.7%	1,352
	RURAL	98.8%	1.2%	1,573
VEHICLE TYPE	AUTOMOBILE	99.0%	1.0%	2,139
	VAN/MINIVAN	99.0%	1.0%	406
	PICKUP TRUCK	98.9%	1.1%	538
	SUV	98.4%	1.6%	1,020
	OTHER	100.0%	0.0%	49

**TABLE 6.60: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – CHECK MIRRORS MORE OFTEN - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		98.8%	1.2%	4,156
SURVEY	SURVEY 1	99.0%	1.0%	962
	SURVEY 2	98.9%	1.1%	1,106
	SURVEY 3	98.6%	1.4%	1,041
	SURVEY 4	98.7%	1.3%	1,047
OSP DISTRICT	DISTRICT 1	97.7%	2.3%	471
	DISTRICT 2	99.1%	0.9%	449
	DISTRICT 3	99.5%	0.5%	418
	DISTRICT 4	99.1%	0.9%	465
	DISTRICT 5	98.5%	1.5%	462
	DISTRICT 6	98.8%	1.2%	414
	DISTRICT 7	98.3%	1.7%	478
	DISTRICT 8	99.0%	1.0%	489
	DISTRICT 9	99.0%	1.0%	510
AGE	25 AND YOUNGER	97.8%	2.2%	179
	26 - 35 YEARS OLD	98.8%	1.2%	254
	36 - 45 YEARS OLD	99.2%	0.8%	353
	46 - 55 YEARS OLD	99.1%	0.9%	954
	56 - 65 YEARS OLD	98.6%	1.4%	1,439
	66 AND OLDER	98.8%	1.2%	977
SEX	MALE	98.5%	1.5%	1,658
	FEMALE	99.0%	1.0%	2,498
RACE	CAUCASIAN	98.8%	1.2%	3,773
	AFRICAN AMERICAN	98.3%	1.7%	236
	OTHER	98.4%	1.6%	129
MARITAL STATUS	SINGLE	97.9%	2.1%	563
	MARRIED	98.8%	1.2%	2,891
	OTHER	99.4%	0.6%	696
RESIDENTIAL LOCATION	URBAN	98.4%	1.6%	576
	SUBURBAN	98.6%	1.4%	1,678
	RURAL	99.1%	0.9%	1,896
DRIVING AREA	URBAN	98.5%	1.5%	1,222
	SUBURBAN	98.7%	1.3%	1,352
	RURAL	99.0%	1.0%	1,573
VEHICLE TYPE	AUTOMOBILE	98.6%	1.4%	2,139
	VAN/MINIVAN	98.8%	1.2%	406
	PICKUP TRUCK	98.7%	1.3%	538
	SUV	99.3%	0.7%	1,020
	OTHER	98.0%	2.0%	49

**TABLE 6.61: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – USE 2<sup>ND</sup> MIRROR TO WATCH KIDS IN BACKSEAT - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		99.5%	0.5%	4,156
SURVEY	SURVEY 1	99.3%	0.7%	962
	SURVEY 2	99.7%	0.3%	1,106
	SURVEY 3	99.8%	0.2%	1,041
	SURVEY 4	99.1%	0.9%	1,047
OSP DISTRICT	DISTRICT 1	99.8%	0.2%	471
	DISTRICT 2	99.3%	0.7%	449
	DISTRICT 3	99.5%	0.5%	418
	DISTRICT 4	99.8%	0.2%	465
	DISTRICT 5	99.8%	0.2%	462
	DISTRICT 6	99.5%	0.5%	414
	DISTRICT 7	99.4%	0.6%	478
	DISTRICT 8	99.0%	1.0%	489
	DISTRICT 9	99.4%	0.6%	510
AGE	25 AND YOUNGER	97.8%	2.2%	179
	26 - 35 YEARS OLD	99.2%	0.8%	254
	36 - 45 YEARS OLD	98.0%	2.0%	353
	46 - 55 YEARS OLD	99.8%	0.2%	954
	56 - 65 YEARS OLD	99.7%	0.3%	1,439
	66 AND OLDER	99.8%	0.2%	977
SEX	MALE	99.8%	0.2%	1,658
	FEMALE	99.3%	0.7%	2,498
RACE	CAUCASIAN	99.5%	0.5%	3,773
	AFRICAN AMERICAN	100.0%	0.0%	236
	OTHER	99.2%	0.8%	129
MARITAL STATUS	SINGLE	99.5%	0.5%	563
	MARRIED	99.4%	0.6%	2,891
	OTHER	99.9%	0.1%	696
RESIDENTIAL LOCATION	URBAN	99.7%	0.3%	576
	SUBURBAN	99.3%	0.7%	1,678
	RURAL	99.6%	0.4%	1,896
DRIVING AREA	URBAN	99.6%	0.4%	1,222
	SUBURBAN	99.4%	0.6%	1,352
	RURAL	99.5%	0.5%	1,573
VEHICLE TYPE	AUTOMOBILE	99.6%	0.4%	2,139
	VAN/MINIVAN	99.0%	1.0%	406
	PICKUP TRUCK	99.8%	0.2%	538
	SUV	99.2%	0.8%	1,020
	OTHER	100.0%	0.0%	49

**TABLE 6.62: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – LET OTHERS DRIVE WHEN DRINKING ALCOHOL - 2016**

		NO	YES	TOTAL
ALL RESPONDENTS		99.7%	0.3%	4,156
SURVEY	SURVEY 1	99.9%	0.1%	962
	SURVEY 2	99.5%	0.5%	1,106
	SURVEY 3	99.4%	0.6%	1,041
	SURVEY 4	99.8%	0.2%	1,047
OSP DISTRICT	DISTRICT 1	100.0%	0.0%	471
	DISTRICT 2	99.3%	0.7%	449
	DISTRICT 3	99.3%	0.7%	418
	DISTRICT 4	100.0%	0.0%	465
	DISTRICT 5	99.6%	0.4%	462
	DISTRICT 6	99.3%	0.7%	414
	DISTRICT 7	99.8%	0.2%	478
	DISTRICT 8	99.8%	0.2%	489
	DISTRICT 9	99.8%	0.2%	510
AGE	25 AND YOUNGER	100.0%	0.0%	179
	26 - 35 YEARS OLD	98.4%	1.6%	254
	36 - 45 YEARS OLD	99.7%	0.3%	353
	46 - 55 YEARS OLD	99.9%	0.1%	954
	56 - 65 YEARS OLD	99.7%	0.3%	1,439
	66 AND OLDER	99.6%	0.4%	977
SEX	MALE	99.4%	0.6%	1,658
	FEMALE	99.8%	0.2%	2,498
RACE	CAUCASIAN	99.7%	0.3%	3,773
	AFRICAN AMERICAN	99.6%	0.4%	236
	OTHER	99.2%	0.8%	129
MARITAL STATUS	SINGLE	99.3%	0.7%	563
	MARRIED	99.7%	0.3%	2,891
	OTHER	100.0%	0.0%	696
RESIDENTIAL LOCATION	URBAN	99.8%	0.2%	576
	SUBURBAN	99.7%	0.3%	1,678
	RURAL	99.6%	0.4%	1,896
DRIVING AREA	URBAN	99.6%	0.4%	1,222
	SUBURBAN	99.8%	0.2%	1,352
	RURAL	99.6%	0.4%	1,573
VEHICLE TYPE	AUTOMOBILE	99.7%	0.3%	2,139
	VAN/MINIVAN	99.8%	0.2%	406
	PICKUP TRUCK	99.3%	0.7%	538
	SUV	99.7%	0.3%	1,020
	OTHER	100.0%	0.0%	49

## RESULTS - PART VII: MOTORCYCLE SAFETY

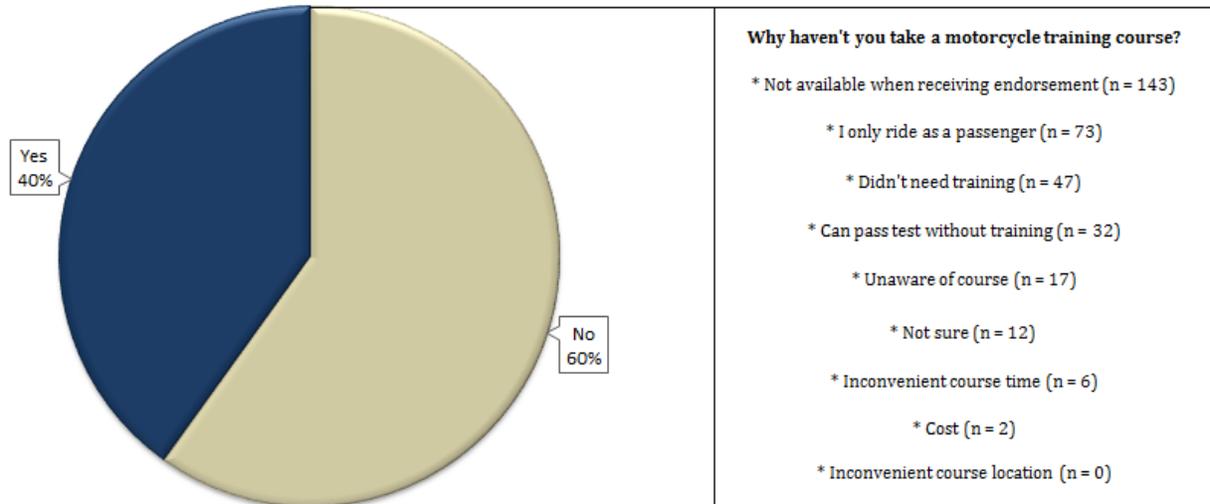
During the 2<sup>nd</sup> survey of the 2015 evaluation, questions were added addressing motorcycle safety. These questions were repeated in 2016. During the 2016 survey period, a total of 511 respondents indicated that they have now or have previously held a motorcycle endorsement (Table 7.1). An additional 108 respondents claim that while they themselves do not have a motorcycle endorsement, they ride as a passenger with a household member who does. The following results are based on those 619 riders.

**TABLE 7.1: RESPONDENT HAS/HAD A MOTORCYCLE ENDORSEMENT - 2016**

		HAS/HAD ENDORSEMENT	NO ENDORSEMENT/RIDES AS PASSENGER WITH HOUSEHOLD MEMBER	TOTAL
ALL RESPONDENTS		82.6%	17.4%	619
	SURVEY 1	81.0%	19.0%	153
	SURVEY 2	80.2%	19.8%	162
	SURVEY 3	80.8%	19.2%	146
	SURVEY 4	88.0%	12.0%	158
OSP DISTRICT	DISTRICT 1	85.5%	14.5%	55
	DISTRICT 2	83.8%	16.3%	80
	DISTRICT 3	82.7%	17.3%	52
	DISTRICT 4	90.8%	9.2%	76
	DISTRICT 5	70.8%	29.2%	72
	DISTRICT 6	77.4%	22.6%	62
	DISTRICT 7	85.5%	14.5%	76
	DISTRICT 8	86.9%	13.1%	61
	DISTRICT 9	80.0%	20.0%	85
AGE	25 AND YOUNGER	50.0%	50.0%	14
	26 - 35 YEARS OLD	61.9%	38.1%	21
	36 - 45 YEARS OLD	74.5%	25.5%	51
	46 - 55 YEARS OLD	73.8%	26.2%	149
	56 - 65 YEARS OLD	87.9%	12.1%	264
	66 AND OLDER	92.5%	7.5%	120
SEX	MALE	98.4%	1.6%	433
	FEMALE	45.7%	54.3%	186
RACE	CAUCASIAN	81.9%	18.1%	581
	AFRICAN AMERICAN	100.0%	0.0%	9
	OTHER	86.4%	13.6%	22
MARITAL STATUS	SINGLE	84.6%	15.4%	65
	MARRIED	80.8%	19.2%	480
	OTHER	91.8%	8.2%	73
RESIDENTIAL LOCATION	URBAN	87.5%	12.5%	64
	SUBURBAN	82.8%	17.2%	209
	RURAL	81.5%	18.5%	346
DRIVING AREA	URBAN	83.2%	16.8%	155
	SUBURBAN	82.4%	17.6%	182
	RURAL	82.6%	17.4%	281
VEHICLE TYPE	AUTOMOBILE	80.1%	19.9%	256
	VAN/MINIVAN	81.1%	18.9%	37
	PICKUP TRUCK	96.5%	3.5%	171
	SUV	69.3%	30.7%	140
	OTHER	93.3%	6.7%	15

More than half (59.9%) of respondents said “no” when asked if they have completed a motorcycle training course (Figure 33 and Table 7.2). Those who had not taken a motorcycle training course were then asked why they had not taken the course. The most frequently mentioned response when asked why they haven’t taken such a course was that the course was not available when they received their endorsement (Figure 33). Additionally, survey participants claimed that they did not need the training, and they only ride as a passenger. Tables 7.2 through 7.11 show cross-tabulated results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 33: MOTORCYCLE TRAINING COURSE - 2016**



**TABLE 7.2: COMPLETED A MOTORCYCLE TRAINING COURSE - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		40.1%	59.9%	619
	SURVEY 1	36.6%	63.4%	153
	SURVEY 2	39.5%	60.5%	162
	SURVEY 3	42.5%	57.5%	146
	SURVEY 4	41.8%	58.2%	158
	DISTRICT 1	45.5%	54.5%	55
	DISTRICT 2	41.3%	58.8%	80
	DISTRICT 3	40.4%	59.6%	52
	DISTRICT 4	43.4%	56.6%	76
OSP	DISTRICT 5	45.8%	54.2%	72
DISTRICT	DISTRICT 6	43.5%	56.5%	62
	DISTRICT 7	39.5%	60.5%	76
	DISTRICT 8	39.3%	60.7%	61
	DISTRICT 9	25.9%	74.1%	85
	25 AND YOUNGER	50.0%	50.0%	14
	26 - 35 YEARS OLD	38.1%	61.9%	21
	36 - 45 YEARS OLD	41.2%	58.8%	51
AGE	46 - 55 YEARS OLD	38.3%	61.7%	149
	56 - 65 YEARS OLD	43.6%	56.4%	264
	66 AND OLDER	33.3%	66.7%	120
	MALE	41.3%	58.7%	433
SEX	FEMALE	37.1%	62.9%	186
	CAUCASIAN	38.2%	61.8%	581
RACE	AFRICAN AMERICAN	66.7%	33.3%	9
	OTHER	72.7%	27.3%	22
	SINGLE	52.3%	47.7%	65
MARITAL	MARRIED	39.4%	60.6%	480
STATUS	OTHER	32.9%	67.1%	73
	URBAN	51.6%	48.4%	64
RESIDENTIAL	SUBURBAN	42.6%	57.4%	209
LOCATION	RURAL	36.4%	63.6%	346
	URBAN	43.9%	56.1%	155
DRIVING AREA	SUBURBAN	40.7%	59.3%	182
	RURAL	37.7%	62.3%	281
	AUTOMOBILE	39.8%	60.2%	256
	VAN/MINIVAN	27.0%	73.0%	37
VEHICLE TYPE	PICKUP TRUCK	46.2%	53.8%	171
	SUV	37.1%	62.9%	140
	OTHER	33.3%	66.7%	15

**TABLE 7.3: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – COURSES WERE NOT AVAILABLE WHEN RECEIVING ENDORSEMENT - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		61.5%	38.5%	371
	SURVEY 1	74.2%	25.8%	97
	SURVEY 2	61.2%	38.8%	98
	SURVEY 3	69.0%	31.0%	84
	SURVEY 4	41.3%	58.7%	92
	DISTRICT 1	66.7%	33.3%	30
	DISTRICT 2	57.4%	42.6%	47
	DISTRICT 3	67.7%	32.3%	31
	DISTRICT 4	58.1%	41.9%	43
OSP DISTRICT	DISTRICT 5	66.7%	33.3%	39
	DISTRICT 6	57.1%	42.9%	35
	DISTRICT 7	54.3%	45.7%	46
	DISTRICT 8	64.9%	35.1%	37
	DISTRICT 9	63.5%	36.5%	63
	25 AND YOUNGER	100.0%	0.0%	7
	26 - 35 YEARS OLD	92.3%	7.7%	13
	36 - 45 YEARS OLD	83.3%	16.7%	30
AGE	46 - 55 YEARS OLD	77.2%	22.8%	92
	56 - 65 YEARS OLD	50.3%	49.7%	149
	66 AND OLDER	47.5%	52.5%	80
	MALE	50.0%	50.0%	254
SEX	FEMALE	86.3%	13.7%	117
	CAUCASIAN	61.6%	38.4%	359
	AFRICAN AMERICAN	66.7%	33.3%	3
RACE	OTHER	66.7%	33.3%	6
	SINGLE	77.4%	22.6%	31
	MARRIED	62.9%	37.1%	291
MARITAL STATUS	OTHER	42.9%	57.1%	49
	URBAN	48.4%	51.6%	31
	SUBURBAN	62.5%	37.5%	120
RESIDENTIAL LOCATION	RURAL	62.7%	37.3%	220
	URBAN	57.5%	42.5%	87
	SUBURBAN	65.7%	34.3%	108
DRIVING AREA	RURAL	60.6%	39.4%	175
	AUTOMOBILE	65.6%	34.4%	154
	VAN/MINIVAN	59.3%	40.7%	27
VEHICLE TYPE	PICKUP TRUCK	46.7%	53.3%	92
	SUV	71.6%	28.4%	88
	OTHER	50.0%	50.0%	10

**TABLE 7.4: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – I AM A PASSENGER ONLY – 2016**

		No	YES	TOTAL
ALL RESPONDENTS		80.3%	19.7%	371
	SURVEY 1	82.5%	17.5%	97
	SURVEY 2	80.6%	19.4%	98
	SURVEY 3	72.6%	27.4%	84
	SURVEY 4	84.8%	15.2%	92
OSP DISTRICT	DISTRICT 1	76.7%	23.3%	30
	DISTRICT 2	85.1%	14.9%	47
	DISTRICT 3	83.9%	16.1%	31
	DISTRICT 4	83.7%	16.3%	43
	DISTRICT 5	61.5%	38.5%	39
	DISTRICT 6	74.3%	25.7%	35
	DISTRICT 7	87.0%	13.0%	46
	DISTRICT 8	86.5%	13.5%	37
	DISTRICT 9	81.0%	19.0%	63
AGE	25 AND YOUNGER	42.9%	57.1%	7
	26 - 35 YEARS OLD	61.5%	38.5%	13
	36 - 45 YEARS OLD	63.3%	36.7%	30
	46 - 55 YEARS OLD	66.3%	33.7%	92
	56 - 65 YEARS OLD	89.9%	10.1%	149
	66 AND OLDER	91.3%	8.8%	80
SEX	MALE	98.4%	1.6%	254
	FEMALE	41.0%	59.0%	117
RACE	CAUCASIAN	79.7%	20.3%	359
	AFRICAN AMERICAN	100.0%	0.0%	3
	OTHER	100.0%	0.0%	6
MARITAL STATUS	SINGLE	80.6%	19.4%	31
	MARRIED	78.4%	21.6%	291
	OTHER	91.8%	8.2%	49
RESIDENTIAL LOCATION	URBAN	80.6%	19.4%	31
	SUBURBAN	79.2%	20.8%	120
	RURAL	80.9%	19.1%	220
DRIVING AREA	URBAN	79.3%	20.7%	87
	SUBURBAN	83.3%	16.7%	108
	RURAL	78.9%	21.1%	175
VEHICLE TYPE	AUTOMOBILE	77.9%	22.1%	154
	VAN/MINIVAN	74.1%	25.9%	27
	PICKUP TRUCK	96.7%	3.3%	92
	SUV	67.0%	33.0%	88
	OTHER	100.0%	0.0%	10

**TABLE 7.5: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – DIDN'T NEED TRAINING – 2016**

		No	YES	TOTAL
ALL RESPONDENTS		87.3%	12.7%	371
	SURVEY 1	82.5%	17.5%	97
	SURVEY 2	90.8%	9.2%	98
	SURVEY 3	84.5%	15.5%	84
	SURVEY 4	91.3%	8.7%	92
	DISTRICT 1	86.7%	13.3%	30
	DISTRICT 2	83.0%	17.0%	47
	DISTRICT 3	74.2%	25.8%	31
	DISTRICT 4	93.0%	7.0%	43
OSP DISTRICT	DISTRICT 5	87.2%	12.8%	39
	DISTRICT 6	94.3%	5.7%	35
	DISTRICT 7	97.8%	2.2%	46
	DISTRICT 8	83.8%	16.2%	37
	DISTRICT 9	84.1%	15.9%	63
	25 AND YOUNGER	100.0%	0.0%	7
	26 - 35 YEARS OLD	84.6%	15.4%	13
	36 - 45 YEARS OLD	80.0%	20.0%	30
AGE	46 - 55 YEARS OLD	87.0%	13.0%	92
	56 - 65 YEARS OLD	87.2%	12.8%	149
	66 AND OLDER	90.0%	10.0%	80
	MALE	84.6%	15.4%	254
SEX	FEMALE	93.2%	6.8%	117
	CAUCASIAN	87.5%	12.5%	359
RACE	AFRICAN AMERICAN	100.0%	0.0%	3
	OTHER	66.7%	33.3%	6
	SINGLE	80.6%	19.4%	31
MARITAL STATUS	MARRIED	88.7%	11.3%	291
	OTHER	83.7%	16.3%	49
	URBAN	87.1%	12.9%	31
RESIDENTIAL LOCATION	SUBURBAN	90.0%	10.0%	120
	RURAL	85.9%	14.1%	220
	URBAN	87.4%	12.6%	87
DRIVING AREA	SUBURBAN	84.3%	15.7%	108
	RURAL	89.1%	10.9%	175
	AUTOMOBILE	87.7%	12.3%	154
	VAN/MINIVAN	88.9%	11.1%	27
VEHICLE TYPE	PICKUP TRUCK	83.7%	16.3%	92
	SUV	92.0%	8.0%	88
	OTHER	70.0%	30.0%	10

**TABLE 7.6: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – COULD PASS THE BMV/STATE LICENSE TEST WITHOUT TRAINING - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		91.4%	8.6%	371
	SURVEY 1	97.9%	2.1%	97
	SURVEY 2	88.8%	11.2%	98
	SURVEY 3	86.9%	13.1%	84
	SURVEY 4	91.3%	8.7%	92
OSP DISTRICT	DISTRICT 1	83.3%	16.7%	30
	DISTRICT 2	89.4%	10.6%	47
	DISTRICT 3	93.5%	6.5%	31
	DISTRICT 4	86.0%	14.0%	43
	DISTRICT 5	94.9%	5.1%	39
	DISTRICT 6	100.0%	0.0%	35
	DISTRICT 7	95.7%	4.3%	46
	DISTRICT 8	83.8%	16.2%	37
	DISTRICT 9	93.7%	6.3%	63
AGE	25 AND YOUNGER	100.0%	0.0%	7
	26 - 35 YEARS OLD	84.6%	15.4%	13
	36 - 45 YEARS OLD	96.7%	3.3%	30
	46 - 55 YEARS OLD	89.1%	10.9%	92
	56 - 65 YEARS OLD	90.6%	9.4%	149
	66 AND OLDER	93.8%	6.3%	80
SEX	MALE	89.0%	11.0%	254
	FEMALE	96.6%	3.4%	117
RACE	CAUCASIAN	91.6%	8.4%	359
	AFRICAN AMERICAN	66.7%	33.3%	3
	OTHER	100.0%	0.0%	6
MARITAL STATUS	SINGLE	96.8%	3.2%	31
	MARRIED	90.4%	9.6%	291
	OTHER	93.9%	6.1%	49
RESIDENTIAL LOCATION	URBAN	87.1%	12.9%	31
	SUBURBAN	91.7%	8.3%	120
	RURAL	91.8%	8.2%	220
DRIVING AREA	URBAN	92.0%	8.0%	87
	SUBURBAN	92.6%	7.4%	108
	RURAL	90.3%	9.7%	175
VEHICLE TYPE	AUTOMOBILE	94.8%	5.2%	154
	VAN/MINIVAN	81.5%	18.5%	27
	PICKUP TRUCK	90.2%	9.8%	92
	SUV	92.0%	8.0%	88
	OTHER	70.0%	30.0%	10

**TABLE 7.7: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS - UNAWARE OF COURSE - 2016**

		NO	YES	TOTAL
ALL RESPONDENTS		95.4%	4.6%	371
SURVEY 1		97.9%	2.1%	97
SURVEY 2		93.9%	6.1%	98
SURVEY 3		92.9%	7.1%	84
SURVEY 4		96.7%	3.3%	92
DISTRICT 1		93.3%	6.7%	30
DISTRICT 2		91.5%	8.5%	47
DISTRICT 3		100.0%	0.0%	31
DISTRICT 4		97.7%	2.3%	43
OSP DISTRICT DISTRICT 5		100.0%	0.0%	39
DISTRICT 6		91.4%	8.6%	35
DISTRICT 7		97.8%	2.2%	46
DISTRICT 8		91.9%	8.1%	37
DISTRICT 9		95.2%	4.8%	63
25 AND YOUNGER		100.0%	0.0%	7
26 - 35 YEARS OLD		100.0%	0.0%	13
36 - 45 YEARS OLD		96.7%	3.3%	30
46 - 55 YEARS OLD		95.7%	4.3%	92
56 - 65 YEARS OLD		96.0%	4.0%	149
66 AND OLDER		92.5%	7.5%	80
SEX MALE		94.1%	5.9%	254
FEMALE		98.3%	1.7%	117
RACE CAUCASIAN		95.5%	4.5%	359
AFRICAN AMERICAN		66.7%	33.3%	3
OTHER		100.0%	0.0%	6
MARITAL STATUS SINGLE		96.8%	3.2%	31
MARRIED		94.5%	5.5%	291
OTHER		100.0%	0.0%	49
RESIDENTIAL LOCATION URBAN		93.5%	6.5%	31
SUBURBAN		92.5%	7.5%	120
RURAL		97.3%	2.7%	220
DRIVING AREA URBAN		98.9%	1.1%	87
SUBURBAN		93.5%	6.5%	108
RURAL		94.9%	5.1%	175
VEHICLE TYPE AUTOMOBILE		91.6%	8.4%	154
VAN/MINIVAN		96.3%	3.7%	27
PICKUP TRUCK		97.8%	2.2%	92
SUV		98.9%	1.1%	88
OTHER		100.0%	0.0%	10

**TABLE 7.8: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – UNSURE - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		96.8%	3.2%	371
	SURVEY 1	93.8%	6.2%	97
	SURVEY 2	98.0%	2.0%	98
	SURVEY 3	98.8%	1.2%	84
	SURVEY 4	96.7%	3.3%	92
	DISTRICT 1	96.7%	3.3%	30
	DISTRICT 2	93.6%	6.4%	47
	DISTRICT 3	100.0%	0.0%	31
	DISTRICT 4	97.7%	2.3%	43
OSP DISTRICT	DISTRICT 5	94.9%	5.1%	39
	DISTRICT 6	100.0%	0.0%	35
	DISTRICT 7	95.7%	4.3%	46
	DISTRICT 8	97.3%	2.7%	37
	DISTRICT 9	96.8%	3.2%	63
	25 AND YOUNGER	100.0%	0.0%	7
	26 - 35 YEARS OLD	100.0%	0.0%	13
	36 - 45 YEARS OLD	100.0%	0.0%	30
AGE	46 - 55 YEARS OLD	94.6%	5.4%	92
	56 - 65 YEARS OLD	98.0%	2.0%	149
	66 AND OLDER	95.0%	5.0%	80
	MALE	97.2%	2.8%	254
SEX	FEMALE	95.7%	4.3%	117
	CAUCASIAN	97.2%	2.8%	359
	AFRICAN AMERICAN	100.0%	0.0%	3
RACE	OTHER	66.7%	33.3%	6
	SINGLE	93.5%	6.5%	31
	MARRIED	96.9%	3.1%	291
MARITAL STATUS	OTHER	98.0%	2.0%	49
	URBAN	96.8%	3.2%	31
	SUBURBAN	98.3%	1.7%	120
RESIDENTIAL LOCATION	RURAL	95.9%	4.1%	220
	URBAN	95.4%	4.6%	87
	SUBURBAN	98.1%	1.9%	108
DRIVING AREA	RURAL	96.6%	3.4%	175
	AUTOMOBILE	98.1%	1.9%	154
	VAN/MINIVAN	96.3%	3.7%	27
	PICKUP TRUCK	97.8%	2.2%	92
VEHICLE TYPE	SUV	94.3%	5.7%	88
	OTHER	90.0%	10.0%	10

**TABLE 7.9: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – INCONVENIENT COURSE TIME - 2016**

		No	Yes	TOTAL
ALL RESPONDENTS		98.4%	1.6%	371
	SURVEY 1	99.0%	1.0%	97
	SURVEY 2	99.0%	1.0%	98
	SURVEY 3	96.4%	3.6%	84
	SURVEY 4	98.9%	1.1%	92
OSP DISTRICT	DISTRICT 1	93.3%	6.7%	30
	DISTRICT 2	97.9%	2.1%	47
	DISTRICT 3	100.0%	0.0%	31
	DISTRICT 4	95.3%	4.7%	43
	DISTRICT 5	100.0%	0.0%	39
	DISTRICT 6	100.0%	0.0%	35
	DISTRICT 7	100.0%	0.0%	46
	DISTRICT 8	97.3%	2.7%	37
	DISTRICT 9	100.0%	0.0%	63
AGE	25 AND YOUNGER	100.0%	0.0%	7
	26 - 35 YEARS OLD	100.0%	0.0%	13
	36 - 45 YEARS OLD	100.0%	0.0%	30
	46 - 55 YEARS OLD	97.8%	2.2%	92
	56 - 65 YEARS OLD	98.0%	2.0%	149
	66 AND OLDER	98.8%	1.3%	80
SEX	MALE	98.0%	2.0%	254
	FEMALE	99.1%	0.9%	117
RACE	CAUCASIAN	98.3%	1.7%	359
	AFRICAN AMERICAN	100.0%	0.0%	3
	OTHER	100.0%	0.0%	6
MARITAL STATUS	SINGLE	96.8%	3.2%	31
	MARRIED	98.6%	1.4%	291
	OTHER	98.0%	2.0%	49
RESIDENTIAL LOCATION	URBAN	100.0%	0.0%	31
	SUBURBAN	97.5%	2.5%	120
	RURAL	98.6%	1.4%	220
DRIVING AREA	URBAN	97.7%	2.3%	87
	SUBURBAN	97.2%	2.8%	108
	RURAL	99.4%	0.6%	175
VEHICLE TYPE	AUTOMOBILE	98.1%	1.9%	154
	VAN/MINIVAN	96.3%	3.7%	27
	PICKUP TRUCK	98.9%	1.1%	92
	SUV	98.9%	1.1%	88
	OTHER	100.0%	0.0%	10

**TABLE 7.10: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS - COST - 2016**

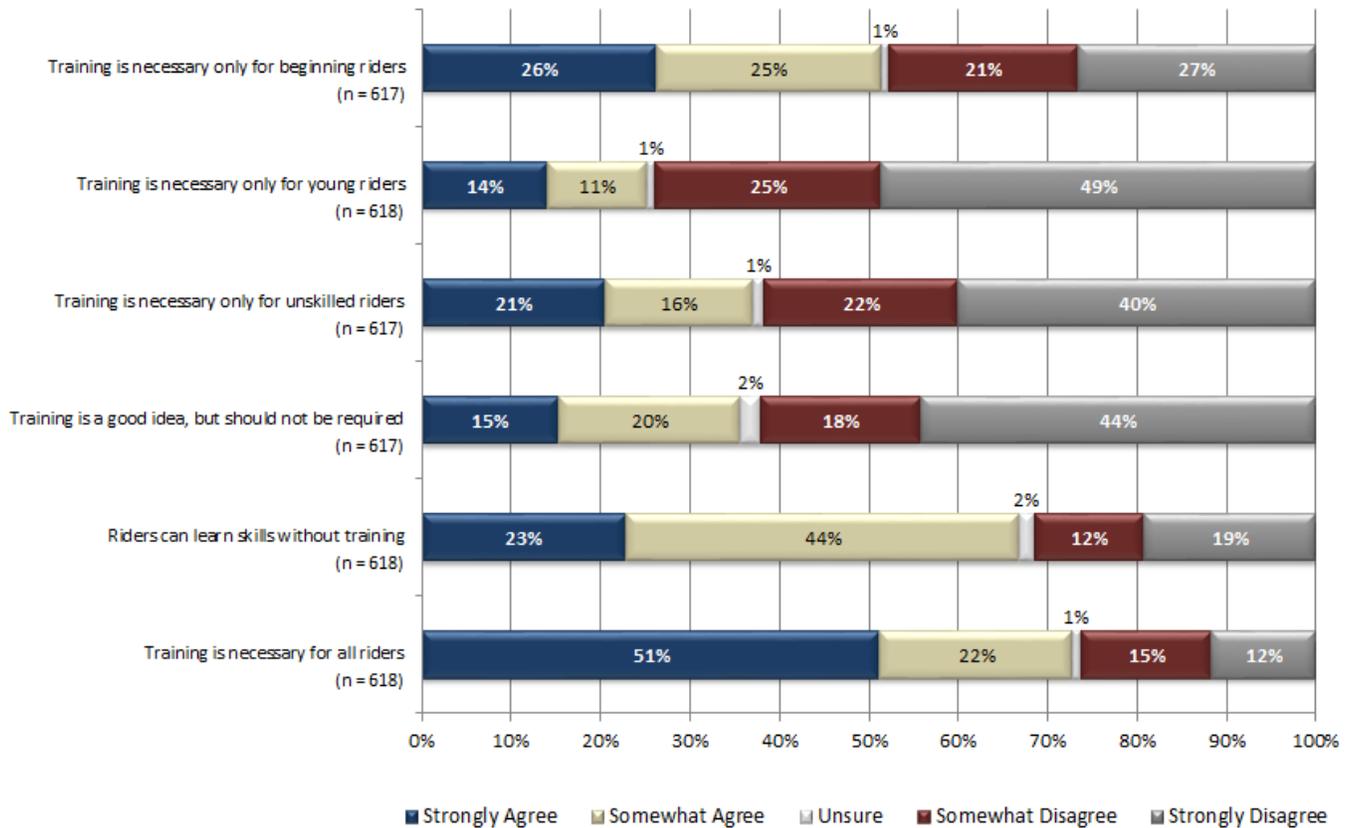
		No	YES	TOTAL
ALL RESPONDENTS		99.5%	0.5%	371
	SURVEY 1	97.9%	2.1%	97
	SURVEY 2	100.0%	0.0%	98
	SURVEY 3	100.0%	0.0%	84
	SURVEY 4	100.0%	0.0%	92
	DISTRICT 1	100.0%	0.0%	30
	DISTRICT 2	100.0%	0.0%	47
	DISTRICT 3	100.0%	0.0%	31
	DISTRICT 4	100.0%	0.0%	43
OSP DISTRICT	DISTRICT 5	100.0%	0.0%	39
	DISTRICT 6	100.0%	0.0%	35
	DISTRICT 7	97.8%	2.2%	46
	DISTRICT 8	97.3%	2.7%	37
	DISTRICT 9	100.0%	0.0%	63
	25 AND YOUNGER	100.0%	0.0%	7
	26 - 35 YEARS OLD	92.3%	7.7%	13
	36 - 45 YEARS OLD	96.7%	3.3%	30
AGE	46 - 55 YEARS OLD	100.0%	0.0%	92
	56 - 65 YEARS OLD	100.0%	0.0%	149
	66 AND OLDER	100.0%	0.0%	80
	MALE	100.0%	0.0%	254
SEX	FEMALE	98.3%	1.7%	117
	CAUCASIAN	99.4%	0.6%	359
	AFRICAN AMERICAN	100.0%	0.0%	3
RACE	OTHER	100.0%	0.0%	6
	SINGLE	96.8%	3.2%	31
	MARRIED	99.7%	0.3%	291
MARITAL STATUS	OTHER	100.0%	0.0%	49
	URBAN	100.0%	0.0%	31
	SUBURBAN	98.3%	1.7%	120
RESIDENTIAL LOCATION	RURAL	100.0%	0.0%	220
	URBAN	100.0%	0.0%	87
	SUBURBAN	98.1%	1.9%	108
DRIVING AREA	RURAL	100.0%	0.0%	175
	AUTOMOBILE	98.7%	1.3%	154
	VAN/MINIVAN	100.0%	0.0%	27
	PICKUP TRUCK	100.0%	0.0%	92
VEHICLE TYPE	SUV	100.0%	0.0%	88
	OTHER	100.0%	0.0%	10

**TABLE 7.11: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – INCONVENIENT COURSE LOCATION - 2016**

		No	YES	TOTAL
ALL RESPONDENTS		100.0%	0.0%	371
SURVEY 1		100.0%	0.0%	97
SURVEY 2		100.0%	0.0%	98
SURVEY 3		100.0%	0.0%	84
SURVEY 4		100.0%	0.0%	92
DISTRICT 1		100.0%	0.0%	30
DISTRICT 2		100.0%	0.0%	47
DISTRICT 3		100.0%	0.0%	31
DISTRICT 4		100.0%	0.0%	43
OSP	DISTRICT 5	100.0%	0.0%	39
DISTRICT	DISTRICT 6	100.0%	0.0%	35
	DISTRICT 7	100.0%	0.0%	46
	DISTRICT 8	100.0%	0.0%	37
	DISTRICT 9	100.0%	0.0%	63
25 AND YOUNGER		100.0%	0.0%	7
26 - 35 YEARS OLD		100.0%	0.0%	13
36 - 45 YEARS OLD		100.0%	0.0%	30
AGE	46 - 55 YEARS OLD	100.0%	0.0%	92
	56 - 65 YEARS OLD	100.0%	0.0%	149
	66 AND OLDER	100.0%	0.0%	80
MALE		100.0%	0.0%	254
SEX	FEMALE	100.0%	0.0%	117
CAUCASIAN		100.0%	0.0%	359
RACE	AFRICAN AMERICAN	100.0%	0.0%	3
	OTHER	100.0%	0.0%	6
SINGLE		100.0%	0.0%	31
MARITAL	MARRIED	100.0%	0.0%	291
STATUS	OTHER	100.0%	0.0%	49
URBAN		100.0%	0.0%	31
RESIDENTIAL	SUBURBAN	100.0%	0.0%	120
LOCATION	RURAL	100.0%	0.0%	220
URBAN		100.0%	0.0%	87
DRIVING AREA	SUBURBAN	100.0%	0.0%	108
	RURAL	100.0%	0.0%	175
AUTOMOBILE		100.0%	0.0%	154
VAN/MINIVAN		100.0%	0.0%	27
VEHICLE TYPE	PICKUP TRUCK	100.0%	0.0%	92
	SUV	100.0%	0.0%	88
	OTHER	100.0%	0.0%	10

Figure 34 shows that few respondents “strongly agree” that training is necessary *only* for beginning riders (26.3%), young riders (14.1%), and unskilled riders (20.6%). More than half (51.3%) feel that training is necessary for all riders. Just over fifteen percent (15.2%) of respondents believe that while training is a good idea, it should not be required and 22.8% strongly agreed that riders can learn skills without training. The majority of respondents said they (or their driver) have not lost control while cornering over the last 12 months (91.6%) nor have they had to brake in order to avoid rear-ending a vehicle (83.2%). Tables 7.12 through 7.19 show cross-tabulated results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 34: NECESSITY OF TRAINING - 2016**



**TABLE 7.12: TRAINING IS NECESSARY ONLY FOR BEGINNING RIDERS - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		26.3%	25.1%	0.8%	21.2%	26.6%	617	2.968
	SURVEY 1	22.4%	23.7%	0.7%	28.3%	25.0%	152	3.099
	SURVEY 2	29.8%	25.5%	1.2%	17.4%	26.1%	161	2.845
	SURVEY 3	24.7%	27.4%	0.7%	21.9%	25.3%	146	2.959
	SURVEY 4	27.8%	24.1%	0.6%	17.7%	29.7%	158	2.975
	DISTRICT 1	30.9%	21.8%	0.0%	18.2%	29.1%	55	2.927
	DISTRICT 2	26.6%	26.6%	2.5%	16.5%	27.8%	79	2.924
	DISTRICT 3	25.0%	28.8%	0.0%	15.4%	30.8%	52	2.981
	DISTRICT 4	25.0%	22.4%	1.3%	26.3%	25.0%	76	3.039
OSP DISTRICT	DISTRICT 5	22.2%	26.4%	1.4%	25.0%	25.0%	72	3.042
	DISTRICT 6	16.1%	21.0%	0.0%	29.0%	33.9%	62	3.435
	DISTRICT 7	27.6%	25.0%	1.3%	26.3%	19.7%	76	2.855
	DISTRICT 8	28.3%	23.3%	0.0%	20.0%	28.3%	60	2.967
	DISTRICT 9	32.9%	29.4%	0.0%	14.1%	23.5%	85	2.659
	25 AND YOUNGER	21.4%	28.6%	0.0%	7.1%	42.9%	14	3.214
	26 - 35 YEARS OLD	14.3%	9.5%	0.0%	33.3%	42.9%	21	3.810
	36 - 45 YEARS OLD	25.5%	27.5%	0.0%	19.6%	27.5%	51	2.961
AGE	46 - 55 YEARS OLD	22.8%	26.2%	1.3%	20.8%	28.9%	149	3.067
	56 - 65 YEARS OLD	30.9%	25.2%	0.8%	21.4%	21.8%	262	2.779
	66 AND OLDER	23.3%	25.0%	0.8%	21.7%	29.2%	120	3.083
	MALE	28.1%	26.9%	0.7%	21.6%	22.7%	431	2.840
SEX	FEMALE	22.0%	21.0%	1.1%	20.4%	35.5%	186	3.263
	CAUCASIAN	25.7%	25.4%	0.9%	21.6%	26.4%	579	2.976
	AFRICAN AMERICAN	33.3%	11.1%	0.0%	0.0%	55.6%	9	3.333
RACE	OTHER	31.8%	27.3%	0.0%	18.2%	22.7%	22	2.727
	SINGLE	27.7%	20.0%	0.0%	16.9%	35.4%	65	3.123
	MARRIED	26.7%	26.1%	0.8%	21.1%	25.3%	479	2.921
MARITAL STATUS	OTHER	22.2%	23.6%	1.4%	25.0%	27.8%	72	3.125
	URBAN	27.0%	12.7%	1.6%	25.4%	33.3%	63	3.254
	SUBURBAN	24.4%	23.4%	0.0%	18.2%	34.0%	209	3.139
RESIDENTIAL LOCATION	RURAL	27.2%	28.4%	1.2%	22.3%	20.9%	345	2.812
	URBAN	23.5%	22.9%	1.3%	21.6%	30.7%	153	3.131
	SUBURBAN	25.3%	20.3%	0.5%	23.1%	30.8%	182	3.137
DRIVING AREA	RURAL	28.1%	29.5%	0.7%	19.9%	21.7%	281	2.776
	AUTOMOBILE	23.9%	22.7%	1.2%	21.2%	31.0%	255	3.125
	VAN/MINIVAN	35.1%	27.0%	2.7%	27.0%	8.1%	37	2.459
VEHICLE TYPE	PICKUP TRUCK	32.7%	29.2%	0.6%	16.4%	21.1%	171	2.637
	SUV	20.9%	23.7%	0.0%	23.0%	32.4%	139	3.223
	OTHER	20.0%	26.7%	0.0%	46.7%	6.7%	15	2.933

**TABLE 7.13: TRAINING IS NECESSARY ONLY FOR YOUNG RIDERS - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		14.1%	11.0%	1.0%	25.2%	48.7%	618	3.835
	SURVEY 1	16.3%	10.5%	0.0%	26.8%	46.4%	153	3.765
	SURVEY 2	13.7%	11.2%	1.2%	27.3%	46.6%	161	3.820
	SURVEY 3	11.6%	9.6%	2.7%	25.3%	50.7%	146	3.938
	SURVEY 4	14.6%	12.7%	0.0%	21.5%	51.3%	158	3.823
	DISTRICT 1	16.4%	5.5%	0.0%	20.0%	58.2%	55	3.982
	DISTRICT 2	11.3%	13.8%	1.3%	23.8%	50.0%	80	3.875
	DISTRICT 3	15.4%	13.5%	1.9%	30.8%	38.5%	52	3.635
	DISTRICT 4	22.4%	9.2%	0.0%	27.6%	40.8%	76	3.553
OSP DISTRICT	DISTRICT 5	11.1%	9.7%	0.0%	29.2%	50.0%	72	3.972
	DISTRICT 6	14.5%	3.2%	1.6%	22.6%	58.1%	62	4.065
	DISTRICT 7	11.8%	13.2%	1.3%	26.3%	47.4%	76	3.842
	DISTRICT 8	6.7%	8.3%	3.3%	26.7%	55.0%	60	4.150
	DISTRICT 9	16.5%	18.8%	0.0%	21.2%	43.5%	85	3.565
	25 AND YOUNGER	7.1%	7.1%	0.0%	0.0%	85.7%	14	4.500
	26 - 35 YEARS OLD	4.8%	14.3%	0.0%	28.6%	52.4%	21	4.095
	36 - 45 YEARS OLD	17.6%	11.8%	0.0%	25.5%	45.1%	51	3.686
AGE	46 - 55 YEARS OLD	12.1%	8.7%	2.0%	28.9%	48.3%	149	3.926
	56 - 65 YEARS OLD	14.8%	14.1%	0.4%	23.2%	47.5%	263	3.745
	66 AND OLDER	15.8%	6.7%	1.7%	27.5%	48.3%	120	3.858
	MALE	15.0%	12.5%	1.4%	27.3%	43.8%	432	3.722
SEX	FEMALE	11.8%	7.5%	0.0%	20.4%	60.2%	186	4.097
	CAUCASIAN	13.4%	11.2%	1.0%	25.3%	49.0%	580	3.852
	AFRICAN AMERICAN	11.1%	0.0%	0.0%	11.1%	77.8%	9	4.444
RACE	OTHER	27.3%	13.6%	0.0%	22.7%	36.4%	22	3.273
	SINGLE	13.8%	13.8%	1.5%	12.3%	58.5%	65	3.877
	MARRIED	14.0%	10.8%	1.0%	26.7%	47.5%	480	3.829
MARITAL STATUS	OTHER	15.3%	9.7%	0.0%	26.4%	48.6%	72	3.833
	URBAN	14.3%	4.8%	1.6%	20.6%	58.7%	63	4.048
	SUBURBAN	13.4%	8.1%	1.0%	23.4%	54.1%	209	3.967
RESIDENTIAL LOCATION	RURAL	14.5%	13.9%	0.9%	27.2%	43.6%	346	3.717
	URBAN	14.3%	9.7%	1.3%	24.7%	50.0%	154	3.864
	SUBURBAN	13.2%	9.3%	1.6%	24.2%	51.6%	182	3.918
DRIVING AREA	RURAL	14.6%	12.8%	0.4%	26.3%	45.9%	281	3.762
	AUTOMOBILE	12.5%	10.6%	0.8%	27.5%	48.6%	255	3.890
	VAN/MINIVAN	21.6%	10.8%	0.0%	35.1%	32.4%	37	3.459
VEHICLE TYPE	PICKUP TRUCK	17.0%	10.5%	2.3%	23.4%	46.8%	171	3.725
	SUV	10.7%	12.9%	0.0%	18.6%	57.9%	140	4.000
	OTHER	20.0%	6.7%	0.0%	46.7%	26.7%	15	3.533

**TABLE 7.14: TRAINING IS NECESSARY ONLY FOR UNSKILLED RIDERS - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		20.6%	16.4%	1.3%	21.7%	40.0%	617	3.442
	SURVEY 1	17.6%	19.0%	0.0%	22.9%	40.5%	153	3.497
	SURVEY 2	23.1%	14.4%	1.9%	25.0%	35.6%	160	3.356
	SURVEY 3	20.5%	16.4%	0.7%	21.2%	41.1%	146	3.459
	SURVEY 4	20.9%	15.8%	2.5%	17.7%	43.0%	158	3.462
	DISTRICT 1	16.4%	18.2%	0.0%	18.2%	47.3%	55	3.618
	DISTRICT 2	23.8%	16.3%	3.8%	18.8%	37.5%	80	3.300
	DISTRICT 3	17.3%	23.1%	0.0%	23.1%	36.5%	52	3.385
	DISTRICT 4	26.3%	13.2%	1.3%	22.4%	36.8%	76	3.303
OSP DISTRICT	DISTRICT 5	23.6%	15.3%	0.0%	27.8%	33.3%	72	3.319
	DISTRICT 6	21.0%	6.5%	3.2%	14.5%	54.8%	62	3.758
	DISTRICT 7	14.5%	15.8%	1.3%	31.6%	36.8%	76	3.605
	DISTRICT 8	8.5%	13.6%	0.0%	16.9%	61.0%	59	4.085
	DISTRICT 9	28.2%	24.7%	1.2%	20.0%	25.9%	85	2.906
	25 AND YOUNGER	21.4%	14.3%	0.0%	14.3%	50.0%	14	3.571
	26 - 35 YEARS OLD	14.3%	9.5%	4.8%	19.0%	52.4%	21	3.857
	36 - 45 YEARS OLD	31.4%	13.7%	0.0%	17.6%	37.3%	51	3.157
AGE	46 - 55 YEARS OLD	15.4%	17.4%	0.7%	25.5%	40.9%	149	3.591
	56 - 65 YEARS OLD	21.8%	17.9%	1.5%	20.2%	38.5%	262	3.359
	66 AND OLDER	20.8%	14.2%	1.7%	23.3%	40.0%	120	3.475
	MALE	22.7%	18.8%	1.6%	21.1%	35.7%	431	3.283
SEX	FEMALE	15.6%	10.8%	0.5%	23.1%	50.0%	186	3.812
	CAUCASIAN	20.2%	15.9%	1.4%	22.3%	40.2%	579	3.465
	AFRICAN AMERICAN	11.1%	22.2%	0.0%	0.0%	66.7%	9	3.889
RACE	OTHER	27.3%	27.3%	0.0%	18.2%	27.3%	22	2.909
	SINGLE	23.1%	18.5%	3.1%	9.2%	46.2%	65	3.369
	MARRIED	19.8%	16.9%	1.0%	23.2%	39.0%	479	3.447
MARITAL STATUS	OTHER	22.2%	11.1%	1.4%	23.6%	41.7%	72	3.514
	URBAN	17.7%	16.1%	3.2%	19.4%	43.5%	62	3.548
	SUBURBAN	18.2%	15.3%	0.0%	19.1%	47.4%	209	3.622
RESIDENTIAL LOCATION	RURAL	22.5%	17.1%	1.7%	23.7%	35.0%	346	3.315
	URBAN	17.0%	19.0%	1.3%	23.5%	39.2%	153	3.490
	SUBURBAN	20.9%	13.2%	1.1%	17.6%	47.3%	182	3.571
DRIVING AREA	RURAL	22.4%	17.1%	1.4%	23.5%	35.6%	281	3.327
	AUTOMOBILE	18.4%	15.3%	1.2%	22.7%	42.4%	255	3.553
	VAN/MINIVAN	37.8%	18.9%	2.7%	18.9%	21.6%	37	2.676
VEHICLE TYPE	PICKUP TRUCK	25.3%	15.3%	2.4%	21.2%	35.9%	170	3.271
	SUV	15.0%	16.4%	0.0%	20.0%	48.6%	140	3.707
	OTHER	13.3%	40.0%	0.0%	33.3%	13.3%	15	2.933

**TABLE 7.15: TRAINING IS A GOOD IDEA, BUT SHOULD NOT BE REQUIRED - 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		15.2%	20.4%	2.3%	17.8%	44.2%	617	3.554
	SURVEY 1	16.3%	20.3%	2.0%	18.3%	43.1%	153	3.516
	SURVEY 2	18.6%	21.1%	1.9%	18.0%	40.4%	161	3.404
	SURVEY 3	9.7%	22.8%	2.1%	17.9%	47.6%	145	3.710
	SURVEY 4	15.8%	17.7%	3.2%	17.1%	46.2%	158	3.601
	DISTRICT 1	20.0%	14.5%	0.0%	16.4%	49.1%	55	3.600
	DISTRICT 2	8.8%	27.5%	6.3%	13.8%	43.8%	80	3.563
	DISTRICT 3	13.5%	28.8%	0.0%	13.5%	44.2%	52	3.462
	DISTRICT 4	23.7%	21.1%	2.6%	17.1%	35.5%	76	3.197
OSP DISTRICT	DISTRICT 5	12.9%	17.1%	2.9%	20.0%	47.1%	70	3.714
	DISTRICT 6	6.5%	17.7%	1.6%	17.7%	56.5%	62	4.000
	DISTRICT 7	14.5%	15.8%	1.3%	28.9%	39.5%	76	3.632
	DISTRICT 8	16.4%	18.0%	3.3%	23.0%	39.3%	61	3.508
	DISTRICT 9	20.0%	22.4%	1.2%	10.6%	45.9%	85	3.400
	25 AND YOUNGER	14.3%	14.3%	0.0%	21.4%	50.0%	14	3.786
	26 - 35 YEARS OLD	9.5%	23.8%	0.0%	14.3%	52.4%	21	3.762
	36 - 45 YEARS OLD	13.7%	15.7%	2.0%	21.6%	47.1%	51	3.725
AGE	46 - 55 YEARS OLD	16.2%	18.2%	2.0%	25.0%	38.5%	148	3.514
	56 - 65 YEARS OLD	17.1%	24.0%	1.5%	13.3%	44.1%	263	3.433
	66 AND OLDER	11.7%	17.5%	5.0%	17.5%	48.3%	120	3.733
	MALE	17.2%	23.0%	2.1%	18.1%	39.7%	431	3.401
SEX	FEMALE	10.8%	14.5%	2.7%	17.2%	54.8%	186	3.909
	CAUCASIAN	15.3%	20.5%	2.4%	18.1%	43.6%	580	3.541
	AFRICAN AMERICAN	12.5%	12.5%	0.0%	12.5%	62.5%	8	4.000
RACE	OTHER	13.6%	18.2%	0.0%	13.6%	54.5%	22	3.773
	SINGLE	25.0%	17.2%	0.0%	14.1%	43.8%	64	3.344
	MARRIED	13.6%	21.9%	2.5%	17.7%	44.3%	479	3.572
MARITAL STATUS	OTHER	17.8%	13.7%	2.7%	21.9%	43.8%	73	3.603
	URBAN	15.6%	15.6%	1.6%	20.3%	46.9%	64	3.672
	SUBURBAN	16.3%	17.3%	2.9%	15.4%	48.1%	208	3.615
RESIDENTIAL LOCATION	RURAL	14.5%	23.2%	2.0%	18.8%	41.4%	345	3.496
	URBAN	16.9%	18.2%	1.3%	16.2%	47.4%	154	3.591
	SUBURBAN	15.5%	19.9%	3.3%	19.3%	42.0%	181	3.525
DRIVING AREA	RURAL	14.2%	22.1%	2.1%	17.8%	43.8%	281	3.548
	AUTOMOBILE	14.9%	19.2%	3.1%	17.6%	45.1%	255	3.588
	VAN/MINIVAN	18.9%	29.7%	5.4%	13.5%	32.4%	37	3.108
	PICKUP TRUCK	18.8%	20.0%	1.8%	17.1%	42.4%	170	3.441
VEHICLE TYPE	SUV	9.3%	19.3%	0.7%	20.7%	50.0%	140	3.829
	OTHER	26.7%	33.3%	0.0%	13.3%	26.7%	15	2.800

**TABLE 7.16: RIDERS CAN LEARN SKILLS WITHOUT TRAINING – 2016**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		22.8%	44.0%	1.8%	12.1%	19.3%	618	2.610
SURVEY 1		20.3%	43.8%	0.0%	11.8%	24.2%	153	2.758
SURVEY 2		27.3%	39.1%	0.6%	14.3%	18.6%	161	2.578
SURVEY 3		21.2%	50.0%	4.8%	11.0%	13.0%	146	2.445
SURVEY 4		22.2%	43.7%	1.9%	11.4%	20.9%	158	2.652
DISTRICT 1		29.1%	45.5%	0.0%	7.3%	18.2%	55	2.400
DISTRICT 2		20.3%	49.4%	1.3%	7.6%	21.5%	79	2.608
DISTRICT 3		25.0%	34.6%	0.0%	17.3%	23.1%	52	2.788
DISTRICT 4		25.0%	44.7%	1.3%	10.5%	18.4%	76	2.526
OSP DISTRICT	DISTRICT 5	20.8%	40.3%	1.4%	12.5%	25.0%	72	2.806
	DISTRICT 6	16.1%	50.0%	3.2%	9.7%	21.0%	62	2.694
	DISTRICT 7	23.7%	51.3%	1.3%	10.5%	13.2%	76	2.382
	DISTRICT 8	21.3%	39.3%	4.9%	18.0%	16.4%	61	2.689
	DISTRICT 9	24.7%	38.8%	2.4%	16.5%	17.6%	85	2.635
25 AND YOUNGER		28.6%	57.1%	0.0%	7.1%	7.1%	14	2.071
26 – 35 YEARS OLD		14.3%	57.1%	4.8%	9.5%	14.3%	21	2.524
36 – 45 YEARS OLD		25.5%	47.1%	0.0%	7.8%	19.6%	51	2.490
46 – 55 YEARS OLD		16.1%	49.0%	2.0%	13.4%	19.5%	149	2.711
56 – 65 YEARS OLD		25.5%	43.3%	1.5%	10.3%	19.4%	263	2.548
66 AND OLDER		25.0%	34.2%	2.5%	17.5%	20.8%	120	2.750
SEX	MALE	27.1%	44.4%	1.6%	10.9%	16.0%	432	2.442
	FEMALE	12.9%	43.0%	2.2%	15.1%	26.9%	186	3.000
CAUCASIAN		22.1%	44.3%	1.9%	12.2%	19.5%	580	2.628
AFRICAN AMERICAN		22.2%	44.4%	0.0%	11.1%	22.2%	9	2.667
OTHER		36.4%	40.9%	0.0%	9.1%	13.6%	22	2.227
SINGLE		32.3%	43.1%	1.5%	6.2%	16.9%	65	2.323
MARRIED		21.5%	43.6%	1.7%	13.4%	19.8%	479	2.664
OTHER		23.3%	47.9%	2.7%	8.2%	17.8%	73	2.493
URBAN		14.1%	45.3%	1.6%	17.2%	21.9%	64	2.875
SUBURBAN		22.0%	48.3%	1.9%	9.1%	18.7%	209	2.541
RURAL		24.9%	41.2%	1.7%	13.0%	19.1%	345	2.603
URBAN		23.2%	42.6%	1.9%	9.0%	23.2%	155	2.665
SUBURBAN		24.7%	41.8%	2.2%	12.1%	19.2%	182	2.593
RURAL		21.4%	46.4%	1.4%	13.9%	16.8%	280	2.582
AUTOMOBILE		21.2%	43.5%	2.7%	11.0%	21.6%	255	2.682
VAN/MINIVAN		21.6%	54.1%	0.0%	8.1%	16.2%	37	2.432
PICKUP TRUCK		24.0%	46.2%	1.8%	12.9%	15.2%	171	2.491
SUV		25.7%	35.7%	0.7%	15.7%	22.1%	140	2.729
OTHER		13.3%	80.0%	0.0%	0.0%	6.7%	15	2.067

**TABLE 7.17: TRAINING IS NECESSARY FOR ALL RIDERS - 2016**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	UNSURE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		11.7%	14.6%	1.0%	21.5%	51.3%	618	3.862
	SURVEY 1	9.2%	16.3%	0.7%	22.2%	51.6%	153	3.908
	SURVEY 2	13.0%	14.3%	1.2%	24.2%	47.2%	161	3.783
	SURVEY 3	8.2%	14.4%	0.7%	24.7%	52.1%	146	3.979
	SURVEY 4	15.8%	13.3%	1.3%	15.2%	54.4%	158	3.791
	DISTRICT 1	10.9%	16.4%	0.0%	29.1%	43.6%	55	3.782
	DISTRICT 2	12.5%	17.5%	0.0%	20.0%	50.0%	80	3.775
	DISTRICT 3	13.5%	9.6%	0.0%	9.6%	67.3%	52	4.077
	DISTRICT 4	11.8%	18.4%	1.3%	22.4%	46.1%	76	3.724
OSP DISTRICT	DISTRICT 5	9.9%	9.9%	0.0%	19.7%	60.6%	71	4.113
	DISTRICT 6	4.8%	9.7%	1.6%	25.8%	58.1%	62	4.226
	DISTRICT 7	7.9%	19.7%	0.0%	17.1%	55.3%	76	3.921
	DISTRICT 8	14.8%	8.2%	3.3%	23.0%	50.8%	61	3.869
	DISTRICT 9	17.6%	17.6%	2.4%	25.9%	36.5%	85	3.459
	25 AND YOUNGER	21.4%	0.0%	0.0%	14.3%	64.3%	14	4.000
	26 - 35 YEARS OLD	19.0%	14.3%	0.0%	9.5%	57.1%	21	3.714
	36 - 45 YEARS OLD	17.6%	9.8%	2.0%	19.6%	51.0%	51	3.765
AGE	46 - 55 YEARS OLD	6.0%	18.1%	0.7%	24.2%	51.0%	149	3.960
	56 - 65 YEARS OLD	12.5%	15.2%	0.0%	22.8%	49.4%	263	3.814
	66 AND OLDER	11.7%	12.5%	3.3%	19.2%	53.3%	120	3.900
	MALE	15.0%	15.5%	1.2%	23.1%	45.1%	432	3.678
SEX	FEMALE	3.8%	12.4%	0.5%	17.7%	65.6%	186	4.290
	CAUCASIAN	11.4%	15.0%	1.0%	21.6%	51.0%	580	3.859
	AFRICAN AMERICAN	0.0%	11.1%	0.0%	0.0%	88.9%	9	4.667
RACE	OTHER	13.6%	4.5%	0.0%	31.8%	50.0%	22	4.000
	SINGLE	12.3%	10.8%	0.0%	20.0%	56.9%	65	3.985
	MARRIED	11.7%	14.8%	1.0%	23.0%	49.5%	479	3.837
MARITAL STATUS	OTHER	11.0%	16.4%	1.4%	12.3%	58.9%	73	3.918
	URBAN	6.3%	12.5%	0.0%	23.4%	57.8%	64	4.141
	SUBURBAN	10.0%	12.9%	1.0%	18.7%	57.4%	209	4.005
RESIDENTIAL LOCATION	RURAL	13.6%	15.9%	1.2%	22.9%	46.4%	345	3.725
	URBAN	7.1%	13.0%	0.0%	18.2%	61.7%	154	4.143
	SUBURBAN	13.2%	14.3%	2.2%	19.8%	50.5%	182	3.802
DRIVING AREA	RURAL	13.2%	15.7%	0.7%	24.6%	45.9%	281	3.744
	AUTOMOBILE	13.7%	14.5%	0.8%	18.0%	52.9%	255	3.820
	VAN/MINIVAN	10.8%	21.6%	2.7%	8.1%	56.8%	37	3.784
VEHICLE TYPE	PICKUP TRUCK	12.9%	14.0%	1.2%	27.5%	44.4%	171	3.766
	SUV	6.4%	12.9%	0.7%	22.1%	57.9%	140	4.121
	OTHER	13.3%	20.0%	0.0%	40.0%	26.7%	15	3.467

**TABLE 7.18: NUMBER OF TIMES LOSING CONTROL WHILE CORNERING OVER PAST 12 MONTHS - 2016**

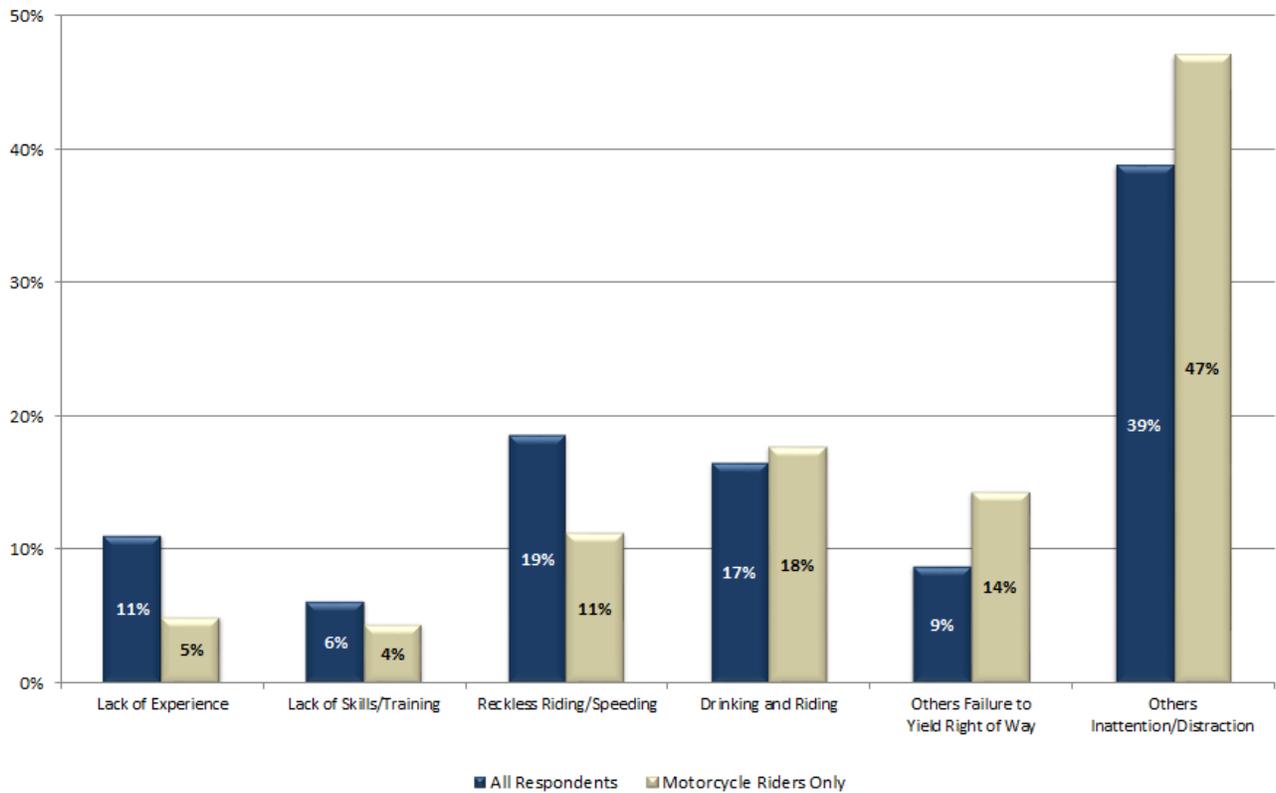
	NONE	1 TIME	2 TIMES	3 TIMES	4 TIMES	5 OR MORE TIMES	TOTAL	AVERAGE
ALL RESPONDENTS	91.6%	5.1%	2.6%	0.5%	0.0%	0.2%	569	1.128
SURVEY 1	87.9%	6.4%	4.3%	1.4%	0.0%	0.0%	141	1.191
SURVEY 2	92.7%	5.3%	2.0%	0.0%	0.0%	0.0%	151	1.093
SURVEY 3	92.6%	5.1%	1.5%	0.7%	0.0%	0.0%	136	1.103
SURVEY 4	92.9%	3.5%	2.8%	0.0%	0.0%	0.7%	141	1.128
DISTRICT 1	94.3%	3.8%	1.9%	0.0%	0.0%	0.0%	53	1.075
DISTRICT 2	89.3%	6.7%	4.0%	0.0%	0.0%	0.0%	75	1.147
DISTRICT 3	88.9%	8.9%	2.2%	0.0%	0.0%	0.0%	45	1.133
DISTRICT 4	94.4%	1.4%	4.2%	0.0%	0.0%	0.0%	71	1.099
OSP DISTRICT	DISTRICT 5	90.9%	9.1%	0.0%	0.0%	0.0%	66	1.091
DISTRICT 6	89.8%	6.8%	3.4%	0.0%	0.0%	0.0%	59	1.136
DISTRICT 7	92.4%	4.5%	0.0%	1.5%	0.0%	1.5%	66	1.167
DISTRICT 8	92.7%	1.8%	3.6%	1.8%	0.0%	0.0%	55	1.145
DISTRICT 9	91.1%	3.8%	3.8%	1.3%	0.0%	0.0%	79	1.152
25 AND YOUNGER	64.3%	14.3%	7.1%	7.1%	0.0%	7.1%	14	1.857
26 - 35 YEARS OLD	90.0%	5.0%	5.0%	0.0%	0.0%	0.0%	20	1.150
36 - 45 YEARS OLD	86.3%	9.8%	3.9%	0.0%	0.0%	0.0%	51	1.176
46 - 55 YEARS OLD	91.5%	5.6%	2.8%	0.0%	0.0%	0.0%	142	1.113
56 - 65 YEARS OLD	92.0%	4.6%	2.9%	0.4%	0.0%	0.0%	238	1.118
66 AND OLDER	97.1%	1.9%	0.0%	1.0%	0.0%	0.0%	104	1.048
MALE	91.7%	5.3%	2.5%	0.3%	0.0%	0.3%	397	1.123
FEMALE	91.3%	4.7%	2.9%	1.2%	0.0%	0.0%	172	1.140
CAUCASIAN	91.4%	5.0%	2.8%	0.6%	0.0%	0.2%	538	1.132
AFRICAN AMERICAN	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8	1.000
OTHER	88.2%	11.8%	0.0%	0.0%	0.0%	0.0%	17	1.118
SINGLE	82.0%	6.6%	6.6%	3.3%	0.0%	1.6%	61	1.377
MARRIED	92.5%	5.3%	2.3%	0.0%	0.0%	0.0%	438	1.098
OTHER	94.2%	2.9%	1.4%	1.4%	0.0%	0.0%	69	1.101
URBAN	91.7%	3.3%	3.3%	0.0%	0.0%	1.7%	60	1.183
SUBURBAN	90.1%	5.7%	3.6%	0.5%	0.0%	0.0%	192	1.146
RURAL	92.4%	5.0%	1.9%	0.6%	0.0%	0.0%	317	1.107
URBAN	95.8%	2.1%	1.4%	0.0%	0.0%	0.7%	144	1.083
SUBURBAN	91.6%	4.2%	4.2%	0.0%	0.0%	0.0%	167	1.126
RURAL	89.1%	7.4%	2.3%	1.2%	0.0%	0.0%	257	1.156
AUTOMOBILE	93.2%	3.4%	2.1%	0.9%	0.0%	0.4%	234	1.124
VAN/MINIVAN	94.3%	2.9%	2.9%	0.0%	0.0%	0.0%	35	1.086
PICKUP TRUCK	88.0%	8.2%	3.2%	0.6%	0.0%	0.0%	158	1.165
SUV	92.9%	5.5%	1.6%	0.0%	0.0%	0.0%	127	1.087
OTHER	86.7%	0.0%	13.3%	0.0%	0.0%	0.0%	15	1.267

**TABLE 7.19: NUMBER OF TIMES NEEDING TO BRAKE IN ORDER TO AVOID REAR-ENDING A VEHICLE OVER PAST 12 MONTHS - 2016**

		NONE	1 TIME	2 TIMES	3 TIMES	4 TIMES	5 OR MORE TIMES	TOTAL	AVERAGE
ALL RESPONDENTS		83.2%	5.8%	3.5%	2.1%	1.4%	4.0%	573	1.447
	SURVEY 1	83.3%	5.6%	3.5%	2.1%	2.1%	3.5%	144	1.444
	SURVEY 2	82.2%	5.9%	4.6%	2.6%	0.0%	4.6%	152	1.461
	SURVEY 3	79.4%	7.4%	3.7%	2.9%	3.7%	2.9%	136	1.529
	SURVEY 4	87.9%	4.3%	2.1%	0.7%	0.0%	5.0%	141	1.355
OSP DISTRICT	DISTRICT 1	92.5%	3.8%	1.9%	0.0%	1.9%	0.0%	53	1.151
	DISTRICT 2	84.2%	7.9%	2.6%	1.3%	0.0%	3.9%	76	1.368
	DISTRICT 3	78.3%	8.7%	2.2%	4.3%	2.2%	4.3%	46	1.565
	DISTRICT 4	84.5%	2.8%	5.6%	1.4%	0.0%	5.6%	71	1.465
	DISTRICT 5	81.8%	7.6%	1.5%	3.0%	1.5%	4.5%	66	1.485
	DISTRICT 6	79.7%	6.8%	6.8%	0.0%	1.7%	5.1%	59	1.525
	DISTRICT 7	79.7%	4.3%	1.4%	7.2%	2.9%	4.3%	69	1.623
	DISTRICT 8	87.3%	3.6%	5.5%	1.8%	0.0%	1.8%	55	1.291
	DISTRICT 9	82.1%	6.4%	3.8%	0.0%	2.6%	5.1%	78	1.500
AGE	25 AND YOUNGER	35.7%	14.3%	14.3%	14.3%	0.0%	21.4%	14	2.929
	26 - 35 YEARS OLD	75.0%	10.0%	5.0%	5.0%	0.0%	5.0%	20	1.600
	36 - 45 YEARS OLD	82.4%	9.8%	2.0%	2.0%	0.0%	3.9%	51	1.392
	46 - 55 YEARS OLD	80.6%	5.6%	4.9%	2.8%	1.4%	4.9%	144	1.535
	56 - 65 YEARS OLD	86.6%	4.2%	3.4%	1.3%	2.1%	2.5%	238	1.357
	66 AND OLDER	87.7%	5.7%	0.9%	0.9%	0.9%	3.8%	106	1.330
SEX	MALE	82.5%	5.7%	3.0%	2.2%	1.7%	4.7%	401	1.491
	FEMALE	84.9%	5.8%	4.7%	1.7%	0.6%	2.3%	172	1.343
RACE	CAUCASIAN	83.5%	5.4%	3.5%	2.2%	1.5%	3.9%	541	1.444
	AFRICAN AMERICAN	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8	1.000
	OTHER	66.7%	22.2%	5.6%	0.0%	0.0%	5.6%	18	1.611
MARITAL STATUS	SINGLE	73.8%	3.3%	4.9%	6.6%	3.3%	8.2%	61	1.869
	MARRIED	84.4%	5.9%	3.4%	1.6%	1.1%	3.6%	442	1.400
	OTHER	84.1%	7.2%	2.9%	1.4%	1.4%	2.9%	69	1.377
RESIDENTIAL LOCATION	URBAN	86.7%	6.7%	0.0%	1.7%	1.7%	3.3%	60	1.350
	SUBURBAN	85.5%	4.1%	1.6%	3.1%	3.1%	2.6%	193	1.420
	RURAL	81.3%	6.6%	5.3%	1.6%	0.3%	5.0%	320	1.481
DRIVING AREA	URBAN	84.0%	6.9%	0.7%	3.5%	2.1%	2.8%	144	1.410
	SUBURBAN	86.4%	3.6%	3.0%	1.2%	1.8%	4.1%	169	1.408
	RURAL	80.7%	6.6%	5.4%	1.9%	0.8%	4.6%	259	1.494
VEHICLE TYPE	AUTOMOBILE	85.0%	5.6%	3.0%	2.1%	1.7%	2.6%	234	1.376
	VAN/MINIVAN	85.7%	2.9%	0.0%	5.7%	2.9%	2.9%	35	1.457
	PICKUP TRUCK	81.3%	4.4%	5.0%	1.9%	1.3%	6.3%	160	1.563
	SUV	82.2%	8.5%	3.9%	1.6%	0.8%	3.1%	129	1.395
	OTHER	80.0%	6.7%	0.0%	0.0%	0.0%	13.3%	15	1.733

The final question regarding motorcycle safety was asked not only of motorcycle riders, but the entire 2016 sample. When asked what they feel is the greatest risk to motorcycle riders' safety is, 38.8% of the entire sample and 47.2% of motorcycle riders think that inattention or distraction poses the biggest risk to riders (Figure 35). Tables 7.20 and 7.21 show cross-tabulated results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 35: GREATEST RISK TO MOTORCYCLE RIDERS' SAFETY - 2016**



**TABLE 7.20: GREATEST RISK TO MOTORCYCLE RIDERS' SAFETY – 2016 MOTORCYCLE RIDERS ONLY**

		LACK OF EXPERIENCE	LACK OF SKILLS/ TRAINING	RECKLESS RIDING/ SPEEDING	DRINKING AND RIDING	OTHERS FAILURE TO YIELD RIGHT OF WAY	OTHERS INATTENTION/ DISTRACTION	TOTAL
ALL RESPONDENTS		5.0%	4.4%	11.3%	17.7%	14.4%	47.2%	617
	SURVEY 1	7.9%	3.9%	13.2%	13.2%	15.1%	46.7%	152
	SURVEY 2	3.1%	1.9%	8.0%	22.8%	12.3%	51.9%	162
	SURVEY 3	2.8%	4.8%	15.2%	14.5%	14.5%	48.3%	145
	SURVEY 4	6.3%	7.0%	9.5%	19.6%	15.8%	41.8%	158
OSP DISTRICT	DISTRICT 1	3.6%	1.8%	16.4%	10.9%	18.2%	49.1%	55
	DISTRICT 2	3.8%	1.3%	6.3%	16.5%	17.7%	54.4%	79
	DISTRICT 3	5.8%	3.8%	23.1%	9.6%	13.5%	44.2%	52
	DISTRICT 4	3.9%	5.3%	10.5%	19.7%	15.8%	44.7%	76
	DISTRICT 5	2.8%	5.6%	5.6%	22.5%	18.3%	45.1%	71
	DISTRICT 6	4.8%	9.7%	16.1%	21.0%	12.9%	35.5%	62
	DISTRICT 7	11.8%	1.3%	7.9%	22.4%	7.9%	48.7%	76
	DISTRICT 8	3.3%	4.9%	19.7%	8.2%	13.1%	50.8%	61
	DISTRICT 9	4.7%	5.9%	4.7%	22.4%	12.9%	49.4%	85
AGE	25 AND YOUNGER	0.0%	0.0%	14.3%	14.3%	7.1%	64.3%	14
	26 - 35 YEARS OLD	9.5%	0.0%	19.0%	14.3%	19.0%	38.1%	21
	36 - 45 YEARS OLD	8.0%	8.0%	12.0%	8.0%	14.0%	50.0%	50
	46 - 55 YEARS OLD	2.7%	3.4%	13.5%	14.2%	12.2%	54.1%	148
	56 - 65 YEARS OLD	6.1%	3.8%	9.8%	16.3%	16.7%	47.3%	264
	66 AND OLDER	4.2%	6.7%	10.0%	30.0%	12.5%	36.7%	120
SEX	MALE	5.3%	4.4%	12.0%	18.8%	13.7%	45.8%	432
	FEMALE	4.3%	4.3%	9.7%	15.1%	16.2%	50.3%	185
RACE	CAUCASIAN	5.4%	4.1%	11.4%	16.9%	14.7%	47.5%	579
	AFRICAN AMERICAN	0.0%	0.0%	33.3%	33.3%	0.0%	33.3%	9
	OTHER	0.0%	13.6%	4.5%	31.8%	9.1%	40.9%	22
MARITAL STATUS	SINGLE	7.7%	4.6%	12.3%	27.7%	13.8%	33.8%	65
	MARRIED	3.8%	4.0%	11.3%	16.3%	15.3%	49.4%	478
	OTHER	11.0%	6.8%	11.0%	17.8%	9.6%	43.8%	73
RESIDENTIAL LOCATION	URBAN	3.2%	3.2%	7.9%	17.5%	19.0%	49.2%	63
	SUBURBAN	4.3%	5.7%	13.9%	15.8%	12.0%	48.3%	209
	RURAL	5.8%	3.8%	10.4%	18.8%	15.1%	46.1%	345
DRIVING AREA	URBAN	5.2%	5.8%	10.3%	14.8%	20.6%	43.2%	155
	SUBURBAN	5.0%	2.2%	14.9%	15.5%	11.0%	51.4%	181
	RURAL	5.0%	5.0%	9.6%	20.7%	13.2%	46.4%	280
VEHICLE TYPE	AUTOMOBILE	2.7%	3.5%	9.4%	21.9%	14.5%	48.0%	256
	VAN/MINIVAN	5.4%	10.8%	16.2%	10.8%	13.5%	43.2%	37
	PICKUP TRUCK	5.9%	4.7%	14.7%	15.9%	14.7%	44.1%	170
	SUV	7.9%	4.3%	10.1%	14.4%	12.9%	50.4%	139
	OTHER	6.7%	0.0%	6.7%	13.3%	26.7%	46.7%	15

**TABLE 7.21: GREATEST RISK TO MOTORCYCLE RIDERS' SAFETY – 2016 ALL SURVEY RESPONDENTS**

		LACK OF EXPERIENCE	LACK OF SKILLS/ TRAINING	RECKLESS RIDING/ SPEEDING	DRINKING AND RIDING	OTHERS FAILURE TO YIELD RIGHT OF WAY	OTHERS INATTENTION/ DISTRACTION	TOTAL
ALL RESPONDENTS		11.1%	6.2%	18.6%	16.6%	8.8%	38.8%	4,088
	SURVEY 1	11.2%	5.6%	19.3%	15.0%	10.2%	38.7%	944
	SURVEY 2	12.5%	7.0%	18.5%	17.2%	8.3%	36.5%	1,087
	SURVEY 3	9.1%	5.7%	20.6%	15.8%	7.9%	40.9%	1,027
	SURVEY 4	11.4%	6.2%	16.1%	18.3%	8.9%	39.1%	1,030
OSP DISTRICT	DISTRICT 1	9.3%	5.4%	21.6%	14.9%	9.7%	39.0%	462
	DISTRICT 2	10.4%	3.8%	18.1%	17.6%	10.6%	39.5%	443
	DISTRICT 3	12.3%	5.8%	23.0%	16.5%	9.0%	33.4%	413
	DISTRICT 4	11.8%	7.0%	14.4%	14.2%	8.1%	44.7%	459
	DISTRICT 5	9.2%	7.5%	17.6%	15.2%	11.6%	38.9%	455
	DISTRICT 6	11.9%	5.4%	21.5%	15.3%	6.9%	39.0%	405
	DISTRICT 7	12.1%	5.5%	16.8%	18.5%	8.1%	38.9%	470
	DISTRICT 8	10.4%	7.1%	22.7%	14.6%	8.1%	37.2%	481
	DISTRICT 9	12.2%	7.6%	13.0%	22.2%	7.0%	38.0%	500
AGE	25 AND YOUNGER	10.1%	5.0%	18.4%	20.7%	6.7%	39.1%	179
	26 - 35 YEARS OLD	11.2%	4.4%	21.6%	13.6%	6.4%	42.8%	250
	36 - 45 YEARS OLD	11.5%	5.4%	22.1%	14.0%	5.7%	41.3%	349
	46 - 55 YEARS OLD	10.8%	5.7%	18.7%	11.2%	8.0%	45.6%	936
	56 - 65 YEARS OLD	10.4%	5.5%	17.8%	17.4%	10.5%	38.5%	1,417
	66 AND OLDER	12.3%	8.6%	17.8%	21.7%	9.1%	30.5%	957
SEX	MALE	10.6%	5.0%	16.5%	16.6%	10.9%	40.5%	1,634
	FEMALE	11.3%	7.0%	20.0%	16.6%	7.4%	37.7%	2,454
RACE	CAUCASIAN	10.8%	6.0%	18.2%	16.3%	9.1%	39.6%	3,711
	AFRICAN AMERICAN	16.8%	9.1%	23.7%	20.7%	3.9%	25.9%	232
	OTHER	10.2%	6.3%	21.1%	19.5%	6.3%	36.7%	128
MARITAL STATUS	SINGLE	12.2%	6.1%	18.2%	18.9%	7.7%	36.9%	556
	MARRIED	10.5%	6.1%	18.9%	15.0%	9.3%	40.3%	2,842
	OTHER	12.7%	6.7%	18.0%	21.5%	7.3%	33.9%	685
RESIDENTIAL LOCATION	URBAN	11.1%	6.2%	19.9%	17.5%	7.4%	37.9%	567
	SUBURBAN	9.8%	6.2%	20.6%	16.4%	8.4%	38.6%	1,651
	RURAL	12.1%	6.1%	16.5%	16.6%	9.4%	39.3%	1,865
DRIVING AREA	URBAN	11.4%	6.2%	20.1%	16.1%	9.6%	36.7%	1,200
	SUBURBAN	9.6%	6.0%	19.7%	15.7%	8.2%	40.8%	1,334
	RURAL	12.1%	6.3%	16.4%	17.8%	8.7%	38.6%	1,545
VEHICLE TYPE	AUTOMOBILE	10.6%	6.6%	18.7%	17.8%	9.0%	37.2%	2,106
	VAN/MINIVAN	11.2%	5.1%	23.4%	13.2%	8.7%	38.4%	393
	PICKUP TRUCK	9.5%	6.5%	14.2%	18.0%	9.3%	42.5%	527
	SUV	12.7%	5.4%	19.2%	15.0%	7.8%	39.9%	1,009
	OTHER	12.2%	8.2%	12.2%	10.2%	14.3%	42.9%	49

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