

**2017 STATEWIDE TELEPHONE SURVEY OF  
SEAT BELT USE, ALCOHOL-IMPAIRED  
DRIVING, DISTRACTED DRIVING, SPEEDING,  
AND OVERALL TRAFFIC SAFETY**



**STAY ALIVE!**  
don't TXT & drive



**PREPARED FOR:  
THE OHIO DEPARTMENT OF PUBLIC SAFETY  
THE OHIO TRAFFIC SAFETY OFFICE**

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*Robert L. Seufert*

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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 2017 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 3,975 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, 2017 and October, 2017, as follows:

- ▶ **Survey 1:** The baseline 2017 survey of 1,002 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 1,031 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 884 drivers was conducted prior to the 2017 "Drive Sober or Get Pulled Over" Campaign.
- ▶ **Survey 4:** The final follow-up survey of 1,058 drivers started in September after the 2016 "Drive Sober or Get Pulled Over" Campaign.

This evaluation documents the longitudinal impact of the 2017 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, 2016).

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 2016). 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.

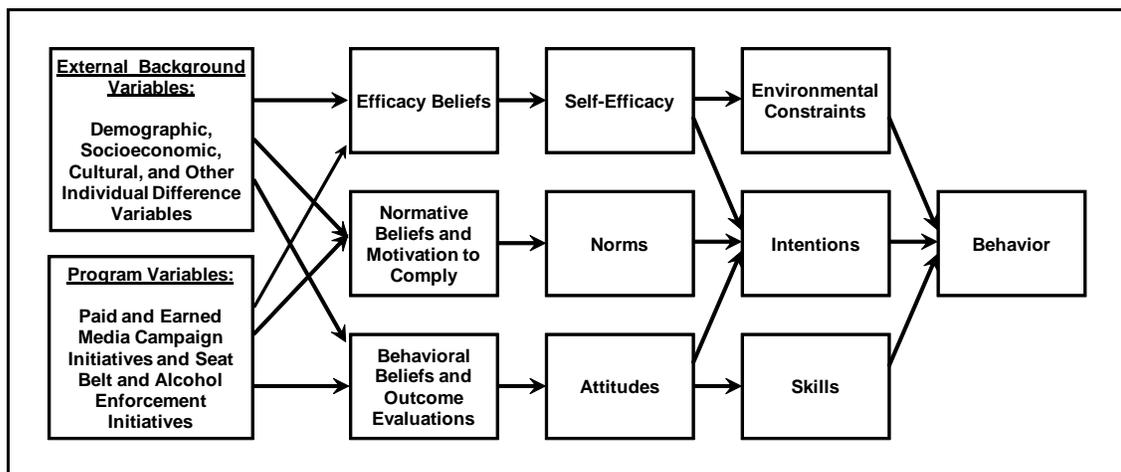
Those related theories suggest that four primary factors may influence an individual's behavioral intentions and subsequent behavior as it applies to seat belt use, alcohol-impaired driving, distracted driving and other significant behaviors:

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 2017 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.

## **EXECUTIVE SUMMARY**

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The following narrative summarizes major findings from the *2017 Statewide Telephone Survey of Seat Belt Use, Alcohol-impaired Driving, Distracted Driving, Speeding, and Overall Traffic Safety*. A random-probability sample of 3,975 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, 50.0% said the average driver "always" wears a seat belt and 39.7% said belt use occurs "most of the time."

More than half (60.4%) of respondents said drivers who never wear a seat belt during the next six months are "very" or "somewhat" likely to get a ticket.

### **RESPONDENTS REPORTED SEAT BELT USE**

When asked about their own seat belt use, 86.4% of those surveyed indicated that they "always" wear their seat belt, while 8.0% said they wear their seat belt "most of the time." The majority (93.0%) said their seat belt use stayed the same over the course of the media and enforcement campaigns, while about 6.5% indicated that their seat belt use had increased.

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

When asked about seat belt use and related law enforcement, 69.8% of respondents greatly favored laws that require seat belt use. Also, nearly all (98.4%) respondents correctly knew that Ohio has a law requiring seat belt use by adults; however, 63.1% incorrectly thought law enforcement officers could stop a vehicle solely for a seat belt violation without observing another offense. At the time of the 2017 survey, approximately 97.8% 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, 67.5% 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" (49.8%) or "probably" (26.0%) support passage of a primary seat belt law. Furthermore, 48.4% would "definitely" and 26.5% would "probably" vote for passage of a primary seat belt law. Most respondents (87.5%) said they would "always" wear a seat belt if Ohio had a primary seat belt law and an additional 7.7% said they would obey a primary seat belt law "most of the time." Most respondents (74.8%) 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 27.9% of those surveyed in 2017 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, 24.5% 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 (64.3%) of respondents had “definitely” or “probably” seen or heard media messages that encouraged seat belt use 30 days prior to the survey. Overall, during 2017, those who had reported seeing a media message encouraging seat belt use said that they saw the message on television (41.0%), road signs (36.5%), billboards (44.0%), electronic message signs on roadways (35.3%), banners (17.7%), and signs on buses (5.9%). In addition, 27.1% heard messages encouraging seat belt use on the radio, 14.4% heard/saw the messages on both television and radio, and 5.1% 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 76.3% to 82.3% after the campaign initiative. Furthermore, 74.9% of all respondents could recall “*Click It or Ticket*” when prompted by an interviewer. Both results suggest the campaign was effective in accomplishing its objective. In addition, prompted recall of “*What’s Holding You Back?*” increased from 28.0% to 30.2% between the first and second surveys.

## **ATTITUDES ABOUT DRINKING AND DRIVING**

Most survey respondents said it was “very” (31.9%) or “somewhat” (46.7%) likely that an individual would be stopped by law enforcement if they were driving after consuming too much alcohol. Additionally, 34.0% said it was “very likely” an individual would be in a crash if they were driving while alcohol-impaired. Close to half of those surveyed (47.7%) claim to be familiar with the current penalties for OVI convictions in Ohio; and 39.2% said the penalties for driving after drinking too much should be the same as they presently are. Most respondents (71.6%) said Ohio laws were “very” or “somewhat” effective at reducing alcohol-impaired driving; moreover 68.4% agreed that the enforcement of such laws is “very” or “somewhat” effective.

The majority those surveyed (65.7%) had seen a sobriety checkpoint within the last 12 months, and 50.8% agreed that checkpoints should be used more frequently.

More than half of those surveyed (51.6%) said they knew the specific BAC-level in Ohio at which a person is considered legally intoxicated and 67.2% of those who claimed to know Ohio’s legal limit, correctly identified that level as .08.

## **EXPOSURE TO MEDIA CAMPAIGN MESSAGES ABOUT DRINKING AND DRIVING**

More than one-third (34.5%), of survey participants had seen or heard slogans discouraging alcohol-impaired driving in the past 30 days. “*Drive Sober or Get Pulled Over*” was frequently recalled, with 19.2% remembering it without prompting, and 59.2% remembering it when prompted. When prompted by an interviewer, 27.8% of those surveyed recalled the slogan “*Drunk Driving. Over the Limit. Under Arrest.*” and 3.7% remembered it without prompting. Additionally, unprompted recall of the “*Buzzed Driving is Drunk Driving*” slogan was 11.9%, while 51.8% could recall the slogan when prompted.

In the sixty days prior to the survey, 14.8% of respondents said they had driven within two hours of drinking an alcoholic beverage, and 9.6% of those claim to have done so 5 or more times.

Only 32.7% of survey participants said they had “definitely” or “probably” seen special efforts by police to ticket drunk drivers in their community, and 20.5% 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 (83.6%) said they see other drivers talking on a cell phone daily or almost every day and 63.1% of those surveyed maintain they see other drivers' texting on a cell phone every day (34.5%) or almost every day (28.6%).

The majority of respondents believe it is dangerous to talk on a cell phone *without* a hands-free device (74.3%) and 35.3% said it is dangerous to talk on a cell phone *with* a hands-free device. Additionally, 95.8% maintain that it is dangerous to text while driving.

Close to half (46.2%) of respondents agree they are able to determine when it is safe to use a cell phone to make a call while driving. Also, 38.7% of 2017 survey participants think they can safely adapt their driving while using a cell phone to make a call.

Only 16.5% of respondents agree they are able to determine when it is safe to use a cell phone to text when driving. Additionally, 13.4% of 2017 survey participants think they can safely adapt their driving while using a cell phone to text.

Most respondents (53.3%) in 2017 said they are somewhat (24.7%) or very (28.6%) uncomfortable when they are riding as a passenger with a driver talking on a cell phone and 56.3% 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 (52.5%) of survey participants correctly knew that Ohio has a law regarding cell phone use while driving. Only 20.4% of respondents have seen, heard, or read anything about cell phone laws being enforced in the 30 days prior to the survey. Additionally, 57.5% 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 81.8% maintained they had probably (17.6%) or definitely (64.2%) seen or heard the slogan.

Approximately 14.1% of those surveyed said they "always" drive at least 5 mph over the posted limit on local roads, and 28.6% claim they do so "most of the time." Few respondents (16.2%) 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, 24.7% said the chances were "very likely" and an additional 51.5% felt their chances of being ticketed were "somewhat likely."

While relatively few respondents acknowledged they need to make changes to their own driving behaviors, 45.9% of respondents did say they should watch their speed and 22.3% say they should stop talking on their cell phone while driving. Additionally, 19.0% 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 both 2016 and 2017. A total of 448 respondents indicated that they have now or have previously held a motorcycle endorsement.

More than half (57.1%) 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 they did not feel they needed the training.

Less than half of respondents “strongly agree” that training is necessary *only* for beginning riders (29.7%), young riders (22.3%), and unskilled riders (26.1%). Most (68.9%) feel that training is necessary for all riders. Few respondents believe that while training is a good idea, it should not be required and 60.4% said riders can learn skills without training. The majority of respondents (72.6%) 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 (60.1%).

The final question regarding motorcycle safety was asked not only of motorcycle riders, but the entire 2017 sample. When asked what they feel is the greatest risk to motorcycle riders’ safety is, 31.5% of the entire sample and 33.7% of motorcycle riders think that inattention or distraction poses the biggest risk to riders.

## **CONCLUSION**

The 2017 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 2017 concerning alcohol-impaired driving were generally similar to the 2016 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 2018 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 Ohioan’s 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 2018. 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 2017 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 by individuals across the nine Highway Patrol Districts of Ohio.

### **SURVEY**

Surveys of 3,975 individuals were conducted to evaluate the 2017 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, 2017.

### **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 10:00 a.m. and 9:00 p.m. during the week and 10:00 a.m. and 5:00 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 1: 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 2017*. Results are presented not only by survey year, but by the nine Ohio State Patrol (OSP) Districts during 2017. 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 2017 sample are as follows:

- ▶ Highest Level of Education – 2.7% have less than a high school diploma, 22.2% are high school graduates (GED); 4.5% attended business or vocational school; 24.7% have had some college (no degree); 12.3% have their Associate’s Degree; 22.9% have a Bachelor’s Degree; 9.0% have a Master’s Degree; and 1.7% a Ph.D.
- ▶ Work or Employment Status – 47.3% are employed full-time; 13.5% hold part-time jobs; 12.0% are retired; 12.7% are homemaker’s; 5.9% maintain they are disabled; 3.9% are unemployed; and 4.8% are full- or part-time students.
- ▶ Occupation type – 27.4% are professionals; 10.1% hold clerical positions; 10.0% are laborer’s; 9.9% are in sales; 8.9% work in the service field; 8.7% are in the managerial field; 6.5% have jobs in the technical field; 3.0% work in transportation; 2.8% are craftsman, and 12.7% claim to work in “other” fields. Additionally, 3.0% of those surveyed work in law enforcement and 23.6% said they use their vehicle as part of their job.
- ▶ Age – 12.6% of participants are 25 or younger; 22.1% are 26-35 years old; 17.2% are 36-45 years of age; 19.3% are 46-55; 25.8% are 56-65 years old; and 3.0% are 66 years of age and older.
- ▶ Marital Status – 29.5% of those surveyed are single, never married; 55.0% are married; and 15.5% are separated, divorced, or widowed.
- ▶ Race – 88.6% consider themselves to be Caucasian; 6.4% are African American; and 5.0% are from “other” races.
- ▶ Hispanic/Latino – 2.2% of those surveyed said they are Hispanic or Latino.
- ▶ Living Community – 15.8% live in an urban setting; 56.6% live in a suburban area; and 27.6% live in a rural area.
- ▶ Sex – 68.8% of respondents are female; and 31.2% are male.

The majority of respondents (56.4%) said they drive an “automobile” most often, while 26.3% said they drive a SUV, 7.9% drive a minivan; 7.4% said they drive a pickup truck most often; and 2.0% drive some “other” type of vehicle most often. In response to other questions about personal driving habits, 77.3% of those surveyed said they drive five or more days a week. Nearly fifty-six percent, (55.9%) said they drive 100 miles or less while 44.1% stated that they drive 101 miles or more during an average week. Additionally, 22.2% stated that they drive in a rural setting most of the time, 55.2% say they mainly drive in suburban settings, and 22.6% primarily drive in urban areas. More than half (54.6%) 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 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 -2017**

		AUTOMOBILE	VAN/ MINI VAN	PICKUP TRUCK	SUV	OTHER	TOTAL
ALL RESPONDENTS		56.4%	7.9%	7.4%	26.3%	2.0%	3,973
SURVEY	SURVEY 1	55.6%	7.9%	9.0%	26.0%	1.5%	1,001
	SURVEY 2	59.8%	7.2%	5.8%	24.6%	2.6%	1,030
	SURVEY 3	56.1%	8.5%	6.4%	27.4%	1.6%	884
	SURVEY 4	54.1%	8.1%	8.2%	27.5%	2.1%	1,058
OSP DISTRICT	DISTRICT 1	52.2%	11.2%	7.1%	27.3%	2.2%	322
	DISTRICT 2	47.0%	11.3%	9.0%	29.7%	3.0%	300
	DISTRICT 3	65.4%	6.8%	4.0%	21.7%	2.1%	751
	DISTRICT 4	56.0%	6.1%	6.9%	28.6%	2.4%	461
	DISTRICT 5	56.3%	8.5%	9.0%	25.5%	0.7%	423
	DISTRICT 6	61.1%	6.6%	4.4%	25.4%	2.5%	527
	DISTRICT 7	53.2%	4.9%	12.6%	27.7%	1.5%	325
	DISTRICT 8	59.4%	7.0%	6.3%	25.5%	1.7%	525
	DISTRICT 9	40.8%	11.9%	14.0%	31.8%	1.5%	336
AGE	25 AND YOUNGER	72.5%	3.6%	4.6%	15.2%	4.2%	501
	26 - 35 YEARS OLD	59.5%	6.6%	3.9%	28.0%	1.9%	875
	36 - 45 YEARS OLD	48.8%	10.2%	6.1%	32.9%	1.9%	683
	46 - 55 YEARS OLD	50.1%	9.7%	10.6%	27.7%	2.0%	763
	56 - 65 YEARS OLD	55.4%	7.9%	10.2%	25.6%	0.9%	1,022
	66 AND OLDER	61.3%	10.9%	7.6%	19.3%	0.8%	119
SEX	MALE	55.3%	7.0%	15.3%	19.6%	2.8%	1,236
	FEMALE	56.8%	8.3%	3.8%	29.5%	1.6%	2,729
RACE	CAUCASIAN	55.5%	7.9%	7.5%	27.4%	1.7%	3,513
	AFRICAN AMERICAN	65.7%	8.3%	2.8%	18.9%	4.3%	254
	OTHER	60.5%	7.5%	12.0%	16.5%	3.5%	200
MARITAL STATUS	SINGLE	68.6%	3.3%	5.5%	19.3%	3.2%	1,170
	MARRIED	49.0%	10.3%	8.7%	31.0%	1.0%	2,184
	OTHER	59.1%	8.0%	6.7%	23.4%	2.9%	616
RESIDENTIAL LOCATION	URBAN	63.8%	7.5%	5.7%	18.3%	4.8%	630
	SUBURBAN	59.3%	7.6%	4.9%	26.9%	1.4%	2,248
	RURAL	46.3%	8.9%	13.4%	29.9%	1.6%	1,095
DRIVING AREA	URBAN	61.4%	6.9%	7.5%	20.3%	3.9%	896
	SUBURBAN	58.3%	8.4%	4.8%	27.3%	1.4%	2,187
	RURAL	46.9%	7.6%	13.9%	30.2%	1.4%	880

**TABLE 1.2: NUMBER OF DAYS DRIVEN DURING AN AVERAGE WEEK -2017**

		1 DAY	2 DAYS	3 DAYS	4 DAYS	5 DAYS	6 DAYS	7 DAYS	TOTAL	AVERAGE
ALL RESPONDENTS		3.3%	4.4%	6.6%	8.4%	16.6%	17.4%	43.3%	3,974	5.558
SURVEY	SURVEY 1	2.9%	5.8%	6.9%	8.2%	15.8%	17.6%	42.9%	1,002	5.525
	SURVEY 2	4.3%	3.8%	5.5%	10.2%	16.6%	17.9%	41.7%	1,031	5.517
	SURVEY 3	2.7%	3.4%	7.4%	8.5%	16.3%	16.4%	45.4%	884	5.629
	SURVEY 4	3.4%	4.5%	6.7%	6.8%	17.5%	17.4%	43.6%	1,057	5.571
OSP DISTRICT	DISTRICT 1	4.0%	5.0%	4.7%	9.3%	14.0%	14.0%	49.1%	322	5.624
	DISTRICT 2	3.3%	6.7%	4.7%	8.3%	17.3%	15.3%	44.3%	300	5.530
	DISTRICT 3	4.0%	4.4%	5.5%	8.0%	16.5%	18.4%	43.2%	750	5.567
	DISTRICT 4	2.6%	3.7%	8.9%	5.6%	17.3%	19.9%	42.0%	462	5.591
	DISTRICT 5	2.4%	3.8%	9.0%	9.7%	16.5%	16.5%	42.1%	423	5.522
	DISTRICT 6	4.2%	4.0%	6.6%	7.2%	15.9%	20.5%	41.6%	527	5.545
	DISTRICT 7	1.8%	4.6%	7.4%	13.5%	19.1%	16.9%	36.6%	325	5.406
	DISTRICT 8	2.9%	3.8%	6.5%	7.6%	17.3%	15.8%	46.1%	525	5.646
	DISTRICT 9	4.5%	5.0%	5.6%	8.6%	14.8%	15.4%	46.0%	337	5.546
AGE	25 AND YOUNGER	5.8%	4.8%	7.6%	9.2%	16.0%	18.4%	38.3%	501	5.331
	26 - 35 YEARS OLD	1.8%	3.2%	5.3%	6.3%	15.3%	17.9%	50.2%	875	5.846
	36 - 45 YEARS OLD	2.0%	2.9%	3.1%	6.7%	19.2%	17.4%	48.6%	683	5.848
	46 - 55 YEARS OLD	4.2%	3.0%	5.9%	6.9%	17.7%	18.9%	43.4%	763	5.611
	56 - 65 YEARS OLD	3.2%	6.7%	8.9%	11.7%	15.9%	15.5%	37.9%	1,023	5.287
	66 AND OLDER	6.7%	9.2%	16.0%	11.8%	11.8%	16.0%	28.6%	119	4.748
SEX	MALE	2.8%	3.1%	5.3%	7.9%	15.7%	16.8%	48.3%	1,235	5.742
	FEMALE	3.6%	5.0%	7.2%	8.6%	17.0%	17.6%	41.1%	2,731	5.476
RACE	CAUCASIAN	2.9%	4.4%	6.4%	8.0%	16.7%	17.8%	43.8%	3,515	5.597
	AFRICAN AMERICAN	7.5%	4.0%	6.3%	11.9%	14.6%	11.9%	43.9%	253	5.332
	OTHER	6.5%	4.5%	10.5%	11.0%	15.5%	16.5%	35.5%	200	5.160
MARITAL STATUS	SINGLE	5.6%	4.0%	5.3%	7.0%	15.2%	17.9%	45.0%	1,170	5.560
	MARRIED	1.8%	4.4%	6.7%	8.6%	18.8%	16.8%	42.7%	2,185	5.596
	OTHER	4.5%	5.0%	8.6%	10.4%	11.0%	18.2%	42.2%	616	5.417
RESIDENTIAL LOCATION	URBAN	5.9%	5.9%	6.5%	6.8%	16.1%	16.1%	42.8%	629	5.405
	SUBURBAN	2.6%	3.4%	5.9%	7.9%	15.7%	17.8%	46.7%	2,249	5.711
	RURAL	3.5%	5.7%	8.0%	10.3%	18.7%	17.2%	36.7%	1,096	5.333
DRIVING AREA	URBAN	4.0%	5.4%	6.3%	6.6%	15.1%	17.0%	45.7%	895	5.571
	SUBURBAN	2.8%	3.1%	6.2%	7.8%	15.8%	18.5%	45.9%	2,188	5.697
	RURAL	3.7%	6.7%	7.9%	11.8%	20.0%	15.0%	34.8%	881	5.219
VEHICLE TYPE	AUTOMOBILE	3.2%	5.0%	7.0%	8.5%	16.0%	17.3%	42.9%	2,240	5.527
	VAN/MINIVAN	2.2%	3.8%	7.0%	8.3%	15.9%	14.6%	48.1%	314	5.682
	PICKUP TRUCK	1.7%	4.4%	7.5%	8.8%	19.4%	18.0%	40.1%	294	5.544
	SUV	1.9%	3.1%	5.6%	8.1%	17.3%	18.7%	45.2%	1,046	5.729
	OTHER	37.2%	6.4%	1.3%	9.0%	14.1%	9.0%	23.1%	78	3.756

**TABLE 1.3: MILES DRIVEN DURING AN AVERAGE WEEK -2017**

		100 OR LESS	101 TO 500	501 TO 1000	MORE THAN 1000	TOTAL
ALL RESPONDENTS		55.9%	39.6%	3.7%	0.8%	3,972
SURVEY	SURVEY 1	58.0%	37.2%	3.5%	1.3%	1,001
	SURVEY 2	56.8%	39.8%	2.9%	0.5%	1,030
	SURVEY 3	56.6%	38.7%	4.2%	0.6%	884
	SURVEY 4	52.3%	42.6%	4.2%	0.9%	1,057
OSP DISTRICT	DISTRICT 1	53.3%	41.4%	4.4%	0.9%	321
	DISTRICT 2	57.0%	38.0%	3.3%	1.7%	300
	DISTRICT 3	57.5%	39.1%	2.8%	0.7%	750
	DISTRICT 4	59.3%	35.7%	4.5%	0.4%	462
	DISTRICT 5	59.2%	37.2%	2.8%	0.7%	422
	DISTRICT 6	55.8%	38.5%	4.7%	0.9%	527
	DISTRICT 7	52.6%	42.2%	3.4%	1.8%	325
	DISTRICT 8	54.5%	42.7%	2.7%	0.2%	525
	DISTRICT 9	50.7%	43.3%	5.0%	0.9%	337
AGE	25 AND YOUNGER	55.1%	38.3%	5.4%	1.2%	501
	26 - 35 YEARS OLD	51.5%	43.6%	4.5%	0.5%	874
	36 - 45 YEARS OLD	48.7%	46.0%	4.1%	1.2%	682
	46 - 55 YEARS OLD	55.0%	39.8%	4.1%	1.0%	763
	56 - 65 YEARS OLD	64.2%	33.5%	1.8%	0.5%	1,023
	66 AND OLDER	66.4%	31.1%	1.7%	0.8%	119
SEX	MALE	44.0%	49.6%	4.7%	1.7%	1,236
	FEMALE	61.3%	35.0%	3.2%	0.4%	2,728
RACE	CAUCASIAN	55.0%	40.5%	3.7%	0.8%	3,513
	AFRICAN AMERICAN	67.2%	30.0%	2.8%	0.0%	253
	OTHER	56.5%	36.5%	4.5%	2.5%	200
MARITAL STATUS	SINGLE	57.0%	38.2%	4.1%	0.8%	1,171
	MARRIED	54.2%	41.4%	3.6%	0.8%	2,183
	OTHER	59.5%	36.1%	3.3%	1.1%	615
RESIDENTIAL LOCATION	URBAN	62.3%	32.8%	4.1%	0.8%	629
	SUBURBAN	55.2%	40.8%	3.2%	0.7%	2,248
	RURAL	53.4%	41.1%	4.3%	1.2%	1,095
DRIVING AREA	URBAN	57.1%	37.4%	4.0%	1.5%	895
	SUBURBAN	55.7%	40.6%	3.2%	0.5%	2,187
	RURAL	55.0%	39.5%	4.5%	0.9%	880
VEHICLE TYPE	AUTOMOBILE	58.4%	37.9%	3.2%	0.6%	2,240
	VAN/MINIVAN	54.2%	42.0%	3.5%	0.3%	312
	PICKUP TRUCK	45.6%	44.2%	7.1%	3.1%	294
	SUV	53.7%	42.5%	3.3%	0.4%	1,046
	OTHER	56.4%	25.6%	10.3%	7.7%	78

**TABLE 1.4: DRIVING AREA -2017**

		URBAN	SUBURBAN	RURAL	TOTAL
ALL RESPONDENTS		22.6%	55.2%	22.2%	3,965
SURVEY	SURVEY 1	26.3%	49.4%	24.2%	999
	SURVEY 2	20.4%	62.2%	17.4%	1,028
	SURVEY 3	21.7%	52.7%	25.6%	883
	SURVEY 4	21.9%	55.9%	22.2%	1,055
OSP DISTRICT	DISTRICT 1	27.3%	49.5%	23.2%	319
	DISTRICT 2	24.6%	40.4%	35.0%	297
	DISTRICT 3	21.1%	69.3%	9.6%	750
	DISTRICT 4	22.1%	59.0%	18.9%	461
	DISTRICT 5	20.3%	52.5%	27.2%	423
	DISTRICT 6	31.2%	55.5%	13.3%	526
	DISTRICT 7	19.4%	39.5%	41.0%	324
	DISTRICT 8	20.0%	66.3%	13.7%	525
	DISTRICT 9	16.9%	37.4%	45.7%	337
AGE	25 AND YOUNGER	26.5%	56.1%	17.4%	499
	26 - 35 YEARS OLD	22.5%	59.3%	18.2%	873
	36 - 45 YEARS OLD	20.9%	61.5%	17.6%	681
	46 - 55 YEARS OLD	20.1%	53.4%	26.5%	762
	56 - 65 YEARS OLD	24.3%	48.5%	27.2%	1021
	66 AND OLDER	18.5%	53.8%	27.7%	119
SEX	MALE	26.0%	51.9%	22.1%	1,233
	FEMALE	21.0%	56.6%	22.3%	2,725
RACE	CAUCASIAN	20.4%	56.1%	23.5%	3,506
	AFRICAN AMERICAN	50.0%	44.5%	5.5%	254
	OTHER	25.1%	53.3%	21.6%	199
MARITAL STATUS	SINGLE	25.5%	57.5%	17.0%	1,169
	MARRIED	21.0%	53.5%	25.4%	2,178
	OTHER	22.4%	56.7%	20.8%	615
RESIDENTIAL LOCATION	URBAN	81.7%	13.9%	4.5%	627
	SUBURBAN	12.3%	83.9%	3.8%	2,248
	RURAL	9.9%	19.6%	70.5%	1,090
VEHICLE TYPE	AUTOMOBILE	24.6%	57.0%	18.5%	2,237
	VAN/MINIVAN	19.9%	58.7%	21.5%	312
	PICKUP TRUCK	22.9%	35.5%	41.6%	293
	SUV	17.4%	57.1%	25.5%	1,044
	OTHER	45.5%	39.0%	15.6%	77

**TABLE 1.5: DRIVE FOR WORK, PLEASURE OR BOTH -2017**

		BOTH WORK AND PLEASURE	WORK	PLEASURE	TOTAL
ALL RESPONDENTS		54.6%	15.5%	29.9%	3,966
SURVEY	SURVEY 1	48.3%	18.6%	33.0%	999
	SURVEY 2	59.2%	9.4%	31.4%	1,027
	SURVEY 3	55.2%	18.3%	26.5%	884
	SURVEY 4	55.7%	16.0%	28.3%	1,056
OSP DISTRICT	DISTRICT 1	55.3%	20.2%	24.5%	322
	DISTRICT 2	50.0%	18.5%	31.5%	298
	DISTRICT 3	58.5%	9.6%	32.0%	751
	DISTRICT 4	58.0%	12.6%	29.4%	462
	DISTRICT 5	50.5%	14.7%	34.8%	422
	DISTRICT 6	55.3%	15.4%	29.3%	526
	DISTRICT 7	54.3%	17.9%	27.8%	324
	DISTRICT 8	53.9%	18.2%	27.9%	523
	DISTRICT 9	51.0%	19.7%	29.3%	335
AGE	25 AND YOUNGER	66.1%	17.6%	16.4%	501
	26 - 35 YEARS OLD	67.1%	14.5%	18.3%	873
	36 - 45 YEARS OLD	60.9%	14.4%	24.7%	680
	46 - 55 YEARS OLD	52.9%	18.8%	28.3%	762
	56 - 65 YEARS OLD	39.1%	14.5%	46.4%	1,021
	66 AND OLDER	25.2%	7.6%	67.2%	119
SEX	MALE	57.3%	19.8%	22.9%	1,234
	FEMALE	53.5%	13.5%	33.0%	2,724
RACE	CAUCASIAN	54.6%	15.5%	30.0%	3,511
	AFRICAN AMERICAN	57.0%	11.2%	31.9%	251
	OTHER	54.0%	19.7%	26.3%	198
MARITAL STATUS	SINGLE	62.0%	14.6%	23.4%	1,171
	MARRIED	52.5%	16.5%	31.0%	2,180
	OTHER	48.2%	13.6%	38.2%	612
RESIDENTIAL LOCATION	URBAN	55.8%	15.4%	28.8%	629
	SUBURBAN	57.3%	13.5%	29.2%	2,244
	RURAL	48.5%	19.7%	31.8%	1,093
DRIVING AREA	URBAN	54.3%	18.7%	27.0%	895
	SUBURBAN	58.1%	11.8%	30.1%	2,183
	RURAL	46.6%	20.9%	32.4%	879
VEHICLE TYPE	AUTOMOBILE	55.1%	16.1%	28.8%	2,239
	VAN/MINIVAN	53.4%	12.5%	34.2%	313
	PICKUP TRUCK	51.7%	21.9%	26.4%	292
	SUV	55.3%	13.2%	31.5%	1,042
	OTHER	50.0%	16.7%	33.3%	78

**TABLE 1.6: PEOPLE 18 OR OLDER IN HOUSEHOLD WITH VALID OH DRIVER'S LICENSE OR TEMPORARY PERMIT -2017**

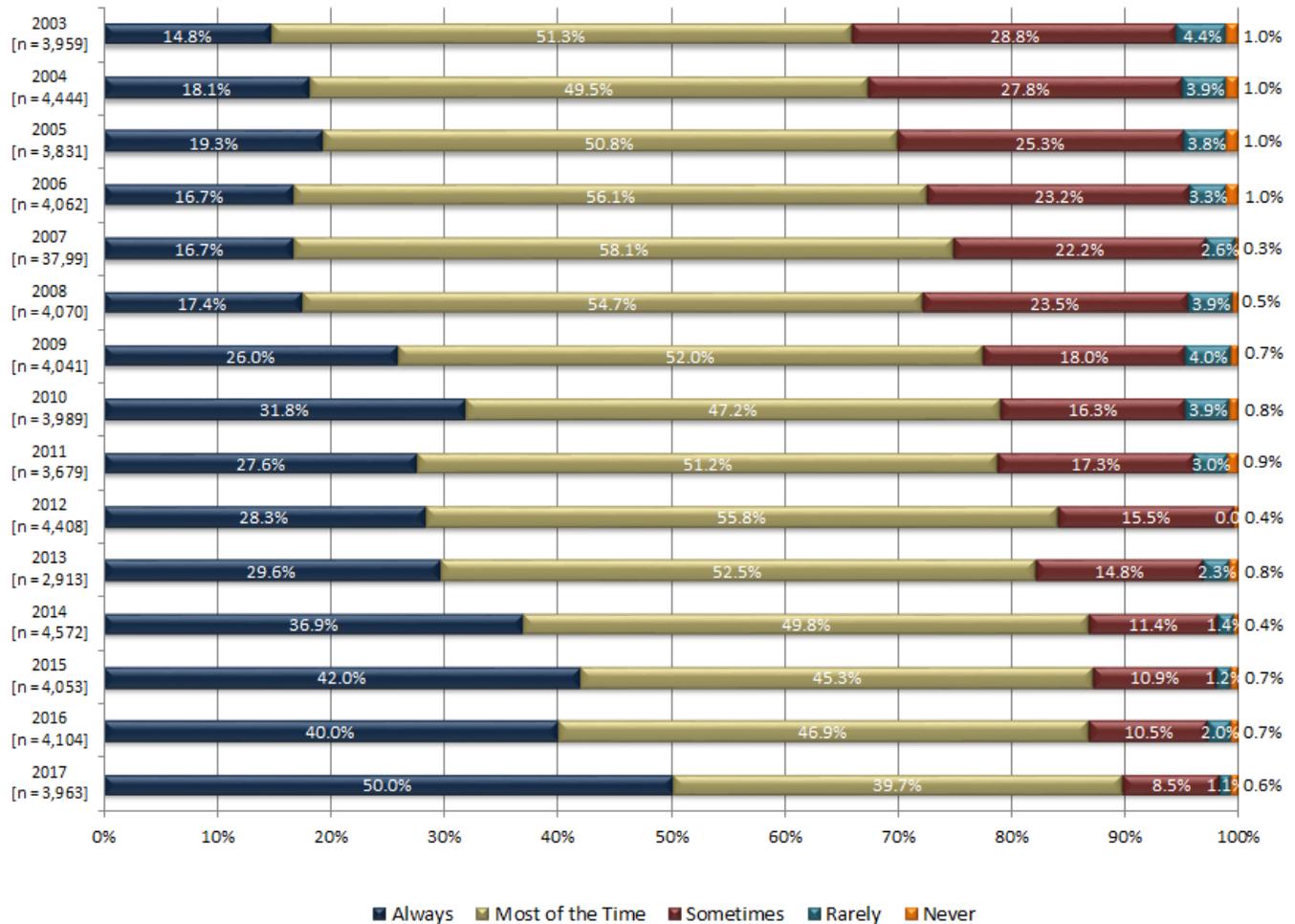
		1 PERSON	2 PEOPLE	3 PEOPLE	4 PEOPLE	5 OR MORE PEOPLE	TOTAL
ALL RESPONDENTS		25.7%	54.1%	13.7%	4.9%	1.6%	3,971
SURVEY	SURVEY 1	26.5%	53.9%	12.7%	5.1%	1.8%	1,002
	SURVEY 2	28.2%	52.7%	13.0%	4.8%	1.3%	1,031
	SURVEY 3	25.6%	52.8%	14.7%	4.8%	2.1%	884
	SURVEY 4	22.6%	56.8%	14.4%	4.8%	1.3%	1,054
OSP DISTRICT	DISTRICT 1	20.2%	56.4%	14.3%	7.8%	1.2%	321
	DISTRICT 2	19.3%	63.7%	10.7%	4.7%	1.7%	300
	DISTRICT 3	29.3%	50.1%	15.0%	4.5%	1.1%	751
	DISTRICT 4	24.7%	52.8%	14.9%	5.2%	2.4%	462
	DISTRICT 5	29.3%	53.0%	13.9%	2.4%	1.4%	423
	DISTRICT 6	23.6%	57.0%	12.4%	4.8%	2.3%	526
	DISTRICT 7	24.4%	51.9%	15.1%	6.8%	1.9%	324
	DISTRICT 8	27.0%	54.5%	12.4%	4.8%	1.3%	525
	DISTRICT 9	28.3%	52.7%	13.1%	4.5%	1.5%	336
AGE	25 AND YOUNGER	20.8%	42.6%	22.2%	11.0%	3.4%	500
	26 - 35 YEARS OLD	24.6%	63.3%	8.6%	2.2%	1.4%	874
	36 - 45 YEARS OLD	25.3%	57.1%	13.2%	3.4%	1.0%	683
	46 - 55 YEARS OLD	26.4%	44.8%	19.2%	7.5%	2.1%	764
	56 - 65 YEARS OLD	29.0%	55.7%	10.6%	3.8%	0.9%	1,021
	66 AND OLDER	26.1%	63.9%	8.4%	0.8%	0.8%	119
SEX	MALE	28.1%	50.5%	13.8%	5.8%	1.9%	1,233
	FEMALE	24.7%	55.7%	13.7%	4.5%	1.5%	2,730
RACE	CAUCASIAN	24.4%	55.3%	13.9%	4.9%	1.5%	3,512
	AFRICAN AMERICAN	41.9%	41.9%	9.5%	4.7%	2.0%	253
	OTHER	27.5%	49.5%	15.0%	5.5%	2.5%	200
MARITAL STATUS	SINGLE	43.2%	32.3%	16.6%	5.7%	2.3%	1,168
	MARRIED	6.6%	73.8%	13.0%	5.1%	1.4%	2,184
	OTHER	59.9%	26.1%	10.4%	2.6%	1.0%	616
RESIDENTIAL LOCATION	URBAN	32.2%	49.7%	11.7%	5.1%	1.3%	630
	SUBURBAN	26.0%	53.6%	14.2%	4.6%	1.6%	2,246
	RURAL	21.3%	57.7%	13.7%	5.4%	1.9%	1,095
DRIVING AREA	URBAN	28.6%	52.5%	13.1%	4.5%	1.3%	895
	SUBURBAN	26.6%	53.2%	13.8%	4.9%	1.6%	2,186
	RURAL	20.9%	57.8%	14.0%	5.3%	1.9%	880
VEHICLE TYPE	AUTOMOBILE	29.4%	51.2%	13.3%	4.7%	1.4%	2,239
	VAN/MINIVAN	15.7%	57.5%	17.3%	6.4%	3.2%	313
	PICKUP TRUCK	25.5%	55.1%	12.6%	5.1%	1.7%	294
	SUV	20.1%	59.9%	13.6%	4.8%	1.6%	1,045
	OTHER	35.9%	42.3%	15.4%	5.1%	1.3%	78

## RESULTS – PART II: SEAT BELT USE

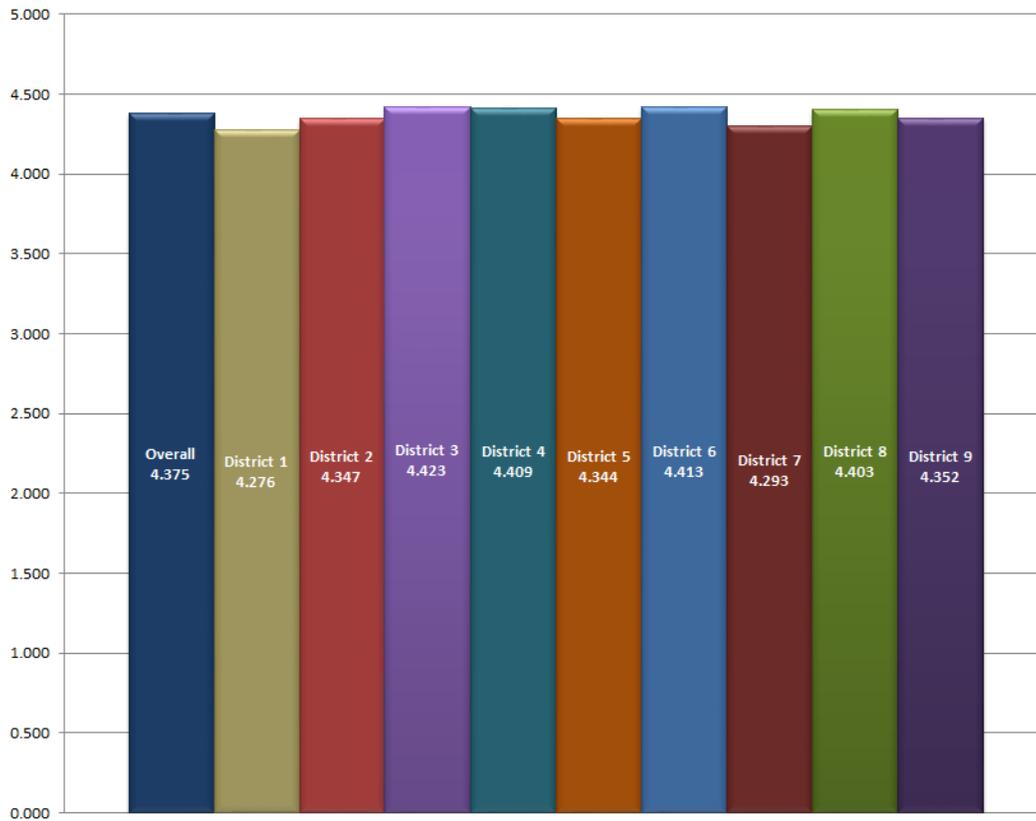
### PERCEIVED SEAT BELT USE BY OTHER DRIVERS

During 2017, 50.0% of respondents said the average driver “always” wears a seat belt, while 39.7% said they think other drivers wear their seat belt “most of the time.” Results were more favorable than in 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, 4, 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- 2017**



**FIGURE 1A: PERCEIVED SEAT BELT USE BY OTHER DRIVERS 2017 [MEAN SCORE]**



**TABLE 2.1: PERCEIVED SEAT BELT USE BY OTHER DRIVERS - 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.358</b>	<b>4.418</b>	<b>4.318</b>	<b>4.398</b>	<b>3,963</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	4.228	4.308	4.250	4.317	319
	<b>District 2</b>	4.194	4.436	4.370	4.443	300
	<b>District 3</b>	4.465	4.439	4.286	4.436	750
	<b>District 4</b>	4.415	4.415	4.379	4.426	462
	<b>District 5</b>	4.365	4.402	4.259	4.360	422
	<b>District 6</b>	4.430	4.480	4.348	4.379	525
	<b>District 7</b>	4.267	4.255	4.372	4.258	324
	<b>District 8</b>	4.313	4.455	4.355	4.476	523
	<b>District 9</b>	4.424	4.375	4.176	4.397	335

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.

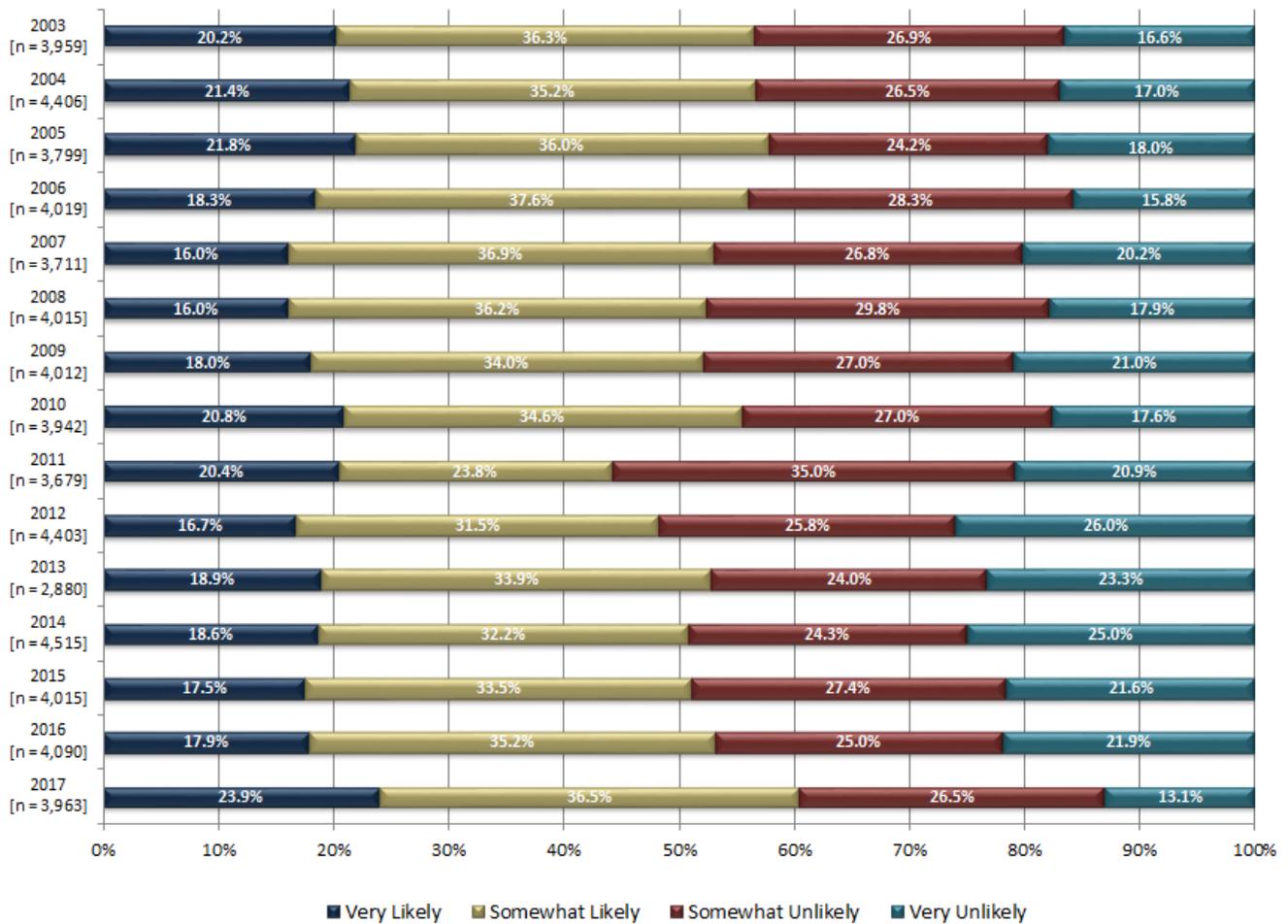
**TABLE 2.2: PERCEIVED SEAT BELT USE BY OTHER DRIVERS -2017**

		NEVER	RARELY	SOMETIMES	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		0.6%	1.1%	8.5%	39.7%	50.0%	3,963	4.375
SURVEY	SURVEY 1	0.4%	1.0%	8.2%	43.1%	47.3%	994	4.358
	SURVEY 2	0.6%	1.2%	8.9%	34.5%	54.8%	1,031	4.418
	SURVEY 3	1.0%	1.7%	8.4%	42.6%	46.3%	883	4.315
	SURVEY 4	0.5%	0.8%	8.3%	39.3%	51.1%	1,055	4.398
OSP DISTRICT	DISTRICT 1	0.3%	1.3%	11.9%	43.6%	42.9%	319	4.276
	DISTRICT 2	0.3%	0.7%	9.3%	43.3%	46.3%	300	4.347
	DISTRICT 3	0.4%	1.2%	7.9%	36.8%	53.7%	750	4.423
	DISTRICT 4	0.9%	1.3%	6.3%	39.2%	52.4%	462	4.409
	DISTRICT 5	0.7%	0.7%	10.0%	40.8%	47.9%	422	4.344
	DISTRICT 6	0.4%	0.8%	8.0%	38.9%	52.0%	525	4.413
	DISTRICT 7	0.9%	2.8%	9.9%	38.9%	47.5%	324	4.293
	DISTRICT 8	0.8%	1.0%	7.3%	39.2%	51.8%	523	4.403
	DISTRICT 9	0.9%	0.9%	8.4%	41.8%	48.1%	335	4.352
AGE	25 AND YOUNGER	1.0%	1.8%	13.6%	40.6%	43.0%	500	4.228
	26 - 35 YEARS OLD	0.1%	1.3%	10.3%	37.2%	51.1%	874	4.380
	36 - 45 YEARS OLD	1.2%	0.7%	9.1%	40.7%	48.3%	681	4.342
	46 - 55 YEARS OLD	0.5%	1.4%	6.6%	40.6%	50.9%	762	4.399
	56 - 65 YEARS OLD	0.5%	0.9%	5.3%	39.5%	53.8%	1,017	4.452
	66 AND OLDER	0.8%	0.0%	8.4%	48.7%	42.0%	119	4.311
SEX	MALE	1.1%	1.4%	8.9%	41.6%	47.1%	1,228	4.322
	FEMALE	0.4%	1.0%	8.3%	38.9%	51.3%	2,727	4.398
RACE	CAUCASIAN	0.6%	1.1%	8.6%	40.6%	49.1%	3,504	4.365
	AFRICAN AMERICAN	0.4%	0.8%	6.7%	32.4%	59.7%	253	4.502
	OTHER	1.5%	1.5%	8.5%	33.0%	55.5%	200	4.395
MARITAL STATUS	SINGLE	0.7%	1.8%	11.6%	40.6%	45.3%	1,169	4.280
	MARRIED	0.4%	0.6%	7.0%	39.3%	52.7%	2,179	4.434
	OTHER	1.3%	1.8%	7.7%	39.4%	49.8%	612	4.346
RESIDENTIAL LOCATION	URBAN	0.5%	1.1%	6.7%	36.7%	55.0%	626	4.446
	SUBURBAN	0.5%	1.0%	8.6%	39.7%	50.3%	2,245	4.383
	RURAL	0.9%	1.5%	9.3%	41.6%	46.7%	1,092	4.317
DRIVING AREA	URBAN	0.6%	1.1%	8.4%	38.6%	51.3%	891	4.389
	SUBURBAN	0.5%	0.9%	8.4%	40.8%	49.4%	2,185	4.379
	RURAL	1.0%	1.7%	8.8%	38.4%	50.1%	877	4.348
VEHICLE TYPE	AUTOMOBILE	0.5%	0.9%	7.8%	38.5%	52.3%	2,236	4.412
	VAN/MINIVAN	0.3%	1.0%	7.7%	44.1%	47.0%	313	4.364
	PICKUP TRUCK	0.7%	2.1%	14.7%	45.2%	37.3%	292	4.164
	SUV	0.4%	1.4%	8.4%	40.5%	49.3%	1,043	4.368
	OTHER	7.8%	1.3%	7.8%	29.9%	53.2%	77	4.195

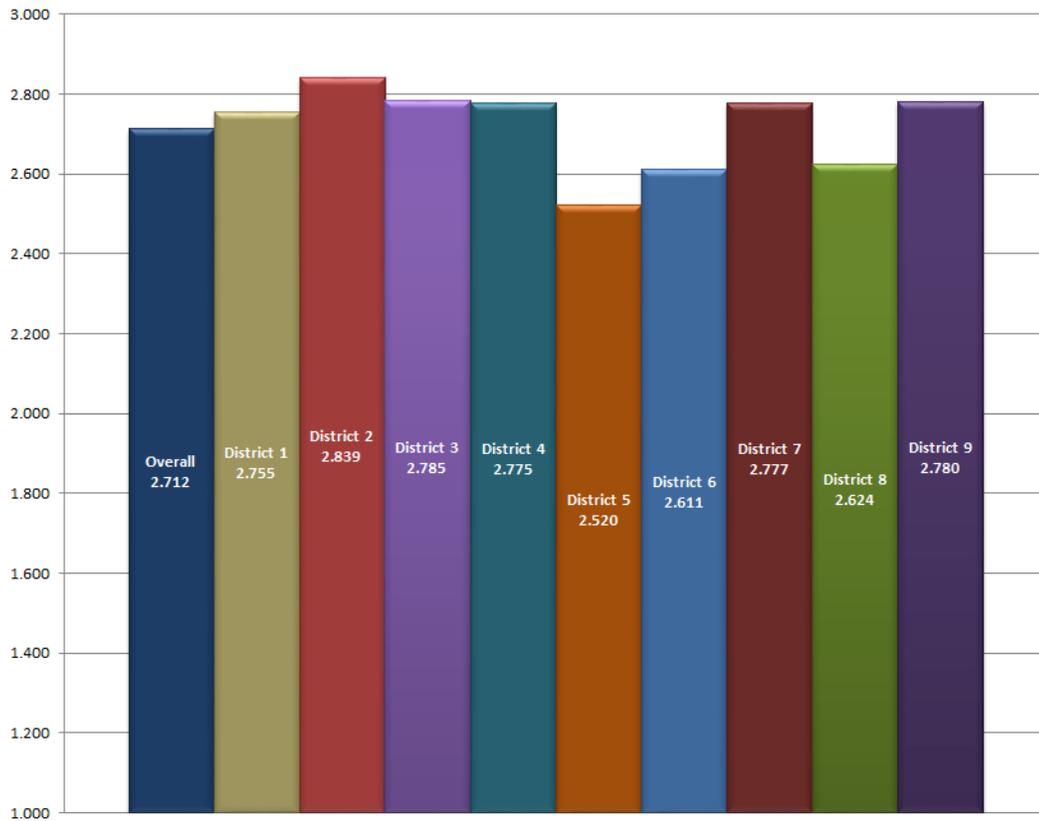
## LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT

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 – 2017**



**FIGURE 2A: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT 2017  
[MEAN SCORE]**



**TABLE 2.3: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2017  
[MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.594</b>	<b>2.777</b>	<b>2.687</b>	<b>2.780</b>	<b>3,963</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	2.427	2.910	2.788	2.902	322
	<b>District 2</b>	2.796	2.873	2.904	2.808	299
	<b>District 3</b>	2.604	2.859	2.779	2.823	749
	<b>District 4</b>	2.695	2.840	2.690	2.877	462
	<b>District 5</b>	2.353	2.745	2.342	2.670	421
	<b>District 6</b>	2.516	2.587	2.643	2.699	524
	<b>District 7</b>	2.709	2.673	2.894	2.784	323
	<b>District 8</b>	2.500	2.672	2.609	2.707	524
	<b>District 9</b>	2.796	2.854	2.703	2.785	336

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.

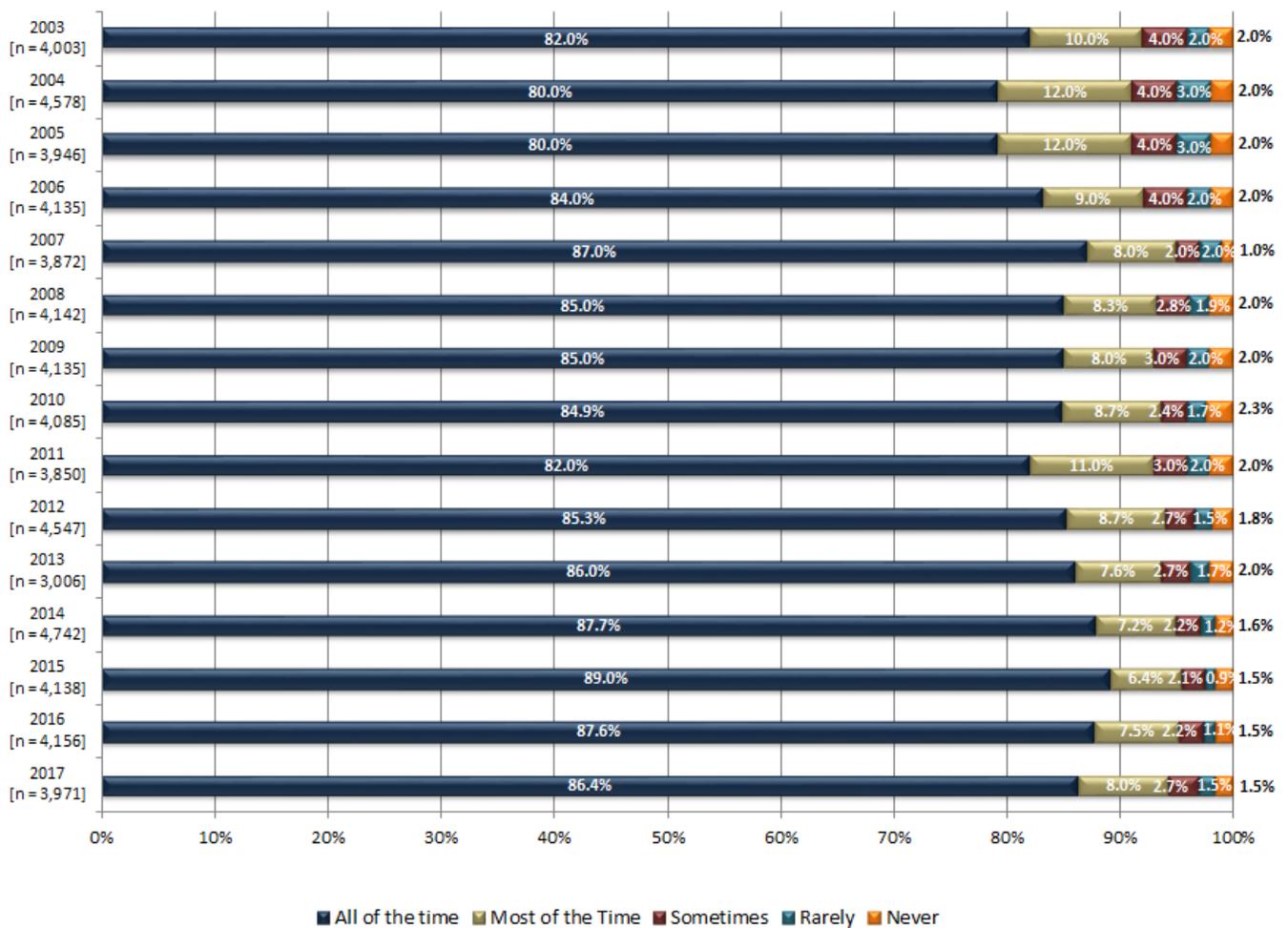
**TABLE 2.4: LIKELIHOOD OF A DRIVER RECEIVING A TICKET FOR NOT WEARING A SEAT BELT -2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		13.1%	26.5%	36.5%	23.9%	3,963	2.712
SURVEY	SURVEY 1	17.2%	27.4%	34.2%	21.2%	996	2.594
	SURVEY 2	10.6%	27.3%	36.0%	26.1%	1,030	2.777
	SURVEY 3	14.8%	24.5%	37.8%	22.9%	883	2.687
	SURVEY 4	10.2%	26.7%	38.0%	25.1%	1,054	2.780
OSP DISTRICT	DISTRICT 1	14.0%	20.5%	41.6%	23.9%	322	2.755
	DISTRICT 2	9.4%	20.7%	46.5%	23.4%	299	2.839
	DISTRICT 3	10.7%	26.4%	36.6%	26.3%	749	2.785
	DISTRICT 4	10.4%	28.1%	35.1%	26.4%	462	2.775
	DISTRICT 5	19.7%	28.0%	32.8%	19.5%	421	2.520
	DISTRICT 6	13.7%	33.2%	31.3%	21.8%	524	2.611
	DISTRICT 7	12.7%	24.1%	35.9%	27.2%	323	2.777
	DISTRICT 8	15.5%	28.2%	34.7%	21.6%	524	2.624
	DISTRICT 9	12.2%	22.6%	40.2%	25.0%	336	2.780
AGE	25 AND YOUNGER	8.8%	24.2%	38.6%	28.4%	500	2.866
	26 - 35 YEARS OLD	11.8%	24.5%	40.3%	23.4%	875	2.754
	36 - 45 YEARS OLD	13.4%	25.9%	35.3%	25.3%	679	2.726
	46 - 55 YEARS OLD	12.6%	27.4%	33.9%	26.1%	762	2.735
	56 - 65 YEARS OLD	15.4%	28.7%	35.1%	20.8%	1,018	2.613
	66 AND OLDER	19.3%	31.9%	35.3%	13.4%	119	2.429
SEX	MALE	15.9%	27.8%	34.2%	22.1%	1,230	2.626
	FEMALE	11.9%	26.0%	37.4%	24.7%	2,725	2.750
RACE	CAUCASIAN	13.4%	27.4%	37.2%	22.1%	3,505	2.680
	AFRICAN AMERICAN	10.7%	19.8%	30.8%	38.7%	253	2.976
	OTHER	11.0%	19.5%	31.5%	38.0%	200	2.965
MARITAL STATUS	SINGLE	10.1%	25.6%	38.6%	25.7%	1,169	2.800
	MARRIED	14.7%	27.1%	36.1%	22.1%	2,177	2.657
	OTHER	13.2%	26.2%	33.9%	26.7%	614	2.741
RESIDENTIAL LOCATION	URBAN	12.1%	25.7%	32.4%	29.8%	627	2.799
	SUBURBAN	12.9%	27.6%	36.7%	22.8%	2,245	2.694
	RURAL	14.0%	24.8%	38.3%	22.8%	1,091	2.699
DRIVING AREA	URBAN	12.5%	26.1%	34.0%	27.4%	894	2.763
	SUBURBAN	12.8%	27.8%	37.0%	22.4%	2,185	2.690
	RURAL	14.6%	23.8%	37.6%	23.9%	874	2.708
VEHICLE TYPE	AUTOMOBILE	12.1%	27.6%	36.0%	24.3%	2,236	2.726
	VAN/MINIVAN	14.3%	22.9%	39.5%	23.2%	314	2.717
	PICKUP TRUCK	19.3%	22.8%	31.7%	26.2%	290	2.648
	SUV	13.1%	27.1%	38.4%	21.4%	1,044	2.680
	OTHER	14.3%	15.6%	29.9%	40.3%	77	2.961

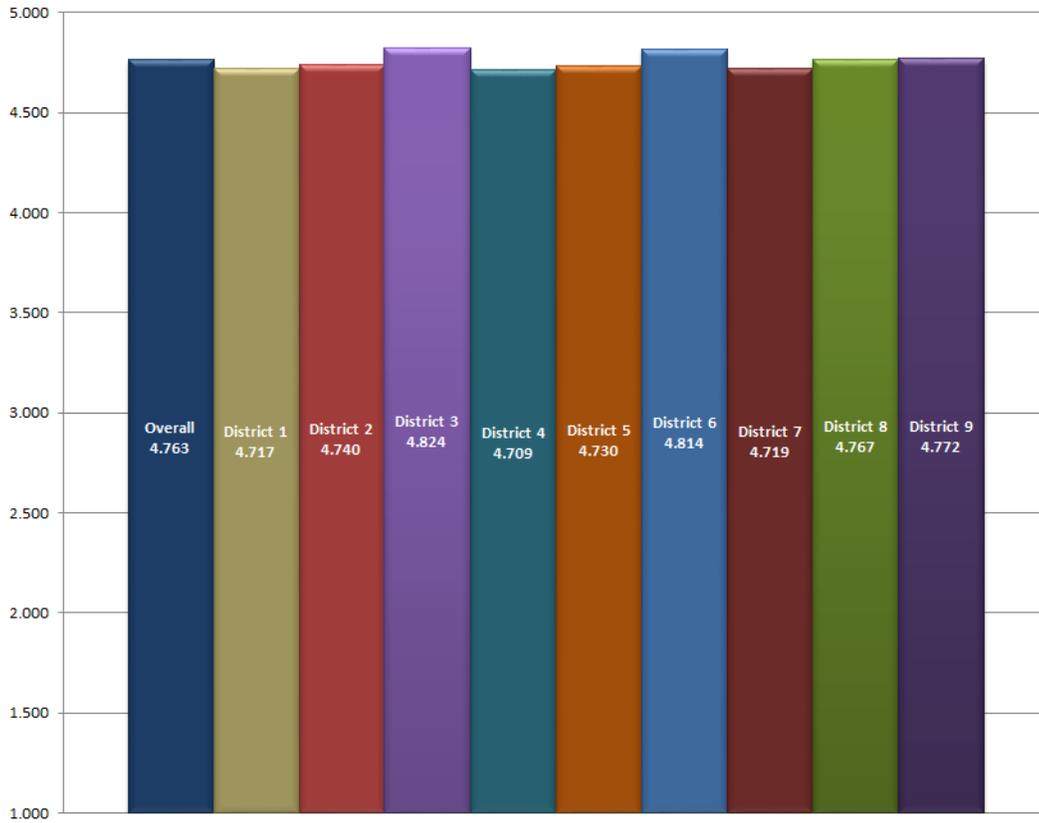
### RESPONDENTS' REPORTED SEAT BELT USE

In 2017, reported seat belt use for those who claim to wear a seat belt all of the time was 86.4% (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 single, and pickup drivers (Table 2.6). Additionally, 84.5% 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 (93.0%) 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 and 6 had the highest self-reported seat belt use of all OSP Districts (Figure 3A).

**FIGURE 3: RESPONDENTS' REPORTED SEAT BELT USE 2003 – 2017**



**FIGURE 3A: RESPONDENTS' REPORTED SEAT BELT USE – 2017 [MEAN SCORE]**



**TABLE 2.5: RESPONDENTS' REPORTED SEAT BELT USE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.755</b>	<b>4.759</b>	<b>4.735</b>	<b>4.798</b>	<b>3,971</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	4.817	4.679	4.613	4.756	322
	<b>District 2</b>	4.656	4.709	4.767	4.835	300
	<b>District 3</b>	4.869	4.830	4.771	4.806	750
	<b>District 4</b>	4.661	4.651	4.741	4.777	461
	<b>District 5</b>	4.740	4.716	4.692	4.780	423
	<b>District 6</b>	4.822	4.820	4.774	4.835	527
	<b>District 7</b>	4.698	4.545	4.840	4.719	324
	<b>District 8</b>	4.713	4.809	4.727	4.810	524
	<b>District 9</b>	4.785	4.750	4.662	4.836	337

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 -2017**

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALL OF THE TIME	TOTAL	AVERAGE
ALL RESPONDENTS		1.5%	1.5%	2.7%	8.0%	86.4%	3,971	4.763
SURVEY	SURVEY 1	1.4%	1.7%	3.0%	7.8%	86.1%	1,002	4.755
	SURVEY 2	1.1%	1.9%	2.7%	8.5%	85.7%	1,030	4.759
	SURVEY 3	2.6%	1.6%	2.1%	7.0%	86.7%	884	4.735
	SURVEY 4	0.9%	0.8%	2.8%	8.4%	87.0%	1,055	4.798
OSP DISTRICT	DISTRICT 1	0.9%	2.8%	5.0%	6.2%	85.1%	322	4.717
	DISTRICT 2	1.0%	2.3%	4.3%	6.3%	86.0%	300	4.740
	DISTRICT 3	0.8%	0.7%	2.1%	8.1%	88.3%	750	4.824
	DISTRICT 4	2.8%	1.5%	2.4%	8.5%	84.8%	461	4.709
	DISTRICT 5	2.1%	2.1%	1.7%	8.7%	85.3%	423	4.730
	DISTRICT 6	0.8%	1.1%	2.3%	7.6%	88.2%	527	4.814
	DISTRICT 7	1.9%	0.6%	3.7%	11.4%	82.4%	324	4.719
	DISTRICT 8	1.7%	1.9%	2.1%	6.5%	87.8%	524	4.767
	DISTRICT 9	1.5%	1.2%	2.4%	8.6%	86.4%	337	4.772
AGE	25 AND YOUNGER	1.0%	1.2%	4.0%	12.2%	81.6%	501	4.723
	26 - 35 YEARS OLD	0.6%	1.4%	3.4%	9.6%	85.0%	873	4.771
	36 - 45 YEARS OLD	1.5%	1.2%	2.5%	10.5%	84.3%	683	4.751
	46 - 55 YEARS OLD	2.0%	1.6%	2.2%	6.5%	87.7%	764	4.764
	56 - 65 YEARS OLD	2.0%	1.7%	1.8%	4.5%	90.1%	1,022	4.792
	66 AND OLDER	2.5%	1.7%	3.4%	2.5%	89.9%	119	4.756
SEX	MALE	2.8%	1.8%	3.8%	8.7%	82.9%	1,236	4.673
	FEMALE	0.9%	1.3%	2.2%	7.7%	88.0%	2,727	4.805
RACE	CAUCASIAN	1.6%	1.5%	2.6%	7.5%	86.8%	3,511	4.764
	AFRICAN AMERICAN	0.4%	1.2%	2.0%	10.6%	85.8%	254	4.803
	OTHER	0.5%	2.0%	5.0%	13.0%	79.5%	200	4.690
MARITAL STATUS	SINGLE	1.6%	1.5%	3.2%	10.8%	82.8%	1,171	4.717
	MARRIED	1.1%	1.1%	2.4%	7.0%	88.4%	2,182	4.804
	OTHER	2.3%	2.8%	2.9%	6.2%	85.9%	615	4.706
RESIDENTIAL LOCATION	URBAN	0.8%	2.7%	2.2%	9.4%	84.8%	627	4.748
	SUBURBAN	1.0%	1.1%	2.5%	8.1%	87.3%	2,248	4.797
	RURAL	2.8%	1.6%	3.4%	6.9%	85.3%	1,096	4.703
DRIVING AREA	URBAN	1.6%	2.3%	2.3%	8.8%	84.9%	895	4.732
	SUBURBAN	1.0%	1.1%	2.5%	7.8%	87.6%	2,187	4.800
	RURAL	2.6%	1.5%	3.4%	7.6%	84.9%	880	4.707
VEHICLE TYPE	AUTOMOBILE	1.1%	1.1%	2.2%	6.8%	88.7%	2,239	4.809
	VAN/MINI VAN	0.3%	1.9%	4.1%	10.2%	83.4%	314	4.745
	PICKUP TRUCK	3.7%	2.4%	5.4%	13.6%	74.8%	294	4.534
	SUV	1.2%	1.5%	2.4%	8.0%	86.8%	1,045	4.776
	OTHER	10.4%	6.5%	3.9%	10.4%	68.8%	77	4.208

**TABLE 2.7: FREQUENCY OF WEARING A SEAT BELT AS A FRONT SEAT PASSENGER -2017**

		NEVER	RARELY	SOMETIMES	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		1.3%	1.9%	3.1%	9.2%	84.5%	3,966	4.735
SURVEY	SURVEY 1	1.8%	2.0%	3.3%	9.0%	83.9%	1,001	4.712
	SURVEY 2	1.0%	2.3%	3.3%	8.8%	84.6%	1,028	4.737
	SURVEY 3	1.8%	2.2%	2.2%	9.1%	84.8%	882	4.729
	SURVEY 4	0.9%	1.3%	3.4%	9.9%	84.5%	1,055	4.759
OSP DISTRICT	DISTRICT 1	1.6%	2.5%	3.7%	9.0%	83.2%	321	4.698
	DISTRICT 2	1.0%	3.7%	2.7%	9.3%	83.3%	300	4.703
	DISTRICT 3	0.8%	1.2%	2.4%	10.4%	85.2%	748	4.779
	DISTRICT 4	1.7%	2.2%	3.3%	7.8%	85.0%	460	4.722
	DISTRICT 5	2.1%	1.9%	2.1%	8.1%	85.8%	422	4.735
	DISTRICT 6	0.6%	2.5%	2.1%	8.5%	86.3%	527	4.776
	DISTRICT 7	1.9%	1.9%	3.7%	10.5%	82.1%	324	4.691
	DISTRICT 8	1.5%	1.5%	4.4%	7.2%	85.3%	525	4.733
	DISTRICT 9	1.5%	1.2%	4.2%	11.9%	81.3%	336	4.702
AGE	25 AND YOUNGER	0.8%	1.8%	3.4%	14.0%	80.0%	500	4.706
	26 - 35 YEARS OLD	0.3%	2.3%	4.6%	11.7%	81.1%	872	4.709
	36 - 45 YEARS OLD	1.2%	1.8%	3.5%	13.0%	80.5%	682	4.699
	46 - 55 YEARS OLD	1.8%	1.6%	2.1%	7.0%	87.5%	762	4.768
	56 - 65 YEARS OLD	2.0%	2.1%	2.1%	4.5%	89.4%	1,021	4.774
	66 AND OLDER	2.5%	1.7%	1.7%	3.4%	90.8%	119	4.782
SEX	MALE	2.2%	2.0%	4.6%	9.7%	81.5%	1,232	4.662
	FEMALE	1.0%	1.9%	2.4%	8.9%	85.8%	2,726	4.768
RACE	CAUCASIAN	1.4%	1.9%	3.2%	8.9%	84.6%	3,510	4.733
	AFRICAN AMERICAN	0.4%	1.6%	1.6%	12.4%	84.1%	251	4.781
	OTHER	1.0%	2.5%	3.5%	10.6%	82.4%	199	4.709
MARITAL STATUS	SINGLE	1.3%	2.1%	4.0%	14.4%	78.2%	1,167	4.662
	MARRIED	0.9%	1.7%	2.5%	7.0%	87.9%	2,181	4.792
	OTHER	2.9%	2.4%	3.4%	7.2%	84.1%	615	4.670
RESIDENTIAL LOCATION	URBAN	1.3%	2.4%	2.1%	11.6%	82.6%	627	4.719
	SUBURBAN	0.8%	1.6%	3.0%	8.6%	86.1%	2,246	4.777
	RURAL	2.6%	2.5%	3.8%	8.9%	82.3%	1,093	4.658
DRIVING AREA	URBAN	1.8%	2.1%	1.8%	11.0%	83.3%	893	4.719
	SUBURBAN	0.8%	1.6%	3.2%	8.5%	85.9%	2,185	4.772
	RURAL	2.1%	2.7%	4.0%	9.1%	82.1%	878	4.665
VEHICLE TYPE	AUTOMOBILE	0.9%	1.4%	2.7%	9.1%	85.9%	2,236	4.776
	VAN/MINIVAN	1.0%	1.9%	4.5%	9.2%	83.4%	314	4.723
	PICKUP TRUCK	3.1%	5.1%	4.1%	13.3%	74.5%	294	4.510
	SUV	1.6%	2.0%	2.9%	8.3%	85.1%	1,042	4.733
	OTHER	3.8%	5.1%	7.7%	6.4%	76.9%	78	4.474

**TABLE 2.8: RESPONDENTS' SEAT BELT USE IN THE LAST 30 DAYS -2017**

		DECREASED	STAYED THE SAME	INCREASED	TOTAL	AVERAGE
ALL RESPONDENTS		0.5%	93.0%	6.5%	3,972	2.060
SURVEY	SURVEY 1	0.7%	93.4%	5.9%	1,002	2.052
	SURVEY 2	0.6%	92.0%	7.4%	1,030	2.068
	SURVEY 3	0.3%	95.0%	4.6%	883	2.043
	SURVEY 4	0.4%	92.0%	7.7%	1,057	2.073
OSP DISTRICT	DISTRICT 1	0.9%	92.2%	6.8%	322	2.059
	DISTRICT 2	1.0%	93.0%	6.0%	300	2.050
	DISTRICT 3	0.3%	92.8%	6.9%	750	2.067
	DISTRICT 4	0.4%	90.3%	9.3%	462	2.089
	DISTRICT 5	0.7%	96.7%	2.6%	422	2.019
	DISTRICT 6	0.2%	93.4%	6.5%	527	2.063
	DISTRICT 7	0.6%	92.9%	6.5%	325	2.058
	DISTRICT 8	0.2%	93.3%	6.5%	524	2.063
	DISTRICT 9	0.9%	93.2%	5.9%	337	2.050
AGE	25 AND YOUNGER	1.2%	84.2%	14.6%	500	2.134
	26 - 35 YEARS OLD	0.7%	89.9%	9.4%	874	2.087
	36 - 45 YEARS OLD	0.3%	93.6%	6.1%	683	2.059
	46 - 55 YEARS OLD	0.4%	95.2%	4.5%	763	2.041
	56 - 65 YEARS OLD	0.1%	97.8%	2.2%	1,023	2.021
	66 AND OLDER	0.0%	98.3%	1.7%	119	2.017
SEX	MALE	0.8%	92.6%	6.6%	1,235	2.057
	FEMALE	0.3%	93.3%	6.4%	2,729	2.061
RACE	CAUCASIAN	0.4%	93.9%	5.7%	3,512	2.052
	AFRICAN AMERICAN	0.4%	87.4%	12.2%	254	2.118
	OTHER	2.0%	84.5%	13.5%	200	2.115
MARITAL STATUS	SINGLE	0.7%	90.1%	9.2%	1,170	2.085
	MARRIED	0.4%	93.8%	5.8%	2,184	2.054
	OTHER	0.7%	95.8%	3.6%	615	2.029
RESIDENTIAL LOCATION	URBAN	0.3%	87.9%	11.8%	628	2.115
	SUBURBAN	0.5%	93.2%	6.3%	2,248	2.058
	RURAL	0.6%	95.5%	3.8%	1,096	2.032
DRIVING AREA	URBAN	0.3%	89.7%	10.0%	894	2.096
	SUBURBAN	0.5%	93.5%	6.0%	2,187	2.056
	RURAL	0.7%	95.2%	4.1%	881	2.034
VEHICLE TYPE	AUTOMOBILE	0.5%	92.5%	7.1%	2,239	2.066
	VAN/MINI VAN	0.0%	92.0%	8.0%	314	2.080
	PICKUP TRUCK	1.7%	92.9%	5.4%	294	2.037
	SUV	0.3%	95.8%	3.9%	1,046	2.036
	OTHER	1.3%	76.6%	22.1%	77	2.208

## KNOWLEDGE OF SEAT BELT LAWS IN OHIO

The vast majority (98.4%) of respondents are aware that Ohio does have a law requiring seat belt use by adults (Table 2.9), however; 63.1% of those surveyed in 2017 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, 51.8% 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 -2017**

		No	YES	TOTAL
ALL RESPONDENTS		1.6%	98.4%	3,829
SURVEY	SURVEY 1	1.2%	98.8%	974
	SURVEY 2	1.8%	98.2%	984
	SURVEY 3	1.4%	98.6%	847
	SURVEY 4	1.9%	98.1%	1,024
OSP DISTRICT	DISTRICT 1	2.6%	97.4%	307
	DISTRICT 2	1.7%	98.3%	295
	DISTRICT 3	1.7%	98.3%	725
	DISTRICT 4	1.1%	98.9%	439
	DISTRICT 5	1.5%	98.5%	412
	DISTRICT 6	1.0%	99.0%	503
	DISTRICT 7	1.6%	98.4%	315
	DISTRICT 8	1.4%	98.6%	505
	DISTRICT 9	2.2%	97.8%	325
AGE	25 AND YOUNGER	4.1%	95.9%	465
	26 - 35 YEARS OLD	2.0%	98.0%	820
	36 - 45 YEARS OLD	2.6%	97.4%	659
	46 - 55 YEARS OLD	0.5%	99.5%	744
	56 - 65 YEARS OLD	0.3%	99.7%	1,013
	66 AND OLDER	0.0%	100.0%	119
SEX	MALE	2.1%	97.9%	1,199
	FEMALE	1.2%	98.8%	2,622
RACE	CAUCASIAN	1.2%	98.8%	3,391
	AFRICAN AMERICAN	2.0%	98.0%	246
	OTHER	7.5%	92.5%	186
MARITAL STATUS	SINGLE	2.5%	97.5%	1,110
	MARRIED	1.3%	98.7%	2,114
	OTHER	1.0%	99.0%	602
RESIDENTIAL LOCATION	URBAN	1.7%	98.3%	603
	SUBURBAN	1.8%	98.2%	2,169
	RURAL	1.0%	99.0%	1,057
DRIVING AREA	URBAN	1.4%	98.6%	863
	SUBURBAN	1.9%	98.1%	2,106
	RURAL	1.1%	98.9%	850
VEHICLE TYPE	AUTOMOBILE	1.5%	98.5%	2,155
	VAN/MINI VAN	2.3%	97.7%	305
	PICKUP TRUCK	2.8%	97.2%	287
	SUV	1.1%	98.9%	1,005
	OTHER	4.0%	96.0%	75

**TABLE 2.10: WHEN OHIO LAW ENFORCEMENT CAN STOP A VEHICLE FOR SEAT A BELT VIOLATION -2017**

		CAN STOP FOR SEAT BELT VIOLATION ONLY	MUST OBSERVE ANOTHER OFFENSE FIRST	TOTAL
ALL RESPONDENTS		63.1%	36.9%	3,952
SURVEY	SURVEY 1	62.5%	37.5%	993
	SURVEY 2	63.3%	36.7%	1,028
	SURVEY 3	63.6%	36.4%	883
	SURVEY 4	62.9%	37.1%	1,048
OSP DISTRICT	DISTRICT 1	67.0%	33.0%	321
	DISTRICT 2	62.0%	38.0%	297
	DISTRICT 3	62.4%	37.6%	750
	DISTRICT 4	60.5%	39.5%	461
	DISTRICT 5	61.0%	39.0%	421
	DISTRICT 6	65.3%	34.7%	525
	DISTRICT 7	59.9%	40.1%	322
	DISTRICT 8	65.1%	34.9%	522
	DISTRICT 9	64.2%	35.8%	330
AGE	25 AND YOUNGER	67.4%	32.6%	500
	26 - 35 YEARS OLD	68.1%	31.9%	871
	36 - 45 YEARS OLD	64.9%	35.1%	681
	46 - 55 YEARS OLD	57.9%	42.1%	757
	56 - 65 YEARS OLD	59.5%	40.5%	1,014
	66 AND OLDER	63.9%	36.1%	119
SEX	MALE	61.4%	38.6%	1,228
	FEMALE	63.9%	36.1%	2,716
RACE	CAUCASIAN	62.4%	37.6%	3,499
	AFRICAN AMERICAN	69.9%	30.1%	249
	OTHER	67.2%	32.8%	198
MARITAL STATUS	SINGLE	67.4%	32.6%	1,163
	MARRIED	61.2%	38.8%	2,175
	OTHER	61.6%	38.4%	612
RESIDENTIAL LOCATION	URBAN	67.7%	32.3%	628
	SUBURBAN	62.8%	37.2%	2,236
	RURAL	61.0%	39.0%	1,088
DRIVING AREA	URBAN	64.6%	35.4%	892
	SUBURBAN	63.0%	37.0%	2,177
	RURAL	61.7%	38.3%	873
VEHICLE TYPE	AUTOMOBILE	65.0%	35.0%	2,229
	VAN/MINIVAN	58.1%	41.9%	310
	PICKUP TRUCK	59.6%	40.4%	292
	SUV	61.6%	38.4%	1,042
	OTHER	62.3%	37.7%	77

**TABLE 2.11: ADULTS REQUIRED TO WEAR A SEAT BELT ACCORDING TO OHIO LAW -2017**

		DRIVER ONLY	DRIVER AND ALL PASSENGERS	DRIVER AND FRONT SEAT PASSENGER	TOTAL
ALL RESPONDENTS		1.5%	46.8%	51.8%	3,605
SURVEY	SURVEY 1	1.2%	49.5%	49.3%	933
	SURVEY 2	1.3%	49.1%	49.6%	904
	SURVEY 3	1.9%	45.1%	53.0%	800
	SURVEY 4	1.5%	43.3%	55.2%	968
OSP DISTRICT	DISTRICT 1	1.8%	44.0%	54.2%	284
	DISTRICT 2	1.8%	43.0%	55.3%	284
	DISTRICT 3	1.0%	47.1%	51.9%	671
	DISTRICT 4	1.9%	50.5%	47.6%	418
	DISTRICT 5	1.3%	46.2%	52.5%	394
	DISTRICT 6	1.0%	50.5%	48.4%	481
	DISTRICT 7	0.7%	41.5%	57.8%	301
	DISTRICT 8	1.9%	50.4%	47.7%	470
	DISTRICT 9	2.3%	41.3%	56.3%	300
AGE	25 AND YOUNGER	2.6%	43.6%	53.8%	429
	26 - 35 YEARS OLD	2.5%	46.3%	51.1%	751
	36 - 45 YEARS OLD	1.1%	40.8%	58.0%	622
	46 - 55 YEARS OLD	0.6%	47.4%	52.1%	699
	56 - 65 YEARS OLD	1.1%	51.2%	47.7%	981
	66 AND OLDER	0.9%	52.6%	46.6%	116
SEX	MALE	1.2%	44.2%	54.5%	1,137
	FEMALE	1.6%	48.0%	50.4%	2,464
RACE	CAUCASIAN	1.5%	46.1%	52.4%	3,202
	AFRICAN AMERICAN	0.9%	61.7%	37.4%	230
	OTHER	1.2%	40.7%	58.1%	167
MARITAL STATUS	SINGLE	1.8%	44.0%	54.3%	1,019
	MARRIED	1.5%	46.6%	51.9%	2,019
	OTHER	0.7%	52.7%	46.6%	564
RESIDENTIAL LOCATION	URBAN	2.3%	46.0%	51.7%	565
	SUBURBAN	1.3%	48.9%	49.8%	2,026
	RURAL	1.4%	42.9%	55.7%	1,014
DRIVING AREA	URBAN	2.3%	47.1%	50.6%	826
	SUBURBAN	1.1%	47.9%	51.0%	1,953
	RURAL	1.6%	43.9%	54.5%	818
VEHICLE TYPE	AUTOMOBILE	1.6%	48.3%	50.1%	2,011
	VAN/MINIVAN	0.7%	47.4%	51.9%	291
	PICKUP TRUCK	0.4%	49.6%	50.0%	276
	SUV	1.6%	42.9%	55.5%	955
	OTHER	4.3%	41.4%	54.3%	70

## 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 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 -2017**

		No	YES	TOTAL
ALL RESPONDENTS		2.6%	97.4%	3,606
SURVEY	SURVEY 1	2.8%	97.2%	914
	SURVEY 2	2.3%	97.7%	913
	SURVEY 3	2.8%	97.2%	812
	SURVEY 4	2.5%	97.5%	967
OSP DISTRICT	DISTRICT 1	2.1%	97.9%	290
	DISTRICT 2	3.3%	96.7%	271
	DISTRICT 3	1.9%	98.1%	672
	DISTRICT 4	2.4%	97.6%	425
	DISTRICT 5	2.1%	97.9%	390
	DISTRICT 6	1.3%	98.7%	451
	DISTRICT 7	3.3%	96.7%	304
	DISTRICT 8	4.4%	95.6%	475
	DISTRICT 9	2.8%	97.2%	325
AGE	25 AND YOUNGER	3.0%	97.0%	436
	26 - 35 YEARS OLD	1.7%	98.3%	778
	36 - 45 YEARS OLD	2.4%	97.6%	626
	46 - 55 YEARS OLD	2.2%	97.8%	696
	56 - 65 YEARS OLD	3.4%	96.6%	950
	66 AND OLDER	4.5%	95.5%	110
SEX	MALE	4.2%	95.8%	1,106
	FEMALE	1.8%	98.2%	2,492
RACE	CAUCASIAN	2.4%	97.6%	3,195
	AFRICAN AMERICAN	2.2%	97.8%	226
	OTHER	6.7%	93.3%	180
MARITAL STATUS	SINGLE	2.6%	97.4%	1,020
	MARRIED	2.9%	97.1%	2,022
	OTHER	1.6%	98.4%	561
RESIDENTIAL LOCATION	URBAN	3.0%	97.0%	572
	SUBURBAN	2.4%	97.6%	2,014
	RURAL	2.7%	97.3%	1,020
DRIVING AREA	URBAN	3.4%	96.6%	821
	SUBURBAN	2.3%	97.7%	1,956
	RURAL	2.3%	97.7%	819
VEHICLE TYPE	AUTOMOBILE	2.7%	97.4%	2,000
	VAN/MINI VAN	4.7%	95.3%	299
	PICKUP TRUCK	3.3%	96.7%	274
	SUV	1.7%	98.3%	960
	OTHER	2.8%	97.2%	71

**TABLE 2.13: OHIO HAS A LAW REQUIRING CHILD SAFETY SEAT USE FOR THOSE UNDER 4 YEARS OLD AND/OR WEIGH LESS THAN 40LBS -2017**

		No	Yes	TOTAL
ALL RESPONDENTS		1.0%	99.0%	3,769
SURVEY	SURVEY 1	1.2%	98.8%	954
	SURVEY 2	1.1%	98.9%	960
	SURVEY 3	1.2%	98.8%	848
	SURVEY 4	0.7%	99.3%	1,007
OSP DISTRICT	DISTRICT 1	1.9%	98.1%	314
	DISTRICT 2	0.7%	99.3%	291
	DISTRICT 3	0.6%	99.4%	698
	DISTRICT 4	1.1%	98.9%	440
	DISTRICT 5	0.7%	99.3%	401
	DISTRICT 6	0.6%	99.4%	488
	DISTRICT 7	1.6%	98.4%	316
	DISTRICT 8	1.8%	98.2%	496
	DISTRICT 9	0.6%	99.4%	322
AGE	25 AND YOUNGER	1.5%	98.5%	463
	26 - 35 YEARS OLD	1.1%	98.9%	808
	36 - 45 YEARS OLD	1.7%	98.3%	657
	46 - 55 YEARS OLD	0.6%	99.4%	724
	56 - 65 YEARS OLD	0.6%	99.4%	996
	66 AND OLDER	0.0%	100.0%	115
SEX	MALE	1.7%	98.3%	1,154
	FEMALE	0.7%	99.3%	2,608
RACE	CAUCASIAN	0.9%	99.1%	3,336
	AFRICAN AMERICAN	1.2%	98.8%	242
	OTHER	3.8%	96.2%	185
MARITAL STATUS	SINGLE	1.4%	98.6%	1,081
	MARRIED	1.0%	99.0%	2,102
	OTHER	0.5%	99.5%	583
RESIDENTIAL LOCATION	URBAN	1.2%	98.8%	598
	SUBURBAN	0.9%	99.1%	2,117
	RURAL	1.3%	98.7%	1,054
DRIVING AREA	URBAN	1.2%	98.8%	853
	SUBURBAN	0.9%	99.1%	2,054
	RURAL	1.2%	98.8%	852
VEHICLE TYPE	AUTOMOBILE	0.8%	99.2%	2,100
	VAN/MINI VAN	2.0%	98.0%	305
	PICKUP TRUCK	2.1%	97.9%	286
	SUV	0.8%	99.2%	1,005
	OTHER	4.2%	95.8%	71

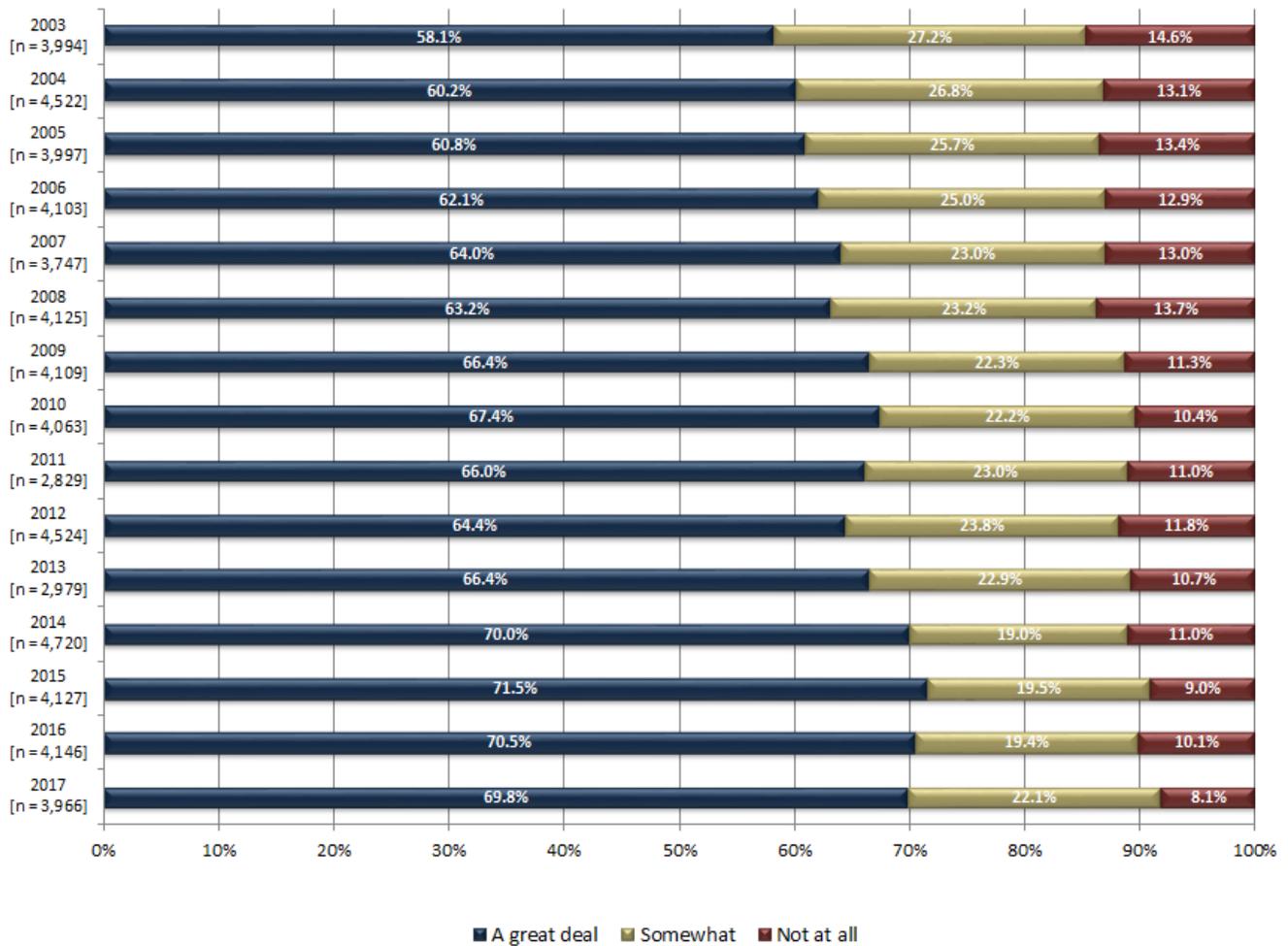
**TABLE 2.14: OHIO CURRENTLY HAS A BOOSTER SEAT LAW FOR CHILDREN YOUNGER THAN AGE 8 AND/OR LESS THAN 4 FEET 9 INCHES IN HEIGHT -2017**

		No	YES	TOTAL
ALL RESPONDENTS		2.2%	97.8%	3,415
SURVEY	SURVEY 1	1.8%	98.2%	872
	SURVEY 2	2.6%	97.4%	858
	SURVEY 3	3.0%	97.0%	789
	SURVEY 4	1.5%	98.5%	896
OSP DISTRICT	DISTRICT 1	2.8%	97.2%	286
	DISTRICT 2	3.3%	96.7%	269
	DISTRICT 3	1.6%	98.4%	608
	DISTRICT 4	2.2%	97.8%	407
	DISTRICT 5	1.6%	98.4%	369
	DISTRICT 6	2.0%	98.0%	441
	DISTRICT 7	2.1%	97.9%	288
	DISTRICT 8	1.8%	98.2%	442
	DISTRICT 9	3.3%	96.7%	303
AGE	25 AND YOUNGER	4.4%	95.6%	430
	26 - 35 YEARS OLD	1.9%	98.1%	744
	36 - 45 YEARS OLD	2.8%	97.2%	597
	46 - 55 YEARS OLD	1.3%	98.7%	639
	56 - 65 YEARS OLD	1.6%	98.4%	890
	66 AND OLDER	2.8%	97.2%	106
SEX	MALE	4.0%	96.0%	1,009
	FEMALE	1.4%	98.6%	2,399
RACE	CAUCASIAN	2.0%	98.0%	3,022
	AFRICAN AMERICAN	2.7%	97.3%	222
	OTHER	4.8%	95.2%	167
MARITAL STATUS	SINGLE	3.1%	96.9%	961
	MARRIED	1.8%	98.2%	1,936
	OTHER	1.9%	98.1%	515
RESIDENTIAL LOCATION	URBAN	2.7%	97.3%	554
	SUBURBAN	2.1%	97.9%	1,893
	RURAL	2.1%	97.9%	968
DRIVING AREA	URBAN	3.3%	96.7%	782
	SUBURBAN	1.8%	98.2%	1,839
	RURAL	1.8%	98.2%	784
VEHICLE TYPE	AUTOMOBILE	2.2%	97.8%	1,873
	VAN/MINIVAN	2.1%	97.9%	282
	PICKUP TRUCK	3.9%	96.1%	258
	SUV	1.4%	98.6%	935
	OTHER	6.2%	93.8%	65

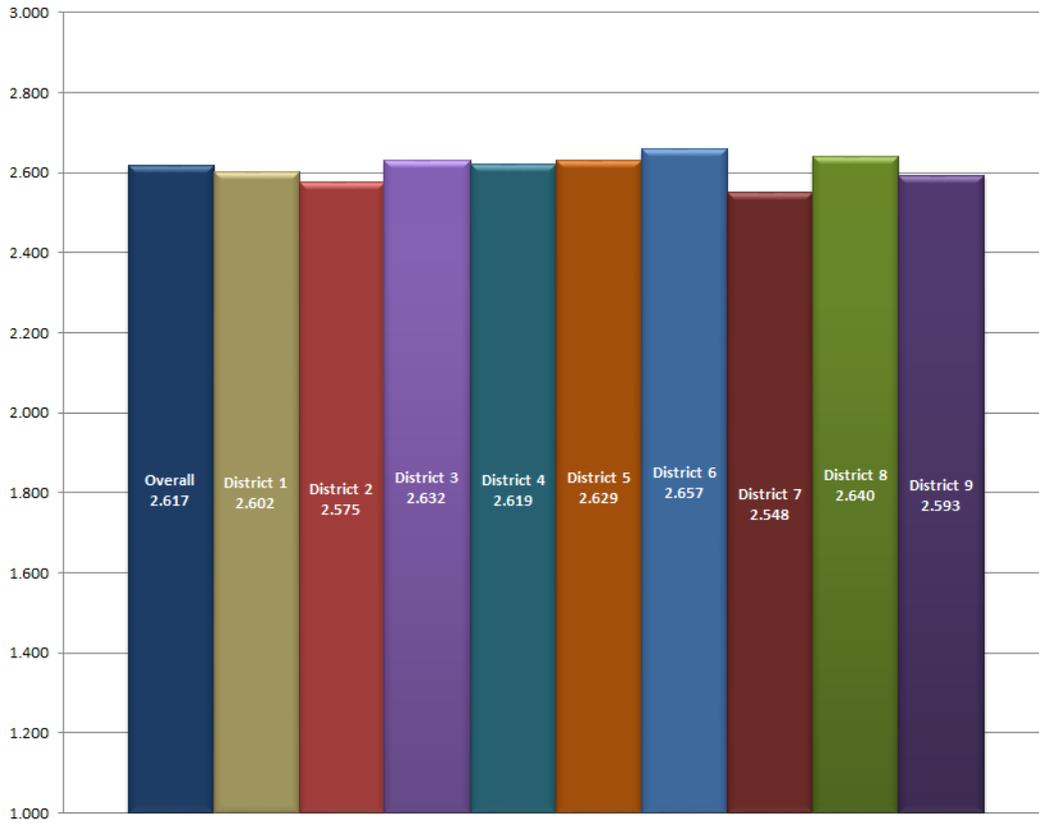
## FAVOR LAWS REQUIRING SEAT BELT USE

The overall percentage of respondents who greatly favored laws that require seat belt use was consistent with the 2016 survey results (Figure 4). Respondents' approval of laws that require drivers and all passengers to wear properly adjusted seat belts was highest during the 2<sup>nd</sup> and 4<sup>th</sup> surveys (Table 2.16). Respondents 66 years of age and older, females, and married respondents, were more 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, 67.5% 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 - 2017**



**FIGURE 4A: FAVOR LAWS REQUIRING SEAT BELT USE 2017 [MEAN SCORE]**



**TABLE 2.15: FAVOR LAWS REQUIRING SEAT BELT USE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.603</b>	<b>2.627</b>	<b>2.608</b>	<b>2.630</b>	<b>3,966</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	2.646	2.615	2.488	2.659	322
	<b>District 2</b>	2.435	2.564	2.699	2.633	299
	<b>District 3</b>	2.575	2.661	2.625	2.635	749
	<b>District 4</b>	2.632	2.648	2.629	2.570	459
	<b>District 5</b>	2.644	2.539	2.641	2.690	420
	<b>District 6</b>	2.628	2.633	2.626	2.737	527
	<b>District 7</b>	2.535	2.436	2.596	2.578	325
	<b>District 8</b>	2.588	2.697	2.600	2.667	525
	<b>District 9</b>	2.753	2.646	2.541	2.484	337

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 -2017**

		NOT AT ALL	SOMEWHAT	A GREAT DEAL	TOTAL	AVERAGE
ALL RESPONDENTS		8.1%	22.1%	69.8%	3,966	2.617
SURVEY	SURVEY 1	9.4%	20.9%	69.7%	997	2.603
	SURVEY 2	7.6%	22.2%	70.3%	1,029	2.627
	SURVEY 3	7.9%	23.3%	68.7%	883	2.608
	SURVEY 4	7.4%	22.2%	70.4%	1,057	2.630
OSP DISTRICT	DISTRICT 1	7.8%	24.2%	68.0%	322	2.602
	DISTRICT 2	10.4%	21.7%	67.9%	299	2.575
	DISTRICT 3	7.9%	21.1%	71.0%	749	2.632
	DISTRICT 4	7.8%	22.4%	69.7%	459	2.619
	DISTRICT 5	8.1%	21.0%	71.0%	420	2.629
	DISTRICT 6	6.1%	22.2%	71.7%	527	2.657
	DISTRICT 7	10.8%	23.7%	65.5%	325	2.548
	DISTRICT 8	8.4%	19.2%	72.4%	525	2.640
	DISTRICT 9	7.1%	26.4%	66.5%	337	2.593
AGE	25 AND YOUNGER	3.0%	24.6%	72.5%	501	2.695
	26 - 35 YEARS OLD	6.0%	28.1%	66.0%	873	2.600
	36 - 45 YEARS OLD	9.1%	21.8%	69.1%	680	2.600
	46 - 55 YEARS OLD	9.5%	21.4%	69.1%	761	2.597
	56 - 65 YEARS OLD	10.8%	18.1%	71.1%	1,022	2.604
	66 AND OLDER	5.9%	10.9%	83.2%	119	2.773
SEX	MALE	14.1%	23.8%	62.1%	1,232	2.480
	FEMALE	5.4%	21.3%	73.3%	2,726	2.680
RACE	CAUCASIAN	8.4%	21.8%	69.9%	3,508	2.615
	AFRICAN AMERICAN	2.8%	21.7%	75.5%	253	2.727
	OTHER	9.0%	28.6%	62.3%	199	2.533
MARITAL STATUS	SINGLE	6.5%	27.5%	66.0%	1,168	2.595
	MARRIED	7.7%	20.0%	72.4%	2,181	2.647
	OTHER	12.5%	19.5%	67.9%	614	2.554
RESIDENTIAL LOCATION	URBAN	5.9%	24.8%	69.3%	629	2.634
	SUBURBAN	7.6%	21.1%	71.3%	2,244	2.637
	RURAL	10.2%	22.7%	67.1%	1,093	2.568
DRIVING AREA	URBAN	7.9%	22.1%	69.9%	894	2.620
	SUBURBAN	7.1%	22.2%	70.6%	2,183	2.635
	RURAL	10.5%	21.8%	67.7%	879	2.572
VEHICLE TYPE	AUTOMOBILE	7.5%	21.8%	70.7%	2,238	2.632
	VAN/MINIVAN	6.4%	20.1%	73.6%	314	2.672
	PICKUP TRUCK	15.2%	27.2%	57.6%	290	2.424
	SUV	7.5%	21.8%	70.7%	1,044	2.632
	OTHER	12.8%	24.4%	62.8%	78	2.500

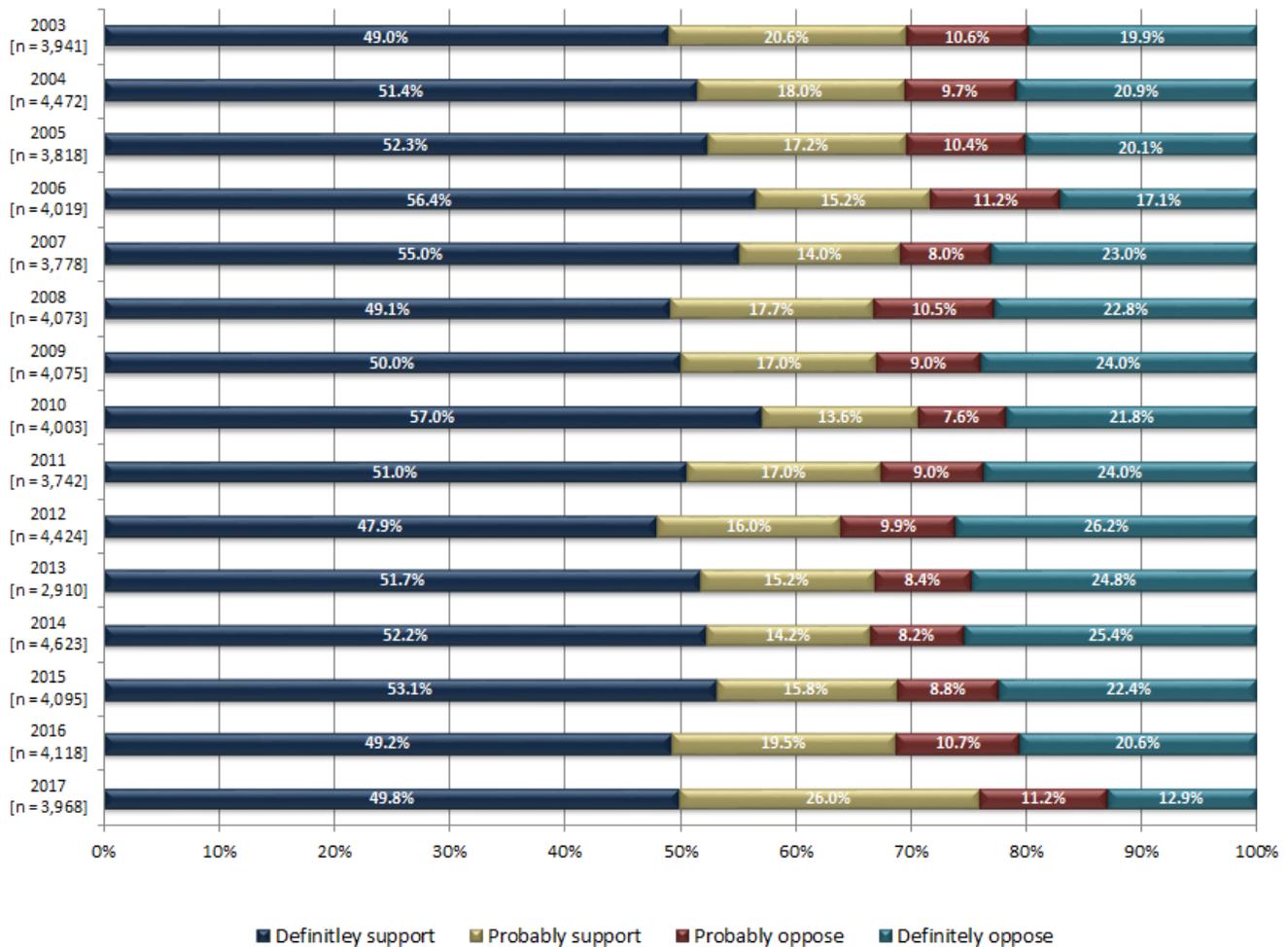
**TABLE 2.17: LAW ENFORCEMENT SHOULD BE ABLE TO STOP A VEHICLE FOR SEAT BELT VIOLATIONS -2017**

		No	YES	TOTAL
ALL RESPONDENTS		32.5%	67.5%	3,961
SURVEY	SURVEY 1	34.5%	65.5%	996
	SURVEY 2	31.5%	68.5%	1,028
	SURVEY 3	30.9%	69.1%	884
	SURVEY 4	33.0%	67.0%	1,053
OSP DISTRICT	DISTRICT 1	33.5%	66.5%	322
	DISTRICT 2	30.7%	69.3%	296
	DISTRICT 3	33.3%	66.7%	750
	DISTRICT 4	30.4%	69.6%	460
	DISTRICT 5	32.7%	67.3%	422
	DISTRICT 6	30.6%	69.4%	526
	DISTRICT 7	36.2%	63.8%	323
	DISTRICT 8	31.9%	68.1%	524
	DISTRICT 9	34.3%	65.7%	335
AGE	25 AND YOUNGER	28.4%	71.6%	500
	26 - 35 YEARS OLD	34.5%	65.5%	873
	36 - 45 YEARS OLD	34.0%	66.0%	680
	46 - 55 YEARS OLD	35.9%	64.1%	761
	56 - 65 YEARS OLD	30.4%	69.6%	1,018
	66 AND OLDER	24.4%	75.6%	119
SEX	MALE	37.6%	62.4%	1,233
	FEMALE	30.1%	69.9%	2,720
RACE	CAUCASIAN	32.2%	67.8%	3,501
	AFRICAN AMERICAN	34.3%	65.7%	254
	OTHER	35.5%	64.5%	200
MARITAL STATUS	SINGLE	34.2%	65.8%	1,168
	MARRIED	30.8%	69.2%	2,175
	OTHER	35.4%	64.6%	615
RESIDENTIAL LOCATION	URBAN	32.6%	67.4%	628
	SUBURBAN	31.7%	68.3%	2,243
	RURAL	34.1%	65.9%	1,090
DRIVING AREA	URBAN	33.1%	66.9%	893
	SUBURBAN	31.7%	68.3%	2,183
	RURAL	33.7%	66.3%	876
VEHICLE TYPE	AUTOMOBILE	31.9%	68.1%	2,235
	VAN/MINIVAN	31.6%	68.4%	313
	PICKUP TRUCK	40.8%	59.2%	292
	SUV	31.8%	68.2%	1,042
	OTHER	32.5%	67.5%	77

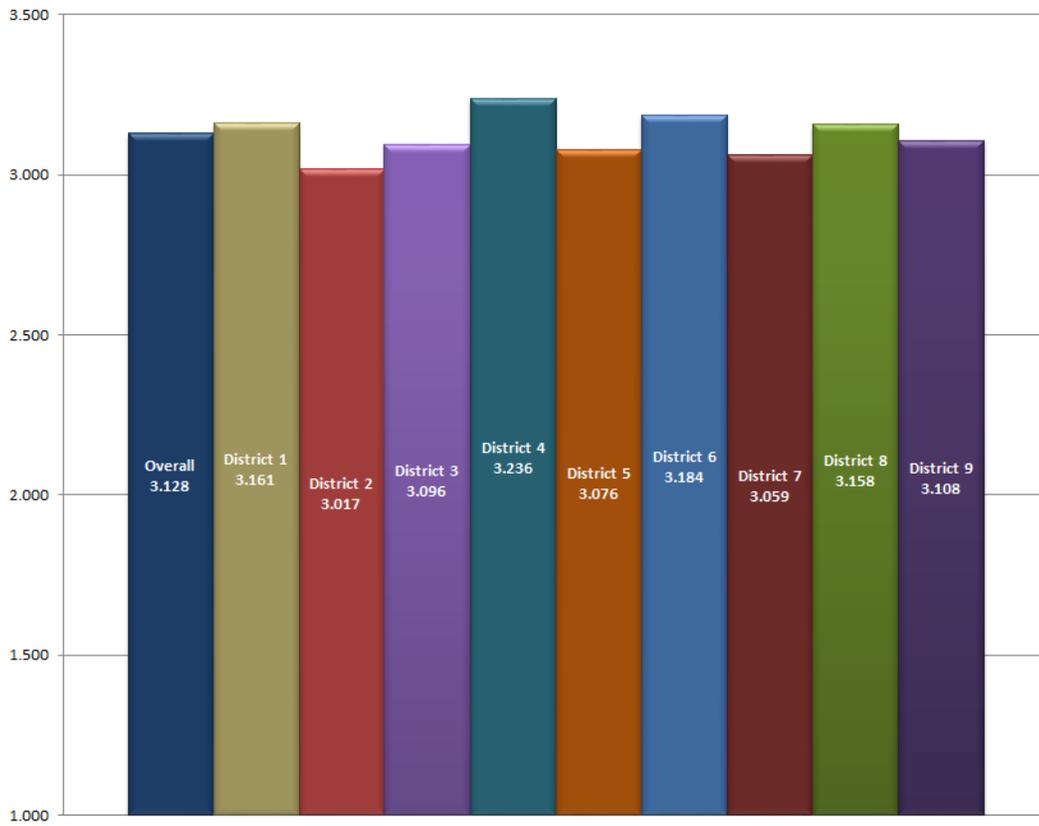
## SUPPORT FOR A PRIMARY SEAT BELT LAW

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 2017 campaign. Approximately half (49.8%) 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 higher than in 2016, and the percentage of respondents who “definitely oppose” a primary seat belt law for Ohio decreased during 2017. Respondents more likely support a primary seat belt law included those 66 years of age and older, females, and married respondents (Table 2.19). As seen in Figure 5A, respondents in OSP Districts 1, 4, 6, and 8 were more likely to support a primary seat belt law.

**FIGURE 5: SUPPORT FOR A PRIMARY SEAT BELT LAW 2003 – 2017**



**FIGURE 5A: SUPPORT FOR A PRIMARY SEAT BELT LAW 2017 [MEAN SCORE]**



**TABLE 2.18: SUPPORT FOR A PRIMARY SEAT BELT LAW – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.015</b>	<b>3.165</b>	<b>3.164</b>	<b>3.167</b>	<b>3,968</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	3.134	3.192	3.175	3.146	322
	<b>District 2</b>	2.656	3.218	3.151	3.177	300
	<b>District 3</b>	2.956	3.161	3.105	3.105	751
	<b>District 4</b>	3.136	3.410	3.216	3.205	461
	<b>District 5</b>	2.990	2.990	3.129	3.192	421
	<b>District 6</b>	3.093	3.187	3.157	3.293	527
	<b>District 7</b>	3.023	2.982	3.160	3.034	324
	<b>District 8</b>	2.963	3.152	3.318	3.224	525
	<b>District 9</b>	3.204	3.104	3.014	3.092	334

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.

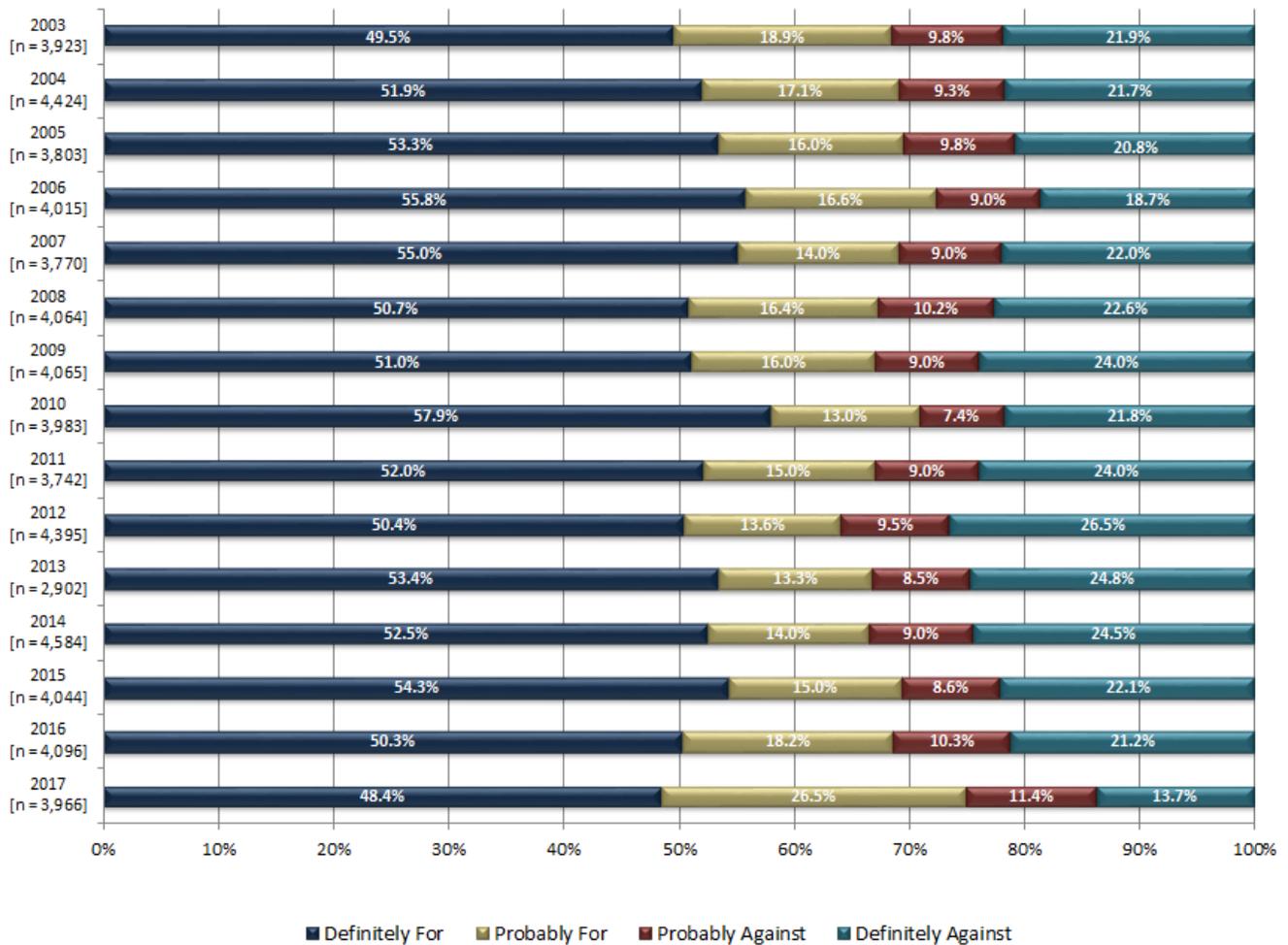
**TABLE 2.19: SUPPORT OR OPPOSE A PRIMARY SEAT BELT LAW -2017**

		DEFINITELY OPPOSE	PROBABLY OPPOSE	PROBABLY SUPPORT	DEFINITELY SUPPORT	TOTAL	AVERAGE
ALL RESPONDENTS		12.9%	11.2%	26.0%	49.8%	3,968	3.128
SURVEY	SURVEY 1	16.6%	11.9%	25.0%	46.5%	1,002	3.015
	SURVEY 2	11.5%	10.6%	28.0%	50.0%	1,030	3.165
	SURVEY 3	12.6%	11.0%	23.8%	52.6%	882	3.164
	SURVEY 4	11.2%	11.5%	26.8%	50.6%	1,054	3.167
OSP DISTRICT	DISTRICT 1	10.6%	13.7%	24.8%	50.9%	322	3.161
	DISTRICT 2	16.7%	12.7%	23.0%	47.7%	300	3.017
	DISTRICT 3	12.8%	11.2%	29.7%	46.3%	751	3.096
	DISTRICT 4	11.9%	9.3%	21.9%	56.8%	461	3.236
	DISTRICT 5	13.8%	11.4%	28.3%	46.6%	421	3.076
	DISTRICT 6	11.4%	10.2%	26.9%	51.4%	527	3.184
	DISTRICT 7	15.1%	12.0%	24.7%	48.1%	324	3.059
	DISTRICT 8	13.0%	10.9%	23.6%	52.6%	525	3.158
	DISTRICT 9	12.9%	11.7%	27.2%	48.2%	334	3.108
AGE	25 AND YOUNGER	6.2%	8.8%	37.7%	47.3%	501	3.261
	26 - 35 YEARS OLD	10.4%	14.1%	28.7%	46.8%	874	3.119
	36 - 45 YEARS OLD	13.8%	11.2%	24.8%	50.2%	681	3.115
	46 - 55 YEARS OLD	14.2%	12.9%	24.7%	48.3%	762	3.071
	56 - 65 YEARS OLD	17.2%	9.2%	19.7%	53.9%	1,021	3.102
	66 AND OLDER	10.1%	7.6%	26.1%	56.3%	119	3.286
SEX	MALE	20.9%	12.1%	23.0%	44.0%	1,234	2.901
	FEMALE	9.4%	10.9%	27.3%	52.5%	2,726	3.230
RACE	CAUCASIAN	13.0%	11.5%	25.6%	49.9%	3,509	3.125
	AFRICAN AMERICAN	11.0%	8.3%	30.3%	50.4%	254	3.201
	OTHER	13.1%	11.1%	26.6%	49.2%	199	3.121
MARITAL STATUS	SINGLE	11.4%	12.2%	31.5%	45.0%	1,170	3.100
	MARRIED	13.0%	10.7%	23.6%	52.7%	2,179	3.161
	OTHER	15.6%	11.4%	24.0%	49.0%	616	3.065
RESIDENTIAL LOCATION	URBAN	11.6%	11.1%	25.7%	51.6%	630	3.173
	SUBURBAN	11.9%	10.5%	26.8%	50.7%	2,247	3.164
	RURAL	15.9%	12.7%	24.4%	47.0%	1,091	3.026
DRIVING AREA	URBAN	13.0%	10.3%	25.4%	51.4%	895	3.152
	SUBURBAN	11.9%	11.1%	27.3%	49.7%	2,186	3.147
	RURAL	15.4%	12.4%	23.4%	48.8%	877	3.056
VEHICLE TYPE	AUTOMOBILE	11.7%	11.3%	26.7%	50.4%	2,240	3.158
	VAN/MINI VAN	14.4%	8.3%	29.4%	47.9%	313	3.109
	PICKUP TRUCK	22.8%	13.9%	22.8%	40.5%	294	2.810
	SUV	12.8%	11.4%	23.9%	51.9%	1,041	3.149
	OTHER	7.7%	10.3%	30.8%	51.3%	78	3.256

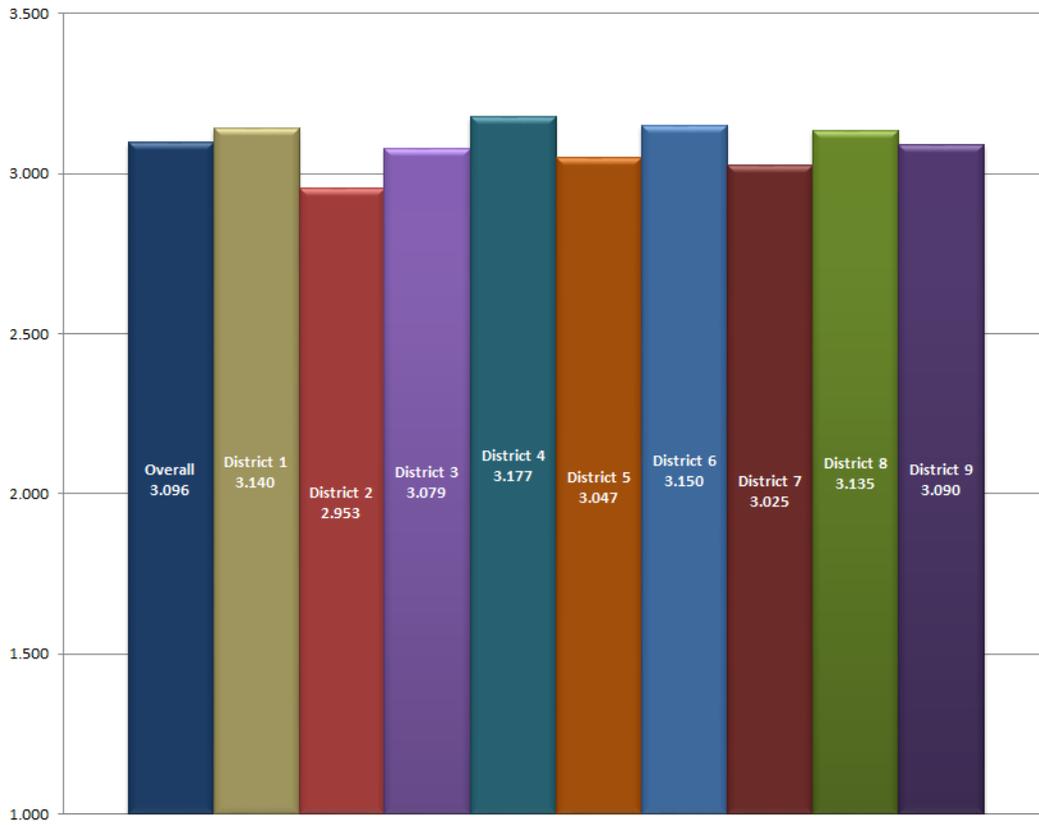
## VOTING ON A PRIMARY SEAT BELT LAW

During 2017, 74.9% 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 4<sup>th</sup> survey of the 2017 campaign (Table 2.21). Additionally, results show that 87.5% of respondents said they would “always” wear their seat belt, while an additional 7.7% 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 1, 4, 6 and 8 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 – 2017**



**FIGURE 6A: VOTE FOR A PRIMARY SEAT BELT LAW – 2017 [MEAN SCORE]**



**TABLE 2.20: VOTE FOR A PRIMARY SEAT BELT LAW – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2,995</b>	<b>3,124</b>	<b>3,121</b>	<b>3,143</b>	<b>3,966</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	3.198	3.205	3.088	3.073	321
	<b>District 2</b>	2.527	3.091	3.178	3.152	300
	<b>District 3</b>	2.975	3.154	2.952	3.117	749
	<b>District 4</b>	3.136	3.255	3.172	3.156	462
	<b>District 5</b>	2.942	2.931	3.155	3.150	422
	<b>District 6</b>	3.085	3.140	3.113	3.258	526
	<b>District 7</b>	2.988	3.000	3.117	2.978	324
	<b>District 8</b>	2.926	3.136	3.273	3.224	524
	<b>District 9</b>	3.183	3.021	3.000	3.100	335

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 -2017**

		DEFINITELY AGAINST	PROBABLY AGAINST	PROBABLY FOR	DEFINITELY FOR	TOTAL	AVERAGE
ALL RESPONDENTS		13.7%	11.4%	26.5%	48.4%	3,966	3.096
SURVEY	SURVEY 1	17.8%	11.9%	23.2%	47.0%	999	2.995
	SURVEY 2	12.3%	10.8%	29.1%	47.8%	1,031	3.124
	SURVEY 3	13.6%	10.9%	25.4%	50.2%	883	3.121
	SURVEY 4	11.3%	11.9%	28.0%	48.8%	1,053	3.143
OSP DISTRICT	DISTRICT 1	11.5%	12.5%	26.5%	49.5%	321	3.140
	DISTRICT 2	19.7%	11.3%	23.0%	46.0%	300	2.953
	DISTRICT 3	13.2%	11.3%	29.8%	45.7%	749	3.079
	DISTRICT 4	11.7%	10.8%	25.5%	51.9%	462	3.177
	DISTRICT 5	15.2%	11.6%	26.5%	46.7%	422	3.047
	DISTRICT 6	12.9%	9.3%	27.6%	50.2%	526	3.150
	DISTRICT 7	14.2%	13.9%	27.2%	44.8%	324	3.025
	DISTRICT 8	13.5%	10.9%	24.0%	51.5%	524	3.135
	DISTRICT 9	13.7%	12.5%	24.8%	49.0%	335	3.090
AGE	25 AND YOUNGER	8.0%	9.0%	36.8%	46.2%	500	3.212
	26 - 35 YEARS OLD	11.1%	14.8%	29.7%	44.4%	874	3.074
	36 - 45 YEARS OLD	14.0%	11.3%	25.6%	49.1%	680	3.099
	46 - 55 YEARS OLD	15.8%	11.8%	26.4%	45.9%	764	3.025
	56 - 65 YEARS OLD	17.5%	9.9%	20.0%	52.6%	1,020	3.078
	66 AND OLDER	11.0%	5.9%	22.0%	61.0%	118	3.331
SEX	MALE	23.3%	11.5%	23.6%	41.6%	1,234	2.834
	FEMALE	9.4%	11.3%	27.7%	51.6%	2,724	3.215
RACE	CAUCASIAN	13.7%	11.5%	26.1%	48.6%	3,507	3.097
	AFRICAN AMERICAN	12.2%	9.1%	31.1%	47.6%	254	3.142
	OTHER	15.1%	11.1%	27.6%	46.2%	199	3.050
MARITAL STATUS	SINGLE	12.9%	12.5%	31.7%	42.9%	1,168	3.045
	MARRIED	12.8%	11.4%	24.6%	51.2%	2,180	3.141
	OTHER	18.2%	9.3%	23.4%	49.1%	615	3.034
RESIDENTIAL LOCATION	URBAN	12.5%	10.8%	26.7%	50.0%	630	3.141
	SUBURBAN	12.4%	10.5%	27.8%	49.3%	2,245	3.139
	RURAL	17.0%	13.5%	23.7%	45.7%	1,091	2.982
DRIVING AREA	URBAN	14.3%	9.8%	25.6%	50.2%	894	3.117
	SUBURBAN	12.5%	11.4%	27.9%	48.2%	2,184	3.118
	RURAL	16.2%	12.5%	24.0%	47.3%	878	3.024
VEHICLE TYPE	AUTOMOBILE	12.9%	11.0%	27.2%	48.9%	2,237	3.121
	VAN/MINIVAN	12.8%	10.9%	29.1%	47.3%	313	3.109
	PICKUP TRUCK	23.5%	15.3%	22.8%	38.4%	294	2.762
	SUV	13.1%	11.0%	25.5%	50.3%	1,042	3.130
	OTHER	11.5%	12.8%	24.4%	51.3%	78	3.154

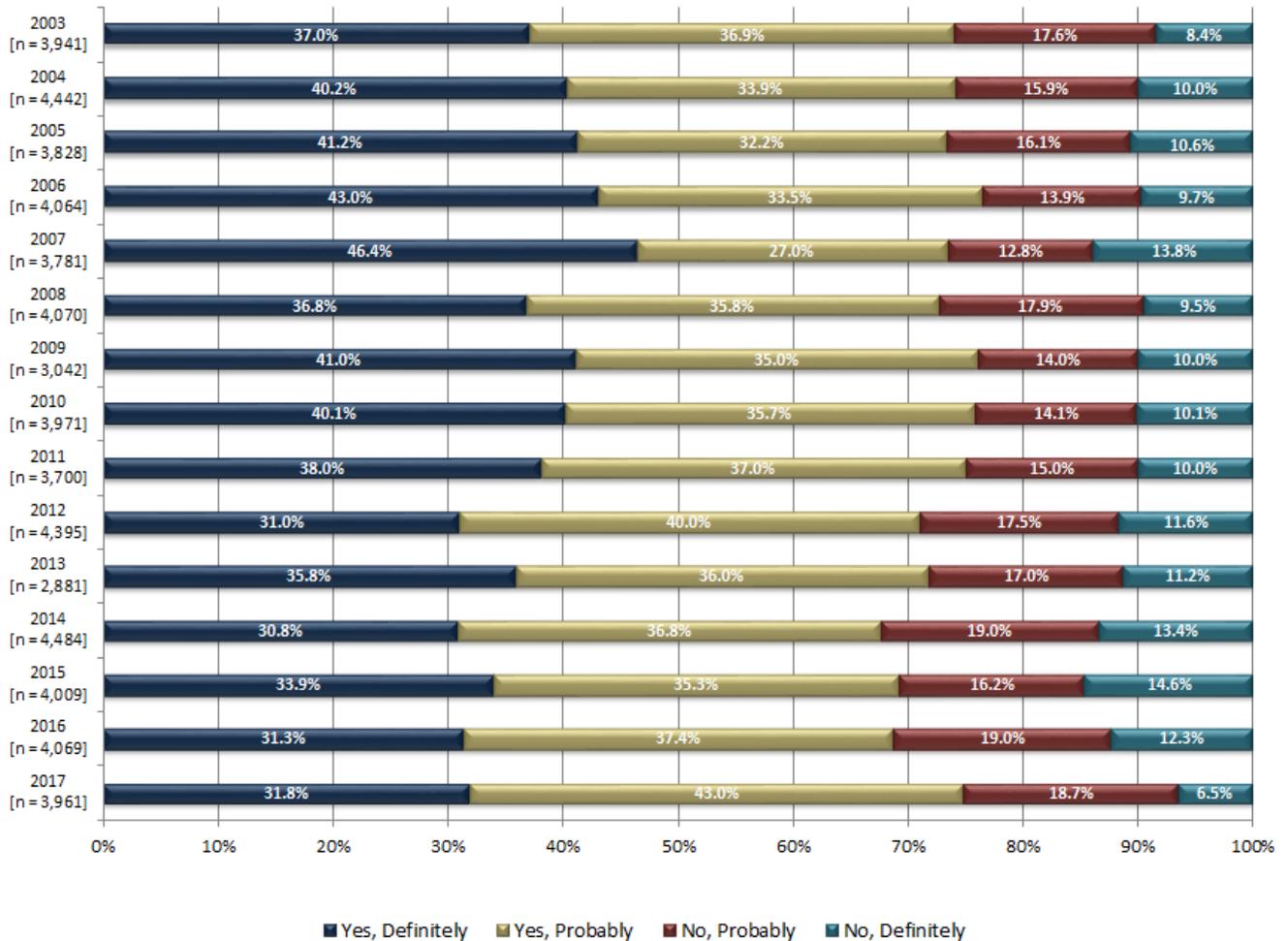
**TABLE 2.22: RESPONDENTS' FREQUENCY OF SEAT BELT USE IF OHIO PASSED PRIMARY SEAT BELT LAW - 2017**

		NEVER	RARELY	SOME OF THE TIME	MOST OF THE TIME	ALWAYS	TOTAL	AVERAGE
ALL RESPONDENTS		1.3%	1.1%	2.4%	7.7%	87.5%	3,969	4.790
SURVEY	SURVEY 1	1.4%	1.4%	2.1%	7.9%	87.2%	1,002	4.781
	SURVEY 2	0.8%	1.5%	3.0%	8.2%	86.6%	1,030	4.783
	SURVEY 3	1.9%	0.7%	2.4%	6.7%	88.3%	881	4.788
	SURVEY 4	1.0%	0.9%	2.2%	8.0%	87.8%	1,056	4.806
OSP DISTRICT	DISTRICT 1	0.6%	1.6%	5.0%	8.8%	84.1%	320	4.741
	DISTRICT 2	1.3%	1.3%	4.0%	10.0%	83.3%	300	4.727
	DISTRICT 3	0.9%	0.5%	1.7%	6.7%	90.1%	748	4.845
	DISTRICT 4	2.4%	1.7%	2.4%	7.8%	85.7%	462	4.727
	DISTRICT 5	0.9%	2.4%	2.1%	6.6%	87.9%	423	4.783
	DISTRICT 6	0.8%	0.6%	0.9%	8.3%	89.4%	527	4.850
	DISTRICT 7	1.5%	0.9%	3.1%	8.3%	86.2%	325	4.766
	DISTRICT 8	1.0%	1.0%	2.7%	6.3%	89.1%	525	4.817
	DISTRICT 9	2.4%	0.9%	1.5%	8.9%	86.3%	336	4.759
AGE	25 AND YOUNGER	0.6%	1.4%	2.6%	11.0%	84.4%	500	4.772
	26 - 35 YEARS OLD	0.7%	0.7%	4.0%	9.1%	85.6%	872	4.781
	36 - 45 YEARS OLD	0.9%	0.6%	3.4%	10.5%	84.6%	683	4.775
	46 - 55 YEARS OLD	1.6%	1.8%	1.4%	6.2%	89.0%	764	4.792
	56 - 65 YEARS OLD	2.1%	1.2%	1.2%	4.6%	91.0%	1,022	4.813
	66 AND OLDER	1.7%	0.0%	0.8%	4.2%	93.2%	118	4.873
SEX	MALE	2.8%	1.5%	2.5%	10.2%	83.0%	1,235	4.691
	FEMALE	0.6%	1.0%	2.4%	6.6%	89.5%	2,726	4.835
RACE	CAUCASIAN	1.3%	1.1%	2.4%	7.4%	87.7%	3,509	4.790
	AFRICAN AMERICAN	0.4%	0.8%	2.4%	10.6%	85.8%	254	4.807
	OTHER	1.0%	2.0%	2.5%	9.5%	85.0%	200	4.755
MARITAL STATUS	SINGLE	1.4%	1.0%	3.0%	10.8%	83.8%	1,170	4.747
	MARRIED	0.9%	0.9%	2.1%	6.5%	89.6%	2,180	4.829
	OTHER	2.3%	2.1%	2.6%	6.3%	86.7%	616	4.731
RESIDENTIAL LOCATION	URBAN	1.0%	1.6%	2.2%	8.7%	86.5%	629	4.782
	SUBURBAN	0.7%	0.8%	2.2%	7.7%	88.6%	2,247	4.826
	RURAL	2.6%	1.6%	2.9%	7.2%	85.7%	1,093	4.720
DRIVING AREA	URBAN	1.6%	1.1%	2.1%	9.5%	85.7%	893	4.766
	SUBURBAN	0.6%	0.9%	2.1%	7.6%	88.7%	2,187	4.828
	RURAL	2.5%	1.7%	3.3%	6.3%	86.2%	879	4.720
VEHICLE TYPE	AUTOMOBILE	1.0%	0.9%	2.1%	6.6%	89.4%	2,235	4.826
	VAN/MINIVAN	0.0%	1.3%	2.9%	8.9%	86.9%	314	4.815
	PICKUP TRUCK	3.7%	3.4%	4.1%	9.9%	78.9%	294	4.568
	SUV	1.3%	1.0%	2.2%	8.7%	86.8%	1,046	4.787
	OTHER	3.8%	2.6%	5.1%	15.4%	73.1%	78	4.513

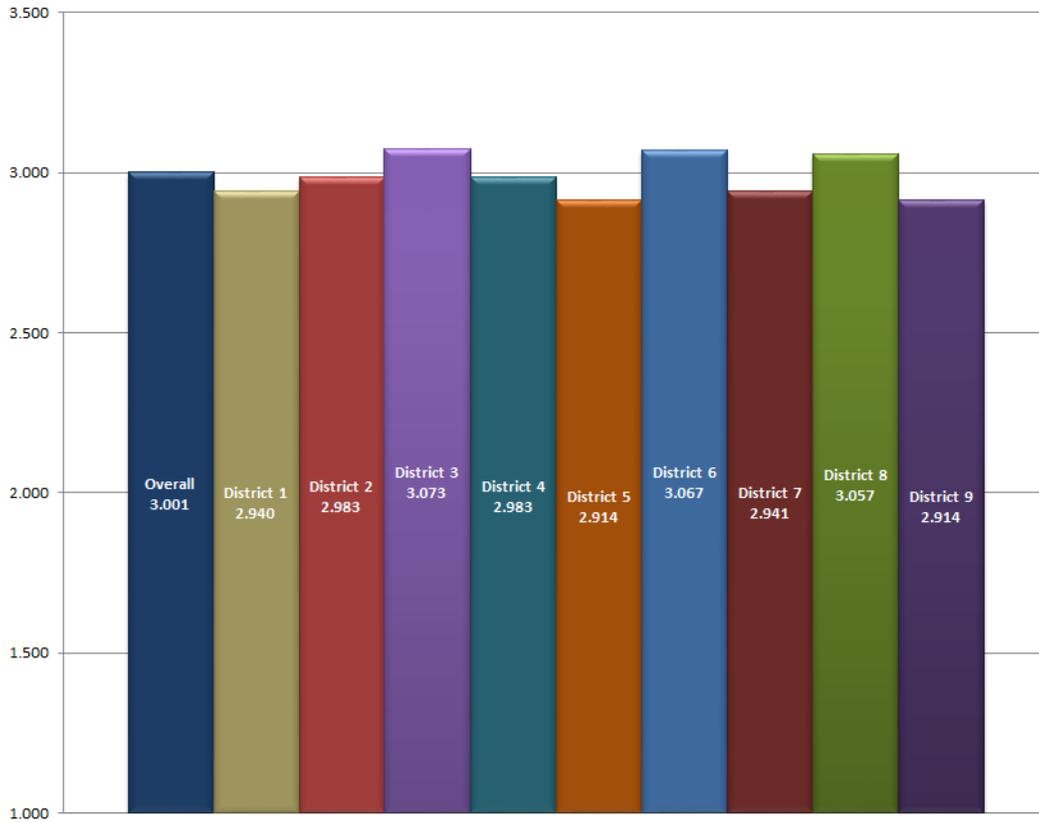
## POTENTIAL IMPACT OF A PRIMARY SEAT BELT LAW

The 2017 survey results show that 74.8% 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, those who reside in urban areas, as well as those who mainly drive in suburban areas (Table 2.24). Drivers in OSP Districts 3, 6, and 8 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 - 2017**



**FIGURE 7A: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO – 2017 [MEAN SCORE]**



**TABLE 2.23: PRIMARY SEAT BELT LAW WOULD INCREASE SEAT BELT USE IN OHIO – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.934</b>	<b>3.060</b>	<b>2.962</b>	<b>3.041</b>	<b>3,961</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	2.800	3.064	2.950	2.951	319
	<b>District 2</b>	2.774	3.091	2.986	3.154	299
	<b>District 3</b>	2.943	3.105	3.095	3.122	750
	<b>District 4</b>	2.983	3.113	2.819	3.025	462
	<b>District 5</b>	2.864	2.824	2.846	3.144	419
	<b>District 6</b>	3.016	3.140	3.070	3.031	524
	<b>District 7</b>	2.988	2.836	3.000	2.899	324
	<b>District 8</b>	2.993	3.083	3.082	3.075	525
	<b>District 9</b>	2.946	3.063	2.770	2.917	336

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 - 2017**

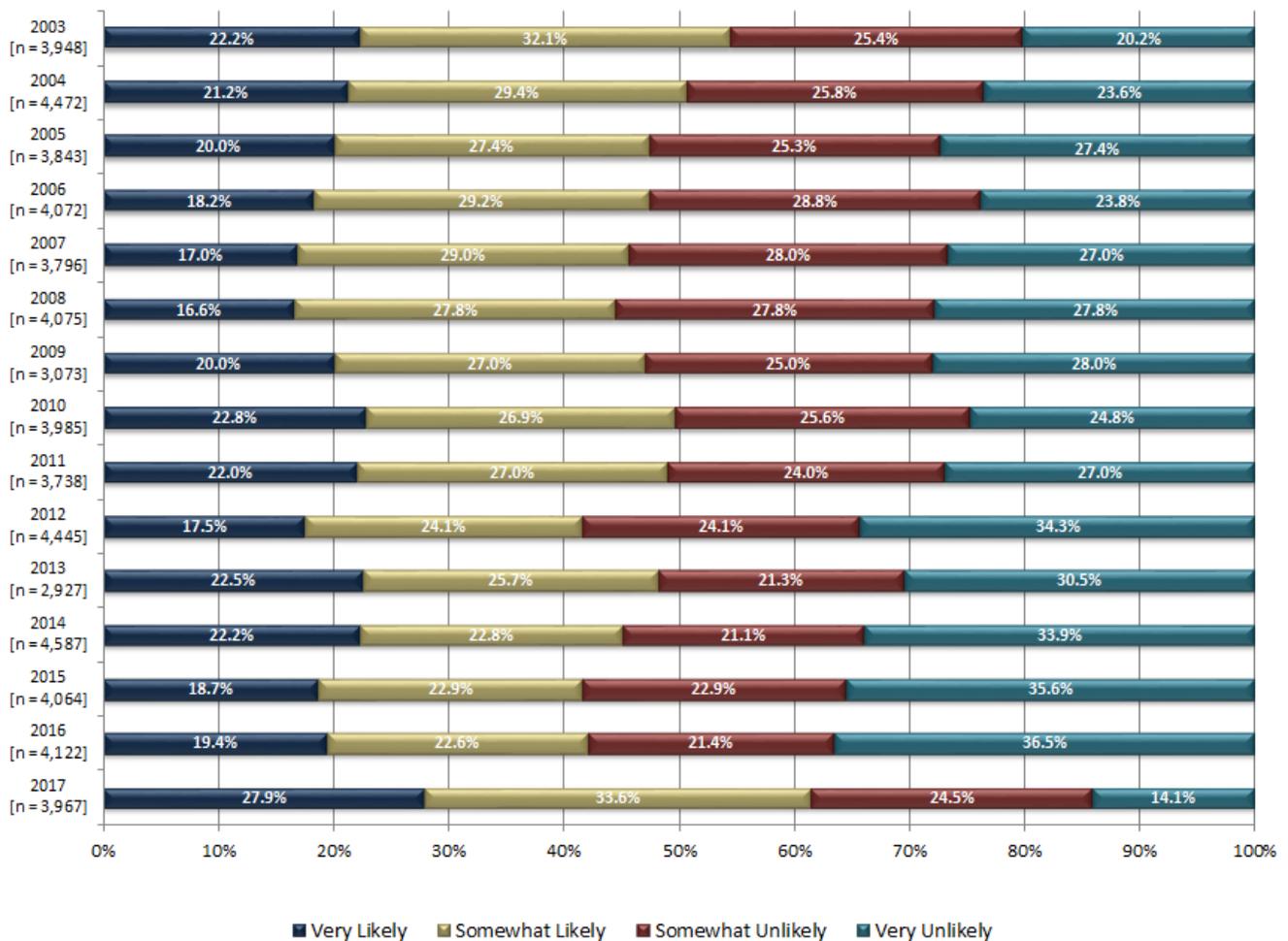
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		6.5%	18.7%	43.0%	31.8%	3,961	3.001
SURVEY	SURVEY 1	8.4%	19.3%	42.7%	29.6%	998	2.934
	SURVEY 2	3.9%	20.0%	42.4%	33.8%	1,031	3.060
	SURVEY 3	9.7%	16.7%	41.2%	32.4%	884	2.962
	SURVEY 4	4.4%	18.6%	45.5%	31.5%	1,048	3.041
OSP DISTRICT	DISTRICT 1	8.2%	20.7%	40.1%	31.0%	319	2.940
	DISTRICT 2	5.7%	18.7%	47.2%	28.4%	299	2.983
	DISTRICT 3	4.0%	17.2%	46.3%	32.5%	750	3.073
	DISTRICT 4	7.6%	18.4%	42.2%	31.8%	462	2.983
	DISTRICT 5	8.4%	22.4%	38.7%	30.5%	419	2.914
	DISTRICT 6	4.2%	15.8%	49.0%	30.9%	524	3.067
	DISTRICT 7	9.3%	20.7%	36.7%	33.3%	324	2.941
	DISTRICT 8	6.7%	17.3%	39.6%	36.4%	525	3.057
	DISTRICT 9	7.7%	21.1%	43.2%	28.0%	336	2.914
AGE	25 AND YOUNGER	4.2%	14.0%	44.5%	37.3%	499	3.148
	26 - 35 YEARS OLD	4.9%	19.5%	44.3%	31.4%	874	3.021
	36 - 45 YEARS OLD	5.1%	17.1%	44.1%	33.7%	680	3.063
	46 - 55 YEARS OLD	7.5%	19.9%	44.1%	28.5%	762	2.936
	56 - 65 YEARS OLD	8.9%	20.6%	39.4%	31.1%	1,017	2.926
	66 AND OLDER	5.9%	19.3%	46.2%	28.6%	119	2.975
SEX	MALE	9.3%	18.8%	41.8%	30.1%	1,229	2.928
	FEMALE	5.2%	18.7%	43.6%	32.5%	2,724	3.033
RACE	CAUCASIAN	6.5%	19.3%	43.7%	30.6%	3,504	2.983
	AFRICAN AMERICAN	6.8%	13.1%	40.2%	39.8%	251	3.131
	OTHER	5.5%	15.0%	36.5%	43.0%	200	3.170
MARITAL STATUS	SINGLE	6.2%	17.6%	44.9%	31.3%	1,168	3.013
	MARRIED	6.6%	19.1%	41.6%	32.7%	2,177	3.004
	OTHER	6.4%	19.6%	44.5%	29.5%	613	2.972
RESIDENTIAL LOCATION	URBAN	5.3%	16.7%	40.6%	37.4%	628	3.102
	SUBURBAN	5.3%	18.1%	44.7%	31.9%	2,243	3.031
	RURAL	9.5%	21.1%	41.0%	28.3%	1,090	2.882
DRIVING AREA	URBAN	6.7%	19.2%	39.3%	34.8%	891	3.021
	SUBURBAN	5.4%	17.6%	45.1%	31.9%	2,185	3.034
	RURAL	8.9%	20.9%	41.5%	28.7%	875	2.899
VEHICLE TYPE	AUTOMOBILE	5.7%	18.6%	42.8%	32.9%	2,231	3.027
	VAN/MINI VAN	3.5%	18.2%	45.5%	32.8%	314	3.076
	PICKUP TRUCK	12.3%	20.1%	39.9%	27.6%	293	2.829
	SUV	7.4%	18.9%	44.0%	29.7%	1,043	2.961
	OTHER	5.1%	15.4%	39.7%	39.7%	78	3.141

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

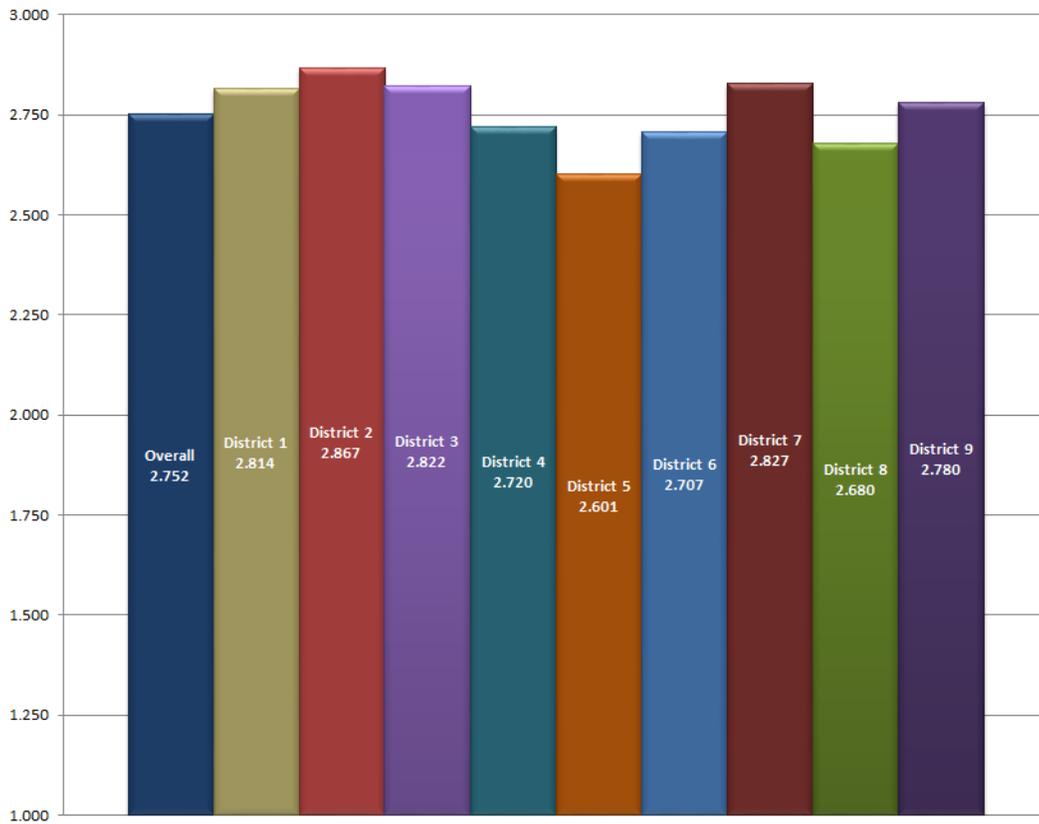
More than half (61.5%) of 2017 respondents said it was “very” or “somewhat” likely they would receive a ticket if they did not wear a seat belt at all over the next six months, which is considerably higher than the 2016 results (Figure 8). In addition, 85.3% of those surveyed in 2017 “strongly” or “somewhat” agreed that it is important for law enforcement officers to enforce seat belt laws (Table 2.27). Drivers in OSP Districts 2 and 7 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 (10.92%) or warning (4.9%) 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 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 – 2017**



**FIGURE 8A: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2017 [MEAN SCORE]**



**TABLE 2.25: LIKELIHOOD OF RECEIVING A TICKET FOR NOT WEARING A SEAT BELT – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.610</b>	<b>2.823</b>	<b>2.744</b>	<b>2.826</b>	<b>3,967</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	2.500	2.987	2.763	3.012	322
	<b>District 2</b>	2.731	3.018	2.808	2.975	300
	<b>District 3</b>	2.631	2.915	2.771	2.862	751
	<b>District 4</b>	2.720	2.726	2.535	2.885	460
	<b>District 5</b>	2.385	2.745	2.603	2.677	421
	<b>District 6</b>	2.594	2.700	2.754	2.782	525
	<b>District 7</b>	2.733	2.655	3.054	2.789	323
	<b>District 8</b>	2.515	2.765	2.755	2.701	525
	<b>District 9</b>	2.699	2.854	2.743	2.836	337

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 - 2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		14.1%	24.5%	33.6%	27.9%	3,967	2.752
SURVEY	SURVEY 1	18.6%	26.7%	29.9%	24.9%	1,001	2.610
	SURVEY 2	10.8%	24.9%	35.6%	28.7%	1,031	2.823
	SURVEY 3	15.7%	22.7%	33.1%	28.5%	878	2.744
	SURVEY 4	11.6%	23.6%	35.4%	29.4%	1,057	2.826
OSP DISTRICT	DISTRICT 1	14.3%	21.4%	32.9%	31.4%	322	2.814
	DISTRICT 2	11.0%	21.3%	37.7%	30.0%	300	2.867
	DISTRICT 3	12.5%	22.9%	34.5%	30.1%	751	2.822
	DISTRICT 4	13.5%	25.9%	35.9%	24.8%	460	2.720
	DISTRICT 5	19.2%	26.1%	29.9%	24.7%	421	2.601
	DISTRICT 6	13.0%	29.0%	32.6%	25.5%	525	2.707
	DISTRICT 7	11.8%	24.1%	33.7%	30.3%	323	2.827
	DISTRICT 8	16.6%	25.9%	30.5%	27.0%	525	2.680
	DISTRICT 9	14.5%	21.4%	35.6%	28.5%	337	2.780
AGE	25 AND YOUNGER	9.8%	18.4%	37.7%	34.1%	501	2.962
	26 - 35 YEARS OLD	12.2%	22.9%	35.8%	29.1%	874	2.817
	36 - 45 YEARS OLD	11.5%	25.7%	34.7%	28.1%	680	2.794
	46 - 55 YEARS OLD	15.2%	24.0%	31.5%	29.3%	764	2.750
	56 - 65 YEARS OLD	17.8%	28.3%	30.7%	23.3%	1,019	2.595
	66 AND OLDER	19.3%	27.7%	28.6%	24.4%	119	2.580
SEX	MALE	17.2%	25.1%	32.5%	25.1%	1,230	2.655
	FEMALE	12.7%	24.1%	34.1%	29.1%	2,729	2.797
RACE	CAUCASIAN	14.2%	25.4%	34.1%	26.3%	3,508	2.725
	AFRICAN AMERICAN	11.8%	16.5%	30.3%	41.3%	254	3.012
	OTHER	14.0%	18.0%	29.5%	38.5%	200	2.925
MARITAL STATUS	SINGLE	11.2%	23.0%	35.8%	30.0%	1,170	2.846
	MARRIED	15.6%	25.0%	32.7%	26.7%	2,179	2.704
	OTHER	14.0%	25.7%	32.2%	28.1%	615	2.745
RESIDENTIAL LOCATION	URBAN	13.1%	22.6%	32.7%	31.6%	627	2.828
	SUBURBAN	13.6%	25.4%	33.8%	27.2%	2,248	2.746
	RURAL	15.7%	23.6%	33.5%	27.2%	1,092	2.723
DRIVING AREA	URBAN	15.4%	21.9%	32.8%	29.9%	892	2.774
	SUBURBAN	12.8%	26.2%	33.9%	27.0%	2,185	2.752
	RURAL	16.0%	23.1%	33.3%	27.6%	880	2.725
VEHICLE TYPE	AUTOMOBILE	13.5%	24.1%	33.8%	28.5%	2,237	2.774
	VAN/MINIVAN	14.0%	25.5%	34.1%	26.4%	314	2.729
	PICKUP TRUCK	18.8%	23.6%	29.8%	27.7%	292	2.664
	SUV	14.3%	26.1%	33.7%	25.9%	1,045	2.713
	OTHER	10.4%	11.7%	35.1%	42.9%	77	3.104

**TABLE 2.27: IT IS IMPORTANT FOR LAW ENFORCEMENT OFFICERS TO ENFORCE THE SEAT BELT LAWS - 2017**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		5.9%	8.7%	29.8%	55.5%	3,971	3.350
SURVEY	SURVEY 1	7.0%	8.7%	30.1%	54.2%	1,001	3.316
	SURVEY 2	5.5%	9.1%	29.8%	55.5%	1,028	3.353
	SURVEY 3	6.1%	7.9%	27.1%	58.8%	884	3.387
	SURVEY 4	5.0%	9.1%	31.9%	54.0%	1,058	3.349
OSP DISTRICT	DISTRICT 1	6.5%	11.5%	24.8%	57.1%	322	3.326
	DISTRICT 2	4.3%	8.0%	31.0%	56.7%	300	3.400
	DISTRICT 3	6.5%	8.5%	33.2%	51.7%	750	3.301
	DISTRICT 4	6.7%	7.8%	29.8%	55.7%	460	3.343
	DISTRICT 5	6.4%	8.5%	27.7%	57.4%	423	3.362
	DISTRICT 6	4.4%	7.4%	30.9%	57.3%	527	3.412
	DISTRICT 7	6.2%	11.4%	29.8%	52.6%	325	3.289
	DISTRICT 8	6.7%	9.4%	28.1%	55.9%	524	3.332
	DISTRICT 9	4.5%	7.1%	30.0%	58.5%	337	3.424
AGE	25 AND YOUNGER	3.6%	5.0%	32.9%	58.5%	501	3.463
	26 - 35 YEARS OLD	4.2%	11.1%	30.8%	53.8%	873	3.342
	36 - 45 YEARS OLD	7.0%	8.6%	30.3%	54.0%	683	3.313
	46 - 55 YEARS OLD	5.9%	9.3%	30.3%	54.5%	763	3.334
	56 - 65 YEARS OLD	7.7%	8.5%	26.4%	57.3%	1,022	3.334
	66 AND OLDER	4.2%	6.7%	34.5%	54.6%	119	3.395
SEX	MALE	10.4%	11.3%	29.1%	49.2%	1,235	3.172
	FEMALE	3.9%	7.6%	30.2%	58.3%	2,728	3.429
RACE	CAUCASIAN	6.1%	8.4%	29.8%	55.6%	3,511	3.350
	AFRICAN AMERICAN	3.5%	9.4%	30.3%	56.7%	254	3.402
	OTHER	4.5%	14.0%	29.0%	52.5%	200	3.295
MARITAL STATUS	SINGLE	5.4%	8.6%	32.6%	53.4%	1,170	3.340
	MARRIED	5.4%	8.6%	28.8%	57.2%	2,183	3.379
	OTHER	8.6%	9.4%	28.5%	53.5%	615	3.268
RESIDENTIAL LOCATION	URBAN	4.5%	9.6%	28.5%	57.5%	628	3.390
	SUBURBAN	5.9%	8.6%	30.7%	54.8%	2,248	3.343
	RURAL	6.7%	8.5%	28.9%	56.0%	1,095	3.342
DRIVING AREA	URBAN	4.9%	10.0%	27.7%	57.4%	893	3.376
	SUBURBAN	5.9%	8.2%	31.9%	54.0%	2,188	3.340
	RURAL	6.9%	8.9%	26.5%	57.7%	880	3.350
VEHICLE TYPE	AUTOMOBILE	5.7%	8.4%	29.6%	56.3%	2,239	3.364
	VAN/MINIVAN	5.1%	10.5%	30.6%	53.8%	314	3.331
	PICKUP TRUCK	9.2%	10.2%	31.6%	49.0%	294	3.204
	SUV	5.4%	8.8%	29.5%	56.2%	1,046	3.365
	OTHER	7.9%	3.9%	31.6%	56.6%	76	3.368

**TABLE 2.28: RECEIVED A TICKET OR WARNING IN OHIO FOR NOT WEARING A SEAT BELT - 2017**

		YES – TICKET	YES - WARNING	No	TOTAL
ALL RESPONDENTS		10.9%	4.9%	84.2%	3,961
SURVEY	SURVEY 1	12.3%	3.8%	83.9%	999
	SURVEY 2	9.7%	5.0%	85.4%	1,025
	SURVEY 3	10.4%	5.8%	83.8%	883
	SURVEY 4	11.2%	5.2%	83.6%	1,054
OSP DISTRICT	DISTRICT 1	10.3%	5.3%	84.4%	321
	DISTRICT 2	13.4%	5.4%	81.3%	299
	DISTRICT 3	11.1%	3.9%	85.0%	746
	DISTRICT 4	13.7%	4.8%	81.6%	461
	DISTRICT 5	6.7%	4.8%	88.6%	421
	DISTRICT 6	8.2%	5.1%	86.7%	527
	DISTRICT 7	11.4%	6.2%	82.5%	325
	DISTRICT 8	11.3%	5.2%	83.6%	524
	DISTRICT 9	13.5%	4.8%	81.7%	334
AGE	25 AND YOUNGER	10.4%	7.4%	82.1%	498
	26 - 35 YEARS OLD	14.8%	6.5%	78.7%	872
	36 - 45 YEARS OLD	13.8%	7.2%	79.0%	681
	46 - 55 YEARS OLD	9.0%	4.5%	86.5%	763
	56 - 65 YEARS OLD	8.0%	1.5%	90.6%	1,018
	66 AND OLDER	4.2%	2.5%	93.3%	119
SEX	MALE	14.8%	7.1%	78.1%	1,232
	FEMALE	9.2%	3.9%	87.0%	2,721
RACE	CAUCASIAN	10.4%	4.5%	85.1%	3,504
	AFRICAN AMERICAN	12.7%	7.6%	79.7%	251
	OTHER	18.0%	9.5%	72.5%	200
MARITAL STATUS	SINGLE	11.8%	7.1%	81.1%	1,165
	MARRIED	10.3%	4.2%	85.5%	2,179
	OTHER	11.6%	3.4%	85.0%	614
RESIDENTIAL LOCATION	URBAN	15.9%	6.3%	77.8%	623
	SUBURBAN	9.9%	4.8%	85.3%	2,245
	RURAL	10.1%	4.4%	85.5%	1,093
DRIVING AREA	URBAN	13.8%	6.3%	79.9%	890
	SUBURBAN	9.8%	4.5%	85.7%	2,182
	RURAL	10.5%	4.6%	85.0%	879
VEHICLE TYPE	AUTOMOBILE	10.2%	5.0%	84.8%	2,232
	VAN/MINIVAN	9.9%	5.8%	84.3%	313
	PICKUP TRUCK	18.4%	6.8%	74.7%	293
	SUV	10.0%	3.6%	86.4%	1,045
	OTHER	19.7%	10.5%	69.7%	76

**TABLE 2.29: LENGTH OF TIME SINCE RECEIVING A TICKET FOR NOT WEARING A SEAT BELT - 2017**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		7.2%	6.1%	6.5%	80.2%	429
SURVEY	SURVEY 1	6.6%	4.9%	4.9%	83.6%	122
	SURVEY 2	7.1%	8.2%	4.1%	80.6%	98
	SURVEY 3	3.3%	8.7%	7.6%	80.4%	92
	SURVEY 4	11.1%	3.4%	9.4%	76.1%	117
OSP DISTRICT	DISTRICT 1	12.1%	3.0%	12.1%	72.7%	33
	DISTRICT 2	7.5%	15.0%	7.5%	70.0%	40
	DISTRICT 3	3.7%	2.5%	3.7%	90.1%	81
	DISTRICT 4	7.9%	3.2%	9.5%	79.4%	63
	DISTRICT 5	0.0%	11.1%	7.4%	81.5%	27
	DISTRICT 6	14.0%	7.0%	9.3%	69.8%	43
	DISTRICT 7	0.0%	8.1%	5.4%	86.5%	37
	DISTRICT 8	11.9%	5.1%	3.4%	79.7%	59
	DISTRICT 9	6.7%	4.4%	4.4%	84.4%	45
AGE	25 AND YOUNGER	28.8%	17.3%	9.6%	44.2%	52
	26 - 35 YEARS OLD	7.8%	10.9%	6.2%	75.2%	129
	36 - 45 YEARS OLD	4.3%	2.2%	4.3%	89.2%	93
	46 - 55 YEARS OLD	2.9%	0.0%	8.8%	88.2%	68
	56 - 65 YEARS OLD	0.0%	0.0%	6.3%	93.8%	80
	66 AND OLDER	0.0%	0.0%	0.0%	100.0%	5
SEX	MALE	8.3%	5.5%	7.2%	79.0%	181
	FEMALE	6.5%	6.1%	6.1%	81.4%	247
RACE	CAUCASIAN	5.8%	5.5%	6.6%	82.0%	362
	AFRICAN AMERICAN	12.9%	3.2%	6.5%	77.4%	31
	OTHER	16.7%	13.9%	5.6%	63.9%	36
MARITAL STATUS	SINGLE	5.1%	8.1%	5.1%	81.6%	136
	MARRIED	10.8%	6.7%	4.5%	78.0%	223
	OTHER	0.0%	0.0%	15.7%	84.3%	70
RESIDENTIAL LOCATION	URBAN	14.1%	9.1%	7.1%	69.7%	99
	SUBURBAN	5.9%	4.5%	7.3%	82.3%	220
	RURAL	3.6%	6.4%	4.5%	85.5%	110
DRIVING AREA	URBAN	14.6%	7.3%	4.9%	73.2%	123
	SUBURBAN	4.8%	4.8%	6.2%	84.3%	210
	RURAL	2.2%	6.5%	8.7%	82.6%	92
VEHICLE TYPE	AUTOMOBILE	8.0%	6.6%	4.9%	80.5%	226
	VAN/MINIVAN	6.5%	12.9%	9.7%	71.0%	31
	PICKUP TRUCK	5.7%	5.7%	17.0%	71.7%	53
	SUV	5.8%	1.9%	3.8%	88.5%	104
	OTHER	13.3%	13.3%	6.7%	66.7%	15

**TABLE 2.30: LENGTH OF TIME SINCE RECEIVING A WARNING FOR NOT WEARING A SEAT BELT - 2017**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		5.1%	12.3%	9.7%	72.8%	195
SURVEY	SURVEY 1	5.3%	10.5%	10.5%	73.7%	38
	SURVEY 2	7.8%	11.8%	7.8%	72.5%	51
	SURVEY 3	3.9%	7.8%	17.6%	70.6%	51
	SURVEY 4	3.6%	18.2%	3.6%	74.5%	55
OSP DISTRICT	DISTRICT 1	17.6%	35.3%	0.0%	47.1%	17
	DISTRICT 2	0.0%	12.5%	18.8%	68.8%	16
	DISTRICT 3	0.0%	10.3%	6.9%	82.8%	29
	DISTRICT 4	9.1%	9.1%	4.5%	77.3%	22
	DISTRICT 5	0.0%	5.0%	20.0%	75.0%	20
	DISTRICT 6	3.7%	7.4%	14.8%	74.1%	27
	DISTRICT 7	10.0%	5.0%	10.0%	75.0%	20
	DISTRICT 8	7.4%	18.5%	3.7%	70.4%	27
	DISTRICT 9	0.0%	12.5%	12.5%	75.0%	16
AGE	25 AND YOUNGER	18.9%	18.9%	16.2%	45.9%	37
	26 - 35 YEARS OLD	0.0%	14.0%	7.0%	78.9%	57
	36 - 45 YEARS OLD	6.1%	14.3%	6.1%	73.5%	49
	46 - 55 YEARS OLD	0.0%	2.9%	14.7%	82.4%	34
	56 - 65 YEARS OLD	0.0%	6.7%	6.7%	86.7%	15
	66 AND OLDER	0.0%	0.0%	0.0%	100.0%	3
SEX	MALE	5.7%	15.9%	10.2%	68.2%	88
	FEMALE	3.8%	9.5%	9.5%	77.1%	105
RACE	CAUCASIAN	3.2%	8.9%	8.3%	79.6%	157
	AFRICAN AMERICAN	15.8%	31.6%	10.5%	42.1%	19
	OTHER	10.5%	21.1%	21.1%	47.4%	19
MARITAL STATUS	SINGLE	8.4%	12.0%	9.6%	69.9%	83
	MARRIED	2.2%	14.3%	6.6%	76.9%	91
	OTHER	4.8%	4.8%	23.8%	66.7%	21
RESIDENTIAL LOCATION	URBAN	5.1%	20.5%	10.3%	64.1%	39
	SUBURBAN	6.5%	13.9%	10.2%	69.4%	108
	RURAL	2.1%	2.1%	8.3%	87.5%	48
DRIVING AREA	URBAN	7.1%	19.6%	7.1%	66.1%	56
	SUBURBAN	6.1%	12.1%	11.1%	70.7%	99
	RURAL	0.0%	2.5%	10.0%	87.5%	40
VEHICLE TYPE	AUTOMOBILE	7.2%	9.0%	9.9%	73.9%	111
	VAN/MINIVAN	0.0%	22.2%	5.6%	72.2%	18
	PICKUP TRUCK	0.0%	10.0%	0.0%	90.0%	20
	SUV	0.0%	10.5%	18.4%	71.1%	38
	OTHER	25.0%	50.0%	0.0%	25.0%	8

## ATTITUDES ABOUT SEAT BELT USE

During 2017, most respondents (95.9%) agreed that if they were to be involved in an accident, they would want to have their seat belt on (Table 2.31). Moreover, 69.8% 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, 96.0% 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 - 2017**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.2%	2.9%	12.7%	83.2%	3,966	3.779
SURVEY	SURVEY 1	1.0%	2.7%	12.0%	84.3%	998	3.796
	SURVEY 2	0.9%	3.5%	11.5%	84.2%	1,030	3.789
	SURVEY 3	1.6%	2.3%	13.4%	82.8%	883	3.773
	SURVEY 4	1.2%	3.1%	14.1%	81.5%	1,055	3.759
OSP DISTRICT	DISTRICT 1	1.9%	3.7%	15.6%	78.8%	321	3.713
	DISTRICT 2	1.0%	3.0%	13.0%	82.9%	299	3.779
	DISTRICT 3	0.9%	2.0%	13.7%	83.4%	751	3.795
	DISTRICT 4	1.1%	3.0%	11.1%	84.8%	460	3.796
	DISTRICT 5	1.2%	4.0%	11.3%	83.5%	423	3.771
	DISTRICT 6	0.6%	2.1%	10.5%	86.9%	525	3.836
	DISTRICT 7	1.2%	3.1%	17.6%	78.1%	324	3.725
	DISTRICT 8	1.1%	3.6%	10.3%	84.9%	524	3.790
	DISTRICT 9	2.1%	2.7%	14.0%	81.3%	336	3.744
AGE	25 AND YOUNGER	1.2%	3.0%	15.2%	80.6%	501	3.752
	26 - 35 YEARS OLD	0.1%	3.3%	16.4%	80.2%	874	3.767
	36 - 45 YEARS OLD	1.6%	3.5%	12.2%	82.7%	681	3.759
	46 - 55 YEARS OLD	1.2%	2.5%	12.9%	83.4%	760	3.786
	56 - 65 YEARS OLD	1.5%	2.5%	9.6%	86.4%	1,022	3.809
	66 AND OLDER	1.7%	1.7%	5.1%	91.5%	118	3.864
SEX	MALE	1.6%	3.9%	15.5%	78.9%	1,230	3.718
	FEMALE	1.0%	2.5%	11.4%	85.1%	2,728	3.807
RACE	CAUCASIAN	1.1%	2.9%	12.8%	83.2%	3,506	3.781
	AFRICAN AMERICAN	0.8%	2.8%	10.2%	86.2%	254	3.819
	OTHER	2.5%	4.5%	14.5%	78.5%	200	3.690
MARITAL STATUS	SINGLE	0.9%	3.3%	16.4%	79.5%	1,168	3.744
	MARRIED	1.0%	2.6%	10.1%	86.4%	2,181	3.819
	OTHER	2.4%	3.4%	15.3%	78.8%	614	3.705
RESIDENTIAL LOCATION	URBAN	0.8%	3.3%	14.2%	81.7%	628	3.768
	SUBURBAN	1.0%	2.5%	12.2%	84.2%	2,245	3.797
	RURAL	1.7%	3.5%	12.9%	81.9%	1,093	3.749
DRIVING AREA	URBAN	1.3%	3.2%	14.4%	81.0%	894	3.751
	SUBURBAN	0.8%	2.5%	12.0%	84.7%	2,184	3.806
	RURAL	1.8%	3.8%	12.6%	81.8%	878	3.744
VEHICLE TYPE	AUTOMOBILE	0.8%	2.5%	12.2%	84.5%	2,238	3.803
	VAN/MINIVAN	1.0%	2.5%	12.4%	84.1%	314	3.796
	PICKUP TRUCK	2.7%	5.5%	19.5%	72.4%	293	3.614
	SUV	1.1%	3.2%	11.9%	83.9%	1,043	3.786
	OTHER	6.6%	5.3%	13.2%	75.0%	76	3.566

**TABLE 2.32: SEAT BELTS ARE LIKELY TO REDUCE THE SEVERITY OF INJURIES WHEN A CRASH OCCURS - 2017**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		1.2%	3.8%	25.2%	69.8%	3,961	3.635
SURVEY	SURVEY 1	1.0%	4.4%	24.2%	70.3%	998	3.639
	SURVEY 2	1.0%	3.1%	24.6%	71.3%	1,027	3.662
	SURVEY 3	1.7%	4.4%	26.0%	67.9%	884	3.601
	SURVEY 4	1.2%	3.5%	25.9%	69.4%	1,052	3.634
OSP DISTRICT	DISTRICT 1	1.2%	3.4%	28.9%	66.5%	322	3.606
	DISTRICT 2	2.0%	4.3%	23.4%	70.2%	299	3.619
	DISTRICT 3	1.1%	3.2%	25.6%	70.1%	750	3.648
	DISTRICT 4	0.6%	4.5%	20.6%	74.2%	462	3.684
	DISTRICT 5	0.7%	4.0%	24.9%	70.4%	422	3.649
	DISTRICT 6	1.0%	2.9%	23.8%	72.4%	525	3.676
	DISTRICT 7	1.2%	7.1%	29.0%	62.7%	324	3.531
	DISTRICT 8	1.7%	3.3%	24.2%	70.8%	521	3.641
	DISTRICT 9	1.8%	3.3%	28.5%	66.4%	333	3.595
AGE	25 AND YOUNGER	1.4%	3.4%	24.8%	70.4%	500	3.642
	26 - 35 YEARS OLD	0.3%	4.7%	27.2%	67.7%	871	3.623
	36 - 45 YEARS OLD	1.5%	2.9%	25.9%	69.7%	680	3.638
	46 - 55 YEARS OLD	1.4%	4.1%	23.7%	70.8%	763	3.638
	56 - 65 YEARS OLD	1.4%	3.6%	24.8%	70.2%	1,020	3.638
	66 AND OLDER	1.7%	4.3%	22.2%	71.8%	117	3.641
SEX	MALE	1.9%	4.1%	26.7%	67.4%	1,230	3.596
	FEMALE	0.9%	3.7%	24.5%	70.8%	2,723	3.653
RACE	CAUCASIAN	1.2%	3.6%	25.0%	70.2%	3,504	3.642
	AFRICAN AMERICAN	0.4%	5.1%	26.9%	67.6%	253	3.617
	OTHER	2.0%	7.1%	26.3%	64.6%	198	3.535
MARITAL STATUS	SINGLE	1.2%	3.9%	27.2%	67.7%	1,167	3.614
	MARRIED	1.0%	3.4%	23.6%	72.1%	2,179	3.668
	OTHER	2.1%	5.6%	26.5%	65.8%	612	3.560
RESIDENTIAL LOCATION	URBAN	1.3%	4.0%	29.0%	65.8%	628	3.592
	SUBURBAN	1.1%	3.5%	23.5%	71.9%	2,243	3.661
	RURAL	1.4%	4.4%	26.4%	67.8%	1,090	3.606
DRIVING AREA	URBAN	1.3%	4.0%	28.3%	66.4%	892	3.596
	SUBURBAN	1.0%	3.4%	23.4%	72.2%	2,183	3.669
	RURAL	1.7%	4.8%	26.4%	67.1%	876	3.589
VEHICLE TYPE	AUTOMOBILE	0.8%	3.5%	23.8%	71.8%	2,238	3.666
	VAN/MINIVAN	1.6%	3.2%	28.1%	67.1%	313	3.607
	PICKUP TRUCK	2.4%	7.2%	32.9%	57.5%	292	3.455
	SUV	1.4%	3.8%	24.6%	70.1%	1,041	3.634
	OTHER	2.7%	2.7%	32.0%	62.7%	75	3.547

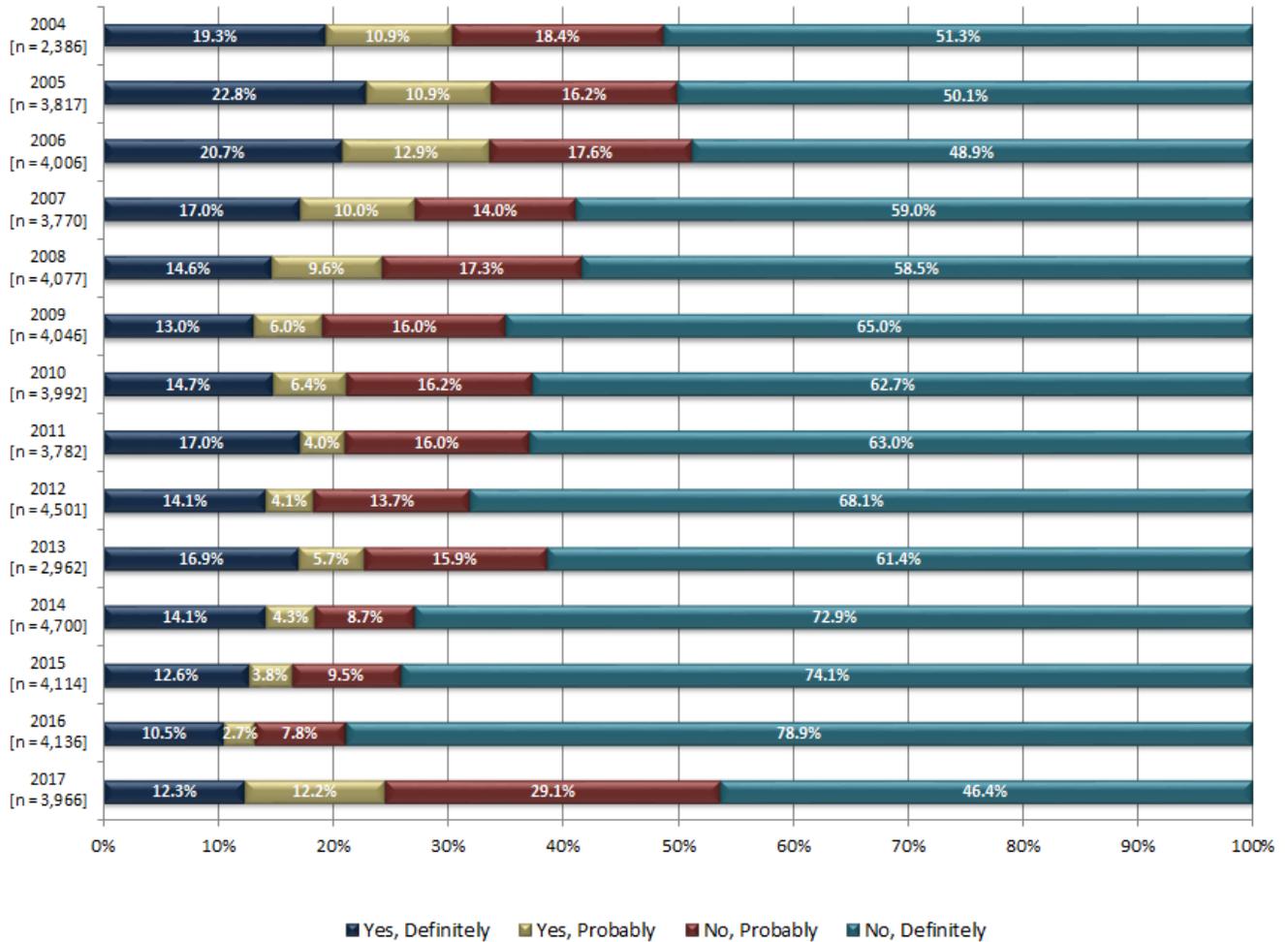
**TABLE 2.33: PEOPLE IMPORTANT TO YOU THINK YOU SHOULD WEAR A SEAT BELT - 2017**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		0.9%	3.1%	17.5%	78.5%	3,962	3.737
SURVEY	SURVEY 1	1.0%	3.0%	14.6%	81.4%	1,000	3.764
	SURVEY 2	1.0%	3.6%	18.9%	76.5%	1,023	3.710
	SURVEY 3	0.8%	2.7%	18.6%	77.9%	884	3.736
	SURVEY 4	0.8%	2.8%	18.2%	78.2%	1,055	3.738
OSP DISTRICT	DISTRICT 1	0.6%	2.2%	20.2%	76.9%	321	3.735
	DISTRICT 2	1.3%	3.0%	17.4%	78.3%	299	3.726
	DISTRICT 3	0.7%	4.0%	17.4%	77.9%	748	3.726
	DISTRICT 4	1.7%	2.4%	17.6%	78.3%	461	3.725
	DISTRICT 5	0.9%	3.1%	18.5%	77.5%	422	3.725
	DISTRICT 6	0.4%	1.7%	16.2%	81.7%	526	3.793
	DISTRICT 7	1.5%	3.7%	19.1%	75.6%	324	3.688
	DISTRICT 8	0.6%	3.2%	14.7%	81.5%	524	3.771
	DISTRICT 9	0.6%	3.9%	18.9%	76.6%	334	3.716
AGE	25 AND YOUNGER	0.4%	2.2%	18.8%	78.6%	500	3.756
	26 - 35 YEARS OLD	0.1%	2.9%	22.0%	75.0%	871	3.719
	36 - 45 YEARS OLD	0.7%	3.7%	18.4%	77.2%	680	3.721
	46 - 55 YEARS OLD	1.3%	3.4%	15.5%	79.8%	763	3.738
	56 - 65 YEARS OLD	1.4%	2.9%	14.1%	81.6%	1,019	3.759
	66 AND OLDER	0.8%	1.7%	17.6%	79.8%	119	3.765
SEX	MALE	1.4%	3.0%	18.8%	76.8%	1,233	3.710
	FEMALE	0.7%	3.1%	16.9%	79.3%	2,722	3.749
RACE	CAUCASIAN	0.9%	3.2%	17.2%	78.8%	3,502	3.739
	AFRICAN AMERICAN	0.4%	2.4%	22.0%	75.2%	254	3.720
	OTHER	2.0%	2.0%	19.0%	77.0%	200	3.710
MARITAL STATUS	SINGLE	0.8%	2.8%	20.2%	76.2%	1,167	3.718
	MARRIED	0.7%	2.7%	14.9%	81.7%	2,176	3.776
	OTHER	1.8%	4.7%	21.8%	71.8%	616	3.635
RESIDENTIAL LOCATION	URBAN	0.8%	3.3%	20.1%	75.8%	628	3.709
	SUBURBAN	0.8%	2.9%	16.8%	79.6%	2,243	3.752
	RURAL	1.2%	3.3%	17.6%	77.9%	1,091	3.722
DRIVING AREA	URBAN	1.0%	2.8%	18.9%	77.3%	894	3.725
	SUBURBAN	0.7%	2.8%	16.8%	79.6%	2,182	3.753
	RURAL	1.1%	3.9%	17.8%	77.2%	877	3.710
VEHICLE TYPE	AUTOMOBILE	0.6%	2.8%	17.4%	79.1%	2,239	3.751
	VAN/MINI VAN	0.3%	2.6%	20.2%	76.9%	312	3.737
	PICKUP TRUCK	1.4%	4.8%	20.2%	73.6%	292	3.661
	SUV	1.3%	3.1%	15.9%	79.8%	1,040	3.742
	OTHER	3.9%	5.2%	22.1%	68.8%	77	3.558

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

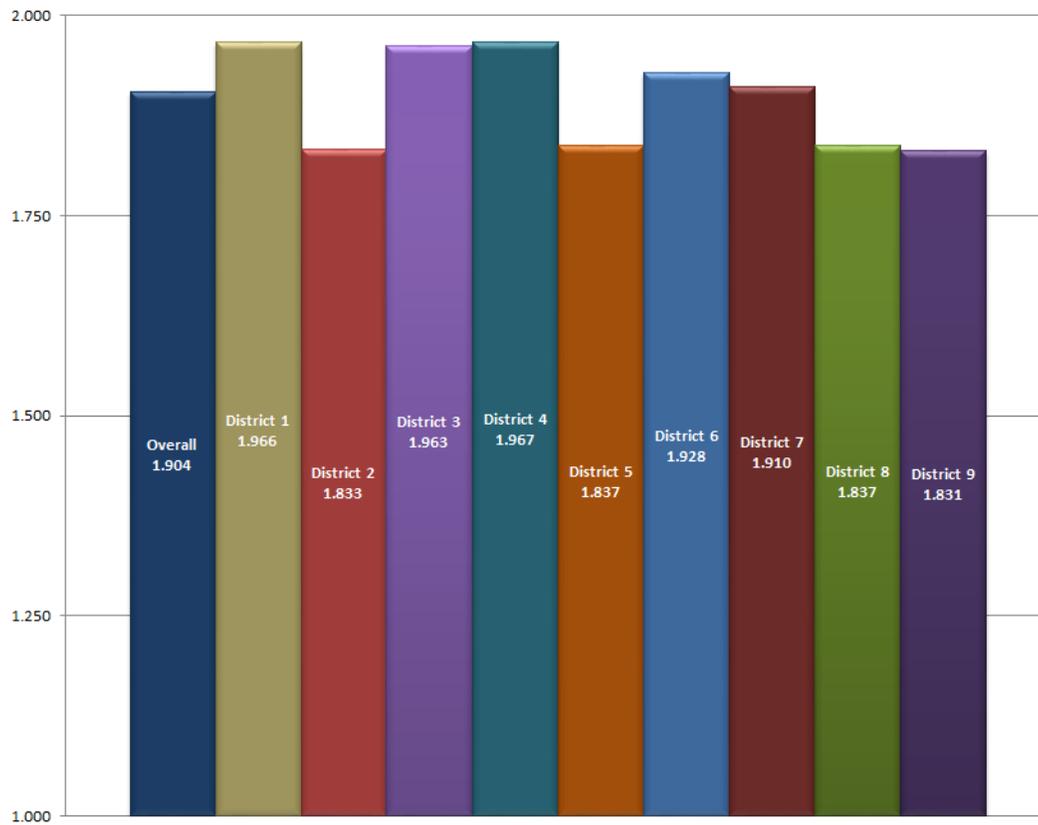
While the majority of those surveyed agree that it is important for law enforcement officers to enforce seat belt laws, the percentage of respondents that noticed special efforts by law enforcement officers to ticket drivers for seat belt offenses was relatively small (Figure 9). Respondents most likely to say they witnessed these special efforts include those who are 35 years of age and younger, males, single respondents, and those who primarily drive pickup trucks (Table 2.35). Survey respondents residing in OSP Districts 1, 3, and 4 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 - 2017**



<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 – 2017 [MEAN SCORE]**



**TABLE 2.34: PERCEIVED EFFORTS BY POLICE TO TICKET DRIVERS FOR SEAT BELT VIOLATIONS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.719</b>	<b>1.958</b>	<b>1.943</b>	<b>1.993</b>	<b>3,966</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	1.695	2.000	2.100	2.073	322
	<b>District 2</b>	1.652	1.800	1.795	2.101	299
	<b>District 3</b>	1.781	1.954	1.981	2.128	749
	<b>District 4</b>	1.797	2.113	2.009	1.967	460
	<b>District 5</b>	1.712	1.922	1.855	1.860	423
	<b>District 6</b>	1.806	1.866	1.948	2.098	526
	<b>District 7</b>	1.744	2.164	1.935	1.889	324
	<b>District 8</b>	1.544	1.962	1.945	1.918	523
	<b>District 9</b>	1.710	1.875	1.905	1.861	337

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 - 2017**

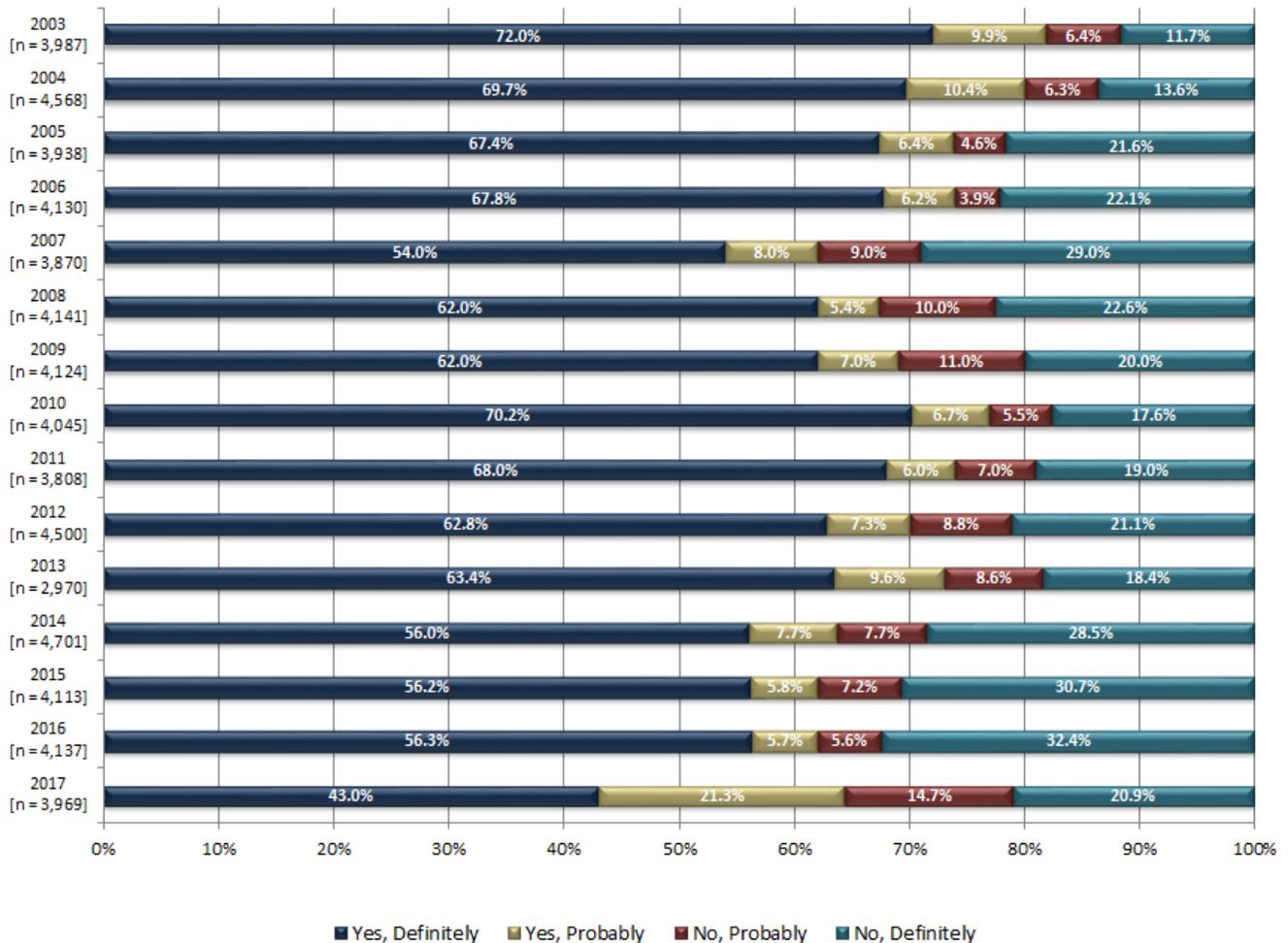
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		46.4%	29.1%	12.2%	12.3%	3,966	1.904
SURVEY	SURVEY 1	56.0%	26.1%	7.8%	10.1%	1,001	1.719
	SURVEY 2	42.5%	31.8%	13.0%	12.6%	1,028	1.958
	SURVEY 3	43.8%	31.1%	12.2%	13.0%	880	1.943
	SURVEY 4	43.2%	27.6%	15.7%	13.4%	1,057	1.993
OSP DISTRICT	DISTRICT 1	43.8%	28.6%	14.9%	12.7%	322	1.966
	DISTRICT 2	50.5%	25.4%	14.4%	9.7%	299	1.833
	DISTRICT 3	41.9%	31.5%	15.0%	11.6%	749	1.963
	DISTRICT 4	43.0%	29.6%	15.0%	12.4%	460	1.967
	DISTRICT 5	48.9%	29.1%	11.3%	10.6%	423	1.837
	DISTRICT 6	43.0%	33.7%	11.0%	12.4%	526	1.928
	DISTRICT 7	48.5%	26.9%	9.9%	14.8%	324	1.910
	DISTRICT 8	51.6%	26.2%	9.0%	13.2%	523	1.837
	DISTRICT 9	51.9%	26.7%	7.7%	13.6%	337	1.831
AGE	25 AND YOUNGER	35.9%	30.1%	19.4%	14.6%	499	2.128
	26 - 35 YEARS OLD	39.9%	30.1%	17.2%	12.8%	873	2.030
	36 - 45 YEARS OLD	44.6%	30.6%	11.6%	13.2%	682	1.934
	46 - 55 YEARS OLD	50.4%	28.0%	9.2%	12.5%	762	1.837
	56 - 65 YEARS OLD	53.4%	28.7%	8.0%	9.9%	1,021	1.744
	66 AND OLDER	63.9%	20.2%	3.4%	12.6%	119	1.647
SEX	MALE	44.3%	26.6%	13.9%	15.2%	1,234	2.000
	FEMALE	47.3%	30.3%	11.5%	10.9%	2,724	1.859
RACE	CAUCASIAN	47.0%	29.4%	12.1%	11.5%	3,508	1.882
	AFRICAN AMERICAN	40.9%	24.8%	15.4%	18.9%	254	2.122
	OTHER	42.9%	29.8%	11.1%	16.2%	198	2.005
MARITAL STATUS	SINGLE	40.8%	30.9%	16.1%	12.2%	1,167	1.997
	MARRIED	46.9%	28.7%	11.5%	12.8%	2,182	1.902
	OTHER	54.9%	27.0%	7.5%	10.6%	614	1.738
RESIDENTIAL LOCATION	URBAN	41.0%	29.5%	13.4%	16.1%	627	2.046
	SUBURBAN	45.3%	30.0%	12.6%	12.1%	2,245	1.914
	RURAL	51.6%	27.0%	10.9%	10.5%	1,094	1.803
DRIVING AREA	URBAN	44.1%	29.6%	11.3%	15.0%	893	1.972
	SUBURBAN	45.6%	29.4%	13.4%	11.6%	2,185	1.910
	RURAL	50.8%	27.9%	10.4%	10.9%	878	1.814
VEHICLE TYPE	AUTOMOBILE	46.1%	29.7%	12.3%	11.9%	2,236	1.899
	VAN/MINIVAN	51.0%	27.4%	9.6%	12.1%	314	1.828
	PICKUP TRUCK	42.0%	26.3%	13.3%	18.4%	293	2.082
	SUV	48.0%	28.9%	12.2%	10.9%	1,045	1.859
	OTHER	28.9%	31.6%	19.7%	19.7%	76	2.303

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

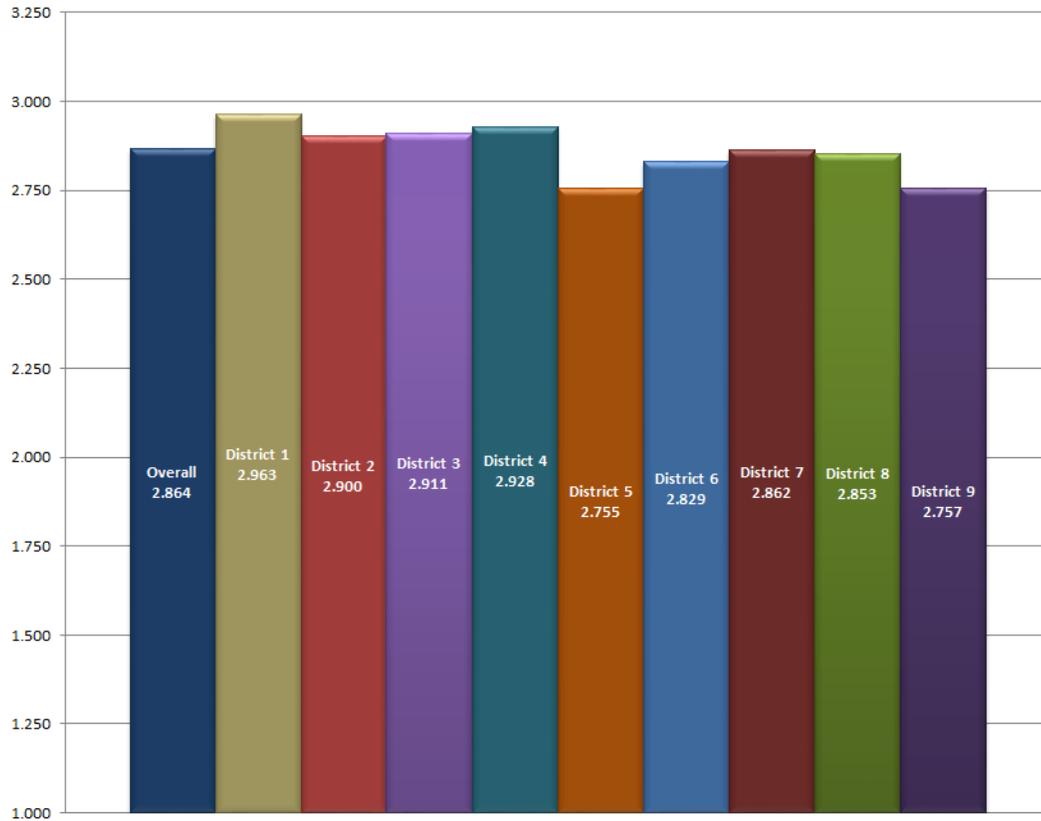
### VISIBILITY OF MEDIA MESSAGES AND SLOGANS PERTAINING TO SEAT BELT USE

Overall, the reported exposure to seat belt use messages and slogans in 2017 is consistent with 2016 results (Figure 10). Respondents most likely to have seen or heard a message were 25 years of age and younger, males, single respondents, and those who reside and drive in primarily urban areas (Table 3.2). Respondents in OSP Districts 5 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 – 2017**



**FIGURE 10A: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS – 2017**  
**[MEAN SCORE]**



**TABLE 3.1: SAW/HEARD MESSAGES IN OHIO ENCOURAGING SEAT BELT USE IN THE PAST 30 DAYS – 2017**  
**[MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.789</b>	<b>2.787</b>	<b>3.021</b>	<b>2.880</b>	<b>3,969</b>
<b>OSP DISTRICT</b>	<b>District 1</b>	2.890	2.910	3.063	2.988	322
	<b>District 2</b>	2.591	2.782	3.110	3.152	300
	<b>District 3</b>	2.744	2.901	3.124	2.950	749
	<b>District 4</b>	2.805	2.962	3.026	2.926	461
	<b>District 5</b>	2.592	2.696	2.974	2.727	421
	<b>District 6</b>	2.922	2.553	3.104	2.812	527
	<b>District 7</b>	2.884	2.727	2.894	2.889	325
	<b>District 8</b>	2.838	2.742	3.036	2.829	524
	<b>District 9</b>	2.817	2.604	2.824	2.730	337

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 – 2017**

		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		20.9%	14.7%	21.3%	43.0%	3,969	2.864
SURVEY	SURVEY 1	24.8%	14.9%	17.0%	43.4%	1,001	2.789
	SURVEY 2	22.2%	15.3%	24.3%	38.3%	1,029	2.787
	SURVEY 3	15.7%	13.7%	23.3%	47.3%	884	3.021
	SURVEY 4	20.4%	15.0%	20.9%	43.7%	1,055	2.880
OSP DISTRICT	DISTRICT 1	15.8%	17.7%	20.8%	45.7%	322	2.963
	DISTRICT 2	24.0%	9.0%	20.0%	47.0%	300	2.900
	DISTRICT 3	17.0%	17.6%	22.8%	42.6%	749	2.911
	DISTRICT 4	18.9%	13.0%	24.5%	43.6%	461	2.928
	DISTRICT 5	23.8%	16.2%	20.9%	39.2%	421	2.755
	DISTRICT 6	19.5%	18.0%	22.4%	40.0%	527	2.829
	DISTRICT 7	22.8%	10.8%	24.0%	42.5%	325	2.862
	DISTRICT 8	23.7%	12.8%	18.1%	45.4%	524	2.853
	DISTRICT 9	27.3%	13.1%	16.3%	43.3%	337	2.757
AGE	25 AND YOUNGER	12.4%	10.8%	26.3%	50.5%	501	3.150
	26 - 35 YEARS OLD	16.2%	16.1%	24.2%	43.4%	875	2.949
	36 - 45 YEARS OLD	24.3%	15.1%	22.6%	38.0%	682	2.742
	46 - 55 YEARS OLD	23.0%	18.4%	18.9%	39.7%	761	2.753
	56 - 65 YEARS OLD	24.8%	12.1%	17.7%	45.3%	1,021	2.836
	66 AND OLDER	24.4%	17.6%	19.3%	38.7%	119	2.723
SEX	MALE	20.0%	13.0%	21.6%	45.5%	1,232	2.925
	FEMALE	21.3%	15.5%	21.3%	41.8%	2,729	2.837
RACE	CAUCASIAN	21.3%	14.6%	21.3%	42.9%	3,510	2.858
	AFRICAN AMERICAN	19.8%	16.2%	20.2%	43.9%	253	2.881
	OTHER	16.0%	16.0%	24.5%	43.5%	200	2.955
MARITAL STATUS	SINGLE	18.3%	15.7%	24.2%	41.8%	1,170	2.895
	MARRIED	21.4%	14.4%	19.5%	44.7%	2,180	2.875
	OTHER	23.9%	14.3%	22.4%	39.4%	616	2.774
RESIDENTIAL LOCATION	URBAN	17.2%	16.7%	20.3%	45.8%	629	2.948
	SUBURBAN	20.5%	14.9%	22.1%	42.5%	2,244	2.866
	RURAL	23.9%	13.3%	20.3%	42.5%	1,096	2.814
DRIVING AREA	URBAN	19.1%	14.7%	18.6%	47.7%	894	2.947
	SUBURBAN	20.2%	15.3%	22.4%	42.0%	2,184	2.863
	RURAL	24.4%	13.4%	21.7%	40.5%	881	2.783
VEHICLE TYPE	AUTOMOBILE	20.1%	15.2%	21.8%	42.9%	2,238	2.875
	VAN/MINIVAN	22.0%	15.6%	22.9%	39.5%	314	2.799
	PICKUP TRUCK	25.3%	11.6%	20.2%	42.8%	292	2.805
	SUV	21.1%	14.1%	20.3%	44.6%	1,045	2.884
	OTHER	20.5%	17.9%	20.5%	41.0%	78	2.821

## EXPOSURE TO MEDIA MESSAGES

Overall, during 2017, those who had reported seeing a media message encouraging seat belt use said that they saw the message on television (41.0%), road signs (36.5%), billboards (44.0%), electronic message signs on roadways (35.3%), banners (17.7%), and signs on buses (5.9%). In addition, 27.1% heard messages encouraging seat belt use on the radio, 14.4% heard/saw the messages on both television and radio, and 5.1% said they saw or heard the message elsewhere (Tables 3.3 thru 3.11).

**TABLE 3.3: SAW/HEARD MESSAGE - TELEVISION - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		59.0%	41.0%	2,554
SURVEY	SURVEY 1	61.6%	38.4%	604
	SURVEY 2	56.1%	43.9%	644
	SURVEY 3	59.6%	40.4%	624
	SURVEY 4	59.1%	40.9%	682
OSP DISTRICT	DISTRICT 1	60.3%	39.7%	214
	DISTRICT 2	59.7%	40.3%	201
	DISTRICT 3	55.9%	44.1%	490
	DISTRICT 4	61.5%	38.5%	314
	DISTRICT 5	52.2%	47.8%	253
	DISTRICT 6	63.5%	36.5%	329
	DISTRICT 7	61.1%	38.9%	216
	DISTRICT 8	61.3%	38.7%	333
	DISTRICT 9	56.2%	43.8%	201
AGE	25 AND YOUNGER	56.1%	43.9%	385
	26 - 35 YEARS OLD	61.5%	38.5%	592
	36 - 45 YEARS OLD	61.0%	39.0%	413
	46 - 55 YEARS OLD	62.6%	37.4%	446
	56 - 65 YEARS OLD	54.7%	45.3%	644
	66 AND OLDER	58.0%	42.0%	69
SEX	MALE	51.2%	48.8%	826
	FEMALE	62.7%	37.3%	1,723
RACE	CAUCASIAN	59.8%	40.2%	2,252
	AFRICAN AMERICAN	45.1%	54.9%	162
	OTHER	62.5%	37.5%	136
MARITAL STATUS	SINGLE	56.1%	43.9%	772
	MARRIED	60.6%	39.4%	1,400
	OTHER	59.3%	40.7%	381
RESIDENTIAL LOCATION	URBAN	51.9%	48.1%	416
	SUBURBAN	61.5%	38.5%	1,450
	RURAL	58.1%	41.9%	688
DRIVING AREA	URBAN	53.5%	46.5%	592
	SUBURBAN	61.2%	38.8%	1,408
	RURAL	59.3%	40.7%	548
VEHICLE TYPE	AUTOMOBILE	56.9%	43.1%	1,448
	VAN/MINIVAN	60.2%	39.8%	196
	PICKUP TRUCK	59.2%	40.8%	184
	SUV	64.6%	35.4%	678
	OTHER	39.6%	60.4%	48

**TABLE 3.4: SAW/HEARD MESSAGE - RADIO - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		72.9%	27.1%	2,554
SURVEY	SURVEY 1	78.8%	21.2%	604
	SURVEY 2	73.3%	26.7%	644
	SURVEY 3	71.2%	28.8%	624
	SURVEY 4	68.9%	31.1%	682
OSP DISTRICT	DISTRICT 1	72.0%	28.0%	214
	DISTRICT 2	72.6%	27.4%	201
	DISTRICT 3	74.9%	25.1%	490
	DISTRICT 4	73.9%	26.1%	314
	DISTRICT 5	72.3%	27.7%	253
	DISTRICT 6	70.5%	29.5%	329
	DISTRICT 7	71.8%	28.2%	216
	DISTRICT 8	75.1%	24.9%	333
	DISTRICT 9	70.1%	29.9%	201
AGE	25 AND YOUNGER	65.7%	34.3%	385
	26 - 35 YEARS OLD	62.8%	37.2%	592
	36 - 45 YEARS OLD	68.8%	31.2%	413
	46 - 55 YEARS OLD	78.0%	22.0%	446
	56 - 65 YEARS OLD	84.3%	15.7%	644
	66 AND OLDER	85.5%	14.5%	69
SEX	MALE	66.7%	33.3%	826
	FEMALE	75.8%	24.2%	1,723
RACE	CAUCASIAN	72.7%	27.3%	2,252
	AFRICAN AMERICAN	71.6%	28.4%	162
	OTHER	76.5%	23.5%	136
MARITAL STATUS	SINGLE	67.7%	32.3%	772
	MARRIED	74.1%	25.9%	1,400
	OTHER	78.7%	21.3%	381
RESIDENTIAL LOCATION	URBAN	68.3%	31.7%	416
	SUBURBAN	73.3%	26.7%	1,450
	RURAL	74.9%	25.1%	688
DRIVING AREA	URBAN	69.8%	30.2%	592
	SUBURBAN	73.4%	26.6%	1,408
	RURAL	75.2%	24.8%	548
VEHICLE TYPE	AUTOMOBILE	72.7%	27.3%	1,448
	VAN/MINI VAN	70.9%	29.1%	196
	PICKUP TRUCK	69.0%	31.0%	184
	SUV	76.3%	23.7%	678
	OTHER	56.3%	43.8%	48

**TABLE 3.5: SAW/HEARD MESSAGE – BOTH TELEVISION AND RADIO - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		85.6%	14.4%	2,554
SURVEY	SURVEY 1	89.7%	10.3%	604
	SURVEY 2	85.7%	14.3%	644
	SURVEY 3	85.4%	14.6%	624
	SURVEY 4	82.0%	18.0%	682
OSP DISTRICT	DISTRICT 1	86.9%	13.1%	214
	DISTRICT 2	87.6%	12.4%	201
	DISTRICT 3	84.5%	15.5%	490
	DISTRICT 4	85.4%	14.6%	314
	DISTRICT 5	82.6%	17.4%	253
	DISTRICT 6	86.0%	14.0%	329
	DISTRICT 7	84.7%	15.3%	216
	DISTRICT 8	87.7%	12.3%	333
	DISTRICT 9	85.6%	14.4%	201
AGE	25 AND YOUNGER	79.7%	20.3%	385
	26 - 35 YEARS OLD	79.9%	20.1%	592
	36 - 45 YEARS OLD	83.8%	16.2%	413
	46 - 55 YEARS OLD	89.5%	10.5%	446
	56 - 65 YEARS OLD	91.8%	8.2%	644
	66 AND OLDER	94.2%	5.8%	69
SEX	MALE	81.0%	19.0%	826
	FEMALE	87.8%	12.2%	1,723
RACE	CAUCASIAN	85.8%	14.2%	2,252
	AFRICAN AMERICAN	80.9%	19.1%	162
	OTHER	87.5%	12.5%	136
MARITAL STATUS	SINGLE	80.7%	19.3%	772
	MARRIED	87.0%	13.0%	1,400
	OTHER	90.3%	9.7%	381
RESIDENTIAL LOCATION	URBAN	80.3%	19.7%	416
	SUBURBAN	86.2%	13.8%	1,450
	RURAL	87.5%	12.5%	688
DRIVING AREA	URBAN	82.3%	17.7%	592
	SUBURBAN	86.3%	13.7%	1,408
	RURAL	87.4%	12.6%	548
VEHICLE TYPE	AUTOMOBILE	85.3%	14.7%	1,448
	VAN/MINI VAN	82.1%	17.9%	196
	PICKUP TRUCK	83.7%	16.3%	184
	SUV	88.9%	11.1%	678
	OTHER	68.8%	31.3%	48

**TABLE 3.6: SAW/HEARD MESSAGE - BANNERS - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		82.3%	17.7%	2,554
SURVEY	SURVEY 1	86.1%	13.9%	604
	SURVEY 2	83.1%	16.9%	644
	SURVEY 3	80.8%	19.2%	624
	SURVEY 4	79.8%	20.2%	682
OSP DISTRICT	DISTRICT 1	81.3%	18.7%	214
	DISTRICT 2	82.6%	17.4%	201
	DISTRICT 3	79.0%	21.0%	490
	DISTRICT 4	80.9%	19.1%	314
	DISTRICT 5	87.7%	12.3%	253
	DISTRICT 6	80.9%	19.1%	329
	DISTRICT 7	80.6%	19.4%	216
	DISTRICT 8	84.1%	15.9%	333
	DISTRICT 9	88.6%	11.4%	201
AGE	25 AND YOUNGER	69.1%	30.9%	385
	26 - 35 YEARS OLD	76.4%	23.6%	592
	36 - 45 YEARS OLD	83.5%	16.5%	413
	46 - 55 YEARS OLD	87.9%	12.1%	446
	56 - 65 YEARS OLD	89.6%	10.4%	644
	66 AND OLDER	95.7%	4.3%	69
SEX	MALE	82.9%	17.1%	826
	FEMALE	82.2%	17.8%	1,723
RACE	CAUCASIAN	83.5%	16.5%	2,252
	AFRICAN AMERICAN	76.5%	23.5%	162
	OTHER	71.3%	28.7%	136
MARITAL STATUS	SINGLE	76.2%	23.8%	772
	MARRIED	84.1%	15.9%	1,400
	OTHER	88.5%	11.5%	381
RESIDENTIAL LOCATION	URBAN	80.3%	19.7%	416
	SUBURBAN	81.4%	18.6%	1,450
	RURAL	85.6%	14.4%	688
DRIVING AREA	URBAN	81.8%	18.2%	592
	SUBURBAN	82.7%	17.3%	1,408
	RURAL	81.9%	18.1%	548
VEHICLE TYPE	AUTOMOBILE	81.1%	18.9%	1,448
	VAN/MINI VAN	83.2%	16.8%	196
	PICKUP TRUCK	82.6%	17.4%	184
	SUV	85.3%	14.7%	678
	OTHER	75.0%	25.0%	48

**TABLE 3.7: SAW/HEARD MESSAGE – BILLBOARDS/SIGNS - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		56.0%	44.0%	2,554
SURVEY	SURVEY 1	58.6%	41.4%	604
	SURVEY 2	58.9%	41.1%	644
	SURVEY 3	53.7%	46.3%	624
	SURVEY 4	52.9%	47.1%	682
OSP DISTRICT	DISTRICT 1	51.9%	48.1%	214
	DISTRICT 2	55.7%	44.3%	201
	DISTRICT 3	54.9%	45.1%	490
	DISTRICT 4	51.9%	48.1%	314
	DISTRICT 5	61.3%	38.7%	253
	DISTRICT 6	53.2%	46.8%	329
	DISTRICT 7	52.3%	47.7%	216
	DISTRICT 8	64.0%	36.0%	333
	DISTRICT 9	57.2%	42.8%	201
AGE	25 AND YOUNGER	46.0%	54.0%	385
	26 - 35 YEARS OLD	51.5%	48.5%	592
	36 - 45 YEARS OLD	55.4%	44.6%	413
	46 - 55 YEARS OLD	62.1%	37.9%	446
	56 - 65 YEARS OLD	61.3%	38.7%	644
	66 AND OLDER	62.3%	37.7%	69
SEX	MALE	60.8%	39.2%	826
	FEMALE	53.7%	46.3%	1,723
RACE	CAUCASIAN	56.0%	44.0%	2,252
	AFRICAN AMERICAN	56.2%	43.8%	162
	OTHER	53.7%	46.3%	136
MARITAL STATUS	SINGLE	50.5%	49.5%	772
	MARRIED	57.2%	42.8%	1,400
	OTHER	62.2%	37.8%	381
RESIDENTIAL LOCATION	URBAN	59.1%	40.9%	416
	SUBURBAN	55.2%	44.8%	1,450
	RURAL	55.5%	44.5%	688
DRIVING AREA	URBAN	59.1%	40.9%	592
	SUBURBAN	54.5%	45.5%	1,408
	RURAL	56.0%	44.0%	548
VEHICLE TYPE	AUTOMOBILE	55.5%	44.5%	1,448
	VAN/MINIVAN	54.6%	45.4%	196
	PICKUP TRUCK	58.2%	41.8%	184
	SUV	55.9%	44.1%	678
	OTHER	66.7%	33.3%	48

**TABLE 3.8: SAW/HEARD MESSAGE – ELECTRIC MESSAGE SIGNS ON ROADWAYS - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		64.7%	35.3%	2,554
SURVEY	SURVEY 1	68.7%	31.3%	604
	SURVEY 2	61.0%	39.0%	644
	SURVEY 3	67.5%	32.5%	624
	SURVEY 4	62.2%	37.8%	682
OSP DISTRICT	DISTRICT 1	73.8%	26.2%	214
	DISTRICT 2	70.6%	29.4%	201
	DISTRICT 3	55.9%	44.1%	490
	DISTRICT 4	70.1%	29.9%	314
	DISTRICT 5	70.0%	30.0%	253
	DISTRICT 6	55.3%	44.7%	329
	DISTRICT 7	74.1%	25.9%	216
	DISTRICT 8	54.1%	45.9%	333
	DISTRICT 9	78.6%	21.4%	201
AGE	25 AND YOUNGER	58.7%	41.3%	385
	26 - 35 YEARS OLD	58.8%	41.2%	592
	36 - 45 YEARS OLD	62.0%	38.0%	413
	46 - 55 YEARS OLD	70.2%	29.8%	446
	56 - 65 YEARS OLD	69.7%	30.3%	644
	66 AND OLDER	81.2%	18.8%	69
SEX	MALE	69.6%	30.4%	826
	FEMALE	62.4%	37.6%	1,723
RACE	CAUCASIAN	64.5%	35.5%	2,252
	AFRICAN AMERICAN	69.8%	30.2%	162
	OTHER	62.5%	37.5%	136
MARITAL STATUS	SINGLE	60.4%	39.6%	772
	MARRIED	67.4%	32.6%	1,400
	OTHER	64.0%	36.0%	381
RESIDENTIAL LOCATION	URBAN	66.3%	33.7%	416
	SUBURBAN	59.7%	40.3%	1,450
	RURAL	74.3%	25.7%	688
DRIVING AREA	URBAN	66.0%	34.0%	592
	SUBURBAN	60.7%	39.3%	1,408
	RURAL	73.7%	26.3%	548
VEHICLE TYPE	AUTOMOBILE	61.6%	38.4%	1,448
	VAN/MINIVAN	77.0%	23.0%	196
	PICKUP TRUCK	70.7%	29.3%	184
	SUV	65.2%	34.8%	678
	OTHER	79.2%	20.8%	48

**TABLE 3.9: SAW/HEARD MESSAGE – ROAD SIGNS - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		63.5%	36.5%	2,554
SURVEY	SURVEY 1	67.2%	32.8%	604
	SURVEY 2	64.3%	35.7%	644
	SURVEY 3	61.1%	38.9%	624
	SURVEY 4	61.9%	38.1%	682
OSP DISTRICT	DISTRICT 1	57.0%	43.0%	214
	DISTRICT 2	60.7%	39.3%	201
	DISTRICT 3	60.4%	39.6%	490
	DISTRICT 4	62.7%	37.3%	314
	DISTRICT 5	64.8%	35.2%	253
	DISTRICT 6	64.1%	35.9%	329
	DISTRICT 7	59.3%	40.7%	216
	DISTRICT 8	74.5%	25.5%	333
	DISTRICT 9	65.7%	34.3%	201
AGE	25 AND YOUNGER	52.7%	47.3%	385
	26 - 35 YEARS OLD	65.0%	35.0%	592
	36 - 45 YEARS OLD	66.3%	33.7%	413
	46 - 55 YEARS OLD	67.9%	32.1%	446
	56 - 65 YEARS OLD	64.8%	35.2%	644
	66 AND OLDER	55.1%	44.9%	69
SEX	MALE	65.6%	34.4%	826
	FEMALE	62.6%	37.4%	1,723
RACE	CAUCASIAN	63.4%	36.6%	2,252
	AFRICAN AMERICAN	71.0%	29.0%	162
	OTHER	58.1%	41.9%	136
MARITAL STATUS	SINGLE	60.1%	39.9%	772
	MARRIED	63.9%	36.1%	1,400
	OTHER	69.0%	31.0%	381
RESIDENTIAL LOCATION	URBAN	66.8%	33.2%	416
	SUBURBAN	63.1%	36.9%	1,450
	RURAL	62.5%	37.5%	688
DRIVING AREA	URBAN	66.6%	33.4%	592
	SUBURBAN	63.4%	36.6%	1,408
	RURAL	60.8%	39.2%	548
VEHICLE TYPE	AUTOMOBILE	63.1%	36.9%	1,448
	VAN/MINI VAN	60.7%	39.3%	196
	PICKUP TRUCK	66.8%	33.2%	184
	SUV	63.7%	36.3%	678
	OTHER	72.9%	27.1%	48

**TABLE 3.10: SAW/HEARD MESSAGE – SIGNS ON BUSES - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		94.1%	5.9%	2,554
SURVEY	SURVEY 1	93.4%	6.6%	604
	SURVEY 2	94.3%	5.7%	644
	SURVEY 3	94.7%	5.3%	624
	SURVEY 4	94.1%	5.9%	682
OSP DISTRICT	DISTRICT 1	96.7%	3.3%	214
	DISTRICT 2	95.5%	4.5%	201
	DISTRICT 3	90.6%	9.4%	490
	DISTRICT 4	93.6%	6.4%	314
	DISTRICT 5	96.0%	4.0%	253
	DISTRICT 6	95.4%	4.6%	329
	DISTRICT 7	95.4%	4.6%	216
	DISTRICT 8	94.6%	5.4%	333
	DISTRICT 9	92.5%	7.5%	201
AGE	25 AND YOUNGER	91.9%	8.1%	385
	26 - 35 YEARS OLD	91.4%	8.6%	592
	36 - 45 YEARS OLD	93.7%	6.3%	413
	46 - 55 YEARS OLD	95.7%	4.3%	446
	56 - 65 YEARS OLD	96.9%	3.1%	644
	66 AND OLDER	97.1%	2.9%	69
SEX	MALE	94.8%	5.2%	826
	FEMALE	93.8%	6.2%	1,723
RACE	CAUCASIAN	94.6%	5.4%	2,252
	AFRICAN AMERICAN	91.4%	8.6%	162
	OTHER	89.7%	10.3%	136
MARITAL STATUS	SINGLE	91.8%	8.2%	772
	MARRIED	95.1%	4.9%	1,400
	OTHER	95.3%	4.7%	381
RESIDENTIAL LOCATION	URBAN	94.0%	6.0%	416
	SUBURBAN	93.2%	6.8%	1,450
	RURAL	96.1%	3.9%	688
DRIVING AREA	URBAN	93.6%	6.4%	592
	SUBURBAN	93.8%	6.3%	1,408
	RURAL	95.6%	4.4%	548
VEHICLE TYPE	AUTOMOBILE	93.6%	6.4%	1,448
	VAN/MINI VAN	93.4%	6.6%	196
	PICKUP TRUCK	95.1%	4.9%	184
	SUV	95.1%	4.9%	678
	OTHER	93.8%	6.3%	48

**TABLE 3.11: SAW/HEARD MESSAGE - OTHER - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		94.9%	5.1%	2,554
SURVEY	SURVEY 1	93.9%	6.1%	604
	SURVEY 2	95.7%	4.3%	644
	SURVEY 3	93.9%	6.1%	624
	SURVEY 4	95.9%	4.1%	682
OSP DISTRICT	DISTRICT 1	94.4%	5.6%	214
	DISTRICT 2	93.0%	7.0%	201
	DISTRICT 3	95.9%	4.1%	490
	DISTRICT 4	93.3%	6.7%	314
	DISTRICT 5	94.5%	5.5%	253
	DISTRICT 6	95.4%	4.6%	329
	DISTRICT 7	94.4%	5.6%	216
	DISTRICT 8	95.5%	4.5%	333
	DISTRICT 9	96.0%	4.0%	201
AGE	25 AND YOUNGER	97.1%	2.9%	385
	26 - 35 YEARS OLD	94.3%	5.7%	592
	36 - 45 YEARS OLD	95.2%	4.8%	413
	46 - 55 YEARS OLD	93.7%	6.3%	446
	56 - 65 YEARS OLD	95.0%	5.0%	644
	66 AND OLDER	92.8%	7.2%	69
SEX	MALE	94.6%	5.4%	826
	FEMALE	95.1%	4.9%	1,723
RACE	CAUCASIAN	94.7%	5.3%	2,252
	AFRICAN AMERICAN	96.9%	3.1%	162
	OTHER	94.9%	5.1%	136
MARITAL STATUS	SINGLE	95.7%	4.3%	772
	MARRIED	95.2%	4.8%	1,400
	OTHER	91.9%	8.1%	381
RESIDENTIAL LOCATION	URBAN	95.9%	4.1%	416
	SUBURBAN	94.9%	5.1%	1,450
	RURAL	94.2%	5.8%	688
DRIVING AREA	URBAN	96.1%	3.9%	592
	SUBURBAN	94.5%	5.5%	1,408
	RURAL	94.5%	5.5%	548
VEHICLE TYPE	AUTOMOBILE	95.6%	4.4%	1,448
	VAN/MINI VAN	94.4%	5.6%	196
	PICKUP TRUCK	91.3%	8.7%	184
	SUV	94.8%	5.2%	678
	OTHER	87.5%	12.5%	48

The majority of respondents (80.7%) maintain that the number of messages they had seen or heard in the 30 days prior to the survey was about the same as usual (Table 3.12). Respondents who claimed to have seen or heard more messages than usual increased from 10.9% during the baseline survey to 18.0% 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 - 2017**

		FEWER THAN USUAL	ABOUT THE SAME	MORE THAN USUAL	TOTAL	AVERAGE
ALL RESPONDENTS		4.9%	80.7%	14.4%	2,555	2.095
SURVEY	SURVEY 1	3.9%	85.3%	10.9%	570	2.070
	SURVEY 2	4.4%	77.7%	18.0%	640	2.136
	SURVEY 3	5.2%	82.5%	12.3%	635	2.071
	SURVEY 4	5.9%	78.3%	15.8%	710	2.099
OSP DISTRICT	DISTRICT 1	3.8%	83.1%	13.1%	213	2.094
	DISTRICT 2	4.1%	79.8%	16.1%	193	2.119
	DISTRICT 3	5.0%	78.5%	16.5%	484	2.116
	DISTRICT 4	3.9%	81.9%	14.2%	309	2.104
	DISTRICT 5	5.5%	82.7%	11.8%	254	2.063
	DISTRICT 6	4.9%	83.5%	11.6%	346	2.066
	DISTRICT 7	6.0%	79.4%	14.6%	233	2.086
	DISTRICT 8	6.6%	78.5%	14.8%	317	2.082
	DISTRICT 9	3.4%	80.4%	16.2%	204	2.127
AGE	25 AND YOUNGER	7.0%	71.2%	21.8%	386	2.148
	26 - 35 YEARS OLD	4.0%	80.6%	15.4%	578	2.114
	36 - 45 YEARS OLD	4.6%	77.5%	17.9%	414	2.133
	46 - 55 YEARS OLD	5.1%	81.1%	13.8%	455	2.088
	56 - 65 YEARS OLD	4.7%	87.4%	7.9%	645	2.033
	66 AND OLDER	4.3%	90.0%	5.7%	70	2.014
SEX	MALE	3.7%	80.1%	16.2%	840	2.125
	FEMALE	5.5%	81.0%	13.5%	1,709	2.080
RACE	CAUCASIAN	5.0%	81.7%	13.4%	2,269	2.084
	AFRICAN AMERICAN	3.2%	75.8%	21.0%	157	2.178
	OTHER	4.8%	70.2%	25.0%	124	2.202
MARITAL STATUS	SINGLE	5.2%	78.0%	16.8%	751	2.116
	MARRIED	4.5%	81.5%	14.0%	1,433	2.094
	OTHER	5.7%	83.2%	11.1%	369	2.054
RESIDENTIAL LOCATION	URBAN	2.9%	75.1%	22.1%	421	2.192
	SUBURBAN	5.8%	80.4%	13.9%	1,443	2.081
	RURAL	4.3%	84.9%	10.7%	691	2.064
DRIVING AREA	URBAN	4.2%	78.3%	17.5%	599	2.134
	SUBURBAN	5.0%	81.2%	13.7%	1,411	2.087
	RURAL	5.2%	82.4%	12.4%	539	2.072
VEHICLE TYPE	AUTOMOBILE	4.6%	80.9%	14.4%	1,441	2.098
	VAN/MINIVAN	3.1%	80.1%	16.8%	196	2.138
	PICKUP TRUCK	4.0%	77.9%	18.1%	199	2.141
	SUV	6.2%	82.4%	11.4%	678	2.052
	OTHER	4.9%	63.4%	31.7%	41	2.268

## SLOGANS ENCOURAGING SEAT BELT USE

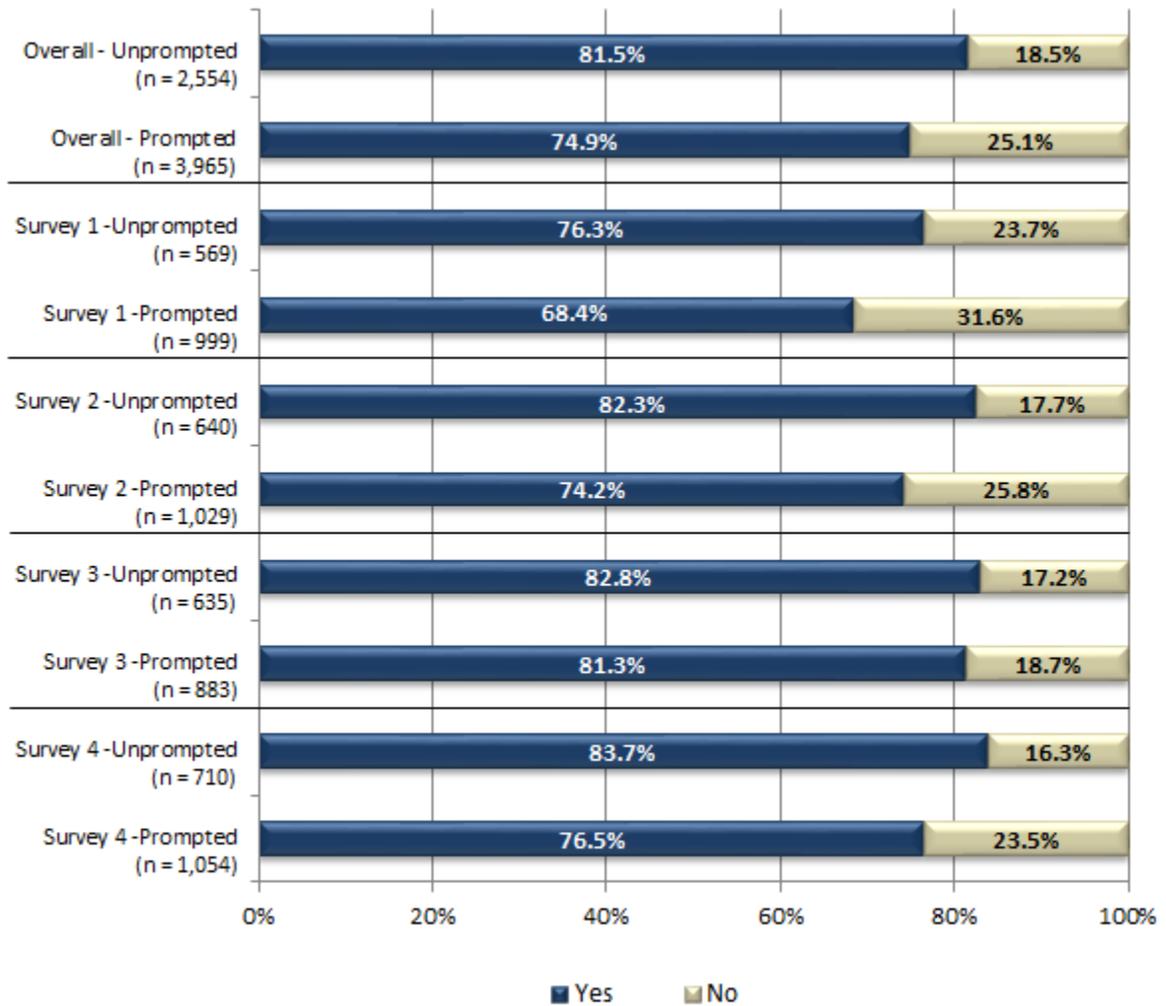
In 2017, 64.4% of respondents reported having seen and/or heard media campaign slogans encouraging seat belt use in the 30 days prior to the survey (Table 3.13). Positive responses to this question in the 2<sup>nd</sup> survey were higher than in the 1<sup>st</sup>. For example, reported exposure to campaign messages and slogans encouraging seat belt use increased from 56.9% during the baseline survey to 62.1% 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 - 2017**

		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		20.3%	15.3%	20.1%	44.3%	3,963	2.885
SURVEY	SURVEY 1	26.2%	16.8%	16.1%	40.8%	999	2.716
	SURVEY 2	21.8%	16.0%	23.2%	38.9%	1,030	2.792
	SURVEY 3	13.6%	14.6%	19.8%	52.0%	884	3.103
	SURVEY 4	18.8%	13.6%	21.2%	46.4%	1,050	2.952
OSP DISTRICT	DISTRICT 1	18.6%	15.2%	20.8%	45.3%	322	2.929
	DISTRICT 2	21.1%	14.7%	17.7%	46.5%	299	2.896
	DISTRICT 3	16.9%	18.6%	22.8%	41.7%	751	2.892
	DISTRICT 4	19.1%	13.9%	23.0%	43.9%	460	2.917
	DISTRICT 5	24.2%	15.6%	19.4%	40.9%	418	2.770
	DISTRICT 6	17.7%	16.4%	22.1%	43.8%	525	2.920
	DISTRICT 7	18.8%	9.2%	17.5%	54.5%	325	3.077
	DISTRICT 8	24.7%	14.3%	18.0%	43.0%	523	2.793
	DISTRICT 9	24.0%	15.4%	15.1%	45.4%	337	2.819
AGE	25 AND YOUNGER	12.8%	10.2%	23.0%	54.1%	501	3.184
	26 - 35 YEARS OLD	17.0%	16.6%	24.0%	42.3%	874	2.916
	36 - 45 YEARS OLD	21.3%	18.0%	21.7%	39.0%	682	2.784
	46 - 55 YEARS OLD	23.3%	17.0%	17.4%	42.3%	759	2.787
	56 - 65 YEARS OLD	23.4%	13.4%	16.6%	46.7%	1,018	2.865
	66 AND OLDER	24.4%	16.8%	17.6%	41.2%	119	2.756
SEX	MALE	19.4%	12.4%	20.4%	47.8%	1,232	2.966
	FEMALE	20.7%	16.6%	20.1%	42.7%	2,723	2.847
RACE	CAUCASIAN	20.4%	15.0%	20.2%	44.5%	3,505	2.888
	AFRICAN AMERICAN	23.4%	13.9%	23.0%	39.7%	252	2.790
	OTHER	15.5%	22.5%	16.0%	46.0%	200	2.925
MARITAL STATUS	SINGLE	19.1%	16.6%	21.8%	42.5%	1,170	2.876
	MARRIED	19.7%	14.6%	18.9%	46.9%	2,177	2.929
	OTHER	24.5%	15.3%	21.4%	38.8%	613	2.746
RESIDENTIAL LOCATION	URBAN	18.0%	14.7%	21.1%	46.3%	627	2.955
	SUBURBAN	20.0%	15.8%	20.7%	43.6%	2,245	2.879
	RURAL	22.3%	14.6%	18.5%	44.6%	1,091	2.855
DRIVING AREA	URBAN	18.7%	14.0%	19.3%	48.0%	893	2.966
	SUBURBAN	19.5%	16.0%	21.6%	42.9%	2,184	2.880
	RURAL	24.0%	14.7%	17.5%	43.8%	876	2.812
VEHICLE TYPE	AUTOMOBILE	20.2%	15.3%	21.0%	43.4%	2,233	2.877
	VAN/MINIVAN	21.7%	16.0%	20.1%	42.2%	313	2.827
	PICKUP TRUCK	20.4%	11.9%	17.3%	50.3%	294	2.976
	SUV	19.8%	15.1%	19.5%	45.5%	1,043	2.907
	OTHER	21.8%	24.4%	14.1%	39.7%	78	2.718

Figure 11 shows that of the respondents claiming to have seen or heard a slogan, “unprompted” recall of the “Click It or Ticket” slogan was 81.5%. When the entire sample was “prompted” by an interviewer, 74.9% said they recalled the “Click It or Ticket” slogan. Overall, unprompted recall was highest in OSP Districts 3 and 5, while prompted recall was highest in OSP Districts 3, 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 – 2017**



**TABLE 3.14: RECALL OF THE “CLICK IT OR TICKET” SLOGAN BY DISTRICT - 2017**

	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>DISTRICT 1</b>										
<b>UNPROMPTED</b>	82.6%	176	69.4%	34	84.3%	43	87.5%	49	87.7%	50
<b>PROMPTED</b>	76.9%	247	73.2%	60	83.3%	65	77.2%	61	74.4%	61
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	82.3%	158	74.5%	35	87.1%	27	83.6%	46	84.7%	50
<b>PROMPTED</b>	74.2%	222	63.4%	59	74.5%	41	82.2%	60	79.5%	62
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	84.9%	411	81.7%	76	82.9%	160	89.5%	68	87.7%	107
<b>PROMPTED</b>	78.0%	585	69.2%	110	79.3%	242	87.6%	92	77.9%	141
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	80.8%	249	78.1%	50	86.5%	64	84.7%	72	74.1%	63
<b>PROMPTED</b>	77.1%	356	68.6%	81	82.1%	87	83.6%	97	74.6%	91
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	85.3%	215	80.4%	37	90.2%	55	78.6%	66	93.4%	57
<b>PROMPTED</b>	71.6%	302	58.7%	61	69.6%	71	80.3%	94	76.8%	76
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	79.5%	275	75.9%	66	78.0%	64	81.2%	69	82.6%	76
<b>PROMPTED</b>	73.6%	388	75.2%	97	64.0%	96	83.5%	96	74.4%	99
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	83.3%	195	70.9%	39	88.9%	32	83.8%	62	89.9%	62
<b>PROMPTED</b>	80.6%	262	72.1%	62	74.5%	41	83.0%	78	90.0%	81
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	73.0%	233	69.3%	52	68.6%	59	78.9%	56	75.9%	66
<b>PROMPTED</b>	69.6%	364	67.4%	91	67.2%	88	78.2%	86	67.3%	99
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	82.4%	168	84.6%	44	88.5%	23	77.6%	38	81.8%	63
<b>PROMPTED</b>	72.7%	242	66.3%	61	70.2%	33	73.0%	54	78.3%	94

**TABLE 3.15: SAW/HEARD “CLICK IT OR TICKET” SLOGAN – UNPROMPTED - 2017**

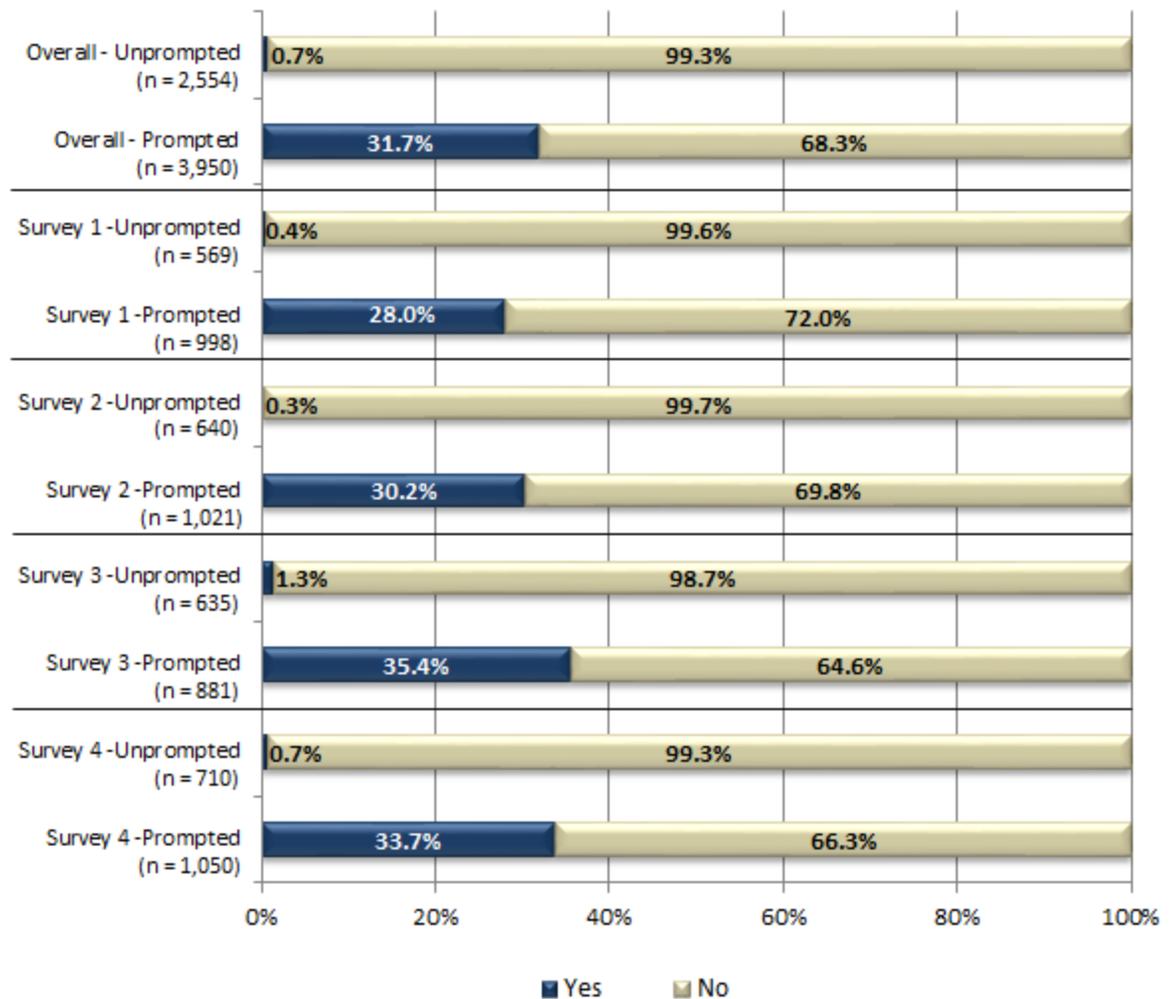
		No	YES	TOTAL
ALL RESPONDENTS		18.5%	81.5%	2,554
SURVEY	SURVEY 1	23.7%	76.3%	569
	SURVEY 2	17.7%	82.3%	640
	SURVEY 3	17.2%	82.8%	635
	SURVEY 4	16.3%	83.7%	710
OSP DISTRICT	DISTRICT 1	17.4%	82.6%	213
	DISTRICT 2	17.7%	82.3%	192
	DISTRICT 3	15.1%	84.9%	484
	DISTRICT 4	19.2%	80.8%	308
	DISTRICT 5	14.7%	85.3%	252
	DISTRICT 6	20.5%	79.5%	346
	DISTRICT 7	16.7%	83.3%	234
	DISTRICT 8	27.0%	73.0%	319
	DISTRICT 9	17.6%	82.4%	204
AGE	25 AND YOUNGER	19.7%	80.3%	386
	26 - 35 YEARS OLD	17.8%	82.2%	580
	36 - 45 YEARS OLD	18.4%	81.6%	414
	46 - 55 YEARS OLD	15.2%	84.8%	453
	56 - 65 YEARS OLD	19.4%	80.6%	644
	66 AND OLDER	31.4%	68.6%	70
SEX	MALE	19.5%	80.5%	840
	FEMALE	18.0%	82.0%	1,708
RACE	CAUCASIAN	16.6%	83.4%	2,267
	AFRICAN AMERICAN	32.3%	67.7%	158
	OTHER	35.5%	64.5%	124
MARITAL STATUS	SINGLE	19.4%	80.6%	752
	MARRIED	17.6%	82.4%	1,431
	OTHER	20.1%	79.9%	369
RESIDENTIAL LOCATION	URBAN	28.4%	71.6%	422
	SUBURBAN	15.6%	84.4%	1,443
	RURAL	18.6%	81.4%	689
DRIVING AREA	URBAN	25.3%	74.7%	601
	SUBURBAN	15.3%	84.7%	1,410
	RURAL	19.0%	81.0%	537
VEHICLE TYPE	AUTOMOBILE	18.3%	81.7%	1,440
	VAN/MINIVAN	14.4%	85.6%	195
	PICKUP TRUCK	25.1%	74.9%	199
	SUV	16.4%	83.6%	678
	OTHER	47.6%	52.4%	42

**TABLE 3.16: SAW/HEARD "CLICK IT OR TICKET" SLOGAN - PROMPTED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		25.1%	74.9%	3,965
SURVEY	SURVEY 1	31.6%	68.4%	999
	SURVEY 2	25.8%	74.2%	1,029
	SURVEY 3	18.7%	81.3%	883
	SURVEY 4	23.5%	76.5%	1,054
OSP DISTRICT	DISTRICT 1	23.1%	76.9%	321
	DISTRICT 2	25.8%	74.2%	299
	DISTRICT 3	22.0%	78.0%	750
	DISTRICT 4	22.9%	77.1%	462
	DISTRICT 5	28.4%	71.6%	422
	DISTRICT 6	26.4%	73.6%	527
	DISTRICT 7	19.4%	80.6%	325
	DISTRICT 8	30.4%	69.6%	523
	DISTRICT 9	27.3%	72.7%	333
AGE	25 AND YOUNGER	16.2%	83.8%	501
	26 - 35 YEARS OLD	25.0%	75.0%	871
	36 - 45 YEARS OLD	29.7%	70.3%	681
	46 - 55 YEARS OLD	27.5%	72.5%	764
	56 - 65 YEARS OLD	23.8%	76.2%	1,020
	66 AND OLDER	29.7%	70.3%	118
SEX	MALE	22.5%	77.5%	1,233
	FEMALE	26.2%	73.8%	2,724
RACE	CAUCASIAN	24.4%	75.6%	3,506
	AFRICAN AMERICAN	29.1%	70.9%	254
	OTHER	30.7%	69.3%	199
MARITAL STATUS	SINGLE	25.5%	74.5%	1,171
	MARRIED	24.1%	75.9%	2,177
	OTHER	27.4%	72.6%	614
RESIDENTIAL LOCATION	URBAN	25.2%	74.8%	628
	SUBURBAN	24.6%	75.4%	2,247
	RURAL	26.0%	74.0%	1,090
DRIVING AREA	URBAN	24.7%	75.3%	895
	SUBURBAN	24.7%	75.3%	2,184
	RURAL	26.3%	73.7%	876
VEHICLE TYPE	AUTOMOBILE	25.2%	74.8%	2,234
	VAN/MINI VAN	26.4%	73.6%	314
	PICKUP TRUCK	24.5%	75.5%	294
	SUV	23.9%	76.1%	1,044
	OTHER	29.9%	70.1%	77

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 2017 sample was prompted, 31.7% 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 – 2017**



**TABLE 3.17: RECALL OF THE “WHAT’S HOLDING YOU BACK” SLOGAN BY DISTRICT - 2017**

	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>	0.5%	1	0.0%	0	0.0%	0	1.8%	1	0.0%	0
<b>PROMPTED</b>	30.2%	97	24.4%	20	32.1%	25	32.5%	26	32.1%	26
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	0.5%	1	0.0%	0	0.0%	0	0.0%	0	1.7%	1
<b>PROMPTED</b>	34.7%	104	23.7%	22	29.1%	16	39.7%	29	46.8%	37
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	32.8%	244	28.9%	46	33.3%	100	39.0%	41	31.5%	57
<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>	35.9%	165	35.0%	41	31.4%	33	37.9%	44	38.5%	47
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	1.6%	4	0.0%	0	0.0%	0	3.6%	3	0.0%	0
<b>PROMPTED</b>	30.0%	126	30.4%	31	26.5%	27	35.0%	41	27.3%	27
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	33.5%	175	34.9v	45	28.1%	41	35.7%	41	36.4%	48
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	1.3%	3	0.0%	0	0.0%	0	4.1%	3	0.0%	0
<b>PROMPTED</b>	28.3%	91	22.1%	19	25.5%	14	30.1%	28	34.1%	30
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	2.5%	8	2.7%	2	2.3%	2	1.4%	1	3.4%	3
<b>PROMPTED</b>	33.7%	176	29.4%	40	35.6%	47	33.0%	36	36.3%	53
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0
<b>PROMPTED</b>	21.9%	73	15.1%	14	10.4%	5	35.6%	26	23.3%	28

**TABLE 3.18: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN – UNPROMPTED - 2017**

		No	YES	TOTAL
ALL RESPONDENTS		99.3%	0.7%	2,554
SURVEY	SURVEY 1	99.6%	0.4%	569
	SURVEY 2	99.7%	0.3%	640
	SURVEY 3	98.7%	1.3%	635
	SURVEY 4	99.3%	0.7%	710
OSP DISTRICT	DISTRICT 1	99.5%	0.5%	213
	DISTRICT 2	99.5%	0.5%	192
	DISTRICT 3	100.0%	0.0%	484
	DISTRICT 4	100.0%	0.0%	308
	DISTRICT 5	98.4%	1.6%	252
	DISTRICT 6	100.0%	0.0%	346
	DISTRICT 7	98.7%	1.3%	234
	DISTRICT 8	97.5%	2.5%	319
	DISTRICT 9	100.0%	0.0%	204
AGE	25 AND YOUNGER	100.0%	0.0%	386
	26 - 35 YEARS OLD	99.7%	0.3%	580
	36 - 45 YEARS OLD	99.5%	0.5%	414
	46 - 55 YEARS OLD	98.7%	1.3%	453
	56 - 65 YEARS OLD	98.9%	1.1%	644
	66 AND OLDER	100.0%	0.0%	70
SEX	MALE	99.0%	1.0%	840
	FEMALE	99.5%	0.5%	1,708
RACE	CAUCASIAN	99.3%	0.7%	2,267
	AFRICAN AMERICAN	100.0%	0.0%	158
	OTHER	100.0%	0.0%	124
MARITAL STATUS	SINGLE	99.6%	0.4%	752
	MARRIED	99.1%	0.9%	1,431
	OTHER	99.7%	0.3%	369
RESIDENTIAL LOCATION	URBAN	99.1%	0.9%	422
	SUBURBAN	99.6%	0.4%	1,443
	RURAL	99.0%	1.0%	689
DRIVING AREA	URBAN	99.3%	0.7%	601
	SUBURBAN	99.5%	0.5%	1,410
	RURAL	98.9%	1.1%	537
VEHICLE TYPE	AUTOMOBILE	99.6%	0.4%	1,440
	VAN/MINIVAN	99.5%	0.5%	195
	PICKUP TRUCK	97.5%	2.5%	199
	SUV	99.3%	0.7%	678
	OTHER	100.0%	0.0%	42

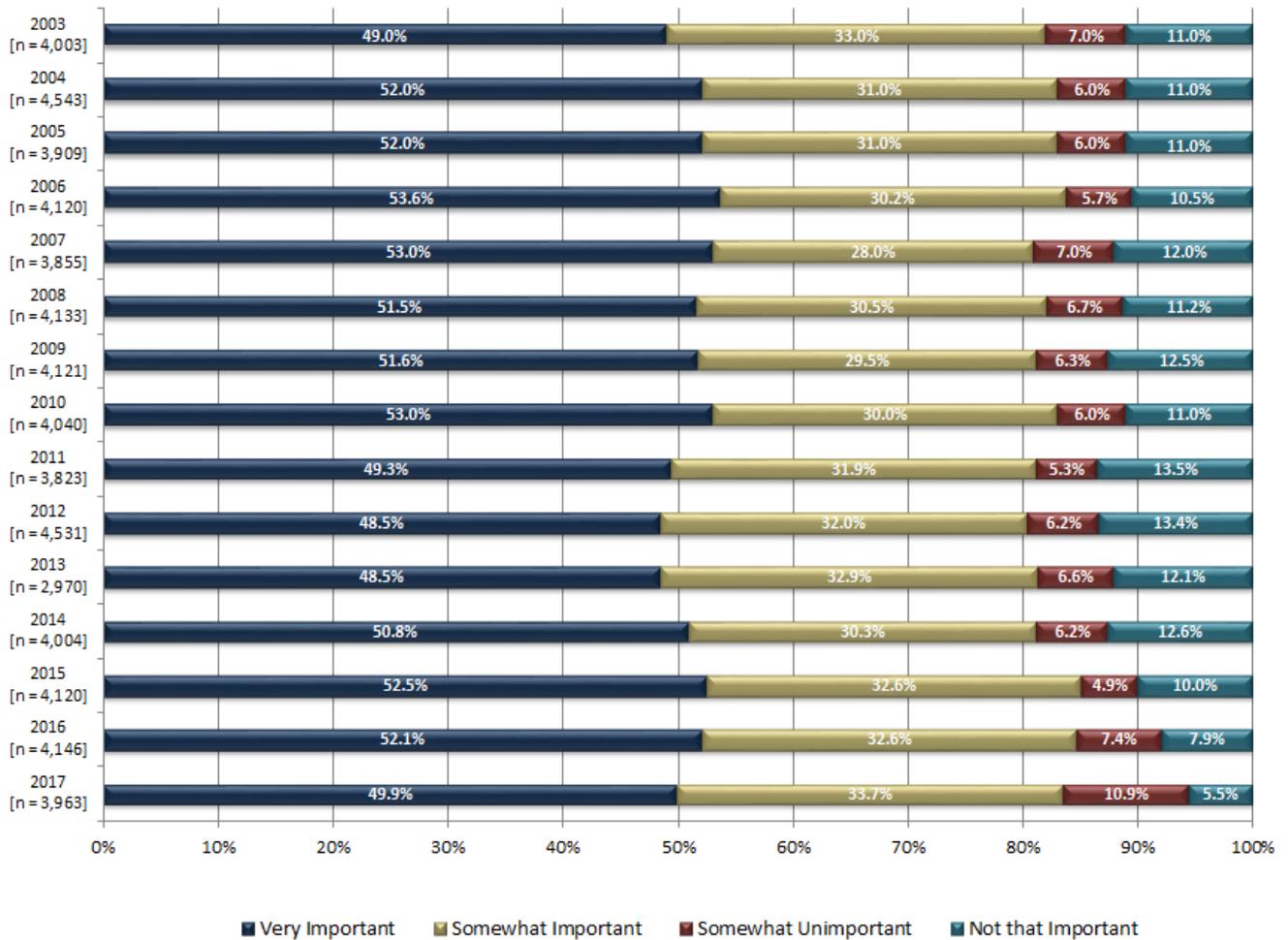
**TABLE 3.19: SAW/HEARD “WHAT’S HOLDING YOU BACK” SLOGAN – PROMPTED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		68.3%	31.7%	3,950
SURVEY	SURVEY 1	72.0%	28.0%	998
	SURVEY 2	69.8%	30.2%	1,021
	SURVEY 3	64.6%	35.4%	881
	SURVEY 4	66.3%	33.7%	1,050
OSP DISTRICT	DISTRICT 1	69.8%	30.2%	321
	DISTRICT 2	65.3%	34.7%	300
	DISTRICT 3	67.2%	32.8%	745
	DISTRICT 4	64.1%	35.9%	460
	DISTRICT 5	70.0%	30.0%	420
	DISTRICT 6	66.5%	33.5%	522
	DISTRICT 7	71.7%	28.3%	322
	DISTRICT 8	66.3%	33.7%	523
	DISTRICT 9	78.1%	21.9%	334
AGE	25 AND YOUNGER	57.6%	42.4%	498
	26 - 35 YEARS OLD	64.7%	35.3%	868
	36 - 45 YEARS OLD	66.9%	33.1%	674
	46 - 55 YEARS OLD	71.4%	28.6%	758
	56 - 65 YEARS OLD	73.7%	26.3%	1,023
	66 AND OLDER	79.8%	20.2%	119
SEX	MALE	67.4%	32.6%	1,228
	FEMALE	68.7%	31.3%	2,714
RACE	CAUCASIAN	68.5%	31.5%	3,499
	AFRICAN AMERICAN	71.4%	28.6%	248
	OTHER	61.4%	38.6%	197
MARITAL STATUS	SINGLE	69.1%	30.9%	1,160
	MARRIED	66.2%	33.8%	2,175
	OTHER	73.9%	26.1%	612
RESIDENTIAL LOCATION	URBAN	64.0%	36.0%	622
	SUBURBAN	68.8%	31.2%	2,241
	RURAL	69.6%	30.4%	1,087
DRIVING AREA	URBAN	65.8%	34.2%	885
	SUBURBAN	68.0%	32.0%	2,180
	RURAL	71.5%	28.5%	875
VEHICLE TYPE	AUTOMOBILE	68.0%	32.0%	2,225
	VAN/MINI VAN	70.1%	29.9%	311
	PICKUP TRUCK	70.2%	29.8%	292
	SUV	68.1%	31.9%	1,042
	OTHER	64.1%	35.9%	78

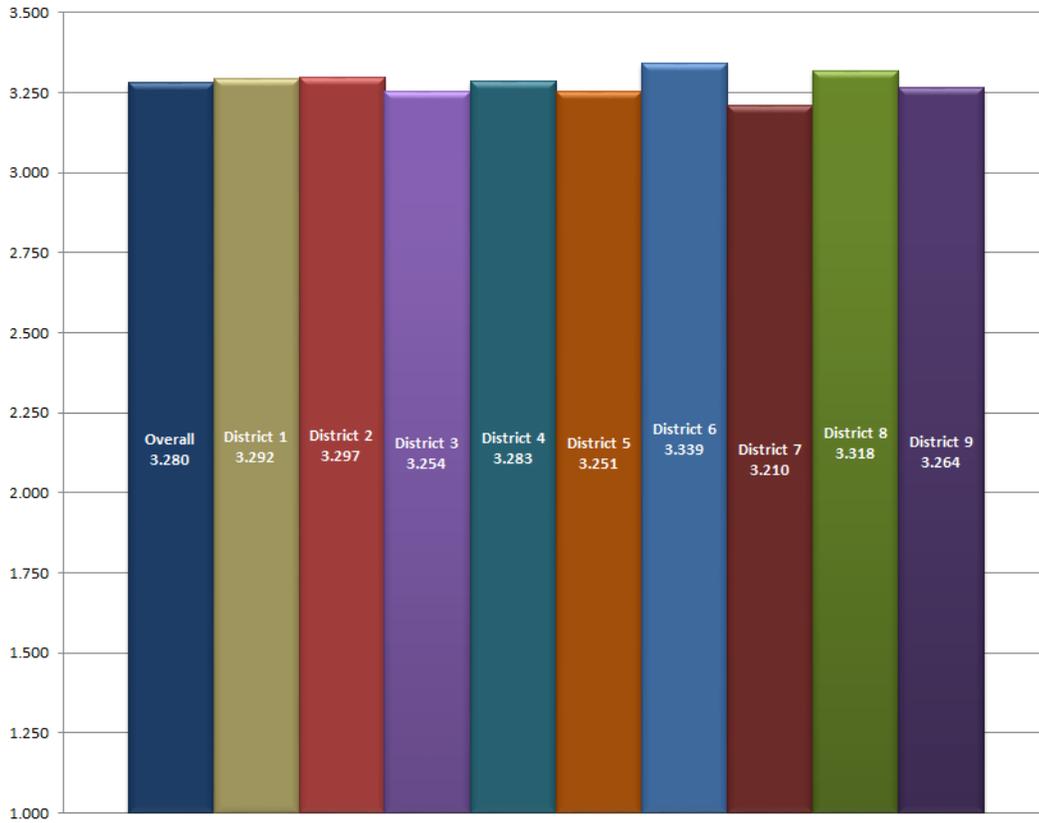
### IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS

The majority of respondents over the past fourteen years as well as those from the 2017 sample said that strict enforcement of seat belt laws for adults was “very” or “somewhat” important (Figure 13). Also, as in previous years, the majority of respondents (80.6%) 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 – 2017**



**FIGURE 13A: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2017 [MEAN SCORE]**



**TABLE 3.20: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR ADULTS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.257</b>	<b>3.290</b>	<b>3.276</b>	<b>3.294</b>	<b>3,963</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.232	3.295	3.288	3.354	322
	<b>DISTRICT 2</b>	3.129	3.400	3.384	3.342	300
	<b>DISTRICT 3</b>	3.169	3.320	3.219	3.238	749
	<b>DISTRICT 4</b>	3.345	3.302	3.217	3.270	459
	<b>DISTRICT 5</b>	3.231	3.108	3.267	3.400	422
	<b>DISTRICT 6</b>	3.364	3.322	3.281	3.383	525
	<b>DISTRICT 7</b>	3.256	3.167	3.234	3.167	324
	<b>DISTRICT 8</b>	3.244	3.336	3.367	3.333	522
	<b>DISTRICT 9</b>	3.366	3.250	3.257	3.197	337

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 - 2017**

		NOT THAT IMPORTANT	SOMEWHAT UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	AVERAGE
ALL RESPONDENTS		5.5%	10.9%	33.7%	49.9%	3,963	3.280
SURVEY	SURVEY 1	6.4%	10.5%	34.0%	49.0%	999	3.257
	SURVEY 2	4.8%	11.4%	33.8%	50.0%	1,026	3.290
	SURVEY 3	5.7%	11.3%	32.8%	50.2%	880	3.276
	SURVEY 4	5.3%	10.3%	34.1%	50.3%	1,058	3.294
OSP DISTRICT	DISTRICT 1	5.3%	11.5%	32.0%	51.2%	322	3.292
	DISTRICT 2	5.3%	9.0%	36.3%	49.3%	300	3.297
	DISTRICT 3	4.8%	13.1%	34.0%	48.1%	749	3.254
	DISTRICT 4	5.9%	9.4%	35.3%	49.5%	459	3.283
	DISTRICT 5	6.4%	9.7%	36.3%	47.6%	422	3.251
	DISTRICT 6	4.2%	10.1%	33.3%	52.4%	525	3.339
	DISTRICT 7	6.5%	13.6%	32.4%	47.5%	324	3.210
	DISTRICT 8	6.1%	9.8%	30.3%	53.8%	522	3.318
	DISTRICT 9	6.2%	10.4%	34.1%	49.3%	337	3.264
AGE	25 AND YOUNGER	3.2%	7.0%	34.5%	55.3%	501	3.419
	26 - 35 YEARS OLD	4.6%	14.4%	36.6%	44.4%	871	3.209
	36 - 45 YEARS OLD	7.0%	11.9%	32.0%	49.0%	681	3.231
	46 - 55 YEARS OLD	4.6%	10.2%	36.1%	49.1%	762	3.297
	56 - 65 YEARS OLD	7.4%	10.1%	29.2%	53.3%	1,019	3.285
	66 AND OLDER	3.4%	5.9%	43.7%	47.1%	119	3.345
SEX	MALE	10.0%	13.8%	31.5%	44.7%	1,234	3.110
	FEMALE	3.5%	9.6%	34.7%	52.3%	2,722	3.357
RACE	CAUCASIAN	5.7%	11.0%	33.8%	49.4%	3,506	3.270
	AFRICAN AMERICAN	2.4%	7.5%	35.2%	54.9%	253	3.427
	OTHER	5.6%	12.6%	29.8%	52.0%	198	3.283
MARITAL STATUS	SINGLE	5.2%	11.7%	35.8%	47.3%	1,171	3.252
	MARRIED	5.3%	10.1%	33.2%	51.4%	2,175	3.307
	OTHER	7.0%	11.9%	31.6%	49.5%	614	3.236
RESIDENTIAL LOCATION	URBAN	4.8%	11.0%	30.6%	53.6%	627	3.330
	SUBURBAN	4.9%	10.9%	34.4%	49.8%	2,242	3.291
	RURAL	7.2%	10.7%	34.2%	47.9%	1,094	3.228
DRIVING AREA	URBAN	5.4%	11.3%	30.4%	52.9%	891	3.308
	SUBURBAN	5.0%	10.6%	35.5%	48.9%	2,183	3.282
	RURAL	6.8%	11.0%	32.5%	49.6%	879	3.249
VEHICLE TYPE	AUTOMOBILE	5.0%	11.6%	32.6%	50.8%	2,234	3.292
	VAN/MINIVAN	5.4%	7.4%	38.8%	48.4%	312	3.301
	PICKUP TRUCK	8.5%	13.0%	33.8%	44.7%	293	3.147
	SUV	5.6%	9.9%	34.9%	49.7%	1,045	3.287
	OTHER	10.4%	6.5%	29.9%	53.2%	77	3.260

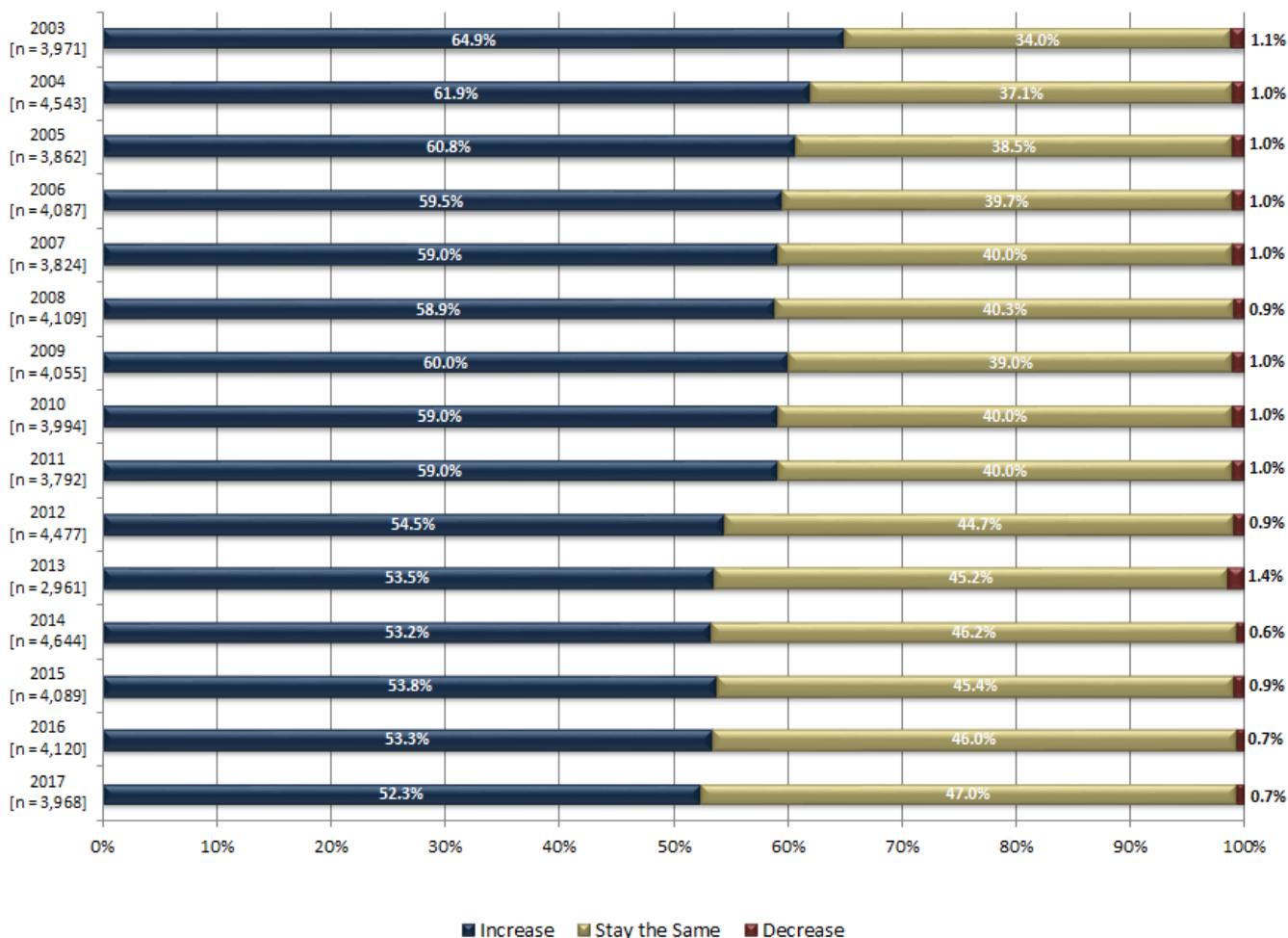
**TABLE 3.22: IMPORTANCE OF STRICT ENFORCEMENT OF SEAT BELT LAWS FOR CHILDREN/MINORS - 2017**

		NOT THAT IMPORTANT	SOMEWHAT UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	AVERAGE
ALL RESPONDENTS		1.1%	2.8%	15.4%	80.6%	3,966	3.756
SURVEY	SURVEY 1	1.5%	2.5%	14.4%	81.6%	1,001	3.761
	SURVEY 2	1.5%	3.5%	17.2%	77.8%	1,027	3.714
	SURVEY 3	0.7%	3.3%	14.3%	81.8%	883	3.771
	SURVEY 4	0.8%	2.2%	15.5%	81.5%	1,055	3.778
OSP DISTRICT	DISTRICT 1	1.6%	1.3%	14.4%	82.8%	320	3.784
	DISTRICT 2	0.7%	3.0%	16.1%	80.3%	299	3.759
	DISTRICT 3	0.8%	4.4%	16.0%	78.8%	751	3.728
	DISTRICT 4	2.2%	1.7%	16.5%	79.7%	462	3.736
	DISTRICT 5	0.9%	3.3%	16.4%	79.4%	422	3.742
	DISTRICT 6	1.1%	1.9%	16.8%	80.2%	525	3.760
	DISTRICT 7	0.9%	2.8%	17.6%	78.7%	324	3.741
	DISTRICT 8	1.5%	3.8%	14.3%	80.3%	523	3.734
	DISTRICT 9	0.0%	1.8%	9.2%	89.0%	337	3.872
AGE	25 AND YOUNGER	1.0%	3.0%	15.6%	80.4%	500	3.754
	26 - 35 YEARS OLD	0.3%	3.2%	22.4%	74.0%	870	3.701
	36 - 45 YEARS OLD	1.3%	4.4%	15.4%	78.9%	681	3.718
	46 - 55 YEARS OLD	1.6%	1.6%	14.4%	82.5%	764	3.777
	56 - 65 YEARS OLD	1.2%	2.3%	10.9%	85.6%	1,022	3.809
	66 AND OLDER	1.7%	0.8%	10.1%	87.4%	119	3.832
SEX	MALE	2.5%	4.1%	20.3%	73.2%	1,234	3.641
	FEMALE	0.5%	2.3%	13.2%	84.0%	2,724	3.808
RACE	CAUCASIAN	1.2%	2.9%	15.5%	80.5%	3,506	3.753
	AFRICAN AMERICAN	0.0%	2.8%	15.7%	81.5%	254	3.787
	OTHER	1.0%	3.0%	14.0%	82.0%	200	3.770
MARITAL STATUS	SINGLE	1.2%	3.3%	19.1%	76.3%	1,167	3.706
	MARRIED	0.9%	2.5%	14.3%	82.2%	2,180	3.779
	OTHER	1.6%	3.1%	12.3%	83.0%	616	3.766
RESIDENTIAL LOCATION	URBAN	1.1%	2.6%	17.4%	78.9%	627	3.742
	SUBURBAN	0.9%	3.2%	16.3%	79.7%	2,246	3.746
	RURAL	1.5%	2.4%	12.5%	83.6%	1,093	3.783
DRIVING AREA	URBAN	0.9%	3.2%	15.2%	80.6%	893	3.756
	SUBURBAN	1.1%	2.9%	16.3%	79.8%	2,185	3.748
	RURAL	1.5%	2.4%	13.3%	82.8%	878	3.774
VEHICLE TYPE	AUTOMOBILE	1.1%	2.9%	16.2%	79.8%	2,238	3.747
	VAN/MINI VAN	0.3%	2.9%	12.2%	84.6%	312	3.811
	PICKUP TRUCK	1.7%	4.4%	13.3%	80.6%	294	3.728
	SUV	1.1%	2.2%	15.2%	81.5%	1,043	3.772
	OTHER	2.6%	3.9%	16.9%	76.6%	77	3.675

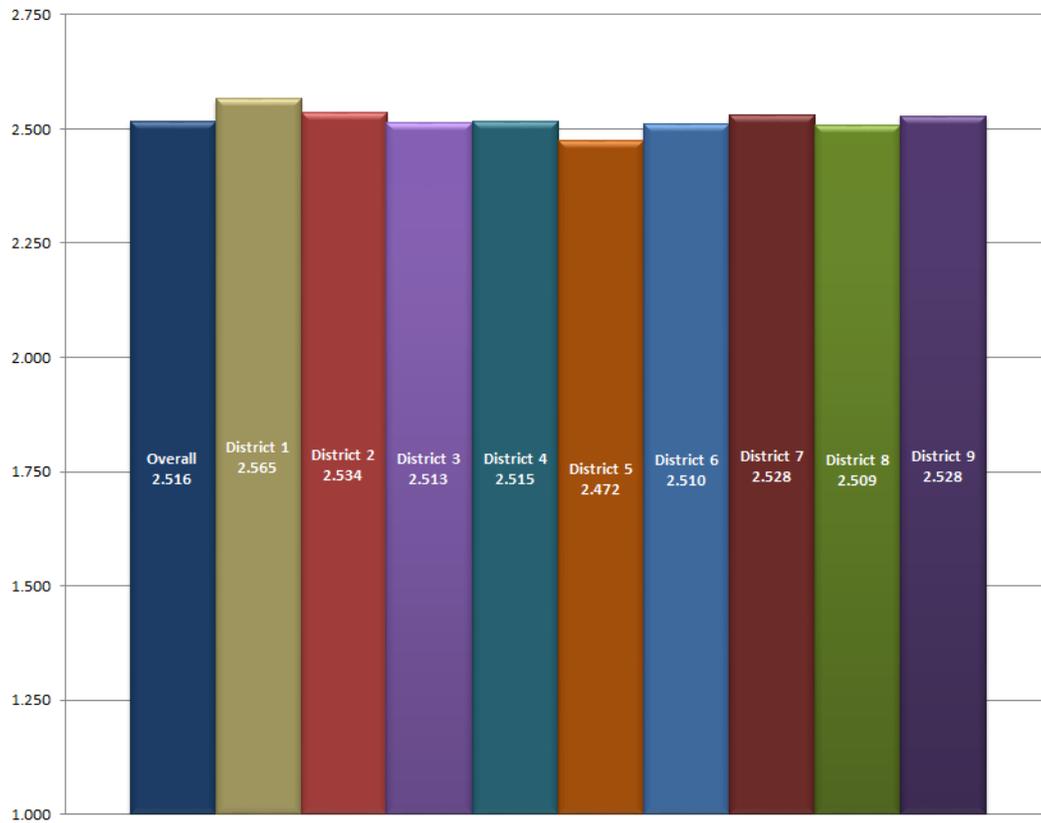
### PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE

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 2017 thought an increase in law enforcement officer visibility would positively impact seat belt use. Characteristics of 2017 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 urban 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 – 2017**



**FIGURE 14A: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE – 2017 [MEAN SCORE]**



**TABLE 3.23: PERCEIVED IMPACT OF VISIBLE LAW ENFORCEMENT ON SEAT BELT USE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.515</b>	<b>2.514</b>	<b>2.516</b>	<b>2.519</b>	<b>3,968</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.561	2.577	2.563	2.561	322
	<b>DISTRICT 2</b>	2.505	2.527	2.493	2.610	298
	<b>DISTRICT 3</b>	2.494	2.518	2.543	2.506	750
	<b>DISTRICT 4</b>	2.500	2.547	2.483	2.533	462
	<b>DISTRICT 5</b>	2.471	2.422	2.487	2.505	422
	<b>DISTRICT 6</b>	2.535	2.507	2.496	2.504	527
	<b>DISTRICT 7</b>	2.593	2.527	2.538	2.456	324
	<b>DISTRICT 8</b>	2.456	2.508	2.532	2.541	523
	<b>DISTRICT 9</b>	2.581	2.521	2.527	2.492	337

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 - 2017**

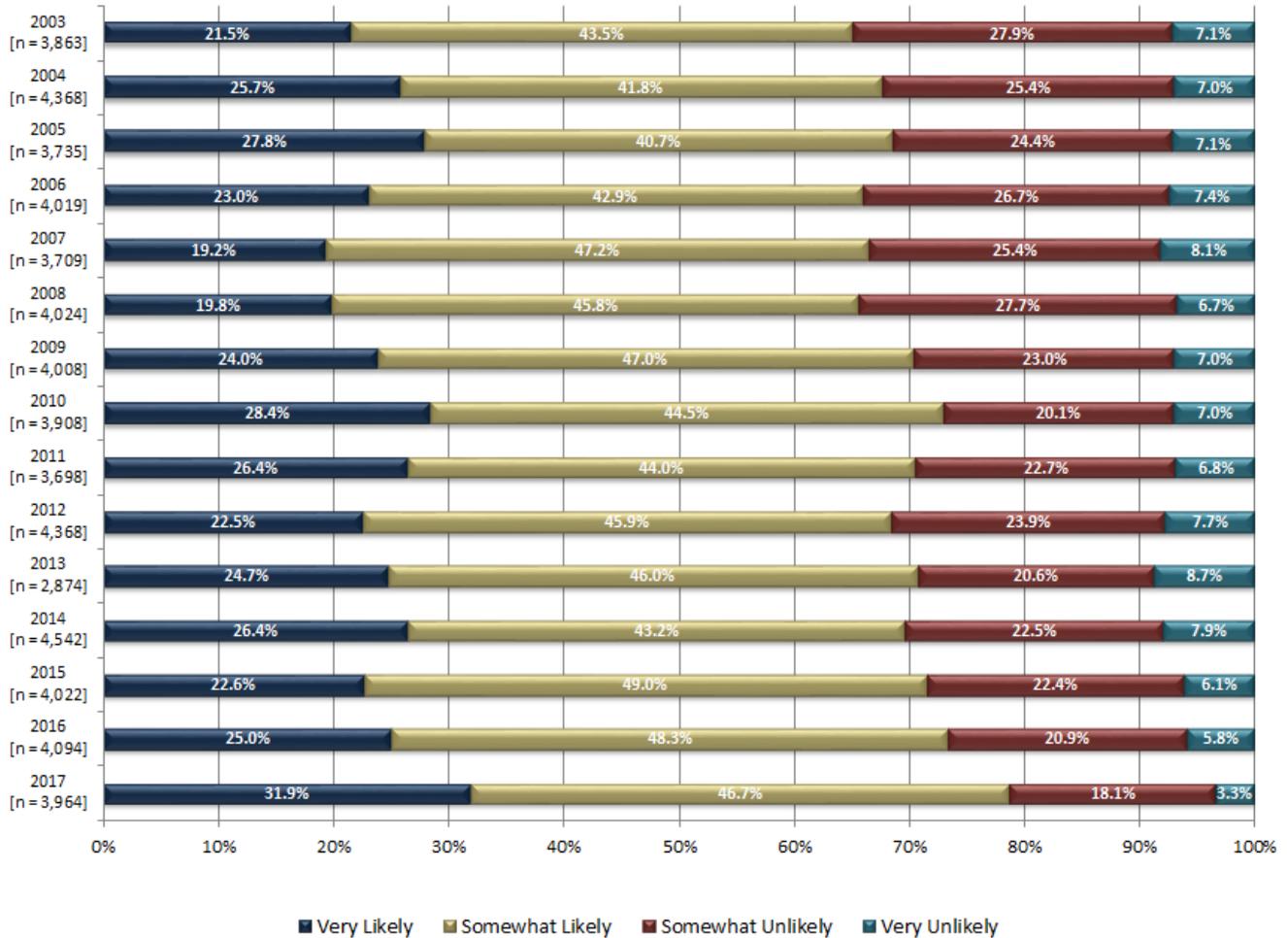
		DECREASE	STAY THE SAME	INCREASE	TOTAL	AVERAGE
ALL RESPONDENTS		0.7%	47.0%	52.3%	3,968	2.516
SURVEY	SURVEY 1	1.0%	46.5%	52.5%	1,002	2.515
	SURVEY 2	0.6%	47.4%	52.0%	1,031	2.514
	SURVEY 3	0.8%	46.8%	52.4%	882	2.516
	SURVEY 4	0.6%	47.0%	52.4%	1,053	2.519
OSP DISTRICT	DISTRICT 1	0.3%	42.9%	56.8%	322	2.565
	DISTRICT 2	1.3%	44.0%	54.7%	298	2.534
	DISTRICT 3	0.5%	47.6%	51.9%	750	2.513
	DISTRICT 4	1.1%	46.3%	52.6%	462	2.515
	DISTRICT 5	0.7%	51.4%	47.9%	422	2.472
	DISTRICT 6	0.8%	47.4%	51.8%	527	2.510
	DISTRICT 7	1.2%	44.8%	54.0%	324	2.528
	DISTRICT 8	0.2%	48.8%	51.1%	523	2.509
	DISTRICT 9	0.9%	45.4%	53.7%	337	2.528
AGE	25 AND YOUNGER	1.2%	39.6%	59.2%	500	2.580
	26 - 35 YEARS OLD	0.6%	50.3%	49.1%	872	2.485
	36 - 45 YEARS OLD	0.7%	47.0%	52.3%	683	2.515
	46 - 55 YEARS OLD	1.0%	48.2%	50.7%	763	2.497
	56 - 65 YEARS OLD	0.4%	46.9%	52.7%	1,022	2.523
	66 AND OLDER	0.0%	44.1%	55.9%	118	2.559
SEX	MALE	1.1%	47.8%	51.2%	1,233	2.501
	FEMALE	0.6%	46.6%	52.8%	2,727	2.523
RACE	CAUCASIAN	0.6%	47.0%	52.4%	3,509	2.517
	AFRICAN AMERICAN	1.6%	44.5%	53.9%	254	2.524
	OTHER	1.5%	49.2%	49.2%	199	2.477
MARITAL STATUS	SINGLE	0.9%	45.7%	53.5%	1,169	2.526
	MARRIED	0.6%	46.6%	52.8%	2,180	2.522
	OTHER	1.0%	50.6%	48.4%	616	2.474
RESIDENTIAL LOCATION	URBAN	1.1%	43.5%	55.4%	628	2.543
	SUBURBAN	0.7%	46.9%	52.4%	2,246	2.517
	RURAL	0.5%	49.1%	50.4%	1,094	2.498
DRIVING AREA	URBAN	0.9%	44.3%	54.8%	893	2.539
	SUBURBAN	0.6%	47.4%	51.9%	2,186	2.513
	RURAL	0.8%	48.4%	50.9%	879	2.501
VEHICLE TYPE	AUTOMOBILE	0.5%	46.7%	52.8%	2,237	2.523
	VAN/MINIVAN	0.6%	45.5%	53.8%	314	2.532
	PICKUP TRUCK	2.1%	51.4%	46.6%	292	2.445
	SUV	0.8%	47.1%	52.1%	1,046	2.513
	OTHER	1.3%	41.6%	57.1%	77	2.558

## RESULTS PART IV: ALCOHOL-IMPAIRED DRIVING

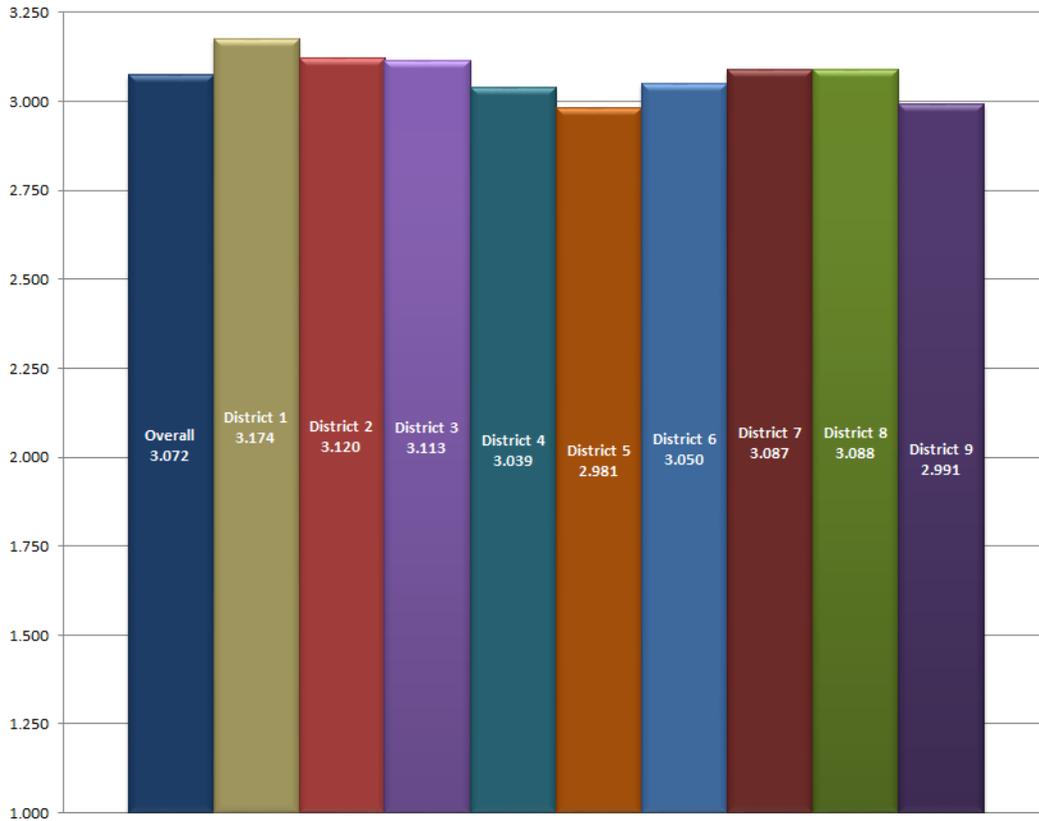
### LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING

During 2017, 78.6% of those surveyed said the perceived likelihood of the average driver being stopped by law enforcement if they had too much to drink to drive safely was “somewhat” or “very” likely (Figure 15). Those in OSP Districts 5 and 9 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 – 2017**



**FIGURE 15A: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING – 2017 [MEAN SCORE]**



**TABLE 4.1: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.019</b>	<b>3.097</b>	<b>3.079</b>	<b>3.090</b>	<b>3,964</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.000	3.218	3.100	3.378	322
	<b>DISTRICT 2</b>	3.130	3.073	3.164	3.101	299
	<b>DISTRICT 3</b>	3.050	3.141	3.181	3.083	751
	<b>DISTRICT 4</b>	2.992	3.057	3.035	3.074	461
	<b>DISTRICT 5</b>	2.951	3.020	2.966	2.990	421
	<b>DISTRICT 6</b>	2.977	3.040	3.096	3.094	525
	<b>DISTRICT 7</b>	2.977	3.182	3.087	3.133	323
	<b>DISTRICT 8</b>	3.000	3.084	3.155	3.122	522
	<b>DISTRICT 9</b>	3.108	3.021	2.932	2.926	337

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.

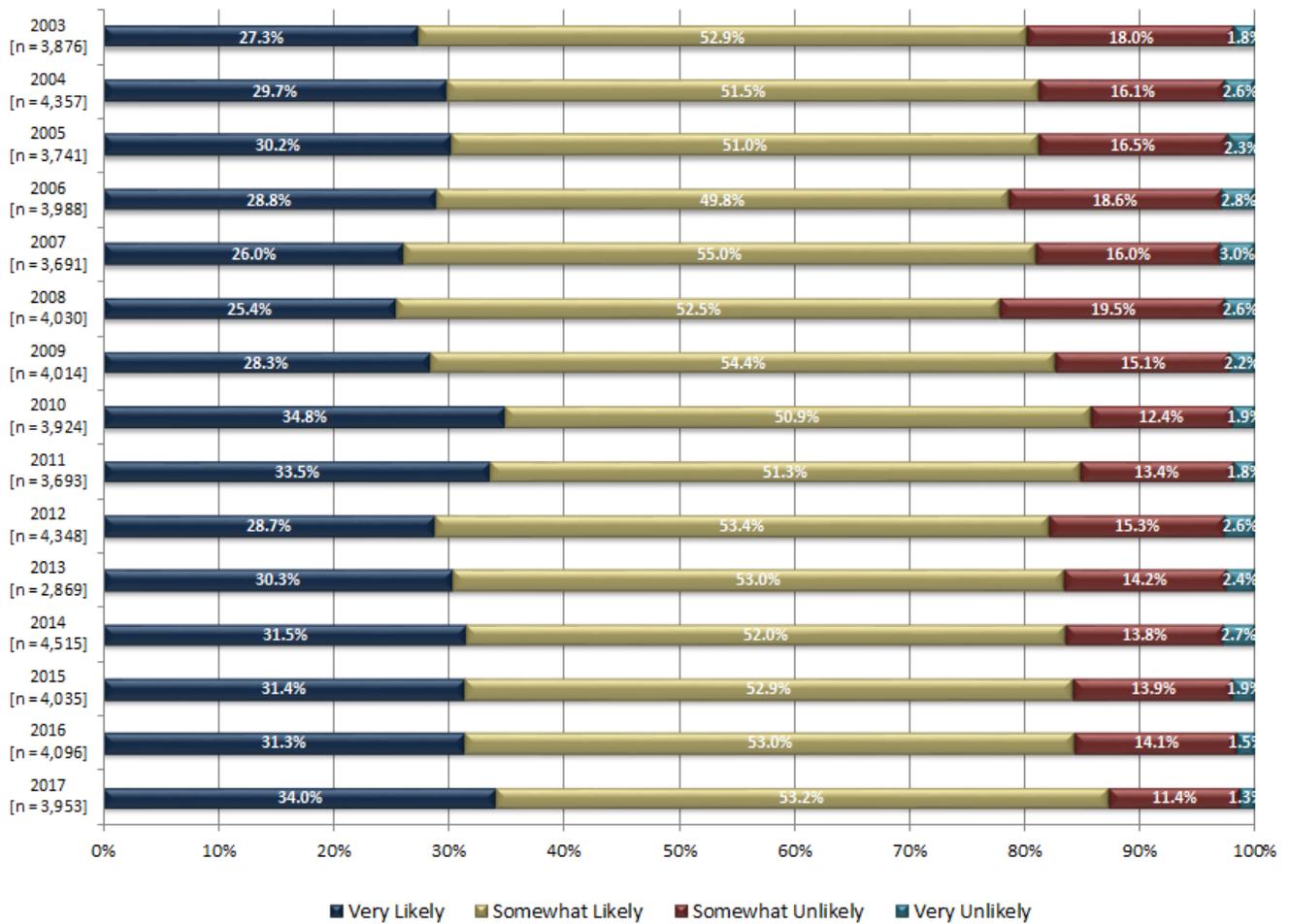
**TABLE 4.2: LIKELIHOOD OF AVERAGE DRIVER BEING STOPPED FOR DRINKING AND DRIVING - 2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		3.3%	18.1%	46.7%	31.9%	3,964	3.072
SURVEY	SURVEY 1	2.8%	20.5%	48.7%	28.0%	996	3.019
	SURVEY 2	2.4%	18.3%	46.5%	32.8%	1,030	3.097
	SURVEY 3	5.3%	16.5%	43.1%	35.1%	881	3.079
	SURVEY 4	2.8%	17.2%	48.1%	31.9%	1,057	3.090
OSP DISTRICT	DISTRICT 1	3.1%	12.4%	48.4%	36.0%	322	3.174
	DISTRICT 2	2.0%	16.1%	49.8%	32.1%	299	3.120
	DISTRICT 3	2.3%	16.1%	49.7%	32.0%	751	3.113
	DISTRICT 4	2.8%	21.0%	45.6%	30.6%	461	3.039
	DISTRICT 5	5.7%	19.5%	45.8%	29.0%	421	2.981
	DISTRICT 6	2.7%	20.2%	46.7%	30.5%	525	3.050
	DISTRICT 7	5.6%	17.0%	40.6%	36.8%	323	3.087
	DISTRICT 8	2.5%	19.5%	44.6%	33.3%	522	3.088
	DISTRICT 9	4.5%	20.2%	47.2%	28.2%	337	2.991
AGE	25 AND YOUNGER	2.2%	9.4%	39.5%	48.9%	501	3.351
	26 - 35 YEARS OLD	1.8%	16.7%	47.4%	34.1%	874	3.137
	36 - 45 YEARS OLD	2.2%	19.2%	50.5%	28.1%	683	3.045
	46 - 55 YEARS OLD	4.5%	19.7%	47.4%	28.4%	763	2.999
	56 - 65 YEARS OLD	4.5%	21.0%	46.5%	27.9%	1,014	2.978
	66 AND OLDER	5.0%	26.1%	46.2%	22.7%	119	2.866
SEX	MALE	4.0%	22.1%	43.7%	30.2%	1,231	3.002
	FEMALE	3.0%	16.4%	48.1%	32.6%	2,725	3.102
RACE	CAUCASIAN	3.5%	18.9%	47.5%	30.2%	3,506	3.043
	AFRICAN AMERICAN	0.8%	11.1%	41.5%	46.6%	253	3.340
	OTHER	2.5%	14.1%	40.2%	43.2%	199	3.241
MARITAL STATUS	SINGLE	2.6%	15.8%	43.5%	38.2%	1,169	3.172
	MARRIED	3.5%	19.1%	48.1%	29.3%	2,177	3.033
	OTHER	3.7%	19.3%	48.1%	28.8%	615	3.020
RESIDENTIAL LOCATION	URBAN	2.6%	15.2%	41.9%	40.4%	627	3.201
	SUBURBAN	3.0%	18.4%	47.3%	31.2%	2,245	3.067
	RURAL	4.2%	19.2%	48.2%	28.4%	1,092	3.007
DRIVING AREA	URBAN	3.5%	16.7%	43.1%	36.6%	890	3.129
	SUBURBAN	2.6%	18.4%	47.6%	31.5%	2,185	3.079
	RURAL	4.8%	19.0%	48.5%	27.8%	879	2.992
VEHICLE TYPE	AUTOMOBILE	2.8%	17.8%	46.2%	33.2%	2,235	3.098
	VAN/MINI VAN	2.9%	17.3%	50.5%	29.4%	313	3.064
	PICKUP TRUCK	6.8%	18.5%	41.4%	33.2%	292	3.010
	SUV	3.5%	19.3%	48.3%	28.8%	1,045	3.024
	OTHER	2.6%	14.3%	44.2%	39.0%	77	3.195

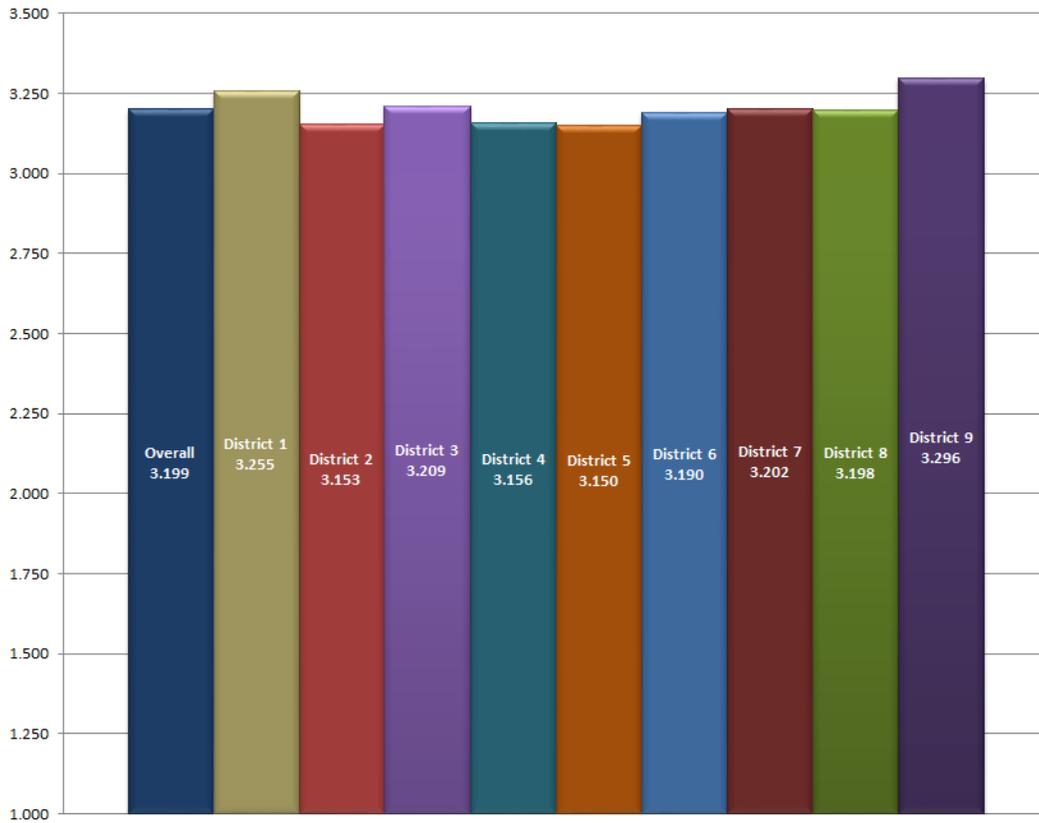
**LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING**

In 2017, 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 somewhat higher than in the 2016 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, females, single respondents, and those who live and/or drive primarily in urban areas. (Table 4.4). Additionally, respondents in OSP Districts 1 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 – 2017**



**FIGURE 16A: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2017  
[MEAN SCORE]**



**TABLE 4.3: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2017  
[MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.147</b>	<b>3.185</b>	<b>3.191</b>	<b>3.269</b>	<b>3,953</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.128	3.333	3.288	3.268	318
	<b>DISTRICT 2</b>	3.108	3.164	3.096	3.253	300
	<b>DISTRICT 3</b>	3.138	3.230	3.171	3.260	750
	<b>DISTRICT 4</b>	3.144	3.1136	3.112	3.248	461
	<b>DISTRICT 5</b>	3.089	3.119	3.171	3.220	419
	<b>DISTRICT 6</b>	3.180	3.127	3.191	3.273	525
	<b>DISTRICT 7</b>	3.174	3.200	3.250	3.180	322
	<b>DISTRICT 8</b>	3.113	3.153	3.209	3.308	520
	<b>DISTRICT 9</b>	3.250	3.229	3.260	3.377	335

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.

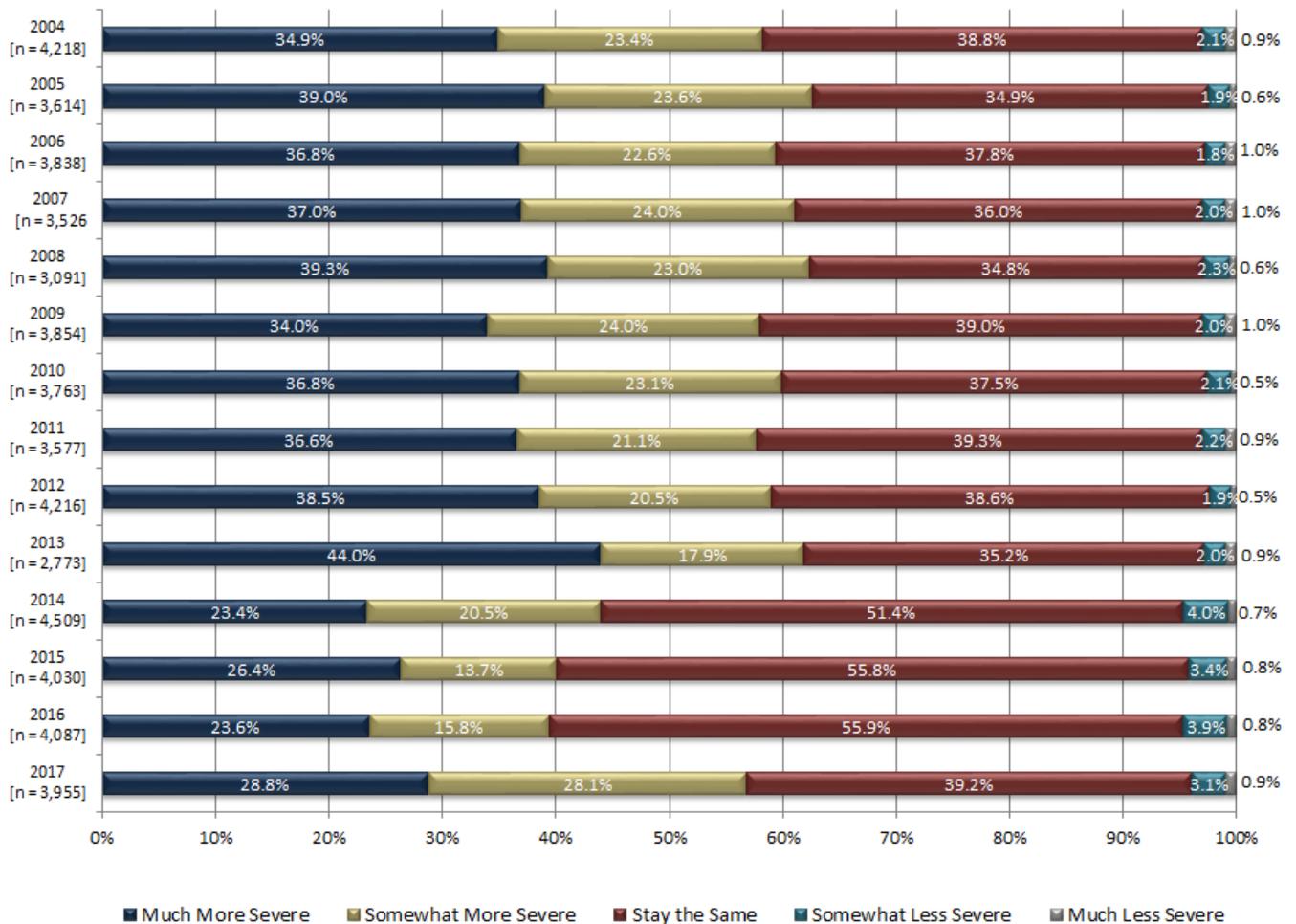
**TABLE 4.4: LIKELIHOOD OF AVERAGE DRIVER BEING IN A CRASH DUE TO DRINKING AND DRIVING – 2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		1.3%	11.4%	53.2%	34.0%	3,953	3.199
SURVEY	SURVEY 1	0.9%	12.3%	57.9%	28.8%	989	3.147
	SURVEY 2	0.8%	11.9%	55.5%	31.9%	1,029	3.185
	SURVEY 3	2.8%	12.1%	48.1%	36.9%	881	3.191
	SURVEY 4	1.0%	9.6%	50.8%	38.6%	1,054	3.269
OSP DISTRICT	DISTRICT 1	0.3%	8.8%	56.0%	34.9%	318	3.255
	DISTRICT 2	2.0%	12.3%	54.0%	31.7%	300	3.153
	DISTRICT 3	0.7%	10.7%	55.7%	32.9%	750	3.209
	DISTRICT 4	0.9%	12.8%	56.2%	30.2%	461	3.156
	DISTRICT 5	2.9%	11.7%	53.0%	32.5%	419	3.150
	DISTRICT 6	1.9%	12.2%	50.9%	35.0%	525	3.190
	DISTRICT 7	2.5%	12.7%	46.9%	37.9%	322	3.202
	DISTRICT 8	1.0%	13.1%	51.2%	34.8%	520	3.198
	DISTRICT 9	0.6%	7.8%	53.1%	38.5%	335	3.296
AGE	25 AND YOUNGER	0.4%	7.0%	40.7%	51.9%	501	3.441
	26 - 35 YEARS OLD	0.6%	9.7%	55.0%	34.7%	873	3.238
	36 - 45 YEARS OLD	0.9%	14.4%	55.4%	29.4%	681	3.132
	46 - 55 YEARS OLD	2.4%	11.6%	53.0%	33.1%	761	3.168
	56 - 65 YEARS OLD	1.6%	12.9%	56.8%	28.8%	1,011	3.128
	66 AND OLDER	3.4%	13.8%	51.7%	31.0%	116	3.103
SEX	MALE	2.4%	16.0%	52.0%	29.6%	1,225	3.087
	FEMALE	0.8%	9.4%	53.8%	36.0%	2,720	3.250
RACE	CAUCASIAN	1.3%	12.0%	54.3%	32.3%	3,497	3.176
	AFRICAN AMERICAN	0.4%	5.9%	45.5%	48.2%	253	3.415
	OTHER	2.5%	8.6%	42.6%	46.2%	197	3.325
MARITAL STATUS	SINGLE	1.3%	10.7%	50.2%	37.8%	1,165	3.245
	MARRIED	1.2%	11.6%	54.8%	32.4%	2,172	3.185
	OTHER	2.1%	12.1%	53.2%	32.6%	613	3.163
RESIDENTIAL LOCATION	URBAN	1.3%	9.7%	47.4%	41.7%	629	3.294
	SUBURBAN	1.2%	11.9%	53.9%	32.9%	2,237	3.186
	RURAL	1.7%	11.4%	55.1%	31.8%	1,087	3.171
DRIVING AREA	URBAN	1.7%	10.6%	48.8%	39.0%	888	3.250
	SUBURBAN	1.0%	12.2%	54.4%	32.4%	2,181	3.182
	RURAL	1.9%	10.3%	54.9%	32.8%	874	3.186
VEHICLE TYPE	AUTOMOBILE	1.3%	12.2%	51.6%	34.9%	2,234	3.200
	VAN/MINI VAN	1.0%	9.4%	56.8%	32.9%	310	3.216
	PICKUP TRUCK	2.4%	12.7%	51.9%	33.0%	291	3.155
	SUV	1.1%	10.5%	56.6%	31.9%	1,039	3.192
	OTHER	2.6%	6.5%	42.9%	48.1%	77	3.364

## ATTITUDES AND OPINIONS CONCERNING PENALTIES FOR DRINKING AND DRIVING

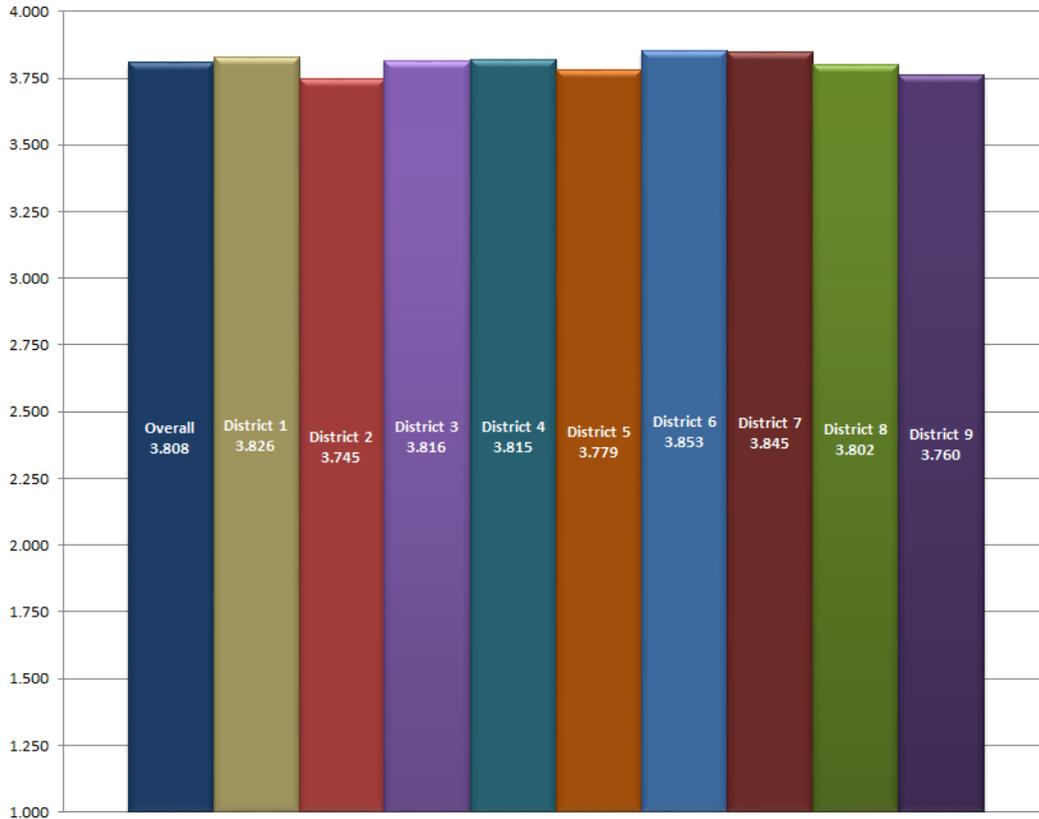
Close to half (47.7%) of 2017 respondents said they are familiar with the current penalties for OVI convictions in Ohio (Table 4.6). Respondents 25 years of age and younger, males, single respondents, and pickup truck drivers are more likely to be familiar with OVI penalties. When asked about the severity of penalties for drinking and driving, 39.2% of respondents believe the current penalties for OVI convictions should remain the same as they are now while 28.8% said the penalties should be more severe (Figure 17). Respondents who live in OSP Districts 1, 6 and 7 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> 2004-2017**



<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 – 2017**  
**[MEAN SCORE]**



**TABLE 4.5: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE/LESS SEVERE – 2017**  
**[MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.762</b>	<b>3.789</b>	<b>3.830</b>	<b>3.853</b>	<b>3,955</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.756	3.756	3.800	3.988	321
	<b>DISTRICT 2</b>	3.696	3.800	3.658	3.846	298
	<b>DISTRICT 3</b>	3.725	3.833	3.895	3.823	751
	<b>DISTRICT 4</b>	3.853	3.802	3.793	3.811	460
	<b>DISTRICT 5</b>	3.777	3.765	3.761	3.818	421
	<b>DISTRICT 6</b>	3.844	3.700	3.956	3.947	524
	<b>DISTRICT 7</b>	3.640	3.982	3.894	3.908	322
	<b>DISTRICT 8</b>	3.758	3.720	3.855	3.878	521
	<b>DISTRICT 9</b>	3.767	3.813	3.797	3.713	334

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 - 2017**

		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		23.3%	29.0%	28.2%	19.5%	3,970	2.438
SURVEY	SURVEY 1	31.0%	25.4%	24.7%	19.0%	1,001	2.317
	SURVEY 2	18.5%	31.2%	31.2%	19.1%	1,029	2.510
	SURVEY 3	26.1%	28.3%	25.6%	20.0%	882	2.395
	SURVEY 4	18.5%	30.9%	30.6%	19.9%	1,058	2.520
OSP DISTRICT	DISTRICT 1	24.2%	28.3%	30.1%	17.4%	322	2.407
	DISTRICT 2	20.3%	28.0%	31.3%	20.3%	300	2.517
	DISTRICT 3	16.5%	33.9%	31.9%	17.7%	750	2.508
	DISTRICT 4	24.0%	25.1%	28.6%	22.3%	462	2.491
	DISTRICT 5	23.9%	33.6%	25.8%	16.8%	423	2.355
	DISTRICT 6	20.9%	27.8%	32.9%	18.4%	526	2.489
	DISTRICT 7	29.4%	25.4%	23.8%	21.4%	323	2.372
	DISTRICT 8	22.9%	30.7%	24.2%	22.1%	524	2.456
	DISTRICT 9	37.1%	22.6%	20.2%	20.2%	337	2.234
AGE	25 AND YOUNGER	14.2%	29.1%	31.7%	25.0%	501	2.675
	26 - 35 YEARS OLD	16.6%	29.6%	32.5%	21.3%	874	2.585
	36 - 45 YEARS OLD	18.9%	30.1%	30.6%	20.4%	682	2.525
	46 - 55 YEARS OLD	30.4%	27.9%	25.7%	16.0%	763	2.273
	56 - 65 YEARS OLD	29.1%	28.8%	24.3%	17.9%	1,022	2.310
	66 AND OLDER	42.4%	28.0%	16.1%	13.6%	118	2.008
SEX	MALE	21.8%	24.7%	29.5%	24.0%	1,234	2.557
	FEMALE	24.1%	31.0%	27.5%	17.4%	2,728	2.383
RACE	CAUCASIAN	23.0%	29.6%	28.4%	19.1%	3,511	2.435
	AFRICAN AMERICAN	23.6%	28.3%	23.2%	24.8%	254	2.492
	OTHER	27.6%	20.6%	31.7%	20.1%	199	2.442
MARITAL STATUS	SINGLE	18.6%	28.4%	30.9%	22.1%	1,169	2.564
	MARRIED	25.2%	30.1%	26.3%	18.4%	2,183	2.379
	OTHER	25.4%	26.5%	29.8%	18.4%	615	2.411
RESIDENTIAL LOCATION	URBAN	21.0%	26.1%	29.6%	23.4%	629	2.553
	SUBURBAN	20.4%	30.0%	29.6%	20.0%	2,247	2.491
	RURAL	30.6%	28.7%	24.4%	16.3%	1,094	2.263
DRIVING AREA	URBAN	24.7%	24.7%	28.5%	22.1%	895	2.480
	SUBURBAN	19.7%	30.8%	29.9%	19.7%	2,186	2.495
	RURAL	30.8%	29.4%	23.3%	16.5%	879	2.255
VEHICLE TYPE	AUTOMOBILE	23.1%	28.2%	28.7%	20.0%	2,237	2.456
	VAN/MINIVAN	27.7%	31.2%	22.9%	18.2%	314	2.315
	PICKUP TRUCK	27.9%	20.1%	26.2%	25.9%	294	2.500
	SUV	21.9%	32.8%	28.9%	16.4%	1,045	2.397
	OTHER	14.1%	26.9%	30.8%	28.2%	78	2.731

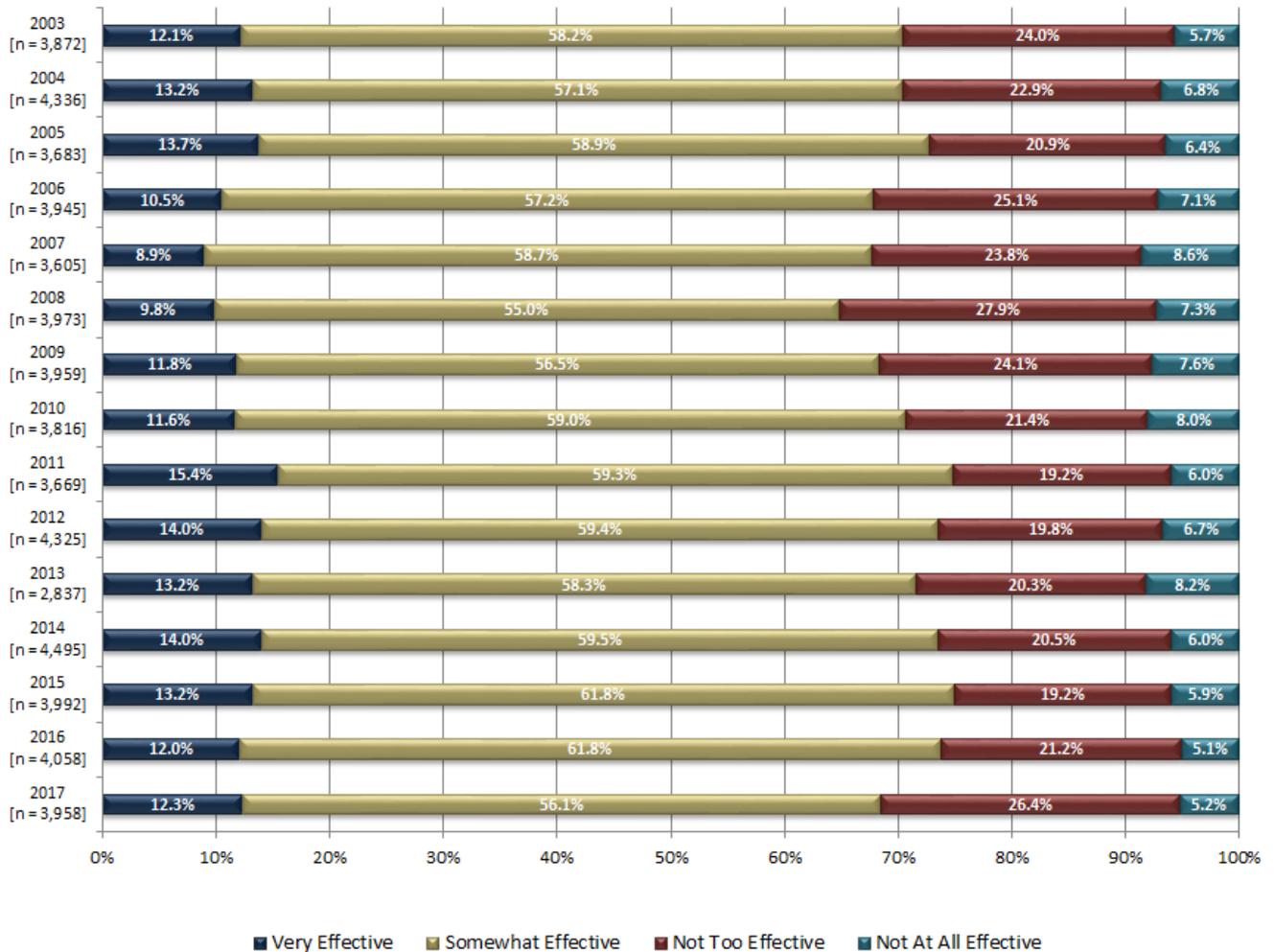
**TABLE 4.7: CURRENT PENALTIES FOR DRINKING AND DRIVING SHOULD BE MORE OR LESS SEVERE - 2017**

		MUCH LESS SEVERE	SOMEWHAT LESS SEVERE	STAY THE SAME	SOMEWHAT MORE SEVERE	MUCH MORE SEVERE	TOTAL	AVERAGE
ALL RESPONDENTS		0.9%	3.1%	39.2%	28.1%	28.8%	3,955	3.808
SURVEY	SURVEY 1	0.7%	3.3%	42.3%	26.4%	27.3%	990	3.762
	SURVEY 2	0.9%	2.8%	39.3%	30.6%	26.4%	1,031	3.789
	SURVEY 3	1.1%	4.0%	36.8%	27.0%	31.1%	883	3.830
	SURVEY 4	0.8%	2.5%	38.1%	28.1%	30.6%	1,051	3.853
OSP DISTRICT	DISTRICT 1	0.9%	0.3%	43.3%	26.2%	29.3%	321	3.826
	DISTRICT 2	0.3%	3.4%	44.0%	26.2%	26.2%	298	3.745
	DISTRICT 3	0.8%	2.3%	36.8%	34.9%	25.3%	751	3.816
	DISTRICT 4	1.7%	4.3%	36.5%	25.4%	32.0%	460	3.815
	DISTRICT 5	1.7%	4.0%	38.2%	26.8%	29.2%	421	3.779
	DISTRICT 6	0.6%	1.7%	38.9%	29.4%	29.4%	524	3.853
	DISTRICT 7	0.6%	4.0%	37.9%	25.2%	32.3%	322	3.845
	DISTRICT 8	0.8%	4.0%	38.2%	28.2%	28.8%	521	3.802
	DISTRICT 9	0.0%	4.5%	44.6%	21.3%	29.6%	334	3.760
AGE	25 AND YOUNGER	0.2%	2.0%	29.6%	37.2%	31.0%	500	3.968
	26 - 35 YEARS OLD	0.7%	2.9%	38.7%	32.4%	25.4%	874	3.789
	36 - 45 YEARS OLD	1.0%	2.5%	36.6%	27.8%	32.1%	680	3.874
	46 - 55 YEARS OLD	0.8%	3.6%	39.8%	24.9%	30.9%	758	3.815
	56 - 65 YEARS OLD	1.3%	3.7%	45.3%	22.9%	26.8%	1,016	3.702
	66 AND OLDER	0.9%	3.4%	43.6%	22.2%	29.9%	117	3.769
SEX	MALE	1.3%	5.0%	42.5%	24.6%	26.6%	1,232	3.702
	FEMALE	0.7%	2.2%	37.7%	29.7%	29.7%	2,715	3.856
RACE	CAUCASIAN	0.9%	3.0%	39.6%	28.7%	27.8%	3,498	3.796
	AFRICAN AMERICAN	0.8%	2.8%	38.5%	26.6%	31.3%	252	3.849
	OTHER	1.0%	5.0%	32.7%	19.1%	42.2%	199	3.965
MARITAL STATUS	SINGLE	0.7%	3.8%	39.1%	31.0%	25.4%	1,168	3.767
	MARRIED	0.8%	2.7%	39.9%	27.2%	29.4%	2,171	3.817
	OTHER	1.3%	3.4%	36.5%	25.4%	33.3%	613	3.860
RESIDENTIAL LOCATION	URBAN	1.6%	2.7%	38.1%	28.3%	29.3%	628	3.811
	SUBURBAN	0.8%	3.0%	38.8%	29.5%	27.8%	2,243	3.805
	RURAL	0.6%	3.5%	40.5%	24.9%	30.5%	1,084	3.814
DRIVING AREA	URBAN	1.6%	3.3%	39.2%	26.0%	29.9%	887	3.794
	SUBURBAN	0.7%	3.2%	38.5%	30.4%	27.2%	2,186	3.803
	RURAL	0.6%	2.9%	40.6%	24.5%	31.4%	872	3.834
VEHICLE TYPE	AUTOMOBILE	0.8%	3.4%	39.9%	28.4%	27.5%	2,231	3.785
	VAN/MINIVAN	1.0%	2.6%	33.5%	30.0%	32.9%	313	3.914
	PICKUP TRUCK	0.7%	5.8%	39.5%	21.3%	32.6%	291	3.794
	SUV	1.0%	1.6%	40.0%	28.7%	28.8%	1,040	3.826
	OTHER	2.6%	6.4%	28.2%	26.9%	35.9%	78	3.872

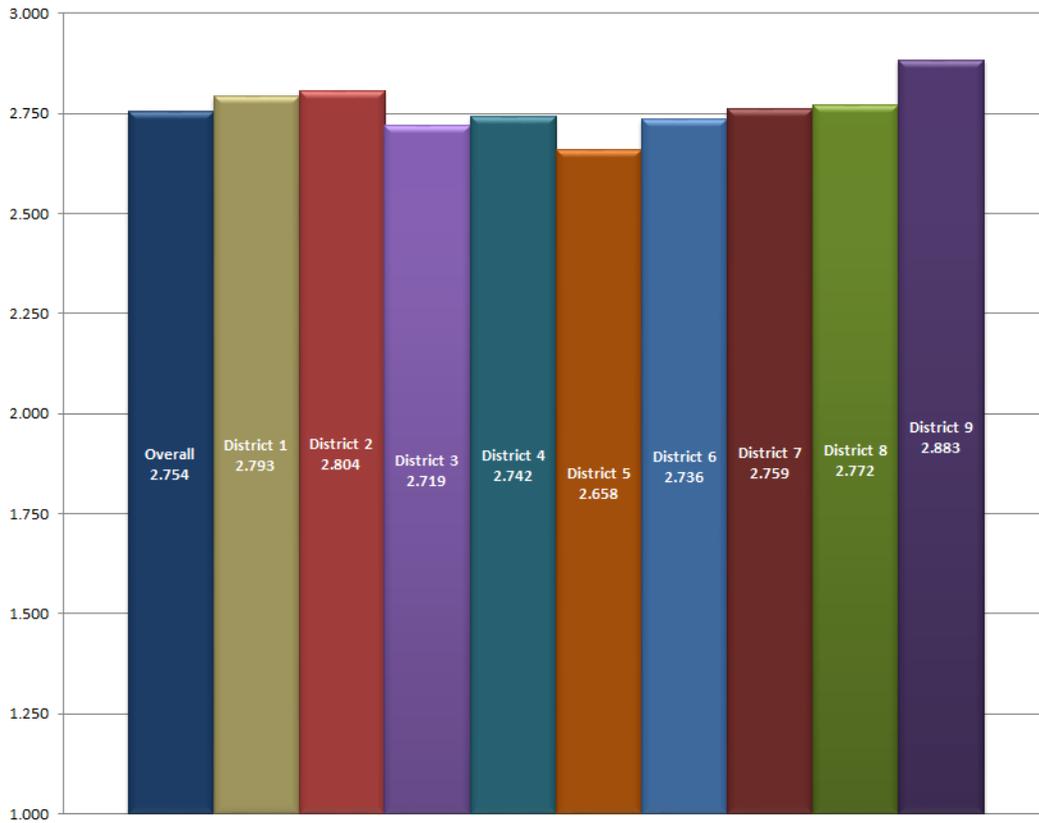
**PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING**

Only 12.3% of 2017 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 3 and 5 were less likely to believe Ohio laws to be “very effective” at reducing drinking and driving (Figure 18A). Only 15.3% of 2017 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 – 2017**



**FIGURE 18A: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING – 2017**  
**[MEAN SCORE]**



**TABLE 4.8: PERCEIVED EFFECTIVENESS OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING – 2017**  
**[MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.742</b>	<b>2.711</b>	<b>2.768</b>	<b>2.797</b>	<b>3,958</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.840	2.718	2.800	2.813	319
	<b>DISTRICT 2</b>	2.844	2.709	2.875	2.759	296
	<b>DISTRICT 3</b>	2.648	2.754	2.705	2.729	750
	<b>DISTRICT 4</b>	2.746	2.679	2.716	2.820	462
	<b>DISTRICT 5</b>	2.670	2.529	2.675	2.758	421
	<b>DISTRICT 6</b>	2.767	2.678	2.817	2.699	526
	<b>DISTRICT 7</b>	2.756	2.618	2.720	2.889	324
	<b>DISTRICT 8</b>	2.630	2.841	2.809	2.815	523
	<b>DISTRICT 9</b>	2.911	2.729	2.865	2.934	334

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 - 2017**

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		4.2%	24.2%	56.3%	15.3%	3,945	2.828
SURVEY	SURVEY 1	3.7%	23.5%	58.6%	14.2%	989	2.832
	SURVEY 2	4.9%	25.2%	54.9%	15.1%	1,029	2.802
	SURVEY 3	5.3%	21.6%	57.7%	15.4%	881	2.832
	SURVEY 4	3.1%	26.0%	54.3%	16.6%	1,046	2.845
OSP DISTRICT	DISTRICT 1	3.8%	22.3%	57.1%	16.9%	319	2.871
	DISTRICT 2	2.0%	19.3%	64.7%	13.9%	295	2.905
	DISTRICT 3	4.0%	25.7%	54.9%	15.4%	748	2.817
	DISTRICT 4	4.8%	24.1%	54.9%	16.3%	461	2.826
	DISTRICT 5	7.4%	24.0%	54.9%	13.8%	421	2.751
	DISTRICT 6	5.2%	24.3%	58.8%	11.7%	522	2.770
	DISTRICT 7	4.3%	23.8%	56.0%	15.8%	323	2.833
	DISTRICT 8	2.7%	27.3%	53.5%	16.5%	520	2.838
	DISTRICT 9	3.0%	22.2%	55.9%	18.9%	333	2.907
AGE	25 AND YOUNGER	4.0%	19.9%	54.9%	21.1%	497	2.932
	26 - 35 YEARS OLD	3.4%	23.6%	58.9%	14.1%	873	2.836
	36 - 45 YEARS OLD	3.7%	25.1%	55.0%	16.2%	680	2.837
	46 - 55 YEARS OLD	5.4%	23.8%	55.2%	15.5%	759	2.809
	56 - 65 YEARS OLD	4.3%	25.4%	57.0%	13.3%	1,010	2.793
	66 AND OLDER	5.2%	31.9%	52.6%	10.3%	116	2.681
SEX	MALE	4.5%	20.9%	56.1%	18.4%	1,222	2.885
	FEMALE	4.1%	25.6%	56.4%	13.9%	2,715	2.802
RACE	CAUCASIAN	4.3%	24.9%	56.8%	14.1%	3,492	2.806
	AFRICAN AMERICAN	4.0%	19.0%	51.0%	26.1%	253	2.992
	OTHER	3.1%	17.9%	55.1%	24.0%	196	3.000
MARITAL STATUS	SINGLE	4.1%	23.0%	55.0%	17.9%	1,165	2.866
	MARRIED	3.7%	23.4%	58.9%	14.0%	2,167	2.832
	OTHER	6.2%	29.2%	49.7%	14.9%	610	2.733
RESIDENTIAL LOCATION	URBAN	3.9%	24.6%	50.2%	21.3%	623	2.891
	SUBURBAN	4.1%	24.2%	57.0%	14.8%	2,236	2.824
	RURAL	4.7%	23.8%	58.4%	13.1%	1,086	2.798
DRIVING AREA	URBAN	3.6%	22.9%	55.0%	18.4%	889	2.883
	SUBURBAN	4.3%	25.1%	56.1%	14.5%	2,174	2.809
	RURAL	4.6%	23.2%	58.1%	14.1%	872	2.818
VEHICLE TYPE	AUTOMOBILE	3.9%	23.1%	57.1%	15.9%	2,225	2.851
	VAN/MINIVAN	4.2%	26.5%	53.0%	16.3%	313	2.815
	PICKUP TRUCK	6.3%	21.5%	53.8%	18.4%	288	2.844
	SUV	3.9%	26.6%	57.3%	12.1%	1,040	2.776
	OTHER	10.4%	20.8%	41.6%	27.3%	77	2.857

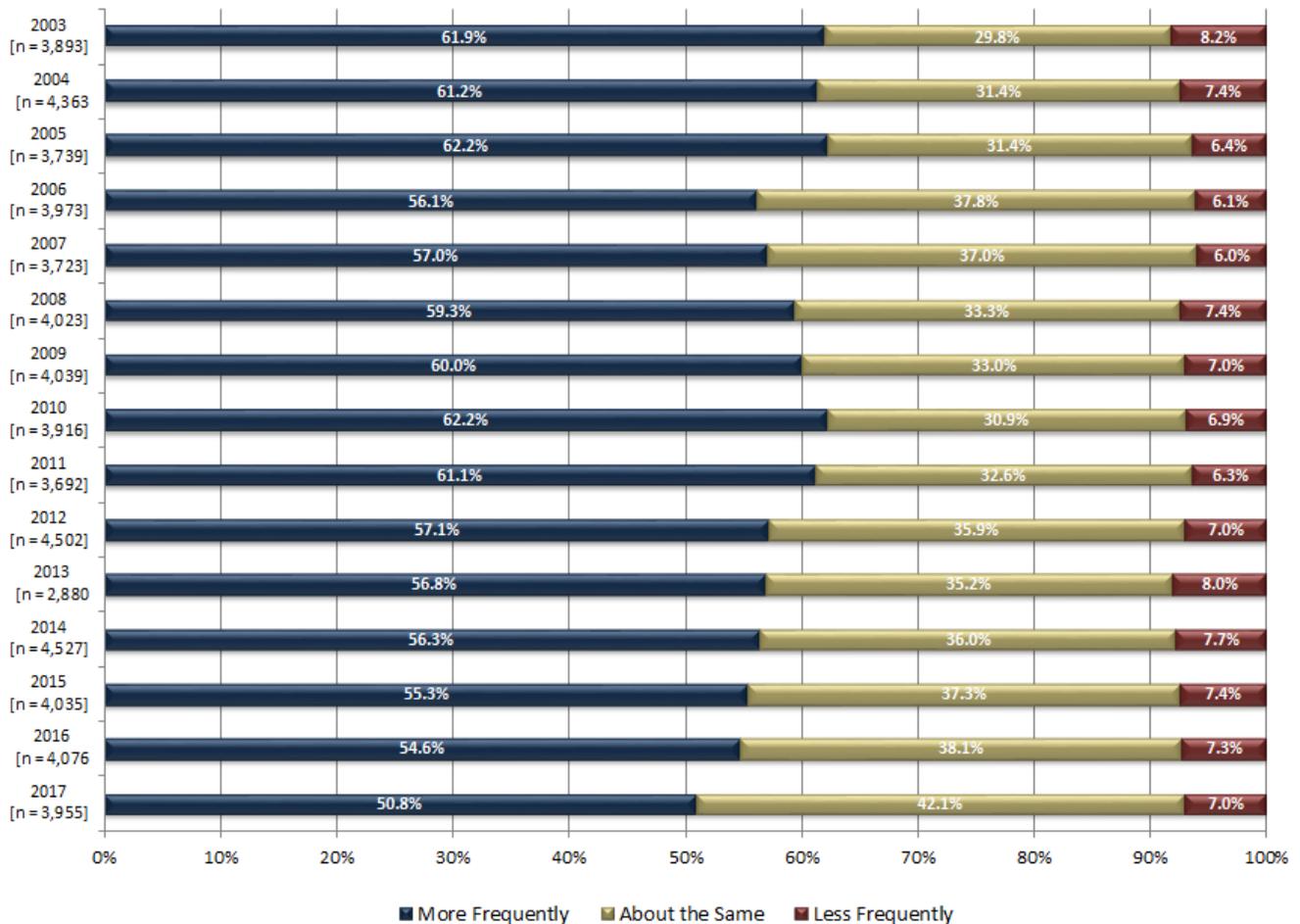
**TABLE 4.10: EFFECTIVENESS OF ENFORCEMENT OF CURRENT OHIO LAWS AT REDUCING DRUNK DRIVING - 2017**

		NOT AT ALL EFFECTIVE	NOT TOO EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	AVERAGE
ALL RESPONDENTS		5.2%	26.4%	56.1%	12.3%	3,958	2.754
SURVEY	SURVEY 1	5.2%	26.5%	57.1%	11.2%	992	2.742
	SURVEY 2	5.3%	29.9%	53.1%	11.7%	1,030	2.711
	SURVEY 3	6.5%	23.2%	57.4%	12.9%	882	2.768
	SURVEY 4	4.0%	25.6%	57.1%	13.3%	1,054	2.797
OSP DISTRICT	DISTRICT 1	6.3%	20.7%	60.5%	12.5%	319	2.793
	DISTRICT 2	3.7%	24.0%	60.5%	11.8%	296	2.804
	DISTRICT 3	4.5%	29.6%	55.3%	10.5%	750	2.719
	DISTRICT 4	6.1%	27.3%	53.0%	13.6%	462	2.742
	DISTRICT 5	9.0%	26.1%	54.9%	10.0%	421	2.658
	DISTRICT 6	5.7%	26.2%	56.8%	11.2%	526	2.736
	DISTRICT 7	4.3%	27.5%	56.2%	12.0%	324	2.759
	DISTRICT 8	4.4%	29.6%	50.3%	15.7%	523	2.772
	DISTRICT 9	2.4%	20.7%	63.2%	13.8%	334	2.883
AGE	25 AND YOUNGER	4.0%	23.6%	54.5%	18.0%	501	2.864
	26 - 35 YEARS OLD	3.9%	25.9%	59.0%	11.2%	875	2.775
	36 - 45 YEARS OLD	5.3%	27.6%	54.1%	12.9%	680	2.747
	46 - 55 YEARS OLD	6.1%	25.9%	55.7%	12.4%	758	2.744
	56 - 65 YEARS OLD	6.0%	27.3%	56.1%	10.5%	1,017	2.712
	66 AND OLDER	6.8%	29.9%	58.1%	5.1%	117	2.615
SEX	MALE	5.0%	22.6%	57.7%	14.7%	1,229	2.822
	FEMALE	5.3%	28.2%	55.5%	11.1%	2,721	2.724
RACE	CAUCASIAN	5.5%	27.2%	56.7%	10.7%	3,500	2.725
	AFRICAN AMERICAN	2.8%	20.9%	54.2%	22.1%	253	2.957
	OTHER	3.0%	19.1%	49.7%	28.1%	199	3.030
MARITAL STATUS	SINGLE	4.6%	23.7%	58.4%	13.3%	1,171	2.804
	MARRIED	4.6%	27.1%	56.4%	11.9%	2,171	2.756
	OTHER	8.6%	29.2%	50.7%	11.4%	613	2.649
RESIDENTIAL LOCATION	URBAN	4.3%	25.0%	51.2%	19.6%	629	2.860
	SUBURBAN	4.9%	27.0%	56.5%	11.5%	2,238	2.747
	RURAL	6.3%	26.0%	58.1%	9.5%	1,091	2.709
DRIVING AREA	URBAN	4.5%	24.7%	55.5%	15.3%	895	2.817
	SUBURBAN	5.2%	27.7%	55.4%	11.7%	2,177	2.736
	RURAL	5.9%	25.1%	58.4%	10.5%	876	2.735
VEHICLE TYPE	AUTOMOBILE	5.3%	25.1%	56.9%	12.7%	2,232	2.769
	VAN/MINIVAN	2.2%	31.0%	55.3%	11.5%	313	2.760
	PICKUP TRUCK	5.8%	22.3%	56.8%	15.1%	292	2.812
	SUV	5.5%	29.2%	55.4%	9.9%	1,041	2.697
	OTHER	7.7%	24.4%	43.6%	24.4%	78	2.846

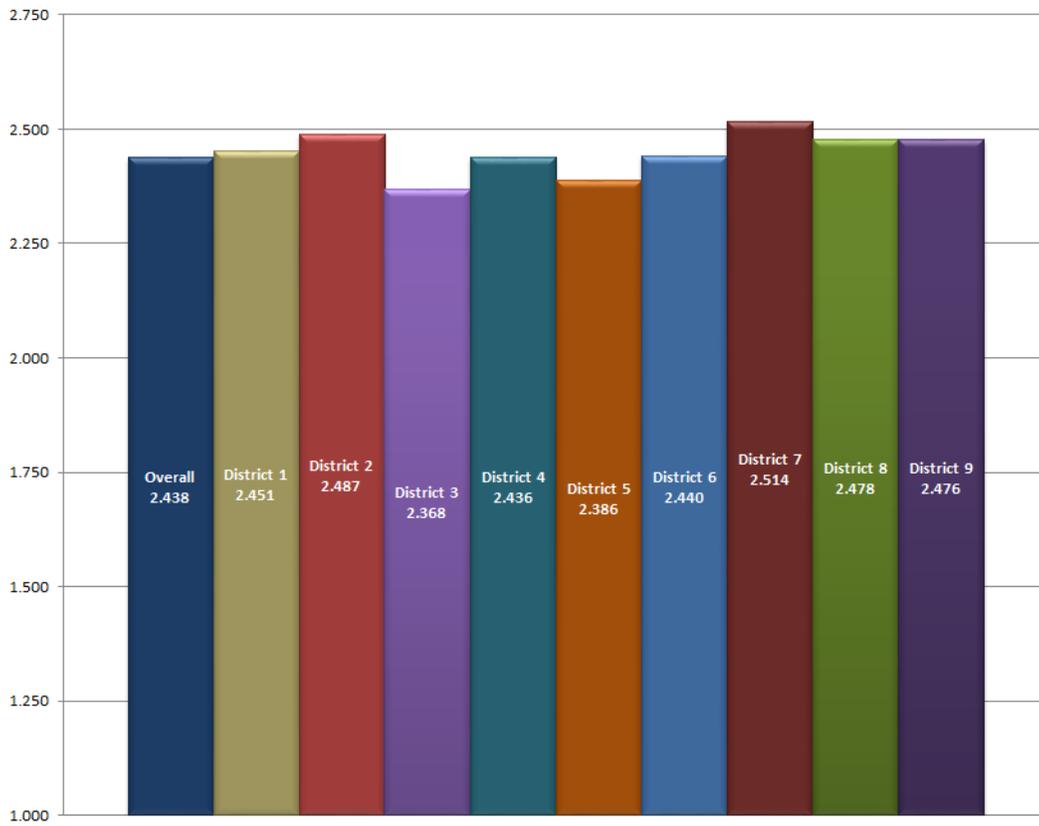
## SOBRIETY CHECKPOINTS

The majority (65.7%) of those surveyed in 2017 indicated they had seen a sobriety checkpoint in the past 12 months (Table 4.12). Additionally, 50.8% of respondents said sobriety checkpoints should be used “more frequently” than they are now, which is consistent with the 2016 results (Figure 19). Those living in OSP Districts 2, 7, 8, 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 - 2017**



**FIGURE 19A: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) – 2017 [MEAN SCORE]**



**TABLE 4.11: SOBRIETY CHECKPOINTS (FREQUENCY OF USE) – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.462</b>	<b>2.408</b>	<b>2.447</b>	<b>2.438</b>	<b>3,955</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.463	2.377	2.488	2.476	319
	<b>DISTRICT 2</b>	2.430	2.618	2.507	2.443	300
	<b>DISTRICT 3</b>	2.409	2.349	2.371	2.365	749
	<b>DISTRICT 4</b>	2.444	2.434	2.400	2.463	459
	<b>DISTRICT 5</b>	2.481	2.324	2.393	2.343	422
	<b>DISTRICT 6</b>	2.480	2.409	2.417	2.455	523
	<b>DISTRICT 7</b>	2.524	2.582	2.447	2.533	323
	<b>DISTRICT 8</b>	2.440	2.443	2.555	2.486	521
	<b>DISTRICT 9</b>	2.543	2.417	2.500	2.434	336

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 - 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		34.3%	65.7%	3,963
SURVEY	SURVEY 1	34.9%	65.1%	1,000
	SURVEY 2	38.7%	61.3%	1,026
	SURVEY 3	30.6%	69.4%	882
	SURVEY 4	32.5%	67.5%	1,055
OSP DISTRICT	DISTRICT 1	27.6%	72.4%	319
	DISTRICT 2	31.3%	68.7%	300
	DISTRICT 3	42.5%	57.5%	749
	DISTRICT 4	31.9%	68.1%	461
	DISTRICT 5	23.4%	76.6%	423
	DISTRICT 6	34.4%	65.6%	524
	DISTRICT 7	34.3%	65.7%	324
	DISTRICT 8	38.4%	61.6%	523
	DISTRICT 9	35.3%	64.7%	337
AGE	25 AND YOUNGER	30.5%	69.5%	499
	26 - 35 YEARS OLD	35.6%	64.4%	870
	36 - 45 YEARS OLD	33.6%	66.4%	679
	46 - 55 YEARS OLD	36.9%	63.1%	764
	56 - 65 YEARS OLD	33.3%	66.7%	1,022
	66 AND OLDER	37.8%	62.2%	119
SEX	MALE	34.5%	65.5%	1,233
	FEMALE	34.2%	65.8%	2,723
RACE	CAUCASIAN	34.2%	65.8%	3,505
	AFRICAN AMERICAN	32.7%	67.3%	254
	OTHER	38.9%	61.1%	198
MARITAL STATUS	SINGLE	34.7%	65.3%	1,166
	MARRIED	34.4%	65.6%	2,179
	OTHER	33.2%	66.8%	615
RESIDENTIAL LOCATION	URBAN	29.4%	70.6%	623
	SUBURBAN	35.2%	64.8%	2,244
	RURAL	35.3%	64.7%	1,096
DRIVING AREA	URBAN	28.3%	71.7%	888
	SUBURBAN	35.1%	64.9%	2,184
	RURAL	38.4%	61.6%	881
VEHICLE TYPE	AUTOMOBILE	34.3%	65.7%	2,235
	VAN/MINIVAN	33.1%	66.9%	314
	PICKUP TRUCK	38.2%	61.8%	293
	SUV	33.4%	66.6%	1,044
	OTHER	36.0%	64.0%	75

**TABLE 4.13: FREQUENCY OF USE FOR SOBRIETY CHECKPOINTS - 2017**

		LESS FREQUENTLY	ABOUT THE SAME	MORE FREQUENTLY	TOTAL	AVERAGE
ALL RESPONDENTS		7.0%	42.1%	50.8%	3,955	2.438
SURVEY	SURVEY 1	6.8%	40.3%	53.0%	991	2.462
	SURVEY 2	6.8%	45.6%	47.6%	1,027	2.408
	SURVEY 3	7.8%	39.6%	52.5%	883	2.447
	SURVEY 4	6.7%	42.7%	50.6%	1,054	2.438
OSP DISTRICT	DISTRICT 1	4.7%	45.5%	49.8%	319	2.451
	DISTRICT 2	5.3%	40.7%	54.0%	300	2.487
	DISTRICT 3	9.2%	44.7%	46.1%	749	2.368
	DISTRICT 4	7.4%	41.6%	51.0%	459	2.436
	DISTRICT 5	9.5%	42.4%	48.1%	422	2.386
	DISTRICT 6	5.9%	44.2%	49.9%	523	2.440
	DISTRICT 7	6.8%	35.0%	58.2%	323	2.514
	DISTRICT 8	6.1%	39.9%	53.9%	521	2.478
	DISTRICT 9	5.4%	41.7%	53.0%	336	2.476
AGE	25 AND YOUNGER	5.2%	42.0%	52.8%	500	2.476
	26 - 35 YEARS OLD	6.8%	47.0%	46.3%	871	2.395
	36 - 45 YEARS OLD	6.9%	44.1%	49.0%	682	2.421
	46 - 55 YEARS OLD	8.3%	39.8%	51.9%	757	2.436
	56 - 65 YEARS OLD	7.1%	40.4%	52.6%	1,016	2.455
	66 AND OLDER	5.9%	28.6%	65.5%	119	2.597
SEX	MALE	11.8%	46.2%	42.0%	1,228	2.302
	FEMALE	4.8%	40.4%	54.7%	2,720	2.499
RACE	CAUCASIAN	7.2%	42.1%	50.7%	3,498	2.436
	AFRICAN AMERICAN	4.0%	45.1%	51.0%	253	2.470
	OTHER	8.1%	39.9%	52.0%	198	2.439
MARITAL STATUS	SINGLE	7.7%	46.8%	45.5%	1,167	2.378
	MARRIED	6.8%	40.7%	52.6%	2,171	2.458
	OTHER	6.5%	38.8%	54.7%	614	2.482
RESIDENTIAL LOCATION	URBAN	8.5%	43.5%	48.0%	627	2.396
	SUBURBAN	7.1%	43.4%	49.5%	2,240	2.424
	RURAL	6.0%	38.8%	55.2%	1,088	2.493
DRIVING AREA	URBAN	8.6%	41.6%	49.9%	888	2.413
	SUBURBAN	6.9%	43.4%	49.8%	2,182	2.429
	RURAL	5.8%	39.7%	54.5%	875	2.487
VEHICLE TYPE	AUTOMOBILE	7.5%	44.0%	48.5%	2,230	2.409
	VAN/MINIVAN	5.4%	36.4%	58.1%	313	2.527
	PICKUP TRUCK	8.2%	39.2%	52.6%	291	2.443
	SUV	6.0%	41.3%	52.6%	1,043	2.466
	OTHER	6.6%	34.2%	59.2%	76	2.526

**BLOOD ALCOHOL CONCENTRATION (BAC)**

Just over half (51.6%) 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); 67.2% 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 - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		48.4%	51.6%	3,963
SURVEY	SURVEY 1	51.8%	48.2%	1,000
	SURVEY 2	49.1%	50.9%	1,027
	SURVEY 3	44.3%	55.7%	883
	SURVEY 4	48.1%	51.9%	1,053
OSP DISTRICT	DISTRICT 1	48.0%	52.0%	319
	DISTRICT 2	45.2%	54.8%	299
	DISTRICT 3	45.7%	54.3%	751
	DISTRICT 4	47.0%	53.0%	460
	DISTRICT 5	51.4%	48.6%	422
	DISTRICT 6	48.7%	51.3%	526
	DISTRICT 7	48.3%	51.7%	325
	DISTRICT 8	48.0%	52.0%	523
	DISTRICT 9	56.7%	43.3%	335
AGE	25 AND YOUNGER	31.3%	68.7%	498
	26 - 35 YEARS OLD	43.2%	56.8%	871
	36 - 45 YEARS OLD	47.2%	52.8%	680
	46 - 55 YEARS OLD	55.9%	44.1%	762
	56 - 65 YEARS OLD	54.3%	45.7%	1,023
	66 AND OLDER	66.4%	33.6%	119
SEX	MALE	35.3%	64.7%	1,234
	FEMALE	54.5%	45.5%	2,721
RACE	CAUCASIAN	47.6%	52.4%	3,506
	AFRICAN AMERICAN	60.9%	39.1%	253
	OTHER	48.0%	52.0%	198
MARITAL STATUS	SINGLE	40.1%	59.9%	1,166
	MARRIED	50.0%	50.0%	2,181
	OTHER	58.6%	41.4%	613
RESIDENTIAL LOCATION	URBAN	46.1%	53.9%	625
	SUBURBAN	47.3%	52.7%	2,244
	RURAL	52.1%	47.9%	1,094
DRIVING AREA	URBAN	43.3%	56.7%	892
	SUBURBAN	48.1%	51.9%	2,183
	RURAL	54.4%	45.6%	878
VEHICLE TYPE	AUTOMOBILE	47.1%	52.9%	2,234
	VAN/MINI VAN	55.3%	44.7%	313
	PICKUP TRUCK	38.4%	61.6%	292
	SUV	52.1%	47.9%	1,045
	OTHER	50.6%	49.4%	77

**TABLE 4.15: OHIO'S BAC LEGAL LIMIT - 2017**

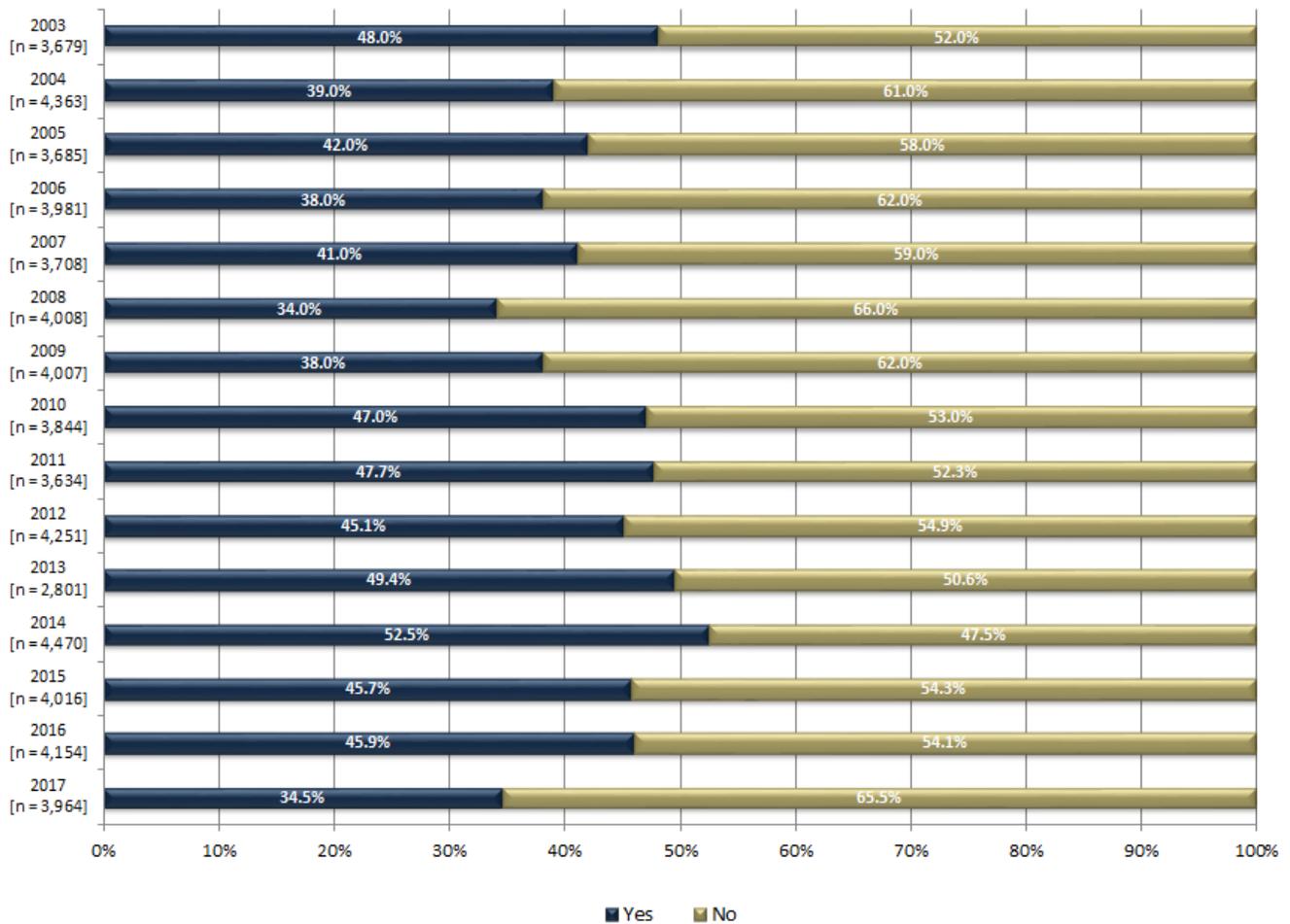
		OTHER [INCORRECT]	.08 [CORRECT]	TOTAL
ALL RESPONDENTS		32.8%	67.2%	880
SURVEY	SURVEY 1	32.8%	67.2%	131
	SURVEY 2	52.3%	47.7%	128
	SURVEY 3	21.2%	78.8%	491
	SURVEY 4	57.7%	42.3%	130
OSP DISTRICT	DISTRICT 1	33.8%	66.2%	68
	DISTRICT 2	27.4%	72.6%	73
	DISTRICT 3	35.9%	64.1%	142
	DISTRICT 4	30.2%	69.8%	106
	DISTRICT 5	31.6%	68.4%	98
	DISTRICT 6	30.6%	69.4%	111
	DISTRICT 7	22.5%	77.5%	80
	DISTRICT 8	35.8%	64.2%	123
	DISTRICT 9	44.9%	55.1%	78
AGE	25 AND YOUNGER	47.3%	52.7%	184
	26 - 35 YEARS OLD	31.0%	69.0%	216
	36 - 45 YEARS OLD	36.6%	63.4%	142
	46 - 55 YEARS OLD	23.6%	76.4%	140
	56 - 65 YEARS OLD	26.3%	73.7%	179
	66 AND OLDER	16.7%	83.3%	18
SEX	MALE	24.3%	75.7%	305
	FEMALE	37.1%	62.9%	571
RACE	CAUCASIAN	30.7%	69.3%	765
	AFRICAN AMERICAN	44.1%	55.9%	59
	OTHER	50.9%	49.1%	55
MARITAL STATUS	SINGLE	35.2%	64.8%	304
	MARRIED	31.9%	68.1%	455
	OTHER	30.8%	69.2%	120
RESIDENTIAL LOCATION	URBAN	42.1%	57.9%	164
	SUBURBAN	34.8%	65.2%	486
	RURAL	22.2%	77.8%	230
DRIVING AREA	URBAN	41.7%	58.3%	240
	SUBURBAN	32.2%	67.8%	460
	RURAL	22.5%	77.5%	178
VEHICLE TYPE	AUTOMOBILE	33.3%	66.7%	504
	VAN/MINI VAN	36.0%	64.0%	75
	PICKUP TRUCK	30.1%	69.9%	73
	SUV	29.9%	70.1%	201
	OTHER	46.2%	53.8%	26

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

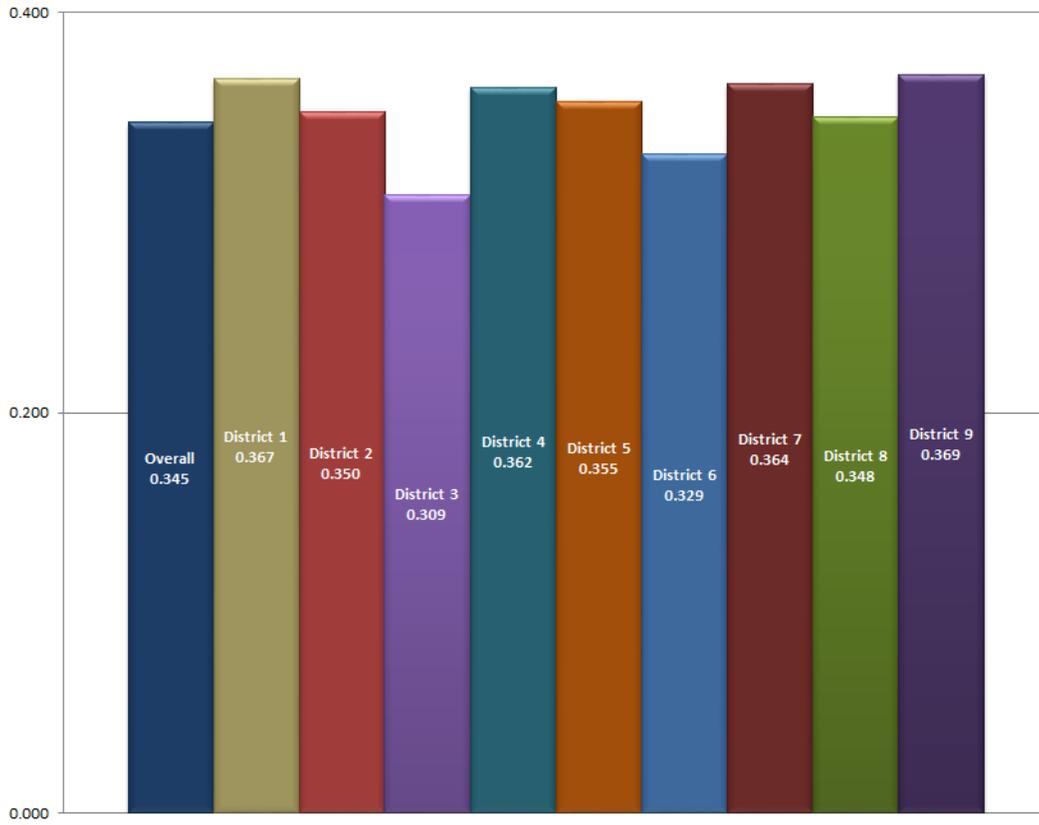
### HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING

Exposure by respondents to media campaign messages that discourage drinking and driving was less than in 2015 (Figure 20). The percentage of respondents who reported hearing or seeing a slogan discouraging alcohol-impaired driving was highest during the 3<sup>rd</sup> survey in 2017. Close to half (42.1%) of 2017 respondents claimed to have heard or seen a slogan discouraging drinking and driving during the 3<sup>rd</sup> survey period, the pre-intervention National Campaign: *“Drive Sober or Get Pulled Over”* (Table 5.2). Residents of OSP Districts 1, 7, and 9 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 – 2017**



**FIGURE 20A: HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2017 [MEAN SCORE]**



**TABLE 5.1: HEARD OR SAW SLOGAN DISCOURAGING ALCOHOL-IMPAIRED DRIVING 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>.341</b>	<b>.252</b>	<b>.421</b>	<b>.376</b>	<b>3,964</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	.363	.321	.367	.415	319
	<b>DISTRICT 2</b>	.312	.236	.425	.405	300
	<b>DISTRICT 3</b>	.269	.279	.410	.337	751
	<b>DISTRICT 4</b>	.368	.267	.422	.380	459
	<b>DISTRICT 5</b>	.394	.255	.462	.290	423
	<b>DISTRICT 6</b>	.341	.187	.395	.421	526
	<b>DISTRICT 7</b>	.353	.182	.447	.400	324
	<b>DISTRICT 8</b>	.356	.288	.373	.377	523
	<b>DISTRICT 9</b>	.348	.146	.500	.393	336

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 - 2017**

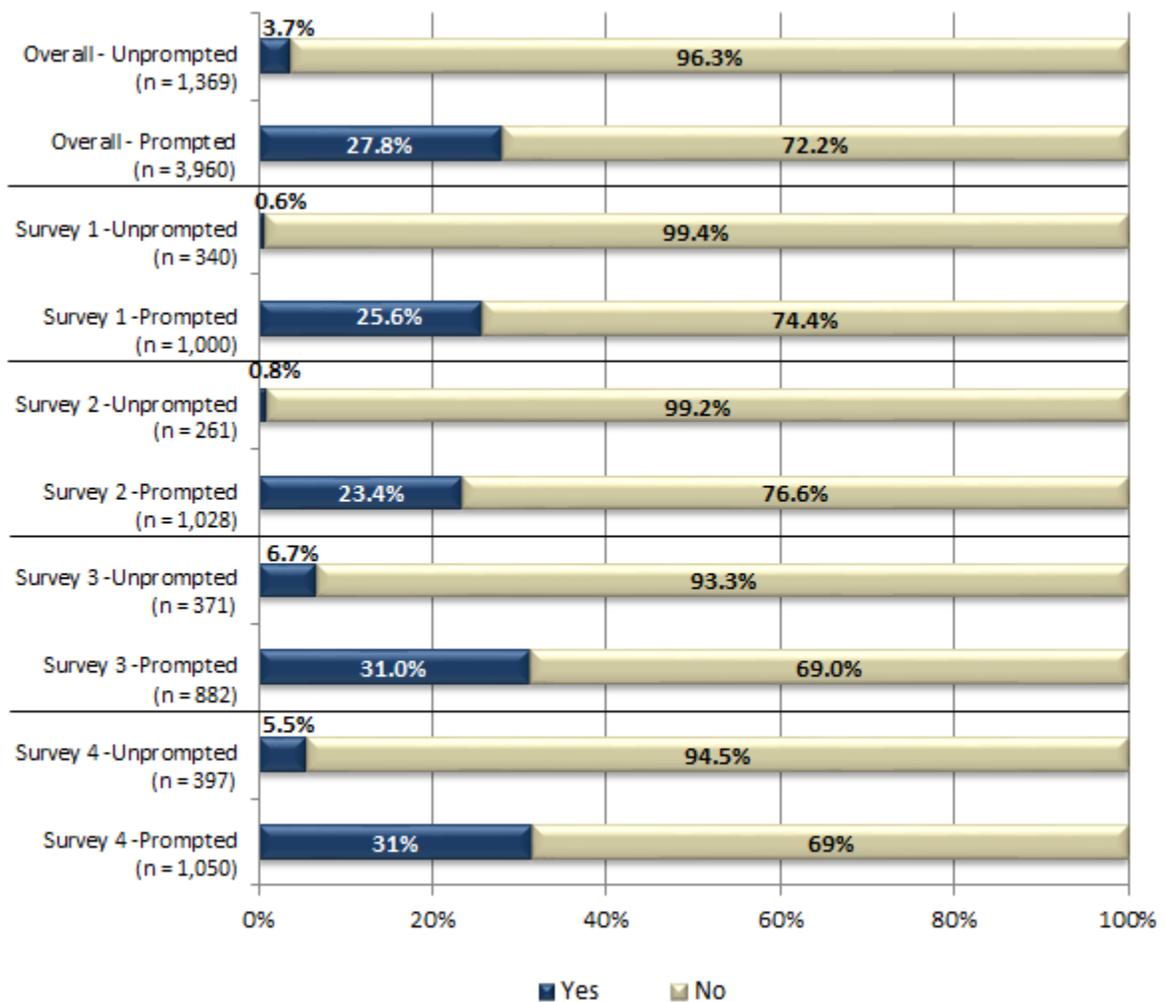
		No	YES	TOTAL
ALL RESPONDENTS		65.5%	34.5%	3,964
SURVEY	SURVEY 1	65.9%	34.1%	996
	SURVEY 2	74.8%	25.2%	1,030
	SURVEY 3	57.9%	42.1%	882
	SURVEY 4	62.4%	37.6%	1,056
OSP DISTRICT	DISTRICT 1	63.3%	36.7%	319
	DISTRICT 2	65.0%	35.0%	300
	DISTRICT 3	69.1%	30.9%	751
	DISTRICT 4	63.8%	36.2%	459
	DISTRICT 5	64.5%	35.5%	423
	DISTRICT 6	67.1%	32.9%	526
	DISTRICT 7	63.6%	36.4%	324
	DISTRICT 8	65.2%	34.8%	523
	DISTRICT 9	63.1%	36.9%	336
AGE	25 AND YOUNGER	54.0%	46.0%	500
	26 - 35 YEARS OLD	62.0%	38.0%	873
	36 - 45 YEARS OLD	67.5%	32.5%	679
	46 - 55 YEARS OLD	69.5%	30.5%	763
	56 - 65 YEARS OLD	69.2%	30.8%	1,020
	66 AND OLDER	71.4%	28.6%	119
SEX	MALE	62.0%	38.0%	1,231
	FEMALE	67.1%	32.9%	2,725
RACE	CAUCASIAN	65.6%	34.4%	3,504
	AFRICAN AMERICAN	66.5%	33.5%	254
	OTHER	62.0%	38.0%	200
MARITAL STATUS	SINGLE	61.9%	38.1%	1,168
	MARRIED	66.1%	33.9%	2,180
	OTHER	70.3%	29.7%	613
RESIDENTIAL LOCATION	URBAN	59.9%	40.1%	628
	SUBURBAN	67.5%	32.5%	2,244
	RURAL	64.7%	35.3%	1,092
DRIVING AREA	URBAN	61.7%	38.3%	895
	SUBURBAN	67.1%	32.9%	2,183
	RURAL	65.6%	34.4%	877
VEHICLE TYPE	AUTOMOBILE	65.1%	34.9%	2,235
	VAN/MINIVAN	67.7%	32.3%	313
	PICKUP TRUCK	60.8%	39.2%	293
	SUV	67.3%	32.7%	1,043
	OTHER	60.3%	39.7%	78

## 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, 3.7% of respondents could remember the “*Drunk Driving. Over the Limit. Under Arrest.*” slogan without prompting (Figure 21). This rate varied throughout the 2017 evaluation. When prompted, 27.8% 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 – 2017**



**TABLE 5.3: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST.” SLOGAN BY OSP DISTRICT  
- 2017**

	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>	4.3%	5	0.0%	0	0.0%	0	6.9%	2	8.8%	3
<b>PROMPTED</b>	26.2%	84	17.3%	14	30.8%	24	23.8%	19	32.9%	27
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	1.0%	1	0.0%	0	0.0%	0	0.0%	0	3.1%	1
<b>PROMPTED</b>	30.1%	90	21.5%	20	23.6%	13	38.4%	28	37.2%	29
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	1.3%	3	0.0%	0	1.2%	1	2.3%	1	1.6%	1
<b>PROMPTED</b>	25.5%	190	19.5%	31	24.3%	74	37.5%	39	25.8%	46
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	1.2%	2	0.0%	0	0.0%	0	4.1%	2	0.0%	0
<b>PROMPTED</b>	27.0%	124	28.0%	33	24.8%	26	26.1%	30	28.9%	35
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	6.7%	10	0.0%	0	3.8%	1	11.1%	6	10.3%	3
<b>PROMPTED</b>	28.4%	120	26.0%	27	16.7%	17	38.5%	45	31.0%	31
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	1.7%	3	0.0%	0	0.0%	0	0.0%	0	5.4%	3
<b>PROMPTED</b>	26.6%	140	30.2%	39	20.8%	31	24.3%	28	31.6%	42
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	10.2%	12	3.3%	1	0.0%	0	14.3%	6	13.9%	5
<b>PROMPTED</b>	29.2%	95	24.4%	21	29.1%	16	29.8%	28	33.3%	30
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	6.0%	11	2.1%	1	0.0%	0	12.2%	5	9.1%	5
<b>PROMPTED</b>	29.4%	154	31.6%	43	20.5%	27	29.1%	32	35.6%	52
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	3.2%	4	0.0%	0	0.0%	0	8.1%	3	2.1%	1
<b>PROMPTED</b>	30.1%	101	29.0%	27	27.1%	13	32.4%	24	30.8%	37

**TABLE 5.4: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – UNPROMPTED - 2017**

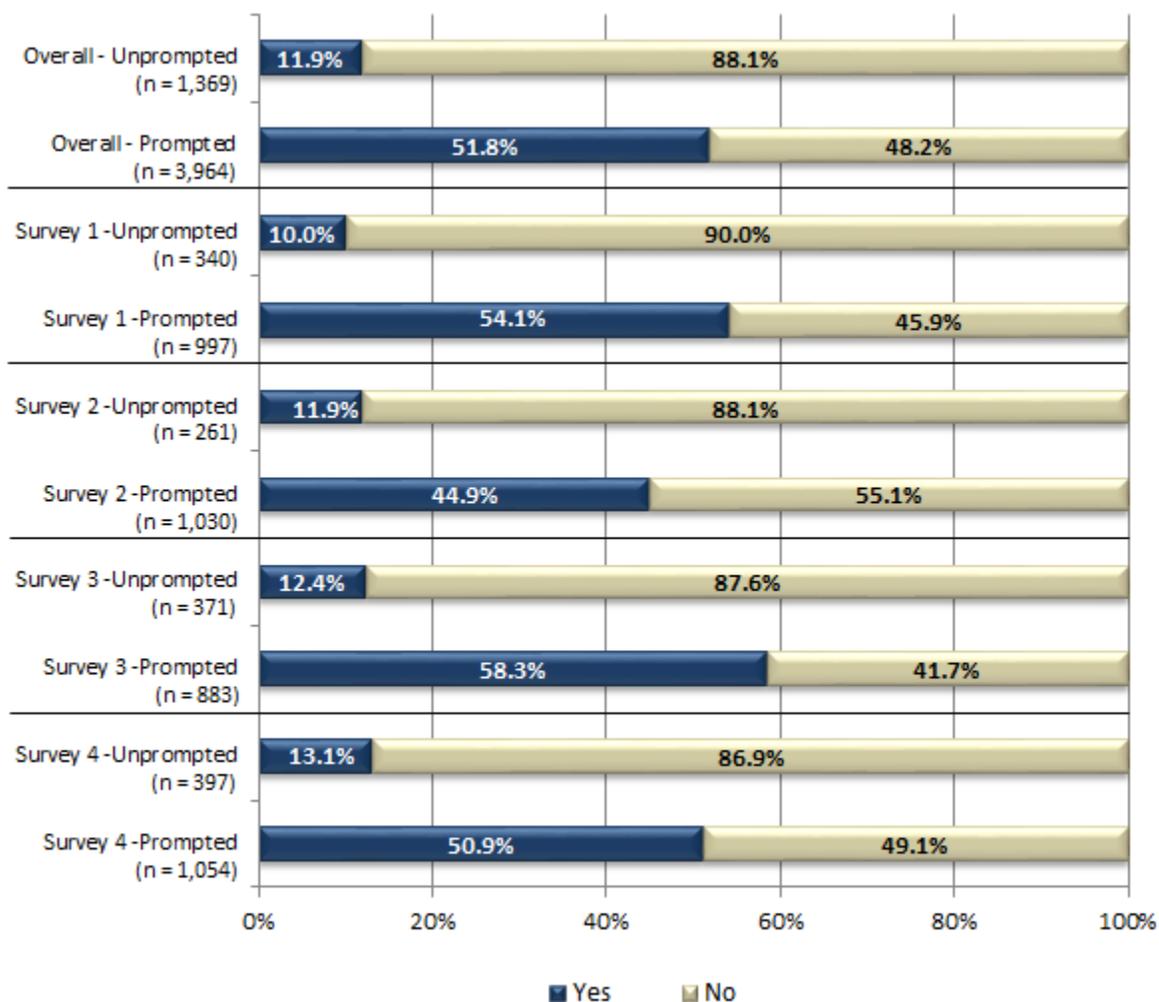
		No	YES	TOTAL
ALL RESPONDENTS		96.3%	3.7%	1,369
SURVEY	SURVEY 1	99.4%	0.6%	340
	SURVEY 2	99.2%	0.8%	261
	SURVEY 3	93.3%	6.7%	371
	SURVEY 4	94.5%	5.5%	397
OSP DISTRICT	DISTRICT 1	95.7%	4.3%	117
	DISTRICT 2	99.0%	1.0%	105
	DISTRICT 3	98.7%	1.3%	232
	DISTRICT 4	98.8%	1.2%	167
	DISTRICT 5	93.3%	6.7%	150
	DISTRICT 6	98.3%	1.7%	173
	DISTRICT 7	89.8%	10.2%	118
	DISTRICT 8	94.0%	6.0%	182
	DISTRICT 9	96.8%	3.2%	124
AGE	25 AND YOUNGER	98.7%	1.3%	231
	26 - 35 YEARS OLD	98.8%	1.2%	332
	36 - 45 YEARS OLD	96.4%	3.6%	221
	46 - 55 YEARS OLD	94.0%	6.0%	233
	56 - 65 YEARS OLD	94.6%	5.4%	314
	66 AND OLDER	85.3%	14.7%	34
SEX	MALE	93.4%	6.6%	469
	FEMALE	97.8%	2.2%	896
RACE	CAUCASIAN	96.2%	3.8%	1,207
	AFRICAN AMERICAN	97.6%	2.4%	85
	OTHER	96.1%	3.9%	76
MARITAL STATUS	SINGLE	98.0%	2.0%	446
	MARRIED	95.4%	4.6%	740
	OTHER	95.6%	4.4%	182
RESIDENTIAL LOCATION	URBAN	98.8%	1.2%	252
	SUBURBAN	96.2%	3.8%	731
	RURAL	94.8%	5.2%	386
DRIVING AREA	URBAN	97.4%	2.6%	343
	SUBURBAN	96.2%	3.8%	719
	RURAL	95.0%	5.0%	302
VEHICLE TYPE	AUTOMOBILE	97.6%	2.4%	780
	VAN/MINI VAN	93.1%	6.9%	101
	PICKUP TRUCK	90.4%	9.6%	115
	SUV	95.9%	4.1%	342
	OTHER	100.0%	0.0%	31

**TABLE 5.5: RECALL OF THE “DRUNK DRIVING. OVER THE LIMIT. UNDER ARREST” SLOGAN – PROMPTED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		72.2%	27.8%	3,960
SURVEY	SURVEY 1	74.4%	25.6%	1,000
	SURVEY 2	76.6%	23.4%	1,028
	SURVEY 3	69.0%	31.0%	882
	SURVEY 4	68.6%	31.4%	1,050
OSP DISTRICT	DISTRICT 1	73.8%	26.2%	321
	DISTRICT 2	69.9%	30.1%	299
	DISTRICT 3	74.5%	25.5%	745
	DISTRICT 4	73.0%	27.0%	459
	DISTRICT 5	71.6%	28.4%	423
	DISTRICT 6	73.4%	26.6%	526
	DISTRICT 7	70.8%	29.2%	325
	DISTRICT 8	70.6%	29.4%	524
	DISTRICT 9	69.9%	30.1%	335
AGE	25 AND YOUNGER	62.7%	37.3%	499
	26 - 35 YEARS OLD	62.5%	37.5%	869
	36 - 45 YEARS OLD	74.0%	26.0%	681
	46 - 55 YEARS OLD	78.0%	22.0%	763
	56 - 65 YEARS OLD	78.8%	21.2%	1,019
	66 AND OLDER	81.5%	18.5%	119
SEX	MALE	65.2%	34.8%	1,232
	FEMALE	75.5%	24.5%	2,720
RACE	CAUCASIAN	72.8%	27.2%	3,501
	AFRICAN AMERICAN	69.6%	30.4%	253
	OTHER	65.5%	34.5%	200
MARITAL STATUS	SINGLE	67.7%	32.3%	1,165
	MARRIED	73.6%	26.4%	2,178
	OTHER	76.1%	23.9%	614
RESIDENTIAL LOCATION	URBAN	69.1%	30.9%	628
	SUBURBAN	72.2%	27.8%	2,240
	RURAL	74.1%	25.9%	1,092
DRIVING AREA	URBAN	69.1%	30.9%	894
	SUBURBAN	71.7%	28.3%	2,179
	RURAL	76.9%	23.1%	877
VEHICLE TYPE	AUTOMOBILE	72.2%	27.8%	2,232
	VAN/MINI VAN	74.8%	25.2%	314
	PICKUP TRUCK	67.8%	32.2%	292
	SUV	72.7%	27.3%	1,042
	OTHER	70.5%	29.5%	78

Figure 21A shows that overall, “unprompted” recall of the “*Buzzed Driving is Drunk Driving*” slogan was 11.9%. When “prompted” by an interviewer, 51.8% 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 – 2017**



**TABLE 5.6: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN BY DISTRICT – 2017**

	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>	16.2%	19	3.4%	1	24.0%	6	20.7%	6	17.6%	6
<b>PROMPTED</b>	62.8%	201	63.0%	51	59.0%	46	71.3%	57	58.0%	47
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	10.5%	11	3.4%	1	15.4%	2	16.1%	5	9.4%	3
<b>PROMPTED</b>	54.8%	164	54.8%	51	41.8%	23	68.1%	49	51.9%	41
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	5.6%	13	11.6%	5	4.7%	4	0.0%	0	6.6%	4
<b>PROMPTED</b>	41.7%	313	41.9%	67	42.0%	128	44.8%	47	39.2%	71
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	10.2%	17	7.0%	3	10.3%	3	6.1%	3	17.4%	8
<b>PROMPTED</b>	52.7%	243	49.6%	58	50.0%	53	56.9%	66	54.1%	66
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	15.3%	23	14.6%	6	15.4%	4	14.8%	8	17.2%	5
<b>PROMPTED</b>	54.2%	228	60.6%	63	43.6%	44	58.1%	68	53.5%	53
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	7.5%	13	6.8%	3	3.6%	1	4.4%	2	12.5%	7
<b>PROMPTED</b>	52.8%	277	59.1%	75	44.7%	67	55.7%	64	53.4%	71
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	15.3%	18	3.3%	1	20.0%	2	21.4%	9	16.7%	6
<b>PROMPTED</b>	56.0%	182	51.2%	44	45.5%	25	61.7%	58	61.1%	55
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	18.7%	34	16.7%	8	18.4%	7	19.5%	8	20.0%	11
<b>PROMPTED</b>	53.5%	280	61.0%	83	44.7%	59	57.3%	63	51.7%	75
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	12.1%	15	18.8%	6	28.6%	2	13.5%	5	4.2%	2
<b>PROMPTED</b>	48.7%	164	50.5%	47	35.4%	17	58.1%	43	46.7%	57

**TABLE 5.7: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – UNPROMPTED - 2017**

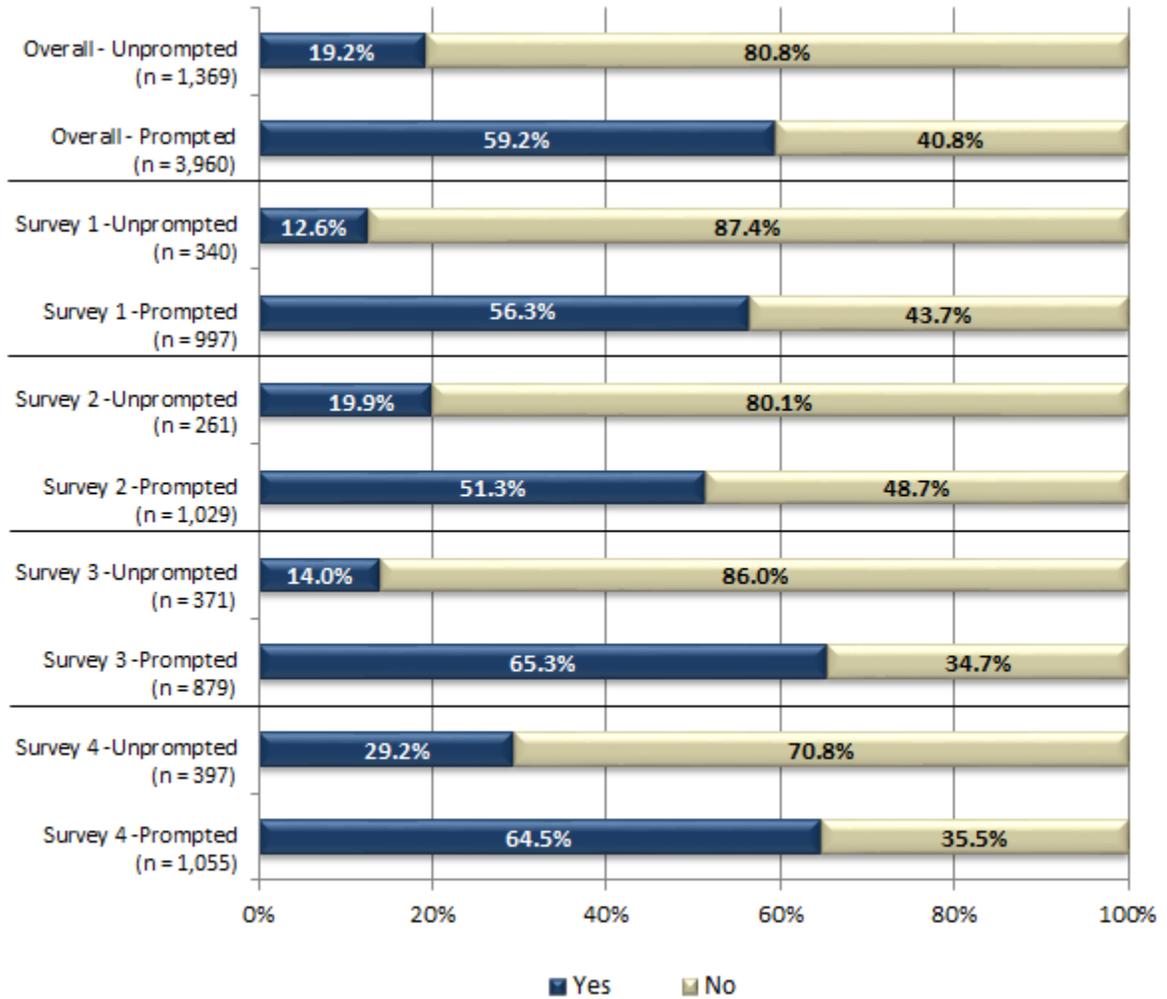
		No	YES	TOTAL
ALL RESPONDENTS		88.1%	11.9%	1,369
SURVEY	SURVEY 1	90.0%	10.0%	340
	SURVEY 2	88.1%	11.9%	261
	SURVEY 3	87.6%	12.4%	371
	SURVEY 4	86.9%	13.1%	397
OSP DISTRICT	DISTRICT 1	83.8%	16.2%	117
	DISTRICT 2	89.5%	10.5%	105
	DISTRICT 3	94.4%	5.6%	232
	DISTRICT 4	89.8%	10.2%	167
	DISTRICT 5	84.7%	15.3%	150
	DISTRICT 6	92.5%	7.5%	173
	DISTRICT 7	84.7%	15.3%	118
	DISTRICT 8	81.3%	18.7%	182
	DISTRICT 9	87.9%	12.1%	124
AGE	25 AND YOUNGER	94.4%	5.6%	231
	26 - 35 YEARS OLD	91.3%	8.7%	332
	36 - 45 YEARS OLD	86.4%	13.6%	221
	46 - 55 YEARS OLD	85.0%	15.0%	233
	56 - 65 YEARS OLD	84.1%	15.9%	314
	66 AND OLDER	82.4%	17.6%	34
SEX	MALE	84.2%	15.8%	469
	FEMALE	90.1%	9.9%	896
RACE	CAUCASIAN	87.7%	12.3%	1,207
	AFRICAN AMERICAN	87.1%	12.9%	85
	OTHER	94.7%	5.3%	76
MARITAL STATUS	SINGLE	89.5%	10.5%	446
	MARRIED	87.2%	12.8%	740
	OTHER	88.5%	11.5%	182
RESIDENTIAL LOCATION	URBAN	88.9%	11.1%	252
	SUBURBAN	89.1%	10.9%	731
	RURAL	85.8%	14.2%	386
DRIVING AREA	URBAN	91.0%	9.0%	343
	SUBURBAN	88.7%	11.3%	719
	RURAL	83.1%	16.9%	302
VEHICLE TYPE	AUTOMOBILE	88.8%	11.2%	780
	VAN/MINI VAN	86.1%	13.9%	101
	PICKUP TRUCK	80.0%	20.0%	115
	SUV	89.2%	10.8%	342
	OTHER	93.5%	6.5%	31

**TABLE 5.8: RECALL OF THE “BUZZED DRIVING IS DRUNK DRIVING” SLOGAN – PROMPTED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		48.2%	51.8%	3,964
SURVEY	SURVEY 1	45.9%	54.1%	997
	SURVEY 2	55.1%	44.9%	1,030
	SURVEY 3	41.7%	58.3%	883
	SURVEY 4	49.1%	50.9%	1,054
OSP DISTRICT	DISTRICT 1	37.2%	62.8%	320
	DISTRICT 2	45.2%	54.8%	299
	DISTRICT 3	58.3%	41.7%	751
	DISTRICT 4	47.3%	52.7%	461
	DISTRICT 5	45.8%	54.2%	421
	DISTRICT 6	47.2%	52.8%	525
	DISTRICT 7	44.0%	56.0%	325
	DISTRICT 8	46.5%	53.5%	523
	DISTRICT 9	51.3%	48.7%	337
AGE	25 AND YOUNGER	42.0%	58.0%	498
	26 - 35 YEARS OLD	49.9%	50.1%	872
	36 - 45 YEARS OLD	54.8%	45.2%	681
	46 - 55 YEARS OLD	53.0%	47.0%	762
	56 - 65 YEARS OLD	41.2%	58.8%	1,022
	66 AND OLDER	55.5%	44.5%	119
SEX	MALE	43.9%	56.1%	1,232
	FEMALE	50.2%	49.8%	2,724
RACE	CAUCASIAN	48.2%	51.8%	3,506
	AFRICAN AMERICAN	47.6%	52.4%	254
	OTHER	49.5%	50.5%	198
MARITAL STATUS	SINGLE	49.3%	50.7%	1,166
	MARRIED	47.5%	52.5%	2,179
	OTHER	48.5%	51.5%	616
RESIDENTIAL LOCATION	URBAN	45.1%	54.9%	625
	SUBURBAN	49.0%	51.0%	2,245
	RURAL	48.4%	51.6%	1,094
DRIVING AREA	URBAN	42.7%	57.3%	890
	SUBURBAN	49.1%	50.9%	2,184
	RURAL	51.6%	48.4%	880
VEHICLE TYPE	AUTOMOBILE	48.4%	51.6%	2,236
	VAN/MINIVAN	54.0%	46.0%	311
	PICKUP TRUCK	39.9%	60.1%	293
	SUV	48.4%	51.6%	1,044
	OTHER	48.7%	51.3%	78

Close to twenty percent (19.2%) of those surveyed could name the “Drive Sober or Get Pulled Over” slogan without prompting (Figure 21B), while “prompted” recall was 59.2%. 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 – 2017**



**TABLE 5.9: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN BY DISTRICT – 2017**

	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>	20.5%	24	13.8%	4	12.0%	3	17.2%	5	35.3%	12
<b>PROMPTED</b>	60.8%	194	56.8%	46	56.4%	44	59.5%	47	70.4%	57
<b>DISTRICT 2</b>										
<b>UNPROMPTED</b>	25.7%	27	20.7%	6	30.8%	4	19.4%	6	3.4%	11
<b>PROMPTED</b>	62.5%	187	60.2%	56	55.6%	30	64.4%	47	68.4%	54
<b>DISTRICT 3</b>										
<b>UNPROMPTED</b>	24.6%	57	23.3%	10	23.5%	20	4.7%	2	41.0%	25
<b>PROMPTED</b>	58.3%	436	48.4%	77	55.9%	170	71.2%	74	63.5%	115
<b>DISTRICT 4</b>										
<b>UNPROMPTED</b>	15.6%	26	14.0%	6	17.2%	5	16.3%	8	15.2%	7
<b>PROMPTED</b>	59.6%	274	58.5%	69	52.8%	56	69.6%	80	57.0%	69
<b>DISTRICT 5</b>										
<b>UNPROMPTED</b>	12.7%	19	2.4%	1	15.4%	4	14.8%	8	20.7%	6
<b>PROMPTED</b>	51.5%	218	48.1%	50	41.2%	42	59.8%	70	56.0%	56
<b>DISTRICT 6</b>										
<b>UNPROMPTED</b>	17.9%	31	13.6%	6	14.3%	4	6.7%	3	32.1%	18
<b>PROMPTED</b>	60.4%	317	66.1%	84	49.3%	74	62.6%	72	65.4%	87
<b>DISTRICT 7</b>										
<b>UNPROMPTED</b>	15.3%	18	3.3%	1	20.0%	2	21.4%	9	16.7%	6
<b>PROMPTED</b>	63.0%	204	52.3%	45	50.9%	28	67.7%	63	75.6%	68
<b>DISTRICT 8</b>										
<b>UNPROMPTED</b>	20.9%	38	14.6%	7	21.1%	8	12.2%	5	32.7%	18
<b>PROMPTED</b>	54.6%	286	54.4%	74	43.2%	57	63.3%	69	58.5%	86
<b>DISTRICT 9</b>										
<b>UNPROMPTED</b>	18.5%	23	6.3%	2	28.6%	2	16.2%	6	27.1%	13
<b>PROMPTED</b>	67.9%	228	64.5%	60	56.3%	27	70.3%	52	73.6%	89

**TABLE 5.10: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – UNPROMPTED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		80.8%	19.2%	1,369
SURVEY	SURVEY 1	87.4%	12.6%	340
	SURVEY 2	80.1%	19.9%	261
	SURVEY 3	86.0%	14.0%	371
	SURVEY 4	70.8%	29.2%	397
OSP DISTRICT	DISTRICT 1	79.5%	20.5%	117
	DISTRICT 2	74.3%	25.7%	105
	DISTRICT 3	75.4%	24.6%	232
	DISTRICT 4	84.4%	15.6%	167
	DISTRICT 5	87.3%	12.7%	150
	DISTRICT 6	82.1%	17.9%	173
	DISTRICT 7	84.7%	15.3%	118
	DISTRICT 8	79.1%	20.9%	182
	DISTRICT 9	81.5%	18.5%	124
AGE	25 AND YOUNGER	78.4%	21.6%	231
	26 - 35 YEARS OLD	78.9%	21.1%	332
	36 - 45 YEARS OLD	79.2%	20.8%	221
	46 - 55 YEARS OLD	82.8%	17.2%	233
	56 - 65 YEARS OLD	83.1%	16.9%	314
	66 AND OLDER	88.2%	11.8%	34
SEX	MALE	78.9%	21.1%	469
	FEMALE	81.8%	18.2%	896
RACE	CAUCASIAN	79.4%	20.6%	1,207
	AFRICAN AMERICAN	90.6%	9.4%	85
	OTHER	92.1%	7.9%	76
MARITAL STATUS	SINGLE	81.2%	18.8%	446
	MARRIED	79.7%	20.3%	740
	OTHER	84.1%	15.9%	182
RESIDENTIAL LOCATION	URBAN	81.7%	18.3%	252
	SUBURBAN	80.0%	20.0%	731
	RURAL	81.6%	18.4%	386
DRIVING AREA	URBAN	82.5%	17.5%	343
	SUBURBAN	79.1%	20.9%	719
	RURAL	82.8%	17.2%	302
VEHICLE TYPE	AUTOMOBILE	80.6%	19.4%	780
	VAN/MINI VAN	75.2%	24.8%	101
	PICKUP TRUCK	85.2%	14.8%	115
	SUV	80.4%	19.6%	342
	OTHER	90.3%	9.7%	31

**TABLE 5.11: RECALL OF THE “DRIVE SOBER OR GET PULLED OVER” SLOGAN – PROMPTED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		40.8%	59.2%	3,960
SURVEY	SURVEY 1	43.7%	56.3%	997
	SURVEY 2	48.7%	51.3%	1,029
	SURVEY 3	34.7%	65.3%	879
	SURVEY 4	35.5%	64.5%	1,055
OSP DISTRICT	DISTRICT 1	39.2%	60.8%	319
	DISTRICT 2	37.5%	62.5%	299
	DISTRICT 3	41.7%	58.3%	748
	DISTRICT 4	40.4%	59.6%	460
	DISTRICT 5	48.5%	51.5%	423
	DISTRICT 6	39.6%	60.4%	525
	DISTRICT 7	37.0%	63.0%	324
	DISTRICT 8	45.4%	54.6%	524
	DISTRICT 9	32.1%	67.9%	336
AGE	25 AND YOUNGER	24.3%	75.7%	498
	26 - 35 YEARS OLD	38.2%	61.8%	871
	36 - 45 YEARS OLD	45.3%	54.7%	682
	46 - 55 YEARS OLD	45.4%	54.6%	760
	56 - 65 YEARS OLD	43.6%	56.4%	1,020
	66 AND OLDER	52.1%	47.9%	119
SEX	MALE	36.7%	63.3%	1,230
	FEMALE	42.7%	57.3%	2,722
RACE	CAUCASIAN	40.4%	59.6%	3,503
	AFRICAN AMERICAN	46.9%	53.1%	254
	OTHER	40.1%	59.9%	197
MARITAL STATUS	SINGLE	36.1%	63.9%	1,168
	MARRIED	41.5%	58.5%	2,176
	OTHER	47.3%	52.7%	613
RESIDENTIAL LOCATION	URBAN	39.3%	60.7%	628
	SUBURBAN	41.4%	58.6%	2,241
	RURAL	40.5%	59.5%	1,091
DRIVING AREA	URBAN	38.1%	61.9%	893
	SUBURBAN	41.3%	58.7%	2,181
	RURAL	42.4%	57.6%	876
VEHICLE TYPE	AUTOMOBILE	42.3%	57.7%	2,234
	VAN/MINI VAN	41.9%	58.1%	313
	PICKUP TRUCK	34.0%	66.0%	291
	SUV	38.7%	61.3%	1,043
	OTHER	45.5%	54.5%	77

## RESPONDENTS' PERSONAL DRINKING AND DRIVING BEHAVIORS

Approximately 14.8% of those surveyed in 2017 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). It is important to note that of those, 15.9% said they had done so 5 or more times (Table 5.13). 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 urban areas, and those who drive pickup trucks.

**TABLE 5.12: DRIVEN VEHICLE WITHIN 2 HOURS OF DRINKING ALCOHOL IN PAST 60 DAYS - 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		85.2%	14.8%	3,971
SURVEY	SURVEY 1	85.0%	15.0%	1,000
	SURVEY 2	84.2%	15.8%	1,030
	SURVEY 3	85.1%	14.9%	884
	SURVEY 4	86.7%	13.3%	1,057
OSP DISTRICT	DISTRICT 1	86.3%	13.7%	322
	DISTRICT 2	83.3%	16.7%	300
	DISTRICT 3	85.9%	14.1%	750
	DISTRICT 4	85.9%	14.1%	462
	DISTRICT 5	83.7%	16.3%	423
	DISTRICT 6	84.1%	15.9%	527
	DISTRICT 7	86.8%	13.2%	325
	DISTRICT 8	83.2%	16.8%	523
	DISTRICT 9	89.0%	11.0%	337
AGE	25 AND YOUNGER	79.0%	21.0%	501
	26 - 35 YEARS OLD	83.8%	16.2%	872
	36 - 45 YEARS OLD	81.7%	18.3%	683
	46 - 55 YEARS OLD	88.5%	11.5%	764
	56 - 65 YEARS OLD	89.7%	10.3%	1,022
	66 AND OLDER	84.0%	16.0%	119
SEX	MALE	78.7%	21.3%	1,235
	FEMALE	88.3%	11.7%	2,728
RACE	CAUCASIAN	85.5%	14.5%	3,512
	AFRICAN AMERICAN	83.8%	16.2%	253
	OTHER	82.5%	17.5%	200
MARITAL STATUS	SINGLE	83.6%	16.4%	1,170
	MARRIED	85.4%	14.6%	2,182
	OTHER	87.8%	12.2%	616
RESIDENTIAL LOCATION	URBAN	82.0%	18.0%	627
	SUBURBAN	83.8%	16.2%	2,248
	RURAL	90.1%	9.9%	1,096
DRIVING AREA	URBAN	82.9%	17.1%	893
	SUBURBAN	84.2%	15.8%	2,187
	RURAL	90.4%	9.6%	881
VEHICLE TYPE	AUTOMOBILE	85.0%	15.0%	2,239
	VAN/MINIVAN	88.8%	11.2%	313
	PICKUP TRUCK	81.3%	18.7%	294
	SUV	85.9%	14.1%	1,046
	OTHER	81.8%	18.2%	77

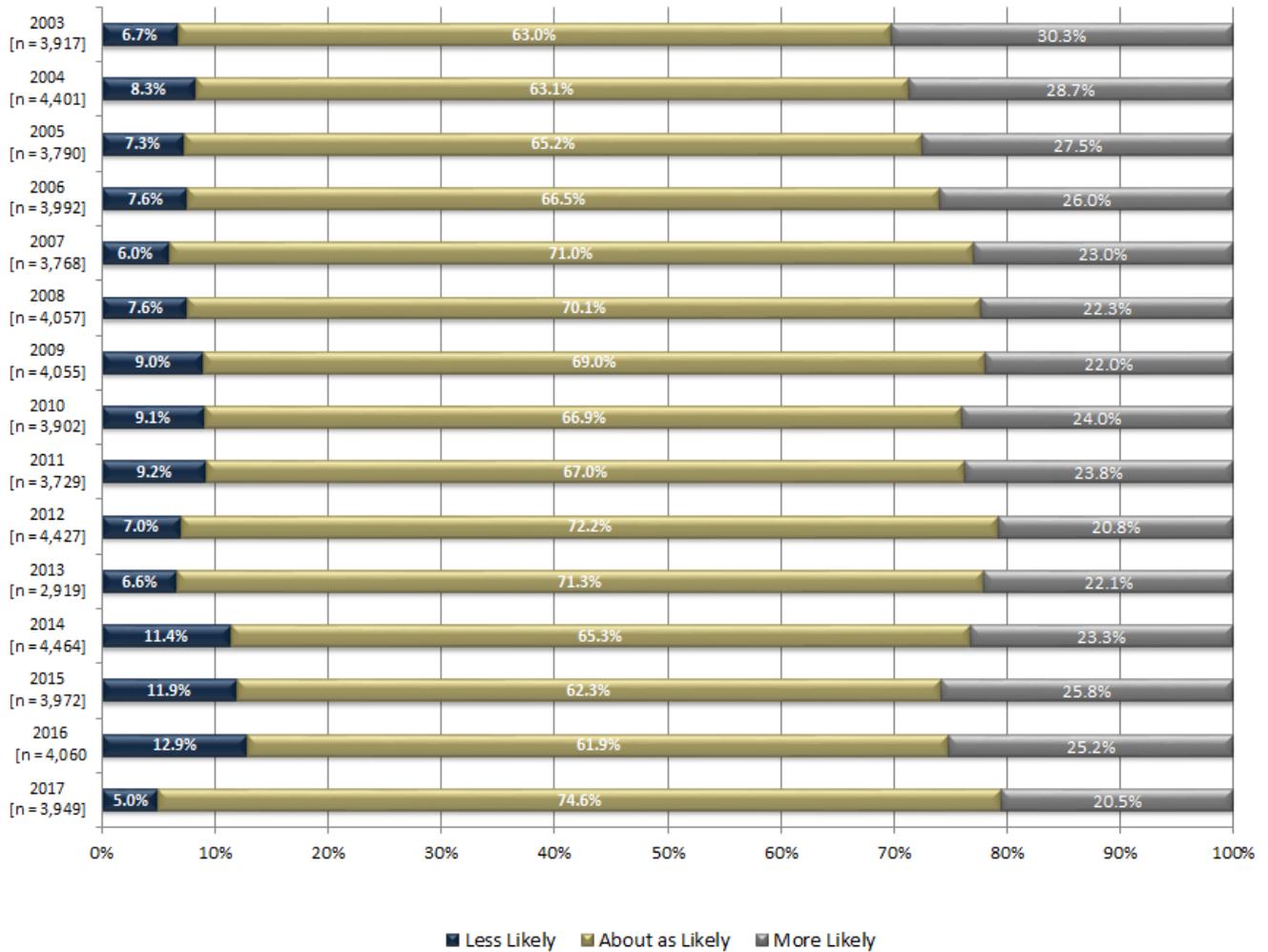
**TABLE 5.13: NUMBER OF TIMES DRIVING WITHIN 2 HOURS OF CONSUMING ALCOHOL IN THE PAST 60 DAYS - 2017**

		1	2	3	4	5 OR MORE	TOTAL	AVERAGE
ALL RESPONDENTS		32.6%	36.0%	14.5%	7.3%	9.6%	586	2.253
SURVEY	SURVEY 1	31.1%	37.7%	11.9%	6.6%	12.6%	151	2.318
	SURVEY 2	34.4%	36.8%	12.9%	6.1%	9.8%	163	2.202
	SURVEY 3	38.2%	32.8%	16.0%	7.6%	5.3%	131	2.092
	SURVEY 4	27.0%	36.2%	17.7%	9.2%	9.9%	141	2.390
OSP DISTRICT	DISTRICT 1	20.5%	43.2%	20.5%	4.5%	11.4%	44	2.432
	DISTRICT 2	34.0%	34.0%	16.0%	6.0%	10.0%	50	2.240
	DISTRICT 3	37.7%	29.2%	10.4%	12.3%	10.4%	106	2.283
	DISTRICT 4	35.4%	33.8%	13.8%	6.2%	10.8%	65	2.231
	DISTRICT 5	29.4%	42.6%	10.3%	4.4%	13.2%	68	2.294
	DISTRICT 6	34.5%	33.3%	16.7%	4.8%	10.7%	84	2.238
	DISTRICT 7	41.9%	32.6%	9.3%	9.3%	7.0%	43	2.070
	DISTRICT 8	29.5%	43.2%	14.8%	6.8%	5.7%	88	2.159
	DISTRICT 9	24.3%	35.1%	24.3%	10.8%	5.4%	37	2.378
AGE	25 AND YOUNGER	38.1%	32.4%	16.2%	8.6%	4.8%	105	2.095
	26 - 35 YEARS OLD	32.4%	37.3%	12.7%	4.9%	12.7%	142	2.282
	36 - 45 YEARS OLD	29.6%	39.2%	19.2%	5.6%	6.4%	125	2.200
	46 - 55 YEARS OLD	40.9%	30.7%	9.1%	8.0%	11.4%	88	2.182
	56 - 65 YEARS OLD	21.9%	40.0%	15.2%	10.5%	12.4%	105	2.514
	66 AND OLDER	38.9%	33.3%	5.6%	11.1%	11.1%	18	2.222
SEX	MALE	25.2%	37.0%	16.4%	8.4%	13.0%	262	2.469
	FEMALE	38.9%	34.9%	12.8%	6.5%	6.9%	321	2.075
RACE	CAUCASIAN	32.9%	36.1%	13.5%	7.6%	9.8%	510	2.253
	AFRICAN AMERICAN	31.7%	36.6%	22.0%	4.9%	4.9%	41	2.146
	OTHER	28.6%	34.3%	20.0%	5.7%	11.4%	35	2.371
MARITAL STATUS	SINGLE	35.4%	33.3%	14.6%	7.3%	9.4%	192	2.219
	MARRIED	30.7%	36.1%	15.4%	7.8%	10.0%	319	2.304
	OTHER	33.3%	42.7%	10.7%	5.3%	8.0%	75	2.120
RESIDENTIAL LOCATION	URBAN	33.3%	38.6%	15.8%	7.9%	4.4%	114	2.114
	SUBURBAN	33.2%	34.1%	14.0%	7.7%	11.0%	364	2.291
	RURAL	29.6%	39.8%	14.8%	5.6%	10.2%	108	2.269
DRIVING AREA	URBAN	28.6%	38.3%	14.9%	7.8%	10.4%	154	2.331
	SUBURBAN	34.1%	35.8%	14.7%	7.2%	8.1%	346	2.194
	RURAL	34.5%	31.0%	13.1%	7.1%	14.3%	84	2.357
VEHICLE TYPE	AUTOMOBILE	35.3%	33.5%	14.4%	6.6%	10.2%	334	2.228
	VAN/MINI VAN	16.7%	38.9%	27.8%	11.1%	5.6%	36	2.500
	PICKUP TRUCK	29.1%	40.0%	12.7%	10.9%	7.3%	55	2.273
	SUV	31.3%	38.8%	13.6%	6.8%	9.5%	147	2.245
	OTHER	35.7%	42.9%		7.1%	14.3%	14	2.214

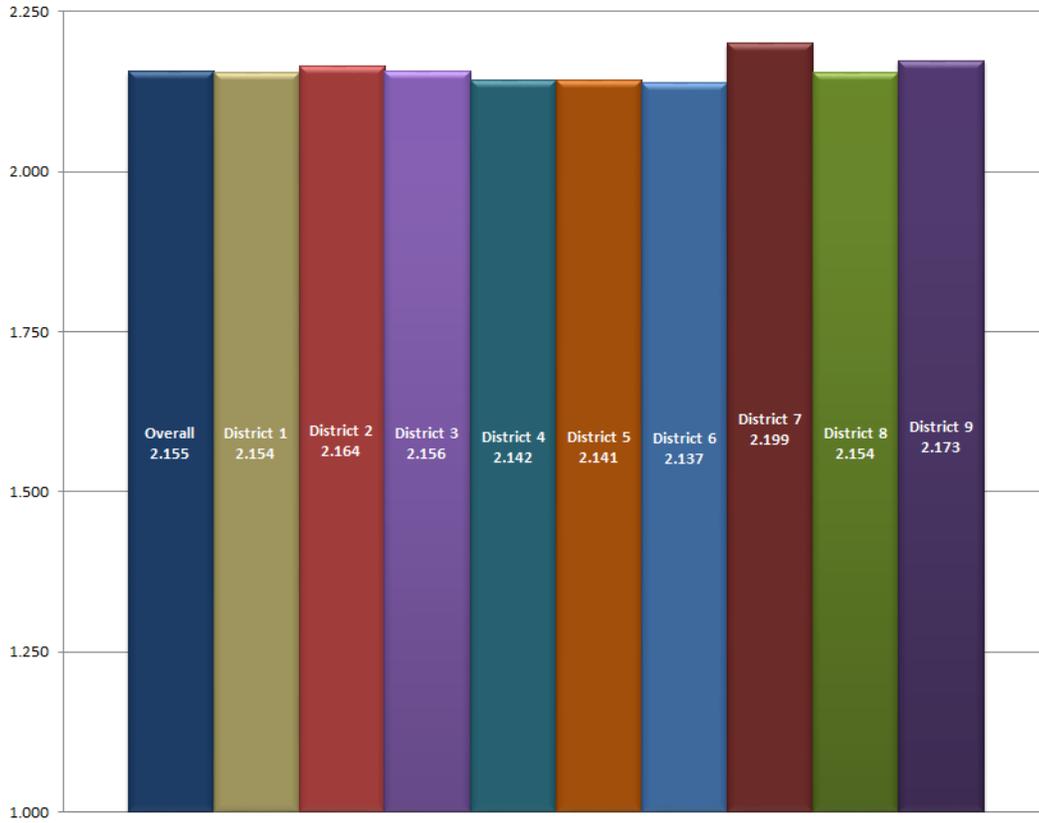
## CURRENT LAW ENFORCEMENT

In 2017, 74.6% 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 20.5% thought it is “more likely” that a driver would be stopped (Figure 22). Figure 22A shows that respondents in OSP District 7 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 - 2017**



**FIGURE 22A: LIKELIHOOD OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO – 2017 [MEAN SCORE]**



**TABLE 5.14: CHANCE OF BEING STOPPED BY LAW ENFORCEMENT FOR DRINKING AND DRIVING COMPARED TO 3 MONTHS AGO – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.129</b>	<b>2.162</b>	<b>2.172</b>	<b>2.160</b>	<b>3,949</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.063	2.167	2.175	2.210	319
	<b>DISTRICT 2</b>	2.151	2.200	2.194	2.127	299
	<b>DISTRICT 3</b>	2.144	2.158	2.181	2.149	750
	<b>DISTRICT 4</b>	2.147	2.170	2.122	2.131	459
	<b>DISTRICT 5</b>	2.058	2.168	2.130	2.212	418
	<b>DISTRICT 6</b>	2.117	2.147	2.168	2.120	524
	<b>DISTRICT 7</b>	2.151	2.204	2.272	2.167	322
	<b>DISTRICT 8</b>	2.096	2.145	2.164	2.207	521
	<b>DISTRICT 9</b>	2.237	2.146	2.167	2.139	335

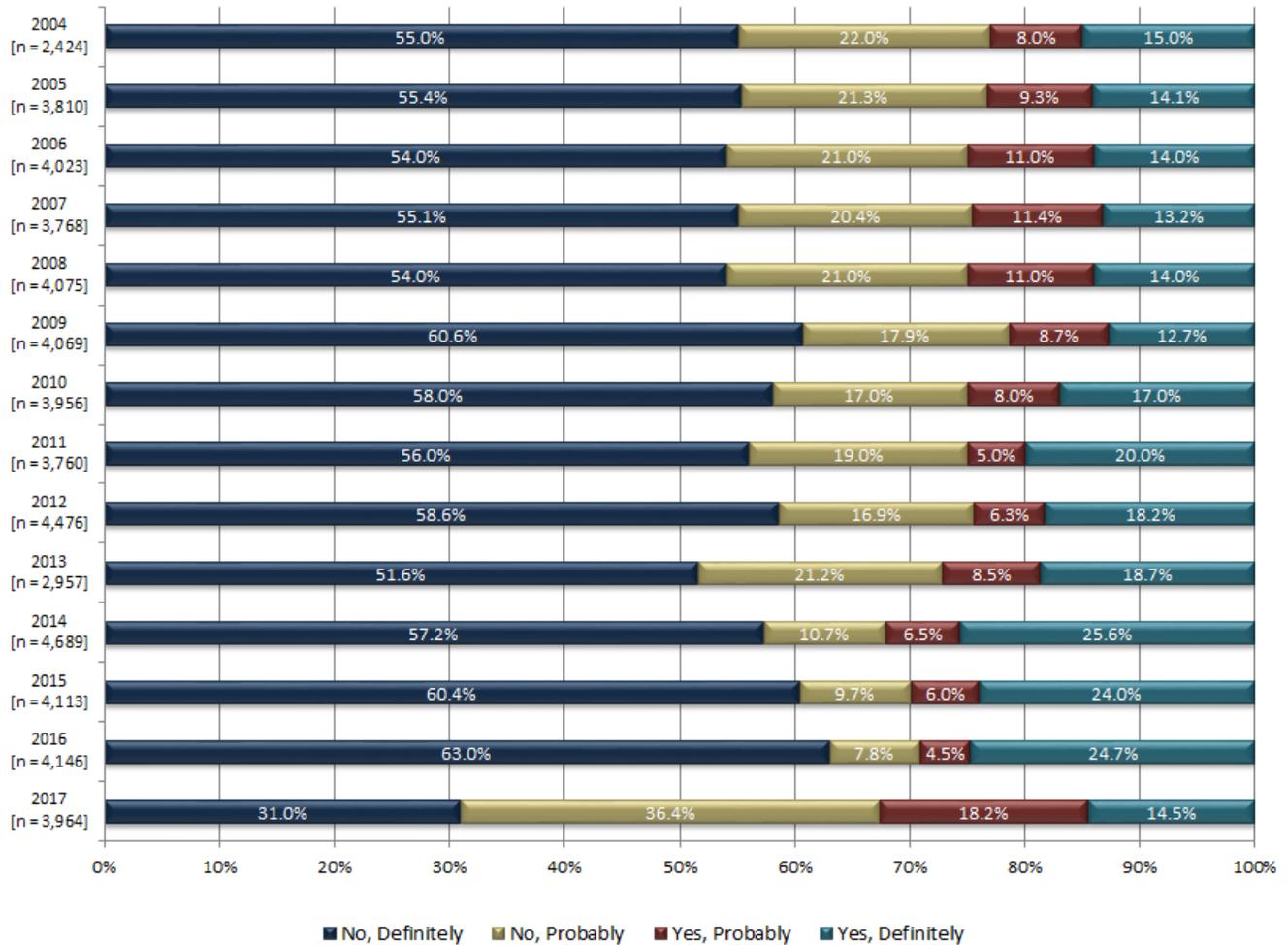
The mean score calculation is based on “More Likely” = 3 to “Less Likely” = 1; therefore, the greater the mean score, the more likely respondent is to find the chance of being stopped for drunk driving more likely than 3 months ago.

**TABLE 5.15: LIKELIHOOD OF A DRIVER BEING STOPPED FOR DRINKING AND DRIVING COMPARED TO THREE MONTHS AGO - 2017**

		LESS LIKELY	ABOUT AS LIKELY	MORE LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		5.0%	74.6%	20.5%	3,949	2.155
SURVEY	SURVEY 1	7.4%	72.2%	20.3%	994	2.129
	SURVEY 2	2.8%	78.2%	19.0%	1,027	2.162
	SURVEY 3	5.8%	71.2%	23.0%	874	2.172
	SURVEY 4	4.0%	76.0%	20.0%	1,054	2.160
OSP DISTRICT	DISTRICT 1	4.7%	75.2%	20.1%	319	2.154
	DISTRICT 2	5.7%	72.2%	22.1%	299	2.164
	DISTRICT 3	3.1%	78.3%	18.7%	750	2.156
	DISTRICT 4	5.9%	74.1%	20.0%	459	2.142
	DISTRICT 5	5.7%	74.4%	19.9%	418	2.141
	DISTRICT 6	4.4%	77.5%	18.1%	524	2.137
	DISTRICT 7	4.3%	71.4%	24.2%	322	2.199
	DISTRICT 8	6.3%	72.0%	21.7%	521	2.154
	DISTRICT 9	6.0%	70.7%	23.3%	335	2.173
AGE	25 AND YOUNGER	4.6%	63.9%	31.5%	499	2.269
	26 - 35 YEARS OLD	4.0%	76.2%	19.8%	870	2.157
	36 - 45 YEARS OLD	2.9%	79.6%	17.5%	681	2.145
	46 - 55 YEARS OLD	4.9%	75.9%	19.2%	759	2.144
	56 - 65 YEARS OLD	6.9%	73.7%	19.4%	1,012	2.125
	66 AND OLDER	8.5%	78.0%	13.6%	118	2.051
SEX	MALE	5.2%	73.3%	21.5%	1,230	2.163
	FEMALE	4.9%	75.2%	19.9%	2,711	2.150
RACE	CAUCASIAN	4.8%	76.2%	19.0%	3,491	2.142
	AFRICAN AMERICAN	6.3%	61.8%	31.9%	254	2.256
	OTHER	6.0%	61.8%	32.2%	199	2.261
MARITAL STATUS	SINGLE	4.3%	73.1%	22.6%	1,165	2.183
	MARRIED	4.8%	76.6%	18.6%	2,170	2.137
	OTHER	6.5%	70.2%	23.2%	611	2.167
RESIDENTIAL LOCATION	URBAN	4.8%	70.6%	24.6%	625	2.198
	SUBURBAN	4.1%	76.6%	19.3%	2,238	2.151
	RURAL	6.8%	72.6%	20.6%	1,086	2.138
DRIVING AREA	URBAN	5.6%	70.1%	24.3%	889	2.187
	SUBURBAN	3.9%	77.8%	18.3%	2,178	2.144
	RURAL	6.9%	71.0%	22.1%	872	2.153
VEHICLE TYPE	AUTOMOBILE	4.6%	73.6%	21.8%	2,230	2.172
	VAN/MINIVAN	4.5%	80.6%	14.9%	309	2.104
	PICKUP TRUCK	6.8%	64.5%	28.7%	293	2.218
	SUV	5.1%	78.7%	16.2%	1,039	2.111
	OTHER	9.2%	57.9%	32.9%	76	2.237

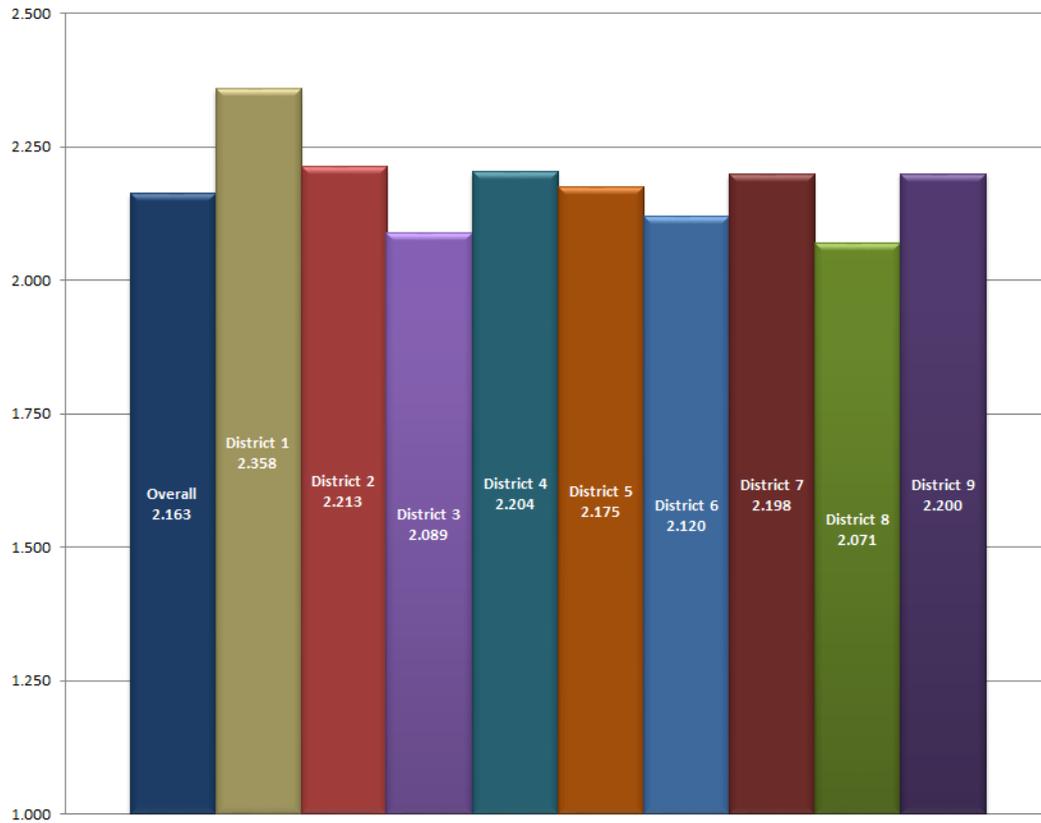
While 31.0% of respondents said they had definitely *not* seen or heard of special efforts by police to ticket drunk drivers in their community, 32.7% “definitely” or “probably” had witnessed such efforts (Figure 23). Respondents in OSP District 1 were more likely than other districts to claim they have 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 – 2017**



<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 – 2017 [MEAN SCORE]**



**TABLE 5.16: WITNESSED SPECIAL EFFORTS TO TICKET DRUNK DRIVERS IN THE PAST 30 DAYS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.029</b>	<b>2.092</b>	<b>2.224</b>	<b>2.308</b>	<b>3,964</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.122	2.385	2.380	2.549	321
	<b>DISTRICT 2</b>	1.946	2.018	2.411	2.481	300
	<b>DISTRICT 3</b>	1.938	1.997	2.200	2.315	751
	<b>DISTRICT 4</b>	2.026	2.330	2.165	2.303	460
	<b>DISTRICT 5</b>	1.952	2.235	2.222	2.290	423
	<b>DISTRICT 6</b>	2.109	2.027	2.191	2.174	526
	<b>DISTRICT 7</b>	2.105	2.127	2.247	2.281	323
	<b>DISTRICT 8</b>	1.912	1.962	2.118	2.281	523
	<b>DISTRICT 9</b>	2.269	2.000	2.176	2.242	335

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 - 2017**

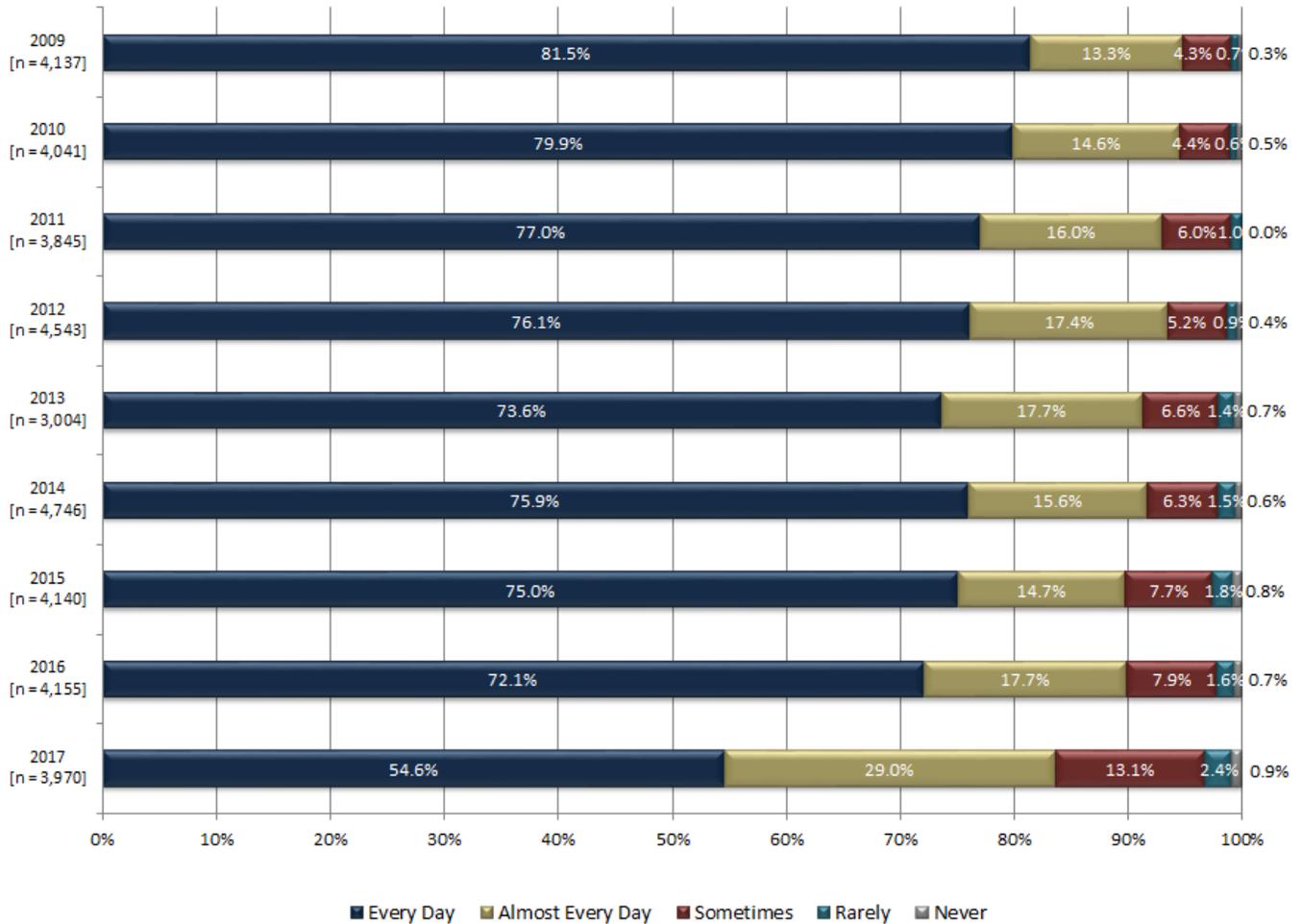
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		31.0%	36.4%	18.2%	14.5%	3,964	2.163
SURVEY	SURVEY 1	37.6%	34.7%	14.9%	12.8%	1,000	2.029
	SURVEY 2	30.8%	39.8%	18.8%	10.6%	1,030	2.092
	SURVEY 3	29.5%	35.5%	18.0%	16.9%	881	2.224
	SURVEY 4	26.0%	35.2%	20.7%	18.0%	1,053	2.308
OSP DISTRICT	DISTRICT 1	24.0%	36.8%	18.7%	20.6%	321	2.358
	DISTRICT 2	32.7%	32.0%	16.7%	18.7%	300	2.213
	DISTRICT 3	29.7%	42.3%	17.3%	10.7%	751	2.089
	DISTRICT 4	30.7%	32.0%	23.7%	13.7%	460	2.204
	DISTRICT 5	31.9%	34.3%	18.2%	15.6%	423	2.175
	DISTRICT 6	28.3%	40.9%	21.3%	9.5%	526	2.120
	DISTRICT 7	33.7%	31.9%	15.2%	19.2%	323	2.198
	DISTRICT 8	35.0%	36.1%	15.7%	13.2%	523	2.071
	DISTRICT 9	33.1%	32.8%	14.9%	19.1%	335	2.200
AGE	25 AND YOUNGER	18.6%	35.8%	26.8%	18.8%	500	2.458
	26 - 35 YEARS OLD	22.5%	40.8%	22.2%	14.6%	871	2.288
	36 - 45 YEARS OLD	30.2%	35.9%	19.1%	14.8%	682	2.185
	46 - 55 YEARS OLD	37.0%	34.1%	15.7%	13.1%	762	2.050
	56 - 65 YEARS OLD	39.0%	34.6%	12.7%	13.6%	1,020	2.010
	66 AND OLDER	41.2%	37.0%	10.1%	11.8%	119	1.924
SEX	MALE	29.8%	34.5%	17.4%	18.2%	1,233	2.242
	FEMALE	31.5%	37.2%	18.5%	12.9%	2,723	2.127
RACE	CAUCASIAN	31.1%	37.3%	17.6%	14.0%	3,507	2.146
	AFRICAN AMERICAN	31.0%	27.8%	24.2%	17.1%	252	2.274
	OTHER	28.6%	30.7%	20.6%	20.1%	199	2.322
MARITAL STATUS	SINGLE	25.4%	38.6%	21.8%	14.2%	1,167	2.248
	MARRIED	32.6%	35.1%	17.4%	14.8%	2,178	2.145
	OTHER	35.6%	36.7%	14.0%	13.8%	616	2.060
RESIDENTIAL LOCATION	URBAN	24.0%	32.6%	22.4%	21.1%	626	2.406
	SUBURBAN	30.4%	38.3%	18.8%	12.5%	2,245	2.133
	RURAL	36.0%	34.5%	14.5%	15.0%	1,093	2.084
DRIVING AREA	URBAN	27.5%	32.1%	20.0%	20.3%	890	2.331
	SUBURBAN	30.1%	38.7%	19.5%	11.7%	2,185	2.128
	RURAL	36.5%	34.8%	12.9%	15.8%	879	2.080
VEHICLE TYPE	AUTOMOBILE	30.0%	37.3%	17.8%	14.9%	2,235	2.177
	VAN/MINI VAN	36.7%	29.4%	22.0%	11.8%	313	2.089
	PICKUP TRUCK	36.2%	34.1%	15.0%	14.7%	293	2.082
	SUV	30.4%	37.5%	18.2%	13.9%	1,044	2.156
	OTHER	22.1%	31.2%	24.7%	22.1%	77	2.468

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

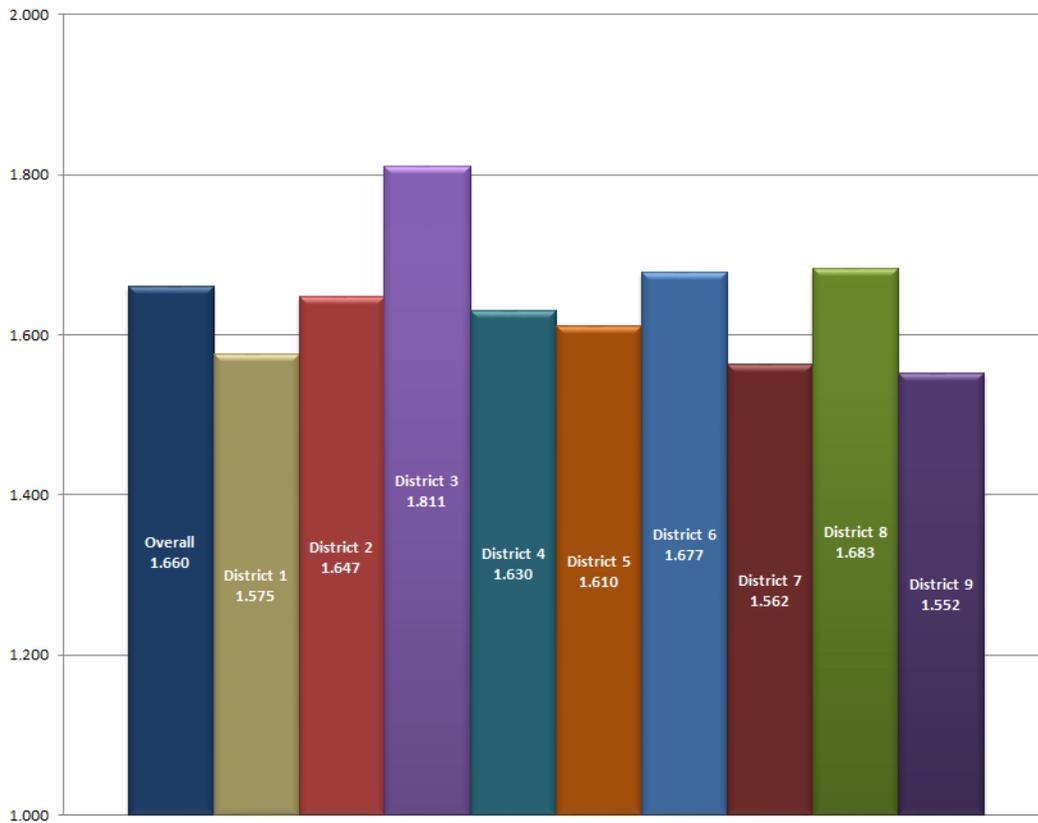
### GENERAL CELL PHONE USE WHILE DRIVING

As shown in Figure 24, the majority of those surveyed said they see other drivers talking on a cell phone every day (54.6%) or almost every day (29.0%). Drivers in OSP Districts 3, 6, and 8 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 – 2017**



**FIGURE 24A: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE – 2017 [MEAN SCORE]**



**TABLE 6.1: FREQUENCY OF SEEING OTHER DRIVERS TALK ON A CELL PHONE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.638</b>	<b>1.853</b>	<b>1.499</b>	<b>1.626</b>	<b>3,970</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.415	1.795	1.500	1.598	322
	<b>DISTRICT 2</b>	1.731	1.836	1.452	1.595	300
	<b>DISTRICT 3</b>	1.856	1.885	1.610	1.762	751
	<b>DISTRICT 4</b>	1.576	1.755	1.534	1.664	462
	<b>DISTRICT 5</b>	1.548	1.843	1.487	1.580	423
	<b>DISTRICT 6</b>	1.656	1.867	1.513	1.624	526
	<b>DISTRICT 7</b>	1.581	1.800	1.521	1.438	324
	<b>DISTRICT 8</b>	1.618	1.832	1.455	1.781	523
	<b>DISTRICT 9</b>	1.602	2.083	1.365	1.418	337

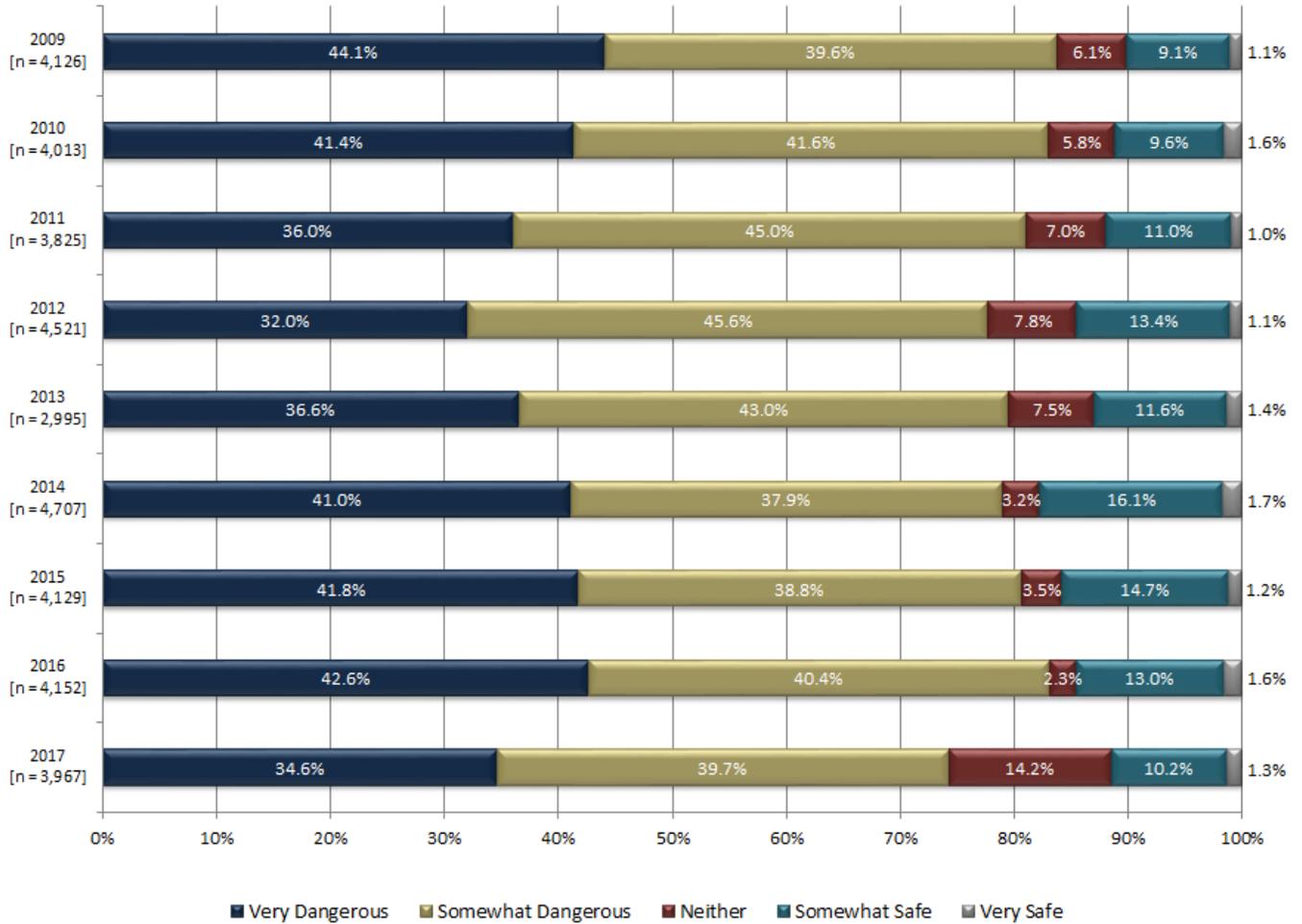
The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers talk on a cell phone without a hands-free device.

**TABLE 6.2: FREQUENCY OF SEEING OTHERS TALK ON A CELL PHONE WHILE DRIVING - 2017**

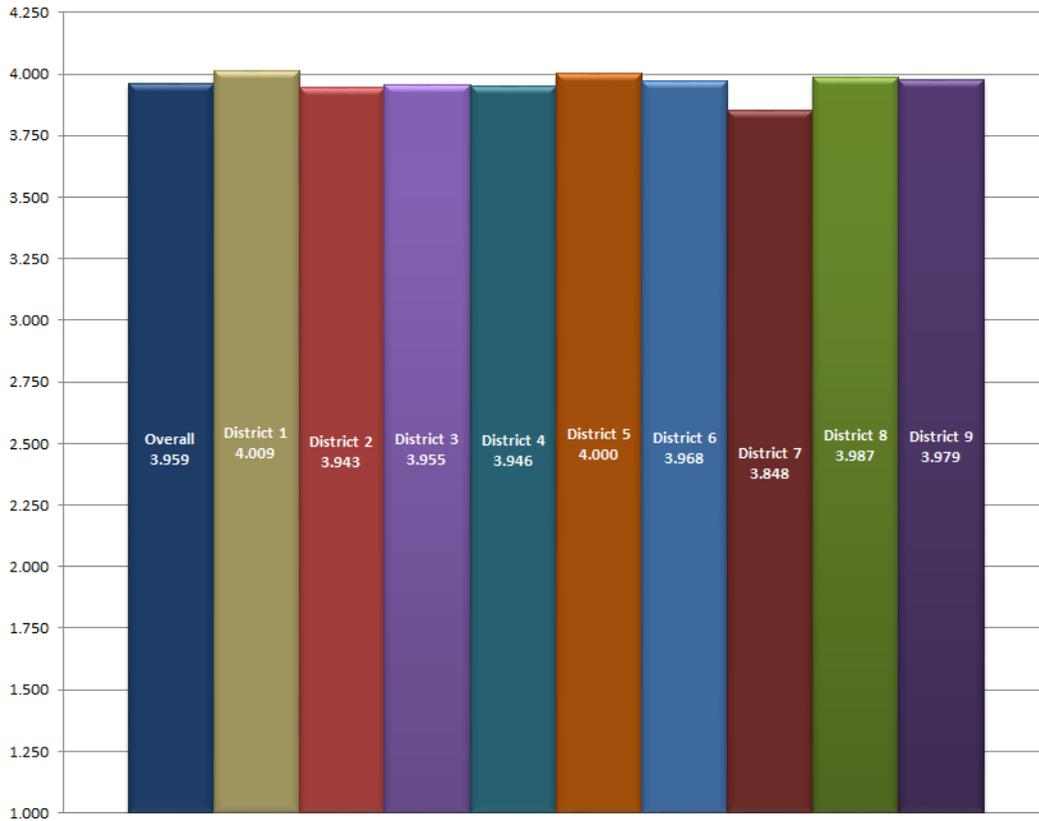
		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		54.6%	29.0%	13.1%	2.4%	0.9%	3,970	1.660
SURVEY	SURVEY 1	56.1%	27.9%	12.7%	2.7%	0.6%	1,000	1.638
	SURVEY 2	43.3%	34.8%	16.9%	3.4%	1.7%	1,030	1.853
	SURVEY 3	64.1%	23.5%	11.0%	1.0%	0.3%	884	1.499
	SURVEY 4	56.2%	29.2%	11.5%	2.4%	0.9%	1,056	1.626
OSP DISTRICT	DISTRICT 1	60.6%	26.1%	9.9%	2.2%	1.2%	322	1.575
	DISTRICT 2	55.0%	30.3%	11.3%	1.7%	1.7%	300	1.647
	DISTRICT 3	45.8%	32.9%	16.8%	3.5%	1.1%	751	1.811
	DISTRICT 4	53.5%	32.9%	11.3%	1.9%	0.4%	462	1.630
	DISTRICT 5	57.0%	29.1%	10.9%	2.1%	0.9%	423	1.610
	DISTRICT 6	53.8%	29.1%	13.5%	2.9%	0.8%	526	1.677
	DISTRICT 7	59.6%	27.8%	10.5%	1.2%	0.9%	324	1.562
	DISTRICT 8	54.7%	26.2%	15.9%	2.7%	0.6%	523	1.683
	DISTRICT 9	62.9%	22.3%	12.2%	2.1%	0.6%	337	1.552
AGE	25 AND YOUNGER	46.9%	32.1%	17.8%	2.2%	1.0%	501	1.782
	26 - 35 YEARS OLD	48.9%	32.7%	14.5%	2.5%	1.4%	871	1.747
	36 - 45 YEARS OLD	56.8%	27.7%	13.0%	1.8%	0.7%	683	1.619
	46 - 55 YEARS OLD	59.7%	26.3%	10.7%	2.2%	1.0%	764	1.586
	56 - 65 YEARS OLD	57.5%	27.8%	11.4%	2.7%	0.5%	1,022	1.609
	66 AND OLDER	60.5%	23.5%	11.8%	4.2%		119	1.597
SEX	MALE	54.6%	27.8%	14.3%	2.2%	1.2%	1,235	1.677
	FEMALE	54.6%	29.6%	12.6%	2.5%	0.7%	2,727	1.651
RACE	CAUCASIAN	55.4%	29.0%	12.6%	2.2%	0.8%	3,511	1.641
	AFRICAN AMERICAN	46.6%	28.9%	17.0%	5.5%	2.0%	253	1.874
	OTHER	50.5%	29.5%	16.5%	3.0%	0.5%	200	1.735
MARITAL STATUS	SINGLE	46.4%	32.7%	17.1%	2.5%	1.3%	1,169	1.795
	MARRIED	58.6%	27.8%	10.9%	2.2%	0.6%	2,183	1.583
	OTHER	55.4%	26.8%	13.3%	3.3%	1.1%	615	1.678
RESIDENTIAL LOCATION	URBAN	54.2%	25.8%	14.4%	4.1%	1.4%	627	1.727
	SUBURBAN	54.3%	29.4%	13.4%	2.1%	0.8%	2,247	1.658
	RURAL	55.4%	30.1%	11.8%	2.1%	0.6%	1,096	1.625
DRIVING AREA	URBAN	59.3%	23.9%	12.4%	3.3%	1.1%	892	1.630
	SUBURBAN	52.8%	30.9%	13.2%	2.3%	0.9%	2,187	1.675
	RURAL	54.3%	29.7%	13.5%	1.9%	0.6%	881	1.648
VEHICLE TYPE	AUTOMOBILE	51.6%	30.5%	14.4%	2.5%	0.9%	2,239	1.706
	VAN/MINI VAN	61.0%	24.9%	11.8%	1.9%	0.3%	313	1.556
	PICKUP TRUCK	60.9%	27.6%	8.5%	2.4%	0.7%	294	1.544
	SUV	57.9%	28.0%	11.0%	2.3%	0.8%	1,045	1.600
	OTHER	46.8%	20.8%	24.7%	2.6%	5.2%	77	1.987

The majority of those surveyed (74.3%) claim that driving while talking on a cell phone without a hands-free device is somewhat (39.7%) or very (34.6%) dangerous (Figure 25). Those surveyed in OSP Districts 1, 5, 8, and 9 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 – 2017**



**FIGURE 25A: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2017 [MEAN SCORE]**



**TABLE 6.3: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.946</b>	<b>3.950</b>	<b>3.972</b>	<b>3.970</b>	<b>3,967</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.988	3.792	4.125	4.122	321
	<b>DISTRICT 2</b>	3.882	3.855	4.082	3.949	300
	<b>DISTRICT 3</b>	4.019	3.970	3.771	3.978	750
	<b>DISTRICT 4</b>	3.991	3.858	4.034	3.893	461
	<b>DISTRICT 5</b>	4.048	3.971	3.983	4.000	423
	<b>DISTRICT 6</b>	3.899	4.047	3.870	4.030	526
	<b>DISTRICT 7</b>	3.733	3.927	3.826	3.933	323
	<b>DISTRICT 8</b>	3.912	4.015	4.109	3.877	523
	<b>DISTRICT 9</b>	3.989	3.896	4.000	3.992	337

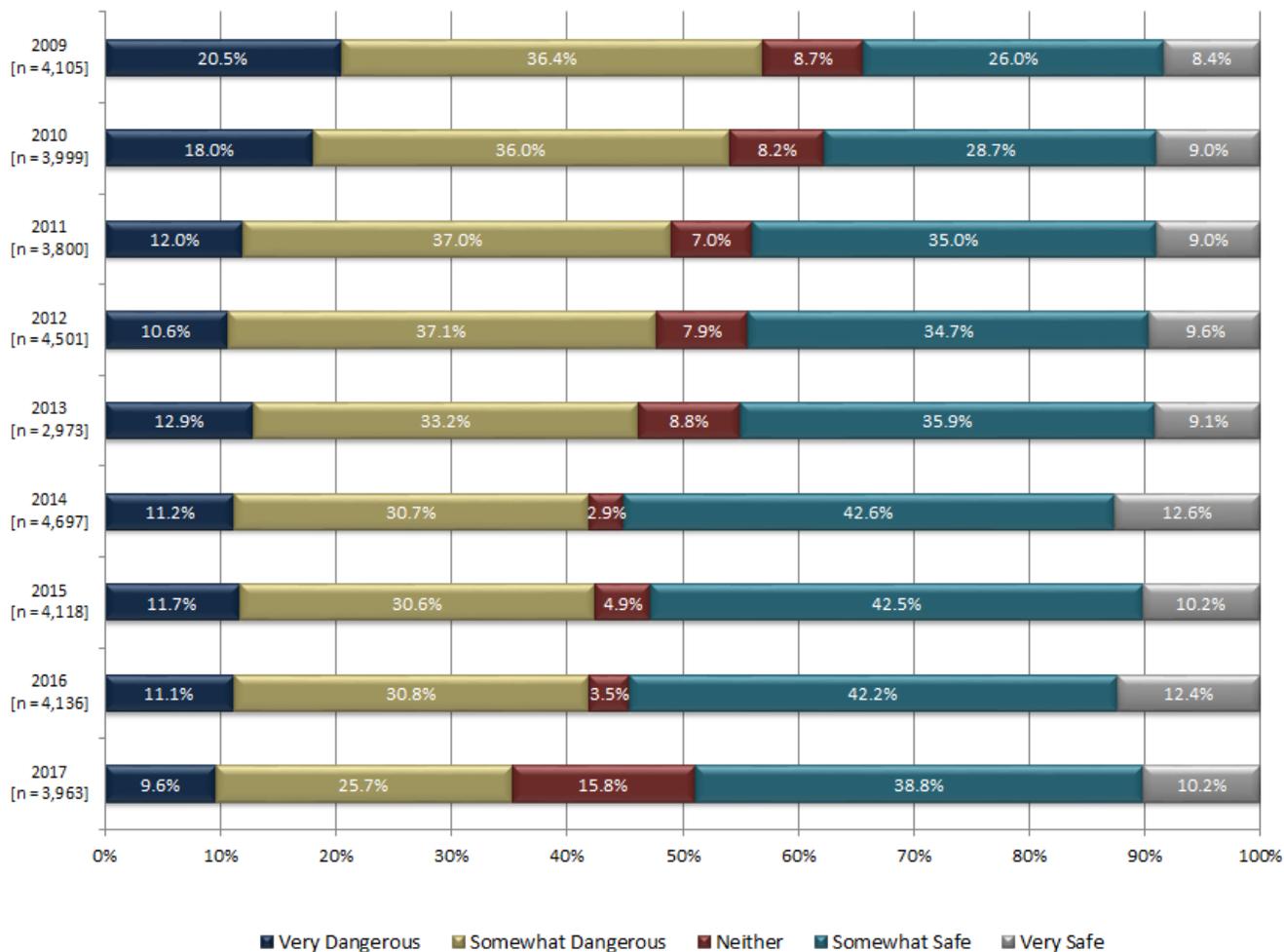
The mean score calculation is based on “Very Dangerous” = 5 to “Very Safe” = 1; therefore, the greater the mean score, the more likely respondent is to feel that talking on a cell phone without a hands-free device while driving is dangerous.

**TABLE 6.4: TALKING ON A CELL PHONE WITHOUT A HANDS-FREE DEVICE – SAFE OR DANGEROUS - 2017**

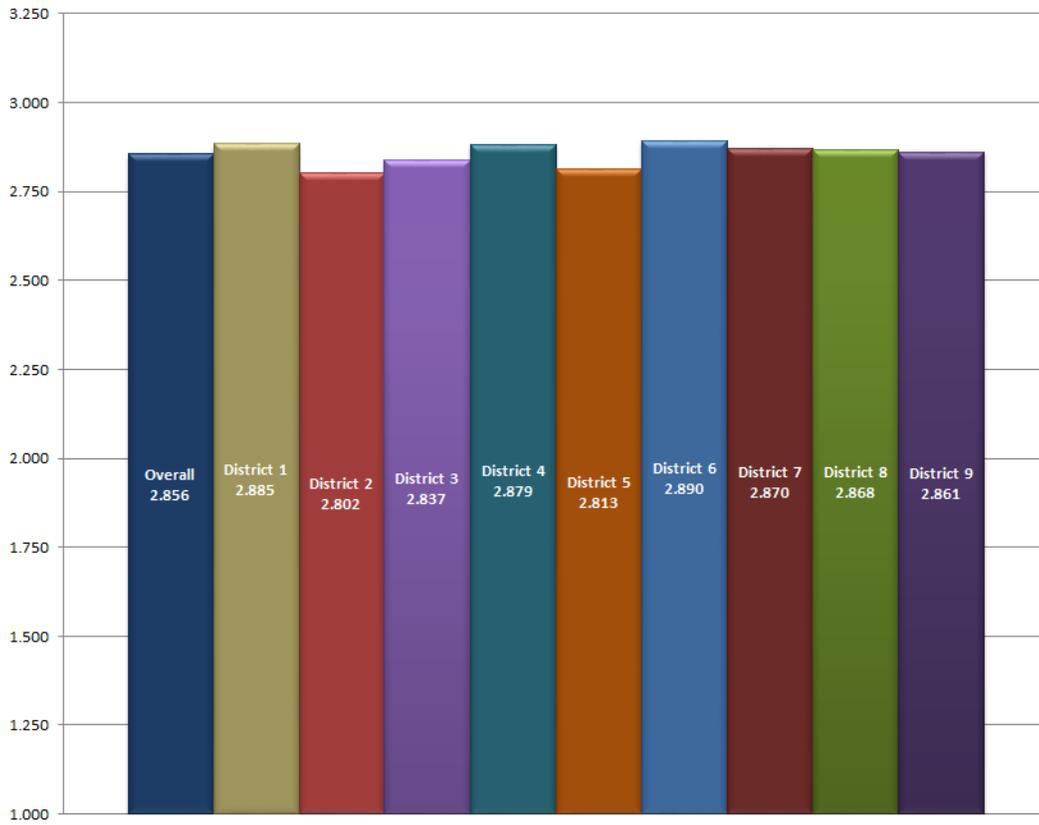
		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		1.3%	10.2%	14.2%	39.7%	34.6%	3,967	3.959
SURVEY	SURVEY 1	1.3%	11.3%	12.9%	40.6%	34.0%	1,001	3.946
	SURVEY 2	1.2%	8.9%	16.9%	39.8%	33.2%	1,027	3.950
	SURVEY 3	2.3%	10.2%	12.2%	38.7%	36.6%	882	3.972
	SURVEY 4	0.8%	10.6%	14.3%	39.6%	34.7%	1,057	3.970
OSP DISTRICT	DISTRICT 1	0.9%	11.2%	12.1%	37.4%	38.3%	321	4.009
	DISTRICT 2	1.7%	12.0%	11.7%	39.7%	35.0%	300	3.943
	DISTRICT 3	1.1%	7.6%	18.0%	41.5%	31.9%	750	3.955
	DISTRICT 4	1.1%	10.2%	16.3%	38.0%	34.5%	461	3.946
	DISTRICT 5	0.9%	9.5%	14.4%	39.0%	36.2%	423	4.000
	DISTRICT 6	1.1%	9.1%	12.7%	45.8%	31.2%	526	3.968
	DISTRICT 7	1.9%	15.2%	13.3%	35.6%	34.1%	323	3.848
	DISTRICT 8	1.1%	10.9%	15.1%	35.6%	37.3%	523	3.969
	DISTRICT 9	3.0%	10.7%	8.3%	41.5%	36.5%	337	3.979
AGE	25 AND YOUNGER	0.4%	10.8%	14.2%	45.6%	29.0%	500	3.920
	26 - 35 YEARS OLD	2.1%	12.2%	20.0%	41.7%	24.1%	872	3.736
	36 - 45 YEARS OLD	1.6%	10.1%	16.9%	42.8%	28.6%	682	3.867
	46 - 55 YEARS OLD	1.7%	8.7%	13.1%	37.9%	38.7%	763	4.031
	56 - 65 YEARS OLD	0.8%	9.3%	8.9%	35.5%	45.5%	1,021	4.157
	66 AND OLDER	0.8%	10.1%	6.7%	32.8%	49.6%	119	4.202
SEX	MALE	2.4%	9.6%	13.8%	39.1%	35.1%	1,234	3.949
	FEMALE	0.8%	10.5%	14.3%	40.0%	34.3%	2,726	3.964
RACE	CAUCASIAN	1.4%	10.4%	14.4%	40.1%	33.7%	3,509	3.943
	AFRICAN AMERICAN		9.9%	13.8%	34.0%	42.3%	253	4.087
	OTHER	1.5%	8.5%	11.1%	39.7%	39.2%	199	4.065
MARITAL STATUS	SINGLE	1.6%	9.9%	14.7%	41.0%	32.6%	1,167	3.931
	MARRIED	1.2%	10.7%	14.8%	39.5%	33.8%	2,181	3.939
	OTHER	1.1%	9.1%	11.0%	37.8%	40.9%	616	4.083
RESIDENTIAL LOCATION	URBAN	2.1%	7.9%	13.8%	35.0%	41.2%	629	4.052
	SUBURBAN	1.2%	9.2%	15.6%	42.0%	32.0%	2,243	3.945
	RURAL	1.3%	13.6%	11.4%	37.7%	36.0%	1,095	3.935
DRIVING AREA	URBAN	1.9%	8.3%	11.9%	38.3%	39.6%	893	4.055
	SUBURBAN	1.1%	9.8%	16.0%	41.3%	31.8%	2,184	3.928
	RURAL	1.3%	13.2%	12.0%	37.2%	36.4%	880	3.942
VEHICLE TYPE	AUTOMOBILE	1.5%	9.1%	14.0%	40.0%	35.4%	2,236	3.988
	VAN/MINIVAN	1.0%	14.6%	20.7%	36.0%	27.7%	314	3.748
	PICKUP TRUCK	1.0%	15.0%	13.7%	34.8%	35.5%	293	3.887
	SUV	1.2%	10.4%	12.9%	42.0%	33.4%	1,045	3.959
	OTHER	1.3%	5.2%	9.1%	35.1%	49.4%	77	4.260

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, close to half (49.0%) said they thought it was safe (Figure 26). In addition, those in OSP Districts 2 and 5 were less 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 - 2017**



**FIGURE 26A: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2017 [MEAN SCORE]**



**TABLE 6.5: TALKING ON A CELL PHONE WITH A HANDS-FREE DEVICE WHILE DRIVING IS SAFE OR DANGEROUS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.863</b>	<b>2.930</b>	<b>2.789</b>	<b>2.834</b>	<b>3,963</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.854	2.818	3.000	2.866	321
	<b>DISTRICT 2</b>	2.791	2.891	2.932	2.633	298
	<b>DISTRICT 3</b>	2.844	2.934	2.648	2.779	750
	<b>DISTRICT 4</b>	2.975	2.953	2.733	2.861	462
	<b>DISTRICT 5</b>	2.856	2.971	2.658	2.790	423
	<b>DISTRICT 6</b>	2.837	3.047	2.713	2.917	526
	<b>DISTRICT 7</b>	2.674	3.055	2.957	2.856	323
	<b>DISTRICT 8</b>	2.933	2.901	2.755	2.862	521
	<b>DISTRICT 9</b>	2.946	2.563	2.878	2.902	337

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 - 2017**

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		10.2%	38.8%	15.8%	25.7%	9.6%	3,963	2.856
SURVEY	SURVEY 1	11.0%	37.7%	14.7%	27.2%	9.4%	998	2.863
	SURVEY 2	7.2%	37.3%	19.0%	28.3%	8.2%	1,027	2.930
	SURVEY 3	12.7%	40.6%	12.0%	24.5%	10.2%	882	2.789
	SURVEY 4	10.1%	40.0%	16.8%	22.6%	10.5%	1,056	2.834
OSP DISTRICT	DISTRICT 1	7.8%	40.5%	17.1%	24.6%	10.0%	321	2.885
	DISTRICT 2	10.4%	41.6%	14.1%	25.2%	8.7%	298	2.802
	DISTRICT 3	10.8%	35.6%	20.7%	24.9%	8.0%	750	2.837
	DISTRICT 4	9.7%	37.4%	16.9%	27.1%	8.9%	462	2.879
	DISTRICT 5	13.9%	38.5%	9.9%	27.4%	10.2%	423	2.813
	DISTRICT 6	8.6%	37.8%	17.5%	28.3%	7.8%	526	2.890
	DISTRICT 7	8.7%	42.4%	12.4%	26.3%	10.2%	323	2.870
	DISTRICT 8	10.0%	39.9%	15.7%	22.1%	12.3%	521	2.868
	DISTRICT 9	11.0%	40.7%	11.3%	25.5%	11.6%	337	2.861
AGE	25 AND YOUNGER	13.0%	38.4%	15.8%	22.8%	10.0%	500	2.784
	26 - 35 YEARS OLD	11.8%	41.5%	17.6%	22.5%	6.6%	870	2.705
	36 - 45 YEARS OLD	10.6%	40.5%	17.9%	23.9%	7.2%	682	2.767
	46 - 55 YEARS OLD	10.4%	37.2%	15.5%	25.2%	11.7%	761	2.907
	56 - 65 YEARS OLD	7.4%	37.2%	13.7%	30.4%	11.3%	1,022	3.009
	66 AND OLDER	5.1%	35.6%	11.0%	33.9%	14.4%	118	3.169
SEX	MALE	13.2%	34.3%	16.8%	24.9%	10.8%	1,231	2.859
	FEMALE	8.8%	40.9%	15.2%	26.0%	9.0%	2,724	2.856
RACE	CAUCASIAN	10.0%	39.2%	15.9%	25.8%	9.2%	3,506	2.848
	AFRICAN AMERICAN	11.1%	40.5%	15.1%	22.6%	10.7%	252	2.813
	OTHER	11.6%	31.2%	13.6%	28.6%	15.1%	199	3.045
MARITAL STATUS	SINGLE	10.7%	37.6%	16.8%	24.8%	10.1%	1,163	2.859
	MARRIED	10.2%	40.3%	15.4%	25.5%	8.6%	2,182	2.819
	OTHER	8.8%	36.1%	15.3%	27.8%	12.0%	615	2.982
RESIDENTIAL LOCATION	URBAN	9.6%	35.6%	15.0%	25.6%	14.2%	626	2.992
	SUBURBAN	10.3%	38.7%	17.5%	25.7%	7.8%	2,243	2.819
	RURAL	10.1%	41.0%	12.6%	25.6%	10.6%	1,094	2.855
DRIVING AREA	URBAN	10.5%	36.5%	13.1%	26.9%	12.9%	891	2.952
	SUBURBAN	10.2%	38.7%	18.1%	25.5%	7.5%	2,183	2.814
	RURAL	9.8%	41.5%	12.6%	24.9%	11.1%	879	2.861
VEHICLE TYPE	AUTOMOBILE	10.2%	36.8%	17.0%	26.5%	9.5%	2,233	2.884
	VAN/MINIVAN	10.9%	39.6%	14.1%	23.6%	11.8%	313	2.859
	PICKUP TRUCK	10.2%	39.5%	15.3%	22.4%	12.6%	294	2.878
	SUV	9.8%	43.7%	13.6%	25.2%	7.8%	1,044	2.775
	OTHER	13.0%	26.0%	16.9%	28.6%	15.6%	77	3.078

Less than half (46.2%) of 2017 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 36 to 45 years of age, males, and those who primarily drive a van or minivan.

**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 - 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		13.3%	32.9%	21.6%	32.3%	3,965	2.728
SURVEY	SURVEY 1	14.3%	29.0%	19.4%	37.3%	998	2.797
	SURVEY 2	12.0%	34.6%	26.2%	27.2%	1,029	2.687
	SURVEY 3	14.6%	31.6%	20.7%	33.0%	882	2.721
	SURVEY 4	12.5%	35.9%	19.8%	31.8%	1,056	2.709
OSP DISTRICT	DISTRICT 1	11.2%	32.9%	21.4%	34.5%	322	2.792
	DISTRICT 2	15.7%	31.4%	19.4%	33.4%	299	2.706
	DISTRICT 3	13.3%	33.7%	25.2%	27.7%	750	2.673
	DISTRICT 4	12.6%	32.8%	20.2%	34.5%	461	2.766
	DISTRICT 5	13.7%	29.1%	20.1%	37.0%	422	2.803
	DISTRICT 6	11.8%	38.1%	22.5%	27.6%	525	2.659
	DISTRICT 7	12.0%	31.8%	20.1%	36.1%	324	2.802
	DISTRICT 8	16.4%	31.0%	23.1%	29.4%	523	2.656
	DISTRICT 9	12.2%	32.3%	17.2%	38.3%	337	2.816
AGE	25 AND YOUNGER	16.8%	36.2%	26.2%	20.8%	500	2.510
	26 - 35 YEARS OLD	17.1%	43.2%	22.6%	17.1%	871	2.397
	36 - 45 YEARS OLD	17.6%	38.0%	21.0%	23.5%	682	2.503
	46 - 55 YEARS OLD	10.9%	28.8%	22.3%	38.1%	764	2.876
	56 - 65 YEARS OLD	7.7%	24.0%	18.3%	49.9%	1,020	3.104
	66 AND OLDER	5.9%	16.9%	21.2%	55.9%	118	3.271
SEX	MALE	17.1%	30.5%	20.7%	31.7%	1,232	2.669
	FEMALE	11.6%	34.0%	21.9%	32.5%	2,725	2.754
RACE	CAUCASIAN	13.2%	33.1%	21.9%	31.7%	3,508	2.722
	AFRICAN AMERICAN	15.4%	29.9%	17.7%	37.0%	254	2.764
	OTHER	12.6%	32.3%	19.7%	35.4%	198	2.778
MARITAL STATUS	SINGLE	14.6%	37.2%	22.2%	26.0%	1,169	2.595
	MARRIED	13.4%	32.3%	21.2%	33.1%	2,178	2.740
	OTHER	10.4%	26.7%	22.1%	40.8%	615	2.933
RESIDENTIAL LOCATION	URBAN	15.5%	28.5%	20.5%	35.5%	625	2.760
	SUBURBAN	13.2%	34.9%	22.4%	29.5%	2,245	2.682
	RURAL	12.2%	31.1%	20.5%	36.1%	1,095	2.805
DRIVING AREA	URBAN	12.9%	29.7%	20.8%	36.6%	891	2.810
	SUBURBAN	13.9%	35.6%	21.9%	28.6%	2,184	2.652
	RURAL	12.2%	29.2%	21.5%	37.2%	880	2.836
VEHICLE TYPE	AUTOMOBILE	12.6%	31.7%	23.2%	32.5%	2,237	2.755
	VAN/MINIVAN	15.3%	37.4%	18.5%	28.8%	313	2.607
	PICKUP TRUCK	13.7%	31.1%	14.0%	41.3%	293	2.829
	SUV	13.7%	35.6%	20.8%	29.9%	1,044	2.669
	OTHER	17.1%	18.4%	25.0%	39.5%	76	2.868

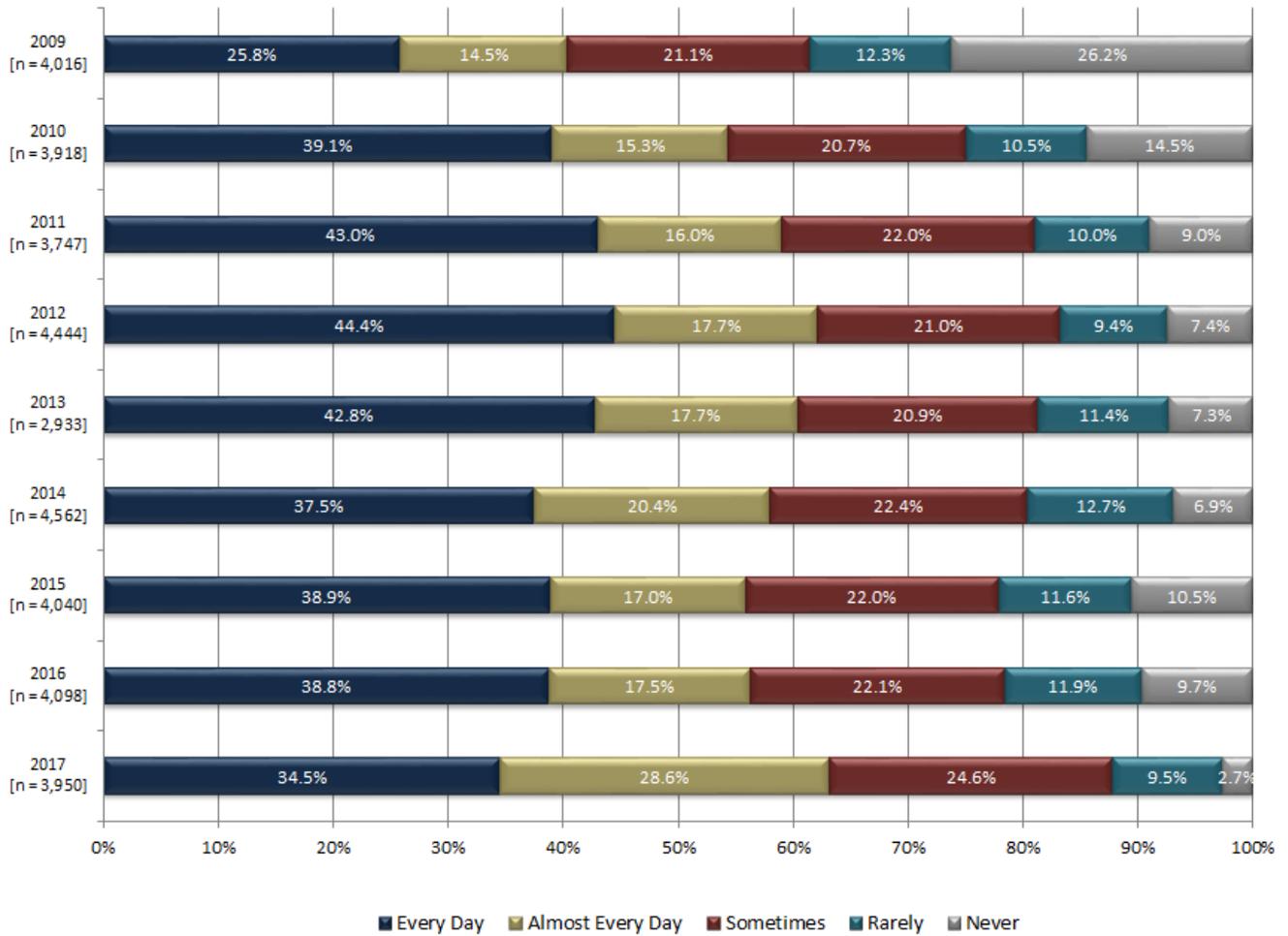
More than one-third (38.7%) of survey participants think they can safely adapt their driving while using a cell phone to make a call (Table 6.8). Participants 45 years of age and younger, males, and single respondents were more likely to feel they can safely adapt their driving to use a cell phone to make a call.

**TABLE 6.8: RESPONDENT CAN SAFELY ADAPT THEIR DRIVING WHILE USING A CELL PHONE TO MAKE A CALL - 2017**

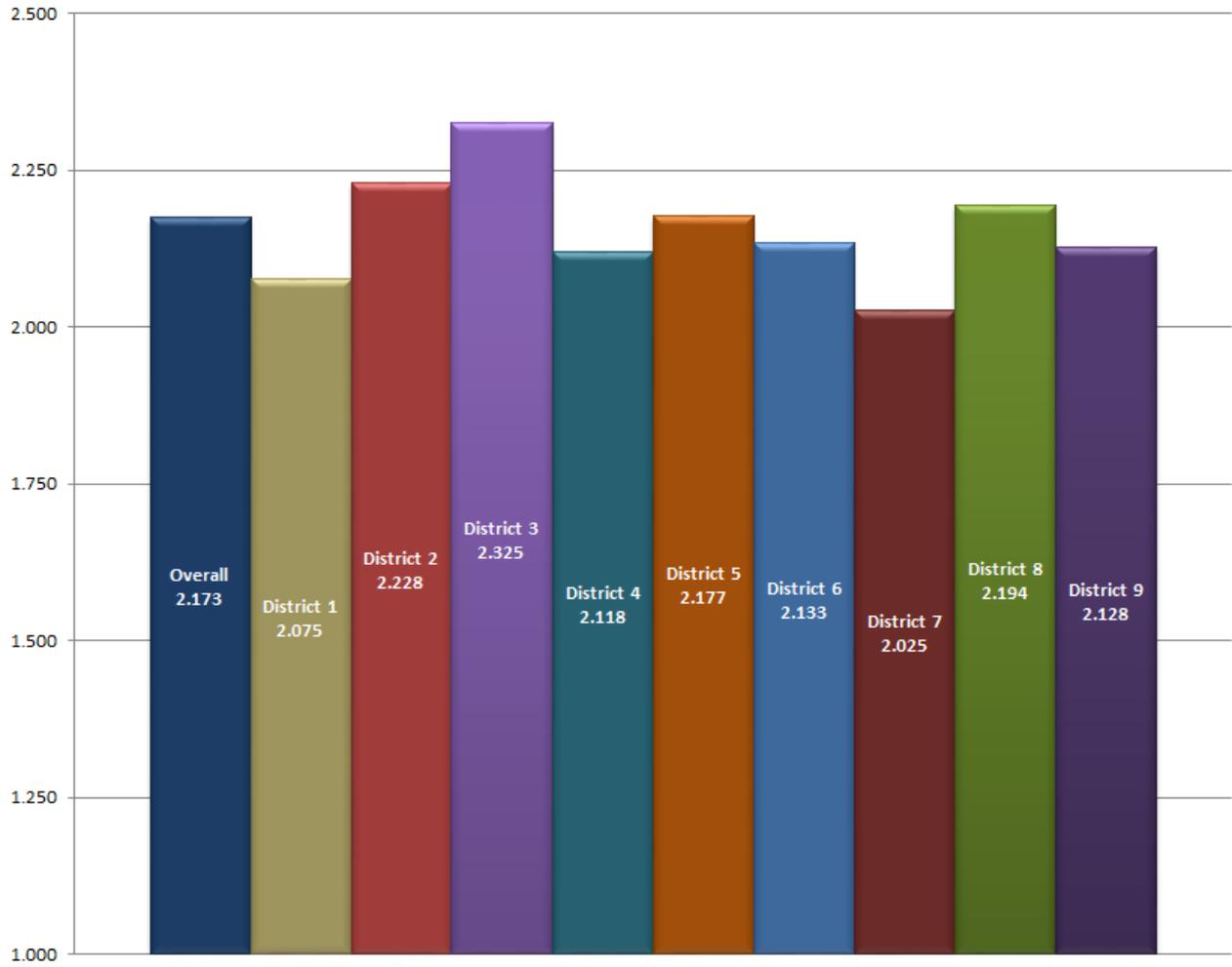
		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		10.4%	28.3%	24.1%	37.1%	3,967	2.880
SURVEY	SURVEY 1	11.1%	27.1%	20.6%	41.2%	998	2.919
	SURVEY 2	10.1%	29.8%	30.1%	30.0%	1,030	2.800
	SURVEY 3	10.5%	25.9%	22.9%	40.7%	883	2.937
	SURVEY 4	9.8%	30.1%	22.7%	37.3%	1,056	2.875
OSP DISTRICT	DISTRICT 1	9.9%	27.3%	24.8%	37.9%	322	2.907
	DISTRICT 2	13.0%	29.4%	19.7%	37.8%	299	2.823
	DISTRICT 3	10.8%	30.0%	28.3%	30.9%	750	2.793
	DISTRICT 4	10.0%	27.5%	24.0%	38.5%	462	2.911
	DISTRICT 5	9.5%	26.1%	21.3%	43.1%	422	2.981
	DISTRICT 6	8.5%	33.2%	26.9%	31.3%	527	2.810
	DISTRICT 7	8.7%	26.9%	18.3%	46.1%	323	3.019
	DISTRICT 8	13.4%	25.8%	26.9%	34.0%	524	2.815
	DISTRICT 9	9.2%	25.9%	19.0%	45.8%	336	3.015
AGE	25 AND YOUNGER	15.2%	32.2%	25.8%	26.8%	500	2.642
	26 - 35 YEARS OLD	13.4%	39.7%	26.6%	20.3%	873	2.537
	36 - 45 YEARS OLD	13.5%	33.8%	24.8%	27.9%	681	2.671
	46 - 55 YEARS OLD	7.7%	24.8%	24.8%	42.7%	762	3.024
	56 - 65 YEARS OLD	5.8%	17.9%	20.8%	55.5%	1,022	3.260
	66 AND OLDER	3.4%	10.1%	20.2%	66.4%	119	3.496
SEX	MALE	14.3%	25.4%	22.6%	37.7%	1,233	2.838
	FEMALE	8.6%	29.7%	24.8%	36.9%	2,726	2.899
RACE	CAUCASIAN	10.1%	28.8%	24.1%	37.0%	3,508	2.880
	AFRICAN AMERICAN	14.2%	22.8%	27.6%	35.4%	254	2.843
	OTHER	11.1%	27.1%	20.6%	41.2%	199	2.920
MARITAL STATUS	SINGLE	11.8%	32.3%	26.1%	29.8%	1,170	2.739
	MARRIED	10.1%	28.6%	23.2%	38.1%	2,178	2.893
	OTHER	8.8%	20.0%	23.9%	47.4%	616	3.099
RESIDENTIAL LOCATION	URBAN	12.3%	24.7%	24.6%	38.4%	627	2.892
	SUBURBAN	10.8%	30.2%	25.5%	33.5%	2,247	2.818
	RURAL	8.5%	26.5%	21.1%	43.8%	1,093	3.003
DRIVING AREA	URBAN	10.9%	24.3%	24.0%	40.8%	894	2.949
	SUBURBAN	10.9%	31.4%	25.1%	32.6%	2,185	2.794
	RURAL	8.5%	24.9%	22.0%	44.6%	879	3.026
VEHICLE TYPE	AUTOMOBILE	10.2%	26.7%	25.9%	37.2%	2,238	2.902
	VAN/MINI VAN	12.5%	30.4%	19.2%	37.8%	312	2.824
	PICKUP TRUCK	11.7%	26.5%	14.4%	47.4%	291	2.976
	SUV	9.3%	32.5%	24.8%	33.5%	1,046	2.824
	OTHER	16.7%	19.2%	20.5%	43.6%	78	2.910

When asked about perceived cell phone use by other drivers to text, 63.1% of those surveyed said they see other driver's texting every day or almost every day (Figure 27). Respondents in OSP Districts 2, 3, and 8 were more likely to say they see other driver's text regularly (Figure 27A).

**FIGURE 27: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT 2009 – 2017**



**FIGURE 27A: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT – 2017 [MEAN SCORE]**



**TABLE 6.9: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.233</b>	<b>2.296</b>	<b>1.993</b>	<b>2.147</b>	<b>3,950</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.025	2.167	2.188	1.927	320
	<b>DISTRICT 2</b>	2.478	2.218	1.917	2.228	298
	<b>DISTRICT 3</b>	2.440	2.386	2.029	2.293	748
	<b>DISTRICT 4</b>	2.198	2.170	1.896	2.207	458
	<b>DISTRICT 5</b>	2.216	2.245	1.956	2.320	418
	<b>DISTRICT 6</b>	2.225	2.220	2.078	1.992	527
	<b>DISTRICT 7</b>	1.965	2.255	2.000	1.967	322
	<b>DISTRICT 8</b>	2.176	2.400	2.000	2.171	521
	<b>DISTRICT 9</b>	2.217	2.417	1.865	2.107	336

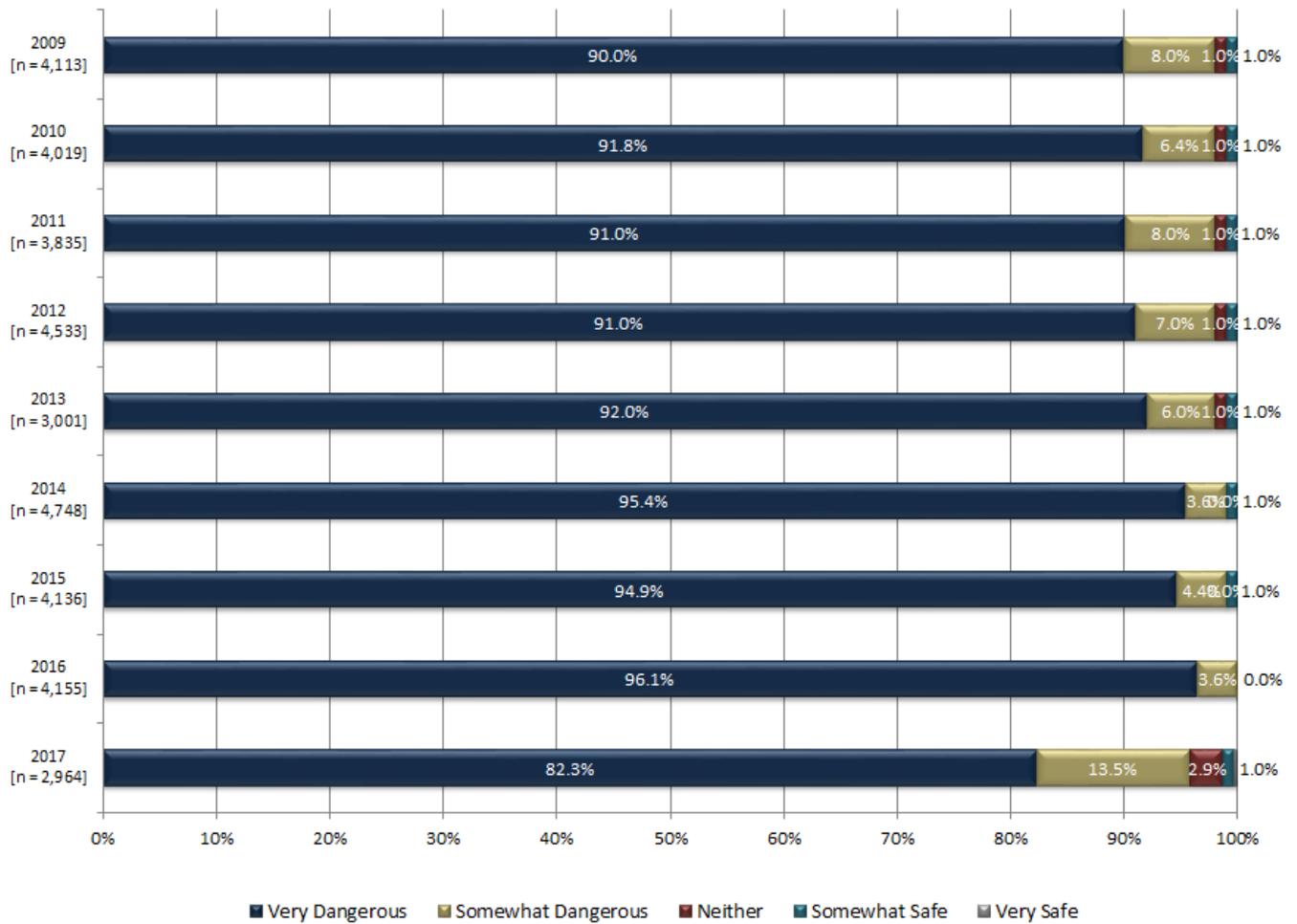
The mean score calculation is based on "Never" = 5 to "Every Day" = 1; therefore, the greater the mean score, the more likely respondent is to say they never see other drivers text on a cell phone while driving.

**TABLE 6.10: FREQUENCY OF RESPONDENT SEEING OTHER DRIVERS TEXT - 2017**

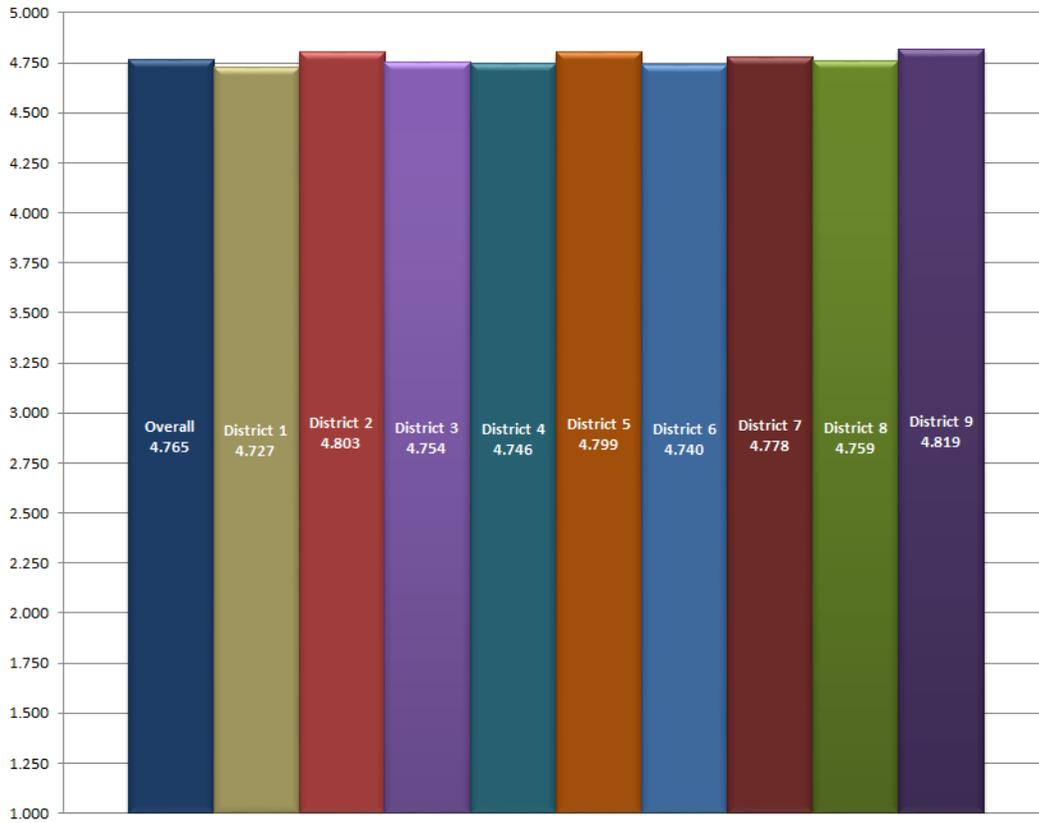
		EVERY DAY	ALMOST EVERY DAY	SOMETIMES	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		34.5%	28.6%	24.6%	9.5%	2.7%	3,950	2.173
SURVEY	SURVEY 1	34.4%	26.4%	23.9%	11.9%	3.3%	991	2.233
	SURVEY 2	28.7%	29.5%	28.2%	10.5%	3.0%	1,027	2.296
	SURVEY 3	41.9%	27.7%	21.7%	6.5%	2.2%	876	1.993
	SURVEY 4	34.1%	30.6%	24.2%	8.7%	2.4%	1,056	2.147
OSP DISTRICT	DISTRICT 1	39.7%	26.9%	23.8%	5.6%	4.1%	320	2.075
	DISTRICT 2	32.2%	30.9%	22.1%	11.4%	3.4%	298	2.228
	DISTRICT 3	28.2%	28.7%	29.1%	10.2%	3.7%	748	2.325
	DISTRICT 4	34.5%	32.5%	22.1%	8.5%	2.4%	458	2.118
	DISTRICT 5	35.2%	25.8%	27.5%	9.1%	2.4%	418	2.177
	DISTRICT 6	34.3%	29.8%	25.6%	8.7%	1.5%	527	2.133
	DISTRICT 7	38.5%	30.4%	23.3%	5.6%	2.2%	322	2.025
	DISTRICT 8	35.5%	26.1%	24.0%	12.3%	2.1%	521	2.194
	DISTRICT 9	39.6%	26.5%	18.5%	12.5%	3.0%	336	2.128
AGE	25 AND YOUNGER	37.8%	34.2%	22.0%	4.8%	1.2%	500	1.974
	26 - 35 YEARS OLD	35.2%	33.5%	23.9%	5.7%	1.6%	871	2.049
	36 - 45 YEARS OLD	34.6%	26.4%	28.4%	9.2%	1.5%	683	2.167
	46 - 55 YEARS OLD	34.2%	25.5%	26.4%	10.3%	3.7%	758	2.239
	56 - 65 YEARS OLD	33.2%	26.0%	22.6%	13.7%	4.5%	1,011	2.302
	66 AND OLDER	29.1%	24.8%	23.9%	17.9%	4.3%	117	2.436
SEX	MALE	36.2%	27.2%	23.8%	9.7%	3.1%	1,226	2.163
	FEMALE	33.8%	29.3%	25.0%	9.4%	2.6%	2,716	2.177
RACE	CAUCASIAN	34.8%	28.9%	24.3%	9.4%	2.5%	3,494	2.159
	AFRICAN AMERICAN	28.7%	26.0%	28.7%	11.8%	4.7%	254	2.378
	OTHER	35.7%	27.6%	25.0%	8.2%	3.6%	196	2.163
MARITAL STATUS	SINGLE	33.0%	31.4%	24.4%	8.6%	2.6%	1,170	2.166
	MARRIED	35.2%	28.5%	24.5%	9.4%	2.4%	2,169	2.154
	OTHER	34.7%	23.8%	25.8%	11.7%	3.9%	608	2.263
RESIDENTIAL LOCATION	URBAN	38.8%	25.4%	23.0%	8.8%	4.0%	623	2.138
	SUBURBAN	33.9%	29.9%	25.4%	8.6%	2.1%	2,239	2.150
	RURAL	33.2%	27.8%	24.0%	11.7%	3.3%	1,088	2.241
DRIVING AREA	URBAN	39.9%	26.6%	20.6%	9.5%	3.5%	888	2.101
	SUBURBAN	33.5%	29.5%	26.4%	8.4%	2.2%	2,180	2.164
	RURAL	31.4%	28.7%	24.4%	12.2%	3.3%	872	2.273
VEHICLE TYPE	AUTOMOBILE	32.2%	27.3%	26.8%	10.4%	3.2%	2,228	2.250
	VAN/MINIVAN	36.3%	31.2%	22.5%	9.0%	1.0%	311	2.071
	PICKUP TRUCK	40.5%	31.5%	15.2%	9.7%	3.1%	289	2.035
	SUV	36.9%	30.2%	23.1%	7.7%	2.1%	1,043	2.079
	OTHER	39.0%	24.7%	24.7%	7.8%	3.9%	77	2.130

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 – 2017**



**FIGURE 28A: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS – 2017 [MEAN SCORE]**



**TABLE 6.11: TEXTING WHILE DRIVING IS SAFE OR DANGEROUS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.804</b>	<b>4.710</b>	<b>4.779</b>	<b>4.771</b>	<b>3,964</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.780	4.628	4.738	4.756	322
	<b>DISTRICT 2</b>	4.785	4.727	4.890	4.797	300
	<b>DISTRICT 3</b>	4.786	4.747	4.676	4.783	748
	<b>DISTRICT 4</b>	4.819	4.642	4.836	4.680	460
	<b>DISTRICT 5</b>	4.798	4.794	4.829	4.770	423
	<b>DISTRICT 6</b>	4.752	4.707	4.748	4.758	526
	<b>DISTRICT 7</b>	4.849	4.655	4.731	4.833	324
	<b>DISTRICT 8</b>	4.816	4.715	4.764	4.740	522
	<b>DISTRICT 9</b>	4.871	4.625	4.824	4.852	337

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 - 2017**

		VERY SAFE	SOMEWHAT SAFE	NEITHER	SOMEWHAT DANGEROUS	VERY DANGEROUS	TOTAL	AVERAGE
ALL RESPONDENTS		0.3%	1.0%	2.9%	13.5%	82.3%	3,964	4.765
SURVEY	SURVEY 1	0.3%	0.7%	2.0%	12.3%	84.7%	998	4.804
	SURVEY 2	0.3%	1.0%	4.2%	16.5%	78.0%	1,028	4.710
	SURVEY 3	0.1%	1.7%	2.6%	11.3%	84.3%	883	4.779
	SURVEY 4	0.5%	0.6%	2.8%	13.6%	82.5%	1,055	4.771
OSP DISTRICT	DISTRICT 1	0.9%	1.2%	2.8%	14.3%	80.7%	322	4.727
	DISTRICT 2	0.7%	0.3%	3.0%	10.0%	86.0%	300	4.803
	DISTRICT 3	0.0%	0.7%	3.6%	15.4%	80.3%	748	4.754
	DISTRICT 4	0.2%	1.3%	3.3%	14.1%	81.1%	460	4.746
	DISTRICT 5	0.2%	0.7%	1.9%	13.2%	83.9%	423	4.799
	DISTRICT 6	0.4%	1.0%	3.0%	15.6%	80.0%	526	4.740
	DISTRICT 7	0.0%	2.5%	1.2%	12.3%	84.0%	324	4.778
	DISTRICT 8	0.6%	0.6%	3.6%	12.8%	82.4%	522	4.759
	DISTRICT 9	0.0%	0.9%	2.4%	10.7%	86.1%	337	4.819
AGE	25 AND YOUNGER	0.8%	1.4%	3.6%	19.4%	74.7%	499	4.659
	26 - 35 YEARS OLD	0.3%	1.7%	5.3%	21.1%	71.5%	870	4.617
	36 - 45 YEARS OLD	0.3%	1.0%	3.8%	16.7%	78.2%	682	4.714
	46 - 55 YEARS OLD	0.1%	0.7%	2.0%	8.9%	88.3%	763	4.847
	56 - 65 YEARS OLD	0.0%	0.3%	1.1%	6.1%	92.6%	1,022	4.909
	66 AND OLDER	0.0%	0.0%	0.0%	9.3%	90.7%	118	4.907
SEX	MALE	0.6%	1.3%	3.4%	14.1%	80.5%	1,232	4.726
	FEMALE	0.1%	0.8%	2.7%	13.3%	83.1%	2,724	4.784
RACE	CAUCASIAN	0.3%	0.8%	2.7%	13.2%	82.9%	3,506	4.776
	AFRICAN AMERICAN	0.0%	2.8%	4.7%	13.8%	78.7%	253	4.684
	OTHER	0.5%	1.0%	4.0%	19.1%	75.4%	199	4.678
MARITAL STATUS	SINGLE	0.2%	1.0%	3.9%	17.2%	77.7%	1,166	4.713
	MARRIED	0.4%	0.9%	2.5%	12.2%	84.0%	2,180	4.785
	OTHER	0.3%	1.0%	2.6%	11.4%	84.7%	615	4.792
RESIDENTIAL LOCATION	URBAN	0.8%	2.1%	3.0%	14.7%	79.3%	624	4.697
	SUBURBAN	0.3%	0.8%	3.2%	14.3%	81.3%	2,245	4.756
	RURAL	0.1%	0.5%	2.3%	11.2%	85.8%	1,095	4.822
DRIVING AREA	URBAN	0.8%	1.2%	2.7%	13.3%	82.0%	890	4.745
	SUBURBAN	0.1%	1.1%	3.2%	14.6%	81.0%	2,184	4.753
	RURAL	0.1%	0.5%	2.5%	11.3%	85.7%	880	4.819
VEHICLE TYPE	AUTOMOBILE	0.3%	0.9%	2.7%	13.8%	82.3%	2,233	4.768
	VAN/MINIVAN	0.0%	1.3%	3.2%	14.4%	81.2%	313	4.754
	PICKUP TRUCK	0.0%	1.4%	1.7%	12.2%	84.7%	294	4.803
	SUV	0.2%	1.0%	3.5%	12.5%	82.8%	1,045	4.767
	OTHER	3.9%	0.0%	3.9%	20.8%	71.4%	77	4.558

The majority of those surveyed in 2017 (83.5%) feel they are unable to determine when it is safe to use a cell phone to text when driving (Table 6.13). Additionally, 86.7% of 2017 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 – 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		4.9%	11.6%	19.8%	63.7%	3,958	3.423
SURVEY	SURVEY 1	4.8%	9.3%	15.4%	70.5%	1,000	3.516
	SURVEY 2	4.3%	15.5%	23.2%	57.0%	1,023	3.328
	SURVEY 3	5.0%	9.9%	20.3%	64.8%	880	3.449
	SURVEY 4	5.6%	11.3%	20.2%	62.9%	1,055	3.405
OSP DISTRICT	DISTRICT 1	4.4%	11.2%	21.8%	62.6%	321	3.427
	DISTRICT 2	2.7%	9.3%	18.0%	70.0%	300	3.553
	DISTRICT 3	4.9%	13.5%	24.0%	57.6%	750	3.343
	DISTRICT 4	5.2%	10.7%	18.3%	65.9%	460	3.448
	DISTRICT 5	4.3%	10.0%	18.3%	67.4%	420	3.488
	DISTRICT 6	5.0%	14.3%	19.8%	60.9%	524	3.366
	DISTRICT 7	3.7%	9.0%	16.5%	70.8%	322	3.543
	DISTRICT 8	7.3%	12.8%	21.4%	58.6%	524	3.313
	DISTRICT 9	5.4%	9.0%	14.6%	71.0%	335	3.513
AGE	25 AND YOUNGER	10.2%	17.1%	27.1%	45.6%	498	3.080
	26 - 35 YEARS OLD	7.8%	19.6%	29.1%	43.5%	869	3.083
	36 - 45 YEARS OLD	5.0%	15.1%	21.6%	58.2%	680	3.331
	46 - 55 YEARS OLD	2.6%	7.6%	15.7%	74.0%	762	3.612
	56 - 65 YEARS OLD	1.7%	3.7%	11.5%	83.1%	1,020	3.761
	66 AND OLDER	1.7%	2.5%	6.7%	89.1%	119	3.832
SEX	MALE	6.3%	12.2%	17.9%	63.5%	1,234	3.387
	FEMALE	4.3%	11.2%	20.6%	63.9%	2,716	3.441
RACE	CAUCASIAN	4.3%	11.2%	20.2%	64.2%	3,501	3.443
	AFRICAN AMERICAN	10.3%	11.9%	16.6%	61.3%	253	3.289
	OTHER	8.6%	17.2%	16.7%	57.6%	198	3.232
MARITAL STATUS	SINGLE	7.1%	16.0%	24.3%	52.6%	1,166	3.223
	MARRIED	4.3%	10.0%	18.2%	67.5%	2,174	3.489
	OTHER	3.1%	8.6%	16.9%	71.4%	615	3.566
RESIDENTIAL LOCATION	URBAN	9.7%	12.5%	16.8%	61.0%	626	3.291
	SUBURBAN	4.8%	13.1%	22.1%	60.0%	2,239	3.373
	RURAL	2.5%	7.9%	16.8%	72.8%	1,093	3.600
DRIVING AREA	URBAN	6.8%	10.5%	17.6%	65.1%	893	3.409
	SUBURBAN	5.2%	13.1%	22.0%	59.6%	2,178	3.360
	RURAL	2.3%	8.7%	16.5%	72.6%	878	3.593
VEHICLE TYPE	AUTOMOBILE	4.9%	11.1%	20.6%	63.4%	2,236	3.424
	VAN/MINIVAN	4.2%	13.2%	18.1%	64.5%	310	3.429
	PICKUP TRUCK	3.1%	11.6%	15.4%	69.9%	292	3.521
	SUV	4.7%	12.3%	19.6%	63.4%	1,041	3.417
	OTHER	16.9%	7.8%	22.1%	53.2%	77	3.117

**TABLE 6.14: RESPONDENT FEELS THEY CAN SAFELY ADAPT THEIR DRIVING WHILE TEXTING - 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		4.2%	9.2%	17.5%	69.2%	3,962	3.517
SURVEY	SURVEY 1	3.4%	7.8%	14.2%	74.6%	999	3.600
	SURVEY 2	4.0%	11.6%	21.7%	62.7%	1,026	3.431
	SURVEY 3	4.5%	7.6%	17.2%	70.7%	883	3.540
	SURVEY 4	4.7%	9.4%	16.6%	69.3%	1,054	3.504
OSP DISTRICT	DISTRICT 1	3.8%	8.5%	19.1%	68.7%	319	3.527
	DISTRICT 2	3.7%	7.0%	13.7%	75.6%	299	3.612
	DISTRICT 3	3.2%	11.0%	20.1%	65.8%	748	3.484
	DISTRICT 4	4.6%	8.2%	16.9%	70.3%	461	3.529
	DISTRICT 5	4.0%	6.9%	18.0%	71.1%	422	3.562
	DISTRICT 6	3.6%	12.5%	19.8%	64.1%	526	3.443
	DISTRICT 7	4.6%	5.8%	13.8%	75.7%	325	3.606
	DISTRICT 8	5.9%	9.4%	20.1%	64.6%	522	3.433
	DISTRICT 9	4.5%	9.2%	9.5%	76.9%	337	3.588
AGE	25 AND YOUNGER	9.6%	13.4%	26.3%	50.7%	499	3.180
	26 - 35 YEARS OLD	6.0%	17.1%	27.4%	49.5%	871	3.204
	36 - 45 YEARS OLD	4.1%	11.0%	19.4%	65.4%	680	3.462
	46 - 55 YEARS OLD	2.8%	5.4%	13.4%	78.5%	763	3.676
	56 - 65 YEARS OLD	1.1%	2.6%	7.9%	88.3%	1,021	3.835
	66 AND OLDER	2.5%	2.5%	4.2%	90.7%	118	3.831
SEX	MALE	5.7%	9.3%	16.9%	68.1%	1,232	3.474
	FEMALE	3.5%	9.1%	17.7%	69.7%	2,722	3.537
RACE	CAUCASIAN	3.7%	8.8%	17.4%	70.2%	3,502	3.541
	AFRICAN AMERICAN	6.7%	11.4%	18.1%	63.8%	254	3.390
	OTHER	9.5%	13.0%	19.0%	58.5%	200	3.265
MARITAL STATUS	SINGLE	5.6%	12.9%	23.6%	58.0%	1,167	3.340
	MARRIED	3.8%	8.0%	15.3%	72.9%	2,179	3.573
	OTHER	2.8%	6.4%	13.7%	77.2%	613	3.653
RESIDENTIAL LOCATION	URBAN	8.5%	9.7%	17.9%	64.0%	627	3.373
	SUBURBAN	3.8%	10.4%	19.3%	66.5%	2,239	3.484
	RURAL	2.4%	6.4%	13.4%	77.8%	1,096	3.667
DRIVING AREA	URBAN	5.3%	8.8%	16.9%	69.0%	893	3.496
	SUBURBAN	4.4%	10.3%	19.5%	65.8%	2,178	3.467
	RURAL	2.5%	6.6%	12.9%	78.0%	881	3.664
VEHICLE TYPE	AUTOMOBILE	4.2%	8.5%	18.2%	69.1%	2,236	3.520
	VAN/MINI VAN	4.1%	9.9%	16.6%	69.4%	314	3.513
	PICKUP TRUCK	3.7%	9.5%	11.6%	75.2%	294	3.582
	SUV	3.7%	10.1%	17.4%	68.8%	1,041	3.512
	OTHER	9.3%	10.7%	22.7%	57.3%	75	3.280

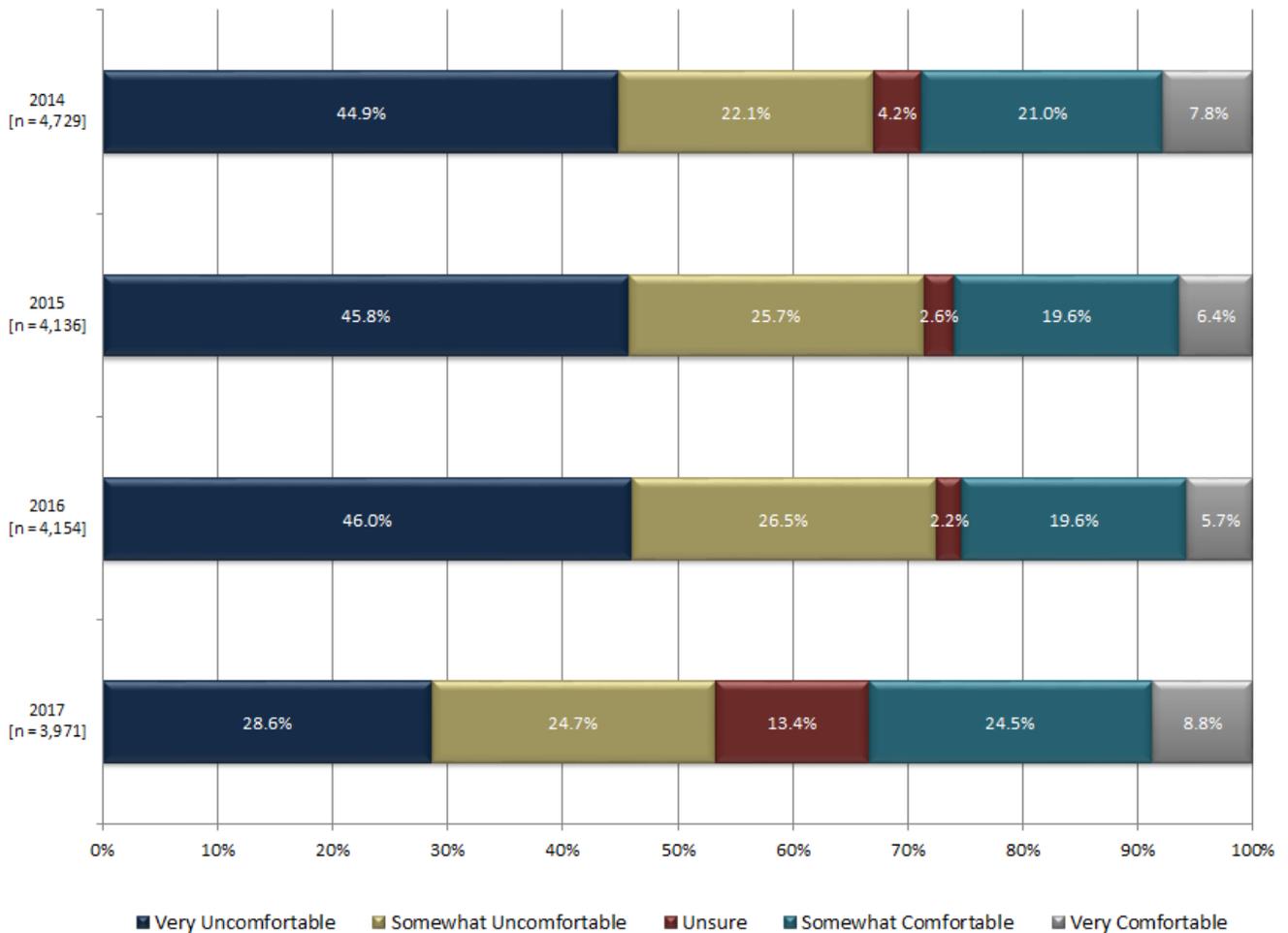
Respondents were then asked about the amount of time a driver can take their eyes off the road before driving becomes dangerous. Close to half (46.1%) of those surveyed said less than one second and 40.9% said it takes a driver one to two seconds with their eyes off the road for driving to become dangerous (Table 6.15).

**TABLE 6.15: NUMBER OF SECONDS A DRIVER CAN TAKE THEIR EYES OFF THE ROAD BEFORE DRIVING BECOMES DANGEROUS - 2017**

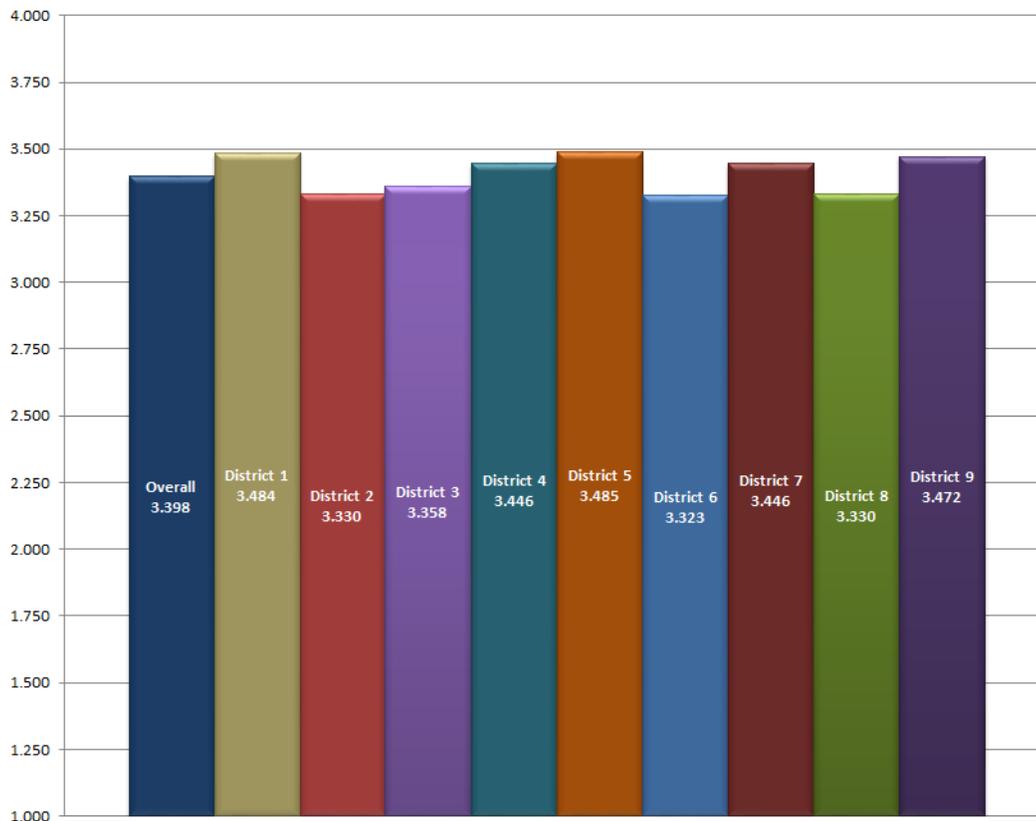
		LESS THAN 1 SECOND	1-2 SECONDS	3-4 SECONDS	5-10 SECONDS	MORE THAN 10 SECONDS	TOTAL
ALL RESPONDENTS		46.1%	40.9%	10.3%	2.2%	0.5%	3,966
SURVEY	SURVEY 1	44.1%	40.5%	11.8%	3.3%	0.3%	1,000
	SURVEY 2	47.8%	40.0%	9.6%	1.8%	0.7%	1,029
	SURVEY 3	46.4%	40.6%	10.1%	2.3%	0.6%	881
	SURVEY 4	46.2%	42.2%	9.8%	1.4%	0.4%	1,056
OSP DISTRICT	DISTRICT 1	40.1%	45.3%	11.8%	2.5%	0.3%	322
	DISTRICT 2	47.7%	42.0%	8.0%	2.0%	0.3%	300
	DISTRICT 3	47.5%	38.3%	12.1%	1.5%	0.7%	750
	DISTRICT 4	45.9%	41.1%	9.3%	3.5%	0.2%	460
	DISTRICT 5	42.1%	42.6%	12.8%	2.1%	0.5%	423
	DISTRICT 6	49.8%	38.2%	9.5%	1.9%	0.6%	524
	DISTRICT 7	43.2%	43.8%	9.6%	2.8%	0.6%	324
	DISTRICT 8	51.1%	38.4%	7.8%	2.1%	0.6%	524
	DISTRICT 9	42.4%	44.2%	11.0%	2.1%	0.3%	337
AGE	25 AND YOUNGER	46.1%	36.9%	13.2%	2.8%	1.0%	501
	26 - 35 YEARS OLD	47.7%	39.6%	10.2%	2.4%	0.1%	873
	36 - 45 YEARS OLD	51.7%	38.1%	8.0%	1.8%	0.4%	679
	46 - 55 YEARS OLD	45.3%	42.7%	9.3%	2.0%	0.7%	761
	56 - 65 YEARS OLD	41.5%	44.4%	11.4%	2.2%	0.4%	1,023
	66 AND OLDER	48.7%	41.2%	7.6%	1.7%	0.8%	119
SEX	MALE	41.3%	44.0%	11.3%	2.8%	0.6%	1,233
	FEMALE	48.3%	39.5%	9.9%	1.9%	0.4%	2,726
RACE	CAUCASIAN	45.8%	41.8%	10.2%	1.9%	0.3%	3,508
	AFRICAN AMERICAN	51.2%	31.9%	11.4%	3.5%	2.0%	254
	OTHER	48.0%	36.4%	11.1%	3.5%	1.0%	198
MARITAL STATUS	SINGLE	47.6%	37.9%	11.4%	2.3%	0.8%	1,169
	MARRIED	45.4%	42.3%	9.6%	2.4%	0.3%	2,180
	OTHER	45.8%	41.7%	10.9%	1.1%	0.5%	614
RESIDENTIAL LOCATION	URBAN	45.1%	38.3%	12.6%	3.2%	0.8%	627
	SUBURBAN	46.8%	40.7%	10.2%	1.9%	0.5%	2,245
	RURAL	45.4%	42.7%	9.3%	2.3%	0.3%	1,094
DRIVING AREA	URBAN	44.6%	39.8%	12.1%	3.1%	0.3%	892
	SUBURBAN	46.9%	41.3%	9.4%	1.9%	0.6%	2,184
	RURAL	45.9%	40.9%	10.8%	2.0%	0.3%	880
VEHICLE TYPE	AUTOMOBILE	46.6%	40.7%	10.3%	1.9%	0.5%	2,239
	VAN/MINI VAN	45.8%	42.0%	9.6%	2.2%	0.3%	312
	PICKUP TRUCK	43.2%	40.8%	12.2%	3.7%	0.0%	294
	SUV	46.2%	41.1%	10.1%	2.1%	0.5%	1,041
	OTHER	43.6%	38.5%	9.0%	6.4%	2.6%	78

Most of those surveyed in 2017 (53.3%) said they are somewhat (24.7%) or very (28.6%) 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 - 2017**



**FIGURE 29A: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE – 2017 [MEAN SCORE]**



**TABLE 6.16: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.471</b>	<b>3.332</b>	<b>3.411</b>	<b>3.384</b>	<b>3,971</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.500	3.256	3.688	3.488	322
	<b>DISTRICT 2</b>	3.355	2.891	3.562	3.392	300
	<b>DISTRICT 3</b>	3.456	3.407	3.105	3.337	751
	<b>DISTRICT 4</b>	3.407	3.491	3.509	3.385	462
	<b>DISTRICT 5</b>	3.663	3.363	3.598	3.290	423
	<b>DISTRICT 6</b>	3.473	3.267	3.304	3.256	527
	<b>DISTRICT 7</b>	3.512	3.382	3.404	3.467	325
	<b>DISTRICT 8</b>	3.412	3.311	3.227	3.349	524
	<b>DISTRICT 9</b>	3.500	3.271	3.397	3.574	335

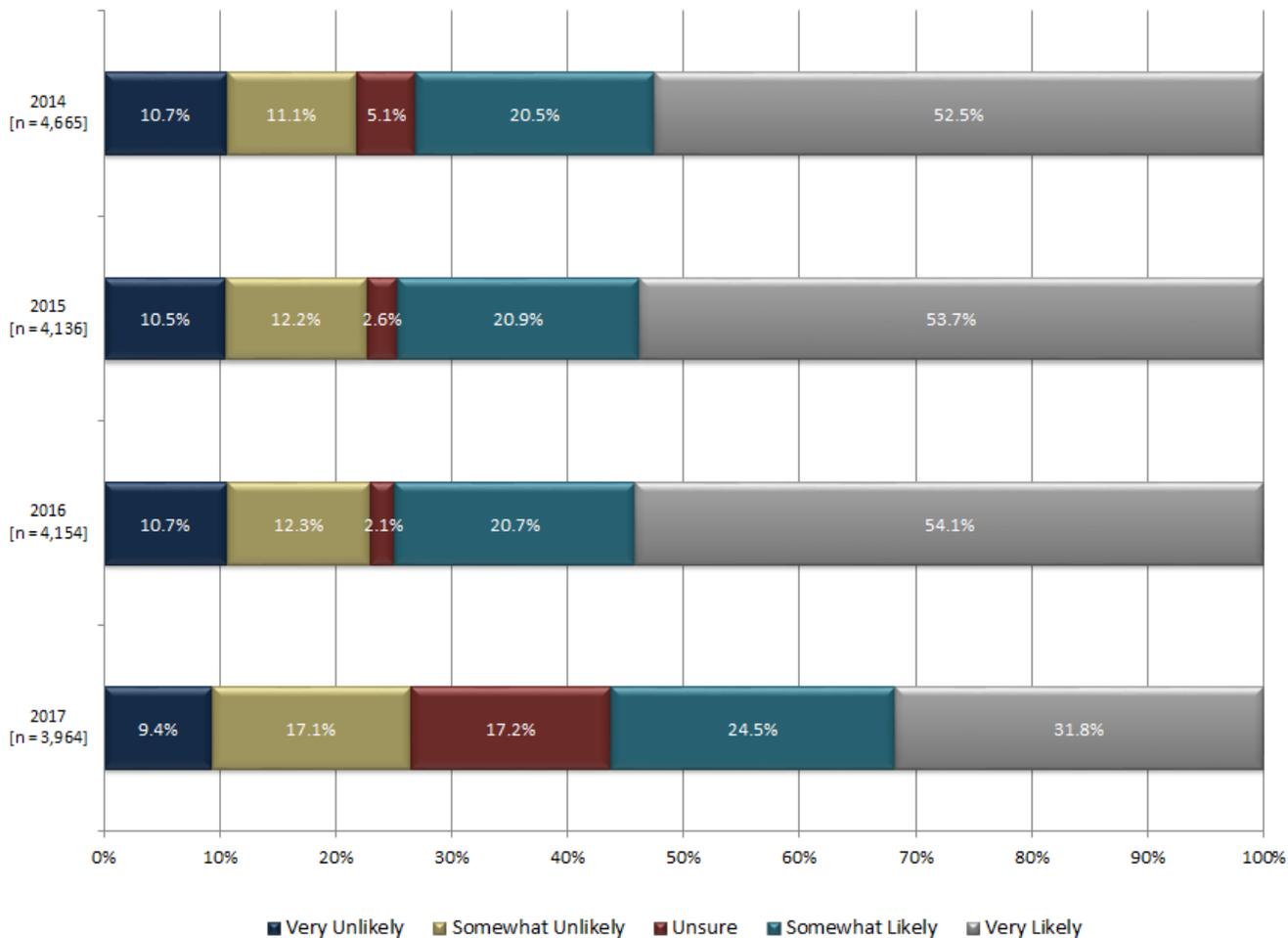
The mean score calculation is based on "Very Uncomfortable" = 5 to "Very Comfortable" = 1; therefore, the greater the mean score, the more likely respondent is to feel uncomfortable riding with a driver who is talking on a cell phone.

**TABLE 6.17: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TALKING ON A CELL PHONE - 2017**

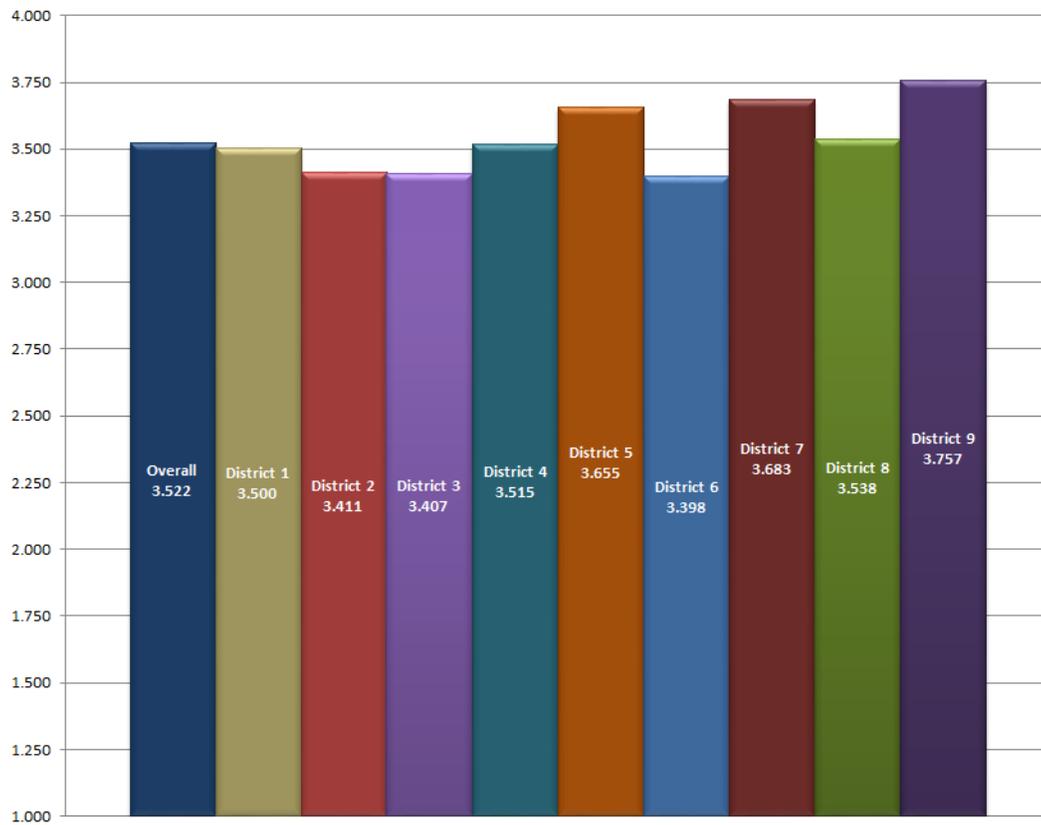
		VERY COMFORTABLE	SOMEWHAT COMFORTABLE	UNSURE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL	AVERAGE
ALL RESPONDENTS		8.8%	24.5%	13.4%	24.7%	28.6%	3,971	3.398
SURVEY	SURVEY 1	8.7%	24.0%	10.1%	25.9%	31.3%	1,000	3.471
	SURVEY 2	8.0%	25.9%	15.5%	26.3%	24.3%	1,031	3.332
	SURVEY 3	10.4%	23.0%	12.2%	23.8%	30.6%	883	3.411
	SURVEY 4	8.3%	25.0%	15.3%	22.7%	28.7%	1,057	3.384
OSP DISTRICT	DISTRICT 1	7.1%	21.7%	14.3%	29.2%	27.6%	322	3.484
	DISTRICT 2	10.3%	27.3%	12.0%	19.7%	30.7%	300	3.330
	DISTRICT 3	8.3%	25.6%	14.0%	26.5%	25.7%	751	3.358
	DISTRICT 4	6.7%	26.0%	15.2%	20.3%	31.8%	462	3.446
	DISTRICT 5	8.0%	23.6%	10.6%	27.2%	30.5%	423	3.485
	DISTRICT 6	8.7%	24.9%	15.2%	27.9%	23.3%	527	3.323
	DISTRICT 7	10.2%	23.7%	12.0%	19.7%	34.5%	325	3.446
	DISTRICT 8	10.3%	23.5%	13.7%	27.9%	24.6%	524	3.330
	DISTRICT 9	10.4%	23.6%	11.0%	18.2%	36.7%	335	3.472
AGE	25 AND YOUNGER	11.8%	28.7%	13.8%	24.8%	21.0%	501	3.144
	26 - 35 YEARS OLD	9.0%	30.4%	19.1%	23.4%	18.1%	873	3.111
	36 - 45 YEARS OLD	11.0%	29.4%	13.5%	24.5%	21.7%	683	3.164
	46 - 55 YEARS OLD	7.2%	22.8%	12.1%	25.2%	32.8%	763	3.535
	56 - 65 YEARS OLD	7.2%	16.7%	10.1%	25.3%	40.6%	1,022	3.753
	66 AND OLDER	5.0%	13.4%	4.2%	27.7%	49.6%	119	4.034
SEX	MALE	11.4%	23.2%	13.1%	23.9%	28.3%	1,235	3.345
	FEMALE	7.6%	25.1%	13.5%	25.1%	28.8%	2,728	3.424
RACE	CAUCASIAN	8.5%	24.9%	13.5%	24.8%	28.3%	3,511	3.395
	AFRICAN AMERICAN	9.1%	24.0%	10.6%	27.6%	28.7%	254	3.429
	OTHER	14.0%	19.0%	14.0%	19.0%	34.0%	200	3.400
MARITAL STATUS	SINGLE	10.3%	26.2%	15.3%	24.6%	23.6%	1,170	3.250
	MARRIED	8.6%	25.2%	12.8%	24.8%	28.6%	2,182	3.397
	OTHER	6.7%	19.3%	11.7%	24.0%	38.3%	616	3.680
RESIDENTIAL LOCATION	URBAN	11.1%	23.8%	10.7%	25.4%	28.9%	629	3.372
	SUBURBAN	8.2%	25.1%	15.0%	25.2%	26.5%	2,248	3.367
	RURAL	8.7%	23.8%	11.5%	23.1%	32.9%	1,094	3.478
DRIVING AREA	URBAN	8.4%	22.5%	10.8%	26.8%	31.5%	895	3.506
	SUBURBAN	9.2%	25.7%	15.0%	24.7%	25.4%	2,187	3.313
	RURAL	8.2%	23.5%	11.9%	22.8%	33.6%	879	3.499
VEHICLE TYPE	AUTOMOBILE	8.6%	23.2%	13.9%	26.1%	28.2%	2,238	3.423
	VAN/MINIVAN	6.4%	31.0%	11.5%	24.3%	26.8%	313	3.342
	PICKUP TRUCK	12.2%	25.2%	6.8%	19.7%	36.1%	294	3.422
	SUV	8.7%	25.5%	15.0%	23.4%	27.3%	1,046	3.352
	OTHER	12.8%	21.8%	10.3%	19.2%	35.9%	78	3.436

Just over half (56.3%) 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 was at its lowest rate during the 2017 survey. Characteristics of passengers most likely to say something to a driver talking on a cell phone include those who are 46 years of age and older, males, 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 - 2017**



**FIGURE 30A: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER TALKING ON A CELL PHONE 2017 [MEAN SCORE]**



**TABLE 6.18: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER TALKING ON A CELL PHONE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.581</b>	<b>3.391</b>	<b>3.587</b>	<b>3.539</b>	<b>3,964</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.488	3.351	3.725	3.432	320
	<b>DISTRICT 2</b>	3.172	3.000	3.932	3.494	299
	<b>DISTRICT 3</b>	3.413	3.528	3.305	3.260	749
	<b>DISTRICT 4</b>	3.568	3.311	3.626	3.537	460
	<b>DISTRICT 5</b>	3.779	3.471	3.872	3.460	423
	<b>DISTRICT 6</b>	3.527	3.236	3.322	3.519	525
	<b>DISTRICT 7</b>	3.814	3.418	3.564	3.844	325
	<b>DISTRICT 8</b>	3.691	3.432	3.464	3.548	524
	<b>DISTRICT 9</b>	3.860	3.375	3.608	3.918	337

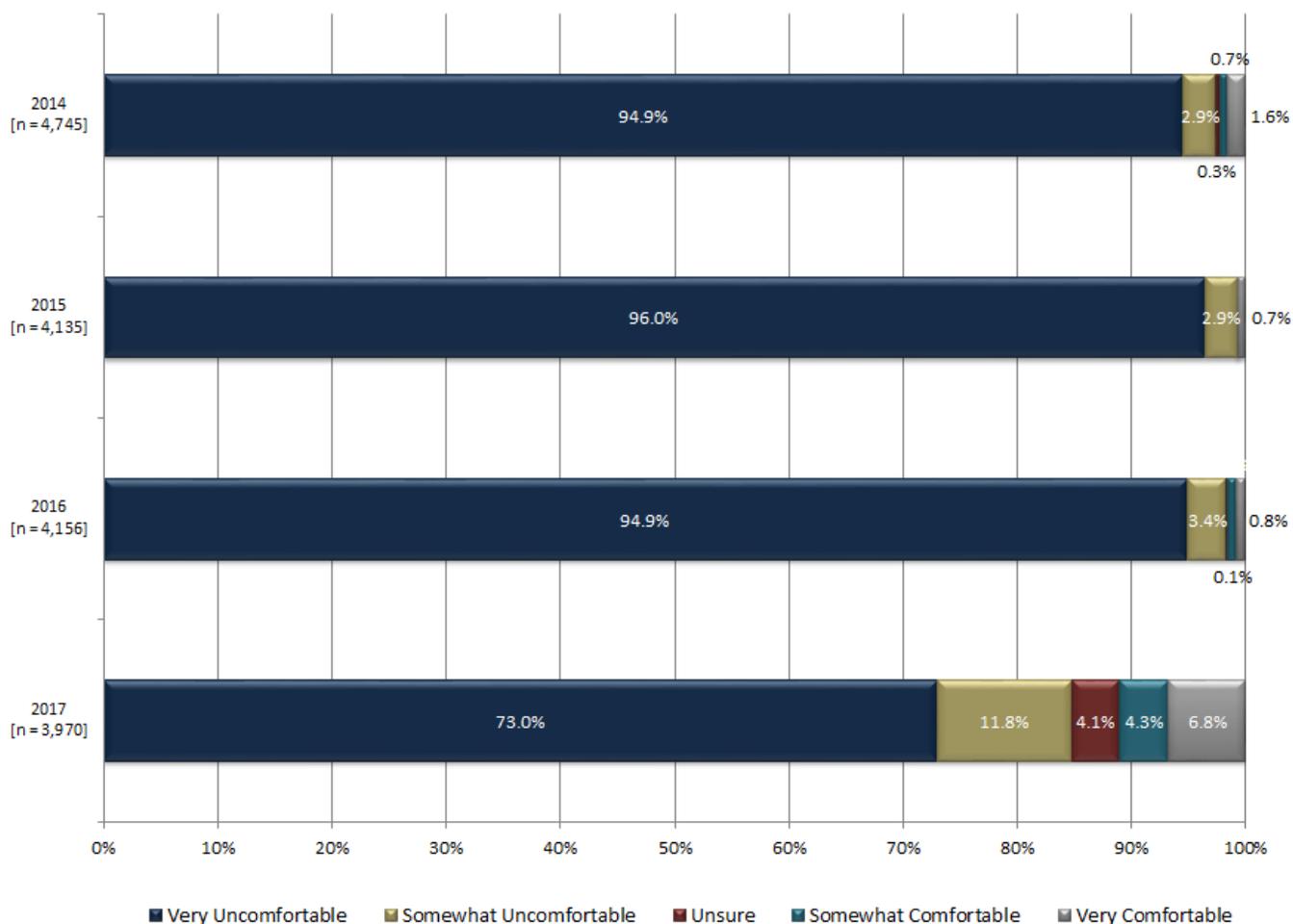
The mean score calculation is based on “Very Likely” = 5 to “Very Unlikely” = 1; therefore, the greater the mean score, the more likely respondent is to say something to a driver who is talking on a cell phone.

**TABLE 6.19: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TALKING ON A CELL PHONE - 2017**

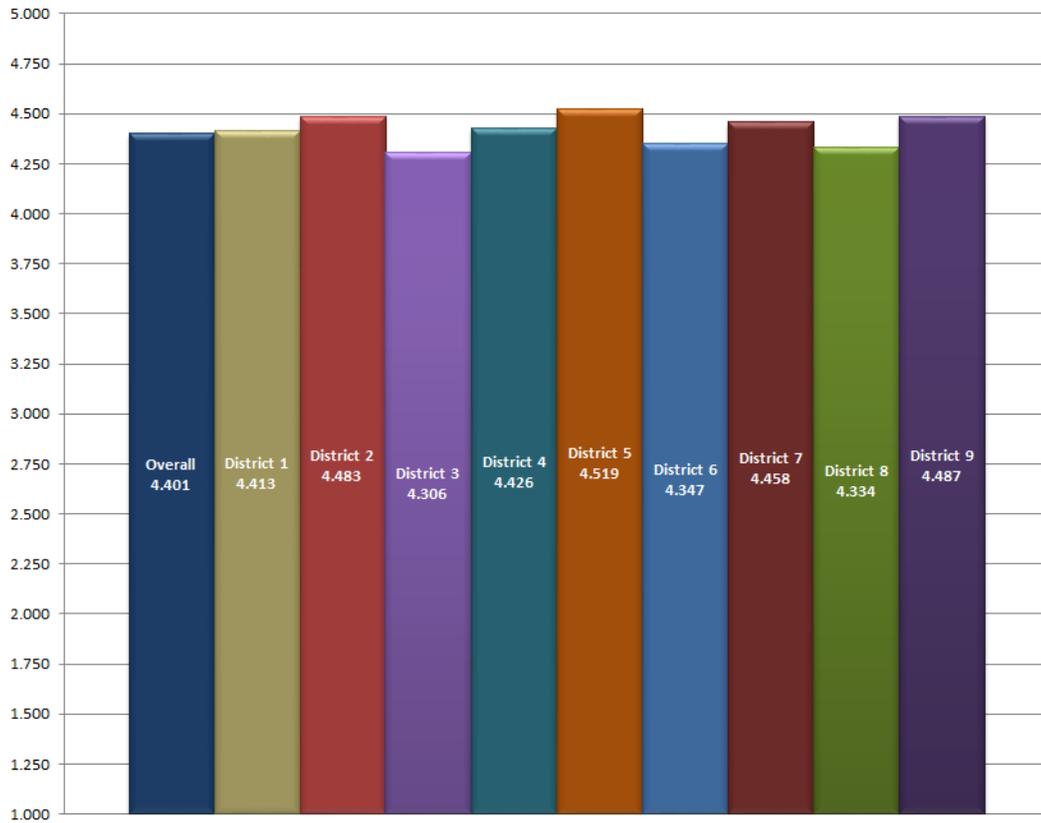
		VERY UNLIKELY	SOMEWHAT UNLIKELY	UNSURE	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
	ALL RESPONDENTS	9.4%	17.1%	17.2%	24.5%	31.8%	3,964	3.522
SURVEY	SURVEY 1	8.7%	17.4%	15.6%	23.8%	34.6%	1,001	3.581
	SURVEY 2	9.8%	18.4%	19.6%	27.3%	24.9%	1,025	3.391
	SURVEY 3	9.9%	16.5%	14.3%	23.8%	35.6%	883	3.587
	SURVEY 4	9.4%	15.9%	18.8%	23.2%	32.7%	1,055	3.539
OSP DISTRICT	DISTRICT 1	11.9%	16.6%	12.2%	28.4%	30.9%	320	3.500
	DISTRICT 2	13.4%	17.1%	16.1%	22.1%	31.4%	299	3.411
	DISTRICT 3	8.8%	17.9%	22.6%	25.2%	25.5%	749	3.407
	DISTRICT 4	7.6%	21.1%	15.0%	24.8%	31.5%	460	3.515
	DISTRICT 5	9.5%	13.0%	17.0%	23.6%	36.9%	423	3.655
	DISTRICT 6	8.8%	20.6%	19.2%	25.0%	26.5%	525	3.398
	DISTRICT 7	9.2%	14.8%	14.2%	22.2%	39.7%	325	3.683
	DISTRICT 8	10.7%	14.7%	16.8%	25.8%	32.1%	524	3.538
	DISTRICT 9	6.5%	15.7%	14.5%	22.0%	41.2%	337	3.757
AGE	25 AND YOUNGER	11.0%	22.8%	19.2%	25.5%	21.4%	499	3.234
	26 - 35 YEARS OLD	10.9%	21.9%	21.0%	25.8%	20.4%	872	3.229
	36 - 45 YEARS OLD	12.4%	18.6%	15.3%	27.5%	26.2%	679	3.367
	46 - 55 YEARS OLD	8.4%	14.0%	16.9%	23.3%	37.4%	763	3.672
	56 - 65 YEARS OLD	6.8%	12.4%	14.4%	22.3%	44.0%	1,022	3.842
	66 AND OLDER	4.2%	7.6%	16.0%	22.7%	49.6%	119	4.059
SEX	MALE	9.9%	16.2%	16.6%	23.7%	33.5%	1,234	3.549
	FEMALE	9.2%	17.4%	17.5%	24.9%	31.0%	2,723	3.511
RACE	CAUCASIAN	9.9%	17.6%	17.5%	24.5%	30.5%	3,505	3.480
	AFRICAN AMERICAN	4.7%	11.4%	15.0%	27.2%	41.7%	254	3.898
	OTHER	6.5%	15.6%	15.6%	21.6%	40.7%	199	3.744
MARITAL STATUS	SINGLE	9.6%	21.4%	20.1%	23.2%	25.6%	1,166	3.339
	MARRIED	9.8%	15.8%	15.8%	26.0%	32.7%	2,181	3.560
	OTHER	7.8%	13.4%	16.8%	22.0%	40.1%	614	3.731
RESIDENTIAL LOCATION	URBAN	9.5%	14.3%	14.5%	25.3%	36.4%	629	3.647
	SUBURBAN	9.1%	19.5%	18.6%	25.1%	27.8%	2,240	3.431
	RURAL	10.0%	13.8%	15.9%	22.9%	37.4%	1,095	3.637
DRIVING AREA	URBAN	8.9%	14.1%	14.0%	25.2%	37.8%	894	3.688
	SUBURBAN	9.7%	19.0%	19.0%	25.2%	27.1%	2,180	3.409
	RURAL	9.0%	15.3%	15.8%	22.5%	37.4%	880	3.640
VEHICLE TYPE	AUTOMOBILE	9.4%	17.5%	18.2%	24.0%	30.9%	2,235	3.495
	VAN/MINIVAN	7.1%	17.9%	12.2%	27.6%	35.3%	312	3.660
	PICKUP TRUCK	10.9%	15.0%	9.6%	21.5%	43.0%	293	3.706
	SUV	9.8%	16.9%	18.8%	25.6%	29.0%	1,044	3.472
	OTHER	10.3%	10.3%	15.4%	24.4%	39.7%	78	3.731

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). Additionally, the majority of those surveyed in 2017 (86.5%) said it is likely that they would say something to a driver who was texting while they were the passenger (Table 6.22).

**FIGURE 31: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TEXTING ON A CELL PHONE 2014- 2017**



**FIGURE 31A: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TEXTING ON A CELL PHONE – 2017 [MEAN SCORE]**



**TABLE 6.20: COMFORT LEVEL WHEN RIDING AS A PASSENGER WITH A DRIVER TEXTING ON A CELL PHONE – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.460</b>	<b>4.266</b>	<b>4.485</b>	<b>4.407</b>	<b>3,970</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.488	4.026	4.600	4.512	320
	<b>DISTRICT 2</b>	4.484	4.236	4.671	4.481	300
	<b>DISTRICT 3</b>	4.444	4.252	4.286	4.287	751
	<b>DISTRICT 4</b>	4.475	4.387	4.517	4.328	462
	<b>DISTRICT 5</b>	4.606	4.343	4.624	4.485	422
	<b>DISTRICT 6</b>	4.271	4.373	4.426	4.323	527
	<b>DISTRICT 7</b>	4.570	4.164	4.372	4.622	325
	<b>DISTRICT 8</b>	4.301	4.265	4.418	4.363	524
	<b>DISTRICT 9</b>	4.645	4.125	4.527	4.484	337

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 - 2017**

		VERY COMFORTABLE	SOMEWHAT COMFORTABLE	UNSURE	SOMEWHAT UNCOMFORTABLE	VERY UNCOMFORTABLE	TOTAL	AVERAGE
ALL RESPONDENTS		6.8%	4.3%	4.1%	11.8%	73.0%	3,970	4.401
SURVEY	SURVEY 1	7.3%	3.1%	3.0%	9.6%	77.0%	1,001	4.460
	SURVEY 2	8.2%	5.4%	4.9%	14.7%	66.9%	1,029	4.266
	SURVEY 3	5.1%	4.2%	3.5%	11.5%	75.7%	884	4.485
	SURVEY 4	6.3%	4.3%	4.8%	11.5%	73.1%	1,056	4.407
OSP DISTRICT	DISTRICT 1	6.3%	4.7%	4.4%	10.9%	73.8%	320	4.413
	DISTRICT 2	5.7%	4.0%	4.3%	8.3%	77.7%	300	4.483
	DISTRICT 3	9.3%	3.9%	4.0%	12.5%	70.3%	751	4.306
	DISTRICT 4	5.8%	4.1%	5.0%	11.7%	73.4%	462	4.426
	DISTRICT 5	5.0%	3.8%	2.4%	12.1%	76.8%	422	4.519
	DISTRICT 6	6.8%	4.9%	4.2%	14.8%	69.3%	527	4.347
	DISTRICT 7	6.5%	4.3%	2.2%	11.1%	76.0%	325	4.458
	DISTRICT 8	7.8%	3.8%	5.5%	12.8%	70.0%	524	4.334
	DISTRICT 9	4.7%	5.0%	4.2%	8.9%	77.2%	337	4.487
AGE	25 AND YOUNGER	11.4%	7.2%	5.4%	16.6%	59.5%	501	4.056
	26 - 35 YEARS OLD	4.8%	8.1%	7.2%	19.7%	60.1%	873	4.222
	36 - 45 YEARS OLD	7.6%	4.8%	4.4%	13.8%	69.3%	681	4.323
	46 - 55 YEARS OLD	6.3%	2.0%	3.1%	8.0%	80.6%	764	4.547
	56 - 65 YEARS OLD	6.0%	1.3%	1.5%	5.0%	86.3%	1,022	4.644
	66 AND OLDER	6.7%	0.0%	0.8%	6.7%	85.7%	119	4.647
SEX	MALE	8.2%	5.8%	5.2%	11.8%	69.1%	1,233	4.278
	FEMALE	6.1%	3.6%	3.6%	11.9%	74.9%	2,729	4.458
RACE	CAUCASIAN	6.2%	4.0%	3.8%	12.3%	73.8%	3,510	4.436
	AFRICAN AMERICAN	9.4%	6.3%	7.1%	7.5%	69.7%	254	4.217
	OTHER	14.0%	6.5%	5.5%	10.0%	64.0%	200	4.035
MARITAL STATUS	SINGLE	7.4%	5.5%	5.7%	16.3%	65.0%	1,170	4.261
	MARRIED	7.0%	4.0%	3.1%	10.5%	75.4%	2,181	4.435
	OTHER	4.9%	2.9%	4.5%	8.0%	79.7%	616	4.547
RESIDENTIAL LOCATION	URBAN	11.0%	6.5%	5.1%	12.0%	65.4%	627	4.142
	SUBURBAN	6.3%	4.0%	4.5%	13.0%	72.3%	2,247	4.409
	RURAL	5.3%	3.5%	2.7%	9.5%	79.0%	1,096	4.535
DRIVING AREA	URBAN	8.0%	4.7%	4.7%	10.0%	72.7%	893	4.347
	SUBURBAN	6.7%	4.3%	4.2%	13.5%	71.3%	2,186	4.383
	RURAL	5.4%	3.7%	3.2%	9.4%	78.2%	881	4.512
VEHICLE TYPE	AUTOMOBILE	7.2%	4.1%	4.2%	12.0%	72.5%	2,239	4.385
	VAN/MINIVAN	7.3%	3.2%	4.5%	9.3%	75.7%	313	4.428
	PICKUP TRUCK	8.2%	4.1%	3.1%	8.8%	75.9%	294	4.401
	SUV	5.0%	4.3%	3.4%	13.5%	73.8%	1,044	4.467
	OTHER	11.5%	12.8%	11.5%	7.7%	56.4%	78	3.846

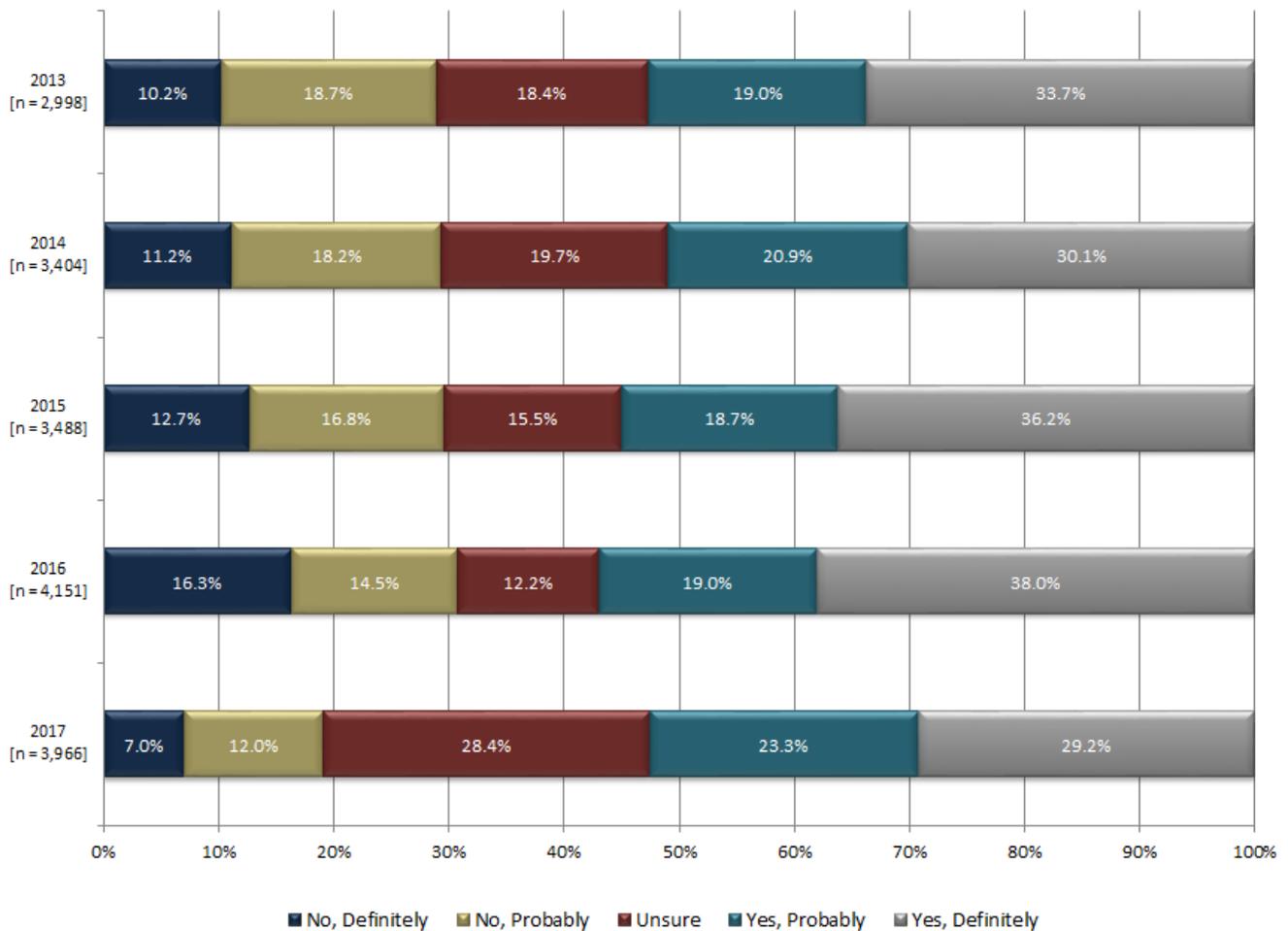
**TABLE 6.22: LIKELIHOOD OF SAYING SOMETHING TO A DRIVER WHO IS TEXTING - 2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	UNSURE	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		2.8%	4.0%	6.7%	19.8%	66.7%	3,969	4.435
SURVEY	SURVEY 1	3.4%	3.0%	5.5%	17.0%	71.1%	999	4.493
	SURVEY 2	3.1%	6.1%	8.8%	24.1%	57.9%	1,030	4.275
	SURVEY 3	2.0%	4.5%	5.3%	17.1%	71.0%	883	4.505
	SURVEY 4	2.7%	2.4%	6.9%	20.4%	67.5%	1,057	4.477
OSP DISTRICT	DISTRICT 1	3.4%	3.7%	8.7%	18.1%	66.0%	321	4.396
	DISTRICT 2	2.7%	1.7%	4.0%	18.3%	73.3%	300	4.580
	DISTRICT 3	3.5%	4.0%	7.2%	23.5%	61.9%	750	4.363
	DISTRICT 4	3.9%	4.8%	6.7%	20.0%	64.6%	461	4.367
	DISTRICT 5	1.9%	3.5%	6.6%	17.0%	70.9%	423	4.515
	DISTRICT 6	2.3%	6.5%	8.0%	23.0%	60.3%	526	4.325
	DISTRICT 7	3.7%	2.8%	3.7%	14.5%	75.4%	325	4.551
	DISTRICT 8	1.9%	3.2%	7.1%	21.6%	66.2%	524	4.469
	DISTRICT 9	2.4%	4.2%	6.5%	14.5%	72.4%	337	4.504
AGE	25 AND YOUNGER	4.8%	7.8%	7.6%	31.0%	48.8%	500	4.112
	26 - 35 YEARS OLD	2.9%	6.7%	12.0%	24.9%	53.6%	872	4.196
	36 - 45 YEARS OLD	2.8%	3.8%	6.2%	22.0%	65.2%	682	4.431
	46 - 55 YEARS OLD	1.8%	1.4%	4.3%	16.5%	75.9%	763	4.632
	56 - 65 YEARS OLD	2.4%	2.2%	4.0%	12.1%	79.3%	1,023	4.636
	66 AND OLDER	4.2%	1.7%	3.4%	9.2%	81.5%	119	4.622
SEX	MALE	3.0%	4.7%	6.3%	20.3%	65.7%	1,235	4.410
	FEMALE	2.8%	3.6%	6.9%	19.5%	67.2%	2,726	4.448
RACE	CAUCASIAN	2.7%	4.0%	6.7%	20.0%	66.6%	3,510	4.439
	AFRICAN AMERICAN	3.1%	2.4%	6.7%	16.5%	71.3%	254	4.504
	OTHER	5.5%	5.5%	7.0%	20.1%	61.8%	199	4.271
MARITAL STATUS	SINGLE	3.0%	6.4%	9.7%	24.1%	56.8%	1,168	4.253
	MARRIED	2.7%	3.0%	5.2%	19.0%	70.2%	2,183	4.510
	OTHER	3.3%	2.9%	6.3%	14.6%	72.8%	615	4.509
RESIDENTIAL LOCATION	URBAN	2.7%	5.1%	6.2%	19.9%	66.0%	627	4.415
	SUBURBAN	3.1%	4.6%	7.6%	21.7%	63.1%	2,246	4.371
	RURAL	2.5%	2.1%	5.2%	15.8%	74.5%	1,096	4.577
DRIVING AREA	URBAN	2.7%	4.3%	4.9%	17.7%	70.4%	892	4.489
	SUBURBAN	3.0%	4.4%	7.7%	22.6%	62.3%	2,186	4.366
	RURAL	2.5%	2.6%	5.8%	15.0%	74.1%	881	4.556
VEHICLE TYPE	AUTOMOBILE	3.3%	4.1%	7.1%	20.0%	65.6%	2,239	4.406
	VAN/MINI VAN	2.6%	3.5%	7.7%	16.0%	70.2%	312	4.478
	PICKUP TRUCK	2.7%	3.4%	3.8%	18.4%	71.7%	293	4.529
	SUV	1.9%	3.7%	6.2%	20.6%	67.6%	1,045	4.481
	OTHER	5.1%	7.7%	10.3%	24.4%	52.6%	78	4.115

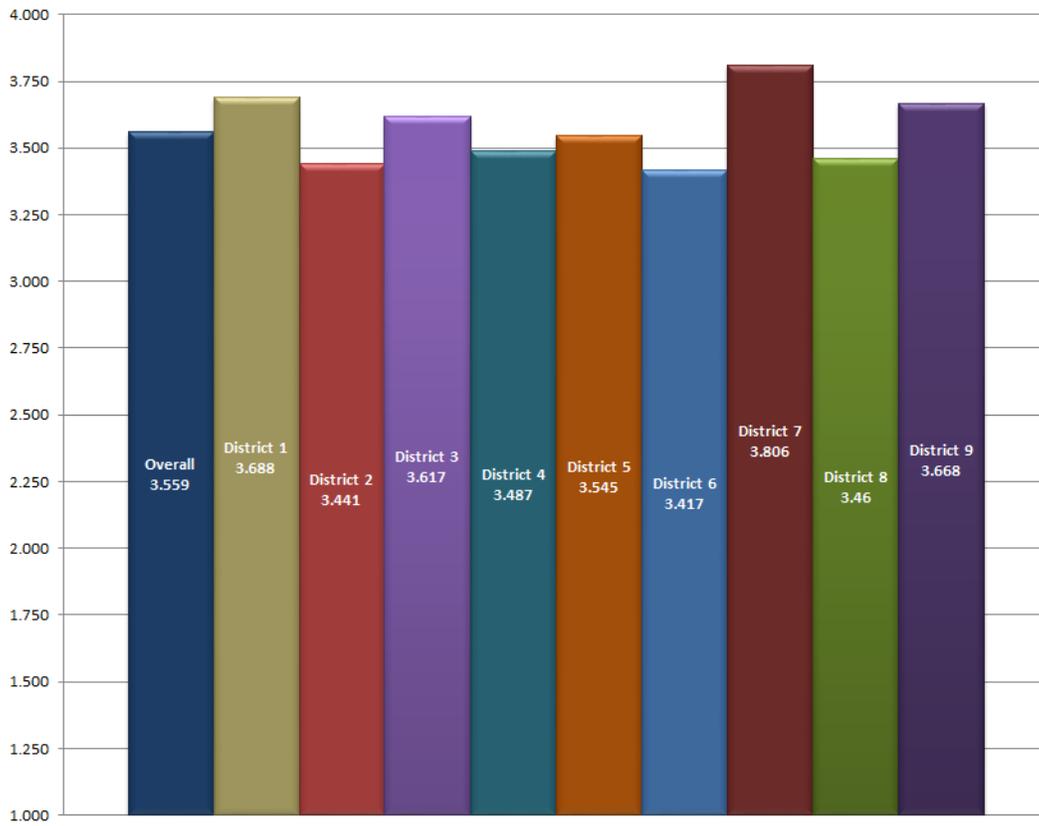
**LAWS REGARDING CELL PHONE USE AND DRIVING**

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 (52.5%) of those surveyed in 2017 said “yes, definitely” or “yes, probably” when asked if they were aware of this law (Figure 32). There are still many Ohioans who do not know such a law exists. Survey participants who reside in OSP Districts 1, 7, and 9 are more likely to say they are aware of a law regarding cell phone use while driving (Figure 32A). Respondents 25 years of age and younger, females, and those who are single were more apt to be aware of such a law (Table 6.24).

**FIGURE 32: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING 2013 - 2017**



**FIGURE 32A: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING – 2017 [MEAN SCORE]**



**TABLE 6.23: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING - 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>3.412</b>	<b>3.486</b>	<b>3.672</b>	<b>3.676</b>	<b>3,966</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.354	3.718	4.025	3.671	321
	<b>DISTRICT 2</b>	3.409	3.255	3.521	3.538	299
	<b>DISTRICT 3</b>	3.371	3.615	3.810	3.724	749
	<b>DISTRICT 4</b>	3.314	3.547	3.578	3.516	462
	<b>DISTRICT 5</b>	3.563	3.343	3.487	3.800	422
	<b>DISTRICT 6</b>	3.188	3.389	3.435	3.654	525
	<b>DISTRICT 7</b>	3.651	3.309	3.904	4.156	325
	<b>DISTRICT 8</b>	3.493	3.250	3.555	3.548	524
	<b>DISTRICT 9</b>	3.462	3.875	3.932	3.582	337

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 6.24: OHIO HAS A LAW BANNING CELL PHONE USE WHILE DRIVING - 2017**

		NO, DEFINITELY	NO, PROBABLY	UNSURE	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		7.0%	12.0%	28.4%	23.3%	29.2%	3,966	3.559
SURVEY	SURVEY 1	11.7%	12.2%	28.4%	18.5%	29.2%	998	3.412
	SURVEY 2	7.0%	12.0%	32.4%	22.8%	25.9%	1,029	3.486
	SURVEY 3	5.8%	11.7%	23.4%	27.9%	31.3%	883	3.672
	SURVEY 4	3.4%	12.1%	28.9%	24.6%	31.0%	1,056	3.676
OSP DISTRICT	DISTRICT 1	6.9%	8.1%	27.4%	24.6%	33.0%	321	3.688
	DISTRICT 2	7.7%	11.7%	31.4%	27.1%	22.1%	299	3.441
	DISTRICT 3	5.6%	10.8%	29.5%	24.4%	29.6%	749	3.617
	DISTRICT 4	7.8%	12.1%	30.5%	22.7%	26.8%	462	3.487
	DISTRICT 5	6.2%	14.9%	26.3%	23.5%	29.1%	422	3.545
	DISTRICT 6	8.6%	16.6%	25.9%	22.5%	26.5%	525	3.417
	DISTRICT 7	6.8%	7.7%	23.4%	22.5%	39.7%	325	3.806
	DISTRICT 8	7.8%	11.6%	32.8%	22.1%	25.6%	524	3.460
	DISTRICT 9	5.6%	12.5%	26.1%	21.1%	34.7%	337	3.668
AGE	25 AND YOUNGER	2.0%	7.6%	25.7%	28.5%	36.1%	498	3.892
	26 - 35 YEARS OLD	4.2%	10.3%	30.1%	27.9%	27.4%	873	3.639
	36 - 45 YEARS OLD	6.0%	12.9%	32.9%	22.3%	25.8%	681	3.490
	46 - 55 YEARS OLD	8.4%	11.8%	29.3%	21.7%	28.9%	762	3.508
	56 - 65 YEARS OLD	10.6%	15.0%	24.8%	19.5%	30.2%	1,023	3.438
	66 AND OLDER	12.6%	12.6%	30.3%	16.0%	28.6%	119	3.353
SEX	MALE	9.7%	12.2%	25.0%	24.2%	28.8%	1,234	3.502
	FEMALE	5.7%	11.9%	30.0%	23.0%	29.4%	2,724	3.586
RACE	CAUCASIAN	7.4%	12.3%	28.5%	23.2%	28.6%	3,506	3.535
	AFRICAN AMERICAN	3.1%	7.9%	24.0%	24.8%	40.2%	254	3.909
	OTHER	4.5%	12.5%	31.5%	24.5%	27.0%	200	3.570
MARITAL STATUS	SINGLE	4.5%	9.8%	29.5%	23.1%	33.0%	1,168	3.703
	MARRIED	8.8%	13.4%	28.1%	23.5%	26.3%	2,181	3.452
	OTHER	5.2%	11.2%	28.0%	23.1%	32.4%	614	3.663
RESIDENTIAL LOCATION	URBAN	4.5%	8.0%	30.6%	23.1%	33.9%	628	3.740
	SUBURBAN	7.4%	13.9%	28.4%	24.2%	26.1%	2,243	3.477
	RURAL	7.5%	10.5%	27.2%	21.7%	33.1%	1,095	3.624
DRIVING AREA	URBAN	5.4%	9.8%	30.1%	21.8%	33.0%	895	3.672
	SUBURBAN	7.8%	13.5%	28.4%	24.1%	26.3%	2,181	3.475
	RURAL	6.6%	10.6%	26.8%	23.2%	32.8%	880	3.651
VEHICLE TYPE	AUTOMOBILE	6.3%	11.3%	29.7%	23.0%	29.7%	2,236	3.585
	VAN/MINIVAN	7.1%	15.4%	23.4%	23.1%	31.1%	312	3.558
	PICKUP TRUCK	8.2%	9.2%	24.8%	25.2%	32.7%	294	3.650
	SUV	8.2%	13.7%	28.2%	23.6%	26.3%	1,044	3.461
	OTHER	3.8%	7.7%	29.5%	25.6%	33.3%	78	3.769

As with previous surveys, virtually all respondents (93.7%) claim to have *never* received a ticket or a warning for cell phone use while driving (Tables 6.25 through 6.27).

**TABLE 6.25: RECEIVED A TICKET OR WARNING FOR CELL PHONE USE WHILE DRIVING - 2017**

		TICKET – TALKING	WARNING – TALKING	TICKET – TEXTING	WARNING – TEXTING	NO	TOTAL
ALL RESPONDENTS		2.9%	2.1%	1.0%	0.3%	93.7%	3969
SURVEY	SURVEY 1	2.7%	1.9%	0.7%	0.3%	94.4%	1001
	SURVEY 2	2.7%	2.5%	1.5%	0.2%	93.1%	1027
	SURVEY 3	2.7%	1.5%	1.2%	0.1%	94.5%	884
	SURVEY 4	3.6%	2.5%	0.7%	0.4%	92.9%	1057
OSP DISTRICT	DISTRICT 1	3.1%	3.1%	0.9%	0.0%	92.9%	322
	DISTRICT 2	3.0%	2.7%	0.7%	0.0%	93.7%	300
	DISTRICT 3	1.9%	1.9%	1.1%	0.5%	94.7%	749
	DISTRICT 4	2.6%	2.2%	2.2%	0.0%	93.1%	461
	DISTRICT 5	2.1%	1.7%	0.5%	0.0%	95.7%	423
	DISTRICT 6	3.8%	2.5%	1.0%	0.4%	92.4%	526
	DISTRICT 7	2.8%	1.2%	0.9%	0.6%	94.5%	325
	DISTRICT 8	4.2%	2.1%	1.1%	0.2%	92.4%	523
	DISTRICT 9	3.3%	1.8%	0.3%	0.3%	94.4%	337
AGE	25 AND YOUNGER	9.8%	4.6%	1.4%	0.4%	83.8%	501
	26 - 35 YEARS OLD	3.9%	3.4%	1.6%	0.2%	90.8%	871
	36 - 45 YEARS OLD	2.8%	3.1%	1.2%	0.4%	92.5%	681
	46 - 55 YEARS OLD	1.4%	0.9%	1.0%	0.1%	96.5%	764
	56 - 65 YEARS OLD	0.3%	0.1%	0.1%	0.2%	99.3%	1023
	66 AND OLDER	0.0%	0.0%	0.8%	0.0%	99.2%	119
SEX	MALE	3.6%	3.7%	0.9%	0.5%	91.3%	1235
	FEMALE	2.6%	1.3%	1.1%	0.1%	94.8%	2727
RACE	CAUCASIAN	2.4%	1.8%	0.9%	0.2%	94.8%	3510
	AFRICAN AMERICAN	5.5%	3.9%	2.0%	0.0%	88.6%	254
	OTHER	10.1%	6.0%	2.5%	1.0%	80.4%	199
MARITAL STATUS	SINGLE	3.9%	3.2%	1.1%	0.3%	91.5%	1171
	MARRIED	2.7%	1.7%	1.1%	0.3%	94.2%	2179
	OTHER	1.9%	1.6%	0.6%	0.0%	95.8%	616
RESIDENTIAL LOCATION	URBAN	7.2%	3.8%	1.3%	0.2%	87.6%	629
	SUBURBAN	2.7%	2.2%	1.2%	0.3%	93.7%	2246
	RURAL	1.1%	1.0%	0.5%	0.2%	97.2%	1094
DRIVING AREA	URBAN	5.3%	3.1%	1.1%	0.1%	90.4%	894
	SUBURBAN	2.6%	2.2%	1.1%	0.3%	93.9%	2186
	RURAL	1.5%	0.9%	0.7%	0.2%	96.7%	879
VEHICLE TYPE	AUTOMOBILE	3.1%	2.1%	0.8%	0.3%	93.7%	2238
	VAN/MINI VAN	1.9%	2.6%	2.2%	0.3%	93.0%	313
	PICKUP TRUCK	3.4%	3.1%	0.3%	0.3%	92.9%	294
	SUV	2.0%	1.1%	1.3%	0.2%	95.3%	1045
	OTHER	13.0%	10.4%	0.0%	0.0%	76.6%	77

**TABLE 6.26: WHEN WARNING RECEIVED FOR USING A CELL PHONE WHILE DRIVING - 2017**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		10.6%	30.9%	18.1%	40.4%	94
SURVEY	SURVEY 1	18.2%	36.4%	13.6%	31.8%	22
	SURVEY 2	10.7%	28.6%	14.3%	46.4%	28
	SURVEY 3	7.1%	21.4%	21.4%	50.0%	14
	SURVEY 4	6.7%	33.3%	23.3%	36.7%	30
OSP DISTRICT	DISTRICT 1	20.0%	40.0%	20.0%	20.0%	10
	DISTRICT 2	12.5%	25.0%	25.0%	37.5%	8
	DISTRICT 3	11.1%	33.3%	5.6%	50.0%	18
	DISTRICT 4	0.0%	20.0%	40.0%	40.0%	10
	DISTRICT 5	14.3%	42.9%	14.3%	28.6%	7
	DISTRICT 6	6.7%	26.7%	26.7%	40.0%	15
	DISTRICT 7	16.7%	16.7%	0.0%	66.7%	6
	DISTRICT 8	16.7%	33.3%	8.3%	41.7%	12
	DISTRICT 9	0.0%	28.6%	28.6%	42.9%	7
AGE	25 AND YOUNGER	12.0%	44.0%	24.0%	20.0%	25
	26 - 35 YEARS OLD	9.4%	25.0%	9.4%	56.3%	32
	36 - 45 YEARS OLD	8.3%	41.7%	20.8%	29.2%	24
	46 - 55 YEARS OLD	12.5%	0.0%	25.0%	62.5%	8
	56 - 65 YEARS OLD	0.0%	0.0%	33.3%	66.7%	3
	66 AND OLDER	9.6%	32.7%	17.3%	40.4%	52
SEX	MALE	12.5%	27.5%	20.0%	40.0%	40
	FEMALE	8.6%	31.4%	20.0%	40.0%	70
RACE	CAUCASIAN	20.0%	30.0%	0.0%	50.0%	10
	AFRICAN AMERICAN	14.3%	28.6%	21.4%	35.7%	14
	OTHER	15.0%	40.0%	10.0%	35.0%	40
MARITAL STATUS	SINGLE	6.8%	25.0%	27.3%	40.9%	44
	MARRIED	10.0%	20.0%	10.0%	60.0%	10
	OTHER	16.0%	36.0%	12.0%	36.0%	25
RESIDENTIAL LOCATION	URBAN	10.7%	25.0%	19.6%	44.6%	56
	SUBURBAN	0.0%	46.2%	23.1%	30.8%	13
	RURAL	17.2%	37.9%	13.8%	31.0%	29
DRIVING AREA	URBAN	7.4%	27.8%	18.5%	46.3%	54
	SUBURBAN	10.0%	20.0%	30.0%	40.0%	10
	RURAL	13.2%	34.0%	15.1%	37.7%	53
VEHICLE TYPE	AUTOMOBILE	0.0%	22.2%	33.3%	44.4%	9
	VAN/MINIVAN	10.0%	40.0%	20.0%	30.0%	10
	PICKUP TRUCK	0.0%	14.3%	21.4%	64.3%	14
	SUV	25.0%	37.5%	12.5%	25.0%	8
	OTHER	18.2%	36.4%	13.6%	31.8%	22

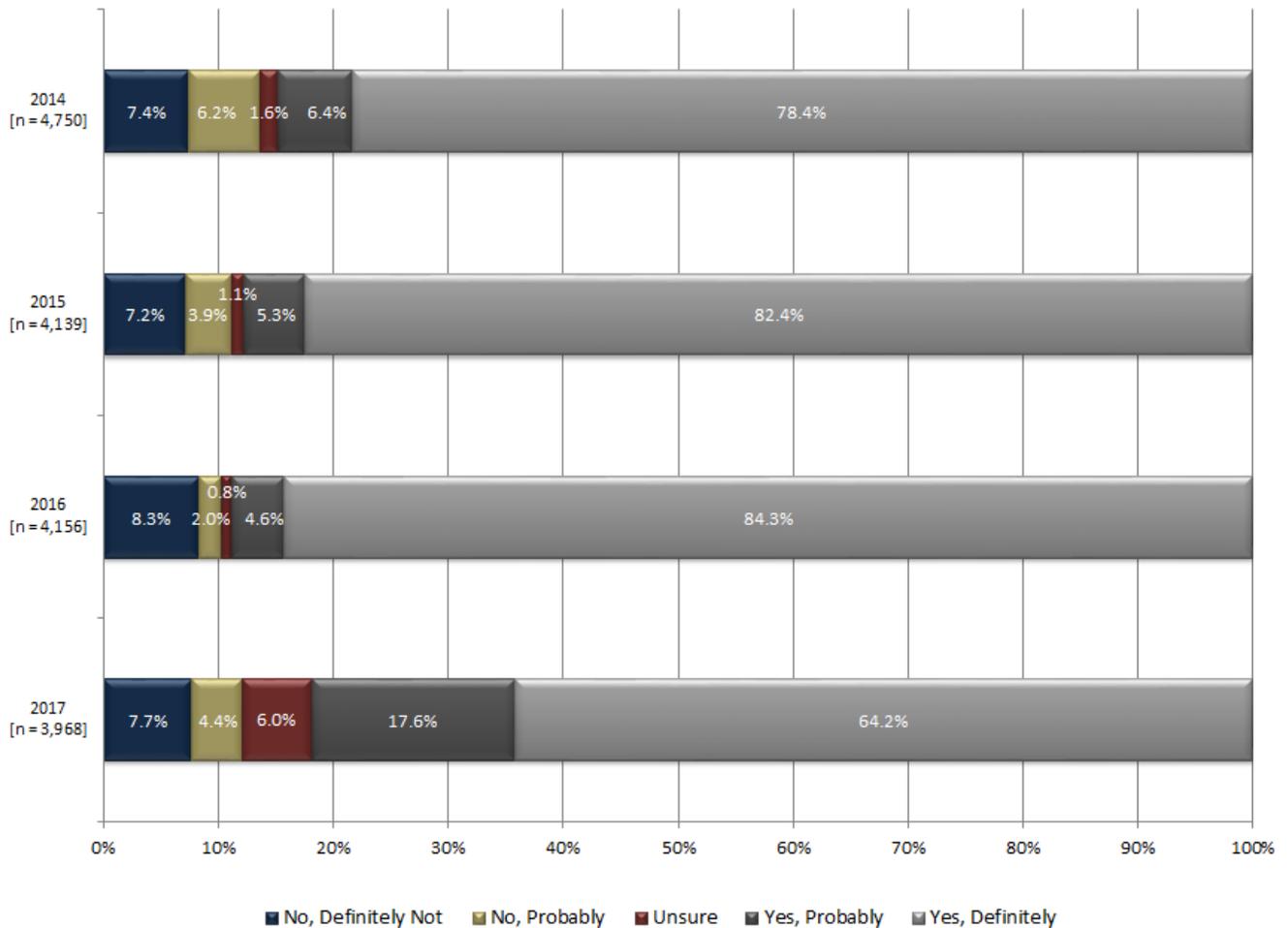
**TABLE 6.27: WHEN TICKET RECEIVED FOR USING A CELL PHONE WHILE DRIVING - 2017**

		DAYS AGO	WEEKS AGO	MONTHS AGO	YEARS AGO	TOTAL
ALL RESPONDENTS		21.9%	15.5%	7.1%	55.5%	155
SURVEY	SURVEY 1	27.3%	21.2%	6.1%	45.5%	33
	SURVEY 2	21.4%	11.9%	7.1%	59.5%	42
	SURVEY 3	17.1%	17.1%	11.4%	54.3%	35
	SURVEY 4	22.2%	13.3%	4.4%	60.0%	45
OSP DISTRICT	DISTRICT 1	30.8%	7.7%	0.0%	61.5%	13
	DISTRICT 2	27.3%	27.3%	0.0%	45.5%	11
	DISTRICT 3	14.3%	4.8%	0.0%	81.0%	21
	DISTRICT 4	9.1%	9.1%	13.6%	68.2%	22
	DISTRICT 5	27.3%	18.2%	9.1%	45.5%	11
	DISTRICT 6	12.0%	36.0%	8.0%	44.0%	25
	DISTRICT 7	16.7%	25.0%	25.0%	33.3%	12
	DISTRICT 8	35.7%	7.1%	3.6%	53.6%	28
	DISTRICT 9	33.3%	8.3%	8.3%	50.0%	12
AGE	25 AND YOUNGER	26.8%	16.1%	5.4%	51.8%	56
	26 - 35 YEARS OLD	17.0%	17.0%	10.6%	55.3%	47
	36 - 45 YEARS OLD	29.6%	14.8%	0.0%	55.6%	27
	46 - 55 YEARS OLD	16.7%	11.1%	11.1%	61.1%	18
	56 - 65 YEARS OLD	0.0%	0.0%	0.0%	100.0%	4
	66 AND OLDER	0.0%	0.0%	0.0%	100.0%	1
SEX	MALE	32.7%	20.0%	7.3%	40.0%	55
	FEMALE	16.2%	13.1%	7.1%	63.6%	99
RACE	CAUCASIAN	22.5%	12.6%	8.1%	56.8%	111
	AFRICAN AMERICAN	21.1%	21.1%	5.3%	52.6%	19
	OTHER	20.0%	24.0%	4.0%	52.0%	25
MARITAL STATUS	SINGLE	20.3%	13.6%	15.3%	50.8%	59
	MARRIED	26.3%	15.0%	2.5%	56.3%	80
	OTHER	6.3%	25.0%	0.0%	68.8%	16
RESIDENTIAL LOCATION	URBAN	32.7%	15.4%	9.6%	42.3%	52
	SUBURBAN	18.8%	12.9%	5.9%	62.4%	85
	RURAL	5.6%	27.8%	5.6%	61.1%	18
DRIVING AREA	URBAN	32.1%	10.7%	7.1%	50.0%	56
	SUBURBAN	17.7%	16.5%	7.6%	58.2%	79
	RURAL	5.3%	26.3%	5.3%	63.2%	19
VEHICLE TYPE	AUTOMOBILE	21.8%	11.5%	8.0%	58.6%	87
	VAN/MINIVAN	8.3%	16.7%	8.3%	66.7%	12
	PICKUP TRUCK	36.4%	27.3%	0.0%	36.4%	11
	SUV	20.0%	17.1%	8.6%	54.3%	35
	OTHER	30.0%	30.0%	0.0%	40.0%	10

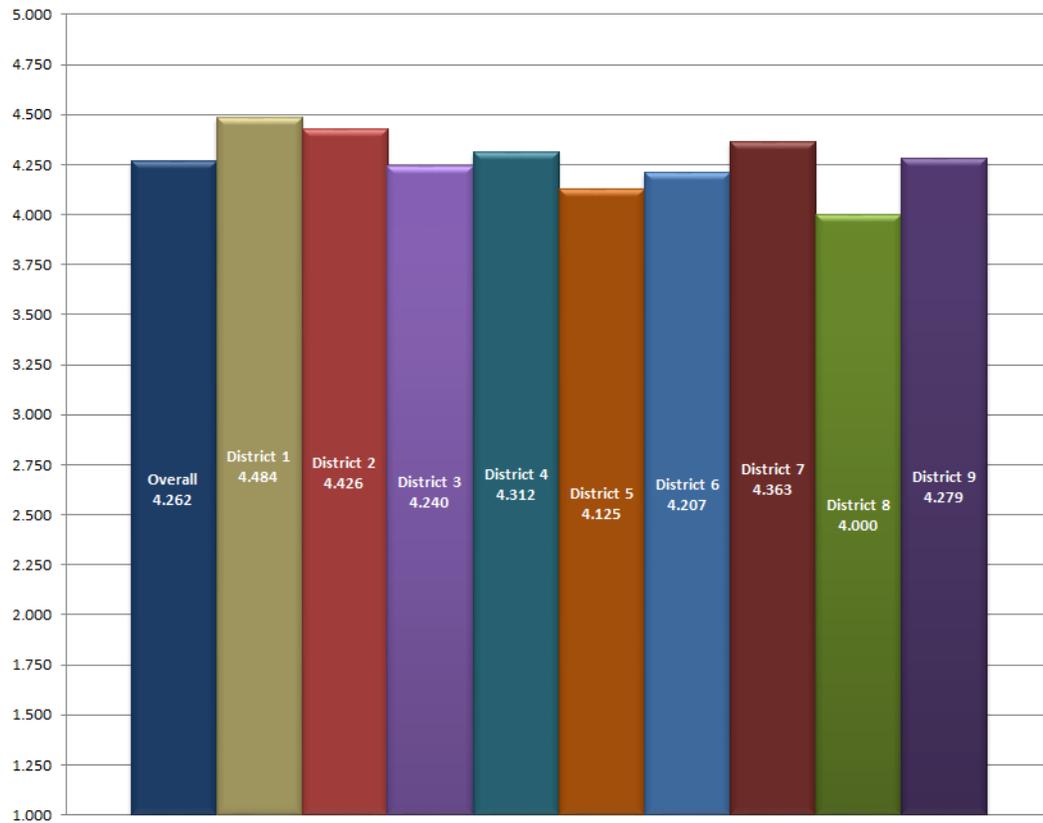
**SLOGANS REGARDING CELL PHONE USE WHILE DRIVING**

Those surveyed in 2017 were asked if they were familiar with the “*Stay Alive! Don’t Text & Drive*” slogan. The majority (81.8%) maintained they had probably (17.6%) or definitely (64.2%) seen or heard the slogan (Figure 33). Exposure to the slogan decreased slightly in 2017 in comparison to previous survey years. Respondents in OSP Districts 1, 2, 7, and 9 were more inclined to say they were familiar with the “*Stay Alive! Don’t Text & Drive*” slogan (Figure 33A). Table 6.29 contains these results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 33: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” 2014 - 2017**



**FIGURE 33A: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” - 2017 [MEAN SCORE]**



**TABLE 6.28: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” - 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>4.300</b>	<b>4.069</b>	<b>4.447</b>	<b>4.259</b>	<b>3,968</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	4.646	4.423	4.500	4.366	322
	<b>DISTRICT 2</b>	4.413	4.218	4.658	4.372	298
	<b>DISTRICT 3</b>	4.213	4.207	4.429	4.211	750
	<b>DISTRICT 4</b>	4.263	4.132	4.526	4.311	462
	<b>DISTRICT 5</b>	4.087	3.755	4.513	4.090	423
	<b>DISTRICT 6</b>	4.248	4.000	4.322	4.301	526
	<b>DISTRICT 7</b>	4.442	4.091	4.362	4.456	325
	<b>DISTRICT 8</b>	4.184	3.893	4.440	3.993	523
	<b>DISTRICT 9</b>	4.430	3.646	4.297	4.402	337

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.

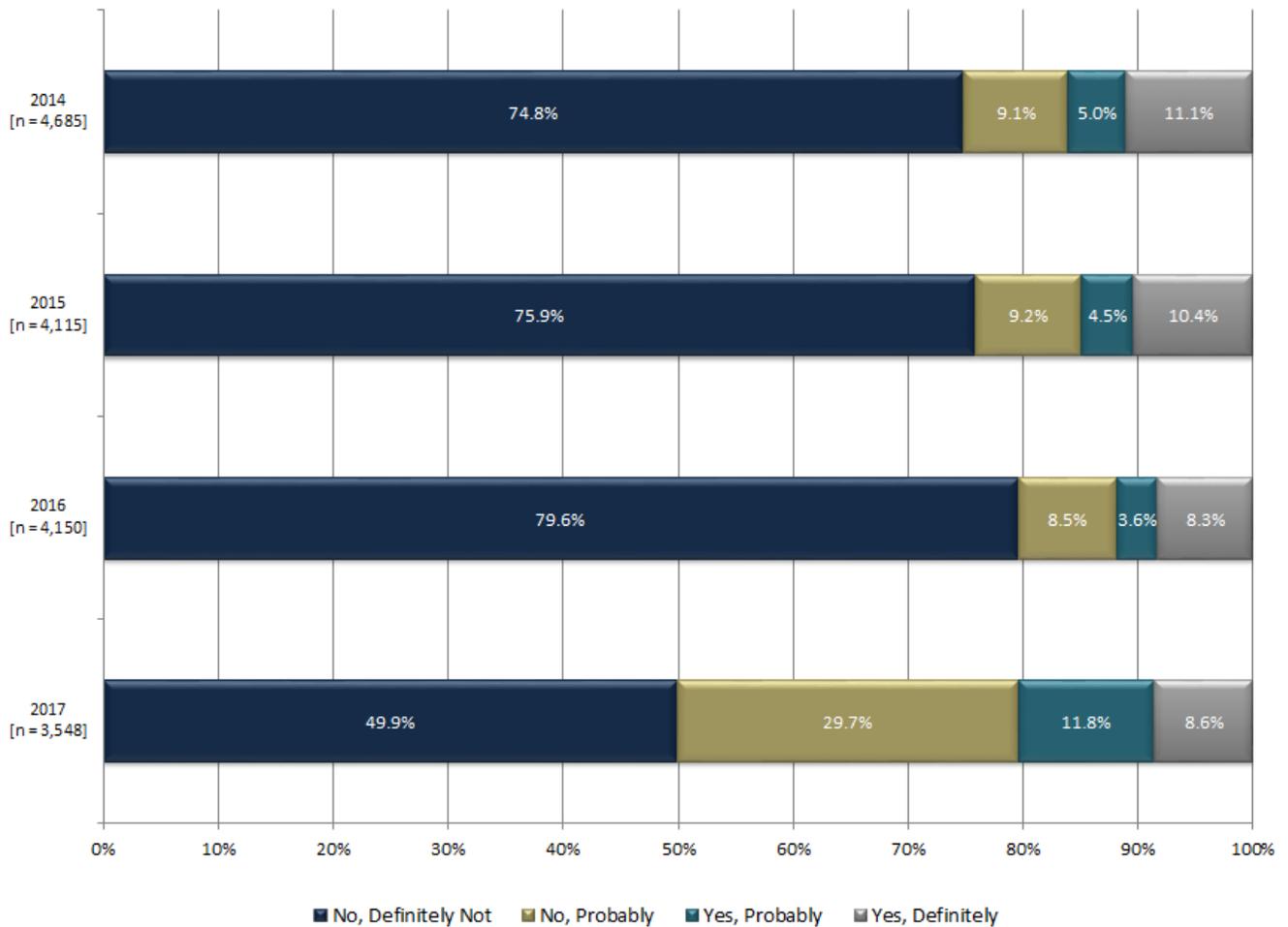
**TABLE 6.29: RECALL SEEING OR HEARING THE SLOGAN “STAY ALIVE! DON’T TEXT AND DRIVE” - 2017**

		No, DEFINITELY NOT	No, PROBABLY NOT	UNSURE	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		7.7%	4.4%	6.0%	17.6%	64.2%	3,968	4.262
SURVEY	SURVEY 1	8.1%	3.8%	4.5%	17.2%	66.4%	1,000	4.300
	SURVEY 2	10.4%	4.9%	8.9%	19.0%	56.8%	1,029	4.069
	SURVEY 3	5.1%	3.4%	5.0%	14.7%	71.8%	883	4.447
	SURVEY 4	7.0%	5.3%	5.6%	19.0%	63.1%	1,056	4.259
OSP DISTRICT	DISTRICT 1	4.7%	3.4%	4.7%	13.4%	73.9%	322	4.484
	DISTRICT 2	7.0%	2.0%	4.0%	15.1%	71.8%	298	4.426
	DISTRICT 3	6.9%	4.3%	7.6%	20.3%	60.9%	750	4.240
	DISTRICT 4	5.6%	5.2%	6.7%	17.3%	65.2%	462	4.312
	DISTRICT 5	10.2%	6.1%	4.7%	18.9%	60.0%	423	4.125
	DISTRICT 6	8.6%	3.6%	7.6%	19.0%	61.2%	526	4.207
	DISTRICT 7	6.8%	3.7%	5.2%	15.1%	69.2%	325	4.363
	DISTRICT 8	10.9%	4.8%	6.5%	18.0%	59.8%	523	4.111
	DISTRICT 9	7.7%	5.6%	4.2%	16.0%	66.5%	337	4.279
AGE	25 AND YOUNGER	5.2%	3.8%	5.6%	17.2%	68.2%	500	4.394
	26 - 35 YEARS OLD	9.3%	4.0%	7.6%	18.9%	60.2%	872	4.167
	36 - 45 YEARS OLD	8.4%	5.1%	7.3%	19.7%	59.5%	681	4.167
	46 - 55 YEARS OLD	9.6%	3.9%	5.5%	17.5%	63.5%	764	4.215
	56 - 65 YEARS OLD	5.8%	4.2%	4.8%	15.1%	70.2%	1,022	4.396
	66 AND OLDER	8.4%	7.6%	4.2%	19.3%	60.5%	119	4.160
SEX	MALE	9.3%	5.0%	6.8%	18.3%	60.6%	1,232	4.157
	FEMALE	7.0%	4.1%	5.7%	17.3%	65.9%	2,728	4.309
RACE	CAUCASIAN	7.5%	4.0%	5.7%	17.4%	65.4%	3,508	4.292
	AFRICAN AMERICAN	11.4%	5.9%	9.1%	22.0%	51.6%	254	3.965
	OTHER	7.5%	8.5%	8.0%	16.0%	60.0%	200	4.125
MARITAL STATUS	SINGLE	9.6%	6.8%	7.5%	16.4%	59.7%	1,169	4.099
	MARRIED	6.7%	3.3%	4.9%	17.7%	67.4%	2,181	4.358
	OTHER	7.8%	3.9%	7.5%	19.2%	61.6%	615	4.229
RESIDENTIAL LOCATION	URBAN	9.4%	3.8%	5.7%	18.5%	62.6%	628	4.210
	SUBURBAN	6.9%	5.0%	7.0%	19.0%	62.0%	2,245	4.242
	RURAL	8.4%	3.5%	4.3%	14.2%	69.6%	1,095	4.332
DRIVING AREA	URBAN	7.8%	4.0%	5.0%	17.4%	65.7%	893	4.291
	SUBURBAN	7.5%	4.7%	6.9%	19.0%	61.9%	2,185	4.232
	RURAL	8.3%	4.0%	5.1%	14.3%	68.3%	880	4.303
VEHICLE TYPE	AUTOMOBILE	8.5%	5.0%	6.6%	16.7%	63.2%	2,240	4.213
	VAN/MINI VAN	5.8%	5.4%	5.1%	17.9%	65.8%	313	4.326
	PICKUP TRUCK	7.5%	4.8%	3.7%	17.0%	67.0%	294	4.313
	SUV	6.5%	2.6%	5.3%	19.2%	66.5%	1,044	4.365
	OTHER	12.0%	6.7%	13.3%	21.3%	46.7%	75	3.840

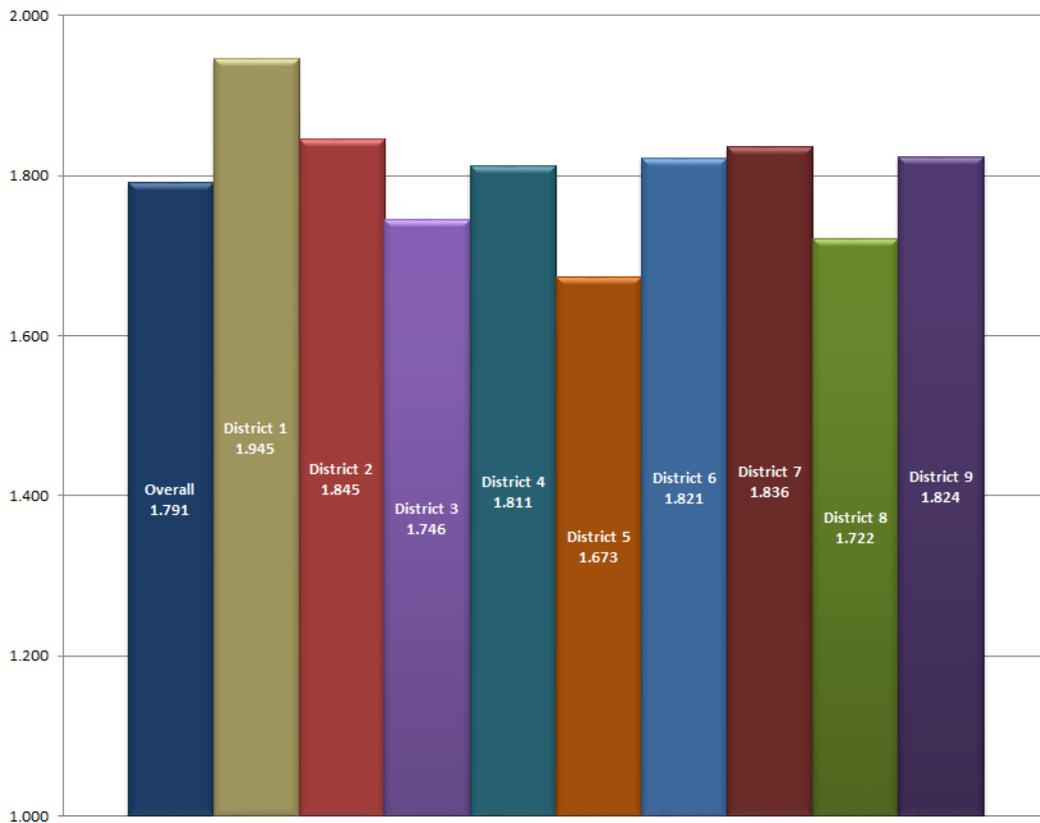
## ENFORCEMENT OF CELL PHONE USE WHILE DRIVING LAWS

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, 79.6% of respondents said that they had not (Figure 34; Figure 34A; Table 6.30; and Table 6.31).

**FIGURE 34: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2014 - 2017**



**FIGURE 34A: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2017 [MEAN SCORE]**



**TABLE 6.30: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>1.657</b>	<b>1.783</b>	<b>1.894</b>	<b>1.840</b>	<b>3,548</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	1.608	2.209	2.081	1.932	293
	<b>DISTRICT 2</b>	1.744	1.673	1.985	1.947	278
	<b>DISTRICT 3</b>	1.547	1.774	1.978	1.739	646
	<b>DISTRICT 4</b>	1.660	1.871	1.811	1.907	412
	<b>DISTRICT 5</b>	1.516	1.699	1.643	1.859	373
	<b>DISTRICT 6</b>	1.757	1.659	1.943	1.949	468
	<b>DISTRICT 7</b>	1.728	1.882	1.952	1.798	299
	<b>DISTRICT 8</b>	1.715	1.648	1.757	1.762	464
	<b>DISTRICT 9</b>	1.651	1.875	2.083	1.774	313

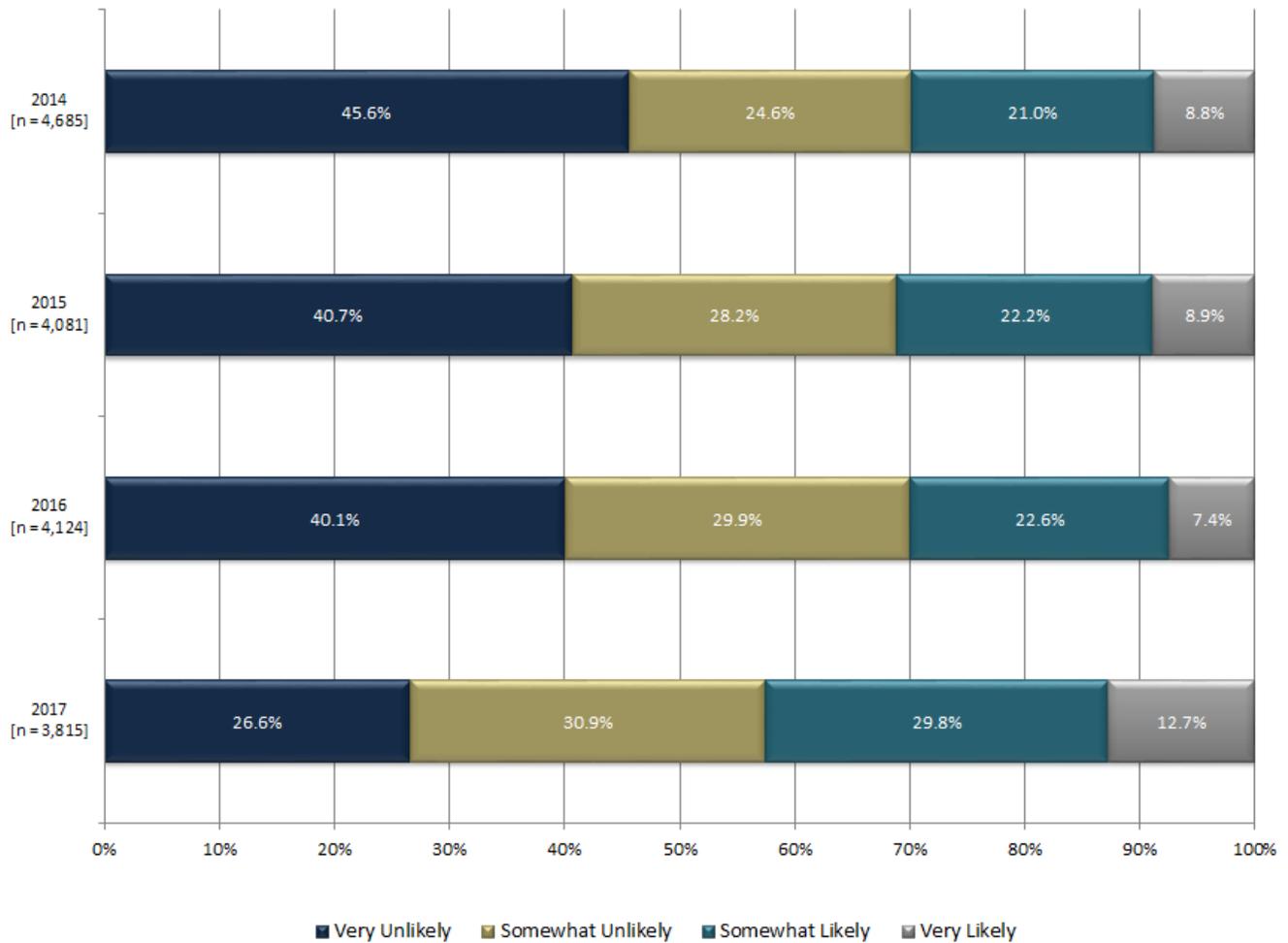
The mean score calculation is based on "Yes Definitely" = 4 to "No, Definitely Not" = 1; therefore, the greater the mean score, the more likely respondent is to have witnessed cell phone law enforcement by police.

**TABLE 6.31: SAW, HEARD, OR READ ANYTHING ABOUT CELL PHONE LAW ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2017**

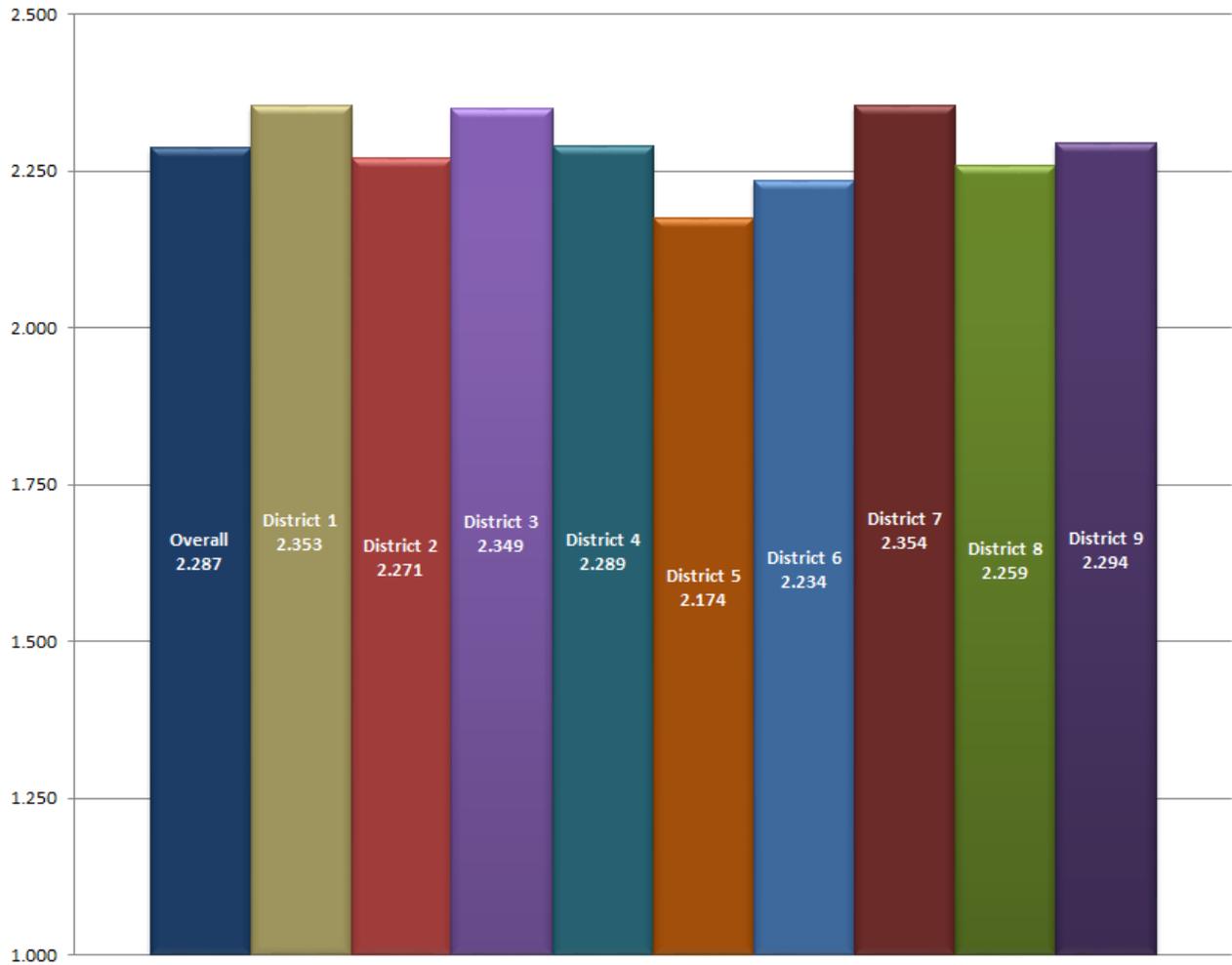
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		49.9%	29.7%	11.8%	8.6%	3,548	1.791
SURVEY	SURVEY 1	57.5%	27.0%	7.7%	7.7%	906	1.657
	SURVEY 2	48.8%	31.5%	12.2%	7.5%	885	1.783
	SURVEY 3	43.9%	32.4%	14.0%	9.7%	815	1.894
	SURVEY 4	48.7%	28.1%	13.6%	9.6%	942	1.840
OSP DISTRICT	DISTRICT 1	42.7%	31.4%	14.7%	11.3%	293	1.945
	DISTRICT 2	48.9%	27.3%	14.0%	9.7%	278	1.845
	DISTRICT 3	50.3%	31.4%	11.6%	6.7%	646	1.746
	DISTRICT 4	47.8%	31.8%	11.9%	8.5%	412	1.811
	DISTRICT 5	54.7%	28.4%	11.8%	5.1%	373	1.673
	DISTRICT 6	46.8%	32.9%	11.8%	8.5%	468	1.821
	DISTRICT 7	50.8%	25.8%	12.4%	11.0%	299	1.836
	DISTRICT 8	54.3%	27.4%	10.1%	8.2%	464	1.722
	DISTRICT 9	50.8%	27.8%	9.6%	11.8%	313	1.824
AGE	25 AND YOUNGER	31.4%	32.1%	21.2%	15.3%	439	2.203
	26 - 35 YEARS OLD	42.1%	34.1%	15.2%	8.6%	757	1.902
	36 - 45 YEARS OLD	51.4%	28.8%	11.0%	8.8%	611	1.773
	46 - 55 YEARS OLD	56.4%	27.0%	8.7%	7.9%	693	1.681
	56 - 65 YEARS OLD	58.0%	27.7%	8.3%	6.0%	931	1.623
	66 AND OLDER	59.1%	27.3%	7.3%	6.4%	110	1.609
SEX	MALE	48.1%	28.7%	13.0%	10.2%	1,136	1.854
	FEMALE	50.7%	30.1%	11.3%	7.9%	2,406	1.763
RACE	CAUCASIAN	50.4%	30.2%	11.3%	8.1%	3,149	1.772
	AFRICAN AMERICAN	46.9%	24.1%	17.0%	12.1%	224	1.942
	OTHER	45.3%	26.5%	14.7%	13.5%	170	1.965
MARITAL STATUS	SINGLE	43.4%	31.0%	16.3%	9.3%	1,025	1.914
	MARRIED	50.9%	29.7%	10.7%	8.7%	1,974	1.773
	OTHER	58.4%	27.1%	7.7%	6.8%	546	1.628
RESIDENTIAL LOCATION	URBAN	44.3%	26.5%	15.3%	13.9%	555	1.987
	SUBURBAN	49.4%	31.0%	11.8%	7.7%	1,975	1.779
	RURAL	53.8%	28.9%	9.9%	7.4%	1,018	1.708
DRIVING AREA	URBAN	47.9%	27.1%	13.9%	11.1%	804	1.882
	SUBURBAN	48.8%	31.2%	12.0%	7.9%	1,917	1.790
	RURAL	54.4%	28.5%	9.4%	7.7%	818	1.704
VEHICLE TYPE	AUTOMOBILE	49.1%	30.6%	11.7%	8.5%	1,968	1.796
	VAN/MINI VAN	51.2%	27.3%	11.8%	9.7%	289	1.799
	PICKUP TRUCK	55.8%	23.9%	10.9%	9.4%	276	1.739
	SUV	50.6%	30.1%	11.9%	7.4%	947	1.761
	OTHER	31.8%	28.8%	18.2%	21.2%	66	2.288

Figure 35 shows that the chances of receiving a ticket for cell phone use increased since the 2016 survey. In 2017, those surveyed said that the chances of receiving a ticket for using a cell phone while driving was somewhat (29.8%) or very (12.7%) likely. Respondents in OSP Districts 1, 3, and 7 were more apt to find the chances of receiving a ticket likely (Figure 35A). Table 6.33 contains these results by survey, OSP District, age, sex, race, marital status, resident location, driving area, and vehicle type.

**FIGURE 35: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING 2014 - 2017**



**FIGURE 35A: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING - 2017 [MEAN SCORE]**



**TABLE 6.32: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING - 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.151</b>	<b>2.297</b>	<b>2.311</b>	<b>2.384</b>	<b>3,815</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.013	2.500	2.359	2.538	312
	<b>DISTRICT 2</b>	2.236	2.135	2.250	2.423	291
	<b>DISTRICT 3</b>	2.179	2.395	2.434	2.372	713
	<b>DISTRICT 4</b>	2.230	2.219	2.243	2.449	447
	<b>DISTRICT 5</b>	1.895	2.179	2.189	2.432	396
	<b>DISTRICT 6</b>	2.145	2.121	2.282	2.400	505
	<b>DISTRICT 7</b>	2.305	2.404	2.380	2.341	314
	<b>DISTRICT 8</b>	2.149	2.272	2.283	2.336	505
	<b>DISTRICT 9</b>	2.180	2.435	2.432	2.240	330

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.

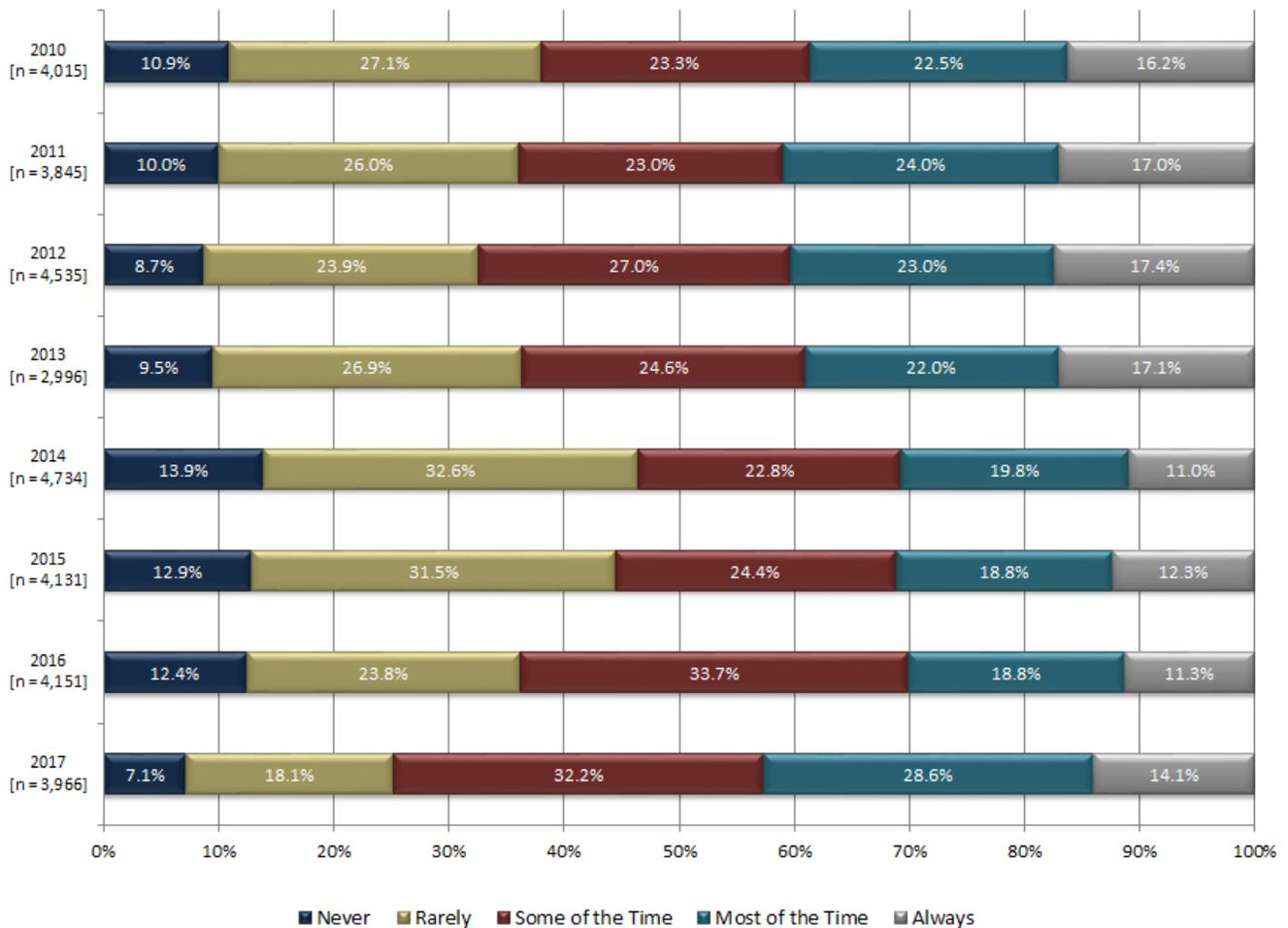
**TABLE 6.33: CHANCES OF RECEIVING A TICKET FOR USING A CELL PHONE WHILE DRIVING - 2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		26.6%	30.9%	29.8%	12.7%	3,815	2.287
SURVEY	SURVEY 1	31.5%	32.3%	25.9%	10.4%	955	2.151
	SURVEY 2	25.3%	31.7%	30.8%	12.1%	983	2.297
	SURVEY 3	27.3%	28.8%	29.3%	14.5%	853	2.311
	SURVEY 4	22.6%	30.6%	32.8%	14.1%	1,024	2.384
OSP DISTRICT	DISTRICT 1	26.0%	27.9%	31.1%	15.1%	312	2.353
	DISTRICT 2	28.2%	28.9%	30.6%	12.4%	291	2.271
	DISTRICT 3	22.7%	33.2%	30.4%	13.6%	713	2.349
	DISTRICT 4	24.6%	33.6%	30.2%	11.6%	447	2.289
	DISTRICT 5	31.8%	29.5%	28.0%	10.6%	396	2.174
	DISTRICT 6	26.9%	31.5%	32.9%	8.7%	505	2.234
	DISTRICT 7	28.3%	24.5%	30.6%	16.6%	314	2.354
	DISTRICT 8	28.3%	31.7%	25.7%	14.3%	505	2.259
	DISTRICT 9	25.8%	32.4%	28.5%	13.3%	330	2.294
AGE	25 AND YOUNGER	14.1%	24.9%	39.6%	21.4%	482	2.683
	26 - 35 YEARS OLD	21.0%	30.8%	34.3%	14.0%	835	2.413
	36 - 45 YEARS OLD	26.6%	31.7%	30.2%	11.5%	650	2.266
	46 - 55 YEARS OLD	31.3%	30.2%	26.3%	12.2%	735	2.195
	56 - 65 YEARS OLD	33.1%	33.9%	23.9%	9.1%	991	2.090
	66 AND OLDER	34.8%	29.5%	25.9%	9.8%	112	2.107
SEX	MALE	30.6%	29.7%	27.9%	11.8%	1,192	2.209
	FEMALE	24.7%	31.4%	30.7%	13.1%	2,616	2.322
RACE	CAUCASIAN	27.5%	31.7%	29.2%	11.6%	3,383	2.248
	AFRICAN AMERICAN	18.0%	20.9%	35.6%	25.5%	239	2.686
	OTHER	19.8%	28.9%	33.7%	17.6%	187	2.492
MARITAL STATUS	SINGLE	20.2%	29.2%	34.1%	16.5%	1,115	2.469
	MARRIED	28.0%	32.7%	28.2%	11.1%	2,110	2.225
	OTHER	33.7%	27.8%	27.3%	11.2%	587	2.160
RESIDENTIAL LOCATION	URBAN	22.5%	29.5%	30.6%	17.4%	604	2.429
	SUBURBAN	26.4%	32.1%	29.9%	11.7%	2,144	2.268
	RURAL	29.2%	29.3%	29.1%	12.3%	1,067	2.245
DRIVING AREA	URBAN	26.1%	29.7%	29.3%	14.9%	859	2.331
	SUBURBAN	26.5%	32.1%	29.9%	11.5%	2,090	2.265
	RURAL	27.6%	29.2%	30.0%	13.2%	856	2.289
VEHICLE TYPE	AUTOMOBILE	25.5%	30.9%	31.1%	12.4%	2,149	2.304
	VAN/MINI VAN	27.9%	28.9%	28.2%	15.1%	305	2.305
	PICKUP TRUCK	31.2%	27.3%	27.7%	13.8%	282	2.241
	SUV	27.2%	33.2%	28.3%	11.3%	1,003	2.236
	OTHER	24.3%	21.6%	25.7%	28.4%	74	2.581

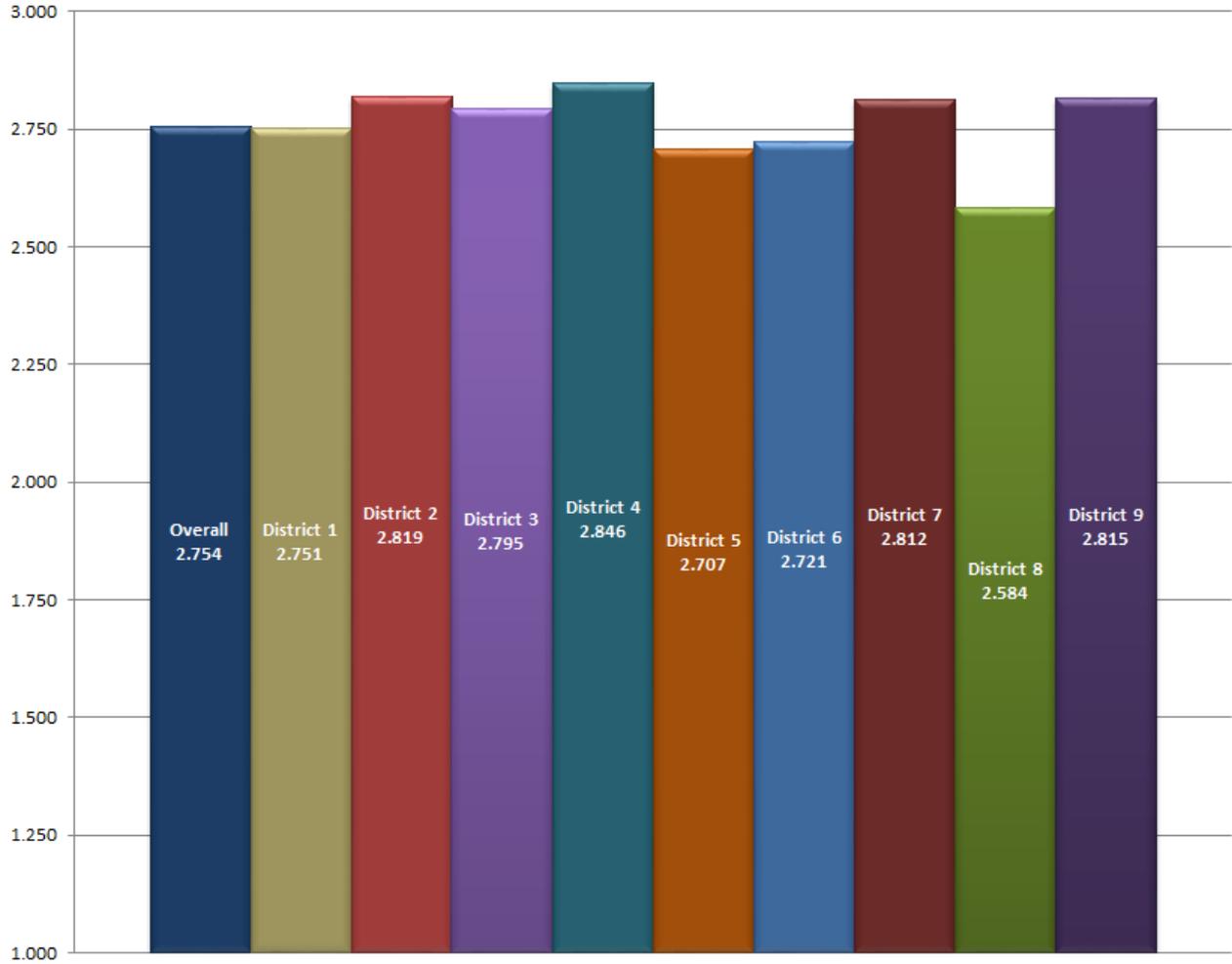
## SPEED LIMITS

Less than one-half (42.7%) of those surveyed said they drive at least 5 mph over the posted limit on local roads “always” or “most of the time” (Figure 36). Those 25 years of age and older, females, single respondents, those who live in and primarily drive 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 6.35). Drivers in OSP Districts 5, 6, and 8 are more likely to say they drive at least 5 mph over the posted speed limit on local roads (Figure 36A).

**FIGURE 36: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS 2010 - 2017**



**FIGURE 36A: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS – 2017 [MEAN SCORE]**



**TABLE 6.34: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS - 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.863</b>	<b>2.755</b>	<b>2.709</b>	<b>2.689</b>	<b>3,966</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	3.024	2.675	2.700	2.598	321
	<b>DISTRICT 2</b>	2.859	2.673	3.014	2.696	299
	<b>DISTRICT 3</b>	2.919	2.836	2.705	2.669	750
	<b>DISTRICT 4</b>	2.941	2.752	2.784	2.893	461
	<b>DISTRICT 5</b>	2.808	2.598	2.658	2.770	423
	<b>DISTRICT 6</b>	2.822	2.725	2.661	2.669	526
	<b>DISTRICT 7</b>	2.895	2.891	2.828	2.667	324
	<b>DISTRICT 8</b>	2.618	2.748	2.618	2.381	524
	<b>DISTRICT 9</b>	2.978	2.771	2.446	2.934	336

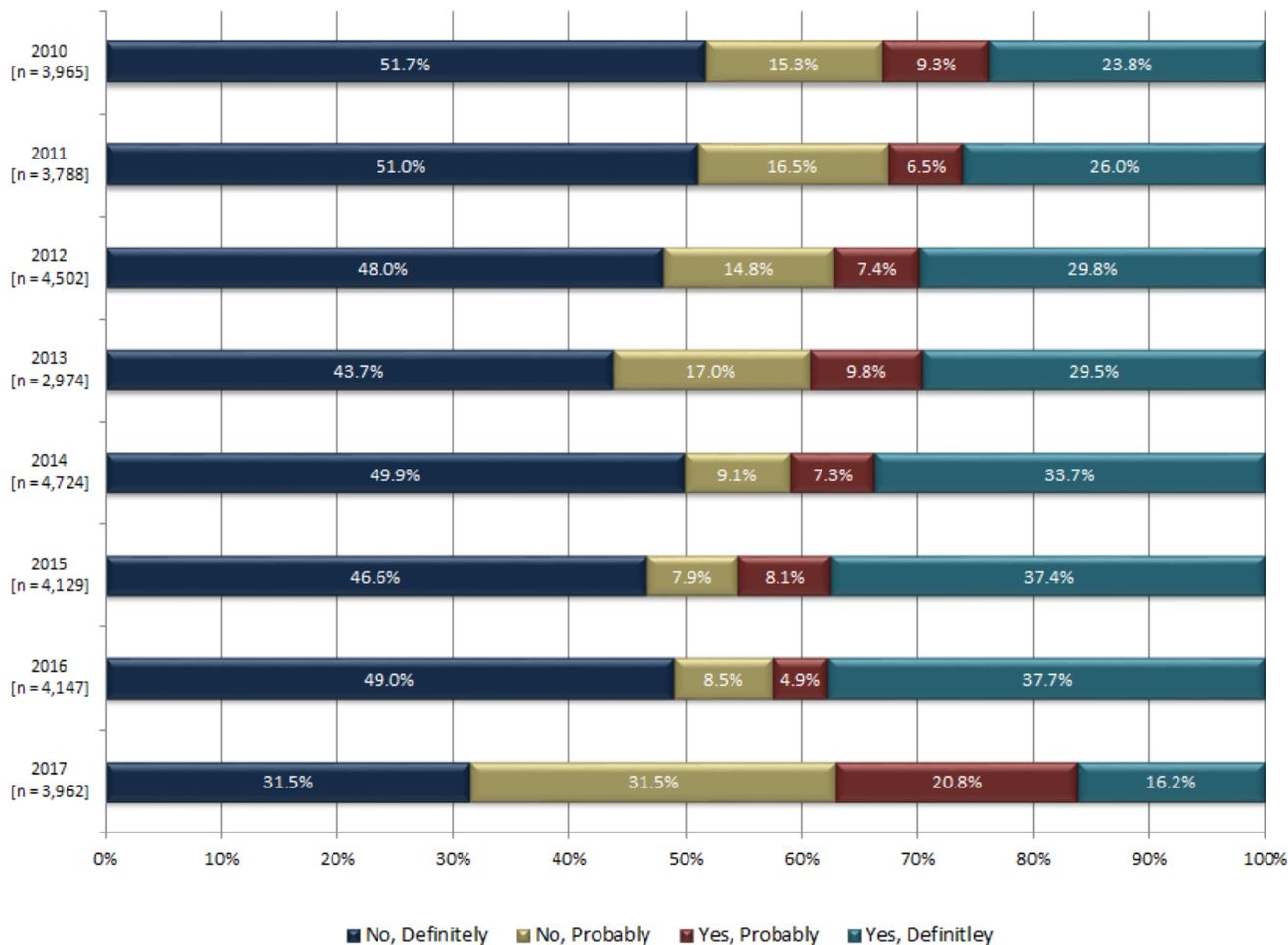
The mean score calculation is based on "Never" = 5 to "Always" = 1; therefore, the greater the mean score, the more likely respondent is to drive at least 5 mph over the posted speed limit on local roads.

**TABLE 6.35: FREQUENCY OF DRIVING AT LEAST 5MPH OVER THE POSTED SPEED LIMIT ON LOCAL ROADS – 2017**

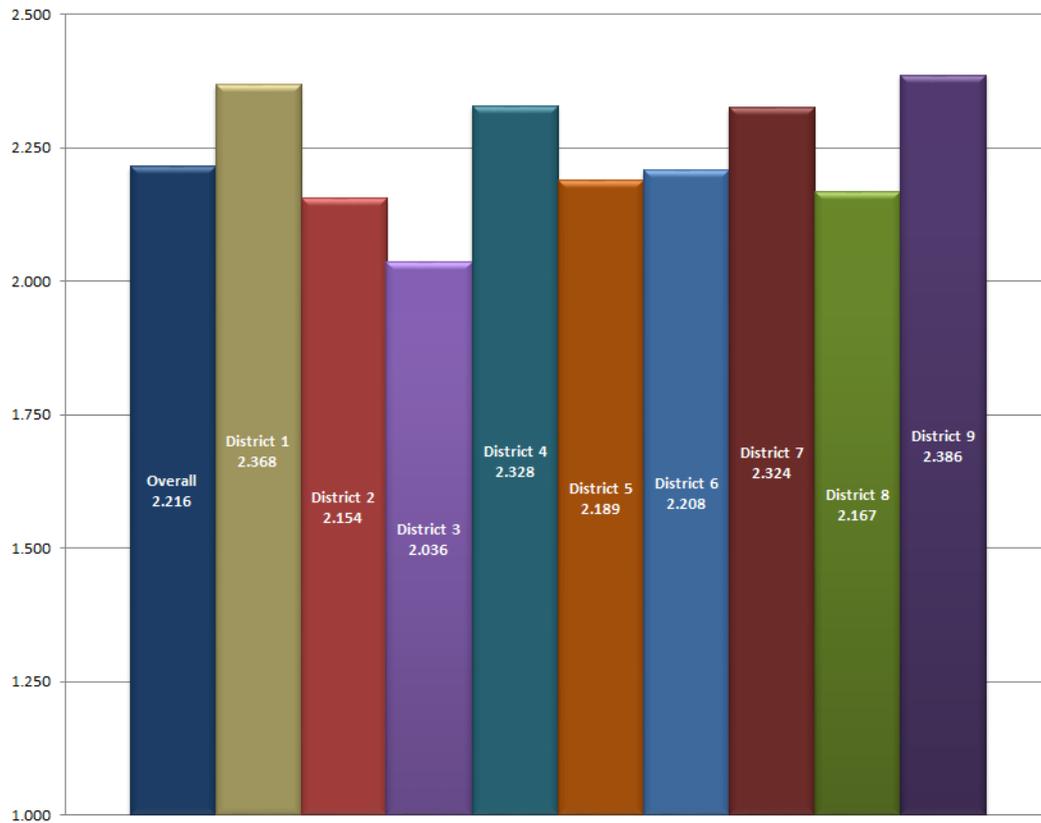
		ALWAYS	MOST OF THE TIME	HALF OF THE TIME	RARELY	Never	TOTAL	AVERAGE
ALL RESPONDENTS		14.1%	28.6%	32.2%	18.1%	7.1%	3,966	2.754
SURVEY	SURVEY 1	12.2%	25.7%	33.1%	21.6%	7.4%	1,000	2.863
	SURVEY 2	13.6%	27.6%	34.5%	18.1%	6.1%	1,026	2.755
	SURVEY 3	15.5%	29.6%	30.1%	18.1%	6.7%	883	2.709
	SURVEY 4	15.1%	31.4%	30.8%	14.7%	7.9%	1,057	2.689
OSP DISTRICT	DISTRICT 1	14.6%	30.2%	29.6%	16.5%	9.0%	321	2.751
	DISTRICT 2	12.4%	28.4%	34.4%	14.4%	10.4%	299	2.819
	DISTRICT 3	12.8%	27.9%	32.5%	20.7%	6.1%	750	2.795
	DISTRICT 4	12.1%	26.7%	32.8%	21.3%	7.2%	461	2.846
	DISTRICT 5	13.7%	29.3%	33.6%	19.4%	4.0%	423	2.707
	DISTRICT 6	13.7%	31.4%	31.6%	16.0%	7.4%	526	2.721
	DISTRICT 7	14.5%	24.7%	32.7%	21.3%	6.8%	324	2.812
	DISTRICT 8	17.6%	31.5%	31.5%	13.9%	5.5%	524	2.584
	DISTRICT 9	15.8%	25.0%	31.3%	17.9%	10.1%	336	2.815
AGE	25 AND YOUNGER	22.6%	35.3%	26.7%	11.6%	3.8%	501	2.387
	26 - 35 YEARS OLD	18.2%	35.7%	27.5%	13.5%	5.0%	872	2.515
	36 - 45 YEARS OLD	17.2%	31.1%	32.6%	13.7%	5.4%	681	2.590
	46 - 55 YEARS OLD	9.7%	27.4%	32.9%	21.9%	8.1%	763	2.913
	56 - 65 YEARS OLD	8.2%	19.7%	37.5%	24.7%	9.8%	1,020	3.081
	66 AND OLDER	6.7%	18.5%	37.0%	23.5%	14.3%	119	3.202
SEX	MALE	15.8%	26.9%	30.0%	19.4%	7.9%	1,235	2.768
	FEMALE	13.3%	29.3%	33.2%	17.5%	6.7%	2,724	2.750
RACE	CAUCASIAN	13.7%	28.9%	32.5%	18.1%	6.8%	3,508	2.753
	AFRICAN AMERICAN	16.9%	26.0%	28.7%	18.9%	9.4%	254	2.780
	OTHER	16.7%	26.3%	31.8%	17.2%	8.1%	198	2.737
MARITAL STATUS	SINGLE	18.1%	29.7%	30.1%	15.2%	6.8%	1,171	2.629
	MARRIED	13.1%	28.8%	32.5%	19.2%	6.5%	2,177	2.771
	OTHER	10.1%	25.7%	35.0%	19.7%	9.6%	615	2.930
RESIDENTIAL LOCATION	URBAN	16.6%	27.4%	29.8%	16.7%	9.6%	628	2.753
	SUBURBAN	13.9%	30.1%	33.0%	17.3%	5.7%	2,246	2.707
	RURAL	13.0%	26.2%	31.9%	20.5%	8.4%	1,092	2.852
DRIVING AREA	URBAN	16.5%	25.8%	30.8%	17.5%	9.5%	893	2.778
	SUBURBAN	13.4%	30.6%	33.2%	17.1%	5.6%	2,186	2.709
	RURAL	13.6%	26.2%	31.0%	21.2%	8.0%	877	2.838
VEHICLE TYPE	AUTOMOBILE	14.2%	28.7%	32.8%	17.8%	6.5%	2,238	2.737
	VAN/MINIVAN	12.5%	25.9%	36.4%	17.6%	7.7%	313	2.821
	PICKUP TRUCK	12.6%	24.9%	31.4%	20.5%	10.6%	293	2.915
	SUV	14.5%	30.4%	30.5%	18.5%	6.1%	1,043	2.714
	OTHER	18.2%	26.0%	22.1%	13.0%	20.8%	77	2.922

Less than half (37.0%) 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 lower than it was during the 2016 evaluation (Figure 37). 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 SUV drivers (Table 6.37). In addition, respondents living in OSP Districts 1, 4, 7, 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 37A).

**FIGURE 37: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS 2010 - 2017**



**FIGURE 37A: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS – 2017 [MEAN SCORE]**



**TABLE 6.36: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.171</b>	<b>2.059</b>	<b>2.364</b>	<b>2.285</b>	<b>3,962</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.195	2.218	2.563	2.494	321
	<b>DISTRICT 2</b>	2.043	2.130	2.164	2.295	298
	<b>DISTRICT 3</b>	1.931	1.980	2.200	2.127	750
	<b>DISTRICT 4</b>	2.322	2.245	2.435	2.303	461
	<b>DISTRICT 5</b>	2.173	1.990	2.291	2.290	423
	<b>DISTRICT 6</b>	2.180	2.074	2.322	2.288	524
	<b>DISTRICT 7</b>	2.419	2.036	2.419	2.311	324
	<b>DISTRICT 8</b>	2.081	1.924	2.431	2.265	522
	<b>DISTRICT 9</b>	2.387	2.313	2.486	2.352	337

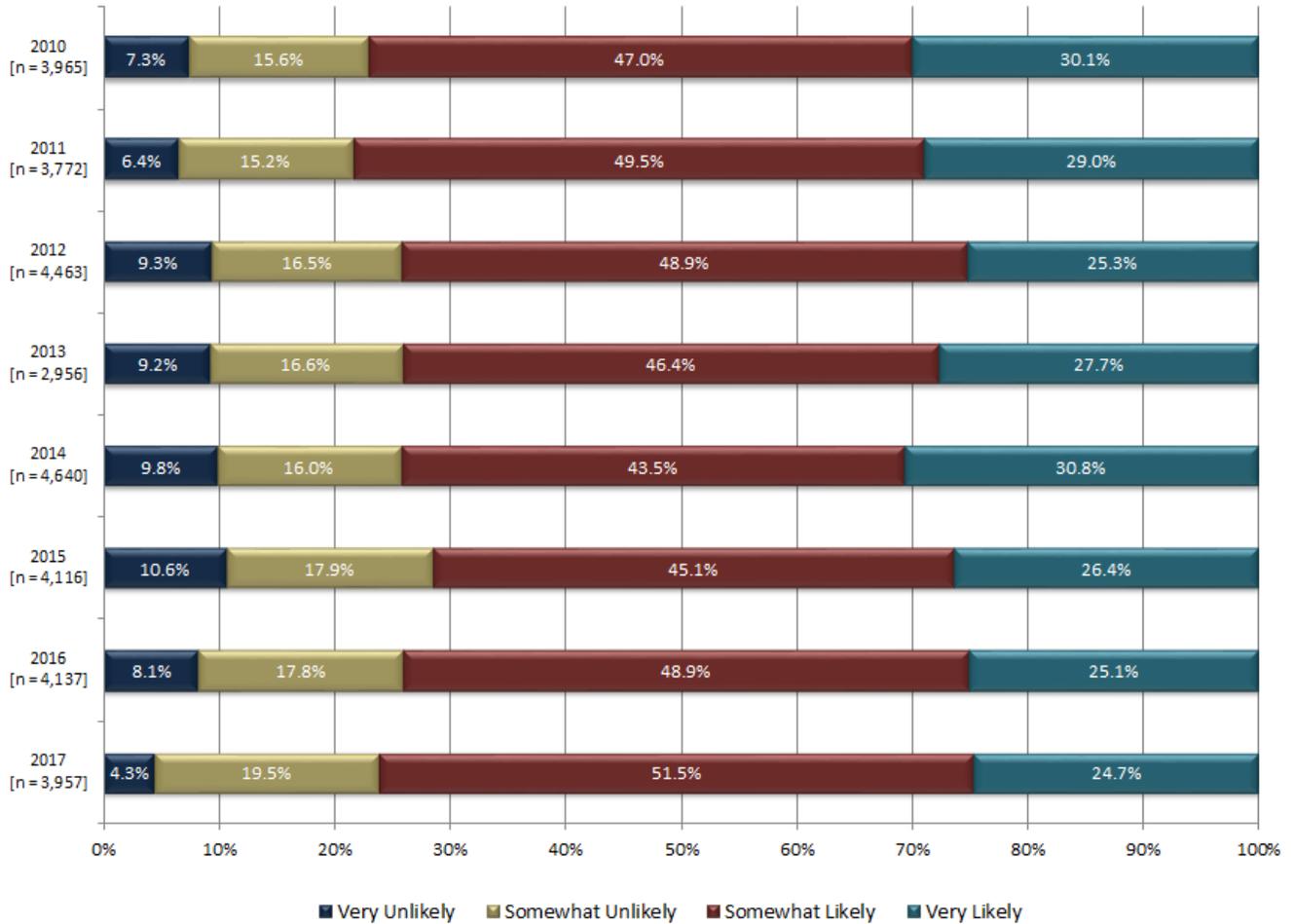
The mean score calculation is based on "Yes, Definitely" = 4 to "No, Definitely" = 1; therefore, the greater the mean score, the more likely respondent is to have been exposed to some type of speed enforcement in the 30 days prior to the survey.

**TABLE 6.37: SAW, HEARD, OR READ ANYTHING ABOUT SPEED ENFORCEMENT BY POLICE IN PAST 30 DAYS - 2017**

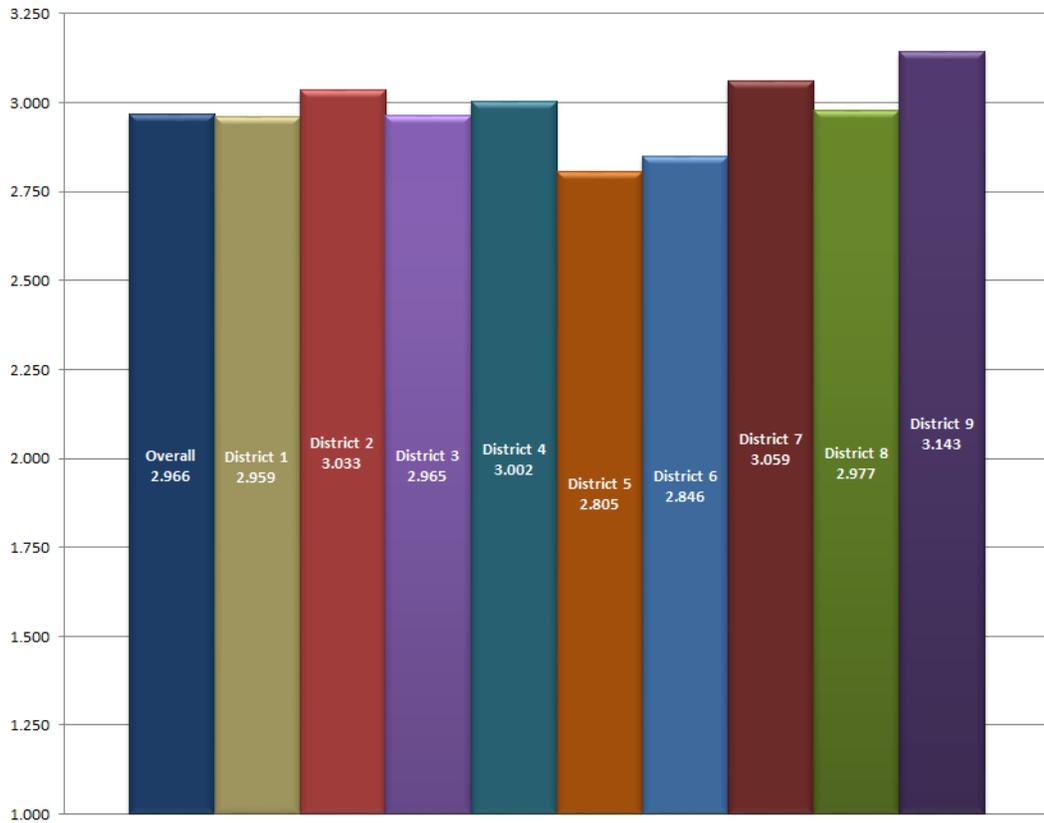
		No, DEFINITELY	No, PROBABLY	YES, PROBABLY	YES, DEFINITELY	TOTAL	AVERAGE
ALL RESPONDENTS		31.5%	31.5%	20.8%	16.2%	3,962	2.216
SURVEY	SURVEY 1	35.7%	29.1%	17.4%	17.7%	999	2.171
	SURVEY 2	35.4%	34.4%	19.0%	11.2%	1,027	2.059
	SURVEY 3	26.6%	29.7%	24.4%	19.3%	881	2.364
	SURVEY 4	28.0%	32.4%	22.7%	16.9%	1,055	2.285
OSP DISTRICT	DISTRICT 1	26.5%	32.1%	19.6%	21.8%	321	2.368
	DISTRICT 2	35.9%	30.2%	16.4%	17.4%	298	2.154
	DISTRICT 3	35.6%	35.1%	19.5%	9.9%	750	2.036
	DISTRICT 4	26.0%	30.8%	27.5%	15.6%	461	2.328
	DISTRICT 5	32.4%	32.9%	18.2%	16.5%	423	2.189
	DISTRICT 6	30.3%	33.2%	21.8%	14.7%	524	2.208
	DISTRICT 7	29.9%	28.1%	21.6%	20.4%	324	2.324
	DISTRICT 8	35.4%	28.9%	19.2%	16.5%	522	2.167
	DISTRICT 9	27.6%	27.9%	22.8%	21.7%	337	2.386
AGE	25 AND YOUNGER	14.8%	31.0%	29.2%	25.0%	500	2.644
	26 - 35 YEARS OLD	27.4%	35.3%	24.1%	13.2%	872	2.231
	36 - 45 YEARS OLD	34.5%	32.0%	19.8%	13.7%	681	2.126
	46 - 55 YEARS OLD	36.4%	30.4%	18.4%	14.8%	759	2.116
	56 - 65 YEARS OLD	38.2%	29.1%	15.9%	16.8%	1,021	2.114
	66 AND OLDER	30.3%	30.3%	21.8%	17.6%	119	2.269
SEX	MALE	32.4%	30.1%	19.6%	18.0%	1,231	2.231
	FEMALE	31.1%	32.2%	21.3%	15.4%	2,724	2.210
RACE	CAUCASIAN	31.7%	32.1%	20.6%	15.6%	3,504	2.201
	AFRICAN AMERICAN	32.8%	25.7%	21.3%	20.2%	253	2.289
	OTHER	27.1%	28.6%	24.1%	20.1%	199	2.372
MARITAL STATUS	SINGLE	27.2%	32.7%	23.4%	16.7%	1,168	2.295
	MARRIED	31.9%	31.0%	20.8%	16.4%	2,177	2.216
	OTHER	38.6%	31.1%	16.1%	14.2%	614	2.059
RESIDENTIAL LOCATION	URBAN	29.5%	29.5%	24.1%	16.9%	627	2.284
	SUBURBAN	31.2%	32.7%	21.1%	15.0%	2,241	2.200
	RURAL	33.5%	30.3%	18.3%	18.0%	1,094	2.208
DRIVING AREA	URBAN	30.9%	28.3%	21.4%	19.4%	891	2.294
	SUBURBAN	31.0%	33.2%	21.8%	13.9%	2,180	2.187
	RURAL	33.4%	30.6%	17.6%	18.4%	881	2.210
VEHICLE TYPE	AUTOMOBILE	31.2%	32.6%	20.9%	15.3%	2,232	2.204
	VAN/MINIVAN	41.5%	26.4%	16.7%	15.4%	311	2.061
	PICKUP TRUCK	35.4%	26.5%	18.0%	20.1%	294	2.228
	SUV	29.0%	32.3%	22.2%	16.5%	1,046	2.263
	OTHER	23.4%	28.6%	26.0%	22.1%	77	2.468

When asked what they felt the chances are they would receive a ticket for driving over the speed limit, 24.7% said the chances were “very likely” and an additional 51.5% felt their chances of being ticketed were “somewhat likely” (Figure 38). Respondents 26 years of age and younger, females, and those who are single, were more apt than others to say the chances of receiving a ticket for speeding were likely (Table 6.39). Additionally, survey participants residing in OSP Districts 2, 7, and 9 were more apt to believe the chances of receiving a speeding ticket were likely (Figure 38A).

**FIGURE 38: CHANCES OF RECEIVING A TICKET FOR SPEEDING 2010 - 2017**



**FIGURE 38A: CHANCES OF RECEIVING A TICKET FOR SPEEDING – 2017 [MEAN SCORE]**



**TABLE 6.38: CHANCES OF RECEIVING A TICKET FOR SPEEDING – 2017 [MEAN SCORE]**

		SURVEY 1	SURVEY 2	SURVEY 3	SURVEY 4	TOTAL
<b>ALL RESPONDENTS</b>		<b>2.934</b>	<b>2.910</b>	<b>2.997</b>	<b>3.024</b>	<b>3,957</b>
<b>OSP DISTRICT</b>	<b>DISTRICT 1</b>	2.817	2.974	3.063	2.988	320
	<b>DISTRICT 2</b>	3.022	3.000	2.986	3.114	299
	<b>DISTRICT 3</b>	2.888	2.977	3.067	2.956	751
	<b>DISTRICT 4</b>	3.103	2.868	2.939	3.082	460
	<b>DISTRICT 5</b>	2.875	2.713	2.793	2.840	421
	<b>DISTRICT 6</b>	2.744	2.785	2.939	2.932	525
	<b>DISTRICT 7</b>	3.081	2.945	3.120	3.044	323
	<b>DISTRICT 8</b>	2.896	2.931	2.991	3.082	521
	<b>DISTRICT 9</b>	3.065	3.083	3.192	3.197	335

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 6.39: CHANCES OF RECEIVING A TICKET FOR SPEEDING - 2017**

		VERY UNLIKELY	SOMEWHAT UNLIKELY	SOMEWHAT LIKELY	VERY LIKELY	TOTAL	AVERAGE
ALL RESPONDENTS		4.3%	19.5%	51.5%	24.7%	3,957	2.966
SURVEY	SURVEY 1	4.9%	19.4%	53.0%	22.6%	998	2.934
	SURVEY 2	3.7%	23.6%	50.7%	22.0%	1,027	2.910
	SURVEY 3	5.5%	16.5%	51.0%	27.1%	875	2.997
	SURVEY 4	3.5%	18.0%	51.2%	27.3%	1,057	3.024
OSP DISTRICT	DISTRICT 1	5.6%	16.9%	53.4%	24.1%	320	2.959
	DISTRICT 2	4.3%	15.4%	52.8%	27.4%	299	3.033
	DISTRICT 3	2.4%	21.6%	53.1%	22.9%	751	2.965
	DISTRICT 4	3.3%	19.6%	50.9%	26.3%	460	3.002
	DISTRICT 5	8.1%	22.8%	49.6%	19.5%	421	2.805
	DISTRICT 6	5.5%	23.8%	51.2%	19.4%	525	2.846
	DISTRICT 7	4.3%	16.1%	48.9%	30.7%	323	3.059
	DISTRICT 8	4.2%	21.3%	47.0%	27.4%	521	2.977
	DISTRICT 9	2.7%	10.1%	57.3%	29.9%	335	3.143
AGE	25 AND YOUNGER	2.4%	12.4%	47.6%	37.6%	498	3.203
	26 - 35 YEARS OLD	2.9%	20.3%	52.2%	24.7%	872	2.986
	36 - 45 YEARS OLD	4.1%	17.4%	55.7%	22.8%	680	2.972
	46 - 55 YEARS OLD	5.0%	20.3%	52.4%	22.3%	763	2.920
	56 - 65 YEARS OLD	6.1%	22.8%	49.1%	22.0%	1,017	2.870
	66 AND OLDER	6.0%	22.2%	51.3%	20.5%	117	2.863
SEX	MALE	5.8%	25.0%	48.3%	20.9%	1,231	2.842
	FEMALE	3.7%	16.8%	53.0%	26.5%	2,719	3.023
RACE	CAUCASIAN	4.1%	20.5%	52.3%	23.1%	3,500	2.945
	AFRICAN AMERICAN	5.1%	12.3%	43.5%	39.1%	253	3.166
	OTHER	8.1%	9.6%	47.0%	35.4%	198	3.096
MARITAL STATUS	SINGLE	3.3%	18.1%	50.0%	28.6%	1,168	3.039
	MARRIED	4.6%	20.1%	52.3%	23.0%	2,171	2.938
	OTHER	5.5%	19.8%	51.4%	23.3%	615	2.924
RESIDENTIAL LOCATION	URBAN	5.4%	17.2%	46.1%	31.3%	627	3.032
	SUBURBAN	4.0%	20.9%	51.7%	23.4%	2,241	2.945
	RURAL	4.5%	17.7%	54.1%	23.7%	1,089	2.970
DRIVING AREA	URBAN	5.4%	19.4%	45.2%	30.0%	892	2.999
	SUBURBAN	3.7%	20.6%	53.1%	22.5%	2,180	2.944
	RURAL	4.9%	16.5%	53.9%	24.7%	875	2.984
VEHICLE TYPE	AUTOMOBILE	4.3%	20.9%	50.0%	24.8%	2,232	2.954
	VAN/MINI VAN	5.5%	18.0%	53.7%	22.8%	311	2.939
	PICKUP TRUCK	7.5%	15.1%	53.8%	23.6%	292	2.935
	SUV	3.3%	18.3%	53.7%	24.7%	1,042	2.998
	OTHER	5.1%	15.4%	44.9%	34.6%	78	3.090

**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” engage in personal hygiene, use a cell phone to text, read, or check social media websites (Table 6.40). 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 6.41 through 6.49.

**TABLE 6.40: PERSONAL DRIVING HABITS- 2017**

<b>WHILE DRIVING, HOW OFTEN DO YOU...</b>	<b>ALWAYS</b>	<b>MOST OF THE TIME</b>	<b>SOME OF THE TIME</b>	<b>RARELY</b>	<b>NEVER</b>	<b>TOTAL</b>	<b>AVERAGE</b>
<b>ENGAGE IN PERSONAL HYGIENE</b>	8.9%	4.9%	6.2%	7.2%	72.8%	3,963	4.301
<b>USE A CELL PHONE TO TEXT</b>	6.4%	5.8%	13.5%	20.6%	53.7%	3,969	4.095
<b>READ, INCLUDING MAPS</b>	3.1%	5.0%	20.0%	30.8%	41.1%	3,968	4.018
<b>CHECK SOCIAL MEDIA WEBSITES</b>	10.1%	8.6%	10.6%	11.4%	59.3%	3,966	4.013
<b>USE A CELL PHONE TO MAKE/RECEIVE A CALL</b>	6.8%	9.9%	34.2%	25.9%	23.2%	3,970	3.490
<b>USE A NAVIGATION OR GPS SYSTEM</b>	6.0%	10.0%	42.9%	21.8%	19.2%	3,965	3.383
<b>EAT AND/OR DRINK</b>	8.5%	10.0%	45.4%	26.5%	9.6%	3,968	3.188
<b>ADJUST THE RADIO/CD OR MP3 PLAYER</b>	17.7%	20.1%	36.7%	18.9%	6.4%	3,971	2.762
<b>TALK TO PASSENGERS</b>	27.9%	34.6%	30.2%	5.7%	1.6%	3,964	2.185

**TABLE 6.41: FREQUENCY OF ENGAGING IN PERSONAL HYGIENE WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		8.9%	4.9%	6.2%	7.2%	72.8%	3,963	4.301
SURVEY	SURVEY 1	6.1%	4.1%	5.1%	6.4%	78.3%	1,000	4.467
	SURVEY 2	11.5%	4.6%	6.9%	7.9%	69.1%	1,027	4.186
	SURVEY 3	9.2%	4.4%	6.2%	6.9%	73.2%	882	4.306
	SURVEY 4	8.8%	6.3%	6.6%	7.6%	70.7%	1,054	4.250
OSP DISTRICT	DISTRICT 1	9.3%	4.7%	6.8%	5.6%	73.6%	322	4.295
	DISTRICT 2	6.3%	4.0%	7.0%	7.0%	75.7%	300	4.417
	DISTRICT 3	10.3%	4.4%	7.4%	8.4%	69.5%	747	4.224
	DISTRICT 4	8.9%	6.1%	6.5%	6.7%	71.7%	460	4.263
	DISTRICT 5	6.9%	5.2%	4.5%	6.1%	77.3%	423	4.418
	DISTRICT 6	7.4%	7.1%	7.1%	8.2%	70.2%	524	4.267
	DISTRICT 7	8.9%	3.7%	5.8%	5.8%	75.7%	325	4.357
	DISTRICT 8	11.5%	4.0%	5.7%	9.4%	69.5%	524	4.214
	DISTRICT 9	8.6%	3.6%	4.2%	4.8%	78.9%	336	4.417
AGE	25 AND YOUNGER	18.0%	11.8%	11.2%	9.4%	49.6%	500	3.608
	26 - 35 YEARS OLD	10.8%	6.2%	10.1%	10.9%	62.0%	872	4.072
	36 - 45 YEARS OLD	9.4%	5.4%	7.6%	9.1%	68.4%	681	4.217
	46 - 55 YEARS OLD	7.3%	3.1%	2.8%	4.2%	82.5%	762	4.514
	56 - 65 YEARS OLD	4.4%	1.8%	2.7%	4.3%	86.8%	1,019	4.672
	66 AND OLDER	0.8%	0.8%	0.8%	4.2%	93.3%	119	4.882
SEX	MALE	9.7%	6.0%	4.8%	3.5%	76.0%	1,233	4.300
	FEMALE	8.5%	4.3%	6.8%	8.9%	71.4%	2,723	4.303
RACE	CAUCASIAN	7.9%	4.4%	6.1%	7.1%	74.5%	3,504	4.358
	AFRICAN AMERICAN	18.1%	7.5%	8.7%	8.7%	57.1%	254	3.791
	OTHER	14.6%	9.5%	6.5%	8.0%	61.3%	199	3.920
MARITAL STATUS	SINGLE	12.4%	7.4%	8.9%	8.6%	62.7%	1,169	4.017
	MARRIED	7.8%	3.9%	5.0%	7.0%	76.2%	2,179	4.398
	OTHER	6.2%	3.3%	5.4%	5.4%	79.7%	612	4.492
RESIDENTIAL LOCATION	URBAN	14.7%	7.8%	5.6%	7.7%	64.3%	627	3.990
	SUBURBAN	8.6%	4.8%	7.2%	8.0%	71.3%	2,241	4.286
	RURAL	6.2%	3.3%	4.6%	5.3%	80.6%	1,095	4.509
DRIVING AREA	URBAN	11.2%	6.3%	5.2%	7.1%	70.3%	891	4.189
	SUBURBAN	9.0%	4.9%	7.2%	7.9%	71.1%	2,181	4.272
	RURAL	6.5%	3.2%	4.9%	5.7%	79.8%	881	4.491
VEHICLE TYPE	AUTOMOBILE	9.9%	5.1%	6.0%	7.1%	71.9%	2,233	4.261
	VAN/MINIVAN	6.7%	1.9%	5.1%	7.4%	78.8%	312	4.497
	PICKUP TRUCK	6.1%	6.8%	3.1%	2.4%	81.6%	294	4.466
	SUV	7.8%	4.0%	7.9%	8.4%	71.9%	1,044	4.328
	OTHER	15.4%	15.4%	7.7%	11.5%	50.0%	78	3.654

**TABLE 6.42: FREQUENCY OF USING A CELL PHONE TO SEND/RECEIVE A TEXT MESSAGE WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		6.4%	5.8%	13.5%	20.6%	53.7%	3,969	4.095
SURVEY	SURVEY 1	5.2%	4.4%	10.6%	20.0%	59.8%	1,001	4.249
	SURVEY 2	8.0%	6.5%	15.2%	23.9%	46.4%	1,027	3.943
	SURVEY 3	6.4%	5.7%	14.7%	17.4%	55.8%	884	4.104
	SURVEY 4	6.1%	6.4%	13.4%	20.7%	53.4%	1,057	4.089
OSP DISTRICT	DISTRICT 1	7.1%	3.4%	16.8%	18.0%	54.7%	322	4.096
	DISTRICT 2	6.0%	4.0%	11.0%	17.7%	61.2%	299	4.241
	DISTRICT 3	6.6%	4.9%	16.2%	24.6%	47.7%	748	4.020
	DISTRICT 4	5.8%	7.8%	11.0%	20.8%	54.5%	462	4.104
	DISTRICT 5	5.0%	5.0%	12.1%	22.0%	56.0%	423	4.191
	DISTRICT 6	6.8%	8.0%	15.6%	21.1%	48.5%	526	3.964
	DISTRICT 7	6.2%	6.2%	11.1%	18.5%	58.2%	325	4.163
	DISTRICT 8	8.2%	6.1%	14.9%	21.7%	49.1%	525	3.975
	DISTRICT 9	5.3%	5.0%	8.3%	14.5%	66.8%	337	4.323
AGE	25 AND YOUNGER	13.2%	10.8%	21.8%	25.4%	28.8%	500	3.458
	26 - 35 YEARS OLD	7.4%	9.6%	23.5%	27.6%	31.8%	873	3.668
	36 - 45 YEARS OLD	8.9%	6.0%	13.8%	24.9%	46.3%	682	3.937
	46 - 55 YEARS OLD	3.7%	2.8%	7.9%	20.4%	65.3%	763	4.409
	56 - 65 YEARS OLD	2.9%	2.6%	5.6%	11.4%	77.4%	1,022	4.577
	66 AND OLDER	0.8%	1.7%	5.0%	5.9%	86.6%	119	4.756
SEX	MALE	7.1%	6.1%	13.7%	17.6%	55.4%	1,236	4.081
	FEMALE	6.0%	5.6%	13.4%	21.9%	53.1%	2,726	4.105
RACE	CAUCASIAN	5.8%	5.3%	13.4%	20.6%	54.8%	3,511	4.133
	AFRICAN AMERICAN	13.0%	9.8%	10.2%	22.0%	44.9%	254	3.760
	OTHER	8.1%	9.6%	18.2%	17.7%	46.5%	198	3.848
MARITAL STATUS	SINGLE	9.1%	8.0%	17.9%	24.6%	40.3%	1,170	3.788
	MARRIED	5.1%	4.8%	12.2%	19.0%	58.9%	2,180	4.220
	OTHER	6.0%	5.0%	9.6%	18.7%	60.7%	616	4.231
RESIDENTIAL LOCATION	URBAN	10.3%	8.9%	14.1%	19.7%	46.9%	629	3.839
	SUBURBAN	6.9%	6.0%	14.9%	22.1%	50.2%	2,247	4.028
	RURAL	3.3%	3.6%	10.1%	18.0%	65.1%	1,093	4.380
DRIVING AREA	URBAN	8.2%	6.8%	12.5%	20.1%	52.3%	894	4.017
	SUBURBAN	6.8%	6.1%	15.0%	22.5%	49.7%	2,187	4.021
	RURAL	3.6%	4.0%	10.6%	16.6%	65.1%	878	4.356
VEHICLE TYPE	AUTOMOBILE	6.7%	5.7%	13.5%	21.3%	52.7%	2,239	4.075
	VAN/MINIVAN	3.2%	5.4%	13.1%	20.8%	57.4%	312	4.237
	PICKUP TRUCK	5.5%	5.5%	10.6%	14.7%	63.8%	293	4.259
	SUV	6.3%	5.7%	14.2%	20.5%	53.3%	1,045	4.087
	OTHER	15.4%	10.3%	14.1%	24.4%	35.9%	78	3.551

**TABLE 6.43: FREQUENCY OF READING, INCLUDING MAPS, WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		3.1%	5.0%	20.0%	30.8%	41.1%	3,968	4.018
SURVEY	SURVEY 1	2.2%	3.6%	19.0%	29.5%	45.6%	999	4.128
	SURVEY 2	3.5%	5.6%	22.9%	35.9%	32.1%	1,027	3.876
	SURVEY 3	2.7%	5.3%	17.5%	25.9%	48.5%	884	4.122
	SURVEY 4	3.8%	5.6%	20.3%	31.1%	39.2%	1,058	3.964
OSP DISTRICT	DISTRICT 1	3.1%	6.5%	17.4%	29.6%	43.3%	321	4.034
	DISTRICT 2	3.0%	4.0%	18.3%	27.3%	47.3%	300	4.120
	DISTRICT 3	2.5%	5.5%	24.3%	34.4%	33.3%	750	3.905
	DISTRICT 4	2.4%	4.1%	24.2%	29.2%	40.0%	462	4.004
	DISTRICT 5	0.7%	4.0%	14.9%	32.6%	47.8%	423	4.227
	DISTRICT 6	3.8%	6.1%	22.1%	36.8%	31.2%	525	3.855
	DISTRICT 7	4.0%	3.7%	15.7%	26.5%	50.0%	324	4.148
	DISTRICT 8	5.0%	5.5%	22.5%	30.9%	36.1%	524	3.876
	DISTRICT 9	3.3%	4.5%	12.5%	21.7%	58.2%	337	4.270
AGE	25 AND YOUNGER	6.4%	11.4%	23.4%	30.9%	27.9%	499	3.623
	26 - 35 YEARS OLD	4.1%	7.0%	26.6%	31.3%	31.0%	873	3.781
	36 - 45 YEARS OLD	3.5%	5.7%	21.1%	34.3%	35.4%	683	3.924
	46 - 55 YEARS OLD	2.5%	3.4%	18.6%	30.3%	45.1%	762	4.122
	56 - 65 YEARS OLD	0.8%	1.4%	14.6%	29.6%	53.6%	1,022	4.340
	66 AND OLDER	1.7%	0.8%	7.6%	20.2%	69.7%	119	4.555
SEX	MALE	4.5%	6.1%	20.6%	29.2%	39.6%	1,235	3.934
	FEMALE	2.5%	4.6%	19.7%	31.5%	41.8%	2,725	4.056
RACE	CAUCASIAN	2.5%	4.5%	19.4%	31.5%	42.1%	3,508	4.060
	AFRICAN AMERICAN	7.1%	7.5%	22.4%	26.8%	36.2%	254	3.776
	OTHER	7.5%	11.0%	28.0%	23.5%	30.0%	200	3.575
MARITAL STATUS	SINGLE	4.4%	7.0%	21.2%	33.8%	33.5%	1,169	3.849
	MARRIED	2.7%	4.4%	19.5%	29.8%	43.6%	2,181	4.072
	OTHER	1.8%	3.4%	19.8%	28.8%	46.2%	615	4.141
RESIDENTIAL LOCATION	URBAN	7.3%	8.8%	21.8%	26.3%	35.8%	628	3.745
	SUBURBAN	2.7%	5.2%	21.8%	33.5%	36.7%	2,245	3.963
	RURAL	1.4%	2.5%	15.3%	27.8%	53.1%	1,095	4.287
DRIVING AREA	URBAN	5.0%	6.8%	19.8%	25.6%	42.7%	894	3.942
	SUBURBAN	2.9%	5.3%	22.2%	34.3%	35.4%	2,183	3.940
	RURAL	1.5%	2.6%	14.6%	27.6%	53.7%	881	4.294
VEHICLE TYPE	AUTOMOBILE	3.2%	4.6%	21.1%	32.0%	39.1%	2,238	3.992
	VAN/MINIVAN	2.6%	6.1%	17.6%	28.5%	45.2%	312	4.077
	PICKUP TRUCK	2.7%	7.5%	14.6%	27.6%	47.6%	294	4.099
	SUV	2.7%	4.4%	20.1%	30.3%	42.5%	1,044	4.056
	OTHER	7.7%	12.8%	19.2%	21.8%	38.5%	78	3.705

**TABLE 6.44: FREQUENCY OF CHECKING SOCIAL MEDIA WEBSITES WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		10.1%	8.6%	10.6%	11.4%	59.3%	3,966	4.013
SURVEY	SURVEY 1	6.6%	6.9%	8.7%	10.1%	67.7%	999	4.253
	SURVEY 2	10.9%	11.1%	14.3%	13.0%	50.6%	1,027	3.814
	SURVEY 3	9.9%	7.9%	7.6%	10.8%	63.9%	883	4.109
	SURVEY 4	12.7%	8.4%	11.3%	11.5%	56.1%	1,057	3.900
OSP DISTRICT	DISTRICT 1	10.6%	9.0%	10.2%	12.4%	57.8%	322	3.978
	DISTRICT 2	6.4%	9.8%	8.8%	7.7%	67.3%	297	4.199
	DISTRICT 3	12.3%	9.6%	11.9%	13.2%	53.1%	750	3.852
	DISTRICT 4	10.0%	9.1%	10.2%	12.1%	58.7%	462	4.004
	DISTRICT 5	6.9%	6.1%	10.2%	12.1%	64.8%	423	4.217
	DISTRICT 6	9.5%	8.2%	13.7%	13.7%	54.9%	525	3.962
	DISTRICT 7	10.8%	7.4%	7.4%	6.2%	68.3%	325	4.138
	DISTRICT 8	12.2%	10.5%	12.0%	12.2%	53.1%	524	3.834
	DISTRICT 9	8.9%	6.5%	6.5%	8.0%	69.9%	336	4.235
AGE	25 AND YOUNGER	17.6%	16.0%	12.2%	14.0%	40.2%	500	3.432
	26 - 35 YEARS OLD	14.6%	10.2%	17.9%	18.2%	39.1%	872	3.571
	36 - 45 YEARS OLD	12.3%	10.0%	12.5%	12.2%	53.0%	681	3.836
	46 - 55 YEARS OLD	7.3%	6.8%	6.8%	9.6%	69.4%	762	4.269
	56 - 65 YEARS OLD	4.0%	4.6%	6.2%	6.2%	79.1%	1,023	4.517
	66 AND OLDER	1.7%	1.7%	2.5%	3.4%	90.8%	119	4.798
SEX	MALE	8.6%	9.7%	9.9%	10.8%	61.0%	1,232	4.060
	FEMALE	10.7%	8.1%	10.9%	11.7%	58.6%	2,726	3.993
RACE	CAUCASIAN	9.6%	7.9%	10.5%	11.8%	60.3%	3,507	4.052
	AFRICAN AMERICAN	13.8%	15.8%	11.1%	8.3%	51.0%	253	3.668
	OTHER	13.5%	12.0%	12.5%	9.0%	53.0%	200	3.760
MARITAL STATUS	SINGLE	13.4%	11.6%	13.9%	14.1%	47.0%	1,167	3.699
	MARRIED	8.9%	7.6%	9.4%	10.1%	63.9%	2,180	4.124
	OTHER	7.8%	6.7%	8.6%	10.7%	66.2%	616	4.209
RESIDENTIAL LOCATION	URBAN	14.5%	12.7%	11.6%	11.5%	49.7%	628	3.691
	SUBURBAN	10.3%	9.3%	11.4%	12.6%	56.5%	2,242	3.957
	RURAL	7.1%	4.9%	8.3%	8.9%	70.7%	1,096	4.312
DRIVING AREA	URBAN	12.4%	11.1%	11.0%	9.4%	56.1%	892	3.855
	SUBURBAN	10.6%	9.0%	11.4%	13.0%	56.1%	2,183	3.950
	RURAL	6.5%	5.0%	8.2%	9.6%	70.7%	881	4.331
VEHICLE TYPE	AUTOMOBILE	10.6%	8.4%	11.1%	12.0%	57.9%	2,239	3.982
	VAN/MINIVAN	9.3%	6.4%	9.9%	12.1%	62.3%	313	4.118
	PICKUP TRUCK	5.4%	8.2%	6.1%	8.5%	71.8%	294	4.330
	SUV	10.1%	9.3%	10.4%	11.0%	59.2%	1,042	4.000
	OTHER	14.5%	15.8%	19.7%	6.6%	43.4%	76	3.487

**TABLE 6.45: FREQUENCY OF USING A CELL PHONE TO MAKE/RECEIVE A PHONE CALL WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		6.8%	9.9%	34.2%	25.9%	23.2%	3,970	3.490
SURVEY	SURVEY 1	6.7%	8.4%	32.8%	26.3%	25.8%	1,000	3.561
	SURVEY 2	7.1%	9.9%	33.4%	30.5%	19.1%	1,030	3.447
	SURVEY 3	7.5%	11.1%	33.9%	21.1%	26.5%	883	3.480
	SURVEY 4	5.9%	10.2%	36.7%	25.3%	21.9%	1,057	3.472
OSP DISTRICT	DISTRICT 1	8.1%	7.8%	33.5%	27.0%	23.6%	322	3.503
	DISTRICT 2	7.7%	9.3%	36.3%	22.3%	24.3%	300	3.463
	DISTRICT 3	7.3%	9.7%	34.9%	28.0%	20.0%	750	3.436
	DISTRICT 4	5.2%	8.7%	35.9%	23.9%	26.3%	460	3.574
	DISTRICT 5	4.7%	8.7%	32.2%	29.3%	25.1%	423	3.612
	DISTRICT 6	4.8%	12.9%	35.7%	29.1%	17.5%	526	3.416
	DISTRICT 7	8.3%	9.2%	32.6%	22.5%	27.4%	325	3.514
	DISTRICT 8	9.1%	10.5%	32.6%	26.7%	21.1%	525	3.402
	DISTRICT 9	5.9%	10.4%	33.5%	19.6%	30.6%	337	3.585
AGE	25 AND YOUNGER	11.8%	13.6%	40.3%	20.6%	13.8%	501	3.110
	26 - 35 YEARS OLD	8.5%	13.7%	43.3%	23.9%	10.5%	873	3.143
	36 - 45 YEARS OLD	7.3%	13.2%	37.2%	26.1%	16.1%	682	3.305
	46 - 55 YEARS OLD	5.0%	7.2%	31.2%	29.8%	26.9%	763	3.663
	56 - 65 YEARS OLD	4.2%	5.2%	26.5%	27.6%	36.5%	1,022	3.870
	66 AND OLDER	1.7%	1.7%	12.6%	24.4%	59.7%	119	4.387
SEX	MALE	8.3%	10.6%	32.1%	25.4%	23.6%	1,234	3.455
	FEMALE	6.0%	9.5%	35.2%	26.2%	23.0%	2,729	3.507
RACE	CAUCASIAN	6.1%	9.4%	35.0%	26.1%	23.4%	3,511	3.511
	AFRICAN AMERICAN	15.0%	13.8%	29.5%	24.0%	17.7%	254	3.157
	OTHER	7.5%	13.1%	26.1%	26.6%	26.6%	199	3.518
MARITAL STATUS	SINGLE	8.6%	11.7%	38.0%	22.9%	18.7%	1,170	3.314
	MARRIED	6.0%	9.5%	34.5%	26.5%	23.5%	2,182	3.522
	OTHER	6.0%	7.8%	26.2%	29.8%	30.2%	615	3.704
RESIDENTIAL LOCATION	URBAN	9.6%	13.5%	28.7%	23.2%	25.0%	628	3.406
	SUBURBAN	7.2%	9.5%	36.1%	27.7%	19.5%	2,247	3.429
	RURAL	4.3%	8.5%	33.6%	23.9%	29.7%	1,095	3.662
DRIVING AREA	URBAN	8.4%	11.8%	28.8%	25.9%	25.2%	893	3.477
	SUBURBAN	6.9%	9.6%	37.2%	26.5%	19.8%	2,186	3.428
	RURAL	4.8%	8.6%	32.2%	24.9%	29.5%	881	3.657
VEHICLE TYPE	AUTOMOBILE	7.0%	8.9%	33.9%	26.6%	23.7%	2,238	3.511
	VAN/MINIVAN	4.2%	8.0%	35.8%	29.1%	23.0%	313	3.588
	PICKUP TRUCK	4.1%	11.6%	32.8%	21.2%	30.4%	293	3.621
	SUV	7.4%	11.3%	36.4%	25.2%	19.7%	1,046	3.386
	OTHER	12.8%	20.5%	12.8%	23.1%	30.8%	78	3.385

**TABLE 6.46: FREQUENCY OF USING A GPS/NAVIGATION SYSTEM WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		6.0%	10.0%	42.9%	21.8%	19.2%	3,965	3.383
SURVEY	SURVEY 1	4.4%	8.3%	40.3%	21.4%	25.6%	1,000	3.555
	SURVEY 2	5.8%	9.0%	44.0%	24.0%	17.3%	1,026	3.378
	SURVEY 3	7.4%	11.0%	44.3%	19.6%	17.8%	883	3.294
	SURVEY 4	6.5%	11.8%	43.3%	22.0%	16.4%	1,056	3.298
OSP DISTRICT	DISTRICT 1	6.5%	10.6%	39.9%	21.5%	21.5%	321	3.408
	DISTRICT 2	5.3%	9.3%	40.3%	26.7%	18.3%	300	3.433
	DISTRICT 3	5.4%	9.5%	45.4%	22.4%	17.4%	747	3.369
	DISTRICT 4	5.4%	11.1%	47.1%	19.7%	16.7%	461	3.312
	DISTRICT 5	5.7%	7.8%	42.3%	22.2%	22.0%	423	3.470
	DISTRICT 6	6.9%	10.3%	46.1%	20.8%	16.0%	525	3.288
	DISTRICT 7	4.6%	9.6%	39.8%	22.2%	23.8%	324	3.509
	DISTRICT 8	8.0%	12.2%	45.3%	18.5%	16.0%	525	3.223
	DISTRICT 9	5.6%	8.9%	32.0%	25.5%	27.9%	337	3.611
AGE	25 AND YOUNGER	11.8%	20.5%	48.6%	13.9%	5.2%	498	2.801
	26 - 35 YEARS OLD	7.5%	12.4%	53.1%	21.9%	5.2%	872	3.049
	36 - 45 YEARS OLD	6.2%	11.1%	47.4%	22.1%	13.2%	682	3.251
	46 - 55 YEARS OLD	5.8%	6.4%	40.2%	24.7%	23.0%	762	3.526
	56 - 65 YEARS OLD	2.4%	5.5%	32.8%	22.9%	36.4%	1,022	3.853
	66 AND OLDER	1.7%	3.4%	25.2%	23.5%	46.2%	119	4.092
SEX	MALE	8.4%	10.1%	38.6%	20.5%	22.5%	1,232	3.385
	FEMALE	4.9%	10.0%	45.0%	22.4%	17.8%	2,725	3.382
RACE	CAUCASIAN	5.2%	9.5%	43.3%	22.4%	19.6%	3,507	3.417
	AFRICAN AMERICAN	11.5%	14.2%	38.3%	16.6%	19.4%	253	3.182
	OTHER	14.1%	13.6%	40.7%	18.6%	13.1%	199	3.030
MARITAL STATUS	SINGLE	8.1%	13.4%	44.4%	18.9%	15.3%	1,167	3.200
	MARRIED	5.4%	9.0%	45.0%	22.8%	17.9%	2,181	3.388
	OTHER	4.4%	7.3%	32.9%	23.8%	31.6%	614	3.708
RESIDENTIAL LOCATION	URBAN	9.7%	12.5%	39.1%	18.2%	20.4%	626	3.272
	SUBURBAN	6.1%	11.4%	45.3%	21.3%	15.9%	2,244	3.296
	RURAL	3.7%	5.8%	40.2%	24.9%	25.4%	1,095	3.625
DRIVING AREA	URBAN	8.4%	11.2%	37.6%	20.0%	22.9%	892	3.377
	SUBURBAN	6.0%	11.2%	46.0%	21.5%	15.3%	2,182	3.288
	RURAL	3.6%	5.8%	41.1%	24.1%	25.4%	881	3.619
VEHICLE TYPE	AUTOMOBILE	6.0%	9.9%	44.1%	20.5%	19.5%	2,236	3.377
	VAN/MINIVAN	5.8%	8.0%	43.9%	22.1%	20.2%	312	3.429
	PICKUP TRUCK	7.8%	8.5%	33.1%	24.2%	26.3%	293	3.526
	SUV	5.3%	11.0%	44.1%	23.6%	16.1%	1,044	3.342
	OTHER	10.3%	14.1%	26.9%	25.6%	23.1%	78	3.372

**TABLE 6.47: FREQUENCY OF EATING AND/OR DRINKING WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
ALL RESPONDENTS		8.5%	10.0%	45.4%	26.5%	9.6%	3,968	3.188
SURVEY	SURVEY 1	9.3%	9.8%	44.6%	25.8%	10.6%	1,001	3.186
	SURVEY 2	6.4%	8.4%	43.8%	31.0%	10.4%	1,026	3.306
	SURVEY 3	9.9%	13.1%	46.9%	21.2%	8.9%	883	3.062
	SURVEY 4	8.6%	9.0%	46.6%	27.4%	8.4%	1,058	3.181
OSP DISTRICT	DISTRICT 1	10.6%	9.3%	48.4%	23.6%	8.1%	322	3.093
	DISTRICT 2	8.0%	10.7%	46.2%	25.8%	9.4%	299	3.177
	DISTRICT 3	7.0%	9.0%	40.6%	31.7%	11.8%	748	3.324
	DISTRICT 4	7.1%	11.5%	41.6%	28.6%	11.3%	462	3.253
	DISTRICT 5	6.9%	9.7%	49.6%	24.3%	9.5%	423	3.199
	DISTRICT 6	7.4%	10.1%	49.6%	26.6%	6.3%	526	3.143
	DISTRICT 7	9.5%	12.3%	47.1%	23.4%	7.7%	325	3.074
	DISTRICT 8	10.1%	8.8%	43.5%	26.5%	11.1%	524	3.197
	DISTRICT 9	12.5%	9.5%	47.5%	21.4%	9.2%	337	3.053
AGE	25 AND YOUNGER	13.0%	13.2%	42.9%	23.8%	7.2%	501	2.990
	26 - 35 YEARS OLD	8.9%	11.1%	51.9%	22.1%	5.9%	874	3.050
	36 - 45 YEARS OLD	8.2%	10.6%	52.1%	21.6%	7.5%	681	3.095
	46 - 55 YEARS OLD	8.3%	10.2%	41.4%	30.4%	9.7%	761	3.230
	56 - 65 YEARS OLD	6.9%	7.7%	40.2%	31.9%	13.2%	1,022	3.367
	66 AND OLDER	0.8%	1.7%	42.0%	29.4%	26.1%	119	3.782
SEX	MALE	10.5%	10.5%	42.7%	26.5%	9.7%	1,233	3.142
	FEMALE	7.6%	9.7%	46.6%	26.5%	9.6%	2,728	3.209
RACE	CAUCASIAN	8.0%	9.6%	46.4%	26.4%	9.6%	3,510	3.200
	AFRICAN AMERICAN	14.6%	14.2%	34.6%	29.1%	7.5%	254	3.008
	OTHER	9.6%	10.6%	41.4%	26.3%	12.1%	198	3.207
MARITAL STATUS	SINGLE	10.2%	11.9%	44.9%	25.2%	7.8%	1,168	3.085
	MARRIED	7.7%	9.1%	47.1%	26.4%	9.7%	2,183	3.212
	OTHER	8.0%	9.4%	40.2%	29.6%	12.7%	614	3.296
RESIDENTIAL LOCATION	URBAN	11.1%	11.4%	42.6%	25.3%	9.5%	629	3.107
	SUBURBAN	7.8%	9.6%	45.1%	28.2%	9.3%	2,244	3.214
	RURAL	8.3%	9.9%	47.6%	23.9%	10.3%	1,095	3.181
DRIVING AREA	URBAN	10.2%	10.4%	44.2%	25.1%	10.2%	894	3.147
	SUBURBAN	7.7%	9.8%	45.9%	27.2%	9.3%	2,184	3.206
	RURAL	8.3%	9.9%	45.8%	26.4%	9.7%	880	3.192
VEHICLE TYPE	AUTOMOBILE	8.5%	9.3%	43.8%	28.3%	10.1%	2,237	3.222
	VAN/MINIVAN	9.9%	9.3%	51.1%	21.4%	8.3%	313	3.089
	PICKUP TRUCK	6.8%	13.7%	46.8%	21.2%	11.6%	293	3.171
	SUV	7.9%	10.8%	47.3%	26.1%	7.8%	1,045	3.151
	OTHER	15.4%	6.4%	39.7%	23.1%	15.4%	78	3.167

**TABLE 6.48: FREQUENCY OF ADJUSTING THE RADIO/CD PLAYER/MP3 PLAYER WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
	ALL RESPONDENTS	17.7%	20.1%	36.7%	18.9%	6.4%	3,971	2.762
SURVEY	SURVEY 1	15.3%	17.5%	37.1%	22.3%	7.9%	1,001	2.900
	SURVEY 2	17.1%	21.7%	36.9%	19.2%	5.2%	1,028	2.735
	SURVEY 3	20.4%	21.0%	34.7%	16.4%	7.5%	884	2.696
	SURVEY 4	18.4%	20.4%	38.0%	17.7%	5.5%	1,058	2.714
OSP DISTRICT	DISTRICT 1	16.6%	23.1%	36.6%	18.4%	5.3%	320	2.728
	DISTRICT 2	17.0%	18.0%	40.7%	19.0%	5.3%	300	2.777
	DISTRICT 3	16.0%	20.5%	39.0%	19.7%	4.8%	751	2.768
	DISTRICT 4	16.9%	21.6%	32.0%	24.0%	5.4%	462	2.794
	DISTRICT 5	18.2%	19.6%	35.7%	18.9%	7.6%	423	2.780
	DISTRICT 6	20.1%	19.4%	37.2%	17.1%	6.3%	527	2.700
	DISTRICT 7	18.8%	16.9%	37.2%	19.1%	8.0%	325	2.806
	DISTRICT 8	18.1%	20.2%	37.6%	17.7%	6.3%	524	2.739
	DISTRICT 9	18.7%	20.8%	33.8%	15.4%	11.3%	337	2.798
AGE	25 AND YOUNGER	34.4%	26.0%	27.0%	10.6%	2.0%	500	2.198
	26 - 35 YEARS OLD	23.4%	24.4%	36.8%	12.8%	2.6%	873	2.470
	36 - 45 YEARS OLD	17.6%	25.6%	40.4%	12.7%	3.7%	683	2.593
	46 - 55 YEARS OLD	12.7%	18.8%	38.7%	22.3%	7.5%	764	2.929
	56 - 65 YEARS OLD	10.3%	12.3%	37.4%	29.1%	11.0%	1,022	3.181
	66 AND OLDER	4.2%	8.4%	37.8%	25.2%	24.4%	119	3.571
SEX	MALE	19.9%	21.8%	36.0%	16.5%	5.8%	1,235	2.666
	FEMALE	16.7%	19.4%	37.1%	20.1%	6.7%	2,728	2.806
RACE	CAUCASIAN	17.7%	20.0%	37.2%	19.0%	6.1%	3,512	2.760
	AFRICAN AMERICAN	18.1%	24.0%	33.1%	16.1%	8.7%	254	2.732
	OTHER	18.6%	19.1%	31.2%	21.6%	9.5%	199	2.844
MARITAL STATUS	SINGLE	23.9%	24.3%	31.6%	15.4%	4.9%	1,171	2.530
	MARRIED	15.7%	19.5%	39.2%	19.6%	6.0%	2,181	2.808
	OTHER	13.3%	14.8%	37.7%	23.4%	10.9%	616	3.037
RESIDENTIAL LOCATION	URBAN	19.5%	23.3%	32.1%	16.6%	8.6%	627	2.716
	SUBURBAN	17.8%	20.7%	38.1%	18.4%	5.0%	2,248	2.721
	RURAL	16.5%	17.2%	36.7%	21.4%	8.1%	1,096	2.874
DRIVING AREA	URBAN	19.1%	20.5%	33.3%	19.1%	7.9%	894	2.763
	SUBURBAN	17.8%	21.0%	38.1%	18.3%	4.8%	2,186	2.714
	RURAL	16.1%	17.7%	37.0%	20.3%	8.9%	881	2.881
VEHICLE TYPE	AUTOMOBILE	17.7%	20.6%	36.0%	19.6%	6.1%	2,240	2.757
	VAN/MINIVAN	18.6%	19.6%	36.9%	16.3%	8.7%	312	2.769
	PICKUP TRUCK	18.7%	18.0%	33.7%	20.1%	9.5%	294	2.837
	SUV	17.1%	20.0%	40.2%	17.3%	5.4%	1,046	2.738
	OTHER	19.5%	16.9%	23.4%	28.6%	11.7%	77	2.961

**TABLE 6.49: FREQUENCY OF TALKING TO PASSENGERS WHILE DRIVING - 2017**

		ALWAYS	MOST OF THE TIME	SOME OF THE TIME	RARELY	NEVER	TOTAL	AVERAGE
	ALL RESPONDENTS	27.9%	34.6%	30.2%	5.7%	1.6%	3,964	2.185
SURVEY	SURVEY 1	29.0%	32.0%	30.5%	6.7%	1.8%	1,000	2.203
	SURVEY 2	22.9%	35.4%	33.1%	6.9%	1.7%	1,024	2.291
	SURVEY 3	31.8%	33.9%	29.2%	4.0%	1.1%	884	2.087
	SURVEY 4	28.5%	36.7%	27.9%	5.1%	1.7%	1,056	2.148
OSP DISTRICT	DISTRICT 1	34.7%	35.6%	26.6%	1.9%	1.3%	320	1.994
	DISTRICT 2	30.7%	34.3%	28.3%	5.0%	1.7%	300	2.127
	DISTRICT 3	21.1%	34.8%	36.0%	6.8%	1.2%	749	2.322
	DISTRICT 4	24.3%	36.7%	29.8%	8.3%	0.9%	460	2.246
	DISTRICT 5	27.2%	35.2%	30.0%	6.4%	1.2%	423	2.191
	DISTRICT 6	25.4%	35.9%	31.1%	5.7%	1.9%	524	2.229
	DISTRICT 7	35.7%	37.5%	22.2%	3.4%	1.2%	325	1.969
	DISTRICT 8	28.4%	30.7%	32.1%	5.9%	2.9%	524	2.240
	DISTRICT 9	35.6%	30.3%	26.7%	5.3%	2.1%	337	2.080
AGE	25 AND YOUNGER	29.5%	38.3%	27.9%	3.6%	0.8%	499	2.080
	26 - 35 YEARS OLD	27.6%	36.5%	30.1%	5.0%	0.7%	873	2.147
	36 - 45 YEARS OLD	31.6%	31.7%	29.2%	5.3%	2.2%	678	2.149
	46 - 55 YEARS OLD	27.4%	35.4%	29.9%	6.0%	1.3%	763	2.185
	56 - 65 YEARS OLD	25.9%	32.3%	32.6%	7.3%	1.9%	1,022	2.269
	66 AND OLDER	24.4%	32.8%	29.4%	6.7%	6.7%	119	2.387
SEX	MALE	28.1%	31.9%	32.4%	5.9%	1.7%	1,233	2.213
	FEMALE	27.8%	35.8%	29.3%	5.6%	1.5%	2,724	2.174
RACE	CAUCASIAN	28.2%	34.9%	29.7%	5.6%	1.5%	3,506	2.174
	AFRICAN AMERICAN	25.7%	33.2%	33.6%	5.5%	2.0%	253	2.249
	OTHER	25.1%	31.2%	34.2%	7.0%	2.5%	199	2.307
MARITAL STATUS	SINGLE	26.0%	32.8%	32.9%	6.4%	1.9%	1,166	2.255
	MARRIED	29.7%	36.4%	28.8%	3.8%	1.2%	2,179	2.103
	OTHER	25.0%	31.5%	29.9%	11.2%	2.4%	616	2.346
RESIDENTIAL LOCATION	URBAN	26.3%	34.4%	32.8%	5.1%	1.4%	628	2.210
	SUBURBAN	26.5%	34.2%	31.5%	6.1%	1.7%	2,241	2.223
	RURAL	31.7%	35.5%	26.0%	5.3%	1.5%	1,095	2.093
DRIVING AREA	URBAN	27.6%	33.9%	31.6%	5.4%	1.6%	892	2.195
	SUBURBAN	26.5%	34.7%	31.5%	5.7%	1.7%	2,181	2.214
	RURAL	31.8%	35.1%	25.7%	6.1%	1.4%	881	2.102
VEHICLE TYPE	AUTOMOBILE	25.7%	34.5%	31.5%	6.8%	1.5%	2,236	2.237
	VAN/MINIVAN	32.6%	34.2%	26.5%	3.5%	3.2%	313	2.105
	PICKUP TRUCK	33.1%	29.7%	29.0%	6.5%	1.7%	293	2.140
	SUV	30.2%	35.9%	29.1%	4.0%	0.9%	1,043	2.095
	OTHER	22.1%	37.7%	27.3%	5.2%	7.8%	77	2.390

When asked about changes they could make in their own driving behaviors to make them safer, 45.9% said they need to watch their speed (Table 6.50). Since few respondents claim to use a cell phone to call or text while driving it is not unexpected that only 22.3% think they need to stop talking on a cell phone and 19.0% feel they need to stop texting while driving. Additionally, 25.7% of those surveyed said there are no changes needed in their driving behaviors. Only 16.5% of 2017 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 6.51 through 6.60.

**TABLE 6.50: CHANGES IN RESPONDENTS PERSONAL DRIVING BEHAVIORS THAT WOULD IMPROVE THEIR SAFETY - 2017**

	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>WATCH MY SPEED</b>	45.9%	1,825	37.0%	371	53.3%	550	43.4%	384	49.1%	519
<b>NOTHING</b>	25.7%	1,022	31.2%	313	20.6%	212	26.4%	233	24.8%	262
<b>STOP TALKING ON CELL PHONE</b>	22.3%	886	21.7%	217	24.9%	257	21.5%	190	21.2%	224
<b>CHECK MIRRORS MORE OFTEN</b>	21.8%	867	16.5%	165	28.3%	292	18.0%	159	23.6%	250
<b>STOP ADJUSTING RADIO</b>	19.1%	759	16.0%	160	23.9%	246	16.3%	144	19.7%	208
<b>STOP TEXTING WHILE DRIVING</b>	19.0%	755	16.5%	165	23.2%	239	17.6%	156	18.4%	195
<b>STOP EATING WHILE DRIVING</b>	17.4%	692	15.2%	152	21.0%	217	15.4%	136	17.6%	186
<b>WEAR SEAT BELT MORE OFTEN</b>	16.5%	656	13.3%	133	20.8%	214	15.2%	134	16.4%	174
<b>LET OTHERS DRIVE WHEN DRINKING</b>	15.4%	612	11.9%	119	21.0%	217	11.3%	100	16.9%	179
<b>2<sup>ND</sup> MIRROR FOR KIDS IN BACK</b>	7.2%	286	5.8%	58	8.4%	87	7.2%	64	7.5%	79

**TABLE 6.51: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WATCH MY SPEED - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		54.1%	45.9%	3,975
SURVEY	SURVEY 1	63.0%	37.0%	1,002
	SURVEY 2	46.7%	53.3%	1,031
	SURVEY 3	56.6%	43.4%	884
	SURVEY 4	50.9%	49.1%	1,058
OSP DISTRICT	DISTRICT 1	60.6%	39.4%	322
	DISTRICT 2	57.0%	43.0%	300
	DISTRICT 3	45.4%	54.6%	751
	DISTRICT 4	52.6%	47.4%	462
	DISTRICT 5	59.1%	40.9%	423
	DISTRICT 6	52.9%	47.1%	527
	DISTRICT 7	59.7%	40.3%	325
	DISTRICT 8	49.9%	50.1%	525
	DISTRICT 9	63.5%	36.5%	337
AGE	25 AND YOUNGER	43.5%	56.5%	501
	26 - 35 YEARS OLD	46.7%	53.3%	875
	36 - 45 YEARS OLD	50.4%	49.6%	683
	46 - 55 YEARS OLD	58.1%	41.9%	764
	56 - 65 YEARS OLD	63.4%	36.6%	1,023
	66 AND OLDER	68.9%	31.1%	119
SEX	MALE	61.3%	38.7%	1,236
	FEMALE	50.9%	49.1%	2,731
RACE	CAUCASIAN	54.8%	45.2%	3,515
	AFRICAN AMERICAN	44.1%	55.9%	254
	OTHER	54.0%	46.0%	200
MARITAL STATUS	SINGLE	47.2%	52.8%	1,171
	MARRIED	57.2%	42.8%	2,185
	OTHER	56.0%	44.0%	616
RESIDENTIAL LOCATION	URBAN	54.8%	45.2%	630
	SUBURBAN	50.4%	49.6%	2,249
	RURAL	61.3%	38.7%	1,096
DRIVING AREA	URBAN	53.8%	46.2%	896
	SUBURBAN	50.5%	49.5%	2,188
	RURAL	63.5%	36.5%	881
VEHICLE TYPE	AUTOMOBILE	52.8%	47.2%	2,241
	VAN/MINIVAN	54.8%	45.2%	314
	PICKUP TRUCK	66.0%	34.0%	294
	SUV	53.5%	46.5%	1,046
	OTHER	52.6%	47.4%	78

**TABLE 6.52: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – NOTHING - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		74.3%	25.7%	3,975
SURVEY	SURVEY 1	68.8%	31.2%	1,002
	SURVEY 2	79.4%	20.6%	1,031
	SURVEY 3	73.6%	26.4%	884
	SURVEY 4	75.2%	24.8%	1,058
OSP DISTRICT	DISTRICT 1	73.9%	26.1%	322
	DISTRICT 2	71.3%	28.7%	300
	DISTRICT 3	80.4%	19.6%	751
	DISTRICT 4	74.5%	25.5%	462
	DISTRICT 5	72.6%	27.4%	423
	DISTRICT 6	75.7%	24.3%	527
	DISTRICT 7	68.3%	31.7%	325
	DISTRICT 8	78.1%	21.9%	525
	DISTRICT 9	63.5%	36.5%	337
AGE	25 AND YOUNGER	88.4%	11.6%	501
	26 - 35 YEARS OLD	83.8%	16.2%	875
	36 - 45 YEARS OLD	81.7%	18.3%	683
	46 - 55 YEARS OLD	69.8%	30.2%	764
	56 - 65 YEARS OLD	60.0%	40.0%	1,023
	66 AND OLDER	55.5%	44.5%	119
SEX	MALE	67.2%	32.8%	1,236
	FEMALE	77.6%	22.4%	2,731
RACE	CAUCASIAN	74.0%	26.0%	3,515
	AFRICAN AMERICAN	77.6%	22.4%	254
	OTHER	77.5%	22.5%	200
MARITAL STATUS	SINGLE	80.1%	19.9%	1,171
	MARRIED	72.8%	27.2%	2,185
	OTHER	69.2%	30.8%	616
RESIDENTIAL LOCATION	URBAN	74.8%	25.2%	630
	SUBURBAN	77.4%	22.6%	2,249
	RURAL	67.8%	32.2%	1,096
DRIVING AREA	URBAN	73.8%	26.2%	896
	SUBURBAN	77.6%	22.4%	2,188
	RURAL	67.0%	33.0%	881
VEHICLE TYPE	AUTOMOBILE	76.2%	23.8%	2,241
	VAN/MINIVAN	74.8%	25.2%	314
	PICKUP TRUCK	61.2%	38.8%	294
	SUV	73.8%	26.2%	1,046
	OTHER	74.4%	25.6%	78

**TABLE 6.53: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TALKING ON CELL PHONE WHILE DRIVING - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		77.7%	22.3%	3,,975
SURVEY	SURVEY 1	78.3%	21.7%	1,002
	SURVEY 2	75.1%	24.9%	1,031
	SURVEY 3	78.5%	21.5%	884
	SURVEY 4	78.8%	21.2%	1,058
OSP DISTRICT	DISTRICT 1	79.2%	20.8%	322
	DISTRICT 2	73.3%	26.7%	300
	DISTRICT 3	75.4%	24.6%	751
	DISTRICT 4	76.6%	23.4%	462
	DISTRICT 5	82.3%	17.7%	423
	DISTRICT 6	78.0%	22.0%	527
	DISTRICT 7	79.1%	20.9%	325
	DISTRICT 8	75.4%	24.6%	525
	DISTRICT 9	82.2%	17.8%	337
AGE	25 AND YOUNGER	72.7%	27.3%	501
	26 - 35 YEARS OLD	70.9%	29.1%	875
	36 - 45 YEARS OLD	75.3%	24.7%	683
	46 - 55 YEARS OLD	77.9%	22.1%	764
	56 - 65 YEARS OLD	85.2%	14.8%	1,023
	66 AND OLDER	96.6%	3.4%	119
SEX	MALE	82.0%	18.0%	1,236
	FEMALE	75.7%	24.3%	2,731
RACE	CAUCASIAN	78.1%	21.9%	3,515
	AFRICAN AMERICAN	77.2%	22.8%	254
	OTHER	71.0%	29.0%	200
MARITAL STATUS	SINGLE	74.5%	25.5%	1,171
	MARRIED	78.0%	22.0%	2,185
	OTHER	82.5%	17.5%	616
RESIDENTIAL LOCATION	URBAN	76.3%	23.7%	630
	SUBURBAN	76.6%	23.4%	2,249
	RURAL	80.6%	19.4%	1,096
DRIVING AREA	URBAN	78.2%	21.8%	896
	SUBURBAN	75.7%	24.3%	2,188
	RURAL	81.6%	18.4%	881
VEHICLE TYPE	AUTOMOBILE	76.9%	23.1%	2,241
	VAN/MINIVAN	77.7%	22.3%	314
	PICKUP TRUCK	86.1%	13.9%	294
	SUV	77.7%	22.3%	1,046
	OTHER	67.9%	32.1%	78

**TABLE 6.54: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – CHECK MIRRORS MORE OFTEN - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		78.2%	21.8%	3,975
SURVEY	SURVEY 1	83.5%	16.5%	1,002
	SURVEY 2	71.7%	28.3%	1,031
	SURVEY 3	82.0%	18.0%	884
	SURVEY 4	76.4%	23.6%	1,058
OSP DISTRICT	DISTRICT 1	82.3%	17.7%	322
	DISTRICT 2	76.0%	24.0%	300
	DISTRICT 3	71.0%	29.0%	751
	DISTRICT 4	76.4%	23.6%	462
	DISTRICT 5	80.9%	19.1%	423
	DISTRICT 6	80.3%	19.7%	527
	DISTRICT 7	81.2%	18.8%	325
	DISTRICT 8	78.7%	21.3%	525
	DISTRICT 9	84.9%	15.1%	337
AGE	25 AND YOUNGER	61.1%	38.9%	501
	26 - 35 YEARS OLD	73.4%	26.6%	875
	36 - 45 YEARS OLD	80.4%	19.6%	683
	46 - 55 YEARS OLD	80.0%	20.0%	764
	56 - 65 YEARS OLD	86.7%	13.3%	1,023
	66 AND OLDER	89.1%	10.9%	119
SEX	MALE	80.3%	19.7%	1,236
	FEMALE	77.3%	22.7%	2,731
RACE	CAUCASIAN	79.1%	20.9%	3,515
	AFRICAN AMERICAN	72.0%	28.0%	254
	OTHER	70.0%	30.0%	200
MARITAL STATUS	SINGLE	71.8%	28.2%	1,171
	MARRIED	80.2%	19.8%	2,185
	OTHER	83.3%	16.7%	616
RESIDENTIAL LOCATION	URBAN	76.7%	23.3%	630
	SUBURBAN	75.6%	24.4%	2,249
	RURAL	84.5%	15.5%	1,096
DRIVING AREA	URBAN	78.8%	21.2%	896
	SUBURBAN	75.5%	24.5%	2,188
	RURAL	84.3%	15.7%	881
VEHICLE TYPE	AUTOMOBILE	76.2%	23.8%	2,241
	VAN/MINIVAN	82.8%	17.2%	314
	PICKUP TRUCK	85.0%	15.0%	294
	SUV	80.5%	19.5%	1,046
	OTHER	61.5%	38.5%	78

**TABLE 6.55: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP ADJUSTING THE RADIO - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		80.9%	19.1%	3,975
SURVEY	SURVEY 1	84.0%	16.0%	1,002
	SURVEY 2	76.1%	23.9%	1,031
	SURVEY 3	83.7%	16.3%	884
	SURVEY 4	80.3%	19.7%	1,058
OSP DISTRICT	DISTRICT 1	81.1%	18.9%	322
	DISTRICT 2	81.7%	18.3%	300
	DISTRICT 3	74.6%	25.4%	751
	DISTRICT 4	80.1%	19.9%	462
	DISTRICT 5	83.9%	16.1%	423
	DISTRICT 6	80.5%	19.5%	527
	DISTRICT 7	86.5%	13.5%	325
	DISTRICT 8	82.7%	17.3%	525
	DISTRICT 9	84.3%	15.7%	337
AGE	25 AND YOUNGER	71.1%	28.9%	501
	26 - 35 YEARS OLD	80.5%	19.5%	875
	36 - 45 YEARS OLD	78.3%	21.7%	683
	46 - 55 YEARS OLD	82.2%	17.8%	764
	56 - 65 YEARS OLD	85.8%	14.2%	1,023
	66 AND OLDER	89.9%	10.1%	119
SEX	MALE	84.8%	15.2%	1,236
	FEMALE	79.1%	20.9%	2,731
RACE	CAUCASIAN	80.8%	19.2%	3,515
	AFRICAN AMERICAN	80.3%	19.7%	254
	OTHER	84.5%	15.5%	200
MARITAL STATUS	SINGLE	76.9%	23.1%	1,171
	MARRIED	82.4%	17.6%	2,185
	OTHER	83.3%	16.7%	616
RESIDENTIAL LOCATION	URBAN	80.3%	19.7%	630
	SUBURBAN	79.1%	20.9%	2,249
	RURAL	84.9%	15.1%	1,096
DRIVING AREA	URBAN	82.5%	17.5%	896
	SUBURBAN	78.7%	21.3%	2,188
	RURAL	84.6%	15.4%	881
VEHICLE TYPE	AUTOMOBILE	78.8%	21.2%	2,241
	VAN/MINIVAN	86.0%	14.0%	314
	PICKUP TRUCK	87.8%	12.2%	294
	SUV	82.1%	17.9%	1,046
	OTHER	82.1%	17.9%	78

**TABLE 6.56: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP TEXTING WHILE DRIVING - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		81.0%	19.0%	3,975
SURVEY	SURVEY 1	83.5%	16.5%	1,002
	SURVEY 2	76.8%	23.2%	1,031
	SURVEY 3	82.4%	17.6%	884
	SURVEY 4	81.6%	18.4%	1,058
OSP DISTRICT	DISTRICT 1	81.7%	18.3%	322
	DISTRICT 2	81.3%	18.7%	300
	DISTRICT 3	78.4%	21.6%	751
	DISTRICT 4	81.4%	18.6%	462
	DISTRICT 5	83.5%	16.5%	423
	DISTRICT 6	77.4%	22.6%	527
	DISTRICT 7	85.2%	14.8%	325
	DISTRICT 8	79.0%	21.0%	525
	DISTRICT 9	86.6%	13.4%	337
AGE	25 AND YOUNGER	70.1%	29.9%	501
	26 - 35 YEARS OLD	70.5%	29.5%	875
	36 - 45 YEARS OLD	80.2%	19.8%	683
	46 - 55 YEARS OLD	84.6%	15.4%	764
	56 - 65 YEARS OLD	91.1%	8.9%	1,023
	66 AND OLDER	98.3%	1.7%	119
SEX	MALE	83.8%	16.2%	1,236
	FEMALE	79.7%	20.3%	2,731
RACE	CAUCASIAN	81.6%	18.4%	3,515
	AFRICAN AMERICAN	81.1%	18.9%	254
	OTHER	70.5%	29.5%	200
MARITAL STATUS	SINGLE	73.3%	26.7%	1,171
	MARRIED	84.2%	15.8%	2,185
	OTHER	84.4%	15.6%	616
RESIDENTIAL LOCATION	URBAN	77.9%	22.1%	630
	SUBURBAN	79.4%	20.6%	2,249
	RURAL	86.0%	14.0%	1,096
DRIVING AREA	URBAN	81.7%	18.3%	896
	SUBURBAN	78.6%	21.4%	2,188
	RURAL	86.2%	13.8%	881
VEHICLE TYPE	AUTOMOBILE	80.4%	19.6%	2,241
	VAN/MINIVAN	81.5%	18.5%	314
	PICKUP TRUCK	87.4%	12.6%	294
	SUV	81.1%	18.9%	1,046
	OTHER	70.5%	29.5%	78

**TABLE 6.57: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – STOP EATING WHILE DRIVING - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		82.6%	17.4%	3,975
SURVEY	SURVEY 1	84.8%	15.2%	1,002
	SURVEY 2	79.0%	21.0%	1,031
	SURVEY 3	84.6%	15.4%	884
	SURVEY 4	82.4%	17.6%	1,058
OSP DISTRICT	DISTRICT 1	83.9%	16.1%	322
	DISTRICT 2	82.7%	17.3%	300
	DISTRICT 3	81.5%	18.5%	751
	DISTRICT 4	81.4%	18.6%	462
	DISTRICT 5	85.3%	14.7%	423
	DISTRICT 6	80.6%	19.4%	527
	DISTRICT 7	84.3%	15.7%	325
	DISTRICT 8	80.6%	19.4%	525
	DISTRICT 9	86.6%	13.4%	337
AGE	25 AND YOUNGER	78.8%	21.2%	501
	26 - 35 YEARS OLD	78.9%	21.1%	875
	36 - 45 YEARS OLD	82.1%	17.9%	683
	46 - 55 YEARS OLD	81.2%	18.8%	764
	56 - 65 YEARS OLD	87.8%	12.2%	1,023
	66 AND OLDER	94.1%	5.9%	119
SEX	MALE	85.8%	14.2%	1,236
	FEMALE	81.2%	18.8%	2,731
RACE	CAUCASIAN	82.1%	17.9%	3,515
	AFRICAN AMERICAN	84.6%	15.4%	254
	OTHER	89.0%	11.0%	200
MARITAL STATUS	SINGLE	79.7%	20.3%	1,171
	MARRIED	84.4%	15.6%	2,185
	OTHER	81.8%	18.2%	616
RESIDENTIAL LOCATION	URBAN	83.2%	16.8%	630
	SUBURBAN	81.6%	18.4%	2,249
	RURAL	84.4%	15.6%	1,096
DRIVING AREA	URBAN	84.6%	15.4%	896
	SUBURBAN	80.6%	19.4%	2,188
	RURAL	85.6%	14.4%	881
VEHICLE TYPE	AUTOMOBILE	82.1%	17.9%	2,241
	VAN/MINIVAN	84.7%	15.3%	314
	PICKUP TRUCK	86.4%	13.6%	294
	SUV	82.0%	18.0%	1,046
	OTHER	82.1%	17.9%	78

**TABLE 6.58: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – WEAR SEAT BELT MORE OFTEN - 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		83.5%	16.5%	3,975
SURVEY	SURVEY 1	86.7%	13.3%	1,002
	SURVEY 2	79.2%	20.8%	1,031
	SURVEY 3	84.8%	15.2%	884
	SURVEY 4	83.6%	16.4%	1,058
OSP DISTRICT	DISTRICT 1	87.6%	12.4%	322
	DISTRICT 2	82.7%	17.3%	300
	DISTRICT 3	79.6%	20.4%	751
	DISTRICT 4	82.5%	17.5%	462
	DISTRICT 5	86.3%	13.7%	423
	DISTRICT 6	84.6%	15.4%	527
	DISTRICT 7	83.7%	16.3%	325
	DISTRICT 8	82.7%	17.3%	525
	DISTRICT 9	86.4%	13.6%	337
AGE	25 AND YOUNGER	74.5%	25.5%	501
	26 - 35 YEARS OLD	79.5%	20.5%	875
	36 - 45 YEARS OLD	83.0%	17.0%	683
	46 - 55 YEARS OLD	84.6%	15.4%	764
	56 - 65 YEARS OLD	89.4%	10.6%	1,023
	66 AND OLDER	95.8%	4.2%	119
SEX	MALE	84.8%	15.2%	1,236
	FEMALE	82.9%	17.1%	2,731
RACE	CAUCASIAN	84.8%	15.2%	3,515
	AFRICAN AMERICAN	72.4%	27.6%	254
	OTHER	75.0%	25.0%	200
MARITAL STATUS	SINGLE	77.0%	23.0%	1,171
	MARRIED	86.2%	13.8%	2,185
	OTHER	86.4%	13.6%	616
RESIDENTIAL LOCATION	URBAN	76.3%	23.7%	630
	SUBURBAN	83.6%	16.4%	2,249
	RURAL	87.5%	12.5%	1,096
DRIVING AREA	URBAN	80.1%	19.9%	896
	SUBURBAN	83.4%	16.6%	2,188
	RURAL	87.2%	12.8%	881
VEHICLE TYPE	AUTOMOBILE	83.0%	17.0%	2,241
	VAN/MINIVAN	84.1%	15.9%	314
	PICKUP TRUCK	83.3%	16.7%	294
	SUV	85.0%	15.0%	1,046
	OTHER	76.9%	23.1%	78

**TABLE 6.59: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY - LET OTHERS DRIVE WHEN DRINKING ALCOHOL - 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		84.6%	15.4%	3,975
SURVEY	SURVEY 1	88.1%	11.9%	1,002
	SURVEY 2	79.0%	21.0%	1,031
	SURVEY 3	88.7%	11.3%	884
	SURVEY 4	83.1%	16.9%	1,058
OSP DISTRICT	DISTRICT 1	88.8%	11.2%	322
	DISTRICT 2	85.0%	15.0%	300
	DISTRICT 3	79.1%	20.9%	751
	DISTRICT 4	83.8%	16.2%	462
	DISTRICT 5	88.7%	11.3%	423
	DISTRICT 6	82.9%	17.1%	527
	DISTRICT 7	86.2%	13.8%	325
	DISTRICT 8	82.9%	17.1%	525
	DISTRICT 9	91.7%	8.3%	337
AGE	25 AND YOUNGER	79.8%	20.2%	501
	26 - 35 YEARS OLD	81.9%	18.1%	875
	36 - 45 YEARS OLD	81.7%	18.3%	683
	46 - 55 YEARS OLD	86.0%	14.0%	764
	56 - 65 YEARS OLD	88.6%	11.4%	1,023
	66 AND OLDER	95.8%	4.2%	119
SEX	MALE	85.0%	15.0%	1,236
	FEMALE	84.3%	15.7%	2,731
RACE	CAUCASIAN	85.1%	14.9%	3,515
	AFRICAN AMERICAN	80.7%	19.3%	254
	OTHER	79.5%	20.5%	200
MARITAL STATUS	SINGLE	80.0%	20.0%	1,171
	MARRIED	86.5%	13.5%	2,185
	OTHER	86.0%	14.0%	616
RESIDENTIAL LOCATION	URBAN	80.0%	20.0%	630
	SUBURBAN	82.9%	17.1%	2,249
	RURAL	90.6%	9.4%	1,096
DRIVING AREA	URBAN	82.6%	17.4%	896
	SUBURBAN	82.5%	17.5%	2,188
	RURAL	91.4%	8.6%	881
VEHICLE TYPE	AUTOMOBILE	83.0%	17.0%	2,241
	VAN/MINI VAN	89.8%	10.2%	314
	PICKUP TRUCK	88.8%	11.2%	294
	SUV	85.8%	14.2%	1,046
	OTHER	76.9%	23.1%	78

**TABLE 6.60: CHANGES IN RESPONDENTS' DRIVING BEHAVIORS THAT WOULD INCREASE SAFETY – USE 2<sup>ND</sup> MIRROR TO WATCH KIDS IN BACKSEAT - 2017**

		No	YES	TOTAL
ALL RESPONDENTS		92.8%	7.2%	3,975
SURVEY	SURVEY 1	94.2%	5.8%	1,002
	SURVEY 2	91.6%	8.4%	1,031
	SURVEY 3	92.8%	7.2%	884
	SURVEY 4	92.5%	7.5%	1,058
OSP DISTRICT	DISTRICT 1	94.7%	5.3%	322
	DISTRICT 2	90.0%	10.0%	300
	DISTRICT 3	92.3%	7.7%	751
	DISTRICT 4	93.3%	6.7%	462
	DISTRICT 5	94.6%	5.4%	423
	DISTRICT 6	92.2%	7.8%	527
	DISTRICT 7	92.9%	7.1%	325
	DISTRICT 8	92.0%	8.0%	525
	DISTRICT 9	93.5%	6.5%	337
AGE	25 AND YOUNGER	90.0%	10.0%	501
	26 - 35 YEARS OLD	87.4%	12.6%	875
	36 - 45 YEARS OLD	92.4%	7.6%	683
	46 - 55 YEARS OLD	93.6%	6.4%	764
	56 - 65 YEARS OLD	97.6%	2.4%	1,023
	66 AND OLDER	98.3%	1.7%	119
SEX	MALE	94.7%	5.3%	1,236
	FEMALE	91.9%	8.1%	2,731
RACE	CAUCASIAN	93.1%	6.9%	3,515
	AFRICAN AMERICAN	90.6%	9.4%	254
	OTHER	89.5%	10.5%	200
MARITAL STATUS	SINGLE	92.6%	7.4%	1,171
	MARRIED	92.5%	7.5%	2,185
	OTHER	94.0%	6.0%	616
RESIDENTIAL LOCATION	URBAN	91.4%	8.6%	630
	SUBURBAN	92.6%	7.4%	2,249
	RURAL	93.8%	6.2%	1,096
DRIVING AREA	URBAN	92.1%	7.9%	896
	SUBURBAN	92.4%	7.6%	2,188
	RURAL	94.2%	5.8%	881
VEHICLE TYPE	AUTOMOBILE	93.4%	6.6%	2,241
	VAN/MINIVAN	91.7%	8.3%	314
	PICKUP TRUCK	94.6%	5.4%	294
	SUV	92.3%	7.7%	1,046
	OTHER	79.5%	20.5%	78

## RESULTS - PART VII: MOTORCYCLE SAFETY

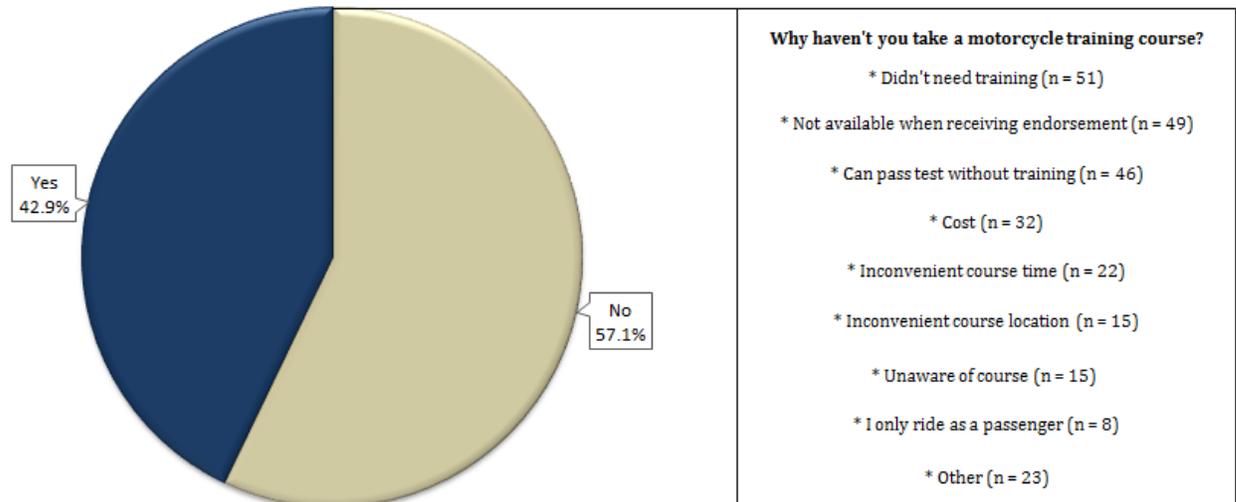
During the 2<sup>nd</sup> survey of the 2015 evaluation, questions were added addressing motorcycle safety. These questions were repeated in both 2016 and 2017. During the 2017 survey period, a total of 448 respondents indicated that they have now or have previously held a motorcycle endorsement (Table 7.1). The following results are based on those 448 riders.

**TABLE 7.1: RESPONDENT HAS/HAD A MOTORCYCLE ENDORSEMENT - 2017**

		CURRENTLY HAS ENDORSEMENT	PREVIOUSLY HAD ENDORSEMENT	NO ENDORSEMENT	TOTAL
ALL RESPONDENTS		8.0%	3.3%	88.7%	3,962
	SURVEY 1	10.0%	3.4%	86.6%	997
	SURVEY 2	5.9%	3.1%	91.0%	1,028
	SURVEY 3	7.9%	3.7%	88.3%	883
	SURVEY 4	8.0%	3.0%	89.0%	1,054
OSP DISTRICT	DISTRICT 1	8.7%	4.7%	86.6%	322
	DISTRICT 2	8.7%	3.7%	87.7%	300
	DISTRICT 3	5.6%	2.5%	91.8%	747
	DISTRICT 4	5.9%	3.5%	90.7%	460
	DISTRICT 5	9.0%	3.3%	87.7%	422
	DISTRICT 6	6.8%	4.0%	89.2%	527
	DISTRICT 7	10.8%	3.4%	85.8%	325
	DISTRICT 8	7.9%	3.1%	89.1%	521
	DISTRICT 9	12.5%	2.1%	85.4%	336
AGE	25 AND YOUNGER	7.0%	4.0%	89.0%	500
	26 - 35 YEARS OLD	5.5%	2.9%	91.6%	870
	36 - 45 YEARS OLD	5.7%	3.1%	91.2%	679
	46 - 55 YEARS OLD	8.0%	2.5%	89.5%	762
	56 - 65 YEARS OLD	11.8%	3.9%	84.2%	1,022
	66 AND OLDER	7.6%	5.0%	87.4%	119
SEX	MALE	17.8%	6.6%	75.6%	1,234
	FEMALE	3.5%	1.8%	94.7%	2,720
RACE	CAUCASIAN	7.9%	3.3%	88.8%	3,504
	AFRICAN AMERICAN	6.7%	1.6%	91.7%	253
	OTHER	11.1%	5.5%	83.4%	199
MARITAL STATUS	SINGLE	5.7%	2.7%	91.6%	1,167
	MARRIED	9.5%	3.3%	87.2%	2,176
	OTHER	7.0%	4.4%	88.6%	616
RESIDENTIAL LOCATION	URBAN	9.9%	4.8%	85.3%	626
	SUBURBAN	6.2%	3.0%	90.8%	2,243
	RURAL	10.4%	3.1%	86.5%	1,093
DRIVING AREA	URBAN	12.2%	4.8%	83.0%	892
	SUBURBAN	5.7%	2.8%	91.5%	2,181
	RURAL	8.9%	3.0%	88.2%	879
VEHICLE TYPE	AUTOMOBILE	6.0%	2.9%	91.1%	2,233
	VAN/MINIVAN	5.4%	4.5%	90.1%	313
	PICKUP TRUCK	22.2%	7.5%	70.3%	293
	SUV	7.7%	2.4%	89.9%	1,043
	OTHER	24.4%	7.7%	67.9%	78

More than half (57.1%) 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 they didn’t feel they needed training and that the course was not available when they received their endorsement (Figure 33). Additionally, several survey participants claimed that they could pass the test without training. 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 - 2017**



**TABLE 7.2: COMPLETED A MOTORCYCLE TRAINING COURSE - 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		42.9%	57.1%	445
SURVEY 1		41.0%	59.0%	134
SURVEY 2		47.8%	52.2%	92
SURVEY 3		43.7%	56.3%	103
SURVEY 4		40.5%	59.5%	116
DISTRICT 1		46.5%	53.5%	43
DISTRICT 2		37.8%	62.2%	37
DISTRICT 3		50.8%	49.2%	61
DISTRICT 4		51.2%	48.8%	43
OSP DISTRICT	DISTRICT 5	34.6%	65.4%	52
	DISTRICT 6	45.6%	54.4%	57
	DISTRICT 7	56.5%	43.5%	46
	DISTRICT 8	32.1%	67.9%	56
	DISTRICT 9	30.6%	69.4%	49
25 AND YOUNGER		47.3%	52.7%	55
26 - 35 YEARS OLD		40.3%	59.7%	72
36 - 45 YEARS OLD		45.0%	55.0%	60
46 - 55 YEARS OLD		42.5%	57.5%	80
56 - 65 YEARS OLD		44.1%	55.9%	161
66 AND OLDER		26.7%	73.3%	15
MALE		44.9%	55.1%	301
FEMALE		38.5%	61.5%	143
CAUCASIAN		44.8%	55.2%	391
AFRICAN AMERICAN		23.8%	76.2%	21
OTHER		33.3%	66.7%	33
SINGLE		46.9%	53.1%	98
MARRIED		43.0%	57.0%	277
OTHER		37.1%	62.9%	70
URBAN		41.8%	58.2%	91
SUBURBAN		44.7%	55.3%	206
RURAL		41.2%	58.8%	148
URBAN		37.1%	62.9%	151
SUBURBAN		45.7%	54.3%	186
RURAL		45.2%	54.8%	104
AUTOMOBILE		43.9%	56.1%	198
VAN/MINIVAN		35.5%	64.5%	31
PICKUP TRUCK		35.6%	64.4%	87
SUV		47.6%	52.4%	105
OTHER		50.0%	50.0%	24

**TABLE 7.3: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – DIDN'T NEED TRAINING – 2017**

		No	Yes	TOTAL
ALL RESPONDENTS		88.5%	11.5%	445
SURVEY 1		86.6%	13.4%	134
SURVEY 2		83.7%	16.3%	92
SURVEY 3		93.2%	6.8%	103
SURVEY 4		90.5%	9.5%	116
DISTRICT 1		90.7%	9.3%	43
DISTRICT 2		86.5%	13.5%	37
DISTRICT 3		83.6%	16.4%	61
DISTRICT 4		93.0%	7.0%	43
OSP DISTRICT	DISTRICT 5	92.3%	7.7%	52
	DISTRICT 6	84.2%	15.8%	57
	DISTRICT 7	89.1%	10.9%	46
	DISTRICT 8	91.1%	8.9%	56
	DISTRICT 9	87.8%	12.2%	49
25 AND YOUNGER		90.9%	9.1%	55
26 - 35 YEARS OLD		87.5%	12.5%	72
36 - 45 YEARS OLD		85.0%	15.0%	60
46 - 55 YEARS OLD		85.0%	15.0%	80
56 - 65 YEARS OLD		90.1%	9.9%	161
66 AND OLDER		100.0%		15
MALE		85.7%	14.3%	301
SEX	FEMALE	94.4%	5.6%	143
CAUCASIAN		88.0%	12.0%	391
AFRICAN AMERICAN		85.7%	14.3%	21
OTHER		97.0%	3.0%	33
SINGLE		90.8%	9.2%	98
MARRIED		87.7%	12.3%	277
OTHER		88.6%	11.4%	70
URBAN		90.1%	9.9%	91
SUBURBAN		86.4%	13.6%	206
RURAL		90.5%	9.5%	148
URBAN		94.0%	6.0%	151
SUBURBAN		86.0%	14.0%	186
RURAL		85.6%	14.4%	104
AUTOMOBILE		88.4%	11.6%	198
VAN/MINIVAN		96.8%	3.2%	31
PICKUP TRUCK		92.0%	8.0%	87
SUV		84.8%	15.2%	105
OTHER		83.3%	16.7%	24

**TABLE 7.4: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – COURSES WERE NOT AVAILABLE WHEN RECEIVING ENDORSEMENT - 2017**

		No	YES	TOTAL
ALL RESPONDENTS		89.0%	11.0%	445
SURVEY 1		89.6%	10.4%	134
SURVEY 2		88.0%	12.0%	92
SURVEY 3		87.4%	12.6%	103
SURVEY 4		90.5%	9.5%	116
DISTRICT 1		95.3%	4.7%	43
DISTRICT 2		91.9%	8.1%	37
DISTRICT 3		90.2%	9.8%	61
DISTRICT 4		72.1%	27.9%	43
DISTRICT 5		92.3%	7.7%	52
DISTRICT 6		86.0%	14.0%	57
DISTRICT 7		87.0%	13.0%	46
DISTRICT 8		92.9%	7.1%	56
DISTRICT 9		91.8%	8.2%	49
25 AND YOUNGER		100.0%		55
26 - 35 YEARS OLD		95.8%	4.2%	72
36 - 45 YEARS OLD		98.3%	1.7%	60
46 - 55 YEARS OLD		87.5%	12.5%	80
56 - 65 YEARS OLD		80.1%	19.9%	161
66 AND OLDER		80.0%	20.0%	15
MALE		88.4%	11.6%	301
FEMALE		90.2%	9.8%	143
CAUCASIAN		88.0%	12.0%	391
AFRICAN AMERICAN		100.0%		21
OTHER		93.9%	6.1%	33
SINGLE		90.8%	9.2%	98
MARRIED		88.8%	11.2%	277
OTHER		87.1%	12.9%	70
URBAN		93.4%	6.6%	91
SUBURBAN		90.3%	9.7%	206
RURAL		84.5%	15.5%	148
URBAN		88.7%	11.3%	151
SUBURBAN		90.3%	9.7%	186
RURAL		86.5%	13.5%	104
AUTOMOBILE		89.4%	10.6%	198
VAN/MINI VAN		90.3%	9.7%	31
PICKUP TRUCK		87.4%	12.6%	87
SUV		89.5%	10.5%	105
OTHER		87.5%	12.5%	24

**TABLE 7.5: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – COULD PASS THE BMV/STATE LICENSE TEST WITHOUT TRAINING - 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		89.7%	10.3%	445
SURVEY 1		86.6%	13.4%	134
SURVEY 2		85.9%	14.1%	92
SURVEY 3		94.2%	5.8%	103
SURVEY 4		92.2%	7.8%	116
DISTRICT 1		97.7%	2.3%	43
DISTRICT 2		86.5%	13.5%	37
DISTRICT 3		78.7%	21.3%	61
DISTRICT 4		90.7%	9.3%	43
OSP DISTRICT	DISTRICT 5	86.5%	13.5%	52
	DISTRICT 6	89.5%	10.5%	57
	DISTRICT 7	89.1%	10.9%	46
	DISTRICT 8	91.1%	8.9%	56
	DISTRICT 9	100.0%		49
25 AND YOUNGER		92.7%	7.3%	55
26 - 35 YEARS OLD		84.7%	15.3%	72
36 - 45 YEARS OLD		88.3%	11.7%	60
46 - 55 YEARS OLD		86.3%	13.8%	80
56 - 65 YEARS OLD		91.9%	8.1%	161
66 AND OLDER		100.0%		15
MALE		89.7%	10.3%	301
SEX	FEMALE	89.5%	10.5%	143
CAUCASIAN		88.7%	11.3%	391
AFRICAN AMERICAN		100.0%		21
OTHER		93.9%	6.1%	33
SINGLE		96.9%	3.1%	98
MARRIED		87.0%	13.0%	277
OTHER		90.0%	10.0%	70
URBAN		89.0%	11.0%	91
SUBURBAN		87.9%	12.1%	206
RURAL		92.6%	7.4%	148
URBAN		93.4%	6.6%	151
SUBURBAN		86.6%	13.4%	186
RURAL		89.4%	10.6%	104
AUTOMOBILE		89.9%	10.1%	198
VAN/MINI VAN		96.8%	3.2%	31
PICKUP TRUCK		92.0%	8.0%	87
SUV		85.7%	14.3%	105
OTHER		87.5%	12.5%	24

**TABLE 7.6: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS - COST - 2017**

		No	YES	TOTAL
ALL RESPONDENTS		92.8%	7.2%	445
SURVEY 1		92.5%	7.5%	134
SURVEY 2		89.1%	10.9%	92
SURVEY 3		90.3%	9.7%	103
SURVEY 4		98.3%	1.7%	116
DISTRICT 1		81.4%	18.6%	43
DISTRICT 2		94.6%	5.4%	37
DISTRICT 3		91.8%	8.2%	61
DISTRICT 4		93.0%	7.0%	43
OSP	DISTRICT 5	96.2%	3.8%	52
DISTRICT	DISTRICT 6	93.0%	7.0%	57
	DISTRICT 7	95.7%	4.3%	46
	DISTRICT 8	91.1%	8.9%	56
	DISTRICT 9	98.0%	2.0%	49
25 AND YOUNGER		81.8%	18.2%	55
26 - 35 YEARS OLD		83.3%	16.7%	72
36 - 45 YEARS OLD		88.3%	11.7%	60
AGE	46 - 55 YEARS OLD	100.0%	0.0%	80
	56 - 65 YEARS OLD	98.1%	1.9%	161
	66 AND OLDER	100.0%	0.0%	15
MALE		94.0%	6.0%	301
SEX	FEMALE	90.9%	9.1%	143
CAUCASIAN		93.1%	6.9%	391
RACE	AFRICAN AMERICAN	95.2%	4.8%	21
	OTHER	87.9%	12.1%	33
SINGLE		85.7%	14.3%	98
MARITAL	MARRIED	95.3%	4.7%	277
STATUS	OTHER	92.9%	7.1%	70
URBAN		87.9%	12.1%	91
RESIDENTIAL	SUBURBAN	91.3%	8.7%	206
LOCATION	RURAL	98.0%	2.0%	148
URBAN		90.7%	9.3%	151
DRIVING AREA	SUBURBAN	92.5%	7.5%	186
	RURAL	97.1%	2.9%	104
AUTOMOBILE		92.4%	7.6%	198
VAN/MINI VAN		93.5%	6.5%	31
VEHICLE TYPE	PICKUP TRUCK	97.7%	2.3%	87
	SUV	90.5%	9.5%	105
	OTHER	87.5%	12.5%	24

**TABLE 7.7: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – INCONVENIENT COURSE TIME - 2017**

		No	YES	TOTAL
ALL RESPONDENTS		95.1%	4.9%	445
SURVEY 1		95.5%	4.5%	134
SURVEY 2		95.7%	4.3%	92
SURVEY 3		92.2%	7.8%	103
SURVEY 4		96.6%	3.4%	116
DISTRICT 1		100.0%	0.0%	43
DISTRICT 2		97.3%	2.7%	37
DISTRICT 3		96.7%	3.3%	61
DISTRICT 4		95.3%	4.7%	43
OSP DISTRICT 5		94.2%	5.8%	52
DISTRICT 6		89.5%	10.5%	57
DISTRICT 7		91.3%	8.7%	46
DISTRICT 8		98.2%	1.8%	56
DISTRICT 9		95.9%	4.1%	49
25 AND YOUNGER		83.6%	16.4%	55
26 - 35 YEARS OLD		90.3%	9.7%	72
36 - 45 YEARS OLD		91.7%	8.3%	60
46 - 55 YEARS OLD		98.8%	1.3%	80
56 - 65 YEARS OLD		100.0%	0.0%	161
66 AND OLDER		100.0%	0.0%	15
SEX MALE		95.3%	4.7%	301
FEMALE		94.4%	5.6%	143
RACE CAUCASIAN		94.9%	5.1%	391
AFRICAN AMERICAN		100.0%	0.0%	21
OTHER		93.9%	6.1%	33
MARITAL STATUS SINGLE		89.8%	10.2%	98
MARRIED		96.0%	4.0%	277
OTHER		98.6%	1.4%	70
RESIDENTIAL LOCATION URBAN		91.2%	8.8%	91
SUBURBAN		94.7%	5.3%	206
RURAL		98.0%	2.0%	148
DRIVING AREA URBAN		94.0%	6.0%	151
SUBURBAN		94.1%	5.9%	186
RURAL		98.1%	1.9%	104
VEHICLE TYPE AUTOMOBILE		96.0%	4.0%	198
VAN/MINI VAN		100.0%	0.0%	31
PICKUP TRUCK		96.6%	3.4%	87
SUV		92.4%	7.6%	105
OTHER		87.5%	12.5%	24

**TABLE 7.8: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS –  
INCONVENIENT COURSE LOCATION - 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		96.6%	3.4%	445
SURVEY 1		97.0%	3.0%	134
SURVEY 2		95.7%	4.3%	92
SURVEY 3		95.1%	4.9%	103
SURVEY 4		98.3%	1.7%	116
DISTRICT 1		95.3%	4.7%	43
DISTRICT 2		94.6%	5.4%	37
DISTRICT 3		96.7%	3.3%	61
DISTRICT 4		100.0%	0.0%	43
OSP DISTRICT	DISTRICT 5	98.1%	1.9%	52
	DISTRICT 6	94.7%	5.3%	57
	DISTRICT 7	97.8%	2.2%	46
	DISTRICT 8	92.9%	7.1%	56
	DISTRICT 9	100.0%	0.0%	49
25 AND YOUNGER		92.7%	7.3%	55
26 - 35 YEARS OLD		93.1%	6.9%	72
36 - 45 YEARS OLD		93.3%	6.7%	60
AGE	46 - 55 YEARS OLD	98.8%	1.3%	80
	56 - 65 YEARS OLD	100.0%	0.0%	161
	66 AND OLDER	93.3%	6.7%	15
SEX	MALE	97.3%	2.7%	301
	FEMALE	95.1%	4.9%	143
RACE	CAUCASIAN	96.7%	3.3%	391
	AFRICAN AMERICAN	100.0%	0.0%	21
	OTHER	93.9%	6.1%	33
MARITAL STATUS	SINGLE	93.9%	6.1%	98
	MARRIED	97.1%	2.9%	277
	OTHER	98.6%	1.4%	70
RESIDENTIAL LOCATION	URBAN	93.4%	6.6%	91
	SUBURBAN	97.1%	2.9%	206
	RURAL	98.0%	2.0%	148
DRIVING AREA	URBAN	96.0%	4.0%	151
	SUBURBAN	96.2%	3.8%	186
	RURAL	98.1%	1.9%	104
VEHICLE TYPE	AUTOMOBILE	95.5%	4.5%	198
	VAN/MINI VAN	100.0%	0.0%	31
	PICKUP TRUCK	97.7%	2.3%	87
	SUV	96.2%	3.8%	105
	OTHER	100.0%	0.0%	24

**TABLE 7.9: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – UNAWARE OF COURSE - 2017**

		No	YES	TOTAL
ALL RESPONDENTS		96.6%	3.4%	445
SURVEY 1		97.0%	3.0%	134
SURVEY 2		94.6%	5.4%	92
SURVEY 3		97.1%	2.9%	103
SURVEY 4		97.4%	2.6%	116
DISTRICT 1		93.0%	7.0%	43
DISTRICT 2		100.0%	0.0%	37
DISTRICT 3		96.7%	3.3%	61
DISTRICT 4		95.3%	4.7%	43
DISTRICT 5		94.2%	5.8%	52
DISTRICT 6		98.2%	1.8%	57
DISTRICT 7		95.7%	4.3%	46
DISTRICT 8		98.2%	1.8%	56
DISTRICT 9		98.0%	2.0%	49
25 AND YOUNGER		89.1%	10.9%	55
26 - 35 YEARS OLD		95.8%	4.2%	72
36 - 45 YEARS OLD		98.3%	1.7%	60
46 - 55 YEARS OLD		98.8%	1.3%	80
56 - 65 YEARS OLD		97.5%	2.5%	161
66 AND OLDER		100.0%	0.0%	15
MALE		96.7%	3.3%	301
FEMALE		96.5%	3.5%	143
CAUCASIAN		97.2%	2.8%	391
AFRICAN AMERICAN		100.0%	0.0%	21
OTHER		87.9%	12.1%	33
SINGLE		98.0%	2.0%	98
MARRIED		96.0%	4.0%	277
OTHER		97.1%	2.9%	70
URBAN		96.7%	3.3%	91
SUBURBAN		96.1%	3.9%	206
RURAL		97.3%	2.7%	148
URBAN		97.4%	2.6%	151
SUBURBAN		96.2%	3.8%	186
RURAL		96.2%	3.8%	104
AUTOMOBILE		96.5%	3.5%	198
VAN/MINI VAN		100.0%	0.0%	31
PICKUP TRUCK		95.4%	4.6%	87
SUV		97.1%	2.9%	105
OTHER		95.8%	4.2%	24

**TABLE 7.10: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – I AM A PASSENGER ONLY – 2017**

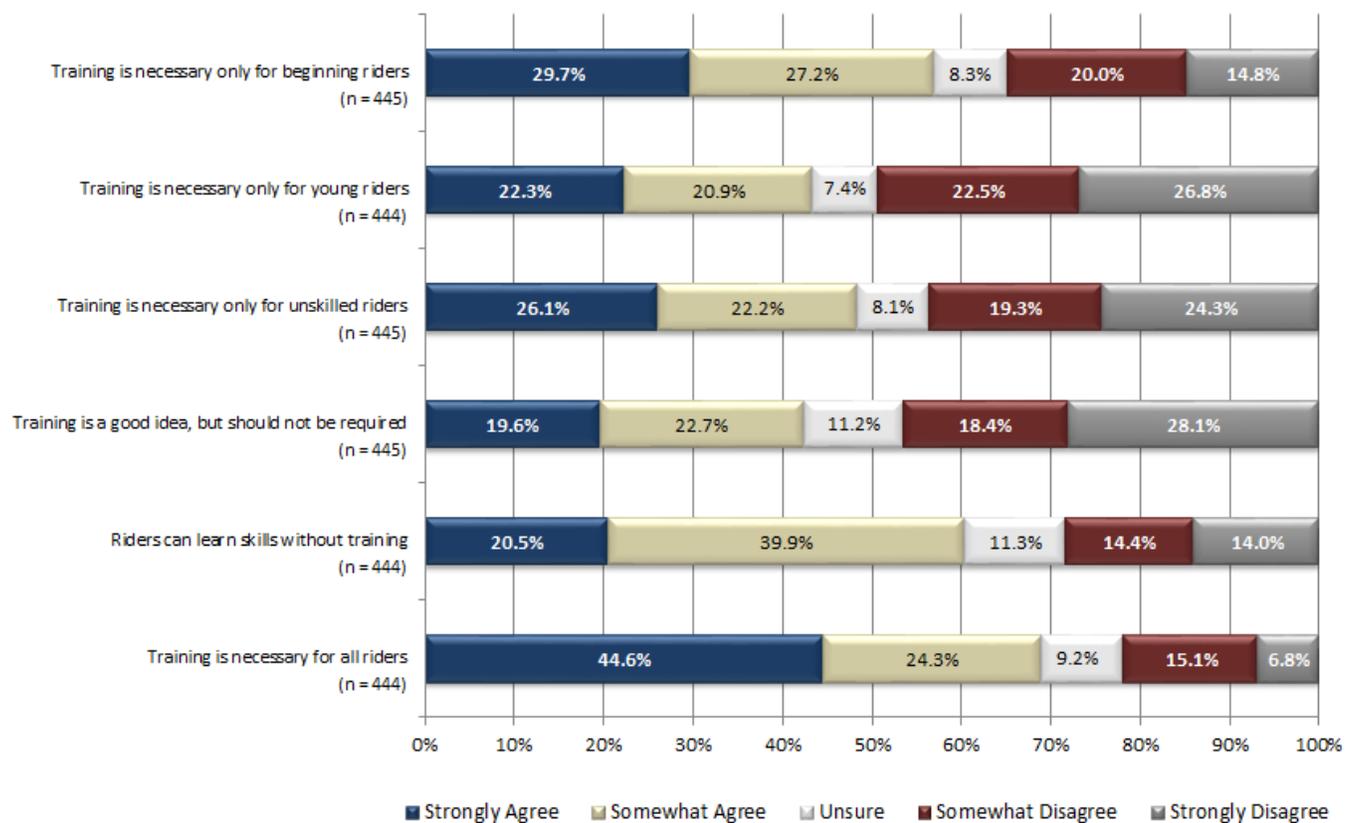
		No	YES	TOTAL
ALL RESPONDENTS		98.2%	1.8%	445
SURVEY 1		97.8%	2.2%	134
SURVEY 2		98.9%	1.1%	92
SURVEY 3		99.0%	1.0%	103
SURVEY 4		97.4%	2.6%	116
DISTRICT 1		97.7%	2.3%	43
DISTRICT 2		100.0%	0.0%	37
DISTRICT 3		100.0%	0.0%	61
DISTRICT 4		97.7%	2.3%	43
OSP	DISTRICT 5	100.0%	0.0%	52
DISTRICT	DISTRICT 6	94.7%	5.3%	57
	DISTRICT 7	93.5%	6.5%	46
	DISTRICT 8	100.0%	0.0%	56
	DISTRICT 9	100.0%	0.0%	49
25 AND YOUNGER		92.7%	7.3%	55
26 - 35 YEARS OLD		95.8%	4.2%	72
36 - 45 YEARS OLD		100.0%	0.0%	60
AGE	46 - 55 YEARS OLD	98.8%	1.3%	80
	56 - 65 YEARS OLD	100.0%	0.0%	161
	66 AND OLDER	100.0%	0.0%	15
MALE		99.3%	0.7%	301
SEX	FEMALE	95.8%	4.2%	143
CAUCASIAN		98.2%	1.8%	391
RACE	AFRICAN AMERICAN	100.0%	0.0%	21
	OTHER	97.0%	3.0%	33
SINGLE		94.9%	5.1%	98
MARITAL	MARRIED	99.3%	0.7%	277
STATUS	OTHER	98.6%	1.4%	70
URBAN		94.5%	5.5%	91
RESIDENTIAL LOCATION	SUBURBAN	99.0%	1.0%	206
	RURAL	99.3%	0.7%	148
URBAN		97.4%	2.6%	151
DRIVING AREA	SUBURBAN	98.4%	1.6%	186
	RURAL	99.0%	1.0%	104
AUTOMOBILE		98.5%	1.5%	198
VAN/MINIVAN		96.8%	3.2%	31
VEHICLE TYPE	PICKUP TRUCK	100.0%	0.0%	87
	SUV	98.1%	1.9%	105
	OTHER	91.7%	8.3%	24

**TABLE 7.11: REASON FOR NOT TAKING MOTORCYCLE TRAINING CLASS – OTHER – 2017**

		NO	YES	TOTAL
ALL RESPONDENTS		94.8%	5.2%	445
SURVEY 1		94.8%	5.2%	134
SURVEY 2		96.7%	3.3%	92
SURVEY 3		93.2%	6.8%	103
SURVEY 4		94.8%	5.2%	116
DISTRICT 1		95.3%	4.7%	43
DISTRICT 2		97.3%	2.7%	37
DISTRICT 3		95.1%	4.9%	61
DISTRICT 4		97.7%	2.3%	43
OSP	DISTRICT 5	94.2%	5.8%	52
DISTRICT	DISTRICT 6	93.0%	7.0%	57
	DISTRICT 7	89.1%	10.9%	46
	DISTRICT 8	94.6%	5.4%	56
	DISTRICT 9	98.0%	2.0%	49
25 AND YOUNGER		100.0%	0.0%	55
26 - 35 YEARS OLD		98.6%	1.4%	72
36 - 45 YEARS OLD		93.3%	6.7%	60
AGE	46 - 55 YEARS OLD	91.3%	8.8%	80
	56 - 65 YEARS OLD	93.2%	6.8%	161
	66 AND OLDER	100.0%	0.0%	15
MALE		93.7%	6.3%	301
SEX	FEMALE	97.2%	2.8%	143
CAUCASIAN		94.4%	5.6%	391
AFRICAN AMERICAN		95.2%	4.8%	21
RACE	OTHER	100.0%	0.0%	33
SINGLE		95.9%	4.1%	98
MARRIED		93.5%	6.5%	277
MARITAL	OTHER	98.6%	1.4%	70
STATUS				
URBAN		97.8%	2.2%	91
SUBURBAN		94.7%	5.3%	206
RESIDENTIAL	RURAL	93.2%	6.8%	148
LOCATION				
URBAN		95.4%	4.6%	151
SUBURBAN		95.2%	4.8%	186
DRIVING AREA	RURAL	94.2%	5.8%	104
AUTOMOBILE		94.9%	5.1%	198
VAN/MINI VAN		90.3%	9.7%	31
PICKUP TRUCK		95.4%	4.6%	87
SUV		94.3%	5.7%	105
VEHICLE TYPE	OTHER	100.0%	0.0%	24

Figure 34 shows that few respondents “strongly agree” that training is necessary **only** for beginning riders (29.7%), young riders (22.3%), and unskilled riders (26.1%). More than half (68.9%) feel that training is necessary for all riders. Just over forty percent (42.3%) of respondents believe that while training is a good idea, it should not be required and 20.5% 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 (72.6%) nor have they had to brake in order to avoid rear-ending a vehicle (60.1%). 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 - 2017**



**TABLE 7.12: TRAINING IS NECESSARY ONLY FOR BEGINNING RIDERS - 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		29.7%	27.2%	8.3%	20.0%	14.8%	445	2.631
	SURVEY 1	37.3%	22.4%	9.0%	13.4%	17.9%	134	2.522
	SURVEY 2	20.7%	33.7%	7.6%	22.8%	15.2%	92	2.783
	SURVEY 3	29.1%	28.2%	5.8%	25.2%	11.7%	103	2.621
	SURVEY 4	28.4%	26.7%	10.3%	20.7%	13.8%	116	2.647
OSP DISTRICT	DISTRICT 1	31.0%	33.3%	9.5%	16.7%	9.5%	42	2.405
	DISTRICT 2	35.1%	21.6%	8.1%	18.9%	16.2%	37	2.595
	DISTRICT 3	26.2%	34.4%	8.2%	18.0%	13.1%	61	2.574
	DISTRICT 4	32.6%	27.9%	11.6%	20.9%	7.0%	43	2.419
	DISTRICT 5	23.1%	19.2%	1.9%	26.9%	28.8%	52	3.192
	DISTRICT 6	29.8%	24.6%	7.0%	19.3%	19.3%	57	2.737
	DISTRICT 7	21.7%	32.6%	10.9%	15.2%	19.6%	46	2.783
	DISTRICT 8	36.8%	21.1%	14.0%	22.8%	5.3%	57	2.386
	DISTRICT 9	32.7%	28.6%	4.1%	20.4%	14.3%	49	2.551
AGE	25 AND YOUNGER	36.4%	41.8%	14.5%	5.5%	1.8%	55	1.945
	26 - 35 YEARS OLD	23.3%	35.6%	12.3%	17.8%	11.0%	73	2.575
	36 - 45 YEARS OLD	30.5%	22.0%	11.9%	18.6%	16.9%	59	2.695
	46 - 55 YEARS OLD	21.3%	31.3%	2.5%	25.0%	20.0%	80	2.913
	56 - 65 YEARS OLD	34.2%	18.6%	6.8%	22.4%	18.0%	161	2.714
	66 AND OLDER	33.3%	20.0%	0.0%	33.3%	13.3%	15	2.733
SEX	MALE	31.3%	26.0%	7.7%	21.7%	13.3%	300	2.597
	FEMALE	26.4%	29.9%	9.0%	16.7%	18.1%	144	2.701
RACE	CAUCASIAN	28.9%	27.1%	8.4%	19.9%	15.6%	391	2.662
	AFRICAN AMERICAN	47.6%	33.3%	0.0%	9.5%	9.5%	21	2.000
	OTHER	27.3%	24.2%	12.1%	27.3%	9.1%	33	2.667
MARITAL STATUS	SINGLE	33.7%	31.6%	8.2%	19.4%	7.1%	98	2.347
	MARRIED	29.6%	27.8%	9.4%	18.4%	14.8%	277	2.610
	OTHER	24.3%	18.6%	4.3%	27.1%	25.7%	70	3.114
RESIDENTIAL LOCATION	URBAN	39.1%	26.1%	13.0%	10.9%	10.9%	92	2.283
	SUBURBAN	29.1%	28.6%	7.8%	19.9%	14.6%	206	2.621
	RURAL	24.5%	25.9%	6.1%	25.9%	17.7%	147	2.864
DRIVING AREA	URBAN	34.2%	25.0%	8.6%	15.8%	16.4%	152	2.553
	SUBURBAN	27.4%	28.0%	9.1%	21.5%	14.0%	186	2.667
	RURAL	27.2%	29.1%	5.8%	23.3%	14.6%	103	2.689
VEHICLE TYPE	AUTOMOBILE	29.3%	26.8%	9.1%	21.7%	13.1%	198	2.626
	VAN/MINI VAN	41.9%	22.6%	0.0%	22.6%	12.9%	31	2.419
	PICKUP TRUCK	34.5%	24.1%	6.9%	16.1%	18.4%	87	2.598
	SUV	25.0%	26.9%	10.6%	20.2%	17.3%	104	2.779
	OTHER	20.0%	48.0%	8.0%	16.0%	8.0%	25	2.440

**TABLE 7.13: TRAINING IS NECESSARY ONLY FOR YOUNG RIDERS - 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		22.3%	20.9%	7.4%	22.5%	26.8%	444	3.106
SURVEY 1		25.4%	17.9%	9.7%	15.7%	31.3%	134	3.097
SURVEY 2		27.2%	21.7%	8.7%	19.6%	22.8%	92	2.891
SURVEY 3		20.4%	19.4%	4.9%	25.2%	30.1%	103	3.252
SURVEY 4		16.5%	25.2%	6.1%	30.4%	21.7%	115	3.157
DISTRICT 1		23.3%	18.6%	14.0%	23.3%	20.9%	43	3.000
DISTRICT 2		24.3%	21.6%	8.1%	13.5%	32.4%	37	3.081
DISTRICT 3		28.3%	28.3%	10.0%	13.3%	20.0%	60	2.683
DISTRICT 4		23.8%	19.0%	11.9%	28.6%	16.7%	42	2.952
OSP DISTRICT	DISTRICT 5	21.2%	13.5%	5.8%	23.1%	36.5%	52	3.404
	DISTRICT 6	15.8%	19.3%	1.8%	26.3%	36.8%	57	3.491
	DISTRICT 7	10.9%	19.6%	8.7%	26.1%	34.8%	46	3.543
	DISTRICT 8	29.8%	17.5%	8.8%	24.6%	19.3%	57	2.860
	DISTRICT 9	22.4%	28.6%	0.0%	24.5%	24.5%	49	3.000
25 AND YOUNGER		34.5%	38.2%	18.2%	3.6%	5.5%	55	2.073
26 - 35 YEARS OLD		21.9%	30.1%	8.2%	21.9%	17.8%	73	2.836
36 - 45 YEARS OLD		25.0%	20.0%	8.3%	20.0%	26.7%	60	3.033
46 - 55 YEARS OLD		14.1%	14.1%	6.4%	33.3%	32.1%	78	3.551
56 - 65 YEARS OLD		21.1%	14.9%	3.1%	24.8%	36.0%	161	3.398
66 AND OLDER		20.0%	20.0%	6.7%	26.7%	26.7%	15	3.200
SEX	MALE	22.1%	20.1%	7.7%	25.4%	24.7%	299	3.107
	FEMALE	22.9%	22.9%	6.3%	16.7%	31.3%	144	3.104
CAUCASIAN		20.7%	20.2%	6.9%	23.8%	28.4%	391	3.189
AFRICAN AMERICAN		40.0%	25.0%	5.0%	10.0%	20.0%	20	2.450
OTHER		30.3%	27.3%	15.2%	15.2%	12.1%	33	2.515
SINGLE		24.7%	27.8%	9.3%	22.7%	15.5%	97	2.763
MARRIED		21.3%	20.6%	7.9%	24.2%	26.0%	277	3.130
OTHER		22.9%	12.9%	2.9%	15.7%	45.7%	70	3.486
URBAN		28.9%	28.9%	11.1%	16.7%	14.4%	90	2.589
SUBURBAN		23.8%	22.8%	7.8%	18.4%	27.2%	206	3.024
RURAL		16.2%	13.5%	4.7%	31.8%	33.8%	148	3.534
URBAN		24.7%	22.0%	10.0%	22.0%	21.3%	150	2.933
SUBURBAN		23.1%	24.2%	6.5%	18.3%	28.0%	186	3.038
RURAL		17.3%	13.5%	4.8%	30.8%	33.7%	104	3.500
AUTOMOBILE		21.8%	20.3%	8.1%	21.3%	28.4%	197	3.142
VAN/MINIVAN		25.8%	16.1%	6.5%	25.8%	25.8%	31	3.097
PICKUP TRUCK		22.1%	25.6%	3.5%	19.8%	29.1%	86	3.081
SUV		22.9%	19.0%	5.7%	25.7%	26.7%	105	3.143
OTHER		20.0%	24.0%	24.0%	24.0%	8.0%	25	2.760

**TABLE 7.14: TRAINING IS NECESSARY ONLY FOR UNSKILLED RIDERS - 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		26.1%	22.2%	8.1%	19.3%	24.3%	445	2.935
	SURVEY 1	31.6%	20.3%	8.3%	14.3%	25.6%	133	2.820
	SURVEY 2	30.1%	20.4%	10.8%	19.4%	19.4%	93	2.774
	SURVEY 3	21.4%	23.3%	5.8%	20.4%	29.1%	103	3.126
	SURVEY 4	20.7%	25.0%	7.8%	24.1%	22.4%	116	3.026
OSP DISTRICT	DISTRICT 1	23.8%	26.2%	14.3%	14.3%	21.4%	42	2.833
	DISTRICT 2	18.9%	27.0%	8.1%	18.9%	27.0%	37	3.081
	DISTRICT 3	29.5%	27.9%	8.2%	14.8%	19.7%	61	2.672
	DISTRICT 4	27.9%	23.3%	9.3%	34.9%	4.7%	43	2.651
	DISTRICT 5	25.0%	17.3%	5.8%	17.3%	34.6%	52	3.192
	DISTRICT 6	28.1%	12.3%	7.0%	21.1%	31.6%	57	3.158
	DISTRICT 7	19.6%	19.6%	13.0%	19.6%	28.3%	46	3.174
	DISTRICT 8	35.1%	12.3%	8.8%	26.3%	17.5%	57	2.789
	DISTRICT 9	22.4%	36.7%	0.0%	8.2%	32.7%	49	2.918
AGE	25 AND YOUNGER	43.6%	34.5%	14.5%	5.5%	1.8%	55	1.873
	26 - 35 YEARS OLD	26.0%	24.7%	13.7%	17.8%	17.8%	73	2.767
	36 - 45 YEARS OLD	23.3%	25.0%	8.3%	21.7%	21.7%	60	2.933
	46 - 55 YEARS OLD	23.8%	18.8%	6.3%	16.3%	35.0%	80	3.200
	56 - 65 YEARS OLD	23.1%	16.9%	5.0%	23.1%	31.9%	160	3.238
	66 AND OLDER	13.3%	26.7%	0.0%	46.7%	13.3%	15	3.200
SEX	MALE	25.0%	23.0%	8.7%	21.0%	22.3%	300	2.927
	FEMALE	28.5%	20.1%	6.9%	16.0%	28.5%	144	2.958
RACE	CAUCASIAN	24.8%	22.3%	7.4%	20.2%	25.3%	391	2.990
	AFRICAN AMERICAN	38.1%	19.0%	9.5%	14.3%	19.0%	21	2.571
	OTHER	33.3%	24.2%	15.2%	12.1%	15.2%	33	2.515
MARITAL STATUS	SINGLE	33.0%	29.9%	6.2%	14.4%	16.5%	97	2.515
	MARRIED	23.4%	21.6%	9.4%	21.9%	23.7%	278	3.011
	OTHER	27.1%	14.3%	5.7%	15.7%	37.1%	70	3.214
RESIDENTIAL LOCATION	URBAN	34.8%	23.9%	9.8%	17.4%	14.1%	92	2.522
	SUBURBAN	28.2%	22.8%	8.7%	17.0%	23.3%	206	2.845
	RURAL	17.7%	20.4%	6.1%	23.8%	32.0%	147	3.320
DRIVING AREA	URBAN	28.3%	22.4%	9.9%	17.1%	22.4%	152	2.829
	SUBURBAN	26.3%	22.6%	8.1%	16.7%	26.3%	186	2.941
	RURAL	23.3%	20.4%	5.8%	27.2%	23.3%	103	3.068
VEHICLE TYPE	AUTOMOBILE	21.2%	24.2%	8.1%	20.2%	26.3%	198	3.061
	VAN/MINIVAN	29.0%	12.9%	6.5%	22.6%	29.0%	31	3.097
	PICKUP TRUCK	33.3%	19.5%	6.9%	17.2%	23.0%	87	2.770
	SUV	25.0%	19.2%	10.6%	21.2%	24.0%	104	3.000
	OTHER	40.0%	40.0%	4.0%	8.0%	8.0%	25	2.040

**TABLE 7.15: TRAINING IS A GOOD IDEA, BUT SHOULD NOT BE REQUIRED - 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		19.6%	22.7%	11.2%	18.4%	28.1%	445	3.128
SURVEY 1		24.6%	20.9%	8.2%	17.2%	29.1%	134	3.052
SURVEY 2		19.4%	31.2%	10.8%	16.1%	22.6%	93	2.914
SURVEY 3		14.6%	21.4%	11.7%	22.3%	30.1%	103	3.320
SURVEY 4		18.3%	19.1%	14.8%	18.3%	29.6%	115	3.217
DISTRICT 1		14.0%	23.3%	14.0%	18.6%	30.2%	43	3.279
DISTRICT 2		24.3%	16.2%	10.8%	24.3%	24.3%	37	3.081
DISTRICT 3		18.0%	21.3%	18.0%	21.3%	21.3%	61	3.066
DISTRICT 4		18.6%	37.2%	16.3%	14.0%	14.0%	43	2.674
OSP DISTRICT	DISTRICT 5	19.2%	19.2%	9.6%	15.4%	36.5%	52	3.308
	DISTRICT 6	17.5%	21.1%	5.3%	26.3%	29.8%	57	3.298
	DISTRICT 7	15.2%	30.4%	6.5%	15.2%	32.6%	46	3.196
	DISTRICT 8	31.6%	15.8%	14.0%	17.5%	21.1%	57	2.807
	DISTRICT 9	16.7%	22.9%	4.2%	12.5%	43.8%	48	3.438
25 AND YOUNGER		41.8%	34.5%	14.5%	5.5%	3.6%	55	1.945
26 - 35 YEARS OLD		19.2%	31.5%	21.9%	11.0%	16.4%	73	2.740
36 - 45 YEARS OLD		21.7%	21.7%	15.0%	21.7%	20.0%	60	2.967
46 - 55 YEARS OLD		12.5%	22.5%	8.8%	21.3%	35.0%	80	3.438
56 - 65 YEARS OLD		15.0%	16.3%	5.6%	21.9%	41.3%	160	3.581
66 AND OLDER		6.7%	13.3%	6.7%	40.0%	33.3%	15	3.800
SEX	MALE	19.3%	21.7%	9.7%	19.7%	29.7%	300	3.187
	FEMALE	19.4%	25.0%	14.6%	16.0%	25.0%	144	3.021
CAUCASIAN		17.6%	22.3%	12.0%	19.7%	28.4%	391	3.189
AFRICAN AMERICAN		33.3%	23.8%	4.8%	4.8%	33.3%	21	2.810
OTHER		33.3%	27.3%	6.1%	12.1%	21.2%	33	2.606
SINGLE		26.5%	21.4%	17.3%	14.3%	20.4%	98	2.806
MARRIED		18.1%	24.5%	10.5%	19.9%	27.1%	277	3.134
OTHER		15.7%	17.1%	5.7%	18.6%	42.9%	70	3.557
URBAN		33.0%	25.3%	9.9%	11.0%	20.9%	91	2.615
SUBURBAN		17.0%	24.3%	14.6%	20.4%	23.8%	206	3.097
RURAL		14.9%	18.9%	7.4%	20.3%	38.5%	148	3.486
URBAN		23.2%	20.5%	9.9%	13.9%	32.5%	151	3.119
SUBURBAN		18.3%	24.2%	12.9%	20.4%	24.2%	186	3.081
RURAL		16.3%	24.0%	9.6%	21.2%	28.8%	104	3.221
AUTOMOBILE		21.7%	19.2%	12.6%	21.2%	25.3%	198	3.091
VAN/MINIVAN		6.5%	25.8%	6.5%	25.8%	35.5%	31	3.581
PICKUP TRUCK		18.4%	19.5%	8.0%	20.7%	33.3%	87	3.310
SUV		18.3%	29.8%	10.6%	12.5%	28.8%	104	3.038
OTHER		28.0%	28.0%	20.0%	4.0%	20.0%	25	2.600

**TABLE 7.16: RIDERS CAN LEARN SKILLS WITHOUT TRAINING – 2017**

		STRONGLY AGREE	SOMEWHAT AGREE	UNSURE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL	AVERAGE
ALL RESPONDENTS		20.5%	39.9%	11.3%	14.4%	14.0%	444	2.615
	SURVEY 1	21.8%	37.6%	9.8%	14.3%	16.5%	133	2.662
	SURVEY 2	22.6%	40.9%	10.8%	16.1%	9.7%	93	2.495
	SURVEY 3	18.6%	38.2%	14.7%	14.7%	13.7%	102	2.667
	SURVEY 4	19.0%	43.1%	10.3%	12.9%	14.7%	116	2.612
OSP DISTRICT	DISTRICT 1	26.2%	31.0%	14.3%	14.3%	14.3%	42	2.595
	DISTRICT 2	16.7%	36.1%	5.6%	13.9%	27.8%	36	3.000
	DISTRICT 3	13.1%	41.0%	18.0%	18.0%	9.8%	61	2.705
	DISTRICT 4	16.3%	58.1%	14.0%	7.0%	4.7%	43	2.256
	DISTRICT 5	15.4%	44.2%	7.7%	15.4%	17.3%	52	2.750
	DISTRICT 6	22.8%	36.8%	8.8%	17.5%	14.0%	57	2.632
	DISTRICT 7	19.6%	32.6%	13.0%	15.2%	19.6%	46	2.826
	DISTRICT 8	28.1%	38.6%	12.3%	15.8%	5.3%	57	2.316
	DISTRICT 9	26.5%	38.8%	6.1%	10.2%	18.4%	49	2.551
AGE	25 AND YOUNGER	35.2%	42.6%	18.5%	3.7%	0.0%	54	1.907
	26 – 35 YEARS OLD	20.5%	42.5%	17.8%	15.1%	4.1%	73	2.397
	36 – 45 YEARS OLD	21.7%	45.0%	10.0%	10.0%	13.3%	60	2.483
	46 – 55 YEARS OLD	21.3%	41.3%	1.3%	18.8%	17.5%	80	2.700
	56 – 65 YEARS OLD	15.5%	36.6%	11.2%	15.5%	21.1%	161	2.901
	66 AND OLDER	13.3%	26.7%	13.3%	26.7%	20.0%	15	3.133
SEX	MALE	21.7%	39.8%	8.0%	14.7%	15.7%	299	2.629
	FEMALE	18.1%	39.6%	18.1%	13.9%	10.4%	144	2.590
RACE	CAUCASIAN	20.8%	40.3%	9.5%	14.9%	14.6%	390	2.623
	AFRICAN AMERICAN	14.3%	47.6%	19.0%	4.8%	14.3%	21	2.571
	OTHER	21.2%	30.3%	27.3%	15.2%	6.1%	33	2.545
MARITAL STATUS	SINGLE	28.6%	43.9%	11.2%	9.2%	7.1%	98	2.224
	MARRIED	19.5%	39.0%	10.5%	15.5%	15.5%	277	2.686
	OTHER	13.0%	37.7%	14.5%	17.4%	17.4%	69	2.884
RESIDENTIAL LOCATION	URBAN	27.2%	42.4%	12.0%	6.5%	12.0%	92	2.337
	SUBURBAN	17.1%	36.1%	15.1%	17.6%	14.1%	205	2.756
	RURAL	21.1%	43.5%	5.4%	15.0%	15.0%	147	2.592
DRIVING AREA	URBAN	22.4%	40.1%	10.5%	9.9%	17.1%	152	2.592
	SUBURBAN	15.7%	38.4%	14.1%	18.4%	13.5%	185	2.757
	RURAL	26.2%	41.7%	7.8%	14.6%	9.7%	103	2.398
VEHICLE TYPE	AUTOMOBILE	17.3%	43.4%	12.8%	14.3%	12.2%	196	2.607
	VAN/MINIVAN	19.4%	32.3%	6.5%	22.6%	19.4%	31	2.903
	PICKUP TRUCK	25.3%	33.3%	6.9%	16.1%	18.4%	87	2.690
	SUV	21.0%	42.9%	11.4%	11.4%	13.3%	105	2.533
	OTHER	28.0%	32.0%	20.0%	12.0%	8.0%	25	2.400

**TABLE 7.17: TRAINING IS NECESSARY FOR ALL RIDERS - 2017**

		STRONGLY DISAGREE	SOMEWHAT DISAGREE	UNSURE	SOMEWHAT AGREE	STRONGLY AGREE	TOTAL	AVERAGE
ALL RESPONDENTS		6.8%	15.1%	9.2%	24.3%	44.6%	444	3.849
SURVEY 1		9.0%	17.2%	8.2%	17.2%	48.5%	134	3.791
SURVEY 2		0.0%	18.5%	9.8%	30.4%	41.3%	92	3.946
SURVEY 3		8.8%	14.7%	7.8%	25.5%	43.1%	102	3.794
SURVEY 4		7.8%	10.3%	11.2%	26.7%	44.0%	116	3.888
DISTRICT 1		4.7%	16.3%	11.6%	25.6%	41.9%	43	3.837
DISTRICT 2		8.1%	10.8%	5.4%	21.6%	54.1%	37	4.027
DISTRICT 3		8.3%	16.7%	16.7%	26.7%	31.7%	60	3.567
DISTRICT 4		4.7%	27.9%	4.7%	30.2%	32.6%	43	3.581
OSP DISTRICT	DISTRICT 5	7.7%	5.8%	11.5%	30.8%	44.2%	52	3.981
	DISTRICT 6	3.5%	15.8%	12.3%	28.1%	40.4%	57	3.860
	DISTRICT 7	15.2%	19.6%	4.3%	21.7%	39.1%	46	3.500
	DISTRICT 8	1.8%	14.3%	10.7%	21.4%	51.8%	56	4.071
	DISTRICT 9	8.2%	10.2%	2.0%	10.2%	69.4%	49	4.224
25 AND YOUNGER		3.7%	9.3%	18.5%	25.9%	42.6%	54	3.944
26 - 35 YEARS OLD		1.4%	11.1%	13.9%	38.9%	34.7%	72	3.944
36 - 45 YEARS OLD		5.0%	15.0%	10.0%	31.7%	38.3%	60	3.833
46 - 55 YEARS OLD		7.5%	12.5%	8.8%	26.3%	45.0%	80	3.888
56 - 65 YEARS OLD		11.2%	19.9%	4.3%	14.3%	50.3%	161	3.727
66 AND OLDER		0.0%	20.0%	0.0%	20.0%	60.0%	15	4.200
SEX	MALE	8.0%	17.7%	8.7%	23.3%	42.3%	300	3.743
	FEMALE	4.2%	9.8%	9.8%	26.6%	49.7%	143	4.077
CAUCASIAN		7.2%	16.2%	9.5%	24.4%	42.8%	390	3.795
AFRICAN AMERICAN		9.5%	4.8%	4.8%	14.3%	66.7%	21	4.238
OTHER		0.0%	9.1%	9.1%	30.3%	51.5%	33	4.242
SINGLE		8.2%	8.2%	16.5%	23.7%	43.3%	97	3.856
MARRIED		5.4%	18.1%	7.6%	23.8%	45.1%	277	3.852
OTHER		10.0%	12.9%	5.7%	27.1%	44.3%	70	3.829
URBAN		3.3%	11.0%	9.9%	24.2%	51.6%	91	4.099
SUBURBAN		5.9%	18.0%	11.7%	24.9%	39.5%	205	3.741
RURAL		10.1%	13.5%	5.4%	23.6%	47.3%	148	3.845
URBAN		7.3%	13.2%	7.9%	21.2%	50.3%	151	3.940
SUBURBAN		5.4%	15.7%	11.9%	26.5%	40.5%	185	3.811
RURAL		8.7%	16.3%	5.8%	25.0%	44.2%	104	3.798
AUTOMOBILE		4.5%	12.1%	7.6%	26.8%	49.0%	198	4.035
VAN/MINIVAN		3.2%	16.1%	9.7%	19.4%	51.6%	31	4.000
PICKUP TRUCK		9.2%	16.1%	10.3%	20.7%	43.7%	87	3.736
SUV		10.6%	19.2%	8.7%	24.0%	37.5%	104	3.587
OTHER		4.2%	16.7%	20.8%	25.0%	33.3%	24	3.667

**TABLE 7.18: NUMBER OF TIMES LOSING CONTROL WHILE CORNERING OVER PAST 12 MONTHS - 2017**

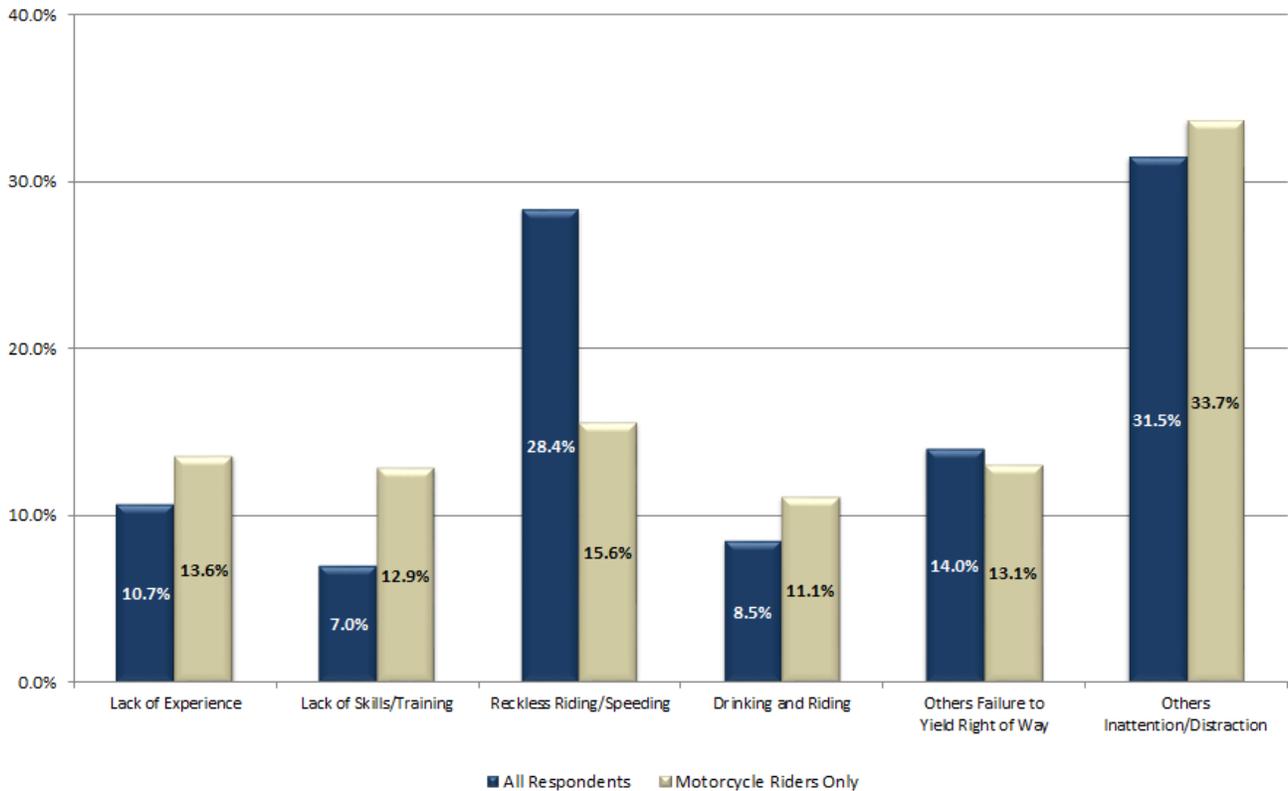
	NONE	1 TIME	2 TIMES	3 TIMES	4 TIMES	5 OR MORE TIMES	TOTAL	AVERAGE
ALL RESPONDENTS	72.6%	13.7%	9.1%	2.7%	1.1%	0.7%	438	1.482
SURVEY 1	76.7%	12.0%	8.3%	1.5%	0.8%	0.8%	133	1.398
SURVEY 2	65.2%	15.2%	13.0%	5.4%	1.1%	0.0%	92	1.620
SURVEY 3	73.2%	12.4%	9.3%	2.1%	2.1%	1.0%	97	1.505
SURVEY 4	73.3%	15.5%	6.9%	2.6%	0.9%	0.9%	116	1.448
DISTRICT 1	59.5%	26.2%	7.1%	4.8%	0.0%	2.4%	42	1.667
DISTRICT 2	73.0%	8.1%	10.8%	5.4%	2.7%	0.0%	37	1.568
DISTRICT 3	83.6%	9.8%	4.9%	1.6%	0.0%	0.0%	61	1.246
DISTRICT 4	74.4%	11.6%	11.6%	2.3%	0.0%	0.0%	43	1.419
OSP DISTRICT 5	80.4%	9.8%	7.8%	0.0%	2.0%	0.0%	51	1.333
DISTRICT 6	66.1%	16.1%	5.4%	8.9%	3.6%	0.0%	56	1.679
DISTRICT 7	79.5%	15.9%	4.5%	0.0%	0.0%	0.0%	44	1.250
DISTRICT 8	61.8%	12.7%	21.8%	1.8%	1.8%	0.0%	55	1.691
DISTRICT 9	75.0%	12.5%	8.3%	0.0%	0.0%	4.2%	48	1.500
25 AND YOUNGER	40.0%	30.9%	18.2%	5.5%	5.5%	0.0%	55	2.055
26 - 35 YEARS OLD	55.6%	19.4%	16.7%	4.2%	2.8%	1.4%	72	1.833
36 - 45 YEARS OLD	75.0%	8.3%	13.3%	3.3%	0.0%	0.0%	60	1.450
46 - 55 YEARS OLD	78.5%	12.7%	6.3%	2.5%	0.0%	0.0%	79	1.329
56 - 65 YEARS OLD	87.2%	8.3%	2.6%	1.3%	0.0%	0.6%	156	1.205
66 AND OLDER	92.9%	0.0%	7.1%	0.0%	0.0%	0.0%	14	1.143
SEX MALE	76.4%	11.5%	8.8%	2.7%	0.7%	0.0%	296	1.399
FEMALE	65.2%	17.7%	9.9%	2.8%	2.1%	2.1%	141	1.652
CAUCASIAN	75.8%	12.5%	8.3%	2.6%	0.3%	0.5%	384	1.406
AFRICAN AMERICAN	47.6%	23.8%	23.8%	0.0%	4.8%	0.0%	21	1.905
OTHER	51.5%	21.2%	9.1%	6.1%	9.1%	3.0%	33	2.091
SINGLE	62.2%	19.4%	11.2%	3.1%	3.1%	1.0%	98	1.684
MARRIED	76.8%	10.7%	8.8%	2.6%	0.7%	0.4%	272	1.408
OTHER	70.6%	17.6%	7.4%	2.9%	0.0%	1.5%	68	1.485
URBAN	55.1%	18.0%	15.7%	6.7%	3.4%	1.1%	89	1.888
SUBURBAN	71.8%	14.6%	9.2%	2.4%	1.0%	1.0%	206	1.490
RURAL	84.6%	9.8%	4.9%	0.7%	0.0%	0.0%	143	1.217
URBAN	68.2%	11.5%	12.8%	4.1%	2.7%	0.7%	148	1.635
SUBURBAN	69.9%	17.2%	9.1%	2.7%	0.5%	0.5%	186	1.484
RURAL	85.0%	9.0%	4.0%	1.0%	0.0%	1.0%	100	1.250
AUTOMOBILE	68.9%	15.5%	10.9%	4.1%	0.0%	0.5%	193	1.523
VAN/MINIVAN	61.3%	25.8%	3.2%	3.2%	3.2%	3.2%	31	1.710
PICKUP TRUCK	80.5%	10.3%	5.7%	1.1%	2.3%	0.0%	87	1.345
SUV	81.6%	7.8%	9.7%	1.0%	0.0%	0.0%	103	1.301
OTHER	50.0%	20.8%	12.5%	4.2%	8.3%	4.2%	24	2.125

**TABLE 7.19: NUMBER OF TIMES NEEDING TO BRAKE IN ORDER TO AVOID REAR-ENDING A VEHICLE OVER PAST 12 MONTHS - 2017**

		NONE	1 TIME	2 TIMES	3 TIMES	4 TIMES	5 OR MORE TIMES	TOTAL	AVERAGE
ALL RESPONDENTS		60.1%	16.6%	13.2%	5.0%	2.3%	2.9%	441	1.816
	SURVEY 1	67.7%	15.8%	8.3%	6.0%	0.8%	1.5%	133	1.609
	SURVEY 2	50.0%	27.2%	16.3%	4.3%	2.2%	0.0%	92	1.815
	SURVEY 3	59.4%	12.9%	13.9%	3.0%	5.9%	5.0%	101	1.980
	SURVEY 4	60.0%	12.2%	15.7%	6.1%	0.9%	5.2%	115	1.913
OSP DISTRICT	DISTRICT 1	51.2%	27.9%	14.0%	0.0%	4.7%	2.3%	43	1.860
	DISTRICT 2	67.6%	8.1%	13.5%	8.1%	0.0%	2.7%	37	1.730
	DISTRICT 3	55.7%	19.7%	16.4%	4.9%	1.6%	1.6%	61	1.820
	DISTRICT 4	64.3%	11.9%	9.5%	14.3%	0.0%	0.0%	42	1.738
	DISTRICT 5	61.5%	7.7%	21.2%	1.9%	1.9%	5.8%	52	1.923
	DISTRICT 6	52.7%	20.0%	10.9%	7.3%	5.5%	3.6%	55	2.036
	DISTRICT 7	77.8%	6.7%	6.7%	2.2%	2.2%	4.4%	45	1.578
	DISTRICT 8	58.9%	21.4%	14.3%	1.8%	3.6%	0.0%	56	1.696
	DISTRICT 9	57.1%	20.4%	10.2%	6.1%	0.0%	6.1%	49	1.898
AGE	25 AND YOUNGER	27.8%	38.9%	16.7%	5.6%	7.4%	3.7%	54	2.370
	26 - 35 YEARS OLD	43.1%	25.0%	19.4%	8.3%	1.4%	2.8%	72	2.083
	36 - 45 YEARS OLD	52.5%	25.4%	16.9%	3.4%	0.0%	1.7%	59	1.780
	46 - 55 YEARS OLD	73.8%	7.5%	10.0%	3.8%	1.3%	3.8%	80	1.625
	56 - 65 YEARS OLD	72.3%	8.2%	10.7%	5.0%	1.3%	2.5%	159	1.623
	66 AND OLDER	93.3%	0.0%	0.0%	0.0%	0.0%	6.7%	15	1.333
SEX	MALE	64.5%	13.0%	13.0%	6.0%	1.7%	1.7%	299	1.722
	FEMALE	51.1%	24.1%	12.8%	2.8%	3.5%	5.7%	141	2.007
RACE	CAUCASIAN	62.0%	15.0%	13.2%	4.9%	2.3%	2.6%	387	1.783
	AFRICAN AMERICAN	38.1%	33.3%	14.3%	9.5%	0.0%	4.8%	21	2.143
	OTHER	51.5%	24.2%	12.1%	3.0%	3.0%	6.1%	33	2.000
MARITAL STATUS	SINGLE	53.6%	24.7%	16.5%	1.0%	2.1%	2.1%	97	1.794
	MARRIED	62.0%	13.9%	12.8%	7.3%	2.2%	1.8%	274	1.792
	OTHER	61.4%	15.7%	10.0%	1.4%	2.9%	8.6%	70	1.943
RESIDENTIAL LOCATION	URBAN	49.4%	19.1%	19.1%	6.7%	3.4%	2.2%	89	2.022
	SUBURBAN	56.6%	19.0%	13.7%	6.3%	2.0%	2.4%	205	1.854
	RURAL	71.4%	11.6%	8.8%	2.0%	2.0%	4.1%	147	1.639
DRIVING AREA	URBAN	63.1%	13.4%	14.1%	5.4%	2.0%	2.0%	149	1.758
	SUBURBAN	52.2%	20.4%	16.7%	4.8%	2.7%	3.2%	186	1.952
	RURAL	71.6%	13.7%	4.9%	3.9%	2.0%	3.9%	102	1.627
VEHICLE TYPE	AUTOMOBILE	55.6%	17.9%	17.3%	4.1%	3.1%	2.0%	196	1.872
	VAN/MINIVAN	54.8%	25.8%	12.9%	0.0%	3.2%	3.2%	31	1.806
	PICKUP TRUCK	69.8%	14.0%	8.1%	4.7%	2.3%	1.2%	86	1.593
	SUV	63.5%	13.5%	9.6%	7.7%	0.0%	5.8%	104	1.846
	OTHER	54.2%	16.7%	12.5%	8.3%	4.2%	4.2%	24	2.042

The final question regarding motorcycle safety was asked not only of motorcycle riders, but the entire 2017 sample. When asked what they feel is the greatest risk to motorcycle riders' safety is, 31.5% of the entire sample and 33.7% 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 - 2017**



**TABLE 7.20: GREATEST RISK TO MOTORCYCLE RIDERS' SAFETY – 2017 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		13.6%	12.9%	15.6%	11.1%	13.1%	33.7%	442
	SURVEY 1	13.7%	7.6%	12.2%	14.5%	13.7%	38.2%	131
	SURVEY 2	12.9%	19.4%	20.4%	6.5%	9.7%	31.2%	93
	SURVEY 3	12.7%	15.7%	15.7%	13.7%	10.8%	31.4%	102
	SURVEY 4	14.7%	11.2%	15.5%	8.6%	17.2%	32.8%	116
	DISTRICT 1	20.9%	14.0%	25.6%	9.3%	4.7%	25.6%	43
	DISTRICT 2	19.4%	2.8%	16.7%	5.6%	13.9%	41.7%	36
	DISTRICT 3	8.2%	6.6%	21.3%	4.9%	16.4%	42.6%	61
	DISTRICT 4	4.8%	14.3%	21.4%	11.9%	9.5%	38.1%	42
OSP DISTRICT	DISTRICT 5	3.8%	19.2%	9.6%	17.3%	19.2%	30.8%	52
	DISTRICT 6	10.5%	24.6%	10.5%	7.0%	21.1%	26.3%	57
	DISTRICT 7	11.1%	11.1%	11.1%	15.6%	15.6%	35.6%	45
	DISTRICT 8	24.6%	7.0%	21.1%	8.8%	7.0%	31.6%	57
	DISTRICT 9	20.8%	14.6%	2.1%	20.8%	8.3%	33.3%	48
	25 AND YOUNGER	29.1%	23.6%	20.0%	14.5%	0.0%	12.7%	55
	26 - 35 YEARS OLD	17.8%	17.8%	26.0%	9.6%	5.5%	23.3%	73
	36 - 45 YEARS OLD	20.3%	10.2%	23.7%	6.8%	13.6%	25.4%	59
AGE	46 - 55 YEARS OLD	8.9%	15.2%	6.3%	10.1%	13.9%	45.6%	79
	56 - 65 YEARS OLD	6.3%	7.5%	11.9%	11.9%	21.4%	40.9%	159
	66 AND OLDER	6.7%	6.7%	6.7%	20.0%	6.7%	53.3%	15
	MALE	12.8%	9.8%	16.8%	8.4%	13.8%	38.4%	297
SEX	FEMALE	15.3%	19.4%	12.5%	16.7%	11.8%	24.3%	144
	CAUCASIAN	12.6%	11.1%	15.7%	10.3%	14.7%	35.6%	388
RACE	AFRICAN AMERICAN	9.5%	23.8%	23.8%	14.3%	0.0%	28.6%	21
	OTHER	27.3%	27.3%	9.1%	18.2%	3.0%	15.2%	33
	SINGLE	17.3%	14.3%	18.4%	19.4%	7.1%	23.5%	98
MARITAL STATUS	MARRIED	14.2%	12.4%	16.1%	9.1%	15.0%	33.2%	274
	OTHER	5.7%	12.9%	10.0%	7.1%	14.3%	50.0%	70
	URBAN	20.7%	20.7%	15.2%	13.0%	4.3%	26.1%	92
RESIDENTIAL LOCATION	SUBURBAN	12.7%	11.2%	18.0%	9.3%	17.6%	31.2%	205
	RURAL	10.3%	10.3%	12.4%	12.4%	12.4%	42.1%	145
	URBAN	15.2%	13.9%	20.5%	12.6%	6.0%	31.8%	151
DRIVING AREA	SUBURBAN	12.9%	14.0%	12.9%	9.1%	19.9%	31.2%	186
	RURAL	12.9%	9.9%	11.9%	12.9%	11.9%	40.6%	101
	AUTOMOBILE	14.7%	12.2%	22.3%	12.2%	9.6%	28.9%	197
	VAN/MINIVAN	16.1%	12.9%	12.9%	9.7%	19.4%	29.0%	31
VEHICLE TYPE	PICKUP TRUCK	9.5%	13.1%	4.8%	8.3%	16.7%	47.6%	84
	SUV	13.3%	10.5%	10.5%	12.4%	17.1%	36.2%	105
	OTHER	16.0%	28.0%	24.0%	8.0%	4.0%	20.0%	25

**TABLE 7.21: GREATEST RISK TO MOTORCYCLE RIDERS' SAFETY – 2017 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		10.7%	7.0%	28.4%	8.5%	14.0%	31.5%	3,954
	SURVEY 1	9.9%	5.9%	25.6%	10.3%	13.6%	34.8%	994
	SURVEY 2	10.5%	6.4%	32.0%	6.4%	16.2%	28.4%	1,030
	SURVEY 3	9.0%	8.5%	27.5%	8.9%	12.4%	33.8%	874
	SURVEY 4	13.1%	7.5%	28.2%	8.4%	13.4%	29.4%	1,056
OSP DISTRICT	DISTRICT 1	12.7%	5.3%	28.3%	9.3%	12.7%	31.7%	322
	DISTRICT 2	12.8%	4.7%	25.8%	8.4%	13.4%	34.9%	298
	DISTRICT 3	8.4%	6.8%	32.2%	6.7%	15.1%	30.8%	749
	DISTRICT 4	11.3%	7.6%	27.9%	8.5%	15.0%	29.6%	459
	DISTRICT 5	11.1%	7.3%	27.0%	7.6%	13.7%	33.3%	423
	DISTRICT 6	9.8%	7.3%	31.9%	6.9%	15.3%	28.9%	523
	DISTRICT 7	9.4%	8.5%	28.5%	7.2%	14.1%	32.3%	319
	DISTRICT 8	11.7%	7.1%	28.1%	9.4%	13.2%	30.6%	523
	DISTRICT 9	11.9%	8.3%	19.3%	15.2%	11.0%	34.2%	336
AGE	25 AND YOUNGER	12.0%	9.0%	37.9%	7.8%	10.6%	22.8%	501
	26 - 35 YEARS OLD	10.3%	5.2%	36.1%	6.8%	10.9%	30.8%	873
	36 - 45 YEARS OLD	13.7%	6.0%	29.4%	6.8%	13.4%	30.8%	681
	46 - 55 YEARS OLD	13.0%	9.2%	25.7%	8.0%	11.6%	32.4%	759
	56 - 65 YEARS OLD	7.4%	6.4%	18.5%	11.2%	20.9%	35.5%	1,014
	66 AND OLDER	3.4%	7.8%	26.7%	13.8%	11.2%	37.1%	116
SEX	MALE	12.7%	7.1%	26.9%	8.0%	13.5%	31.7%	1,226
	FEMALE	9.8%	7.0%	29.0%	8.7%	14.1%	31.4%	2,721
RACE	CAUCASIAN	10.2%	6.7%	27.8%	7.9%	14.6%	32.8%	3,497
	AFRICAN AMERICAN	12.6%	8.3%	37.5%	11.5%	10.7%	19.4%	253
	OTHER	17.2%	11.6%	26.3%	14.6%	7.1%	23.2%	198
MARITAL STATUS	SINGLE	10.8%	6.8%	33.9%	8.4%	12.4%	27.8%	1,169
	MARRIED	11.5%	7.1%	26.4%	7.8%	14.9%	32.3%	2,168
	OTHER	7.7%	7.5%	24.6%	11.1%	13.7%	35.5%	614
RESIDENTIAL LOCATION	URBAN	11.1%	8.9%	28.8%	8.4%	10.8%	31.8%	628
	SUBURBAN	10.7%	6.9%	31.0%	7.6%	14.6%	29.3%	2,242
	RURAL	10.5%	6.3%	22.7%	10.2%	14.5%	35.8%	1,084
DRIVING AREA	URBAN	10.8%	6.9%	27.2%	9.6%	11.6%	34.0%	890
	SUBURBAN	10.1%	7.2%	30.3%	7.7%	15.1%	29.6%	2,183
	RURAL	12.1%	6.8%	24.7%	9.4%	13.8%	33.3%	871
VEHICLE TYPE	AUTOMOBILE	9.9%	6.6%	29.9%	9.3%	14.3%	30.0%	2,231
	VAN/MINIVAN	13.1%	6.1%	31.1%	6.7%	15.7%	27.2%	312
	PICKUP TRUCK	13.8%	9.7%	15.2%	8.7%	12.1%	40.5%	289
	SUV	10.5%	6.7%	27.7%	7.2%	13.3%	34.5%	1,043
	OTHER	13.0%	16.9%	33.8%	7.8%	13.0%	15.6%	77

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