

THE CENTER  
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*&*  
PUBLIC POLICY

***VERMONT AGENCY OF  
TRANSPORTATION***

***GOVERNOR'S HIGHWAY  
SAFETY PROGRAM  
STUDY***

*August 2016*

## **Statement of Confidentiality and Ownership**

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Moreover, no information regarding these findings will be released without the written consent of an authorized representative of the Vermont Agency of Transportation.

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# 1 INTRODUCTION

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The Center for Research & Public Policy (CRPP) is pleased to present the results of a 2016 Governor's Highway Safety Program Survey on behalf of the Vermont Agency of Transportation. The survey was conducted among licensed drivers throughout the State of Vermont. The 2016 survey replicated most of the questions held in surveys conducted between 2010 and 2015.

The survey was designed to provide resident input on law enforcement, personal driving behavior and awareness of the Governor's Highway Safety Program messages.

The research study included a comprehensive telephone survey. Interviews were conducted among residents of the State of Vermont by phone. For tracking purposes, the Vermont Agency of Transportation and CRPP utilized many of the same questions posed in the 2010 – 2015 surveys.

In 2010, the Vermont Department of Health added several questions within the statewide survey instrument. These questions have remained in the survey through 2016 as well.

This report summarizes information collected from telephone surveys conducted July 17-27, 2016. Survey approval was received on July 14, 2016.

The survey instrument employed in the Governor's Highway Safety Program survey included the following areas for investigation:

- Perceptions of the likelihood of an arrest after drinking or using drugs and driving;
- Perceptions of the likelihood of a ticket after speeding, using a hand-held phone or not wearing a seat belt;
- Perceived danger levels for use of hands-free cell devices while driving;
- Awareness of a new Vermont law, effective July 1, 2016 allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway;
- Recall for messages on alcohol or drug impaired driving, motorcycle safety and wearing seat belts;
- Frequency of driving after drinking, seat belt use during the day and at night, speeding or while using electronic devices;
- Among pedestrians – concern over their safety while walking and use of hand-held devices while walking;
- Awareness of the recommended age for moving a child out of a car seat;
- Support/Opposition to a “primary seat belt law” in Vermont allowing law enforcement to stop motorists for not wearing a seat belt;
- Prevalence of driving under the influence of alcohol, illegal drugs or prescribed medications; and
- Demographics.

Section II of this report discusses the Methodology used in the study, while Section III includes Highlights derived from an analysis of the quantitative research. Section IV is a Summary of Findings for the residential telephone surveys - a narrative account of the data.

Section V is an Appendix to the report which holds a copy of the survey instrument and the composite aggregate data.

## METHODOLOGY

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Using a quantitative research design, CRPP completed 500 interviews among licensed drivers residing in the State of Vermont.

All telephone interviews were conducted during July 17 – 27, 2016. Residents were contacted between 5:00 p.m. and 9:00 p.m. weekdays and 10:00 a.m. and 4:00 p.m. on the weekend.

Survey input was provided by the Vermont Agency of Transportation.

Survey design at CRPP is a careful, deliberative process to ensure fair, objective and balanced surveys. Staff members, with years of survey design experience, edit out any bias. Further, all scales used by CRPP (either numeric, such as one through ten, or wording such as strongly agree, somewhat agree, somewhat disagree, or strongly disagree) are balanced evenly. Placement of questions is carefully accomplished so that order has minimal impact.

All population-based surveys conducted by CRPP are proportional to population contributions within States, towns, and known census tract, group blocks and blocks. This distribution ensures truly representative results without significant under or over representation of various geographic or demographic groups within a sampling frame.

CRPP utilized a “super random digit” sampling procedure, which derives a working telephone sample of both listed and unlisted telephone numbers. This method of sample selection eliminates any bias toward only listed telephone numbers. Additionally, this process allows randomization of numbers, which equalizes the probability of qualified respondents being included in the sampling frame.

Respondents qualified for the survey if they confirmed they held a Vermont Driver’s License and were at least 18 years of age.

Survey approval was received on July 14, 2016. Training of telephone researchers and pre-test of the survey instrument occurred on July 16, 2016.

All facets of the study were completed by CRPP’s senior staff and researchers. These aspects include: survey design, pre-test, computer programming, fielding, coding, editing, data entry, verification, validation and logic checks, computer analysis, analysis, and report writing.

Completion rates are a critical aspect of any telephone survey research. Because one group of people might be easier to reach than another group, it is important that concentrated efforts are made to reach all groups to an equal degree. A high completion rate means that a high percentage of the respondents within the original sample were actually contacted, and the resulting sample is not biased toward one potential audience. CRPP maintained a 76.0% completion rate on all calls made during this survey. A high completion rate, many times, indicates an interest in the topic.

Statistically, a sample of 500 surveys represents a margin for error of +/-4.5% at a 95% confidence level.

In theory, a sample of Vermont licensed drivers will differ no more than +/-4.5% than if all Vermont residents were contacted and included in the survey. That is, if random probability sampling procedures were reiterated over and over again, sample results may be expected to approximate the large population values within plus or minus 4.5% -- 95 out of 100 times.

Readers of this report should note that any survey is analogous to a snapshot in time and results are only reflective of the time period in which the survey was undertaken. Should concerted public relations or information campaigns be undertaken during or shortly after the fielding of the survey, the results contained herein may be expected to change and should be, therefore, carefully interpreted and extrapolated.

Furthermore, it is important to note that all surveys contain some component of "sampling error". Error that is attributable to systematic bias has been significantly reduced by utilizing strict random probability procedures. This sample was strictly random in that selection of each potential respondent was an independent event, based on known probabilities.

Each qualified household within the State of Vermont had an equal chance for participating in the study. Statistical random error, however, can never be eliminated but may be significantly reduced by increasing sample size.

# HIGHLIGHTS

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## ON ENFORCEMENT...

- Nearly three-quarters of all respondents, 72.4% (up somewhat from 70.8% in 2015 and down somewhat from 74.4% in 2014), indicated they thought it was very (25.8%) or somewhat likely (46.6%) someone driving while impaired by alcohol or other drugs would be arrested. Another 23.8% indicated they felt an arrest would be somewhat unlikely or not at all likely.
- Just over one-half of all respondents, 51.6%, (up from 46.6% in 2015 and 45.8% in 2014), believe the chances of getting a ticket for not wearing a seat belt was very (16.6%) or somewhat likely (35.0%). A smaller larger percent, 46.0%, suggested getting a ticket was somewhat unlikely or not at all likely.
- Further, two-thirds, 67.8%, (up from 65.4% in 2015 and down from 69.2% in 2014), considered it very (22.8%) or somewhat likely (45.0%) someone would get a ticket for driving over the posted speed limit.
- One-half of all Vermont drivers surveyed, 49.8%, indicated they considered it very (22.4%) or somewhat likely (27.4%) that they would receive a ticket when driving while using a hand-held phone to text or talk.

## ON MEDIA REACH...

- Just over one-half of all respondents, 84.0%, (up significantly from 62.2% in 2015 and 55.0% in 2014), indicated they have read, seen or heard messages about alcohol or drunk driving enforcement by police.
- In a separate question, over two-thirds, 68.6%, (up significantly from 48.0% in 2015) suggested they have recently read, heard or seen messaging about drug-impaired driving enforcement.
- Three-quarters, 74.8%, of those surveyed, (up significantly from 45.6% in 2015 and 43.8% in 2014), indicated they have read, heard or seen messages about seat belt enforcement by police.



- The primary sources among “aware respondents” for any messages on alcohol or drug-impaired driving, highway safety, impaired/distracted/drugged/aggressive driving, seatbelt use or speeding included, in declining order: television (72.5%), newspaper (37.6%), signs/banners (34.0%), radio (30.9%), personal observation (15.1%) and the internet (14.3%).
- Awareness of messaging on motorcycle safety among Vermont drivers was recorded at 48.0%.
- The primary sources for the messages on motorcycle safety were reported as: television (27.4%), signs/banners (14.0%), radio (12.2%), newspaper (10.8%) and internet (6.0%). Many, 33.6%, suggested they had not seen any messaging on motorcycle safety.
- Researchers asked each how aware they were of a new Vermont law allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. A large majority, 81.6% (down from 95.6% in 2015), suggested they were either very (60.0%) or somewhat aware (21.6%) of the new law that took effect on July 1, 2015.

### ON PEDESTRIAN BEHAVIOR...

- While 23.2% of respondents mentioned they never walk across, walk adjacent to or near active highway traffic during summer months, the remainder reported they did in frequency that ranged from daily to under 10 days monthly.
- Of those that do, in-fact, walk near active highway traffic, 78.4%, noted they were very or somewhat concerned about their personal safety.
- Further, while 70.4% suggested they never walk while talking or texting on a hand-held device, the remainder, 29.4%, indicated they did.

### ON CHILD SEAT AWARENESS...

- The largest group of survey respondents with an opinion, 25.1% noted that age eight was the appropriate age to move a child out of an approved child restraint. Many, 45.8% were unsure while the remainder offered ages that ranged from one to 18.
- Most, 84.2% noted it was not advised to place a rear-facing infant seat in front of a working airbag. However, 3.4% suggested they felt it was advised to do so.

## ON PERSONAL BEHAVIOR...

- Two-thirds of all respondents, 67.2% (down from 67.6% in 2015 and up slightly from 66.4% in 2014), indicated they have never driven a motor vehicle within two hours after drinking alcoholic beverages over the last year. Another 0.8% were unsure or refused and the remainder (32.0%) suggested they had done so once or as many as more than 10 times.
- Those suggesting they “always” wear their seat belt during the day was recorded at 90.8% (down from 93.2% in 2015 and 91.6% in 2014) while those indicating they “always” wear their seat belt at night was 91.6% (down from 94.6% in 2015 and 92.4% in 2014).
- In a new question for 2015 and 2016, researchers asked respondents how strongly they would support or oppose a new “primary seat belt law” in Vermont allowing law enforcement to stop motorists for not wearing a seat belt. Two-thirds, 63.6% (down from 74.2% in 2015), suggested they strongly (49.6%) or somewhat (14.0%) supported such a law for Vermont. Some respondents believed the law already existed while others were unsure – 20.2% and 1.6% respectively. When those believing the law already exists and those unsure are removed from the data, 81.3% (down from 85.7% in 2015) are in support of such a new law.
- Just 15.6% (up from 15.4% in 2015 and down from 19.4% in 2014) of all respondents could offer that they “never” drive faster than 35 miles per hour on a local road with a posted speed limit of 30 miles per hour.
- Over one-half, 54.0% (down from 59.0% in 2015 and up from 50.8% in 2014), suggested they “never” drive faster than 75 miles per hour on a road with a posted speed limit of 65 miles per hour.
- On driving while using an electronic communication device such as a cell phone, tablet or pad, nearly three-quarters, 72.4% (down from 74.4% in 2015 and up significantly from 45.2% in 2014), were able to tell researchers they “never” use such a device while driving. Fewer, 11.2% (up from 10.2% in 2015 and down significantly from 29.8% in 2014), suggested they do so frequently or occasionally. The remainder, 16.0%, said they “rarely” use a device while driving.

- On the use of hands-free cell phones, researchers asked respondents to use a scale of one to ten to indicate how dangerous they considered hands-free device usage to be while driving. One meant very safe while ten meant very dangerous. The cumulative total for those offering one through four (very safe) was 27.6% (down from 30.4% in 2015 and down significantly from 39.0 in 2014) while those offering ratings of seven through ten (very dangerous) was 46.6% (up from 41.4 in 2015 and up significantly from 29.0% in 2014).
- Relatively small, but important percentages of respondents said they had (over the last 30 days) driven a car or other vehicle while having had perhaps too much to drink, or when they had been using marijuana or hashish – 2.0% and 1.6% respectively.
- Within the last 12 months, 4.2%, suggested they had driven a car or other vehicle after taking prescription pain relievers (such as Percocet) or anxiety prescription medications (such as Valium).

# SUMMARY OF FINDINGS

Readers are reminded that the following section summarizes statistics collected from surveys among 500 residents of the State of Vermont. Results for years 2010 through 2016 are presented herein.

## ENFORCEMENT

Researchers asked all respondents how likely they believed the chances were of getting arrested if they drove after drinking or using drugs in the state of Vermont. Each was asked if they considered the chances very likely, somewhat likely, somewhat unlikely or very unlikely.

A majority, 72.4%, believed the chances were very (25.8%) or somewhat likely (46.8%). This is down somewhat from 74.4% in 2014 and up from 70.7% in 2015.

The following table holds the responses as collected.

Chances are of getting arrested if driving after drinking or using drugs	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016
Very likely	27.0	25.8	22.6	23.6	25.4	22.2	25.8
Somewhat likely	48.0	49.2	50.2	49.6	49.0	48.6	46.6
Somewhat unlikely	14.4	16.6	19.4	16.8	16.8	19.6	15.4
Very unlikely	5.8	5.6	4.2	6.4	4.4	6.2	8.4
Don't know/unsure	4.8	2.6	3.6	3.6	4.4	3.2	3.8
Refused	0.0	0.2	---	---	---	0.2	---
<b>Total very and somewhat likely</b>	<b>75.0</b>	<b>75.0</b>	<b>72.8</b>	<b>73.2</b>	<b>74.4</b>	<b>70.8</b>	<b>72.4</b>

Just over one-half of all Vermont drivers surveyed, 51.6%, believed a ticket was very (16.6%) or somewhat likely (35.0%) for those driving without wearing a seat belt. This is up from 45.8% in 2014 and 46.6% in 2015.

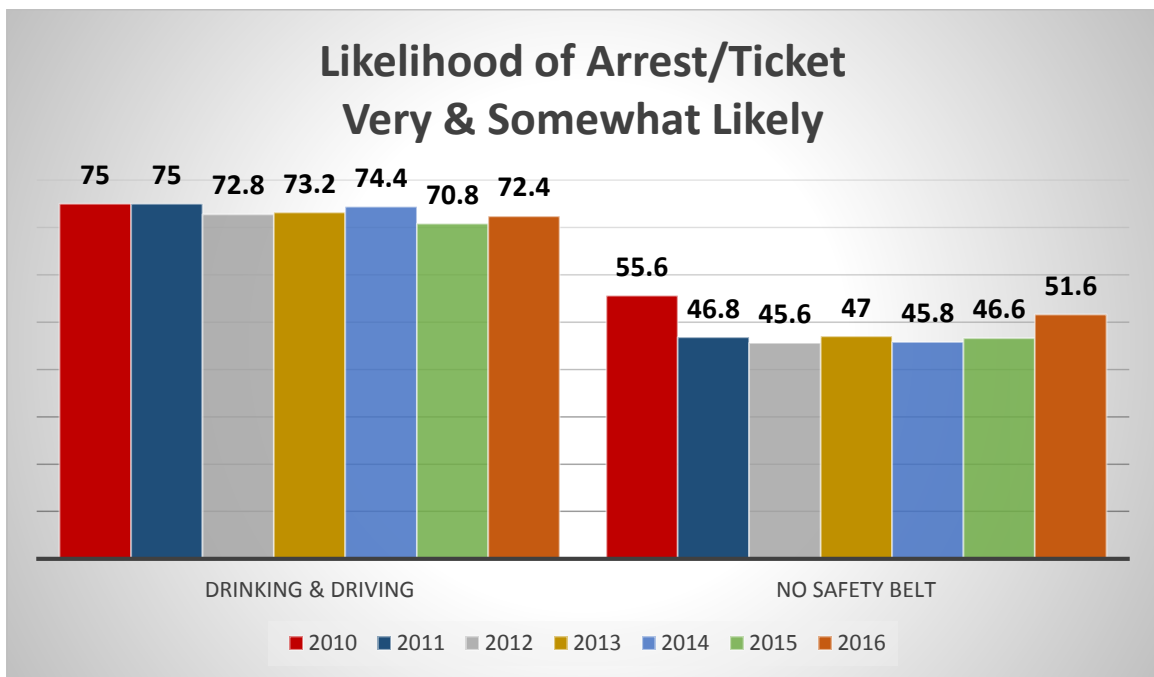
<b>Chances are of getting a ticket when not wearing a seat belt</b>	<b>Percent 2010</b>	<b>Percent 2011</b>	<b>Percent 2012</b>	<b>Percent 2013</b>	<b>Percent 2014</b>	<b>Percent 2015</b>	<b>Percent 2016</b>
Very likely	18.8	15.0	17.2	15.0	14.8	12.6	16.6
Somewhat likely	36.8	31.8	28.4	32.0	31.0	34.0	35.0
Somewhat unlikely	23.8	32.6	33.4	32.2	32.2	32.6	29.8
Very unlikely	17.4	19.2	18.6	18.8	17.4	17.2	16.2
Don't know/unsure	3.2	1.4	2.8	2.0	4.6	3.6	2.4
<b>Total very and somewhat likely</b>	<b>55.6</b>	<b>46.8</b>	<b>45.6</b>	<b>47.0</b>	<b>45.8</b>	<b>46.6</b>	<b>51.6</b>

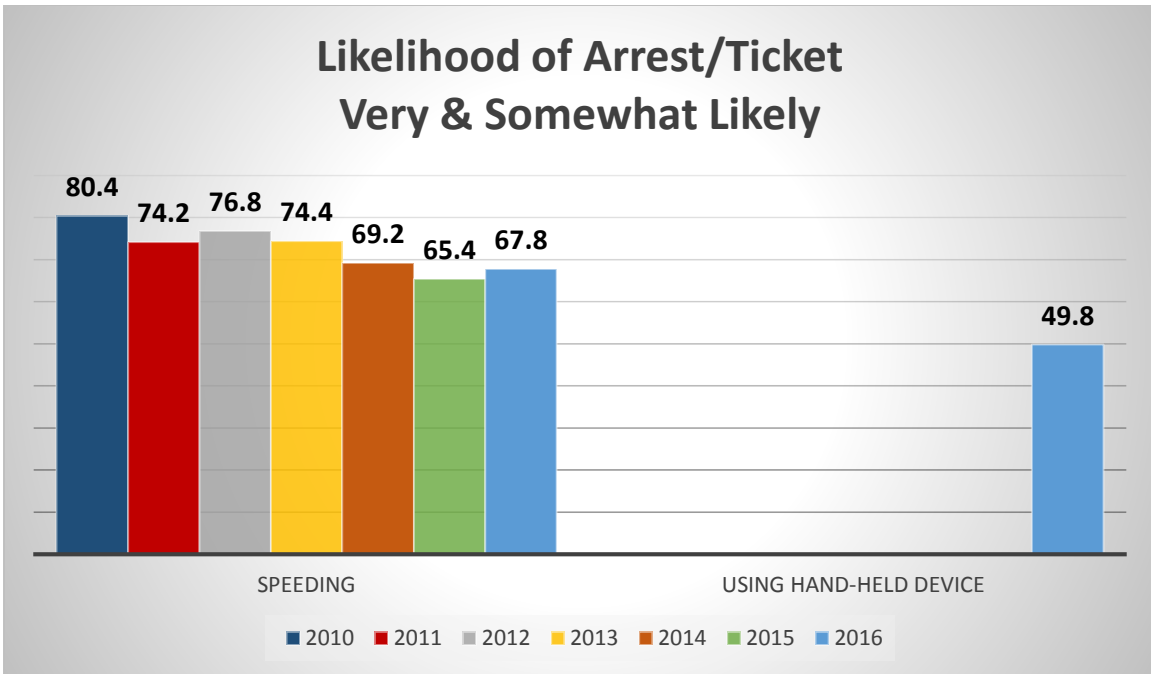
A little more than two-thirds, 67.8%, suggested the chances of getting a ticket for driving over the speed limit was very (22.8%) or somewhat likely (45.0%). This is down from 69.2% recorded in 2014 and up from 65.4% in 2015.

<b>Chances are of getting a ticket when speeding</b>	<b>Percent 2010</b>	<b>Percent 2011</b>	<b>Percent 2012</b>	<b>Percent 2013</b>	<b>Percent 2014</b>	<b>Percent 2015</b>	<b>Percent 2016</b>
Very likely	30.4	24.8	26.0	25.2	18.8	16.0	22.8
Somewhat likely	50.0	49.4	50.8	49.2	50.4	49.4	45.0
Somewhat unlikely	13.6	18.0	16.6	19.0	22.0	22.2	23.8
Very unlikely	4.2	6.8	5.0	5.0	7.4	9.4	7.2
Don't know/unsure	1.8	1.0	1.6	1.6	1.4	3.0	1.2
<b>Total very and somewhat likely</b>	<b>80.4</b>	<b>74.2</b>	<b>76.8</b>	<b>74.4</b>	<b>69.2</b>	<b>65.4</b>	<b>67.8</b>

Nearly one-half of all respondents, 49.8%, suggested it was very (22.4%) or somewhat likely (27.4%) they would receive a ticket if driving when using a hand-held phone to talk or text. Another 47.8% indicated it was somewhat (27.2%) or very unlikely (20.6%). As a new question, results are displayed for 2016 in the following table.

Chances are of getting a ticket for using a hand-held phone to talk or text	Percent 2016
Very likely	22.4
Somewhat likely	27.4
Somewhat unlikely	27.2
Very unlikely	20.6
Don't know/unsure	2.4
<b>Total very and somewhat likely</b>	<b>49.8</b>





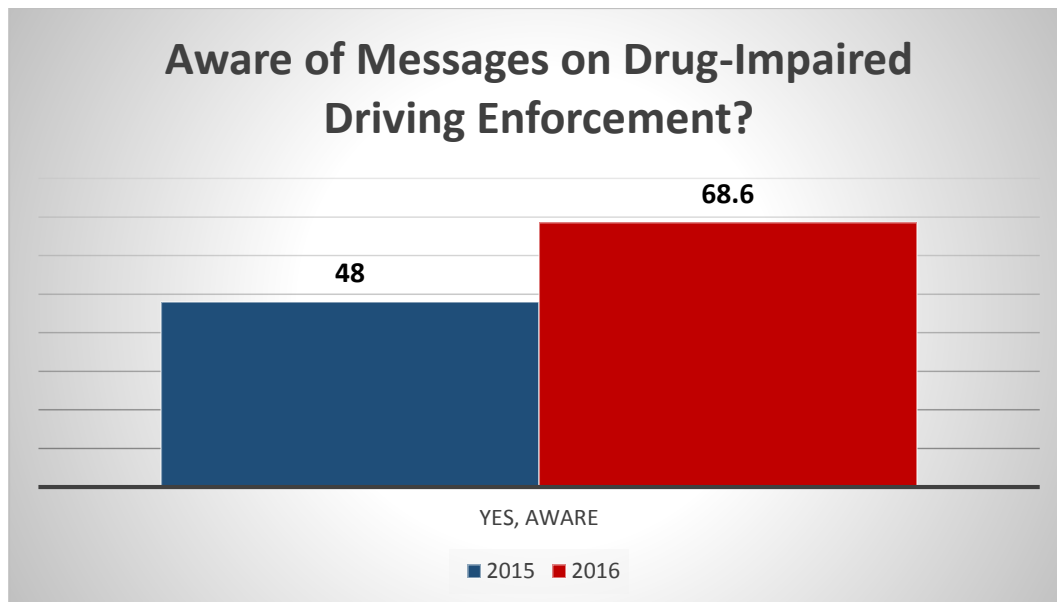
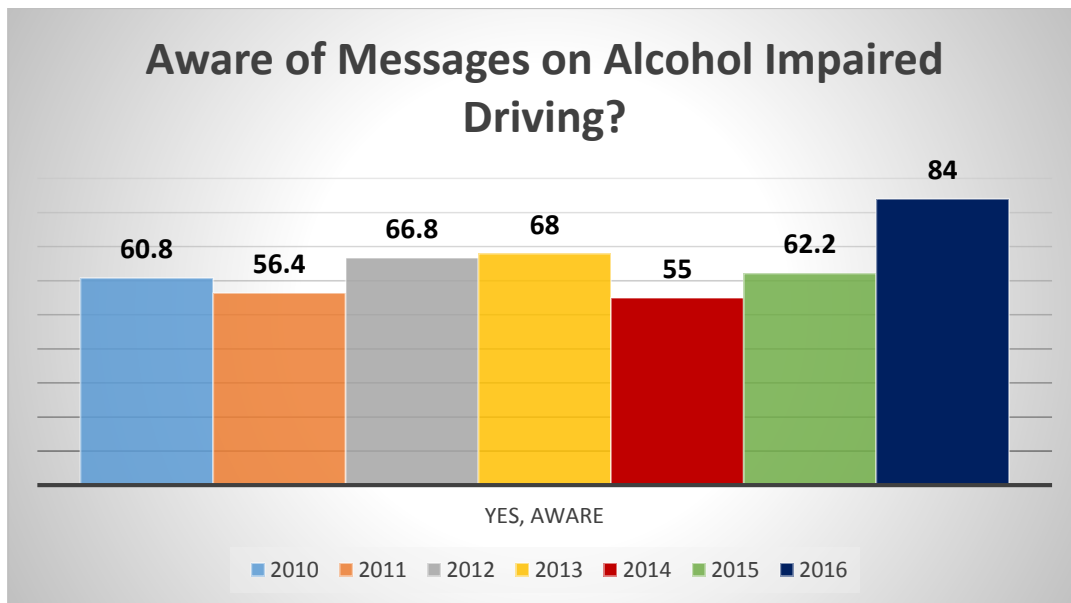
**MEDIA REACH**

All respondents were asked if they had read, seen or heard anything about the Governor’s Highway Safety Program messages.

Those suggesting they had heard messages about alcohol impaired driving or drunk driving enforcement as well as drug-impaired driving, seat belt law enforcement and motorcycle safety were asked to identify where they saw or heard each message.

## Alcohol and Drug Impaired Driving

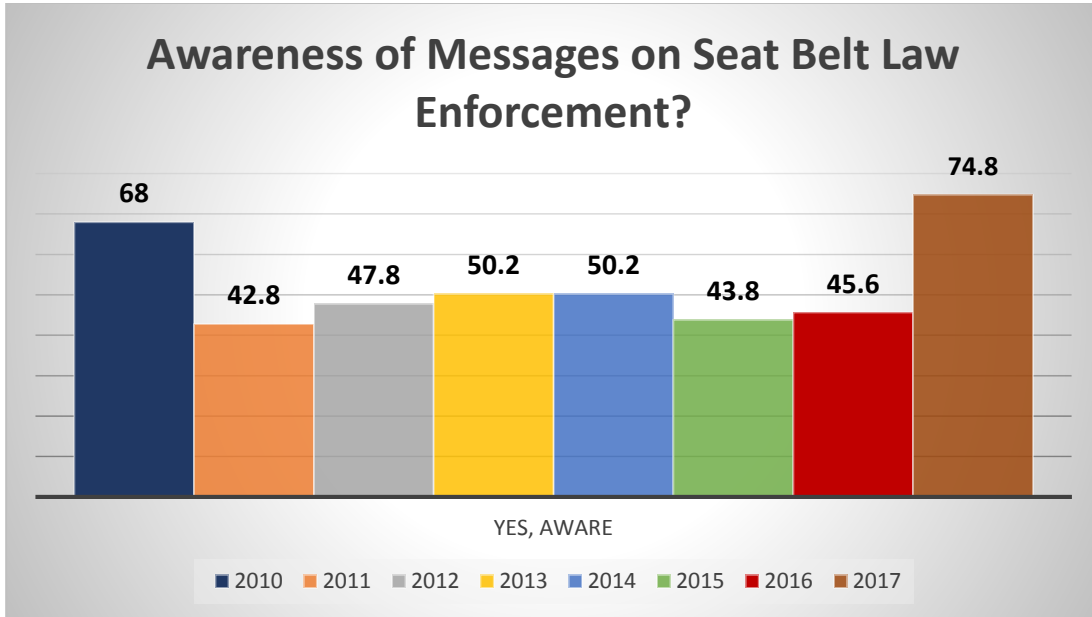
A large majority of all respondents, 84.0% (up significantly from 62.2% in 2015), indicated they had heard, read or seen messages about alcohol impaired driving or drunk driving enforcement by police. A new question in 2015-measured awareness of messages related to drug-impaired driving. Just over two-thirds, 68.6% (up significantly from 48.0% in 2015), suggested they have read, seen or heard messages about drug-impaired driving enforcement.





## Seat Belt Law Enforcement

Three-quarters, 74.8%, suggested they have read, seen, heard messages about seatbelt enforcement by police (up significantly from 45.6% in 2015).



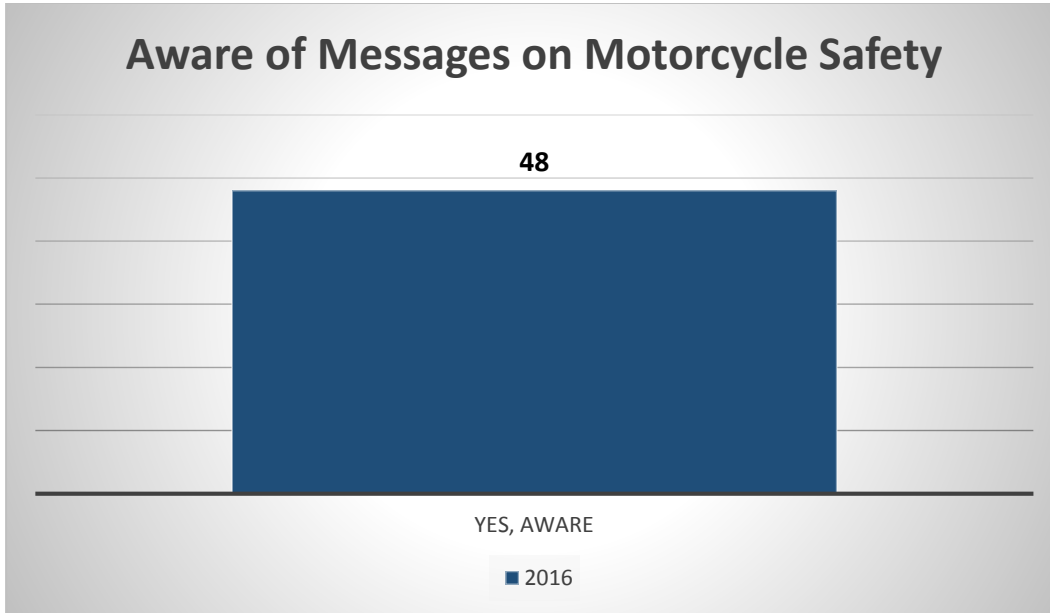
The following table shows where “aware” respondents report seeing or hearing alcohol impaired driving messages. In 2015, drug-impaired driving enforcement was included. In 2016, the question was made more comprehensive and included: “...any highway messages about Highway Safety, Impaired, Distracted, Drugged, Aggressive Driving, Seatbelt Use or Speeding”. Percentages add to more than 100% because multiple responses were allowed.

<b>Where you saw or heard that message?</b>	<b>Percent 2010</b>	<b>Percent 2011</b>	<b>Percent 2012</b>	<b>Percent 2013</b>	<b>Percent 2014</b>	<b>Percent 2015</b>	<b>Percent 2016</b>
Television	46.1	55.0	46.7	49.1	55.3	89.2	72.5
Newspaper	43.8	44.3	35.3	35.0	36.0	66.3	37.6
Radio	15.5	13.8	18.6	16.8	14.2	22.5	30.9
Signs / banners	8.2	5.0	12.3	14.7	6.5	10.4	34.0
Internet	2.3	2.1	6.6	4.7	7.6	18.8	14.3
Friend/relative	3.0	3.9	4.8	2.1	3.6	5.0	8.4
Personal observation on the road / knowledge	3.6	6.7	3.3	6.2	6.9	4.2	15.1
Employed in law enforcement	1.3	2.8	1.5	0.9	1.8	0.8	4.2
Other	5.6	2.1	1.5	1.8	0.7	5.8	4.8

Other included such mentions as: magazines, AARP, bus, drivers education, meeting, movie theatres, driving test, “On the Town Constable”, schools, social media, word of mouth

**Motorcycle Safety**

In a new question, in 2016, respondents were asked if they had read, seen or heard anything about motorcycle safety. Just under one-half, 48.0%, indicated to the researcher that they had.



Respondents were asked where they may have read, seen or heard messages about motorcycle safety and were asked to report their sources. The results are depicted in the following table. Multiple responses were allowed.

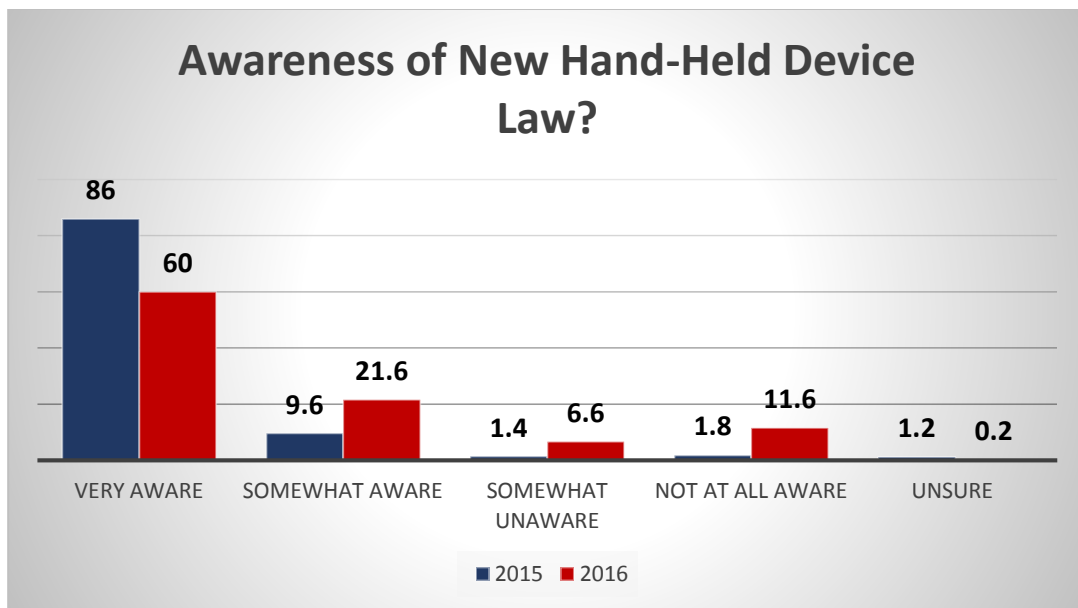
Where you saw or heard that message?	Percent 2016
Have not seen any	33.6
Television	27.4
Signs / banners	14.0
Radio	12.2
Newspaper	10.8
Internet	6.0
Personal observation on the road / knowledge	4.0
Other	4.0
Friend/relative	3.6
Employed in law enforcement	0.2

Other responses included: bumper stickers, board meetings, shops, insurance agencies, cycle groups, cycle news, cycle associations, “Share the Road”, license test.

### July 1, 2015 Law: Hand-Held Electronic Devices

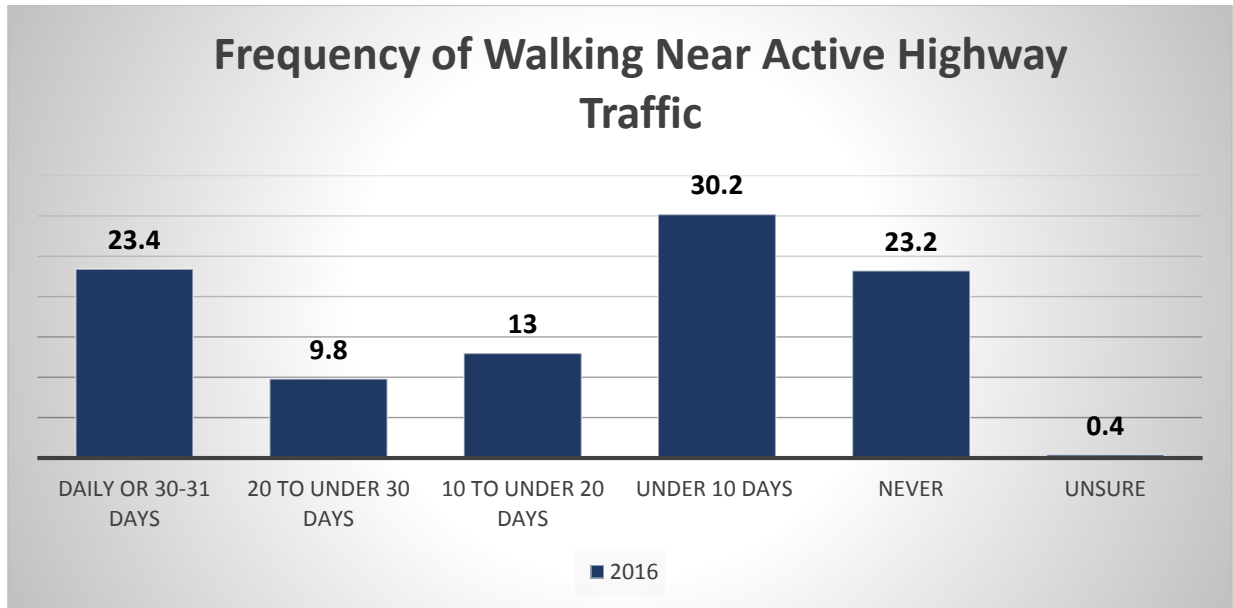
Researchers read respondents the following: “A new law in Vermont became effective recently on July 1, 2015 allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. Prior to this survey, how aware would you say you were of this new law? Would you say....”

A large majority of respondents, 81.6%, (down from 95.6% in 2015 reported being very or somewhat aware of the new law.

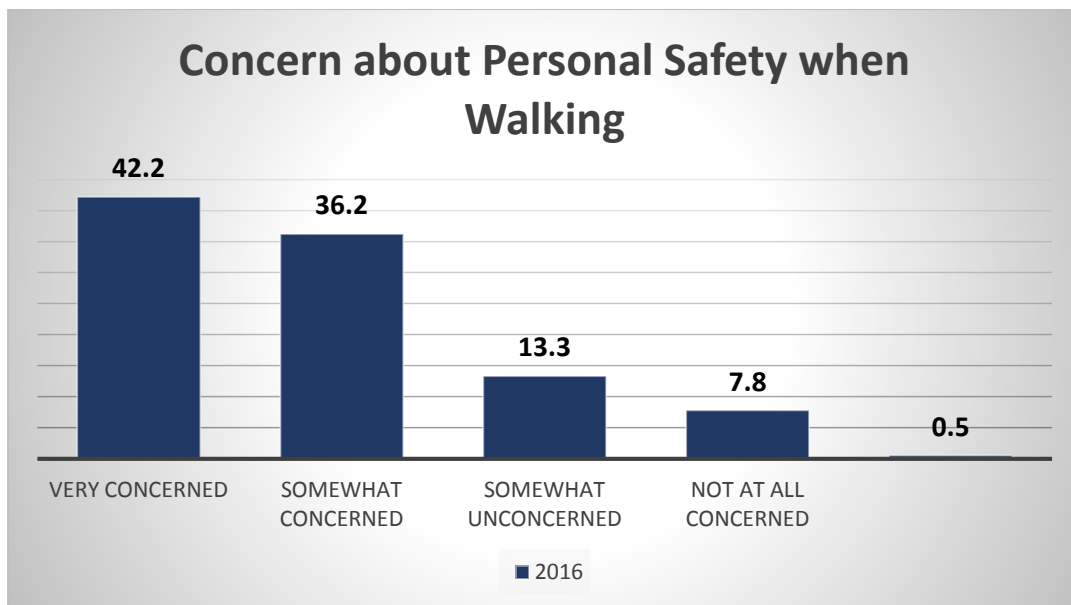


## PEDESTRIANS

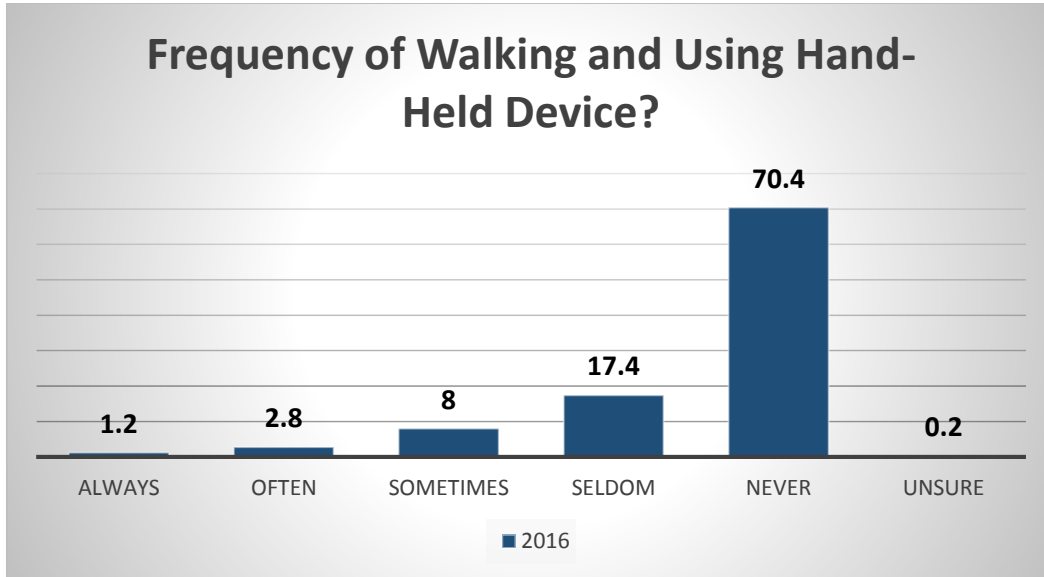
All respondents were asked to report, during an average summer month, how many days they would walk across, walk adjacent to or near active highway traffic. While 23.2% suggested “never”, others reported their respective frequencies as depicted in the following graph.



Among those who reported walking near active highway traffic, three-quarters (78.4%), suggested they were very or somewhat concerned about their own personal safety while walking.



All respondents, who did any walking, were asked to report the frequency they would text/talk or listen to hand-held devices while walking. While 70.4% suggested “never”, 29.4% noted they do and reported ranges from “always” to “seldom”. Results are shown here.



**CHILD PASSENGERS**

All respondents were asked to report the correct age to move a child out of an approved child restraint or car seat / booster. Nearly one-half, 45.8%, were unsure. Others reported ages ranging from one to 18. Results collected are displayed in the following table.

Age	Percent
1	0.4
2	0.4
3	1.8
4	2.6
5	9.6
6	14.4
7	15.5
8	25.1
9	7.7
10	11.1
11	1.8
12	8.5
13	0.4
14	0.4
18	0.4

A large percentage, 88.2%, suggested it was “not advisable” to place a rear-facing infant seat in front of a working airbag. Another 3.4%, indicated it was advisable and 8.4% were unsure.

**PERSONAL BEHAVIOR**

Researchers asked respondents how frequently, if at all, they drove a motor vehicle after drinking, drove without the use of seat belts during the day and at night, drove faster than the speed limit or drove while using electronic communication devices.

**Driving Within Two Hours of Drinking Alcohol**

Two-thirds of all respondents, 67.2%, said they never had driven within two hours of drinking alcohol over the past year. This is up from results collected in 2014 – 66.4% and down slightly from 2015 – 67.6%.

<b>Frequency of driving within two hours after drinking alcohol within the past year?</b>	<b>Percent 2010</b>	<b>Percent 2011</b>	<b>Percent 2012</b>	<b>Percent 2013</b>	<b>Percent 2014</b>	<b>Percent 2015</b>	<b>Percent 2016</b>
<b>Never</b>	<b>75.4</b>	<b>73.6</b>	<b>70.8</b>	<b>67.6</b>	<b>66.4</b>	<b>67.6</b>	<b>67.2</b>
Once or twice	15.2	15.6	19.4	20.2	20.8	21.4	18.0
Three or four times	3.2	3.8	3.0	7.2	6.4	4.0	5.8
Five to ten times	2.6	3.6	3.4	1.2	3.4	2.4	4.4
More than ten times	2.6	2.6	1.8	3.0	1.8	4.4	3.8
Unsure / Don't know	0.4	0.2	1.2	0.6	0.2	0.2	0.2
Refused	.06	0.6	0.4	0.2	1.0	---	0.6

## Wearing Seat Belts When Driving

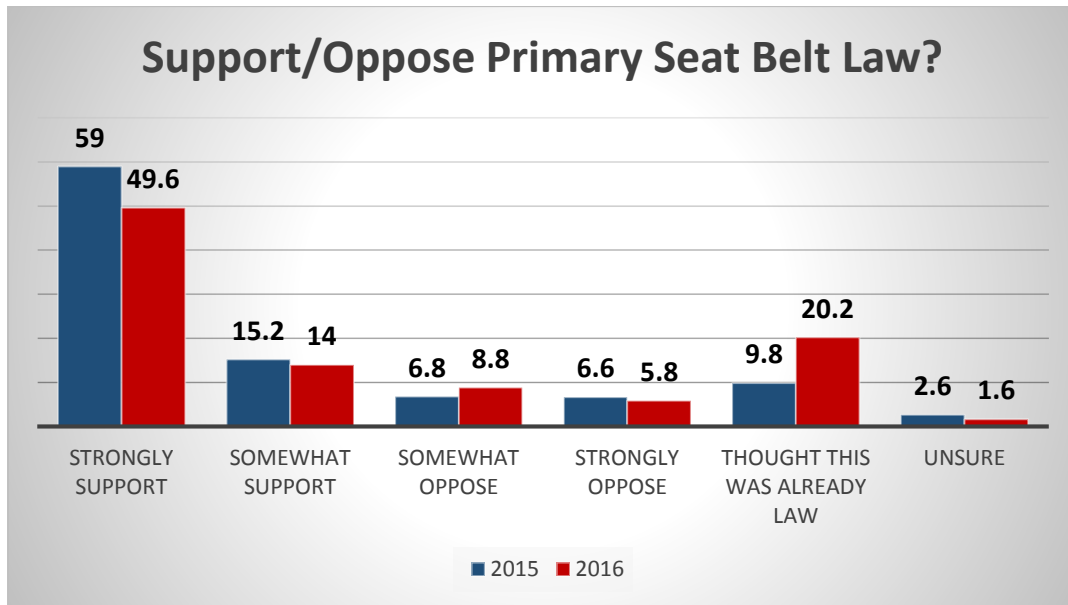
Researchers asked respondents how frequently they used seat belts during the day and at night.

Prior to 2013, respondents were only asked how often they wore seat belts. The following table presents the results as collected.

Frequency of using seat belts when driving or riding?	Percent 2013 During the Day	Percent 2013 at Night	Percent 2014 During the Day	Percent 2014 at Night	Percent 2015 During the Day	Percent 2015 at Night	Percent 2016 During the Day	Percent 2016 During the Night
<b>Always</b>	<b>92.2</b>	<b>94.4</b>	<b>91.6</b>	<b>92.4</b>	<b>93.2</b>	<b>94.6</b>	<b>90.8</b>	<b>91.6</b>
Frequently	5.0	2.6	4.4	3.8	3.2	2.4	4.8	3.2
Occasionally	1.2	1.2	1.6	1.2	1.2	0.8	2.2	2.2
Rarely	0.8	0.8	0.6	0.2	0.8	1.0	0.6	1.0
Never	0.8	1.0	1.8	2.0	1.2	1.0	1.2	1.6
Unsure / Don't know	0.0	0.0	0.0	0.4	0.2	0.2	0.4	0.2
Refused	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0



Researchers asked respondents how strongly they would support or oppose a “primary seat belt law” in Vermont allowing law enforcement to stop motorists for not wearing a seat belt. Nearly two-thirds, 63.6%, (74.2% in 2015) indicated they strongly (49.6%) or somewhat (14.0%) supported such a law for the State of Vermont. Results are presented in the following graph.



**Driving Faster than 35 mph in a 30 mph Zone**

Under one-fifth of all respondents, 15.6%, indicated they never drive faster than 35 miles per hour on a 30 miles per hour local road. Most others, to varying degrees, suggested they did drive faster than 35 miles per hour in a 30 mph zone. The following table depicts the results as collected.

Frequency of driving faster than 35 mph in a 30 mph zone	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016
Most of the time	14.0	13.2	11.8	11.2	16.2	11.4	11.4
Half the time	20.0	17.6	19.6	20.6	19.4	18.2	21.4
Rarely	45.6	50.4	46.0	48.6	44.4	54.2	51.0
Never	19.0	18.4	22.0	19.4	19.4	15.4	15.6
Unsure / Don't know	1.0	0.4	0.6	0.2	0.6	0.6	0.6
Refused	0.2	0.0	0.0	0.0	0.0	0.2	0.0

### Driving Faster than 75 mph in a 65 mph Zone

Over one half, 54.0%, suggested they never drive faster than 75 miles per hour on a road with a 65 miles per hour speed limit. In 2012 – 2016, the survey tested for 75 mph while in 2010 and 2011, the survey tested for 70 mph.

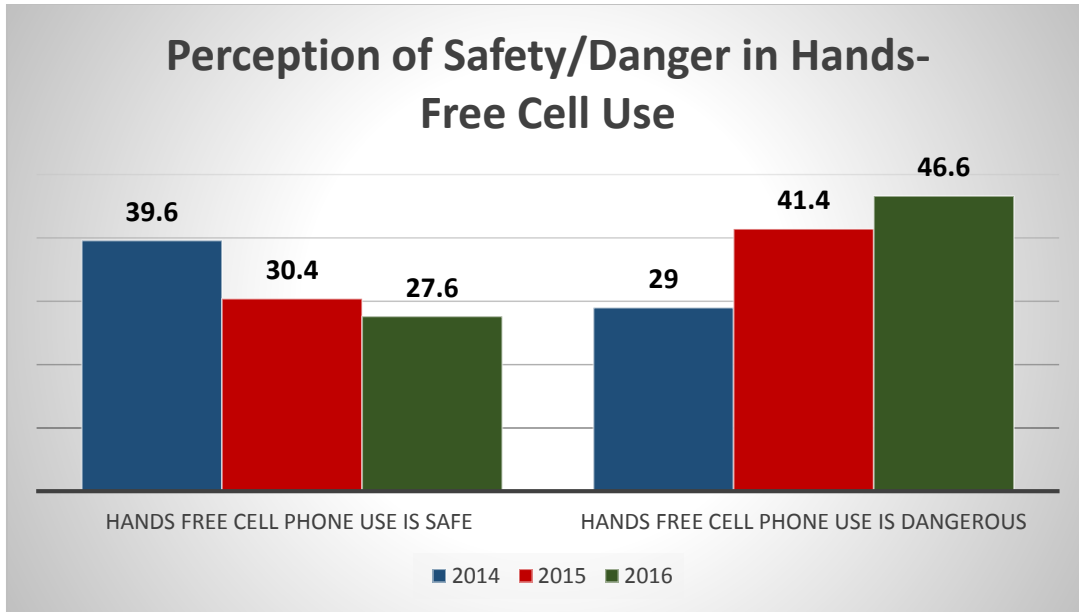
Frequency of driving faster than 70/75 mph in a 65 mph zone	Percent 2010 (at 70 mph)	Percent 2011 (at 70 mph)	Percent 2012 (at 75 mph)	Percent 2013 (at 75 mph)	Percent 2014 (at 75 mph)	Percent 2015 (at 75 mph)	Percent 2016 (at 75 mph)
Most of the time	8.2	12.0	3.4	2.0	2.6	1.8	2.2
Half the time	14.0	15.0	5.2	4.8	5.0	4.2	6.8
Rarely	40.8	37.8	33.4	40.4	40.8	35.0	36.8
Never	36.4	35.0	57.4	52.8	50.8	59.0	54.0
Unsure / Don't know	0.6	0.2	0.6	0.0	0.8	0.0	0.2
Refused	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Driving While Using Electronic Communications

Just under three-quarters of all respondents, 72.4%, suggested they never use an electronic communication device while driving. This is up significantly from 45.2% in 2014 and down slightly from 74.4% in 2015. The remaining respondents suggested they did – at varied levels of frequency.

Frequency of driving while using electronic communication devices (added in 2013: “such as a cell phone, tablet or pad”)	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016
Frequently	5.0	5.4	6.2	5.4	11.0	2.6	4.2
Occasionally	14.0	14.6	17.2	18.8	18.8	7.6	7.0
Rarely	25.0	26.4	27.0	30.0	24.2	15.4	16.0
Never	56.0	53.6	48.6	45.8	45.2	74.4	71.4
Unsure / Don't know	0.0	0.0	0.8	0.0	0.8	0.0	0.4
Refused	0.0	0.0	0.4	0.0	0.0	0.0	0.0

All respondents were asked to report how dangerous they believed it is to drive using a hands-free cell phone. Each used a scale of one to ten where one was very safe and ten was very dangerous. The cumulative totals for those offering one through four (very safe) was 27.4% (down somewhat from 30.4% in 2015 and down significantly from 39.6% in 2014) while the cumulative totals for those offering seven through ten (very dangerous) was 46.6% (up from 41.4% in 2015 and up from 29.0% in 2014).



Researchers asked all respondents if they had driven a car or other motor vehicle after drinking, smoking marijuana or hashish, or using prescribed medication.

<i>Have you driven after...</i>	Yes 2010	Yes 2011	Yes 2012	Yes 2013	Yes 2014	Yes 2015	Yes 2016
Having had perhaps too much to drink?	1.0	1.0	0.6	0.8	1.4	1.8	2.0
Using marijuana or hashish?	0.8	1.0	0.8	1.4	1.2	0.8	1.6
Taking a prescription pain reliever such as Percocet, OxyContin, and Vicodin?	3.6	2.6	2.4	1.6	2.8	2.0	---
Taking prescription anxiety medication such as Valium or Xanax?	2.4	2.4	3.8	1.8	2.0	3.2	---
Taking a prescription pain reliever or prescription anxiety medication	---	---	---	---	---	---	4.2

Note: In 2016 – prescription pain relievers and anxiety medications were combined into one question.

## DEMOGRAPHICS

<i>Age</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
18 to 29	6.0	3.4	5.4	4.8	2.8	8.6	9.6
30 to 39	8.4	8.0	12.0	8.8	8.6	13.6	12.2
40 to 49	13.8	17.4	26.8	22.8	24.0	22.4	21.4
50 to 59	27.6	32.4	35.2	43.8	41.2	29.6	23.6
60 to 69	22.8	26.0	15.4	---	---	14.4	16.4
60 to 64	---	---	---	10.0	10.8	---	---
65 to 69	---	---	---	4.8	6.6	---	---
70 or older	20.6	11.4	5.2	5.0	6.0	9.6	16.0
Refused	0.8	1.4	---	0.0	0.0	1.8	0.8

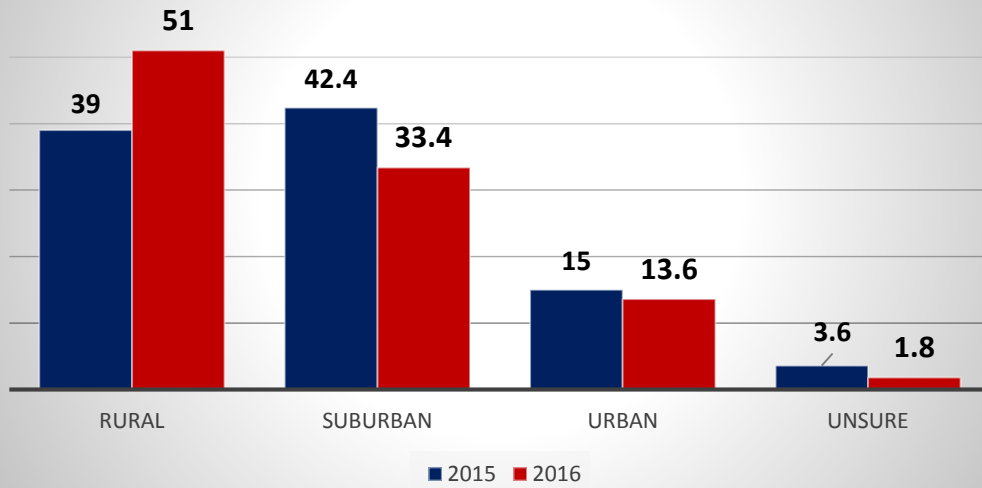
<i>Income</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
Under \$15,000.00	7.4	3.4	2.8	3.8	3.6	4.4
\$15,000 to less than \$25,000	10.2	6.2	2.2	5.4	4.4	4.8
\$25,000 to less than \$35,000	9.2	7.6	7.0	6.6	8.2	7.0
\$35,000 to less than \$50,000	16.6	12.2	11.8	13.2	13.0	15.8
\$50,000 to less than \$75,000	20.8	16.0	17.8	17.0	17.6	21.4
\$75,000 to less than \$100,000	11.8	16.8	15.6	19.0	15.4	12.4
\$100,000 or more	12.8	20.4	20.8	21.0	19.2	17.6
DK/Unsure	2.8	4.4	1.8	2.4	1.8	2.8
Refused	8.4	13.0	20.2	11.6	16.8	13.8

<i>Gender</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
Male	47.4	50.0	45.6	45.2	46.6	49.0	49.0
Female	52.6	50.0	54.4	54.8	53.4	51.0	51.0

<i>Miles Driven</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
Annual Average	13,574	15,165	14,790	16,290	16,419	13,323	12,826

<i>Miles Driven</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
10,000 or fewer	39.0	34.8	32.6	34.8	34.2	51.3
More than 10,000	61.0	65.2	67.4	65.2	65.8	49.7

## Live in Rural/Suburban/Urban Area?



# 5 APPENDIX

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## INTERPRETATION OF AGGREGATE RESULTS

The computer processed data for this survey are presented in the following frequency distributions. It is important to note that the wordings of the variable labels and value labels in the computer-processed data are largely abbreviated descriptions of the Questionnaire items and available response categories.

The frequency distributions include the category or response for the question items. Responses deemed not appropriate for classification have been grouped together under the “Other” code.

The “NA” category label refers to “No Answer” or “Not Applicable.” This code is also used to classify ambiguous responses. In addition, the “DK/RF” category includes those respondents who did not know their answer to a question or declined to answer it. In many of the tables, a group of responses may be tagged as “Missing” – occasionally, certain individual’s responses may not be required to specific questions and thus are excluded. Although when this category of response is used, the computations of percentages are presented in two (2) ways in the frequency distributions: 1) with their inclusion (as a proportion of the total sample), and 2) their exclusion (as a proportion of a sample sub-group).

Each frequency distribution includes the absolute observed occurrence of each response (i.e. the total number of cases in each category). Immediately adjacent to the right of the column of absolute frequencies is the column of relative frequencies. These are the percentages of cases falling in each category response, including those cases designated as missing data. To the right of the relative frequency column is the adjusted frequency distribution column that contains the relative frequencies based on the legitimate (i.e. non-missing) cases. That is, the total base for the adjusted frequency distribution excludes the missing data. For many Questionnaire items, the relative frequencies and the adjusted frequencies will be nearly the same. However, some items that elicit a sizable number of missing data will produce quite substantial percentage differences between the two columns of frequencies. The careful analyst will cautiously consider both distributions.

The last column of data within the frequency distribution is the cumulative frequency distribution (Cum Freq.). This column is simply an adjusted frequency distribution of the sum of all previous categories of response and the current category of response. Its primary usefulness is to gauge some ordered or ranked meaning.