

THE CENTER
FOR RESEARCH



&
PUBLIC POLICY

***VERMONT AGENCY OF
TRANSPORTATION***

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

August 2015

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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

The Center for Research & Public Policy (CRPP) is pleased to present the results of a 2015 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 2015 survey replicated most of the questions held in surveys conducted between 2010 and 2014.

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 – 2014 surveys.

In 2010, the Vermont Department of Health added several questions within the statewide survey instrument. These questions have remained in the survey through 2015 as well.

This report summarizes information collected from telephone surveys conducted August 3-15, 2015. Survey approval was received on July 28, 2015.

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 and driving;
- Perceptions of the likelihood of a ticket after speeding 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, 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;
- Recall for messages on alcohol or drug impaired driving and wearing seat belts;
- Frequency of driving after drinking, seat belt use during the day and at night, speeding or while using electronic devices;
- 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

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

All telephone interviews were conducted during August 3 – 15, 2015. 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. And, 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 eighteen years of age.

Survey approval was received on July 28, 2015. Training of telephone researchers and pre-test of the survey instrument occurred on August 3, 2014.

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 72.0% completion rate on all calls made during this Survey. And, 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

ON ENFORCEMENT...

- Nearly three-quarters of all respondents, 70.8% (down somewhat from 74.4% in 2014), indicated they thought it was very (22.2%) or somewhat likely (48.6%) someone driving while impaired by alcohol or other drugs would be arrested. Another 25.8% indicated they felt an arrest would be somewhat unlikely or not at all likely.
- Just under half of all respondents, 46.6% (up slightly from 45.8% in 2014), believe the chances of getting a ticket for not wearing a seat belt was very (12.6%) or somewhat likely (34.0%). A larger percent, 49.8%, suggested getting a ticket was somewhat unlikely or not at all likely.
- Further, two-thirds, 65.4% (down from 69.2% in 2014), considered it very (18.8%) or somewhat likely (50.4%) someone would get a ticket for driving over the posted speed limit.

ON MEDIA REACH...

- Just over one-half of all respondents, 62.2% (up from 55.0% in 2014), indicated they have read, seen or heard messages about alcohol or drunk driving enforcement by police.
- In a new separate question for 2015, nearly one-half, 48.0%, suggested they have recently read, heard or seen messaging about drug impaired driving enforcement.
- The primary sources among “aware respondents” for messages on alcohol or drug impaired driving included, in declining order: television (89.2%), newspaper (66.3%), radio (22.5%) and the internet (18.8%).
- Under one-half of those surveyed, 45.6% (up from 43.8% in 2014), indicated they have read, heard or seen messages about seat belt enforcement by police.
- Of this group, television was cited as the source for the messages by 53.5% followed by signs and banners and the newspaper – 38.2% and 21.5% respectively.

- 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, 95.6%, suggested they were either very (86.0%) or somewhat aware (9.6%) of the new law that took effect on July 1, 2015.

ON PERSONAL BEHAVIOR...

- Two-thirds of all respondents, 67.6% (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 0.2% were unsure or refused and the remainder (32.2%) suggested they had done so once or as many as more than ten times.
- Over the years 2010 through 2015, researchers asked respondents how frequently they use their seat belts when they drive or ride in a car, van, sport utility vehicle or pick-up. The question, beginning in 2013, was split between “daytime” and “at night”. Those suggesting they “always” wear their seat belt during the day was recorded at 93.2% (up slightly from 91.6% in 2014) while those indicating they “always” wear their seat belt at night was 94.6% (up slightly from 92.4% in 2014).
- In a new question for 2015, 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. Three-quarters, 74.2%, suggested they strongly (59.0%) or somewhat (15.2%) supported such a law for Vermont. Some respondents believed the law already existed while others were unsure – 9.8% and 2.6% respectively. When those believing the law already exists and those unsure are removed from the data, 85.7% are in support of such a new law.
- Just 15.4% (down somewhat 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.
- However, over one-half, 59.0% (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, 74.4% (up significantly from 45.2% in 2014), were able to tell researchers they “never” use such a device while driving. One quarter, 10.2% (down significantly from 29.8% in 2014), suggested they do so frequently or occasionally. The remainder, 15.4%, 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 30.4% (down significantly from 39.0 in 2014) while those offering ratings of seven through ten (very dangerous) was 41.4 (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 – 1.8% and 0.8% respectively (1.4% and 1.2% respectively in 2014).
- Within the last 12 months, 2.0% and 3.2% (2.8% and 2.0% in 2013) suggested they had driven a car or other vehicle after taking prescription pain relievers (such as Percocet) or anxiety prescription medications (such as Valium), respectively.

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 2015 are presented herein.

ENFORCEMENT

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

A majority, 70.8%, believed the chances were very (22.24%) or somewhat likely (48.6%). This is down somewhat from 74.4% in 2014.

The following table holds the responses as collected.

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

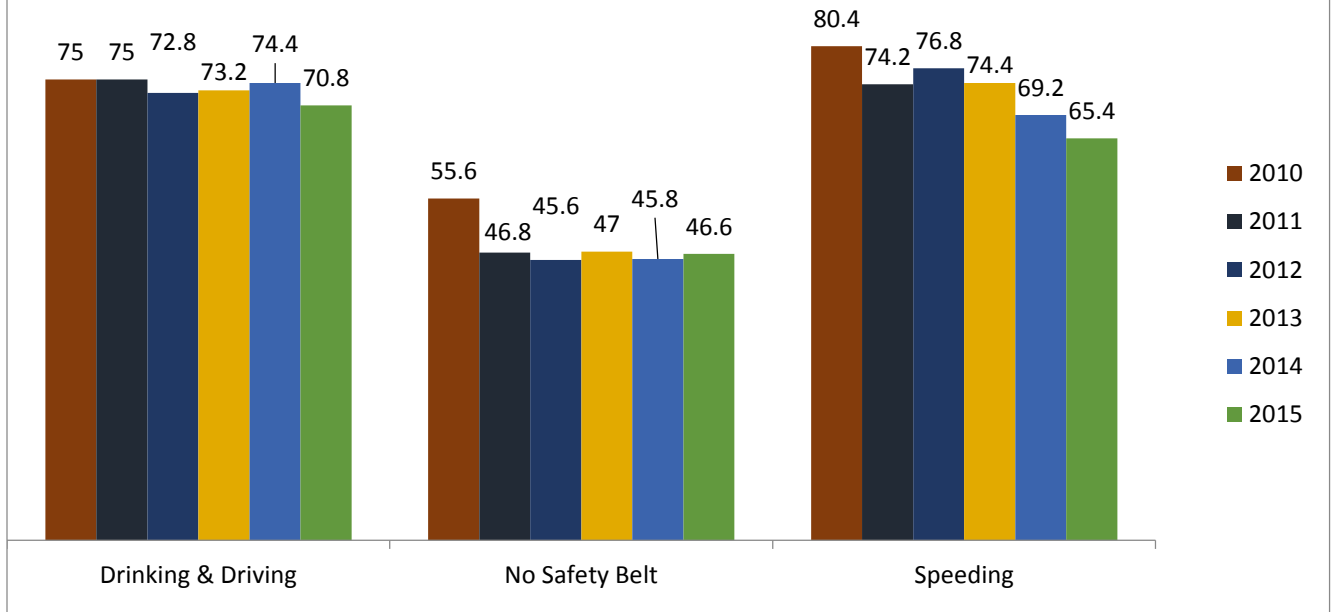
Just under one-half of all Vermont drivers surveyed, 46.6%, believed a ticket was very (12.6%) or somewhat likely (34.0%) for those driving without wearing a seat belt. This is up slightly from 45.8% in 2014.

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

A little less than two-thirds, 65.4%, suggested the chances of getting a ticket for driving over the speed limit was very (16.0%) or somewhat likely (49.4%). This is down from 69.2% recorded in 2014.

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

Likelihood of Arrest/Ticket (Very & Somewhat Likely)



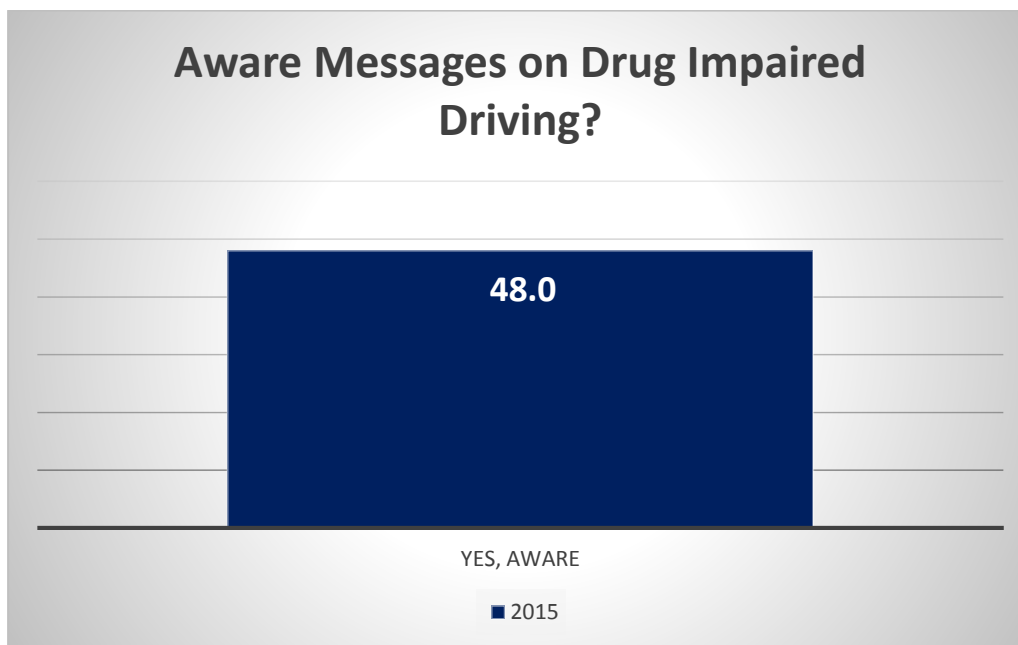
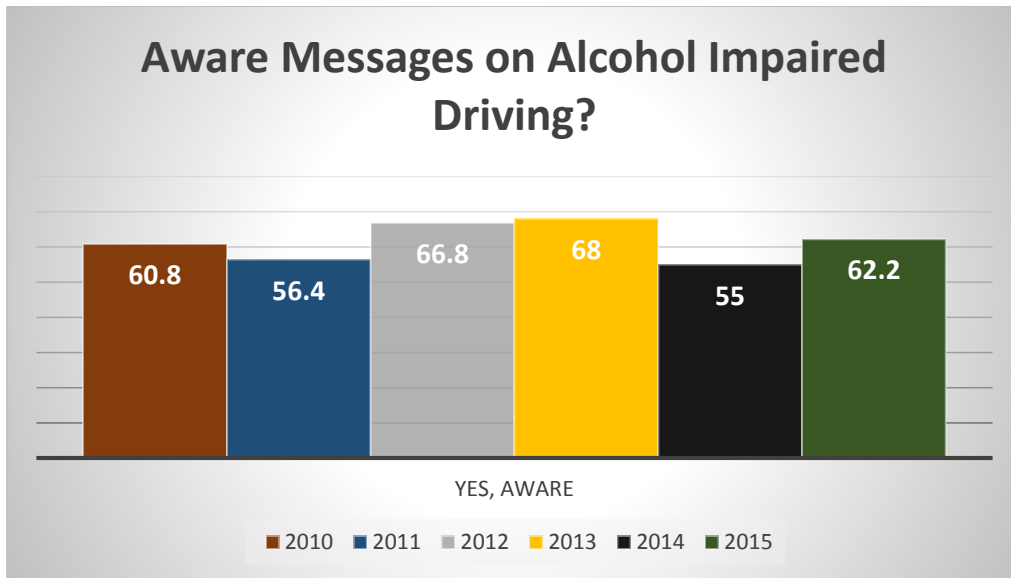
MEDIA REACH

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 and seat belt law enforcement were asked to identify where they saw or heard each message.

Alcohol and Drug Impaired Driving

Nearly two-thirds of all respondents, 62.2%, indicated they had heard, read or seen messages about alcohol impaired driving or drunk driving enforcement by police. The percent is up from 55.0% recorded in 2014. A new question in 2015 measured awareness of messages related to drug impaired driving. Just under one-half, 48.0%, suggested they have read, seen or heard messages about drug impaired driving enforcement.



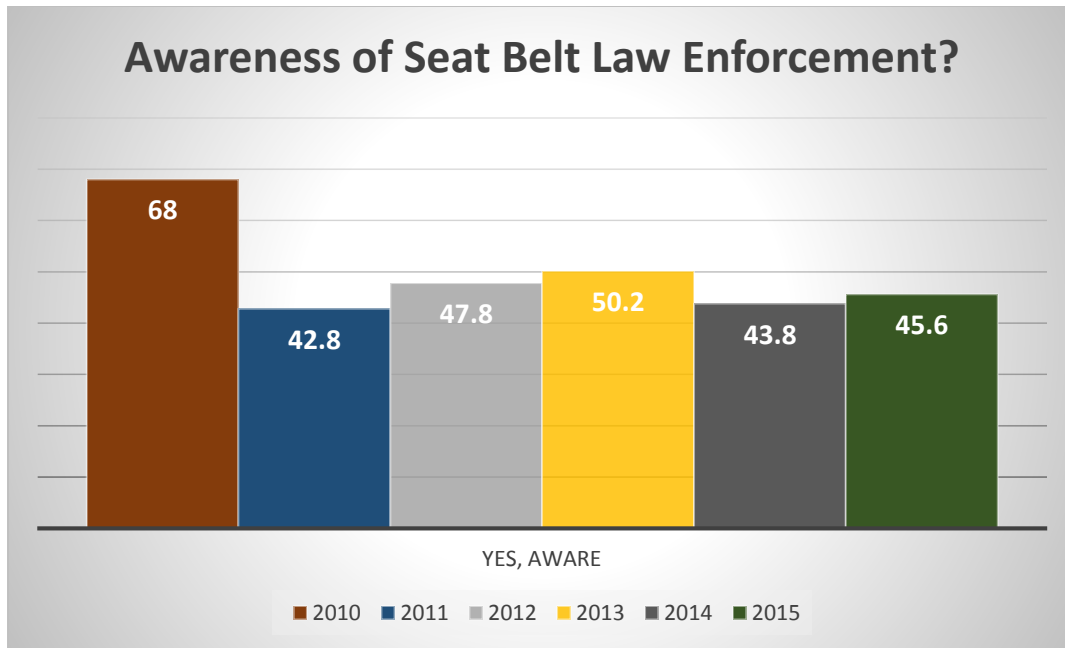
The following table shows where aware respondents report seeing or hearing alcohol impaired driving messages. In 2015, drug impaired driving enforcement was included. Percentages add to more than 100% because multiple responses were allowed.

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

Note: In 2015, the question on source for information included both alcohol and drug impaired driving.

Seat Belt Law Enforcement

Under half of all respondents, 45.6% suggested they had read, seen or heard messages about seat belt law enforcement by police. This is up somewhat from 43.8% in 2014.



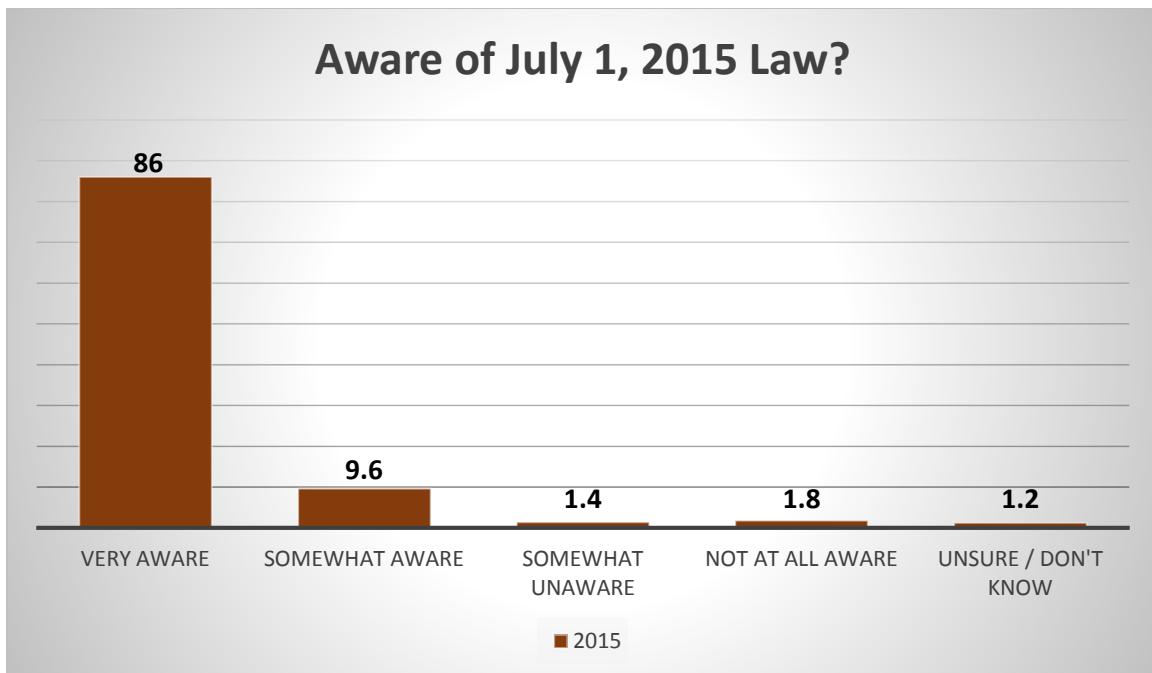
Those who had read, seen or heard messages about seat belt law enforcement were asked to report their sources. The results are depicted in the following table. Multiple responses were allowed.

Where you saw or heard that message?	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015
Television	57.9	51.4	45.2	48.2	54.8	53.5
Signs / banners	24.1	25.2	39.3	40.6	29.7	38.2
Radio	16.2	17.8	17.6	12.4	13.7	12.7
Newspaper	26.5	26.2	13.8	15.1	14.6	21.5
Internet	1.5	2.3	5.9	2.5	2.3	3.9
Personal observation on the road / knowledge	5.9	3.7	2.5	6.1	3.7	6.6
Other	3.2	4.7	2.1	2.4	0.9	2.2
Employed in law enforcement	0.6	2.3	1.3	1.2	0.9	0.5
Friend/relative	2.4	2.8	0.1	2.0	4.1	1.3

July 1, 2015 Law: Hand-Held Electronic Devices

Researchers read respondents the following: “A new law in Vermont became effective recently on July 1 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, 95.6%, reported being very or somewhat aware of the new law.



PERSONAL BEHAVIOR

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

Driving Within Two Hours of Drinking Alcohol

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

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

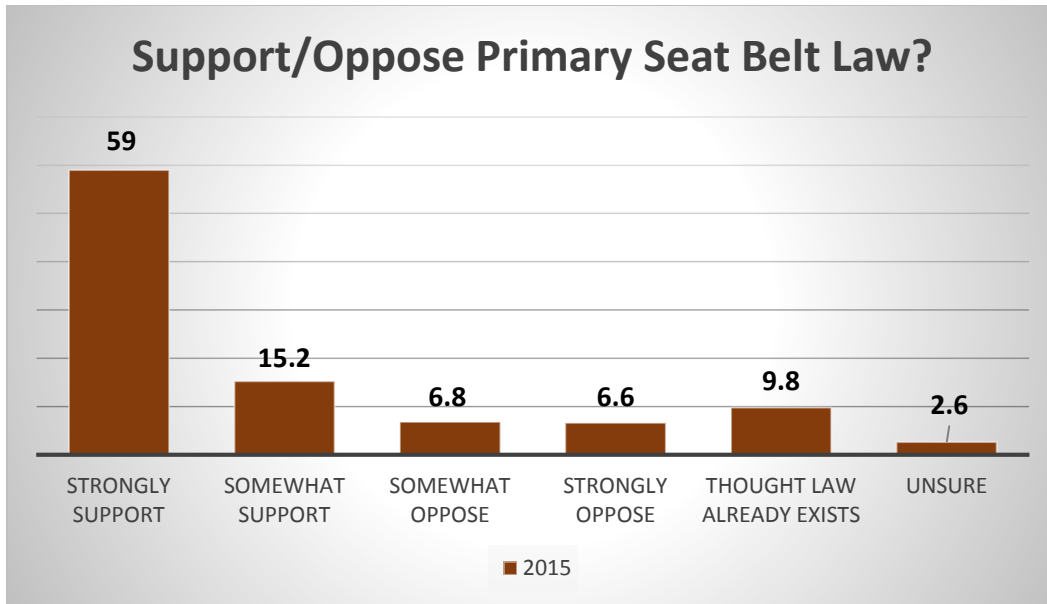
Wearing Seat Belts When Driving

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

Prior to 2013, respondents were only asked how often they wear 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
Always	92.2	94.4	91.6	92.4	93.2	94.6
Frequently	5.0	2.6	4.4	3.8	3.2	2.4
Occasionally	1.2	1.2	1.6	1.2	1.2	0.8
Rarely	0.8	0.8	0.6	0.2	0.8	1.0
Never	0.8	1.0	1.8	2.0	1.2	1.0
Unsure / Don't know	0.0	0.0	0.0	0.4	0.2	0.2
Refused	0.0	0.0	0.0	0.0	0.2	0.0

In a new question for 2015, 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. Three-quarters, 74.2%, indicated they strongly (59.0%) or somewhat (15.2) 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, 15.4%, 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
Most of the time	14.0	13.2	11.8	11.2	16.2	11.4
Half the time	20.0	17.6	19.6	20.6	19.4	18.2
Rarely	45.6	50.4	46.0	48.6	44.4	54.2
Never	19.0	18.4	22.0	19.4	19.4	15.4
Unsure / Don't know	1.0	0.4	0.6	0.2	0.6	0.6
Refused	0.2	0.0	0.0	0.0	0.0	0.2

Driving Faster than 75 mph in a 65 mph Zone

Over one half, 59.0%, suggested they never drive faster than 75 miles per hour on a road with a 65 miles per hour speed limit. In 2012 - 2015 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)
Most of the time	8.2	12.0	3.4	2.0	2.6	1.8
Half the time	14.0	15.0	5.2	4.8	5.0	4.2
Rarely	40.8	37.8	33.4	40.4	40.8	35.0
Never	36.4	35.0	57.4	52.8	50.8	59.0
Unsure / Don't know	0.6	0.2	0.6	0.0	0.8	0.0
Refused	0.0	0.0	0.0	0.0	0.0	0.0

Driving While Using Electronic Communications

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

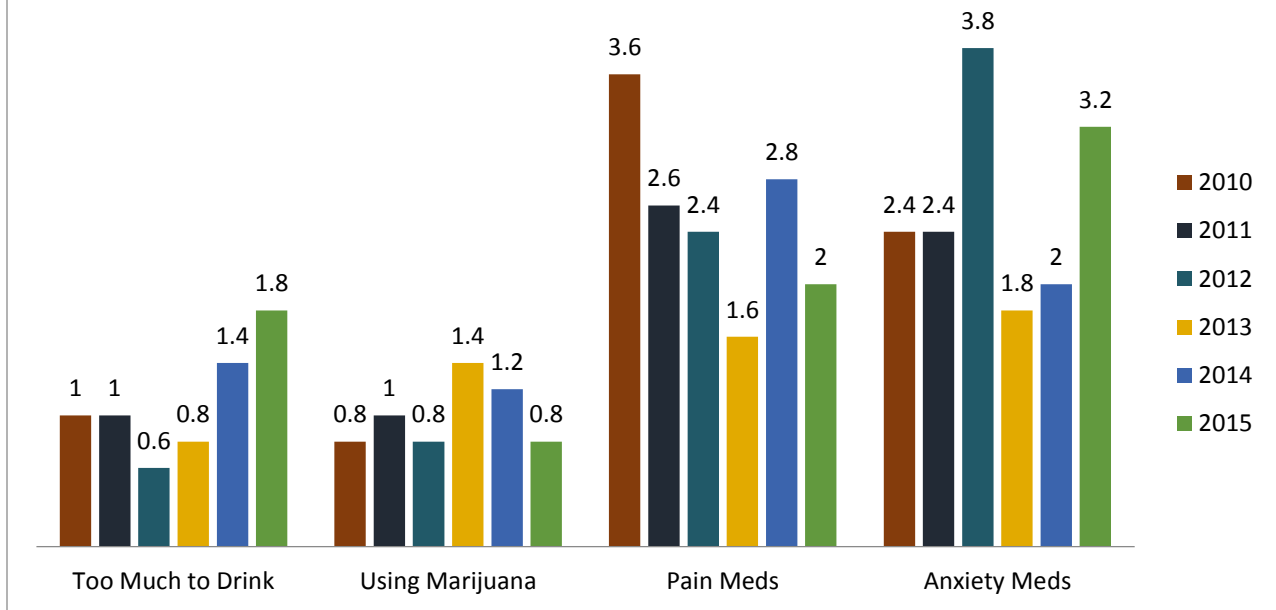
Frequency of driving while using electronic communications (added in 2013: "such as a cell phone, tablet or pad")	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015
Frequently	5.0	5.4	6.2	5.4	11.0	2.6
Occasionally	14.0	14.6	17.2	18.8	18.8	7.6
Rarely	25.0	26.4	27.0	30.0	24.2	15.4
Never	56.0	53.6	48.6	45.8	45.2	74.4
Unsure / Don't know	0.0	0.0	0.8	0.0	0.8	0.0
Refused	0.0	0.0	0.4	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 30.4% (down from 39.6% in 2014) while the cumulative totals for those offering seven through ten (very dangerous) was 41.4% (up from 29.0% in 2014).

Researchers asked all respondents if they have 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
Having had perhaps too much to drink?	1.0	1.0	0.6	0.8	1.4	1.8
Using marijuana or hashish?	0.8	1.0	0.8	1.4	1.2	0.8
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

Behaviors While Driving (Yes)



DEMOGRAPHICS

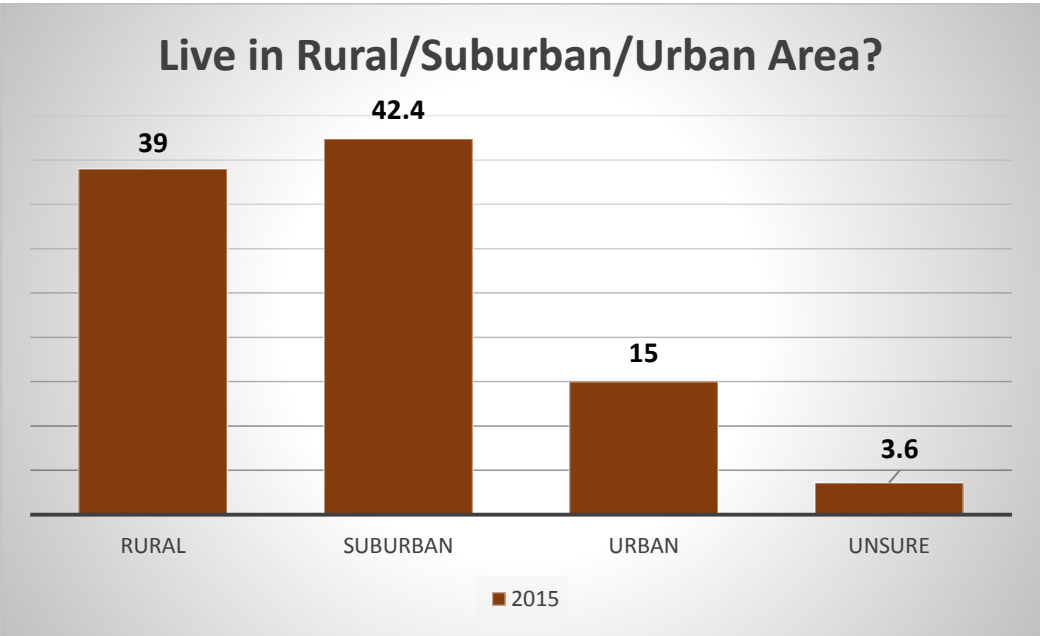
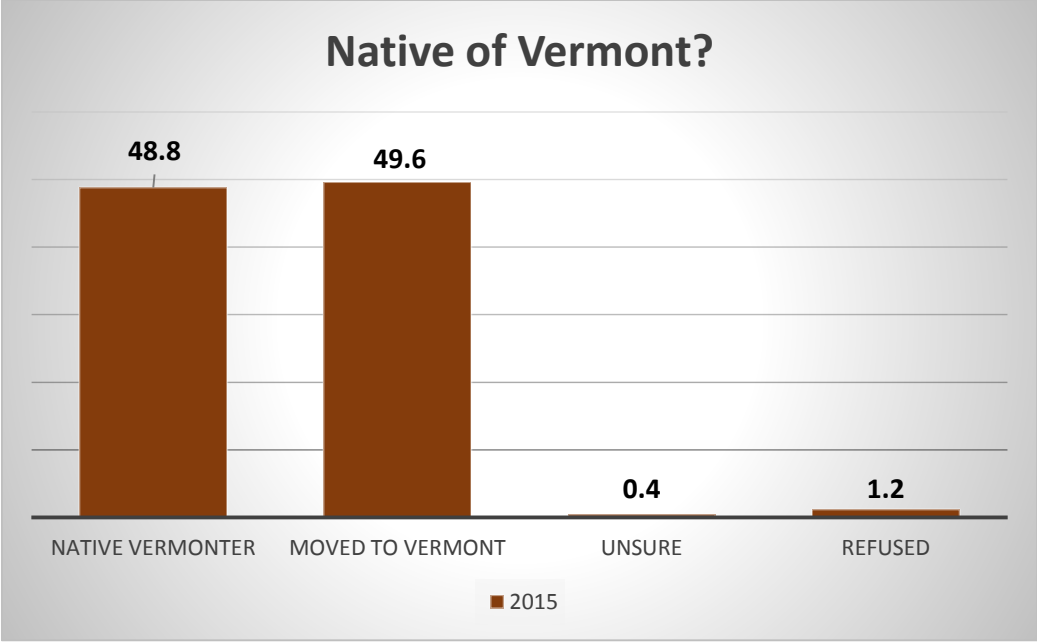
<i>Age</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
18 to 29	6.0	3.4	5.4	4.8	2.8	8.6
30 to 39	8.4	8.0	12.0	8.8	8.6	13.6
40 to 49	13.8	17.4	26.8	22.8	24.0	22.4
50 to 59	27.6	32.4	35.2	43.8	41.2	29.6
60 to 69	22.8	26.0	15.4	---	---	14.4
60 to 64	---	---	---	10.0	10.8	---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

<i>Income</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
Under \$15,000.00	7.0	7.4	3.4	2.8	3.8	3.6
\$15,000 to less than \$25,000	10.2	10.2	6.2	2.2	5.4	4.4
\$25,000 to less than \$35,000	9.8	9.2	7.6	7.0	6.6	8.2
\$35,000 to less than \$50,000	15.8	16.6	12.2	11.8	13.2	13.0
\$50,000 to less than \$75,000	18.0	20.8	16.0	17.8	17.0	17.6
\$75,000 to less than \$100,000	11.6	11.8	16.8	15.6	19.0	15.4
\$100,000 or more	13.0	12.8	20.4	20.8	21.0	19.2
DK/Unsure	1.4	2.8	4.4	1.8	2.4	1.8
Refused	13.2	8.4	13.0	20.2	11.6	16.8

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

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

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



5 APPENDIX

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.