

THE CENTER
FOR RESEARCH



&
PUBLIC POLICY

***VERMONT AGENCY OF
TRANSPORTATION***

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

August 2017

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

The Center for Research & Public Policy (CRPP) is pleased to present the results of a 2017 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 2017 survey replicated most of the questions held in surveys conducted between 2010 and 2016.

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 online 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 – 2016 surveys.

In 2010, the Vermont Department of Health added several questions within the statewide survey instrument. These questions have remained in the survey through 2017. Questions on pedestrian activity / concerns were added in 2016 and continued into 2017. As well, several new bicycling / bicycling safety questions were added in 2017.

This report summarizes information collected from online surveys conducted July 26 – August 10, 2017. Survey approval was received on July 24, 2017.

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;
- Knowledge of revised bicycle/vehicle clearance law on road and bicycling activities.

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 online interviews among licensed drivers residing in the State of Vermont.

All online interviews were conducted during July 26 – August 10, 2017. Vermont licensed drivers were randomly invited to participate in the online survey.

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 approximately proportional to population contributions within States. 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 Vermont online panel of residents. An invitation to participate was randomly distributed to panel members. Panel members are incentivized for participation.

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 24, 2017. Following programming, a pre-test of the online survey instrument occurred on July 25, 2017.

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

Completion rates are a critical aspect of any 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 73.0% 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 online panel member 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...

A large majority of licensed Vermont drivers, 82.0%, suggested it was very (40.2%) or somewhat (41.8%) likely they would be arrested for driving after drinking or using drugs. This percentage is up significantly from 72.4% in 2016.

Further, 60.1% believed a ticket for not wearing a seat belt was very (22.4%) or somewhat likely (37.7%). This is up from 51.6% in 2016.

Another 78.4% indicated they believed a ticket was very (33.5%) or somewhat (44.9%) imminent for driving over the speed limit. While this percentage increased from 67.8% in 2016, the percentage in 2010 was 80.4%.

In the second year of measurement, the percentage of those believing they were likely to receive a ticket for use of a hand-held electronic device while driving was 70.2% (38.9% very and 31.3% somewhat likely). This is up significantly from 49.8% in 2016.

ON MEDIA REACH...

The research included questions designed to measure awareness of messaging on alcohol-impaired driving, drug-impaired driving, and seat belt law enforcement.

Those reporting hearing, reading or seeing messages on alcohol-impaired driving increased slightly to 87.8 from 84.0%.

Those hearing, reading or seeing messages about drug-impaired driving also increased – to 79.4% in 2017 from 68.6% in 2016.

Further, the percentage of those hearing, reading or seeing messages about seat belt law enforcement remained statistically unchanged – 76.6% in 2017 and 74.8% in 2016.

The primary sources for information, among those aware of messages, about alcohol-impaired driving, drug-impaired driving and seat belt law enforcement included television (77.0%), radio (67.4%), signs/banners (50.3%), internet (47.3%), social media (47.1%), and personal observation on the road (39.8%). Other mentions with less frequency included: newspaper, friends/relatives, and law enforcement employment.

In 2016, the Governor's Highway Safety Program Survey began to include questions on motorcycle safety messaging. In 2016, 48.0% reported reading, seeing or hearing messages about motorcycle safety. This percentage moved to 54.6% in 2017.

Those reporting they have read, seen or heard motorcycle safety messages indicated the primary sources included: television (34.2%), radio (29.8%), signs/banners (23.6%), and social media (20.6%).

There exists significant awareness of the relatively new law in Vermont (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. In 2017, 82.8% were either very (60.4%) or somewhat aware of the law (22.4%). This is up slightly from 80.6% in 2016. However, during the introduction year (2015) – awareness was 95.6% (very or somewhat).

ON PEDESTRIAN BEHAVIOR...

Questions about pedestrian activities were introduced in 2016. Those suggesting they “never” walk across, adjacent to or near active highway traffic during an average summer month was 28.4%. This was up somewhat from 23.2% found in 2016.

Among the remaining 2017 respondents, who do walk near active highway traffic, the frequency ranged from daily (9.8%) to 34.8% who reported under 10 days per average summer month.

Concern over personal safety, when walking near active highway traffic in 2017, remained consistent with results collected in 2016. Just over three-quarters, 75.7%, offered either very concerned (32.4%) or somewhat concerned (43.3%). This is down slightly from 78.4% in 2016.

In 2017, 42.1% of all survey respondents noted they “always”, “often”, or “sometimes” walk while texting, talking or listening to hand-held devices. Another 28.9% noted they never do and 28.3% suggested it is “seldom”.

ON CHILD SEAT AWARENESS...

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, 49.0%, were unsure. The remaining respondents reported ages from one to 14 years of age. The largest percentage, 22.4%, indicated the correct age was eight.

In 2016, the percentage of those unsure was slightly lower at 45.8% while those indicating the correct age, at eight years of age, was 25.1%.

To increase awareness and knowledge of the correct age, the Department may want to increase collaboration with other State agencies as their focus, on websites, appears to be on child weight – rather than age.

ON PERSONAL BEHAVIOR...

Those respondents suggesting, they have “never” driven within two hours of drinking alcohol increased slightly to 70.3% in 2017 from 67.2% in 2016. This percentage has been higher in 2010 and 2011 – 75.4% and 73.6%, respectively.

Those reporting “always” wearing their seat belts, in 2017, was 85.8% during the day and 86.0% at night, respectively. These percentages have declined over the past year from 90.8% (day) and 91.6% (night) in 2016.

All respondents were asked how strongly they support or oppose a “primary seat belt law” – allowing law enforcement officers to stop motorists for not wearing a seat belt. In 2017, 73.6% indicated they strongly (52.2%) or somewhat support (21.4%) such a new law. This is up significantly from 63.6% in 2016 and statistically consistent with results collected in 2015 (74.2%).

Those indicating they “never” drive faster than 35-miles per hour in a 30-miles per hour zone was recorded at 13.6% in 2017 – down slightly from 15.6% in 2016.

Further, those noting they “never” drive faster than 75-miles per hour in a 65-miles per hour zone was 32.4% -- down from 54.0% in 2016. However, similar percentages were recorded in 2010 and 2011 at 36.4% and 35.0%, respectively.

On electronic device use while driving, 56.6% indicated “never”. This is down significantly from 71.4% in 2016 and statistically similar to results collected in years 2010 through 2014.

The perception that hands-free cell use, while driving, is safe is increasing. Two-fifths, 41.6%, noted they believed hands-free cell use while driving was safe. The percentages in 2014, 2015 and 2016 were 39.6%, 30.4% and 27.4%, respectively.

On probing or more intrusive questioning, online surveys that remove interpersonal interaction tend to secure somewhat more accurate responses from respondents. In 2017, the Governor’s Highway Safety Program Survey moved to an online methodology. Questions about driving after drinking alcohol, use of marijuana/hashish or taking prescription pain / anxiety medication resulted in somewhat elevated percentages in 2017 – 3.4%, 8.0% and 5.8%, respectively. These are higher than the percentages recorded in 2016 – 2.0%, 1.6%, and 4.2%, respectively.

ON BICYCLE SAFETY AND ACTIVITIES...

Bicycle and bicycle safety questions were introduced in 2017. The initial question was designed to measure awareness of a revision to a Vermont law increasing the clearance or space vehicles must give to bicyclists on Vermont roads. While 45.0% indicated they were unsure of the clearance or space while 8.2% noted the distance depends on the speed of the car. Others, 4.2%, noted they believed there was no recommended distance while some, 35.2%, suggested “at least four feet”. And, 7.4% suggested the clearance or space, as revised, was “at least two feet”.

Approximately one-half of all Vermonters surveyed, 51.4%, noted they never ride a bicycle. The remainder, 48.4%, indicated they rode a bicycle anywhere from frequently to seldom.

Among only bicycle riders, 37.4% indicated they never ride near active highway traffic during an average summer month. Others, reported doing so with frequency, in a given summer month, that ranged from daily (4.1%) to 20 - under 30 days (5.0%), to 7.9% at 10 to under 20 days and 43.8% at under 10 days.

Concern over personal safety was very strong with 81.0% indicating they were very or somewhat concerned about their personal safety when riding near active highway traffic.

While 45.0% of all self-reporting bicycle riders noted they wear a helmet “always”, 23.1% said “never”. Others indicated “often”, “sometimes”, and “seldom” – 12.0%, 9.9% and 8.7%, respectively.

4 SUMMARY OF FINDINGS

Readers are reminded that the following section summarizes statistics collected from online surveys among 500 residents of the State of Vermont. Results for years 2010 through 2017 are presented herein.

ENFORCEMENT

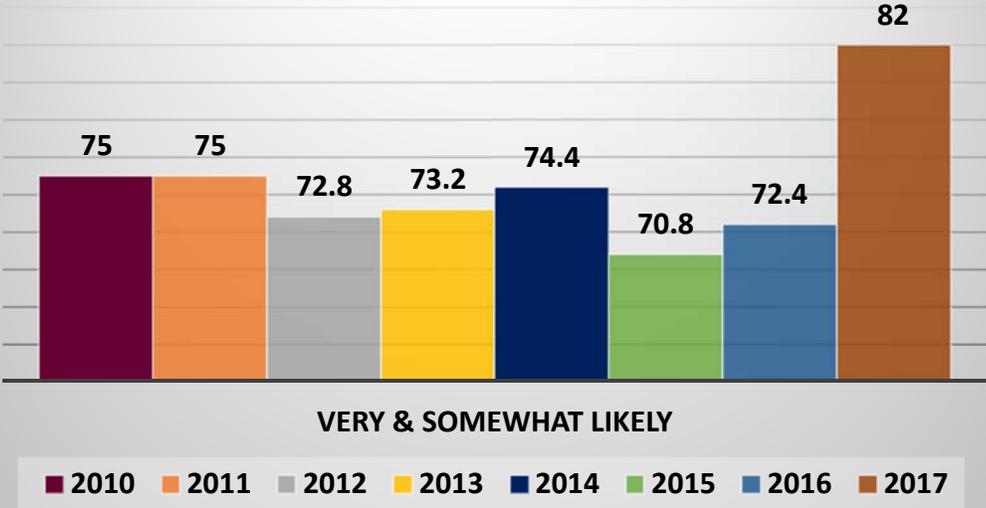
Researchers asked all respondents how likely they believed the chances were of getting arrested if they drove after drinking or using drugs in the state of Vermont. Each was asked if they considered the chances very likely, somewhat likely, somewhat unlikely or very unlikely.

A large majority, 82.04%, believed the chances were very (40.2%) or somewhat likely (41.8%). This is up significantly from 72.4% in 2016.

The following table holds the responses as collected.

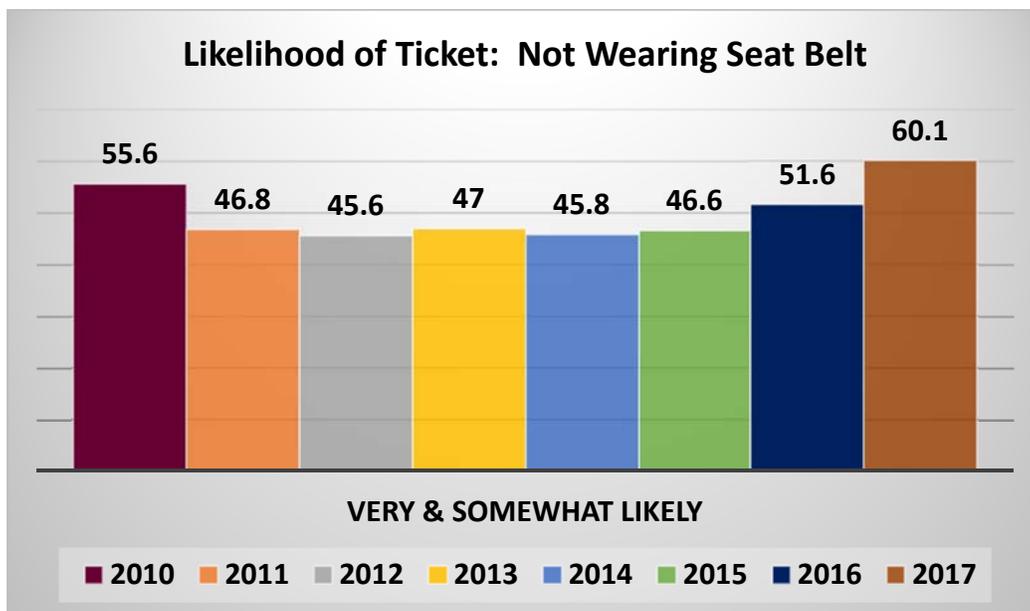
Chances are of getting arrested if driving after drinking or using drugs	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017
Very likely	27.0	25.8	22.6	23.6	25.4	22.2	25.8	40.2
Somewhat likely	48.0	49.2	50.2	49.6	49.0	48.6	46.6	41.8
Somewhat unlikely	14.4	16.6	19.4	16.8	16.8	19.6	15.4	12.6
Very unlikely	5.8	5.6	4.2	6.4	4.4	6.2	8.4	3.8
Don't know/unsure	4.8	2.6	3.6	3.6	4.4	3.2	3.8	1.6
Refused	0.0	0.2	---	---	---	0.2	---	---
Total very and somewhat likely	75.0	75.0	72.8	73.2	74.4	70.8	72.4	82.0

Likelihood of Arrest for Drinking & Driving



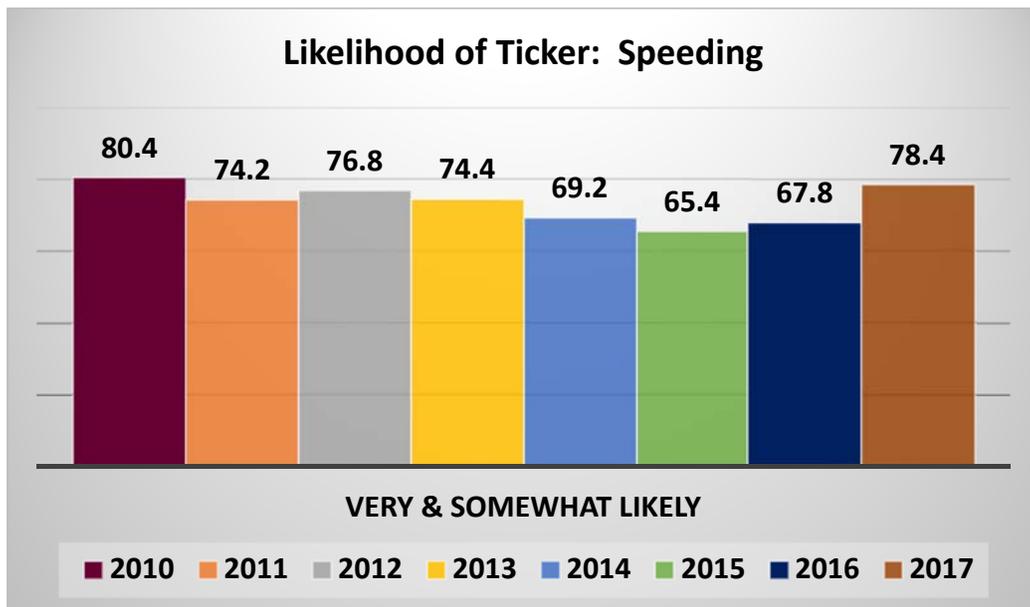
Over one-half of all Vermont drivers surveyed, 60.1%, believed a ticket was very (22.4%) or somewhat likely (37.7%) for those driving without wearing a seat belt. This is up from 51.6% in 2016.

Chances are of getting a ticket when not wearing a seat belt	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017
Very likely	18.8	15.0	17.2	15.0	14.8	12.6	16.6	22.4
Somewhat likely	36.8	31.8	28.4	32.0	31.0	34.0	35.0	37.7
Somewhat unlikely	23.8	32.6	33.4	32.2	32.2	32.6	29.8	26.5
Very unlikely	17.4	19.2	18.6	18.8	17.4	17.2	16.2	13.0
Don't know/unsure	3.2	1.4	2.8	2.0	4.6	3.6	2.4	0.4
Total very and somewhat likely	55.6	46.8	45.6	47.0	45.8	46.6	51.6	60.1



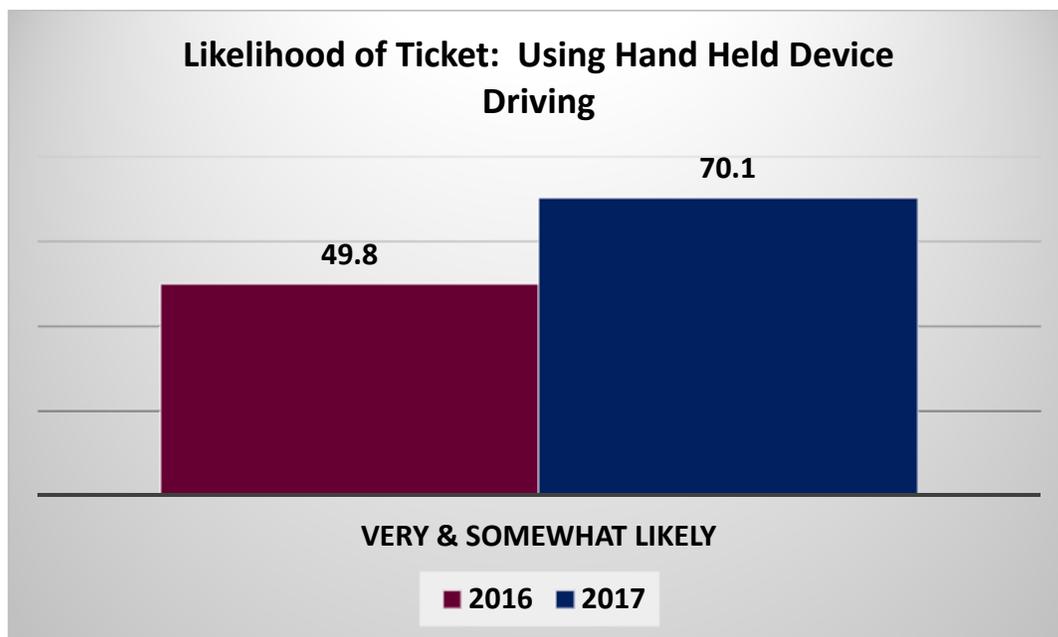
A little more than three-quarters, 78.4%, suggested the chances of getting a ticket for driving over the speed limit was very (33.5%) or somewhat likely (44.9%). This is up significantly from 67.8% in 2016.

Chances are of getting a ticket when speeding	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017
Very likely	30.4	24.8	26.0	25.2	18.8	16.0	22.8	33.5
Somewhat likely	50.0	49.4	50.8	49.2	50.4	49.4	45.0	44.9
Somewhat unlikely	13.6	18.0	16.6	19.0	22.0	22.2	23.8	17.4
Very unlikely	4.2	6.8	5.0	5.0	7.4	9.4	7.2	4.0
Don't know/unsure	1.8	1.0	1.6	1.6	1.4	3.0	1.2	0.2
Total very and somewhat likely	80.4	74.2	76.8	74.4	69.2	65.4	67.8	78.4



Nearly three-quarters 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	Percent 2017
Very likely	22.4	38.9
Somewhat likely	27.4	31.3
Somewhat unlikely	27.2	19.8
Very unlikely	20.6	8.6
Don't know/unsure	2.4	1.4
Total very and somewhat likely	49.8	70.1



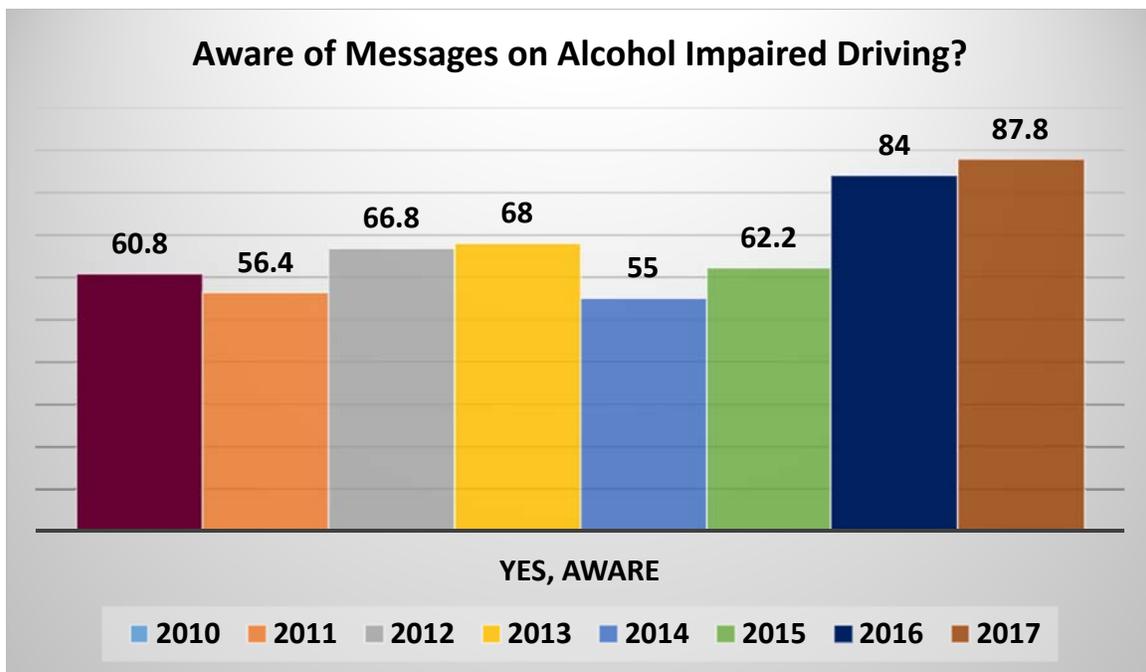
MEDIA REACH

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

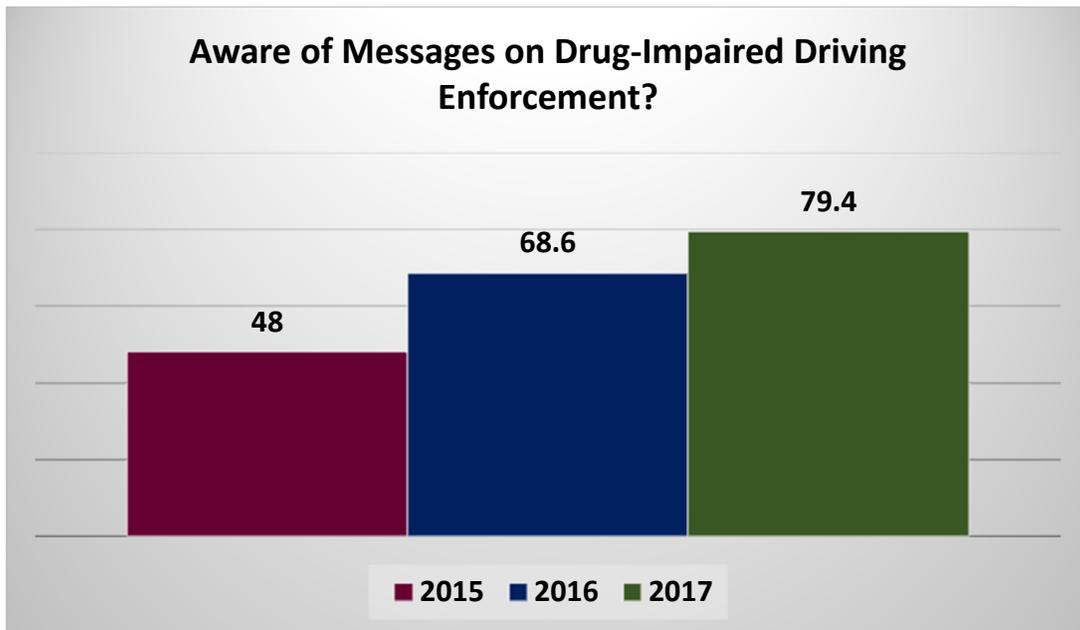
Those suggesting they had heard messages about alcohol impaired driving or drunk driving enforcement as well as drug-impaired driving, seat belt law enforcement and motorcycle safety were asked to identify where they saw or heard each message.

Alcohol and Drug-Impaired Driving

A large majority of all respondents, 87.8% (up from 84.0% in 2016), indicated they had heard, read or seen messages about alcohol impaired driving or drunk driving enforcement by police.

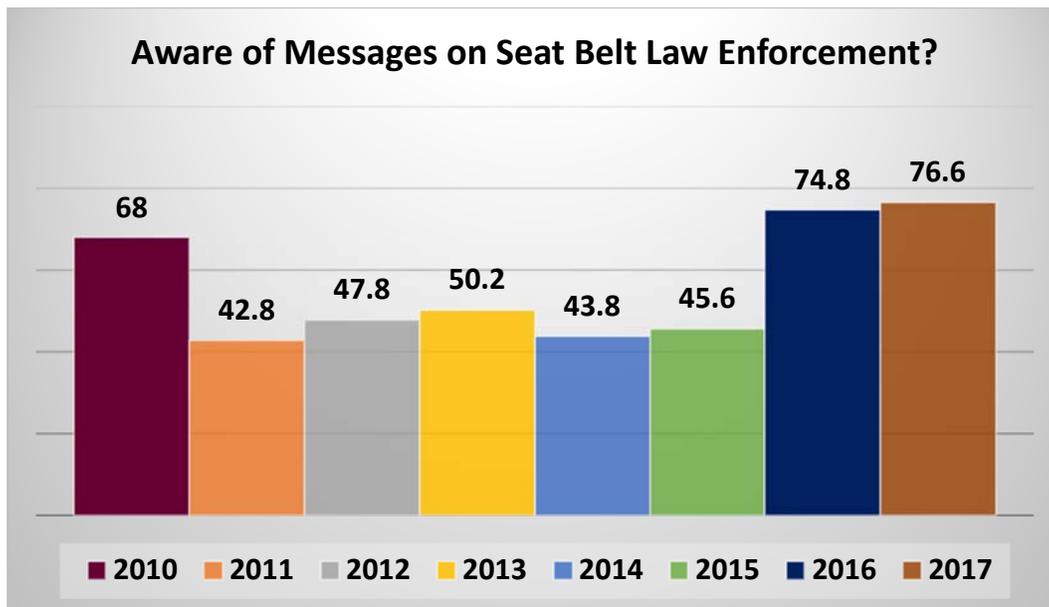


A new question in 2015 measured awareness of messages related to drug-impaired driving. Just over three-quarters, 79.4% (up significantly from 68.6% in 2016), suggested they have read, seen or heard messages about drug-impaired driving enforcement.



Seat Belt Law Enforcement

Over three-quarters, 76.6%, suggested they have read, seen, heard messages about seatbelt enforcement by police (up significantly from 74.8% in 2016).



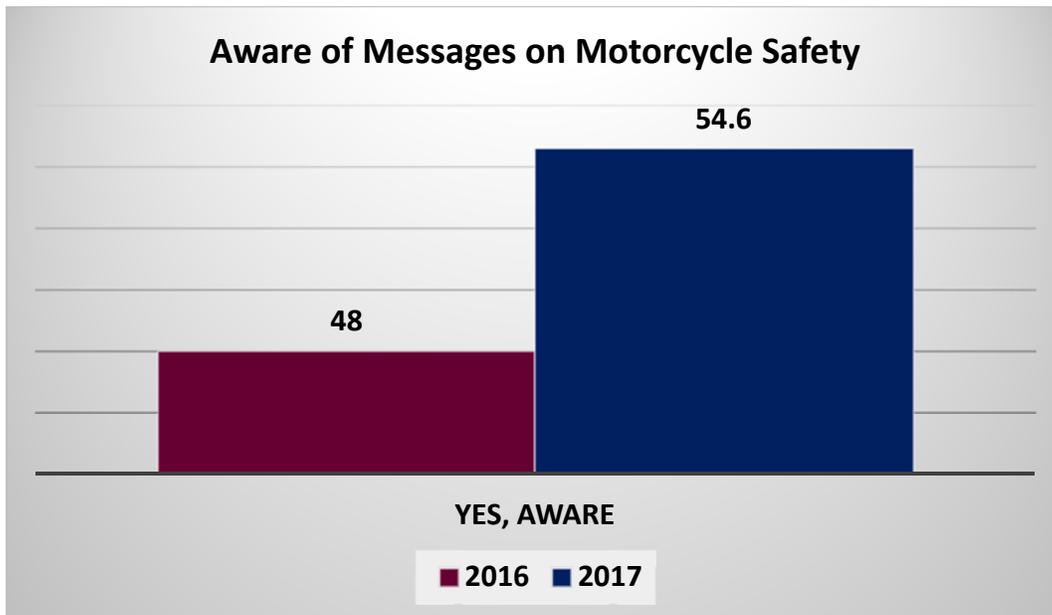
The following table shows where “aware” respondents report seeing or hearing alcohol-impaired driving messages. In 2015, drug-impaired driving enforcement was included. In 2016, the question was made more comprehensive and included: “...any highway messages about Highway Safety, Impaired, Distracted, Drugged, Aggressive Driving, Seatbelt Use or Speeding”. “Social media” was added as an option in 2017. Percentages add to more than 100% because multiple responses were allowed. The table is presented in declining order by 2017 results.

Where you saw or heard that message?	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017
Television	46.1	55.0	46.7	49.1	55.3	89.2	72.5	77.0
Radio	15.5	13.8	18.6	16.8	14.2	22.5	30.9	67.4
Signs / banners	8.2	5.0	12.3	14.7	6.5	10.4	34.0	50.3
Internet	2.3	2.1	6.6	4.7	7.6	18.8	14.3	47.3
Social media	---	---	---	---	---	---	---	47.1
Personal observation on the road / knowledge	3.6	6.7	3.3	6.2	6.9	4.2	15.1	39.8
Newspaper	43.8	44.3	35.3	35.0	36.0	66.3	37.6	34.4
Friend/relative	3.0	3.9	4.8	2.1	3.6	5.0	8.4	26.9
Employed in law enforcement	1.3	2.8	1.5	0.9	1.8	0.8	4.2	9.7
Other	5.6	2.1	1.5	1.8	0.7	5.8	4.8	0.6

Other mentions included: bumper stickers, driver safety class, DUI checkpoint pamphlets, the news and work.

Motorcycle Safety

In a new question in 2016, respondents were asked if they had read, seen or heard anything about motorcycle safety. Just over one-half, 54.6%, indicated that they had. This is up somewhat from 48.0% in 2016.



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.

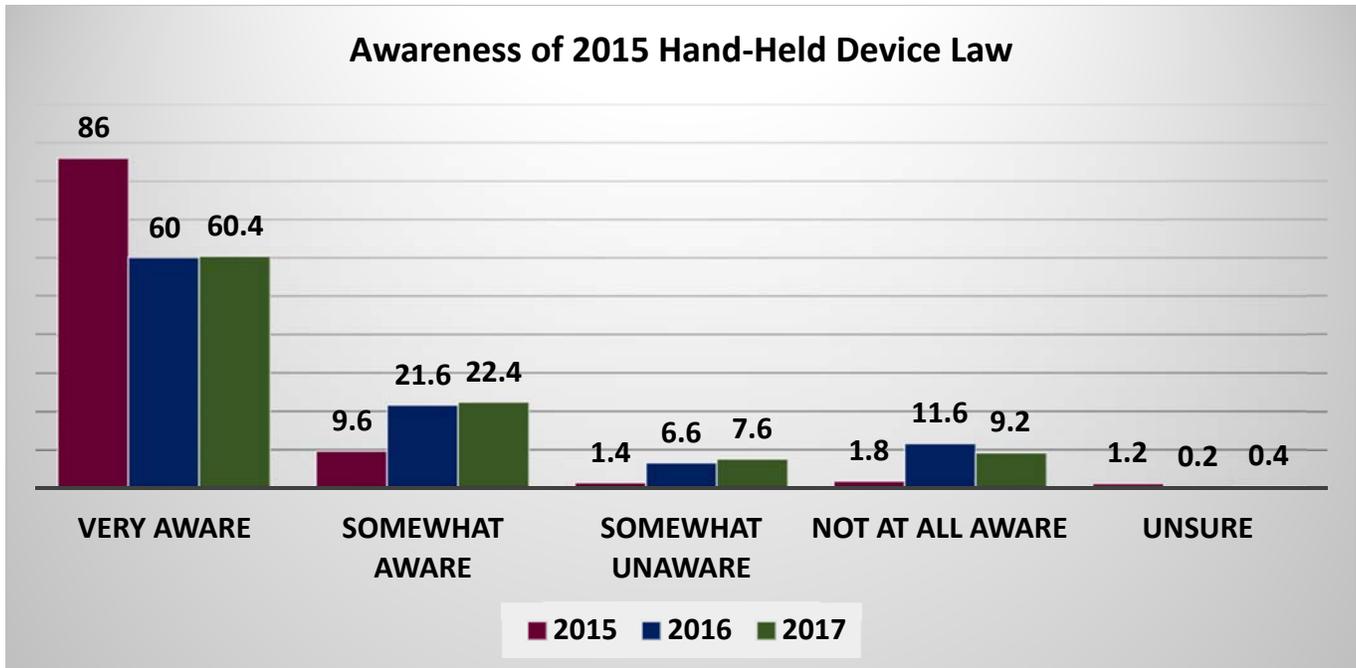
Where you saw or heard that message?	Percent 2016	Percent 2017
Social media	n/a	20.6
Television	27.4	34.2
Signs / banners	14.0	23.6
Radio	12.2	29.8
Newspaper	10.8	11.0
Personal observation on the road / knowledge	4.0	19.2
Other	4.0	12.6
Friend/relative	3.6	14.6
Employed in law enforcement	0.2	3.6
Websites (Internet in 2016)	6.0	18.0

Other responses included: bumper stickers, driver safety class, and news.

July 1, 2015 Law: Hand-Held Electronic Devices

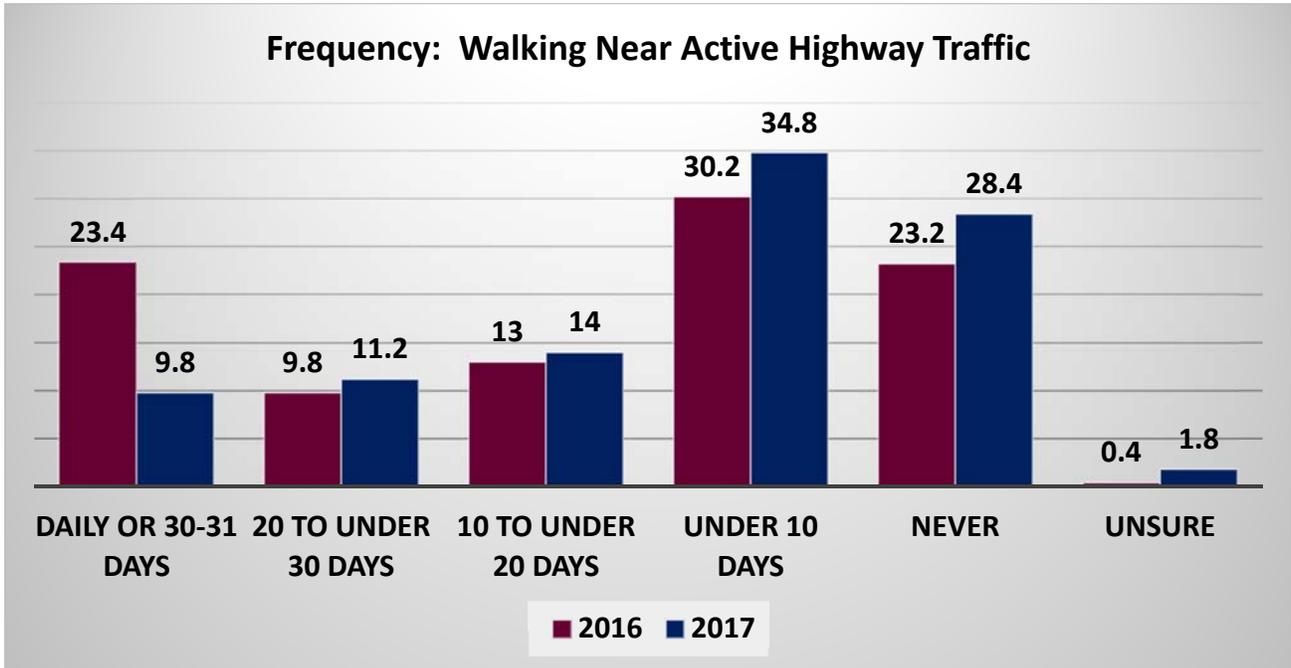
Researchers read respondents the following: “A new law in Vermont became effective recently on July 1, 2015 allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. Prior to this survey, how aware would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

A large majority of respondents, 82.8%, (up slightly from 81.6%% in 2016) reported being very or somewhat aware of the new law.



PEDESTRIANS

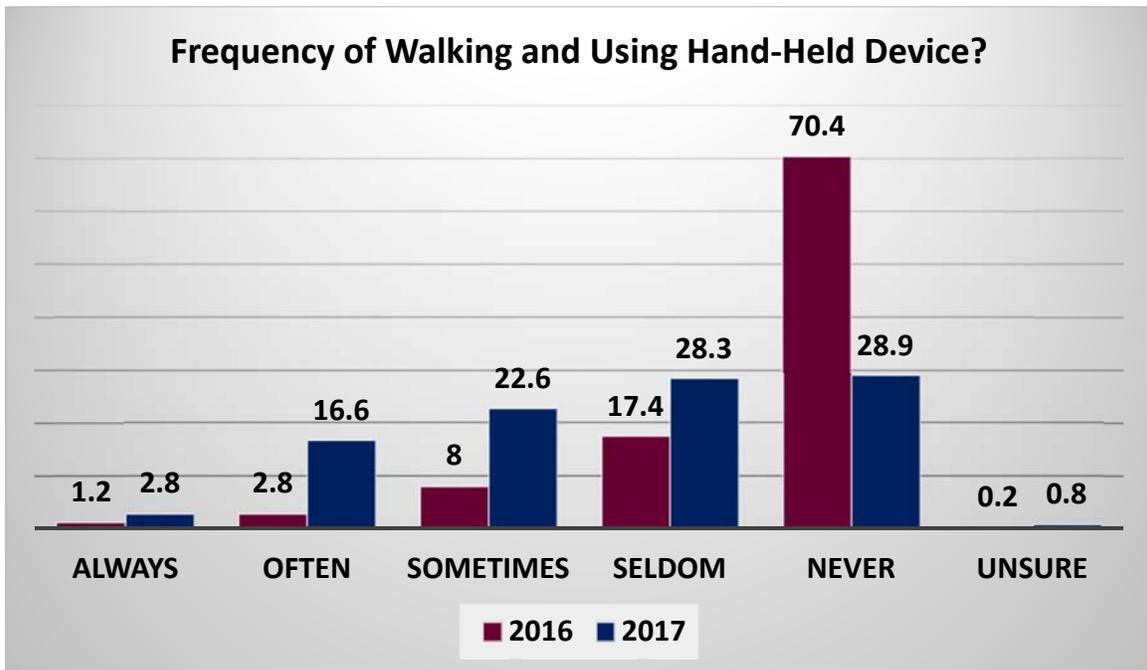
All respondents were asked to report, during an average summer month, how many days they would walk across, walk adjacent to or near active highway traffic. While 28.4% (23.2% in 2016) suggested “never”, others reported their respective frequencies as depicted in the following graph.



Among those who reported walking near active highway traffic, 75.7% (78.4% in 2016), 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 28.9% (70.4% in 2016) suggested “never”, 70.3% (29.4% in 2016) noted they do and reported ranges from “always” to “seldom”. Results are shown here. Placement of this question was moved, in 2017, away from the previous question related to “When walking near active highway traffic...”



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 2016	Percent 2017
1	0.4	6.3
2	0.4	8.2
3	1.8	2.4
4	2.6	5.1
5	9.6	16.5
6	14.4	12.5
7	15.5	10.6
8	25.1	22.4
9	7.7	5.1
10	11.1	5.5
11	1.8	0.8
12	8.5	2.4
13	0.4	1.2
14	0.4	1.2
18	0.4	---

A sizable percentage, 80.6% (88.2% in 2016), suggested it was “not advisable” to place a rear-facing infant seat in front of a working airbag. Another 10.4%, indicated it was advisable, and 9.0% 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

Nearly three-quarters of all respondents, 70.3% (up from 67.2% in 2016), said they never had driven within two hours of drinking alcohol over the past year.

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	Percent 2016	Percent 2017
Never	75.4	73.6	70.8	67.6	66.4	67.6	67.2	70.3
Once or twice	15.2	15.6	19.4	20.2	20.8	21.4	18.0	19.2
Three or four times	3.2	3.8	3.0	7.2	6.4	4.0	5.8	3.8
Five to ten times	2.6	3.6	3.4	1.2	3.4	2.4	4.4	2.8
More than ten times	2.6	2.6	1.8	3.0	1.8	4.4	3.8	2.2
Unsure / Don't know	0.4	0.2	1.2	0.6	0.2	0.2	0.2	1.6
Refused	.06	0.6	0.4	0.2	1.0	---	0.6	---

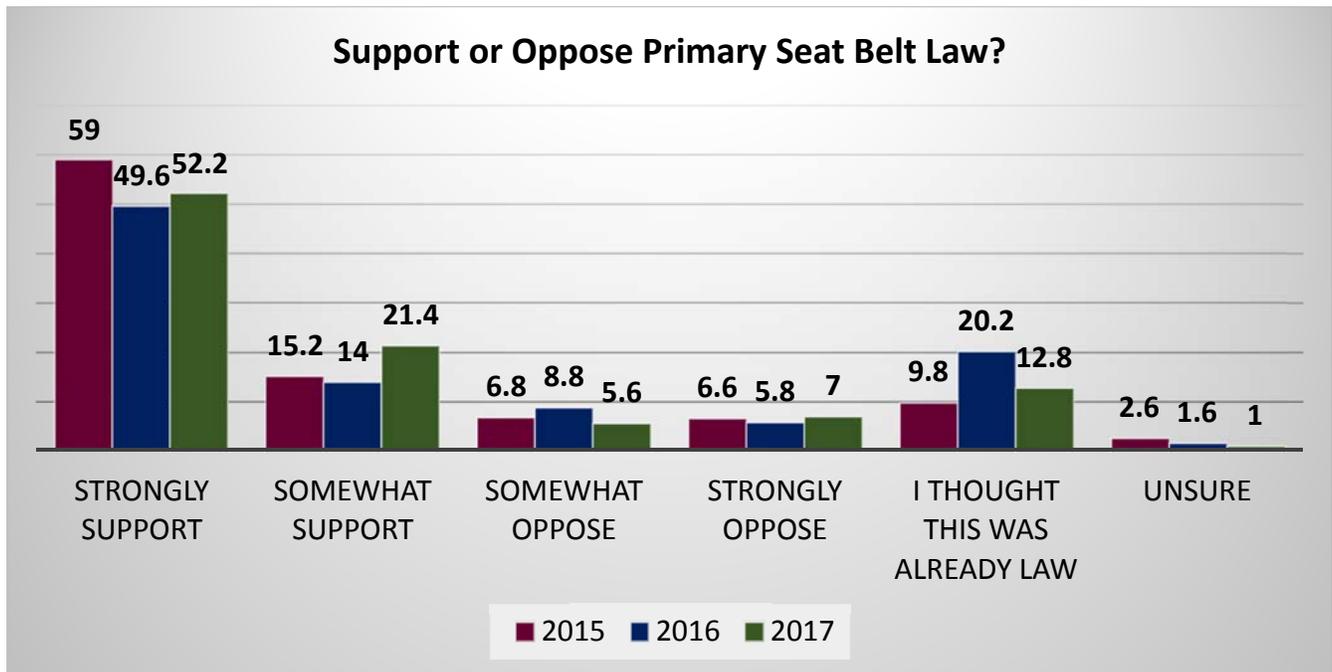
Wearing Seat Belts When Driving

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 2014 During the Day	Percent 2014 at Night	Percent 2015 During the Day	Percent 2015 at Night	Percent 2016 During the Day	Percent 2016 at Night	Percent 2017 During the Day	Percent 2017 at Night
Always	91.6	92.4	93.2	94.6	90.8	91.6	85.8	86.0
Frequently	4.4	3.8	3.2	2.4	4.8	3.2	7.8	7.2
Occasionally	1.6	1.2	1.2	0.8	2.2	2.2	2.6	3.2
Rarely	0.6	0.2	0.8	1.0	0.6	1.0	2.6	2.6
Never	1.8	2.0	1.2	1.0	1.2	1.6	1.0	0.8
Unsure / Don't know	0.0	0.4	0.2	0.2	0.4	0.2	0.2	0.2

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 three-quarters, 73.6% (up significantly from 63.6% in 2016 and statistically similar to 74.2% found in 2015) indicated they strongly (52.2%) or somewhat (21.4%) 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

Just over one-tenth of all respondents, 13.5% (15.6% in 2016), 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	Percent 2017
Most of the time	14.0	13.2	11.8	11.2	16.2	11.4	11.4	8.8
Half the time	20.0	17.6	19.6	20.6	19.4	18.2	21.4	25.9
Rarely	45.6	50.4	46.0	48.6	44.4	54.2	51.0	49.9
Never	19.0	18.4	22.0	19.4	19.4	15.4	15.6	13.6
Unsure / Don't know	1.0	0.4	0.6	0.2	0.6	0.6	0.6	1.8
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

Just under one-third, 32.4% (54.0% in 2016), suggested they never drive faster than 75 miles per hour on a road with 65 miles per hour as the speed limit. In 2012 – 2017, the survey tested for 75 mph while in 2010 and 2011, the survey tested for 70 mph.

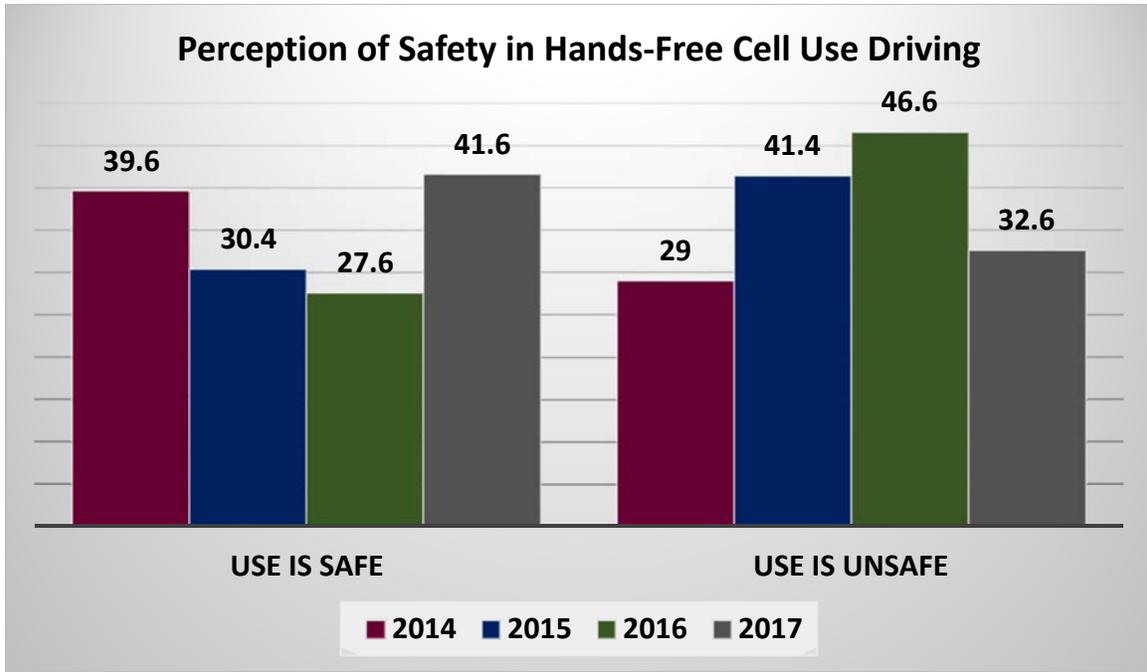
Frequency of driving faster than 70/75 mph in a 65-mph zone	Percent 2010 (70 mph)	Percent 2011 (70 mph)	Percent 2012 (75 mph)	Percent 2013 (75 mph)	Percent 2014 (at 75 mph)	Percent 2015 (at 75 mph)	Percent 2016 (at 75 mph)	Percent 2017 (at 75 mph)
Most of the time	8.2	12.0	3.4	2.0	2.6	1.8	2.2	4.8
Half the time	14.0	15.0	5.2	4.8	5.0	4.2	6.8	17.0
Rarely	40.8	37.8	33.4	40.4	40.8	35.0	36.8	45.2
Never	36.4	35.0	57.4	52.8	50.8	59.0	54.0	32.4
Unsure / Don't know	0.6	0.2	0.6	0.0	0.8	0.0	0.2	0.6
Refused	0.0	0.0	0.0	0.0	0.0	0.0	0.0	---

Driving While Using Electronic Communications

Just over one-half of all respondents, 56.6% (72.4% in 2016), suggested they never use an electronic communication device while driving.

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	Percent 2017
Frequently	5.0	5.4	6.2	5.4	11.0	2.6	4.2	2.8
Occasionally	14.0	14.6	17.2	18.8	18.8	7.6	7.0	10.0
Rarely	25.0	26.4	27.0	30.0	24.2	15.4	16.0	30.2
Never	56.0	53.6	48.6	45.8	45.2	74.4	71.4	56.6
Unsure / Don't know	0.0	0.0	0.8	0.0	0.8	0.0	0.4	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 (safe) was 41.6% (up from 27.6% in 2016) while the cumulative totals for those offering seven through ten (dangerous) was 32.6% (down from 46.6% in 2016).



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

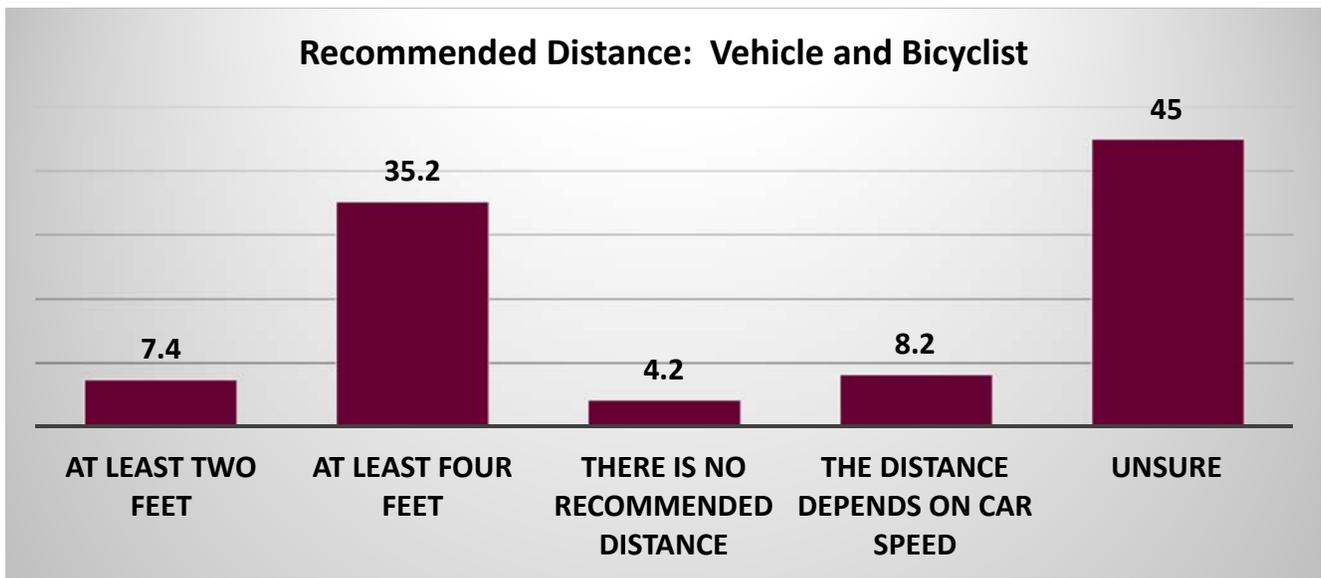
<i>Have you driven after...</i>	Yes 2010	Yes 2011	Yes 2012	Yes 2013	Yes 2014	Yes 2015	Yes 2016	Yes 2017
Having had perhaps too much to drink?	1.0	1.0	0.6	0.8	1.4	1.8	2.0	3.4
Using marijuana or hashish?	0.8	1.0	0.8	1.4	1.2	0.8	1.6	8.0
Taking a prescription pain reliever such as Percocet, OxyContin, and 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	5.8

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

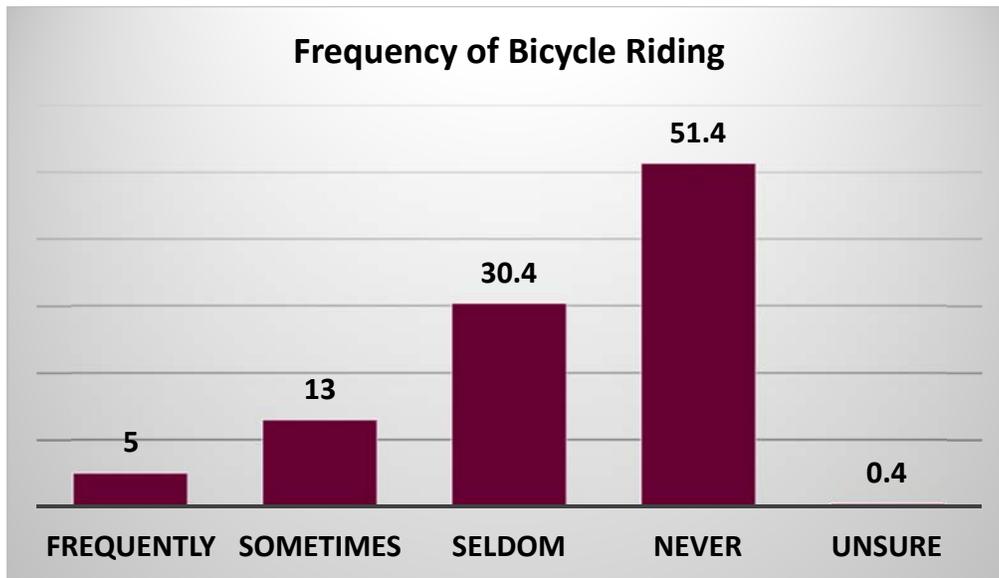
BICYCLISTS / BICYCLE SAFETY

All respondents were presented with the following question: “*A revision to Vermont Law became effective recently. The revised law increases the clearance or space vehicles must give bicyclists on Vermont roads. Based on what you know or may have heard, what would you say is the new recommended distance?*”

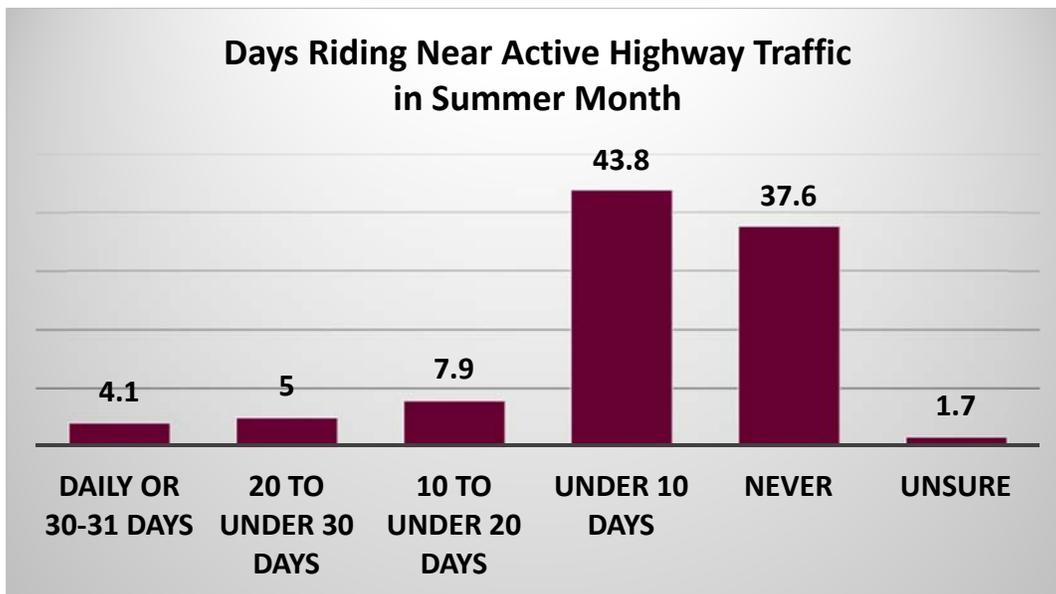
While 45.0% reported being unsure, 35.2% of all respondents indicated “At least four feet” in response to the question. Results are displayed in the following graph.



All respondents were asked how frequently they ride a bicycle. Nearly one-half, 48.4%, indicated they ride a bicycle either frequently, sometimes, or seldom. Just over one-half, 51.4% noted they never ride a bicycle. Results are displayed here.



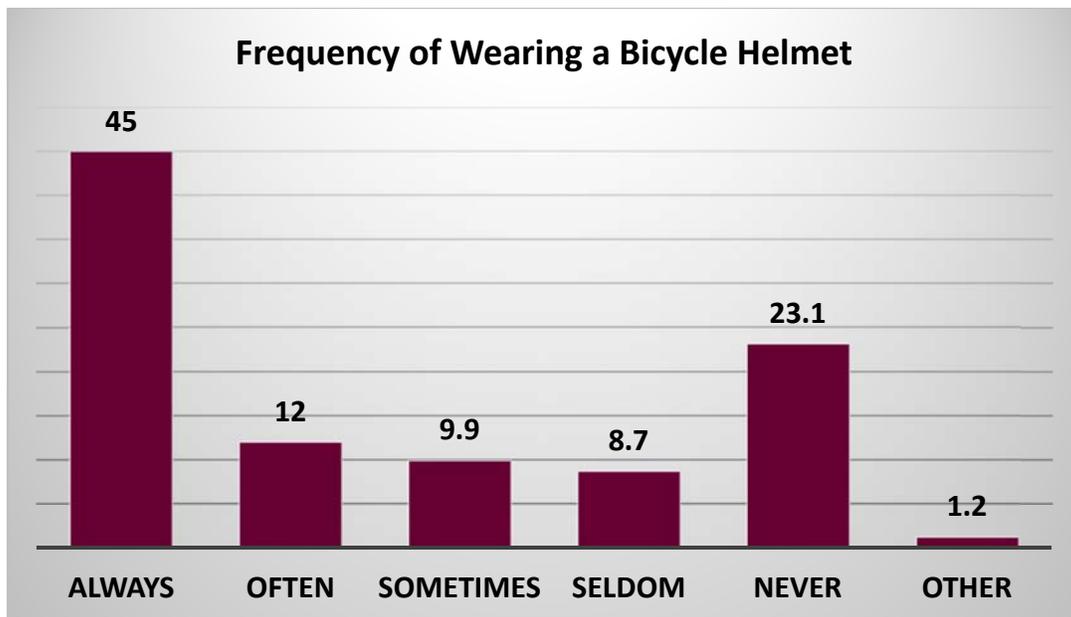
Respondents who ride bicycles (48.4% / N=242) were asked how many days, during an average summer month, they ride adjacent to or near active highway traffic (excluding sidewalks or shared-use pathways). Results are displayed in the following graph.



Respondents who do ride bicycles near active highway traffic (N=147) were asked how concerned they were about personal safety due to the traffic. A large majority of these bicycle riders, 81.0%, were either very (45.6%) or somewhat concerned (35.4%) for their personal safety as displayed in the following graph.



All bicycle riders (N=242) were asked how often they wear a helmet when riding on Vermont roadways. While one-quarter (23.1%) suggested they never wear a helmet, 75.6% indicated always, often, sometimes or seldom as displayed in the following graph.



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>	<i>2017</i>
18 to 29	6.0	3.4	5.4	4.8	2.8	8.6	9.6	30.8
30 to 39	8.4	8.0	12.0	8.8	8.6	13.6	12.2	25.0
40 to 49	13.8	17.4	26.8	22.8	24.0	22.4	21.4	16.4
50 to 59	27.6	32.4	35.2	43.8	41.2	29.6	23.6	17.0
60 to 69	22.8	26.0	15.4	---	---	14.4	16.4	8.0
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	2.8
Refused	0.8	1.4	---	0.0	0.0	1.8	0.8	---

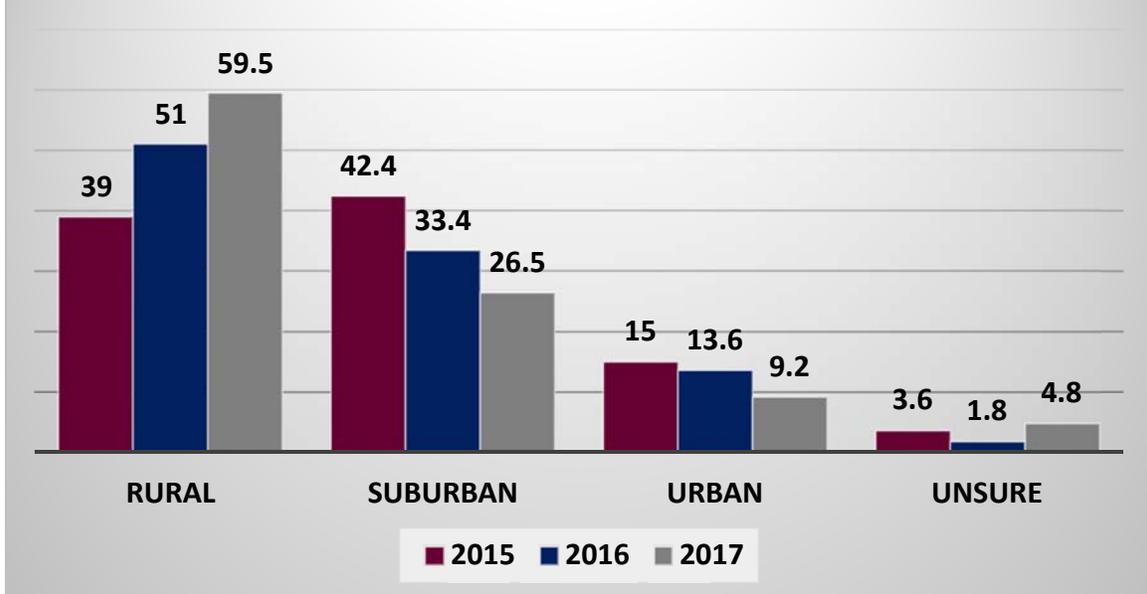
<i>Income</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
Under \$15,000.00	7.4	3.4	2.8	3.8	3.6	4.4	8.4
\$15,000 to less than \$25,000	10.2	6.2	2.2	5.4	4.4	4.8	11.6
\$25,000 to less than \$35,000	9.2	7.6	7.0	6.6	8.2	7.0	13.8
\$35,000 to less than \$50,000	16.6	12.2	11.8	13.2	13.0	15.8	14.6
\$50,000 to less than \$75,000	20.8	16.0	17.8	17.0	17.6	21.4	17.8
\$75,000 to less than \$100,000	11.8	16.8	15.6	19.0	15.4	12.4	12.6
\$100,000 or more	12.8	20.4	20.8	21.0	19.2	17.6	12.8
DK/Unsure	2.8	4.4	1.8	2.4	1.8	2.8	2.0
Refused	8.4	13.0	20.2	11.6	16.8	13.8	6.4

<i>Gender</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
Male	47.4	50.0	45.6	45.2	46.6	49.0	49.0	41.0
Female	52.6	50.0	54.4	54.8	53.4	51.0	51.0	59.0

<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>	<i>2017</i>
Annual Average	13,574	15,165	14,790	16,290	16,419	13,323	12,826	11,049

<i>Miles Driven</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>
10,000 or fewer	39.0	34.8	32.6	34.8	34.2	51.3	58.8
More than 10,000	61.0	65.2	67.4	65.2	65.8	49.7	41.2

Live in Rural/Suburban/Urban Area of VT?



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.