National Survey of and Other

VOLUME I: Methodology

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16. Abstract

The National Highway Traffic Safety Administration (NHTSA) commissioned the research firm of Schulman, Ronca, & Bucuvalas, Inc. (SRBI) to conduct the National Survey of Speeding and Other Unsafe Driving Actions. Between February 20 and April 11, 1997 SRBI conducted a total of 6,000 telephone interviews among a national population sample. The percentages provided in the report are weighted to accurately reflect the national population of drivers age 16 or older.

This report, Volume I, describes the methods used to develop the questionnaires and conduct the interviews. It also contains copies of the questionnaires. Volume II: *Driver Attitudes and Behaviors* reports respondents' attitudes toward speeding and speed limits; attitudes about unsafe and aggressive driving; experience riding with unsafe and aggressive drivers; frequency and patterns of specific unsafe driving actions; attitudes about and personal experience with enforcement; and crash experience. Volume III: *Countermeasures* reports on drivers' attitudes regarding the acceptability and effectiveness of proposed countermeasures, including photo-enforcement, that may discourage speeding and unsafe driving.

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SAMPLE DESIGN

The survey was conducted by telephone by the national survey research organization of Schulman, Ronca & Bucuvalas, Inc (SRBI). A national household sample was constructed using random digit dialing. Each household was screened to determine the number of adult (age 16 or older) drivers in the household. One eligible driver was systematically selected in each eligible household by the interviewers, using computer-assisted telephone interviewing (CATI) to reduce interview length and minimize recording errors. A Spanish-language translation and bilingual interviewers were used to minimize language barriers to participation. The survey was conducted between February 20 and April 11, 1997. The telephone interviews averaged 30 minutes in length. A total of 6,000 interviews were completed with a participation rate of 73.5 percent.

Since this was the first national survey of speeding and unsafe driving practices the number of issues to be covered was extensive. In order to accommodate the number of questions required without unduly burdening the public, two versions of the questionnaire were developed. One questionnaire (Version 1) focused primarily on speeding issues. The other questionnaire (Version 2) focused primarily on other forms of unsafe driving. Each version was fielded as an independent national sample, constructed in an identical fashion. Hence, for some questions we have national estimates based on sample sizes of 3,000, while estimates for core questions about speeding and unsafe driving behavior, as well as driver and driving characteristics shared by both versions, are based on sample sizes of 6,000.

TABLE 1

Unweighted Size of Sample Components

	Split-Half		**Total**
	A	B	
Version 1 - Speeding	1,489	1,511	3,000
Version 2 - Unsafe Driving	1,467	1,533	3,000
Total	2,956	3,044	6,000

In addition to these component sample sizes, in a few instances a specific question was asked of a cross sample. That is, Version 1, Split A together with Version 2, Split B for an unweighted sample size of 3,022. The complement would be 2,978 which is made up of Version 1, Split B together with Version 2, Split A (see Table 1).

SAMPLE CONSTRUCTION

Most of the statistical formulas associated with sampling theories are based upon the assumption of simple random sampling. Specifically, the statistical formulas for specifying the sampling precision (estimates of sampling variance), given particular sample sizes, are premised on simple random sampling. Unfortunately, random sampling requires that all of the elements in the population have an equal chance of being selected. Since no enumeration of the total population of the United States (or its subdivisions) is available, all surveys of the general public are based upon an approximation of the actual population and survey samples are generated by a process closely resembling true random sampling.

The survey sample was based on a modified stratified random digit dialing method (RDD), using an area probability/RDD sample rather than a single-stage/RDD sample. There are several important advantages to using an area probability base: (1) it draws the sample proportionate to the geographic distribution of the target population rather than the geographic distribution of telephone households, which is vital to constructing unbiased population estimates from telephone surveys; (2) it allows greater geographic stratification of the sample to control for known geographic differences in non-response rates; and (3) it facilitates the use of Census estimates of population characteristics to weight the completed sample to correct for other forms of sampling bias. Moreover, the precision of sample estimates is generally improved by stratification.

Hence, as specified for the study design for the survey, the adult household population of the United States was stratified by the 10 NHTSA regions. The estimated distribution of the population by stratum was calculated on the basis of the Bureau of the Census, Resident Population of the United States, Regions and States by Selected Age Groups and Sex: April 1, 1990 Census and July 1, 1990 to July 1, 1995 Estimates (release date, August 1996). At the time of the survey, these were the most recent projections of the distribution of adult population by state. Based on these Census data on the geographic distribution of the target population, the total sample was proportionately allocated by stratum. The geographic allocation of the cross-sectional sample for the survey is presented in Table 2 (next page).

Once the sample had been geographically stratified with sample allocation proportionate to population distribution, a sample of assigned telephone banks were randomly selected from an enumeration of the Working Residential Hundred Blocks of the active telephone exchanges within the region. The Working Hundreds Blocks were defined as each block of 100 potential telephone numbers within an exchange that included 3 or more residential listings. (Exchanges with one or two listings were excluded because in most cases such listings represent errors in the published listings).

TABLE 2

Population Aged 16 and Over by NHTSA Region

Region	States Covered	Population		Sample Size
		Number	Percent	
	Total U.S.	266,043,000	100.0%	6,000
I	CT, ME, MA, NH, RI, VT	13,194,000	5.0	297
II	NJ, NY	26,113,000	9.8	589
III	DE, DC, MD, PA, VA, WV	27,140,000	10.2	612
IV	AL, FL, GA, KY, MS, NC, SC, TN	48,851,000	18.4	1,102
V	IL, IN, MI, MN, OH, WS	48,542,000	18.2	1,095
VI	AR, LA, NM, OK, TX	30,761,000	11.6	694
VII	IA, KS, MO, NE	12,478,000	4.7	281
VIII	CO, MT, ND, SD, UT, WY	8,521,000	3.2	192
IX	AZ, CA, HI, NV	39,799,000	15.0	898
X	AK, ID, OR, WA	10,644,000	4.0	240

Total does not add to 100% due to rounding.

Source: Population Projections for States, by Age, Sex, Race, and Hispanic Origin: 1993 to 2020 (Current Population Reports, P25-1111), U.S. Bureau of the Census

The total driving population (see Table 3) was estimated using data from the Bureau of the Census' (U.S. Population Estimates by Age, Sex, Race and Hispanic Origin: 1990 to 1997), and 1996 Motor Vehicle Occupant Safety Survey. The single-year-of-age population estimates for November 1997 were aggregated to the categories used in the current study and then multiplied by the proportion of each age cohort who reported driving in the 1996 study. It should be kept in mind that this is an estimate of the driving population rather than the result of an enumeration of the population.

Table 3

Estimate of the Total Population of Drivers by Age

Age	Total Population*	% Who Drive#	Total Drivers
16-20	19,069,000	81%	15,394,000
21-24	13,785,000	90%	12,426,000
25-34	35,813,000	94%	33,629,000
35-44	44,124,000	96%	42,229,000
45-54	33,948,000	96%	32,558,000
55-64	22,035,000	94%	20,754,000
65+	34,155,000	88%	29,999,000

** U.S. Population Estimates by Age, Sex, Race and Hispanic Origin: 1990 to 1997, for November 1997, as reported at the United States Bureau of the Census Web Site at <http://www.census.gov/population/estimates/nation/natdoc_rl.txt>.*
 # 1996 Motor Vehicle Occupant Safety Survey, National Highway Traffic Safety Administration

The use of residential listings to identify working residential exchanges is generally described as "listed-assisted" or "truncated" RDD sampling. In a series of empirical studies, Brick, et. al. demonstrated that only about four percent of all telephone households are excluded in national samples using this method. In addition, these studies indicate that the differences between covered and uncovered samples are trivial in most instances, although no direct study of the relationship between driving and having a telephone at home has been made. The principal advantage of "list assisted" sampling is that an equal probability systematic sample of telephone numbers can be selected under this procedure and the variances of estimates from the list-assisted sample are usually lower than those from a clustered design like the Mitovsky-Waksberg RDD method.

In the third stage sample, a two-digit number was randomly generated by computer for

each Working Residential Hundreds Block selected in the second stage sample. This third stage sampling process is the random digit dialing (RDD) component. Every telephone number within the Hundreds Block has an equal probability of selection, regardless of whether it is listed or unlisted.

The use of RDD sampling eliminates the otherwise serious problem of unlisted telephone numbers. Nationwide, approximately 20% of all phone subscribers have unlisted phones. Moreover, significant variation occurs among demographic groups, with the number of unlisted phones reaching a high of 26% in the West, 29% in large metropolitan areas, 25% among those earning $5,000-$10,000, and 32% among nonwhites.

The third stage RDD sample of telephone numbers was then dialed by SRBI interviewers to determine which were currently working residential household phone numbers. Non-working numbers and non-residential numbers were immediately replaced by other RDD numbers selected within the same stratum in the same fashion as the initial number. Ineligible households (e.g., no adult in the household, language barriers) were also immediately replaced. Non-answering numbers were not replaced until the research protocol (in this study, a five-call protocol) was exceeded. However, one or more open numbers per case (e.g., for ever case yet to be completed, there may be one or more numbers in working categories such as no answer, callback, etc.,) may have been permitted in order to permit the replicate to be completed within a reasonable period.

SCREENING TO DETERMINE HOUSEHOLD ELIGIBILITY

The sample construction process yielded a population-based, random-digit dialing sample of telephone numbers. The systematic dialing of those numbers to obtain a residential contact yielded an unbiased sample of telephone households. The next step was to select eligible households within the total sample of working numbers.

An adult respondent at each number drawn into the sampling frame was contacted about the composition of the household. Telephone numbers that yielded non-residential contacts such as businesses, churches, and college dormitories, were screened out. Only households, i.e., residences at which any number of related individuals or no more than five unrelated persons living together, were eligible for inclusion in the sample. This minimal screening was only to ascertain that the sample of telephone numbers reached by interviewers are residential households.

SELECTION OF RESPONDENT WITHIN HOUSEHOLD

The multi-stage sampling process described in the previous sections yielded an unbiased national sample of households with telephones, drawn proportionate to the population distribution. The final stage required the selection of one respondent per household for the interview.

A systematic selection procedure was used to select one designated respondent for each household sampled. The "most recent/next birthday method" was used for within household selection among multiple eligibles. The Within Household Selection Procedure is presented in Figure 1. The CATI system alternated the "most recent" and "next" birthday specification for the selected respondent to avoid a temporal bias for birthdays before (or after) the field period.

FIGURE 1

Within Household Selection Procedure: Adult Cross-Section

TIME START: _____ TIME END: _____
DATE: _____ BATCH #:_____ CATI RESP. #: _____
SAMPLE POINT #: ___ ___ ___ GENDER OF RESP.: MALE [ ] FEMALE [ ]
RESP PHONE NUMBER: _____
RESP POSITION IN HOUSEHOLD: _____
INTERVIEWER NAME: _____
THIS INTERVIEW IS A: COMPLETE [ ] CALLBACK FOR COMPLETION [ ]
TERMINATE AT Q._____ [ ]

INTRODUCTION TO BE ADMINISTERED TO ANY ADULT HOUSEHOLD MEMBER:
Hello, I'm calling for the U.S. Department of Transportation. We are conducting a study of Americans' attitudes about driving and current traffic laws. The interview is completely confidential.

A. First, how many persons age 16 and older live in this household, even if they are not at home right now? _____ NUMBER OF ADULTS

A1. How many of these persons age 16 and older drive a motor vehicle at least a few times a year?

_____ NUMBER OF DRIVERS

IF ONLY ONE, ASK TO SPEAK TO THAT PERSON, IF TWO OR MORE, SAY:

B. In order to select just one person to interview, could I speak to the DRIVER in your household, age 16 and older, who has had the most recent/next birthday?

Respondent is that person 1
Other respondent came to phone 2
Respondent is not available [arrange callback] 3

MONITORING OF TELEPHONE INTERVIEWERS

SRBI draws upon a staff of experienced telephone supervisors for its projects. All supervisors participated in the project training session. In addition, they underwent an additional review on interview editing instructions, refusal prevention and conversion, and study issues.

Two types of supervisors are utilized in SRBI telephone surveys: shift supervisors and monitors. A shift supervisor was on duty each of the 14 weekly shifts. They were responsible for quality control, maintaining production rates and supervising the monitors. In addition, SRBI assigned one monitor for every 10 interviewers.

Each interviewer was silently monitored by a line monitor at least twice each interviewing shift. The study monitor sat at a CRT where he/she can see what the interviewer has recorded, while audio-monitoring the interview. The audio-monitoring allowed the supervisor to determine the quality of the interviewer's performance in terms of:

1) Initial contact and recruitment procedures;
2) Reading the questions, fully and completely, as written;
3) Reading response categories, fully and completely, (or not reading them) according to study specifications;
4) Whether or not open-ended questions are properly probed;
5) Whether or not ambiguous or confused responses are clarified;
6) How well questions from the respondent are handled without alienating the respondent or biasing his/her response;
7) Avoiding bias by either comments or vocal inflection;
8) Ability to persuade wavering, disinterested or hostile respondents to continue the interview; and
9) General professional conduct throughout the interview.

The supervisor also monitored the interviewer's recording of survey responses on the CRT monitor. The supervisor's CRT emulates the interviewer's CRT. Consequently, the supervisor was able to see whether the interviewer entered the correct code, number or verbatim response to the question.

INITIAL CONTACT

Initial telephone contact was attempted during the hours of the day and days of the week which have the greatest probability of respondent contact. The primary interviewing period was from 5:30 p.m. to 10:00 p.m. on weekdays, from 9:00 a.m. to 10:00 p.m. on Saturdays, and from 10:00 a.m. to 10:00 p.m. on Sundays (all times are local time). Since interviewing was conducted across time zones, the interviewing shift lasted until 1:00 a.m. Eastern Time (10:00 p.m. Pacific Time).

If the interview was not conducted at the time of initial contact, the interview was rescheduled at a time convenient to the respondent. Although initial contact attempts were made on evenings and weekends, daytime interviews were scheduled when necessary. If four telephone contacts on the night and weekend shifts did not elicit a respondent contact, the fifth contact was attempted on a weekday.

Interviewers attempted a minimum of five calls to each telephone number. When the household was reached, the interviewer asked to speak to an adult to screen the household for eligibility and to determine the designated respondent. When the designated respondent was reached but an interview at that time was inconvenient or inappropriate, interviewers set up appointments with respondents. When contact was made with the household, but not the designated respondent(s), interviewers probed for appropriate callback times and attempted to set up an appointment.

SPANISH LANGUAGE INTERVIEWERS

Spanish language versions of the two survey instruments were developed in order to eliminate language barriers for a small proportion of the U.S. adult population. If the interviewer encountered a language barrier at the telephone number, either with the person answering the phone or with the designated respondent, the interviewer thanked the person and terminated the call. If the case was designated as Spanish language, it was turned over to the next available Spanish-speaking interviewer. All households in which a language barrier (Spanish) was encountered were assigned to a Spanish-speaking interviewer. These bilingual interviewers re-contacted the Spanish-speaking households to screen for eligibility and conduct interviews with eligible respondents.

REFUSAL CONVERSION

The process of converting terminations and refusals, once they had occurred, involved the following steps. First, there was a diagnostic period, when refusals and terminates were reported on a daily basis and the Project Director and Operations Manager reviewed them after each shift to see if anything unusual was occurring. Second, after enough time had passed to see a large enough sample of refusals and terminations, the Project Director and his staff developed a refusal conversion script. Third, the refusal conversion effort was fielded with re-interview attempts scheduled about a week after the initial refusal. Fourth, the Project Director and Operations Manager received the outcomes of the refusal conversion efforts on a daily basis. Minor revisions of the script and the procedures were made, as needed. The final refusal conversion script is shown in Figure 2 (next page).

FIGURE 2

Refusal Conversion Script

Hello, I'm _____ calling for The U.S. Department of Transportation. This is absolutely not a sales call. We are conducting an important study of American's attitudes about driving and current driving laws. The results will be used to evaluate public awareness of issues related to driving. Once again, I assure you that I have nothing to sell either now or later.

How did you get my number?

We don't know your name or address. The telephone number was selected randomly in your area, and participation by an adult member of your household will go towards guaranteeing fair representation of households in your region. The interview is completely confidential. May we begin?

Why do you need to speak to the next/last birthday respondent?

Our goal is to interview as much of a cross section of the American population as possible in each of the fifty states. When reaching a household with more than one resident, we use the birthday selection process to guarantee randomness and representation. Let me ask you the first question....

I don't have time?

I understand. Your participation in this important public opinion poll is very important. Much of the driving issues awareness among Americans is polled in this manner. May we contact you tomorrow evening when it's more convenient? We'd appreciate the opportunity to present you with our survey questionnaire when it's most convenient for you.

What's this about?

Several thousand Americans will be interviewed for this highly topical driving issues opinion poll being conducted for the U.S. Department of Transportation and the National Highway Traffic Safety Administration. Important and highly topical safety issues dealing with driving laws, drivers, etc. are contained in our questionnaire. Your opinions will be combined with those from your region and state. Therefore, your participation is rather important in our goal of fairly representing views from your part of the country. Let me ask you the first question....

If the respondent wonders how we got their number, whether unlisted or not:

Your telephone number was selected randomly by computer to include your opinions among those in your region. We don't know your name or any other information about you. Only a certain number of households have been selected to represent the opinions of people across the nation. May I begin now?"

FIELD OUTCOMES

The field interviewing for the study commenced on February 20, 1997, following training of the field interviewers, and was completed on April 11, 1997. Status of cases as of the end of the field period are reported using the categories defined below.

FIGURE 3

Sample Disposition Categories

NIS/DIS/change #	The number was not in service, had been disconnected, or yielded a recording indicating that it was no longer an active number
Non-residential	The number yielded a contact with a business, government agency, pay telephone or other non-residential unit
Computer/fax	The number yielded an electronic tone indicating a fax machine or data line
No answer	The number rang, but no one answered
Busy	A busy signal was encountered
Answering machine	An answering machine was reached at the telephone number
Language	The interview could not be completed because of language barriers
Away for duration	The designated respondent was out of the area for the entire field period
Callback	Contact was made with the household, but not necessarily the designated respondent. By the end of the field period, the case had neither yielded a refusal or completed interview
Callback to complete	The interview was interrupted, but not terminated. The field period ended before the full interview could be completed
Refusal -- Initial	Someone in the household refused to participate in the study
Refusal -- Second	During a refusal conversion attempt, a second refusal to participate in the study was encountered
Terminate	A respondent began the interview but refused to finish
Complete	An interview was completed with the designated respondent

In total, 21,415 randomly selected telephone numbers were sampled within a geographically stratified national sampling frame, with the following results:

- 24% of the numbers were not active residential phone numbers, including 9% not-in-service, 12% business or government, and 3% computer or fax tones;
- 15% of the numbers were no answers (despite repeated attempts) and 7% were answering machines; and
- 3% were households in which the designated respondent was not interviewable (away for an extended period, incapacitated, or deaf) and an additional 1% were non-interviewable due to language barriers (non-Spanish).

At the close of the field period, only 684 cases (3%) were in callback status.

The participation rate represents one of the most critical measures of potential sample bias because it indicates the degree of self-selection by potential respondents into or out of the survey. The participation rate is calculated as the number of completed interviews (a successful interview) plus respondents who screen out as ineligible (assumed to be a successful interview if an eligible person wound have been found) divided by the number of contacts (possibility of a successful interview existed — the sum of completed interviews, terminated interviews, screen outs and refusals to interview). The inclusion of screen outs in the numerator and denominator is mathematically equivalent to discounting the refusals by the estimated rate of non-eligibility among refusals, that is, it assumes that screen outs will be found in the same proportion among refusals as they were found among non-refusals. The participation rate is based on the following elements:

- 6,000 completed interviews;
- 1,244 cases in which someone in the household completed the household screen, but no one in the household was found to be eligible for the full interview; and
- 2,427 refusals to be interviewed (including 1,419 second refusals) and 190 terminated interviews.

Based on the standard calculations of participation rate, the participation rate for this survey was 73.5 percent.

The Final Summary Disposition sample is given in Table 4 (next page). The average interview length for the survey was 30 minutes.

TABLE 4

Sample Disposition

TOTAL NUMBERS DIALED		**21,415**
Ineligible Numbers		**5,208**
Not in Service/Disconnected/Changed Number/Wrong Number		1,916
Non-residential		2,625
Computer/FAX		568
Other Reason Terminating		99
ELIGIBLE NUMBERS	[Total Numbers Dialed - Ineligible Numbers]	**16,207**
Non-Contacts		**5,637**
No Answer		3,233
Answering Machine		1,554
Busy		163
Callback		684
Not Available		3
Non-Interviews		**709**
Language		13
Health/Deaf/Deceased		560
Away for Duration		136
TOTAL CONTACTS	[Eligible Numbers - Non-Contacts - Non-Interviews]	**9,861**
Non-Participants		**3,671**
Refusals		2,427
(Eligibility Unknown)		(163)
(Initial)		(845)
(Second)		(1,419)
Screen out		1,244
TOTAL QUALIFIED	[Total Contacts - Non-Participants]	**6190**
Callback to complete		0
Terminates		190
COMPLETES		**6,000**
PARTICIPATION RATE	[(Completes + Screen out) / (Total Contacts)]	**73.46%**

SAMPLE WEIGHTING

The characteristics of a perfectly drawn sample of a population will vary from true population characteristics only within certain limits of sample variability (i.e., sampling error). Unfortunately, social surveys do not permit perfect samples. The sampling frames available to survey research are less than perfect. The absence of perfect cooperation from sampled units means that the completed sample will differ from the drawn sample. In order to correct these known problems of sample bias, the achieved sample is weighted to certain characteristics of the total population.

The weighting plan for the survey was a multi-stage sequential process of weighting the achieved sample to correct for sampling and non-sampling biases in the final sample. The first stage in the sample weighting procedures was designed to correct the cases in the completed sample for known selection biases in the sampling procedures. At the household selection stage, a random digit dialing process will give households with more than one telephone number an unequal likelihood of selection. Nationally, about 18% percent of households selected by random digit dialing will have more than one telephone number. This selection bias was corrected by giving each household a first stage weight equal to .5 if there was more than one different telephone number in the household.

The second step in the weighting process was to correct for selection procedures that yielded unequal probability of selection within sampled households. Although the survey was designed as a population survey, only one eligible person per household could be interviewed (because multiple interviews per household are burdensome and introduce additional design effects into the survey estimates). A respondent's probability for selection is inverse to the size (number of other eligible adults) of the household. Hence, the second stage weight was equal to the number of eligible respondents within the household.

The final step in the weighting process was designed to correct for the fact that the total number of cases in the weighted sample was larger than the unweighted sample size because of the use of the number of eligibles weight. In order to avoid misinterpretation of sample size, the total number of cases in the unweighted sample was divided by the total number of cases in the weighted sample to yield a sample size weight. When this weight is applied, the size of the weighted sample is identical to the size of the unweighted sample.

The final weight (WEIGHT3) incorporates all of the intermediate weighting steps described above. The final weight adjusts the 6,000 completed interviews in the achieved sample corrects for known sampling and participation biases, while maintaining the unweighted sample size.

PRECISION OF SAMPLE ESTIMATES

The objective of the sampling procedures used on this study was to produce an unbiased sample of the target population. An unbiased sample shares the same properties and characteristics of the total population from which it is drawn, subject to a certain level of sampling error. This means that with a properly drawn sample we can make statements about the properties and characteristics of the total population within certain specified limits of certainty and sampling variability.

The confidence interval for sample estimates of population proportions, using simple random sampling without replacement, is calculated by the following formula:

$$\text{var}(x) = z\sqrt{(p\,(q))\,/\,(n-1)}$$

Where:

var (x)	=	the expected sampling error of the mean of some variable, expressed as a proportion
p	=	some proportion of the sample displaying a certain characteristic or attribute
q	=	(1 - p)
z	=	the standardized normal variable, given a specified confidence level (1.96 for samples of this size).
n	=	the size of the sample

Using this formula, we can estimate that the maximum expected sampling error at the 95% confidence level (i.e., in 95 out of 100 repeated samples) for a total sample of 6,000 is $\pm$ 1.3 percentage points. It should be noted that the maximum sampling error is based upon the conservative estimate that p = q = 0.5.

The sample sizes for the surveys are large enough to permit estimates for subsamples of particular interest. Table 5 (next page) presents the expected size of the sampling error for specified sample sizes of 6,000 and less, at different response distributions on a categorical variable. As the table shows, larger samples produce smaller expected sampling variances, but there is a constantly declining marginal utility of variance reduction per sample size increase.

TABLE 5

Expected Sampling Error (Plus or Minus) At the 95% Confidence Level
(Simple Random Sample)

Size of Sample or Subsample	Percentage of the Sample or Subsample Giving A Certain Response or Displaying a Certain Characteristic for Percentages Near:				
	10 or 90	20 or 80	30 or 70	40 or 60	50
6,000	0.8	1.1	1.2	1.3	1.3
3,000	1.1	1.4	1.6	1.8	1.8
2,000	1.3	1.8	2.0	2.1	2.2
1,500	1.5	2.0	2.3	2.5	2.5
1,300	1.6	2.2	2.5	2.7	2.7
1,200	1.7	2.3	2.6	2.8	2.8
1,100	1.8	2.4	2.7	2.9	3.0
1,000	1.9	2.5	2.8	3.0	3.1
900	2.0	2.6	3.0	3.2	3.3
800	2.1	2.8	3.2	3.4	3.5
700	2.2	3.0	3.4	3.6	3.7
600	2.4	3.2	3.7	3.9	4.0
500	2.6	3.5	4.0	4.3	4.4
400	2.9	3.9	4.5	4.8	4.9
300	3.4	4.5	5.2	5.6	5.7
200	4.2	5.6	6.4	6.8	6.9
150	4.8	6.4	7.4	7.9	8.0
100	5.9	7.9	9.0	9.7	9.8
75	6.8	9.1	10.4	12.2	11.4
50	8.4	11.2	12.8	13.7	14.0

NOTE: Entries are expressed as percentage points (+ or -).

Given extremely small differences in the confidence intervals for this sample and those expected for a simple random sample, the general formula for estimating confidence intervals for a simple random sample will normally be a perfectly reasonable guide for estimating sampling error for this sample. However, in order to conduct a specific interval for estimates from sample, the appropriate statistical formula for calculating the allowance for sampling error (at a 95% confidence interval) in a stratified sample is:

$$ASE = 1.96 \sqrt{\sum_{h=1}^{g} W_h^2 \{(1-f_h)\,(s_h^2/n_h - 1)\}}$$

where:

ASE	=	allowance for sampling error at the 95% confidence level;
h	=	a sample stratum;
g	=	number of sample strata;
w_h	=	stratum h as a proportion of total population;
f_h	=	the sampling fraction for group h -- the number in the sample divided by the number in the universe;
s_h^2	=	the variance in the stratum h -- for proportions this is equal to $p_h\,(1.0 - p_h)$;
n_h	=	the sample size for the stratum h.

Although Table 5 provides a useful approximation of the magnitude of expected sampling error, precise calculation of allowances for sampling error requires the use of this formula.

ESTIMATING STATISTICAL SIGNIFICANCE

The estimates of sampling precision presented in the previous section yield confidence bands around the sample estimates, within which the true population value should lie. This type of sampling estimate is appropriate when the goal of the research is to estimate a population distribution parameter. However, the purpose of some surveys is to provide a comparison of population parameters estimated from independent samples (e.g., annual tracking surveys) or between subsets of the same sample. In such instances, the question is not simply whether or not there is any difference in the sample statistics which estimate the population parameter, but rather is the difference between the sample estimates statistically significant (i.e., beyond the expected limits of sampling error for both sample estimates).

To test whether or not a difference between two sample proportions is statistically significant, a rather simple calculation can be made. Call the total sampling error (symbolized as var (x) in the formula on page 14) of the first sample s_1 and the total sampling error of the second sample s_2. Then, the sampling error of the difference between these estimates is sd which is calculated as:

$$sd = \sqrt{s_1^2 + s_2^2}$$

Any difference between observed proportions that exceed sd is a statistically significant difference at the specified confidence interval. Note that this technique is mathematically equivalent to generating standardized tests of the difference between proportions. An illustration of the pooled sampling error between subsamples for various sizes is presented in Table 6. This table can be used to indicate the size of difference in proportions between drivers and non-drivers or other subsamples that would be statistically significant.

TABLE 6

Pooled Sampling Error Expressed as Percentages For Given Sample Sizes (Assuming P=Q)

Sample Size	Sample Size										
	100	200	300	400	500	600	700	800	900	1,000	2,000
2,000	10.0	7.2	6.1	5.4	4.9	4.6	4.3	4.1	4.0	3.8	3.1
1,000	10.3	7.6	6.5	5.8	5.4	5.1	4.9	4.7	4.5	4.4	
900	10.3	7.6	6.6	5.9	5.5	5.2	5.0	4.8	4.7		
800	10.4	7.7	6.7	6.0	5.6	5.3	5.1	5.0			
700	10.5	7.8	6.8	6.1	5.8	5.4	5.2				
600	10.6	8.0	7.0	6.3	5.9	5.7					
500	10.7	8.2	7.2	6.6	6.2						
400	11.0	8.5	7.5	6.9							
300	11.3	9.0	8.1								
200	12.0	9.8									
100	13.0										

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APPENDIX A.

SPEEDING

QUESTIONNAIRE

SCHULMAN, RONCA AND BUCUVALAS, INC.
145 East 32nd Street
NEW YORK, NEW YORK 10016
(301)608-3883

STUDY NUMBER 6801
FINAL
OMB No. 2127-0587
Expiration: 1/31/2000

VERSION 1: SPEEDING

Sample Point Number: _____ Questionnaire No._____

Interviewer:_____ Date: _____

Telephone Number: _____

SAMPLE READ-IN
4. STATE CODE
5. COUNTY (FIPS) CODE
7. MET/NON-MET
9. NHTSA REGION

INTRODUCTION TO BE ADMINISTERED TO ANY ADULT HOUSEHOLD MEMBER:
Hello, my name is ( ). I'm calling for the U.S. Department of Transportation. We are conducting a study of Americans' attitudes about driving and current traffic laws. The interview is completely confidential.

A. First, how many persons age 16 and older live in this household, even if they are not at home right now?

_____ NUMBER OF ADULTS None.....00 **(SCREEN OUT)**

IF ONLY ONE, ASK TO SPEAK TO THAT PERSON. IF TWO OR MORE, SAY:

A1. How many of these persons age 16 and older drive a motor vehicle at least a few times a year?

_____ NUMBER OF DRIVERS None.....00 **(SCREEN OUT)**

IF ONLY ONE, ASK TO SPEAK TO THAT PERSON. IF TWO OR MORE, SAY:

B. In order to select just one person to interview, could I speak to the DRIVER in your household, age 16 and older, who (will have the next/who has had the most recent) birthday?

Respondent is that person 1
Other respondent came to phone.....2
Respondent is not available [arrange callback].....3

Hello, I'm _____ from SRBI, the national research organization. We are conducting a study for the U.S. Department of Transportation about Americans' driving habits and concerns, and their attitudes about driving and current traffic laws. The interview is completely confidential. It takes fifteen to twenty minutes.

CQ40. Record Respondent's Gender **[from observation]**

Male.....1
Female.....2

Q1. How often do you usually drive a car or other motor vehicle? Would you say that you usually drive... **[READ LIST]**?

Almost every day.....1
A few days a week.....2
A few days a month.....3
A few times a year.....4
Never.....5 **SELECT ANOTHER RESPONDENT OR TERMINATE IF ONLY ONE ADULT IN HH**

Q2. How many years have you been driving?

_____YEARS DRIVING DK=98 REFUSED=99

Less than one year....00

Q4a. What kind of vehicle do you drive most often? Is it a car, van or minivan, motorcycle, pickup truck or something else?

Car.....1
Van or minivan.....2
Sport utility vehicle (VOL).....3
Pickup truck.....4
Other truck.....5
Motorcycle.....6 **SKIP TO Q8**
Other (SPECIFY)_____.....7

Q4b. What model year is the (car/truck/van) that you drive most often?

_____

Q5a. When driving this (car/truck/van), how often do you wear a seat belt? Do you wear a seatbelt..... **READ LIST**?

All of the time.....1
Most of the time.....2
Some of the time.....3
Rarely.....4
Never.....5

CONDITION: IF VERSION = A, ASK OTHER ADULTS. IF VERSION = B, ASK CHILDREN.

Q6. How often do you drive with (other adults/children) in your (car/van/truck)?

Almost every day.....1
Few days a week.....2
Few days a month.....3
Few days a year.....4
Never.....5

CONDITIONAL: IF VERSION = A, ASK 54. IF VERSION = B, SKIP TO 10.

Q8. Which of the following statements best describes your driving? **READ STATEMENTS**

Q8a. I tend to pass other cars more often than

Other cars pass me, OR.....1
Other cars tend to pass me more often.....2
(VOL) Both or about equally.....3

Q8b. In heavy traffic I tend to:
Stay with the slower moving traffic OR.....1
Keep up with the faster traffic.....2
(VOL) Both or about equally.....3

Q8c-Q9. DELETED

CONDITION: IF VERSION = B, ASK Q10. IF VERSION = A, SKIP TO Q11.

Q10. People have different feelings about driving. I'd like you to tell me whether you agree or disagree with the following statement about driving.

	Strongly Agree 1	Somewhat Agree 2	Somewhat Disagree 3	Strongly Disagree 4
Q10a. I enjoy the feeling of speed				
Q10b. The faster I drive, the more alert I am				
Q10c. I often get impatient with slower drivers				
Q10d. I try to get where I am going as fast as I can				
Q10e. I worry a lot about having a crash				

Q11. People feel differently about how safe or dangerous different types of driving behavior are. How safe do you feel it usually is to...**(READ ITEM)**?

EXTREMELY SAFE	SOMEWHAT SAFE	NEITHER SAFE NOR DANGEROUS	SOMEWHAT DANGEROUS	EXTREMELY DANGEROUS
1	2	3	4	5

(For Version = A)
Q11a. Drive through a light that was already red before you entered an intersection

(For Version = A)
Q11b. Drive 10 miles an hour faster than most other vehicles are going

(For Version = B)
Q11c. Drive 20 miles an hour over the speed limit on an interstate highway

(For Version = A)
Q11d. Tailgate another vehicle on a highway with one lane in each direction

(For Version = B)
Q11e. Enter an intersection just as the light is turning from yellow to red

(For Version = A)
Q11f. Drive through a stop sign without slowing

(For Version = B)
Q11g. Slow but not completely stop at a stop sign

(For Version = B)
Q11h. Cut in front of another car in order to make a turn

(For Version = A)
Q11i. Race another driver

Q67. (Continued)

EXTREMELY SAFE	SOMEWHAT SAFE	NEITHER SAFE OR DANGEROUS	SOMEWHAT DANGEROUS	EXTREMELY DANGEROUS
1	2	3	4	5

(For Version = A)
Q11j. Drive when just under the legal alcohol limit

(For Version = B)
Q11k. Use the shoulder to pass in heavy traffic

(For Version = B)
Q11kk. Make an angry, insulting or obscene gesture or comment toward another driver such that they hear or see it

(For Version = A)
Q11l. Cross railroad tracks when the red light is blinking

(For Version = B)
Q11m. Pass a vehicle in a no-passing zone

(For Version = A)
Q11n. Drive 10 miles an hour over the speed limit on an interstate highway

(For Version = A)
Q11o. Make a U-turn where a sign says not to

(For Version = B)
Q11p. Drive 20 miles an hour faster than most other vehicles are going

Q11pp-Q11uu ON VERSION 2 ONLY

Q12a. Now, thinking about the roads you normally drive on, would you say that the roads where you drive most often are in areas that are:

More urban than rural.....1
More rural than urban.....2
About the same [VOL].....3

Q12b. Do you drive at least weekly on: **MULTIPLE RECORD**

Residential or neighborhood streets
(posted speed limits of 35 mph or less).....1
Interstate highways.....2
Other types of roads with speed limits of 40-55 mph.....3

(INTERVIEWER NOTE: IF NONE WEEKLY, ASK WHICH THEY DRIVE MOST OFTEN).

CQ95. **DUMMY FOR ROAD TYPE SELECTION**
Residential or neighborhood streets
(posted speed limits of 35 mph or less).....1
Interstate highways.....2
Other types of roads with speed limits of 40-55 mph.....3
Interstate highways..... 4
Other types of roads with speed limits of 40-55 mph.....5

Q13. For the next series of questions, I'd like you to think about [residential or neighborhood streets/non-interstate roads/interstate highways] in an area where you normally drive.

How important are the following factors in selecting the speed at which you drive. How important is.. (READ ITEM)?

Extremely Important	Moderately Important	Slightly Important	Not Important
1	2	3	4

Q13aa. Speed of other traffic

Q13ab. Posted speed limit

Q13ac. Chances of being stopped by police

Q13ad. How much time you have to get to your destination

Q13ae. How much traffic there is

Q13af. Your past experience driving the road

Q13ag. Weather conditions

Q13ah1. Anything else (SPECIFY: 13ah2)

Q13ah3: How important is other

Q15. How often do you see vehicles traveling at an unsafe speed on **(ROAD TYPE)**?

All of the time.....1
Most of the time.....2
Some of the time.....3
Rarely.....4
Never.....5

Q16. What do you consider to be the maximum safe speed for **(ROAD TYPE)**?

_____ mph DK=98 REFUSED=99

Q17. Why do you consider speeds greater than **(Q16)** to be unsafe on **(ROAD TYPE)**?

_____

CQ111. DROPPED

Q18. How often do you drive faster than **(Q16)** on that road?

Every day.....1
Almost every day.....2
Few days a week.....3
Few days a month.....4
Few days a year.....5
(VOL) Never.....6 **SKIP TO Q34**

Q19a. What are the most common reasons that you have driven on **(ROAD TYPE)** at speeds that you consider to be unsafe?

_____

Q20. What times of day are you most likely to drive at an unsafe speed on that **(ROAD TYPE)**? **READ LIST AND MULTIPLE RECORD**

Midnight to 6am.....1
6-9am.....2
9am-3pm.....3
3-6pm.....4
6-9pm.....5
9pm to midnight.....6
(VOL) Never 7

Q21.What is the posted speed on **(ROAD TYPE)**?

_____ MPH DK=98 REFUSED=99

IF Q21 LE Q16, SKIP TO Q28

Q22. Compared to someone driving at the speed limit on that road, how much more likely is someone traveling faster than **(Q16)** to have a crash? Is it.....

A lot more likely.....1
Somewhat more likely.....2
Slightly more likely.....3
No more likely.....4
(VOL) Less likely.....5

Q28. How often do you see police when you are traveling on **(ROAD TYPE)**? Would you say...

Every day.....1
Almost every day.....2
Several times a week.....3
Once or twice a week.....4
Once or twice a month.....5
A few times a year.....6
Never.....7

Q30. In your opinion, how much OVER THE SPEED LIMIT can you go on this road before police will normally give you a speeding ticket (if they see you)?

_____ MPH OVER POSTED LIMIT

None.....00

Q32. When was the last time that you drove **(Q30)** mph over the speed limit on **(ROAD TYPE)**?

Today.....1
Within the past week.....2
Within the past month....3
Within the past year.....4
Over a year ago.....5
Never.....6 **SKIP TO Q34**

Q33. Why were you going that fast on that occasion?

_____

Q34. If the posted limits were INCREASED BY 10 MILES AN HOUR on **(ROAD TYPE)**, do you think that you would normally drive.....?

Much slower than the limit.....1
A little slower than the limit.....2
Right at the limit.....3
A little faster than the limit, or.....4
Much faster than the limit.....5

Q35. If the posted limits for that road were INCREASED BY 10 MILES PER HOUR, do you think that it would make driving on the road.....?

Much safer.....1
Somewhat safer.....2
No different.....3
Somewhat more dangerous.....4
Much more dangerous.....5

Q36. If the posted limits for that road were INCREASED BY 10 MILES PER HOUR, do you think that it would make driving on the road.....?

Much more comfortable for you.....1
Somewhat more comfortable.....2
No different.....3
Somewhat less comfortable.....4
Much less comfortable.....5

Q37. Aside from driving at an unsafe speed, what other types of unsafe driving behaviors do you normally encounter on that road?
DO NOT READ LIST. MULTIPLE RECORD.

Tailgating.....1
Failing to yield.....2
Weaving in and out.....3
Drinking and driving.....4
Running red lights.....5
Ignoring stop signs.....6
Driver inattention.....7
Other (SPECIFY)
_____17

None.....18 **SKIP TO Q50a**

CQ127. DUMMY FOR UNSAFE BEHAVIORS FROM CQ126

Q38-Q43 DELETED

CONDITION: IF VERSION = A, ASK Q136. IF VERSION = B, SKIP TO Q53a.

Q50a. In the last year, were you ever in a situation where you were riding with a friend who had too much to drink to drive safely?

Yes.....1
No.....2 **SKIP TO Q51a**

Q50c. On those occasions, did the driver usually drive faster, slower or about the same as they normally would?

Faster.....1
Slower.....2
About the same....3

Q51a. (Aside from what you have already told me) In the past year, have you ever ridden with someone who you felt was driving at an unsafe speed?

Yes.....1
No.....2 **SKIP TO Q52**

Q51c. Thinking about the most recent occasion, was the person who was driving at an unsafe speed -- a man or a woman?

Man.....1
Woman.....2

Q51d. What was their relationship to you? **READ LIST IF NECESSARY**

Spouse.....1
Boyfriend/girl friend.....2
Date.....3
Parent.....4
Boss/supervisor.....5
Co-worker.....6
Friend 7
Sibling.....8
Other relative.....9

Q51d.1. Other (SPECIFY)_____

Q51e. Besides the unsafe speed, did the driver engage in any other unsafe driving actions on that occasion?

Yes.....1
No.....2 **SKIP TO Q51g**

Q51f. What types of unsafe driving behaviors did (he/she) do?
RECORD ALL THAT APPLY

Speeding.....1
Tailgating.....2
Failing to yield.....3
Weaving in and out.....4
Drinking and driving.....5
Running red lights.....6
Ignoring stop signs.....7

Q51f.1. Other (SPECIFY)
_____.....8

Q51g. Did you ask or tell them to stop driving like that?

Yes.....1
No.....2 **SKIP TO Q51j**
Not sure.....3 **SKIP TO Q51j**

Q51h. Did they do what you asked?

Yes.....1 **SKIP TO Q52**
No.....2 **SKIP TO Q52**
Not sure.....3 **SKIP TO Q52**

Q51j. If you HAD asked them to drive differently, do you think they would have done what you asked?

Yes.....1
No.....2
Not sure.....3

VERSION 2: UNSAFE DRIVING = Q51aa-Q51jj

Q52. In general, do you think that speed limits on **(READ ITEM)** are too high, too low, or about right?

	TOO HIGH 1	TOO LOW 2	ABOUT RIGHT 3
Q52a. Interstate highways in rural areas			
Q52b. Interstate highways in urban areas			
Q52c. Residential or neighborhood streets			
Q52d. Other non-interstate roads in rural areas			
Q52e. Other non-interstate roads in urban areas			

CONDITIONAL: IF VERSION = B, ASK Q53a. IF VERSION = A, SKIP TO Q54a.

Q53a. In your area, do you think that the amount of police enforcement of SPEEDING LAWS on **(READ ITEM)** is too much, too little, or about right.

	TOO HIGH	TOO LOW	ABOUT RIGHT
	1	2	3
Q53aa. Interstate highways in rural areas			
Q53ab. Interstate highways in urban areas			
Q53ac. Residential or neighborhood streets			
Q53ad. Other non-interstate roads in rural areas			
Q53ae. Other non-interstate roads in urban areas			

Q54a. How often do you think police should ticket drivers WHO ARE GOING TEN MILES AN HOUR over the posted limit on a highway with traffic lights?

Always.....1
Most of the time.....2
Sometimes.....3
Rarely.....4
Never.....5

Q55a. How often do you think police should ticket drivers WHO ARE GOING TWENTY MILES AN HOUR over the posted limit on a highway with traffic lights?

Always.....1
Most of the time.....2
Sometimes.....3
Rarely.....4
Never.....5

CONDITION: IF VERSION = B, ASK Q58b. IF VERSION = A, SKIP TO Q63.

Q58b. Some areas have introduced automated enforcement devices which use cameras to identify vehicles that speed or run red lights. A traffic ticket is mailed to the owner of the vehicle along with information about the location, time, date, and type of infraction. If the driver or owner pays the fine, no further action is taken. If the ticket is contested, a photo of the offender's vehicle and license plates is presented in court. Have you ever heard of this kind of traffic enforcement that doesn't require police officers to stop and ticket traffic violators?

Have heard.....1
Have not heard.....2

Q62b. If photo enforcement of driving laws was introduced in your community, how much effect do you think it would have on (READ ITEM) --- a lot, some, only a little or none at all?

	A LOT	SOME	LITTLE	NONE
	1	2	3	4
Q62ba. Cutting down speeding				
Q63bb. Cutting down running stop signs and red lights				
Q62bc. Getting dangerous drivers off the roads				
Q62bd. Reducing crashes				

Q59b. Do you think that it would be a good idea or a bad idea to use a photo enforcement system like this to identify vehicles which were...

ROTATE LIST

	GOOD	BAD
Q59aa. Running red lights.....	1	2
Q59ab. Speeding.....	1	2
Q59ac. Not stopping at stop signs..	1	2

Q59b. Why do you think it is a (good/bad/both good and bad) idea to use a photo enforcement system to identify vehicles committing these violations.

_____

Q59c. Thinking about locations where photo enforcement might be used, would you find it very acceptable, somewhat acceptable, or not at all acceptable to use it (**READ ITEM**)?

	VERY ACCEPTABLE	SOMEWHAT ACCEPTABLE	NOT AT ALL ACCEPTABLE
	1	2	3
Q59ca. Where it could be hazardous to the driver or officer to stop			
Q59cb. Where stopping a vehicle could cause traffic congestion			
Q59cc. Where an accident has occurred			
Q59cd. In school zones			

Q63. Thinking back over the past year, when was the most recent time that you (**READ ITEM**) -- today, within the past week, within the past month, more than a month ago, or not in the past year?

	Today	Past Week	Past Month	More than a Month	Not in past year
	1	2	3	4	5
(For Version = A) Q63a. Drove through a light that was already red before you entered an intersection					
(For Version = A) Q63b. Drove 10 miles an hour faster than most other vehicles were going					
(For Version = B) Q63c. Drove 20 miles an hour over the speed limit on an interstate highway					
(For Version = A) Q63d. Tailgated another vehicle on a highway with one lane in each direction					
(For Version = B) Q63e. Entered an intersection just as the light was turning from yellow to red					
(For Version = A) Q63f. Drove through a stop sign without slowing					
(For Version = B) Q63g. Slowed but didn't completely stop at a stop sign					

Q63 (cont). Thinking back over the past year, when was the most recent time that you (READ ITEM) -- today, within the past week, within the past month, more than a month ago, or not in the past year?

Today	Past Week	Past Month	More than a Month	Not in past year
1	2	3	4	5

(For Version = B)
Q63h. Cut in front of another car in order to make a turn

(For Version = A)
Q63i. Raced another driver

(For Version = A)
Q63j. Drove when affected by alcohol

(For Version = B)
Q63k. Used the shoulder to pass in heavy traffic

(For Version = B)
Q63kk. Made an angry, insulting or obscene gesture or comment toward another driver such that they heard or saw it

(For Version = A)
Q63l. Crossed railroad tracks when the red light was blinking

(For Version = B)
Q63m. Passed a vehicle in a no-passing zone

(For Version = A)
Q63n. Drove 10 miles an hour over the speed limit on an interstate highway

(For Version = A)
Q63o. Made a U-turn where a sign said not to

(For Version = B)
Q63p. Drove 20 miles an hour faster than most other vehicles were going

VERSION 2: UNSAFE DRIVING = Q63u-Q63t

CONDITIONAL: IF VERSION = A, ASK Q64a-Q64c. IF VERSION = B, SKIP TO Q86a.

Q64a. If you saw a vehicle pass a stopped school bus that has its red lights flashing and its stop arm in full view, how likely would you be to call and report it to the police?

Very likely.....1	**SKIP TO Q64c**
Somewhat likely.....2	**SKIP TO Q64c**
Somewhat unlikely.....3	
Very unlikely.....4	

Q64b. Why would you be unlikely to report it?

_____ **SKIP TO Q86a**

Q64c. How would you report it?

Have car phone.....1
Have cell phone.....2
Stop at payphone.....3
Call when get to destination.....4
Other (specify).....5

Q86a. You may be aware that the National Maximum Speed Limit law was repealed. Have the speed limits on interstates affected by that law been increased in your state in any areas in which you drive?

Yes.....1	
No.....2	**SKIP TO Q87a**
Not sure.....3	**SKIP TO Q87a**

Q86c. How have the higher limits on those roads affected the number of people who speed? Do...?

A lot more drivers obey the new limits....1
Some more drivers.....2
Only a few more drivers, or.....3
About the same amount as the old limit.....4
(VOL) Fewer now obey new limits.....5

Q86d. Do you think that driving on those roads is...

Safer now with the higher speed limits.....1
About as safe, or.....2
Less safe than with the old limits.....3

Q87a. Do you think that a uniform speed limit should be set for all interstate highways or should it be allowed to vary from state to state?

Uniform limit.....1
Allowed to vary.....2 **SKIP TO Q242**

Q87b. What do you think that speed limit should be for interstate highways?

_____ SPEED LIMIT DK=98 REFUSED=99

PUBLIC EDUCATION EFFORTS

Q102a. In your opinion, how much is SPEEDING by other people a threat to the personal safety of you and your family? Would you say driving at an unsafe speed is...

A major threat.....1
A minor threat.....2
Not a threat.....3
Not sure (VOL).....4

Q103a. How important is it that something be done to reduce speeding? Is it... [**READ LIST**]?

Very important.....1
Somewhat important.....2
Not important.....3
Not sure (VOL).....4

VERSION 2: UNSAFE DRIVING = Q102b-Q103b

Q104a. How **EFFECTIVE** do you think the following steps would be in reducing speeding?

Would **(READ ITEM)** be **(READ RESPONSE CATEGORIES)**in reducing speeding.

VERY EFFECTIVE	SOMEWHAT EFFECTIVE	NEITHER EFFECTIVE OR INEFFECTIVE	SOMEWHAT INEFFECTIVE	VERY INEFFECTIVE
1	2	3	4	5

(For Version = A)
Q104aa. More police officers assigned to traffic

(For Version = B)
Q104ab. More frequent ticketing

(For Version = A)
Q104ac. Double or triple fines for speeding violations

(For Version = B)
Q104ad. Taking away driver's licenses more often

(For Version = A)
Q104ae. Encouraging passengers to say something when their driver is speeding

(For Version = A)
Q104af. Increasing public awareness of the risks of speeding

(For Version = B)
Q104ag. Encouraging citizens to report speeding to police

(For Version = B)
Q104ah. Road design changes, like speed bumps and traffic circles, to slow down traffic

(For Version = A)
Q104ai. Insurance costs were increased for speeding

Q105a. How would you feel about implementing the following methods in your community to reduce speeding? Would you strongly approve, somewhat approve, neither approve nor disapprove, somewhat disapprove, or strongly disapprove **(READ ITEM)**?

Strongly Approve	Somewhat Approve	Neither Approve Or Disapprove	Somewhat Disapprove	Strongly Disapprove
1	3	4	5	6

(For Version = A)
Q105aa. More police officers assigned to traffic

(For Version = B)
Q105ab. More frequent ticketing

(For Version = A)
Q105ac. Double or triple fines for speeding violations

(For Version = B)
Q105ad. Taking away driver's licenses more often

(For Version = A)
Q105ae. Encouraging passengers to try to get drivers not to speed

(For Version = A)
Q105af. Increasing public awareness of the risks of speeding

(For Version = B)
Q105ag. Encouraging citizens to report speeding to police

(For Version = B)
Q105ah. Road design changes, like speed bumps and traffic circles, to slow down traffic

(For Version = A)
Q105ai. Insurance costs were increased for speeding

Q107a. During the past year, have you seen or heard any public service announcement about speeding?

Yes.....1
No.....2 **SKIP TO Q108b**
(VOL) Don't know.....3 **SKIP TO Q108b**

Q107b. Do you recall the slogan or anything else about the announcement? **DO NOT READ. MULTIPLE RECORD.**

Speed shatters life.....1
Don't be a dummy.....2

Q107b.1. Other (SPECIFY)_____

No, don't recall.....14

Q108b. When you hear/see something about speeding on radio, television or the newspapers, how much effect does it have on your driving? Does it have a...**(READ LIST).**

Lot of effect.....1
Some effect.....2
Little effect.....3
No real effect.....4

SPEED-RELATED FATAL CRASHES

Q109d. Do you think that alcohol is a major factor, minor factor, or not a factor in speed-related crashes?

Major factor.....1
Minor factor.....2
Not a factor in speed-related crashes.....3

Q109i. What percent of ALL fatal crashes do you think involve speeding? **[HOW MANY OUT OF EVERY 100]**

_____ % DK=101 REFUSED=102

CONDITION: IF VERSION = A, ASK Q112-Q114. IF VERSION = B, SKIP TO Q115a.
Q112. Compared to a year ago, would you say that you generally drive.....

A lot faster.....1
Somewhat faster.....2
About the same.....3 **SKIP TO Q115a**
Somewhat slower.....4
Much slower now.....5

Q114. Why do you drive (slower/faster) now?

_____

Q115a. Compared to a year ago, do you feel that driving is.....

A lot more dangerous.....1
Somewhat more dangerous.....2
About the same.....3 **SKIP TO Q99a**
Somewhat safer.....4
A lot safer now.....5

Q115b. Why is that?

_____

CRASH EXPERIENCE

Q99a. Have YOU been in a vehicle crash in the past five years?

Yes.....1
No.....2 **SKIP TO Q97a**
(VOL) Don't know.....3 **SKIP TO Q97a**
(VOL) Refused.....4 **SKIP TO Q97a**

Q99b. How many times has this happened to you (in the past five years)?

_____ DON'T KNOW=98 REFUSED=99

Q99c. How long ago did that (most recent) crash occur?

Today.....1
Within the past week.....2
Within the past month....3
Within the past year.....4
Over a year ago.....5
Never.....6 **SKIP TO Q97a**

Q99d. Were you driving or was someone else driving?

Respondent driving.....1
Someone else.....2

Q99dd. Was anyone injured in that crash (only count injuries that required attention? [PROBE FOR RESPONDENT, OTHER PERSON, OR BOTH]

Respondent injured.....1
Someone else injured.....2
Both respondent and other person injured..3
No one injured.....4

Q99e. Was the driver of your vehicle or the other vehicle cited for speeding in that crash?

Your car.....1
Other car.....2
Both.....3
Neither.....4

Q99f. Were any other unsafe driving actions a major factor, a minor factor or not a factor in that crash?

Major factor.....1
Minor factor.....2
Not a factor in that crash.....3 **SKIP TO Q97a**

Q99f1. Was the unsafe driving by the driver of your vehicle, driver of the other vehicle, or both?

Driver of your vehicle.....1
Driver of the other vehicle.....2
Both.....3

CONDITION: IF VERSION = A, ASK Q97a. IF VERSION = B, SKIP TO Q98.

Q97a. In the past twelve months, have you been STOPPED by the police for any traffic-related reason?

Yes.....1
No.....2 **SKIP TO Q98**
(VOL) Don't know.....3 **SKIP TO Q98**
(VOL) Refused.....4 **SKIP TO Q98**

Q97b. How many times have you been stopped by the police in the past twelve months (for a traffic related reason)?

_____ NUMBER OF TIMES DK=98 REFUSED=99

Q97c. What were you stopped for? **CODE ALL THAT APPLY**

Drinking and driving.....1
Speeding.....2
Stop signal.....3
Stop sign.....4

Q97c.1. Other (SPECIFY)
_____..15

Q97d. Did you receive a ticket or warning (on any of those occasion)?

Yes, ticket.....1
Yes, warning.....2
Yes, both.....3
Neither.....4

Q97e. Did you change your driving behavior as a result of receiving the ticket?

Yes.....1
No.....2 **SKIP TO Q98**

Q97f. For about how long a period of time did you change your driving behavior as a result of receiving that ticket? **[DO NOT READ LIST]**

Days.....1	CQ346. _____
Weeks.....2	CQ347. _____
Months.....3	CQ348. _____
Years.....4	CQ349. _____

Q98. Within the past 5 years, have you (**READ ITEM**)?

	NO	YES
Q98a. Gotten a ticket for speeding	1	2
Q98b. Gotten a warning for speeding	1	2
Q98c. Gotten a ticket for any other moving violation (such as running a red light or stop sign)	1	2
Q98d. Been convicted of DWI or DUI	1	2
Q98e. Had your car insurance canceled or premiums increased as a result of claims or points	1	2

CONDITIONAL: IF VERSION = A, SKIP TO D1. IF VERSION = B, ASK Q98i-Q99.

Q98i. What is the make and model of the vehicle that you drive most often (e.g., Toyota Camry)?

_____

Q99. Do you have a radar detector in your vehicle?

Yes.....1
No.....2

DEMOGRAPHICS

Now, a few last questions for statistical purposes...

D1. How old are you?

____ ____ age

Refused (VOL).....99

D2. Are you currently employed full time, part time, unemployed and looking for work, retired, going to school, homemaker, or something else? **SINGLE RECORD**

Employed full time.....1
Employed part time.....2
Unemployed and looking for work.....3
Retired.....4
Going to school.....5
Homemaker.....6
Disabled (VOL).....7
D2.1. Other (SPECIFY):_____.....8
Not sure (VOL).....9
Refused (VOL).....10

D3. What is highest grade or year of regular school you have completed? **[DO NOT READ]**

No formal schooling.....1
First through 7th grade.....2
8th grade.....3
Some high school.....4
High school graduate.....5
Some college.....6
Four-year college graduate....7
Some graduate school.....8
Graduate degree.....9
Refused (VOL).....10

D4. Are you currently married, divorced, separated, widowed, or single?

Married.....1
Divorced.....2
Separated.....3
Widowed.....4
Single.....5

D5. Are you of Hispanic origin or descent?

Hispanic.....1
Not Hispanic.....2

D6. Which of these categories best describes your racial background? **[READ LIST]**

White.....1
Black or African-American.....2
Asian or Pacific Islander.....3
Eskimo, Aleutian or American Indian.....4
Mixed.....5
(VOL) Hispanic.....6
D6.1. (VOL) Other _____16
Not sure (VOL).....17
Refused (VOL).....18

D7. How many persons live in your household who are under 16 years old?

_____ persons

None.....00

D8. Which of the following categories best describes your total household income before taxes in 1996? Your best estimate is fine. **[READ LIST]**

Less than $5,000.....1
$5,000 to $14,999.....2
$15,000 to $29,999.....3
$30,000 to $49,999.....4
$50,000 to $74,999.....5
$75,000 to $99,999.....6
$100,000 or more.....7
Not sure (VOL).....8
Refused (VOL).....9

D9. Let me just confirm that the number I reached you at was: **[READ NUMBER]**

D10. Is this the only telephone number for this household?

Yes, this is the only number.....1
No, there is more than one number.....2

Thank you for your assistance. That completes our interview.

APPENDIX B.

UNSAFE DRIVING BEHAVIORS QUESTIONNAIRE

SCHULMAN, RONCA AND BUCUVALAS, INC.
145 East 32nd Street
NEW YORK, NEW YORK 10016
(301)608-3883

STUDY NUMBER 6801
FINAL
OMB No. 2127-0587
Expiration: 1/31/2000

VERSION 2: UNSAFE DRIVING BEHAVIORS

Sample Point Number: _____ Questionnaire No._____

Interviewer:_____ Date: _____

Telephone Number: _____

CONDITION: IF VERSION = A or B, PROCEED TO INTRODUCTION.

INTRODUCTION TO BE ADMINISTERED TO ANY ADULT HOUSEHOLD MEMBER:
Hello, I'm calling for the U.S. Department of Transportation. We are conducting a study of Americans' attitudes about driving and current traffic laws. The interview is completely confidential.

A. First, how many persons age 16 and older live in this household, even if they are not at home right now?

_____ NUMBER OF ADULTS None.....00 **SCREEN OUT**

IF ONLY ONE, ASK TO SPEAK TO THAT PERSON. IF TWO OR MORE, SAY:

A1. How many of these persons age 16 and older drive a motor vehicle at least a few times a year?

_____ NUMBER OF DRIVERS None.....00 **SCREEN OUT**

IF ONLY ONE, ASK TO SPEAK TO THAT PERSON. IF TWO OR MORE, SAY:

B. In order to select just one person to interview, could I speak to the DRIVER in your household, age 16 and older, who has had the most recent/next birthday?

Respondent is that person 1
Other respondent came to phone.....2
Respondent is not available [arrange callback].....3

Hello, I'm _____ from SRBI, the national research organization. We are conducting a study for the U.S. Department of Transportation about Americans' driving habits and concerns, and their attitudes about driving and current traffic laws. The interview is completely confidential. It takes fifteen to twenty minutes.

CQ40. Record respondent's gender [FROM OBSERVATION]

Male.....1
Female.....2

Q1. How often do you usually drive a car or other motor vehicle? Would you say that you usually drive... **[READ LIST]**?

Almost every day.....1
A few days a week.....2
A few days a month.....3
A few times a year.....4
Never.....5 **SELECT ANOTHER RESPONDENT OR TERMINATE IF ONLY ONE ADULT IN HH**

Q2. How many years have you been driving?

_____YEARS DRIVING

Less than one year....00

Q4a. What kind of vehicle do you drive most often? Is it a car, van or minivan, motorcycle, pickup truck, or something else?

Car.....1
Van or minivan.....2
Sport utility vehicle.....3
Pickup truck.....4
Other truck.....5
Motorcycle.....6 **SKIP TO Q8a**
Other (SPECIFY)._____.....7

Q4b. What model year is the (car/truck/van) you drive most often?

_____

Q5a. When driving this (car/truck/van), how often do you wear a seat belt? Do you wear your seatbelt.... **READ LIST**?

All of the time.....1
Most of the time.....2
Some of the time.....3
Rarely.....4
Never.....5

CONDITION: IF VERSION = A, ASK Q6a. IF VERSION = B, SKIP TO Q6b.
Q6a. How often do you drive with other adults in your (car/van/truck)?

Almost every day.....1
Few days a week.....2
Few days a month.....3
Few days a year.....4
Never.....5

CONDITION: IF VERSION = B, ASK Q6b. IF VERSION = A, SKIP TO Q8a.

Q6b. How often do you drive with children in your (car/van/truck)?

Almost every day.....1
Few days a week.....2
Few days a month.....3
Few days a year.....4
Never.....5

CONDITION: IF VERSION = A, ASK Q8a.
CONDITION: IF VERSION = B, SKIP TO Q10.

Q8. Which of the following statements best describes your driving?
READ STATEMENTS

Q8a. I tend to pass other cars more often than other cars pass me, OR.....1
Other cars tend to pass me more often.....2
(VOL) Both or about equally.....3

Q8b. In heavy traffic I tend to:

Stay with the slower moving traffic OR.....1
Keep up with the faster traffic.....2
(VOL) Both or about equally.....3

CONDITION: IF VERSION = B, ASK Q10-Q10e.
CONDITION: IF VERSION = A, SKIP TO Q11.

Q10. People have different feelings about driving. I'd like to you to tell me whether you agree or disagree with the following statement about driving.

	Strongly Agree 1	Somewhat Agree 2	Somewhat Disagree 3	Strongly Disagree 4
Q10a. I enjoy the feeling of speed				
Q10b. The faster I drive, the more alert I am				
Q10c. I often get impatient with slower drivers				
Q10d. I try to get where I am going as fast as I can				
Q10e. I worry a lot about having a crash				

Q11. People feel differently about how safe or dangerous different types of driving behavior are. How safe do you feel it usually is to...**(READ ITEM)**? ...extremely safe, somewhat safe, neither safe nor dangerous, somewhat dangerous, or extremely dangerous?

Version = A, ask Q11a, Q11b, Q11d, Q11f, Q11i, Q11j, Q11pp, Q11rr, & Q11tt.
Version = B, ask Q11c, Q11e, Q11g, Q11h, Q11k, Q11kk, Q11qq, Q11ss, & Q11uu.

EXTREMELY SAFE	SOMEWHAT SAFE	NEITHER SAFE NOR DANGEROUS	SOMEWHAT DANGEROUS	EXTREMELY DANGEROUS
1	2	3	4	5

(For Version = A)
Q11a. Drive through a light that is already red before you entered an intersection

(For Version = A)
Q11b. Drive 10 miles an hour faster than most other vehicles are going

(For Version = B)
Q11c. Drive 20 miles an hour over the speed limit on an interstate highway

(For Version = A)
Q11d. Tailgate another vehicle on a highway with one lane in each direction

(For Version = B)
Q11e. Enter an intersection just as the light is turning from yellow to red

(For Version = A)
Q11f. Drive through a stop sign without slowing

(For Version = B)
Q11g. Slow but not completely stop at a stop sign

Q11. (CONT)

EXTREMELY SAFE 1	SOMEWHAT SAFE 2	NEITHER SAFE NOR DANGEROUS 3	SOMEWHAT DANGEROUS 4	EXTREMELY DANGEROUS 5

(For Version = B)
Q11h. Cut in front of another car
in order to make a turn

(For Version = A)
Q11i. Race another driver

(For Version = A)
Q11j. Drive just under the legal
alcohol limit

(For Version = B)
Q11k. Use the shoulder to
pass in heavy traffic

(For Version = B)
Q11kk. Make an angry, insulting or obscene
gesture or comment toward another driver
such that they hear or see it

(For Version = A)
Q11pp. Drive through traffic by
switching quickly back and forth
between lanes

(For Version = B)
Q11qq. Pass a school bus that has its
red lights flashing and the stop
arm in full view

(For Version = A)
Q11rr. Go 10 miles an hour over the speed
limit in a residential neighborhood

(For Version = B)
Q11ss. Go 10 miles an hour over the speed
limit on a two-lane rural road

(For Version = A)
Q11tt. Drive 20 miles an hour over the
speed limit on a rural road

(For Version = B)
Q11uu. Drive 20 miles an hour faster than
most other vehicles are going

Q12a. Now, thinking about the roads you normally drive on, would you say that the roads where you drive most often are in areas that are:

More urban than rural.....1
More rural than urban.....2
About the same [VOL].....3

Q12b. Do you drive at least weekly on: **MULTIPLE RECORD**

Residential or neighborhood streets
(posted speed limits of 35 mph or less).....1
Interstate highways.....2
Other types of roads with speed limits of 40-55 mph.....3

IF NONE WEEKLY, RECORD TYPE THEY DRIVE ON MOST OFTEN.
SELECT ROAD TYPE DRIVEN AT LEAST WEEKLY; IF TWO OR MORE ROAD TYPES DRIVEN AT LEAST WEEKLY, RANDOMLY SELECT ONE

For the next series of questions, I'd like you to think about [residential or neighborhood streets/non-interstate roads/interstate highways, from Q94] where you normally drive

Q13. How important are the following factors in determining <u>how aggressively</u> you drive on (**ROAD TYPE**).

	Extremely Important 1	Moderately Important 2	Slightly Important 3	Not Important 4	Not Applicable* 5
Q13ba. Speed of other traffic					
Q13bb. Posted speed limit					
Q13bc. Chances of being stopped by police					
Q13bd. How much time you have to get to your destination					
Q13be. How much traffic there is					
Q13bf. Your past experience driving the road					
Q13bg. Weather conditions					

Q13bh1. Is anything else important in selecting the speed at which you drive? (SPECIFY_____)

***Never Drive Aggressively**

Q15. How often do you see vehicles traveling at an unsafe speed on **(ROAD TYPE)**?

All of the time.....1
Most of the time.....2
Some of the time.....3
Rarely.....4
Never.....5

Q16. What do you consider to be the maximum safe speed for that road?

_____ MPH

Q17. Why do you consider speeds greater than **(Q109)** to be unsafe on that road? Anything else?

_____

Q37. Aside from driving at an unsafe speed, what other types of unsafe driving behaviors do you normally encounter on that road? **DO NOT READ LIST. MULTIPLE RECORD.**

None.....1 **SKIP TO Q50a**
Tailgating.....2
Failing to yield.....3
Weaving in and out.....4
Drinking and driving.....5
Running red lights.....6
Ignoring stop signs.....7
Driver inattention.....8
Other (SPECIFY)
_____..9

IF MORE THAN 1 TYPE IN Q37, ASK Q38. ELSE SKIP TO Q39.

Q38. Which of these behaviors **(READ LIST FROM Q37)** do you encounter most often on **(ROAD TYPE)**?

Tailgating.....2
Failing to yield.....3
Weaving in and out.....4
Drinking and driving.....5
Running red lights.....6
Ignoring stop signs.....7
Other (SPECIFY)_____.....8

DK = Unsafe Driving For Read-In

Q39. How often do you see (**Q38**) on (**ROAD TYPE**)?

All of the time.....1
Most of the time.....2
Some of the time.....3
Rarely.....4
Never.....5

Q131. How many of the drivers who do this are also speeding?

All.....1
Most.....2
Some.....3
Few.....4
None.....5

CONDITION: IF ONLY ONE IN Q37, SKIP TO Q50a.

Q41. Which of these behaviors **(READ LIST FROM Q37)** do you consider the most dangerous on (**ROAD TYPE**)?

Tailgating.....2
Failing to yield.....3
Weaving in and out.....4
Drinking and driving.....5
Running red lights.....6
Ignoring stop signs.....7
Other (SPECIFY)
_____.....8

DK = Unsafe Driving For Read-In

CONDITION: IF Q41 EQ Q38 SKIP TO Q136.

Q42. How often do you see (**Q41**) on (**ROAD TYPE**)?

All of the time.....1
Most of the time.....2
Some of the time.....3
Rarely.....4
Never.....5

Q43. How many of the drivers who do this are also speeding?

All.....1
Most.....2
Some.....3
Few.....4
None.....5

CONDITION: IF VERSION = A, ASK Q50a. IF VERSION = B, SKIP TO Q53b.

Q50a. In the last year, were you ever in a situation where you were riding with a friend who had too much to drink to drive safely?

Yes.....1
No.....2 **SKIP TO Q51aa**

Q50c. On those occasions, did the driver drive more aggressively, less aggressively, or about the same as they normally would?

More aggressively.....1
Less aggressively.....2 **SKIP TO Q51aa**
About the same.....3 **SKIP TO Q51aa**

Q50d. What did they do to make you feel they were driving more aggressively? Anything else?

_____

IF VERSION = A, ASK Q51aa-Q158.
IF VERSION = B, SKIP TO Q178.

Q51aa. (Aside from what you have already told me about drinking and aggressive drivers) In the past year, have you ever ridden with someone who you felt was driving in an unsafe manner?

Yes.....1
No.....2 **SKIP TO Q53b**

Q51cc. Thinking about the most recent occasion, was the person who was driving in an unsafe manner a man or a woman?

Man.....1
Woman.....2

Q51dd. What was their relationship to you? **READ LIST IF NECESSARY**

Spouse.....1
Boyfriend/girl friend.....2
Date.....3
Parent.....4
Boss/supervisor.....5
Co-worker.....6
Friend 7
Sibling.....8
Other relative.....9

Q51dd.1. Other (SPECIFY)_____

Q51ff. What types of unsafe driving behaviors did (he/she) do?
RECORD ALL THAT APPLY

Speeding.....1
Tailgating.....2
Failing to yield.....3
Weaving in and out.....4
Drinking and driving.....5
Running red lights.....6
Ignoring stop signs.....7
Q51ff.1. Other (SPECIFY)_____..8

Q51gg. Did you ask or tell them to stop driving like that?

Yes.....1
No.....2 **SKIP TO Q51jj**
Not sure.....3 **SKIP TO Q51jj**

Q51hh. Did they do what you asked?

Yes.....1 **SKIP TO Q53b**
No.....2 **SKIP TO Q53b**
Not sure.....3 **SKIP TO Q53b**

Q51jj. If you had asked them to drive differently, do you think they would have done what you asked?

Yes.....1
No.....2
Not sure.....3

ASK ONLY FOR VERSION = B
Q53b. Do you think that the amount of police enforcement of traffic laws on the roads that you drive on is too much, too little or about right for.....?

	TOO MUCH	TOO LITTLE	ABOUT RIGHT
	1	2	3

Q53ba. Running red lights

Q53bb. Failure to stop at stop signs

Q53bc. Tailgating

Q53bd. Weaving in and out

Q53be. Failing to yield

Q53bf. Speeding

CONDITION: IF Q41 = Q38, SKIP TO Q186

Q54b. How often do you think police should ticket drivers who are **(MOST DANGEROUS FROM Q41)?**

Always.....1
Most of the time.....2
Sometimes.....3
Rarely.....4
Never.....5

Q55b. How often do you think police should ticket drivers who are **(MOST OFTEN FROM Q38)**

Always.....1
Most of the time.....2
Sometimes.....3
Rarely.....4
Never.....5

CONDITION: IF VERSION = B, ASK Q58b TO Q59c. IF VERSION = A, SKIP TO Q63.
PHOTO-ENFORCEMENT

Q58b. Some areas have introduced automated enforcement devices which use cameras to identify vehicles that speed or run red lights. A traffic ticket is mailed to the owner of the vehicle along with information about the location, time, date, and type of infraction. If the driver or owner pays the fine, no further action is taken. If the ticket is contested, a photo of the offender's vehicle and license plates is presented in court. Have you ever heard of this kind of traffic enforcement that doesn't require police officers to stop and ticket traffic violators?

Have heard.....1
Have not heard.....2

Q62b. If photo enforcement of driving laws was introduced in your community, how much effect do you think it would have on **(READ ITEM)** --- a lot, some, only a little or not at all?

	A LOT	SOME	LITTLE	NONE
	1	2	3	4
Q62ba. Cutting down speeding				
Q62bb. Cutting down running stop signs and red lights				
Q62bc. Getting dangerous drivers off the roads				
Q62bd. Reducing crashes				

Q59a. Do you think that it would be a good idea or a bad idea to use a photo enforcement system like this to identify vehicles which were

ROTATE LIST

		GOOD	BAD
Q59aa.	Running red lights.....	1	2
Q59ab.	Speeding.....	1	2
Q59ac.	Not stopping at stop signs...	1	2

Q59b. Why do you think it is a (good/bad/both good and bad) idea to use a photo enforcement system to identify vehicles committing these violations? Anything else?

_____

Q59c. Thinking about locations where photo enforcement might be used... **[READ ITEM]**. Would you find it very acceptable, somewhat acceptable, or not at all acceptable to use it.

	VERY	SOMEWHAT	NOT AT ALL
	1	2	3
Q59ca. Where it could be hazardous to the driver or officer to stop			
Q59cb. Where stopping a vehicle could cause traffic congestion			
Q59cc. Where an accident has occurred			
Q59cd. In school zones			
Q59ce. Any other places (specify)			

_____

Q63. Thinking back over the past year, when was the most recent time that you (**READ ITEM**) -- today, within the past week, within the past month, more than a month ago, or not in the past year?

CONDITION:
If Version = A, ASK Q63a, Q63d, Q63f, Q63i, Q63j, Q63pp, Q63r, & Q63s.
If Version = B, ASK Q63b, Q63c, Q63e, Q63g, Q63h, Q63k, Q63kk, Q233, & Q63p.

	Today	Past Week	Past Month	More than a Month	Not in past year
	1	2	3	4	5

(For Version = A)
Q63a. Drove through a light that was already red before you entered an intersection

(For Version = B)
Q63b. Drove 10 miles an hour faster than most other vehicles were going

(For Version = B)
Q63c. Drove 20 miles an hour over the speed limit on an interstate highway

(For Version = A)
Q63d. Tailgated another vehicle on a highway with one lane in each direction

(For Version = B)
Q63e. Entered an intersection just as the light was turning from yellow to red

(For Version = A)
Q63f. Drove through a stop sign without slowing

(For Version = B)
Q63g. Slowed but didn't completely stop at a stop sign

(For Version = B)
Q63h. Cut in front of another car in order to make a turn

(For Version = A)
Q63i. Raced another driver

Q63.(cont) Thinking back over the past year, when was the most recent time that you (READ ITEM) -- today, within the past week, within the past month, more than a month ago, or not in the past year?

	Today	Past Week	Past Month	More than a Month	Not in past year
	1	2	3	4	5

(For Version = A)
Q63j. Drove when affected by alcohol

(For Version = B)
Q63k. Used the shoulder to pass in heavy traffic

(For Version = B)
Q63kk. Made an angry, insulting or obscene gesture or comment toward another driver such that they heard or saw it

(For Version = A)
Q63pp. Drove through traffic by switching quickly back and forth between lanes

(For Version = A)
Q63r. Went 10 miles an hour over the speed limit in a residential neighborhood

(If Version = B)
Q63s. Went 10 miles an hour over the speed limit on a two-lane rural road

(If Version = A)
Q63t. Drove 20 miles an hour over the speed limit on a rural road

(If Version = B)
Q63p. Drove 20 miles an hour faster than most other vehicles were going

CONDITION: IF VERSION = A, ASK Q64. IF VERSION = B, SKIP TO Q86aa.

Q64. If you saw a vehicle illegally pass a stopped school bus that has its red light flashing and its stop arm in full view, how likely would you be to call and report it to the police?

Very likely.....1	**SKIP TO Q64c**
Somewhat likely.....2	**SKIP TO Q64c**
Somewhat unlikely.....3	
Very unlikely.....4	

Q64b. Why would you be unlikely to report it?

_____ **SKIP TO Q86aa**

Q64c. How would you report it?

Have car phone.....1
Have cell phone.....2
Stop at pay phone.....3
Call when get to destination.....4
Other (specify).....5

Q86aa. You may be aware that the National Maximum Speed Limit Law was repealed. Have the speed limits on interstates affected by that law been increased in your state in any areas in which you drive?

Yes.....1	
No.....2	**SKIP TO Q87a**
Not sure.....3	**SKIP TO Q87a**

Q86c. How have the higher limits on those roads affected the number of people who speed? Do a lot more drivers obey the new limits, some more, only a few more, or about the same amount as the old limit?

A lot more drivers obey the new limits.....1
Some more drivers.....2
Only a few more drivers.....3
About the same.....4
Fewer now (VOL).....5

Q86d. Do you think that driving on those roads is safer now with the higher speed limits, about as safe, or less safe than with the old limits?

Safer now.....1
About as safe.....2
Less safe.....3

Q87a. Do you think that a uniform speed limit should be set for all interstate highways or should it be allowed to vary from state to state?

Uniform limit.....1
Allowed to vary.....2 **SKIP TO Q102b**

Q87b. What do you think that speed limit should be for interstate highways?

_____ SPEED LIMIT

PUBLIC EDUCATION EFFORTS (split sample)

Q102b. Now I'd like you to think again about unsafe driving actions, like **[RESPONSES FROM Q37]**. In your opinion, how much are UNSAFE DRIVING ACTIONS by other people a threat to the personal safety of you and your family? Would you say unsafe driving is....

A major threat.....1
A minor threat.....2
Not a threat.....3
Not sure (VOL).....4

Q103b. How important is it that something be done to reduce unsafe driving? Is it... [READ LIST]?

Very important.....1
Somewhat important.....2
Not important.....3
Not sure (VOL).....4

Q104b. How **EFFECTIVE** do you think the following steps would be in reducing unsafe driving? Would **(READ ITEM)** be very effective, somewhat effective, neither effective nor ineffective, somewhat ineffective, or very ineffective.

CONDITION: IF VERSION = A, ASK Q104ba, Q104bc, Q104be, & Q104bf.
CONDITION: If Version = B, ASK Q104bb, Q104bd, Q104bg, Q104bh, & Q104bi.

VERY EFFECTIVE	SOMEWHAT EFFECTIVE	NEITHER EFFECTIVE NOR INEFFECTIVE	SOMEWHAT INEFFECTIVE	VERY INEFFECTIVE
1	2	3	4	5

(For Version = A)
Q104ba. More police officers assigned to traffic

(For Version = B)
Q104bb. More frequent ticketing

(For Version = A)
Q104bc. Double or triple fines for traffic violations

(For Version = B)
Q104bd. Taking away driver's licenses more often

(For Version = A)
Q104be. Encouraging passengers to say something when their driver is not driving safely

(For Version = A)
Q104bf. Increasing public awareness of risks of unsafe driving

(For Version = B)
Q104bg. Encouraging citizens to report unsafe driving to police

(For Version = B)
Q104bh. Road design changes, like speed bumps and traffic circles, to slow down traffic

(For Version = B)
Q104bi. Insurance costs increased for traffic violations

Q105b. How would you feel about implementing the following methods in your community to reduce unsafe driving. Would you strongly approve, somewhat approve, neither approve nor disapprove, somewhat disapprove, or strongly disapprove of...(READ ITEM).

CONDITION: IF VERSION = A, ASK Q105ba, Q105bc, Q105be, & Q105bf.
CONDITION: IF VERSION = B, ASK Q105bb, Q105bd, Q105bg, Q105bh, & Q105bi.

STRONGLY APPROVE	SOMEWHAT APPROVE	NEITHER APPROVE NOR DISAPPROVE	SOMEWHAT DISAPPROVE	STRONGLY DISAPPROVE
1	2	3	4	5

(For Version = A)
Q105ba. More police officers assigned to traffic

(For Version = B)
Q105bb. More frequent ticketing

(For Version = A)
Q105bc. Double or triple fines for traffic violations

(For Version = B)
Q105bd. Taking away driver's licenses more often

(For Version = A)
Q105be. Encouraging passengers to try to get drivers not to drive unsafely

(For Version = A)
Q105bf. Increasing public awareness of the risks of unsafe driving

(For Version = B)
Q105bg. Encouraging citizens to report unsafe driving to police

(For Version = B)
Q105bh. Road design changes, like speed bumps and traffic circles, to slow down traffic

(For Version = B)
Q105bi. Insurance costs increased for violations

Q109gg. Which of these would you say is more dangerous?
SINGLE RECORD

Drunk driving, or.....1
Aggressive driving.....2

Q112a2. Compared to a year ago, would you say that other drivers in your area drive a lot more aggressively now, somewhat more aggressively, about the same, somewhat less aggressively, or much less aggressively?

A lot more aggressively now.....1
Somewhat more aggressively.....2
About the same.....3 **SKIP TO Q115aa**
Somewhat less aggressively.....4
Much less aggressively.....5
Not Sure/Refused.....6 **SKIP TO Q115aa**

Q114a2. Why do other drivers in your area drive (more/less) aggressively now?

_____

Q115aa. In the past year, have you ever felt that the behavior of another driver was a personal threat to you or your passengers?

Yes.....1
No.....2 **SKIP TO Q99a**
Don't know.....3 **SKIP TO Q99a**

Q115bb. How often in the past year have you felt this?

Every day/nearly every day...1
Several times a week.....2
Several times a month.....3
Once a month or less.....4

Q115cc. When was the last time you felt that another driver's behavior was a personal threat?

Today.....1
Past week.....2
Past month.....3
More than a month ago.....4

Q115dd. Thinking about that last time, what did the driver do that made you feel threatened? **[DO NOT READ LIST. MULTIPLE RECORD.]**

Drove very closely behind/beside me.....1
Cut [very closely] in front of me.....2
Cut me off at an intersection/exit.....3
Passed me in a dangerous place/manner.....4
Honked the horn [repeatedly].....5
Made an obscene or threatening gesture.....6
Other (SPECIFY) _____

Q115ee. What did you do? **[DO NOT READ LIST.]**

Tried to avoid trouble.....1
Responded in kind.....2
Didn't know what to do/did nothing.....3

CRASH EXPERIENCE

Q99a. Have you been in a vehicle crash in the past five years?

Yes.....1
No.....2 **SKIP TO Q97a**
(VOL) Don't know.....3 **SKIP TO Q97a**
(VOL) Refused.....4 **SKIP TO Q97a**

Q99b. How many times has this happened to you (in the past five years)?

_____ DON'T KNOW=98 REFUSED=99

Q99c. How long ago did that (most recent) crash occur?

Today.....1
Within the past week.....2
Within the past month....3
Within the past year.....4
Over a year ago.....5
Never.....6 **SKIP TO Q97a**

Q99d. Were you driving or was someone else driving?

Respondent driving.....1
Someone else.....2

Q99dd. Was anyone injured in that crash (only count injuries that required medical attention)? **[PROBE FOR RESPONDENT, OTHER PERSON, OR BOTH]**

Respondent injured.....1
Someone else injured.....2
Both respondent and other person injured..3
No one injured.....4

Q99e. Was the driver of your car or the other car cited for speeding in that crash?

Your vehicle.....1
Other vehicle.....2
Both.....3
Neither.....4

Q99f. Were any other unsafe driving actions a major factor, a minor factor or not a factor in that crash?

Major factor.....1
Minor factor.....2
Not a factor.....3 SKIP TO Q100

Q99f1. Was the unsafe driving by the driver of your vehicle, driver of the other vehicle, or both?

Driver of your vehicle.....1
Driver of other vehicle.....2
Both.....3

CONDITION: IF VERSION = A, ASK Q97a-Q97d.
CONDITION: IF VERSION = B, SKIP TO Q98.

SAFETY VIOLATIONS

Q97a. In the past twelve months have you been STOPPED by the police for any traffic-related reason?

Yes.....1
No.....2 **SKIP TO Q98**
(VOL) Don't know.....3 **SKIP TO Q98**
(VOL) Refused.....4 **SKIP TO Q98**

Q97b. How many times have you been stopped by the police in the past twelve months (for a traffic related reason)?

_____ NUMBER OF TIMES

Q97c. What were you stopped for? **CODE ALL THAT APPLY**

Drinking and driving.....1
Speeding.....2
Stop signal.....3
Stop sign.....4
Other (SPECIFY)_____..5

Q97d. Did you receive a ticket or warning (on any of those occasion)?

Yes, ticket.....1
Yes, warning.....2
Yes, both.....3
Neither.....4 **SKIP TO Q98**

Q97e. Did you change your driving behavior as a result of receiving the ticket?

Yes.....1
No.....2 **SKIP TO Q98**

Q97f. For about how long a period of time did you change your driving behavior as a result of receiving a ticket? [DO NOT READ LIST]

_____ Days
_____ Weeks
_____ Months
_____ Years

Q98. Within the past 5 years, have you...**(READ ITEM)**?

		NO	YES
Q98aa.	Gotten a ticket for speeding	1	2
Q98bb.	Gotten a warning for speeding	1	2
Q98cc.	Gotten a ticket for any other moving violation (such as running a red light or stop sign)	1	2
Q98dd.	Been convicted of DWI or DUI	1	2
Q98ee.	Had your car insurance been canceled or premiums increased as a result of claims or points	1	2

CONDITION: IF VERSION = A, SKIP TO DEMOGRAPHICS, D1.
IF VERSION = B, ASK Q98i.

Q98i. What is the make and model of the vehicle you drive most often? (e.g. Toyota Camry)?

_____

Q99. Do you have a radar detector in your car?

Yes.....1
No.....2

DEMOGRAPHICS

Now, a few last questions for statistical purposes...

D1. How old are you?

____ ____ age

Refused (VOL).....99

D2. Are you currently employed full time, part time, unemployed and looking for work, retired, going to school, homemaker or something else? **SINGLE RECORD**

Employed full time.....1
Employed part time.....2
Unemployed and looking for work.....3
Retired.....4
Going to school.....5
Homemaker.....6
Disabled (VOL).....7
Other (SPECIFY):_____.....8
Not sure (VOL).....9

D3. What is highest grade or year of regular school you have completed? **[DO NOT READ]**

No formal schooling.....1
First through 7th grade.....2
8th grade.....3
Some high school.....4
High school graduate.....5
Some college.....6
Four-year college graduate....7
Some graduate school.....8
Graduate degree.....9
Refused (VOL).....10

D4. Are you currently married, divorced, separated, widowed, or single?

Married.....1
Divorced.....2
Separated.....3
Widowed.....4
Single.....5

D5. Are you of Hispanic origin or descent?

Hispanic.....1
Not Hispanic.....2

D6. Which of these categories best describes your racial background? **[READ LIST]**

White.....1
Black or African-American.....2
Asian or Pacific Islander.....3
Eskimo, Aleutian or American Indian.....4
Mixed.....5
(VOL) Other _____
Not sure (VOL).....6
Refused (VOL).....7

D7. How many persons live in your household who are under 16 years old **[READ CATEGORIES]**?

_____ persons

None.....00

D8. Which of the following categories best describes your total household income before taxes in 1996? Your best estimate is fine. **[READ LIST]**

Less than $5,000.....1
$5,000 to $14,999.....2
$15,000 to $29,999.....3
$30,000 to $49,999.....4
$50,000 to $74,999.....5
$75,000 to $99,999.....6
$100,000 or more.....7
Not sure (VOL).....8
Refused (VOL).....9

Let me just confirm that the number I reached you at was: **[READ NUMBER]**

CQ391. Is this the only telephone number for this household?

Yes, this is the only number.....1
No, there is more than one number.....2

Thank you for your assistance. That completes our interview.

DOT HS 808 748

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