

KENTUCKY TRANSPORTATION CENTER

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2001 TRAFFIC SAFETY ISSUES OPINION SURVEY



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Research Report
KTC-02-4/SPR249-02-1F

2001 TRAFFIC SAFETY ISSUES OPINION SURVEY

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Kentucky Transportation Cabinet
Commonwealth of Kentucky

and

Federal Highway Administration
U.S. Department of Transportation

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February 2002



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Transportation Cabinet
Frankfort, Kentucky 40622

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May 29, 2002

Mr. Jose M. Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, Kentucky 40602

Subject: RESEARCH IMPLEMENTATION STATEMENT (KYSPR-02-249)
"2001 Traffic Safety Issues Opinion Survey"

Dear Mr. Sepulveda:

The objective of this study was to determine the opinions of licensed drivers in Kentucky regarding various traffic safety issues. Information gained from the survey provided insight from the driving public into a range of subjects including the primary seatbelt law, use of a cellular telephone while driving, regulation of truck driver training schools, and proposed changes to the existing graduated driver licensing program. Input received from the survey was used by the Kentucky Transportation Cabinet and the Kentucky State Police to support legislative initiatives which offered potential for improvement in the overall safety of the driving public.

The survey showed the most support for legislation which would regulate training at commercial truck driving schools, including a requirement for state agencies to administer all tests for truck drivers to obtain commercial drivers license. There was also strong support for funding of high school driver education, requirements for motorcyclists to wear helmets, retesting of high-risk drivers, changes to the graduated driver licensing procedures, prohibiting riding in the bed of a pickup truck, and prohibiting the use of cellular telephones while driving.

Results from the survey represent current views and priorities of the driving public which may be considered in future efforts to develop or modify regulations, procedures, and policies to improve overall highway safety.

Sincerely,

A handwritten signature in black ink, appearing to read "J. M. Yowell".

J. M. Yowell, P.E.
State Highway Engineer



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16. Abstract <p>As a means of determining public opinion on specific traffic safety issues, a public opinion survey was conducted. The survey consisted of a mail survey sent to 4,500 licensed drivers. Opinions on such issues as a primary seat belt law, prohibiting cell phones while driving, more regulation of truck driver training, and changes to the current graduated driver license program were obtained.</p> <p>The most support was for legislation which would regulate training at commercial truck driving schools and would require the state to administer all tests for a truck driver to obtain a commercial drivers license. There was also strong support for designating funds to be used for high school driver education, requiring motorcyclists to wear a helmet, retesting high risk drivers, various changes to the graduated driver licensing procedure, prohibiting riding in the bed of a pickup on public roads, and prohibiting the use of cell phones while driving..</p>			
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EXECUTIVE SUMMARY

As a means of determining public opinion on specific traffic safety issues, a public opinion survey was conducted. A total of 4,500 mail surveys were sent to a stratified sample of drivers selected from the drivers license file. The state was divided into three regions (based on Area Development District) to determine if opinions varied by region of the state. There were 2,097 responses received for a response rate of about 51.5 percent for eligible surveys. The margin-of-error for a sample of this size is plus or minus 2.1 percent at the 95 percent confidence level.

The most support was for legislation which would regulate training at commercial truck driving schools and would require the state to administer all tests for a truck driver to obtain a commercial drivers license. There was also strong support for designating funds to be used for high school driver education, requiring motorcyclists to wear a helmet, retesting high risk drivers, various changes to the graduated driver licensing procedure, prohibiting riding in the bed of a pickup on public roads, and prohibiting the use of cell phones while driving. Requiring a vision test or proof of a recent eye exam before driver license renewal and increasing the speed limit on rural interstates also received support. The response was neutral concerning the use of cameras to enforce red light running. The respondents were generally opposed to changing the seat belt law from secondary to primary enforcement and use of checkpoints to identify traffic safety violations. There was strong opposition for requiring a written test or road test before driver license renewal.

1.0 INTRODUCTION

In recent years there have been several laws both proposed and enacted in the Kentucky legislature which have dealt with various traffic safety issues. There has been discussion of various types of legislation which may be proposed in the 2002 Kentucky Legislature, and there are many other traffic safety issues of general interest. As a means of determining public opinion related to traffic safety issues, a public opinion survey was conducted. The survey was conducted in late 2001 in order for results to be available for the 2002 legislative session.

2.0 PROCEDURE

A mail survey of Kentucky licensed drivers was conducted by the Survey Research Center at the University of Kentucky. Most of the questions dealt with the opinions of respondents concerning several traffic safety issues while a few questions dealt with the general characteristics of the sample of drivers.

Drivers were randomly selected, across three regions, using the drivers license file maintained by the Transportation Cabinet's Division of Driver Licensing. A total of 4,500 mail surveys were sent. Information sent consisted of a cover letter, the survey form, and a business reply return envelope. The driver had to be 18 years of age to be included. In order to determine if opinions varied by region of the state, Kentucky was divided into three regions with 1,500 surveys sent to each region. The 15 Area Development Districts (ADD) were used to divide the state into west, central, and east regions. Following are the ADDs placed into each region.

West	Purchase, Pennyrite, Green River, Lincoln Trail, Barren River
Central	Northern Kentucky, KIPDA, Bluegrass, Lake Cumberland, Buffalo Trace
East	FIVCO, Gateway, Big Sandy, KY River, Cumberland Valley

The 4,500 initial surveys were mailed on October 19, 2001 with 36 undeliverable surveys re-mailed to new addresses between October 26 and November 2. Then 3,696 follow-up postcards were mailed on November 1. A second complete survey package was mailed to 2,944 non-respondents with accurate addresses on November 16. Finally, seven undeliverable surveys were re-mailed to new addresses on November 28. The mailings could have resulted in one person receiving the original survey package, a postcard, and a second survey.

A copy of the survey form is presented in Appendix A. There were 19 questions on the survey which dealt with various traffic safety issues. Respondents were asked to give their opinion using a scale from 1 to 4 with 1 indicating strongly in favor and 4 strongly opposed. A rating of 1 or 2 was used to indicate a respondent was in favor of the proposed law, policy, or program. The respondents could also note they had no opinion. There were also a few questions dealing with such areas as the types of vehicles driven in the household and the respondents age and gender. The survey form noted that these questions were for statistical control purposes so it could be determined if different types of drivers have different opinions about certain issues.

3.0 RESULTS

The survey response was closed on January 8, 2002 with 2,097 total completions included in the data. The margin-of-error for a sample of this size is plus or minus 2.14 percent at the 95 percent confidence level. Out of the original sample pool, a total of 402 were ineligible due to; an inaccurate address which could not be tracked successfully (388), no longer being a Kentucky resident (13), or being deceased (1). In addition, one person sent back the survey with a refusal statement and 15 sent in a completed survey after the closing date. The response rate of 51.5 percent is based on 2,112 completed surveys from a pool of 4,098 total eligible. It is possible that many of those not returning the survey were also “incorrect addresses” so the response rate listed is a conservative estimate. Also, there may continue to be additional surveys returned. The response rate and margin-of-error by region are as follows:

<u>Region</u>	<u>Response Rate (Percent)</u>	<u>Margin-of-Error (Percent)</u>
West	52.9	3.68
Central	54.7	3.60
East	46.9	3.87

Data were summarized by region and then weighted, using populations by region, to give statewide data. The west region consists of 42 counties with 28 percent of the total state population. The central region has 47 counties with 54 percent of the population, and the east region has 31 counties representing 18 percent of the population.

The sample was distributed across the state with at least one respondent from 119 of Kentucky’s 120 counties (all except Robertson County). After the statewide data were weighted (using the percentage of the state population in each region), the characteristics of the respondents were found to be geographically representative of the general population of licensed drivers.

A summary of the percent of respondents who indicated an opinion of “strongly favor” or “somewhat favor” for a specific traffic safety issue (a score of 1 or 2) is given in Table 1. Statewide data are presented as well as by region. Statistical tests (chi-square and gamma) were conducted to determine if there were relationships between various questions and specific respondent characteristics. Following is a discussion of the responses to questions relating to specific topics.

3.1 Safety Belts

Drivers were asked their opinion of changing Kentucky’s safety belt law to allow police officers to stop a motorist for failure to wear a safety belt. This would change Kentucky’s law from secondary to primary enforcement. About 44 percent were in favor of this change. There was a wide range in opinion on this change in the current law with 26 percent strongly in favor

and 39 percent strongly opposed. The percent in favor varied little across the state with 46 percent in favor in the east and west regions compared to 43 percent in the central.

About 66 percent of the respondents indicated they used their safety belt all the time with another 19 percent stating they used their seat belt most of the time. Under two percent stated they never used their safety belt. (Note: This compares to the most recent observational survey in 2001 where a usage rate of about 62 percent was found which shows that drivers tend to overestimate their use of safety belts.)

There was a strong relationship between reported safety belt use and support of a primary safety belt law. About 56 percent of those who noted they wear a safety belt all the time were in favor of this law compared to only 15 percent of those who indicated they wore a safety belt only some of the time, rarely, or never. There was also a strong relationship between the gender and the opinion on this law with stronger support for females compared to males (51 percent in favor for females compared to 37 percent in favor for males).

3.2 Motorcyclists

Only about 7.5 percent indicated a motorcycle was driven by a member of their household with less than one percent noting it was the vehicle they drove most often. Approximately 84 percent of the respondents noted they were in favor of a requirement for a motorcyclist to wear a helmet with about 72 percent strongly in favor. This requirement was repealed in the 1996 Legislature. Support by region varied from 81 percent in the east, 83 percent in the west, and 86 percent in the central.

There was a strong relationship between opinion on this law and whether a motorcycle was driven by a member of the household. Percent in favor decreased from 86 percent for those where a motorcycle was not used by a member of the household to 51 percent for those where a motorcycle was used. It is interesting to note that a small majority of respondents where a motorcycle is used in the household was in favor of a mandatory helmet law. There was a strong relationship between gender and the opinion of this law (90 percent of females in favor compared to 75 percent of males) with a moderate relationship with age (increase in support with age).

3.3 Checkpoints

Police have used checkpoints to stop motorists to determine if they have any traffic safety violations. Opinion on the use of checkpoints for this purpose varied from about 22 percent strongly in favor to about 37 percent strongly opposed. About 43 percent were in favor of the use of checkpoints for this purpose. There was a major difference by region with 49 percent in favor in the west, 56 percent in favor in the east, but only 35 percent in favor in the central.

There was a moderate relationship for gender with more females favoring use of checkpoints (50 percent for females compared to 42 percent for males). There was a strong relationship for race with 47 percent of whites in favor compared to 30 percent of non-whites.

3.4 Cell Phones

About 66 percent of the respondents were in favor of a law prohibiting the use of cell phones while driving. About 47 percent were strongly in favor of this restriction compared to 18 percent strongly opposed. Percent in favor ranged from 63 percent in the central region to 67 percent in the west and 70 percent in the east.

Strong relationships were found between the opinion on this law and several characteristics of the respondents. Support increased with driver age, decreased with more education, and decreased with income. Support was 54 percent for those 18 through 34 years of age compared to 79 percent for 55 years and older. Percent in favor was 83 percent for respondents with less than a high school education compared to 49 percent for those with a college graduate degree. Percent in favor was 78 percent for a household income under \$15,000 compared to 52 percent with an income of \$50,000 or more. These relationships suggest that support for a law is inversely related to the likelihood that the respondent had access to a cell phone.

3.5 Riding in Bed of Pickup

About 54 percent of the respondents indicated a pickup truck was driven by a member of their household with about 20 percent noting it was the type of vehicle they drove most often. About 67 percent were in favor of a law prohibiting a person from riding in the bed of a pickup on a public road with about 48 percent strongly in favor of this restriction. Percent in favor ranged from 63 percent in the east region, 68 percent in the central, and 67 percent in the west.

There was a strong relationship between gender and the opinion on this legislation with 72 percent of females in favor compared to 58 percent of males. For respondents with a pickup in the household, 60 percent were in favor compared to 74 percent in favor where there was no pickup in the household. For respondents who indicated a pickup was the type of vehicle they drove most often, 53 percent were in favor compared to 70 percent where a pickup was not their primary vehicle.

3.6 Camera Enforcement of Red Light Running

In several other states cameras have been placed at intersections where right of way is controlled by a traffic signal. The camera records drivers who disregard a red light, and these drivers are then mailed a citation. Due to laws requiring officers to observe moving violations, this type of enforcement is not currently an option in Kentucky. About 51 percent of the respondents were in favor of legislation which would allow this enforcement procedure to be

used in Kentucky. There was 29 percent strongly in favor and 32 percent strongly opposed. Percent in favor by region varied from 49 percent in the central, 51 percent in the west, and 58 percent in the east.

Moderate relationships were found between gender and age and this type of enforcement. There was more support for females (57 percent in favor) compared to males (47 percent in favor). Support increased with age with 45 percent of respondents under 35 years of age in favor compared to 61 percent of those 55 years or older in favor.

3.7 Driver License Renewal

Drivers were asked their opinion of adding certain requirements in order to renew a driver's license. About 61 percent were in favor of requiring either a vision test or proof of a recent eye exam in order to renew a driver's license. There was only a very slight difference in the percent of respondents in favor of this vision requirement over the three regions. The 61 percent approval for a vision requirement compares to only about 18 percent in favor of requiring a written test and only about 16 percent in favor of requiring a road test prior to license renewal.

There was a slight relationship between age and requiring a vision test or proof of a recent eye exam with support decreasing with age. However, 55 percent of respondents 65 years of age and older were in favor of this requirement with 59 percent between 55 and 64 years of age in favor showing that even a majority of elderly drivers support a vision test.

3.8 High Risk Drivers

Approximately 82 percent of the respondents were in favor (with about 52 percent strongly in favor) of a program to identify and then retest "high risk" drivers who would be identified based on their driving record. The number of citations and accidents would be used to identify a "high risk" driver. The percent in favor ranged only between 80 and 82 percent in the three regions.

3.9 Truck Drivers

About 90 percent of the drivers were in favor (with 66 percent strongly in favor) of the state requiring commercial truck driving schools to provide a specified minimum amount of classroom instruction and driving training prior to completing the school. Another policy with strong support was requiring the state to administer all written and driving tests for truck drivers in order for the driver to receive a commercial drivers license (CDL) (approximately 88 percent in favor with 64 percent strongly in favor).

About 11 percent indicated a commercial or farm truck was driven by a member of their household with about one percent noting it was the vehicle they drove the most. Although less than for respondents where no member of the household drove a commercial or farm truck, there

was strong support for both of these laws by respondents who indicated use of a truck by a member of the household (82 percent in favor of the minimum amount of training with 78 percent in favor of the state administrating all CDL tests).

3.10 Graduated Driver License

The graduated drivers license (GDL), which applies to 16 and 17 year old individuals who are obtaining their drivers license, was enacted by the 1996 Legislature. Respondents were asked to consider several changes to the current GDL. The changes would apply to drivers under 18 years of age. The GDL program currently has a permit phase of six months before a driver can be eligible for a full license. The changes would apply to teenagers 16 and 17 years of age for one to two years after a driver receives a permit (depending on the age when the permit was obtained) before they could progress to a full license. About 69 percent of the respondents were in favor of adding a six-month intermediate phase to the GDL program which would require new drivers remain free of any traffic violations or crashes before progressing to a full license. About 74 percent were in favor of restricting unsupervised driving between 11 pm and 5 am during the permit and intermediate phases (51 percent strongly in favor) compared to about 60 percent in favor when the time period was between 10 pm and 5 am. About 56 percent were in favor of limiting the number of passengers to family members and one non-family member during this minimum one year period after receiving a permit before progressing to a full license.

Support for the GDL proposals was uniformly highest in the east region and lowest in the central region. For example, support for restricting driving during the intermediate phase between 10 pm and 5 am varied from 57 percent in the central region, 62 percent in the west, and 66 percent in the east.

There was a moderate relationship between the GDL proposals and age with support increasing with age. For example, those in favor of having the intermediate phase was 65 percent for respondents under 35 years of age compared to 73 percent for those 55 years or older. Also, restricting unsupervised driving between 10 pm and 5 am during the intermediate phase was supported by 54 percent of respondents under 35 years of age compared to 69 percent for those 55 years or older. The strongest relationship was for restricting passengers where the percent in favor was 44 percent for respondents under 35 years of age compared to 66 percent for those 55 years or older.

3.11 High School Driver Education

The number of high schools offering driver education as a class has decreased over the past several years. About 88 percent of the respondents were in favor of legislation which would set aside funds to encourage more high schools to offer driver education. The percent in favor varied only from 87 to 90 percent in the three regions.

There was a moderate relationship between support and gender. There was more support by females (92 percent for females compared to 85 percent for males).

3.12 Speed Limit

The speed limit on rural interstates has been increased to 70 mph in several states in recent years. About 57 percent of the drivers were in favor of increasing the speed limit on rural interstate highways from 65 mph to 70 mph for all vehicles with the support by region varying only from 56 to 58 percent. The percent in favor of increasing the speed limit on these roads to 70 mph for cars while retaining the 65 mph speed limit for trucks was almost identical (56 percent) with support by region varying only from 55 to 57 percent.

There were moderate to strong relationships between gender and age and an increase in speed limit. There was more support by males (64 percent in favor of the 70 mph speed limit for all vehicles compared to 51 percent for females). Support for this higher speed limit decreased with age (73 percent in favor for respondents under 35 years of age compared to 43 percent in favor for those 55 years of age or older).

3.13 Comments

The respondents were given the opportunity to list concerns or comments about traffic safety on Kentucky highways. There were 741 respondents which listed at least one comment. The large number of respondents with comments indicate the high amount of interest in this subject. Following is a summary of the most frequent comments.

<u>Comment</u>	<u>Frequency</u>
Periodic tests should be given to drivers over a certain age	67
Adults should not be required to wear seatbelts	49
Driver distractions, including cell phones, create a problem	47
Truckers drive too fast, unsafely	41
Harsher penalties needed for drinking and driving	37
More effective enforcement of speed limits needed	25
Problem with uninsured drivers	15

4.0 SUMMARY

As previously noted, the respondents gave their opinion concerning the various traffic safety issues using a scale from 1 to 4 with 1 indicating they were strongly in favor and 4 strongly opposed. The mean score would give an indication of the overall opinion on an issue with the most support shown by the lowest mean scores. Following is a listing of the 19 questions which dealt with traffic safety issues in ascending order by their mean score. The questions with the most support of the respondents had the lowest mean scores. A score of 1 would indicate strongly in favor with a score of 2 somewhat in favor. A score of 3 would indicate somewhat opposed with a score of 4 strongly opposed. A score of 2.5 could be interpreted as neutral.

The mean scores varied from a low of 1.48 (most support) for the state to require commercial truck driving schools to provide a minimum amount of classroom instruction and driving training prior to completing the school to 3.40 (least support) for requiring a road test in order to renew a driver's license.

<u>Issue</u>	<u>Mean Score</u>
Regulate training at commercial driving schools	1.48
Designated funds for high school driver education	1.52
State conduct all CDL testing	1.52
Motorcycle helmet requirement	1.54
Retest high risk drivers	1.74
GDL/restrict unsupervised driving from 11 pm to 5 am	1.88
GDL/no traffic violations/crashes one year before full license	2.00
Prohibit riding in bed of pickup on public road	2.01
Prohibit cell phones while driving	2.05
GDL/restrict unsupervised driving from 10 pm to 5 am	2.19
Require vision test before driver license renewal	2.28
GDL/restrict number of passengers	2.33
Increase speed limits on rural interstates (70 mph cars/65mph trucks)	2.34
Increase speed limits on rural interstates to 70 mph (all vehicles)	2.35
Use of camera to enforce red light running	2.52
Primary seat belt law	2.68
Use of checkpoints to identify traffic safety violations	2.72
Require written test before driver license renewal	3.35
Require road test before driver license renewal	3.40

TABLE 1. SUMMARY OF RESPONDENTS IN FAVOR OF VARIOUS PROPOSALS

PROPOSAL	PERCENT IN FAVOR*			
	REGION			STATEWIDE**
	EAST	CENTRAL	WEST	
Primary Safety Belt Enforcement	46	43	46	44
Motorcycle Helmet Requirement	81	86	83	84
Use of Checkpoints	56	35	49	43
Prohibit Use of Cell Phones while Driving	70	63	67	66
Prohibit Riding in Bed of Pickup on Public Road	63	68	67	67
Use of Cameras for Red Light Running Enforcement	58	49	51	51
Vision Test to Renew Driver's License	59	61	61	61
Written Test to Renew Driver's License	16	18	18	18
Road Test to Renew Driver's License	15	16	17	16
Retest "High Risk" Drivers	80	82	82	82
Minimum Training for Truck Driving Schools	87	92	88	90
State Administer CDL Tests	85	89	88	88
Intermediate Phase Added to GDL Process	73	68	68	69
GDL include Restricted Driving between 11 pm and 5 am	79	71	76	74
GDL include Restricted Driving between 10 pm and 5 am	66	57	62	60
GDL include Limit in Number of Passengers	63	52	58	56
Designate Funds for High School Driver Education	90	87	89	88
Increase Speed Limit on Rural Interstates to:				
70 mph for All Vehicles	57	56	58	57
70 mph for Cars and 65 mph for Trucks	55	56	57	56

* Respondents who indicated a response of 1 or 2 to the specific question.

** Weighted results.

APPENDIX A

SURVEY FORM

For each of the following questions, please circle the number indicating whether you strongly favor (1), somewhat favor (2), somewhat oppose (3), or strongly oppose (4) each proposal, or if you have no opinion (8).

	Strongly Favor		Strongly Oppose		No Opinion
1. Would you be in favor of changing Kentucky's safety belt law to allow law enforcement to stop a motorist for failure to wear a safety belt?	1	2	3	4	8
2. Would you be in favor of a requirement for a motorcyclist to wear a helmet?	1	2	3	4	8
3. Are you in favor of police using checkpoints to stop motorists to determine if they have any traffic safety violations?	1	2	3	4	8
4. Would you be in favor of enacting a law prohibiting the use of cell phones while driving?	1	2	3	4	8
5. Would you be in favor of a law prohibiting a person from riding in the bed of a pickup on a public road?	1	2	3	4	8
6. Would you be in favor of legislation that would allow the placement of cameras at intersections with traffic signals to record when a driver disregards a red light and then send that driver a citation?	1	2	3	4	8
7. Would you be in favor of requiring either a vision test or proof of a recent eye exam in order to renew a driver's license?	1	2	3	4	8
8. Would you be in favor of a program to identify and then retest "high risk" drivers who would be identified based on driving record related to their number of citations and accidents?	1	2	3	4	8
9. Would you be in favor of the state requiring commercial truck driving schools to provide a minimum amount of classroom instruction and driving training prior to completing the school?	1	2	3	4	8
10. Would you be in favor of requiring the state to administer all written and driving tests for truck drivers in order for the driver to receive a commercial drivers license?	1	2	3	4	8

11. Would you be in favor of requiring a written test in order to renew a driver's license?	1	2	3	4	8
12. Would you be in favor of requiring a road test in order to renew a driver's license?	1	2	3	4	8
13. The graduated driver license (GDL) program currently has a permit phase of six months before a driver can be eligible for a full license. Would you be in favor adding a six-month intermediate phase to the GDL program <u>for drivers under the age of 18</u> which would require that they remain free of any traffic violations or accidents for one year after receiving their permit before progressing to a full license?	1	2	3	4	8
14. As part of a GDL intermediate phase for drivers under 18, would you be in favor of restricting unsupervised nighttime driving <u>between 11 pm and 5 am</u> for one year after receiving a permit before progressing to a full license?	1	2	3	4	8
15. As part of a GDL intermediate phase for drivers under 18, would you be in favor of restricting unsupervised nighttime driving <u>between 10 pm and 5 am</u> for one year after receiving a permit before progressing to a full license?	1	2	3	4	8
16. As part of a GDL intermediate phase for drivers under 18, would you be in favor of limiting the number of passengers to family members and one non-family member for one year after receiving a permit before progressing to a full license?	1	2	3	4	8
17. Would you be in favor of legislation that would set aside funds to encourage more high schools to offer driver education?	1	2	3	4	8
18. Would you be in favor of increasing the speed limit on rural interstate highways from 65 mph to 70 mph for all vehicles?	1	2	3	4	8
19. Would you be in favor of increasing the speed limit on rural interstate highways to 70 mph for cars while retaining the 65 mph speed limit for trucks?	1	2	3	4	8

The following questions are for statistical control purposes so we can analyze whether different types of drivers have different opinions about these issues.

20. When driving, how often do you wear your safety belt?

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

21. Which of the following types of vehicles are driven by members of your household?
(Please circle all that apply).

- | | |
|-----------------|-----------------------------|
| 1. Car | 5. Motorcycle |
| 2. Pickup Truck | 6. ATV |
| 3. SUV | 7. Commercial or Farm Truck |
| 4. Van | 8. Other _____ |

22. Of the above vehicles, which is the one type YOU drive most often?

- | | |
|-----------------|-----------------------------|
| 1. Car | 5. Motorcycle |
| 2. Pickup Truck | 6. ATV |
| 3. SUV | 7. Commercial or Farm Truck |
| 4. Van | 8. Other _____ |

23. Please tell us your county of residence (i.e. Fayette, Estill, McCreary, etc.)

24. What is your gender?

1. Female
2. Male

25. Which of the following best describes your race or ethnicity?

1. White
2. Black / African American
3. Hispanic
4. Asian or Pacific Islander
5. American Indian, Eskimo or Aleut
6. Other _____

26. In what year were you born? _____

27. What is the highest level of education you have completed?

1. Grade school/some high school
2. High School Diploma/GED
3. Some college/Associates degree/Vocational degree or certificate
4. Bachelors Degree or higher

28. Last year, what was your approximate total household income from all sources before taxes?

1. Less than \$10,000
2. \$10,000 - \$14,999
3. \$15,000 - \$24,999
4. \$25,000 - \$34,999
5. \$35,000 - \$49,999
6. \$50,000 - \$74,999
7. \$75,000 or more

29. If you have any other concerns or comments about traffic safety on Kentucky highways, please tell us about them in the space below.

Thank you for taking the time to complete this survey!

APPENDIX B

SUMMARY OF AREA DEVELOPMENT DISTRICT DATA

RESPONSES BY AREA DEVELOPMENT DISTRICT (ADD)

<u>ADD</u>	<u>NUMBER OF RESPONSES*</u>	<u>MARGIN-OF-ERROR (PERCENT)**</u>
Purchase	138	8.4
Pennyrile	132	8.6
Green River	112	9.3
Lincoln Trail	140	8.3
KIPDA	287	5.8
Northern Kentucky	135	8.5
Bluegrass	223	6.6
Buffalo Trace	22	21.4
FIVCO	130	8.6
Gateway	80	11.0
Big Sandy	152	8.0
Kentucky River	94	10.2
Cumberland Valley	169	7.6
Lake Cumberland	62	12.6
Barren River	169	7.6

C Does not total 2,112 because some surveys respondents did not include county of residence which was used to identify the ADD.

C The large margin-of-error for many ADDs are related to the small sample sizes.

TABLE B-1. SUMMARY OF RESPONDENTS IN FAVOR OF VARIOUS PROPOSALS (BY ADD)

PROPOSAL	PERCENT IN FAVOR*			
	ADD			
	Purchase	Pennyrile	Green River	Lincoln Trail
Primary Safety Belt Enforcement	38	44	41	54
Motorcycle Helmet Requirement	84	78	81	84
Use of Checkpoints	41	49	45	48
Prohibit Use of Cell Phones while Driving	67	70	66	68
Prohibit Riding in Bed of Pickup on Public Road	62	70	66	68
Use of Cameras for Red Light Running Enforcement	45	51	46	54
Vision Test to Renew Driver's License	55	64	63	64
Written Test to Renew Driver's License	17	16	14	21
Road Test to Renew Driver's License	13	20	18	20
Retest "High Risk" Drivers	76	89	86	81
Minimum Training for Truck Driving Schools	88	86	96	86
State Administer CDL Tests	88	90	89	89
Intermediate Phase Added to GDL Process	68	74	62	75
GDL include Restricted Driving between 11 pm and 5 am	76	79	71	76
GDL include Restricted Driving between 10 pm and 5 am	60	73	56	63
GDL include Limit in Number of Passengers	55	58	56	59
Designate Funds for High School Driver Education	92	91	86	91
Increase Speed Limit on Rural Interstates to:				
70 mph for All Vehicles	58	63	67	57
70 mph for Cars and 65 mph for Trucks	56	58	60	59

* Respondents who indicated a response of 1 or 2 to the specific question.

TABLE B-1. SUMMARY OF RESPONDENTS IN FAVOR OF VARIOUS PROPOSALS (BY ADD) (con't)

PROPOSAL	PERCENT IN FAVOR*			
	ADD			
	KIPDA	Northern KY	Bluegrass	Buffalo Trace
Primary Safety Belt Enforcement	50	35	38	57
Motorcycle Helmet Requirement	88	79	85	91
Use of Checkpoints	32	23	42	48
Prohibit Use of Cell Phones while Driving	64	57	61	65
Prohibit Riding in Bed of Pickup on Public Road	74	61	68	50
Use of Cameras for Red Light Running Enforcement	50	38	55	36
Vision Test to Renew Driver's License	60	63	67	46
Written Test to Renew Driver's License	22	12	17	24
Road Test to Renew Driver's License	18	13	16	9
Retest "High Risk" Drivers	84	79	82	82
Minimum Training for Truck Driving Schools	95	90	93	82
State Administer CDL Tests	90	89	89	91
Intermediate Phase Added to GDL Process	66	69	73	59
GDL include Restricted Driving between 11 pm and 5 am	70	70	75	59
GDL include Restricted Driving between 10 pm and 5 am	57	55	58	45
GDL include Limit in Number of Passengers	55	45	51	48
Designate Funds for High School Driver Education	86	86	86	86
Increase Speed Limit on Rural Interstates to:				
70 mph for All Vehicles	56	62	53	36
70 mph for Cars and 65 mph for Trucks	58	58	58	41

* Respondents who indicated a response of 1 or 2 to the specific question.

TABLE B-1. SUMMARY OF RESPONDENTS IN FAVOR OF VARIOUS PROPOSALS (BY ADD) (con't)

PROPOSAL	PERCENT IN FAVOR*			
	ADD			
	FIVCO	Gateway	Big Sandy	Kentucky River
Primary Safety Belt Enforcement	41	42	57	44
Motorcycle Helmet Requirement	79	84	81	80
Use of Checkpoints	51	57	59	57
Prohibit Use of Cell Phones while Driving	73	56	68	78
Prohibit Riding in Bed of Pickup on Public Road	60	52	63	70
Use of Cameras for Red Light Running Enforcement	49	59	65	62
Vision Test to Renew Driver's License	65	52	60	55
Written Test to Renew Driver's License	16	16	12	12
Road Test to Renew Driver's License	19	17	15	9
Retest "High Risk" Drivers	79	75	83	78
Minimum Training for Truck Driving Schools	88	83	88	89
State Administer CDL Tests	86	93	83	83
Intermediate Phase Added to GDL Process	71	72	77	76
GDL include Restricted Driving between 11 pm and 5 am	75	79	81	84
GDL include Restricted Driving between 10 pm and 5 am	64	62	67	70
GDL include Limit in Number of Passengers	62	61	65	61
Designate Funds for High School Driver Education	88	93	92	83
Increase Speed Limit on Rural Interstates to:				
70 mph for All Vehicles	64	52	53	48
70 mph for Cars and 65 mph for Trucks	62	49	52	45

* Respondents who indicated a response of 1 or 2 to the specific question.

TABLE B-1. SUMMARY OF RESPONDENTS IN FAVOR OF VARIOUS PROPOSALS (BY ADD) (con't)

PROPOSAL	PERCENT IN FAVOR*		
	ADD		
	Cumberland Valley	Lake Cumberland	Barren River
Primary Safety Belt Enforcement	44	39	50
Motorcycle Helmet Requirement	80	89	84
Use of Checkpoints	56	55	57
Prohibit Use of Cell Phones while Driving	71	81	64
Prohibit Riding in Bed of Pickup on Public Road	65	74	68
Use of Cameras for Red Light Running Enforcement	57	53	56
Vision Test to Renew Driver's License	61	55	60
Written Test to Renew Driver's License	21	16	17
Road Test to Renew Driver's License	16	20	15
Retest "High Risk" Drivers	83	86	80
Minimum Training for Truck Driving Schools	88	83	86
State Administer CDL Tests	83	86	85
Intermediate Phase Added to GDL Process	70	67	65
GDL include Restricted Driving between 11 pm and 5 am	77	78	78
GDL include Restricted Driving between 10 pm and 5 am	64	67	61
GDL include Limit in Number of Passengers	63	67	59
Designate Funds for High School Driver Education	92	97	85
Increase Speed Limit on Rural Interstates to:			
70 mph for All Vehicles	63	49	52
70 mph for Cars and 65 mph for Trucks	60	50	56

* Respondents who indicated a response of 1 or 2 to the specific question.