



# GOVERNOR'S HIGHWAY SAFETY PROGRAM STUDY

AUGUST 2018

Prepared for:  
Vermont Agency of Transportation

Prepared by:  
The Center for Research & Public Policy, Inc.



## STATEMENT OF CONFIDENTIALITY AND OWNERSHIP

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All of the analyses, findings and recommendations contained within this report are the exclusive property of the Vermont Agency of Transportation.

As required by the Code of Ethics of the National Council on Public Polls and the United States Privacy Act of 1974, The Center for Research and Public Policy maintains the anonymity of respondents to surveys the firm conducts. No information will be released that might, in any way, reveal the identity of the respondent.

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

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Survey Instrument

# 1 INTRODUCTION

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The Center for Research & Public Policy (CRPP) is pleased to present the results of a 2018 Governor’s Highway Safety Program Survey on behalf of the Vermont Agency of Transportation. The comprehensive online survey was conducted among licensed adult drivers throughout the State of Vermont. The 2018 survey included similar questions to those held in surveys conducted between 2010 and 2017.

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

In 2010, the Vermont Department of Health added several questions within the statewide survey instrument. Similar questions have remained in the survey through 2018. Questions on pedestrian activity / concerns and bicycling / bicycling safety were added in 2016 and continued into 2018. As well, several new questions were added in 2018.

This report summarizes information collected from online surveys conducted July 20 – August 6, 2018. Survey approval was received on July 17, 2018.

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

- Perceptions of the likelihood of an arrest after drinking or using drugs and driving;
- Perceptions of the likelihood of a ticket after speeding, using a hand-held phone or not wearing a seat belt;
- Recall for messages on alcohol or drug-impaired driving, wearing seat belts and motorcycle safety;
- Perceived danger levels for use of hands-free cell devices while driving;
- Awareness of law against using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway;
- Among pedestrians – concern over their safety while walking and use of hand-held devices while walking near active roadways;
- Awareness of recommended age for children in car seats and placement of rear-facing infant seats in vehicles;
- Prevalence of driving under the influence of alcohol, marijuana or prescribed medications;
- Frequency of seat belt use during the day and at night, speeding or driving while using electronic devices;
- Frequency of driving a vehicle over the posted speed limit;
- Support/Opposition to an “automated speed enforcement system” in Vermont that is able to automatically detect a vehicle exceeding the posted speed limit;
- Frequency of using a hands-free cell phone while driving or walking; and
- Knowledge of bicycle/vehicle clearance law on road and bicycling activities.

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

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

## METHODOLOGY

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

All online interviews were conducted during July 20 – August 6, 2018. Vermont licensed drivers were randomly invited to participate in the online survey.

Survey input was provided by the Vermont Agency of Transportation.

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

All population-based surveys conducted by CRPP are approximately proportional to population contributions within states. This distribution ensures true, representative results without significant under or over representation of various geographic or demographic groups within a sampling frame.

CRPP utilized a Vermont online panel of residents. An invitation to participate was randomly distributed to panel members. Panel members are incentivized for participation.

Respondents qualified for the survey if they confirmed they held a Vermont driver's license and were at least 18 years of age.

Survey approval was received on July 17, 2018. Following programming, a pre-test of the online survey instrument occurred on July 19, 2018.

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

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

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

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

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

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

# HIGHLIGHTS

Results throughout this report serve as a benchmark on the issues included -- enabling measurement or movement of trends over time.

## ON ENFORCEMENT...

Over two-thirds of licensed Vermont drivers, 68.6%, suggested it was very (43.4%) or somewhat (25.2%) likely they would be arrested for driving after drinking or using drugs. This percentage is down significantly from 82.0% in a similarly worded question in 2017.

Similarly, 56.6% believed a ticket for not wearing a seat belt was very (27.8%) or somewhat likely (28.8%). This is down slightly from 60.1% in 2017.

Another 74.0% indicated they believed a ticket was very (32.2%) or somewhat (41.8%) imminent for driving over the speed limit. This percentage slightly decreased from 78.4% in 2017.

In the third year of measurement, the percentage of those believing they were likely to receive a ticket for use of a hand-held electronic device while driving was 65.2% (40.6% very and 24.6% somewhat likely). While this is down slightly from 70.2% in 2017, this is still up significantly from 49.8% in 2016.

## ON MEDIA REACH...

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

Those reporting hearing, reading or seeing messages on drunk driving enforcement initiatives decreased from 87.8% in 2017 to 69.0% in 2018. The wording of the question slightly changed from prior years.

Those hearing, reading or seeing messages about drug-impaired driving also decreased – to 62.4% in 2018 from 79.4% in 2017.

Similarly, the percentage of those hearing, reading or seeing messages about seat belt law enforcement decreased – 69.0% in 2018 from 76.6% in 2017.

The primary sources for information, among those aware of messages, about alcohol-impaired driving, drug-impaired driving and seat belt law enforcement included television (70.1%), signs/banners (51.3%), radio (51.1%), social media (45.0%), personal observation on the road (40.3%) and internet (33.9%). Other mentions with less frequency included: newspaper, friends/relatives, and law enforcement employment.



In 2016, the Governor's Highway Safety Program Survey began to include questions on motorcycle safety messaging. In 2018, 44.8% reported reading, seeing or hearing messages about motorcycle safety. This percentage decreased from 54.6% in 2017 and 48.0% in 2016.

Those reporting they had read, seen or heard motorcycle safety messages indicated the primary sources included: television (46.4%), signs/banners (42.0%), personal observation on the road / knowledge (33.9%) and radio (31.7%).

Awareness of the law against anyone using any hand-held electronic device while operating a motor vehicle on a roadway has significantly increased from 82.8% in 2017 to 97.8% in 2018.

### ON PEDESTRIAN BEHAVIOR...

In a 2018 question that varied from prior years, those suggesting they "never" walk across, adjacent to or near active roadway traffic during an average month was 8.2%.

Among the remaining 2018 respondents who do walk near active roadway traffic, the frequency ranged from daily (21.0%) to under 10 days per average month (36.4%).

Concern over personal safety when walking near active highway traffic, in 2018, remained consistent with results collected in 2017. Almost three-quarters, 73.4%, offered either very concerned (29.6%) or somewhat concerned (43.8%). This is slightly less than 75.7% in 2017.

### ON CHILD PASSENGERS...

All respondents were asked to report the age that the law requires a child to remain in a car seat. Over two-thirds of respondents (39.6%) were unsure. The remaining respondents reported ages from one to 15 years of age. The largest percentage, 34.4%, indicated the correct age was eight.

When asked if it was a good idea to place a rear-facing infant seat in front of a working air bag, a strong majority, 90.4%, suggested it was not a good idea.

## ON PERSONAL BEHAVIOR...

In a newly phrased 2018 question, a strong majority of respondents (89.8%) indicated that they had not operated a motor vehicle within two (2) hours after drinking two (2) or more alcoholic beverages.

Few respondents (1.4%) reported that they had operated a motor vehicle when they had too much to drink during the past 30 days. This is down from 3.4% in 2017.

A strong majority of respondents reported they 'always' wear their seatbelt during the day (88.2%) and during the night (89.6%). This is up slightly from 2017 - 85.8% during the day and 86.0% during the night.

Those indicating they "never" drive faster than 40-miles per hour in a 30-miles per hour zone was recorded at 31.4% in 2018.

Further, those noting they "never" drive faster than 75-miles per hour in a 65-miles per hour zone was 32.6% -- statistically unchanged from 32.4% in 2017.

All respondents were asked how strongly they support or oppose "automated speed enforcement systems" – a system able to automatically detect a vehicle exceeding the posted speed limit by a certain amount and that records the vehicle's rear license plate, location, date, time and speed. Almost two-thirds (63.0%) of respondents suggested they strongly (30.6%) or somewhat support (32.4%) the use of the technology.

On electronic device use while driving, 55.4% indicated "never". This is statistically similar to 56.6% in 2017.

The perception that hands-free cell use, while driving, is safe is decreasing. Less than two-thirds, 29.4%, noted they believed hands-free cell use while driving was safe.

In 2018, half of all survey respondents (50.0%) noted they "always", "often", or "sometimes" walk while texting, talking or listening to hand-held devices. Another 23.0% noted they never do and 26.8% suggested it is "seldom".

A new question to the 2018 survey asked respondents if they believed it is safe to operate a motor vehicle within two (2) hours after using marijuana. Over half of respondents, 59.4% indicated that it is "not safe", 17.2% indicated it was "safe", while 23.4% of respondents were "unsure".

Few respondents (7.6%) reported to have operated a vehicle while using marijuana in the past 30 days. This is down from 8.0% in 2017.

Similarly, a handful of respondents (3.6%) reported to have operated a motor vehicle within two hours after taking a prescription pain reliever or prescription anxiety medication. This is down from 5.8% in in 2017.

## ON BICYCLE SAFETY AND ACTIVITIES...

Bicycle and bicycle safety questions were introduced in 2017. The initial question was designed to measure awareness of the Vermont law defining the clearance or space vehicles must give to bicyclists on Vermont roads. While 40.6% reported being unsure, 35.2% of all respondents (unchanged from 2017) indicated “at least four feet”.

One-half of all respondents, 50.0%, noted they never ride a bicycle. The other half, 50.0%, indicated they rode a bicycle anywhere from frequently to seldom.

Among only bicycle riders, 30.0% indicated they never ride near active roadway traffic during an average month. Others, reported doing so with frequency, in a given month, that ranged from daily (1.2%) to 20 - under 30 days (4.8%), to 8.8% at 10 - under 20 days and 52.8% at under 10 days.

Concern over personal safety was very strong with 84.0% indicating they were very or somewhat concerned about their personal safety when riding a bicycle without a designated bike lane. Concern slightly drops while biking in a designated bike lane to 68.6% reporting to be very or somewhat concerned.

The frequency of wearing a helmet while riding a bicycle has increased from those indicating they “always”, “often”, “sometimes” or “seldomly” wear a helmet to 82.4% from 75.6% in 2017. Just 16.0% reported “never” wearing their helmet, down from 23.1% in 2017.

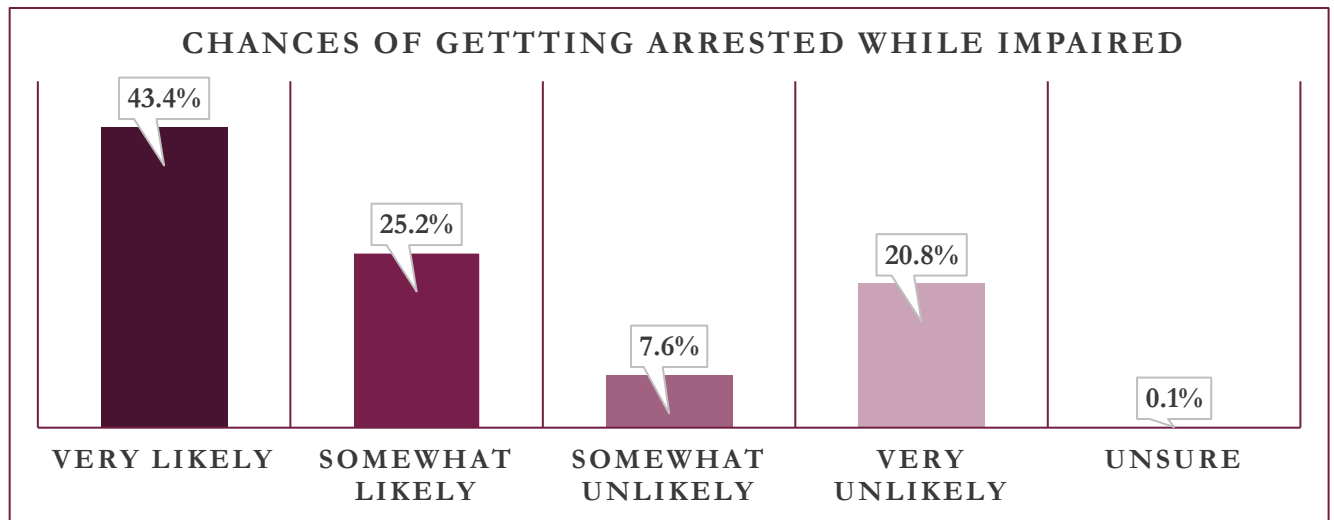
# 4 SUMMARY OF FINDINGS

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

## ENFORCEMENT

In relation to driving within the State of Vermont, respondents were asked what the chances were of getting arrested while operating a motor vehicle while impaired by alcohol or drugs. Each was asked if they considered the chances very likely, somewhat likely, somewhat unlikely or very unlikely.

Just over two-thirds, 68.6%, believed the chances of getting arrested were very (43.4%) or somewhat likely (25.2%). Alternatively, 28.4% of respondents believed the chances were somewhat unlikely (7.6%) or very unlikely (20.8%). Results are displayed in the following graph.

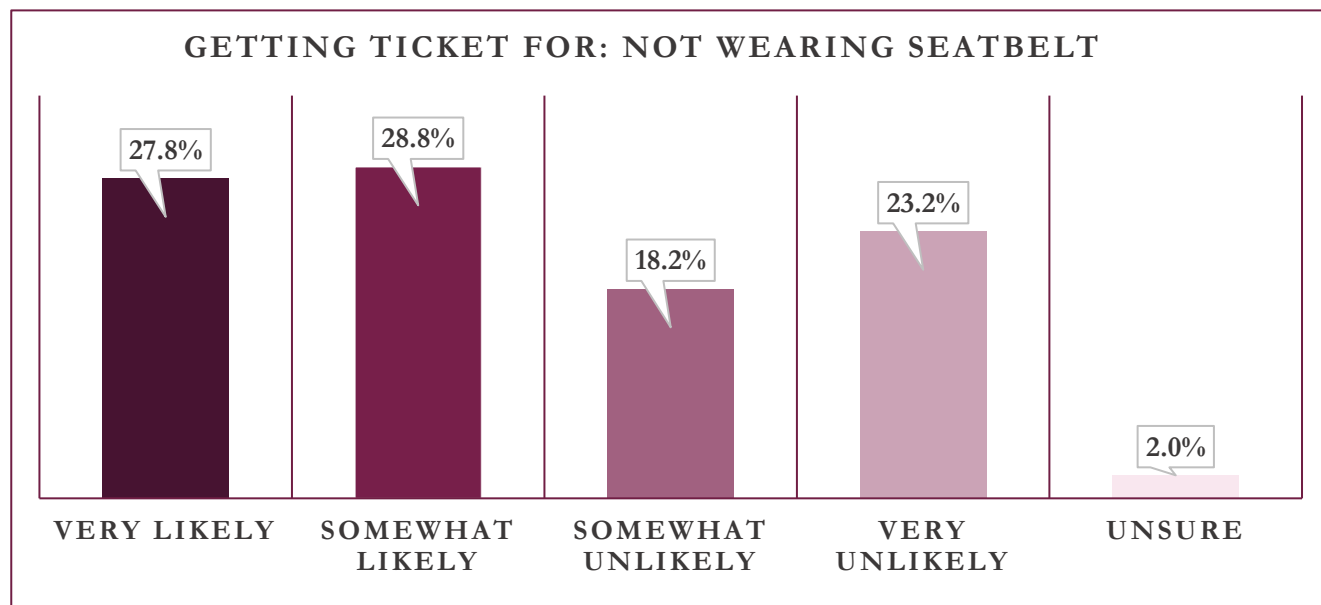


In 2010-2017, a similarly phrased question asked respondents to indicate what they believed the chances are of someone getting arrested if they drove while impaired by drinking alcohol or using drugs in the State of Vermont. The following table holds the responses as collected from 2010-2017.

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

Respondents were asked what were the chances of getting a ticket for not wearing your seatbelt. Just over one-half, 56.6%, of respondents indicated that the chances of getting a ticket were very (27.8%) or somewhat likely (28.8%).

Results are displayed in the following graph.



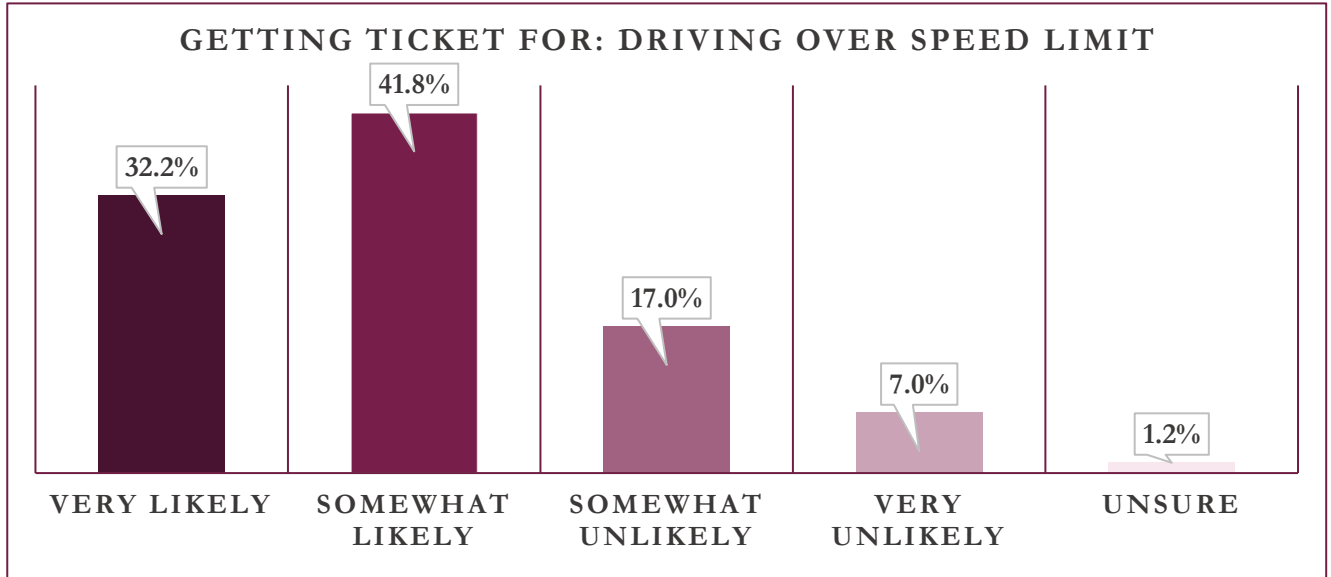
In 2010-2017, a similarly phrased question asked respondents to indicate what they believed the chances were of someone getting a ticket for driving when not wearing your seatbelt.

The following table holds the responses as collected from 2010-2017.

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

Respondents were asked what were the chances of getting a ticket for driving over the posted speed limit. Almost three-quarters, 74.0%, of respondents indicated that the chances of getting a ticket were very (32.2%) or somewhat likely (41.8%).

Results are displayed in the following graph.



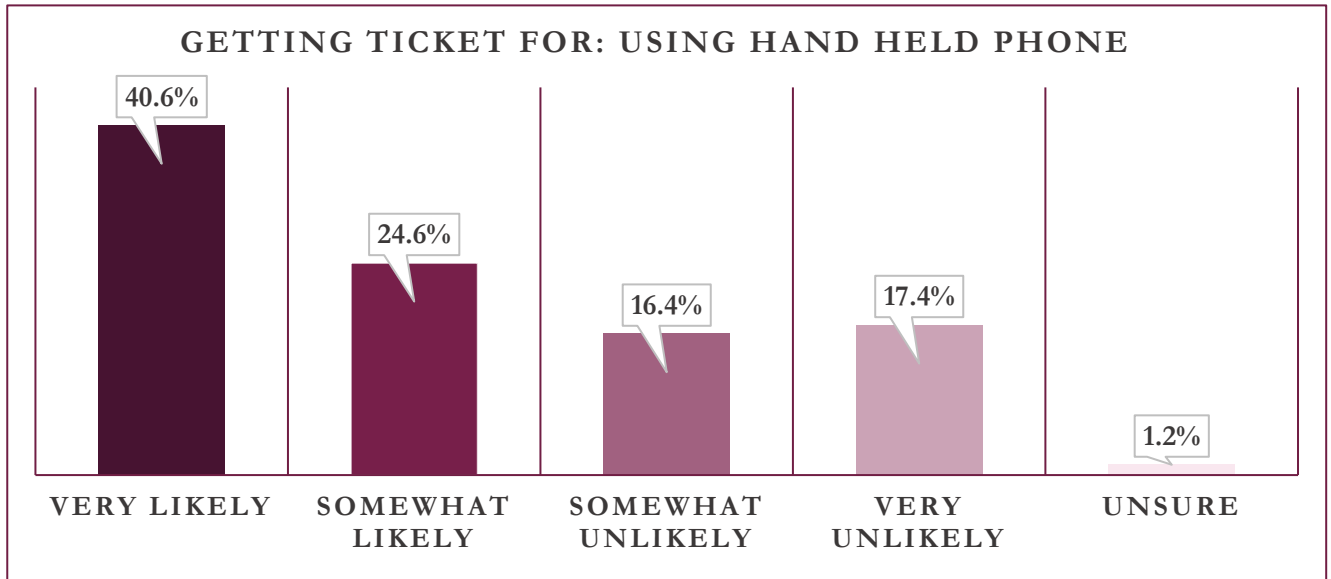
In 2010-2017, a similarly phrased question asked respondents to indicate what they believed the chances were of someone getting a ticket when you drive over the posted speed limit.

The following table holds the responses as collected from 2010-2017.

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

Respondents were asked what were the chances of getting a ticket using a hand-held phone to talk or text. Almost two-thirds, 65.2%, of respondents indicated that the chances of getting a ticket were very (40.6%) or somewhat likely (24.6%).

Results are displayed in the following graph.



In 2016 and 2017, a similarly phrased question asked respondents to indicate what they believe the chances were of someone getting a ticket when using a hand-held phone to talk or text.

The following table holds the responses as collected from 2016 and 2017.

Chances are of getting a ticket for using a hand-held phone to talk or text	Percent 2016	Percent 2017
Very likely	22.4	38.9
Somewhat likely	27.4	31.3
Somewhat unlikely	27.2	19.8
Very unlikely	20.6	8.6
Don't know/unsure	2.4	1.4
<b>Total very and somewhat likely</b>	<b>49.8</b>	<b>70.1</b>

## MEDIA REACH

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

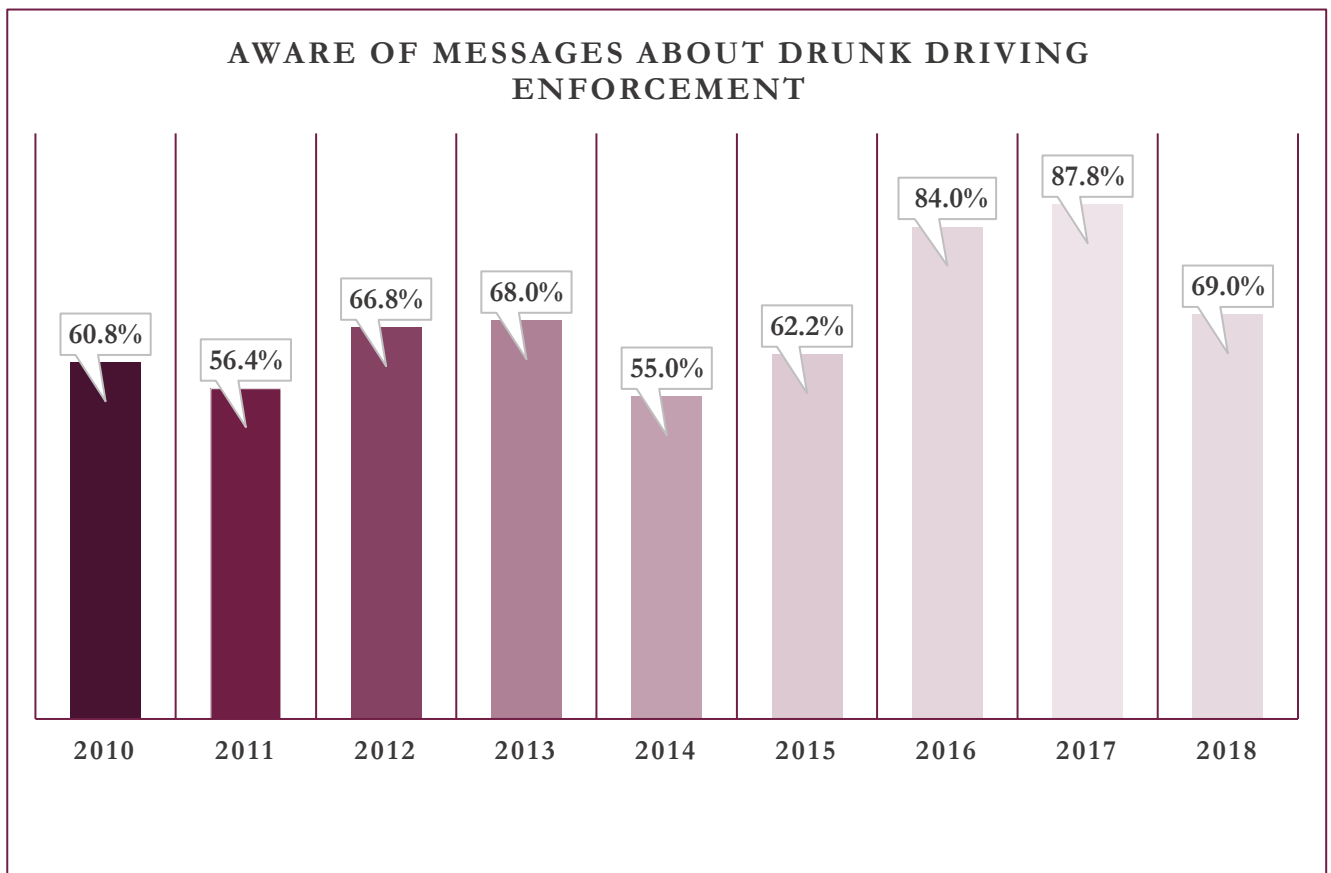
Those suggesting they had heard about drunk driving enforcement as well as drug-impaired driving, seat belt law enforcement and motorcycle safety were further asked to identify where they saw or heard each message.

### Drunk Driving Enforcement Initiatives

Over two-thirds of respondents, 69.0%, suggested they had heard, read or seen anything about drunk driving enforcement initiatives.

Similarly, in 2010-2017 respondents were asked if they had read, seen or heard anything about alcohol impaired or drunk driving enforcement.

Results are displayed in the following graph.

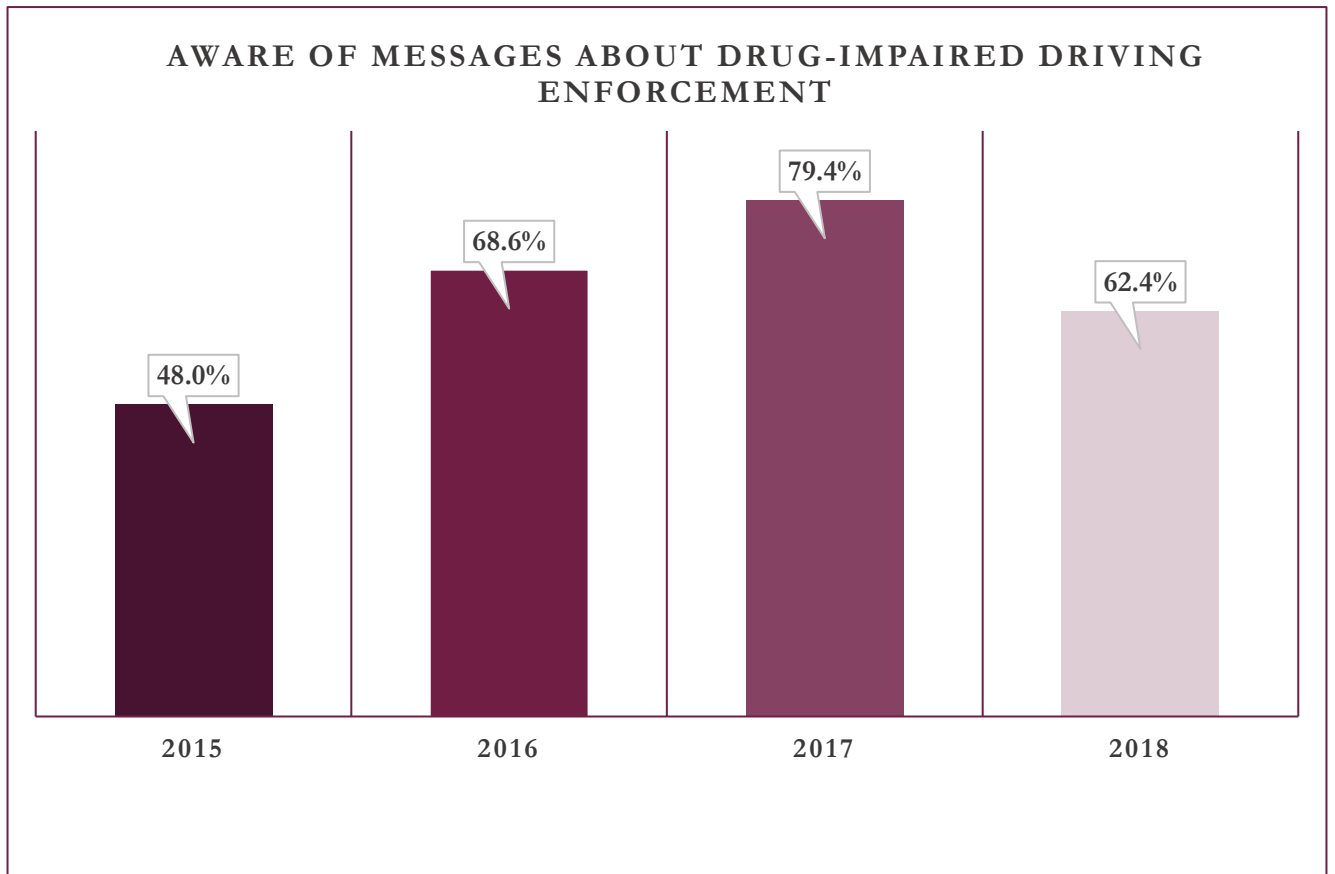




## Drug-Impaired Driving Enforcement

A new question in 2015 measured awareness of messages related to drug-impaired driving enforcement. Almost two-thirds, 62.4%, of respondents suggested they had read, seen or heard about drug-impaired driving enforcement.

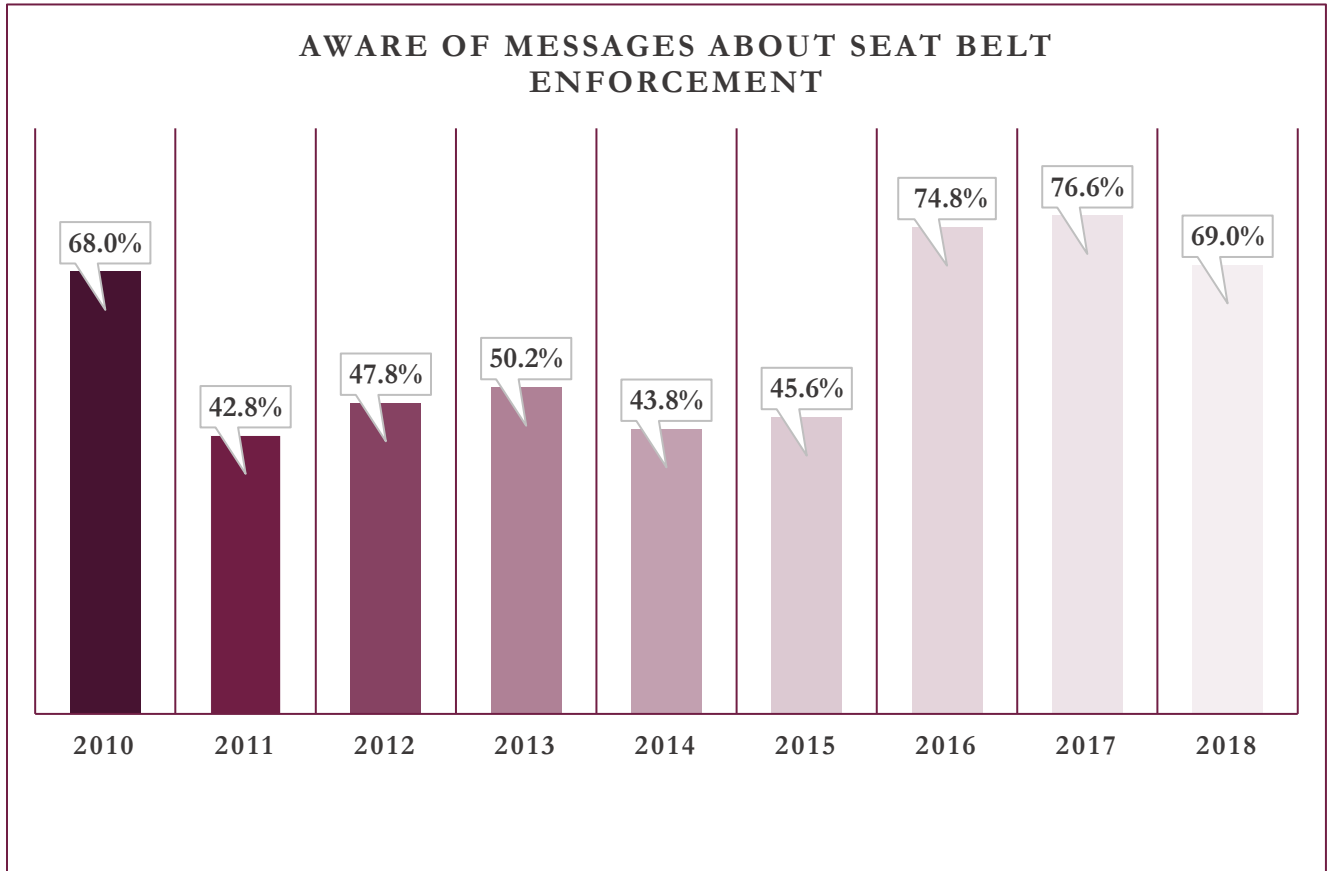
Results from 2015-2018 are displayed in the following graph.



### Seat Belt Law Enforcement

Over two-thirds, 69.0%, of respondents suggested they had read, seen or heard about seat belt enforcement (down slightly from 76.6% in 2017).

Results from 2010 – 2018 are displayed in the following graph.



**Sources of Information:**

Respondents that suggested they had read, seen or heard anything about drunk driving enforcement, drug-impaired driving enforcement or seat belt enforcement were asked where they had seen, read or heard information about highway safety, impaired, distracted, drugged or aggressive driving, seatbelt use or speeding.

The following table shows where respondents reported seeing or hearing driving messages. In 2015, drug-impaired driving enforcement was included. In 2016, the question was made more comprehensive and included: "...any highway messages about highway safety, impaired, distracted, drugged, aggressive driving, seatbelt use or speeding". "Social media" was added as an option in 2017.

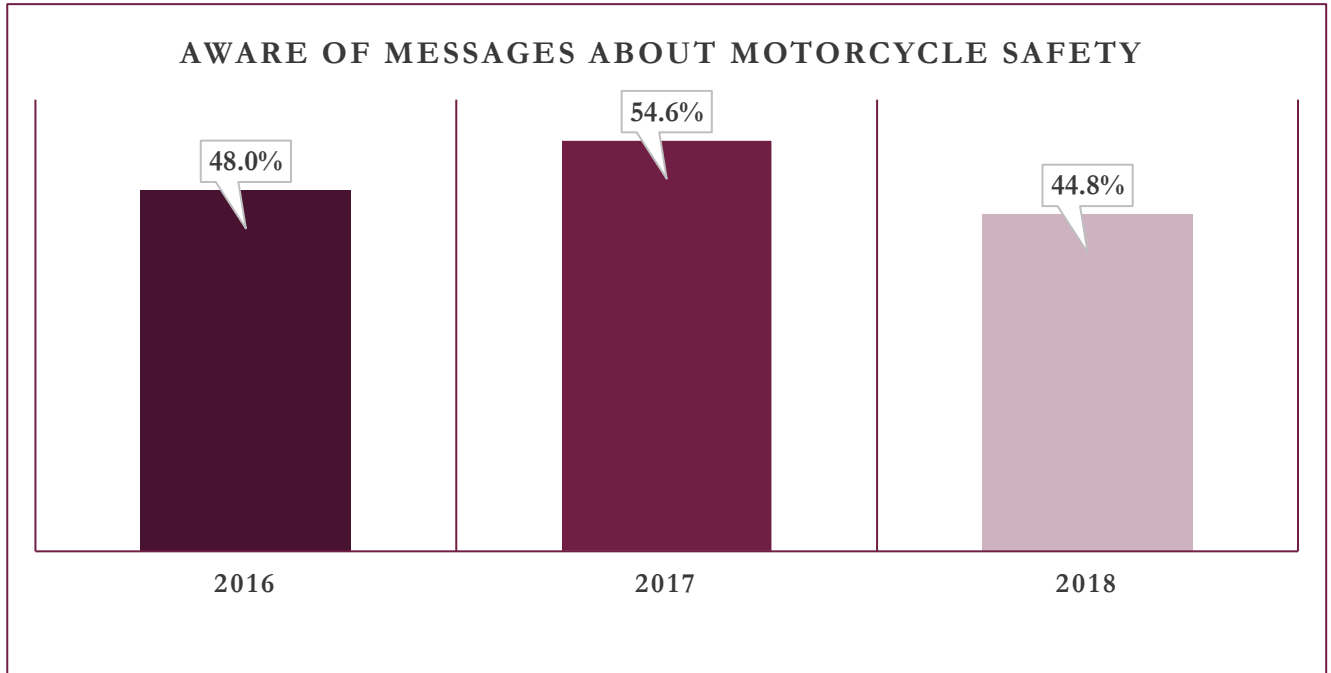
Percentages add to more than 100% because multiple responses were allowed. The table is presented in declining order by 2018 results.

Where you saw or heard about message?	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018
Television	46.1	55.0	46.7	49.1	55.3	89.2	72.5	77.0	70.1
Signs / banners	8.2	5.0	12.3	14.7	6.5	10.4	34.0	50.3	51.3
Radio	15.5	13.8	18.6	16.8	14.2	22.5	30.9	67.4	51.1
Social media	---	---	---	---	---	---	---	47.1	45.0
Personal observation on the road / knowledge	3.6	6.7	3.3	6.2	6.9	4.2	15.1	39.8	40.3
Internet	2.3	2.1	6.6	4.7	7.6	18.8	14.3	47.3	33.9
Newspaper	43.8	44.3	35.3	35.0	36.0	66.3	37.6	34.4	32.5
Friend/relative	3.0	3.9	4.8	2.1	3.6	5.0	8.4	26.9	22.8
Employed in law enforcement	1.3	2.8	1.5	0.9	1.8	0.8	4.2	9.7	10.9
Other	5.6	2.1	1.5	1.8	0.7	5.8	4.8	0.6	1.9

Other mentions included: school, driver’s manual, the DMV, THINK program, and the military.

## **Motorcycle Safety**

In a new question in 2016, respondents were asked if they had read, seen or heard anything about motorcycle safety. Almost one-half, 44.8%, indicated that they had. This is down somewhat from 48.0% in 2016 and 54.6% in 2017.

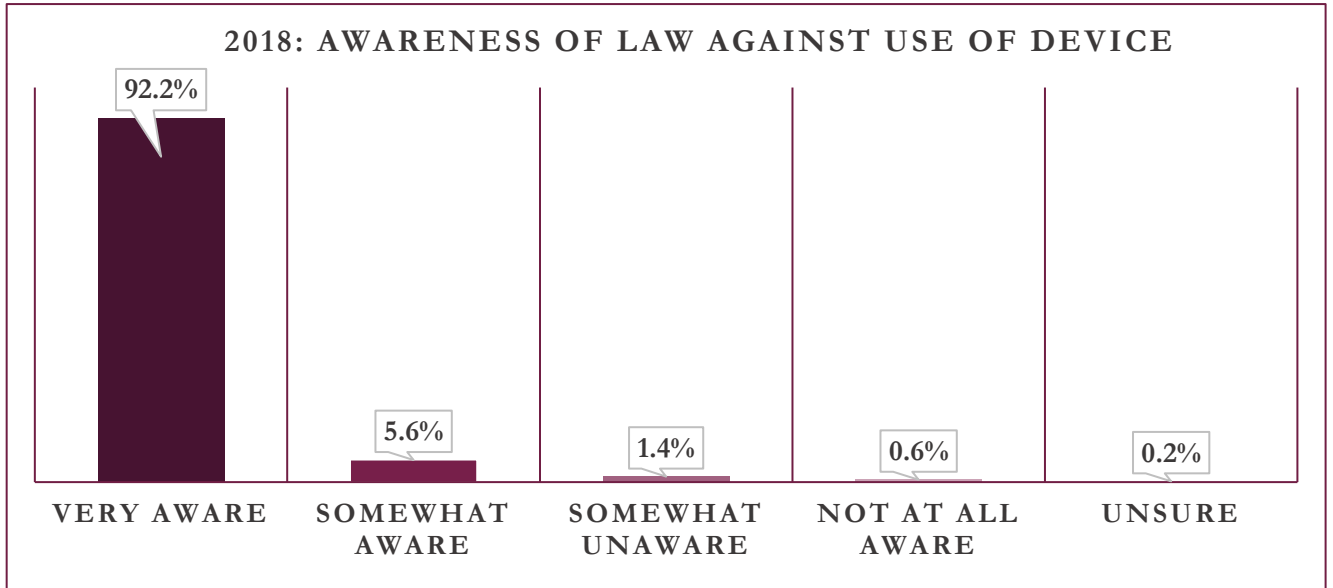


Respondents that had read, seen or heard about motorcycle safety were asked where they had read, seen or heard messages about motorcycle safety. Multiple responses were allowed. The table is presented in declining order by 2018 results.

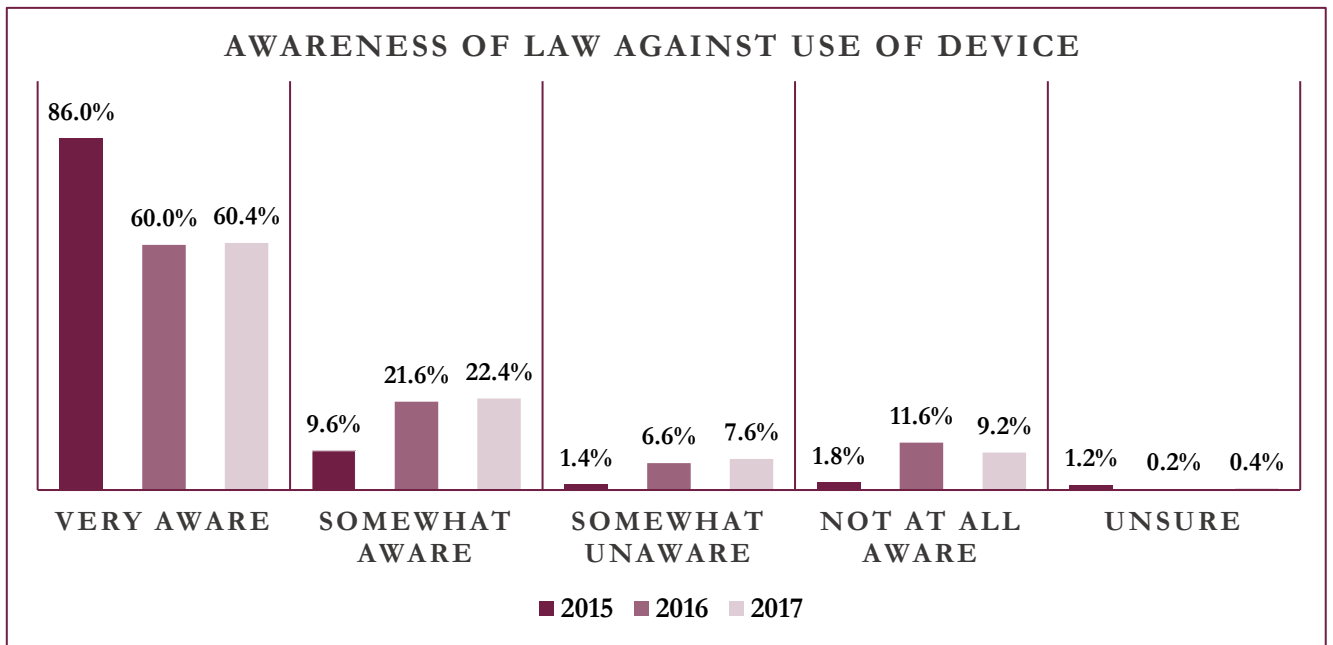
Where you saw or heard about motorcycle safety?	Percent 2016	Percent 2017	Percent 2018
Television	27.4	34.2	46.4
Signs / banners	14.0	23.6	42.0
Personal observation on the road / knowledge	4.0	19.2	33.9
Radio	12.2	29.8	31.7
Friend/relative	3.6	14.6	21.4
Internet	6.0	18.0	19.2
Newspaper	10.8	11.0	15.6
Social media	n/a	20.6	13.4
Employed in law enforcement	0.2	3.6	4.0
Other	4.0	12.6	1.3

Other mentions included: medical professionals, loss of friend due to motorcycle accident, and driver's manual.

Respondents were asked how aware they were that it is against the law to use any hand-held electronic device while operating a motor vehicle on a roadway. An overwhelming majority, 97.8%, suggested they were very (92.2%) or somewhat aware (5.6%) of the law. Results are displayed in the following graph.



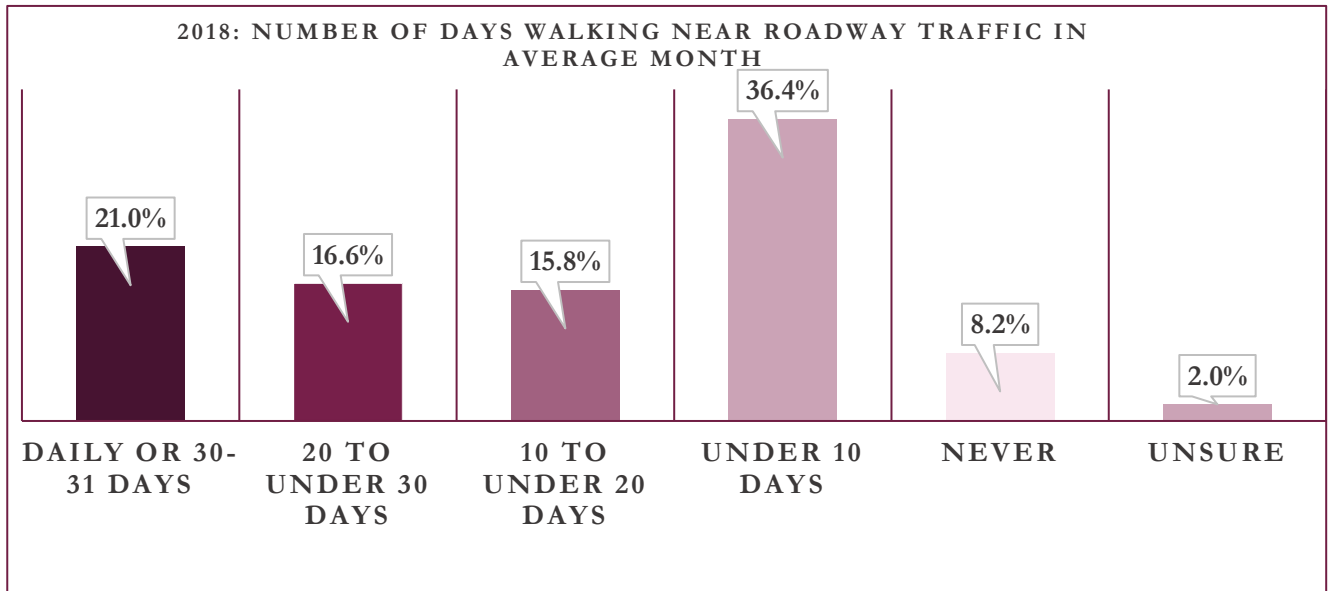
In prior years, respondents were provided the following statement and question: **“A new law in Vermont became effective recently on July 1, 2015 allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. Prior to this survey, how aware would you say you were of this new law?”** Results to the question as provided in 2015-2017 are displayed below.



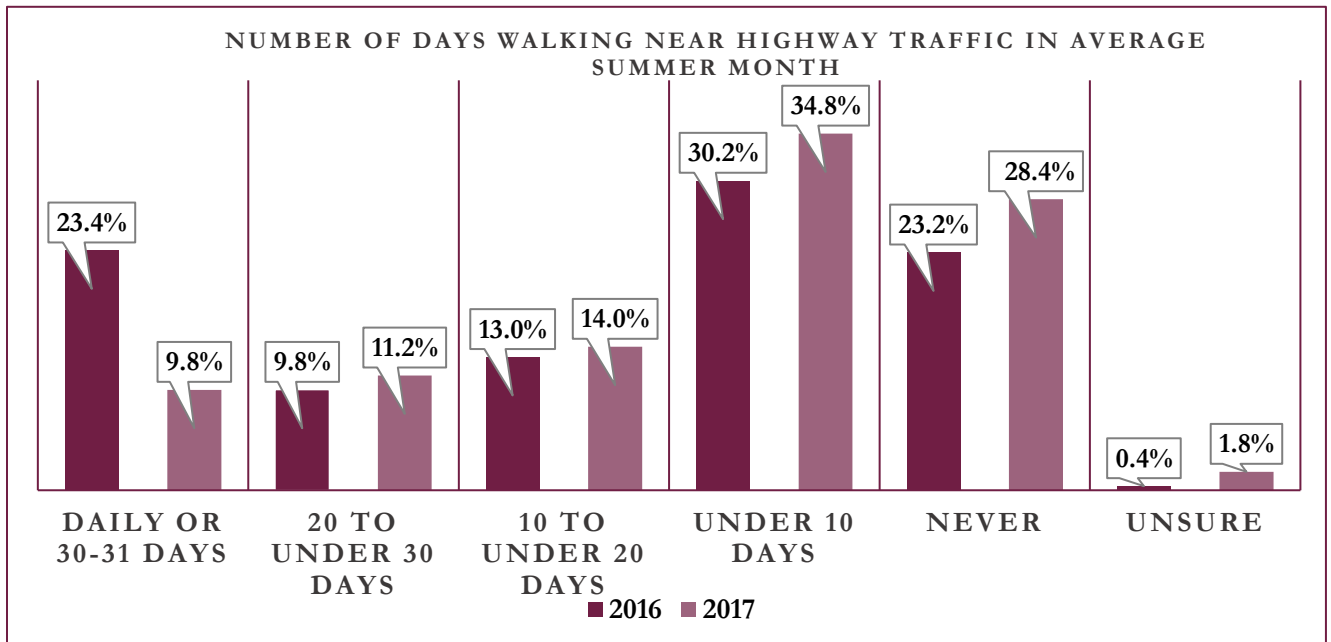
## PEDESTRIAN BEHAVIOR

In 2018, the term ‘active roadway traffic’ was used instead of ‘active highway traffic’ as it was in prior years. Results may reflect this change throughout the survey.

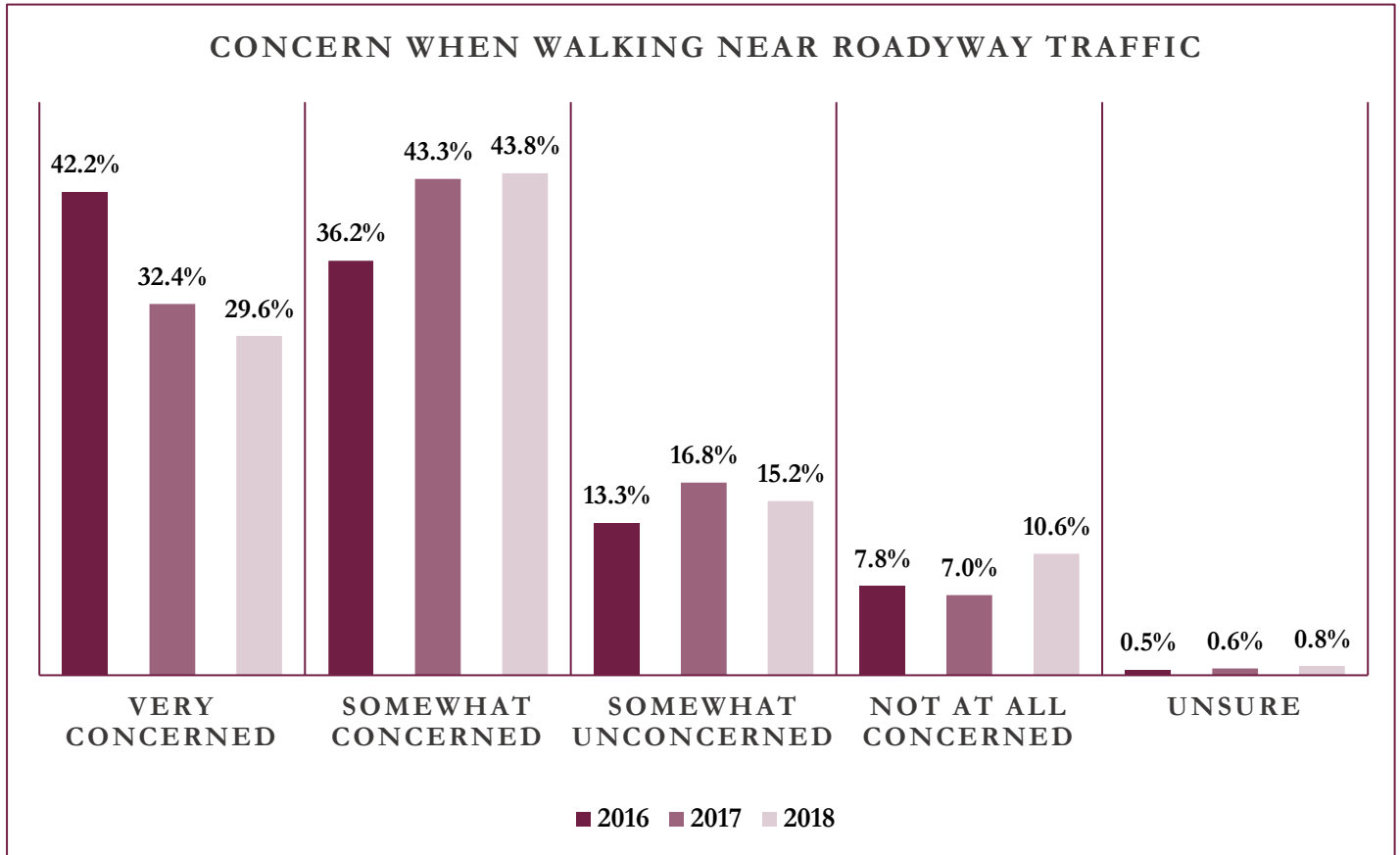
All respondents were asked to report, during an average month, how many days they would walk across, walk adjacent to or near active roadway traffic. Results are displayed in the following graph.



In prior years, respondents were asked to report how many days they would walk across, adjacent or near active highway traffic during an average summer month. Results are displayed in the following graph.



Among those who reported walking near active roadway traffic, 73.4% (75.7% in 2017), suggested they were very or somewhat concerned about their own personal safety due to traffic.



## **CHILD PASSENGERS**

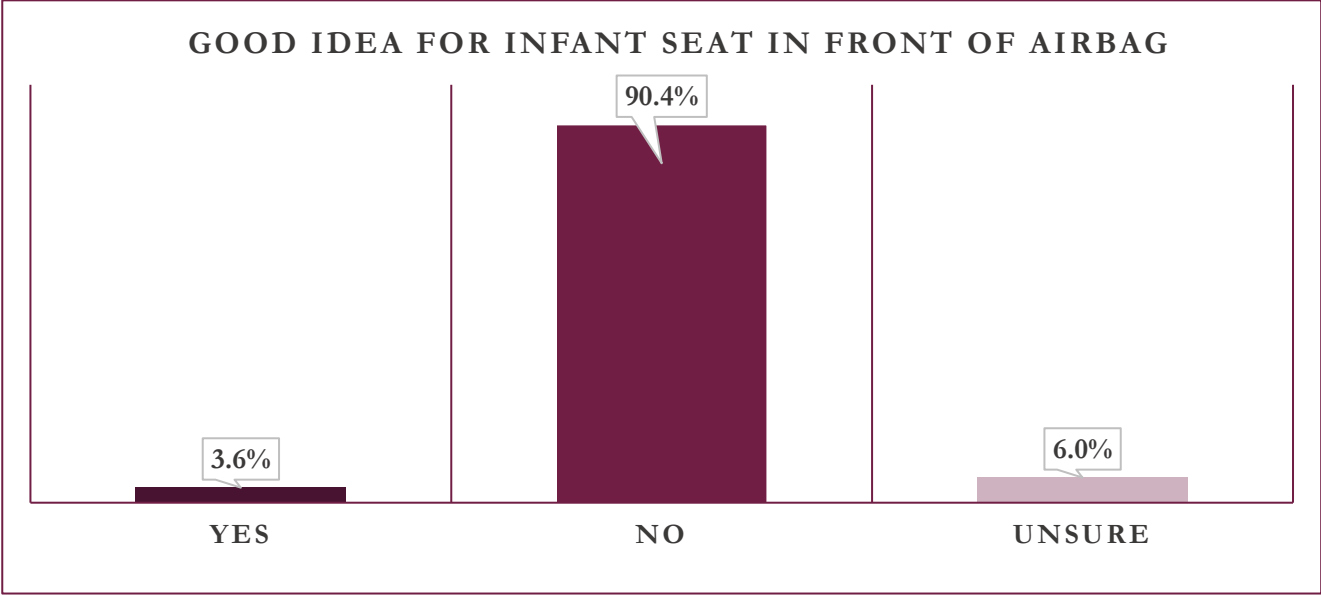
All respondents were asked to indicate at what age does the law require a child to remain in a car seat. Over two-thirds, 39.6%, were unsure. Others reported ages ranging from one to 15. Results collected are displayed in the following table.

In 2016 and 2017, a similar question asked to report the correct age to move a child out of an approved child restraint or car seat / booster. Results collected are also displayed in the following table.

<b>Age</b>	<b>Percent 2016</b>	<b>Percent 2017</b>		<b>Percent 2018</b>
0	---	---		1.0
1	0.4	6.3		---
2	0.4	8.2		1.3
3	1.8	2.4		0.7
4	2.6	5.1		8.3
5	9.6	16.5		7.6
6	14.4	12.5		7.3
7	15.5	10.6		11.9
8	25.1	22.4		34.4
9	7.7	5.1		5.0
10	11.1	5.5		14.9
11	1.8	0.8		1.0
12	8.5	2.4		5.3
13	0.4	1.2		1.0
14	0.4	1.2		---
15	---	---		0.3
18	0.4	---		---
Unsure	45.8	49.0		39.6



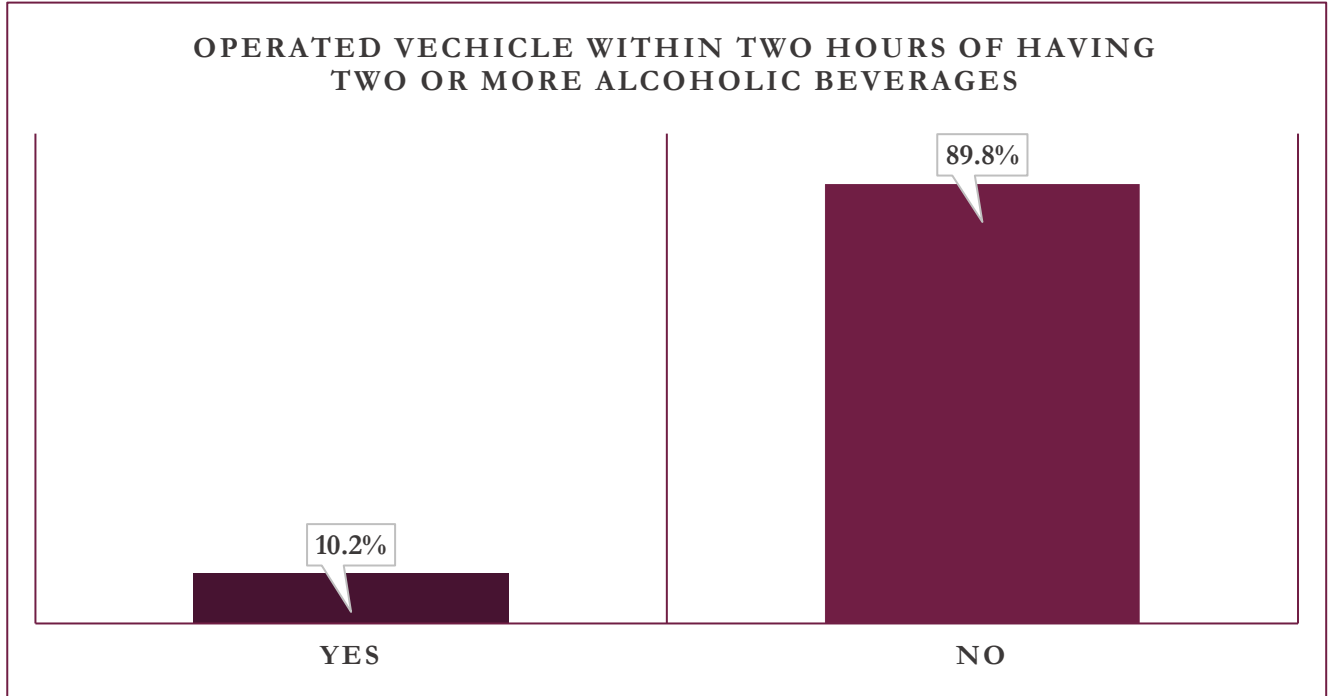
Respondents were asked if it was a good idea to place a rear-facing infant seat in front of a working airbag. A strong majority, 90.4%, suggested it was not a good idea.



In prior years, a similar question asked if it was advisable to place a rear-facing infant seat in front of a working airbag. A sizable percentage, 80.6% in 2017 and 88.2% in 2016, suggested it was “not advisable” to place a rear-facing infant seat in front of a working airbag.

**PERSONAL BEHAVIOR**

In a newly phrased question in 2018, all respondents were asked within the last year, had they operated a motor vehicle within two (2) hours after drinking two (2) or more alcoholic beverages.



All respondents were asked if they had operated a motor vehicle when they had too much to drink during the past 30 days.

<i>Have you driven after...</i>	Yes 2010	Yes 2011	Yes 2012	Yes 2013	Yes 2014	Yes 2015	Yes 2016	Yes 2017	Yes 2018
Having had perhaps too much to drink?	1.0	1.0	0.6	0.8	1.4	1.8	2.0	3.4	1.4

## Seat Belt Use

Respondents were asked how frequently they used seat belts during the day and at night. The following table presents the results as collected.

<b>Frequency: Use of Seat Belts</b>	<b>2014 Day</b>	<b>2014 Night</b>	<b>2015 Day</b>	<b>2015 Night</b>	<b>2016 Day</b>	<b>2016 Night</b>	<b>2017 Day</b>	<b>2017 Night</b>	<b>2018 Day</b>	<b>2018 Night</b>
<b>Always</b>	<b>91.6</b>	<b>92.4</b>	<b>93.2</b>	<b>94.6</b>	<b>90.8</b>	<b>91.6</b>	<b>85.8</b>	<b>86.0</b>	<b>88.2</b>	<b>89.6</b>
Frequently	4.4	3.8	3.2	2.4	4.8	3.2	7.8	7.2	7.0	5.2
Occasionally	1.6	1.2	1.2	0.8	2.2	2.2	2.6	3.2	2.2	2.4
Rarely	0.6	0.2	0.8	1.0	0.6	1.0	2.6	2.6	1.6	1.8
Never	1.8	2.0	1.2	1.0	1.2	1.6	1.0	0.8	1.0	0.8
Unsure / Don't know	0.0	0.4	0.2	0.2	0.4	0.2	0.2	0.2	0.0	0.2

**Driving faster than 40-mph in a 30-mph zone**

Almost one-third of all respondents, 31.4%, indicated they never drive faster than 40 miles per hour on a 30 miles per hour local road. Most others, to varying degrees, suggested they did drive faster than 40 miles per hour in a 30-mph zone. The following table depicts the results as collected.

Frequency of driving faster than 40-mph in a 30-mph zone	Percent 2018
Most of the time	3.4
Half the time	14.6
Rarely	50.2
<b>Never</b>	<b>31.4</b>
Unsure / Don't know	0.4

Prior to 2018, respondents were asked, with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour. The following table presents the results as collected.

Frequency of driving faster than 35-mph in a 30-mph zone	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017
Most of the time	14.0	13.2	11.8	11.2	16.2	11.4	11.4	8.8
Half the time	20.0	17.6	19.6	20.6	19.4	18.2	21.4	25.9
Rarely	45.6	50.4	46.0	48.6	44.4	54.2	51.0	49.9
<b>Never</b>	<b>19.0</b>	<b>18.4</b>	<b>22.0</b>	<b>19.4</b>	<b>19.4</b>	<b>15.4</b>	<b>15.6</b>	<b>13.6</b>
Unsure / Don't know	1.0	0.4	0.6	0.2	0.6	0.6	0.6	1.8
Refused	0.2	0.0	0.0	0.0	0.0	0.2	0.0	---

### Driving faster than 75-mph in a 65-mph zone

Just under one-third, 32.6% (32.4% in 2017), suggested they never drive faster than 75 miles per hour on a road with 65 miles per hour as the speed limit. In 2012 – 2018, the survey tested for 75 mph while in 2010 and 2011, the survey tested for 70 mph. Results are displayed in the following chart.

Frequency of driving faster than 70/75 mph in a 65-mph zone	2010 at 70 mph	2011 at 70 mph	2012 at 75 mph	2013 at 75 mph	2014 at 75 mph	2015 at 75 mph	2016 at 75 mph	2017 at 75 mph	2018 at 75 mph
Most of the time	8.2	12.0	3.4	2.0	2.6	1.8	2.2	4.8	6.0
Half the time	14.0	15.0	5.2	4.8	5.0	4.2	6.8	17.0	17.4
Rarely	40.8	37.8	33.4	40.4	40.8	35.0	36.8	45.2	43.8
<b>Never</b>	<b>36.4</b>	<b>35.0</b>	<b>57.4</b>	<b>52.8</b>	<b>50.8</b>	<b>59.0</b>	<b>54.0</b>	<b>32.4</b>	<b>32.6</b>
Unsure / Don't know	0.6	0.2	0.6	0.0	0.8	0.0	0.2	0.6	0.2
Refused	0.0	0.0	0.0	0.0	0.0	0.0	0.0	---	---

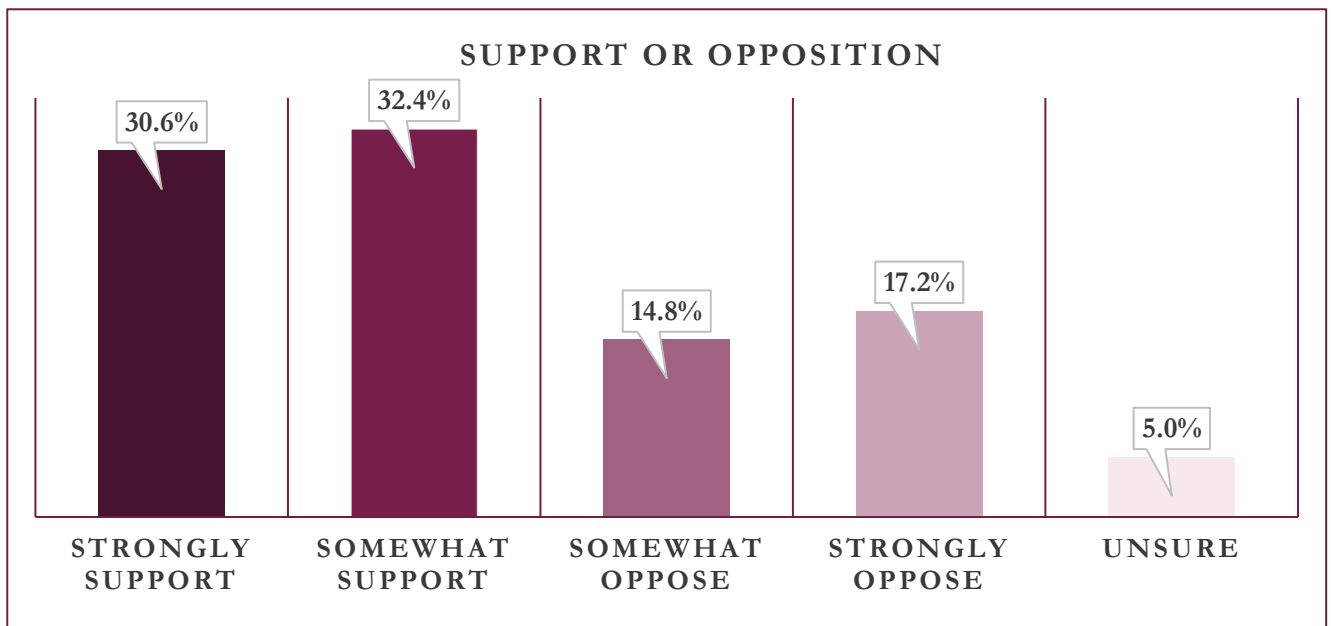
## Support or Opposition: Automated Speed Enforcement System

Respondents were provided with an explanation of speed detecting technology: “**An automated speed enforcement system is a technology that is able to automatically detect a vehicle exceeding the posted speed limit by a certain amount and records the vehicle's rear license plate, location, date, time and speed. This information is reviewed by a police officer, and if an infraction is determined to have taken place, the owner of the vehicle is sent a low dollar amount fine with NO demerit points.**”

Respondents were asked how strongly they supported or opposed the use of this technology to automatically fine motorists who drive more than 10 mph over the speed limit in places where the risks of motor vehicle crashes are high and where these locations are announced to motorists with special signage?

Almost two-thirds, 63.0%, suggested they strongly (30.6%) or somewhat support (32.4%) the use of the technology, while almost one-third, 32.0% suggested they somewhat (14.8%) or strongly oppose (17.2%) the use of the technology.

Results are displayed in the following graph.



## Driving While Using Electronic Communications

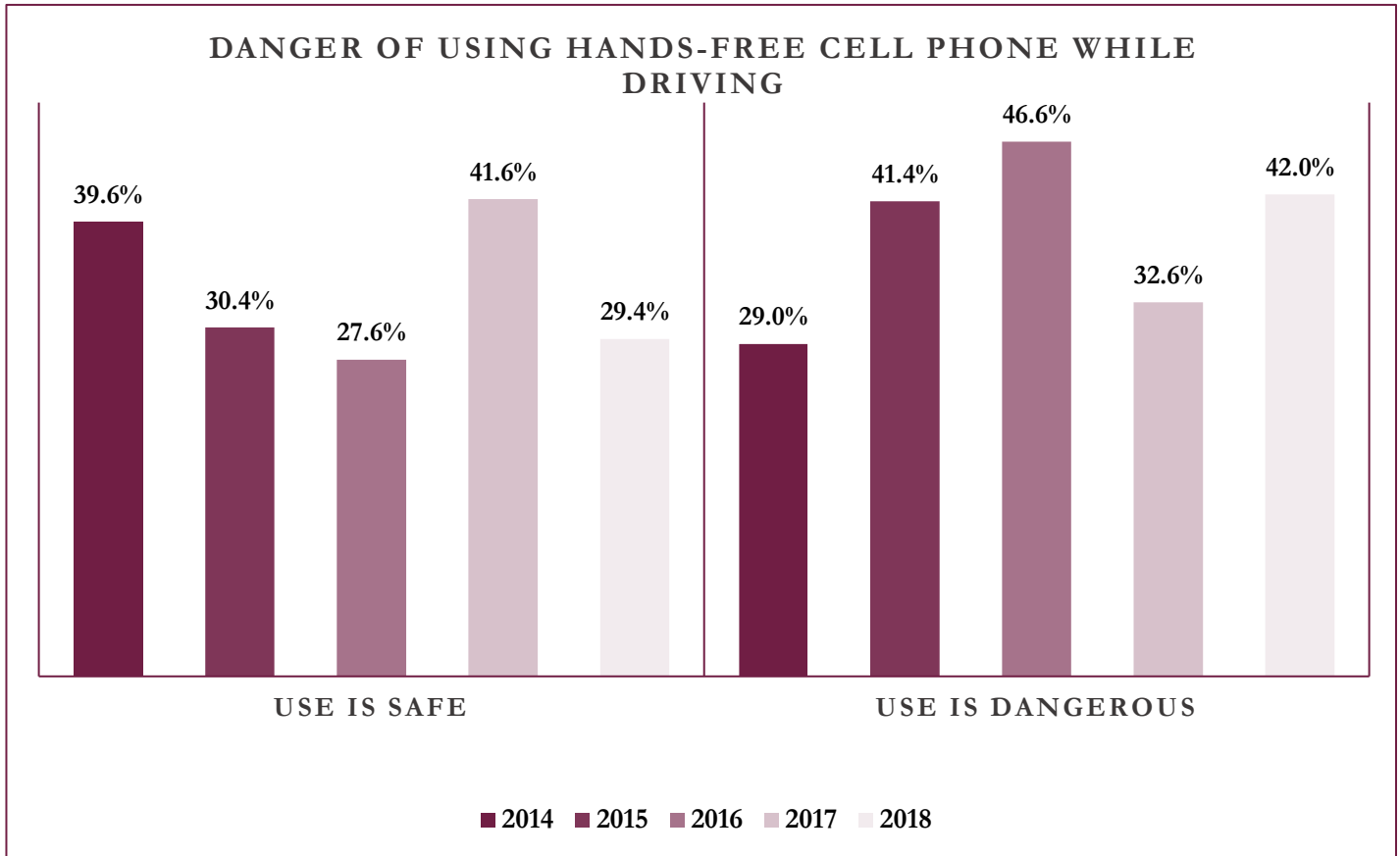
Just over one-half of all respondents, 55.4% (56.6% in 2017), suggested they never use an electronic communication device while driving.

The addition of ‘such as a cell phone, tablet or pad’ was provided in 2013.

Frequency of driving while using electronic communication devices.	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018
Frequently	5.0	5.4	6.2	5.4	11.0	2.6	4.2	2.8	4.0
Occasionally	14.0	14.6	17.2	18.8	18.8	7.6	7.0	10.0	11.0
Rarely	25.0	26.4	27.0	30.0	24.2	15.4	16.0	30.2	29.2
<b>Never</b>	<b>56.0</b>	<b>53.6</b>	<b>48.6</b>	<b>45.8</b>	<b>45.2</b>	<b>74.4</b>	<b>71.4</b>	<b>56.6</b>	<b>55.4</b>
Unsure / Don't know	0.0	0.0	0.8	0.0	0.8	0.0	0.4	0.4	0.4
Refused	0.0	0.0	0.4	0.0	0.0	0.0	0.0	---	---

All respondents were asked to report how dangerous they believed it was to use a hands-free cell phone while driving. Each used a scale of one to ten where one was very safe and ten was very dangerous.

The cumulative totals for those offering one through four (safe) was 29.4% (down from 41.6% in 2017) while the cumulative totals for those offering seven through ten (dangerous) was 42.0% (up from 32.6% in 2017).

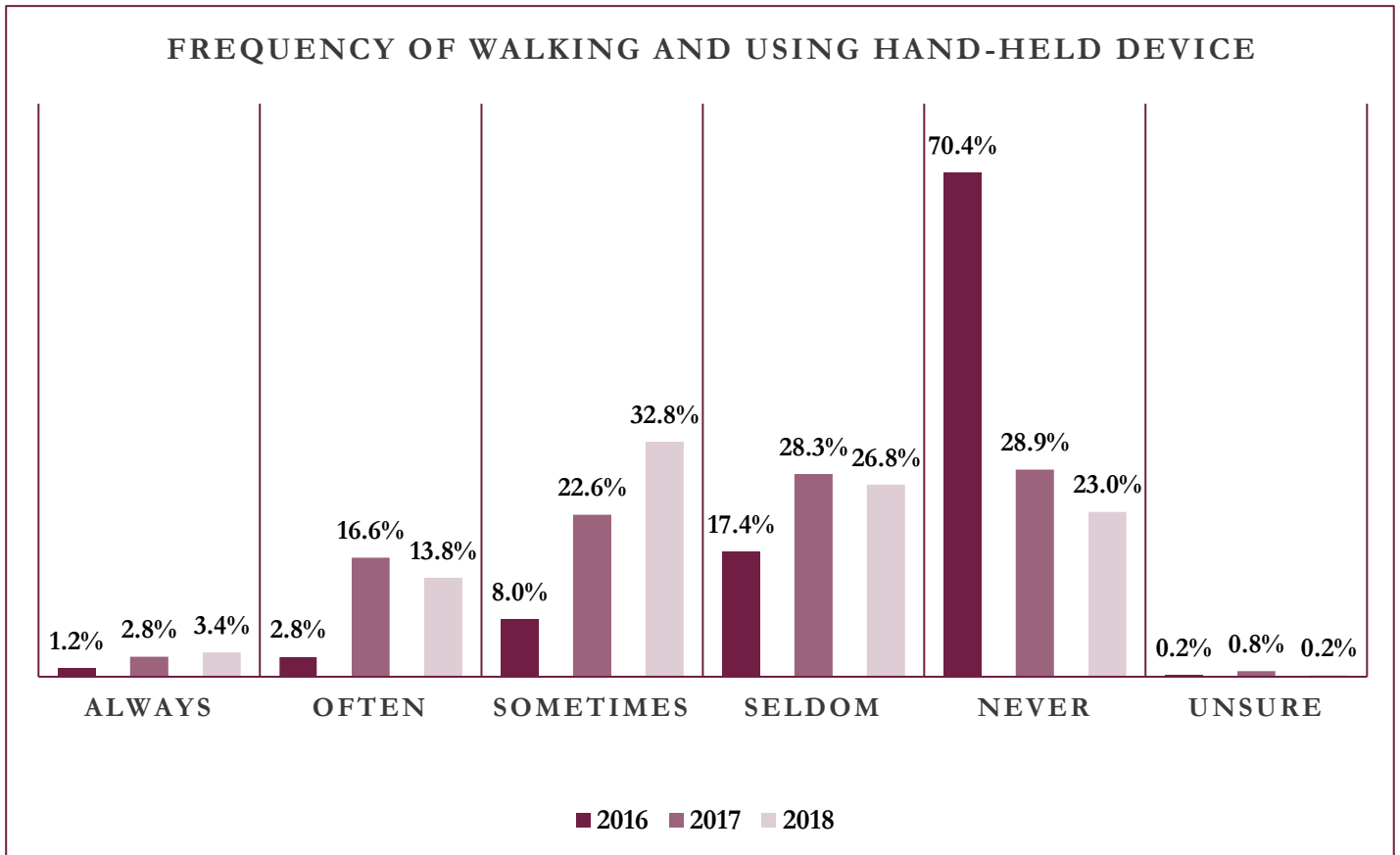




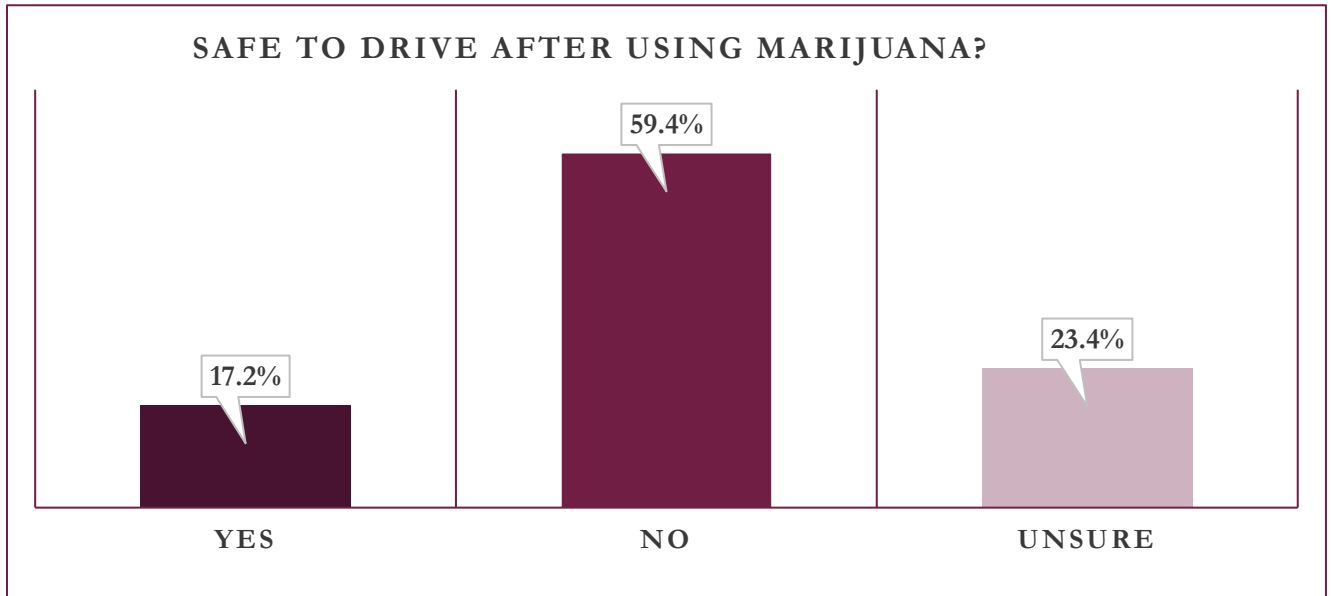
All respondents were asked to report the frequency they would text, talk or listen to hand-held devices while walking.

Almost one-quarter, 23.0%, (down from 28.9% in 2017) suggested they never text, talk or listen to hand-held devices while walking. Results are displayed in the following graph.

In 2016, placement of this question was moved away from a previous question related to “When walking near active highway traffic...”



In a question added in 2018, all respondents were asked if they believed it is safe to operate a motor vehicle within two (2) hours after using marijuana. Over one-half, 59.4%, of respondents believed it is not safe to drive after using marijuana, however, 17.2% believed it is safe. Results are displayed in the following graph.



Respondents were asked to report if, in the past 30 days, they had operated a motor vehicle while using marijuana. Results are displayed in the following chart.

<i>Have you driven after...</i>	Yes 2010	Yes 2011	Yes 2012	Yes 2013	Yes 2014	Yes 2015	Yes 2016	Yes 2017	Yes 2018
Using marijuana or hashish?	0.8	1.0	0.8	1.4	1.2	0.8	1.6	8.0	7.6

Note: In 2018, hashish was removed from the question to state only marijuana.

Respondents were asked to report if, in the past 12 months, they had operated a motor vehicle within two hours after taking a prescription pain reliever or prescription anxiety medication.

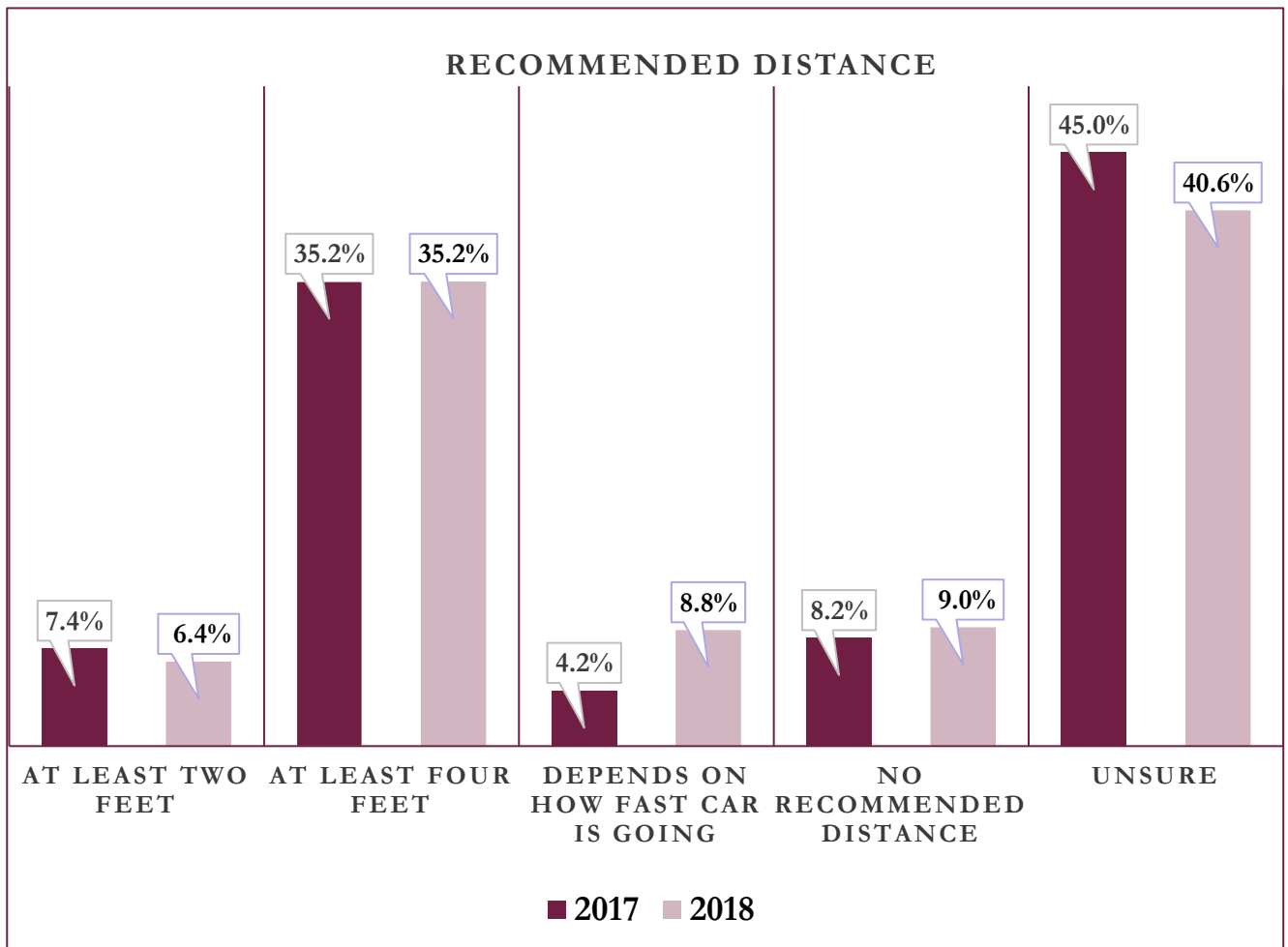
<i>Have you driven two hours after...</i>	Yes 2016	Yes 2017	Yes 2018
Taking a prescription pain reliever or prescription anxiety medication	4.2	5.8	3.6

Note: In 2018, 'within two hours after' was added to the question.

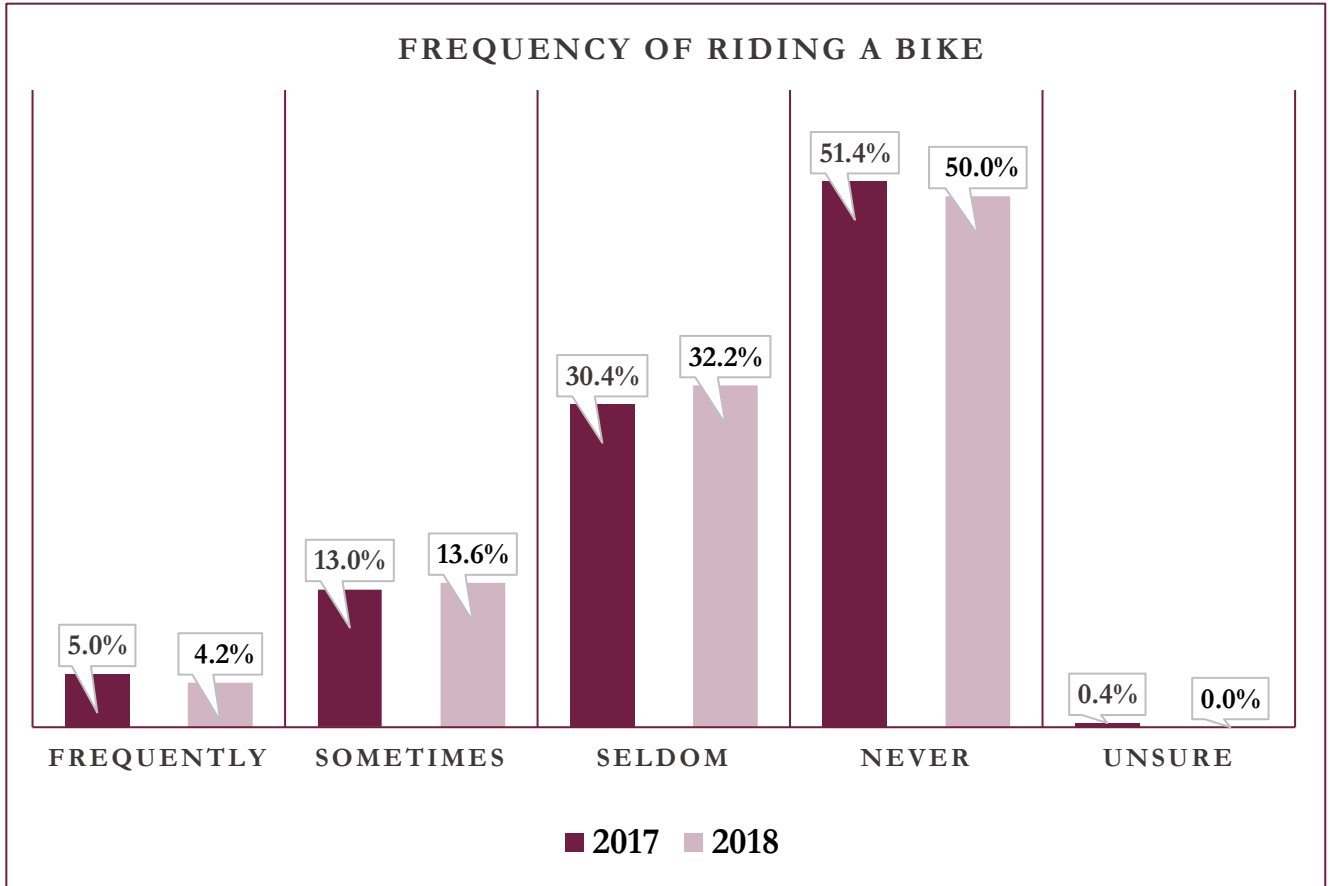
## BICYCLE SAFETY AND ACTIVITIES

All respondents were presented with the statement and question: “Vermont law requires operators to exercise due diligence when approaching bicyclists on the roadways. What is the recommended distance?”

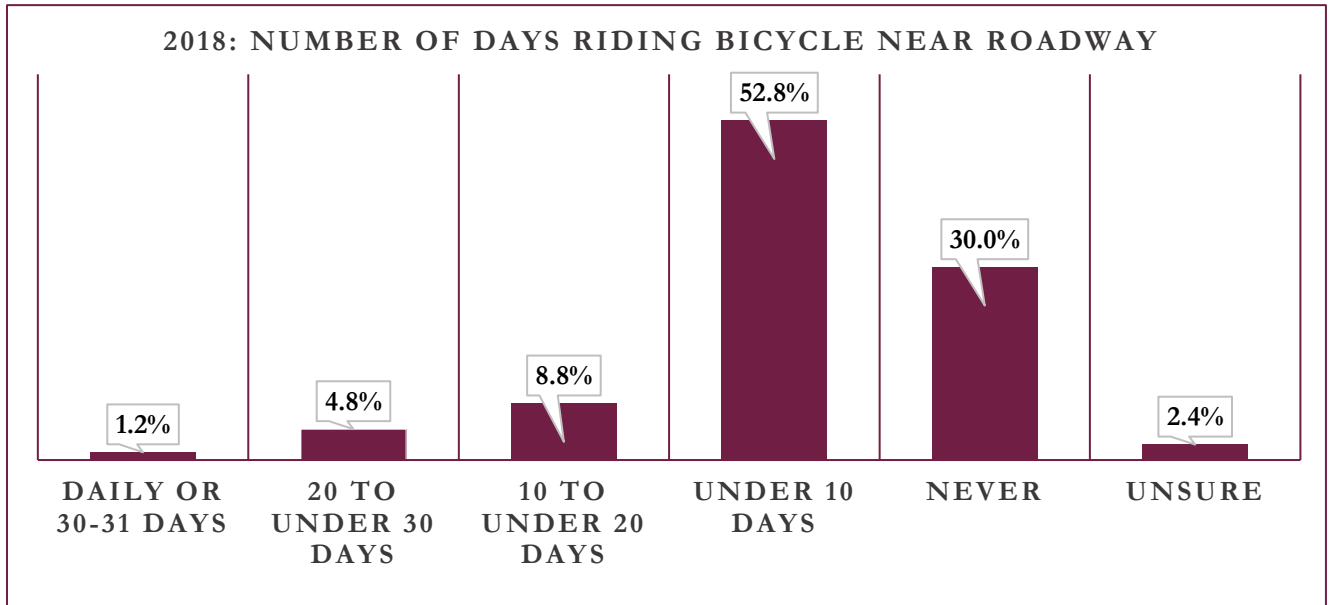
While 40.6% reported being unsure, 35.2% of all respondents (unchanged from 2017) indicated “at least four feet” in response to the question. Results are displayed in the following graph.



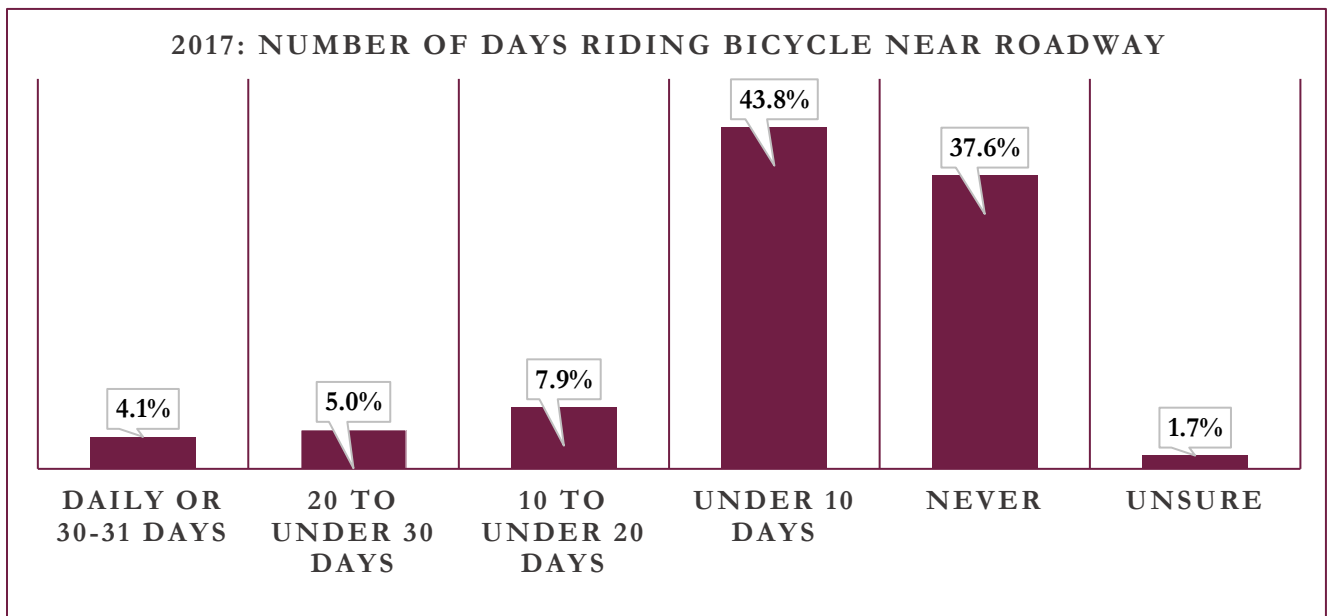
All respondents were asked how frequently they ride a bicycle. One-half of respondents, 50.0%, indicated they ride a bicycle either frequently, sometimes, or seldom. The other one-half, 50.0% noted they never ride a bicycle. Results remain fairly consistent with 2017 results. Results are displayed in the graph below.



Respondents that indicated they ride a bicycle frequently, sometimes or seldomly (n=250) were asked, on an average month, how many days they would say they ride a bicycle adjacent to or near an active roadway, excluding sidewalks or shared-use pathways. Just over one-half of respondents, 52.8%, indicated they ride a bicycle under 10 days on an average month. Results are displayed in the following graph.



Note: In 2017, respondents were asked how many days, during an average summer month, they ride adjacent to or near active highway traffic (excluding sidewalks or shared-use pathways). Results are displayed in the following graph.



In a new set of questions this year, all bicycle riders that ride a bicycle adjacent to or near an active roadway (n=169), were asked when riding a bicycle near an active roadway without or in a designated bike lane, how concerned they were with their personal safety.

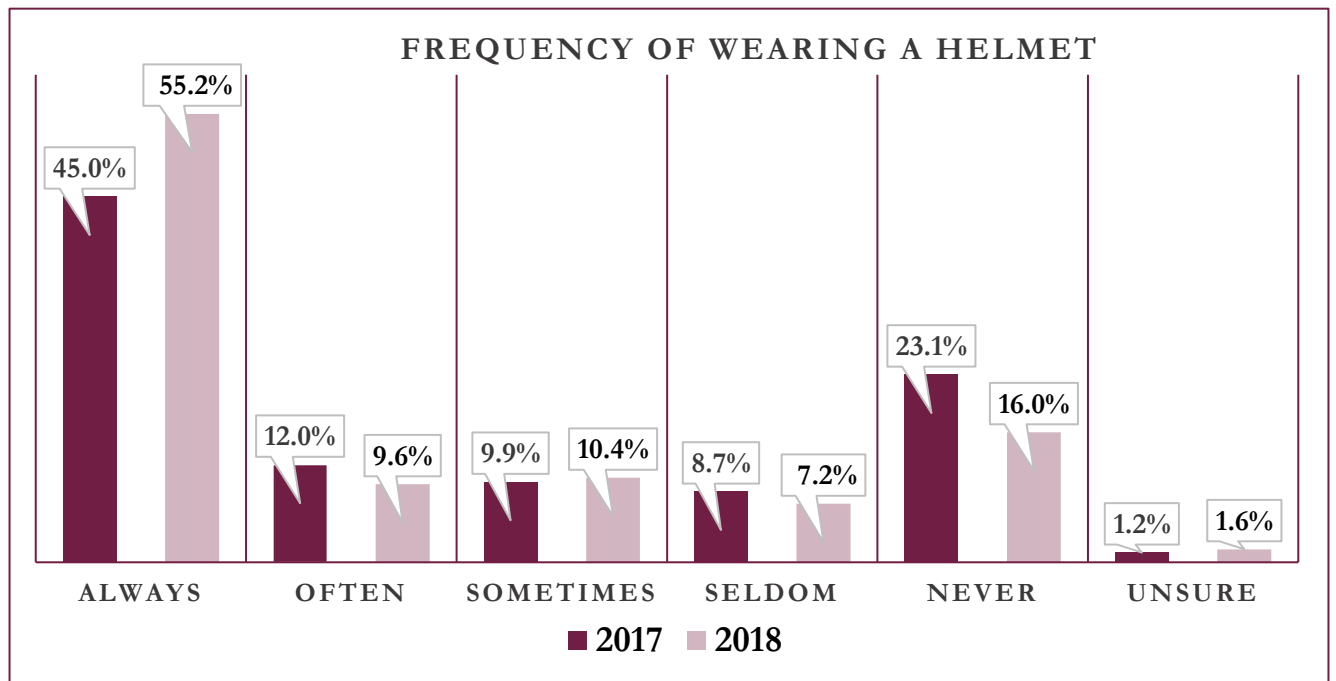
A large majority of respondents, 84.0%, indicated they were very (40.2%) or somewhat concerned (43.8%) with their personal safety while riding without a designated bike lane.

While concern slightly drops regarding biking in a designated bike lane, over two-thirds of respondents, 68.6%, indicated they were very (21.3%) or somewhat concerned (47.3%) about their personal safety.

Results are displayed below.

<i>Riding a bicycle...</i>	Very concerned	Somewhat concerned	Somewhat unconcerned	Not at all concerned	Unsure
<u>Without</u> a designated bike lane.	40.2	43.8	11.2	4.1	0.6
<u>In</u> a designated bike lane.	21.3	47.3	20.7	8.3	2.4

All bicycle riders (n=250) were asked how often they wore a bike helmet when riding on Vermont roadways. A large majority of respondents, 82.4%, indicated they always, often, sometimes or seldomly wear a helmet while riding a bike



## DEMOGRAPHICS

<i>Age</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>
18 to 29	6.0	3.4	5.4	4.8	2.8	8.6	9.6	30.8	21.0
30 to 39	8.4	8.0	12.0	8.8	8.6	13.6	12.2	25.0	22.0
40 to 49	13.8	17.4	26.8	22.8	24.0	22.4	21.4	16.4	18.4
50 to 59	27.6	32.4	35.2	43.8	41.2	29.6	23.6	17.0	23.6
60 to 69	22.8	26.0	15.4	14.8	17.4	14.4	16.4	8.0	9.0
70 or older	20.6	11.4	5.2	5.0	6.0	9.6	16.0	2.8	6.0
Refused	0.8	1.4	---	0.0	0.0	1.8	0.8	---	

<i>Income</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>
Under \$15,000.00	7.4	3.4	2.8	3.8	3.6	4.4	8.4	5.8
\$15,000 to less than \$25,000	10.2	6.2	2.2	5.4	4.4	4.8	11.6	10.2
\$25,000 to less than \$35,000	9.2	7.6	7.0	6.6	8.2	7.0	13.8	10.6
\$35,000 to less than \$50,000	16.6	12.2	11.8	13.2	13.0	15.8	14.6	16.6
\$50,000 to less than \$75,000	20.8	16.0	17.8	17.0	17.6	21.4	17.8	18.2
\$75,000 to less than \$100,000	11.8	16.8	15.6	19.0	15.4	12.4	12.6	13.2
\$100,000 or more	12.8	20.4	20.8	21.0	19.2	17.6	12.8	17.2
DK/Unsure	2.8	4.4	1.8	2.4	1.8	2.8	2.0	1.6
Refused	8.4	13.0	20.2	11.6	16.8	13.8	6.4	6.6

<i>County</i>	<i>Percent</i>
Addison	6.2
Bennington	6.2
Caledonia	5.0
Chittenden	30.6
Essex	1.8
Franklin	5.6
Grand Isle	0.6
Lamoille	3.6
Orange	5.4
Orleans	2.6
Rutland	10.4
Washington	8.8
Windham	4.8
Windsor	8.4

<b>Miles driven for non-work related trips</b>	<b>Percent</b>
0 - 5,000	41.4
5,001 - 10,000	34.8
10,001 - 15,000	16.2
15,001 – 20,000	5.2
More than 20,000	2.4

<b>Miles driven for work-related trips</b>	<b>Percent</b>
0 - 5,000	66.7
5,001 - 10,000	17.8
10,001 - 15,000	8.4
15,001 – 20,000	3.8
More than 20,000	3.2

<b>Live...</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Rural	39.0	51.0	59.5	62.3
Suburban	42.4	33.4	26.5	29.3
Urban	15.0	13.6	9.2	8.4
Other	3.6	1.8	4.8	---

<b>Gender</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Male	47.4	50.0	45.6	45.2	46.6	49.0	49.0	41.0	42.6
Female	52.6	50.0	54.4	54.8	53.4	51.0	51.0	59.0	57.0
Other	---	---	---	---	---	---	---	---	0.4



# 5 APPENDIX

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## INTERPRETATION OF AGGREGATE RESULTS

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

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

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

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

# Traffic Safety

## Public Attitude / Opinion Survey

### August 2018 – **FINAL**

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We need your help. The Center for Research and Public Policy has been asked by the State of Vermont to survey Vermont licensed drivers on behalf of the Governor's Highway Safety Program. We are interested in your awareness and opinions on several highway safety issues such as speed enforcement and safety belt use. Your confidential opinions about the Safety Program will help us understand how it's working and any improvements needed.

#### Screeners

A. Are you eighteen years of age or older?

- 01 Yes (**Continue**)
- 02 No (**Terminate**)

B. Do you hold a valid Vermont Driver's License?

- 01 Yes (**Continue**)
- 02 No (**Terminate**)
- 03 Unsure (**Terminate**)

#### **Enforcement**

All questions relate to driving within the State of Vermont.

1. What are the chances of getting arrested while operating a motor vehicle while impaired by alcohol or drugs?

- 01 Very likely
- 02 Somewhat likely
- 03 Somewhat unlikely
- 04 Very unlikely
- 05 Unsure

What are the chances of getting a ticket for the following driving infractions:  
 (For each, please select very likely, somewhat likely, somewhat unlikely or not at all likely).

Infraction	Very Likely	Somewhat Likely	Somewhat Unlikely	Not at all Likely	Unsure
2. Not wearing your seat belt?	01	02	03	04	05
3. Driving over the posted speed limit?	01	02	03	04	05
4. Using a hand-held phone to talk or text?	01	02	03	04	05

## Media Reach

Have you read, seen or heard anything about the following:

About	Yes	No	Unsure
5. Drunk driving enforcement initiatives?	01	02	03
6. Drug impaired driving enforcement?	01	02	03
7. Seat belt enforcement?	01	02	03
8. Motorcycle safety?	01	02	03

**(Ask Q9 ONLY if respondent answers “YES” to Q5, Q6, Q7, and/or Q8):**

9. Where did you see, read or hear information about highway safety, impaired, distracted, drugged, or aggressive driving, seatbelt use, or speeding? **Indicate all that apply.**

- 01 Television
- 02 Radio
- 03 Internet
- 04 Friend/Relative
- 05 Newspaper
- 06 Personal observation on the road / knowledge
- 07 Signs / banners
- 08 Employed in law enforcement (police officer, judge, judicial system)
- 09 Social Media
- 10 Other: \_\_\_\_\_
- 11 Unsure

10. Where did you see, read or hear information about Motorcycle Safety? **Indicate all that apply.**

- 01 Television
- 02 Radio
- 03 Web sites
- 04 Friend/Relative
- 05 Newspaper
- 06 Personal observation on the road / knowledge
- 07 Signs / banners
- 08 Employed in law enforcement (police officer, judge, judicial system)
- 09 Social Media
- 10 Other: \_\_\_\_\_
- 11 Unsure
- 12 Have not seen any messages about motorcycle safety (**Exclusive Option**)

11. How aware are you that it is against the law to use any hand-held electronic device while operating a motor vehicle on a roadway?

- 01 Very aware
- 02 Somewhat aware
- 03 Somewhat unaware
- 04 Not at all aware
- 05 Unsure

## **Pedestrians**

12. On an average month, how many days would you say you walk across, walk adjacent to or near an active roadway?

- 01 Daily or 30-31 days
- 02 20 to under thirty days
- 03 10 to under 20 days
- 04 Under 10 days
- 05 Never (Go to Q14)
- 06 Unsure (Go to Q14)

13. When walking near an active roadway, how concerned are you about your personal safety due to traffic?

- 01 Very concerned
- 02 Somewhat concerned
- 03 Somewhat unconcerned
- 04 Not at all concerned
- 05 Unsure

## Child Passengers

14. At what age does the law require a child to remain in a car seat?

- 01 \_\_\_\_\_ (Please enter one whole number age such as 4, 5, 6, 7, 8, 9, 10, no words or ranges)
- 02 Unsure

15. Is it a good idea to place a rear-facing infant seat in front of a working airbag?

- 01 Yes
- 02 No
- 03 Unsure

## Personal Behavior

16. Within the last year, have you operated a motor vehicle within two (2) hours after drinking two (2) or more alcoholic beverages.

- 01 Yes
- 02 No

17. During the past 30 days, have you operated a motor vehicle when you have had too much to drink?

- 01 Yes
- 02 No
- 03 Unsure

## Seat Belt Use

18. How often would you say you use seat belts when you operate or ride in a motor vehicle during the day?

- |    |              |    |        |
|----|--------------|----|--------|
| 01 | Always       | 05 | Never  |
| 02 | Frequently   | 06 | Unsure |
| 03 | Occasionally |    |        |
| 04 | Rarely       |    |        |

19. How often would you say you use seat belts when you operate or ride in a motor vehicle at night?

- |    |              |
|----|--------------|
| 01 | Always       |
| 02 | Frequently   |
| 03 | Occasionally |
| 04 | Rarely       |
| 05 | Never        |
| 06 | Unsure       |

## Speed

20. On a local road, with a speed limit of 30 miles per hour, how often do you drive faster than 40 miles per hour?

- |    |                  |
|----|------------------|
| 01 | Most of the time |
| 02 | Half the time    |
| 03 | Rarely           |
| 04 | Never            |
| 05 | Unsure           |

21. On a road with a speed limit of 65 miles per hour, how often do you drive faster than 75 miles per hour?

- |    |                  |
|----|------------------|
| 01 | Most of the time |
| 02 | Half the time    |
| 03 | Rarely           |
| 04 | Never            |
| 05 | Unsure           |

22. An automated speed enforcement system is a technology that is able to automatically detect a vehicle exceeding the posted speed limit by a certain amount and that records the vehicle's rear license plate, location, date, time and speed. This information is reviewed by a police officer and if an infraction is determined to have taken place, the owner of the vehicle is sent a low dollar amount fine with NO demerit points.

How strongly do you support or oppose the use of this technology to automatically fine motorists who drive more than 10 mph over the speed limit in places where the risks of motor vehicle crashes are high and where these locations are announced to motorists with special signage?

- 01 Strongly Support
- 02 Somewhat Support
- 03 Somewhat Oppose
- 04 Strongly Oppose
- 05 Unsure

23. How often do you use an electronic communication device such as a cell phone, tablet or pad while you are driving?

- 01 Frequently
- 02 Occasionally
- 03 Rarely
- 04 Never.
- 05 Unsure

24. How safe is it to use a hands-free cell phone while driving? Please use a scale of one to ten where one means very safe and ten means very dangerous.

Characteristic	VS									VD	DK
Hands Free Cell Phone Use	01	02	03	04	05	06	07	08	09	10	11

25. When walking, how often are you texting, talking or listening to hand-held device?

- 01 Always
- 02 Often
- 03 Sometimes
- 04 Seldom
- 05 Never.
- 06 Unsure

26. Do you believe it is safe to operate a motor vehicle within two (2) hours after using marijuana?

- 01 Yes
- 02 No
- 03 Unsure

27. During the past 30 days, have you operated a motor vehicle while using marijuana?

- 01 Yes
- 02 No

28. During the past 12 months, have you operated a motor vehicle within two (2) hours after taking a prescription pain reliever such as Percocet, OxyContin, Vicodin other pain relievers, or a medication to relieve anxiety such as Valium, Xanax or other such prescriptions?

- 01 Yes
- 02 No

## **Bicyclists**

29. Vermont law requires operators to exercise due diligence when approaching bicyclists on the roadways. What is the recommended distance?

- 01 At least two feet
- 02 At least four feet
- 03 The distance depends on how fast the car is going
- 04 There is no recommended distance
- 05 Unsure

30. How often would you say you ride a bicycle?

- 01 Frequently
- 02 Sometimes
- 03 Seldom
- 04 Never (Go to Q35)
- 05 Unsure (Go to Q35)

31. On an average month, how many days would you say you ride a bicycle adjacent to or near an active roadway excluding sidewalks or shared-use pathways?

- 01 Daily or 30-31 days
- 02 20 to under 30 days
- 03 10 to under 20 days
- 04 Under 10 days
- 05 Never (Go to Q34)
- 06 Unsure (Go to Q34)



32. When riding a bicycle near an active roadway without a designated bike lane, how concerned are you with your personal safety due to traffic?

- 01 Very concerned
- 02 Somewhat concerned
- 03 Somewhat unconcerned
- 04 Not at all concerned
- 05 Unsure

33. When riding a bicycle near an active roadway in a designated bike lane, how concerned are you with your personal safety due to traffic?

- 01 Very concerned
- 02 Somewhat concerned
- 03 Somewhat unconcerned
- 04 Not at all concerned
- 05 Unsure

34. How often do you wear a bike helmet when riding a bicycle on Vermont roadways?

- 01 Always
- 02 Often
- 03 Sometimes
- 04 Seldom
- 05 Never
- 06** Unsure

## Demographics

35. What is your age?

- |    |             |
|----|-------------|
| 01 | 18 to 29    |
| 02 | 30 to 39    |
| 03 | 40 to 49    |
| 04 | 50 to 59    |
| 05 | 60 to 69    |
| 06 | 70 or older |

36. Which of the following categories best describes your total family income before taxes?

- |    |                                 |
|----|---------------------------------|
| 01 | Under \$15,000.00               |
| 02 | \$15,000 to less than \$25,000  |
| 03 | \$25,000 to less than \$35,000  |
| 04 | \$35,000 to less than \$50,000  |
| 05 | \$50,000 to less than \$75,000  |
| 06 | \$75,000 to less than \$100,000 |
| 07 | \$100,000 or more               |
| 08 | DK/Unsure                       |
| 09 | Prefer not to say               |

37. What County do you live in?

- |    |            |    |            |
|----|------------|----|------------|
| 01 | Addison    | 09 | Orange     |
| 02 | Bennington | 10 | Orleans    |
| 03 | Caledonia  | 11 | Rutland    |
| 04 | Chittenden | 12 | Washington |
| 05 | Essex      | 13 | Windham    |
| 06 | Franklin   | 14 | Windsor    |
| 07 | Grand Isle | 15 | Unsure     |
| 08 | Lamoille   |    |            |

38. How many miles do you typically drive each year for non-work-related trips?

- |    |                  |
|----|------------------|
| 01 | 0-5000           |
| 02 | 5001-10,000      |
| 03 | 10,001-15,000    |
| 04 | 15,001-20,000    |
| 05 | more than 20,000 |

39. How many miles do you typically drive each year for work related trips?

- 01 0-5000
- 02 5001-10,000
- 03 10,001-15,000
- 04 15,001-20,000
- 05 more than 20,000

40. Would you describe where you live as....

- 01 Rural
- 02 Suburban
- 03 Urban

41. How do you identify?

- 01 Male
- 02 Female
- 03 Other