



VERMONT STATE HIGHWAY SAFETY OFFICE ATTITUDE SURVEY RESULTS

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



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**TABLE OF
CONTENTS**

1
Introduction
Page 4

2
Methodology
Page 6

3
Highlights
Page 7

4
Summary of Findings
Page 11

Enforcement	Page 12
Media Reach	Page 17
Pedestrian Behavior	Page 25
Child Passengers	Page 26
Personal Behavior	Page 28
Bicyclists	Page 34
Demographics	Page 36

5
Appendix
Page 39

<u>Survey Instrument</u>
<u>Cross Tabulations</u>
Composite Data

1 INTRODUCTION

The Center for Research & Public Policy (CRPP) is pleased to present the results of a 2021 Vermont State Attitude and Opinion Survey on behalf of the State Highway Safety Office (SHSO) and Vermont Agency of Transportation (VAOT). The comprehensive online survey was conducted among residents throughout the State of Vermont. The 2021 survey included similar questions to those held in surveys conducted on behalf of the State Program between 2010 and 2018.

The survey was designed to provide resident input on enforcement of laws, awareness of media messaging, pedestrian behavior, personal behavior on Vermont roadways and bicyclist behavior. Some questions have remained the same or similar to past surveys to provide tracking analysis, while new benchmark questions were introduced in 2021.

This report summarizes information collected from online surveys conducted December 3 - 12, 2021. The survey instrument employed in the 2021 SHSO 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;
- Awareness of law against using any hand-held electronic device while operating a motor vehicle on a roadway;
- Recall for messages on statewide media initiatives including alcohol or drug-impaired driving, wearing seat belts, motorcycle safety, distracted driving prevention and speed /aggressive driving prevention;
- Influence and importance of media messages;
- 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, cannabis 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;
- Perceived danger levels for use of hands-free cell phone while driving;
- Frequency of using a hands-free cell phone while driving or walking; and
- Bicycling activities and concern for safety when near active roadways

Section 2 of this report discusses the Methodology used in the study, while Section 3 includes Highlights derived from an analysis of the quantitative research. Section 4 is a Summary of Findings for the online surveys - a narrative account of the data. Section 5 is an Appendix to the report containing the composite aggregate data, cross tabulations and the survey instrument employed.

METHODOLOGY

Using a quantitative research design, CRPP completed 500 online interviews among adult residents of Vermont. All online interviews were conducted during December 3 - 12, 2021. Vermont panel members were randomly invited to participate in the online survey.

Survey input was provided by the Vermont Agency of Transportation's State Highway Safety Office.

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 were a Vermont resident and were at least 18 years of age.

Survey approval was received on December 3, 2021. Following programming, a pre-test of the online survey instrument occurred on December 3, 2021. Full launch occurred on December 4, 2021. The survey closed on December 12, 2021 following the completion of 500 surveys.

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 +/-4.38% at a 95% confidence level.

In theory, a sample of Vermont adult residents will differ no more than +/-4.38% than if all Vermont adult 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 4.38% -- 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.

3 HIGHLIGHTS

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

ON ENFORCEMENT...

Over four-fifths of Vermont residents, 84.4%, suggested it was very (53.0%) or somewhat (31.8%) likely they would be arrested if they drove while impaired by alcohol or drugs. This percentage is up significantly from 68.6% in a similarly worded question in 2018.

When asked what the likelihood for receiving a ticket for different driving infractions, the percentages stating it was very or somewhat likely were:

- Driving over the speed limit – 82.4% (*up from 74.0% in 2018*)
- Using a hand-held electronic device (such as to talk or text) – 76.4% (*up from 65.2% in 2018*)
- Not wearing seatbelts – 62.4% (*up from 56.6% in 2018*)

Awareness of the law against anyone using any hand-held electronic device while operating a motor vehicle on a roadway has stayed relatively the same from 97.8% in 2018 to 98.0% in 2021.

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.

Awareness of a new statewide initiative, Drive Well Vermont, was recorded amongst respondents. Just under one-half, 47.0%, of respondents indicated they were very or somewhat aware of the initiative.

Awareness of other messaging was recorded with varying percentages reporting, 'Yes', they have read, seen or heard of them while in Vermont are:

- Alcohol or drug impaired enforcement initiatives (Drive Sober or Get Pulled Over, If You Feel Different You Drive Different, Buzzed Driving is Drunk Driving) – 83.2%
- Seat belt law enforcement – 81.6%
- Distracted driving prevention (Drive Well Vermont) – 58.4%
- Motorcycle safety (Know Your Vehicle's Blind Spots) – 57.4%
- Speed and aggressive driving prevention – 52.4%

The primary sources for information, among those aware of messages, about alcohol-impaired driving, drug-impaired driving and seat belt law enforcement included television (53.2%), signs/banners (42.9%), radio (40.5%), internet (39.4%), variable message boards (38.1%), personal observation on the road (28.7%) social media (26.5%), friend / relative (22.8%) and gas pump videos (16.2%). Other mentions with less frequency included: Book, driver's education class, motorcycle class and highway death markers.

Of those aware of the messaging, almost four-fifths of respondents, 78.9%, suggested the messages and information provided by the state have influenced their own personal behavior, while fewer, 21.1%, suggested the information has not influenced their behavior.

Almost three-quarters of all respondents, 69.4%, indicated the messages relating to highway safety were 'helpful' to the general public.

ON PEDESTRIAN BEHAVIOR...

Respondents suggesting they "never" walk across, adjacent to or near active roadway traffic during an average month was 13.8%, up from 8.2% in 2018.

Among the 84.2% of respondents who do walk near active roadways, concern over personal safety when walking near active highway traffic, in 2021, remained the same as in 2018. Almost three-quarters, 73.4%, offered either very concerned (28.7%) or somewhat concerned (44.7%).

Similar to prior years, nearly half of all survey respondents (48.0%) noted they "always", "often", or "sometimes" walk while texting, talking or listening to hand-held devices. Another 26.8% noted they never do and 24.8% suggested it is "seldom".

ON CHILD PASSENGERS...

All respondents were asked to report the age that the law requires a child to remain in a car seat. One-fifth of respondents (20.4%) were unsure. The remaining respondents reported ages from one to 18 years of age. The largest percentage, 16.6%, indicated the age was eight.

When asked if they should place a rear-facing infant seat in front of an active air bag, a strong majority, 88.2%, suggested 'no'.

ON PERSONAL BEHAVIOR...

Within the last two years, a strong majority of respondents, 89.6%, indicated that they had not operated a motor vehicle within two (2) hours after drinking two (2) or more alcoholic beverages. This is statistically unchanged from 89.8% in 2018.

Few respondents (2.5%) reported that they had operated a motor vehicle when they had too much to drink during the past 30 days. This is up from 1.4% in 2018.

Just over four-fifths of respondents reported they ‘always’ wear their seatbelt during the day (82.4%) and during the night (81.8%). This is down from 2018 – 88.2% during the day and 89.6% during the night.

Those indicating they “never” drive faster than 40-miles per hour in a 30-miles per hour zone was recorded at 30.2% - similar to 31.4% in 2018.

Further, those noting they “never” drive faster than 75-miles per hour in a 65-miles per hour zone was 29.8% -- slightly down from 32.6% in 2018.

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, 65.8%, of respondents suggested they strongly (31.6%) or somewhat support (34.2%) the use of the technology. This support is similar to 2018 with 63.0% suggesting they strongly or somewhat supported the technology.

On electronic device use while driving, 53.8% indicated “never”. This is slightly less than 55.4% in 2018.

The perception that hands-free cell use is safe, while driving, increased over prior years with over two-fifths, 43.0%, noting they believed hands-free cell use while driving was safe – up from 29.4% in 2018.

The survey asked respondents if they believed it is safe to operate a motor vehicle within two (2) hours after using cannabis. Over one-half of respondents, 57.0% indicated that it is not safe, 21.0% indicated it was safe, while 22.0% of respondents were unsure.

Few respondents (10.2%) reported to have operated a vehicle while using cannabis in the past 30 days. This is up from 7.6% in 2018.

A handful of respondents (9.3%) reported to have operated a motor vehicle within two hours after taking a prescription pain reliever or prescription anxiety medication in the last two years. This is up from 3.6% in 2018.

ON BICYCLE SAFETY AND ACTIVITIES...

Almost three-quarters of respondents, 73.6% indicated they never ride a bicycle near active roadway traffic during an average month. Others, reported doing so with frequency, in a given month, that ranged from daily (1.0%) to 20 - under 30 days (2.4%), to 7.2% at 10 - under 20 days and 13.6% at under 10 days.

Of those that bike near a roadway, concern over personal safety was strong with 81.8% 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 66.1% reporting to be very or somewhat concerned.

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 2018 are presented herein where applicable.

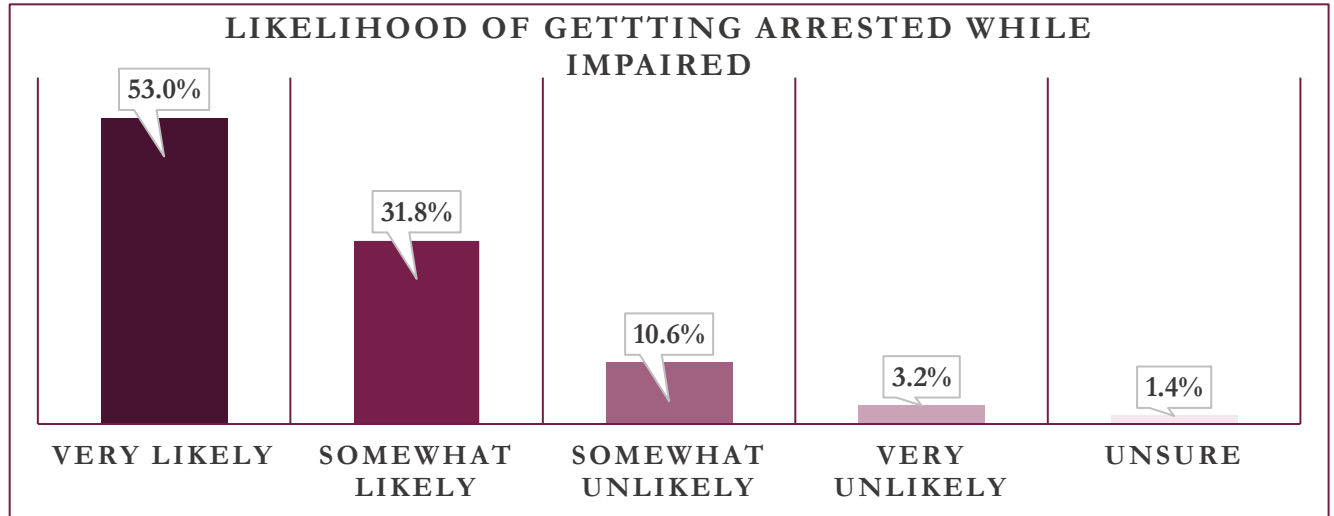
Please note, results from 2010 and 2018 were gathered from Vermont adult residents with a valid driver's license, whereas results from the 2021 survey were gathered from Vermont adult residents, regardless of licensure.

Additionally, surveys conducted in 2010-2016 utilized a quantitative telephone research methodology, while surveys conducted in 2017, 2018 and 2021 utilized a quantitative online panel research methodology.

ENFORCEMENT

In relation to driving within the State of Vermont, respondents were asked what the likelihood of someone getting arrested was if they drive while impaired by alcohol or drugs. Each was asked if they considered the likelihood to be very likely, somewhat likely, somewhat unlikely or very unlikely.

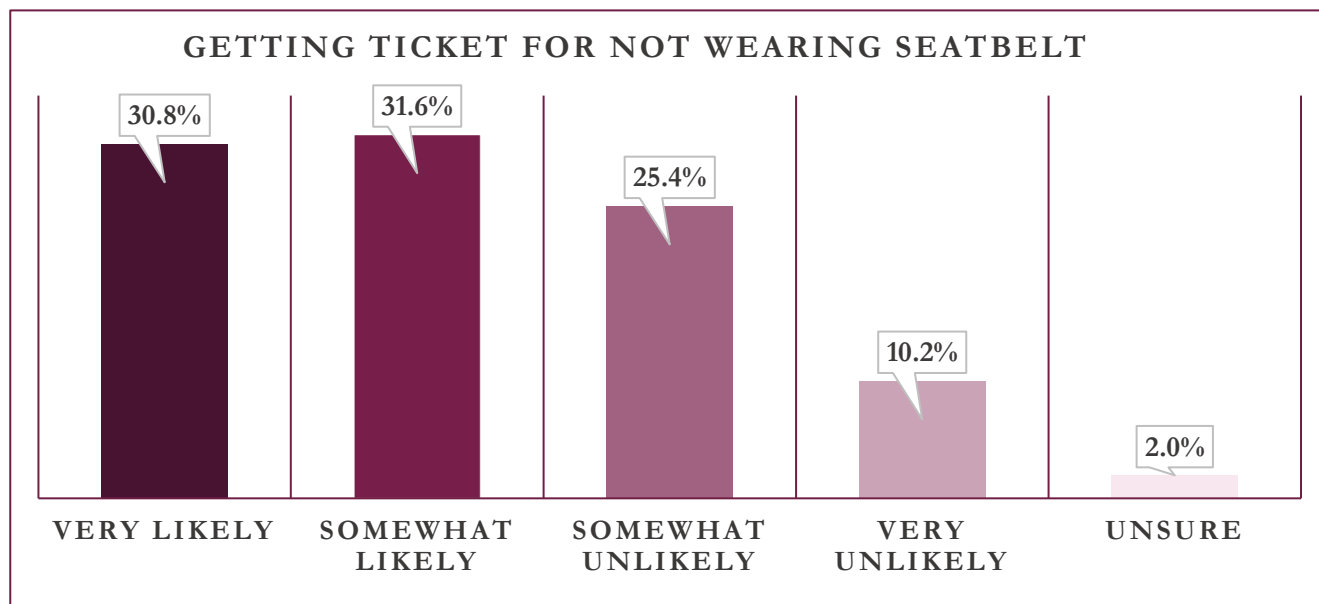
Just over four-fifths, 84.8%, believed the chances of someone getting arrested were very (53.0%) or somewhat likely (31.8%). Alternatively, 13.8% of respondents believed the chances were somewhat unlikely (10.6%) or very unlikely (3.2%). Results are displayed in the following graph.



In 2010-2018, similarly phrased questions asked respondents to indicate what they believed the likelihood are of 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 2010-2018.

Likelihood 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	Percent 2018
Very likely	27.0	25.8	22.6	23.6	25.4	22.2	25.8	40.2	43.4
Somewhat likely	48.0	49.2	50.2	49.6	49.0	48.6	46.6	41.8	25.2
Somewhat unlikely	14.4	16.6	19.4	16.8	16.8	19.6	15.4	12.6	7.6
Very unlikely	5.8	5.6	4.2	6.4	4.4	6.2	8.4	3.8	20.8
Unsure	4.8	2.6	3.6	3.6	4.4	3.2	3.8	1.6	0.1
Refused	0.0	0.2	---	---	---	0.2	---	---	---
Total very or somewhat likely	75.0	75.0	72.8	73.2	74.4	70.8	72.4	82.0	68.6

Respondents were asked what the likelihood of getting a ticket was for not wearing their seatbelt while driving. Just under two-thirds, 62.4%, of respondents indicated that the likelihood of getting a ticket was very (30.8%) or somewhat likely (31.6%). Results are displayed in the following graph.



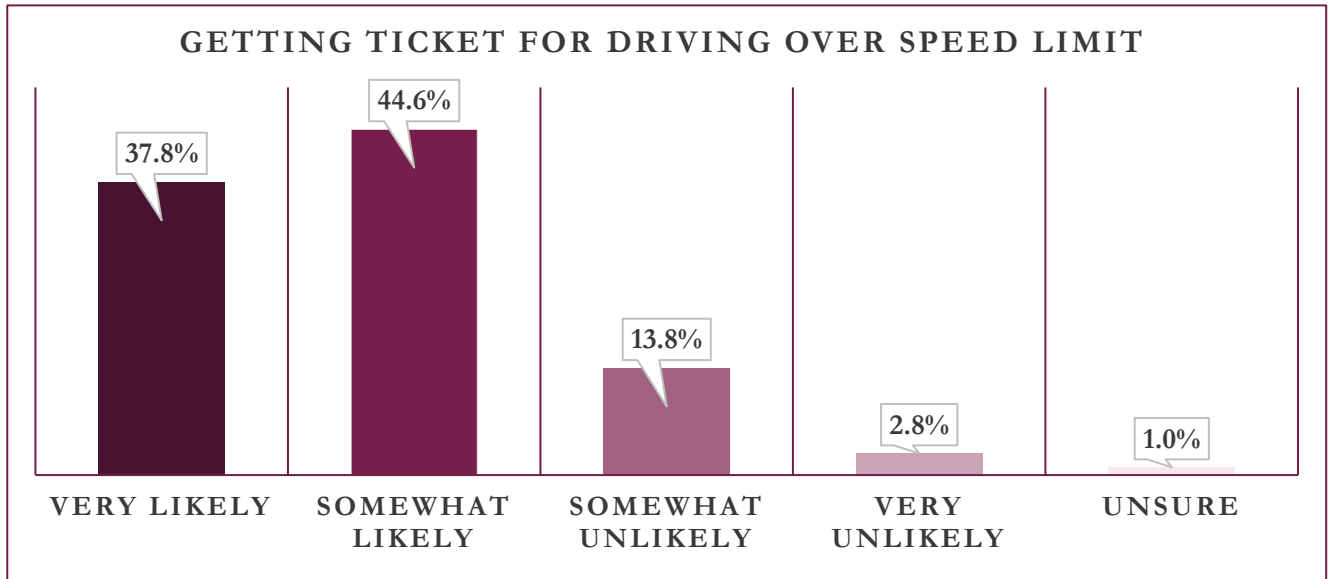
In 2010-2018, similarly phrased questions asked respondents to indicate what they believed the likelihood was of someone getting a ticket for driving when not wearing your seatbelt.

The following table holds the responses as collected from 2010-2018.

Likelihood 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	Percent 2018
Very likely	18.8	15.0	17.2	15.0	14.8	12.6	16.6	22.4	27.8
Somewhat likely	36.8	31.8	28.4	32.0	31.0	34.0	35.0	37.7	28.8
Somewhat unlikely	23.8	32.6	33.4	32.2	32.2	32.6	29.8	26.5	18.2
Very unlikely	17.4	19.2	18.6	18.8	17.4	17.2	16.2	13.0	23.2
Unsure	3.2	1.4	2.8	2.0	4.6	3.6	2.4	0.4	2.0
Total very and somewhat likely	55.6	46.8	45.6	47.0	45.8	46.6	51.6	60.1	56.6

Respondents were asked what the likelihood of getting a ticket for driving over the posted speed limit was. Over four-fifths, 82.4%, of respondents indicated that the chances of getting a ticket were very (37.8%) or somewhat likely (44.6%).

Results are displayed in the following graph.



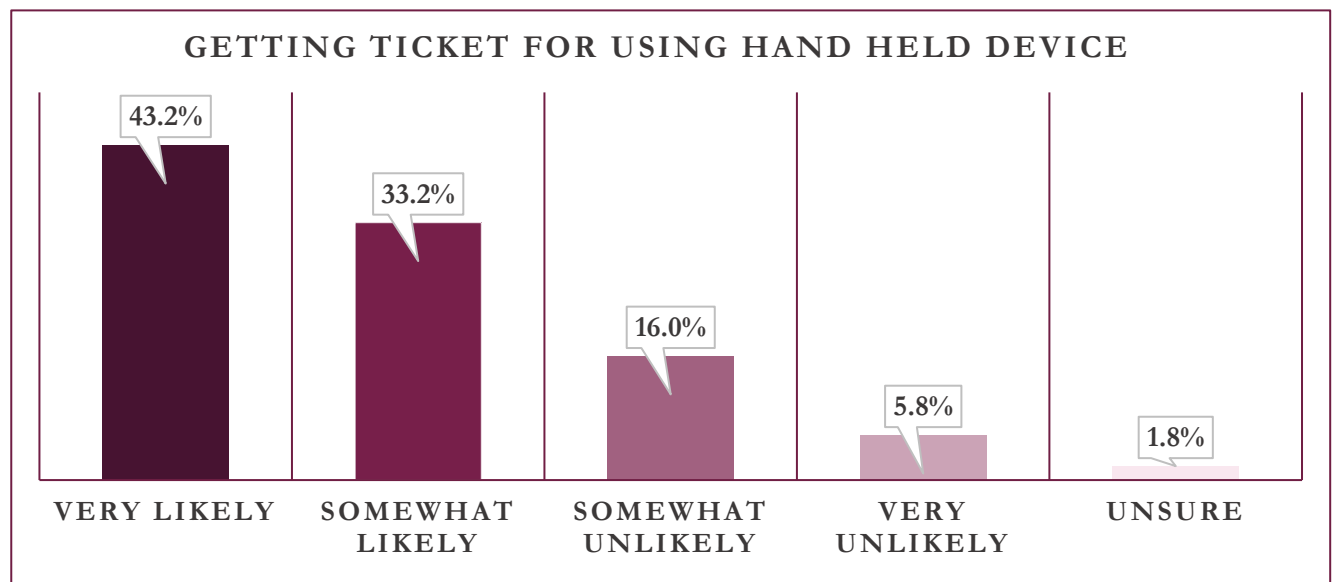
In 2010-2018, similarly phrased questions asked respondents to indicate what they believed the likelihood was of someone getting a ticket when you drive over the posted speed limit.

The following table holds the responses as collected from 2010-2018.

Likelihood 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	Percent 2018
Very likely	30.4	24.8	26.0	25.2	18.8	16.0	22.8	33.5	32.2
Somewhat likely	50.0	49.4	50.8	49.2	50.4	49.4	45.0	44.9	41.8
Somewhat unlikely	13.6	18.0	16.6	19.0	22.0	22.2	23.8	17.4	17.0
Very unlikely	4.2	6.8	5.0	5.0	7.4	9.4	7.2	4.0	7.0
Unsure	1.8	1.0	1.6	1.6	1.4	3.0	1.2	0.2	1.2
Total very and somewhat likely	80.4	74.2	76.8	74.4	69.2	65.4	67.8	78.4	74.0

Respondents were asked what the likelihood of getting a ticket using a hand-held electronic device (such as to talk or text) while driving was. Over three-quarters, 76.4%, of respondents indicated that the chances of getting a ticket were very (43.2%) or somewhat likely (33.2%).

Results are displayed in the following graph.

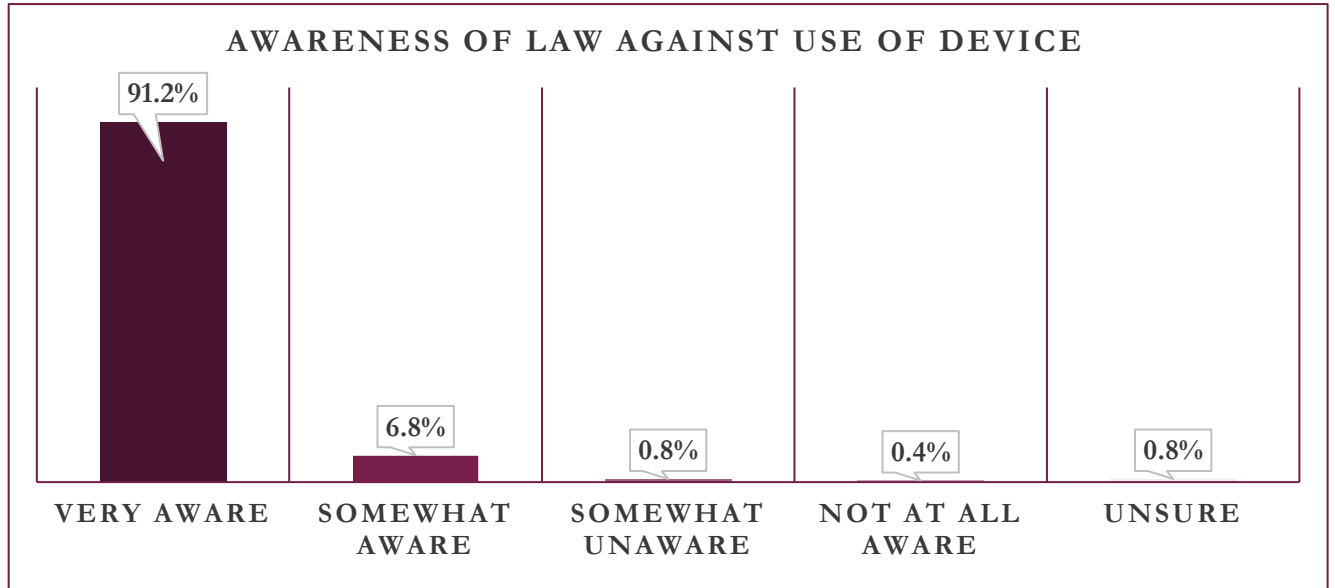


In 2016 - 2018, similarly phrased questions asked respondents to indicate what they believe the likelihood was of someone getting a ticket when using a hand-held phone to talk or text.

The following table holds the responses as collected from 2016 – 2018.

Likelihood of getting a ticket for using a hand-held phone to talk or text	Percent 2016	Percent 2017	Percent 2018
Very likely	22.4	38.9	40.6
Somewhat likely	27.4	31.3	24.6
Somewhat unlikely	27.2	19.8	16.4
Very unlikely	20.6	8.6	17.4
Unsure	2.4	1.4	1.2
Total very and somewhat likely	49.8	70.1	65.2

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, 98.0%, suggested they were very (91.2%) or somewhat aware (6.8%) of the law. Results are displayed in the following graph.

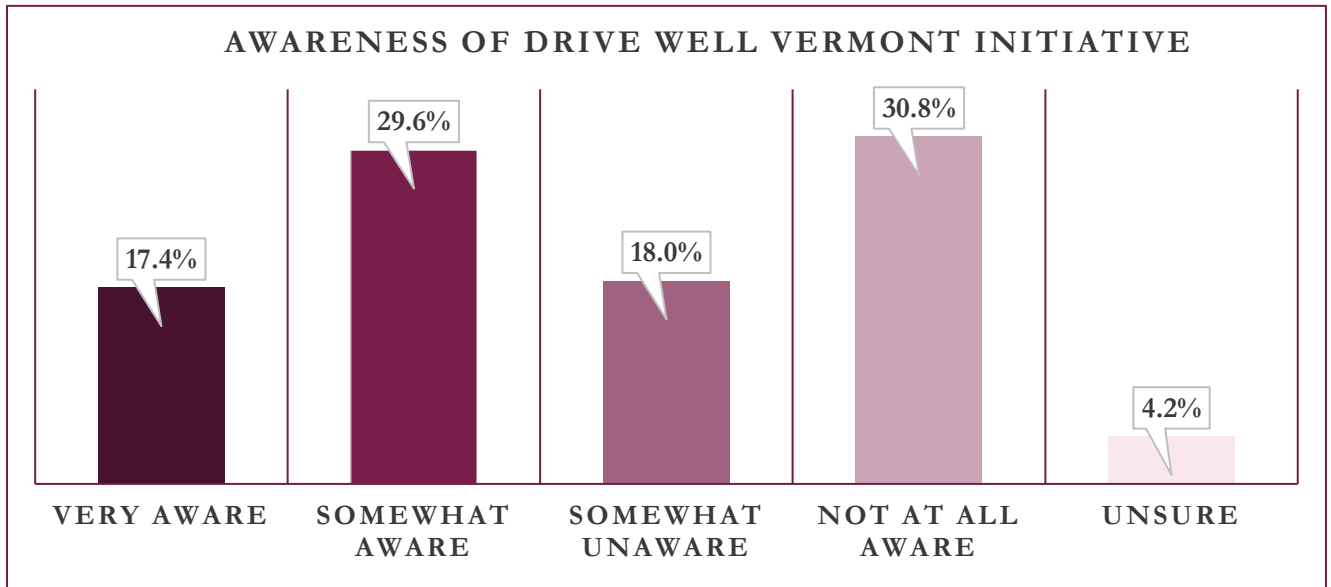


In 2015 - 2018, similarly phrased questions asked respondents to indicate how aware they were that it is against the law to use any hand-held electronic device while operating a motor vehicle on a roadway. Results to the question as provided in 2015 - 2018 are displayed below.

Awareness of law against using hand-held device while operating vehicle	Percent 2015	Percent 2016	Percent 2017	Percent 2018
Very aware	86.0	60.0	60.4	92.2
Somewhat aware	9.6	21.6	22.4	5.6
Somewhat unaware	1.4	6.6	7.6	1.4
Not at all aware	1.8	11.6	9.2	0.6
Unsure	1.2	0.2	0.4	0.2
Total very and somewhat aware	95.6	81.6	82.8	97.8

MEDIA REACH

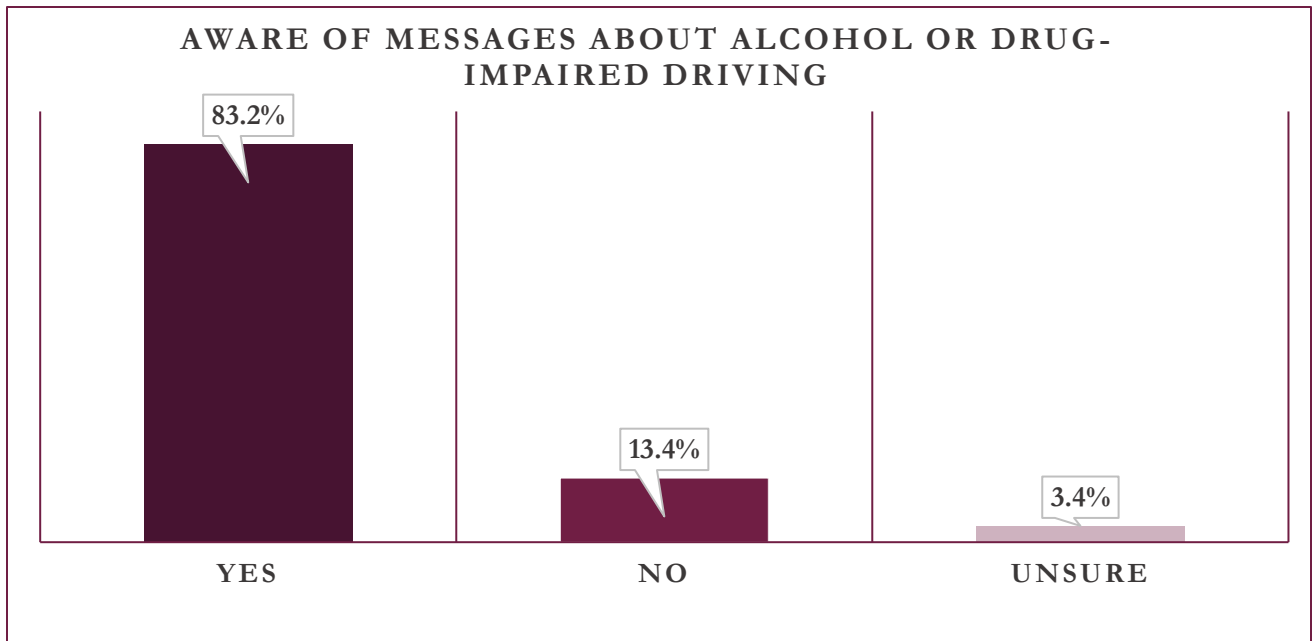
Respondents were asked how aware they say they were of the statewide initiative called Drive Well Vermont. Just under one-half of respondents, 47.0%, indicated they were very (17.4%) or somewhat aware (29.6%). Almost one-third, 30.8%, of respondents indicated they were not at all aware of the initiative. Results are displayed in the following graph.



All respondents were asked if they had read, seen or heard anything about different SHSO messages within the last two years. Please note, results from 2010 – 2018 ask if respondents have seen messages within the past 12 months.

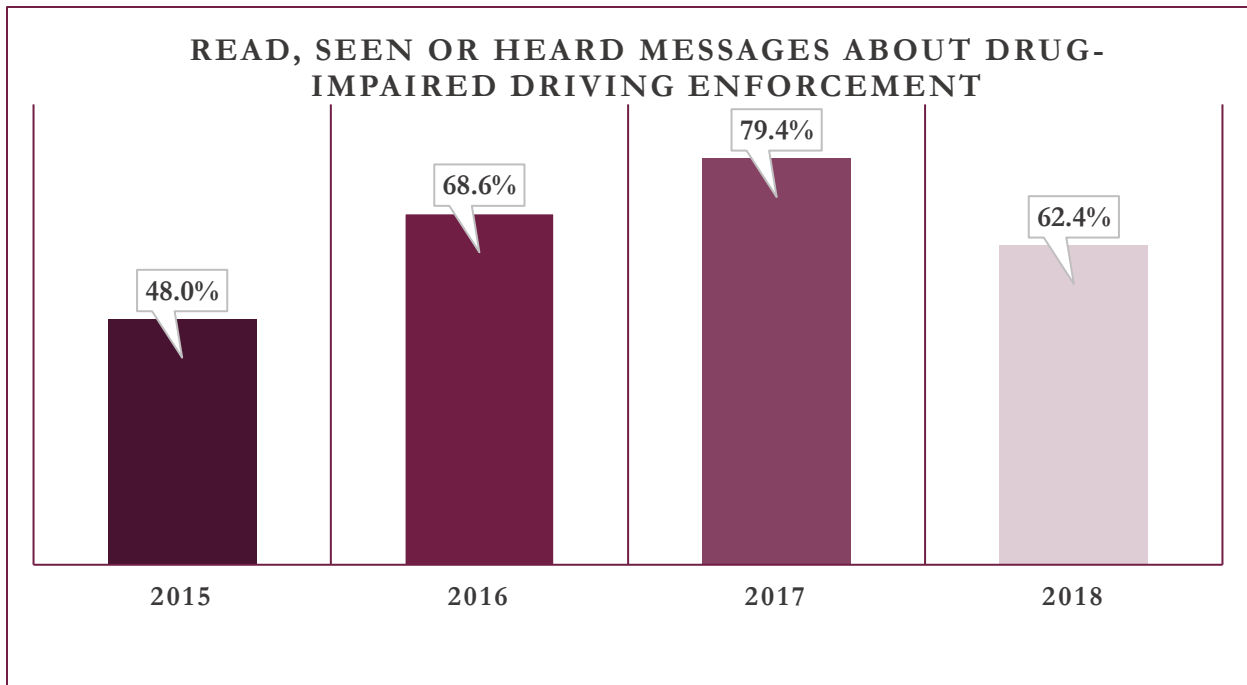
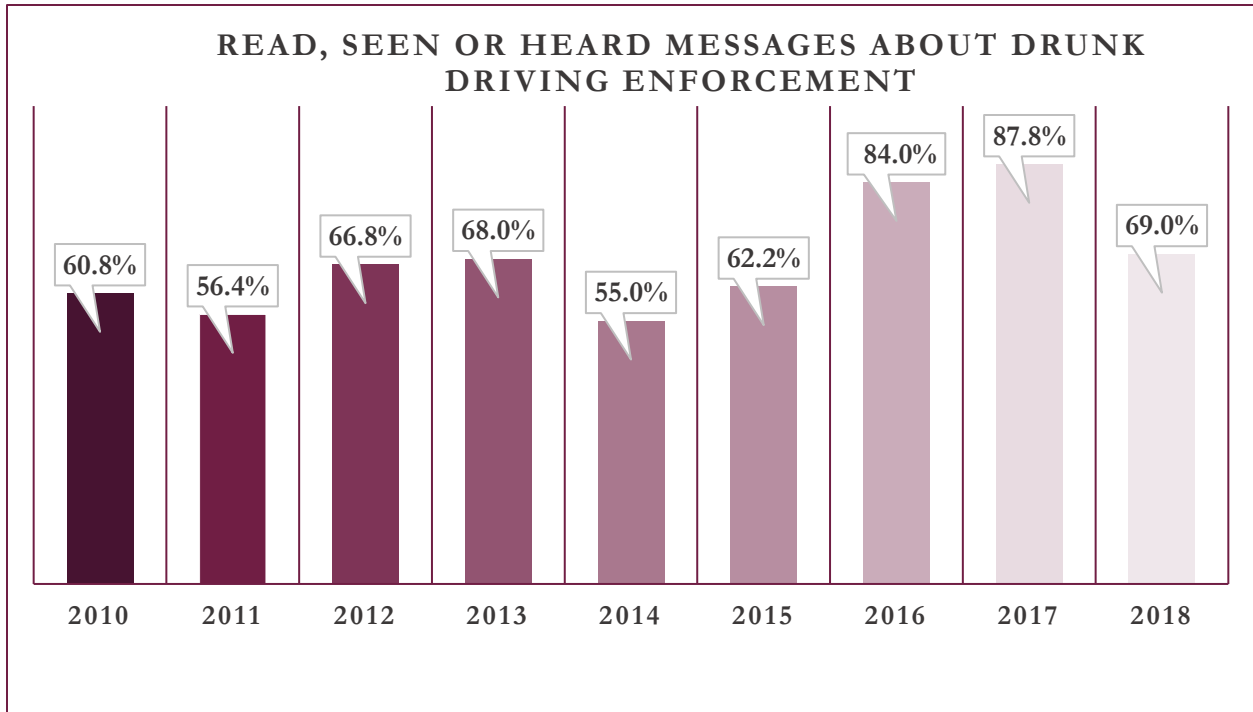
Alcohol or Drug Impaired Enforcement Initiatives

Over four-fifths of respondents, 83.2%, suggested they had heard, read or seen anything about alcohol or drug impaired driving enforcement initiatives (Drive Sober or Get Pulled Over, If You Feel Different You Drive Different, Buzzed Driving is Drunk Driving) within the last two years. Results are displayed in the following graph.



Similarly, in 2010-2018 respondents were asked if they had read, seen or heard anything about drunk driving enforcement or drug-impaired driving enforcement in two separate questions.

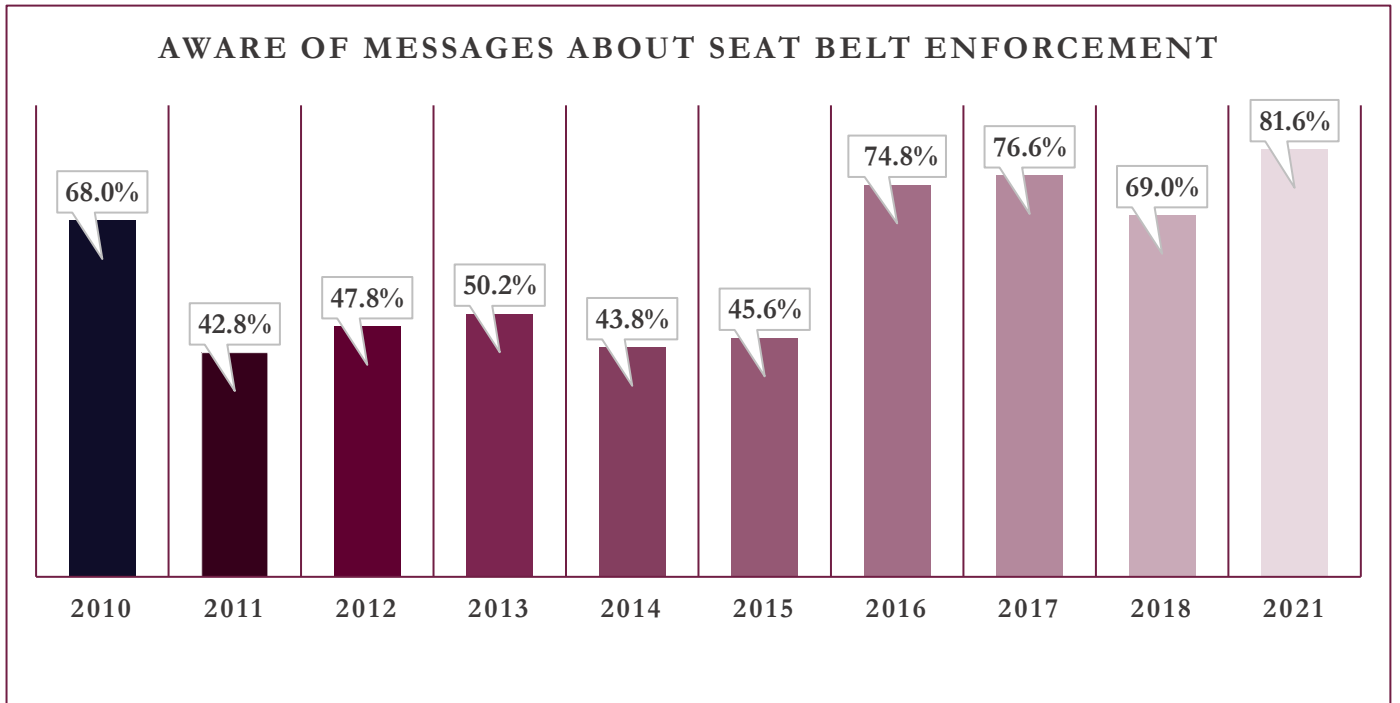
Results from prior years are displayed in the following graphs by percentages of those indicating 'Yes', they have seen, read or heard the messages.



Seat Belt Law Enforcement

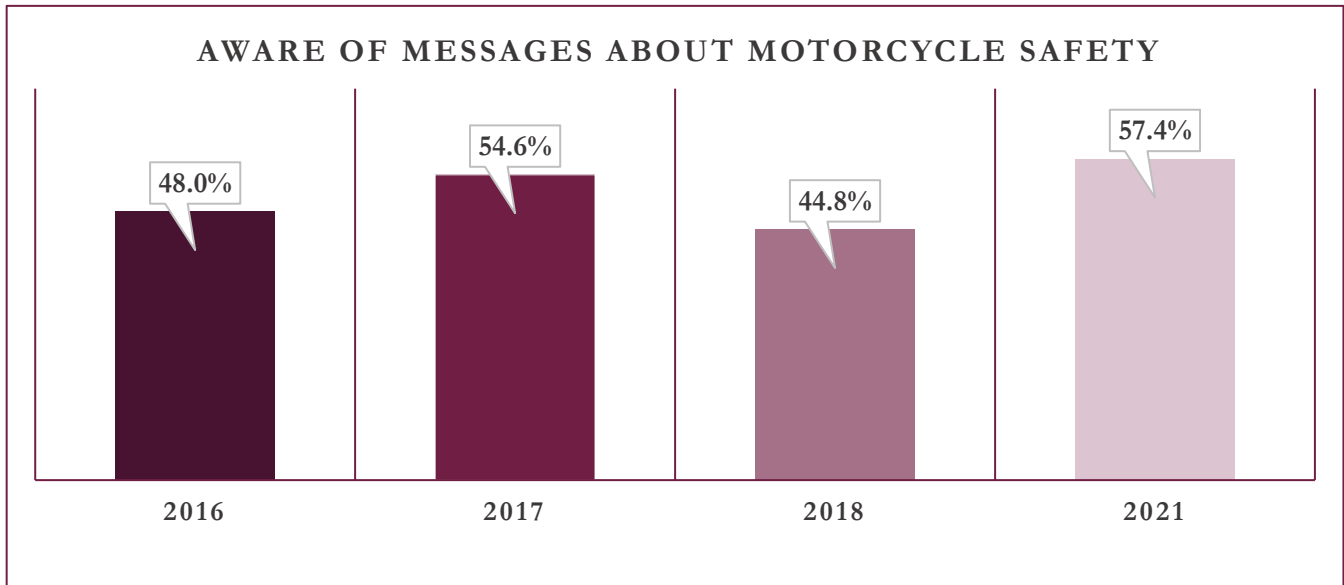
Over four-fifths, 81.6%, of respondents suggested they had read, seen or heard about seat belt enforcement (up from 69.0% in 2018) within the last two years.

Results from 2010 – 2021 are displayed in the following graph by percentages of those indicating ‘Yes’, they have seen, read or heard the messages.



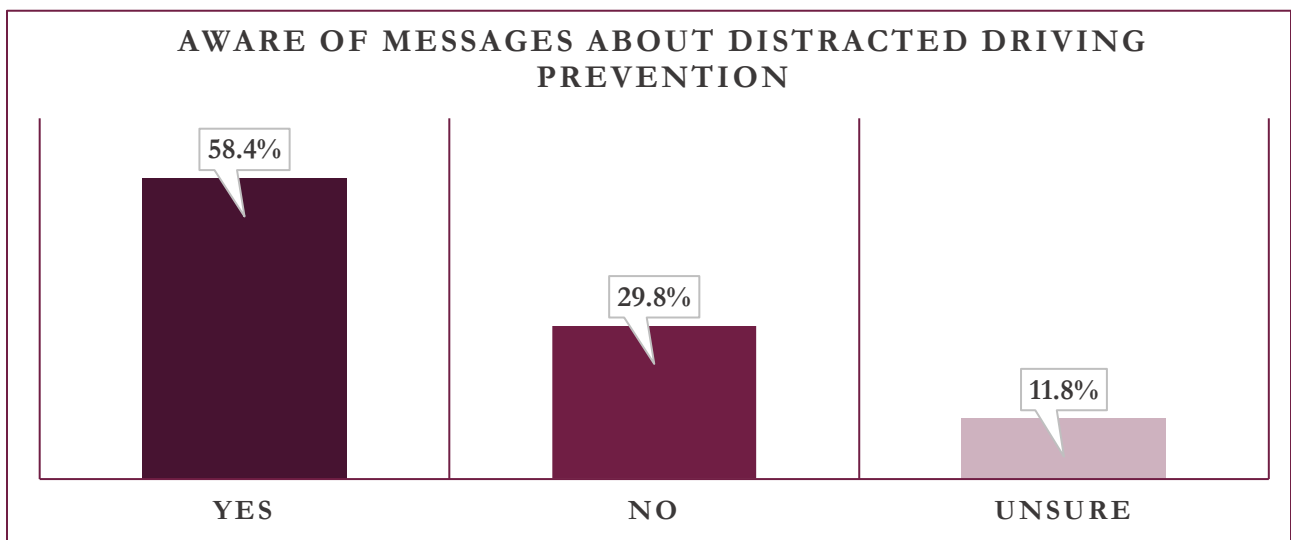
Motorcycle Safety

Respondents were asked if they had read, seen or heard anything about motorcycle safety (Know Your Vehicle's Blind Spots) within the last two years. Almost three-fifths, 57.4%, indicated that they had, which is up from prior years. Results are displayed in the following graph featuring the percentage of respondents indicating 'Yes', they have read, seen or heard the messages.



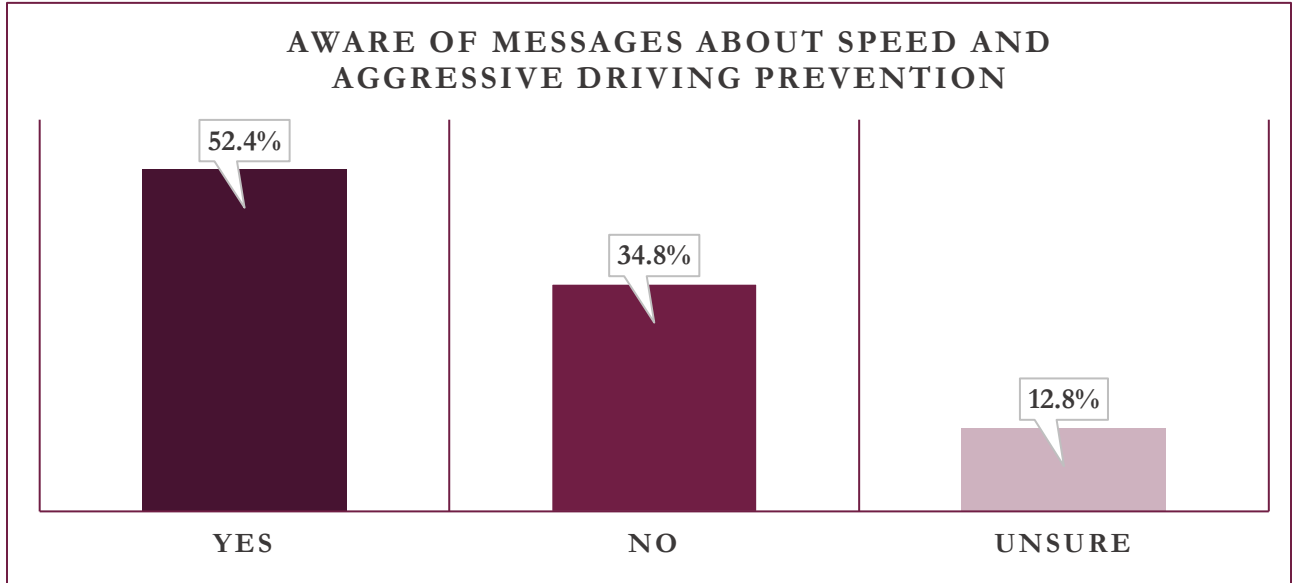
Distracted Driving Prevention

New in 2021, respondents were asked if they had read, seen or heard messages about distracted driving prevention (Drive Well Vermont) within the last two years. Almost three-fifths, 58.4%, of respondents indicated they had, while almost one-third, 29.8%, indicated they had not. Results are displayed in the following graph.



Speed and Aggressive Driving Prevention

New in 2021, respondents were asked if they had read, seen or heard messages about speed and aggressive driving prevention (Drive Well Vermont) within the last two years. Just over one-half, 52.4%, of respondents indicated they had, while about one-third, 34.8%, indicated they had not. Results are displayed in the following chart.



Sources of Information:

Those suggesting, ‘Yes’, they *had* seen, read or heard about alcohol and drug-impaired driving, seat belt law enforcement, motorcycle safety, distracted driving prevention and speed and aggressive driving prevention messages were further asked to identify where they saw, read or heard the message(s).

Percentages add to more than 100% because multiple responses were allowed. The table is presented in declining order by 2021 results.

Where you saw, read or heard about message?	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021
Television	46.1	55.0	46.7	49.1	55.3	89.2	72.5	77.0	70.1	53.2
Signs / banners	8.2	5.0	12.3	14.7	6.5	10.4	34.0	50.3	51.3	42.9
Radio	15.5	13.8	18.6	16.8	14.2	22.5	30.9	67.4	51.1	40.5
Internet	2.3	2.1	6.6	4.7	7.6	18.8	14.3	47.3	33.9	39.4
Variable Message Boards (electronic traffic signs)	---	---	---	---	---	---	---	---	---	38.1
Personal observation / knowledge	3.6	6.7	3.3	6.2	6.9	4.2	15.1	39.8	40.3	28.7
Social media	---	---	---	---	---	---	---	47.1	45.0	26.5
Friend/relative	3.0	3.9	4.8	2.1	3.6	5.0	8.4	26.9	22.8	22.8
Gas Pump Station Videos	---	---	---	---	---	---	---	---	---	16.2
Unsure	---	---	---	---	---	---	---	---	1.4	3.4
Other	5.6	2.1	1.5	1.8	0.7	5.8	4.8	0.6	1.9	1.1

Other mentions included: Book, driver’s education class, motorcycle class and highway death markers.

Respondents that *had* seen, read or heard the prior SHSO messages were asked if the information influenced their own personal behavior. Almost four-fifths, 78.9%, of respondents indicated the information had influenced their personal behavior. Results are displayed in the following table.

Messages Influenced Behavior?	Percent (With NA & Unsure)	Percent (NA & Unsure removed)
Yes, information has influenced behavior	66.8	78.9
No, information has not influenced behavior	17.9	21.1
Information was / is not applicable to me	13.1	---
Unsure	2.2	---

All respondents were asked to indicated how helpful messages relating to highway safety (motorcycle, distracted / impaired / aggressive driving, seatbelt use or speeding) are in reminding the general public about driving safely using a scale of 1 to 10 where 1 is very helpful and 10 is not at all helpful. Results are displayed in the following table.

Characteristic	Helpful (1-4)	Neutral (5-6)	Not helpful (7-10)	Unsure
Helpfulness of messages in reminding public about driving safely	69.4	15.4	11.6	3.6

PEDESTRIAN BEHAVIOR

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

Walk across, adjacent to or near an active roadway	Percent 2018	Percent 2021
Daily or 30-31 days	21.0	18.0
20 to 29 days	16.6	13.8
10 to 19 days	15.8	15.2
Under 10 days	36.4	37.2
Never	8.2	13.8
Unsure	2.0	2.0

Among the 84.2% who reported walking near active roadway traffic, almost three-quarters, 73.4%, suggested they were very or somewhat concerned about their own personal safety due to traffic. This remains unchanged from 2018. Results are displayed in the following table.

Concern about personal safety when walking near active roadway	Percent 2018	Percent 2021
Very concerned	29.6	28.7
Somewhat concerned	43.8	44.7
Somewhat unconcerned	15.2	18.1
Not at all concerned	10.6	7.6
Unsure	0.8	1.0
Total Very or Somewhat concerned	73.4	73.4

All respondents were asked to report the frequency they would text, talk or listen to hand-held devices while walking. Just over one-quarter, 26.8.0%, suggested they never text, talk or listen to hand-held devices while walking. Results are displayed in the following table.

Frequency of walking and using hand-held device	Percent 2016	Percent 2017	Percent 2018	Percent 2021
Always	1.2	2.8	3.4	7.4
Often	2.8	16.6	13.8	16.2
Sometimes	8.0	22.6	32.8	24.4
Seldom	17.4	28.3	26.8	24.8
Never	70.4	28.9	23.0	26.8
Unsure	0.2	0.8	0.2	0.4

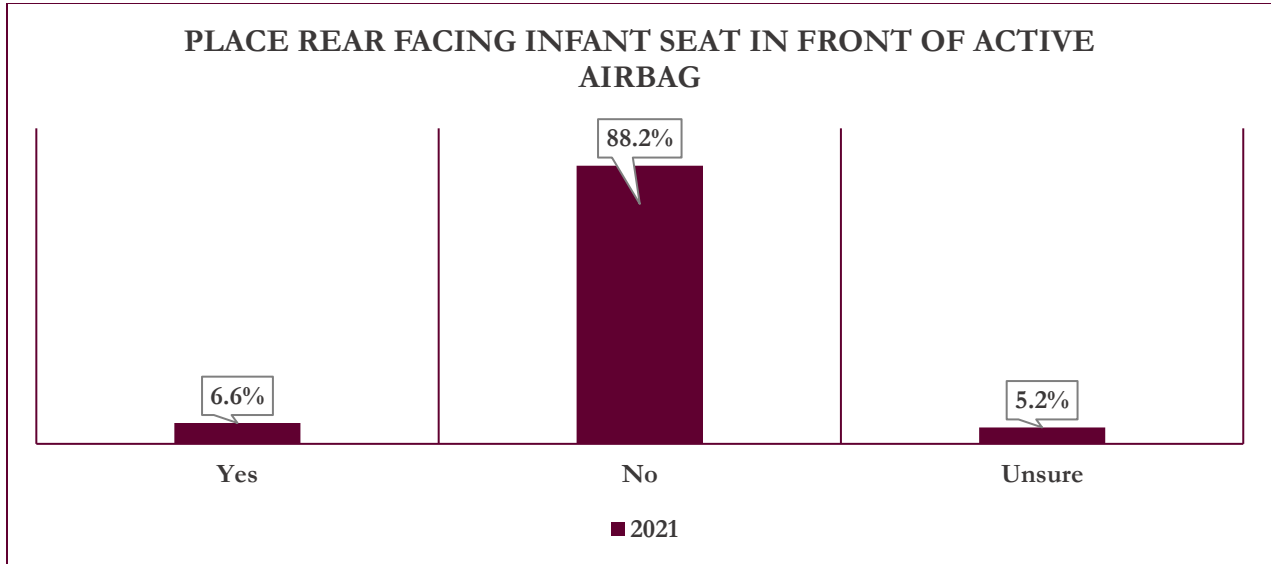
CHILD PASSENGERS

All respondents were asked to indicate at what age the law requires a child to remain in a car seat. One-fifth, 20.4%, were unsure. 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.

Age	Percent 2016	Percent 2017	Percent 2018	Percent 2021
0	---	---	1.0	---
1	0.4	6.3	---	7.8
2	0.4	8.2	1.3	1.2
3	1.8	2.4	0.7	3.0
4	2.6	5.1	8.3	5.4
5	9.6	16.5	7.6	11.4
6	14.4	12.5	7.3	8.0
7	15.5	10.6	11.9	6.2
8	25.1	22.4	34.4	16.6
9	7.7	5.1	5.0	5.0
10	11.1	5.5	14.9	7.4
11	1.8	0.8	1.0	1.4
12	8.5	2.4	5.3	4.4
13	0.4	1.2	1.0	1.0
14	0.4	1.2	---	0.4
15	---	---	0.3	---
18	0.4	---	---	0.4
Unsure	45.8	49.0	39.6	20.4

Respondents were asked if they should place a rear-facing infant seat in front of an active airbag. A strong majority, 88.2%, suggested it was not a good idea. Results are displayed in the graph below.

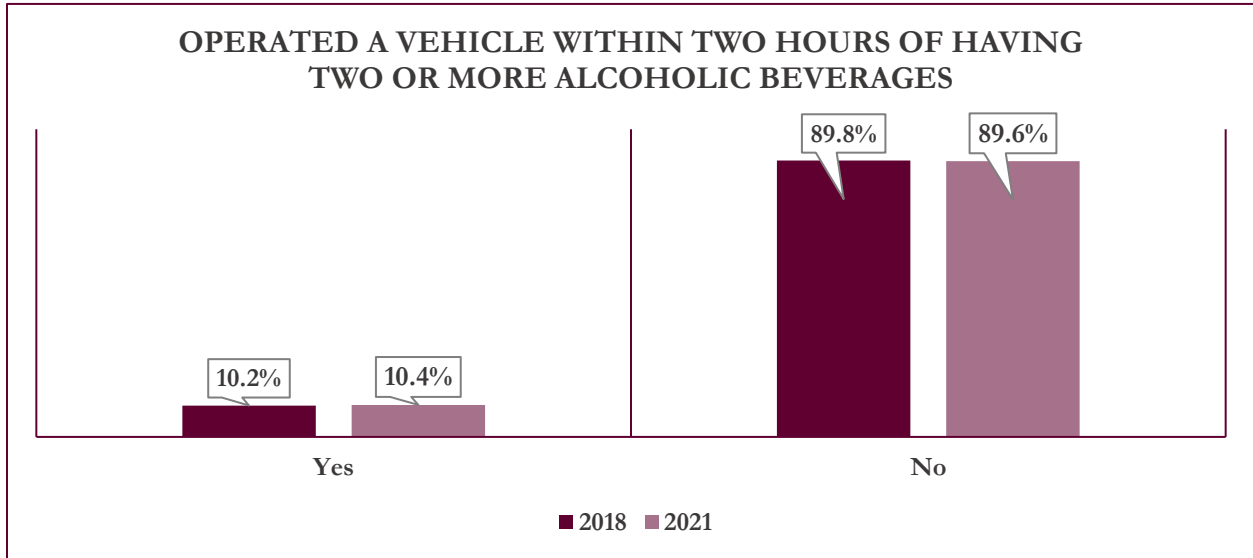


In prior years, a similar question asked if it was ‘advisable’ or a ‘good idea’ to place a rear-facing infant seat in front of a working airbag. A sizable percentage, 90.4% in 2018, 80.6% in 2017 and 88.2% in 2016, suggested it was not ‘advisable’ or a ‘good idea’ to place a rear-facing infant seat in front of a working airbag.

PERSONAL BEHAVIOR

All respondents were asked if had they operated a motor vehicle within two (2) hours after drinking two (2) or more alcoholic beverages in the past two years. Results remain statistically unchanged from 2018 with over four-fifths, 89.6%, of respondents indicated they had not, while 10.4% indicated they had. Results are displayed in the graph below. Not applicable / unsure responses were removed from the data.

*In 2018, respondents were asked to recall within the last one year.



All respondents were asked if they had operated a motor vehicle when they had too much to drink during the past 30 days. A small percentage, 2.5%, indicated they had, while 97.5% indicated they had not. Results are displayed in the table below. Not applicable / unsure responses were removed from the data.

<i>Have you driven after...</i>	Yes 2010	Yes 2011	Yes 2012	Yes 2013	Yes 2014	Yes 2015	Yes 2016	Yes 2017	Yes 2018	Yes 2021
Having had too much to drink?	1.0	1.0	0.6	0.8	1.4	1.8	2.0	3.4	1.4	2.5

Seat Belt Use

Respondents were asked how frequently they used seat belts during the day and at night while driving or riding in a car. The following table presents the results as collected.

Frequency: Use of Seat Belts	2014 Day	2014 Night	2015 Day	2015 Night	2016 Day	2016 Night	2017 Day	2017 Night	2018 Day	2018 Night	2021 Day	2021 Night
Always	91.6	92.4	93.2	94.6	90.8	91.6	85.8	86.0	88.2	89.6	82.4	81.8
Frequently	4.4	3.8	3.2	2.4	4.8	3.2	7.8	7.2	7.0	5.2	5.2	5.8
Occasionally	1.6	1.2	1.2	0.8	2.2	2.2	2.6	3.2	2.2	2.4	4.6	4.0
Rarely	0.6	0.2	0.8	1.0	0.6	1.0	2.6	2.6	1.6	1.8	3.4	4.2
Never	1.8	2.0	1.2	1.0	1.2	1.6	1.0	0.8	1.0	0.8	3.0	2.8
Unsure / Don't know	0.0	0.4	0.2	0.2	0.4	0.2	0.2	0.2	0.0	0.2	1.4	1.4

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

Almost one-third of all respondents, 30.2%, 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	Percent 2021	Percent 2021 (Unsure / NA removed)
Most of the time	3.4	4.4	4.6
Half the time	14.6	18.6	19.6
Rarely	50.2	43.2	45.6
Never	31.4	28.6	30.2
Unsure / Not Applicable	0.4	5.2	---

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

Just under one-third, 29.8%, suggested they never drive faster than 75 miles per hour on a road with 65 miles per hour as the speed limit. Results are displayed in the following table.

Frequency of driving faster than 75 mph in a 65-mph zone	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021	Percent 2021 (NA/ Unsure removed)
Most of the time	3.4	2.0	2.6	1.8	2.2	4.8	6.0	8.2	8.6
Half the time	5.2	4.8	5.0	4.2	6.8	17.0	17.4	18.0	18.9
Rarely	33.4	40.4	40.8	35.0	36.8	45.2	43.8	40.8	42.8
Never	57.4	52.8	50.8	59.0	54.0	32.4	32.6	28.4	29.8
Unsure / Not Applicable	0.6	0.0	0.8	0.0	0.2	0.6	0.2	4.6	---

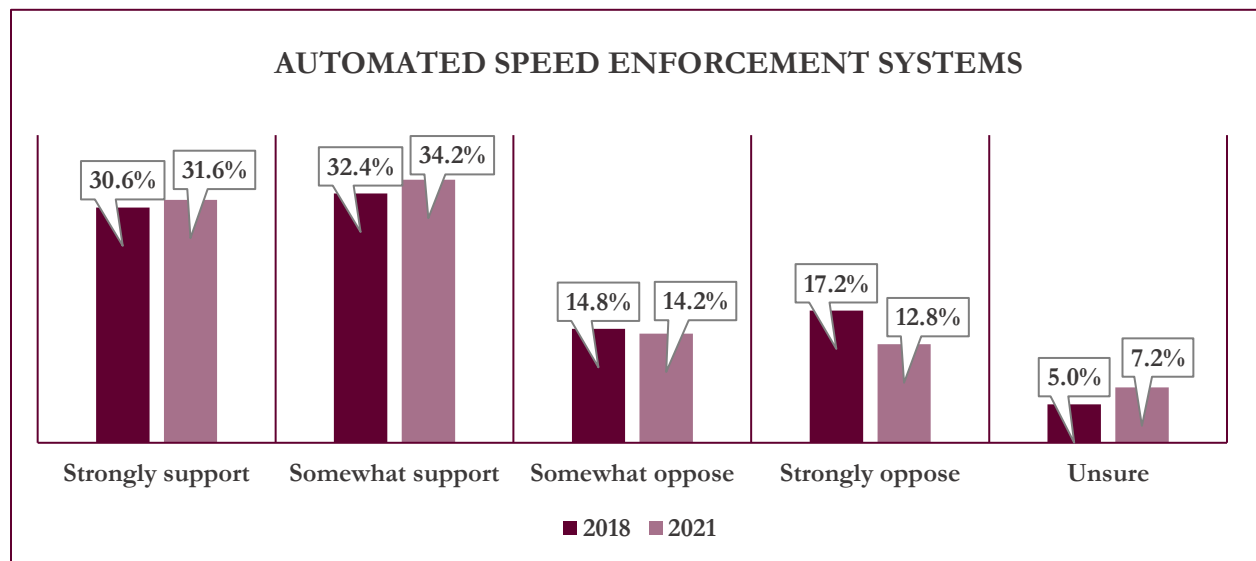
Support or Opposition: Automated Speed Enforcement System

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?

Over two-thirds, 65.8%, suggested they strongly (31.6%) or somewhat support (34.2%) the use of the technology, while 27.0% suggested they somewhat (14.2%) or strongly oppose (12.8%) the use of the technology.

Results are displayed in the following graph.



Driving While Using Electronic Communications

Respondents were asked how often they use a hand-held electronic device such as a cell phone, tablet, or pad while driving (including for the use of making phone calls, texting, using applications for music, etc.). Just over one-half of all respondents, 53.8% suggested they never use an electronic communication device while driving. Not applicable or unsure responses were removed from the data.

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

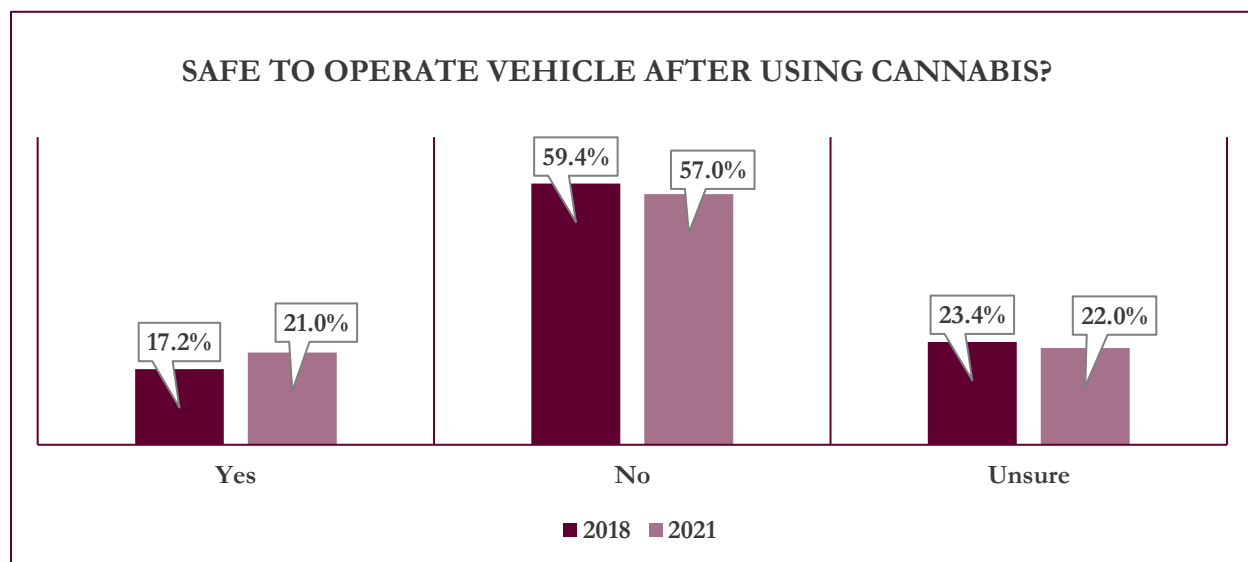
Frequency of driving while using electronic communication devices.	Percent 2010	Percent 2011	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021
Frequently	5.0	5.4	6.2	5.4	11.0	2.6	4.2	2.8	4.0	3.8
Occasionally	14.0	14.6	17.2	18.8	18.8	7.6	7.0	10.0	11.0	12.9
Rarely	25.0	26.4	27.0	30.0	24.2	15.4	16.0	30.2	29.2	29.5
Never	56.0	53.6	48.6	45.8	45.2	74.4	71.4	56.6	55.4	53.8
Unsure / NA	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 43.0% (up from 29.4% in 2018) while the cumulative totals for those offering seven through ten (dangerous) was 31.4% (down from 42.0% in 2018). Results are displayed in the following table.

Characteristic	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021
Use is safe (1-4 Rating)	39.0	30.4	27.6	41.6	29.4	43.0
Neutral (5-6 Rating)	29.8	25.6	24.6	23.0	26.0	22.4
Use is dangerous (7-10 Rating)	29.0	41.4	46.6	32.6	42.0	31.4

All respondents were asked if they believed it is safe to operate a motor vehicle within two (2) hours after using cannabis. Over one-half, 57.0%, of respondents believed it is not safe to drive after using cannabis, however, 21.0% 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 cannabis. Results are displayed in the following table. Not applicable or unsure responses were removed from the data.

<i>Have you driven while...</i>	Yes 2010	Yes 2011	Yes 2012	Yes 2013	Yes 2014	Yes 2015	Yes 2016	Yes 2017	Yes 2018	Yes 2021
Using cannabis?	0.8	1.0	0.8	1.4	1.2	0.8	1.6	8.0	7.6	10.2

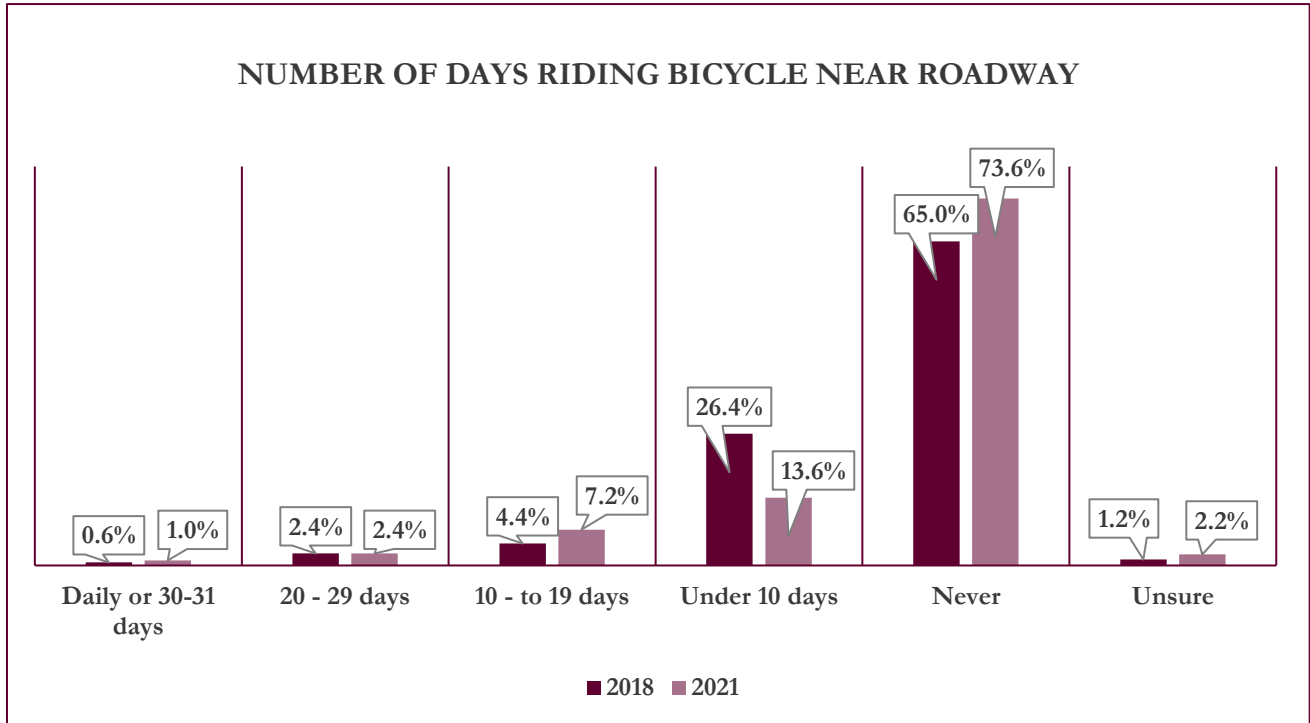
Respondents were asked to report if, in the past two years, they had operated a motor vehicle within two hours after taking a prescription pain reliever or prescription anxiety medication. The percentage that has operated a vehicle has risen slightly to 9.3% in 2021 from 3.6% in 2018. Not applicable or unsure responses were removed from the data.

<i>Have you operated a vehicle two hours after...</i>	Yes 2016	Yes 2017	Yes 2018	Yes 2021
Taking a prescription pain reliever or prescription anxiety medication	4.2	5.8	3.6	9.3

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

BICYCLE SAFETY AND ACTIVITIES

All respondents were asked, on an average month, how many days they would say they ride a bicycle adjacent to or near an active roadway. Almost three-quarters, 73.6%, of respondents indicated they never ride a bicycle near an active roadway. Results are displayed in the following graph.



All bicycle riders that ride a bicycle adjacent to or near an active roadway (n=121), 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.

About four-fifths of respondents, 81.8%, indicated they were very (37.2%) or somewhat concerned (44.6%) with their personal safety while riding without a designated bike lane.

While concern slightly drops regarding biking in a designated bike lane, almost two-thirds of respondents, 66.1%, indicated they were very (28.9%) or somewhat concerned (37.2%) about their personal safety.

Results are displayed in the table below.

Riding a bicycle...	2018		2021	
	...Without a designated bike lane	... In a designated bike lane	...Without a designated bike lane	... In a designated bike lane
Very concerned	40.2	21.3	37.2	28.9
Somewhat concerned	43.8	47.3	44.6	37.2
Somewhat unconcerned	11.2	20.7	14.0	21.5
Not at all concerned	4.1	8.3	3.3	9.9
Unsure	0.6	2.4	0.8	2.5
<i>Total Very or Somewhat concerned</i>	84.0	68.6	81.8	66.1

DEMOGRAPHICS

Valid Vermont Driver's License?	Percent
Yes	84.0
No	14.6
Unsure	1.4

Participate in Public/Private Driver's Edu. Course prior to attaining driver's license?	Percent
Yes, course taken in Vermont	67.1
Yes, course taken in different state other than Vermont	19.8
No	12.4
Unsure	0.7

<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>	<i>2021</i>
18 to 29	6.0	3.4	5.4	4.8	2.8	8.6	9.6	30.8	21.0	23.8
30 to 39	8.4	8.0	12.0	8.8	8.6	13.6	12.2	25.0	22.0	27.6
40 to 49	13.8	17.4	26.8	22.8	24.0	22.4	21.4	16.4	18.4	18.8
50 to 59	27.6	32.4	35.2	43.8	41.2	29.6	23.6	17.0	23.6	13.6
60 to 69	22.8	26.0	15.4	14.8	17.4	14.4	16.4	8.0	9.0	10.8
70 or older	20.6	11.4	5.2	5.0	6.0	9.6	16.0	2.8	6.0	5.4
Refused	0.8	1.4	---	0.0	0.0	1.8	0.8	---	---	--

County	Percent 2017	Percent 2018	Percent 2021
Addison	4.6	6.2	4.6
Bennington	5.4	6.2	6.8
Caledonia	5.6	5.0	5.4
Chittenden	24.4	30.6	21.8
Essex	1.6	1.8	2.8
Franklin	7.0	5.6	9.4
Grand Isle	1.0	0.6	1.0
Lamoille	5.0	3.6	3.6
Orange	4.6	5.4	4.4
Orleans	4.0	2.6	5.0
Rutland	13.0	10.4	11.4
Washington	8.8	8.8	7.0
Windham	4.8	4.8	6.4
Windsor	8.4	8.4	8.4
Unsure	1.8	--	2.0

Miles typically driven each year	Percent
0 - 5,000	20.6
5,001 - 10,000	26.0
10,001 - 15,000	20.8
15,001 – 20,000	10.8
More than 20,000	9.2
Unsure	4.6
Not Applicable	8.0

In past two years, commute for work-related trips has...	Percent
Increased in mileage	15.0
Stayed about the same	32.4
Decreased in mileage	25.4
Unsure	4.8
Not applicable	22.4

Live...	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2021</i>
Rural	39.0	51.0	59.5	62.3	55.8
Suburban	42.4	33.4	26.5	29.3	24.4
Urban	15.0	13.6	9.2	8.4	12.8
Other / Unsure	3.6	1.8	4.8	---	7.0

<i>Gender</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2021</i>
Male	47.4	50.0	45.6	45.2	46.6	49.0	49.0	41.0	42.6	37.8
Female	52.6	50.0	54.4	54.8	53.4	51.0	51.0	59.0	57.0	60.0
Nonbinary										1.2
Prefer to self-describe	---	---	---	---	---	---	---	---	---	0.4
Prefer not to answer	---	---	---	---	---	---	---	---	---	0.6
Other	---	---	---	---	---	---	---	---	0.4	---

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.