



# 2022 VERMONT STATE HIGHWAY SAFETY OFFICE ATTITUDE SURVEY RESULTS

DECEMBER 2022

Prepared for:  
State Highway Safety Office, Vermont Agency of Transportation

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



## STATEMENT OF CONFIDENTIALITY AND OWNERSHIP

---

All of the analyses, findings and recommendations contained within this report are the exclusive property of the State Highway Safety Office / 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 State Highway Safety Office / Vermont Agency of Transportation.

**TABLE OF  
CONTENTS**

**1  
Introduction**  
Page 4

**2  
Methodology**  
Page 5

**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 2022 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 2022 survey included similar questions to those held in surveys conducted on behalf of the State Program between 2010 and 2021.

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. The 2022 survey instrument was unchanged from the 2021 survey instrument and results may be compared directly.

This report summarizes information collected from online surveys conducted November 28 – December 8, 2022. The survey instrument employed in the 2022 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 the 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 November 28 – December 8, 2022. 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 November 9, 2022. Following programming, a pre-test of the online survey instrument occurred on November 28, 2022. Full launch occurred on November 29, 2022. The survey closed on December 8, 2022 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 +/- 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, 82.8%, suggested it was very (40.8%) or somewhat (42.0%) likely they would be arrested if they drove while impaired by alcohol or drugs. This percentage is slightly down from 84.8% in 2021.

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 posted speed limit – 75.6% (*down from 82.4% in 2021*)
- Using a hand-held electronic device (such as to talk or text) – 66.4% (*down from 76.4% in 2021*)
- Not wearing seatbelts – 53.6% (*down from 62.4% in 2021*)

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 98.0% in 2021 to 96.2% in 2022.

## 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. About two-fifths, 40.4%, of respondents indicated they were very or somewhat aware of the initiative. This is slightly down from 47.0% in 2021.

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

- Seat belt law enforcement – 81.4%
- Alcohol or drug impaired enforcement initiatives (Drive Sober or Get Pulled Over, If You Feel Different You Drive Different, Buzzed Driving is Drunk Driving) – 76.6%
- Distracted driving prevention (Drive Well Vermont) – 56.8%
- Motorcycle safety (Know Your Vehicle's Blind Spots) – 53.4%
- Speed and aggressive driving prevention – 51.0%

The primary sources for information, among those aware of messages, about alcohol-impaired driving, drug-impaired driving and seat belt law enforcement included television (57.1%), signs/banners (49.5%), variable message boards (42.0%), radio (40.0%), internet (35.4%), personal observation on the road (31.7%) social media (24.3%), friend / relative (21.0%) and gas pump videos (14.7%).

Of those aware of the messaging, almost three-quarters of respondents, 74.6%, suggested the messages and information provided by the state have influenced their own personal behavior, while fewer, 25.4%, suggested the information has not influenced their behavior.

Over two-thirds of all respondents, 68.6%, indicated the messages relating to highway safety were 'helpful' to the general public. This is almost unchanged from 69.4% saying the same in 2021.

### ON PEDESTRIAN BEHAVIOR...

The percentage of respondents suggesting they “never” walk across, adjacent to or near active roadway traffic during an average month was 9.6%, down from 13.8% in 2021.

Among the 86.8% of respondents who do walk near active roadways, almost three-quarters, 71.7%, offered either very concerned (27.6%) or somewhat concerned (44.0%) about their own personal safety.

Over two-fifths of survey respondents (43.0%) noted they “always”, “often”, or “sometimes” walk while texting, talking or listening to hand-held devices. Another 33.6% noted they never do, up from 26.8% in 2021.

### ON CHILD PASSENGERS...

All respondents were asked to report the age that the law requires a child to remain in a car seat. Almost one-quarter of respondents (24.6%) were unsure, up from 20.4% in 2021. The remaining respondents reported ages from one to 18 years of age. The largest percentage, 12.2%, 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, 89.0%, suggested 'no'.



## **ON PERSONAL BEHAVIOR...**

Within the last two years, a strong majority of respondents, 85.6%, indicated that they had not operated a motor vehicle within two hours after drinking two or more alcoholic beverages. This is slightly down from 89.6% in 2021.

Few respondents (2.5%) reported that they had operated a motor vehicle when they had too much to drink during the past 30 days.

About four-fifths of respondents reported they ‘always’ wear their seatbelt during the day (79.8%) and during the night (80.6%). This is slightly down from 2021 – 82.4% during the day and 81.8% during the night.

Those indicating they “never” drive faster than 40-miles per hour in a 30-miles per hour zone was recorded at 31.1% - similar to 31.4% in 2018 and 30.2% in 2021.

Further, those noting they “never” drive faster than 75-miles per hour in a 65-miles per hour zone was 26.4% -- slightly down from 29.8% in 2021.

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, 64.8%, of respondents suggested they strongly (30.2%) or somewhat support (34.6%) the use of the technology. This support has remained similar to 2018 and 2021 results.

On electronic device use while driving, 53.0% indicated “never”. This is slightly less than 53.8% in 2021.

The perception that hands-free cell use is safe, while driving, increased over prior years with over two-thirds, 39.0%, noting they believed hands-free cell use while driving was safe – down from 43.0% in 2021.

The survey asked respondents if they believed it is safe to operate a motor vehicle within two hours after using cannabis. Over one-half of respondents, 53.8% indicated that it is not safe, 22.4% indicated it was safe, while 23.8% of respondents were unsure.

Some respondents (9.8%) reported to have operated a vehicle while using cannabis in the past 30 days. This is down from 10.2% in 2021.

A handful of respondents (10.5%) 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 9.3% in 2021.

## ON BICYCLE SAFETY AND ACTIVITIES...

Almost three-quarters of respondents, 72.0% 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 (2.4%) to 20 - under 30 days (2.4%), to 5.0% at 10 - under 20 days and 14.6% at under 10 days.

Of those that bike near a roadway, concern over personal safety was strong with 79.5% indicating they were very or somewhat concerned about their personal safety when riding a bicycle *without* a designated bike lane. Concern drops while biking *in* a designated bike lane to 68.0% 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. Additionally, results for years 2010 through 2021 are presented throughout the report where applicable.

Please note, the 2022 survey instrument was unchanged from the 2021 survey instrument and may be directly compared.

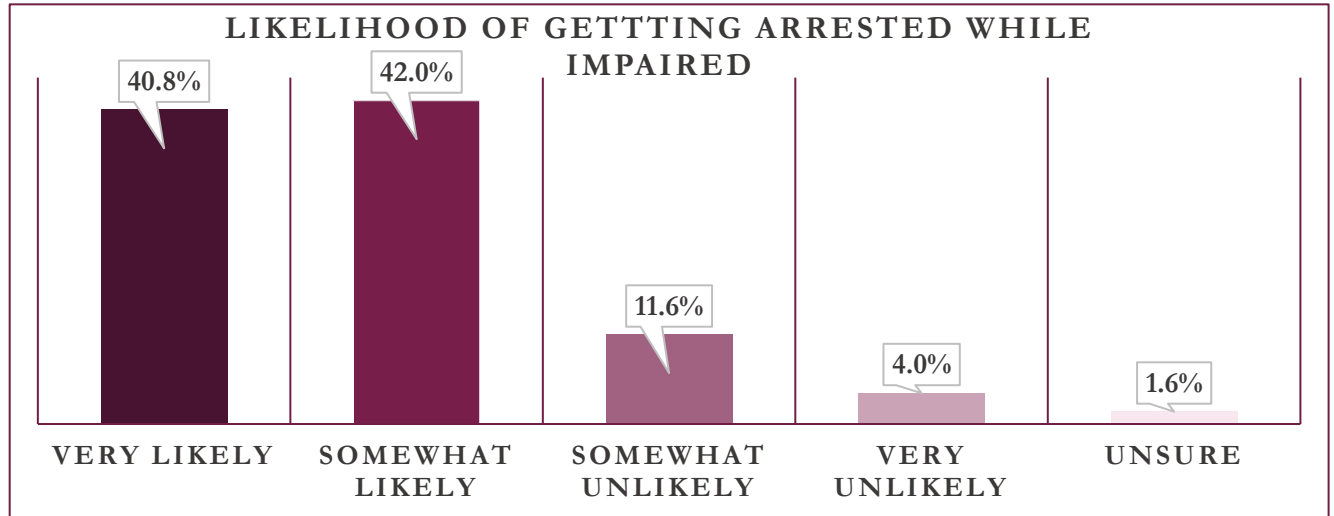
Results from 2010 and 2018 were gathered from Vermont adult residents with a valid driver's license, whereas results from the 2021 and 2022 survey were gathered from Vermont adult residents, regardless of licensure.

Additionally, surveys conducted in 2010-2016 utilized a quantitative telephone research methodology, while surveys conducted in 2017-2018 and 2021-2022 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 drove 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.

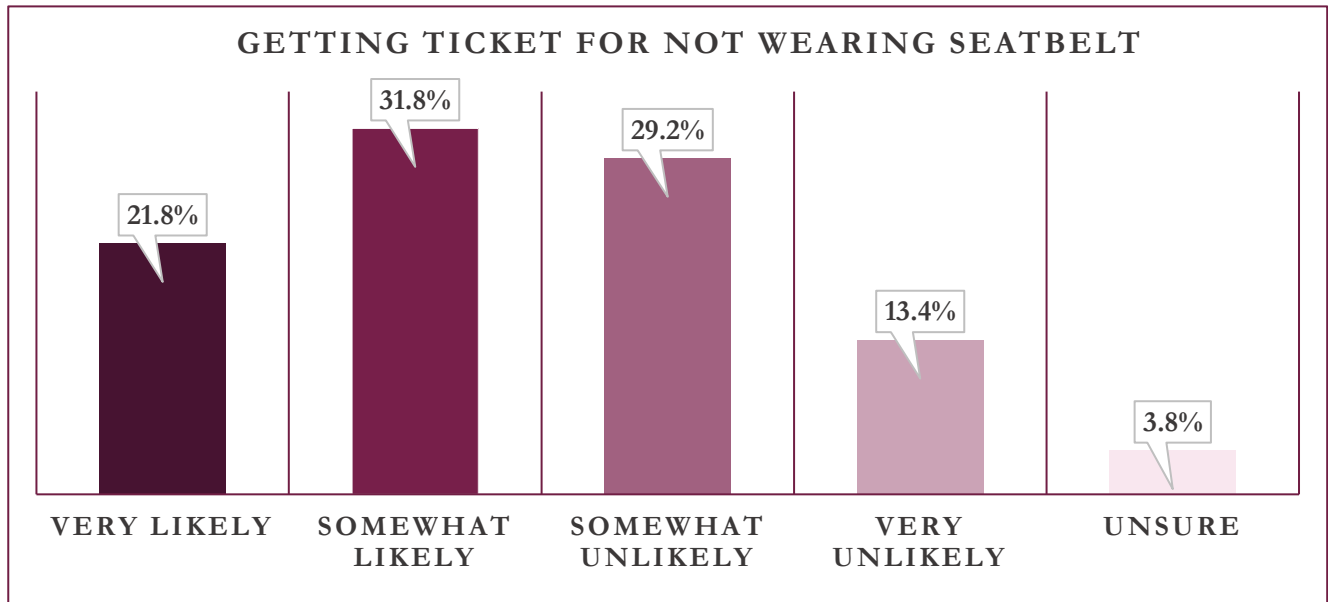
Just over four-fifths, 82.8%, believed the chances of someone getting arrested were very (40.8%) or somewhat likely (42.0%). Alternatively, 15.6% of respondents believed the chances were somewhat unlikely (11.6%) or very unlikely (4.0%). Results are displayed in the following graph.



In 2010-2018, similarly phrased questions asked respondents to indicate what they believed the likelihood was 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 2010-2021.

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	Percent 2021
Very likely	27.0	25.8	22.6	23.6	25.4	22.2	25.8	40.2	43.4	53.0
Somewhat likely	48.0	49.2	50.2	49.6	49.0	48.6	46.6	41.8	25.2	31.8
Somewhat unlikely	14.4	16.6	19.4	16.8	16.8	19.6	15.4	12.6	7.6	10.6
Very unlikely	5.8	5.6	4.2	6.4	4.4	6.2	8.4	3.8	20.8	3.2
Unsure	4.8	2.6	3.6	3.6	4.4	3.2	3.8	1.6	0.1	1.4
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>	<b>68.6</b>	<b>84.8</b>

Respondents were asked what the likelihood of getting a ticket was for not wearing their seatbelt while driving. Just over one-half, 53.6%, of respondents indicated that the likelihood of getting a ticket was very (21.8%) or somewhat likely (31.8%). Results are displayed in the following graph.



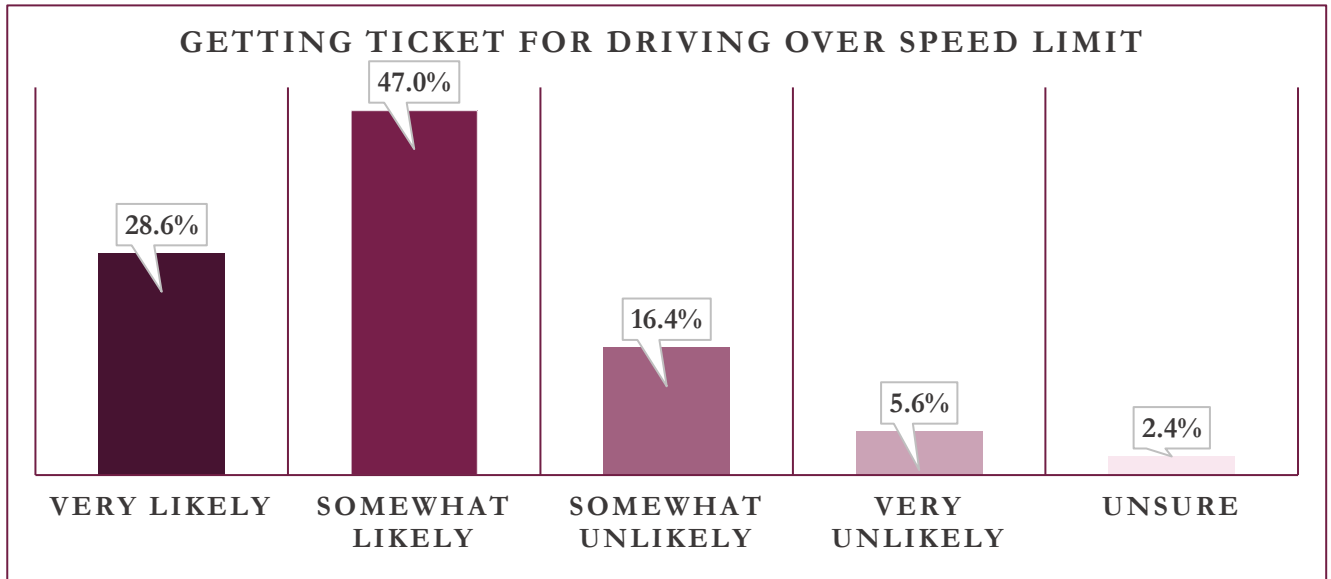
In 2010-2018, similarly phrased questions asked respondents to indicate what they believed the likelihood was of someone getting a ticket for driving when not wearing your seatbelt.

The following table holds the responses as collected from 2010-2021.

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	Percent 2021
Very likely	18.8	15.0	17.2	15.0	14.8	12.6	16.6	22.4	27.8	30.8
Somewhat likely	36.8	31.8	28.4	32.0	31.0	34.0	35.0	37.7	28.8	31.6
Somewhat unlikely	23.8	32.6	33.4	32.2	32.2	32.6	29.8	26.5	18.2	25.4
Very unlikely	17.4	19.2	18.6	18.8	17.4	17.2	16.2	13.0	23.2	10.2
Unsure	3.2	1.4	2.8	2.0	4.6	3.6	2.4	0.4	2.0	2.0
<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>	<b>56.6</b>	<b>62.4</b>

Respondents were asked what the likelihood of getting a ticket for driving over the posted speed limit was. About three-quarters, 75.6%, of respondents indicated that the chances of getting a ticket were very (28.6%) or somewhat likely (47.0%).

Results are displayed in the following graph.



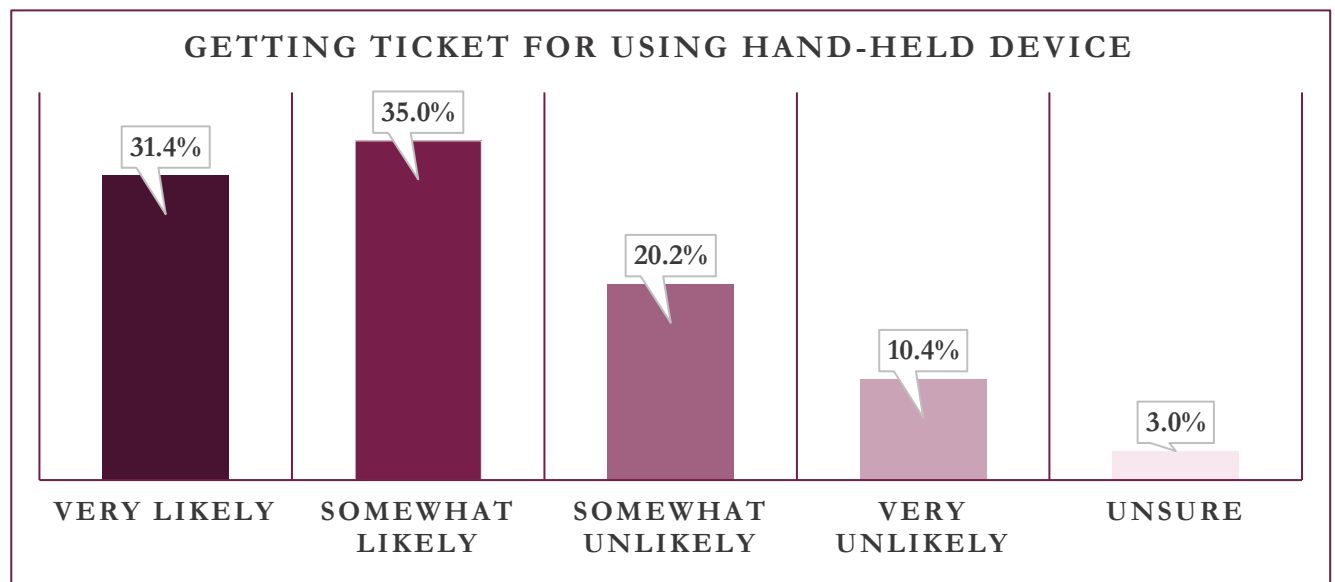
In 2010-2018, similarly phrased questions asked respondents to indicate what they believed the likelihood was of someone getting a ticket when you drive over the posted speed limit.

The following table holds the responses as collected from 2010-2021.

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	Percent 2021
Very likely	30.4	24.8	26.0	25.2	18.8	16.0	22.8	33.5	32.2	37.8
Somewhat likely	50.0	49.4	50.8	49.2	50.4	49.4	45.0	44.9	41.8	44.6
Somewhat unlikely	13.6	18.0	16.6	19.0	22.0	22.2	23.8	17.4	17.0	13.8
Very unlikely	4.2	6.8	5.0	5.0	7.4	9.4	7.2	4.0	7.0	2.8
Unsure	1.8	1.0	1.6	1.6	1.4	3.0	1.2	0.2	1.2	1.0
<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>	<b>74.0</b>	<b>82.4</b>

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. About two-thirds, 66.4%, of respondents indicated that the chances of getting a ticket were very (31.4%) or somewhat likely (35.0%).

Results are displayed in the following graph.

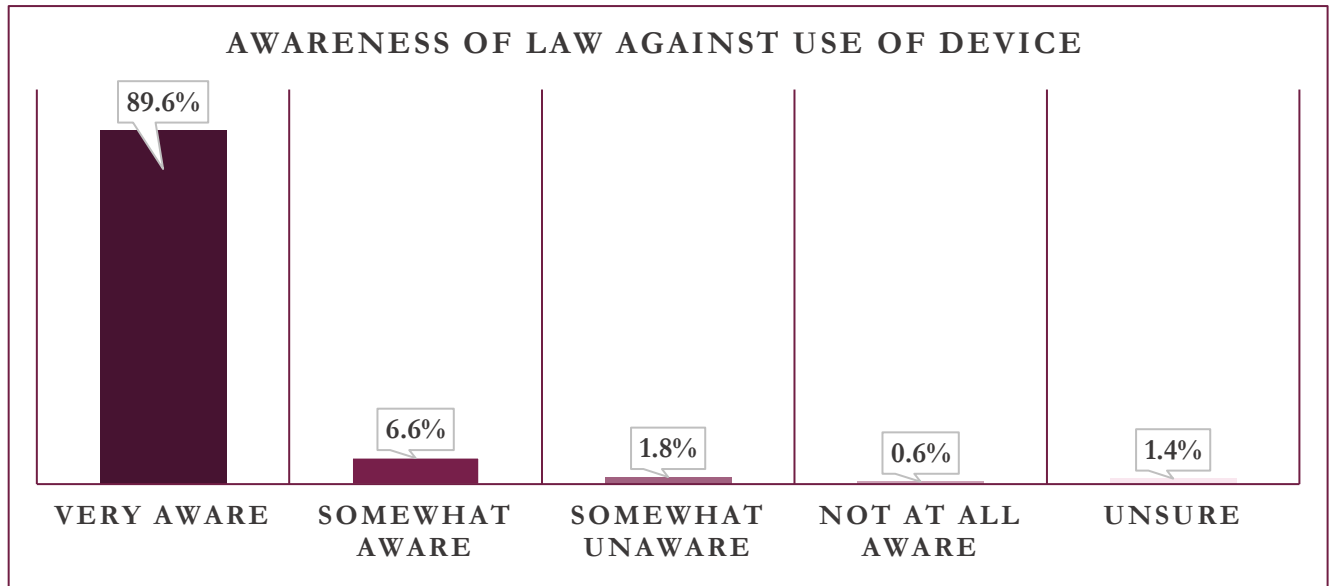


In 2016 - 2018, similarly phrased questions asked respondents to indicate what they believe the likelihood was of someone getting a ticket when using a hand-held phone to talk or text.

The following table holds the responses as collected from 2016 – 2021.

Likelihood of getting a ticket for using a hand-held phone to talk or text	Percent 2016	Percent 2017	Percent 2018	Percent 2021
Very likely	22.4	38.9	40.6	43.2
Somewhat likely	27.4	31.3	24.6	33.2
Somewhat unlikely	27.2	19.8	16.4	16.0
Very unlikely	20.6	8.6	17.4	5.8
Unsure	2.4	1.4	1.2	1.8
<b>Total very and somewhat likely</b>	<b>49.8</b>	<b>70.1</b>	<b>65.2</b>	<b>76.4</b>

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. A strong majority, 96.2%, suggested they were very (89.6%) or somewhat aware (6.6%) of the law. Results are displayed in the following graph.



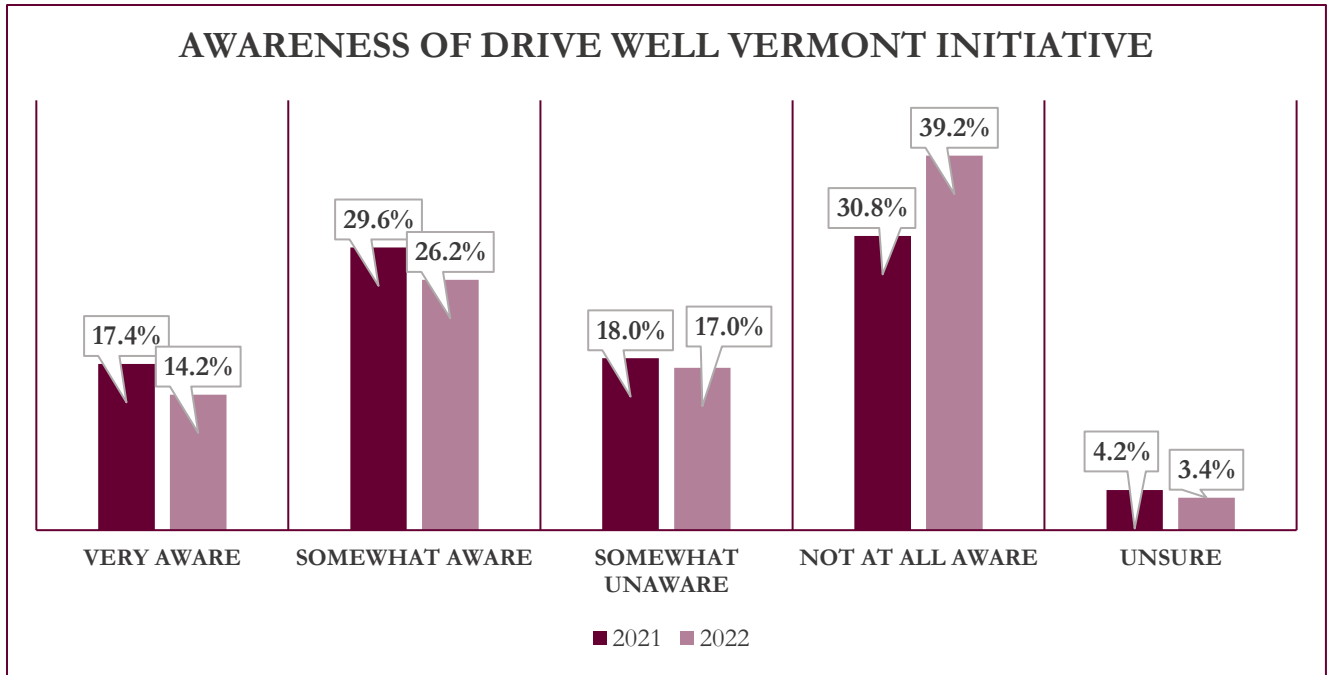
In 2015 - 2018, similarly phrased questions asked respondents to indicate how aware they were that it is against the law to use any hand-held electronic device while operating a motor vehicle on a roadway. Results to the question as provided in 2015 - 2021 are displayed below.

Awareness of law against using hand-held device while operating vehicle	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021
Very aware	86.0	60.0	60.4	92.2	91.2
Somewhat aware	9.6	21.6	22.4	5.6	6.8
Somewhat unaware	1.4	6.6	7.6	1.4	0.8
Not at all aware	1.8	11.6	9.2	0.6	0.4
Unsure	1.2	0.2	0.4	0.2	0.8
<b>Total very and somewhat aware</b>	<b>95.6</b>	<b>81.6</b>	<b>82.8</b>	<b>97.8</b>	<b>98.0</b>



## MEDIA REACH

Respondents were asked how aware they say they were of the statewide initiative called Drive Well Vermont. About two-fifths of respondents, 40.4%, indicated they were very (14.2%) or somewhat aware (26.2%). Results are displayed in the following graph.

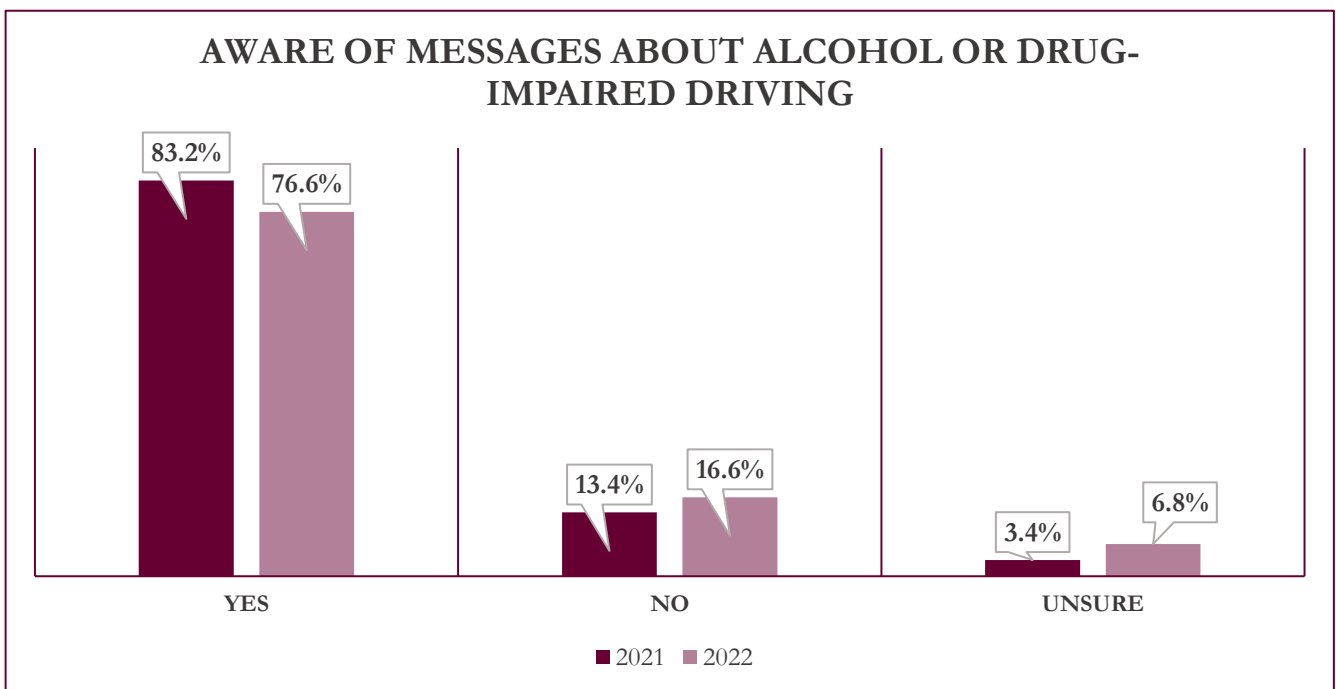


All respondents were asked if they had read, seen or heard anything about different SHSO messages within the last two years.

\*\*Please note, results from 2010 – 2018 ask if respondents have seen messages within the past 12 months.

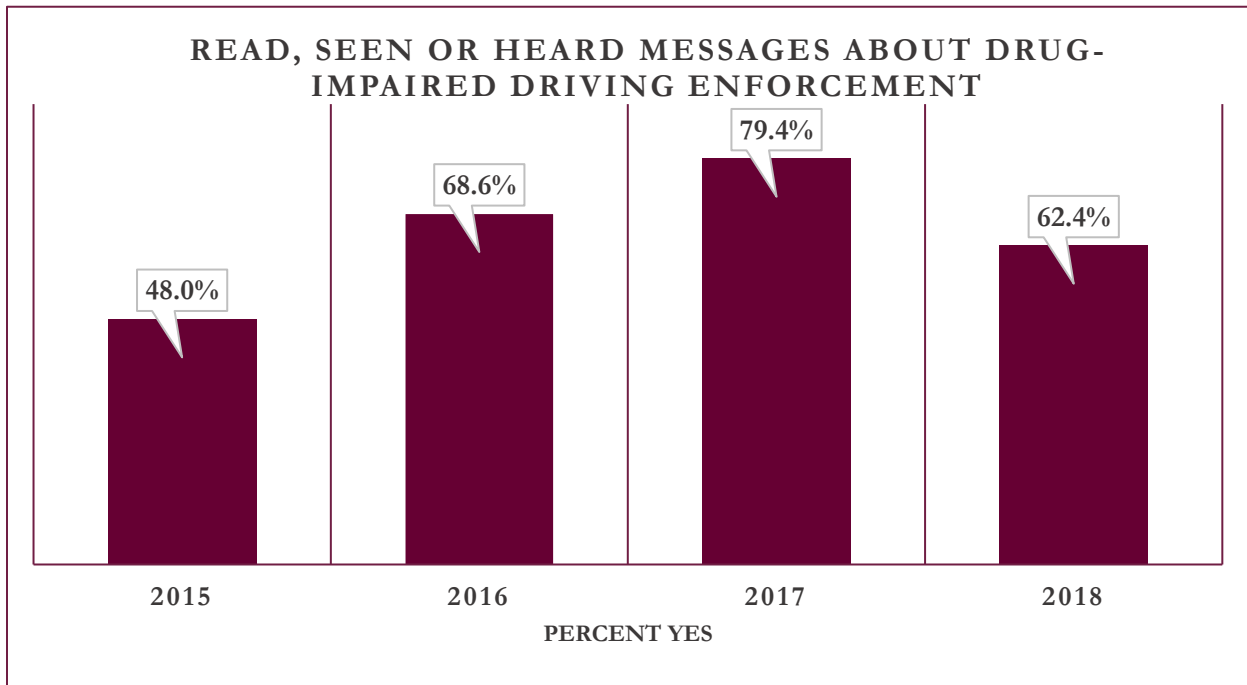
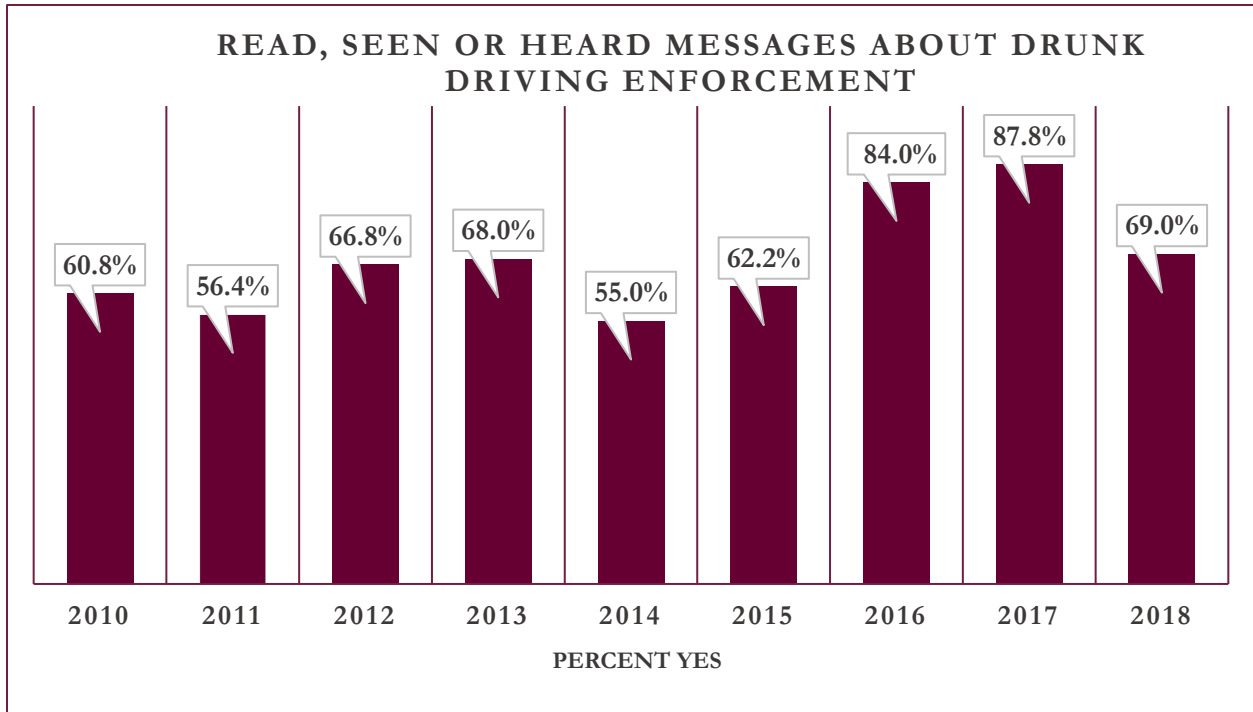
### **Alcohol or Drug Impaired Enforcement Initiatives**

Over three-quarters of respondents, 76.6%, 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.

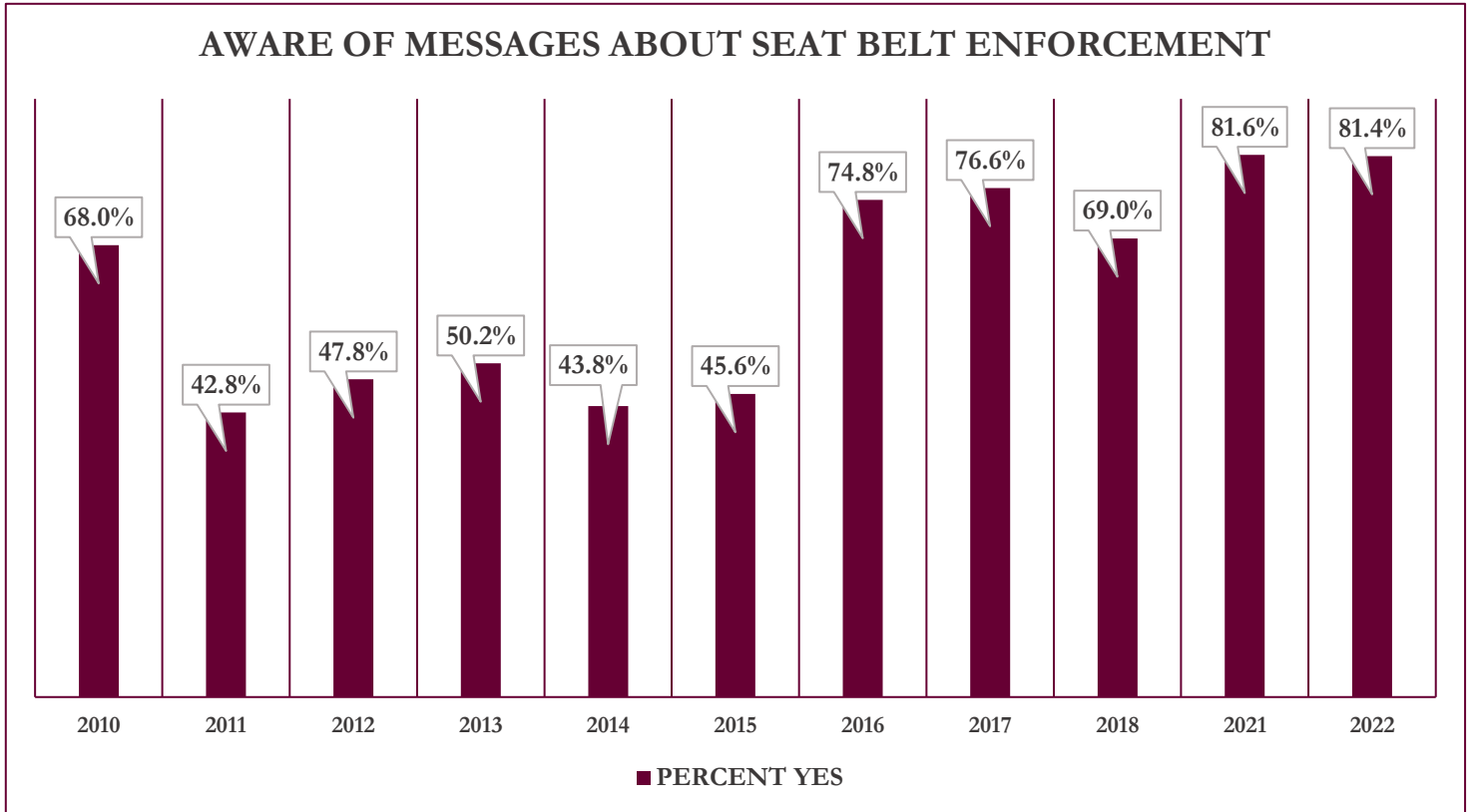
Results from prior years are displayed in the following graphs by percentages of those indicating 'Yes', they have seen, read or heard the messages.



## Seat Belt Law Enforcement

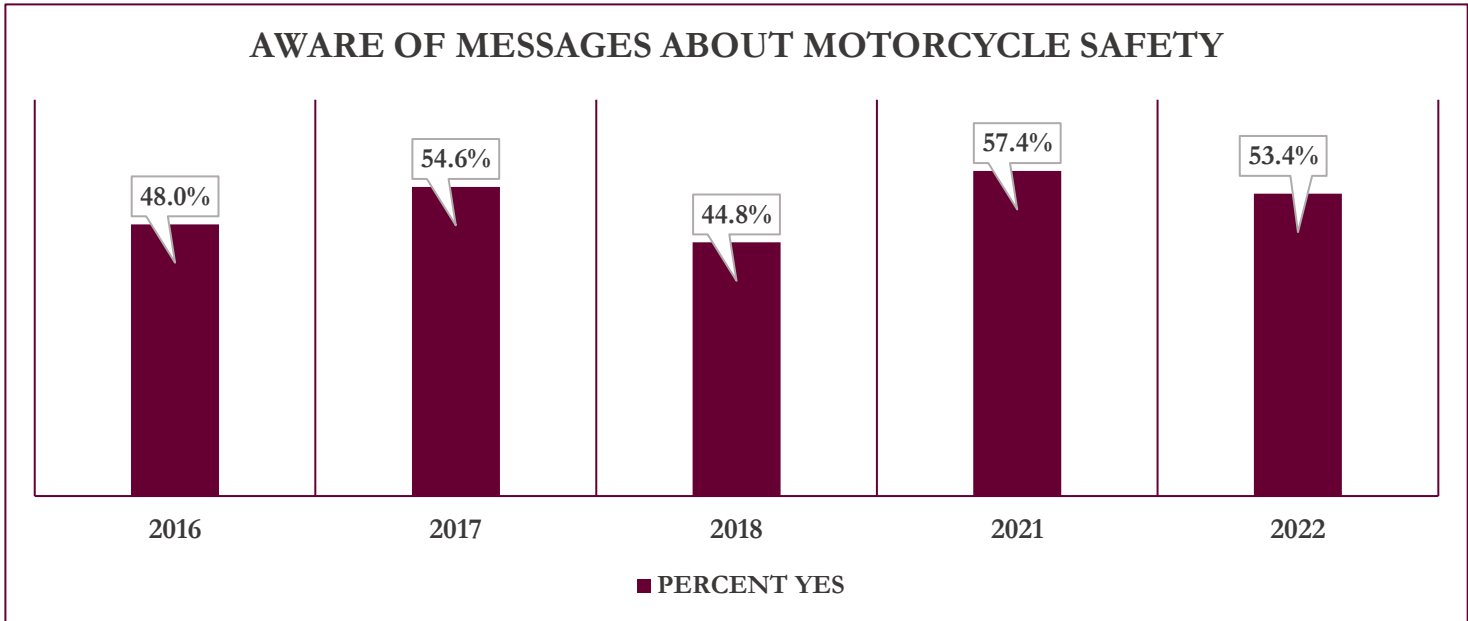
Over four-fifths, 81.4%, of respondents suggested they had read, seen or heard about seat belt enforcement (unchanged from 2021) within the last two years. This is statistically unchanged from 2021 year.

Results from 2010 – 2022 are displayed in the following graph by percentages of those indicating ‘Yes’, they have seen, read or heard the messages.



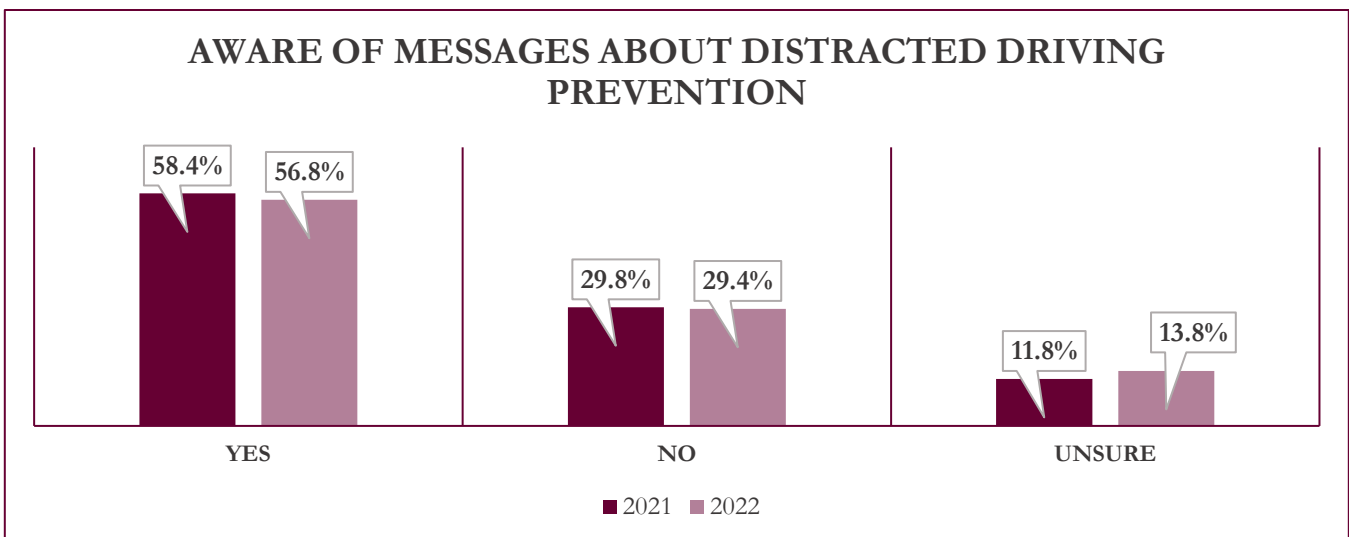
### Motorcycle Safety

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. Over one-half, 53.4%, 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.



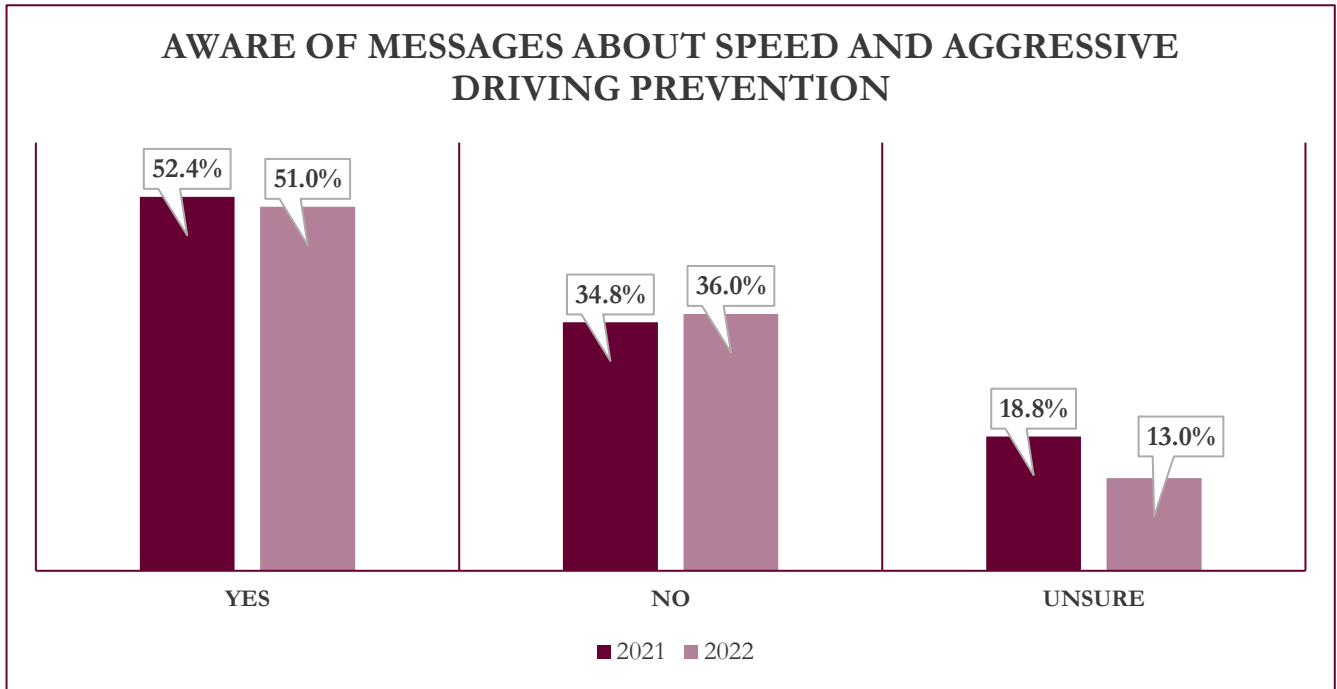
### Distracted Driving Prevention

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. Over one-half, 56.8%, of respondents indicated they had, while over one-quarter, 29.4%, 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, 51.0%, of respondents indicated they had, while over one-third, 36.0%, 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 2022 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	Percent 2022
Television	46.1	55.0	46.7	49.1	55.3	89.2	72.5	77.0	70.1	53.2	57.1
Signs / banners	8.2	5.0	12.3	14.7	6.5	10.4	34.0	50.3	51.3	42.9	49.5
Variable Message Boards (electronic traffic signs)	---	---	---	---	---	---	---	---	---	38.1	42.0
Radio	15.5	13.8	18.6	16.8	14.2	22.5	30.9	67.4	51.1	40.5	40.0
Internet	2.3	2.1	6.6	4.7	7.6	18.8	14.3	47.3	33.9	39.4	35.4
Personal observation / knowledge	3.6	6.7	3.3	6.2	6.9	4.2	15.1	39.8	40.3	28.7	31.7
Social media	---	---	---	---	---	---	---	47.1	45.0	26.5	24.3
Friend/relative	3.0	3.9	4.8	2.1	3.6	5.0	8.4	26.9	22.8	22.8	21.0
Gas Pump Station Videos	---	---	---	---	---	---	---	---	---	16.2	14.7
Unsure	---	---	---	---	---	---	---	---	1.4	3.4	1.8
Other	5.6	2.1	1.5	1.8	0.7	5.8	4.8	0.6	1.9	1.1	0.7

Other mentions included: From the cop that pulled them over and newspapers.

Respondents that *had* seen, read or heard the prior SHSO messages were asked if the information influenced their own personal behavior. Almost three-quarters, 74.6%, of respondents indicated the information had influenced their personal behavior. Results are displayed in the following table.

Messages Influenced Behavior?	2021		2022	
	Percent (With NA & Unsure)	Percent (NA & Unsure removed)	Percent (With NA & Unsure)	Percent (NA & Unsure removed)
Yes, information has influenced behavior	66.8	<b>78.9</b>	63.0	<b>74.6</b>
No, information has not influenced behavior	17.9	<b>21.1</b>	21.4	<b>25.4</b>
Information was / is not applicable to me	13.1	---	11.6	---
Unsure	2.2	---	3.9	---

All respondents were asked to indicate 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.

Helpfulness of messages in reminding public about driving safely	Percent 2021	Percent 2022
Helpful (1-4)	69.4	68.6
Neutral (5-6)	15.4	16.6
Not Helpful (7-10)	11.6	13.2
Unsure	3.6	2.6



## **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.

<b>Walk across, adjacent to or near an active roadway</b>	<b>Percent 2018</b>	<b>Percent 2021</b>	<b>Percent 2022</b>
Daily or 30-31 days	21.0	18.0	22.0
20 to 29 days	16.6	13.8	11.8
10 to 19 days	15.8	15.2	18.4
Under 10 days	36.4	37.2	34.6
Never	8.2	13.8	9.6
Unsure	2.0	2.0	3.6

Among the 86.8% who reported walking near active roadway traffic, almost three-quarters, 71.7%, suggested they were very or somewhat concerned about their own personal safety due to traffic. Results are displayed in the following table.

<b>Concern about personal safety when walking near active roadway</b>	<b>Percent 2018</b>	<b>Percent 2021</b>	<b>Percent 2022</b>
Very concerned	29.6	28.7	27.6
Somewhat concerned	43.8	44.7	44.0
Somewhat unconcerned	15.2	18.1	16.4
Not at all concerned	10.6	7.6	11.8
Unsure	0.8	1.0	0.2
<b>Total Very or Somewhat concerned</b>	<b>73.4</b>	<b>73.4</b>	<b>71.7</b>

All respondents were asked to report the frequency they would text, talk or listen to hand-held devices while walking. Just over one-third, 33.6%, suggested they never do. Results are displayed in the following table.

<b>Frequency of walking and using hand-held device</b>	<b>Percent 2016</b>	<b>Percent 2017</b>	<b>Percent 2018</b>	<b>Percent 2021</b>	<b>Percent 2022</b>
Always	1.2	2.8	3.4	7.4	6.0
Often	2.8	16.6	13.8	16.2	15.6
Sometimes	8.0	22.6	32.8	24.4	21.4
Seldom	17.4	28.3	26.8	24.8	22.4
Never	70.4	28.9	23.0	26.8	33.6
Unsure	0.2	0.8	0.2	0.4	1.0

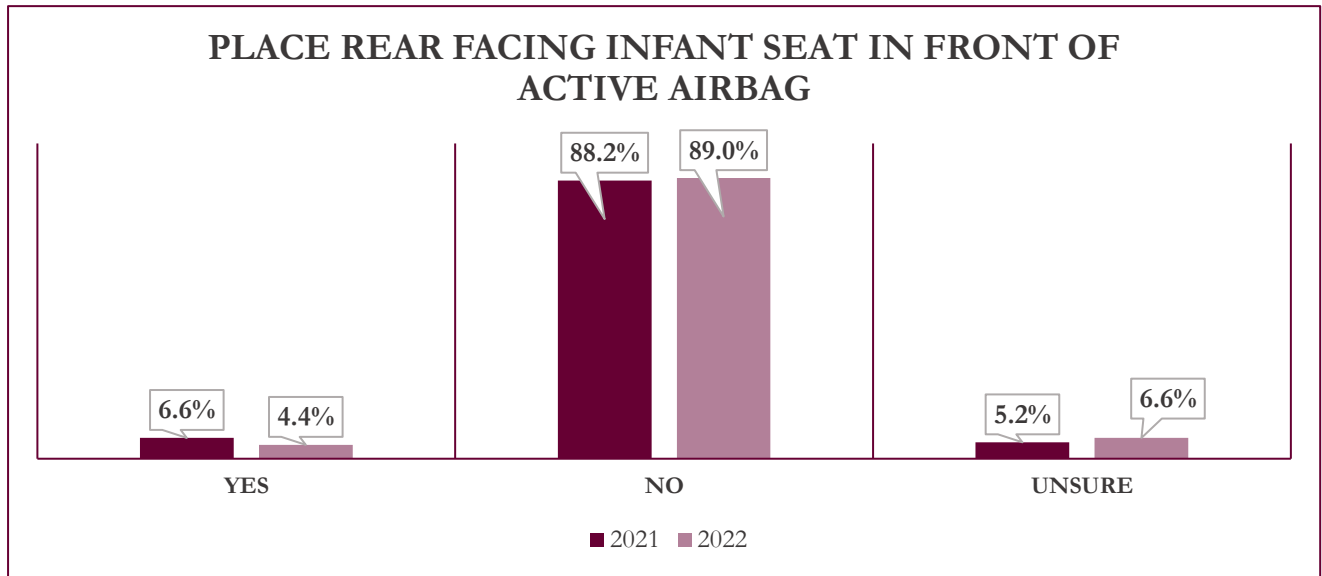
## **CHILD PASSENGERS**

All respondents were asked to indicate at what age the law requires a child to remain in a car seat. About one-quarter, 24.6%, 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	Percent 2022
0	---	---	1.0	---	---
1	0.4	6.3	---	7.8	9.4
2	0.4	8.2	1.3	1.2	1.8
3	1.8	2.4	0.7	3.0	3.0
4	2.6	5.1	8.3	5.4	5.2
5	9.6	16.5	7.6	11.4	10.2
6	14.4	12.5	7.3	8.0	8.2
7	15.5	10.6	11.9	6.2	7.2
8	25.1	22.4	34.4	16.6	12.2
9	7.7	5.1	5.0	5.0	3.2
10	11.1	5.5	14.9	7.4	6.4
11	1.8	0.8	1.0	1.4	1.2
12	8.5	2.4	5.3	4.4	5.4
13	0.4	1.2	1.0	1.0	1.0
14	0.4	1.2	---	0.4	0.4
15	---	---	0.3	---	0.2
18	0.4	---	---	0.4	0.4
Unsure	45.8	49.0	39.6	20.4	24.6

Respondents were asked if they should place a rear-facing infant seat in front of an active airbag. A strong majority, 89.0%, suggested that they should not. Results are displayed in the graph below.

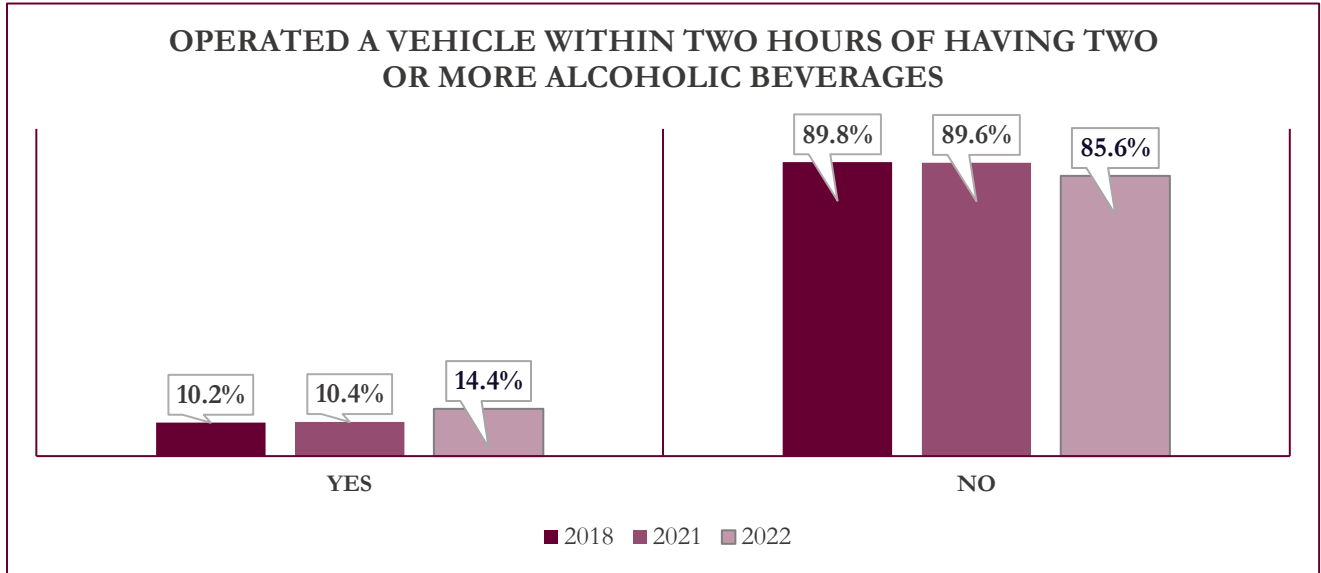


In prior years, a similar question asked if it was 'advisable' or a 'good idea' to place a rear-facing infant seat in front of a working airbag. A sizable percentage, 90.4% in 2018, 80.6% in 2017 and 88.2% in 2016, suggested it was not 'advisable' or a 'good idea' to place a rear-facing infant seat in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

## PERSONAL BEHAVIOR

All respondents were asked if had they operated a motor vehicle within two hours after drinking two or more alcoholic beverages in the past two years. Some respondents, 14.4%, indicated they had, while 85.6% indicated they had not. Results are displayed in the graph below. Not applicable / unsure responses were removed from the data.

\*Prior to 2021, 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. This remains statistically unchanged from 2021. 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	Yes 2022
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	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.

<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>2021 Day</b>	<b>2021 Night</b>	<b>2022 Day</b>	<b>2022 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>	<b>82.4</b>	<b>81.8</b>	<b>79.8</b>	<b>80.6</b>
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	7.0	6.6
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	4.8	3.6
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	3.6	3.8
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	2.8	3.2
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	2.0	2.2

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

Almost one-third of all respondents, 31.1%, 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)	Percent 2022	Percent 2022 (Unsure / NA removed)
Most of the time	3.4	4.4	4.6	7.0	7.4
Half the time	14.6	18.6	19.6	15.4	16.3
Rarely	50.2	43.2	45.6	42.6	45.1
<b>Never</b>	<b>31.4</b>	<b>28.6</b>	<b>30.2</b>	<b>29.4</b>	<b>31.1</b>
Unsure / Not Applicable	0.4	5.2	---	5.6	---

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

Just over one-quarter of respondents, 26.4%, 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)	Percent 2022	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	8.8	9.4
Half the time	5.2	4.8	5.0	4.2	6.8	17.0	17.4	18.0	18.9	20.6	22.1
Rarely	33.4	40.4	40.8	35.0	36.8	45.2	43.8	40.8	42.8	39.2	42.1
<b>Never</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>	<b>28.4</b>	<b>29.8</b>	<b>24.6</b>	<b>26.4</b>
Unsure / Not Applicable	0.6	0.0	0.8	0.0	0.2	0.6	0.2	4.6	---	6.8	---

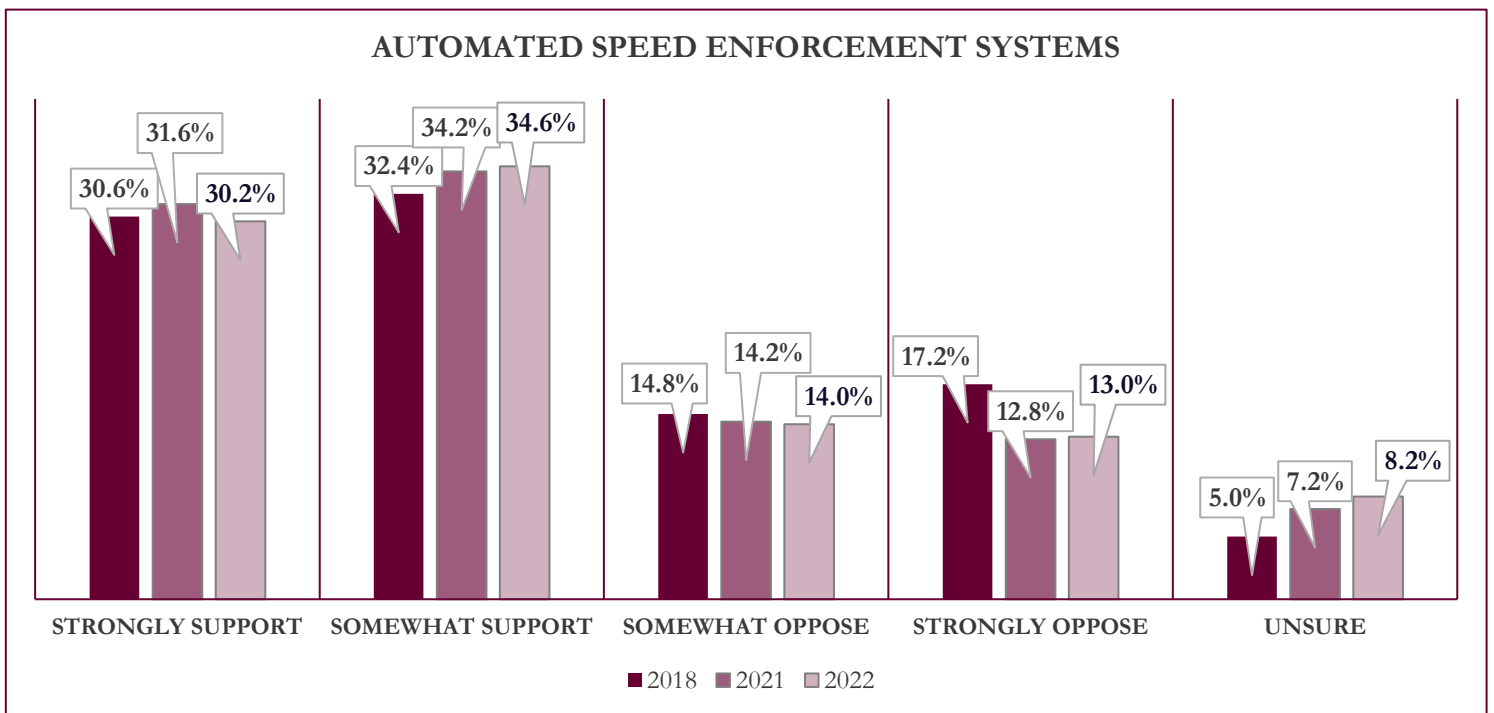
## Support or Opposition: Automated Speed Enforcement System

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?

Just less than two-thirds, 64.8%, suggested they strongly (30.2%) or somewhat support (34.6%) the use of the technology, while 27.0% suggested they somewhat (14.0%) or strongly oppose (13.0%) 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, 53.0% 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	Percent 2022
Frequently	5.0	5.4	6.2	5.4	11.0	2.6	4.2	2.8	4.0	3.8	5.8
Occasionally	14.0	14.6	17.2	18.8	18.8	7.6	7.0	10.0	11.0	12.9	15.2
Rarely	25.0	26.4	27.0	30.0	24.2	15.4	16.0	30.2	29.2	29.5	26.1
<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>	<b>53.8</b>	<b>53.0</b>
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	---	---	---	---

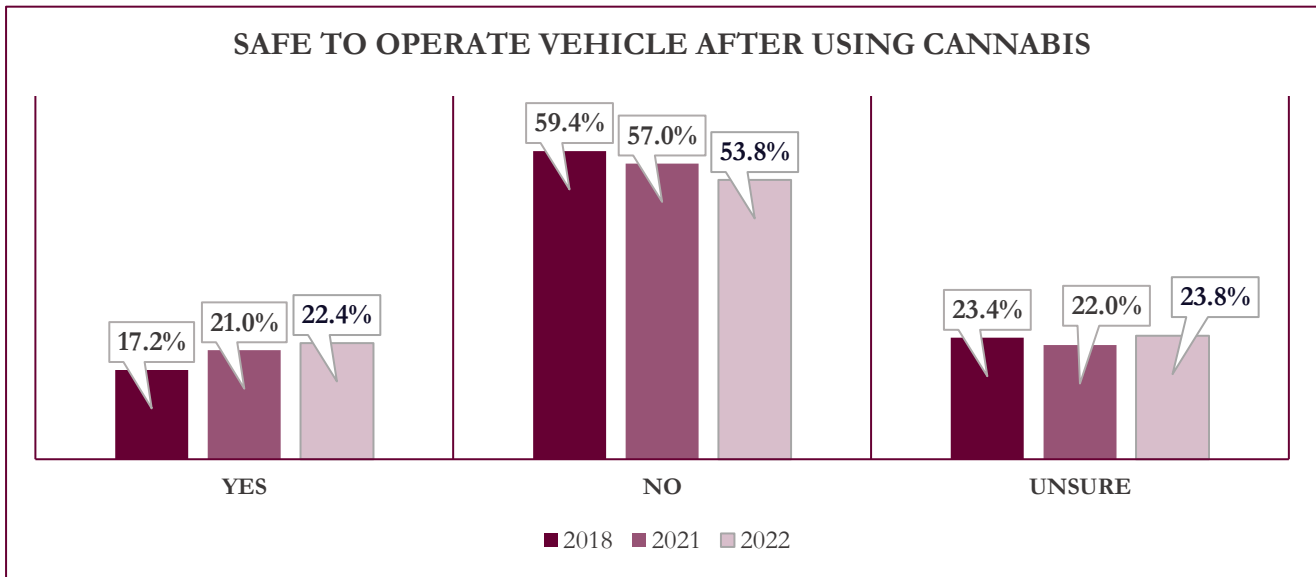
All respondents were asked to report how dangerous they believed it was to use a hands-free cell phone while driving. Each used a scale of one to ten where one was very safe and ten was very dangerous.

The cumulative totals for those offering one through four (safe) was 39.0% (slightly down from 43.0% in 2021) while the cumulative totals for those offering seven through ten (dangerous) was 31.8% (statistically unchanged from 31.4% in 2021). Results are displayed in the following table.

Safety	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021	Percent 2022
Use is safe (1-4 Rating)	39.0	30.4	27.6	41.6	29.4	43.0	39.0
Neutral (5-6 Rating)	29.8	25.6	24.6	23.0	26.0	22.4	24.2
Use is dangerous (7-10 Rating)	29.0	41.4	46.6	32.6	42.0	31.4	31.8



All respondents were asked if they believed it is safe to operate a motor vehicle within two hours after using cannabis. Over one-half, 53.8%, of respondents believed it is not safe to drive after using cannabis, however, 22.4% 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	Yes 2022
... Using cannabis?	0.8	1.0	0.8	1.4	1.2	0.8	1.6	8.0	7.6	10.2	9.8

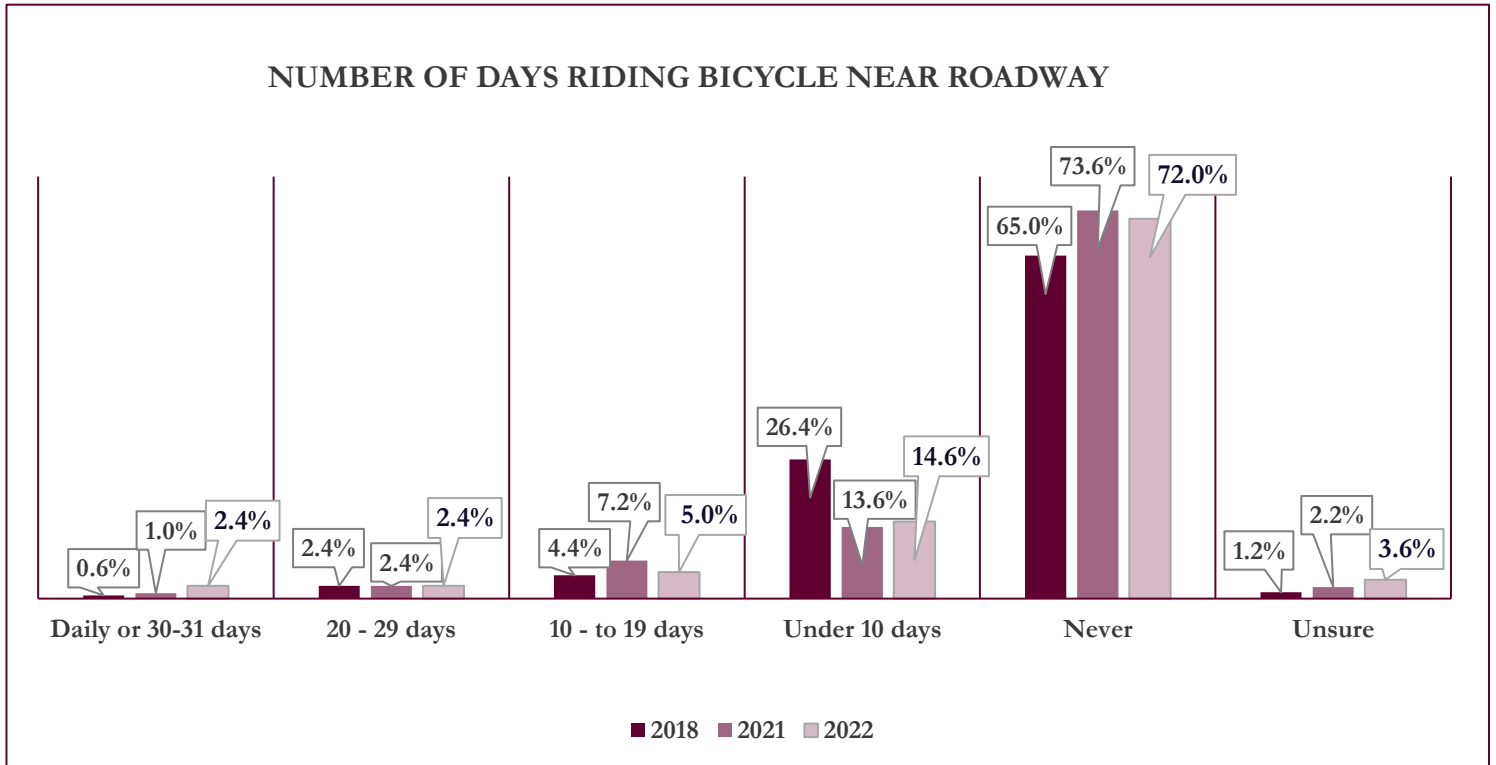
Respondents were asked to report if, in the past two years, they had operated a motor vehicle within two hours after taking a prescription pain reliever or prescription anxiety medication. The percentage that has operated a vehicle has risen slightly to 10.5% in 2022 from 9.3% in 2021. Not applicable 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	Yes 2022
Taking a prescription pain reliever or prescription anxiety medication	4.2	5.8	3.6	9.3	10.5

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, 72.0%, 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=122), 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.

Almost four-fifths of respondents, 79.5%, indicated they were very (45.1%) or somewhat concerned (34.4%) with their personal safety while riding without a designated bike lane.

While concern slightly drops regarding biking in a designated bike lane, just over two-thirds of respondents, 68.0%, indicated they were very (26.2%) or somewhat concerned (41.8%) about their personal safety.

Results are displayed in the table below.

Riding a bicycle...	2018		2021		2022	
	...Without a designated bike lane	... In a designated bike lane	...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	45.1	26.2
Somewhat concerned	43.8	47.3	44.6	37.2	34.4	41.8
Somewhat unconcerned	11.2	20.7	14.0	21.5	14.8	19.7
Not at all concerned	4.1	8.3	3.3	9.9	4.9	11.5
Unsure	0.6	2.4	0.8	2.5	0.8	0.8
<b><i>Total Very or Somewhat concerned</i></b>	<b>84.0</b>	<b>68.6</b>	<b>81.8</b>	<b>66.1</b>	<b>79.5</b>	<b>68.0</b>

## DEMOGRAPHICS

<b>Valid Vermont Driver's License?</b>	<b>Percent 2021</b>	<b>Percent 2022</b>
Yes	84.0	83.0
No	14.6	15.2
Unsure	1.4	1.8

<b>Participate in Public/Private Driver's Edu. Course prior to attaining driver's license?</b>	<b>Percent 2021</b>	<b>Percent 2022</b>
Yes, course taken in Vermont	67.1	57.8
Yes, course taken in different state other than Vermont	19.8	24.8
No	12.4	16.1
Unsure	0.7	1.2

<b>Age</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>	<b>2021</b>	<b>2022</b>
18 to 29	6.0	3.4	5.4	4.8	2.8	8.6	9.6	30.8	21.0	23.8	22.6
30 to 39	8.4	8.0	12.0	8.8	8.6	13.6	12.2	25.0	22.0	27.6	20.4
40 to 49	13.8	17.4	26.8	22.8	24.0	22.4	21.4	16.4	18.4	18.8	18.0
50 to 59	27.6	32.4	35.2	43.8	41.2	29.6	23.6	17.0	23.6	13.6	12.4
60 to 69	22.8	26.0	15.4	14.8	17.4	14.4	16.4	8.0	9.0	10.8	15.2
70 or older	20.6	11.4	5.2	5.0	6.0	9.6	16.0	2.8	6.0	5.4	11.4
Refused	0.8	1.4	---	0.0	0.0	1.8	0.8	---	---	---	---

County	Percent 2017	Percent 2018	Percent 2021	Percent 2022
Addison	4.6	6.2	4.6	5.6
Bennington	5.4	6.2	6.8	8.2
Caledonia	5.6	5.0	5.4	5.0
Chittenden	24.4	30.6	21.8	23.6
Essex	1.6	1.8	2.8	2.6
Franklin	7.0	5.6	9.4	8.2
Grand Isle	1.0	0.6	1.0	.8
Lamoille	5.0	3.6	3.6	2.4
Orange	4.6	5.4	4.4	4.6
Orleans	4.0	2.6	5.0	4.2
Rutland	13.0	10.4	11.4	10.2
Washington	8.8	8.8	7.0	7.0
Windham	4.8	4.8	6.4	5.8
Windsor	8.4	8.4	8.4	10.2
Unsure	1.8	--	2.0	1.6

Miles typically driven each year	Percent 2021	Percent 2022
0 - 5,000	20.6	22.6
5,001 - 10,000	26.0	26.6
10,001 - 15,000	20.8	19.0
15,001 – 20,000	10.8	9.6
More than 20,000	9.2	7.4
Unsure	4.6	8.2
Not Applicable	8.0	6.6

In past two years, commute for work-related trips has...	Percent 2021	Percent 2022
Increased in mileage	15.0	16.4
Stayed about the same	32.4	31.6
Decreased in mileage	25.4	20.6
Unsure	4.8	5.0
Not applicable	22.4	26.4

<b>Live...</b>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2021</i>	<i>2022</i>
Rural	39.0	51.0	59.5	62.3	55.8	56.4
Suburban	42.4	33.4	26.5	29.3	24.4	25.4
Urban	15.0	13.6	9.2	8.4	12.8	12.0
Other / Unsure	3.6	1.8	4.8	---	7.0	6.2

<b>Gender</b>	<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>	<i>2022</i>
Male	47.4	50.0	45.6	45.2	46.6	49.0	49.0	41.0	42.6	37.8	43.2
Female	52.6	50.0	54.4	54.8	53.4	51.0	51.0	59.0	57.0	60.0	53.4
Nonbinary										1.2	2.4
Prefer to self-describe	---	---	---	---	---	---	---	---	---	0.4	---
Prefer not to answer	---	---	---	---	---	---	---	---	---	0.6	1.0
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.