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# West Virginia Driver Attitudes and Awareness Survey, 2012:

## Selected Results

Submitted to:

The Governor's Highway Safety Office  
Division of Motor Vehicles  
WV Department of Transportation

In preparation of:  
West Virginia's 2013 Highway Safety Plan

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The views expressed in this report are those of the authors and do not necessarily reflect the opinions of the U.S. Department of Transportation, the National Highway Traffic Safety Administration, the WV Department of Transportation, or the WV Governor's Highway Safety Program.

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# Table of Contents

INTRODUCTION .....	1
METHODOLOGY .....	1
Data Collection.....	1
Sample .....	1
RESULTS .....	3
Drivers Seat Belt Use and Attitudes.....	5
Speed Violations and Attitudes.....	7
Impaired Driving and Attitudes.....	9

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## Tables and Graphs

### TABLES

Table 1:	Demographic Characteristics of Survey Respondents.....	2
Graph 1:	Overview of Driver Awareness of General Public Service Messages by Police.....	3
Graph 2:	Driver Awareness of Specific Highway Safety Education Campaigns .....	4
Table 2:	Impact of Public Service Messages on Driver Safety Belt Use and Perceptions of Law Enforcement Responses .....	6
Table 3:	Impact of Public Service Messages on Speeding and Perceptions of Law Enforcement Responses .....	8
Graph 3:	Frequency of Self-Reported Alcohol Consumption.....	9
Graph 4:	Frequency of Self-Reported Impaired Driving in the Past 60 Days.....	10
Table 4:	Impact of Public Service Messages on Impaired Driving and Perceptions of Law Enforcement Responses .....	11
Graph 5:	Percentage of Reported Use of Cell Phones and Texting Devices while Driving .....	12

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## Introduction

As part of a collaborative agreement between the Governor's Highway Safety Association (GHSA) and the National Highway Traffic Safety Administration (NHTSA), all State Highway Safety Offices (SHSO) are required to conduct a survey to track the knowledge, attitudes, and behavior of the driving public in relation to safety issues and programs. The survey inquired about the public's knowledge and attitudes about such issues as seat belt use, impaired driving, speeding and other driving safety related issues such as cell phone use and texting. The results of the survey will be included in WV's FY 2013 Highway Safety Plan. It is anticipated that the results of such surveys will contribute to safer highways by aiding the Governor's Highway Safety Office (GHSO) in developing more effective educational campaigns and monitoring the driving behaviors and attitudes of WV citizens.

## Methodology

The methodology for this report involved a statewide survey of West Virginia drivers. Eligible participants include all persons of driving age that come to each of 9 Division of Motor Vehicle regional offices for the delivery of services (i.e., new license or renewal or other). Collection of data from each of these regional sites helped to ensure a geographically representative sample of WV's driving population. Site coordinators were established at each site. These site coordinators were responsible for overseeing the survey administration procedures.

## Data Collection

The sample was derived from the population of licensed drivers entering each DMV regional office for services. Every  $k^{\text{th}}$  person entering the DMV for services (e.g., every other, every 3<sup>rd</sup> person, etc.) was asked by site representatives whether they would volunteer to participate in the survey. The procedure allowed for each person entering the offices to have an equal chance of being selected to participate in the survey. Site coordinators explained that participation in the survey was voluntary and their answers would remain anonymous. It was further explained that the results of the study would help the West Virginia Department of Transportation create better public service announcements

and other education-based programs to inform the public about certain driving hazards. The results would also assist in the monitoring of such programs and whether they have an impact on driving behaviors. The results would be used to help form the basis for WV's FY 2013 Highway Safety Plan. After completing the survey, respondents placed the survey in a secure envelop and placed it in a box rather than returning it to the site coordinators.

The two-page self-report survey captured information on driver awareness of media campaigns as well as driver attitudes and behavior. The survey was comprised of all core questions identified and recommended by the NHTSA-GHSA working group, plus a select few additional questions identified by WV's Governor's Highway Safety Office (GHSO). The survey asked questions about whether drivers had read, seen, or heard selected educational media campaigns on safety belt use, speeding, and impaired driving. In addition, the survey captured information on the driving behaviors of persons in each of these three areas as well as how often they talked on their cell phone or texted while driving. Finally, the survey captured information on the perceived likelihood of getting caught and potentially receiving a ticket or not wearing a safety belt, speeding or receiving a citation or being arrested for impaired driving. A copy of the survey is provided in the Appendix.

## Sample

A total of 1,007 surveys were completed across the 9 DMV regional offices. Table 1 provides a summary of the demographic characteristics of respondents and the distribution of surveys across the 9 sites. The number of surveys completed at each site is representative of the size and level of services provided at each regional office. As a result, regional offices serving more populated cities and areas comprised a greater proportion of the overall sample. Huntington (16.3%) and Beckley (19.6%), offices had the greatest proportion of completed surveys, with nearly an equal number of surveys coming from Wheeling (12.4%), Lewisburg (13.0%), and Clarksburg (12.2%). Consistent with the 2011 survey, most respondents reported driving passenger vehicles (46.2%), followed by SUV's (26.2%) and pickup trucks (18.1%). However, the 2012 sample is slightly more educated and older in age compared to 2011. The sample consisted mostly of white (90.4%), female

**Table 1. Demographic characteristics of survey respondents (N = 1,007)**

Demographic Characteristics	N	%	Demographic Characteristics	N	%
<b>Regional Office</b>			<b>Miles Driven in Past Year</b> (Mean = 17166.5; SD = 18771.0)		
Princeton	72	7.1	4999 or less	159	17.3
Beckley	197	19.6	5000 to 9999	108	11.8
Elkins	52	5.2	10000 to 14999	228	24.8
Martinsburg	40	4.0	15000 to 19999	136	14.8
Wheeling	125	12.4	20000 to 24999	110	12.0
Lewisburg	131	13.0	25000 to 29999	44	4.8
Clarksburg	123	12.2	30000 or greater	<u>134</u>	<u>14.6</u>
Huntington	164	16.3	<b>Total</b>	919	100.0
Kanawha City	<u>103</u>	<u>10.2</u>			
<b>Total</b>	1007	100.0			
<b>Vehicle Type</b>			<b>Age</b> (Mean = 45.1; SD = 15.3)		
Passenger Car	449	46.2	Under 21	40	4.4
Pickup Truck	176	18.1	21 to 29	132	14.6
SUV	254	26.2	30 to 39	154	17.1
Van	59	6.1	40 to 49	196	21.7
Other	<u>33</u>	<u>3.4</u>	50 to 59	202	22.4
<b>Total</b>	971	100.0	60 and over	<u>178</u>	<u>19.7</u>
			<b>Total</b>	902	100.0
<b>Race/Ethnicity</b>			<b>Highest Education Level</b>		
White	896	90.4	Less than 12 years	92	9.3
African-American	68	6.9	HS degree/equivalent	304	30.8
Asian/Pacific Islander	9	0.9	Some college/technical	301	30.5
Native American	4	0.4	College graduate	206	20.9
Middle Eastern	3	0.3	Post-graduate degree	<u>84</u>	<u>8.5</u>
Other	<u>11</u>	<u>1.1</u>	<b>Total</b>	987	100.0
<b>Total</b>	991	100.0			
<b>Ethnicity</b>			<b>Gender</b>		
Non-Hispanic	963	98.8	Male	417	42.2
Hispanic	<u>12</u>	<u>1.2</u>	Female	<u>572</u>	<u>57.8</u>
<b>Total</b>	1007	100.0	<b>Total</b>	989	100.0

(57.8%) drivers with high a school/ equivalent degree (30.8%) and some college/technical education (30.5%). The mean age of respondent's was 45.1 years old, slightly older than the 2011 sample. Drivers reported driving an average of 17,166 miles during the past year.

## Results

The following section presents the results of the 2012 Driver Attitude and Awareness Survey. The results describe driver awareness of a series of public service announcements designed to educate drivers on the negative consequences of not wearing safety belts, violating the speed limit, and driving impaired. In addition, a variety of analyses are reported which examine whether exposure to various public services announcements impact the behavior of drivers. In particular, findings are reported on the impact of driver exposure to various educational messages and perceptions of certainty and severity of punishment (i.e., getting a ticket, strictness of penalty).

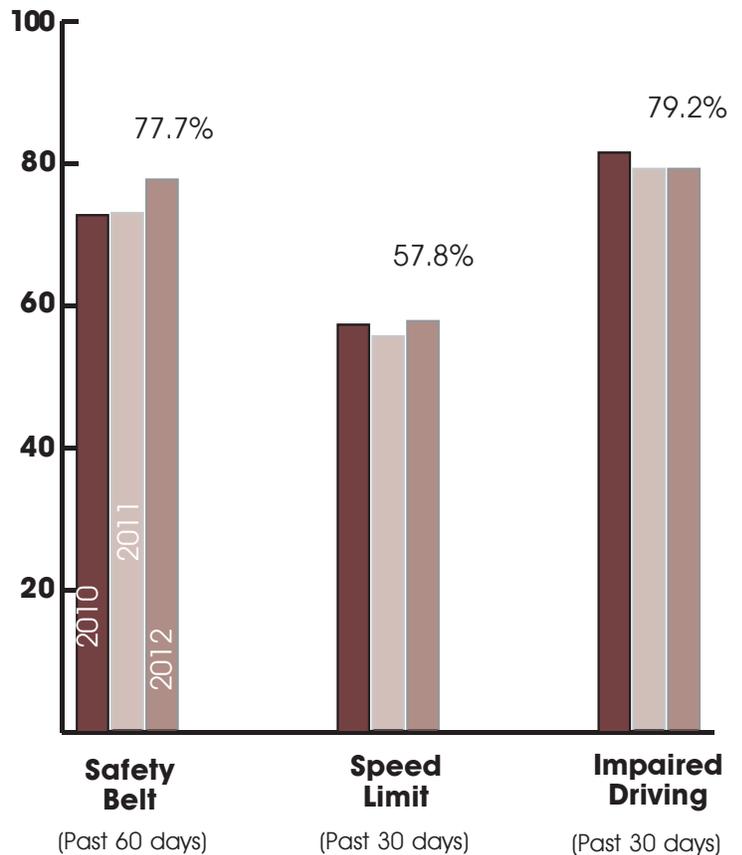
### Educational Campaigns and Driver Awareness

Graphs 1 and 2 describe the results related to driver awareness and both general and specific highways safety education campaigns. Results are reported for 2010, 2011, and 2012 for comparison purposes. Driver awareness of general public services messages by police on issues such as safety belt use, speeding, and impaired driving is presented in Graph 1. Respondents were asked to indicate whether they had read, seen, or heard a public service message about seat belt law enforcement *in the past 60 days*. A similar question was asked of respondents for speeding and impaired driving *in the past 30 days*.

Generally, the results indicate that more drivers have heard the educational messages related to impaired driving and safety belt use compared to speeding. In 2012, more than three-quarters of drivers reported hearing a message about safety belt use (77.7%) and impaired driving (79.2%) in the past 60 and 30 days respectively. Less than sixty percent of drivers reported being exposed to a media ad related to speeding (57.8%).

Between 2010 and 2012, there was little change in the percentage of respondents reporting awareness of each public service message. In fact, the proportion of drivers reporting exposure to messages regarding impaired driving remained exactly the same in 2012 as in 2011, with only a slight decline from 2010. There was a small increase in the percentage of drivers reporting exposure to safety belt use messages in 2012, compared to 2010 and 2011. Selected findings include:

**Graph 1. Overview of driver awareness of general public service messages by police**



- 79.2% of respondents had read, seen, or heard a message about alcohol impaired driving in the past 30 days in 2012, compared to 79.2% in 2011 and 81.5% of respondents in 2010.
- 77.7% of respondents had read, seen, or heard a message about seat belt law enforcement in the past 60 days in 2012, compared to 73.0% in 2011 and 72.7% in 2010.
- 57.8% of respondents had read, seen, or heard a message about speed enforcement in the past 30 days in 2012, roughly equal to 2011 and 2010 results.

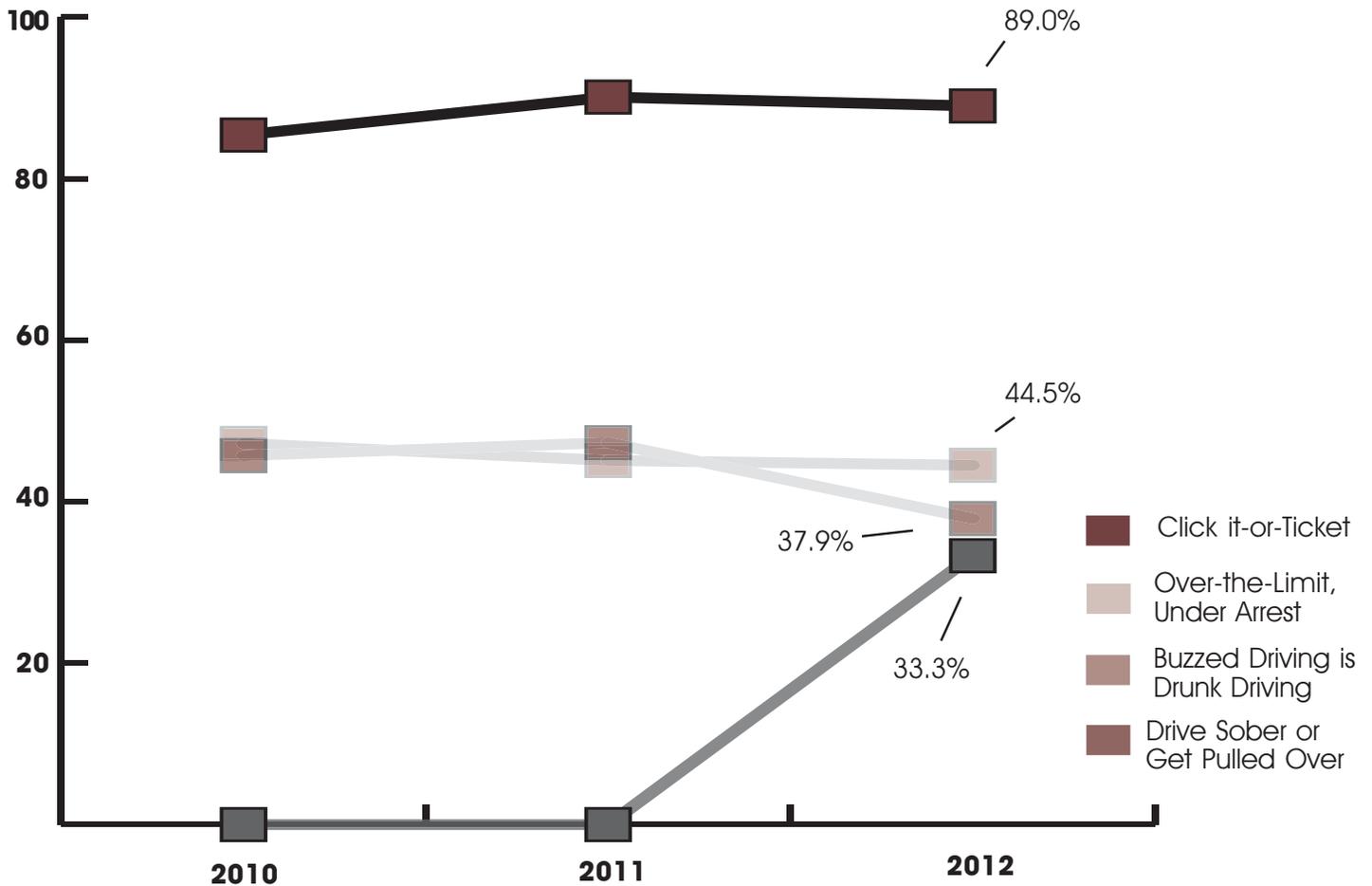
Graph 2 displays the results related to specific highway safety educational campaigns utilized in WV for 2010 to 2012. Driver awareness of four WV media campaigns are displayed, including Click it-or-Ticket, Over-the-Limit,

Under Arrest, Buzzed Driving is Drunk Driving, and Drive Sober or Get Pulled Over. The latter campaign was added to the survey in 2012.

The Click it-or-Ticket campaign is clearly the most widely read, seen, or heard message among this sample of WV drivers. Roughly ninety percent of drivers reported that they had been exposed to this campaign in the past sixty days in 2012 (89.0%). This result is similar to 2011 and up nearly four percentage points from 2010. In all three years, less than fifty percent of drivers recall being exposed to the “Over-the-Limit, Under Arrest” and “Buzzed Driving is Drunk Driving” public service announcements. Likewise, only one third of drivers reported having been exposed to the “Drive Sober or Get Pulled Over” campaign in 2012. Specific findings include:

- 89.0% of respondents had read, seen, or heard the “Click it-or-Ticket” service announcement in the past 60 days in 2012, compared to 90.1% in 2011 and 85.4% in 2010.
- Fewer than half of respondents recall having read, seen, or heard the “Over-the-Limit, Under Arrest” (44.5%), “Buzzed Driving is Drunk Driving” (37.9%), and “Drive Sober or Get Pulled Over”(33.3%) service announcement in the past 60 days in 2012.
- Fewer respondents report having been exposed to the campaign, “Buzzed Driving is Drunk Driving,” in 2012 (37.9%) compared to 2011 (45.1%) and 2010 (47.2%). A decline of approximately ten percentage points over the past three years.

**Graph 2. Driver awareness of specific highway safety educational campaigns**



No data was available for the “Drive Sober or Get Pulled Over” campaign in 2010 and 2011.

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## Driver Seatbelt Use and Attitudes

Table 2 presents information on the impact of both having heard a public service message and receiving prior tickets on drivers safety belt use. It is hypothesized that drivers that have heard a public service message related to safety belt use will more routinely use a safety belt. Likewise, it is anticipated that drivers who have received a ticket in the past for not wearing a safety belt will report using a safety belt more often. Furthermore, it is expected that both hearing a public service message and receiving a prior ticket will influence driver perceptions of the likelihood of getting caught and the strictness of penalties for failure to wear a safety belt.

The first two columns report the total frequency and percentage distributions for both 2010 and 2012. Very little change occurred in the distributions between the two years. Just above 88% of drivers reported using a seat belt most of the time in both 2010 and 2012. Drivers were slightly more likely to report wearing their safety belts “all of the time,” up roughly five percentage points from 71.6% in 2010 to 76.8% in 2012. Yet, nearly the same percentage of drivers reported wearing a seatbelt at least “most of the time” between the two years.

A vast majority of drivers also report that it is at least “somewhat likely” that they could receive a ticket for not wearing a seatbelt. For both 2010 and 2012, approximately 77% of drivers felt it was at least “somewhat likely” that they could receive a ticket for not wearing a safety belt. At the same time, however, a smaller percentage of drivers reported that they were “very likely” to receive a ticket for not wearing a safety belt in 2012. Forty-two (42.0%) of drivers reported it was “very likely” to receive a ticket for not wearing a seat belt in 2010 compared to only 35.0% in 2012.

In terms of driver perceptions of the strictness of penalties for failure to not wear a safety belt, most believe the sanctions are at least “somewhat strict.” More than 70% of drivers felt that the penalties were at least “somewhat strict.” Between 2010 and 2012, however, there was nearly a five percent reduction in the number of drivers indicating that the penalties are “very strict.”

The third column in Table 2 tests the relationship between exposure to public service messages and the frequency of self-reported safety belt use in 2012. The results also illustrate

the relationship between message exposure and driver perceptions of the likelihood of receiving a ticket and the strictness of penalties.

Generally, the results indicate that drivers who reporting having heard a safety belt public service announcement (PSA) in the past 60 days are more likely to wear a safety belt. Over ninety percent of drivers who heard a PSA in the last 60 days reported that they use a safety belt at least “most of the time,” compared to 81.9% of drivers who had not heard the message. Exposure to the media messages also appears to influence driver perceptions of getting caught and receiving harsh penalties. Drivers who reported hearing the PSA on safety belt use were significantly more likely to believe they are more likely to get caught and the penalties for not wearing a safety belt are stricter compared to those who had not heard the message.

The last column in Table 2 reports the results on the relationship between having received a ticket in the past for not wearing a safety belt and actual use. Overall, the findings suggest that there is little or no relationship between the punishment (i.e., receiving a ticket in the past) and safety belt use. In fact, drivers were significantly less likely to report routine use of safety belts when they had received a ticket in the past. Likewise, there is no statistical difference in driver perceptions of the likelihood of getting a ticket and the strictness of penalties based on whether they had received a ticket in the past. In short, having received a ticket in the past does not appear to influence driver perceptions of the certainty and severity of penalties or self-reported use of safety belts. Selected findings include:

- 76.8% of respondents reported wearing a safety belt “all the time” in 2012, compared to 71.6% in 2010.
- 35.0% of respondents believed that the chance of getting a ticket was “very likely” in 2012, compared to 42.0% in 2010.
- Drivers exposed to the safety belt enforcement message in the past 60 days were significantly more likely to regularly wear a safety belt in 2012 compared to drivers who had not been exposed to the message.
- Respondents who had received a ticket for not wearing a safety belt in the past were less likely to report wearing a seatbelt on a regular basis compared to those who had never received a ticket.



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## Speed Violations and Attitudes

Similar to the previous results, Table 3 examines the relationship between media exposure and previous sanctions on driver behavior and perceptions. The analysis focuses on the relationship between these factors on violations of the speed limit and driver perceptions of penalties for violating the speed limit.

The first two columns report the total frequency and percentage distributions for both 2010 and 2012. The results indicate that a majority of respondents for both years violate the 70 mph speed limit at least on occasion. However, only approximately 1 in 5 drivers reporting violating the speed limit “most of the time” or more often. Very little change in self-reported speed limit violations occurred between 2010 and 2012.

It is also clear that vast majority of drivers, regardless of year, believe the likelihood of getting caught speeding is great. Approximately ninety percent of drivers believe it is at least “somewhat likely” that they will receive a ticket for violating the speed limit. This is rather stable between 2010 and 2012, with only a five percent reduction in the number of drivers believing it is at least “somewhat likely” they will receive a ticket for violating the speed limit.

In addition, the results show that most drivers feel the penalties for violating the speed limit are strict. Approximately 85% to 90% of drivers believe the penalties for speeding are at least “somewhat strict.” Again, with only slight reductions between 2010 and 2012. Roughly seven percent fewer drivers felt that the penalties for violating the speed limit were “very strict” in 2012 compared to 2010.

The third column in Table 3 tests the relationship between exposure to public service messages and the frequency of self-reported violations of the speed limit. The results also illustrate the relationship between message exposure and driver perceptions of the likelihood of receiving a ticket and the strictness of penalties. In short, having heard a PSA in the past 30 days does not appear to influence the self-reported speeding behavior of drivers. Drivers were just as often to report violating the speed limit regardless of whether they heard a public service message on speeding. Although exposure to the campaigns message did not influence the likelihood of speeding as self-reported it did, however, influence driver perceptions of getting caught and the severity

of the penalty itself. Drivers who reported having heard a PSA in the past 30 days were significantly more likely to believe the chances of getting caught for speeding were greater and that the penalties would be more severe.

The last column in Table 3 compares respondents based on whether or not they had received a speeding ticket in the past 12 months. Respondents who reported receiving a speeding ticket in the past 12 months also reported speeding more often. This is consistent with the 2010 and 2011 results. Of those drivers who had received a ticket in the past, more than eight percent reported violating the 70 mph speed limit at least “some of the time” (80.5%). This is compared to only 51.0% of the drives who had not received a ticket in the past 12 months. Therefore, these results suggest that having received a ticket did little to deter drivers from speeding.

In the same regard, no differences were found in driver perceptions of the likelihood of getting caught for speeding. Thus, having received a ticket in the past 12 months did not make the respondents feel they were more likely to get a ticket. Similarly, driver perceptions of the penalties do not appear to be influenced by having received a ticket in the past 12 months either. No statistical difference was found in driver perceptions of the penalties for speeding based on whether they had received a ticket in the past 12 months. Selected findings include:

- Slightly less than one-half of drivers reported having “rarely” or “never” violated the speed limit 2012. This is similar to 2010 results.
- Roughly ninety percent of respondents in 2010 and 2012 believed the chances of getting a ticket for speeding was at least “somewhat likely.”
- In 2012, exposure to a media message regarding the dangers of speeding in the past 30 days had no impact on driving behavior. However, drivers were more likely to believe they would get caught and the penalties would be stricter.
- Receiving a speeding ticket in the past 12 months had no impact on driver perceptions of certainty or severity of sanctions in 2012.
- Respondents who had received a ticket in the past 12 months reported violating the speed limit *more often*. This result is consistent with 2010 and 2011 findings.



### Impaired Driving and Attitudes

The 2012 survey further assessed the impact of public service messages and receiving prior citations/arrest for impaired driving (i.e., having driven a motor vehicle within 2 hours after drinking alcoholic beverages). Respondents were first asked to report their frequency of alcohol use and impaired driving. Results for both 2010 and 2012 are reported in Graphs 3 and 4. The 2012 sample of drivers reported consuming alcohol on a more regular basis. As shown in Graph 3, more than one-half of respondents reported no alcohol consumption (50.3%) in 2010, compared to 53.4% in 2012. Likewise, 13.4% of drivers reported consuming alcohol at least “a few times a week” in 2012, compared to 10.% in 2010.

Graph 4 displays the frequency of self-reported impaired driving in the past 60 days for 2010 and 2012. It is clear that driving while impaired is an infrequent behavior, regardless of the year. More than ninety percent of drivers indicated that they had *not* driven while impaired in the past sixty days in 2010 (90.5%) and 2012 (90.4%). This is consistent with 2011 results as well. Less than five percent

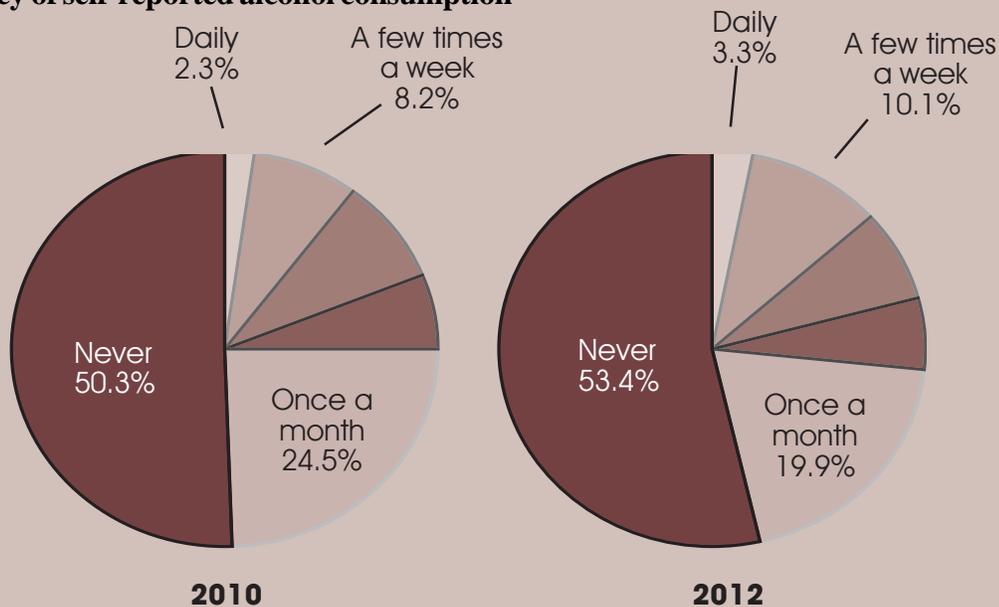
of drivers reported driving impaired 5 or more times in the last 60 days in 2010 and 2012.

Table 4 illustrates the impact of exposure to enforcement messages and prior citations/arrest on impaired driving for 2010 and 2012. As noted from the previous graph, only 9.6% of drivers self-reported driving a motor vehicle impaired in the past 60 days. Similar results were found in the 2011 (7.5%) and 2010 (9.5%) surveys.

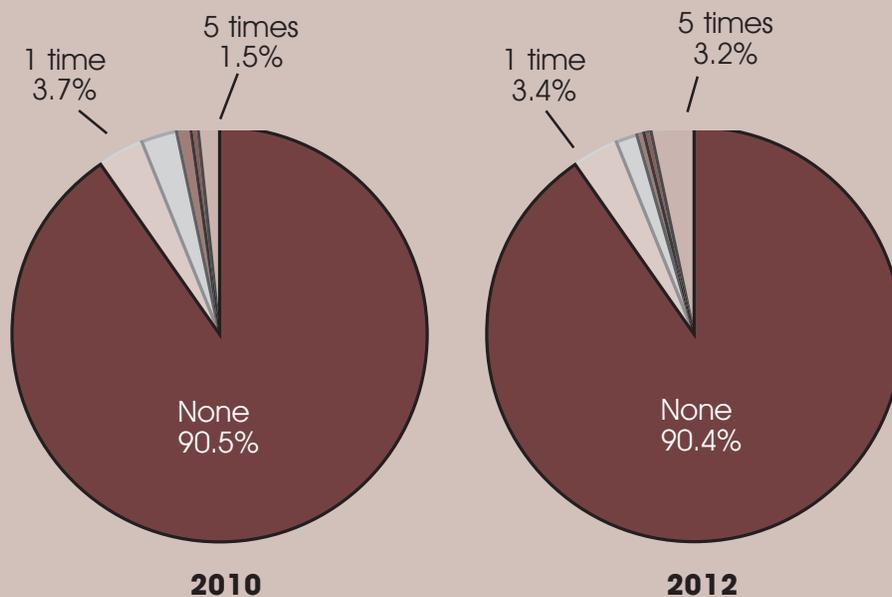
The results in Table 4 further show that a vast majority of drivers believe the likelihood of arrest for impaired driving is at least “somewhat likely” and that the penalties are at least “somewhat strict.” Roughly 85% of drivers believe it is at least “somewhat likely” they will get caught if they were to drive impaired, regardless of the year. Likewise, approximately three-quarters of drivers believe that the penalties are at least “somewhat strict.”

The third column in Table 4 tests the relationship between exposure to public service messages and the frequency of self-reported impaired driving. The results also illustrate the relationship between message exposure and driver perceptions of the likelihood of getting caught and the strictness of penalties. In short, having heard a PSA in the

**Graph 3. Frequency of self-reported alcohol consumption**



**Graph 4. Frequency of self-reported impaired driving in the past 60 days**



Mean = .69; SD = 4.196

past 30 days significantly impacts both driving behavior as it related to impaired driving as well as the perceptions drivers have about getting caught and the penalties they will face. In 2010, no significant difference in self-reported impaired driving was found based on exposure to a public service message. In 2011 and 2012, however, this changed. Based on the results reported in Table 4, drivers exposed to the media message in the past 30 days were significantly *less* likely to report having driven while intoxicated in the past 60 days. In addition, drivers were significantly more likely to believe the chances of getting caught were greater, and the penalties would be stricter.

The last column in Table 4 compares drivers based on whether or not they had ever been cited for impaired driving in the past 12 months. Interesting, drivers who self-reported having been cited for impaired driving were also more likely to have reported driving impaired in the past 60 days. This result is consistent with what was found in 2010 and 2011. One-quarter of respondents who had received a citation in the past indicated that they had driven impaired in the last

two months (26.9%) in 2012, compared to 34.9% in 2010 and 24.6% in 2011.

Likewise, drivers were also more likely to believe the penalties are “somewhat” or “very strict” compared to those who had never received a citation or ticket. Over ninety percent of drivers felt that the penalties for driving impaired were at least “somewhat strict” (94.0%) in 2012, compared to only 74.4% who had never been cited for driving impaired. Selected findings include:

- Less than ten percent of respondents reported driving impaired in the past sixty days in 2010, 2011, and 2012.
- Regardless of the year, nearly ninety percent of respondents believe that the chance of getting caught for impaired driving is at least “somewhat likely.”
- Approximately three-quarters of respondents indicated that the penalties for impaired driving are at least “somewhat strict” in 2010 (79.1%), 2011 (76.3%), and 2012 (75.2%).

**Table 4. Impact of public service messages on impaired driving and perceptions of law enforcement responses (N = 1,007)**

	2010		2012		2012		2012	
	Total		Total		Message in past 30 days...		Ever cited or received ticket...	
					Yes	No	Yes	No
<b>Driven impaired past 60 days</b>								
No	90.5 (1015)	90.4 (870)	91.8 (720)	85.3 (168)	73.1 (38)	91.5 (825)		
Yes	<u>9.5 (107)</u>	<u>9.6 (92)</u>	<u>8.2 (51)</u>	<u>14.7 (29)</u>	<u>26.9 (14)</u>	<u>8.5 (77)</u>		
<b>Total</b>	100.0 (1122)	100.0 (962)	100.0 (753)	100.0 (197)	100.0 (52)	100.0 (911)		
							$(\chi^2 = 7.587; p < .01; n = 950)$	$(\chi^2 = 19.262; p < .001; n = 954)^*$
<b>Likelihood of arrest</b>								
Very likely	58.0 (668)	49.2 (475)	53.8 (407)	30.8 (61)	54.9 (28)	49.0 (444)		
Somewhat likely	31.6 (364)	36.6 (354)	35.2 (266)	42.4 (84)	37.3 (19)	36.7 (333)		
Not very likely	8.6 (99)	11.6 (112)	9.9 (75)	18.2 (36)	7.8 (4)	11.9 (108)		
Not likely at all	<u>1.8 (21)</u>	<u>2.6 (25)</u>	<u>1.1 (8)</u>	<u>8.6 (17)</u>	<u>0.0 (0)</u>	<u>2.4 (22)</u>		
<b>Total</b>	100.0 (1152)	100.0 (966)	100.0 (756)	100.0 (198)	100.0 (51)	100.0 (907)		
							$(\chi^2 = 62.334; p < .001; n = 954)$	$(\chi^2 = 2.270; p = ns; n = 958)$
<b>Severity of sanction</b>								
Very strict	51.2 (580)	45.1 (430)	47.2 (353)	36.4 (71)	66.0 (33)	43.9 (393)		
Somewhat strict	27.9 (316)	30.1 (287)	30.5 (228)	29.7 (58)	28.0 (14)	30.5 (273)		
Not very strict	16.4 (186)	18.1 (173)	16.6 (124)	23.6 (46)	4.0 (2)	18.9 (169)		
Not strict at all	<u>4.5 (51)</u>	<u>6.7 (64)</u>	<u>5.7 (43)</u>	<u>10.3 (20)</u>	<u>2.0 (1)</u>	<u>6.8 (61)</u>		
<b>Total</b>	100.0 (1133)	100.0 (954)	100.0 (748)	100.0 (195)	100.0 (50)	100.0 (896)		
							$(\chi^2 = 12.950; p = .01; n = 943)$	$(\chi^2 = 12.706; p < .01; n = 946)$

Percentages may not equal 100.0% due to rounding; () Number of respondents

\* 25% of cells have expected counts less than 5.

- Drivers exposed to the media message in the past 30 days were significantly *less* likely to report having driven while intoxicated in the past 60 days in 2011 and 2012. No difference was found for 2010.
- In 2010, 2011, and 2012 respondents who had been cited for impaired driving in the past were significantly *more* likely to report impaired driving in the past 60 days. Over twenty-five percent of drivers who had received a ticket for impaired driving in the past reported driving while impaired in the past 60 days (26.9%).
- In 2010, 2011, and 2012, respondents who had been arrested or received a citation for impaired driving in the past were significantly *more* likely to report penalties as being “very strict.”

### Other Driver Safety Issues

Graph 5 shows the percentage of self-reported use of cell phones and texting devices while driving for 2010- 2012. Respondents were asked to report how often they talk and text on a cell phone when driving their vehicles. As shown in Graph 5, the results indicate that most drivers report talking or texting on cell phones rather infrequently; however, talking on a cell phone is much more frequent when compared to texting. Roughly one-half of respondents indicated that they “never” or “rarely” talk on their cell phones while driving in 2010 (47.9%), 2011 (50.0%), and 2012 (48.4%). In addition, nearly two-thirds of respondents reported that they “never” texted on a cell phone while driving in 2010 (63.0%), 2011 (60.4%), and 2012 (62.3%).

**Graph 5. Percentage of reported use of cell phones and texting devices while driving**

