Nebraska Annual Traffic Safety Study 2017

THE NEBRASKA POLL

FINAL REPORT
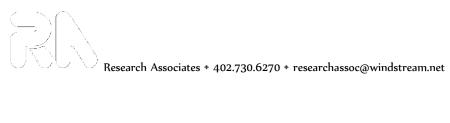
For Nebraska Safety Council
and Nebraska Department of Roads Highway Safety Office

May 2017

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Nebraska Annual Traffic Safety Study 2017
For Nebraska Safety Council and Nebraska Department of Roads Highway Safety Office
HIGHLIGHT SUMMARY

Methodology
- Research Associates completed 900 telephone interviews from random samples of Nebraska land and cell phones during April 10 – May 7, 2017.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

Impaired Driving
- Core Q: A fourth (25%) of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Q: A plurality (35%) indicated the chances of getting arrested when driving after drinking are somewhat likely.
- Core Q: Just less than half of the respondents (47%) indicated awareness of drunk driving enforcement in the last 30 days.
- Just over half (53%) indicated awareness of drunk driving messages in the past 60 days.

Seat Belts
- Core Q: A super-majority (77%) indicated they always wear safety belts when they drive or ride.
- Core Q: A majority (57%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (34% somewhat unlikely plus 23% very unlikely).
- Core Q: 26% indicated they had heard something about seat belt law enforcement in the last 60 days.
- Less than half (44%) indicated awareness of Click It Or Ticket messages in the past 60 days. A plurality of those (31%) had seen the messages on signs.
- A majority (54%) indicated they favor a primary seat belt law.

Speed
- Core Q: A third of respondents indicated they drive faster than 35 mph on a road posted at 30 mph more than rarely (usually, 14%; half the time, 19%).
- Core Q: 18% indicated driving faster than 70 mph on roads posted 65 mph (6% usually; 12% half the time).
- Core Q: 28% indicated awareness of speed enforcement in the past 30 days.
- Core Q: A plurality (39%) indicated the chances of getting a ticket for speeding are somewhat likely.

Distracted Driving
- A majority (56%) of respondents support a law allowing a ticket solely for cell phone use while driving.
- Nine out of ten respondents (91%) support a law allowing drivers to be stopped and ticketed <u>solely </u>for <u>texting</u> while driving.

Other Issues
- A super-majority (75%) indicated that Nebraska's law requiring motorcycle helmets should be <u>continued</u>.
- A super-majority (77%) indicated driving after using marijuana increases crash risk; 20% indicated they know someone who drives after using marijuana.

Demographics
- Nearly all respondents (99%) indicated they have a driver's license.
- Age (controlled): 16-20, 2%; 21-34, 14%; 35-49, 34%; 50-64, 33%; 65 up, 18%.
- Annual household incomes: under $40,000, 20%; $40,000-80,000, 38%; over $80,000, 42%.
- Phone type (controlled): 60% from traditional landlines; 40% from cell phones.
- Congressional District (controlled): District One, 34%; District Two, 32%; District Three, 34%.

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- Gender: 49% male; 51% female (controlled).

Nebraska Annual Traffic Safety Study, 2017
THE NEBRASKA POLL
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STUDY DESCRIPTION
(N=900)

The purpose of this edition of The Nebraska Poll was to measure the attitudes of Nebraskans relative to highway safety issues, including but not limited to the issues of impaired driving, seat belt safety, speed, driving while distracted and driving after using marijuana.

Research Associates designed the survey instrument with input and final approval from the staffs of the Nebraska Safety Council and the Nebraska Department of Roads Highway Safety Office.

The instrument designed to meet the purpose of this study was administered by telephone to a total sample of 900 randomly selected Nebraskans during April 10 – May 7, 2016. The sample was divided equally among Nebraska's three congressional districts. Completed interviews were from both cell phones (40%) and landlines (60%).

A sample of 900 randomly selected respondents provides results that are statistically accurate within an expected maximum error range of plus or minus 3.3% at a 95% confidence level. In other words, if this survey were administered to the entire population studied, the results would vary no more than plus or minus 3.3% from the results reported here, 95 times out of 100. The actual expected maximum error ranges vary based on the specific percentage results obtained for each response, as shown below.

Expected Maximum Error Ranges at a
95% Confidence Level for a Sample of 900 (Statewide Data)

10%	20%	30%	40%	50%	60%	70%	80%	90%
+/-2.0%	+/-2.6%	+/-3.0%	+/-3.2%	+/-3.3%	+/-3.2%	+/-3.0%	+/-2.6%	+/-2.0%

Expected Maximum Error Ranges at a
95% Confidence Level for a Sample of 300 (Congressional District Data)

10%	20%	30%	40%	50%	60%	70%	80%	90%
+/-3.4%	+/-4.5%	+/-5.2%	+/-5.5%	+/-5.7%	+/-5.5%	+/-5.2%	+/-4.5%	+/-3.4%

The figures in this report represent percentages unless specifically stated otherwise. Columns may not always total exactly 100% due to rounding.

Crosstab tables are computed on the statewide results.

Terminology: the mean score is the same as the average score. The "N" is the number of cases (respondents) in the study. An open-ended question is one in which no response choices were provided to respondents and captured responses were then categorized into groups or ranges.

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Nebraska Annual Traffic Safety Study, 2017

NARRATIVE SUMMARY
(N=900)

Impaired Driving

The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (8%); drunk/impaired driving (2%); traffic and road conditions (15%).

Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.4) and drunk driving (mean score of 4.2) were named as bigger problems than the fuel tax situation (3.2) by a significant margin.

Respondents were next asked whether they favor or oppose each of three specific penalties for drunk driving. All three were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (75% favoring); followed by mandatory interlock ignition for all first-time offenders (66% favoring); and mandatory sentencing for drunk driving offenses (63% favoring);.

Three percent (3%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.

CORE QUESTION: One-fourth of the respondents (25%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.

CORE QUESTION: About a third of the respondents (35%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while 26% indicated the chances of that are somewhat unlikely.

CORE QUESTION: Less than half of the respondents (47%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.

Over half of the respondents (53%) indicated they had read, seen or heard drunk driving-related messages in the past 60 days.

Seat Belts

CORE QUESTION: A super-majority (77%) indicated they always wear safety belts.

CORE QUESTION: A majority (57%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely or very unlikely (34% somewhat unlikely plus 23% very unlikely).

CORE QUESTION: About a fourth of respondents (26%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.

Less than half the respondents (44%) indicated they had read, seen or heard Click It Or Ticket seat belt messages in the past 60 days. In an open-ended question, a plurality of respondents (31%) indicated they had seen the Click It Or Ticket ads on signs, while 27% indicated TV and 18% indicated radio.

For the eighth straight year, a majority of respondents (54%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

Respondents were asked what level of fine would be most effective to get people to wear their seat belt all the time. A plurality (27%) indicated $51-100, 25% indicated $25-50, 22% indicated more than $200, 20% indicated $101-150 and 5% indicated $151-200.

Speed

CORE QUESTION: A third of respondents indicated they more than rarely drive faster than 35 mph on a road posted at 30 mph, (14% indicated usually and 19% indicated half of the time).

CORE QUESTION: Nearly one in five of the respondents (18%) indicated they drive faster than 70 mph on a local road with a speed limit of 65 mph (6% indicated usually and 12% indicated half the time).

CORE QUESTION: Just over a fourth of respondents (28%) indicated they had heard anything about speed enforcement in the past 30 days.

CORE QUESTION: A plurality (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely; 28% indicated likely, 16% somewhat unlikely, 13% very likely and 5% very unlikely.

Distracted Driving Laws

A majority of respondents (56%) indicated support for a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving, while 40% opposed that and 3% had no opinion.

Nine out of ten respondents (91%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 9% opposed that.

Miscellaneous

A super-majority of respondents (75%) again indicated that Nebraska's law requiring motorcycle helmets should be continued, while 22% said it should be repealed and 3% had no opinion.

A super-majority (77%) of respondents indicated driving after using marijuana increases crash risk. One in five respondents (20%) indicated they know someone who drives after using marijuana.

Demographics

Nearly all respondents (99%) indicated they have a driver's license.

Respondents indicated distribution in the following age categories (controlled variable): 16-20, 2%; 21-34, 14%; 35-49, 34%; 50-64, 33%; 65 up, 18%.

Respondents indicated distribution in the following annual household income categories: under $40,000, 20%; $40,000-80,000, 38%; over $80,000, 42%.

By control, the sample was 60% by landlines and 40% by cell phones.

By control, respondents were distributed equally among Nebraska's three congressional districts.

By control, respondents were 49% male and 51% female.

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TABULAR SUMMARY
(frequency distributions)

	State N=900	Dist One N=303	Dist Two N=287	Dist Three N=310
General				
1. First, what do you think is the biggest problem in Nebraska today? (Open Ended)				
Taxes, spending, budget, education funding, etc.	33	32	33	33
Roads, streets, traffic, etc.	15	15	18	12
Crime, drugs, gangs, vandalism, etc.	9	7	10	10
Government, politicians, etc.	9	11	11	6
Economy, drought, water, jobs, wages, etc.	8	7	8	10
Distracted driving	8	10	5	10
Drunk drivers	2	3	--	2
Others (pipeline, interaction issues, social issues like health care, etc.)	16	15	16	17
2-4. On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska:				
How important is the problem of distraction caused by drivers using cell phones or other electronic devices?	4.4	4.4	4.4	4.5
How important is the problem of driving while intoxicated or drunk driving?	4.2	4.2	4.3	4.2
How important is the fuel tax situation?	3.2	3.2	3.1	3.3

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| | | Percentage | | |
	State	Dist One	Dist Two	Dist Three

Impaired Driving

Would you favor or oppose each of the following penalties for
drunk driving:

5. Mandatory sentencing for drunk driving offenses

	State	Dist One	Dist Two	Dist Three
Favor	63	64	58	67
Oppose	33	33	38	29
Don't know	4	3	5	4

6. Mandatory treatment for drunk driving offenders

	State	Dist One	Dist Two	Dist Three
Favor	75	75	76	75
Oppose	22	22	21	23
Don't know	3	2	4	2

7. Mandatory interlock ignition for all first-time offenders

	State	Dist One	Dist Two	Dist Three
Favor	66	64	65	69
Oppose	31	33	33	27
Don't know	3	2	3	4

8. In the last 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?

	State	Dist One	Dist Two	Dist Three
Yes	3	2	2	4
No	97	98	98	97

9. What do you think the chances are of someone getting arrested if they drive after drinking? (Core Q. A-3)

	State	Dist One	Dist Two	Dist Three
Very likely	9	12	6	8
Somewhat likely	35	34	38	34
Likely	19	22	14	21
Somewhat unlikely	26	26	28	25
Very unlikely	11	6	14	13

10. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? (Core Q. A-1)

	State	Dist One	Dist Two	Dist Three
Never	75	77	71	78
Once	10	11	11	9
2-5 times	12	10	15	11
More than 5 times	3	2	3	3

11. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? (Core Q. A-2)

	State	Dist One	Dist Two	Dist Three
Yes	47	48	44	49
No	53	52	56	52

12. In the past <u>60</u> days, have you read, seen or heard any drunk driving-related messages?

	State	Dist One	Dist Two	Dist Three
Yes	53	56	53	49
No	47	44	47	52

		Percentage		
	State	Dist One	Dist Two	Dist Three

Seat Belts

13. How often do you use safety belts when you drive or ride
in a car, van, sport utility vehicle or pickup? (Core Q. B-1)

	State	Dist One	Dist Two	Dist Three
Always	77	81	86	65
Nearly always	13	11	8	20
Sometimes	6	5	4	8
Seldom	2	1	1	3
Never	2	2	1	4

14. Should law enforcement officers be allowed to stop a vehicle and
write a ticket if the driver and passengers are not wearing a seat belt?

	State	Dist One	Dist Two	Dist Three
Yes	54	56	55	51
No	44	43	43	45
Don't know	2	--	2	4

15. What do you think the chances are of getting a ticket if you
don't wear your safety belt? (Core Q. B-3)

	State	Dist One	Dist Two	Dist Three
Very likely	8	9	8	9
Somewhat likely	20	22	17	21
Likely	15	16	13	15
Unlikely	34	36	34	32
Very unlikely	23	17	28	23

16. What amount of fine do you think would get non-seat-belt-users
to use their seat belt?

	State	Dist One	Dist Two	Dist Three
$25-50	25	24	24	29
$51-100	27	27	27	28
$101-150	20	23	22	17
$151-200	5	4	7	6
Over $200	22	23	21	22

17. In the past 60 days, have you read, seen or heard anything
about seat belt enforcement? (Core Q. B-2)

	State	Dist One	Dist Two	Dist Three
Yes	26	27	19	32
No	74	73	81	68

18. In the past 60 days, have you read, seen or heard any
Click It Or Ticket seat belt messages?

	State	Dist One	Dist Two	Dist Three
Yes	44	51	39	43
No	56	50	61	57

19. (IF YES) Do you remember where that was?

	State	Dist One	Dist Two	Dist Three
Signs	31	40	29	22
TV	27	22	32	31
Radio	18	17	14	22
All others (Internet, newspaper, background, sports, gas stations)	13	13	11	16
Don't know	11	9	15	9

| | Percentage | | |
	State	Dist One	Dist Two	Dist Three

Speed

20. On a local road with a speed limit of 30 mph, how often
    do you drive faster than 35 mph: (Core Q. S-1a)

	State	Dist One	Dist Two	Dist Three
Most of the time/usually	14	12	16	15
Half the time	19	19	20	18
Rarely	48	49	51	44
Never	19	20	13	23

21. On a local road with a speed limit of 65 mph, how often
    do you drive faster than 70 mph: (Core Q. S-1b)

	State	Dist One	Dist Two	Dist Three
Most of the time/usually	6	6	8	4
Half the time	12	10	17	9
Rarely	44	46	45	42
Never	38	39	31	45

22. In the past 30 days, have you read, seen or heard anything
    about speeding enforcement? (Core Q. S-2)

	State	Dist One	Dist Two	Dist Three
Yes	28	32	27	26
No	72	68	73	74

23. What do you think the chances are of getting a ticket
    if you drive over the speed limit? (Core Q. S-3)

	State	Dist One	Dist Two	Dist Three
Very likely	13	15	9	14
Somewhat likely	39	43	36	38
Likely	28	26	24	33
Unlikely	16	13	22	12
Very unlikely	5	4	8	3

		Percentage		
	State	Dist One	Dist Two	Dist Three

Distracted Driving

24. Would you support or oppose a law that allows law enforcement
to stop a driver and ticket them solely for talking on a cell phone
while driving?

Support	56	56	59	54
Oppose	40	41	38	42
Don't know	3	2	3	5

25. Would you support or oppose a law that allows law enforcement
to stop a driver and ticket them solely for texting while driving?

Support	91	88	91	92
Oppose	9	12	9	8

Miscellaneous

26. Should the Nebraska law requiring motorcycle helmets
be repealed or continued?

Continue	75	77	78	70
Repeal	22	20	18	27
Don't know	3	3	4	3

27. Do you think driving under the influence of marijuana increases
the risk of having a crash?

Yes	77	72	76	83
No	13	16	16	8
Don't know	10	12	9	9

28. Do you know anyone who drives after smoking or ingesting marijuana?

Yes	20	20	24	16
No	79	80	74	82
Don't know	2	1	2	2

		Percentage		
	State	Dist One	Dist Two	Dist Three

Demographics

29. Which of these age groups are you in:

	State	Dist One	Dist Two	Dist Three
16-20	2	1	1	3
21-34	14	15	13	15
35-49	34	38	27	37
50-64	33	30	42	27
65 up	18	16	18	19

30. Do you have a driver's license?

	State	Dist One	Dist Two	Dist Three
Yes	99	98	99	98
No	1	2	1	2

31. Which of these annual household income groups are you in?

	State	Dist One	Dist Two	Dist Three
Under $40,000	20	17	18	25
$40,000-80,000	38	42	29	42
Over $80,000	42	41	53	34

32. Congressional District

	State	Dist One	Dist Two	Dist Three
One	34	100		
Two	32		100	
Three	34			100

33. Phone Type

	State	Dist One	Dist Two	Dist Three
Land line	60	56	61	63
Cell phone	40	44	39	37

34. Gender

	State	Dist One	Dist Two	Dist Three
Male	49	45	52	50
Female	51	55	48	50

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Study Notes on the Longitudinal Report

Research Associates has conducted a statewide study on Nebraskans' attitudes toward highway safety issues periodically for more than two decades.

The following section presents the results of the studies conducted since 2002, wherever similar questions were asked.

A similar methodology was employed in all the studies: households were randomly selected proportionate to population within each of Nebraska's three congressional districts. A total of at least 900 telephone interviews were completed for each study.

Longitudinal comparisons are based on the statewide database.

TABULAR SUMMARY, STATEWIDE DATA, LONGITUDINAL COMPARISONS (N=900)
2002 - 2017

	Percentage										
	17	16	15	14	13	12	11	10	08	04	02

General

1. What do you think is the most important problem in Nebraska today? (open-ended)

	17	16	15	14	13	12	11	10	08	04	02
Taxes, spending, budget, school funding, etc.	33	31	27	17	24	16	26	19	23	35	27
Traffic, traffic violations, road conditions	15	14	16	26	14	6	17	23	28	20	25
Crime, drugs, gangs, teen violence, etc.	9	9	11	5	7	8	6	5	11	9	18
Government, politicians, etc.	9	10									
Economy, unemployment, wages, etc.	8	12	11	19	40	23	28	15	20	17	13
Distracted driving	8	8	14	19	4	7					
Drunk driving	2	1	4	5	3	7	6	3	6	4	8
All others	16	17	19	18	29	16	22	22	17	12	6

Mean

2-4. On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska

	17	16	15	14	13	12	11	10	08	04	02
Distraction caused by drivers using cell phones	4.4	4.3	4.4	4.5	4.3	4.4	4.4	4.3			
Driving while intoxicated or drunk driving	4.2	4.2	4.3	4.4	4.3	4.5	4.6	4.5	4.4	4.3	
The fuel tax situation	3.2	3.3	3.5	3.6	3.6	3.6	4.0	3.7			

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	17	16	15	14	13	12	11	10	08	04	02

Percentage

Impaired Driving

5-7. Would you favor or oppose each of the following penalties for drunk driving offenses:

Mandatory treatment

	17	16	15	14	13	12	11	10	08	04	02
Favor	75	77	75	78	76	80		82	80	81	
Oppose	22	21	20	20	23	17		14	18	13	
Don't know	3	2	4	3	2	3		4	2	6	

Mandatory sentencing

	17	16	15	14	13	12	11	10	08	04	02
Favor	63	68	67	7	69	71	73	71	70	73	
Oppose	33	30	26	27	28	22	20	24	21	21	
Don't know	4	2	7	6	3	7	7	4	8	6	

Mandatory interlock ignition for 1st time offenders

	17	16	15	14	13	12	11	10	08	04	02
Favor	66	64	72	70	66	72	68	63	63		
Oppose	31	33	25	27	31	25	26	31	26		
Don't know	3	3	3	4	4	4	6	6	12		

8. In the last 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?

	17	16	15	14	13	12	11	10	08	04	02
Yes	3	10	11	8	9	7		6	7		
No	97	90	89	92	91	93		94	93		

9. What do you think the chances are of someone getting arrested if they drive after drinking? **(Core Q. A-3)**

	17	16	15	14	13	12	11	10	08	04	02
Very likely	9	7	10	8	5	4		4	2		
Somewhat likely	35	35	34	31	8	7		7	4		
Likely	19	16	16	14	48	48		49	45		
Somewhat unlikely	26	30	30	32	37	40		38	47		
Very unlikely	11	12	10	15	2	1		2	1		

10. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? **(Core Q. A-1)**

	17	16	15	14	13	12	11	10	08	04	02
Never (none)	75	74	76	79	74	78		81	79		
Once	10	11	11	10	15	12		9	9		
2-5 times	12	13	10	9	9	9		8	10		
More than 5 times	3	2	2	2	2	1		1	3		

11. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving enforcement by police? **(Core Q. A-2)**

	17	16	15	14	13	12	11	10	08	04	02
Yes	47	47	48	46	50	56	62	51	38	32	
No	53	53	52	54	50	44	38	49	62	68	

12. In the past 60 days, have you read, seen or heard any drunk driving-related messages?

	17	16	15	14	13	12	11	10	08	04	02
Yes	53	52	53								
No	47	48	47								

	Percentage										
	17	16	15	14	13	12	11	10	08	04	02

Seat Belts

13. How often do you use safety belts when you drive or
    ride in a car, van, sport utility vehicle or pickup?
    (Core Q. B-1)

	17	16	15	14	13	12	11	10	08	04	02
Always	77	78	76	80	78	77	78	76	81	77	70
Nearly always	13	12	15	11	13	13	13	14	10	10	18
Sometimes	6	4	5	4	5	6	5	6	2	4	9
Seldom	2	3	2	2	2	3	2	2	--	--	--
Never	2	2	2	2	2	2	2	2	6	10	3

14. Should law enforcement officers be allowed to stop
    drivers and ticket them for not wearing a seat belt?*

	17	16	15	14	13	12	11	10	08	04	02
Yes	54	57	54	58	53	68	60	55	41	39	44
No	44	41	44	40	45	30	36	44	53	56	49
Don't know	2	2	2	2	1	1	4	1	6	5	7

*Previous to 2012: "Should law enforcement officers be
allowed to stop drivers and ticket them for not wearing a
seat belt, if the drivers have broken no other laws?"

15. What do you think the chances are of getting a ticket
    if you don't wear your safety belt? **(Core Q. B-3)**

	17	16	15	14	13	12	11	10	08
Very likely	8	7	9	8	6	5		7	5
Somewhat likely	20	21	20	19	23	25		22	22
Likely	15	12	12	12	12	18		13	11
Somewhat unlikely	34	36	32	34	37	33		37	36
Very unlikely	23	24	28	28	22	19		21	27

16. What level of fine do you think would be most effective
    to get people to wear their seat belt all the time?

	17	16	15	14	13	12
$25-50	25	30	35	31	28	30
$51-100	27	26	28	25	30	28
$101-150	20	15	13	18	16	18
$151-200	5	6	5	6	5	6
Over $200	22	23	19	21	21	18

17. In the past 60 days, have you read, seen or heard
    anything about seat belt law enforcement by police? (
    Core Q. B-2)

	17	16	15	14	13	12	11	10	08	04
Yes	26	28	27	24	23	29	29	24	49	37
No	74	72	73	76	77	71	71	76	51	63

18. In the past 60 days, have you read, seen or heard any
    Click It Or Ticket seat belt messages?

	17	16	15
Yes	44	44	52
No	56	56	48

19. Do you remember where that was?

	17	16	15
Billboards/road sign	31	--	21
TV	27	37	45
Radio	18	15	17
Others (Internet, newspaper, background, events)	13	37	11
Don't know	11	12	7

	Percentage										
	17	16	15	14	13	12	11	10	08	04	02

Speed

20. On a local road with a speed limit of 30 mph, how often do you drive faster than **35** mph: **(Core Q. S-1a)**

	17	16	15	14	13	12	11	10
Most of the time/usually	14	13	14	11	13	10	8	8
Half the time	19	17	17	16	16	15	13	15
Rarely	48	51	48	49	48	53	55	54
Never	19	19	21	25	23	22	24	23

21. On a local road with a speed limit of 65 mph, how often do you drive faster than **70** mph: **(Core Q. S-1b)**

	17	16	15	14	13	12	11	10
Most of the time/usually	6	5	6	6	4	4	3	3
Half the time	12	8	10	9	9	6	5	8
Rarely	44	49	42	35	39	45	37	42
Never	38	37	42	50	47	45	56	47

22. In the past 30 days, have you read, seen or heard anything about speed enforcement? **(Core Q. S-2)**

	17	16	15	14	13	12	11	10
Yes	28	29	37	37	40	40	42	38
No	72	71	63	63	60	60	58	62

*Previously asked: "In the past 30 days, have you read, seen or heard anything about speed enforcement by police?"

23. What do you think the chances are of getting a ticket if you drive over the speed limit? **(Core Q. S-3)**

	17	16	15	14	13	12	11	10
Very likely	13	15	16	16	12	14	13	12
Somewhat likely	39	38	36	38	40	41	38	39
Likely	28	24	25	22	25	26	27	24
Somewhat unlikely	16	18	19	16	18	14	17	19
Very unlikely	5	6	5	8	6	5	5	6

	Percentage									
	17	16	15	14	13	12	11	10	08	04	02

Distracted Driving

24. Would you support or oppose a law that allows law
enforcement to stop a driver ticket them solely for
talking on a cell phone while driving?

	17	16	15	14	13	12
Support	56	58	61	66	62	65
Oppose	40	41	37	32	37	32
Don't know	3	2	2	2	1	3

25. Would you support or oppose a law that allows law
enforcement to stop a driver and ticket them solely for
texting while driving?

	17	16	15	14	13	12
Support	91	89	90	92	88	89
Oppose	9	11	9	7	11	10

Miscellaneous

26. Should the Nebraska law requiring motorcycle
helmets be repealed or continued?

	17	16	15	14	13	12	11	10	08	04
Continued	75	73	74	77	81	83	86	76	78	79
Repealed	22	23	22	19	18	14	11	19	14	15
Don't know	3	4	4	5	2	3	4	5	8	7

27. Do you think driving under the influence of marijuana
increases the risk of having a crash?

	17
Yes	77
No	13
Don't know	10

28. Do you know anyone who drives after smoking or
ingesting marijuana?

	17
Yes	20
No	79
Don't know	2

Percentage

	17	16	15	14	13	12	11	10	08	04	02

Demographics

29. *Which of these age groups are you in:*

	17	16	15	14	13	12	11	10	08	04	02
16-20	2	1	3	4	6	4	2	3	3	4	5
21-34	14	14	8	18	14	8	6	7	4	13	18
35-49	34	38	33	25	28	27	19	39	19	27	27
50-64	33	28	40	30	33	35	34	30	33	29	24
65 up	18	20	16	23	20	25	40	20	41	26	27

30. Do you have a driver's license?

	17	16	15	14	13	12	11	10	08	04	02
Yes	99	99	98	96	98	97	97	96	95	97	97
No	1	1	2	4	2	3	3	4	5	3	3

31. Which of these annual household income groups
are you in:*

	17	16	15	14	13	12	11	10	08	04	02
Under $40,000	20	22	19	24	10	10	13	15	20	21	24
$40,000-80,000	38	37	36	37	20	21	23	16	30	29	39
Over $80,000	42	42	45	39	70	69	65	69	50	51	37

32. District

	17	16	15	14	13	12	11	10	08	04	02
One	34	34	33	31	30	30	34	34	33	33	33
Two	32	32	33	37	35	35	36	35	33	33	34
Three	34	34	34	32	35	35	30	30	33	33	33

33. Phone Type

	17	16	15	14	13	12	11	10	08	04	02
Traditional landline	60	60	78	81	87	94					
Cell phone	40	40	22	19	13	6					

34. Gender

	17	16	15	14	13	12	11	10	08	04	02
Male	49	48	48	50	49	48	47	48	48	47	48
Female	51	52	52	50	51	52	53	52	52	53	52

* * *

* '04-'13: under $20,000; $20,000-40,000; over $40,000
  '01 and '02: under $25,000; $25,000-50,000; over $50,000

Nebraska Annual Traffic Safety Study, 2017
THE NEBRASKA POLL
May 2017

TABULAR REPORT
(frequency distributions and crosstab tables)*

| | | | Percentage | | |
		State N=900	Dist One N=303	Dist Two N=287	Dist Three N=310
	General				

1.   First, what do you think is the biggest problem in Nebraska today?
    (Open Ended)

	State	Dist One	Dist Two	Dist Three
Taxes, spending, budget, education funding, etc.	33	32	33	33
Roads, streets, traffic, etc.	15	15	18	12
Crime, drugs, gangs, vandalism, etc.	9	7	10	10
Government, politicians, etc.	9	11	11	6
Economy, drought, water, jobs, wages, etc.	8	7	8	10
Distracted driving	8	10	5	10
Drunk drivers	2	3	--	2
Others (pipeline, interaction issues, social issues like health care, etc.)	16	15	16	17

2-4. On a 1-5 scale, with 5 as very important and 1 as not at all important,
    how would you rate the following problems in Nebraska:

	State	Dist One	Dist Two	Dist Three
How important is the problem of distraction caused by drivers using cell phones or other electronic devices?	4.4	4.4	4.4	4.5
How important is the problem of driving while intoxicated or drunk driving?	4.2	4.2	4.3	4.2
How important is the fuel tax situation?	3.2	3.2	3.1	3.3

*(NOTE: Crosstab tables are computed on the statewide results.)

Age * Problem Crosstabulation

		Problem							
		Othr	Econ	Crime	Tax	Roads	Dist dr	DUI	Gov
Age	16-20	15.4%			15.4%	30.8%	30.8%	7.7%	
	21-34	15.5%	3.1%	8.2%	29.9%	23.7%	9.3%	1.0%	9.3%
	35-49	20.9%	6.4%	7.7%	30.3%	14.1%	7.7%	2.1%	10.7%
	50-64	15.5%	9.8%	10.2%	35.5%	12.7%	8.6%	1.2%	6.5%
	65+	9.4%	14.2%	9.4%	34.6%	11.0%	6.3%	1.6%	13.4%
Total		16.2%	8.4%	8.8%	32.5%	14.7%	8.4%	1.7%	9.4%

Income * Problem Crosstabulation

		Problem							
		Othr	Econ	Crime	Tax	Roads	Dist dr	DUI	Gov
Income	-$40K	18.0%	7.0%	12.5%	21.9%	22.7%	6.3%	2.3%	9.4%
	$40-80K	16.9%	7.7%	9.3%	34.3%	14.5%	9.3%	2.0%	6.0%
	+$80K	16.0%	9.5%	6.1%	36.7%	11.6%	6.8%	1.4%	11.9%
Total		16.7%	8.4%	8.5%	33.0%	14.8%	7.6%	1.8%	9.3%

District * Problem Crosstabulation

		Problem							
		Othr	Econ	Crime	Tax	Roads	Dist dr	DUI	Gov
Dist	One	15.3%	7.2%	7.2%	31.9%	14.5%	10.2%	3.0%	10.6%
	Two	15.8%	7.5%	9.6%	32.9%	17.9%	4.6%	0.4%	11.3%
	Three	17.4%	10.3%	9.5%	33.1%	11.6%	10.3%	1.7%	6.2%
Total		16.2%	8.4%	8.8%	32.6%	14.6%	8.4%	1.7%	9.3%

Phone * Problem Crosstabulation

		Problem							
		Othr	Econ	Crime	Tax	Roads	Dist dr	DUI	Gov
Phone	Land	16.6%	10.5%	9.1%	32.1%	13.4%	8.2%	1.6%	8.4%
	Cell	15.5%	5.0%	8.3%	33.5%	16.5%	8.6%	1.8%	10.8%
Total		16.2%	8.4%	8.8%	32.6%	14.6%	8.4%	1.7%	9.3%

Gender * Problem Crosstabulation

		Problem							
		Othr	Econ	Crime	Tax	Roads	Dist dr	DUI	Gov
Gender	Male	14.0%	8.8%	7.7%	35.7%	15.1%	8.2%	1.1%	9.3%
	Female	18.4%	7.9%	9.9%	29.5%	14.2%	8.5%	2.3%	9.3%
Total		16.2%	8.4%	8.8%	32.6%	14.6%	8.4%	1.7%	9.3%

Age * Distracted Driving Rating Crosstabulation

		Distracted Driving Rating				
		Not Important	2	3	4	Very important
Age	16-20				37.5%	62.5%
	21-34	0.8%	4.7%	18.1%	22.8%	53.5%
	35-49	3.0%	3.3%	12.2%	22.7%	58.9%
	50-64	1.7%	4.1%	9.9%	18.8%	65.4%
	65+		2.5%	7.6%	12.1%	77.7%
Total		1.7%	3.6%	11.3%	19.9%	63.6%

Income * Distracted Driving Rating Crosstabulation

		Distracted Driving Rating				
		Not Important	2	3	4	Very important
Income	-$40K	0.6%	3.6%	11.2%	15.4%	69.2%
	$40-80K	1.6%	3.8%	10.2%	18.4%	66.0%
	+$80K	2.6%	4.0%	11.6%	23.3%	58.5%
Total		1.8%	3.8%	11.0%	19.9%	63.5%

Dist * Distracted Driving Rating Crosstabulation

		Distracted Driving Rating				
		Not Important	2	3	4	Very important
Dist	One	2.0%	3.3%	12.6%	20.5%	61.6%
	Two	1.7%	4.2%	11.5%	18.9%	63.6%
	Three	1.3%	3.2%	9.7%	20.1%	65.7%
Total		1.7%	3.6%	11.3%	19.8%	63.7%

Phone * Distracted Driving Rating Crosstabulation

		Distracted Driving Rating				
		Not Important	2	3	4	Very important
Phone	Land	1.3%	3.9%	9.9%	17.8%	67.1%
	Cell	2.2%	3.1%	13.4%	22.8%	58.5%
Total		1.7%	3.6%	11.3%	19.8%	63.7%

Gender * Distracted Driving Rating Crosstabulation

		Distracted Driving Rating				
		Not Important	2	3	4	Very important
Gender	Male	2.5%	3.9%	13.3%	22.0%	58.4%
	Female	0.9%	3.3%	9.3%	17.8%	68.7%
Total		1.7%	3.6%	11.3%	19.8%	63.7%

Age * DUI Rating Crosstabulation

		DUI Rating				
		Not Important	2	3	4	Very Important
Age	16-20		6.3%	6.3%	6.3%	81.3%
	21-34	1.6%	7.1%	18.9%	21.3%	51.2%
	35-49	2.0%	5.3%	17.5%	24.4%	50.8%
	50-64	2.1%	5.2%	15.5%	20.7%	56.6%
	65+	1.9%	3.2%	12.9%	13.5%	68.4%
Total		1.9%	5.2%	16.0%	20.5%	56.3%

Income * DUI Rating Crosstabulation

		DUI Rating				
		Not Important	2	3	4	Very Important
Income	-$40K	2.4%	4.2%	13.7%	17.3%	62.5%
	$40-80K	1.6%	6.0%	15.5%	21.8%	55.1%
	+$80K	2.3%	4.6%	18.3%	21.7%	53.1%
Total		2.0%	5.0%	16.3%	20.9%	55.8%

Dist * DUI Rating Crosstabulation

		DUI Rating				
		Not Important	2	3	4	Very Important
Dist	One	2.0%	5.0%	15.6%	22.6%	54.8%
	Two	1.0%	4.9%	16.1%	22.4%	55.6%
	Three	2.6%	5.6%	16.4%	17.0%	58.4%
Total		1.9%	5.2%	16.0%	20.6%	56.3%

Phone * DUI Rating Crosstabulation

		DUI Rating				
		Not Important	2	3	4	Very Important
Phone	Land	2.4%	4.9%	15.0%	17.8%	59.9%
	Cell	1.1%	5.6%	17.6%	24.9%	50.8%
Total		1.9%	5.2%	16.0%	20.6%	56.3%

Gender * DUI Rating Crosstabulation

		DUI Rating				
		Not Important	2	3	4	Very Important
Gender	Male	2.8%	6.9%	19.6%	21.9%	48.8%
	Female	1.1%	3.5%	12.7%	19.4%	63.3%
Total		1.9%	5.2%	16.0%	20.6%	56.3%

Age * Fuel Tax Rating Crosstabulation

		Fuel Tax Rating				
		Not Important	2	3	4	Very Important
Age	16-20	7.1%	7.1%	50.0%	21.4%	14.3%
	21-34	15.3%	16.1%	36.4%	19.5%	12.7%
	35-49	12.1%	20.7%	33.8%	18.3%	15.2%
	50-64	12.1%	11.7%	37.2%	16.0%	23.0%
	65+	6.2%	11.6%	32.9%	19.2%	30.1%
Total		11.4%	15.3%	35.4%	17.9%	20.0%

Income * Fuel Tax Rating Crosstabulation

		Fuel Tax Rating				
		Not Important	2	3	4	Very Important
Income	-$40K	9.0%	13.5%	37.4%	16.1%	23.9%
	$40-80K	8.0%	14.0%	32.8%	23.4%	21.7%
	+$80K	15.6%	18.8%	36.2%	14.4%	15.0%
Total		11.5%	16.0%	35.1%	18.1%	19.3%

Dist * Fuel Tax Rating Crosstabulation

		Fuel Tax Rating				
		Not Important	2	3	4	Very Important
Dist	One	11.6%	17.2%	35.4%	15.8%	20.0%
	Two	11.7%	17.2%	36.5%	16.4%	18.2%
	Three	11.3%	11.6%	34.2%	21.2%	21.6%
Total		11.5%	15.3%	35.4%	17.9%	20.0%

Phone * Fuel Tax Rating Crosstabulation

		Fuel Tax Rating				
		Not Important	2	3	4	Very Important
Phone	Land	10.7%	11.8%	35.5%	18.3%	23.7%
	Cell	12.8%	20.5%	35.1%	17.3%	14.3%
Total		11.5%	15.3%	35.4%	17.9%	20.0%

Gender * Fuel Tax Rating Crosstabulation

		Fuel Tax Rating				
		Not Important	2	3	4	Very Important
Gender	Male	14.7%	17.3%	33.7%	17.3%	17.1%
	Female	8.5%	13.3%	37.0%	18.4%	22.8%
Total		11.5%	15.3%	35.4%	17.9%	20.0%

		Percentage		
	State	Dist One	Dist Two	Dist Three

Impaired Driving

Would you favor or oppose each of the following penalties for
drunk driving:

5. Mandatory sentencing for drunk driving offenses				
Favor	63	64	58	67
Oppose	33	33	38	29
Don't know	4	3	5	4
6. Mandatory treatment for drunk driving offenders				
Favor	75	75	76	75
Oppose	22	22	21	23
Don't know	3	2	4	2
7. Mandatory interlock ignition for all first-time offenders				
Favor	66	64	65	69
Oppose	31	33	33	27
Don't know	3	2	3	4
8. In the last 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?				
Yes	3	2	2	4
No	97	98	98	97
9. What do you think the chances are of someone getting arrested if they drive after drinking? (Core Q. A-3)				
Very likely	9	12	6	8
Somewhat likely	35	34	38	34
Likely	19	22	14	21
Somewhat unlikely	26	26	28	25
Very unlikely	11	6	14	13
10. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? (Core Q. A-1)				
Never	75	77	71	78
Once	10	11	11	9
2-5 times	12	10	15	11
More than 5 times	3	2	3	3
11. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? (Core Q. A-2)				
Yes	47	48	44	49
No	53	52	56	52
12. In the past <u>60</u> days, have you read, seen or heard any drunk driving-related messages?				
Yes	53	56	53	49
No	47	44	47	52

Age * Mandatory Sentencing Crosstabulation

		Mandatory Sentencing		
		Favor	Oppose	DK
Age	16-20	68.8%	25.0%	6.3%
	21-34	61.4%	33.9%	4.7%
	35-49	65.0%	31.7%	3.3%
	50-64	61.4%	35.2%	3.4%
	65+	63.1%	32.5%	4.5%
Total		63.1%	33.1%	3.8%

Income * Mandatory Sentencing Crosstabulation

		Mandatory Sentencing		
		Favor	Oppose	DK
Income	-$40K	69.8%	26.6%	3.6%
	$40-80K	65.0%	30.9%	4.1%
	+$80K	58.4%	38.8%	2.8%
Total		63.2%	33.4%	3.5%

Dist * Mandatory Sentencing Crosstabulation

		Mandatory Sentencing		
		Favor	Oppose	DK
Dist	One	64.0%	32.7%	3.3%
	Two	57.5%	38.0%	4.5%
	Three	67.4%	29.0%	3.5%
Total		63.1%	33.1%	3.8%

Phone *Mandatory Sentencing Crosstabulation

		Mandatory Sentencing		
		Favor	Oppose	DK
Phone	Land	61.7%	34.1%	4.3%
	Cell	65.3%	31.7%	3.1%
Total		63.1%	33.1%	3.8%

Gender * Mandatory Sentencing Crosstabulation

		Mandatory Sentencing		
		Favor	Oppose	DK
Gender	Male	57.5%	39.7%	2.7%
	Female	68.4%	26.8%	4.8%
Total		63.1%	33.1%	3.8%

Age * Mandatory Treatment Crosstabulation

		Mandatory Treatment		
		Favor	Oppose	DK
Age	16-20	87.5%	12.5%	
	21-34	74.0%	23.6%	2.4%
	35-49	73.5%	22.9%	3.6%
	50-64	75.4%	22.5%	2.0%
	65+	79.0%	18.5%	2.5%
Total		75.4%	21.9%	2.7%

Income * Mandatory Treatment Crosstabulation

		Mandatory Treatment		
		Favor	Oppose	DK
Income	-$40K	75.1%	22.5%	2.4%
	$40-80K	80.1%	19.2%	0.6%
	+$80K	72.2%	24.4%	3.4%
Total		75.8%	22.1%	2.1%

Dist * Mandatory Treatment Crosstabulation

		Mandatory Treatment		
		Favor	Oppose	DK
Dist	One	75.2%	22.4%	2.3%
	Two	75.6%	20.6%	3.8%
	Three	75.2%	22.9%	1.9%
Total		75.3%	22.0%	2.7%

Phone * Mandatory Treatment Crosstabulation

		Mandatory Treatment		
		Favor	Oppose	DK
Phone	Land	75.4%	22.4%	2.2%
	Cell	75.3%	21.4%	3.3%
Total		75.3%	22.0%	2.7%

Gender * Mandatory Treatment Crosstabulation

		Mandatory Treatment		
		Favor	Oppose	DK
Gender	Male	66.2%	30.8%	3.0%
	Female	84.0%	13.6%	2.4%
Total		75.3%	22.0%	2.7%

Age * Mandatory Interlock Ignition Crosstabulation

		Mandatory Interlock Ignition		
		Favor	Oppose	DK
Age	16-20	68.8%	25.0%	6.3%
	21-34	66.9%	29.9%	3.1%
	35-49	63.7%	33.0%	3.3%
	50-64	68.6%	29.7%	1.7%
	65+	65.6%	29.9%	4.5%
Total		66.2%	30.8%	3.0%

Income * Mandatory Interlock Ignition Crosstabulation

		Mandatory Interlock Ignition		
		Favor	Oppose	DK
Income	-$40K	57.4%	37.3%	5.3%
	$40-80K	65.0%	31.5%	3.5%
	+$80K	71.1%	26.9%	2.0%
Total		66.0%	30.8%	3.2%

Dist * Mandatory Interlock Ignition Crosstabulation

		Mandatory Interlock Ignition		
		Favor	Oppose	DK
Dist	One	64.4%	33.3%	2.3%
	Two	64.5%	32.8%	2.8%
	Three	69.4%	26.8%	3.9%
Total		66.1%	30.9%	3.0%

Phone * Mandatory Interlock Ignition Crosstabulation

		Mandatory Interlock Ignition		
		Favor	Oppose	DK
Phone	Land	64.4%	32.2%	3.3%
	Cell	68.6%	28.9%	2.5%
Total		66.1%	30.9%	3.0%

Gender * Mandatory Interlock Ignition Crosstabulation

		Mandatory Interlock Ignition		
		Favor	Oppose	DK
Gender	Male	64.2%	34.5%	1.4%
	Female	68.0%	27.5%	4.5%
Total		66.1%	30.9%	3.0%

Age * Driven While Impaired Crosstabulation

		Driven While Impaired	
		Yes	No
Age	16-20		100.0%
	21-34	3.2%	96.8%
	35-49	4.3%	95.7%
	50-64	1.7%	98.3%
	65+	0.6%	99.4%
Total		2.6%	97.4%

Income * Driven While Impaired Crosstabulation

		Driven While Impaired	
		Yes	No
Income	-$40K	2.4%	97.6%
	$40-80K	2.5%	97.5%
	+$80K	2.8%	97.2%
Total		2.6%	97.4%

Dist * Driven While Impaired Crosstabulation

		Driven While Impaired	
		Yes	No
Dist	One	2.0%	98.0%
	Two	2.1%	97.9%
	Three	3.5%	96.5%
Total		2.6%	97.4%

Phone * Driven While Impaired Crosstabulation

		Driven While Impaired	
		Yes	No
Phone	Land	1.7%	98.3%
	Cell	3.9%	96.1%
Total		2.6%	97.4%

Gender * Driven While Impaired Crosstabulation

		Driven While Impaired	
		Yes	No
Gender	Male	3.0%	97.0%
	Female	2.2%	97.8%
Total		2.6%	97.4%

Age * DUI Arrest Chance Crosstabulation

		DUI Arrest Chance				
		Very Likely	Somewhat likely	Likely	Somewhat unlikely	Very Unlikely
Age	16-20	6.3%	31.3%	50.0%	6.3%	6.3%
	21-34	8.7%	35.4%	25.2%	23.6%	7.1%
	35-49	10.3%	34.1%	19.2%	24.8%	11.6%
	50-64	8.3%	36.6%	14.8%	30.3%	10.0%
	65+	7.8%	35.1%	18.2%	24.7%	14.3%
Total		8.9%	35.2%	19.0%	26.1%	10.8%

Income * DUI Arrest Chance Crosstabulation

		DUI Arrest Chance				
		Very Likely	Somewhat likely	Likely	Somewhat unlikely	Very Unlikely
Income	-$40K	14.3%	29.8%	25.6%	22.0%	8.3%
	$40-80K	7.3%	39.2%	18.8%	22.0%	12.7%
	+$80K	8.6%	32.6%	16.4%	31.4%	11.0%
Total		9.3%	34.5%	19.2%	25.9%	11.1%

Dist * DUI Arrest Chance Crosstabulation

		DUI Arrest Chance				
		Very Likely	Somewhat likely	Likely	Somewhat unlikely	Very Unlikely
Dist	One	12.0%	34.2%	21.6%	25.9%	6.3%
	Two	6.3%	37.7%	14.1%	27.8%	14.1%
	Three	8.2%	33.8%	21.0%	24.6%	12.5%
Total		8.9%	35.2%	19.0%	26.1%	10.9%

Phone * DUI Arrest Chance Crosstabulation

		DUI Arrest Chance				
		Very Likely	Somewhat likely	Likely	Somewhat unlikely	Very Unlikely
Phone	Land	7.9%	38.2%	15.3%	27.5%	11.1%
	Cell	10.3%	30.6%	24.5%	24.0%	10.6%
Total		8.9%	35.2%	19.0%	26.1%	10.9%

Gender * DUI Arrest Chance Crosstabulation

		DUI Arrest Chance				
		Very Likely	Somewhat likely	Likely	Somewhat unlikely	Very Unlikely
Gender	Male	9.5%	31.3%	19.2%	26.6%	13.4%
	Female	8.3%	38.9%	18.8%	25.5%	8.5%
Total		8.9%	35.2%	19.0%	26.1%	10.9%

Age * Driven 2 Hrs After Drinking Crosstabulation

		Driven 2 Hrs After Drinking			
		Never	Once	2-5 Times	+5 Times
Age	16-20	100.0%			
	21-34	61.6%	16.0%	18.4%	4.0%
	35-49	71.5%	9.6%	15.9%	3.0%
	50-64	79.4%	11.7%	6.5%	2.4%
	65+	83.3%	5.1%	9.6%	1.9%
Total		75.3%	10.2%	11.8%	2.7%

Income * Driven 2 Hrs After Drinking Crosstabulation

		Driven 2 Hrs After Drinking			
		Never	Once	2-5 Times	+5 Times
Income	-$40K	82.6%	4.8%	8.4%	4.2%
	$40-80K	76.8%	9.6%	12.1%	1.6%
	+$80K	68.6%	14.0%	14.6%	2.9%
Total		74.5%	10.5%	12.4%	2.6%

Dist * Driven 2 Hrs After Drinking Crosstabulation

		Driven 2 Hrs After Drinking			
		Never	Once	2-5 Times	+5 Times
Dist	One	77.1%	11.0%	9.6%	2.3%
	Two	70.7%	11.3%	15.2%	2.8%
	Three	77.9%	8.5%	10.7%	2.9%
Total		75.3%	10.2%	11.8%	2.7%

Phone * Driven 2 Hrs After Drinking Crosstabulation

		Driven 2 Hrs After Drinking			
		Never	Once	2-5 Times	+5 Times
Phone	Land	80.3%	9.6%	8.3%	1.9%
	Cell	68.0%	11.1%	17.0%	3.9%
Total		75.3%	10.2%	11.8%	2.7%

Gender * Driven 2 Hrs After Drinking Crosstabulation

		Driven 2 Hrs After Drinking			
		Never	Once	2-5 Times	+5 Times
Gender	Male	69.5%	11.1%	15.2%	4.2%
	Female	80.8%	9.4%	8.5%	1.3%
Total		75.3%	10.2%	11.8%	2.7%

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Age * DUI Enforcement Awareness Crosstabulation

| | | DUI Enforcement Awareness | |
		Yes	No
Age	16-20	68.8%	31.3%
	21-34	46.4%	53.6%
	35-49	41.5%	58.5%
	50-64	46.3%	53.7%
	65+	55.1%	44.9%
Total		46.7%	53.3%

Income * DUI Enforcement Awareness Crosstabulation

| | | DUI Enforcement Awareness | |
		Yes	No
Income	-$40K	43.4%	56.6%
	$40-80K	46.3%	53.7%
	+$80K	46.9%	53.1%
Total		45.9%	54.1%

Dist * DUI Enforcement Awareness Crosstabulation

| | | DUI Enforcement Awareness | |
		Yes	No
Dist	One	47.6%	52.4%
	Two	43.8%	56.2%
	Three	48.5%	51.5%
Total		46.7%	53.3%

Phone * DUI Enforcement Awareness Crosstabulation

| | | DUI Enforcement Awareness | |
		Yes	No
Phone	Land	50.4%	49.6%
	Cell	41.3%	58.7%
Total		46.7%	53.3%

Gender * DUI Enforcement Awareness Crosstabulation

| | | DUI Enforcement Awareness | |
		Yes	No
Gender	Male	44.3%	55.7%
	Female	49.0%	51.0%
Total		46.7%	53.3%

Age * DUI Awareness Crosstabulation

		DUI Awareness	
		Yes	No
Age	16-20	62.5%	37.5%
	21-34	46.3%	53.7%
	35-49	55.7%	44.3%
	50-64	51.7%	48.3%
	65+	51.6%	48.4%
Total		52.5%	47.5%

Income * DUI Awareness Crosstabulation

		DUI Awareness	
		Yes	No
Income	-$40K	45.2%	54.8%
	$40-80K	53.4%	46.6%
	+$80K	54.5%	45.5%
Total		52.2%	47.8%

Dist * DUI Awareness Crosstabulation

		DUI Awareness	
		Yes	No
Dist	One	56.1%	43.9%
	Two	53.3%	46.7%
	Three	48.5%	51.5%
Total		52.6%	47.4%

Phone * DUI Awareness Crosstabulation

		DUI Awareness	
		Yes	No
Phone	Land	55.0%	45.0%
	Cell	48.9%	51.1%
Total		52.6%	47.4%

Gender * DUI Awareness Crosstabulation

		DUI Awareness	
		Yes	No
Gender	Male	50.6%	49.4%
	Female	54.5%	45.5%
Total		52.6%	47.4%

		Percentage		
	State	Dist One	Dist Two	Dist Three

Seat Belts

13. How often do you use safety belts when you drive or ride
in a car, van, sport utility vehicle or pickup? (Core Q. B-1)

	State	Dist One	Dist Two	Dist Three
Always	77	81	86	65
Nearly always	13	11	8	20
Sometimes	6	5	4	8
Seldom	2	1	1	3
Never	2	2	1	4

14. Should law enforcement officers be allowed to stop a vehicle and
write a ticket if the driver and passengers are not wearing a seat belt?

	State	Dist One	Dist Two	Dist Three
Yes	54	56	55	51
No	44	43	43	45
Don't know	2	--	2	4

15. What do you think the chances are of getting a ticket if you
don't wear your safety belt? (Core Q. B-3)

	State	Dist One	Dist Two	Dist Three
Very likely	8	9	8	9
Somewhat likely	20	22	17	21
Likely	15	16	13	15
Unlikely	34	36	34	32
Very unlikely	23	17	28	23

16. What amount of fine do you think would get non-seat-belt-users
to use their seat belt?

	State	Dist One	Dist Two	Dist Three
$25-50	25	24	24	29
$51-100	27	27	27	28
$101-150	20	23	22	17
$151-200	5	4	7	6
Over $200	22	23	21	22

17. In the past 60 days, have you read, seen or heard anything
about seat belt enforcement? (Core Q. B-2)

	State	Dist One	Dist Two	Dist Three
Yes	26	27	19	32
No	74	73	81	68

18. In the past 60 days, have you read, seen or heard any
Click It Or Ticket seat belt messages?

	State	Dist One	Dist Two	Dist Three
Yes	44	51	39	43
No	56	50	61	57

19. (IF YES) Do you remember where that was?

	State	Dist One	Dist Two	Dist Three
Signs	31	40	29	22
TV	27	22	32	31
Radio	18	17	14	22
All others (Internet, newspaper, background, sports, gas stations)	13	13	11	16
Don't know	11	9	15	9

Age * Seat Belt Use Crosstabulation

		Seat Belt Use				
		Always	Nearly always	Sometimes	Seldom	Never
Age	16-20	75.0%	18.8%	6.3%		
	21-34	64.6%	18.9%	10.2%	3.1%	3.1%
	35-49	78.1%	11.4%	5.9%	1.6%	2.9%
	50-64	82.9%	10.2%	4.1%	1.4%	1.4%
	65+	73.9%	17.2%	5.1%	1.9%	1.9%
Total		77.0%	13.2%	5.8%	1.8%	2.2%

Income * Seat Belt Use Crosstabulation

		Seat Belt Use				
		Always	Nearly always	Sometimes	Seldom	Never
Income	-$40K	68.0%	14.8%	8.9%	4.1%	4.1%
	$40-80K	72.6%	17.4%	5.4%	1.6%	3.2%
	+$80K	84.1%	9.9%	4.2%	0.8%	0.8%
Total		76.5%	13.7%	5.6%	1.8%	2.4%

Dist * Seat Belt Use Crosstabulation

		Seat Belt Use				
		Always	Nearly always	Sometimes	Seldom	Never
Dist	One	80.9%	11.2%	5.0%	1.3%	1.7%
	Two	86.1%	7.7%	3.8%	1.4%	1.0%
	Three	64.8%	20.3%	8.4%	2.6%	3.9%
Total		77.0%	13.2%	5.8%	1.8%	2.2%

Phone * Seat Belt Use Crosstabulation

		Seat Belt Use				
		Always	Nearly always	Sometimes	Seldom	Never
Phone	Land	77.2%	13.0%	5.9%	1.5%	2.4%
	Cell	76.7%	13.6%	5.6%	2.2%	1.9%
Total		77.0%	13.2%	5.8%	1.8%	2.2%

Gender * Seat Belt Use Crosstabulation

		Seat Belt Use				
		Always	Nearly always	Sometimes	Seldom	Never
Gender	Male	69.2%	16.2%	8.4%	2.7%	3.4%
	Female	84.4%	10.4%	3.2%	0.9%	1.1%
Total		77.0%	13.2%	5.8%	1.8%	2.2%

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Age * Primary Seat Belt Law Crosstabulation

		Primary Seat Belt Law		
		Yes	No	DK
Age	16-20	81.3%	18.8%	
	21-34	54.3%	44.9%	0.8%
	35-49	50.3%	47.1%	2.6%
	50-64	52.9%	44.4%	2.7%
	65+	61.1%	38.2%	0.6%
Total		54.2%	43.8%	2.0%

Income * Primary Seat Belt Law Crosstabulation

		Primary Seat Belt Law		
		Yes	No	DK
Income	-$40K	54.4%	44.4%	1.2%
	$40-80K	54.6%	43.2%	2.2%
	+$80K	53.0%	45.0%	2.0%
Total		53.9%	44.2%	1.9%

Dist * Primary Seat Belt Law Crosstabulation

		Primary Seat Belt Law		
		Yes	No	DK
Dist	One	56.4%	43.2%	0.3%
	Two	55.1%	42.9%	2.1%
	Three	51.3%	45.2%	3.5%
Total		54.2%	43.8%	2.0%

Phone * Primary Seat Belt Law Crosstabulation

		Primary Seat Belt Law		
		Yes	No	DK
Phone	Land	53.3%	44.4%	2.2%
	Cell	55.6%	42.8%	1.7%
Total		54.2%	43.8%	2.0%

Gender * Primary Seat Belt Law Crosstabulation

		Primary Seat Belt Law		
		Yes	No	DK
Gender	Male	47.3%	50.9%	1.8%
	Female	60.8%	37.0%	2.2%
Total		54.2%	43.8%	2.0%

Age * No Seat Belt Arrest Chance Crosstabulation

		No Seat Belt Arrest Chance					
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely	Total
Age	16-20	6.3%	25.0%	31.3%	37.5%		100.0%
	21-34	11.1%	21.4%	17.5%	34.9%	15.1%	100.0%
	35-49	8.8%	19.6%	16.7%	34.3%	20.6%	100.0%
	50-64	7.0%	17.8%	13.2%	36.2%	25.8%	100.0%
	65+	8.4%	23.2%	10.3%	29.0%	29.0%	100.0%
Total		8.4%	20.0%	14.8%	34.2%	22.6%	100.0%

Income * No Seat Belt Arrest Chance Crosstabulation

		No Seat Belt Arrest Chance				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Income	-$40K	14.4%	24.6%	16.2%	27.5%	17.4%
	$40-80K	10.2%	21.9%	16.8%	34.3%	16.8%
	+$80K	4.3%	15.8%	12.6%	38.5%	28.7%
Total		8.6%	19.9%	14.9%	34.7%	21.9%

Dist * No Seat Belt Arrest Chance Crosstabulation

		No Seat Belt Arrest Chance				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Dist	One	8.6%	22.1%	16.2%	36.3%	16.8%
	Two	7.7%	17.3%	13.0%	34.2%	27.8%
	Three	8.9%	20.7%	15.1%	31.9%	23.4%
Total		8.4%	20.1%	14.8%	34.1%	22.6%

Phone * No Seat Belt Arrest Chance Crosstabulation

		No Seat Belt Arrest Chance				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Phone	Land	7.3%	19.1%	13.5%	35.6%	24.4%
	Cell	10.1%	21.5%	16.8%	31.8%	19.8%
Total		8.4%	20.1%	14.8%	34.1%	22.6%

Gender * No Seat Belt Arrest Chance Crosstabulation

		No Seat Belt Arrest Chance				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Gender	Male	7.6%	16.9%	16.2%	36.0%	23.3%
	Female	9.2%	23.1%	13.5%	32.3%	21.8%
Total		8.4%	20.1%	14.8%	34.1%	22.6%

Age * No Seat Belt Fine Crosstabulation

		No Seat Belt Fine				
		$25-50	$51-100	$101-150	$151-200	+$200
Age	16-20	12.5%	43.8%	6.3%	12.5%	25.0%
	21-34	22.3%	28.9%	23.1%	8.3%	17.4%
	35-49	20.8%	25.8%	23.3%	5.0%	25.1%
	50-64	28.3%	25.3%	18.5%	4.9%	23.0%
	65+	32.2%	31.5%	16.8%	3.5%	16.1%
Total		25.2%	27.4%	20.3%	5.3%	21.7%

Income * No Seat Belt Fine Crosstabulation

		No Seat Belt Fine				
		$25-50	$51-100	$101-150	$151-200	+$200
Income	-$40K	30.5%	24.0%	16.2%	4.5%	24.7%
	$40-80K	26.5%	28.5%	20.1%	4.4%	20.5%
	+$80K	21.0%	26.9%	23.5%	7.1%	21.6%
Total		25.0%	26.9%	20.7%	5.5%	21.8%

Dist * No Seat Belt Fine Crosstabulation

		No Seat Belt Fine				
		$25-50	$51-100	$101-150	$151-200	+$200
Dist	One	23.7%	27.2%	22.6%	3.6%	22.9%
	Two	23.6%	27.3%	21.7%	6.7%	20.6%
	Three	28.7%	27.6%	16.5%	5.7%	21.5%
Total		25.3%	27.4%	20.2%	5.3%	21.7%

Phone * No Seat Belt Fine Crosstabulation

		No Seat Belt Fine				
		$25-50	$51-100	$101-150	$151-200	+$200
Phone	Land	29.9%	26.8%	18.1%	4.5%	20.6%
	Cell	18.8%	28.2%	23.2%	6.5%	23.2%
Total		25.3%	27.4%	20.2%	5.3%	21.7%

Gender * No Seat Belt Fine Crosstabulation

		No Seat Belt Fine				
		$25-50	$51-100	$101-150	$151-200	+$200
Gender	Male	29.8%	26.6%	17.0%	5.0%	21.6%
	Female	21.1%	28.2%	23.2%	5.6%	21.8%
Total		25.3%	27.4%	20.2%	5.3%	21.7%

Age * Seat Belt Enforcement Awareness Crosstabulation

| | | Seat Belt Enforcement Awareness | |
		Yes	No
Age	16-20	37.5%	62.5%
	21-34	32.0%	68.0%
	35-49	24.2%	75.8%
	50-64	26.6%	73.4%
	65+	24.0%	76.0%
Total		26.3%	73.7%

Income * Seat Belt Enforcement Awareness Crosstabulation

| | | Seat Belt Enforcement Awareness | |
		Yes	No
Income	-$40K	28.6%	71.4%
	$40-80K	26.0%	74.0%
	+$80K	25.4%	74.6%
Total		26.3%	73.7%

Dist * Seat Belt Enforcement Awareness Crosstabulation

| | | Seat Belt Enforcement Awareness | |
		Yes	No
Dist	One	27.2%	72.8%
	Two	18.9%	81.1%
	Three	32.4%	67.6%
Total		26.4%	73.6%

Phone * Seat Belt Enforcement Awareness Crosstabulation

| | | Seat Belt Enforcement Awareness | |
		Yes	No
Phone	Land	26.6%	73.4%
	Cell	26.1%	73.9%
Total		26.4%	73.6%

Gender * Seat Belt Enforcement Awareness Crosstabulation

| | | Seat Belt Enforcement Awareness | |
		Yes	No
Gender	Male	30.4%	69.6%
	Female	22.5%	77.5%
Total		26.4%	73.6%

Age * CIOT Awareness Crosstabulation

		CIOT Awareness	
		Yes	No
Age	16-20	81.3%	18.8%
	21-34	52.1%	47.9%
	35-49	44.2%	55.8%
	50-64	40.3%	59.7%
	65+	41.7%	58.3%
Total		44.2%	55.8%

Income * CIOT Awareness Crosstabulation

		CIOT Awareness	
		Yes	No
Income	-$40K	35.8%	64.2%
	$40-80K	47.3%	52.7%
	+$80K	44.3%	55.7%
Total		43.7%	56.3%

Dist * CIOT Awareness Crosstabulation

		CIOT Awareness	
		Yes	No
Dist	One	50.5%	49.5%
	Two	38.7%	61.3%
	Three	43.0%	57.0%
Total		44.2%	55.8%

Phone * CIOT Awareness Crosstabulation

		CIOT Awareness	
		Yes	No
Phone	Land	42.1%	57.9%
	Cell	47.3%	52.7%
Total		44.2%	55.8%

Gender * CIOT Awareness Crosstabulation

		CIOT Awareness	
		Yes	No
Gender	Male	50.3%	49.7%
	Female	38.3%	61.7%
Total		44.2%	55.8%

Age * CIOT Media Crosstabulation

		CIOT Media				
		Others	TV	Radio	Signs	DK
Age	16-20	15.4%	7.7%	15.4%	53.8%	7.7%
	21-34	15.9%	12.7%	20.6%	38.1%	12.7%
	35-49	12.0%	18.8%	20.3%	36.8%	12.0%
	50-64	11.2%	39.7%	14.7%	24.1%	10.3%
	65+	16.9%	41.5%	15.4%	18.5%	7.7%
Total		13.3%	27.4%	17.7%	30.8%	10.8%

Income * CIOT Media Crosstabulation

		CIOT Media				
		Others	TV	Radio	Signs	DK
Income	-$40K	22.0%	35.6%	18.6%	15.3%	8.5%
	$40-80K	11.5%	29.7%	18.9%	31.1%	8.8%
	+$80K	11.8%	20.3%	18.3%	39.9%	9.8%
Total		13.3%	26.7%	18.6%	32.2%	9.2%

Dist * CIOT Media Crosstabulation

		CIOT Media				
		Others	TV	Radio	Signs	DK
Dist	One	12.6%	21.9%	16.6%	39.7%	9.3%
	Two	11.1%	31.5%	13.9%	28.7%	14.8%
	Three	16.0%	30.5%	22.1%	22.1%	9.2%
Total		13.3%	27.4%	17.7%	30.8%	10.8%

Phone * CIOT Media Crosstabulation

		CIOT Media				
		Others	TV	Radio	Signs	DK
Phone	Land	12.1%	36.2%	17.4%	25.4%	8.9%
	Cell	15.1%	15.7%	18.1%	38.0%	13.3%
Total		13.3%	27.4%	17.7%	30.8%	10.8%

Gender * CIOT Media Crosstabulation

		CIOT Media				
		Others	TV	Radio	Signs	DK
Gender	Male	13.4%	23.6%	23.6%	26.9%	12.5%
	Female	13.2%	32.2%	10.3%	35.6%	8.6%
Total		13.3%	27.4%	17.7%	30.8%	10.8%

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		Percentage		
	State	Dist One	Dist Two	Dist Three

Speed

20. On a local road with a speed limit of 30 mph, how often
    do you drive faster than 35 mph: (Core Q. S-1a)

	State	Dist One	Dist Two	Dist Three
Most of the time/usually	14	12	16	15
Half the time	19	19	20	18
Rarely	48	49	51	44
Never	19	20	13	23

21. On a local road with a speed limit of 65 mph, how often
    do you drive faster than 70 mph: (Core Q. S-1b)

	State	Dist One	Dist Two	Dist Three
Most of the time/usually	6	6	8	4
Half the time	12	10	17	9
Rarely	44	46	45	42
Never	38	39	31	45

22. In the past 30 days, have you read, seen or heard anything
    about speeding enforcement? (Core Q. S-2)

	State	Dist One	Dist Two	Dist Three
Yes	28	32	27	26
No	72	68	73	74

23. What do you think the chances are of getting a ticket
    if you drive over the speed limit? (Core Q. S-3)

	State	Dist One	Dist Two	Dist Three
Very likely	13	15	9	14
Somewhat likely	39	43	36	38
Likely	28	26	24	33
Unlikely	16	13	22	12
Very unlikely	5	4	8	3

Age * Speeding Over 30 Crosstabulation

		Speeding Over 30			
		Usually	Half the time	Rarely	Never
Age	16-20	25.0%	12.5%	43.8%	18.8%
	21-34	19.8%	27.8%	38.9%	13.5%
	35-49	14.7%	18.3%	50.3%	16.7%
	50-64	13.7%	16.5%	49.1%	20.6%
	65+	9.6%	17.3%	50.0%	23.1%
Total		14.4%	18.8%	48.2%	18.7%

Income * Speeding Over 30 Crosstabulation

	Speeding Over 30			
	Usually	Half the time	Rarely	Never
Income				
	17.3%	14.9%	41.7%	26.2%
	10.8%	20.6%	51.6%	17.1%
	17.4%	19.4%	47.0%	16.2%
Total	14.9%	18.9%	47.7%	18.6%

Dist * Speeding Over 30 Crosstabulation

		Speeding Over 30			
		Usually	Half the time	Rarely	Never
Dist	One	11.9%	18.9%	49.3%	19.9%
	Two	16.1%	19.6%	51.0%	13.3%

	Three	15.3%	17.9%	44.2%	22.7%
Total		14.4%	18.8%	48.1%	18.8%

Phone * Speeding Over 30 Crosstabulation

		Speeding Over 30			
		Usually	Half the time	Rarely	Never
Phone	Land	13.0%	17.3%	50.5%	19.2%
	Cell	16.4%	20.9%	44.6%	18.1%
Total		14.4%	18.8%	48.1%	18.8%

Gender * Speeding Over 30 Crosstabulation

	Speeding Over 30			
	Usually	Half the time	Rarely	Never
Gender				
	17.8%	17.6%	47.1%	17.4%
	11.1%	19.8%	49.0%	20.0%
Total	14.4%	18.8%	48.1%	18.8%

Age * Speeding Over 65 Crosstabulation

		Speeding Over 65			
		Usually	Half the time	Rarely	Never
Age	16-20	6.3%	6.3%	37.5%	50.0%
	21-34	3.9%	22.0%	43.3%	30.7%
	35-49	7.5%	12.4%	49.3%	30.7%
	50-64	4.8%	10.6%	40.3%	44.4%
	65+	5.8%	5.1%	42.9%	46.2%
Total		5.8%	11.8%	44.2%	38.2%

Income * Speeding Over 65 Crosstabulation

	Speeding Over 65			
	Usually	Half the time	Rarely	Never
Income				
	1.8%	11.3%	37.5%	49.4%

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		4.4%	10.4%	44.5%	40.7%
		9.1%	13.9%	46.5%	30.6%
Total		5.8%	12.1%	43.9%	38.2%

Dist * Speeding Over 65 Crosstabulation

		Speeding Over 65			
		Usually	Half the time	Rarely	Never
Dist	One	5.6%	9.6%	46.2%	38.6%
	Two	7.7%	16.7%	44.6%	31.0%
	Three	4.2%	9.4%	41.7%	44.7%
Total		5.8%	11.8%	44.2%	38.3%

Phone * Speeding Over 65 Crosstabulation

		Speeding Over 65			
		Usually	Half the time	Rarely	Never
Phone	Land	4.6%	10.0%	42.5%	42.9%
	Cell	7.5%	14.4%	46.7%	31.4%
Total		5.8%	11.8%	44.2%	38.3%

Gender * Speeding Over 65 Crosstabulation

	Speeding Over 65			
	Usually	Half the time	Rarely	Never
Gender	6.4%	12.8%	48.9%	32.0%

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		5.2%	10.8%	39.7%	44.3%
Total		5.8%	11.8%	44.2%	38.3%

Age * Speeding Enforcement Awareness Crosstabulation

		Speeding Enforcement Awareness	
		Yes	No
Age	16-20	50.0%	50.0%
	21-34	28.3%	71.7%
	35-49	25.7%	74.3%
	50-64	28.7%	71.3%
	65+	30.1%	69.9%
Total		28.2%	71.8%

Income * Speeding Enforcement Awareness Crosstabulation

	Speeding Enforcement Awareness	
	Yes	No
Income		
	26.3%	73.7%
	30.6%	69.4%
	26.1%	73.9%

| Total | 27.8% | 72.2% |

Dist * Speeding Enforcement Awareness Crosstabulation

		Speeding Enforcement Awareness	
		Yes	No
Dist	One	31.6%	68.4%
	Two	27.4%	72.6%
	Three	26.0%	74.0%
Total		28.3%	71.7%

Phone * Speeding Enforcement Awareness Crosstabulation

		Speeding Enforcement Awareness	
		Yes	No
Phone	Land	29.2%	70.8%
	Cell	27.0%	73.0%
Total		28.3%	71.7%

Gender * Speeding Enforcement Awareness Crosstabulation

	Speeding Enforcement Awareness	
	Yes	No
Gender		
	27.1%	72.9%
	29.5%	70.5%
Total	28.3%	71.7%

Age * Speeding Ticket Chances Crosstabulation

		Speeding Ticket Chances				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Age	16-20	12.5%	37.5%	50.0%		
	21-34	24.4%	37.8%	27.6%	7.9%	2.4%
	35-49	13.5%	37.0%	31.7%	14.2%	3.6%
	50-64	11.3%	39.7%	22.3%	21.2%	5.5%
	65+	5.1%	42.9%	29.5%	14.7%	7.7%
Total		12.9%	39.0%	28.0%	15.4%	4.7%

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Income * Speeding Ticket Chances Crosstabulation

	Speeding Ticket Chances				
	Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Income					
	18.3%	37.9%	26.6%	13.6%	3.6%
	13.6%	44.0%	27.8%	9.8%	4.7%
	8.3%	35.2%	30.4%	20.6%	5.4%
Total	12.4%	39.1%	28.7%	15.1%	4.8%

Dist * Speeding Ticket Chances Crosstabulation

		Speeding Ticket Chances				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Dist	One		42.7%	26.2%	12.6%	3.6%
	Two		36.2%	24.0%	22.3%	8.0%
	Three		37.9%	33.3%	12.1%	2.6%
Total			39.0%	27.9%	15.5%	4.7%

Phone * Speeding Ticket Chances Crosstabulation

Speeding Ticket Chances

		Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Phone	Land	41.4%	25.0%	17.0%	4.9%
	Cell	35.4%	32.3%	13.4%	4.5%
Total		39.0%	27.9%	15.5%	4.7%

Gender * Speeding Ticket Chances Crosstabulation

		Speeding Ticket Chances				
		Very likely	Somewhat likely	Likely	Somewhat unlikely	Very unlikely
Gender	Male	11.2%	35.5%	29.5%	17.4%	6.4%
	Female	14.4%	42.4%	26.4%	13.8%	3.1%
Total		12.8%	39.0%	27.9%	15.5%	4.7%

	State	Percentage Dist One	Dist Two	Dist Three

Distracted Driving

24. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving?

	State	Dist One	Dist Two	Dist Three
Support	56	56	59	54
Oppose	40	41	38	42
Don't know	3	2	3	5

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25. Would you support or oppose a law that allows law enforcement
   to stop a driver and ticket them solely for texting while driving?
   Support   91   88   91   92
   Oppose   9   12   9   8

Miscellaneous

26. Should the Nebraska law requiring motorcycle helmets
   be repealed or continued?
   Continue   75   77   78   70
   Repeal   22   20   18   27
   Don't know   3   3   4   3

27. Do you think driving under the influence of marijuana increases
   the risk of having a crash?
   Yes   77   72   76   83
   No   13   16   16   8
   Don't know   10   12   9   9

28. Do you know anyone who drives after smoking or ingesting marijuana?
   Yes   20   20   24   16
   No   79   80   74   82
   Don't know   2   1   2   2

Age * Primary Cell Phone Law Crosstabulation

		Primary Cell Phone Law		
		Support	Oppose	DK
Age	16-20	37.5%	62.5%	
	21-34	42.5%	55.9%	1.6%
	35-49	46.4%	50.0%	3.6%
	50-64	63.5%	32.1%	4.4%
	65+	75.8%	22.3%	1.9%
Total		56.4%	40.4%	3.2%

Income * Primary Cell Phone Law Crosstabulation

		Primary Cell Phone Law		
		Support	Oppose	DK
Income	-$40K	65.1%	32.0%	3.0%
	$40-80K	56.5%	39.4%	4.1%
	+$80K	53.8%	44.5%	1.7%
Total		57.1%	40.0%	2.9%

Dist * Primary Cell Phone Law Crosstabulation

		Primary Cell Phone Law		
		Support	Oppose	DK
Dist	One	56.4%	41.3%	2.3%
	Two	59.2%	38.0%	2.8%
	Three	53.9%	41.6%	4.5%
Total		56.4%	40.3%	3.2%

Phone * Primary Cell Phone Law Crosstabulation

		Primary Cell Phone Law		
		Support	Oppose	DK
Phone	Land	62.2%	33.9%	3.9%
	Cell	47.8%	50.0%	2.2%
Total		56.4%	40.3%	3.2%

Gender * Primary Cell Phone Law Crosstabulation

		Primary Cell Phone Law		
		Support	Oppose	DK
Gender	Male	55.5%	41.1%	3.4%
	Female	57.4%	39.6%	3.0%
Total		56.4%	40.3%	3.2%

Age * Primary Texting Law Crosstabulation

		Primary Texting Law	
		Support	Oppose
Age	16-20	81.3%	18.8%
	21-34	83.5%	16.5%
	35-49	87.8%	12.2%
	50-64	94.5%	5.5%
	65+	95.5%	4.5%
Total		90.6%	9.4%

Income * Primary Texting Law Crosstabulation

		Primary Texting Law	
		Support	Oppose
Income	-$40K	88.7%	11.3%
	$40-80K	90.2%	9.8%
	+$80K	91.5%	8.5%
Total		90.4%	9.6%

Dist * Primary Texting Law Crosstabulation

		Primary Texting Law	
		Support	Oppose
Dist	One	88.4%	11.6%
	Two	91.3%	8.7%
	Three	92.2%	7.8%
Total		90.6%	9.4%

Phone * Primary Texting Law Crosstabulation

		Primary Texting Law	
		Support	Oppose
Phone	Land	91.6%	8.4%
	Cell	89.1%	10.9%
Total		90.6%	9.4%

Gender * Primary Texting Law Crosstabulation

		Primary Texting Law	
		Support	Oppose
Gender	Male	87.6%	12.4%
	Female	93.5%	6.5%
Total		90.6%	9.4%

Age * Helmet Law Crosstabulation

		Helmet Law		
		Repeal	Continue	DK
Age	16-20	6.3%	93.8%	
	21-34	17.3%	79.5%	3.1%
	35-49	28.4%	67.6%	3.9%
	50-64	20.8%	76.8%	2.4%
	65+	14.0%	81.5%	4.5%
Total		21.5%	75.2%	3.3%

Income * Helmet Law Crosstabulation

		Helmet Law		
		Repeal	Continue	DK
Income	-$40K	19.5%	75.7%	4.7%
	$40-80K	21.1%	75.1%	3.8%
	+$80K	23.2%	74.5%	2.3%
Total		21.7%	75.0%	3.3%

Dist * Helmet Law Crosstabulation

		Helmet Law		
		Repeal	Continue	DK
Dist	One	19.5%	77.2%	3.3%
	Two	18.1%	78.4%	3.5%
	Three	26.8%	70.0%	3.2%
Total		21.6%	75.1%	3.3%

Phone * Helmet Law Crosstabulation

		Helmet Law		
		Repeal	Continue	DK
Phone	Land	18.9%	78.0%	3.1%
	Cell	25.6%	70.8%	3.6%
Total		21.6%	75.1%	3.3%

Gender * Helmet Law Crosstabulation

		Helmet Law		
		Repeal	Continue	DK
Gender	Male	35.4%	61.2%	3.4%
	Female	8.4%	88.3%	3.2%
Total		21.6%	75.1%	3.3%

Age * Does Marijuana Increase Risk Crosstabulation

		Does Marijuana Increase Risk		
		Yes	No	DK
Age	16-20	87.5%	12.5%	
	21-34	70.9%	20.5%	8.7%
	35-49	74.5%	15.0%	10.5%
	50-64	80.5%	10.2%	9.2%
	65+	79.0%	8.3%	12.7%
Total		77.0%	13.0%	10.0%

Income * Does Marijuana Increase Risk Crosstabulation

		Does Marijuana Increase Risk		
		Yes	No	DK
Income	-$40K	69.8%	17.8%	12.4%
	$40-80K	79.8%	11.7%	8.5%
	+$80K	76.5%	13.0%	10.5%
Total		76.4%	13.5%	10.1%

Dist * Does Marijuana Increase Risk Crosstabulation

		Does Marijuana Increase Risk		
		Yes	No	DK
Dist	One	72.3%	15.5%	12.2%
	Two	75.6%	15.7%	8.7%
	Three	82.9%	8.1%	9.0%
Total		77.0%	13.0%	10.0%

Phone * Does Marijuana Increase Risk Crosstabulation

		Does Marijuana Increase Risk		
		Yes	No	DK
Phone	Land	80.0%	9.8%	10.2%
	Cell	72.5%	17.8%	9.7%
Total		77.0%	13.0%	10.0%

Gender * Does Marijuana Increase Risk Crosstabulation

		Does Marijuana Increase Risk		
		Yes	No	DK
Gender	Male	74.9%	13.9%	11.2%
	Female	79.0%	12.1%	8.9%
Total		77.0%	13.0%	10.0%

Age * Do People Drive After Marijuana Use Crosstabulation

		Do People Drive After Marijuana Use		
		Yes	No	DK
Age	16-20	18.8%	81.3%	
	21-34	35.4%	62.2%	2.4%
	35-49	22.9%	75.5%	1.6%
	50-64	13.7%	85.7%	0.7%
	65+	12.7%	84.7%	2.5%
Total		19.8%	78.6%	1.6%

Income * Do People Drive After Marijuana Use Crosstabulation

		Do People Drive After Marijuana Use		
		Yes	No	DK
Income	-$40K	26.0%	71.0%	3.0%
	$40-80K	18.3%	80.4%	1.3%
	+$80K	21.0%	77.6%	1.4%
Total		21.0%	77.4%	1.7%

Dist * Do People Drive After Marijuana Use Crosstabulation

		Do People Drive After Marijuana Use		
		Yes	No	DK
Dist	One	19.5%	79.9%	0.7%
	Two	24.0%	73.5%	2.4%
	Three	16.1%	82.3%	1.6%
Total		19.8%	78.7%	1.6%

Phone * Do People Drive After Marijuana Use Crosstabulation

		Do People Drive After Marijuana Use		
		Yes	No	DK
Phone	Land	14.1%	84.6%	1.3%
	Cell	28.3%	69.7%	1.9%
Total		19.8%	78.7%	1.6%

Gender * Do People Drive After Marijuana Use Crosstabulation

		Do People Drive After Marijuana Use		
		Yes	No	DK
Gender	Male	22.4%	75.8%	1.8%
	Female	17.3%	81.4%	1.3%
Total		19.8%	78.7%	1.6%

		Percentage		
	State	Dist One	Dist Two	Dist Three

Demographics

29. Which of these age groups are you in:

	State	Dist One	Dist Two	Dist Three
16-20	2	1	1	3
21-34	14	15	13	15
35-49	34	38	27	37
50-64	33	30	42	27
65 up	18	16	18	19

30. Do you have a driver's license?

	State	Dist One	Dist Two	Dist Three
Yes	99	98	99	98
No	1	2	1	2

31. Which of these annual household income groups are you in?

	State	Dist One	Dist Two	Dist Three
Under $40,000	20	17	18	25
$40,000-80,000	38	42	29	42
Over $80,000	42	41	53	34

32. Congressional District

	State	Dist One	Dist Two	Dist Three
One	34	100		
Two	32		100	
Three	34			100

33. Phone Type

	State	Dist One	Dist Two	Dist Three
Land line	60	56	61	63
Cell phone	40	44	39	37

34. Gender

	State	Dist One	Dist Two	Dist Three
Male	49	45	52	50
Female	51	55	48	50

# # #

Income * Age Crosstabulation

		Age				
		16-20	21-34	35-49	50-64	65+
Income	-$40K	1.8%	22.5%	24.3%	23.7%	27.8%
	$40-80K	1.6%	14.8%	34.4%	32.8%	16.4%
	+$80K	1.4%	10.8%	39.9%	35.7%	12.2%
Total		1.5%	14.7%	34.7%	32.2%	16.9%

Dist * Age Crosstabulation

		Age				
		16-20	21-34	35-49	50-64	65+
Dist	One	1.3%	14.9%	38.0%	30.4%	15.5%
	Two	1.0%	12.5%	26.8%	41.5%	18.1%
	Three	2.9%	14.9%	36.9%	26.5%	18.8%
Total		1.8%	14.1%	34.0%	32.6%	17.5%

Phone * Age Crosstabulation

		Age				
		16-20	21-34	35-49	50-64	65+
Phone	Land	1.9%	4.5%	19.3%	48.2%	26.2%
	Cell	1.7%	28.6%	56.1%	9.2%	4.4%
Total		1.8%	14.1%	34.0%	32.6%	17.5%

Gender * Age Crosstabulation

		Age				
		16-20	21-34	35-49	50-64	65+
Gender	Male	2.5%	17.4%	36.2%	29.1%	14.9%
	Female	1.1%	11.0%	32.0%	35.9%	19.9%
Total		1.8%	14.1%	34.0%	32.6%	17.5%

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Age * Have Driver License Crosstabulation

		Have Driver License	
		Yes	No
Age	16-20	93.8%	6.3%
	21-34	100.0%	
	35-49	99.3%	0.7%
	50-64	98.3%	1.7%
	65+	96.8%	3.2%
Total		98.6%	1.4%

Income * Have Driver License Crosstabulation

		Have Driver License	
		Yes	No
Income	-$40K	95.3%	4.7%
	$40-80K	99.4%	0.6%
	+$80K	99.2%	0.8%
Total		98.5%	1.5%

Dist * Have Driver License Crosstabulation

		Have Driver License	
		Yes	No
Dist	One	98.0%	2.0%
	Two	99.3%	0.7%
	Three	98.4%	1.6%
Total		98.6%	1.4%

Phone * Have Driver License Crosstabulation

		Have Driver License	
		Yes	No
Phone	Land	98.1%	1.9%
	Cell	99.2%	0.8%
Total		98.6%	1.4%

Gender * Have Driver License Crosstabulation

		Have Driver License	
		Yes	No
Gender	Male	98.6%	1.4%
	Female	98.5%	1.5%
Total		98.6%	1.4%

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Age * Income Crosstabulation

		Income		
		-$40K	$40-80K	+$80K
Age	16-20	23.1%	38.5%	38.5%
	21-34	30.9%	38.2%	30.9%
	35-49	14.1%	37.5%	48.5%
	50-64	14.8%	38.5%	46.7%
	65+	33.1%	36.6%	30.3%
Total		20.1%	37.8%	42.1%

Dist * Income Crosstabulation

		Income		
		-$40K	$40-80K	+$80K
Dist	One	17.3%	41.7%	41.0%
	Two	18.3%	29.0%	52.7%
	Three	24.5%	41.8%	33.7%
Total		20.1%	37.8%	42.1%

Phone * Income Crosstabulation

		Income		
		-$40K	$40-80K	+$80K
Phone	Land	19.8%	38.5%	41.7%
	Cell	20.6%	36.8%	42.6%
Total		20.1%	37.8%	42.1%

Gender * Income Crosstabulation

		Income		
		-$40K	$40-80K	+$80K
Gender	Male	20.3%	35.1%	44.6%
	Female	20.0%	40.4%	39.7%
Total		20.1%	37.8%	42.1%

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Age * Dist Crosstabulation

		Dist		
		One	Two	Three
Age	16-20	25.0%	18.8%	56.3%
	21-34	35.4%	28.3%	36.2%
	35-49	37.6%	25.2%	37.3%
	50-64	31.4%	40.6%	28.0%
	65+	29.9%	33.1%	36.9%
Total		33.7%	31.9%	34.4%

Income * Dist Crosstabulation

		Dist		
		One	Two	Three
Income	-$40K	29.0%	28.4%	42.6%
	$40-80K	37.2%	24.0%	38.8%
	+$80K	32.9%	39.1%	28.0%
Total		33.7%	31.2%	35.0%

Phone * Dist Crosstabulation

		Dist		
		One	Two	Three
Phone	Land	31.7%	32.4%	35.9%
	Cell	36.7%	31.1%	32.2%
Total		33.7%	31.9%	34.4%

Gender * Dist Crosstabulation

		Dist		
		One	Two	Three
Gender	Male	31.1%	33.8%	35.2%
	Female	36.1%	30.1%	33.8%
Total		33.7%	31.9%	34.4%

Age * Phone Crosstabulation

		Phone	
		Land	Cell
Age	16-20	62.5%	37.5%
	21-34	18.9%	81.1%
	35-49	34.0%	66.0%
	50-64	88.7%	11.3%
	65+	89.8%	10.2%
Total		60.0%	40.0%

Income * Phone Crosstabulation

		Phone	
		Land	Cell
Income	-$40K	58.0%	42.0%
	$40-80K	59.9%	40.1%
	+$80K	58.4%	41.6%
Total		58.9%	41.1%

Dist * Phone Crosstabulation

		Phone	
		Land	Cell
Dist	One	56.4%	43.6%
	Two	61.0%	39.0%
	Three	62.6%	37.4%
Total		60.0%	40.0%

Gender * Phone Crosstabulation

		Phone	
		Land	Cell
Gender	Male	51.6%	48.4%
	Female	68.0%	32.0%
Total		60.0%	40.0%

Age * Gender Crosstabulation

		Gender	
		Male	Female
Age	16-20	68.8%	31.3%
	21-34	59.8%	40.2%
	35-49	51.6%	48.4%
	50-64	43.3%	56.7%
	65+	41.4%	58.6%
Total		48.6%	51.4%

Income * Gender Crosstabulation

		Gender	
		Male	Female
Income	-$40K	49.7%	50.3%
	$40-80K	45.7%	54.3%
	+$80K	52.1%	47.9%
Total		49.2%	50.8%

Dist * Gender Crosstabulation

		Gender	
		Male	Female
Dist	One	44.9%	55.1%
	Two	51.6%	48.4%
	Three	49.7%	50.3%
Total		48.7%	51.3%

Phone * Gender Crosstabulation

		Gender	
		Male	Female
Phone	Land	41.9%	58.1%
	Cell	58.9%	41.1%
Total		48.7%	51.3%

Nebraska Annual Traffic Safety Questionnaire, 2017 (The Nebraska Poll)

Hello, this is _____ calling for The Nebraska Poll. We're doing a statewide study on traffic safety. I'm not selling anything, I'm only interested in your opinions, and I need to talk to someone 16 years of age or older in your household. Is that you? Good.
1.   First, what do you think is the biggest problem in Nebraska today?   (DO NOT READ)
          1) Economy/drought/water/jobs/wages, etc.   2) Crime/drugs/gangs/vandalism, etc.
          3) Taxes/spending/budget, education funding, etc.   5) Roads/streets/traffic, etc.
          6) Distracted driving   7) Drunk drivers   8) Government, politicians, etc.   0) Others (specify) 9)DK/NR

On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in
        Nebraska:
2.   ___How important is the fuel tax situation?
3.   ___ How important is the problem of distraction caused by drivers using cell phones or other electronic
        devices?
4.   ___How important is the problem of driving while intoxicated or drunk driving? _____

Would you favor or oppose each of the following penalties for drunk driving: (READ/ROTATE 9-11)
5.   Mandatory sentencing for drunk driving offenses   1) Favor   2) Oppose   3) Don't know
6.   Mandatory treatment for drunk driving offenders   1) Favor   2) Oppose   3) Don't know
7.   Mandatory interlock ignition for all first-time offenders 1) Favor   2) Oppose   3) Don't know

8.   In the last 60 days, have you ever driven while impaired by alcohol?
          1) Yes   2) No

9.   What do you think the chances are of someone getting arrested if they drive after drinking? (Core Q. A-3)
          (READ) 1) Very likely   2) Somewhat likely   3) Likely   4) Somewhat unlikely   5) Very unlikely

10.   In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic
        beverages?
          (Core Q. A-1)   1) Never   2) Once   3) 2-5 times   4) More than 5 times

11.   In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving)
        enforcement by police?   (Core Q. A-2)   1) Yes   2) No   3) Don't know

12.   In the past 60 days, have you read, seen or heard any drunk driving-related messages?
          1) Yes   2) No
_____
13. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup? (Core Q.
     B-1)
          (READ) 1) Always   2) Nearly always   3) Sometimes   4) Seldom   5) Never

14.   Should law enforcement officers be allowed to stop a vehicle and write a ticket if the driver and passengers are
        not wearing a seat belt?
          1) Yes   2) No

15.   What do you think the chances are of getting a ticket if you don't wear your safety belt? (Core Q. B-3)
          (READ):   1) Very likely   2) Somewhat likely   3) Likely   4) Unlikely   5) Very unlikely

16.   What amount of fine do you think would get non-seat-belt-users to use their seat belt? (READ)
          1) $25-50   2) $51-100   2) $101-150   4) $151-200   5) Over $200   9) DK

17.   In the past 60 days, have you read, seen or heard anything about seat belt enforcement? (Core Q. B-2)

1) Yes   2) No

18.   In the past 60 days, have you read, seen or heard any Click It Or Ticket seat belt messages?
           1) Yes   2) No

19.   (IF YES) Do you remember where that was? (OPEN ENDED--DO NOT READ)   1) TV   2 Radio
           9) Don't know   0) All other (specify) _____

_____
20.   On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph: (READ)
                    1) Most of the time/usually   2) Half the time   3) Rarely   4) Never   (Core Q. S-1a)

21.   On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph: (READ)
                    1) Most of the time/usually   2) Half the time   3) Rarely   4) Never   (Core Q. S-1b)

22.   In the past 30 days, have you read, seen or heard anything about speeding enforcement?   (Core Q. S-2)
           1) Yes   2) No

23.   What do you think the chances are of getting a ticket if you drive over the speed limit?   (Core Q. S-3)
           (READ):   1) Very likely   2) Somewhat likely   3) Likely   4) Unlikely   5) Very unlikely
_____
24.   Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for
           talking on a cell phone while driving?   1) Support   2) Oppose   3) Don't know

25.   Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for
           texting while driving?   1) Support   2) Oppose   3) Don't know
_____

26.   Should the Nebraska law requiring motorcycle helmets be repealed or continued?
           1) Repealed   2) Don't know   3) Continued

27.   Do you think driving under the influence of marijuana increases the risk of having a crash?
           1) Yes   2) No   3) DK

28.   Do you know anyone who drives after smoking or ingesting marijuana?   1) Yes   2) No
_____
29.   Which of these age groups are you in: (READ):   1) 16-20   2) 21-34   3) 35-49   4) 50-64   5) 65 up

30.   Do you have a driver's license?   1) Yes   2) No

31.   Which of these annual household income groups are you in? (READ):
           1) Under $40,000   2) $40,000-80,000   3) Over $80,000?   9) NR

32.   (NOTE CONGRESSIONAL DISTRICT):   1) One   2) Two   3) Three

33.   Are you speaking from a land line or a cell phone? 1) Land line   2) Cell phone

34.   (NOTE GENDER): 1) Male   2) Female   (quota: 49% males)

OK, that's it! Thanks very much for your time and help!   NDORHSO/NSC ATS '17