



CALIFORNIA TRAFFIC SAFETY SURVEY 2016 DATA ANALYSIS AND COMPARISON WITH 2010-2015 SURVEY DATA RESULTS

Conducted on Behalf of

The California Office of Traffic Safety
The Safe Transportation Research and Education Center -
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Summary of Findings

Safety Concerns (Q2)

- ➔ The three most frequently mentioned safety problems in 2016 were “Speeding and Aggressive Driving,” “Distracted Driving because of Texting” and “Distracted Driving because of Talking,” accounting for 51.2% of all responses (Table Q2_3).

Most Serious Distraction (Q3)

- ➔ The most serious distraction on California roadways is “Texting While Driving,” for the fifth year in a row (Table Q3_2).

Talking on Hand-Held While Driving (Q4)

- ➔ A total of 16.6% of Southern Californians “Sometimes” talked in the past 30 days on a hand-held while driving, which is significantly higher than the 8.5% of Northern Californians. At the same time 61.7% of Northern Californians compared to 51.5% of Southern Californians “Never” talk while driving in the past 30 days (Table Q4_1).

Talking Hands-Free While Driving (Q5)

- ➔ Since 2015 there has been a significant increase of 5.3% in the frequency of “Regularly” talking on a hands-free phone while driving and a significant decrease of 8.0% of drivers “Never” talking on a hands-free phone while driving (Table Q5_1).
- ➔ The comparison between 2015 and 2016 shows a significant increase of 5.3% in the frequency of “Regularly” driving with a hands-free phone and a significant decrease of 8.0% of drivers “Never” talking on a hands-free phone while driving (Table Q5_1).

Texting or Emailing While Driving (Q6)

- ➔ Since 2015 there has been a significant increase in the frequency of “Regularly” and a significant decrease of “Sometimes” texting or emailing behavior while driving (Table Q6_1).
- ➔ Southern California respondents stated with 48.0% to “Never” text or email while driving; significantly lower compared to 60.6% among Northern and 62.1% of Central California drivers engaging in that behavior (Table Q6_1).
- ➔ The younger the driver, the higher the likelihood of “Regularly” or “Sometimes” texting or emailing while driving. Drivers age 18-34 “Regularly” text or email while driving, which is significantly more often than drivers 35 and over (Table Q6_2).

Driving Mistakes Due to Cell Phone Use (Q7)

- ➔ Overall, 43.9% of drivers admitted to having made a driving mistake due to cell phone use, ranging from 39.5% in Northern California to 47.7% in Southern California, the difference of 8.2% is significant (Table Q7_1).

Likelihood of Being Ticketed for Hand-Held Phone Use (Q9)

- ➔ A total of 4.1% of Northern Californians stated it “Neither Likely Nor Unlikely” to receive a ticket for hand-held cell phone use, a significantly lower rate compared to the other regions (Table Q9_1).
- ➔ The comparison to 2015 shows a small significant decrease of 3.2% of it being “Somewhat Likely” of getting a ticket for using a hand-held phone while driving (Table Q9_1).

Recall of Traffic Safety Outreach Campaigns (Q10a-Q10e)

- ➔ The recall of the “Click it or Ticket” campaign decreased significantly by 4.6% from 87.4% in 2015 to 82.8% in 2016 (Table Q10c_1).
- ➔ The recall of the “Report Drunk Drivers - Call 911” campaign decreased significantly by 3.3% since 2015, from 87.3% to 84.0% in 2016 (Table Q10d_1).
- ➔ The differences in regional recall are significant, with drivers in Central California showing the highest rate of recall of the “Drive Sober or Get Pulled Over” campaign, with a 56.5% recall rate compared to 36.4% in Northern and 40.3% in Southern California (Table Q10e).

Campaign	Recall Rate 2016	Recall Rate 2015	Recall Rate 2014
“Drive Sober or Get Pulled Over”	40.8%	--	--
“Recall of DDVIP Mobile App”	2.5%	--	--
“Silence the Distraction”	10.4%	14.8%	--
“Click it or Ticket”	82.8%	87.4%	91.0%
“Report Drunk Drivers - Call 911”	84.0%	87.3%	81.3%

Intoxicated Driving (Q11)

- ➔ Of all drivers, 6.6% stated to have driven drunk in the past six months. The rate of driving after having too much to drink was significantly higher in Southern California with 9.3%, compared to Northern California with 4.1% (Table Q11_1).
- ➔ A total of 15.5% of drivers age 18 to 24 stated to have driven in the past six months when they thought they had too much to drink, significantly higher compared to all other driver age groups (Table Q11_2).

Use of Alternative Ride Services when Drinking (Q12)

- ➔ Overall, 20.8% of drivers always use an alternative ride service when drinking, without a significant change since 2015 (Table Q12_1).
- ➔ Drivers age 45 and older state significantly less often to “Always” or “Sometimes” use an alternative service when drinking, compared to the drivers age 44 and younger (Table Q12_2).

Designated Sober Driver (Q13)

- ➔ There has been a significant decrease of 17.3% of drivers “Always” having a designated sober driver since 2015 (Table Q13_1).
- ➔ Of Central California drivers, 41.7% stated “Always” having a designated driver, which is significantly higher compared to the other two regions (Table Q13_1).

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q14)

- ➔ The rate of Northern Californians having seen a sobriety checkpoint is significantly lower than the other two regions and there are no significant changes in the rate of having seen or heard of a sobriety checkpoint compared to 2015 (Table Q14_1).

- ➔ Overall, drivers age 18 to 34 have a significantly higher rate of having seen a sobriety/DUI checkpoint in the past six months, compared to all other age groups (Table Q14_2).

Likelihood of Getting Arrested for Driving Drunk (Q16) by Region

- ➔ Overall, 47.6% of Northern Californians stated it to be “Very Likely” to get arrested for drunk driving, a significantly higher percentage compared to the two other regions (Table Q16_1).

Perception of DUI of Drugs, Legal and Illegal (Q17) by Region

- ➔ Drivers in Northern California have a significantly higher rate (66.7%) compared to drivers in Southern California (51.2%) in perceiving DUI of legal and illegal drugs being a problem (Table Q17_1).

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q18)

- ➔ In total, 67.2% of all Northern California drivers assumed it to be safe to drive 10 miles over the speed limit on freeways, a significantly higher percentage compared to drivers in Central and Southern California (Table Q18_1).
- ➔ The belief that it is safe to drive 10 miles over the speed limit on freeways increased significantly by 2.0% since 2015, from 57.5% to 59.5% (Table Q18_1).

Safety of Driving 20 Miles Over the Speed Limit on Freeways (Q19)

- ➔ The belief that it is safe to drive 20 miles over the speed limit on freeways did significantly drop since the 2015 data collection, with only 7.6% of drivers in 2016 affirming this, compared to 11.5% in 2015 (Table Q19_1).

Perception of Legality for Bikes on Roadways (Q22)

- ➔ Overall, 31.4% of California drivers do not think it to be legal for bicyclists to use roadway and there has been no change in that perception since 2015 (Table Q22_1).

Overview of Results

The seventh wave of the California Traffic Safety Study conducted in 2016 is a statewide representative sample of California vehicle drivers who were surveyed on topics of traffic safety as well as perceptions of distracted driving and the awareness of media outreach campaigns. The analyses presented below are based on 1,271 survey responses collected in July and August of 2016.

The analyses tables shown only include valid answers and exclude all of the “Don’t know” answers and refusals. The valid percentage of responses therefore differs for each question due to the number of valid answers given to a particular question and is reflected in the total number of completes listed in each table. Due to rounding to one decimal point, some percentages presented do not always add up to the exact value of 100.0%. In addition, some questions were skipped based on selected answer and the sample sizes for each survey item vary accordingly.

Comparisons to the previous years’ data refer to the cross-sectional field surveys conducted with California vehicle drivers since 2010 and all data are based on valid frequency counts of all waves of data collection. The scope of the 2016 data collection was slightly smaller compared to previous years and the overall number of completes is about 34% less than the previous year of data collection.

Overall, 1,271 vehicle drivers were intercepted for the study, resulting in an overall confidence interval of +/- 2.75, at a confidence level of 95%.

Analyses notes:

All significances mentioned refer to a two-tailed probability with the resulting value of “z” and a *p* value indicating the difference between the listed (and assumed independent) proportion of drivers interviewed per wave. The significant differences calculated with the region and age variable are adjusted for pairwise comparisons using the Bonferroni correction. Significant differences in table cells are highlighted in orange.

For multiple choice questions, a respondent could give more than one answer. In Table Q2_2, the “% of answers” column is calculated off the total number of answers given by all respondents (1,770 answers). The “% of Drivers” column is calculated from the total number respondents who answered, excluding those who did not answer this question (1,271 drivers). This presentation and subsequent comparison is consistent with previous waves.

Questionnaire note:

The survey version differed slightly between 2015 and 2016, resulting in a numbering change, which is noted in the text.

Region Variable

The geographic segmentation of the State of California for all waves of data collection included three regions delineated by county to form “Northern California,” “Central California,” and “Southern California,” similar to all previous waves of data collection (Table R1).

Table R1. Three geographic regions by county

Northern California	Central California	Southern California
San Francisco	Fresno	Los Angeles
Alameda	Kern	Riverside
Santa Clara		San Bernardino
Contra Costa		Orange
Sacramento		San Diego
Placer		Ventura
San Mateo		

The completed intercepts by region and county are shown in Table R2. Of the total 1,271 completed intercepts, 517 (40.7%) were completed in Northern California, 161 (12.7%) in Central California and 593 (46.7%) in Southern California.

Table R2. Completed intercepts by region and county

County	Northern California	Central California	Southern California	Total
Sacramento	84	--	--	84
San Francisco	76	--	--	76
San Mateo	76	--	--	76
Placer	75	--	--	75
Alameda	69	--	--	69
Santa Clara	69	--	--	69
Contra Costa	68	--	--	68
Fresno	--	78	--	78
Kern	--	83	--	83
Los Angeles A	--	--	75	75
Los Angeles B	--	--	75	75
Orange A	--	--	74	74
Orange B	--	--	72	72
Total	517	161	593	1,271
Percentage	40.7%	12.7%	46.7%	100.0%

Respondent Demographics

The distribution of the age—provided by the respondent—and gender—coded by field staff—by the region variable is shown in Table D1.

Table D1. Age and gender distribution by geographic regions

Gender	Age Group	Northern California	Central California	Southern California	Total
Male	18-24	9.5%	20.0%	17.2%	14.5%
	25-34	23.2%	21.8%	31.9%	27.0%
	35-44	22.2%	15.5%	18.8%	19.7%
	45-54	23.2%	17.3%	16.3%	19.2%
	55-70	19.7%	23.6%	14.2%	17.7%
	71 or older	2.2%	1.8%	1.6%	1.9%
Total		100.0%	100.0%	100.0%	100.0%
Female	18-24	9.9%	19.6%	25.1%	18.1%
	25-34	21.8%	23.5%	24.7%	23.3%
	35-44	17.3%	9.8%	17.9%	16.8%
	45-54	24.8%	17.6%	14.3%	19.1%
	55-70	21.3%	23.5%	16.6%	19.3%
	71 or older	5.0%	5.9%	1.3%	3.4%
Total		100.0%	100.0%	100.0%	100.0%

Table D2 shows the overall gender distribution by region, with a higher percentage of male drivers in each region.

Table D2. Gender distribution by geographic regions

Gender	Northern California	Central California	Southern California	Total
Male	60.9%	68.3%	62.1%	62.4%
Female	39.1%	31.7%	37.9%	37.6%
Total	100.0%	100.0%	100.0%	100.0%

Safety Concerns (Q2)

Question 2 asked respondents about their perceived biggest safety problems on California roadways, and the answers are listed in Table Q2_1. The additional coded respondent-provided open-ended comments are highlighted in blue, with the same coding categories as the previous year of data collection. The answers were given in a multiple choice format and coded into the created categories. For the 2016 data collection, the answering option “Running Red Lights and Stop Signs” was added.

Table Q2_1. “In your opinion, what are the biggest safety problems on California roadways?”

Drunk Driving
Speeding and Aggressive Driving
Distracted Driving because of Talking
Distracted Driving because of Texting
Internal Car Distractions
Bad Road Surfaces
Not Wearing Seatbelts
Other
Personal Behavior
Age/Gender/Ethnicity of Other Drivers
Trucks, Other Types of Vehicles
Car Crashes/Vehicle Issues
Media Devices (other than phone)
Other Drivers’ Behavior that is Clearly Distracted
Roadway Conditions
Other Drivers’ Behavior (general)
Weather Conditions
Bicyclists or Pedestrians
Motorcyclists
Congestion on Roadways
Construction on Roadways
Caltrans or Police
Unlicensed/Uninsured Drivers
Trash/Debris
Not Signaling Lane Change/Merging Vehicles
Running Red Lights and Stop Signs

Overall, a total of 1,770 answers were provided for the multiple choice question by 1,271 drivers, the counts of which are listed by answers and by respondents below in Table Q2_2. The three most frequently mentioned safety problems on California roadways in 2016 were “Speeding and Aggressive Driving,” “Distracted Driving because of Texting” and “Distracted Driving because of Talking” (highlighted in green). A total 51.2% of all answers provided included these three response categories, a slight shift compared to previous waves of data collection. The “Other” comments mentioned included other drivers, lack of lighting, unclear signage or lack of signage, as well as other external factors.

Table Q2_2. Frequencies Q2 by percent of answers and percent of drivers

Q2 all answers combined	Count	% of answers	% of Drivers 2016
Speeding/Aggressive Driving	339	19.2%	27.3%
Distracted Driving because of TEXTING	322	18.2%	25.9%
Distracted Driving because of TALKING	244	13.8%	19.6%
Bad Road Surfaces	216	12.2%	17.4%
Other Drivers' Behavior (general)	105	5.9%	8.4%
Drunk Driving	100	5.6%	8.0%
Congestion on Roadways	92	5.2%	7.4%
Internal Car Distractions	56	3.2%	4.5%
Other	45	2.5%	3.6%
Other Drivers' Behavior that is Clearly Distracted	35	2.0%	2.8%
Not Signaling Lane Change/Merging Vehicles	29	1.6%	2.3%
Motorcyclists	24	1.4%	1.9%
Bicyclists or Pedestrians	22	1.2%	1.8%
Running Red Lights and Stop Signs	21	1.2%	1.7%
Construction on Roadways	20	1.1%	1.6%
Roadway Conditions	19	1.1%	1.5%
Age/Gender/Ethnicity of Other Drivers	18	1.0%	1.4%
Trucks, Other Types of Vehicles	15	0.8%	1.2%
Car Crashes/Vehicle Issues	13	0.7%	1.0%
Not Wearing Seatbelts	10	0.6%	0.8%
Trash/Debris	8	0.5%	0.6%
Personal Behavior	6	0.3%	0.5%
Weather Conditions	4	0.2%	0.3%
Caltrans or Police	4	0.2%	0.3%
Unlicensed/Uninsured drivers	4	0.2%	0.3%
Total	1,770	100.0%	142.5%

Table Q2_3 shows the percentage of each response given by year. These percentages represent a given answer's fraction of the total number of answers, not the total number of drivers surveyed (see also Table Q2_4). The three most frequently mentioned safety problems in 2016 were "Speeding and Aggressive Driving," "Distracted Driving because of Texting" and "Distracted Driving because of Talking," accounting for 51.2% of all answers.

Table Q2_3. Frequencies Q2 by percent of answers provided and by wave of data collection

Q2 all answers combined	% of answers 2016	% of answers 2015	% of answers 2014	% of answers 2013	% of answers 2012	% of answers 2011	% of answers 2010
Speeding/Aggressive Driving	19.2%	18.1%	20.2%	14.3%	15.6%	17.6%	18.2%
Distracted Driving because of Texting	18.2%	16.1%	21.2%	20.3%	17.1%	18.5%	9.9%
Distracted Driving because of Talking	13.8%	11.7%	18.0%	16.0%	18.3%	20.3%	15.8%
Bad Road Surfaces	12.2%	13.0%	10.4%	9.2%	11.4%	11.6%	11.6%
Drunk Driving	5.6%	6.6%	6.2%	5.7%	4.3%	12.6%	7.9%
Other Drivers' Behavior (general)	5.9%	6.1%	5.6%	11.3%	10.5%	4.5%	14.0%
Congestion on Roadways	5.2%	4.3%	2.9%	4.9%	4.1%	1.2%	5.3%
Other	2.5%	4.0%	1.1%	0.6%	0.4%	0.0%	0.0%
Car Crashes/Vehicle Issues	0.7%	4.0%	0.2%	0.4%	0.8%	0.3%	0.4%
Internal Car Distractions	3.2%	3.1%	5.5%	3.6%	3.5%	3.8%	2.7%
Running Red Lights and Stop Signs	1.2%	--	--	--	--	--	--
Roadway Conditions	1.1%	3.0%	0.6%	3.2%	2.5%	2.5%	4.3%
Unlicensed/Uninsured drivers	0.2%	3.0%	0.3%	0.3%	0.5%	0.0%	0.0%
Not Signaling Lane Change/Merging Vehicles	1.6%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Drivers' Behavior that is Clearly Distracted	2.0%	2.3%	0.7%	1.8%	2.0%	2.0%	2.3%
Caltrans or Police	0.2%	2.0%	0.0%	0.3%	0.3%	0.7%	0.6%
Motorcyclists	1.4%	1.5%	0.8%	0.6%	1.0%	0.3%	0.8%
Age/Gender/Ethnicity of Other Drivers	1.0%	1.5%	1.3%	2.2%	1.5%	1.0%	3.2%
Construction on Roadways	1.1%	1.3%	1.2%	1.6%	2.1%	1.1%	0.8%
Trucks, Other Types of Vehicles	0.8%	1.2%	0.5%	0.7%	0.9%	0.3%	0.7%
Weather Conditions	0.2%	1.0%	0.3%	0.1%	0.2%	0.0%	0.1%
Media Devices (other than phone)	0.0%	1.0%	0.1%	0.1%	0.2%	0.0%	0.0%
Bicyclists/Pedestrians	1.2%	0.8%	1.2%	1.0%	1.2%	0.6%	0.9%
Trash/Debris	0.5%	0.8%	0.2%	0.6%	0.6%	0.0%	0.0%
Not Wearing Seatbelts	0.6%	0.6%	0.9%	0.6%	0.4%	0.9%	0.4%

Table Q2_3. Frequencies Q2 by percent of answers provided and by wave of data collection (cont.)

Personal Behavior	0.3%	0.0%	0.4%	0.7%	0.7%	0.0%	0.1%
Total responses	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

2015 COMPARISON: A total of 45.9% of drivers in 2015 mentioned “Speeding and Aggressive Driving,” “Distracted Driving because of Texting” and “Distracted Driving because of Talking” compared to 51.2% of all drivers in 2016. While this is a 5.3% increase, it is not significant.

Safety Concerns (Q2) by California Region

The biggest safety issues mentioned by drivers are shown in Table Q2_4 by region, with the highest percentage answer highlighted in green. These numbers are shown as percentages of answers given by all respondents. Northern California’s most frequently mentioned safety problem was “Speeding/Aggressive Driving” with 24.3% of all answers, while Central California’s was “Bad Road Surfaces” with 19.6%, and Southern California’s was “Distracted Driving because of Texting,” with 21.4% of answers.

Table Q2_4. Frequencies Q2 by Region

Q2 by Region	Northern California	Central California	Southern California
Speeding/Aggressive Driving	24.3%	13.1%	16.2%
Distracted Driving because of TEXTING	15.2%	15.9%	21.4%
Bad Road Surfaces	13.5%	19.6%	9.1%
Distracted Driving because of TALKING	12.8%	12.1%	15.0%
Congestion on Roadways	7.3%	2.8%	4.0%
Drunk Driving	6.8%	4.2%	5.0%
Other Drivers' Behavior (general)	5.5%	7.9%	5.8%
Bicyclists or Pedestrians	2.1%	0.0%	0.8%
Other Drivers' Behavior that is Clearly Distracted	1.9%	1.9%	2.0%
Other	1.4%	3.3%	3.2%
Roadway Conditions	1.2%	0.5%	1.1%
Internal Car Distractions	1.0%	3.3%	5.0%
Trucks, Other Types of Vehicles	1.0%	0.9%	0.7%
Motorcyclists	1.0%	0.9%	1.8%
Not Signaling Lane Change/Merging Vehicles	1.0%	0.9%	2.4%
Age/Gender/Ethnicity of Other Drivers	0.8%	0.5%	1.3%
Running Red Lights and Stop Signs	0.7%	2.8%	1.2%
Car Crashes/Vehicle Issues	0.6%	1.9%	0.6%
Construction on Roadways	0.6%	2.8%	1.2%
Not Wearing Seatbelts	0.3%	0.5%	0.8%
Caltrans or Police	0.3%	0.5%	0.1%
Unlicensed/Uninsured Drivers	0.3%	0.5%	0.1%
Trash/Debris	0.3%	1.9%	0.2%
Personal Behavior	0.1%	0.5%	0.5%
Weather Conditions	0.1%	0.9%	0.1%
Total	100.0%	100.0%	100.0%

Safety Concerns (Q2) by Age

The cross-tabulation of perceived safety concerns on California roads by age of driver is shown in Table Q2_5). All drivers between 18 and 54 years of age agreed that “Distracted Driving because of Texting” is the biggest safety concern, while drivers 55 and older stated “Speeding/Aggressive Driving” as their most frequently mentioned safety concern.

Table Q2 5. Cross-tabulation of Q2 safety concerns by age group

Q2 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Distracted Driving because of TEXTING	20.2%	18.2%	22.0%	17.1%	13.9%	15.9%
Speeding/Aggressive Driving	16.9%	16.6%	19.7%	16.8%	26.5%	18.2%
Distracted Driving because of TALKING	13.9%	14.4%	16.6%	12.1%	11.3%	15.9%
Bad Road Surfaces	7.9%	13.9%	11.5%	16.5%	10.0%	9.1%
Drunk Driving	7.5%	6.3%	6.5%	5.8%	2.6%	0.0%
Other Drivers' Behavior (general)	5.9%	5.3%	3.9%	7.5%	7.4%	4.5%
Not Signaling Lane Change/Merging Vehicles	4.1%	1.1%	0.6%	1.2%	2.3%	0.0%
Internal Car Distractions	3.7%	3.4%	2.5%	2.6%	3.5%	4.5%
Other	3.4%	1.8%	2.8%	2.6%	2.6%	0.0%
Other Drivers' Behavior that is Clearly Distracted	3.4%	2.0%	2.8%	1.2%	1.0%	0.0%
Running Red Lights and Stop Signs	3.0%	0.7%	0.0%	1.7%	1.0%	2.3%
Congestion on Roadways	2.6%	5.2%	3.7%	6.4%	6.8%	13.6%
Car Crashes/Vehicle Issues	1.5%	0.4%	0.6%	0.9%	0.3%	2.3%
Roadway Conditions	1.1%	1.6%	0.8%	0.9%	1.0%	0.0%
Motorcyclists	1.1%	1.8%	0.6%	1.2%	1.9%	2.3%
Construction on Roadways	1.1%	0.9%	0.6%	1.7%	1.6%	0.0%
Not Wearing Seatbelts	0.7%	0.9%	0.3%	0.3%	0.3%	2.3%
Personal Behavior	0.7%	0.7%	0.0%	0.0%	0.0%	2.3%
Age/Gender/Ethnicity of Other Drivers	0.4%	1.3%	1.1%	0.9%	1.3%	0.0%
Trucks, Other Types of Vehicles	0.4%	0.4%	1.1%	0.3%	1.9%	2.3%
Bicyclists or Pedestrians	0.4%	1.6%	0.6%	1.4%	1.6%	4.5%
Weather Conditions	0.0%	0.2%	0.8%	0.0%	0.0%	0.0%
Caltrans or Police	0.0%	0.0%	0.6%	0.0%	0.6%	0.0%
Unlicensed/Uninsured Drivers	0.0%	0.0%	0.0%	0.9%	0.3%	0.0%
Trash/Debris	0.0%	1.1%	0.3%	0.3%	0.3%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Most Serious Distraction (Q3)

The question asking drivers about the “most serious distraction” on California roads included an open-ended answer option. The answers were coded according to the categories highlighted in blue below in Table Q3_1.

Table Q3 1. “In your opinion, what is the MOST serious distraction for drivers” with added coding groups

Cell Phone Conversations (hand-held or hands-free)
Texting While Driving
Passengers in Car
Eating While Driving
Personal Grooming
Adjusting Radio/Stereos
GPS/Navigation Systems
Roadside Billboards
Other
Age/Gender/Ethnicity of Other Drivers
Trucks, Other Types of Vehicles
Car Crashes/Vehicle Issues
Drunk Drivers
Other Drivers’ Behavior that is Clearly Distracted
Road Conditions
Other Drivers’ Behavior (general)
Weather Conditions
Bicyclists or Pedestrians
Motorcyclists
Congestion on Roadways
Construction on Roadways
Caltrans or Police
Rubbernecking
Children/Kids in Car
People on the Street/Scenery
Phone Device Use in General (both text, phone etc.)

Most Serious Distraction (Q3) by Survey Wave

Table Q3_2 shows the most serious distraction on California roadways is “Texting While Driving,” marking the fifth year in a row in which it had the highest response rate. The three most mentioned distractions refer to phone device use, totaling 83.1% of all answers provided. The “Other” category included comments on technological distractions in general and other external factors.

Table Q3 2. Frequencies Q3 by Survey Wave

Q3	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Texting While Driving	44.1%	39.0%	51.8%	47.9%	37.2%	27.6%	12.7%
Cell Phone Conversations (hand-held or hands-free)	33.5%	22.2%	29.5%	33.4%	42.8%	56.0%	61.9%
Phone Device Use in General (both text, phone etc.)	5.5%	19.4%	--	--	--	--	--
Other Drivers' Behavior (general)	2.2%	0.5%	2.1%	3.2%	3.6%	2.2%	0.0%
Car Crashes/Vehicle Issues	1.7%	1.6%	1.3%	1.4%	2.9%	1.9%	1.9%
GPS/Navigation Systems	1.7%	0.7%	0.9%	0.4%	0.5%	0.5%	0.2%
Roadside Billboards	1.5%	2.6%	0.9%	1.8%	1.9%	1.3%	2.1%
Construction on Roadways	1.1%	1.0%	0.9%	0.8%	0.9%	0.7%	0.7%
Congestion on Roadways	0.8%	0.3%	0.7%	0.6%	0.9%	0.5%	1.4%
Adjusting Radio/Stereos	0.7%	1.1%	1.2%	0.7%	0.8%	0.7%	1.2%
People on the Street/Scenery	0.7%	0.3%	0.0%	1.1%	0.0%	0.0%	0.0%
Other	0.6%	3.7%	1.6%	1.2%	1.2%	0.3%	0.7%
Eating While Driving	0.6%	1.5%	1.8%	0.5%	0.8%	1.2%	1.9%
Passengers in Car	0.6%	1.2%	2.0%	1.5%	1.4%	1.8%	3.3%
Motorcyclists	0.6%	0.9%	0.2%	0.5%	0.5%	0.2%	0.2%
Rubbernecking	0.6%	0.9%	0.2%	0.5%	0.5%	0.0%	0.0%
Personal Grooming	0.6%	0.8%	1.5%	0.7%	0.4%	0.9%	0.6%
Other Drivers' Behavior that is Clearly Distracted	0.6%	0.5%	0.8%	0.7%	0.7%	0.9%	1.9%
Bicyclists or Pedestrians	0.6%	0.3%	1.0%	0.6%	1.0%	0.5%	0.3%
Road Conditions	0.4%	0.3%	0.3%	0.8%	0.4%	0.0%	0.0%
Drunk Drivers	0.4%	0.1%	0.2%	0.2%	0.2%	0.4%	0.5%
Age/Gender/Ethnicity of Other Drivers	0.2%	0.5%	0.3%	0.3%	0.1%	0.6%	1.6%
Caltrans or Police	0.2%	0.3%	0.3%	0.6%	0.5%	0.0%	0.4%
Trucks, Other Types of Vehicles	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%	0.4%
Children/Kids in Car	0.1%	0.3%	0.3%	0.1%	0.5%	0.0%	0.0%
Weather Conditions	0.0%	0.1%	0.1%	0.3%	0.2%	0.2%	0.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Most Serious Distraction (Q3) by Region

The most serious distraction reported by region are shown in Table Q3_3. Northern California drivers stated “Cell Phone Conversations” as the most serious distraction (44.4%), while both Central and Southern California drivers stated “Texting While Driving” as the most serious distraction (50.0% and 53.7%, respectively).

Table Q3 3. Frequencies Q3 by California Region

Q3 by regions	Northern California	Central California	Southern California
Cell Phone Conversations (handheld or hands-free)	44.4%	29.4%	25.3%
Texting while Driving	31.2%	50.0%	53.7%
Phone Device Use in General (both text, phone etc.)	8.8%	0.6%	3.9%
Passengers in Car	0.4%	0.6%	0.7%
Eating While Driving	0.2%	1.3%	0.8%
Personal Grooming	0.0%	1.3%	1.0%
Adjusting Radio/Stereos	0.4%	1.9%	0.7%
GPS/Navigation Systems	0.2%	2.5%	2.9%
Roadside Billboards	0.8%	1.9%	2.0%
Other	0.8%	1.3%	0.2%
Age/Gender/Ethnicity of Other Drivers	0.0%	0.6%	0.2%
Trucks, Other Types of Vehicles	0.0%	1.3%	0.2%
Car Crashes/Vehicle Issues	2.0%	0.0%	2.0%
Drunk Drivers	0.6%	0.6%	0.2%
Other Drivers' Behavior that is Clearly Distracted	1.4%	0.0%	0.0%
Roadway Conditions	0.8%	0.0%	0.2%
Other Drivers' Behavior (general)	2.6%	1.9%	2.0%
Bicyclists or Pedestrians	0.6%	1.3%	0.3%
Motorcyclists	0.2%	1.3%	0.8%
Congestion on Roadways	1.8%	0.0%	0.2%
Construction on Roadways	1.2%	1.9%	0.8%
Caltrans or Police	0.4%	0.6%	0.0%
Rubbernecking	0.8%	0.0%	0.7%
Children/Kids in Car	0.0%	0.0%	0.2%
People on the Street/Scenery	0.6%	0.0%	1.0%
Total	100.0%	100.0%	100.0%

Most Serious Distraction (Q3) by Age

The most serious distraction for most age groups is “Texting While Driving,” ranging from 40.4% of 45-54-year-old drivers to 51.8% of 18-24-year-old-drivers, while the most serious distraction for 71-or-older drivers is “Cell Phone Conversations” at 40.0% (Table Q3_4).

Table Q3 4. Cross-tabulation of Q3 by age group

Q3 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Cell Phone Conversations (handheld or hands-free)	24.6%	34.6%	32.3%	36.7%	36.5%	40.0%
Texting While Driving	51.8%	42.7%	47.2%	40.4%	42.6%	30.0%
Passengers in Car	0.5%	0.3%	0.9%	0.0%	0.9%	0.0%
Eating While Driving	0.0%	1.2%	0.0%	1.7%	0.0%	0.0%
Personal Grooming	0.5%	0.3%	0.4%	1.3%	0.9%	0.0%
Adjusting Radio/Stereos	1.5%	0.6%	0.4%	0.0%	0.9%	3.3%
GPS/Navigation Systems	1.0%	1.6%	1.7%	2.9%	1.3%	3.3%
Roadside Billboards	2.0%	2.2%	0.4%	1.3%	1.7%	0.0%
Other	1.0%	0.6%	0.0%	1.3%	0.0%	0.0%
Age/Gender/Ethnicity of Other Drivers	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%
Trucks, Other Types of	0.0%	0.0%	0.9%	0.4%	0.0%	0.0%
Car Crashes/Vehicle Issues	2.5%	0.9%	1.7%	2.5%	1.7%	0.0%
Drunk Drivers	0.5%	0.0%	1.3%	0.4%	0.0%	0.0%
Other Drivers' Behavior that is Clearly Distracted	1.0%	0.0%	0.0%	1.3%	0.9%	0.0%
Roadway Conditions	0.5%	0.0%	0.9%	0.0%	0.9%	0.0%
Other Drivers' Behavior	0.0%	3.1%	2.6%	1.7%	3.5%	0.0%
Bicyclists or Pedestrians	0.5%	0.6%	0.4%	0.8%	0.4%	0.0%
Motorcyclists	1.0%	0.3%	0.0%	0.8%	0.4%	6.7%
Congestion on Roadways	0.5%	0.6%	1.3%	1.3%	0.0%	3.3%
Construction on Roadways	1.0%	1.9%	0.9%	1.3%	0.4%	0.0%
Caltrans or Police	0.0%	0.0%	0.9%	0.0%	0.4%	0.0%
Rubbernecking	0.5%	0.6%	0.4%	0.4%	1.3%	0.0%
Children/Kids in Car	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%
People on the Street/Scenery	2.0%	0.9%	0.0%	0.0%	0.9%	0.0%
Phone Device Use in General (both text, phone etc.)	7.0%	6.9%	5.1%	2.9%	4.3%	13.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Talking on Hand-Held While Driving (Q4) by Region

The results to the question “How often in the past 30 days have you talked on a hand-held cell phone while driving?” are shown in Table Q4_1. The percentages by region show some significant differences among the behaviors of Southern Californians compared to Northern and Central Californians. The 16.6% of Southern Californians who “Sometimes” talked in the past 30 days on a hand-held while driving is significantly higher than the 8.5% of Northern Californians and the reverse relationship is true for “Never” talking on hand-held with 61.7% of Northern Californians and 51.5% of Southern Californians “Never” talking while driving in the past 30 days ($p<0.05$).

Table Q4 1. “How often in the past 30 days have you talked on a hand-held cell phone while driving?” by region

Q4 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	41 7.9%	18 11.2%	50 8.4%	109 8.6%	167 8.7%	169 9.1%	180 9.3%	201 10.7%	189 10.5%	234 14.0%
Sometimes	44 8.5%	20 12.4%	98 16.6%	162 12.8%	244 12.7%	271 14.6%	217 11.2%	217 11.5%	209 11.7%	227 13.6%
Rarely	113 21.9%	34 21.1%	139 23.5%	286 22.5%	491 25.5%	463 24.9%	467 24.1%	420 22.3%	406 22.6%	324 19.4%
Never	319 61.7%	89 55.3%	305 51.5%	713 56.1%	1,022 53.1%	959 51.5%	1,075 55.4%	1,042 55.4%	989 55.2%	883 52.9%
Total	517 100.0%	161 100.0%	592 100.0%	1,270 100.0%	1,924 100.0%	1,862 100.0%	1,939 100.0%	1,880 100.0%	1,793 100.0%	1,668 100.0%

2015 COMPARISON: The results of the 2016 survey are comparable to results of the 2015 data, without any significant differences.

Talking on Hand-Held While Driving (Q4) by Age

Drivers age 18-24 stated with a significantly higher percentage of 17.0% that they “Regularly” talked on a hand-held device while driving in the past 30 days compared to drivers age 35 and older ($p<0.05$). At the same time drivers age 35 and older more frequently stated to “Never” talk on a hand-held device while driving, though the number of observations is small (Table Q4_2).

Table Q4 2. “How often in the past 30 days have you talked on a hand-held cell phone while driving?” by age group

Q4 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	17.0%	11.4%	6.8%	5.3%	3.9%	0.0%
Sometimes	17.0%	18.5%	12.7%	8.6%	6.9%	0.0%
Rarely	27.0%	24.9%	23.3%	21.8%	16.4%	12.9%
Never	39.0%	45.2%	57.2%	64.2%	72.8%	87.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Talking on Hands-Free While Driving (Q5) by Region

The frequency of talking on a hands-free device while driving in the past 30 days by region are shown in Table Q5_1. Overall, more than a third of all drivers (35.9%) reported “Regularly” talking on a hands-free phone while driving, while 27.3% “Never” do. The Southern California region had the lowest rates of drivers who “Never” talk on their hands-free phone, and had the highest rates of drivers who “Sometimes” or “Rarely” talk on their hands-free phone. There are no significant differences among the regions.

Table Q5_1. “How often in the past 30 days have you talked on a hands-free cell phone while driving?” by region

Q5 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	190 36.8%	59 36.6%	207 35.0%	456 35.9%	590 30.6%	523 28.2%	532 27.4%	491 26.1%	550 30.6%	491 29.4%
Sometimes	94 18.2%	30 18.6%	141 23.9%	265 20.9%	346 18.0%	342 18.4%	390 20.1%	272 14.5%	283 15.7%	221 13.2%
Rarely	84 16.2%	20 12.4%	97 16.4%	201 15.8%	310 16.1%	254 13.7%	262 13.5%	243 12.9%	183 10.2%	136 8.1%
Never	149 28.8%	52 32.3%	146 24.7%	347 27.3%	680 35.3%	738 39.7%	757 39.0%	873 46.5%	782 43.5%	821 49.2%
Total	517 100.0%	161 100.0%	591 100.0%	1,269 100.0%	1,926 100.0%	1,857 100.0%	1,941 100.0%	1,879 100.0%	1,798 100.0%	1,669 100.0%

2015 COMPARISON: The data comparison between 2015 and 2016 shows a significant increase of 5.3% in the frequency of “Regularly” driving with a hands-free phone behavior ($p=0.00$) and a significant decrease of 8.0% of drivers “Never” talking on a hands-free phone while driving ($p<0.05$).

Talking on Hands-Free While Driving (Q5) by Age

The frequencies of driving while talking on a hands-free device by age group are shown in Table Q5_2. There is a significant difference among age groups and a trend towards younger drivers (under age 45) more often stating to “Never” talk hands-free compared to a larger proportion of drivers age 45 and older who “Never” talk on a hands-free while driving ($p<0.05$).

Table Q5_2. “How often in the past 30 days have you talked on a hands-free cell phone while driving?” by age group

Q5 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	34.5%	42.6%	40.7%	34.2%	28.0%	16.1%
Sometimes	25.0%	20.4%	25.0%	17.7%	17.7%	16.1%
Rarely	16.5%	16.0%	16.5%	16.0%	14.2%	12.9%
Never	24.0%	21.0%	17.8%	32.1%	40.1%	54.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Texting or Emailing While Driving (Q6) by Region

Southern California respondents reported with 48.0% to “Never” text or email while driving compared to 60.6% in Northern and 62.1% in Central California engaging in that behavior. The differences between Southern California and the other regions are significant at $p<0.05$ (Table Q6_1).

Table Q6 1. “How often in the past 30 days have you texted or emailed while driving?” by region

Q6 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	58 11.3%	15 9.3%	71 12.0%	144 11.4%	161 8.4%	170 9.1%	140 7.2%	116 6.2%	114 6.3%	157 9.4%
Sometimes	45 8.7%	18 11.2%	100 16.9%	163 12.9%	331 17.2%	228 12.2%	191 9.8%	194 10.3%	140 7.8%	174 10.4%
Rarely	100 19.4%	28 17.4%	137 23.1%	265 20.9%	367 19.1%	402 21.6%	313 16.1%	281 14.9%	256 14.2%	177 10.6%
Never	312 60.6%	100 62.1%	284 48.0%	696 54.9%	1,065 55.4%	1,062 57.0%	1,297 66.8%	1,289 68.6%	1,289 71.7%	1,161 69.6%
Total	515 100.0%	161 100.0%	592 100.0%	1,268 100.0%	1,924 100.0%	1,862 100.0%	1,941 100.0%	1,880 100.0%	1,799 100.0%	1,669 100.0%

2015 COMPARISON: The data comparison between 2015 and 2016 shows a significant increase in the frequency of “Regularly” and a significant decrease of “Sometimes” texting or emailing behavior while driving ($p=0.00$).

Texting or Emailing While Driving (Q6) by Age

The differences between age groups in texting or emailing while driving are shown in Table Q6_2. The younger the driver, the higher the likelihood of “Regularly” or “Sometimes” texting or emailing while driving. Drivers age 18-34 “Regularly” text or email while driving, which is significantly more often than drivers 35 and over ($p<0.05$). At the same time drivers age 45 and older significantly more often stated to “Never” text while driving than drivers under 45 years of age ($p<0.05$).

Table Q6 2. “How often in the past 30 days have you texted or emailed while driving?” by age group

Q6 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	24.5%	17.8%	8.5%	5.4%	1.7%	0.0%
Sometimes	24.0%	14.5%	14.0%	10.8%	3.9%	0.0%
Rarely	20.5%	29.2%	29.2%	16.6%	7.8%	3.2%
Never	31.0%	38.5%	48.3%	67.2%	86.6%	96.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Driving Mistake Due to Cell Phone Use (Q7) by Region

Any driving mistake made due to cell phone use are shown, by the region variable, in Table Q7_1. Overall, 43.9% of drivers admitted to having made a driving mistake due to cell phone use, ranging from 39.5% in Northern California to 47.7% in Southern California, the difference of 8.2% is significant at ($p<0.05$). (Note: This was question Q8 in the 2015 survey.)

Table Q7_1. "Have you EVER made a driving mistake while talking on a cell phone?" by region

Q7 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	200 39.5%	70 43.5%	280 47.7%	550 43.9%	744 39.4%	858 47.1%	866 45.0%	827 44.6%	802 45.8%	766 46.5%
No	306 60.5%	91 56.5%	307 52.3%	704 56.1%	1,143 60.6%	965 52.9%	1,060 55.0%	1,027 55.4%	951 54.2%	883 53.5%
Total	506 100.0%	161 100.0%	587 100.0%	1,254 100.0%	1,887 100.0%	1,823 100.0%	1,926 100.0%	1,854 100.0%	1,753 100.0%	1,649 100.0%

2015 COMPARISON: The data comparison between 2015 and 2016 shows a small significant change in the number of driving mistakes while talking on a cell phone. The increase of 4.5% is significant at $p < 0.02$.

Driving Mistake Due to Cell Phone Use (Q7) by Age

Having made a driving mistake due to using a cell phone by age group is shown in Table Q7_2, with significant differences among driver ages. Drivers between 18 to 34 years of age are significantly more likely to admit to driving mistakes than drivers 35 and older ($p < 0.05$).

Table Q7_2. "Have you EVER made a driving mistake while talking on a cell phone?" by age group

Q7 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	61.6%	57.9%	41.0%	37.4%	22.7%	13.8%
No	38.4%	42.1%	59.0%	62.6%	77.3%	86.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Near Crash Due to Other Driver Talking/Texting (Q8) by Region

Table Q8_1 shows drivers' responses to having ever been hit or nearly hit by another driver who was talking or texting on a cell phone. Overall, 54.6% of all drivers stated they were hit or nearly hit by another driver who was talking or texting, ranging from 53.8% in Southern California to 55.4% in Northern California. The differences among regions are not significant.

Table Q8_1. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by region

Q8 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	225 55.4%	72 54.7%	273 53.8%	685 54.6%	1,117 59.6%	1,098 61.2%	421 59.5%	1,067 60.1%	1,038 60.1%	912 57.5%
No	505 44.6%	159 45.3%	591 46.2%	570 45.4%	756 40.4%	697 38.8%	286 40.5%	708 39.9%	689 39.9%	673 42.5%
Total	730 100.0%	231 100.0%	864 100.0%	1,255 100.0%	1,873 100.0%	1,795 100.0%	707 100.0%	1,775 100.0%	1,727 100.0%	1,585 100.0%

2015 COMPARISON: The data comparison between 2015 and 2016 shows no significant changes.

Near Crash Due to Other Driver Talking/Texting (Q8) by Age

Having ever been hit or nearly hit by a driver who was using a cell phone was compared by age group in Table Q8_2. There are no significant differences between the age groups.

Table Q8 2. “Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?” by age group

Q8 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	57.0%	53.0%	59.4%	52.3%	53.3%	48.4%
No	43.0%	47.0%	40.6%	47.7%	46.7%	51.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Likelihood of Being Ticketed for Hand-Held Phone Use (Q9) by Region

The likelihood of being ticketed for using a hand-held phone or for texting by California region is shown in Table Q9_1. A total of 42.5% of California drivers believe it is “Very Likely” or “Somewhat Likely” to get ticketed, compared to 45.6% who believe it to be “Very Unlikely” or “Somewhat Unlikely”. The differences among Northern California and the two other regions are significant, with 4.1% of Northern Californians stating it “Neither Likely Nor Unlikely” to receive a ticket for hand-held cell phone use, compared to the other regions ($p<0.05$). Additionally, there is a significantly higher rate among Northern California drivers stating a “Somewhat Likely” possibility of receiving a ticket (25.3%), compared to drivers in Southern California (16.3%, $p<0.05$).

Table Q9 1. “What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?” by region

Q9 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Very Likely	117 22.8%	30 18.6%	125 21.3%	272 21.5%	444 23.4%	424 23.4%	493 26.3%	368 20.1%
Somewhat Likely	130 25.3%	39 24.2%	96 16.3%	265 21.0%	459 24.2%	416 23.0%	599 31.9%	570 31.2%
Neither Likely or Unlikely	21 4.1%	25 15.5%	104 17.7%	150 11.9%	218 11.5%	210 11.6%	131 7.0%	154 8.4%
Somewhat Unlikely	116 22.6%	26 16.1%	114 19.4%	256 20.3%	361 19.1%	376 20.8%	306 16.3%	356 19.5%
Very Unlikely	130 25.3%	41 25.5%	149 25.3%	320 25.3%	412 21.8%	385 21.3%	349 18.6%	379 20.7%
Total	514 100.0%	161 100.0%	588 100.0%	1,263 100.0%	1,894 100.0%	1,811 100.0%	1,878 100.0%	1,827 100.0%

2015 COMPARISON: The comparison to 2015 results shows a small change in the perception of getting a ticket for using a hand-held phone while driving, with the 3.2% decrease of it being “Somewhat Likely” to get a ticket being significant at $p<0.03$.

Likelihood of Being Ticketed for Hand-Held Phone Use (Q9) by Age

Table Q9_2 shows the frequency of likelihood of being ticketed for using a hand-held phone while driving by drivers' age. The only significant difference among age groups is between drivers age 55 and over and those 54 and younger, with the older drivers more frequently believing it to be "Very Unlikely" to get ticketed for hand-held cell phone use ($p < 0.05$).

Table Q9_2. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by age group

Q9 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	21.5%	22.3%	22.3%	23.1%	18.5%	20.0%
Somewhat Likely	26.0%	21.4%	21.9%	18.6%	18.1%	20.0%
Neither Likely or Unlikely	9.5%	14.6%	14.6%	12.4%	6.9%	3.3%
Somewhat Unlikely	20.0%	18.6%	21.9%	23.1%	20.7%	3.3%
Very Unlikely	23.0%	23.2%	19.3%	22.7%	35.8%	53.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Recall of "DDVIP Mobile App" (Q10a) by Region

The "DDVIP Mobile App" campaign, an item added in the 2016 survey, was recalled by 2.5% of all drivers and the distribution by region is shown in Table Q10a. The differences in regional recall are not significant.

Table Q10a. "In the past 6 months, do you recall hearing or seeing: DDVIP Mobile App?" by region

Q10a by region	Northern California	Central California	Southern California	Total 2016
Yes	13 2.5%	1 0.6%	17 2.9%	31 2.5%
No	500 97.5%	160 99.4%	572 97.1%	1,232 97.5%
Total	513 100.0%	161 100.0%	589 100.0%	1,263 100.0%

Note: Not in 2015 survey

Recall of "Silence the Distraction" (Q10b) by Region

The "Silence the Distraction" campaign was recalled by 12.5% of all drivers and the distribution by region is shown in Table Q10b. This item was added in the 2016 survey and the differences in regional recall are not significant.

Table Q10b. “In the past 6 months, do you recall hearing or seeing: Silence the Distraction?” by region

Q10b by region	Northern California	Central California	Southern California	Total 2016
Yes	64 12.5%	14 8.7%	53 9.0%	131 10.4%
No	449 87.5%	147 91.3%	538 91.0%	1,134 89.6%
Total	513 100.0%	161 100.0%	591 100.0%	1,265 100.0%

Recall of “Click it or Ticket” Campaign (Q10c) by Region

The recall of the “Click it or Ticket” campaign by the region variable is shown in Table Q10c_1. In total, 82.8% of all drivers recalled hearing or seeing “Click it or Ticket”. Drivers in Southern California showed a significantly lower recall (78.0%, $p<0.05$) compared to drivers in Northern California (86.4%) and Central California (88.8%).

Table Q10c_1. “In the past 6 months, do you recall hearing or seeing: Click it or Ticket?” by region

Q10c by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	444 86.4%	143 88.8%	462 78.0%	1,049 82.8%	1,644 87.4%	1,688 91.0%	1,557 81.0%	1,594 86.5%	1,583 88.6%	1,392 84.1%
No	70 13.6%	18 11.2%	130 22.0%	218 17.2%	238 12.6%	167 9.0%	366 19.0%	249 13.5%	204 11.4%	264 15.9%
Total	514 100.0%	161 100.0%	592 100.0%	1,267 100.0%	1,882 100.0%	1,855 100.0%	1,923 100.0%	1,843 100.0%	1,787 100.0%	1,666 100.0%

2015 COMPARISON: The recall of the “Click it or Ticket” campaign decreased significantly by 4.6% from 87.4% in 2015 to 82.8% in 2016 ($p=0.00$).

Recall of “Click it or Ticket” Campaign (Q10c) by Age

The recall rate of the “Click it or Ticket” campaign in the past 6 months by drivers’ age group is shown in Table Q10c_2. The rate of recall among age groups is not significantly different.

Table Q10c_2. “In the past 6 months, do you recall hearing or seeing: Click it or Ticket?” by age group

Q10c by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	81.0%	84.3%	85.1%	83.1%	82.3%	67.7%
No	19.0%	15.7%	14.9%	16.9%	17.7%	32.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Recall of “Report Drunk Drivers - Call 911” (Q10d) by Region

The “Report Drunk Drivers - Call 911” campaign by region is shown in Table Q10d_1, with 84.0% of all drivers stating to have seen or heard it in the past six months, ranging from 83.4% in Southern California to 84.5% in Central California. The differences in the regional recall are not significant.

Table Q10d_1. “In the past 6 months, do you recall hearing or seeing: Report Drunk Drivers - Call 911” by region

Q10d by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	433 84.4%	136 84.5%	493 83.4%	1,062 84.0%	1,636 87.3%	1,517 81.3%	1,007 52.0%	1,202 64.6%	1,124 62.7%	1,006 60.6%
No	80 15.6%	25 15.5%	98 16.6%	203 16.0%	238 12.7%	348 18.7%	928 48.0%	658 35.4%	669 37.3%	653 39.4%
Total	513 100.0%	161 100.0%	591 100.0%	1,265 100.0%	1,874 100.0%	1,865 100.0%	1,935 100.0%	1,860 100.0%	1,793 100.0%	1,659 100.0%

2015 COMPARISON: The recall of the “Report Drunk Drivers - Call 911” campaign decreased significantly by 3.3% since 2015, from 87.3% to 84.0% in 2016 ($p=0.01$).

Recall of “Report Drunk Drivers - Call 911” (Q10d) by Age

The recall rate of the “Report Drunk Drivers - Call 911” campaign by drivers’ age group is shown in Table Q10d_2. The rate of recall among age groups shows no significant differences among drivers.

Table Q10d_2. “In the past 6 months, do you recall hearing or seeing: Report Drunk Drivers - Call 911” by age group

Q10d by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	86.0%	87.0%	86.4%	80.2%	82.3%	71.0%
No	14.0%	13.0%	13.6%	19.8%	17.7%	29.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Recall of “Drive Sober or Get Pulled Over” (Q10e) by Region

The “Drive Sober or Get Pulled Over” campaign was recalled by 40.8% of all drivers, Table Q10e showing the distribution by region. This item was added in the 2016 survey and the differences in regional recall are significant with drivers in Central California showing the highest rate of recall with 56.5% compared to the other regions ($p<0.05$).

Table Q10e. “In the past 6 months, do you recall hearing or seeing: Drive Sober or Get Pulled Over?” by region

Q10e by region	Northern California	Central California	Southern California	Total 2016
Yes	186 36.4%	91 56.5%	238 40.3%	515 40.8%
No	325 63.6%	70 43.5%	352 59.7%	747 59.2%
Total	511 100.0%	161 100.0%	590 100.0%	1,262 100.0%

Note: Not in 2015 survey

Intoxicated Driving (Q11) by Region

Drivers were asked about the frequency of driving after having had too much to drink and the results are shown in Table Q11_1. Of all drivers, 6.6% stated to have driven drunk in the past six months. The rate of driving after having too much to drink was significantly higher in Southern California with 9.3%, compared to the Northern California region with 4.1% ($p<0.05$). A total of 29.0% of all respondents did not drink at all and were skipped to Question 14.

Table Q11 1. “In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?” by region

Q11 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	21 4.1%	7 4.3%	55 9.3%	83 6.6%	138 7.2%	162 8.8%	119 6.2%	102 5.5%	120 6.7%	99 6.0%
No	355 69.2%	101 62.7%	360 60.8%	816 64.5%	1,264 65.6%	1,258 68.3%	1,452 75.3%	1,263 68.6%	1,267 70.7%	1,214 73.5%
I do not drink at all	137 26.7%	53 32.9%	177 29.9%	367 29.0%	525 27.2%	422 22.9%	358 18.6%	475 25.8%	405 22.6%	338 20.5%
Total	513 100.0%	161 100.0%	592 100.0%	1,266 100.0%	1,927 100.0%	1,842 100.0%	1,929 100.0%	1,840 100.0%	1,792 100.0%	1,671 100.0%

2015 COMPARISON: The percentage of respondents reporting driving drunk remained comparable to 2015, without any significant changes.

Intoxicated Driving (Q11) by Age

Having driven drunk in the past six months by age group is shown in Table Q11_2. A total of 15.5% of drivers age 18 to 24 stated to have driven in the past six months when they thought they had too much to drink, significantly higher compared to all other driver age groups (compared to 7.4% or less between the other age groups, $p<0.05$).

Table Q11 2. “In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?” by age

Q11 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	15.5%	7.4%	3.8%	2.9%	5.2%	0.0%
No	60.5%	71.9%	68.4%	63.0%	55.4%	61.3%
I do not drink at all	24.0%	20.7%	27.8%	34.2%	39.4%	38.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Use of Alternative Ride Services When Drinking (Q12) by Region

All drivers who indicated they drink alcohol in question Q11 were also asked about the use of alternative ride services when drinking alcohol and 61.1% of drivers “Rarely” or “Never” did. The difference between Southern California and the other two regions are significant at $p<0.05$, with Southern California drivers stating to “Never” use taxis or ride services when drinking more frequently (36.4% compared to 61.2% in Northern and 53.7% in Central California, Table Q12_1).

Table Q12_1. “In the past 6 months, how often have you used a taxi or other ride service when drinking with others or alone?” by region

Q12 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Always	60 16.0%	21 19.4%	106 25.5%	187 20.8%	319 22.9%	150 10.6%
Sometimes	48 12.8%	13 12.0%	101 24.3%	162 18.0%	177 12.7%	179 12.7%
Rarely	38 10.1%	16 14.8%	57 13.7%	111 12.3%	184 13.2%	189 13.4%
Never	230 61.2%	58 53.7%	151 36.4%	439 48.8%	710 51.1%	894 63.3%
Total	376 100.0%	108 100.0%	415 100.0%	899 100.0%	1,390 100.0%	1,412 100.0%

2015 COMPARISON: There has been no significant change in the number of respondents who use an alternative ride service when drinking since 2015.

Use of Alternative Ride Services When Drinking (Q12) by Age

Of the drivers age 18 to 24, 28.8% stated to “Never” use taxis or ride services, which is significantly less frequently compared to drivers age 35 and over ($p<0.05$). Drivers age 45 and older state significantly more often to “Always” or “Sometimes” use a service, compared to the drivers age 44 and younger ($p<0.05$, Table Q12_2).

Table Q12_2. “In the past 6 months, how often have you used a taxi or other ride service when drinking with others or alone?” by age group

Q12 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	28.8%	33.5%	18.8%	11.9%	4.3%	0.0%
Sometimes	26.1%	21.0%	20.6%	8.8%	12.9%	5.3%
Rarely	16.3%	12.5%	14.1%	10.7%	7.2%	5.3%
Never	28.8%	33.1%	46.5%	68.6%	75.5%	89.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Designated Sober Driver (Q13) by Region

The frequency of having a designated driver by region is shown in Table Q13_1. Overall, 45.5% of all drivers “Always” or “Sometimes” designated a sober driver. Of Central California drivers, 41.7% stated “Always” having a designated driver, which is significantly higher compared to the other two regions ($p<0.05$). At the same time 46.9% of Northern California drivers stated to “Never” have a designated driver, which is significantly higher than the other regions ($p<0.05$).

Table Q13_1. “In the past 6 months, how often have you had a designated sober driver, including you?” by region

Q13 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Always	70 18.8%	45 41.7%	108 26.1%	223 24.9%	585 42.2%	525 28.5%
Sometimes	64 17.2%	20 18.5%	100 24.2%	184 20.6%	226 16.3%	338 18.3%
Rarely	64 17.2%	11 10.2%	65 15.7%	140 15.6%	154 11.1%	192 10.4%
Never	175 46.9%	32 29.6%	141 34.1%	348 38.9%	421 30.4%	790 42.8%
Total	373 100.0%	108 100.0%	414 100.0%	895 100.0%	1,386 100.0%	1,845 100.0%

2015 COMPARISON: In 2015, 42.2% of drivers “Always” had a designated sober driver, while in 2016 only 24.9% stated this, a significant decrease of 17.3% ($p=0.00$). At the same time, the percentage of drivers “Never” having a designated driver increased 8.5% from 30.4% in 2015 to 38.9% in 2016 ($p=0.00$).

Designated Sober Driver (Q13) by Age

Frequency of designating a sober driver in the past 6 months by age group is shown in Table Q13_2. Drivers age 18- to 34-years-old stated significantly fewer times to “Never” designating a sober driver in the past six months (18.3% and 27.7%) compared to drivers age 35 and over ($p<0.05$). Overall, younger drivers more frequently designated a sober driver.

Table Q13_2. “In the past 6 months, how often have you had a designated sober driver, including you?” by age group

Q13 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	33.3%	30.5%	19.4%	17.9%	21.6%	15.8%
Sometimes	32.7%	24.6%	17.6%	14.7%	12.2%	5.3%
Rarely	15.7%	17.2%	14.1%	13.5%	15.8%	21.1%
Never	18.3%	27.7%	48.8%	53.8%	50.4%	57.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q14) by Region

Drivers were asked if they had seen or heard anything about the police setting up sobriety/DUI checkpoints to catch drunk drivers in the past six months. The results by region show that 57.9% of drivers did see sobriety checkpoints, ranging from 45.5% in Northern California to 66.7% in Southern California. The rate of Northern Californians having seen a sobriety checkpoint is significantly lower than the other two regions ($p<0.05$, Table Q14_1).

Table Q14_1. “In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?” by region

Q14 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	235 45.5%	105 65.2%	395 66.7%	735 57.9%	1,094 56.8%	1,327 71.3%	993 51.6%	1,263 67.8%	1,300 72.9%	1,006 60.6%
No	282 54.5%	56 34.8%	197 33.3%	535 42.1%	831 43.2%	535 28.7%	931 48.4%	599 32.2%	483 27.1%	653 39.4%
Total	517 100.0%	161 100.0%	592 100.0%	1,270 100.0%	1,925 100.0%	1,862 100.0%	1,924 100.0%	1,862 100.0%	1,783 100.0%	1,659 100.0%

2015 COMPARISON: There are no significant changes in the rate of having seen or heard of a sobriety checkpoint compared to 2015.

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q14) by Age

Overall, drivers age 18 to 34 have a significantly higher rate of having seen a sobriety/DUI checkpoint in the past six months, compared to all other age groups ($p < 0.05$, Table Q14_2).

Table Q14_2. “In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?” by age group

Q14 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	70.1%	60.9%	54.9%	52.7%	54.3%	38.7%
No	29.9%	39.1%	45.1%	47.3%	45.7%	61.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Sobriety Checkpoint Support (Q15) by Region

The support of sobriety checkpoints by region is shown in Table Q15_1. Overall, 89.1% of drivers approve of sobriety checkpoints, without any significant differences between regions.

Table Q15_1. “Do you support the use of sobriety/DUI checkpoints?” by region

Q15 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	446 87.1%	146 90.7%	533 90.3%	1,125 89.1%	1,709 90.8%	1,658 91.0%	1,645 87.0%	1,640 89.6%	1,535 88.3%	1,446 88.4%
No	66 12.9%	15 9.3%	57 9.7%	138 10.9%	173 9.2%	163 9.0%	245 13.0%	190 10.4%	204 11.7%	189 11.6%
Total	512 100.0%	161 100.0%	590 100.0%	1,263 100.0%	1,882 100.0%	1,821 100.0%	1,890 100.0%	1,830 100.0%	1,739 100.0%	1,635 100.0%

2015 COMPARISON: The support for sobriety checkpoints remained comparable to 2015, without any significant changes.

Sobriety Checkpoint Support (Q15) by Age

The support for sobriety or DUI checkpoints among the drivers by age group is shown in Table Q15_2. There are no significant differences among the age groups.

Table Q15_2. “Do you support the use of sobriety/DUI checkpoints?” by age

Q15 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	86.0%	87.0%	90.6%	88.8%	91.8%	100.0%
No	14.0%	13.0%	9.4%	11.2%	8.2%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Likelihood of Getting Arrested for Driving Drunk (Q16) by Region

The perceived likelihood of getting arrested for driving drunk is shown in Table Q16_1, with a total of 41.3% of drivers believing it to be “Very Likely” to get arrested for driving drunk. Overall, 47.6% of Northern Californians stated it to be “Very Likely” to get arrested for drunk driving, a significantly higher figure compared to the two other regions ($p<0.05$). Similarly, 13.4% of Northern Californian drivers believed it to be “Somewhat Unlikely” to get arrested, which is also significantly lower than the other two regions ($p<0.05$).

Table Q16_1. “How likely is it for someone to get arrested if they drive drunk?” by region

Q16 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Very Likely	242 47.6%	55 34.2%	222 37.8%	519 41.3%	643 34.7%	808 44.5%
Somewhat Likely	154 30.3%	51 31.7%	172 29.3%	377 30.0%	625 33.7%	515 28.4%
Somewhat Unlikely	68 13.4%	39 24.2%	157 26.7%	264 21.0%	373 20.1%	316 17.4%
Very Unlikely	44 8.7%	16 9.9%	37 6.3%	97 7.7%	214 11.5%	175 9.6%
Total	508 100.0%	161 100.0%	588 100.0%	1,257 100.0%	1,855 100.0%	1,814 100.0%

2015 COMPARISON: The perception of likelihood of getting arrested for drunk driving remained comparable to 2015, without any significant changes.

Likelihood of Getting Arrested for Driving Drunk (Q16) by Age

The perceived likelihood of getting arrested for drunk driving by age group shows no significant differences (Table Q16_2).

Table Q16 2. “How likely is it for someone to get arrested if they drive drunk?” by age group

Q16 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	39.7%	44.2%	46.6%	37.4%	38.1%	39.3%
Somewhat Likely	35.7%	27.3%	26.5%	26.3%	35.9%	35.7%
Somewhat Unlikely	18.6%	22.9%	21.4%	23.9%	17.3%	10.7%
Very Unlikely	6.0%	5.6%	5.6%	12.3%	8.7%	14.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Perception of DUI of Drugs, Legal and Illegal (Q17) by Region

The question Q17 asked drivers “How serious of a problem is driving under the influence of drugs, including marijuana, prescription, and illegal?” Overall, 58.1% of drivers stated this to be a “Very big problem,” while 1.9% of drivers perceived it to be “Not a problem at all.” Drivers in Northern California have a significantly higher rate (66.7%) compared to drivers in Southern California (51.2%) in the perception of DUI of legal and illegal drugs being a “Very big problem” ($p<0.05$).

Table Q17 1. “How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?” by region

Q17 by region	Northern California	Central California	Southern California	Total 2016	Total 2015
Very big problem	330 66.7%	90 56.3%	297 51.2%	717 58.1%	980 54.7%
Somewhat of a problem	135 27.3%	56 35.0%	190 32.8%	381 30.9%	571 31.9%
A small problem	24 4.8%	14 8.8%	75 12.9%	113 9.1%	193 10.8%
Not a problem at all	6 1.2%	0 0.0%	18 3.1%	24 1.9%	48 2.7%
Total	495 100.0%	160 100.0%	580 100.0%	1,235 100.0%	1,792 100.0%

2015 COMPARISON: The perception of driving under the influence of drugs remained similar to 2015, without any significant changes.

Perception of DUI of Drugs, Legal and Illegal (Q17) by Age

The perception of DUI of legal and illegal drugs as a serious problem by age group is shown in Table Q17_2 with some significant differences among driver ages. Specifically, drivers age 55 to 70 are significantly more likely to see legal and illegal drugs as a “Very big problem”, compared to drivers age 44 and under ($p<0.05$).

Table Q17_2. “How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?” by age group

Q17 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very big problem	48.7%	54.9%	55.5%	61.0%	69.0%	74.1%
Somewhat of a problem	36.9%	31.3%	32.8%	31.4%	22.6%	22.2%
A small problem	10.8%	11.3%	9.6%	6.8%	7.5%	3.7%
Not a problem at all	3.6%	2.5%	2.2%	0.8%	0.9%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q18) by Region

The perceived safety of driving 10 miles over the speed limit on freeways shows some significant difference among drivers in different California regions with a total of 59.5% of all drivers believing it to be safe. In total, 67.2% of all Northern California drivers assumed it to be safe to drive 10 miles over the speed limit on freeways, a significantly higher percentage than drivers in Central and Southern California ($p < 0.05$, Table Q18_1).

Table Q18_1. “Do you think it’s safe to drive 10 miles over the speed limit on freeways?” by region

Q18 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Yes	347 67.2%	81 50.3%	327 55.3%	755 59.5%	1,110 57.5%	1,104 59.3%
No	124 24.0%	32 19.9%	119 20.1%	275 21.7%	481 24.9%	449 24.1%
It depends	45 8.7%	48 29.8%	145 24.5%	238 18.8%	341 17.7%	309 16.6%
Total	516 100.0%	161 100.0%	591 100.0%	1,268 100.0%	1,932 100.0%	1,862 100.0%

2015 COMPARISON: The belief that it is safe to drive 10 miles over the speed limit increased by 2.0% since 2015, from 57.5% to 59.5%, a significant change with $p < 0.05$.

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q18) by Age

Table Q18_2 shows the comparison of the perceived safety of driving 10 miles over the speed limit on freeways by age group. There is a significant difference between the driver age group 55 and older compared to all younger drivers in the belief that it is not safe to drive 10 miles over the speed limit on freeways ($p < 0.05$, Table Q18_2).

Table Q18_2. “Do you think it’s safe to drive 10 miles over the speed limit on freeways?” by age group

Q18 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	64.0%	63.1%	67.9%	63.4%	41.4%	38.7%
No	12.5%	17.8%	16.7%	19.3%	38.8%	45.2%
It depends	23.5%	19.1%	15.4%	17.3%	19.8%	16.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Safety of Driving 20 Miles Over the Speed Limit on Freeways (Q19) by Region

The perception of driving 20 miles over the speed limit on freeways is shown in Table Q19_1, with 7.6% of all drivers believing it is safe. There are no significant differences among drivers in the different California regions.

Table Q19_1. “Do you think it’s safe to drive 20 miles over the speed limit on freeways?” by region

Q19 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Yes	37 7.2%	11 6.8%	49 8.3%	97 7.6%	222 11.5%	230 12.4%
No	396 76.6%	125 77.6%	423 71.7%	944 74.4%	1,376 71.3%	1,267 68.4%
It depends	84 16.2%	25 15.5%	118 20.0%	227 17.9%	333 17.2%	354 19.1%
Total	517 100.0%	161 100.0%	590 100.0%	1,268 100.0%	1,931 100.0%	1,851 100.0%

2015 COMPARISON: The belief that it is safe to drive 20 miles over the speed limit did significantly change since the 2015 data collection, with only 7.6% of drivers in 2016 affirming this, compared to 11.5% in 2015 ($p<0.05$).

Safety of Driving 20 Miles Over the Speed Limit on Freeways (Q19) by Age

A comparison of drivers’ perception of driving 20 miles over the speed limit on freeways being safe by age group is shown in Table Q19_2. There is a significant difference between drivers age 55 to 70 compared to the younger drivers. A total of 85.3% of 55- to 70- year-old drivers stated that it is not safe to drive 20 miles over the speed limit on freeways, compared to all drivers between 18 and 54 ($p<0.05$).

Table Q19_2. “Do you think it’s safe to drive 20 miles over the speed limit on freeways?” by age group

Q19 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	13.5%	9.6%	7.7%	4.9%	3.0%	6.5%
No	67.0%	73.1%	70.2%	74.1%	85.3%	87.1%
It depends	19.5%	17.3%	22.1%	21.0%	11.6%	6.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q20) by Region

Table Q20_1 shows the results of drivers' responses to whether it is safe to drive five miles over the speed limit on residential streets, with 36.6% of drivers agreeing it to be safe and 46.1% not believing it to be safe. The differences between regions are significant, with a smaller proportion of drivers in Southern California (40.0%) believing it to be safe to drive five miles over the speed limit on residential streets, compared to 51.3% of drivers in Northern and 51.6% of drivers in Central California ($p<0.05$).

Table Q20_1. "Do you think it's safe to drive 5 miles over the speed limit on residential streets?" by region

Q20 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Yes	166 32.1%	55 34.2%	244 41.2%	465 36.6%	750 38.8%	577 31.0%
No	265 51.3%	83 51.6%	237 40.0%	585 46.1%	905 46.8%	978 52.6%
It depends	86 16.6%	23 14.3%	111 18.8%	220 17.3%	279 14.4%	306 16.4%
Total	517 100.0%	161 100.0%	592 100.0%	1,270 100.0%	1,934 100.0%	1,861 100.0%

2015 COMPARISON: Compared to 2015, there has been a small significant increase in drivers who believe "It depends" for it to be safe to drive five miles over the speed limit on residential streets. In 2015, 14.4% believed "It depends", while in 2016, 17.3% of drivers did, a 2.9% increase ($p<0.05$).

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q20) by Age

The perceived safety of driving five miles over the speed limit on residential streets by age group also shows some significant differences. Drivers age 18 to 24 have a significantly higher rate (50.2%) of believing it to be safe to drive 5 miles over the speed limit on residential streets, compared to drivers age 35 to 44 (31.9%) and those age 55 to 70 (26.7%, Table Q20_2, $p<0.05$).

Table Q20_2. "Do you think it's safe to drive 5 miles over the speed limit on residential streets?" by age group

Q20 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	50.2%	38.2%	31.9%	38.3%	26.7%	29.0%
No	33.8%	46.2%	47.2%	42.4%	58.6%	51.6%
It depends	15.9%	15.7%	20.9%	19.3%	14.7%	19.4%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Chance of Being Ticketed for Driving Over Speed Limit (Q21) by Region

The chance of being ticketed for driving over the speed limit by the region variable is shown in Table Q21_1, with a total 58.0% of all drivers believing it to be “Very Likely” or “Somewhat Likely” to get a speeding ticket for driving over the speed limit. There are some significant differences between California regions, with Northern California drivers’ responses of being ticketed being “Somewhat Unlikely” (17.3%) and “Very Unlikely” (20.7%) being both significantly different than Southern California and Central California drivers ($p<0.05$).

Table Q21_1. “What do you think the chances are of getting a ticket if you drive over the speed limit?” by region

Q21 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Very Likely	109 21.7%	44 27.3%	114 19.3%	267 21.3%	398 21.5%	413 22.5%
Somewhat Likely	202 40.2%	55 34.2%	203 34.3%	460 36.7%	741 40.0%	691 37.6%
Somewhat Unlikely	87 17.3%	42 26.1%	212 35.9%	341 27.2%	467 25.2%	484 26.4%
Very Unlikely	104 20.7%	20 12.4%	62 10.5%	186 14.8%	245 13.2%	248 13.5%
Total	502 100.0%	161 100.0%	591 100.0%	1,254 100.0%	1,851 100.0%	1,836 100.0%

2015 COMPARISON: There have been no significant changes since 2015 in the perception of drivers on the chances of getting a ticket for driving over the speed limit.

Chance of Being Ticketed for Driving Over Speed Limit (Q21) by Age

Drivers’ perceived chance of being ticketed for driving over the speed limit by age is shown in Table Q21_2, with some significant differences among age groups. Drivers age 45 to 54 significantly more often (21.1%) stated it to be “Very Unlikely” to get a ticket compared to drivers age 18 to 24 (10.5%) and drivers age 35 to 44 (10.3%, $p<0.05$).

Table Q21_2. “What do you think the chances are of getting a ticket if you drive over the speed limit?” by age group

Q21 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	22.5%	23.1%	24.1%	21.1%	17.1%	6.7%
Somewhat Likely	38.5%	35.5%	35.8%	33.3%	37.7%	63.3%
Somewhat Unlikely	28.5%	27.2%	29.7%	24.5%	28.5%	6.7%
Very Unlikely	10.5%	14.2%	10.3%	21.1%	16.7%	23.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Perception of Legality for Bikes on Roadways (Q22) by Region

Drivers were asked if they believed it to be legal for bicyclists to ride on roadways when there is no bike lane and 68.0% of drivers agreed, while 32.0% did not, without any significant differences among the California regions (Table Q22_1).

Table Q22 1. “Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?” by region

Q22 by region	Northern California	Central California	Southern California	Total 2016	Total 2015	Total 2014
Yes	317 65.4%	100 62.5%	421 71.6%	838 68.0%	1,260 68.6%	1,204 68.7%
No	168 34.6%	60 37.5%	167 28.4%	395 32.0%	577 31.4%	549 31.3%
Total	485 100.0%	160 100.0%	588 100.0%	1,233 100.0%	1,837 100.0%	1,753 100.0%

2015 COMPARISON: The perception of it being legal for bicycles to ride on the street when there is no bike line has not changed significantly since 2015.

Perception of Legality for Bikes on Roadways (Q22) by Age

The perception of the legality of bicycles on roadways by age is shown in Table Q22_2, without any significant differences among the age groups.

Table Q22 2. “Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?” by age group

Q22 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	63.6%	66.4%	70.3%	65.2%	74.9%	69.0%
No	36.4%	33.6%	29.7%	34.8%	25.1%	31.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Safety Problems Experienced (Q23)

Respondents were asked to think about when they have been a pedestrian in the past six months and what safety problems they experienced, the results of which are shown with the previous years' comparison in Table Q23_1. The multiple choice answers were combined and open-ended comments additionally coded in the answering categories highlighted in blue below.

The majority of respondents mentioned “Cars Not Stopping” as a safety problem when being a pedestrian (27.6%), while 20.5% stated “Distracted Drivers (cell phones)” as being a frequently encountered safety problem.

Table Q23_1. “Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?”

Q23	Count 2016	Percent 2016	Percent 2015	Percent 2014
Cars Not Stopping	460	27.6%	21.8%	30.5%
Distracted Drivers (cell phones)	341	20.5%	14.1%	27.4%
Cars Going Too Fast	241	14.5%	11.2%	17.2%
None	225	13.5%	22.8%	3.3%
Other	85	5.1%	3.1%	3.4%
Lack of Sidewalks/Clear Crosswalks	82	4.0%	5.0%	2.1%
Almost Getting Hit By Car	78	4.7%	4.7%	7.7%
Bicyclists Not Stopping	42	2.5%	1.9%	2.1%
Drivers' Behavior (general)	31	1.9%	3.0%	1.4%
Drivers Turning Right Without Looking For Pedestrians	18	1.1%	3.3%	1.1%
Drivers Don't See or Look For Pedestrians	15	0.9%	3.1%	1.3%
Drivers Not Paying Attention	13	0.8%	3.9%	0.7%
Crowded Streets	13	0.8%	0.4%	1.3%
Walk Signals Not Long Enough	4	0.2%	0.4%	0.4%
Drivers Stopping in the Crosswalk	2	0.1%	0.7%	0.2%
Age/Gender/Ethnicity of Drivers	2	0.1%	0.2%	0.1%
Total	1,665	100.0%	100.0%	100.0%

2015 COMPARISON: The most frequently mentioned safety problem for pedestrians in 2016 remains “Cars Not Stopping” with 27.6% of all drivers stating this in 2016, compared to 21.8% of drivers in the previous year ($p=0.00$).

Safety Problems Experienced (Q23) by Region

The safety problems experienced by pedestrians by the region variable are shown in Table Q23_2 with the most frequently mentioned response by region highlighted in green. The most frequently given response in both Northern and Southern California was “Cars Not Stopping,” and in Central California most respondents stated “Distracted Drivers”.

Table Q23_2. “Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?” by region

Q23 by region	Northern California	Central California	Southern California
Distracted Drivers (cell phones)	13.8%	26.9%	24.6%
Cars Not Stopping	31.8%	20.2%	26.0%
Cars Going Too Fast	15.3%	13.5%	14.0%
Bicyclists Not Stopping	5.3%	0.0%	0.8%
Crowded Streets	0.7%	1.0%	0.8%
Almost Getting Hit By Car	5.7%	1.9%	4.5%
Lack of Sidewalks/Clear Crosswalks	3.8%	8.7%	4.9%
None	13.5%	14.4%	13.2%
Other	4.9%	6.7%	4.9%
Drivers Not Paying Attention	1.0%	0.5%	0.6%
Drivers Turning Right Without Looking For Pedestrians	0.7%	0.0%	1.7%
Drivers Don't See or Look For Pedestrians	0.6%	0.5%	1.3%
Drivers' Behavior (general)	1.6%	2.4%	1.9%
Drivers Stopping in the Crosswalk	0.0%	1.0%	0.0%
Crowded Streets	0.0%	0.0%	0.1%
Walk Signals Not Long Enough	0.1%	0.5%	0.3%
Total responses	100.0%	100.0%	100.0%