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CALIFORNIA TRAFFIC SAFETY SURVEY 2018
DATA ANALYSIS AND
COMPARISON WITH 2010-2017 SURVEY DATA RESULTS

Conducted on Behalf of

The California Office of Traffic Safety
The Safe Transportation Research and Education Center - University of California, Berkeley

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Summary of Findings

Safety Concerns (Q2)

- The top three most frequently indicated safety problems in 2018 were "Speeding and Aggressive Driving," "Distracted Driving because of Texting," and "Bad Road Surfaces." Compared to 2017, drivers were less likely to name "Speeding and Aggressive Driving" as safety problems, but more likely to mention "Bad Road Surfaces" (Table Q2_3).
- In 2017, "Drunk Driving" was the second most mentioned safety problem with 22.9% of responses, while in 2018 "Drunk Driving" only accounted for 6.5% of responses (Table Q2_3).

Most Serious Distraction (Q3)

- The most serious distraction on California roadways is "Texting While Driving," for the sixth year in a row. Combined with "Cell Phone Conversations" and "Phone Device Use in General", distractions by hand-held devices accounted for 81.9% of the total distractions (Table Q3_2).

Talking on Hand-Held While Driving (Q4)

- Younger drivers more frequently used a wireless device while driving in the past 30 days. Only 12.7% of 18 to 24-year-old drivers answered that they have "Never" used a wireless device while driving, compared to 68.0% of 71 and older drivers who never have. There is a statistically significant difference between the age ranges of 18 to 44 compared to drivers 45 and older (Table Q4_2).

Driving Mistake Due to Cell Phone Use (Q5)

- Compared to the 49.3% of drivers in 2017 admitting to making a driving mistake while using a cell phone, there was a significant 3.3% reduction of reported driving mistakes in 2018 (Table Q5_1).
- There was a significant regional difference in whether or not a driver has made a driving mistake due to cell phone use, where 53.4% of Southern California drivers said they had, compared to only 37.5% of Northern California drivers (Table Q5_2).

Likelihood of Being Ticketed for Hand-Held Phone Use (Q7)

- Northern California drivers were more likely to say that they believe it is "Very Unlikely" to be ticketed for hand-held cell use (27.4%), compared to Central or Southern California drivers (19.6% and 16.8%, respectively) (Table Q7_2).

Recall of Traffic Safety Outreach Campaigns (Q8a-Q8d)

- The safety campaign with the highest recall was "DUI Doesn't Just Mean Booze," where 43.0% of drivers recalled the campaign. However, compared to Northern and Central California drivers, Southern California drivers had a significantly lower recall (Table Q8d).
- "Road signs" were the most frequently indicated source of awareness for all campaigns, except for "DDVIP Mobile App," which was most often seen on Facebook (Table Q8a-e Follow-Up).

Campaign	Recall Rate 2018	Recall Rate 2017	Recall Rate 2016
"Drive Sober or Get Pulled Over"	42.5%	38.4%	40.8%
"Recall of DDVIP Mobile App"	3.5%	4.2%	2.5%
"Pedestrians Don't Have Armor"	13.5%	17.1%	--
"DUI Doesn't Just Mean Booze"	43.0%	29.3%	--
"Put Your Phone Down, Just Drive"	29.4%	--	--

Intoxicated Driving (Q9)

- In 2018, 6.3% of drivers said they had driven when they thought they had too much alcohol to drive safely, a significant 3.8% reduction from 2017 (Table Q9_1).
- Southern California drivers were significantly more likely to say they had not driven after drinking too much (73.8%), compared to 67.2% of Northern California drivers, and 67.7% of Central California drivers (Table Q9_2).

Use of Alternative Ride Services when Drinking (Q10)

- In 2018, 53.9% of drivers said they "Always" or "Sometimes" used a taxi or other rideshare service when drinking, compared to 44.2% in 2017 (Table Q10_1).

Designated Sober Driver (Q11)

- Up from 23.6% in 2017, 33.6% of drivers in 2018 said they "Always" had a designated sober driver (Table Q11_1).
- Northern California drivers were more to designate a sober driver than Central or Southern California drivers (Table Q11_1), as were younger drivers compared to older drivers (Table Q11_2).

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q12)

- Significantly fewer drivers said they had seen or heard about sobriety or DUI checkpoints in the past six months compared to 2017 (Table Q12_1).
- Central California drivers were significantly more likely to have seen or heard about sobriety or DUI checkpoints than drivers in Northern or Southern California (Table Q12_2).

Awareness of DUI (Q13)

- 93.8% of California drivers said that they were aware that they could get a DUI if they drive under the influence of legal or illegal drugs (Table Q13_1).

Likelihood of Getting Arrested for Driving Impaired (Q14)

- 46.3% of Northern California drivers considered it to be "Very Likely" to get arrested for driving impaired, a significantly higher percentage compared to Southern California drivers (Table Q14_1).

Perception of Marijuana Impairing Driving Functions (Q15)

- 77.3% of drivers indicated they believe that marijuana impairs driving functions (Table Q15_1).
- The 25 to 34-year-old drivers were the most likely to say that marijuana impairs driving functions compared to other age groups (Table Q15_2).

Perception of DUI of Drugs, Legal and Illegal (Q16)

- In 2018 there was a 4.2% reduction in drivers' perception of driving under the influence of drugs being a "Very Big Problem" compared to 2017 (Table Q16_1).
- Younger drivers were significantly less likely to say that driving under the influence of drugs is a "Very Big Problem" (Table Q16_2).

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q17)

- Compared to 2017, the belief that it is safe to drive 10 miles over the speed limit decreased by 8.1% in 2018 (Table Q17_1).

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q18)

➔ Between 2017 and 2018, there was a significant decrease of drivers believing that it is safe to drive five miles over the speed limit in residential areas (Table 18_1).

Chance of Being Ticketed for Driving Over Speed Limit (Q19)

➔ In 2018, 41.6% of California drivers indicated that they believe it is "Somewhat Likely" to be ticketed for driving over the speed limit, a 5.6% increase from 2017 (Table Q19_1).

Perception of Safety of Driverless Vehicles (Q20)

➔ There has been a significant switch in the perception of driverless vehicles since 2017, with significantly fewer drivers believing that driverless vehicles will make roadways safer (from 27.7% in 2017 down to 23.8% in 2018) and more believing that there are other factors determining whether roads will be safer with driverless vehicles (from 23.8% in 2017 up to 28.3% in 2018, Table Q20_1).

Comfort Level Sharing the Road with Driverless Vehicles (Q21)

➔ Drivers age 25 to 34 have a significantly lower rate of being "Very Uncomfortable" with driverless vehicles compared to drivers age 45 and over (p=0.00). (Table Q21_2).

Level of Comfort Sharing Road with Bicyclists with Bike Lanes (Q23)

➔ Northern California drivers are the most likely to be "Very Comfortable" sharing the road with bicyclists when there is a bike lane compared with the other regions (Table Q23_1).

Safety Problems Experienced as a Pedestrian or Bicyclist (Q25)

➔ 31.1% of drivers stated "Distracted Drivers (cell phones)" as a safety problem they experienced when they were a pedestrian or bicyclist in the past six months (Table Q25_2).

Safety Problems Experienced as a Driver around Pedestrians and Bicyclists (Q26)

➔ While drivers were most likely to report no safety problems as the driver around pedestrians and bicyclists, the next most frequent stated safety problems were "Pedestrians not using crosswalks" and "Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)," mentioned by 21.4% and 19.2% of drivers, respectively (Table Q26_2).

Overview of Results

The 2018 California Traffic Safety Study is the ninth wave of a statewide representative survey of California vehicle drivers on traffic safety perceptions, distracted driving and level of awareness of traffic safety media outreach campaigns. The following data analyses is based on 1,395 survey responses collected in August and September of 2018.

The analyzed data only includes the valid answers for survey items, while excluding all reported "Don't know" responses as well as response refusals. For this reason, the valid percentage of responses differs for each question due to the number of valid answers given to a particular question. The total answer per survey question is reflected in the total number of completed surveys, which are listed in each table. In addition, some questions are skipped based on selected answer and the sample sizes for each survey item vary accordingly. Due to rounding to one decimal point, some percentages presented do not always add up to the exact value of 100.0%.

All comparisons to previous years' data refer to the comparable longitudinal field surveys conducted with California vehicle drivers since 2010. The scope and overall sample size of the 2018 survey was comparable to the sample size of the 2017 data collection.

In total, 1,395 vehicle drivers were intercepted for the study, resulting in an overall confidence interval of +/- 2.63, 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 listed "% of answers" column is calculated off the total number of answers given by all respondents (2,080 answers). The "% of Drivers" column is calculated from the total number respondents who answered, excluding those who did not answer this question (1,333 drivers for Q2). This presentation and subsequent comparison is consistent with previous waves.

Questionnaire note:

The field survey version differed slightly between 2017 and 2018, resulting in a question numbering change, which is noted in the text.

Region Variable

A total of three regions within California were defined for the study, similar to previous waves of data collection. The geographic segmentation 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 the region variable and by county are shown in Table R2. A total of 553 surveys were completed in Northern California (39.6%), 161 (11.5%) in Central California and 681 (48.8%) in Southern California.

Table R2. Completed intercepts by region and county

County	Northern California	Central California	Southern California	Total %
Sacramento	84	--	--	6.0%
San Francisco	80	--	--	5.7%
San Mateo	80	--	--	5.7%
Placer	75	--	--	5.4%
Alameda	83	--	--	5.9%
Santa Clara	74	--	--	5.3%
Contra Costa	77	--	--	5.5%
Fresno	--	81	--	5.8%
Kern	--	80	--	5.7%
Los Angeles	--	--	154	11.0%
Orange	--	--	150	10.7%
San Diego	--	--	150	10.7%
Riverside	--	--	75	5.4%
San Bernardino	--	--	75	5.4%
Ventura	--	--	77	5.5%
Total # Surveys	**553**	**161**	**681**	**1,395**
Percentage	**39.6%**	**11.5%**	**48.8%**	**100.0%**

Respondent Demographics

The age and gender distribution of all completed intercepts by the region variable is shown in Table D1. Age was provided by the respondent, while gender was coded by observation by the field staff.

Table D1. Age and gender distribution by geographic regions

Gender	Age Group	Northern California	Central California	Southern California	Total
Male	18-24	11.8%	12.2%	12.7%	12.3%
	25-34	21.7%	20.4%	27.7%	24.3%
	35-44	21.5%	20.4%	20.1%	20.7%
	45-54	23.0%	21.4%	16.3%	19.8%
	55-70	18.8%	19.4%	19.6%	19.2%
	71 or older	3.1%	6.1%	3.6%	3.7%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**
Female	18-24	14.1%	4.9%	15.2%	13.6%
	25-34	22.7%	29.5%	31.4%	28.3%
	35-44	22.7%	13.1%	23.5%	22.0%
	45-54	18.4%	21.3%	11.2%	14.8%
	55-70	16.6%	27.9%	16.2%	17.8%
	71 or older	5.5%	3.3%	2.5%	3.6%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**

The gender distribution by region is shown in Table D2, with a higher percentage of male drivers in each region which is comparable to previous waves of data collection.

Table D2. Gender distribution by geographic regions

Gender	Northern California	Central California	Southern California	Total
Male	70.3%	60.9%	58.9%	63.7%
Female	29.7%	39.1%	41.1%	36.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2)

The biggest safety problems on California roadways are shown in Table Q2_1 and include the list of all coded open-ended comments. The categories added for open-ended comments are highlighted in blue, with similar coding categories as generated in the previous years of data collection.

This question was a multiple-choice response and all answers from all respondents were combined for analysis. For the 2018 wave of data collection, four additional coding categories, based on comments provided, were added: "Disregard of Traffic Laws" including all comments indicating drivers do not obey or disregard traffic laws, "Running Red Lights & Stop Signs", "Infrastructure Issues" to code responses on road lane width, number, lighting and lane markings, and "Perceived Driving Skills" as a coding category for mentioning of lack of driving skills in general or specified.

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

Drunk Driving
Speeding/Aggressive Driving
Distracted Driving because of TALKING
Distracted Driving because of TEXTING
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)
Bad Road Surfaces
Not Wearing Seatbelts
Drugged Driving
Other
Age/Gender/Ethnicity of Other Drivers
Trucks, Other Types of Vehicles
Other Drivers' Behavior (general)
Car Crashes/Vehicle Issues
Drivers Distracted / Inattentive
Weather Conditions
Bicyclists or Pedestrians
Motorcyclists
Congestion on Roadways
Construction on Roadways
Unlicensed/Uninsured Drivers
Trash/Debris
Not Signaling Lane Change/Merging Vehicles
Running Red Lights & Stop Signs
Disregard of Traffic Laws
Infrastructure Issues
Perceived Driving Skills

In total, 2,080 open-ended answers were provided for the multiple-choice question by 1,333 drivers. Table Q2_2 shows the counts listed by percent of total answers as well as by the percent of drivers who responded to the question.

When asked their perception of the biggest safety problems on California roadways in 2018, respondents most frequently indicated "Speeding and Aggressive Driving," which accounted for 19.4% of all answers by 30.2% of all drivers surveyed. The second most frequently mentioned response was "Distracted Driving because of Texting" accounting for 16.9% of all answers, and 26.3% of drivers. "Bad Road Surfaces" was the third most frequently given response with 15.3% of answers indicated by 23.9% of drivers. The top three answers amounted to 51.6% of the total number of responses given.

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

Q2 all answers combined	Count	% of answers	% of Drivers
Speeding/Aggressive Driving	403	19.4%	30.2%
Distracted Driving because of TEXTING	351	16.9%	26.3%
Bad Road Surfaces	318	15.3%	23.9%
Distracted Driving because of TALKING	295	14.2%	22.1%
Drunk Driving	135	6.5%	10.1%
Congestion on Roadways	93	4.5%	7.0%
Other	65	3.1%	4.9%
Internal Car Distractions	60	2.9%	4.5%
Infrastructure Issues	57	2.7%	4.3%
Not Signaling Lane Change/Merging Vehicles	50	2.4%	3.8%
Perceived Driving Skills	34	1.6%	2.6%
Drivers Distracted / Inattentive	27	1.3%	2.0%
Drugged Driving	26	1.3%	2.0%
Other Drivers' Behavior (general)	23	1.1%	1.7%
Bicyclists or Pedestrians	20	1.0%	1.5%
Not Wearing Seatbelts	16	0.8%	1.2%
Motorcyclists	16	0.8%	1.2%
Disregard of Traffic Laws	16	0.8%	1.2%
Age/Gender/Ethnicity of Other Drivers	15	0.7%	1.1%
Running Red Lights & Stop Signs	15	0.7%	1.1%
Construction on Roadways	11	0.5%	0.8%
Unlicensed/Uninsured Drivers	10	0.5%	0.8%
Trucks, Other Types of Vehicles	9	0.4%	0.7%
Trash/Debris	8	0.4%	0.6%
Car Crashes/Vehicle Issues	4	0.2%	0.3%
Weather Conditions	3	0.1%	0.2%
Total	**2,080**	**100.0%**	**156.0%**

Table Q2_3 shows the 2018 results of perceived safety problems on California roadways in comparison with the results of previous years. The percentages shown represent the given answer's fraction of the total number of answers given, not the total number of drivers surveyed (see also Table Q2_4).

In 2018 the top three most frequently indicated safety problems were "Speeding and Aggressive Driving," "Distracted Driving because of Texting," and "Bad Road Surfaces." Compared to 2017, drivers were less likely to name "Speeding and Aggressive Driving" as safety problems, but more likely to mention "Bad Road Surfaces". In 2017, "Drunk Driving" was the second most mentioned safety problem accounting for 22.9% of all responses, while in 2018, "Drunk Driving" accounted for 6.5% of responses.

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

Q2 all answers combined	% answers 2018	% answers 2017	% answers 2016	% answers 2015	% answers 2014	% answers 2013	% answers 2012	% answers 2011	% answers 2010
Speeding/Aggressive Driving	19.4%	27.7%	19.2%	18.1%	20.2%	14.3%	15.6%	17.6%	18.2%
Distracted Driving because of Texting	16.9%	14.7%	18.2%	16.1%	21.2%	20.3%	17.1%	18.5%	9.9%
Bad Road Surfaces	15.3%	3.8%	12.2%	13.0%	10.4%	9.2%	11.4%	11.6%	11.6%
Distracted Driving because of Talking	14.2%	11.9%	13.8%	11.7%	18.0%	16.0%	18.3%	20.3%	15.8%
Drunk Driving	6.5%	22.9%	5.6%	6.6%	6.2%	5.7%	4.3%	12.6%	7.9%
Congestion	4.5%	2.3%	5.2%	4.3%	2.9%	4.9%	4.1%	1.2%	5.3%
Other	3.1%	0.1%	2.5%	4.0%	1.1%	0.6%	0.4%	0.0%	0.0%
Internal Car Distractions	2.9%	2.5%	3.2%	3.1%	5.5%	3.6%	3.5%	3.8%	2.7%
Infrastructure Issues	2.7%	--	--	--	--	--	--	--	--
Not Signaling Lane Change / Merging	2.4%	1.3%	1.6%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Drivers' Behavior (general)	1.1%	4.0%	5.9%	6.1%	5.6%	11.3%	10.5%	4.5%	14.0%
Bicyclists/Pedestrians	1.0%	1.2%	1.2%	0.8%	1.2%	1.0%	1.2%	0.6%	0.9%
Age/Gender/Ethnicity of Other Drivers	0.7%	0.8%	1.0%	1.5%	1.3%	2.2%	1.5%	1.0%	3.2%
Not Wearing Seatbelts	0.8%	0.3%	0.6%	0.6%	0.9%	0.6%	0.4%	0.9%	0.4%
Disregard of Traffic Laws	0.8%	--	--	--	--	--	--	--	--
Motorcyclists	0.8%	0.7%	1.4%	1.5%	0.8%	0.6%	1.0%	0.3%	0.8%
Other Drivers' Behavior that is Clearly Distracted	1.3%	0.4%	2.0%	2.3%	0.7%	1.8%	2.0%	2.0%	2.3%
Running Red Lights and Stop Signs	0.7%	0.0%	1.2%	--	--	--	--	--	--
Unlicensed/ Uninsured drivers	0.5%	0.1%	0.2%	3.0%	0.3%	0.3%	0.5%	0.0%	0.0%
Construction	0.5%	0.6%	1.1%	1.3%	1.2%	1.6%	2.1%	1.1%	0.8%
Trucks, Other Types of Vehicles	0.4%	0.5%	0.8%	1.2%	0.5%	0.7%	0.9%	0.3%	0.7%
Trash/Debris	0.4%	0.3%	0.5%	0.8%	0.2%	0.6%	0.6%	0.0%	0.0%
Drugged Driving	1.3%	1.5%	--	--	--	--	--	--	--
Car Crashes/Vehicle Issues	0.2%	0.2%	0.7%	4.0%	0.2%	0.4%	0.8%	0.3%	0.4%
Weather Conditions	0.1%	0.2%	0.2%	1.0%	0.3%	0.1%	0.2%	0.0%	0.1%
Total responses	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

2017 COMPARISON: The most frequently mentioned safety problem "Speeding and Aggressive Driving," reduced by 8.3% from 27.7% in 2017 to 19.4% in 2018. At the same time, "Bad Road Surfaces" increased by 11.5%, both changes are significant (p=0.00). The mentioning of "Distracted Driving because of Texting" remained comparable to 2017.

Safety Concerns (Q2) by California Region

The biggest safety concern on California roadways by region is shown in Table Q2_4, with the most frequently mentioned concern highlighted. In Northern California, 30.8% of respondents stated "Speeding/Aggressive Driving" as their biggest concern, similarly to 30.9% of Southern California respondents. In Central California, 26.3% of respondents mentioned "Distracted Driving because of Texting" as their biggest safety concern.

Table Q2_4. Frequencies of Q2 by Region

Q2 by Region	Northern California	Central California	Southern California
Speeding/Aggressive Driving	30.8%	25.7%	30.9%
Distracted Driving because of Texting	24.7%	26.3%	27.6%
Bad Road Surfaces	24.0%	23.0%	24.0%
Distracted Driving because of Talking	20.8%	23.0%	23.0%
Congestion on Roadways	9.2%	3.9%	5.8%
Drunk Driving	7.5%	9.9%	12.3%
Not Signaling Lane Change/Merging Vehicles	5.8%	5.9%	1.5%
Infrastructure Issues	4.7%	5.3%	3.7%
Other	3.8%	5.9%	5.5%
Internal Car Distractions	2.6%	0.7%	6.9%
Drivers Distracted / Inattentive	2.6%	0.7%	1.8%
Perceived Driving Skills	2.6%	2.0%	2.6%
Bicyclists or Pedestrians	2.5%	0.7%	0.9%
Other Drivers' Behavior (general)	2.5%	1.3%	1.2%
Drugged Driving	1.7%	0.7%	2.5%
Disregard of Traffic Laws	1.7%	1.3%	0.8%
Motorcyclists	1.5%	0.7%	1.1%
Running Red Lights & Stop Signs	1.1%	5.3%	0.2%
Construction on Roadways	0.8%	1.3%	0.8%
Not Wearing Seatbelts	0.6%	0.0%	2.0%
Car Crashes/Vehicle Issues	0.6%	0.0%	0.2%
Trash/Debris	0.6%	2.0%	0.3%
Age/Gender/Ethnicity of Other Drivers	0.4%	1.3%	1.7%
Trucks, Other Types of Vehicles	0.2%	2.0%	0.8%
Unlicensed/Uninsured Drivers	0.2%	0.7%	1.2%
Weather Conditions	0.0%	0.7%	0.3%
Total	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2) by Age

The safety concerns on California roads by age of driver are shown in Table Q2_5. All age groups except 45 to 54-year-olds indicated that "Speeding/Aggressive Driving" is their greatest safety concern. The age group of 45 to 54-year-olds stated "Distracted Driving because of Texting" as their biggest 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
Speeding/Aggressive Driving	29.8%	33.4%	29.7%	28.5%	27.5%	36.2%
Distracted Driving because of Texting	26.7%	28.7%	27.5%	30.1%	21.5%	14.9%
Distracted Driving because of Talking	25.5%	23.5%	22.5%	24.7%	18.7%	10.6%
Bad Road Surfaces	19.3%	27.9%	24.6%	24.7%	21.5%	21.3%
Drunk Driving	11.2%	11.7%	10.1%	9.6%	8.4%	6.4%
Internal Car Distractions	7.5%	2.9%	4.7%	6.3%	2.8%	4.3%
Other	5.6%	6.2%	3.6%	2.9%	5.6%	8.5%
Not Signaling Lane Change/Merging Vehicles	5.6%	3.8%	2.5%	4.2%	3.2%	6.4%
Infrastructure Issues	5.0%	5.9%	4.7%	2.1%	4.0%	2.1%
Drivers Distracted / Inattentive	3.1%	2.6%	2.5%	1.3%	0.8%	2.1%
Other Drivers' Behavior (general)	3.1%	1.2%	1.1%	3.3%	0.4%	2.1%
Drugged Driving	2.5%	1.8%	2.2%	2.1%	1.6%	2.1%
Bicyclists or Pedestrians	2.5%	1.8%	1.4%	0.8%	0.0%	4.3%
Disregard of Traffic Laws	2.5%	0.9%	0.4%	1.3%	2.0%	0.0%
Perceived Driving Skills	1.9%	2.9%	1.8%	2.1%	3.2%	0.0%
Not Wearing Seatbelts	1.2%	0.9%	1.8%	1.7%	0.4%	2.1%
Motorcyclists	1.2%	0.6%	1.4%	1.3%	1.2%	2.1%
Congestion on Roadways	1.2%	3.5%	8.7%	8.4%	11.6%	8.5%
Construction on Roadways	1.2%	0.3%	2.2%	0.4%	0.0%	2.1%
Running Red Lights & Stop Signs	1.2%	0.3%	0.4%	1.7%	1.6%	4.3%
Age/Gender/Ethnicity of Other Drivers	0.6%	0.9%	0.7%	2.1%	1.6%	0.0%
Trucks, Other Types of Vehicles	0.0%	0.9%	0.7%	0.4%	0.8%	2.1%
Car Crashes/Vehicle Issues	0.0%	0.6%	0.4%	0.4%	0.0%	0.0%
Weather Conditions	0.0%	0.3%	0.7%	0.0%	0.0%	0.0%
Unlicensed/Uninsured Drivers	0.0%	0.3%	0.7%	0.8%	1.2%	4.3%
Trash/Debris	0.0%	1.2%	0.7%	0.4%	0.4%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) Coding Categories

All respondents were asked to state the "most serious distraction for drivers" on California roads, and the answering choices, including additionally created code categories (highlighted in blue) are outlined in Table Q3_1.

Table Q3_1. "In your opinion, what is the MOST serious distraction for drivers" with additional code categories

Cell Phone Conversations (hand-held or hands-free)
Texting While Driving
Passengers in Car
Eating While Driving
Car Crashes/Vehicle Issues
GPS/Navigation Systems
Roadside Billboards
Other
Age/Gender/Ethnicity of Other Drivers
Trucks, Other Types of Vehicles
Drunk Drivers
Drivers Distracted / Inattentive
Road Conditions
Bicyclists or Pedestrians
Motorcyclists
Congestion on Roadways
Construction on Roadways
Caltrans or Police
Rubbernecking
Phone Device Use in General (both text, phone etc.)

Most Serious Distraction (Q3) by Survey Wave

The most serious distraction mentioned by drivers in the 2018 wave of data collection was again "Texting While Driving", with 44.5% of all answers. This was followed by "Cell Phone Conversations" with 32.2% of answers. Combined, the mentioning of texting, cell phone use to talk, and cell phones in general, accounted for 81.9% of all answers provided in 2018 (Table Q3_2).

Table Q3_2. Frequencies of Q3 by Survey Wave

Q3	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Texting While Driving	44.5%	50.8%	44.1%	39.0%	51.8%	47.9%	37.2%	27.6%	12.7%
Cell Phone Conversations (hand-held or hands-free)	32.2%	31.9%	33.5%	22.2%	29.5%	33.4%	42.8%	56.0%	61.9%
Car Crashes/Vehicle Issues	5.3%	1.4%	1.7%	1.6%	1.3%	1.4%	2.9%	1.9%	1.9%
Phone Device Use in General (both text, phone etc.)	5.2%	2.2%	5.5%	19.4%	--	--	--	--	--
Other Drivers' Behavior (general)	0.0%	2.2%	2.2%	0.5%	2.1%	3.2%	3.6%	2.2%	0.0%
GPS/Navigation Systems	0.8%	1.3%	1.7%	0.7%	0.9%	0.4%	0.5%	0.5%	0.2%
Roadside Billboards	1.7%	1.2%	1.5%	2.6%	0.9%	1.8%	1.9%	1.3%	2.1%
Construction on Roadways	0.4%	0.4%	1.1%	1.0%	0.9%	0.8%	0.9%	0.7%	0.7%
Congestion on Roadways	0.4%	0.4%	0.8%	0.3%	0.7%	0.6%	0.9%	0.5%	1.4%
Adjusting Radio/Stereos	0.0%	0.5%	0.7%	1.1%	1.2%	0.7%	0.8%	0.7%	1.2%
People on the Street/Scenery	0.0%	0.1%	0.7%	0.3%	0.0%	1.1%	0.0%	0.0%	0.0%
Other	4.2%	0.7%	0.6%	3.7%	1.6%	1.2%	1.2%	0.3%	0.7%
Eating While Driving	0.5%	1.3%	0.6%	1.5%	1.8%	0.5%	0.8%	1.2%	1.9%
Passengers in Car	2.3%	1.7%	0.6%	1.2%	2.0%	1.5%	1.4%	1.8%	3.3%
Motorcyclists	0.4%	0.7%	0.6%	0.9%	0.2%	0.5%	0.5%	0.2%	0.2%
Rubbernecking	0.3%	0.3%	0.6%	0.9%	0.2%	0.5%	0.5%	0.0%	0.0%
Personal Grooming	0.0%	0.5%	0.6%	0.8%	1.5%	0.7%	0.4%	0.9%	0.6%
Drivers Distracted / Inattentive	0.4%	0.4%	0.6%	0.5%	0.8%	0.7%	0.7%	0.9%	1.9%
Bicyclists or Pedestrians	0.3%	0.4%	0.6%	0.3%	1.0%	0.6%	1.0%	0.5%	0.3%
Road Conditions	0.3%	0.4%	0.4%	0.3%	0.3%	0.8%	0.4%	0.0%	0.0%
Drunk Drivers	0.2%	0.2%	0.4%	0.1%	0.2%	0.2%	0.2%	0.4%	0.5%
Age/Gender/Ethnicity of Other Drivers	0.3%	0.2%	0.2%	0.5%	0.3%	0.3%	0.1%	0.6%	1.6%
Caltrans or Police	0.2%	0.1%	0.2%	0.3%	0.3%	0.6%	0.5%	0.0%	0.4%
Trucks, Other Types of Vehicles	0.1%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%	0.4%
Children/Kids in Car	0.0%	0.1%	0.1%	0.3%	0.3%	0.1%	0.5%	0.0%	0.0%
Weather Conditions	0.0%	0.2%	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%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) by Region

Table Q3_3 summarizes driver perception of the most serious distractions cross-tabulated by the region variable. The most serious distraction indicated by drivers across all regions was "Texting While Driving," which was mentioned by 54.0% of Northern California drivers, 44.7% of Central California drivers and 36.9% of Southern California drivers.

The second most serious perceived distraction for drivers across all regions was "Cell Phone Conversations," accounting for 27.0% of responses from Northern California drivers, 34.0% of Central California drivers and 36.0% of Southern California drivers.

Table Q3_3. Frequencies of Q3 by California Region

Q3 by Region	Northern California	Central California	Southern California
Texting While Driving	54.0%	44.7%	36.9%
Cell Phone Conversations (handheld or hands-free)	27.0%	34.0%	36.0%
Phone Device Use in General (both text, phone etc.)	5.9%	8.2%	3.9%
Other	3.5%	4.4%	4.6%
Car Crashes/Vehicle Issues	2.8%	1.9%	8.2%
Passengers in Car	1.3%	1.3%	3.4%
Roadside Billboards	1.1%	2.5%	1.9%
Rubbernecking	0.7%	0.0%	0.0%
Motorcyclists	0.7%	0.0%	0.1%
Congestion on Roadways	0.6%	0.0%	0.4%
Drivers Distracted / Inattentive	0.4%	0.6%	0.4%
Drunk Drivers	0.4%	0.0%	0.1%
GPS/Navigation Systems	0.4%	0.0%	1.3%
Eating While Driving	0.2%	0.6%	0.7%
Age/Gender/Ethnicity of Other Drivers	0.2%	0.0%	0.4%
Trucks, Other Types of Vehicles	0.2%	0.0%	0.0%
Road Conditions	0.2%	0.0%	0.4%
Bicyclists or Pedestrians	0.2%	0.6%	0.3%
Construction on Roadways	0.2%	1.3%	0.3%
Caltrans or Police	0.2%	0.0%	0.3%
Total	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) by Age

Table Q3_4 shows a cross-tabulation of the most serious distraction indicated by respondent age, which shows that "Texting While Driving" is the most frequently indicated distraction across all age groups, with the highest percentage of responses being from 18 to 24-year-old drivers (51.1%), followed closely by 25 to 34-year-old drivers (46.6%).

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
Texting While Driving	51.1%	46.6%	44.8%	44.6%	39.4%	31.3%
Cell Phone Conversations (handheld or hands-free)	28.2%	31.3%	31.8%	35.1%	35.7%	22.9%
Car Crashes/Vehicle Issues	6.3%	6.3%	6.3%	4.1%	3.6%	4.2%
Phone Device Use in General	4.6%	5.4%	4.5%	3.7%	6.0%	12.5%
Passengers in Car	2.3%	2.0%	3.1%	1.2%	2.4%	6.3%
Other	2.3%	3.1%	3.5%	4.1%	5.6%	12.5%
GPS/Navigation Systems	1.1%	0.9%	0.7%	0.8%	0.4%	2.1%
Roadside Billboards	1.1%	2.3%	1.0%	1.7%	2.0%	2.1%
Age/Gender/Ethnicity of Other	0.6%	0.0%	0.3%	0.4%	0.0%	2.1%
Drunk Drivers	0.6%	0.0%	0.0%	0.4%	0.4%	0.0%
Drivers Distracted / Inattentive	0.6%	0.3%	0.0%	0.4%	1.2%	0.0%
Road Conditions	0.6%	0.3%	0.3%	0.4%	0.0%	0.0%
Construction on Roadways	0.6%	0.6%	0.3%	0.0%	0.4%	0.0%
Eating While Driving	0.0%	0.6%	0.7%	0.8%	0.0%	2.1%
Trucks, Other Types of	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%
Bicyclists or Pedestrians	0.0%	0.0%	0.3%	0.0%	0.4%	2.1%
Motorcyclists	0.0%	0.3%	0.7%	0.4%	0.4%	0.0%
Congestion on Roadways	0.0%	0.0%	0.3%	0.8%	1.2%	0.0%
Caltrans or Police	0.0%	0.3%	0.3%	0.4%	0.0%	0.0%
Rubbernecking	0.0%	0.0%	0.3%	0.4%	0.8%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Using electronic device while driving (Q4) by Region

Question 4 was a new question added for the 2018 data collection wave and asked drivers: "How often in the past 30 days have you used an electronic wireless device, like a cell phone when driving?"

Overall, 53.3% of respondents "Regularly" or "Sometimes" used an electronic device while driving, compared to 46.6% who "Rarely" or "Never" do. The distribution between regions shows that more Northern California drivers and Central California drivers "Rarely" or "Never" use an electronic device while driving (50.2% and 55.3%, respectively), compared to 58.2% of Southern California drivers who "Regularly" or "Sometimes" do (Table Q4_1).

Table Q4_1. "How often in the past 30 days have you used an electronic wireless device, like a cell phone when driving?" by region

Q4 by Region	Northern California	Central California	Southern California	Total
Regularly	165 30.1%	50 31.1%	228 33.8%	443 32.0%
Sometimes	108 19.7%	22 13.7%	165 24.4%	295 21.3%
Rarely	109 19.9%	42 26.1%	147 21.8%	298 21.5%
Never	166 30.3%	47 29.2%	135 20.0%	348 25.1%
Total	**548** **100.0%**	**161** **100.0%**	**675** **100.0%**	**1,384** **100.0%**

Using electronic device while driving (Q4) by Age

The comparison of the use of an electronic device while driving across different age groups is shown in Table Q4_2. In general, younger drivers more frequently used a wireless device while driving in the past 30 days. Only 12.7% of 18 to 24-year-old drivers answered that they have "Never" used an electronic device while driving, compared to 68.0% of 71 and older drivers, who never used one. There is a statistically significant difference between drivers in the age ranges of 18 to 44 compared to drivers 45 and older (p=0.00)

Table Q4_2. "How often in the past 30 days have you used an electronic wireless device, like a cell phone when driving?" by age group

Q4 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	31.8%	38.8%	37.6%	23.8%	26.8%	16.0%
Sometimes	27.2%	25.2%	25.2%	20.1%	13.4%	2.0%
Rarely	28.3%	19.5%	20.0%	27.5%	17.3%	14.0%
Never	12.7%	16.4%	17.2%	28.7%	42.5%	68.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Driving Mistake Due to Cell Phone Use (Q5)

A total of 46.0% of drivers reported to have made a driving mistake due to cell phone use (Table Q5_1.)

(Note: this was Q7 in the 2017 data collection.)

Table Q5_1. "Have you EVER made a driving mistake while talking on a cell phone?" by year

Q5 by year	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	634 46.0%	670 49.3%	550 43.9%	744 39.4%	858 47.1%	866 45.0%	827 44.6%	802 45.8%	766 46.5%
No	743 54.0%	690 50.7%	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	**1,377 100.0%**	**1,360 100.0%**	**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%**

2017 COMPARISON: Compared to the 49.3% of drivers who admitted to making a driving mistake while talking or texting on a cell phone in 2017, there is a 3.3% reduction of reported driving mistakes in 2018, which is significant at (p=0.00).

Driving Mistake Due to Cell Phone Use (Q5) by Region

Table Q5_2 shows the breakdown of whether or not a driver has made a mistake while talking or texting on a cell phone by region. In 2018, 37.5% of Northern California drivers and 53.4% of Southern California drivers indicated that they have made a driving mistake due to cell phone use. The difference of 15.9% between these two regions is significant (p=0.00).

Table Q5_2. "Have you EVER made a driving mistake while talking or texting on a cell phone?" by region

Q5 by region	Northern California	Central California	Southern California
Yes	205 37.5%	70 44.0%	359 53.4%
No	341 62.5%	89 56.0%	313 46.6%
Total	**546 100.0%**	**159 100.0%**	**672 100.0%**

Driving Mistake Due to Cell Phone Use (Q5) by Age

The distribution of drivers age and having made a driving mistake due to using a cell phone shows that over half of the 18 to 24-year-old drivers (53.2%) have made a driving mistake, compared to 36.9% of drivers 55 to 70 and 10.0% of drivers 71 and older. The difference in age groups for drivers 55 and over compared to 18 to 44-year-old drivers is significant (p=0.00).

Table Q5_3. "Have you EVER made a driving mistake while talking on a cell phone?" by age group

Q5 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	53.2%	55.5%	51.4%	38.8%	36.9%	10.0%
No	46.8%	44.5%	48.6%	61.3%	63.1%	90.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Near Crash Due to Other Driver Talking/Texting (Q6)

Overall, 62.3% of all drivers stated they were hit or nearly hit by another driver who was talking or texting on a cell phone.

Table Q6_1. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by year

Q6 by year	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	852 62.3%	827 61.0%	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	515 37.7%	528 39.0%	570 45.4%	756 40.4%	697 38.8%	286 40.5%	708 39.9%	689 39.9%	673 42.5%
Total	**1,367 100.0%**	**1,355 100.0%**	**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%**

2017 COMPARISON: There are no significant differences between 2018 and 2017 results.

Near Crash Due to Other Driver Talking/Texting (Q6) by Region

The regional results of whether drivers have been hit or nearly hit by another driver who was talking or texting on a cell phone ranged from 58.5% in Northern California to 65.5% in Southern California. The 7.1% difference between Northern and Southern California drivers is statistically significant ($p<0.05$; Table Q6_2).

Table Q6_2. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by region

Q6 by region	Northern California	Central California	Southern California
Yes	314 58.5%	97 61.8%	441 65.5%
No	223 41.5%	60 38.2%	232 34.5%
Total	**537 100.0%**	**157 100.0%**	**673 100.0%**

Near Crash Due to Other Driver Talking/Texting (Q6) by Age

Having been hit or nearly hit by another driver who was using a cell phone by age group is shown in Table Q6_3, without significant differences between the age groups.

Table Q6_3. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by age group

Q6 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	64.5%	66.3%	65.4%	57.4%	57.9%	50.0%
No	35.5%	33.7%	34.6%	42.6%	42.1%	50.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Likelihood of Being Ticketed for Hand-Held Phone Use (Q7)

The perception of the likelihood of being ticketed for using a hand-held phone or for texting and the comparison to the data of previous years is shown in Table Q7_1. Combined, 48.1% of drivers believe that it is "Very Likely" or "Somewhat Likely" to be ticketed, while 39.6% think it is "Somewhat Unlikely" or "Very Unlikely".

Table Q7_1. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by year

Q7 by year	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Very Likely	314 23.0%	287 21.2%	272 21.5%	444 23.4%	424 23.4%	493 26.3%	368 20.1%
Somewhat Likely	344 25.1%	277 20.4%	265 21.0%	459 24.2%	416 23.0%	599 31.9%	570 31.2%
Neither Likely or Unlikely	168 12.3%	197 14.5%	150 11.9%	218 11.5%	210 11.6%	131 7.0%	154 8.4%
Somewhat Unlikely	250 18.3%	262 19.3%	256 20.3%	361 19.1%	376 20.8%	306 16.3%	356 19.5%
Very Unlikely	292 21.3%	333 24.6%	320 25.3%	412 21.8%	385 21.3%	349 18.6%	379 20.7%
Total	1,395 **100.0%**	1,356 **100.0%**	1,263 **100.0%**	1,894 **100.0%**	1,811 **100.0%**	1,878 **100.0%**	1,827 **100.0%**

2017 COMPARISON: In 2017, a total of 20.4% of California drivers believed it to be "Somewhat Likely" to get ticketed, compared to 25.1% of drivers in 2018. That 4.7% increase is significant at (p<0.01).

Likelihood of Being Ticketed for Hand-Held Phone Use (Q7) by Region

The likelihood of being ticketed for hand-held phone use by region is shown in Table Q7_2 with a significant difference between Southern and Northern California drivers. A total of 46.6% of Northern California drivers believe it to be "Somewhat Unlikely" or "Very Unlikely" to get a ticket, compared to 33.4% of drivers in Southern California (p=0.00).

Table Q7_2. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by region

Q7 by region	Northern California	Central California	Southern California
Very Likely	118 21.7%	33 20.9%	163 24.4%
Somewhat Likely	128 23.6%	41 25.9%	175 26.2%
Neither Likely or Unlikely	44 8.1%	18 11.4%	106 15.9%
Somewhat Unlikely	104 19.2%	35 22.2%	111 16.6%
Very Unlikely	149 27.4%	31 19.6%	112 16.8%
Total	543 **100.0%**	158 **100.0%**	667 **100.0%**

Likelihood of Being Ticketed for Hand-Held Phone Use (Q7) by Age

The comparison of the perceived likelihood of being ticketed for using a hand-held phone while driving by respondent age shows a significant difference between drivers age 55 and older compared to drivers age 18 to 34 (p=0.00). While 14.5% of 18 to 24-year-olds and 15.5% of 25 to 34-year-olds believe it to be "Very Unlikely" to get a ticket, a larger percentage (31.4%) of 55 to 70-year-olds and 40.4% of drivers 71 and older believe it to be "Very Unlikely" (Table Q7_3).

Table Q7_3. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by age group

Q7 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	19.2%	25.5%	26.1%	21.6%	22.0%	17.0%
Somewhat Likely	32.6%	27.8%	22.9%	26.1%	21.2%	6.4%
Neither Likely or Unlikely	14.0%	14.9%	13.4%	10.0%	8.2%	14.9%
Somewhat Unlikely	19.8%	16.3%	16.5%	21.2%	17.3%	21.3%
Very Unlikely	14.5%	15.5%	21.1%	21.2%	31.4%	40.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "DDVIP Mobile App" (Q8a) by Region

The "DDVIP Mobile App" campaign was recalled by 3.5% of all drivers, compared to 4.2% in 2017, without any significant differences between California regions or between the 2017 and 2018 data collection (Table Q8a). (Note: this was Q10 in the 2017 data collection).

Table Q8a. "In the past 6 months, do you recall: DDVIP Mobile App?" by region

Q8a by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016
Yes	18 3.4%	6 3.8%	23 3.5%	47 3.5%	57 4.2%	31 2.5%
No	510 96.6%	151 96.2%	641 96.5%	1,302 96.5%	1,292 95.8%	1,232 97.5%
Total	**528 100.0%**	**157 100.0%**	**664 100.0%**	**1,349 100.0%**	**1,349 100.0%**	**1,263 100.0%**

Recall of "Drive Sober or Get Pulled Over" (Q8b) by Region

The campaign "Drive Sober or Get Pulled Over" was recalled by 42.5% of all drivers, compared to 38.4% in 2017. The increase of 4.1% between 2017 and 2018 is significant (p<0.05). The difference in recall between regions is also significant, with 33.1% of drivers in Southern California recalling the campaign, compared to 52.5% in Northern and 48.1% in Central California (p=0.00, Table Q8b).

Table Q8b. "In the past 6 months, do you recall: Drive Sober or Get Pulled Over?" by region

Q8b by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016
Yes	280 52.5%	76 48.1%	221 33.1%	577 42.5%	518 38.4%	515 40.8%
No	253 47.5%	82 51.9%	446 66.9%	781 57.5%	830 61.6%	747 59.2%
Total	**533 100.0%**	**158 100.0%**	**667 100.0%**	**1,358 100.0%**	**1,348 100.0%**	**1,262 100.0%**

Recall of "Pedestrians Don't Have Armor" Campaign (Q8c) by Region

Compared by the region variable, in 2018 there was no significant difference in the recall of the campaign "Pedestrians Don't Have Armor" (Table Q8c). However, there was a 3.6% significant decrease (p=0.01) of recall in 2018 compared to 2017. Combined, only 13.5% of drivers in all California regions recalled the campaign, whereas in 2017, 17.1% of drivers recalled the campaign.

Table Q8c. "In the past 6 months, do you recall: "Pedestrians Don't Have Armor?" by region

Q8c by region	Northern California	Central California	Southern California	Total 2018	Total 2017
Yes	84 15.7%	18 11.6%	81 12.2%	183 13.5%	229 17.1%
No	451 84.3%	137 88.4%	584 87.8%	1,172 86.5%	1,113 82.9%
Total	**535 100.0%**	**155 100.0%**	**665 100.0%**	**1,355 100.0%**	**1,342 100.0%**

Recall of "DUI Doesn't Just Mean Booze" (Q8d) by Region

The campaign "DUI Doesn't Just Mean Booze" was recalled by 43.0% of all drivers (Table Q8d). Drivers in Southern California demonstrated a significantly lower recall of this tagline than drivers in the other California regions (p=0.00).

Table Q8d. "In the past 6 months, do you recall: DUI Doesn't Just Mean Booze" by region

Q8d by region	Northern California	Central California	Southern California	Total 2018	Total 2017
Yes	273 51.0%	74 47.1%	238 35.6%	585 43.0%	394 29.3%
No	262 49.0%	83 52.9%	430 64.4%	775 57.0%	950 70.7%
Total	**535 100.0%**	**157 100.0%**	**668 100.0%**	**1,360 100.0%**	**1,344 100.0%**

Recall of "Put Your Phone Down, Just Drive" (Q8e) by Region

The recall of the campaign "Put your Phone Down, Just Drive" was added for the 2018 data collection (Table Q8e). Overall, 29.4% of all drivers recalled the campaign, with a significant difference between regions. Respondents in Northern California (33.6%) had a 7.2% higher recall than drivers in Southern California (26.4%, $p<0.05$).

Table Q8e. "In the past 6 months, do you recall: Put Your Phone Down, Just Drive" by region

Q8e by region	Northern California	Central California	Southern California	Total 2018
Yes	178	44	176	398
	33.6%	28.0%	26.4%	29.4%
No	351	113	490	954
	66.4%	72.0%	73.6%	70.6%
Total	**529**	**157**	**666**	**1,352**
	100.0%	**100.0%**	**100.0%**	**100.0%**

Safety Campaign Source of Recall (Q8a-e)

The follow-up questions about the source of awareness asked respondents where they have seen or heard the respective campaign in a multiple-choice unaided recall question. The additional answer category "Radio" was added based on additional responses provided. The results for all five safety campaigns is shown in Table Q8a-e Follow-Up. The majority of respondents saw the respective campaigns slogans on roadway signs, followed by advertisements on television. The DDVIP mobile app was most frequently seen on Facebook, as well as on the web and TV.

Table Q8a-e Follow-Up. "Where did you See or Hear…90?" respective campaign source

Q8a-e	DDVIP	Drive Sober or Get Pulled Over	Pedestrians Don't Have Armor	DUI Doesn't Just Mean Booze	Put Your Phone Down, Just Drive
Road Sign	8.8%	62.0%	58.8%	63.2%	64.1%
Facebook	20.6%	1.0%	1.3%	1.8%	1.8%
Twitter	2.9%	0.0%	0.0%	0.4%	0.3%
Instagram	8.8%	0.4%	0.6%	0.4%	0.0%
Web	17.6%	3.1%	3.8%	4.3%	2.1%
TV	17.6%	24.8%	24.4%	22.1%	19.4%
Radio	8.8%	6.1%	3.8%	4.3%	3.8%
Other specified	14.7%	2.7%	7.5%	3.6%	8.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Intoxicated Driving (Q9)

Table Q9_1 shows the frequency of reported driving after having had too much alcohol to drive safely in the past six months. Overall, 6.3% of drivers stated to have driven after drinking too much alcohol to drive safely in the past six months. A total of 23.2% of all respondents did not drink at all and were skipped to Question 12. (Note: this was Q11 in the 2017 data collection)

Table Q9_1. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by year

Q9 by year	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	88 6.3%	137 10.1%	83 6.6%	138 7.2%	162 8.8%	119 6.2%	102 5.5%	120 6.7%	99 6.0%
No	980 70.5%	918 67.4%	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	322 23.2%	307 22.5%	367 29.0%	525 27.2%	422 22.9%	358 18.6%	475 25.8%	405 22.6%	338 20.5%
Total	**1,390 100.0%**	**1,362 100.0%**	**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%**

2017 COMPARISON: In 2017, 10.1% of respondents reported driving after having too much alcohol to drive safely in the past six months compared to 6.3% in 2018, a 3.8% significant reduction (p=0.00).

Intoxicated Driving (Q9) by Region

Table Q9_2 shows the distribution of having driven after drinking too much to drive safely by region, with a significantly higher number of Southern California drivers stating that they did not drive after drinking too much (p< 0.05).

Table Q9_2. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by region

Q9 by region	Northern California	Central California	Southern California
Yes	33 6.0%	10 6.2%	45 6.6%
No	369 67.2%	109 67.7%	502 73.8%
I do not drink at all	147 26.8%	42 26.1%	133 19.6%
Total	**549 100.0%**	**161 100.0%**	**680 100.0%**

Intoxicated Driving (Q9) by Age

Whether a respondent has driven after drinking too much alcohol to drive safely in the past six months compared by age group, shows a higher occurrence in younger drivers (Table Q9_3). A total of 11.4% of drivers age 18 to 24 indicated that they have driven after having too much to drink, compared to only 3.9% of drivers 55 and older. There is a significant difference between drivers age 45 and older and drivers under the age of 34 in the frequency of not drinking at all, with younger drivers signifying a lower rate of abstinence compared to older drivers (p=0.00).

Table Q9_3. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by age

Q19 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	11.4%	8.0%	5.9%	4.5%	3.9%	0.0%
No	72.0%	77.2%	73.0%	64.8%	65.0%	64.0%
I do not drink at all	16.6%	14.8%	21.1%	30.8%	31.1%	36.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Use of Alternative Ride Services When Drinking (Q10) by Region

Respondents who indicated that they drink alcohol were asked about their use of taxis or other alternative ride services when they drank alcohol in the past six months. Table Q10_1 shows the results by region and the comparison to previous waves of data collection.

Overall, 53.9% of drivers "Always" or "Sometimes" use a taxi or alternative ride service when drinking, compared to 35.2% who "Never" do. The differences between regions is significant with Southern California drivers more frequently using taxis and rideshare services compared to Northern Californians (p=0.00).

Table Q10_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

Q10 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Always	123 30.5%	27 22.7%	180 33.6%	330 31.2%	278 26.4%	187 20.8%	319 22.9%	150 10.6%
Sometimes	69 17.1%	31 26.1%	140 26.2%	240 22.7%	188 17.8%	162 18.0%	177 12.7%	179 12.7%
Rarely	43 10.7%	13 10.9%	59 11.0%	115 10.9%	147 13.9%	111 12.3%	184 13.2%	189 13.4%
Never	168 41.7%	48 40.3%	156 29.2%	372 35.2%	442 41.9%	439 48.8%	710 51.1%	894 63.3%
Total	**403 100.0%**	**119 100.0%**	**535 100.0%**	**1,057 100.0%**	**1,055 100.0%**	**899 100.0%**	**1,390 100.0%**	**1,412 100.0%**

2017 COMPARISON: There is a significant increase of 9.7% of drivers who say they "Always" or "Sometimes" use a taxi or rideshare service, from 44.2% in 2017 to 53.9% in 2018 (p<0.05).

Use of Alternative Ride Services When Drinking (Q10) by Age

The use of taxis or alternative rideshare services by age group is shown in Table Q10_2. Older drivers (age 35 and older) are significantly more likely to say they "Never" use these services compared to drivers in the age ranges of 18 to 34 years (p=0.00).

Table Q10_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

Q10 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	39.3%	44.6%	27.0%	25.1%	15.4%	12.5%
Sometimes	23.4%	22.1%	26.5%	21.6%	17.7%	25.0%
Rarely	15.9%	10.7%	8.4%	10.8%	10.9%	9.4%
Never	21.4%	22.5%	38.1%	42.5%	56.0%	53.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Designated Sober Driver (Q11) by Region

Having a designated sober driver by region shows only a significant difference between respondents who answered "Sometimes," which was indicated by 16.5% of Northern California drivers and 27.7% of both Central and Southern California drivers. However, the percentages of drivers stating that they "Always" or "Sometimes" designate a sober driver is comparable among the three California regions (p=0.00, Table Q11_1). (Note: this was Q13 in the 2017 data collection.)

Table Q11_1. "In the past 6 months, how often have you had a designated sober driver, including yourself?" by region

Q11 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Always	151 37.8%	34 28.6%	170 31.7%	355 33.6%	249 23.6%	223 24.9%	585 42.2%	525 28.5%
Sometimes	66 16.5%	33 27.7%	149 27.7%	248 23.5%	222 21.1%	184 20.6%	226 16.3%	338 18.3%
Rarely	47 11.8%	17 14.3%	71 13.2%	135 12.8%	170 16.1%	140 15.6%	154 11.1%	192 10.4%
Never	135 33.8%	35 29.4%	147 27.4%	317 30.0%	413 39.2%	348 38.9%	421 30.4%	790 42.8%
Total	**399** **100.0%**	**119** **100.0%**	**537** **100.0%**	**1,055** **100.0%**	**1,054** **100.0%**	**895** **100.0%**	**1,386** **100.0%**	**1,845** **100.0%**

2017 COMPARISON: In 2017, 23.6% of drivers "Always" had a designated sober driver, which increased by 10.0% to 33.6% in 2018 (significant at p=0.00).

Designated Sober Driver (Q11) by Age

Having a designated sober driver in the past six months by age group is shown in Table Q11_2. Drivers age 18 to 24 were significantly less likely to "Never" designate a sober driver in the past six months compared to drivers age 45 and over (p=0.00).

Table Q11_2. "In the past 6 months, how often have you had a designated sober driver, including you?" by age group

Q11 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	40.7%	38.9%	33.3%	30.4%	26.4%	15.6%
Sometimes	26.2%	25.7%	26.2%	21.4%	15.5%	21.9%
Rarely	14.5%	11.8%	11.6%	14.3%	13.2%	9.4%
Never	18.6%	23.6%	28.9%	33.9%	44.8%	53.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q12)

Table Q12_1 shows the responses to the question of whether or not the respondent had seen or heard anything about police setting up sobriety or DUI checkpoints to catch drunk drivers in the past six months. Overall, 45.7% of drivers have seen or heard about the checkpoints in the past six months. (Note: this was Q14 in the 2017 data collection)

Table Q12_1. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by year

Q12 by year	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	593 45.7%	706 52.9%	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	704 54.3%	629 47.1%	535 42.1%	831 43.2%	535 28.7%	931 48.4%	599 32.2%	483 27.1%	653 39.4%
Total	**1,297** **100.0%**	**1,335** **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%**

2017 COMPARISON: In 2018, 45.7% of drivers had seen or heard about sobriety checkpoints, compared to 52.9% in 2017, a significant 7.2% reduction (p=0.00).

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q12) by Region

The recall of sobriety/DUI checkpoints by region shows a significant difference between Central California drivers and the other regions. While 64.1% of respondents in Central California recall sobriety checkpoints, only 48.5% of drivers in Southern California and 37.0% of drivers in Northern California have seen or heard of them (p=0.00, Table Q12_2).

Table Q12_2. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by region

Q12 by region	Northern California	Central California	Southern California
Yes	194 37.0%	100 64.1%	299 48.5%
No	331 63.0%	56 35.9%	317 51.5%
Total	525 **100.0%**	156 **100.0%**	616 **100.0%**

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q12) by Age

The recall of sobriety or DUI checkpoint by age group is shown in Table Q12_3 without significant differences across different age groups.

Table Q12_3. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by age group

Q12 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	42.8%	49.0%	44.3%	49.6%	41.9%	30.4%
No	57.2%	51.0%	55.7%	50.4%	58.1%	69.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Awareness of DUI (Q13) by Region

All drivers were asked if they were aware that they could get a DUI for driving under the influence of both legal and illegal drugs (Table Q13_1). Overall, 93.8% of drivers responded that they were aware of this, with percentages ranging from 97.5% in Central California to 92.3% in Southern California, and without significant differences between regions. (Note: this was Q16 in the 2017 data collection)

Table Q13_1. "Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs" by region

Q13 by region	Northern California	Central California	Southern California	Total 2018	Total 2017
Yes	509 94.6%	155 97.5%	599 92.3%	1,263 93.8%	1,209 91.2%
No	29 5.4%	4 2.5%	50 7.7%	83 6.2%	116 8.8%
Total	**538** **100.0%**	**159** **100.0%**	**649** **100.0%**	**1,346** **100.0%**	**1,325** **100.0%**

Awareness of DUI (Q13) by Age

The awareness of the DUI definition by age group is shown in Table Q13_2, without significant differences among the age groups.

Table Q13_2. "Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?" by age

Q13 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	91.5%	93.3%	94.0%	94.1%	94.0%	100.0%
No	8.5%	6.7%	6.0%	5.9%	6.0%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Likelihood of Getting Arrested for Driving Impaired (Q14) by Region

The likelihood of getting arrested for driving impaired by year and region shows that 76.4% of drivers believe it is "Very Likely" or "Somewhat Likely" to get arrested for driving impaired. A total of 46.3% of Northern California drivers stated it to be "Very Likely" to get arrested for impaired driving, a significantly higher percentage compared to 39.1% of Southern California drivers (p=0.00, Table Q14_1).

Table Q14_1. "How likely is it for someone to get arrested if they drive impaired?" by region

Q14 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	241	69	259	569	519	519	643	808
	46.3%	44.2%	39.1%	42.5%	38.7%	41.3%	34.7%	44.5%
Somewhat Likely	186	52	216	454	446	377	625	515
	35.8%	33.3%	32.6%	33.9%	33.2%	30.0%	33.7%	28.4%
Somewhat Unlikely	50	20	136	206	243	264	373	316
	9.6%	12.8%	20.5%	15.4%	18.1%	21.0%	20.1%	17.4%
Very Unlikely	43	15	51	109	134	97	214	175
	8.3%	9.6%	7.7%	8.1%	10.0%	7.7%	11.5%	9.6%
Total	520	156	662	1,338	1,342	1,257	1,855	1,814
	100.0%	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

2017 COMPARISON: Compared to 2017, there was a slight yet significant 3.8% increase of "Very Likely" responses in 2018 (p<0.05).

Likelihood of Getting Arrested for Driving Drunk (Q14) by Age

The likelihood of getting arrested for impaired driving by age shows no differences (Table Q14_2).

Table Q14_2. "How likely is it for someone to get arrested if they drive impaired?" by age group

Q14 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	38.5%	42.2%	44.6%	46.0%	44.3%	26.7%
Somewhat Likely	37.3%	37.5%	32.5%	34.6%	29.1%	28.9%
Somewhat Unlikely	15.4%	15.1%	14.3%	14.3%	15.2%	26.7%
Very Unlikely	8.9%	5.2%	8.6%	5.1%	11.5%	17.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of Marijuana Impairing Driving Functions (Q15) by Region

A new survey item added in the 2018 data collection asked respondents their perception of marijuana impairing driving functions: "Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?" The results by region are shown in Table Q15_1, with 77.3% of respondents believing that marijuana impairs driving functions, while 15.5% stated "It Depends". There are no significant differences in the perceptions between California regions.

Table Q15_1. "Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?" by region

Q15 by region	Northern California	Central California	Southern California	Total 2018
Yes	403 75.5%	119 76.3%	526 79.0%	1,048 77.3%
No	45 8.4%	9 5.8%	44 6.6%	98 7.2%
It Depends	86 16.1%	28 17.9%	96 14.4%	210 15.5%
Total	**534 100.0%**	**156 100.0%**	**666 100.0%**	**1,356 100.0%**

Perception of Marijuana Impairing Driving Functions (Q15) by Age

The cross-comparison of drivers' age and their perception of whether marijuana impairs driving related functions shows a significant difference between some of the age groups on some response items. Overall, the younger the respondent, the higher the percentage of drivers who feel "It Depends" and the older the respondent, the higher the number who indicate that marijuana does impair driving functions. Drivers age 25 to 34 are significantly less likely to believe that marijuana impairs driving functions compared to drivers 45 and over (p=0.00).

Table Q15_2. "Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?" by age

Q15 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	69.4%	70.3%	78.0%	81.2%	85.8%	89.6%
No	8.1%	11.2%	7.8%	5.4%	3.2%	2.1%
It Depends	22.5%	18.4%	14.2%	13.4%	10.9%	8.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of DUI of Drugs, Legal and Illegal (Q16) by Region

All drivers were asked how serious they believed the problem of driving under the influence of drugs is, including legal and illegal drugs (Table Q16_1). In total, 86.0% of respondents stated that they believe driving under the influence of drugs is a "A Very Big Problem" or "Somewhat of a Problem".

Compared by the region variable, 53.6% of drivers in Northern California believe that driving under the influence of legal and illegal drugs is "A Very Big Problem", compared to only 45.5% of drivers in Southern California. (Note: this was question 18 in the 2017 data collection)

Table Q16_1. "How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?" by region

Q16 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015
A Very Big Problem	286 53.6%	78 51.0%	300 45.5%	664 49.3%	715 53.5%	717 58.1%	980 54.7%
Somewhat of a Problem	199 37.3%	62 40.5%	233 35.4%	494 36.7%	461 34.5%	381 30.9%	571 31.9%
A Small Problem	37 6.9%	12 7.8%	91 13.8%	140 10.4%	122 9.1%	113 9.1%	193 10.8%
Not a Problem at all	12 2.2%	1 0.7%	35 5.3%	48 3.6%	39 2.9%	24 1.9%	48 2.7%
Total	**534** **100.0%**	**153** **100.0%**	**659** **100.0%**	**1,346** **100.0%**	**1.337** **100.0%**	**1,235** **100.0%**	**1,792** **100.0%**

2017 COMPARISON: Between 2017 and 2018, there was a 4.2% decrease in drivers' perception of driving under the influence of drugs being "A Very Big Problem" ($p<0.05$).

Perception of DUI of Drugs, Legal and Illegal (Q16) by Age

Driver perception of the seriousness of driving under the influence by age group of respondent shows that younger drivers have a significantly different perception than older drivers. 38.2% of respondents age 18 to 24 stated that the use of legal and illegal drugs while driving is "A Very Big Problem" compared to significantly higher percentages of drivers age 45 and over ($p=0.00$). Combined, 85.0% of drivers age 18 to 24 believe that using legal and illegal drugs while driving is "A Very Big Problem" or is "Somewhat of a Problem", compared to 89.5% of drivers age 45 to 54.

Table Q16_2. "How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?" by age group

Q16 by age	18-24	25-34	35-44	45-54	55-70	71 or older
A Very Big Problem	38.2%	44.8%	46.6%	53.2%	60.7%	60.4%
Somewhat of a Problem	46.8%	37.6%	34.9%	36.3%	31.4%	35.4%
A Small Problem	9.8%	12.1%	15.3%	8.9%	6.2%	2.1%
Not a Problem at all	5.2%	5.5%	3.2%	1.7%	1.7%	2.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q17) by Region

Drivers were asked to state their perception of the safety of driving 10 miles over the speed limit on freeways, with the results by annual comparison and region shown in Table Q17_1. A total of 56.9% of respondents believe that it is safe to drive 10 miles over the speed limit on freeways, with a significantly higher rate in Northern California (65.4%) compared to 51.3% in Southern California and 50.9% in Central California (p=0.00). (Note: this was Q19 in the 2017 data collection)

Table Q17_1. "Do you think it's safe to drive 10 miles over the speed limit on freeways?" by region

Q17 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	361 65.4%	81 50.9%	346 51.3%	788 56.9%	879 65.0%	755 59.5%	1,110 57.5%	1,104 59.3%
No	107 19.4%	36 22.6%	123 18.2%	266 19.2%	253 18.7%	275 21.7%	481 24.9%	449 24.1%
It depends	84 15.2%	42 26.4%	206 30.5%	332 24.0%	220 16.3%	238 18.8%	341 17.7%	309 16.6%
Total	**552 100.0%**	**159 100.0%**	**675 100.0%**	**1,386 100.0%**	**1,352 100.0%**	**1,268 100.0%**	**1,932 100.0%**	**1,862 100.0%**

2017 COMPARISON: Compared to 2017, the belief that it is safe to drive 10 miles over the speed limit decreased by an 8.1% in 2018, reflecting a significant change (p=0.00).

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q17) by Age

The perception of whether it is safe to drive 10 miles over the speed limit on freeways by age group is shown in Table Q17_2. There is a significant difference between drivers age 55 and older compared to drivers under the age of 55, with older drivers being more likely to say it is not safe (p=0.00).

Table Q17_2. "Do you think it's safe to drive 10 miles over the speed limit on freeways?" by age group

Q17 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	68.4%	62.2%	63.1%	56.5%	39.8%	40.0%
No	8.6%	14.8%	16.6%	20.7%	29.9%	38.0%
It depends	23.0%	23.0%	20.3%	22.8%	30.3%	22.0%
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 (Q18) by Region

Driver perception of whether it is safe to drive five miles over the speed limit on residential streets in the annual comparison and by region is shown in Table Q18_1. A total of 33.2% of drivers indicated that they believe it is safe, while 50.7% said they do not and 16.2% respondents stated "It Depends". In comparison between the California regions, drivers in Southern California were significantly less likely to state that it is not safe to drive five miles over the speed limit (44.9%) compared to drivers in Northern California (54.2%) and Central California (62.7%). (Note: this was Q21 in the 2017 data collection)

Table Q18_1. "Do you think it's safe to drive five miles over the speed limit on residential streets?" by region

Q18 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	184 33.5%	39 24.2%	237 35.2%	460 33.2%	545 40.3%	465 36.6%	750 38.8%	577 31.0%
No	298 54.2%	101 62.7%	302 44.9%	701 50.7%	598 44.3%	585 46.1%	905 46.8%	978 52.6%
It Depends	68 12.4%	21 13.0%	134 19.9%	223 16.1%	208 15.4%	220 17.3%	279 14.4%	306 16.4%
Total	**550 100.0%**	**161 100.0%**	**673 100.0%**	**1,384 100.0%**	**1,351 100.0%**	**1,270 100.0%**	**1,934 100.0%**	**1,861 100.0%**

2017 COMPARISON: Compared to 2017, there was a significant decrease of 5.8% of the number of drivers believing that driving five miles over the speed limit in residential areas is safe in 2018 (p=0.00).

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q18) by Age

Driving five miles over the speed limit on residential streets and the perceived safety by age group also shows significant differences between driver groups. Table Q18_2 shows that the younger the driver, the more frequently they believe it to be safe to drive five miles over the speed limit. Additionally, 50.0% of drivers age 18 to 24 stated that it is safe, which is significantly higher than all other age groups (p=0.00).

Table Q18_2. "Do you think it's safe to drive 5 miles over the speed limit on residential streets?" by age group

Q18 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	50.0%	35.7%	37.3%	27.2%	22.0%	22.4%
No	34.5%	47.9%	45.6%	56.5%	63.5%	61.2%
It Depends	15.5%	16.4%	17.1%	16.3%	14.5%	16.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Chance of Being Ticketed for Driving Over Speed Limit (Q19) by Region

Drivers were also asked to rate the chances of getting ticketed for driving over the speed limit. The cross tabulation of the perceived likelihood of being ticketed by year of data collection and region is shown in Table Q19_1. In 2018, a total of 61.7% of drivers indicated that they believe it to be "Very Likely" or "Somewhat Likely" to be ticketed, compared to 57.6% in 2017. In 2018 there were no significant differences in the perception in the three California regions, where drivers perceived the chances of being ticketed as "Somewhat Likely" at about the same frequency.

(Note: this was Q22 in the 2017 data collection)

Table Q19_1. "What do you think the chances are of getting a ticket if you drive over the speed limit?" by region

Q19 by region	Northern California	Central California	Southern California	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	98 19.2%	29 18.6%	140 21.2%	267 20.1%	290 21.6%	267 21.3%	398 21.5%	413 22.5%
Somewhat Likely	211 41.3%	67 42.9%	274 41.6%	552 41.6%	484 36.0%	460 36.7%	741 40.0%	691 37.6%
Somewhat Unlikely	118 23.1%	46 29.5%	157 23.8%	321 24.2%	334 24.9%	341 27.2%	467 25.2%	484 26.4%
Very Unlikely	84 16.4%	14 9.0%	88 13.4%	186 14.0%	236 17.6%	186 14.8%	245 13.2%	248 13.5%
Total	**511 100.0%**	**156 100.0%**	**659 100.0%**	**1,326 100.0%**	**1,344 100.0%**	**1,254 100.0%**	**1,851 100.0%**	**1,836 100.0%**

2017 COMPARISON: There is a significant 5.6% increase in the answer that it is "Somewhat Likely" to get a ticket for driving over the speed limit compared with 2017.

Chance of Being Ticketed for Driving Over Speed Limit (Q19) by Age

The perceived chance of being ticketed for driving over the speed limit by age of driver shows a similar distribution of answers across age groups, with no significant differences (Table Q19_2).

Table Q19_2. "What do you think the chances are of getting a ticket if you drive over the speed limit?" by age group

Q19 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	13.0%	20.6%	19.5%	24.9%	22.2%	13.0%
Somewhat Likely	42.6%	45.6%	40.4%	40.8%	40.2%	23.9%
Somewhat Unlikely	29.0%	23.5%	27.3%	19.7%	20.5%	32.6%
Very Unlikely	15.4%	10.2%	12.8%	14.6%	17.1%	30.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of driverless vehicles and road safety (Q20) by Region

Q20 asked whether respondents think driverless vehicles will make roadways safer, with the results, by region and data collection year, shown in Table Q20_1. Overall, 23.8% of drivers believe driverless vehicles will make roadways safer, while 47.9% believe they will not and 28.3% stated that "It Depends". The comparison between California regions shows some significant differences on the response "It Depends", the answer given by 21.6% of Northern California drivers, compared to 33.3% of Central California drivers and 32.5% of Southern California drivers (p=0.00).

(Note: this was question 23 in the 2017 data collection)

Table Q20_1. "Do you think driverless vehicles will make our roadways safer?" by region

Q20 by region	Northern California	Central California	Southern California	Total 2018	Total 2017
Yes	143 27.1%	29 19.0%	147 22.2%	319 23.8%	351 27.7%
No	270 51.2%	73 47.7%	299 45.2%	642 47.9%	614 48.5%
It Depends	114 21.6%	51 33.3%	215 32.5%	380 28.3%	301 23.8%
Total	527 **100.0%**	153 **100.0%**	661 **100.0%**	1,341 **100.0%**	1,266 **100.0%**

2017 COMPARISON: There has been a significant switch in the perception of driverless vehicles since 2017, with significantly fewer drivers believing that driverless vehicles will make roadways safer (from 27.7% in 2017 down to 23.8% in 2018) and more believing that there are other factors determining whether roads will be safer with driverless vehicles (from 23.8% in 2017 up to 28.3% in 2018).

Perception of driverless vehicles and road safety (Q20) by Age

The response to the question of road safety and driverless vehicles by age groups shows no significant difference between the groups (Table Q20_2).

Table Q20_2. "Do you think driverless vehicles will make our roadways safer?" by age group

Q20 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	28.1%	27.2%	24.3%	23.8%	18.2%	11.4%
No	43.9%	44.5%	47.1%	47.1%	57.0%	56.8%
It depends	28.1%	28.3%	28.6%	29.2%	24.8%	31.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Sharing roads with driverless vehicles (Q21) by Region

Respondents were then asked to indicate their level of comfort with sharing the road with driverless vehicles. Table Q21_1 shows the responses by region and year. The majority of respondents indicated that they are "Somewhat Uncomfortable" or "Very Uncomfortable" sharing the road with driverless vehicles, accounting for a combined 58.3% of responses across the California regions. While there are no significant differences in respondent comfort level between regions, 20.8% of Northern California drivers said they were "Very Comfortable" sharing the road with driverless vehicles, compared to 14.7% of Central California drivers. (Note: this was question 24 in the 2017 data collection)

Table Q21_1. "How comfortable are you about sharing the road with driverless vehicles?" by region

Q21 by region	Northern California	Central California	Southern California	Total 2018	Total 2017
Very Comfortable	108 20.8%	22 14.7%	104 15.9%	234 17.7%	269 21.0%
Somewhat Comfortable	130 25.0%	32 21.3%	156 23.8%	318 24.0%	287 22.4%
Somewhat Uncomfortable	118 22.7%	42 28.0%	190 29.0%	350 26.4%	279 21.6%
Very Uncomfortable	163 31.4%	54 36.0%	206 31.4%	423 31.9%	449 35.0%
Total	519 **100.0%**	150 **100.0%**	656 **100.0%**	1,325 **100.0%**	1,284 **100.0%**

2017 COMPARISON: There has been a slight and significant decrease of 3.3% of drivers being "Very Comfortable" with driverless vehicles since 2017 and at the same time a significant increase of 4.8% of drivers being "Somewhat Uncomfortable" sharing the road with a driverless vehicle ($p < 0.05$).

Sharing roads with driverless vehicles (Q21) by Age

The comfort level of sharing the road with driverless vehicles by driver age groups shows a different distribution by driver age (Table Q21_2). Overall 45.1% of drivers age 18 to 24 are "Very Comfortable" or "Somewhat Comfortable" with sharing the road with driverless vehicles, compared to 31.4% of drivers aged 55 to 70 and 28.9% of drivers 71 and over. Drivers age 25 to 34 have a significantly lower rate of being "Very Uncomfortable" with driverless vehicles compared to drivers age 45 and over (p=0.00).

Table Q21_2. "How comfortable are you about sharing the road with driverless vehicles?" by age

Q21 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Comfortable	12.9%	21.6%	18.9%	21.3%	11.3%	13.3%
Somewhat Comfortable	32.2%	24.3%	28.5%	17.4%	20.1%	15.6%
Somewhat Uncomfortable	25.1%	31.6%	22.4%	24.8%	26.8%	24.4%
Very Uncomfortable	29.8%	22.5%	30.2%	36.5%	41.8%	46.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

In the first question relating to bicyclists and pedestrians, drivers were asked whether they believe it is legal for bicyclists to ride on roadways when there is no bike lane. Table Q22_1 shows the responses by region and year. In 2018, there were no significant differences between regions, where the majority of drivers believe it is legal for bicyclists to ride in the road when there is no bike lane, with the lowest percentage in Southern California (71.5%) and the highest in Central California (76.9%). (Note: this was Q25 in the 2017 data collection)

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 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	400 75.9%	113 76.9%	471 71.5%	984 73.8%	956 72.2%	838 68.0%	1,260 68.6%	1,204 68.7%
No	127 24.1%	34 23.1%	188 28.5%	349 26.2%	369 27.8%	395 32.0%	577 31.4%	549 31.3%
Total	**527 100.0%**	**147 100.0%**	**659 100.0%**	**1,333 100.0%**	**1,325 100.0%**	**1,233 100.0%**	**1,837 100.0%**	**1,753 100.0%**

2017 COMPARISON: The distribution of responses is comparable between 2017 and 2018, without significant differences.

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	73.1%	73.2%	75.9%	74.1%	72.9%	72.9%
No	26.9%	26.8%	24.1%	25.9%	27.1%	27.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Level of Comfort Sharing Road with Bicyclists with Bike Lanes (Q23) by Region

A new survey item added to the 2018 data collection asked respondents how comfortable they are sharing the road with bicycle riders on roads with a designated bicycle lane. Table Q23_1 shows the distribution by the region variable and in total, 73.3% of drivers say they are "Very Comfortable" or "Somewhat Comfortable" sharing the road with bicyclists in bike lanes. The comparison between regions shows a significant difference in Northern California drivers with 52.8% being "Very Comfortable" sharing the road, compared to 44.2% of Central California and 41.5% of Southern California drivers (p=0.00).

Table Q23_1. "How comfortable are you with sharing the road with bicyclists when there IS a designated bike lane?" by region

Q23 by region	Northern California	Central California	Southern California	Total 2018
Very Comfortable	288 52.8%	69 44.2%	277 41.5%	634 46.3%
Somewhat Comfortable	143 26.2%	47 30.1%	179 26.8%	369 27.0%
Somewhat Uncomfortable	54 9.9%	23 14.7%	128 19.2%	205 15.0%
Very Uncomfortable	60 11.0%	17 10.9%	83 12.4%	160 11.7%
Total	**545 100.0%**	**156 100.0%**	**667 100.0%**	**1,368 100.0%**

Level of Comfort Sharing Road with Bicyclists with Bike Lane (Q23) by Age

The level of comfort sharing the road with bicyclists on bike lanes shows no significant difference between age groups (Table Q23_2).

Table Q23_2. "How comfortable are you with sharing the road with bicyclists when there IS a designated bike lane?" by age

Q23 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Comfortable	44.2%	46.4%	45.6%	45.0%	50.0%	51.0%
Somewhat Comfortable	34.3%	25.4%	26.0%	24.6%	27.7%	24.5%
Somewhat Uncomfortable	12.8%	17.3%	18.9%	15.4%	9.4%	10.2%
Very Uncomfortable	8.7%	11.0%	9.5%	15.0%	12.9%	14.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Level of Comfort Sharing Road with Bicyclists without Bike Lane (Q24) by Region

The new question 24 asked respondents to rate their level of comfort with sharing the road with bicyclists when there is no designated bike lane (Table Q24_1). A total of 41.6% of respondents stated that they are "Very Comfortable" or "Somewhat Comfortable" sharing the road with bicyclists when there is no bike lane, while 58.4% said they were "Somewhat Uncomfortable" or "Very Uncomfortable" sharing the road with bicyclists without a bike lane. There are no significant differences between California regions.

Table Q24_1. "How comfortable are you with sharing the road with bicyclists when there ISN'T a designated bike lane?" by region

Q24 by region	Northern California	Central California	Southern California	Total 2018
Very Comfortable	107 19.9%	22 14.0%	108 16.3%	237 17.4%
Somewhat Comfortable	127 23.6%	39 24.8%	163 24.5%	329 24.2%
Somewhat Uncomfortable	115 21.3%	46 29.3%	187 28.2%	348 25.6%
Very Uncomfortable	190 35.3%	50 31.8%	206 31.0%	446 32.8%
Total	**539 100.0%**	**157 100.0%**	**664 100.0%**	**1,360 100.0%**

Level of Comfort Sharing Road with Bicyclists without Bike Lane (Q24) by Age

The level of comfort sharing the road with bicyclists without a bike lane by age group is shown in Table Q24_2. There are no significant differences between age groups.

Table Q24_2. "How comfortable are you with sharing the road with bicyclists when there ISN'T a designated bike lane?" by age

Q24 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Comfortable	18.9%	17.3%	14.7%	13.9%	21.3%	27.1%
Somewhat Comfortable	21.9%	22.8%	23.8%	26.1%	27.2%	22.9%
Somewhat Uncomfortable	30.8%	24.9%	29.4%	21.0%	22.8%	20.8%
Very Uncomfortable	28.4%	35.0%	32.2%	39.1%	28.7%	29.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Problems Experienced as Pedestrian or Bicyclist (Q25)

A modified question, compared to the 2017 data collection, asked respondents to think about the times when they have been a pedestrian or a bicyclist in the past six months and what safety problems they experienced. Table Q25_1 shows the multiple-responses and includes the added coding categories of respondent comments highlighted in blue.

Table Q25_1. "Think of the times you have been a pedestrian or bicyclist in the last 6 months. What safety problems did you experience, if any?" Coding Categories

Distracted Drivers (cell phones)
Cars not stopping
Cars going too fast
Bicyclists not stopping
Lots of traffic
Almost getting hit by a car
Lack of sidewalks
NONE
Other
Drivers' behavior (general)
Drivers turning right without looking for pedestrians
Drivers don't see or look for pedestrians
Drivers not paying attention
Walk signals not long enough
Drivers stopping in the crosswalk
Pedestrian behavior
No bike lanes
Lack of awareness of bike lanes
Lack of awareness of right-of-way

Table Q25_2 shows that 31.1% of drivers stated "Distracted Drivers (cell phones)" as being a frequently encountered safety problem. The third most frequently mentioned problem was "Cars not stopping", with 24.5%, followed by "Cars going too fast," mentioned by 17.5% of all drivers. A total of 25.7% of drivers did not experience any safety problems as a pedestrian or bicyclists in the past six months.

Table Q25_2. Frequencies Q25 by percent of answers and percent of drivers

Q25 all answers combined	Count	% of answers	% of Drivers 2018
Distracted drivers (cell phones)	426	21.9%	31.1%
NONE	352	18.1%	25.7%
Cars not stopping	336	17.3%	24.5%
Cars going too fast	239	12.3%	17.5%
Almost getting hit by car	185	9.5%	13.5%
Lots of traffic	106	5.5%	7.7%
Other	78	4.0%	5.7%
Bicyclists not stopping	67	3.5%	4.9%
Lack of sidewalks	52	2.7%	3.8%
Drivers not paying attention	19	1.0%	1.4%
Drivers don't see or look for pedestrians	17	0.9%	1.2%
Drivers turning right without looking for pedestrians	15	0.8%	1.1%
Lack of awareness of right of way	12	0.6%	0.9%
No bike Lanes	10	0.5%	0.7%
Lack of awareness of bike lanes	10	0.5%	0.7%
Pedestrian behavior	8	0.4%	0.6%
Drivers' behavior (general)	5	0.3%	0.4%
Drivers stopping in the crosswalk	3	0.2%	0.2%
Walk signals not long enough	2	0.1%	0.1%
Total	**1,942**	**100.0%**	**141.9%**

Safety Problems Experienced as Pedestrian or Bicyclist (Q25) by Age

The safety problems experienced by respondents when they were a pedestrian or bicyclist in the last six months, by age group is shown in Table Q25_3. There are no significant differences between age groups.

Table Q25_3. "Think of the times you have BEEN a pedestrian or bicyclist in the last 6 months. What safety problems did you experience, if any?" by age

Q25 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Distracted drivers (cell phones)	37.6%	33.5%	28.9%	28.9%	30.6%	24.5%
NONE	24.3%	24.6%	24.0%	28.9%	24.2%	28.6%
Cars not stopping	24.3%	22.9%	23.0%	25.6%	27.0%	28.6%
Cars going too fast	17.3%	18.3%	18.1%	18.2%	14.9%	16.3%
Almost getting hit by car	11.0%	14.9%	15.7%	10.3%	15.3%	8.2%
Lots of traffic	7.5%	7.4%	8.7%	7.4%	8.5%	4.1%
Other	4.6%	5.2%	6.6%	6.6%	5.2%	8.2%
Bicyclists not stopping	6.4%	6.9%	2.8%	4.1%	3.6%	6.1%
Lack of sidewalks	4.0%	2.6%	6.6%	3.3%	2.8%	4.1%
Drivers not paying attention	2.3%	0.3%	1.4%	2.1%	0.8%	4.1%
Drivers don't see or look for pedestrians	1.2%	0.6%	1.4%	2.5%	0.8%	0.0%
Drivers turning right without looking for pedestrians	0.0%	1.1%	1.0%	0.8%	2.4%	0.0%
Lack of awareness of right of way	1.7%	0.6%	0.7%	0.8%	0.8%	0.0%
No bike lanes	1.7%	1.1%	0.3%	0.0%	0.8%	0.0%
Lack of awareness of bike lanes	0.0%	1.1%	1.0%	0.4%	0.8%	0.0%
Pedestrian behavior	0.0%	0.9%	0.7%	0.8%	0.4%	0.0%
Drivers' behavior (general)	0.0%	0.3%	0.7%	0.0%	0.8%	0.0%
Drivers stopping in the crosswalk	0.6%	0.0%	0.0%	0.0%	0.8%	0.0%
Walk signals not long enough	0.0%	0.3%	0.0%	0.0%	0.4%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Problems Experienced as Driver around Pedestrians and Bicyclists (Q26)

This new question asked respondents to think about times in the past six months when they have been drivers around pedestrians and bicyclists and what safety problems they experienced (Table Q26_1). The multiple-responses and the added coding categories of respondent comments are highlighted in blue.

Table Q26_1. Think of the time you BEEN a driver around pedestrians and bicyclists in the last 6 months. What safety problems did you experience, if any?" Coding Categories

Pedestrians not using crosswalks
Pedestrians stepping off curb without looking
Pedestrians/cyclists not being visible enough
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)
Cyclists not stopping at stop signs or traffic lights
Cyclists being in the road or blocking traffic
NONE
Other
Cyclist/Pedestrian unpredictability, not signaling intentions, erratic lane change, weaving/swerving
Lack of awareness of right-of-way/not following rules of road
Cyclist/Pedestrian too close to cars, lanes not large enough or not using bike lanes
General lack of cyclist/pedestrian attention/awareness
Cyclist/Pedestrian speed

While drivers were most likely to report no safety problems as the driver around pedestrians and bicyclists, the next most frequent responses were "Pedestrians not using crosswalks" and "Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)," mentioned by 21.4% and 19.2% of drivers, respectively (Table Q26_2).

Table Q26_2. Frequencies Q26 by percent of answers and percent of drivers

Q26 all answers combined	Count	% of answers	% of Drivers 2018
NONE	356	18.0%	25.9%
Pedestrians not using crosswalks	294	14.8%	21.4%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	264	13.3%	19.2%
Cyclists not stopping at stop signs or traffic lights	209	10.6%	15.2%
Cyclists being in the road or blocking traffic	187	9.4%	13.6%
Pedestrians stepping off curb without looking	179	9.0%	13.0%
Pedestrians/cyclists not being visible enough	169	8.5%	12.3%
Lack of sidewalks or clear cross walks	108	5.5%	7.9%
Other	66	3.3%	4.8%
Cyclist/Pedestrian unpredictability, not signaling intentions, erratic lane change, weaving/swerving	45	2.3%	3.3%
Lack of awareness of right-of-way/not following rules of road	43	2.2%	3.1%
Cyclist/Pedestrian too close to cars, lanes not large enough or not using bike lanes	34	1.7%	2.5%
General lack of cyclist/pedestrian attention/awareness	17	0.9%	1.2%
Cyclist/Pedestrian speed	10	0.5%	0.7%
Total	**1,942**	**100.0%**	**141.9%**

Safety Problems Experienced as Driver around Pedestrians and Bicyclists (Q26) by Age

Table Q26_2 shows the safety problems experienced by drivers around pedestrians and bicyclists by age group. The most frequently indicated response was "None" for all age groups except for drivers' age 35 to 44 who most frequently said "Pedestrians not using crosswalks," which was the second most frequently mentioned response by all other age groups.

Table Q26_2. "Think of the time you BEEN a driver around pedestrians and bicyclists in the last 6 months. What safety problems did you experience, if any?" by age

Q26 by age	18-24	25-34	35-44	45-54	55-70	71 or older
NONE	24.3%	22.7%	24.2%	29.5%	30.0%	26.5%
Pedestrians not using crosswalks	17.8%	23.0%	25.6%	19. 3%	20.6%	16.3%
Pedestrians/cyclists distracted behavior (phones, ear pods, headsets)	21.3%	22.7%	19.0%	18.9%	14.6%	12.2%
Cyclists not stopping at stop signs or traffic lights	16.0%	14.4%	18.7%	13.1%	13.8%	10.2%
Cyclists being in the road or blocking traffic	14.2%	14.4%	14.2%	13.1%	13.0%	12.2%
Pedestrians stepping off curb without looking	14.2%	14.7%	12.8%	10.7%	13.0%	12.2%
Pedestrians/cyclists not being visible enough	14.2%	10.9%	12.1%	13.1%	10.7%	14.3%
Lack of sidewalks or clear cross walks	10.7%	8.6%	8.3%	7.0%	5.5%	10.2%
Other	4.7%	5.2%	5.5%	4.5%	4.7%	2.0%
Cyclist/Pedestrian unpredictability, not signaling intentions, erratic lane change, weaving/swerving	1.2%	4.3%	2.4%	3.7%	3.6%	6.1%
Lack of awareness of right-of-way/not following rules of road	2.4%	3.7%	2.1%	3.7%	4.0%	2.0%
Cyclist/Pedestrian too close to cars, lanes not large enough or not using bike lanes	1.8%	2.6%	1.0%	4.1%	1.6%	8.2%
General lack of cyclist/pedestrian attention/awareness	0.6%	1.7%	0.3%	1.6%	1.6%	2.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**