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California Traffic Safety Survey 2024: Data Analysis and Comparison with 2010-2023 Survey Data Results

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Author

Ewald & Wasserman Research

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CALIFORNIA TRAFFIC SAFETY SURVEY 2024

DATA ANALYSIS AND COMPARISON WITH 2010-2023 SURVEY DATA RESULTS

Conducted on Behalf of

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

June 2024

TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
SUMMARY OF FINDINGS.....	4
OVERVIEW OF 2024 STUDY.....	5
SURVEY DATA ANALYSIS AND COMPARISON WITH PREVIOUS YEARS.....	5
Data Weights.....	6
Analysis Notes.....	7
Region Variable.....	8
Respondent Demographics.....	10
Safety Concerns (Q2).....	11
Safety Concerns (Q2) by Year.....	12
Safety Concerns (Q2) by California Region and Age.....	13
Behavioral Changes due to COVID-19 (COVID) by California Region and Year.....	13
Behavioral Changes due to COVID-19 (COVID) by Age.....	14
Most Serious Distraction (Q3) by Year.....	15
Most Serious Distraction (Q3) by Region.....	16
Using Cell Phone in a Non-Hands-Free manner when Driving (Q4) by Region and Year.....	17
Driving Mistake Due to Cell Phone Use (Q5) by Year.....	17
Near Crash Due to Other Driver Talking/Texting on a Cell Phone (Q6) by Year.....	18
Likelihood of Being Ticketed for Hand-Held Phone Use or Texting (Q7) by Year.....	18
Recall of Safety Campaigns (Q8a - d) by Region and Year.....	19
Source of Recall of Safety Campaigns.....	19
Intoxicated Driving (Q9) by Year.....	20
Use of Alternative Ride Services When Drinking (Q10) by Year.....	20
Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q11) by Year.....	21
Awareness of DUI (Q12) by Year.....	21
Likelihood of Getting Arrested for Driving Impaired (Q13) by Year.....	22
Perception of Marijuana Impairing Driving Functions (Q14) by Year.....	23
Perception of DUI of Drugs, Legal and Illegal (Q15) by Year.....	23
Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q16) by Year.....	24
Safety of Driving Over the Speed Limit on Residential Streets (Q17) by Year.....	24
Chance of Being Ticketed for Driving Over Speed Limit on Residential Streets (Q18) by Year.....	25
Perception of Components of Safe System Approach (Safe1) by Year.....	26
Most Important Factor Resulting in Traffic Injuries/Fatalities (Safe2) by Year.....	27
Main Form of Transportation (Q19) by Year.....	28

Perceptions of Driverless Vehicles (Q20, Q21) by Region	29
Perception of Legality for Bicyclists on Roadways (Q22) by Year	30
Level of Comfort Sharing Road with Bicyclists with Bike Lanes (Q23) by Year	30
Level of Comfort Sharing Road with Bicyclists when Driving (Q24) by Year	31
Safety Problems Experienced as Pedestrian or Bicyclist (Q25) by Year	32
Safety Problems Experienced as Driver around Pedestrians and Bicyclists (Q26) by Year	33

SUMMARY OF FINDINGS

Biggest Safety Concern (Q2)

“Speeding/Aggressive Driving” remains the biggest safety concern stated by 79.3% of surveyed drivers of the panel (Table Q2_2).

Most Serious Distraction (Q3)

“Texting or Checking Phone While Driving” continues to be the most serious distraction on California roadways, reported by 72.7% of drivers (Table Q3_1), same as in previous years of data collection.

Driving Mistake Due to Cell Phone Use (Q5)

Having made a driving mistake while talking or texting on a cell phone increased by a significant 2.9% since 2023 (Table Q5).

Likelihood of Being Ticketed for Hand-Held Phone Use or Texting

The likelihood of being ticketed for using a hand-held cell phone or texting was perceived as “Very Likely” by almost a quarter of respondents, which is a significant 4.1% increase since 2023 (Table Q7).

Recall of Traffic Safety Outreach Campaigns

Two new campaigns were introduced in the Traffic Safety Public Opinion Study in 2024 of which “Distracted Driving Kills”, was recalled by more than half of all survey participants (Table Q8ad).

Campaign	Recall Rate 2024	Recall Rate 2023	Recall Rate 2022	Recall Rate 2021	Recall Rate 2020	Recall Rate 2019
“Go Safely California”	34.0%	31.1%	28.5%	35.4%	30.2%	16.4%
“Slow the Fast Down”	25.5%	21.5%	17.5%	19.1%	--	--
“Don’t Be the ‘I’ in DUI”	34.4%	--	--	--	--	--
“Distracted Driving Kills”	54.6%	--	--	--	--	--

Use of Alternative Ride Services When Drinking

Almost one third of survey respondents (31.7%) “Always” use alternative transportation services when drinking, a 6.3% significant increase compared to 2023 (Table Q10).

Recall of Sobriety Checkpoints

61.0% of respondents recalled to have seen or heard about police setting up sobriety/DUI checkpoints in the past six months, a significant increase of 4.6% compared to the 2023 recall rate (Table Q11_1).

Likelihood of Getting Arrested for Driving Impaired

The likelihood of getting ticketed for driving impaired was perceived as “Very Likely” by 42.3% of all drivers and increased by a significant 5.1% in 2024. The combined 81.4% of respondents believing it to be either “Very Likely” or “Somewhat Likely” to get ticketed for driving impaired are comparable to the combined percentage of 2023 (Table Q13).

Perception of Components of Safe System Approach

All five factors of the Safe System Approach were rated as “Very Important” by the majority of respondents. “Improve safe streets design to design roads that support all road users, including drivers, pedestrian, bicyclists and transit” was the highest rated factor of all since 2022 (Table Safe1).

Most Important Factor Resulting in Traffic Injuries/Fatalities

As in previous years, more than half of all drivers reported “Driver behavior” as the most important factor resulting in traffic injuries/fatalities (Table Safe2).

Main Form of Transportation

For more than three-quarters of Californians (76.8%), driving remains the most frequent mode of transportation in 2024. However, compared to 2023, there is slight but significant 3.0% decrease in the reported percentage of driving, and slight increases in riding a bike, walking and taking public transportation.

Perceptions of Driverless Vehicles

Almost half of all surveyed drivers do not believe that driverless vehicles will make roadways safer, with Northern and Southern Californians differing significantly. Compared, half of Southern Californian respondents (51.5%) believe that driverless vehicles will not make roadways safer, while more than a quarter of Northern California respondents (25.4%) believe it will (Table Q20).

OVERVIEW OF 2024 STUDY

The 2024 California Traffic Safety Public Opinion Study was conducted on behalf of the California Office of Traffic Safety (OTS) and the Safe Transportation Research and Education Center of UC Berkeley (SafeTREC), using an online self-administered survey. Similar to previous years of the study, the survey panelists were provided through Marketing Services Group, a commercial sample and panel vendor.

To ensure a comparable sample disposition to previous years of data collection, six quota groups were set for age and gender groups based on the California census and previous waves of the Traffic Safety Study. The eligibility criteria for participating in the study included a valid California driver’s license, living in California and being 18 years or older. Screened and eligible respondents were forwarded to a brief 10-minute online survey programmed and managed by E&W.

A total of 2,507 responses were collected in May and June, 2024. The survey findings of the 2024 Traffic Safety Public Opinion Study, together with a comparison to previous years of data collection are outlined in this report.

SURVEY DATA ANALYSIS AND COMPARISON WITH PREVIOUS YEARS

The data for the Traffic Safety Public Opinion Study was collected using online panels, as it has since 2020. In the years prior, between the beginning of data collection in 2010 and through 2019, survey data was collected in intercept surveys with data collectors throughout the state of California. The intercept surveys were administered by trained field staff, and responses were recorded with answering options for several survey items not being read to respondents, while in the online survey format, the response options were all presented. This resulted in a greater number of answers provided, particularly for the multiple response questions, and overall in fewer open-ended responses. Comparison of the current survey

2,507 drivers participated in the survey, resulting in an overall confidence interval of +/- 1.96, at a confidence level of 95%.

data with the waves before 2020 should take the difference in modality as well as the impact of COVID-19 on perception and driving behavior of California drivers into account.

In 2022 new survey items related to the Safe System Approach introduced by the U.S. Department of Transportation were included in the survey form and continued to be a part of the survey in 2024, as well as questions about new safety campaigns. See also: [THE SAFE SYSTEM \(dot.gov\)](https://www.dot.gov/safe-system)

Data Weights

As in the previous waves of data collection, the 2024 data were weighted to the California adult population by age and gender ratios derived from the 2022 American Community Survey 1-year estimates to ensure higher representativeness to the State of California. Due to the set quotas for age and gender, the overall sample distribution was close to the 2022 Census data in age and gender distribution, and the applied weights only resulted in minor adjustments to the survey data. Records of respondents identifying as other than “Female” or “Male”, remained un-weighted. The Census data, summarized survey data, and calculated weights applied to the data and calculations are shown in Table Weights by Age and Gender.

Table Weights by Age and Gender. Census data, survey results and proportional weight calculation

Age Range	Census Data*		Survey Data		Weights		Weighted Survey Data	
	Male	Female	Male	Female	Male	Female	Male	Female
18-24	51.4%	48.6%	45.8%	54.2%	1.12	0.90	51.4%	48.6%
25-34	51.7%	48.3%	52.9%	47.1%	0.98	1.03	51.7%	48.3%
35-44	51.3%	48.7%	49.9%	50.1%	1.03	0.97	51.3%	48.7%
45-54	50.6%	49.4%	55.6%	44.4%	0.91	1.11	50.6%	49.4%
55-70	49.0%	51.0%	52.1%	47.9%	0.94	1.06	49.0%	51.0%
71 +	43.4%	56.6%	49.2%	50.8%	0.88	1.11	43.4%	56.6%
Average	49.7%	50.3%	51.2%	48.8%	0.97	1.03	49.7%	50.3%

*Source: Census.gov: ACS DEMOGRAPHIC AND HOUSING ESTIMATES 2022 American Community Survey 1-year estimates

The population weights for gender were calculated based on the proportional weight calculation formula in the Table Weights Formula.

Table Weights Formula. Proportional weight calculation formula

$$W_p = \frac{\text{Percent of Population}}{\text{Percent of Respondents}} = \frac{P_i / P_{total}}{R_i / R_{total}}$$

Every effort has been made to match the 2024 responses with previous waves by age, gender, and geographic region, to minimize the effects of minor sample differences between the data collection years.

Analysis Notes

The survey findings summarized in this report are based on a sample size similar to previous years of data collection.

- The statistically significant differences between different California regions are highlighted in the respective region column. Similarly, the statistically significant differences between 2024 and 2023 data are highlighted in the 2024 data column.
- The findings are reported weighted, with the data weights applied as outlined in the Table Weights by Age and Gender. Due to small sample sizes in some frequency and cross-tabulation tables, the total weighted frequency counts can differ slightly from the individual values.
- All tables in this report are based on valid and weighted answers provided, but exclude “Don’t know” and “Prefer not to answer” response options; therefore, the total number of responses varies by table. Additionally, not all questions were displayed to all respondents due to skip patterns programmed in the survey.
- For multiple choice questions, a respondent could give more than one answer. The listed “Percent of cases” column in respective tables are calculated from the total number of respondents who answered a question. The resulting percentage is more than 100.0% and reflects the percentage of respondents who selected the answer, not the percentage of total answers given, which would add up to 100.0%.
- The significances outlined refer to a two-tailed probability comparison of column proportions (z-test) and a p value indicating the difference between the listed (and assumed independent) proportion of drivers interviewed per wave as well as in-between regions. Where applicable, the significant differences calculated were adjusted for pairwise comparisons using the Bonferroni correction. Significant findings in table cells are highlighted in orange.

Region Variable

All California counties were included in the 2024 survey, as in the previous waves of online surveys. The counties the panelists reported to live in were then used to create the Region variable: “Northern California”, “Central California” and “Southern California”, as outlined in the table below (Table R1).

Table R1. Three geographic region definitions by county

Northern California				
Alameda	El Dorado	Modoc	San Mateo	Tehama
Alpine	Humboldt	Napa	Santa Clara	Yolo
Amador	Lake	Nevada	Shasta	Yuba
Butte	Lassen	Placer	Siskiyou	
Colusa	Marin	Plumas	Solano	
Contra Costa	Mariposa	Sacramento	Sonoma	
Del Norte	Mendocino	San Francisco	Sutter	
Central California			Southern California	
Calaveras	San Benito	Tuolumne	Imperial	
Fresno	San Joaquin		Los Angeles	
Kern	San Luis Obispo		Orange	
Kings	Santa Barbara		Riverside	
Madera	Santa Cruz		San Bernardino	
Merced	Stanislaus		San Diego	
Monterey	Tulare		Ventura	

For the 2024 survey, data was collected from 56 counties, with Table R2 showing the number of completed surveys by county.

Table R2. Completed surveys by county (non-weighted data)

County	Northern California	Total	County	Central California	Total	County	Southern California	Total
Alameda	102	4.1%	Calaveras	9	0.4%	Imperial	9	0.4%
Alpine	3	0.1%	Fresno	69	2.8%	Los Angeles	728	29.0%
Amador	5	0.2%	Kern	56	2.2%	Orange	179	7.1%
Butte	11	0.4%	Kings	12	0.5%	Riverside	151	6.0%
Colusa	7	0.3%	Madera	14	0.6%	San Bernardino	130	5.2%
Contra Costa	70	2.8%	Merced	28	1.1%	San Diego	206	8.2%
Del Norte	3	0.1%	Monterey	20	0.8%	Ventura	47	1.9%
El Dorado	15	0.6%	San Benito	8	0.3%	Total	1,450	
Humboldt	8	0.3%	San Joaquin	39	1.6%	% of total	57.9%	
Lake	4	0.2%	San Luis Obispo	14	0.6%			
Lassen	1	0.0%	Santa Barbara	20	0.8%			
Marin	6	0.2%	Santa Cruz	15	0.6%			
Mariposa	3	0.1%	Stanislaus	45	1.8%			
Mendocino	4	0.2%	Tulare	20	0.8%			
Modoc	1	0.0%	Tuolumne	4	0.2%			
Napa	5	0.2%	Total	373				
Nevada	7	0.3%	% of total	14.9%				
Placer	24	1.0%						
Plumas	2	0.1%						
Sacramento	128	5.1%						
San Francisco	74	3.0%						
San Mateo	33	1.3%						
Santa Clara	91	3.6%						
Shasta	5	0.2%						
Siskiyou	3	0.1%						
Solano	25	1.0%						
Sonoma	19	0.8%						
Sutter	4	0.2%						
Tehama	5	0.2%						
Yolo	8	0.3%						
Yuba	8	0.3%						
Total	683							
% of total	27.3%							

The number of survey completes by California region, together with the unweighted as well as weighted percent of completes per region are outlined in Table R3, with a comparable distribution to previous years of the study. Consistent with previous years' data, the majority of responses (57.9% weighted) came from Southern California drivers.

Table R3. Completed surveys by region and year

Region	Completes	Percent	2023 Percent	2022 Percent	2021 Percent	2020 Percent	2019 Percent
Northern California	683	27.2%	30.9%	30.8%	28.1%	29.5%	32.6%
Central California	373	14.9%	13.9%	12.4%	12.6%	12.7%	12.6%
Southern California	1,450	57.9%	55.2%	56.8%	59.3%	57.8%	54.9%
Total	2,506	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Respondent Demographics

The age and gender distribution by California region is outlined in Table D1, with comparison to previous years, for an overall comparable distribution.

Table D1. Age and gender distribution by geographic regions and year comparison

Gender & Age	Northern California	Central California	Southern California	Total	2023 Total	2022 Total	2021 Total	2020 Total	2019 Total
Male									
18-24	17.4%	20.6%	17.7%	18.0%	19.0%	17.7%	18.7%	10.7%	11.9%
25-34	22.9%	32.3%	27.7%	27.0%	21.6%	25.6%	20.7%	23.1%	25.0%
35-44	19.6%	16.4%	18.1%	18.3%	18.6%	18.2%	21.0%	23.6%	25.6%
45-54	19.8%	13.2%	16.1%	16.8%	17.5%	17.8%	19.2%	25.1%	19.8%
55-70	16.0%	15.3%	15.8%	15.8%	18.8%	16.6%	16.7%	14.6%	14.8%
71 or older	4.4%	2.1%	4.5%	4.1%	4.6%	4.0%	3.6%	2.9%	3.0%
Female	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
18-24	13.2%	19.9%	18.8%	17.5%	18.1%	17.0%	17.7%	10.1%	17.1%
25-34	23.5%	30.9%	25.6%	25.9%	20.7%	24.2%	19.5%	21.7%	25.3%
35-44	19.9%	15.5%	17.1%	17.6%	18.0%	17.9%	20.6%	23.3%	19.3%
45-54	15.8%	13.3%	17.8%	16.6%	17.4%	18.2%	19.4%	25.2%	19.9%
55-70	20.3%	16.6%	15.4%	16.8%	19.8%	17.9%	17.9%	15.9%	15.5%
71 or older	7.4%	3.9%	5.3%	5.6%	6.0%	4.8%	4.9%	3.9%	2.9%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

The distribution of respondent gender by region is shown in Table D2.

Table D2. Gender distribution by geographic regions

Gender	Northern California	Central California	Southern California	Total
Male	53.8%	51.2%	48.8%	50.5%
Female	46.2%	48.8%	51.2%	49.5%
Total	100.0%	100.0%	100.0%	100.0%

Safety Concerns (Q2)

Table Q2_1 lists the biggest safety concern on California roadways and was presented as a multiple-choice question. The “Other” category contained answers that could not be coded into additional categories.

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 (un-coded)

Table Q2_2 shows the responses with the percentages of answers based on all answers provided and the percentage of drivers providing a response for a combined 10,194 answers provided. The most frequently mentioned response was “Speeding/Aggressive Driving” which accounted for 19.2% of all answers and was given by 79.3% of all survey respondents. The second and third most often mentioned safety problem was “Distracted Driving because of TEXTING” and “Drunk Driving”. The top three safety concerns on California roadways are highlighted in green in the Table Q2_2.

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	1,960	19.2%	79.3%
Distracted Driving because of TEXTING	1,816	17.8%	73.5%
Drunk Driving	1,797	17.6%	72.7%
Bad Road Surfaces	1,172	11.5%	47.4%
Drugged Driving	1,141	11.2%	46.1%
Distracted Driving because of TALKING	843	8.3%	34.1%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	722	7.1%	29.2%
Not Wearing Seatbelts	679	6.7%	27.5%
All Other Responses Combined	63	0.6%	2.5%
Total	10,194	100.0%	412.3%

Safety Concerns (Q2) by Year

Consistent with previous years of the Traffic Safety Public Opinion Study, “Speeding/Aggressive Driving”, “Distracted Driving because of Texting” and “Drunk Driving” are the three most frequently stated biggest safety concerns on California roadways (Table Q2_3).

Table Q2 3. Frequencies of top six responses to Q2 by percent of answers provided and by year of data collection

Q2 all Answers Combined	% Answers 2024	% Answers 2023	% Answers 2022	% Answers 2021	% Answers 2020	% Answers 2019	% Answers 2018	% Answers 2017	% Answers 2016	% Answers 2015	% Answers 2014	% Answers 2013	% Answers 2012	% Answers 2011	% Answers 2010
Speeding/Aggressive Driving	19.2%	19.7%	19.6%	18.8%	19.1%	20.3%	19.4%	27.7%	19.2%	18.1%	20.2%	14.3%	15.6%	17.6%	18.2%
Distracted Driving because of Texting	17.8%	19.0%	18.7%	18.9%	19.8%	19.4%	16.9%	14.7%	18.2%	16.1%	21.2%	20.3%	17.1%	18.5%	9.9%
Drunk Driving	17.6%	17.6%	17.6%	17.5%	17.9%	9.2%	6.5%	22.9%	5.6%	6.6%	6.2%	5.7%	4.3%	12.6%	7.9%
Bad Road Surfaces	11.5%	12.6%	11.8%	10.9%	10.5%	11.0%	15.3%	3.8%	12.2%	13.0%	10.4%	9.2%	11.4%	11.6%	11.6%
Drugged Driving	11.2%	10.8%	11.0%	11.2%	10.6%	1.8%	1.3%	1.5%	--	--	--	--	--	--	--
Distracted Driving because of Talking	8.3%	7.8%	8.3%	9.0%	9.0%	15.7%	14.2%	11.9%	13.8%	11.7%	18.0%	16.0%	18.3%	20.3%	15.8%
All other responses combined	14.4%	12.5%	13.0%	13.7%	13.1%	22.6%	26.4%	17.5%	31.0%	34.5%	24.0%	34.5%	33.3%	19.4%	36.6%
Total responses	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Safety Concerns (Q2) by California Region and Age

The biggest safety concern by region states “Speeding/Aggressive Driving” as the most frequently mentioned response across California, which is also the biggest safety concern for drivers 25 and over, while “Drunk Driving” was mentioned slightly more by 18-24-year-olds (Table Q2_4).

Table Q2_4. Frequencies of top five safety concerns by region and age

Q2 by Region and Age	Northern California	Central California	Southern California	18-24	25-34	35-44	45-54	55-70	71 or older
Speeding/Aggressive Driving	19.5%	18.7%	19.2%	20.2%	19.5%	19.4%	18.9%	18.2%	18.8%
Distracted Driving because of TEXTING	16.9%	17.5%	18.4%	17.3%	17.4%	18.2%	18.3%	18.0%	18.2%
Drunk Driving	17.2%	18.6%	17.6%	20.7%	18.6%	17.8%	15.8%	15.4%	16.1%
Bad Road Surfaces	12.1%	12.0%	11.1%	9.7%	12.3%	10.3%	12.5%	12.6%	10.0%
Drugged Driving	10.6%	11.7%	11.3%	11.2%	10.8%	10.6%	11.0%	11.9%	12.8%
All other responses combined	23.7%	21.5%	22.4%	20.8%	21.4%	23.6%	23.5%	23.9%	24.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Behavioral Changes due to COVID-19 (COVID) by California Region and Year

Table COVID_1 shows the regional and annual comparison of the perceived change in driving since the onset of the COVID-19 pandemic. “Aggressive Driving/Road Rage” was the most frequently stated behavioral change noted between regions and similar to previous years.

Table COVID_1. “Since the onset of the COVID-19 pandemic, what is the biggest change in behaviors you have noticed from drivers?” by region and year

COVID by Region	Northern California	Central California	Southern California	Total 2024	Total 2023	Total 2022	Total 2021
Aggressive Driving/Road Rage	36.9%	28.9%	34.5%	34.3%	33.8%	34.7%	26.5%
Have Not Noticed Any Changes	18.1%	17.2%	19.3%	18.7%	21.1%	23.3%	23.8%
Speeding	14.2%	18.0%	18.6%	17.3%	16.2%	18.5%	24.2%
Distracted Driving because of TALKING/TEXTING	20.1%	20.4%	20.0%	20.1%	19.1%	15.5%	16.4%
Impaired Driving	7.6%	10.6%	4.5%	6.2%	6.0%	4.2%	5.7%
Not Wearing Seatbelts	2.4%	2.7%	1.9%	2.1%	2.3%	2.1%	1.8%
Other (uncoded)	0.7%	2.2%	1.3%	1.3%	1.4%	1.8%	0.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Behavioral Changes due to COVID-19 (COVID) by Age

“Aggressive Driving/Road Rage” was the perceived biggest change in behavior since the onset of the COVID-19 pandemic among all age groups (Table COVID_2). Almost a quarter of all 18-24-year-old drivers also stated “Distracted Driving because of Talking and/or Texting” as the second most frequently stated change in behavior.

Table COVID 2. “Since the onset of the COVID-19 pandemic, what is the biggest change in behaviors you have noticed from drivers?” by age

COVID by Age	18-24	25-34	35-44	45-54	55-70	71 or older
Aggressive Driving/Road Rage	26.1%	36.5%	33.9%	34.9%	39.7%	33.6%
Distracted Driving because of TALKING and/or TEXTING	24.5%	18.0%	20.3%	21.4%	18.4%	15.6%
Have Not Noticed Any Changes	14.1%	15.9%	19.8%	21.4%	20.6%	31.1%
Speeding	22.5%	18.5%	15.7%	12.5%	16.4%	15.6%
Impaired Driving	8.0%	7.7%	6.8%	6.0%	2.7%	1.6%
Not Wearing Seatbelts	4.8%	2.2%	2.3%	1.4%	0.5%	0.0%
Other (uncoded)	0.0%	1.2%	1.1%	2.2%	1.7%	2.5%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Most Serious Distraction (Q3) by Year

The question about the most serious distraction for drivers on California roadways has been asked since 2010 and the 15-year comparison is shown in Table Q3_1. As in previous years and since 2013 “Texting or Checking Phone While Driving” is the most frequently given answer (most frequent response highlighted).

Table Q3_1. Frequencies of Q3 by survey year

Q3	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Texting or Checking Phone While Driving*	72.7%	72.4%	71.9%	69.7%	68.5%	46.7%	44.5%	50.8%	44.1%	39.0%	51.8%	47.9%	37.2%	27.6%	12.7%
Talking on Phone While Driving	13.0%	15.0%	14.4%	17.2%	17.4%	23.1%	32.2%	31.9%	33.5%	22.2%	29.5%	33.4%	42.8%	56.0%	61.9%
Car Crashes causing Rubbernecking***	5.1%	4.3%	6.3%	5.0%	6.4%	6.2%	5.3%	1.4%	1.7%	1.6%	1.3%	1.4%	2.9%	1.9%	1.9%
Passengers in Car	2.6%	2.5%	1.7%	2.4%	1.2%	4.1%	2.3%	1.7%	0.6%	1.2%	2.0%	1.5%	1.4%	1.8%	3.3%
Eating While Driving	2.0%	2.1%	1.9%	2.5%	1.7%	2.4%	0.5%	1.3%	0.6%	1.5%	1.8%	0.5%	0.8%	1.2%	1.9%
Dashboard/Navigation Systems**	2.7%	2.1%	1.8%	1.5%	1.7%	2.5%	0.8%	1.3%	1.7%	0.7%	0.9%	0.4%	0.5%	0.5%	0.2%
Roadside Billboards	0.7%	0.8%	0.7%	1.0%	1.5%	2.3%	1.7%	1.2%	1.5%	2.6%	0.9%	1.8%	1.9%	1.3%	2.1%
All other responses combined	1.2%	0.9%	1.3%	0.7%	1.6%	12.7%	12.7%	10.4%	16.3%	31.2%	11.8%	13.1%	12.5%	9.7%	16.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*"Texting while Driving" in 2020 and earlier surveys

**"GPS/Navigation System" in 2020 and earlier surveys

***"Car Crashes/Vehicle Issues" in 2020 and earlier surveys

Most Serious Distraction (Q3) by Region

“Texting or Checking Phone While Driving” is the most frequently given response across all three California regions (Table Q3_2).

Table Q3 2. Frequencies of Q3 by California region

Q3 by Region	Northern California	Central California	Southern California
Texting or Checking Phone While Driving	69.3%	70.5%	74.9%
Talking on Phone While Driving	13.6%	13.2%	12.6%
Car Crashes causing Rubbernecking	6.4%	5.7%	4.3%
Passengers in Car	3.4%	3.5%	2.0%
Eating While Driving	2.4%	2.2%	1.8%
Dashboard/Navigation Systems	3.1%	2.4%	2.6%
Roadside Billboards	0.6%	0.5%	0.7%
All Other Responses Combined	1.2%	1.9%	1.1%
Total	100.0%	100.0%	100.0%

Using Cell Phone in a Non-Hands-Free manner when Driving (Q4) by Region and Year

The frequency of using a cell phone in a non-hands-free manner when driving in the past 30 days is shown in Table Q4, with a comparable distribution among regions and similar to the last years' data, with 32.0% of drivers "Regularly" or "Sometimes" holding a cell phone while driving.

Table Q4. "How often in the past 30 days have you used a cell phone in a non-hands-free manner when driving?" by region and year

Q4 by Region	Northern California	Central California	Southern California	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Regularly	94 13.8%	57 15.3%	202 14.1%	353 14.2%	360 13.2%	341 12.4%	423 15.2%	428 15.1%	458 35.4%	443 32.0%
Sometimes	118 17.4%	80 21.4%	245 17.1%	443 17.8%	477 17.5%	481 17.5%	518 18.6%	528 18.6%	380 29.4%	295 21.3%
Rarely	186 27.4%	100 26.8%	398 27.7%	684 27.5%	744 27.3%	747 27.2%	792 28.5%	872 30.7%	268 20.7%	298 21.5%
Never	281 41.4%	136 36.5%	590 41.1%	1,007 40.5%	1,147 42.0%	1,180 42.9%	1,046 37.6%	1,015 35.7%	188 14.5%	348 25.1%
Total	679 100.0%	373 100.0%	1,435 100.0%	2,487 100.0%	2,728 100.0%	2,749 100.0%	2,779 100.0%	2,843 100.0%	1,294 100.0%	1,384 100.0%

* The phrasing of Q4 up to 2021 data collection was: "How often in the past 30 days have you used an electronic wireless device, like a cell phone while driving"?

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

Having made a driving mistake made while talking or texting on a cell phone increased by 2.9% since 2023, a slightly significant difference (Table Q5, $p < 0.05$).

Table Q5. "Have you EVER made a driving mistake while talking OR texting on a cell phone?" by year

Q5 by year	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1,123 45.6%	1,165 42.7%	1,104 40.6%	1,108 40.2%	1,263 44.7%	665 51.3%	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	1,342 54.4%	1,563 57.3%	1,617 59.4%	1,648 59.8%	1,561 55.3%	632 48.7%	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	2,465 100.0%	2,727 100.0%	2,721 100.0%	2,756 100.0%	2,824 100.0%	1,297 100.0%	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%

Near Crash Due to Other Driver Talking/Texting on a Cell Phone (Q6) by Year

Over half of all respondents reported having been hit or nearly hit by a driver who was talking or texting on a cell phone, similar to the 2023 survey (Table Q6).

Table Q6. “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 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1,330 53.9%	1,479 54.0%	1,370 50.2%	1,434 51.9%	1,466 51.7%	739 57.9%	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	1,136 46.1%	1,261 46.0%	1,361 49.8%	1,330 48.1%	1,371 48.3%	538 42.1%	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	2,466 100.0%	2,740 100.0%	2,732 100.0%	2,764 100.0%	2,837 100.0%	1,277 100.0%	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%

Likelihood of Being Ticketed for Hand-Held Phone Use or Texting (Q7) by Year

The likelihood of being ticketed for using a hand-held cell phone or texting is shown in Table Q7, with almost a quarter of respondents stating it to be “Verly Likely”, a significant 4.1% increase since 2023 ($p < 0.05$).

Table Q7. “What do you think is the likelihood of being ticketed for hand-held cell phone use or texting while driving?” by year

Q7 by year	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Very Likely	616 24.8%	568 20.7%	593 21.6%	643 23.2%	679 23.9%	269 21.0%	314 23.0%	287 21.2%	272 21.5%	444 23.4%	424 23.4%	493 26.3%	368 20.1%
Somewhat Likely	729 29.4%	800 29.2%	778 28.3%	760 27.4%	792 27.9%	288 22.4%	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	338 13.6%	438 16.0%	381 13.9%	378 13.6%	391 13.8%	228 17.8%	168 12.3%	197 14.5%	150 11.9%	218 11.5%	210 11.6%	131 7.0%	154 8.4%
Somewhat Unlikely	389 15.7%	257 9.4%	451 16.4%	444 16.0%	425 15.0%	261 20.3%	250 18.3%	262 19.3%	256 20.3%	361 19.1%	376 20.8%	306 16.3%	356 19.5%
Very Unlikely	408 16.5%	680 24.8%	546 19.9%	552 19.9%	555 19.5%	238 18.5%	292 21.3%	333 24.6%	320 25.3%	412 21.8%	385 21.3%	349 18.6%	379 20.7%
Total	2,480 100.0%	2,743 100.0%	2,750 100.0%	2,778 100.0%	2,841 100.0%	1,284 100.0%	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%

Recall of Safety Campaigns (Q8a - d) by Region and Year

In every year, respondents are asked about the recall of current California Office of Traffic Safety campaigns and where they saw or heard about them. Table Q8ad shows the rate of recall for each of the four campaigns by region and compared to previous years of data collection, as applicable. Of all campaigns “Distracted Driving Kills”, was recalled by more than half of all survey participants and with much higher frequency compared to 2023.

Table Q8ad. Rate of recall of safety campaigns by region and year

Q8a by region	Northern California	Central California	Southern California	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019
Go Safely California	34.8%	35.2%	33.3%	34.0%	31.1%	28.5%	35.4%	30.2%	16.4%
Slow the Fast Down	28.0%	27.4%	23.7%	25.4%	21.5%	17.5%	19.1%		
Don't Be the 'I' in DUI	32.9%	39.5%	33.7%	34.4%					
Distracted Driving Kills	56.9%	52.0%	54.1%	54.5%					

Source of Recall of Safety Campaigns

Table Q8a-d Follow-Up shows where respondents saw or heard the safety campaigns, with “Roadside billboards” being the most frequently mentioned source for all four campaigns.

Table Q8a-d Follow-Up: “Where did you See or Hear...?” respective campaign source

Q8a-d	Go Safely California	Slow the Fast Down	Don't Be the 'I' in DUI	Distracted Driving Kills
Roadside billboard	22.3%	25.9%	29.8%	34.5%
TV	15.9%	13.1%	14.5%	17.0%
Facebook	16.4%	16.4%	14.5%	10.9%
Instagram	16.3%	15.5%	13.2%	10.9%
Radio	8.9%	7.6%	8.3%	8.7%
Twitter	10.6%	12.1%	10.1%	8.3%
Web	9.1%	9.2%	8.3%	9.0%
Other	0.5%	0.4%	1.4%	0.7%
Total	100.0%	100.0%	100.0%	100.0%

Intoxicated Driving (Q9) by Year

A total of 9.6% of all respondents stated that they had driven when they thought they had too much alcohol to drive safely in the past six months, a comparable percentage to the previous year (Table Q9_1).

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 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	238 9.6%	229 8.3%	197 7.2%	256 9.2%	223 7.8%	95 7.3%	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	1,634 65.9%	1,778 64.6%	1,897 69.0%	1,846 66.4%	1,945 68.2%	766 59.2%	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%
Do not drink	608 24.5%	746 27.1%	654 23.8%	678 24.4%	685 24.0%	433 33.5%	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	2,480 100.0%	2,754 100.0%	2,748 100.0%	2,781 100.0%	2,853 100.0%	1,294 100.0%	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%

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

The use of alternative transportation when drinking (not asked of respondents who do not drink at all), was affirmed by almost one third of survey respondents (31.7%) who “Always” use these services. This is a 6.3% significant increase compared to 2023 (Table Q10, $p < 0.01$).

Table Q10. “In the past 6 months, how often have you used alternate transportation when drinking with others or alone?” by region

Q10 by region	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Always	590 31.7%	507 25.4%	534 25.6%	394 18.8%	457 21.2%	316 37.1%	330 31.2%	278 26.4%	187 20.8%	319 22.9%	150 10.6%
Sometimes	421 22.6%	436 21.8%	368 17.7%	351 16.8%	389 18.1%	217 25.5%	240 22.7%	188 17.8%	162 18.0%	177 12.7%	179 12.7%
Rarely	225 12.0%	291 14.6%	276 13.3%	245 11.7%	272 12.6%	88 10.3%	115 10.9%	147 13.9%	111 12.3%	184 13.2%	189 13.4%
Never	630 33.8%	762 38.2%	905 43.4%	1,104 52.7%	1,036 48.1%	230 27.0%	372 35.2%	442 41.9%	439 48.8%	710 51.1%	894 63.3%
Total	1,866 100.0%	1,996 100.0%	2,083 100.0%	2,094 100.0%	2,154 100.0%	851 100.0%	1,057 100.0%	1,055 100.0%	899 100.0%	1,390 100.0%	1,412 100.0%

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q11) by Year

A total of 61.0% of respondents recalled to have seen or heard about police setting up sobriety/DUI checkpoints in the past six months, which is a significant increase of 4.6% compared to the 2023 recall rate (Table Q11_1, $p < 0.05$).

Table Q11 1. “In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?” by year

Q11	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1,399 61.0%	1,390 56.4%	1,277 52.1%	1,234 51.0%	1,415 55.5%	489 40.1%	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	894 39.0%	1,077 43.6%	1,173 47.9%	1,187 49.0%	1,135 44.5%	730 59.9%	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	2,293 100.0%	2,467 100.0%	2,450 100.0%	2,421 100.0%	2,550 100.0%	1,219 100.0%	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%

Awareness of DUI (Q12) by Year

The majority of California drivers (89.9%) are aware of getting a DUI for driving under the influence of legal or illegal drugs, similar to previous years (Table Q12).

Table Q12. “Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?” by year

Q12	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017
Yes	2,217 89.9%	2,510 91.2%	2,464 89.9%	2,449 88.5%	2,572 90.3%	1,132 90.0%	1,263 93.8%	1,209 91.2%
No	248 10.1%	242 8.8%	278 10.1%	317 11.5%	275 9.7%	126 10.0%	83 6.2%	116 8.8%
Total	2,465 100.0%	2,752 100.0%	2,742 100.0%	2,766 100.0%	2,847 100.0%	1,258 100.0%	1,346 100.0%	1,325 100.0%

Likelihood of Getting Arrested for Driving Impaired (Q13) by Year

The perception of the likelihood of getting ticketed for driving impaired being “Very Likely” increased by a significant 5.1% in 2024 ($p < 0.01$). However, the combined 81.4% of respondents believing it to be “Very Likely” or “Somewhat Likely” to get arrested for driving impaired are comparable to the combined percentage of 2023.

Table Q13. “In your opinion, how likely is it for someone to get arrested if they drive impaired?” by year

Q13	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	1,046 42.3%	1,018 37.2%	1,017 37.2%	1,003 36.3%	1,099 38.6%	571 45.4%	569 42.5%	519 38.7%	519 41.3%	643 34.7%	808 44.5%
Somewhat Likely	966 39.1%	1,138 41.6%	1,117 40.9%	1,175 42.5%	1,177 41.4%	394 31.3%	454 33.9%	446 33.2%	377 30.0%	625 33.7%	515 28.4%
Somewhat Unlikely	363 14.7%	447 16.4%	462 16.9%	462 16.7%	299 14.0%	213 16.9%	206 15.4%	243 18.1%	264 21.0%	373 20.1%	316 17.4%
Very Unlikely	98 3.9%	130 4.8%	135 4.9%	125 4.5%	171 6.0%	81 6.4%	109 8.1%	134 10.0%	97 7.7%	214 11.5%	175 9.6%
Total	2,473 100.0%	2,733 100.0%	2,731 100.0%	2,765 100.0%	2,846 100.0%	1,259 100.0%	1,338 100.0%	1,342 100.0%	1,257 100.0%	1,855 100.0%	1,814 100.0%

Perception of Marijuana Impairing Driving Functions (Q14) by Year

Similar to previous years, over three-quarters of all survey respondents believe that marijuana use impairs driving (Table Q14).

Table Q14. “Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?” by year

Q14	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Yes	1,934 77.9%	2,135 77.8%	2,091 76.3%	2,138 77.0%	2,271 80.1%	1,019 80.0%	1,048 77.3%
No	201 8.1%	223 8.1%	234 8.5%	237 8.5%	209 7.4%	125 9.8%	98 7.2%
It Depends	347 14.0%	387 14.1%	416 15.2%	401 14.4%	356 12.6%	130 10.2%	210 15.5%
Total	2,482 100.0%	2,745 100.0%	2,741 100.0%	2,776 100.0%	2,836 100.0%	1,274 100.0%	1,356 100.0%

Perception of DUI of Drugs, Legal and Illegal (Q15) by Year

Comparable to last years of data collection, most respondents believe that driving under the influence of any drug poses a problem, with a combined 87.6% believing it to be “A Very Big Problem”, or “Somewhat of a Problem” (Table Q15).

Table Q15. “How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?” by year

Q15	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015
A Very Big Problem	1,326 53.8%	1,388 50.6%	1,365 50.0%	1,437 51.9%	1,486 52.3%	617 49.6%	664 49.3%	715 53.5%	717 58.1%	980 54.7%
Somewhat of a Problem	833 33.8%	1,026 37.4%	1,033 37.8%	1,030 37.2%	1,006 35.4%	353 28.4%	494 36.7%	461 34.5%	381 30.9%	571 31.9%
A Small Problem	255 10.3%	281 10.2%	291 10.7%	259 9.4%	287 10.1%	237 19.1%	140 10.4%	122 9.1%	113 9.1%	193 10.8%
Not a Problem at all	53 2.1%	47 1.7%	43 1.6%	42 1.5%	63 2.2%	37 3.0%	48 3.6%	39 2.9%	24 1.9%	48 2.7%
Total	2,467 100.0%	2,742 100.0%	2,732 100.0%	2,768 100.0%	2,842 100.0%	1,244 100.0%	1,346 100.0%	1,337 100.0%	1,235 100.0%	1,792 100.0%

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q16) by Year

Over a third of all survey respondents believe it to be safe to drive 10 miles over the speed limit on freeways, similar to previous years (Table Q16).

Table Q16. “Do you think it’s safe to drive 10 miles over the speed limit on freeways?” by region and year

Q16	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	861 34.9%	893 32.7%	913 33.3%	908 32.8%	1,023 35.9%	764 59.5%	788 56.9%	879 65.0%	755 59.5%	1,110 57.5%	1,104 59.3%
No	729 29.5%	732 26.8%	715 26.1%	788 28.5%	742 26.0%	337 26.2%	266 19.2%	253 18.7%	275 21.7%	481 24.9%	449 24.1%
It Depends	879 35.6%	1,105 40.5%	1,115 40.6%	1,072 38.7%	1,087 38.1%	183 14.3%	332 24.0%	220 16.3%	238 18.8%	341 17.7%	309 16.6%
Total	2,469 100.0%	2,730 100.0%	2,743 100.0%	2,768 100.0%	2,852 100.0%	1,284 100.0%	1,386 100.0%	1,352 100.0%	1,268 100.0%	1,932 100.0%	1,862 100.0%

Safety of Driving Over the Speed Limit on Residential Streets (Q17) by Year

Similar to the 2023 survey, a majority of respondents, 77.2%, did not believe it to be safe to drive above the speed limit on residential streets (Table Q17).

Table Q17. “Do you think it’s safe to drive over the speed limit on residential streets?” by year*

Q17	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	278 11.2%	247 9.0%	259 9.4%	652 23.5%	729 25.6%	506 39.5%	460 33.2%	545 40.3%	465 36.6%	750 38.8%	577 31.0%
No	1,911 77.2%	2,108 76.7%	2,034 73.9%	1,436 51.7%	1,476 51.8%	639 49.8%	701 50.7%	598 44.3%	585 46.1%	905 46.8%	978 52.6%
It Depends	286 11.5%	393 14.3%	461 16.7%	691 24.9%	643 22.6%	137 10.7%	223 16.1%	208 15.4%	220 17.3%	279 14.4%	306 16.4%
Total	2,475 100.0%	2,748 100.0%	2,754 100.0%	2,779 100.0%	2,848 100.0%	1,282 100.0%	1,384 100.0%	1,351 100.0%	1,270 100.0%	1,934 100.0%	1,861 100.0%

*Verbiage changed in 2022. In earlier years, the question was “Do you think it’s safe to drive five miles over the speed limit on residential streets?”

Chance of Being Ticketed for Driving Over Speed Limit on Residential Streets (Q18) by Year

A combined 70.1% of California drivers think it is “Very Likely” or “Somewhat Likely” to get a ticket for driving over the speed limit on residential streets. This is a significantly increase of 6.4% since 2023 (Table Q18, $p < 0.01$).

Table Q18. “What do you think the chances are of getting a ticket if you drive over the speed limit on residential streets?” by year*

Q18	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	764 30.9%	704 25.7%	645 23.6%	645 23.3%	614 21.6%	345 27.7%	267 20.1%	290 21.6%	267 21.3%	398 21.5%	413 22.5%
Somewhat Likely	969 39.2%	1,039 38.0%	1,097 40.1%	1,252 45.1%	1,315 46.2%	410 32.9%	552 41.6%	484 36.0%	460 36.7%	741 40.0%	691 37.6%
Somewhat Unlikely	525 21.2%	706 25.8%	667 24.4%	683 24.6%	717 25.2%	354 28.4%	321 24.2%	334 24.9%	341 27.2%	467 25.2%	484 26.4%
Very Unlikely	215 8.7%	288 10.5%	328 12.0%	194 7.0%	198 7.0%	138 11.1%	186 14.0%	236 17.6%	186 14.8%	245 13.2%	248 13.5%
Total	2,473 100.0%	2,737 100.0%	2,737 100.0%	2,774 100.0%	2,844 100.0%	1,247 100.0%	1,326 100.0%	1,344 100.0%	1,254 100.0%	1,851 100.0%	1,836 100.0%

* In surveys before 2021 this question was not specific to residential streets.

Perception of Components of Safe System Approach (Safe I) by Year

The Safe System Approach describes ways to increase safety for all road users and the survey items outlined in Table Safe1 were included in 2022, describing safety statements to be rated on a five-point scale. The percentage of the “Very Important” answers are added in the table for comparison.

In the 2024 survey, safe street designs and design changes for road sharing was rated “Very Important” by over 60 percent of all respondents (60.3%), while safe speeds and reduced speeds were rated “Very Important” by 53.0% of all respondents.

Table Safe1. Rate the importance of the following factors to increase safety for all road users by year

Safe1 Statements	1-Not Important	2	3	4	5-Very Important	2023 5-Very Important	2022 5-Very Important
Promote safe speeds and reduce driver speeds to reduce injury severity for all road users	49 2.0%	105 4.3%	344 14.0%	660 26.8%	1,306 53.0%	1,176 42.3%	1,378 50.7%
Improve safe streets design to design roads that support all road users, including drivers, pedestrian, bicyclists and transit	29 1.2%	83 3.3%	295 12.0%	572 23.2%	1,488 60.3%	1,353 48.7%	1,551 57.0%
Expand awareness of safe walking, biking, and rolling	45 1.8%	114 4.6%	398 16.1%	667 27.1%	1,243 50.4%	1,169 42.1%	1,323 48.7%
Provide physical and emotional care to crash survivors and their families	80 3.2%	154 6.2%	409 16.6%	625 25.4%	1,194 48.5%	1,048 37.7%	1,254 46.2%
Support communities to plan for safe streets and public areas	46 1.9%	99 4.0%	360 14.7%	672 27.4%	1,278 52.1%	1,093 39.3%	1,312 48.3%

Most Important Factor Resulting in Traffic Injuries/Fatalities (Safe2) by Year

The second Safe System Approach-based question asked the opinion about the most important factor resulting in traffic injuries/fatalities. Similar to previous years, the most frequently given answer was “Driver Behavior” followed by “Speeding Vehicles” accounting for 78.8% of all answers (Table Safe2).

Table Safe2. “In your opinion, what is the most important factor resulting in traffic injuries/fatalities?” by year

Safe2	Total 2024	Total 2023	Total 2022
Driver behavior	1,290 52.3%	1,482 54.1%	1,446 52.9%
Speeding vehicles	655 26.5%	697 25.4%	723 26.4%
Lack of enforcement	198 8.0%	207 7.6%	212 7.8%
Roadway conditions	138 5.6%	141 5.1%	156 5.7%
Lack of sidewalks/bike lanes/crossing opportunities	83 3.4%	92 3.4%	96 3.5%
Lack of speed limit/road signages	81 3.3%	89 3.2%	90 3.3%
Other (Uncoded)	22 0.9%	31 1.1%	12 0.4%
Total	2,467 100.0%	2,739 100.0%	2,735 100.0%

Main Form of Transportation (Q19) by Year

The typical form of transportation in a week is outlined by transportation modes in Table Q19. For most Californians, driving was the most frequent mode of transportation, as stated by three-quarters of all respondents in 2024 (76.8%). Overall, there is slight significant decrease in the reported percentage of driving (3.0% reduction, $p < 0.05$) and slight increases in riding a bike, walking and taking public transportation.

Table Q19. “In a typical week, what is your main form of transportation?” by year

Q19	Total 2024	Total 2023	Total 2022
Mostly Drive	1,898 76.8%	2,191 79.8%	2,252 82.3%
Mostly Walk	224 9.1%	216 7.9%	207 7.6%
Mostly Ride a Bike	105 4.2%	90 3.3%	79 2.9%
Mostly Ride a Motorcycle/Scooter	61 2.5%	60 2.2%	44 1.6%
Mostly take Public Transit	108 4.4%	111 4.0%	95 3.5%
Mostly use Ride Share Services/Taxis/Ride as passenger	71 2.9%	63 2.3%	56 2.0%
Other	5 0.2%	14 0.5%	4 0.1%
Total	2,473 100.0%	2,745 100.0%	2,737 100.0%

Perceptions of Driverless Vehicles (Q20, Q21) by Region

Almost half of all California drivers do not believe that driverless vehicles will make roadways safer, with Northern and Southern Californians differing significantly. Over half of Southern Californian respondents (51.5%) believe that driverless vehicles will not make roadways safer, while more than a quarter of Northern California respondents (25.4%) believe it will (Table Q20, $p < 0.05$).

Table Q20. “Do you think driverless vehicles will make our roadways safer?” by region

Q20 by region	Northern California	Central California	Southern California	Total
Yes	170 25.2%	86 23.4%	294 20.6%	550 22.3%
No	307 45.5%	184 50.1%	736 51.5%	1,227 49.7%
It depends	197 29.2%	97 26.4%	400 28.0%	694 28.1%
Total	674 100.0%	367 100.0%	1,430 100.0%	2,471 100.0%

Similarly, a significantly higher percentage of Southern Californians, compared to Northern Californians (30.8% versus 25.6%) are “Very Uncomfortable” sharing the road with driverless vehicles (Table Q21, $p < 0.05$).

Table Q21. “How comfortable are you about sharing the road with driverless vehicles?” by region

Q21 by region	Northern California	Central California	Southern California	Total
Very comfortable	100 14.9%	55 14.9%	172 12.1%	327 13.2%
Somewhat comfortable	187 27.8%	105 28.5%	338 23.7%	630 25.5%
Somewhat uncomfortable	213 31.7%	106 28.7%	478 33.5%	797 32.3%
Very uncomfortable	172 25.6%	103 27.9%	439 30.8%	714 28.9%
Total	672 100.0%	369 100.0%	1,427 100.0%	2,468 100.0%

Perception of Legality for Bicyclists on Roadways (Q22) by Year

When asked whether they believe it to be legal for bicyclists to ride on roadways when there is no bike lane, 38.7% of respondents believed it not to be legal (Table Q20).

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

Q22	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	1,493 61.3%	1,819 68.0%	1,824 68.2%	1,698 62.2%	1,764 63.0%	993 80.2%	984 73.8%	956 72.2%	838 68.0%	1,260 68.6%	1,204 68.7%
No	944 38.7%	856 32.0%	852 31.8%	1,034 37.8%	1,038 37.0%	245 19.8%	349 26.2%	369 27.8%	395 32.0%	577 31.4%	549 31.3%
Total	2,437 100.0%	2,675 100.0%	2,676 100.0%	2,732 100.0%	2,802 100.0%	1,238 100.0%	1,333 100.0%	1,325 100.0%	1,233 100.0%	1,837 100.0%	1,753 100.0%

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

The level of comfort with sharing the road with bicyclists when there is a bike lane shows a similar result to previous years of data collection, with 64.5% of California drivers being “Very Comfortable” or “Somewhat Comfortable” sharing the road with bicyclists (Table Q23).

Table Q23. “When driving, how comfortable are you with sharing the road with bicyclists when there IS a bike lane?” by year

Q23	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Very Comfortable	725 29.3%	781 28.6%	818 29.8%	986 35.7%	1,034 36.2%	570 45.1%	634 46.3%
Somewhat Comfortable	871 35.2%	974 35.6%	972 35.4%	1,004 36.3%	1,045 36.6%	395 31.3%	369 27.0%
Somewhat Uncomfortable	578 23.3%	631 23.1%	615 22.4%	529 19.1%	506 17.7%	171 13.5%	205 15.0%
Very Uncomfortable	303 12.2%	349 12.8%	337 12.3%	246 8.9%	269 9.4%	127 10.1%	160 11.7%
Total	2,477 100.0%	2,735 100.0%	2,742 100.0%	2,765 100.0%	2,854 100.0%	1,263 100.0%	1,368 100.0%

Level of Comfort Sharing Road with Bicyclists when Driving (Q24) by Year

Asked about specific situations when the respondent would feel most comfortable sharing the road with bicyclists when driving, a majority stated that a protected bike lane with dividers would make them most comfortable, similar as in previous years (Table Q24).

Table Q24. “In what situation would you feel most comfortable sharing the road with bicyclists when driving?” by year

Q24	Total 2024	Total 2023	Total 2022
When there is a protected bike lane divider	1,426 58.1%	1,483 54.5%	1,538 56.4%
Where there is a bike lane with painted dividers	739 30.1%	886 32.6%	857 31.4%
Where there is no bike lane at all	137 5.6%	157 5.8%	137 5.0%
Other	16 0.6%	17 0.6%	19 0.7%
I don't feel comfortable sharing the road with bicyclists under any circumstance	138 5.6%	178 6.5%	176 6.5%
Total	2,456 100.0%	2,721 100.0%	2,727 100.0%

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

Table Q25, outlines the summary of safety problems experienced as a pedestrian or bicyclist in the last six months as a multiple-choice question. The most frequently reported responses were: “Cars going too fast”, “Cars not stopping”, and “Distracted drivers using cell phones”, similar to previous years of data collection.

Table Q25. “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 year

Q25	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Cars going too fast	1,479 21.4%	1,562 21.5%	1,581 21.7%	1,507 20.2%	1,598 20.7%	336 17.7%	239 12.3%
Cars not stopping	1,323 19.1%	1,449 20.0%	1,479 20.3%	1,337 17.9%	1,403 18.1%	432 22.8%	336 17.3%
Distracted drivers using cell phones	1,092 15.8%	1,117 15.4%	1,114 15.3%	1,057 14.2%	1,246 16.1%	348 18.4%	426 21.9%
Lots of traffic	732 10.6%	756 10.4%	750 10.3%	819 11.0%	791 10.2%	98 5.2%	106 5.5%
Almost getting hit by a car or bike**	674 9.7%	711 9.8%	698 9.6%	742 10.0%	741 9.6%	197 10.4%	185 9.5%
Lack of sidewalks or bike lanes*	782 11.3%	707 9.8%	705 9.7%	914 12.3%	858 11.1%	37 2.0%	52 2.7%
Bicyclists not stopping	555 8.0%	617 8.5%	609 8.4%	644 8.6%	718 9.3%	69 3.6%	67 3.5%
None of the above	163 2.3%	162 2.2%	174 2.4%	385 5.2%	320 4.1%	308 16.3%	352 18.1%
Have not been a pedestrian/bicyclist in the last 6 months	99 1.4%	140 1.9%	143 2.0%	15 0.2%	--	--	--
All Other Responses Combined	26 0.4%	29 0.4%	30 0.4%	32 0.4%	62 0.6%	55 2.9%	162 8.4%
Total	6,925 100.0%	7,250 100.0%	7,282 100.0%	7,451 100.0%	7,736 100.0%	1,894 100.0%	1,942 100.0%

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

Table Q26 outlines the responses to the survey item about safety problems experienced as a driver around pedestrians and bicyclists as a multiple-choice response. The most frequently given response was “Pedestrians not using crosswalks” and a distribution of responses similar to previous years.

Table Q26. “Think of the times you have been a DRIVER around pedestrians or bicyclists in the last 6 months. What safety problems did you experience, if any?” by year

Q26	Total 2024	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Pedestrians not using crosswalks	1,300 18.0%	1,384 18.0%	1,261 17.9%	1,548 18.2%	1,612 18.5%	300 15.2%	294 14.8%
Pedestrians stepping off curb without looking	1,143 15.8%	1,240 16.1%	1,086 15.4%	1,399 16.4%	1,453 16.7%	321 16.2%	179 9.0%
Bicyclists not stopping at stop signs or traffic lights	1,013 14.0%	1,140 14.8%	1,049 14.9%	1,255 14.7%	1,385 15.9%	321 10.7%	179 10.6%
Pedestrians/bicyclists distracted behavior (phones, ear pods, headsets)	942 13.0%	1,051 13.7%	902 12.8%	1,087 12.8%	1,174 13.5%	332 16.8%	264 13.3%
Pedestrians/bicyclists not being visible enough	917 12.7%	970 12.6%	838 11.9%	1,117 13.1%	1,143 13.1%	194 9.8%	169 8.5%
Bicyclists being in the road or blocking traffic	840 11.6%	857 11.1%	871 12.4%	960 11.3%	1,047 12.0%	269 13.6%	187 9.4%
Lack of sidewalks or bike lanes*	898 12.4%	816 10.6%	757 10.8%	905 10.6%	652 7.5%	38 1.9%	108 5.5%
None of the above	162 2.2%	212 2.7%	238 3.4%	221 2.6%	223 2.6%	242 12.2%	356 18.0%
All Other Responses Combined	19 0.3%	26 0.3%	29 0.4%	12 0.1%	36 0.4%	47 2.4%	76 3.8%
Total	7,235 100.0%	7,695 100.0%	7,032 100.0%	8,516 100.0%	8,725 100.0%	1,979 100.0%	1,942 100.0%

*"Lack of sidewalks or clear crosswalks" in 2020 survey