

Nebraska Annual Traffic Safety Study 2018

THE NEBRASKA POLL

FINAL REPORT

For Nebraska Safety Council
and Nebraska Department of Transportation Highway Safety Office

May 2018



Research Associates ♦ 402.730.6270 ♦ researchassoc@windstream.net

contents

Highlight Summary	2
Study Description	3
Narrative Summary	4
Tabular Summary (frequency distributions)	6
General	6
Impaired Driving	7
Seat Belts	8
Speed	9
Distracted Driving	10
Miscellaneous (motorcycle helmet law and marijuana issues)	10
Demographics	11
Longitudinal Comparisons (2004-2018)	12
Tabular Report (frequency distributions and crosstab tables)	19
Interview Instrument (questionnaire)	59



Nebraska Annual Traffic Safety Study 2018

For Nebraska Safety Council and Nebraska Department of Transportation Highway Safety Office
HIGHLIGHT SUMMARY

Methodology

- Research Associates completed 900 telephone interviews from random samples of Nebraska land and cell phones during April 5-26, 2018.
- The purpose of the study was to measure Nebraskans' attitudes toward various highway safety issues.
- The statewide study has a maximum error range of +/- 3.3% at a 95% confidence level.

Impaired Driving

- Core Q: About one-fourth (24%) of the respondents indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.
- Core Q: A plurality (37%) indicated the chances of getting arrested when driving after drinking are somewhat likely.
- Core Q: A majority of respondents (55%) indicated awareness of drunk driving enforcement in the last 30 days.
- A majority of respondents (53%) indicated awareness of drunk driving messages in the past 60 days.

Seat Belts

- Core Q: A super-majority (75%) indicated they always wear safety belts when they drive or ride.
- Core Q: A majority (55%) indicated the chances of getting a ticket for not wearing a seat belt are unlikely (36% somewhat unlikely plus 19% very unlikely).
- Core Q: 30% indicated they had heard something about seat belt law enforcement in the last 60 days.
- Less than half (44%) indicated awareness of Click It Or Ticket messages in the past 60 days. A plurality of those (43%) had seen the messages on signs.
- A majority (58%) indicated they favor a primary seat belt law.

Speed

- Core Q: About a third of respondents (32%) indicated they frequently exceed a 30 mph speed limit (usually, 14%; half the time, 18%).
- Core Q: 17% indicated they frequently exceed a 65 mph speed limit (7% usually; 10% half the time).
- Core Q: 37% indicated awareness of speed enforcement in the past 30 days.
- Core Q: A plurality (39%) indicated the chances of getting a ticket for speeding are somewhat likely.

Distracted Driving

- A strong majority (61%) support a law allowing a ticket solely for cell phone use while driving.
- Nine out of ten respondents (92%) support a law allowing drivers to be stopped and ticketed solely for texting while driving.

Other Highway Safety Issues

- A super-majority (75%) indicated that Nebraska's law requiring motorcycle helmets should be continued.
- A super-majority (79%) indicated driving after using marijuana increases crash risk; 20% indicated they know someone who drives after using marijuana.

Demographics

- Most respondents (98%) indicated they have a driver's license.
- Age (controlled): 16-20, 2%; 21-34, 11%; 35-49, 29%; 50-64, 34%; 65 up, 24%.
- Annual household incomes: under \$40,000, 23%; \$40,000-80,000, 34%; over \$80,000, 44%.
- Phone type (controlled): 60% from traditional landlines; 40% from cell phones.
- Congressional District (controlled): District One, 33%; District Two, 36%; District Three, 31%.
- Gender: 48% male; 52% female (controlled).



Nebraska Annual Traffic Safety Study, 2018

THE NEBRASKA POLL
May 2018

STUDY DESCRIPTION (N=900)

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

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

The instrument designed to meet the purpose of this study was administered by telephone to a total sample of 900 randomly selected Nebraskans during April 5–26, 2018. The sample was divided equally among Nebraska’s three congressional districts. Completed interviews were from both cell phones (40%) and landlines (60%).

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

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

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

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

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

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

Crosstab tables are computed on the statewide results.

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



NARRATIVE SUMMARY (N=900)

Impaired Driving

The first question was open-ended and asked respondents to name the biggest problem in Nebraska today. Roads and highway safety-related responses included: distracted driving (6%); drunk/impaired driving (1%); traffic and road conditions (19%).

Respondents were next asked to rate three specified problems on a 1 to 5 scale, with 5 as very important and 1 as not at all important. Both distracted driving (with a mean score of 4.4) and drunk driving (mean score of 4.3) were named as bigger problems than the fuel tax situation (3.2) by a significant margin.

Respondents were next asked whether they favor or oppose each of three specific penalties for drunk driving. All three were favored by a majority of respondents. Leading the list of penalties favored was mandatory treatment for drunk driving offenders (75% favoring); followed by mandatory interlock ignition for all first-time offenders (64% favoring); and mandatory sentencing for drunk driving offenses (63% favoring).

Five percent (5%) of respondents indicated they had driven while impaired by alcohol but still under the legal limit in the last 60 days.

CORE QUESTION: About one-fourth of the respondents (24%) indicated they had driven within two hours after drinking alcoholic beverages at least once in the last 60 days.

CORE QUESTION: A plurality of respondents (37%) indicated the chances of getting arrested if they drive after drinking are somewhat likely, while 25% indicated the chances of that are somewhat unlikely.

CORE QUESTION: A majority of respondents (55%) indicated they had seen or heard something about drunk driving enforcement by police in the last 30 days.

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

Seat Belts

CORE QUESTION: A super-majority (75%) indicated they always wear safety belts.

CORE QUESTION: A majority (55%) of respondents thought the chances of getting a ticket for not wearing a seat belt were unlikely or very unlikely (36% somewhat unlikely plus 19% very unlikely).

CORE QUESTION: About a third of respondents (30%) indicated they had seen or heard something about seat belt law enforcement by police in the last 60 days.

Less than half the respondents (44%) indicated they had read, seen or heard Click It Or Ticket seat belt messages in the past 60 days. In an open-ended question, a plurality of respondents (43%) indicated they had seen the Click It Or Ticket ads on signs, while 31% indicated TV and 13% indicated radio.

For the ninth straight year, a majority of respondents (58%) indicated that law enforcement officers should be allowed to stop drivers and ticket them for not wearing a seat belt.

Respondents were asked what level of fine would be most effective to get people to wear their seat belt all



the time. A plurality (29%) indicated \$51-100, 28% indicated \$25-50, 18% indicated more than \$200, another 18% indicated \$101-150 and 7% indicated \$151-200.

Speed

CORE QUESTION: About a third of respondent (32%) indicated they frequently exceed a 30 mph speed limit (14% indicated usually and 18% indicated half of the time).

CORE QUESTION: Nearly one in five of the respondents (17%) indicated they frequently exceed a 65 mph speed limit (7% said usually and 10% said half the time).

CORE QUESTION: Just over a third of respondents (37%) indicated they had heard anything about speed enforcement in the past 30 days.

CORE QUESTION: A plurality (39%) indicated the chances of getting a ticket if you drive over the speed limit are somewhat likely; 24% indicated likely, 16% somewhat unlikely, 15% very likely and 6% very unlikely.

Distracted Driving Laws

A strong majority of respondents (61%) indicated support for a law allowing law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving; 36% opposed that and 3% had no opinion.

More than nine out of ten respondents (92%) indicated support for a law that would allow law enforcement to stop a driver and ticket them solely for texting while driving, while 9% opposed that.

Miscellaneous

A super-majority of respondents (75%) again indicated that Nebraska's law requiring motorcycle helmets should be continued, while 20% said it should be repealed and 5% had no opinion.

A super-majority (79%) of respondents indicated driving after using marijuana increases crash risk. One in five respondents (20%) indicated they know someone who drives after using marijuana.

Demographics

Most respondents (98%) indicated they have a driver's license.

Respondents indicated distribution in the following age categories (controlled variable): 16-20, 2%; 21-34, 11%; 35-49, 29%; 50-64, 34%; 65 up, 24%.

Respondents indicated distribution in the following annual household income categories: under \$40,000, 23%; \$40,000-80,000, 34%; over \$80,000, 44%.

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

Respondents were distributed among Nebraska's three congressional districts as follows: District One, 33%; District Two, 36%; District Three, 31%.

By control, respondents were 48% male and 52% female.

###



Nebraska Annual Traffic Safety Study, 2018

THE NEBRASKA POLL
May 2018

TABULAR SUMMARY (frequency distributions)

	State N=900	Percentage		
		Dist One N=294	Dist Two N=325	Dist Three N=281
<i>General</i>				
1. First, what do you think is the biggest problem in Nebraska today? (Open Ended)				
Taxes, spending, budget, education funding, etc.	34	35	33	37
Roads, streets, traffic, etc.	19	16	27	14
Crime, drugs, gangs, vandalism, etc.	7	5	6	11
Government, politicians, etc.	8	7	10	5
Economy, drought, water, jobs, wages, etc.	9	8	8	11
Distracted driving	6	9	4	4
Drunk drivers	1	1	--	2
Others (weather, social issues like health care, etc.)	16	20	13	16
2-4. On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska:				
How important is the problem of distraction caused by drivers using cell phones or other electronic devices?	4.4	4.4	4.4	4.4
How important is the problem of driving while intoxicated or drunk driving?	4.3	4.3	4.3	4.2
How important is the fuel tax situation?	3.2	3.4	3.1	3.3



	State	Percentage		
		Dist One	Dist Two	Dist Three
<i>Impaired Driving</i>				
Would you favor or oppose each of the following penalties for drunk driving:				
5. Mandatory sentencing for drunk driving offenses				
Favor	63	66	55	71
Oppose	31	29	39	23
Don't know	6	5	6	6
6. Mandatory treatment for drunk driving offenders				
Favor	75	74	77	74
Oppose	22	21	20	23
Don't know	4	5	3	3
7. Mandatory interlock ignition for all first-time offenders				
Favor	64	66	59	68
Oppose	32	31	36	27
Don't know	4	4	4	5
8. In the last 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?				
Yes	5	5	5	5
No	95	96	95	95
9. What do you think the chances are of someone getting arrested if they drive after drinking? (Core Q. A-3)				
Very likely	10	7	12	12
Somewhat likely	37	39	37	33
Likely	20	20	16	23
Somewhat unlikely	25	25	25	23
Very unlikely	9	9	10	8
10. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? (Core Q. A-1)				
Never	77	76	73	81
Once	9	9	11	7
2-5 times	13	13	14	11
More than 5 times	2	2	3	1
11. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? (Core Q. A-2)				
Yes	55	54	57	53
No	45	46	43	47
12. In the past 60 days, have you read, seen or heard any drunk driving-related messages?				
Yes	53	50	56	52
No	47	50	44	48



	State	Percentage		
		Dist One	Dist Two	Dist Three
<i>Seat Belts</i>				
13. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup? (Core Q. B-1)				
Always	75	77	87	59
Nearly always	15	13	6	27
Sometimes	5	5	3	7
Seldom	3	2	1	4
Never	3	2	3	4
14. Should law enforcement officers be allowed to stop a vehicle and write a ticket if the driver and passengers are not wearing a seat belt?				
Yes	58	59	64	50
No	39	38	34	46
Don't know	3	3	3	5
15. What do you think the chances are of getting a ticket if you don't wear your safety belt? (Core Q. B-3)				
Very likely	8	9	6	9
Somewhat likely	24	24	23	25
Likely	14	15	11	16
Unlikely	36	33	38	36
Very unlikely	19	20	23	16
16. What amount of fine do you think would get non-seat-belt-users to use their seat belt?				
\$25-50	28	28	25	33
\$51-100	29	28	30	30
\$101-150	18	22	16	15
\$151-200	7	5	8	6
Over \$200	18	17	21	17
17. In the past 60 days, have you read, seen or heard anything about seat belt enforcement? (Core Q. B-2)				
Yes	30	31	23	35
No	70	69	77	65
18. In the past 60 days, have you read, seen or heard any Click It Or Ticket seat belt messages?				
Yes	44	46	38	48
No	57	54	62	53
19. (IF YES) Do you remember where that was?				
Signs	43	48	46	37
TV	31	29	38	29
Radio	13	14	8	17
All others (social media, newspaper, etc.)	10	9	3	15
Don't know	3	0	5	3



	State	Percentage		
		Dist One	Dist Two	Dist Three
<i>Speed</i>				
20. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph: (Core Q. S-1a)				
Most of the time/usually	14	10	16	15
Half the time	18	20	19	15
Rarely	50	50	48	51
Never	19	21	17	19
21. On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph: (Core Q. S-1b)				
Most of the time/usually	7	7	6	8
Half the time	10	11	14	4
Rarely	41	41	38	43
Never	42	41	41	45
22. In the past 30 days, have you read, seen or heard anything about speeding enforcement? (Core Q. S-2)				
Yes	37	35	37	39
No	63	65	63	62
23. What do you think the chances are of getting a ticket if you drive over the speed limit? (Core Q. S-3)				
Very likely	15	16	11	18
Somewhat likely	39	38	39	40
Likely	24	23	22	27
Somewhat unlikely	16	17	20	11
Very unlikely	6	7	8	3



State	Percentage		
	Dist One	Dist Two	Dist Three

Distracted Driving

24. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving?				
Support	61	61	62	60
Oppose	36	36	35	37
Don't know	3	4	3	3
25. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for texting while driving?				
Support	92	92	93	90
Oppose	9	8	8	10

Miscellaneous

26. Should the Nebraska law requiring motorcycle helmets be repealed or continued?				
Continue	75	72	83	70
Repeal	20	22	14	24
Don't know	5	6	3	6
27. Do you think driving under the influence of marijuana increases the risk of having a crash?				
Yes	79	77	78	81
No	11	14	10	10
Don't know	10	9	12	9
28. Do you know anyone who drives after smoking or ingesting marijuana?				
Yes	20	19	20	20
No	78	79	76	78
Don't know	3	2	4	2



State	Percentage		
	Dist One	Dist Two	Dist Three

Demographics

29. Which of these age groups are you in:				
16-20	2	2	1	3
21-34	11	12	10	13
35-49	29	29	25	35
50-64	34	37	39	25
65 up	24	20	25	25
30. Do you have a driver's license?				
Yes	98	96	99	99
No	2	4	1	1
31. Which of these annual household income groups are you in?				
Under \$40,000	23	27	17	27
\$40,000-80,000	34	30	30	41
Over \$80,000	44	43	53	33
32. Congressional District				
One	33	100		
Two	36		100	
Three	31			100
33. Phone Type				
Land line	60	58	68	51
Cell phone	40	42	32	49
34. Gender				
Male	48	46	49	49
Female	52	54	51	51

###



Study Notes on the Longitudinal Report

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

The following section presents the results of the studies conducted since 2004, wherever similar questions were asked.

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

Longitudinal comparisons are based on the statewide database.



TABULAR SUMMARY, STATEWIDE DATA, LONGITUDINAL COMPARISONS

(N=900)
2004 – 2018

Percentage
18 17 16 15 14 13 12 11 10 08 04

General

1. What do you think is the most important problem in Nebraska today? (open-ended)																					
Taxes, spending, budget, school funding, etc.	34	33	31	27	17	24	16	26	19	23	35										
Traffic, traffic violations, road conditions	19	15	14	16	26	14	6	17	23	28	20										
Crime, drugs, gangs, teen violence, etc.	7	9	9	11	5	7	8	6	5	11	9										
Government, politicians, etc.	8	9	10																		
Economy, unemployment, wages, etc.	9	8	12	11	19	40	23	28	15	20	17										
Distracted driving	6	8	8	14	19	4	7														
Drunk driving	1	2	1	4	5	3	7	6	3	6	4										
All others	16	16	17	19	18	29	16	22	22	17	12										

Mean

2-4. On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska																					
Distraction caused by drivers using cell phones	4.4	4.4	4.3	4.4	4.5	4.3	4.4	4.4	4.3												
Driving while intoxicated or drunk driving	4.3	4.2	4.2	4.3	4.4	4.3	4.5	4.6	4.5	4.4	4.3										
The fuel tax situation	3.2	3.2	3.3	3.5	3.6	3.6	3.6	4.0	3.7												



Percentage
18 17 16 15 14 13 12 11 10 08 04

Impaired Driving

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

Mandatory treatment

Favor	75	75	77	75	78	76		80	82	80	81
Oppose	22	22	21	20	20	23		17	14	18	13
Don't know	4	3	2	4	3	2		3	4	2	6

Mandatory sentencing

Favor	63	63	68	67	7	69	71	73	71	70	73
Oppose	31	33	30	26	27	28	22	20	24	21	21
Don't know	6	4	2	7	6	3	7	7	4	8	6

Mandatory interlock ignition for 1st time offenders

Favor	64	66	64	72	70	66	72	68	63	63
Oppose	32	31	33	25	27	31	25	26	31	26
Don't know	4	3	3	3	4	4	4	6	6	12

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

Yes	5	3	10	11	8	9		7	6	7
No	95	97	90	89	92	91		93	94	93

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

Very likely	10	9	7	10	8	5		4	4	2
Somewhat likely	37	35	35	34	31	8		7	7	4
Likely	20	19	16	16	14	48		48	49	45
Somewhat unlikely	25	26	30	30	32	37		40	38	47
Very unlikely	9	11	12	10	15	2		1	2	1

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

Never (none)	77	75	74	76	79	74		78	81	79
Once	9	10	11	11	10	15		12	9	9
2-5 times	13	12	13	10	9	9		9	8	10
More than 5 times	2	3	2	2	2	2		1	1	3

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

Yes	55	47	47	48	46	50	56	62	51	38
No	45	53	53	52	54	50	44	38	49	62

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

Yes	53	53	52	53
No	47	47	48	47



	Percentage										
	18	17	16	15	14	13	12	11	10	08	04
Seat Belts											
13. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup? (Core Q. B-1)											
Always	75	77	78	76	80	78	77	78	76	81	77
Nearly always	15	13	12	15	11	13	13	13	14	10	10
Sometimes	5	6	4	5	4	5	6	5	6	2	4
Seldom	3	2	3	2	2	2	3	2	2	--	--
Never	3	2	2	2	2	2	2	2	2	6	10
14. Should law enforcement officers be allowed to stop drivers and ticket them for not wearing a seat belt?*											
Yes	58	54	57	54	58	53	68	60	55	41	39
No	39	44	41	44	40	45	30	36	44	53	56
Don't know	3	2	2	2	2	1	1	4	1	6	5
*Previous to 2012: "Should law enforcement officers be allowed to stop drivers and ticket them for not wearing a seat belt, if the drivers have broken no other laws?"											
15. What do you think the chances are of getting a ticket if you don't wear your safety belt? (Core Q. B-3)											
Very likely	8	8	7	9	8	6		5	7	5	
Somewhat likely	24	20	21	20	19	23		25	22	22	
Likely	14	15	12	12	12	12		18	13	11	
Somewhat unlikely	36	34	36	32	34	37		33	37	36	
Very unlikely	19	23	24	28	28	22		19	21	27	
16. What level of fine do you think would be most effective to get people to wear their seat belt all the time?											
\$25-50	28	25	30	35	31	28		30			
\$51-100	29	27	26	28	25	30		28			
\$101-150	18	20	15	13	18	16		18			
\$151-200	7	5	6	5	6	5		6			
Over \$200	18	22	23	19	21	21		18			
17. In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police? (Core Q. B-2)											
Yes	30	26	28	27	24	23	29	29	24	49	37
No	70	74	72	73	76	77	71	71	76	51	63
18. In the past 60 days, have you read, seen or heard any Click It Or Ticket seat belt messages?											
Yes	44	44	44	52							
No	57	56	56	48							
19. Do you remember where that was?											
Billboards/road signs	43	31	--	21							
TV	31	27	37	45							
Radio	13	18	15	17							
Others	10	13	37	11							
Don't know	3	11	12	7							



Percentage
18 17 16 15 14 13 12 11 10 08 04

Speed

20. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph: (Core Q. S-1a)											
Most of the time/usually	14	14	13	14	11	13	10	8	8		
Half the time	18	19	17	17	16	16	15	13	15		
Rarely	50	48	51	48	49	48	53	55	54		
Never	19	19	19	21	25	23	22	24	23		
21. On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph: (Core Q. S-1b)											
Most of the time/usually	7	6	5	6	6	4	4	3	3		
Half the time	10	12	8	10	9	9	6	5	8		
Rarely	41	44	49	42	35	39	45	37	42		
Never	42	38	37	42	50	47	45	56	47		
22. In the past 30 days, have you read, seen or heard anything about speed enforcement? (Core Q. S-2)											
Yes	37	28	29	37	37	40	40	42	38		
No	63	72	71	63	63	60	60	58	62		
*Previously asked: "In the past 30 days, have you read, seen or heard anything about speed enforcement by police?"											
23. What do you think the chances are of getting a ticket if you drive over the speed limit? (Core Q. S-3)											
Very likely	15	13	15	16	16	12	14	13	12		
Somewhat likely	39	39	38	36	38	40	41	38	39		
Likely	24	28	24	25	22	25	26	27	24		
Somewhat unlikely	16	16	18	19	16	18	14	17	19		
Very unlikely	6	5	6	5	8	6	5	5	6		



Percentage
18 17 16 15 14 13 12 11 10 08 04

Distracted Driving

24. Would you support or oppose a law that allows law enforcement to stop a driver ticket them solely for talking on a cell phone while driving?											
Support	61	56	58	61	66	62	65				
Oppose	36	40	41	37	32	37	32				
Don't know	3	3	2	2	2	1	3				
25. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for texting while driving?											
Support	92	91	89	90	92	88	89				
Oppose	9	9	11	9	7	11	10				

Miscellaneous

26. Should the Nebraska law requiring motorcycle helmets be repealed or continued?											
Continued	75	75	73	74	77	81	83	86	76	78	79
Repealed	20	22	23	22	19	18	14	11	19	14	15
Don't know	5	3	4	4	5	2	3	4	5	8	7
27. Do you think driving under the influence of marijuana increases the risk of having a crash?											
Yes	79	77									
No	11	13									
Don't know	10	10									
28. Do you know anyone who drives after smoking or ingesting marijuana?											
Yes	20	20									
No	78	79									
Don't know	3	2									



Percentage
18 17 16 15 14 13 12 11 10 08 04

Demographics

29. Which of these age groups are you in:												
16-20	2	2	1	3	4	6	4	2	3	3	4	
21-34	11	14	14	8	18	14	8	6	7	4	13	
35-49	29	34	38	33	25	28	27	19	39	19	27	
50-64	34	33	28	40	30	33	35	34	30	33	29	
65 up	24	18	20	16	23	20	25	40	20	41	26	
30. Do you have a driver's license?												
Yes	98	99	99	98	96	98	97	97	96	95	97	
No	2	1	1	2	4	2	3	3	4	5	3	
31. Which of these annual household income groups are you in:*												
Under \$40,000	23	20	22	19	24	10	10	13	15	20	21	
\$40,000-80,000	34	38	37	36	37	20	21	23	16	30	29	
Over \$80,000	44	42	42	45	39	70	69	65	69	50	51	
32. District												
One	33	34	34	33	31	30	30	34	34	33	33	
Two	36	32	32	33	37	35	35	36	35	33	33	
Three	31	34	34	34	32	35	35	30	30	33	33	
33. Phone Type												
Traditional landline	60	60	60	78	81	87	94					
Cell phone	40	40	40	22	19	13	6					
34. Gender												
Male	48	49	48	48	50	49	48	47	48	48	47	
Female	52	51	52	52	50	51	52	53	52	52	53	

* * *

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



Nebraska Annual Traffic Safety Study, 2018

THE NEBRASKA POLL
May 2018

TABULAR REPORT

(frequency distributions and crosstab tables)

	*State N=900	Percentage		
		Dist One N=294	Dist Two N=325	Dist Three N=281
<i>General</i>				
1. First, what do you think is the biggest problem in Nebraska today? (Open Ended)				
Taxes, spending, budget, education funding, etc.	34	35	33	37
Roads, streets, traffic, etc.	19	16	27	14
Crime, drugs, gangs, vandalism, etc.	7	5	6	11
Government, politicians, etc.	8	7	10	5
Economy, drought, water, jobs, wages, etc.	9	8	8	11
Distracted driving	6	9	4	4
Drunk drivers	1	1	--	2
Others (weather, social issues like health care, etc.)	16	20	13	16
2-4. On a 1-5 scale, with 5 as very important and 1 as not at all important, how would you rate the following problems in Nebraska:				
How important is the problem of distraction caused by drivers using cell phones or other electronic devices?	4.4	4.4	4.4	4.4
How important is the problem of driving while intoxicated or drunk driving?	4.3	4.3	4.3	4.2
How important is the fuel tax situation?	3.2	3.4	3.1	3.3

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



Age * Problem Crosstabulation

% within Age

		Problem							
		othr	econ	crime	tax	roads	dis drive	dui	gov
Age	16-20	16.7%		8.3%	8.3%	50.0%	16.7%		
	21-34	15.8%	5.3%	3.9%	18.4%	36.8%	9.2%	3.9%	6.6%
	35-49	20.7%	7.8%	6.7%	33.2%	19.2%	6.2%	0.5%	5.7%
	50-64	12.3%	10.3%	6.7%	39.5%	15.0%	5.5%	0.4%	10.3%
	65+	17.2%	8.9%	10.7%	37.3%	15.4%	3.0%	1.2%	6.5%
Total		16.2%	8.5%	7.4%	34.4%	19.2%	5.7%	1.0%	7.5%

Income * Problem Crosstabulation

% within Income

		Problem							
		othr	econ	crime	tax	roads	dis drive	dui	gov
Income	-\$40k	18.5%	7.5%	7.5%	27.4%	24.0%	8.2%	1.4%	5.5%
	\$40-80k	15.8%	12.0%	9.6%	28.2%	20.1%	5.3%	1.4%	7.7%
	+\$80k	15.7%	5.7%	6.4%	42.3%	16.4%	5.0%	0.7%	7.8%
Total		16.4%	8.2%	7.7%	34.3%	19.3%	5.8%	1.1%	7.2%

District * Problem Crosstabulation

% within District

		Problem							
		othr	econ	crime	tax	roads	dis drive	dui	gov
District	one	19.8%	7.8%	5.2%	34.5%	15.5%	9.1%	0.9%	7.3%
	two	12.9%	7.6%	6.4%	32.6%	26.5%	4.2%	0.4%	9.5%
	three	16.4%	10.6%	11.1%	36.7%	14.0%	3.9%	1.9%	5.3%
Total		16.2%	8.5%	7.4%	34.4%	19.2%	5.7%	1.0%	7.5%

Phone * Problem Crosstabulation

% within Phone

		Problem							
		othr	econ	crime	tax	roads	dis drive	dui	gov
Phone	land	16.8%	9.4%	8.2%	36.3%	14.9%	4.8%	0.7%	8.9%
	cell	15.1%	7.2%	6.5%	31.9%	25.4%	7.2%	1.4%	5.4%
Total		16.1%	8.5%	7.5%	34.5%	19.1%	5.8%	1.0%	7.5%

Gender * Problem Crosstabulation

% within Gender

		Problem							
		othr	econ	crime	tax	roads	dis drive	dui	gov
Gender	male	14.0%	7.1%	5.7%	36.6%	20.6%	7.4%	1.1%	7.4%
	female	18.4%	9.9%	9.1%	32.3%	17.8%	4.0%	0.8%	7.6%
Total		16.2%	8.5%	7.4%	34.4%	19.2%	5.7%	1.0%	7.5%



Age * Distracted Driving Crosstabulation

% within Age

		Distracted Driving				
		not important	2	3	4	very important
Age	16-20		13.3%		33.3%	53.3%
	21-34	2.9%	1.9%	12.6%	31.1%	51.5%
	35-49	2.3%	4.2%	10.4%	30.8%	52.3%
	50-64	1.0%	3.0%	5.9%	20.3%	69.8%
	65+	2.9%	2.4%	7.1%	15.7%	71.9%
Total		2.0%	3.2%	8.2%	23.7%	62.8%

Income * Distracted Driving Crosstabulation

% within Income

		Distracted Driving				
		not important	2	3	4	very important
Income	-\$40k	1.1%	3.8%	7.1%	24.0%	63.9%
	\$40-80k	1.9%	3.7%	7.0%	25.9%	61.5%
	+\$80k	2.3%	3.1%	9.7%	23.0%	61.9%
Total		1.9%	3.5%	8.2%	24.2%	62.2%

District * Distracted Driving Crosstabulation

% within District

		Distracted Driving				
		not important	2	3	4	very important
District	one	1.7%	3.4%	7.5%	25.3%	62.0%
	two	2.2%	3.1%	8.7%	20.2%	65.8%
	three	2.2%	3.2%	8.2%	26.2%	60.2%
Total		2.0%	3.2%	8.2%	23.7%	62.8%

Phone * Distracted Driving Crosstabulation

% within Phone

		Distracted Driving				
		not important	2	3	4	very important
Phone	land	1.7%	2.5%	7.4%	20.3%	68.1%
	cell	2.5%	4.5%	9.3%	29.0%	54.6%
Total		2.0%	3.3%	8.2%	23.8%	62.7%

Gender * Distracted Driving Crosstabulation

% within Gender

		Distracted Driving				
		not important	2	3	4	very important
Gender	male	2.1%	3.3%	9.4%	25.0%	60.1%
	female	1.9%	3.2%	7.0%	22.6%	65.2%
Total		2.0%	3.2%	8.2%	23.7%	62.8%



Age * DUI Crosstabulation

% within Age

		DUI					Total
		not important	2	3	4	very important	
Age	16-20			6.7%	53.3%	40.0%	100.0%
	21-34	1.9%	7.8%	16.5%	21.4%	52.4%	100.0%
	35-49	0.8%	7.8%	20.8%	18.8%	51.8%	100.0%
	50-64	2.3%	4.0%	13.5%	21.1%	59.1%	100.0%
	65+	2.4%	4.3%	6.2%	14.2%	73.0%	100.0%
Total		1.8%	5.5%	14.1%	19.4%	59.2%	100.0%

Income * DUI Crosstabulation

% within Income

		DUI					Total
		not important	2	3	4	very important	
Income	-\$40k	1.1%	3.8%	13.7%	16.5%	64.8%	
	\$40-80k	1.5%	6.7%	11.9%	18.9%	61.1%	
	+\$80k	2.0%	6.9%	16.1%	20.7%	54.2%	
Total		1.6%	6.1%	14.1%	19.1%	58.9%	

District * DUI Crosstabulation

% within District

		DUI					Total
		not important	2	3	4	very important	
District	one	0.7%	5.5%	14.4%	18.6%	60.8%	
	two	2.2%	3.1%	15.7%	17.2%	61.8%	
	three	2.5%	8.3%	11.9%	22.7%	54.5%	
Total		1.8%	5.5%	14.1%	19.4%	59.2%	

Phone * DUI Crosstabulation

% within Phone

		DUI					Total
		not important	2	3	4	very important	
Phone	land	2.1%	4.2%	12.6%	18.2%	62.8%	
	cell	1.4%	7.6%	16.4%	21.5%	53.1%	
Total		1.8%	5.6%	14.2%	19.5%	58.9%	

Gender * DUI Crosstabulation

% within Gender

		DUI					Total
		not important	2	3	4	very important	
Gender	male	1.9%	9.2%	13.7%	20.6%	54.5%	
	female	1.7%	2.2%	14.4%	18.3%	63.4%	
Total		1.8%	5.5%	14.1%	19.4%	59.2%	



Age * Fuel Tax Crosstabulation

% within Age

		Fuel Tax				
		not important	2	3	4	very important
Age	16-20	13.3%	20.0%	40.0%	13.3%	13.3%
	21-34	15.6%	19.8%	37.5%	12.5%	14.6%
	35-49	11.8%	16.8%	36.1%	13.4%	21.8%
	50-64	12.2%	12.8%	34.8%	17.9%	22.3%
	65+	12.3%	10.8%	28.7%	13.8%	34.4%
Total		12.5%	14.4%	34.2%	15.0%	23.9%

Income * Fuel Tax Crosstabulation

% within Income

		Fuel Tax				
		not important	2	3	4	very important
Income	-\$40k	9.3%	11.6%	32.6%	16.3%	30.2%
	\$40-80k	8.7%	18.6%	32.4%	15.8%	24.5%
	+\$80k	16.3%	13.1%	37.1%	13.9%	19.6%
Total		12.2%	14.6%	34.5%	15.1%	23.6%

District * Fuel Tax Crosstabulation

% within District

		Fuel Tax				
		not important	2	3	4	very important
District	one	8.8%	12.9%	38.2%	15.1%	25.0%
	two	16.2%	14.6%	35.1%	13.3%	20.8%
	three	11.9%	15.8%	28.8%	16.9%	26.5%
Total		12.5%	14.4%	34.2%	15.0%	23.9%

Phone * Fuel Tax Crosstabulation

% within Phone

		Fuel Tax				
		not important	2	3	4	very important
Phone	land	12.7%	13.3%	33.7%	16.1%	24.3%
	cell	12.0%	16.5%	34.5%	13.8%	23.1%
Total		12.4%	14.6%	34.1%	15.2%	23.8%

Gender * Fuel Tax Crosstabulation

% within Gender

		Fuel Tax				
		not important	2	3	4	very important
Gender	male	15.3%	17.5%	30.6%	11.6%	24.9%
	female	9.9%	11.5%	37.5%	18.2%	23.0%
Total		12.5%	14.4%	34.2%	15.0%	23.9%



	State	Percentage		
		Dist One	Dist Two	Dist Three
<i>Impaired Driving</i>				
Would you favor or oppose each of the following penalties for drunk driving:				
5. Mandatory sentencing for drunk driving offenses				
Favor	63	66	55	71
Oppose	31	29	39	23
Don't know	6	5	6	6
6. Mandatory treatment for drunk driving offenders				
Favor	75	74	77	74
Oppose	22	21	20	23
Don't know	4	5	3	3
7. Mandatory interlock ignition for all first-time offenders				
Favor	64	66	59	68
Oppose	32	31	36	27
Don't know	4	4	4	5
8. In the last 60 days, have you ever driven while impaired by alcohol, but still under the legal limit?				
Yes	5	5	5	5
No	95	96	95	95
9. What do you think the chances are of someone getting arrested if they drive after drinking? (Core Q. A-3)				
Very likely	10	7	12	12
Somewhat likely	37	39	37	33
Likely	20	20	16	23
Somewhat unlikely	25	25	25	23
Very unlikely	9	9	10	8
10. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? (Core Q. A-1)				
Never	77	76	73	81
Once	9	9	11	7
2-5 times	13	13	14	11
More than 5 times	2	2	3	1
11. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police? (Core Q. A-2)				
Yes	55	54	57	53
No	45	46	43	47
12. In the past 60 days, have you read, seen or heard any drunk driving-related messages?				
Yes	53	50	56	52
No	47	50	44	48



Age * Mandatory Sentencing Crosstabulation

% within Age

		Mandatory Sentencing			Total
		favor	oppose	dk	
Age	16-20	75.0%	18.8%	6.3%	100.0%
	21-34	65.0%	28.2%	6.8%	100.0%
	35-49	62.6%	33.2%	4.2%	100.0%
	50-64	60.6%	32.2%	7.2%	100.0%
	65+	67.0%	28.3%	4.7%	100.0%
Total		63.4%	30.9%	5.7%	100.0%

Income * Mandatory Sentencing Crosstabulation

% within Income

		Mandatory Sentencing		
		favor	oppose	dk
Income	-\$40k	71.7%	21.9%	6.4%
	\$40-80k	63.6%	31.6%	4.8%
	+\$80k	58.4%	36.8%	4.8%
Total		63.2%	31.7%	5.2%

District * Mandatory Sentencing Crosstabulation

% within District

		Mandatory Sentencing		
		favor	oppose	dk
District	one	65.6%	29.3%	5.1%
	two	55.4%	39.1%	5.5%
	three	70.5%	23.1%	6.4%
Total		63.4%	30.9%	5.7%

Phone * Mandatory Sentencing Crosstabulation

% within Phone

		Mandatory Sentencing		
		favor	oppose	dk
Phone	land	64.1%	30.2%	5.7%
	cell	62.5%	31.9%	5.6%
Total		63.4%	30.9%	5.6%

Gender * Mandatory Sentencing Crosstabulation

% within Gender

		Mandatory Sentencing		
		favor	oppose	dk
Gender	male	56.6%	37.4%	6.0%
	female	69.7%	24.9%	5.3%
Total		63.4%	30.9%	5.7%



Age * Mandatory Treatment Crosstabulation

% within Age

		Mandatory Treatment		
		favor	oppose	dk
Age	16-20	81.3%	12.5%	6.3%
	21-34	74.8%	21.4%	3.9%
	35-49	76.0%	21.8%	2.3%
	50-64	71.7%	24.8%	3.6%
	65+	77.4%	17.5%	5.2%
Total		74.8%	21.6%	3.7%

Income * Mandatory Treatment Crosstabulation

% within Income

		Mandatory Treatment		
		favor	oppose	dk
Income	-\$40k	75.4%	18.7%	5.9%
	\$40-80k	75.4%	21.7%	2.9%
	+\$80k	74.2%	22.7%	3.1%
Total		74.9%	21.4%	3.7%

District * Mandatory Treatment Crosstabulation

% within District

		Mandatory Treatment		
		favor	oppose	dk
District	one	73.5%	21.4%	5.1%
	two	76.6%	20.3%	3.1%
	three	74.0%	23.1%	2.8%
Total		74.8%	21.6%	3.7%

Phone * Mandatory Treatment Crosstabulation

% within Phone

		Mandatory Treatment		
		favor	oppose	dk
Phone	land	74.3%	21.9%	3.8%
	cell	75.3%	21.1%	3.6%
Total		74.7%	21.6%	3.7%

Gender * Mandatory Treatment Crosstabulation

% within Gender

		Mandatory Treatment		
		favor	oppose	dk
Gender	male	68.0%	28.5%	3.5%
	female	81.0%	15.1%	3.8%
Total		74.8%	21.6%	3.7%



Age * Mandatory Interlock Ignition Crosstabulation
% within Age

		Mandatory Interlock Ignition		
		favor	oppose	dk
Age	16-20	62.5%	25.0%	12.5%
	21-34	64.1%	32.0%	3.9%
	35-49	69.8%	26.7%	3.4%
	50-64	61.9%	34.2%	3.9%
	65+	59.9%	34.4%	5.7%
Total		64.0%	31.7%	4.3%

Income * Mandatory Interlock Ignition Crosstabulation
% within Income

		Mandatory Interlock Ignition		
		favor	oppose	dk
Income	-\$40k	61.5%	32.1%	6.4%
	\$40-80k	65.1%	32.0%	2.9%
	+\$80k	64.3%	33.1%	2.5%
Total		63.9%	32.5%	3.6%

District * Mandatory Interlock Ignition Crosstabulation

% within District

		Mandatory Interlock Ignition		
		favor	oppose	dk
District	one	65.6%	30.6%	3.7%
	two	59.4%	36.3%	4.3%
	three	67.6%	27.4%	5.0%
Total		64.0%	31.7%	4.3%

Phone * Mandatory Interlock Ignition Crosstabulation

% within Phone

		Mandatory Interlock Ignition		
		favor	oppose	dk
Phone	land	61.2%	33.8%	4.9%
	cell	67.8%	28.6%	3.6%
Total		63.9%	31.7%	4.4%

Gender * Mandatory Interlock Ignition Crosstabulation
% within Gender

		Mandatory Interlock Ignition		
		favor	oppose	dk
Gender	male	62.6%	34.6%	2.8%
	female	65.2%	29.0%	5.8%
Total		64.0%	31.7%	4.3%



Age * Driven Impaired Crosstabulation
% within Age

		Driven Impaired	
		yes	no
Age	16-20		100.0%
	21-34	5.8%	94.2%
	35-49	5.0%	95.0%
	50-64	5.2%	94.8%
	65+	3.3%	96.7%
Total		4.7%	95.3%

Income * Driven Impaired Crosstabulation
% within Income

		Driven Impaired	
		yes	no
Income	-\$40k	1.1%	98.9%
	\$40-80k	3.3%	96.7%
	+\$80k	8.2%	91.8%
Total		4.9%	95.1%

District * Driven Impaired Crosstabulation
% within District

		Driven Impaired	
		yes	no
District	one	4.5%	95.5%
	two	4.9%	95.1%
	three	4.6%	95.4%
Total		4.7%	95.3%

Phone * Driven Impaired Crosstabulation

% within Phone

		Driven Impaired	
		yes	no
Phone	land	4.2%	95.8%
	cell	5.6%	94.4%
Total		4.7%	95.3%

Gender * Driven Impaired Crosstabulation
% within Gender

		Driven Impaired	
		yes	no
Gender	male	7.5%	92.5%
	female	2.1%	97.9%
Total		4.7%	95.3%



Age * DUI Arrest Chance Crosstabulation

% within Age

		DUI Arrest Chance				
		very likely	somewhat likely	likely	somewhat unlikely	very unlikely
Age	16-20	25.0%	25.0%	43.8%	6.3%	
	21-34	9.8%	34.3%	31.4%	16.7%	7.8%
	35-49	9.7%	32.3%	22.6%	27.2%	8.2%
	50-64	8.9%	41.1%	15.1%	26.6%	8.2%
	65+	11.7%	36.9%	14.6%	23.8%	13.1%
Total		10.2%	36.5%	19.5%	24.6%	9.2%

Income * DUI Arrest Chance Crosstabulation

% within Income

		DUI Arrest Chance				
		very likely	somewhat likely	likely	somewhat unlikely	very unlikely
Income	-\$40k	18.1%	37.9%	16.5%	18.7%	8.8%
	\$40-80k	8.5%	36.4%	23.2%	24.3%	7.7%
	+\$80k	7.7%	34.4%	20.3%	27.5%	10.0%
Total		10.3%	35.9%	20.4%	24.4%	9.0%

District * DUI Arrest Chance Crosstabulation

% within District

		DUI Arrest Chance				
		very likely	somewhat likely	likely	somewhat unlikely	very unlikely
District	one	6.8%	38.8%	20.1%	25.2%	9.2%
	two	11.6%	37.1%	15.7%	25.2%	10.4%
	three	12.1%	33.3%	23.4%	23.4%	7.7%
Total		10.2%	36.5%	19.5%	24.6%	9.2%

Phone * DUI Arrest Chance Crosstabulation

% within Phone

		DUI Arrest Chance				
		very likely	somewhat likely	likely	somewhat unlikely	very unlikely
Phone	land	9.5%	40.9%	15.8%	25.3%	8.5%
	cell	11.5%	30.3%	24.6%	23.8%	9.8%
Total		10.3%	36.6%	19.4%	24.7%	9.0%

Gender * DUI Arrest Chance Crosstabulation

% within Gender

		DUI Arrest Chance				
		very likely	somewhat likely	likely	somewhat unlikely	very unlikely
Gender	male	8.1%	32.0%	18.0%	29.4%	12.6%
	female	12.1%	40.6%	21.0%	20.3%	6.0%
Total		10.2%	36.5%	19.5%	24.6%	9.2%



Age * Drove After Drinking Crosstabulation

% within Age

		Drove After Drinking			
		never	once	2-5	+5
Age	16-20	81.3%	12.5%	6.3%	
	21-34	59.2%	15.5%	24.3%	1.0%
	35-49	71.4%	9.7%	15.4%	3.5%
	50-64	78.9%	7.6%	11.6%	2.0%
	65+	88.3%	5.3%	4.9%	1.5%
Total		76.7%	8.7%	12.5%	2.1%

Income * Drove After Drinking Crosstabulation

% within Income

		Drove After Drinking			
		never	once	2-5	+5
Income	-\$40k	84.9%	7.6%	7.0%	0.5%
	\$40-80k	78.7%	7.1%	12.4%	1.9%
	+\$80k	69.6%	10.6%	16.6%	3.2%
Total		76.2%	8.7%	13.0%	2.1%

District * Drove After Drinking Crosstabulation

% within District

		Drove After Drinking			
		never	once	2-5	+5
District	one	76.2%	8.7%	12.9%	2.1%
	two	73.0%	10.6%	13.7%	2.8%
	three	81.4%	6.5%	10.8%	1.4%
Total		76.7%	8.7%	12.5%	2.1%

Phone * Drove After Drinking Crosstabulation

% within Phone

		Drove After Drinking			
		never	once	2-5	+5
Phone	land	82.5%	6.7%	8.6%	2.1%
	cell	68.3%	11.5%	18.3%	2.0%
Total		76.7%	8.7%	12.5%	2.1%

Gender * Drove After Drinking Crosstabulation

% within Gender

		Drove After Drinking			
		never	once	2-5	+5
Gender	male	69.6%	9.2%	17.2%	4.0%
	female	83.1%	8.2%	8.2%	0.4%
Total		76.7%	8.7%	12.5%	2.1%



**Age * DUI Enforcement Awareness
Crosstabulation**

% within Age

		DUI Enforcement Awareness	
		yes	no
Age	16-20	56.3%	43.8%
	21-34	52.9%	47.1%
	35-49	55.2%	44.8%
	50-64	53.0%	47.0%
	65+	56.9%	43.1%
Total		54.6%	45.4%

Income * DUI Enforcement Awareness Crosstabulation

% within Income

		DUI Enforcement Awareness	
		yes	no
Income	-\$40k	46.2%	53.8%
	\$40-80k	55.4%	44.6%
	+\$80k	55.1%	44.9%
Total		53.2%	46.8%

**District * DUI Enforcement Awareness
Crosstabulation**

% within District

		DUI Enforcement Awareness	
		yes	no
District	one	53.8%	46.2%
	two	56.7%	43.3%
	three	53.1%	46.9%
Total		54.6%	45.4%

**Phone * DUI Enforcement Awareness
Crosstabulation**

% within Phone

		DUI Enforcement Awareness	
		yes	no
Phone	land	56.3%	43.7%
	cell	52.0%	48.0%
Total		54.5%	45.5%

**Gender * DUI Enforcement Awareness
Crosstabulation**

% within Gender

		DUI Enforcement Awareness	
		yes	no
Gender	male	54.7%	45.3%
	female	54.5%	45.5%
Total		54.6%	45.4%



**Age * DUI Message Awareness
Crosstabulation**

% within Age

		DUI Message Awareness	
		yes	no
Age	16-20	25.0%	75.0%
	21-34	49.5%	50.5%
	35-49	53.8%	46.2%
	50-64	55.8%	44.2%
	65+	50.7%	49.3%
Total		52.7%	47.3%

Income * DUI Message Awareness Crosstabulation

% within Income

		DUI Message Awareness	
		yes	no
Income	-\$40k	41.8%	58.2%
	\$40-80k	56.5%	43.5%
	+\$80k	54.2%	45.8%
Total		52.1%	47.9%

**District * DUI Message Awareness
Crosstabulation**

% within District

		DUI Message Awareness	
		yes	no
District	one	49.7%	50.3%
	two	55.8%	44.2%
	three	52.4%	47.6%
Total		52.7%	47.3%

**Phone * DUI Message Awareness
Crosstabulation**

% within Phone

		DUI Message Awareness	
		yes	no
Phone	land	54.0%	46.0%
	cell	51.4%	48.6%
Total		52.9%	47.1%

**Gender * DUI Message Awareness
Crosstabulation**

% within Gender

		DUI Message Awareness	
		yes	no
Gender	male	54.1%	45.9%
	female	51.4%	48.6%
Total		52.7%	47.3%



	State	Percentage		
		Dist One	Dist Two	Dist Three
<i>Seat Belts</i>				
13. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup? (Core Q. B-1)				
Always	75	77	87	59
Nearly always	15	13	6	27
Sometimes	5	5	3	7
Seldom	3	2	1	4
Never	3	2	3	4
14. Should law enforcement officers be allowed to stop a vehicle and write a ticket if the driver and passengers are not wearing a seat belt?				
Yes	58	59	64	50
No	39	38	34	46
Don't know	3	3	3	5
15. What do you think the chances are of getting a ticket if you don't wear your safety belt? (Core Q. B-3)				
Very likely	8	9	6	9
Somewhat likely	24	24	23	25
Likely	14	15	11	16
Unlikely	36	33	38	36
Very unlikely	19	20	23	16
16. What amount of fine do you think would get non-seat-belt-users to use their seat belt?				
\$25-50	28	28	25	33
\$51-100	29	28	30	30
\$101-150	18	22	16	15
\$151-200	7	5	8	6
Over \$200	18	17	21	17
17. In the past 60 days, have you read, seen or heard anything about seat belt enforcement? (Core Q. B-2)				
Yes	30	31	23	35
No	70	69	77	65
18. In the past 60 days, have you read, seen or heard any Click It Or Ticket seat belt messages?				
Yes	44	46	38	48
No	57	54	62	53
19. (IF YES) Do you remember where that was?				
Signs	43	48	46	37
TV	31	29	38	29
Radio	13	14	8	17
All others (social media, newspaper, etc.)	10	9	3	15
Don't know	3	0	5	3



Age * Seat Belt Use Crosstabulation

% within Age

		Seat Belt Use				
		always	nearly always	sometimes	seldom	never
Age	16-20	62.5%	25.0%		12.5%	
	21-34	68.0%	16.5%	5.8%	5.8%	3.9%
	35-49	70.9%	17.2%	6.1%	3.1%	2.7%
	50-64	79.7%	12.8%	3.9%	1.0%	2.6%
	65+	76.8%	14.2%	4.3%	1.4%	3.3%
Total		74.8%	15.1%	4.8%	2.5%	2.9%

Income * Seat Belt Use Crosstabulation

% within Income

		Seat Belt Use				
		always	nearly always	sometimes	seldom	never
Income	-\$40k	65.2%	15.0%	8.6%	4.8%	6.4%
	\$40-80k	72.0%	18.1%	4.4%	3.0%	2.6%
	+\$80k	80.1%	13.9%	3.4%	0.9%	1.7%
Total		74.0%	15.6%	4.9%	2.5%	3.1%

District * Seat Belt Use Crosstabulation

% within District

		Seat Belt Use				
		always	nearly always	sometimes	seldom	never
District	one	76.9%	13.3%	5.4%	2.4%	2.0%
	two	86.7%	6.2%	2.8%	1.2%	3.1%
	three	58.8%	27.2%	6.5%	3.9%	3.6%
Total		74.8%	15.1%	4.8%	2.5%	2.9%

Phone * Seat Belt Use Crosstabulation

% within Phone

		Seat Belt Use				
		always	nearly always	sometimes	seldom	never
Phone	land	77.0%	13.9%	4.2%	1.9%	3.0%
	cell	71.7%	16.7%	5.8%	3.1%	2.8%
Total		74.8%	15.0%	4.9%	2.4%	2.9%

Gender * Seat Belt Use Crosstabulation

% within Gender

		Seat Belt Use				
		always	nearly always	sometimes	seldom	never
Gender	male	70.2%	16.7%	5.1%	3.5%	4.4%
	female	79.0%	13.5%	4.5%	1.5%	1.5%
Total		74.8%	15.1%	4.8%	2.5%	2.9%



Age * Primary Seat Belt Law Crosstabulation
% within Age

		Primary Seat Belt Law		
		yes	no	dk
Age	16-20	75.0%	18.8%	6.3%
	21-34	55.3%	42.7%	1.9%
	35-49	51.1%	47.3%	1.5%
	50-64	56.4%	39.7%	3.9%
	65+	68.4%	25.9%	5.7%
Total		57.9%	38.7%	3.4%

Income * Primary Seat Belt Law Crosstabulation
% within Income

		Primary Seat Belt Law		
		yes	no	dk
Income	-\$40k	56.7%	38.5%	4.8%
	\$40-80k	54.0%	42.3%	3.7%
	+\$80k	60.9%	36.5%	2.5%
Total		57.6%	38.9%	3.4%

District * Primary Seat Belt Law Crosstabulation
% within District

		Primary Seat Belt Law		
		yes	no	dk
District	one	59.2%	37.8%	3.1%
	two	64.0%	33.5%	2.5%
	three	49.5%	45.6%	5.0%
Total		57.9%	38.7%	3.4%

Phone * Primary Seat Belt Law Crosstabulation
% within Phone

		Primary Seat Belt Law		
		yes	no	dk
Phone	land	58.0%	37.4%	4.5%
	cell	57.5%	40.6%	1.9%
Total		57.8%	38.7%	3.5%

Gender * Primary Seat Belt Law Crosstabulation
% within Gender

		Primary Seat Belt Law		
		yes	no	dk
Gender	male	55.2%	41.5%	3.2%
	female	60.3%	36.0%	3.6%
Total		57.9%	38.7%	3.4%



Age * No Belt Ticket Chance Crosstabulation

% within Age

		No Belt Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Age	16-20		25.0%	37.5%	37.5%	
	21-34	6.9%	22.5%	16.7%	35.3%	18.6%
	35-49	7.8%	18.7%	16.0%	38.1%	19.5%
	50-64	5.0%	26.5%	12.8%	34.9%	20.8%
	65+	11.9%	27.1%	8.6%	33.3%	19.0%
Total		7.6%	23.9%	13.6%	35.6%	19.4%

Income * No Belt Ticket Chance Crosstabulation

% within Income

		No Belt Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Income	-\$40k	14.1%	31.0%	10.9%	32.6%	11.4%
	\$40-80k	7.5%	24.7%	13.5%	35.2%	19.1%
	+\$80k	4.9%	19.5%	14.1%	38.8%	22.7%
Total		7.9%	23.9%	13.1%	36.2%	18.9%

District * No Belt Ticket Chance Crosstabulation

% within District

		No Belt Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
District	one	8.6%	23.7%	14.8%	33.3%	19.6%
	two	5.7%	23.4%	10.8%	37.7%	22.5%
	three	8.7%	24.6%	15.6%	35.5%	15.6%
Total		7.6%	23.9%	13.6%	35.6%	19.4%

Phone * No Belt Ticket Chance Crosstabulation

% within Phone

		No Belt Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Phone	land	8.5%	24.5%	12.3%	35.6%	19.1%
	cell	6.2%	23.2%	15.3%	35.9%	19.5%
Total		7.6%	23.9%	13.5%	35.7%	19.2%

Gender * No Belt Ticket Chance Crosstabulation

% within Gender

		No Belt Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Gender	male	6.1%	21.7%	11.8%	37.7%	22.6%
	female	8.9%	25.9%	15.3%	33.6%	16.3%
Total		7.6%	23.9%	13.6%	35.6%	19.4%



Age * Suggested Fine for No Belt Crosstabulation

% within Age

		Suggested Fine for No Belt				
		\$25-50	\$51-100	\$101-150	\$151-200	+\$200
Age	16-20	26.7%	40.0%	33.3%		
	21-34	22.4%	31.6%	21.4%	5.1%	19.4%
	35-49	25.1%	25.5%	20.9%	5.9%	22.6%
	50-64	26.9%	32.4%	16.0%	7.6%	17.1%
	65+	38.1%	27.0%	12.2%	6.9%	15.9%
Total		28.4%	29.2%	17.5%	6.5%	18.4%

Income * Suggested Fine for No Belt Crosstabulation

% within Income

		Suggested Fine for No Belt				
		\$25-50	\$51-100	\$101-150	\$151-200	+\$200
Income	-\$40k	33.3%	26.1%	15.2%	7.9%	17.6%
	\$40-80k	29.6%	36.0%	13.4%	6.5%	14.6%
	+\$80k	24.7%	26.2%	22.3%	5.8%	21.0%
Total		28.2%	29.5%	17.7%	6.5%	18.1%

District * Suggested Fine for No Belt Crosstabulation

% within District

		Suggested Fine for No Belt				
		\$25-50	\$51-100	\$101-150	\$151-200	+\$200
District	one	28.4%	28.0%	22.2%	5.0%	16.5%
	two	24.7%	29.9%	15.8%	8.2%	21.4%
	three	33.1%	29.5%	14.7%	6.0%	16.7%
Total		28.4%	29.2%	17.5%	6.5%	18.4%

Phone * Suggested Fine for No Belt Crosstabulation

% within Phone

		Suggested Fine for No Belt				
		\$25-50	\$51-100	\$101-150	\$151-200	+\$200
Phone	land	30.9%	28.8%	14.9%	7.6%	17.7%
	cell	25.2%	29.1%	21.6%	5.1%	18.9%
Total		28.6%	29.0%	17.7%	6.6%	18.2%

Gender * Suggested Fine for No Belt Crosstabulation

% within Gender

		Suggested Fine for No Belt				
		\$25-50	\$51-100	\$101-150	\$151-200	+\$200
Gender	male	31.9%	28.2%	14.9%	6.5%	18.5%
	female	25.4%	30.0%	19.9%	6.5%	18.2%
Total		28.4%	29.2%	17.5%	6.5%	18.4%



**Age * Belt Enforcement Awareness
Crosstabulation**

% within Age

		Belt Enforcement Awareness	
		yes	no
Age	16-20	31.3%	68.8%
	21-34	35.9%	64.1%
	35-49	37.0%	63.0%
	50-64	26.5%	73.5%
	65+	21.4%	78.6%
Total		29.6%	70.4%

**Income * Belt Enforcement Awareness
Crosstabulation**

% within Income

		Belt Enforcement Awareness	
		yes	no
Income	-\$40k	26.3%	73.7%
	\$40-80k	29.5%	70.5%
	+\$80k	31.8%	68.2%
Total		29.8%	70.2%

**District * Belt Enforcement Awareness
Crosstabulation**

% within District

		Belt Enforcement Awareness	
		yes	no
District	one	30.9%	69.1%
	two	23.4%	76.6%
	three	35.2%	64.8%
Total		29.6%	70.4%

**Phone * Belt Enforcement Awareness
Crosstabulation**

% within Phone

		Belt Enforcement Awareness	
		yes	no
Phone	land	27.7%	72.3%
	cell	32.5%	67.5%
Total		29.7%	70.3%

**Gender * Belt Enforcement Awareness
Crosstabulation**

% within Gender

		Belt Enforcement Awareness	
		yes	no
Gender	male	30.7%	69.3%
	female	28.5%	71.5%
Total		29.6%	70.4%



Age * CIOT Awareness Crosstabulation

% within Age

		CIOT Awareness	
		yes	no
Age	16-20	50.0%	50.0%
	21-34	43.1%	56.9%
	35-49	48.8%	51.2%
	50-64	45.0%	55.0%
	65+	34.6%	65.4%
Total		43.5%	56.5%

Income * CIOT Awareness Crosstabulation

% within Income

		CIOT Awareness	
		yes	no
Income	-\$40k	36.1%	63.9%
	\$40-80k	48.1%	51.9%
	+\$80k	42.7%	57.3%
Total		43.0%	57.0%

District * CIOT Awareness Crosstabulation

% within District

		CIOT Awareness	
		yes	no
District	one	45.8%	54.2%
	two	38.1%	61.9%
	three	47.5%	52.5%
Total		43.5%	56.5%

Phone * CIOT Awareness Crosstabulation

% within Phone

		CIOT Awareness	
		yes	no
Phone	land	43.6%	56.4%
	cell	43.8%	56.2%
Total		43.7%	56.3%

Gender * CIOT Awareness Crosstabulation

% within Gender

		CIOT Awareness	
		yes	no
Gender	male	48.1%	51.9%
	female	39.4%	60.6%
Total		43.5%	56.5%



Age * CIOT Media Crosstabulation

% within Age

		CIOT Media				
		other	tv	radio	signs	dk
Age	16-20	16.7%	33.3%		50.0%	
	21-34	11.9%	11.9%	11.9%	61.9%	2.4%
	35-49	12.4%	23.8%	18.1%	42.9%	2.9%
	50-64	3.6%	36.4%	14.5%	42.7%	2.7%
	65+	14.3%	50.0%	3.6%	30.4%	1.8%
Total		9.7%	31.3%	13.2%	43.3%	2.5%

Income * CIOT Media Crosstabulation

% within Income

		CIOT Media				
		other	tv	radio	signs	dk
Income	-\$40k	15.5%	31.0%	12.1%	36.2%	5.2%
	\$40-80k	4.8%	40.4%	11.5%	40.4%	2.9%
	+\$80k	9.2%	26.0%	16.0%	47.3%	1.5%
Total		8.9%	32.1%	13.7%	42.7%	2.7%

District * CIOT Media Crosstabulation

% within District

		CIOT Media				
		other	tv	radio	signs	dk
District	one	9.3%	29.0%	14.0%	47.7%	
	two	3.2%	37.6%	7.5%	46.2%	5.4%
	three	15.1%	28.6%	16.8%	37.0%	2.5%
Total		9.7%	31.3%	13.2%	43.3%	2.5%

Phone * CIOT Media Crosstabulation

% within Phone

		CIOT Media				
		other	tv	radio	signs	dk
Phone	land	8.7%	40.5%	12.7%	38.2%	
	cell	10.5%	19.6%	14.0%	50.3%	5.6%
Total		9.5%	31.0%	13.3%	43.7%	2.5%

Gender * CIOT Media Crosstabulation

% within Gender

		CIOT Media				
		other	tv	radio	signs	dk
Gender	male	6.1%	32.1%	18.2%	40.6%	3.0%
	female	13.6%	30.5%	7.8%	46.1%	1.9%
Total		9.7%	31.3%	13.2%	43.3%	2.5%



	State	Percentage		
		Dist One	Dist Two	Dist Three
<i>Speed</i>				
20. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph: (Core Q. S-1a)				
Most of the time/usually	14	10	16	15
Half the time	18	20	19	15
Rarely	50	50	48	51
Never	19	21	17	19
21. On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph: (Core Q. S-1b)				
Most of the time/usually	7	7	6	8
Half the time	10	11	14	4
Rarely	41	41	38	43
Never	42	41	41	45
22. In the past 30 days, have you read, seen or heard anything about speeding enforcement? (Core Q. S-2)				
Yes	37	35	37	39
No	63	65	63	62
23. What do you think the chances are of getting a ticket if you drive over the speed limit? (Core Q. S-3)				
Very likely	15	16	11	18
Somewhat likely	39	38	39	40
Likely	24	23	22	27
Somewhat unlikely	16	17	20	11
Very unlikely	6	7	8	3



Age * Speed Over 30 Crosstabulation

% within Age

		Speed Over 30			
		mostly	half	rarely	never
Age	16-20	12.5%	31.3%	31.3%	25.0%
	21-34	20.6%	19.6%	44.1%	15.7%
	35-49	14.7%	20.8%	49.0%	15.4%
	50-64	11.3%	18.6%	51.5%	18.6%
	65+	13.0%	11.6%	51.2%	24.2%
Total		13.8%	18.0%	49.5%	18.8%

Income * Speed Over 30 Crosstabulation

% within Income

		Speed Over 30			
		mostly	half	rarely	never
Income	-\$40k	17.4%	17.4%	42.4%	22.8%
	\$40-80k	9.3%	16.0%	54.9%	19.8%
	+\$80k	15.1%	20.9%	50.0%	14.0%
Total		13.7%	18.5%	49.9%	18.0%

District * Speed Over 30 Crosstabulation

% within District

		Speed Over 30			
		mostly	half	rarely	never
District	one	10.3%	19.6%	49.5%	20.6%
	two	15.8%	19.3%	47.8%	17.1%
	three	15.1%	14.7%	51.4%	18.7%
Total		13.8%	18.0%	49.5%	18.8%

Phone * Speed Over 30 Crosstabulation

% within Phone

		Speed Over 30			
		mostly	half	rarely	never
Phone	land	12.3%	17.1%	49.8%	20.8%
	cell	15.7%	19.0%	49.0%	16.2%
Total		13.7%	17.9%	49.5%	18.9%

Gender * Speed Over 30 Crosstabulation

% within Gender

		Speed Over 30			
		mostly	half	rarely	never
Gender	male	13.5%	16.1%	50.5%	19.9%
	female	14.0%	19.7%	48.6%	17.7%
Total		13.8%	18.0%	49.5%	18.8%



Age * Speed Over 65 Crosstabulation

% within Age

		Speed Over 65			
		mostly	half	rarely	never
Age	16-20	6.3%	31.3%	25.0%	37.5%
	21-34	9.7%	12.6%	50.5%	27.2%
	35-49	10.5%	9.7%	46.1%	33.7%
	50-64	4.6%	11.6%	39.6%	44.2%
	65+	4.7%	5.2%	32.2%	57.8%
Total		7.0%	10.0%	40.7%	42.3%

Income * Speed Over 65 Crosstabulation

% within Income

		Speed Over 65			
		mostly	half	rarely	never
Income	-\$40k	7.0%	9.1%	30.1%	53.8%
	\$40-80k	6.7%	7.1%	40.9%	45.4%
	+\$80k	8.3%	13.2%	47.0%	31.5%
Total		7.5%	10.2%	41.0%	41.3%

District * Speed Over 65 Crosstabulation

% within District

		Speed Over 65			
		mostly	half	rarely	never
District	one	6.9%	11.0%	41.2%	40.9%
	two	6.3%	14.1%	38.4%	41.3%
	three	7.9%	4.3%	42.9%	45.0%
Total		7.0%	10.0%	40.7%	42.3%

Phone * Speed Over 65 Crosstabulation

% within Phone

		Speed Over 65			
		mostly	half	rarely	never
Phone	land	5.2%	9.4%	37.9%	47.5%
	cell	9.7%	10.9%	45.1%	34.3%
Total		7.0%	10.0%	40.9%	42.1%

Gender * Speed Over 65 Crosstabulation

% within Gender

		Speed Over 65			
		mostly	half	rarely	never
Gender	male	8.2%	9.8%	41.2%	40.7%
	female	5.8%	10.1%	40.3%	43.8%
Total		7.0%	10.0%	40.7%	42.3%



**Age * Speed Enforcement Awareness
Crosstabulation**

% within Age

		Speed Enforcement Awareness	
		yes	no
Age	16-20	50.0%	50.0%
	21-34	39.2%	60.8%
	35-49	34.4%	65.6%
	50-64	38.3%	61.7%
	65+	35.3%	64.7%
Total		36.7%	63.3%

**Income * Speed Enforcement Awareness
Crosstabulation**

% within Income

		Speed Enforcement Awareness	
		yes	no
Income	-\$40k	31.2%	68.8%
	\$40-80k	41.2%	58.8%
	+\$80k	37.0%	63.0%
Total		37.1%	62.9%

**District * Speed Enforcement Awareness
Crosstabulation**

% within District

		Speed Enforcement Awareness	
		yes	no
District	one	35.1%	64.9%
	two	36.8%	63.2%
	three	38.5%	61.5%
Total		36.7%	63.3%

**Phone * Speed Enforcement Awareness
Crosstabulation**

% within Phone

		Speed Enforcement Awareness	
		yes	no
Phone	land	36.6%	63.4%
	cell	37.2%	62.8%
Total		36.8%	63.2%

**Gender * Speed Enforcement Awareness
Crosstabulation**

% within Gender

		Speed Enforcement Awareness	
		yes	no
Gender	male	35.1%	64.9%
	female	38.2%	61.8%
Total		36.7%	63.3%



Age * Speed Ticket Chance Crosstabulation

% within Age

		Speed Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Age	16-20	31.3%	31.3%	31.3%	6.3%	
	21-34	26.2%	33.0%	26.2%	13.6%	1.0%
	35-49	12.7%	41.3%	25.5%	14.7%	5.8%
	50-64	10.6%	41.2%	25.2%	17.9%	5.0%
	65+	17.5%	36.4%	18.0%	17.5%	10.7%
Total		15.0%	39.0%	23.8%	16.2%	6.0%

Income * Speed Ticket Chance Crosstabulation

% within Income

		Speed Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Income	-\$40k	24.9%	33.0%	24.3%	14.1%	3.8%
	\$40-80k	13.8%	42.5%	22.8%	14.2%	6.7%
	+\$80k	9.7%	40.4%	25.8%	18.1%	6.0%
Total		14.6%	39.4%	24.4%	15.8%	5.7%

District * Speed Ticket Chance Crosstabulation

% within District

		Speed Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
District	one	15.9%	37.6%	22.8%	16.9%	6.9%
	two	11.3%	39.0%	22.3%	19.8%	7.5%
	three	18.4%	40.4%	26.7%	11.2%	3.2%
Total		15.0%	39.0%	23.8%	16.2%	6.0%

Phone * Speed Ticket Chance Crosstabulation

% within Phone

		Speed Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Phone	land	13.5%	40.1%	22.5%	16.6%	7.3%
	cell	16.9%	37.1%	26.4%	16.0%	3.7%
Total		14.9%	38.9%	24.1%	16.3%	5.8%

Gender * Speed Ticket Chance Crosstabulation

% within Gender

		Speed Ticket Chance				
		very likely	somewhat likely	likely	unlikely	very unlikely
Gender	male	12.4%	34.7%	23.8%	21.9%	7.4%
	female	17.5%	42.9%	23.9%	11.0%	4.7%
Total		15.0%	39.0%	23.8%	16.2%	6.0%



State	Percentage		
	Dist One	Dist Two	Dist Three

Distracted Driving

24. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving?				
Support	61	61	62	60
Oppose	36	36	35	37
Don't know	3	4	3	3
25. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for texting while driving?				
Support	92	92	93	90
Oppose	9	8	8	10

Miscellaneous

26. Should the Nebraska law requiring motorcycle helmets be repealed or continued?				
Continue	75	72	83	70
Repeal	20	22	14	24
Don't know	5	6	3	6
27. Do you think driving under the influence of marijuana increases the risk of having a crash?				
Yes	79	77	78	81
No	11	14	10	10
Don't know	10	9	12	9
28. Do you know anyone who drives after smoking or ingesting marijuana?				
Yes	20	19	20	20
No	78	79	76	78
Don't know	3	2	4	2



Age * Primary Cell Phone Law Crosstabulation
% within Age

		Primary Cell Phone Law		
		support	oppose	dk
Age	16-20	43.8%	50.0%	6.3%
	21-34	46.6%	51.5%	1.9%
	35-49	45.8%	51.1%	3.1%
	50-64	63.5%	31.9%	4.6%
	65+	84.0%	14.6%	1.4%
Total		60.9%	36.0%	3.1%

Income * Primary Cell Phone Law Crosstabulation
% within Income

		Primary Cell Phone Law		
		support	oppose	dk
Income	-\$40k	72.2%	24.1%	3.7%
	\$40-80k	62.5%	34.9%	2.6%
	+\$80k	53.0%	44.8%	2.3%
Total		60.6%	36.7%	2.7%

District * Primary Cell Phone Law Crosstabulation
% within District

		Primary Cell Phone Law		
		support	oppose	dk
District	one	60.5%	35.7%	3.7%
	two	61.8%	35.4%	2.8%
	three	60.1%	37.0%	2.8%
Total		60.9%	36.0%	3.1%

Phone * Primary Cell Phone Law Crosstabulation
% within Phone

		Primary Cell Phone Law		
		support	oppose	dk
Phone	land	67.5%	28.9%	3.6%
	cell	50.3%	47.2%	2.5%
Total		60.5%	36.3%	3.1%

Gender * Primary Cell Phone Law Crosstabulation
% within Gender

		Primary Cell Phone Law		
		support	oppose	dk
Gender	male	58.0%	38.5%	3.5%
	female	63.5%	33.7%	2.8%
Total		60.9%	36.0%	3.1%



**Age * Primary Texting Law
Crosstabulation**

% within Age

		Primary Texting Law	
		support	oppose
Age	16-20	87.5%	12.5%
	21-34	90.2%	9.8%
	35-49	86.0%	14.0%
	50-64	94.7%	5.3%
	65+	94.7%	5.3%
Total		91.5%	8.5%

Income * Primary Texting Law Crosstabulation

% within Income

		Primary Texting Law	
		support	oppose
Income	-\$40k	94.0%	6.0%
	\$40-80k	90.0%	10.0%
	+\$80k	90.5%	9.5%
Total		91.1%	8.9%

**District * Primary Texting Law
Crosstabulation**

% within District

		Primary Texting Law	
		support	oppose
District	one	92.0%	8.0%
	two	92.5%	7.5%
	three	89.9%	10.1%
Total		91.5%	8.5%

**Phone * Primary Texting Law
Crosstabulation**

% within Phone

		Primary Texting Law	
		support	oppose
Phone	land	94.6%	5.4%
	cell	86.8%	13.2%
Total		91.4%	8.6%

**Gender * Primary Texting Law
Crosstabulation**

% within Gender

		Primary Texting Law	
		support	oppose
Gender	male	92.0%	8.0%
	female	91.1%	8.9%
Total		91.5%	8.5%



Age * Helmet Law Crosstabulation

% within Age

		Helmet Law		
		repeal	continue	dk
Age	16-20	12.5%	87.5%	
	21-34	14.6%	78.6%	6.8%
	35-49	22.1%	72.5%	5.3%
	50-64	22.5%	72.0%	5.5%
	65+	16.0%	80.7%	3.3%
Total		19.8%	75.2%	5.0%

Income * Helmet Law Crosstabulation

% within Income

		Helmet Law		
		repeal	continue	dk
Income	-\$40k	18.7%	77.0%	4.3%
	\$40-80k	23.5%	70.2%	6.3%
	+\$80k	19.5%	76.8%	3.7%
Total		20.7%	74.6%	4.7%

District * Helmet Law Crosstabulation

% within District

		Helmet Law		
		repeal	continue	dk
District	one	22.1%	72.1%	5.8%
	two	14.2%	82.8%	3.1%
	three	23.8%	69.8%	6.4%
Total		19.8%	75.2%	5.0%

Phone * Helmet Law Crosstabulation

% within Phone

		Helmet Law		
		repeal	continue	dk
Phone	land	18.3%	76.4%	5.3%
	cell	21.4%	73.9%	4.7%
Total		19.6%	75.4%	5.1%

Gender * Helmet Law Crosstabulation

% within Gender

		Helmet Law		
		repeal	continue	dk
Gender	male	30.6%	63.8%	5.6%
	female	9.8%	85.7%	4.5%
Total		19.8%	75.2%	5.0%



Age * Does Marijuana Increase Risk Crosstabulation
% within Age

		Does Marijuana Increase Risk		
		yes	no	dk
Age	16-20	62.5%	31.3%	6.3%
	21-34	69.9%	21.4%	8.7%
	35-49	75.6%	13.0%	11.5%
	50-64	80.1%	8.5%	11.4%
	65+	86.3%	6.1%	7.5%
Total		78.8%	11.1%	10.1%

Income * Does Marijuana Increase Risk Crosstabulation
% within Income

		Does Marijuana Increase Risk		
		yes	no	dk
Income	-\$40k	73.8%	17.6%	8.6%
	\$40-80k	74.3%	12.1%	13.6%
	+\$80k	84.7%	7.1%	8.2%
Total		78.7%	11.2%	10.1%

District * Does Marijuana Increase Risk Crosstabulation

% within District

		Does Marijuana Increase Risk		
		yes	no	dk
District	one	77.2%	13.9%	8.8%
	two	78.2%	9.5%	12.3%
	three	81.1%	10.0%	8.9%
Total		78.8%	11.1%	10.1%

Phone * Does Marijuana Increase Risk Crosstabulation

% within Phone

		Does Marijuana Increase Risk		
		yes	no	dk
Phone	land	82.6%	7.2%	10.2%
	cell	73.3%	17.2%	9.4%
Total		78.9%	11.2%	9.9%

Gender * Does Marijuana Increase Risk Crosstabulation
% within Gender

		Does Marijuana Increase Risk		
		yes	no	dk
Gender	male	75.9%	12.5%	11.6%
	female	81.4%	9.8%	8.7%
Total		78.8%	11.1%	10.1%



**Age * Know Anyone Who Drives After Marijuana Use
Crosstabulation**

% within Age

		Know Anyone Who Drives After Marijuana Use		
		yes	no	dk
Age	16-20	50.0%	50.0%	
	21-34	28.2%	71.8%	
	35-49	24.8%	71.8%	3.4%
	50-64	17.9%	78.5%	3.6%
	65+	9.4%	88.7%	1.9%
Total		19.7%	77.7%	2.7%

Income * Know Anyone Who Drives After Marijuana Use Crosstabulation

% within Income

		Know Anyone Who Drives After Marijuana Use		
		yes	no	dk
Income	-\$40k	24.1%	74.9%	1.1%
	\$40-80k	18.4%	78.7%	2.9%
	+\$80k	21.0%	76.2%	2.8%
Total		20.8%	76.7%	2.5%

**District * Know Anyone Who Drives After Marijuana Use
Crosstabulation**

% within District

		Know Anyone Who Drives After Marijuana Use		
		yes	no	dk
District	one	19.0%	78.9%	2.0%
	two	19.7%	76.3%	4.0%
	three	20.3%	77.9%	1.8%
Total		19.7%	77.7%	2.7%

**Phone * Know Anyone Who Drives After Marijuana Use
Crosstabulation**

% within Phone

		Know Anyone Who Drives After Marijuana Use		
		yes	no	dk
Phone	land	14.2%	83.2%	2.6%
	cell	27.8%	69.4%	2.8%
Total		19.7%	77.6%	2.7%

**Gender * Know Anyone Who Drives After Marijuana Use
Crosstabulation**

% within Gender

		Know Anyone Who Drives After Marijuana Use		
		yes	no	dk
Gender	male	22.3%	75.4%	2.3%
	female	17.3%	79.7%	3.0%
Total		19.7%	77.7%	2.7%



State	Percentage		
	Dist One	Dist Two	Dist Three

Demographics

29. Which of these age groups are you in:				
16-20	2	2	1	3
21-34	11	12	10	13
35-49	29	29	25	35
50-64	34	37	39	25
65 up	24	20	25	25
30. Do you have a driver's license?				
Yes	98	96	99	99
No	2	4	1	1
31. Which of these annual household income groups are you in?				
Under \$40,000	23	27	17	27
\$40,000-80,000	34	30	30	41
Over \$80,000	44	43	53	33
32. Congressional District				
One	33	100		
Two	36		100	
Three	31			100
33. Phone Type				
Land line	60	58	68	51
Cell phone	40	42	32	49
34. Gender				
Male	48	46	49	49
Female	52	54	51	51

###



Income * Age Crosstabulation

% within Income

		Age				
		16-20	21-34	35-49	50-64	65+
Income	-\$40k	4.3%	15.5%	16.6%	33.2%	30.5%
	\$40-80k	1.8%	12.9%	26.5%	32.7%	26.1%
	+\$80k	0.6%	9.3%	40.2%	35.7%	14.2%
Total		1.8%	11.9%	30.2%	34.1%	21.9%

District * Age Crosstabulation

% within District

		Age				
		16-20	21-34	35-49	50-64	65+
District	one	2.0%	11.9%	28.6%	37.4%	20.1%
	two	0.9%	9.8%	24.9%	39.1%	25.2%
	three	2.5%	12.8%	34.5%	24.9%	25.3%
Total		1.8%	11.4%	29.1%	34.1%	23.6%

Phone * Age Crosstabulation

% within Phone

		Age				
		16-20	21-34	35-49	50-64	65+
Phone	land	0.2%	1.7%	15.9%	48.8%	33.5%
	cell	4.2%	25.8%	48.6%	13.1%	8.3%
Total		1.8%	11.5%	29.1%	34.3%	23.3%

Gender * Age Crosstabulation

% within Gender

		Age				
		16-20	21-34	35-49	50-64	65+
Gender	male	2.3%	13.2%	30.2%	31.3%	23.0%
	female	1.3%	9.8%	28.1%	36.7%	24.1%
Total		1.8%	11.4%	29.1%	34.1%	23.6%



**Age * Have Driver's License
Crosstabulation**

% within Age

		Have Driver's License	
		yes	no
Age	16-20	68.8%	31.3%
	21-34	99.0%	1.0%
	35-49	100.0%	
	50-64	98.4%	1.6%
	65+	97.6%	2.4%
Total		98.2%	1.8%

Income * Have Driver's License Crosstabulation

% within Income

		Have Driver's License	
		yes	no
Income	-\$40k	97.9%	2.1%
	\$40-80k	98.9%	1.1%
	+\$80k	98.3%	1.7%
Total		98.4%	1.6%

**District * Have Driver's License
Crosstabulation**

% within District

		Have Driver's License	
		yes	no
District	one	96.3%	3.7%
	two	99.1%	0.9%
	three	99.3%	0.7%
Total		98.2%	1.8%

**Phone * Have Driver's License
Crosstabulation**

% within Phone

		Have Driver's License	
		yes	no
Phone	land	98.5%	1.5%
	cell	98.1%	1.9%
Total		98.3%	1.7%

**Gender * Have Driver's License
Crosstabulation**

% within Gender

		Have Driver's License	
		yes	no
Gender	male	99.1%	0.9%
	female	97.4%	2.6%
Total		98.2%	1.8%



Age * Income Crosstabulation

% within Age

		Income		
		-\$40k	\$40-80k	+\$80k
Age	16-20	53.3%	33.3%	13.3%
	21-34	29.9%	36.1%	34.0%
	35-49	12.7%	29.4%	58.0%
	50-64	22.4%	32.1%	45.5%
	65+	32.0%	39.9%	28.1%
Total		23.0%	33.5%	43.5%

District * Income Crosstabulation

% within District

		Income		
		-\$40k	\$40-80k	+\$80k
District	one	26.5%	30.3%	43.2%
	two	16.6%	30.0%	53.4%
	three	26.7%	40.7%	32.6%
Total		23.0%	33.5%	43.5%

Phone * Income Crosstabulation

% within Phone

		Income		
		-\$40k	\$40-80k	+\$80k
Phone	land	23.2%	34.3%	42.5%
	cell	23.2%	31.7%	45.2%
Total		23.2%	33.2%	43.6%

Gender * Income Crosstabulation

% within Gender

		Income		
		-\$40k	\$40-80k	+\$80k
Gender	male	20.2%	33.3%	46.5%
	female	25.7%	33.7%	40.6%
Total		23.0%	33.5%	43.5%



Age * District Crosstabulation

% within Age

		District		
		one	two	three
Age	16-20	37.5%	18.8%	43.8%
	21-34	34.0%	31.1%	35.0%
	35-49	32.1%	30.9%	37.0%
	50-64	35.8%	41.4%	22.8%
	65+	27.8%	38.7%	33.5%
Total		32.7%	36.1%	31.2%

Income * District Crosstabulation

% within Income

		District		
		one	two	three
Income	-\$40k	37.4%	25.7%	36.9%
	\$40-80k	29.4%	32.0%	38.6%
	+\$80k	32.3%	43.9%	23.8%
Total		32.5%	35.7%	31.8%

Phone * District Crosstabulation

% within Phone

		District		
		one	two	three
Phone	land	32.1%	41.4%	26.5%
	cell	33.9%	28.3%	37.8%
Total		32.8%	36.1%	31.0%

Gender * District Crosstabulation

% within Gender

		District		
		one	two	three
Gender	male	31.6%	36.7%	31.8%
	female	33.7%	35.6%	30.7%
Total		32.7%	36.1%	31.2%



Age * Phone Crosstabulation

% within Age

		Phone	
		land	cell
Age	16-20	6.3%	93.8%
	21-34	8.8%	91.2%
	35-49	32.4%	67.6%
	50-64	84.6%	15.4%
	65+	85.5%	14.5%
Total		59.5%	40.5%

Income * Phone Crosstabulation

% within Income

		Phone	
		land	cell
Income	-\$40k	57.8%	42.2%
	\$40-80k	59.7%	40.3%
	+\$80k	56.3%	43.8%
Total		57.7%	42.3%

District * Phone Crosstabulation

% within District

		Phone	
		land	cell
District	one	58.2%	41.8%
	two	68.2%	31.8%
	three	50.7%	49.3%
Total		59.5%	40.5%

Gender * Phone Crosstabulation

% within Gender

		Phone	
		land	cell
Gender	male	52.8%	47.2%
	female	65.6%	34.4%
Total		59.5%	40.5%



Age * Gender Crosstabulation

% within Age

		Gender	
		male	female
Age	16-20	62.5%	37.5%
	21-34	55.3%	44.7%
	35-49	49.6%	50.4%
	50-64	44.0%	56.0%
	65+	46.7%	53.3%
Total		47.9%	52.1%

Income * Gender Crosstabulation

% within Income

		Gender	
		male	female
Income	-\$40k	42.8%	57.2%
	\$40-80k	48.5%	51.5%
	+\$80k	52.1%	47.9%
Total		48.8%	51.2%

District * Gender Crosstabulation

% within District

		Gender	
		male	female
District	one	46.3%	53.7%
	two	48.6%	51.4%
	three	48.8%	51.2%
Total		47.9%	52.1%

Phone * Gender Crosstabulation

% within Phone

		Gender	
		male	female
Phone	land	42.3%	57.7%
	cell	55.6%	44.4%
Total		47.7%	52.3%



Hello, this is _____ calling for The Nebraska Poll. We're doing a statewide study on traffic safety. I'm not selling anything, I'm only interested in your opinions, and I need to talk to someone 16 years of age or older in your household. Is that you? Good.

1. First, what do you think is the biggest problem in Nebraska today? (DO NOT READ)
 - 1) Economy/drought/water/jobs/wages, etc.
 - 2) Crime/drugs/gangs/vandalism, etc.
 - 3) Taxes/spending/budget, education funding, etc.
 - 5) Roads/streets/traffic, etc.
 - 6) Distracted driving
 - 7) Drunk drivers
 - 8) Government, politicians, etc.
 - 0) Others (specify)
 - 9)DK/NR

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

2. ___ How important is the fuel tax situation?
3. ___ How important is the problem of distraction caused by drivers using cell phones or other electronic devices?
4. ___ How important is the problem of driving while intoxicated or drunk driving? _____

Would you favor or oppose each of the following penalties for drunk driving: (READ/ROTATE 9-11)

5. Mandatory sentencing for drunk driving offenses 1) Favor 2) Oppose 3) Don't know
6. Mandatory treatment for drunk driving offenders 1) Favor 2) Oppose 3) Don't know
7. Mandatory interlock ignition for all first-time offenders 1) Favor 2) Oppose 3) Don't know

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

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

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

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

12. In the past 60 days, have you read, seen or heard any drunk driving-related messages?
 - 1) Yes 2) No

13. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup?
(Core Q. B-1)
(READ) 1) Always 2) Nearly always 3) Sometimes 4) Seldom 5) Never

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

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

16. What amount of fine do you think would get non-seat-belt-users to use their seat belt? (READ)
 - 1) \$25-50 2) \$51-100 3) \$101-150 4) \$151-200 5) Over \$200 9) DK

17. In the past 60 days, have you read, seen or heard anything about seat belt enforcement? (Core Q. B-2)
 - 1) Yes 2) No



18. In the past 60 days, have you read, seen or heard any Click It Or Ticket seat belt messages?
1) Yes 2) No
19. (IF YES) Do you remember where that was? (OPEN ENDED--DO NOT READ) 1) TV 2) Radio
9) Don't know 0) All other (specify) _____
20. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph: (READ)
1) Most of the time/usually 2) Half the time 3) Rarely 4) Never (Core Q. S-1a)
21. On a local road with a speed limit of 65 mph, how often do you drive faster than 70 mph: (READ)
1) Most of the time/usually 2) Half the time 3) Rarely 4) Never (Core Q. S-1b)
22. In the past 30 days, have you read, seen or heard anything about speeding enforcement? (Core Q. S-2)
1) Yes 2) No
23. What do you think the chances are of getting a ticket if you drive over the speed limit? (Core Q. S-3)
(READ): 1) Very likely 2) Somewhat likely 3) Likely 4) Unlikely 5) Very unlikely
24. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for talking on a cell phone while driving? 1) Support 2) Oppose 3) Don't know
25. Would you support or oppose a law that allows law enforcement to stop a driver and ticket them solely for texting while driving? 1) Support 2) Oppose 3) Don't know
26. Should the Nebraska law requiring motorcycle helmets be repealed or continued?
1) Repealed 2) Continued 3) Don't know
27. Do you think driving under the influence of marijuana increases the risk of having a crash?
1) Yes 2) No 3) DK
28. Do you know anyone who drives after smoking or ingesting marijuana? 1) Yes 2) No
29. Which of these age groups are you in: (READ): 1) 16-20 2) 21-34 3) 35-49 4) 50-64 5) 65 up
30. Do you have a driver's license? 1) Yes 2) No
31. Which of these annual household income groups are you in? (READ):
1) Under \$40,000 2) \$40,000-80,000 3) Over \$80,000? 9) NR
32. (NOTE CONGRESSIONAL DISTRICT): 1) One 2) Two 3) Three
33. (NOTE): 1) Land line 2) Cell phone
34. (NOTE GENDER): 1) Male 2) Female

OK, that's it! Thanks very much for your time and help!

NDOT-HSO/NSC ATS '18

