Ewald & Wasserman
RESEARCH CONSULTANTS, LLC

CALIFORNIA TRAFFIC SAFETY SURVEY 2017
DATA ANALYSIS AND
COMPARISON WITH 2010-2016 SURVEY DATA RESULTS

Conducted on Behalf of

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

SEPTEMBER 2017

27 MAIDEN LANE, SUITE 500
SAN FRANCISCO, CA 94108
PHONE 415.230.7740 FAX 415.230.7741

Table of Contents

Summary of Findings

Safety Concerns (Q2)

- The three most frequently mentioned safety problems in 2017 were "Speeding and Aggressive Driving," "Drunk Driving" and "Distracted Driving because of Texting", accounting for 65.3% of all responses (Table Q2_2).

- There was a dramatic increase in California drivers citing "Drunk Driving" as a safety concern, up 17.3% from the previous year, a four-fold increase since 2016 (Table Q2_2).

Most Serious Distraction (Q3)

- The most serious distraction on California roadways is "Texting While Driving," for the fifth year in a row. Combined with "Cell Phone Conversations" and "Phone Device Use in General", distractions by hand-held devices accounted for 84.9% of the total distractions (Table Q3_2).

Talking on Hand-Held While Driving (Q4)

- 65.8% of Northern Californians claim to "Never" have talked using a hand-held cell phone while driving in the past 30 days compared to 44.6% of Southern Californians (and a similar percentage of Central Californians; Table Q4_2).

Texting or Emailing While Driving (Q6)

- The younger the driver, the higher the likelihood of "Regularly" or "Sometimes" texting or emailing while driving. Drivers age 18-34 "Regularly" text or email while driving, which is significantly more often than drivers 35 and over (Table Q6_3).

Driving Mistakes Due to Cell Phone Use (Q7)

- 49.3% of drivers admitted to having made a driving mistake due to cell phone use (Table Q7_1).

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

- More Central Californians believe they are "Very likely" to be ticketed for hand-held phone use than either Northern Californians or Southern Californians (Table Q9_2).

Recall of Traffic Safety Outreach Campaigns (Q10a-Q10d)

- Among 2017 campaigns, the "Drive Sober or Get Pulled Over" was recalled by the highest percentage of drivers across California, 38.4%, followed by "DUI Doesn't Just Mean Booze" which was recalled by 29.3% (Table 10b – Table 10d_1).

- The only difference in regional recall that was significant was Northern Californians demonstrating better recall of "DUI Doesn't Just Mean Booze" (Table Q10d_1).

Campaign	Recall Rate 2017	Recall Rate 2016
"Drive Sober or Get Pulled Over"	38.4%	40.8%
"Recall of DDVIP Mobile App"	4.2%	2.5%
"Pedestrians Don't Have Armor"	17.1%	--
"DUI Doesn't Just Mean Booze"	29.3%	--

Intoxicated Driving (Q11)

- 10.1% of drivers admitted to driving while drunk in the past six months, the highest percentage in the six years of the survey and a significant increase of 3.5% (Table Q11_1).

- 16.3% of drivers age 18 to 24 stated to have driven in the past six months after having too much to drink, significantly more than drivers age 45-54 (Table Q11_3).

Use of Alternative Ride Services when Drinking (Q12)

- 26.4% of drivers always use an alternative ride service when drinking, a significant increase of 5.6% since 2016 (Table Q12_1).

- Drivers age 45 and older state significantly less often to "Always" or "Sometimes" using an alternative service when drinking, compared to the drivers age 44 and younger (Table Q12_2).

Designated Sober Driver (Q13)

- 44.7% of all drivers "Always" or "Sometimes" designate a sober driver (Table Q13_1).

- Younger drivers were much more likely to use a designated sober driver than older drivers (Table Q13_2).

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

- Consistent with 2016, the rate of Northern Californians having seen a sobriety checkpoint in 2017 is significantly lower elsewhere in California (Table Q14_1).

Awareness of DUI Definition (Q16)

- 91.2% of Californians were aware that they could get a DUI if you drive under the influence of legal or illegal drugs (Table Q16_1).

Likelihood of Getting Arrested for Driving Drunk (Q17)

- 51.6% of Central Californians considered it "Very Likely" to get arrested for drunk driving, a significantly higher percentage compared to the two other regions (Table Q17_1).

Perception of DUI of Drugs, Legal and Illegal (Q18)

- A significantly lower percentage of Southern Californian drivers consider driving under the influence of drugs to be "A very big problem" (46.8%) relative to drivers in Northern California and Central California (58.8% and 63.9%, respectively; Table Q18_1).

- Older drivers consistently more concerned about this problem than younger drivers (Table Q18_2).

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q19)

- About two thirds each of all Northern California and Southern California drivers assumed it to be safe to drive 10 miles per hour over the speed limit on freeways, a significantly higher percentage compared to drivers in Central California. The belief that it is safe to drive 10 miles per hour over the speed limit on freeways increased significantly by 5.5% since 2016 (Table Q19_1).

- There was a marked difference in the perceived safety of driving 10 miles per hour over the speed limit between the age groups 54 and younger versus age groups 55 and older (Table Q19_2.

Safety of Driving 20 Miles Over the Speed Limit on Freeways (Q20)

- The belief that is it safe to drive 20 miles over the speed limit on freeways increased significantly with 12.6% affirming this compared to only 7.6% of drivers in 2016 (Table Q20_1).

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q21)

- Southern Californians were more likely to believe that it is safe to drive 5 miles over the speed limit on residential streets than Northern and Central Californians (Table Q21_1).

- The youngest age group 18-24 was most likely to affirm this belief (Table Q21_2).

Chance of Being Ticketed for Driving Over Speed Limit (Q22)

- Central Californians believe they have the highest chances of getting a speeding ticket with 32.5% indicating it being "Very Likely", while Southern Californians believed the opposite with 20.6% indicating their chances were "Very Unlikely" (Table Q22_1).

Perception of Safety of Driverless Vehicles (Q23)

- 48.5% of drivers did not believe that driverless vehicles would make the roads safer (Table Q23_1).

- 55-70 year-old drivers were least likely to believe in the safety improvement conferred by driverless cars whereas the age group 18-24 was the most likely (Table Q23_2).

Comfort Level Sharing the Road with Driverless Vehicles (Q24)

- 43.4% of California drivers are "Very Comfortable" or "Somewhat Comfortable" with sharing the road with driverless vehicles, while the remaining 56.6% are not (Table Q24_1).

Legality of Riding Bikes on Roadways with no Bike Lanes (Q25)

- 72.2% of drivers believed it to be legal to ride bikes on roadways with no bicycle lanes, a significant increase of 4.2%. 76.3% of Southern Californians confirmed this, significantly more than the 61.1% of drivers in Central California (Table Q25_1).

Safety Problems Experienced as a Pedestrian (Q26)

- The most frequently mentioned safety problem for pedestrians stated in 2017 was "Cars Not Stopping", comparable to 2016. This was most cited pedestrian safety problem as well as the one most frequently experienced across all regions of California. The second-most cited safety problem, consistent across all three regions, was "Distracted Drivers (cell phones)" (Table Q26_1).

Overview of Results

This report outlines the eighth wave of the California Traffic Safety Study, conducted in 2017 as a statewide representative survey sample of California vehicle drivers. The study informs on topics of traffic safety, the perceptions and understanding of distracted driving and includes survey questions on the awareness of traffic safety media outreach campaigns. The data collected and the presented analyses are based on 1,368 survey responses collected in July and August of 2017.

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

All comparisons to previous years' data refer to the comparable longitudinal field surveys conducted with California vehicle drivers since 2010. The scope and overall sample size of the 2017 survey was comparable to the sampling of the 2016 survey effort.

In total, 1,368 vehicle drivers were intercepted for the study, resulting in an overall confidence interval of +/- 2.65, at a confidence level of 95%.

Analyses notes:

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

For multiple choice questions, a respondent could give more than one answer. In Table Q2_2, the listed "% of answers" column is calculated off the total number of answers given by all respondents (2,366 answers). The "% of Drivers" column is calculated from the total number respondents who answered, excluding those who did not answer this question (1,348 drivers for Q2). This presentation and subsequent comparison is consistent with previous waves.

Questionnaire note:

The field survey version differed slightly between 2016 and 2017, resulting in a numbering change, which is noted in the text.

Region Variable

For the purpose of comparing various areas within California, three regions were defined for the study, similar to previous waves of data collection. The geographic segmentation included three regions delineated by county to form "Northern California," "Central California," and "Southern California," similar to all previous waves of data collection (Table R1).

Table R1. Three geographic regions by county

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

The numbers of intercept surveys by region as well as by county are illustrated in Table R2. In Norther California 538 (39.3%) were completed, 159 (11.6%) in Central California and 671 (49.0%) in Southern California.

Table R2. Completed intercepts by region and county

County	Northern California	Central California	Southern California	Total
Sacramento	85	--	--	85
San Francisco	80	--	--	80
San Mateo	79	--	--	79
Placer	75	--	--	75
Alameda	75	--	--	75
Santa Clara	73	--	--	73
Contra Costa	71	--	--	71
Fresno	--	78	--	78
Kern	--	81	--	81
Los Angeles A	--	--	76	76
Los Angeles B	--	--	75	75
Orange A	--	--	74	74
Orange B	--	--	77	77
San Diego A	--	--	80	80
San Diego B	--	--	70	70
Riverside	--	--	72	72
San Bernardino	--	--	75	75
Ventura	--	--	72	72
Total	538	159	671	1,368
Percentage	**39.3%**	**11.6%**	**49.0%**	**100.0%**

Respondent Demographics

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

Table D1. Age and gender distribution by geographic regions

Gender	Age Group	Northern California	Central California	Southern California	Total
Male	18-24	12.3%	13.1%	16.5%	14.3%
	25-34	21.8%%	34.6%	26.4%	25.5%
	35-44	23.5%	22.4%	23.4%	23.3%
	45-54	19.0%	11.2%	17.2%	17.2%
	55-70	19.8%	14.0%	14.0%	16.4%
	71 or older	3.6%	4.7%	2.5%	3.2%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**
Female	18-24	11.9%	23.1%	19.1%	17.0%
	25-34	23.3%	34.6%	27.3%	26.7%
	35-44	23.9%	17.3%	25.8%	24.2%
	45-54	21.0%	13.5%	15.7%	17.4%
	55-70	17.0%	11.5%	10.9%	13.1%
	71 or older	2.8%	0.0%	1.1%	1.6%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**

The gender distribution by region is shown in Table D2, with a higher percentage of male drivers in each region.

Table D2. Gender distribution by geographic regions

Gender	Northern California	Central California	Southern California	Total
Male	67.1%	67.3%	59.9%	63.6%
Female	32.9%	32.7%	40.1%	36.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2)

All respondents were asked what they perceive as the biggest safety problems on California roadways, and the answers provided, together with open-ended comments in coded format are listed in Table Q2_1. The open-ended, coded comments are highlighted in blue, with similar coding categories as generated in the previous years of data collection. The responses to Question 2 were in a multiple choice format and were combined with the created open-ended categories for the analysis. In the 2017 survey, the answering option "Drugged Driving" was added to the multiple choice selection.

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

Combined, 2,366 answers were provided for the multiple choice question by 1,348 drivers. Table Q2_2 shows the counts listed by percent of total answers and by the percent of drivers who respondent to the question.

Of all mentioned safety problems on California roadways in 2017, the most frequently mentioned was "Speeding and Aggressive Driving, with 27.7% of all responses and mentioned by 655 (48.6%) of surveyed drivers, followed by "Drunk Driving" with 22.9% of all answers and mentioned by 542 (40.2%) of surveyed drivers. The third most frequent response given was "Distracted Driving because of Texting" with 14.7% of all answers and mentioned by 348 (25.8%) of surveyed drivers. In total, 65.3% of all responses given included these three answer categories.

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

Q2 all answers combined	Count	% of answers	% of Drivers 2017
Speeding/Aggressive Driving	655	27.7%	48.6%
Drunk Driving	542	22.9%	40.2%
Distracted Driving because of TEXTING	348	14.7%	25.8%
Distracted Driving because of TALKING	282	11.9%	20.9%
Other Drivers' Behavior (general)	95	4.0%	7.0%
Bad Road Surfaces	89	3.8%	6.6%
Internal Car Distractions	58	2.5%	4.3%
Congestion on Roadways	55	2.3%	4.1%
Roadway Conditions	41	1.7%	3.0%
Drugged Driving	36	1.5%	2.7%
Not Signaling Lane Change/Merging Vehicles	30	1.3%	2.2%
Bicyclists or Pedestrians	28	1.2%	2.1%
Age/Gender/Ethnicity of Other Drivers	20	0.8%	1.5%
Motorcyclists	17	0.7%	1.3%
Construction on Roadways	14	0.6%	1.0%
Trucks, Other Types of Vehicles	13	0.5%	1.0%
Other Drivers' Behavior that is Clearly Distracted	10	0.4%	0.7%
Not Wearing Seatbelts	7	0.3%	0.5%
Trash/Debris	7	0.3%	0.5%
Car Crashes/Vehicle Issues	5	0.2%	0.4%
Weather Conditions	5	0.2%	0.4%
Other	3	0.1%	0.2%
Unlicensed/Uninsured drivers	3	0.1%	0.2%
Personal Behavior	2	0.1%	0.1%
Media Devices (other than Phone)	1	0.0%	0.1%
Total	**2,366**	**100.0%**	**175.5%**

The results in comparison to the previous years of multiple-choice responses are shown in Table Q2_3. The percentages shown represent the given answer's fraction of the total number of answers, not the total number of drivers surveyed (see also Table Q2_4).

The three most frequently mentioned safety problems in 2017 were "Speeding and Aggressive Driving," "Drunk Driving" and "Distracted Driving because of Texting," with "Drunk Driving" being the second most frequently mentioned answer for the first time in this longitudinal survey.

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

Q2 all answers combined	% answers 2017	% answers 2016	% answers 2015	% answers 2014	% answers 2013	% answers 2012	% answers 2011	% answers 2010
Speeding/Aggressive Driving	27.7%	19.2%	18.1%	20.2%	14.3%	15.6%	17.6%	18.2%
Drunk Driving	22.9%	5.6%	6.6%	6.2%	5.7%	4.3%	12.6%	7.9%
Distracted Driving because of Texting	14.7%	18.2%	16.1%	21.2%	20.3%	17.1%	18.5%	9.9%
Distracted Driving because of Talking	11.9%	13.8%	11.7%	18.0%	16.0%	18.3%	20.3%	15.8%
Bad Road Surfaces	3.8%	12.2%	13.0%	10.4%	9.2%	11.4%	11.6%	11.6%
Other Drivers' Behavior (general)	4.0%	5.9%	6.1%	5.6%	11.3%	10.5%	4.5%	14.0%
Congestion on Roadways	2.3%	5.2%	4.3%	2.9%	4.9%	4.1%	1.2%	5.3%
Internal Car Distractions	2.5%	3.2%	3.1%	5.5%	3.6%	3.5%	3.8%	2.7%
Drugged Driving	1.5%	--	--	--	--	--	--	--
Roadway Conditions	1.7%	1.1%	3.0%	0.6%	3.2%	2.5%	2.5%	4.3%
Not Signaling Lane Change / Merging Vehicles	1.3%	1.6%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicyclists/Pedestrians	1.2%	1.2%	0.8%	1.2%	1.0%	1.2%	0.6%	0.9%
Age/Gender/Ethnicity of Other Drivers	0.8%	1.0%	1.5%	1.3%	2.2%	1.5%	1.0%	3.2%
Motorcyclists	0.7%	1.4%	1.5%	0.8%	0.6%	1.0%	0.3%	0.8%
Construction on Roadways	0.6%	1.1%	1.3%	1.2%	1.6%	2.1%	1.1%	0.8%
Trucks, Other Types of Vehicles	0.5%	0.8%	1.2%	0.5%	0.7%	0.9%	0.3%	0.7%
Other Drivers' Behavior that is Clearly Distracted	0.4%	2.0%	2.3%	0.7%	1.8%	2.0%	2.0%	2.3%
Trash/Debris	0.3%	0.5%	0.8%	0.2%	0.6%	0.6%	0.0%	0.0%
Not Wearing Seatbelts	0.3%	0.6%	0.6%	0.9%	0.6%	0.4%	0.9%	0.4%
Weather Conditions	0.2%	0.2%	1.0%	0.3%	0.1%	0.2%	0.0%	0.1%
Car Crashes/Vehicle Issues	0.2%	0.7%	4.0%	0.2%	0.4%	0.8%	0.3%	0.4%
Unlicensed/ Uninsured drivers	0.1%	0.2%	3.0%	0.3%	0.3%	0.5%	0.0%	0.0%
Other	0.1%	2.5%	4.0%	1.1%	0.6%	0.4%	0.0%	0.0%
Personal Behavior	0.1%	0.3%	0.0%	0.4%	0.7%	0.7%	0.0%	0.1%
Caltrans or Police	0.0%	0.2%	2.0%	0.0%	0.3%	0.3%	0.7%	0.6%
Media Devices (other than phone)	0.0%	0.0%	1.0%	0.1%	0.1%	0.2%	0.0%	0.0%
Running Red Lights and Stop Signs	0.0%	1.2%	--	--	--	--	--	--
Total responses	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

2017 COMPARISON: In 2016, 19.2% of drivers stated "Speeding and Aggressive Driving," to be one of the biggest safety problems compared to 27.7% in 2017. The increase of 8.5% is significant at p=0.00. The mentioning of "Drunk Driving" increased from 5.6% to 22.9% in 2017, which is a significant increase of 17.3% (p=0.00) – more than four times the percentage of drivers in 2017. "Distracted Driving because of Texting" and "Bad Road Surfaces" were stated significantly less often in 2017 compared to 2016 (p<0.05).

Safety Concerns (Q2) by California Region

The response to Question 2 using the created region variable is shown in Table Q2_4. For California drivers, the biggest safety issues by region (as percentages of answers given by all respondents) are shown and highlighted in green in the table below. The most frequently mentioned safety problem in Northern California was "Drunk Driving" with 46.2% of all answers, while in Central and Southern California the most mentioned safety problem was Speeding/Aggressive Driving" with 45.3%, and 51.9% of answers, respectively.

Table Q2_4. Frequencies Q2 by Region

Q2 by Region	Northern California	Central California	Southern California
Drunk Driving	46.2%	42.1%	35.0%
Speeding/Aggressive Driving	45.4%	45.3%	51.9%
Distracted Driving because of TALKING	13.7%	25.2%	25.6%
Distracted Driving because of TEXTING	12.4%	28.3%	35.8%
Other Drivers' Behavior (general)	11.6%	3.8%	4.2%
Bad Road Surfaces	6.9%	6.3%	6.5%
Congestion on Roadways	6.0%	3.8%	2.4%
Bicyclists or Pedestrians	3.4%	1.9%	1.1%
Roadway Conditions	3.4%	5.0%	2.3%
Internal Car Distractions	3.2%	3.1%	5.4%
Not Signaling Lane Change/Merging Vehicles	1.7%	1.9%	2.7%
Other Drivers' Behavior that is Clearly Distracted	1.1%	0.6%	0.5%
Construction on Roadways	1.0%	1.3%	1.1%
Trucks, Other Types of Vehicles	0.8%	1.3%	1.1%
Motorcyclists	0.8%	2.5%	1.4%
Trash/Debris	0.8%	0.0%	0.5%
Car Crashes/Vehicle Issues	0.6%	0.0%	0.3%
Unlicensed/Uninsured Drivers	0.4%	0.0%	0.2%
Weather Conditions	0.4%	0.6%	0.3%
Other	0.2%	0.0%	0.3%
Age/Gender/Ethnicity of Other Drivers	0.2%	1.3%	2.6%
Drugged Driving	0.2%	4.4%	4.2%
Not Wearing Seatbelts	0.2%	1.9%	0.5%
Personal Behavior	0.0%	0.0%	0.3%
Media Devices (Other Than Phone)	0.0%	0.0%	0.2%
Total	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2) by Age

The perceived safety concerns on California roads cross-tabulated by age of driver are shown in Table Q2_5. All age groups indicated that "Speeding/Aggressive Driving" is their greatest safety concern.

Table Q2_5. Cross-tabulation of Q2 safety concerns by age group

Q2 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Speeding/Aggressive Driving	49.5%	47.0%	48.7%	49.4%	48.3%	55.6%
Drunk Driving	41.0%	39.5%	38.3%	41.3%	42.9%	36.1%
Distracted Driving because of TEXTING	32.0%	28.7%	27.2%	22.1%	19.5%	16.7%
Distracted Driving because of TALKING	18.0%	23.5%	21.8%	21.7%	17.1%	22.2%
Bad Road Surfaces	7.0%	6.6%	6.3%	6.8%	7.8%	0.0%
Internal Car Distractions	7.0%	4.6%	3.5%	4.3%	2.4%	5.6%
Other Drivers' Behavior (general)	6.5%	9.2%	4.7%	5.5%	8.3%	11.1%
Drugged Driving	5.0%	2.3%	4.1%	1.3%	1.0%	0.0%
Not Signaling Lane Change/Merging Vehicles	3.0%	3.2%	1.9%	1.7%	0.5%	5.6%
Roadway Conditions	2.5%	2.3%	3.8%	3.4%	3.4%	2.8%
Bicyclists or Pedestrians	2.5%	0.9%	2.2%	2.6%	1.5%	8.3%
Congestion on Roadways	2.0%	3.2%	3.2%	5.5%	7.8%	2.8%
Unlicensed/Uninsured Drivers	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction on Roadways	0.5%	1.1%	0.9%	1.7%	0.5%	0.0%
Not Wearing Seatbelts	0.5%	0.3%	0.3%	0.4%	1.5%	0.0%
Age/Gender/Ethnicity of Other Drivers	0.5%	0.6%	1.3%	2.1%	3.9%	0.0%
Trucks, Other Types of Vehicles	0.5%	0.6%	1.6%	0.9%	1.5%	0.0%
Weather Conditions	0.5%	0.0%	0.3%	0.0%	1.0%	2.8%
Other	0.0%	0.3%	0.0%	0.0%	0.5%	0.0%
Other Drivers' Behavior that is Clearly Distracted	0.0%	1.4%	0.9%	0.9%	0.0%	0.0%
Car Crashes/Vehicle Issues	0.0%	0.6%	0.6%	0.4%	0.0%	0.0%
Motorcyclists	0.0%	0.9%	1.6%	1.7%	2.4%	0.0%
Personal Behavior	0.0%	0.3%	0.0%	0.0%	0.5%	0.0%
Media Devices (Other Than Phone)	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Trash/Debris	0.0%	0.9%	0.9%	0.0%	0.5%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3)

In a follow-up question, all drivers were asked to identify the "most serious distraction" on California roads in a free recall, the results are shown in Table Q3_1. Open-ended comments that did not fit into the predefined answering options were coded into response categories and are highlighted in blue.

Table Q3_1. "In your opinion, what is the MOST serious distraction for drivers" with added coding groups

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

Most Serious Distraction (Q3) by Survey Wave

The most serious distraction on California roadways in 2017 is "Texting While Driving", with 50.8% of all answers, a percentage that was similar to the previous four years. Overall, the three most frequently mentioned distractions refer to phone use, and when combined, account for 84.9% of all answers provided.

Table Q3_2. Frequencies Q3 by Survey Wave

Q3	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Texting While Driving	50.8%	44.1%	39.0%	51.8%	47.9%	37.2%	27.6%	12.7%
Cell Phone Conversations (hand-held or hands-free)	31.9%	33.5%	22.2%	29.5%	33.4%	42.8%	56.0%	61.9%
Phone Device Use in General (both text, phone etc.)	2.2%	5.5%	19.4%	--	--	--	--	--
Other Drivers' Behavior (general)	2.2%	2.2%	0.5%	2.1%	3.2%	3.6%	2.2%	0.0%
Car Crashes/Vehicle Issues	1.4%	1.7%	1.6%	1.3%	1.4%	2.9%	1.9%	1.9%
GPS/Navigation Systems	1.3%	1.7%	0.7%	0.9%	0.4%	0.5%	0.5%	0.2%
Roadside Billboards	1.2%	1.5%	2.6%	0.9%	1.8%	1.9%	1.3%	2.1%
Construction on Roadways	0.4%	1.1%	1.0%	0.9%	0.8%	0.9%	0.7%	0.7%
Congestion on Roadways	0.4%	0.8%	0.3%	0.7%	0.6%	0.9%	0.5%	1.4%
Adjusting Radio/Stereos	0.5%	0.7%	1.1%	1.2%	0.7%	0.8%	0.7%	1.2%
People on the Street/Scenery	0.1%	0.7%	0.3%	0.0%	1.1%	0.0%	0.0%	0.0%
Other	0.7%	0.6%	3.7%	1.6%	1.2%	1.2%	0.3%	0.7%
Eating While Driving	1.3%	0.6%	1.5%	1.8%	0.5%	0.8%	1.2%	1.9%
Passengers in Car	1.7%	0.6%	1.2%	2.0%	1.5%	1.4%	1.8%	3.3%
Motorcyclists	0.7%	0.6%	0.9%	0.2%	0.5%	0.5%	0.2%	0.2%
Rubbernecking	0.3%	0.6%	0.9%	0.2%	0.5%	0.5%	0.0%	0.0%
Personal Grooming	0.5%	0.6%	0.8%	1.5%	0.7%	0.4%	0.9%	0.6%
Other Drivers' Behavior that is Clearly Distracted	0.4%	0.6%	0.5%	0.8%	0.7%	0.7%	0.9%	1.9%
Bicyclists or Pedestrians	0.4%	0.6%	0.3%	1.0%	0.6%	1.0%	0.5%	0.3%
Roadway Conditions	0.4%	0.4%	0.3%	0.3%	0.8%	0.4%	0.0%	0.0%
Drunk Drivers	0.2%	0.4%	0.1%	0.2%	0.2%	0.2%	0.4%	0.5%
Age/Gender/Ethnicity of Other Drivers	0.2%	0.2%	0.5%	0.3%	0.3%	0.1%	0.6%	1.6%
Caltrans or Police	0.1%	0.2%	0.3%	0.3%	0.6%	0.5%	0.0%	0.4%
Trucks, Other Types of Vehicles	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%	0.4%
Children/Kids in Car	0.1%	0.1%	0.3%	0.3%	0.1%	0.5%	0.0%	0.0%
Weather Conditions	0.2%	0.0%	0.1%	0.1%	0.3%	0.2%	0.2%	0.4%
Total	**100%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) by Region

Table Q3_3 shows the summary of the most serious distraction stated by drivers, cross-tabulated by the region variable. Overall, drivers across all the regions stated "Texting while Driving" as the most serious distraction, with 48.7% of Northern California drivers, 46.8% of Central California drivers, and 53.4% of Southern California drivers. This was followed by "Cell Phone Conversations" as the second most serious distraction, mentioned by 32.8% of Northern California drivers, 36.1% of Central California drivers and 30.2% of Southern California drivers.

Table Q3_3. Frequencies Q3 by California Region

Q3 by Region	Northern California	Central California	Southern California
Texting While Driving	48.7%	46.8%	53.4%
Cell Phone Conversations (handheld or hands-free)	32.8%	36.1%	30.2%
Other Drivers' Behavior (general)	3.4%	3.2%	1.0%
Phone device use in general (both text, phone etc.)	3.2%	0.0%	1.8%
Car Crashes / Vehicle Issues	2.3%	0.0%	1.0%
Other	1.5%	0.0%	0.4%
Roadside Billboards	1.1%	1.9%	1.0%
Other drivers' behavior that is clearly distracted	0.9%	0.0%	0.0%
Congestion on Roadways	0.9%	0.0%	0.1%
Passengers in Car	0.8%	0.6%	2.7%
Roadway Conditions	0.6%	0.0%	0.3%
Construction on Roadways	0.6%	1.3%	0.1%
Eating While Driving	0.4%	1.9%	1.9%
Adjusting Radio/Stereos	0.4%	1.3%	0.4%
Bicyclists or Pedestrians	0.4%	0.0%	0.4%
Motorcyclists	0.4%	1.3%	0.7%
Rubbernecking	0.4%	1.3%	0.0%
GPS/Navigation Systems	0.2%	1.3%	2.2%
Trucks, other types of vehicles	0.2%	0.0%	0.4%
Drunk Drivers	0.2%	0.6%	0.1%
Weather Conditions	0.2%	0.6%	0.1%
Caltrans or Police	0.2%	0.0%	0.0%
Children/Kids in car	0.2%	0.0%	0.1%
People on the street/scenery	0.2%	0.0%	0.0%
Personal Grooming	0.0%	0.6%	0.9%
Age/Gender/Ethnicity of other drivers	0.0%	1.3%	0.1%
Total	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) by Age

"Texting while Driving" remains the most serious distraction for all age groups, as indicated by over half of drivers under age 54, with ranges from 53.6% of 18-24 year-old-drivers, to 51.3% of 45-54 year-old-drivers (Table Q3_4).

Table Q3_4. Cross-tabulation of Q3 by age group

Q3 by Age	18-24	25-34	35-44	45-54	55-70	71 or older
Texting While Driving	53.6%	51.1%	51.7%	51.3%	47.1%	47.2%
Cell Phone Conversations (handheld or hands-free)	30.4%	33.1%	31.3%	30.8%	32.8%	27.8%
Passengers in Car	2.4%	2.0%	0.9%	2.1%	0.5%	5.6%
Eating While Driving	1.9%	2.3%	1.6%	0.4%	0.0%	0.0%
Phone device use in general	1.9%	1.4%	3.1%	1.7%	2.5%	2.8%
Adjusting Radio/Stereos	1.4%	0.3%	0.6%	0.0%	0.5%	0.0%
GPS/Navigation Systems	1.4%	0.6%	1.6%	3.0%	0.5%	0.0%
Roadside Billboards	1.4%	0.9%	1.3%	1.3%	1.5%	0.0%
Personal Grooming	1.0%	0.3%	0.0%	0.0%	2.0%	0.0%
Age/Gender/Ethnicity of other drivers	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Car Crashes / Vehicle Issues	1.0%	1.4%	0.9%	1.3%	2.5%	2.8%
Other Drivers' Behavior	1.0%	2.0%	2.2%	3.0%	2.5%	5.6%
Other drivers' behavior that is clearly distracted	0.5%	0.0%	0.6%	0.4%	0.5%	0.0%
Roadway Conditions	0.5%	0.3%	0.0%	.4%	1.0%	0.0%
Construction on Roadways	0.5%	0.6%	0.3%	0.0%	1.0%	0.0%
Other	0.0%	0.9%	0.3%	0.9%	1.5%	2.8%
Trucks, other types of vehicles	0.0%	0.0%	0.0%	0.4%	1.5%	0.0%
Drunk Drivers	0.0%	0.0%	0.3%	0.4%	0.0%	2.8%
Weather Conditions	0.0%	0.6%	0.0%	0.0%	0.0%	2.8%
Bicyclists or Pedestrians	0.0%	0.0%	0.6%	0.4%	1.0%	0.0%
Motorcyclists	0.0%	0.3%	0.9%	1.3%	1.0%	0.0%
Congestion on Roadways	0.0%	0.3%	0.6%	0.9%	0.5%	0.0%
Caltrans or Police	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Rubbernecking	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%
Children/Kids in car	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%
People on the street/scenery	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Question 4 asked drivers "How often in the past 30 days have you talked on a hand-held cell phone while driving?" The results, together with the comparison to the previous seven years are shown in Table Q4_1. In total, 26.5% of all drivers asked stated to "Regularly" or "Sometimes" drive while talking on a held-held phone, while 73.5% "Rarely" or "Never" do.

Table Q4_1. "How often in the past 30 days have you talked on a hand-held cell phone while driving?" by survey wave

Q4 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	157	109	167	169	180	201	189	234
	11.5%	8.6%	8.7%	9.1%	9.3%	10.7%	10.5%	14.0%
Sometimes	205	162	244	271	217	217	209	227
	15.0%	12.8%	12.7%	14.6%	11.2%	11.5%	11.7%	13.6%
Rarely	282	286	491	463	467	420	406	324
	20.6%	22.5%	25.5%	24.9%	24.1%	22.3%	22.6%	19.4%
Never	724	713	1,022	959	1,075	1,042	989	883
	52.9%	56.1%	53.1%	51.5%	55.4%	55.4%	55.2%	52.9%
Total	1,368	1,270	1,924	1,862	1,939	1,880	1,793	1,668
	100.0%	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

2016 COMPARISON: In 2016, 21.4% of drivers "Regularly" or "Sometimes" drove while talking on a held-held phone, compared to 26.5% in 2017, a significant increase of 5.1% (p=0.00).

The percentages of drivers by region show some significant differences among the behaviors of Southern Californian drivers compared to Northern and Central California drivers (Table Q4_2). 18.9% of Central California drivers stated that they had driven in the past 30 days while using a hand-held phone, which is significantly higher than the rates for Northern or Southern Californians. Similarly, the 65.8% of Northern California drivers who said they had "Never" driven while using a hand-held phone is significantly higher compared to the other two California regions (both p<0.05).

Table Q4_2. "How often in the past 30 days have you talked on a hand-held cell phone while driving?" by region

Q4 by Region	Northern California	Central California	Southern California
Regularly	50	30	77
	9.3%	18.9%	11.5%
Sometimes	49	26	130
	9.1%	16.4%	19.4%
Rarely	85	32	165
	15.8%	20.1%	24.6%
Never	354	71	299
	65.8%	44.7%	44.6%
Total	538	159	671
	100.0%	**100.0%**	**100.0%**

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

Driving while talking on a hand-held phone by driver's age shows a significant difference between 18-24 year-old drivers and drivers age 35 and older. Among drivers age 18-24, 20.2% state that they regularly talk on a hand-held phone, compared to 9.9% of 35-44 year-olds and even lower percentages among older drivers (p<0.05). Comparably, 94.4% of drivers 71 and older reported to "Never" drive while talking on a hand-held phone (significant at p<0.05, Table Q4_2).

Table Q4_2. "How often in the past 30 days have you talked on a hand-held cell phone while driving?" by age group

Q4 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	20.2%	16.4%	9.9%	5.5%	5.3%	2.8%
Sometimes	20.7%	16.4%	17.7%	11.9%	8.7%	0.0%
Rarely	21.2%	26.1%	21.1%	20.4%	14.0%	2.8%
Never	38.0%	41.1%	51.2%	62.1%	72.0%	94.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

The next question asked respondents about the frequency that they talked on a hands-free phone while driving in the past 30 days. The results and comparison to previous years are shown in Table Q5_1. Combined, 58.8% of all drivers reported to "Regularly" or "Sometimes" talk on a hands-free phone while driving, while 41.2% "Sometimes" or "Never" do (Table Q5_1).

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

Q5 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	522 38.2%	456 35.9%	590 30.6%	523 28.2%	532 27.4%	491 26.1%	550 30.6%	491 29.4%
Sometimes	282 20.6%	265 20.9%	346 18.0%	342 18.4%	390 20.1%	272 14.5%	283 15.7%	221 13.2%
Rarely	214 15.7%	201 15.8%	310 16.1%	254 13.7%	262 13.5%	243 12.9%	183 10.2%	136 8.1%
Never	349 25.5%	347 27.3%	680 35.3%	738 39.7%	757 39.0%	873 46.5%	782 43.5%	821 49.2%
Total	1,367 **100.0%**	1,269 **100.0%**	1,926 **100.0%**	1,857 **100.0%**	1,941 **100.0%**	1,879 **100.0%**	1,798 **100.0%**	1,669 **100.0%**

2016 COMPARISON: The data comparison between 2017 and 2016 shows a similar distribution of responses.

The frequency of talking on hands-free phone while driving by California region is shown in Table Q5_2. The rate of hands-free phone use while driving is significantly lower in Southern California (21.6%) compared to the other two regions in California (28.6% and 31.4%, p=0.00). At the same time, the

frequency of "Sometimes" driving while using a hands-free phone is significantly higher in Southern California (26.0%) than in Northern California (16.2%) and Central California (13.2%, <0.05).

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

Q5 by region	Northern California	Central California	Southern California
Regularly	222 41.3%	65 40.9%	235 35.1%
Sometimes	87 16.2%	21 13.2%	174 26.0%
Rarely	75 13.9%	23 14.5%	116 17.3%
Never	154 28.6%	50 31.4%	145 21.6%
Total	538 **100.0%**	159 **100.0%**	670 **100.0%**

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

Table Q5_3 shows the frequency of driving while talking on a hands-free device by age group. Overall, older drivers use a hands-free phone less frequently or not at all, compared to younger age groups. The difference between drivers 55 and older compared to those between 18 and 54 in the frequency of "Regularly" and "Sometimes" talking on a hands-free phone is significant (p<0.05).

The highest rate of drivers driving while talking on a hands-free is among the age group of 35-44 year-olds, with 47.2% of all respondents "Regularly" doing so.

Table Q5_3. "How often in the past 30 days have you talked on a hands-free cell phone while driving?" by age group

Q5 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	45.9%	36.3%	47.2%	37.9%	25.1%	5.6%
Sometimes	22.2%	27.5%	18.9%	20.0%	12.6%	11.1%
Rarely	11.1%	15.9%	18.0%	16.2%	16.9%	11.1%
Never	20.8%	20.4%	15.8%	26.0%	45.4%	72.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Texting or Emailing While Driving (Q6) by Region

The frequency of texting or emailing while driving a vehicle by region is shown in Table Q6_1. In total, 29.4% of surveyed drivers "Regularly" or "Sometimes" text or email while driving, while 70.6% "Rarely" or "Never" do.

Table Q6_1. "How often in the past 30 days have you texted or emailed while driving?" by year

Q6 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	165 12.1%	144 11.4%	161 8.4%	170 9.1%	140 7.2%	116 6.2%	114 6.3%	157 9.4%
Sometimes	237 17.3%	163 12.9%	331 17.2%	228 12.2%	191 9.8%	194 10.3%	140 7.8%	174 10.4%
Rarely	305 22.3%	265 20.9%	367 19.1%	402 21.6%	313 16.1%	281 14.9%	256 14.2%	177 10.6%
Never	660 48.3%	696 54.9%	1,065 55.4%	1,062 57.0%	1,297 66.8%	1,289 68.6%	1,289 71.7%	1,161 69.6%
Total	1,367 **100.0%**	1,268 **100.0%**	1,924 **100.0%**	1,862 **100.0%**	1,941 **100.0%**	1,880 **100.0%**	1,799 **100.0%**	1,669 **100.0%**

2017 COMPARISON: The 2016 frequency of drivers "Regularly" or "Sometimes" texting or emailing while driving was 24.3%, compared to 29.4%, a 5.1% significant increase ($p<0.05$).

A total of 38.4% of drivers in Southern California stated that they "Never" text or email while driving, compared to 59.9% of Northern California drivers, and 50.9% of Central California drivers. The difference in frequency between Southern California and the other regions is significant at $p<0.05$ (Table Q6_2).

Table Q6_2. "How often in the past 30 days have you texted or emailed while driving?" by region

Q6 by region	Northern California	Central California	Southern California
Regularly	52 9.7%	26 16.4%	87 13.0%
Sometimes	70 13.0%	22 13.8%	145 21.6%
Rarely	94 17.5%	30 18.9%	181 27.0%
Never	322 59.9%	81 50.9%	257 38.4%
Total	538 **100.0%**	159 **100.0%**	670 **100.0%**

Texting or Emailing While Driving (Q6) by Age

The difference in frequency of texting and emailing while driving between age groups is shown in Table Q6_3. Drivers between the ages of 18 and 34 significantly more often state that they "Regularly" text or email while driving, compared to drivers 35 and over. Similarly, drivers age 45 and over are significantly more likely to "Never" text or email while driving, compared to younger drivers (both significant at $p<0.05$).

Table Q6_3. "How often in the past 30 days have you texted or emailed while driving?" by age group

Q6 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	23.1%	18.1%	9.0%	6.0%	4.8%	0.0%
Sometimes	19.7%	26.9%	20.2%	10.2%	4.8%	2.8%
Rarely	26.4%	23.5%	29.3%	22.6%	9.7%	0.0%
Never	30.8%	31.4%	41.4%	61.3%	80.7%	97.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Drivers reporting driving mistakes made due to cell phone use by region is shown in Table Q7_1. Almost half (49.3%) of drivers reported to have made a driving mistake while talking on a cell phone in 2017.

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

Q7 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	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	690 50.7%	704 56.1%	1,143 60.6%	965 52.9%	1,060 55.0%	1,027 55.4%	951 54.2%	883 53.5%
Total	1,360 **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%**

2016 COMPARISON: There is a significant (5.4%) increase in the frequency of driving mistakes made while talking or texting on a cell phone, year-over-year, from 2016 to 2017 ($p<0.05$). Overall, 49.3% of drivers admitted to having made a driving mistake due to cell phone use. Parsed by region (Table Q7_2), the occurrence of driving mistakes in 2017 ranged from a low of 48.1% in Northern California to a high of 50.4% in Southern California. This small region-specific difference was not statistically significant.

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

Q7 by region	Northern California	Central California	Southern California
Yes	258 48.1%	77 48.4%	335 50.4%
No	278 51.9%	82 51.6%	330 49.6%
Total	536	159	665

	100.0%	**100.0%**	**100.0%**

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

Having made a driving mistake due to using a cell phone by age group is shown in Table Q7_3, with significant differences among driver age groups. Drivers between 18 to 34 years of age are significantly more likely to indicate they had made a driving mistake than drivers 35 and older ($p<0.05$). The 2.4% difference between the two youngest age groups was not statistically significant.

Table Q7_3. "Have you EVER made a driving mistake while talking on a cell phone?" by age group

Q7 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	59.9%	62.3%	51.2%	42.5%	29.5%	5.6%
No	40.1%	37.7%	48.8%	57.5%	70.5%	94.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Table Q8_1 show drivers' responses to having ever been hit or nearly hit by another driver who was talking or texting on a cell phone, compared to previous years. Overall, 61.0% of all drivers stated they were hit or nearly hit by another driver who was talking or texting.

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

Q8 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	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	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	1355 **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%**

2016 COMPARISON: The observed 6.4% increase between 2016 and 2017 of respondents stating to being hit or nearly hit is statistically significant ($p<0.05$).

Being hit or nearly hit by another driver talking or texting ranged from 58.2% in Northern California to 64.0% in Southern California. Only the difference between Northern and Southern California drivers was statistically significant ($p<0.05$; Table Q8_2).

Table Q8_2. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by region

Q8 by region	Northern California	Central California	Southern California
Yes	313 58.2%	93 58.5%	421 64.0%
No	225 41.8%	66 41.5%	237 36.0%
Total	538 **100.0%**	159 **100.0%**	658 **100.0%**

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

The indication of having ever been hit or nearly hit by another driver who was using a cell phone was compared by age group in Table Q8_3. There are no significant differences between the age groups.

Table Q8_3. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by age group

Q8 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	59.4%	63.8%	57.9%	60.1%	63.2%	62.9%
No	40.6%	36.2%	42.1%	39.9%	36.8%	37.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

The perceived likelihood of being ticketed for using a hand-held phone or for texting is shown in Table Q9_1. In 2017, a total of 41.6% of California drivers believe it is "Very Likely" or "Somewhat Likely" to get ticketed, compared to 43.9% who believe it to be "Very Unlikely" or "Somewhat Unlikely".

Table Q9_1. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by year

Q9 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Very Likely	287 21.2%	272 21.5%	444 23.4%	424 23.4%	493 26.3%	368 20.1%
Somewhat Likely	277 20.4%	265 21.0%	459 24.2%	416 23.0%	599 31.9%	570 31.2%
Neither Likely or Unlikely	197 14.5%	150 11.9%	218 11.5%	210 11.6%	131 7.0%	154 8.4%
Somewhat Unlikely	262 19.3%	256 20.3%	361 19.1%	376 20.8%	306 16.3%	356 19.5%
Very Unlikely	333 24.6%	320 25.3%	412 21.8%	385 21.3%	349 18.6%	379 20.7%
Total	1,356 **100.0%**	1,263 **100.0%**	1,894 **100.0%**	1,811 **100.0%**	1,878 **100.0%**	1,827 **100.0%**

2016 COMPARISON: The comparison to 2016 results shows a small change in the perception of getting a ticket for using a hand-held phone while driving, with the 2.6% increase of it being "Neither Likely or Unlikely" to get a ticket being significant at $p<0.05$.

The differences among the three California regions are each statistically significant, with 33.3% of Central California drivers stating they believe it is "Very Likely" to receive a ticket for hand-held cell phone use, compared to 22.3% of Northern California drivers and only 17.3% of Southern California drivers($p<0.05$).

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

Q9 by region	Northern California	Central California	Southern California
Very Likely	119 22.3%	53 33.3%	115 17.3%
Somewhat Likely	115 21.5%	32 20.1%	130 19.6%
Neither Likely or Unlikely	35 6.6%	24 15.1%	138 20.8%
Somewhat Unlikely	121 22.7%	18 11.3%	123 18.6%
Very Unlikely	144 27.0%	32 20.1%	157 23.7%
Total	534 **100.0%**	159 **100.0%**	663 **100.0%**

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

Table Q9_3 shows the frequency of the perceived likelihood of being ticketed for using a hand-held phone while driving by drivers' age. The only significant difference among age groups is between drivers age 55-70 and *both* the 25-34 age group and the 35-44 age group ($p<0.05$). Overall, more than 50% of drivers over the age of 55 believe it is either "Very Unlikely" or "Somewhat Unlikely" to get ticketed for hand-held cell phone use.

Table Q9_3. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by age group

Q9 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	20.3%	22.6%	26.2%	16.7%	17.6%	16.7%
Somewhat Likely	20.8%	22.6%	18.6%	22.2%	19.0%	11.1%
Neither Likely or Unlikely	16.4%	18.3%	14.5%	13.2%	9.3%	5.6%
Somewhat Unlikely	18.8%	17.7%	21.1%	20.5%	17.6%	27.8%
Very Unlikely	23.7%	18.9%	19.6%	27.4%	36.6%	38.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

As shown in in TableQ10a, the "DDVIP Mobile App" campaign was recalled by 4.2% of all drivers, compared to 2.5% in 2016, without any significant differences.

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

Q10a by region	Northern California	Central California	Southern California	Total 2017	Total 2016
Yes	17 3.2%	5 3.2%	35 5.3%	57 4.2%	31 2.5%
No	518 96.8%	153 96.8%	621 94.7%	1,292 95.8%	1,232 97.5%
Total	535 **100.0%**	158 **100.0%**	656 **100.0%**	1,349 **100.0%**	1,263 **100.0%**

Recall of "Drive Sober or Get Pulled Over" (Q10b) by Region

The "Drive Sober or Get Pulled Over" campaign was recalled by 38.4% of all drivers in 2017 and by 40.8% of drivers in the 2016 data collection, without any significant change in recall (Table Q10b).

Table Q10b. "In the past 6 months, do you recall hearing or seeing: Drive Sober or Get Pulled Over?" by region

Q10b by region	Northern California	Central California	Southern California	Total 2017	Total 2016
Yes	219 40.9%	61 38.4%	238 36.4%	518 38.4%	515 40.8%
No	317 59.1%	98 61.6%	415 63.6%	830 61.6%	747 59.2%
Total	536 **100.0%**	159 **100.0%**	653 **100.0%**	1,348 **100.0%**	1,262 **100.0%**

Recall of "Pedestrians Don't Have Armor" Campaign (Q10c) by Region

The recall of the "Pedestrians Don't Have Armor" campaign by the region variable is shown in Table Q10c_1. In total, only 17.1% of all drivers recalled hearing or seeing "Pedestrians Don't Have Armor". There was no significant difference in recall between California regions.

Note: This item was added in the 2017 survey.

Table Q10c_1. "In the past 6 months, do you recall hearing or seeing: "Pedestrians Don't Have Armor?" by region

Q10c by region	Northern California	Central California	Southern California	Total
Yes	75 14.0%	29 18.5%	125 19.2%	229 17.1%
No	459 86.0%	128 81.5%	526 80.8%	1113 82.9%
Total	534 **100.0%**	157 **100.0%**	651 **100.0%**	1342 **100%**

Recall of "Pedestrians Don't Have Armor" Campaign (Q10c) by Age

The recall rate of the "Pedestrians Don't Have Armor" campaign in the past 6 months by drivers' age group is shown in Table Q10c_2. The rate of recall among age groups is not significantly different.

Table Q10c_2. "In the past 6 months, do you recall hearing or seeing: "Pedestrians Don't Have Armor?" by age group

Q10c by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	15.5%	20.2%	21.2%	12.5%	15.8%	0.0%
No	84.5%	79.8%	78.8%	87.5%	84.2%	100.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "DUI Doesn't Just Mean Booze" (Q10d) by Region

The "DUI Doesn't Just Mean Booze" item was also a new item introduced in the 2017 survey. The recall of this campaign by region is shown in Table Q10d_1, with 29.3% of all drivers stating to have seen or heard it in the past six months, ranging from 25.3% of Southern California drivers to 35.2% Northern California drivers. The drivers in Northern California demonstrated a statistically significant better recall of this tagline than drivers in Southern California ($p<0.05$).

Note: This item was added in the 2017 survey.

Table Q10d_1. "In the past 6 months, do you recall hearing or seeing: DUI Doesn't Just Mean Booze" by region

Q10d by region	Northern California	Central California	Southern California	Total 2017
Yes	188 35.2%	41 26.1%	165 25.3%	394 29.3%
No	346 64.8%	116 73.9%	488 74.7%	950 70.7%
Total	534 **100.0%**	157 **100.0%**	653 **100.0%**	1344 **100%**

Recall of "DUI Doesn't Just Mean Booze" (Q10d) by Age

The recall rate of the "DUI Doesn't Just Mean Booze" campaign by drivers' age group is shown in Table Q10d_2. The rate of recall shows no significant differences among drivers between age groups.

Table Q10d_2. "In the past 6 months, do you recall hearing or seeing: DUI Doesn't Just Mean Booze" by age group

Q10d by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	32.5%	30.3%	28.7%	25.4%	28.6%	28.6%
No	67.5%	69.7%	71.3%	74.6%	71.4%	71.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Intoxicated Driving (Q11) by Region

Drivers were asked about the frequency of driving after having had too much alcohol to drive safely in the past six months. The results are shown in Table Q11_1, with 10.1% stating to have driven after drinking too much alcohol to drive safely in the past six months. The indication of driving after having too much to drink was higher for Southern California drivers (12.2%) compared to Northern California drivers (8.0%). A total of 22.5% of all respondents did not drink at all and were skipped to Question 14.

Table Q11_1. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by year

Q11 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	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	918 67.4%	816 64.5%	1,264 65.6%	1,258 68.3%	1,452 75.3%	1,263 68.6%	1,267 70.7%	1,214 73.5%
I do not drink at all	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	1362 **100%**	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%**

2016 COMPARISON: In 2017, the percentage of respondents reporting driving after having too much alcohol to drive safely in the past six months showed a significant increase of 3.5% over 2016 ($p<0.05$). In 2017, the percentage of respondents who responded that they had never driven after drinking too much alcohol increased by 2.9%, while simultaneously the percentage of respondents stating "I do not drink at all" decreased by 6.5% ($p<0.05$).

Table Q11_2. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by region

Q11 by region	Northern California	Central California	Southern California
Yes	43 8.0%	13 8.2%	81 12.2%
No	376 70.0%	104 65.4%	438 65.8%
I do not drink at all	118 22.0%	42 26.4%	147 22.1%
Total	537 **100.0%**	159 **100.0%**	666 **100.0%**

Intoxicated Driving (Q11) by Age

The indication of having driven after drinking too much alcohol to drive safely in the past six months by age group is shown in Table Q11_3. A total of 16.3% of drivers age 18-24 stated to have driven in the past six months when they thought they had drank too much alcohol, In addition, 3.6% of drivers aged 25-34 said they had driven after having too much alcohol to drive safely. Both age groups responses were significantly higher in their intoxicated driving rate relative to drivers age 45-54 (6.0%; $p<0.05$). Similarly, drivers age 55-70 showed a significantly higher rate of "No" responses ($p<0.05$).

Table Q11_3. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by age

Q11 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	16.3%	13.6%	7.5%	6.0%	8.3%	0.0%
No	70.7%	74.1%	72.2%	63.9%	49.0%	66.7%
I do not drink at all	13.0%	12.2%	20.3%	30.0%	42.7%	33.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

All drivers who indicated they drink alcohol in question Q11 were also asked about the use of alternative ride services when drinking alcohol and 55.8% of drivers said they "Rarely" or "Never" used such a service. The difference between Southern California drivers and the drivers from the other two regions is significant at $p<0.05$, with Southern California drivers less frequently stating that they "Never" use taxis or ride services when drinking (35.5% compared to 48.0% of Northern California drivers and 48.7% of Central California drivers, Table Q12_1). In addition, Northern California drivers less frequently indicated that they "Rarely" use an alternative ride service (10.3%; $p<0.05$). 64.8% of Central California drivers said they either "Rarely" or "Never" use ride sharing services when drinking.

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

Q12 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Always	107 25.5%	24 20.5%	147 28.3%	278 26.4%	187 20.8%	319 22.9%	150 10.6%
Sometimes	68 16.2%	13 11.1%	107 20.6%	188 17.8%	162 18.0%	177 12.7%	179 12.7%
Rarely	43 10.3%	23 19.7%	81 15.6%	147 13.9%	111 12.3%	184 13.2%	189 13.4%
Never	201 48.0%	57 48.7%	184 35.5%	442 41.9%	439 48.8%	710 51.1%	894 63.3%
Total	419 **100.0%**	117 **100.0%**	519 **100.0%**	1055 **100.0%**	899 **100.0%**	1,390 **100.0%**	1,412 **100.0%**

2016 COMPARISON: There is a significant increase of 5.6% of drivers "Always" using a taxi or ride service responses ($p<0.05$) and, similarly, there is a significant decrease of 6.9% of drivers who "Never" use such service ($p<0.05$).

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

Of the drivers age 18-24, 33.1% stated to "Always" use taxis or ride services, which is significantly more frequently when compared to drivers age 45 and over ($p<0.05$). Drivers age 45 and older state significantly more often to "Never" use a service, compared to the drivers age 44 and younger ($p<0.05$, Table Q12_2).

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

Q12 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	33.1%	31.8%	29.5%	15.2%	12.6%	8.3%
Sometimes	19.9%	22.7%	19.3%	11.6%	9.2%	8.3%
Rarely	19.9%	18.8%	11.4%	9.1%	5.0%	8.3%
Never	27.1%	26.6%	39.8%	64.0%	73.1%	75.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Designated Sober Driver (Q13) by Region

The frequency of having a designated driver by region is shown in Table Q13_1. Overall, 44.7% of all drivers "Always" or "Sometimes" designate a sober driver. Of Southern California drivers, 25.4% stated that they "Sometimes" have a designated driver, which is significantly higher compared to the other two regions ($p<0.05$). At the same time 44.7% of Northern California drivers stated to "Never" have a designated driver, which is significantly higher than the other regions ($p<0.05$).

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

Q13 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Always	100 23.9%	34 29.1%	115 22.2%	249 23.6%	223 24.9%	585 42.2%	525 28.5%
Sometimes	69 16.5%	21 17.9%	132 25.4%	222 21.1%	184 20.6%	226 16.3%	338 18.3%
Rarely	62 14.8%	17 14.5%	91 17.5%	170 16.1%	140 15.6%	154 11.1%	192 10.4%
Never	187 44.7%	45 38.5%	181 34.9%	413 39.2%	348 38.9%	421 30.4%	790 42.8%
Total	418 **100.0%**	117 **100.0%**	519 **100.0%**	1054 **100.0%**	895 **100.0%**	1,386 **100.0%**	1,845 **100.0%**

2016 COMPARISON: In 2017, 23.6% of drivers "Always" had a designated sober driver compared to 24.9% of the respondents who stated this in 2016, a non-significant decrease of 1.3%. None of the remaining three responses changed in any meaningful way.

Designated Sober Driver (Q13) by Age

The frequency of designating a sober driver in the past six months by age group is shown in Table Q13_2. Drivers in the age groups 18-24 years-old and 25-34 years-old were significantly less likely to "Never" designate a sober driver in the past six months (27.6% and 29.6%, respectively) compared to drivers age 45 and over (≥53.0%; $p<0.05$). Overall, drivers in the two youngest demographics (18-24, 25-34) were more frequently designating a sober driver.

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

Q13 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	28.7%	23.8%	23.2%	20.7%	20.2%	16.7%
Sometimes	29.3%	26.4%	19.3%	14.6%	9.2%	16.7%
Rarely	14.4%	20.2%	16.9%	11.6%	15.1%	8.3%
Never	27.6%	29.6%	40.6%	53.0%	55.5%	58.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Drivers were asked if they had seen or heard anything about the police setting up sobriety/DUI checkpoints to catch drunk drivers in the past six months. The results indicate that 52.9% of drivers did, compared to 57.9% in 2016.

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

Q14 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	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	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	1335 **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%**

2016 COMPARISON: In 2017, the recall shows a significant decrease of 5.0% of having seen or heard about a sobriety checkpoint compared to 2016.

The results by region show that 52.9% of drivers did see sobriety checkpoints, ranging from 47.9% in Northern California to 57.1% in Southern California. The rate of Northern Californians having seen a sobriety checkpoint is significantly lower than the Southern California ($p<0.05$, Table Q14_1).

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

Q14 by region	Northern California	Central California	Southern California
Yes	256 47.9%	82 52.6%	368 57.1%
No	278 52.1%	74 47.4%	277 42.9%
Total	534 **100.0%**	156 **100.0%**	645 **100.0%**

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

No significant differences were observed in the rate of having seen a sobriety/DUI checkpoint in the past six months, as a function of age group (Table Q14_2).

Table Q14_3. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by age group

Q14 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	54.2%	54.5%	54.0%	48.7%	51.5%	51.5%
No	45.8%	45.5%	46.0%	51.3%	48.5%	48.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Sobriety Checkpoint Support (Q15)

The support of sobriety checkpoints by region is shown in Table Q15_1. Overall, 90.5% of drivers approve of sobriety checkpoints.

Table Q15_1. "Do you support the use of sobriety/DUI checkpoints?" by year

Q15 by year	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1189 90.5%	1,125 89.1%	1,709 90.8%	1,658 91.0%	1,645 87.0%	1,640 89.6%	1,535 88.3%	1,446 88.4%
No	125 9.5%	138 10.9%	173 9.2%	163 9.0%	245 13.0%	190 10.4%	204 11.7%	189 11.6%
Total	1314 **100.0%**	1,263 **100.0%**	1,882 **100.0%**	1,821 **100.0%**	1,890 **100.0%**	1,830 **100.0%**	1,739 **100.0%**	1,635 **100.0%**

2016 COMPARISON: The support for sobriety checkpoints remained comparable to 2016, without any significant changes.

In 2017, there were statistically significant differences between California regions in their support of sobriety checkpoints, with a higher approval rate from Southern California drivers (92.6%) compared to Northern California drivers (87.2%). This5.4% difference is significant at $p<0.05$ (Table Q15_2).

Table Q15_2. "Do you support the use of sobriety/DUI checkpoints?" by region

Q15 by region	Northern California	Central California	Southern California
Yes	443 87.2%	144 92.3%	602 92.6%
No	65 12.8%	12 7.7%	48 7.4%
Total	508 **100.0%**	156 **100.0%**	650 **100.0%**

Sobriety Checkpoint Support (Q15) by Age

The support for sobriety or DUI checkpoints among the drivers by age group is shown in Table Q15_3. There are no significant differences among the age groups.

Note: This survey item was added in the 2017 survey.

Table Q15_3. "Do you support the use of sobriety/DUI checkpoints?" by age

Q15 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	92.3%	86.7%	92.2%	89.3%	94.0%	88.2%
No	7.7%	13.3%	7.8%	10.7%	6.0%	11.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Awareness of DUI definition (Q16) by Region

The next question asked drivers "Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs" (Q16), and the results by region are shown in Table Q16_1. A total of 91.2% of all California drivers surveyed were aware that they could get a DUI if they drive under the influence of legal or illegal drugs.

A statistically significant difference in the awareness of the DUI law was observed between Northern California drivers and the other two California regions., A significantly lower number of Northern California drivers (86.4%) said they had heard of the DUI law, compared to 96.1 % of Central California drivers and 93.9% Southern California drivers ($p<0.05$).

Table Q16_1. "Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs" by region

Q16 by region	Northern California	Central California	Southern California	Total 2017
Yes	445 86.4%	149 96.1%	615 93.9%	1209 91.2%
No	70 13.6%	6 3.9%	40 6.1%	116 8.8%
Total	515 **100.0%**	155 **100.0%**	655 **100.0%**	1325 **100%**

Awareness of DUI definition (Q16) by Age

Their awareness of getting a DUI for driving under the influence of legal or illegal drugs is shown for drivers by age group is shown in Table Q16_2. There are no significant differences among the age groups.

Table Q16_2. "Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?" by age

Q16 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	89.2%	93.5%	89.0%	92.1%	90.4%	100%
No	10.8%	6.5%	11.0%	7.9%	9.6%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Likelihood of Getting Arrested for Driving Impaired (Q17) by Region

The perceived likelihood of getting arrested for driving drunk is shown in Table Q17_1, with a total of 38.7% of drivers believing it is "Very Likely" to get arrested for driving drunk. Overall, 51.6% of Central California drivers stated it to be "Very Likely" to get arrested for drunk driving, a significantly higher percentage compared to the two other regions (p<0.05). In contrast, Northern California and Southern California drivers more frequently believed getting arrested was "Somewhat Likely", which is significantly higher than for Central California drivers (p<0.05). .

Table Q17_1. "How likely is it for someone to get arrested if they drive drunk?" by region

Q17 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	199 38.4%	81 51.6%	239 35.8%	519 38.7%	519 41.3%	643 34.7%	808 44.5%
Somewhat Likely	188 36.3%	33 21.0%	225 33.7%	446 33.2%	377 30.0%	625 33.7%	515 28.4%
Somewhat Unlikely	88 17.0%	29 18.5%	126 18.9%	243 18.1%	264 21.0%	373 20.1%	316 17.4%
Very Unlikely	43 8.3%	14 8.9%	77 11.5%	134 10.0%	97 7.7%	214 11.5%	175 9.6%
Total	518 **100.0%**	157 **100.0%**	667 **100.0%**	1342 **100.0%**	1,257 **100.0%**	1,855 **100.0%**	1,814 **100.0%**

2016 COMPARISON: In 2017, there was a significant increase in the "Very Unlikely" response in the perception of the likelihood of getting arrested for drunk driving compared to 2016 (+2.2%; p<0.05).

Likelihood of Getting Arrested for Driving Drunk (Q17) by Age

The perceived likelihood of getting arrested for drunk driving by age group shows no significant differences (Table Q17_2) with the lone exception of the age 71 and older group which stated an extremely low percentage for the "Somewhat Likely" response (5.6%; $p<0.05$)

Table Q17_2. "How likely is it for someone to get arrested if they drive drunk?" by age group

Q17 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	35.0%	43.6%	39.7%	34.5%	36.5%	44.4%
Somewhat Likely	33.0%	31.4%	34.6%	37.9%	34.5%	5.6%
Somewhat Unlikely	19.9%	17.7%	16.5%	16.8%	17.7%	33.3%
Very Unlikely	12.1%	7.3%	9.2%	10.8%	11.3%	16.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of DUI of Drugs, Legal and Illegal (Q18) by Region

The question Q18 asked drivers "How serious of a problem is driving under the influence of drugs, including marijuana, prescription, and illegal?" Overall, 53.5% of drivers stated this to be a "Very big problem," while 2.9% of drivers perceived it to be "Not a problem at all." Drivers in Southern California have a significantly lower rate (46.8%) compared to drivers in both Northern California (58.8%) and Central California (63.9%) in the perception of DUI of legal and illegal drugs being a "Very big problem" ($p<0.05$). Consistent with this de-escalation of perceived risk, Southern Californians indicated significantly higher levels of the responses "Somewhat of a problem" (38.2%; $p<0.05$) and "A small problem" (12.1%; $p<0.05$).

Table Q18_1. "How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?" by region

Q18 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015
Very big problem	306 58.8%	99 63.9%	310 46.8%	715 53.5%	717 58.1%	980 54.7%
Somewhat of a problem	162 31.2%	46 29.7%	253 38.2%	461 34.5%	381 30.9%	571 31.9%
A small problem	33 6.3%	9 5.8%	80 12.1%	122 9.1%	113 9.1%	193 10.8%
Not a problem at all	19 3.7%	1 0.6%	19 2.9%	39 2.9%	24 1.9%	48 2.7%
Total	520 **100.0%**	155 **100.0%**	662 **100.0%**	1337 **100.0%**	1,235 **100.0%**	1,792 **100.0%**

2016 COMPARISON: The perception of driving under the influence of drugs changed from 2016 to 2017. In 2017, there was a significant decrease of 4.6% of the response "Very big problem" and at the same time an increase of 3.6% of it being "Somewhat of a problem" ($p<0.05$).

Perception of DUI of Drugs, Legal and Illegal (Q18) by Age

The perception of DUI of legal and illegal drugs as a serious problem by age group is shown in Table Q18_2 with some significant differences among driver ages. Specifically, drivers age 55 to 70 (and possibly older) are significantly more likely to see legal and illegal drugs as a "Very big problem", compared to drivers age 44 and under (p<0.05).

Table Q18_2. "How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?" by age group

Q18 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very big problem	46.1%	48.4%	50.6%	59.1%	64.7%	65.7%
Somewhat of a problem	36.8%	36.7%	38.5%	30.2%	29.4%	22.9%
A small problem	12.3%	10.8%	8.0%	9.1%	5.4%	8.6%
Not a problem at all	4.9%	4.1%	2.9%	1.7%	0.5%	2.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q19) by Region

The perceived safety of driving 10 miles over the speed limit on freeways shows some significant differences among drivers in different California regions, with a total of 65.0% of surveyed drivers indicating that they believe it is safe. Only 54.4% of all Central California drivers indicated that they believe it is safe to drive 10 miles over the speed limit on freeways, a significantly lower percentage than drivers in Northern and Southern California (p<0.05, Table Q19_1).

Table Q19_1. "Do you think it's safe to drive 10 miles over the speed limit on freeways?" by region

Q19 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Yes	352 66.8%	86 54.4%	441 66.1%	879 65.0%	755 59.5%	1,110 57.5%	1,104 59.3%
No	88 16.7%	37 23.4%	128 19.2%	253 18.7%	275 21.7%	481 24.9%	449 24.1%
It depends	87 16.5%	35 22.2%	98 14.7%	220 16.3%	238 18.8%	341 17.7%	309 16.6%
Total	527 **100.0%**	158 **100.0%**	667 **100.0%**	1352 **100.0%**	1,268 **100.0%**	1,932 **100.0%**	1,862 **100.0%**

2016 COMPARISON: The belief that it is safe to drive 10 miles over the speed limit increased by an additional 5.5% since 2016, from 59.5% to 65.0%, reflecting a significant change (p<0.05).

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q19) by Age

Table Q19_2 shows the comparison of the perceived safety of driving 10 miles over the speed limit on freeways by age group. There is a significant difference between the combined driver age group 55 and older compared to all younger drivers in the belief that it is not safe to drive 10 miles over the speed limit on freeways (p<0.05, Table Q19_2).

Table Q19_2. "Do you think it's safe to drive 10 miles over the speed limit on freeways?" by age group

Q19 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	68.8%	66.7%	71.8%	70.3%	45.4%	41.7%
No	12.0%	15.8%	15.7%	16.4%	34.6%	38.9%
It depends	19.2%	17.5%	12.5%	13.4%	20.0%	19.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety of Driving 20 Miles Over the Speed Limit on Freeways (Q20) by Region

Question 20 asked respondents about their perception of driving 20 miles over the speed limit on freeways, the results of which are shown in Table Q20_1. 14.8% of drivers in Southern California indicate that they believe it is safe, compared with 9.3% of drivers in Northern California. The 5.5% difference in responses is statistically significant (p<0.05).

Table Q20_1. "Do you think it's safe to drive 20 miles over the speed limit on freeways?" by region

Q20 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Yes	49 9.3%	22 13.9%	99 14.8%	170 12.6%	97 7.6%	222 11.5%	230 12.4%
No	397 75.6%	114 72.2%	448 67.1%	959 71.0%	944 74.4%	1,376 71.3%	1,267 68.4%
It depends	79 15.0%	22 13.9%	121 18.1%	222 16.4%	227 17.9%	333 17.2%	354 19.1%
Total	525 **100.0%**	158 **100.0%**	668 **100.0%**	1,351 **100.0%**	1,268 **100.0%**	1,931 **100.0%**	1,851 **100.0%**

2016 COMPARISON: In 2017, there was a significant increase of 5.0% in the belief that it is safe to drive 20 miles over the speed limit on freeways since the last data collection (p<0.05).

Safety of Driving 20 Miles Over the Speed Limit on Freeways (Q20) by Age

The perception of the safety of driving 20 miles over the speed limit on freeways by the age variable is shown in Table Q20_2. There are significant differences between drivers age 55 to 70 compared to all younger drivers. While 21.2% of the 18-24 year-olds believe it to be safe, only 4.4% of the 55-70 year-old share that belief. In the 55-70 year-old age group, 87.8% of drivers stated that it is not safe to drive 20 miles over the speed limit on freeways ($p<0.05$).

Table Q20_2. "Do you think it's safe to drive 20 miles over the speed limit on freeways?" by age group

Q20 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	21.2%	14.1%	13.8%	8.2%	4.4%	8.3%
No	61.5%	66.4%	68.2%	73.3%	87.8%	86.1%
It depends	17.3%	19.5%	17.9%	18.5%	7.8%	5.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q21) by Region

The perceived safety of driving five miles over the speed limit on residential streets by region is shown in Table Q21_1. Following an increasing trend across survey years, a total of 40.3% of all drivers stated that they believe it is safe to drive five miles over the speed limit, with 45.7% of Southern California drivers and 34.8% of Northern California drivers confirming this. While 48.9% of Northern California drivers and 53.8% of Central California drivers believe that is not safe to drive five miles over the speed limit on residential streets, only 38.4% of Southern California drivers believed the same, a statistically significant difference S($p<0.05$).

Table Q21_1. "Do you think it's safe to drive 5 miles over the speed limit on residential streets?" by region

Q21 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Yes	183 34.8%	57 36.1%	305 45.7%	545 40.3%	465 36.6%	750 38.8%	577 31.0%
No	257 48.9%	85 53.8%	256 38.4%	598 44.3%	585 46.1%	905 46.8%	978 52.6%
It depends	86 16.3%	16 10.1%	106 15.9%	208 15.4%	220 17.3%	279 14.4%	306 16.4%
Total	526 **100.0%**	158 **100.0%**	667 **100.0%**	1,351 **100.0%**	1,270 **100.0%**	1,934 **100.0%**	1,861 **100.0%**

2016 COMPARISON: Compared to 2016, there has been no significant change in drivers' perceptions, but an overall increase since 2014 is observed.

Safety of Driving 5 Miles Over the Speed Limit on Residential Streets (Q21) by Age

The perception of whether it is safe to drive five miles over the speed limit on residential streets by age group also shows significant differences between drivers age 18-24 compared to drivers age 35-70. Less than a third of the youngest drivers (31.2%) do not believe it safe to drive five miles over the speed limit compared to significantly higher percentages drivers over 35 (Table Q21_2, $p<0.05$).

Table Q21_2. "Do you think it's safe to drive 5 miles over the speed limit on residential streets?" by age group

Q21 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	52.9%	42.8%	40.9%	36.1%	29.4%	27.8%
No	31.2%	41.7%	44.7%	45.9%	58.8%	47.2%
It depends	15.9%	15.5%	14.5%	18.0%	11.8%	25.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Chance of Being Ticketed for Driving Over Speed Limit (Q22) by Region

The next question asked respondents about their perceived chance of being ticketed for driving over the speed limit, shown in Table Q22_1. Overall, 57.6% of drivers stated that they believe it is "Very Likely" or "Somewhat Likely" to get a speeding ticket for driving over the speed limit, while 42.5% stated it is "Somewhat Unlikely" or "Very Unlikely". The comparison of California regions shows a significant difference, with 32.5% of Central California drivers believing it is "Very Likely" to get ticketed for speeding compared to the other regions. A larger proportion of Southern California drivers believe it to be "Very Unlikely" to get a ticket for driving over the speed limit compared to Northern California drivers (20.6% and 14.4%, respectively, $p<0.05$).

Table Q22_1. "What do you think the chances are of getting a ticket if you drive over the speed limit?" by region

Q22 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	108 20.7%	51 32.5%	131 19.7%	290 21.6%	267 21.3%	398 21.5%	413 22.5%
Somewhat Likely	221 42.4%	50 31.8%	213 32.0%	484 36.0%	460 36.7%	741 40.0%	691 37.6%
Somewhat Unlikely	117 22.5%	32 20.4%	185 27.8%	334 24.9%	341 27.2%	467 25.2%	484 26.4%
Very Unlikely	75 14.4%	24 15.3%	137 20.6%	236 17.6%	186 14.8%	245 13.2%	248 13.5%
Total	521 **100.0%**	157 **100.0%**	666 **100.0%**	1,344 **100.0%**	1,254 **100.0%**	1,851 **100.0%**	1,836 **100.0%**

2016 COMPARISON: There have been no significant changes since 2016 in the perception of drivers on the chances of getting a ticket for driving over the speed limit.

Chance of Being Ticketed for Driving Over Speed Limit (Q22) by Age

Being ticketed for driving over the speed limit by age of driver shows a similar distribution of answers, with a single significant difference of drivers age 55-70 compared to drivers age 25-34 in their perception of it being "Somewhat Unlikely" to be ticketed. The difference of 13.3% between those to age groups is significant at $p<0.05$.

Table Q22_2. "What do you think the chances are of getting a ticket if you drive over the speed limit?" by age group

Q22 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	21.0%	24.9%	19.9%	19.8%	22.4%	16.7%
Somewhat Likely	31.2%	40.6%	37.9%	36.6%	29.8%	33.3%
Somewhat Unlikely	23.9%	19.4%	27.1%	24.6%	32.7%	22.2%
Very Unlikely	23.9%	15.1%	15.1%	19.0%	15.1%	27.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of driverless vehicles and road safety (Q23) by Region

All drivers were asked about their perception of driverless vehicles and if they will make roadways safer. The results, by region, are shown in Table Q23_1. Overall, 27.7% of drivers believed that driverless vehicles will make roads safer, while 48.5% did not and 23.8% responded that "It depends". Drivers in Southern California significantly more often stated that "It depends" (30.1%) compared to drivers in both Northern and Central California.

Note: This survey item was added in the 2017 survey.

Table Q23_1. "Do you think driverless vehicles will make our roadways safer?" by region

Q23 by region	Northern California	Central California	Southern California	Total 2017
Yes	147 32.0%	39 25.7%	165 25.2%	351 27.7%
No	235 51.2%	86 56.6%	293 44.7%	614 48.5%
It depends	77 16.8%	27 17.8%	197 30.1%	301 23.8%
Total	459 **100.0%**	152 **100.0%**	655 **100.0%**	1,266 **100.0%**

Perception of driverless vehicles and road safety (Q23) by Age

The perception of road safety and driverless vehicles by age groups indicates that the older drivers are more likely to believe that driverless vehicles will not make roadways safer. Of all 55-70 year-old drivers, 59.7% believed roads will not be safer, compared to 36.9% of 18-24 year-olds, a significant difference of 22.8% ($p < 0.05$).

Table Q23_2. "Do you think driverless vehicles will make our roadways safer?" by age group

Q23 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	35.9%	27.2%	30.0%	25.8%	18.3%	32.4%
No	36.9%	49.2%	46.7%	50.7%	59.7%	50.0%
It depends	27.3%	23.6%	23.3%	23.5%	22.0%	17.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Sharing roads with driverless vehicles (Q24) by Region

The next question asked respondents "How comfortable are you about sharing the road with driverless vehicles?" The distribution of the level of perceived comfort sharing roads with driverless vehicles by California region is shown in Table Q24_1.

Overall, 43.4% of California drivers are "Very Comfortable" or "Somewhat Comfortable" with driverless vehicles and sharing of roads, whereas 56.6% are not. A total of 27.0% of Northern California drivers were "Very Comfortable" about sharing the road with driverless vehicles, which is significantly higher than the 17.0% of Southern California drivers ($p < 0.05$).

Note: This survey item was added in the 2017 survey.

Table Q24_1. "How comfortable are you about sharing the road with driverless vehicles?" by region

Q24 by region	Northern California	Central California	Southern California	Total 2017
Very Comfortable	130 27.0%	29 18.7%	110 17.0%	269 21.0%
Somewhat Comfortable	106 22.0%	26 16.8%	155 23.9%	287 22.4%
Somewhat Uncomfortable	98 20.4%	30 19.4%	151 23.3%	279 21.6%
Very Uncomfortable	147 30.6%	70 45.2%	232 35.8%	449 35.0%
Total	481 **100.0%**	155 **100.0%**	648 **100.0%**	1,284 **100.0%**

Sharing roads with driverless vehicles (Q24) by Age

The distribution of the comfort level of sharing roads with driverless vehicles by age group shows a different distribution by driver age (Table Q24_2). In total, 49.5% of drivers in the age group 18-24 are "Very Comfortable" or "Somewhat Comfortable" with driverless vehicles and sharing of roads, compared to 32.1% of drivers in the age group 55-70. 49.5% of the age group 55-70 stated to be "Very Uncomfortable" with sharing the road, which is significantly higher than all of the drivers under 55 years of age (p<0.05).

Table Q24_2. "How comfortable are you about sharing the road with driverless vehicles?" by age

Q24 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Comfortable	23.5%	18.8%	26.4%	19.4%	16.8%	14.7%
Somewhat Comfortable	26.0%	29.1%	17.5%	22.6%	15.3%	17.6%
Somewhat Comfortable	24.0%	21.5%	21.5%	24.0%	18.4%	20.6%
Very Uncomfortable	26.5%	30.6%	34.7%	34.1%	49.5%	47.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of Legality for Bikes on Roadways (Q25) by Region

One question about bicyclists and pedestrians asked drivers if they believed that it is legal for bicycle riders to ride on roadways without bike lane (Table Q25_1). Overall 72.2% of drivers indicated that they believed it was legal, while 27.8% did not believe it was legal, compared to 68.0% in 2016.

The comparison of perceptions among the California regions show a significant difference between Southern California drivers, where 76.3% believed bicycle road sharing without bike lanes to be legal, compared to 61.1% of Central Californians (p< 0.05).

Table Q25_1. "Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?" by region

Q25 by region	Northern California	Central California	Southern California	Total 2017	Total 2016	Total 2015	Total 2014
Yes	354 70.1%	96 61.1%	506 76.3%	956 72.2%	838 68.0%	1,260 68.6%	1,204 68.7%
No	151 29.9%	61 38.9%	157 23.7%	369 27.8%	395 32.0%	577 31.4%	549 31.3%
Total	505 **100.0%**	157 **100.0%**	663 **100.0%**	1325 **100.0%**	1,233 **100.0%**	1,837 **100.0%**	1,753 **100.0%**

2016 COMPARISON: The slight increase of 4.2% between 2016 and 2017 of believing it is legal of bicycles to ride on roadways without bike lane is significant (p<0.05).

Perception of Legality for Bikes on Roadways (Q25) by Age

The perception of the legality of bicycles on roadways by age is shown in Table Q25_2, without any significant differences among the age groups.

Table Q25_2. "Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?" by age group

Q25 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	73.2%	69.7%	74.4%	75.9%	68.5%	63.6%
No	26.8%	30.3%	25.6%	24.1%	31.5%	36.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Problems Experienced (Q26)

All drivers were also asked to think about the times when they have been a pedestrian in the past six months and what safety problems they experienced. Table Q26_1 shows the multiple choice answers combined and the open-ended comments coded with the answering categories highlighted in blue. Most drivers identified "Cars Not Stopping" as a safety problem when being a pedestrian (28.9%), while 21.1% stated "Distracted Drivers (cell phones)" as being a frequently encountered safety problem. The third most frequent mention was "Cars Going Too Fast", stated by 17.0% of all respondents.

Table Q26_1. "Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?"

Q26	Count 2017	Percent 2017	Percent 2016	Percent 2015	Percent 2014
Cars Not Stopping	541	28.9%	27.6%	21.8%	30.5%
Distracted Drivers (cell phones)	395	21.1%	20.5%	14.1%	27.4%
Cars Going Too Fast	317	17.0%	14.5%	11.2%	17.2%
None	250	13.4%	13.5%	22.8%	3.3%
Other	83	6.2%	5.1%	3.1%	3.4%
Almost Getting Hit By Car	112	6.0%	4.7%	4.7%	7.7%
Lack of Sidewalks/Clear Crosswalks	90	4.8%	4.0%	5.0%	2.1%
Bicyclists Not Stopping	54	2.9%	2.5%	1.9%	2.1%
Crowded Streets	30	1.6%	0.8%	0.4%	1.3%
Drivers' Behavior (general)	22	1.2%	1.9%	3.0%	1.4%
Drivers Turning Right Without Looking For Pedestrians	14	0.7%	1.1%	3.3%	1.1%
Drivers Don't See or Look For Pedestrians	21	1.1%	0.9%	3.1%	1.3%
Drivers Not Paying Attention	5	0.3%	0.8%	3.9%	0.7%
Walk Signals Not Long Enough	1	0.1%	0.2%	0.4%	0.4%
Drivers Stopping in the Crosswalk	6	0.3%	0.1%	0.7%	0.2%
Age/Gender/Ethnicity of Drivers	0	0.0%	0.1%	0.2%	0.1%
Pedestrians' Behavior	4	0.2%	--	--	--
Total	**1,869**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

2016 COMPARISON: The most frequently mentioned safety problem for pedestrians stated in 2017, "Cars Not Stopping", remained comparable to the previous year without significant differences.

Safety Problems Experienced (Q23) by Region

The distribution of safety problems experienced by pedestrians by California region variable is shown in Table Q26_2. The most frequently mentioned answer given in each region was "Cars Not Stopping" is consistent across all the regions in California (highlighted in green).

Table Q26_2. "Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?" by region

Q26 by region	Northern California	Central California	Southern California
Cars not stopping	44.1%	32.1%	43.1%
Distracted Drivers (cell phones)	30.4%	30.1%	31.3%
None	18.5%	29.5%	17.8%
Cars going too fast	17.9%	17.9%	31.6%
Almost getting hit by car	10.7%	5.1%	8.1%
Bicyclists not stopping	8.0%	0.6%	2.2%
Lack of sidewalks/clear crosswalks	7.0%	6.4%	7.2%
Crowded Streets	3.1%	1.9%	1.9%
Drivers don't see or look for pedestrians	3.1%	1.3%	0.6%
Drivers' behavior (general)	1.8%	1.9%	1.6%
Other	1.0%	0.6%	0.2%
Drivers turning right without looking for pedestrians	1.0%	0.0%	1.4%
Drivers stopping in the crosswalk	0.8%	0.0%	0.3%
Pedestrians' behavior (general)	0.4%	0.0%	0.3%
Drivers not paying attention	0.2%	0.0%	0.6%
Walk signals not long enough	0.0%	0.0%	0.2%
Total responses	**100.0%**	**100.0%**	**100.0%**