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CALIFORNIA TRAFFIC SAFETY SURVEY 2015
DATA ANALYSIS AND
COMPARISON WITH 2010-2014 SURVEY DATA RESULTS

Conducted on Behalf of

The California Office of Traffic Safety

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

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Summary of Findings

Overall, there is a slight shift in the results of the 2015 data collection and the general perception of California drivers on the safety issues and general safety problems on California roadways. Distracted driving due to cell phone use in general has emerged as a response by many drivers, without specification of the distraction being texting versus calling. The findings in this report seem to indicate a wider range of perceived safety problems that go beyond the distracted driving issues, including more frequent mentioning of speeding and aggressive driving, road surface problems and roadway conditions, and increased overall congestion as a result of crashed or vehicle issues on roadways.

Safety Concerns (Q2)

- The most frequently mentioned safety problem in the 2015 wave of data collection was "Speeding and Aggressive Driving," followed by "Distracted Driving because of Texting" (Table Q2_3).
- Compared to 2014, the mention of "Distracted Driving because of Texting" (despite its frequency) and "Distracted Driving because of Talking" as the biggest safety problems in California show significant decline (Table Q2_3).

Talking on Hand-Held While Driving (Q4)

- Drivers in Southern California talked more frequently on a hand-held phone while driving than drivers in other regions in the past 30 days. Overall only 47.6% of Southern Californians "Never" talked on the phone compared to 58.8% of drivers in the North and 57.4% in Central California (Table Q4_1).

Talking Hands-Free While Driving (Q5)

- The data comparison between 2015 and 2014 data show a significant decrease of 4.4% of respondents who "Never" talked on a hands-free phone while driving (Table Q5_1).
- There are significant differences between genders, with female drivers less frequently "Regularly" driving with a hands-free phone but more frequently stating that they "Sometimes" or "Rarely" use a hands-free device (Table Q5_3).

Texting or Emailing While Driving (Q6)

- Southern California respondents stated significantly less (45.6%) to "Never" text or email while driving, compared to 64.3% in the North and 67.3% in Central California engaging in that behavior (Table Q6_1).
- The increase of 5.0% of drivers who "Sometimes" text or email while driving since 2014 is significant (Table Q6_1).
- The younger the driver, the higher the likelihood of them texting or emailing while driving. Drivers age 34 and under text or email "Regularly" while driving significantly more often than all other age groups (Table Q6_2).
- There is a significant difference between genders with male drivers stating significantly higher rates of "Regularly" texting or emailing while females more often stated to "Sometimes" text or email while driving (Table Q6_3).

Change of Behavior Due to Cell Phone Law (Q7)

- Compared to the 2014 data, there are significantly fewer drivers who talk "Less" since the introduction of the hands-free law (9.0% reduction) and a slight increase of drivers who talk "More" (5.3% increase, Table Q7_1).

Driving Mistakes Due to Cell Phone (Q8)

- Compared to 2014, there has been a significant reduction of 7.7% of driving mistakes made while talking on a cell phone (Table Q8_1).
- Drivers between 25 and 44 years of age admitted to significantly more driving mistakes than drivers 55 and older (Table Q8_2).

Near Crash Due to Other Driver Talking/Texting (Q9)

- Compared to 2014 results, there have been no significant changes in the frequency of hits or near hits due to cell phone use by other drivers texting or talking on a cell phone (Table Q9_1).

Likelihood of Being Ticketed for Hand-Held Phone Use (Q10)

- Compared to 2014, there is no change in the perception of getting a ticket for using a hand-held phone while driving (Table Q10_1).

Recall of Traffic Safety Outreach Campaigns (Q11a-Q11e)

- The recall of the "Phone in One Hand, Ticket in the Other" campaign has not changed significantly since 2015 with currently 21.8% reported (Table Q11a_1).
- The recall of the "It's Not Worth it" campaign has not changed significantly since 2014 and is currently at 54.3% (Table Q11b_1).
- Drivers in Southern California showed a significantly lower recall of the "Click it or Ticket" campaign (84.6%) compared the drivers in the other regions (89.2% in the North and 93.8% in Central California, Table Q11d_1).
- The recall of the "Click it or Ticket" campaign decreased significantly by 3.6% from 91.0% in 2014 to 87.4% in 2015 (Table Q11d_1).
- The recall of the "Report Drunk Drivers - Call 911" campaign significantly increased by 6.0% since 2014, from 81.3% to currently 87.3% (Table Q11e_1).

Campaign	Recall Rate 2015	Recall Rate 2014
"Phone in One Hand, Ticket in the Other"	21.8%	22.3%
"It's Not Worth It"	54.3%	51.0%
"Silence the Distraction"	14.8%	--
"Click it or Ticket"	87.4%	91.0%
"Report Drunk Drivers - Call 911"	87.3%	81.3%

Intoxicated Driving (Q12)

- 7.2% of respondents reported driving drunk, which is comparable to 2014, without any significant changes (Table Q12_1).

Use of Alternative Ride Services when Drinking (Q13)

- Southern California drivers stated to use taxis or ride services when drinking significantly more frequently than the other regions (26.6% compared to 19.8% in Northern and 15.9% in Central California, Table Q13_1).
- There has been a significant 12.3% increase in the number of respondent who "Always" use a ride service since 2014, to 22.9% of all drivers in 2015 (Table Q13_1).
- Drivers age 45 and older state to "Never" use ride services significantly more often than drivers age 34 and younger, indicating a higher level of ride service use by younger drivers in general (Table Q13_2).

- Drivers age 25 to 34 who "Always" use ride services do so significantly more often than drivers 35 and older (Table Q13_2).

Designated Sober Driver (Q14)

- 42.2% of drivers "Always" have a designated sober driver, a significant increase of 13.7% since 2014 (Table Q14_1).

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q15)

- Compared to 2014, there has been a significant 14.5% decrease in drivers recalling seeing or hearing about sobriety or DUI checkpoints in the past six months, from 71.3% in 2014 to 56.8% in 2015 (Table Q15_1).

Sobriety Check Point Support (Q16)

- The differences among the three regions in the approval rate of sobriety checkpoints are significant with Southern Californians showing significantly higher approval rates (93.1%) compared to Northern Californians (88.4%, Table Q16_1).

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

- The perceived likelihood of being "Very likely" to get arrested for driving drunk decreased significantly by 9.8% from 44.5% in 2014 to 34.7% in 2015 (Table Q17_1).

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

- Significantly fewer Southern Californians (50.0%) believe driving under the influence of legal or illegal drugs to be a "Very big problem," compared to the other regions (58.7% in Northern and 63.6% in Central California, Table Q18_1).

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

- The belief that is it safe to drive 20 miles over the speed limit did not change significantly since 2014, with 11.5% of drivers in 2015 affirming this, compared to 12.4% in 2014 (Table Q20_1).

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

- Regarding the perception of it being safe to drive five miles over the speed limit on residential streets, the differences among regions are significant, with a larger proportion of drivers in Southern California (44.6%) believing it to be safe compared to 34.9% of drivers in Northern and 26.3% of drivers in Central California (Table Q21_1).
- Compared to 2014 there has been a significant 7.8% increase in drivers who believe it to be safe to drive five miles over the speed limit on residential streets (Table Q21_1).

Perception of Legality for Bikes on Roadways (Q23) by Age

- Drivers in the age group of 18 to 24 years stated at a significantly lower percentage (58.0%) than all other age groups that is legal for bicycles to use road ways without bike lanes (Table Q23_2).

Overview Results

In the sixth wave of the California Traffic Safety Study, conducted in 2015, a statewide representative sample of California vehicle drivers were surveyed on topics of traffic safety as well as perceptions of distracted driving and the awareness of media outreach campaigns. The analysis presented below is based on 1,935 survey responses collected in July and August of 2015.

The analysis tables shown only include valid answers and exclude all of the "Don't know" answers or refusals. The valid percentage of responses therefore differs for each question due to the number of valid answers given to a particular question and is reflected in the total number of completes listed in each table. Due to rounding to one decimal point, some percentages presented do not always add up to the exact value of 100.0%.

Comparisons to the previous years' data refer to the cross-sectional field surveys conducted with California vehicle drivers since 2010, and all data are based on valid frequency counts of all waves of data collection.

Overall, 1,935 vehicle drivers were intercepted for the study, resulting in an overall confidence interval of +/- 2.23, at a confidence level of 95%.

Note: 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. Significant differences in table cells are highlighted in orange.

Note on question changes: There are some replaced questions (as well as their numbering) and wording changes of questions between 2014 and 2015. This report includes analysis comparisons to 2014 data where possible. The question numbering does not overlap among the repeated survey items in either survey year and changes are not listed in this report.

Region Variable

The geographic segmentation of the State of California for all waves of data collection included three regions delineated by county to form "Northern California," "Central California," and "Southern California". Table R1 below shows the grouping.

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 number of intercepts completed by region and county are shown in Table R2. Of the total 1,935 completed intercepts, 763 (39.4%) were completed in Northern California, 213 (11.0%) in Central California, and 959 (49.6%) in Southern California.

Table R2. Completed intercepts by region and county

County	Northern California	Central California	Southern California	Total
Santa Clara	119	--	--	119
Placer	118	--	--	118
Sacramento	110	--	--	110
Alameda	108	--	--	108
San Francisco	104	--	--	104
Contra Costa	102	--	--	102
San Mateo	102	--	--	102
Fresno	--	110	--	110
Kern	--	103	--	103
Los Angeles	--	--	205	205
Orange	--	--	210	210
Riverside	--	--	105	105
San Bernardino	--	--	107	107
Total	**39.4%**	**11.0%**	**49.6%**	**100.0%**
Number	**763**	**213**	**959**	**1,935**

Respondent Demographics

The distribution of the age and gender of respondents (with the age provided by the respondent; gender coded by field staff) by region is shown in Table D1.

Table D1. Age and gender distribution by geographic regions

Gender	Age Group	Northern California	Central California	Southern California	Total
Male	18-24	13.6%	13.4%	17.8%	15.6%
	25-34	21.9%	16.2%	25.2%	22.8%
	35-44	17.3%	19.0%	20.7%	19.1%
	45-54	18.4%	26.1%	18.6%	19.4%
	55-70	22.7%	22.5%	14.0%	18.5%
	71 or older	6.2%	2.8%	3.8%	4.6%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**
Female	18-24	12.5%	22.4%	21.6%	18.2%
	25-34	28.4%	19.4%	26.8%	26.7%
	35-44	22.1%	20.9%	19.2%	20.5%
	45-54	12.5%	13.4%	16.5%	14.7%
	55-70	18.8%	19.4%	14.6%	16.7%
	71 or older	5.5%	4.5%	1.4%	3.2%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Table D2. Gender distribution by geographic regions

Gender by region	Northern California	Central California	Southern California	Total
Male	64.2%	67.6%	60.7%	62.8%
Female	35.8%	32.4%	39.3%	37.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2)

The answers provided regarding drivers' biggest safety concerns in 2015 are listed in Table Q2_1, with additionally coded respondent-provided open-ended comments highlighted in blue. The provided answers in multiple choice format were coded into the same categories as in the previous waves with the 2015 addition of: "Not signaling lane change/merging vehicles". In total, 2,485 responses were given by 1,851 drivers.

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

1.Drunk Driving
2.Speeding and Aggressive Driving
3.Distracted Driving because of Talking
4.Distracted Driving because of Texting
5.Internal Car Distractions
6.Bad Road Surfaces
7.Not Wearing Seatbelts
8.Other
9.Personal Behavior
10.Age/Gender/Ethnicity of other drivers
11.Trucks, other types of vehicles
12.Car Crashes/Vehicle Issues
13.Media Devices (other than phone)
15.Other Drivers' Behavior that is clearly distracted
16.Roadway Conditions
17.Other Drivers' Behavior (general)
18.Weather Conditions
19.Bicyclists or Pedestrians
20.Motorcyclists
21.Congestion on Roadways
22.Construction on Roadways
23.Caltrans or Police
24.Unlicensed/uninsured drivers
25.Trash/Debris
26.Not signaling lane change/merging vehicles

The three most frequently mentioned safety concerns in 2015 were "Speeding and Aggressive Driving," "Distracted Driving because of Texting," and "Bad Road Surfaces" (highlighted in green in the Table

Q2_2). A total 47.2% of all answers provided included these three response categories, a slight shift compared with previous waves of data collection. The "Other" comments mentioned included other drivers, lack of lighting, unclear signage or lack of signage, as well as other external factors.

Note: For multiple choice questions, a respondent may give more than one answer. In Table Q2_2, the "% of answers" column is calculated off the total number of answers given (2,485). The "% of Drivers" column is calculated from the total 1,851 respondents who answered, excluding those who did not answer this question. This presentation and subsequent comparison is consistent with previous waves.

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

Q2 all answers combined	Count	% of answers	% of Drivers 2015 (1,849 cases)
Speeding/Aggressive Driving	449	18.1%	24.3%
Distracted Driving because of TEXTING	400	16.1%	21.6%
Bad Road Surfaces	324	13.0%	17.5%
Distracted Driving because of TALKING	290	11.7%	15.7%
Drunk Driving	163	6.6%	8.8%
Other Drivers' Behavior (general)	152	6.1%	8.2%
Congestion on Roadways	106	4.3%	5.7%
Other	99	4.0%	5.4%
Internal Car Distractions	76	3.1%	4.1%
Not signaling lane change/merging vehicles	75	3.0%	4.1%
Roadway Conditions	74	3.0%	4.0%
Other drivers' behavior that is clearly distracted	58	2.3%	3.1%
Motorcyclists	37	1.5%	2.0%
Age/Gender/Ethnicity of other drivers	37	1.5%	2.0%
Construction on Roadways	33	1.3%	1.8%
Trucks, other types of vehicles	29	1.2%	1.6%
Bicyclists or Pedestrians	20	0.8%	1.1%
Trash/Debris	20	0.8%	1.1%
Not Wearing Seatbelts	15	0.6%	0.8%
Car Crashes/Vehicle Issues	10	0.4%	0.5%
Unlicensed/uninsured drivers	7	0.3%	0.4%
Caltrans or Police	6	0.2%	0.3%
Media Devices (other than phone)	2	0.1%	0.1%
Weather Conditions	2	0.1%	0.1%
Personal Behavior	1	0.0%	0.1%
Total responses	**2,485**	**100.0%**	**134.4%**

Table Q2_3 shows the percentage of total answers given by year. The numbers indicate the percentage of a given answer as the fraction of the total number of answers, not the percentage of drivers surveyed (see also Table Q2_4). The highlighted cells indicate the three most frequently given responses in each year of data collection. The most frequently mentioned safety problem in the 2015

wave was “Speeding and Aggressive Driving,” followed by “Distracted Driving because of Texting” and “Bad Road Surfaces”.

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

Q2 all answers combined	% of answers 2015	% of answers 2014	% of answers 2013	% of answers 2012	% of answers 2011	% of answers 2010
Speeding and Aggressive Driving	18.1%	20.2%	14.3%	15.6%	17.6%	18.2%
Distracted Driving because of Texting	16.1%*	21.2%	20.3%	17.1%	18.5%	9.9%
Bad Road Surfaces	13.0%	10.4%	9.2%	11.4%	11.6%	11.6%
Distracted Driving because of Talking	11.7%*	18.0%	16.0%	18.3%	20.3%	15.8%
Drunk Driving	6.6%	6.2%	5.7%	4.3%	12.6%	7.9%
Other Drivers’ Behavior (general)	6.1%	5.6%	11.3%	10.5%	4.5%	14.0%
Congestion on Roadways	4.3%	2.9%	4.9%	4.1%	1.2%	5.3%
Other	4.0%	1.1%	0.6%	0.4%	0.0%	0.0%
Car Crashes/Vehicle Issues	4.0%	0.2%	0.4%	0.8%	0.3%	0.4%
Internal Car Distractions	3.1%	5.5%	3.6%	3.5%	3.8%	2.7%
Roadway Conditions	3.0%	0.6%	3.2%	2.5%	2.5%	4.3%
Unlicensed/uninsured drivers	3.0%	0.3%	0.3%	0.5%	0.0%	0.0%
Not signaling lane change/merging vehicles	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Drivers’ Behavior that is clearly distracted	2.3%	0.7%	1.8%	2.0%	2.0%	2.3%
Caltrans or Police	2.0%	0.0%	0.3%	0.3%	0.7%	0.6%
Motorcyclists	1.5%	0.8%	0.6%	1.0%	0.3%	0.8%
Age/Gender/Ethnicity of other drivers	1.5%	1.3%	2.2%	1.5%	1.0%	3.2%
Construction on Roadways	1.3%	1.2%	1.6%	2.1%	1.1%	0.8%
Trucks, other types of vehicles	1.2%	0.5%	0.7%	0.9%	0.3%	0.7%
Weather Conditions	1.0%	0.3%	0.1%	0.2%	0.0%	0.1%
Media Devices (other than phone)	1.0%	0.1%	0.1%	0.2%	0.0%	0.0%
Bicyclists or Pedestrians	0.8%	1.2%	1.0%	1.2%	0.6%	0.9%
Trash/Debris	0.8%	0.2%	0.6%	0.6%	0.0%	0.0%
Not Wearing Seatbelts	0.6%	0.9%	0.6%	0.4%	0.9%	0.4%
Personal Behavior	0.0%	0.4%	0.7%	0.7%	0.0%	0.1%
Total responses	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Note: Not all coding categories from 2015 were used in all previous waves of data collection.
* = significant decrease compared to 2014 data

2014 COMPARISON: The comparison to the findings of the 2014 data collection wave on the biggest safety problems in California shows a significant decline in the mention of “Distracted Driving because of Texting,” and “Distracted Driving because of Talking” (*p< 0.05*). At the same time, other answers increased in frequency, though not significantly, including “Bad Road Surfaces,” “Congestion on

Roadways," "Car Crashes/Vehicle Issues," and several more, including the added coding category "Not signaling lane change/merging vehicles," which was mentioned by 3.0% of all drivers in the 2015 data collection.

Safety Concerns (Q2) by California Region

The biggest safety issues mentioned by California drivers by region are shown in Table Q2_4. The three most frequent answers per region are shown as percentage of answers given by all respondents and are highlighted in green. In Southern California, "Speeding/Aggressive Driving" was the most frequently mentioned safety problem, whereas in Northern California, "Distracted Driving because of Texting" was most frequently mentioned and in Central California it was "Bad Road Surfaces."

Table Q2_4. Frequencies Q2 by California Region

Q2 by Region	Northern California	Central California	Southern California
Distracted Driving because of Texting	16.9%	16.1%	15.5%
Speeding/Aggressive Driving	16.2%	14.6%	20.3%
Bad Road Surfaces	14.1%	16.4%	11.4%
Distracted Driving because of Talking	11.7%	14.6%	11.0%
Other Drivers' Behavior (general)	8.2%	4.3%	4.9%
Other	5.1%	3.9%	3.2%
Drunk Driving	4.5%	7.9%	7.8%
Not signaling lane change/merging vehicles	4.2%	2.1%	2.3%
Congestion on Roadways	3.7%	1.4%	5.3%
Roadway Conditions	3.2%	3.9%	2.6%
Other drivers' behavior that is clearly distracted	2.1%	1.4%	2.7%
Internal Car Distractions	1.8%	2.1%	4.2%
Motorcyclists	1.6%	0.4%	1.7%
Construction on Roadways	1.5%	3.6%	0.7%
Trash/Debris	1.2%	0.7%	0.6%
Bicyclists or Pedestrians	1.1%	0.4%	0.7%
Age/Gender/Ethnicity of other drivers	0.8%	1.8%	1.9%
Trucks, other types of vehicles	0.6%	2.5%	1.3%
Not Wearing Seatbelts	0.5%	0.0%	0.8%
Car Crashes/Vehicle Issues	0.4%	0.4%	0.4%
Unlicensed/uninsured drivers	0.4%	0.7%	0.1%
Media Devices (other than phone)	0.1%	0.0%	0.1%
Personal Behavior	0.0%	0.4%	0.0%
Weather Conditions	0.0%	0.4%	0.1%
Caltrans or Police	0.0%	0.0%	0.5%
Total of answers	**100.0%**	**100.0**	**100.0**

Safety Concerns (Q2) by Age

The safety problems on California roads by age group shows that drivers of all ages perceive "Speeding/Aggressive Driving" and "Distracted Driving by Texting" to be the biggest concerns (Table Q2_5).

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	16.3%	17.4%	18.0%	15.6%	21.2%	28.9%
Distracted Driving because of Texting	15.8%	18.2%	16.1%	16.0%	14.3%	11.1%
Bad Road Surfaces	13.8%	10.7%	14.8%	12.7%	12.9%	16.7%
Distracted Driving because of Talking	11.6%	12.0%	11.4%	11.1%	11.6%	11.1%
Drunk Driving	6.9%	7.2%	5.2%	8.7%	5.4%	3.3%
Not signaling lane change/merging vehicles	6.4%	3.0%	2.1%	1.8%	2.7%	1.1%
Other Drivers' Behavior (general)	5.4%	4.5%	7.5%	5.6%	8.3%	6.7%
Roadway Conditions	4.2%	3.3%	3.0%	2.4%	2.0%	3.3%
Other	3.4%	4.3%	4.5%	4.9%	3.1%	2.2%
Other drivers' behavior that is clearly distracted	3.4%	2.3%	1.7%	2.4%	1.8%	2.2%
Internal Car Distractions	3.0%	3.5%	3.6%	3.6%	1.6%	1.1%
Congestion on Roadways	3.0%	3.2%	4.5%	4.2%	6.9%	3.3%
Not Wearing Seatbelts	1.2%	0.7%	0.6%	0.4%	0.2%	0.0%
Age/Gender/Ethnicity of other drivers	1.0%	1.2%	1.5%	1.8%	1.8%	3.3%
Car Crashes / Vehicle Issues	1.0%	0.5%	0.0%	0.4%	0.0%	1.1%
Bicyclists or Pedestrians	1.0%	1.0%	0.4%	1.3%	0.4%	0.0%
Construction on Roadways	1.0%	1.8%	1.1%	2.0%	0.7%	1.1%
Motorcyclists	0.7%	2.5%	1.7%	0.9%	1.3%	1.1%
Trucks, other types of vehicles	0.5%	0.3%	0.6%	2.2%	2.2%	1.1%
Weather Conditions	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%
Trash/Debris	0.2%	1.0%	1.1%	1.1%	0.7%	0.0%
Personal Behavior	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%
Media Devices (other than phone)	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%
Caltrans or Police	0.0%	0.7%	0.2%	0.0%	0.2%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3)

The "most serious distraction" on California roads question included an open-ended option, the responses to which were coded according to the schema below. For the 2015 wave a coding category "Phone device use in general (both text, phone etc.)" was added, to encompass the answers given by respondents indicating that phone and device use in general—including both texting and talking—is

the most serious distraction. The coding categories remained similar to the previous years' waves and are highlighted in blue (see Table Q3_1).

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

1.Cell Phone Conversations (hand-held or hands-free)
2.Texting While Driving
3.Passengers in Car
4.Eating While Driving
5.Personal Grooming
6.Adjusting Radio/Stereos
7.GPS/Navigation Systems
8.Roadside Billboards
9.Other
10.Age/Gender/Ethnicity of other Drivers
11.Trucks, other types of Vehicles
12.Car Crashes/Vehicle Issues
14.Drunk Drivers
15.Other Drivers' Behavior that is clearly distracted
16.Road Conditions
17.Other Drivers' Behavior (general)
18.Weather Conditions
19.Bicyclists or Pedestrians
20.Motorcyclists
21.Congestion on Roadways
22.Construction on Roadways
23.Caltrans or Police
24.Rubbernecking
25.Children/Kids in Car
26.People on the street/Scenery
27.Phone device use in general (both text, phone etc.)

Most Serious Distraction (Q3) by Survey Wave

The most serious distraction on California roadways, "Texting While Driving," was mentioned by the majority of drivers for the fourth year in a row. For the 2015 study, the added coding category "Phone Device Use in General," including both texting, talking and using a device while driving, amounted to 19.4% of all answers provided. In total, the top three most mentioned answers refer to device use while driving and account for 80.6% of all answers provided (Table Q3_2). The "Other" category included comments on technology and electronic devices in general and other external factors.

Note on the 2010 data column: The answer options for the 2010 study contained the answering option "media devices," which was removed in later versions. In the table below, the frequencies of that answer were added to the "Other" category.

Table Q3_2. Frequencies Q3 by California Survey Wave

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

2014 COMPARISON: None made due to the 2015 added coding category capturing both texting and phoning on electronic devices as an answer choice, which accounted for 19.4% of all answers.

Most Serious Distraction (Q3) by Region

Among California regions the most serious distraction on roadways reported is "Texting While Driving" with 41.2% of drivers in Northern California, compared to 38.3% in Southern California and 37.4% in Southern California selecting that option. The second most frequently given answer was "Phone Device Use in General" in Northern California and "Cell Phone Conversations" in both Central and Southern California, a difference that is significant at $p<0.05$ (Table Q3_3).

Table Q3_3. Frequencies Q3 by California Region

Q3 by region	Northern California	Central California	Southern California
Texting While Driving	41.2%	38.3%	37.4%
Phone Device Use in General (both text, phone etc.)	28.5%	9.2%	14.5%
Cell Phone Conversations (hand-held or hands-free)	12.2%	35.0%	27.4%
Passengers in Car	0.7%	2.9%	1.2%
Eating While Driving	0.5%	0.5%	2.4%
Personal Grooming	0.0%	1.0%	1.5%
Adjusting Radio/Stereos	1.1%	1.0%	1.1%
GPS/Navigation Systems	0.1%	0.0%	1.3%
Roadside Billboards	2.3%	1.9%	3.1%
Other	4.3%	2.9%	3.5%
Age/Gender/Ethnicity of other drivers	1.1%	0.0%	0.2%
Trucks, other types of vehicles	0.1%	0.5%	0.0%
Car Crashes/Vehicle Issues	1.6%	1.5%	1.6%
Drunk Drivers	0.0%	0.0%	0.1%
Other Drivers' Behavior that is clearly distracted	0.4%	1.5%	0.3%
Road Conditions	0.4%	0.5%	0.1%
Other Drivers' Behavior (general)	0.3%	0.0%	0.7%
Weather Conditions	0.0%	0.5%	0.0%
Bicyclists or Pedestrians	0.5%	0.0%	0.1%
Motorcyclists	1.1%	0.0%	1.0%
Congestion on Roadways	0.0%	0.0%	0.5%
Construction on Roadways	1.5%	1.0%	0.6%
Caltrans or Police	0.3%	0.0%	0.3%
Rubbernecking	0.9%	1.0%	1.0%
Children/Kids in Car	0.5%	0.0%	0.2%
People on the street/Scenery	0.4%	1.0%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) by Age

The most serious distraction for all age groups is "Texting While Driving," ranging from 23.7% of answers of 71-or-older drivers to 42.3% of answers of the 25- to 34-year-old drivers (cells highlighted in green). The differences among drivers are not significant (Table Q3_4).

Table Q3_4. Cross-tabulation of Q3 most serious distraction by age group

Q3 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Texting While Driving	40.9%	42.3%	36.3%	41.6%	36.8%	23.7%
Cell Phone Conversations (hand-held or hands-free)	23.1%	16.9%	24.4%	24.1%	22.8%	30.3%
Phone Device Use in General (both text, phone etc.)	17.9%	19.7%	18.4%	18.7%	22.3%	21.1%
Passengers in Car	1.6%	1.1%	2.2%	0.6%	0.0%	2.6%
Eating While Driving	1.3%	2.0%	2.2%	1.5%	0.3%	0.0%
Personal Grooming	0.0%	0.9%	1.6%	0.9%	0.9%	0.0%
Adjusting Radio/Stereos	2.3%	0.7%	1.4%	0.6%	0.0%	2.6%
GPS/Navigation Systems	0.3%	0.4%	1.1%	1.2%	0.0%	1.3%
Roadside Billboards	1.6%	2.6%	3.5%	1.5%	3.3%	2.6%
Other	2.6%	3.7%	3.0%	2.7%	5.9%	7.9%
Age/Gender/Ethnicity of other drivers	0.3%	0.4%	0.5%	0.6%	0.9%	0.0%
Trucks, other types of vehicles	0.0%	0.2%	0.0%	0.0%	0.3%	0.0%
Car Crashes/Vehicle Issues	2.3%	2.4%	1.1%	1.5%	0.3%	1.3%
Drunk Drivers	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%
Other Drivers' Behavior that is clearly distracted	0.3%	0.4%	0.0%	0.6%	0.9%	1.3%
Roadway Conditions	0.0%	0.4%	0.3%	0.0%	0.3%	1.3%
Other Drivers' Behavior	0.0%	0.4%	0.3%	0.0%	1.5%	1.3%
Weather Conditions	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%
Bicyclists or Pedestrians	0.3%	0.2%	0.3%	0.6%	0.0%	0.0%
Motorcyclists	1.0%	0.9%	0.8%	0.9%	0.6%	2.6%
Congestion on Roadways	0.3%	0.0%	0.8%	0.0%	0.3%	0.0%
Construction on Roadways	1.6%	1.1%	0.5%	0.9%	1.2%	0.0%
Caltrans or Police	0.0%	0.4%	0.0%	0.3%	0.6%	0.0%
Rubbernecking	1.6%	1.3%	0.5%	0.6%	0.9%	0.0%
Children/Kids in Car	0.0%	0.9%	0.3%	0.3%	0.0%	0.0%
People on the street/Scenery	0.6%	0.4%	0.3%	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

The results to the question "How often in the past 30 days have you talked on a hand-held cell phone while driving?" are shown in Table Q4_1. The results by region show some significant differences among the behaviors of Southern Californians compared to Northern and Central Californians. Drivers in Southern California more frequently talk (to some extent) on a hand-held phone while driving than drivers in other regions: 47.6% of Southern Californians "Never" talked on the phone in the past 30 days compared to 58.8% in the North and 57.4% in Central California (*p<0.05*).

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

Q4 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	59 7.8%	20 9.6%	88 9.2%	167 8.7%	169 9.1%	180 9.3%	201 10.7%	189 10.5%	234 14.0%
Sometimes	80 10.5%	27 12.9%	137 14.3%	244 12.7%	271 14.6%	217 11.2%	217 11.5%	209 11.7%	227 13.6%
Rarely	174 22.9%	42 20.1%	275 28.8%	491 25.5%	463 24.9%	467 24.1%	420 22.3%	406 22.6%	324 19.4%
Never	447 58.8%	120 57.4%	455 47.6%	1,022 53.1%	959 51.5%	1075 55.4%	1042 55.4%	989 55.2%	883 52.9%
Total	760 **100.0%**	209 **100.0%**	955 **100.0%**	1,924 **100.0%**	1862 **100.0%**	1,939 **100.0%**	1,880 **100.0%**	1,793 **100.0%**	1,668 **100.0%**

2014 COMPARISON: The results of the 2015 survey are comparable to results of the 2014 data, without any significant differences.

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

The age of the driver and the stated frequency of talking on a hand-held device while driving are shown in Table Q4_2. As a general trend, drivers over 45 are more likely to "Never" talk on a hand-held device while drivers 34 and younger generally talk more often on a hand-held phone while driving. The differences between the age groups are significant (*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 age

Q4 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	13.6%	12.2%	7.2%	8.4%	3.8%	0.0%
Sometimes	17.7%	15.7%	12.5%	8.7%	8.3%	11.5%
Rarely	28.4%	27.8%	29.6%	23.3%	20.1%	10.3%
Never	40.4%	44.3%	50.7%	59.7%	67.8%	78.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Talking on a hand-held phone by gender is shown in Table Q4_3, without any significant differences between groups.

Table Q4_3. "How often in the past 30 days have you talked on a hand-held cell phone while driving?" by gender

Q4 by gender	Male	Female
Regularly	9.6%	7.1%
Sometimes	12.7%	12.6%
Rarely	25.6%	25.5%
Never	52.1%	54.8%
Total	**100.0%**	**100.0%**

Talking Hands-Free While Driving (Q5) by Region

The results of the frequency of talking on a hands-free device while driving in the past 30 days and the combined results and distribution by region are shown in Table Q5_1. Overall, 30.6% of all drivers "Regularly" talk on a hands-free phone while driving, while 35.3% "Never" do so. The rates of drivers in Southern California who "Never" talk on hands-free phones is significantly lower compared to the other regions, whereas that group more frequently stated to "Sometimes" or "Rarely" talk with a hands-free phone ($p<0.05$).

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

Q5 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	245 32.1%	57 27.0%	288 30.3%	590 30.6%	523 28.2%	532 27.4%	491 26.1%	550 30.6%	491 29.4%
Sometimes	103 13.5%	26 12.3%	217 22.8%	346 18.0%	342 18.4%	390 20.1%	272 14.5%	283 15.7%	221 13.2%
Rarely	93 12.2%	32 15.2%	185 19.4%	310 16.1%	254 13.7%	262 13.5%	243 12.9%	183 10.2%	136 8.1%
Never	322 42.2%	96 45.5%	262 27.5%	680 35.3%	738 39.7%	757 39.0%	873 46.5%	782 43.5%	821 49.2%
Total	763 **100.0%**	211 **100.0%**	952 **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%**

2014 COMPARISON: The data comparison between 2015 and 2014 data shows a significant decrease of 4.4% of respondents who "Never" talked on a hands-free phone while driving (p=0.00).

Talking Hands-Free While Driving (Q5) by Age

The frequencies of driving while talking on a hands-free device by age group are shown in Table Q5_2. There is a significant difference among age groups and a trend towards younger drivers (under age 44) more often stating to "Sometimes" talk hands-free while a large proportion of drivers age 55 and older "Never" use a hands-free device (*p<0.05*).

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

Q5 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	24.8%	36.5%	33.2%	31.8%	29.5%	10.3%
Sometimes	24.1%	20.3%	20.9%	14.2%	12.4%	7.7%
Rarely	14.9%	16.0%	18.4%	18.4%	13.0%	10.3%
Never	36.2%	27.2%	27.5%	35.6%	45.1%	71.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Talking Hands-Free While Driving (Q5) by Gender

Talking on a hands-free phone while driving by gender shows a comparable distribution among respondents who "Never" talk on a hands-free device (Table Q5_3). In the other answer categories, there are significant differences between genders, with female drivers less frequently "Regularly" driving with a hands-free phone but more frequently stating that they "Sometimes" or "Rarely" use a hands-free device (*p<0.05*).

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

Q5 by gender	Male	Female
Regularly	33.4%	26.0%
Sometimes	16.2%	21.0%
Rarely	14.8%	18.3%
Never	35.7%	34.7%
Total	**100.0%**	**100.0%**

Texting or Emailing While Driving (Q6) by Region

Drivers' responses on texting or emailing while driving in the past 30 days (Q6) show significant differences among the California regions (Table Q6_1). Southern California respondents reported with 45.6% to "Never" text or email while driving compared to 64.3% in the North and 67.3% in Central California engaging in that behavior. The differences among the three regions are significant at *p<0.05*.

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

Q6 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Regularly	52 6.9%	14 6.6%	95 9.9%	161 8.4%	170 9.1%	140 7.2%	116 6.2%	114 6.3%	157 9.4%
Sometimes	103 13.6%	26 12.3%	202 21.1%	331 17.2%	228 12.2%	191 9.8%	194 10.3%	140 7.8%	174 10.4%
Rarely	115 15.2%	29 13.7%	223 23.3%	367 19.1%	402 21.6%	313 16.1%	281 14.9%	256 14.2%	177 10.6%
Never	487 64.3%	142 67.3%	436 45.6%	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	757 **100.0%**	211 **100.0%**	956 **100.0%**	1,924 **100.0%**	1,862 **100.0%**	1,941 **100.%**	1,880 **100.0%**	1,799 **100.0%**	1,669 **100.0%**

2014 COMPARISON: The increase of 5.0% of drivers who "Sometimes" text or email while driving since 2014 is significant (p=0.00).

Texting or Emailing While Driving (Q6) by Age

The differences between age groups in texting or emailing while driving are shown in Table Q6_2. The younger the driver, the higher the likelihood of texting or emailing while driving. Drivers age 34 and under text or email "Regularly" significantly more often than all other age groups (p<0.05).

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

Q6 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Regularly	13.6%	14.3%	6.4%	4.8%	2.6%	2.6%
Sometimes	26.6%	24.1%	17.6%	12.5%	6.8%	1.3%
Rarely	21.8%	23.0%	23.3%	19.6%	10.6%	0.0%
Never	38.0%	38.5%	52.7%	63.1%	80.0%	96.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Texting or Emailing While Driving (Q6) by Gender

The comparison of texting/emailing while driving by gender shows a significant difference between males and females with male drivers stating significantly higher rates of "Regularly" texting or emailing than females, and females stating to "Sometimes" text or email while driving more often than males (Table Q6_3). Both differences are significant (p=0.01).

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

Q6 by gender	Male	Female
Regularly	9.6%	6.3%
Sometimes	15.3%	20.5%
Rarely	18.5%	20.1%
Never	56.6%	53.2%
Total	**100.0%**	**100.0%**

Change of Behavior Due to Cell Phone Law (Q7) by Region

Question 7 asked drivers whether they talk on the phone "Less, more, or the same amount because of the hands-free law?" The results vary by region, from 7.2% of drivers in Central California to 14.7% in Southern California stating to talk "More" on their cell because of the law. Overall, the rate Southern Californians stated to talk "More" or "The same" on their cell phone because of the law is significantly higher than in the other regions (Table Q7_1).

Table Q7_1. "Do you talk less, more, or the same amount on your cell phone because of the hands-free law?" by region

Q7 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
More	87 13.1%	14 7.2%	132 14.7%	233 13.3%	139 8.0%	182 9.7%	163 9.3%	176 10.6%	130 8.5%
The same	343 51.7%	117 60.3%	525 58.6%	985 56.2%	916 52.5%	1,033 54.9%	995 56.9%	813 49.0%	867 56.9%
Less	234 35.2%	63 32.5%	239 26.7%	536 30.6%	691 39.6%	668 35.5%	590 33.8%	670 40.4%	526 34.5%
Total	664 **100.0%**	194 **100.0%**	896 **100.0%**	1,754 **100.0%**	1,746 **100.0%**	1,883 **100.0%**	1,748 **100.0%**	1,659 **100.0%**	1,523 **100.0%**

2014 COMPARISON: Compared to the 2014 data, there are significantly fewer drivers who talk "Less" since introduction of the hands-free law (9% reduction, p=0.00) and a slight increase of drivers who talk "More" (5.3% increase, p=0.00).

Change of Behavior Due to Cell Phone Law (Q7) by Age

The change in talking frequency on a cell phone while driving due to the cell phone law by age group is shown in Table Q7_2. There are significant difference between the age groups in the stated reduction of that behavior, with 35- to 44-year-olds and 55- to 70-year-olds talking "Less" on the phone while driving compared to the age group of 45- to 54-year-olds ($p<0.05$).

Table Q7_2. "Do you talk less, more, or the same amount on your cell phone because of the hands-free law?" by age

Q7 by age	18-24	25-34	35-44	45-54	55-70	71 or older
More	12.2%	15.3%	13.4%	16.4%	9.0%	10.7%
The same	58.8%	52.6%	51.4%	61.2%	56.2%	66.1%
Less	28.9%	32.0%	35.1%	22.4%	34.8%	23.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Driving Mistakes Due to Cell Phone (Q8) by Region

Any stated driving mistakes made due to cell phone use are shown by the region variable in Table Q8_1. Overall, 39.4% of drivers admitted to having made a driving mistake due to cell phone use, ranging from 36.1% in Central California to 42.3% in Northern California. The differences between the regions are not significant.

Table Q8_1. "Have you EVER made a driving mistake while talking on a cell phone?" by region

Q8 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	310 42.3%	75 36.1%	359 37.9%	744 39.4%	858 47.1%	866 45.0%	827 44.6%	802 45.8%	766 46.5%
No	423 57.7%	133 63.9%	587 62.1%	1,143 60.6%	965 52.9%	1,060 55.0%	1,027 55.4%	951 54.2%	883 53.5%
Total	733 **100.0%**	208 **100.0%**	946 **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%**

2014 COMPARISON: Compared to 2014, there has been a significant 7.7% reduction of driving mistakes made while talking on a cell phone (p=0.00).

Driving Mistakes Due to Cell Phone (Q8) by Age

Driving mistakes due to cell phone use by age group is shown in Table Q8_2, with significant differences among driver ages. Drivers between 25 to 44 years of age admitted to significantly more driving mistakes than drivers 55 and older ($p<0.05$).

Table Q8_2. "Have you EVER made a driving mistake while talking on a cell phone?" by age

Q8 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	39.0%	47.9%	44.2%	37.7%	30.1%	15.5%
No	61.0%	52.1%	55.8%	62.3%	69.9%	84.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Near Crash Due to Other Driver Talking/Texting (Q9) by Region

Table Q9_1 shows the responses of drivers having ever been hit or nearly hit by another driver who was talking or texting on a cell phone. Overall, 59.6% of all drivers stated that they were hit or nearly hit by a driver talking or texting, ranging from 56.9% in Central California to 61.3% in Northern California. The differences among regions are not significant.

Table Q9_1. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by region

Q9 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	443 61.3%	115 56.9%	559 59.0%	1,117 59.6%	1,098 61.2%	421 59.5%	1,067 60.1%	1,038 60.1%	912 57.5%
No	280 38.7%	87 43.1%	389 41.0%	756 40.4%	697 38.8%	286 40.5%	708 39.9%	689 39.9%	673 42.5%
Total	723 **100.0%**	202 **100.0%**	948 **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%**

2014 COMPARISON: Compared to 2014 results, there have been no significant changes in the frequency of hits or near hits due to the cell phone use by other drivers due to texting or talking on a cell phone.

Near Crash Due to Other Driver Talking/Texting (Q9) by Age

Having experienced being hit or nearly hit by a driver using a cell phone, compared by the age group variable, is shown in Table Q9_2. There are no significant differences between the age groups.

Table Q9_2. "Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?" by age

Q9 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	60.1%	62.0%	57.9%	62.3%	57.0%	52.6%
No	39.9%	38.0%	42.1%	37.7%	43.0%	47.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Likelihood of Being Ticketed for Hand-Held Phone Use (Q10) by Region

The perceived likelihood of being ticketed for using a hand-held phone or for texting by California region is shown Table Q10_1. Overall, 47.6% of California drivers believe it is "Very Likely" or "Somewhat Likely" to get ticketed, compared to 40.9% who believe it "Very Unlikely" or "Somewhat Unlikely". The differences among the three regions are significant, with Northern Californians less frequently (4.2%) stating it "Neither likely nor unlikely" to receive a ticket for hand-held cell phone use, compared to the other regions ($p<0.05$).

Table Q10_1. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by region

Q10 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012
Very Likely	156 21.1%	56 26.5%	232 24.6%	444 23.4%	424 23.4%	493 26.3%	368 20.1%
Somewhat Likely	206 27.8%	50 23.7%	203 21.5%	459 24.2%	416 23.0%	599 31.9%	570 31.2%
Neither Likely or Unlikely	31 4.2%	30 14.2%	157 16.6%	218 11.5%	210 11.6%	131 7.0%	154 8.4%
Somewhat Unlikely	169 22.8%	33 15.6%	159 16.9%	361 19.1%	376 20.8%	306 16.3%	356 19.5%
Very Unlikely	178 24.1%	42 19.9%	192 20.4%	412 21.8%	385 21.3%	349 18.6%	379 20.7%
Total	740 **100.0%**	211 **100.0%**	943 **100.0%**	1,894 **100.0%**	1,811 **100.0%**	1,878 **100.0%**	1,827 **100.0%**

2014 COMPARISON: The comparison to 2014 shows no change in the perception of getting a ticket for using a hand-held phone while driving.

Likelihood of Being Ticketed for Hand-Held Phone Use (Q10) by Age

The likelihood for being ticketed for using a hand-held phone while driving cross-tabulated by driver's age is shown in Table Q10_2. The only significant difference among age groups is between drivers age 71 and over and those between 25 and 34 years, with the younger drivers more frequently believing it to be "Very Unlikely" to get ticketed for hand-held cell phone use ($p<0.05$).

Table Q10_2. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?" by age

Q10 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	23.6%	26.0%	23.7%	22.0%	21.7%	20.8%
Somewhat Likely	29.0%	27.1%	24.8%	21.7%	20.2%	18.2%
Neither Likely or Unlikely	10.8%	10.3%	13.6%	14.1%	9.9%	7.8%
Somewhat Unlikely	16.6%	16.8%	20.4%	20.2%	21.7%	18.2%
Very Unlikely	20.1%	19.7%	17.4%	22.0%	26.5%	35.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "Phone in One Hand, Ticket in the Other" (Q11a) by Region

The recall of the safety campaign "Phone in One Hand, Ticket in the Other" is listed in Table Q11a_1. In total, 21.8% of drivers recalled hearing or seeing the campaign in the past 6 months and 78.2% of drivers did not. The recall is comparable among the three regions.

Table Q11a_1. "In the past 6 months, do you recall hearing or seeing: Phone in One Hand, Ticket in the Other?" by region

Q11a by region	Northern California	Central California	Southern California	Total 2015	Total 2014
Yes	158 22.3%	46 21.9%	203 21.3%	407 21.8%	158 22.3%
No	551 77.7%	164 78.1%	749 78.7%	1,464 78.2%	551 77.7%
Total	709 **100.0%**	210 **100.0%**	952 **100.0%**	1,871 **100.0%**	709 **100.0%**

2014 COMPARISON: The recall of the "Phone in One Hand, Ticket in the Other" campaign has not changed significantly since 2014.

Recall of "Phone in One Hand, Ticket in the Other" (Q11a) by Age

The recall of the campaign by age group is shown in Table Q11a_2. There are no significant differences among the driver groups by age.

Table Q11a_2. "In the past 6 months, do you recall hearing or seeing: Phone in One Hand, Ticket in the Other?" by age

Q11a by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	23.8%	22.4%	19.0%	22.0%	21.8%	13.5%
No	76.2%	77.6%	81.0%	78.0%	78.2%	86.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "It's Not Worth it" (Q11b) by Region

The campaign "It's Not Worth it" by regional recall is shown in Table Q11b_1, with 54.3% of all drivers recalling the campaign. There are no significant differences among the three regions.

Table Q11b_1. "In the past 6 months, do you recall hearing or seeing: It's Not Worth it?" by region

Q11b by region	Northern California	Central California	Southern California	Total 2015	Total 2014
Yes	391 55.1%	125 59.5%	497 52.4%	1013 54.3%	316 51.0%
No	318 44.9%	85 40.5%	451 47.6%	854 45.7%	304 49.0%
Total	709 **100.0%**	210 **100.0%**	948 **100.0%**	1867 **100.0%**	620 **100.0%**

2014 COMPARISON: The recall of the "It's Not Worth it" campaign has not changed significantly since 2015 and only increased by 3.3%.

Recall of "It's Not Worth it" (Q11b) by Age

The recall of the campaign "It's Not Worth it" by age group shows some significant differences (Table Q11b_2). Drivers age 18 to 24 have a significantly higher recall of the campaign compared to drivers age 71 and over ($p<0.05$), but there are no other differences in recall among age groups.

Table Q11b_2. "In the past 6 months, do you recall hearing or seeing: It's Not Worth it?" by age

Q11b by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	58.9%	55.9%	54.5%	52.9%	51.5%	37.8%
No	41.1%	44.1%	45.5%	47.1%	48.5%	62.2%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "Silence the Distraction" (Q11c) by Region

A third campaign, "Silence the Distraction" was recalled by 14.8% of all drivers, and the distribution by region is shown in Table Q11c_1. The differences in regional recall are not significant.

Note: This question was added in the 2015 wave.

Table Q11c_1. "In the past 6 months, do you recall hearing or seeing: Silence the Distraction?" by region

Q11c by region	Northern California	Central California	Southern California	Total 2015
Yes	92 13.0%	28 13.4%	158 16.5%	278 14.8%
No	617 87.0%	181 86.6%	797 83.5%	1,595 85.2%
Total	709 **100.0%**	209 **100.0%**	955 **100.0%**	1,873 **100.0%**

Note: Not in 2014 survey

Recall of "Silence the Distraction" (Q11c) by Age

The recall of the "Silence the Distraction" campaign by age group shows no significant differences (Table Q11c_2).

Table Q11c_2. "In the past 6 months, do you recall hearing or seeing: Silence the Distraction?" by age

Q11c by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	17.8%	14.2%	14.5%	15.7%	12.7%	9.5%
No	82.2%	85.8%	85.5%	84.3%	87.3%	90.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "Click it or Ticket" Campaign (Q11d) by Region

The recall of the "Click it or Ticket" campaign is shown in Table Q11d_1 by the region variable. Overall, 87.4% of all drivers asked recalled the "Click it or Ticket" campaign, with some significant differences among the three regions. Drivers in Southern California showed a significantly lower recall (84.6%) compared the drivers in the other regions (89.2% in the North and 93.8% in Central California, $p<0.05$).

Table Q11d_1. "In the past 6 months, do you recall hearing or seeing: Click it or Ticket?" by region

Q11d by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	637 89.2%	197 93.8%	810 84.6%	1,644 87.4%	1,688 91.0%	1,557 81.0%	1,594 86.5%	1,583 88.6%	1,392 84.1%
No	77 10.8%	13 6.2%	148 15.4%	238 12.6%	167 9.0%	366 19.0%	249 13.5%	204 11.4%	264 15.9%
Total	714 **100.0%**	210 **100.0%**	958 **100.0%**	1,882 **100.0%**	1,855 **100.0%**	1,923 **100.0%**	1,843 **100.0%**	1,787 **100.0%**	1,666 **100.0%**

Note: The 2014 question phrasing was: "Do you recall hearing or seeing 'Click it or Ticket' in the past 6 months?"

2014 COMPARISON: The recall of the "Click it or Ticket" campaign decreased significantly by 3.6% from 91.0% in 2014 to 87.4% in 2015 (p=0.00).

Recall of "Click it or Ticket" Campaign (Q11d) by Age

The recall rate of the "Click it or Ticket" campaign in the past 6 months by driver age group is shown in Table Q11d_2. The rate of recall among age groups is not significantly different.

Table Q11d_2. "In the past 6 months, do you recall hearing or seeing: Click it or Ticket?" by age

Q11d by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	86.3%	89.8%	87.2%	87.8%	87.2%	80.0%
No	13.7%	10.2%	12.8%	12.2%	12.8%	20.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of "Report Drunk Drivers - Call 911" (Q11e) by Region

The "Report Drunk Drivers - Call 911" campaign by region is shown in Table Q11e_1, with 87.3% of all drivers stating to have seen or heard it in the past six months; ranging from 86.7% in Southern California to 91.9% in Central California. The differences in the regional recall are not significant.

Table Q11e_1. "Do you recall hearing or seeing: Report Drunk Drivers - Call 911" in the past 6 months?" by region

Q11e by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	617 86.8%	193 91.9%	826 86.7%	1636 87.3%	1,517 81.3%	1,007 52.0%	1,202 64.6%	1,124 62.7%	1,006 60.6%
No	94 13.2%	17 8.1%	127 13.3%	238 12.7%	348 18.7%	928 48.0%	658 35.4%	669 37.3%	653 39.4%
Total	711 **100.0%**	210 **100.0%**	953 **100.0%**	1874 **100.0%**	1,865 **100.0%**	1,935 **100.0%**	1,860 **100.0%**	1,793 **100.0%**	1,659 **100.0%**

2014 COMPARISON: The recall of the "Report Drunk Drivers - Call 911" campaign has increased by 6.0% since 2014, from 81.3% to currently 87.3% (p=0.00).

Recall of "Report Drunk Drivers - Call 911" (Q11e) by Age

The recall rate of the "Report Drunk Drivers - Call 911" campaign by driver age group is shown in Table Q11e_2. The rate of recall among age group is significantly different with drivers age 18 to 24 having a significantly higher recall (91.4%) than drivers age 45 to 54 and those 71 and older ($p<0.05$).

Table Q11e_2. "Do you recall hearing or seeing: Report Drunk Drivers - Call 911" in the past 6 months?" by age

Q11e by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	91.4%	89.3%	86.0%	82.9%	88.7%	78.4%
No	8.6%	10.7%	14.0%	17.1%	11.3%	21.6%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Intoxicated Driving (Q12) by Region

Question 12 of the 2015 wave asked drivers about the frequency of driving after having had too much to drink, the results are shown in Table Q12_1. Of all drivers surveyed, 7.2% stated to have driven drunk in the past six months, ranging from 5.6% in Central California to 7.6% in Southern California. The differences among regions are significant ($p<0.05$), with Southern California drivers stating a higher frequency of not driving after having too much to drink compared to the other two regions.

Table Q12_1. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by region

Q12 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	53 7.0%	12 5.6%	73 7.6%	138 7.2%	162 8.8%	119 6.2%	102 5.5%	120 6.7%	99 6.0%
No	477 63.0%	127 59.6%	660 69.0%	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	227 30.0%	74 34.7%	224 23.4%	525 27.2%	422 22.9%	358 18.6%	475 25.8%	405 22.6%	338 20.5%
Total	757 **100.0%**	213 **100.0%**	957 **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%**

2014 COMPARISON: The percentage of respondents reporting driving drunk remained comparable to 2014, without any significant changes.

Intoxicated Driving (Q12) by Age

The differences by age group of drivers stating to have driven drunk in the past six months are significant (Table Q12_2). Drivers age 45 or older stated to not drink at all significantly more than drivers age 25 to 34 ($p<0.05$).

Table Q12_2. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by age

Q12 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	7.6%	9.9%	7.2%	5.4%	5.6%	3.8%
No	68.5%	72.6%	68.5%	60.6%	56.8%	59.5%
I do not drink at all	23.9%	17.5%	24.3%	34.0%	37.6%	36.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Use of Alternative Ride Services when Drinking (Q13) by Region

Asked about the use of alternative ride services when drinking alcohol, 35.6% of all drivers "Always" or "Sometimes" used a taxi or ride service when drinking, while 64.3% "Rarely" or "Never" did. The results between Southern California and the other two regions are significant (p=0.02), with Southern California drivers stating to use taxis or ride services when drinking more frequently (26.6% compared to 19.8% in Northern and 15.9% in Central California).

Table Q13_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

Q13 by region	Northern California	Central California	Southern California	Total 2015	Total 2014
Always	104 19.8%	22 15.9%	193 26.6%	319 22.9%	150 10.6%
Sometimes	66 12.5%	17 12.3%	94 12.9%	177 12.7%	179 12.7%
Rarely	66 12.5%	18 13.0%	100 13.8%	184 13.2%	189 13.4%
Never	290 55.1%	81 58.7%	339 46.7%	710 51.1%	894 63.3%
Total	526 **100.0%**	138 **100.0%**	726 **100.0%**	1,390 **100.0%**	1,412 **100.0%**

2014 COMPARISON: There has been a significant increase in the number of respondents who "Always" use a ride service since 2014. In 2015, 22.9% of all drivers always use a taxi or ride service when drinking, an increase of 12.3% from 2014 (p=0.00).

Use of Alternative Ride Services when Drinking (Q13) by Age

The use of a taxi or ride service when drinking by the age group variable also shows significant difference among age groups (Table Q13_2, $p<0.05$). Drivers age 45 and older who "Never" use ride services state this significantly more often than drivers age 34 and younger, indicating some ride service use by younger drivers overall. The age group of drivers 25 to 34 who "Always" use ride services do so significantly more often than drivers 35 and older.

Table Q13_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

Q13 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	25.7%	34.9%	20.4%	16.6%	10.7%	8.3%
Sometimes	17.8%	16.0%	14.4%	8.8%	5.3%	2.1%
Rarely	12.9%	11.0%	16.9%	15.2%	12.6%	8.3%
Never	43.6%	38.1%	48.2%	59.4%	71.4%	81.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Designated Sober Driver (Q14) by Region

The results on how often drivers had a designated sober driver by region are shown in Table Q14_1. Overall, 58.5% of all drivers "Always" or "Sometimes" designate a sober driver. The differences among regions are not significant.

Table Q14_1. "In the past 6 months, how often have you had a designated sober driver, including you?" by region

Q14 by region	Northern California	Central California	Southern California	Total 2015	Total 2014
Always	207 39.8%	65 46.8%	313 43.1%	585 42.2%	525 28.5%
Sometimes	83 16.0%	20 14.4%	123 16.9%	226 16.3%	338 18.3%
Rarely	61 11.7%	13 9.4%	80 11.0%	154 11.1%	192 10.4%
Never	169 32.5%	41 29.5%	211 29.0%	421 30.4%	790 42.8%
Total	520 **100.0%**	139 **100.0%**	727 **100.0%**	1,386 **100.0%**	1,845 **100.0%**

2014 COMPARISON: In 2015, 42.2% of drivers "Always" have a designated sober driver, a significant increase of 13.7% since 2014 (p=0.00).

Designated Sober Driver (Q14) by Age

The designation of a sober driver in the past 6 months by age group is shown in Table Q14_2. The driver group of 25- to 34-year-olds who "Never" designated a sober driver in the past six months (23.1%) does so significantly less frequently than drivers age 45 and older. Drivers age 71 or older state significantly less to "Always" designate a driver compared to those 44 and younger ($p<0.05$).

Table Q14_2. "In the past 6 months, how often have you had a designated sober driver, including you?" by age

Q14 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Always	46.1%	44.6%	47.5%	38.7%	35.1%	20.0%
Sometimes	19.1%	20.4%	14.6%	11.1%	13.9%	14.0%
Rarely	9.1%	11.9%	11.4%	9.2%	13.0%	12.0%
Never	25.7%	23.1%	26.4%	41.0%	38.0%	54.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q15) by Region

The wording of Question 15 was changed in the 2015 survey to "In the past 6 months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" The results are shown in Table Q15_1. A total of 56.8% of drivers recalled sobriety/DUI checkpoints, ranging from 46.4% in Northern California to 63.7% in Southern California. The differences among the regions are significant at $p<0.05$ with Northern Californians having seen or heard about checkpoints significantly less often than drivers in the other regions.

Table Q15_1. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by region

Q15 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	350 46.4%	134 62.9%	610 63.7%	1,094 56.8%	1,327 71.3%	993 51.6%	1,263 67.8%	1,300 72.9%	1,006 60.6%
No	405 53.6%	79 37.1%	347 36.3%	831 43.2%	535 28.7%	931 48.4%	599 32.2%	483 27.1%	653 39.4%
Total	755 **100.0%**	213 **100.0%**	957 **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%**

Note: the 2014 question was phrased slightly different, but comparable in content: "In the past 6 months, have you read, seen or heard anything about DUI checkpoints or saturation points?"

2014 COMPARISON: Compared to 2014, there has been a 14.5% decrease in drivers recalling seeing or hearing about sobriety or DUI checkpoints in the past six months, from 71.3% in 2014 to 56.8% in 2015. That decrease is significant at p=0.00.

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q15) by Age

Table Q15_2 shows the recall of sobriety or DUI checkpoints by age groups, with the recall ranging from 50.0% of drivers 71 and older to 61.1% of drivers 18 to 24. The differences are not significant.

Table Q15_2. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by age

Q15 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	61.1%	60.7%	55.0%	56.3%	53.1%	50.0%
No	38.9%	39.3%	45.0%	43.7%	46.9%	50.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Sobriety Checkpoint Support (Q16) by Region

The overall and regional support of sobriety checkpoints is shown in Table Q16_1 with a 90.8% approval rate among all drivers. The differences among the three regions in the approval rate are significant ($p<0.05$) with Southern Californians showing significantly higher approval rates (93.1%) compared to Northern Californians (88.4%).

Table Q16_1. "Do you support the use of sobriety/DUI checkpoints?" by region

Q16 by region	Northern California	Central California	Southern California	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	650 88.4%	184 88.9%	875 93.1%	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	85 11.6%	23 11.1%	65 6.9%	173 9.2%	163 9.0%	245 13.0%	190 10.4%	204 11.7%	189 11.6%
Total	735 **100.0%**	207 **100.0%**	940 **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%**

2014 COMPARISON: The support for sobriety checkpoints remained comparable to 2014, without any significant changes.

Sobriety Checkpoint Support (Q16) by Age

The support for sobriety or DUI checkpoints among the driver age groups is shown in Table Q16_2 without any significant differences among the age groups.

Table Q16_2. "Do you support the use of sobriety/DUI checkpoints?" by age

Q16 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	92.2%	87.5%	91.0%	90.7%	92.8%	97.5%
No	7.8%	12.5%	9.0%	9.3%	7.2%	2.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

The responses to the perceived likelihood of getting arrested for driving drunk is shown in Table Q17_1. About 68.4% of all drivers asked believed that it is "Very Likely" or "Somewhat Likely" to get arrested for driving drunk.

Of Northern California drivers 23.2% believed it "Very Unlikely" or "Somewhat Unlikely" to get arrested for driving drunk, compared to a significantly higher percentage of 38.7% of drivers in Southern California (*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 2015	Total 2014
Very Likely	267 37.9%	72 34.4%	304 32.3%	643 34.7%	808 44.5%
Somewhat Likely	275 39.0%	77 36.8%	273 29.0%	625 33.7%	515 28.4%
Somewhat Unlikely	109 15.5%	35 16.7%	229 24.3%	373 20.1%	316 17.4%
Very Unlikely	54 7.7%	25 12.0%	135 14.3%	214 11.5%	175 9.6%
Total	705 **100.0%**	209 **100.0%**	941 **100.0%**	1,855 **100.0%**	1,814 **100.0%**

2014 COMPARISON: The perceived likelihood being "Very Likely" to get arrested for driving drunk decreased from 44.5% in 2014 to 34.7% in 2015. That decrease of 9.8% is significant at *p*=0.00.

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).

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

Q17 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	37.9%	34.5%	35.3%	32.9%	32.7%	38.4%
Somewhat Likely	33.0%	36.1%	32.9%	33.2%	35.5%	27.4%
Somewhat Unlikely	14.2%	17.9%	22.7%	24.5%	20.8%	23.3%
Very Unlikely	14.9%	11.5%	9.0%	9.4%	11.0%	11.0%
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: "How serious of a problem is driving under the influence of drugs, including marijuana, prescription, and illegal?" Table Q18_1 shows the perceived seriousness of the problem of driving under the influence of legal or illegal drugs by California region. In total, 54.7% of all drivers stated this to be a "Very big problem" and 86.6% believed it either a "Very big problem" or "Somewhat of a problem."

The differences among California regions is significant ($p<0.05$) with fewer Southern Californians (50.0%) believing driving under the influence of legal or illegal drugs being a "Very big problem," compared to the other regions (58.7% in Northern and 63.6% in Central California).

Note: This question phrasing was modified in the 2015 wave.

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 2015
Very big problem	378 58.7%	131 63.6%	471 50.0%	980 54.7%
Somewhat of a problem	210 32.6%	57 27.7%	304 32.3%	571 31.9%
A small problem	43 6.7%	12 5.8%	138 14.6%	193 10.8%
Not a problem at all	13 2.0%	6 2.9%	29 3.1%	48 2.7%
Total	644 **100.0%**	206 **100.0%**	942 **100.0%**	1,792 **100.0%**

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

Table Q18_2 shows the perception of DUI of legal and illegal drugs by age group. The 25- to 34-year-old drivers stated at 48.7% that this is a "Very big problem," which is significantly lower than the perceptions of drivers age 55 and older (61.9% and 68.1% respectively, $p<0.05$).

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

Q18 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very big problem	49.3%	48.7%	55.5%	57.7%	61.9%	68.1%
Somewhat of a problem	36.6%	32.9%	33.5%	29.0%	28.4%	26.1%
A small problem	11.4%	14.0%	9.0%	11.9%	7.4%	4.3%
Not a problem at all	2.6%	4.4%	2.0%	1.3%	2.3%	1.4%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

The results of Q19 by California region are shown in Table Q19_1. The majority of drivers (57.5%) believe it is safe to drive 10 miles over the speed limit on freeways. Drivers in Northern California have a significantly higher affirmation rate (61.9%) compared to drivers in Central (51.2%) and Southern California (55.3%). Those differences are significant at $p<0.05$.

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 2015	Total 2014
Yes	471 61.9%	109 51.2%	530 55.3%	1,110 57.5%	1,104 59.3%
No	179 23.5%	58 27.2%	244 25.5%	481 24.9%	449 24.1%
It depends	111 14.6%	46 21.6%	184 19.2%	341 17.7%	309 16.6%
Total	761 **100.0%**	213 **100.0%**	958 **100.0%**	1,932 **100.0%**	1,862 **100.0%**

2014 COMPARISON: The belief that it is safe to drive 10 miles over the speed limit remains similar to 2014 data without any significant changes.

Safety of Driving 10 Miles Over the Speed Limit of 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. There are significant differences between driver age groups with younger drivers (age 44 and under) stating a much higher approval rate than drivers 71 or older. A significantly smaller group of drivers age 25 to 34 (17.7%) do not believe it to be safe, compared to a larger group of drivers age 45 and over (ranging from 29.3% to 41.8%, $p<0.05$).

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

Q19 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	58.0%	66.4%	62.0%	53.8%	48.8%	38.0%
No	23.3%	17.7%	20.6%	29.3%	32.1%	41.8%
It depends	18.6%	15.9%	17.4%	16.9%	19.1%	20.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Question 20 asked of the perceived safety of driving 20 miles over the speed limit on freeways (Table Q20_1), with 11.5% of all drivers believing it is safe. There are no significant differences among drivers in the different California regions.

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 2015	Total 2014
Yes	76 10.0%	22 10.3%	124 12.9%	222 11.5%	230 12.4%
No	558 73.4%	157 73.7%	661 69.0%	1,376 71.3%	1,267 68.4%
It depends	126 16.6%	34 16.0%	173 18.1%	333 17.2%	354 19.1%
Total	760 **100.0%**	213 **100.0%**	958 **100.0%**	1,931 **100.0%**	1,851 **100.0%**

2014 COMPARISON: The belief that is it safe to drive 20 miles over the speed limit did not change significantly since 2014, with 11.5% of drivers in 2015 affirming this, compared to 12.4% in 2014.

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

Drivers' perception of driving 20 miles over the speed limit on freeways being safe by age group is shown in Table Q20_2. Drivers age 25 to 34 stated with a significantly lower percentage (63.1%) that driving 20 miles over the speed limit is not safe, compared to drivers 45 and over (ranging from 76.9% to 83.5%, $p<0.05$).

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

Q20 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	12.3%	15.3%	12.3%	8.6%	9.1%	6.3%
No	68.5%	63.1%	70.9%	76.9%	77.6%	83.5%
It depends	19.2%	21.6%	16.8%	14.5%	13.3%	10.1%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

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

Table Q21_1 shows the results of the drivers' responses to whether they think it is safe to drive five miles over the speed limit on residential streets, with 38.8% of drivers confirming and 46.8% not believing it safe. The differences between regions are significant, with a larger proportion of drivers in Southern California (44.6%) believing it to be safe to drive five miles over the speed limit, compared to 34.9% of drivers in Northern and 26.3% of drivers in Central California ($p<0.05$).

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 2015	Total 2014
Yes	266 34.9%	56 26.3%	428 44.6%	750 38.8%	577 31.0%
No	384 50.4%	134 62.9%	387 40.4%	905 46.8%	978 52.6%
It depends	112 14.7%	23 10.8%	144 15.0%	279 14.4%	306 16.4%
Total	762 **100.0%**	213 **100.0%**	959 **100.0%**	1,934 **100.0%**	1,861 **100.0%**

2014 COMPARISON: Compared to 2014 there has been a significant increase in drivers who believe it safe to drive five miles over the speed limit on residential streets. While in 2014, 31.0% believed it to be safe, in 2015, 38.8% of drivers did, a 7.8% increase ($p=0.00$).

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

The stated safety of driving five miles over the speed limit by age group also shows significant differences (Table Q21_2). Drivers age 44 and under think it is safe to drive five miles over the speed limit significantly more often than drivers age 55 and over ($p<0.05$).

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

Q21 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	43.8%	44.8%	42.0%	34.3%	30.6%	22.8%
No	41.0%	41.6%	40.7%	52.1%	57.1%	67.1%
It depends	15.1%	13.6%	17.3%	13.6%	12.4%	10.1%
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 chance of being ticketed for driving over the speed limit by the region variable is shown in Table Q22_1. A total 61.5% of all drivers believe it to be "Very Likely" or "Somewhat Likely" to get a speeding ticket with some small significant differences between California regions. Northern California drivers'

responses of being ticketed being "Somewhat Likely" (43.7%) is significantly higher than Southern California (36.3%), with a reciprocal relationship of the perception of it being "Somewhat Unlikely" to get a speeding ticket. The differences are significant at $p<0.05$.

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 2015	Total 2014
Very Likely	147 21.1%	42 20.3%	209 22.0%	398 21.5%	413 22.5%
Somewhat Likely	304 43.7%	93 44.9%	344 36.3%	741 40.0%	691 37.6%
Somewhat Unlikely	153 22.0%	46 22.2%	268 28.3%	467 25.2%	484 26.4%
Very Unlikely	92 13.2%	26 12.6%	127 13.4%	245 13.2%	248 13.5%
Total	696 **100.0%**	207 **100.0%**	948 **100.0%**	1,851 **100.0%**	1,836 **100.0%**

2014 COMPARISON: There have been no significant changes since 2014 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

Drivers' perceived chance of being ticketed for driving over the speed limit by age is shown in Table Q22_2, without any significant differences among age groups.

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

Q22 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Very Likely	20.2%	20.6%	22.4%	22.0%	23.5%	18.9%
Somewhat Likely	43.6%	41.8%	39.9%	38.1%	38.7%	35.1%
Somewhat Unlikely	24.1%	24.6%	25.8%	29.2%	22.3%	23.0%
Very Unlikely	12.1%	13.1%	11.9%	10.7%	15.5%	23.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Perception of Legality for Bikes on Roadways (Q23) by Region

The results of Question 23, asking respondents if they thought it was legal for bicyclists to ride on roadways when there is no bike lane, are shown in Table Q23_1. A total 68.6% of California drivers think it is legal for a bicycle rider to use the street, without any significant differences among the California regions.

Table Q23_1. "Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?" by region

Q23 by region	Northern California	Central California	Southern California	Total 2015	Total 2014
Yes	478 67.6%	128 63.1%	654 70.6%	1,260 68.6%	1,204 68.7%
No	229 32.4%	75 36.9%	273 29.4%	577 31.4%	549 31.3%
Total	707 **100.0%**	203 **100.0%**	927 **100.0%**	1,837 **100.0%**	1,753 **100.0%**

2014 COMPARISON: The perception of it being legal for bicycles to ride on the street when there is no bike line has not changed significantly since 2014.

Perception of Legality for Bikes on Roadways (Q23) by Age

The perception of the legality of bicycles on roadways by age is shown in table Q23_2. Drivers in the age group of 18 to 24 years stated "Yes" to the legality at a significantly lower percentage (58.0%) than all other age groups.

Table Q23_2. "Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?" by age

Q23 by age	18-24	25-34	35-44	45-54	55-70	71 or older
Yes	58.0%	70.4%	71.2%	70.9%	70.5%	68.0%
No	42.0%	29.6%	28.8%	29.1%	29.5%	32.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Problems Experienced (Q24)

Question 24 asked respondents to think about when they have been a pedestrian in the past six months and what safety problems they experienced, the results of which together with the 2014 comparison, can be found in Table Q24_1. The multiple choice answers were combined and the "Other" comments were coded into additional coding categories, highlighted in blue below.
The majority of respondents did not experience any safety problems when being a pedestrian (22.8%), while 21.8% of drivers mentioned "Cars not stopping" and 14.1% saying "Distracted drivers (cell phones)" as being frequently encountered safety problems.

Table Q24_1. "Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?"

Q24	count	Percent 2015	Percent 2014
None	515	22.8%	3.3%
Cars not stopping	493	21.8%	30.5%
Distracted Drivers (cell phones)	319	14.1%	27.4%
Cars going too fast	254	11.2%	17.2%
Lack of sidewalks/clear crosswalks	112	5.0%	2.1%
Almost getting hit by car	106	4.7%	7.7%
Drivers not paying attention	89	3.9%	0.7%
Drivers turning right without looking for pedestrians	75	3.3%	1.1%
Drivers don't see or look for pedestrians	70	3.1%	1.3%
Other	69	3.1%	3.4%
Drivers' behavior (general)	63	3.0%	1.4%
Bicyclists not stopping	43	1.9%	2.1%
Drivers stopping in the crosswalk	15	0.7%	0.2%
Crowded Streets	9	0.4%	1.3%
Walk signals not long enough	9	0.4%	0.4%
Age/Gender/Ethnicity of drivers	4	0.2%	0.1%
Total	**2,262**	**100.0%**	**100.0%**

Safety Problems Experienced (Q24) by Region

The perceived safety problems for pedestrians by the region variable are shown in Table Q24_2 with the most frequently mentioned response by region highlighted in green. The most frequently given response in both Northern and Central California was "None," followed by "Cars not stopping," which was the most frequently given response of Southern California drivers.

Table Q24_2. "Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?" by region

Q24 by region	Northern California	Central California	Southern California
None	24.4%	36.7%	18.8%
Cars not stopping	20.7%	16.1%	23.7%
Distracted Drivers (cell phones)	14.1%	13.8%	14.1%
Cars going too fast	8.9%	11.0%	13.1%
Almost getting hit by car	5.7%	5.0%	3.8%
Drivers turning right without looking for pedestrians	4.3%	1.8%	2.8%
Other	4.0%	1.8%	2.5%
Bicyclists not stopping	3.5%	0.5%	1.0%
Drivers' behavior (general)	3.5%	0.9%	3.1%
Lack of sidewalks/clear crosswalks	3.2%	5.5%	6.2%
Drivers don't see or look for pedestrians	3.1%	0.9%	4.5%
Drivers not paying attention	2.4%	3.7%	5.1%
Drivers stopping in the crosswalk	0.9%	0.5%	0.5%
Crowded Streets	0.6%	0.0%	0.3%
Walk signals not long enough	0.4%	0.9%	0.3%
Age/Gender/Ethnicity of drivers	0.2%	0.9%	0.0%
Total responses	**100.0%**	**100.0%**	**100.0%**