

### COLORADO

**Department of Transportation** 

### **Mail Survey about Driving Behaviors**

Seat Belt Use, Speeding, Distracted Driving, and Alcohol, Cannabis, and Prescription Medication Use



March 2019 Report of Results

Seattle • Washington DC • Austin • Norfolk • Portland

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### **Executive Summary**



### **Purpose and Methodology**

#### **Purpose**

- Each year the Colorado Department of Transportation (CDOT) conducts several media campaigns to encourage safe driving habits. In support of these campaigns, CDOT uses a mail survey of Colorado adults to assess current attitudes and driving behaviors related to seat belt use, speeding, distracted driving, and alcohol, cannabis, and prescription medication use.
- This report outlines the results of the 2019 survey. Key questions were identified by CDOT for comparison to the 2017 and 2016 surveys throughout the report. (A survey was not conducted in 2018.) Additional comparisons for 2014-2019 for several questions are available in Appendix E (pages 61-63)

#### **PRR conducted the statewide survey January 10-27, 2019.** To ensure comparability, the 2019 survey followed the same protocol as the 2014-2017 surveys.<sup>1</sup>

#### **Sampling Methods**

- A list of 5,000 randomly selected US Postal Service addresses was purchased. Non-Front Range counties were over-sampled to ensure these less—populous counties were adequately represented.
- The initial mailing went out January 10, and a follow-up reminder postcard went out January 17. Respondents had the option of completing the survey online. The online version was available in English and Spanish.
- An online panel was used to boost the proportion of the sample from hard-to-reach audiences, specifically younger age groups, lower income households, and people of color.
- 759 people completed the survey: 126 online, 424 by mail, and 208 through the online panel. The response rate is 11% (excludes panel respondents) and the margin of error is approximately +/- 3.9%.<sup>2</sup> No one took the survey in Spanish. The full participant profile is available on pages 6 and 7.

<sup>&</sup>lt;sup>1</sup> Results from the 2014 and 2015 survey were compiled differently and are not directly comparable to the 2016-2019 survey results. <sup>2</sup> The use of a panel means the sample is not a true random sample, so the margin of error is approximate.

### Purpose and Methodology, continued

#### **Weighting Methods**

- The primary objective of weighting survey data is to make sure the survey sample reflects the wider population of a community. Using weighted data can produce more generalizable statistical results than estimates based on unweighted data.
- First, the 2019 survey respondents' demographics were compared to the 2017 American Community Survey for the State of Colorado. Next, we went to an online panel to hear from hard-to-reach populations.
- Ultimately, the data was weighted by age and region to match Census figures to ensure fair representation of the state's population.

#### A Note on Terminology

- The survey asks about "certain prescription medications other than cannabis." This report refers to "prescription medications" for brevity.
- The term "region" refers to residence inside or outside the Front Range.

#### Analysis Methods

- Survey responses are summarized in charts. Survey topics are seat belt use, perceptions of enforcement, and attitudes towards driving after using alcohol, cannabis, or prescription medications other than cannabis.
- Bivariate correlations identified relationships within topic areas, plus demographic factors (i.e., age, gender, primary vehicle type used, motorcycle ownership, income level, race, Hispanic ethnicity, education, region and years of residency in Colorado), substance use (i.e. use of alcohol, cannabis, or prescription medications in the last 30 days), and driving after consuming using alcohol, cannabis, or prescription medications.
- All reported correlations are statistically significant at the .05 level (95% confidence level) and have correlation coefficients of >=0.15 or <=0.15, which indicates a relatively strong relationship.

### **Key Findings**

- 1. Respondents are more likely to wear seat belts when driving farther or faster. A majority reported wearing a seat belt all the time while driving on a highway (92%) or driving more than 2 miles (86%). 85% reported wearing a seat belt all the time when driving less than 2 miles.
- 2. Reminders and enforcement may increase seat belt usage. Respondents who did not report wearing a seat belt all the time suggested several ways to help compel them to wear their seat belt more often, including audible reminders (29%), the possibility of getting ticketed (24%) or seeing others receive tickets (15%), believing seat belts increased personal safety (25%), and if it wearing one was more comfortable (16%).
- 3. There is greater uncertainty about the likelihood that law enforcement would stop speeders on higher–speed roads. 43% of respondents reported that police would be unlikely to stop speeders on a road where the speed limit is 65 mph, but just 30% felt the same way when the speed limit is 30 mph.
- 4. The faster the speed limit, the more people tend to speed. 25% of respondents said they never drive over the posted speed limit of 25-30 mph, whereas only 10% said the same for roads with a 65 mph speed limit.
- 5. Distracted driving often involves entertainment devices. Of things people did most often, selecting entertainment on a cell phone, CD player, radio, or other device tops the list (27%). Talking on a hands-free cell phone (20%) and eating food (16%) were the second and third most common distractions.
- 6. **Respondents view driving under the influence of alcohol, cannabis, and prescription medications differently.** While 71% of respondents strongly disagreed that they can drive safely under the influence of alcohol, fewer people strongly disagreed that they could drive safely under the influence of cannabis (57%) or prescription medications excluding cannabis (47%).
- 7. Respondents engage with CDOT and view the agency favorably. Most people (65%) report that CDOT does a good (48%) or excellent job (17%), overall. They check the news (36%), CDOT signage (44%), and the CDOT website (16%) frequently. In contrast, 72% and 71% of people reportedly never use 511 and GovDelivery communications respectively to get information about Colorado highways.

### Demographic Profile, weighted by Age and Region



Due to rounding or questions where participants could select multiple answers, percentages may not sum to 100%.

# Hispanic, Latino or Spanish origins 29%







### Demographic Profile continued, weighted by Age and Region



### How many years have you lived in Colorado?



Due to rounding or questions where participants could select multiple answers, percentages may not sum to 100%.

#### **Primary Personal Vehicle**





#### Region



PRR



#### How to Read this Report

Page title: summarizes an important finding from the in-depth analysis

### Those who wear a seat belt more often tend to have more education, higher incomes, and support a primary seat belt law

+ or – : indicates
whether there's a
positive (+) or negative
(-) relationship
between two variables.
Here, respondents who
engaged in distracted
driving were LESS likely
to wear a seat belt
when driving more than
two miles, but MORE
likely to wear a seat
belt when driving on a
highway or interstate.

	Q2. Wears a seat belt more often when driving their primary vehicle					
	Overall	Somewhere close (< 2 miles)	Farther away (> 2 miles)	On a highway or Interstate		
Older			+			
More formal education	+	+	+			
Higher income	+	+	+			
White, Non-Hispanic			+			
Wears a seat belt more often on other trips <sup>1</sup>	+	+	+	+		
Always wears a seat belt	+	+	+	+		
Supports making seat belt violations a primary offense	+	+	+	+		
Engaged in distracted driving <sup>2</sup>			-	+		
Used prescription medications	-					
Drove after having cannabis or taking prescription medications	_	(prescriptions)	_	 (prescriptions)		

<sup>1</sup> Includes: close by, farther away, or on a highway or interstate.

<sup>2</sup> includes: ate food; selected entertainment on a cell phone, CD player, radio, or other device.

(...): parentheses mean the relationship only applies to this case. Here, people who drove after taking prescription medications (but not cannabis) were LESS likely to wear a seat belt when driving less than two miles.



### Survey Findings Seatbelt Safety



#### Most respondents wear their seat belt all the time

- Overall, most people said that they wear their seat belt all (90%) or most of the time (7%).
- Only 1% of respondents reported wearing their seat belt rarely.
- Seat belt use changes depending on the nature of a trip. Seat belt use all of the time was highest on highway or interstate roads compared to other types of roads:
  - When driving less than two miles (85%)
  - When driving more than two miles (86%)
  - When driving on the highway or interstate (92%)

**Correlations** are reported on the following page.

#### When driving your primary vehicle, how often do you wear your seat belt? Base: all respondents.



# Those who wear a seat belt more often tend to have more education, higher incomes, and support a primary seat belt law

	Q2. Wears a seat belt more often when driving their primary vehicle					
	Overall	Somewhere close (< 2 miles)	Farther away (> 2 miles)	On a highway or interstate		
Older			+			
More formal education	+	+	+			
Higher income	+	+	+			
White, Non-Hispanic			+			
Wears a seat belt more often on other trips <sup>1</sup>	+	+	+	+		
Always wears a seat belt	+	+	+	+		
Supports making seat belt violations a primary offense	+	+	+	+		
Engaged in distracted driving <sup>2</sup>			-	+		
Used prescription medications	_					
Drove after having cannabis or taking prescription medications	_	– (prescriptions)	_	_ (prescriptions)		

<sup>1</sup> "Other trips" refers to trips <2 miles, >2 miles, on a highway or interstate, and overall. So, if someone wears their seat belt on one kind of trip, they are more likely to wear it on another kind of trip.

<sup>2</sup> Includes: ate food; selected entertainment on a cell phone, CD player, radio, or other device.

# Encouraging greater seat belt use: car features, law enforcement, and perceptions of seat belts

- 657 respondents said they wear a seat belt all the time. Of the 194 respondents who did not wear seat belts all the time, many (29%) reported that tools such as an audible seatbelt reminder would compel them to wear a seat belt.
- Law enforcement was another deciding factor for respondents. Respondents mentioned that the possibility of getting ticketed (24%) and seeing people being ticketed (15%) would compel them to wear their seat belt all the time.
- Many respondents said they would feel compelled to wear a seat belt if they thought it would keep them safer (25%) and some if it was more comfortable (16%).

**Correlations** are reported on the following page.

I would always wear my seat belt if... Base: respondents who do not wear seat belt all the time (n = 194). Multiple responses allowed. Percentages add up to more than 100%.



"Other" includes responses such as personal experience with car accidents, parental guidance, and setting a better example for kids.

# Tips to encourage seat belt use are correlated with age, race, and wearing a seat belt on other trips

	Q3. What, if anything, would compel you to wear your seat belt more often?						
	I thought you could get ticketed for not wearing a seat belt	I saw people being ticketed for not wearing a seat belt	My car had a reminder (like beeping when I am not wearing a seat belt)	Seatbelts were more comfortable	I thought seat belts would make me safer	I didn't think seat belts might hurt me	Other (please specify)
Younger	+	+	+		+		
White, Non-Hispanic	-	-	-		-		
Drives more frequently	_						
Wears a seat belt more often on other trips <sup>1</sup>	_	-	_	_	 (> 2 miles)	_	_
Gets news about CDOT from Highway signage	+					-	
Gets news about CDOT from 511	+				+	+	
Drove after having cannabis or taking prescription	+ (prescriptions)		+				
medications	(6						

<sup>1</sup>Includes: close by, farther away, or on a highway or interstate.

# Respondents are split over the likelihood that police would ticket them for seat belt violations

- Participants were almost evenly split on how likely it is that police would ticket them for driving without a seat belt, assuming they did so for six months straight.
- About half of them thought it was very (23%) or somewhat (24%) likely they would get a ticket in that situation.
- Almost just as many thought they would be somewhat (21%) or very (25%) unlikely to receive a ticket.
- 7% did not know one way or the other how likely they would be to get a ticket.

#### Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely or unlikely do you think it is that you would get a ticket for not wearing a seat belt?





#### Correlations

- Respondents who believed they would get a ticket for not wearing a seat belt (if they drove without using a seat belt for 6 months) are more likely to be:
  - Lower-income
  - Female
  - Other/Combination of races
- They are less likely to be White, Non-Hispanic.

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# Half of respondents believe seat belt violations are a primary offense

- With a primary offense, law enforcement can ticket a person simply for not wearing a seatbelt. For a secondary offense, law enforcement can only ticket someone for not wearing a seatbelt if another violation had occurred.
- In the 2019 survey, more respondents (51%) thought seat belt violations were a primary offense than thought they were a secondary offense (36%). The number of respondents who did not know how to classify seat belt violation was 12%. There was no statistically significant change in these views between 2017 and 2019.
- A majority (63%) of respondents support making a primary seat belt law. There was no statistically significant change in these views between 2017 and 2019.

**Correlations** are reported on the following page.

Before reading this survey, did you think seat belt violations were a primary or a <u>secondary</u> offense? Base: all respondents





#### How strongly would you support or oppose a new law to make not wearing a seat belt

a primary offense?

Base: all respondents

■ 2019 (n = 757) ■ 2017 (n = 866)



Knowledge about seat belt laws is correlated with age, race, and residence. Support for a primary seat belt law is correlated with seat belt use and perception of current seat belt laws.

	Q5. Before taking this subelt violations	Q6. Support making seat belt	
	Primary offense Secondary offense		primary offense
Younger	+		
White, Non-Hispanic	_		
Longer residence in Colorado	_	+	
Always wear seat belt			+
Believed seat belt violations were a primary offense			+
Supports making seat belt violations a primary offense	+	_	

# The top reason for supporting a primary seat belt law is safety; the top reason against is personal choice.

- Respondents overwhelmingly cited safety as the reason for *supporting* a primary seat belt law.
  - A few described the collective burden of people not wearing seat belts, such as the cost to public entities of fatalities or treatment for injuries. Several described higher insurance rates.
  - A few said that requiring adults to wear seat belts would shape the habits of children. Others thought the law should only be applied to adults who have unbuckled children.
  - Respondents who worked in emergency response saw the benefits of a primary seat belt law.
- The top argument against a primary set belt law invoked personal choice. Respondents thought that it was not the prerogative of the government to minimize risky behavior if it only affected the individual.
  - Several respondents said that wearing a seat belt was necessary, but didn't think it was the place of government to enforce it.
  - Some noted that legislation and enforcement should focus on other issues instead, such as texting while driving, speeding, or DUIs.
  - Several worried about racial profiling and/or the infringement of rights.
  - A few said it wasn't feasible for police to see inside vehicles to know if people are wearing their seat belt.

Ranking	Why would you support or oppose a new law to make not wearing a seat belt a primary offense? (n = 603)
1	Safety/Saves Lives
2	Personal Choice
3	Law enforcement could be doing more important things
4	Costs to others/Lower insurance costs
5	Law enforcement will abuse power/Profiling

Other topics raised include (in no particular order):

- Government shouldn't be involved
- Law is fine as is / Against more laws
- Know someone injured or killed from not wearing seat belt
- Support for applying this law to children, but not adults
- Just as important as other primary offenses

Comparison of top-5 rankings for 2015-2019 are available in Appendix C (page 60).

### **Survey Findings** Driving at Safe Speeds



### Respondents report speeding where speed limits are higher

- As the speed limit of a road increases, participants tend to speed more often.
  - Only 14% of respondents said they speed in 25-30 mph zones all (5%) or most (9%) of the time.
  - Only 16% said they speed in 35-45 mph zones all (6%) or most (10%) of the time.
  - 30% said they speed in 55 mph zones all (7%) or most (23%) of the time.
  - 39% said they speed in 65 mph zones all (10%) or most (29%) of the time.

**Correlations** are reported on the following page.



0%

20%

100%

80%

60%

40%

# Those who speed tend to feel safe driving over the speed limit, believe enforcement is lax, and engage in distracted driving.

	Q8. How often, if ever, do you drive over the speed limit?					
	Overall	Neighborhood road (25-30 mph speed limit)	Main city/town road (35-45 mph speed limit)	Local highway (55 mph speed limit)	Main highway/interstate (65 mph speed limit)	
Higher income					+	
Drives more frequently	+					
Drive an SUV as their primary vehicle				+		
Drove after consuming alcohol	+		+	+	+	
Speeds on other roads <sup>1</sup>	+	+	+	+	+	
Feel safe driving faster in a 30 mph or 65 mph zone	+	+	+	+	+	
Agreed that police would likely stop someone (at least once) who sped in a 30 or 65 mph zone for 6 months	-	_ (30 mph only)	_	-	_	
Engaged in some form of distracted driving	+	+	+	+	+	

<sup>1</sup> Includes: neighborhood roads, main city/town roads, local highways, and main highways or interstates.

## Most participants feel safe driving up to 5 mph over the speed limit

- Whether the speed limit is low or high, people reported feeling safe driving up to 5 mph over the limit (88% in response to a 30 mph zone, 70% in response to a 65 mph zone). However, in areas with higher speed limits more people report speeding.
  - 12% of respondents reported a maximum speed exceeding 36 mph in a 35 mph zone (1% reported a maximum speed of 41 mph or more).
  - 30% of respondents reported a maximum speed exceeding 71 mph in a 65 mph zone (6% reported a maximum speed of 76 mph or more)

**Correlations** are reported on the following page.



What is the maximum speed you personally

feel safe driving on a local road

What is the maximum speed you personally feel safe driving on a local road where the speed limit is <u>65 mph</u>? Base: all respondents (n = 757)



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# Feeling safe driving over the speed limit is correlated with education, income, and whether someone recently had alcohol

	Q9-10. What is the maximum speed you personally feel safe driving in a					
	30 mph zone	65 mph zone				
Drives more frequently		+				
More formal education	+	+				
Higher income	+	+				
White, Non-Hispanic		+				
Always wears seat belt		+				
Feels safe driving faster in a 30	+	+				
mph or 65 mph zone	(65 mph zone)	(30 mph zone)				
Used alcohol	+	+				
Used cannabis		+				
Drove after consuming alcohol		+				

# People believe enforcement is more likely in areas with lower speed limits

- 66% of respondents believe that police are somewhat (41%) or very (25%) likely to stop drivers who consistently drive 5 to 10 mph over a 30 mph speed limit.
- In contrast, 47% of respondents said that police are somewhat (32%) or very (15%) likely to stop speeders on a 65 mph road.

Suppose you drove your motor vehicle consistently 5-10 mph over the speed limit for the next 6 months. How likely or unlikely is it that the police would stop you at least once? Base: all respondents

On a local road where the speed limit is 30 mph (n=756)



On a road where the speed limit is 65 mph (n=754)

**Correlations** are reported on the following page.

# Belief in speed limit enforcement is correlated with demographics and tendency to speed

	Q11. Believe police would stop someone _consistently speeding over six months in a				
	30 mph zone	65 mph zone			
Less formal education	+	+			
Female		+			
White, Non-Hispanic		—			
Other/Combination of races		+			
Believed police would stop someone who consistently sped in a 30 mph or 65 mph zone	+ (65 mph zone)	+ (30 mph zone)			
Comfortable driving faster in a 30 mph or 65 mph zone	-	_			
Speeds on other roads <sup>1</sup>	_	_			
Used alcohol		_			
Drove after consuming alcohol		_			

<sup>1</sup> Includes: neighborhood roads, main city/town roads, local highways, and main highways or interstates.

### **Survey Findings** Distracted Driving



# Entertainment, talking on the cell phone, and food are common distractions while driving

- Of things people did most often, selecting entertainment on a cell phone, CD player, radio, or other device tops the list (27%).
- Talking on a hands-free cell phone (20%) and eating food (16%) were the second and third most common distractions.
- For a full list of distractions while driving, see Appendix D (page 60).

Of the things you had done at least once while driving in the past 7 days, which ONE did you do most often? Base: all respondents (n = 722)



"Something else" includes responses such as drinking, wildlife, beautiful scenery, directional signs and loud noises, and dropping something while driving.

# Most participants had at least one instance of distracted driving in the last seven days

- The top three distractions participants reported doing in the past seven days were:
  - 71% said they selected entertainment on a device (29% did this often or every time they drove)
  - 65% said they at food (only 9% did this often or every time they drove)
  - 63% said they talked on a hands-free phone (20% did so often or every time they drove)
- People reported they read messages more often than sending messages while driving. In the past seven days, 33% sent a message and 48% read a message while driving.
- For a full detailed list of distractions while driving, see Appendix D (page 60).

**Correlations** are reported on the following page.

#### During the past seven days, how often, if ever, did you do each of the following while you were driving? (Top 5 Responses) Base: all respondents



# Those who drive distracted tend to engage in a variety of distracted driving behaviors

	Q12. Engaged in distracted driving					
	Sent a message (text, email, social media)	Talked on a hands-free cell phone	Talked on a hand-held cell phone	Ate Food	Selected entertainment (cell phone, CD player, radio, or other device)	Other forms of distracted driving <sup>1</sup>
Drives more frequently		+				
Younger	_					
White, Non-Hispanic	_		+			
Wears a seat belt more often				_ (driving >2 miles)	+ (driving on a highway/interstate)	
Feels safe driving faster in a 65 mph zone				-	+	
Engaged in other forms of distracted driving <sup>1</sup>	+	+		+	+	+
Drove after having cannabis or taking prescription medications	+					

<sup>1</sup> Includes: reading a message (text, email, social media), entering information into a GPS, personal grooming, reading (a map, newspaper, book, or other reading material), looking away from the road (to manage children, pets, or other people), and something else that might distract them from driving.

### **Survey Findings** Driving Under the Influence



# Most respondents are comfortable driving after having 1 to 2 drinks within a 2-hour time period, but no more

- Most participants (66%) said they feel comfortable having no more than one drink within a 2-hour period before driving.
- Only about 9% of people said they felt comfortable driving after 3 or more drinks within a 2-hour period.

#### Correlations

- Respondents who feel safe driving after more drinks were more likely:
  - Higher income
  - Male
  - To feel safe driving over the speed limit in a 30 mph or 65 mph zone
  - To engage in some form of distracted driving<sup>1</sup>
  - To believe they can drive safely under the influence of alcohol, cannabis, or prescription medications
  - To believe it's safer to drive under the influence of cannabis than alcohol
  - To say they would use a smartphone breathalyzer if it were given to them
  - To have used alcohol in the last 30 days
  - To have driven after consuming alcohol

<sup>1</sup> Includes reading a message (text, email, social media), entering information into a GPS, personal grooming, reading (a map, newspaper, book, or other reading material), looking away from the road (to manage children, pets, or other people), and something else that might distract them from driving.

How many drinks would you feel comfortable having within a 2 hour period and still feel safe to drive a vehicle? Base: all respondents (n = 746)



Note: Participants were instructed to consider one drink a 12ounce beer, a 5-ounce glass of wine, or 1 shot of liquor.

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# Alcohol consumption is far more common than cannabis or prescription consumption. Prescription use is rare.

- 334 respondents (45%) reported drinking alcohol in the last 30 days, compared to 127 respondents (17%) who reported consuming cannabis and 52 (7%) who reported taking prescription medications other than cannabis.
- There was a range in the amount of alcohol consumption across respondents, ranging from drinking 1-2 days in the last 30 days (9%) to drinking 11 or more days in the last 30 days (11%).
- Most respondents (83%) did not use cannabis in the last 30 days, but among those who did, 8% consumed 11 or more days and 8% consumed between 1 and 10 days.
- Prescription medication use was very rare, but among those who did take prescriptions other than cannabis in the last 30 days, there was a range of consumption habits between 1-2 days (2%) and 11 or more days (2%) in the last 30 days.

**Correlations** are reported on page 32.

#### In the last 30 days, on how many days did

**you...?** Base: all respondents

Drink alcoholic beverages (n = 742)

Use cannabis (n = 747)

■ Use prescription medications (n = 746)



### Driving after consuming alcohol, cannabis, or prescription medications is not common. More people drove after consuming alcohol.

- About a quarter of respondents (24%) said they drove after drinking alcohol in the last 30 days, compared to 8% of respondents who said they drove after consuming cannabis, and 6% who reported driving after taking prescription medications.
- Among those who reported driving after consuming alcohol, they did so infrequently. 14% reported driving on 1-2 days and 7% reported driving on 3-5 days of the last 30 days.
- Although it was a rare occurrence, those who reported driving after consuming cannabis tended to drive 1-2 days (2%) or 11 days or more (3%) of the last 30 days.

**Correlations** are reported on page 32.

Note: Some respondents said they did not consume alcohol, cannabis, or prescription medications in the last 30 days (page 33), yet they reported driving after consuming one of these substances. We did not 'correct' these responses for our analysis because we did not know which reported numbers were the true numbers, and this inconsistency affects a small number of observations (37 for alcohol consumption, 8 for cannabis consumption, and 5 for prescription medication consumption).

#### In the last 30 days, on how many days did

**you...?** Base: all respondents

■ Drive after drinking alcoholic beverages (n = 742)

- Drive after using cannabis (n = 747)
- Drive after using prescription drugs (n = 746)



# Consumption and driving within 2 hours of consuming correlates with demographics, law enforcement, and behavior

	Q14. Consumed within the last 30 days			Q14. Drove within 2 hours after consuming		
	Alcohol	Cannabis	Prescription medications	Alcohol	Cannabis	Prescription Medications
Younger		+				
White, Non-Hispanic	+	_		+	-	
Believed that someone who drove within an hour of consuming cannabis would get a DUI	_			-		
Believed police would stop someone for driving with a BAC or active THC in their body above the legal limit	_			-		
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	—					
Comfortable driving after having more drinks	+			+		
Believed they can safely drive under the influence of alcohol or cannabis		+ (cannabis)		+ (alcohol)	+ (cannabis)	
Believed they can safely drive after using prescription medications		+	+		+	+
Believed that it is safer driving under the influence of cannabis than alcohol		+		+	+	
Would use a smartphone breathalyzer if it were given to them	+	+		+		
Would pay more for a smartphone breathalyzer		+			+	+

Note: Someone who has used or driven after consuming alcohol is more likely to say they don't know if they can drive safely under the influence of cannabis or prescription medications. Those who have driven after consuming alcohol are also more likely to say they don't know whether it is safer to drive under the influence of cannabis or alcohol or they don't believe someone would get a DUI if they were pulled over driving within an hour of using prescription medications.

<sup>1</sup>Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

# Most participants do not think they can drive safely under the influence of alcohol, cannabis, or prescription medications

- 71% of 2019 respondents strongly disagreed that they could drive safely under the influence of alcohol.
- 57% strongly disagreed that they could drive safely under the influence of cannabis, and about half (47%) strongly disagreed that they could drive safely under the influence of prescription medications. **Correlations** are reported on the following page.
- There was no statistically significant change in the above views between 2017 and 2019.
- Interestingly, there were 4 to 8 times more respondents who strongly disagreed as opposed to somewhat disagreed with the idea that they could safely drive while under the influence of alcohol, cannabis, or prescription medications. This was true in 2016, 2017, and 2019.



# Perceptions of safely driving under the influence are correlated with demographics and consumption habits

	Q16. Believed they can safely drive under the influence of				
	Alcohol	Cannabis	Prescription medications		
Younger		+			
Male		+			
White, Non-Hispanic <sup>1</sup>		_			
Less formal education		+			
Lower income		+			
Comfortable driving after having more drinks	+	+	+		
Used cannabis or prescription medications		+	+		
		(cannabis)	(cannabis, prescriptions)		
Drove after taking prescription medications	+	+	+		
or consuming alcohol or cannabis	(alcohol)	(cannabis)	(cannabis, prescriptions)		

Note: Respondents with higher education and higher income were more likely to say they didn't know if it is safer to drive under influence of cannabis than alcohol. Lower income respondents were more likely say they didn't know if they can safely drive under influence of alcohol. White, Non-Hispanic respondents are more likely to say they don't know if they can safely drive under the influence of cannabis or if it is safer to drive under the influence of cannabis than alcohol.

# Perceptions of safely driving under the influence correlate with perceptions of law enforcement and breathalyzers.

	Q16. Believed they can safely drive under the influence of				
	Alcohol	Cannabis	Prescription medications		
Believed they can safely drive under the influence of alcohol, cannabis, or prescription medications	+	+	+		
Would use a smartphone breathalyzer if it were given to them	+	+			
Would pay more for a smartphone breathalyzer		+	+		
Believed someone who drove or were pulled over after using prescription medications would get a DUI			_		
Believed that police would stop someone driving with BAC above the legal limit	_				
Believed that police would stop or arrest someone driving with active THC above the legal limit	 (stopped)	_			
Believed someone arrested for DUI is likely to lose their job		+			
Believed someone can get a DUI for driving after using medically prescribed cannabis or prescription medications			+		

Note: Those who used alcohol in the last 30 days more likely to say they didn't know if can safely drive under the influence of cannabis or prescription medications. Those who drove within two hours of consuming alcohol are more likely to say they didn't know if they can safely drive under the influence of cannabis, prescription medications, or whether it is safer to drive under the influence of cannabis or alcohol.

### A majority of participants do not think it is safer to drive under the influence of cannabis than alcohol

- 43% of respondents to the 2019 survey strongly disagree that it is safer to driver under the influence of cannabis than alcohol.
- Less than a fifth somewhat (11%) or strongly (8%) agree.
- About a third of 2019 respondents (29%) do not know which activity is safer.
- There was no statistically significant change in these attitudes between 2017 and 2019.

**Correlations** are reported on the following page.

### It is safer driving under the influence of cannabis than alcohol

Base: all respondents



Belief that it is safer to drive under the influence of cannabis than under the influence of alcohol correlates with age, drinking habits, driving habits, and perceptions of law enforcement

	Q16. Believed it is safer driving under the influence of cannabis than under the influence of alcohol
Younger	+
Shorter residency in Colorado	+
Lower income	+
Believed they can safely drive under the influence of alcohol, cannabis, or prescription medications	+
Comfortable driving after having more drinks	+
Believed someone who drove or were pulled over after using cannabis would get a DUI	—
Believed that police would stop or arrest someone driving with active THC above the legal limit	—
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	+
Get information from CDOT through news on the television, radio, or in the newspapers	+
Used cannabis	+
Drove after consuming alcohol or cannabis	+

<sup>1</sup> Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

# People are divided on the likelihood of a DUI if they drove after using cannabis, but think a DUI is likely if they are pulled over

- 2019 survey participants were divided over the likelihood of a DUI if they drove within an hour of using cannabis. Almost as many people said they didn't know (19%) as said a DUI was somewhat likely (23%), somewhat unlikely (21%), or very unlikely (18%).
- Two-thirds of respondents said it is very (31%) or somewhat (30%) likely that someone would get a DUI if they were pulled over after using cannabis and interacted with law enforcement.
- There was no statistically significant change in attitudes between 2017 and 2019.

Correlations are reported on pages 39-40.

#### How likely or unlikely would it be that a person would get a DUI if...



... they drove within an hour of using

cannabis?

Base: all respondents

#### ...they were pulled over after using cannabis and had face-to-face contact with a law enforcement officer?

2017 (n = 886)

2019 (n = 757)



ise. all respondents

■ 2016 (n = 874)

# Participants are split on whether they would get a DUI for driving under the influence of prescription medications

- 32% of 2019 survey respondents said it was very (12%) or somewhat (20%) likely that a person would get a DUI if they drove within an hour of prescription mediations. Slightly more (34%) said a DUI was very (14%) or somewhat (20%) likely if they were pulled over while driving under the influence.
- About a quarter of respondents did not know whether a DUI was likely or not if they drove under the influence of prescription medications or if they were pulled over after taking prescription medications.
- There was no statistically significant change in attitudes between 2017 and 2019.

Correlations are reported on pages 39-40.



### Belief that someone would get a DUI for driving after consuming cannabis or taking prescription medications is correlated with demographics and drinking behavior

	Q17. Believed son	neone would get a DUI if	Q17. Believed someone would get a DUI if			
	they drove within	n an hour of consuming	they were pulled over after			
	Cannabis	S Prescription medications face-to-face contact with law enforcement		Using prescription medications		
White, Non-Hispanic	_	-		-		
Black or African American			-			
Other/Combination of races		+		+		
Less formal education	+	+		+		
Lower income		+				
Owns a motorcycle	_		-			
Comfortable driving after having more drinks	_					
Used alcohol	_					
Drove after consuming alcohol	_					

Note: Younger respondents were more likely to say they didn't know if they would get pulled over after using cannabis and had face-to-face contact with a law enforcement. Those who drove within 2 hours of consuming alcohol in last 30 days more likely to say Don't Know (DK) if they would get a DUI if they drove or were pulled over after using prescription medications. White, Non-Hispanic were more likely to say they don't know if they would get a DUI if they drove within an hour of using cannabis.

### Belief someone would get a DUI for driving after consuming cannabis or taking prescription medications is correlated with perceptions of enforcement.

	Q17. Believed someo they drove within a	one would get a DUI if n hour of consuming	Q17. Believed someone would get a DUI if they were pulled over after			
	Cannabis	Prescription medications	Using cannabis and had face-to-face contact with law enforcement	Using prescription medications		
Would pay more for a smart phone breathalyzer			-			
Believed someone would get a DUI if they drove within an hour of using cannabis or prescription medications	+	+	+	+		
Believed someone would get a DUI if they were pulled over after using cannabis or prescription medications	+	+	+	+		
Believed police would stop or arrest someone for driving with a BAC or active THC above the legal limit	+	+	+	+		
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	+	+	+	+		
Believed a person get a DUI as a result of driving after using cannabis recreationally or medically			+			
Believed a person get a DUI as a result of driving after using prescription medications	+	+	+	+		
Believed can drive safely after using prescription medications		_		_		
Believed it is safer driving under the influence of cannabis than under the alcohol	-		-			

<sup>1</sup> Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

### Many think a DUI is possible with recreational cannabis, but are less certain about medical cannabis and prescription medications

- 75% of respondents believe that a DUI can be a result of driving after using cannabis recreationally, while 66% believe that is true for driving after using medically prescribed cannabis.
- 57% believe a DUI can happen as a result of driving under the influence of prescribed medications.
- The number of respondents who did not know someone could get a DUI for driving under the influence of these substances was high: 21% with regard to recreational cannabis, 27% for medicinal cannabis, and 34% for prescription medications.

**Correlations** are reported on the following page.



# The perceived risk of getting a DUI correlates with demographics, knowledge of the law, and substance use

	Q18. Believed someone can get a DUI as a result of driving after consuming				
	Cannabis (recreational)	Cannabis (medical)	Prescription medications		
Higher income		+			
Black or African American		_			
Would pay less for a smartphone breathalyzer		+			
Believed they can safely drive after using prescription medications		_	-		
Believed someone would get a DUI if they drove or were pulled over after using prescription medications			+		
Believed someone would get a DUI if they drove or were pulled over after using cannabis	+ (pulled over)	+ (pulled over)	+		
Believed police can issue a DUI for driving after consuming cannabis recreationally or medically or after taking prescription medications	+	+	+		
Believed police would stop or arrest someone for driving after using cannabis	+ (arrest)		+ (stop)		
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	+	+	+		
Used prescription medications		_			

<sup>1</sup> Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

# Most people think that being pulled over and being arrested are likely consequences of driving under the influence of alcohol

- Most respondents (70%) think it is likely that someone driving over the legal alcohol limit would be stopped by police. An even higher proportion of respondents (82%) think that if someone were stopped, arrest would be a likely outcome.
- Over the past two years, there has not been a substantive change in perceptions of how likely it would be for a law enforcement officer to stop or arrest someone.

Correlations are reported on the following page.

Suppose you drove a motor vehicle after drinking alcohol and the amount of alcohol in your body was more than the law allows for drivers. How likely or unlikely is it...



Belief that being stopped or arrested is correlated with demographics, understanding of consequences, perceptions of safety, and substance use.

	Q19. Believed that if someone drove after drinking and their BAC was above the legal limit, law enforcement wou		
	Stop them	Arrest them	
Younger	+	+	
Less formal education	+	+	
Lower income	+		
Female	+		
White, Non-Hispanic	-	-	
Other/Combination of races	+	+	
Always wears seat belt	-		
Believed police would stop or arrest someone for driving after consuming cannabis	+	+	
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	+	+	
Believed can safely drive under the influence of alcohol	-		
Believed someone would get a DUI if they drove or were pulled over within an hour of using cannabis or prescription medications	+	+	
Comfortable driving after having more drinks	-		
Used alcohol or drove after consuming alcohol	-		

<sup>1</sup>Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

### Half of respondents believed the police would stop or arrest someone driving with more active THC in their system than the law allows

- In 2019, 49% of participants reported that a law enforcement officer would likely stop someone driving under the influence of THC. 17% reported they do not know how likely it would be for a law enforcement officer to stop someone who was driving above the legal THC limit. The majority of respondents (60%) thought that a law enforcement officer would likely arrest someone driving under the influence of THC.
- There was no statistically significant change in the above views between 2017 and 2019.
- **Correlations** are reported on the following page.

### Suppose you drove a motor vehicle after using cannabis and the amount of active THC in your body was more than what the law allows for drivers. How likely or unlikely is it...







# Belief that being stopped or arrested is correlated with demographics, understanding of consequences, perceptions of safety, and substance use

	Q20. Believed that if someone drove after using cannabis and the active THC in their body was abo the legal limit, law enforcement would		
	Stop them	Arrest them	
Less formal education	+		
Female	+		
White, Non-Hispanic	-		
Police would stop or arrest someone for driving after consuming alcohol	+	+	
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	+	+	
Believed you can get a DUI as a result of driving after using prescription medications or cannabis	+ (prescriptions)	+ (recreational cannabis)	
Believed can safely drive under the influence of alcohol or cannabis	_	 (alcohol)	
Believed it is safer driving under the influence of cannabis than alcohol	-	-	
Believed someone would get a DUI if they drove or were pulled over within an hour of using cannabis or prescription medications	+	+	
Comfortable driving after having more drinks	-		
Used alcohol or drove after consuming alcohol	-		

Note: White, Non-Hispanic respondents and Older respondents were more likely to say they didn't know if law enforcement would stop or arrest someone for driving under the influence of cannabis.

<sup>1</sup>Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

### People view drug and alcohol related consequences as being more likely to happen after a DUI arrest than loss of job or jail

- The top 5 consequences 2019 respondents said that someone arrested for a DUI were very likely or somewhat likely to experience are:
  - Community service (79%)
  - Loss of driver's license (77%)
  - Participation in monitored sobriety (76%)
  - Drug/alcohol counseling (76%)
  - Costs/fines in excess of \$10,000 (71%)
- Fewer people believed that someone arrested for DUI were very likely or somewhat likely to experience consequences such as use of an ignition interlock breath device (66%), jail time (60%), or job loss (48%).

Correlations are reported on pages 49-50.

If a person were arrested for DUI in Colorado, how likely or unlikely would it be for the following to happen? Base: all respondents



# Perceptions of possible consequences of a DUI are correlated with race, age, education, and income

	Q21. Believed the following is possible if a person is arrested for DUI in Colorado								
	Jail time	Loss of driver's license	Monitored sobriety	Ignition interlock device	Drug/alcohol counseling	Over \$10,000 in costs/fines	Community Service	Loss of job	
White, Non-Hispanic	-			—					
Other/Combination of races	+			+					
Younger				+					
Less formal education	+			+				+	
Lower income	+			+					
Drives more frequently						+			
Used alcohol	_								

<sup>1</sup> Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

# Views of possible consequences of a DUI are correlated with perceptions of law enforcement

		Q21. Believed the following is possible if a person is arrested for DUI in CO						
	Jail time	Loss of driver's license	Monitored sobriety	lgnition interlock device	Drug/alcohol counseling	Over \$10,000 in costs/fines	Community Service	Loss of job
Believed a person arrested for a DUI would face legal or financial consequences <sup>1</sup>	+	+	+	+	+	+	+	+
Believed someone would get a DUI if they drove or were pulled over after using cannabis	+ (drove)	+ (drove)		+	+	+	+	+
Believed someone would get a DUI if they drove or were pulled over after using prescription medications	+	+	+	+		+	+	+
Believed you can get a DUI as a result of driving after using recreational or medical cannabis			+ (medical)		+	+	+ (medical)	
Believed you can get a DUI as a result of driving after using prescription medication					+			
Believed can safely drive under the influence of cannabis								+
Believed police would stop or arrest someone for driving with a BAC above the legal limit	+	+	+	+	+		+	+
Believed police would stop or arrest someone for driving with active THC above the legal limit	+	+	+	+	+	+ (arrest)	+	+

<sup>1</sup>Includes: jail time, loss of driver's license, participation in monitored sobriety, use of ignition interlock breath device, drug/alcohol counseling, over \$10,000 in legal and other costs/fines, community service, and loss of job.

# Most report they would use a smartphone breathalyzer, particularly if it were given to them

- 50% of respondents said they would use a smartphone breathalyzer if it were given to them, but only 14% said they were interested in buying a smartphone breathalyzer.
- 33% said they never drink alcohol, and 10% said they did not own a smartphone.
- Only 2% of people had tried a smartphone breathalyzer.

#### Correlations

- Respondents who said they would use a breathalyzer if it were given to them were more likely:
  - Higher income
  - Used alcohol or cannabis
  - Comfortable drinking more within a 2-hour period before driving
  - Drove after consuming alcohol
  - Believed they can safely drive under the influence of alcohol or cannabis or prescription medications
- Respondents who said they would use a breathalyzer if it were given to them were less likely:
  - Young

#### Personal smartphone breathalyzers link to your smartphone and can help you know if you are safe to drive.

Base: all respondents (n = 759). Multiple responses allowed. Percentages add up to more than 100%.



0% 10% 20% 30% 40% 50% 60%

# Of those who would purchase a smartphone breathalyzer, half would pay no more than \$39 for it

- Roughly half of respondents (47%) said they would pay \$39 or less for a smartphone breathalyzer.
- 40% were willing to pay between \$40 and \$59 for one.
- Only 13% said they would pay \$60 or more.

#### Correlations

- Respondents who said they would they would pay more for a breathalyzer were more likely:
  - Black or African American
  - Used cannabis
  - Drove after consuming cannabis or taking prescription medications
  - Believed they can safely drive under the influence of cannabis or prescription medications
  - Would use a smartphone breathalyzer if it were given to them
- Respondents who said they would they would pay more for a breathalyzer were less likely:
  - Female
  - Other/Combination of races

### What is the most you would pay for a smartphone breathalyzer?

Base: respondents who would like to buy a smartphone breathalyzer (n = 104)



## **Survey Findings** Engagement with CDOT



### Most report that CDOT does a good or excellent job

• Many respondents (65%) report that CDOT does a good (48%) or excellent (17%) job, overall.

#### Correlations

• Respondents who had a higher approval of CDOT performance were more likely to be higher income.

#### How would you rate the job CDOT does?

Base: all respondents (n = 755)



### People use news, signage, and CDOT's website for information

- News (36% frequently, 34% occasionally) and CDOT highway signage (44% frequently, 30% occasionally) are the most common ways people get information about Colorado highways.
- GovDelivery emails (4% frequently, 9% occasionally) and 511 (3% frequently, 10% occasionally) are the least-used sources of information.

**Correlations** are reported on the following page.

#### Please tell us how often you use each of these resources to get information about Colorado highways.

Base: all respondents



# How respondents get information about Colorado highways correlates with demographics, survey type, and alcohol use

	Q24. How often do you use each of these sources to get information about Colorado highways?							
	GovDelivery	COTrip	CDOT highway signage	Social Media	511	News		
White, Non-Hispanic		+	+	_				
Online survey			+					
Paper survey				-		+		
Panel survey	+		-	+	+			
Older			+	_		+		
Longer residence in Colorado						+		
Non-Front Range county		+						
Used alcohol		+	+					

### Appendices



# Appendix A: Survey mode correlates with demographics, driving behavior, and cannabis habits

	Survey Mode					
	Paper (n = 424)	Online (n = 126)	Panel (n = 208)			
Drives more frequently	+		_			
Older	+		_			
Male	+		_			
More formal education		+	_			
Higher income	+	+	_			
Longer residence in Colorado	+		_			
Residence in a Front Range county	-		+			
White, Non-Hispanic	+	+	_			
Black or African American	_		+			
Other/Combination of races	-	-	+			
Primary vehicle is a car, station wagon, or hatchback			+			
Wears a seat belt more often	+		_			
Used cannabis	-		+			
Drove after having cannabis	_		+			

#### Appendix B: Reasons For And Against A Primary Seat Belt Law

Why would you support or oppose a new		Ra	nking	
primary offense?	2019 (n = 603)	2017 (n = 416)	2016 (n unavailable)	2015 (n unavailable)
Safety/Saves Lives/reduce risk of injury	1	1	1	1
Personal Choice	2	2	2	2
Law enforcement could be doing more important things / do not need more laws	3	3	4	3
Law enforcement oversteps boundary/just wants more revenue	N/A	N/A	3	N/A
Costs to others/Lower insurance costs	4	N/A	N/A	N/A
Other		4	N/A	N/A
Law enforcement will abuse power/Profiling	5	N/A	N/A	N/A
Law is just fine as it is/ No more laws	N/A	5	N/A	N/A
Generic support / oppose with no specific reason given	N/A	N/A	5	4

Note: Topics raised in one year, may not have been raised or found in others. This is denoted with the "N/A" in the table.

### **Appendix C: Complete List of Distractions While Driving**



Note: "Something else" includes responses such as drinking, wildlife, beautiful scenery, directional signs and loud noises, and dropping something while driving.

### Appendix D: 2014 – 2019 Comparisons

- Since 2014, the number of respondents who said they could safely drive under the influence of alcohol has declined by 4 percentage points (11% vs. 15%).
- The number of respondents who said they could safely drive under the influence of cannabis jumped to 15% in 2019, but otherwise has remained around 12%.
- In 2019, the number of people who said they could safely drive under the influence of prescription medication was about the same as in 2017 and 2014. However, this number was significantly lower in 2015 (16%) and 2016 (17%).
- There has been an increase in the number of respondents who believe it is safer to drive under the influence of cannabis than alcohol since 2014 (27% vs. 24%). 27% of the 2019 survey respondents agreed, down slightly from 2017 (28%).

#### Proportion of respondents who strongly or somewhat agree with the following statements:

Base: all respondents.

■ 2019 ■ 2017 ■ 2016 **■** 2015 ■ 2014



Note: Excludes respondents who answered "Don't know"

### Appendix D: 2014 – 2019 Comparisons, continued

- The number of people who believe a DUI is likely if someone drives within an hour of using cannabis has declined since 2014 (51% vs. 55%). In 2019, 51% of respondents said such a punishment was very or somewhat likely, up from 48% in 2017.
- The same downward trend appears in beliefs about the likelihood that someone will get a DUI after driving under the influence of cannabis, assuming they are pulled over and interact with law enforcement (down to 74% in 2019 from 81% in 2014).
- There has not been a substantive change in perceptions regarding getting a DUI after driving under the influence of prescription medications.

#### Proportion of respondents who think a DUI is very or somewhat likely in the following situations:

Base: all respondents.

■ 2019 ■ 2017 ■ 2016 **■** 2015 ■ 2014



Note: Excludes respondents who answered "Don't know"

### Appendix D: 2014 – 2019 Comparisons, continued

- Since 2014, people's perception on the likelihood that law enforcement will stop someone driving under the influence of alcohol has been increasingly slightly. A majority of people believe it is likely or very likely that someone driving while above the legal alcohol limit would be stopped.
- Perceptions of law enforcement stopping someone who's driving under the influence of cannabis has remained relatively stable since 2014. 59% of 2019 survey respondents said it was likely or very likely someone driving under the influence of cannabis would be stopped, up from 57% in 2014.

Proportion of respondents who think it is likely or very likely that law enforcement would stop someone for driving a motor vehicle after:

Base: all respondents.

■ 2019 ■ 2017 ■ 2016 **■** 2015 **■** 2014

Drinking alcohol and the amount of alcohol in their body was more than what the law allows for drivers. (2019 n = 709, 2017 n = 883, 2016 n = 887, 2014-2015 n unavailable)

Using cannabis and the amount of marijuana in their body was more than what the law allows for drivers. (2019 n = 630, 2017 n = 887, 2016 n = 867, 2014-2015 n unavailable)



Note: Excludes respondents who answered "Don't know"

80%

76%

74%

75%

72%

72%

#### Appendix E: Survey Instrument, Pages 2 & 3

Please indicate your choices like this: ⊠						Question 12 continued: Never	Rarely	Sometimes	Often	Every time I drove
1. In a typical week, how many days do you drive?	1-2 days		-4 days		5 or more days	Talked on a cell phone you held in your hand     Entered information into a GPS system				
2. When DRIVING your primary vehicle (the one you use most often	), how often do you v All of Most	vear your seat belt	? (Check one ans	swer for each i	item below)	Selected entertainment on a cell phone, CD player, radio, or other device Did personal grooming such as makeup or shaving				
Overall     Diving computing close (lose that 2 miles)	the time the tin	ne <u>the time</u>	Rarely	Never	know.	Kead a map, newspaper, book, or other reading material     Looked away from the road to manage children, pets, or other people     Something else that might have distracted you from driving				
Driving farther (more than 2 miles)     Driving farther (more than 2 miles)     Driving on a highway or interstate						(please specify):	d you do most ofte	en? (Check one)		
3. Is there anything that would com pel you to wear your seat belt al lalways wear it OR / would always wear it OR / though lisaw pe My carh Seat bel lithough	I the time? ear my seat belt if (t t I could get ticketed for ople being ticketed for ad a reminder (like be- ts were more comfortal t seat belts would make	Check all that apply) r not wearing a seat not wearing a seat i eping when I'm not v ble e me safer	belt belt wearing a seat bel	t)		Sent a message va text, email, or social media Read a message va text, email, or social media Read a message va text, email, or social media Ale food Ale food Talked on a hands-free cell phone Cooked away fro Talked on a cell phone you held in your hand Entered information into a GPS system None 14. Out of the past 30 days, on about how many days did you do the following? For each <i>i</i>	nment on a cell phon uning such as makeu uspaper, book, or oth in the road to manag hat I wrote in Questic lem, please write a I	ne, CD player, rad up or shaving ner reading materi je children, pets, o ion 12 number between	ial ial ir other people of 0 and 30; if	evice le you did not do
I didn't ti	hink seat belts might hi lease specify):	urt me				it in the past 30 days put "0". Your answer cannot exceed 30 days. Drank alcoholic beverages Drow	e a motor vehicle wit	thin 2 hours after	drinking alcol	holic beverages
<ol> <li>Assume that you do NOT use your seat belt AT ALL while driving a ticket for not wearing a seat belt? (Check one) Vary leading a seat belt? (Check one)</li> </ol>	over the next six mo	in ths. How likely o	r unlikely do you	think it is that	it you would get	Used cannabis (any form, in any manner)	e a motor vehicle wit	thin 2 hours after	using cannab	vis
5. Before reading this survey, did you think seat belt violations were	e a primary offense o	r a secondary offe	nse? (Check one)	)	DOILERIOW	Used prescription medications that might impair your driving Drow	e a motor vehicle wit medications that mig	thin 2 hours after ht impair your driv	using prescrip ving	ption
Primary offense: Law enforcement could stop me for not t     Secondary offense: Law enforcement could stop and ticke     such as speeding     Didn't know	ouckling up et me for not buckling u	p – but only if Iwere	e violating another	traffic law at th	he same time,	15. How many drinks would you feel comfortable having within a 2-hour time period and s beer, a 5-ounce glass of wine, or 1 shot of liquor.	till feel safe to drive	a vehicle? Cons	siderone dri	ink a 12-ounce
and ticket them if a driver or passenger was not wearing a seat  Strongly support  Somewhat support  Why would you support or oppose a new law to make not wearin	belt (when no other t Somewhat op; g a seat belt a "prima	raffic violation has	occurred)? (Che trongly oppose	ckone)	Don't know	I can safely drive under the influence of alcohol     agree     I can safely drive under the influence of cannabis     can safely drive after using certain prescription medications (other than cannabis).     It is safer driving under the influence of cannabis than under the influence of alcohol		disagree		
8. How often, if ever, do you drive over the speed limit? (Check one	answer for each item	n below)			Dealt	17. How likely or unlikely do you think it would be that a person would get a DUI (Driving U Vary	nder the Influence) Somewhat	if they? Somewhat	Very	Don't
Overall     Overall     Overall	the time the tin	ne <u>the time</u>	Rarely	Never		Drove within an hour of using cannabis     Were pulled over after using cannabis and had face-to-face contact with a		unlikely	unlikely	know
On a main cityftown road (speed limit of 25-50 fbm)     On a main cityftown road (speed limit of 35-45 mph)     On a local highway (speed limit of 55 mph)     On a local highway (speed limit of 55 mph)						law enforcement officer				
<ul> <li>On a main nighway/interstate (speed limit or os mpn)</li></ul>	local road where the	e speed limit is 30 r	nph? (Check one	)		medications (other than cannabis)		 V		
Less than 30 mph 30 mph 10. What is the maximum speed you personally feel safe driving wh Less than 65 mph 65 mph	31 – 35 mph en the speed limit is 66 – 70 mph	65 mph? (Check or	6 – 40 mph ne) 1 - 75 mph		41 mph or more 76 mph or more	for to your best knowledge, can a person?     Get a DUI as a result of driving after using cannabis recreationally     Get a DUI as a result of driving after using medically prescribed cannabis     Get a DUI as a result of driving after using certain prescription medications (other than can	nabis)			
11. Suppose you drove your motor vehicle consistently 5-10 mph o would stop you at least once? (Check one answer for each item	ver the speed limit fo below) Very	r the next 6 month Somewhat	s. How likely or u Somewhat	nlikely is it th Very	nat the police Don't	19. Suppose you drove a motor vehicle after <u>drinking alcohol</u> and the amount of alcohol in likely or unlikely is it?	your body was more Somewhat	re than what the Somewhat	law allows for Very	or drivers. How Don't
<ul> <li>Driving consistently over the speed limit on a local road where</li> </ul>	likely	likely	unlikely	unlikely	know	That law enforcement would stop you		unlikelv	unlikely	know
the speed limit is 30 mph     Driving consistently over the speed limit on a road where the     read limit of matching of the speed limit of						That you would be arrested for driving under the influence of alcohol	in your body was r	more than what (	the law allow	s for drivers. How
speed limit is 65 mpn	e following while you	were driving?				likely or unlikely is it? Vary	Somewhat	Somewhat unlikely	Very unlikely	Don't know
Sent a message via text, email, or social media     Read a message via text, email, or social media	Neve	r <u>Rarely</u>	Sometimes		Every time I drove	That law enforcement would stop you     That you would be arrested for driving under the influence of cannabis				
Ate fool     Talked on a hands-free cell phone							Please cont	linue on next p	age	→
							BA	G298		

### Appendix E: Survey Instrument, Pages 4 & 1

#### 21. If a person were arrested for DUI in Colorado, how likely or unlikely would it be for the following to happen?

	very	Somewhat	Somewhat	very	Dont
	likely	likely	unlikely	unlikely	know
 Jail time					
Loss of driver's license					
 Participation in monitored sobriety					
Use of ignition interlock breath device					
Drug/alcohol counseling					
 Over \$10,000 in legal and other costs/fines					
Community service					
Loss of job					

#### 22. Personal breathalyzers provide an estimate of your blood alcohol content when you drink. The device links to your smartphone and can help you know if you are safe to drive. (Please check all that apply)

ſ		I would like to buy a smartphone I own a smartphone breathalyzer I have tried a smartphone breath	breathalyzer (See Q2 alyzer	22A)		]  do ]  ne ]  w	on't own a sm: ever drink alco ould use a sm	artphon hol artphor	ne ne brea thalyze	er if it w	ere given to me
↳	22A. What	t is the most you would pay?	\$39 or less		\$40 to \$59		\$60 to \$79		\$80 to \$99		\$100 or more

23. CDOT builds and maintains interstates, U.S. highways, and state highways to ensure that Colorado has a safe and efficient highway system. How would you rate the job CDOT does, overall?

1	Excellent	Good		Fa	ir

#### 24. CDOT shares information about Colorado highways (such as road conditions, construction accidents, or traffic speed) through several sources. Please tell us how often you use each of these sources to get information about Colorado highways.

	Never	Rarely	Occasionally	Frequenty	Not sure
News on television, radio, or in the newspapers					
GovDelivery emails or texts that you sign up for					
CDOT's website COTrip.org					
CDOT high way signage.					
Social media (Facebook, Twitter)					
511 (travel information phone line)					

The following questions provide some basic information about you and your household. All of your responses are confidential. These questions help make sure we have heard from a representative group of Coloradans.

25. What type of vehicle do you drive m Car, station wagon, or hatchb Pickup truck	nost often for personal use? (C ack Van Spo	<b>heck one)</b> or minivan rt utility vehicle (SUV)	Motorcycle Other type of vehicle				
26. Do you own a motorcycle?	Yes	No No	·····				
27. What is your age? 18 – 24	25-34 35-44	45 - 54 55 - 64	65 - 74 75 and over				
28. How many years have you lived in (	Colorado? (Check one)	4 - 9 years	10-20 years 21 years or more				
29. How do you identify? (Check one)	Male	Female	Gender(s) not listed here				
30. What county do you live in?							
31. Are you of Hispanic or Latino origin	? 🗆 Yes	No No					
32. How do you identify? (Check one) White or Caucasian Black or African American American Indian or Alaska Na	I I Itve	Asian or Asian American Native Hawaiian or other Pac Other race or combination of	tific Islander races (please specify):				
33. What is the highest level of educati 11 <sup>th</sup> grade or less 12 <sup>th</sup> grade/High school diplom	on you have completed? (Che Some colleg a/GED College grad	ck one) e or trade/vocational school luate	<ul> <li>Post graduate work or degree (Masters Degree, Ph.D. or professional degrees such as law or medicin</li> </ul>				
34. How much do you think your house persons living in your household. ( Less than \$35,000 \$35,000 to \$49,999	hold's total income before tax Check one) \$50 \$575 \$10 \$10	es will be for the current year? 000 to \$74,999 000 to \$99,999 0,000 to \$124,999	Please include income from all sources for all  \$125,000 to \$149,999 \$150,000 to \$199,999 \$200,000 ormore				
FOR OFFICE USE ONLY	Thank you for Please return the com	or completing this survey! pleted survey by <b>January 25, 2</b>	019.				

PLACE TAPE HERE





Dear Colorado Resident,

IF MAILED 3HT NI 23TAT2 D3TINU

NO POSTAGE VIO POSTAGE

Your answers to this short survey will help us understand the needs of the community we serve. Your input is very important!

A few things to remember: Your responses are confidential. Please answer each question as honestly as you can. You will need to enter the access code you received in the survey's cover letter. This code is case-sensitive.

You were selected randomly as one of a limited number of households being surveyed. In order to hear from a diverse group of residents, the adult 18 years or older in your household who most recently had a birthday should complete this survey.

You can return this survey by mail by folding the survey so the address to PRR, Inc. shows, and seal with two small pieces of tape in the area shown. Postage is already paid. Or, you can complete the survey online at <a href="http://sqiz.mobi/s3/CDOT-2018-Survey">http://sqiz.mobi/s3/CDOT-2018-Survey</a>.

Puede devolver esta encuesta por correo doblando la encuesta para que la dirección de PRR, Inc. se muestre y selle con dos pedazos de cinta adhesiva en el área que se muestra. El franqueo ya está pagado. O puede completar la encuesta en línea en <u>http://sgiz.mobi/s3/CDOT-2018-SurveyE</u> y seleccione "español" en la parte superior de la encuesta en línea.

#### Please mail no later than January 25, 2019.

If you have any questions about the survey, please contact Jordan Tuia, Research Project Coordinator at research@prrbiz.com at PRR, Inc. (the independent firm CDOT hired to conduct this research). We thank you in advance for your participation!

Please continue on next page

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РЯЯ 1501 4TH AVE STE 550 2688-10189 AW 9501-9863

POSTACE WILL BE PAID BY ADDRESSEE

