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<p>16. Abstract</p> <p>The Omnibus State Safety Survey is a multi-year study providing information on highway safety attitudes, perceptions, and reported behaviors of adult residents throughout the State of Michigan. The first phase of the Omnibus State Safety Survey was conducted in the summer of 1987 and involved design, pretest, and implementation of a telephone survey on highway safety issues with a small (N=200) statewide probability sample. The second phase reported here involved full implementation of the Omnibus State Safety Survey (N=752) in the fall of 1987. The telephone survey instrument contained 60 questions on six broad highway safety topics including: (1) vehicles, police, and roads; (2) travel speeds; (3) driver licensing and education; (4) heavy trucks; (5) alcohol consumption and alcohol-impaired driving; and (6) occupant protection. A dual-frame sampling method was used to maximize response rates. Majority support was found for nine major traffic safety policies, and majority support was not found for eight other policies. Opinions were evenly divided on three issues. Stratification of responses by age, sex, and voting status revealed significant differences. Results are of direct interest to those considering alternative policies and programs to reduce injuries, and to those monitoring injury relevant behaviors such as alcohol consumption, seat belt use, and speeding.</p>			
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Contents

0 Executive Summary	xxv
1 Introduction	1
2 Methods	3
2.1 Survey Instrument Development	3
2.2 Sample Design	4
2.3 Sampling Error	4
3 Results	7
3.1 Vehicles, Police, Roads	8
3.2 Travel Speeds	19
3.3 Driver Licensing and Education	29
3.4 Heavy Trucks	43
3.5 Alcohol Consumption and Alcohol-impaired Driving	57
3.6 Occupant Protection	111
4 Discussion	127
5 References	133
Appendix A Instructions to Interviewers	135
Appendix B Questionnaire	141
Appendix C Calculation of Sampling Weights	165
Appendix D Codebook with Unweighted Univariate Distributions	169

List of Tables

Table 2.1 Confidence Interval Bands for Univariate Percentages	6
Table 3.1 Demographic Characteristics of Sample	8

List of Figures

- Figure 3.1 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires?" 10
- Figure 3.2 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires," stratified by sex. 10
- Figure 3.3 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires," stratified by age. 11
- Figure 3.4 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires," stratified by voting status. 11
- Figure 3.5 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition?" 12
- Figure 3.6 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by sex. 12
- Figure 3.7 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by age. 13
- Figure 3.8 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by voting status. 13
- Figure 3.9 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by miles driven last year. 14
- Figure 3.10 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition?" 14
- Figure 3.11 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition," stratified by sex. 15
- Figure 3.12 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition," stratified by age. 15
- Figure 3.13 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition," stratified by miles driven last year. 16
- Figure 3.14 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads?" 16

Figure 3.15 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads," stratified by sex.	17
Figure 3.16 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads," stratified by age.	17
Figure 3.17 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads," stratified by voting status.	18
Figure 3.18 "How fast do you generally drive on Michigan's expressways and highways?"	21
Figure 3.19 "How fast do you generally drive on Michigan's expressways and highways," stratified by sex.	21
Figure 3.20 "How fast do you generally drive on Michigan's expressways and highways," stratified by age.	22
Figure 3.21 "How fast do you generally drive on Michigan's expressways and highways," stratified by voting status.	22
Figure 3.22 "What do you think the speed limit should be on most Michigan expressways?"	23
Figure 3.23 "What do you think the speed limit should be on most Michigan expressways," stratified by sex.	23
Figure 3.24 "What do you think the speed limit should be on most Michigan expressways," stratified by age.	24
Figure 3.25 "What do you think the speed limit should be on most Michigan expressways," stratified by voting status.	24
Figure 3.26 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket?"	25
Figure 3.27 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket," stratified by sex.	25
Figure 3.28 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket," stratified by age.	26
Figure 3.29 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket," stratified by voting status.	26

Figure 3.30 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan?".	27
Figure 3.31 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan," stratified by sex.	27
Figure 3.32 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan," stratified by age.	28
Figure 3.33 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan," stratified by typical expressway driving speed.	28
Figure 3.34 "What do you think should be the youngest age at which a person can get a drivers license?"	31
Figure 3.35 "What do you think should be the youngest age at which a person can get a drivers license," stratified by sex.	31
Figure 3.36 "What do you think should be the youngest age at which a person can get a drivers license," stratified by age.	32
Figure 3.37 "What do you think should be the youngest age at which a person can get a drivers license," stratified by voting status.	32
Figure 3.38 "Would you favor or oppose a law which would not allow people above a certain age to drive?"	33
Figure 3.39 "Would you favor or oppose a law which would not allow people above a certain age to drive," stratified by sex.	33
Figure 3.40 "Would you favor or oppose a law which would not allow people above a certain age to drive," stratified by age.	34
Figure 3.41 "Would you favor or oppose a law which would not allow people above a certain age to drive," stratified by voting status.	34
Figure 3.42 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work?"	35
Figure 3.43 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work," stratified by sex.	35
Figure 3.44 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work," stratified by age.	36
Figure 3.45 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work," stratified by voting status.	36

Figure 3.46 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night?"	37
Figure 3.47 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night," stratified by sex.	37
Figure 3.48 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night," stratified by age.	38
Figure 3.49 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night," stratified by voting status.	38
Figure 3.50 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students?"	39
Figure 3.51 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students," stratified by sex.	39
Figure 3.52 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students," stratified by age.	40
Figure 3.53 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students," stratified by voting status.	40
Figure 3.54 "Would you favor or oppose an increase in your local taxes to pay for driver education?"	41
Figure 3.55 "Would you favor or oppose an increase in your local taxes to pay for driver education," stratified by age.	41
Figure 3.56 "Would you favor or oppose an increase in your local taxes to pay for driver education," stratified by voting status.	42
Figure 3.57 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour?"	45
Figure 3.58 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by sex.	45
Figure 3.59 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by age.	46

Figure 3.60 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by voting status. 46

Figure 3.61 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by miles driven last year. 47

Figure 3.62 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks?" 47

Figure 3.63 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks," stratified by sex. 48

Figure 3.64 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks," stratified by age. 48

Figure 3.65 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks," stratified by miles driven last year. 49

Figure 3.66 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely?" 49

Figure 3.67 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by sex. 50

Figure 3.68 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by age. 50

Figure 3.69 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by voting status. 51

Figure 3.70 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by miles driven last year. 51

Figure 3.71 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane?" 52

Figure 3.72 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane," stratified by sex. 52

Figure 3.73 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane," stratified by age. 53

Figure 3.74 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane," stratified by miles driven last year. 53

Figure 3.75 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers?"	54
Figure 3.76 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by sex.	54
Figure 3.77 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by age.	55
Figure 3.78 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by voting status.	55
Figure 3.79 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by miles driven last year.	56
Figure 3.80 "How serious do you think the drunk driving problem is in your community--would you say it is very serious, somewhat serious, or not at all serious?"	63
Figure 3.81 "How serious do you think the drunk driving problem is in your community--would you say it is very serious, somewhat serious, or not at all serious," stratified by age.	63
Figure 3.82 "If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or the person who served the drinks to the customer should be held accountable for any of the damages caused by the customer?"	64
Figure 3.83 "If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or the person who served the drinks to the customer should be held accountable for any of the damages caused by the customer," stratified by concern about alcohol-impaired driving.	64
Figure 3.84 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest?"	65
Figure 3.85 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest," stratified by sex.	65
Figure 3.86 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest," stratified by age.	66
Figure 3.87 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest," stratified by concern about alcohol-impaired driving.	66

Figure 3.88 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely?"	67
Figure 3.89 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by sex.	67
Figure 3.90 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by age.	68
Figure 3.91 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by voting status.	68
Figure 3.92 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by concern about alcohol-impaired driving.	69
Figure 3.93 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan?"	69
Figure 3.94 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by sex.	70
Figure 3.95 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by age.	70
Figure 3.96 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by voting status.	71
Figure 3.97 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by concern about alcohol-impaired driving.	71
Figure 3.98 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?" . . .	72
Figure 3.99 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving," stratified by sex.	72
Figure 3.100 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving," stratified by age.	73

- Figure 3.101 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor oppose the use of sobriety check lanes to prevent drunk driving," stratified by concern about alcohol-impaired driving. 73
- Figure 3.102 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time?" . . . 74
- Figure 3.103 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by sex. 74
- Figure 3.104 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by age. 75
- Figure 3.105 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by voting status. 75
- Figure 3.106 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by concern about alcohol-impaired driving. 76
- Figure 3.107 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time?" 76
- Figure 3.108 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by sex. 77
- Figure 3.109 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by age. 77

- Figure 3.110 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by voting status. 78
- Figure 3.111 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by concern about alcohol-impaired driving. 78
- Figure 3.112 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by support for sobriety check lanes. 79
- Figure 3.113 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now?" 79
- Figure 3.114 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by sex. 80
- Figure 3.115 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by age. 80
- Figure 3.116 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by voting status. 81
- Figure 3.117 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by concern about alcohol-impaired driving. 81
- Figure 3.118 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right?" 82
- Figure 3.119 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right," stratified by sex. 82
- Figure 3.120 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right," stratified by age. 83

Figure 3.121	"To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right," stratified by concern about alcohol-impaired driving. . . .	83
Figure 3.122	"In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right?"	84
Figure 3.123	"In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right," stratified by age.	84
Figure 3.124	"In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right," stratified by voting status.	85
Figure 3.125	"In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right," stratified by concern about alcohol-impaired driving.	85
Figure 3.126	"Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies?"	86
Figure 3.127	"Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies," stratified by age.	86
Figure 3.128	"Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies," stratified by concern about alcohol-impaired driving.	87
Figure 3.129	"Should gas stations and other stores that sell gasoline be allowed to sell beer and wine?"	87
Figure 3.130	"Should gas stations and other stores that sell gasoline be allowed to sell beer and wine," stratified by sex.	88
Figure 3.131	"Should gas stations and other stores that sell gasoline be allowed to sell beer and wine," stratified by age.	88
Figure 3.132	"Should gas stations and other stores that sell gasoline be allowed to sell beer and wine," stratified by concern about alcohol-impaired driving.	89
Figure 3.133	"Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a drivers license as a way to pay for programs to reduce drunk driving?"	89
Figure 3.134	"Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a drivers license as a way to pay for programs to reduce drunk driving," stratified by sex.	90
Figure 3.135	"Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to	

consider each one separately. For example, would you favor or oppose an increase in the fee for a drivers license as a way to pay for programs to reduce drunk driving," stratified by age. 90

Figure 3.136 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a drivers license as a way to pay for programs to reduce drunk driving," stratified by voting status. 91

Figure 3.137 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a drivers license as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving. 91

Figure 3.138 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving?" 92

Figure 3.139 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by sex. 92

Figure 3.140 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by age. 93

Figure 3.141 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by voting status. 93

Figure 3.142 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving. 94

Figure 3.143 "Would you favor or oppose an increase in the state income tax as a way to pay for programs to reduce drunk driving?" 94

Figure 3.144 "Would you favor or oppose an increase in the state income tax as a way to pay for programs to reduce drunk driving," stratified by age. 95

Figure 3.145 "Would you favor or oppose an increase in the state income tax as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving. 95

Figure 3.146 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving?" 96

Figure 3.147 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving," stratified by age. 96

Figure 3.148 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving," stratified by voting status. 97

Figure 3.149 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving. 97

Figure 3.150 "Would you favor or oppose an increase in the tax on each gallon of gas sold as a way to pay for programs to reduce drunk driving?"	98
Figure 3.151 "Would you favor or oppose an increase in the tax on each gallon of gas sold as a way to pay for programs to reduce drunk driving," stratified by age.	98
Figure 3.152 "Would you favor or oppose an increase in the tax on each gallon of gas sold as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.	99
Figure 3.153 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving?"	99
Figure 3.154 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving," stratified by sex.	100
Figure 3.155 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving," stratified by voting status.	100
Figure 3.156 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.	101
Figure 3.157 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day?"	101
Figure 3.158 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day," stratified by sex.	102
Figure 3.159 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day," stratified by age.	102
Figure 3.160 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day," stratified by concern about alcohol-impaired driving.	103
Figure 3.161 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours?"	103
Figure 3.162 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by sex.	104
Figure 3.163 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by age.	104

Figure 3.164 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by voting status.	105
Figure 3.165 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by concern about alcohol-impaired driving.	105
Figure 3.166 "The last time you had 4 or more drinks, where were you drinking?"	106
Figure 3.167 "The last time you had 4 or more drinks, where were you drinking," stratified by sex.	106
Figure 3.168 "The last time you had 4 or more drinks, where were you drinking," stratified by age.	107
Figure 3.169 "The last time you had 4 or more drinks, where were you drinking," stratified by voting status.	107
Figure 3.170 "The last time you had 4 or more drinks, where were you drinking," stratified by concern about alcohol-impaired driving.	108
Figure 3.171 "On that occasion, did you do any driving after drinking?"	108
Figure 3.172 "On that occasion, did you do any driving after drinking," stratified by sex.	109
Figure 3.173 "On that occasion, did you do any driving after drinking," stratified by concern about alcohol-impaired driving.	109
Figure 3.174 "If you had been pulled over by the police on that occasion, do you think you would have been in trouble for drinking too much?"	110
Figure 3.175 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on?"	114
Figure 3.176 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by sex.	114
Figure 3.177 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by age.	115
Figure 3.178 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a	

	good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by voting status.	115
Figure 3.179	"If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by typical expressway driving speed.	116
Figure 3.180	"Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you--do you favor or oppose the law requiring helmet use?"	116
Figure 3.181	"Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you--do you favor or oppose the law requiring helmet use," stratified by sex.	117
Figure 3.182	"Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you--do you favor or oppose the law requiring helmet use," stratified by age.	117
Figure 3.183	"Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never?"	118
Figure 3.184	"Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by sex.	118
Figure 3.185	"Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by age.	119
Figure 3.186	"Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by voting status.	119
Figure 3.187	"Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by typical expressway driving speed.	120
Figure 3.188	"Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck?"	120
Figure 3.189	"Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck," stratified by age.	121
Figure 3.190	"Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck," stratified by voting status.	121
Figure 3.191	"An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never?"	122

- Figure 3.192 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never," stratified by sex.122
- Figure 3.193 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never," stratified by age.123
- Figure 3.194 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never," stratified by voting status.123
- Figure 3.195 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags?"124
- Figure 3.196 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags," stratified by sex.124
- Figure 3.197 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags," stratified by age.125
- Figure 3.198 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags," stratified by typical expressway driving speed.125

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Executive Summary

The fall 1987 Omnibus State Safety Survey is part of a multi-year study providing periodic information on highway safety attitudes, perceptions, and reported behaviors of adult residents throughout the State of Michigan. The first phase of the Omnibus State Safety Survey was conducted in the summer of 1987 and involved design, pretest, and implementation of a telephone survey on highway safety issues with a small (N=200) statewide probability sample. The second phase reported here involved full implementation (N=752) of the Omnibus State Safety Survey in the fall of 1987.

The telephone survey instrument contained 60 questions on six broad highway safety topics including: (1) vehicles, police, and roads; (2) travel speeds; (3) driver licensing and education; (4) heavy trucks; (5) alcohol consumption and alcohol-impaired driving; and (6) occupant protection. A dual-frame probability sample was used to maximize response rates.

A majority of the residents of the State of Michigan support the following safety policies:

- A 65 mph speed limit for most Michigan expressways;
- Retention of the 55 mph speed limit for heavy trucks;
- Retention of 16 as the minimum age for obtaining a drivers license;
- A youth curfew law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning unless they could show a need to drive to or from school or work;
- A curfew law which would prevent persons over age 70 from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night;
- Limiting heavy trucks to the right lane on expressways;
- Limiting the number of alcohol outlets via government regulation;
- Prohibiting concurrent sales of gasoline and alcoholic beverages;
- An increase in taxes on alcoholic beverages to raise revenue for programs to reduce alcohol-impaired driving.

Majority support was not found for the following policies:

- A maximum legal driving age;
- An increase in local taxes to pay for driver's education;
- Commercial server and social host accountability for damages caused by a customer or guest;
- A reduction in hours for selling alcoholic beverages;
- An increase in the state sales tax to raise revenue for programs to reduce alcohol-impaired driving;

- An increase in the state income tax to raise revenue for programs to reduce alcohol-impaired driving;
- An increase in the fee for car license plates to raise revenue for programs to reduce alcohol-impaired driving;
- An increase in the tax on each gallon of gasoline sold to raise revenue for programs to reduce alcohol-impaired driving.

Finally, opinions were evenly split on:

- Permitting the use of radar detectors in Michigan;
- Paying for driver education by taxes or a fee paid by the driver education students;
- The use of sobriety check lanes.

Other findings concerning behaviors and attitudes include the following:

- Nearly a third of residents rate the condition of Michigan's expressways and major roads as good and over half rate the condition of Michigan's expressways as average;
- More than two-thirds report exceeding the 55 mph speed limit;
- The majority believe they can travel at least ten miles over the speed limit before risking a ticket;
- Most residents report taking specific actions while driving to avoid heavy trucks;
- The majority, however, believe that truck **drivers** drive equally as safely as car drivers;
- More than half believe that police enforce traffic laws at the same level of strictness for truck drivers as for car drivers; however, a third believe police enforce these laws less strictly for trucks;
- Most believe that the numbers of both on-premise and off-premise alcohol outlets are about right;
- Residents overwhelmingly believe that alcohol-impaired driving is a serious problem in their community;
- The majority underestimate the number of alcoholic beverages necessary to place one over the legal limit; however, a significant minority overestimate how much alcohol can be consumed before one is intoxicated;
- Residents are evenly split in citing manual seat belts only or both manual seat belts and air bags as preferred restraint technologies;
- A clear majority believe there is a good chance of getting a ticket for not using a seat belt if pulled over for speeding;
- Almost half believe that people in other cars notice whether they are using seat belts.

1 Introduction

Informed decisions regarding major traffic safety policies require timely and reliable information about attitudes, perceptions, and self-reported behaviors of the population. The need for these data is most obvious when new policies are being considered; however, this information is also useful to decision makers when considering policy modifications or evaluating effects of existing programs. The goal of this multi-year study is to provide periodic information on highway safety attitudes, perceptions, and reported behaviors of adult residents of the State of Michigan in order to facilitate improved safety policies and programs.

The first phase of the Omnibus State Safety Survey was conducted in the summer of 1987. Specific objectives were to: (1) conduct a key informant semi-structured interview survey of officials with responsibility or interest in highway safety, identifying issues perceived to be most important for the next few years; (2) review published and unpublished literature for past highway safety surveys, and review the type and construction of questions used; and (3) design, pretest, and implement with a small (N=200) statewide probability sample a telephone survey on highway safety issues. The second phase reported here involved full implementation of the Omnibus State Safety Survey in the fall of 1987. Specific objectives were to: (1) conduct a random digit dialing telephone survey on highway safety issues of a representative sample of 750 of the state's residents over the age of 18; (2) analyze the results and report findings; and (3) identify potential new safety issues to be included in subsequent surveys as well as necessary changes in survey procedures for subsequent waves.

In order for survey data to be optimally useful to policymakers, the data must be accurate, representative of the entire state, and collected in such a way that those who favor or oppose any specific proposal believe the data were collected objectively. If these data qualities are not present, resulting information may actually be detrimental to the decision-making process. Inaccurate data may lead to decisions and policies that do not optimally use available resources to improve highway safety. Data not representative of the entire state may lead to decisions that are in the interest of one portion of the state, but may not be accepted by other portions of the state which were not interviewed. Data which appear to be collected for the purpose of supporting or opposing a specific policy or proposal will not be accepted by decision makers who think the data are biased.

Finally, longitudinal information on how the public's attitudes and perceptions have **changed** over time is critical for effective decision making on many of these issues. Therefore, we plan to implement the Michigan Omnibus State Safety Survey annually, with the majority of specific items remaining the same from wave to wave, and new items added and old items deleted as new issues emerge and old ones are no longer relevant.

2 Methods

2.1 Survey Instrument Development

The telephone survey instrument used in the fall 1987 Omnibus State Safety Survey reported here was virtually identical to the instrument developed for the survey conducted in the summer of 1987. A few new questionnaire items were added to address emerging traffic safety issues. Because of constraints on the survey length, a few items were dropped to make room for the new items (15 minutes were allotted for each interview). The items dropped proved to yield less useful information than other items (for example, an item asking respondents if they had a valid drivers license was dropped because virtually all respondents had a license). Finally, modifications were made to a few existing items to improve clarity.

Development and testing of the original survey instrument is described in detail elsewhere (Wagenaar and others, 1987). A brief summary is provided here. An extensive process was used to thoroughly review published and fugitive transportation safety literature to identify potential questionnaire items. In total, 175 documents containing 2,909 unique survey items were located. The 2,909 items were categorized by subject and reviewed with respect to item content, wording, and appropriateness of response categories. From the total pool, all items that were possible candidates for inclusion in the survey instrument were extracted. A number of additional items were developed to address issues raised by officials in key informant interviews. Ultimately, 60 items were selected for intensive development, testing, and revision. Sixty items were selected because more could not be included in the 15 minutes allotted for each interview.

Before formal pretesting, the 60 items were substantially revised and rewritten to improve item clarity, wording, and exhaustiveness and exclusivity of response categories. Each questionnaire item was pretested in several iterations. Prior to formal pretesting, all questionnaire items were input into the Computer Assisted Telephone Interview (CATI) system of The University of Michigan Institute for Social Research where actual interviewing was conducted. (A complete description of the CATI system is provided in Wagenaar and others, 1987.) Finally, the complete survey instrument was pretested twice before actual implementation of the study. Instructions to the interviewers for the fall 1987

survey can be found in Appendix A. The complete survey instrument is contained in Appendix B.

2.2 Sample Design

The objective of the survey was to obtain a probability sample of adult residents of the entire State of Michigan (age 18 and over). A dual-frame sampling method was used to maximize response rates. In the dual-frame sample, some households were selected from a list of potential households, and were sent a letter announcing that interviewers might call and ask them to complete a brief survey. All other subjects were selected using random digit telephone dialing (RDD) techniques. Compared to random digit dialing surveys alone, dual-frame samples improve response rates from eight to thirteen percentage points (Traugott, Groves, and Lepkowski, 1986). A target of 750 completed interviews was desired with 75% of the sample allocated to a listed numbers frame and the remainder generated from random digit dialing clusters. A sample of 920 listed Michigan telephone numbers with names and addresses was purchased from Survey Sampling, Inc. and was expected to yield 560 completed interviews. A file with 50 clusters from the State of Michigan was used to generate 292 sample household telephone numbers. There were 190 interviews expected from this sample. The overall response rate was 68%, 71% for the list portion and 60% for the RDD portion. There were 752 completed interviews with 174 RDD cases and 578 list-frame cases.

Because of unequal probabilities of selection for listed and unlisted telephone numbers, a sampling weight was used for all analyses. The sampling weight also had to account for the differential probability of selection of a particular phone number by the number of phone numbers in a given household, and the differential probability of selection of a respondent by the number of adult members in the household. As a result of weighting, the effective weighted sample size became 1,940, although 752 actual interviews were completed. A detailed description of the calculation of sampling weights is contained in Appendix C.

2.3 Sampling Error

Given the complex nature of the survey sample, detailed analyses of sampling errors and design effects were completed. The design effect compares the variability in a measure from the complete survey to what would be expected if a simple random sample had been used (Kish, 1965). Design effects were calculated for a number of variables across

various subsamples. Results of this preliminary analysis indicated an average design effect of 2.2; therefore, one should not assume a simple random sample when calculating standard errors and confidence intervals. The design effect was linearly related to the subsample size; that is, as the subsample size decreased, the design effect decreased. Subsequently, specific design effects for various subsample sizes were estimated from this linear relationship. These design effects were then incorporated into the calculation of standard errors for various subpopulations in the sample. Table 2.1 contains confidence interval bands based on these calculated standard errors for various frequency and percentage distributions of subpopulations. This table is not appropriate for bivariate distributions and should only be used to identify confidence intervals for univariate distributions. For example, to approximate the confidence interval for the proportion of the sample favoring a particular highway safety policy, one needs to know the actual (i.e., unweighted) number of respondents who answered the particular questionnaire item and the weighted proportion of those respondents who gave a favorable response. This information is contained in the pie charts in Section 3, which show response distributions for every question in the survey. One then looks for the appropriate sample size (for the questionnaire item of interest) in Table 2.1 under the heading "Unweighted N" and follows that across to the appropriate proportion under the heading "Percentage." In the case of sobriety check lanes, for example, 744 respondents answered the question and 49% favored the use of sobriety check lanes. Looking in Table 2.1 at an unweighted N of 740 (the closest number to 744) and a percentage of 50/50, one would find the percentage 5.8. After adding 5.8% to and subtracting 5.8% from the proportion (49%), one would have the confidence interval. For the check lane item then 95% confidence interval is 43% to 55%.

Table 2.1: Confidence Interval Bands for Univariate Percentages

Unweighted N	Percent									
	5/95	10/90	15/85	20/80	25/75	30/70	35/65	40/60	45/55	50
20	13.2	18.1	21.6	24.1	26.1	27.7	28.8	29.6	30.0	30.2
40	9.3	12.9	15.3	17.2	18.6	19.7	20.5	21.0	21.3	21.4
60	7.7	10.6	12.6	14.1	15.2	16.1	16.8	17.2	17.5	17.6
80	6.7	9.2	10.9	12.3	13.3	14.0	14.6	15.0	15.2	15.3
100	6.0	8.3	9.8	11.0	11.9	12.6	13.1	13.5	13.7	13.8
120	5.5	7.6	9.0	10.1	10.9	11.6	12.1	12.4	12.6	12.6
140	5.1	7.1	8.4	9.4	10.2	10.8	11.2	11.5	11.7	11.8
160	4.8	6.6	7.9	8.8	9.6	10.1	10.5	10.8	11.0	11.0
180	4.6	6.3	7.5	8.4	9.1	9.6	10.0	10.3	10.4	10.5
200	4.3	6.0	7.1	8.0	8.6	9.1	9.5	9.8	9.9	10.0
220	4.2	5.7	6.8	7.6	8.3	8.8	9.1	9.4	9.5	9.6
240	4.0	5.5	6.6	7.4	8.0	8.4	8.8	9.0	9.1	9.2
260	3.9	5.3	6.3	7.1	7.7	8.1	8.5	8.7	8.8	8.9
280	3.7	5.2	6.1	6.9	7.4	7.9	8.2	8.4	8.5	8.6
300	3.6	5.0	5.9	6.7	7.2	7.6	7.9	8.2	8.3	8.3
320	3.5	4.9	5.8	6.5	7.0	7.4	7.7	7.9	8.1	8.1
340	3.4	4.7	5.6	6.3	6.8	7.2	7.5	7.7	7.9	7.9
360	3.4	4.6	5.5	6.2	6.7	7.1	7.4	7.6	7.7	7.7
380	3.3	4.5	5.4	6.0	6.5	6.9	7.2	7.4	7.5	7.5
400	3.2	4.4	5.3	5.9	6.4	6.8	7.0	7.2	7.3	7.4
420	3.2	4.3	5.2	5.8	6.3	6.6	6.9	7.1	7.2	7.2
440	3.1	4.3	5.1	5.7	6.1	6.5	6.8	6.9	7.1	7.1
460	3.0	4.2	5.0	5.6	6.0	6.4	6.6	6.8	6.9	7.0
480	3.0	4.1	4.9	5.5	5.9	6.3	6.5	6.7	6.8	6.8
500	2.9	4.0	4.8	5.4	5.8	6.2	6.4	6.6	6.7	6.7
520	2.9	4.0	4.7	5.3	5.7	6.1	6.3	6.5	6.6	6.6
540	2.8	3.9	4.7	5.2	5.7	6.0	6.2	6.4	6.5	6.5
560	2.8	3.9	4.6	5.2	5.6	5.9	6.1	6.3	6.4	6.4
580	2.8	3.8	4.5	5.1	5.5	5.8	6.1	6.2	6.3	6.4
600	2.7	3.8	4.5	5.0	5.4	5.7	6.0	6.1	6.2	6.3
620	2.7	3.7	4.4	5.0	5.4	5.7	5.9	6.1	6.2	6.2
640	2.7	3.7	4.4	4.9	5.3	5.6	5.8	6.0	6.1	6.1
660	2.6	3.6	4.3	4.8	5.2	5.5	5.8	5.9	6.0	6.1
680	2.6	3.6	4.3	4.8	5.2	5.5	5.7	5.9	6.0	6.0
700	2.6	3.6	4.2	4.7	5.1	5.4	5.6	5.8	5.9	5.9
720	2.6	3.5	4.2	4.7	5.1	5.4	5.6	5.7	5.8	5.9
740	2.5	3.5	4.1	4.6	5.0	5.3	5.5	5.7	5.8	5.8
752	2.5	3.4	4.1	4.6	5.0	5.3	5.5	5.6	5.7	5.7

3 Results

Proportions of respondents for age, sex, income, and education categories are similar to statewide census distributions (U.S. Bureau of the Census, 1986). The actual number of respondents within each subcategory, along with weighted percentage distributions, are provided in Table 3.1. Respondents were asked how many miles they drove a motor vehicle in the last year (Table 3.1). The modal response was 10,000 to 25,000 miles (44%); however, a quarter of the respondents indicated they drove less than 5,000 miles (including 5% who did not drive at all). At the other end of the spectrum, 17% reported they drive more than 25,000 miles per year. Men report driving considerably more miles than women. Respondents under age 21 and over age 60 reported driving the least. Voters drove more on average than nonvoters.

The questionnaire contained items on six broad highway safety topics: (1) vehicles, police, and roads; (2) travel speeds; (3) driver licensing and education; (4) heavy trucks; (5) alcohol consumption and alcohol-impaired driving; and (6) occupant protection. For each major topic area, we present response distributions for the total sample, as well as percent distributions by age, sex, and voting status (i.e., whether or not respondent reported voting in the last presidential election). Response distributions for questionnaire items concerning alcohol consumption and alcohol-impaired driving were also stratified by concern about alcohol-impaired driving. Pie charts showing response distributions are provided for every question in the survey. In addition, all questions for which there are statistically significant differences by age, sex, voting status, or concern about alcohol-impaired driving are illustrated with bar charts. All percentages in the figures are weighted to reflect the sample design while Ns reflect the actual number of respondents for each question. Unweighted percentages are presented in Appendix D. All differences reported here are statistically significant at $p < .05$.

Table 3.1: Demographic Characteristics of Sample

	<u>Unweighted N</u>	<u>Weighted Percent</u>
<u>Age</u>		
18-20	25	4.8
21-30	134	19.9
31-40	170	25.9
41-50	126	17.8
51-60	103	13.5
61-70	107	11.4
70+	82	6.7
<u>Sex</u>		
Male	318	41.8
Female	434	58.2
<u>Income</u>		
Less than \$5,000	40	7.7
\$5,000-14,999	126	15.1
\$15,000-24,999	118	14.8
\$25,000-34,999	158	20.7
\$35,000-49,999	139	20.0
\$50,000 or more	134	21.5
<u>Education</u>		
Less than 13 years	368	44.8
13-16 years	315	46.2
17 or more years	67	9.0
<u>Miles Driven in Past Year</u>		
None	42	5.3
<5,000	153	20.1
5,000-10,000	120	14.0
10,000-25,000	295	43.5
>25,000	121	17.1

3.1 Vehicles, Police, Roads

Respondents are about evenly split on the issue of whether they would favor or oppose a law requiring all cars to pass an annual safety inspection of items such as brakes, lights, and tires (an additional 3% volunteer that it depends on other factors; Figure 3.1).¹ Women are more likely than men to favor such a law (59% versus 47%; Figure 3.2).² A clear majority of respondents age 30 and under or over age 70 favor such a law, while those age 31-70 are evenly split on the issue (Figure 3.3). Finally, voters are less likely to favor a safety inspection law than nonvoters (50% versus 64%; Figure 3.4).

1. All percentages in the figures are weighted to reflect the sample design while Ns reflect the actual number of respondents for each question. As a result, one cannot straightforwardly multiply the percentage by the N for any given response category to derive the number of respondents in that category.

2. Four percent of men and 2% of women volunteered a response of "depends." Such volunteered responses are included in the pie charts, but are not included in the bar charts or the Chi-square statistics. As a result, bar chart percentages do not always add to 100%. The difference between the sum of the categories shown and 100% represents respondents who volunteered a response category that was not included in our original question.

Although nearly a third of respondents rate Michigan's expressways as good, over half rate them as average (Figure 3.5). Men are slightly more likely than women to rate Michigan's expressways as poor (18% versus 11%) but less likely to rate them as good (29% versus 34%; Figure 3.6). Respondents are about evenly split among good, average, and poor ratings of major roads (Figure 3.10). These results suggest that concern about the conditions of Michigan's roads expressed by many commentators is not shared by the public at large. There are only small differences in the ratings of major roads between men and women (Figure 3.11). Those over age 70 are more likely to rate both expressways and major roads as good than any other age group (Figure 3.7 and 3.12). There are not meaningful differences in ratings of expressways and major roads between voters and nonvoters (Figure 3.8). Finally, we examined ratings of Michigan's expressways and major roads by the number of miles respondents reported driving in the last year. Those driving more than 25,000 miles a year have stronger opinions concerning road conditions than others. That is, they are more likely to rate roads as either good or poor and less likely to consider them average (Figures 3.9 and 3.13).

Fifty-two percent of the respondents think there should be more police patrolling roads for traffic violations, compared with 43% who think there are enough police, but this difference is not statistically significant (Figure 3.14). However, women are more likely than men to favor more police patrols (60% versus 42%; Figure 3.15). There is also a difference in desire for more police traffic patrols by age. At least half of all respondents age 21 and over think there should be more police patrolling the roads, but only 15% of respondents age 18-20 desire more police patrols (Figure 3.16). Finally, differences between voters and nonvoters in desire for more police patrols are statistically significant but small (Figure 3.17).

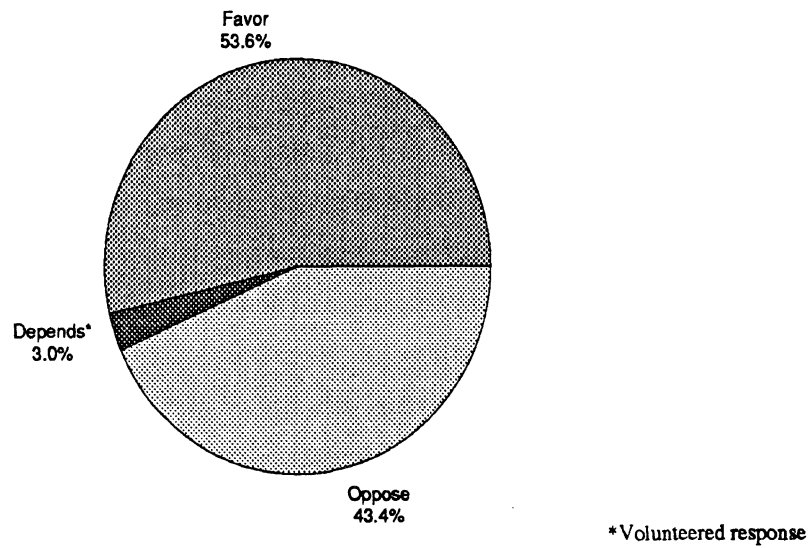


Figure 3.1 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires?" (N=740)

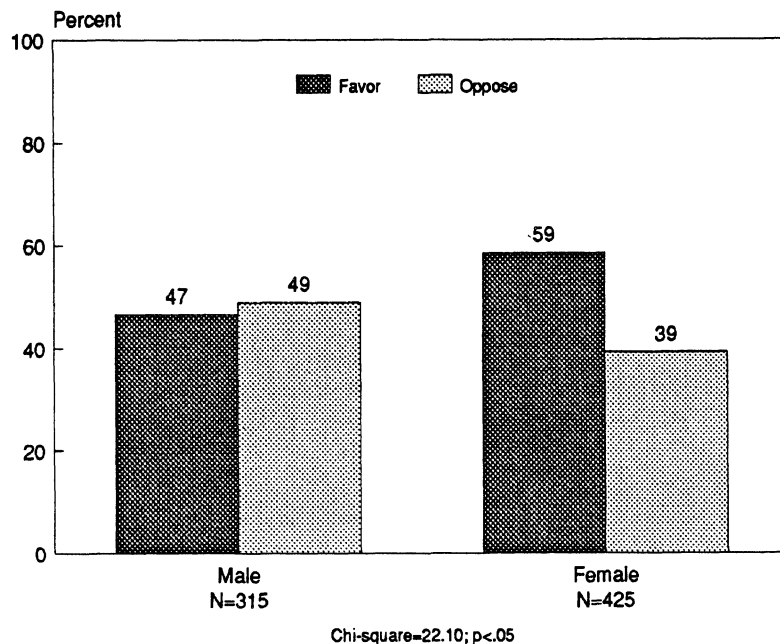


Figure 3.2 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires," stratified by sex.

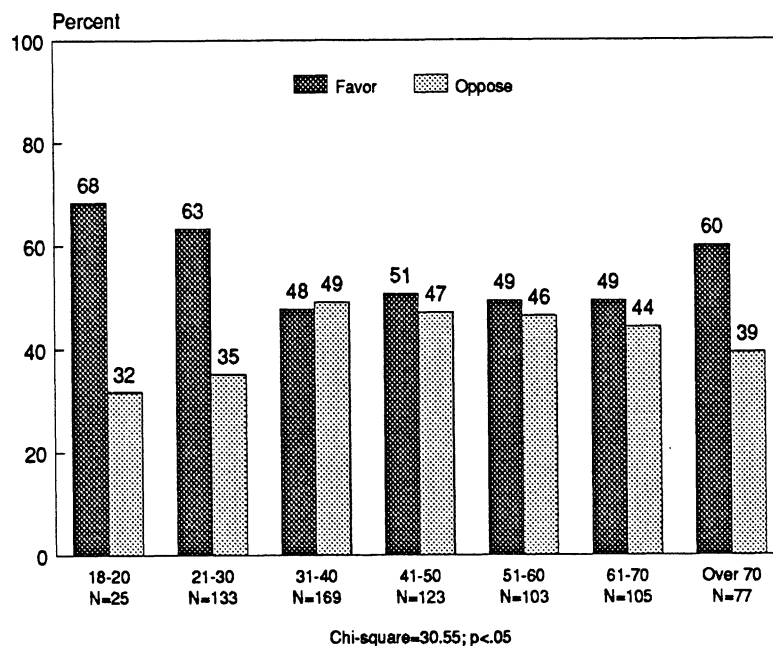


Figure 3.3 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires," stratified by age.

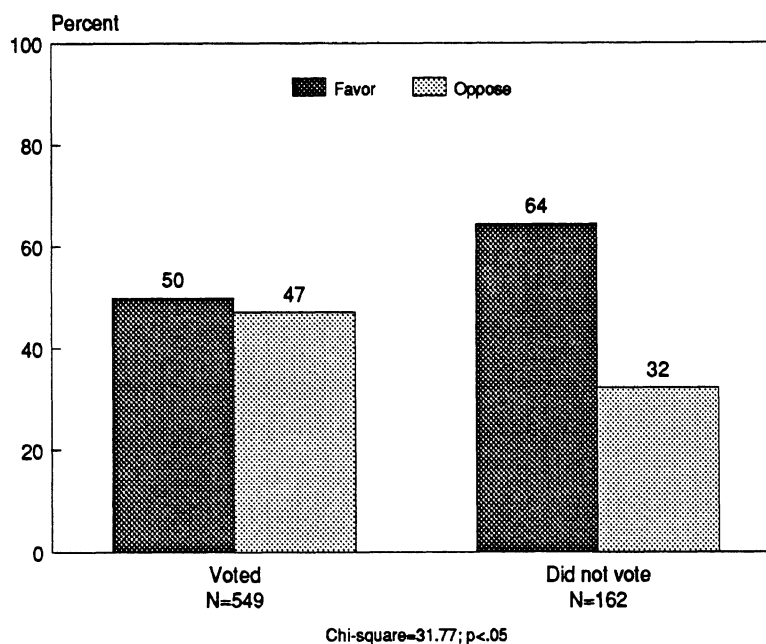


Figure 3.4 "Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires," stratified by voting status.

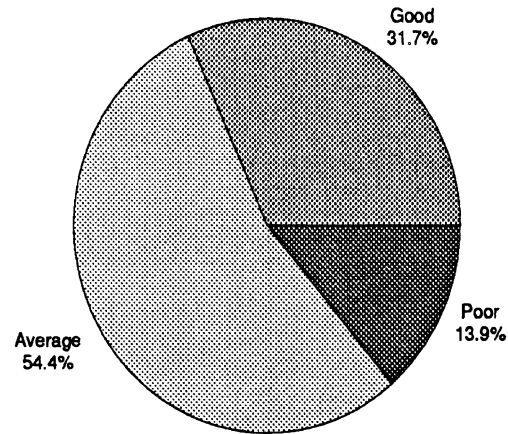


Figure 3.5 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition?" (N=733)

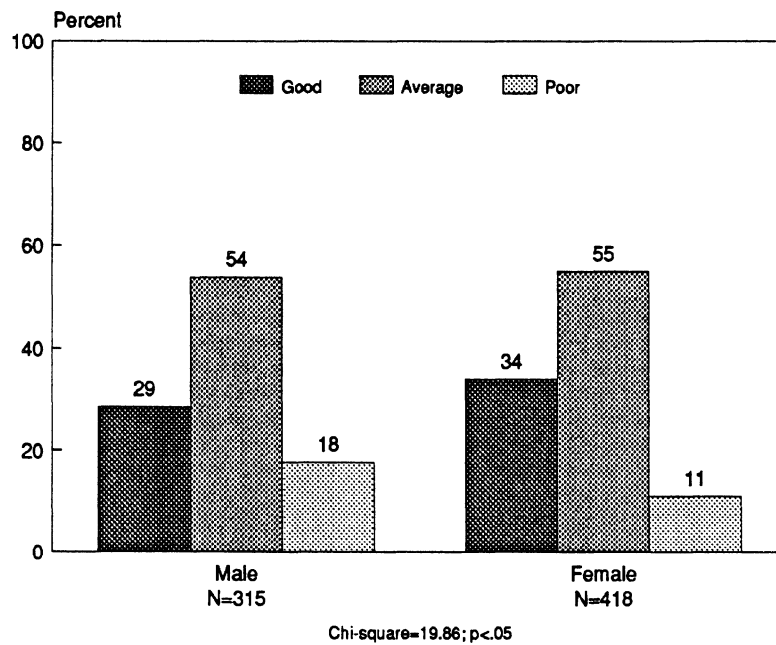


Figure 3.6 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by sex.

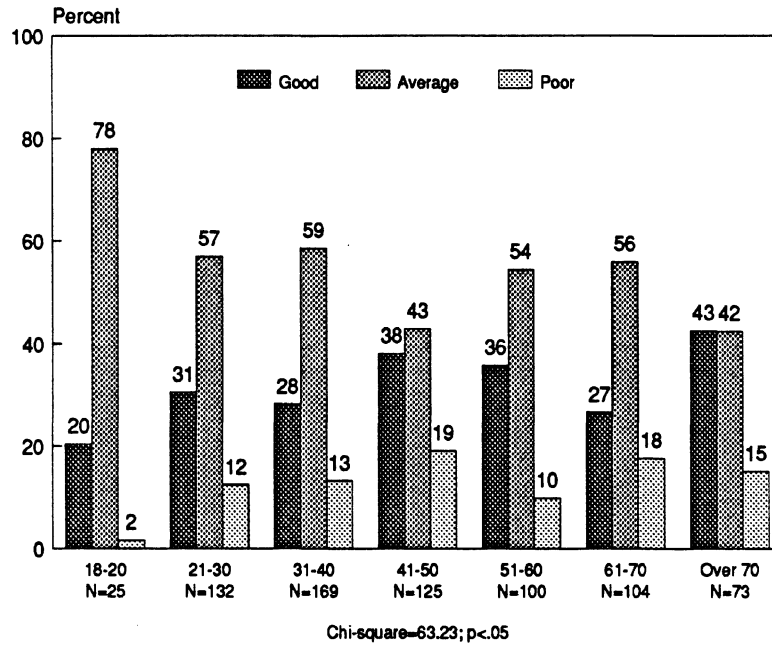


Figure 3.7 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by age.

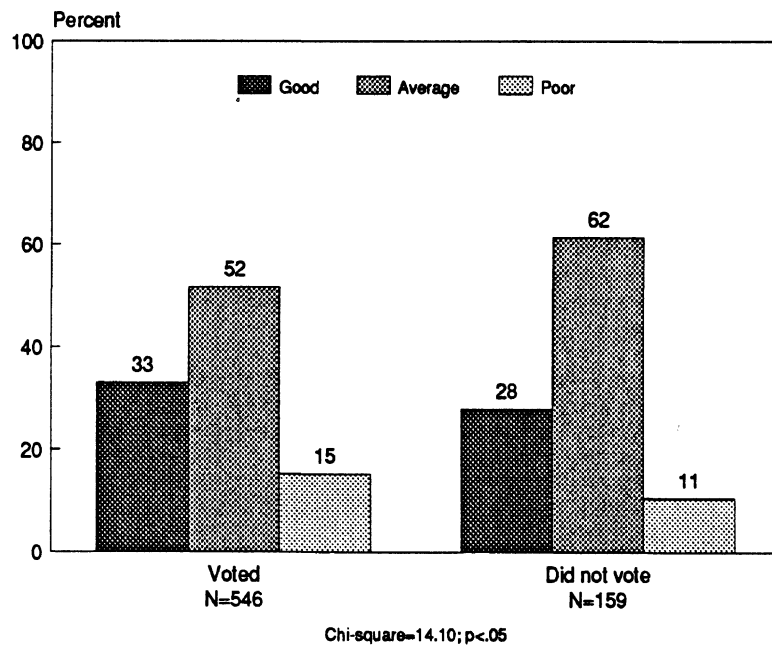


Figure 3.8 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by voting status.

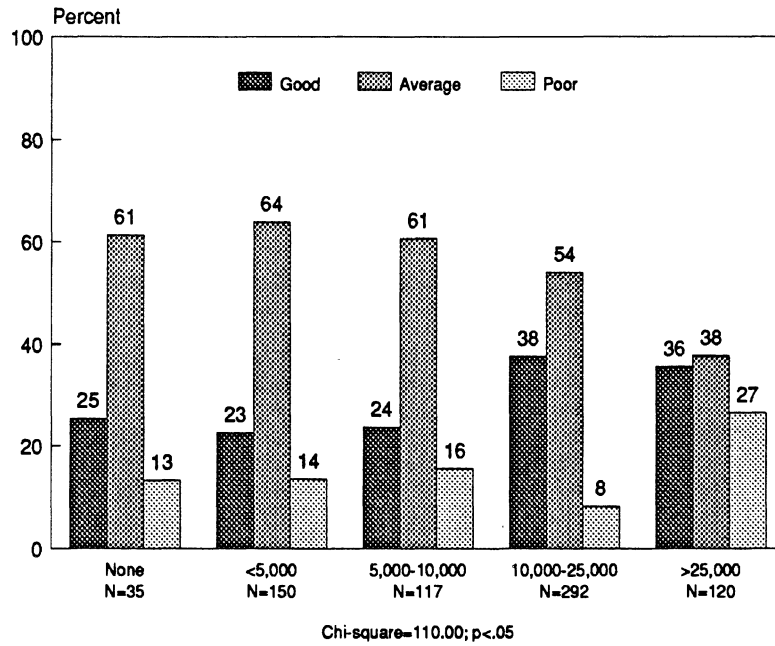


Figure 3.9 "In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition," stratified by miles driven last year.

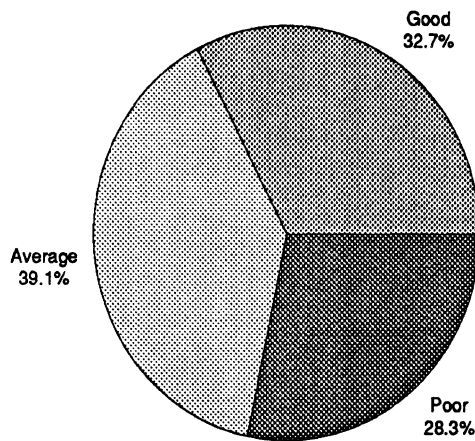


Figure 3.10 In general, do you think the major roads in your area are in good condition, average condition, or poor condition? (N=749)

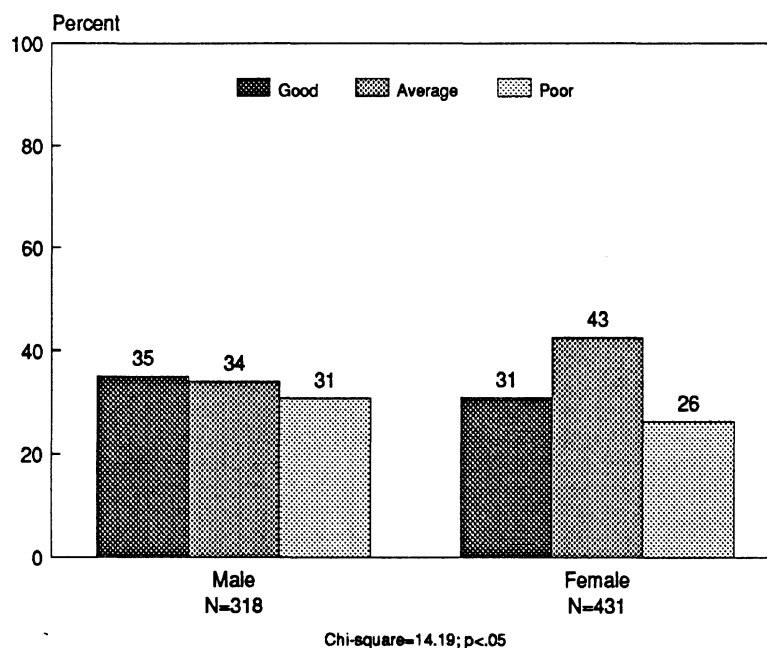


Figure 3.11 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition," stratified by sex.

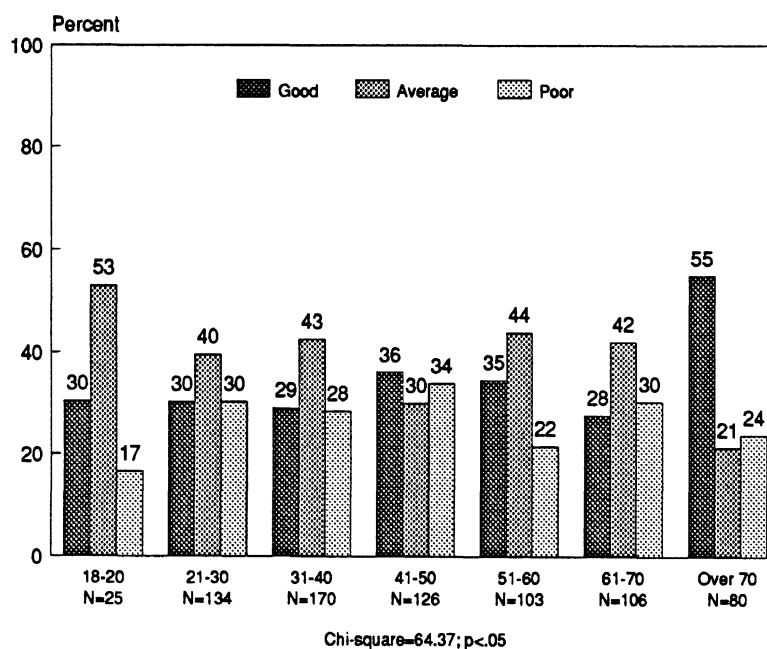


Figure 3.12 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition," stratified by age.

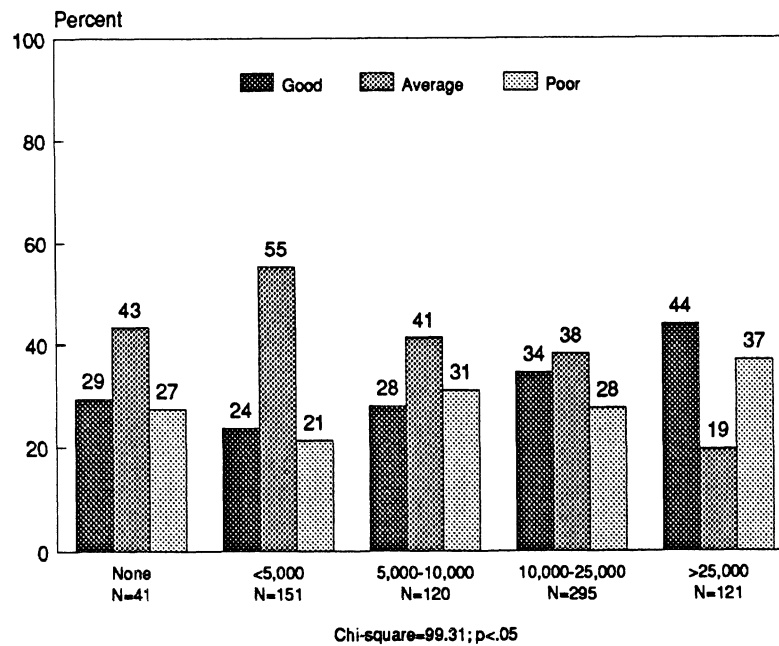


Figure 3.13 "In general, do you think the major roads in your area are in good condition, average condition, or poor condition," stratified by miles driven last year.

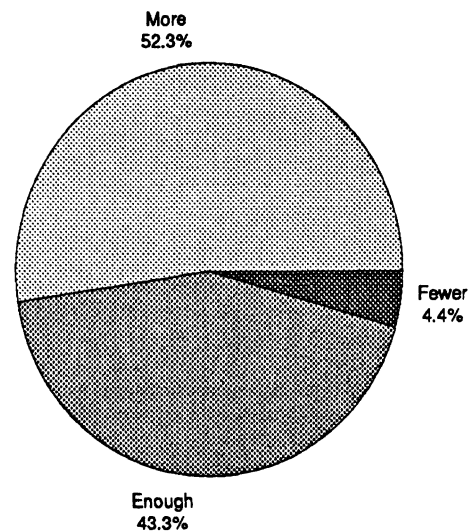


Figure 3.14 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads?" (N=734)

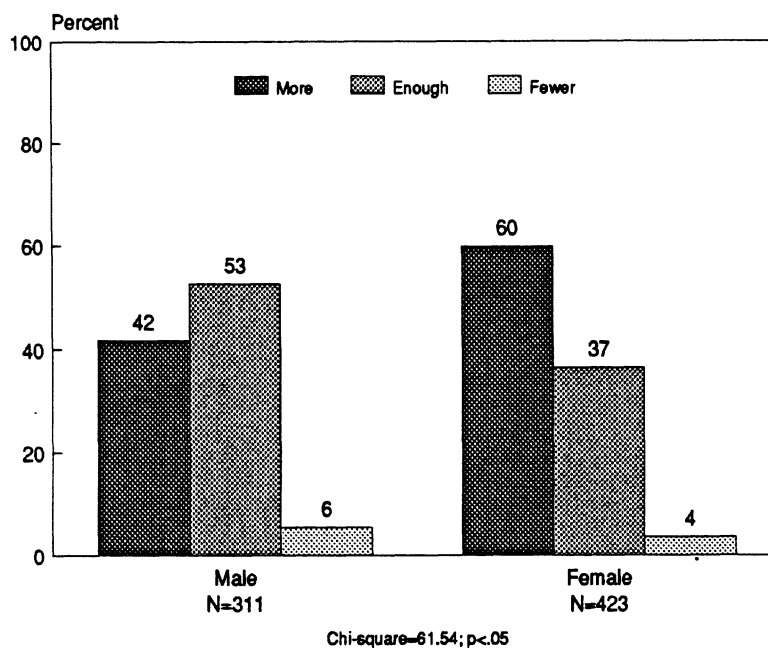


Figure 3.15 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads," stratified by sex.

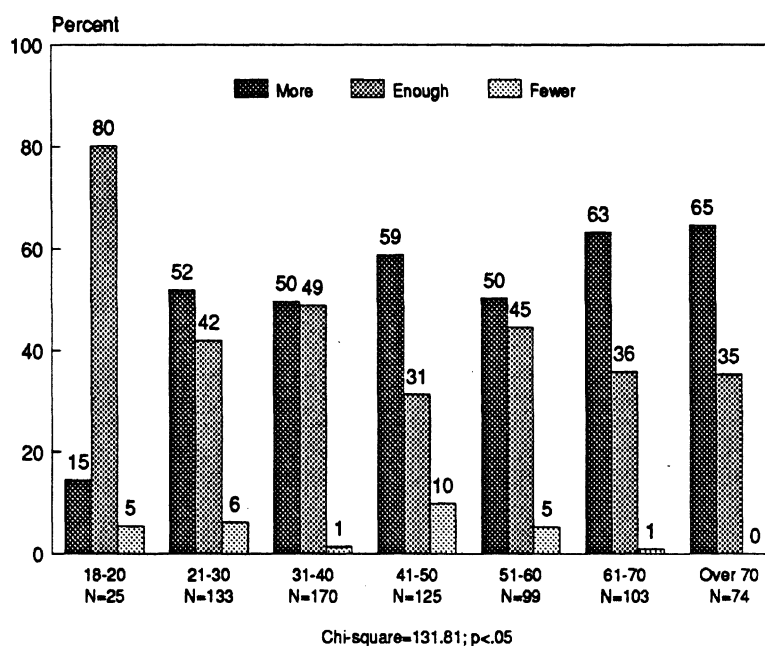


Figure 3.16 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads," stratified by age.

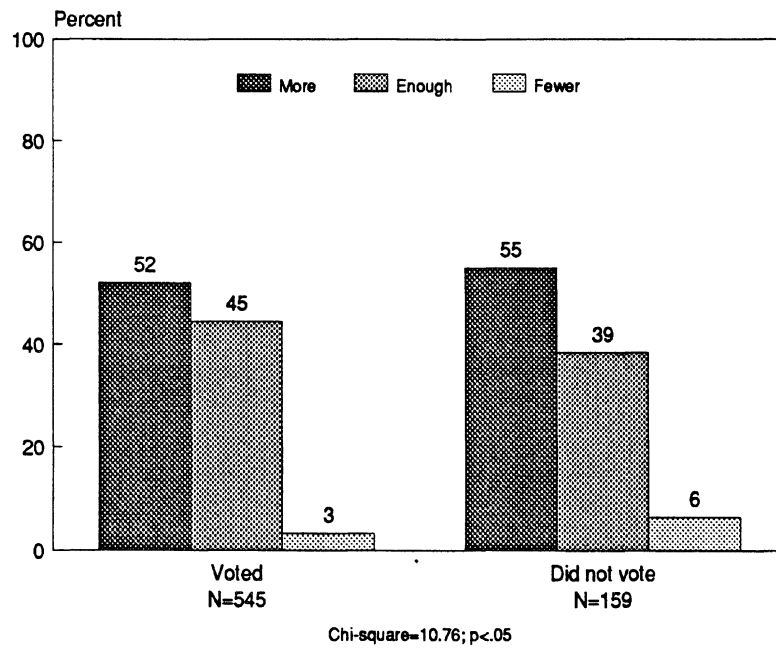


Figure 3.17 "Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads," stratified by voting status.

3.2 Travel Speeds

This survey was conducted in the fall of 1987, before the Michigan speed limit on rural interstates was raised from 55 mph to 65 mph. When asked how fast they generally drive on Michigan's expressways and highways, over two-thirds report driving over 55 mph. Only 4% say they typically drive under 55 mph (Figure 3.18). Men report typically driving at higher speeds than women (Figure 3.19), and speed decreases with age (Figure 3.20). There are only small differences in driving speed by voting status, with nonvoters reporting higher speeds (Figure 3.21).

Just over half of the respondents support a 65 mph speed limit on expressways (Figure 3.22). The predominance of respondents reporting 65 mph as the preferred speed limit could be a reflection of the recent debate concerning increasing the limit on rural interstates to 65 mph. Consistent with men's higher driving speed, they are much more in favor of higher speed limits than women (Figure 3.23). Only 17% of the men think the limit should stay at 55 mph, but 41% of women support the 55 limit. About half of those age 21-60 support a limit of 65 mph; however, pluralities of those age 18-20 and 61 or over support a limit of 55 (Figure 3.24). One might expect older drivers to be less supportive of raising the limit, but it was surprising to find only modest levels of support for raising the limit to 65 mph among those age 18-20. As in the case of reported driving speed, differences in speed limit preferences between voters and nonvoters are small (Figure 3.25).

We asked respondents how fast they thought they have to be driving (where the limit was 55 mph) to risk being pulled over and cited for exceeding the legal limit. Ninety-five percent of all motorists in Michigan believe they can travel at least five miles per hour over the limit before risking a ticket, and over half believe they can travel at least ten miles per hour over the limit before risking a ticket (Figure 3.26). This result indicates that the public believes the risk of citation for speeding is low. Perception of citation risk differs little between men and women (Figure 3.27). Although statistically significant, overall differences between age groups are minor (Figure 3.28).

Michigan residents are evenly split in their opinions about whether radar detectors should be legal (Figure 3.30). As might be expected given men's higher driving speed, men are more likely than women to favor permitting use of radar detectors (55% versus 46%; Figure 3.31). Respondents age 18-20 overwhelmingly support permitting radar detector use (86%), those age 21-50 are evenly split, and a majority of those over age 50 are opposed to

permitting the devices (Figure 3.32). Respondents' opinions about whether radar detectors should be legal were also examined by how fast they reported driving on Michigan's expressways and highways. The proportion of respondents who think radar detectors should be permitted increases as reported driving speeds increase (Figure 3.33).

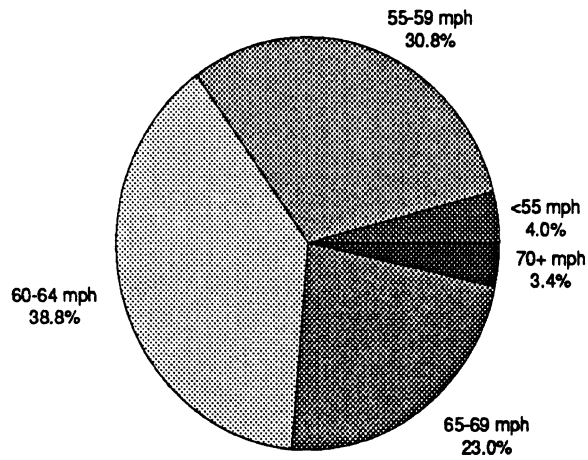


Figure 3.18 "How fast do you generally drive on Michigan's expressways and highways?" (N=707)

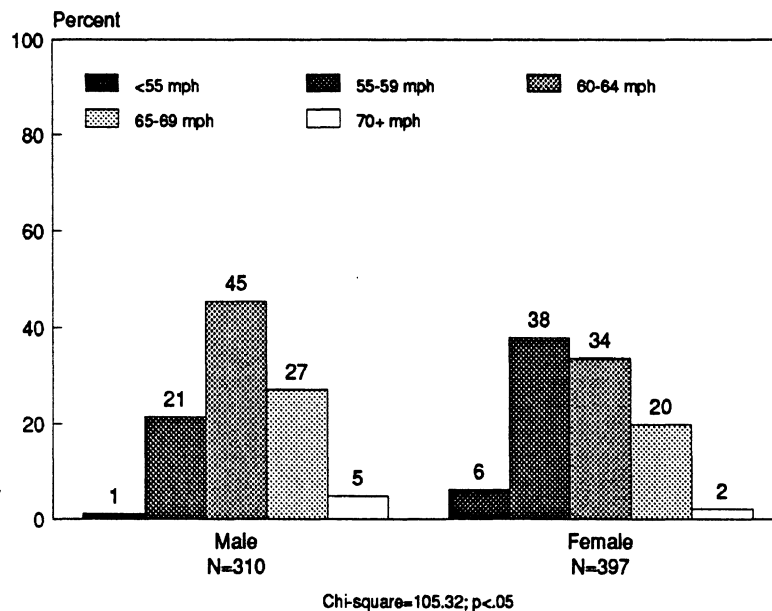


Figure 3.19 "How fast do you generally drive on Michigan's expressways and highways," stratified by sex.

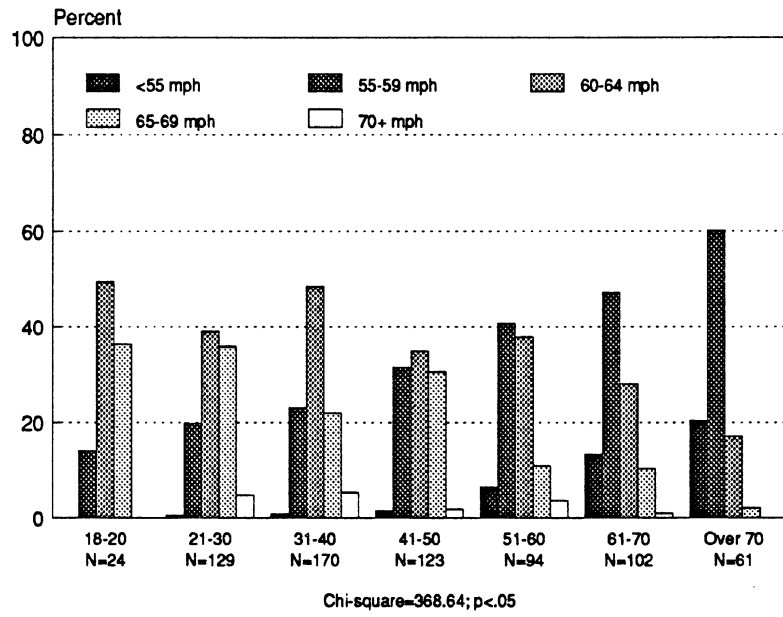


Figure 3.20 "How fast do you generally drive on Michigan's expressways and highways," stratified by age.

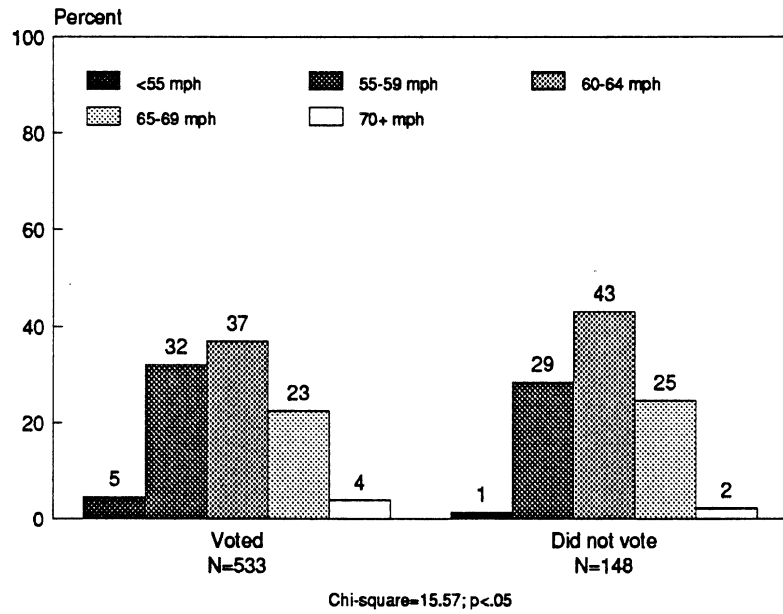


Figure 3.21 "How fast do you generally drive on Michigan's expressways and highways," stratified by voting status.

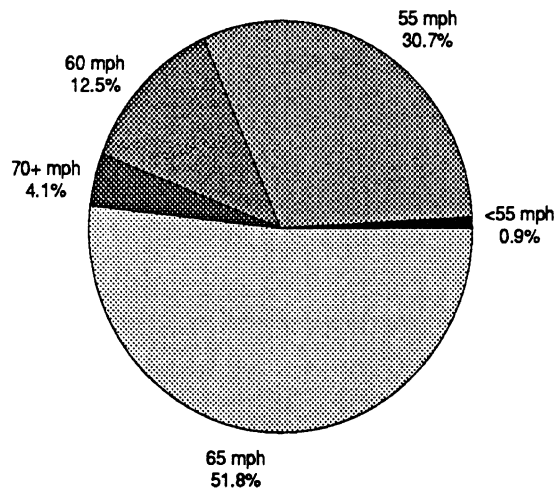


Figure 3.22 "What do you think the speed limit should be on most Michigan expressways?" (N=742)

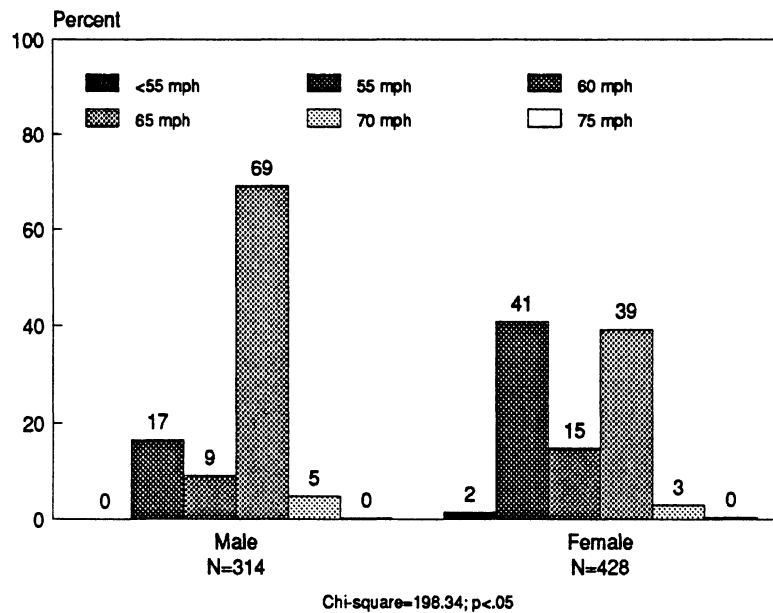


Figure 3.23 "What do you think the speed limit should be on most Michigan expressways," stratified by sex.

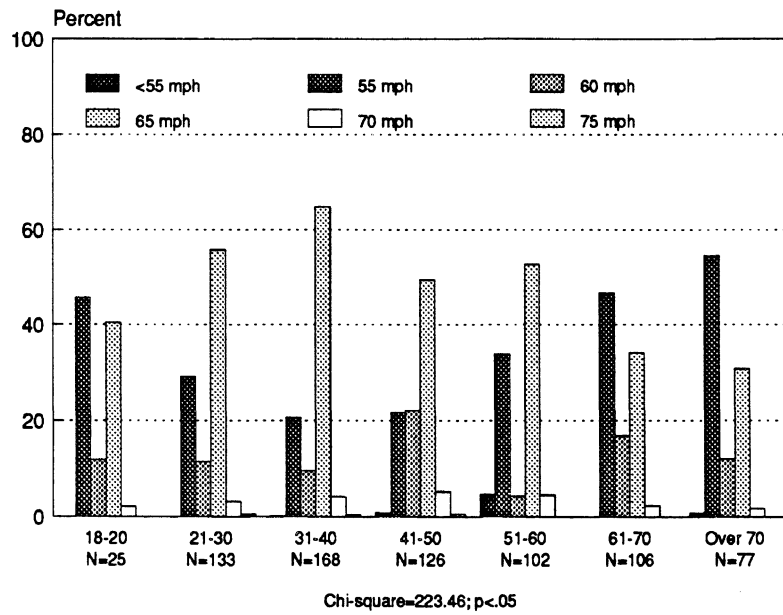


Figure 3.24 "What do you think the speed limit should be on most Michigan expressways," stratified by age.

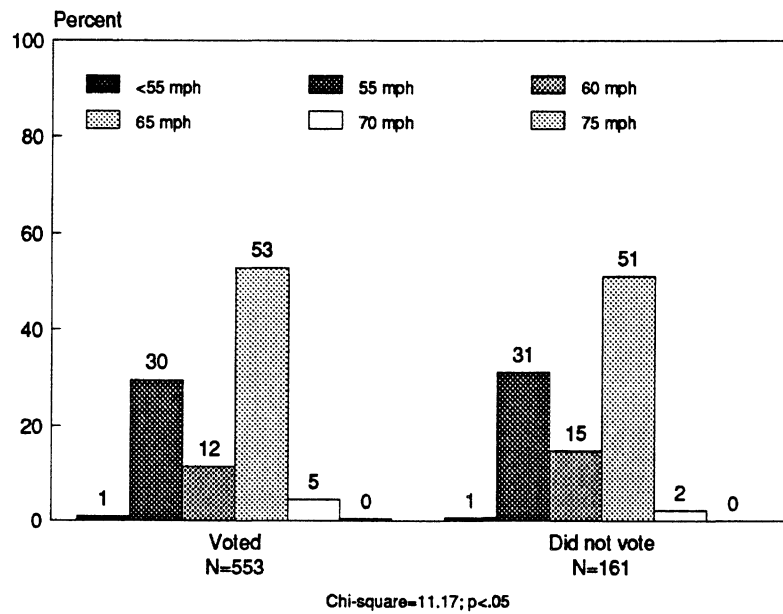


Figure 3.25 "What do you think the speed limit should be on most Michigan expressways," stratified by voting status.

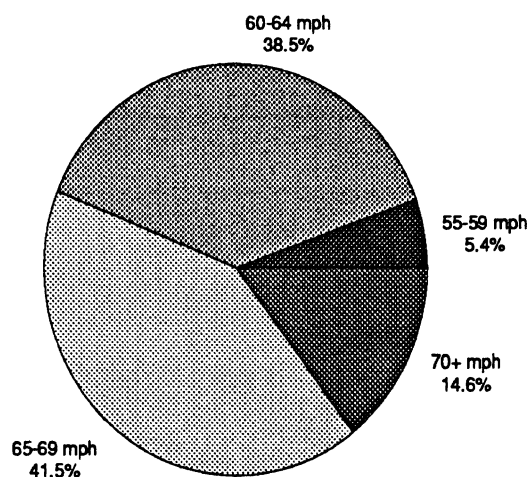


Figure 3.26 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket?" (N=712)

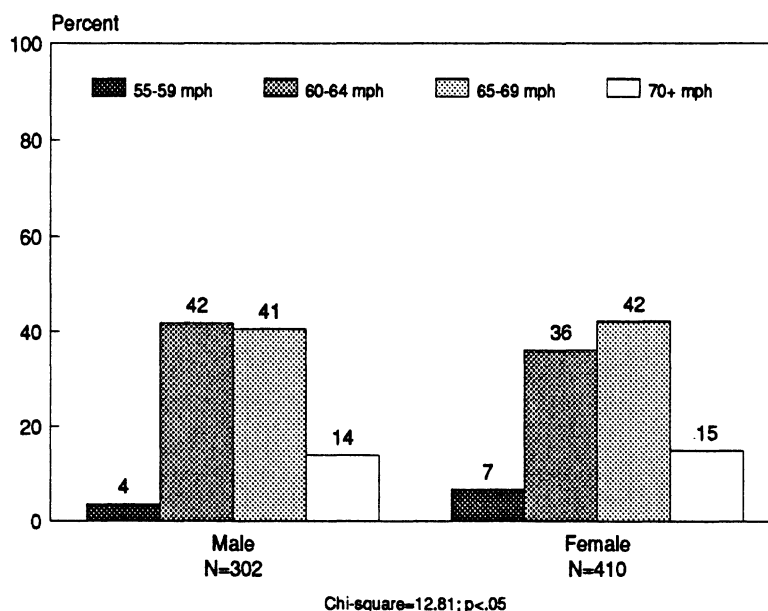


Figure 3.27 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket," stratified by sex.

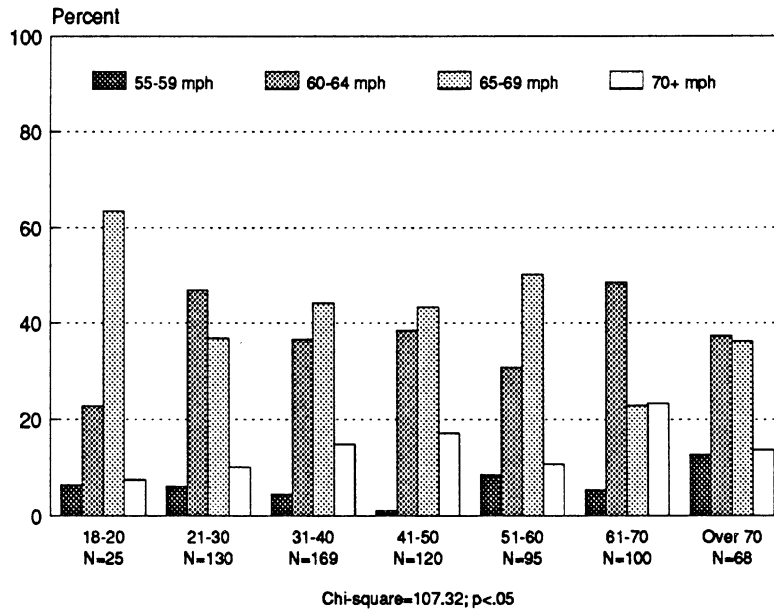


Figure 3.28 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket," stratified by age.

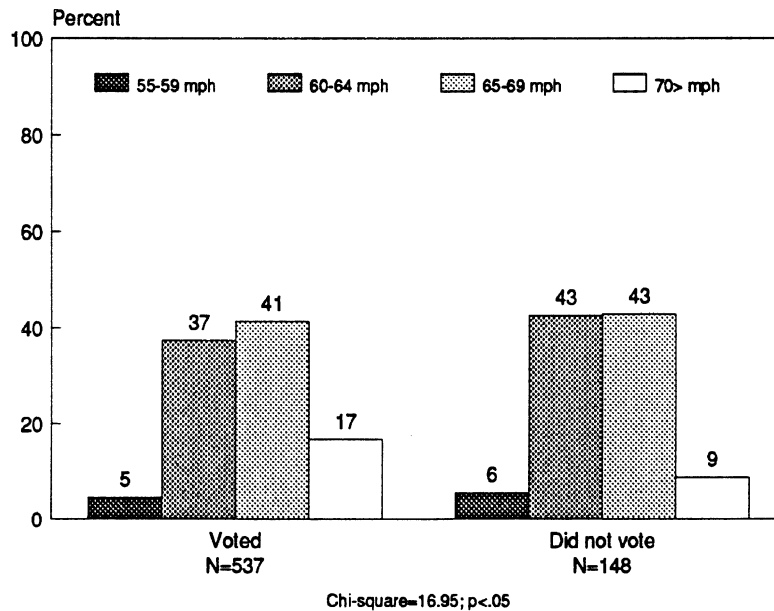


Figure 3.29 "Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket," stratified by voting status.

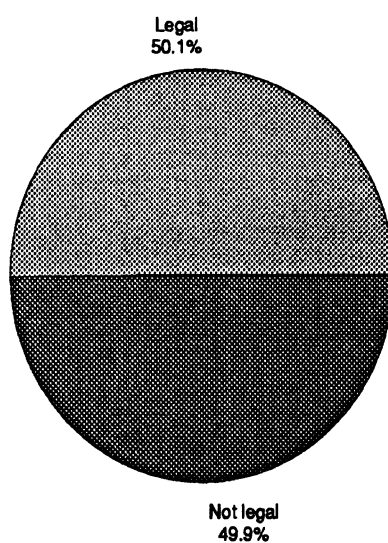


Figure 3.30 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan?" (N=696)

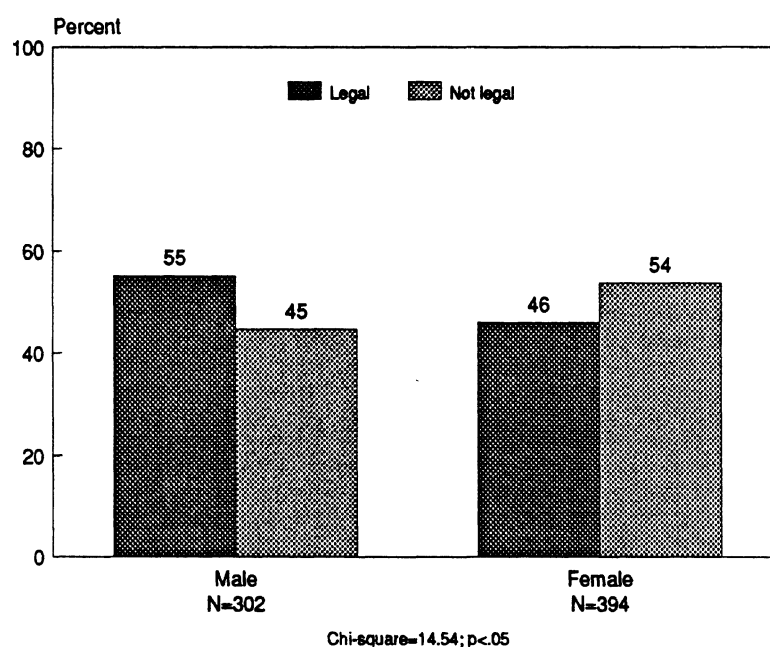


Figure 3.31 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan," stratified by sex.

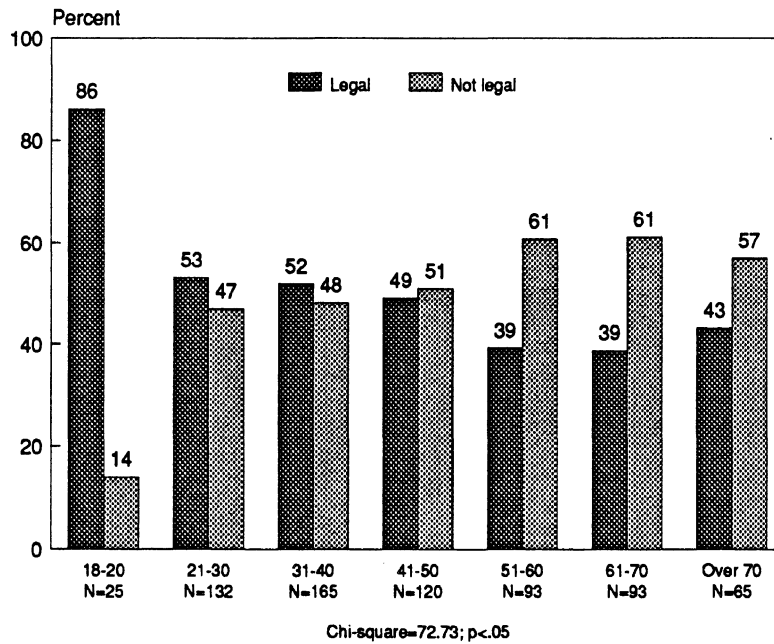


Figure 3.32 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan," stratified by age.

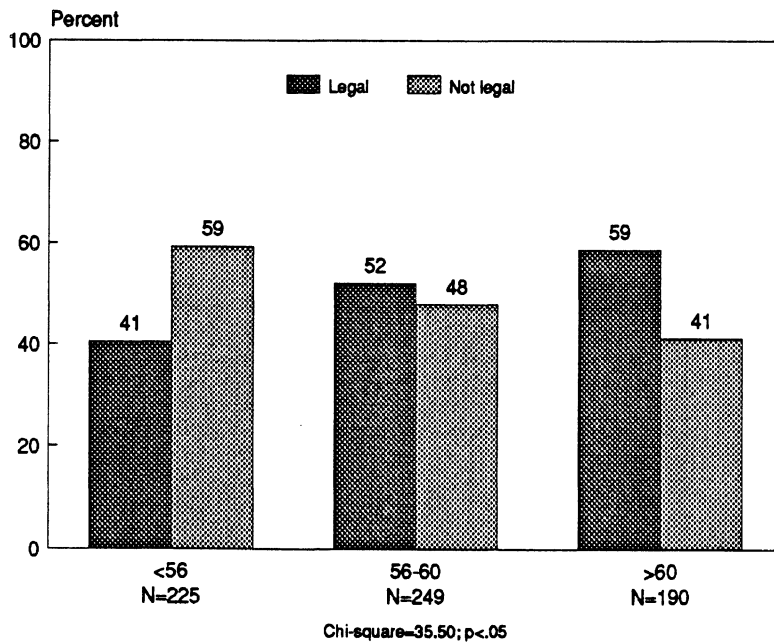


Figure 3.33 "Do you think that the use of radar detectors--also called "fuzz busters"--should or should not be legal in Michigan," stratified by typical expressway driving speed.

3.3 Driver Licensing and Education

Most respondents think the minimum age for getting a drivers license should be 16 years old, the current law (Figure 3.34). Over 22% think the minimum age should be 18 years old. Preferred age for driver licensure differs little between men and women (Figure 3.35). As one might expect, the proportion favoring an 18-year-old minimum driving age increases as age increases (Figure 3.36). There is no appreciable difference in endorsement of a higher driving age between voters and nonvoters (Figure 3.37).

We also asked respondents their views about a maximum legal driving age. Fifty-five percent oppose a law prohibiting people above a certain age to drive. Nevertheless, 35% favor such a law and an additional 10% say it depends on such factors as the health or ability of the individual to perform driving tasks (Figure 3.38). Women are more likely to support such a law than men (40% versus 28%; Figure 3.39). Those below age 31 favor a law establishing a maximum driving age at substantially higher rates than older respondents (Figure 3.40). As might be expected, those least likely to favor a maximum driving age are those over age 60. However, there are substantial proportions of respondents over age 50 who volunteer that their response depends on specific conditions. Almost twice as many nonvoters as voters favor such a law (53% versus 29%; Figure 3.41).

A clear majority of respondents report they would favor a youth curfew law prohibiting persons under age 18 from driving between 11 p.m. and 5 a.m. unless they can show a need to drive to school or work (Figure 3.42). Women are more supportive of such a law than men (63% versus 53%; Figure 3.43). Respondents age 18-20 are virtually unanimous in their opposition to such a law (Figure 3.44). In other age groups, a majority support a youth curfew law; among those over age 60, three-quarters support such a law. Majority support for a youth curfew law was found for both voters and nonvoters (Figure 3.45).

Opinions of respondents concerning a curfew law for elderly drivers are very similar to those for a youth curfew law. The majority favor a law prohibiting persons over age 70 from driving between 11 p.m. and 5 a.m. unless they take a medical exam to show they are fit to drive at night (Figure 3.46). As with the youth curfew law, women express higher rates of support than men (62% versus 56%; Figure 3.47). Support declines somewhat with age; nevertheless, 54% of those over age 70 favor such a law (Figure 3.48). The highest level of support is expressed by young drivers. Responses by voting status are different from

those concerning a youth curfew law. In the case of the curfew law for older drivers, higher levels of support are expressed by nonvoters than voters (Figure 3.49). Voting practices vary by age, with older residents more likely to vote than younger residents. Therefore, we examined the relationship between support for curfew laws and voting status, controlling for age. There was no significant relationship between support for a youth curfew law and voting status after controlling for age. However, the reverse was true for the curfew law for elderly drivers. That is, there was a significant relationship between support for a curfew law for elderly drivers and voting status after controlling for age.

We asked respondents whether driver education should be paid for by taxes or a fee paid by the driver education students. Opinions are evenly split between taxes and fees (Figure 3.50). There are no appreciable differences between men and women (Figure 3.51), but respondents age 18-20 and over age 70 are most likely to favor a student fee (Figure 3.52). Interestingly, voters are significantly more likely to support taxes for driver education than nonvoters (50% versus 39%; Figure 3.53).

More specifically, respondents were asked whether they would favor or oppose an increase in local taxes to pay for driver education. A clear majority oppose an increase in local taxes to pay for driver education (Figure 3.54). There are no significant differences between men and women. Although respondents under age 21 might be expected to view increases in local taxes more favorably because they generally do not have to pay them, this group actually opposes such increases more than older groups (Figure 3.55). Both voters and nonvoters are similarly opposed to increased local taxes for driver education (Figure 3.56).

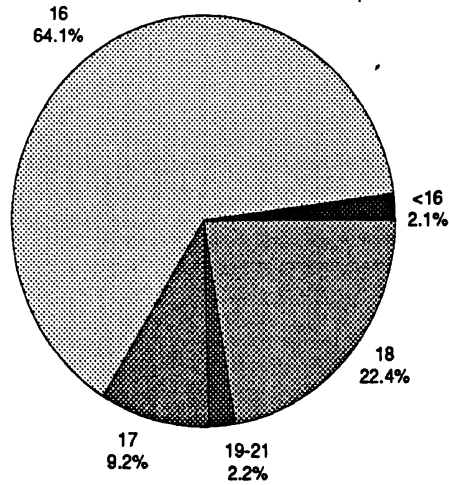


Figure 3.34 "What do you think should be the youngest age at which a person can get a driver's license?" (N=748)

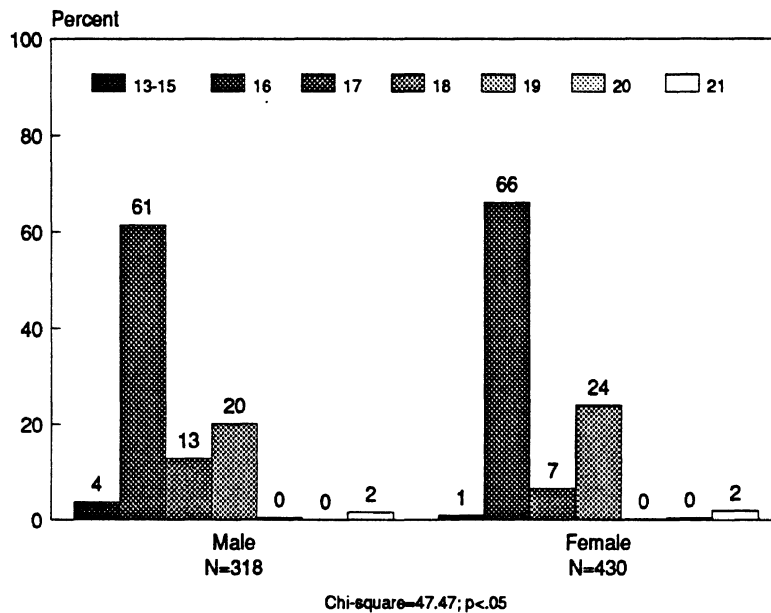


Figure 3.35 "What do you think should be the youngest age at which a person can get a driver's license," stratified by sex.

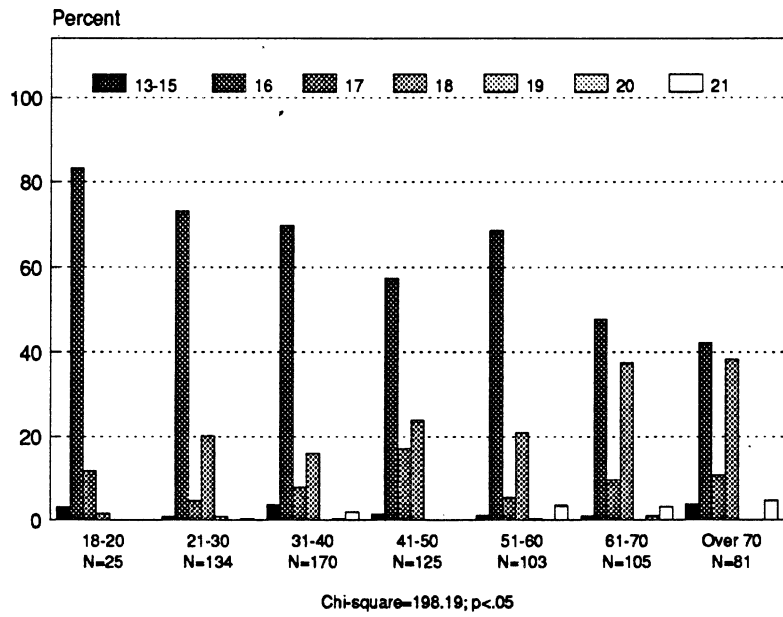


Figure 3.36 "What do you think should be the youngest age at which a person can get a driver's license," stratified by age.

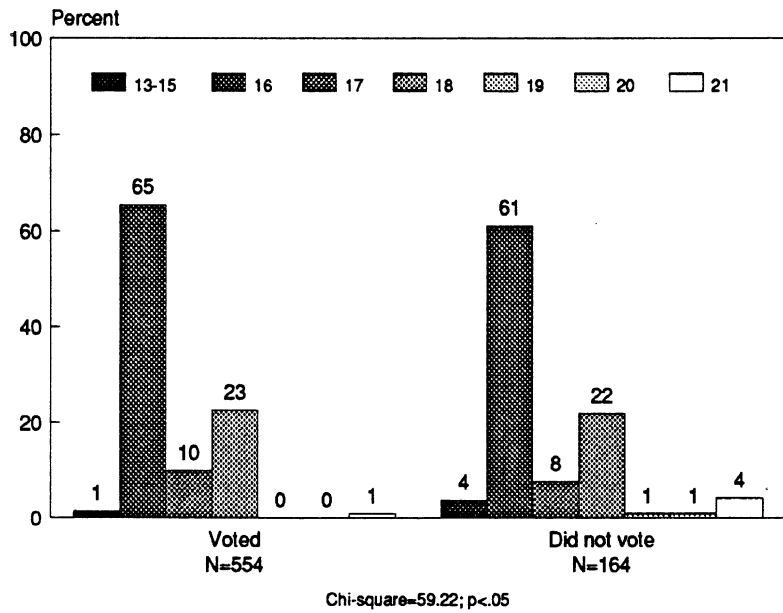


Figure 3.37 "What do you think should be the youngest age at which a person can get a driver's license," stratified by voting status.

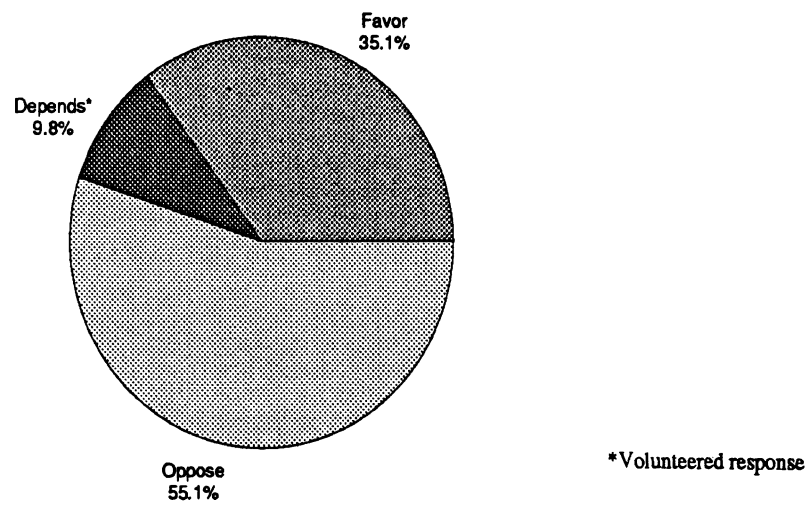


Figure 3.38 "Would you favor or oppose a law which would not allow people above a certain age to drive?" (N=740)

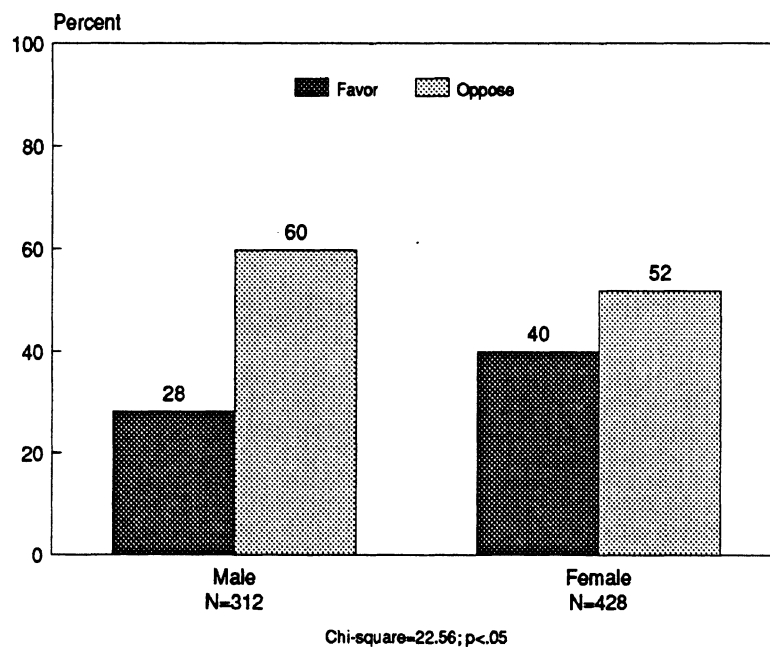


Figure 3.39 "Would you favor or oppose a law which would not allow people above a certain age to drive," stratified by sex.

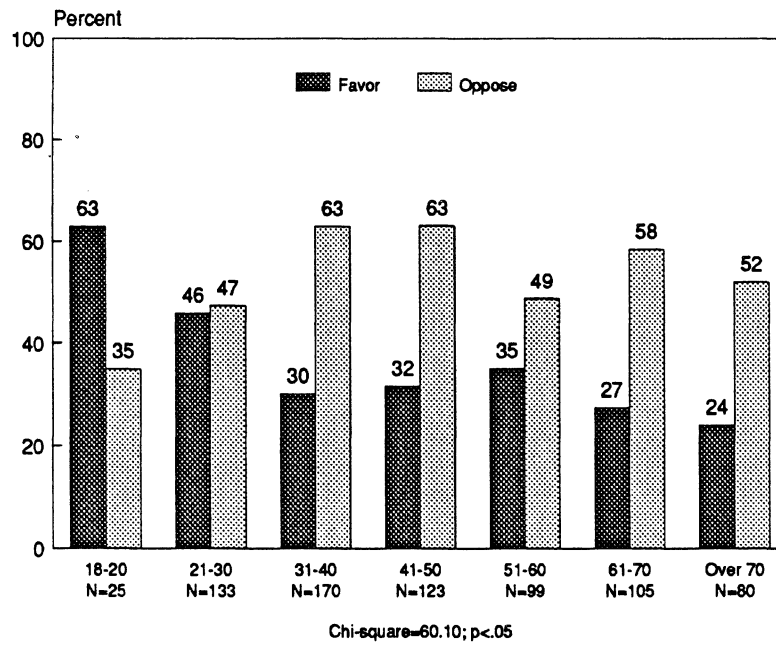


Figure 3.40 "Would you favor or oppose a law which would not allow people above a certain age to drive," stratified by age.

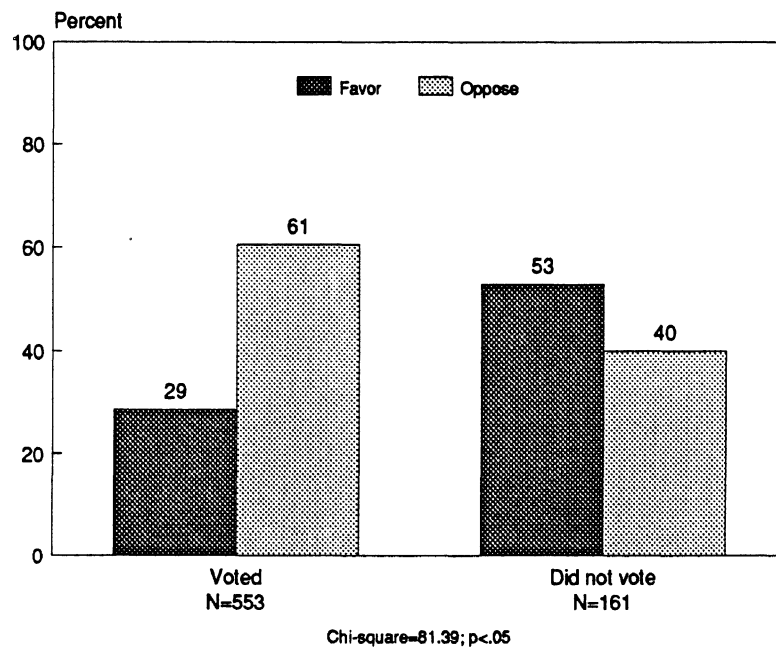


Figure 3.41 "Would you favor or oppose a law which would not allow people above a certain age to drive," stratified by voting status.

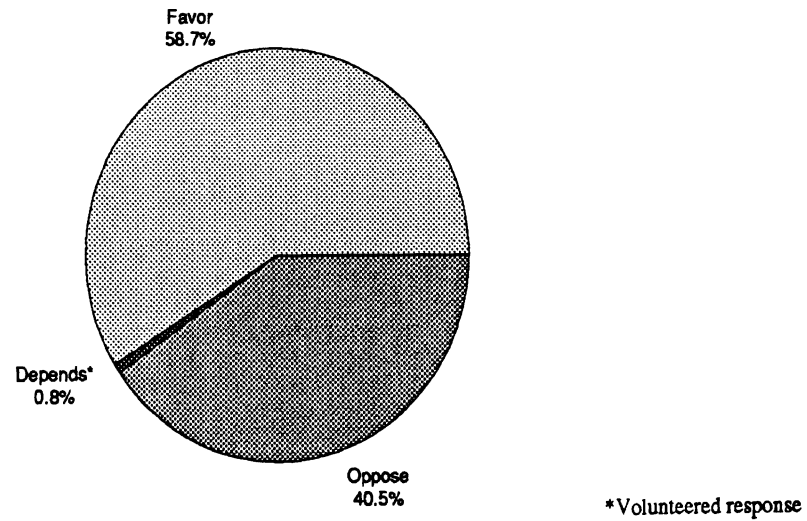


Figure 3.42 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work?" (N=741)

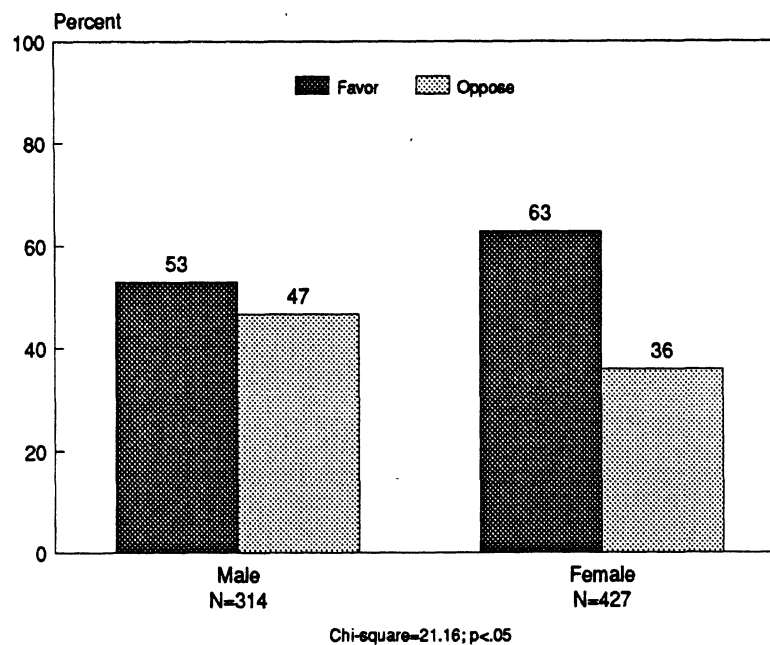


Figure 3.43 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work," stratified by sex.

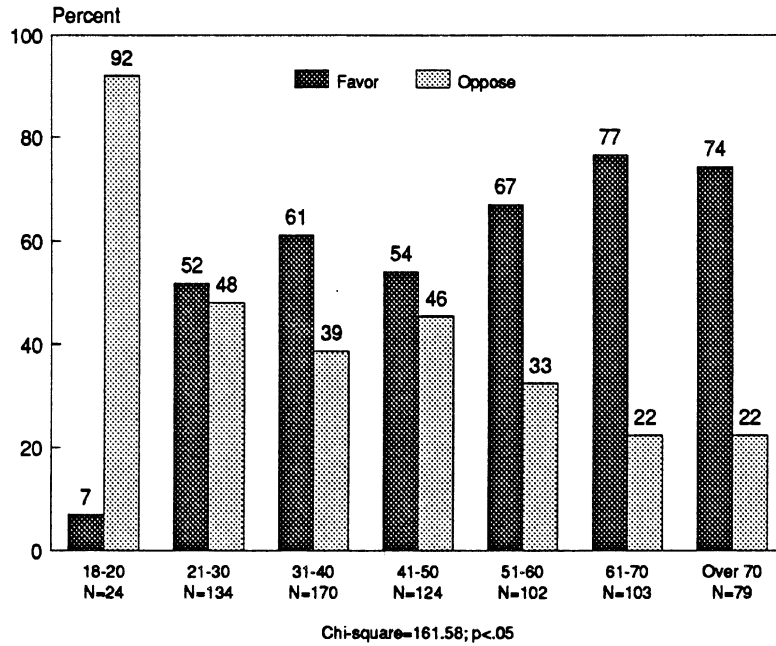


Figure 3.44 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work," stratified by age.

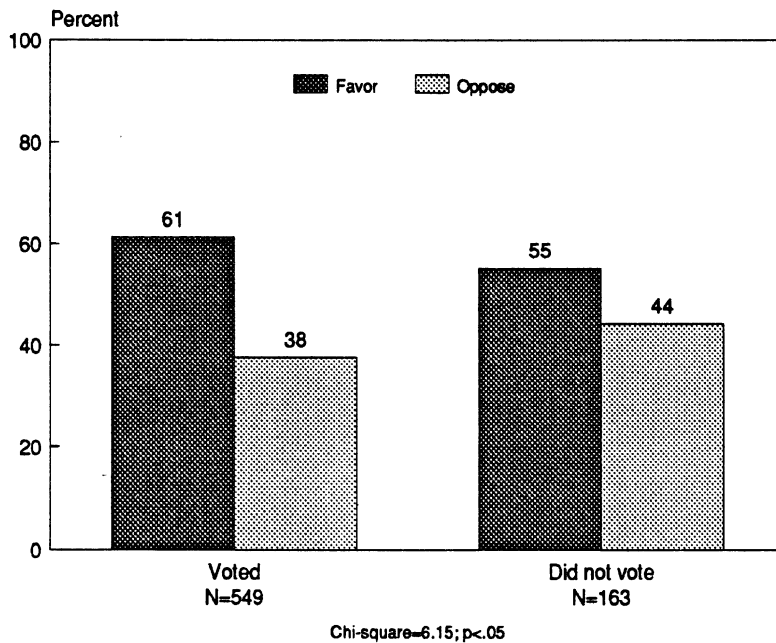


Figure 3.45 "Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work," stratified by voting status.

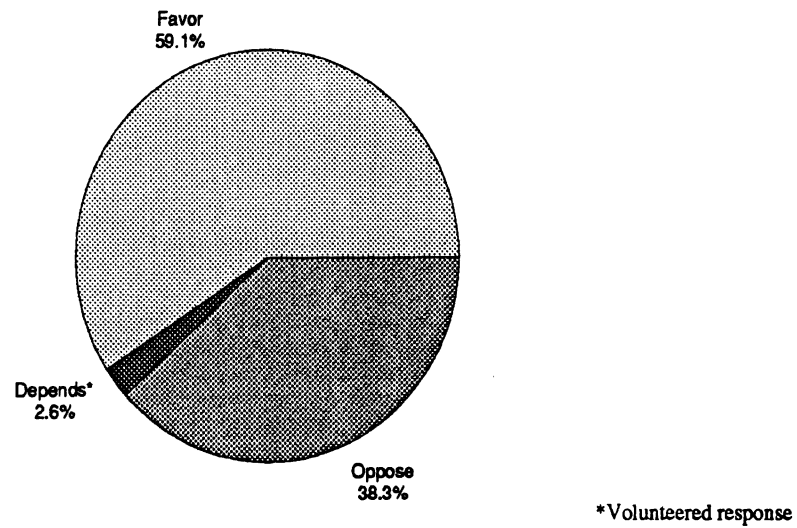


Figure 3.46 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night?" (N=738)

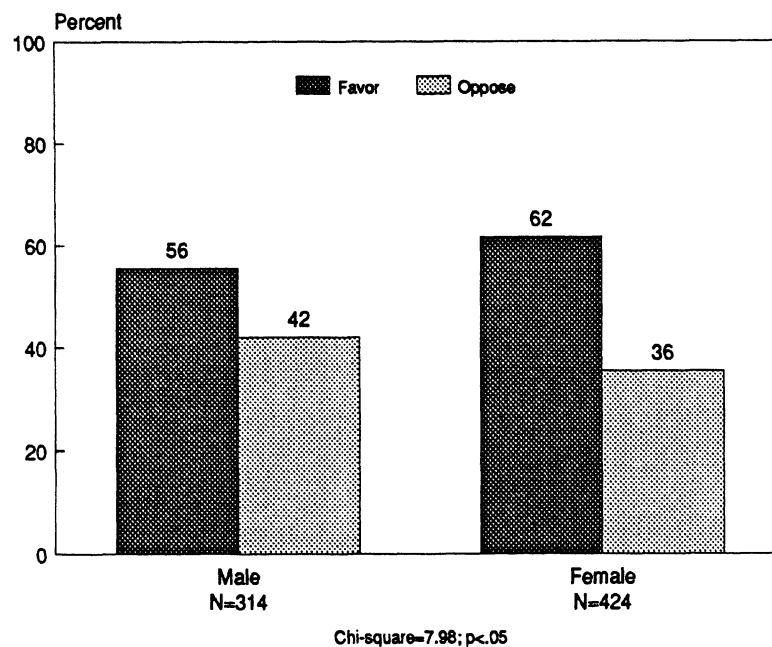


Figure 3.47 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night," stratified by sex.

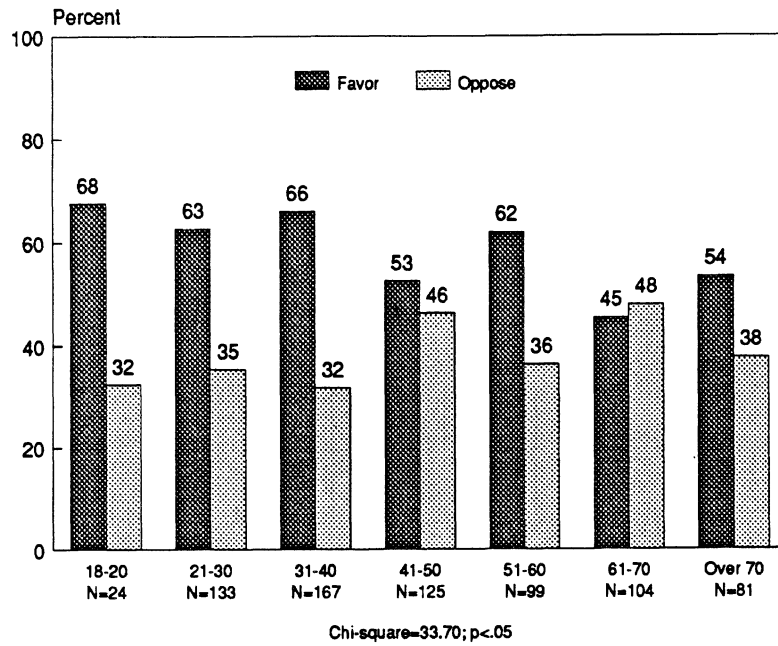


Figure 3.48 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night," stratified by age.

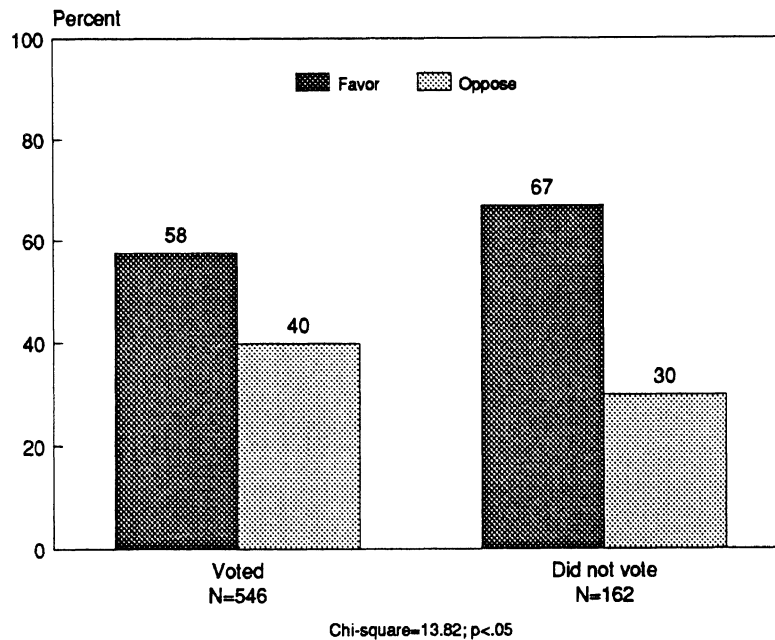


Figure 3.49 "How about persons over the age of 70--would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night," stratified by voting status.

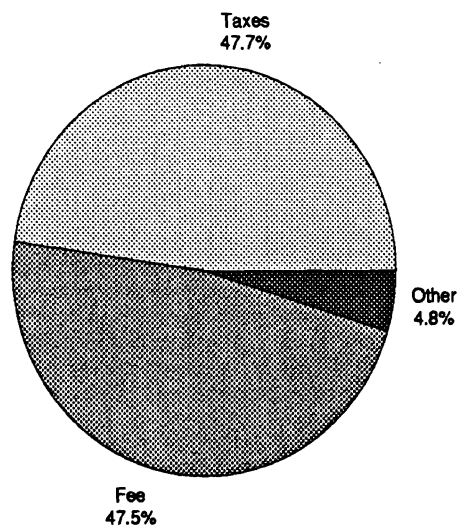


Figure 3.50 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students?" (N=735)

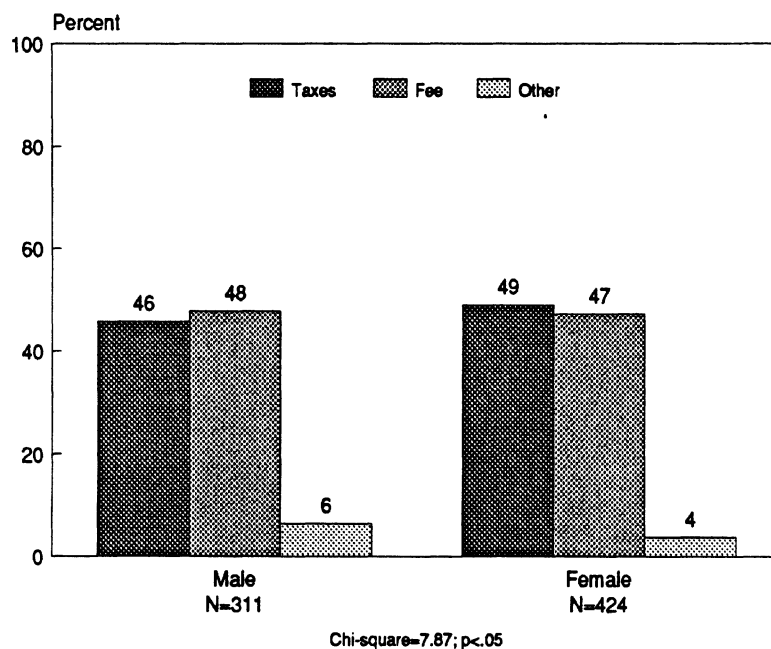


Figure 3.51 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students," stratified by sex.

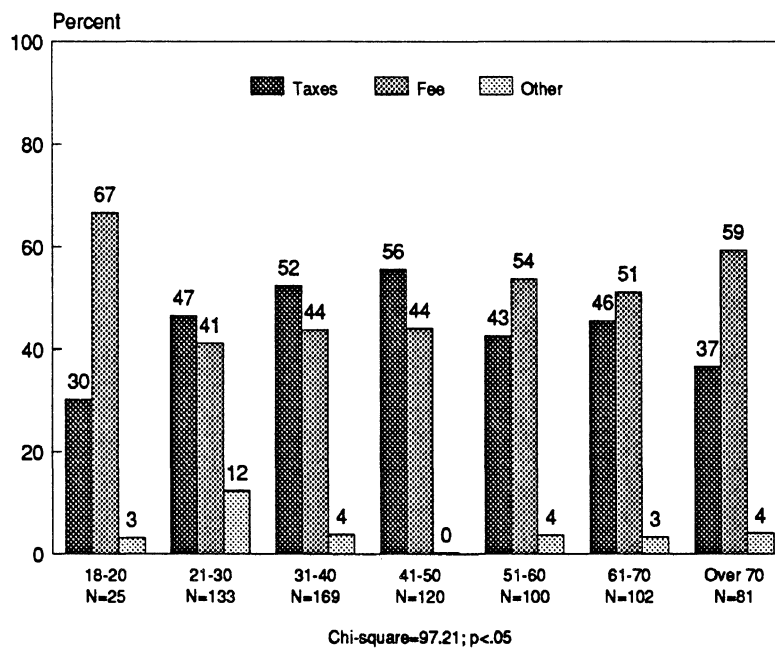


Figure 3.52 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students," stratified by age.

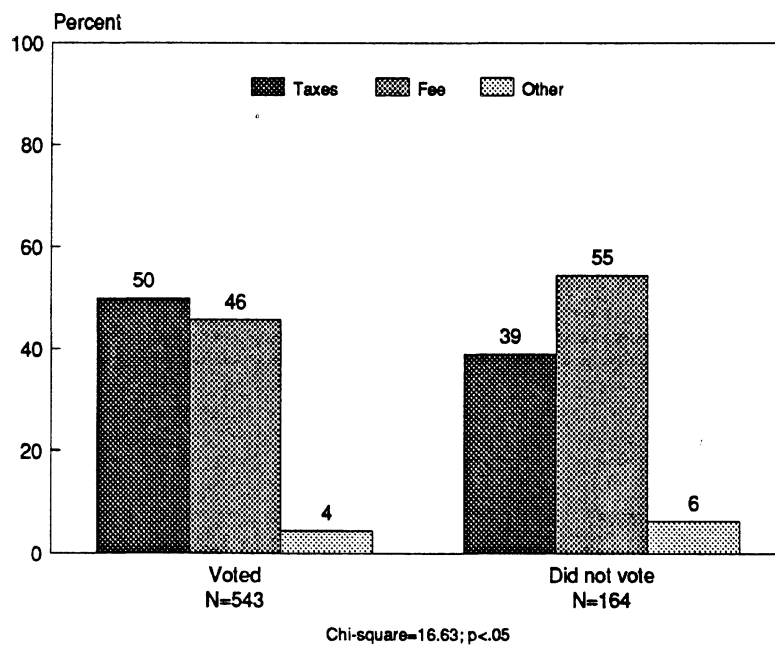
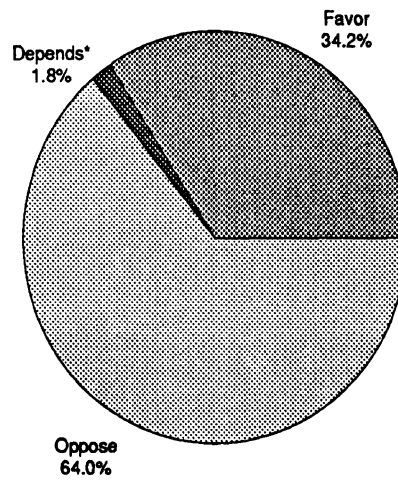


Figure 3.53 "Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students," stratified by voting status.



*Volunteered response

Figure 3.54 "Would you favor or oppose an increase in your local taxes to pay for driver education?" (N=736)

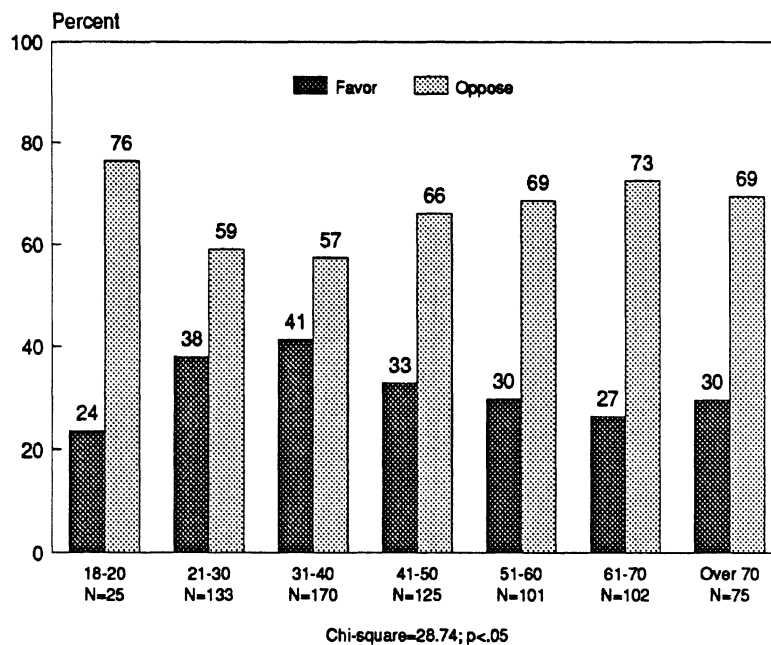


Figure 3.55 "Would you favor or oppose an increase in your local taxes to pay for driver education," stratified by age.

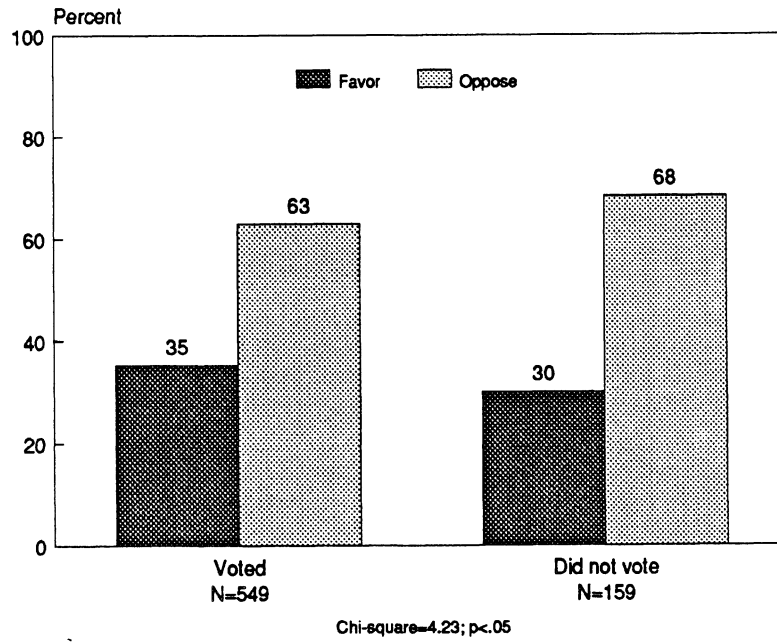


Figure 3.56 "Would you favor or oppose an increase in your local taxes to pay for driver education," stratified by voting status.

3.4 Heavy Trucks

Almost three-quarters of Michigan residents support retention of the 55 mph expressway speed limit for heavy trucks, and only 12% report that the speed limit should be increased (Figure 3.57).³ A substantially larger proportion of women want the speed limit left at 55 mph than men (82% versus 63%; Figure 3.58). Although 18% of the men support an increased limit for trucks, only 8% of the women express such a view. There are no major differences in views concerning truck speed limits by age (Figure 3.59) or by voting status (Figure 3.60). When stratified by the respondent's annual travel mileage, there is a slight increase in support for higher truck speed limits as mileage increases, but the maximum level of support for higher speeds is only 17%--among drivers traveling more than 25,000 miles per year (Figure 3.61).

A clear majority of respondents report they take specific actions while driving to avoid large trucks (Figure 3.62). When a specific action to avoid trucks is mentioned, respondents are most likely to report avoiding roads with a lot of heavy trucks. Women are much more concerned about heavy trucks than men; almost three-quarters report taking actions to avoid them (Figure 3.63). A majority of respondents in each age category take actions to avoid trucks (Figure 3.64). Those who drive infrequently are most likely to try to stay away from heavy trucks (Figure 3.65).

We asked respondents to compare the driving behavior of truck drivers to car drivers. Although the majority believe that truck drivers drive equally as safely as car drivers, a quarter believe they drive more safely, and 18% believe they drive less safely (Figure 3.66). A higher proportion of men than women believe truck drivers are more safe than car drivers (32% versus 19%; Figure 3.67). Middle-age drivers are more likely than those older or younger to believe truck drivers are safer than car drivers (Figure 3.68). Respondents who reported driving more than 10,000 miles in the last year appear to have stronger opinions concerning trucks, and are more willing to rate truck drivers as either more safe or less safe than car drivers (Figure 3.70).

A majority of Michigan residents want trucks limited to the right lane on expressways (Figure 3.71). There is a clear difference between men and women, however, with 62% of women supporting a right-lane-only policy versus 48% of the men (Figure

3. The term "truck" is used here to refer to tractor-trailer trucks, defined for respondents as large trucks that include a cab and cargo-carrying trailer.

3.72). Willingness to allow trucks to travel in any lane decreases with increasing age for those age 21 and over (Figure 3.73). More frequent drivers are less inclined to favor limiting trucks to the right lane than infrequent or nondrivers (Figure 3.74).

Just over half of the respondents think that police enforce traffic laws at the same level of strictness for truck drivers as for car drivers (Figure 3.75). Over a third believe traffic laws are enforced less strictly for truck drivers, while only 14% believe they are enforced more strictly. More men than women think that traffic laws are enforced less strictly for truck drivers (Figure 3.76). More middle-age respondents than those older or younger believe police enforce less strictly for large trucks than for cars (Figure 3.77). The proportion believing police are less strict for trucks increases by annual driving mileage (Figure 3.79). In other words, the more miles people travel on the road the more likely they are to believe that police are lenient with truck drivers.

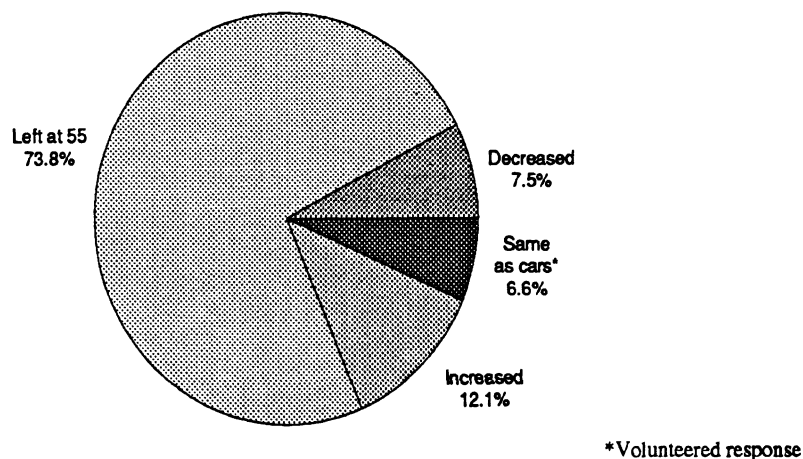


Figure 3.57 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour?" (N=745)

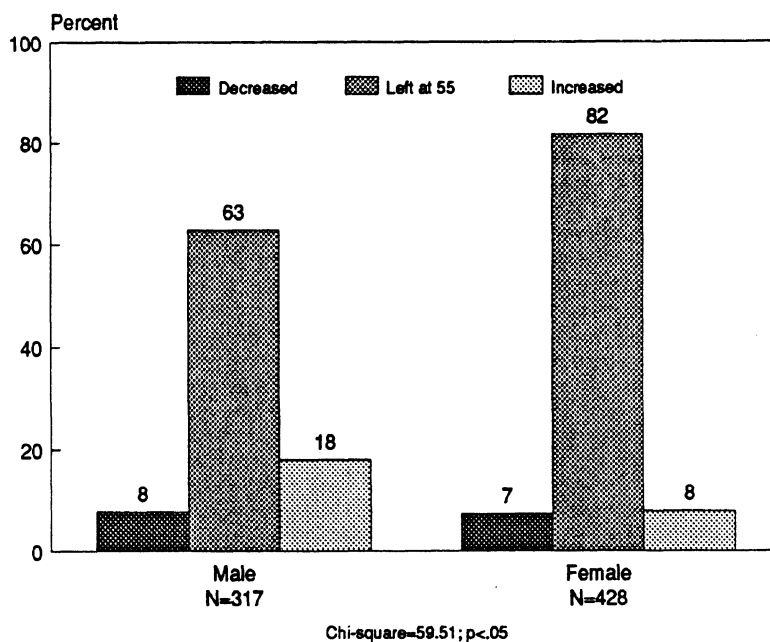


Figure 3.58 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by sex.

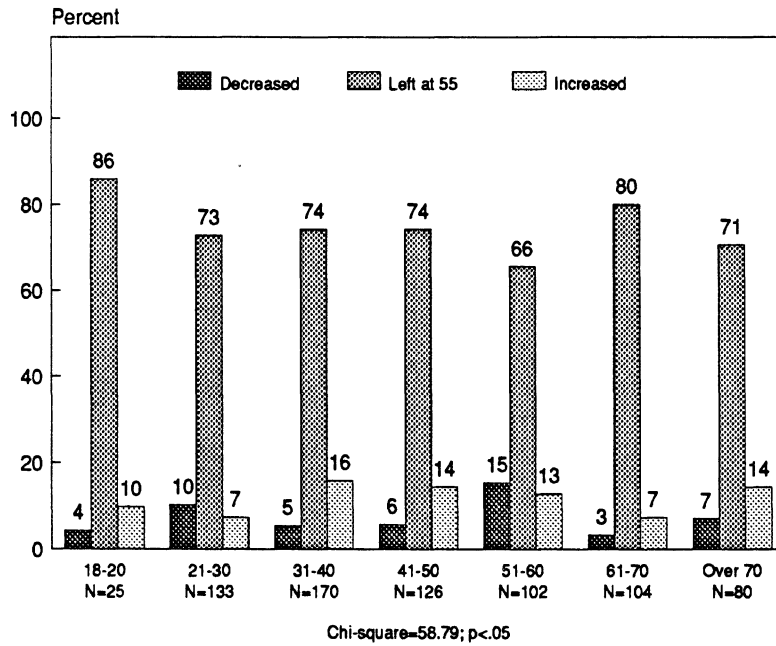


Figure 3.59 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by age.

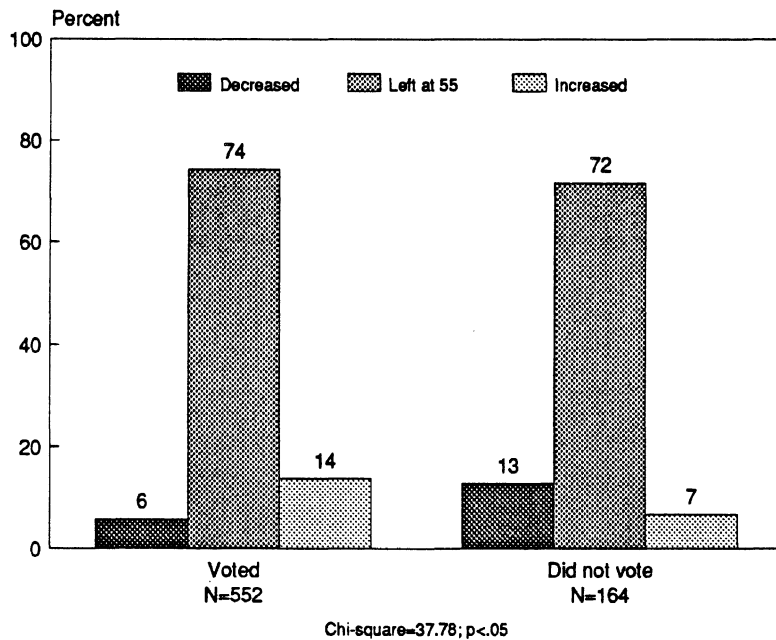


Figure 3.60 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by voting status.

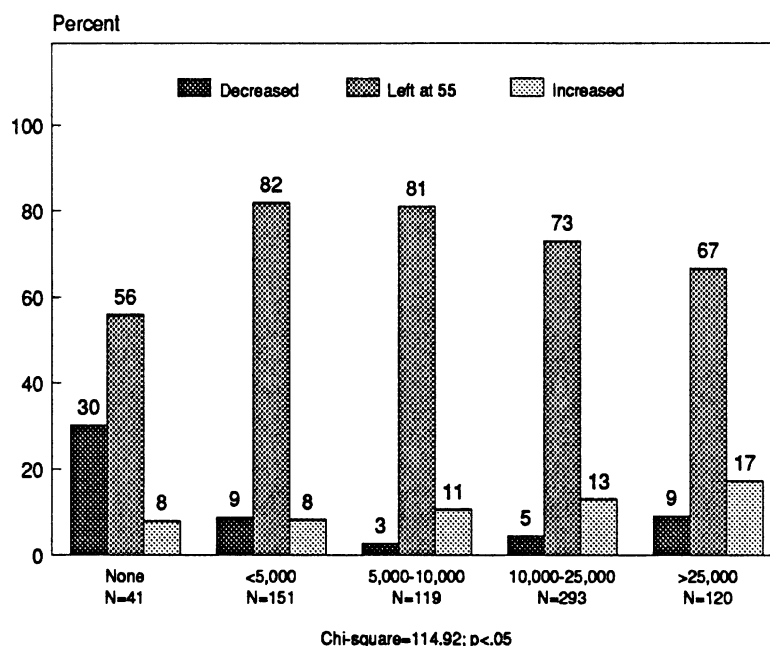
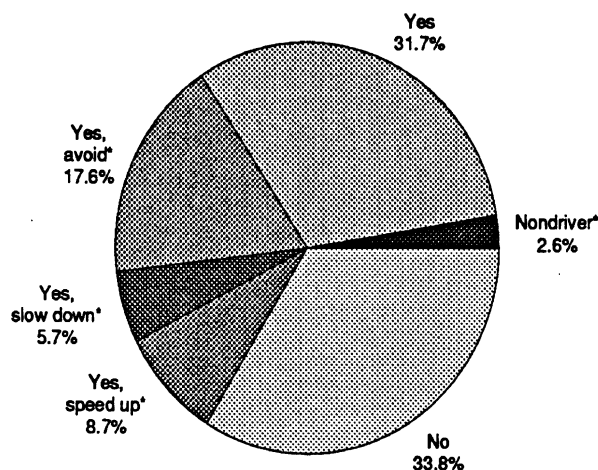


Figure 3.61 "Currently the speed limit for semi-trailer trucks traveling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour," stratified by miles driven last year.



*Volunteered response

Figure 3.62 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks?" (N=744)

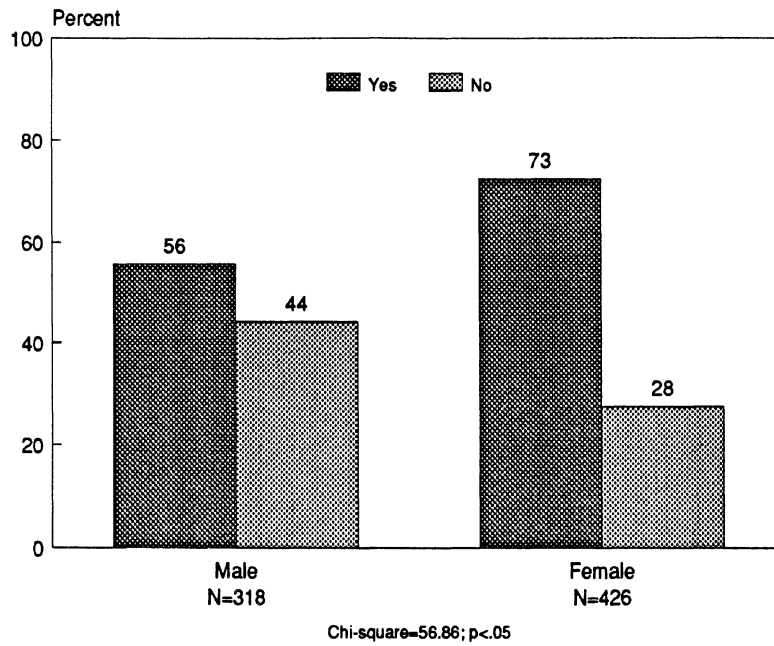


Figure 3.63 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks," stratified by sex.

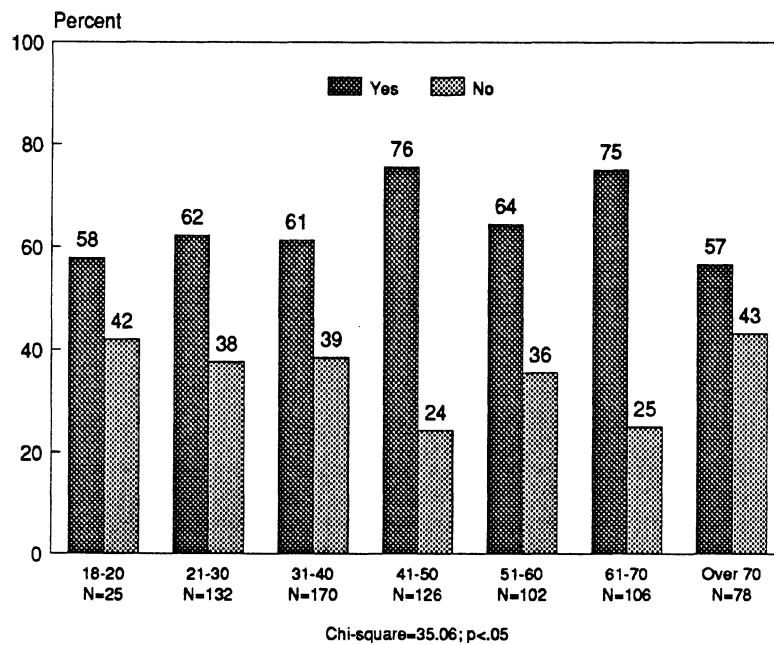


Figure 3.64 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks," stratified by age.

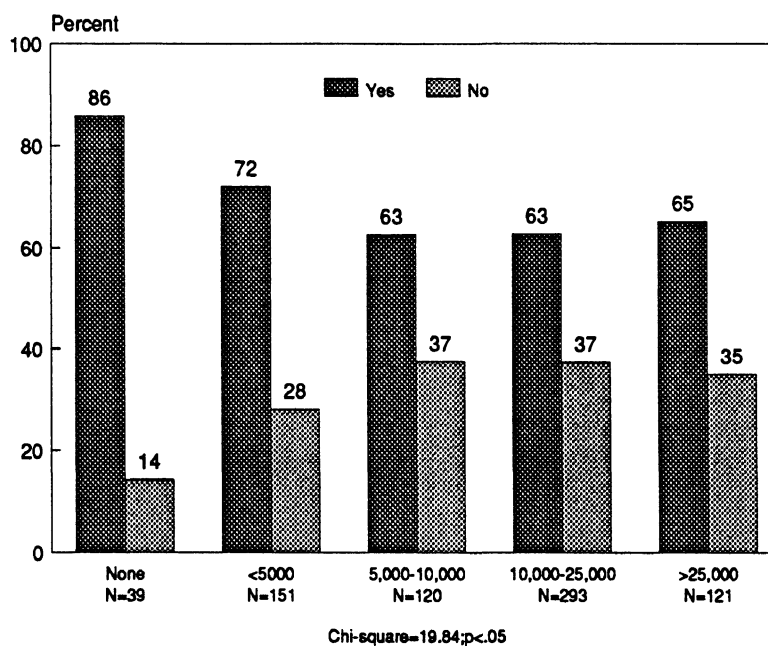


Figure 3.65 "When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks," stratified by miles driven last year.

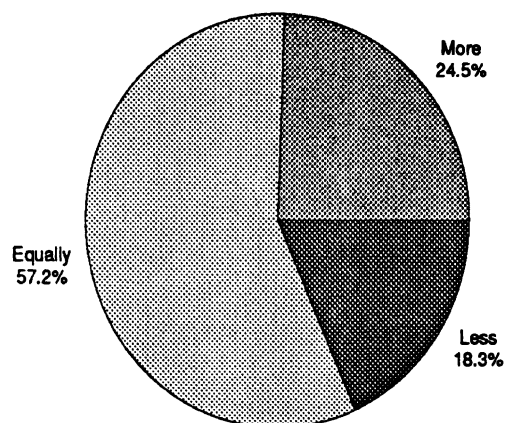


Figure 3.66 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely?" (N=739)

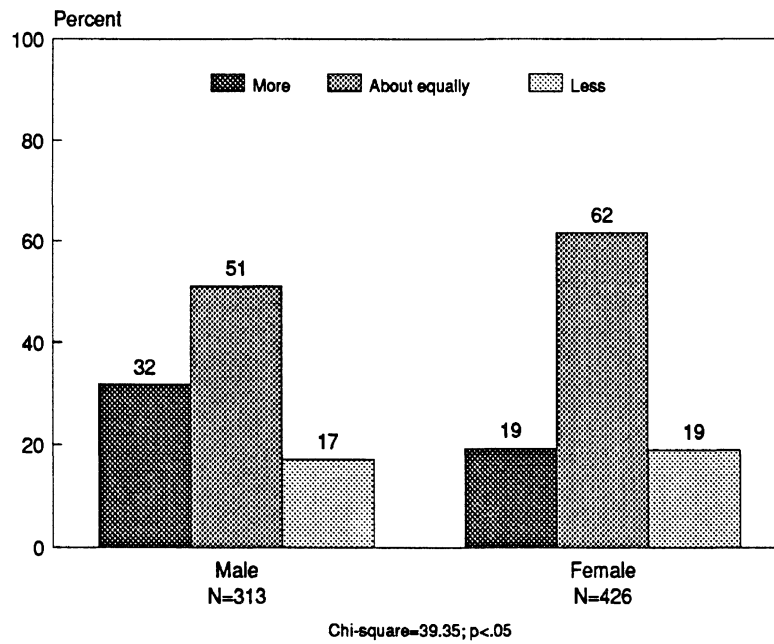


Figure 3.67 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by sex.

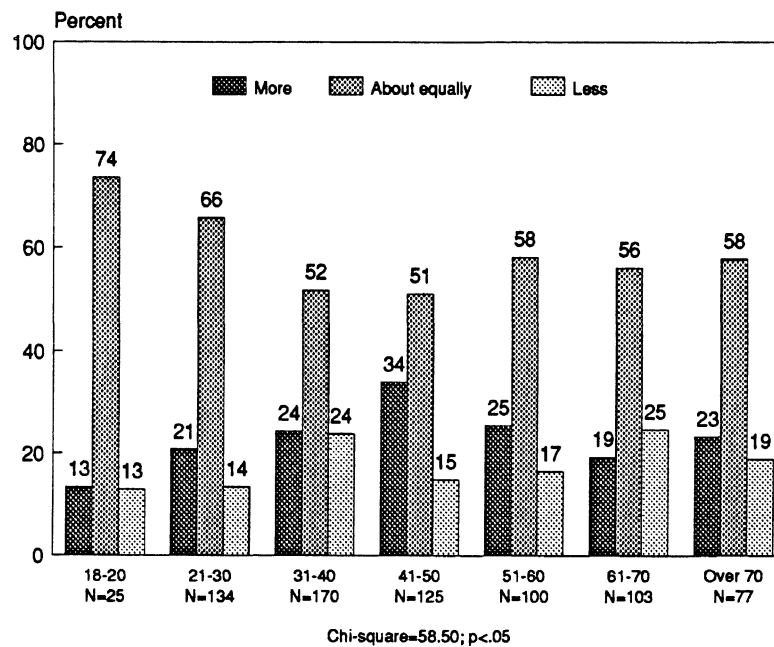


Figure 3.68 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by age.

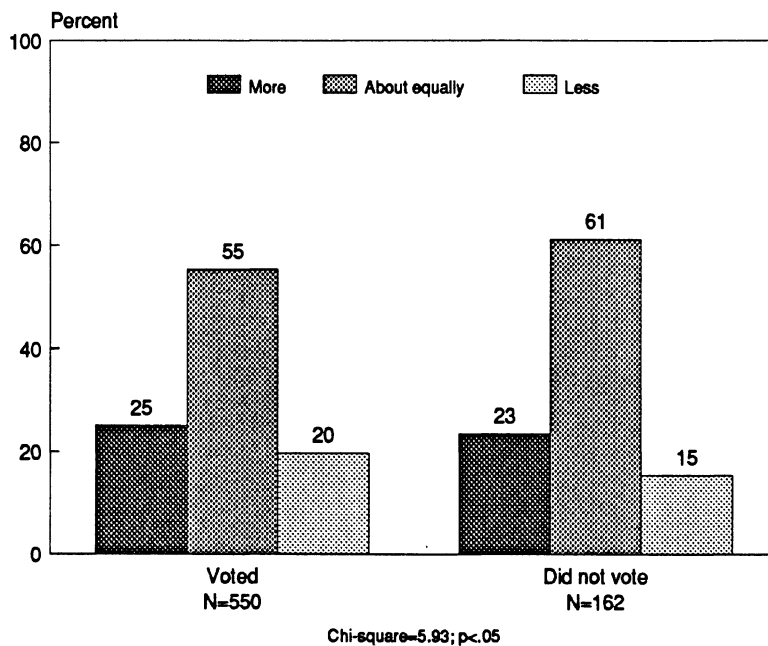


Figure 3.69 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by voting status.

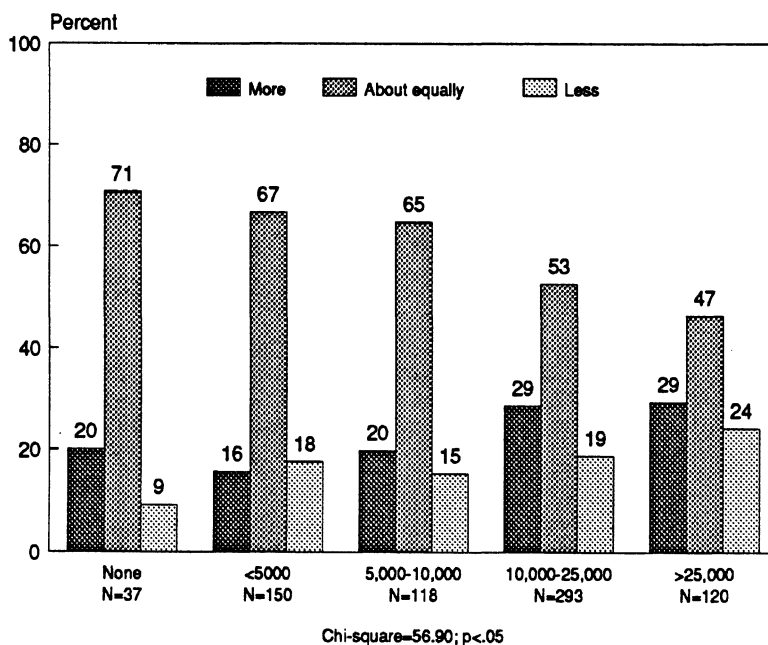


Figure 3.70 "Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely," stratified by miles driven last year.

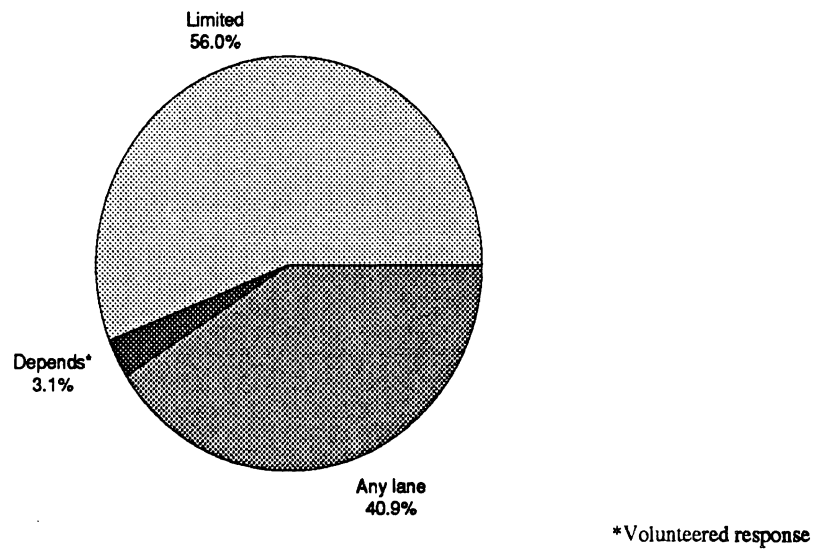


Figure 3.71 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane?" (N=747)

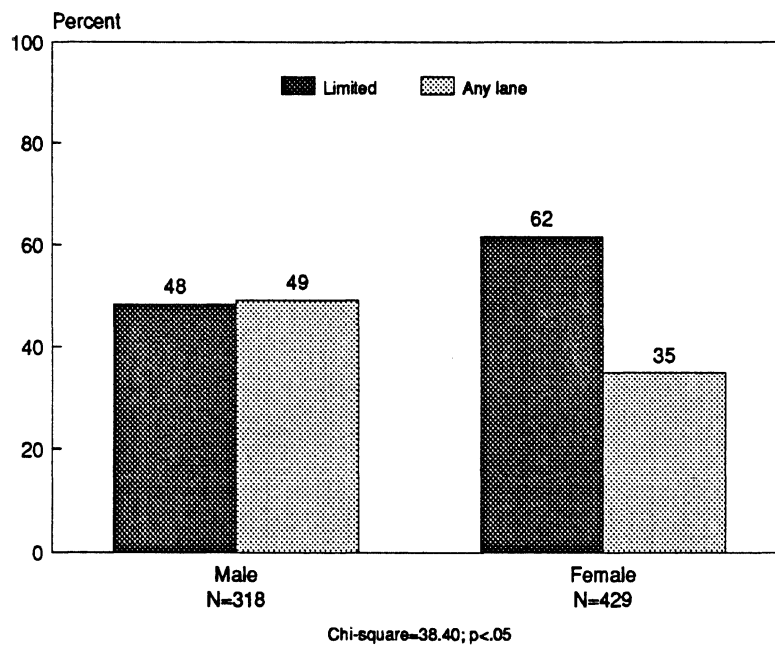


Figure 3.72 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane," stratified by sex.

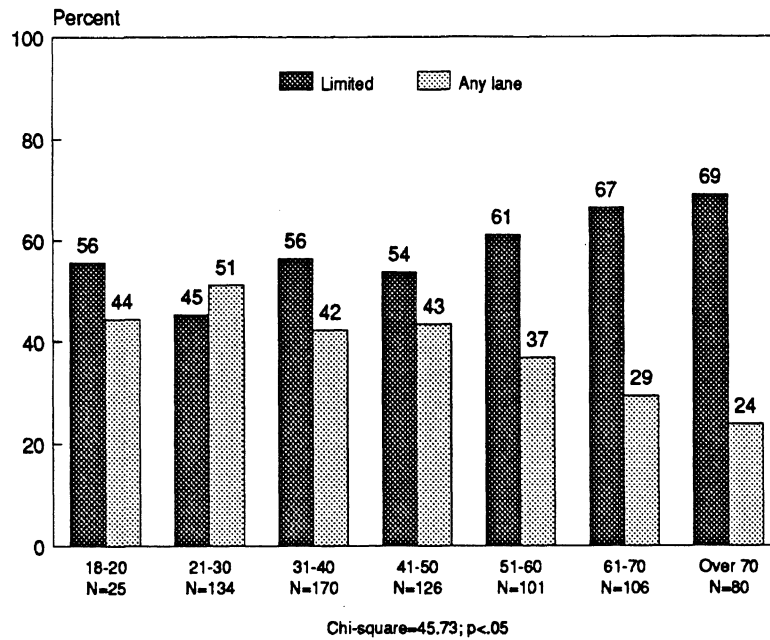


Figure 3.73 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane," stratified by age.

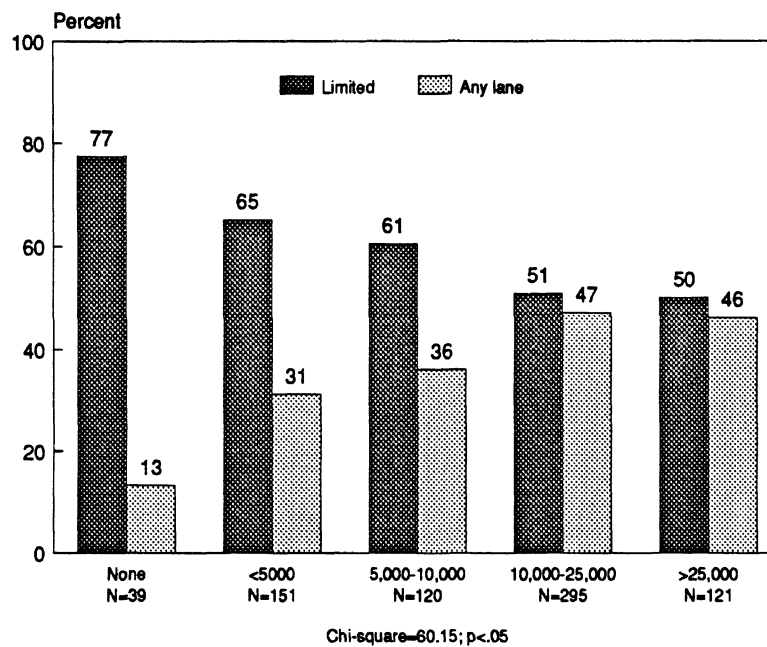


Figure 3.74 "Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane," stratified by miles driven last year.

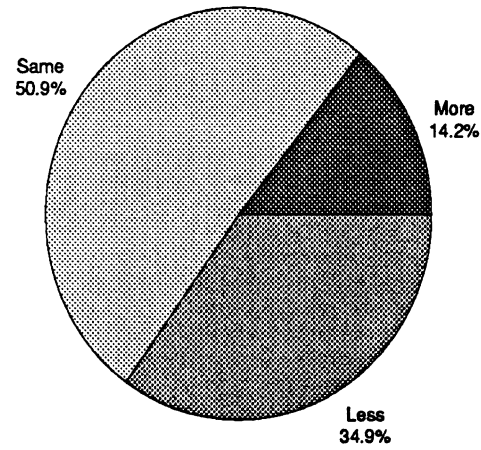


Figure 3.75 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers?" (N=689)

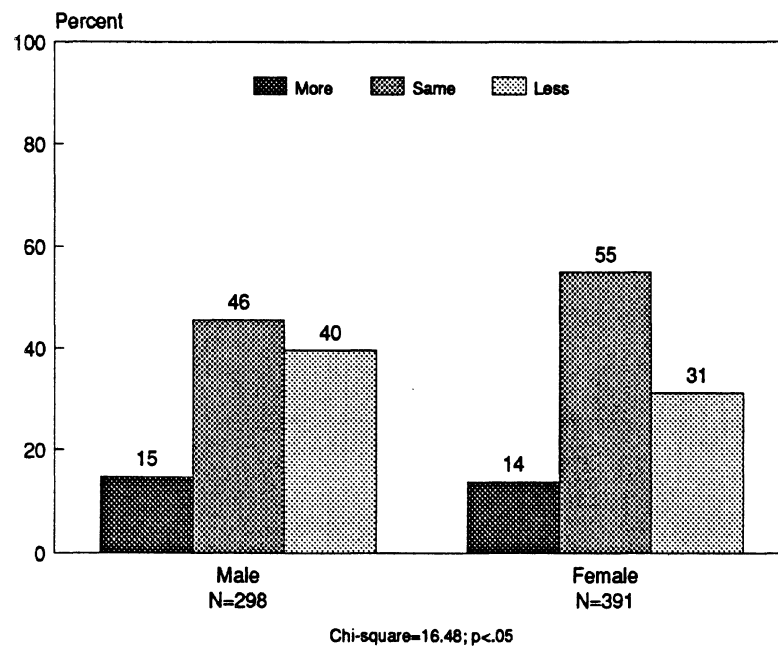


Figure 3.76 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by sex.

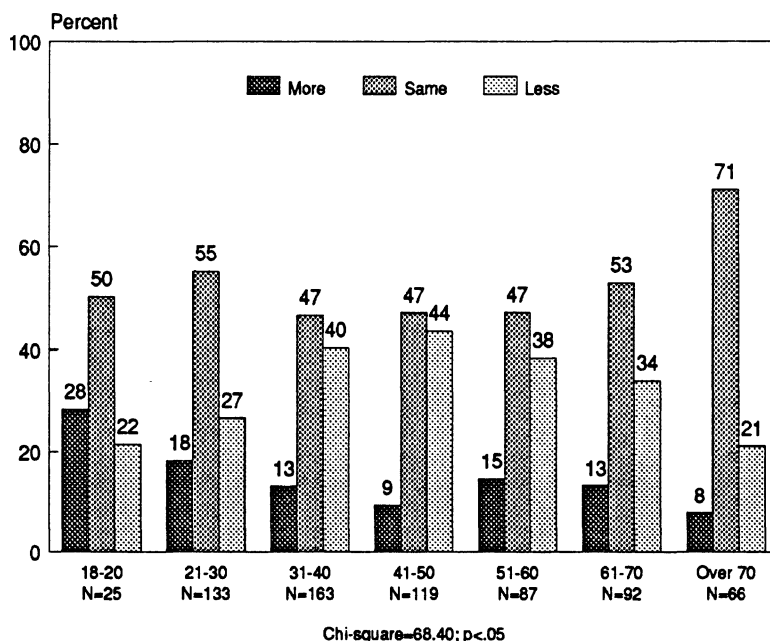


Figure 3.77 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by age.

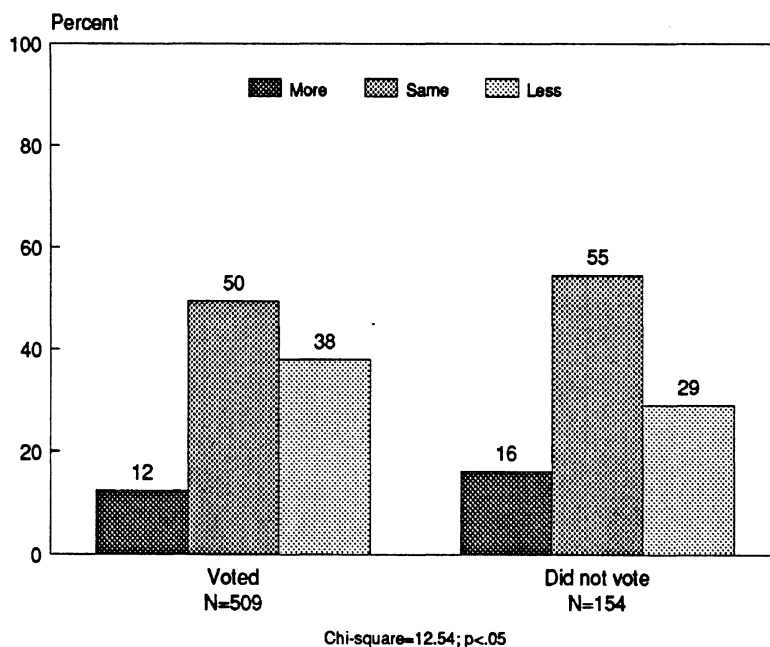


Figure 3.78 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by voting status.

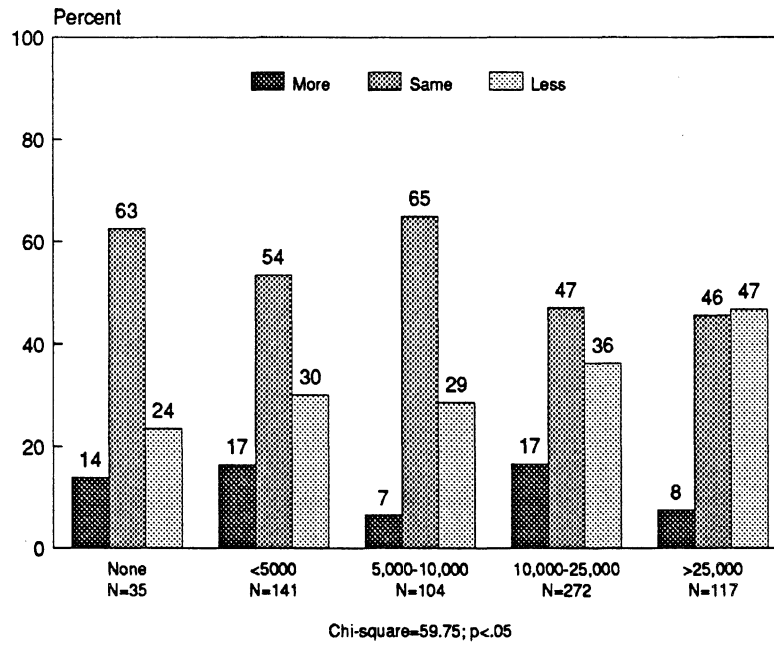


Figure 3.79 "Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers," stratified by miles driven last year.

3.5 Alcohol Consumption and Alcohol-impaired Driving

Respondents overwhelmingly believe that alcohol-impaired driving is a "somewhat serious" or "very serious" problem in their community (56% and 35%, respectively; Figure 3.80). As this survey is repeated annually, it will be interesting to monitor how the perception of the seriousness of alcohol-impaired driving changes from year to year. Only among those age 41-50 and those over age 70 did more than 10% identify the intoxicated driving problem in their community as "not at all serious" (Figure 3.81).

When asked whether servers of alcoholic beverages should be held responsible for damages caused by an intoxicated patron or guest, responses were skewed towards not holding servers responsible (Figures 3.82 and 3.84). This result was found for commercial servers as well as social hosts. Although statistically significant, there are no meaningful differences between men and women or across age groups for social hosts (Figures 3.85 and 3.86). Relationships across these groups were not statistically significant for commercial servers. While the majority of respondents oppose server and host responsibility regardless of respondent concern about alcohol-impaired driving, opposition is lower among those who believe the problem of alcohol-impaired driving to be "very" or "somewhat serious" (Figures 3.83 and 3.87).

Among the minority of respondents who believe that commercial servers and social hosts should be held accountable for damages caused by customers or guests, opinion is strong that accountability should be limited. Specifically, more than three-quarters believe that servers and hosts should be accountable for no more than 50% of such damages. Limited accountability was also the predominant belief among subpopulations analyzed (i.e., by sex, age, and voting status).

When asked how many standard drinks respondents think they could drink in one hour and still drive safely, the modal response was two (42%; respondents who indicated they did not drink were excluded from the analyses; Figure 3.88). Thirty-nine percent think they can have only one drink or less and drive safely. Unfortunately, 19% think they can have three or more drinks in an hour and still drive safely. Thus, almost a fifth of the population believes they can drive safely despite consuming enough alcohol to reach a blood alcohol concentration of .05% (for a 200 lb male) to .13% (for a 100 lb female; Fisher, Simpson, and Kapur, 1987). There is little question that driving ability is impaired at concentrations above .05% (Moskowitz, 1985). Men are more confident about their driving

ability after drinking than women, reporting they are able to drink more drinks and still drive safely (Figure 3.89).⁴ Respondents under age 21 give the most conservative estimates of how much they can drink and still drive safely (Figure 3.90). Over 40% say they cannot have a single drink and still drive safely; an additional 22% think they can have only one drink. Proportions of those over age 60 who believe they cannot have a single drink are also high. In contrast, only 6% to 12% of those age 21-60 gave a response of no drinks. Those who believe the problem of alcohol-impaired driving to be not at all serious are much more likely to think they can drink large amounts of alcohol and still drive safely; 10% believe they can drive safely despite consuming six or more drinks in one hour (Figure 3.92).

Respondents were asked the number of drinks a 160-pound adult male could drink within one hour before he was over the legal limit to drive in Michigan. Interestingly, almost three-quarters responded with three or fewer drinks, a quantity that rarely would put one over the legal limit (Figure 3.93). More disturbing is the finding that 12% think a 160-pound male can drink five or more drinks and still stay under the legal limit. Men are more likely to report that two drinks are sufficient to put a 160-pound male over the limit than women, but less likely to report that three drinks will produce the same effect (Figure 3.94). Within the age group 18-20, the proportion who think that a 160-pound male can drink six or more drinks without being over the legal limit is more than four times that of any other age group except those over age 70 (Figure 3.95). In general, responses do not differ markedly when respondents were stratified by concern about alcohol-impaired driving, although those very concerned are more likely to report two drinks are sufficient to put a 160-pound man over the limit (Figure 3.97).

The public is evenly split in views concerning sobriety check lanes (Figure 3.98). However, opinion is not evenly split in several important subgroups. Men are substantially less inclined to support check lanes than women (40% versus 56%; Figure 3.99). Over two-thirds of those over age 60 support check lanes, while almost two-thirds of those under age 21 oppose them (Figure 3.100). There are no significant differences between voters and nonvoters. Those who consider alcohol-impaired driving a serious problem are more likely to support measures such as sobriety check lanes to reduce it (Figure 3.101).

A majority of Michigan residents believes the risk of being stopped for driving over the legal alcohol limit is higher than it actually is. A quarter of the population believes the chance of being stopped when driving over the legal limit is one in ten or less, and 45%

4. Men are at least partially correct in their perceptions, since they tend to be heavier and have lower proportions of body fat than women. Both characteristics result in lower peak blood alcohol concentrations for a given dose of alcohol for men than women.

believe there is a one in a hundred chance of being stopped (Figure 3.102). Thirty percent have a more accurate estimate of a one in a thousand chance of being stopped. Men perceive the risk of detection to be slightly lower than women (Figure 3.103). If a person whose blood alcohol level is over the legal limit for driving has already been pulled over by the police, 36% of respondents think that person will be arrested every time, 27% think his chances of arrest are one in two, and 24% think his chances of arrest are one in ten (Figure 3.107). Consistent with men's lower perceived risk of detection, men also perceive a lower risk of arrest once stopped. Forty percent of the women think a driver stopped by police with an alcohol level over the legal limit will be arrested every time; only 30% of the men think the stopped driver will be arrested every time (Figure 3.108). Perceived risk of detection and perceived risk of arrest once stopped are not consistently related to age (Figures 3.104 and 3.109). Differences in perceived risk of detection and arrest by concern about alcohol-impaired driving are not dramatic (Figures 3.106 and 3.111). Finally, there are no substantial differences in perceived risk of being stopped or perceived risk of arrest between those favoring or opposing sobriety check lanes (Figure 3.112).

The majority of respondents does not think the hours for selling alcoholic beverages should be reduced (Figure 3.113). Women are more inclined than men to favor a reduction in hours (44% versus 26%; Figure 3.114). More than half of those over age 60 favor a reduction in hours compared to 29% to 39% for other age groups (Figure 3.115). Support for reducing hours is higher among nonvoters than voters although the differences are small (Figure 3.116). Support for reducing alcohol sales hours is directly related to concern about alcohol-impaired driving--as concern increases, support for reducing sales hours increases (Figure 3.117).

Three quarters of the population believe the numbers of off-premise and on-premise beverage alcohol outlets in their community are about right (Figures 3.118 and 3.122). Very few respondents think the numbers of outlets are too low, while a quarter believe the numbers of outlets are too high. Women are more likely to feel that there are too many off-premise stores, but there is no statistically significant difference between men and women regarding on-premise outlets (Figure 3.119). Fewer 18-20-year-olds think the numbers of both off-premise and on-premise outlets are too high than older respondents (Figures 3.120 and 3.123). Nonvoters are slightly more likely to support a reduction in on-premise alcohol outlets than voters (Figure 3.124). This relationship was not statistically significant for off-premise establishments. Concern about alcohol-impaired driving is positively related to the opinion that there are too many alcohol outlets (Figures 3.121 and 3.125).

A clear majority of Michigan residents want the number of alcohol outlets limited via government regulation (Figure 3.126). There are no differences in support of outlet regulation between men and women. Those under age 21 and over age 70 voice the strongest support for such regulation; only in the 21-30 age group is majority support for outlet regulation not found (Figure 3.127). Support for outlet regulation among those who consider the problem of alcohol-impaired driving to be not at all serious is almost identical to that among those who consider it to be a very serious problem (Figure 3.128).

Opposition to allowing businesses that sell gasoline to also sell beer and wine is very high. Seventy-four percent oppose concurrent gasoline and alcoholic beverage sales (Figure 3.129). Opposition is substantially higher among women than men (81% versus 65%; Figure 3.130), and somewhat higher among those over age 60 (Figure 3.131). However, all age groups express overwhelming opposition to concurrent sales. Even among those who are "not at all" concerned about alcohol-impaired driving a clear majority is opposed to concurrent sales of gasoline and beverage alcohol (Figure 3.132).

Respondents were asked whether they favor or oppose a number of strategies for raising revenue to pay for programs designed to reduce alcohol-impaired driving (Figures 3.133, 3.138, 3.143, 3.146, 3.150, and 3.153). Many commentators state that the public is not in favor of increasing taxes or government fees. While we found that the public is opposed to increases in some taxes, there are others for which there is strong support. An overwhelming majority of Michigan residents favor an increase in taxes on alcoholic beverages (86%). Although it appears that a majority of the population also supports an increase in the fee for a drivers license, this difference was not statistically significant. In contrast, majorities oppose an increase in the state sales tax (75%), an increase in the state income tax (79%), an increase in the fee for car license plates (58%), and an increase in taxes on gasoline (81%). Responses differ by sex for several items, including an increase in the fee for a drivers license (Figure 3.134), an increase in the state sales tax (Figure 3.139), and increases in taxes on alcoholic beverages (Figure 3.154). In each case, women are more likely to support a tax increase than men. In most cases, opinions concerning each tax are similar across age groups (Figures 3.140, 3.144, and 3.151). That does not hold true for opinions concerning the driver license fee or vehicle license plate fee. In these two cases, a majority of younger respondents support the increase, while a majority of older respondents are opposed. Specifically, a majority of those age 50 and under supports increasing the driver license fee, while a majority of those over age 50 opposes such an increase (Figure 3.135). Similarly, a majority of those age 30 and under supported increasing vehicle license fees, while a majority of those over age 30 oppose such an increase (Figure 3.147).

Responses for all the tax items vary between voters and nonvoters by less than 10 percentage points (Figures 3.136, 3.141, 3.148, and 3.155). With the exception of the income tax, support for increased taxes is higher among those with high levels of concern about alcohol-impaired driving (Figures 3.137, 3.142, 3.145, 3.149, 3.152, and 3.156).

We asked several questions about respondents' alcohol consumption patterns.⁵ Results are consistent with national alcohol surveys. Most individuals report drinking little or no alcohol. Two-thirds report they drink alcoholic beverages no more than once or twice a month, but one-third report drinking alcohol at least weekly; 2% are daily drinkers (Figure 3.157). Men drink alcohol more frequently than women (Figure 3.158). Despite the legal drinking age of 21 in Michigan, 65% of those age 18-20 report drinking alcohol at least once a month. Those over age 60 have the lowest reported frequency of drinking--62% report no more than two drinking occasions per year (Figure 3.159). Those most concerned about alcohol-impaired driving as a problem in their community have a lower frequency of drinking than those with less concern (Figure 3.160).

The frequency of intoxication is of greater concern for highway safety than the frequency of alcohol consumption.⁶ The measure of intoxication used here is consumption of four or more drinks within two hours.⁷ Based on this measure, 16% of the respondents admitted becoming intoxicated at least once in the previous two weeks (Figure 3.161). Of those who became intoxicated in the previous two weeks, 37% drank in their own home, 24% drank at a bar, and 18% were at someone else's home (Figure 3.166). Notably, a third of those who became intoxicated reported driving after drinking on that occasion (Figure 3.171). Furthermore, over half of those who drove while intoxicated believed they would not have been in trouble for drinking too much if they have been pulled over by the police (Figure 3.174). This implies that present DUI enforcement levels are having little deterrent effect on this segment of the population.

Of those who drink, men were more likely to report drinking to intoxication in the previous two weeks than women (24% versus 10%; Figure 3.162). Of those who became intoxicated, about equal proportions of men and women reported drinking at home (Figure 3.167). Considerably more women reported drinking at a social event than men, while men more frequently chose a bar or another's home to do their drinking. Among those who drank

5. Keep in mind that about a third of all alcoholic beverages sold are not identified in self-reported consumption. That is, subjects underreport their drinking.

6. Nevertheless, it is important to acknowledge that a number of other alcohol problems such as liver cirrhosis and cancer are associated with total alcohol consumption, not just intoxication.

7. A drink was defined as 12 ounces of beer, 4 ounces of wine, or 1.5 ounces of liquor.

to intoxication, more than three times as many men as women reported driving after consuming intoxicating quantities of alcohol (44% versus 13%; Figure 3.172).

Those age 30 and under are much more likely to drink to intoxication than older residents. The highest rates of intoxication were found for those under age 21, with 38% reporting intoxication at least once in the previous two weeks (Figure 3.163). This is in stark contrast to those over age 60, with only 3% reporting intoxication. The location where intoxicating amounts of alcohol were consumed varied by age. Those over age 40 typically did their heavy drinking at home (Figure 3.168). But almost half of those age 18-20 drank heavily at another's home, and over one-fifth drank to intoxication at a bar. Although these results are based on limited sample sizes, this finding is important from a prevention point of view. Nobody under age 21 is legally allowed to consume any alcohol in a bar, let alone intoxicating quantities. Increased enforcement of laws prohibiting commercial alcohol establishments from serving minors and intoxicated persons may be warranted.

Drinking to intoxication is significantly more prevalent among nonvoters than voters (25% versus 12%; Figure 3.164). Of voters who drank to intoxication, the majority reported drinking at home. Nonvoters were more likely than voters to report drinking in a bar or another's home (Figure 3.169).

The proportion of respondents who admitted to drinking to intoxication on at least one occasion in the previous two weeks decreased as concern about alcohol-impaired driving increased (Figure 3.165). Among those who drank to intoxication, drinking in a bar was somewhat more prevalent among those who expressed the least concern about alcohol-impaired driving (Figure 3.170). Finally, those who consider the problem of alcohol-impaired driving to be not at all serious were considerably more likely to report driving after drinking to intoxication (54% versus 31% to 35%; Figure 3.173).

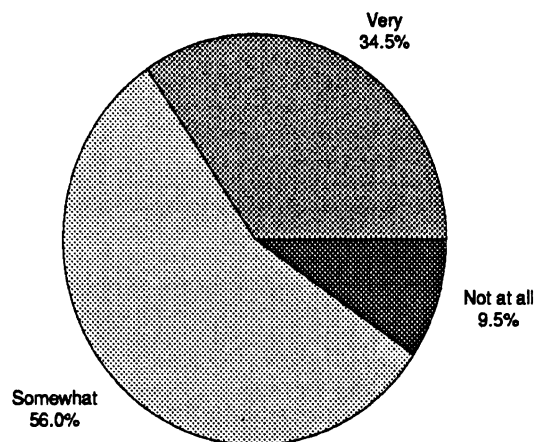


Figure 3.80 "How serious do you think the drunk driving problem is in your community--would you say it is very serious, somewhat serious, or not at all serious?" (N=726)

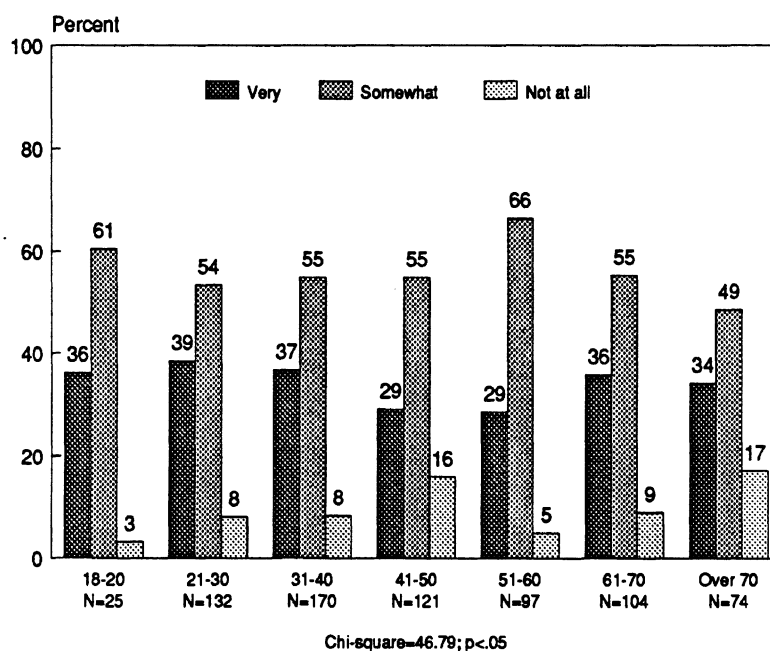


Figure 3.81 "How serious do you think the drunk driving problem is in your community--would you say it is very serious, somewhat serious, or not at all serious," stratified by age.

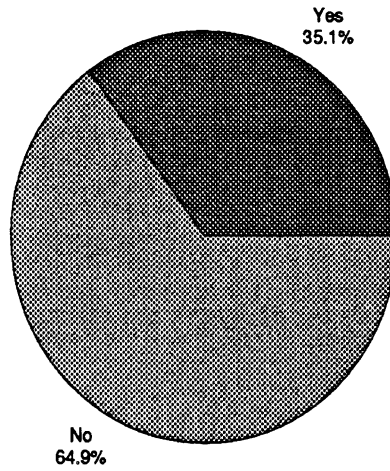


Figure 3.82 "If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or the person who served the drinks to the customer should be held accountable for any of the damages caused by the customer?" (N=725)

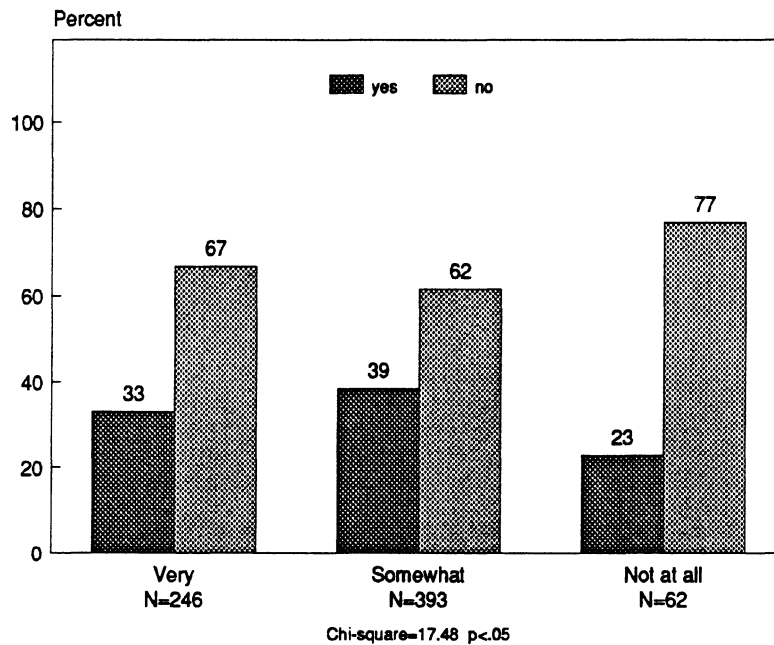


Figure 3.83 "If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or the person who served the drinks to the customer should be held accountable for any of the damages caused by the customer," stratified by concern about alcohol impaired driving.

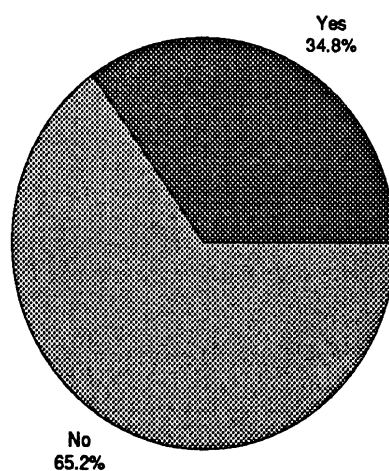


Figure 3.84 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest?" (N=729)

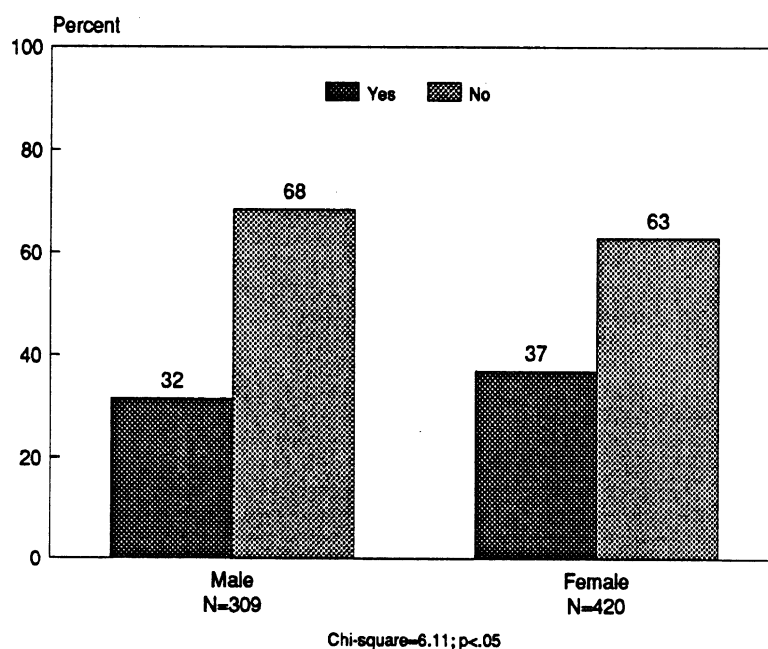


Figure 3.85 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest," stratified by sex.

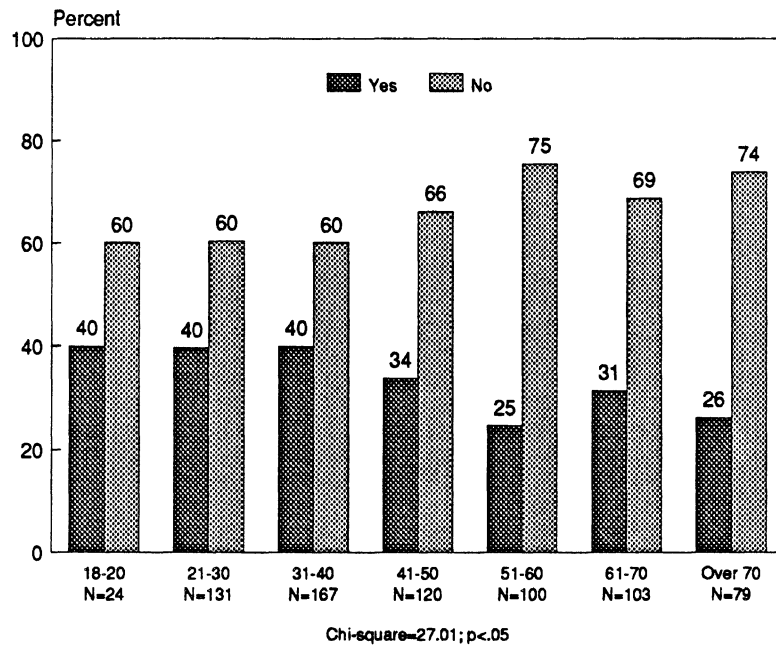


Figure 3.86 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest," stratified by age.

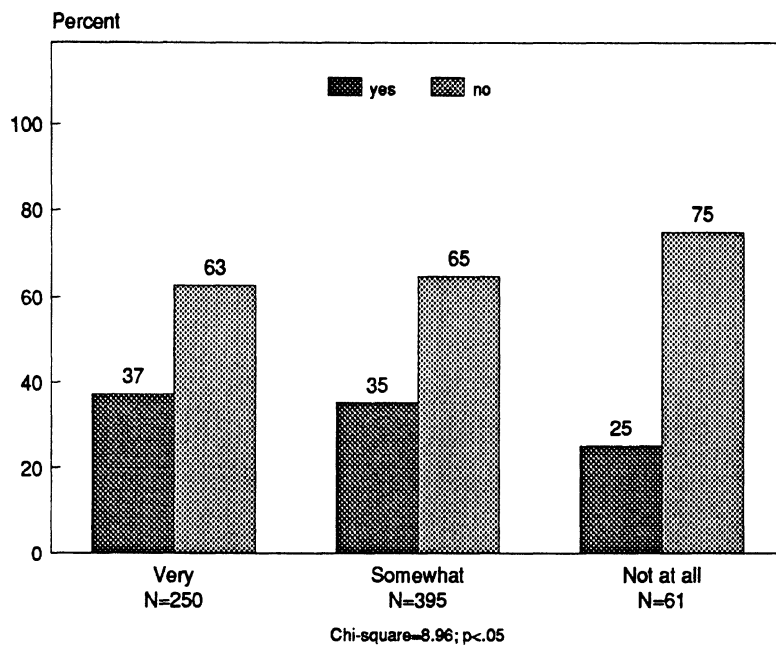


Figure 3.87 "If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest," stratified by concern about alcohol-impaired driving.

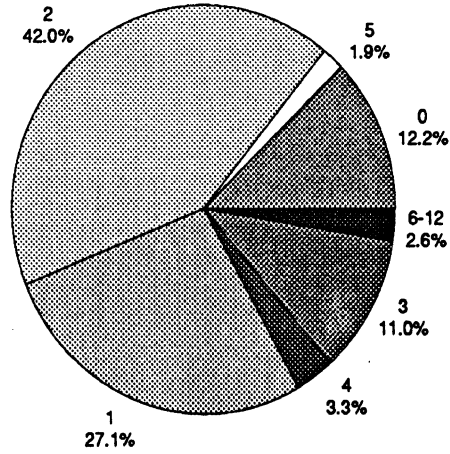


Figure 3.88 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely?" (N=566)

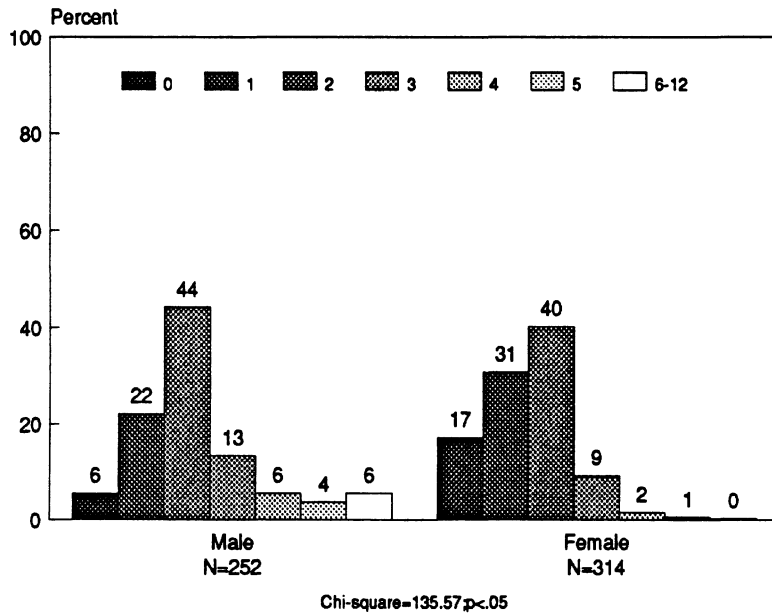


Figure 3.89 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by sex.

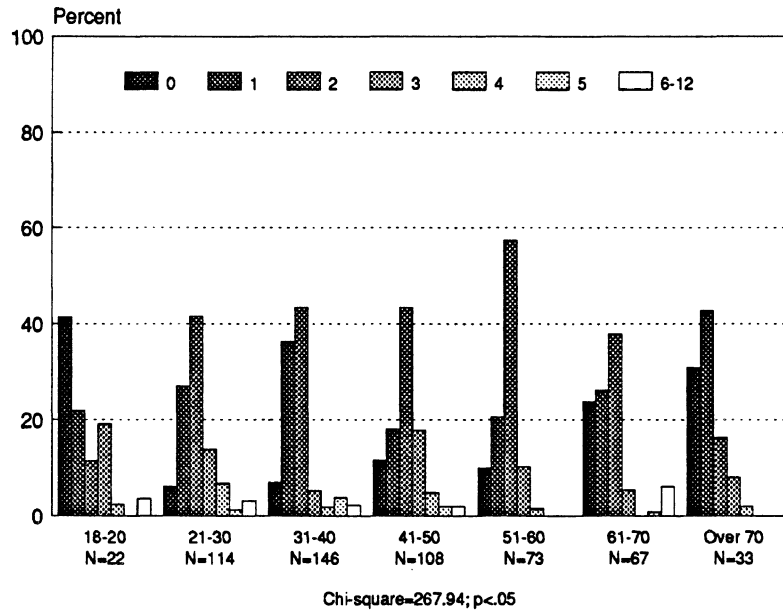


Figure 3.90 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by age.

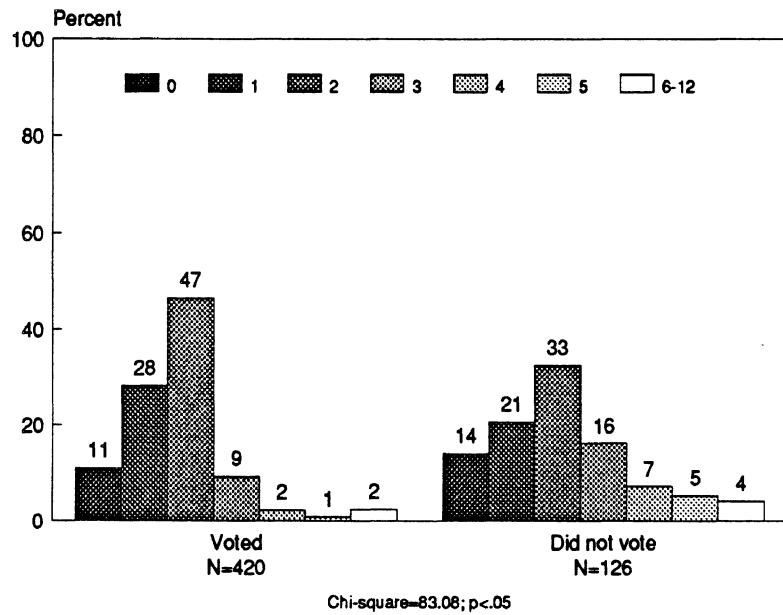


Figure 3.91 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by voting status.

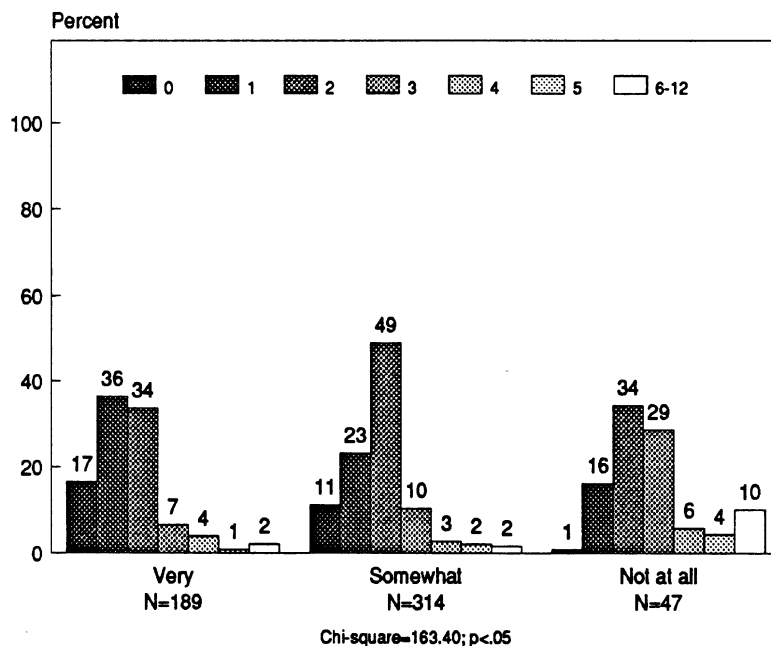


Figure 3.92 "How many drinks--that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely," stratified by concern about alcohol-impaired driving.

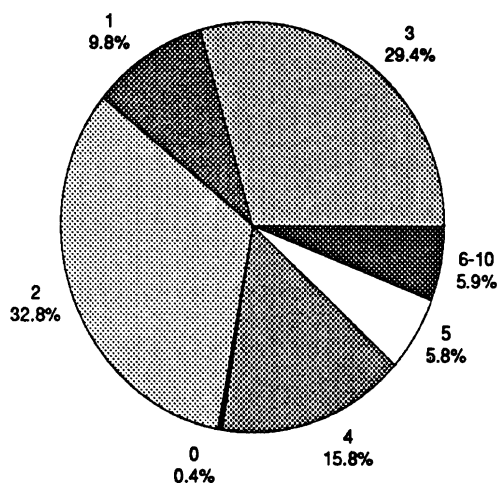


Figure 3.93 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan?" (N=521)

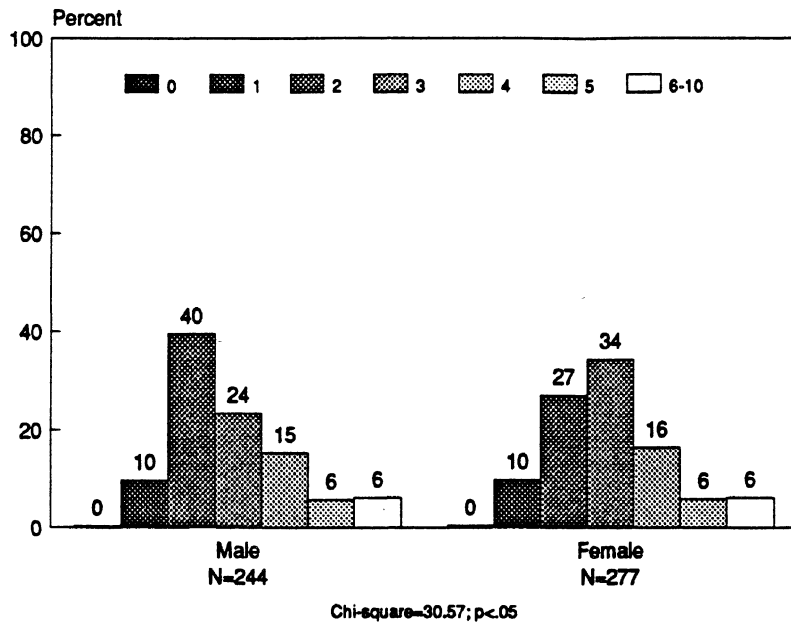


Figure 3.94 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by sex.

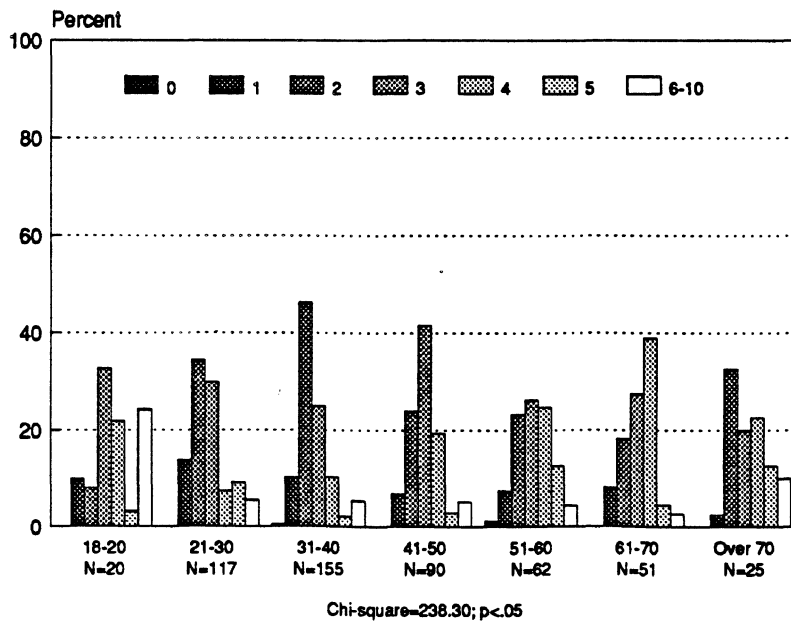


Figure 3.95 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by age.

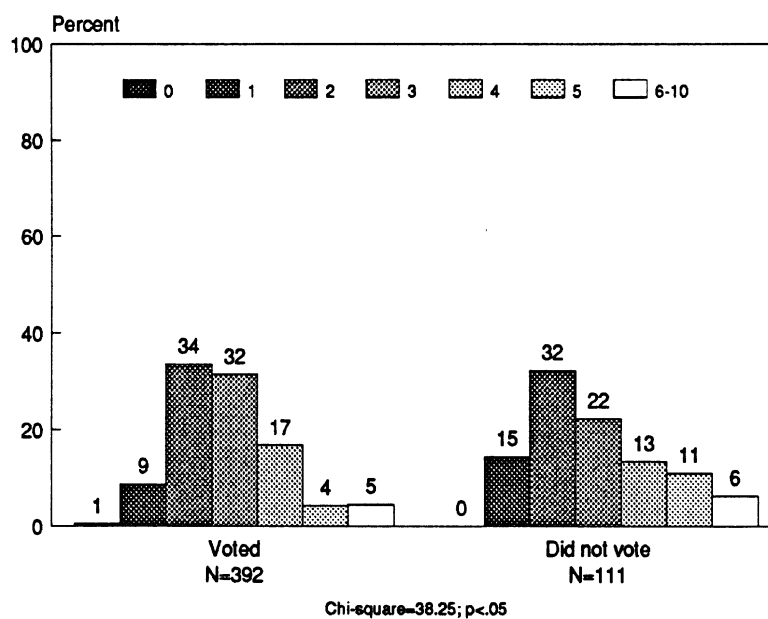


Figure 3.96 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by voting status.

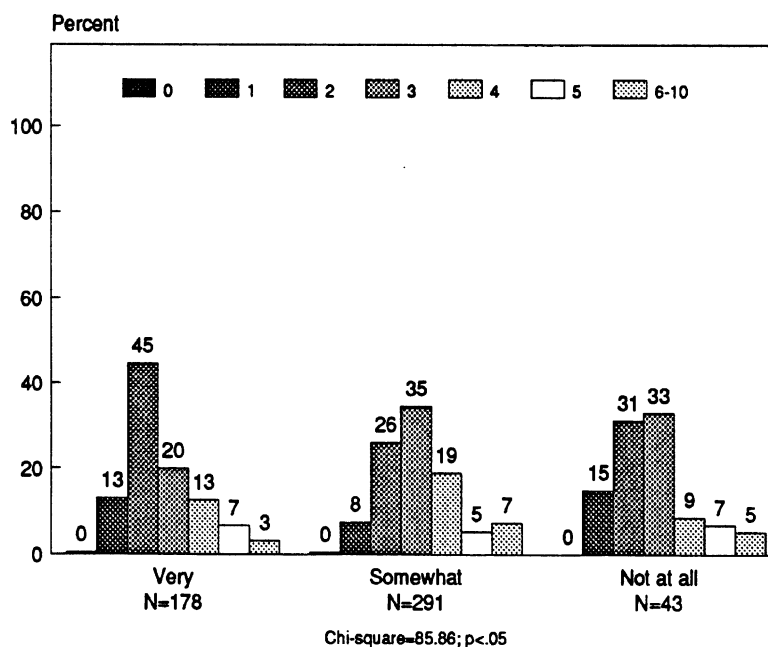


Figure 3.97 "How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan," stratified by concern about alcohol-impaired driving.

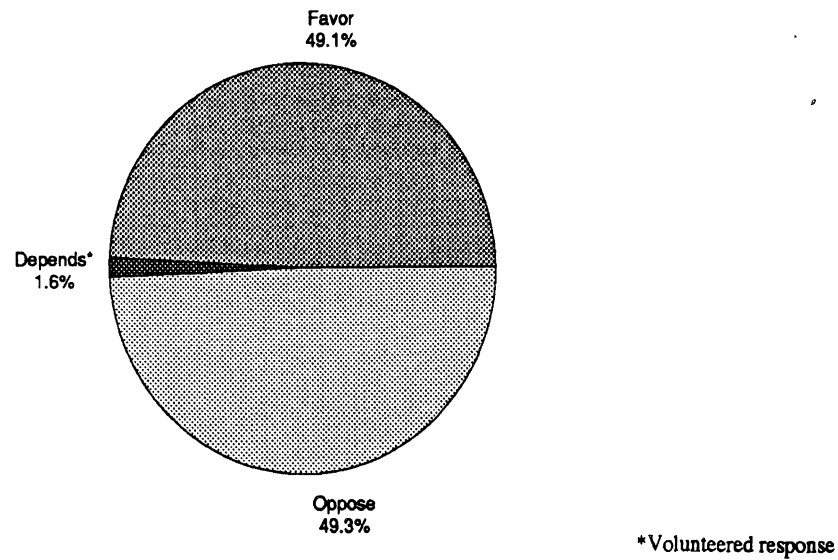


Figure 3.98 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?" (N=744)

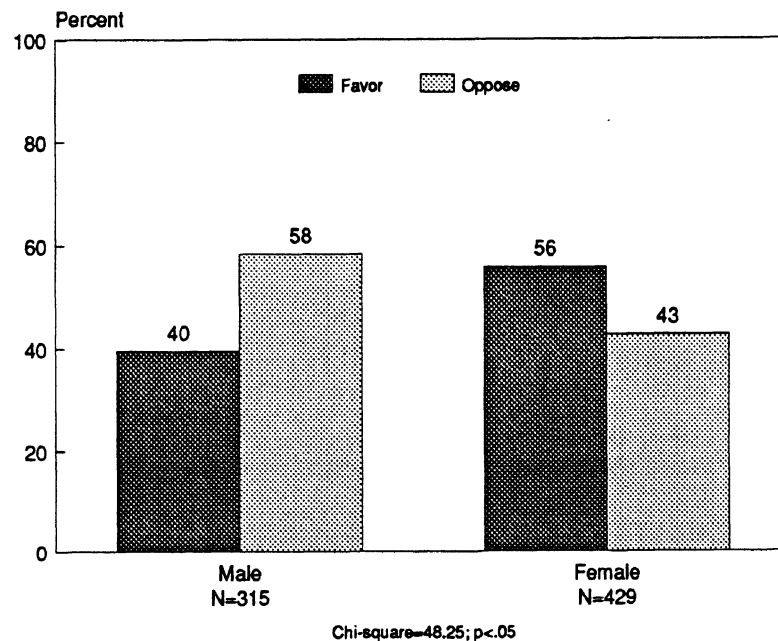


Figure 3.99 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving," stratified by sex.

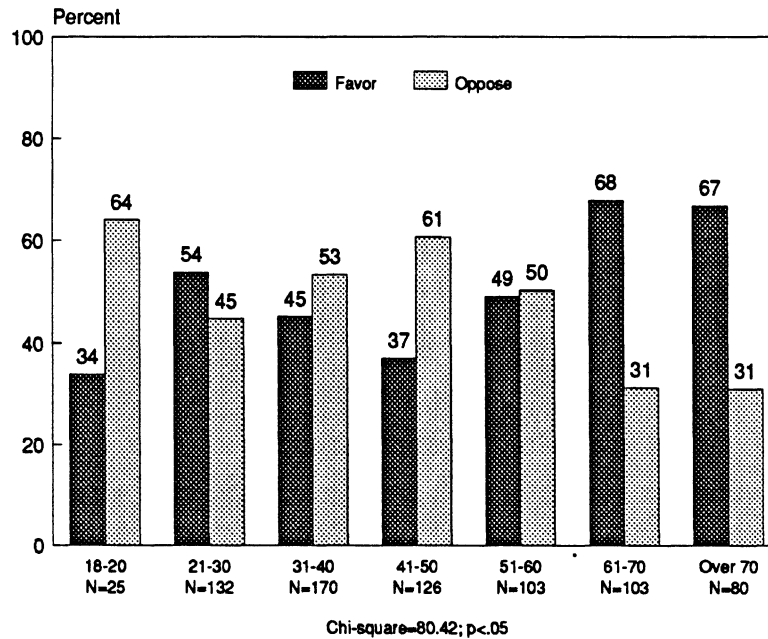


Figure 3.100 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving," stratified by age.

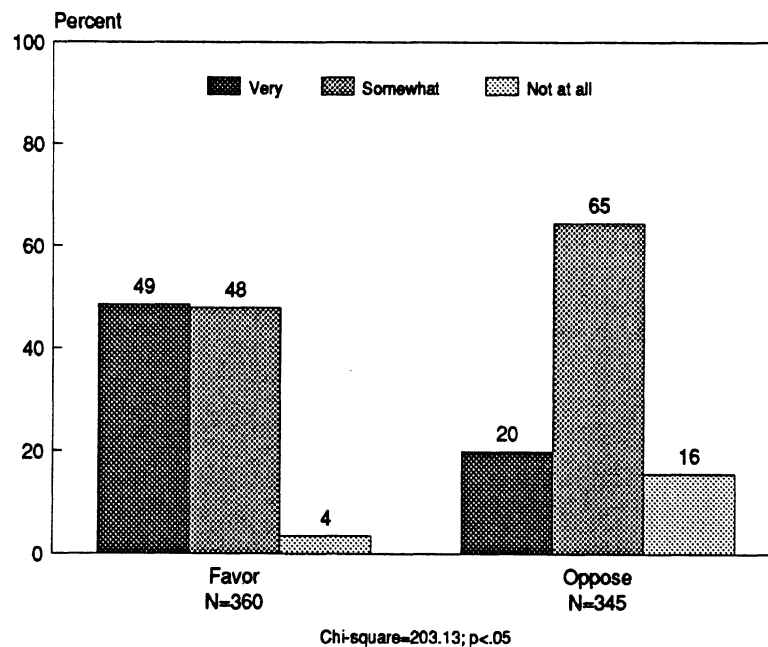


Figure 3.101 "A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving," stratified by concern about alcohol-impaired driving.

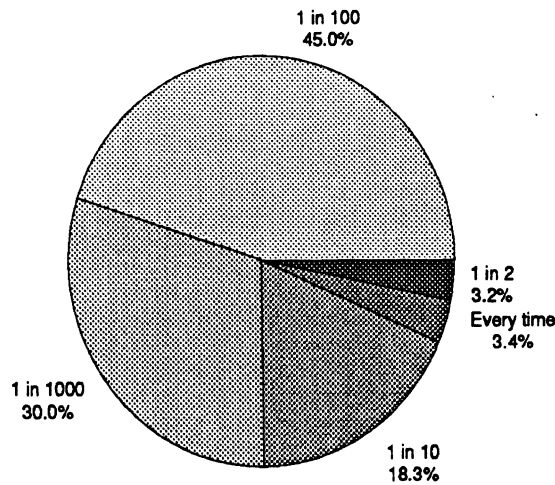


Figure 3.102 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time?" (N=722)

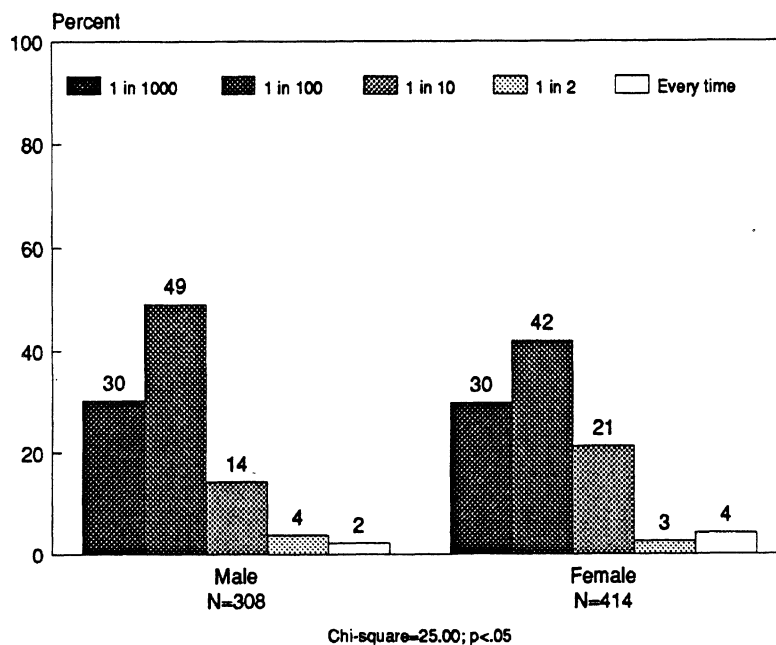


Figure 3.103 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by sex.

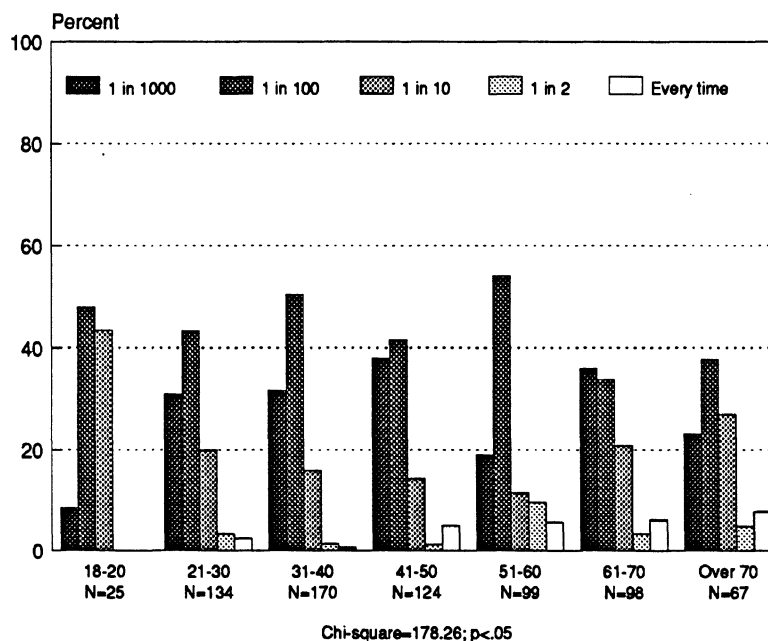


Figure 3.104 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by age.

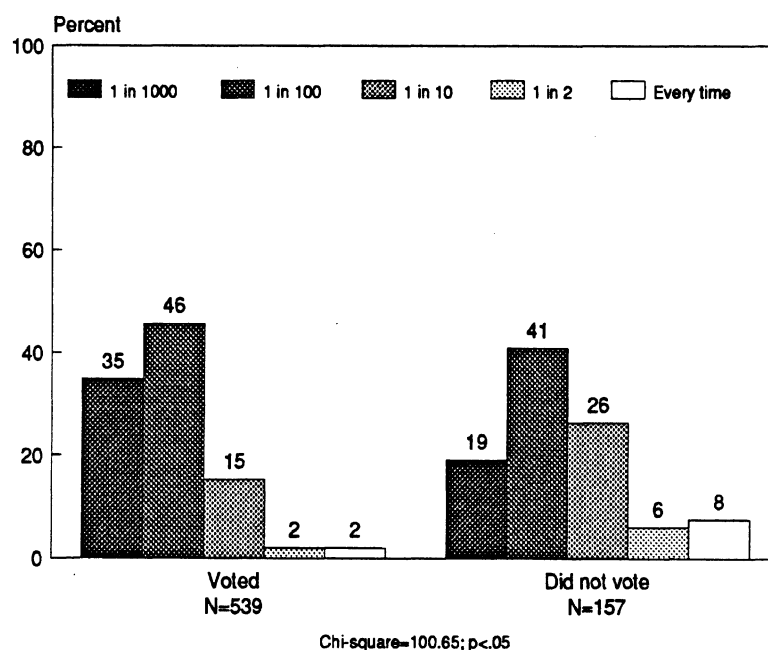


Figure 3.105 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by voting status.

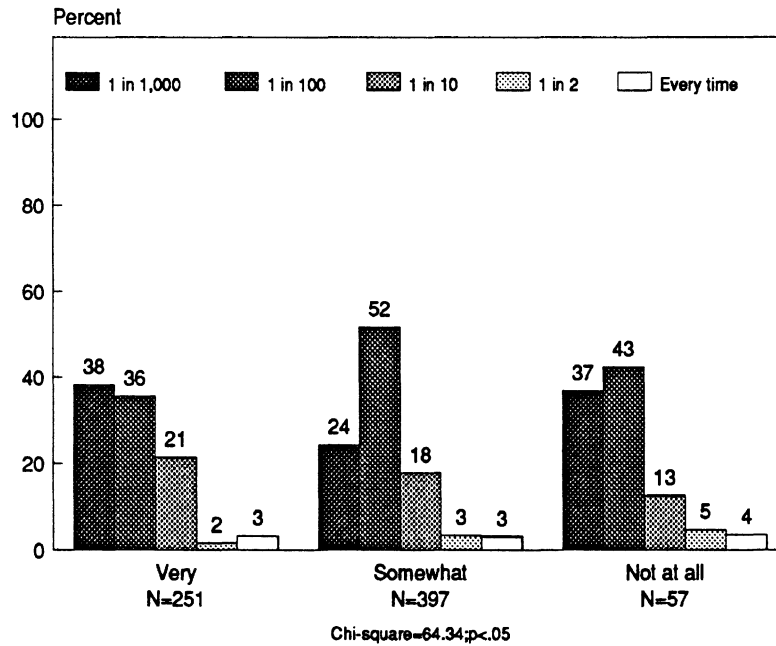


Figure 3.106 "If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time," stratified by concern about alcohol-impaired driving.

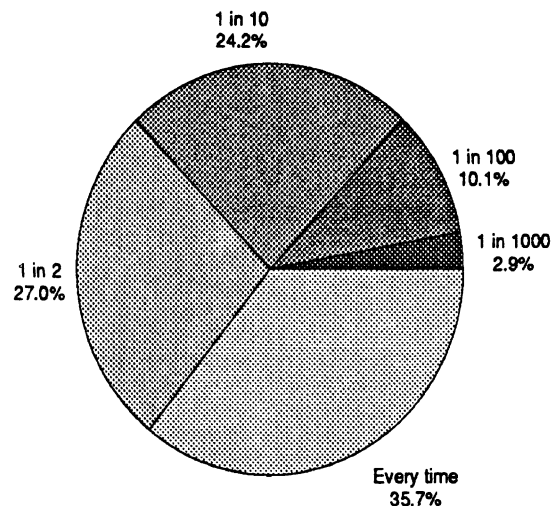


Figure 3.107 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time?" (N=721)

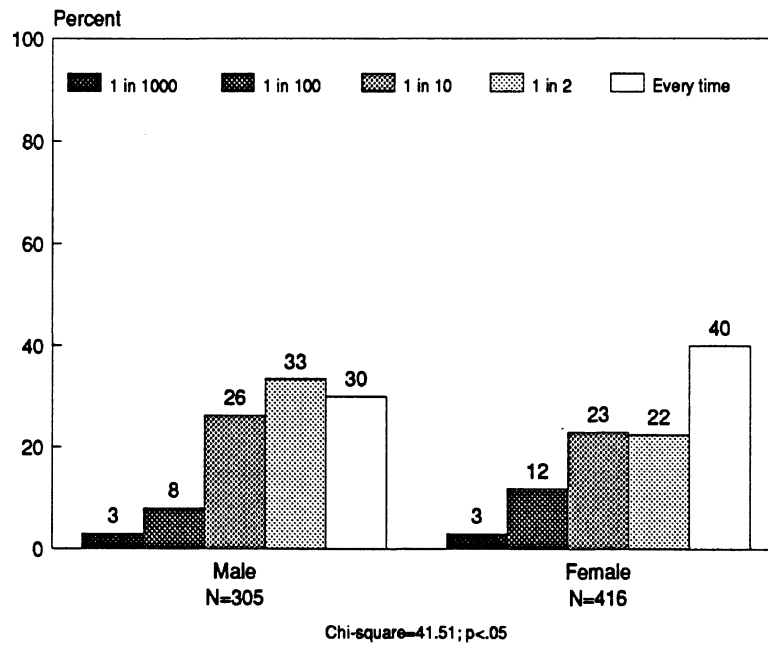


Figure 3.108 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by sex.

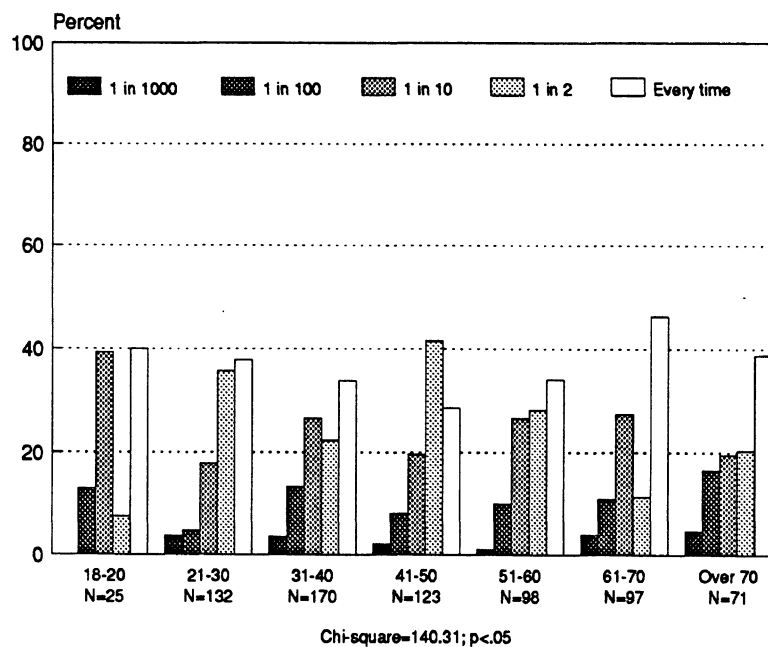


Figure 3.109 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by age.

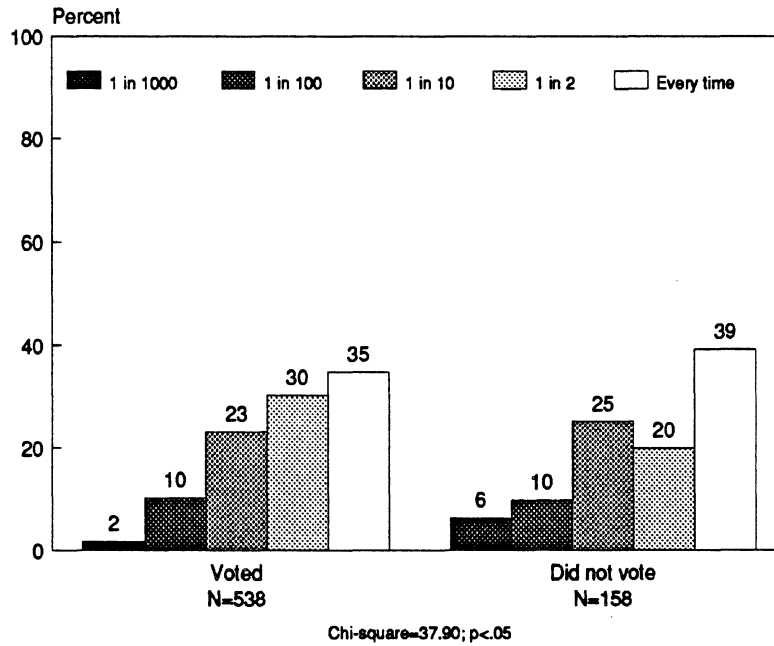


Figure 3.110 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by voting status.

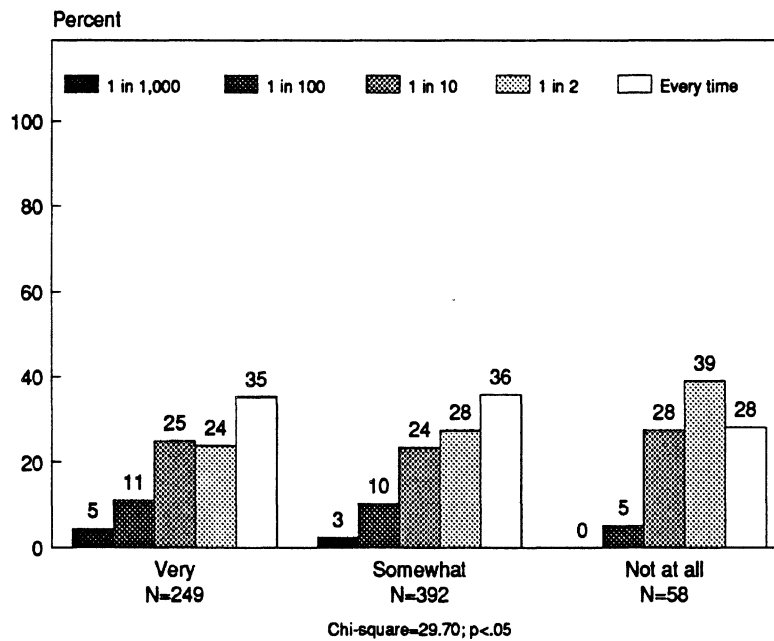


Figure 3.111 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by concern about alcohol-impaired driving.

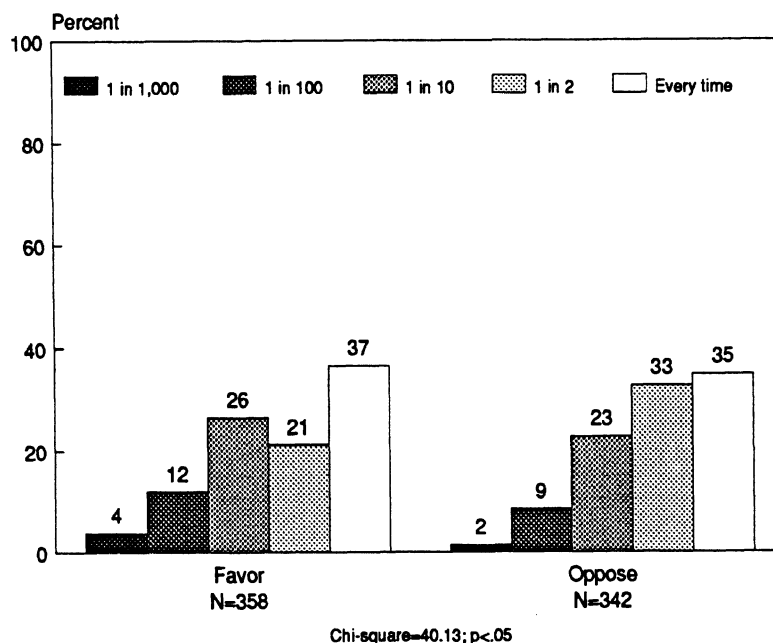


Figure 3.112 "If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time," stratified by support for sobriety check lanes.

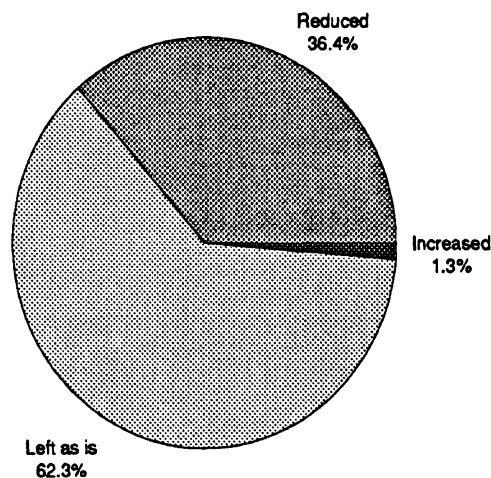
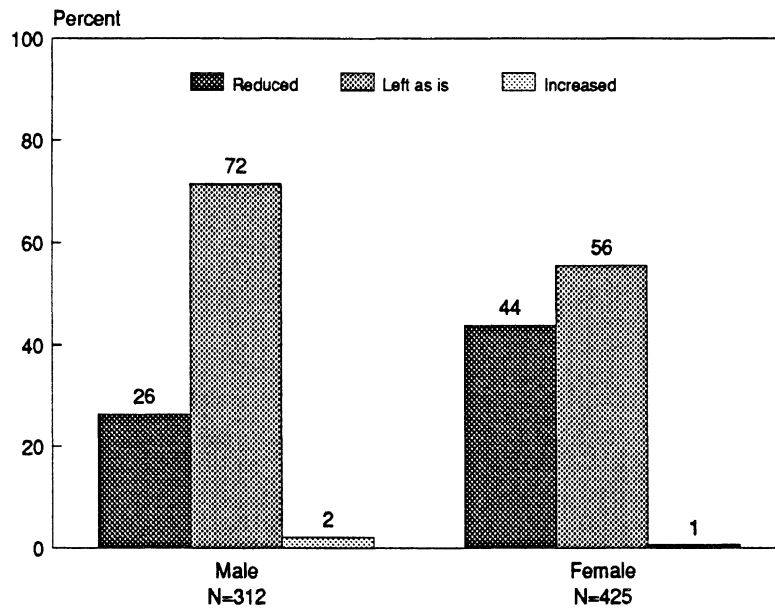
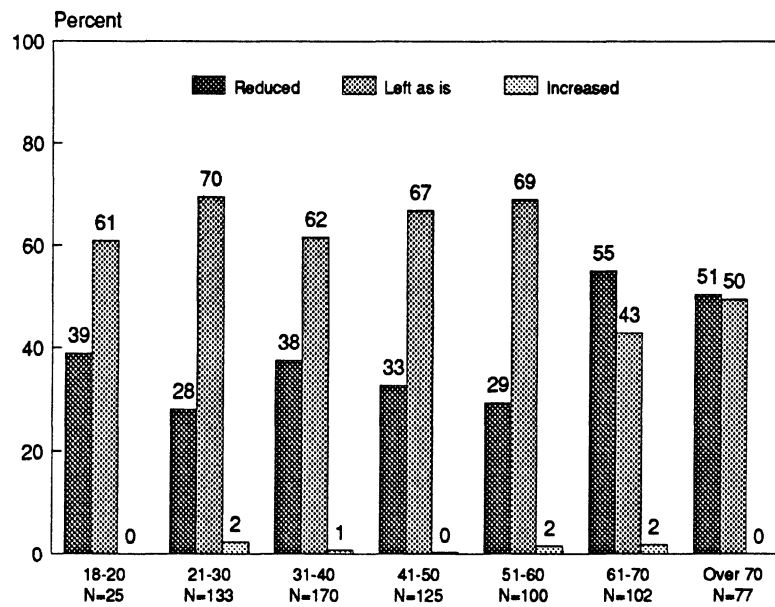


Figure 3.113 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as are now?" (N=737)



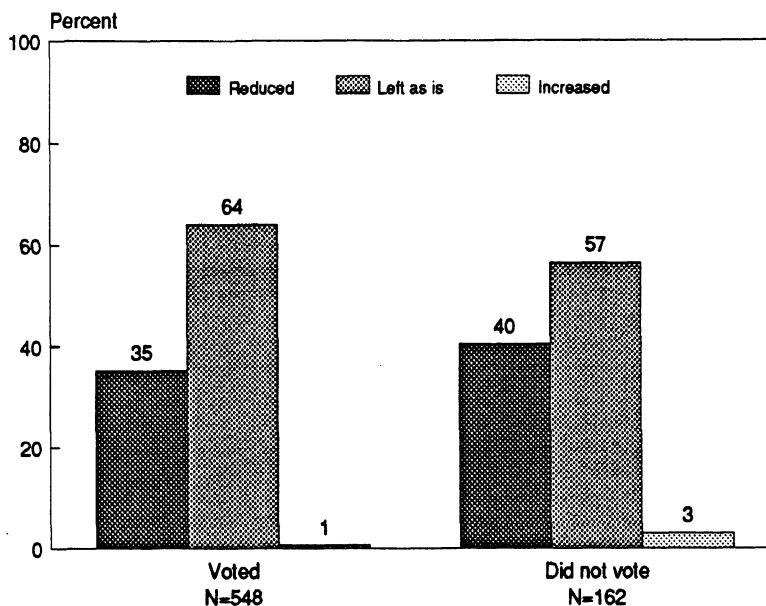
Chi-square=66.24; p<.05

Figure 3.114 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by sex.



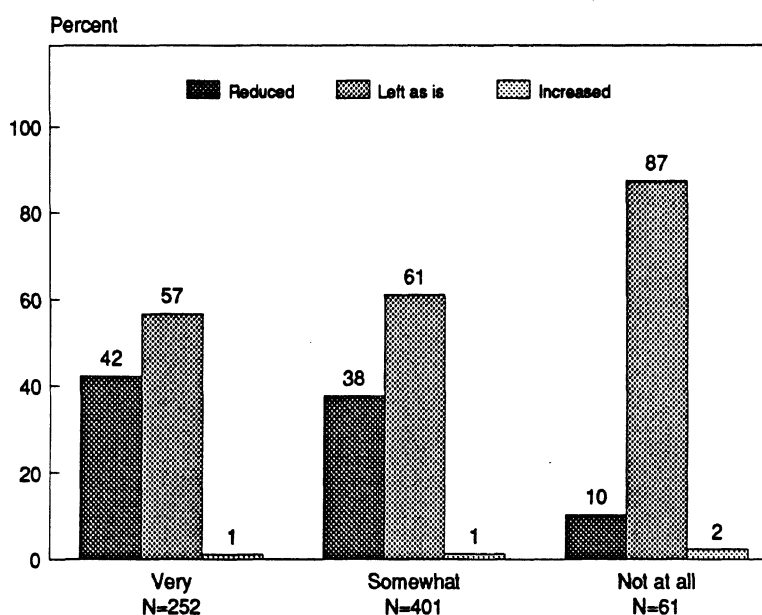
Chi-square=71.90; p<.05

Figure 3.115 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by age.



Chi-square=22.65; p<.05

Figure 3.116 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by voting status.



Chi-square=60.74; p<.05

Figure 3.117 "Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now," stratified by concern about alcohol-impaired driving.

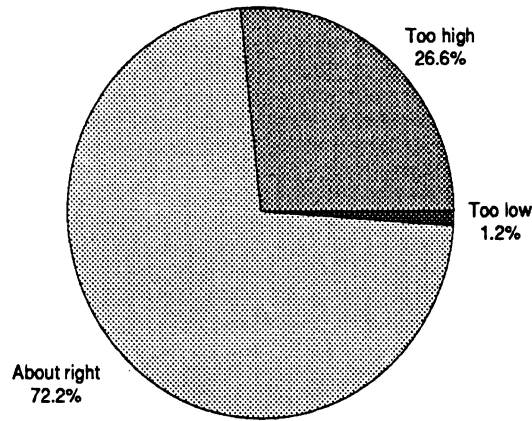


Figure 3.118 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right?" (N=729)

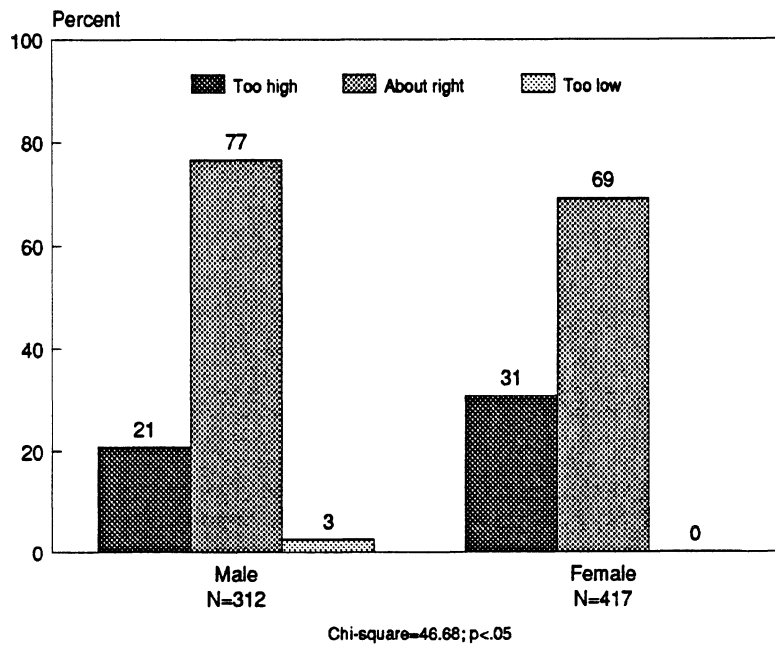


Figure 3.119 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right," stratified by sex.

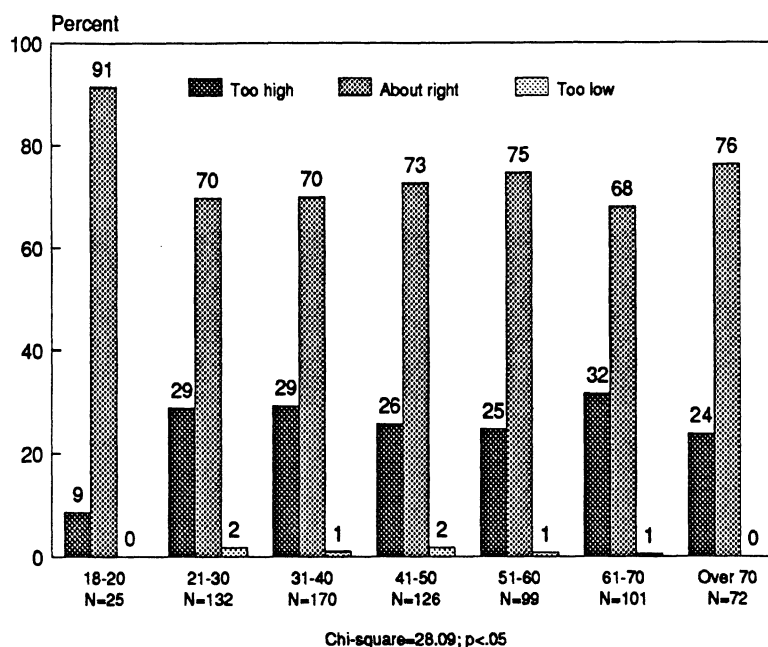


Figure 3.120 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right," stratified by age.

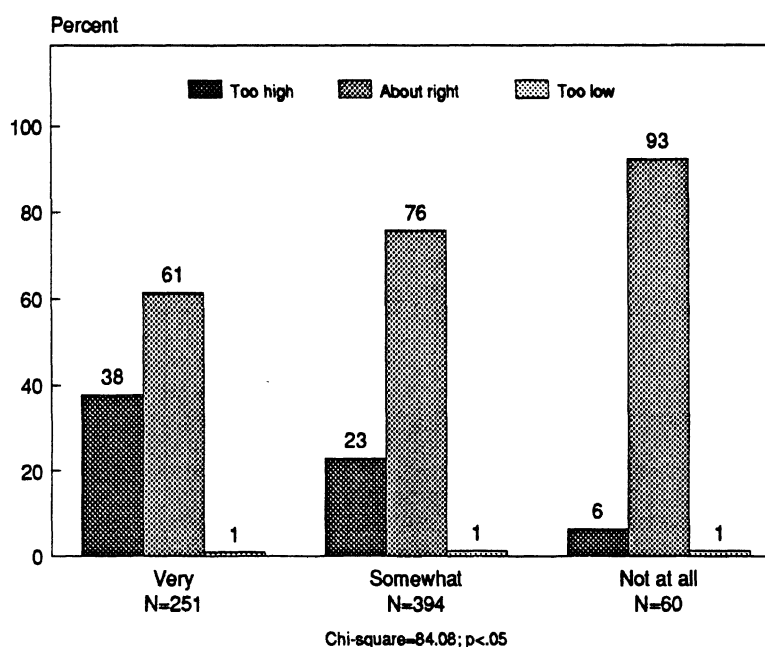


Figure 3.121 "To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited. In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right," stratified by concern about alcohol-impaired driving.

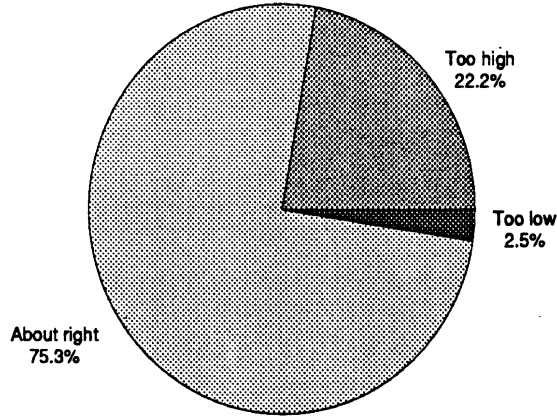


Figure 3.122 "In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right?" (N=722)

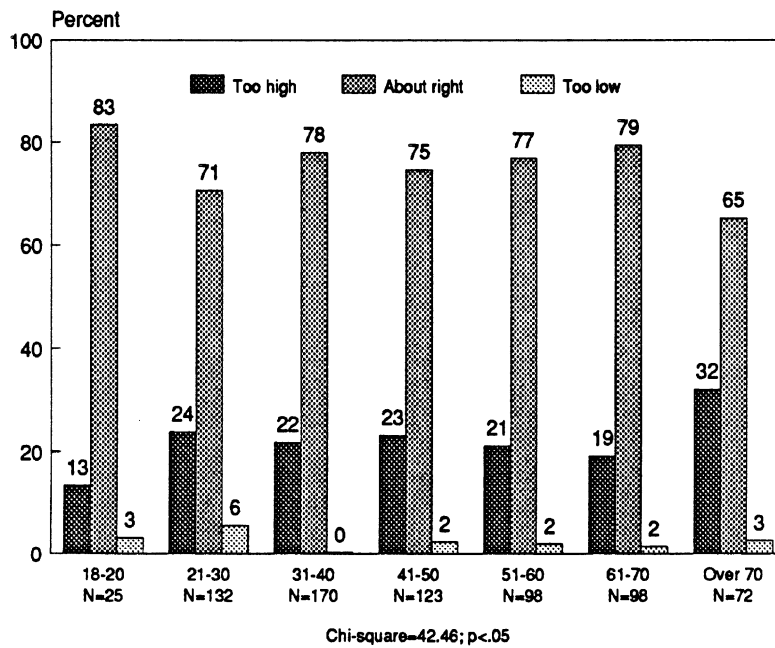


Figure 3.123 "In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right," stratified by age.

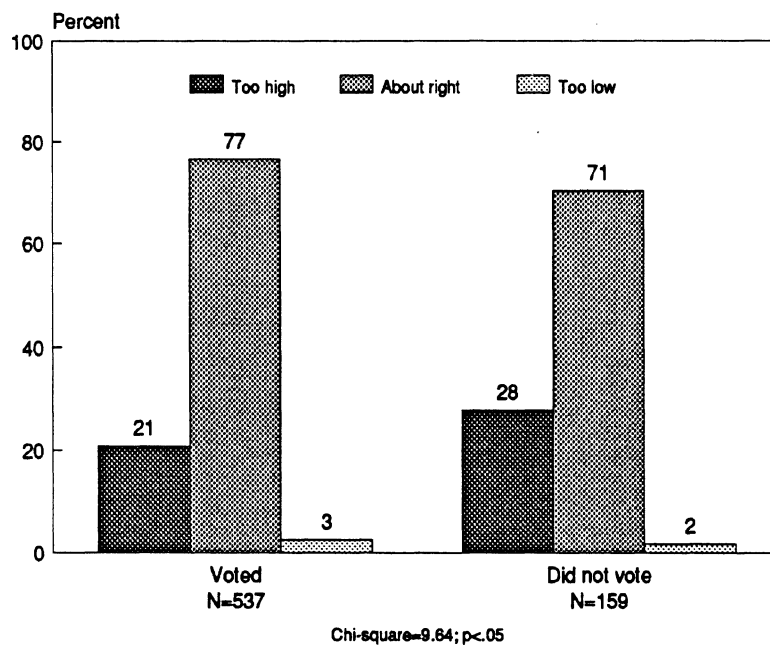


Figure 3.124 "In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right," stratified by voting status.

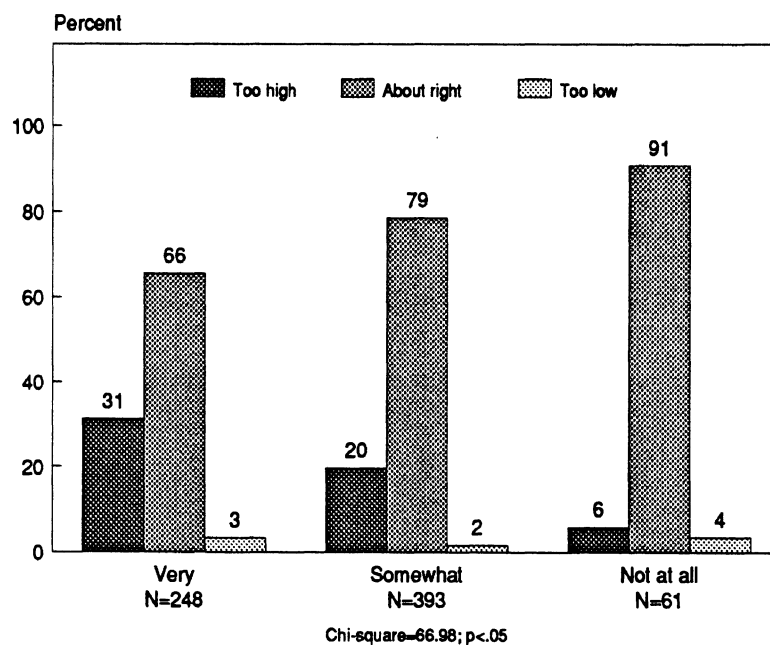


Figure 3.125 "In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right," stratified by concern about alcohol-impaired driving.

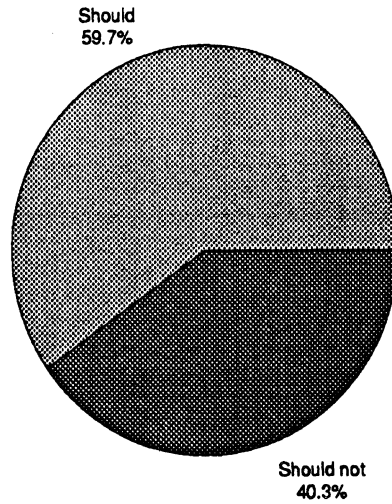


Figure 3.126 "Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies?" (N=728)

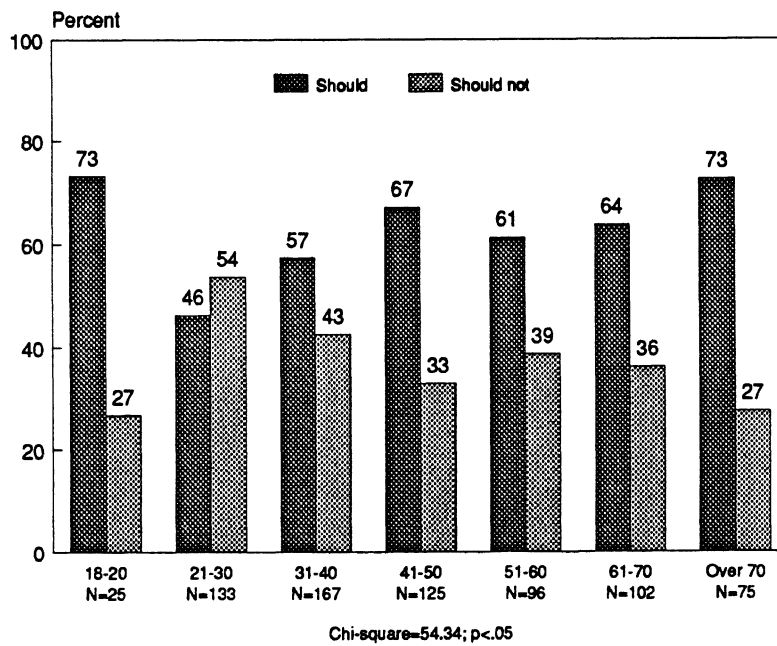


Figure 3.127 "Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies," stratified by age.

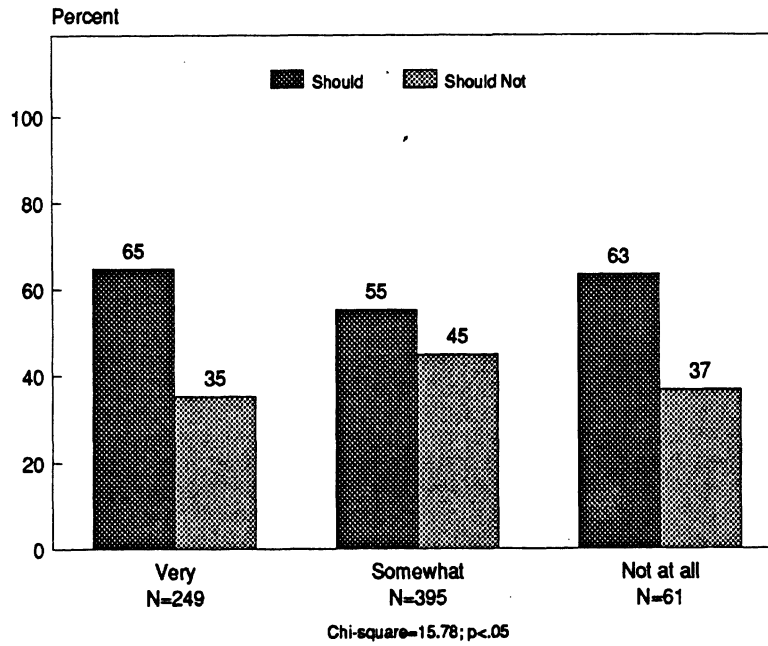


Figure 3.128 "Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies," stratified by concern about alcohol-impaired driving.

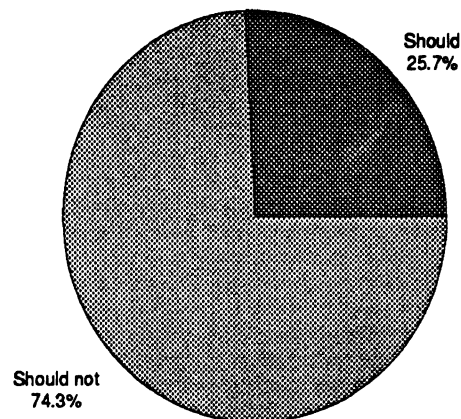


Figure 3.129 "Should gas stations and other stores that sell gasoline be allowed to sell beer and wine?" (N=746)

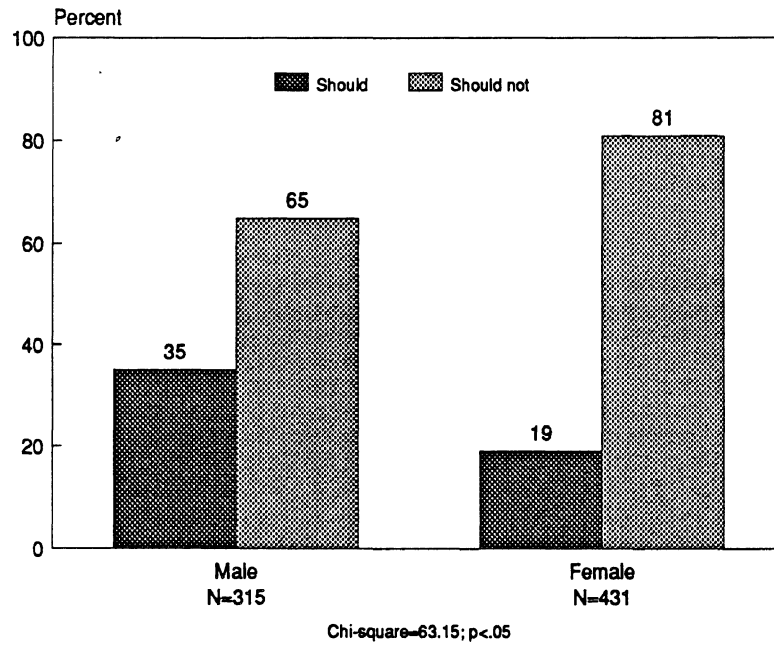


Figure 3.130 "Should gas stations and other stores that sell gasoline be allowed to sell beer and wine," stratified by sex.

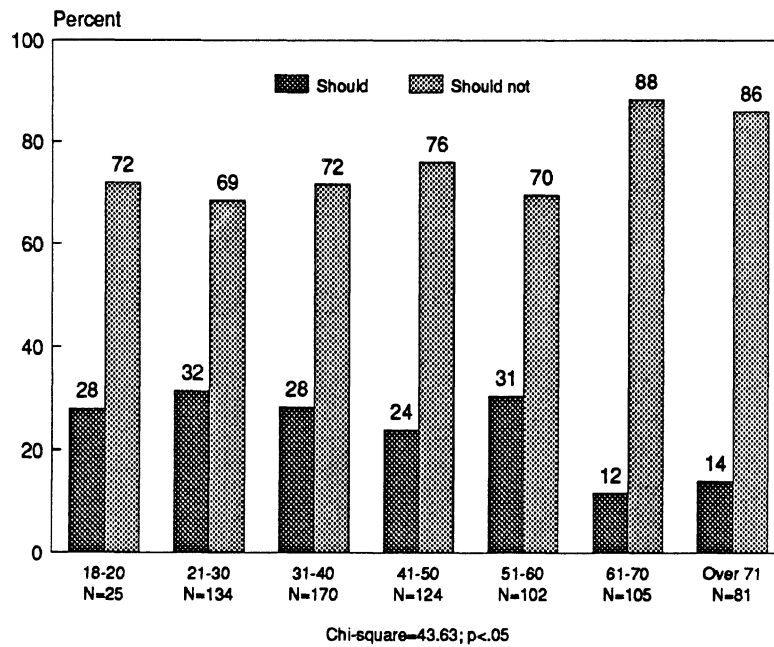


Figure 3.131 "Should gas stations and other stores that sell gasoline be allowed to sell beer and wine," stratified by age.

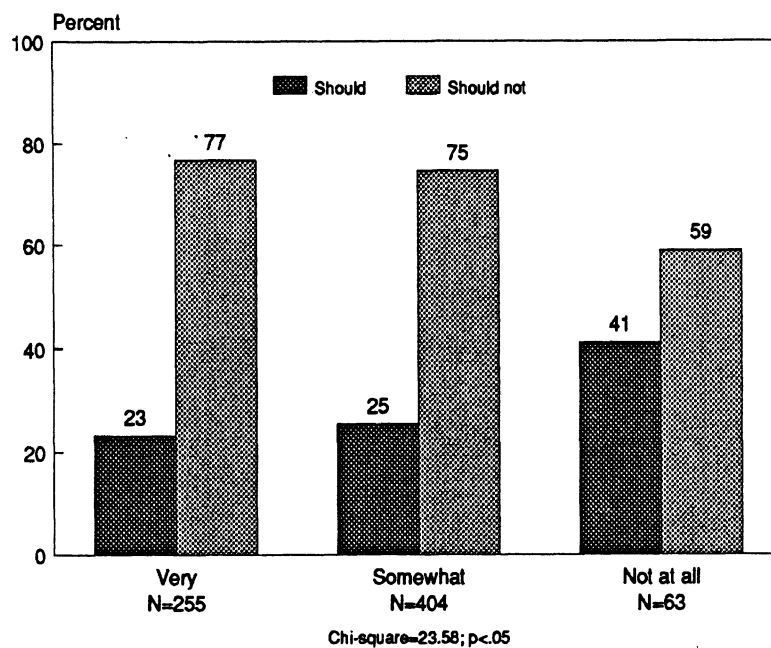


Figure 3.132 "Should gas stations and other stores that sell gasoline be allowed to sell beer and wine," stratified by concern about alcohol-impaired driving.

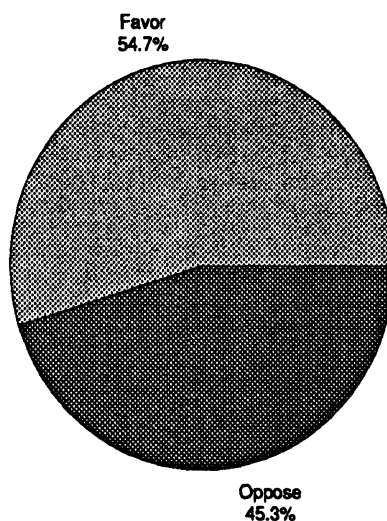


Figure 3.133 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving?" (N=734)

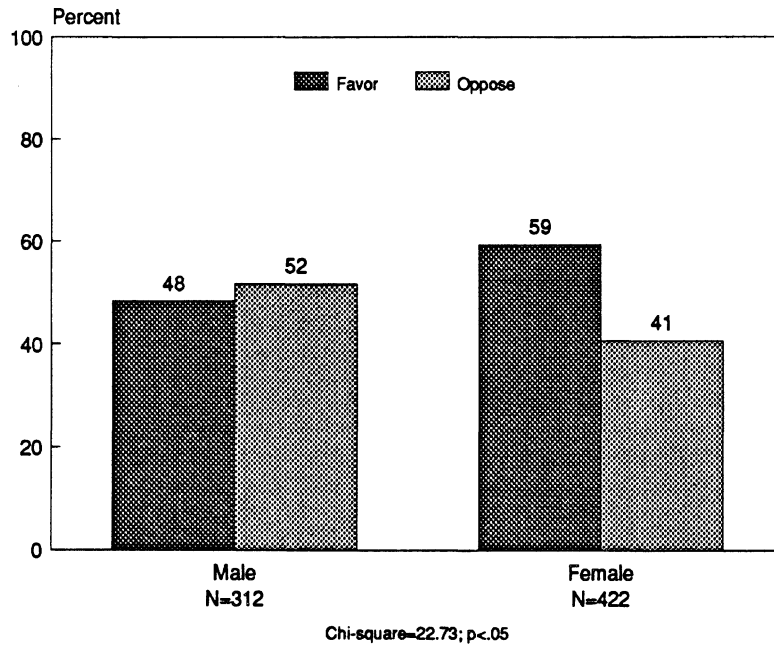


Figure 3.134 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving," stratified by sex.

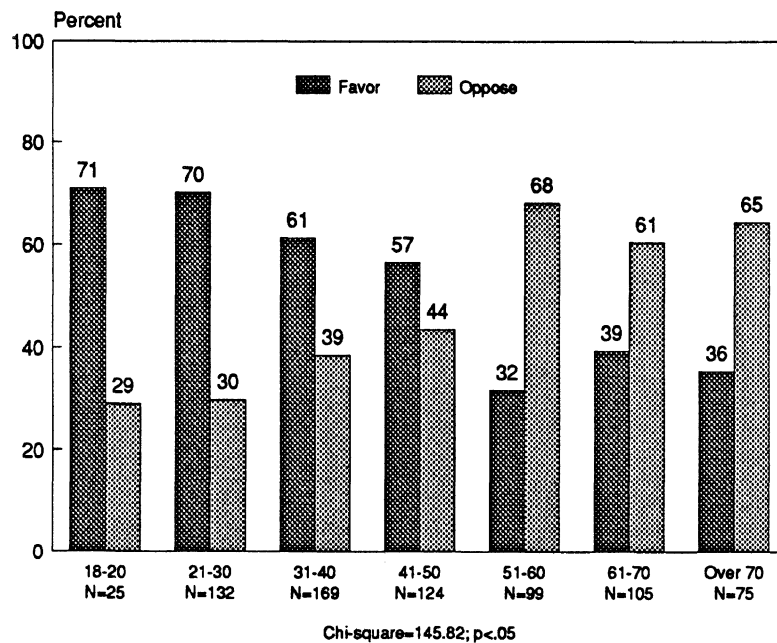


Figure 3.135 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving," stratified by age.

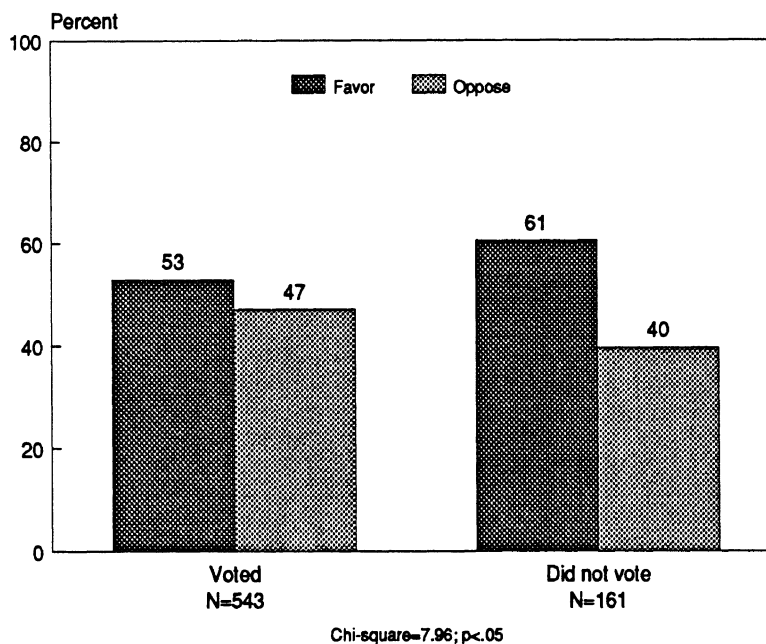


Figure 3.136 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving," stratified by voting status.

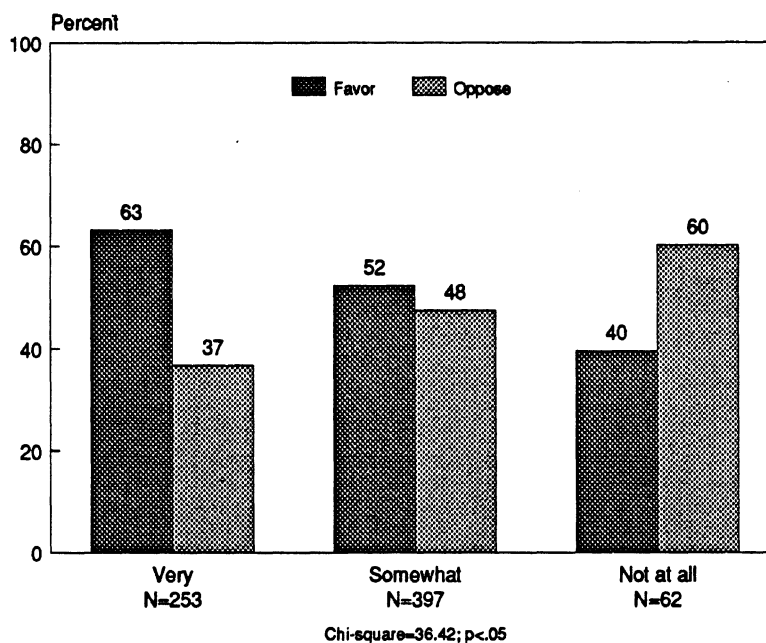


Figure 3.137 "Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.

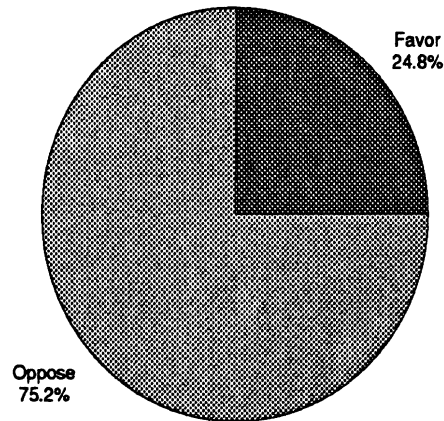


Figure 3.138 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving?" (N=742)

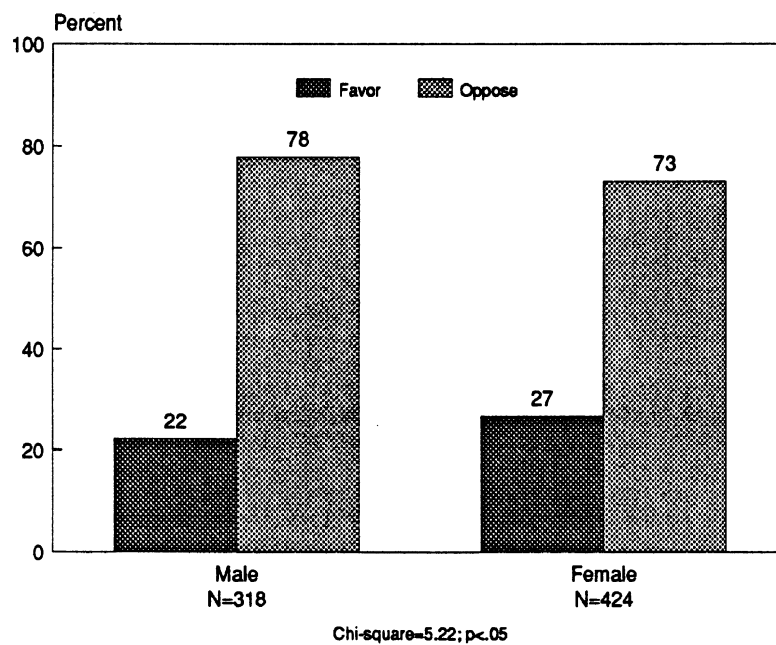


Figure 3.139 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by sex.

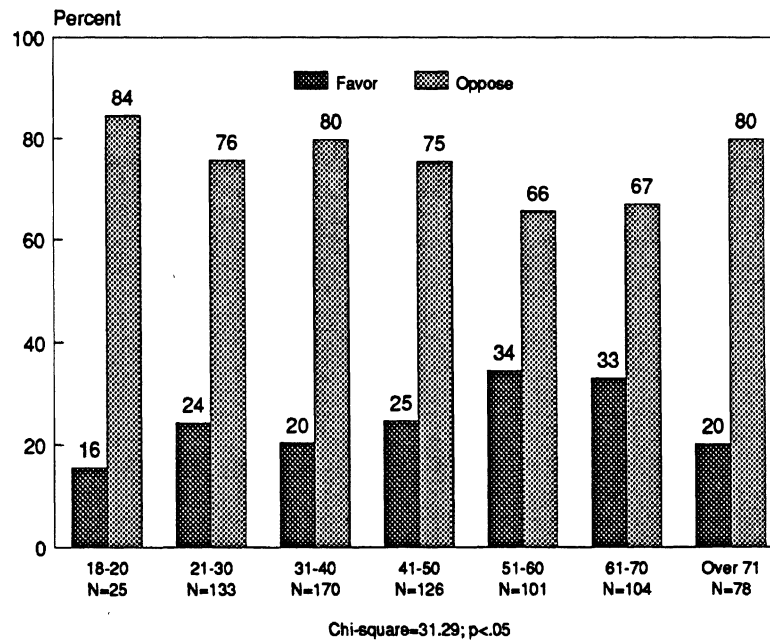


Figure 3.140 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by age.

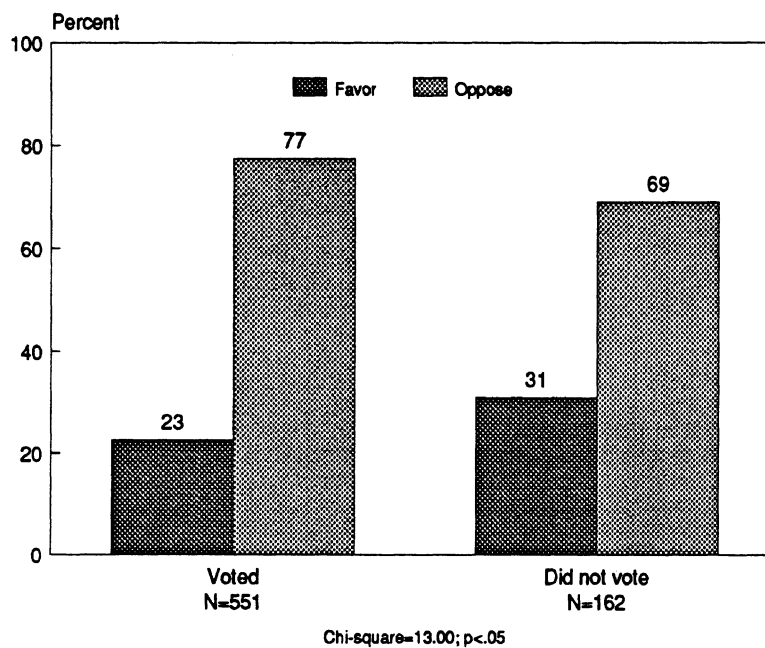


Figure 3.141 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by voting status.

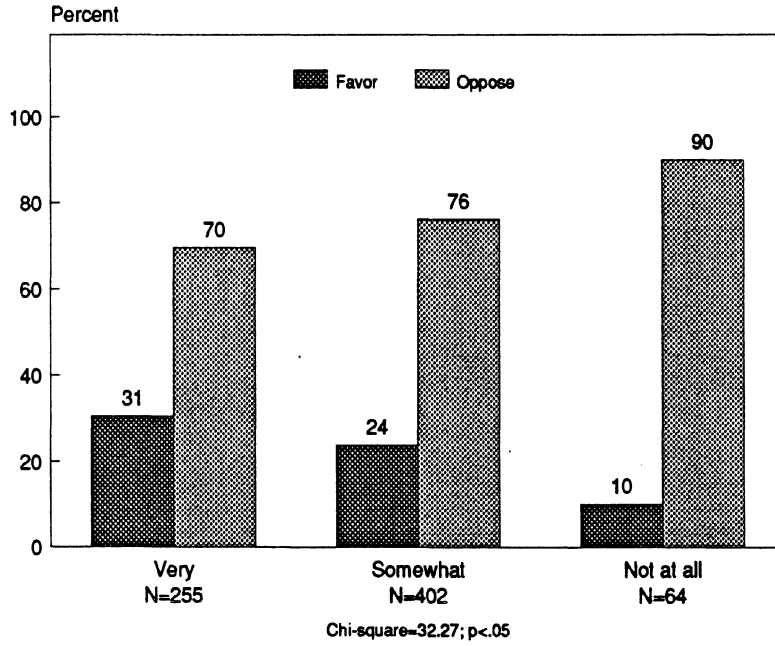


Figure 3.142 "Would you favor or oppose an increase in the state sales tax as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.

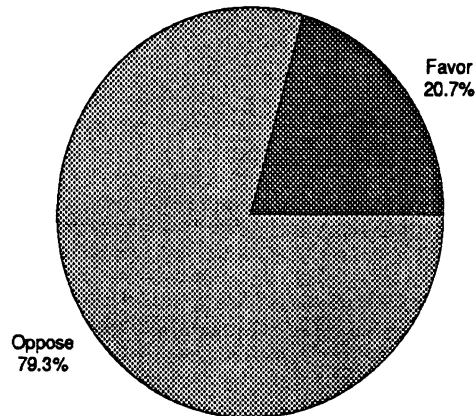


Figure 3.143 "Would you favor or oppose an increase in the state income tax as a way to pay for programs to reduce drunk driving?" (N=745)

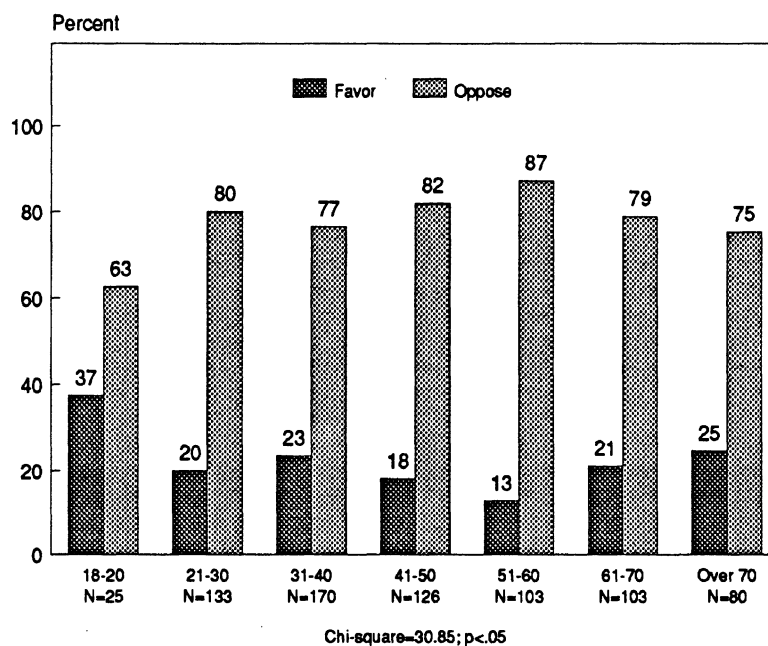


Figure 3.144 "Would you favor or oppose an increase in the state income tax as a way to pay for programs to reduce drunk driving," stratified by age.

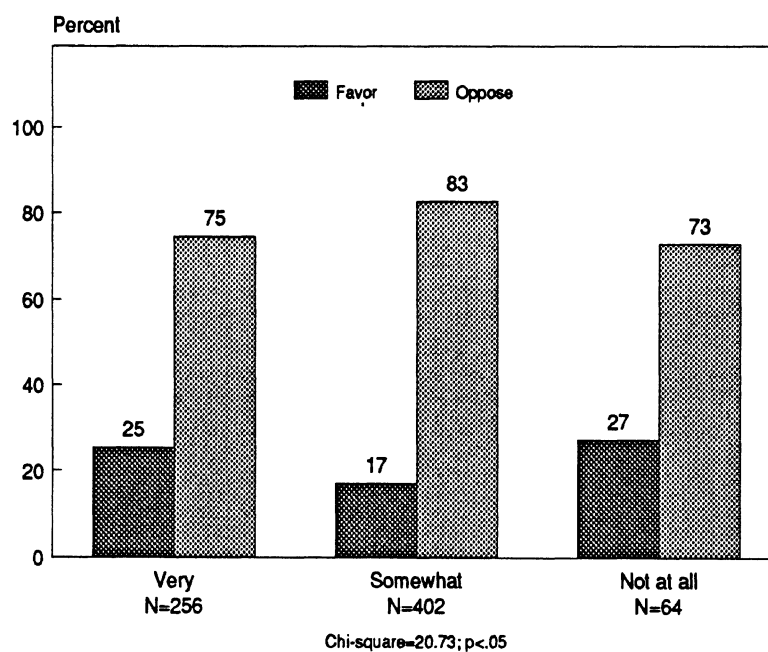


Figure 3.145 "Would you favor or oppose an increase in the state income tax as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.

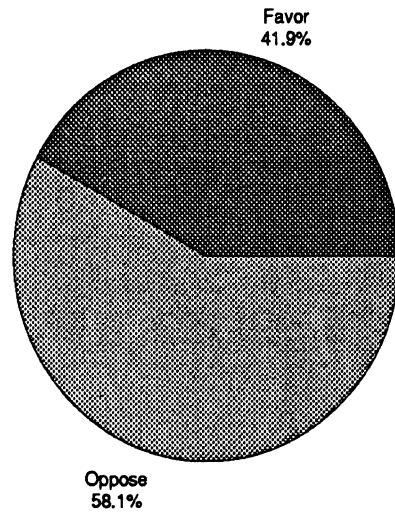


Figure 3.146 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving?" (N=747)

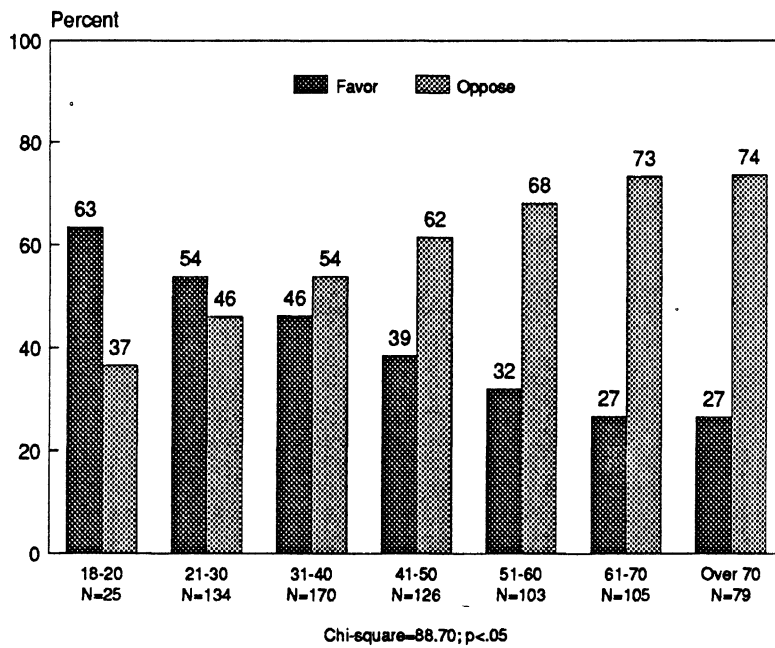


Figure 3.147 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving," stratified by age.

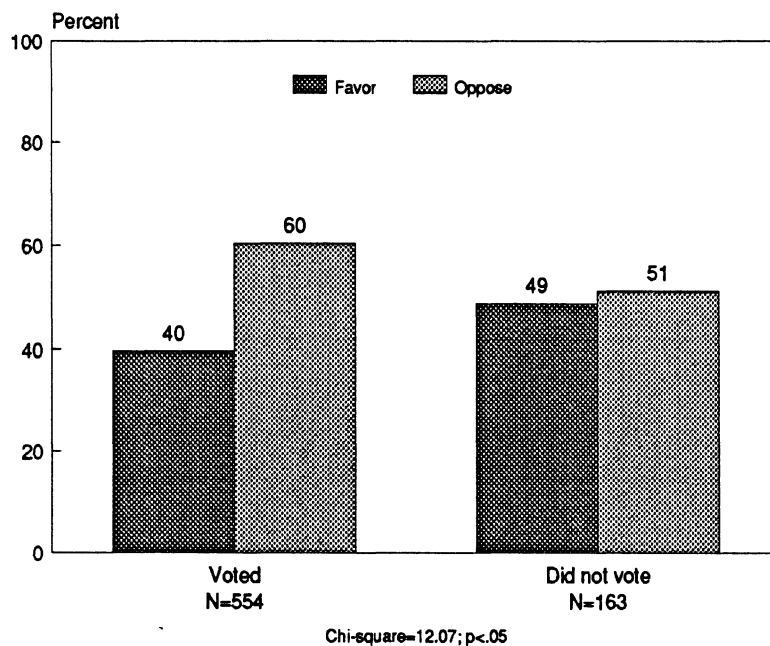


Figure 3.148 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving," stratified by voting status.

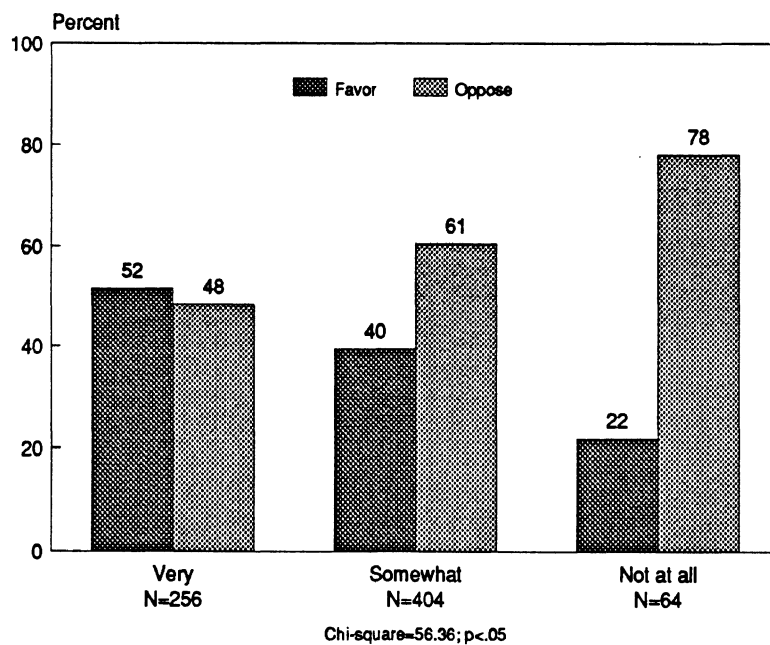


Figure 3.149 "Would you favor or oppose an increase in the fee for car license plates as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.

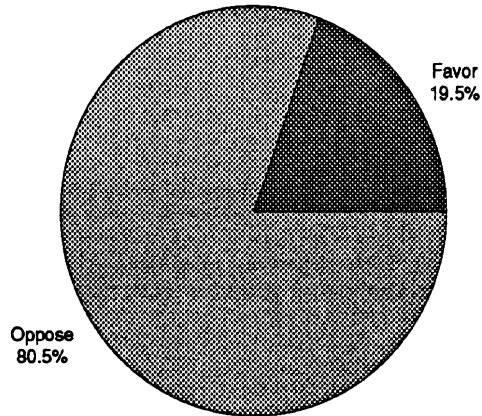


Figure 3.150 "Would you favor or oppose an increase in the tax on each gallon of gas sold as a way to pay for programs to reduce drunk driving?" (N=747)

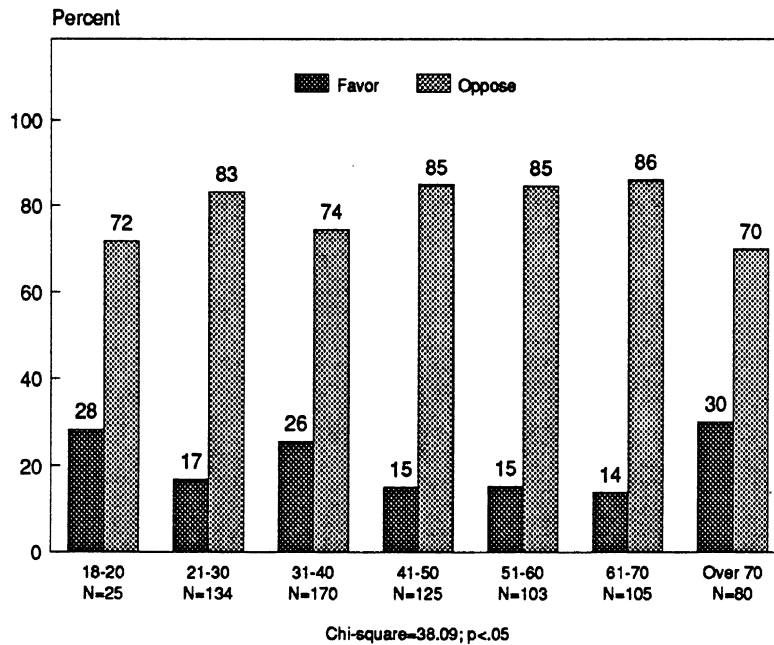


Figure 3.151 "Would you favor or oppose an increase in the tax on each gallon of gas sold as a way to pay for programs to reduce drunk driving," stratified by age.

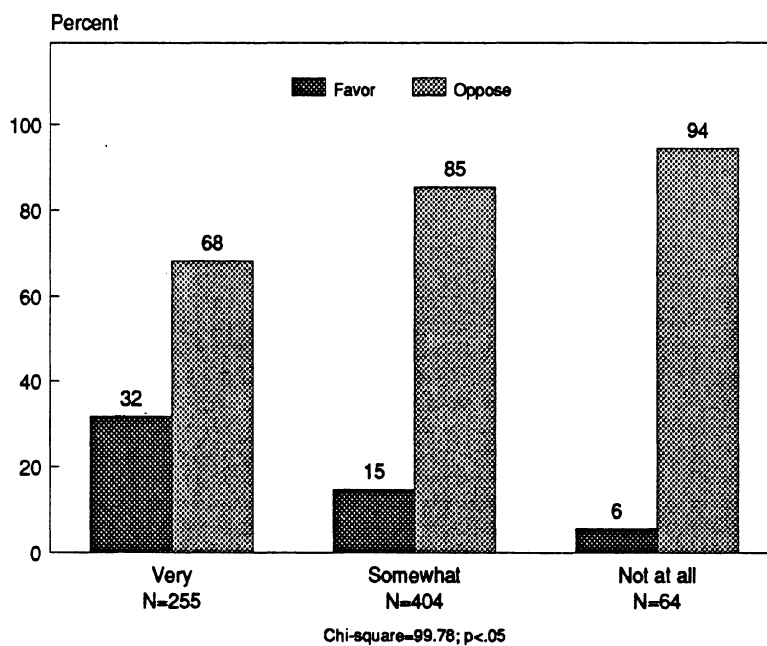


Figure 3.152 "Would you favor or oppose an increase in the tax on each gallon of gas sold as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.

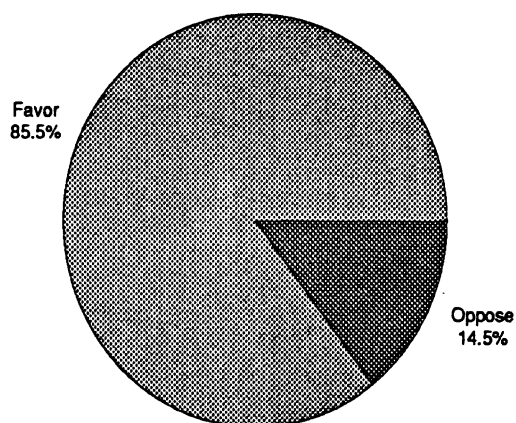


Figure 3.153 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving?" (N=748)

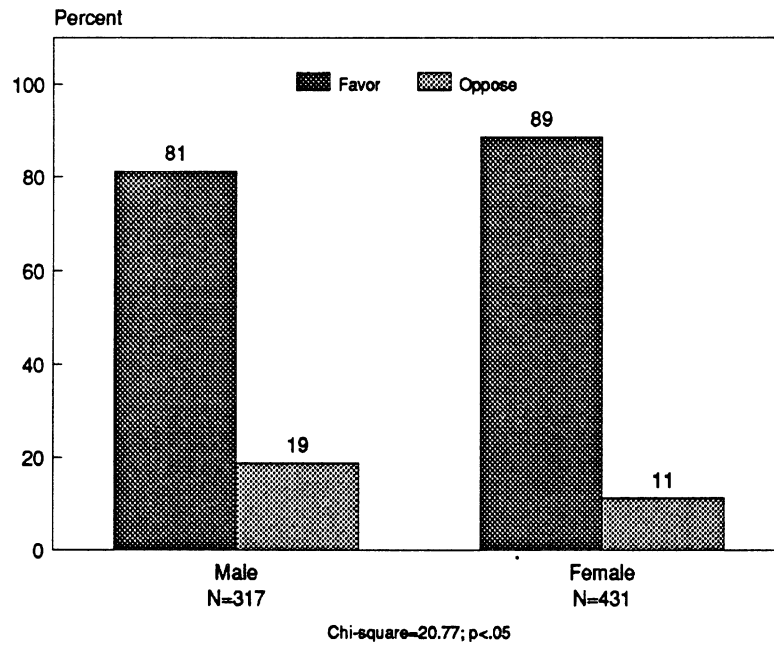


Figure 3.154 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving," stratified by sex.

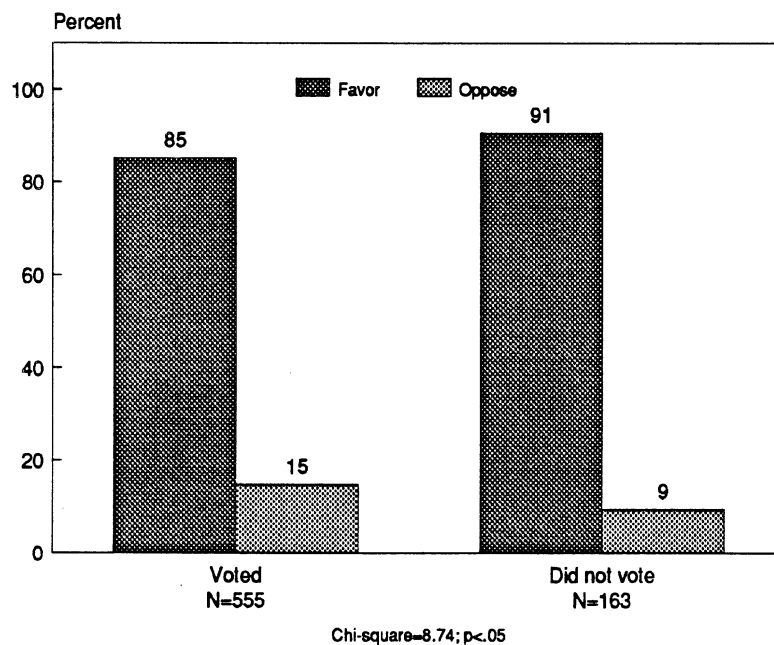


Figure 3.155 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving," stratified by voting status.

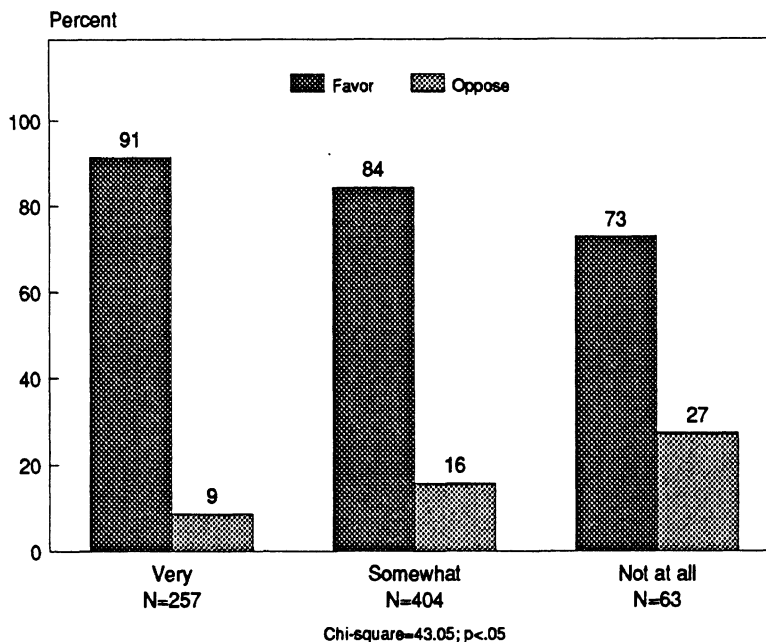


Figure 3.156 "Would you favor or oppose an increase in the tax on each bottle of beer, wine, or liquor sold as a way to pay for programs to reduce drunk driving," stratified by concern about alcohol-impaired driving.

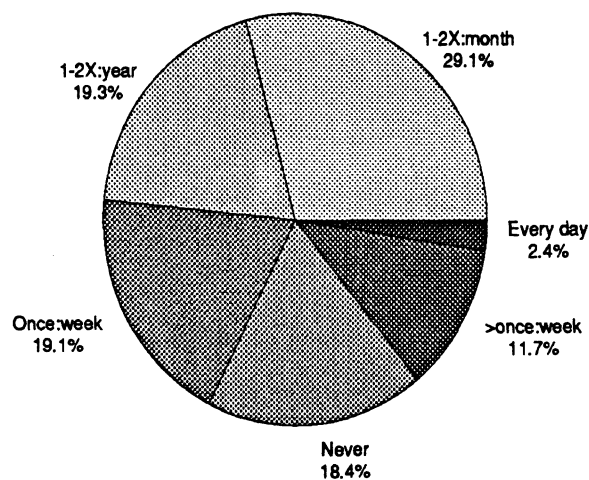


Figure 3.157 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day?" (N=749)

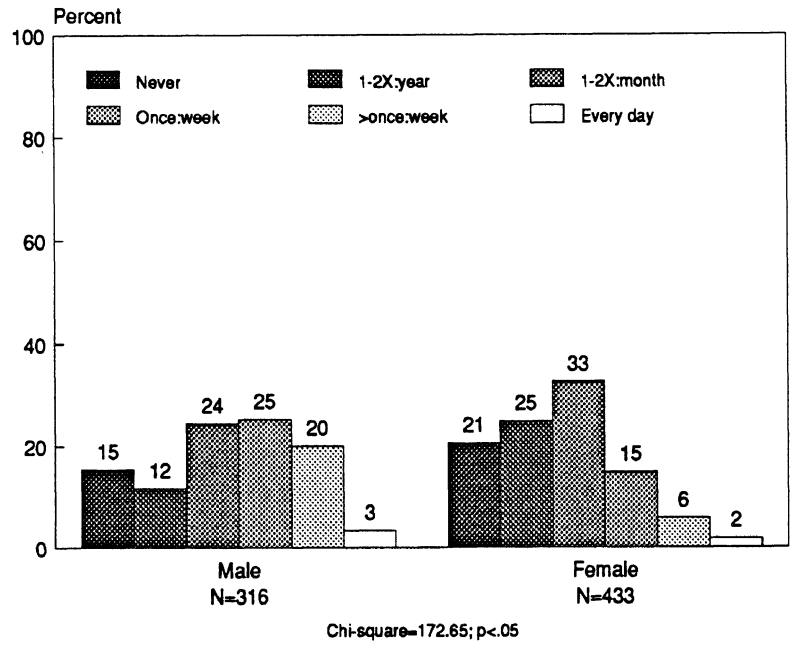


Figure 3.158 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day," stratified by sex.

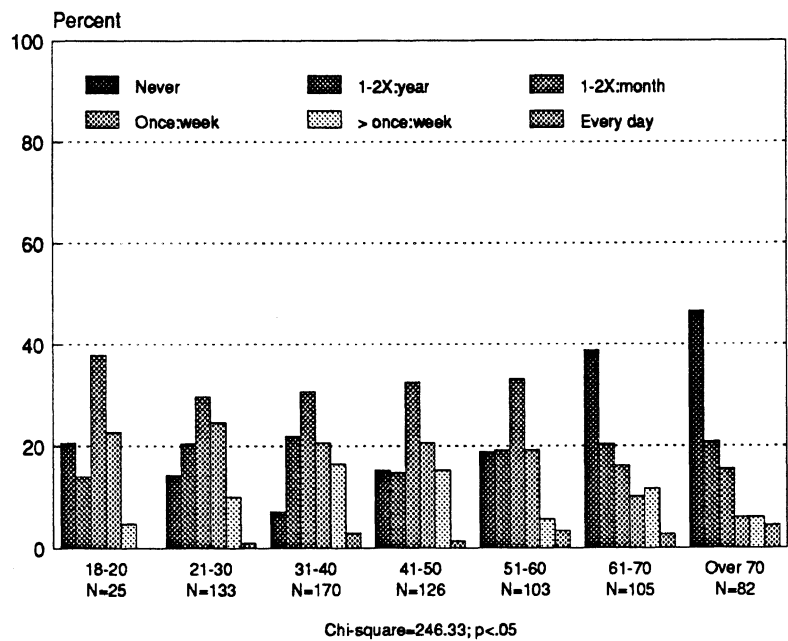


Figure 3.159 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day," stratified by age.

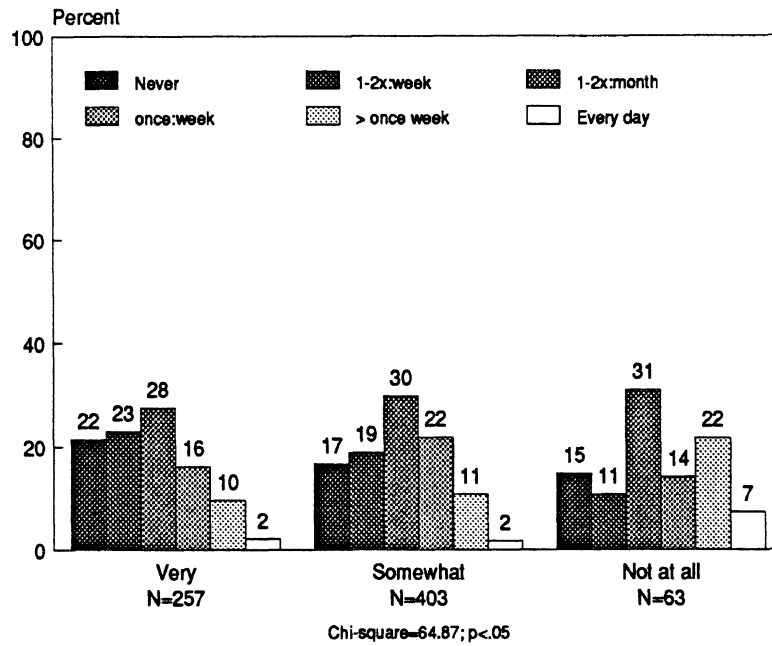


Figure 3.160 "How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day," stratified by concern about alcohol-impaired driving.

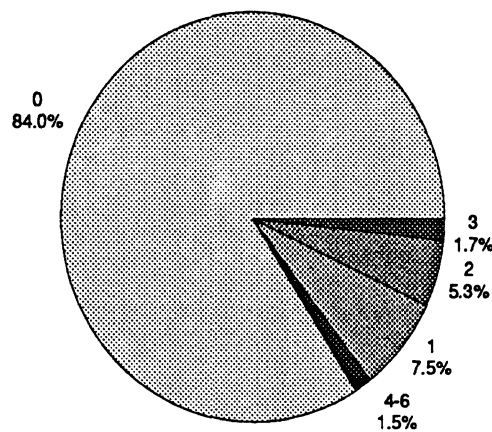


Figure 3.161 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours?" (N=596)

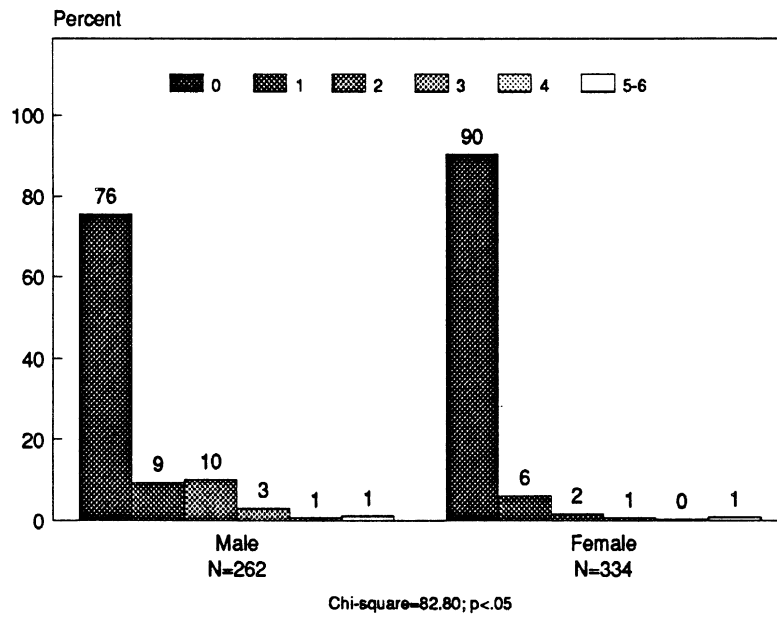


Figure 3.162 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by sex.

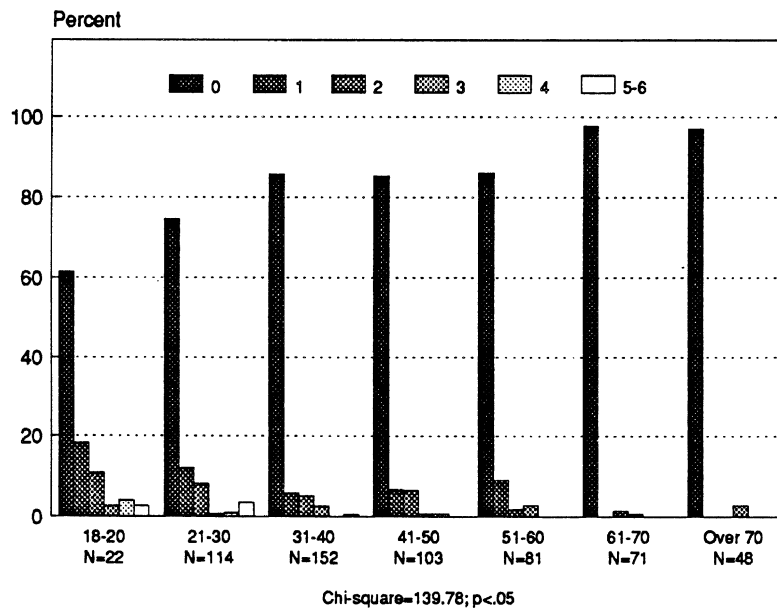


Figure 3.163 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by age.

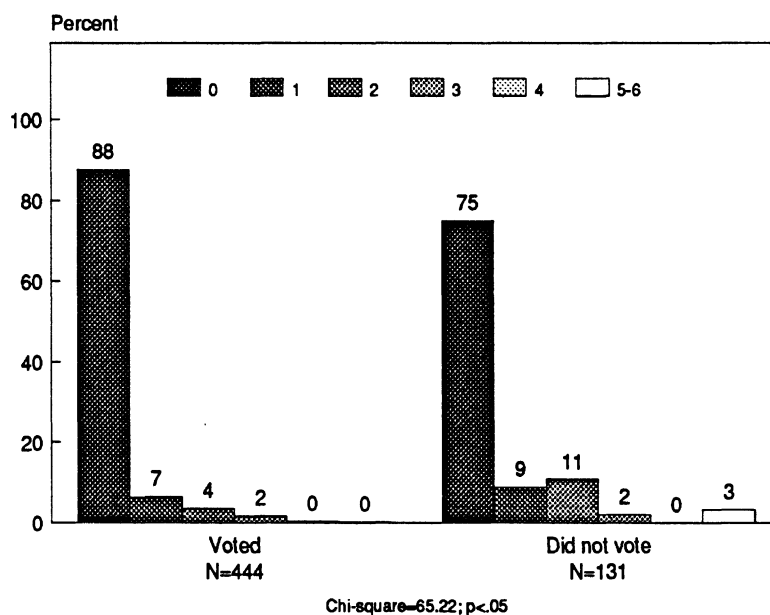


Figure 3.164 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by voting status.

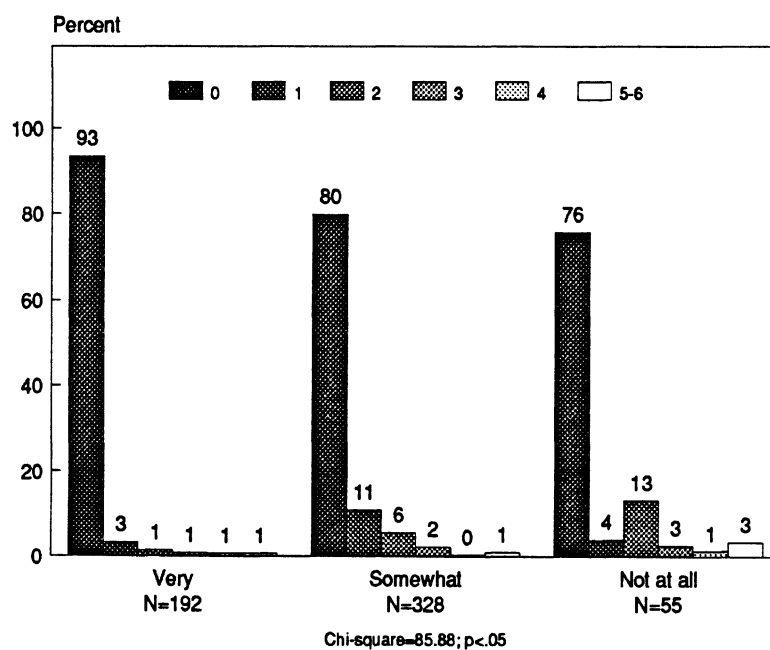


Figure 3.165 "Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours," stratified by concern about alcohol-impaired driving.

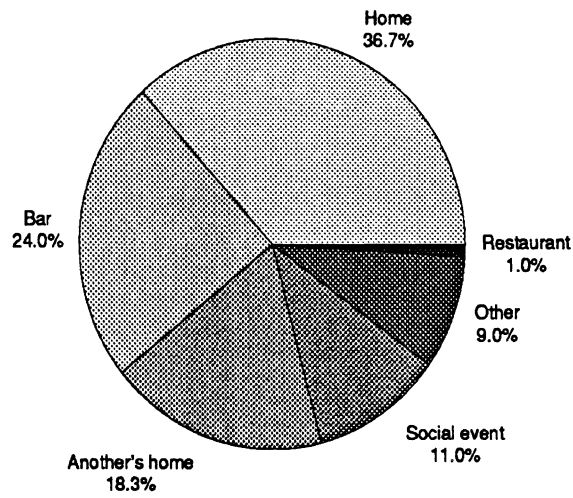


Figure 3.166 "The last time you had 4 or more drinks, where were you drinking?" (N=94)

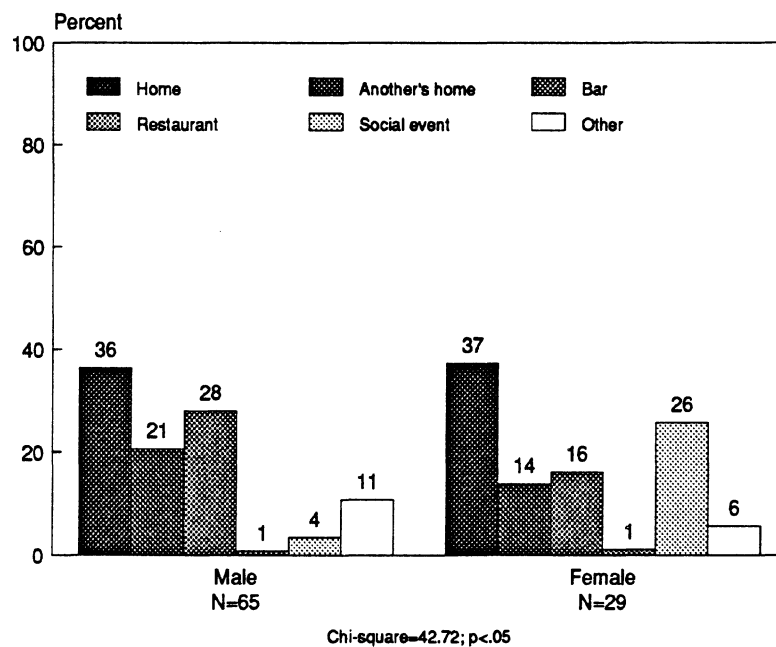


Figure 3.167 "The last time you had 4 or more drinks, where were you drinking," stratified by sex.

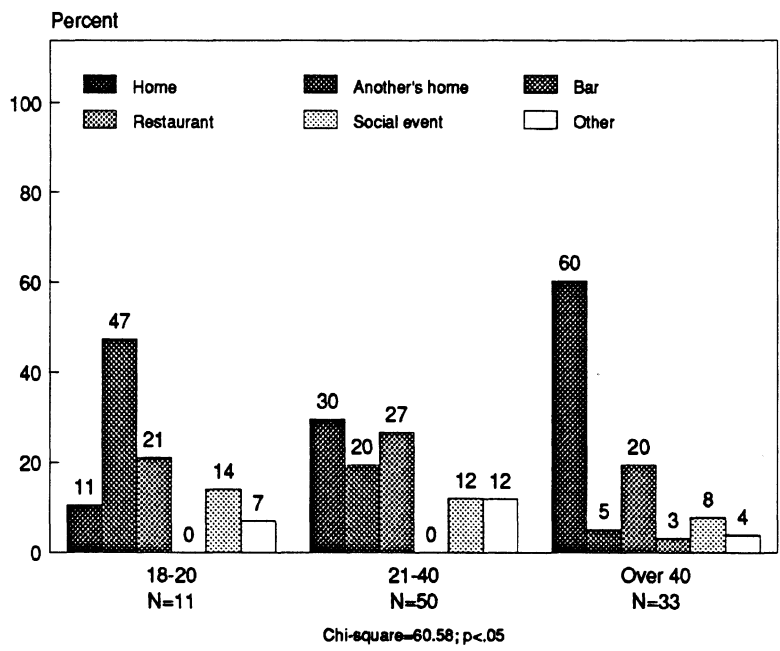


Figure 3.168 "The last time you had 4 or more drinks, where were you drinking," stratified by age.

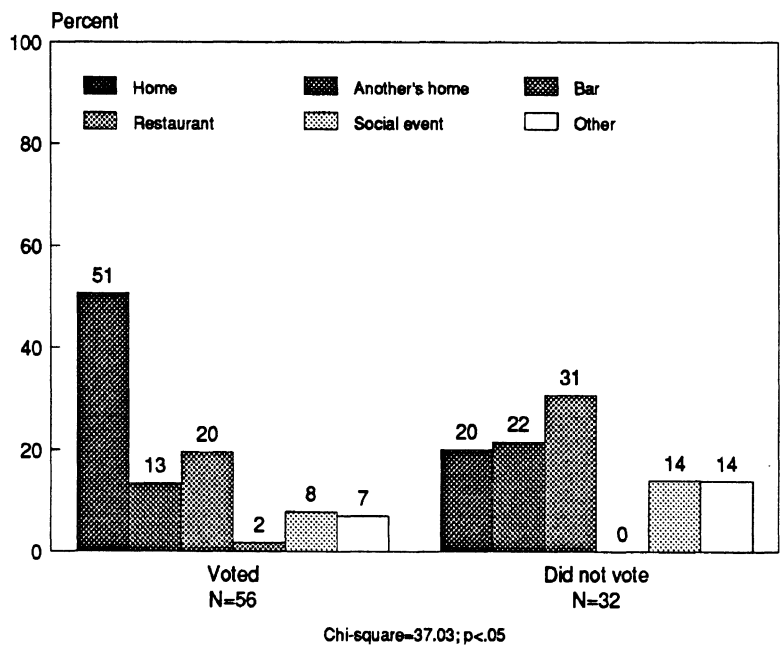


Figure 3.169 "The last time you had 4 or more drinks, where were you drinking," stratified by voting status.

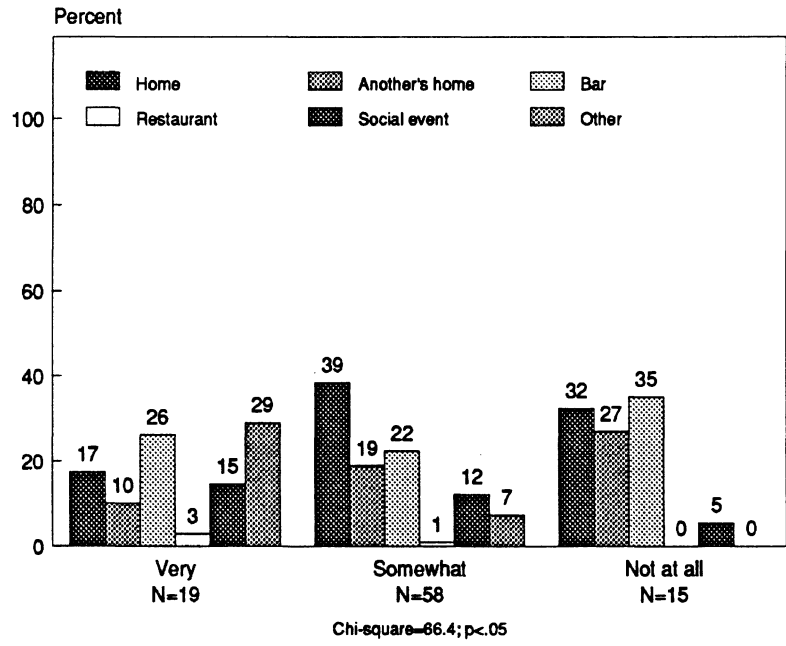


Figure 3.170 "The last time you had 4 or more drinks, where were you drinking," stratified by concern about alcohol-impaired driving.

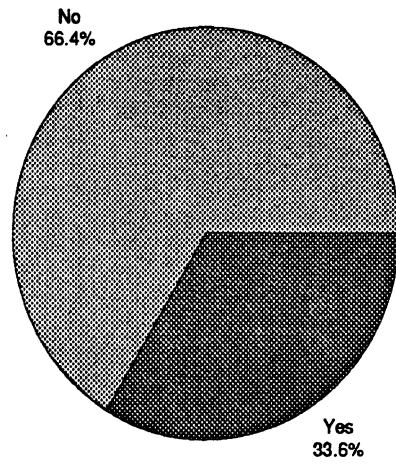


Figure 3.171 "On that occasion, did you do any driving after drinking?" (N=94)

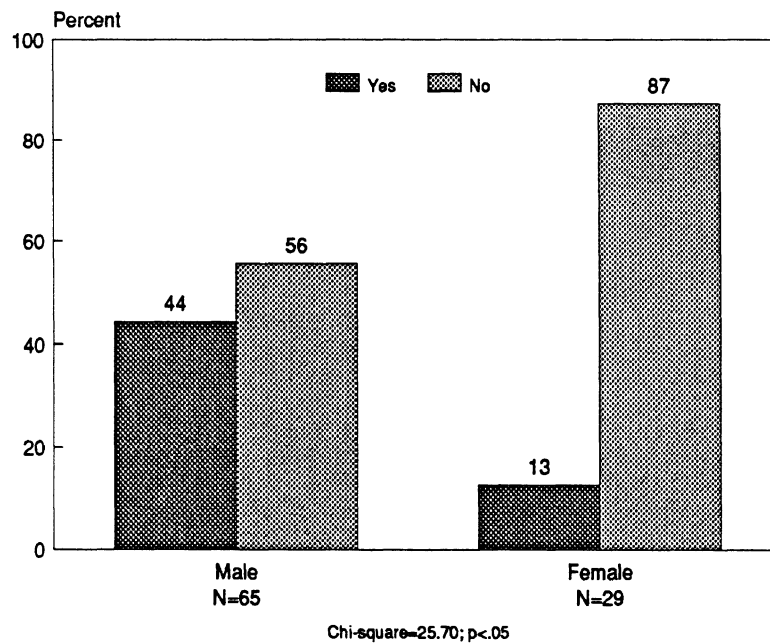


Figure 3.172 "On that occasion, did you do any driving after drinking," stratified by sex.

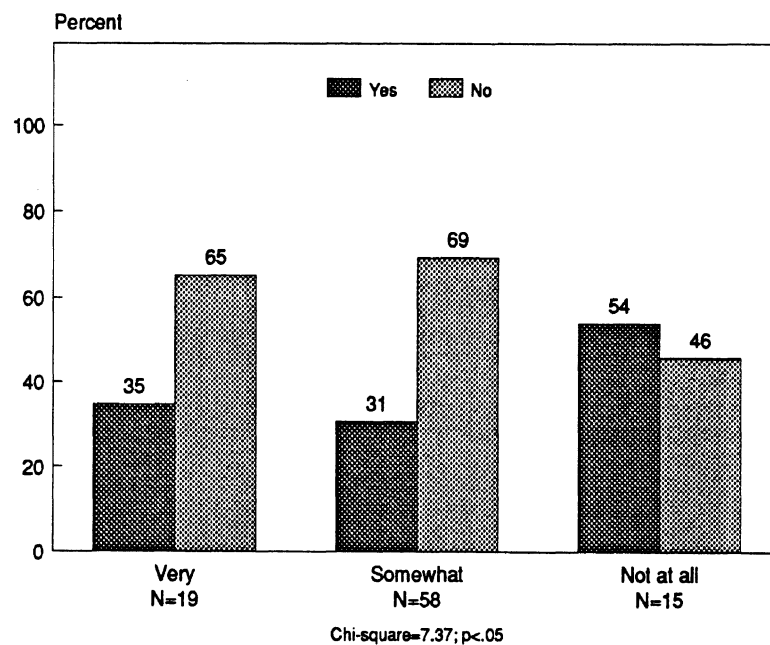


Figure 3.173 "On that occasion, did you do any driving after drinking," stratified by concern about alcohol-impaired driving.

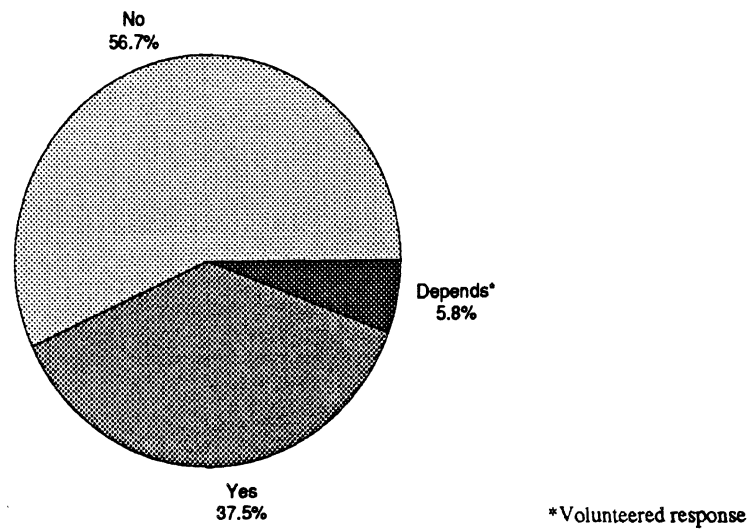


Figure 3.174 "If you had been pulled over by the police on that occasion, do you think you would have been in trouble for drinking too much?" (N=32)

3.6 Occupant Protection

The Michigan law requiring seat belt use permits only secondary enforcement. That is, a police officer may not stop a motorist solely on the basis of nonuse of belts, but once stopped for another reason, the officer may issue a citation for failure to use seat belts. To measure the perceived probability of receiving a seat belt citation, we asked respondents to estimate the likelihood that an unbelted driver who was pulled over for speeding would be ticketed for lack of seat belt use. Over a third think that one is **not** likely to be cited for failure to use belts (39%), but nearly two-thirds think there is at least a "good chance" of receiving a ticket (Figure 3.175). More men than women think there is at least a good chance of a ticket (64% versus 58%; Figure 3.176). Those under age 21 have the highest perceived risk of citation--81% think there is at least a "good chance" of receiving a ticket (Figure 3.177). Those who typically drive at least 5 mph faster than the 55 mph expressway speed limit have about the same perceived risk of seat belt citation as those who drive slower (Figure 3.179).

We found overwhelming support for the law requiring motorcycle helmet use (Figure 3.180). Among women, support is nearly unanimous (94%), while among men, there remains a minority of 20% opposed (Figure 3.181). Support for the helmet law is uniformly high across age groups (Figure 3.182).

Self-reported seat belt use in this telephone survey greatly overestimates actual seat belt use observed at a probability sample of intersections throughout the state.⁸ Fifty-six percent of respondents report they "always" use seat belts and 24% report they use belts "most of the time" (Figure 3.183). However, observed seat belt use in November 1987 was only 47%. Given our knowledge of a substantial proportion of motorists who do not use seat belts, these results indicate the propensity of motorists to respond in a socially desirable manner, that is, reporting belt use even if they rarely or never use them. Detailed analyses of samples from previous studies for which **both** observed and self-reported belt use on the same subjects is available revealed that those who report belt use most of the time, "sometimes" or "seldom" should all be considered nonusers (Streff and Wagenaar, 1988). Only those who report always using belts are likely to use belts regularly.

8. Self-reported seat belt use from the current telephone survey is compared with actual field observations of belt use at a probability sample of 240 intersections in Michigan. Data collection for both studies was completed in the fall of 1987. See Wagenaar and others (1988) for details on the observation survey.

Both men and women overreport belt use, although differences between self-reports of "always" use and observed use among men are less than among women (45% of men report they always use belts while 42% were observed using belts; for women, 64% report always using belts while 53% were observed using them; Figure 3.184). Perhaps the greater concern for safety among women that is observed across a number of questionnaire items reflects a stronger social norm in favor of safety for women than men. This stronger norm for women may also increase the social desirability of a "pro-safety" response, resulting in a larger proportion of women than men exaggerating their belt use.

Respondents over age 60 are least likely to exaggerate belt use. In fact, for this age group, the proportion reporting "always" use was virtually identical to the proportion observed using belts (59% versus 58%, Figure 3.185). By comparison, about half of those age 18-30 report always using belts while only 39% were observed buckled and 57% of those age 31 to 60 report always using belts while 49% were observed buckled.⁹

Several studies have found that drivers who engage in one risky behavior are more likely to engage in other risky behaviors. For example, those who tailgate (Evans and Wasielewski, 1983) and those who accept shorter gaps in turning across approaching traffic (Ashton, Mackay, and Camm, 1983) are less likely to use belts. Therefore, we examined reported use of seat belts stratified by reported typical expressway driving speed. No appreciable differences in proportions reporting always using belts were found between those who drive at least 5 mph over the 55 mph limit and those who typically drive slower (Figure 3.187).

In addition to reported seat belt use, we wanted to measure the extent to which social norms concerning belt use are changing. The key concept is, do people perceive social pressure to use belts? To measure social norms, we asked each respondent: "Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck?" Forty-four percent say yes (Figure 3.188). There is no consistent pattern by age (Figure 3.189). Interestingly, there is a substantial difference in response to this item between voters and nonvoters. Two-thirds of the nonvoters think other people notice belt use, but only 37% of voters think so (Figure 3.190). This item on social expectations will be of increasing importance as future annual surveys are implemented, providing a monitor of changing social norms regarding belt use. Changed social norms are the ultimate objective of

9. Age groupings differed slightly for the telephone survey and observation survey. The 18-30 age group in this study was compared to the 16-29 age group in the observation study and the 31-60 age group was compared to 30-59 age group in the observation study.

occupant protection efforts, including policies regarding compulsory use, enforcement efforts, and health education and persuasion programs.

When asked how often they would use seat belts if their car was equipped with air bags, 55% of respondents say they would always use seat belts even with air bags (Figure 3.191). This proportion is identical to the proportion who report always using belts currently. Response patterns for reported seat belt use in an air bag-equipped vehicle stratified by sex, age, and voting status are generally similar to the distributions for current reported belt use (compare Figures 3.192, 3.193, and 3.194 with 3.184, 3.185, and 3.186).

Michigan residents are evenly split between desiring manual seat belts only or both manual belts and air bags in their cars (about 38% each; Figure 3.195).¹⁰ Women are less likely to desire air bags alone, and more likely to want either manual belts or both belts and air bags (Figure 3.196). Responses varied considerably by age (Figure 3.197). Large pluralities of those age 40 and under desire both air bags and belts, while large pluralities of those age 41 and over desire manual belts alone. Finally, expressway driving speed has little effect on restraint technology preferences--those typically driving at least 5 mph over the legal limit have preferences similar to those driving slower (Figure 3.198).

10. We included the phrase "and there was no difference in cost" in the question regarding alternative restraint technologies to measure the underlying preferences of the population regarding the various technologies. We chose to avoid the debate surrounding varying estimates of the consumer cost of each technology, and did not want the response patterns to be determined by inclusion of any specific cost estimate in the question.

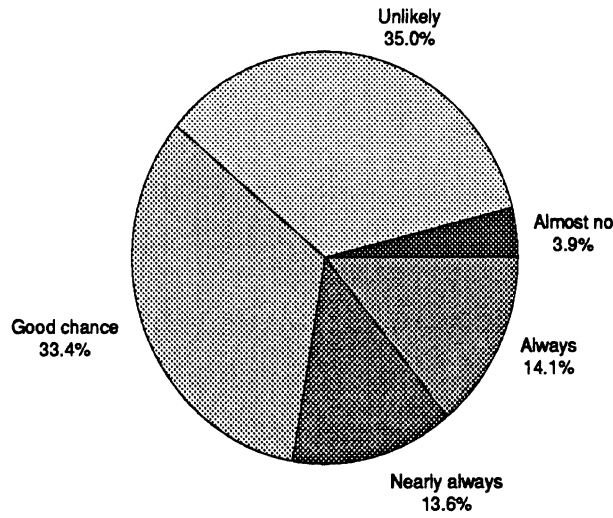


Figure 3.175 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on?" (N=726)

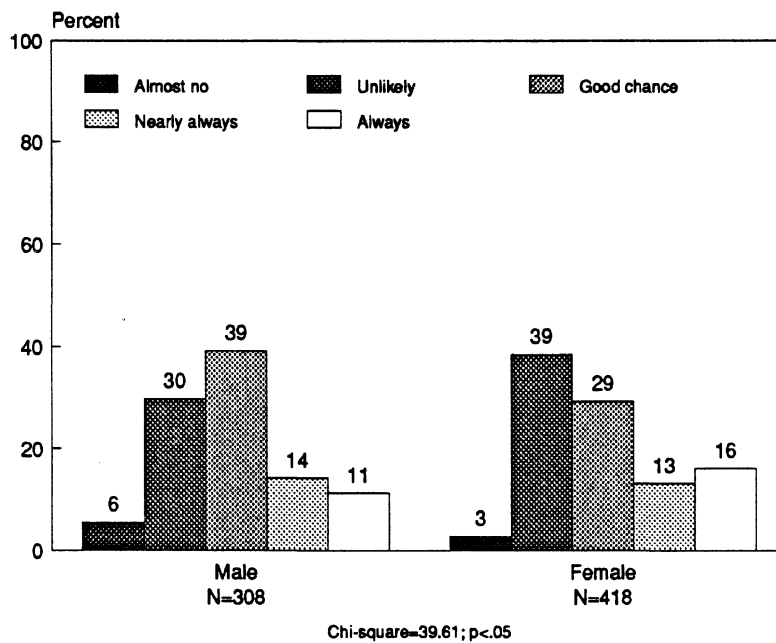


Figure 3.176 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by sex.

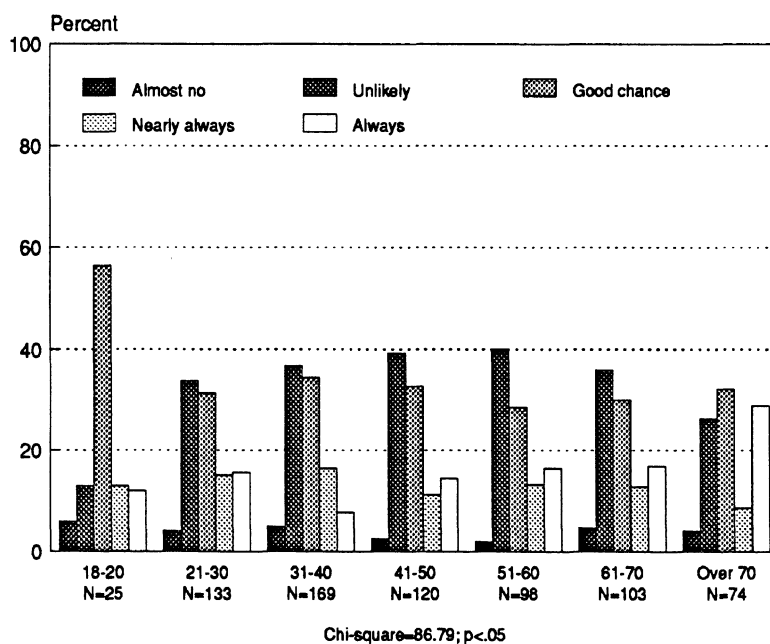


Figure 3.177 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by age.

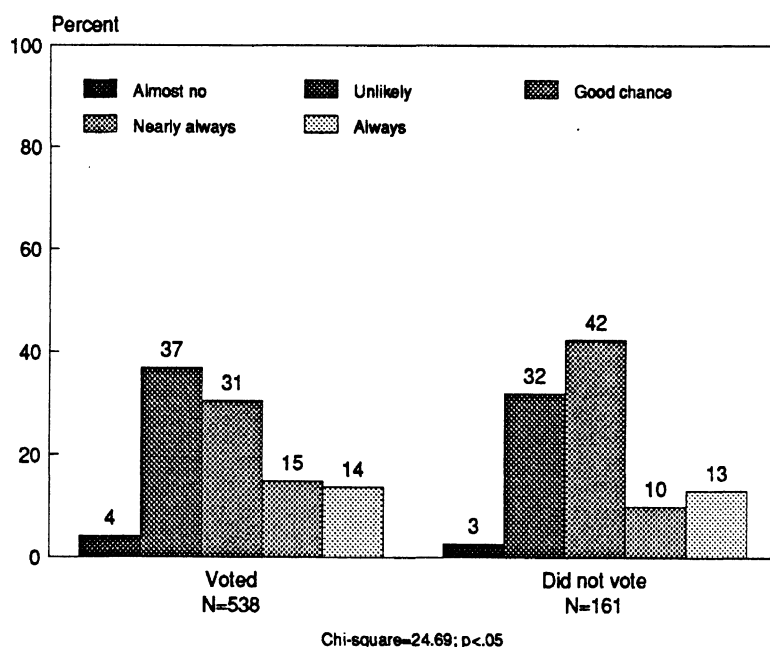


Figure 3.178 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by voting status.

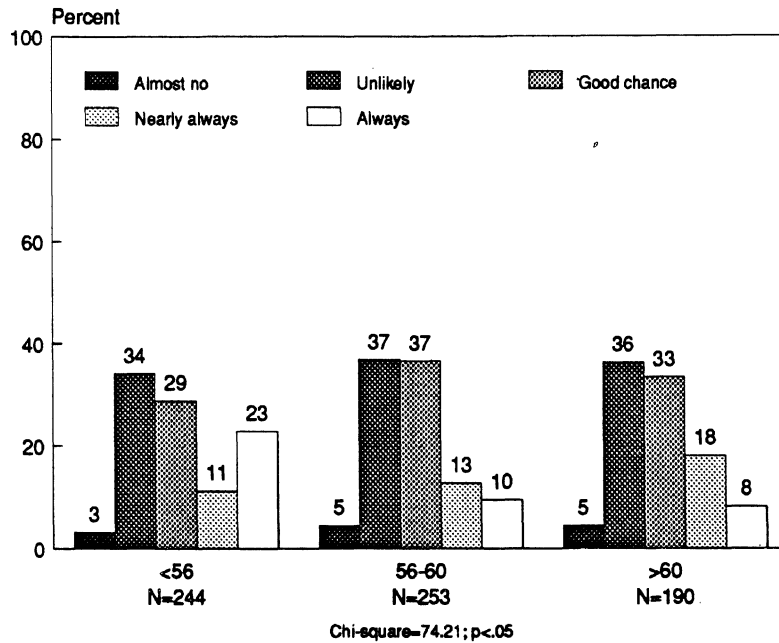


Figure 3.179 "If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on," stratified by typical expressway driving speed.

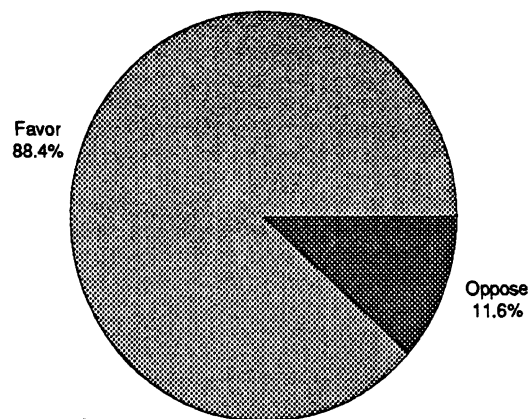


Figure 3.180 "Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you--do you favor or oppose the law requiring helmet use?" (N=746)

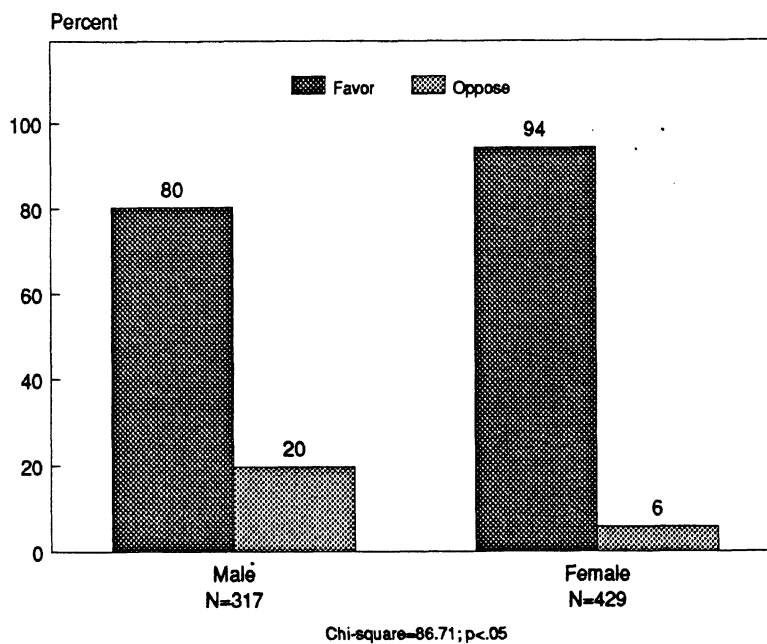


Figure 3.181 "Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you--do you favor or oppose the law requiring helmet use," stratified by sex.

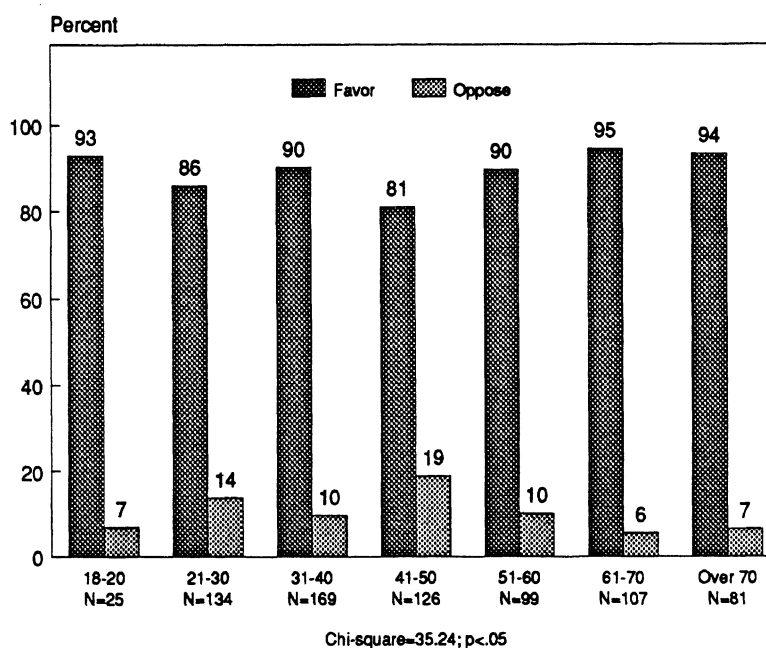


Figure 3.182 "Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you--do you favor or oppose the law requiring helmet use," stratified by age.

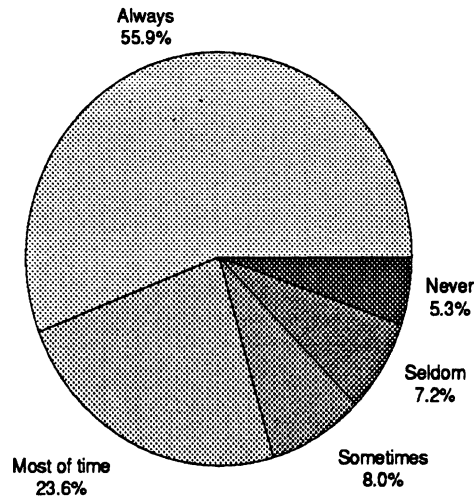


Figure 3.183 "Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never?" (N=710)

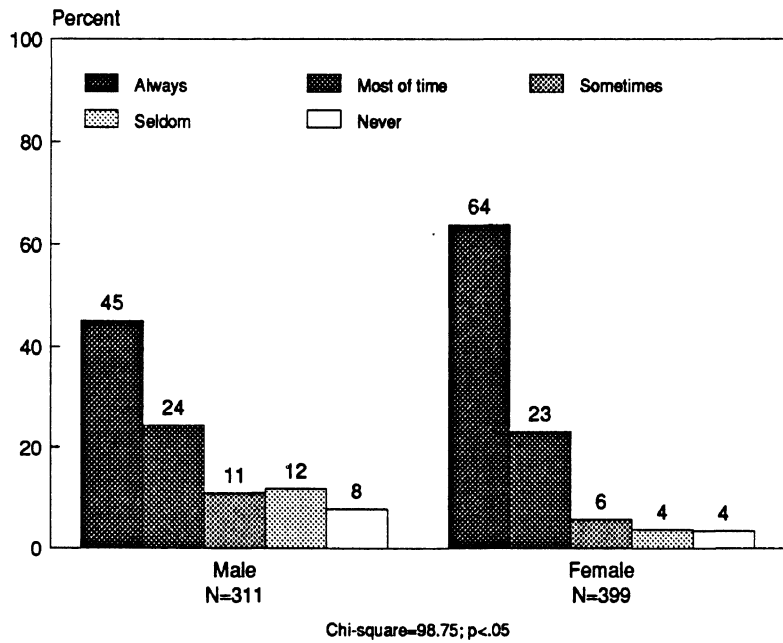


Figure 3.184 "Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by sex.

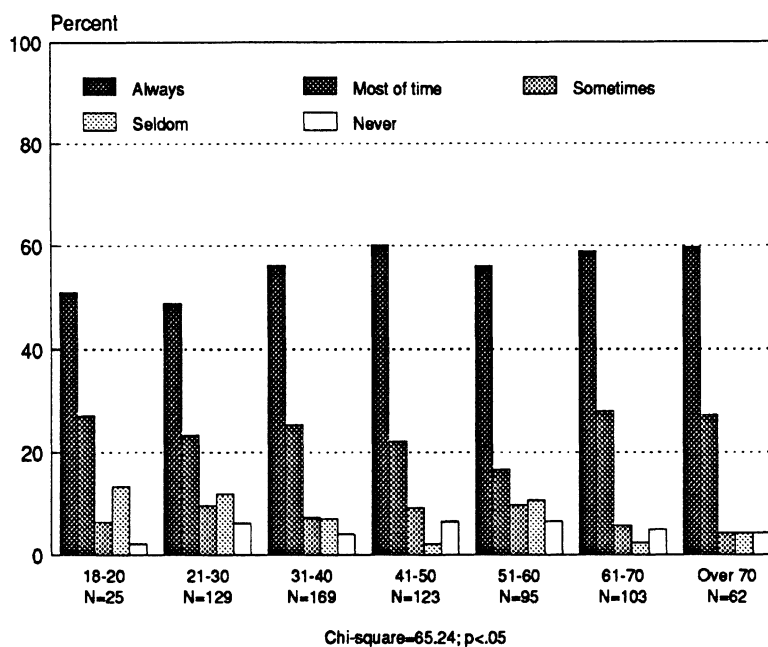


Figure 3.185 "Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by age.

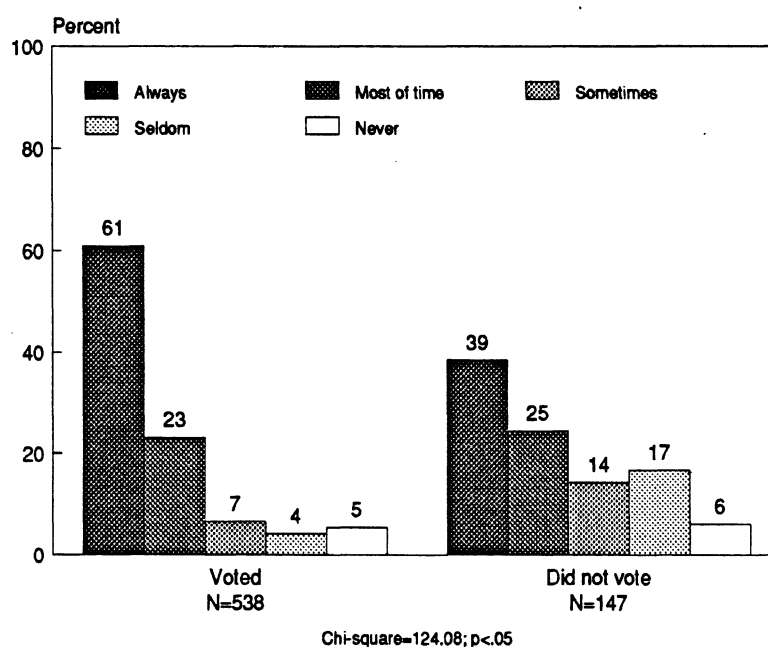


Figure 3.186 "Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by voting status.

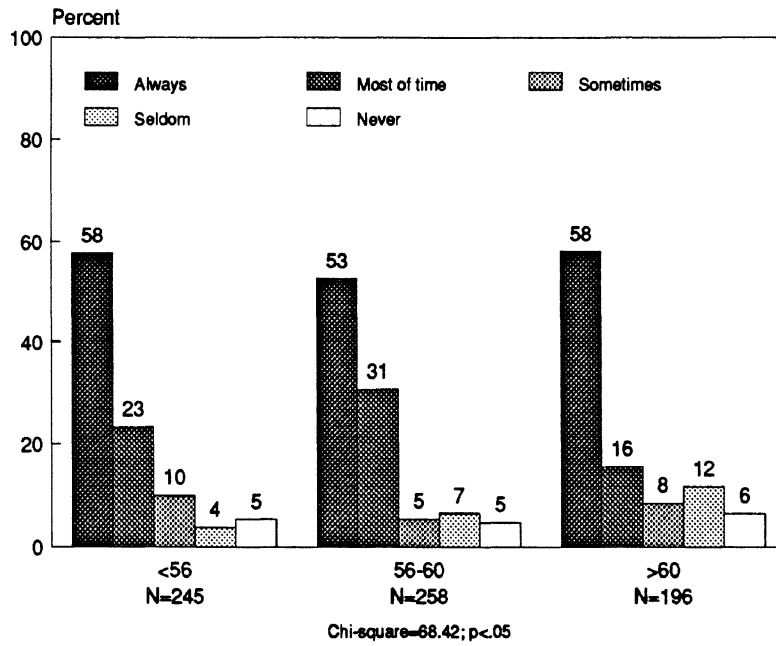


Figure 3.187 "Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never," stratified by typical expressway driving speed.

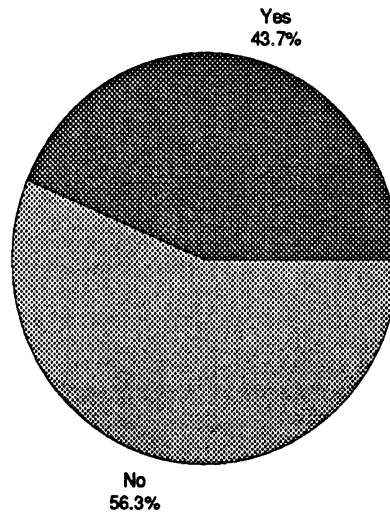


Figure 3.188 "Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck?" (N=673)

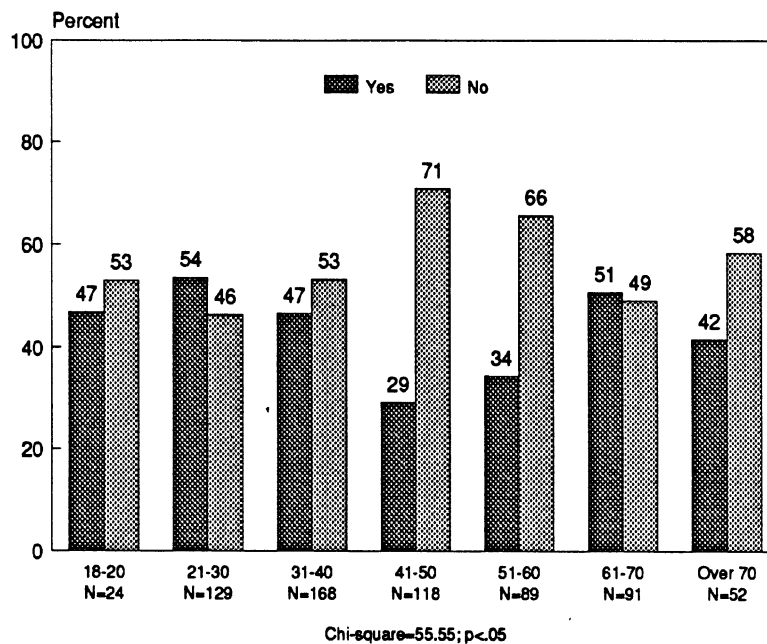


Figure 3.189 "Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck," stratified by age.

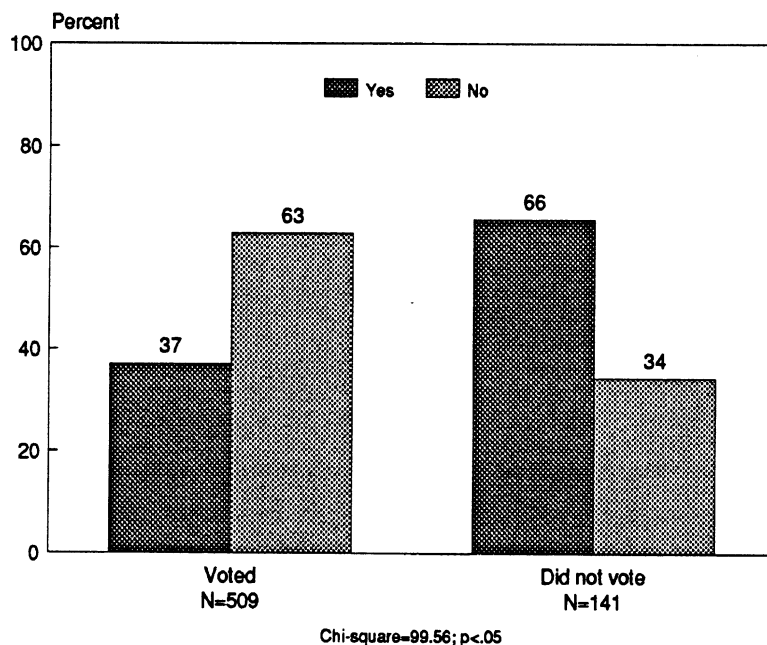


Figure 3.190 "Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck," stratified by voting status.

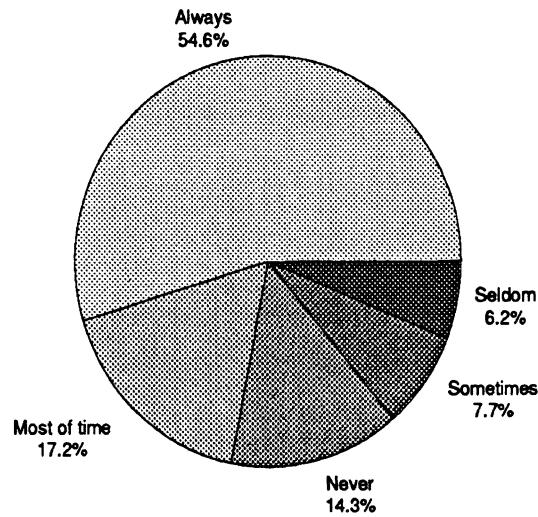


Figure 3.191 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never?" (N=735)

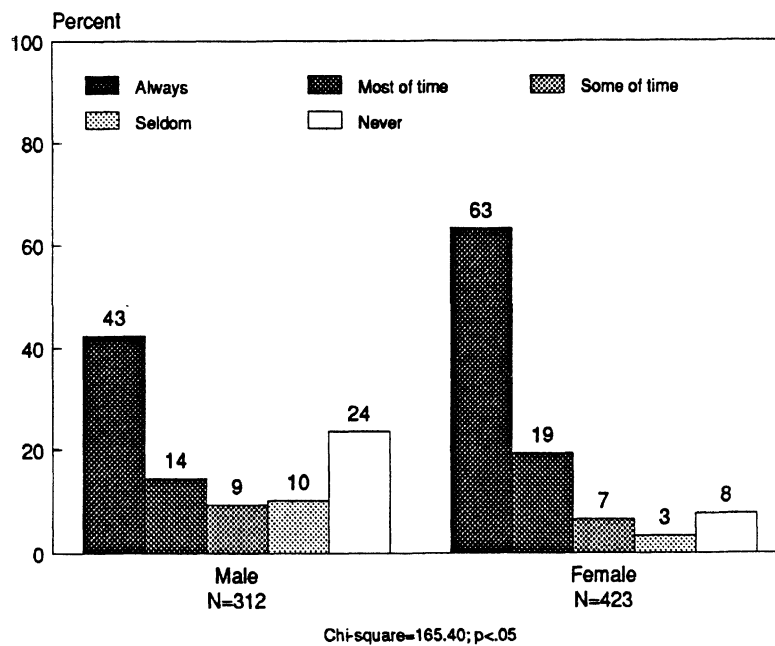


Figure 3.192 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never," stratified by sex.

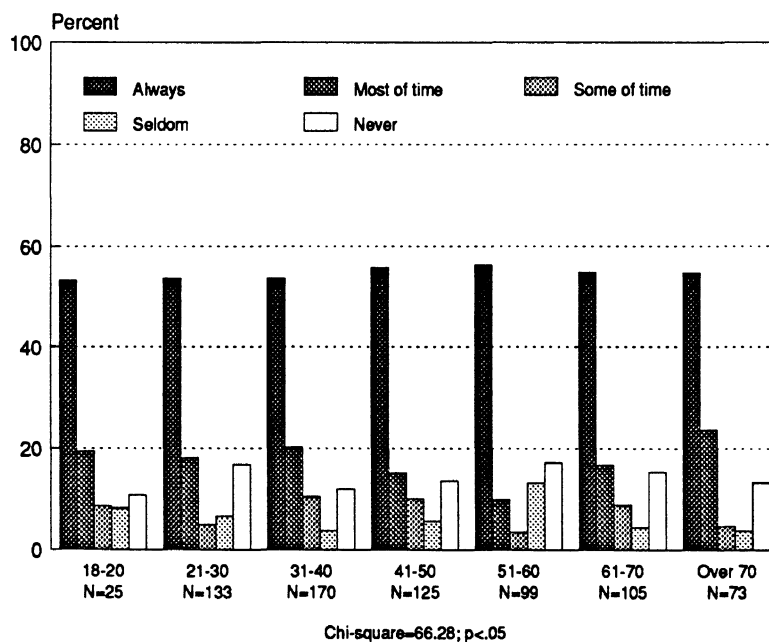


Figure 3.193 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never," stratified by age.

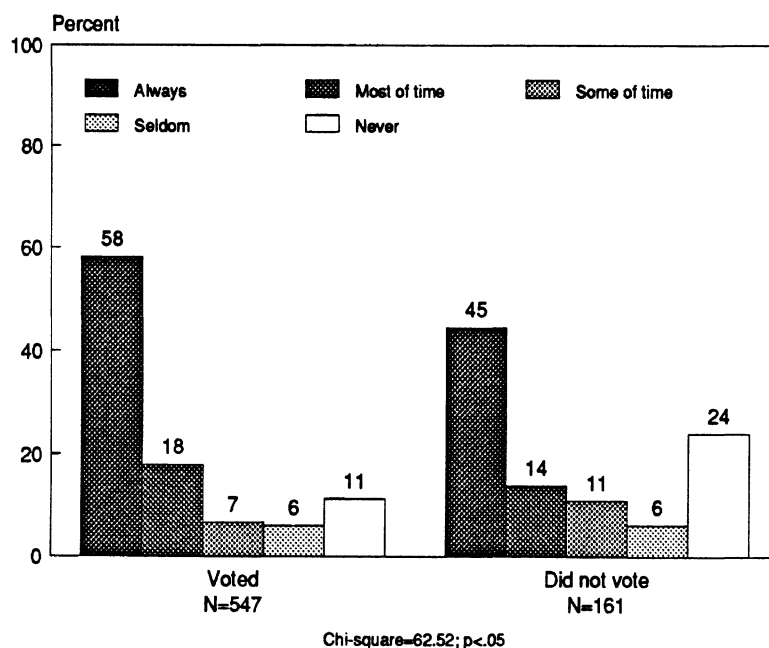


Figure 3.194 "An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt--always, most of the time, some of the time, seldom, or never," stratified by voting status.

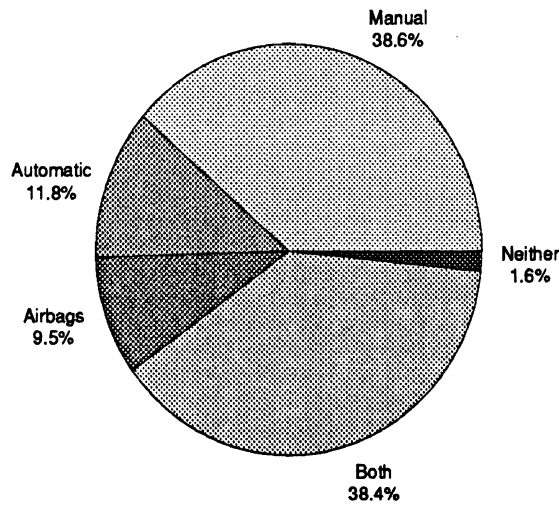


Figure 3.195 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags?" (N=744)

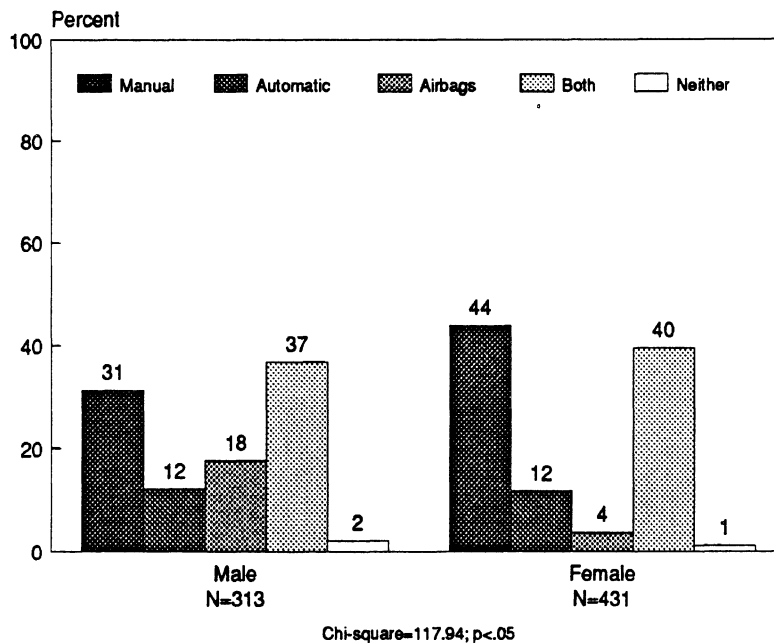


Figure 3.196 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags," stratified by sex.

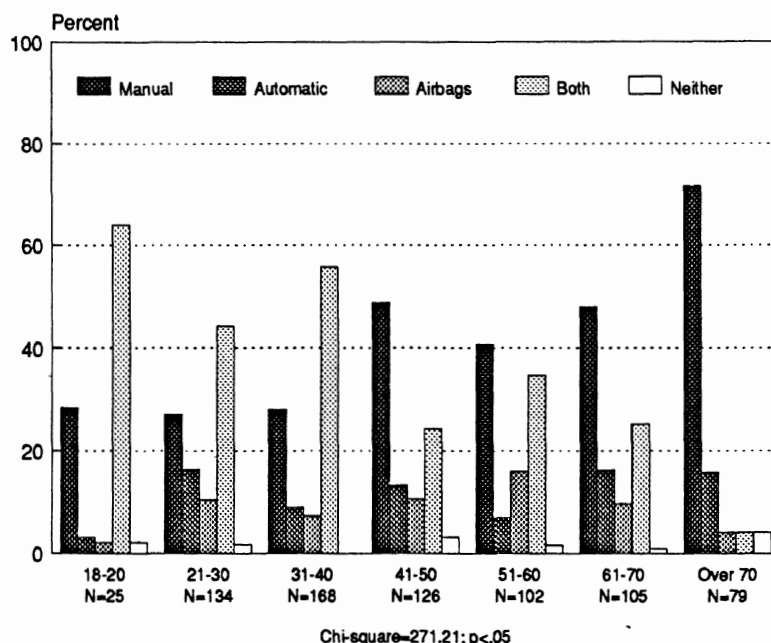


Figure 3.197 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags," stratified by age.

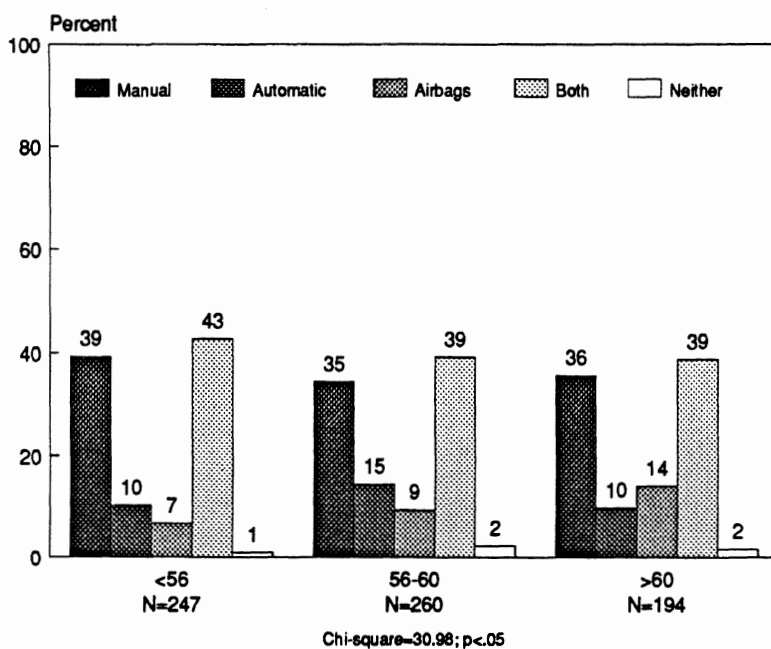


Figure 3.198 "If you had your choice--and there was no difference in cost--would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; or neither seat belts nor air bags," stratified by typical expressway driving speed.

4 Discussion

Findings from the fall 1987 survey reveal a number of interesting patterns concerning opinions about highway safety issues. Respondents are about evenly split in their opinions about annual safety inspections for cars. Such safety inspections could be effective in reducing the number of vehicle crashes caused by improperly maintained vehicles, although only a small proportion of automobile crashes are attributable to improper maintenance (Treat, 1980).

Several media commentators have complained recently about the condition of Michigan's roads, stating that they are in poor condition. These statements are not supported by respondents of this survey. In fact, nearly a third of respondents rate the condition of Michigan's expressways and major roads as good, and over half report that Michigan's expressways are in average condition. There is no clear consensus in public opinion on increasing police traffic patrols. Perhaps the public is split between the increased safety such patrols would offer and competing issues such as their own desire not to be caught by such patrols and the belief that increasing these patrols might take officers away from other crime reduction duties.

In the area of travel speeds, a majority favor a 65 mph speed limit for Michigan expressways. The support for a 65 mph speed limit could be a reflection of the recent debate concerning increasing the limit on rural interstates to 65 mph. This support is probably also produced in part by the fact that over two-thirds of the population currently travel over the 55 mph speed limit (based on self-report). Future surveys will indicate whether increased expressway speeds continue or get worse, given the recent speed limit increase to 65 mph.

Michigan drivers currently have little fear of receiving a ticket when they are speeding. The majority of respondents report they would have to be traveling over 10 mph over the limit to receive a ticket. Perceptions regarding risk of citation are particularly important to monitor, given the provision of the new law providing increased funds for patrols. Opinions about whether radar detectors should or should not be permitted are evenly divided.

The clear majority of residents support retention of 16 as the minimum age for obtaining a drivers license, and support driving curfew laws for both young and elderly

drivers.¹¹ However, the majority **oppose** a maximum legal driving age. This opposition may be in part due to the gradual aging of Michigan's driving population. Respondents may have been reluctant to express support for a law which may restrict their mobility in the future.

Although opinion is evenly split between paying for driver education with taxes or a fee paid by the driver education students, the majority of respondents oppose an increase in local taxes to pay for driver education. This may be caused by such sentiments as, "I already have a license, and I'm not going to pay for someone else's. If they want a license, let them pay for it."

Nearly three-quarters favor retention of the 55 mph speed limit for heavy trucks. A clear majority takes actions to avoid large trucks when they drive, and favors limiting heavy trucks to the right lane on expressways. Although these statements might be interpreted as indicating that the population does not feel trucks are safe, the vast majority of respondents feels that truck **drivers** are as safe or safer than car drivers. Although just over half of respondents think police enforce traffic laws the same for trucks and cars, a third think police enforce these laws less strictly for trucks. These attitudes will be interesting to monitor as trucking regulations continue to change, and as publicity regarding the hazards of heavy trucks continues to intensify.

Regarding alcohol consumption and alcohol-impaired driving, most respondents believe that the numbers of both on-premise and off-premise alcohol outlets are about right and that the hours for selling alcoholic beverages should be left as they are. Respondents are split with respect to their opinions toward sobriety check lanes. Nevertheless, a clear majority favors limiting the number of alcohol outlets via government regulation, and there is strong opposition to allowing concurrent sales of gasoline and beverage alcohol. In short, while there is little support for radical change in the way alcoholic beverages are sold, there is clear support for strengthened regulations which would reduce problems associated with alcohol-impaired driving.

Respondents were asked about a number of strategies for raising revenues for programs to reduce alcohol-impaired driving. Although many commentators state that the public will not support increases in taxes or government fees, we found that support does exist for increases in some taxes. Specifically, the public overwhelmingly supports an increase in taxes on alcoholic beverages to combat alcohol-impaired driving. This finding is

11. A youth curfew law would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning unless they could show a need to drive to or from school or work. An adult curfew law would prevent persons over age 70 from driving between 11 o'clock at night and 5 o'clock in the morning unless they took a medical exam to show they were fit to drive at night.

particularly interesting given that higher alcohol prices resulting from an excise tax increase have demonstrated effectiveness in reducing alcohol consumption and related health and social problems. Furthermore, increased alcohol taxes have been widely recommended as a way to provide substantial funds for health promotion and disease and injury prevention efforts (The Alcoholism Report, 1987). People are evenly split on an increase in the fee for drivers licenses to reduce alcohol-impaired driving. In contrast, majorities of respondents are opposed to an increase in taxes on gasoline, an increase in the state income tax, an increase in the state sales tax, and an increase in the fee for car license plates.

Michigan residents overwhelmingly believe that alcohol-impaired driving is a serious problem in their community. It will be instructive to track these opinions as enforcement, education, and other policy efforts to alleviate this problem are enacted. With respect to educational efforts, it will be interesting to see if there is an increase in the proportion of respondents who accurately identify the number of drinks it takes to get themselves or another individual above the legal limit of intoxication. Currently the majority of respondents underestimate the amount that is necessary to reach this level; however, a significant minority overestimate how much alcohol can be consumed before one is intoxicated. In addition, residents believe the risk of being stopped for intoxicated driving is higher than it actually is. Although this is probably good in the sense that this perception may reduce the likelihood of these individuals driving while intoxicated, the perception may be based on recent media attention given to alcohol-impaired driving prevention efforts. It will be instructive to follow this item as this media attention wanes.

Michigan's residents overwhelmingly support the law requiring motorcycle helmet use. Respondents are evenly split in citing manual seat belts only or both manual belts and air bags as preferred restraint technologies. Surprisingly, a clear majority of respondents reports there is a good chance of getting a ticket for seat belt nonuse if pulled over for speeding. It is difficult to understand this finding given low actual ticket and belt use rates. Perhaps respondents are reporting what they believe should be the case. Almost half of residents report that they believe people in other cars notice whether or not they are using belts. Tracking this item over time will provide information about the extent to which belt use is becoming normative behavior.

When examining highway safety issues by sex, we found that women typically are more concerned about safety and express stronger support for safety policies than men. Often, where the majority of women express support for safety policies, the majority of men express opposition (e.g., need for more police traffic patrols). There are, however, some

policy areas in which no substantial differences are noted between men and women. These include: (1) minimum driving age; (2) preferences for taxes or student fees to pay for driver education; (3) support for an increase in local taxes to pay for driver education; (4) commercial server and social host accountability; (5) number of on-premise alcohol outlets; (6) government regulation of number of alcohol outlets; and (7) increases in the state income tax, fee for car license plates, and tax on gasoline as ways to pay for programs to reduce alcohol-impaired driving.

Patterns by age are not as clear. Older respondents, particularly those over age 70, typically support most safety policies. This is especially true for alcohol countermeasures. Opinions of younger respondents, particularly those age 18-20, are less consistent. Support among the 18-20 age group is quite strong for some safety measures (e.g., car safety inspections, retention of the 55 mph speed limit for heavy trucks, and limiting the number of alcohol outlets via government regulation). On the other hand, this age group is considerably less likely than any other group to desire more police traffic patrols and is less likely to support the use of sobriety check lanes. Further, while other age groups are evenly split on their opinions about the use of radar detectors or are opposed to such use, those 18-20 overwhelmingly support permitting the use of radar detectors.

In part, the varying opinions between age groups may be explained by the differences in how particular safety measures affect them individually. For example, 18-20-year-olds are nearly unanimous in their opposition to a youth curfew law, while a majority support a curfew law for elderly drivers. However, for other safety measures, opinions of the 18-20 age group are not as consistent with this explanation. For example, we were surprised to find strong opposition among this group to increases in local taxes to pay for driver education, since few members of this age group pay these taxes. Conversely, support among this group for increasing the fee for a drivers license and for car license plates to pay for alcohol countermeasures is stronger than for any other age group. The lack of a consistent pattern among the 18-20 age group across various safety measures may reflect incomplete development of a constellation of firmly held traffic safety attitudes among this age group. Older age groups, by virtue of their increased experience, may have a more established set of attitudes regarding traffic safety, resulting in more consistent response patterns.

Differences in opinions about safety policies by voting status are less dramatic than by sex or age, and in most cases are small. In a few cases, however, differences are substantial. Voters are less likely to favor a safety inspection law, yet voters are more likely to support using taxes to pay for driver education. Nearly twice as many nonvoters as voters

support a maximum driving age, and support for a curfew law for elderly drivers is stronger among nonvoters than voters.

Finally, as might be expected, concern about alcohol-impaired driving is positively related to support for alcohol countermeasures. It will be interesting to monitor how public perception of the seriousness of alcohol-impaired driving changes in future years, and how these changes affect opinions about other alcohol countermeasures.

5 References

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Appendix A

Instructions to Interviewers

The following pages contain general guidelines to be followed when administering the Michigan Highway Safety survey in October 1987. The focus of this study includes attitudes of Michigan residents toward general transportation issues, driving, and highway safety. These items are being collected for the University of Michigan Transportation Research Institute with funding from the State of Michigan. The results will be used for aggregate statistical purposes and will eventually be published in a report for the state.

The sample consists of 750 respondents. In an attempt to increase the response in this study, more than 900 advance letters were sent to some of the households in which interviews will be taken.

As for general comments on survey procedures, some of the questions in this survey will elicit additional comments from the respondents. In order to minimize interviewing time, and therefore cost, you will not be asked to record all of the respondent's comments in detail. Use the PF10 key only for those items with a "pro-con" response category, or an explicit statement to record R's comments.

For all questions, you should still employ the follow-up probes in the usual form, and you should not cut short respondents' elaborations of their responses. However, please do not record these comments in the computer except as indicated on the terminal screen.

For some items, you will find a "Depends" response among the categories, although this is not included in the question wording. If the respondent offers a "pro-con" or depends response after you have repeated the questions or the response categories once, then use this response category but do not record the verbatim response with PF10.

Interviewing for this study occurs between October 7 and November 3. More detailed comments on selected survey items follow:

- A1 This item deals with whether respondents would favor or oppose an annual inspection law. If respondents are confused and ask questions such as "who would conduct such an inspection" or if "such a law is being considered", the interviewer may wish to clarify by stating that any inspection would be conducted by state licensed mechanics or by state or local police using checks at the roadside. Clarifying the latter item can be achieved by telling the respondent that there is no specific proposal being considered at this point in time.

- A2 These questions ask for respondents' opinions about the condition of Michigan expressways and the major roads in the area of the respondents' residence. If respondents desire a definition of expressways for question A2a, the interviewer may specify that an expressway is "a limited-access, multi-lane highway that has no intersections and requires the use of ramps for entering and exiting." In question A2b, if respondents want to know what is meant by "in you area," the interviewer may tell them that area refers to "whatever you consider your local community to be."
- A3 This item is a straightforward question and should not result in any difficulties.
- A4-4a Questions in section A4 generally deal with speed limits in the State of Michigan. Respondents are asked both how fast they travel on certain roads and their attitudes toward various speed issues. In question A4, if a range of speeds is provided by a respondent, the highest speed in that range should be recorded by the interviewer. If respondents state they "do the speed limit," the interviewer should ask them "how many miles per hour is that?." In question A4a, if respondents ask "they should keep it as it is now," the interviewer should ask them "how many miles per hour is that?."
- A4b This question presents a scenario in which the respondent is driving on an expressway in Michigan, and a police car with radar is on the side of the road timing each car as it passes. The respondent is asked to specify how fast he/she would have to be going in order to be pulled over by the police. If the respondent does not specify a mile per hour figure, i.e. responds with "eight miles over the speed limit," the interviewer is to add that figure to 55, and record, in this case, "63" as the response.
- A4c This question deals with respondents' attitudes towards speed issues. In question A4c, if respondents express confusion over what a radar detector (for fuzzbuster) is, the interviewer may specify that it is "a device some people have in their vehicle to warn them when police are using radar in the area to find speeders."
- A5-A7 These questions deal with respondents' opinions and attitudes concerning drivers' licenses and drivers' education classes. In questions A5, if respondents indicate "they should keep it the way it is now," the interviewer

should ask "what age is that?" There is no question A7b in the current version of the questionnaire.

- A8 This question deals with respondents' opinions about how drivers' education classes should be financed. Interviewers should note that this is not a question of fact; i.e., if any respondent is unsure about how such classes are financed now, the interviewer should indicate that payment currently varies from area to area. If respondents come up with responses other than those that appear for the question, please record those responses.
- B1-B6 These items deal with respondents' assessments and attitudes concerning semi-trailer trucks on Michigan roadways. In question B2, if respondents specify more than one kind of evasive action they take, the interviewer should code the response as a 1 (a "general" yes). Question B5 attempts to get at differential treatment of car drivers and semi-trailer truck drivers. If respondents say "it depends" or something similar in nature, the interviewer should specify "in general..." and repeat the question. There is no question B5 in the current version of the questionnaire.
- C1-C5 These questions deal with respondents' attitudes and opinions related to drinking and/or drinking and driving. These questions are relatively straightforward and should pose no problems for the interviewers. In questions C2a and C3a, responses in terms of fractional responsibility should be translated into percentages. "Half the damages" become 50%, "one-third" becomes 33%, and the like. Please note that in question C4, a response of "zero" is different than a response of "I don't drink." A response of "less than one drink" should be recorded as "1."
- D1-D8 The items in this section deal with respondents' attitudes and opinions about when and where alcohol is sold, as well as about possible preventive measures for drunk driving and how those measures could/should be financed. In question D1, if the respondent begins to provide alternative responses or comments than those provided on the terminal screen, do NOT record them! In other words, do not use the PF10 key for this question. Interviewers should note that for questions D2a and D2b, we are interested in which chance is closer to the respondent's perception of the odds of being pulled over by the police. For question D3, interviewers should emphasize

"most days" and ask the question again if respondents bring up the hours alcohol can be sold on Sundays and Holidays. In question D8, if the respondent expresses confusion about "gas stations or other stores," the interviewer may wish to provide examples such as "7-11, mini-marts, and/or Stop and Go" to help clarify the question for respondents. There is no question D4 in the current version of the questionnaire.

- D9a-f These questions deal with respondents' opinions about how money could be raised for the increased costs associated with efforts to reduce drunk driving. Interviewers should remember that each tax or fee should be considered separately by the respondent. The fact that respondents might favor one tax or fee should not determine whether they favor or oppose other taxes or fees.
- E1a-d These questions assess how often and how heavily respondents drink as well as their opinions about possible consequences of personal drinking and driving situations.
- F1-2 These questions deal with respondents' opinions about the Michigan seat belt law and the Michigan helmet law. If respondents seem to be unsure about what is being sought in question F1, the interviewer may want to emphasize that "we want you to think what is likely to happen, not what you think should happen."
- G1 This question asks how many miles respondents have driven in the past year. Please note that motor vehicle refers to only cars, trucks, and motorcycles. Cars are to be defined as vans, pickup trucks or any other utility vehicles such as Broncos, Jeeps, Blazers, etc. Trucks refer to semi-trailer trucks, and motorcycles refer to any two-wheeled cycle with an engine size larger than 50cc. Please note that the category "motorcycles" excludes mopeds. If respondents ask if "miles as a passenger" gets included in the total, the interviewer should specify that the question refers to "miles driven." Also, the interviewer should note that this question refers to miles driven on highways or roads.
- G2-G5 These questions deal with respondents' attitudes and opinions about seat belt usage driver and passenger and other restraint devices. If, in question G7, respondents specify "automatic seat belts and air bags" or "manual belts and air bags," the interviewer should code the item as a "'4."

H1-H8

These questions are basic demographic questions and are standard format. The response section for each question should be sufficient for interviewers to handle problems, if any, that may arise during this section of the survey. For question H6, we are interested only whether R voted, not for whom.

Appendix B
Questionnaire

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- 70VOLUNTAR -----

THE FOLLOWING STATEMENT MUST BE READ TO ALL RESPONDENTS:

This interview is completely voluntary - if we should come to any question which you don't want to answer, just let me know and we'll go on to the next question.

<RETURN> : V0

--- A1 -----

First we have some questions about highway safety.

Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires?

1. FAVOR
3. DEPENDS (VOLUNTEERED)
5. OPPOSE
8. DON'T KNOW; NO OPINION

TIMER: STARTING TIME AND DATE WILL BE STAMPED WHEN YOU ENTER RESPONSE

NUM # : V151

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- A2a,b -----

In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition?

How about the condition of major roads in your area?

1. GOOD CONDITION
2. AVERAGE CONDITION
3. POOR CONDITION
3. DON'T KNOW; NO OPINION

NUM # : V152

NUM # : V153

--- A3 -----

Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads?

1. SHOULD BE MORE POLICE PATROLLING
3. ENOUGH POLICE PATROLLING
5. SHOULD BE FEWER POLICE PATROLLING
8. DON'T KNOW; NO OPINION

NUM # : V154

--- A4 -----

How fast do you generally drive on Michigan's expressways and highways? (How many miles per hour is that?)

00. R DOES NOT DRIVE
- 1-96. ENTER ACTUAL MPH
97. MORE THAN 96 MPH
98. DON'T KNOW; NO OPINION

NUM # : V155

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- A4a -----

What do you think the speed limit should be on most Michigan expressways?

- 1-96. ENTER ACTUAL MPH
- 97. MORE THAN 96 MPH
- 98. DON'T KNOW; NO OPINION

NUM ## : V156

--- A4b -----

Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket?

- 1-96. ENTER ACTUAL MPH
- 97. MORE THAN 96 MPH
- 98. DON'T KNOW; NO OPINION

NUM ## : V157

--- A4c -----

Do you think that the use of radar detectors - also called "fuzz busters" - should or should not be legal in Michigan?

- 1. SHOULD BE LEGAL
- 5. SHOULD NOT BE LEGAL
- 3. DON'T KNOW; NO OPINION

NUM # : V158

--- A5 -----

What do you think should be the youngest age at which a person can get a driver's license? (What age would that be?)

- 1-21. ENTER AGE
- 97. MORE THAN 21
- 98. DON'T KNOW; NO OPINION

NUM ## : V159

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- A6 -----

Would you favor or oppose a law which would not allow people above a certain age to drive?

1. FAVOR
3. DEPENDS (VOLUNTEERED)
5. OPPOSE
8. DON'T KNOW; NO OPINION

NUM # : V160

--- A7a -----

Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work?

1. FAVOR
3. DEPENDS (VOLUNTEERED)
5. OPPOSE
8. DON'T KNOW; NO OPINION

NUM # : V161

--- A7c -----

How about persons over the age of 70 - would you favor or oppose a law that would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night?

1. FAVOR
3. DEPENDS (VOLUNTEERED)
5. OPPOSE
8. DON'T KNOW; NO OPINION

NUM # : V162

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- A8 -----

Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students?

1. PAID BY TAXES
5. FEE PAID BY DRIVER EDUCATION STUDENTS
7. OTHER - PF10 TO SPECIFY
9. DON'T KNOW; NO OPINION

NUM # : V163

--- A8a -----

Would you favor or oppose an increase in your local taxes to pay for driver education?

1. FAVOR
3. DEPENDS (VOLUNTEERED)
5. OPPOSE
9. DON'T KNOW

NUM # : V164

--- B1 -----

The next few questions are about semi-trailer trucks. These are large trucks which include a cab and cargo-carrying trailer.

Currently the speed limit for semi-trailer trucks travelling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour?

1. DECREASED
3. LEFT AT 55 MPH
5. INCREASED
7. SHOULD BE THE SAME AS FOR CARS (VOLUNTEERED)
9. DON'T KNOW; NO OPINION

NUM # : V165

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- B2 -----

When you are driving, do you ever take any action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks?

0. R DOES NOT DRIVE (VOLUNTEERED)
1. YES
2. YES, AVOID (VOLUNTEERED)
3. YES, SLOW DOWN (VOLUNTEERED)
4. YES, SPEED UP (VOLUNTEERED)
5. NO
9. DON'T KNOW

NUM # : V166

--- B3 -----

Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely?

1. MORE SAFELY
3. ABOUT EQUALLY SAFELY
5. LESS SAFELY
9. DON'T KNOW; NO OPINION

NUM # : V167

--- B4 -----

Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane?

1. SHOULD BE LIMITED
3. DEPENDS (VOLUNTEERED)
5. SHOULD BE ALLOWED TO DRIVE IN ANY LANE

NUM # : V168

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- B6 -----

Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers?

1. LAWS MORE STRICTLY ENFORCED FOR TRUCK DRIVERS
3. ABOUT THE SAME ENFORCEMENT
5. LAWS LESS STRICTLY ENFORCED FOR TRUCK DRIVERS
8. DON'T KNOW; NO OPINION

NUM # : V169

--- C1 -----

We would now like to ask you some questions about drinking and driving.

How serious do you think the drunk driving problem is in your community - would you say it is very serious, somewhat serious, or not at all serious?

1. VERY SERIOUS
3. SOMEWHAT SERIOUS
5. NOT AT ALL SERIOUS
8. DON'T KNOW; NO OPINION

NUM # : V170

--- C2 -----

If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or the person who served the drinks to the customer should be held accountable for any of the damages caused by the customer?

1. YES, HELD ACCOUNTABLE
3. NO, NOT HELD ACCOUNTABLE
8. DON'T KNOW; NO OPINION

NUM # : V171

[SK1 IF V171=1 THEN GOTO C2a

[GO TO C

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- C2a -----

On a scale of 1% to 100%, how much of the damages should the server be held accountable for?

- 1-100. RECORD ACTUAL RESPONSE
998. DON'T KNOW; NO OPINION

NUM ### : V234

--- C3 -----

If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party ~~should~~ should be held accountable for any of the damages caused by the guest?

1. YES, HELD ACCOUNTABLE
5. NO, NOT HELD ACCOUNTABLE
8. DON'T KNOW; NO OPINION

NUM # : V172

[SK1 IF V172=1 THEN GOTO C3a

[GO TO C4

--- C3a -----

On a scale of 1% to 100%, how much of the damages should the server be held accountable for?

- 1-100. RECORD ACTUAL RESPONSE
998. DON'T KNOW; NO OPINION

NUM ### : V235

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- C4 -----

How many drinks - that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely?

- 0-96. ENTER NUMBER
- 96. MORE THAN 96
- 97. I DON'T DRINK (VOLUNTEERED)
- 98. DON'T KNOW

NUM ## : V173

--- C5 -----

How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan?

- 0-96. ENTER NUMBER
- 97. MORE THAN 96
- 98. DON'T KNOW [DO NOT PROBE]

NUM # : V174

--- D1 -----

A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?

- 1. FAVOR
- 3. DEPENDS (VOLUNTEERED)
- 5. OPPOSE
- 3. DON'T KNOW; NO OPINION

NUM # : V175

[SKI IF V7=2 THEN GOTO D2b]

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- C2a -----

If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chances would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time?

1. 1 in 1000
2. 1 in 100
3. 1 in 10
4. 1 in 2
5. WOULD BE PULLED OVER EVERY TIME
8. DON'T KNOW; NO OPINION

NUM # : V176

[SK1 IF V7=2 THEN GOTO D3

--- D2b -----

If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time?

1. 1 in 1000
2. 1 in 100
3. 1 in 10
4. 1 in 2
5. WOULD BE ARRESTED EVERY TIME
8. DON'T KNOW; NO OPINION

NUM # : V177

[SK1 IF V7=2 THEN GOTO D2a

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- D3 -----

Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now?

1. HOURS SHOULD BE REDUCED
3. HOURS LEFT AS THEY ARE NOW
5. HOURS SHOULD BE INCREASED
8. DON'T KNOW; NO OPINION

NUM # : V178

--- D5 -----

To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited.

In your community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right?

1. TOO HIGH
3. ABOUT RIGHT
5. TOO LOW
8. DON'T KNOW; NO OPINION

NUM # : V179

--- D5 -----

In your community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right?

1. TOO HIGH
3. ABOUT RIGHT
5. TOO LOW
8. DON'T KNOW; NO OPINION

NUM # : V180

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- D7 -----

Do you think the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies?

1. NUMBER SHOULD BE LIMITED
5. NUMBER SHOULD NOT BE LIMITED
3. DON'T KNOW; NO OPINION

NUM # : V181

--- D8 -----

Should gas stations and other stores that sell gasoline be allowed to sell beer and wine?

1. YES, SHOULD BE ALLOWED TO SELL BEER AND WINE
5. NO, SHOULD NOT BE ALLOWED TO SELL BEER AND WINE
8. DON'T KNOW; NO OPINION

NUM # : V182

--- D9a-c -----

Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving?

How about an increase in the state sales tax to pay for programs to reduce drunk driving?

An increase in the state income tax to pay for programs to reduce drunk driving?

1. FAVOR
5. OPPOSE
8. DON'T KNOW; NO OPINION

NUM # : V183

NUM # : V185

NUM # : V184

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- D9d-f -----

(Increasing efforts to reduce drunk driving will cost money. In order to raise the money, would you favor or oppose ...)

An increase in the fee for car license plates (to pay for programs to reduce drunk driving)?

An increase in the tax on each gallon of gas sold (to pay for programs to reduce drunk driving)?

An increase in the tax on each bottle of beer, wine, or liquor sold (to pay for programs to reduce drunk driving)?

1. FAVOR
5. OPPOSE
3. DON'T KNOW; NO OPINION

NUM # : V186
NUM # : V187

NUM # : V188

--- E1 -----

For the purpose of the following questions, when I say one drink, I mean one 12 ounce can or bottle of beer, or one 4 ounce glass of wine, or one drink with 1 1/2 ounces of liquor.

How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day?

1. NEVER DRINK
2. DRINK ONCE OR TWICE A YEAR
3. DRINK ONCE OR TWICE A MONTH
4. DRINK ONCE A WEEK
5. DRINK MORE THAN ONCE A WEEK
6. DRINK EVERY DAY

NUM # : V189

[SK1 IF V189=1 THEN GOTO F1

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- E1a -----

(For the purpose of the following questions, when I say one drink I mean one 12 ounce can or bottle of beer, or one 4 ounce glass of wine, or one drink with 1 1/2 ounces of liquor.)

Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours?

- 0-21. ENTER NUMBER OF TIMES
97. MORE THAN 21

NUM # : V190

[SK1 IF V190=0 THEN GOTO F1

--- E1b -----

The last time you had 4 or more drinks, where were you drinking?

- | | |
|---|---|
| 01. AT HOME | 07. AT A SOCIAL EVENT (WEDDING, DANCE, ETC.) |
| 02. IN ANOTHER PERSON'S HOME | 08. AT A BUSINESS MEETING OR CONFERENCE |
| 03. IN A TAVERN, BAR, OR
COCKTAIL LOUNGE | 09. IN A PARKED CAR |
| 04. IN A RESTAURANT
(WITH A MEAL) | 10. IN A CAR WHILE DRIVING |
| 05. AT WORK | 11. OUT OF DOORS (HUNTING, FISHING,
GOLFING, ETC.) |
| 06. IN A PRIVATE OR
FRATERNAL CLUB | 12. WHILE AT A SPORTING EVENT |
| | 70. OTHER - PF10 TO SPECIFY |

IWER: ENTER ALL THAT APPLY. ENTER 00 FOR NO FURTHER MENTIONS.

NUM ## : V191 NUM ## : V193 NUM ## : V195
NUM ## : V192 NUM ## : V194 NUM ## : V196

[SK2 IF V192=00 THEN GOTO E1c
[SK3 IF V193=00 THEN GOTO E1c
[SK4 IF V194=00 THEN GOTO E1c
[SK5 IF V195=00 THEN GOTO E1c

--- E1c -----

On that occasion, did you do any driving after drinking?

1. YES
5. NO

NUM # : V197

[SK1 IF V197>1 THEN GOTO F1

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- E1d -----

If you had been pulled over by the police on that occasion, do you think you would have been in trouble for drinking too much?

1. YES
3. DEPENDS (VOLUNTEERED)
5. NO
3. DON'T KNOW; NO OPINION

NUM # : V198

--- F1 -----

If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on?

1. ALMOST NO CHANCE THEY WILL GET A TICKET
2. UNLIKELY, BUT IT HAPPENS SOMETIMES
3. THERE IS A GOOD CHANCE
4. WILL GET A TICKET NEARLY EVERY TIME
5. WILL ALWAYS GET A TICKET
3. DON'T KNOW; NO OPINION

NUM # : V199

--- F2 -----

Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because they believe it reduces injuries and saves lives. How about you - do you favor or oppose the law requiring helmet use?

1. FAVOR
5. OPPOSE
3. DON'T KNOW; NO OPINION

NUM # : V200

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- G1 -----

About how many miles did you drive a motor vehicle in the last year?

- 0-999996. ENTER EXACT AMOUNT
- 999997. MORE THAN 999,996 MILES
- 999998. DON'T KNOW

NUM #####: V201

[SK1 IF V201=0 THEN GOTO G4

--- G2 -----

Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never?

- 1. ALWAYS
- 2. MOST OF THE TIME
- 3. SOMETIMES
- 4. SELDOM
- 5. NEVER

NUM # : V202

--- G3 -----

Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck?

- 1. YES
- 5. NO
- 8. DON'T KNOW; NO OPINION

NUM # : V203

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- G4 -----

An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt - always, most of the time, some of the time, seldom, or never?

1. ALWAYS
2. MOST OF THE TIME
3. SOME OF THE TIME
4. SELDOM
5. NEVER
9. DDN'T KNOW; NO OPINION

NUM # : V204

--- G5 -----

If you had your choice - and there was no difference in cost - would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; neither seat belts nor air bags?

1. ONLY SEAT BELTS THAT YOU BUCKLE YOURSELF
2. ONLY AUTOMATIC SEAT BELTS
3. ONLY AIR BAGS
4. AIR BAGS AND SEAT BELTS
5. NEITHER SEAT BELTS NOR AIR BAGS

NUM # : V205

--- H1 -----

What is the highest grade of school or year of college you completed?

- 00-12. ENTER YEARS OF SCHOOL
- 13-16. ENTER YEARS OF COLLEGE
17. GRADUATE WORK
98. DDN'T KNOW
99. REFUSED

NUM ## : V207

[SK1 IF V207>12 AND V207<17 THEN GOTO H2b
[SK1 IF V207=17 THEN GOTO H4

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- H2a -----

Did you get a high school diploma or pass a high school
equivalency test?

1. YES
2. NO

NUM # : V208

--- H2b -----

Do you have a college degree?

1. YES
2. NO

NUM # : V209

--- H4 -----

What is the name of the community you live in?

<20 CHAZS>: V211

--- H5 -----

Are you registered so that you can vote in elections in
your community if you wanted to?

1. YES
5. NO
8. DON'T KNOW

NUM # : V213

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- H6 -----

In 1984, you remember that Ronald Reagan ran on the Republican ticket against Walter Mondale for the Democrats. Do you remember for sure whether or not you voted in that election? (Did you vote?)

1. YES, DID VOTE
2. NO, DID NOT VOTE
3. DON'T REMEMBER IF VOTED
0. INAP., NOT OF VOTING AGE IN 1984

NUM # : V214

--- H7 -----

We are interested in your present job status. Are you working now, temporarily laid off, unemployed, retired, a student, (homemaker), or what?

1. WORKING NOW; ON STRIKE; SICK LEAVE
2. TEMPORARILY LAID OFF
3. UNEMPLOYED; LOOKING FOR WORK
4. RETIRED; DISABLED
5. STUDENT
6. HOMEMAKER
7. OTHER (PF10 TO SPECIFY)
0. NO FURTHER MENTIONS

 IWER: ENTER ALL THAT APPLY; ENTER 0 FOR NO FURTHER MENTIONS

NUM # : V215
 NUM # : V216

NUM # : V217
 NUM # : V218

ISK2 IF V216=0 THEN GOTO H8
 ISK3 IF V217=0 THEN GOTO H8

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

-- H8 -----

To get a picture of people's financial situation, we need to know the general range of incomes of all people we interview. Now, thinking about (your/your family's) total income from all sources, (including your job), did (you/your family) receive \$25,000 or more in 1986?

1. YES
5. NO
3. DON'T KNOW

NUM # : V220

LSK1 IF V220>1 THEN GOTO H8d,e

-- H8b,c -----

Was it...

- ... \$35,000 or more
- ... \$50,000 or more

1. YES
5. NO

NUM # : V221
NUM # : V222

SK1 IF V221>1 THEN GOTO H9

[GO TO H9]

-- H8d,e -----

Was it...

- ... \$5,000 or more?
- ... \$15,000 or more?

1. YES
5. NO

NUM # : V223
NUM # : V224

SK1 IF V223>1 THEN GOTO H9

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- H9 -----

How many telephones, counting extensions, do you have
in your home?

- 1-6. ENTER EXACT NUMBER
7. MORE THAN 6

NUM # : V229

[SKI IF V229=1 THEN GOTO H10]

--- H9a -----

Do all the telephones have the same number?

1. YES
5. NO

NUM # : V230

[SKI IF V230=5 THEN GOTO H9b]

[GO TO H10]

--- H9b -----

Altogether, how many numbers are there?

- 2-6. ENTER EXACT NUMBER
7. MORE THAN 6

NUM # : V231

--- H9c -----

How many numbers are for business use only?

- 0-5. ENTER EXACT NUMBER
7. MORE THAN 6

NUM # : V232

29-Sep-87

MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

-- H10 -----

As far as you know, is the number I dialed, [V3], listed in the current telephone book? [IF NO] Why isn't it listed?

1. YES
2. NO: UNLISTED
3. NO: TOO RECENT TO BE LISTED
4. DON'T KNOW IF LISTED

IM # : V233

-- X1 END -----

These are all the questions I have. Thank you very much for your time and your help with our research.

[WER: END TIME AND DATE WILL BE STAMPED WHEN YOU HIT <RETURN>

<RETURN> : V0

[OO T:]

Appendix C

Calculation of Sampling Weights¹²

12. Steven Heeringa is primary author of Appendix C.

The calculation of a sampling weight requires the computation of three probabilities of selection: RDD, List, and Joint.

(1) f_{RDD}

1st stage: 175 out of 1,244 possible Michigan Area Code/County combinations were selected from the January 1987 AT&T tape, and for each Area Code/County combination, a random 4-digit number was attached. The first 8 digits of these 175 telephone numbers form a hundred bank series. The probability of selection for each hundred bank series is: $175/1244 \times 1/100 = 1.40675 \times 10^{-3}$. Each hundred bank has an unknown number of working household numbers which is its Measure of Size (MOS). The probability of the random 2-digit number which was attached to each of the 8-digit hundred bank series being a working household number is $MOS/100$.

2nd stage: Fifty of the 175 telephone numbers were found to be working primary numbers. This set of 50 working primaries was used to randomly generate 292 working household numbers having the same first 8 digits. This resulted in a cluster size of $292/50 = 5.84$. The probability of a household number being selected in the second stage is $5.84/MOS$.

The overall probability of selection for a RDD number is the product of the first and second stage probabilities:

$$f_{RDD} = 175/1244 \times 1/100 \times MOS/100 \times 5.84/MOS = 8.2154 \times 10^{-5}$$

(2) f_L

Survey Sampling, Inc. selected 920 listed telephone numbers from its 1-in-8 sample file of 273,896 listed Michigan telephone numbers. The probability of a telephone number being selected for the list sample is $920/(273,896 \times 8) = 4.1987 \times 10^{-4}$.

(3) f_J

The joint probability of selection for the RDD/List Dual Frame is:

$$\begin{aligned} f_J &= f_{RDD} + f_L - (f_{RDD} \times f_L) \\ &= 8.2154 \times 10^{-5} + 4.1987 \times 10^{-4} - (8.2154 \times 10^{-5} + 4.1987 \times 10^{-4}) \\ &= 5.0199 \times 10^{-4} \end{aligned}$$

Listed numbers could have been selected from either the RDD or the Survey Sampling frame of listed numbers. The weight for listed numbers is, therefore, the inverse of the joint probability of selection of 1.9921×10^3 . Unlisted numbers could have only been selected from the RDD frame. The weight for RDD numbers is the inverse of the RDD probability of selection or 1.2172×10^4 . These weights can be expressed as relative sampling weights by dividing both weights by the Joint (Listed) weight. The relative weight for the listed numbers is then 1.00 and the unlisted numbers have a relative weight of $1.2172 \times 10^4 / 1.9921 \times 10^3 = 6.1104$.

In order to determine which of the RDD cases were unlisted numbers, a match was performed against a file provided by Survey Sampling Inc. of all listed Michigan telephone numbers. The match rate for the RDD interview cases was 66.1% or 115 listed numbers out of 174 RDD interview cases. Therefore 693 cases (578 List + 115 RDD) have a relative sampling weight of 1.00 and 59 RDD cases have a relative sampling weight of 6.1104. If the analyses are at the person level, as in this report, the sampling weight (v129), is multiplied by the number of eligible persons in the household (v8) and divided by the number of different telephone numbers in the household (v118, with zeros recoded as ones).

Appendix D

Codebook with Unweighted Univariate Distributions

Michigan Omnibus Survey
November, 1987

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1	CASE ID	5	Numeric		176
2	TIME ZONE	1	Numeric		176
3	SAMPLE TYPE	1	Numeric		176
4	FORM OF QUESTIONNAIRE	2	Numeric		176
5	IWER ID	4	Numeric		176
6	STRATUM	3	Numeric		176
7	LENGTH OF IW IN MINUTES	3	Numeric		176
8	ADULT COUNTER	1	Numeric		176
9	CHILD COUNTER	1	Numeric		176
10	SELECTED R	12	Alpha		177
11	RESPONDENT SEX	1	Numeric		177
12	RESPONDENT AGE	2	Numeric		177
13	INF REL ADULT 2	12	Alpha		177
14	INF REL ADULT 3	12	Alpha		177
15	INF REL ADULT 4	12	Alpha		177
16	INF REL ADULT 5	12	Alpha		178
17	INF REL ADULT 6	12	Alpha		178
18	INF SEX	1	Numeric		178
19	SEX ADULT 2	1	Numeric		178
20	SEX ADULT 3	1	Numeric		178
21	SEX ADULT 4	1	Numeric		178
22	SEX ADULT 5	1	Numeric		179
23	SEX ADULT 6	1	Numeric		179
24	INF AGE	2	Numeric		179
25	AGE ADULT 2	2	Numeric		179

Michigan Omnibus Survey
November, 1987

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
26	AGE ADULT 3	2	Numeric		180
27	AGE ADULT 4	2	Numeric		180
28	AGE ADULT 5	2	Numeric		180
29	AGE ADULT 6	2	Numeric		181
30	AGE CHILD 1	2	Numeric		181
31	AGE CHILD 2	2	Numeric		181
32	AGE CHILD 3	2	Numeric		181
33	AGE CHILD 4	2	Numeric		182
34	AGE CHILD 5	2	Numeric		182
35	IW TIME START NUMERIC	5	Numeric		182
36	IW TIME END NUMERIC	5	Numeric		182
37	IW DATE START NUMERIC	4	Numeric		182
38	IW DATE END NUMERIC	4	Numeric		182
39	IW TIME START CHAR	8	Alpha		183
40	IW TIME END CHAR	8	Alpha		183
41	IW DATE START CHAR	9	Alpha		183
42	IW DATE END CHAR	9	Alpha		183
43	CITY SIZE	3	Numeric		183
44	A1 F/O SAFETY INSPECTION	1	Numeric		183
45	A2a CONDITION EWAYS	1	Numeric		183
46	A2b COND MAJOR ROADS	1	Numeric		184
47	A3 ENOUGH POLICE	1	Numeric		184
48	A4 HOW FAST DRIVE	2	Numeric		184
49	A4a WHAT LIMIT	2	Numeric		185
50	A4b HOW FAST TICKET	2	Numeric		185

Michigan Omnibus Survey
November, 1987

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
51	A4c PROHIBIT RADAR DET	1	Numeric		185
52	A5 AGE LICENSE	2	Numeric		186
53	A6 UPPER LIMIT	1	Numeric		186
54	A7a <18 TIME LIMIT	1	Numeric		186
55	A7c >70 TIME LIMIT	1	Numeric		187
56	A8 WHO PAY DRIVER ED	1	Numeric		187
57	A8a F/O INC LOCAL TAX	1	Numeric		187
58	B1 INC LIMIT TRUCKS	1	Numeric		188
59	B2 AVOID SEMIS	1	Numeric		188
60	B3 TRUCK DRIVERS SAFE	1	Numeric		188
61	B4 LIMITED TO RIGHT LANE	1	Numeric		189
62	B6 LAWS ENFORCED	1	Numeric		189
63	C1 CONCERNED ABOUT DD	1	Numeric		189
64	C2 BAR/CUSTOMER ACCOUNT	1	Numeric		190
65	C2a HOW MUCH BARTENDER	3	Numeric		190
66	C3 HOST GUEST ACCOUNT	1	Numeric		190
67	C3a HOW MUCH HOST	3	Numeric		191
68	C4 # DRINKS AND DRIVE	2	Numeric		191
69	C5 # DRINKS OVER LIMIT	2	Numeric		191
70	D1 CHECK LANES	1	Numeric		192
71	D2a DRUNK PULLED OVER	1	Numeric		192
72	D2b DRUNK ARRESTED	1	Numeric		192
73	D3 LIMIT HOURS	1	Numeric		193
74	D5 # STORES BEER/WINE	1	Numeric		193
75	D6 # BARS	1	Numeric		194

Michigan Omnibus Survey
November, 1987

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
76	D7 LIMIT STORES	1	Numeric		194
77	D8 GAS/BEER SALES	1	Numeric		194
78	D9a INC LICENSE FEE	1	Numeric		195
79	D9b INC SALES TAX	1	Numeric		195
80	D9c INC STATE INC TAX	1	Numeric		195
81	D9d INC CAR LICENSE FEE	1	Numeric		196
82	D9e INC GAS TAX	1	Numeric		196
83	D9f INC LIQUOR TAX	1	Numeric		196
84	E1 HOW OFTEN DRINK	1	Numeric		196
85	E1a 4+ IN 2 HOURS	2	Numeric		197
86	E1b WHERE DRINK 1	2	Numeric		197
87	E1b WHERE DRINK 2	2	Numeric		198
88	E1b WHERE DRINK 3	2	Numeric		198
89	E1b WHERE DRINK 4	2	Numeric		199
90	E1b WHERE DRINK 5	2	Numeric		199
91	E1b WHERE DRINK 6	2	Numeric		200
92	E1c DRINK AND DRIVE	1	Numeric		200
93	E1d IN TROUBLE	1	Numeric		201
94	F1 CHANCE TICKET	1	Numeric		201
95	F2 HELMET LAW	1	Numeric		201
96	G1 MILES LAST YEAR	6	Numeric		202
97	G2 HOW OFTEN SEAT BELT	2	Numeric		202
98	G3 PEOPLE NOTICE	1	Numeric		202
99	G4 AIR BAG/SEAT BELT	1	Numeric		203
100	G5 WHAT SAFETY DEVICE	1	Numeric		203

Michigan Omnibus Survey
November, 1987

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
101	H1 EDUCATION	2	Numeric		203
102	H2a HS DIPLOMA	1	Numeric		204
103	H2b COLLEGE DEGREE	1	Numeric		204
104	H4 NAME COMMUNITY	20	Alpha		204
105	H5 REGISTERED TO VOTE	1	Numeric		205
106	H6 VOTE IN LAST ELECTION	1	Numeric		205
107	H7 EMPLOYMENT STATUS 1	1	Numeric		205
108	H7 EMPLOYMENT STATUS 2	1	Numeric		206
109	H7 EMPLOYMENT STATUS 3	1	Numeric		206
110	H7 EMPLOYMENT STATUS 4	1	Numeric		206
111	H8 \$25,000+	1	Numeric		207
112	H8b \$35,000+	1	Numeric		207
113	H8c \$50,000+	1	Numeric		207
114	H8d \$5,000+	1	Numeric		207
115	H8e \$15,000+	1	Numeric		208
116	H9 # TELEPHONES	1	Numeric		208
117	H9a ALL SAME NUMBER	1	Numeric		209
118	H9b HOW MANY #'S	1	Numeric		209
119	H9c BUSINESS ONLY	1	Numeric		209
120	H10 NUMBER LISTED	1	Numeric		209
121	A LENGTH	3	Numeric		210
122	B LENGTH	3	Numeric		210
123	C LENGTH	3	Numeric		210
124	D LENGTH	3	Numeric		210
125	E LENGTH	3	Numeric		210

Michigan Omnibus Survey
November, 1987

<u>Variable Number</u>	<u>Variable Name</u>	<u>Field Width</u>	<u>Character Type</u>	<u>Mult Resp</u>	<u>Page Number</u>
126	F LENGHT	3	Numeric		210
127	G LENGTH	3	Numeric		210
128	H LENGTH	3	Numeric		210
129	SAMPLING WEIGHT	5	Numeric		211

Michigan Omnibus Survey
November, 1987

Variable	1	CASE ID	MD1: 0	Field Width: 5
			MD2: 99998	Type: Numeric
Variable	2	TIME ZONE	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric
Variable	3	SAMPLE TYPE	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric
Variable	4	FORM OF QUESTIONNAIRE	MD1: 0	Field Width: 2
			MD2: 98	Type: Numeric
Variable	5	IWER ID	MD1: 0	Field Width: 4
			MD2: 9998	Type: Numeric
Variable	6	STRATUM	MD1: 0	Field Width: 3
			MD2: 998	Type: Numeric
Variable	7	LENGTH OF IW IN MINUTES	MD1: 0	Field Width: 3
			MD2: 998	Type: Numeric
Variable	8	ADULT COUNTER	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric
Variable	9	CHILD COUNTER	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric

Michigan Omnibus Survey
November, 1987

Variable	10	SELECTED R	MD1: None	Field Width: 12
			MD2: None	Type: Alphabetic

Variable	11	RESPONDENT SEX	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric

FREQ	Prcnt	RESPONDENT SEX
318	42.3	1. Male
434	57.7	2. Female
0	0.0	9. Unavailable; refused

Variable	12	RESPONDENT AGE	MD1: 0	Field Width: 2
			MD2: 98	Type: Numeric

FREQ	Prcnt	RESPONDENT AGE
9	1.2	18.
		- . Reported age
0	0.0	96.
0	0.0	97. 97 years and older
0	0.0	98. DK
5	0.7	99. NA; refused

Variable	13	INF REL ADULT 2	MD1: None	Field Width: 12
			MD2: None	Type: Alphabetic

Variable	14	INF REL ADULT 3	MD1: None	Field Width: 12
			MD2: None	Type: Alphabetic

Variable	15	INF REL ADULT 4	MD1: None	Field Width: 12
			MD2: None	Type: Alphabetic

Michigan Omnibus Survey
November, 1987

Variable	16	INF REL ADULT 5	MD1:	None	Field Width: 12
			MD2:	None	Type: Alphabetic

Variable	17	INF REL ADULT 6	MD1:	None	Field Width: 12
			MD2:	None	Type: Alphabetic

Variable	18	INF SEX	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

FREQ	Prcnt	INF SEX
264	35.1	1. Male
488	64.9	2. Female
0	0.0	9. Unavailable; refused

Variable	19	SEX ADULT 2	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

FREQ	Prcnt	SEX ADULT 2
208	27.7	0. Skip
337	44.8	1. Male
207	27.5	2. Female
0	0.0	9. Unavailable; refused

Variable	20	SEX ADULT 3	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

FREQ	Prcnt	SEX ADULT 3
639	85.0	0. Skip
64	8.5	1. Male
49	6.5	2. Female
0	0.0	9. Unavailable; refused

Variable	21	SEX ADULT 4	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

FREQ	Prcnt	SEX ADULT 4
720	95.7	0. Skip
20	2.7	1. Male
12	1.6	2. Female

Michigan Omnibus Survey
November, 1987

FREQ Prcnt		Var 25	AGE ADULT 2
0	0.0		97. 97 years and older
1	0.1		98. DK
2	0.3		99. NA; refused

Variable	26	AGE ADULT 3	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

FREQ Prcnt		AGE ADULT 3
639	85.0	00. Skip
14	1.9	18.
		- . Reported age
0	0.0	96.
0	0.0	97. 97 years and older
0	0.0	98. DK
0	0.0	99. NA; refused

Variable	27	AGE ADULT 4	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

FREQ Prcnt		AGE ADULT 4
720	95.7	00. Skip
4	0.5	18.
		- . Reported age
0	0.0	96.
0	0.0	97. 97 years and older
0	0.0	98. DK
0	0.0	99. NA; refused

Variable	28	AGE ADULT 5	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

FREQ Prcnt		AGE ADULT 5
742	98.7	00. Skip
0	0.0	18.
		- . Reported age
0	0.0	96.
0	0.0	97. 97 years and older
0	0.0	98. DK
0	0.0	99. NA; refused

Michigan Omnibus Survey
November, 1987

Variable	29	AGE ADULT 6	MD1:	0	Field Width: 2
			MD2:	98	Type: Numeric

FREQ	Prct	AGE ADULT 6
749	99.6	00. Skip
0	0.0	18.
		- . Reported age
0	0.0	96.
0	0.0	97. 97 years and older
0	0.0	98. DK
0	0.0	99. NA; refused

Variable	30	AGE CHILD 1	MD1:	0	Field Width: 2
			MD2:	98	Type: Numeric

FREQ	Prct	AGE CHILD 1
457	60.8	00.
26	3.5	01.
		- . Reported age
42	5.6	17.
0	0.0	98. DK
1	0.1	99. NA; refused

Variable	31	AGE CHILD 2	MD1:	8	Field Width: 2
			MD2:	9	Type: Numeric

FREQ	Prct	AGE CHILD 2
14	1.9	01.
		- . Reported age
3	0.4	17.
0	0.0	98. DK
0	0.0	99. NA; refused

Variable	32	AGE CHILD 3	MD1:	8	Field Width: 2
			MD2:	9	Type: Numeric

FREQ	Prct	AGE CHILD 3
3	0.4	00.
8	1.1	01.
		- . Reported age
0	0.0	17.
0	0.0	98. DK
0	0.0	99. NA; refused

Michigan Omnibus Survey
November, 1987

Variable	33	AGE CHILD 4	MD1:	8	Field Width:	2
			MD2:	9	Type:	Numeric

FREQ		Prct	AGE CHILD 4
1	0.1		00.
3	0.4		01.
			- . Reported age
0	0.0		17.
0	0.0		98. DK
0	0.0		99. NA; refused

Variable	34	AGE CHILD 5	MD1:	8	Field Width:	2
			MD2:	9	Type:	Numeric

FREQ		Prct	AGE CHILD 5
2	0.3		00.
0	0.0		01.
			- . Reported age
0	0.0		17.
0	0.0		98. DK
0	0.0		99. NA; refused

Variable	35	IW TIME START NUMERIC	MD1:	0	Field Width:	5
			MD2:	99998	Type:	Numeric

Variable	36	IW TIME END NUMERIC	MD1:	0	Field Width:	5
			MD2:	99998	Type:	Numeric

Variable	37	IW DATE START NUMERIC	MD1:	0	Field Width:	4
			MD2:	9998	Type:	Numeric

Variable	38	IW DATE END NUMERIC	MD1:	0	Field Width:	4
			MD2:	9998	Type:	Numeric

Michigan Omnibus Survey
November, 1987

Variable	39	<u>IW TIME START CHAR</u>	MD1: None	Field Width: 8
			MD2: None	Type: Alphabetic

Variable	40	<u>IW TIME END CHAR</u>	MD1: None	Field Width: 8
			MD2: None	Type: Alphabetic

Variable	41	<u>IW DATE START CHAR</u>	MD1: None	Field Width: 9
			MD2: None	Type: Alphabetic

Variable	42	<u>IW DATE END CHAR</u>	MD1: None	Field Width: 9
			MD2: None	Type: Alphabetic

Variable	43	<u>CITY SIZE</u>	MD1: 0	Field Width: 3
			MD2: 98	Type: Numeric

Variable	44	<u>A1 F/O SAFETY INSPECTION</u>	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric

Would you favor or oppose a law that would require all cars to pass an annual safety inspection that cost each motorist \$20 to check things like their brakes, lights, and tires?

FREQ	Prct	A1 F/O SAFETY INSPECTION
394	52.4	1. Favor
24	3.2	3. Depends (Volunteered)
322	42.8	5. Oppose
11	1.5	8. DK/No opinion
1	0.1	9. Missing data

Variable	45	<u>A2a CONDITION EWAYS</u>	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric

In general, do you think the expressways in Michigan are in good condition, average condition, or poor condition?

FREQ	Prct	A2a CONDITION EWAYS
243	32.3	1. Good condition
392	52.1	2. Average condition
98	13.0	3. Poor condition

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 45 A2a CONDITION EWAYS

19 2.5 8. DK/No opinion

Variable	46	<u>A2b COND MAJOR ROADS</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

How about the condition of major roads in your area?

FREQ Prcnt A2b COND MAJOR ROADS

246	32.7	1. Good condition
288	38.3	2. Average condition
215	28.6	3. Poor condition
2	0.3	8. DK/No opinion
1	0.1	9. Missing data

Variable	47	<u>A3 ENOUGH POLICE</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads?

FREQ Prcnt A3 ENOUGH POLICE

396	52.7	1. Should be more police patrolling
314	41.8	3. Enough police patrolling
24	3.2	5. Should be fewer police patrolling
18	2.4	8. DK/No opinion

Variable	48	<u>A4 HOW FAST DRIVE</u>	MD1:	99	Field Width: 2
			MD2:	98	Type: Numeric

How fast do you generally drive on Michigan's expressways and highways? (How many miles per hour is that?)

FREQ Prcnt A4 HOW FAST DRIVE

41	5.5	00. Does not drive
0	0.0	01.
		- . Reported MPH
0	0.0	96.
0	0.0	97. More than 96 MPH
3	0.4	98. DK/No opinion

Michigan Omnibus Survey
November, 1987

Variable	49	A4a WHAT LIMIT	MD1:	0	Field Width:	2
<hr/>			MD2:	98	Type:	Numeric

What do you think the speed limit should be on most Michigan expressways?

FREQ	Prcnt	A4a WHAT LIMIT
0	0.0	01.
		- . Reported MPH
0	0.0	96.
0	0.0	97. More than 96 MPH
9	1.2	98. DK/No opinion
1	0.1	99. Missing data

Variable	50	A4b HOW FAST TICKET	MD1:	0	Field Width:	2
<hr/>			MD2:	98	Type:	Numeric

Currently the speed limit on most Michigan expressways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will decide to stop you and give you a ticket?

FREQ	Prcnt	A4b HOW FAST TICKET
0	0.0	01.
		- . Reported MPH
0	0.0	96.
0	0.0	97. More than 96 MPH
37	4.9	98. DK/No opinion
1	0.1	99. Missing data

Variable	51	A4c PROHIBIT RADAR DET	MD1:	0	Field Width:	1
<hr/>			MD2:	8	Type:	Numeric

Do you think that the use of radar detectors - also called "fuzz busters" - should or should not be legal in Michigan?

FREQ	Prcnt	A4c PROHIBIT RADAR DET
336	44.7	1. Should be legal
360	47.9	5. Should not be legal
56	7.4	8. DK/No opinion

Michigan Omnibus Survey
November, 1987

Variable	52	<u>A5 AGE LICENSE</u>	MD1:	0	Field Width: 2
			MD2:	98	Type: Numeric

What do you think should be the youngest age at which a person
can get a driver's license? (What age would that be?)

FREQ	Prcnt	A5 AGE LICENSE
0	0.0	01. - . Reported age
15	2.0	21.
1	0.1	97. More than 21
1	0.1	98. DK/No opinion
1	0.1	99. Missing data

Variable	53	<u>A6 UPPER LIMIT</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Would you favor or oppose a law which would not allow people
above a certain age to drive?

FREQ	Prcnt	A6 UPPER LIMIT
239	31.8	1. Favor
85	11.3	3. Depends (Volunteered)
416	55.3	5. Oppose
11	1.5	8. DK/No opinion
1	0.1	9. Missing data

Variable	54	<u>A7a 18 TIME LIMIT</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Would you favor or oppose a law which would prevent persons
under the age of 18 from driving between 11 o'clock at night
and 5 o'clock in the morning, unless they could show a need to
drive to or from school or work?

FREQ	Prcnt	A7a <18 TIME LIMIT
423	56.2	1. Favor
8	1.1	3. Depends (Volunteered)
310	41.2	5. Oppose
11	1.5	8. DK/No opinion

Michigan Omnibus Survey
November, 1987

Variable	55	<u>A7c 70 TIME LIMIT</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

How about persons over the age of 70 - would you favor or oppose a law which would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a medical exam to show they are fit to drive at night?

FREQ	Prct	A7c >70 TIME LIMIT
421	56.0	1. Favor
22	2.9	3. Depends (Volunteered)
295	39.2	5. Oppose
13	1.7	8. DK/No opinion
1	0.1	9. Missing data

Variable	56	<u>A8 WHO PAY DRIVER ED</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students?

FREQ	Prct	A8 WHO PAY DRIVER ED
350	46.5	1. Paid by taxes
359	47.7	5. Fee paid by driver education students
26	3.5	7. Other
17	2.3	8. DK/No opinion

Variable	57	<u>A8a F/O INC LOCAL TAX</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Would you favor or oppose an increase in your local taxes to pay for driver education?

FREQ	Prct	A8a F/O INC LOCAL TAX
254	33.8	1. Favor
14	1.9	3. Depends (Volunteered)
468	62.2	5. Oppose
16	2.1	8. Don't Know

Michigan Omnibus Survey
November, 1987

Variable	58	B1 INC LIMIT TRUCKS	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Currently the speed limit for semi-trailer trucks travelling on most Michigan expressways is 55 miles per hour. Do you think that the speed limit for semi-trailer trucks should be increased, decreased, or left at 55 miles per hour?

FREQ	Prct	B1 INC LIMIT TRUCKS
47	6.2	1. Decreased
538	71.5	3. Left at 55 MPH
111	14.8	5. Increased
49	6.5	7. Should be the same as for cars (Volunteered)
7	0.9	8. DK/No opinion

Variable	59	B2 AVOID SEMIS	MD1:	9	Field Width: 1
			MD2:	8	Type: Numeric

When you are driving, do you ever take action such as avoiding roads with a lot of semi-trailer trucks, or slowing down or speeding up quickly to stay away from semi-trailer trucks?

FREQ	Prct	B2 AVOID SEMIS
26	3.5	0. Does not drive (Volunteered)
238	31.6	1. Yes
116	15.4	2. Yes, avoid (Volunteered)
41	5.5	3. Yes, slow down (Volunteered)
53	7.0	4. Yes, speed up (Volunteered)
270	35.9	5. No
8	1.1	8. DK/No opinion

Variable	60	B3 TRUCK DRIVERS SAFE	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely?

FREQ	Prct	B3 TRUCK DRIVERS SAFE
196	26.1	1. More safely
425	56.5	3. About equally safely
118	15.7	5. Less safely
13	1.7	8. DK/No opinion

Michigan Omnibus Survey
November, 1987

Variable	61	B4 LIMITED TO RIGHT LANE	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Do you think semi-trailer trucks should be limited to the right lane on expressways or should they be allowed to drive in any lane?

FREQ	Prcnt	B4 LIMITED TO RIGHT LANE
407	54.1	1. Should be limited
24	3.2	3. Depends (Volunteered)
316	42.0	5. Should be allowed to drive in any lane
4	0.5	8. DK/No opinion
1	0.1	9. Missing data

Variable	62	B6 LAWS ENFORCED	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers?

FREQ	Prcnt	B6 LAWS ENFORCED
88	11.7	1. Laws more strictly enforced for truck drivers
378	50.3	3. About the same enforcement
223	29.7	5. Laws less strictly enforced for truck drivers
63	8.4	8. DK/No opinion

Variable	63	C1 CONCERNED ABOUT DD	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

How serious do you think the drunk driving problem is in your community - would you say it is very serious, somewhat serious, or not at all serious?

FREQ	Prcnt	C1 CONCERNED ABOUT DD
257	34.2	1. Very serious
405	53.9	3. Somewhat serious
64	8.5	5. Not at all serious
24	3.2	8. DK/No opinion
2	0.3	9. Missing data

Michigan Omnibus Survey
November, 1987

Variable	64	<u>C2 BAR/CUSTOMER ACCOUNT</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or the person who served the drinks to the customer should be held accountable for any of the damages caused by the customer?

FREQ	Prcnt	C2 BAR/CUSTOMER ACCOUNT
243	32.3	1. Yes, held accountable
482	64.1	5. No, not held accountable
26	3.5	8. DK/No opinion
1	0.1	9. Missing data

Variable	65	<u>C2a HOW MUCH BARTENDER</u>	MD1:	0	Field Width:	3
			MD2:	998	Type:	Numeric

On a scale of 1% to 100%, how much of the damages should the server be held accountable for?

FREQ	Prcnt	C2a HOW MUCH BARTENDER
509	67.7	000.
3	0.4	001.
		- . Percentage
21	2.8	100.
18	2.4	998. DK/No opinion

Variable	66	<u>C3 HOST GUEST ACCOUNT</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If a guest gets drunk, leaves a party, and injures someone in a car crash, do you think the host or hostess at the party should be held accountable for any of the damages caused by the guest?

FREQ	Prcnt	C3 HOST GUEST ACCOUNT
224	29.8	1. Yes, held accountable
505	67.2	5. No, not held accountable
22	2.9	8. DK/No opinion
1	0.1	9. Missing data

Michigan Omnibus Survey
November, 1987

Variable	67	<u>C3a HOW MUCH HOST</u>	MD1:	0	Field Width:	3
			MD2:	998	Type:	Numeric

On a scale of 1% to 100%, how much of the damages should the server be held accountable for?

FREQ	Prcnt	C3a HOW MUCH HOST
528	70.2	000.
0	0.0	001.
		- . Percentage
17	2.3	100.
16	2.1	998. DK/No opinion

Variable	68	<u>C4 # DRINKS AND DRIVE</u>	MD1:	99	Field Width:	2
			MD2:	98	Type:	Numeric

How many drinks - that is, how many 12 ounce cans or bottles of beer, or 4 ounce glasses of wine, or drinks with 1 1/2 ounces of liquor could you drink in an hour and still drive safely?

FREQ	Prcnt	C4 # DRINKS AND DRIVE
68	9.0	00.
		- . Number of drinks
0	0.0	95.
0	0.0	96. More than 95
160	21.3	97. I don't drink (Volunteered)
26	3.5	98. Don't know

Variable	69	<u>C5 # DRINKS OVER LIMIT</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

How many drinks would a 160-pound adult male have to drink in an hour before he was over the legal limit to drive in Michigan?

FREQ	Prcnt	C5 # DRINKS OVER LIMIT
3	0.4	00.
		- . Number of drinks
0	0.0	96.
0	0.0	97. More than 96
231	30.7	98. Don't know

Michigan Omnibus Survey
November, 1987

Variable	70	<u>D1 CHECK LANES</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety lanes where all cars traveling on a road are stopped briefly to check for drivers who are drunk. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?

FREQ	Prcnt	D1 CHECK LANES
373	49.6	1. Favor
15	2.0	.3. Depends (Volunteered)
356	47.3	5. Oppose
8	1.1	8. DK/No opinion

Variable	71	<u>D2a DRUNK PULLED OVER</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If a person had been drinking and their blood alcohol level was over the legal limit for driving, what do you think that person's chance would be of getting pulled over by the police while driving home? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be pulled over every time?

FREQ	Prcnt	D2a DRUNK PULLED OVER
200	26.6	1. 1 in 1000
327	43.5	2. 1 in 100
144	19.1	3. 1 in 10
20	2.7	4. 1 in 2
31	4.1	5. Would be pulled over every time
30	4.0	8. DK/No opinion

Variable	72	<u>D2b DRUNK ARRESTED</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If a person had been drinking and their blood alcohol level was over the legal limit for driving and had been pulled over by the police, what do you think that person's chances would be of being arrested? Would you say that person's chances would be 1 in 1000, 1 in 100, 1 in 10, 1 in 2, or would they be arrested every time?

FREQ	Prcnt	D2b DRUNK ARRESTED
21	2.8	1. 1 in 1000

Michigan Omnibus Survey
November, 1987

FREQ	Prcnt	Var 72	D2b DRUNK ARRESTED
87	11.6	2.	1 in 100
179	23.8	3.	1 in 10
188	25.0	4.	1 in 2
246	32.7	5.	Would be arrested over every time
31	4.1	8.	DK/No opinion

Variable	73	D3 LIMIT HOURS	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Currently, alcoholic beverages can be sold on most days from 7 o'clock in the morning until 2 o'clock the next morning. Do you think these hours should be reduced, increased, or left as they are now?

FREQ	Prcnt	D3 LIMIT HOURS
277	36.8	1. Hours should be reduced
447	59.4	3. Hours left as they are now
13	1.7	5. Hours should be increased
14	1.9	8. DK/No opinion
1	0.1	9. Missing data

Variable	74	D5 # STORES BEER/WINE	MD1:	0	Field Width:	1
			MD2: <td>8 <td>Type: <td>Numeric</td> </td></td>	8 <td>Type: <td>Numeric</td> </td>	Type: <td>Numeric</td>	Numeric

To reduce drinking problems, it has been suggested that the number of bars and stores selling beer, wine, or distilled spirits be limited.

In you community, do you think the current number of stores that sell carry-out beer and wine is too high, too low, or about right?

FREQ	Prcnt	D5 # STORES BEER/WINE
204	27.1	1. Too high
513	68.2	3. About right
12	1.6	5. Too low
22	2.9	8. DK/No opinion
1	0.1	9. Missing data

Michigan Omnibus Survey
November, 1987

Variable	75	D6 # BARS	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

In you community, do you think the current number of bars that serve alcoholic beverages is too high, too low, or about right?

FREQ	Prct	D6 # BARS
170	22.6	1. Too high
533	70.9	3. About right
19	2.5	5. Too low
30	4.0	8. DK/No opinion

Variable	76	D7 LIMIT STORES	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Do you think that the number of stores or bars selling alcoholic beverages should or should not be limited by government agencies?

FREQ	Prct	D7 LIMIT STORES
438	58.2	1. Number should be limited
290	38.6	5. Number should not be limited
23	3.1	8. DK/No opinion
1	0.1	9. Missing data

Variable	77	D8 GAS/BEER SALES	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Should gas stations and other stores that sell gasoline be allowed to sell beer and wine?

FREQ	Prct	D8 GAS/BEER SALES
184	24.5	1. Yes, should be allowed to sell beer and wine
562	74.7	5. No, should not be allowed to sell beer and wine
5	0.7	8. DK/No opinion
1	0.1	9. Missing data

Michigan Omnibus Survey
November, 1987

Variable	78	<u>D9a INC LICENSE FEE</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving?

FREQ	Prcnt	D9a INC LICENSE FEE
372	49.5	1. Favor
362	48.1	5. Oppose
17	2.3	8. DK/No opinion
1	0.1	9. Missing data

Variable	79	<u>D9b INC SALES TAX</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

How about an increase in the state sales tax to pay for programs to reduce drunk driving?

FREQ	Prcnt	D9b INC SALES TAX
194	25.8	1. Favor
548	72.9	5. Oppose
10	1.3	8. DK/No opinion

Variable	80	<u>D9c INC STATE INC TAX</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

An increase in the state income tax to pay for programs to reduce drunk driving?

FREQ	Prcnt	D9c INC STATE INC TAX
162	21.5	1. Favor
583	77.5	5. Oppose
7	0.9	8. DK/No opinion

Michigan Omnibus Survey
November, 1987

Variable	81	<u>D9d INC CAR LICENSE FEE</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

An increase in the fee for car license plates (to pay for programs to reduce drunk driving)?

FREQ	Prcent	D9d INC CAR LICENSE FEE
289	38.4	1. Favor
458	60.9	5. Oppose
4	0.5	8. DK/No opinion
1	0.1	9. Missing data

Variable	82	<u>D9e INC GAS TAX</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

An increase in the tax on each gallon of gas sold (to pay for programs to reduce drunk driving)?

FREQ	Prcent	D9e INC GAS TAX
154	20.5	1. Favor
593	78.9	5. Oppose
4	0.5	8. DK/No opinion
1	0.1	9. Missing data

Variable	83	<u>D9f INC LIQUOR TAX</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

An increase in the tax on each bottle of beer, wine, or liquor sold (to pay for programs to reduce drunk driving)?

FREQ	Prcent	D9f INC LIQUOR TAX
631	83.9	1. Favor
117	15.6	5. Oppose
3	0.4	8. DK/No opinion
1	0.1	9. Missing data

Variable	84	<u>E1 HOW OFTEN DRINK</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

For the purpose of the following questions, when I say one drink, I mean one 12 ounce can or bottle of beer, or one 4 ounce glass of wine, or one drink with 1 1/2 ounces of liquor.

How often would you say that you drink alcoholic beverages?

Michigan Omnibus Survey
November, 1987

Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day?

FREQ	Prcnt	E1 HOW OFTEN DRINK
155	20.6	1. Never drink
152	20.2	2. Drink once or twice a year
186	24.7	3. Drink once or twice a month
139	18.5	4. Drink once a week
93	12.4	5. Drink more than once a week
24	3.2	6. Drink every day
1	0.1	8. Don't know
2	0.3	9. Missing data

Variable	85	E1a 4+ IN 2 HOURS	MD1:	99	Field Width:	2
			MD2:	98	Type:	Numeric

Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours?

FREQ	Prcnt	E1a 4+ IN 2 HOURS
503	66.9	00. - . Number of times
0	0.0	21.
1	0.1	97. More than 21 times
155	20.6	98. Don't know

Variable	86	E1b WHERE DRINK 1	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

The last time you had 4 or more drinks, where were you drinking?

FREQ	Prcnt	E1b WHERE DRINK 1
658	87.5	00. Skip
31	4.1	01. At home
16	2.1	02. In another person's home
26	3.5	03. In a tavern, bar, or cocktail lounge
2	0.3	04. In a restaurant (with a meal)
0	0.0	05. At work
3	0.4	06. In a private or fraternal club
10	1.3	07. At a social event (wedding, dance, etc.)
0	0.0	08. At a business meeting or conference
0	0.0	09. In a parked car
0	0.0	10. In a car while driving

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 86 EElb WHERE DRINK 1

1	0.1	11. Out of doors (hunting, fishing, golfing, etc.)
2	0.3	12. While at a sporting event
3	0.4	70. Other
0	0.0	98. Don't know/NA

Variable	87	<u>EElb WHERE DRINK 2</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

The last time you had 4 or more drinks, where were you drinking?

FREQ Prcnt EElb WHERE DRINK 2

90	12.0	00. Skip
0	0.0	01. At home
0	0.0	02. In another person's home
0	0.0	03. In a tavern, bar, or cocktail lounge
0	0.0	04. In a restaurant (with a meal)
0	0.0	05. At work
0	0.0	06. In a private or fraternal club
0	0.0	07. At a social event (wedding, dance, etc.)
0	0.0	08. At a business meeting or conference
1	0.1	09. In a parked car
1	0.1	10. In a car while driving
2	0.3	11. Out of doors (hunting, fishing, golfing, etc.)
0	0.0	12. While at a sporting event
0	0.0	70. Other
658	87.5	98. Don't know/NA

Variable	88	<u>EElb WHERE DRINK 3</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

The last time you had 4 or more drinks, where were you drinking?

FREQ Prcnt EElb WHERE DRINK 3

3	0.4	00. Skip
0	0.0	01. At home
0	0.0	02. In another person's home
0	0.0	03. In a tavern, bar, or cocktail lounge
0	0.0	04. In a restaurant (with a meal)
0	0.0	05. At work
0	0.0	06. In a private or fraternal club
0	0.0	07. At a social event (wedding, dance, etc.)
0	0.0	08. At a business meeting or conference
0	0.0	09. In a parked car

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 88 EElb WHERE DRINK 3

0	0.0	10. In a car while driving
0	0.0	11. Out of doors (hunting, fishing, golfing, etc.)
0	0.0	12. While at a sporting event
1	0.1	70. Other
748	99.5	98. Don't know/NA

Variable	89	<u>EElb WHERE DRINK 4</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

The last time you had 4 or more drinks, where were you drinking?

FREQ Prcnt EElb WHERE DRINK 4

1	0.1	00. Skip
0	0.0	01. At home
0	0.0	02. In another person's home
0	0.0	03. In a tavern, bar, or cocktail lounge
0	0.0	04. In a restaurant (with a meal)
0	0.0	05. At work
0	0.0	06. In a private or fraternal club
0	0.0	07. At a social event (wedding, dance, etc.)
0	0.0	08. At a business meeting or conference
0	0.0	09. In a parked car
0	0.0	10. In a car while driving
0	0.0	11. Out of doors (hunting, fishing, golfing, etc.)
0	0.0	12. While at a sporting event
0	0.0	70. Other
751	99.9	98. Don't know/NA

Variable	90	<u>EElb WHERE DRINK 5</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

The last time you had 4 or more drinks, where were you drinking?

FREQ Prcnt EElb WHERE DRINK 5

0	0.0	00. Skip
0	0.0	01. At home
0	0.0	02. In another person's home
0	0.0	03. In a tavern, bar, or cocktail lounge
0	0.0	04. In a restaurant (with a meal)
0	0.0	05. At work
0	0.0	06. In a private or fraternal club
0	0.0	07. At a social event (wedding, dance, etc.)
0	0.0	08. At a business meeting or conference

Michigan Omnibus Survey
November, 1987

FREQ	Prcnt	Var 90	EElb WHERE DRINK 5
0	0.0		09. In a parked car
0	0.0		10. In a car while driving
0	0.0		11. Out of doors (hunting, fishing, golfing, etc.)
0	0.0		12. While at a sporting event
0	0.0		70. Other
752	100.0		98. Don't know/NA

Variable	91	<u>EElb WHERE DRINK 6</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

The last time you had 4 or more drinks, where were you drinking?

FREQ	Prcnt	EElb WHERE DRINK 6
0	0.0	00. Skip
0	0.0	01. At home
0	0.0	02. In another person's home
0	0.0	03. In a tavern, bar, or cocktail lounge
0	0.0	04. In a restaurant (with a meal)
0	0.0	05. At work
0	0.0	06. In a private or fraternal club
0	0.0	07. At a social event (wedding, dance, etc.)
0	0.0	08. At a business meeting or conference
0	0.0	09. In a parked car
0	0.0	10. In a car while driving
0	0.0	11. Out of doors (hunting, fishing, golfing, etc.)
0	0.0	12. While at a sporting event
0	0.0	70. Other
752	100.0	98. Don't know/NA

Variable	92	<u>Elc DRINK AND DRIVE</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

On that occasion, did you do any driving after drinking?

FREQ	Prcnt	Elc DRINK AND DRIVE
658	87.5	0. Skip
32	4.3	1. Yes
62	8.2	5. No

Michigan Omnibus Survey
November, 1987

Variable	93	<u>Eld IN TROUBLE</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If you had been pulled over by the police on that occasion, do you think you would have been in trouble for drinking too much?

FREQ	Prcnt	Eld IN TROUBLE
720	95.7	0. Skip
11	1.5	1. Yes
1	0.1	3. Depends (Volunteered)
20	2.7	5. No
0	0.0	8. DK/No opinion

Variable	94	<u>F1 CHANCE TICKET</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If a person is not using a seat belt and is stopped for speeding, how likely is it they will get a ticket for not having a seat belt on? Would you say there is almost no chance they would get a ticket; it is unlikely, but it happens sometimes; there is a good chance of a ticket; they will get a ticket nearly every time; or they will always get a ticket for not having a seat belt on?

FREQ	Prcnt	F1 CHANCE TICKET
31	4.1	1. Almost no chance they will get a ticket
237	31.5	2. Unlikely, but it happens sometimes
234	31.1	3. There is a good chance
104	13.8	4. Will get a ticket nearly every time
120	16.0	5. Will always get a ticket
25	3.3	8. DK/No opinion
1	0.1	9. Missing data

Variable	95	<u>F2 HELMET LAW</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Currently, Michigan law requires motorcycle riders to wear helmets. Some people oppose this law because they believe it infringes on individual rights. Others favor the law because it reduces injuries and saves lives. How about you - do you favor or oppose the law requiring helmet use?

FREQ	Prcnt	F2 HELMET LAW
673	89.5	1. Favor
73	9.7	5. Oppose

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 95 F2 HELMET LAW

6 0.8 8. DK/No opinion

Variable 96 G1 MILES LAST YEAR MD1: 999999 Field Width: 6
MD2: 999998 Type: Numeric

About how many miles did you drive a motor vehicle in the last year?

FREQ Prcnt G1 MILES LAST YEAR

000000.
- . Reported amount
999996.
999997. More than 999,996 miles
999998. Don't know

Variable 97 G2 HOW OFTEN SEAT BELT MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Can you tell me how often you use a seat belt? Would you say always, most of the time, sometimes, seldom, or never?

FREQ Prcnt G2 HOW OFTEN SEAT BELT

42 5.6 00. Skip
380 50.5 01. Always
167 22.2 02. Most of the time
69 9.2 03. Sometimes
47 6.2 04. Seldom
47 6.2 05. Never

Variable 98 G3 PEOPLE NOTICE MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Do you think that people in other cars notice whether you are using your seat belt when you are driving your car or truck?

FREQ Prcnt G3 PEOPLE NOTICE

42 5.6 0. Skip
293 39.0 1. Yes
380 50.5 5. No
37 4.9 8. DK/No opinion

Michigan Omnibus Survey
November, 1987

Variable	99	<u>G4 AIR BAG/SEAT BELT</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

An air bag is a device which inflates in a collision to prevent people from hitting the steering column or dashboard. If your car had air bags, how often would you use your seat belt - always, most of the time, some of the time, seldom, or never?

FREQ Prcnt G4 AIR BAG/SEAT BELT

381	50.7	1. Always
119	15.8	2. Most of the time
65	8.6	3. Some of the time
56	7.4	4. Seldom
114	15.2	5. Never
16	2.1	8. DK/No opinion
1	0.1	9. Missing data

Variable	100	<u>G5 WHAT SAFETY DEVICE</u>	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

If you had your choice - and there was no difference in cost - would you prefer to drive a car equipped with only seat belts that you have to buckle yourself; only seat belts that automatically fit around you when you get in the car; only air bags; air bags and seat belts; neither seat belts nor air bags?

FREQ Prcnt G5 WHAT SAFETY DEVICE

304	40.4	1. Only seat belts that you buckle yourself
94	12.5	2. Only automatic seat belts
64	8.5	3. Only air bags
264	35.1	4. Air bags and seat belts
18	2.4	5. Neither seat belts nor air bags
6	0.8	8. DK/No opinion
2	0.3	9. Missing data

Variable	101	<u>H1 EDUCATION</u>	MD1:	0	Field Width:	2
			MD2:	98	Type:	Numeric

What is the highest grade of school or year of college you completed?

FREQ Prcnt H1 EDUCATION

1	0.1	00.
		- . Years of school
257	34.2	12.

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 101 H1 EDUCATION

85	11.3	13.
		- . Years of college
96	12.8	16.
67	8.9	17. Graduate work
1	0.1	98. Don't know
1	0.1	99. Refused

Variable	102	H2a HS DIPLOMA	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Did you get a high school diploma or pass a high school
equivalency test?

FREQ Prcnt H2a HS DIPLOMA

382	50.8	0. Skip
259	34.4	1. Yes
110	14.6	5. No
1	0.1	8. Don't know

Variable	103	H2b COLLEGE DEGREE	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Do you have a college degree?

FREQ Prcnt H2b COLLEGE DEGREE

437	58.1	0. Skip
143	19.0	1. Yes
172	22.9	5. No

Variable	104	H4 NAME COMMUNITY	MD1:	None	Field Width:	20
			MD2:	None	Type:	Alphabetic

What is the name of the community you live in?

Michigan Omnibus Survey
November, 1987

Variable	105	<u>H5 REGISTERED TO VOTE</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

Are you registered so that you can vote in elections in your community if you wanted to?

FREQ Prcnt H5 REGISTERED TO VOTE

649	86.3	1. Yes
96	12.8	5. No
7	0.9	8. Don't know

Variable	106	<u>H6 VOTE IN LAST ELECTION</u>	MD1:	0	Field Width: 1
			MD2:	7	Type: Numeric

In 1984, you remember that Ronald Reagan ran on the Republican ticket against Walter Mondale for the Democrats. Do you remember for sure whether or not you voted in that election? (Did you vote?)

FREQ Prcnt H6 VOTE IN LAST ELECTION

10	1.3	0. Inap., not of voting age in 1984
558	74.2	1. Yes, did vote
164	21.8	5. No, did not vote
20	2.7	7. Don't remember if voted

Variable	107	<u>H7 EMPLOYMENT STATUS 1</u>	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

We are interested in your present job status. Are you working now, temporarily laid off, unemployed, retired, a student, (homemaker), or what?

FREQ Prcnt H7 EMPLOYMENT STATUS 1

461	61.3	1. Working now; on strike; sick leave
6	0.8	2. Temporarily laid off
15	2.0	3. Unemployed; looking for work
172	22.9	4. Retired; disabled
14	1.9	5. Student
80	10.6	6. Homemaker
4	0.5	7. Other

Michigan Omnibus Survey
November, 1987

Variable	108	H7 EMPLOYMENT STATUS 2	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

We are interested in your present job status. Are you working now, temporarily laid off, unemployed, retired, a student, (homemaker), or what?

FREQ	Prcnt	H7 EMPLOYMENT STATUS 2
660	87.8	0. No further mentions
8	1.1	1. Working now; on strike; sick leave
0	0.0	2. Temporarily laid off
3	0.4	3. Unemployed; looking for work
11	1.5	4. Retired; disabled
23	3.1	5. Student
43	5.7	6. Homemaker
4	0.5	7. Other

Variable	109	H7 EMPLOYMENT STATUS 3	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

We are interested in your present job status. Are you working now, temporarily laid off, unemployed, retired, a student, (homemaker), or what?

FREQ	Prcnt	H7 EMPLOYMENT STATUS 3
741	98.5	0. No further mentions
1	0.1	1. Working now; on strike; sick leave
0	0.0	2. Temporarily laid off
1	0.1	3. Unemployed; looking for work
0	0.0	4. Retired; disabled
1	0.1	5. Student
8	1.1	6. Homemaker
0	0.0	7. Other

Variable	110	H7 EMPLOYMENT STATUS 4	MD1:	0	Field Width: 1
			MD2:	8	Type: Numeric

We are interested in your present job status. Are you working now, temporarily laid off, unemployed, retired, a student, (homemaker), or what?

FREQ	Prcnt	H7 EMPLOYMENT STATUS 4
752	100.0	0. No further mentions
0	0.0	1. Working now; on strike; sick leave
0	0.0	2. Temporarily laid off
0	0.0	3. Unemployed; looking for work

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 110 H7 EMPLOYMENT STATUS 4

0	0.0	4. Retired; disabled
0	0.0	5. Student
0	0.0	6. Homemaker
0	0.0	7. Other

Variable	111	H8 \$25,000+	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

To get a picture of people's financial situation, we need to know the general range of income of all people we interview. Now, thinking about (your/your family's) total income from all sources, (including your job), did (you/your family) receive \$25,000 or more in 1986?

FREQ	Prcnt	H8 \$25,000+
443	58.9	1. Yes
278	37.0	5. No
20	2.7	8. Don't know
11	1.5	9. Missing data

Variable	112	H8b \$35,000+	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Was it \$35,000 or more?

FREQ	Prcnt	H8b \$35,000+
309	41.1	0. Skip
275	36.6	1. Yes
158	21.0	5. No
7	0.9	8. Don't know
3	0.4	9. Missing data

Variable	113	H8c \$50,000+	MD1:	0	Field Width:	1
			MD2:	8	Type:	Numeric

Was it \$50,000 or more?

FREQ	Prcnt	H8c \$50,000+
477	63.4	0. Skip
134	17.8	1. Yes
139	18.5	5. No
2	0.3	9. Missing data

Michigan Omnibus Survey
November, 1987

Variable 114	H8d \$5,000+	MD1:	0	Field Width:	1
		MD2:	8	Type:	Numeric

Was it \$5,000 or more?

FREQ	Prcnt	H8d \$5,000+
443	58.9	0. Skip
251	33.4	1. Yes
40	5.3	5. No
6	0.8	8. Don't know
12	1.6	9. Missing data

Variable 115	H8e \$15,000+	MD1:	0	Field Width:	1
		MD2:	8	Type:	Numeric

Was it \$15,000 or more?

FREQ	Prcnt	H8e \$15,000+
500	66.5	0. Skip
118	15.7	1. Yes
127	16.9	5. No
3	0.4	8. Don't know
4	0.5	9. Missing data

Variable 116	H9 # TELEPHONES	MD1:	0	Field Width:	1
		MD2:	8	Type:	Numeric

How many telephones, counting extensions, do you have in your home?

FREQ	Prcnt	H9 # TELEPHONES
219	29.1	1.
		-. Reported number
5	0.7	6.
4	0.5	7. More than 6
1	0.1	8. Don't know
1	0.1	9. Missing data

Michigan Omnibus Survey
November, 1987

Variable 117 H9a ALL SAME NUMBER MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Do all the telephones have the same number?

FREQ Prcnt H9a ALL SAME NUMBER

219	29.1	0. Skip
498	66.2	1. Yes
35	4.7	5. No

Variable 118 H9b HOW MANY #'S MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Altogether, how many numbers are there?

FREQ Prcnt H9b HOW MANY #'S

717	95.3	0. Skip
32	4.3	2.
		-. Number of phone #'s
0	0.0	6.
0	0.0	7. More than 6

Variable 119 H9c BUSINESS ONLY MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

How many numbers are for business use only?

FREQ Prcnt H9c BUSINESS ONLY

731	97.2	0.
		-. Number of phone #'s
0	0.0	6.
0	0.0	7. More than 6

Variable 120 H10 NUMBER LISTED MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

As far as you know, is the number I dialed listed in the
current telephone book? [IF NO] Why isn't it listed?

FREQ Prcnt H10 NUMBER LISTED

670	89.1	1. Yes
61	8.1	2. No; unlisted
16	2.1	3. No; too recent to be listed

Michigan Omnibus Survey
November, 1987

FREQ Prcnt Var 120 H10 NUMBER LISTED

4 0.5 8. Don't know if listed
1 0.1 9. Missing data

Variable	121	<u>A LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	122	<u>B LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	123	<u>C LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	124	<u>D LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	125	<u>E LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	126	<u>F LENGHT</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	127	<u>G LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Variable	128	<u>H LENGTH</u>	MD1:	0	Field Width: 3
			MD2:	998	Type: Numeric

Michigan Omnibus Survey
November, 1987

<u>Variable</u> 129	<u>SAMPLING WEIGHT</u>	MD1: None	Field Width: 5
		MD2: None	Type: Numeric
		Implied Dec Places: 4	

