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MICHIGAN OMNIBUS STATE TRAFFIC SAFETY SURVEY: FALL 1990

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16. Abstract

The 1990 Omnibus State Traffic 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 latest survey wave was conduced in the fall of 1990 (N=753). The telephone survey instrument contained 56 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. Majority support was found for 16 major traffic safety policies, and majority support was not found for nine other policies. Opinions were evenly divided on four issues. Stratification of responses by survey year, age, gender, and voting status revealed significant differences. Results are of interest to those considering alternative policies and programs to reduce injuries, and to those monitoring injury relevant behaviors such as alcohol consumption, safety belt use, and speeding.

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Acknowledgments

We appreciate the assistance of several individuals who were essential to the completion of this project. The survey data were collected using the technical facilities of the Institute for Social Research at The University of Michigan. Michael Traugott and Paula McIntyre directed survey data collection, Steven Heeringa and Judith Connor managed sample design, and ZoAnne Blackburn programmed the Computer Assisted Telephone Interview system application and directed telephone interviewing. Special thanks to Carl Christoff who assisted with graphic production and to Laura Ratzlaff who coordinated report production.

Executive Summary

The 1990 Omnibus State Traffic Safety Survey is part of a multi-year study providing periodic information on traffic safety attitudes, perceptions, and reported behaviors of adult residents throughout the State of Michigan. The latest survey wave was conducted in the fall of 1990 (N=753). The telephone instrument contained 56 questions on a variety of traffic safety topics. A dual-frame probability sample was used to maximize response rates.

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

- A $1 increase in the annual motor vehicle registration fee to pay for improvements in rural emergency medical services;
- Graduated driver licensing for young beginning drivers;
- Graduated driver licensing for older drivers;
- A driving curfew for older drivers;
- Conducting driver education classes in high schools rather than commercially through private agencies;
- Use of sobriety check lanes;
- Lowering the presumptive blood alcohol concentration (BAC) for intoxication from .10 percent to .05 percent;
- A zero BAC limit for drivers under the age of 21;
- Administrative license suspension for intoxicated ("drunk") drivers;
- Minimum security detention for intoxicated ("drunk") driving offenders;
- An increase in the alcohol tax to raise revenue to pay for alcohol-impaired driving countermeasures;
- An increase in the relicensure fee for drivers convicted of intoxicated ("drunk") driving to raise revenue to pay for alcohol-impaired driving countermeasures;
- Extending Michigan's safety belt use law to rear seat passengers;

Majority support was not found for the following policies:

- An increase in the fee for a driver's license to raise revenue to pay for alcohol-impaired driving countermeasures;
- An increase in the state sales tax to raise revenue to pay for alcohol-impaired driving countermeasures;
- An increase in the state income tax to raise revenue to pay for alcohol-impaired driving countermeasures;
- An increase in the car license plate fee to raise revenue to pay for alcohol-impaired driving countermeasures;
- An increase in the gasoline tax to raise revenue to pay for alcohol-impaired driving countermeasures;

- Changing Michigan's safety belt law to allow primary enforcement.

Opinions are evenly split about the following policies:

- The desire for more police patrolling the roads for traffic violators;
- Payment for ambulance services by taxes or fees paid by users;
- Permitting the use of radar detectors;
- A youth driving curfew;
- Payment for driver education classes by taxes or fees paid by users;
- Accountability of alcoholic beverage servers;
- Requiring bicycle riders to wear helmets.

Other findings concerning attitudes and behaviors include the following:

- A majority of respondents rate the emergency medical services in their community as good;
- Over half report driving at least 60 miles per hour on Michigan's urban freeways and highways, a quarter report driving at least 65 miles per hour;
- Almost half think drivers will not be ticketed on Michigan's urban freeways unless they are driving at least 65 mph (i.e., they exceed the speed limit by at least 10 miles per hour);
- A majority report driving less than 65 miles per hour on Michigan's rural freeways and highways, however, fifteen percent report driving at least 70 miles per hour;
- Over three-quarters think drivers will not be ticketed on Michigan's rural freeways unless they are driving at least 70 mph (i.e., they exceed the speed limit by at least 5 miles per hour), a quarter think they must drive at least 75 mph (i.e., exceed the limit by at least 10 miles per hour) before they will be ticketed;
- Most do not know of a family member having trouble driving because their driving ability has been affected by their advancing age;
- A majority report taking actions while driving to avoid semi-trailer trucks;
- A majority think that truck drivers drive as safely as car drivers;
- Most think truck drivers are either less likely than car drivers to drive while impaired by alcohol or that they are as likely to drive while impaired;
- Over a quarter think truck drivers are more likely than car drivers to drive while impaired by drugs other than alcohol and a sizable majority think they are as likely to drive while impaired;
- About half think the problems of objects coming off or falling off trucks is somewhat serious, the remainder are evenly split between

reporting the problem is very serious and not at all serious;

- About half think laws are enforced about the same for truck drivers and car drivers, the remainder are evenly split in reporting that laws are more strictly enforced and that laws are less strictly enforced for truck drivers than car drivers;
- Most think the alcohol-impaired driving problem in their community is somewhat or very serious;
- About half think it is unlikely a driver will be pulled over by police for driving while impaired, however, a sizable portion think there is a good chance;
- Over half think a driver will always be arrested or arrested nearly every time once pulled over for driving while impaired;
- Most report drinking little or no alcohol;
- Most report no occasions of drinking to intoxication in the last two weeks, however, fifteen percent report drinking to intoxication on at least one occasion. Of those, most report drinking to intoxication at home. Fourteen percent drove after drinking to intoxication;
- Two-thirds think there is at least a good chance of getting a ticket for not using a safety belt if pulled over for speeding;
- Over three-quarters report they always use safety belts or use belts most of the time.
- A majority think pedestrians and motorists are equally at fault in pedestrian accidents;
- Less than a quarter are aware of the I-75 Alive traffic safety program. Of those who are aware of I-75 Alive, most learned about it through the newspaper, television, or signs on the roadway.

The following changes were found between survey years:

- Support for payment of ambulance services by taxes increased slightly between 1988 and 1990;
- Support for a youth driving curfew has decreased slightly since 1987;
- Support for a driving curfew for older drivers decreased between 1988 and 1990, returning to the 1987 level;
- The proportion who report taking action to avoid semi-trailer trucks has decreased slightly since 1987;
- Perceived strictness of enforcement of traffic laws for truck drivers compared to car drivers decreased slightly between 1987 and 1990, however, perceptions did not change between 1988 and 1990;
- Support for sobriety check lanes increased slightly between 1987 and 1990;
- Perceived likelihood of being pulled over for driving while impaired increased slightly between 1988 and 1990;
- Perceived likelihood of being arrested for driving while impaired

increased slightly between 1988 and 1990;

- Support for administrative license suspension increased slightly between 1988 and 1990;
- Support for an increase in the fee for a driver's license to pay for alcohol-impaired countermeasures increased slightly between 1988 and 1990 but is lower than the 1987 level;
- Support for an increase in car license plate fee to pay for alcohol-impaired countermeasures increased slightly between 1988 and 1990 but is the same as the 1987 level;
- Support for an increase in the gasoline tax to pay for alcohol-impaired driving countermeasures decreased slightly from 1988 and 1987 levels;
- Support for an increase in the alcohol tax to pay for alcohol-impaired driving countermeasures has decreased slightly since 1987;
- Self-reported drinking to intoxication at home increased from 1987 and 1988 levels.
- Self-reported driving after drinking to intoxication has decreased since 1987;
- Support for primary enforcement of Michigan's safety belt law increased slightly between 1988 and 1990.

Introduction

Monitoring public opinions and behavior is an important part of policy planning and evaluation. Public opinion and behavior data not only guide such planning by providing information about opportunities and needs for change; opinions and behavior are also shaped by policies and programs. Thus, opinion and behavior data can inform decision making about new or revised policies and programs, and provide information to assist evaluation of existing policies and programs. The Omnibus State Traffic Safety Survey provides such data.

The Omnibus State Traffic Safety Survey is a multi-year study intended to provide periodic information on traffic safety attitudes, perceptions, and reported behaviors of adult residents of the State of Michigan to facilitate improved traffic safety policies and programs. The first phase of the survey was conducted in the summer of 1987 to design, pretest, and implement a telephone survey on traffic safety issues using a small statewide probability sample (N=200). The second phase involved full implementation of the survey in the fall of 1987 with a representative sample of 760 of the state's residents over the age of 18. The third phase conducted in the fall of 1988 with a representative sample of 760 adult Michigan residents, used a survey instrument revised from the previous phase.

The current phase reported here was conducted in the fall of 1990 using a statewide probability sample of 753 residents over the age of 18. This phase involved further revision of the survey instrument to reflect new laws or changes in existing laws and to address emerging traffic safety issues. Many of the items remain identical to those in previous phases, enabling comparisons of results across surveys.

Methods

Survey Instrument Development

The telephone survey instrument used in the fall 1990 survey reported here was quite similar to the instrument used in 1988. Some items used in the 1988 survey were deleted because a clear consensus of opinion was found in the 1988 survey, and little changed in the environment to lead us to believe this consensus may have changed (e.g., overwhelming support for right-turn-on-red). Other items were dropped because recent or impending changes in laws diminished the usefulness of the items. Some new items were added to address emerging traffic safety issues (e.g., graduated driver licensing for new beginning drivers and older drivers, BAC limits for drivers under the age of 21, a law requiring bicycle helmet use). Finally, a few items were modified to improve clarity (e.g., accountability of alcoholic beverage servers).

Development and testing of the original survey instrument is described in detail elsewhere (Wagenaar, Streff, and Maybee, 1987). A brief summary is provided here. An extensive process was used to thoroughly review published and fugitive transportation safety literature to identify potential survey items. The items identified in this review 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.

Before formal pretesting of the current survey instrument, new items and items changed from previous surveys were revised to improve item clarity and wording, as well as exhaustiveness and exclusivity of response categories. Each survey item was pretested in several iterations. Prior to formal pretesting, all survey items were programmed in 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, Streff, and Maybee, 1987.) Finally, the complete survey instrument was pretested before actual implementation of the study. The complete survey instrument used in the 1990 survey is contained in Appendix A. Instructions to the interviewers can be found in Appendix B.

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 with 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 approximately half of the sample selected from a frame of listed numbers and half generated using RDD procedures. The dual-frame sampling design used in the current survey differed from the dual-frame design used in 1987 and 1988 and is described in detail in Appendix C. The overall response rate in the current survey was 68%, 71% for the list portion and 64% for the RDD portion. There were 753 completed interviews with 436 list-frame cases and 317 RDD 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 telephone number by the number of telephone 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 1,860, although 753 actual interviews were completed. A detailed description of the calculation of sampling weights is contained in Appendix D.

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 with what would be expected if a simple random sample had been used (Kish, 1965). Results of these analyses indicated an average design effect of 1.4; therefore, one should not assume a simple random sample when calculating standard errors and confidence intervals. Design effects for various subsample sizes were incorporated into the calculation of standard errors for various subpopulations in the sample. Table 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.

To approximate the confidence interval for the proportion of the sample giving a particular response, one needs to know the actual (i.e., unweighted) number of respondents who answered the particular survey item and the weighted proportion of those respondents who gave the response of interest. This information is contained in the pie charts in the results section, which show response distributions for items in the survey. One then looks for the appropriate sample size (for the survey item of interest) in Table 1 under the heading "Unweighted N" and follows that across to the appropriate proportion under the heading "Percentage." In the case of whether radar detectors should be legal, for example, 722 respondents answered the question and 365 stated that radar detectors should be legal. Looking in Table 1 at an unweighted N of 720 (the closest number to 722) and a percentage of 50 (the closest proportion to 51%), one would find the percentage 4.5. One would add 4.5 to and subtract 4.5 from the proportion (51%), to determine the 95% confidence interval. The confidence interval for the proportion of respondents who favor the legality of radar detectors is 46.5% to 55.5%.

Table 1. Confidence Interval Bands for Univariate Percentages

	Percent									
	5/95	10/90	15/85	20/80	25/75	30/70	35/65	40/60	45/55	50
Unweighted N										
20	10.9	15.1	17.9	20.1	21.7	23.0	23.9	24.6	25.0	25.1
40	7.7	10.7	12.7	14.2	15.4	16.3	17.0	17.4	17.7	17.8
60	6.3	8.7	10.4	11.6	12.6	13.3	13.9	14.3	14.5	14.5
80	5.5	7.6	9.0	10.1	10.9	11.6	12.0	12.4	12.6	12.6
100	4.9	6.8	8.1	9.1	9.8	10.4	10.8	11.1	11.3	11.3
120	4.5	6.2	7.4	8.3	9.0	9.5	9.9	10.1	10.3	10.4
140	4.2	5.8	6.9	7.7	8.3	8.8	9.2	9.4	9.6	9.6
160	3.9	5.4	6.4	7.2	7.8	8.3	8.6	8.8	9.0	9.0
180	3.7	5.1	6.1	6.8	7.4	7.8	8.1	8.3	8.5	8.5
200	3.5	4.9	5.8	6.5	7.0	7.4	7.7	7.9	8.0	8.1
220	3.4	4.6	5.5	6.2	6.7	7.1	7.4	7.6	7.7	7.7
240	3.2	4.4	5.3	5.9	6.4	6.8	7.1	7.3	7.4	7.4
260	3.1	4.3	5.1	5.7	6.2	6.5	6.8	7.0	7.1	7.1
280	3.0	4.1	4.9	5.5	6.0	6.3	6.6	6.8	6.9	6.9
300	2.9	4.0	4.8	5.3	5.8	6.1	6.4	6.5	6.6	6.7
320	2.8	3.9	4.6	5.2	5.6	5.9	6.2	6.3	6.4	6.5
340	2.7	3.8	4.5	5.0	5.5	5.8	6.0	6.2	6.3	6.3
360	2.7	3.7	4.4	4.9	5.3	5.6	5.8	6.0	6.1	6.1
380	2.6	3.6	4.3	4.8	5.2	5.5	5.7	5.9	5.9	6.0
400	2.5	3.5	4.2	4.7	5.1	5.4	5.6	5.7	5.8	5.8
420	2.5	3.4	4.1	4.6	4.9	5.2	5.4	5.6	5.7	5.7
440	2.4	3.4	4.0	4.5	4.8	5.1	5.3	5.5	5.6	5.6
460	2.4	3.3	3.9	4.4	4.7	5.0	5.2	5.4	5.4	5.5
480	2.3	3.2	3.8	4.3	4.7	4.9	5.1	5.3	5.3	5.4
500	2.3	3.2	3.8	4.2	4.6	4.8	5.0	5.2	5.2	5.3
520	2.3	3.1	3.7	4.1	4.5	4.7	4.9	5.1	5.2	5.2
540	2.2	3.1	3.6	4.1	4.4	4.7	4.9	5.0	5.1	5.1
560	2.2	3.0	3.6	4.0	4.3	4.6	4.8	4.9	5.0	5.0
580	2.2	3.0	3.5	3.9	4.3	4.5	4.7	4.8	4.9	4.9
600	2.1	2.9	3.5	3.9	4.2	4.5	4.6	4.8	4.8	4.9
620	2.1	2.9	3.4	3.8	4.2	4.4	4.6	4.7	4.8	4.8
640	2.1	2.8	3.4	3.8	4.1	4.3	4.5	4.6	4.7	4.7
660	2.0	2.8	3.3	3.7	4.0	4.3	4.4	4.6	4.6	4.7
680	2.0	2.8	3.3	3.7	4.0	4.2	4.4	4.5	4.6	4.6
700	2.0	2.7	3.2	3.6	3.9	4.2	4.3	4.5	4.5	4.5
720	2.0	2.7	3.2	3.6	3.9	4.1	4.3	4.4	4.5	4.5
740	1.9	2.7	3.2	3.5	3.8	4.1	4.2	4.3	4.4	4.4
750	1.9	2.6	3.2	3.5	3.8	4.0	4.2	4.3	4.4	4.4

Results

The 1990 survey contained 56 items on a variety of traffic safety topics. Pie charts showing response distributions for the total sample are provided for every item in the survey. For some items (e.g., police road patrols, payment for ambulance services), there may appear to be differences among respondents when, in fact, there are not. These apparent differences disappear when confidence intervals are estimated for each response category for the survey item.

In addition to assessing univariate relationships, we examined each item in the survey by respondent age, gender, and voting status (i.e., whether the respondent reported voting in the 1988 presidential election).[1] A number of other bivariate relationships of interest were also examined. Charts of notable bivariate relationships are included in the results section. 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 E. All differences reported here are statistically significant at $p<.05$.

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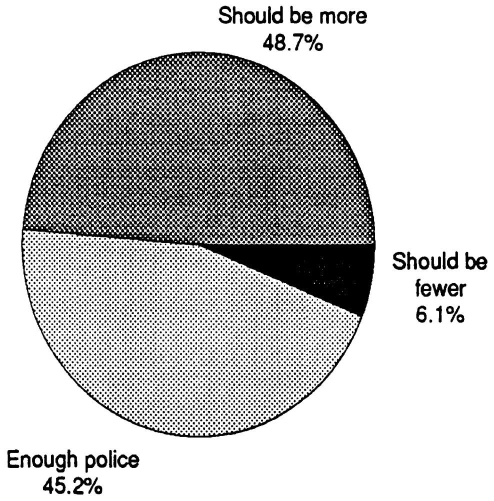
[1] Proportions of respondents for age, gender, income, and education categories in the current sample are similar to statewide census distributions (Table 2).

Table 2. Demographic Characteristics of Sample

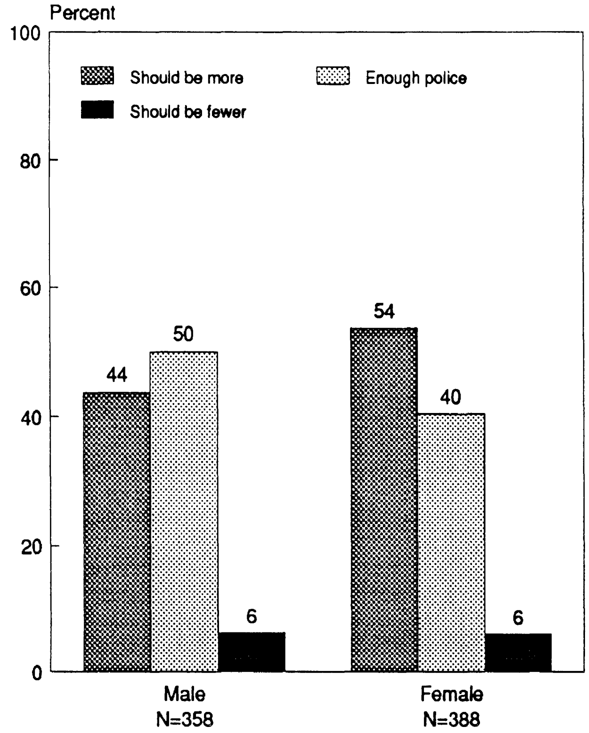
	Unweighted N	Weighted Percent
Age		
18-20	34	6.8
21-30	143	20.9
31-40	201	25.7
41-50	130	19.0
51-60	86	11.4
61-70	82	9.0
70+	76	7.2
Gender		
Male	361	49.5
Female	392	50.0
Income		
Less than $5,000	31	3.4
$5,000-14,999	92	10.5
$15,000-24,999	111	16.4
$25,000-34,999	141	19.3
$35,000-49,999	153	23.5
More than $50,000	181	26.9
Education		
Less than 13 years	339	45.5
13 - 16 years	328	44.6
More than 16 years	82	9.9
Miles per year		
None	45	5.6
less than 5,000	131	18.3
5,000 - 10,000	112	15.6
10,000 - 25,000	321	42.6
More than 25,000	111	17.9

Police Road Patrols

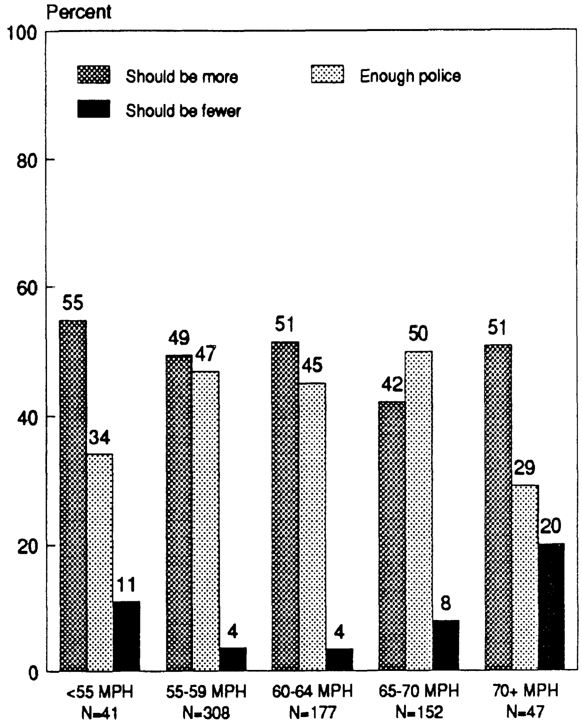
Respondents were asked: **Do you feel that there are enough police patrolling the roads in Michigan looking for traffic violations, or should there be more police or fewer police patrolling the roads?** A total of 746 respondents gave a valid response to this item (i.e., they stated an opinion about the number of police patrolling the roads). The remaining respondents in the survey indicated they did not know or had no opinion. Respondents are evenly split between reporting that there are enough police and that there should be more police patrolling the roads. Relatively few respondents indicate there should be fewer police patrolling the roads. Respondents who report driving more than 70 miles per hour on Michigan's urban freeways and highways are more likely than drivers who report driving at lower speeds to state a desire for fewer police patrols. Those who report driving 75 miles per hour or faster on Michigan's rural freeways and highways are more likely than drivers who report driving at lower speeds to think there are enough police patrolling the roads. Women are more likely than men to state a desire for more police patrols. The desire for more police patrols also differs by age of respondent, although there is no consistent pattern to the results. Opinions about the desire for more police patrols do not differ between respondents who reported voting in the 1988 presidential election and those who did not. Opinions about police road patrols have remained the same in 1987, 1988, and 1990.



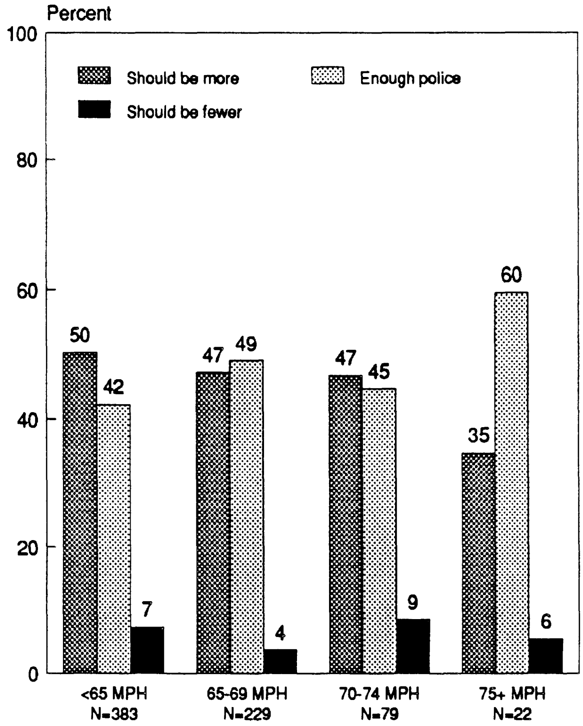
Police Road Patrols



Police Road Patrols, by Gender



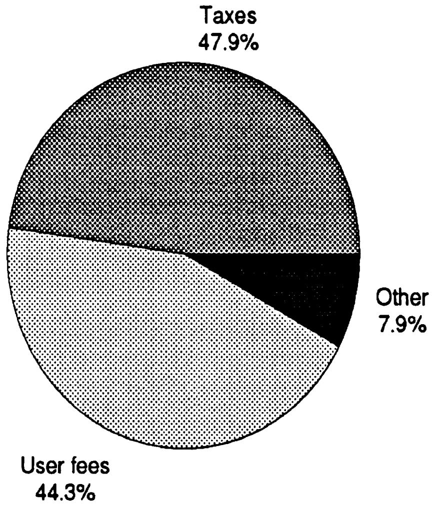
Police Road Patrols, by Urban Speeds



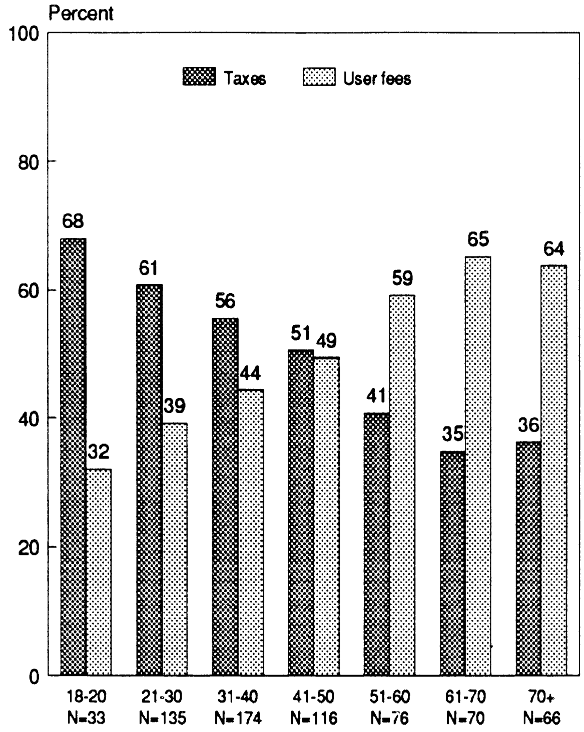
Police Road Patrols, by Rural Speeds

Payment for Ambulance Services

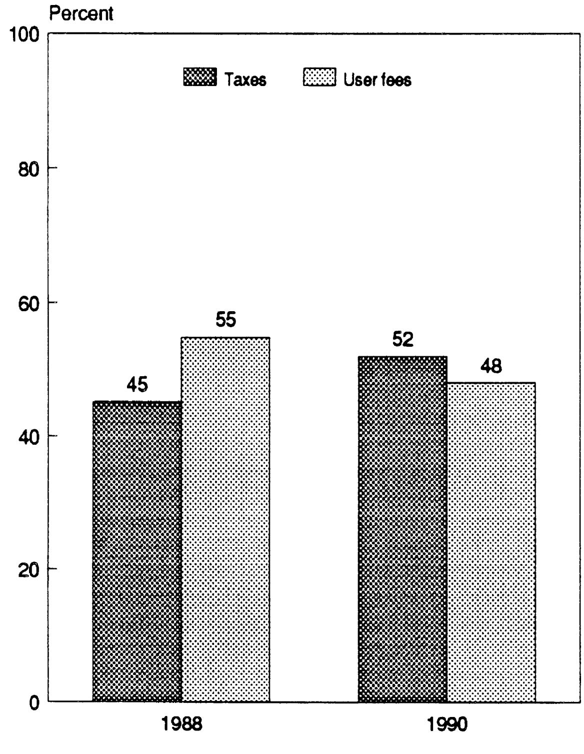
Respondents were asked: **Do you think that ambulance services should be paid for by taxes or fees paid by users?** A total of 731 respondents gave a valid response to this item. Respondents are evenly split in their choice of taxes or fees paid by users. Among respondents who propose other means of payment, the majority indicate that **both** taxes and user fees should be used to pay for ambulance services. Respondents also mentioned that method of payment should depend on user's ability to pay. There is majority support for using taxes to support ambulance services among respondents age 18-40. Among respondents age 51 and older there is majority support for fees paid by users, and among respondents age 41-50 opinions are about evenly split between taxes and fees. There are no differences in opinions between men and women or voters and nonvoters. Support for payment of ambulance services by taxes increased slightly between 1988 and 1990.



Payment for Ambulance Services



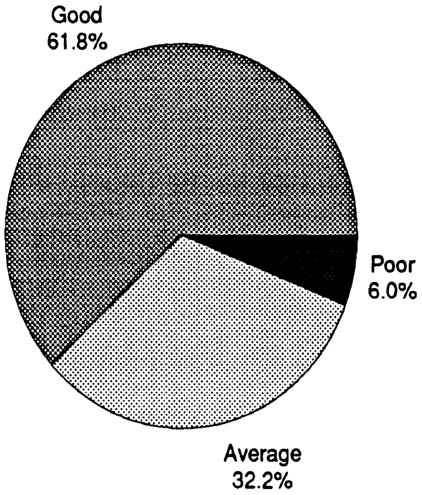
Payment for Ambulance Services, by Age



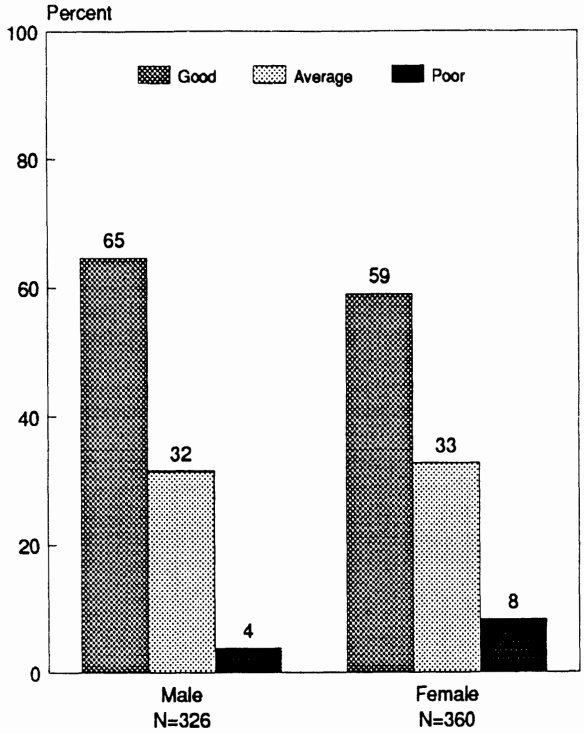
Payment for Ambulance Services, by Survey Year

Rating of Ambulance Services

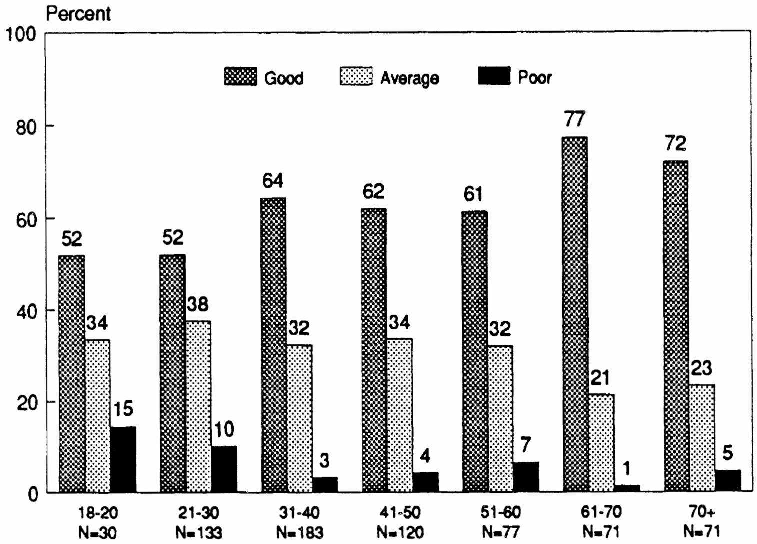
Respondents were asked: **In terms of response time, quality of care, and cost of services, would you rate the ambulance or emergency medical services in your community as good, average, or poor?** A total of 686 respondents gave a valid response to this item. A majority of respondents rate such services as good, and a sizable portion of respondents rate them as average. Relatively few respondents rate them as poor. Men give slightly higher ratings than women, although a majority of both groups rate such services as good. Ratings generally increase as respondent age increases. Opinions do not differ between voters and nonvoters.



Rating of Ambulance Services



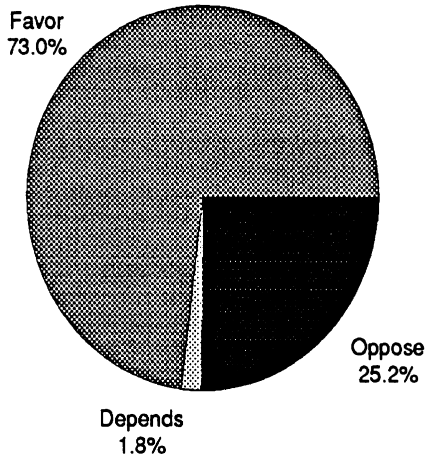
Rating of Ambulance Services, by Gender



Rating of Ambulance Services, by Age

Revenue to Pay for Improvements in Rural Emergency Medical Services

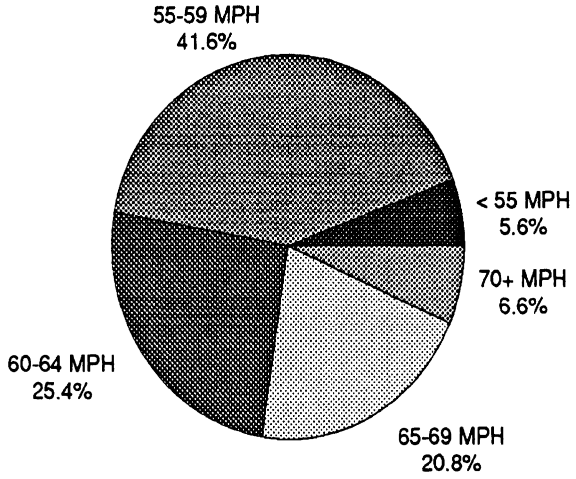
Respondents were asked: **It has been proposed that the annual motor vehicle registration fee be increased by $1 to pay for improvements in emergency medical services in local communities and rural areas where such services are often understaffed and underequipped. Do you favor or oppose a $1 increase in the annual motor vehicle registration fee to pay for improvements in rural emergency medical services?** A total of 748 respondents gave a valid response to this item. About three-quarters of respondents favor a $1 increase in the annual motor vehicle registration fee to pay for improvements in rural emergency medical services. Support differs by age of respondent, however, almost two-thirds or more of each group favors such an increase. There are no differences between men and women or voters and nonvoters.



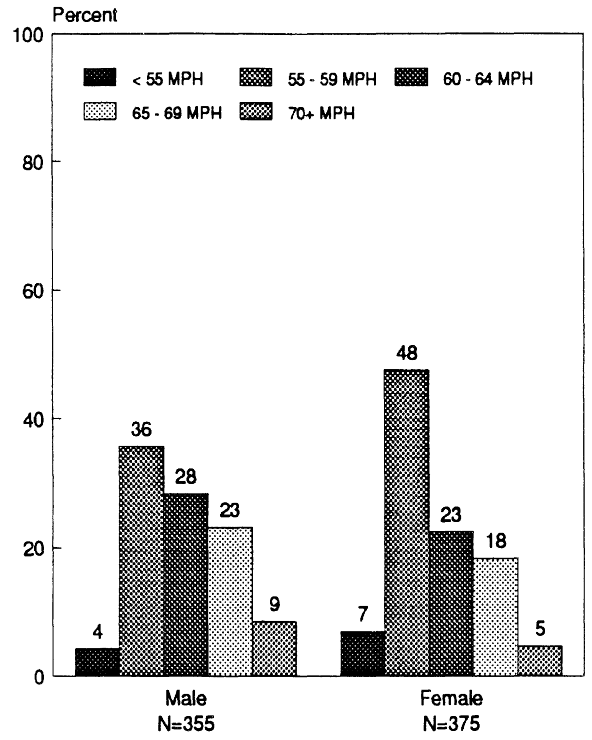
Revenue to Pay for Improvements in Rural Emergency Medical Services

Urban Freeway Driving Speeds

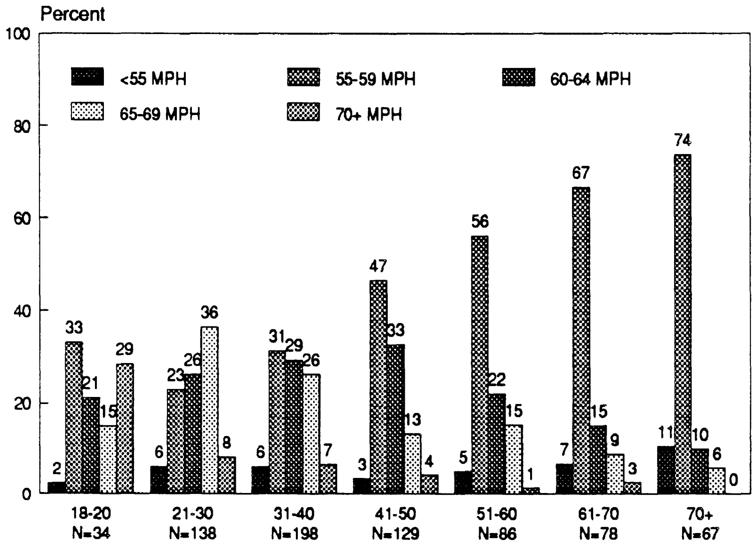
Respondents were asked: **How fast do you generally drive on Michigan's urban freeways and highways?** A total of 730 respondents gave a valid response to this item. Over half of respondents report driving at least 60 miles per hour on Michigan's urban freeways and highways; a quarter of respondents report driving at least 65 miles per hour. A sizable portion of respondents drive 55 to 59 miles per hour. Men report driving at higher speeds than women and reported speeds decrease with age. Nonvoters report driving at slightly higher speeds than voters but differences are small. Reported speeds on Michigan's urban freeways and highways did not change between 1988 and 1990.



Urban Freeway Driving Speeds



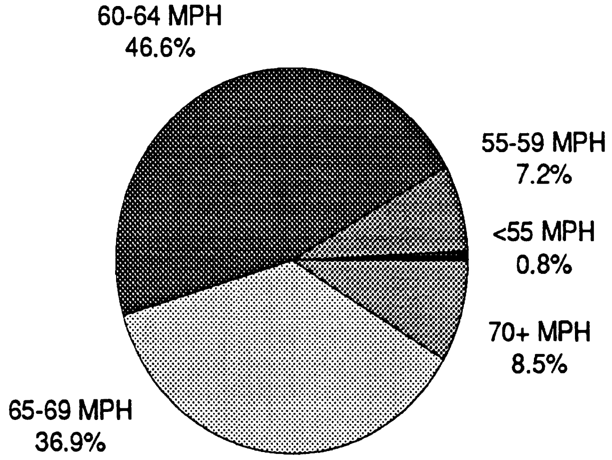
Urban Freeway Driving Speeds, by Gender



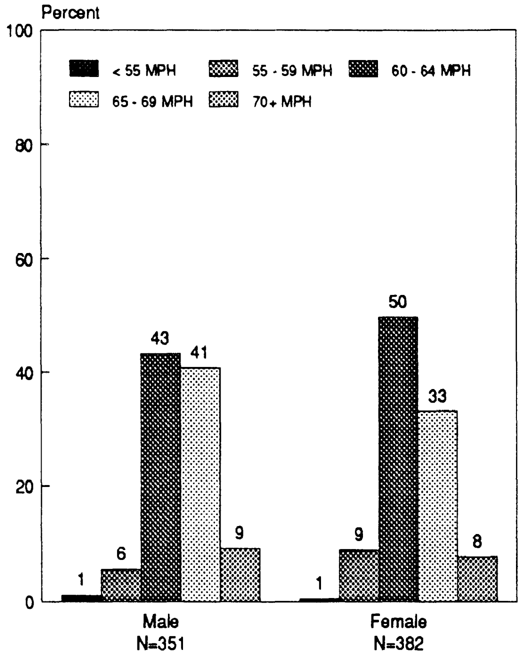
Urban Freeway Driving Speeds, by Age

Speed at Which Drivers Will Be Ticketed on Urban Freeways

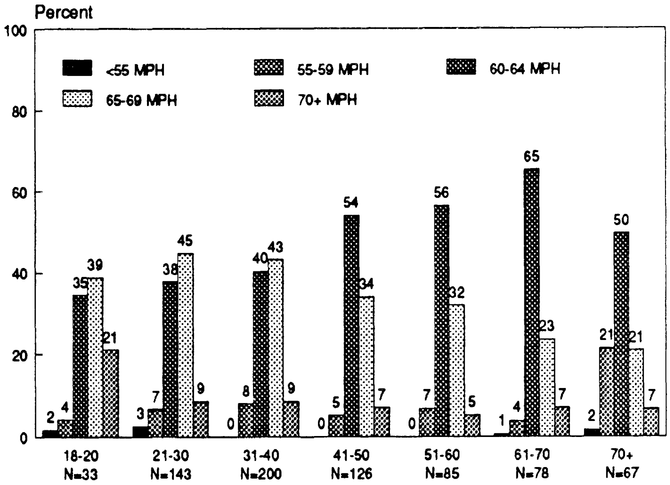
Respondents were asked: **Currently the speed limit on Michigan's urban freeways is 55 miles per hour. Where the limit is 55, how fast do you think you have to be driving before police using radar at the roadside will stop you and give you a ticket?** A total of 733 respondents gave a valid response to this item. Almost half of respondents think that drivers will not be ticketed unless they exceed the speed limit by at least 10 miles per hour. Reported speeds at which drivers will be ticketed are higher among men than women, although the differences are small. Reported speeds decrease with age; respondents age 18-20 are two to four times more likely than any other age group to report that drivers must exceed the limit by at least 15 miles per hour before risking a ticket. Responses to this item do not differ by voting status. Reported speeds at which drivers will be ticketed are lower among respondents who drive less than 60 miles per hour on Michigan's urban freeways and highways than respondents who drive 60 miles per hour or faster. Reported speeds at which drivers will be ticketed did not change between 1988 and 1990.



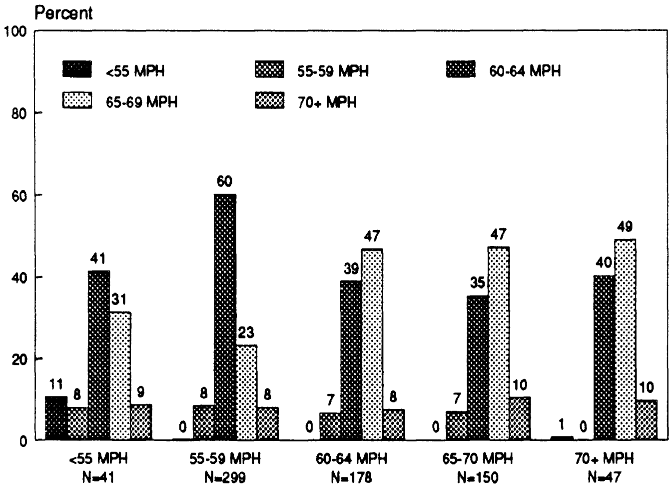
Speed at Which Drivers will be Ticketed on Urban Freeways



Speed at Which Drivers will be Ticketed on Urban Freeways, by Gender



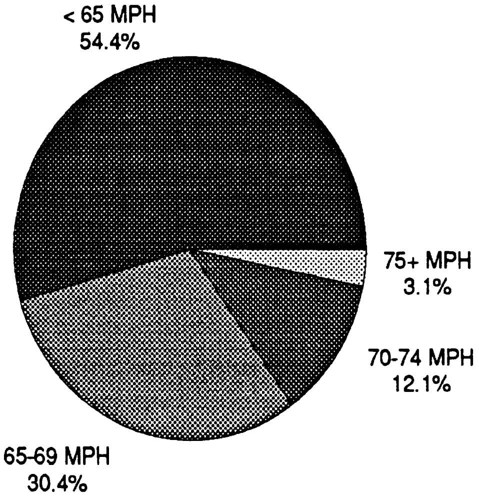
Speed at Which Drivers will be Ticketed on Urban Freeways, by Age



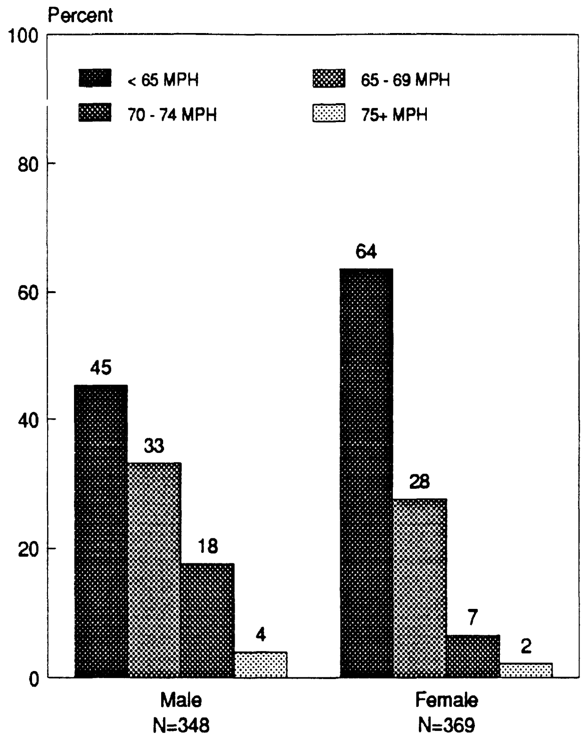
Speed at Which Drivers will be Ticketed on Urban Freeways, by Driving Speed

Rural Driving Speeds

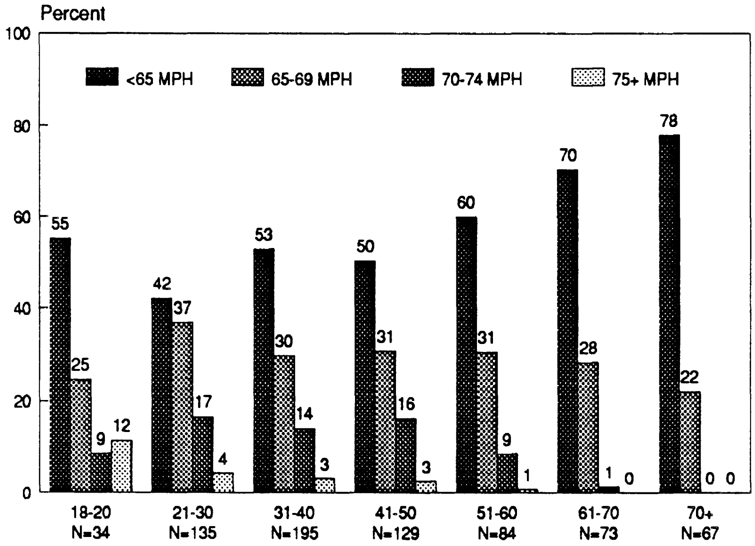
Respondents were asked: **How fast do you generally drive on Michigan's rural freeways and highways?** A total of 717 respondents gave a valid response to this item. A majority of respondents report driving less than 65 miles per hour on Michigan's rural freeways and highways. However, fifteen percent reporting driving at least 70 miles per hour. Reported speeds are higher among men than women and generally decrease with age, with the most noticeable drop after age 50. Reported speeds on rural freeways and highways do not differ by voting status. There was no change in reported speeds between 1988 and 1990.



Rural Driving Speeds



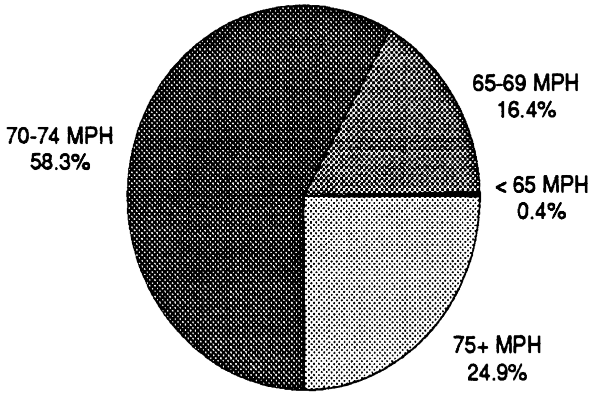
Rural Driving Speeds, by Gender



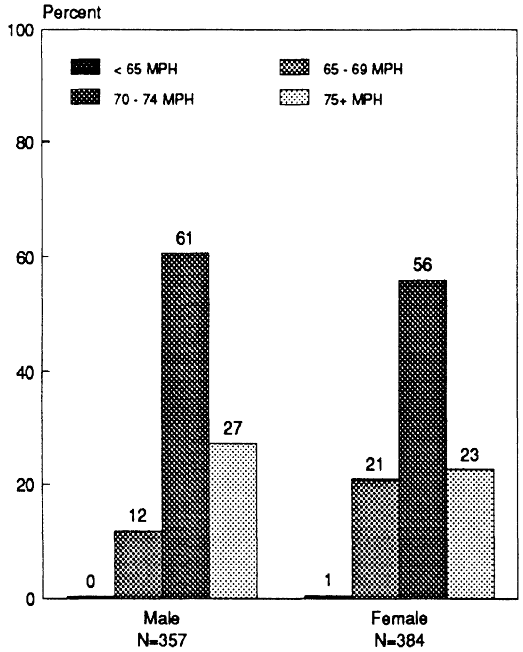
Rural Driving Speeds, by Age

Speed at Which Drivers Will Be Ticketed on Rural Freeways

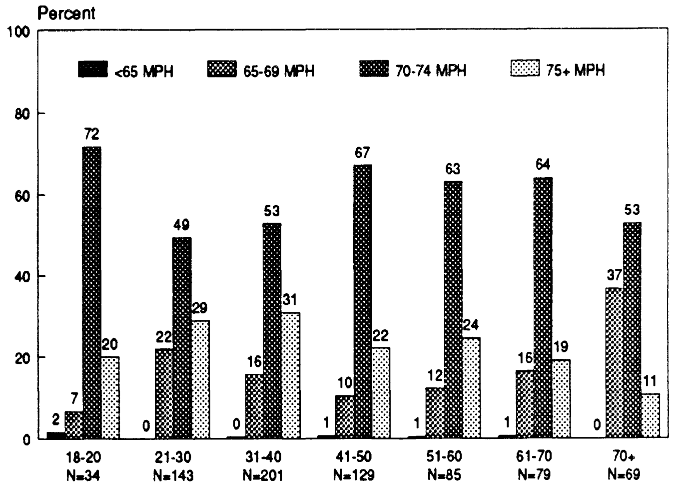
Respondents were asked: **Currently the speed limit on Michigan's rural freeways is 65 miles per hour. Where the limit is 65, how fast do you think you have to be driving before police using radar at the roadside will stop you and give you a ticket?** A total of 741 respondents gave a valid response to this item. Over three-quarters of respondents think that drivers must exceed the speed limit by at least 5 miles per hour before they will be ticketed; a quarter think drivers must exceed the limit by at least 10 miles per hour before they will be ticketed. Reported speeds at which drivers will be ticketed are higher among men than women, although the differences are small. Respondents over age 70 are more likely than other age groups to think that drivers will be ticketed if they exceed the speed limit by less than 5 miles per hour. Differences between voters and nonvoters are statistically significant but small. Reported speeds at which drivers will be ticketed are lower among respondents who drive less than 70 miles per hour on Michigan's rural freeways and highways than respondents who drive 70 miles per hour or faster. Reported speeds at which drivers will be ticketed did not change between 1988 and 1990.



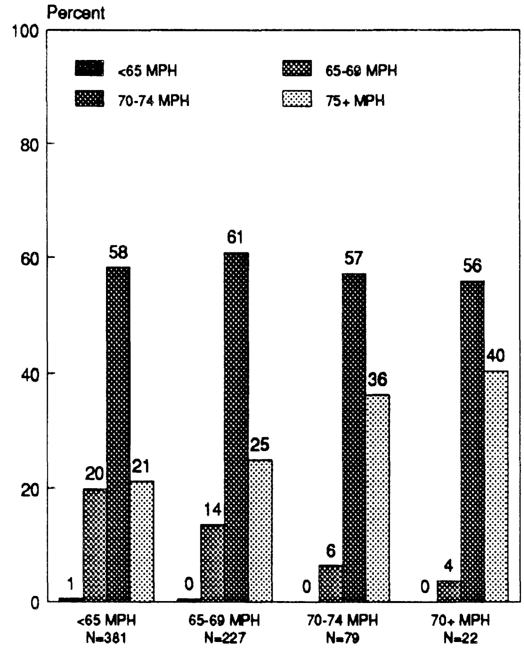
Speed at Which Drivers will be Ticketed on Rural Freeways



Speed at Which Drivers will be Ticketed on Rural Freeways, by Gender



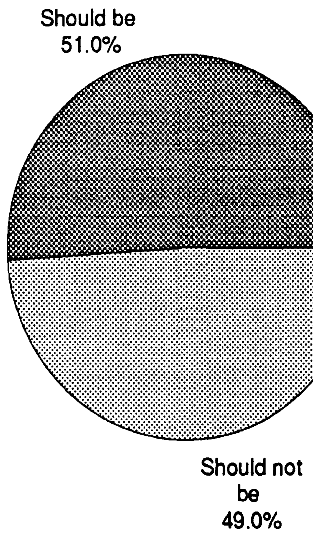
Speed at Which Drivers will be Ticketed on Rural Freeways, by Age



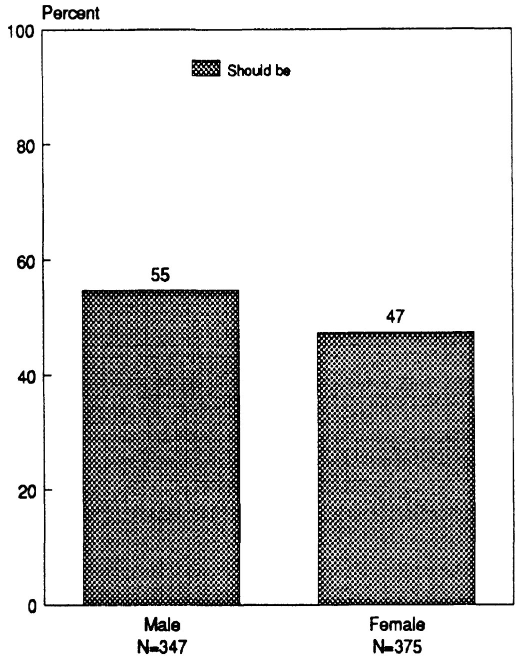
Speed at Which Drivers will be Ticketed on Rural Freeways, by Driving Speed

Radar Detectors

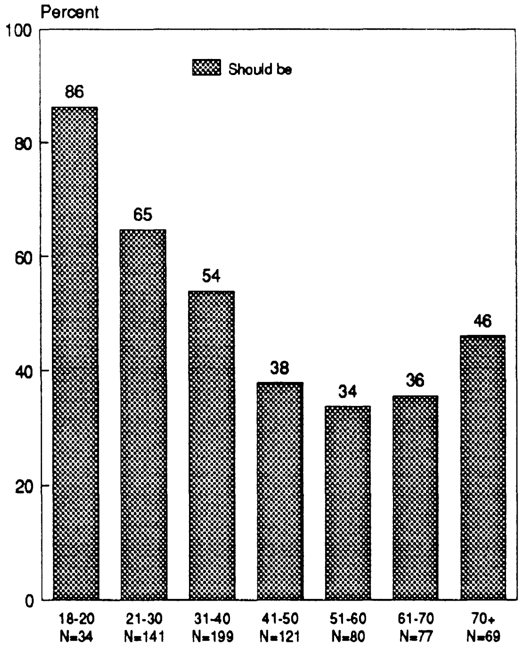
Respondents were asked: **Do you think that the use of radar detectors - also called "fuzz busters" - should or should not be legal in Michigan?** A total of 722 respondents gave a valid response to this item. Respondents are evenly split in their opinions about whether radar detectors should be legal. Men are more likely than women to favor the legality of radar detectors. Support for radar detectors is highest among respondents age 18-20 and generally decreases with age until over age 70. Majority support for the legality of radar detectors is found among nonvoters but not among voters. Support for the legality of radar detectors increases as reported driving speeds increase on both urban and rural freeways and highways in Michigan. Opinions about whether radar detectors should be legal remained the same in 1987, 1988, and 1990.



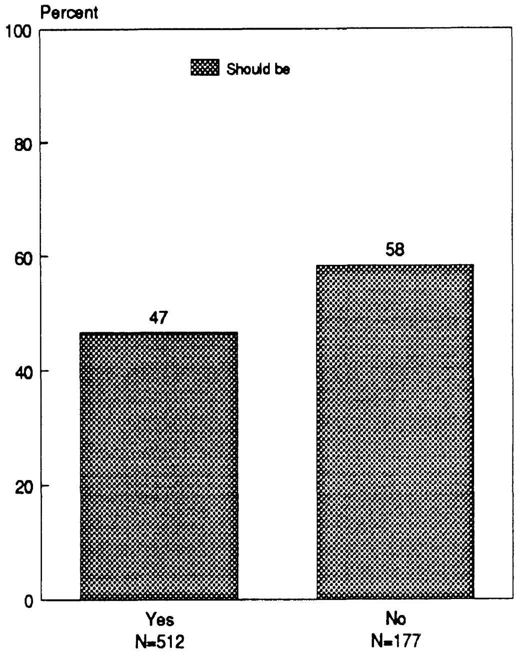
Radar Detector Legality



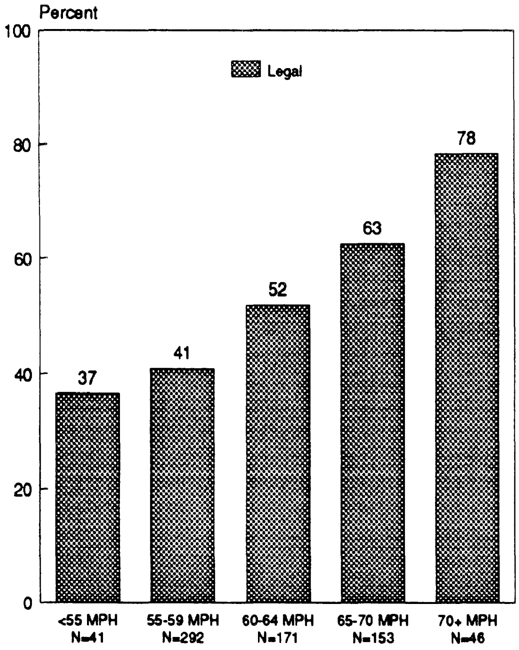
Radar Detector Legality, by Gender



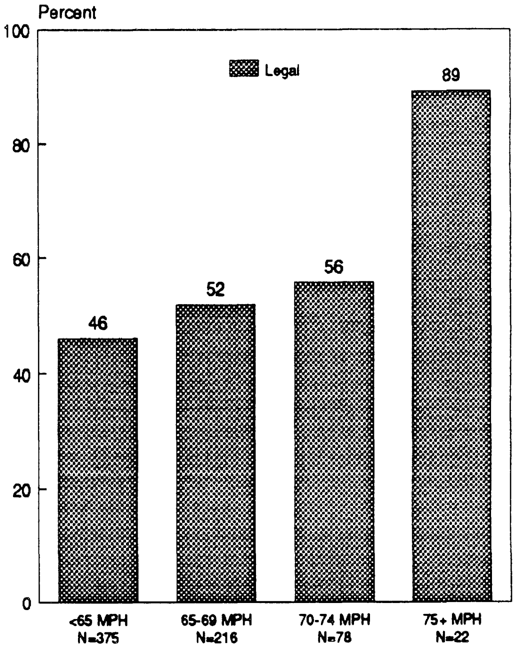
Radar Detector Legality, by Age



Radar Detector Legality, by Voting Status



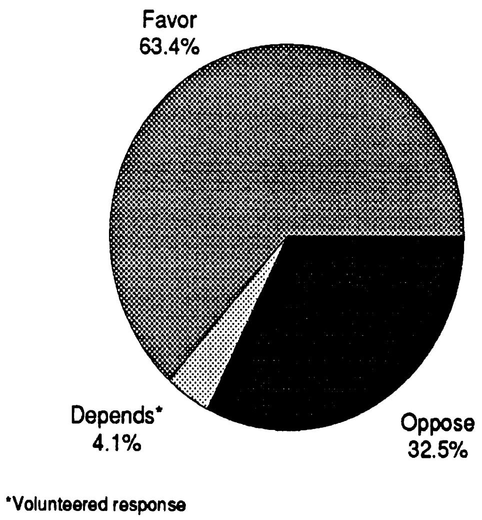
Radar Detector Legality, by Urban Driving Speeds



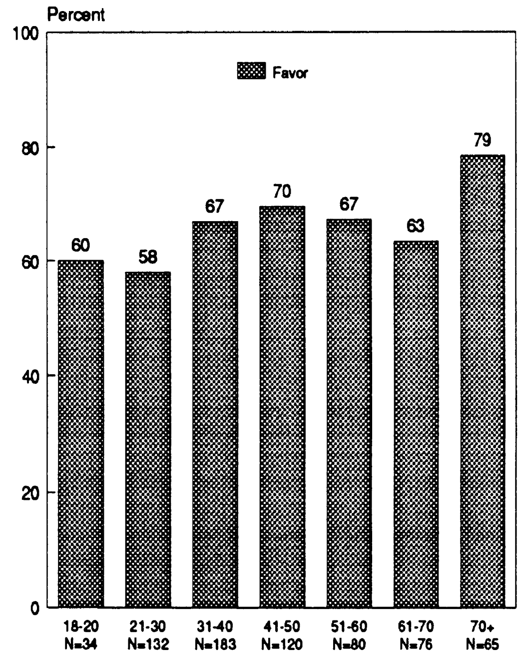
Radar Detector Legality, by Rural Driving Speeds

Graduated Driver Licensing for Young Beginning Drivers

Respondents were asked: **Some have suggested that young beginning drivers should become fully licensed gradually. Beginning drivers would be required to move from one level of driver license to another based on both experience and demonstrated skill before becoming fully licensed. Do you favor or oppose such a graduated licensing system for young beginning drivers?** A total of 738 respondents gave a valid response to this item. A majority of respondents favor a graduated licensing system for young beginning drivers. Support is highest among the age group over 70, although there is majority support among all age groups. Support does not differ by gender or voting status.



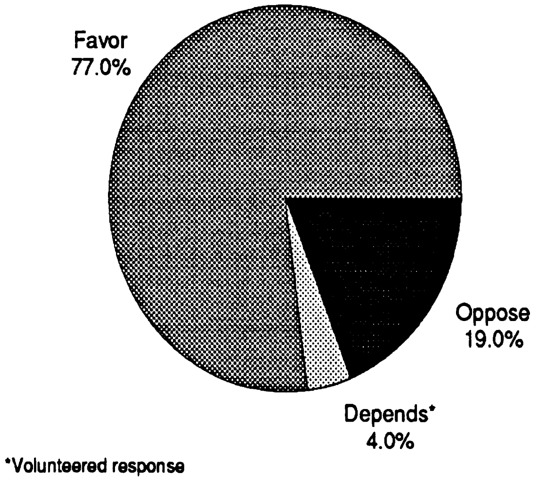
Graduated Driver Licensing for Young Beginning Drivers



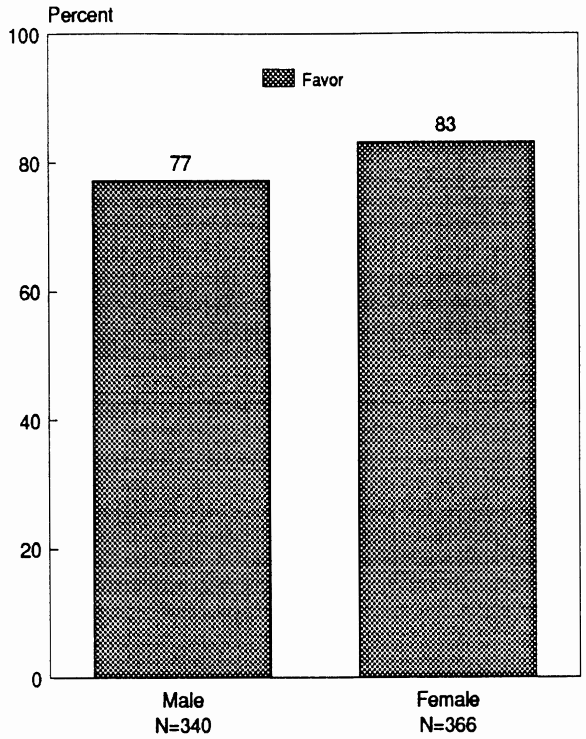
Graduated Driver Licensing for Young Beginning Drivers, by Age

Graduated Driver Licensing for Older Drivers

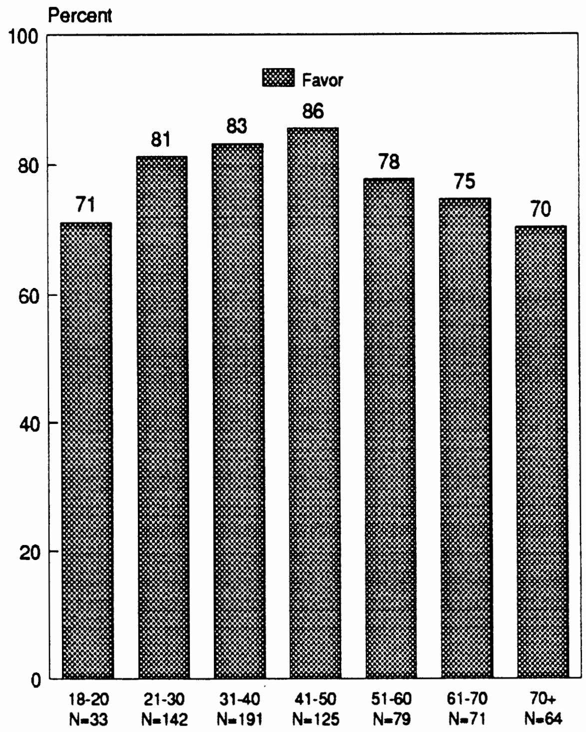
Respondents were asked: **Some have suggested that older drivers should gradually reduce the amount and kinds of driving they do as driving ability declines. Older drivers would take more frequent driver examinations to identify driving-related problems and driving would be restricted if necessary. Do you favor or oppose such a graduated licensing system for older drivers?** A total of 742 respondents gave a valid response to this item. Over three-quarters of respondents favor a graduated licensing system for older drivers. Support is stronger among women than men, and support is weakest among the youngest and oldest age groups (18-20 and over 70). However, over two thirds of these subgroups still favor a graduated driver licensing system for older drivers. There are no differences in support between voters and nonvoters.



Graduated Driver Licensing for Older Drivers



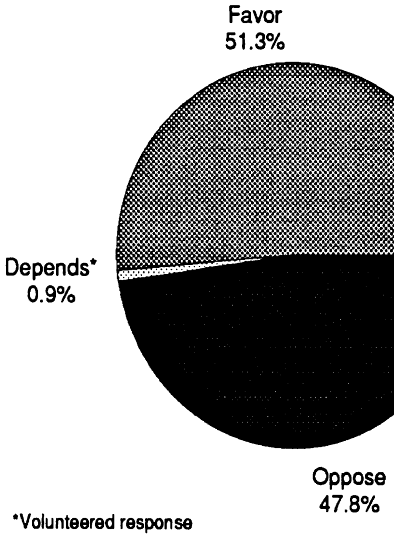
Graduated Driver Licensing for Older Drivers, by Gender



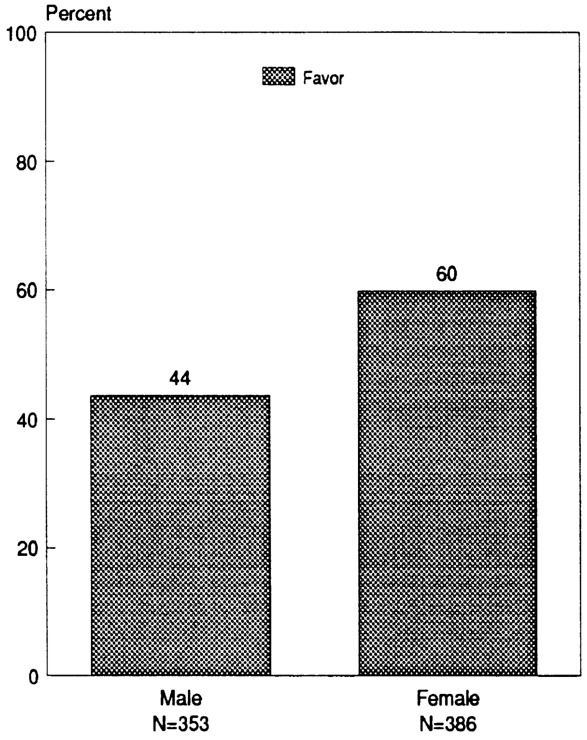
Graduated Driver Licensing for Older Drivers, by Age

Youth Driving Curfew

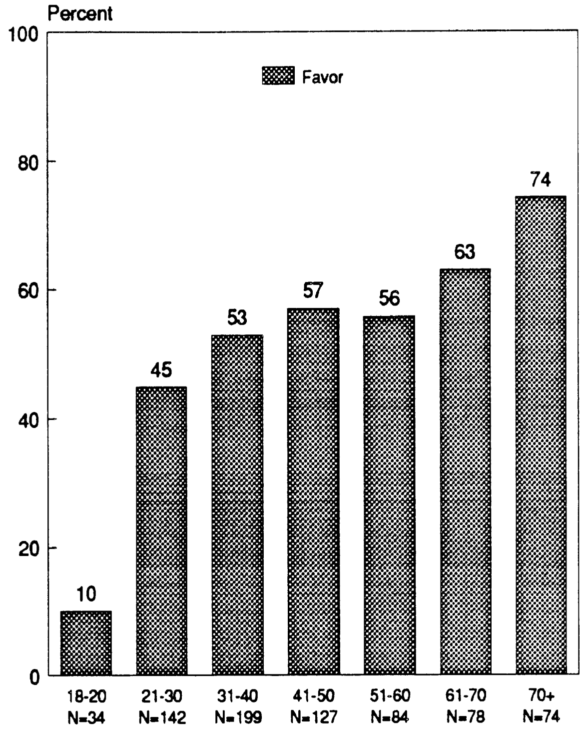
Respondents were asked: **Would you favor or oppose a law which would prevent persons under the age of 18 from driving between 11 o'clock at night and 5 o'clock in the morning, unless they could show a need to drive to or from school or work?** A total of 748 respondents gave a valid response to this item. Respondents are evenly split in their support for a youth driving curfew. A majority of women favor such a curfew while a majority of men oppose it. Respondents age 18-20, those most likely to have peers affected by the curfew, voice the strongest opposition to such a curfew. Nearly half of respondents age 21-30 and a majority of all other age groups favor a youth driving curfew. There is majority support among voters but not nonvoters. Support for a youth driving curfew has declined slightly since 1987.



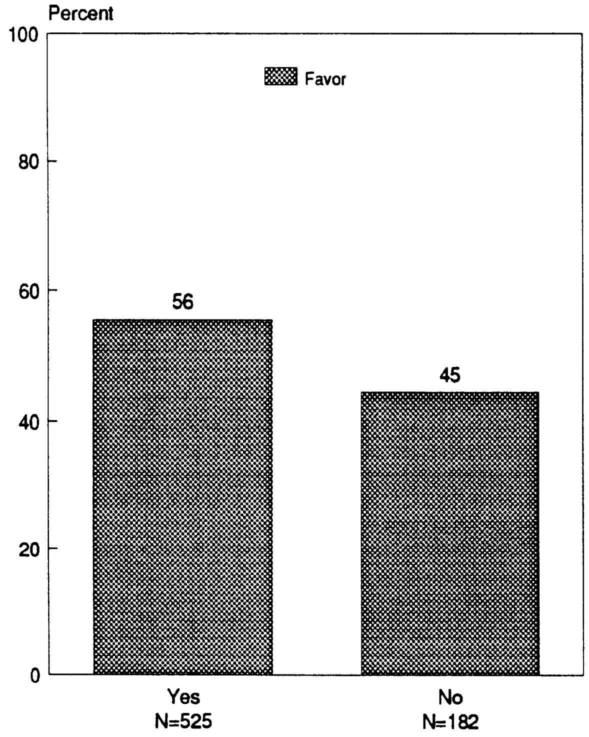
Youth Driving Curfew



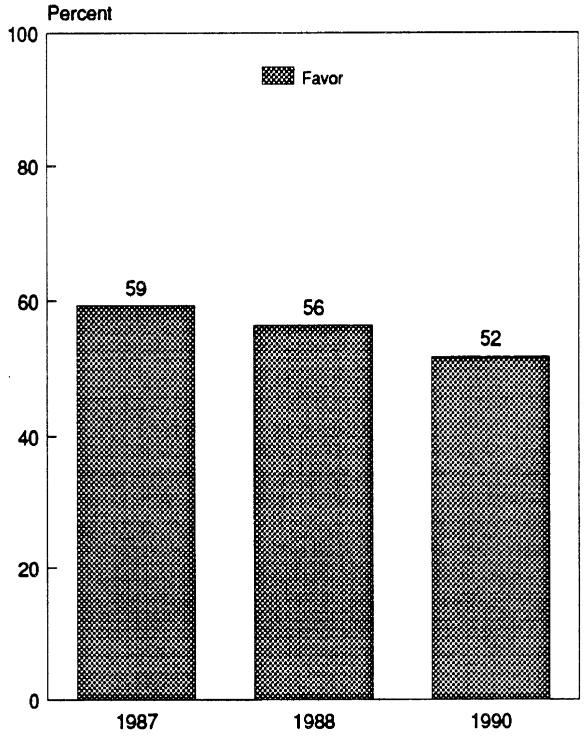
Youth Driving Curfew, by Gender



Youth Driving Curfew, by Age



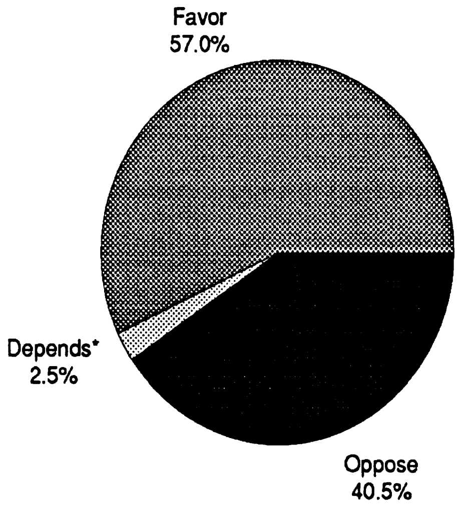
Youth Driving Curfew, by Voting Status



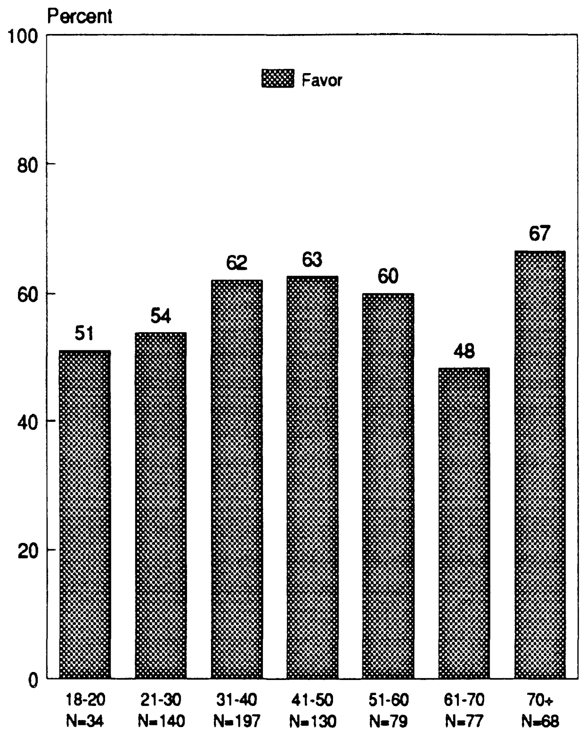
Youth Driving Curfew, by Survey Year

Driving Curfew for Older Drivers

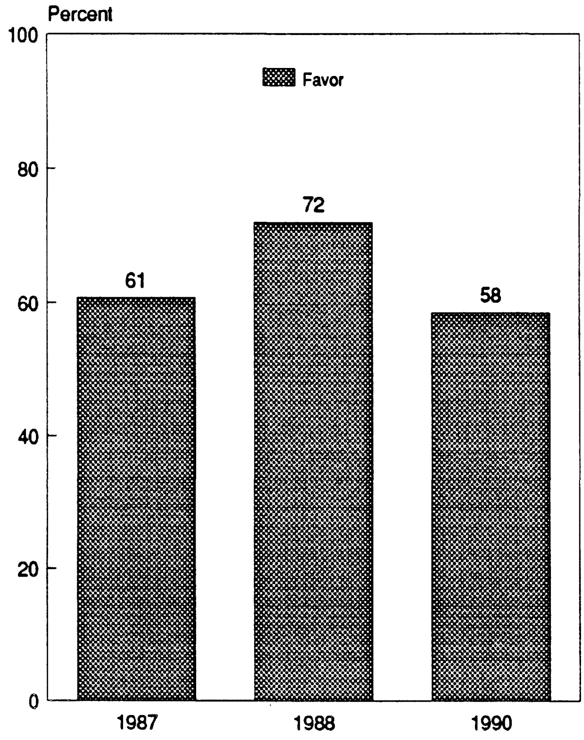
Respondents were asked: **How about persons over the age of 70 - would you favor or oppose a law that would prevent older persons from driving between 11 o'clock at night and 5 o'clock in the morning unless they take a screening exam to show they are fit to drive at night?** A total of 746 respondents gave a valid response to this item. A majority favor a driving curfew for older drivers. Support for a driving curfew for older drivers is highest among those over 70, the age group most likely to be affected by such a curfew. Even among those age 61-70, the age group with the lowest level of support, almost half favor a driving curfew for older drivers. There are no differences in support between men and women or voters and nonvoters. Support for a driving curfew for older drivers declined from 1988 and represents a return to the 1987 level.



Driving Curfew for Older Drivers



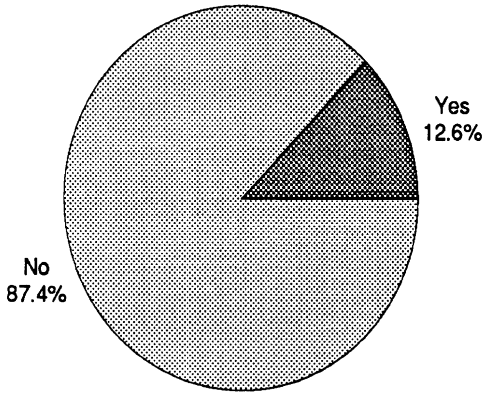
Driving Curfew for Older Drivers, by Age



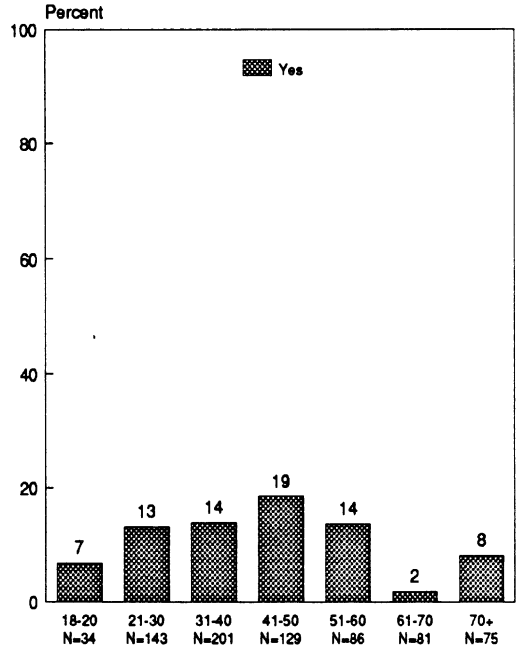
Driving Curfew for Older Drivers, by Survey Year

Impaired Driver Ability Due to Advancing Age

Respondents were asked: **Does anyone in your family have trouble driving safely because their driving ability has been affected by their advancing age?** A total of 750 respondents gave a valid response to this item. Most respondents do not know of a family member having trouble driving because their driving ability has been affected by their advancing age. Respondents age 21-60 are more likely than younger or older respondents to know of a family member having trouble driving, however, within each age group only a small proportion know of a family member having trouble driving. Responses do not differ between men and women or voters and nonvoters.



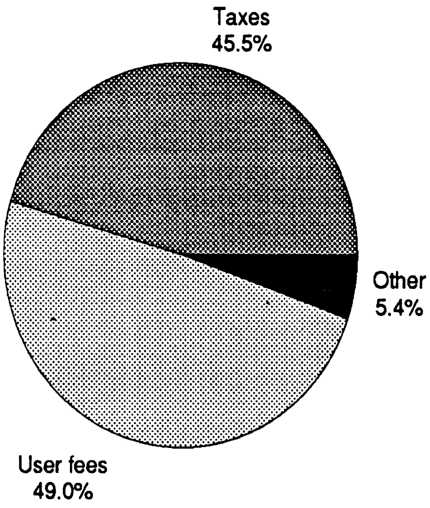
Impaired Driver Ability Due to Advancing Age



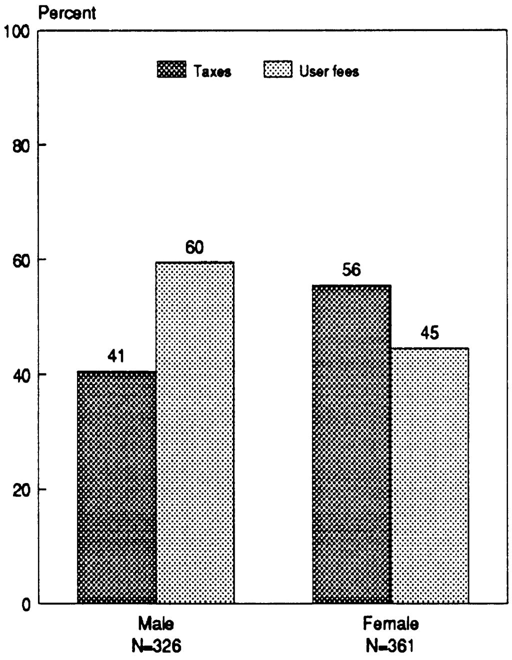
Impaired Driver Ability Due to Advancing Age, by Age

Payment for Driver Education Classes

Respondents were asked: **Do you think that driver education classes should be paid for by taxes or a fee paid by the driver education students?** A total of 734 respondents gave a valid response to this item. Respondents are evenly split in their choice of taxes or fees paid by users. Among respondents who propose other means of payment, the most frequent response is that both taxes and user fees should be used to pay for driver education classes. A majority of women favor taxes to pay for driver education classes, while a majority of men favor fees paid by users. Opinions about payment for driver education classes do not differ by age group or voting status. Opinions remained the same in 1987, 1988, and 1990.



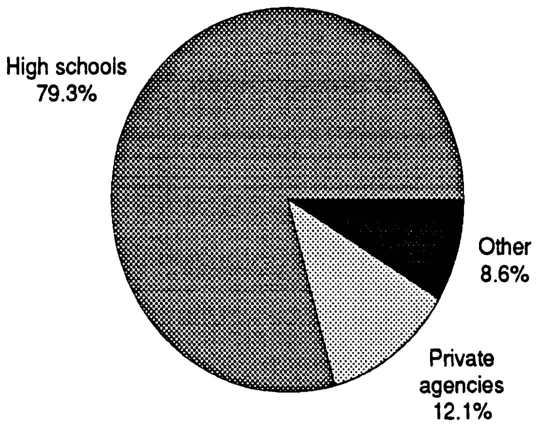
Payment for Driver Education Classes



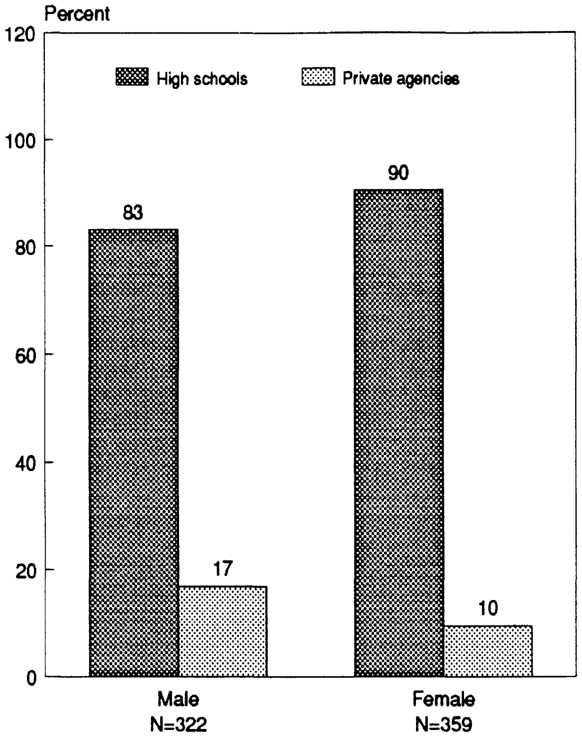
Payment for Driver Education Classes, by Gender

Location of Driver Education Classes

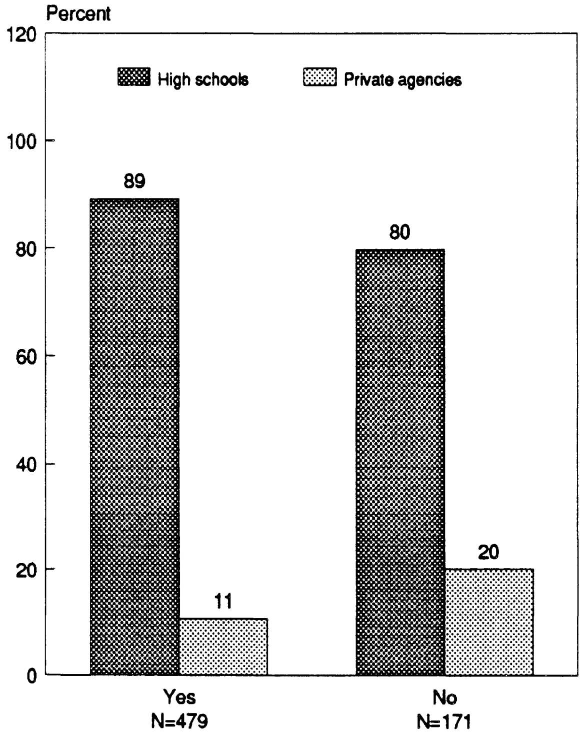
Respondents were asked: **Do you think that driver education classes should be conducted in high schools or commercially through private agencies?** A total of 739 respondents gave a valid response to this item. Over three-quarters of respondents think that driver education classes should be conducted in high schools. Among respondents who propose other locations, the majority think that driver education classes should be conducted both in high schools and through private agencies. A greater proportion of women than men and more voters than nonvoters choose high schools as the preferred location for driver education classes, however, support for high schools exceed three-quarters in all groups. There are no differences in preferred location of driver education classes by age group.



Location of Driver Education Classes



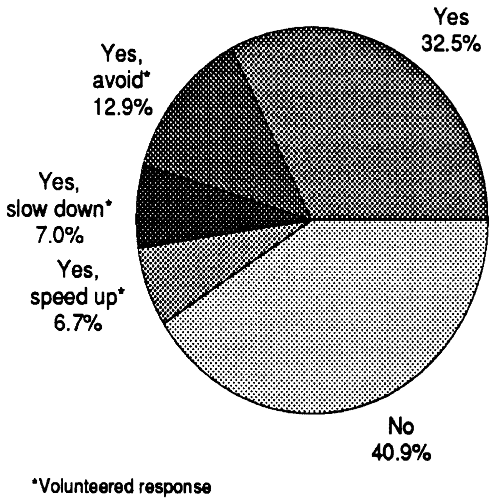
Location of Driver Education Classes, by Gender



Location of Driver Education Classes, by Voting Status

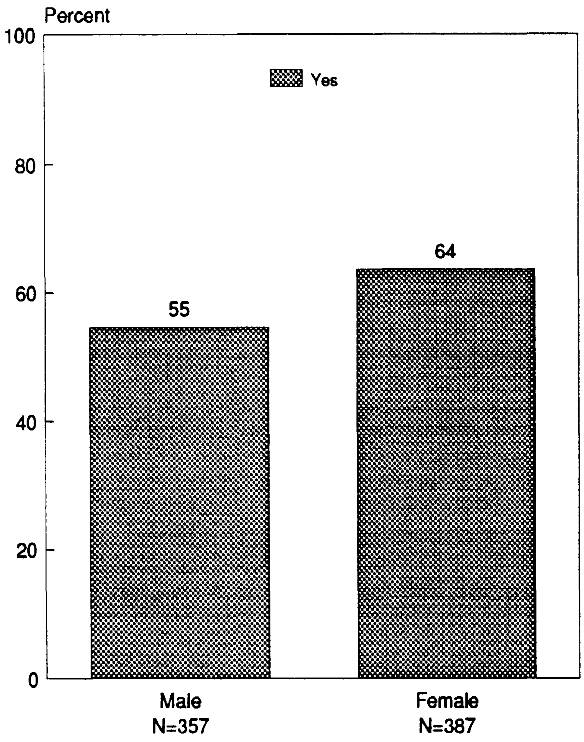
Avoiding Trucks

Respondents were asked: **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?** A total of 744 respondents gave a valid response to this item. A majority of respondents report taking action to stay away from semi-trailer trucks. When a specific action is mentioned, the most frequent response is avoiding roads with a lot of semi-trailer trucks. Women are more likely than men to take action to avoid trucks, although a majority of both groups report taking such action. Similarly, while nonvoters are more likely than voters to report taking action to avoid trucks, a majority of both groups report taking such action. Responses to this item do not differ by age group. We examined the issue of avoiding trucks by reported miles driven in the last year and found responses to be similar among respondents who reported driving at all in the last year. The proportion of respondents who take action to avoid trucks declined between 1987 and 1990, although differences are small.

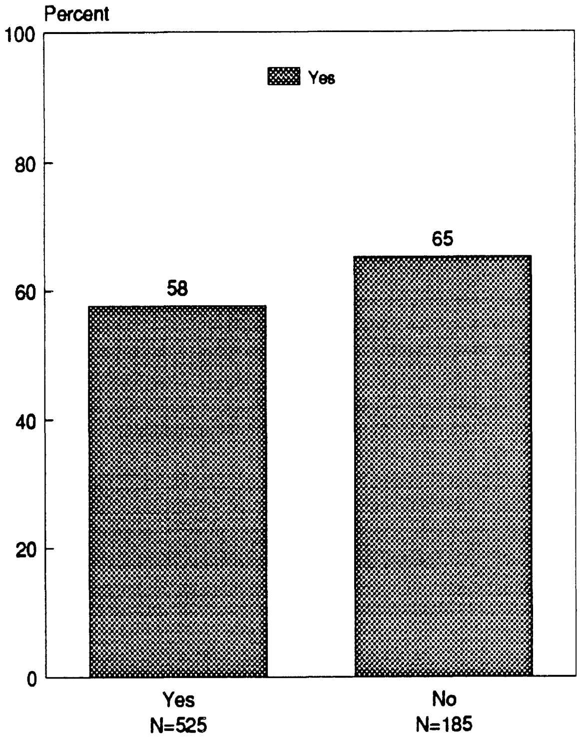


*Volunteered response

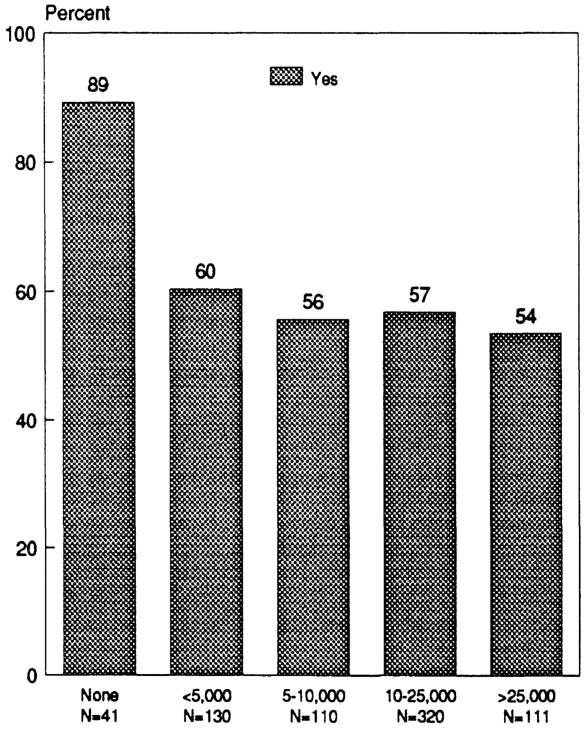
Avoiding Trucks



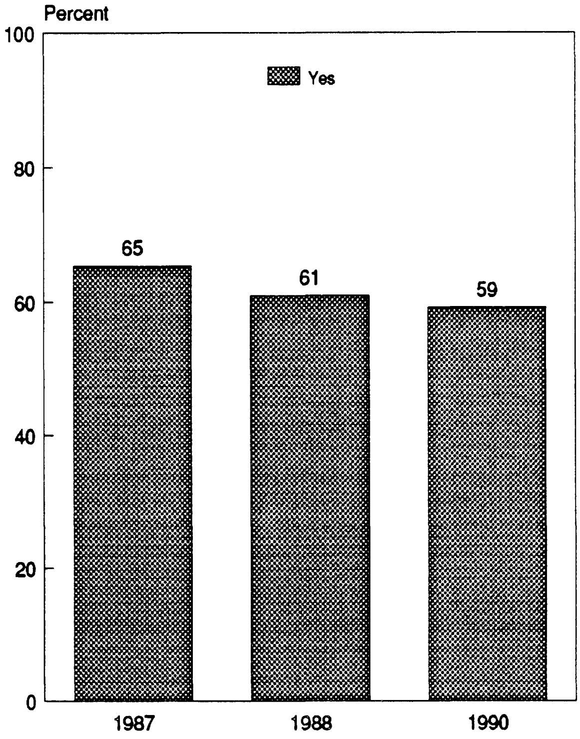
Avoiding Trucks, by Gender



Avoiding Trucks, by Voting Status



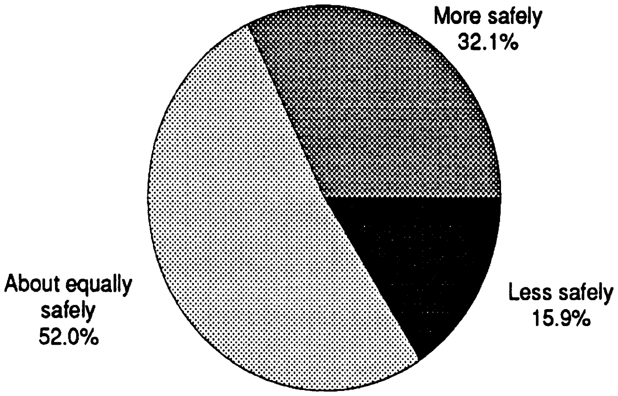
Avoiding Trucks, by Miles Driven



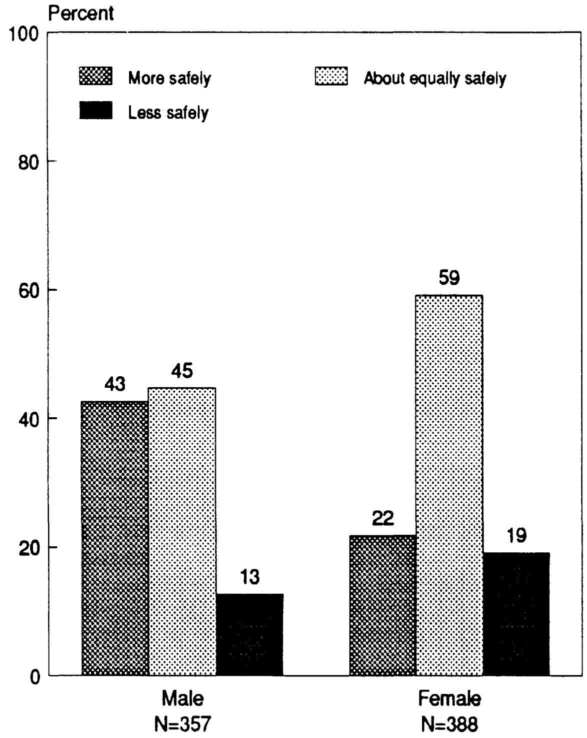
Avoiding Trucks, by Survey Year

Safety of Truck Drivers

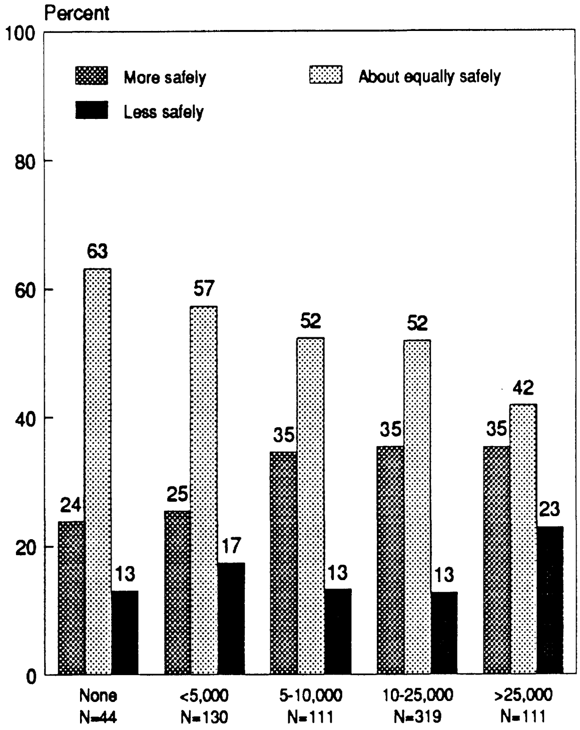
Respondents were asked: **Compared to most car drivers, would you say that drivers of semi-trailer trucks drive more safely, less safely, or about equally safely?** A total of 745 respondents gave a valid response to this item. A majority of respondents think that truck drivers drive as safely as car drivers. However, a sizable portion of respondents think truck drivers drive more safely. Nearly twice as many men as women think that truck drivers drive more safely than car drivers. Opinions differ between age groups but no clear pattern is evident. Respondents who drove more than 25,000 miles in the last year are more likely than those who drove fewer miles to think that truck drivers drive less safely than car drivers. Opinions do not differ between voters and nonvoters. Opinions remained about the same in 1987, 1988, and 1990.



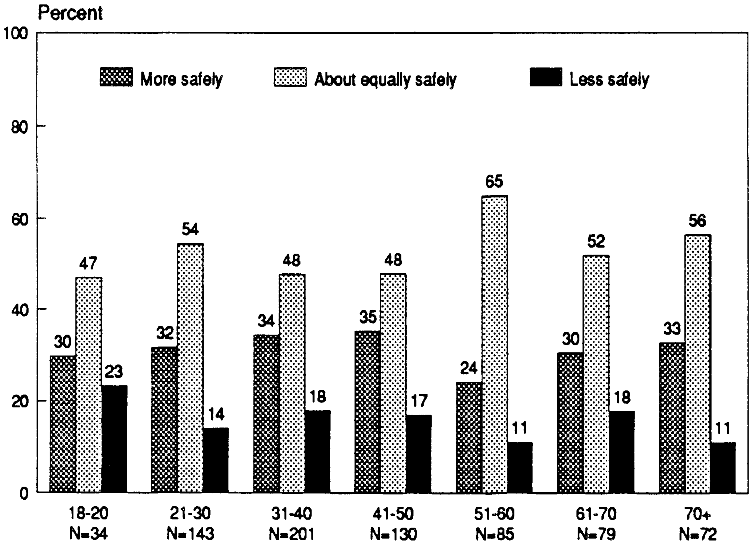
Safety of Truck Drivers



Safety of Truck Drivers, by Gender



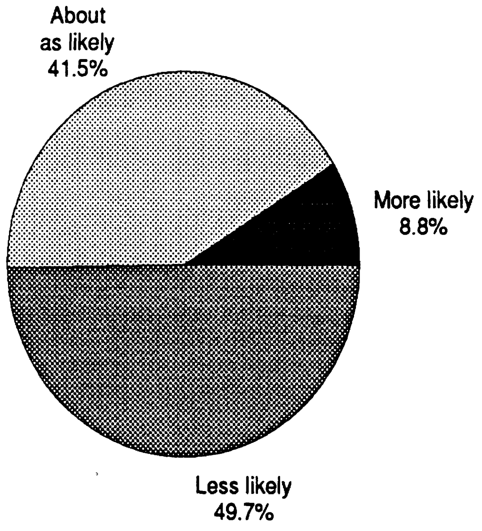
Safety of Truck Drivers, by Miles Driven



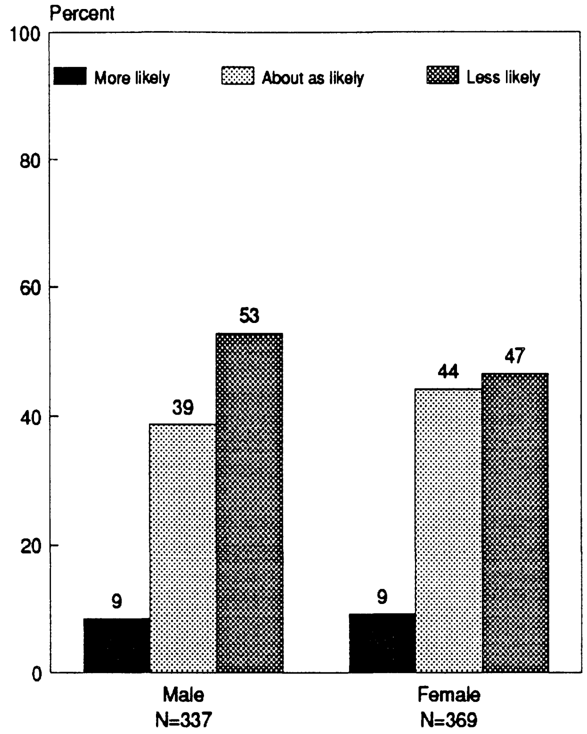
Safety of Truck Drivers, by Age

Alcohol Impairment of Truck Drivers

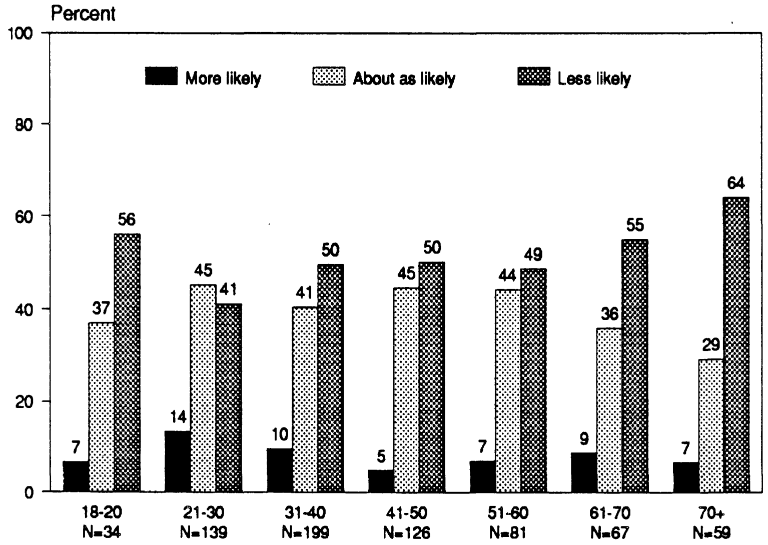
Respondents were asked: **Do you think that drivers of semi-trailer trucks are more likely, less likely, or about as likely as car drivers to drive while impaired by alcohol?** A total of 706 respondents gave a valid response to this item. Most respondents think that truck drivers are either less likely than car drivers to drive while impaired by alcohol or that they are about as likely to drive while impaired. Relatively few respondents think truck drivers are more likely to drive while impaired by alcohol. A greater proportion of men than women think that truck drivers are less likely to drive while impaired by alcohol but the differences are small. The proportion of respondents who think that truck drivers are less likely to drive while impaired by alcohol is largest among the age group over 70 and lowest among the age group 21-30. Opinions do not differ by voting status or reported miles driven in the last year. Opinions about alcohol impairment of truck drivers did not change between 1988 and 1990.



Alcohol Impairment of Truck Drivers



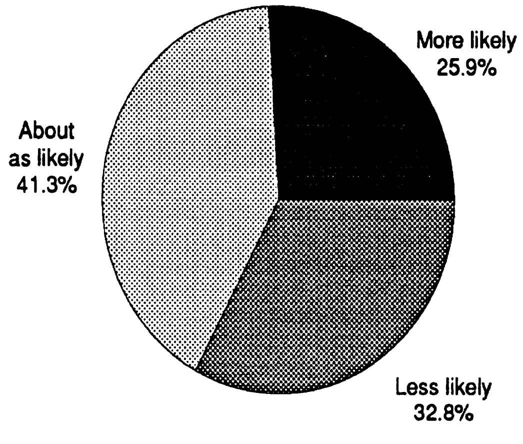
Alcohol Impairment of Truck Drivers, by Gender



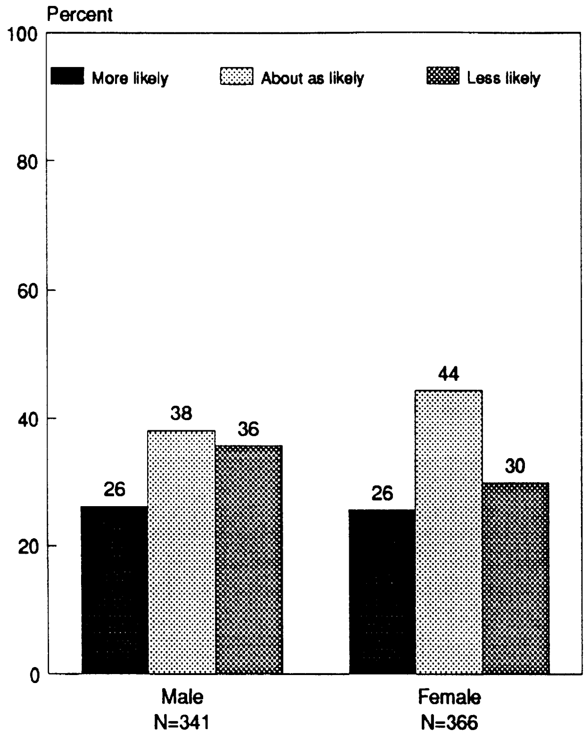
Alcohol Impairment of Truck Drivers, by Age

Impairment of Truck Drivers by Drugs Other Than Alcohol

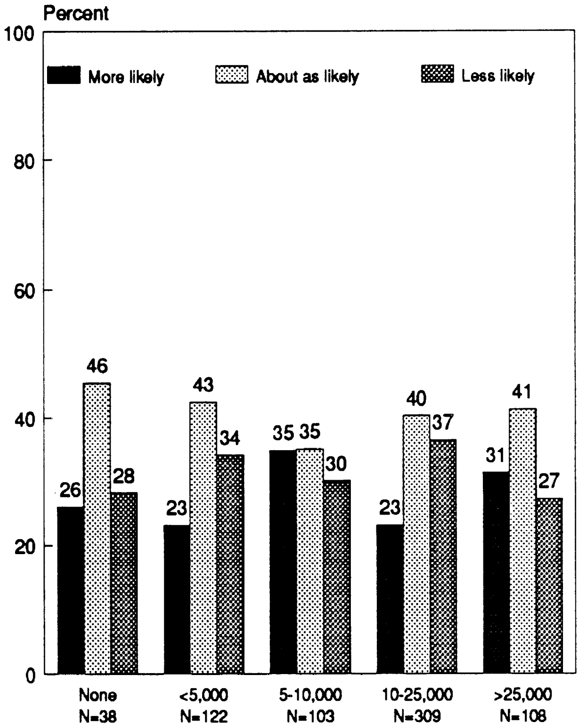
Respondents were asked: **Do you think that drivers of semi-trailer trucks are more likely, less likely, or about as likely as car drivers to drive while impaired by drugs other than alcohol?** A total of 707 respondents gave a valid response to this item. Over a quarter of respondents think that truck drivers are more likely than car drivers to drive while impaired by drugs other than alcohol and a sizable portion of respondents think truck drivers are as likely as car drivers. Equal proportions of men and women think truck drivers are more likely to drive while impaired by drugs other than alcohol. A greater proportion of men than women think truck drivers are less likely to drive while impaired by drugs other than alcohol but the differences are small. Responses to this item differ by age but there is no consistent pattern. However, only among respondents over age 70, do a majority think truck drivers are less likely to drive while impaired by drugs other than alcohol. There are no differences in opinions between voters and nonvoters. Although statistically significant, differences by reported miles driven in the last year are small. Opinions about impairment of truck drivers by drugs other than alcohol did not change between 1988 and 1990.



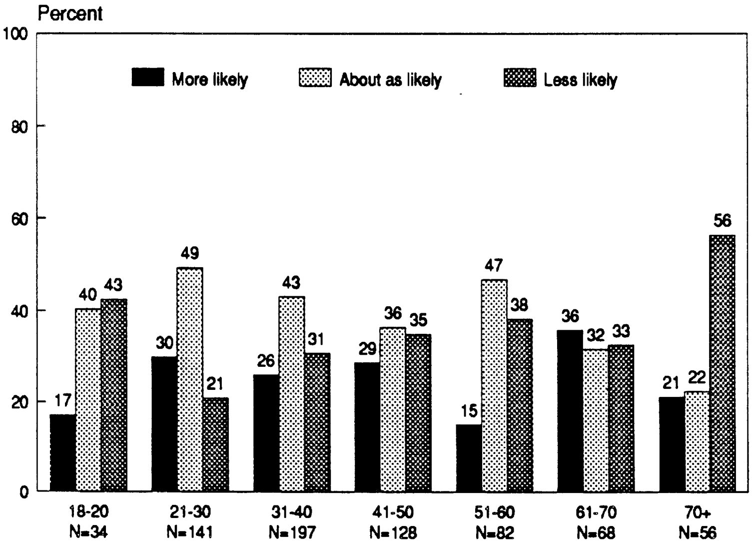
Impairment of Truck Drivers by Drugs Other than Alcohol



Impairment of Truck Drivers by Drugs Other Than Alcohol, by Gender



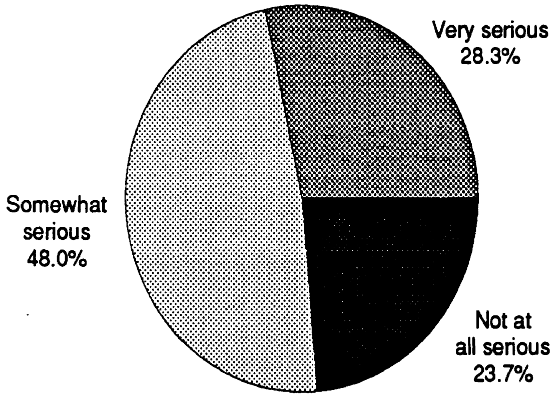
Impairment of Truck Drivers by Drugs Other Than Alcohol, by Miles Driven



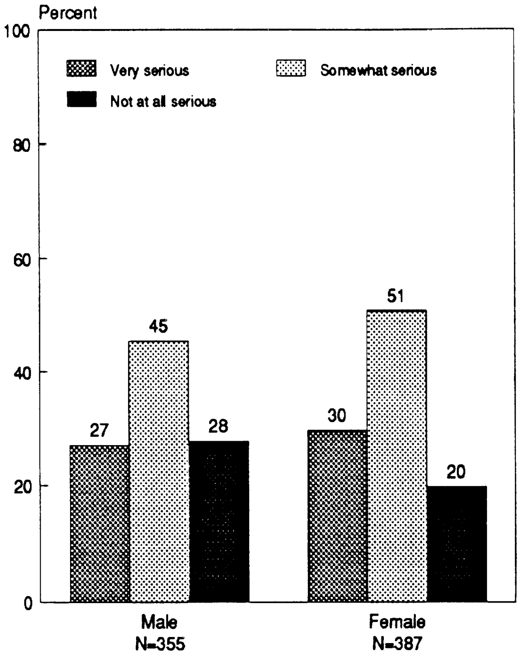
Impairment of Truck Drivers by Drugs Other Than Alcohol, by Age

Objects Falling From Trucks

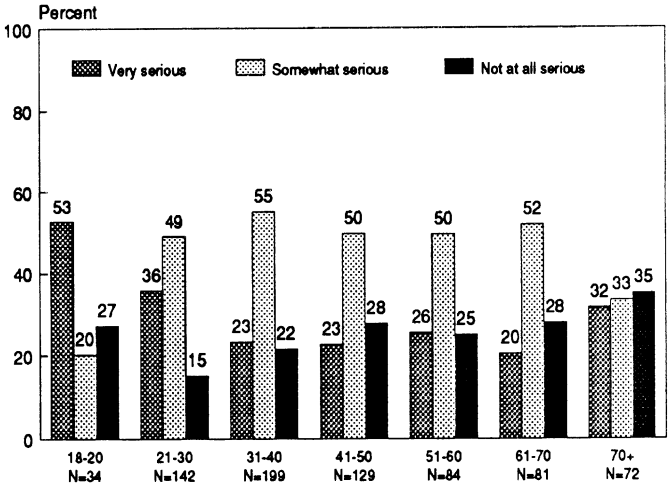
Respondents were asked: **How serious is the problem of objects coming off or falling off semi-trailer trucks? Would you say it is very serious, somewhat serious, or not at all serious?** A total of 742 respondents gave a valid response to this item. About half of respondents think that the problem of objects coming off or falling off semi-trailer trucks is somewhat serious. The remainder of respondents are evenly split in reporting that the problem is very serious and that it is not at all serious. Women view the problem of objects coming off or falling off trucks as more serious than men but differences are small. Respondents age 18-30 are the age group most likely to view the problem as very serious and nonvoters are more likely than voters to view the problem as very serious. The proportion of respondents who view the problem of objects coming off or falling off trucks as very serious generally decreases as reported miles driven increases. Opinions do not differ by survey year.



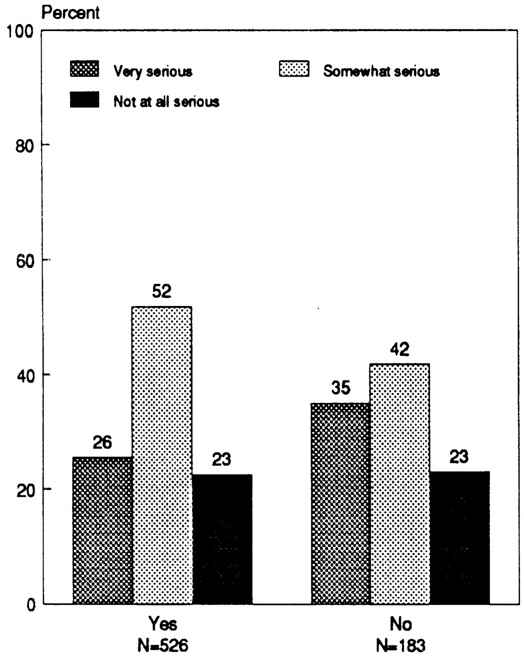
Objects Falling From Trucks



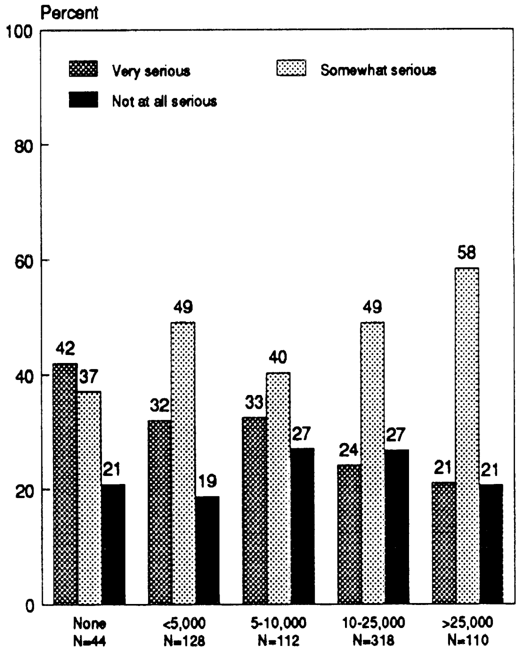
Objects Falling From Trucks, by Gender



Objects Falling From Trucks, by Age



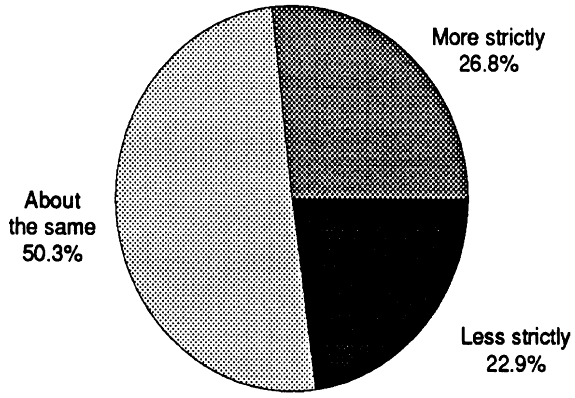
Objects Falling From Trucks, by Voting Status



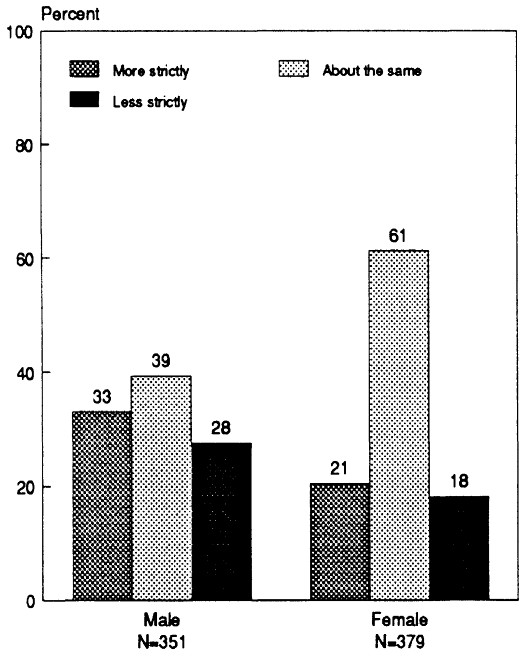
Objects Falling from Trucks, by Miles Driven

Enforcement of Traffic Laws for Truck Drivers

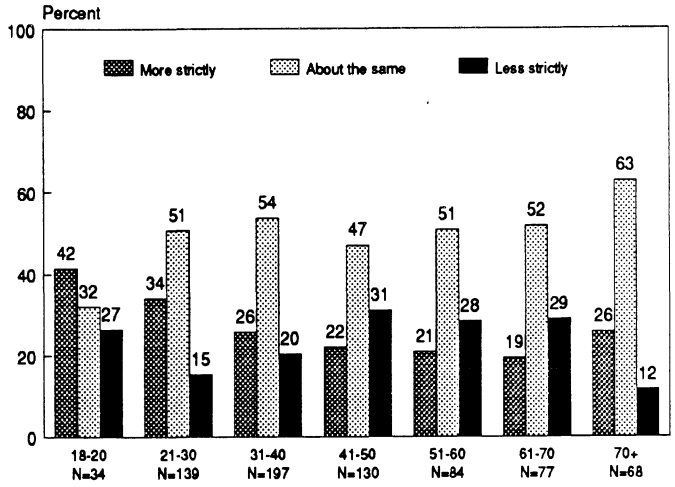
Respondents were asked: **Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer trucks as they do for car drivers?** A total of 730 respondents gave a valid response to this item. About half of respondents think that laws are enforced about the same for truck drivers and car drivers. The remainder are evenly split in reporting that laws are more strictly enforced and that laws are less strictly enforced for truck drivers than car drivers. A greater proportion of women than men report that laws are enforced about the same for truck drivers and car drivers. Respondents age 18-20 are more likely than other age group to think that laws are more strictly enforced for truck drivers. A greater proportion of voters than nonvoters think that laws are enforced less strictly for truck drivers than car drivers. The proportion of respondents who think that laws are enforced less strictly for truck drivers generally increases with reported miles driven, and the proportion who think laws are enforced about the same generally decreases with reported miles driven. Enforcement of traffic laws for truck drivers compared with car drivers was perceived to be more strict in 1990 than 1987. There were no differences in perceptions between 1990 and 1988.



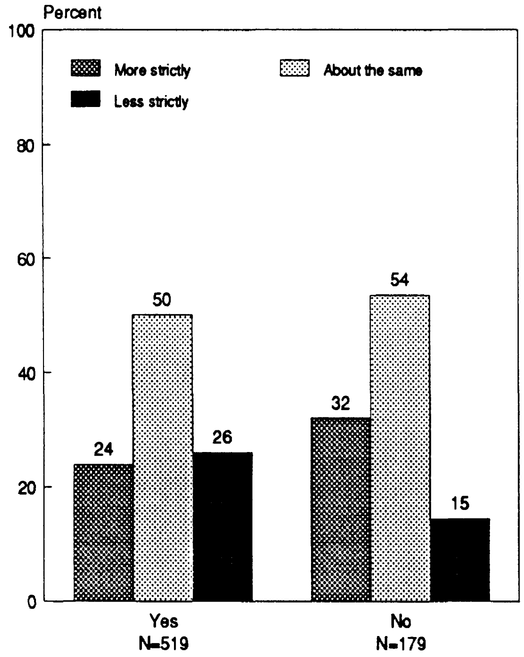
Enforcement of Traffic Laws for Truck Drivers



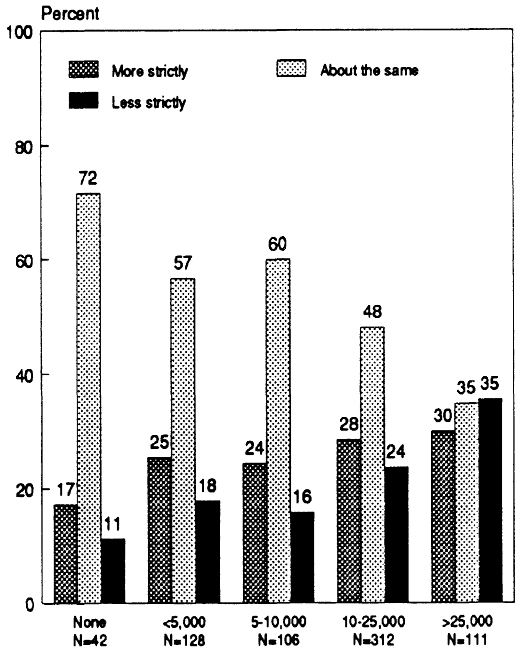
Enforcement of Traffic Laws for Truck Drivers, by Gender



Enforcement of Traffic Laws for Truck Drivers, by Age



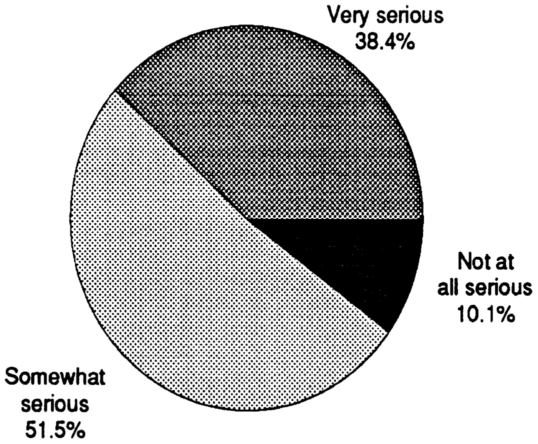
Enforcement of Traffic Laws for Truck Drivers, by Voting Status



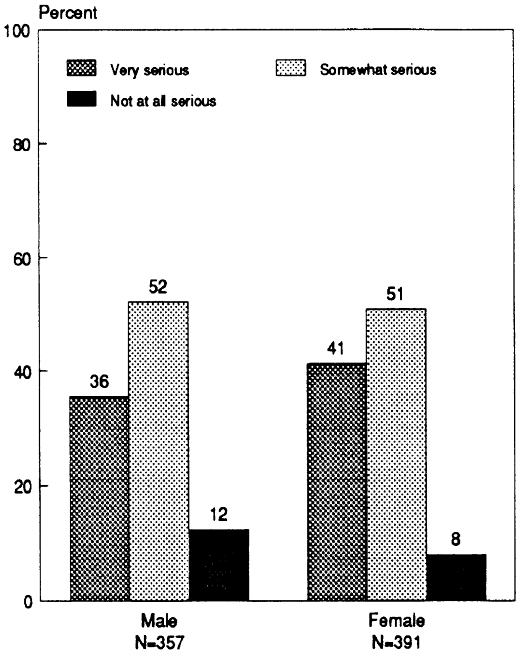
Enforcement of Traffic Laws for Truck Drivers, by Miles Driven

Seriousness of Alcohol-Impaired Driving Problem

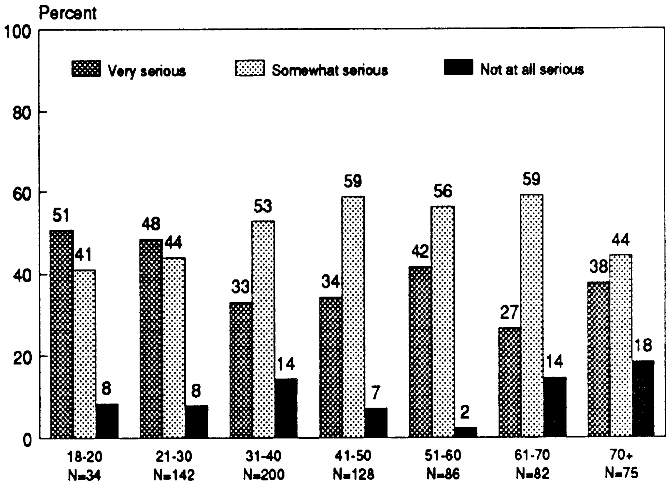
Respondents were asked: **How serious do you think the drunk driving problem is in your community - would you say it is very serious, somewhat serious, or not at all serious?** A total of 748 respondents gave a valid response to this item. Nearly ninety percent of respondents view the alcohol-impaired driving problem in their community as somewhat serious or very serious. Women are more likely than men to view the problem as very serious, but the differences are small. Respondents age 18-30 are most likely to view the alcohol-impaired driving problem in their community as very serious; however, no clear pattern in other perceptions by age is evident. The perceived seriousness of the alcohol-impaired driving problem is higher among voters than nonvoters but differences are small. The proportion of respondents who view the problem as very serious generally declines as drinking frequency increases. Perceptions about the seriousness of the alcohol-impaired driving problem did not change between 1987, 1988, and 1990.



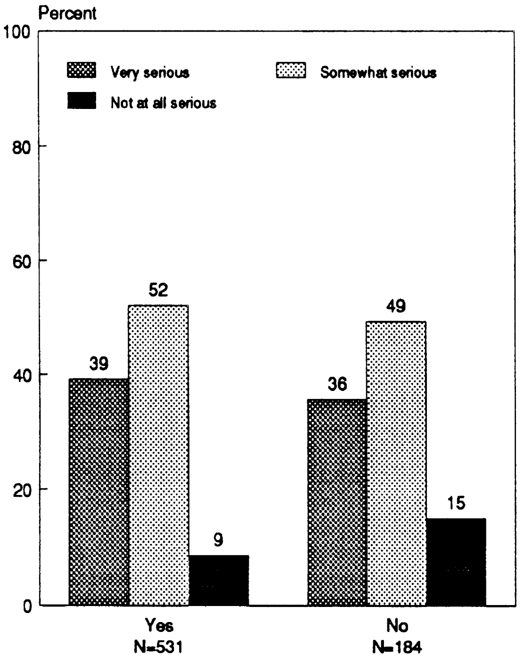
Seriousness of Alcohol-Impaired Driving Problem



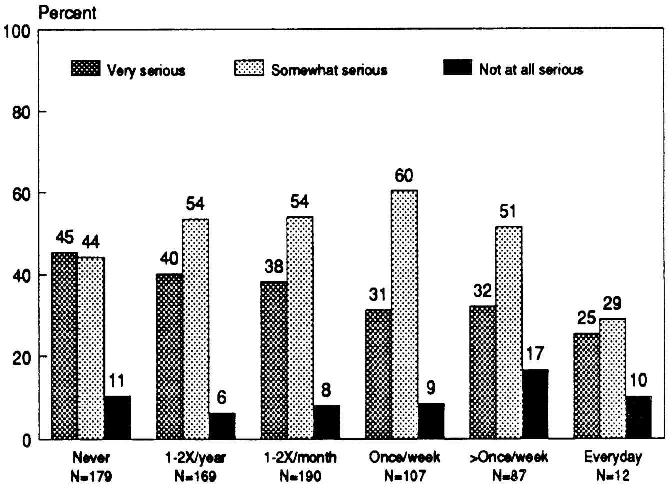
Seriousness of Alcohol-Impaired Driving Problem, by Gender



Seriousness of Alcohol-Impaired Driving Problem, by Age



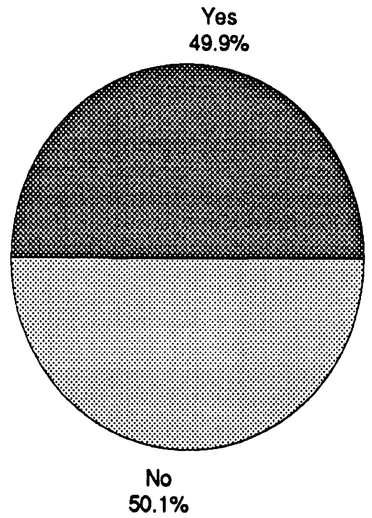
Seriousness of Alcohol-Impaired Driving Problem, by Voting Status



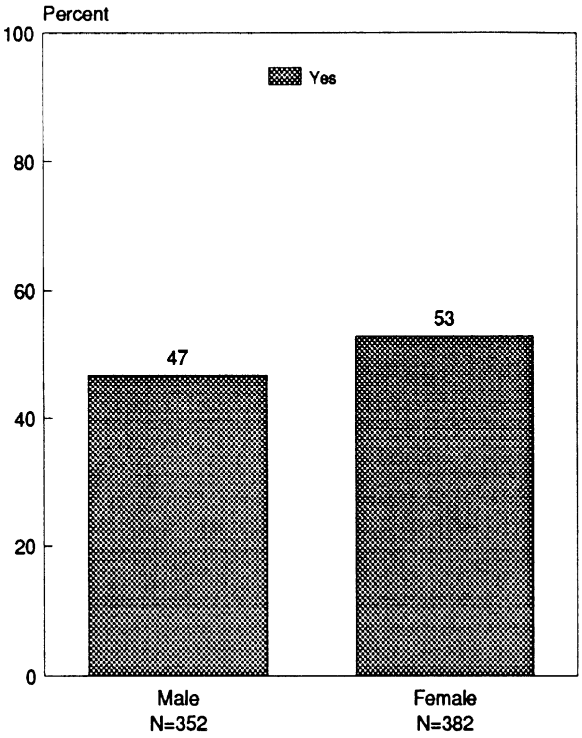
Seriousness of Alcohol-Impaired Driving Problem, by Drinking Frequency

Accountability of Alcoholic Beverage Servers

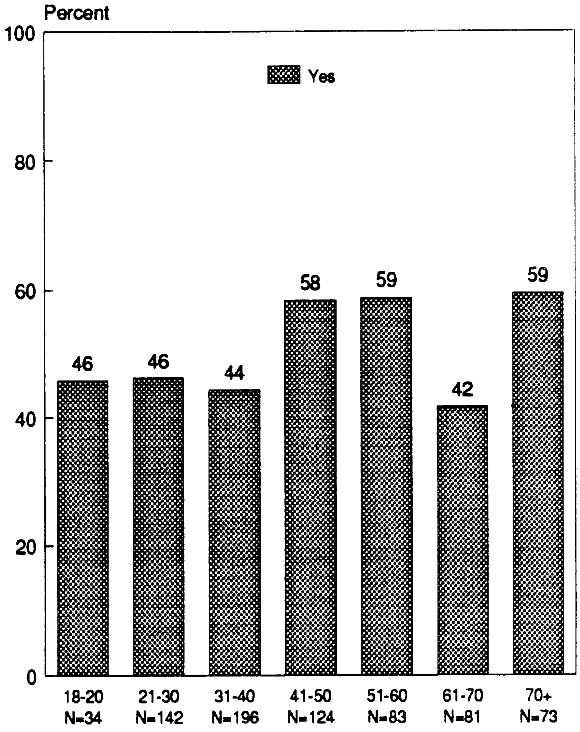
Respondents were asked: **If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the person who served the drinks to the customer should be held accountable for at least some of the damages caused by the customer?** A total of 734 respondents gave a valid response to this item. Respondents are evenly split in their opinions about the accountability of alcoholic beverage servers. Support for accountability of servers is higher among women than men, but differences are small. There is majority support for accountability of servers among respondents age 41-60 and those over age 70. Opinions about accountability of servers do not differ between voters and nonvoters. Opinions were examined by the perceived seriousness of the alcohol-impaired driving problem. Support for accountability of servers increases as the perceived seriousness of the alcohol-impaired driving problem increases. Support increased in 1990 after remaining the same in 1987 and 1988. However, the wording of the item was changed slightly in the 1990 survey to improve clarity. The wording of the item in 1987 and 1988 was: "If a customer gets drunk, leaves a restaurant or bar, and injures someone in a car crash, do you think the bartender or person who served the drinks to the customer should be held accountable for any of the damages caused by the customer?" It is likely that some of the increase in support in 1990 is due to rewording of the item.



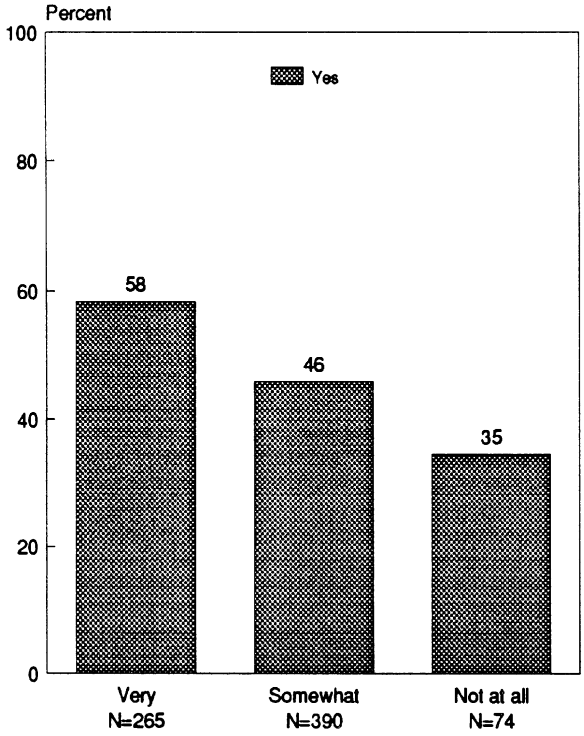
Accountability of Alcoholic Beverage Servers



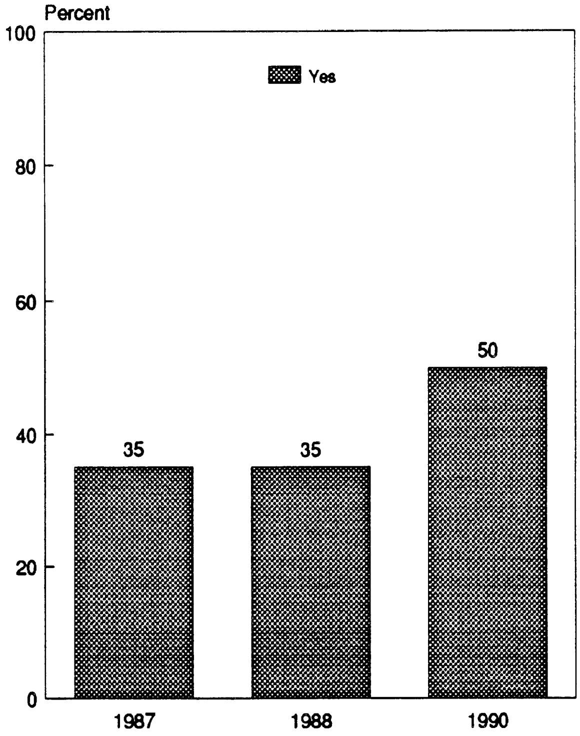
Accountability of Alcoholic Beverage Servers, by Gender



Accountability of Alcoholic Beverage Servers, by Age



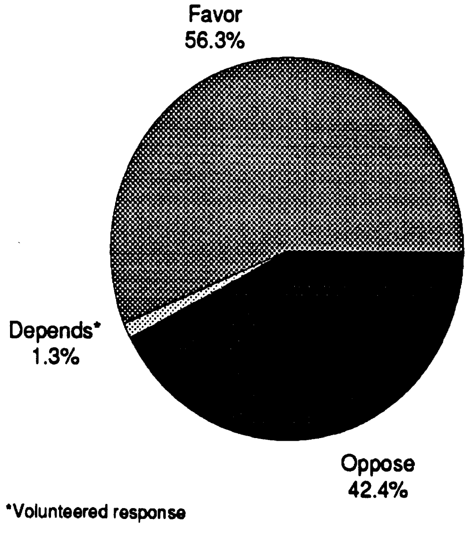
Accountability of Alcoholic Beverage Servers, by Seriousness of Alcohol-Impaired Driving Problem



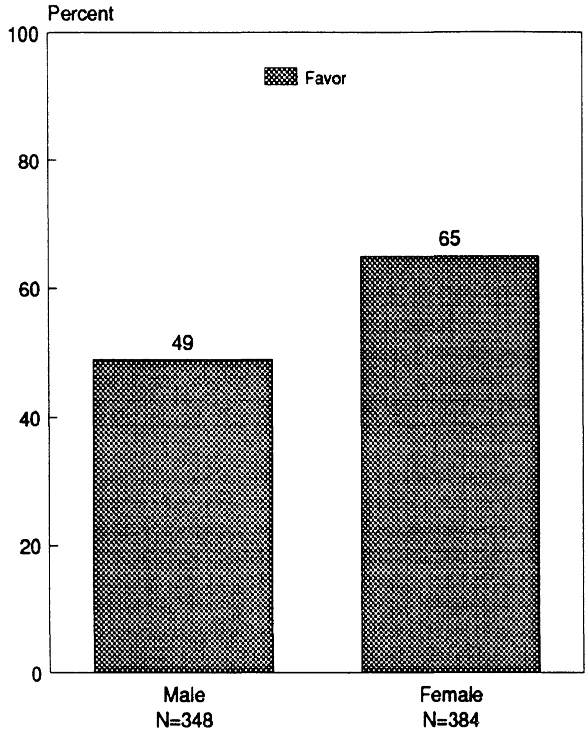
Accountability of Alcoholic Beverage Servers, by Survey Year

Sobriety Check Lanes

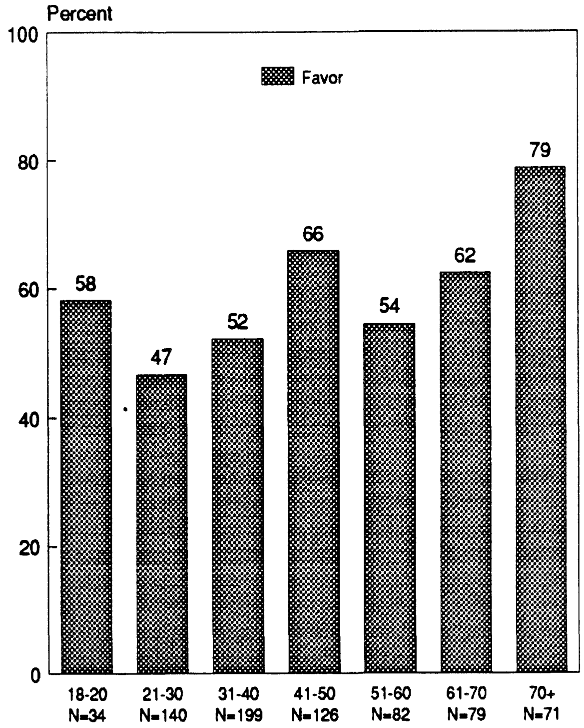
Respondents were asked: **A number of different proposals have been made to deal with the problem of people who drive after drinking. One proposal is to use sobriety check lanes where all cars traveling on a given road are stopped briefly to check for drivers whose driving ability is impaired by drinking. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?** A total of 743 respondents gave a valid response to this item. A majority of respondents favor the use of sobriety checks to prevent alcohol-impaired driving. Women are more likely than men to favor sobriety check lanes. Respondents over age 70 voice the strongest support for sobriety check lanes. However, there is majority support for sobriety check lanes among all age groups except the 21-30 age group. There are no differences in opinions about sobriety check lanes by voting status. Support for sobriety check lanes increases as the perceived seriousness of the alcohol-impaired driving problem increases. There was a slight increase in support for sobriety check lanes between 1987 and 1990. However, the wording of the item in the 1990 survey was changed slightly to improve clarity. The wording of the 1987 item was: "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 whose driving ability is impaired by drinking. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?" It is unlikely that the change in wording was responsible for the increased support because the change was so minor.



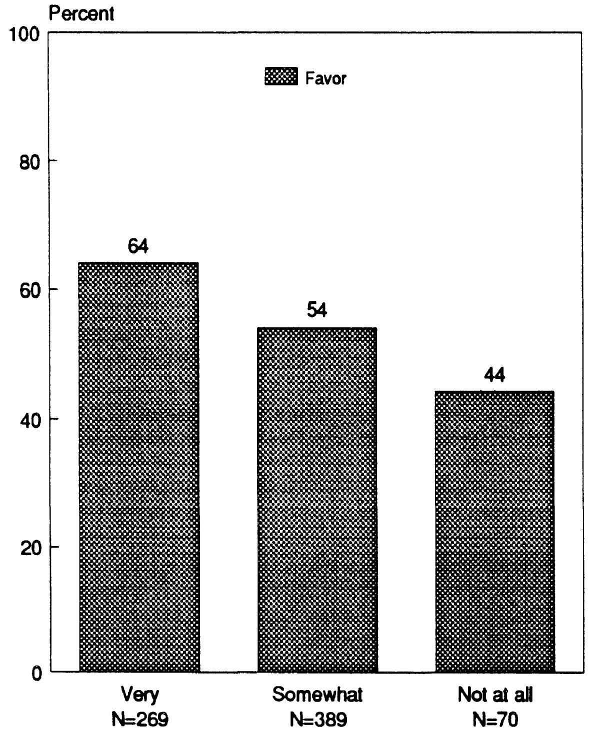
Sobriety Check Lanes



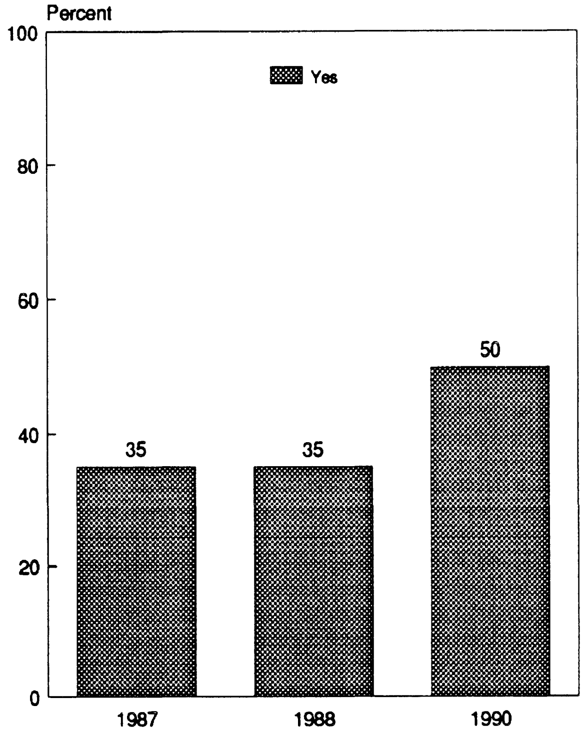
Sobriety Check Lanes, by Gender



Sobriety Check Lanes, by Age



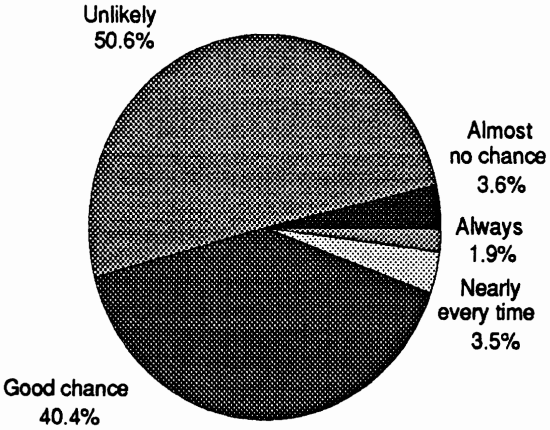
Sobriety Check Lanes, by Seriousness of Alcohol-Impaired Driving Problem



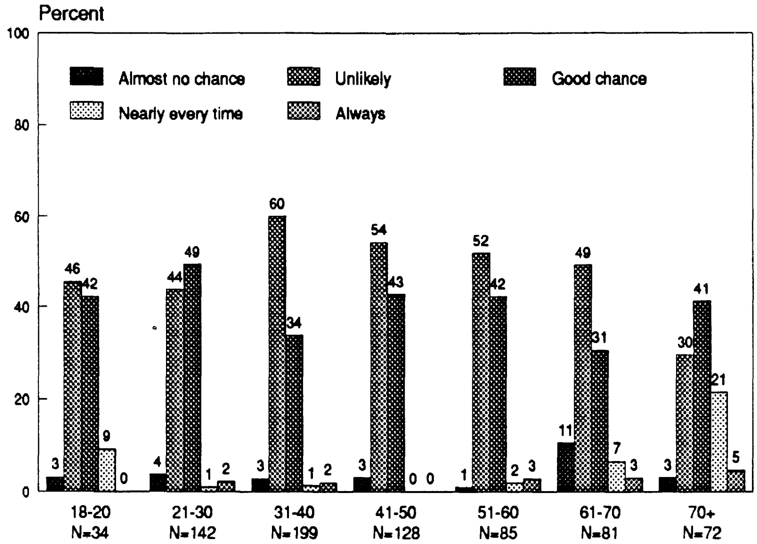
Sobriety Check Lanes, by Survey Year

Chance of Being Pulled Over For Driving While Impaired

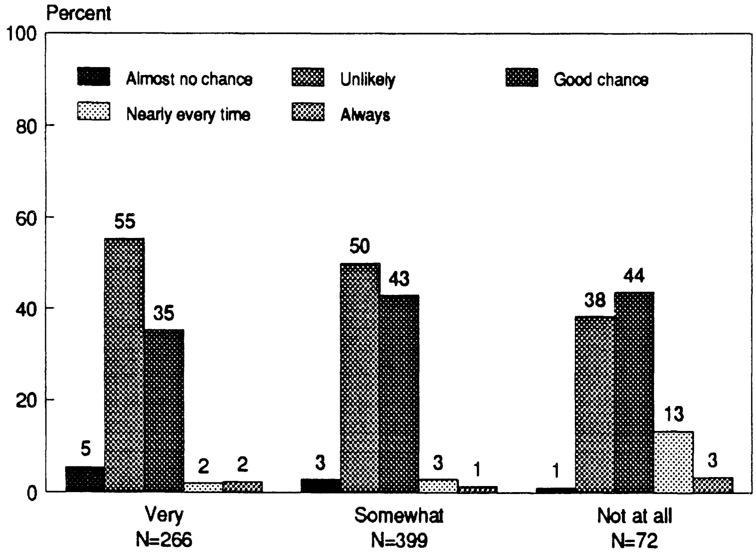
Respondents were asked: **If a person has been drinking and their blood alcohol level is over the legal limit for driving, how likely is that person to be pulled over by the police? Would you say there is almost no chance they will get pulled over; it is unlikely but it happens sometimes; there is a good chance of getting pulled over; they will be pulled over nearly every time; or they will always get pulled over?** A total of 742 respondents gave a valid response to this item. About half of respondents think that it is unlikely but it happens sometimes. However, a sizable portion of respondents believe there is a good chance of getting pulled over for driving while impaired. There are no differences in opinions between men and women or voters and nonvoters. The perceived likelihood of being pulled over for alcohol-impaired driving is highest among the age group over 70 and lowest among the age group 31-40. The probability of being pulled over decreases as the perceived seriousness of the alcohol-impaired driving problem increases; respondents who view the alcohol-impaired driving problem as very serious report the least likelihood of being pulled over for alcohol-impaired driving. The perceived likelihood of being pulled over increased slightly from 1988 to 1990.



Chance of Being Pulled Over for Driving While Impaired



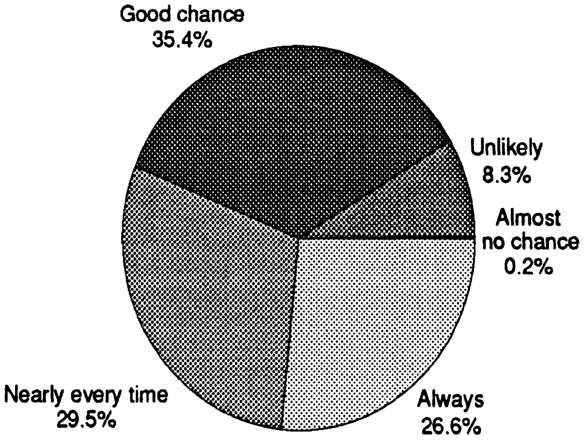
Chance of Being Pulled Over for Driving While Impaired, by Age



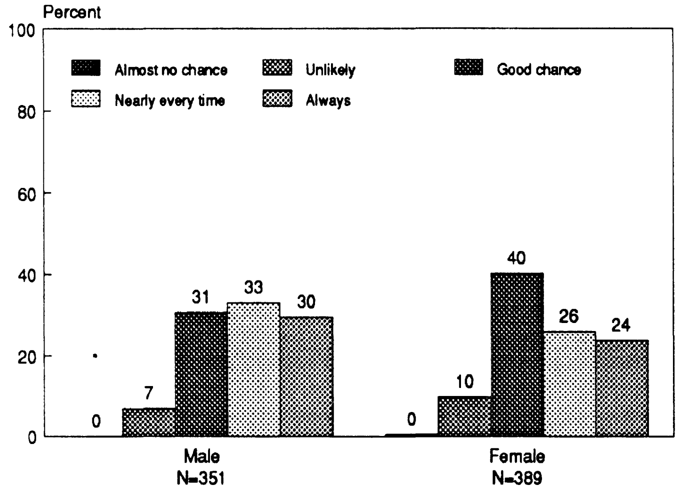
Chance of Being Pulled Over for Driving While Impaired, by Seriousness of Alcohol-Impaired Driving Problem

Chance of Being Arrested For Driving While Impaired

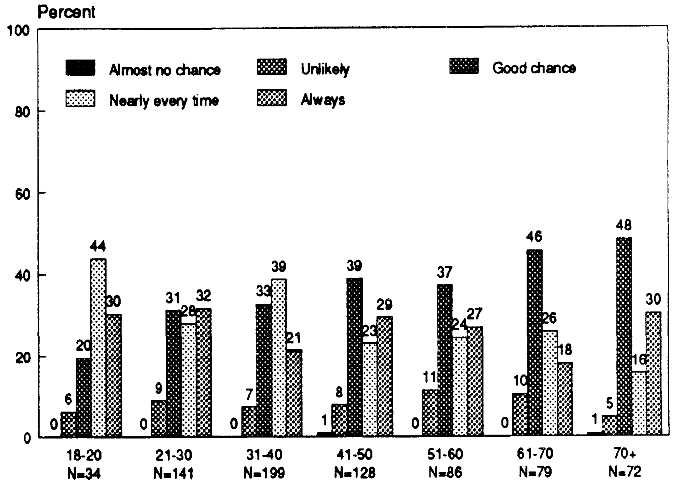
Respondents were asked: **If a person has been drinking and their blood alcohol level is over the legal limit for driving and they have been pulled over by the police, how likely is that person to be arrested? Would you say there is almost no chance they will get arrested; it is unlikely but it happens sometimes; there is a good chance of getting arrested; they will get arrested nearly every time; or they will always get arrested?** A total of 740 respondents gave a valid response to this item. Respondents believe that the likelihood of getting arrested, once pulled over, is much greater than the chance of getting pulled over in the first place. Over half of respondents think that a person will always be arrested or will be arrested nearly every time; over a third think there is a good chance of getting arrested for driving while impaired. Women are more likely than men to think there is a good chance of arrest, in fact, women perceive the likelihood of arrest to be higher than men overall. The perception that there is a good chance of arrest for impaired driving increases with age. The perceived likelihood of arrest is higher among nonvoters than voters and higher among those who view the alcohol-impaired driving problem as not at all serious than those who view it as very serious. The perceived likelihood of arrest increased slightly from 1988 to 1990.



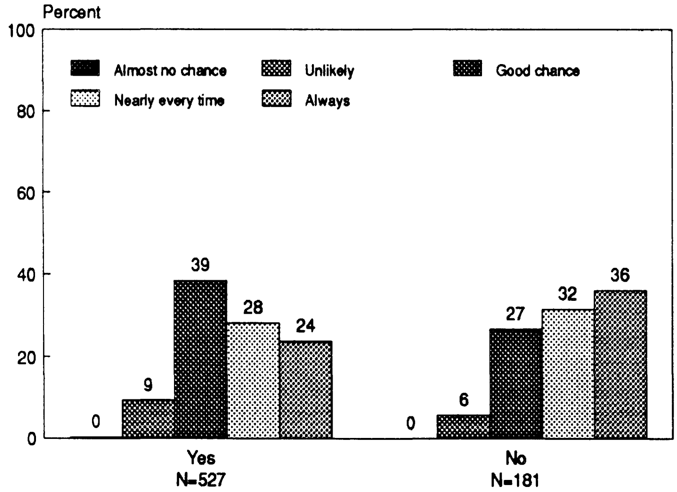
Chance of Being Arrested for Driving While Impaired



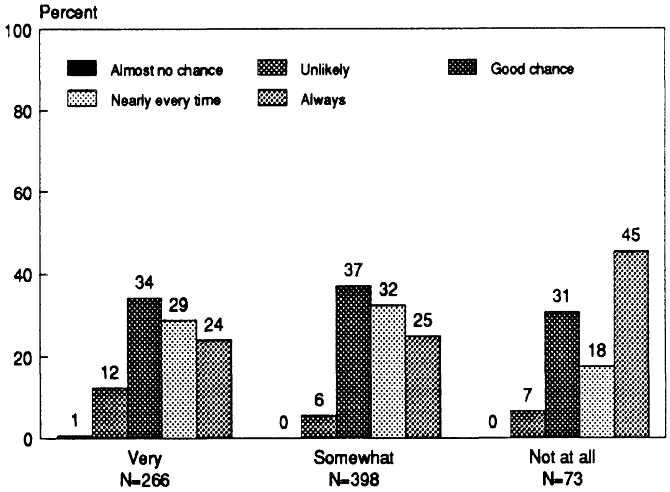
Chance of Being Arrested for Driving While Impaired, by Gender



Chance of Being Arrested for Driving While Impaired, by Age



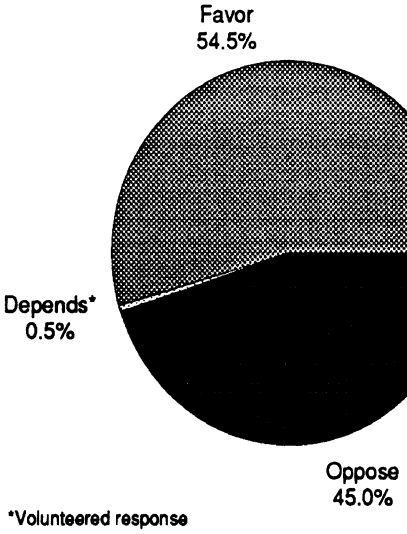
Chance of Being Arrested for Driving While Impaired, by Voting Status



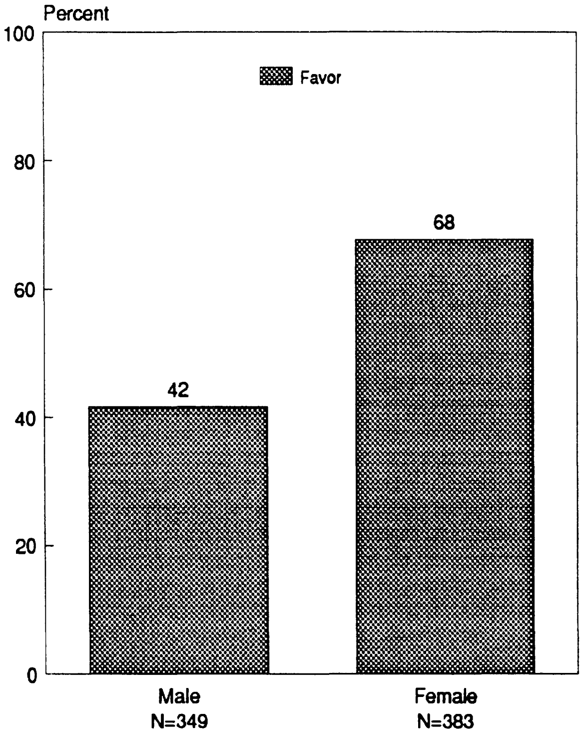
Chance of Being Arrested for Driving While Impaired, by Seriousness of Alcohol-Impaired Driving Problem

Lowering BAC Limit to .05

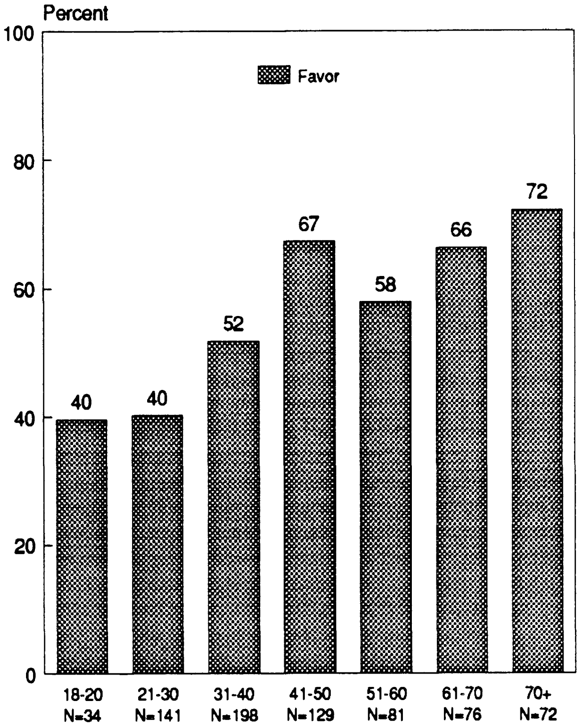
Respondents were asked: **Currently, a driver with a blood alcohol level of .10 percent is considered legally drunk. An average 180 pound adult male would have to drink 5 drinks within an hour to be over this limit. It has been suggested that the limit be lowered to .05 percent. Would you favor or oppose toughening the law by changing the legal limit to .05 percent?** A total of 737 respondents gave a valid response to this item. A slight majority of respondents favor changing the legal limit to .05 percent. A majority of women favor changing the legal limit, while a majority of men oppose such a change. Support for changing the legal limit generally increases with age and only among the age group 18-30 do less than half of respondents favor such a change. A greater proportion of voters than nonvoters favor changing the legal limit to .05 percent. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases; support is almost twice as high among those who view the alcohol-impaired driving problem as very serious as among those who view the problem as not at all serious. Opinions about changing the legal limit did not change between 1988 and 1990.



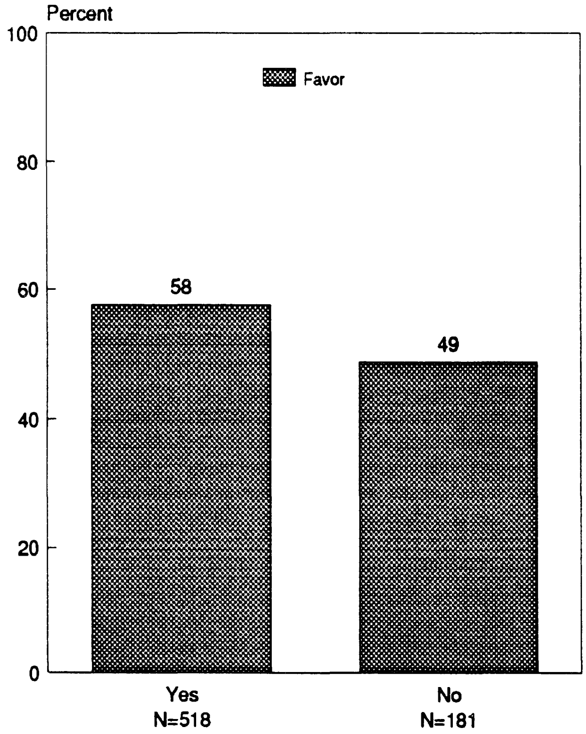
Lowering BAC Limit to .05



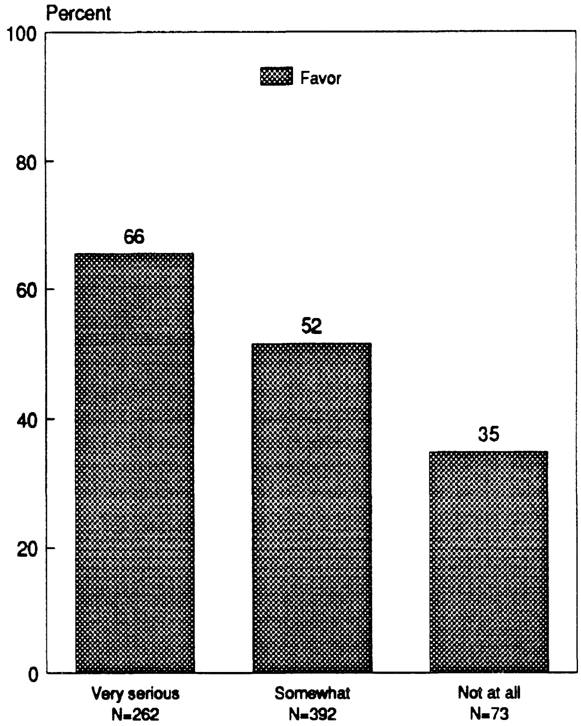
Lowering BAC Limit to .05, by Gender



Lowering BAC Limit to .05, by Age



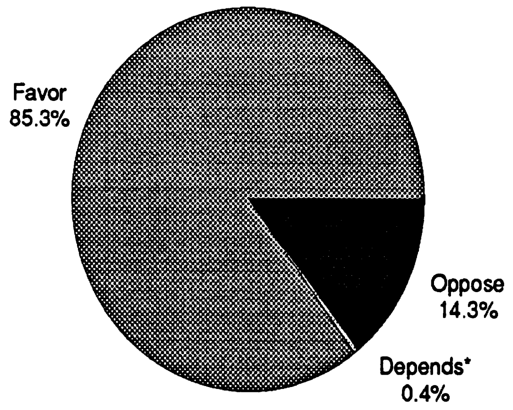
Lowering BAC Limit to .05, by Voting Status



Lowering BAC Limit to .05, by Seriousness of Alcohol-Impaired Driving Problem

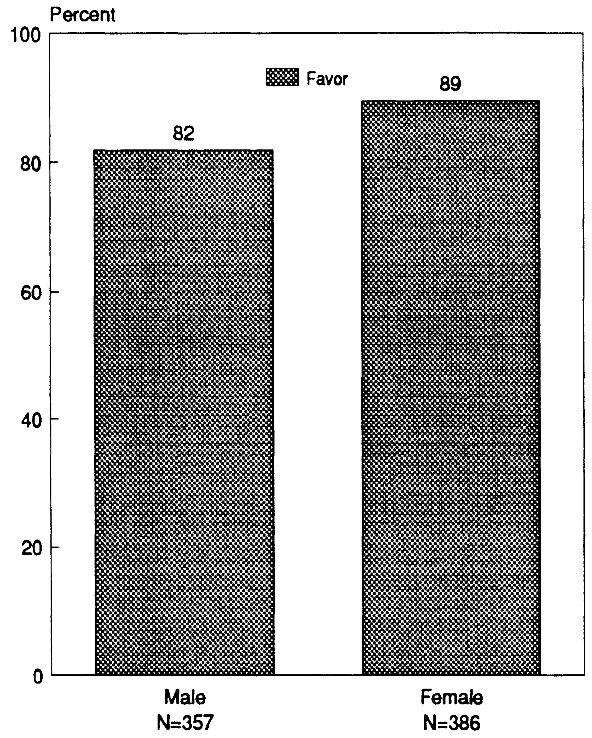
Zero BAC Limit for Drivers Under Age 21

Respondents were asked: **Currently, it is illegal for anyone to drive with a blood alcohol level at or above .10 percent. Some have suggested that drivers who are under the legal age for drinking alcoholic beverages should not have any alcohol in their system when driving. Do you favor or oppose making it illegal for drivers under the age of 21 to drive with any alcohol in their system?** A total of 747 respondents gave a valid response to this item. Over three-quarters of respondents favor making it illegal for drivers under the age of 21 to drive with any alcohol in their system. Greater proportions of women than men and voters than nonvoters favor a zero BAC level for drivers under age 21, however, support exceeds three-quarters within all groups. There are no differences in opinions about this item by age group. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases, however, within each group more than three-quarters favor a zero BAC level for drivers under age 21.

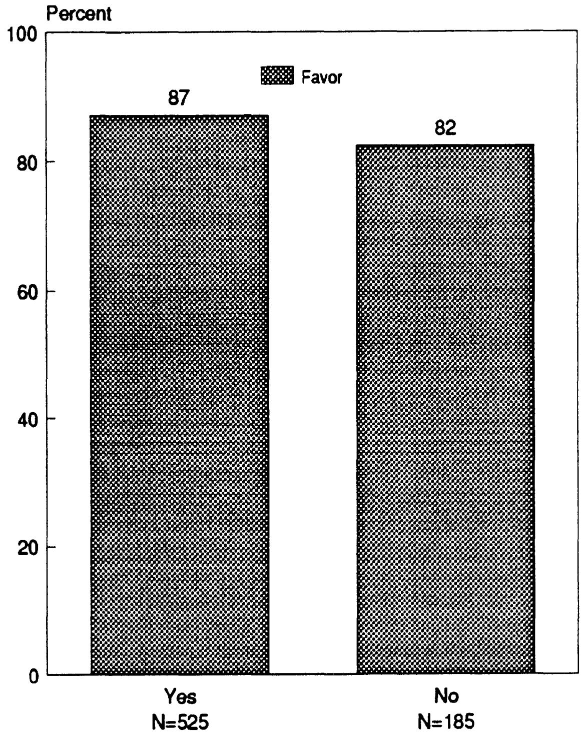


*Volunteered response

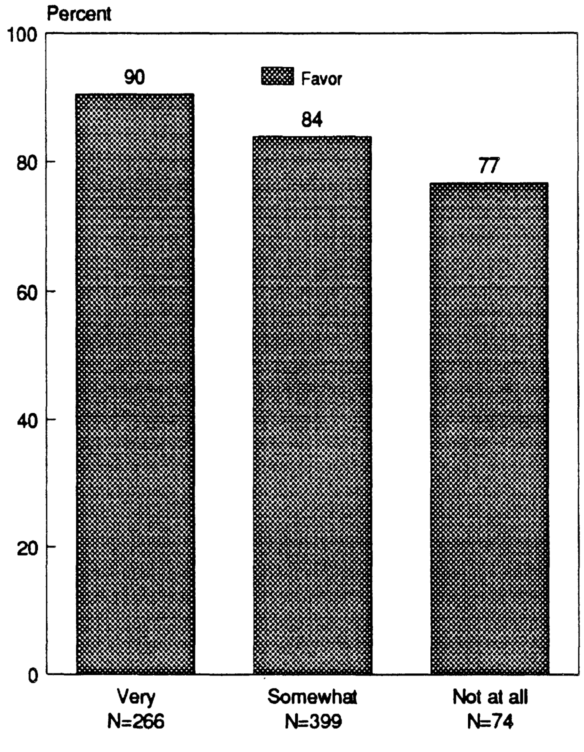
Zero BAC Limit for Drivers Under Age 21



Zero BAC Limit for Drivers Under Age 21, by Gender



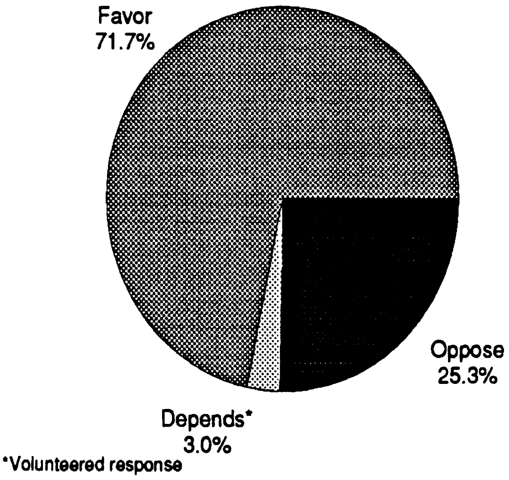
Zero BAC Limit for Drivers Under Age 21, by Voting Status



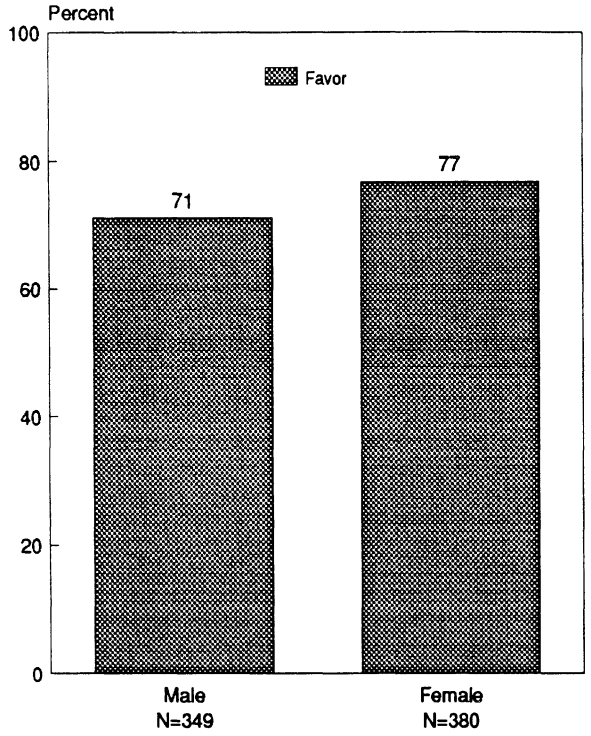
Zero BAC Limit for Drivers Under Age 21, by Seriousness of Alcohol-Impaired Driving Problem

Administrative License Suspension

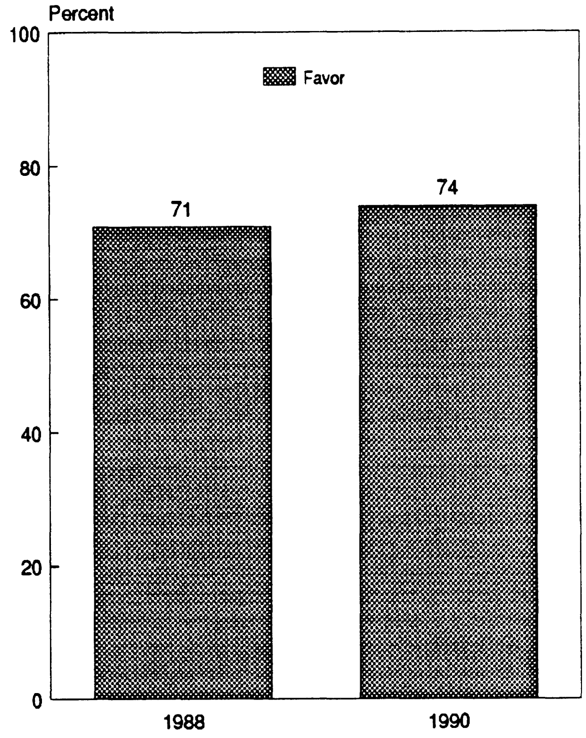
Respondents were asked: **It has been suggested that a person's driver license be taken away immediately upon arrest for 90 days if they are over the legal limit. Do you favor or oppose a law requiring such a license suspension?** A total of 749 respondents gave a valid response to this item. Over two-thirds of respondents favor administrative license suspension. Women are more likely than men to favor administrative license suspension, although the differences are small. There are differences in opinions by age but more than two-thirds of each age group favors administrative license suspension. Opinions do not differ by voting status. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases. However, even among those who view the problem as not at all serious, there is majority support. Support for administrative license suspension increased slightly from 1988 to 1990.



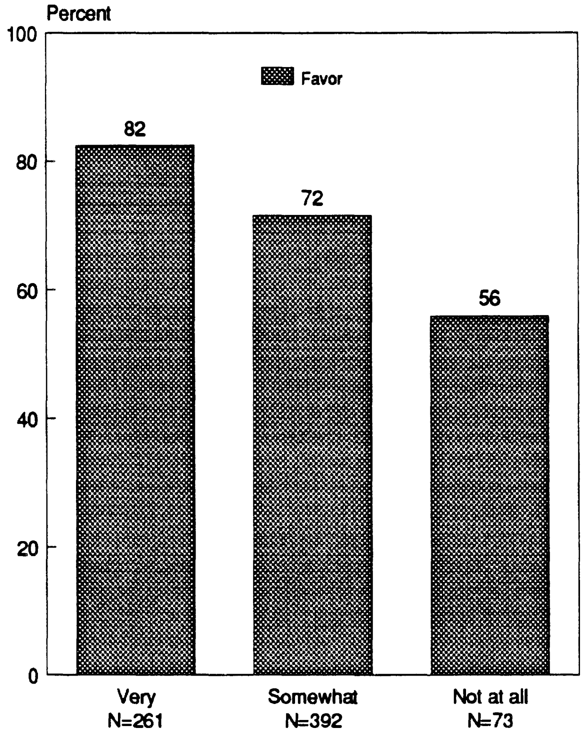
Administrative License Suspension



Administrative License Suspension, by Gender



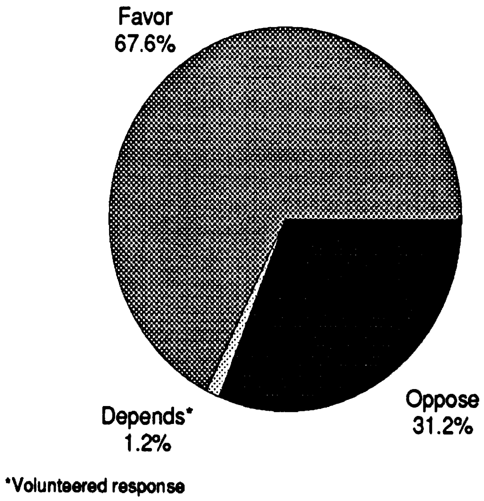
Administrative License Suspension, by Survey Year



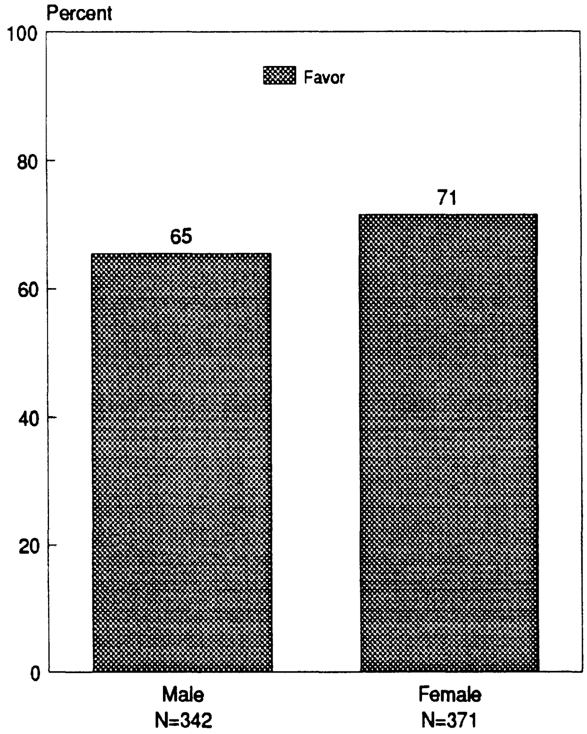
Administrative License Suspension, by Seriousness of Alcohol-Impaired Driving Problem

Minimum Security Detention for Alcohol-Impaired Drivers

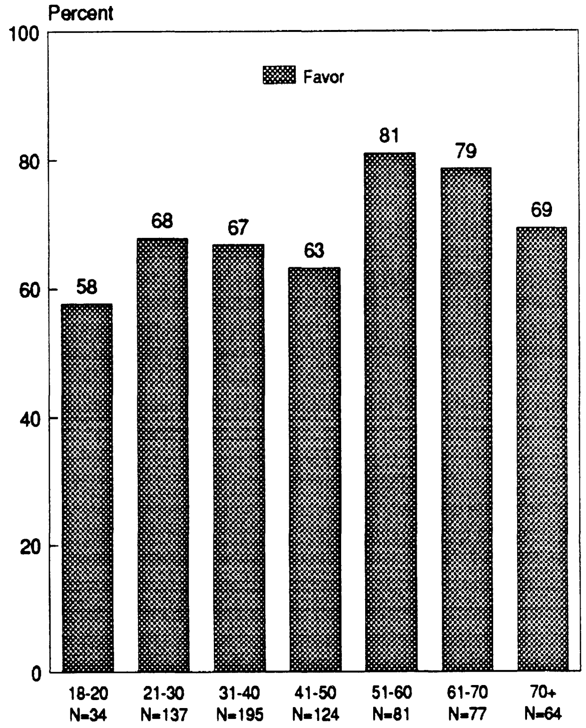
Respondents were asked: **It has been proposed that people convicted of drunk driving serve time in minimum security detention buildings rather than county jails. Do you favor or oppose using minimum security detention buildings to hold convicted drunk drivers?** A total of 726 respondents gave a valid response to this item. Over two-thirds of respondents favor minimum security detention for intoxicated driving offenders. Nearly two-thirds or more of both men and women favor minimum security detention, although women are slightly more likely than men to favor such detention. Support for minimum security detention is highest among the age group 51-70 but a majority of each age group favors such detention. There are no differences in support between voters and nonvoters. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases, however, there is majority support among each group for minimum security detention for intoxicated driving offenders. Opinions did not change between 1988 and 1990.



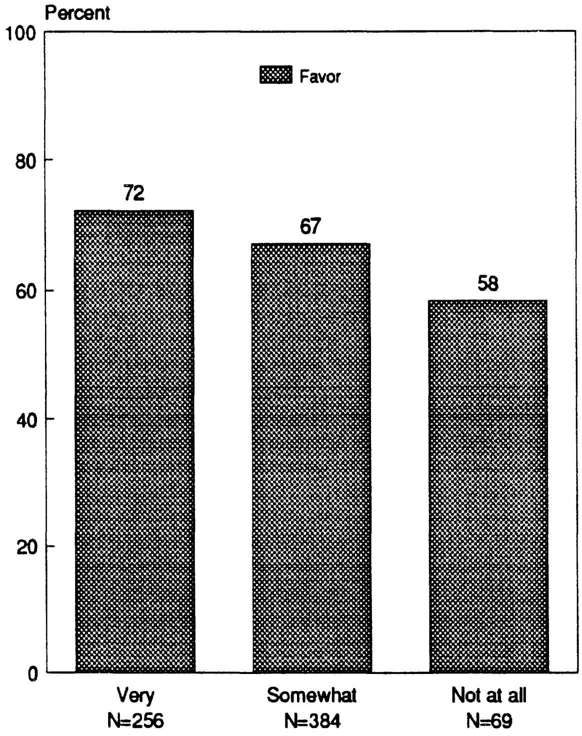
Minimum Security Detention for Intoxicated Driving Offenders



Minimum Security Detention for Intoxicated Driving Offenders, by Gender



Minimum Security Detention for Intoxicated Driving Offenders, by Age



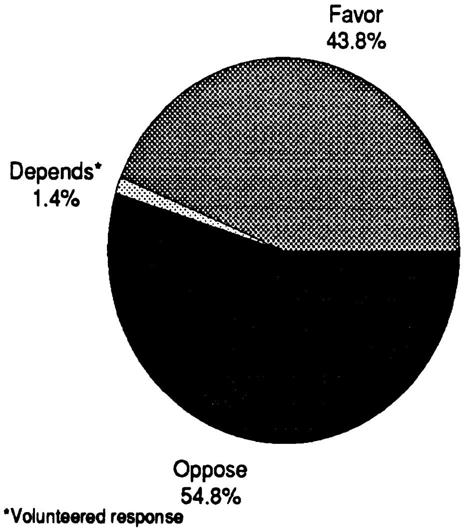
Minimum Security Detention for Intoxicated Driving Offenders, by Seriousness of Alcohol-Impaired Driving Problem

Revenue to Pay for Alcohol-Impaired Driving Countermeasures

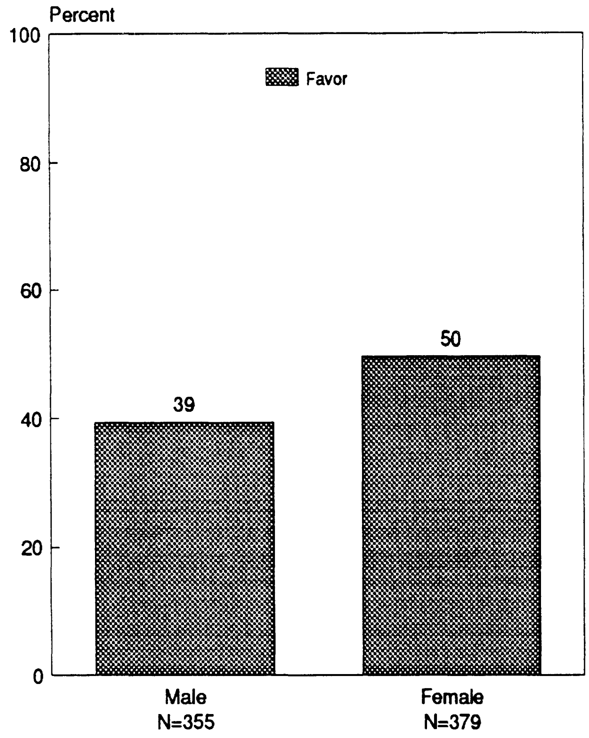
Respondents were asked a series of questions about revenue to pay for alcohol-impaired driving countermeasures.

Increase in Fee for Driver's License to Pay for Alcohol-Impaired Driving Countermeasures

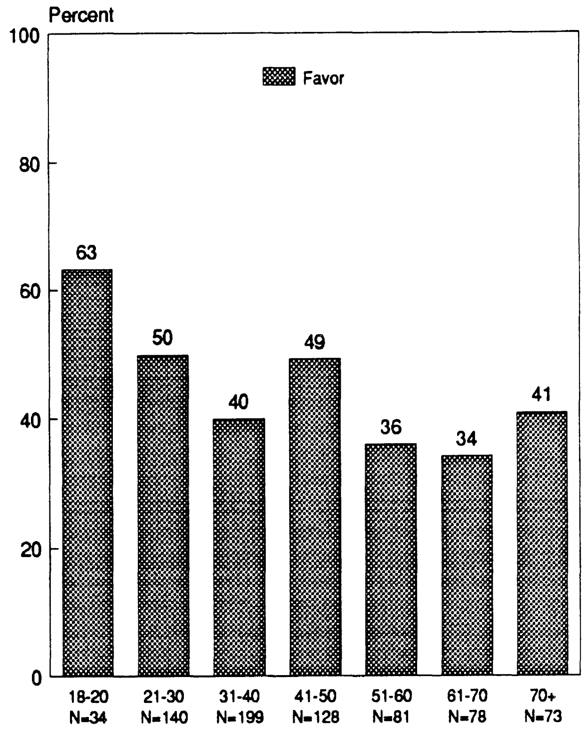
Respondents were asked: **Increasing efforts to reduce drunk driving will cost money. I am going to read you some proposals that have been made to raise the money, and I would like you to consider each one separately. For example, would you favor or oppose an increase in the fee for a driver's license as a way to pay for programs to reduce drunk driving?** A total of 749 respondents gave a valid response to this item. A slight majority of respondents oppose an increase in the fee for a driver's license to pay for these programs. Support is higher among women than men. Respondents age 18-20 are more likely than other age groups to favor an increase in the fee for a driver's license. Support does not differ between voters and nonvoters. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases. Support increased from 1988 to 1990 but is lower than in 1987.



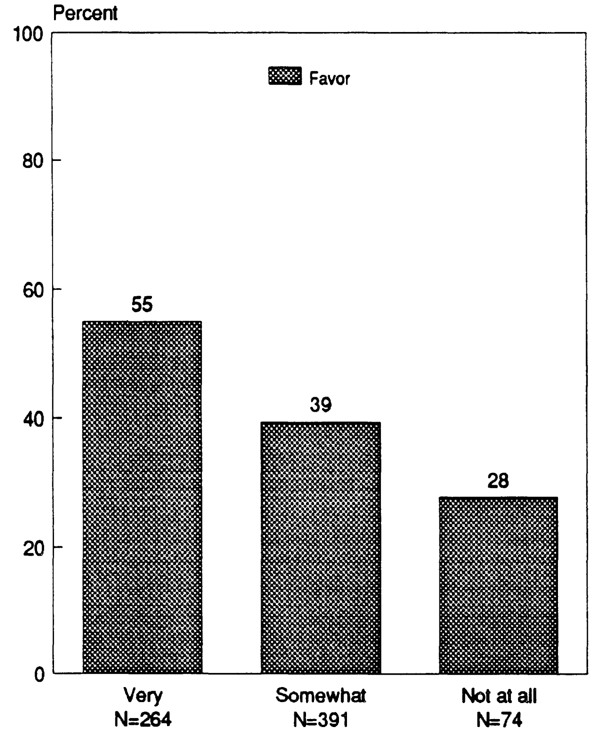
Increase in Fee for Driver's License



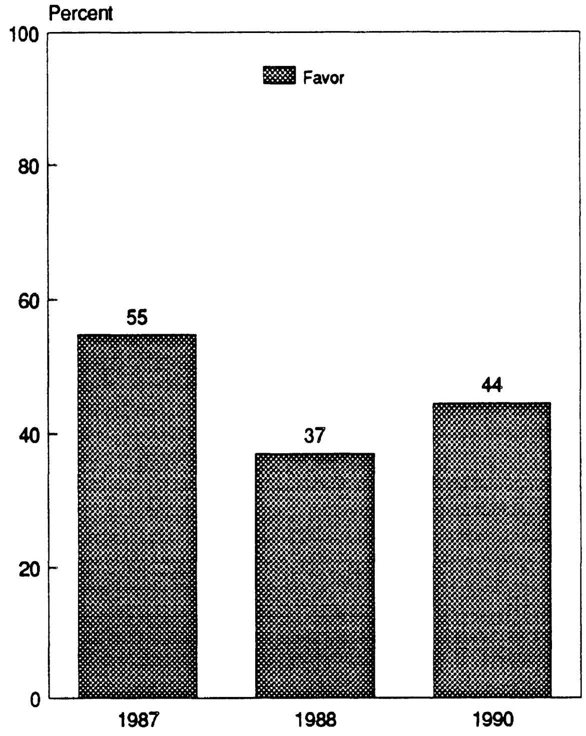
Increase in Fee for Driver's License, by Gender



Increase in Fee for Driver's License, by Age



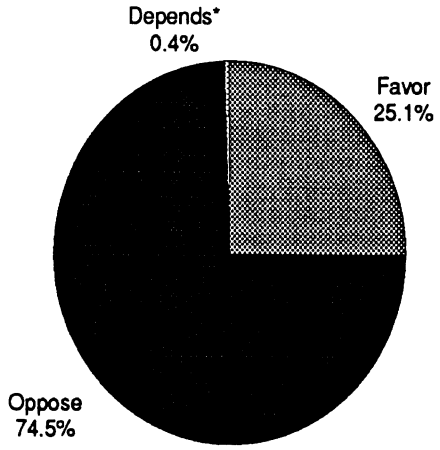
Increase in Fee for Driver's License, by Seriousness of Alcohol-Impaired Driving Problem



Increase in Fee for Driver's License, by Survey Year

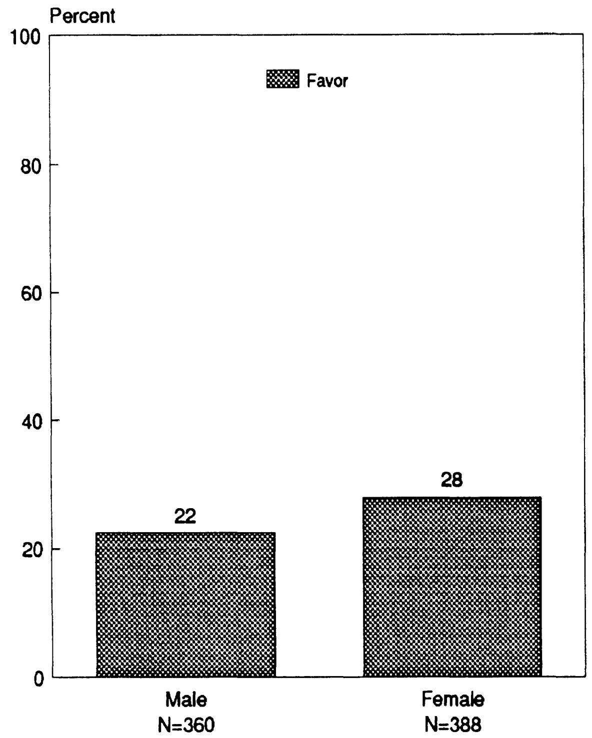
Increase in State Sales Tax to Pay for Alcohol-Impaired Driving Countermeasures

Respondents were asked: **How about an increase in the state sales tax to pay for programs to reduce drunk driving?** A total of 751 respondents gave a valid response to this item. Almost three-quarters of respondents oppose an increase in the state sales tax for this purpose. Women are more likely than men to favor such an increase but a majority of both groups still oppose an increase in the state sales tax. Respondents age 31-40 and age 61-70 voice the least support for a state sales tax increase. Support is higher among nonvoters than voters but differences are small. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases, however, more than two-thirds of each group oppose an increase in the state sales tax. Support does not differ by survey year.

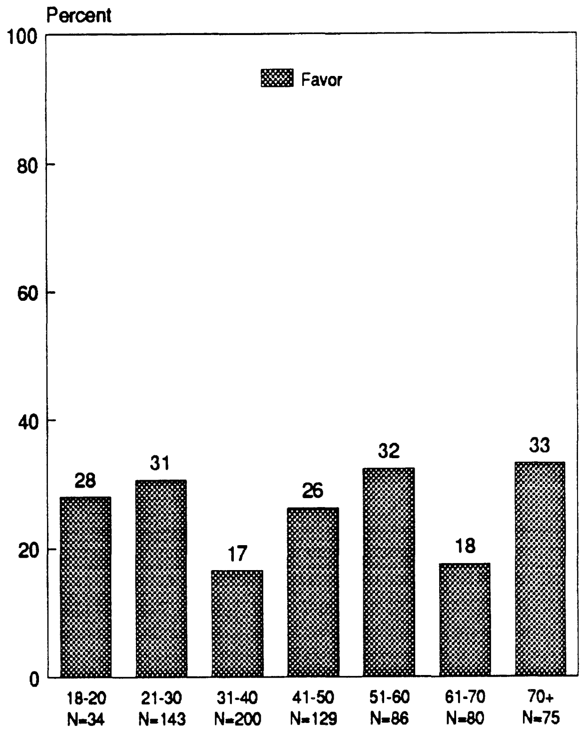


*Volunteered response

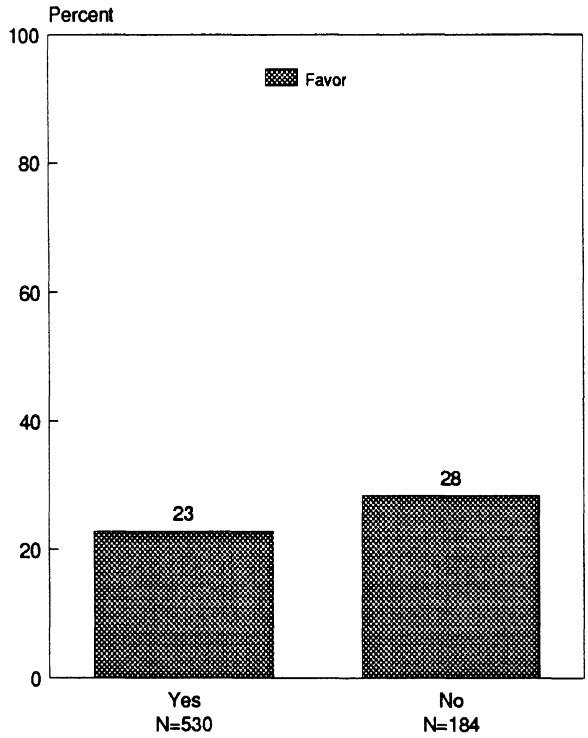
Increase in State Sales Tax



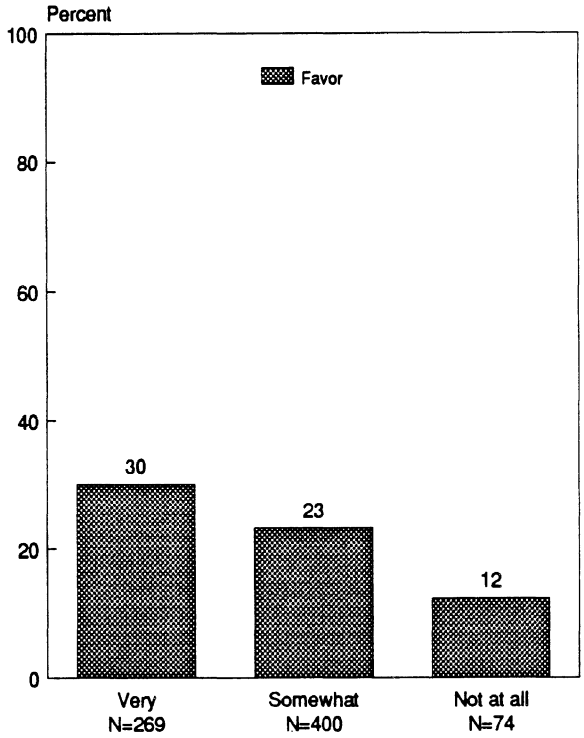
Increase in State Sales Tax, by Gender



Increase in State Sales Tax, by Age



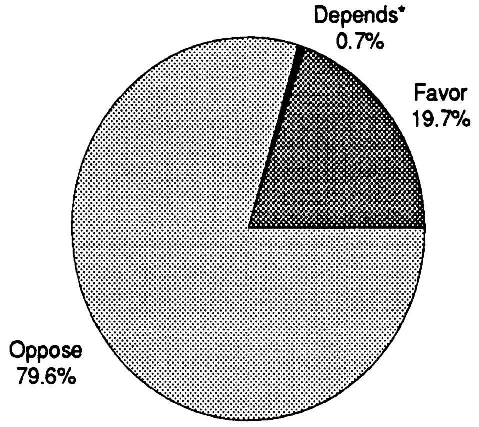
Increase in State Sales Tax, by Voting Status



Increase in State Sales Tax, by Seriousness of Alcohol-Impaired Driving Problem

Increase in State Income Tax to Pay for Alcohol-Impaired Driving Countermeasures

Respondents were asked: **How about an increase in the state income tax to pay for programs to reduce drunk driving?** A total of 749 respondents gave a valid response to this item. Over three-quarters of respondents oppose an increase in the state income tax for these programs. Support is higher among women than men and higher among nonvoters than voters but opposition exceeds three-quarters in all groups. Opinions differ by age group but no clear pattern is evident. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases, however, nearly three-quarters or more of each group oppose an increase in the state income tax. Support does not differ by survey year.



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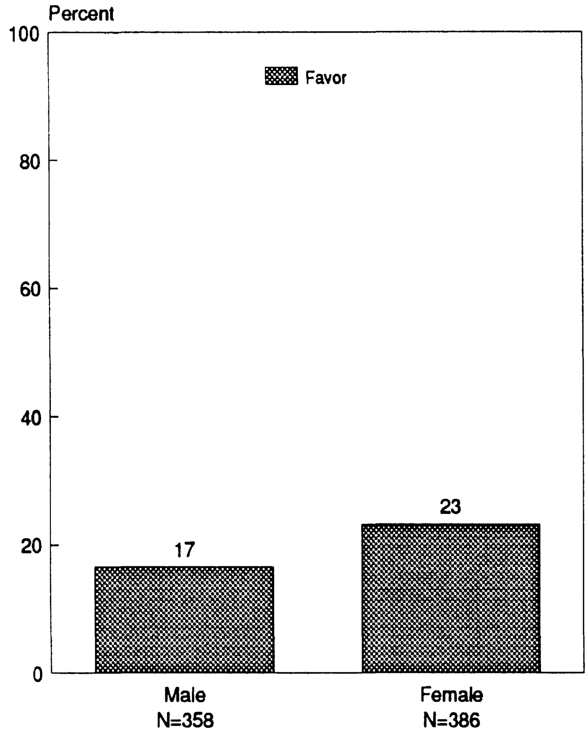
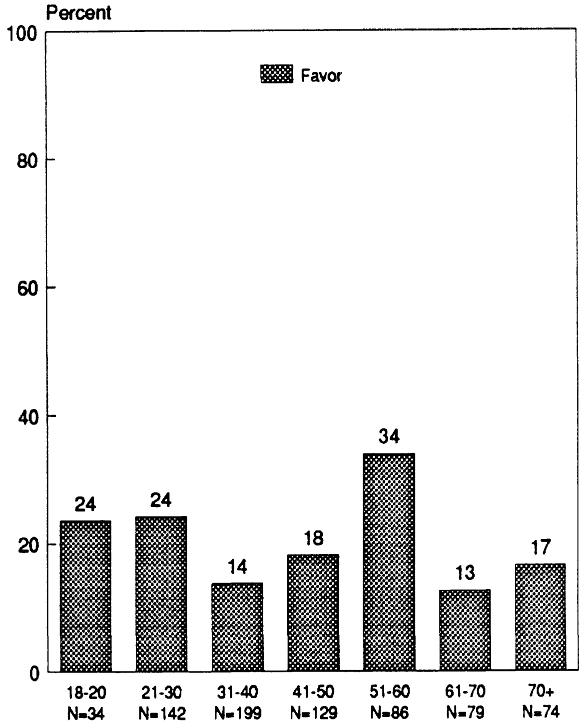
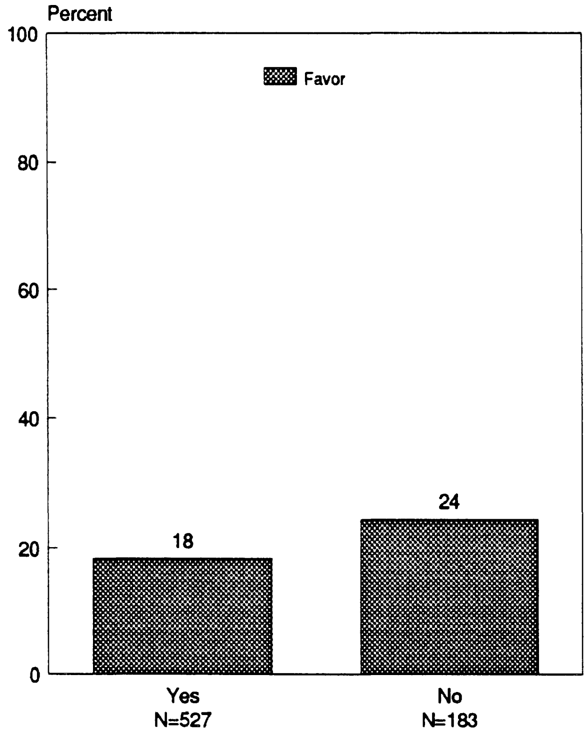
Increase in State Income Tax



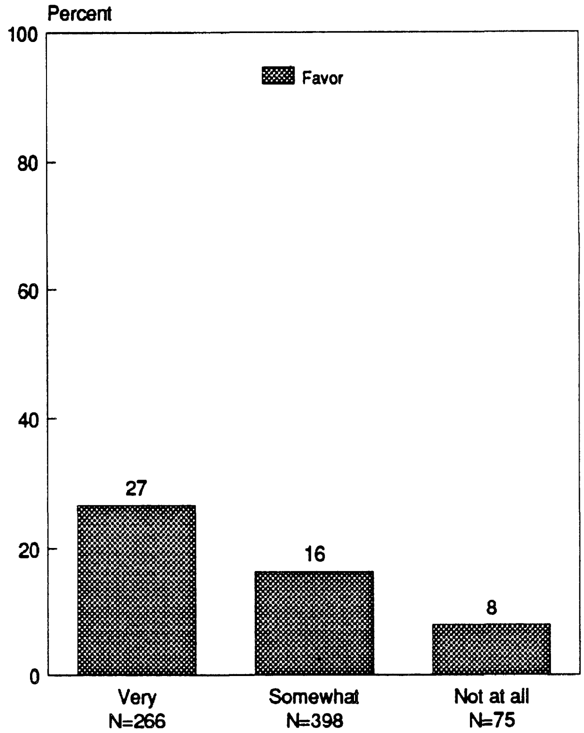
Increase in State Income Tax, by Gender



Increase in State Income Tax, by Age



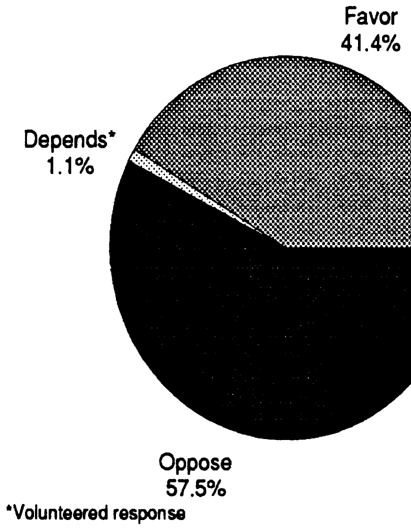
Increase in State Income Tax, by Voting Status



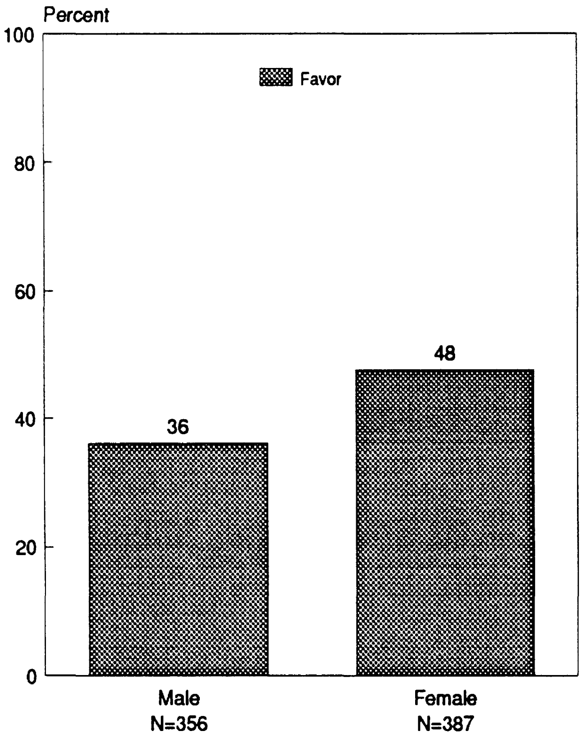
Increase in State Income Tax, by Seriousness of Alcohol-Impaired Driving Problem

Increase in Car License Plate Fee to Pay for Alcohol-Impaired Driving Countermeasures

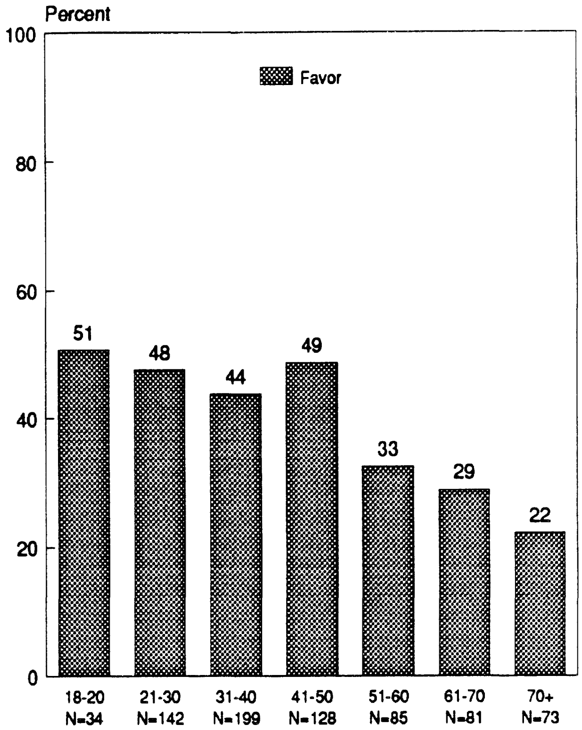
Respondents were asked: **How about an increase in the fee for car license plates to pay for programs to reduce drunk driving?** A total of 750 respondents gave a valid response to this item. A majority of respondents oppose an increase in the car license plate fee to pay for these programs. Women are more likely than men to support such an increase but majority support is lacking in both groups. Support for an increase in the fee for car license plates generally decreases with age. There are no differences in support between voters and nonvoters. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases; those who view the problem as very serious are more than three times as likely to favor an increase in the car license plate fee as those who view the problem as not at all serious. Support was slightly higher in 1990 than 1988 but the same as 1987.



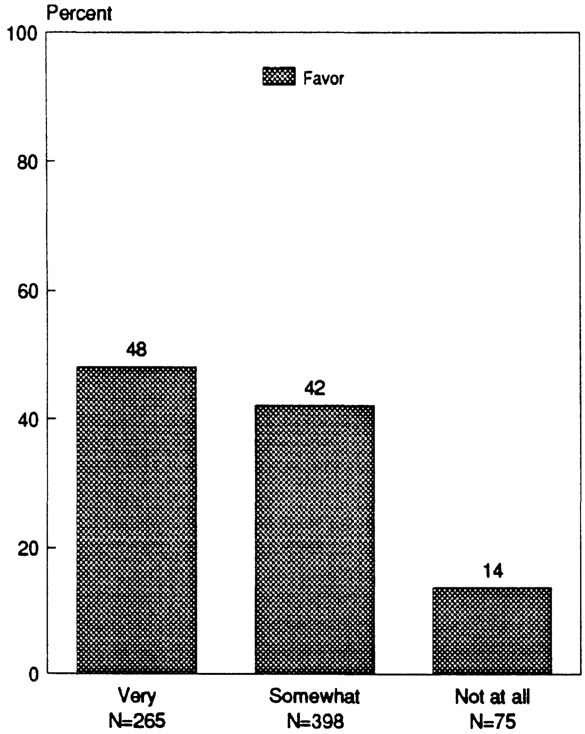
Increase in Car License Plate Fee



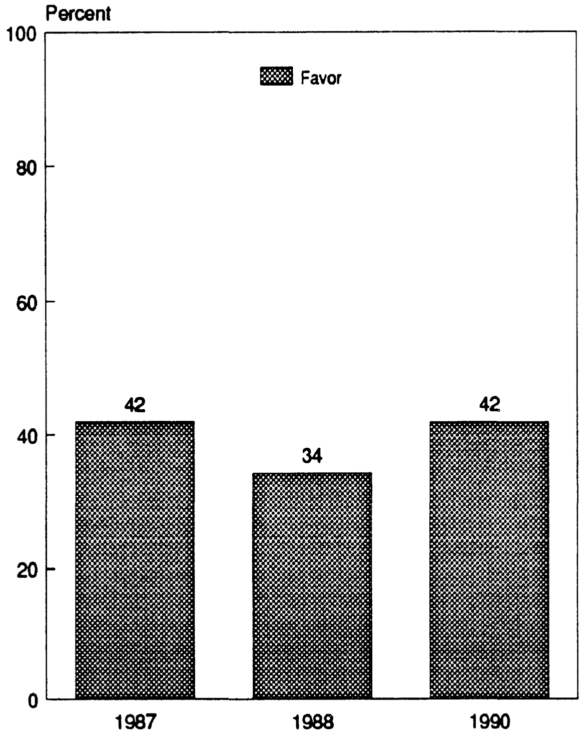
Increase in Car License Plate Fee, by Gender



Increase in Car License Plate Fee, by Age



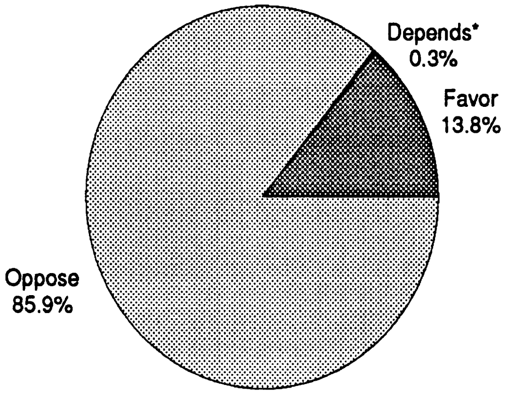
Increase in Car License Plate Fee, by Seriousness of Alcohol-Impaired Driving Problem



Increase in Car License Plate Fee, by Survey Year

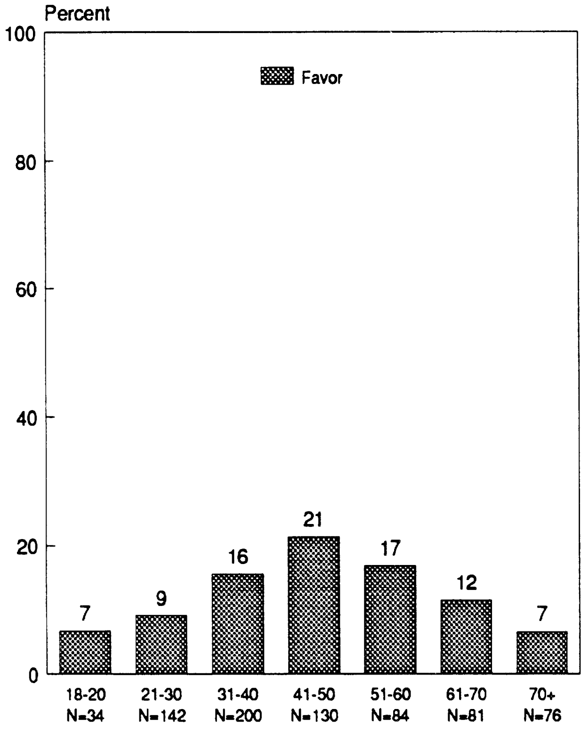
Increase in Gasoline Tax to Pay for Alcohol-Impaired Driving Countermeasures

Respondents were asked: **How about an increase in the tax on each gallon of gas sold to pay for programs to reduce drunk driving?** A total of 751 respondents gave a valid response to this item. Over three-quarters of respondents oppose an increase in the gasoline tax for these programs. There are no differences in opinions between men and women or voters and nonvoters. Opposition to a gasoline tax is somewhat higher among younger and older age groups than groups in the middle age ranges. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases, however, over three-quarters of each group oppose an increase in the gasoline tax. Support declined somewhat from 1987 and 1988 levels.

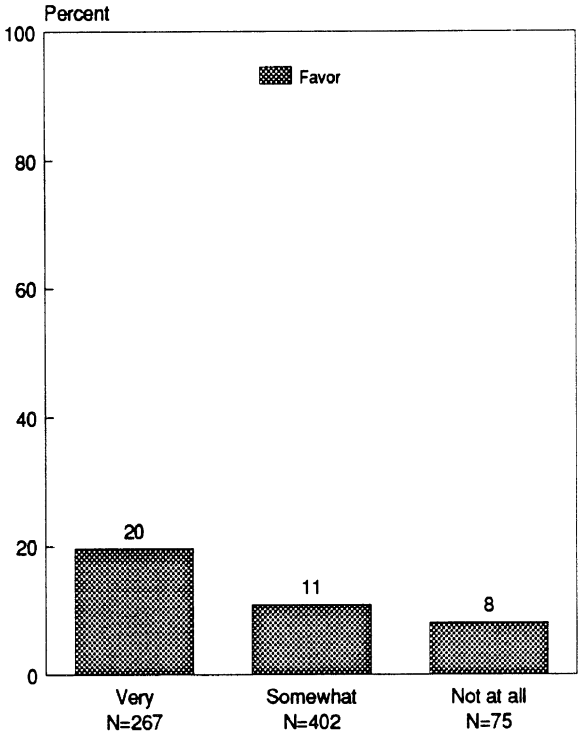


*Volunteered response

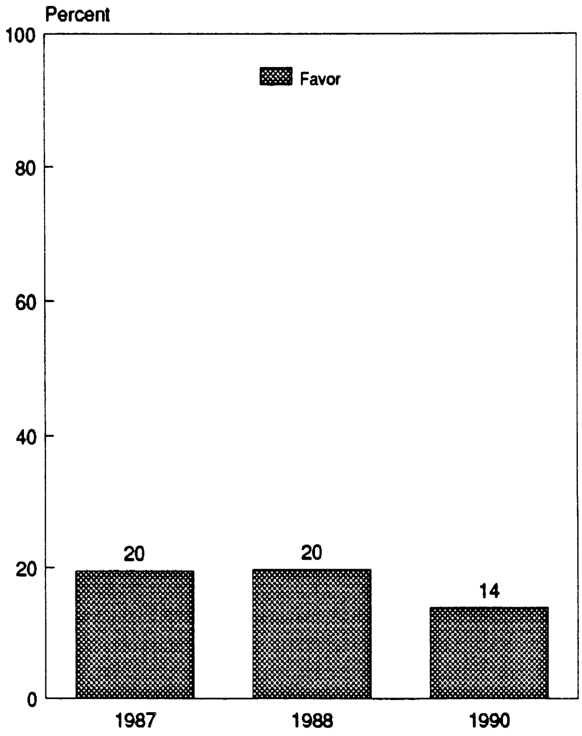
Increase in Gasoline Tax



Increase in Gasoline Tax, by Age



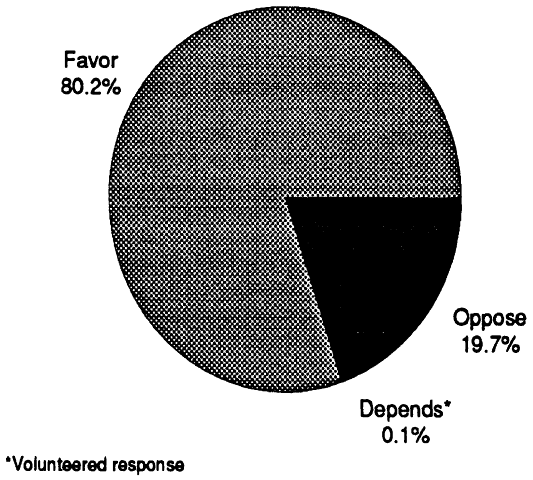
Increase in Gasoline Tax, by Seriousness of Alcohol-Impaired Driving



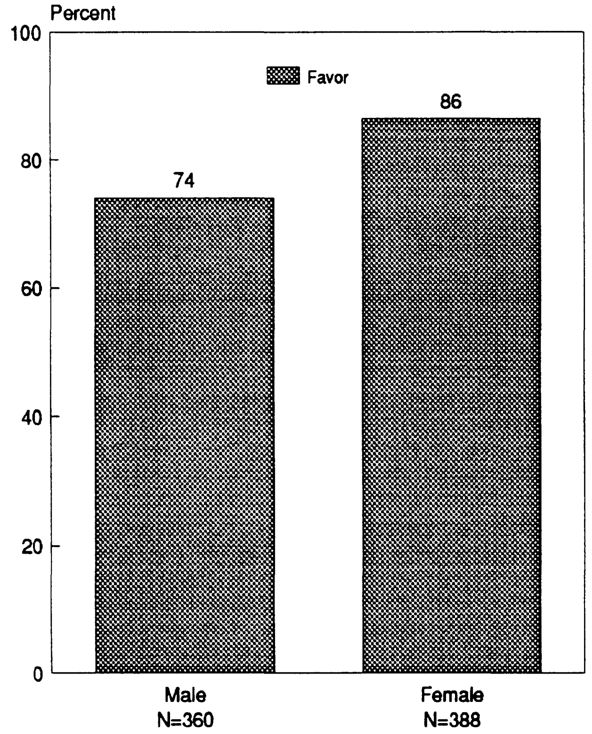
Increase in Gasoline Tax, by Survey Year

Increase in Alcohol Tax to Pay for Alcohol-Impaired Driving Countermeasures

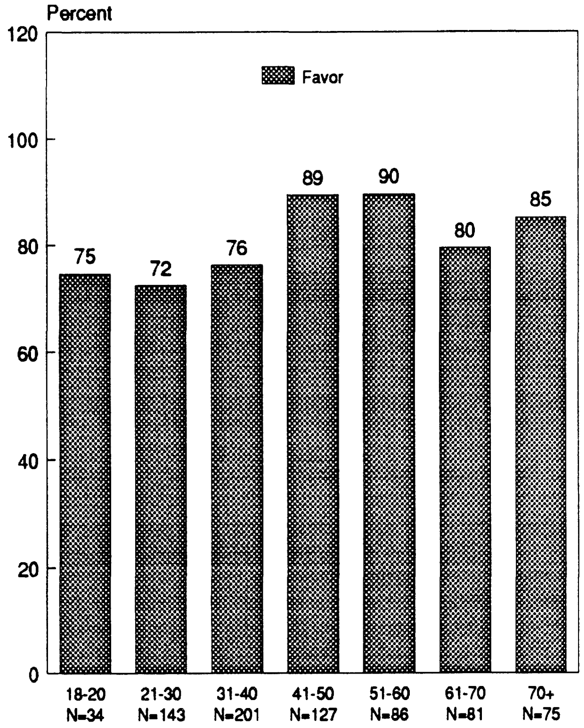
Respondents were asked: **How about an increase in the tax on each bottle of beer, wine, or liquor sold to pay for programs to reduce drunk driving?** A total of 749 respondents gave a valid response to this item. Over three-quarter of respondents favor an increase in the alcohol tax to pay for programs to reduce alcohol-impaired driving. Support is higher among women than men, although nearly three-quarters or more of each group support an increase in the alcohol tax. Support for an increase in the alcohol tax is somewhat higher among respondents over age 40 than younger respondents. Voters are more likely than nonvoters to favor an increase in the alcohol tax but support exceeds three-quarters in both groups. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases. However, even among those who view the problem as not at all serious, over two-thirds favor an increase in the alcohol tax. Support for an increase in the alcohol tax declines as frequency of drinking increases. In fact, respondents who report drinking at least once a week are more than five times as likely to oppose such a tax as those who report drinking twice a year or less. Support has declined since 1987 but differences are small.



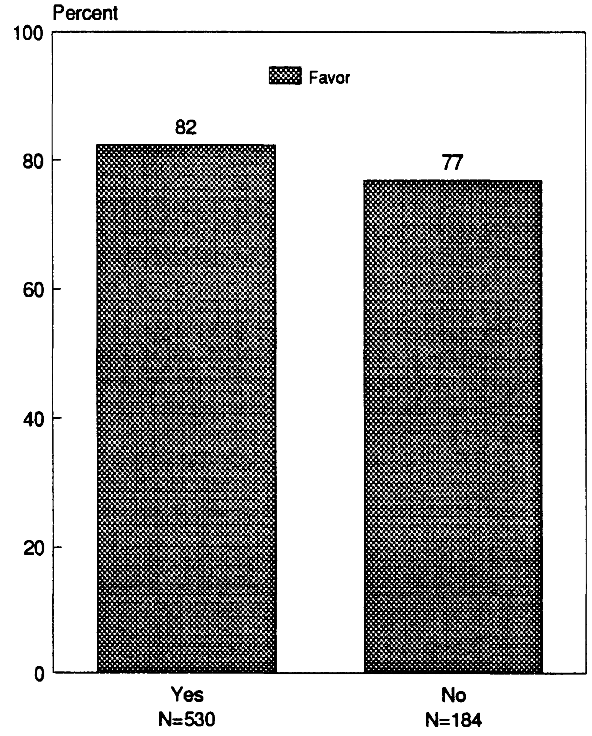
Increase in Alcohol Tax



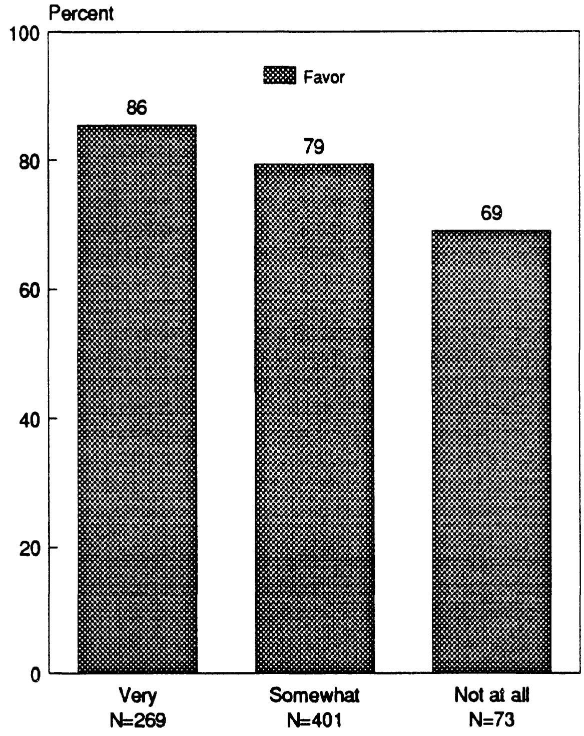
Increase in Alcohol Tax, by Gender



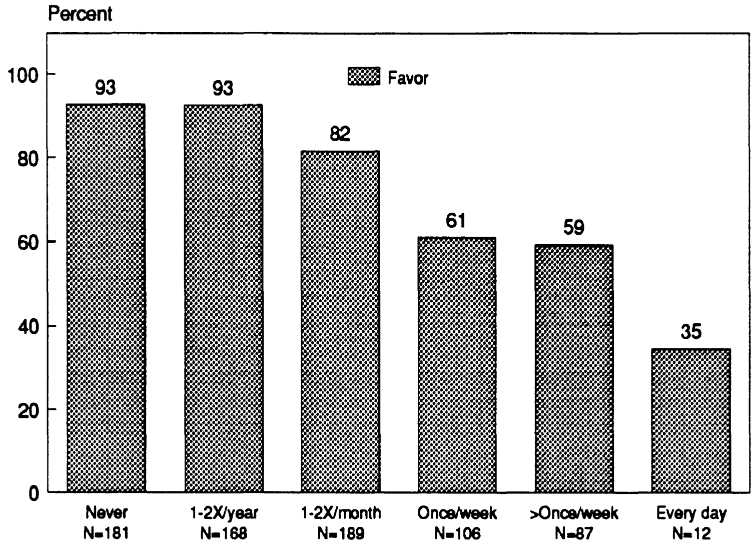
Increase in Alcohol Tax, by Age



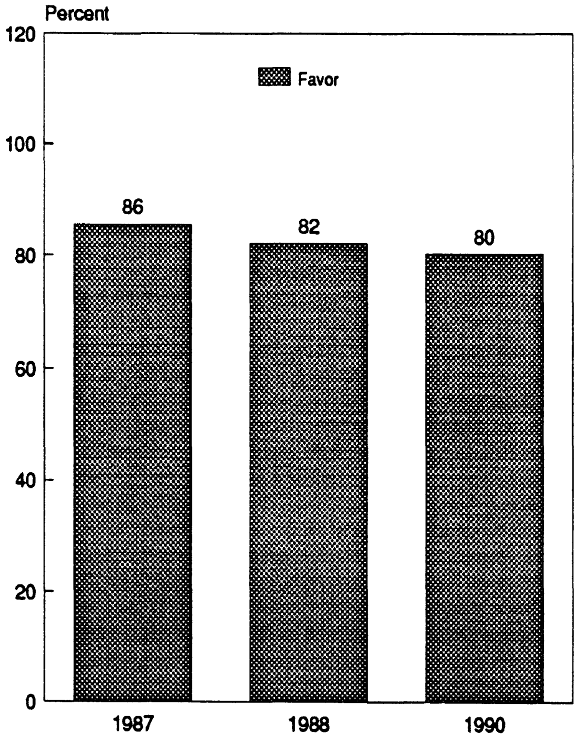
Increase in Alcohol Tax, by Voting Status



Increase in Alcohol Tax, by Seriousness of Alcohol-Impaired Driving Problem



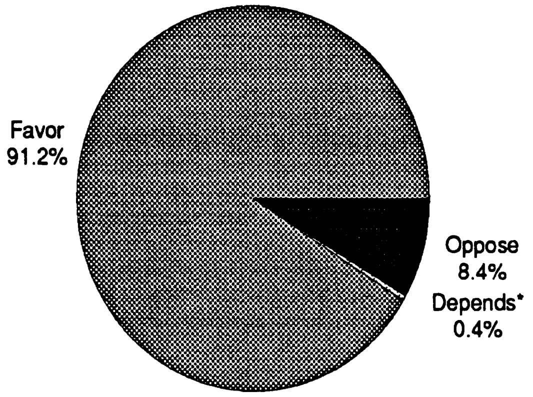
Increase in Alcohol Tax, by Frequency of Drinking



Increase in Alcohol Tax, by Survey Year

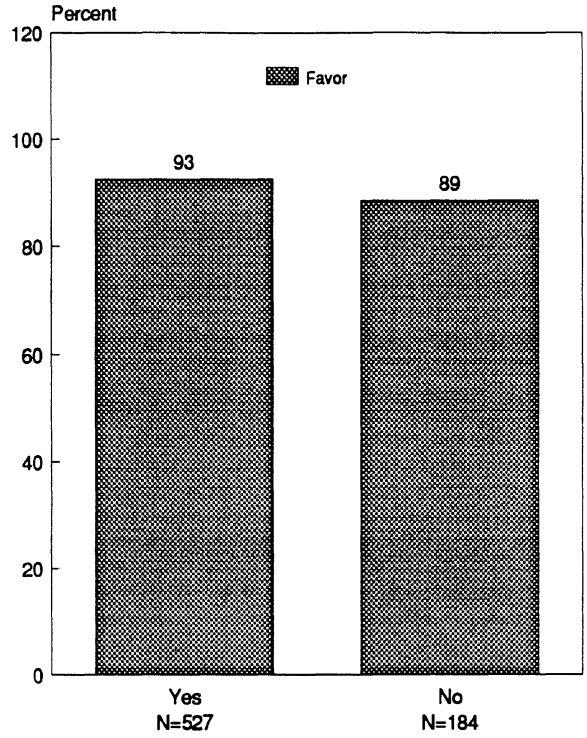
Increase in Relicensure Fee to Pay for Alcohol-Impaired Driving Countermeasures

Respondents were asked: **How about an increased fee for people convicted of drunk driving to become relicensed?** A total of 747 respondents gave a valid response to this item. Most respondents favor an increase in the relicensure fee for people convicted of drunk driving. Opinions do not differ by gender or age of respondent. Voters are more likely than nonvoters to favor an increase in the fee for relicensure but differences are small. Support increases as the perceived seriousness of the alcohol-impaired driving problem increases. However, even among those who view the problem as not at all serious, over three-quarters favor an increase in the relicensure fee.

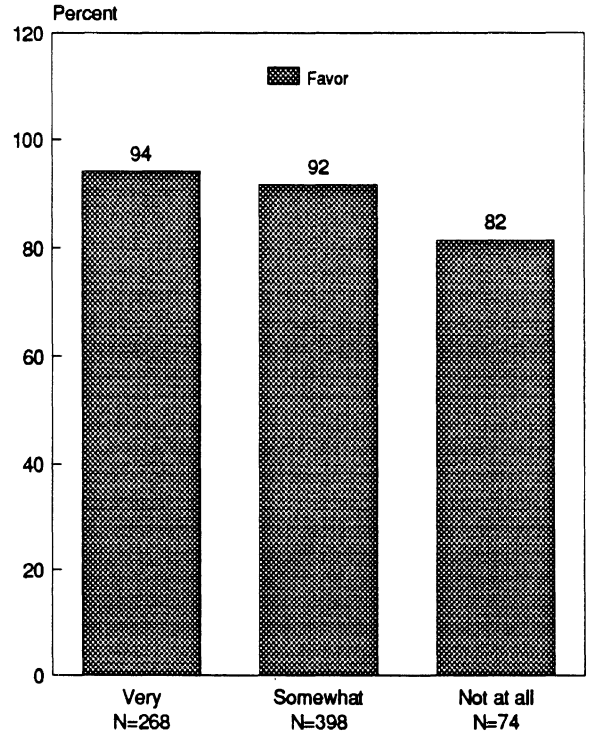


*Volunteered response

Increase in Relicensure Fee



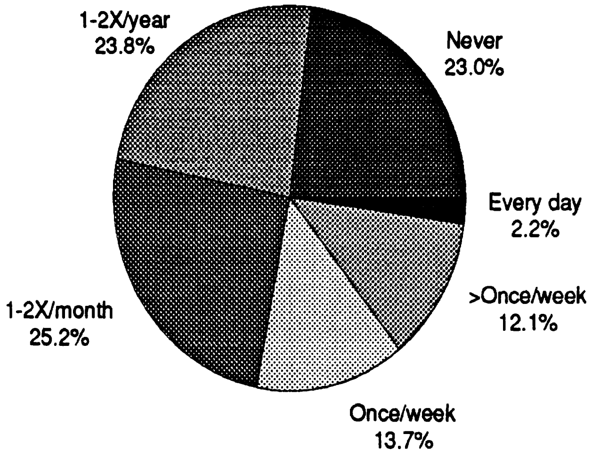
Increase in Relicensure Fee, by Voting Status



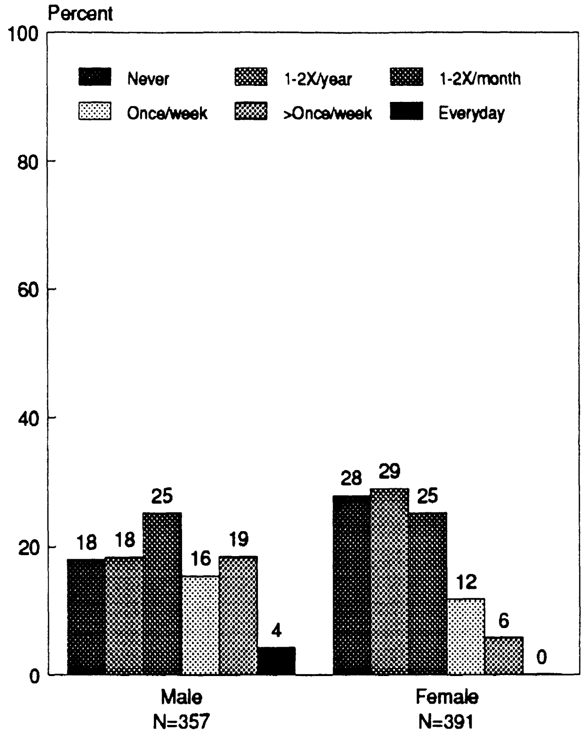
Increase in Relicensure Fee, by Seriousness of Alcohol-Impaired Driving Problem

Frequency of Drinking

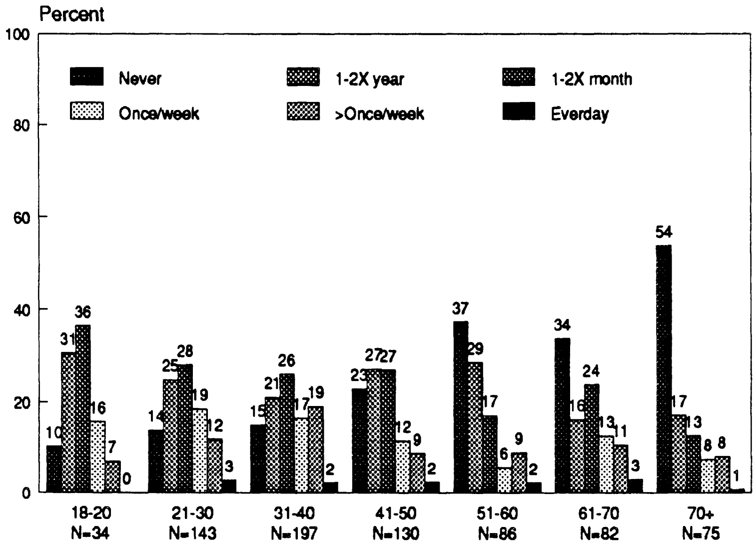
Respondents were asked: **How often would you say that you drink alcoholic beverages? Would you say that you never drink, that you drink once or twice a year, once or twice a month, once a week, more than once a week, or every day?** A total of 748 respondents gave a valid response to this item. Most respondents report drinking little or no alcohol. Almost three-quarters report they drink alcoholic beverages no more than once or twice a month. Men report drinking alcohol more frequently than women. Despite the legal drinking age of 21, a majority of respondents age 18-20 report drinking alcohol at least once a month. Respondents over the age of 70 report the lowest frequency of drinking--over half do not drink at all. Frequency of drinking does not differ between voters and nonvoters or between survey years.



Frequency of Drinking



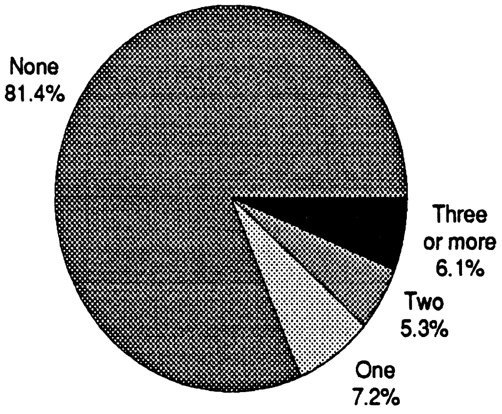
Frequency of Drinking, by Gender



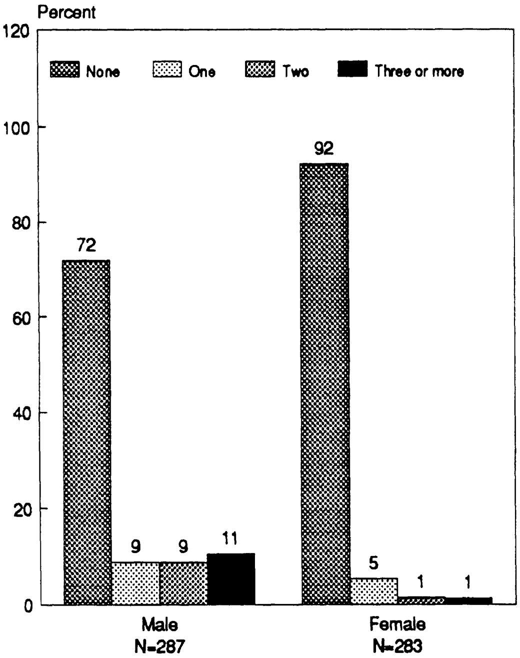
Frequency of Drinking, by Age

Frequency of Drinking to Intoxication

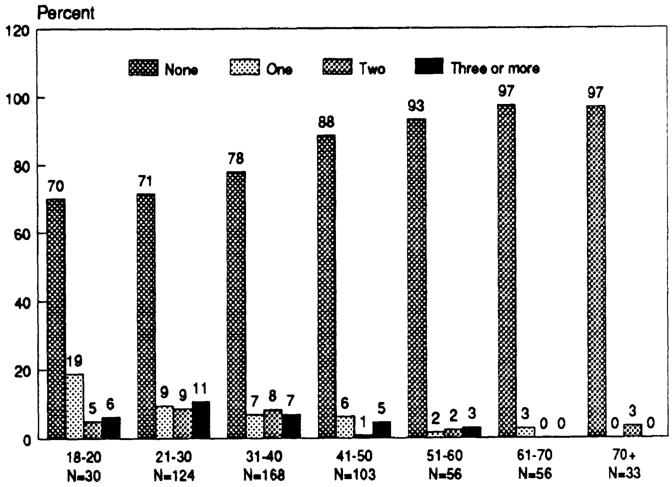
Respondents who reported drinking alcoholic beverages were asked: **Thinking about any drinking you may have done in the last two weeks, how many times did you have 4 or more drinks within two hours?** A total of 570 respondents gave a valid response to this item. We used reported consumption of four or more drinks within two hours as a measure of intoxication. Based on this measure, almost a fifth of respondents reported drinking to intoxication on at least one occasion in the last two weeks. Men are more than three times as likely to report drinking to intoxication as women. Respondents under age 21, who are not legally permitted to drink, are the most likely age group to report drinking to intoxication; thirty percent reported having four or more drinks within two hours on at least one occasion in the last two weeks. Less than five percent of those over age 60 reported drinking to intoxication. Reported drinking to intoxication is higher among nonvoters than voters and higher among those who view the alcohol-impaired problem in their community as not at all serious than those who view it as very serious or somewhat serious. Reported drinking to intoxication remained the same in 1987, 1988, and 1990.



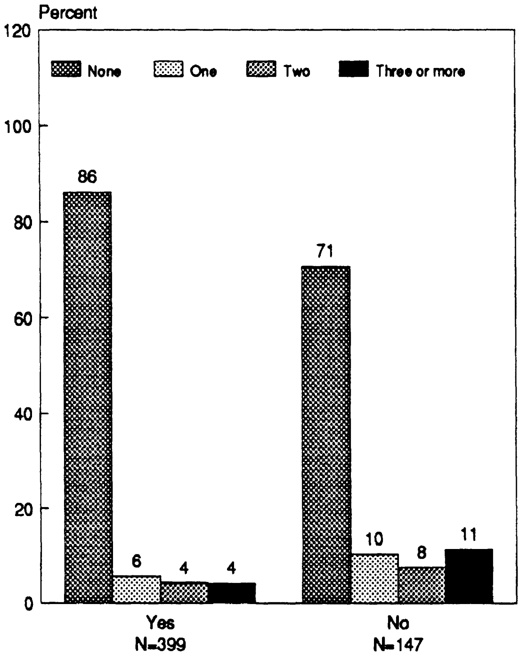
Frequency of Drinking to Intoxication



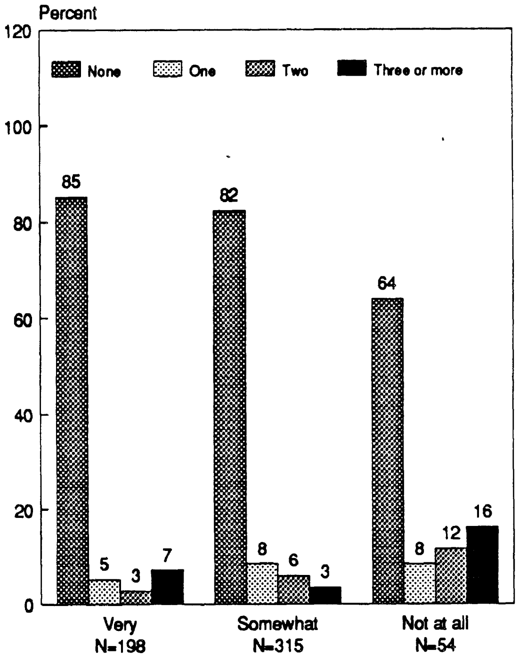
Frequency of Drinking to Intoxication, by Gender



Frequency of Drinking to Intoxication, by Age



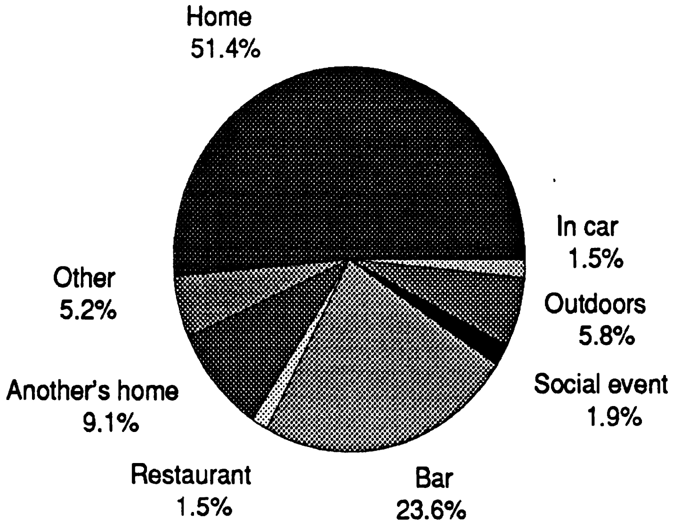
Frequency of Drinking to Intoxication, by Voting Status



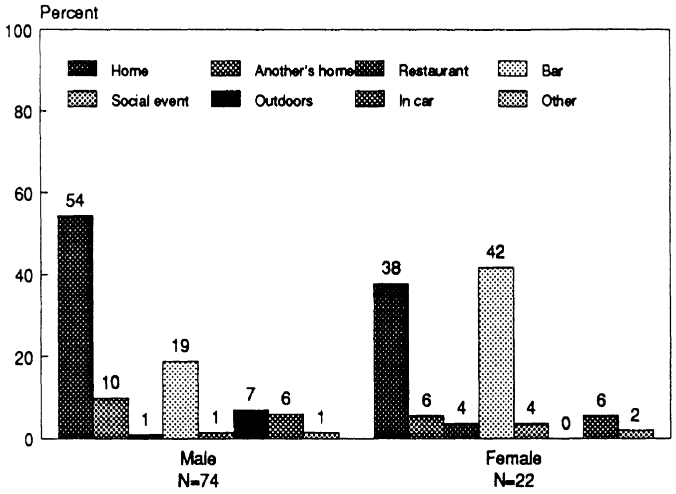
Frequency of Drinking to Intoxication, by Seriousness of Alcohol-Impaired Driving Problem

Location of Drinking to Intoxication

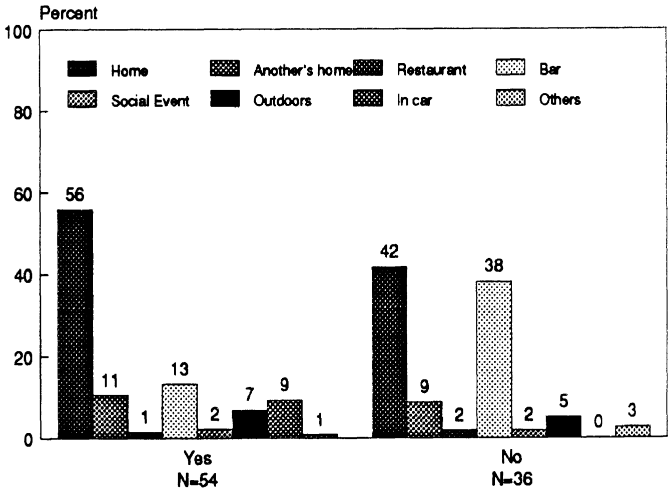
Respondents who reported drinking 4 or more drinks within two hours were asked: **The last time you had 4 or more drinks in two hours, where were you drinking?** A total of 95 respondents gave a valid response to this item. A majority of respondents reported drinking to intoxication at home. However, a quarter of respondents reported drinking to intoxication in a bar. Men and women differed in where they drank to intoxication. A smaller proportion of women than men drank to intoxication at home, and a larger proportion of women than men drank to intoxication in a bar. Voters were more likely than nonvoters to have been in their or another's home when they drank to intoxication, while nonvoters were more likely than voters to have been in a bar. Respondents who view the alcohol-impaired problem in their community as not at all serious were more likely to have been in a bar when they drank to intoxication than those who view the problem as very serious or somewhat serious, although the sample sizes are small. Location of drinking to intoxication differs by survey year; respondents were more likely to report drinking to intoxication at home in 1990 than in 1987 or 1988.



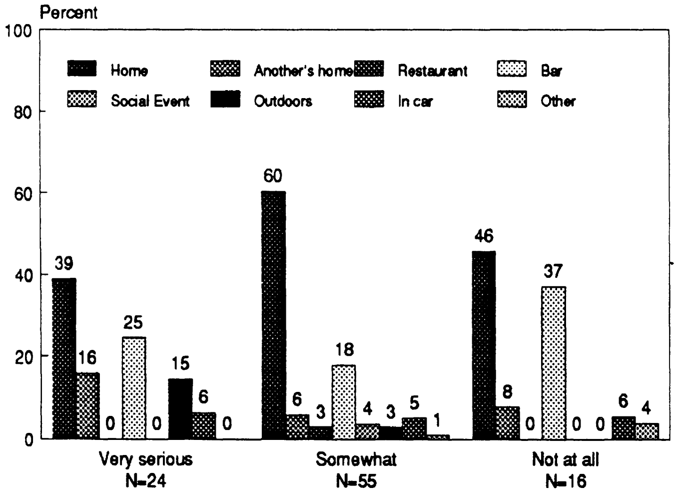
Location of Drinking to Intoxication



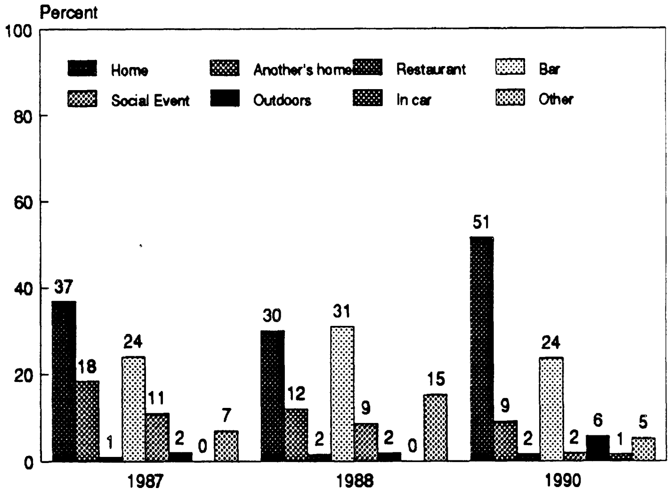
Location of Drinking to Intoxication, by Gender



Location of Drinking to Intoxication, by Voting Status



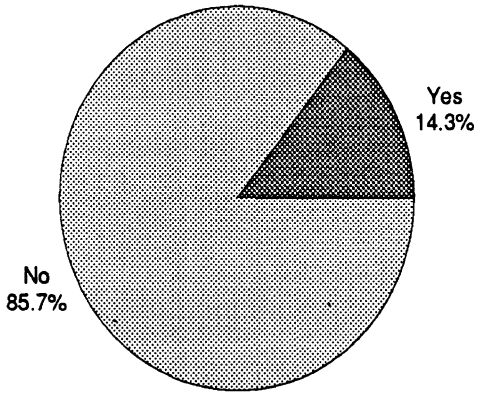
Location of Drinking to Intoxication, by Seriousness of Alcohol-Impaired Driving Problem



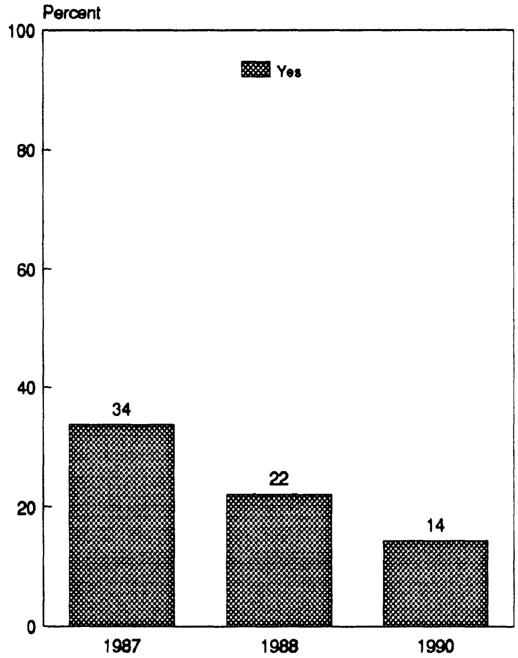
Location of Drinking to Intoxication, by Survey Year

Self-Reported Alcohol-Impaired Driving

Respondents who reported the location of drinking to intoxication the last time they had 4 or more drinks in two hours were asked: **On that occasion, did you do any driving after drinking?** A total of 94 respondents gave a valid response to this item. While most respondents reported they did not drive after drinking to intoxication, about fourteen percent reported driving after drinking to intoxication. Responses to this item do not differ by gender, age, voting status, or the perceived seriousness of the alcohol-impaired driving problem. The proportion of respondents who reported driving after drinking to intoxication has declined steadily since 1987.



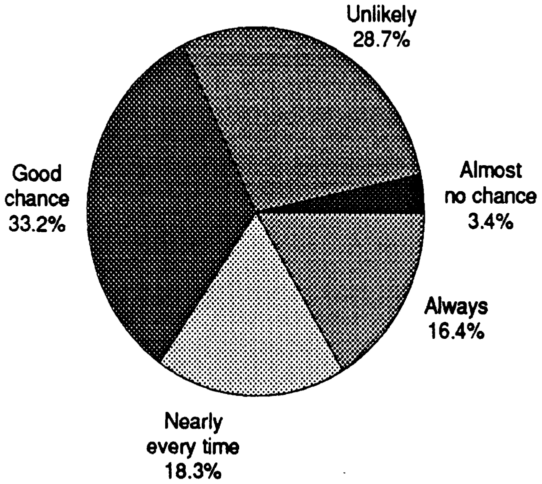
Self-Reported Alcohol-Impaired Driving



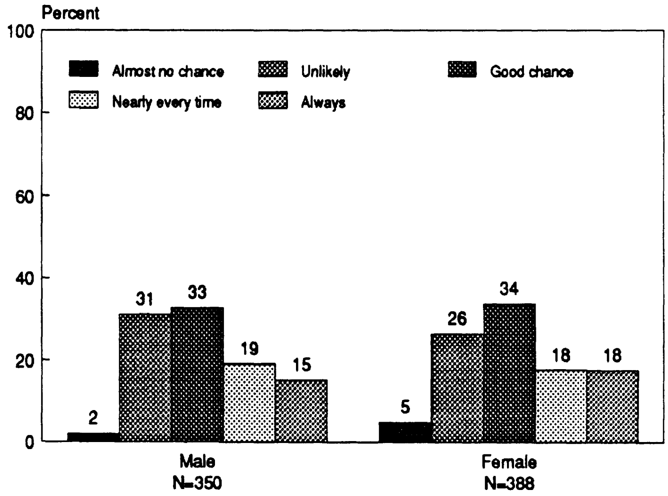
Self-Reported Alcohol-Impaired Driving, by Survey Year

Chance of Being Ticketed for Safety Belt Nonuse

Respondents were asked: **If a person is not using a safety belt and is stopped for speeding, how likely is it they will get a ticket for not having a safety 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 safety belt on?** A total of 738 respondents gave a valid response to this item. Almost a third of respondents think that a person is not likely to be ticketed for failure to use a safety belt. However, over two-thirds of respondents think there is at least a good chance of getting a ticket. Although statistically significant, differences in perceptions between men and women are small. The perceived likelihood of a ticket is highest among respondents over age 70, although there is not a consistent pattern in perceptions by age group. There are no differences between voters and nonvoters or between survey years.



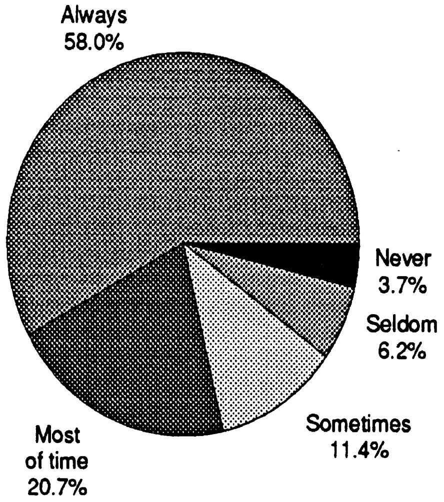
Chance of Being Ticketed for Safety Belt Nonuse



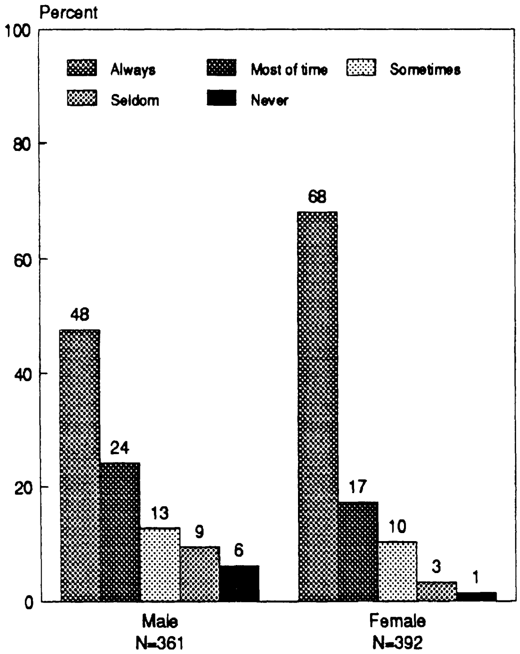
Chance of Being Ticketed for Safety Belt Nonuse, by Gender

Self-Reported Safety Belt Use

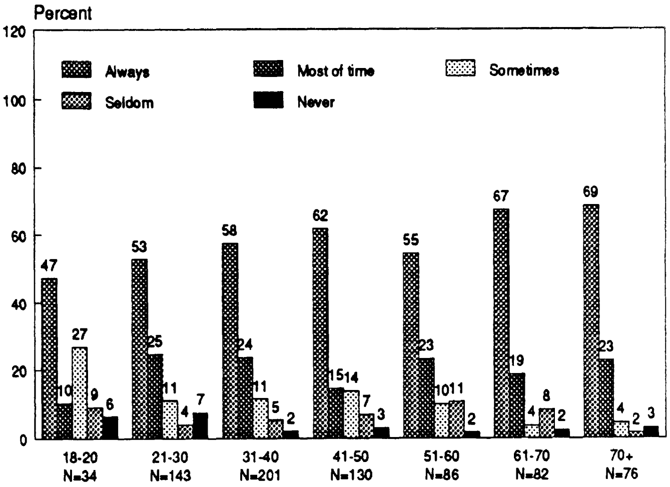
Respondents were asked: **Can you tell me how often you use a safety belt? Would you say always, most of the time, sometimes, seldom, or never?** A total of 753 respondents gave a valid response to this item. Over half of respondents report that they always use safety belts and almost a quarter report using belts most of the time. Women report higher belt use than men. Reported belt use generally increases with age; those 18-20 are least likely to report using belts always or most of the time. Voters are more likely than nonvoters to report always using belts. Although statistically significant, differences in reported belt use by miles driven are small. Reported belt use does not differ by survey year.



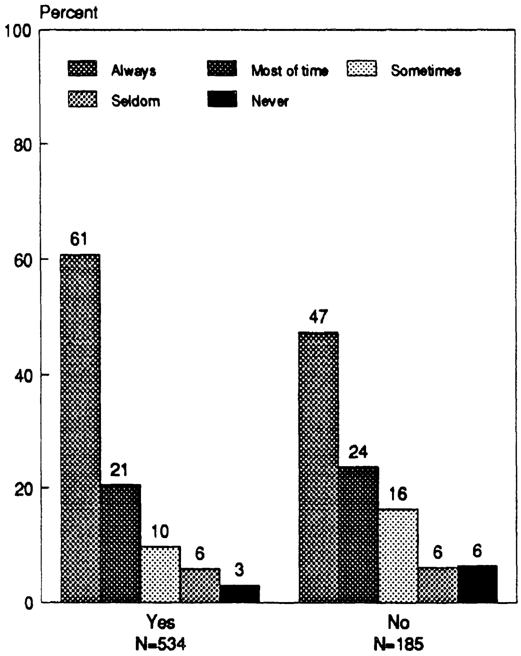
Self-Reported Safety Belt Use



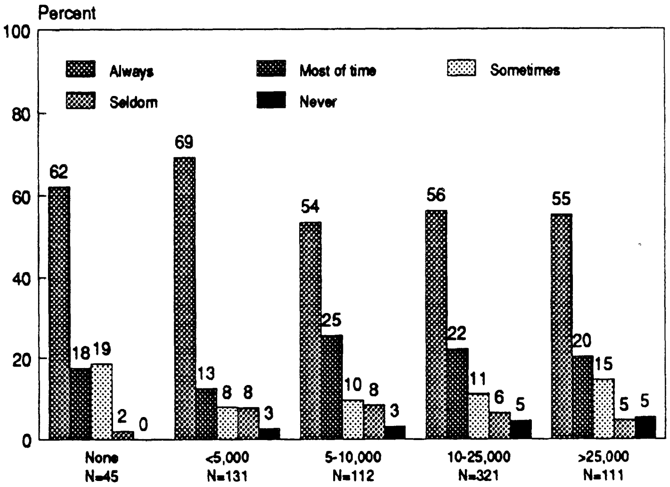
Self-Reported Safety Belt Use, by Gender



Self-Reported Safety Belt Use, by Age



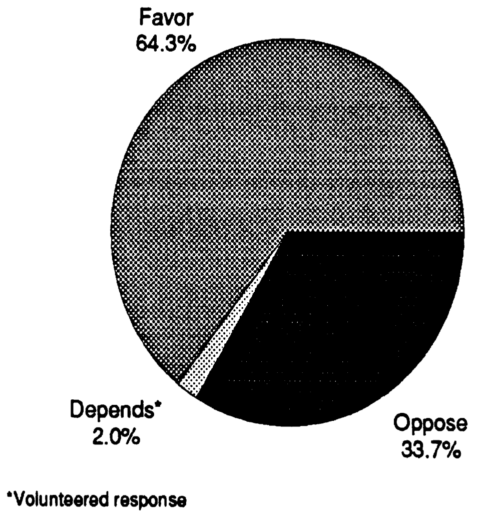
Self-Reported Safety Belt Use, by Voting Status



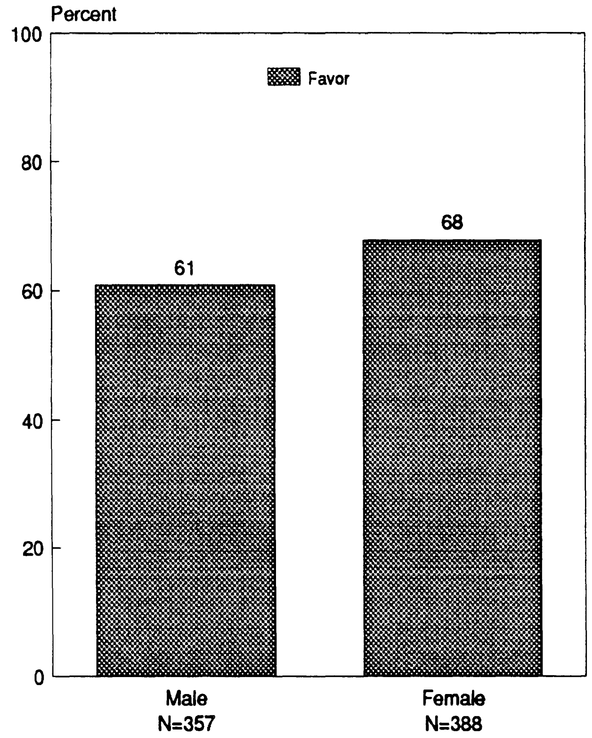
Self-Reported Safety Belt Use, by Miles Driven

Extending the Safety Belt Law to Rear Seat Passengers

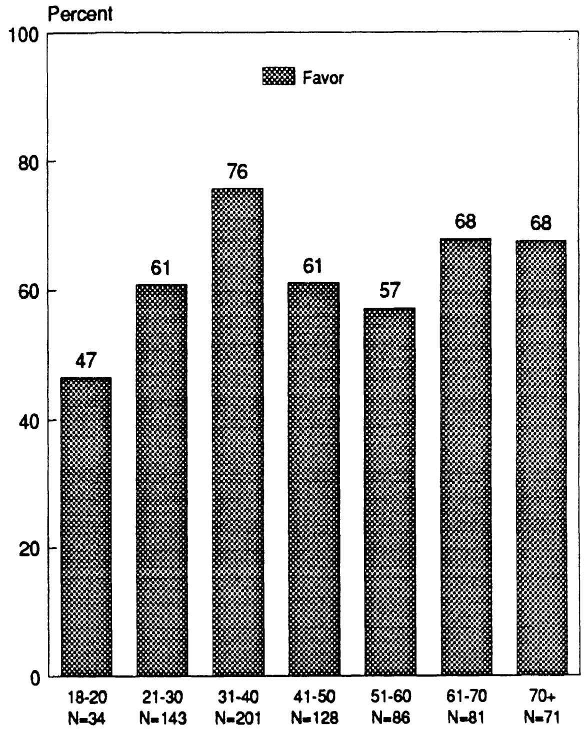
Respondents were asked: **Currently, Michigan's safety belt law requires drivers and front-seat passengers to use safety belts. Would you favor or oppose a similar law requiring rear-seat passengers to use safety belts?** A total of 745 respondents gave a valid response to this item. A majority of respondents favor extending Michigan's safety belt law to rear seat passengers. Support is higher among women than men for a rear seat belt law, although there is majority support among both groups. A majority of each age group supports a rear seat belt law with the exception of those under age 21. Differences in support between voters and nonvoters are statistically significant but small. Support for a rear seat belt law increases as reported belt use increases with three-quarters of respondents who always use belts favoring such a law. Opinions about extending the safety belt law to rear seat passengers did not change between 1988 and 1990.



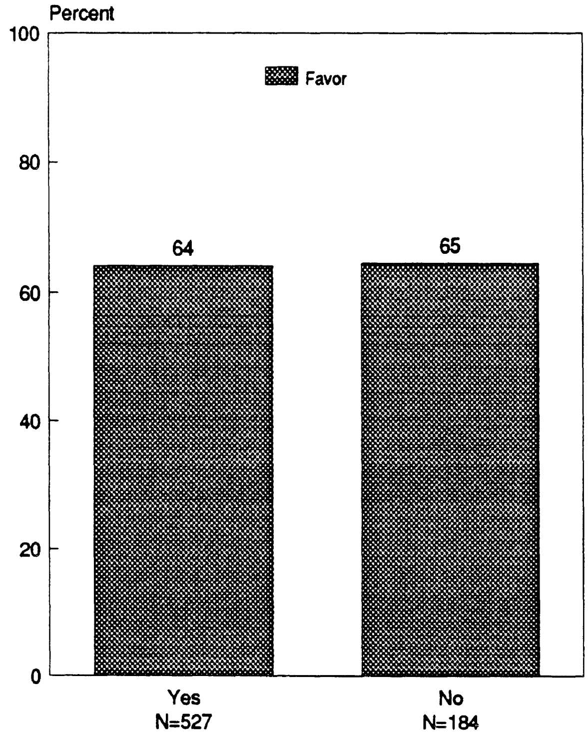
Extending the Safety Belt Law to Rear Seat Passengers



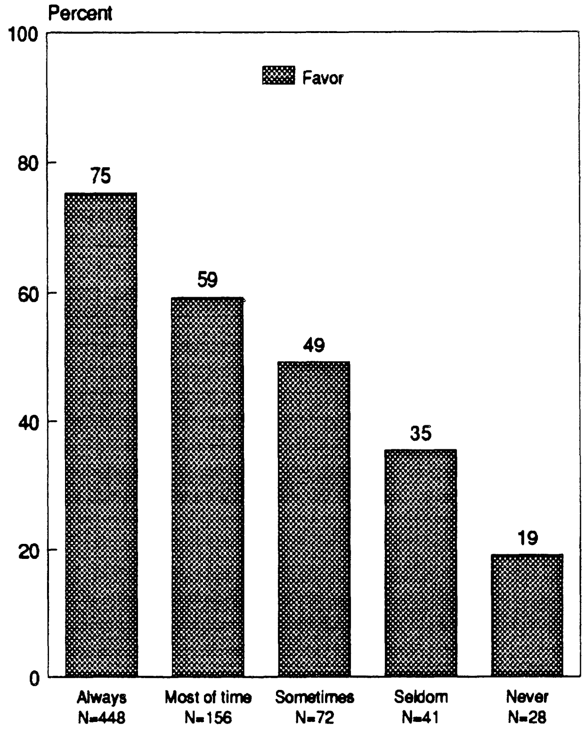
Extending the Safety Belt Law to Rear Seat Passengers, by Gender



Extending the Safety Belt Law to Rear Seat Passengers, by Age



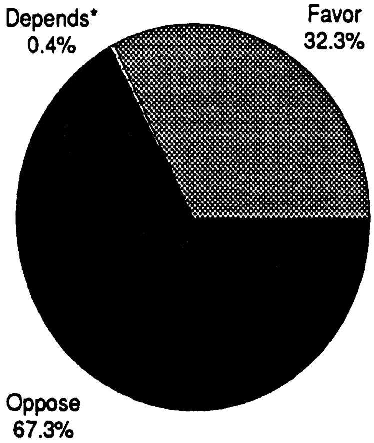
Extending the Safety Belt Law to Rear Seat Passengers, by Voting Status



Extending the Safety Belt Law to Rear Seat Passengers, by Belt Use

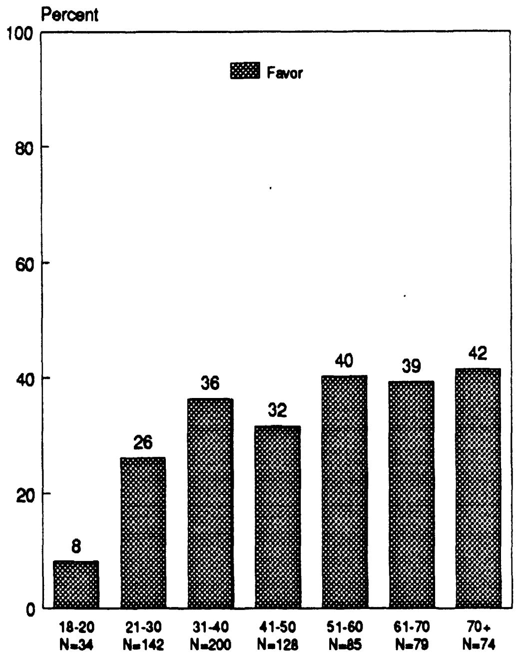
Changing Safety Belt Law to Primary Enforcement

Respondents were asked: **Michigan's safety belt law only allows police to ticket someone who is not using a safety belt if that person is first stopped for some other offense. Would you favor or oppose a safety belt law allowing police to stop someone just for not using a safety belt?** A total of 746 respondents gave a valid response to this item. Over two-thirds of respondents oppose changing Michigan's safety belt law to allow primary enforcement. Support is lower among respondents age 18-20 than other age groups but majority support is lacking in all age groups. Support for such a change is weaker among men than women and among nonvoters than voters, but a majority of each group opposes changing the law to allow primary enforcement. Support for primary enforcement increases as reported belt use increases; almost half of respondents who always use belts favor primary enforcement compared with none of respondents who never use belts. Support for a primary belt law increased slightly between 1988 and 1990.

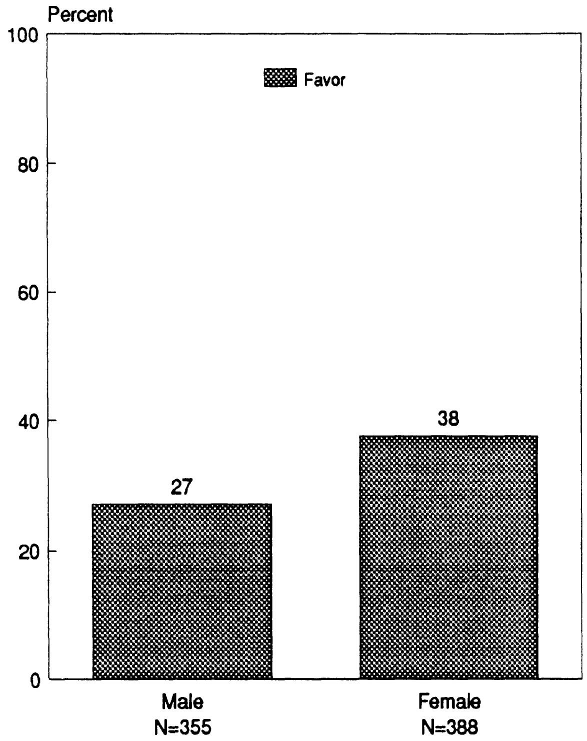


*Volunteered response

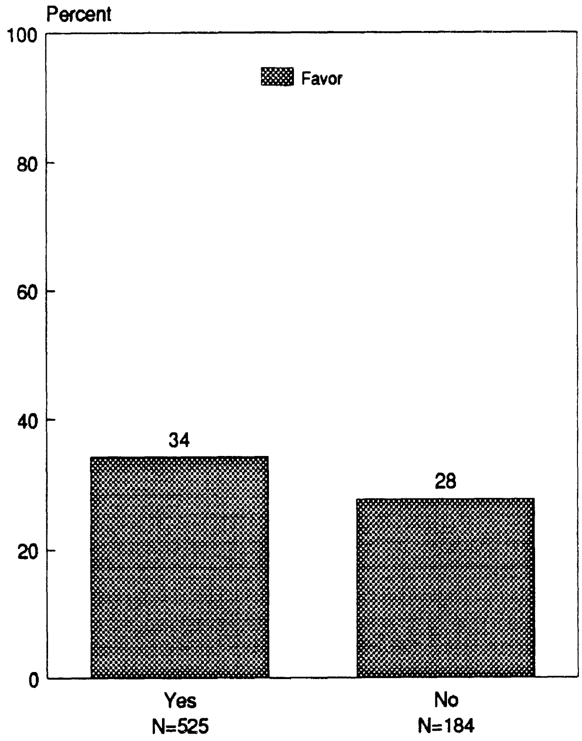
Changing Safety Belt Law to Primary Enforcement



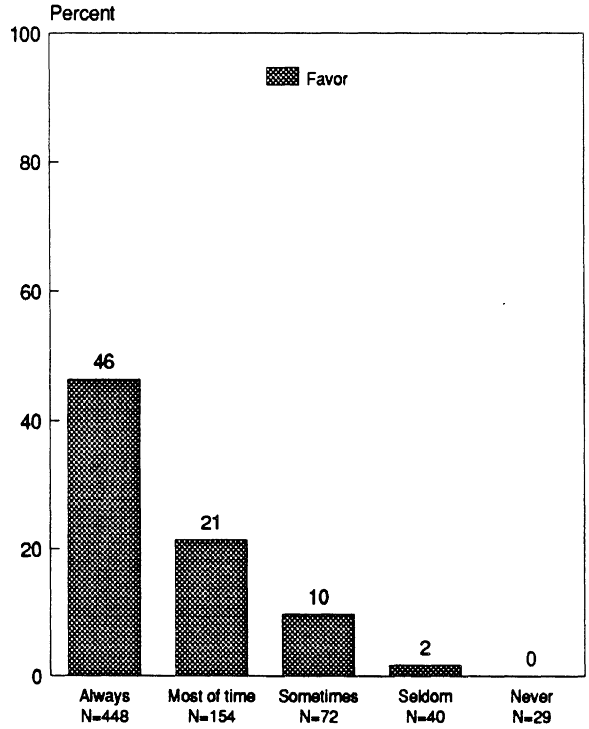
Changing Safety Belt Law to Primary Enforcement, by Age



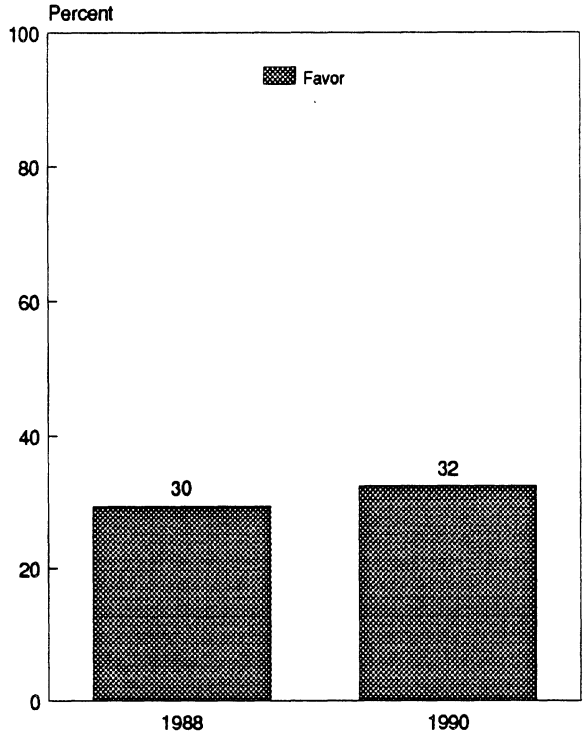
Changing Safety Belt Law to Primary Enforcement, by Gender



Changing Safety Belt Law to Primary Enforcement, by Voting Status



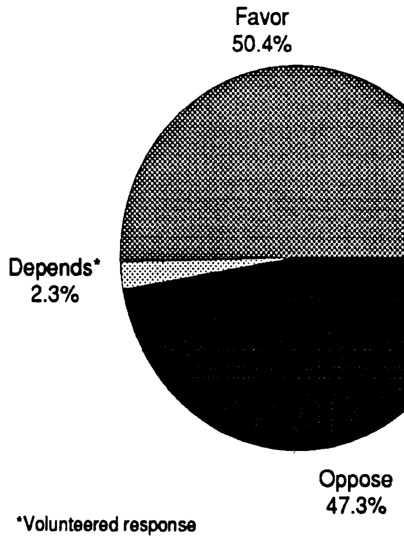
Changing Safety Belt Law to Primary Enforcement, by Belt Use



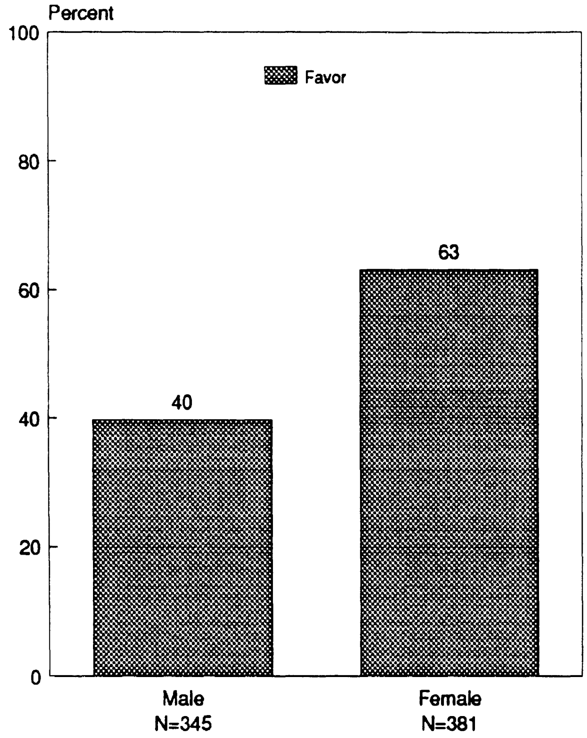
Changing Safety Belt Law to Primary Enforcement, by Survey Year

Bicycle Helmet Law

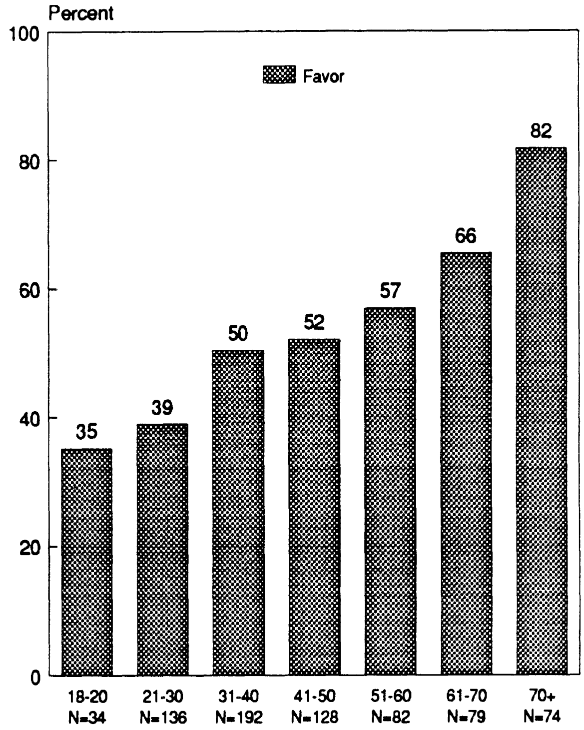
Respondents were asked: **Currently, Michigan law does not require bicycle riders to wear helmets. Would you favor or oppose a law that would require bicycle riders to wear helmets?** A total of 746 respondents gave a valid response to this item. Respondents are evenly split in their opinions about whether bicycle riders should be required to wear helmets. There is majority support for a bicycle helmet law among women but the majority of men oppose such a law. Support for a bicycle helmet law increases with age, with over two-thirds of respondents over age 60 favoring such a law. Support for a bicycle helmet law is higher among voters than nonvoters but differences are small.



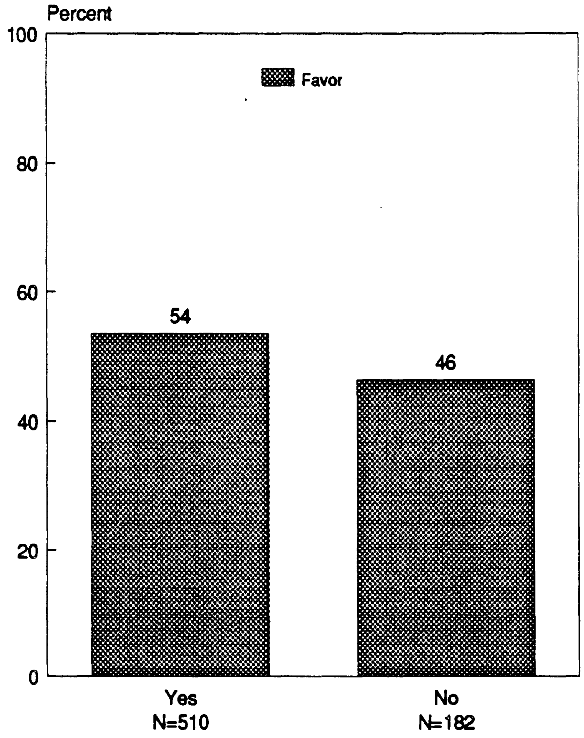
Bicycle Helmet Law



Bicycle Helmet Law, by Gender



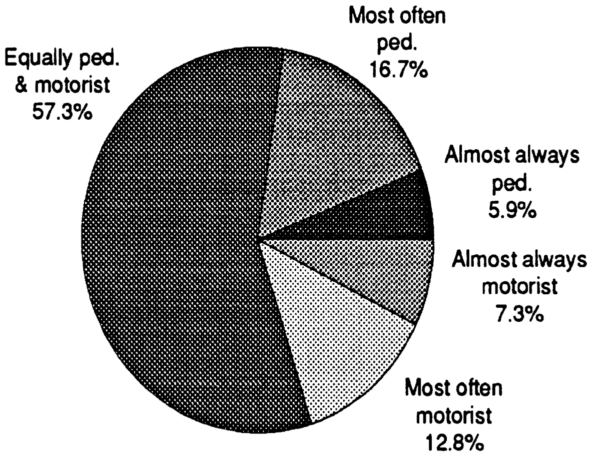
Bicycle Helmet Law, by Age



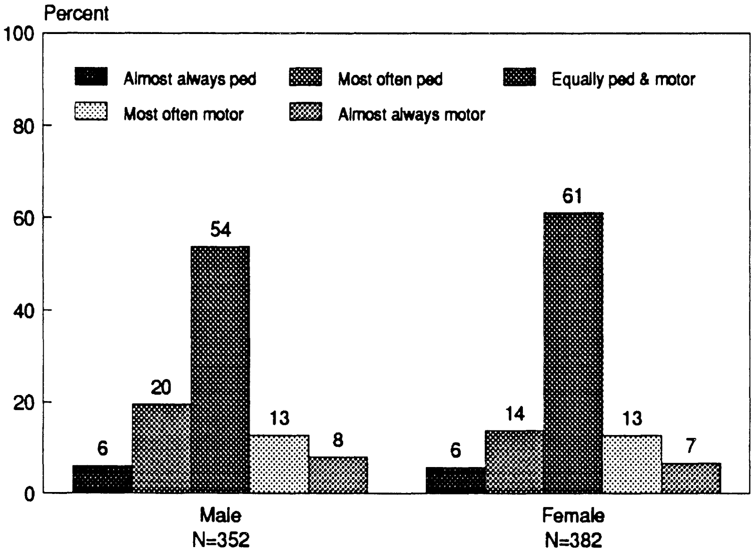
Bicycle Helmet Law, by Voting Status

Responsibility for Pedestrian Accidents

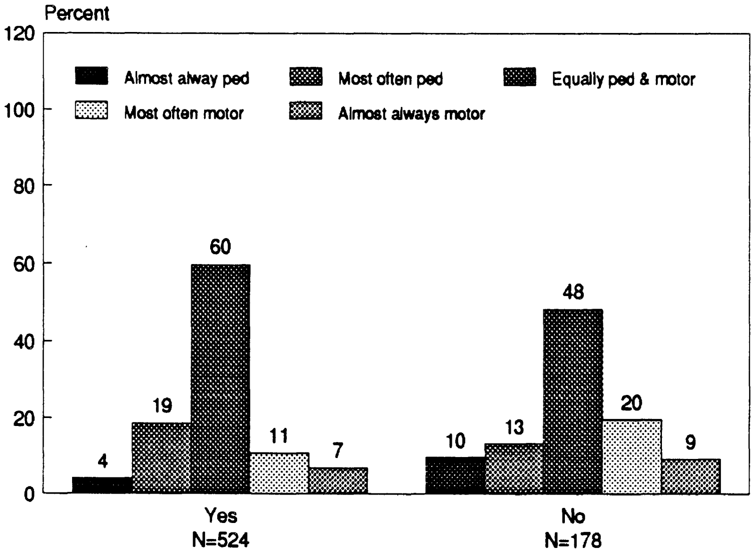
Respondents were asked: **Pedestrian deaths make up 15 percent of all traffic related deaths in Michigan. Who do you think is at fault for most pedestrian accidents? Would you say the pedestrian is almost always at fault, the pedestrian is most often at fault, the pedestrian and motorist are equally at fault, the motorist is most often at fault, or the motorist is almost always at fault?** This item was intended to measure the level of respondent knowledge about responsibility for pedestrian accidents. Pedestrian accident data indicate that in most cases, the pedestrian is at fault. A total of 734 respondents gave a valid response to this item. A majority of respondents think that pedestrians and motorists are equally at fault in pedestrian accidents. The remainder are evenly split between finding the pedestrian at fault and the motorist at fault. Men are more likely than women to think that the pedestrian is most often at fault and less likely to think pedestrians and motorists are equally at fault. Opinions about who is at fault in pedestrian accidents differ between age groups but there is no consistent pattern. Voters are more likely than nonvoters to think pedestrians and motorists are equally at fault.



Responsibility for Pedestrian Accidents



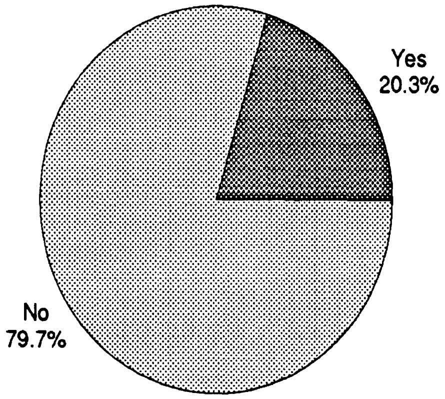
Responsibility for Pedestrian Accidents, by Gender



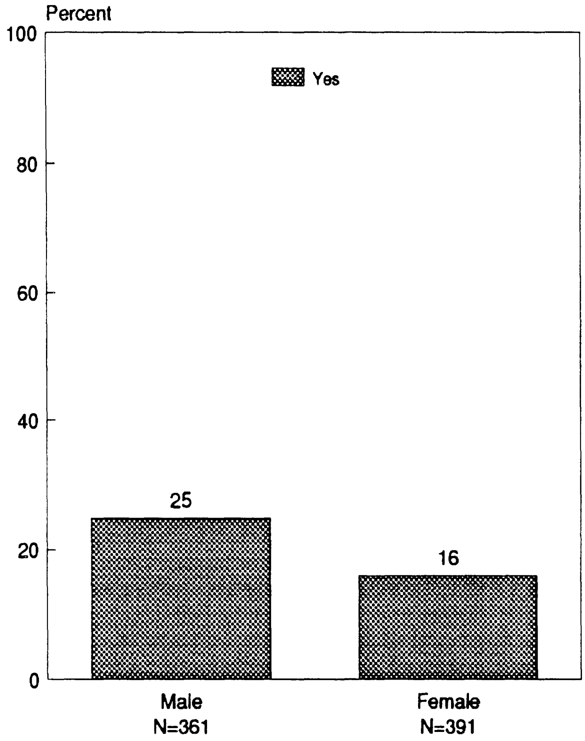
Responsibility for Pedestrian Accidents, by Voting Status

Knowledge of I-75 Alive Program

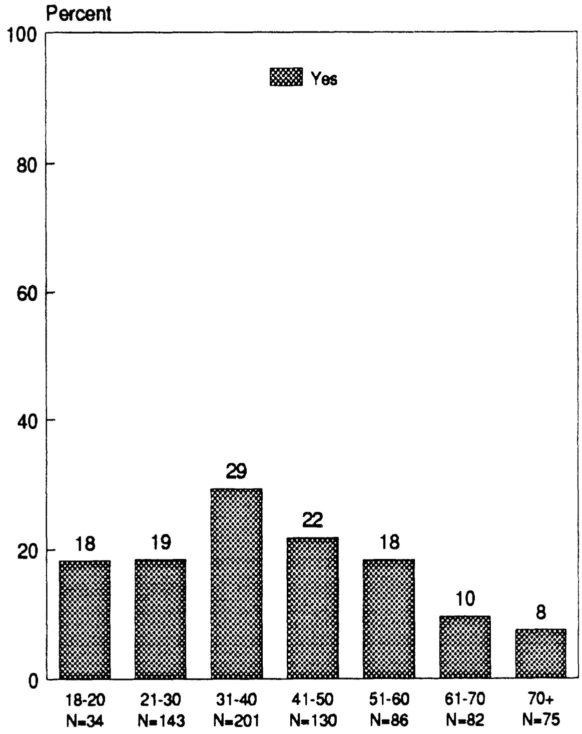
Respondents were asked: **The "I-75 Alive" program is intended to reduce motor vehicle crashes and injuries on Interstate 75 in Michigan through increased police enforcement of speeding, drunk and drugged driving, and safety belt use laws. Prior to this survey, did you know about the I-75 Alive program?** A total of 752 respondents gave a valid response to this item. Less than a quarter of respondents know about the I-75 Alive program. Men are more likely than women to know about the I-75 Alive program, however, only a quarter of men know about the program. Awareness of the I-75 Alive program exceeds twenty-five percent only among the 31-40 age group and awareness is lowest among the age group over 60. Knowledge of the I-75 Alive program does not differ between voters and nonvoters. Respondents who drove more than 25,000 miles in the last year have a level of knowledge about the I-75 Alive program that is noticeably higher than respondents who drove fewer miles. Respondents who did not drive in the last year have the lowest level of knowledge about the I-75 Alive program.



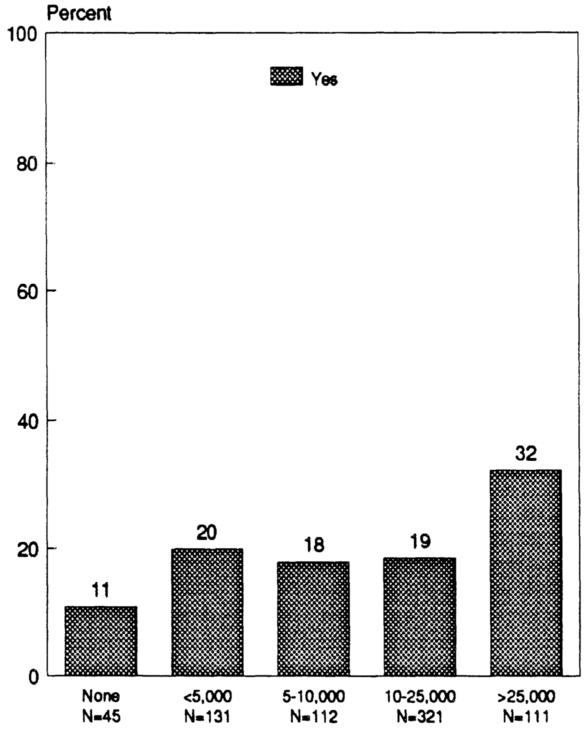
Knowledge of I-75 Alive Program



Knowledge of I-75 Alive Program, by Gender



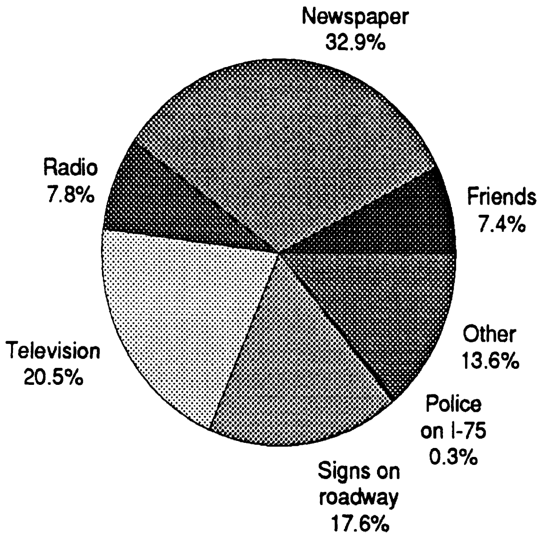
Knowledge of I-75 Alive Program, by Age



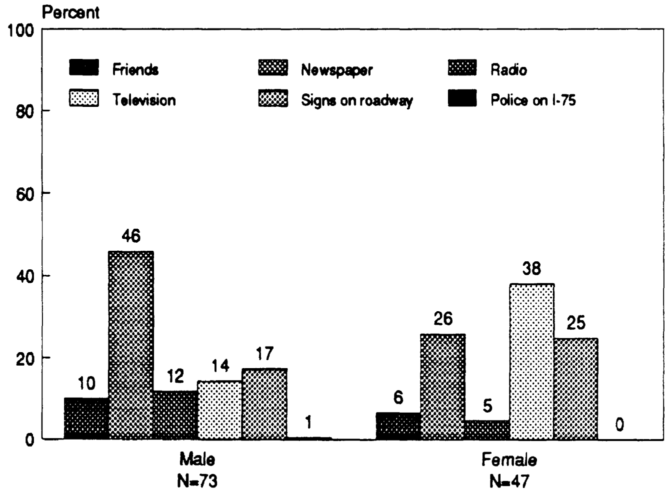
Knowledge of I-75 Alive Program, by Miles Driven

Source of Knowledge of I-75 Alive Program

Respondents who knew of the I-75 Alive program were asked: **Where did you hear or read about I-75 Alive?** A total of 142 respondents gave a valid response to this item. The most frequent responses in decreasing order of frequency are newspaper, television, and signs on the roadway. A greater proportion of men than women report reading about the I-75 Alive program in the newspaper or hearing about it on the radio. A greater proportion of women than men report hearing about the program on television or seeing signs on the roadway.



Source of Knowledge of I-75 Alive Program



Source of Knowledge of I-75 Alive Program, by Gender

Discussion

In this section we summarize general findings from the 1990 survey and examine patterns in opinions about traffic safety issues. There is majority support among residents of the State of Michigan for a number of traffic safety policies. These include: • a $1 increase in the annual motor vehicle registration fee to pay for improvements in rural emergency medical services; • graduated driver licensing for young beginning drivers; • graduated driver licensing for older drivers; • a driving curfew for older drivers; • conducting driver education classes in high schools rather than commercially through private agencies; • use of sobriety check lanes; • lowering the presumptive blood alcohol concentration for intoxication from .10 percent to .05 percent; • a zero BAC limit for drivers under the age of 21; • administrative license suspension for intoxicated ("drunk") drivers; • minimum security detention for intoxicated ("drunk") driving offenders; • an increase in the alcohol tax to raise revenue to pay for alcohol-impaired driving countermeasures; • an increase in the relicensure fee for people convicted of intoxicated ("drunk") driving to raise revenue to pay for alcohol-impaired driving countermeasures; and • extending Michigan's safety belt use law to rear seat passengers.

Majority support is lacking for the following policies: • an increase in the fee for a driver's license to raise revenue to pay for alcohol-impaired driving countermeasures; • an increase in the state sales tax to raise revenue to pay for alcohol-impaired driving countermeasures; • an increase in the state income tax to raise revenue to pay for alcohol-impaired driving countermeasures; • an increase in the car license plate fee to raise revenue to pay for alcohol-impaired driving countermeasures; • an increase in the gasoline tax to raise revenue to pay for alcohol-impaired driving countermeasures; and • changing Michigan's safety belt law to allow primary enforcement.

Opinions are evenly split about the following policies: • the desire for more police patrolling the roads for traffic violators; • payment for ambulance services by taxes or fees paid by users; • permitting the use of radar detectors; • a youth driving curfew; • payment for driver education classes by taxes or fees paid by users; • accountability of alcoholic beverage servers; and • requiring bicycle riders to wear helmets.

In general, opinions have changed little throughout the series of surveys. There were few changes in opinions between 1988 and 1990 and for those items in which opinions did change, the changes were small. Support increased slightly between 1988 and 1990 for payment of ambulance services by taxes, administrative license suspension for intoxicated ("drunk") drivers, and primary enforcement of Michigan's safety belt use law. Support also increased slightly for increases in the fee for a driver's license and the car license plate fee to raise revenue to pay for alcohol-impaired driving countermeasures. However, 1990 levels of support for these two items were at or below 1987 levels. There was a slight increase in support between 1987 and 1990 for use of sobriety check lanes, an item not included in the 1988 survey.

Support decreased slightly between 1988 and 1990 for a driving curfew for older drivers (returning to the 1987 level) and an increase in the gasoline tax to raise revenue to pay for alcohol-impaired driving countermeasures. Since 1987, support has also decreased slightly for a youth driving curfew and an increase in the alcohol tax to raise revenue to pay for alcohol-impaired driving countermeasures.

Other changes between survey years include the following: • a slight decrease since 1987 in the proportion of respondents who report taking action while driving to avoid semi-trailer trucks; • a slight decrease between 1987 and 1990 in the perceived strictness of enforcement of traffic laws for truck drivers compared with car drivers (however, perceptions did not change between 1988 and 1990); • slight increases between 1988 and 1990 in the perceived likelihood of being pulled over for driving while impaired and the perceived likelihood of being arrested once pulled over; and • a decrease since 1987 in self-reported driving after drinking to intoxication.

Similar to earlier surveys in this series, women generally voice stronger support than men for traffic safety policies. Specifically, higher proportions of women than men favor the following policies: • more police road patrols; • prohibiting radar detectors; • graduated driver licensing for older drivers; • a youth driving curfew; • payment of driver education classes by taxes; • conducting driver education classes in high schools; • accountability of alcoholic beverage servers; • use of sobriety check lanes; • lowering the presumptive blood alcohol concentration for intoxication to .05 percent; • a zero BAC limit for drivers under age 21; •

administrative license suspension; • minimum security detention for intoxicated ("drunk") driving offenders; • increases in the fee for a driver's license, state sales tax, state income tax, car license plate fee, and alcohol tax to raise revenue to pay for alcohol-impaired driving countermeasures; • extending Michigan's safety belt use law to rear seat passengers; • primary enforcement of Michigan's safety belt law; and • requiring bicycle riders to wear helmets.

Women generally perceive existing and potential traffic safety problems as more serious than men. For example, women are more likely than men to view the problem of alcohol-impaired driving in their community as very serious. Women are more likely than men to avoid trucks while driving and to view the problem of objects coming off or falling off trucks as more serious than men. Men are more likely than women to think that truck drivers drive more safely than car drivers and that truck drivers are less likely to drive while impaired by alcohol or other drugs.

Men are more likely than women to report risk taking behavior. Men report higher driving speeds on both urban and rural freeways, drinking alcoholic beverages more frequently, drinking to intoxication more frequently, and lower safety belt use.

Differences between age groups are generally small. For items in which opinions do differ by age group, the youngest and oldest age groups (age 18-20 and over 70) often hold opposing views or positions that are more extreme than age groups in the middle range. Respondents over age 70 generally report safer driving-related behavior and appear more supportive of policies restricting segments of the driving population than other age groups (e.g., graduated driver licensing for young beginning drivers, a youth driving curfew, a driving curfew for older drivers, use of sobriety check lanes, lowering the BAC limit to .05 percent, primary enforcement of Michigan's belt use law, and requiring bicycle riders to wear helmets). They report lower frequency of drinking alcohol beverages and drinking to intoxication, lower driving speeds, and higher rates of safety belt use than other age groups.

Eighteen to twenty year-olds generally report taking more risks than other age groups (e.g., higher driving speeds, lower rates of safety belt use, and higher frequency of drinking to intoxication despite being under the legal drinking age). While they are more likely than other age groups to favor the legality of radar detectors and they oppose a youth driving curfew, a .05 BAC limit, a rear-seat belt law, and a bicycle helmet law, they are supportive of many safety policies (e.g., sobriety check lanes, a zero BAC limit for drivers under age 21, administrative license suspension for intoxicated ("drunk") drivers, and minimum security detention for intoxicated ("drunk") driving offenders).

Responses differed little between respondents who reported voting in the 1988 presidential election and those who did not. Voting status does not appear to provide useful distinctions for traffic safety policy development and legislative action.

We examined several items by reported driving speeds on Michigan's urban and rural freeways. Higher driving speeds are generally associated with higher reported speeds at which drivers will be ticketed for exceeding the speed limit, higher support for the legality of radar detectors, and a greater likelihood of wanting fewer police road patrols or the belief that there are enough police patrolling the roads.

There is a consistent relationship between perceived seriousness of the alcohol-impaired driving problem and support for alcohol-impaired driving countermeasures. Support for alcohol-impaired driving countermeasures increases with perceived seriousness of the alcohol-impaired driving problem (e.g., accountability of alcoholic beverage servers, sobriety check lanes, lowering the BAC limit to .05 percent, a zero BAC limit for drivers under age 21, administrative license suspension for intoxicated ("drunk") drivers, minimum security detention for intoxicated ("drunk") driving offenders, and increases in the fee for a driver's license, state sales tax, state income tax, car license plate fee, gasoline tax, alcohol tax, and relicensure fee to raise revenue to pay for alcohol-impaired driving countermeasures). In addition, reported drinking to intoxication is higher among respondents who think the alcohol-impaired driving problem in their community is not at all serious than among other respondents.

Based on public opinion alone, there are five issues that clearly warrant serious consideration for legislative and/or programmatic action: graduated driver licensing for older drivers; conducting driver education classes in high schools rather than commercially through private agencies; a zero BAC limit for drivers under age 21; an increase in the alcohol tax to raise revenue to pay for alcohol-impaired driving countermeasures; and an increase in the relicensure fee to raise revenue to pay for alcohol-impaired driving countermeasures. More than three-quarters of Michigan residents voice support for each of these measures.

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Appendix A

Survey Questionnaire

ISR/SRC CATI SYSTEM
PROJECT: SCR
MHS.SCR

QUESTIONNAIRE LISTING
02-Nov-90
01:18 PM

1990 MICHIGAN HIGHWAY SAFETY - PRODUCTION QUESTIONNAIRE

--- 20VERIFY1 ---------

Hello, my name is . I'm calling from the University of Michigan, in Ann Arbor. Here at the university, we are currently working on a study for the Survey Research Center. First of all I need to be sure I've dialed the right number. I this [V3]?

1. YES
5. NO

NUM # : V50

--- 24ADULT1 ---------

As I said, we are conducting this study from the University of Michigan. Our interview concerns many topics of interest including questions about several highway safety issues. I would like to interview someone in your household and in order to determine whom I need to interview, I'll need a listing of the members of your household -- not their names, just their sex, age, and relationship to you. Let's start with you--how old are you? (Are you male or female?)

AGE: 18-96. EXACT AGE
97. 97 YEARS AND OLDER
98. DK
99. NA; REFUSED

SEX: 1. MALE
2. FEMALE
9. UNAVAILABLE; REFUSED

AGE : V76
SEX : V65

**** NORMAL CATI HOUSEHOLD LISTING AND RESPONDENT SELECTION SCREENS ****

--- 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 ---------

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

0. R DOES NOT DRIVE (VOLUNTEERED)
1-999996. ENTER EXACT AMOUNT
999997. MORE THAN 999,996 MILES
999998. DON'T KNOW

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

NUM ######: V151

--- A7 ---------

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 # : V159

---A8,9 ---------

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

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

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

NUM ## : V160
NUM ## : V161

--- A10 ---------

Currently the speed limit on Michigan's urban freeways 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 stop you and give you a ticket?

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

NUM ## : V162

--- A11 ---------

Currently the speed limit on Michigan's rural freeways is 65 miles per hour. Where the limit is 65, how fast do you think you have to be driving before police using radar at the roadside will stop you and give you a ticket?

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

NUM ## : V163

--- A12 ---------

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
8. DON'T KNOW; NO OPINION

NUM # : V164

--- A13 ---------

Some have suggested that young beginning drivers should become fully licensed gradually. Beginning drivers would be required to move from one level of driver license to another based on both experience and demonstrated skill before becoming fully licensed. Do you favor or oppose such a graduated licensing system for young beginning drivers?

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

NUM # : V165

--- A14 ----------

Some have suggested that older drivers should gradually reduce the amount and kinds of driving they do as driving ability declines. Older drivers would take more frequent driver examinations to identify driving-related problems and driving would be restricted if necessary. Do you favor or oppose such a graduated licensing system for older drivers?

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

NUM # : V166

--- A15 ----------

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 # : V167

--- A16 ----------

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 screening exam to show they are fit to drive at night?

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

NUM # : V168

--- A17 ---------

Does anyone in your family have trouble diving safely because their driving ability has been affected by their advancing age?

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

NUM # : V169

--- A18 ---------

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
3. FEE PAID BY DRIVER EDUCATION STUDENTS
5. OTHER - PF10 TO SPECIFY
8. DON'T KNOW; NO OPINION

NUM # : V170

--- A19 ---------

Do you think that driver education classes should be conducted in high schools or commercially through private agencies?

1. CONDUCTED IN HIGH SCHOOLS
3. CONDUCTED THROUGH PRIVATE AGENCIES
5. OTHER - PF10 TO SPECIFY
8. DON'T KNOW; NO OPINION

NUM # : V171

--- A20 ---------

Do you think that ambulance services should be paid for by taxes or fees paid by users?

1. PAID BY TAXES
3. FEES PAID BY USERS
5. OTHER - PF10 TO SPECIFY
8. DON'T KNOW; NO OPINION

NUM # : V172

--- A21 ---------

In terms of response time, quality of care, and cost of services, would you rate the ambulance or emergency medical services in your community as good, average, or poor?

1. GOOD
3. AVERAGE
5. POOR
8. DON'T KNOW; NO OPINION

NUM # : V173

--- A22 ---------

It has been proposed that the annual motor vehicle registration fee be increased by $1 to pay for improvements in emergency medical services in local communities and rural areas where these services are often understaffed and underequipped. Do you favor or oppose a $1 increase in the annual motor vehicle registration fee to pay for improvements in rural emergency medical services?

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

NUM # : V174

--- B1 ---------

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

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?

1. YES
2. YES, AVOID (VOLUNTEERED)
3. YES, SLOW DOWN (VOLUNTEERED)
4. YES, SPEED UP (VOLUNTEERED)
5. NO
8. DON'T KNOW

NUM # : V175

--- B2 ---------

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
8. DON'T KNOW; NO OPINION

NUM # : V176

--- B3 ---------

Do you think that drivers of semi-trailer trucks are more likely, less likely, or about as likely as car drivers to drive while impaired by alcohol?

1. MORE LIKELY
3. ABOUT AS LIKELY
5. LESS LIKELY
8. DON'T KNOW; NO OPINION

NUM # : V177

--- B4 ---------

Do you think that drivers of semi-trailer trucks are more likely, less likely, or about as likely as car drivers to drive while impaired by drugs other than alcohol?

1. MORE LIKELY
3. ABOUT AS LIKELY
5. LESS LIKELY
8. DON'T KNOW; NO OPINION

NUM # : V178

--- B5 ---------

How serious is the problem of objects coming off or falling off semi-trailer trucks? 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 # : V179

--- B6 ---------

Do you think police enforce traffic laws more strictly, less strictly, or about the same for drivers of semi-trailer rucks 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 # : V180

--- 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 # : V182

--- C2 ---------

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

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

NUM # : V183

--- C3 ----------

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 given road are stopped briefly to check for drivers whose driving ability is impaired by drinking. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?

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

NUM # : V184

--- D1 ----------

If a person has been drinking and their blood alcohol level is over the legal limit for driving, how likely is that person to be pulled over by the police? Would you say there is almost no chance they will get pulled over; it is unlikely but it happens sometimes; there is a good chance of getting pulled over; they will be pulled over nearly every time; or they will always get pulled over?

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

NUM # : V185

--- D2 ----------

If a person has been drinking and their blood alcohol level is over the legal limit for driving and they have been pulled over by the police, how likely is that person to be arrested? Would you say there is almost no chance they will get arrested; it is unlikely but it happens sometimes; there is a good chance of getting arrested; they will get arrested nearly every time; or they will always get arrested?

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

NUM # : V186

--- D3 ----------

Joan will check source

Currently, a driver with a blood alcohol level of .10 percent is considered legally drunk. An average 180 pound adult male would have to drink 5 drinks within an hour to be over this limit. It has been suggested hat the limit be lowered to .05 percent. Would you favor or oppose toughening the law by changing the legal limit to .05 percent?

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

NUM # : V187

--- D4 ----------

Currently, it is illegal for anyone to drive with a blood alcohol level at or above .10 percent. Some have suggested that drivers who are under the legal age for drinking alcoholic beverages should not have any alcohol in their system when driving. Do you favor or oppose making it illegal for drivers under the age of 21 to drive with any alcohol in their system?

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

NUM # : V188

--- D5 ----------

It has been suggested that a person's driver license be taken away immediately upon arrest for 90 days if they are over the legal limit. Do you favor or oppose a law requiring such a license suspension?

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

NUM # : V189

-- D6 ---------

It has been proposed that people convicted of drunk driving serve time in minimum security detention buildings rather than county jails. Do you favor or oppose using minimum security detention buildings to hold convicted drunk drivers?

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

NUM # : V190

--- D7a-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
3. DEPENDS (VOLUNTEERED)
5. OPPOSE
8. DON'T KNOW; NO OPINION

NUM # : V191
NUM # : V192
NUM # : V193

--- D7d-g ----------

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)?

An increased fee for people convicted of drunk driving to become relicensed?

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

NUM # : V194 NUM # : V196
NUM # : V195 NUM # : V197

--- 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 # : V198

[SK1 IF V198=1 THEN GOTO F1

--- E2 ---------

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 # : V199

[SK1 IF V199=0 THEN GOTO F1

--- E2b ---------

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

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

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

NUM ## : V200 NUM ## : V202 NUM ## : V204
NUM ## : V201 NUM ## : V203 NUM ## : V205

[SK2 IF V201=00 THEN GOTO E2c
[SK3 IF V202=00 THEN GOTO E2c
[SK4 IF V203=00 THEN GOTO E2c
[SK5 IF V204=00 THEN GOTO E2c

--- E2c ---------

On that occasion, did you do any driving after drinking? (HOW LONG AFTER DRINKING

1. YES
5. NO

NUM # : V206

--- F1 ---------

Now we would like to ask you some questions on a different traffic safety topic.

If a person is not using a safety belt and is stopped for speeding, how likely is it they will get a ticket for not having a safety 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 safety 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
8. DON'T KNOW; NO OPINION

NUM # : V207

--- F2 ---------

Can you tell me how often you use a safety 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 # : V208

--- F3 ---------

Currently, Michigan's safety belt law requires drivers and front-seat passengers to use safety belts. Would you favor or oppose a similar law requiring rear-seat passengers to use safety belts?

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

NUM # : V210

--- F4 ---------

Michigan's safety belt law only allows police to ticket someone who is not using a safety belt if that person is first stopped for some other offense. Would you favor or oppose a safety belt law allowing police to stop someone just for not using a safety belt?

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

NUM # : V211

--- F5 ---------

Currently, Michigan law does not require bicycle riders to wear helmets. Would you favor or oppose a law that would require bicycle riders to wear helmets?

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

NUM # : V212

--- F6 ---------

Pedestrian deaths make up 15 percent of all traffic related deaths in Michigan. Who do you think is at fault for most pedestrian accidents? Would you say the pedestrian is almost always at fault, the pedestrian is most often at fault, the pedestrian and motorist ar equally at fault, the motorist is most often at fault, or the motorist is almost always at fault?

1. THE PEDESTRIAN IS ALMOST ALWAYS AT FAULT
2. THE PEDESTRIAN IS MOST OFTEN AT FAULT
3. THE PEDESTRIAN AND MOTORIST ARE EQUALLY AT FAULT
4. THE MOTORIST IS MOST OFTEN AT FAULT
5. THE MOTORIST IS ALMOST ALWAYS AT FAULT
8. DON'T KNOW; NO OPINION

NUM # : V214

--- F7 ----------

The "I-75 Alive" program is intended to reduce motor vehicle crashes and injuries on Interstate 75 in Michigan through increase police enforcement of speeding, drunk and drugged driving, and safety belt use laws. Prior to this survey, did you know about the I-75 Alive program?

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

NUM # : V215

[SK1 IF V215=1 THEN GOTO F7a ELSE GO TO G1]

--- F7a ----------

Where did you hear or read about I-75 Alive?

1. DISCUSSION AMONG FRIENDS
2. READ ABOUT IT IN THE NEWSPAPER
3. HEARD ABOUT IT ON THE RADIO
4. SAW A STORY ON TELEVISION
5. SAW SIGNS ON THE ROADWAY
6. STOPPED BY POLICE ON I-75
7. OTHER - PF10 TO SPECIFY
8. DON'T KNOW; NO OPINION

NUM # : V216

--- G1 ----------

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. DON'T KNOW
99. REFUSED

NUM ## : V218

[SK1 IF V218>12 AND V218<17 THEN GOTO G1b
[SK1 IF V218=17 THEN GOTO G2

--- G1a ---------

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

1. YES
5. NO

NUM # : V219

[GO TO G2]

--- G1b ---------

Do you have a college degree?

1. YES
5. NO

NUM # : V220

--- G2 ---------

In 1988, you remember that George Bush ran on the Republican ticket against Michael Dukakis for the Democrats. Do you remember for sure whether or not you voted in that election? (Did you vote?)

1. YES, DID VOTE
5. NO, DID NOT VOTE
7. DON'T REMEMBER IF VOTED
0. INAP., NOT OF VOTING AGE IN 1988

NUM # : V221

--- G3 ---------

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 # : V222
NUM # : V223
NUM # : V224
NUM # : V225

[SK2 IF V223=0 THEN GOTO G4
[SK3 IF V224=0 THEN GOTO G4

--- G4 ---------

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 1989?

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

NUM # : V226
[SK1 IF V226>1 THEN GOTO G4d,e

--- G4b,c ---------

Was it...

... $35,000 or more?

... $50,000 or more?

1. YES
5. NO

NUM # : V227
NUM # : V228
[SK1 IF V227>1 THEN GOTO G5

--- G4d,e ---------

Was it...

... $5,000 or more?

... $15,000 or more?

1. YES
5. NO

NUM # : V229
NUM # : V230

[SK1 IF V229>1 THEN GOTO G5

--- G5 ---------

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

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

NUM # : V231

[SK1 IF V231=1 THEN GOTO G6

--- G5a ---------

Do all the telephones have the same number?

1. YES
5. NO

NUM # : V232

[SK1 IF V232=5 THEN GOTO G5b ELSE GO TO G6]

--- G5b ---------

Altogether, how many numbers are there?

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

NUM # : V233

--- G5c ----------

How many numbers are for business use only?

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

NUM # : V234

--- G6 ----------

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
8. DON'T KNOW IF LISTED

NUM # : V235

--- X1 END ----------

These are all the questions I have. Thank you very much for your time and your help with or research. We will be glad to send you a summary of some of the results from this survey after the analysis has been completed. In order to do that, I will need your name and mailing address.

IWER: END TIME AND DATE WILL BE STAMPED WHEN YOU HIT <RETURN>
RECORD NAME AND ADDRESS ON THE NEXT SCREEN. IF R DOES NOT WANT THE RESULTS, ENTER NAME AS REFUSED.

<RETURN> : V0

--- X2 ADDRESS ----------

[FOR A WOMAN, OBTAIN HER FIRST NAME, NOT HUSBAND' FIRST NAME.]

ENTER: A. NAME [25 CHARACTERS]
B. STREET ADDRESS [25 CHARACTERS]
C. CITY [15 CHARACTERS]
D. STATE CODE AND ZIP CODE [XX 11111]

IWER: IF NAME REFUSED, ENTER REF AND HIT <RETURN>

A : V115
B : V116
C : V117
D : V118

Appendix B

Instructions to Interviewers

Michigan Omnibus State Safety Survey: Fall 1990
QxQ's

The following pages contain general guidelines to be followed when administering the Michigan Highway Safety survey in the Fall 1990. 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 600 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. <u>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.</u>

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. <u>However</u>, 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 <u>not</u> record the verbatim response with PF10.

More detailed comments on selected survey items follow:

A1. 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" <u>excludes</u> 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.

For this item, responses of "don't know" should be coded as 999998 <u>not</u> 98.

A8-12 These questions 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. If respondents ask what we mean by <u>urban</u> freeways, tell them these are freeways near urban areas where the speed limit is generally 55 mph. In the following item, <u>rural</u> freeways are freeways away from urban areas, and speed limits are as high as 65 mph on some of these roads. In questions A8-11, if a range of speeds is provided by a respondent, the <u>highest</u> 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?"

A10/ A11 These questions present scenarios in which the respondent is driving on a freeway 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 or 65 (as appropriate), and record that figure as the response. If the respondent does not drive, ask them how fast they think the average driver would have to drive to be pulled over and given a ticket.

A12 If respondents express confusion over what a radar detector (or 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."

A13- A16 These questions deal with respondents' opinions and attitudes concerning driver licenses. Question A13 deals with changes in driver licensing that would allow young beginning drivers to learn driving skills more gradually before becoming fully licensed. Question A14 deals with changes in driver licensing that would allow older drivers to continue to drive as long as they could do so safely. Question A15 deals with youth curfews. Question A16 deals with strategies to deal with problems drivers experience with driving as their night vision and reaction time deteriorates.

A17 This question deals with the effects of advancing age on driving.

A18/ A19 These questions deal with respondents' opinions about how drivers' education classes should be financed and where they should be based. Interviewers should note that these are not questions of fact (e.g., 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 questions, repeat options 1 and 3 once, if respondents persist enter code 5 and record their verbatim response.

A20-22 These questions deal with ambulance or emergency medical services.

A20 This question deals with respondents' opinions about how ambulance services should be financed. Interviewers should note that this is not a question of fact (i.e., if any respondent is unsure about how such services 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, repeat options 1 and 3 once, if respondents persist enter code 5 and record their verbatim response.

A21 This question asks respondents to rate the ambulance or emergency services in their community. Many respondents will not have had personal experience with these services. The question is not asking for a rating based on personal experience--it is asking respondents simply what their "opinion" is. Many respondents may persist with a "don't know" response.

A22 This question deals with respondents' opinions about how money might be raised to improve rural emergency medical services.

B1-B6 These items deal with respondents' assessments and attitudes concerning semi-trailer trucks on Michigan roadways. In question B1, if respondents specify more that one kind of evasive action they take, the interviewer should code the response as a 1 (a "general" yes). For questions B2-B4, respondents are asked to consider if semi-truck drivers differ from car drivers "on average." In question B5, such objects include (but are not restricted to) gravel, other loads, and retreaded tires breaking up. Question B6 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.

C1-C3 These questions deal with respondents' attitudes and opinions related to drinking and driving. In question C2 we want to know if respondents think the server should be held responsible for at least <u>some</u> of the damages caused by the intoxicated driver (even if that is only a very small fraction of the damages).

D1-D2 Interviewers should note that for questions D1 and D2, we are interested in which chance is closer to the respondent's perception of the odds of being pulled over and arrested by the police. Note that question D1 assumes that the driver is intoxicated, and question D2 assumes the driver has been pulled over, his/her blood alcohol content has been tested (by blood or breath sample) and the driver has been found to be over the legal limit.

D3-D4 Read the blood alcohol using the following pronunciations: .10 = "point one oh", .05 = "point oh five".

D5 The focus of this question is on the <u>immediacy</u> of license suspension rather than the amount of time the license is suspended. In most cases, drivers would receive a permit allowing them to drive for a brief period of time to allow for an appeal. This suspension could be appealed through an administrative review. This suspension would be in addition to criminal sanctions for intoxicated driving.

D6 This question deals with respondents' attitudes about alternatives to jailing people convicted of drunk driving in standard, county jails. The difference between the county jails and the minimum security detention facilities mentioned in the item is the level of security provided. Minimum security detention buildings would have fewer security officers (guards) than county jails and more liberal entry and exit access.

D7a-g 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.

E1 This question assesses how often respondents drink alcohol.

E2-E2b,c These questions assess how heavily respondents drink as well as whether they drive after drinking to intoxication.

F1	This question deals with respondents' opinions about the Michigan safety belt 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."
F2	This question asks respondents about their own safety belt use.
F3-F4	Items F3 and F4 concern potential changes or additions to the current safety belt use law. For question F3, this would include all vehicles with rear-seat belts, not just those with three-point shoulder-lap harnesses which are being installed in newer vehicles. Question F4 asks respondents to give their opinion about changing Michigan's adult belt use law from a secondary offense (people can't be pulled over just for safety belt nonuse) to a primary offense (people can be pulled over just for belt nonuse).
F5	This question deals with respondents' opinions about whether bicycle riders should be required to wear helmets.
F6	This question deals with respondents' opinions about who is responsible for most pedestrian accidents.
F7, F7a	These questions deal with respondents' knowledge about I-75 Alive, an existing traffic safety program.
G1-G6	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 G2, we are interested only whether R voted, not for whom.

Appendix C

Description of Dual-Frame Sampling Design[1]

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[1] The primary author of this appendix is the sampling section of the Survey Research Center at the Institute for Social Research at the University of Michigan.

Dual-Frame Sampling Design

Introduction

The 1990 Michigan Highway Safety Study uses a dual-frame design telephone sample with approximately half of the sample selected from a frame of listed numbers and half generated using an RDD procedure. This dual-frame design is different from the dual-frame design used in the 1987 and 1988 Michigan Highway Safety studies. In the 1987 and 1988 samples, a two-stage sample selection (Waksberg design) was used for the RDD component of the sample. In the Waksberg design, a first stage sample of primary numbers is selected and called to see if the primary numbers are working household numbers. A second stage sample of telephone numbers is selected from only the hundred series[2] formed from the first eight digits of the working primary numbers. This design results in a higher RDD working rate than a completely random generation of phone numbers. (The working rate for primary numbers is approximately 20%; the working rate for the secondary stage numbers is about 60%).

The new RDD design used for the 1990 study involves the generation of random telephone numbers from the set of hundred series in the list sample. Each hundred series from the list sample is known to have at least one listed phone number--the number selected for the list sample. From ongoing methodological research, the Survey Research Center has a data set containing the count of listed numbers for each possible hundred series.

An equal probability sample of random numbers was generated using a version of the "PPS-to-listed counts" two-stage RDD design which Jim Lepkowski has been researching.[3] This design has several advantages: (1) The cost of primary number screening is eliminated. (2) A more equal allocation of the sample between List and RDD cases can be achieved economically. The sample is divided equally between List and RDD components. In the dual-frame design using the Waksberg RDD procedure, the typical allocation was 25% RDD and 75% List. This more equal allocation reduces the ratio of weights between unlisted and listed numbers by approximately one half and reduces the variance due to weighting effects. (3) The procedure for handling RDD cases in the telephone facility is simplified. No replacement procedure for non-working numbers is needed. The RDD cases can be handled in the same way as list cases. There is one disadvantage of this design compared with the Waksberg design. In the "PPS-to-listed counts" design, unlisted numbers in a hundred series which has no listed numbers do not have a chance of selection. This type of occurrence would be unusual and is a very minor coverage problem. The dual-frame sample design used for the 1990 Michigan Highway Safety Study is described in Section III.

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[2] A hundred series is the set of 100 telephone numbers formed by adding the numbers from 00 to 99 to the first eight digits of a telephone number.

[3] This design was also used for the 1990 Senate Election Study.

Sample Design Assumptions

A total of 750 completed interviews was desired. Table 1 shows the sample design specifications and assumptions and the actual results.

Table 1: Sample Design Specifications and Assumptions
1990 Michigan Highway Traffic Safety Survey
Dual-Frame Telephone Sample Survey

	TOTAL		LIST		RDD	
	Assumed	Actual	Assumed	Actual	Assumed	Actual
Completed Interviews	750	753	375	436	375	317
Response Rate	.69	.68	.70	.71	.68	.64
Sample Households	1087	1107	536	614	551	495
Contact Rate	.70	.70	.85	.87	.60	.57
Sample Telephone Nos.	1548	1578	630	704	918	874

A total of 650 of the 704 households represented by sample telephone numbers selected for the list portion received letters which alerted the household members to the upcoming survey and explained the purpose of the survey. This letter was expected to increase the response rate for the list portion. The list portion of the sample did have a higher response rate--71% versus 64% for the RDD part.

Description of Dual-Frame Sample Design

A sample of 1,000 listed Michigan household telephone numbers was purchased from Survey Sampling, Inc. The listed numbers were selected by Survey Sampling from their stratified 1-in-6 sample of all listed Michigan telephone numbers. Although the estimated number of sample listed numbers needed (Table 1) was only 630, the estimated number of RDD sample telephone numbers was 918. The equal allocation PPS-to-Listed dual-frame design required that the number of sample listed numbers be approximately equal to the number of RDD sample telephone numbers. The list sample of 1,000 numbers allowed for the generation of the 918 random telephone numbers plus an additional reserve which could be divided into replicates and released if the response rate or working rate were less than anticipated. The list portion of the sample was also divided into replicates. Each replicate could stand alone as a probability sample.

Using the listed counts file which gives the number of listed household telephone numbers in each hundred series, it was determined that the average number of listed numbers in hundred series with at least one listed number was 52 for the state of Michigan. The number of listed telephone numbers from the listed counts file was merged with the sample of 1,000 listed telephone numbers. Each listed number was assigned an Expected Sample Size (ESS) of 52 divided by the number of listed numbers in the hundred series (MOSα). This ESS was then converted to an integer by using a random rounding procedure. The integer ESS for the listed numbers was used to determine how many random telephone numbers to generate (without replacement) for the hundred series. The number could range from 0 to 4[4] with an expected number of 1 (for hundred series with an average number of listed numbers). Therefore the expected number of random numbers generated will equal the number of hundred series used from the list sample.

In practice, the number generated will not be exactly equal to the number of hundred series in the list sample. The actual number of random numbers generated from the 1,000 listed numbers in the Michigan Highway Safety sample was 1,196. The procedure was then repeated reducing each ESS by a factor of 1000/1196 before converting it to an integer. This second procedure resulted in a sample of 1,016 random telephone numbers.

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[4] Four was the maximum number of random numbers allowed for any hundred series. Any number greater than four was set to four. In order to have four random numbers generated, a hundred series would have to have 13 (53/4) or fewer listed numbers.

Appendix D
Calculation of Sampling Weights[1]

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[1] The primary author of this appendix is the sampling section of the Survey Research Center at the Institute for Social Research at the University of Michigan.

Calculation of Sampling Weights

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

(1) f_{RDD}

1st stage: 1,000 out of 372,502 listed Michigan household phone numbers from Survey Sampling's 1-in-6 frame were selected. Each of the 1,000 numbers selected was used to form a hundred series. The probability that any hundred series was selected is proportional to its number of listed telephone numbers (MOSα).

2nd stage: The number of random telephone numbers generated or the expected sample size (ESS) for each of the 1000 hundred series was 52*(1000/1196) divided by the number of listed numbers in the hundred series (MOSα), and the probability of a random number being generated was the expected sample size (ESS) divided by 100. The random telephone numbers were assigned to replicates and 874 random numbers were in replicates used for the study.

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

$$f_{RDD} = 1000*MOS\alpha/(372502*6) \text{ x } (52/MOS\alpha)/100 \text{ x } 1000/1196 \text{ x } 874/1000 = 1.7002\text{x}10^{-4}$$

(2) f_L

Survey Sampling, Inc. selected 1,000 listed telephone numbers from its 1-in-6 sample file of 372,502 listed Michigan telephone numbers. Of the 1,000 numbers selected, 704 were in replicates used for the study. The probability of a telephone number being selected for the list sample is 1000/2235012 x 704/1000 = $3.1499 \text{ x } 10^{-4}$.

(3) f_J

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

$$f_J = f_{RDD} + f_L - (f_{RDD} \text{ x } f_L)$$

$$= 1.7002 \text{ x } 10^{-4} + 3.1499 \text{ x } 10^{-4} - (1.7002 \text{ x } 10^{-4} \text{ x } 3.1499 \text{ x } 10^{-4})$$

$$= 4.8496 \text{ x } 10^{-4}$$

Listed numbers could have been selected from either the RDD procedure or from the Survey Sampling frame of listed numbers. The weight for listed numbers is, therefore, the inverse of the joint probability of selection or 2,062.0. Unlisted numbers could only have been selected from the RDD frame. The weight for RDD numbers is the inverse of the RDD probability of selection or 5,881.7. 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 5881.7/2062.0 = 2.852.

In order to determine which of the RDD cases were unlisted numbers, a match was performed against a file provided by Survey Sampling of all listed Michigan telephone numbers. The match rate for the RDD interview cases was 58.4% or 185 listed numbers out of 317 RDD interview cases. Therefore 621 cases (436 List + 185 RDD) have a relative sampling weight of 1.00 and 132 RDD cases have a relative sampling weight of 2.852.

Appendix E
Codebook

MICHIGAN TRAFFIC SAFETY STUDY
NOVEMBER, 1990

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
1	CASE ID	5	Numeric		1
2	CONTROL ID	7	Numeric		1
4	TIME ZONE	1	Numeric		1
5	DST INDICATOR	1	Numeric		1
6	SAMPLE TYPE	1	Numeric		1
7	FORM OF QUESTIONNAIRE	2	Numeric		1
8	STATUS	2	Numeric		1
9	RESULT CODE	2	Numeric		1
10	AUTO MODE FLAG	1	Numeric		1
11	IWER ID	4	Numeric		2
35	STRATUM	3	Numeric		2
36	MISSED C/B STATUS	1	Numeric		2
37	SAMPLE ID	5	Numeric		2
38	LENGTH OF IW IN MINUTES	3	Numeric		2
45	ADULT COUNTER	1	Numeric		2
46	CHILD COUNTER	1	Numeric		2
47	SELECTED R	12	Alpha		2
48	RESPONDENT SEX	1	Numeric		2
49	RESPONDENT AGE	2	Numeric		3
50	VERIFY PHONE#	1	Numeric		3
51	BUSINESS OR HOME PHONE	1	Numeric		3
52	LIVE ON PREMISES	1	Numeric		3
53	USE THIS PHONE	1	Numeric		3
54	INFORMANT	12	Alpha		3
55	INF REL ADULT 2	12	Alpha		3
56	INF REL ADULT 3	12	Alpha		3
57	INF REL ADULT 4	12	Alpha		4
58	INF REL ADULT 5	12	Alpha		4
59	INF REL ADULT 6	12	Alpha		4
65	INF SEX	1	Numeric		4
66	SEX ADULT 2	1	Numeric		4
67	SEX ADULT 3	1	Numeric		4
68	SEX ADULT 4	1	Numeric		5
69	SEX ADULT 5	1	Numeric		5
70	SEX ADULT 6	1	Numeric		5
76	INF AGE	2	Numeric		5
77	AGE ADULT 2	2	Numeric		5
78	AGE ADULT 3	2	Numeric		6
79	AGE ADULT 4	2	Numeric		6
80	AGE ADULT 5	2	Numeric		6
81	AGE ADULT 6	2	Numeric		6
82	AGE CHILD 1	2	Numeric		6
83	AGE CHILD 2	2	Numeric		6
84	AGE CHILD 3	2	Numeric		6
85	AGE CHILD 4	2	Numeric		6
86	AGE CHILD 5	2	Numeric		6
88	DATE LAST CALLED	9	Alpha		7
89	NOTES COUNTER	2	Numeric		7
92	IW TIME START NUMERIC	5	Numeric		7
93	IW TIME END NUMERIC	5	Numeric		7

MICHIGAN TRAFFIC SAFETY STUDY
NOVEMBER, 1990

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
94	IW DATE START NUMERIC	4	Numeric		7
95	IW DATE END NUMERIC	4	Numeric		7
96	IW TIME START CHAR	8	Alpha		7
97	IW TIME END CHAR	8	Alpha		7
98	IW DATE START CHAR	9	Alpha		7
99	IW DATE END CHAR	9	Alpha		8
100	RNA COUNTER	2	Numeric		8
105	CALL TIME IN SECONDS	5	Numeric		8
110	LIST RECEIVE LETTER	1	Numeric		8
111	LIST BUS/HOME #	1	Numeric		8
112	LIST CONFIRM #	1	Numeric		8
113	REPLICATE CODE	2	Numeric		8
151	A1 MILES LAST YEAR	6	Numeric		8
159	A7 ENOUGH POLICE	1	Numeric		9
160	A8 HOW FAST URBAN	2	Numeric		9
161	A9 HOW FAST RURAL	2	Numeric		9
162	A10 URBAN TICKET	2	Numeric		10
163	A11 RURAL TICKET	2	Numeric		10
164	A12 PROHIBIT RADAR DET	1	Numeric		10
165	A13 F/O GRAD LICENSING	1	Numeric		11
166	A14 F/O GRAD LIC OLDER	1	Numeric		11
167	A15 <18 TIME LIMIT	1	Numeric		11
168	A16 >70 TIME LIMIT	1	Numeric		12
169	A17 FAMILY AFFECTED	1	Numeric		12
170	A18 WHO PAY DRIVER ED	1	Numeric		13
171	A19 SCHOOL/PRIVATE	1	Numeric		13
172	A20 AMBULANCE FEES	1	Numeric		13
173	A21 RATE EMS	1	Numeric		14
174	A22 INCR FEE $1	1	Numeric		14
175	B1 AVOID TRUCKS	1	Numeric		14
176	B2 TRUCK DRIVERS SAFE	1	Numeric		15
177	B3 TRUCK DRIVERS DRUNK	1	Numeric		15
178	B4 TRUCK DRIVERS DRUGS	1	Numeric		16
179	B5 FALL OFF TRUCKS	1	Numeric		16
180	B6 LAWS ENFORCED	1	Numeric		16
182	C1 CONCERNED ABOUT DD	1	Numeric		17
183	C2 BAR/CUSTOMER ACCOUNT	1	Numeric		17
184	C3 CHECK LANES	1	Numeric		17
185	D1 CHANCE PULLED OVER	1	Numeric		18
186	D2 CHANCE DRUNK ARRESTED	1	Numeric		18
187	D3 LOWER ALCOHOL LIMIT	1	Numeric		19
188	D4 LOWER LIMIT MINORS	1	Numeric		19
189	D5 LOSE LICENSE	1	Numeric		20
190	D6 MINIMUM SECURITY	1	Numeric		20
191	D7a INC LICENSE FEE	1	Numeric		20
192	D7b INC SALES TAX	1	Numeric		21
193	D7c INC STATE INC TAX	1	Numeric		21
194	D7d INC CAR LICENSE FEE	1	Numeric		21
195	D7e INC GAS TAX	1	Numeric		22
196	D7f INC LIQUOR TAX	1	Numeric		22

MICHIGAN TRAFFIC SAFETY STUDY
NOVEMBER, 1990

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
197	D7g INC RELICENSE FEE	1	Numeric		22
198	E1 HOW OFTEN DRINK	1	Numeric		23
199	E2 4+ IN 2 HOURS	2	Numeric		23
200	E2b WHERE DRINK 1	2	Numeric		24
201	E2b WHERE DRINK 2	2	Numeric		24
202	E2b WHERE DRINK 3	2	Numeric		25
203	E2b WHERE DRINK 4	2	Numeric		25
204	E2b WHERE DRINK 5	2	Numeric		26
205	E2b WHERE DRINK 6	2	Numeric		26
206	E2c DRINK AND DRIVE	1	Numeric		27
207	F1 CHANCE TICKET	1	Numeric		27
208	F2 HOW OFTEN SEAT BELT	1	Numeric		27
210	F3 REAR SEAT BELTS	1	Numeric		28
211	F4 ONLY FOR SEAT BELT	1	Numeric		28
212	F5 BIKE HELMETS	1	Numeric		29
214	F6 WHO IS AT FAULT	1	Numeric		29
215	F7 I-75 ALIVE	1	Numeric		29
216	F7a HOW HEAR	1	Numeric		30
218	G1 EDUCATION	2	Numeric		30
219	G1a HS DIPLOMA	1	Numeric		31
220	G1b COLLEGE DEGREE	1	Numeric		31
221	G2 VOTE IN 1988	1	Numeric		31
222	G3 EMPLOYMENT STATUS 1	1	Numeric		32
223	G3 EMPLOYMENT STATUS 2	1	Numeric		32
224	G3 EMPLOYMENT STATUS 3	1	Numeric		32
225	G4 EMPLOYMENT STATUS 4	1	Numeric		33
226	G4 $25,000+	1	Numeric		33
227	G4b $35,000+	1	Numeric		34
228	G4c $50,000+	1	Numeric		34
229	G4d $5,000+	1	Numeric		34
230	G4e $15,000+	1	Numeric		35
231	G5 # PHONES	1	Numeric		35
232	G5a ALL SAME NUMBER	1	Numeric		35
233	G5b HOW MANY #'S	1	Numeric		36
234	G5c BUSINESS ONLY	1	Numeric		36
235	G6 NUMBER LISTED	1	Numeric		36
300	B TIME BEGIN	8	Alpha		37
301	C TIME BEGIN	8	Alpha		37
302	D TIME BEGIN	8	Alpha		37
303	E TIME BEGIN	8	Alpha		37
304	F TIME BEGIN	8	Alpha		37
309	G TIME BEGIN	8	Alpha		37
310	A LENGTH	3	Numeric		37
311	B LENGTH	3	Numeric		37
312	C LENGTH	3	Numeric		37
313	D LENGTH	3	Numeric		38
314	E LENGTH	3	Numeric		38
315	F LENGTH	3	Numeric		38
316	G LENGTH	3	Numeric		38
3000	0=NOT LISTED;1=LISTED	1	Numeric		38

MICHIGAN TRAFFIC SAFETY STUDY
NOVEMBER, 1990

Variable Number	Variable Name	Field Width	Character Type	Mult Resp	Page Number
3001	RELATIVE SAMPLING WEIGHT	4	Numeric		38
3002	HOUSEHOLD LEVEL WEIGHT	5	Numeric		38
3003	PERSON LEVEL WEIGHT	5	Numeric		38
3004	CLUSTER ID	3	Numeric		38
3005	INCOME	1	Numeric		39

MICHIGAN TRAFFIC SAFETY STUDY
NOVEMBER, 1990

Variable	1	**CASE ID**	MD1: 0	Field Width: 5
			MD2: 99998	Type: Numeric
Variable	2	**CONTROL ID**	MD1: 0	Field Width: 7
			MD2:9999998	Type: Numeric
Variable	4	**TIME ZONE**	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric
Variable	5	**DST INDICATOR**	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric
Variable	6	**SAMPLE TYPE**	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric
Variable	7	**FORM OF QUESTIONNAIRE**	MD1: 0	Field Width: 2
			MD2: 98	Type: Numeric
Variable	8	**STATUS**	MD1: 0	Field Width: 2
			MD2: 8	Type: Numeric
Variable	9	**RESULT CODE**	MD1: 0	Field Width: 2
			MD2: 98	Type: Numeric
Variable	10	**AUTO MODE FLAG**	MD1: 0	Field Width: 1
			MD2: 8	Type: Numeric

```
_______________
Variable    11  IWER ID                       MD1:      0  Field Width:  4
_______________ ____________________________  MD2:   9998  Type:   Numeric


_______________
Variable    35  STRATUM                       MD1:      0  Field Width:  3
_______________ ____________________________  MD2:    998  Type:   Numeric


_______________
Variable    36  MISSED C/B STATUS             MD1:      0  Field Width:  1
_______________ ____________________________  MD2:      8  Type:   Numeric


_______________
Variable    37  SAMPLE ID                     MD1:      0  Field Width:  5
_______________ ____________________________  MD2:  99998  Type:   Numeric


_______________
Variable    38  LENGTH OF IW IN MINUTES       MD1:      0  Field Width:  3
_______________ ____________________________  MD2:    998  Type:   Numeric


_______________
Variable    45  ADULT COUNTER                 MD1:      0  Field Width:  1
_______________ ____________________________  MD2:      8  Type:   Numeric


_______________
Variable    46  CHILD COUNTER                 MD1:      0  Field Width:  1
_______________ ____________________________  MD2:      8  Type:   Numeric


_______________
Variable    47  SELECTED R                    MD1:   None  Field Width: 12
_______________ ____________________________  MD2:   None  Type: Alphabetic


_______________
Variable    48  RESPONDENT SEX                MD1:      0  Field Width:  1
_______________ ____________________________  MD2:      8  Type:   Numeric

  FREQ Prcnt    RESPONDENT SEX

   361  47.9      1. Male
   392  52.1      2. Female
     0   0.0      9. Unavailable/Refused
```

Variable 49 **RESPONDENT AGE** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

FREQ	Prcnt	RESPONDENT AGE
15	2.0	18.
		- . Reported age
0	0.0	96.
0	0.0	97. 97 years and older
0	0.0	98. DK
1	0.1	99. NA; refused

Variable 50 **VERIFY PHONE#** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Variable 51 **BUSINESS OR HOME PHONE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Variable 52 **LIVE ON PREMISES** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Variable 53 **USE THIS PHONE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Variable 54 **INFORMANT** MD1: None Field Width: 12
MD2: None Type: Alphabetic

Variable 55 **INF REL ADULT 2** MD1: None Field Width: 12
MD2: None Type: Alphabetic

Variable 56 **INF REL ADULT 3** MD1: None Field Width: 12
MD2: None Type: Alphabetic

Variable 57 **INF REL ADULT 4** MD1: None Field Width: 12
MD2: None Type: Alphabetic

Variable 58 **INF REL ADULT 5** MD1: None Field Width: 12
MD2: None Type: Alphabetic

Variable 59 **INF REL ADULT 6** MD1: None Field Width: 12
MD2: None Type: Alphabetic

Variable 65 **INF SEX** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

FREQ	Prcnt	INF SEX
302	40.1	1. Male
451	59.9	2. Female
0	0.0	9. Unavailable/Refused

Variable 66 **SEX ADULT 2** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

FREQ	Prcnt	SEX ADULT 2
192	25.5	0. Skip
325	43.2	1. Male
236	31.3	2. Female
0	0.0	9. Unavailable/Refused

Variable 67 **SEX ADULT 3** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

FREQ	Prcnt	SEX ADULT 3
642	85.3	0. Skip
51	6.8	1. Male
60	8.0	2. Female
0	0.0	9. Unavailable/Refused

```
Variable   68  SEX ADULT 4              MD1:      0  Field Width:  1
                                        MD2:      8  Type:   Numeric

  FREQ Prcnt   SEX ADULT 4

   719  95.5     0. Skip
    16   2.1     1. Male
    18   2.4     2. Female
     0   0.0     9. Unavailable/Refused


Variable   69  SEX ADULT 5              MD1:      0  Field Width:  1
                                        MD2:      8  Type:   Numeric

  FREQ Prcnt   SEX ADULT 5

   745  98.9     0. Skip
     4   0.5     1. Male
     4   0.5     2. Female
     0   0.0     9. Unavailable/Refused


Variable   70  SEX ADULT 6              MD1:      0  Field Width:  1
                                        MD2:      8  Type:   Numeric

  FREQ Prcnt   SEX ADULT 6

   751  99.7     0. Skip
     1   0.1     1. Male
     1   0.1     2. Female
     0   0.0     9. Unavailable/Refused


Variable   76  INF AGE                  MD1:      0  Field Width:  2
                                        MD2:     98  Type:   Numeric


Variable   77  AGE ADULT 2              MD1:      0  Field Width:  2
                                        MD2:     98  Type:   Numeric
```

Variable 78 **AGE ADULT 3** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Variable 79 **AGE ADULT 4** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Variable 80 **AGE ADULT 5** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Variable 81 **AGE ADULT 6** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Variable 82 **AGE CHILD 1** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Variable 83 **AGE CHILD 2** MD1: 8 Field Width: 2
MD2: 9 Type: Numeric

Variable 84 **AGE CHILD 3** MD1: 8 Field Width: 2
MD2: 9 Type: Numeric

Variable 85 **AGE CHILD 4** MD1: 8 Field Width: 2
MD2: 9 Type: Numeric

Variable 86 **AGE CHILD 5** MD1: 8 Field Width: 2
MD2: 9 Type: Numeric

Variable 88 **DATE LAST CALLED**
MD1: None Field Width: 9
MD2: None Type: Alphabetic

Variable 89 **NOTES COUNTER**
MD1: 0 Field Width: 2
MD2: 8 Type: Numeric

Variable 92 **IW TIME START NUMERIC**
MD1: 0 Field Width: 5
MD2: 99998 Type: Numeric

Variable 93 **IW TIME END NUMERIC**
MD1: 0 Field Width: 5
MD2: 99998 Type: Numeric

Variable 94 **IW DATE START NUMERIC**
MD1: 0 Field Width: 4
MD2: 9998 Type: Numeric

Variable 95 **IW DATE END NUMERIC**
MD1: 0 Field Width: 4
MD2: 9998 Type: Numeric

Variable 96 **IW TIME START CHAR**
MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 97 **IW TIME END CHAR**
MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 98 **IW DATE START CHAR**
MD1: None Field Width: 9
MD2: None Type: Alphabetic

```
-------------
Variable   99  IW DATE END CHAR             MD1:   None   Field Width:  9
-------------  ------------------------     MD2:   None   Type: Alphabetic

-------------
Variable  100  RNA COUNTER                  MD1:      0   Field Width:  2
-------------  ------------------------     MD2:     98   Type:    Numeric

-------------
Variable  105  CALL TIME IN SECONDS         MD1:      0   Field Width:  5
-------------  ------------------------     MD2:  99998   Type:    Numeric

-------------
Variable  110  LIST RECEIVE LETTER          MD1:      0   Field Width:  1
-------------  ------------------------     MD2:      8   Type:    Numeric

-------------
Variable  111  LIST BUS/HOME #              MD1:      0   Field Width:  1
-------------  ------------------------     MD2:      8   Type:    Numeric

-------------
Variable  112  LIST CONFIRM #               MD1:      0   Field Width:  1
-------------  ------------------------     MD2:      8   Type:    Numeric

-------------
Variable  113  REPLICATE CODE               MD1:      0   Field Width:  2
-------------  ------------------------     MD2:     98   Type:    Numeric

-------------
Variable  151  A1 MILES LAST YEAR           MD1:      0   Field Width:  6
-------------  ------------------------     MD2: 999998   Type:    Numeric

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

  FREQ Prcnt   A1 MILES LAST YEAR

    45   6.0     000000.
                 -      . Reported amount
     0   0.0     999996.
     0   0.0     999997. More than 999,996 miles
    33   4.4     999998. Don't know
```

Variable 159 **A7 ENOUGH POLICE** 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	A7 ENOUGH POLICE
363	48.2	1. Should be more police patrolling
336	44.6	3. Enough police patrolling
47	6.2	5. Should be fewer police patrolling
6	0.8	8. Don't know; no opinion
1	0.1	9. Missing data

Variable 160 **A8 HOW FAST URBAN** MD1: 98 Field Width: 2
MD2: 99 Type: Numeric

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

FREQ	Prcnt	A8 HOW FAST URBAN
0	0.0	01.
		- . Enter actual mph
0	0.0	96.
0	0.0	97. More than 96 mph
23	3.1	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 161 **A9 HOW FAST RURAL** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

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

FREQ	Prcnt	A9 HOW FAST RURAL
0	0.0	01.
		- . Enter actual mph
0	0.0	96.
0	0.0	97. More than 96 mph
36	4.8	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 162 **A10 URBAN TICKET** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Currently the speed limit on Michigan's urban freeways 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 stop you and give you a ticket?

FREQ	Prcnt	A10 URBAN TICKET
0	0.0	01.
		- . Enter actual mph
0	0.0	96.
0	0.0	97. More than 96 mph
20	2.7	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 163 **A11 RURAL TICKET** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

Currently the speed limit on Michigan's rural freeways is 65 miles per hour. Where the limit is 65, how fast do you think you have to be driving before police using radar at the roadside will stop you and give you a ticket?

FREQ	Prcnt	A11 RURAL TICKET
0	0.0	01.
		- . Enter actual mph
0	0.0	96.
0	0.0	97. More than 96 mph
12	1.6	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 164 **A12 PROHIBIT RADAR DET** MD1: 0 Field Width: 1
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	A12 PROHIBIT RADAR DET
365	48.5	1. Should be legal
357	47.4	5. Should not be legal
30	4.0	8. Don't know; no opinion
1	0.1	9. Missing data

Variable 165 **A13 F/O GRAD LICENSING** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Some have suggested that young beginning drivers should become fully licensed gradually. Beginning drivers would be required to move from one level of driver license to another based on both experience and demonstrated skill before becoming fully licensed. Do you favor or oppose such a graduated licensing system for young beginning drivers?

FREQ	Prcnt	A13 F/O GRAD LICENSING
466	61.9	1. Favor
28	3.7	3. Depends (Volunteered)
244	32.4	5. Oppose
14	1.9	8. Don't know; no opinion
1	0.1	9. Missing data

Variable 166 **A14 F/O GRAD LIC OLDER** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Some have suggested that older drivers should gradually reduce the amount and kinds of driving they do as driving ability declines. Older drivers would take more frequent driver examinations to identify driving-related problems and driving would be restricted if necessary. Do you favor or oppose such a graduated licensing system for older drivers?

FREQ	Prcnt	A14 F/O GRAD LIC OLDER
553	73.4	1. Favor
36	4.8	3. Depends (Volunteered)
153	20.3	5. Oppose
11	1.5	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 167 **A15 18 TIME LIMIT** 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	A15 <18 TIME LIMIT

```
FREQ Prcnt   Var 167  A15 <18 TIME LIMIT

 378  50.2     1. Favor
   9   1.2     3. Depends (Volunteered)
 361  47.9     5. Oppose
   5   0.7     8. Don't know; no opinion
   0   0.0     9. Missing data
```

```
Variable  168  A16  70 TIME LIMIT         MD1:       0   Field Width:   1
                                          MD2:       8   Type:     Numeric
```

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 screening test to show they are fit to drive at night?

```
FREQ Prcnt   A16 >70 TIME LIMIT

 412  54.7     1. Favor
  20   2.7     3. Depends (Volunteered)
 314  41.7     5. Oppose
   7   0.9     8. Don't know; no opinion
   0   0.0     9. Missing data
```

```
Variable  169  A17 FAMILY AFFECTED       MD1:       0   Field Width:   1
                                          MD2:       8   Type:     Numeric
```

Does anyone in your family have trouble driving safely because their driving ability has been affected by their advancing age?

```
FREQ Prcnt   A17 FAMILY AFFECTED

  95  12.6     1. Yes
 655  87.0     5. No
   3   0.4     8. Don't know; no opinion
   0   0.0     9. Missing data
```

```
Variable  170  A18 WHO PAY DRIVER ED        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 Prcnt   A18 WHO PAY DRIVER ED

   331  44.0     1. Paid by taxes
   356  47.3     3. Fee paid by driver education students
    47   6.2     5. Other - PF10 to specify
    19   2.5     8. Don't know; no opinion
     0   0.0     9. Missing data


Variable  171  A19 SCHOOL/PRIVATE           MD1:       0  Field Width:  1
                                            MD2:       8  Type:     Numeric

     Do you think that driver education classes should be conducted
     in high schools or commercially through private agencies?

  FREQ Prcnt   A19 SCHOOL/PRIVATE

   593  78.8     1. Conducted in high schools
    88  11.7     3. Conducted through private agencies
    58   7.7     5. Other - PF10 to specify
    14   1.9     8. Don't know; no opinion
     0   0.0     9. Missing data


Variable  172  A20 AMBULANCE FEES           MD1:       0  Field Width:  1
                                            MD2:       8  Type:     Numeric

     Do you think that ambulance services should be paid for by
     taxes or fees paid by users?

  FREQ Prcnt   A20 AMBULANCE FEES

   330  43.8     1. Paid by taxes
   340  45.2     3. Fee paid by users
    61   8.1     5. Other - PF10 to specify
    22   2.9     8. Don't know; no opinion
     0   0.0     9. Missing data
```

Variable 173 **A21 RATE EMS** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

In terms of response time, quality of care, and cost of services, would you rate the ambulance or medical services in your community as good, average, or poor?

FREQ	Prcnt	A21 RATE EMS
431	57.2	1. Good
223	29.6	3. Average
32	4.2	5. Poor
67	8.9	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 174 **A22 INCR FEE $1** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

It has been proposed that the annual motor vehicle registration fee be increased by $1 to pay for improvements in emergency medical services in local communities and rural areas where such services are often understaffed and underequipped. Do you favor or oppose a $1 increase in the annual motor vehicle registration fee to pay for improvements in rural emergency medical service?

FREQ	Prcnt	A22 INCR FEE $1
543	72.1	1. Favor
13	1.7	3. Depends (Volunteered)
192	25.5	5. Oppose
5	0.7	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 175 **B1 AVOID TRUCKS** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

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

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?

FREQ	Prcnt	Var 175 B1 AVOID TRUCKS
261	34.7	1. Yes
87	11.6	2. Yes, avoid (Volunteered)
48	6.4	3. Yes, slow down (Volunteered)
46	6.1	4. Yes, speed up (Volunteered)
302	40.1	5. No
9	1.2	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 176 B2 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	Prcnt	B2 TRUCK DRIVERS SAFE
246	32.7	1. More safely
381	50.6	3. About equally safely
118	15.7	5. Less safely
8	1.1	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 177 B3 TRUCK DRIVERS DRUNK MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Do you think that drivers of semi-trailer trucks are more likely, less likely, or about as likely as car drivers to drive while impaired by alcohol?

FREQ	Prcnt	B3 TRUCK DRIVERS DRUNK
67	8.9	1. More likely
287	38.1	3. About as likely
352	46.7	5. Less likely
47	6.2	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 178 **B4 TRUCK DRIVERS DRUGS** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Do you think that drivers of semi-trailer trucks are more likely, less likely, or about as likely as car drivers to drive while impaired by drugs other than alcohol?

FREQ	Prcnt	B4 TRUCK DRIVERS DRUGS
177	23.5	1. More likely
291	38.6	3. About as likely
239	31.7	5. Less likely
46	6.1	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 179 **B5 FALL OFF TRUCKS** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

How serious is the problem of objects coming off or falling off semi-trailer trucks? Would you say it is very serious, somewhat serious, or not at all serious?

FREQ	Prcnt	B5 FALL OFF TRUCKS
200	26.6	1. Very serious
351	46.6	3. Somewhat serious
191	25.4	5. Not at all serious
11	1.5	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 180 **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
205	27.2	1. Laws more strictly enforced for truck drivers
359	47.7	3. About the same enforcement
166	22.0	5. Laws less strictly enforced for truck drivers
23	3.1	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 182 **C1 CONCERNED ABOUT DD** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

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?

FREQ	Prcnt	C1 CONCERNED ABOUT DD
270	35.9	1. Very serious
403	53.5	3. Somewhat serious
75	10.0	5. Not at all serious
5	0.7	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 183 **C2 BAR/CUSTOMER ACCOUNT** 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 person who served the drinks to the customer should be held accountable for at least some of the damages caused by the customer?

FREQ	Prcnt	C2 BAR/CUSTOMER ACCOUNT
340	45.2	1. Yes
394	52.3	5. No
18	2.4	8. Don't know; no opinion
1	0.1	9. Missing data

Variable 184 **C3 CHECK LANES** 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 check lanes where all cars traveling on a given road are stopped briefly to check for drivers whose driving ability is impaired by drinking. Do you favor or oppose the use of sobriety check lanes to prevent drunk driving?

FREQ	Prcnt	C3 CHECK LANES

FREQ	Prcnt	Var 184 C3 CHECK LANES
416	55.2	1. Favor
11	1.5	3. Depends (Volunteered)
316	42.0	5. Oppose
10	1.3	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 185 **D1 CHANCE PULLED OVER** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

If a person has been drinking and their blood alcohol level is over the legal limit for driving, how likely is that person to be pulled over by the police? Would you say there is almost no chance they will get pulled over; it is unlikely but it happens sometimes; there is a good chance of getting pulled over; they will be pulled over nearly every time; or they will always get pulled over?

FREQ	Prcnt	D1 CHANCE PULLED OVER
30	4.0	1. Almost no chance they will get pulled over
384	51.0	2. Unlikely, but it happens sometimes
283	37.6	3. There is a good chance
29	3.9	4. Will get pulled over nearly every time
16	2.1	5. Will always get pulled over
10	1.3	8. Don't know; no opinion
1	0.1	9. Missing data

Variable 186 **D2 CHANCE DRUNK ARRESTED** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

If a person has been drinking and their blood alcohol level is over the legal limit for driving and they have been pulled over by the police, how likely is that person to be arrested? Would you say there is almost no chance they will get arrested; it is unlikely but it happens sometimes; there is a good chance of getting arrested; they will get arrested nearly every time; or they will always get arrested?

FREQ	Prcnt	D2 CHANCE DRUNK ARRESTED
2	0.3	1. Almost no chance they will get arrested
49	6.5	2. Unlikely, but it happens sometimes
273	36.3	3. There is a good chance
226	30.0	4. Will get arrested nearly every time
190	25.2	5. Will always get arrested

FREQ	Prcnt	Var 186 D2 CHANCE DRUNK ARRESTED
13	1.7	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 187	**D3 LOWER ALCOHOL LIMIT**	MD1:	0	Field Width:	1
		MD2:	8	Type:	Numeric

Currently, a driver with a blood alcohol level of .10 percent is considered legally drunk. An average 180 pound adult male would have to drink 5 drinks within an hour to be over this limit. It has been suggested that the limit be lowered to .05 percent. Would you favor or oppose toughening the law by changing the legal limit to .05 percent?

FREQ	Prcnt	D3 LOWER ALCOHOL LIMIT
418	55.5	1. Favor
5	0.7	3. Depends (Volunteered)
314	41.7	5. Oppose
16	2.1	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 188	**D4 LOWER LIMIT MINORS**	MD1:	0	Field Width:	1
		MD2:	8	Type:	Numeric

Currently, it is illegal for anyone to drive with a blood alcohol level at or above .10 percent. Some have suggested that drivers who are under the legal age for drinking alcoholic beverages should not have any alcohol in their system when driving. Do you favor or oppose making it illegal for drivers under the age of 21 to drive with any alcohol in their system?

FREQ	Prcnt	D4 LOWER LIMIT MINORS
630	83.7	1. Favor
4	0.5	3. Depends (Volunteered)
113	15.0	5. Oppose
6	0.8	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 189 **D5 LOSE LICENSE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

It has been suggested that a person's driver license be taken away immediately upon arrest for 90 days if they are over the legal limit. Do you favor or oppose a law requiring such a license suspension?

FREQ	Prcnt	D5 LOSE LICENSE
533	70.8	1. Favor
20	2.7	3. Depends (Volunteered)
196	26.0	5. Oppose
4	0.5	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 190 **D6 MINIMUM SECURITY** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

It has been proposed that people convicted of drunk driving serve time in minimum security detention buildings rather than county jails. Do you favor or oppose using minimum security detention buildings to hold convicted drunk drivers?

FREQ	Prcnt	D6 MINIMUM SECURITY
488	64.8	1. Favor
13	1.7	3. Depends (Volunteered)
225	29.9	5. Oppose
27	3.6	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 191 **D7a INC LICENSE FEE** 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	D7a INC LICENSE FEE
312	41.4	1. Favor
15	2.0	3. Depends (Volunteered)

```
FREQ Prcnt   Var 191  D7a INC LICENSE FEE

 422  56.0     5. Oppose
   4   0.5     8. Don't know; no opinion
   0   0.0     9. Missing data


Variable  192  D7b INC SALES TAX          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   D7b INC SALES TAX

   176  23.4     1. Favor
     3   0.4     3. Depends (Volunteered)
   572  76.0     5. Oppose
     2   0.3     8. Don't know; no opinion
     0   0.0     9. Missing data


Variable  193  D7c INC STATE INC TAX      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   D7c INC STATE INC TAX

   132  17.5     1. Favor
     5   0.7     3. Depends (Volunteered)
   612  81.3     5. Oppose
     4   0.5     8. Don't know; no opinion
     0   0.0     9. Missing data


Variable  194  D7d INC CAR LICENSE FEE    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 Prcnt   D7d INC CAR LICENSE FEE

   300  39.8     1. Favor
     7   0.9     3. Depends (Volunteered)
```

FREQ	Prcnt	Var 194 D7d INC CAR LICENSE FEE
443	58.8	5. Oppose
3	0.4	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 195 **D7e INC GAS TAX** 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	Prcnt	D7e INC GAS TAX
103	13.7	1. Favor
3	0.4	3. Depends (Volunteered)
645	85.7	5. Oppose
2	0.3	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 196 **D7f INC LIQUOR TAX** 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	Prcnt	D7f INC LIQUOR TAX
607	80.6	1. Favor
1	0.1	3. Depends (Volunteered)
141	18.7	5. Oppose
4	0.5	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 197 **D7g INC RELICENSE FEE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

An increased fee for people convicted of drunk driving to become relicensed?

FREQ	Prcnt	D7g INC RELICENSE FEE
675	89.6	1. Favor
2	0.3	3. Depends (Volunteered)

FREQ	Prcnt	Var 197 D7g INC RELICENSE FEE
70	9.3	5. Oppose
6	0.8	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 198 **E1 HOW OFTEN DRINK** 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? 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
181	24.0	1. Never drink
169	22.4	2. Drink once or twice a year
192	25.5	3. Drink once or twice a month
107	14.2	4. Drink once a week
87	11.6	5. Drink more than once a week
12	1.6	6. Drink every day
5	0.7	9. Missing data

Variable 199 **E2 4+ IN 2 HOURS** MD1: 98 Field Width: 2
MD2: 99 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	E2 4+ IN 2 HOURS
476	63.2	00.
		- . Enter number of times
0	0.0	21.
0	0.0	97. More than 21
181	24.0	98. Don't know; no opinion
2	0.3	99. Missing data

Variable 200 **E2b WHERE DRINK 1** MD1: 0 Field Width: 2
MD2: 98 Type: Numeric

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

FREQ	Prcnt	E2b WHERE DRINK 1
657	87.3	00. Skip
51	6.8	01. At home
8	1.1	02. In another person's home
19	2.5	03. In a tavern, bar, or cocktail lounge
2	0.3	04. In a restaurant (with a meal)
0	0.0	05. At work
1	0.1	06. In a private or fraternal club
2	0.3	07. At a social event (wedding, dance, etc.)
1	0.1	08. At a business meeting or conference
1	0.1	09. In a parked car
1	0.1	10. In a car while driving
4	0.5	11. Out of doors (hunting, fishing, golfing, etc.)
1	0.1	12. While at a sporting event
4	0.5	70. Other - PF10 to specify
1	0.1	99. Missing data

Variable 201 **E2b WHERE DRINK 2** MD1: 98 Field Width: 2
MD2: 99 Type: Numeric

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

FREQ	Prcnt	E2b WHERE DRINK 2
91	12.1	00. Skip
2	0.3	01. At home
1	0.1	02. In another person's home
0	0.0	03. In a tavern, bar, or cocktail lounge
1	0.1	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 - PF10 to specify
657	87.3	98. Don't know; no opinion
1	0.1	99. Missing data

Variable 202 **E2b WHERE DRINK 3** MD1: 98 Field Width: 2
MD2: 99 Type: Numeric

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

FREQ	Prcnt	E2b WHERE DRINK 3
4	0.5	00. Skip
0	0.0	01. At home
0	0.0	02. In another person's home
1	0.1	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 - PF10 to specify
748	99.3	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 203 **E2b WHERE DRINK 4** MD1: 98 Field Width: 2
MD2: 99 Type: Numeric

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

FREQ	Prcnt	E2b WHERE DRINK 4
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
1	0.1	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 - PF10 to specify
752	99.9	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 204 **E2b WHERE DRINK 5** MD1: 98 Field Width: 2
MD2: 99 Type: Numeric

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

FREQ	Prcnt	E2b WHERE DRINK 5
0	0.0	01. At home
0	0.0	02. In another person's home
1	0.1	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 - PF10 to specify
752	99.9	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 205 **E2b WHERE DRINK 6** MD1: 98 Field Width: 2
MD2: 99 Type: Numeric

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

FREQ	Prcnt	E2b WHERE DRINK 6
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 - PF10 to specify
752	99.9	98. Don't know; no opinion
0	0.0	99. Missing data

Variable 206 **E2c DRINK AND DRIVE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

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

FREQ	Prcnt	E2c DRINK AND DRIVE
657	87.3	0. Skip
15	2.0	1. Yes
79	10.5	5. No
2	0.3	9. Missing data

Variable 207 **F1 CHANCE TICKET** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Now we would like to ask you some questions on a different traffic safety topic.

If a person is not using a safety belt and is stopped for speeding, how likely is it they will get a ticket for not having a safety 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 safety belt on?

FREQ	Prcnt	F1 CHANCE TICKET
23	3.1	1. Almost no chance they will get a ticket
212	28.2	2. Unlikely, but it happens sometimes
238	31.6	3. There is a good chance
130	17.3	4. Will get a ticket nearly every time
135	17.9	5. Will always get a ticket
15	2.0	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 208 **F2 HOW OFTEN SEAT BELT** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

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

FREQ	Prcnt	F2 HOW OFTEN SEAT BELT
454	60.3	1. Always
157	20.8	2. Most of the time

```
FREQ Prcnt   Var 208  F2 HOW OFTEN SEAT BELT

  72   9.6     3. Sometimes
  41   5.4     4. Seldom
  29   3.9     5. Never
   0   0.0     9. Missing data
```

```
_____________
Variable  210  F3 REAR SEAT BELTS          MD1:       0   Field Width:  1
_____________  ________________________    MD2:       8   Type:    Numeric
```

Currently, Michigan's safety belt law requires drivers and front- seat passengers to use safety belts. Would you favor or oppose a similar law requiring rear-seat passengers to use safety belts?

```
FREQ Prcnt   F3 REAR SEAT BELTS

 485  64.4     1. Favor
  17   2.3     3. Depends (Volunteered)
 243  32.3     5. Oppose
   7   0.9     8. Don't know; no opinion
   1   0.1     9. Missing data
```

```
_____________
Variable  211  F4 ONLY FOR SEAT BELT       MD1:       0   Field Width:  1
_____________  ________________________    MD2:       8   Type:    Numeric
```

Michigan's safety belt law only allows police to ticket someone who is not using a safety belt if that person is first stopped for some other offense. Would you favor or oppose a safety belt law allowing police to stop someone just for not using a safety belt?

```
FREQ Prcnt   F4 ONLY FOR SEAT BELT

 257  34.1     1. Favor
   3   0.4     3. Depends (Volunteered)
 486  64.5     5. Oppose
   7   0.9     8. Don't know; no opinion
   0   0.0     9. Missing data
```

Variable 212 **F5 BIKE HELMETS** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Currently, Michigan law does not require bicycle riders to wear helmets. Would you favor or oppose a law that would require bicycle riders to wear helmets?

FREQ	Prcnt	F5 BIKE HELMETS
376	49.9	1. Favor
20	2.7	3. Depends (Volunteered)
350	46.5	5. Oppose
7	0.9	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 214 **F6 WHO IS AT FAULT** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Pedestrian deaths make up 15 percent of all traffic related deaths in Michigan. Who do you think is at fault for most pedestrian accidents? Would you say the pedestrian is almost always at fault, the pedestrian is most often at fault, the pedestrian and motorist are equally at fault, the motorist is most often at fault, or the motorist is almost always at fault?

FREQ	Prcnt	F6 WHO IS AT FAULT
37	4.9	1. The pedestrian is almost always at fault
129	17.1	2. The pedestrian is most often at fault
420	55.8	3. The pedestrian and motorist are equally at fault
95	12.6	4. The motorist is most often at fault
53	7.0	5. The motorist is almost always at fault
19	2.5	8. Don't know; no opinion
0	0.0	9. Missing data

Variable 215 **F7 I-75 ALIVE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

The "I-75 Alive" program is intended to reduce motor vehicle crashes and injuries on Interstate 75 in Michigan through increased police enforcement of speeding, drunk and drugged driving, and safety belt use laws. Prior to this survey, did you know about the I-75 Alive program?

FREQ Prcnt F7 I-75 ALIVE

```
  FREQ Prcnt   Var 215  F7 I-75 ALIVE

   148  19.7     1. Yes
   604  80.2     5. No
     1   0.1     8. Don't know; no opinion
     0   0.0     9. Missing data


_____________
Variable  216  F7a HOW HEAR                MD1:       0  Field Width:   1
_____________  ________________________    MD2:       8  Type:     Numeric


     Where did you hear or read about I-75 Alive?

  FREQ Prcnt   F7a HOW HEAR

   605  80.3     0. Skip
    10   1.3     1. Discussion among friends
    40   5.3     2. Read about it in the newspaper
    14   1.9     3. Heard about it on the radio
    30   4.0     4. Saw a story on television
    25   3.3     5. Saw signs on the roadway
     1   0.1     6. Stopped by police on I-75
    22   2.9     7. Other - PF10 to specify
     6   0.8     8. Don't know; no opinion
     0   0.0     9. Missing data


_____________
Variable  218  G1 EDUCATION                MD1:       0  Field Width:   2
_____________  ________________________    MD2:      98  Type:     Numeric


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

  FREQ Prcnt   G1 EDUCATION

     0   0.0     00.
                 - . Enter years of school
   255  33.9     12.
    73   9.7     13.
                 - . Enter years of college
    99  13.1     16.
    82  10.9     17. Graduate work
     3   0.4     98. Don't know
     1   0.1     99. Refused
```

Variable 219 **G1a 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	G1a HS DIPLOMA
410	54.4	0. Skip
257	34.1	1. Yes
85	11.3	5. No
1	0.1	9. Missing data

Variable 220 **G1b COLLEGE DEGREE** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Do you have a college degree?

FREQ	Prcnt	G1b COLLEGE DEGREE
425	56.4	0. Skip
139	18.5	1. Yes
189	25.1	5. No
0	0.0	9. Missing data

Variable 221 **G2 VOTE IN 1988** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

In 1988, you remember that George Bush ran on the Republican ticket against Michael Dukakis for the Democrats. Do you remember for sure whether or not you voted in that election? (Did you vote?)

FREQ	Prcnt	G2 VOTE IN 1988
12	1.6	0. Inap., not of voting age in 1988
534	70.9	1. Yes, did vote
185	24.6	5. No, did not vote
19	2.5	7. Don't remember if voted
3	0.4	9. Missing data

Variable 222 **G3 EMPLOYMENT STATUS 1** 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	G3 EMPLOYMENT STATUS 1
0	0.0	0. No further mentions
475	63.1	1. Working now; on strike; sick leave
23	3.1	2. Temporarily laid off
14	1.9	3. Unemployed; looking for work
146	19.4	4. Retired; disabled
24	3.2	5. Student
68	9.0	6. Homemaker
1	0.1	7. Other - PF10 to specify
2	0.3	9. Missing data

Variable 223 **G3 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	G3 EMPLOYMENT STATUS 2
647	85.9	0. No further mentions
13	1.7	1. Working now; on strike; sick leave
2	0.3	2. Temporarily laid off
2	0.3	3. Unemployed; looking for work
8	1.1	4. Retired; disabled
35	4.6	5. Student
38	5.0	6. Homemaker
8	1.1	7. Other - PF10 to specify
0	0.0	9. Missing data

Variable 224 **G3 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 G3 EMPLOYMENT STATUS 3

FREQ	Prcnt	Var 224 G3 EMPLOYMENT STATUS 3
745	98.9	0. No further mentions
1	0.1	1. Working now; on strike; sick leave
0	0.0	2. Temporarily laid off
0	0.0	3. Unemployed; looking for work
0	0.0	4. Retired; disabled
3	0.4	5. Student
3	0.4	6. Homemaker
1	0.1	7. Other - PF10 to specify
0	0.0	9. Missing data

Variable 225 **G4 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	G4 EMPLOYMENT STATUS 4
753	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
0	0.0	4. Retired; disabled
0	0.0	5. Student
0	0.0	6. Homemaker
0	0.0	7. Other - PF10 to specify
0	0.0	9. Missing data

Variable 226 **G4 $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 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 1989?

FREQ	Prcnt	G4 $25,000+
481	63.9	1. Yes
227	30.1	5. No
19	2.5	8. Don't know
26	3.5	9. Missing data

```
Variable  227  G4b $35,000+                MD1:      0  Field Width:  1
                                           MD2:      8  Type:     Numeric


     Was it $35,000 or more?

  FREQ Prcnt   G4b $35,000+

   272  36.1     0. Skip
   335  44.5     1. Yes
   141  18.7     5. No
     2   0.3     8. Don't know
     3   0.4     9. Missing data
```

```
Variable  228  G4c $50,000+                MD1:      0  Field Width:  1
                                           MD2:      8  Type:     Numeric


     Was it $50,000 or more?

  FREQ Prcnt   G4c $50,000+

   418  55.5     0. Skip
   181  24.0     1. Yes
   153  20.3     5. No
     1   0.1     8. Don't know
     0   0.0     9. Missing data
```

```
Variable  229  G4d $5,000+                 MD1:      0  Field Width:  1
                                           MD2:      8  Type:     Numeric


     Was it $5,000 or more?

  FREQ Prcnt   G4d $5,000+

   481  63.9     0. Skip
   203  27.0     1. Yes
    31   4.1     5. No
     5   0.7     8. Don't know
    33   4.4     9. Missing data
```

Variable 230 **G4e $15,000+** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Was it $15,000 or more?

FREQ	Prcnt	G4e $15,000+
550	73.0	0. Skip
111	14.7	1. Yes
92	12.2	5. No
0	0.0	8. Don't know
0	0.0	9. Missing data

Variable 231 **G5 # PHONES** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

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

FREQ	Prcnt	G5 # PHONES
173	23.0	1.
		-. Enter exact number
12	1.6	6.
12	1.6	7. More than 6
3	0.4	8. Don't know
5	0.7	9. Missing data

Variable 232 **G5a ALL SAME NUMBER** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Do all the telephones have the same number?

FREQ	Prcnt	G5a ALL SAME NUMBER
173	23.0	0. Skip
539	71.6	1. Yes
38	5.0	5. No
3	0.4	9. Missing data

Variable 233 **G5b HOW MANY #'S** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

Altogether, how many numbers are there?

FREQ	Prcnt	G5b HOW MANY #'S
715	95.0	0. Skip
34	4.5	2.
		-. Enter exact number
0	0.0	6.
0	0.0	7. More than 6
0	0.0	9. Missing data

Variable 234 **G5c BUSINESS ONLY** MD1: 0 Field Width: 1
MD2: 8 Type: Numeric

How many numbers are for business use only?

FREQ	Prcnt	G5c BUSINESS ONLY
734	97.5	0.
		-. Enter exact number
0	0.0	6.
0	0.0	7. More than 6
0	0.0	9. Missing data

Variable 235 **G6 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	G6 NUMBER LISTED
658	87.4	1. Yes
75	10.0	2. No; unlisted
8	1.1	3. No; too recent to be listed
10	1.3	8. Don't know if listed
2	0.3	9. Missing data

Variable 300 **B TIME BEGIN** MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 301 **C TIME BEGIN** MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 302 **D TIME BEGIN** MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 303 **E TIME BEGIN** MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 304 **F TIME BEGIN** MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 309 **G TIME BEGIN** MD1: None Field Width: 8
MD2: None Type: Alphabetic

Variable 310 **A LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 311 **B LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 312 **C LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 313 **D LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 314 **E LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 315 **F LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 316 **G LENGTH** MD1: 0 Field Width: 3
MD2: 998 Type: Numeric

Variable 3000 **0=NOT LISTED;1=LISTED** MD1: None Field Width: 1
MD2: None Type: Numeric

Variable 3001 **RELATIVE SAMPLING WEIGHT** MD1: None Field Width: 4
MD2: None Type: Numeric
Implied Dec Places: 3

Variable 3002 **HOUSEHOLD LEVEL WEIGHT** MD1: None Field Width: 5
MD2: None Type: Numeric
Implied Dec Places: 3

Variable 3003 **PERSON LEVEL WEIGHT** MD1: None Field Width: 5
MD2: None Type: Numeric
Implied Dec Places: 3

Variable 3004 **CLUSTER ID** MD1: None Field Width: 3
MD2: None Type: Numeric

Variable 3005 **INCOME**

MD1: 9 Field Width: 1
MD2: None Type: Numeric

(This is a recode of the income variables as prepared by IAP-UMTRI)

FREQ	Prcnt	INCOME
181	24.0	1. Greater than $50,000
153	20.3	2. $35,000 to $50,000
141	18.7	3. $25,000 to $35,000
111	14.7	4. $15,000 to $25,000
92	12.2	5. $5,000 to $15,000
31	4.1	6. Less than $5,000
44	5.8	9. Else