



Wyoming Drivers Survey, 2014

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Wyoming Drivers Survey, 2014

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Wyoming Drivers Survey, 2014

1. Introduction

In June 2014, the Wyoming Survey & Analysis Center (WYSAC) fielded the fifth iteration of the survey of Wyoming drivers. The first iteration was conducted in August 2010, and was designed to collect baseline data on attitudes, awareness, and behaviors of Wyoming drivers. By design, follow-up surveys were conducted in June 2011, July 2012, June 2013 and June-July 2014 with the purpose of assessing any changes in these measures. Since 2010 the survey has utilized a dual sampling frame consisting of both cellular and landline telephone numbers. A total of 621 surveys were completed in the 2014 iteration of the survey.

2014 Survey Facts:

| |
|---|
| Start and End Dates |
| June 16 th - July 7 th , 2014 |
| Sample Type and Size |
| Land Line – 1,668 Cell Phone – 2,826 |
| Completed Surveys |
| Total - 621 |
| Land Line - 210 (33.8%) Cell Phone - 411 (66.2%) |
| Response Rate |
| Overall – 21.4% |
| Land Line – 21.5% Cell Phone – 21.3% |
| Average Interview Length |
| 8 minutes, 57 seconds |
| Margin of Error |
| ± 4 Percentage Points at 95% Confidence |

1.1. Background

In June 2010, the Wyoming Department of Transportation (WYDOT) and the Wyoming Survey & Analysis Center (WYSAC) contracted for a project to assess attitudes, awareness, and behaviors of Wyoming drivers. A statewide telephone survey of licensed Wyoming drivers was conducted in August 2010 to collect baseline data to inform WYDOT's efforts to positively influence driving behaviors in the state. By design, follow-up surveys were to be conducted in the following years to assess changes in drivers' attitudes, opinions, knowledge, and behaviors.

1.2. Organization of this Report

This report is organized as follows. The *Introduction* (section 1) states the purpose and summarizes important statistics about the project. The *Methods* section (section 2) discusses questionnaire development, the sampling frame and size, how the survey was administered, response rates and margin of error, and the data analyses performed. The *Discussion* section (section 3) provides a comparison of the sample demographic characteristics to those of the population of Wyoming; discusses notable findings of the survey including change over time and presents breakdowns by *sex*, *age*, and *type of vehicle* driven for variables of interest and relevance. The *Complete Survey Results* section (section 4) presents the raw frequency counts and weighted percentage distributions of responses to all items on the survey and includes the results from all five iterations of the survey. Section 5 is an appendix that contains responses to the survey's open-ended questions.

2. Methods

2.1. Questionnaire Development

The survey instrument for this project was developed collaboratively by WYSAC and WYDOT for the original 2010 iteration of the survey. It remained unchanged for the 2011 and 2012 iterations. In 2013, 'Dynamic Messaging Signs or DMS' was added as an answer choice to questions Q2a, Q10a, and Q14a: "Where did you read, see, hear about (seat belt)(speeding)(drunk driving) enforcement?" There were no changes in the questionnaire from 2013 to 2014. The questionnaire was programmed for telephone interviewing using WYSAC's Computer Assisted Telephone Interviewing (CATI) software.

2.2. Sampling Frame and Sample Size

Since 2010 the Wyoming Driver's Survey has utilized a dual sampling frame, consisting of landline telephone sample representative of all Wyoming households with listed landline telephone numbers, as well as a sample of cellphone numbers believed to belong to Wyoming residents. For the first time the 2014 iteration utilized random digit dialing (RDD) for the landline frame instead of listed phone numbers due to the dwindling proportion of households that remain listed. The growing number of cellphone-only and cellphone-mostly households in Wyoming dictated that the intended proportion of surveys to be completed via cellphone be increased again (as was the case in 2013). Recent federal statistics indicate that approximately 47.3% of Wyoming households are wireless-only while an additional 21.0% are wireless-mostly¹. This translates to almost 60% of Wyoming households being reachable only or mostly on cellphones, compared to just under 50% in 2013. Because of this, it is imperative to design the sampling frame so that appropriate coverage of the

¹ Blumberg SJ, Luke JV, Ganesh N, et al. Wireless Substitution: State-level estimates from the National Health Interview Survey, 2012. National health statistics reports; no 70. Hyattsville, MD: National Center for Health Statistics. 2013.

cell phone-only and cell phone-mostly households is achieved. To that effect, the samples in the two frames were pre-stratified so that roughly 60% or more of all completions would be on cell phones.

The telephone sample for these surveys was purchased from the Marketing Systems Group (Genesys), a leading national vendor specializing in the generation of scientific samples. For this year's survey, of the total sample of 13,500 telephone numbers, 6,000 were landline numbers and 7,500 were cell phone numbers. Utilization of the screening service provided by the vendor (Cell-WINS and CSS) resulted in 9,006 of the 13,500 cell phone numbers screened out prior to calling. The intent of the calling effort was to collect a minimum of 550 completed surveys from these telephone samples. At the close of data collection a total of 621 were completed.

2.3. Survey Administration

The survey was administered from June 16th through July 7th, 2014 using the telephone interview mode of data collection. During this period skilled WYSAC interviewers called potential respondents from Sunday through Thursday between 5pm and 9pm, and on Friday and Saturday afternoons between 1pm and 5pm. Each respondent was properly screened as being 18 years old or older, living in a Wyoming household, and possessing a Wyoming driver's license. Any reference hereafter to Wyoming residents pertains to individuals who meet these criteria. It took on average 8 minutes and 57 seconds to complete an interview. Phone numbers in the sample were attempted up to 11 times in an effort to secure a completed interview (if previous attempts did not result in a completed survey, an irate refusal, or an otherwise ineligible number). Soft refusals (non-irate, simple refusals) were attempted a second time in an effort to secure a completion.

It is typical in telephone surveys that completions are biased towards both female and older respondents. Left unchecked, this results in a data set that requires significant weighting in order to bring the demographic profile of the sample in line with the U.S. Census Bureau's population estimates. Two different approaches were taken in this study to counter this tendency. First (as previously mentioned), the size of the cell phone sample was substantial in order to better reach the younger population. Next, quotas were implemented for age groups. In this quota design, completions were disallowed from potential respondents where adequate completions had already been achieved for their age group (as defined by the statewide age and gender distribution results of the 2013 U.S. Census Bureau's population estimates²). As a result of this effort, age groups consisting of older respondents achieved adequate completions first (as expected) and were closed, allowing more effort to be spend on achieving completions from younger respondents. The resulting data file closely resembled the actual population distribution (based on these demographic characteristics) and required little additional weighting.

2.4. Response Rate and Margin of Error

The 4,494 Wyoming landline and cell phone numbers released for calling yielded 621 completed interviews by the end of data collection. After accounting for the numbers determined to be invalid, disconnected, or otherwise ineligible, the overall response rate for the survey was 21.4%. The response rate for the landline sample was 21.5%, while the rate for the cell phone sample was about

²Annual Estimates of the Resident Population for Selected Age Groups by Sex for the United States, States, Counties, and Puerto Rico Commonwealth and Municipios: April 1, 2010 to July 1, 2013. Source: U.S. Census Bureau, Population Division

21.3%. Of the 621 surveys, 411 were completed via cell phone, representing just over two-thirds of the total completions achieved, with the remaining 210 completed on land line telephones. Random samples of 621 provide margins of error of about ± 4 percentage points with 95% confidence. The final number of completed surveys and, consequently, the margin of error, exceeded the goals set forth for this effort.

2.5. Data Compilation and Analysis

Upon completion of the data collection effort, data were exported from the CATI system into a file for analysis in IBM SPSS Statistics (Statistical Package for the Social Sciences), version 22. Data were checked for logical errors and outliers, and the cleaned data file was properly labeled and prepared for analysis. As was the case in 2010, 2011, 2012, and 2013, the data was weighted on both age and gender to bring the sample distribution on these two demographic characteristics more in line with their actual distribution in the Wyoming population. Using weighted data for the analysis is essential in generalizing the findings for the respondents to the survey to the population of interest. The data file from 2014 was merged with the data from 2010, 2011, 2012 and 2013 and tests for statistical significance of the differences observed in the results from the five iterations of the survey were performed for all variables. In all cases in which the tests for statistical significance came back positive ($p < .05$) there is a notation in the corresponding table (section 4: *Complete Survey Results*). The significance tests used were Pearson Chi-Square and Linear by Linear association, both at the 95% confidence level. Some variables were recoded (response choice categories were collapsed) to provide for more general interpretations, as well as to conduct additional test for significance of differences observed. Test for significance were also performed when comparing results of survey items by background variables. The results of the comparisons which indicate statistically significant differences are presented in section 3.3 (*Breakdowns by Select Background Variables*). Responses to open-ended questions were edited only for typographical and grammatical errors, and are presented in Appendix A: *Responses to Open-ended Questions*.

3. Findings

3.1. Demographics

As with the previous iterations of this survey, special effort was taken during survey administration to secure a sample of completions that closely resembles, on key demographic variables, the actual population distribution on those variables in Wyoming. Through the use of a large cell phone sample and quotas, only minimal post-stratification efforts (weighting) were required to bring the demographic characteristics of the sample in line with the actual population distribution. Table 1 below presents the initial, unweighted distributions, as well as the resulting weighted sample demographic distributions. For comparison, estimates from the U.S. Census Bureau's annual population estimates are also presented.

Table 1. Comparison of the 2014 Survey Sample to 2013 Census Bureau information.

| Demographic | | Survey Sample (unweighted) | Survey Sample (weighted) | 2013 Pop. Est.* Wyoming |
|--------------|--------------------|-------------------------------|-----------------------------|----------------------------|
| Gender | Male | 49.8% | 51.0% | 51.9% |
| | Female | 50.2% | 49.0% | 49.1% |
| Age Group | 18-24 years | 9.9% | 13.2% | 13.16% |
| | 25-34 years | 20.3% | 18.4% | 18.39% |
| | 35-44 years | 16.1% | 15.5% | 15.56% |
| | 45-54 years | 18.9% | 17.1% | 17.14% |
| | 55-64 years | 17.4% | 18.1% | 18.07% |
| | 65-74 years | 9.9% | 10.3% | 10.30% |
| | 75 years and older | 7.5% | 7.4% | 7.39% |

*Source: U.S. Census Bureau, Population Division

3.2. Discussion

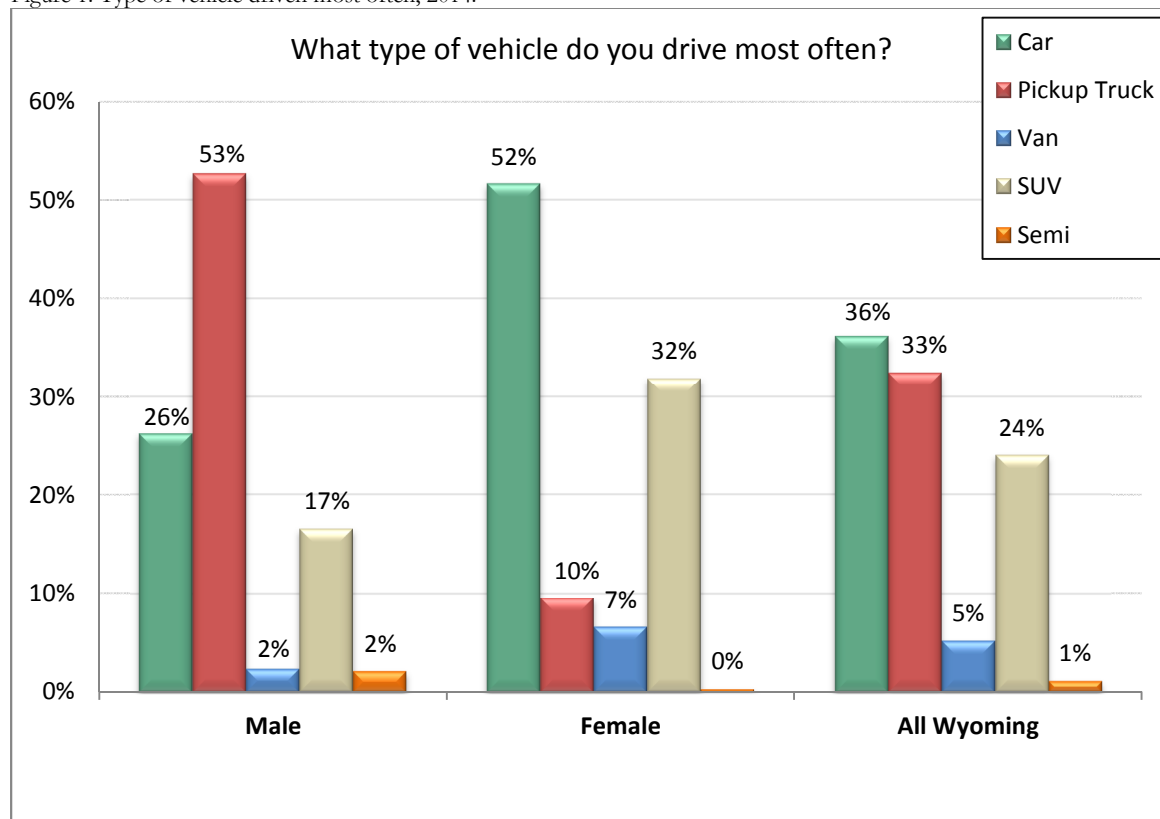
Below are some highlights from the 2014 survey organized by general subject category and background variables. Additionally some comparisons of the findings from 2010, 2011, 2012 and 2013 to the findings from 2014 are presented. Complete frequency counts and weighted percentage distributions of responses to all survey items are presented in Section 4: *Complete Survey Results*.

3.2.1. Related to Type of Primary Vehicle Driven

The composition of the types of vehicles of primary use by Wyoming residents has not changed significantly from 2010 to 2014. Just over one-third of Wyoming adults primarily drive a car, and another third drive a pickup truck (33% and 32.5% respectively); this has remained relatively consistent since 2011. (See Table 8).

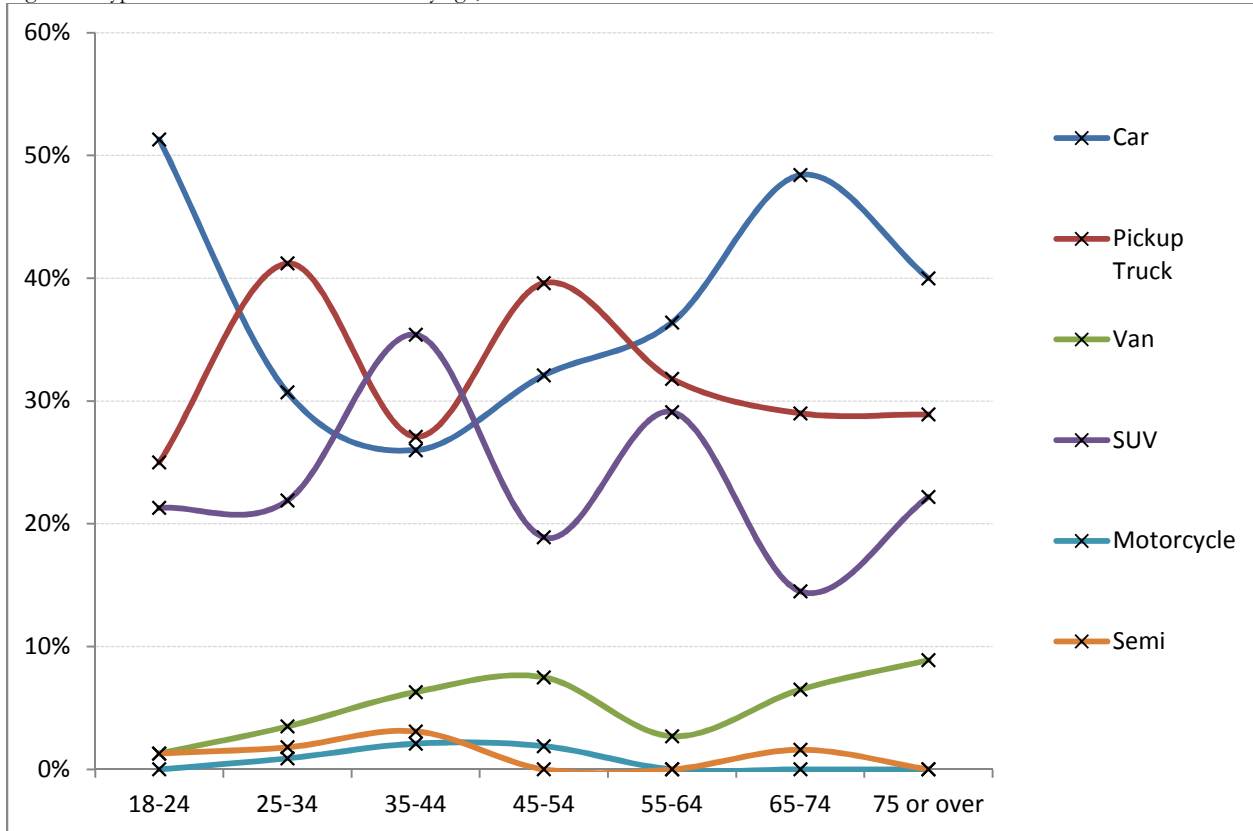
There is a significant difference in primary vehicle type driven when comparing respondents by gender. Survey results from 2014 show that males are significantly more likely to use a pickup truck (53%) as their primary vehicle, while females are more likely to drive cars and SUVs as their primary vehicle (52% and 32%, respectively). (See Table 2 and Figure 1).

Figure 1. Type of vehicle driven most often, 2014.



A difference in primary vehicle type is also observed when comparing age groups, although the statistical significance should not be considered reliable due to low cell counts. About half of Wyoming residents aged 18-24 and aged 65-74 primarily drive a car (51% and 48% respectively). It appears that the use of vans tends to increase with age. The number of Wyoming drivers who drive a pickup truck or SUV varies notably by age group and there is no linear trend to be observed. (See Table 4 and Figure 2).

Figure 2. Type of vehicle driven most often by age, 2014.



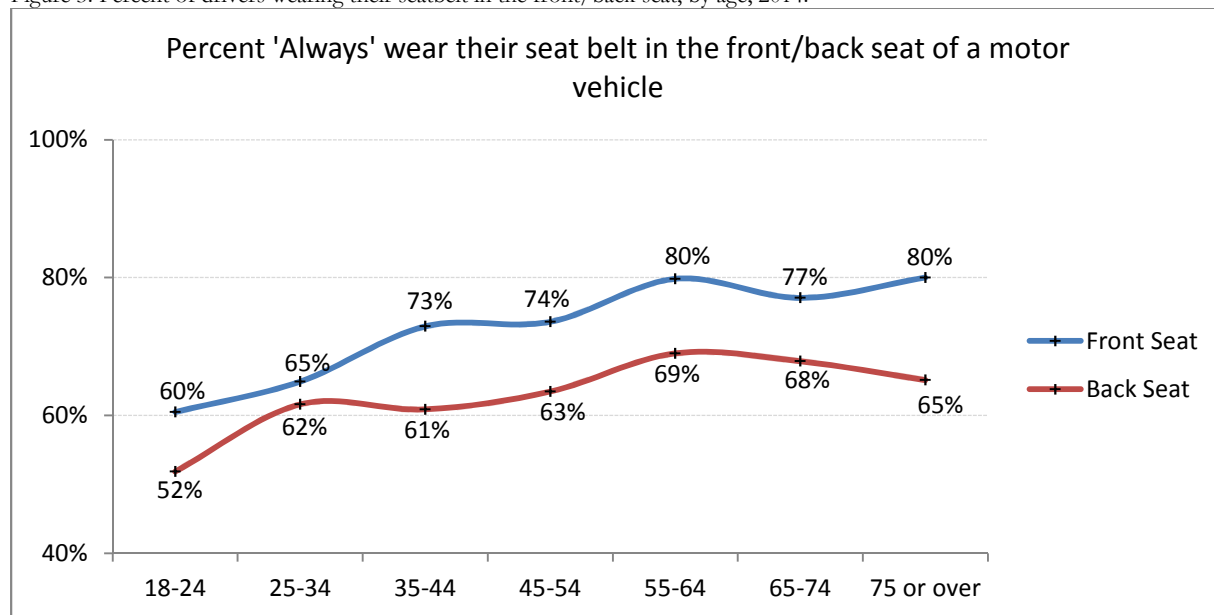
3.2.2. Related to Seat Belts

Self-reported seat belt use has not changed significantly since the 2010 iteration of this study. In 2014 a majority of Wyoming drivers report to wear a seatbelt *always* (72%) or *often* (16%) while driving (see Table 12). Wyoming drivers report to wear their seat belt more often while riding in the front seat of a vehicle than the back seat. (See Table 13, Table 14).

Similar to 2012 and 2013, females report to *always* wear their seatbelt while driving significantly more often (81%), than do males (64%). Females are also more likely to wear their seatbelt while riding in the front seat or back seat of a motor vehicle. (See Table 2).

Further, as age increases Wyoming drivers seem to wear their seatbelts more often while riding in the front and/or back seat of a vehicle. (See Figure 3).

Figure 3. Percent of drivers wearing their seatbelt in the front/back seat, by age, 2014.

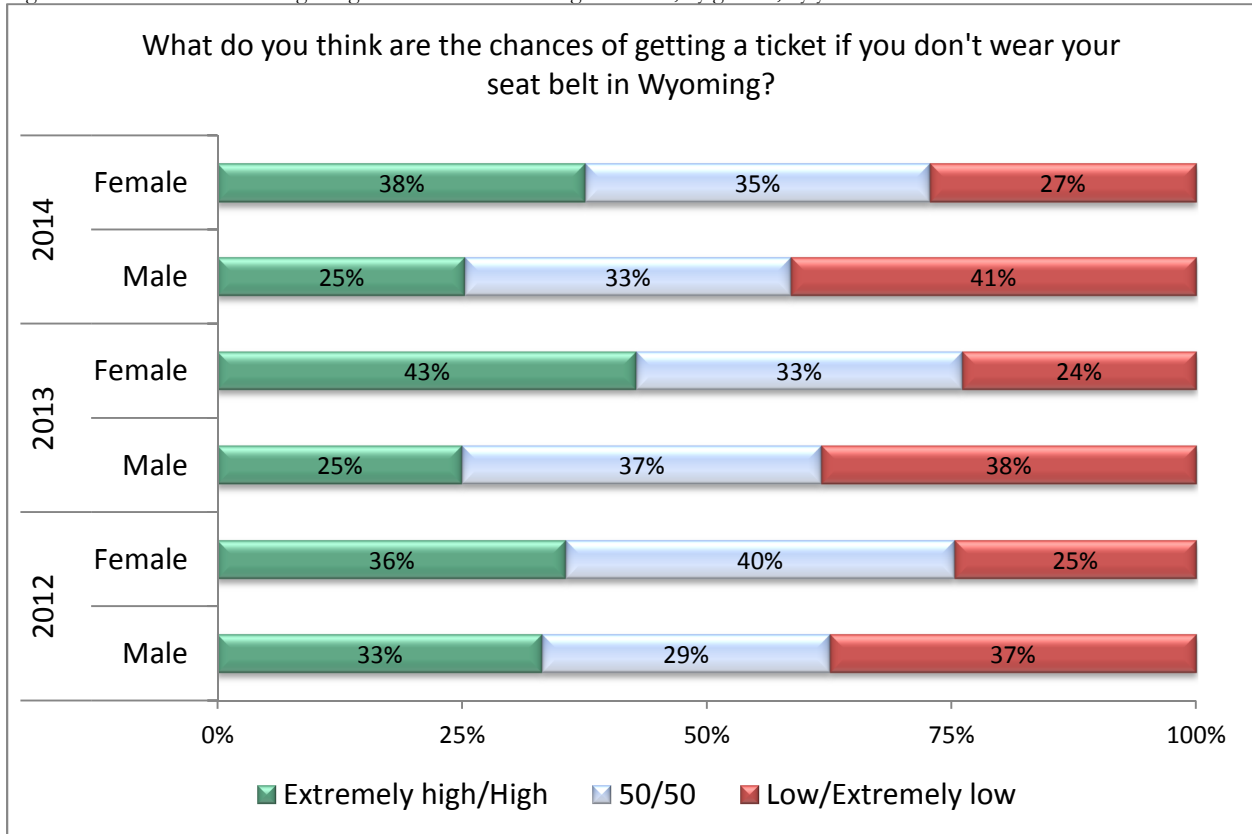


Unlike in previous years it appears that semi drivers are most likely to *always* have their seatbelt on when driving a vehicle (86%), followed by SUV drivers (80%) and car drivers (77%). Similar is the observation with regard to having the seatbelt on when riding in the front seat of a motor vehicle as well as when riding in the back seat of a motor vehicle. (See Table 6).

Similar to findings in 2010-2013, about one third (31%) of Wyoming drivers believe the chances of getting a ticket for not wearing a seat belt are *extremely high* or *high*, while 34% believe the chances are *50/50*, and 34% believe the chances are *low* or *extremely low*. As was the case in 2013, women are significantly more likely to believe the chances of getting a ticket for not wearing a seat belt are *extremely high* or *high* than men are (38% vs. 25%). (See Table 2, Table 11 & Figure 4).

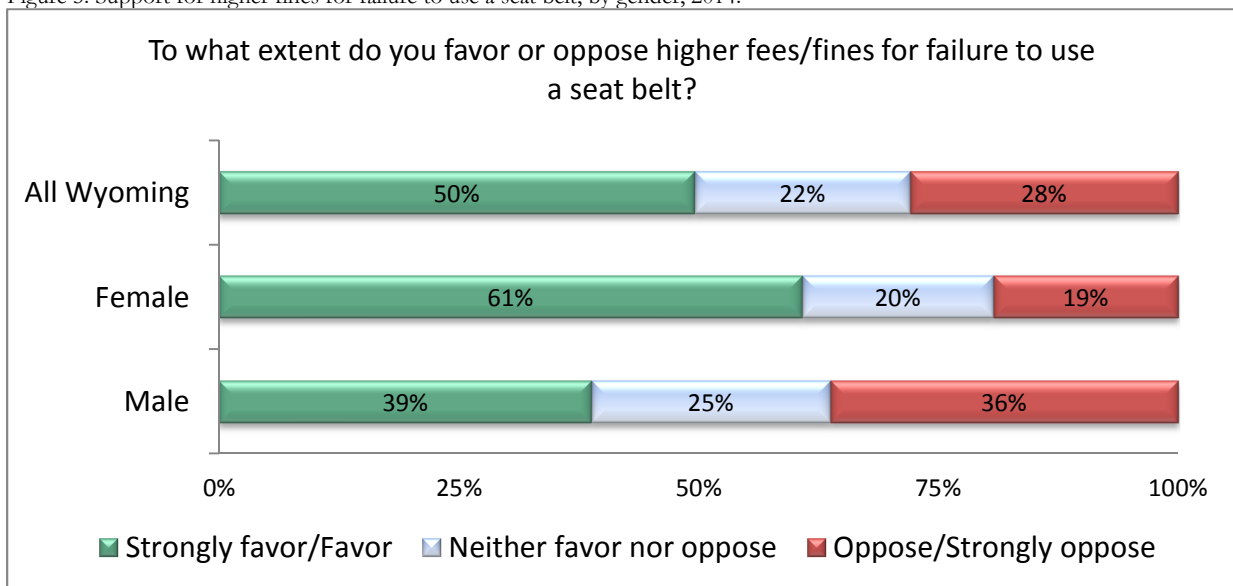
Consistent with previous years, there are no statistically significant differences by age groups or type of vehicle on this item.

Figure 4. Perceived chances of getting a ticket for not wearing a seatbelt, by gender, by year.



Support of higher fines for the failure to wear a seatbelt has not changed significantly since the 2010, 2011, 2012 and 2013 iterations of the survey, with 50% of Wyoming drivers reporting they *strongly favor* or *somewhat favor* higher fines (See Table 16 & Figure 5). Also consistent with past years, women (61%) are more likely to support higher fines compared to men (39%). (Table 2 & Figure 5).

Figure 5. Support for higher fines for failure to use a seat belt, by gender, 2014.



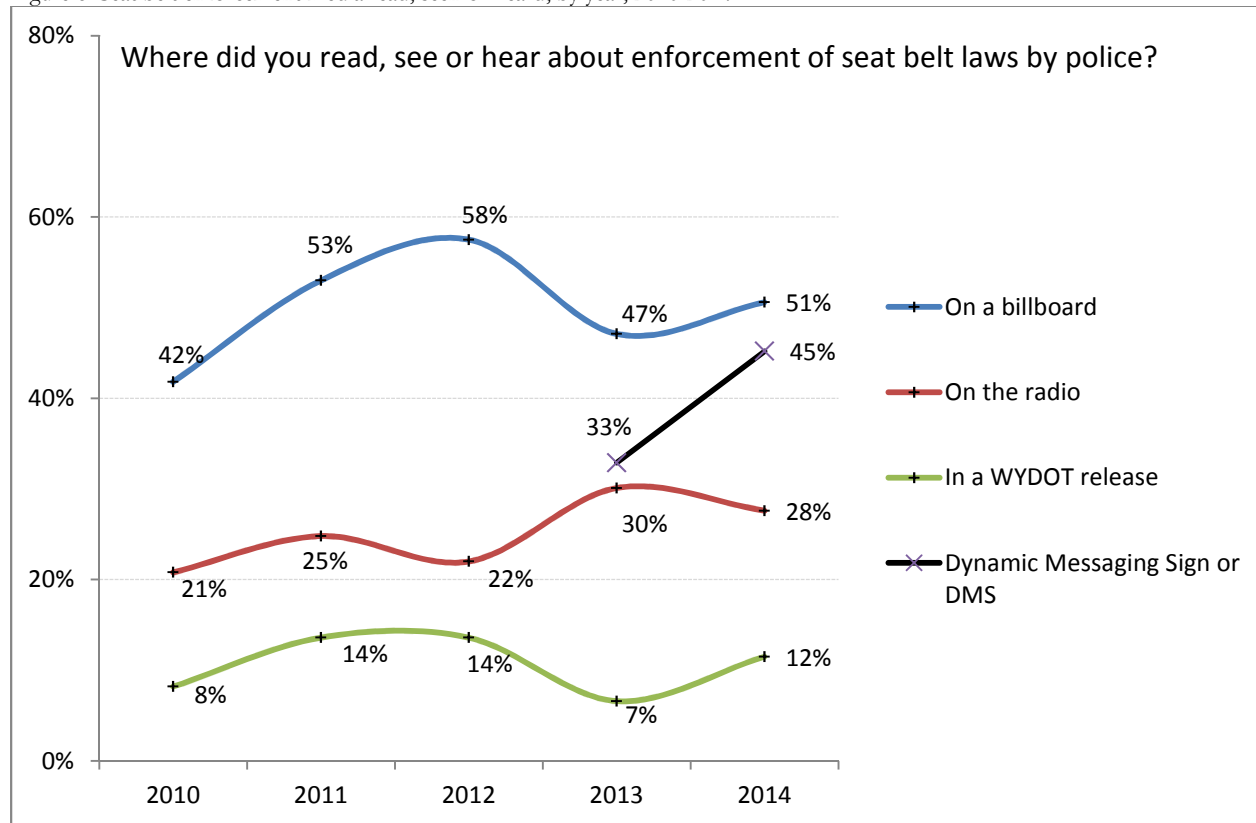
There are no significant differences by age on this item.

SUV (56%) and car (54%) drivers are more likely to *strongly or somewhat favor* higher fines for failure to use a seat belt than are other types of vehicles drivers., with semi drivers being the least supportive (29%). (See Table 6).

Anticipated change in behavior if they were to get a ticket for seatbelt violation varies significantly by gender, with more women (62%) than men (39%) reporting that the event would change their behavior for one year or more than men (see Table 3). No significant differences are observed on this item by age or type of primary vehicle driven.

There are four statistically significant changes since 2013 regarding where Wyoming drivers read, see or hear about enforcement of seat belt laws by police. *On the radio* marks a slight but statistically significant decrease from 2013 to 2014. *On a billboard, in a WYDOT release* and, most significantly, *on a DMS* all show significant increases, including a ten percentage point increase for *on a DMS*. (See Table 10 & Figure 6).

Figure 6. Seat belt enforcement media read, seen or heard, by year, 2010-2014.



There are no significant differences observed by gender.

There is significant variation by age regarding where Wyoming drivers read, see, or hear about the enforcement of seatbelt laws by police. Older drivers are more likely to have read, seen or heard about those on television and the printed media than younger drivers are. (See Table 4).

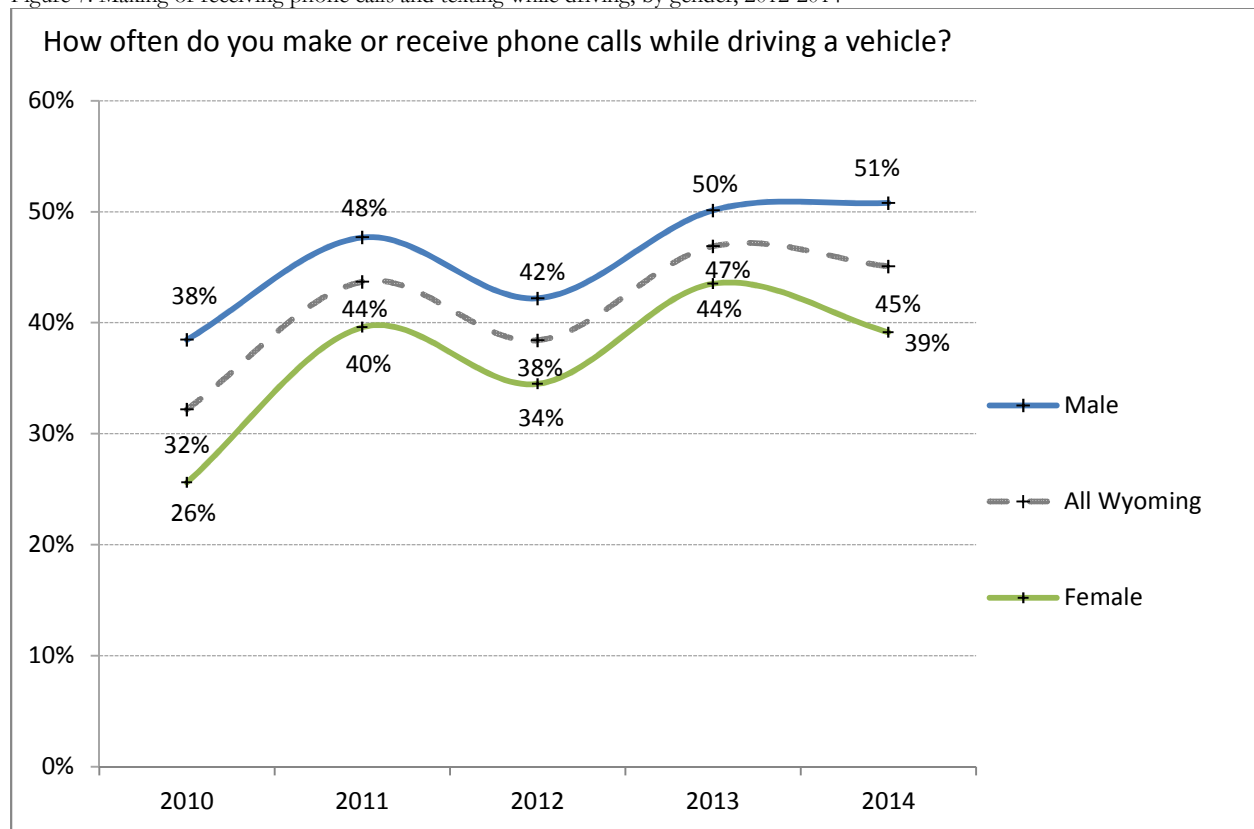
Semi drivers are most likely to have read, see, or heard anything about the enforcement of seatbelt laws by police on the radio (50%) and car drivers appear to be the least like (18%). There are no significant differences observed by type of primary vehicle driven. (See Table 6).

3.2.3. Related to Use of Cell Phones While Driving

As previously noted, the prevalence of cell phone use is quickly and steadily increasing in the nation and in Wyoming. Special effort was again taken in this iteration of the survey to better account for the growing proportion of the adult population who are cell phone-only or cell phone-mostly users. As a result, a larger proportion of the respondents to this study were reached on cell phones than in previous iterations. That being said, the rapid adoption of cell phone use in Wyoming and nationwide in itself is a reasonable and likely factor at play in the observed changes in cell phone related behaviors while driving.

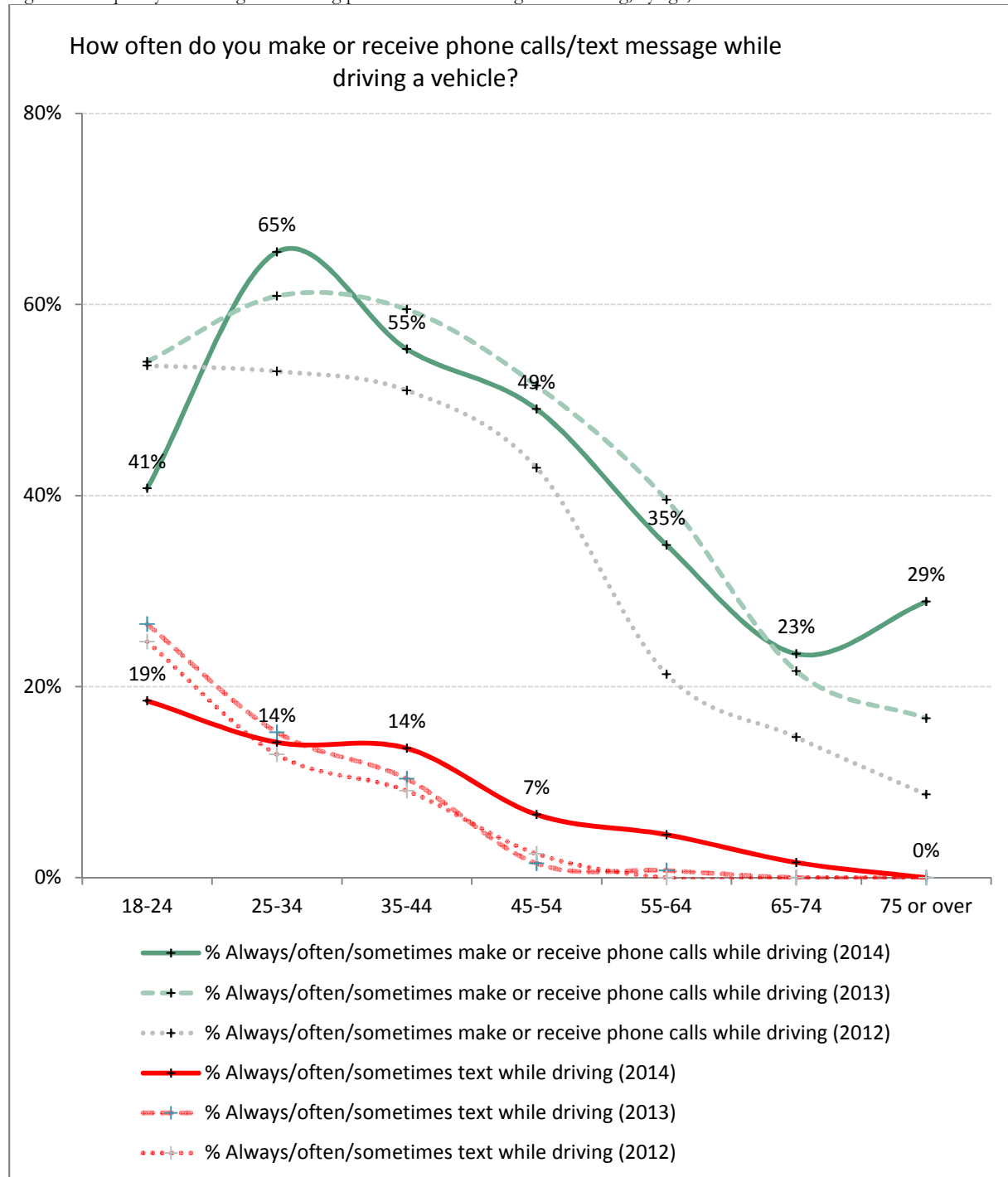
Wyoming drivers who use their phones to make or receive phone calls *always, often* or *sometimes* increased from 32% in 2010, to 44% in 2011, and after a drop to 39% in 2012 it went up again to 47% in 2013. It seems to be slightly down again in 2014 (45%). Consistent with past years, significant differences in the prevalence of making or receiving phone calls while driving are observed between gender groups, where 51 % of males *always/often/sometimes* report making or receiving calls, compared to 39% of females. (See Figure 7, Table 2 & Table 17).

Figure 7. Making or receiving phone calls and texting while driving, by gender, 2012-2014



As seen in Figure 8, there is an interesting dynamic by age group in cell phone use while driving. Generally speaking the use tends to decrease with age. However, in 2014 this observation is no longer true for the oldest age group and the difference in use between the 18-24 and 25-34 is much more significant now than it was in 2013. Texting while driving seems to steadily decrease with age and is generally higher in 2014 than in previous years except for the youngest age group. The line is much smoother than it was in 2012 and 2013.

Figure 8. Frequency of making or receiving phone calls and texting while driving, by age, 2012-2014.



Similar to 2012 and 2013, it appears semi and pickup truck drivers are different from all other drivers when talking on the cell phone while driving. When asked ‘How often do you make or receive phone calls while driving?, 28% (which is an increase from 22% in 2013) of semi and 23% of pickup truck drivers report to *always* or *often* do that, compared to 10% of car drivers, 15% of SUV drivers and 9% (an increase from 3% in 2013) of van drivers. Due to low cell counts this statistical difference may not be reliable. (See Table 6.)

3.2.4. Related to Alcohol Use

Alcohol related driving behaviors and attitudes have not changed significantly since the survey began in 2010. In 2014, about 20% of Wyoming drivers have driven a motor vehicle in the past 60 days within two hours of having an alcoholic beverage. (See Table 19).

As was the case in 2011, 2012 and 2013, significant differences are observed by gender, with 15% of females reporting driving within two hours after drinking alcoholic beverages in the past 60 days, compared to 24% of males (see Table 2). No significant differences observed by age on this item.

There are however significant differences observed by vehicle type. Most notably, drivers of pick-up trucks are more likely to report driving a motor vehicle within two hours of having an alcoholic beverage (28%) than any other type of driver. This is likely correlated to the higher number of males driving pickup trucks than females. (See Table 6).

Over half (59%) of Wyoming drivers think the chances are *extremely high* or *high* that someone in Wyoming will get arrested if they drive within city or town limits after drinking alcohol. About one-third (31%) of Wyoming drivers believe the same if someone drives outside of city or town limits after drinking alcohol. These numbers are consistent with findings in all iterations of the survey. Males (36%) are significantly more likely to think the chances of getting arrested if they drive outside of town limits after drinking alcohol are *low* or *extremely low* than are females (24%). (See Table 3, Table 22, Table 23 & Figure 9).

Figure 9. Perceived chances of getting arrested for drinking and driving, within and outside of city/town limits, by gender, 2014.

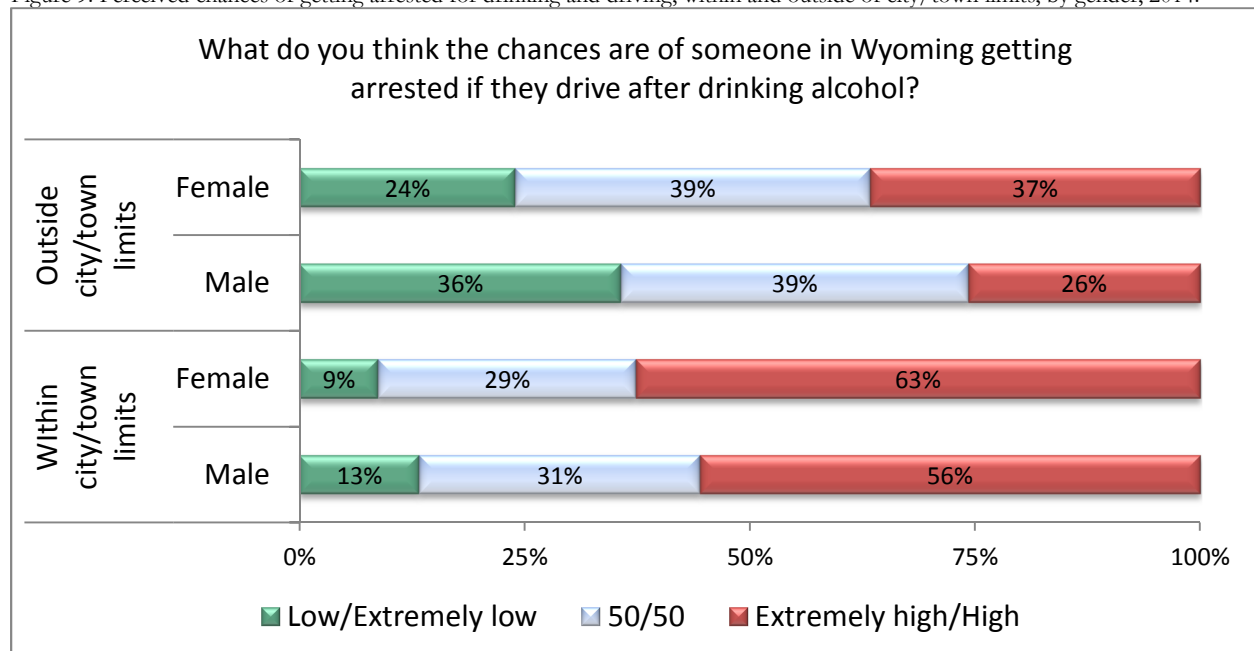
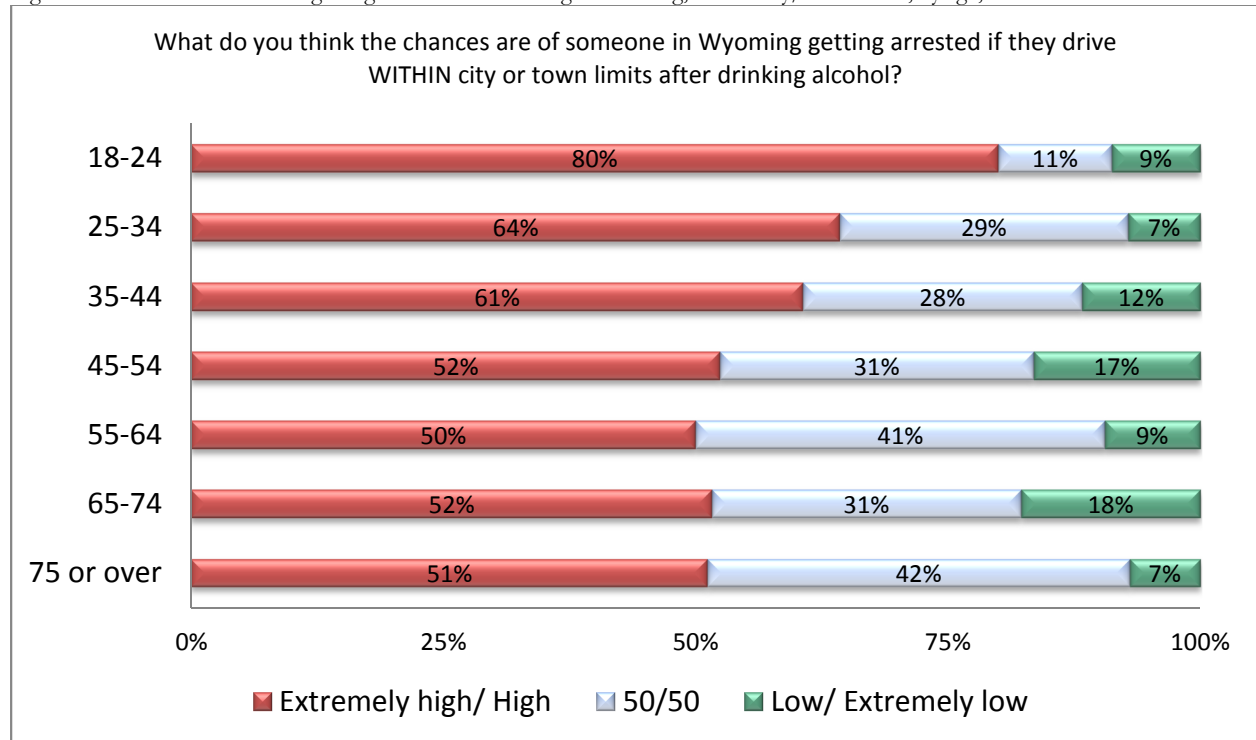


Figure 10 below displays a linear relationship between age and perceived chances of getting arrested after drinking alcohol within town/city limits. Generally, younger drivers are more likely to believe the chances of getting arrested are *extremely high* or *high* if they drive within town/city limits than are older drivers. For example, 80% of 18-24 year old Wyoming drivers believe the chances of getting arrested are *extremely high* or *high*, compared to 51% of Wyoming drivers 75 years of age or older. No significant differences are observed by primary type of vehicle driven on this item. (See Table 4 & Figure 10)

Figure 10. Perceived chances of getting arrested for drinking and driving, within city/town limits, by age, 2014.



A majority of Wyoming drivers report their behavior would change for one year or more if they were to receive a ticket for driving under the influence. The slight decrease in the percentage of those who indicate so (90%) compared to 2010, 2011 and 2012 (93%, 95% and 92%, respectively) that was recorded in 2013, was not reversed in 2014 (90%) Not included in the percentage distribution are respondents who offered the (unsolicited) response of *do not/will not ever be in violation*. (See Table 31).

There seems to be a slight, but statistically significant difference by gender on that item, with more women than men indicating that their behavior would change for one year or more if they get a ticket for driving under the influence violation (91% vs. 89%). (See Table 3). There appears to be significant variation on this item by age, with the 55 to 64 age groups indicating most frequently that their behavior would change for one year or more if they get a ticket for driving under the influence violation (93%) as opposed to 72% of those 75 years or older indicating so. (See Table 5.) No significant differences are observed by type of primary vehicle driven on this item.

3.2.5. Related to Speeding

Slightly more than a third (36%) of Wyoming drivers indicate they *always/often/sometimes* drive more than five miles per hour in 30 mph speed limit areas, which is an increase of 5 percentage points since 2010. On roads with a 75 mph speed limit, the number of Wyoming drivers who say they drive more than five miles per hour over the speed limit *always/often/sometimes* was steady throughout the years 2010-2013, but increased from 16.2% in 2013 to almost 20% in 2014. On the other side of the spectrum, about 27% of drivers say they *never* speed in 30 mph zones and 50% say they *never* speed in 75 mph zones, the latter is a decrease of 8 percentage points since 2010, but remains unchanged from 2013 to 2014. (See Table 24, Table 25, Figure 11 & Figure 12).

Throughout the years the observation that males are significantly more likely than females to regularly speed (*always/often/sometimes*) in 30 mph zones and 75 mph zones was true for the 2010-2013 period, but is no longer true for 2014. There is a significant increase in the number of females reporting speeding in both speed limit zones from 2013 to 2014, and a significant decrease in the males reporting speeding in 30 mph speed limit zones, so that the numbers for males and females essentially converged in 2014. (See Figure 11 & Figure 12).

Figure 11. Speeding on roads with 30 mph limit, 2010-2014.

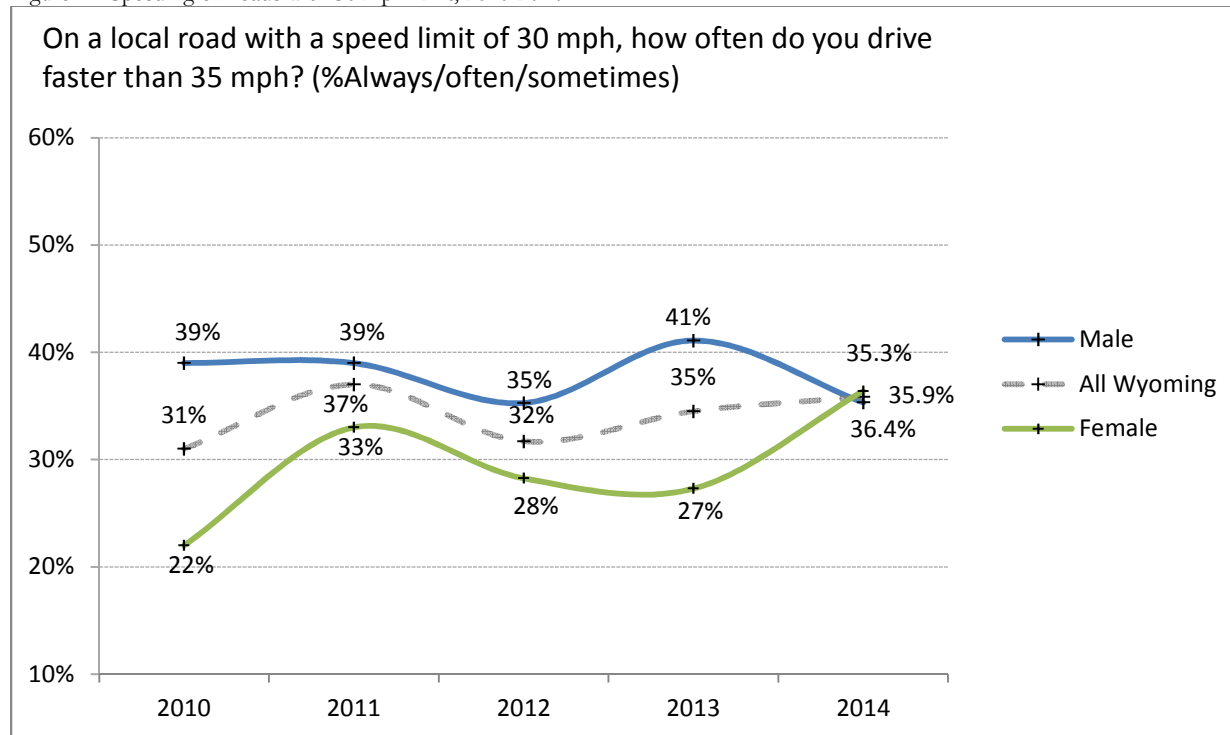
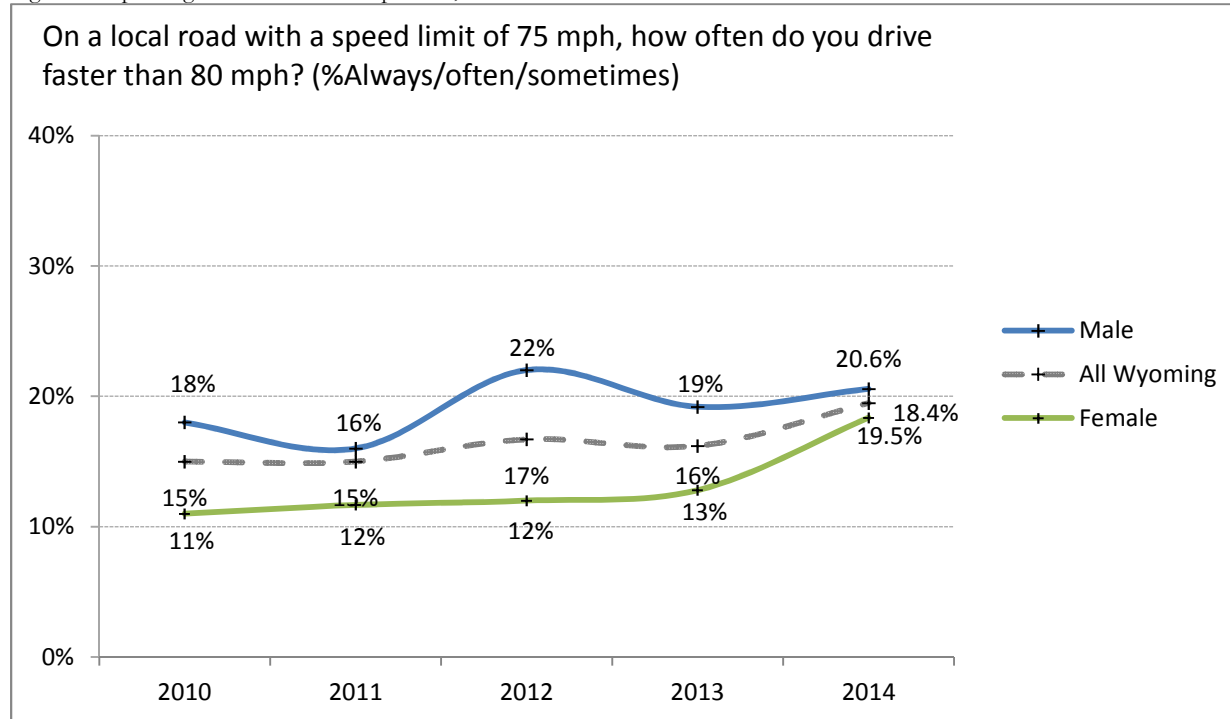
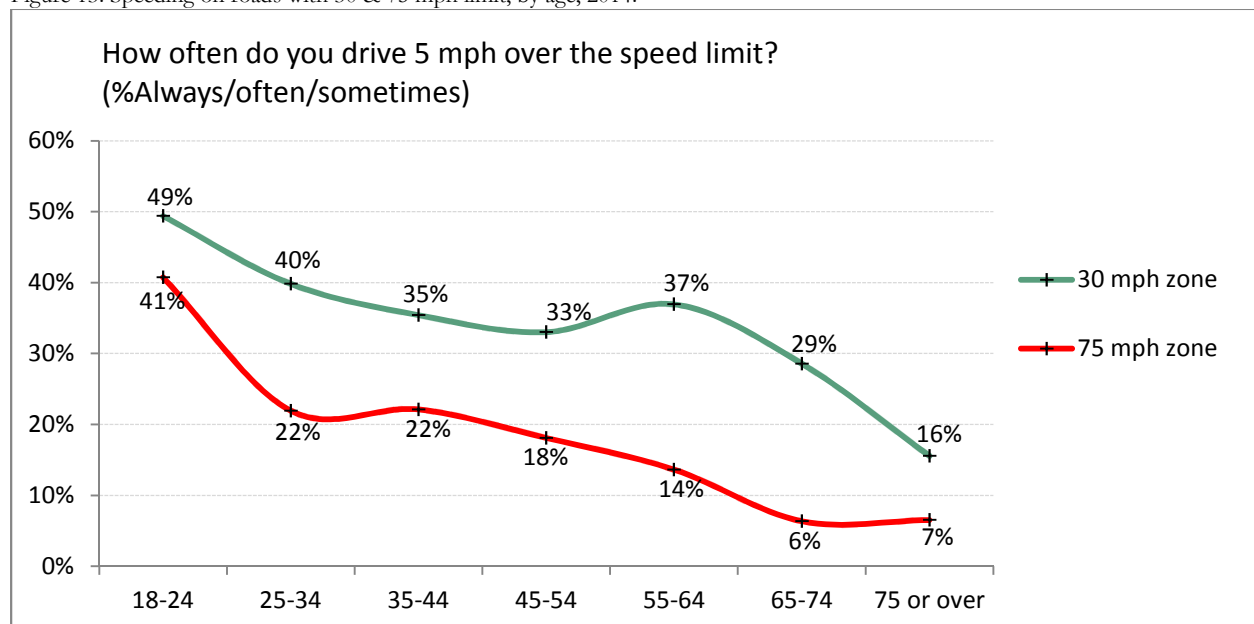


Figure 12. Speeding on roads with 75 mph limit, 2010-2014.



Young people are more likely to say they regularly speed in both 30 and 75 mph zones. Over twice the number of 18 -24 year olds (49%) report they drive 5 mph over the speed limit in 30 mph zones than drivers 75 or older (16%). In 75 mph zones 18-24 year olds report to speed *always/ often/ sometimes* about six times more often (41%) than drivers 75 or older do (7%). (See Table 5 & Figure 13). No significant differences are observed by primary type of vehicle driven on this item.

Figure 13. Speeding on roads with 30 & 75 mph limit, by age, 2014.



No statistically significant differences are observed on this item by type of primary vehicle driven.

Similar to results from previous years, about four out of ten Wyoming drivers (43%) believe the chances are *extremely high* or *high* of getting a ticket for speeding in Wyoming. (See Table 28).

Males say more frequently that they believe the chances of getting a ticket for speeding in Wyoming are *low* or *extremely low* than do females (19% vs. 10%). (See Table 3).

No significant differences are observed by age, or type of primary vehicle driven on this item.

The reported effect of getting a speeding ticket on changing speeding behavior varies by gender, with 36% of males, and 49% of females reporting that if they were to receive a ticket for speeding it would change their behavior for *one year or more*. (See Table 3.)

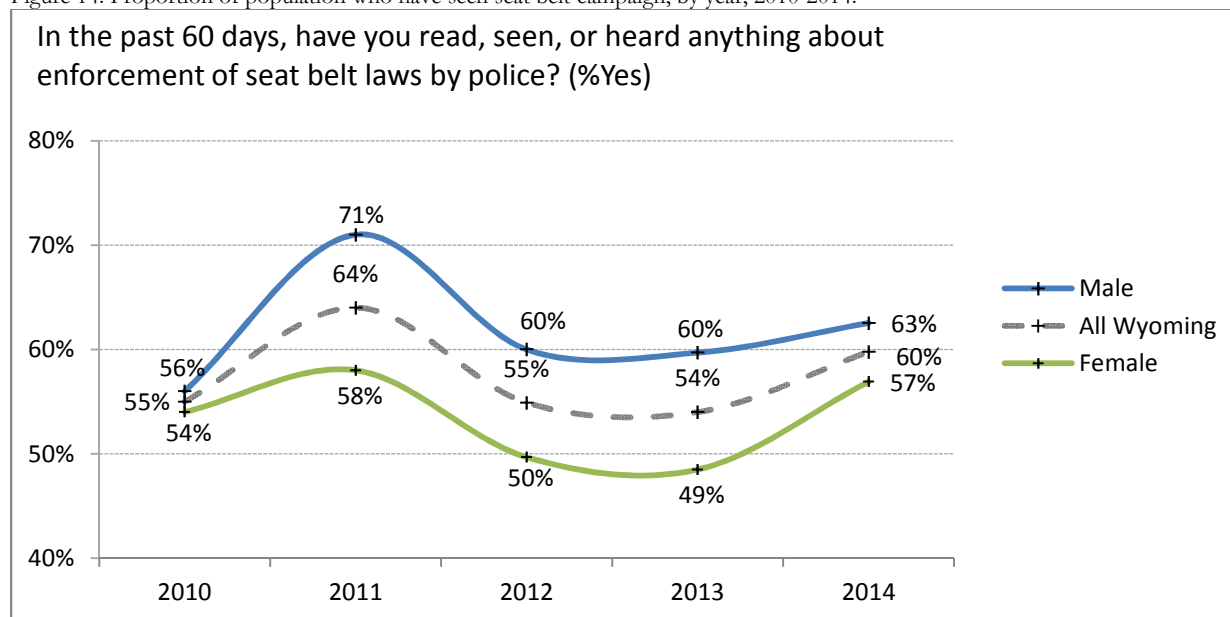
There are no significant differences observed by age, or type of primary vehicle drive on this item.

3.2.6. Related to Media Campaign

About Enforcement of Seatbelt Laws.

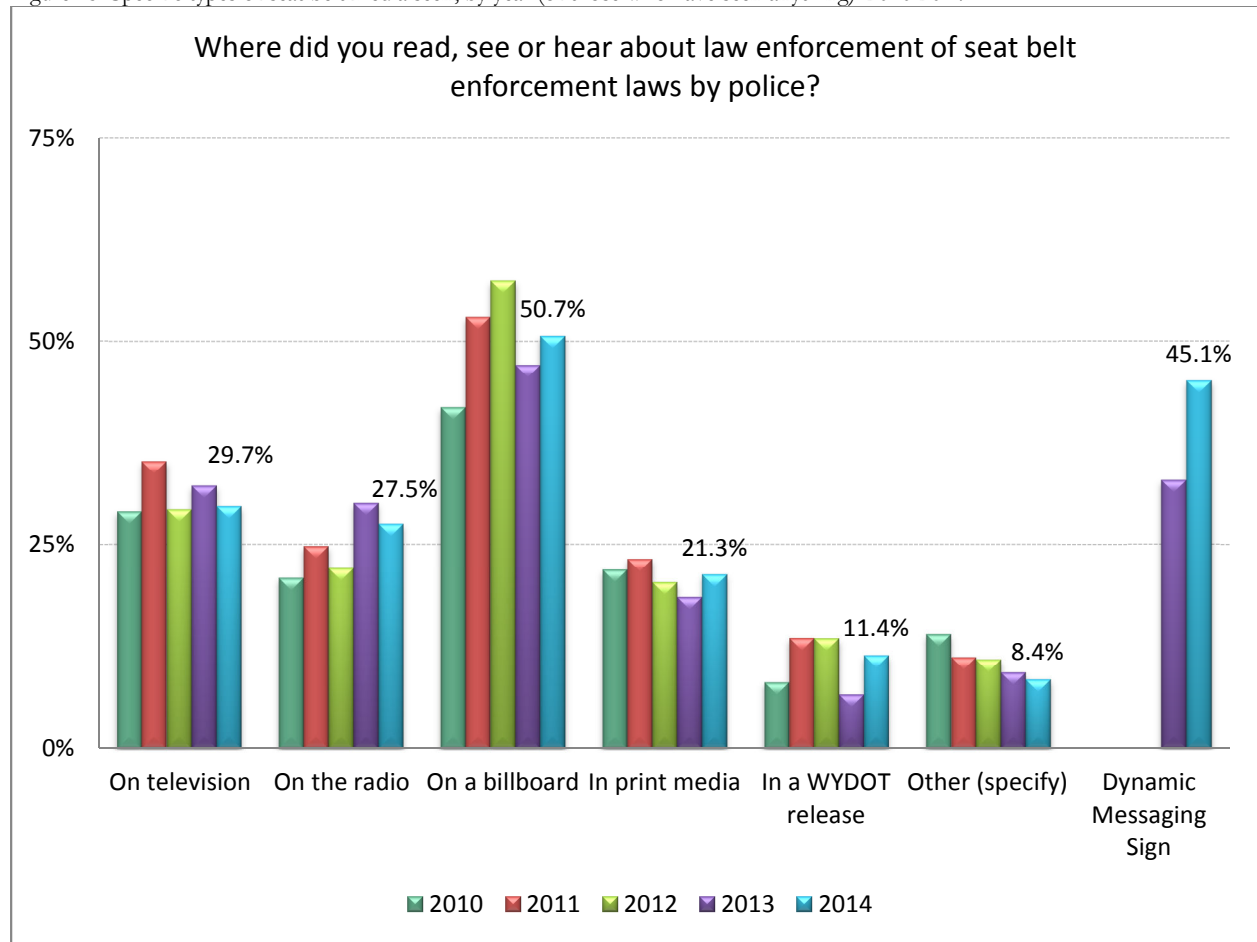
In 2013 over half (60%) of Wyoming drivers have read, seen, or heard about enforcement of seat belt laws by police in the past 60 days. There is a significant increase from 2013 to 2014 in the number of females who report to have read, seen or heard something about enforcement of seat belt laws by police, from 49% to 57%. (See Figure 14).

Figure 14. Proportion of population who have seen seat belt campaign, by year, 2010-2014.



Dynamic messaging signs (new to the 2013 questionnaire) were read, seen or heard in regard to seatbelt enforcement by police by 45% of Wyoming drivers, a 12 percentage point increase since 2013. Compared to 2013, *on television* and *on the radio* registered a slight decrease while *on a billboard*, *in print media*, and most significantly *in a WYDOT release* (5 percentage points) mark an increase. (See Table 10 & Figure 15).

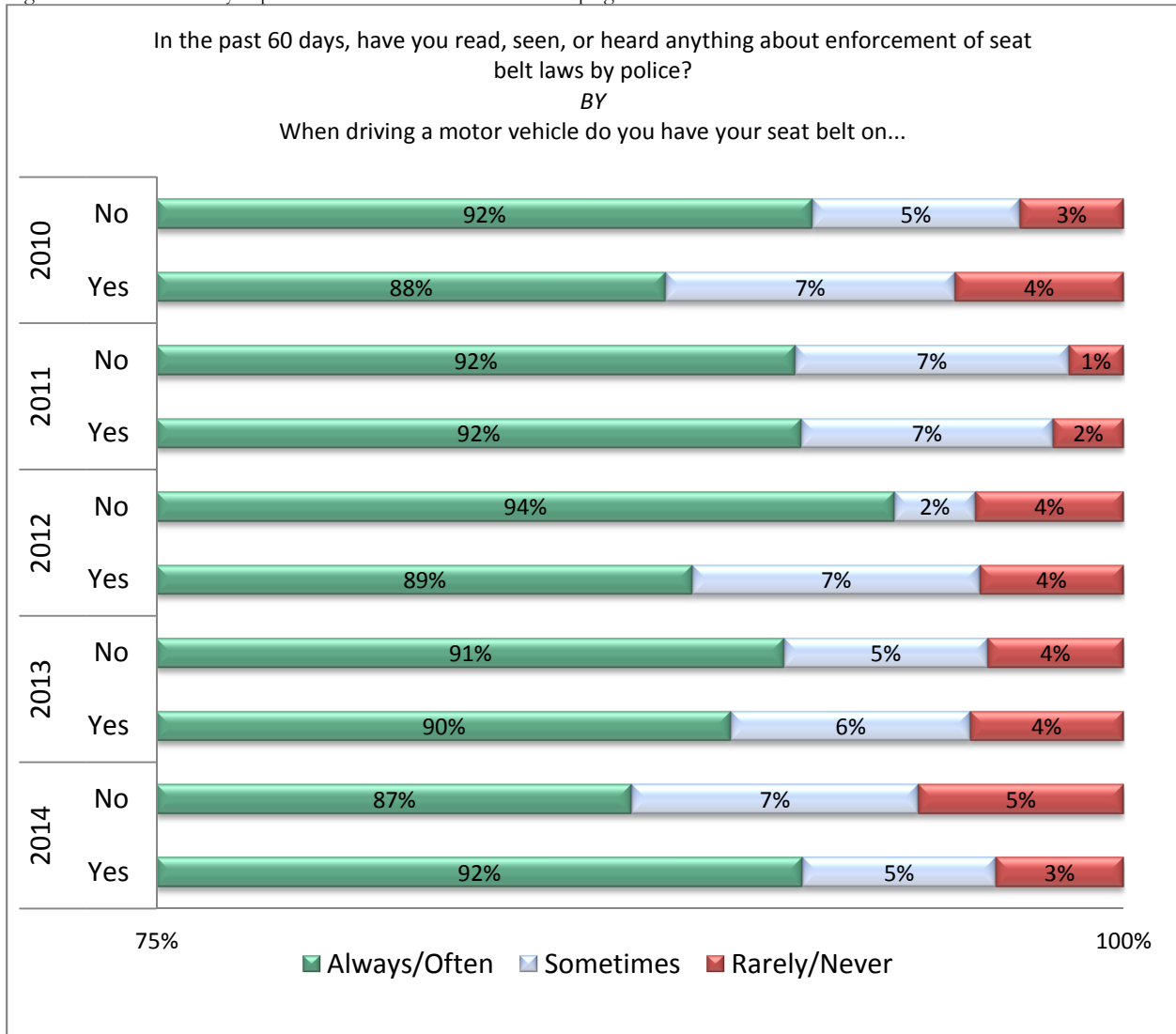
Figure 15. Specific types of seat belt media seen, by year (of those who have seen anything). 2010-2014.



There are significant differences by age group on this item, with older drivers reporting more frequently than younger drivers to have read, seen, or heard about enforcement of seat belt laws on television and in the print media. (See Table 4.)

Unlike in previous years, where there seemed to be no, or a reversed, relationship between having been exposed to media messages about the enforcement of seat belt laws and seat belt wearing behaviors, in 2014, 92% of Wyoming drivers who have read, seen, or heard anything about enforcement of seat belt laws report wear their seatbelt *always/often*, compared to 87% of those who have not read, seen or heard anything about enforcement of seat belt laws by police. (See Figure 16).

Figure 16. Seat belt use by exposure to seat belt enforcement campaign. 2010-2014.



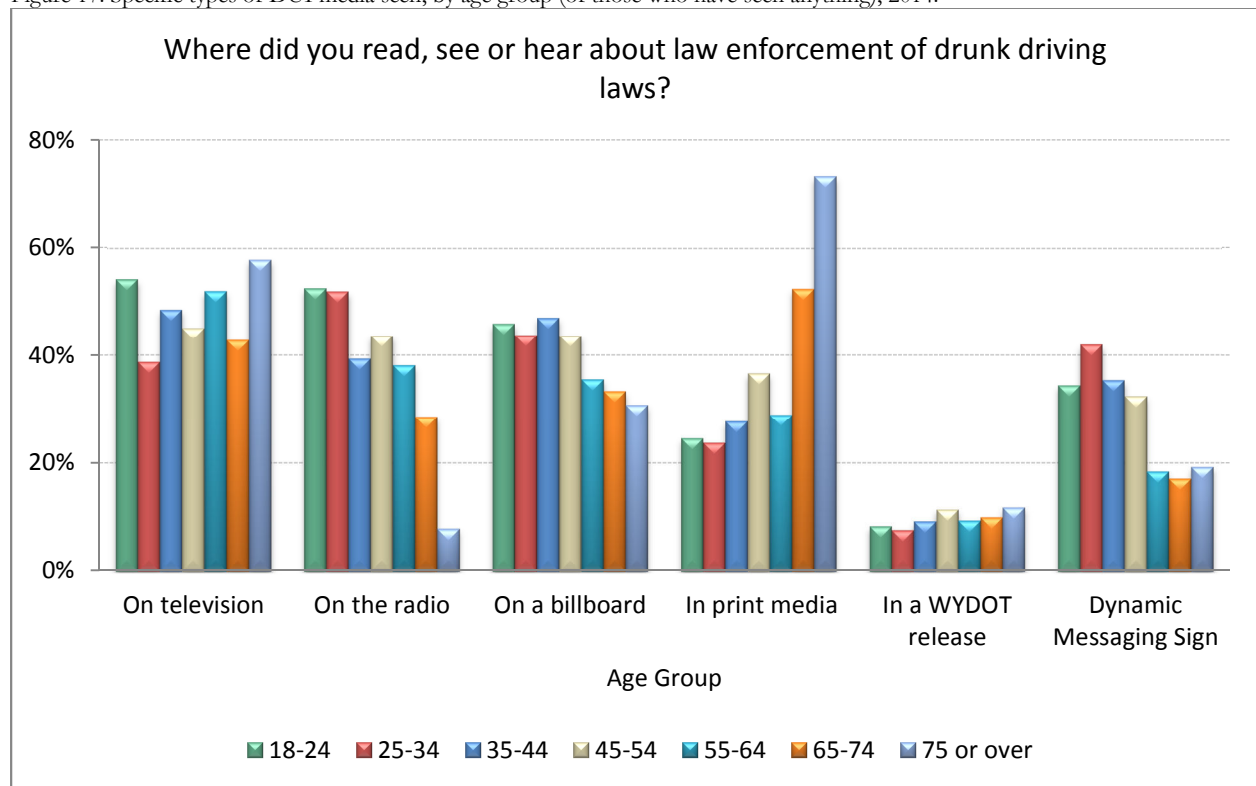
About Enforcement of Drunk Driving Laws.

In 2014, 70% of Wyoming drivers reported to have read, seen or heard something in the media about enforcement of alcohol impaired driving or drunk driving laws. This number is practically unchanged from previous years. (See Table 20).

Men are significantly more likely than women to report to read, see or hear about enforcement of alcohol impaired driving or drunk driving laws. As in 2013, men are more likely than women to receive this message from *the radio* (49% vs. 33%) and from *Dynamic Messaging Signs* (37% vs. 33%). All other media types show no significant differences by gender. (See Table 3).

The location where Wyoming drivers read, see or hear media related to drunk driving laws tends to fluctuate by age. Exposure to *the radio* and *billboard*, tends to decrease as with age. Exposure to *print media* tends to increase with age and it seems that *television* is the most dynamic across age groups. (See Figure 17.)

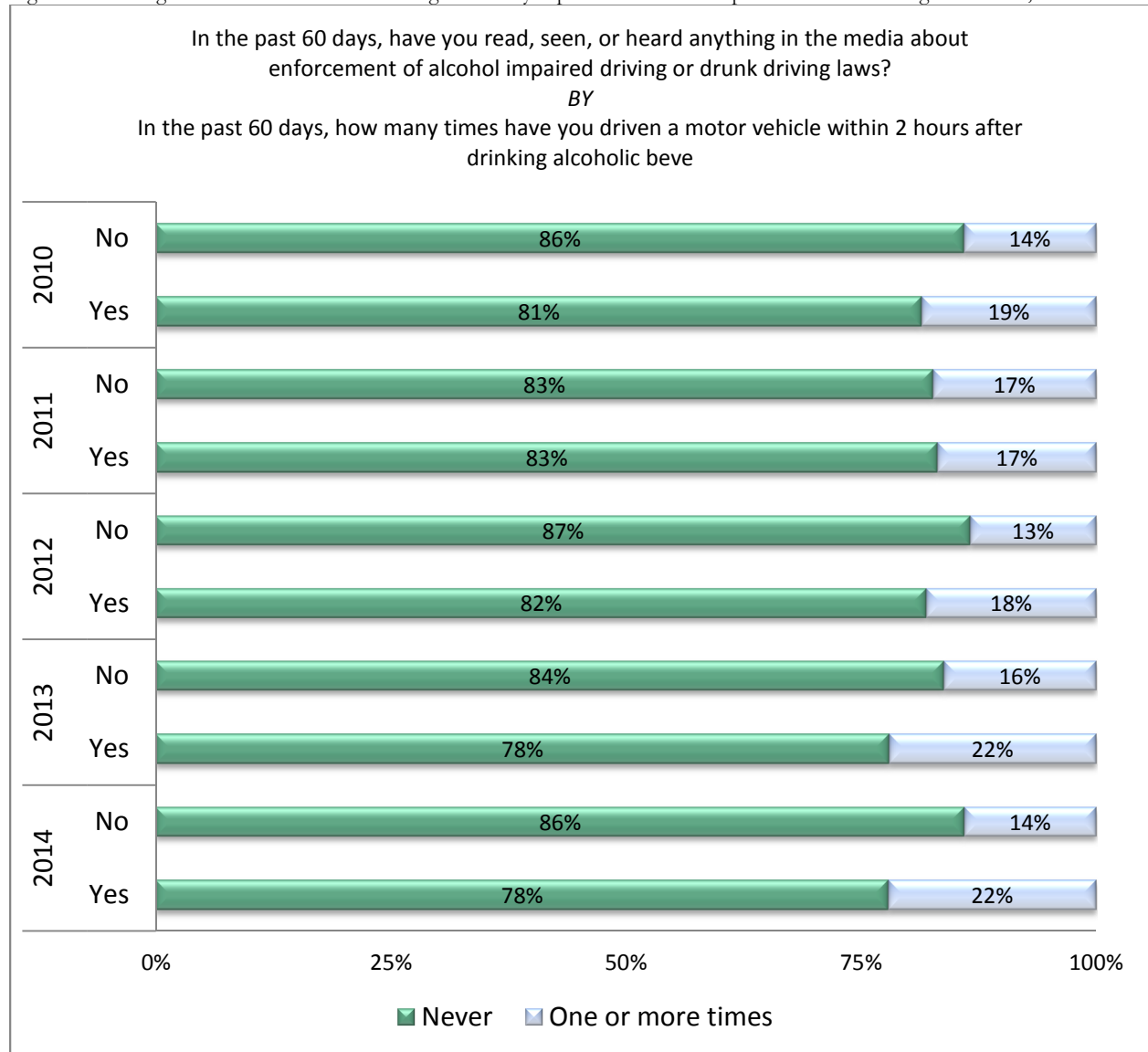
Figure 17. Specific types of DUI media seen, by age group (of those who have seen anything), 2014.



Semi drivers are also most likely to have read, seen, or heard about enforcement of drunk driving laws on *Dynamic Messaging Signs* (100%), compared to 35% of pickup and van drivers and 29% of SUV and 23% of car drivers. (See Table 6).

Respondents who are exposed to media campaigns about enforcement of drunk driving laws are not less likely to drive within two hours of consuming alcohol compared to those who have not been exposed to such media campaigns and it seems that the negative association is strengthening rather than weakening. Thus, in 2014, 86% of those who have not been exposed to enforcement of drunk driving laws media campaigns report to have not driven within 2 hours of consuming alcohol, while 78% of those who report to have been exposed to such campaigns respond the same way. (See Figure 18).

Figure 18. Driving within two hours of consuming alcohol by exposure to alcohol impaired or drunk driving laws media, 2010-2014.



About Enforcement of Speed Limit Laws.

In 2014, 29% of Wyoming drivers report to have read, seen or heard something about speed limit enforcement by police. Although not statistically significant, this is an increase from 2013 (24%) and an all-time survey high. (See Table 26). Of Wyoming drivers who have been exposed to speed limit enforcement media, *print media* scores the highest (38%), although it has experienced a significant decrease from 2010 (52%). Second comes *Dynamic Messaging Signs*, seen by close to a third of drivers (28%). Television has regained significance since a sizable drop from 2012 to 2013. (See Table 27). There are significant differences by gender on the role of radio and billboard; it seems to be more effective with men than women. (See Table 3.) There is a significant variation by age in the role of print media messaging with regard to the enforcement of speed limit laws. (See Table 5.) And there seems to be a significant variation in the role of radio with regard to the enforcement of speed limit laws messaging by type of primary vehicle driven. (See Table 6).

Figure 19 & Figure 20 suggest there is a weak relationship, yet in the right direction, between exposure to speed limit enforcement media messages and the tendency to drive over the speed limit in a 30 mph or 75 mph zone. In 30 mph zones, 9% of Wyoming drivers who had read, seen or heard media messages about speed limit enforcement report speeding *always* or *often* compared to 14% of those who have not read, seen or heard media about speed limit enforcement. The respective percentages for 75 mph zones are 7% and 8%.

Figure 19. Frequency of driving over 35 mph in a 30 mph zone by speed limit enforcement media exposure, 2010-2014.

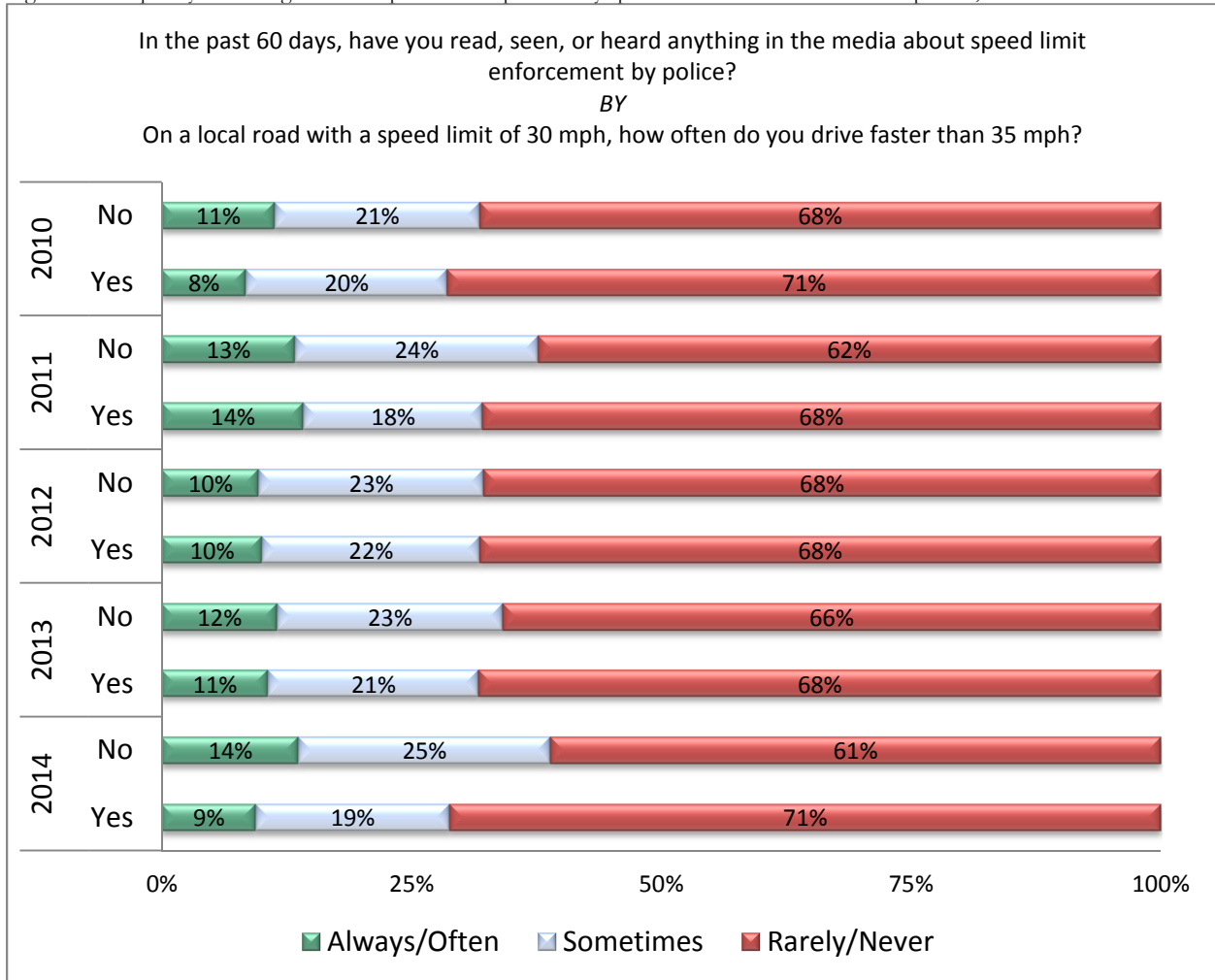
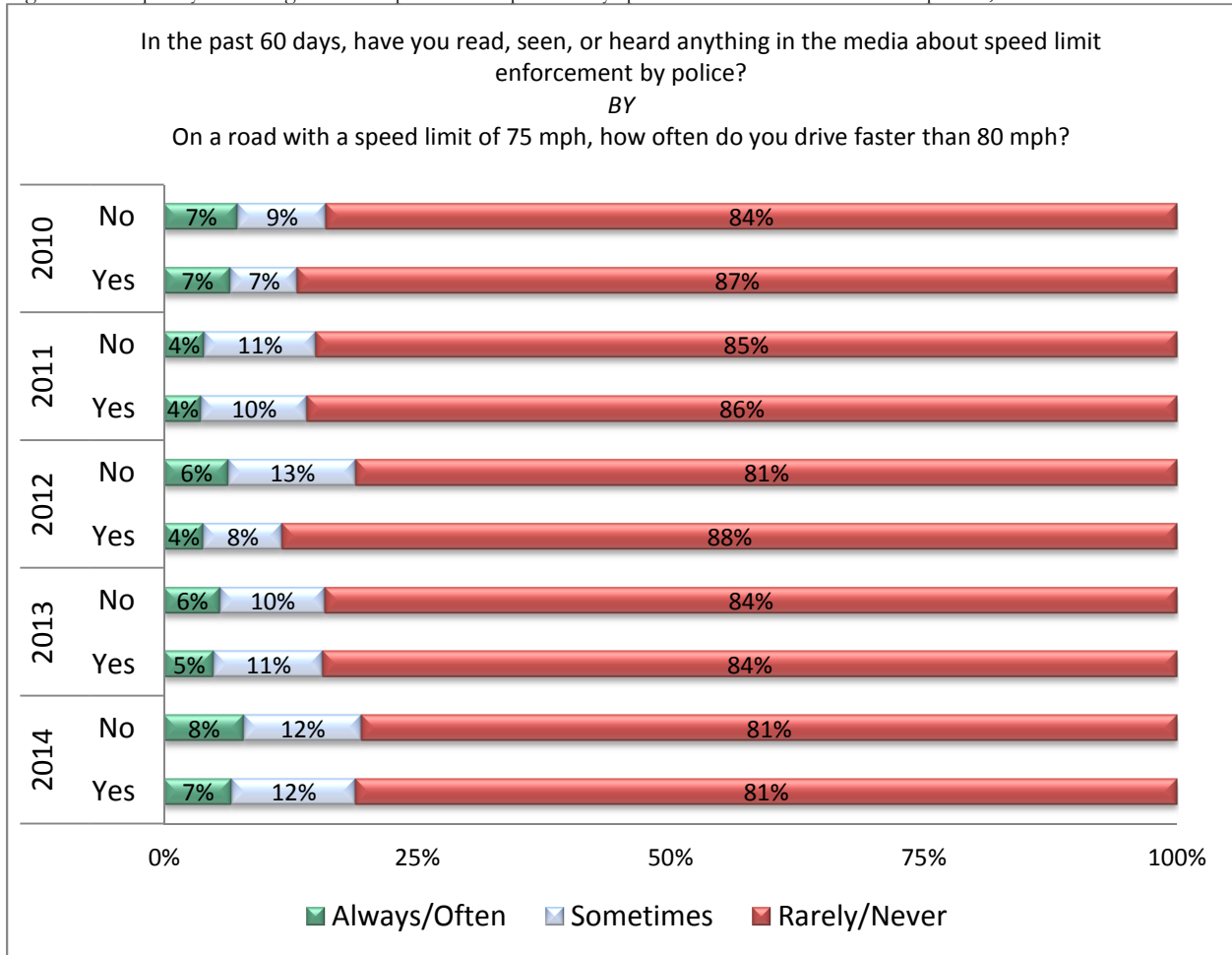


Figure 20. Frequency of driving over 80 mph in a 75 mph zone by speed limit enforcement media exposure, 2010- 2014.



3.3. Breakdowns by Select Background Variables; 2014 Results

3.3.1. Cross-tabulations by Respondent Gender

Table 2. Response distributions of select variables, by gender – statistically significant findings, 2014.

| Gender: | Male | Female |
|---|-------------|---------------|
| What type of vehicle do you drive most often? | | |
| Car | 21.3% | 51.6% |
| Pickup Truck | 54.8% | 9.5% |
| Van | 3.8% | 6.6% |
| SUV | 16.6% | 31.9% |
| Motorcycle | 1.6% | 0.0% |
| Semi | 1.9% | 0.3% |
| What do you think are the chances of getting a ticket if you don't wear your seat belt in Wyoming? | | |
| Extremely high | 5.7% | 11.8% |
| High | 19.5% | 26.0% |
| 50/50 | 33.3% | 35.3% |
| Low | 27.9% | 21.5% |
| Extremely low | 13.5% | 5.5% |
| When driving a motor vehicle do you have your seat belt on... | | |
| Always | 64.3% | 81.3% |
| Often | 19.7% | 11.8% |
| Sometimes | 8.3% | 5.6% |
| Rarely | 3.5% | 1.3% |
| Never | 4.1% | 0.0% |
| When riding in the FRONT SEAT of a motor vehicle do you have your seat belt on... | | |
| Always | 64.3% | 80.0% |
| Often | 18.8% | 12.8% |
| Sometimes | 8.6% | 5.2% |
| Rarely | 2.9% | 1.6% |
| Never | 5.4% | 0.3% |
| When riding in the BACK SEAT of a motor vehicle do you have your seat belt on... | | |
| Always | 56.8% | 68.6% |
| Often | 14.6% | 15.7% |
| Sometimes | 13.3% | 8.9% |
| Rarely | 6.3% | 3.4% |
| Never | 9.0% | 3.4% |
| To what extent do you favor or oppose higher fees/fines for failure to use a seat belt? | | |
| Strongly favor | 19.8% | 37.8% |
| Somewhat favor | 18.8% | 23.0% |
| Neither favor nor oppose | 25.0% | 19.9% |
| Somewhat oppose | 14.9% | 9.8% |
| Strongly oppose | 21.4% | 9.5% |
| How often do you make or receive phone calls while driving a vehicle? | | |
| Always | 4.8% | 3.3% |
| Often | 14.9% | 8.2% |
| Sometimes | 31.1% | 27.6% |
| Rarely | 29.2% | 34.2% |
| Never | 20.0% | 26.6% |
| In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? | | |
| Never | 75.9% | 85.2% |
| Once | 10.5% | 10.2% |
| 2-3 times | 10.8% | 4.6% |
| 4-5 times | 1.3% | 0.0% |
| 6 or more times | 1.6% | 0.0% |

Table 3. Response distributions of select variables, by gender – statistically significant findings, 2014 (cont'd).

| Gender: | | Male | Female |
|--|----------------------|-------------|---------------|
| In the past 60 days, have you read, seen, or heard anything about enforcement of alcohol impaired driving or drunk driving laws? | | | |
| (If yes) Where did you read, see or hear about enforcement of drunk driving laws? | | | |
| On the radio | | 49.3% | 32.9% |
| Dynamic messaging sign or DMS | | 37.0% | 22.7% |
| What do you think the chances are of someone in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol? | | | |
| Extremely high | | 5.8% | 10.6% |
| High | | 19.9% | 26.0% |
| 50/50 | | 38.6% | 39.4% |
| Low | | 27.7% | 21.2% |
| Extremely low | | 8.0% | 2.7% |
| Where did you read, see or hear about enforcement of speed limits by police? | | | |
| On the radio | | 25.0% | 11.8% |
| On a billboard | | 31.2% | 14.3% |
| What do you think are the chances of getting a ticket if you drive over the speed limit in Wyoming? | | | |
| Extremely high | | 6.4% | 11.3% |
| High | | 30.9% | 37.3% |
| 50/50 | | 43.3% | 41.0% |
| Low | | 15.3% | 8.3% |
| Extremely low | | 4.1% | 2.0% |
| If you were to get a ticket for a [violation type], for how long would it change your behavior? | | | |
| Seat Belt Violation | Not at all | 25.0% | 8.3% |
| | For 1 day or less | 4.5% | 3.9% |
| | For several days | 9.0% | 6.6% |
| | For several weeks | 9.5% | 9.9% |
| | For several months | 13.5% | 9.4% |
| | For one year or more | 38.5% | 61.9% |
| Speed Limit Violation | Not at all | 19.2% | 6.1% |
| | For 1 day or less | 3.0% | 3.1% |
| | For several days | 9.8% | 6.9% |
| | For several weeks | 14.0% | 11.8% |
| | For several months | 18.1% | 22.9% |
| | For one year or more | 35.8% | 49.2% |
| DUI Violation | Not at all | 2.0% | 2.2% |
| | For 1 day or less | 0.5% | 2.7% |
| | For several days | 1.0% | 0.5% |
| | For several weeks | 0.5% | 1.6% |
| | For several months | 7.4% | 1.6% |
| | For one year or more | 88.7% | 91.3% |

3.3.2. Cross-tabulations by Respondent Age Group

Table 4. Response distribution of select variables, by age group – statistically significant findings, 2014.

| Age: | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75 or over |
|--|-------|-------|-------|-------|-------|-------|------------|
| What type of vehicle do you drive most often?* | | | | | | | |
| Car | 51.3% | 30.7% | 26.0% | 32.1% | 36.4% | 48.4% | 40.0% |
| Pickup Truck | 25.0% | 41.2% | 27.1% | 39.6% | 31.8% | 29.0% | 28.9% |
| Van | 1.3% | 3.5% | 6.3% | 7.5% | 2.7% | 6.5% | 8.9% |
| SUV | 21.3% | 21.9% | 35.4% | 18.9% | 29.1% | 14.5% | 22.2% |
| Motorcycle | 0.0% | 0.9% | 2.1% | 1.9% | 0.0% | 0.0% | 0.0% |
| Semi | 1.3% | 1.8% | 3.1% | 0.0% | 0.0% | 1.6% | 0.0% |
| Where did you read, see or hear about law enforcement of seat belt laws by police? | | | | | | | |
| On television | 16.0% | 26.7% | 19.7% | 29.8% | 45.8% | 28.9% | 63.6% |
| In print media | 16.0% | 18.7% | 14.8% | 16.1% | 25.0% | 30.8% | 50.0% |
| In a WYDOT release | 8.0% | 12.0% | 4.9% | 21.1% | 5.1% | 10.5% | 27.3% |
| Other | 18.0% | 6.7% | 1.6% | 14.3% | 5.1% | 7.9% | 4.5% |
| How often do you make or receive phone calls while driving a vehicle? | | | | | | | |
| Always | 4.9% | 8.8% | 3.2% | 4.8% | 2.7% | 0.0% | 0.0% |
| Often | 4.9% | 15.9% | 17.0% | 12.5% | 11.7% | 4.7% | 8.9% |
| Sometimes | 30.9% | 40.7% | 35.1% | 31.7% | 20.7% | 18.8% | 20.0% |
| Rarely | 44.4% | 27.4% | 28.7% | 28.8% | 34.2% | 31.3% | 22.2% |
| Never | 14.8% | 7.1% | 16.0% | 22.1% | 30.6% | 45.3% | 48.9% |
| How often do you text message while driving a vehicle?* | | | | | | | |
| Always | 1.2% | 0.9% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% |
| Often | 3.7% | 4.4% | 2.1% | 0.9% | 0.0% | 1.6% | 0.0% |
| Sometimes | 13.6% | 8.8% | 11.3% | 4.7% | 4.5% | 0.0% | 0.0% |
| Rarely | 21.0% | 31.6% | 18.6% | 15.1% | 7.2% | 1.6% | 0.0% |
| Never | 60.5% | 54.4% | 68.0% | 78.3% | 88.3% | 96.8% | 100.0% |
| Where did you read, see or hear about enforcement of drunk driving laws? | | | | | | | |
| On the radio | 52.5% | 51.9% | 39.4% | 43.7% | 38.2% | 28.6% | 7.7% |
| In print media | 24.6% | 23.8% | 27.7% | 36.6% | 28.9% | 52.4% | 73.1% |
| Dynamic Messaging Sign | 34.4% | 42.0% | 35.4% | 32.4% | 18.4% | 17.1% | 19.2% |
| What do you think the chances are of someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol? | | | | | | | |
| Extremely high | 29.1% | 28.6% | 20.2% | 21.2% | 13.3% | 14.8% | 20.9% |
| High | 51.9% | 35.7% | 40.4% | 30.8% | 36.2% | 37.7% | 30.2% |
| 50/50 | 11.4% | 28.6% | 27.7% | 30.8% | 41.0% | 31.1% | 41.9% |
| Low | 6.3% | 6.3% | 9.6% | 15.4% | 7.6% | 11.5% | 4.7% |
| Extremely low | 1.3% | .9% | 2.1% | 1.9% | 1.9% | 4.9% | 2.3% |

*Due to low cell counts, statistical significance test may not be reliable.

Table 5. Response distribution of select variables, by age group – statistically significant findings, 2014 (cont'd).

| Age: | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75 or over | |
|--|----------------------|-------|-------|-------|-------|-------|------------|-------|
| On a road with a speed limit of 75 mph, how often do you drive faster than 80 mph?* | | | | | | | | |
| Always | 6.2% | 2.6% | 2.1% | .9% | 1.8% | 0.0% | 0.0% | |
| Often | 14.8% | 6.1% | 3.2% | 5.7% | 3.6% | 0.0% | 0.0% | |
| Sometimes | 19.8% | 13.2% | 16.8% | 11.3% | 8.2% | 6.3% | 6.7% | |
| Rarely | 25.9% | 40.4% | 30.5% | 31.1% | 33.6% | 27.0% | 11.1% | |
| Never | 33.3% | 37.7% | 47.4% | 50.9% | 52.7% | 66.7% | 82.2% | |
| Where did you read, see or hear about enforcement of speed limits by police? | | | | | | | | |
| In print media* | 34.8% | 18.9% | 24.0% | 42.9% | 53.3% | 38.5% | 83.3% | |
| If you were to get a ticket for a [violation type], for how long would it change your behavior? | | | | | | | | |
| DUI Violation* | Not at all | 0.0% | 1.1% | 3.2% | 0.0% | 5.1% | 3.2% | 5.6% |
| | For 1 day or less | 4.7% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% | 11.1% |
| | For several days | 0.0% | 1.1% | 3.2% | 0.0% | 0.0% | 0.0% | 0.0% |
| | For several weeks | 1.6% | 0.0% | 0.0% | 3.1% | 0.0% | 3.2% | 0.0% |
| | For several months | 1.6% | 5.7% | 3.2% | 7.7% | 0.0% | 9.7% | 11.1% |
| | For one year or more | 92.2% | 92.0% | 90.3% | 89.2% | 93.2% | 83.9% | 72.2% |

*Due to low cell counts, statistical significance test may not be reliable.

3.3.3. Cross-tabulations by Respondent Type of Vehicle

Table 6. Response distribution of select variables, by primary vehicle type— statistically significant findings, 2014.

| Primary Vehicle: | Car | Pickup Truck | Van | SUV | Semi |
|---|-------|--------------|-------|-------|--------|
| In the past 60 days, have you read, seen, or heard anything about enforcement of seat belt laws by police?* | | | | | |
| (If yes) Where did you read, see or hear about enforcement of drunk driving laws? | | | | | |
| On the radio | 18.0% | 32.8% | 38.9% | 31.1% | 50.0% |
| When driving a motor vehicle do you have your seat belt on...* | | | | | |
| Always | 76.8% | 64.0% | 68.8% | 79.9% | 85.7% |
| Often | 12.1% | 21.0% | 9.4% | 14.1% | 14.3% |
| Sometimes | 7.6% | 6.5% | 21.9% | 3.4% | 0.0% |
| Rarely | 3.1% | 2.5% | 0.0% | 2.0% | 0.0% |
| Never | .4% | 6.0% | 0.0% | .7% | 0.0% |
| When riding in the FRONT SEAT of a motor vehicle do you have your seat belt on...* | | | | | |
| Always | 75.0% | 63.0% | 62.5% | 81.2% | 85.7% |
| Often | 13.8% | 20.0% | 15.6% | 13.4% | 0.0% |
| Sometimes | 6.7% | 8.0% | 18.8% | 2.7% | 14.3% |
| Rarely | 2.7% | 3.0% | 3.1% | 1.3% | 0.0% |
| Never | 1.8% | 6.0% | 0.0% | 1.3% | 0.0% |
| When riding in the BACK SEAT of a motor vehicle do you have your seat belt on...* | | | | | |
| Always | 65.4% | 56.0% | 56.7% | 69.2% | 83.3% |
| Often | 12.1% | 17.3% | 10.0% | 17.8% | 0.0% |
| Sometimes | 14.0% | 10.5% | 20.0% | 6.8% | 0.0% |
| Rarely | 3.3% | 8.4% | 3.3% | 2.7% | 0.0% |
| Never | 5.1% | 7.9% | 10.0% | 3.4% | 16.7% |
| To what extent do you favor or oppose higher fines for failure to use a seat belt? | | | | | |
| Strongly/Somewhat Favor | 53.9% | 42.7% | 48.4% | 56.2% | 28.6% |
| Neither | 21.7% | 21.6% | 16.1% | 24.0% | 42.9% |
| Somewhat/Strongly Oppose | 24.4% | 35.7% | 35.5% | 19.9% | 28.6% |
| How often do you make or receive phone calls while driving a vehicle?* | | | | | |
| Always /Often | 10.4% | 23.4% | 9.4% | 14.7% | 28.6% |
| Sometimes | 31.1% | 30.8% | 25.0% | 24.7% | 28.6% |
| Rarely /Never | 58.6% | 45.8% | 65.6% | 60.7% | 42.9% |
| In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? | | | | | |
| Never | 83.4% | 72.4% | 93.8% | 83.9% | 100.0% |
| One or more times | 16.6% | 27.6% | 6.3% | 16.1% | 0.0% |
| Where did you read, see or hear about enforcement of drunk driving laws?* | | | | | |
| Dynamic Messaging Sign | 22.7% | 35.4% | 34.8% | 29.1% | 100.0% |
| Where did you read, see or hear about enforcement of speed limits by police? Was it...?* | | | | | |
| On the radio | 10.3% | 31.7% | 0.0% | 15.7% | 0.0% |

*Due to low cell counts, statistical significance test may not be reliable.

4. Complete Survey Results

In which county in Wyoming do you live?

Table 7. Wyoming county.

| County | 2010 Survey | 2011 Survey | 2012 Survey | 2013 Survey | 2014 Survey | | 2013 Census Est. ³ |
|-----------------------|---------------|---------------|---------------|---------------|-------------|---------------|-------------------------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % | % Pop. |
| Albany | 4.5% | 4.9% | 7.1% | 6.2% | 37 | 5.9% | 6.4% |
| Big Horn | 2.9% | 2.2% | 2.5% | 3.5% | 11 | 1.7% | 2.1% |
| Campbell | 7.4% | 7.2% | 8.4% | 8.6% | 55 | 8.8% | 8.3% |
| Carbon | 4.1% | 3.9% | 2.5% | 3.5% | 14 | 2.3% | 2.7% |
| Converse | 3.9% | 3.0% | 2.2% | 2.8% | 19 | 3.2% | 2.5% |
| Crook | 2.3% | 1.5% | 1.8% | 0.8% | 10 | 1.6% | 1.2% |
| Fremont | 6.5% | 7.2% | 7.4% | 7.4% | 36 | 5.6% | 7.0% |
| Goshen | 1.2% | 3.3% | 2.6% | 1.5% | 12 | 2.0% | 2.3% |
| Hot Springs | 2.0% | 0.3% | 1.4% | 1.0% | 8 | 1.3% | 0.8% |
| Johnson | 1.2% | 1.6% | 1.6% | 1.4% | 17 | 2.8% | 1.5% |
| Laramie | 17.1% | 15.5% | 15.2% | 14.9% | 94 | 15.0% | 16.4% |
| Lincoln | 6.6% | 2.2% | 3.7% | 4.0% | 14 | 2.3% | 3.2% |
| Natrona | 12.3% | 13.6% | 11.7% | 15.2% | 84 | 13.5% | 13.9% |
| Niobrara | 0.5% | 0.7% | 0.3% | 0.5% | 4 | 0.7% | 0.4% |
| Park | 5.8% | 5.6% | 4.6% | 5.3% | 43 | 7.2% | 5.0% |
| Platte | 0.9% | 1.8% | 1.7% | 1.1% | 12 | 2.0% | 1.5% |
| Sheridan | 3.8% | 5.7% | 6.7% | 5.5% | 39 | 6.3% | 5.1% |
| Sublette | 0.6% | 1.1% | 2.1% | 1.7% | 13 | 2.1% | 1.7% |
| Sweetwater | 5.5% | 7.6% | 6.7% | 6.8% | 40 | 6.8% | 7.8% |
| Teton | 4.3% | 4.0% | 3.8% | 2.4% | 18 | 3.2% | 3.8% |
| Uinta | 2.0% | 3.6% | 2.8% | 3.8% | 18 | 2.9% | 3.6% |
| Washakie | 2.1% | 2.1% | 1.9% | 1.3% | 9 | 1.5% | 1.5% |
| Weston | 2.4% | 1.4% | 1.3% | 1.1% | 8 | 1.3% | 1.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 615 | 100.0% | 100.0% |
| (Don't know/Not sure) | | | | | 3 | | |
| (No answer/Refused) | | | | | 3 | | |
| Total Missing | | | | | 6 | | |
| Total | | | | | 621 | | |

³ Annual Estimates of the Resident Population by Sex, Race, and Hispanic Origin for the United States, States, and Counties: April 1, 2010 to July 1, 2013
Source: U.S. Census Bureau, Population Division

Q1: What type of vehicle do you drive most often?

Table 8. Q1. Vehicle driven most often.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Car | 38.0% | 35.3% | 35.5% | 36.6% | 222 | 36.2% |
| Pickup Truck | 29.4% | 33.5% | 31.5% | 33.3% | 200 | 32.5% |
| Van | 5.7% | 6.4% | 5.0% | 4.3% | 33 | 5.2% |
| SUV | 24.8% | 23.2% | 26.0% | 23.9% | 151 | 24.2% |
| Motorcycle | 0.6% | 0.0% | 0.5% | 0.6% | 5 | 0.8% |
| Semi | 1.4% | 1.7% | 1.5% | 1.3% | 7 | 1.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 618 | 100.0% |
| (Don't know/Not sure) | | | | | 3 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 3 | |
| Total | | | | | 621 | |

Q2: In the past 60 days, have you read, seen, or heard anything about enforcement of seat belt laws by police?

Table 9. Q2. Past 60 days, read, seen, or heard anything about seatbelt enforcement laws.

| * | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Yes | 55.1% | 64.4% | 54.9% | 54.2% | 369 | 59.8% |
| No | 44.9% | 35.6% | 45.1% | 45.8% | 249 | 40.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 618 | 100.0% |
| (Don't know/Not sure) | | | | | 3 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 3 | |
| Total | | | | | 621 | |

* Significant difference observed (Pearson Chi-Square test $p < .05$).

Q2a: [If yes] Where did you read, see or hear about enforcement of seat belt laws by police? Was it...? (Check all that apply.)

Table 10. Q2A. Location seatbelt enforcement law was read, seen, or heard.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|---------------------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| On television | 29.0% | 35.2% | 29.3% | 32.2% | 110 | 29.7% |
| On the radio*‡ | 20.8% | 24.8% | 22.0% | 30.1% | 101 | 27.6% |
| On a billboard* | 41.8% | 53.0% | 57.5% | 47.1% | 187 | 50.6% |
| In print media | 21.8% | 23.2% | 20.3% | 18.5% | 78 | 21.3% |
| In a WYDOT release* | 8.2% | 13.6% | 13.6% | 6.6% | 43 | 11.5% |
| Dynamic Messaging Sign or DMS*‡ | -- | -- | -- | 32.9% | 164 | 45.2% |
| Other (specify)‡ | 14.0% | 11.1% | 11.0% | 9.3% | 30 | 8.4% |
| (Don't know/Not sure) | 0.2% | 0.2% | 0.1% | 0.5% | 2 | |

*Significant difference observed (Pearson Chi-Square test $p < .05$).

‡Significant linear-by-linear association observed ($p < .05$)

DMS was not asked in 2010, 2011 or 2012.

➔ See Appendix A for a complete text listing of *Other* responses specified.

Q3: What do you think are the chances of getting a ticket if you don't wear your seat belt in Wyoming?

Table 11. Q3. Chances of getting a ticket if seatbelt is not worn.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Extremely high | 9.0% | 8.0% | 11.1% | 10.1% | 52 | 8.8% |
| High | 19.7% | 24.6% | 23.3% | 23.5% | 133 | 22.6% |
| 50/50 | 37.7% | 34.8% | 34.4% | 35.0% | 201 | 34.3% |
| Low | 25.1% | 24.1% | 23.0% | 23.1% | 145 | 24.7% |
| Extremely low | 8.5% | 8.5% | 8.2% | 8.2% | 57 | 9.6% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 588 | 100.0% |
| (Don't know/Not sure) | | | | | 31 | |
| (No answer/Refused) | | | | | 2 | |
| Total Missing | | | | | 33 | |
| Total | | | | | 621 | |

Q4a: When driving a motor vehicle do you have your seat belt on...

Table 12. Q4A. Frequency seatbelt is worn.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 72.6% | 72.8% | 73.7% | 72.1% | 453 | 72.7% |
| Often | 17.2% | 18.9% | 17.5% | 18.3% | 98 | 15.8% |
| Sometimes | 6.5% | 6.7% | 5.2% | 5.7% | 42 | 6.9% |
| Rarely | 2.1% | 1.3% | 2.6% | 1.4% | 14 | 2.4% |
| Never | 1.5% | 0.3% | 1.1% | 2.5% | 13 | 2.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 620 | 100.0% |
| (Don't know/Not sure) | | | | | 1 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 1 | |
| Total | | | | | 621 | |

Q4b: When riding in the FRONT SEAT of a motor vehicle do you have your seat belt on...

Table 13. Q4B. Frequency seatbelt worn while in front seat.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 71.9% | 73.8% | 74.2% | 70.5% | 449 | 72.1% |
| Often | 18.9% | 16.5% | 16.5% | 18.6% | 97 | 15.8% |
| Sometimes | 5.2% | 7.3% | 5.4% | 7.1% | 42 | 6.9% |
| Rarely | 2.1% | 1.8% | 2.5% | 2.1% | 14 | 2.3% |
| Never | 1.9% | 0.5% | 1.3% | 1.8% | 17 | 2.9% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 619 | 100.0% |
| (Don't know/Not sure) | | | | | 2 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 2 | |
| Total | | | | | 621 | |

Q4c: When riding in the BACK SEAT of a motor vehicle do you have your seat belt on...

Table 14. Q4C. Frequency seatbelt worn while in back seat.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 66.3% | 61.4% | 65.3% | 60.3% | 375 | 62.7% |
| Often | 16.9% | 19.8% | 16.6% | 19.1% | 88 | 15.0% |
| Sometimes | 6.8% | 10.4% | 8.8% | 10.0% | 66 | 11.3% |
| Rarely | 3.4% | 3.6% | 3.3% | 4.3% | 29 | 4.9% |
| Never | 6.6% | 4.7% | 5.9% | 6.3% | 36 | 6.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 594 | 100.0% |
| (Don't know/Not sure) | | | | | 19 | |
| (No answer/Refused) | | | | | 8 | |
| Total Missing | | | | | 27 | |
| Total | | | | | 621 | |

↯Significant linear-by-linear association observed on collapsed answer choices (p<.05).

Q5: I am going to read a statement. Please tell me if you think it is true or false.

"You can get a ticket for no other reason than not wearing a seat belt while driving in Wyoming."

Table 15. Q5. Can receive a ticket for no other reason than not wearing a seatbelt while driving in Wyoming.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| True | 75.2% | 70.7% | 72.1% | 73.2% | 441 | 74.0% |
| False | 24.8% | 29.3% | 27.9% | 26.8% | 152 | 26.0% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 593 | 100.0% |
| (Don't know/Not sure) | | | | | 27 | |
| (No answer/Refused) | | | | | 1 | |
| Total Missing | | | | | 28 | |
| Total | | | | | 621 | |

Q6: To what extent do you favor or oppose higher fines for failure to use a seat belt?

Table 16. Q6. Favor or oppose higher fines for failure to use a seat belt.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|----------------------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Strongly Favor | 27.0% | 23.2% | 27.9% | 26.9% | 175 | 28.6% |
| Somewhat Favor | 26.1% | 24.6% | 25.2% | 23.1% | 126 | 20.9% |
| Neither Favor, Nor Oppose | 18.4% | 22.5% | 22.9% | 22.9% | 135 | 22.6% |
| Somewhat Oppose | 14.0% | 12.1% | 11.0% | 11.1% | 75 | 12.3% |
| Strongly Oppose | 14.4% | 17.7% | 13.0% | 15.9% | 94 | 15.5% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 605 | 100.0% |
| (Don't know/Not sure) | | | | | 11 | |
| (No answer/Refused) | | | | | 5 | |
| Total Missing | | | | | 16 | |
| Total | | | | | 621 | |

Q8a: How often do you make or receive phone calls while driving a vehicle?

Table 17. Q8A. Frequency phone calls are made or received while driving.

| †‡¬ | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 2.7% | 3.2% | 2.3% | 3.7% | 26 | 4.1% |
| Often | 8.1% | 12.1% | 11.2% | 11.1% | 73 | 11.5% |
| Sometimes | 21.5% | 28.3% | 25.0% | 32.0% | 184 | 29.4% |
| Rarely | 39.2% | 32.3% | 34.3% | 32.5% | 193 | 31.7% |
| Never | 28.5% | 24.1% | 27.3% | 20.7% | 143 | 23.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 619 | 100.0% |
| (Don't know/Not sure) | | | | | 1 | |
| (No answer/Refused) | | | | | 1 | |
| Total Missing | | | | | 2 | |
| Total | | | | | 621 | |

*Significant difference observed (Pearson Chi-Square test $p < .05$).†Significant difference observed on collapsed answer choices (Pearson Chi-Square test $p < .05$).‡Significant linear-by-linear association observed ($p < .05$).¬Significant linear-by-linear association observed on collapsed answer choices ($p < .05$).**Q8b: How often do you text message while driving a vehicle?**

Table 18. Q8B. Frequency text messages are made while driving.

| *†‡¬ | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 0.0% | 0.2% | 0.7% | 0.0% | 3 | 0.5% |
| Often | 0.1% | 2.6% | 0.8% | 1.8% | 12 | 1.9% |
| Sometimes | 2.5% | 3.9% | 5.9% | 6.5% | 40 | 6.6% |
| Rarely | 11.2% | 15.5% | 15.2% | 17.1% | 97 | 15.5% |
| Never | 86.2% | 77.9% | 77.5% | 74.6% | 468 | 75.4% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 620 | 100.0% |
| (Don't know/Not sure) | | | | | 1 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 1 | |
| Total | | | | | 621 | |

*Significant difference observed (Pearson Chi-Square test $p < .05$).†Significant difference observed on collapsed answer choices (Pearson Chi-Square test $p < .05$).‡Significant linear-by-linear association observed ($p < .05$).¬Significant linear-by-linear association observed on collapsed answer choices ($p < .05$).**Q9: In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?**

Table 19. Q9. In past 60 days, number of times driven a motor vehicle within 2 hours of driving.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Never | 82.8% | 83.3% | 83.3% | 80.2% | 497 | 80.4% |
| Once | 10.0% | 8.9% | 7.6% | 10.9% | 66 | 10.4% |
| 2-3 times | 5.0% | 6.3% | 6.3% | 6.3% | 47 | 7.7% |
| 4-5 times | 1.4% | 0.5% | 1.6% | 1.3% | 4 | 0.7% |
| 5 or more times | 0.9% | 1.0% | 1.3% | 1.3% | 5 | 0.8% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 619 | 100.0% |
| (Don't know/Not sure) | | | | | 2 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 2 | |
| Total | | | | | 621 | |

Q10: In the past 60 days, have you read, seen, or heard anything in the media about enforcement of alcohol impaired driving or drunk driving laws?

Table 20. Q10. In the past 60 days, Read, seen, or heard anything in the media about drinking and driving.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Yes | 69.1% | 70.5% | 71.8% | 69.1% | 426 | 69.6% |
| No | 30.9% | 29.5% | 28.2% | 30.9% | 188 | 30.4% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 614 | 100.0% |
| (Don't know/Not sure) | | | | | 7 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 7 | |
| Total | | | | | 621 | |

Q10a: [If yes] Where did you read, see or hear about enforcement of drunk driving laws? Was it...? (Check all that apply.)

Table 21. Q10A. Location enforcement on drunk driving laws was read, seen, or heard.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|---|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| On television | 51.5% | 51.2% | 47.6% | 51.9% | 201 | 47.7% |
| On the radio[‡] | 33.0% | 35.2% | 34.3% | 36.0% | 174 | 41.3% |
| On a billboard*[‡] | 16.5% | 35.2% | 40.9% | 28.5% | 175 | 41.1% |
| In print media | 34.1% | 34.4% | 38.1% | 37.8% | 142 | 33.2% |
| In a WYDOT release* | 4.2% | 12.6% | 13.4% | 9.5% | 41 | 9.7% |
| Dynamic Messaging Sign or DMS*[‡] | -- | -- | -- | 20.5% | 128 | 30.1% |
| Other (specify) | 2.4% | 2.9% | 4.2% | 3.4% | 19 | 4.5% |
| (Don't know/Not sure) | 0.9% | 0.0% | 0.6% | 0.3% | 1 | |

*Significant difference observed (Pearson Chi-Square test p<.05).

‡Significant linear-by-linear association observed (p<.05).

DMS was not asked in 2010, 2011 or 2012.

Q11a: What do you think the chances are of someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol?

Table 22. Q11A. Chances someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Extremely high | 18.9% | 22.4% | 22.8% | 19.8% | 131 | 21.5% |
| High | 37.5% | 35.2% | 35.0% | 35.0% | 224 | 37.5% |
| 50/50 | 28.6% | 31.3% | 31.4% | 33.3% | 184 | 29.9% |
| Low | 12.6% | 10.1% | 8.9% | 10.2% | 55 | 9.0% |
| Extremely low | 2.5% | 1.0% | 1.9% | 1.6% | 12 | 2.0% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 606 | 100.0% |
| (Don't know/Not sure) | | | | | 10 | |
| (No answer/Refused) | | | | | 5 | |
| Total Missing | | | | | 15 | |
| Total | | | | | 621 | |

Q11b: What do you think are the chances of someone in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol?

Table 23. Q11B. Chances someone in Wyoming getting arrested if they drive OUTSIDE OF city or town limits after drinking alcohol.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Extremely high | 7.1% | 8.6% | 9.7% | 11.1% | 50 | 8.2% |
| High | 21.1% | 24.4% | 24.1% | 22.2% | 140 | 22.8% |
| 50/50 | 41.9% | 36.2% | 39.0% | 36.2% | 231 | 39.0% |
| Low | 24.0% | 25.2% | 21.8% | 23.7% | 148 | 24.5% |
| Extremely low | 5.9% | 5.6% | 5.4% | 6.9% | 33 | 5.5% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 602 | 100.0% |
| (Don't know/Not sure) | | | | | 17 | |
| (No answer/Refused) | | | | | 2 | |
| Total Missing | | | | | 19 | |
| Total | | | | | 621 | |

Q12: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?

Table 24. Q12. Frequency respondent drives faster than 35 mph on a local 30 mph road.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 2.4% | 2.0% | 1.9% | 2.8% | 18 | 3.1% |
| Often | 8.2% | 11.6% | 7.7% | 8.5% | 57 | 9.2% |
| Sometimes | 20.2% | 22.6% | 22.1% | 23.2% | 145 | 23.6% |
| Rarely | 43.8% | 36.3% | 37.8% | 38.0% | 232 | 37.1% |
| Never | 25.4% | 27.5% | 30.5% | 27.5% | 169 | 27.1% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 621 | 3.1% |
| (Don't know/Not sure) | | | | | 0 | 100.0% |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 0 | |
| Total | | | | | 621 | |

Q13: On a road with a speed limit of 75 mph, how often do you drive faster than 80 mph?

Table 25. Q13. Frequency respondent drives faster than 80 mph on a 75 mph road.

| *‡ | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Always | 2.6% | 1.5% | 1.3% | 1.3% | 12 | 2.1% |
| Often | 4.3% | 2.4% | 4.3% | 3.7% | 31 | 5.3% |
| Sometimes | 8.0% | 10.8% | 11.1% | 11.2% | 74 | 12.1% |
| Rarely | 26.9% | 28.4% | 27.2% | 33.9% | 190 | 30.3% |
| Never | 58.1% | 56.9% | 56.1% | 50.0% | 314 | 50.2% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 621 | 100.0% |
| (Don't know/Not sure) | | | | | 0 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 0 | |
| Total | | | | | 621 | |

* Significant difference observed (Pearson Chi-Square test $p < .05$).

Q14: In the past 60 days, have you read, seen, or heard anything in the media about speed limit enforcement by police?

Table 26. Q14. In the past 60 days, Read, seen, or heard anything in the media about speed limit enforcement by police.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Yes | 26.7% | 27.6% | 28.5% | 23.6% | 181 | 29.4% |
| No | 73.3% | 72.4% | 71.5% | 76.4% | 431 | 70.6% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 612 | 100.0% |
| (Don't know/Not sure) | | | | | 9 | |
| (No answer/Refused) | | | | | 0 | |
| Total Missing | | | | | 9 | |
| Total | | | | | 621 | |

Q14a: [If yes] Where did you read, see or hear about enforcement of speed limits by police? Was it...? (Check all that apply.)

Table 27. Q14A. Location enforcement of speed limits by police was read, seen, or heard.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|--------------------------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| On television | 25.6% | 31.6% | 31.2% | 22.9% | 48 | 26.5% |
| On the radio | 18.9% | 19.5% | 21.3% | 26.9% | 33 | 18.7% |
| On a billboard | 18.3% | 28.1% | 27.0% | 25.8% | 40 | 23.1% |
| In print media*‡ | 52.0% | 37.9% | 39.4% | 36.1% | 67 | 37.9% |
| In a WYDOT release | 4.1% | 7.3% | 11.9% | 7.7% | 12 | 7.0% |
| Dynamic Messaging Sign or DMS | -- | -- | -- | 30.6% | 50 | 28.0% |
| Other (specify)‡ | 5.3% | 9.9% | 10.1% | 8.6% | 23 | 12.8% |
| (Don't know/Not sure) | | 0.4% | 0.5% | 0.2% | 3 | |

*Significant difference observed (Pearson Chi-Square test $p < .05$).

‡Significant linear-by-linear association observed ($p < .05$).

DMS was not asked in 2010, 2011 or 2012.

Q15: What do you think are the chances of getting a ticket if you drive over the speed limit in Wyoming?

Table 28. Q15. Chances of getting a ticket if respondent drives over speed limit.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|--------|--------|--------|--------|-------|--------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Extremely high | 8.6% | 9.8% | 9.9% | 8.7% | 55 | 8.8% |
| High | 33.9% | 36.6% | 33.3% | 32.8% | 208 | 34.0% |
| 50/50 | 45.7% | 40.9% | 42.9% | 44.1% | 258 | 42.2% |
| Low | 10.2% | 10.9% | 12.5% | 12.8% | 73 | 11.9% |
| Extremely low | 1.6% | 1.8% | 1.4% | 1.6% | 18 | 3.0% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 612 | 100.0% |
| (Don't know/Not sure) | | | | | 7 | |
| (No answer/Refused) | | | | | 2 | |
| Total Missing | | | | | 9 | |
| Total | | | | | 621 | |

Q7a: If you were to get a ticket for a seat belt violation, for how long would it change your behavior? Would you say...

Table 29. Q7A. Time behavior would change after receiving a ticket for a seatbelt violation.

| * | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-------------------------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Not at all | 16.3% | 11.9% | 19.7% | 21.5% | 64 | 16.9% |
| For 1 day or less | 7.9% | 2.7% | 3.2% | 2.6% | 15 | 4.2% |
| For several days | 11.9% | 8.6% | 5.2% | 8.4% | 30 | 8.0% |
| For several weeks | 10.4% | 8.3% | 10.5% | 8.3% | 37 | 9.9% |
| For several months | 11.9% | 14.4% | 10.4% | 10.8% | 43 | 11.5% |
| For one year or more | 41.6% | 54.1% | 51.0% | 48.3% | 189 | 49.5% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 378 | 100.0% |
| (Do not/will never be in violation) | | | | | 227 | |
| (Don't know/Not sure) | | | | | 15 | |
| (No answer/Refused) | | | | | 1 | |
| Total Missing | | | | | 243 | |
| Total | | | | | 621 | |

* Significant difference observed (Pearson Chi-Square test p<.05).

Q7b: If you were to get a ticket for speeding, for how long would it change your driving behavior? Would you say your driving behavior would change:

Table 30. Q7B. Time behavior would change after receiving a ticket for speeding.

| ‡ | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-------------------------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Not at all | 6.5% | 9.3% | 8.8% | 12.7% | 66 | 12.6% |
| For 1 day or less | 5.7% | 3.6% | 3.8% | 4.5% | 16 | 3.1% |
| For several days | 7.8% | 7.4% | 6.8% | 6.7% | 44 | 8.5% |
| For several weeks | 12.4% | 11.1% | 11.6% | 11.0% | 66 | 12.8% |
| For several months | 23.3% | 21.6% | 21.0% | 18.7% | 109 | 20.5% |
| For one year or more | 44.3% | 47.0% | 47.9% | 46.3% | 226 | 42.5% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 527 | 100.0% |
| (Do not/will never be in violation) | | | | | 82 | |
| (Don't know/Not sure) | | | | | 11 | |
| (No answer/Refused) | | | | | 1 | |
| Total Missing | | | | | 94 | |
| Total | | | | | 621 | |

‡Significant linear-by-linear association observed (p<.05).

Q7c: If you were to get a ticket for driving under the influence, for how long would it change your driving behavior? Would you say your driving behavior would change:

Table 31. Q7C. Time behavior would change after receiving a ticket for driving under the influence.

| ‡ | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-------------------------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Not at all | 1.7% | 1.7% | 2.2% | 3.5% | 8 | 2.1% |
| For 1 day or less | 0.0% | 0.0% | 1.2% | 0.9% | 5 | 1.4% |
| For several days | 1.5% | 0.7% | 0.3% | 0.6% | 3 | 0.7% |
| For several weeks | 0.0% | 1.3% | 0.9% | 1.4% | 4 | 1.1% |
| For several months | 4.0% | 1.9% | 3.1% | 3.3% | 18 | 4.6% |
| For one year or more | 92.7% | 94.5% | 92.4% | 90.3% | 346 | 90.1% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 384 | 100.0% |
| (Do not/will never be in violation) | | | | | 230 | |
| (Don't know/Not sure) | | | | | 4 | |
| (No answer/Refused) | | | | | 3 | |
| Total Missing | | | | | 237 | |
| Total | | | | | 621 | |

‡Significant linear-by-linear association observed (p<.05).

What is your age?

Table 32. Age.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|-----------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| 18-24 | 14.3% | 13.2% | 13.2% | 13.2% | 61 | 13.2% |
| 25-34 | 18.2% | 18.1% | 18.2% | 18.4% | 125 | 18.4% |
| 35-44 | 15.6% | 15.6% | 15.4% | 15.5% | 99 | 15.5% |
| 45-54 | 19.5% | 19.5% | 18.7% | 17.9% | 116 | 17.1% |
| 55-64 | 16.2% | 17.2% | 17.8% | 17.9% | 107 | 18.1% |
| 65-74 | 8.9% | 9.2% | 9.5% | 9.9% | 61 | 10.3% |
| 75 or over | 7.3% | 7.1% | 7.2% | 7.3% | 46 | 7.4% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 615 | 100.0% |
| (Don't know/Not sure) | | | | | 0 | |
| (No answer/Refused) | | | | | 6 | |
| Total Missing | | | | | 6 | |
| Total | | | | | 621 | |

Respondent's Gender

Table 33. Gender.

| | 2010 | 2011 | 2012 | 2013 | 2014 | |
|--------------------|---------------|---------------|---------------|---------------|------------|---------------|
| | Wtd. % | Wtd. % | Wtd. % | Wtd. % | Count | Wtd. % |
| Male | 51.3% | 50.8% | 50.8% | 51.0% | 309 | 51.0% |
| Female | 48.7% | 49.2% | 49.2% | 49.0% | 312 | 49.0% |
| Total Valid | 100.0% | 100.0% | 100.0% | 100.0% | 621 | 100.0% |
| (Can't tell) | | | | | 0 | |
| Total | | | | | 621 | |

We appreciate your help in this study. Is there anything you would like to add?

➔ See Appendix A for complete text listing of responses.

5. Appendix A: Responses to Open-ended Questions.

Q2a. Where did you read, see or hear about enforcement of seat belt laws by police?

Was it...

- Other, (specify):
 - Advertising on bus stops
 - Construction signs
 - Facebook (4)
 - I work for the sheriff's office
 - In person
 - Internet (2)
 - Movies
 - My mom tells me, too
 - News website
 - On my husband's police vehicle
 - On signs on the side of the road
 - On the back of a cop car
 - On the light up message signs
 - On the white street signs that state that it is the law
 - Pandora ads
 - Police cars (2)
 - Road sign
 - Signage put up by WYDOT
 - Signs in the post office and various other places around
 - Signs on road
 - Street sign (2)
 - Ticket
 - Transportation convention
 - Work
 - Work (works for court system)

Q10a. Where did you read, see or hear about enforcement of drunk driving laws? Was it...?

- Other, (specify):
 - At work, biking community
 - Casper has a website that posts weekly DUIs w/picture
 - Facebook (4)
 - Facebook for Casper Police Dept.
 - Internet newspaper
 - Internet.
 - My husband
 - On road signs
 - Online/web
 - Police blotter
 - Posters
 - Sheridan media online
 - T-shirt
 - Through a friend that got busted drunk driving
 - Work
 - YouTube, other internet sources

Q14a. Where did you read, see or hear about enforcement of speed limits by police? Was it...?

- Other, (specify):
 - By the officer
 - Construction site/zone (2)
 - Email
 - Facebook (4)
 - Friend who got pulled over
 - Heard it on the radio call from a policeman
 - In person
 - Internet (3)
 - Personal observance
 - Radar detector on side of road
 - Road signs
 - Seeing people pulled over on the side of the road
 - Speed limit signs that tell you your speed
 - Text message on phone
 - Word of mouth (2)
 - Word of mouth from a cop

Comments. We appreciate your help in this study. Is there anything you would like to add?

- About DUIs, I have been clean and sober for 30 years
- Are they going to change the speed limit to 85? I hope not
- As a result of a situation I have witnessed, I can't help but be concerned about the attitudes of some drivers about bicyclists and pedestrians on the side of the road. The identities of people who drive irradically near these people and endanger them should be taken down and released, but not prior to the results of the toxicology results
- As long as you can ride a motorcycle without a helmet you shouldn't have to wear a seatbelt. Personally motorcycles shouldn't be on the road because there is no way you can be secured to them
- Bike safety should be more emphasized
- Can't think of anything
- Does not think the speed limit should be changed. Wish they never would have done it, it's going to be a disaster. We have too many big trucks, lots of equipment on the road, so many bad things that have happened on I-25 already, and allowing people to go 80-85 mph is too much. There are lot of people who do not want to drive with people who are driving over 80 mph. Doesn't like how people drive on 2nd Street, we've had fatalities, very scary. And the motorcycles are the worst, they cut in and out of automobile traffic. There should be more control over them
- Don't raise the speed limit. I am happy with it being at 70 or 75
- Fix the roads on secondary roads and in the town of Rock Springs. Bridges need to be especially fixed. Used the money on seat belt enforcement advertisement; use the money to pay the overtime for the officers to do the seat enforcement
- Getting a ticket for turning right into the left hand lane when there's not enough room to turn into the right hand lane is unfair
- Getting arrested for either speeding or a DUI on the highway or a country road depends on where the cop is because we don't have that many. Sometimes we'll drive the whole valley and not see one cop
- Higher speed limits are crazy
- I am horrified at the people who don't wear their seat belts and the horrible things that happen to them as a result of that
- I am upset with the police in Laramie that if your tires touch the sidewalk or go up on the curb, they will stop and ticket you. I'm on the road everyday with people that don't stop at a stop sign. I think it is very inconsistent. I think that every day they give tickets for things that shouldn't be ticketed for. They don't ticket people who are in a situation to harm people. They should ticket people who cause accidents, or who are in a position to cause an accident, like texting on the road. The ones who run the stop signs really upset me
- I appreciate the efforts that are being made. Living in the county there is a ton of racing close to the city limits. I helped once where I stopped one of the accidents, caused by racing. Someone could be seriously hurt. 90% or more of the people are texting within the city limits
- I don't want to be publically humiliated or being caught, it makes you more cautious of the laws to keep you in the right position
- I don't drink and drive. I don't text while driving. I have never had a ticket
- I don't think anyone gets pulled over for a seat belt violation and I think that should be better enforced
- I don't think law enforcement is too enthusiastic. They are in it more for the revenue
- I don't think the laws are strict enough I feel that autos should be impounded after two violations
- I don't want them to raise the speeding limit to 80 mph anywhere in Wyoming, 75 mph is high enough
- I don't wear my seatbelt because I was involved in a rollover accident in my truck and wasn't wearing my seatbelt if I hadn't shot out of my window I would've died because the driver's side was crushed

- I drive pilot cars, I'd have to say there a lot of ignorant drivers on the road
- I feel that your line of questioning concerning drinking is a bad question because I don't know how to answer it because of the amount of drinks consumed
- I guess, there are cars driving around that are putting out pollution and there are vehicle drivers using a cell phone. I think if people would get a blue tooth would be better and the younger generation texting needs better control
- I have never received a warning for speeding but i have gotten tickets and if I had a warning i would actually be so grateful that it would impact my behavior in a huge way. Other people have told me that they have had warnings but not me , they could keep track of the warnings and next time in a certain period give you a ticket
- I hold a class a cdl so I don't speed. I am glad to help
- I hope that there are more rules against people who use cell phones while driving
- I hope they are clamping down on texting and drinking while driving
- I just think the seat belt law, mandatory, is another violation of our individual rights. If a person decides not to wear a seat belt that is their choice. Wyoming is the last bastion of freedom in this country and we need to have our individual freedom of choice
- I just wished they would get the roads fixed better. When we moved here fifty years they were the best roads in years. Between Rawlins and Laramie the roads seems to fall apart every two years. It's been really bad this. I think it's the trucks that do it
- I like the new speed limit as I drive from Casper to Douglas every day and it helps to have that five extra miles per hour
- I like the variable speed limit signs along I-80 and I like the increase to 80mph, but I wish it was on the Wamsutter to Laramie stretch also
- I like your questions but I don't like them when they are too vague
- I only wear my seatbelt on the highway because of a phobia. I am not intentionally breaking the law
- I really in the seat belts and I really believe in not drinking and driving
- I really think that doing a survey and real life, I live in the country and I could break anytime I want. I think you need to buckle down on idiot kids, and scramble cell phones and text messaging, and they're killing people on the highway. They have no experience driving and using cell phones. I think their first fine should be jail and a big fine
- I see a lot of drunk driving and I believe that they are doing a great job of keeping it in line
- I still see a lot of texting with a cell phone, even if it's illegal. I see it in Cheyenne. The chances of someone getting arrested while texting is pretty low, but it should be the same as drunk driving
- I strongly oppose any more enforcement of seat belt laws. Also I do not want laws to be made stricter in regards to seat belt enforcement
- I think a lot of highways need work done on them especially in Cheyenne. I-80 needs a lot of work
- I think I'm a pretty good driver. I've never had a ticket
- I think it is unfair that when someone who uses their license for a living is out on their own/leisure time that if they get an infarction on their license that they are penalized more harshly than people in other areas of employment. They are faced with losing their license and their job as well as everything else that is connected to it. They are treated much more harshly
- I think our police, god love them, are very lax as far as taking care of violations. You see them every day but don't see them giving corrections
- I think something needs to be done about the seat belt usage and also about texting while driving. I have seen police texting and driving here in Casper also
- I think that motorcyclists should look twice when driving. They need to drive better. If we're take precautions to watch them, they need to take the same precautions for us and not drive like idiots
- I think the fines for drinking and driving should be stiffer. Three strikes you are out

- I think the Highway Patrol are doing their job, but there just aren't enough of them
- I think the highway patrol does a pretty good job except I wish they were stricter on drunk drivers
- I think there is not enough law enforcement for speeding and drunk driving. I also think there should be more advertising for organ donation, even though it is an option when you renew your license
- I think they need to think about the 80 mph on the new interstate limit, they're thinking of putting in
- I think they should put up more stop lights that count down to yellow and red lights. I would be safer
- I think those picked up for driving after drinking should \$750; they usually reduce it by \$250. If it's a second or third they make the law harder on them
- I think WYDOT does an excellent job
- I think Wyoming gets away with too much stuff, with drunk driving. They should post up at the bars. My friend has brain damage because of that
- I think you would get more out of a warning than an actual ticket. If you get a warning I think you would respect and get more out of it because a ticket would make you angry and somewhat hateful, and you would get a chip on your shoulder over it. A warning would make you think more about how you were wrong and how you don't want to get a ticket, so you would try and respect the law more
- I try to be a safe driver
- I would be in favor of a law against texting and talking on the phone driving. I have seen too many accidents in regard to cell phones
- I would hope our legislator would pursue restricting texting and general use of smart phone while driving
- I would just for them to fix the roads up so they we can drive on them decently
- I would like the laws to be stricter on drunk drivers. I just feel there are too many people driving drunk
- I would like to know how hard the judges lay the hammer down if they are going to enforce this hard
- I would like to see an increase in the speed limit
- I would like to see semi-trucks slowed down on I-80 and I-25. They will go past you going 90, and there's no way they will get that rig slowed down. There should be a 10 mph difference. It should be 65 mph for semis. There's too many rigs rolling. It is especially risky in places where they are increasing it to 80mph
- I would like to see the HP enforce the speed limit laws a little more and I'd like to see the trucks being cracked down on a little more. I drive by many trucks and the drivers are reading a map or texting and I would say that they are not paying enough attention to their driving
- I-80 ten miles west of Cheyenne is filled with potholes they really need to fix that
- I'm a teacher so I encourage all my kindergarten students to buckle up because it's important
- In Gillette I see often crazy driving but I do not see the police. When I have seen them they have been pulled over together, i.e. two police cars
- In residential areas people tend to speed around children playing more signs and patrols are needed
- Is there a phone line that we could call to report people who are texting or driving drunk and that kind of thing. I would feel better if there was some kind of 911 number that was just for driving reports
- It would be the amount of cell phone use; I even saw a person using a motorcycle with a cell phone and talking and using no hands. I would like it made note of motorcycles weaving in and out of traffic and nothing being done and I am a motorcycle rider
- I've been in Wyoming since 1974. I'm pretty happy with the way the laws are. In Utah and Colorado, they ticket you for not wearing a seat belt. They're pretty lenient in Wyoming
- Keep up the good work!
- Love to see drinking and driving charges rate go up
- Maybe more enforcement with secured loads such as gravel trucks that should be covered. The county gravel trucks are the worst offenders. Other states have laws that require trucks like that to cover and secure loads like that and we should have laws about that too
- More turning lanes on two-way highways example: Highway 59 there is going to be a major accident for as

busy it is

- Most of the time visitors of the state are the ones driving over the limit. The two I see most often are California and Utah
- My issues are with driving in town many people do not stop at stop signs or stop lights!!
- No, I hope they get the primary law for the seat belt law passed this time
- No, that will work
- Nope. Glad to know people are doing surveys about drunk driving
- Not that I can think of
- One thing to throw in. I have been in Wyoming for about 25 years the courteous of drivers has diminished tremendously. When I moved here if you started to back out of parking spot, Traffic stopped to let you back out, but now it doesn't happen
- People drive 90 mph during the winter, and they do not use turn signals
- People should not flash lights at close, oncoming cars. It's dangerous, but the Wyoming Driver's Manual says you should. It can blind other drivers
- Reason to enforce seat belt laws, I agree with principle of not wanting people to get hurt but not in the probable cause of seat belts
- Registration cost too much in the state
- Schools have been doing a great job in bringing about awareness with drunk driving
- Seat belt laws are unfair and should be up to the person
- Seatbelt laws regarding children or passengers are unfair as children take belts off
- See them crack down on cell phone use in autos
- Some of the questions were difficult
- Stop scaring citizens by wearing SWAT gear and be more polite. The cops in Park County act like they are above the law, the Sheriff's Department is not bad, but the State is
- The drinking question about a drink 2 hours after drinking, that's a tricky question
- The drunk driving laws in the state are very unfair. They are too severe with the punishments
- The governments too involved with everything to ticket for not wearing a seatbelt
- The most dangerous road in Converse County is Highway 59. There is people pulling out when they are not supposed too, passing when they are not supposed too; passing a yellow line, cutting you off. The traffic has tripled. They have had several accidents (3) on Highway 59 in Converse County in the last 3 months and more in Campbell County. It because the increase in the oil/coal boom. The speed limit on that road isn't enforced. If a vehicle is slow I think there is a law that you are to pull over and let the other vehicle pass so traffic isn't back up. They need to make that road a 4-lane highway
- The reason why I'm so cautious is because I have friends, and family who have been hit by drunk drivers and by people who have been texting while driving
- The seatbelts are someone's choice. If you want to kill yourself, so be it. We wear ours all of the time
- The speeding is a real big problem, and especially on Highway 59, it's really bad, especially when driving a commercial vehicle, I notice people around me having their judgment clouded, not knowing what to do because there needs to be a passing lane, and become a four-lane road. People when they get behind a truck, get very upset, and make bad judgment calls about passing. Because someone behind me doesn't want to do the speed limit? I think there should be a public service around, respecting commercial vehicles, sometimes people pull ahead of me. There should be a "share the road" with commercial vehicles, like there is for motorcycles. From Douglas to Gillette to Casper, there are a lot of trucks, cause of the oil and gas fields
- The texting while driving laws and talking while driving is never enforced. It causes a danger to the other drivers and to pedestrians. And it causes damage to property
- There are a lot of people running red lights on Lincoln way and dell range

- There are a lot of speeders some travel to close
- There are so many people in Casper running red light and they do a better job removing snow from the roads in the winter
- There has been some pretty good enforcement by the highway patrol, especially on the US 20-26 bypass
- There should be variables in speeding and drinking. I don't drink, but for one drink or less and one drink or more that should be the variable in the question. I think there should be a variable while speeding. If you are over the speed limit of 10 miles or more/ 10 miles or less. To see who breaking the laws. It would be valuable to see what extent of people breaking the law. Is it ten or 30 miles over the limits?
- There was a death here of a bicyclist.it happened on Coffin avenue the road was repaved and they shaved off a piece of the road that had been there for people on bicycles. Friends in a biking club told me that accident would not have occurred if the biker was not forced into the lane with the cars
- These three things should be enforced more especially because we have a lot of people moving in to Campbell County to work in the oil fields and they speed, don't wear seat belts and also drink and drive
- They need a little bit better help on the roads during construction because some of the flagmen are standing on the side of the concrete on the side of the traffic. Today on my way home from one of them almost got hit because the driver in front of me was driving too fast and they were not in a safe area with a flag
- They need more highway patrolmen patrolling the highway. They need to enforce the texting and driving. I see that all of the time. Seatbelt use should be mandatory
- Think anybody who drives while drunk should be arrested. They are not fit to be driving. Youths would benefit from taking drivers education even older folks learning to drive would benefit. Don't drive anymore at age 89, by choice, but still has active driver's license in Wyoming
- Used to be you could drink in drive as long as you were not drunk. Anybody our age does not drink and drive. One drink can put you over the limit
- Watch out for younger drivers that are driving on permits without licensed drivers with them
- we could use better road conditions on highway 85 there are a lot of bumps in the road it puts a lot of wear and tear on your vehicle. They fix areas and then it just wears out all over again
- We don't faster speed limits. 75 is fast enough. I heard on the radio about raising the speed limits. They don't need to. Where are people going in such hurry?
- We live close to the interstate and a highway patrolman told us that you would be surprised how many people drive impaired
- We need more highway patrolmen, and there should be a buddy system (two officers per car)
- We need stronger DUI policies, I'd be 100% in favor of those. Put the hammer down on 'em!
- wearing a seat belt should be a personal choice not a law
- Well now that they are changing the speed limit from 75 to 80 on certain roads, you should talk about that, have questions about that.
- Well we need to leave Wyoming laws the way they are. We get are getting too many people and too many laws. We could go as fast as we wanted back in the old days. You had to slow down when you got to a town that was common sense. As far as a seat belt I rolled my truck and if I was in the driver's seat I would be dead now. A pipe came through where I was sitting in the driver's seat and would have killed me.
- When are they going to up the speed limit to 80 on the interstate? I heard they were going to. I think that is too fast
- When talking on the phone Bluetooth is used in the car
- Why can't we do anything about truck drivers, when there are so many of them? They think that they own the road and they are dangerous. A truck driver almost ran someone off the road and that was not the only time
- Why don't you put more passing lanes between Shoshone and Casper? It's dangerous
- Wish it was easier to get texters

- WYDOT needs to markedly improve bicycle safety in Wyoming
- Wyoming does better than Colorado
- Wyoming is so big, we can't keep enough Highway Patrolmen to keep up
- Wyoming's a great place for safety. If drivers' are dangerous they should get arrested
- You guys should maybe do something about teaching people to have more courtesy towards semi-trucks. People need to learn to stop at stop lights and not pull through them
- You'd want more ticketing for cell phone use, because the driver is distracted, and I have seen people running stoplights while distracted. One driver went through a stoplight at 50 mph and did not even slow down. Pull over if it is that important to talk to someone on a cell phone

Additional notes.

Q6. To what extent do you favor or oppose higher fines for failure to use a seat belt?

- I believe it is people's rights to make choice to wear or not
- I think the seatbelt laws should be enforced

Q7c. If you were to get a ticket for driving under the influence, for how long would it change your driving behavior? Would you say your driving behavior would change:

- Forever

Q8a. How often do you make or receive phone calls while driving a vehicle?

- Always because I have Bluetooth
- I either pull off or I don't answer them

Q8b. How often do you text message while driving a vehicle?

- My Bluetooth also does texting

Q11a. What do you think the chances are of someone in Wyoming getting arrested if they drive WITHIN city or town limits after drinking alcohol?

- I've noticed in the last couple years that our police are out there on the highway. They are going to catch these people

Q15. What do you think are the chances of getting a ticket if you drive over the speed limit in Wyoming?

- If drive more than 5 over
- It depends on what roads you are driving on