

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Volume III: Methods National Survey of Speeding, Unsafe, Distracted and Drowsy Driving Attitudes and Behavior: 2002		5. Report Date July, 2003	
		6. Performing Organization Code	
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		11. Contract or Grant No. 282-00-0017	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) Office of Research and Traffic Records Washington, D.C. 20590		13. Type of Report and Period Covered Final Report	
		14. Sponsoring Agency Code	
15. Supplementary Notes Paul J. Tremont, Ph.D. was Contracting Officer's Technical Representative			
16. Abstract <p>This report represents findings from a pair of studies undertaken by National Highway Traffic Safety Administration (NHTSA) to better understand drivers' behaviors and attitudes regarding speeding, unsafe driving, distracted and drowsy driving. This report, Volume III: <i>Methods Report</i> describes the methods used to conduct the interviews and analyze the data, and also contains the questionnaires. Volume I: <i>Findings National Survey of Distracted and Drowsy Driving</i> reports respondent's behaviors and attitudes on various topics related to distracted and drowsy driving. Volume II: <i>Findings Speeding and Unsafe Driving</i> presents the data on those topics. The data come from two surveys each conducted among nationally representative samples of drivers during the Spring of 2002. Interviews were conducted with a total of 4,010 drivers in the U.S.</p> <p>The survey findings show that speeding is a pervasive behavior with most drivers driving over the posted speed within the past month. Drivers are most likely to speed on non-interstate multi-lane roads. Younger and male drivers are most likely to speed. Drivers feel that they can drive about 7-8 MPH over the posted speed before they will be ticketed. While most drivers speed at least occasionally, most also feel the speed limits on different road types are "about right." However, about 20% feel the limits are too low on non-interstate multi-lane roads and 35% say the limits on multi-lane interstates are too low. Drivers see the average "ideal" speed limit for interstate highways at 67 MPH, though 49% feel the limit should be at least 70 MPH.</p> <p>While speeding behavior is pervasive, drivers report lower levels of other unsafe driving behaviors such as entering an intersection as the light turns from yellow to red (51% at least sometimes) and rolling stops at stop signs (42%). Fewer than one in ten drivers report other risky driving behaviors such as tailgating, making illegal U-turns, driving through stop signs without slowing, drunk driving, running red lights, and racing other vehicles. However, at least one in six drivers reports "normally" encountering tailgating, weaving in and out of traffic, and cars running red lights.</p> <p>Many drivers feel that enforcement of non-speeding unsafe behaviors is too lax, with half or more seeing too little enforcement of tailgating, weaving and running red lights.</p> <p>Most drivers at least occasionally engage in behaviors that draw some of their attention away from their driving task. The most common of these behaviors include general activities of talking with other passengers (81%), changing radio stations or CDs (66%), and eating or drinking while driving (49%). While it is estimated that more than a billion driving trips are made weekly by drivers engaging in <u>each</u> of these behaviors, fewer than one in four drivers perceive these particular activities as distracting or as making driving much more dangerous.</p> <p>About one in four drivers uses a cell phone while driving for either inbound (26%) or outbound calls (25%), while a similar proportion deals with children in a back seat (24%). Close to one-half of drivers perceive these behaviors to make driving much more dangerous, although drivers who use cell phones are only half as less likely as non-users to feel cell phone use is dangerous (about four in ten users do as compared to about eight in ten non-cell phone users).</p> <p>About one quarter (26%) of drivers have been involved in a crash in the past five years. About 3.5% of drivers attribute a crash they've had in the past 5 years to their being distracted, seven-tenths of 1 percent (0.7%) attribute a crash they've had to drowsy driving, while one-tenth of 1 percent (0.1%) of drivers attribute a crash they've had to their cell phone use</p>			
17. Key Words Driving, Attitudes, Survey, Distracted Driving, Drowsy Driving, Cell Phone Use		18. Distribution Statement This report and database are available from the National Technical Information Service, Springfield, VA (703) 487-4650, and is free of charge on the NHTSA website at www.nhtsa.dot.gov .	
19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages 88	22. Price