Driving Behavior Survey
regarding seat belt use, speeding, distracted driving, DUI, COVID impact
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Executive Summary
Purpose and Methodology

**Purpose**
- Each year the Colorado Department of Transportation (CDOT) conducts several media campaigns to encourage safe driving habits. In support of these campaigns, CDOT uses a survey of Colorado adults to assess current attitudes and driving behaviors related to seat belt use, speeding, distracted driving, and alcohol, cannabis, and prescription medication use.
- This report outlines the results of the 2021 survey. CDOT identified key questions to compare with 2020, 2019, and 2017 surveys (A survey was not conducted in 2018). Appendix A (pages 50-51) shows additional questions for comparisons among 2014-2021.

**Sampling Methods**
- We sent the survey to 5,000 randomly selected US Postal Service residential addresses. We oversampled Non-Front Range counties to ensure these less–populous counties were adequately represented.
- The initial mailing went out March 22, and a follow-up reminder postcard went out March 29. Respondents had the option of completing the survey online. The survey was available in English and Spanish.
- We used an online panel to boost the proportion of the sample from hard-to-reach audiences, specifically younger age groups, lower income households, and People of Color.
- 616 people completed the survey: 198 online, 319 by mail, and 99 through the online panel. The response rate was 10% (excluding panel respondents and undeliverable mailings) and the margin of error was approximately +/- 4%. Six participants took the survey in Spanish. The full participant profile is available on pages 7 and 8.

**PRR conducted the statewide survey March 22 through June 3, 2021. To ensure comparability, the 2021 survey followed the same protocol as the past surveys.**

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1 Results from the 2014 to 2016 survey were compiled differently and are not directly comparable to the 2017-2021 survey results.

2 The use of a panel means the sample is not a true random sample, so the margin of error is approximate. The margin of error is based on the 616 sample and 4.5 million adult population in Colorado.
Purpose and Methodology, continued

Weighting Methods

• The primary objective of weighting survey data is to make sure the survey sample reflects the wider population of a community. Using weighted data can produce more generalizable statistical results than estimates based on unweighted data.

• First, the 2021 survey respondents’ demographics were compared to the 2019 American Community Survey for the State of Colorado. Next, we went to an online panel to hear from hard-to-reach populations.

• Ultimately, the data was weighted by age and region to match Census figures to ensure fair representation of the state’s population.

A Note on Terminology

• The survey asks about “certain prescription medications other than cannabis.” This report refers to “prescription medications” for brevity.

• The term “region” refers to residence inside or outside the Front Range.

Analysis Methods

• Survey responses are summarized in charts. Survey topics are seat belt use, speeding, distracted driving, attitudes towards driving after using alcohol, cannabis, or prescription medications other than cannabis, and changes in driving behavior during the pandemic.

• Bivariate correlations identified relationships within topic areas, plus demographic factors (i.e., age, gender, primary vehicle type used, motorcycle ownership, income level, race, Hispanic ethnicity, education, and region), substance use (i.e. use of alcohol, cannabis, or prescription medications in the last 30 days), and driving after using alcohol, cannabis, or prescription medications.

• All reported correlations are statistically significant at the .05 level (95% confidence level) and have correlation coefficients of >= 0.15 or <= -0.15, which indicates a relatively strong relationship.

• ANOVA tests identified longitudinal comparisons among 2017, 2019, 2020, and 2021 results. All reported differences are statistically significant at the .05 level (95% confidence level).
Key Findings

1. **Drivers were more likely to wear seat belts when driving farther or faster.** A majority reported wearing a seat belt all the time while driving on a highway (87%) or driving more than 2 miles (84%). 81% reported wearing a seat belt all the time when driving less than 2 miles.

2. **Enforcement and audible reminders might increase seat belt usage.** The top three ways to help compel respondents to wear their seat belt more often were seeing others get ticketed for not wearing (15%), believing seat belts increased personal safety (15%), and audible reminders (15%).

3. **The faster the speed limit, the more people tended to speed.** 41% of respondents said they never drive over the posted speed limit of 25-30 mph, whereas only 18% said the same for roads with a 65 mph speed limit.

4. **Distracted driving often involved eating, selecting entertainment, and talking on hands-free phone.** Of things people did most often, eating food and drinking beverages tops the list (33%). Selecting entertainment on a device (22%) and talking on a hands-free cell phone (16%) were the second and third most common distractions.

5. **Drivers reported being more likely to use their phone while vehicle is fully stopped.** 35% reported doing this all the time (15%) or most of the time (20%). Many also have a “do not disturb while driving” feature on their phone (51%) but of those who do 36% have never used the feature.

6. **Respondents viewed driving under the influence of alcohol, cannabis, and prescription medications differently.** While 71% of respondents strongly disagreed that they could drive safely under the influence of alcohol, fewer people strongly disagreed that they could drive safely under the influence of cannabis (61%) or prescription medications excluding cannabis (51%).

7. **Most driving behaviors were about the same after the stay-at-home order and police enforcement was considered about the same.** Those that increased the most were driving 5 miles per hour or more above the speed limit (increased 10%), using a phone while driving (increased 8%), and driving without a seat belt (increased 7%). Two-thirds (67%) reported police enforcement was about the same after the stay-at-home order for COVID-19.

8. **Respondents engaged with CDOT and view the agency favorably.** Most people (62%) reported that CDOT does a good (48%) or excellent job (14%), overall. They checked CDOT signage (43%), the news (29%), and the CDOT website (14%) frequently. In contrast, 63% reportedly never used 511 to get information about Colorado highways.
Demographic Profile, weighted by Age and Region

Gender (n = 533)
- Man: 50%
- Woman: 49%
- Non-binary: 0.4%
- Not listed here: 0.0%

Race (n=542) (Select all that apply)
- American Indian or Alaska Native: 2%
- Asian or Asian American: 5%
- Black or African American: 8%
- Hispanic or Latinx: 18%
- Native Hawaiian or other Pacific Islander: 0.2%
- White: 69%
- Other race or combination of races: 2%

Age (n = 542)
- 18 - 24: 12%
- 25 - 34: 20%
- 35 - 44: 18%
- 45 - 54: 16%
- 55 - 64: 16%
- 65 - 74: 11%
- 75 and over: 7%

Household income (n = 523)
- Less than $35,000: 16%
- $35,000 to $49,999: 22%
- $50,000 to $74,999: 12%
- $75,000 to $99,999: 16%
- $100,000 to $124,999: 9%
- $125,000 to $149,999: 8%
- $150,000 to $199,999: 8%
- $200,000 or more: 9%

Due to rounding or questions where participants could select multiple answers, percentages may sum more than 100%.

Total weighted respondents: 616
Demographic Profile continued, weighted by Age and Region

**Education level (n = 542)**

- 11th grade or less: 2%
- 12th grade/High school diploma/GED: 6%
- Some college or trade/vocational school: 19%
- College graduate: 46%
- Post graduate degree: 27%

**Primary vehicle types (n = 542)**

(Select all that apply)

- Car, station wagon, or hatchback: 47%
- Pickup truck: 20%
- Van or minivan: 7%
- SUV (Sport utility vehicle): 43%
- Motorcycle: 7%
- Other type of vehicle: 1%

**Region (n = 542)**

- Front range: 83%
- Non-front range: 17%

**Languages spoken other than English (n = 538)**

- Yes: 21%
- No: 79%

*Due to rounding or questions where participants could select multiple answers, percentages may sum to more than 100%.*
How to Read this Report

**Title:** survey question

**Base:** people who saw the question

**Items:** some questions have multiple parts; this one asks about different driving distances

**n:** people who answered this part of the question

**Legend:** response options for this question

---

**How often, if ever, do you drive over the speed limit?**

Base: all respondents

- **All of the time**
- **Most of the time**
- **Some of the time**
- **Never**
- **Don't know**

**Overall (n = 531):**
- 3% All of the time
- 19% Most of the time
- 42% Some of the time
- 28% Never
- 7% Don't know

**On a neighborhood road (speed limit 25-30 mph) (n = 527):**
- 5% All of the time
- 9% Most of the time
- 20% Some of the time
- 41% Never
- 24% Don't know

**On a main city/town road (speed limit 35-45 mph) (n = 529):**
- 7% All of the time
- 10% Most of the time
- 29% Some of the time
- 35% Never
- 18% Don't know

**On a local highway (speed limit 55 mph) (n = 527):**
- 5% All of the time
- 24% Most of the time
- 34% Some of the time
- 23% Never
- 12% Don't know

**On a main highway/interstate (speed limit 65 mph) (n = 528):**
- 8% All of the time
- 26% Most of the time
- 39% Some of the time
- 18% Never
- 9% Don't know
How to Read this Report

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

+ or –: indicates whether there’s a positive (+) or negative (–) relationship between two variables. Here, respondents who White, Non-Hispanic reported being less likely to have consumed cannabis in the last 30 days.

Consumption and driving within 2 hours of consuming correlates with demographics, or believing it is safe to drive after consuming.

<table>
<thead>
<tr>
<th></th>
<th>Consumed within the last 30 days</th>
<th>Drove within 2 hours after consuming</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Alcohol</td>
<td>Cannabis</td>
</tr>
<tr>
<td>Younger</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White, Non-Hispanic</td>
<td>+</td>
<td>–</td>
</tr>
<tr>
<td>Engaged in some form of distracted driving</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Believe it is safe to drive under influence of alcohol</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Comfortable driving after having more drinks</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Believe it is safe to drive under the influence of cannabis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Believe it is safe to drive under the influence of prescription medications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Believe that it is safer driving under the influence of cannabis than alcohol</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Survey Findings
Seatbelt Safety
Most respondents wear their seat belt all the time.

- Overall, most people said that they wear their seat belt all (86%) or most of the time (7%).
- Only 2% of respondents rarely or never wear a seat belt.
- Seat belt use changes depending on the nature of a trip. More people (87%) wear their seat belt all the time for trips on the highway or interstate, compared to other types of trips:
  - When driving more than two miles (84%)
  - When driving less than two miles (81%)
- Sixty-one percent strongly agree it is their responsibility to ask others riding in their vehicle to wear a seat belt. This is especially the case for older or White respondents, or those who do not think it is safer to drive under the influence of cannabis than alcohol.

Correlations are reported on the following page.

### When driving your primary vehicle, how often do you wear your seat belt?

Base: all respondents

<table>
<thead>
<tr>
<th></th>
<th>All of the time</th>
<th>Most of the time</th>
<th>Some of the time</th>
<th>Rarely</th>
<th>Never</th>
<th>Don’t know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall (n = 538)</td>
<td>86%</td>
<td>7%</td>
<td>4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driving somewhere close, less than 2 miles (n = 505)</td>
<td>81%</td>
<td>9%</td>
<td>6%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driving farther, more than 2 miles (n = 506)</td>
<td>84%</td>
<td>9%</td>
<td>4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driving on a highway or interstate (n = 508)</td>
<td>87%</td>
<td>6%</td>
<td>5%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Respondents who wear a seat belt are more likely to be older, or higher income, or front range residents.

<table>
<thead>
<tr>
<th></th>
<th>Wears a seat belt more often</th>
<th>when driving their primary vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Overall</td>
<td>Somewhere close (&lt; 2 miles)</td>
</tr>
<tr>
<td>Older</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Speak language in addition to English</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Higher income</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Front range</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>People of Color</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Drives over speed limit on a neighborhood road (speed limit 25-30 mph)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>More often text while driving</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Drove within 2 hours of using alcohol in last 30 days</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Drove within 2 hours of using cannabis in last 30 days</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Drove within 2 hours of using prescription medications in last 30 days</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Drove within 2 hours of using alcohol and other drug in last 30 days</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Think they can drive safely under the influence of prescription medications</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Gets information about CDOT from highway signage</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Encouraging greater seat belt use: law enforcement, safety perceptions of seat belts, and car features.

- Among all the reasons to encourage greater seat belt use, the most selected were seeing others getting tickets (15%), thinking seat belts would make them safer (15%), and a car reminder (15%).
- Some respondents said they would feel compelled to wear a seat belt if they thought seat belts were more comfortable (13%) and if they thought they could get ticketed (12%).

Correlations are reported on the following page.

I would wear my seat belt more if...
Base: respondents who do not always buckle up (n = 542).
Multiple responses allowed. Percentages add up to more than 100%.

- I saw people being ticketed for not wearing a seat belt: 15%
- I thought seat belts would make me safer: 15%
- My car had a reminder: 15%
- Seat belts were more comfortable: 13%
- I thought I could get ticketed for not wearing a seat belt: 12%
- I didn't think seat belts might hurt me: 3%
- Other: 3%

“Other” includes responses such as I always buckle up, not being distracted as I start my journey, if there is a lot of traffic, depends on road and weather conditions, saw car crash videos.
The following reasons tend to encourage younger adults, or those with lower incomes, or People of Color.

<table>
<thead>
<tr>
<th>What, if anything, would compel you to wear your seat belt more often?</th>
<th>I thought you could get ticketed for not wearing a seat belt</th>
<th>I saw people being ticketed for not wearing a seat belt</th>
<th>My car had a reminder (like beeping when I am not wearing a seat belt)</th>
<th>Seatbelts were more comfortable</th>
<th>I thought seat belts would make me safer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive more days per week</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Younger</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Speak language in addition to English</td>
<td>+</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>More formal education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>People of Color</td>
<td>+</td>
<td>+</td>
<td></td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Lower income</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Overall drives over the speed limit</td>
<td></td>
<td>+</td>
<td></td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think they can drive safely under the influence of alcohol</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Think they can drive safely under the influence of cannabis</td>
<td>+</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Think they can drive safely under the influence of prescription medications</td>
<td></td>
<td>+</td>
<td></td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Think it is safer to drive under the influence of cannabis than alcohol</td>
<td>+</td>
<td>+</td>
<td></td>
<td>+</td>
<td></td>
</tr>
</tbody>
</table>

Note: This table only presents reasons that would compel seat belt use selected by at least 30 respondents.
Respondents were divided on whether they were likely to get a ticket for not wearing a seat belt.

- About half of them thought it was very (21%) or somewhat (30%) likely they would get a ticket for not wearing a seat belt.
- Slightly less than half thought they would be somewhat (20%) or very (21%) unlikely to receive a ticket.
- 8% did not know one way or the other how likely they would be to get a ticket.

Longitudinal Comparisons
- There is no statistically significant difference among 2021, 2020, 2019, and 2017.

Correlations
- Respondents who believed they would get a ticket for not wearing a seat belt (if they drove without using a seat belt for 6 months) are more likely to be:
  - Lower-income
  - Less educated
  - Younger
  - People of Color

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

Base: all respondents.

<table>
<thead>
<tr>
<th></th>
<th>2021 (n = 503)</th>
<th>2020 (n = 832)</th>
<th>2019 (n = 733)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very likely</td>
<td>21%</td>
<td>21%</td>
<td>23%</td>
</tr>
<tr>
<td>Somewhat likely</td>
<td>29%</td>
<td>24%</td>
<td>30%</td>
</tr>
<tr>
<td>Somewhat unlikely</td>
<td>19%</td>
<td>20%</td>
<td>21%</td>
</tr>
<tr>
<td>Very unlikely</td>
<td>24%</td>
<td>21%</td>
<td>25%</td>
</tr>
<tr>
<td>Don't know</td>
<td>7%</td>
<td>8%</td>
<td>7%</td>
</tr>
</tbody>
</table>
Half of respondents believe seat belt violations are a primary offense.

- With a primary offense, law enforcement can ticket a person simply for not wearing a seatbelt. For a secondary offense, law enforcement can only ticket someone for not wearing a seatbelt if another violation had occurred.
- More respondents (49%) thought seat belt violations were a primary offense than thought they were a secondary offense (37%).
- The number of respondents who did not know how to classify seat belt violations was 14%.

Longitudinal Comparisons
- There is no statistically significant difference among 2021, 2020, 2019, and 2017.

Correlations
- Respondents who think seat belt violations are a primary offense are more likely to be:
  - Younger
  - Lower income
  - Less educated
  - People of Color
Survey Findings
Driving at Safe Speeds
Respondents report speeding more often in places where speed limits are higher

- As the speed limit of a road increases, participants tend to speed more often.
  - Only 12% of respondents said they speed in 25-30 mph zones all (3%) or most (9%) of the time.
  - Only 17% said they speed in 35-45 mph zones all (7%) or most (10%) of the time.
  - 30% said they speed in 55 mph zones all (6%) or most (24%) of the time.
  - 34% said they speed in 65 mph zones all (8%) or most (26%) of the time.

Longitudinal Comparisons
- From 2017 to 2021, people’s tendency to drive over speed limits (overall) did not change significantly.

Correlations are reported on the following page.
Those who speed tend to drive after consuming alcohol or cannabis, or are People of Color, or engage in some form of distracted driving, or feel safe driving under the influence of alcohol and cannabis.

<table>
<thead>
<tr>
<th>How often, if ever, do you drive over the speed limit?</th>
<th>Overall</th>
<th>Neighborhood road (25-30 mph speed limit)</th>
<th>Main city/town road (35-45 mph speed limit)</th>
<th>Local highway (55 mph speed limit)</th>
<th>Main highway/interstate (65 mph speed limit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove after consuming alcohol in last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Drove after consuming cannabis in last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Younger</td>
<td>+</td>
<td></td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Higher income</td>
<td></td>
<td></td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>People of Color</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td></td>
<td></td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engaged in some form of distracted driving</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think likely to get ticket if drive consistently over speed limit on roads where sped limit is 65 mph</td>
<td>-</td>
<td></td>
<td></td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think likely to get ticket if drive consistently over speed limit on roads where sped limit is 30 mph</td>
<td></td>
<td></td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Think they can drive safely under the influence of alcohol &amp; cannabis</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>
People believe enforcement is more likely to happen in areas with lower speed limits.

- 63% of respondents believe that police are somewhat (35%) or very (28%) likely to stop drivers who consistently drive 5 to 10 mph over a 30 mph speed limit.
- In contrast, 53% of respondents said that police are somewhat (32%) or very (21%) likely to stop speeders on a 65 mph road.

Correlations
- Respondents who believed police would stop them if they consistently drove over the speed limit by 5-10 miles on a road (speed limit 30 mph) are more likely to:
  - Have engaged in some type of distracted driving
  - Believe they are more likely to get a ticket for not wearing a seat belt
  - Believe they are more likely to get a DUI for driving after using alcohol, cannabis, or prescription medication
- Respondents who believed police would stop them if they consistently drove over the speed limit by 5-10 miles on a road (speed limit 65 mph) are more likely to:
  - Have engaged in some type of distracted driving
  - Believe they are more likely to get a ticket for not wearing a seat belt
  - Believe they are more likely to get a DUI for driving after using cannabis or prescription medication
Survey Findings
Distracted Driving
Eating or drinking, selecting entertainment, and talking on hands-free cell phone are the most common distractions while driving.

- Of things people did most often, eating food or drinking beverages tops the list (33%).
- Selecting entertainment on a device (22%) and talking on a hands-free cell phone (16%) were the second and third most common distractions.
- Only 9% of respondents reported that they had not done any of these behaviors in the past 7 days.

“Something other distraction” includes responses such as pet in car, wildlife, scenery, directional signs, checking GPS, roadside distractions, vehicle crash, animals on road, bicyclists, dropping something while driving.

Of the things you had done at least once while driving in the past 7 days (or in a typical week), which ONE did you do most often?

Base: all respondents (n = 540)
More than half of participants are often or always selecting entertainment, eating, and talking on a hands-free phone while driving.

- The top three distractions participants reported doing in the past seven days were:
  - 75% said they selected entertainment on a cell phone, radio or other device (30% did this often or every time they drove)
  - 83% said they ate food or drank beverages (23% did this often or every time they drove)
  - 67% said they talked on a hands-free cell phone (21% did so often or every time they drove)

- People reported reading messages more often than sending messages while driving. In the past seven days, 41% have sent a message and 54% have read a message while driving.

Correlations are reported on the following page.
Those who drive distracted tend to drive after consuming alcohol or cannabis, or overall drive over the speed limit.

<table>
<thead>
<tr>
<th>Did each of the following while driving in the last 7 days</th>
<th>Read a message on my phone (text, social media, etc.)</th>
<th>Ate food/drank beverage</th>
<th>Talked on a hand-free phone</th>
<th>Talked on cell phone held in hand</th>
<th>Selected entertainment (cell phone, CD player, radio, or other device)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove after drank alcohol</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Drove after used cannabis</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>People of Color</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Younger</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Higher income</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Overall, drove over speed limited</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think they can safely drive under the influence of alcohol</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Think they can safely drive under the influence of cannabis</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
</tbody>
</table>
Drivers report being more likely to use their cellphone while fully stopped.

- Drivers are much more likely to use their phone (either hands-free or hand-held) when fully stopped:
  - 15% report always doing this all the time
  - 20% report doing this most of the time
  - 40% report doing this some of the time

Correlations

- Those more likely to use their phone when fully stopped, moving, or on the highway are more likely to be younger or People of Color.
- Those more likely to use their phone when in a neighborhood are more likely to be younger.
Preventing phone use while driving: phone blocked calls, hands-free features in car, and concerns about safety.

- The top four ways to prevent people using their phone while driving are
  1. Blocking calls and messages while driving (34%)
  2. Hands-free features in the vehicle (33%)
  3. Safety concerns about phone use while driving (29%)
  4. Expectation of getting a ticket for using a phone while driving (23%)

Correlations are reported on the following page.

If you sometimes use your phone while driving, would any of these get you to stop?
Base: all respondents (n = 542)
Multiple responses allowed. Percentages add up to more than 100%.

- My phone blocked calls and messages while driving: 34%
- My car had hands-free features to use my phone: 33%
- I thought using a phone while driving was unsafe: 29%
- I thought I could get ticketed for using a phone while driving: 23%
- I saw people being ticketed for using a phone while driving: 19%
- Other: 4%

“Other” includes insurance company’s involvement in tracking phone use if occurred during crash, turning phone off, ticket for cell phone use was a moving violation, getting in a crash.
Things to discourage phone use are correlated with age, or driving after using alcohol or cannabis, or speeding.

<table>
<thead>
<tr>
<th>Would any of these compel you to not use your phone while driving?</th>
<th>I thought you could get ticketed for using a phone while driving</th>
<th>I saw people being ticketed for using a phone while driving</th>
<th>My phone blocked calls and messages while driving</th>
<th>I thought using a phone while driving was unsafe</th>
<th>My car had hands-free features to use my phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Younger</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>People of Color</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Higher income</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think can safely drive under influence of alcohol</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think can safely drive under influence of cannabis</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think can safely drive under influence of prescription medications</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Think it is safer to drive under the influence of cannabis than alcohol</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Overall, drive over the speed limit</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Drove over the speed limit in 30-mph zone</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Drove over the speed limit in 65-mph zone</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>
A majority have a “Do Not Disturb” feature in their phone, but more than a third have never used the feature.

- More than half (51%) of respondents have a “Do Not Disturb While Driving” feature in their phone.
- About one-third (31%) of respondents don’t know about this feature.
- Among those who have a “Do Not Disturb While Driving” feature, more than a third of them (36%) have never used it and 17% of them have rarely used it.

**Correlations**

- Respondents who have a “Do Not Disturb” feature in their phone tend to:
  - Be younger

- Respondents who use a “Do Not Disturb” feature when driving tend to:
  - Speak a language in addition to English
  - Have lower household income
  - Be Persons of Color

---

**Does your phone have a 'Do Not Disturb While Driving' feature or a similar feature?**

Base: all respondents (n = 516)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>51%</td>
</tr>
<tr>
<td>No</td>
<td>18%</td>
</tr>
<tr>
<td>Don't know</td>
<td>31%</td>
</tr>
</tbody>
</table>

**If your phone has a 'Do Not Disturb While Driving' feature or a similar feature, how often do you use it when driving?**

Base: respondents with phones that have a 'Do Not Disturb While Driving' feature (n = 264)

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never</td>
<td>36%</td>
</tr>
<tr>
<td>Rarely</td>
<td>17%</td>
</tr>
<tr>
<td>Sometimes</td>
<td>19%</td>
</tr>
<tr>
<td>Often</td>
<td>7%</td>
</tr>
<tr>
<td>Every time I drive</td>
<td>21%</td>
</tr>
</tbody>
</table>
Survey Findings
Driving Under the Influence
Alcohol consumption is far more common than cannabis or prescription medication.

- 41% of respondents reported drinking alcohol in the last 30 days, compared to the 14% of respondents who reported consuming cannabis, 6% who reported taking prescription medications, and 4% who reported using alcohol and another drug.

- There was a range in the amount of alcohol consumption across respondents, ranging from drinking 1-5 days in the last 30 days (20%) to drinking 11 or more days in the last 30 days (13%).

- Most respondents (86%) did not use cannabis in the last 30 days, but 5% did consume 11 or more days and 9% consumed between 1 and 10 days.

- Prescription medication use was very rare, but among those who did take prescriptions that might impair driving in the last 30 days, there was a range of consumption habits between 1-5 days (6%) and 11 or more days (2%) in the last 30 days.

- Using alcohol and another drug together in the last 30 days was reported by just 4% of respondents.

Correlations are reported on page 33.
More people reported driving after consuming alcohol than driving after using cannabis, or prescription medications.

- About 18% said they drove after drinking alcohol in the last 30 days, compared to 7% of respondents who said they drove after consuming cannabis, 5% who reported driving after taking prescription medications, and 5% who reported driving after using alcohol and another drug together.

- Among those who reported driving after consuming alcohol, they did so infrequently. 16% of respondents reported driving on 1-5 days and very few reported driving on 6 or more days of the last 30 days.

- Although it was a rare occurrence, those who reported driving after consuming cannabis tended to drive 1-5 days (5%) of the last 30 days.

Correlations are reported on the following page.

Out of the past 30 days, on about how many days did you do the following?

<table>
<thead>
<tr>
<th>Activity</th>
<th>Number Responding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove a motor vehicle within 2 hours after consuming alcohol (n = 527)</td>
<td></td>
</tr>
<tr>
<td>Drove a motor vehicle within 2 hours after using cannabis (n = 531)</td>
<td></td>
</tr>
<tr>
<td>Drove a motor vehicle within 2 hours after using prescription medications that might impair your driving (n = 532)</td>
<td></td>
</tr>
<tr>
<td>Drove a motor vehicle within 2 hours after using alcohol and another drug together (n = 529)</td>
<td></td>
</tr>
</tbody>
</table>

Note: Some respondents said they did not consume alcohol, cannabis, or prescription medications in the last 30 days (page 31), yet they reported driving after consuming one of these substances. We did not ‘correct’ these responses for our analysis because we did not know which reported numbers were the true numbers, and this inconsistency affects a small number of observations (22 for alcohol consumption, 14 for cannabis consumption, and 7 for prescription medication consumption).
Consumption and driving within 2 hours of consuming correlates with demographics, or believing it is safe to drive after consuming.

<table>
<thead>
<tr>
<th></th>
<th>Consumed within the last 30 days</th>
<th>Drove within 2 hours after consuming</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Alcohol</td>
<td>Cannabis</td>
</tr>
<tr>
<td>Younger</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>White, Non-Hispanic</td>
<td>+</td>
<td>-</td>
</tr>
<tr>
<td>Engaged in some form of distracted driving</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Believe it is safe to drive under influence of alcohol</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Comfortable driving after having more drinks</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Believe it is safe to drive under the influence of cannabis</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Believe it is safe to drive under the influence of prescription medications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Believe that it is safer driving under the influence of cannabis than alcohol</td>
<td></td>
<td>+</td>
</tr>
</tbody>
</table>
Most respondents are comfortable driving after having 1 to 2 drinks within a 2-hour time period, but no more.

- Most participants (70%) said they feel comfortable having none (30%) or no more than one drink (40%) within a 2-hour period before driving.
- Only about 9% of people said they felt comfortable driving after 3 or more drinks within a 2-hour period.

### Correlations

- Respondents who feel safe driving after more drinks are more likely to:
  - Be younger
  - Be male
  - Overall, be more likely to speed
  - Engaged in some form of distracted driving
  - Believe they can drive safely under the influence of alcohol, or cannabis, or prescription medications
  - Believe it is safer to drive under the influence of cannabis than alcohol
  - Have used alcohol in the last 30 days
  - Have used cannabis in last 30 days
  - Have driven after consuming alcohol in last 30 days
  - Have driven after using cannabis in last 30 days

Note: One drink defined for participants as 12 oz. of beer, 5 oz. of wine, or 1 shot of liquor.
Most drivers do not think they can drive safely under the influence of alcohol, cannabis, or prescription medications.

- In 2021, 71% of respondents strongly disagreed that they could drive safely under the influence of alcohol.
- 61% strongly disagreed that they could drive safely under the influence of cannabis, and half (51%) strongly disagreed that they could drive safely under the influence of prescription medications.

**Longitudinal Comparisons:** The only statistically significant trend regarded driving under the influence of alcohol. Agreement that this is safe decreased from 2017 and 2019 to 2021.

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

<table>
<thead>
<tr>
<th>I can safely drive under the influence of <strong>alcohol</strong></th>
<th>I can safely drive under the influence of <strong>cannabis</strong></th>
<th>I can safely drive after using <strong>prescription medications</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Base: all respondents</td>
<td>Base: all respondents</td>
<td>Base: all respondents</td>
</tr>
<tr>
<td><img src="image1.png" alt="Bar chart" /></td>
<td><img src="image2.png" alt="Bar chart" /></td>
<td><img src="image3.png" alt="Bar chart" /></td>
</tr>
<tr>
<td>2021 (n = 527)</td>
<td>2021 (n = 527)</td>
<td>2021 (n = 535)</td>
</tr>
<tr>
<td>2020 (n = 850)</td>
<td>2020 (n = 843)</td>
<td>2020 (n = 849)</td>
</tr>
<tr>
<td>2019 (n = 753)</td>
<td>2019 (n = 753)</td>
<td>2019 (n = 753)</td>
</tr>
<tr>
<td>2017 (n = 886)</td>
<td>2017 (n = 886)</td>
<td>2017 (n = 885)</td>
</tr>
</tbody>
</table>

- Strongly agree
- Somewhat agree
- Somewhat disagree
- Strongly disagree
- Don't know
Those who believed they can drive safely under the influence tend to be younger, or are a person of color, or have driven after using alcohol, cannabis, or prescription medications.

<table>
<thead>
<tr>
<th>Believed they can safely drive under the influence of...</th>
<th>Alcohol</th>
<th>Cannabis</th>
<th>Prescription medications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Younger</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Male</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>People of Color</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Lower income</td>
<td></td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Non-front range</td>
<td></td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Believe it is safer to drive under the influence of cannabis than alcohol</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Overall, drive over the speed limit</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Used alcohol in the last 30 days</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comfortable driving after having more drinks</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Used cannabis in the last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Used prescription medications in the last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Drove after consuming alcohol in the last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Drove after consuming cannabis in the last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Drove after taking prescription medications in the last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>
A majority of participants do not think it is safer to drive under the influence of cannabis than alcohol.

- 50% of respondents to the 2021 survey strongly disagreed that it is safer to drive under the influence of cannabis than alcohol.
- Less than a fifth somewhat (14%) or strongly (4%) agree.
- About a quarter (22%) do not know which activity is safer.

Longitudinal Comparisons
- There is no statistically significant difference among 2021, 2020, 2019, and 2017.

Correlations
- Those more likely to believe it is safer to drive under the influence of cannabis than alcohol are more likely to:
  - Be younger
  - Have lower income
  - Be People of Color
  - Believe they can safely drive under the influence of alcohol, cannabis, or prescription medications
  - Drive after consuming alcohol or cannabis in last 30 days
  - Engaged in some form of distracted driving
  - Be comfortable having more alcoholic drinks within a 2-hour period and driving

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

Base: all respondents from the 2020 survey.

- **2021 (n = 536)**
- **2020 (n = 844)**
- **2019 (n = 755)**
- **2017 (n = 886)**
- **2016 (n = 871)**
Most people think getting a DUI is a likely consequence of driving under the influence of alcohol or cannabis.

- Most respondents (68%) think it is very or somewhat likely that someone driving over the legal alcohol limit would get a DUI.
- Many (41%) also think it is very or somewhat likely that someone would get a DUI if they drove within an hour of using cannabis and the amount of cannabis in their body was above the legal limit.

Correlations

- Those who think it is likely people would get a DUI for driving within an hour of consuming alcohol or using cannabis are more likely to:
  - Have not used cannabis in last 30 days
  - Have not driven after using alcohol in last 30 days

How likely or unlikely do you think it would be that a person would get a DUI if they...

Base: all respondents

<table>
<thead>
<tr>
<th>How likely or unlikely</th>
<th>Very likely</th>
<th>Somewhat likely</th>
<th>Somewhat unlikely</th>
<th>Very unlikely</th>
<th>Don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove within an hour after consuming alcohol and the amount of alcohol in your body was above the legal limit (n = 536)</td>
<td>37%</td>
<td>31%</td>
<td>16%</td>
<td>10%</td>
<td>6%</td>
</tr>
<tr>
<td>Drove within an hour after using cannabis and the amount of cannabis in your body was above the legal limit (n = 536)</td>
<td>28%</td>
<td>23%</td>
<td>22%</td>
<td>14%</td>
<td>13%</td>
</tr>
<tr>
<td>Drove within an hour of using certain prescription medications (n = 536)</td>
<td>17%</td>
<td>23%</td>
<td>27%</td>
<td>16%</td>
<td>17%</td>
</tr>
</tbody>
</table>
Survey Findings
Impact of COVID on Driving
Most driving behaviors were about the same after the stay-at-home order and police enforcement was considered about the same.

- Most driving behaviors surveyed stayed about the same after the stay-at-home order for COVID-19.
- Those that increased the most were:
  - Driving 5 miles per hour or more above the speed limit (10%)
  - Using a phone while driving (8%)
  - Driving without a seat belt (7%)
- Two-thirds (67%) reported police enforcement was about the same after the stay-at-home order for COVID-19.

Correlations are reported on the following page.

For each of the following, please tell us whether you have done it more, less, or about the same since March 2020 when Governor Polis first issues a stay-at-home order for COVID-19

Base: all respondents

<table>
<thead>
<tr>
<th>Action</th>
<th>More</th>
<th>About the same</th>
<th>Less</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove 5 miles per hour or more above the speed limit (n = 520)</td>
<td>10%</td>
<td>77%</td>
<td>13%</td>
</tr>
<tr>
<td>Used a phone while driving (n = 485)</td>
<td>8%</td>
<td>73%</td>
<td>19%</td>
</tr>
<tr>
<td>Drove without a seat belt (n = 475)</td>
<td>7%</td>
<td>68%</td>
<td>25%</td>
</tr>
<tr>
<td>Drove in a rude way (n = 485)</td>
<td>5%</td>
<td>59%</td>
<td>35%</td>
</tr>
<tr>
<td>Drove within 2 hours after consuming alcohol (n = 484)</td>
<td>5%</td>
<td>62%</td>
<td>32%</td>
</tr>
<tr>
<td>Drove within 2 hours after using prescription medications (n = 448)</td>
<td>5%</td>
<td>61%</td>
<td>33%</td>
</tr>
<tr>
<td>Drove within 2 hours of using cannabis (n = 449)</td>
<td>5%</td>
<td>63%</td>
<td>32%</td>
</tr>
</tbody>
</table>
Some changes in driving behaviors since COVID-19 are related to demographics or other driving behaviors.

<table>
<thead>
<tr>
<th>“Those who are more likely to have ...”</th>
<th>Noticed more law enforcement since stay-at-home order</th>
<th>Driven 5 mph or more over the speed limit</th>
<th>Used a phone while driving</th>
<th>Driven without a seat belt</th>
<th>Driven within two hours after consuming alcohol or cannabis</th>
</tr>
</thead>
<tbody>
<tr>
<td>People of Color</td>
<td>+</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Younger</td>
<td>+</td>
<td>+</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Often drive over the speed limit</td>
<td></td>
<td>+</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Male</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Drove after using alcohol or cannabis in the last 30 days</td>
<td></td>
<td>+</td>
<td></td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Lower income</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engage in distracted driving</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Anticipated getting a ticket for not wearing a seat belt</td>
<td></td>
<td></td>
<td></td>
<td>+</td>
<td></td>
</tr>
</tbody>
</table>
Survey Findings

Safe Driving for Pedestrians
The vast majority report stopping for pedestrians in crosswalks but less so for those not using a crosswalk

- The vast majority (83%) report always stopping for pedestrians using a crosswalk.
- Far fewer report always stopping for pedestrians **not** using a crosswalk.
- Almost three-fourths (73%) report always checking for pedestrians as they drive through intersections.

**Correlations** are reported on the following page

<table>
<thead>
<tr>
<th>When DRIVING your primary vehicle, how often do you...</th>
<th>Base: all respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop for pedestrians using a crosswalk? (n = 541)</td>
<td>All the time 83%</td>
</tr>
<tr>
<td>Check for pedestrians when driving through intersections? (n = 539)</td>
<td>All the time 73%</td>
</tr>
<tr>
<td>Stop BEFORE a crosswalk so you do not block it? (n = 541)</td>
<td>All the time 54%</td>
</tr>
<tr>
<td>Stop for pedestrians not using a crosswalk? (n = 537)</td>
<td>All the time 51%</td>
</tr>
</tbody>
</table>
Those more likely to drive safely at crosswalks tended to be white, less likely to speed, or consume alcohol or cannabis.

<table>
<thead>
<tr>
<th>“Those who are more likely to...”</th>
<th>Stop for a pedestrian using a crosswalk</th>
<th>Check for pedestrians when driving through intersections</th>
<th>Stop before a crosswalk to not block it</th>
<th>Stop for pedestrians not using a crosswalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Be white</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Less likely to speed on neighborhood roads</td>
<td>+</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less likely to have driven after consuming alcohol or cannabis in last 30 days</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Less likely to believe it is safe to drive after consuming alcohol or cannabis</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less likely to read a message on their phone</td>
<td></td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overall, less likely to speed</td>
<td></td>
<td></td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Less likely to engaged in distracted driving</td>
<td></td>
<td></td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>Older</td>
<td>+</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Survey Findings
Safe Driving for Motorcyclists
Many give motorcyclists extra space when following them.

- Almost two-thirds (63%) always give motorcyclists extra space when following them.
- Another quarter (28%) report doing this most of the time.
- This extra care with motorcyclists may in part be because the vast majority (90%) know motorcycles can be hidden in blind spots of their vehicles.

Correlations

- Those more likely to give motorcycle extra space when following are:
  - More likely to be White
  - Less likely to drive after consuming alcohol or cannabis in the last 30 days
- Those more likely to know motorcycles can be hidden in blind spots of their vehicles are:
  - Less likely to drive after consuming alcohol or cannabis in the last 30 days
  - More likely to believe they can drive safely under the influence of cannabis
Survey Findings
Engagement with CDOT
Most report that CDOT does a good or excellent job.

- More than half of respondents (55%) report that CDOT does a good (48%) or excellent (14%) job, overall.

Correlations

- Respondents who had a higher approval of CDOT performance were more likely to:
  - Be younger
  - Have lower incomes
  - Be People of Color

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

Base: all respondents (n = 534)
Drivers mostly use signage, news, and CDOT’s website for information.

- CDOT highway signage (43% frequently, 34% occasionally) and news (29% frequently, 29% occasionally) are the most common ways people get information about Colorado highways.
- Subscription emails or texts (11% frequently, 15% occasionally) and 511 (4% frequently, 13% occasionally) are the least-used sources of information.

Correlations are reported on the following page.
How respondents get information about Colorado highways is correlated with demographics.

<table>
<thead>
<tr>
<th></th>
<th>How often do you use each of these sources to get information about Colorado highways?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>News</td>
</tr>
<tr>
<td>People of Color</td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td></td>
</tr>
<tr>
<td>Drove more days per week</td>
<td></td>
</tr>
<tr>
<td>Older</td>
<td>+</td>
</tr>
<tr>
<td>Lower income</td>
<td></td>
</tr>
<tr>
<td>Non-front range county</td>
<td></td>
</tr>
</tbody>
</table>
Appendices
Appendix A: 2014 – 2021 Comparisons

- Since 2014, the number of respondents who said they could safely drive under the influence of alcohol has largely remained unchanged despite fluctuations in interim years.

- The number of respondents who said they could safely drive under the influence of cannabis rose to 17% in 2020 but dropped to 9% in 2021.

- In 2021, the percentage of respondents who said they could safely drive after using prescription medication was about the same as in 2020, 2019, 2017, and 2014. However, this number was significantly lower in 2015 (16%) and 2016 (17%).

- There has been a decrease in the percentage of respondents who believe it is safer to drive under the influence of cannabis than alcohol since a high of 30% in 2016. 23% of the 2021 and 2020 survey respondents agreed, down slightly from 2019 (27%), though more or less in line with 2014 (24%).

Note: The percentages were calculated after excluding respondents who answered “Don’t know”.

Proportion of respondents who strongly or somewhat agree with the following statements:
Base: all respondents.
Appendix A: 2014 – 2021 Comparisons, continued

- Since 2014, respondents’ perception on the likelihood that law enforcement will stop someone driving under the influence of alcohol has been increasing slightly (up to 76% in 2020 from 72% in 2014, but down to 72% in 2021). A majority (72%) of 2021 survey respondents believe it is likely or very likely that someone driving while above the legal alcohol limit would be stopped.

- Perceptions of law enforcement stopping someone who’s driving under the influence of cannabis has remained relatively stable since 2014. A majority (59%) of 2021 survey respondents said it was likely or very likely someone driving under the influence of cannabis would be stopped, up from a low of 52% in 2015.

  Note: This question was asked slightly differently in 2021.

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

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Drinking alcohol</td>
<td>72%</td>
<td>76%</td>
<td>76%</td>
<td>74%</td>
<td>75%</td>
<td>72%</td>
<td>72%</td>
</tr>
<tr>
<td>Using cannabis</td>
<td>59%</td>
<td>61%</td>
<td>59%</td>
<td>60%</td>
<td>56%</td>
<td>52%</td>
<td>57%</td>
</tr>
</tbody>
</table>

Note: The percentages were calculated after excluding respondents who answered “Don’t know.”
Appendix B: Survey Instrument, Pages 2 & 3

Please indicate your choices like this ☐

**REMINDER:** THIS SURVEY IS JUST FOR COLORADO DRIVERS

1. In a typical week, how many days do you drive?  
   - [ ] 1-2 days  
   - [ ] 3-4 days  
   - [ ] 5 or more days

2. When driving your primary vehicle, how often do you wear your seatbelt? (Select one answer for each item below.)
   - [ ] Most of the time  
   - [ ] Some of the time  
   - [ ] Rarely  
   - [ ] Never

3. If you do NOT always buckle up, would any of the following make you buckle up more? (Select all that apply.)
   - [ ] I thought I could get ticketed for not wearing a seatbelt  
   - [ ] I care about being ticketed for not wearing a seatbelt  
   - [ ] My car had a mechanism (e.g., unlocking the car when I'm not wearing a seatbelt)  
   - [ ] Seat belts were more comfortable

4. Assume that you do NOT use your seat belt AT ALL while driving over the next six months. How likely or unlikely do you think it is that you would get a ticket for not wearing a seatbelt? (Select one.)
   - [ ] Very likely  
   - [ ] Somewhat likely  
   - [ ] Somewhat unlikely  
   - [ ] Very unlikely  
   - [ ] Don't know

5. Before reading this survey, had you ever been pulled over for a primary offense or a secondary offense? (Select one.)
   - [ ] Primary offense  
   - [ ] Secondary offense  
   - [ ] Law enforcement chuckled at me for not buckling up  
   - [ ] Only if I was violating another traffic law at the same time, such as speeding  
   - [ ] Don't know

6. How often, if ever, do you drive over the speed limit? (Select one answer for each item below.)
   - [ ] Most of the time  
   - [ ] Some of the time  
   - [ ] Rarely  
   - [ ] Never

7. Suppose you drive your motor vehicle consistently 5-10 mph over the speed limit for the next 6 months. How likely or unlikely is it that the police would stop you at least once? (Select one answer for each item below.)
   - [ ] Very likely
   - [ ] Somewhat likely
   - [ ] Somewhat unlikely
   - [ ] Very unlikely
   - [ ] Don't know

8. Driving the past 7 days, how often, if ever, did you do each of the following while you were driving? (If you did not drive in the last 7 days, please tell us about a typical week.) (Select one answer for each item below.)
   - [ ] Sent a message on my phone (text, social media, etc.)
   - [ ] Read a message on my phone (text, social media, etc.)
   - [ ] Made a phone call (hand-free, someone else on the call to talk to other people in the vehicle)
   - [ ] Texted on a handheld phone
   - [ ] Talked on a hands-free device
   - [ ] Selected entertainment on a cell phone (CD player, radio, or other device)
   - [ ] Looked away from the road to talk to other people in this vehicle
   - [ ] Something else that might have distracted you then driving (please tell us more)

9. Of the things you had done at least once while driving in the past 7 days (or in a typical week), which ONE did you do most often? (Select one.)
   - [ ] Sent a message on my phone  
   - [ ] Read a message on my phone (text, social media, etc.)
   - [ ] Made a phone call (hand-free, someone else on the call to talk to other people in the vehicle)
   - [ ] Texted on a handheld phone

10. If you sometimes use your phone while driving, would any of these get you to stop? (Select all that apply.)
   - [ ] I thought I could get ticketed for using a phone while driving
   - [ ] I care about being ticketed for using a phone while driving
   - [ ] My phone blocked calls and messages while driving
   - [ ] Other (please tell us more)

11. Does your phone have a "Do Not Disturb While Driving" feature or a similar feature?  
   - [ ] Yes  
   - [ ] No  
   - [ ] Don't know

12. Out of the past 30 days, on about how many days do you drive the following? For each item, please write a number between 0 and 30. If you did not drive at all in the past 30 days, put 0.  
   - [ ] Drink alcoholic beverages
   - [ ] Drive a motor vehicle within 2 hours after consuming alcohol
   - [ ] Use prescription medications that might impair your driving
   - [ ] Use alcoholic and another drug together

13. How many drinks would you feel comfortable having in a 2-hour time period and still feel safe to drive a vehicle? Consider one drink a 12-ounce beer, a 5-ounce glass of wine, or 1 shot of liquor.  
   - [ ] Don't know

14. How strongly do you agree or disagree with the following statements?
   - [ ] I can legally drive under the influence of alcohol
   - [ ] I can legally drive under the influence of cannabis
   - [ ] I can legally drive under the influence of prescription medications (other than cannabis)
   - [ ] It is a safer driving under the influence of cannabis than under the influence of alcohol

15. How likely or unlikely do you think it would be that a person would get a DUI (Driving Under the Influence) if they?
   - [ ] Drive within an hour after using cannabis and the amount of cannabis in your body was above the legal limit
   - [ ] Drive within an hour after using certain prescription medications

16. We would like to learn whether the COVID-19 pandemic has changed the way people drive. Think about a typical trip when you are driving. For each of the following, please tell us whether you have done it more, less, or about the same since March 2019 when Governor Polis first issued a stay-at-home order for COVID-19.
   - [ ] Drive 5 miles or less or more above the speed limit
   - [ ] Drive within 2 hours after consuming alcohol
   - [ ] Drive within 2 hours after using cannabis
   - [ ] Drive within 2 hours after using prescription medications

17. Have you noticed more, less, or about the same amount of law enforcement on the roads since March 2019 when Governor Polis first issued a stay-at-home order for COVID-19?
   - [ ] More
   - [ ] Less

18. When driving your primary vehicle, how often do you... (Select one answer for each item below.)
   - [ ] Stop before a crosswalk, do you not block it?
   - [ ] Check for pedestrians when driving through intersections
   - [ ] Stop for pedestrians using a crosswalk
   - [ ] Stop for pedestrians not using a crosswalk

19. How strongly do you agree or disagree with the statement "It is my responsibility to ask others riding in my vehicle to wear a seatbelt?"
   - [ ] Strongly agree
   - [ ] Agree
   - [ ] Neither agree nor disagree
   - [ ] Disagree
   - [ ] Strongly disagree

20. How often do you give motorcyclists extra space when following?
   - [ ] All of the time
   - [ ] Most of the time
   - [ ] Some of the time
   - [ ] Rarely
   - [ ] Never

Please continue on next page
Appendix B: Survey Instrument, Pages 4 & 1

21. Do you know that motorcycles can easily be hidden in blind spots of your vehicle?  

22. When driving your primary vehicle, how often do you use your phone (hands-free or while holding it) when the vehicle is in motion? (Select one answer for each item below):

- Fully stopped
- Moving
- On the highway
- In a neighborhood

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

24. COTD shares information about Colorado highways (road conditions, construction, accidents, traffic speed, etc.) through several sources. Please tell us how often you use each of these sources to get information about Colorado highways. (Select one answer for each item below):

- Radio or television news
- Internet
- Cell phone
- COTD's website
- CDOT's mobile app
- Social media
- Other (please specify)

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

25. What type of vehicle(s) do you drive most often for personal use? (Select all that apply)

- Car
- Van or minivan
- Pickup truck
- SUV (sport utility vehicle)
- Motorcycle
- Other (please specify)

26. Does your license include an endorsement to ride motorcycles?  

27. If you ride a motorcycle, how often do you wear a helmet?  

28. What is your age?  

29. How do you identify? (Select all that apply)

- Male
- Female
- Non-binary
- Other (please specify)

30. What county do you live in?

31. In addition to English, do you speak any other language(s)?  

32. What is the highest level of education you have completed? (Select one)

- 12th grade
- Some college or vocational school
- College graduate
- Post graduate work or degree (Master's Degree, Ph.D., or professional degrees such as law or medicine)

33. How much do you think your household's total income before taxes will be for the current year? Please include income from all sources for all persons living in your household. (Select one)

- Less than $35,000
- $35,000 to $49,999
- $50,000 to $74,999
- $75,000 to $99,999
- $100,000 to $124,999
- $125,000 to $149,999
- $150,000 to $199,999
- $200,000 or more

Thank you for completing this survey!

Please return the completed survey by April 4, 2021.