Ewald & Wasserman
RESEARCH CONSULTANTS, LLC

CALIFORNIA TRAFFIC SAFETY SURVEY 2023

DATA ANALYSIS AND
COMPARISON WITH 2010-2022 SURVEY DATA RESULTS

Conducted on Behalf of

The California Office of Traffic Safety
The Safe Transportation Research and Education Center
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SUMMARY OF FINDINGS

Biggest Safety Concern (Q2)

"Speeding/Aggressive Driving" was the biggest safety concern for 76.6% of surveyed drivers of the panel, followed by "Distracted Driving because of TEXTING" and "Drunk Driving," mentioned by 74.2% and 68.6% drivers, respectively (Table Q2_2).

Behavioral Changes due to COVID-19 (COVID)

Although "Aggressive Driving / Road Rage" remained the most frequently given response as the biggest behavioral change noticed since the onset of the COVID-19 pandemic, "Distracted Driving because of Talking and/or Texting" saw a significant increase in response compared to 2022 - 15.5% in 2022 to 19.1% in 2023 (Table COVID_1).

Most Serious Distraction (Q3)

"Texting or Checking Phone While Driving" continues to be the most serious distraction on California roadways, reported by 72.4% of drivers (Table Q3_1), with a similar distribution across all California regions (Table Q3_2).

Near Crash Due to Talking/Texting (Q6)

There was a statistically significant increase of 3.8% in the number of respondents having been hit or nearly hit by a driver who was talking or texting on cell phone, as compared to 2022 (Table Q6).

Recall of Traffic Safety Outreach Campaigns (Q8a-Q8e)

Almost half of the drivers recalled the safety campaign "Don't Let Drunk, or 'High' Drive", with a significant increase of 4.9% compared to 2022 (Table Q8c). A new safety campaign introduced in 2023, "Get Off Your Apps" was recalled by 16.9% respondents, with comparable distribution across all California regions.

Campaign	Recall Rate 2023	Recall Rate 2022	Recall Rate 2021	Recall Rate 2020	Recall Rate 2019
"Go Safely California"	31.1%	28.5%	35.4%	30.2%	16.4%
"Slow the Fast Down"	21.5%	17.5%	19.1%	--	--
"Don't Let Drunk, or 'High' Drive"	49.4%	44.5%	--	--	--
"Get Off Your Apps"	16.9%	--	--	--	--

Alcohol-Impaired Driving (Q9)

Almost two-thirds (64.6%) of the respondents reported to not have driven when they thought they had too much alcohol to drive safely in the past six months (Table Q9_1). The decrease of 4.4% compared to 2022 was statistically significant.

Recall of Sobriety Checkpoints (Q11)

The recall of sobriety/DUI checkpoints in the past six months saw a statistically significant increase of 4.2% this year, as compared to 2022 wave (Table Q11_1). The regional distribution also shows a significantly higher recall by Central California drivers, compared to Northern and Southern California (Table Q11_2).

Chances of Being Ticketed for Speeding (Q18)

There were no significant changes in the number of drivers in their perceived likelihood of being ticketed for driving over speed limit on residential streets between 2023 and 2022. However, the regional distribution of the responses shows a significantly higher percentage of Central California drivers (30.9%) believe it to be "Very Likely" to get a ticket for driving over speed limit on residential streets, while a significantly higher number of Northern California Drivers (29.0%) believe it to be "Somewhat Unlikely" (Table Q18).

Perception of Components of Safe System Approach (Safe1)

All five factors of the Safe System Approach were rated as "Very Important" by the majority of the respondents, similar to 2022, with "Improve safe streets design to design roads that support all road users, including drivers, pedestrian, bicyclists and transit" being the highest rated factor of all in 2023 (Table Safe1).

Most Important Factor Resulting in Traffic Injuries/Fatalities (Safe2)

Overall, and across all California regions, "Driver behavior" was reported to be the most important factor resulting in traffic injuries/fatalities (Table Safe2). There was no significant difference between 2022 and 2023 data.

Sharing Road with Bicyclists when Driving (Q22)

A survey item added in 2022, showed similar distribution in responses, where more than half of the respondents (54.5%) reported to be comfortable sharing the road with bicycles "when there is a protected bike lane divider" (Table Q22). There were no statistically significant differences between California regions, as well as compared to the 2022 data.

Safety Problems Experienced as Pedestrian or Bicyclist (Q23)

"Cars going too fast" continues to be the most reported safety problems experienced as a pedestrian or bicyclist consistent with previous years' data (Table Q23_1 and Q23_2), as reported by 57.1% of the respondents. This is followed by "Cars not stopping" and "Distracted drivers using cell phones", reported by 53.0% and 40.8% of the respondents, respectively.

OVERVIEW OF 2023 STUDY

Similar to the survey waves since 2020, the 2023 California Traffic Safety Public Opinion Study was conducted by Ewald & Wasserman Research (E&W) on behalf of the California Office of Traffic Safety (OTS) and the Safe Transportation Research and Education Center of UC Berkeley (SafeTREC), with an online self-administered survey. Survey panelists were provided through Marketing Services Group, a commercial sample and panel vendor.

The eligibility criteria for participating in the study were possessing a valid California driver's license and being 18 years or older. Eligible respondents were forwarded to an online survey portal programmed and managed by E&W. To manage the sample composition and to ensure a similar distribution of age and gender compared to the California census and previous waves of the Traffic Safety Study, quotas by gender and six age groups were implemented.

Participation in the survey was anonymous, and a total of 2,815 responses were collected in April, 2023.

This report describes the findings of the 2023 Traffic Safety Public Opinion Study, along with a comparison of previous years of data, which include opinions from a representative sample of California drivers on a range of factors affecting traffic safety.

SURVEY DATA ANALYSIS AND COMPARISON WITH PREVIOUS YEARS

Since 2020, in light of the COVID-19 pandemic, the data for the survey were collected using online panels, as compared to the previous waves from 2010 through 2019, which were intercepts with survey respondents. The intercept surveys, as administered by trained field staff, recorded responses where the response options were not read to the respondents. In the online survey format, the response options were all presented to the respondents. This resulted in a greater number of responses particularly for the multiple response questions, and very few open-ended responses. While this facilitated a more direct comparison of results between the waves since 2020, comparison of the current survey data with the waves before 2020 should take the difference in modality as well as the impact of COVID-19 on perception and driving behavior of California drivers into account.

2,815 drivers participated in the survey, resulting in an overall confidence interval of +/- 1.85, at a confidence level of 95%.

The survey items related to the Safe System approach introduced by the U.S. Department of Transportation (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf), that were first introduced in 2022, continued to be a part of the survey in 2023 as well. In 2023, questions about a new safety campaign were also introduced.

In this report, the statistically significant differences between different California regions are highlighted in the respective region column. Similarly, the statistically significant differences between 2023 and 2022 data are highlighted in the 2023 data column. Every effort has been made to match the 2023 sample with previous waves by age, gender, and geographic region, to minimize the effects of sample differences between data collection years.

Data Weights

As in the previous years, the data collected in 2023 were weighted to the California adult population by age and gender ratios derived from the 2021 American Community Survey 5-year estimates to provide more representativeness to the entire State of California. The overall sample distribution was close to the 2021 Census data in age and gender distribution, and the applied weights only resulted in minor adjustments to the survey data. The Census data, summarized survey data, and calculated weights applied to the data and calculations are shown in Table Weights by Age and Gender.

Table Weights by Age and Gender. Census data, survey results and proportional weight calculation

	Census Data*		Survey Data		Weights		Weighted Survey Data	
Age Range	Male	Female	Male	Female	Male	Female	Male	Female
18-24	51.3%	48.7%	40.8%	59.2%	1.26	0.82	51.3%	48.7%
25-34	51.4%	48.6%	56.2%	43.8%	0.91	1.11	51.4%	48.6%
35-44	50.9%	49.1%	43.6%	56.4%	1.17	0.87	50.9%	49.1%
45-54	50.3%	49.7%	41.2%	58.8%	1.22	0.85	50.3%	49.7%
55-70	48.8%	51.2%	57.8%	42.2%	0.84	1.21	48.8%	51.2%
71 +	43.7%	56.3%	55.8%	44.2%	0.78	1.27	43.7%	56.3%
Average	**50.0%**	**50.0%**	**48.7%**	**51.3%**	**1.03**	**0.97**	**50.0%**	**50.0%**

*Source: Census.gov: ACS DEMOGRAPHIC AND HOUSING ESTIMATES 2021 American Community Survey 5-year estimates

The population weights for gender were calculated based on the proportional weight calculation formula in the Table Weights Formula.

Table Weights Formula. Proportional weight calculation formula

$$W_p = \frac{\text{Percent of Population}}{\text{Percent of Respondents}} = \frac{P_i / P_{total}}{R_i / R_{total}}$$

Analysis Notes

The 2023 Traffic Safety survey used a convenience sample of a commercially available online panel, similar to the waves since 2020. The survey findings summarized in this report are based on a sample size similar to previous years' data collection and tests for significance were calculated and will be noted where applicable.

- All tables in this report are based on valid answers provided, excluding "Don't know" and "Prefer not to answer" response options; therefore, the total number of responses varies by table. Additionally, not all questions were displayed to all respondents due to skip patterns programmed in the survey.

- For multiple choice questions, a respondent could give more than one answer. The listed "Percent of cases" column in respective tables are calculated from the total number of respondents who answered a question. The resulting percentage is more than 100.0% and reflects the percentage of respondents who selected the answer, not the percentage of total answers given, which would add up to 100.0%.
- The findings are reported weighted, with the data weights applied as outlined in Table Weights by Age and Gender.
- The significances outlined refer to a two-tailed probability with the resulting value of "z" and a *p* value indicating the difference between the listed (and assumed independent) proportion of drivers interviewed per wave. Where applicable, the significant differences calculated were adjusted for pairwise comparisons using the Bonferroni correction. Significant findings in table cells are highlighted in orange.
- The survey version used was same as the 2022 survey instrument, with the addition of one question about a new safety campaign.

Region Variable

All California counties were included in the 2023 survey, as in the previous waves of online surveys. The counties the panelists reported to live in were then used to create the Region variable: "Northern California", "Central California" and "Southern California", as outlined in the table below (Table R1).

Table R1. Three geographic region definitions by county

Northern California				
Alameda	El Dorado	Mendocino	San Francisco	Sutter
Alpine	Glenn	Modoc	San Mateo	Tehama
Amador	Humboldt	Napa	Santa Clara	Trinity
Butte	Lake	Nevada	Shasta	Yolo
Colusa	Lassen	Placer	Siskiyou	Yuba
Contra Costa	Marin	Plumas	Solano	
Del Norte	Mariposa	Sacramento	Sonoma	

Central California			Southern California
Calaveras	Monterey	Tulare	Imperial
Fresno	San Benito	Tuolumne	Los Angeles
Inyo	San Joaquin		Orange
Kern	San Luis Obispo		Riverside
Kings	Santa Barbara		San Bernardino
Madera	Santa Cruz		San Diego
Merced	Stanislaus		Ventura

For the 2023 survey, data was collected from 56 counties, with Table R2 showing the number of completed surveys by county.

Table R2. Completed surveys by county (non-weighted data)

County	Northern California	Total	County	Central California	Total	County	Southern California	Total
Alameda	118	4.2%	Calaveras	5	0.2%	Imperial	15	0.5%
Alpine	3	0.1%	Fresno	101	3.6%	Los Angeles	757	26.9%
Amador	7	0.2%	Inyo	1	0.0%	Orange	200	7.1%
Butte	21	0.7%	Kern	63	2.2%	Riverside	147	5.2%
Colusa	5	0.2%	Kings	9	0.3%	San Bernardino	139	4.9%
Contra Costa	89	3.2%	Madera	9	0.3%	San Diego	233	8.3%
Del Norte	7	0.2%	Merced	17	0.6%	Ventura	62	2.2%
El Dorado	31	1.1%	Monterey	23	0.8%	**Total**	**1,553**	
Glenn	3	0.1%	San Benito	3	0.1%	**% of total**	**55.2%**	
Humboldt	13	0.5%	San Joaquin	41	1.5%			
Lake	3	0.1%	San Luis Obispo	19	0.7%			
Lassen	1	0.0%	Santa Barbara	30	1.1%			
Marin	16	0.6%	Santa Cruz	16	0.6%			
Mariposa	3	0.1%	Stanislaus	25	0.9%			
Mendocino	10	0.4%	Tulare	25	0.9%			
Modoc	1	0.0%	Tuolumne	4	0.1%			
Napa	8	0.3%	**Total**	**391**				
Nevada	8	0.3%	**% of total**	**13.9%**				
Placer	28	1.0%						
Plumas	1	0.0%						
Sacramento	140	5.0%						
San Francisco	78	2.8%						
San Mateo	48	1.7%						
Santa Clara	117	4.2%						
Shasta	17	0.6%						
Siskiyou	1	0.0%						
Solano	25	0.9%						
Sonoma	37	1.3%						
Sutter	6	0.2%						
Tehama	5	0.2%						
Trinity	1	0.0%						
Yolo	14	0.5%						
Yuba	6	0.2%						
Total	**871**							
% of total	**30.9%**							

The total number of surveys per California region, the unweighted percent of completes per region, as well as the weighted percentage of completes per region are outlined in Table R3. Consistent with previous years' data, the majority of responses (1,553 responses, 55.5% weighted) for the 2023 survey came from Southern California drivers.

Table R3. Completed surveys by region and year

Region	Number Completes	Percent	Weighted Percent	2022 Percent	2021 Percent	2020 Percent	2019 Percent
Northern California	871	30.9%	30.7%	30.8%	28.1%	29.5%	32.6%
Central California	391	13.9%	13.8%	12.4%	12.6%	12.7%	12.6%
Southern California	1,553	55.2%	55.5%	56.8%	59.3%	57.8%	54.9%
Total	**2,815**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Respondent Demographics

The weighted respondent age and gender distribution in total and by California region, as compared to previous years, is outlined in Table D1. The results show a slightly lower percentage of 25-34 age-group, both male and female, as compared with 2022 survey data. The response rate for age groups 18-24 and 55-70, in both male and female, are slightly higher compared to the previous year.

Table D1. Age and gender distribution by geographic regions and year comparison

Gender	Age Group	Northern California	Central California	Southern California	Total	2022 Total	2021 Total	2020 Total	2019 Total
Male	18-24	18.5%	24.4%	17.8%	19.0%	17.7%	18.7%	10.7%	11.9%
	25-34	21.1%	26.4%	20.7%	21.6%	25.6%	20.7%	23.1%	25.0%
	35-44	16.2%	14.9%	20.9%	18.6%	18.2%	21.0%	23.6%	25.6%
	45-54	16.9%	16.4%	18.1%	17.5%	17.8%	19.2%	25.1%	19.8%
	55-70	21.5%	14.9%	18.2%	18.8%	16.6%	16.7%	14.6%	14.8%
	71 or older	5.9%	3.0%	4.3%	4.6%	4.0%	3.6%	2.9%	3.0%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Female	18-24	16.2%	21.3%	18.4%	18.1%	17.0%	17.7%	10.1%	17.1%
	25-34	18.7%	25.1%	20.7%	20.7%	24.2%	19.5%	21.7%	25.3%
	35-44	17.6%	15.8%	18.8%	18.0%	17.9%	20.6%	23.3%	19.3%
	45-54	18.7%	20.2%	16.0%	17.4%	18.2%	19.4%	25.2%	19.9%
	55-70	21.3%	14.8%	20.2%	19.8%	17.9%	17.9%	15.9%	15.5%
	71 or older	7.5%	2.7%	5.9%	6.0%	4.8%	4.9%	3.9%	2.9%
Total		**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

The distribution of respondent gender by region is shown in Table D2.

Table D2. Gender distribution by geographic regions

Gender	Northern California	Central California	Southern California	Total
Male	50.1%	52.6%	49.6%	50.2%
Female	49.9%	47.4%	50.4%	49.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2)

The biggest safety concern on California roadways was a multiple-choice question and the answering options are outlined below in Table Q2_1. The open-ended responses in the "Other"" category did not warrant any additional categorization.

Table Q2_1. "In your opinion, what are the biggest safety problems on California roadways?"

Drunk Driving
Speeding/Aggressive Driving
Distracted Driving because of TALKING
Distracted Driving because of TEXTING
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)
Bad Road Surfaces
Not Wearing Seatbelts
Drugged Driving
Other (un-coded)

There was a total of 10,672 responses provided to the question of the perceived biggest safety concern on California roadways. The most frequently mentioned response was "Speeding/Aggressive Driving" which accounted for 19.7% of all answers given, and was mentioned by over three-quarters (76.6%) of the respondents. This was followed by "Distracted Driving because of TEXTING" and "Drunk Driving", mentioned by 74.2% and 68.6% of all respondents respectively (Table Q2_2). The top three safety concerns on California roadways are highlighted in green in the table below.

Table Q2_2. Frequencies of Q2 by percent of answers and percent of drivers

Q2 all answers combined	Count	% of Answers	% of Drivers
Speeding/Aggressive Driving	2,097	19.7%	76.6%
Distracted Driving because of TEXTING	2,031	19.0%	74.2%
Drunk Driving	1,878	17.6%	68.6%
Bad Road Surfaces	1,350	12.6%	49.3%
Drugged Driving	1,158	10.8%	42.3%
Distracted Driving because of TALKING	837	7.8%	30.6%
Internal Car Distractions (passengers, eating, grooming, adjusting radio/stereo)	626	5.9%	22.9%
Not Wearing Seatbelts	607	5.7%	22.2%
All Other Responses Combined	87	0.8%	3.2%
Total	10,672	100.0%	389.7%

The most frequently mentioned responses to the biggest safety concern on California roadways, as compared to the previous years, are shown in Table Q2_3, with the three highest percentage answers in each year highlighted. Consistent to all previous years, "Speeding/Aggressive Driving" and "Distracted Driving because of Texting" remain the top most safety concerns, followed closely by "Drunk Driving".

Table Q2_3. Frequencies of top six responses to Q2 by percent of answers provided and by year of data collection

Q2 all Answers Combined	% Answers 2023	% Answers 2022	% Answers 2021	% Answers 2020	% Answers 2019	% Answers 2018	% Answers 2017	% Answers 2016	% Answers 2015	% Answers 2014	% Answers 2013	% Answers 2012	% Answers 2011	% Answers 2010
Speeding/Aggressive Driving	19.7%	19.6%	18.8%	19.1%	20.3%	19.4%	27.7%	19.2%	18.1%	20.2%	14.3%	15.6%	17.6%	18.2%
Distracted Driving because of Texting	19.0%	18.7%	18.9%	19.8%	19.4%	16.9%	14.7%	18.2%	16.1%	21.2%	20.3%	17.1%	18.5%	9.9%
Drunk Driving	17.6%	17.6%	17.5%	17.9%	9.2%	6.5%	22.9%	5.6%	6.6%	6.2%	5.7%	4.3%	12.6%	7.9%
Bad Road Surfaces	12.6%	11.8%	10.9%	10.5%	11.0%	15.3%	3.8%	12.2%	13.0%	10.4%	9.2%	11.4%	11.6%	11.6%
Drugged Driving	10.8%	11.0%	11.2%	10.6%	1.8%	1.3%	1.5%	--	--	--	--	--	--	--
Distracted Driving because of Talking	7.8%	8.3%	9.0%	9.0%	15.7%	14.2%	11.9%	13.8%	11.7%	18.0%	16.0%	18.3%	20.3%	15.8%
All other responses combined	12.5%	13.0%	13.7%	13.1%	22.6%	26.4%	17.5%	31.0%	34.5%	24.0%	34.5%	33.3%	19.4%	36.6%
Total responses	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2) by California Region

The biggest safety concern by California region is shown in Table Q2_4 (highest percentage answer highlighted), with "Speeding/Aggressive Driving" being the most frequently mentioned response across all California regions. However, in Southern California, drivers mentioned "Distracted Driving because of Texting" as the biggest safety concern on California roadways along with "Speeding/Aggressive Driving".

Table Q2_4. Frequencies of top five safety concerns by region

Q2 by Region	Northern California	Central California	Southern California
Speeding/Aggressive Driving	20.2%	18.6%	19.6%
Distracted Driving because of TEXTING	18.5%	18.0%	19.6%
Drunk Driving	17.6%	18.0%	17.5%
Bad Road Surfaces	13.1%	13.5%	12.2%
Drugged Driving	11.0%	11.4%	10.6%
All other responses combined	19.6%	20.5%	20.5%
Total	**100.0%**	**100.0%**	**100.0%**

Safety Concerns (Q2) by Age

The cross-tabulation of stated safety concerns by age group are shown in Table Q2_5. In age group 18-24, "Drunk Driving" was the biggest safety concern, while "Distracted Driving because of Texting" remains top safety concern for the age group 45-54, while all other age groups noted "Speeding/Aggressive Driving".

Table Q2_5. Cross-tabulation of top five safety concerns by age group

Q2 by Age	18-24	25-34	35-44	45-54	55-70	71 or older
Speeding/Aggressive Driving	20.3%	19.6%	19.2%	19.4%	19.8%	19.4%
Distracted Driving because of TEXTING	18.0%	18.8%	18.8%	19.9%	19.6%	18.8%
Drunk Driving	20.7%	18.7%	17.0%	16.5%	15.7%	16.2%
Bad Road Surfaces	10.7%	12.9%	13.6%	13.7%	12.6%	12.0%
Drugged Driving	11.0%	10.1%	9.9%	11.4%	11.6%	11.6%
All other responses combined	19.3%	19.9%	21.5%	19.1%	20.7%	22.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Behavioral Changes due to COVID-19 (COVID) by California Region

The perceived change in driving behavior since the onset of the COVID-19 pandemic, a question added to the survey in 2021, saw the trend continue where California drivers stated "Aggressive Driving/Road Rage" most frequently across all three regions. Table COVID_1 shows the distribution of answers across the California regions, as well as the comparison with 2022 and 2021 answers. While most of the answers remain quite similar to the previous waves, "Distracted Driving because of Talking and/or Texting" saw a significant rise since 2022 ($p<0.01$).

Table COVID_1. "Since the onset of the COVID-19 pandemic, what is the biggest change in behaviors you have noticed from drivers?" by region

COVID by Region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021
Aggressive Driving/Road Rage	32.6%	28.7%	35.6%	33.8%	34.7%	26.5%
Have Not Noticed Any Changes	21.0%	24.2%	20.5%	21.1%	23.3%	23.8%
Speeding	19.3%	14.9%	14.9%	16.2%	18.5%	24.2%
Distracted Driving because of TALKING and/or TEXTING	17.9%	20.5%	19.5%	19.1%	15.5%	16.4%
Impaired Driving	5.9%	8.0%	5.5%	6.0%	4.2%	5.7%
Not Wearing Seatbelts	1.9%	2.1%	2.6%	2.3%	2.1%	1.8%
Other (uncoded)	1.4%	1.6%	1.4%	1.4%	1.8%	0.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Behavioral Changes due to COVID-19 (COVID) by Age

While drivers of all age groups stated "Aggressive Driving/Road Rage" as the biggest change in behavior since the onset of the COVID-19 pandemic (Table COVID_2), "Distracted Driving because of Talking and/or Texting" remains the second most frequently stated change in behavior for the drivers aged 18-24, while drivers of other age groups state not to have noticed any changes as the second most frequently cited response.

Table COVID_2. "Since the onset of the COVID-19 pandemic, what is the biggest change in behaviors you have noticed from drivers?" by age

COVID by Age	18-24	25-34	35-44	45-54	55-70	71 or older
Aggressive Driving/Road Rage	26.2%	34.0%	32.3%	38.1%	39.4%	28.5%
Distracted Driving because of TALKING and/or TEXTING	24.0%	17.4%	16.2%	19.6%	17.7%	23.6%
Have Not Noticed Any Changes	20.0%	17.5%	23.6%	21.2%	22.4%	25.7%
Speeding	19.6%	17.0%	16.0%	13.3%	15.2%	16.7%
Impaired Driving	5.6%	8.2%	7.6%	4.8%	3.4%	4.9%
Not Wearing Seatbelts	3.4%	5.0%	2.2%	1.2%	0.4%	0.0%
Other (uncoded)	1.2%	0.9%	2.2%	1.7%	1.5%	0.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Most Serious Distraction (Q3) by Survey Wave

The survey item about the most serious distraction for drivers has been a part of the survey since 2010. While the first three years until 2012, "Talking on Phone While Driving" was the most frequently given answer, since 2013 "Texting or Checking Phone While Driving" has remained the most frequently given answer as the most serious distraction for drivers (Table Q3_1, most frequent response highlighted).

Note: Some of the answering choices provided were phrased slightly differently since the 2021 survey; the minor wording changes of the response choices are outlined below the table.

Table Q3_1. Frequencies of Q3 by survey year

Q3	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Texting or Checking Phone While Driving*	72.4%	71.9%	69.7%	68.5%	46.7%	44.5%	50.8%	44.1%	39.0%	51.8%	47.9%	37.2%	27.6%	12.7%
Talking on Phone While Driving	15.0%	14.4%	17.2%	17.4%	23.1%	32.2%	31.9%	33.5%	22.2%	29.5%	33.4%	42.8%	56.0%	61.9%
Car Crashes causing Rubbernecking***	4.3%	6.3%	5.0%	6.4%	6.2%	5.3%	1.4%	1.7%	1.6%	1.3%	1.4%	2.9%	1.9%	1.9%
Passengers in Car	2.5%	1.7%	2.4%	1.2%	4.1%	2.3%	1.7%	0.6%	1.2%	2.0%	1.5%	1.4%	1.8%	3.3%
Eating While Driving	2.1%	1.9%	2.5%	1.7%	2.4%	0.5%	1.3%	0.6%	1.5%	1.8%	0.5%	0.8%	1.2%	1.9%
Dashboard/Navigation Systems**	2.1%	1.8%	1.5%	1.7%	2.5%	0.8%	1.3%	1.7%	0.7%	0.9%	0.4%	0.5%	0.5%	0.2%
Roadside Billboards	0.8%	0.7%	1.0%	1.5%	2.3%	1.7%	1.2%	1.5%	2.6%	0.9%	1.8%	1.9%	1.3%	2.1%
All other responses combined	0.9%	1.3%	0.7%	1.6%	12.7%	12.7%	10.4%	16.3%	31.2%	11.8%	13.1%	12.5%	9.7%	16.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

*"Texting while Driving" in 2020 and earlier surveys

**"GPS/Navigation System" in 2020 and earlier surveys

***"Car Crashes/Vehicle Issues" in 2020 and earlier surveys

Most Serious Distraction (Q3) by Region

Similar to the overall distribution, “Texting or Checking Phone While Driving” is the most frequently given response across all three California regions, with a comparable distribution of responses (Table Q3_2).

Table Q3_2. Frequencies of Q3 by California region

Q3 by region	Northern California	Central California	Southern California
Texting or Checking Phone While Driving	70.5%	72.3%	73.5%
Talking on Phone While Driving	15.0%	16.2%	14.6%
Car Crashes causing Rubbernecking	5.0%	3.7%	3.9%
Passengers in Car	2.9%	1.9%	2.4%
Eating While Driving	2.7%	2.9%	1.6%
Dashboard/Navigation Systems	2.3%	1.6%	2.2%
Roadside Billboards	0.5%	0.8%	0.9%
All Other Responses Combined	1.2%	0.5%	0.8%
Total	**100.0%**	**100.0%**	**100.0%**

Using Cell Phone in a Non-Hands-Free manner when Driving (Q4) by Region and Wave

Similar to previous years, 30.7% respondents in 2023 stated to have used a cell phone in a non-hands-free manner when driving in the past 30 days (Table Q4). The differences between the three California regions, as well as the total responses between 2023 and 2022 are not statistically significant.

Table Q4. "How often in the past 30 days have you used a cell phone in a non-hands-free manner when driving?*" by region and year

Q4 by Region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Regularly	105 12.5%	47 12.5%	208 13.7%	360 13.2%	341 12.4%	423 15.2%	428 15.1%	458 35.4%	443 32.0%
Sometimes	132 15.8%	69 18.4%	276 18.2%	477 17.5%	481 17.5%	518 18.6%	528 18.6%	380 29.4%	295 21.3%
Rarely	218 26.0%	112 29.9%	414 27.3%	744 27.3%	747 27.2%	792 28.5%	872 30.7%	268 20.7%	298 21.5%
Never	383 45.7%	147 39.2%	617 40.7%	1,147 42.0%	1,180 42.9%	1,046 37.6%	1,015 35.7%	188 14.5%	348 25.1%
Total	**838** **100.0%**	**375** **100.0%**	**1,515** **100.0%**	**2,728** **100.0%**	**2,749** **100.0%**	**2,779** **100.0%**	**2,843** **100.0%**	**1,294** **100.0%**	**1,384** **100.0%**

* The phrasing of Q4 up to 2021 data collection was: "How often in the past 30 days have you used an electronic wireless device, like a cell phone while driving"?

Driving Mistake Due to Cell Phone Use (Q5) by Wave

Self-reported driving mistakes made while talking or texting on a cell phone saw a 2.1% increase between 2022 and 2023 (Table Q5). However, this difference is not statistically significant.

Table Q5. "Have you EVER made a driving mistake while talking OR texting on a cell phone?" by year

Q5 by year	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1,165 42.7%	1,104 40.6%	1,108 40.2%	1,263 44.7%	665 51.3%	634 46.0%	670 49.3%	550 43.9%	744 39.4%	858 47.1%	866 45.0%	827 44.6%	802 45.8%	766 46.5%
No	1,563 57.3%	1,617 59.4%	1,648 59.8%	1,561 55.3%	632 48.7%	743 54.0%	690 50.7%	704 56.1%	1,143 60.6%	965 52.9%	1,060 55.0%	1,027 55.4%	951 54.2%	883 53.5%
Total	**2,727** **100.0%**	**2,721** **100.0%**	**2,756** **100.0%**	**2,824** **100.0%**	**1,297** **100.0%**	**1,377** **100.0%**	**1,360** **100.0%**	**1,254** **100.0%**	**1,887** **100.0%**	**1,823** **100.0%**	**1,926** **100.0%**	**1,854** **100.0%**	**1,753** **100.0%**	**1,649** **100.0%**

Near Crash Due to Other Driver Talking/Texting on a Cell Phone (Q6) by Wave

Table Q6 shows the number of respondents having been hit or nearly hit by a driver who was talking or texting on a cell phone. While there are no difference between regions, the 3.8% increase since 2022 is statistically significant at $p<0.05$.

Table Q6. "Have you EVER been hit or nearly hit by a driver who was talking or texting on a cell phone?" by year

Q6 by year	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1,479 54.0%	1,370 50.2%	1,434 51.9%	1,466 51.7%	739 57.9%	852 62.3%	827 61.0%	685 54.6%	1,117 59.6%	1,098 61.2%	421 59.5%	1,067 60.1%	1,038 60.1%	912 57.5%
No	1,261 46.0%	1,361 49.8%	1,330 48.1%	1,371 48.3%	538 42.1%	515 37.7%	528 39.0%	570 45.4%	756 40.4%	697 38.8%	286 40.5%	708 39.9%	689 39.9%	673 42.5%
Total	**2,740 100.0%**	**2,732 100.0%**	**2,764 100.0%**	**2,837 100.0%**	**1,277 100.0%**	**1,367 100.0%**	**1,355 100.0%**	**1,255 100.0%**	**1,873 100.0%**	**1,795 100.0%**	**707 100.0%**	**1,775 100.0%**	**1,727 100.0%**	**1,585 100.0%**

Likelihood of Being Ticketed for Hand-Held Phone Use or Texting (Q7) by Wave

Drivers' rating of the likelihood of being ticketed for using a hand-held cell phone or texting is shown in Table Q7, with a similar distribution to previous waves and almost half of respondents stating it to be very or somewhat likely to be ticketed for hand-held cell phone use while driving.

Table Q7. "What do you think is the likelihood of being ticketed for hand-held cell phone use or texting while driving?" by year

Q7 by year	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012
Very Likely	568 20.7%	593 21.6%	643 23.2%	679 23.9%	269 21.0%	314 23.0%	287 21.2%	272 21.5%	444 23.4%	424 23.4%	493 26.3%	368 20.1%
Somewhat Likely	800 29.2%	778 28.3%	760 27.4%	792 27.9%	288 22.4%	344 25.1%	277 20.4%	265 21.0%	459 24.2%	416 23.0%	599 31.9%	570 31.2%
Neither Likely or Unlikely	438 16.0%	381 13.9%	378 13.6%	391 13.8%	228 17.8%	168 12.3%	197 14.5%	150 11.9%	218 11.5%	210 11.6%	131 7.0%	154 8.4%
Somewhat Unlikely	257 9.4%	451 16.4%	444 16.0%	425 15.0%	261 20.3%	250 18.3%	262 19.3%	256 20.3%	361 19.1%	376 20.8%	306 16.3%	356 19.5%
Very Unlikely	680 24.8%	546 19.9%	552 19.9%	555 19.5%	238 18.5%	292 21.3%	333 24.6%	320 25.3%	412 21.8%	385 21.3%	349 18.6%	379 20.7%
Total	**2,743 100.0%**	**2,750 100.0%**	**2,778 100.0%**	**2,841 100.0%**	**1,284 100.0%**	**1,395 100.0%**	**1,356 100.0%**	**1,263 100.0%**	**1,894 100.0%**	**1,811 100.0%**	**1,878 100.0%**	**1,827 100.0%**

Recall of "Go Safely California" (Q8a) by Region and Wave

Every year, respondents are asked about various California Office of Traffic Safety campaigns. In 2023, about a third of respondents (31.1%) could recall hearing or seeing the safety campaign "Go Safely California", with the drivers from Central California having the highest recall (33.7%).

Table Q8a. "In the past 6 months, do you recall: Go Safely California?" by region and year

Q8a by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019
Yes	236 32.0%	104 33.7%	408 30.1%	748 31.1%	668 28.5%	840 35.4%	744 30.2%	207 16.4%
No	502 68.0%	205 66.3%	947 69.9%	1,654 68.9%	1,678 71.5%	1,535 64.6%	1,716 69.8%	1052 83.6%
Total	**738 100.0%**	**309 100.0%**	**1,355 100.0%**	**2,402 100.0%**	**2,346 100.0%**	**2,375 100.0%**	**2,460 100.0%**	**1,259 100.0%**

Recall of "Slow the Fast Down" (Q8b) by Region and Wave

The second safety campaign "Slow the Fast Down" was recalled by 21.5% of respondents, with a comparable distribution across regions (Table Q8b). There is a significant increase of 4.0% ($p<0.01$) in the recall rate of the safety campaign since 2022.

Table Q8b. "In the past 6 months, do you recall: Slow the Fast Down?" by region and year

Q8b by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021
Yes	160 20.7%	74 22.6%	303 21.7%	537 21.5%	433 17.5%	479 19.1%
No	612 79.3%	254 77.4%	1,092 78.3%	1,958 78.5%	2,036 82.5%	2,023 80.9%
Total	**772 100.0%**	**328 100.0%**	**1,395 100.0%**	**2,495 100.0%**	**2,469 100.0%**	**2,502 100.0%**

Recall of "Don't Let Drunk, or 'High' Drive" Campaign (Q8c) by Region

The third safety campaign "Don't Let Drunk, or 'High' Drive", introduced as a survey item in 2022, was recalled by 49.4% of respondents, with a comparable distribution among the California regions (Table Q8c) and a significant increase of 4.9% since 2022 ($p<0.01$).

Table Q8c. "In the past 6 months, do you recall: "Don't Let Drunk, or 'High' Drive" by region and year

Q8c by region	Northern California	Central California	Southern California	Total 2023	Total 2022
Yes	363 47.5%	173 50.9%	705 50.1%	1,241 49.4%	1,122 44.5%
No	402 52.5%	167 49.1%	703 49.9%	1,272 50.6%	1,401 55.5%
Total	**765** **100.0%**	**340** **100.0%**	**1,408** **100.0%**	**2,513** **100.0%**	**2,523** **100.0%**

Recall of "Get Off Your Apps" Campaign (Q8d) by Region

One new safety campaign "Get Off Your Apps" was added as a survey item in 2023, which was recalled by 16.9% of respondents, with a comparable distribution among the California regions (Table Q8d).

Table Q8d. "In the past 6 months, do you recall: "Get Off Your Apps" by region and year

Q8d by region	Northern California	Central California	Southern California	Total 2023
Yes	131 16.5%	61 17.6%	242 17.0%	434 16.9%
No	661 83.5%	286 82.4%	1,181 83.0%	2,128 83.1%
Total	**792** **100.0%**	**347** **100.0%**	**1,423** **100.0%**	**2,562** **100.0%**

Source of Recall of Safety Campaigns

Respondents who recalled seeing or hearing a safety campaign, were then asked about the source of their recall. Table Q8a-d below outlines the responses, with Roadside Billboard being the most cited source for all the safety campaigns.

Table Q8a-d Follow-Up: "Where did you See or Hear…?" respective campaign source

Q8a-d	Go Safely California	Slow the Fast Down	Don't Let Drunk, or 'High' Drive	Get Off Your Apps
Roadside billboard	26.9%	28.2%	39.6%	19.9%
TV	17.5%	13.2%	17.0%	14.4%
Facebook	14.6%	16.5%	10.6%	18.5%
Instagram	11.9%	13.9%	8.2%	15.6%
Radio	10.4%	7.9%	8.9%	7.9%
Twitter	9.8%	10.9%	6.9%	13.0%
Web	8.1%	9.0%	7.3%	10.0%
Other	0.7%	0.3%	1.5%	0.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Intoxicated Driving (Q9) by Wave

All respondents were asked whether they had driven when they thought they had too much alcohol to drive safely in the past six months. Almost two-thirds (64.6%) did not, a significant 4.4% decrease from 2022 ($p<0.05$, Table Q9_1).

Table Q9_1. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by year

Q9 by year	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	229 8.3%	197 7.2%	256 9.2%	223 7.8%	95 7.3%	88 6.3%	137 10.1%	83 6.6%	138 7.2%	162 8.8%	119 6.2%	102 5.5%	120 6.7%	99 6.0%
No	1,778 64.6%	1,897 69.0%	1,846 66.4%	1,945 68.2%	766 59.2%	980 70.5%	918 67.4%	816 64.5%	1,264 65.6%	1,258 68.3%	1,452 75.3%	1,263 68.6%	1,267 70.7%	1,214 73.5%
I do not drink at all	746 27.1%	654 23.8%	678 24.4%	685 24.0%	433 33.5%	322 23.2%	307 22.5%	367 29.0%	525 27.2%	422 22.9%	358 18.6%	475 25.8%	405 22.6%	338 20.5%
Total	**2,754** **100.0%**	**2,748** **100.0%**	**2,781** **100.0%**	**2,853** **100.0%**	**1,294** **100.0%**	**1,390** **100.0%**	**1,362** **100.0%**	**1,266** **100.0%**	**1,927** **100.0%**	**1,842** **100.0%**	**1,929** **100.0%**	**1,840** **100.0%**	**1,792** **100.0%**	**1,671** **100.0%**

Intoxicated Driving (Q9) by Region

The distribution of instances of intoxicated driving by California region are outlined in Table Q9_2.

Table Q9_2. "In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?" by region

Q9 by region	Northern California	Central California	Southern California
Yes	59 7.0%	35 9.2%	135 8.8%
No	546 65.0%	233 61.3%	999 65.2%
I do not drink at all	235 28.0%	112 29.5%	398 26.0%
Total	**840** **100.0%**	**380** **100.0%**	**1,532** **100.0%**

Use of Alternative Ride Services When Drinking (Q10) by Region and Wave

The respondents who do not drink at all skipped over the follow-up that asked about using an alternate transportation ride (e.g., taxi, rideshare, ride app, etc.) when drinking with others or alone. A total of 47.2% of reported they "Always" or "Sometimes" use alternate transportation, while 52.8% respondents reported to rarely or never use alternate transportation when drinking with others or alone (Table Q10).

Table Q10. "In the past 6 months, how often have you used alternate transportation when drinking with others or alone?" by region and year

Q10 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Always	170 28.0%	61 23.0%	276 24.6%	507 25.4%	534 25.6%	394 18.8%	457 21.2%	316 37.1%	330 31.2%	278 26.4%	187 20.8%	319 22.9%	150 10.6%
Sometimes	121 19.9%	60 22.6%	255 22.7%	436 21.8%	368 17.7%	351 16.8%	389 18.1%	217 25.5%	240 22.7%	188 17.8%	162 18.0%	177 12.7%	179 12.7%
Rarely	84 13.8%	47 17.7%	160 14.2%	291 14.6%	276 13.3%	245 11.7%	272 12.6%	88 10.3%	115 10.9%	147 13.9%	111 12.3%	184 13.2%	189 13.4%
Never	232 38.2%	97 36.6%	433 38.5%	762 38.2%	905 43.4%	1,104 52.7%	1,036 48.1%	230 27.0%	372 35.2%	442 41.9%	439 48.8%	710 51.1%	894 63.3%
Total	**607** **100.0%**	**265** **100.0%**	**1,124** **100.0%**	**1,996** **100.0%**	**2,083** **100.0%**	**2,094** **100.0%**	**2,154** **100.0%**	**851** **100.0%**	**1,057** **100.0%**	**1,055** **100.0%**	**899** **100.0%**	**1,390** **100.0%**	**1,412** **100.0%**

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q11) by Wave

More than half (56.4%) of the respondents reported to have seen or heard about police setting up sobriety/DUI checkpoints in the past six months (Table Q11_1), a 4.2% significant increase since 2022 is significant (p<0.05).

Table Q11_1. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by year

Q11 by year	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014	Total 2013	Total 2012	Total 2011	Total 2010
Yes	1,390 56.4%	1,277 52.1%	1,234 51.0%	1,415 55.5%	489 40.1%	593 45.7%	706 52.9%	735 57.9%	1,094 56.8%	1,327 71.3%	993 51.6%	1,263 67.8%	1,300 72.9%	1,006 60.6%
No	1,077 43.6%	1,173 47.9%	1,187 49.0%	1,135 44.5%	730 59.9%	704 54.3%	629 47.1%	535 42.1%	831 43.2%	535 28.7%	931 48.4%	599 32.2%	483 27.1%	653 39.4%
Total	**2,467 100.0%**	**2,450 100.0%**	**2,421 100.0%**	**2,550 100.0%**	**1,219 100.0%**	**1,297 100.0%**	**1,335 100.0%**	**1,270 100.0%**	**1,925 100.0%**	**1,862 100.0%**	**1,924 100.0%**	**1,862 100.0%**	**1,783 100.0%**	**1,659 100.0%**

Recall of Sobriety/DUI Checkpoints in Past 6 Months (Q11) by Region

The recall of sobriety/DUI checkpoints by California region is presented in Table Q11_2. The regional distribution shows a significantly higher recall by Central California drivers (p<0.05).

Table Q11_2. "In the past 6 months, have you seen/heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?" by region

Q11 by region	Northern California	Central California	Southern California
Yes	406 54.2%	225 65.6%	760 55.3%
No	343 45.8%	118 34.4%	615 44.7%
Total	**749 100.0%**	**343 100.0%**	**1,375 100.0%**

Awareness of DUI (Q12) by Region and Wave

The majority of California drivers (91.2%) across all regions reported to be aware of getting a DUI for driving under the influence of legal or illegal drugs (Table Q12). This finding is consistent with previous years' data.

Table Q12. "Did you know that you can get a DUI if you drive under the influence of legal or illegal drugs?" by region and year

Q12 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017
Yes	778 92.2%	343 90.3%	1,389 90.9%	2,510 91.2%	2,464 89.9%	2,449 88.5%	2,572 90.3%	1,132 90.0%	1,263 93.8%	1,209 91.2%
No	66 7.8%	37 9.7%	139 9.1%	242 8.8%	278 10.1%	317 11.5%	275 9.7%	126 10.0%	83 6.2%	116 8.8%
Total	**844** **100.0%**	**380** **100.0%**	**1,528** **100.0%**	**2,752** **100.0%**	**2,742** **100.0%**	**2,766** **100.0%**	**2,847** **100.0%**	**1,258** **100.0%**	**1,346** **100.0%**	**1,325** **100.0%**

Likelihood of Getting Arrested for Driving Impaired (Q13) by Region and Wave

The perception of the likelihood of getting ticketed for driving impaired show a similar distribution in 2023 as compared to 2022 (Table Q13). Overall, 79.3% respondents believed it to be "Very Likely" or "Somewhat Likely" to get arrested for driving impaired.

Table Q13. "In your opinion, how likely is it for someone to get arrested if they drive impaired?" by region and year

Q13 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	291 34.8%	154 40.8%	573 37.7%	1,018 37.7%	1,017 37.2%	1,003 36.3%	1,099 38.6%	571 45.4%	569 42.5%	519 38.7%	519 41.3%	643 34.7%	808 44.5%
Somewhat Likely	360 43.1%	149 39.5%	629 41.4%	1,138 41.6%	1,117 40.9%	1,175 42.5%	1,177 41.4%	394 31.3%	454 33.9%	446 33.2%	377 30.0%	625 33.7%	515 28.4%
Somewhat Unlikely	142 17.0%	58 15.4%	247 16.2%	447 16.4%	462 16.9%	462 16.7%	299 14.0%	213 16.9%	206 15.4%	243 18.1%	264 21.0%	373 20.1%	316 17.4%
Very Unlikely	43 5.1%	16 4.2%	71 4.7%	130 4.8%	135 4.9%	125 4.5%	171 6.0%	81 6.4%	109 8.1%	134 10.0%	97 7.7%	214 11.5%	175 9.6%
Total	**836** **100.0%**	**377** **100.0%**	**1,520** **100.0%**	**2,733** **100.0%**	**2,731** **100.0%**	**2,765** **100.0%**	**2,846** **100.0%**	**1,259** **100.0%**	**1,338** **100.0%**	**1,342** **100.0%**	**1,257** **100.0%**	**1,855** **100.0%**	**1,814** **100.0%**

Perception of Marijuana Impairing Driving Functions (Q14) by Region and Wave

Table Q14 shows the perception of marijuana use impairing driving, with results similar to previous waves of data collection.

Table Q14. "Do you think marijuana can impair driving related functions, such as reaction time, distance perception, lane tracking, coordination and balance?" by region and year

Q14 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Yes	660 78.1%	279 74.0%	1,196 78.5%	2,135 77.8%	2,091 76.3%	2,138 77.0%	2,271 80.1%	1,019 80.0%	1,048 77.3%
No	58 6.9%	38 10.1%	127 8.3%	223 8.1%	234 8.5%	237 8.5%	209 7.4%	125 9.8%	98 7.2%
It Depends	127 15.0%	60 15.9%	200 13.1%	387 14.1%	416 15.2%	401 14.4%	356 12.6%	130 10.2%	210 15.5%
Total	**845 100.0%**	**377 100.0%**	**1,523 100.0%**	**2,745 100.0%**	**2,741 100.0%**	**2,776 100.0%**	**2,836 100.0%**	**1,274 100.0%**	**1,356 100.0%**

Perception of DUI of Drugs, Legal and Illegal (Q15) by Region and Wave

Consistent with the trend from previous waves, over half of all respondents (50.6%) believe that driving under the influence of drugs, including marijuana, prescription, and illegal, is "A Very Big Problem" (Table Q15). Distribution of responses by regions show no significant difference between the California regions.

Table Q15. "How serious of a problem is driving under the influence of drugs: including marijuana, prescription, and illegal?" by region and year

Q15 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015
A Very Big Problem	415 49.2%	200 53.6%	773 50.7%	1,388 50.6%	1,365 50.0%	1,437 51.9%	1,486 52.3%	617 49.6%	664 49.3%	715 53.5%	717 58.1%	980 54.7%
Somewhat of a Problem	335 39.7%	133 35.7%	558 36.6%	1,026 37.4%	1,033 37.8%	1,030 37.2%	1,006 35.4%	353 28.4%	494 36.7%	461 34.5%	381 30.9%	571 31.9%
A Small Problem	77 9.1%	32 8.6%	172 11.3%	281 10.2%	291 10.7%	259 9.4%	287 10.1%	237 19.1%	140 10.4%	122 9.1%	113 9.1%	193 10.8%
Not a Problem at all	17 2.0%	8 2.1%	22 1.4%	47 1.7%	43 1.6%	42 1.5%	63 2.2%	37 3.0%	48 3.6%	39 2.9%	24 1.9%	48 2.7%
Total	**844 100.0%**	**373 100.0%**	**1,525 100.0%**	**2,742 100.0%**	**2,732 100.0%**	**2,768 100.0%**	**2,842 100.0%**	**1,244 100.0%**	**1,346 100.0%**	**1,337 100.0%**	**1,235 100.0%**	**1,792 100.0%**

Safety of Driving 10 Miles Over the Speed Limit on Freeways (Q16) by Region and Wave

There are no significant differences between the California regions on the perception of whether it is safe to drive 10 miles over the speed limit on freeways (Table Q16). The overall distribution of responses between the waves shows no significant differences either.

Table Q16. "Do you think it's safe to drive 10 miles over the speed limit on freeways?" by region and year

Q16 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	251 30.0%	119 31.6%	523 34.5%	893 32.7%	913 33.3%	908 32.8%	1,023 35.9%	764 59.5%	788 56.9%	879 65.0%	755 59.5%	1,110 57.5%	1,104 59.3%
No	235 28.0%	109 29.0%	388 25.6%	732 26.8%	715 26.1%	788 28.5%	742 26.0%	337 26.2%	266 19.2%	253 18.7%	275 21.7%	481 24.9%	449 24.1%
It Depends	352 42.0%	148 39.4%	605 39.9%	1,105 40.5%	1,115 40.6%	1,072 38.7%	1,087 38.1%	183 14.3%	332 24.0%	220 16.3%	238 18.8%	341 17.7%	309 16.6%
Total	**838** **100.0%**	**376** **100.0%**	**1,516** **100.0%**	**2,730** **100.0%**	**2,743** **100.0%**	**2,768** **100.0%**	**2,852** **100.0%**	**1,284** **100.0%**	**1,386** **100.0%**	**1,352** **100.0%**	**1,268** **100.0%**	**1,932** **100.0%**	**1,862** **100.0%**

Safety of Driving Over the Speed Limit on Residential Streets (Q17) by Region and Wave

Asked whether it is safe to drive above the speed limit on residential streets, 76.7% respondents disagreed. The distribution among California regions shows no significant differences and no change in perception to previous years (Table Q17).

Table Q17. "Do you think it's safe to drive over the speed limit on residential streets?" by region and year*

Q17 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	66 7.8%	36 9.5%	145 9.5%	247 9.0%	259 9.4%	652 23.5%	729 25.6%	506 39.5%	460 33.2%	545 40.3%	465 36.6%	750 38.8%	577 31.0%
No	654 77.6%	298 79.0%	1,156 75.7%	2,108 76.7%	2,034 73.9%	1,436 51.7%	1,476 51.8%	639 49.8%	701 50.7%	598 44.3%	585 46.1%	905 46.8%	978 52.6%
It Depends	123 14.6%	43 11.4%	227 14.9%	393 14.3%	461 16.7%	691 24.9%	643 22.6%	137 10.7%	223 16.1%	208 15.4%	220 17.3%	279 14.4%	306 16.4%
Total	**843** **100.0%**	**377** **100.0%**	**1,528** **100.0%**	**2,748** **100.0%**	**2,754** **100.0%**	**2,779** **100.0%**	**2,848** **100.0%**	**1,282** **100.0%**	**1,384** **100.0%**	**1,351** **100.0%**	**1,270** **100.0%**	**1,934** **100.0%**	**1,861** **100.0%**

*Verbiage changed in 2022. In earlier years, the question was "Do you think it's safe to drive five miles over the speed limit on residential streets?"

Chance of Being Ticketed for Driving Over Speed Limit on Residential Streets (Q18) by Region and Wave

Table Q18 shows the overall distribution of response to perceived chances of getting a ticket for driving over the speed limit on residential streets. A total of 63.7% California drivers believe it to be "Very Likely" or "Somewhat Likely" to get a ticket for driving over the speed limit on residential streets. A significantly higher percentage of drivers in Central California (30.9%) believe it to be "Very Likely" to get a ticket for driving over speed limit on residential streets while a significantly higher number of Northern California drivers believe it to be "Somewhat Unlikely" (p<0.05).

Table Q18. "What do you think the chances are of getting a ticket if you drive over the speed limit on residential streets?" by region and year*

Q18 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Very Likely	201 24.0%	116 30.9%	387 25.4%	704 25.7%	645 23.6%	645 23.3%	614 21.6%	345 27.7%	267 20.1%	290 21.6%	267 21.3%	398 21.5%	413 22.5%
Somewhat Likely	292 34.8%	144 38.3%	603 39.6%	1,039 38.0%	1,097 40.1%	1,252 45.1%	1,315 46.2%	410 32.9%	552 41.6%	484 36.0%	460 36.7%	741 40.0%	691 37.6%
Somewhat Unlikely	243 29.0%	82 21.8%	381 25.0%	706 25.8%	667 24.4%	683 24.6%	717 25.2%	354 28.4%	321 24.2%	334 24.9%	341 27.2%	467 25.2%	484 26.4%
Very Unlikely	102 12.2%	34 9.0%	152 10.0%	288 10.5%	328 12.0%	194 7.0%	198 7.0%	138 11.1%	186 14.0%	236 17.6%	186 14.8%	245 13.2%	248 13.5%
Total	**838** **100.0%**	**376** **100.0%**	**1,523** **100.0%**	**2,737** **100.0%**	**2,737** **100.0%**	**2,774** **100.0%**	**2,844** **100.0%**	**1,247** **100.0%**	**1,326** **100.0%**	**1,344** **100.0%**	**1,254** **100.0%**	**1,851** **100.0%**	**1,836** **100.0%**

*In surveys before 2021 this question was not specific to residential streets.

Perception of Components of Safe System Approach (Safe1)

Survey items based on the Safe System Approach that describe ways to increase safety for all road users, were first introduced in 2022, and continue to be a part of the 2023 survey (Table Safe1). Respondents were asked to rate the importance of five factors on a scale of 1 to 5, with 1 being "Not Important" and 5 being "Very Important", to increase safety for all road users. The majority of the respondents rated all five factors to be "Very Important" to increase safety for all road users, with "Improve safe streets design to design roads that support all road users, including drivers, pedestrian, bicyclists and transit" being the highest rated factor of all in 2023 (48.7%).

Table Safe1. Rate the importance of the following factors to increase safety for all road users

Safe1 Statements	1-Not Important	2	3	4	5-Very Important	2022 1-Not Important	2022 5-Very Important
Promote safe speeds and reduce driver speeds to reduce injury severity for all road users	88 3.2%	161 5.8%	561 20.2%	791 28.5%	1,176 42.3%	79 2.9%	1,378 50.7%
Improve safe streets design to design roads that support all road users, including drivers, pedestrian, bicyclists and transit	78 2.8%	142 5.1%	463 16.7%	742 26.7%	1,353 48.7%	45 1.7%	1,551 57.0%
Expand awareness of safe walking, biking, and rolling	83 3.0%	171 6.1%	549 19.8%	806 29.0%	1,169 42.1%	72 2.6%	1,323 48.7%
Provide physical and emotional care to crash survivors and their families	135 4.9%	197 7.1%	678 24.4%	719 25.9%	1,048 37.7%	88 3.2%	1,254 46.2%
Support communities to plan for safe streets and public areas	78 2.8%	165 5.9%	538 19.4%	904 32.6%	1,093 39.3%	64 2.3%	1,312 48.3%

Most Important Factor Resulting in Traffic Injuries/Fatalities (Safe2) by Region

Another Safe System Approach based question, introduced in 2022, asked the respondents' opinion about the most important factor resulting in traffic injuries/fatalities. Table Safe2 shows the response distribution by California region as well as a comparison with the 2022 data. There is no significant difference between California regions, as well as compared to the 2022 responses. "Driver behavior" was reported to be the most important factor by more than half of California drivers (54.1%), following by "Speeding vehicles" which was mentioned by about a quarter of respondents (25.4%).

Table Safe2. "In your opinion, what is the most important factor resulting in traffic injuries/fatalities?" by region

Safe2 by Region	Northern California	Central California	Southern California	Total 2023	Total 2022
Driver behavior	459 54.4%	209 55.4%	814 53.6%	1,482 54.1%	1,446 52.9%
Speeding vehicles	201 23.8%	91 24.1%	405 26.7%	697 25.4%	723 26.4%
Lack of enforcement	65 7.7%	32 8.5%	110 7.2%	207 7.6%	212 7.8%
Roadway conditions	44 5.2%	21 5.6%	76 5.0%	141 5.1%	156 5.7%
Lack of sidewalks/bike lanes/crossing opportunities	34 4.0%	9 2.4%	49 3.2%	92 3.4%	96 3.5%
Lack of speed limit/road signages	26 3.1%	14 3.7%	49 3.2%	89 3.2%	90 3.3%
Other (Uncoded)	14 1.7%	1 0.3%	16 1.1%	31 1.1%	12 0.4%
Total	**843** **100.0%**	**377** **100.0%**	**1,519** **100.0%**	**2,739** **100.0%**	**2,735** **100.0%**

Main Form of Transportation (Q19) by Region

Another survey question, introduced in 2022, asked respondents about their main form of transportation in a typical week, with a single-choice answer. A majority of California drivers reported driving as their typical mode of transport (79.8%), with drivers in Southern California reporting a slightly higher percentage of mostly driving as compared to Northern and Central California (77.1% and 80.5%, respectively). A statistically significant difference was the higher number of respondents "Mostly Ride a Motorcycle/Scooter" in Central California compared to the other two regions (p<0.05, Table Q19_1).

Table Q19_1. "In a typical week, what is your main form of transportation?" by region

Q19 by region	Northern California	Central California	Southern California	Total 2023	Total 2022
Mostly Drive	647 77.1%	306 80.5%	1,238 81.1%	2,191 79.8%	2,252 82.3%
Mostly Walk	68 8.1%	19 5.0%	129 8.5%	216 7.9%	207 7.6%
Mostly Ride a Bike	29 3.5%	15 3.9%	46 3.0%	90 3.3%	79 2.9%
Mostly Ride a Motorcycle/Scooter	15 1.8%	16 4.2%	29 1.9%	60 2.2%	44 1.6%
Mostly take Public Transit	46 5.5%	13 3.4%	52 3.4%	111 4.0%	95 3.5%
Mostly use Ride Share Services/Taxis/Ride as passenger	32 3.8%	10 2.6%	25 1.6%	63 2.3%	56 2.0%
Other	2 0.2%	1 0.3%	7 0.5%	14 0.5%	4 0.1%
Total	**839 100.0%**	**380 100.0%**	**1,526 100.0%**	**2,745 100.0%**	**2,737 100.0%**

Perception of Legality for Bicyclists on Roadways (Q20) by Region and Wave

When asked whether they believe it to be legal for bicyclists to ride on roadways when there is no bike lake, more than two thirds of the respondents (68.0%) confirmed this (Table Q20), similar to the 2022 findings.

Table Q20. "Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?" by region and year

Q20 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018	Total 2017	Total 2016	Total 2015	Total 2014
Yes	589 71.5%	235 64.2%	995 67.0%	1,819 68.0%	1,824 68.2%	1,698 62.2%	1,764 63.0%	993 80.2%	984 73.8%	956 72.2%	838 68.0%	1,260 68.6%	1,204 68.7%
No	235 28.5%	131 35.8%	490 33.0%	856 32.0%	852 31.8%	1,034 37.8%	1,038 37.0%	245 19.8%	349 26.2%	369 27.8%	395 32.0%	577 31.4%	549 31.3%
Total	**824 100.0%**	**366 100.0%**	**1,485 100.0%**	**2,675 100.0%**	**2,676 100.0%**	**2,732 100.0%**	**2,802 100.0%**	**1,238 100.0%**	**1,333 100.0%**	**1,325 100.0%**	**1,233 100.0%**	**1,837 100.0%**	**1,753 100.0%**

Level of Comfort Sharing Road with Bicyclists with Bike Lanes (Q21) by Region and Wave

Table Q21 describes the responses to the level of comfort with sharing the road with bicyclists when there is a bike lane. Overall, a total of 64.2% of California drivers stated they are "Very Comfortable" or "Somewhat Comfortable" sharing the road with bicyclists, with a similar distribution among regions, as well as compared to previous waves.

Table Q21. "When driving, how comfortable are you with sharing the road with bicyclists when there IS a bike lane?" by region and year

Q21 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Very Comfortable	234 27.9%	111 29.4%	436 28.7%	781 28.6%	818 29.8%	986 35.7%	1,034 36.2%	570 45.1%	634 46.3%
Somewhat Comfortable	304 36.2%	126 33.3%	544 35.8%	974 35.6%	972 35.4%	1,004 36.3%	1,045 36.6%	395 31.3%	369 27.0%
Somewhat Uncomfortable	200 23.8%	90 23.8%	341 22.5%	631 23.1%	615 22.4%	529 19.1%	506 17.7%	171 13.5%	205 15.0%
Very Uncomfortable	101 12.0%	51 13.5%	197 13.0%	349 12.8%	337 12.3%	246 8.9%	269 9.4%	127 10.1%	160 11.7%
Total	**839 100.0%**	**378 100.0%**	**1,518 100.0%**	**2,735 100.0%**	**2,742 100.0%**	**2,765 100.0%**	**2,854 100.0%**	**1,263 100.0%**	**1,368 100.0%**

Level of Comfort Sharing Road with Bicyclists when Driving (Q22) by Region

Another survey item that was added in 2022, and continued in 2023, asked about specific situations when the respondent would feel most comfortable sharing the road with bicyclists when driving. The respondent could only choose one answer. The distribution of responses across the California regions as well as comparison to 2022 data are shown in Table Q22. More than half of the respondents (54.5%) reported to be most comfortable "When there is a protected bike lane divider", with a similar distribution between California regions. The response pattern is also very similar to 2022, with no significant differences between the years.

Table Q22. "In what situation would you feel most comfortable sharing the road with bicyclists when driving?" by region

Q22 by region	Northern California	Central California	Southern California	Total 2023	Total 2022
When there is a protected bike lane divider	452 53.7%	192 52.0%	839 55.5%	1,483 54.5%	1,538 56.4%
Where there is a bike lane with painted dividers	279 33.2%	129 35.0%	478 31.6%	886 32.6%	857 31.4%
Where there is no bike lane at all	50 5.9%	23 6.2%	84 5.6%	157 5.8%	137 5.0%
Other	5 0.6%	3 0.8%	9 0.6%	17 0.6%	19 0.7%
I don't feel comfortable sharing the road with bicyclists under any circumstance	55 6.5%	22 6.0%	101 6.7%	178 6.5%	176 6.5%
Total	**841** **100.0%**	**369** **100.0%**	**1,511** **100.0%**	**2,721** **100.0%**	**2,727** **100.0%**

Safety Problems Experienced as Pedestrian or Bicyclist (Q23)

Safety problems experienced as a pedestrian or bicyclist in the last six months was asked as a multiple-choice question. The responses are outlined in Table Q23_1, in order of most frequently reported responses. Consistent with previous years, "Cars going too fast" remains the most frequently stated responses, with more than half of the drivers (57.1%) mentioning it. This was followed by "Cars not stopping" mentioned by 53.0% drivers, and "Distracted drivers using cell phones" as mentioned by 40.8% of the respondents.

Table Q23_1. Frequencies by percent of answers and percent of drivers

Q23 all answers combined	Count	% of Answers	% of Drivers
Cars going too fast	1,562	21.5%	57.1%
Cars not stopping	1,449	20.0%	53.0%
Distracted drivers using cell phones	1,117	15.4%	40.8%
Lots of traffic	756	10.4%	27.6%
Almost getting hit by car or bike*	711	9.8%	26.0%
Lack of sidewalks or bike lanes	707	9.8%	25.8%
Bicyclists not stopping	617	8.5%	22.5%
None of the above	162	2.2%	5.9%
Have not been a pedestrian/bicyclist in the last 6 months	140	1.9%	5.1%
All Other Responses Combined	29	0.4%	1.1%
Total	**7,250**	**100.0%**	**265.0%**

*Almost getting hit by a car" in 2020 and earlier surveys

Safety Problems Experienced as Pedestrian or Bicyclist (Q23) by Region and Wave

The distribution of responses about the safety problems experienced as a pedestrian or bicyclist by California region, as well as comparison with previous years' data (Table Q23_2) show no significant differences between the regions, or the years.

Table Q23_2. "Think of the times you have been a pedestrian or bicyclist in the last 6 months. What safety problems did you experience, if any?" by region and year

Q23 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Cars going too fast	486 21.8%	207 21.8%	869 21.3%	1,562 21.5%	1,581 21.7%	1,507 20.2%	1,598 20.7%	336 17.7%	239 12.3%
Cars not stopping	458 20.6%	196 20.7%	795 19.5%	1,449 20.0%	1,479 20.3%	1,337 17.9%	1,403 18.1%	432 22.8%	336 17.3%
Distracted drivers using cell phones	314 14.1%	153 16.2%	649 15.9%	1,117 15.4%	1,114 15.3%	1,057 14.2%	1,246 16.1%	348 18.4%	426 21.9%
Lots of traffic	227 10.2%	99 10.5%	430 10.6%	756 10.4%	750 10.3%	819 11.0%	791 10.2%	98 5.2%	106 5.5%
Almost getting hit by a car or bike**	213 9.6%	84 8.8%	415 10.2%	711 9.8%	698 9.6%	742 10.0%	741 9.6%	197 10.4%	185 9.5%
Lack of sidewalks or bike lanes*	217 9.8%	96 10.2%	394 9.7%	707 9.8%	705 9.7%	914 12.3%	858 11.1%	37 2.0%	52 2.7%
Bicyclists not stopping	217 9.7%	71 7.5%	329 8.1%	617 8.5%	609 8.4%	644 8.6%	718 9.3%	69 3.6%	67 3.5%
None of the above	41 1.8%	22 2.3%	99 2.4%	162 2.2%	174 2.4%	385 5.2%	320 4.1%	308 16.3%	352 18.1%
Have not been a pedestrian/bicyclist in the last 6 months	38 1.7%	20 2.1%	82 2.0%	140 1.9%	143 2.0%	15 0.2%	--	--	--
All Other Responses Combined	16 0.7%	1 0.1%	11 0.3%	29 0.4%	30 0.4%	32 0.4%	62 0.6%	55 2.9%	162 8.4%
Total	**2,226 100.0%**	**950 100.0%**	**4,074 100.0%**	**7,250 100.0%**	**7,282 100.0%**	**7,451 100.0%**	**7,736 100.0%**	**1,894 100.0%**	**1,942 100.0%**

*"Lack of sidewalks" in 2020 and earlier surveys

**"Almost getting hit by a car" in 2020 and earlier surveys

Safety Problems Experienced as Driver around Pedestrians and Bicyclists (Q24)

When asked about the safety problems experienced as a driver around pedestrians and bicyclists, more than half of respondents (50.9%) stated "Pedestrians not using crosswalks" (Table Q24_1), three most frequently mentioned answers highlighted). This was followed by "Pedestrians stepping off curb without looking", mentioned by 45.6% of drivers, and "Bicyclists not stopping at stop signs or traffic lights" (41.9%).

Table Q24_1. Frequencies Q24 by percent of answers and percent of drivers

Q24 all answers combined	Count	% of Answers	% of Drivers
Pedestrians not using crosswalks	1,384	18.0%	50.9%
Pedestrians stepping off curb without looking	1,240	16.1%	45.6%
Bicyclists not stopping at stop signs or traffic lights	1,140	14.8%	41.9%
Pedestrians/bicyclists distracted behavior (phones, ear pods, headsets)	1,051	13.7%	38.7%
Pedestrians/bicyclists not being visible enough	970	12.6%	35.7%
Bicyclists being in the road or blocking traffic	857	11.1%	31.5%
Lack of sidewalks or bike lanes	816	10.6%	30.0%
None of the above	212	2.7%	7.8%
All Other Responses Combined	26	0.3%	1.0%
Total	**7,695**	**100.0%**	**283.1%**

Safety Problems Experienced as Driver around Pedestrians and Bicyclists (Q24) by Region and Wave

Table Q24_2 outlines the responses to the survey item about safety problems experienced as a driver around pedestrians and bicyclists across California regions and previous waves. The distribution of responses between regions, as well as between the years, show no significant differences.

Table Q24_2. "Think of the times you have been a DRIVER around pedestrians or bicyclists in the last 6 months. What safety problems did you experience, if any?" by region and year

Q24 by region	Northern California	Central California	Southern California	Total 2023	Total 2022	Total 2021	Total 2020	Total 2019	Total 2018
Pedestrians not using crosswalks	429 18.1%	193 18.2%	762 17.9%	1,384 18.0%	1,261 17.9%	1,548 18.2%	1,612 18.5%	300 15.2%	294 14.8%
Pedestrians stepping off curb without looking	389 16.4%	170 16.0%	680 16.0%	1,240 16.1%	1,086 15.4%	1,399 16.4%	1,453 16.7%	321 16.2%	179 9.0%
Bicyclists not stopping at stop signs or traffic lights	366 15.4%	152 14.3%	622 14.6%	1,140 14.8%	1,049 14.9%	1,255 14.7%	1,385 15.9%	321 10.7%	179 10.6%
Pedestrians/bicyclists distracted behavior (phones, ear pods, headsets)	327 13.8%	151 14.2%	574 13.5%	1,051 13.7%	902 12.8%	1,087 12.8%	1,174 13.5%	332 16.8%	264 13.3%
Pedestrians/bicyclists not being visible enough	303 12.8%	135 12.7%	532 12.5%	970 12.6%	838 11.9%	1,117 13.1%	1,143 13.1%	194 9.8%	169 8.5%
Bicyclists being in the road or blocking traffic	247 10.4%	124 11.7%	485 11.4%	857 11.1%	871 12.4%	960 11.3%	1,047 12.0%	269 13.6%	187 9.4%
Lack of sidewalks or bike lanes*	240 10.2%	101 9.5%	475 11.1%	816 10.6%	757 10.8%	905 10.6%	652 7.5%	38 1.9%	108 5.5%
None of the above	60 2.5%	35 3.3%	117 2.7%	212 2.7%	238 3.4%	221 2.6%	223 2.6%	242 12.2%	356 18.0%
All Other Responses Combined	6 0.3%	3 0.2%	17 0.4%	26 0.3%	29 0.4%	12 0.1%	36 0.4%	47 2.4%	76 3.8%
Total	**2,367 100.0%**	**1,064 100.0%**	**4,264 100.0%**	**7,695 100.0%**	**7,032 100.0%**	**8,516 100.0%**	**8,725 100.0%**	**1,979 100.0%**	**1,942 100.0%**

*"Lack of sidewalks or clear crosswalks" in 2020 survey